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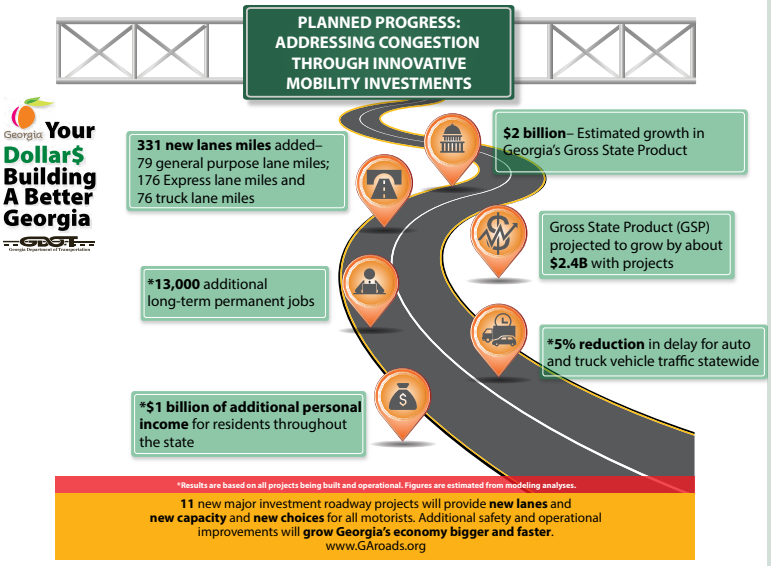
PLANNED PROGRESS: ADDRESSING CONGESTION THROUGH INNOVATIVE MOBILITY INVESTMENTS

Establishing the Need

Georgia has seen significant population and economic growth in the last two decades. Georgia has grown to the 8th largest state based on population, 24th largest based on land mass and it has the 10th largest Transportation network in the nation. The state's annual gross domestic product (GDP) is now $507 billion – 10th highest in the United States. Georgia's economic recovery brings significant transportation challenges. Recently, TomTom rated Metro Atlanta as 13th and INRIX rated Metro Atlanta as the 9th most congested U.S. city. These challenges demand forward thinking strategies that will improve mobility and improve the quality of life for all Georgians.

As a result, the Georgia Department of Transportation has worked with the Governor and the General Assembly to ensure implementation of a comprehensive set of projects to maintain the state's economic competitiveness and allow Georgia to remain the number #1 state for business. The initial 11 transportation projects will create additional capacity; improve the movement of freight; provide operational improvements and efficiencies; enhance safety and decrease travel times. The projects target key, critical corridors, which if left unaddressed, would negatively impact the movement of freight and people and therefore stymie economic development. Focus on improving conditions within these corridors will positively impact the state's transportation system.

Passage of the Transportation Funding Act of 2015 yielded the flexibility and funding to begin addressing major investments in Georgia's transportation network. A concerted effort was undertaken to identify projects that have established existing needs and ensured meaningful, positive results for all Georgians.



Methodology

Three modeling scenarios were used to evaluate and summarize the performance impacts for the projects. They include a 2010 Base Year scenario (showing the existing system); a 2030 Existing+Committed (E+C) scenario (showing conditions of the system in 2030 with all planned projects but without the 11 projects) and a 2030 Build Scenario (showing the impact of the projects 11 projects on the system in 2030). The year 2030 was used so that all projects would be open to traffic.

The Atlanta Regional Commission (ARC) traffic model was used to analyze the projects within the Atlanta region. The Statewide model was used to analyze the corridor projects along I-85 and I-75 falling just outside of the ARC model domain and the Savannah traffic model was used to analyze projects within the Savannah region. The analysis was performed by Cambridge Systematics.

Project List for Investment in the Next 10 Years (project descriptions on Vehicle Hours Delay reductions in 2030) For additional project description, see *GaRoads.org*

I-285/I-20 East Interchange. Project reflects ramp reconstruction; construction of Collector-Distributor (CD) lanes between Wesley Chapel and I-285 interchange; and a West-Bound (WB) auxiliary lane between Lithonia Industrial Boulevard (LIB) and Panola Road. Project results in 18 additional lane miles.
Expected percentage of reduction in delay – 30%

I-285/I-20 West Interchange. Project reflects additional capacity along I-20 East-Bound (EB) and a WB CD lane from the I-285 interchange to Fulton Industrial Boulevard (FIB). Other improvements include the Hollowell Parkway entrance ramp becoming an additional lane on I-285 South-Bound. The existing left-hand exits will also be reconfigured to right-hand exits with provisions of new alignments and flyovers as appropriate. Project results in a total of 8 additional lane miles.
Expected percentage of reduction in delay – 19%

I-285 West Wall Express Lanes. Project reflects one new Express (managed) lane in each direction between I-20 and I-75. The new lanes are added to the outside for a total of 18 additional lane miles.
Expected percentage of reduction in delay – 3%

I-285 East Wall Express Lanes. Project reflects one new Express (managed) lane in each direction between I-20 and I-85. The new lanes are added to the outside for a total of 25 additional lane miles.
Expected percentage of reduction in delay – 4%

SR 400 Express Lanes. Project reflects two (managed) lanes in each direction from I-285 to McGinnis Ferry Road for a total of 71 additional lane miles.
Expected percentage of reduction in delay – 18%

Revive 285 Top End (Express Lane Only). Project reflects two new Express (managed) lanes in each direction along top end of the Perimeter between I-75 and I-85 for a total of 62 additional lane miles.
Expected percentage of reduction in delay -- 6%

I-85 North Widening from Hamilton Mill Road to SR 211. Project reflects an additional general-purpose lane from the end of the current managed lanes at Hamilton Mill to SR 211. The project results in a total of 13 additional lane miles.
Expected percentage of reduction in delay – 56%

I-85 North Widening from SR 211 to U.S. 129. Project reflects an additional general-purpose lane from SR 211 to U.S. 129. The project results in a total of 20 additional lane miles.
Expected percentage of reduction in delay – 69%

I-75 Truck Lanes from SR 155 (McDonough) to I-475. Project reflects addition of two truck lanes in northbound direction for a total of 76 additional lane miles.
Expected percentage of reduction in delay – 40%

I-16 Widening from I-516 to I-95. Project reflects one general-purpose lane from I-516 to I-95, widened to the inside. The project results in a total of 12 additional lane miles.
Expected percentage of reduction in delay – 32%

I-16/95 Interchange Improvement. Project reflects reconfiguration of the existing interchange including a new flyover ramp; extensions are added while the loop ramps in the existing cloverleaf are removed. The project results in a total of 8 additional lane miles.
Expected percentage of reduction in delay – 2%

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Benefits to Drivers

- As a result of the 11 projects, travel time savings in 2030 (compared to no-build in 2030) include:
  - **Over 19,000 hours of delay reduction** each day in the GA 400 corridor
  - **Over 6,000 hours of delay reduction each day** on the top end of I-285
  - **Estimated 1,600 hours of time savings each day** on I-285 west wall
  - **69% reduction in delay** on I-85 from SR 211 to US 129
  - **32% reduction in delay** on I-16 from I-516 to I-95
  - This translates into less time to move throughout the corridor
- Safety and operational improvements that include:
  - Additional lanes from widening
  - Express Lanes construction
  - Auxiliary lanes
  - Collector Distributor (CD) lanes
  - Interchange reconstruction and improvements
  - Flyovers and ramp extensions
  - Barrier separated lanes for trucks along the busiest freight corridor in Georgia

Economic Benefits of the Projects (2030-2040)

- It is projected that the 11 roadway projects across the state will aid in **growing Georgia's economy**
- The 11 projects will yield an additional estimated **$2 billion growth to the Gross State product (GSP) in 2030**
- **Approximately 13,000 additional permanent jobs**—this analysis includes long-term economic impacts; not short-term construction related jobs and impacts
- **Approximately $1 billion in estimated additional personal income** for residents throughout the state
- **Larger travel shed**—expanded opportunities for employers to hire from a larger pool; and employees to have additional options

Long Term Benefits for the State of Georgia

- Statewide, 5% reduction in delay for auto and truck vehicle traffic in 2030 (Note: this is the benefit in a single year which may be compounded over the life of the projects)
- An additional 331 new lane miles that include 79 general purpose lane miles; 176 Express lane and 76 truck only lane miles
- The reduction in delay for trucks delivering goods with increased freight volumes will result in Georgia remaining competitive
- The decrease in travel delay leads to decreases in transportation costs for residents and businesses, enhancing the state's long-term economic competitiveness
- The cost of doing nothing in year 2030 will be approximately:
  - An additional 1.5 million vehicle miles travelled each day in 2030
  - An additional 207,839 hours of delay each day in 2030 or almost 26,000 people losing an 8-hour work day every day

Results are based on all projects being built and operational. Figures are estimated from modeling analyses


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