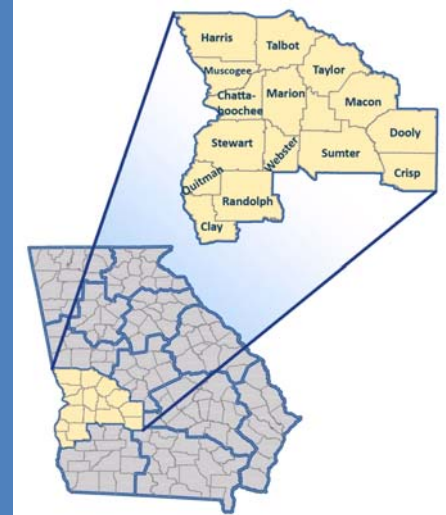


# River Valley Region



# Final Investment List Report TIA 2010



October 2011

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...Taylor County

<b>Regional Transportation Roundtable - River Valley</b>		
<b>Jurisdiction</b>	<b>Title</b>	<b>Name</b>
Chattahoochee County	Chairman	Emmett Moore Jr.
Chattahoochee County	Commissioner	Jim Lawrence
Clay County	Chairman	David Shivers
Clay County	Mayor	Samuel T. Johnson
Crisp County	Chairman	Wallace Mathis
Crisp County	Chairman	Zack H. Wade
Dooly County	Chairman	Terrell Hudson
Dooly County	Mayor	Charles West
Harris County	Chairman	Harry Lange
Harris County	Mayor	Dennis McPherson
Macon County	Chairman	A. Richmond Felton
Macon County	Mayor	Gerald Beckum
Marion County	Chairman	George Neal
Marion County	Mayor	Ralph T. Brown
Muscogee County	Mayor	Teresa Tomlinson
Muscogee County	Post 10 Councilor	Berry "Skip" Henderson
Quitman County	Chairman	Richard Morris
Quitman County	Commissioner	David McMiller
Randolph County	Chairman	Jimmy Bradley
Randolph County	Mayor	Paul Langford
Schley County	Chairman	Greg Barineau
Schley County	Mayor	David Theiss
Stewart County	Chairman	Joe Lee Williams
Stewart County	Mayor	Adolph McLendon
Sumter County	Chairman	Randy Howard
Sumter County	Mayor	George Bagley
Talbot County	Chairman	Freeman Montgomery
Talbot County	Mayor	James Carter
Taylor County	Chairman	Clinton Perry
Taylor County	Mayor	Harold Heath
Webster County	Chairman	George Moore
Webster County	Commissioner	Melvin Crimes
Georgia House Appointees	Representative	Kip Smith
Georgia House Appointees	Representative	Richard R. Smith
Senator Appointments	Senator	George Hooks
<b>CHAIRMAN</b>	<b>Harry Lange</b>	
<b>EXECUTIVE COMMITTEE</b>		
<b>Name</b>		
<b>Teresa Tomlinson</b>	Voting Member	
<b>Harry Lange</b>	Voting Member - Chair	
<b>Gerald Beckum</b>	Voting Member	
<b>George Moore</b>	Voting Member	
<b>Terrell Hudson</b>	Voting Member	
<b>Kip Smith</b>	Non-Voting House Representative	
<b>Richard R. Smith</b>	Non-Voting House Representative	
<b>George Hooks</b>	Non-Voting Senate Representative	

### TIA2010 Overview

Transportation Investment Act of 2010 (TIA2010) provides a legal mechanism in which regions throughout the state have the ability to impose a 1% sales tax to fund needed transportation improvements within their region. TIA2010 establishes 12 transportation districts throughout Georgia that follow state designated Regional Commission (RC) boundaries. Additionally, the law established Regional Transportation Roundtables (RTRs) consisting of elected officials from the counties and cities, and three non-voting legislators that make up a transportation district. The RTRs are charged with approving an investment list of transportation projects. This list will be selected by the RTR from an unconstrained example list provided by the Georgia Department of Transportation (GDOT) Director of Planning based on recommendations from the RTR Executive Committee. An overview of the project selection process is provided in the graphic below.

### TIA2010 Project Selection Process



In the summer of 2012, voters in each of the 12 regions will have the opportunity to vote yes or no on an additional one percent sales tax for transportation in their region. No counties or municipalities are permitted to be exempt from the tax if approved. After the 10 year period, a region can reinstate the tax through the same process as described above.

### **Final Investment List and Project Costs**

This document comprises the Final Investment List for the **River Valley region**. The list represents the transportation projects proposed to be funded through TIA 2010 tax revenue. The projects have been submitted by local governments, MPOs and GDOT. This list is constrained by the projected tax revenues for the region while maximizing public benefits. It should be noted that this list reflects projects to be funded from the regional share (75%) of the region's TIA2010 revenues, and that by formula 25% of the overall funds, called discretionary funds, will be available to local governments for projects that are more local in nature. Those projects have not yet been identified and are not included in this document. Individuals interested in learning more about how these discretionary funds will be used within their community should contact their local elected officials and/or planning and public works staff members.

The Final Investment List totals \$380,828,512 (75% number of 2011 adjusted) of TIA funds in current year dollars. The Roundtable recognizes, however, that the adopted estimate for the TIA is at least \$445,545,952 (75% of actual collections), when adjusted from current year to year of expenditure, and could be as high as the inflation adjusted revenue estimate. As projects are constructed, project estimates will be adjusted for economic inflation.

Additional information for each project on the Final Investment List is contained on fact sheets included in this Report. These fact sheets show the project's location and provide details on the scope, need and purpose, anticipated benefits, and other information used in the Roundtable's decision making process.

### **Anticipated Schedule for Projects**

The timeframe for the transportation sales tax is ten years or when the projected revenue is collected. Funding for projects will be commensurate with available funding therefore tied to revenue collected and schedule of collections. Based on this, typically a particular project (PE, ROW, CST) will have activity throughout the transportation sales tax period (10 years) vs. only occurring within a certain calendar year. Below, is a listing of projects and their anticipated schedules as far as being under construction.

Final Investment Project Listing

		CST Project Phase Will Be Underway During This Time Period		
		2013 - 2015	2016 - 2019	2020 - 2022
<b>River Valley</b>				
<b>Crisp County</b>				
Project ID	Project Name			
RC08-000010	U.S. 280 Widening from Crisp County Line to SR 300 Connector			X
RC08-000012	US Hwy 280 Bridge Reconstruction over Lake Blackshear			X
<b>Dooly County</b>				
Project ID	Project Name			
RC08-000017	US 41 - Passing Lanes and Traffic Signals	X		
<b>Harris County</b>				
Project ID	Project Name			
RC08-000019	SR 1/US 27 Northbound Passing Lane			X
RC08-000021	SR 1/US 27 Widening from Turnberry Lane/Muscogee to SR 315			X
RC08-000022	SR 103 passing lane from MP 11.8 to Troup County Line		X	
<b>Macon County</b>				
Project ID	Project Name			
RC08-000032	Passing Lanes for State Route 224		X	
RC08-000035	Replace the State Route 128 Bridge over Whitewater Creek		X	
RC08-000045	Widening of East Railroad Street	X		
<b>Muscogee County</b>				
Project ID	Project Name			
RC08-000052	Buena Vista Road Interchange			X
RC08-000054	Columbus River Walk		X	
RC08-000055	Cusseta and Old Cusseta Road Improvements			X
RC08-000056	Intercity Express Bus Park-N-Ride Service	X		
RC08-000057	Intersection Improvements along Buena Vista Road (Columbus Spider Web Network)			X
RC08-000058	South Lumpkin Multi-Use Facility	X		
RC08-000060	SR 219 Passing Lanes from Luther Land Bridge to Happy Hollow Road Improvements		X	
RC08-000062	US 27/Custer Road Interchange Reconstruction/Modification at Fort Benning		X	
<b>Randolph County</b>				
Project ID	Project Name			
RC08-000065	Bridge Replacement SR 1/US 27 @ Ga/Ala RR	X		
RC08-000068	SR 1/US 27 WIDENING FM CR 153/CARNEGIE VILULAH RD TO CUTHBERT BYPASS	X		
<b>Sumter County</b>				
Project ID	Project Name			
RC08-000084	Improvements to South Georgia Tech Parkway		X	
RC08-000091	District Line Road Improvements		X	
<b>Talbot County</b>				
Project ID	Project Name			
RC08-000097	Pobiddy Rd Resurfacing and Improvements	X		
<b>Taylor County</b>				
Project ID	Project Name			
RC08-000102	Bickley Rd. at Patsiligia Creek Tributary Bridge Replacement		X	
<b>Region Wide</b>				
RC 08-000116	Program/Admin Fee through life of TIA	X	X	X

**Projected Revenue During the Transportation Sales Tax Period**

The timeframe for the collection of the transportation sales tax is ten years or when the projected revenue, per the state economist, is collected. This region chose the base case growth scenario for revenue projections as provided by the state economist. Based on these assumptions, this region anticipates to collect a grand total of **\$594,061,269** during the transportation sales tax collection. Seventy-five percent (\$445,545,952) of this grand total is regulated to the projects contained on the Final Investment List and twenty-five percent (\$148,515,317) will be allocated to each jurisdiction within the River Valley region per the LARP formula as discretionary funds.

**Next Steps**

The October 15, 2011 deadline has been met, therefore the next step is for the public vote to take place in July 2012. If the public votes in favor of the transportation sales tax, then the revenue will start collections in January 2013. However, if the public votes not in favor of the transportation sales tax, then the transportation sales tax will not be levied and the question (i.e. opportunity) to levy the tax cannot be revisited until after 24 months immediately following the month in which the vote was held.

# Constrained Project Listing

River Valley

Crisp County

Project ID	Project Name
RC08-000010	U.S. 280 Widening from Crisp County Line to SR 300 Connector
RC08-000012	US Hwy 280 Bridge Reconstruction over Lake Blackshear

# Project Sheet

**Project Number:** RC08-000010      **Project Name:** U.S. 280 Widening from Crisp County Line to SR 300 Connector

**GDOT ID:** 422470

**Project Description:** The Project, widening US 280, begins at the Crisp County Line on the East end of the Lake Blackshear Bridge and runs 7.60 miles east to the SR 300 Connector, West of Cordele. Project components include widening the existing two lanes to four lanes with a depressed grassy median (which entails environmental documentation and implementation, clearing, grading and draining the ROW), base and paving of the new lanes and shoulders, resurfacing the existing lanes, grassing, striping and marking. It will also provide numerous intersection improvements along the route.

**Regional Commission:** River Valley

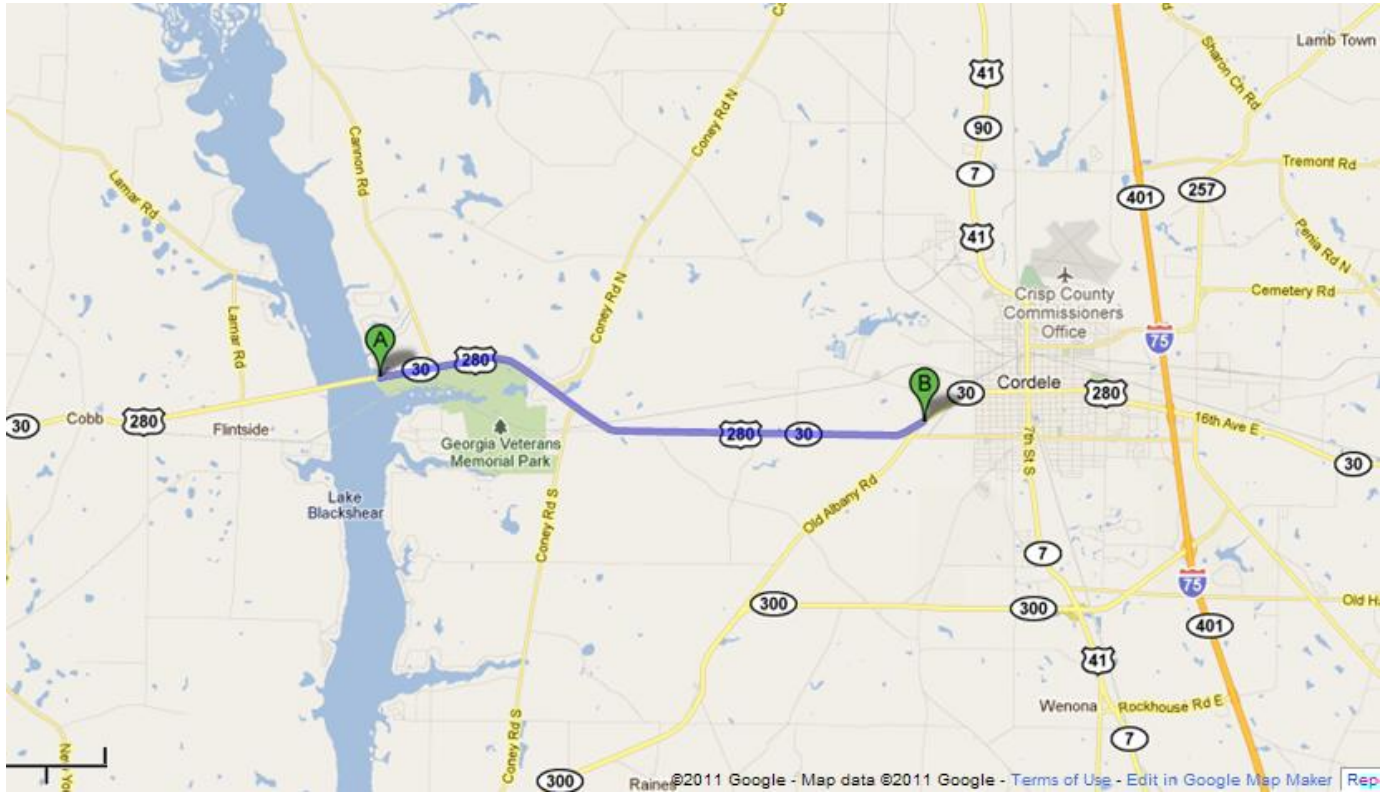
**County:** Crisp County

Phase	Total Project Cost	Total TIA Amount	Comments (Please note all cost estimates are in 2011 dollars and actual costs for all phases at year of expenditure will be higher):
ROW	\$7,197,222	\$7,197,222	
CST	\$25,702,351	\$25,702,351	
<b>Total</b>	<b>\$32,899,573</b>	<b>\$32,899,573</b>	

Public Benefit	Notes
Maximizing the value of Georgia's Assets	This project could potentially maximize the full utility of an existing transportation facility(s). In some cases, bypasses will be necessary. Example benefits could be: mitigating congestion (e.g. operational improvements) and optimizing capital asset management (e.g. resurfacing, rehabilitation). The impacts would apply to this roadway segment, corridor, and/or intersection.
Ensuring Safety and Security	This project would benefit the public by potentially reducing the incidence of crashes along this roadway segment, corridor, and/or intersection.
Supporting Economic Growth/Competitiveness	This project could assist in having a positive impact on the economic vitality for this region, and in some cases possibly for the entire state. Its impact could also be observed along the roadway segment, corridor, and/or intersection. Example benefits could be: improved access to jobs; improved travel times for drivers; increased lane capacity; improved efficiency and reliability for freight cargo/goods movement; providing border to border and inter-regional connectivity; and improve local connectivity to statewide transportation network.
Additional Benefits	This project would benefit the traveling public by potentially reducing crashes along the corridor and would connect the Intermodal Center, a regional employment, retail and activity center, to points west including Americus and Columbus. It will spur economic development in the region by enhancing this well known development corridor, and facilitate the flow of freight.



**Project Location**



# Project Sheet

**Project Number:** RC08-000012      **Project Name:** US Hwy 280 Bridge Reconstruction over Lake Blackshear

**GDOT ID:** 322775

**Project Description:** Project components include construction of a new parallel 27 span AASHTO Type IV bridge over Lake Blackshear, which entails environmental documentation and implementation, striping and marking. The bridge is 2243' x 40', with a sufficiency rating of 87. This project is part of the GRIP, it is on the east end of STP -030-2(30) and ties into STP -030-2(29)

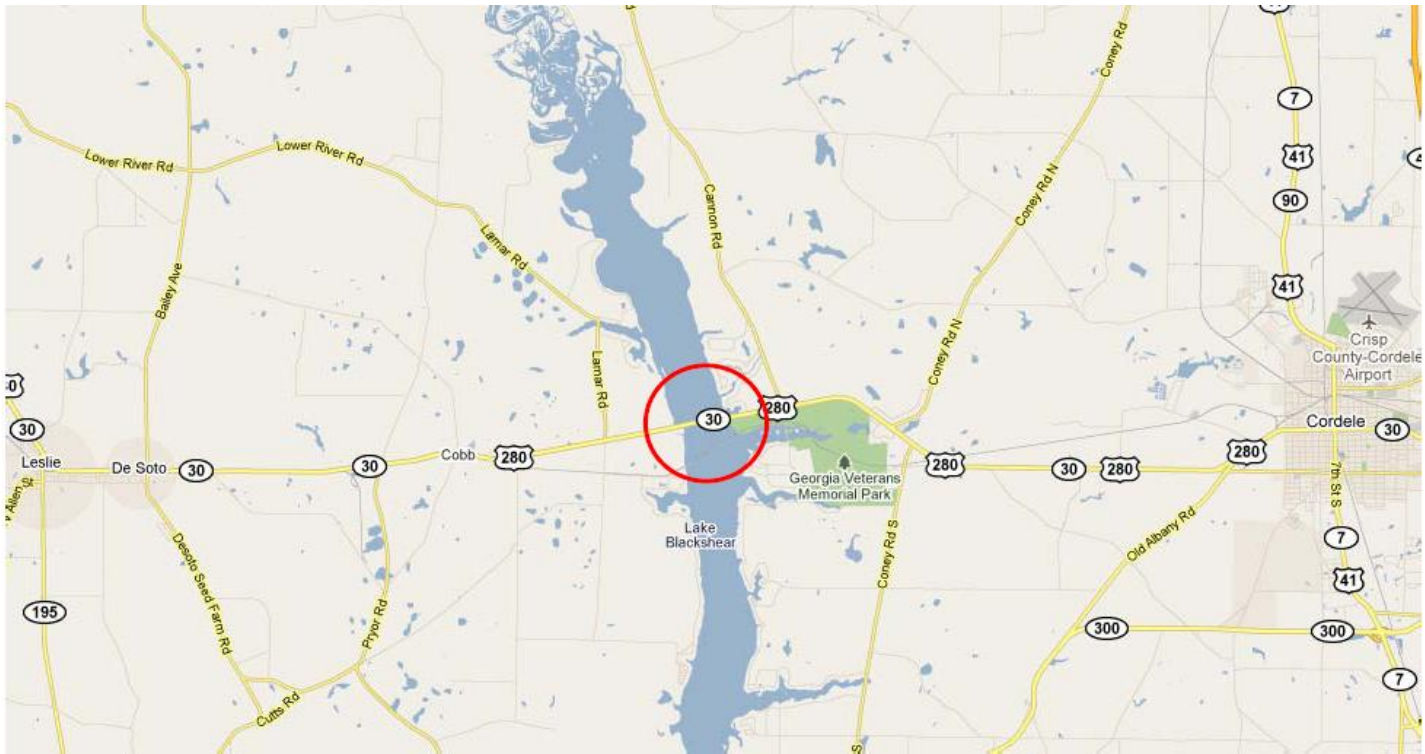
**Regional Commission:** River Valley

**County:** Crisp County

Phase	Total Project Cost	Total TIA Amount	Comments (Please note all cost estimates are in 2011 dollars and actual costs for all phases at year of expenditure will be higher):
PE	\$1,500,000	\$1,500,000	
CST	\$28,000,000	\$28,000,000	
ROW	\$500,000	\$500,000	
<b>Total</b>	<b>\$30,000,000</b>	<b>\$30,000,000</b>	

Public Benefit	Notes
Maximizing the value of Georgia's Assets	This project could potentially maximize the full utility of an existing transportation facility(s). In some cases, bypasses will be necessary. Example benefits could be: mitigating congestion (e.g. operational improvements) and optimizing capital asset management (e.g. resurfacing, rehabilitation). The impacts would apply to this roadway segment, corridor, and/or intersection.
Additional Benefits	This project would benefit the traveling public by improving a key connectivity link over Lake Blackshear and would connect the Intermodal Center, a regional employment, retail and activity center to points west including Americus and Columbus. It will spur economic development in the region by enhancing this well known development corridor, and facilitate the flow of freight. The replacing of this bridge will benefit the public by providing a smoother surface for travel, along with optimizing capital asset management, and potentially improving safety.

## Project Location



# Constrained Project Listing

River Valley

Dooly County

Project ID	Project Name
RC08-000017	US 41 - Passing Lanes and Traffic Signals

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# Project Sheet

**Project Number:** RC08-000017      **Project Name:** US 41 - Passing Lanes and Traffic Signals

**GDOT ID:**

**Project Description:** This project would include the construction of passing lanes and the installation of traffic signals at major intersections along US 41 from Houston County line to the Crisp County line

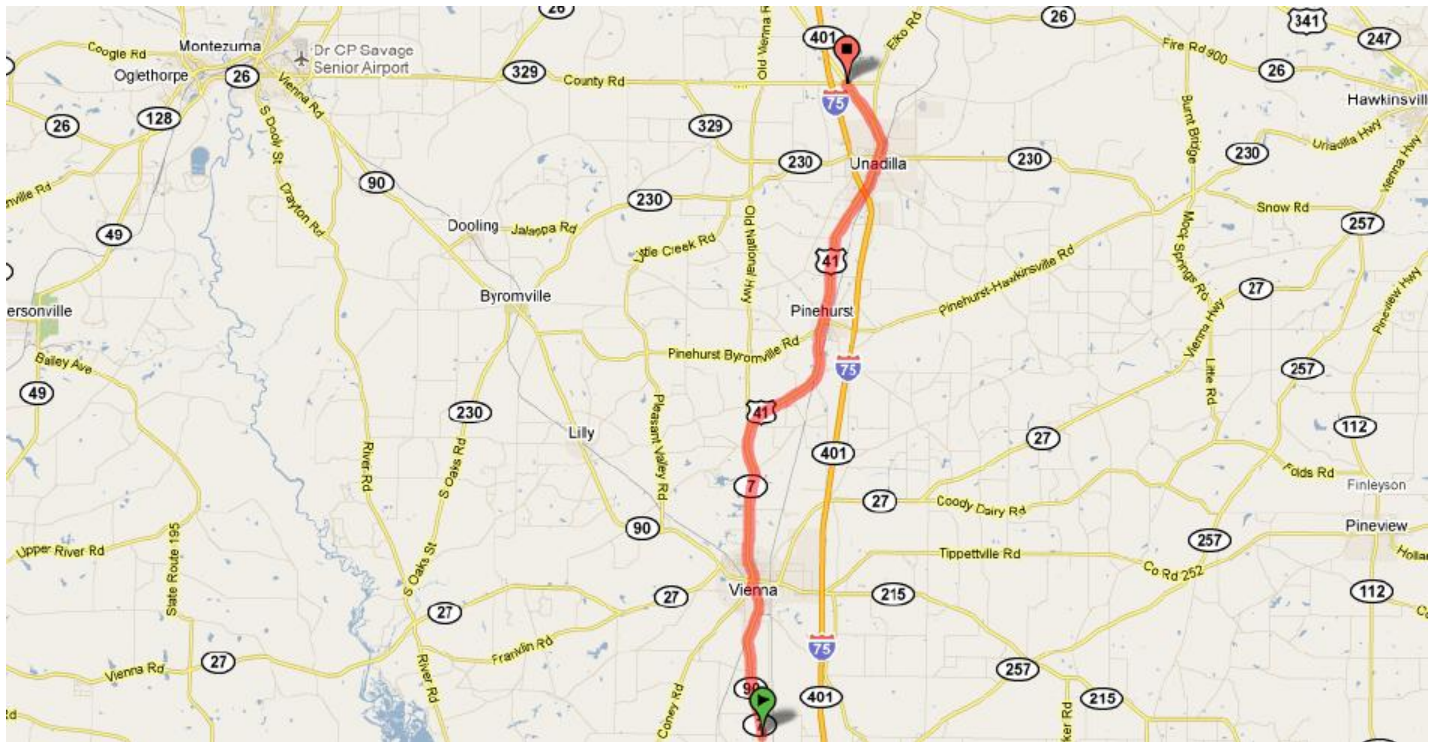
**Regional Commission:** River Valley

**County:** Dooly County

Phase	Total Project Cost	Total TIA Amount	Comments (Please note all cost estimates are in 2011 dollars and actual costs for all phases at year of expenditure will be higher):
PE	\$630,000	\$630,000	
CST	\$6,300,000	\$6,300,000	
<b>Total</b>	<b>\$6,930,000</b>	<b>\$6,930,000</b>	

Public Benefit	Notes
Maximizing the value of Georgia's Assets	This project could potentially maximize the full utility of an existing transportation facility(s). In some cases, bypasses will be necessary. Example benefits could be: mitigating congestion (e.g. operational improvements) and optimizing capital asset management (e.g. resurfacing, rehabilitation). The impacts would apply to this roadway segment, corridor, and/or intersection.
Ensuring Safety and Security	This project would benefit the public by potentially reducing the incidence of crashes along this roadway segment, corridor, and/or intersection.
Additional Benefits	This project would benefit the traveling public by decreasing the frequency and severity of traffic accidents. The benefit will be providing a smoother surface for travel, along with optimizing capital asset management. The introduction of new traffic signals will improve traffic movement at specified intersections.

## Project Location



# Constrained Project Listing

River Valley  
Harris County

Project ID	Project Name
RC08-000019	SR 1/US 27 Northbound Passing Lane
RC08-000021	SR 1/US 27 Widening from Turnberry Lane/Muscogee to SR 315
RC08-000022	SR 103 passing lane from MP 11.8 to Troup County Line

# Project Sheet

**Project Number:** RC08-000019      **Project Name:** SR 1/US 27 Northbound Passing Lane

**GDOT ID:**

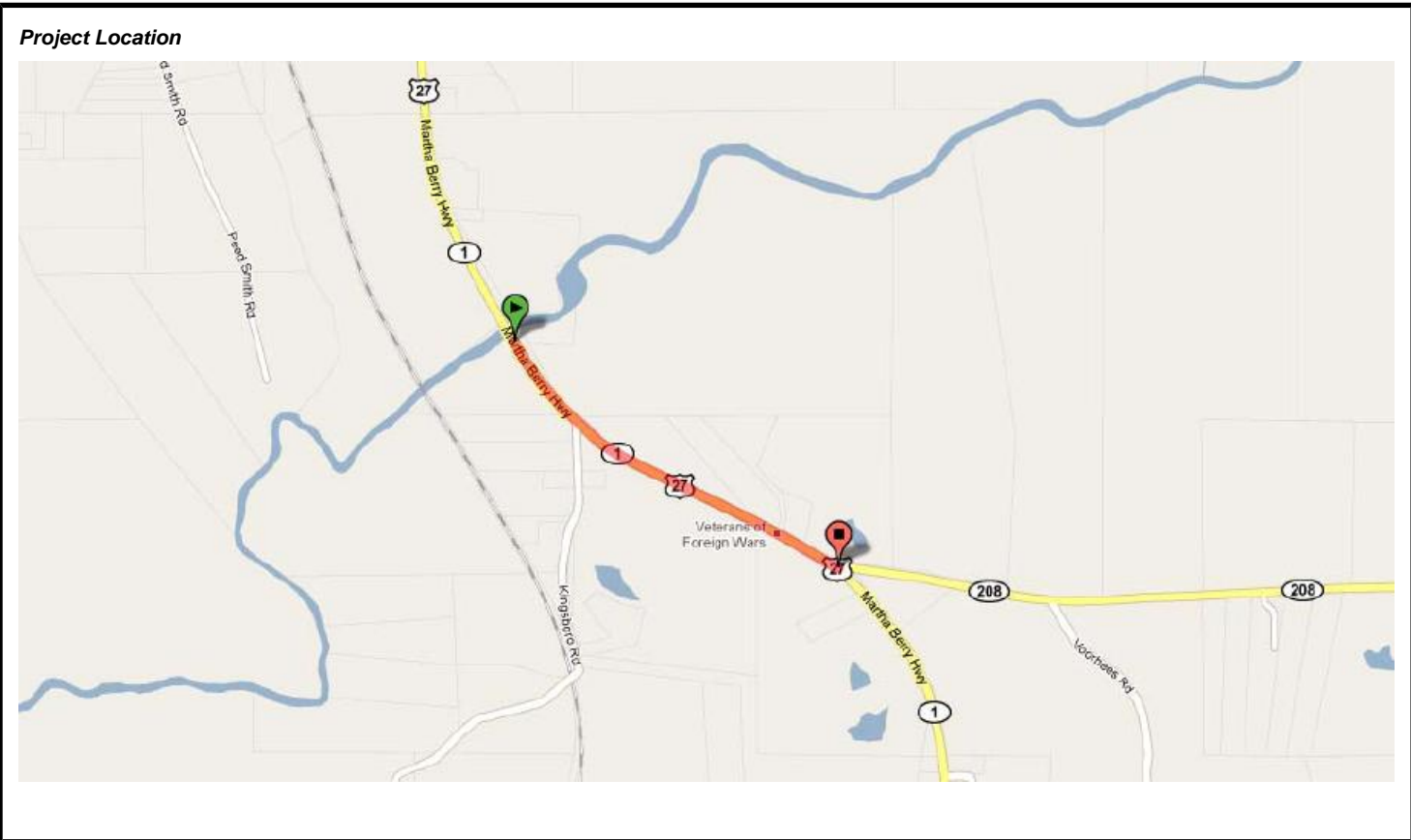
**Project Description:** This project consists of the installation of a northbound passing lane. The suggested location would be just north of SR 208 but would need to be investigated by GDOT for proper location. Right of way would need to be acquired for this project. This project lies completely within Harris County.

**Regional Commission:** River Valley

**County:** Harris County

Phase	Total Project Cost	Total TIA Amount	Comments (Please note all cost estimates are in 2011 dollars and actual costs for all phases at year of expenditure will be higher):
PE	\$144,517	\$144,517	
ROW	\$500,000	\$500,000	
CST	\$1,806,456	\$1,806,456	
UTL	\$500,000	\$500,000	
<b>Total</b>	<b>\$2,950,973</b>	<b>\$2,950,973</b>	

Public Benefit	Notes
Ensuring Safety and Security	This project would benefit the public by potentially reducing the incidence of crashes along this roadway segment, corridor, and/or intersection.
Additional Benefits	This project would benefit the traveling public by decreasing the frequency and severity of traffic accidents. The benefit will improve the flow of traffic, along with optimizing capital asset management.





# Project Sheet

**Project Number:** RC08-000021      **Project Name:** SR 1/US 27 Widening from Turnberry Lane/Muscogee to SR 315

**GDOT ID:** 0006446

**Project Description:** The project is to widen SR1/US27 from Turnberry Lane in Muscogee County to SR 315 in Harris County. Additional design and right of way acquisition would be needed.

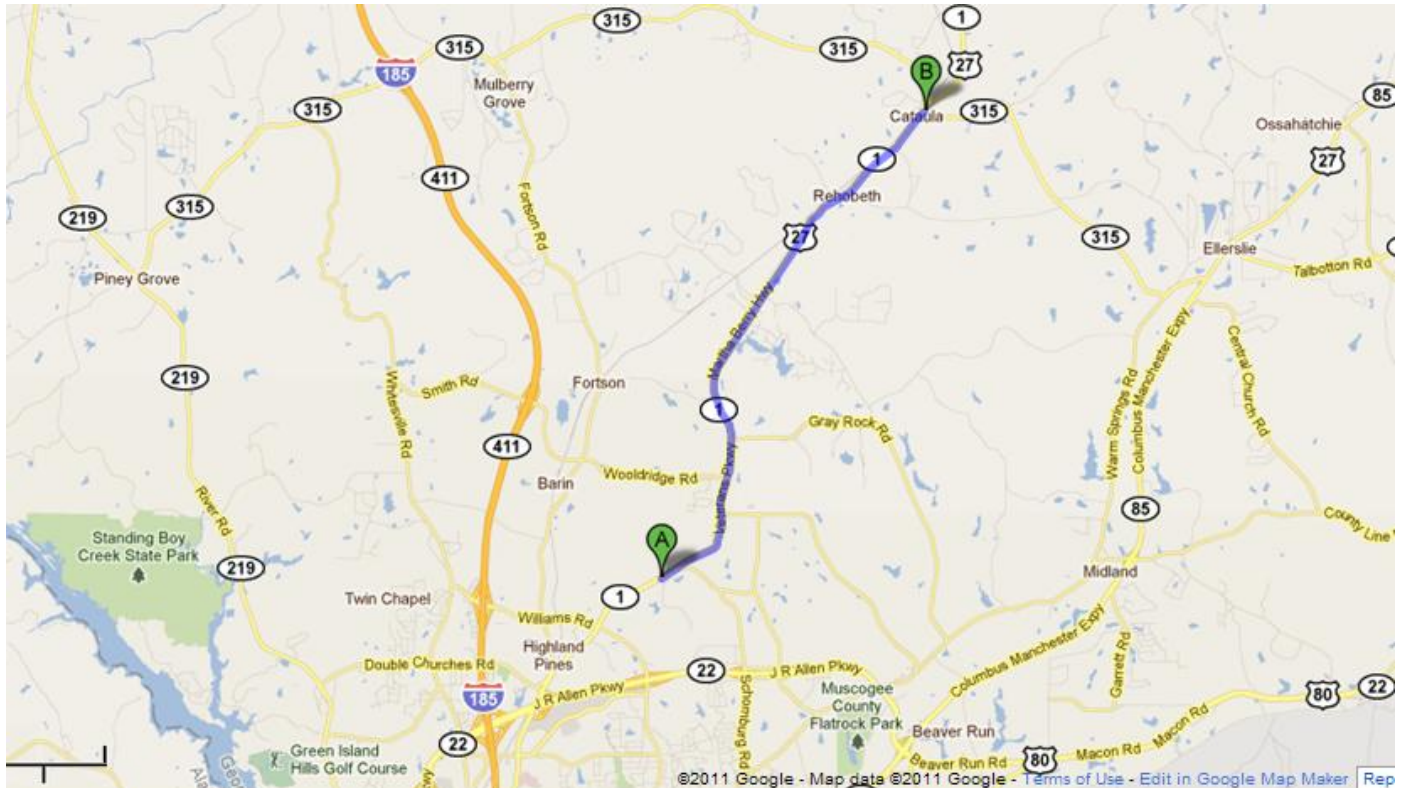
**Regional Commission:** River Valley

**County:** Harris County

Phase	Total Project Cost	Total TIA Amount	Comments (Please note all cost estimates are in 2011 dollars and actual costs for all phases at year of expenditure will be higher):
PE	\$3,000,000	\$1,500,000	This project is partially funded through TIA. The remaining project costs will be funded by other sources.
ROW	\$10,000,000	\$5,000,000	
CST	\$25,000,000	\$12,500,000	
UTL	\$2,000,000	\$1,000,000	
<b>Total</b>	<b>\$40,000,000</b>	<b>\$20,000,000</b>	

Public Benefit	Notes
Maximizing the value of Georgia's Assets	This project could potentially maximize the full utility of an existing transportation facility(s). In some cases, bypasses will be necessary. Example benefits could be: mitigating congestion (e.g. operational improvements) and optimizing capital asset management (e.g. resurfacing, rehabilitation). The impacts would apply to this roadway segment, corridor, and/or intersection.
Ensuring Safety and Security	This project would benefit the public by potentially reducing the incidence of crashes along this roadway segment, corridor, and/or intersection.
Additional Benefits	This project would benefit the traveling public by alleviating the congestion on US 27 (SR-1) and decreasing the frequency and severity of crash incidents. Currently, this corridor has a level of service of D, and has approximately 6,400 cars per day traveling on it. An additional benefit will be providing a smoother surface for travel, along with optimizing capital asset management. This project has been in the MPO's LRTP for a number of years, but funding shortfalls have prevented the project from moving forward.

## Project Location



# Project Sheet

**Project Number:** RC08-000022      **Project Name:** SR 103 passing lane from MP 11.8 to Troup County Line

**GDOT ID:**

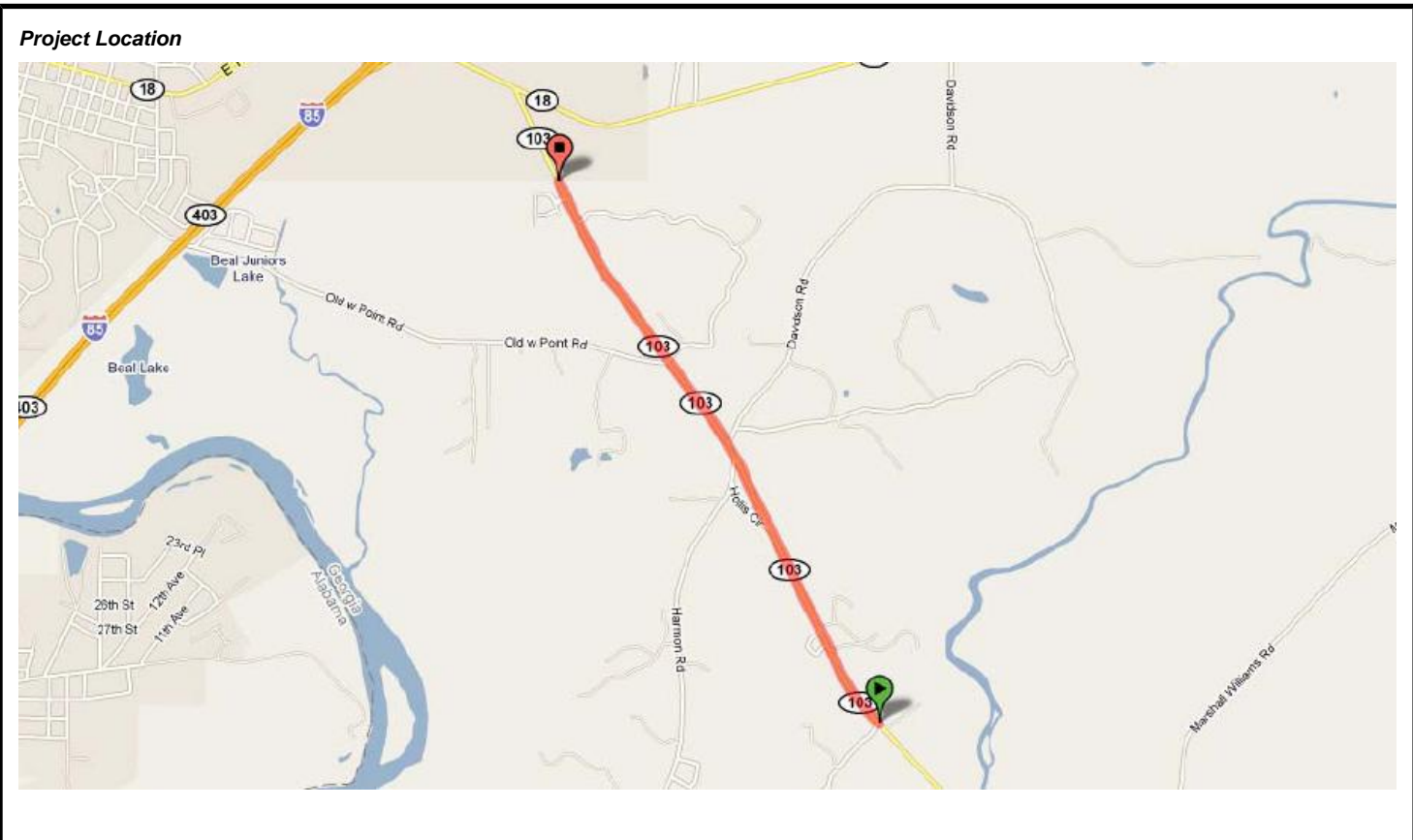
**Project Description:** This project begins at a small creek crossing just south of South Progress Parkway at approximate MP 11.8 and goes north to the Troup County Line. The project would be approximately 1.3 miles in length. The project consists of the addition of a northbound passing lane. There would be right of way needed for this project. Design has not been done and would need to be part of the project. This project lies in the City limits of West Point and the County of Harris.

**Regional Commission:** River Valley

**County:** Harris County

Phase	Total Project Cost	Total TIA Amount	Comments (Please note all cost estimates are in 2011 dollars and actual costs for all phases at year of expenditure will be higher):
PE	\$329,600	\$329,600	
ROW	\$30,000	\$30,000	
CST	\$4,119,998	\$4,119,998	
<b>Total</b>	<b>\$4,479,598</b>	<b>\$4,479,598</b>	

Public Benefit	Notes
Maximizing the value of Georgia's Assets	This project could potentially maximize the full utility of an existing transportation facility(s). In some cases, bypasses will be necessary. Example benefits could be: mitigating congestion (e.g. operational improvements) and optimizing capital asset management (e.g. resurfacing, rehabilitation). The impacts would apply to this roadway segment, corridor, and/or intersection.
Ensuring Safety and Security	This project would benefit the public by potentially reducing the incidence of crashes along this roadway segment, corridor, and/or intersection.
Additional Benefits	This project would benefit the traveling public by decreasing the frequency and severity of traffic accidents. The benefit will be providing a smoother surface for travel, along with optimizing capital asset management. The project would also assist the movement of freight from the industrial facilities located in Northwestern Harris County to Interstate 85 near West Point.





# Constrained Project Listing

River Valley  
Macon County

Project ID	Project Name
RC08-000032	Passing Lanes for State Route 224
RC08-000035	Replace the State Route 128 Bridge over Whitewater Creek
RC08-000045	Widening of East Railroad Street

# Project Sheet

**Project Number:** RC08-000032      **Project Name:** Passing Lanes for State Route 224

**GDOT ID:**

**Project Description:** Construct passing lanes on SR 224 from SR 26 to Houston County Line

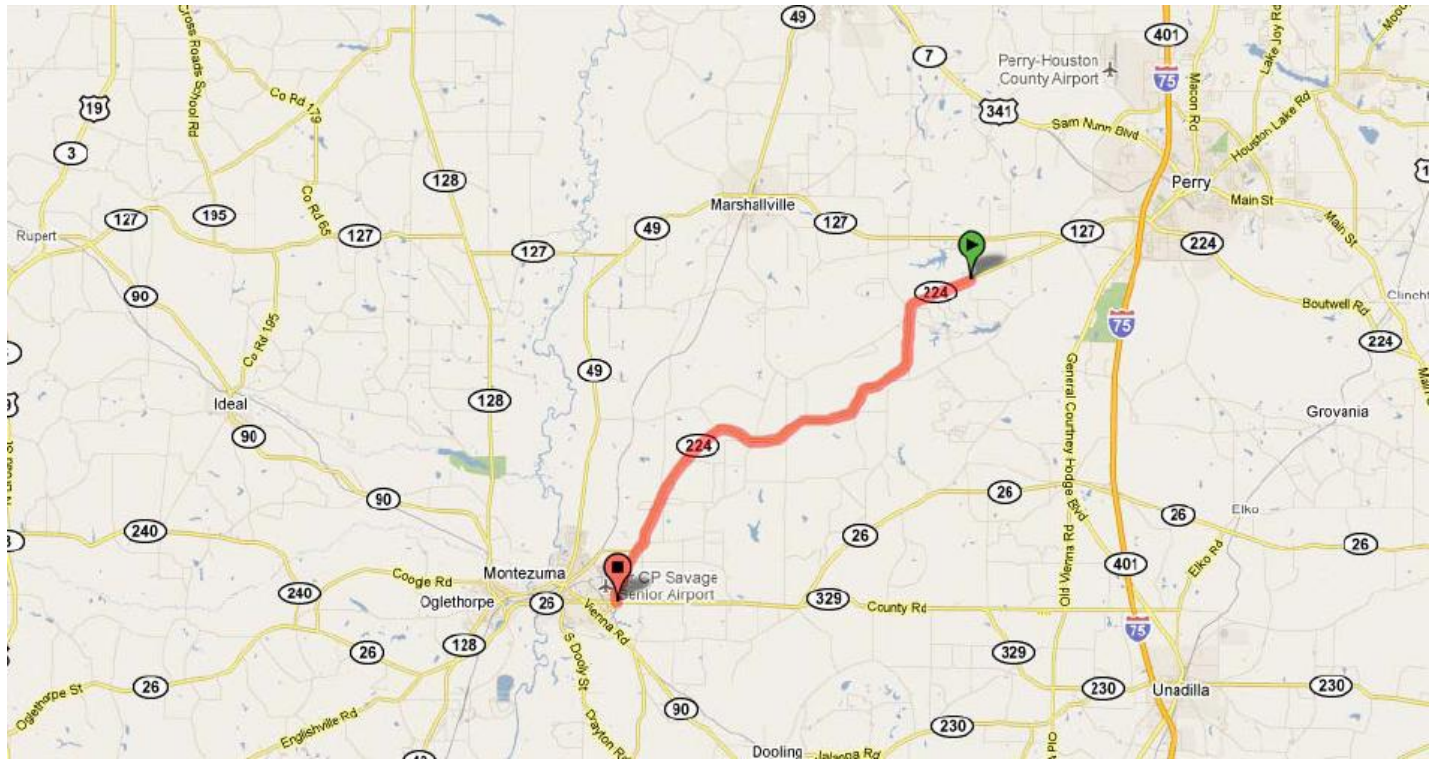
**Regional Commission:** River Valley

**County:** Macon County

Phase	Total Project Cost	Total TIA Amount	Comments (Please note all cost estimates are in 2011 dollars and actual costs for all phases at year of expenditure will be higher):
PE	\$625,000	\$625,000	
CST	\$6,250,000	\$6,250,000	
<b>Total</b>	<b>\$6,875,000</b>	<b>\$6,875,000</b>	

Public Benefit	Notes
Ensuring Safety and Security	This project would benefit the public by potentially reducing the incidence of crashes along this roadway segment, corridor, and/or intersection.
Maximizing the value of Georgia's Assets	This project could potentially maximize the full utility of an existing transportation facility(s). In some cases, bypasses will be necessary. Example benefits could be: mitigating congestion (e.g. operational improvements) and optimizing capital asset management (e.g. resurfacing, rehabilitation). The impacts would apply to this roadway segment, corridor, and/or intersection.
Additional Benefits	This project would benefit the traveling public by decreasing the frequency and severity of crash incidents. The benefit will be providing a smoother surface for travel, along with optimizing capital asset management. The project would also assist the movement of cars and freight from Montezuma to Interstate 75 and points north.

## Project Location



# Project Sheet

**Project Number:** RC08-000035      **Project Name:** Replace the State Route 128 Bridge over Whitewater Creek

**GDOT ID:** 0007042

**Project Description:** Replace the State Highway 128 Bridge over Whitewater Creek.

**Regional Commission:** River Valley

**County:** Macon County

Phase	Total Project Cost	Total TIA Amount	Comments (Please note all cost estimates are in 2011 dollars and actual costs for all phases at year of expenditure will be higher):
PE	\$500,000	\$500,000	
CST	\$5,000,000	\$2,000,000	
<b>Total</b>	<b>\$5,500,000</b>	<b>\$2,500,000</b>	

**Public Benefit**

**Notes**

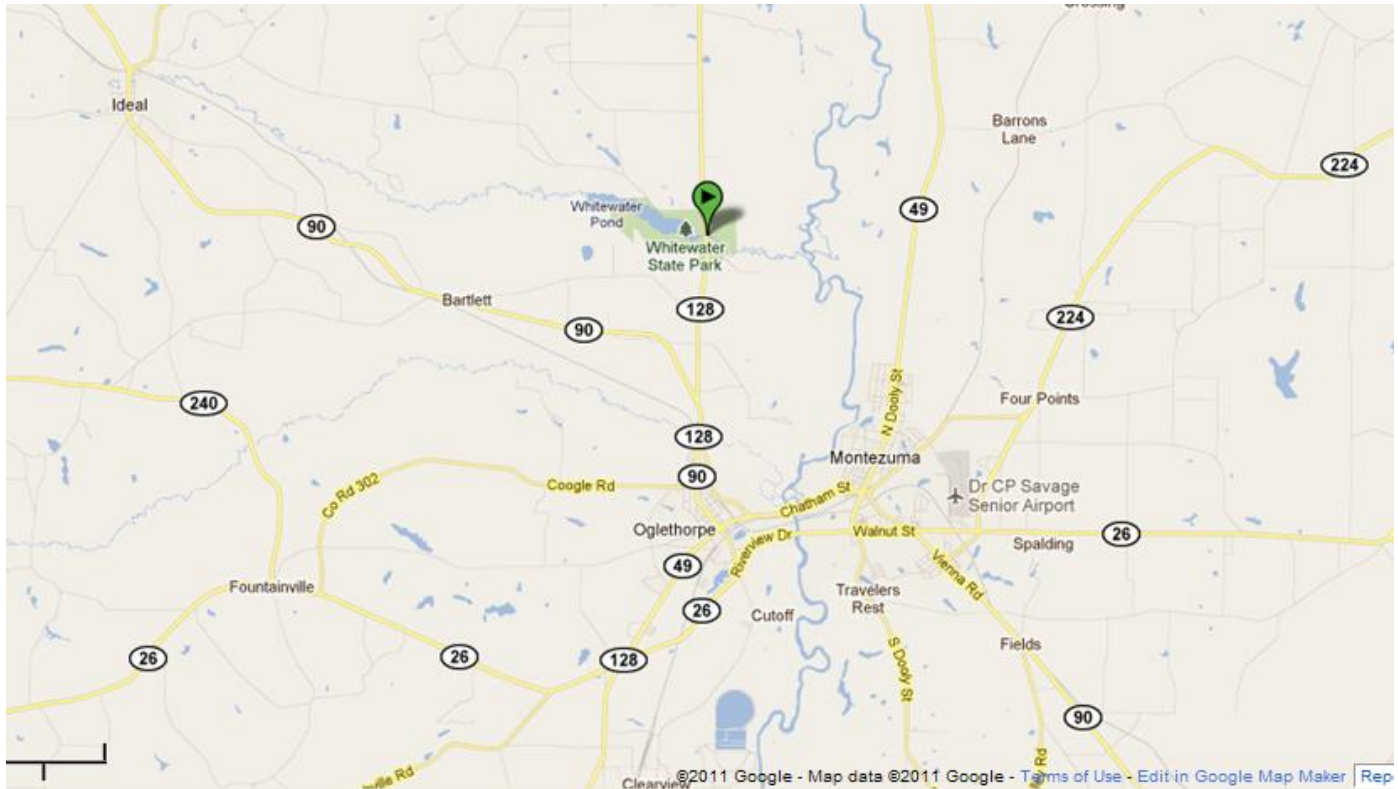
Maximizing the value of Georgia's Assets

This project could potentially maximize the full utility of an existing transportation facility(s). In some cases, bypasses will be necessary. Example benefits could be: mitigating congestion (e.g. operational improvements) and optimizing capital asset management (e.g. resurfacing, rehabilitation). The impacts would apply to this roadway segment, corridor, and/or intersection.

Additional Benefits

This project would benefit the traveling public by improving a key connectivity link over Whitewater Creek in central Macon County. The replacing of this bridge will benefit the public by providing a smoother surface for travel, along with optimizing capital asset management, and potentially improving safety.

**Project Location**



# Project Sheet

**Project Number:** RC08-000045      **Project Name:** Widening of East Railroad Street

**GDOT ID:**

**Project Description:** The project would widen East Railroad Street from Spaulding Road to Hamilton Street. The project would include constructing two foot wide paved shoulders on each side of the road.

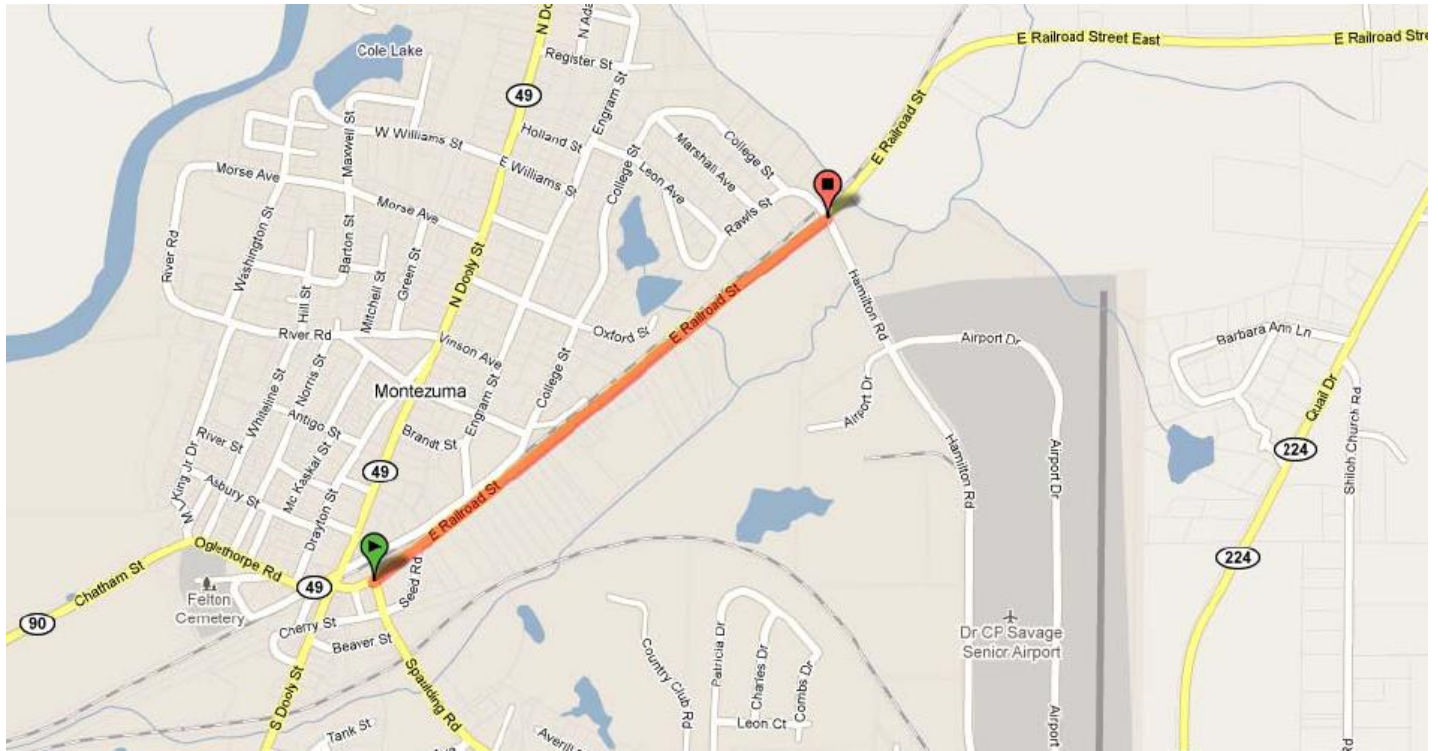
**Regional Commission:** River Valley

**County:** Macon County

Phase	Total Project Cost	Total TIA Amount	Comments (Please note all cost estimates are in 2011 dollars and actual costs for all phases at year of expenditure will be higher):
PE	\$19,039	\$19,039	
CST	\$190,385	\$190,385	
<b>Total</b>	<b>\$209,424</b>	<b>\$209,424</b>	

Public Benefit	Notes
Ensuring Safety and Security	This project would benefit the public by potentially reducing the incidence of crashes along this roadway segment, corridor, and/or intersection.
Additional Benefits	This project would benefit the traveling public by potentially decreasing the frequency and severity of crash incidents. An additional benefit will be providing a smoother surface for travel, along with optimizing capital asset management. This project also improves the primary route between the State Route 49 and the Industrial park.

## Project Location



# Constrained Project Listing

River Valley

Muscooke County

Project ID	Project Name
RC08-000052	Buena Vista Road Interchange
RC08-000054	Columbus River Walk
RC08-000055	Cusseta and Old Cusseta Road Improvements
RC08-000056	Intercity Express Bus Park-N-Ride Service
RC08-000057	Intersection Improvements along Buena Vista Road (Columbus Spider Web Network)
RC08-000058	South Lumpkin Multi-Use Facility
RC08-000060	SR 219 Passing Lanes from Luther Land Bridge to Happy Hollow Road Improvements
RC08-000062	US 27/Custer Road Interchange Reconstruction/Modification at Fort Benning



# Project Sheet

**Project Number:** RC08-000052      **Project Name:** Buena Vista Road Interchange

**GDOT ID:** 351190

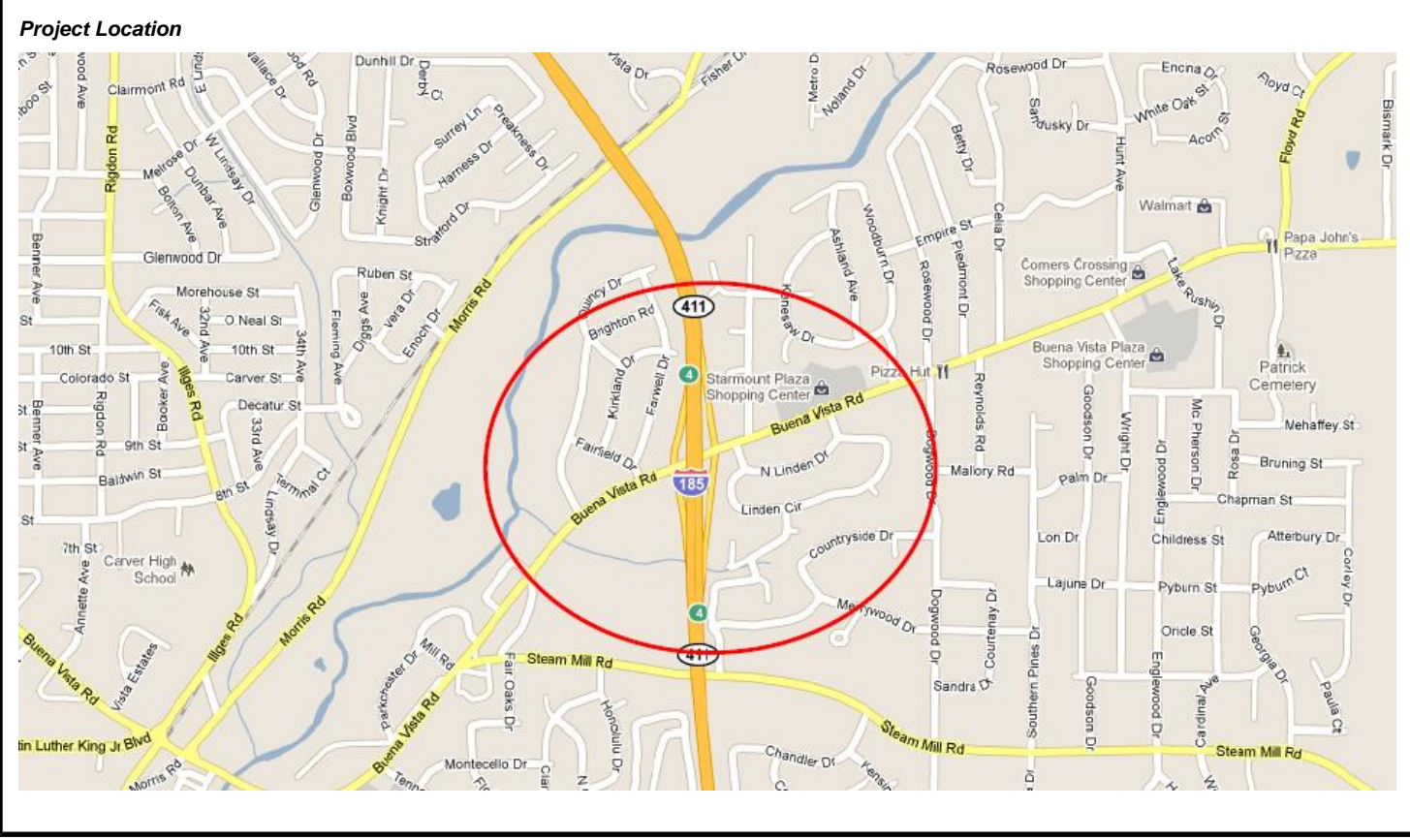
**Project Description:** The purpose of the project is to reconstruct the interchange at I-185 and Buena Vista Road.

**Regional Commission:** River Valley

**County:** Muscogee County

Phase	Total Project Cost	Total TIA Amount	Comments (Please note all cost estimates are in 2011 dollars and actual costs for all phases at year of expenditure will be higher):
ROW	\$28,700,000	\$28,700,000	PE was authorized in 2001 therefore design costs were removed from project total although it was included within initial request. Only ROW and CST are reflected in project total.
CST	\$18,970,000	\$18,970,000	
<b>Total</b>	<b>\$47,670,000</b>	<b>\$47,670,000</b>	

Public Benefit	Notes
Ensuring Safety and Security	This project would benefit the public by potentially reducing the incidence of crashes along this roadway segment, corridor, and/or intersection.
Maximizing the value of Georgia's Assets	This project could potentially maximize the full utility of an existing transportation facility(s). In some cases, bypasses will be necessary. Example benefits could be: mitigating congestion (e.g. operational improvements) and optimizing capital asset management (e.g. resurfacing, rehabilitation). The impacts would apply to this roadway segment, corridor, and/or intersection.
Additional Benefits	This project would benefit the traveling public by alleviating the congestion at and along Buena Vista Road and provide improved access to I-185 in Southeast Columbus. This project could also potentially decrease the frequency and severity of crash incidents and provide a smoother surface for travel, optimizing capital asset management. This project has been in the MPO's LRTP for a number of years, but funding shortfalls have prevented the project from moving forward.



# Project Sheet

**Project Number:** RC08-000054      **Project Name:** Columbus River Walk

**GDOT ID:**

**Project Description:** The extension of the River Walk behind Bibb and City Mills to complete the River Walk project.

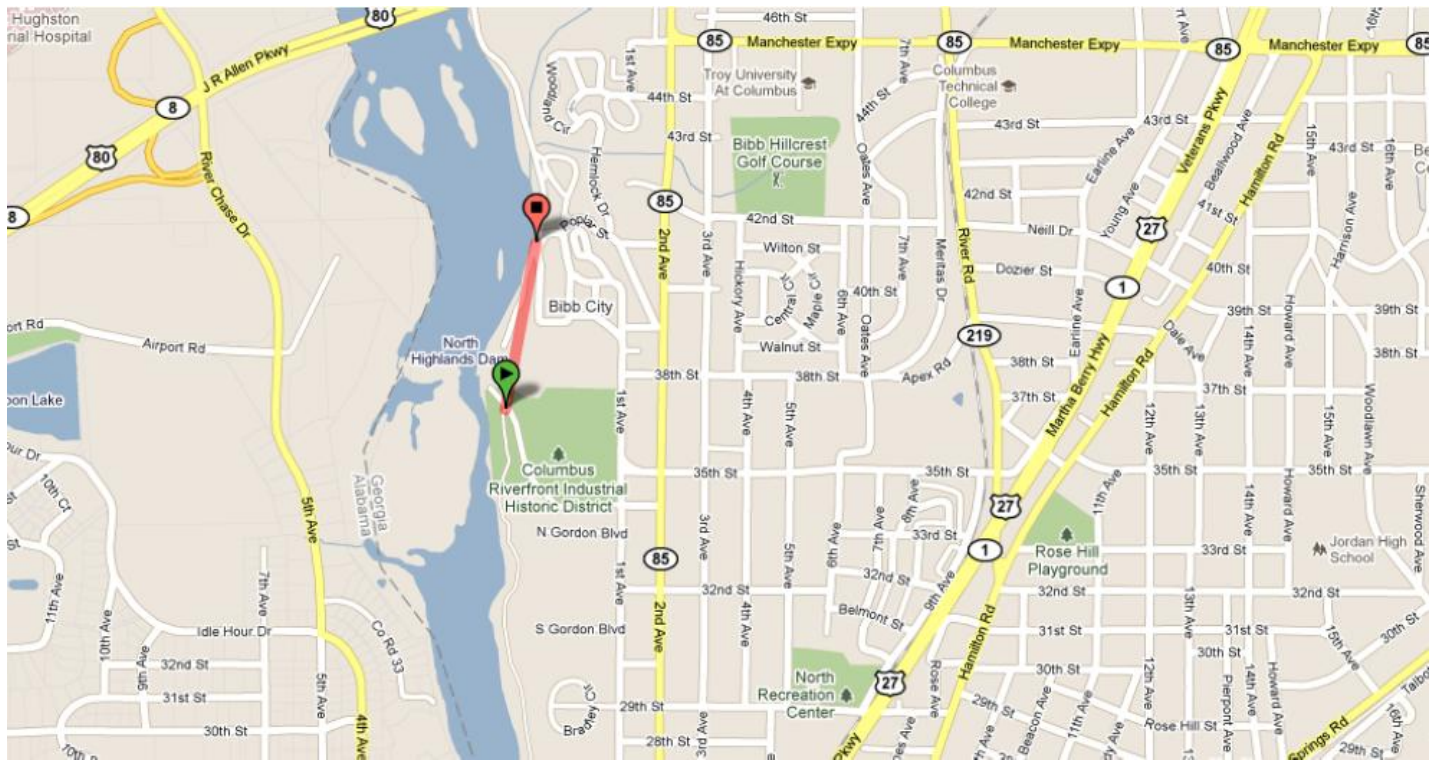
**Regional Commission:** River Valley

**County:** Muscogee County

Phase	Total Project Cost	Total TIA Amount	Comments (Please note all cost estimates are in 2011 dollars and actual costs for all phases at year of expenditure will be higher):
PE	\$1,000,000	\$1,000,000	
CST	\$9,000,000	\$9,000,000	
<b>Total</b>	<b>\$10,000,000</b>	<b>\$10,000,000</b>	

Public Benefit	Notes
Increasing Modal Options (Bike/Ped)	This project could have a positive impact(s) for the local corridor and community while enhancing the efficiency and mobility of the regional transportation system. Other examples of possible benefits are: enhancing activity centers and the connectivity between other activity centers, reducing environmental impacts, and benefiting local communities and public health.
Additional Benefits	This project would benefit the traveling public by providing a multi-use trail facility between the central business district in downtown Columbus and the activity centers in North Columbus.

## Project Location



# Project Sheet

**Project Number:** RC08-000055      **Project Name:** Cusseta and Old Cusseta Road Improvements

**GDOT ID:**

**Project Description:** The proposed project consists of improvements on Cusseta Road/Old Cusseta Road/CR 62 from Fort Benning Road to Staunton Drive. Project length is approximately 1.72 miles.

**Regional Commission:** River Valley

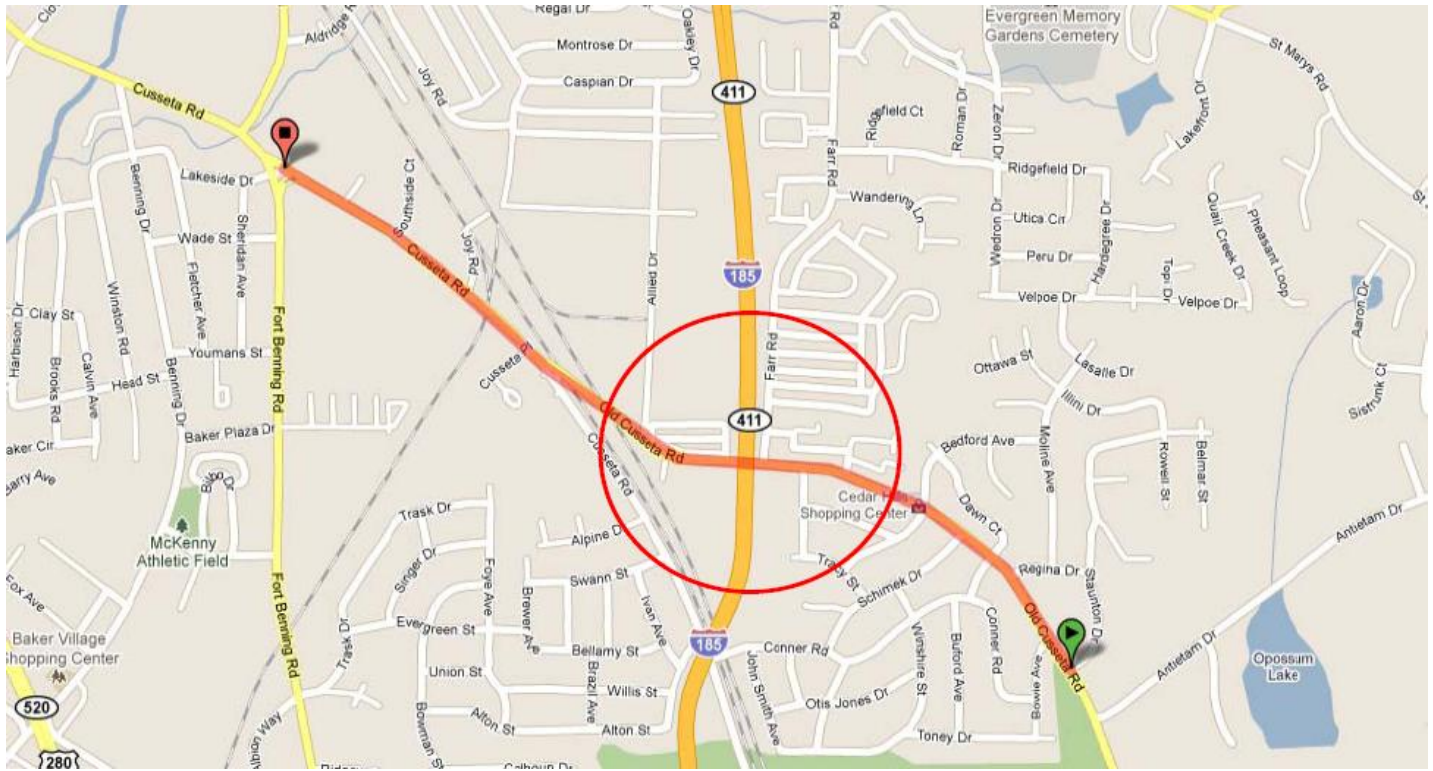
**County:** Muscogee County

Phase	Total Project Cost	Total TIA Amount	<i>Comments (Please note all cost estimates are in 2011 dollars and actual costs for all phases at year of expenditure will be higher):</i>
ROW	\$41,402,448	\$41,402,448	
CST	\$16,866,964	\$16,866,964	
<b>Total</b>	<b>\$58,269,412</b>	<b>\$58,269,412</b>	The existing two-lane roadway from Fort Benning Road to Farr Road would be improved to a four-lane roadway with curbs and gutters; a 20' raised grass median, sidewalks in each direction, and bicycle lanes in each direction. The existing two-lane roadway from Farr Road to Staunton Drive would be improved to a two-lane roadway with curbs and gutters, sidewalks, a center turn lane, and bicycle lanes in each direction.

Public Benefit	Notes
Maximizing the value of Georgia's Assets	This project could potentially maximize the full utility of an existing transportation facility(s). In some cases, bypasses will be necessary. Example benefits could be: mitigating congestion (e.g. operational improvements) and optimizing capital asset management (e.g. resurfacing, rehabilitation). The impacts would apply to this roadway segment, corridor, and/or intersection.
Ensuring Safety and Security	This project would benefit the public by potentially reducing the incidence of crashes along this roadway segment, corridor, and/or intersection.
Supporting Economic Growth/Competitiveness	This project could assist in having a positive impact on the economic vitality for this region, and in some cases possibly for the entire state. Its impact could also be observed along the roadway segment, corridor, and/or intersection. Example benefits could be: improved access to jobs; improved travel times for drivers; increased lane capacity; improved efficiency and reliability for freight cargo/goods movement; providing border to border and inter-regional connectivity; and improve local connectivity to statewide transportation network.
Additional Benefits	This project would benefit the traveling public by alleviating the congestion on Cusseta Road and Old Cusseta Road in the vicinity of I-185 in Southeast Columbus. Additional benefits would potentially decrease the frequency and severity of crash incidents. Currently, the Old Cusseta Road corridor has a level of service of D, and has approximately 7,060 cars per day traveling on it. An additional benefit will be providing a smoother surface for travel, along with optimizing capital asset management. This project has been in the MPO's LRTP for a number of years, but funding shortfalls have prevented the project from moving forward.



**Project Location**



# Project Sheet

**Project Number:** RC08-000056 **Project Name:** Intercity Express Bus Park-N-Ride Service

**GDOT ID:**

**Project Description:** Construction of three express bus Park-N-Ride locations into Columbus/Muscogee County using existing sites. Each express route will have a wheelchair accessible bus that provides express bus service Monday through Saturday; 4:20 am until 7:20 pm or Monday through Saturday; 4:20 am until 11:20 pm (extended service hours). Each express bus will make 15 round trips (a round trip is outbound from the Transfer Center to Park-N-Ride and inbound from Park-N-Ride to the Transfer Center).

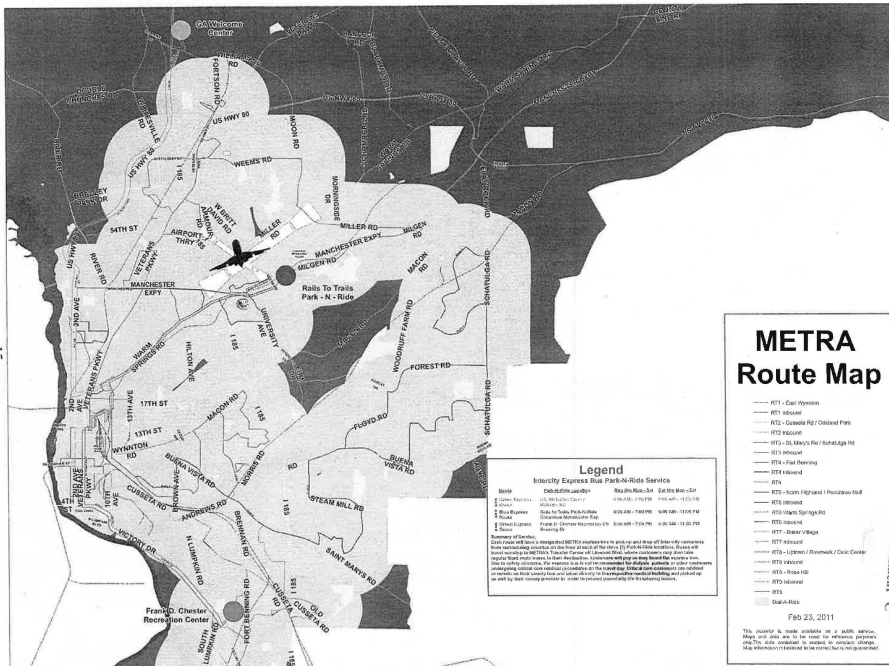
**Regional Commission:** River Valley

**County:** Muscogee County

Phase	Total Project Cost	Total TIA Amount	Comments (Please note all cost estimates are in 2011 dollars and actual costs for all phases at year of expenditure will be higher):
TR-O	\$22,400,000	\$22,400,000	
<b>Total</b>	<b>\$22,400,000</b>	<b>\$22,400,000</b>	

Public Benefit	Notes
Increasing Modal Options (Transit)	This project will provide mobility options for all travelers; improve access to employment; and help mitigate congestion and maximize the use of existing infrastructure by promoting high-occupancy travel.
Additional Benefits	This project would benefit the traveling public by providing an additional facility to utilize multi-modal express transit service to access other regional activity centers in Columbus, including the central business district in downtown. Additional benefits would potentially decrease the frequency of crash incidents by increasing transit use and thereby reducing the amount of trips taken in personal vehicles.

## Project Location



# Project Sheet

**Project Number:** RC08-000057      **Project Name:** Intersection Improvements along Buena Vista Road (Columbus Spider Web Network)

**GDOT ID:**

**Project Description:** The project will include road realignments and/or a possible overpass on Buena Vista Road due to a Norfolk Southern Railroad Crossing. The project limits on Buena Vista Road are between Martin Luther King Jr Blvd and St. Marys Rd.

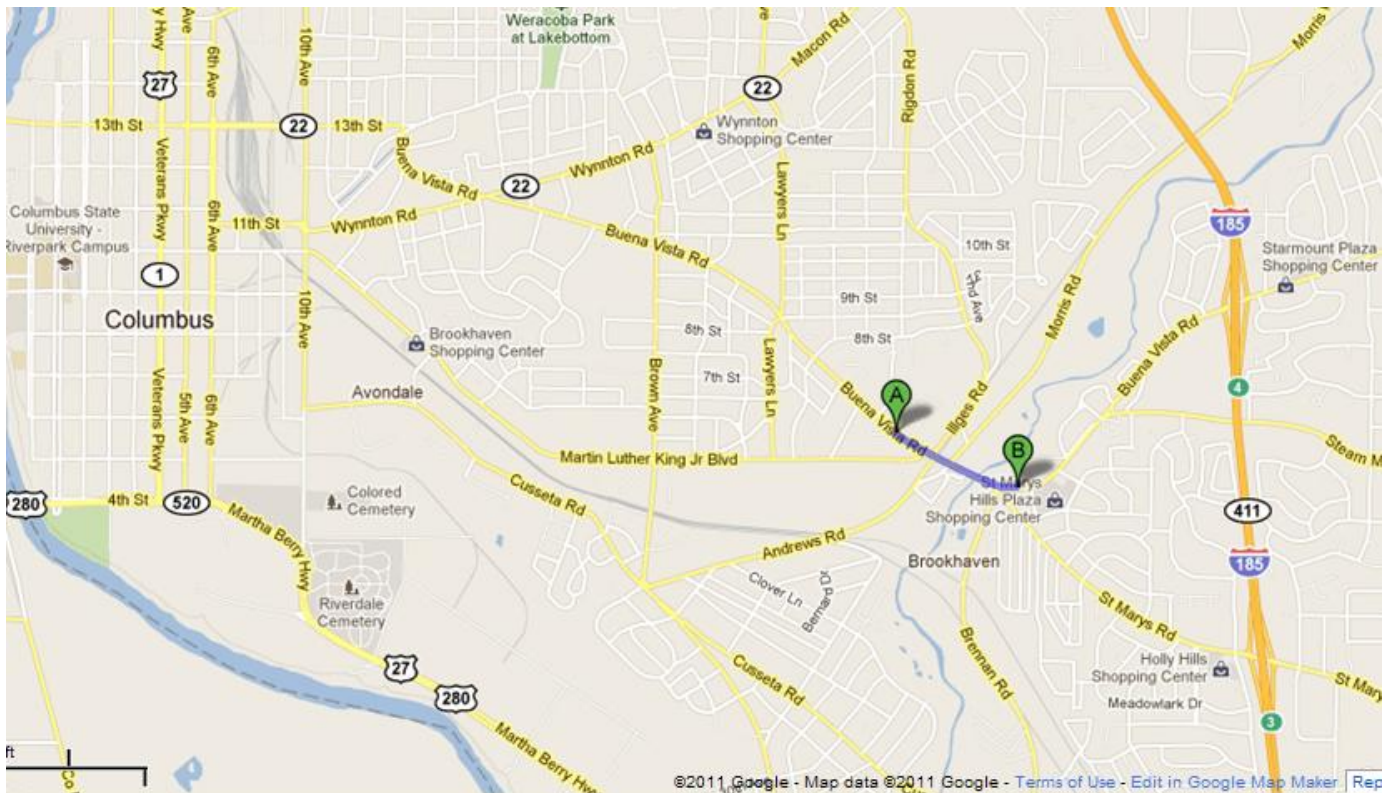
**Regional Commission:** River Valley

**County:** Muscogee County

Phase	Total Project Cost	Total TIA Amount	Comments (Please note all cost estimates are in 2011 dollars and actual costs for all phases at year of expenditure will be higher):
PE	\$2,522,522	\$2,522,522	
ROW	\$8,648,648	\$8,648,648	
CST	\$25,225,225	\$25,225,225	
UTL	\$3,603,605	\$3,603,605	
<b>Total</b>	<b>\$40,000,000</b>	<b>\$40,000,000</b>	Construction of project will include road realignments and a possible overpass. Approximately seven (7) trains a day cross Buena Vista Road daily. Of the seven, six are through trains that travel through Columbus during the daytime (3) and evening (3). There are seven (7) roads that are impacted and are heavily congested when the trains are traveling through this area.

Public Benefit	Notes
Maximizing the value of Georgia's Assets	This project could potentially maximize the full utility of an existing transportation facility(s). In some cases, bypasses will be necessary. Example benefits could be: mitigating congestion (e.g. operational improvements) and optimizing capital asset management (e.g. resurfacing, rehabilitation). The impacts would apply to this roadway segment, corridor, and/or intersection.
Additional Benefits	This project would benefit the traveling public by alleviating the congestion at the critical convergence of several arterial roadways in Southeast Columbus by removing the existing at-grade railroad crossing. Currently, the Buena Vista Road corridor has approximately 27,130 cars per day that are regularly delayed by slow moving trains blocking the roadway for extended periods. The benefit of a new flyover bridge would decrease average travel times and improve emergency services response time by eliminating the delays created by the regular train blockages.

## Project Location





# Project Sheet

**Project Number:** RC08-000058      **Project Name:** South Lumpkin Multi-Use Facility

**GDOT ID:** 0007633

**Project Description:** Construct South Lumpkin Multi-use facility along an abandoned rail road line from South Lumpkin Park to Old Cusseta Road.

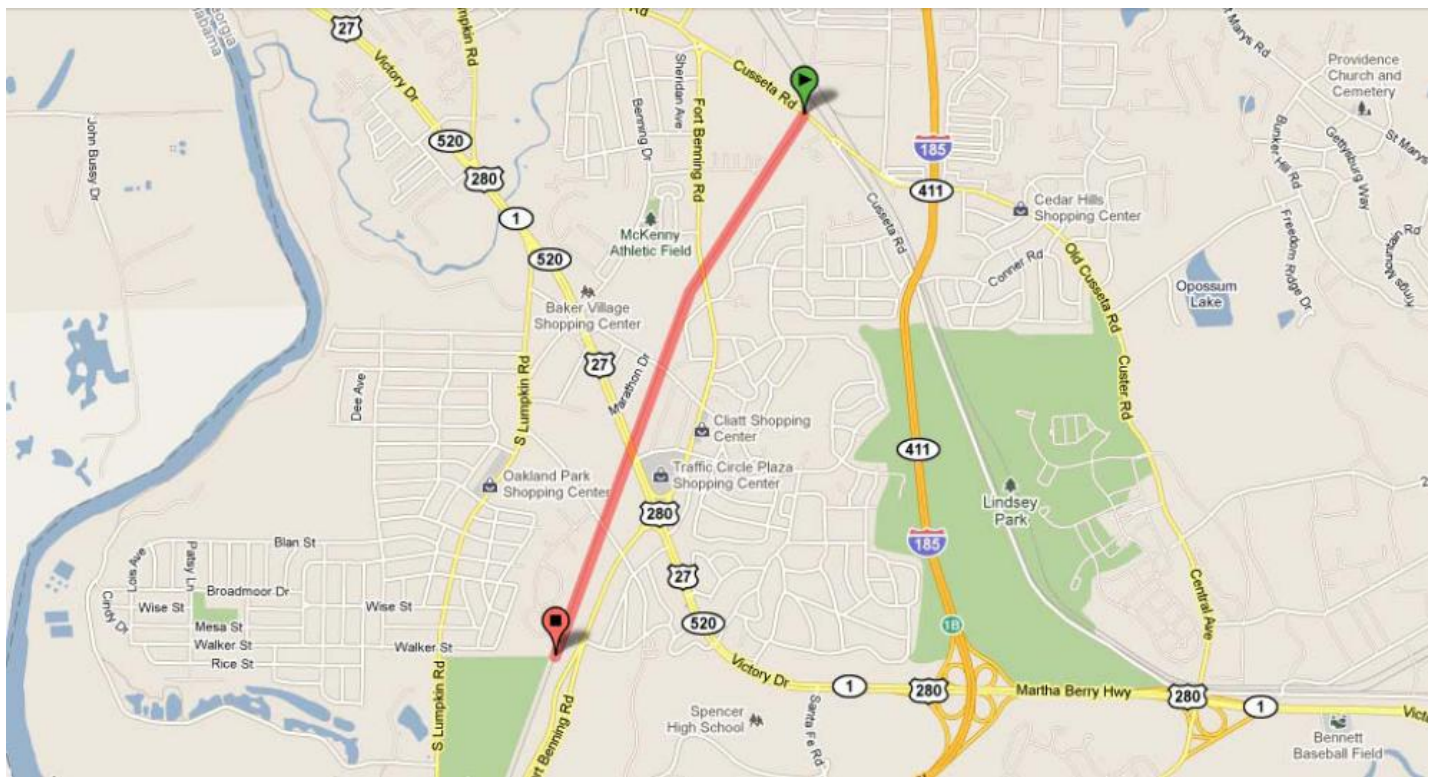
**Regional Commission:** River Valley

**County:** Muscogee County

Phase	Total Project Cost	Total TIA Amount	Comments (Please note all cost estimates are in 2011 dollars and actual costs for all phases at year of expenditure will be higher):
PE	\$500,000	\$500,000	A pedestrian / bicycle facility to be built along an abandoned rail road line. This linear greenway corridor is divided by Old Cusseta Road, Victory Drive, and Fort Benning Road. These divisions provide natural breaks in the greenway corridor. Each of the 4 sections' design will reflect the adjacent areas and their land use. Proposed uses will include a bike/walk facility ccommodating both bicyclists and pedestrians. An asphalt surface will be installed in order to accommodate cyclists and meet safety codes.
CST	\$3,000,000	\$3,000,000	
<b>Total</b>	<b>\$3,500,000</b>	<b>\$3,500,000</b>	

Public Benefit	Notes
Increasing Modal Options (Bike/Ped)	This project could have a positive impact(s) for the local corridor and community while enhancing the efficiency and mobility of the regional transportation system. Other examples of possible benefits are: enhancing activity centers and the connectivity between other activity centers, reducing environmental impacts, and benefiting local communities and public health.
Additional Benefits	This project would benefit the traveling public by providing a multi-use trail facility between one of the largest activity center in Columbus (Fort Benning) and other activity centers in Southeast Columbus.

## Project Location



# Project Sheet

**Project Number:** RC08-000060      **Project Name:** SR 219 Passing Lanes from Luther Land Bridge to Happy Hollow Road Improvements

**GDOT ID:** 0001812

**Project Description:** A passing lane will be constructed along SR 219 from Luther Land Bridge to Happy Hollow Road.

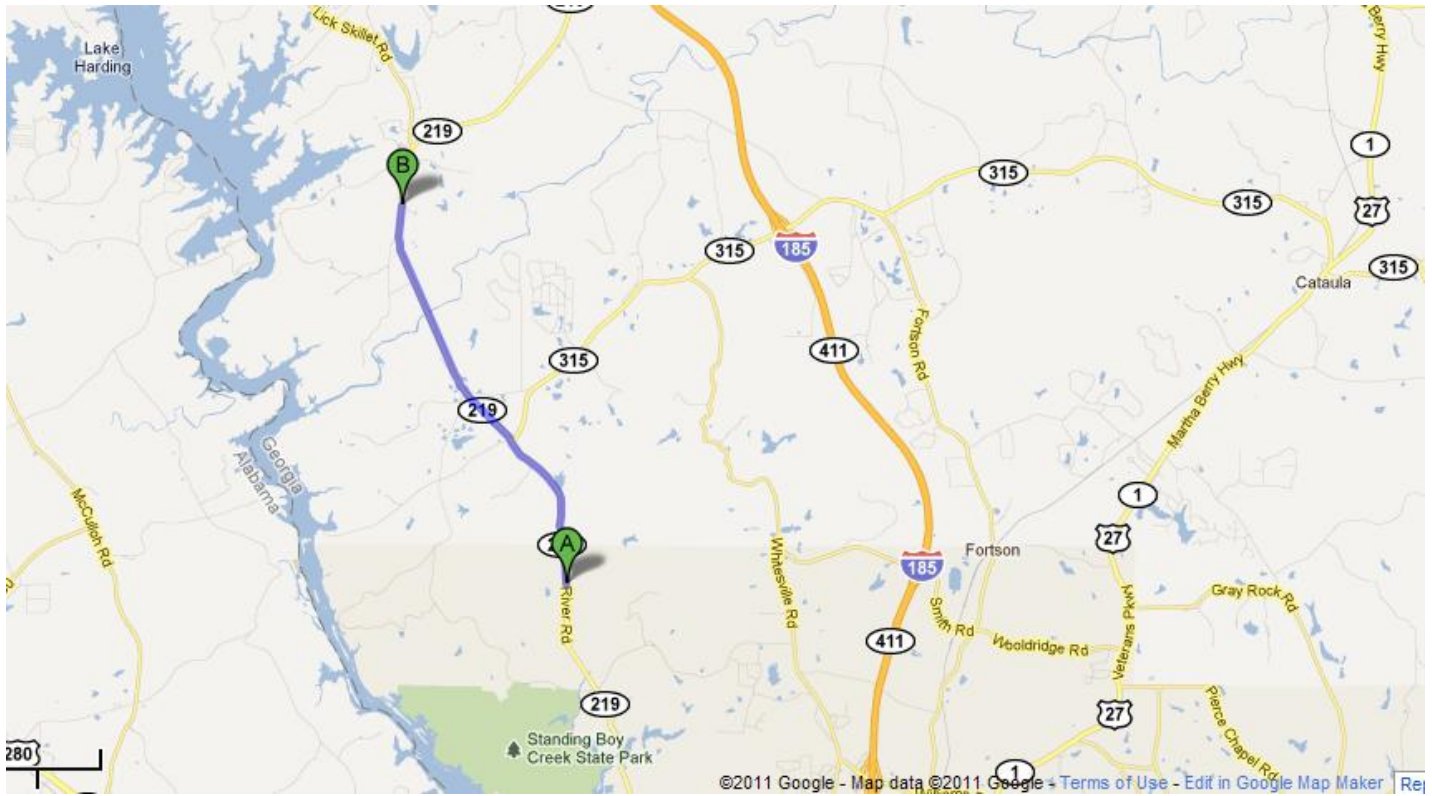
**Regional Commission:** River Valley

**County:** Muscogee County

Phase	Total Project Cost	Total TIA Amount	Comments (Please note all cost estimates are in 2011 dollars and actual costs for all phases at year of expenditure will be higher):
PE	\$1,597,736	\$1,597,736	
ROW	\$403,427	\$403,427	
CST	\$14,187,438	\$14,187,438	
UTL	\$1,501,837	\$1,501,837	
<b>Total</b>	<b>\$17,690,438</b>	<b>\$17,690,438</b>	

Public Benefit	Notes
Ensuring Safety and Security	This project would benefit the public by potentially reducing the incidence of crashes along this roadway segment, corridor, and/or intersection.
Maximizing the value of Georgia's Assets	This project could potentially maximize the full utility of an existing transportation facility(s). In some cases, bypasses will be necessary. Example benefits could be: mitigating congestion (e.g. operational improvements) and optimizing capital asset management (e.g. resurfacing, rehabilitation). The impacts would apply to this roadway segment, corridor, and/or intersection.
Additional Benefits	This project would benefit the traveling public by providing passing lanes that will improve the flow of traffic and decrease the frequency and severity of crash incidents. The benefit will be providing a smoother surface for travel, along with optimizing capital asset management.

## Project Location



# Project Sheet

**Project Number:** RC08-000062      **Project Name:** US 27/Custer Road Interchange Reconstruction/Modification at Fort Benning

**GDOT ID:**

**Project Description:** This project would reconstruct the US 27/Custer Road Interchange.

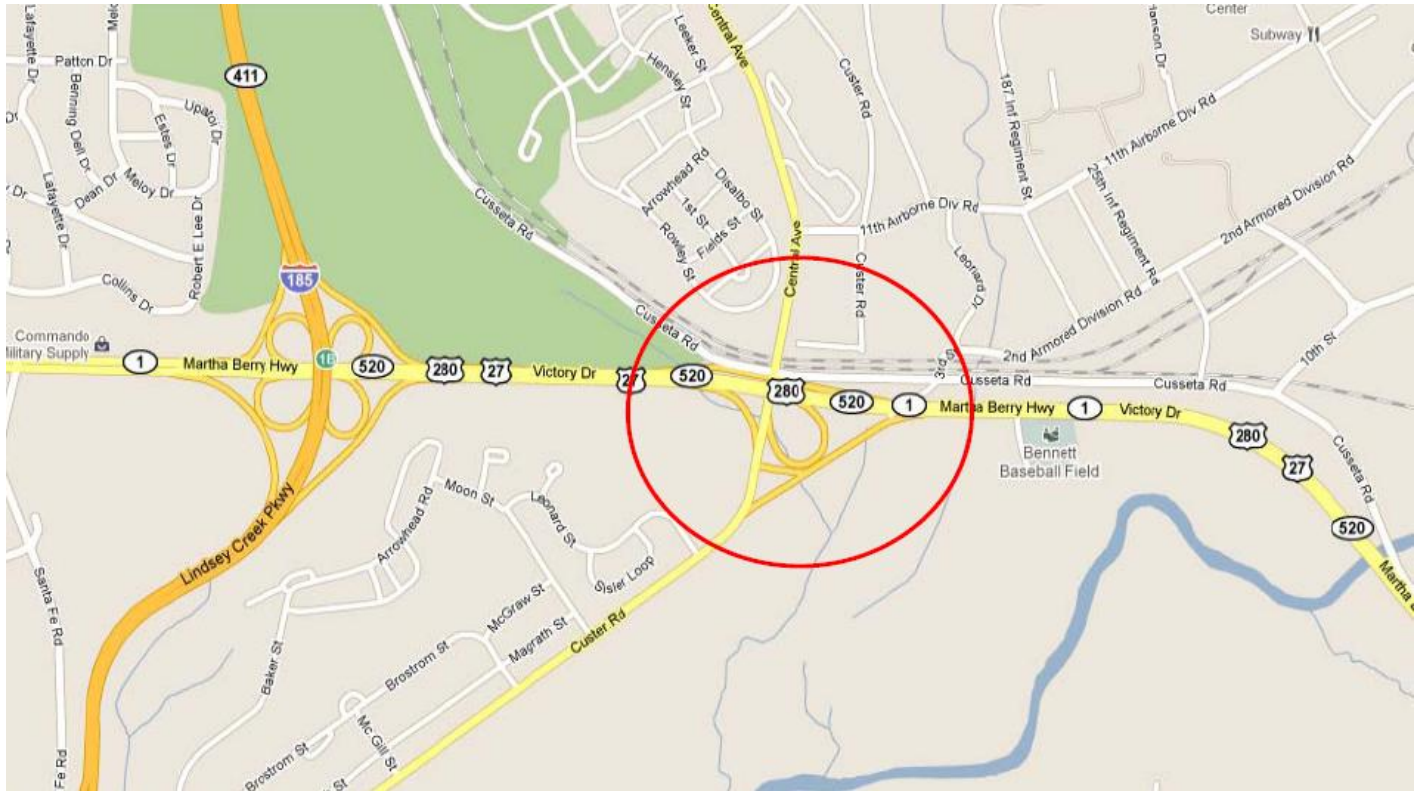
**Regional Commission:** River Valley

**County:** Muscogee County

Phase	Total Project Cost	Total TIA Amount	Comments (Please note all cost estimates are in 2011 dollars and actual costs for all phases at year of expenditure will be higher):
PE	\$1,000,000	\$1,000,000	The property is located within the City of Columbus. The property in question is bounded by US 27 to the south, I-185 to the west, and Cusseta Road to the north and east, which is the western boundary of Fort Benning at this location. Public access to this property is currently restricted by the US ARMY for security reasons. The project will reconstruct the existing interchange to accommodate future growth of Fort Benning due to BRAC and provide permanent public access to the proposed development that will not interfere with Base security.
CST	\$19,000,000	\$19,000,000	
<b>Total</b>	<b>\$20,000,000</b>	<b>\$20,000,000</b>	

Public Benefit	Notes
Ensuring Safety and Security	This project would benefit the public by potentially reducing the incidence of crashes along this roadway segment, corridor, and/or intersection.
Additional Benefits	This project would benefit the traveling public by alleviating the congestion at the main entrance to Fort Benning by providing additional access to the largest activity center in Muscogee County. Additional benefits would potentially decrease the frequency and severity of crash incidents. An additional benefit will be providing a smoother surface for travel, along with optimizing capital asset management.

## Project Location



# Constrained Project Listing

River Valley

Randolph County

Project ID	Project Name
RC08-000065	Bridge Replacement SR 1/US 27 @ Ga/Ala RR
RC08-000068	SR 1/US 27 WIDENING FM CR 153/CARNEGIE VILULAH RD TO CUTHBERT BYPASS



# Project Sheet

**Project Number:** RC08-000065      **Project Name:** Bridge Replacement SR 1/US 27 @ Ga/Ala RR

**GDOT ID:** 431530

**Project Description:** Bridge Replacement of SR 1/US 27 over Georgia/Alabama Railroad

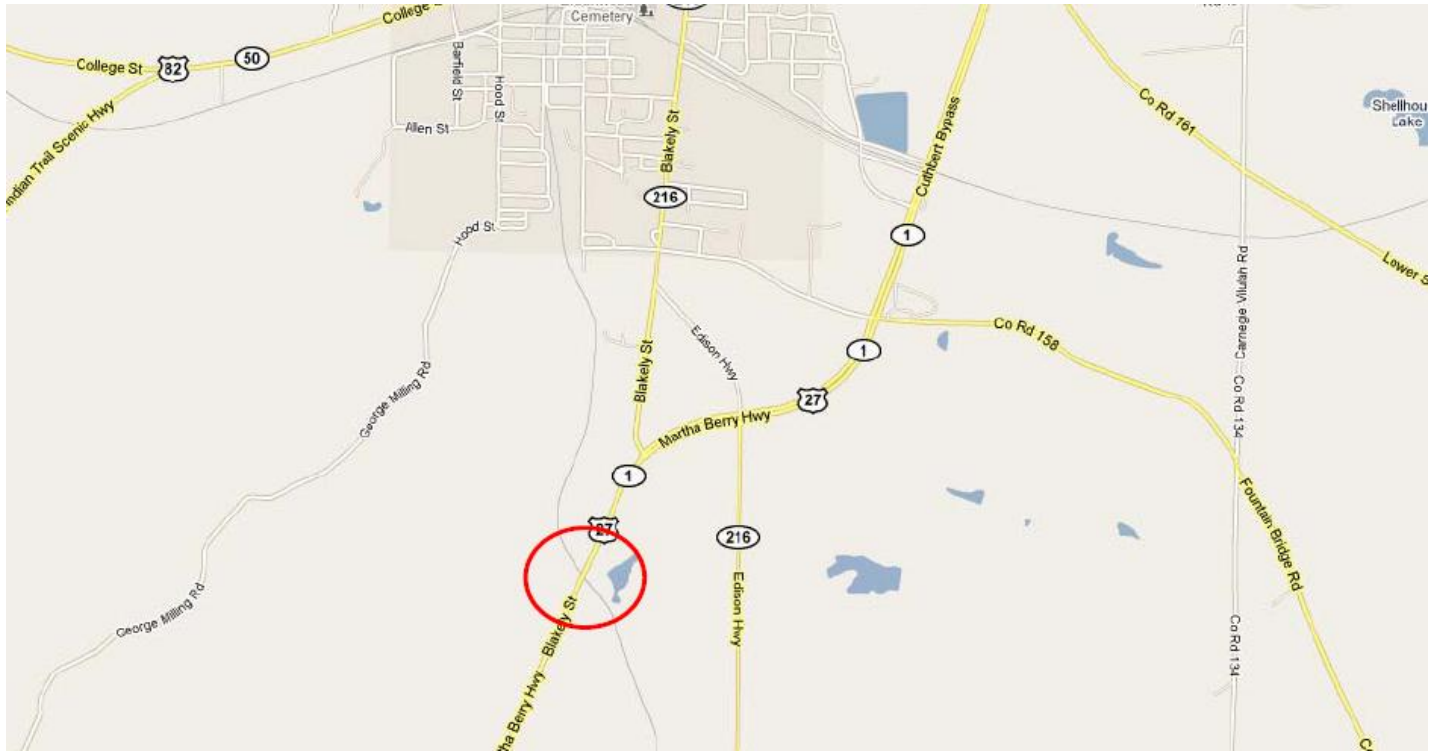
**Regional Commission:** River Valley

**County:** Randolph County

Phase	Total Project Cost	Total TIA Amount	Comments (Please note all cost estimates are in 2011 dollars and actual costs for all phases at year of expenditure will be higher):
PE	\$414,720	\$414,720	
CST	\$398,457	\$398,457	
<b>Total</b>	<b>\$813,177</b>	<b>\$813,177</b>	

Public Benefit	Notes
Maximizing the value of Georgia's Assets	This project could potentially maximize the full utility of an existing transportation facility(s). In some cases, bypasses will be necessary. Example benefits could be: mitigating congestion (e.g. operational improvements) and optimizing capital asset management (e.g. resurfacing, rehabilitation). The impacts would apply to this roadway segment, corridor, and/or intersection.
Additional Benefits	This project would benefit the traveling public by improving a key connectivity link over the Georgia/Alabama Railroad line in central Randolph County. The replacing of this bridge will benefit the public by providing a smoother surface for travel, optimizing capital asset management, and potentially improving safety.

## Project Location





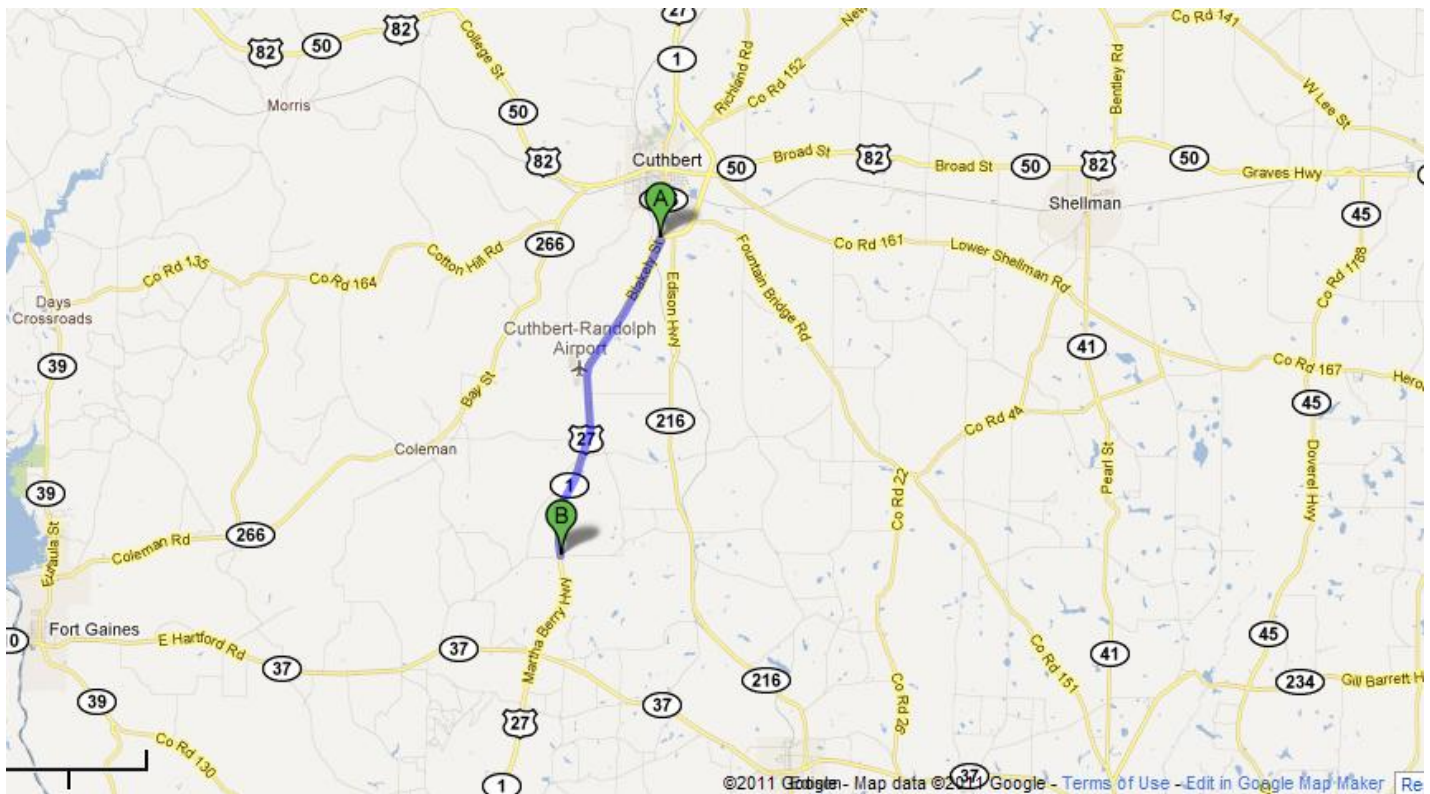
# Project Sheet

**Project Number:** RC08-000068      **Project Name:** SR 1/US 27 WIDENING FM CR 153/CARNEGIE VILULAH RD TO CUTHBERT BYPASS  
**GDOT ID:** 422235-  
**Project Description:** Widen SR 1/US 27 from Carnegie Vilulah Rd to Cuthbert bypass  
**Regional Commission:** River Valley  
**County:** Randolph County

Phase	Total Project Cost	Total TIA Amount	Comments (Please note all cost estimates are in 2011 dollars and actual costs for all phases at year of expenditure will be higher):
CST	\$31,359,788	\$31,359,788	
UTL	\$382,347	\$382,347	
<b>Total</b>	<b>\$31,742,135</b>	<b>\$31,742,135</b>	RW is purchased for this corridor.

Public Benefit	Notes
Maximizing the value of Georgia's Assets	This project could potentially maximize the full utility of an existing transportation facility(s). In some cases, bypasses will be necessary. Example benefits could be: mitigating congestion (e.g. operational improvements) and optimizing capital asset management (e.g. resurfacing, rehabilitation). The impacts would apply to this roadway segment, corridor, and/or intersection.
Supporting Economic Growth/Competitiveness	This project could assist in having a positive impact on the economic vitality for this region, and in some cases possibly for the entire state. Its impact could also be observed along the roadway segment, corridor, and/or intersection. Example benefits could be: improved access to jobs; improved travel times for drivers; increased lane capacity; improved efficiency and reliability for freight cargo/goods movement; providing border to border and inter-regional connectivity; and improve local connectivity to statewide transportation network.
Additional Benefits	This project would benefit the traveling public by potentially decreasing the frequency and severity of crash incidents. An additional benefit will be providing a smoother surface for travel, along with optimizing capital asset management. This project supports Georgia's regional economic development growth and will spur economic development in the region by enhancing this corridor between Columbus and Florida, and better facilitate the flow of freight.

## Project Location



# Constrained Project Listing

River Valley

Sumter County

Project ID	Project Name
RC08-000084	Improvements to South Georgia Tech Parkway
RC08-000091	District Line Road Improvements

# Project Sheet

**Project Number:** RC08-000084      **Project Name:** Improvements to South Georgia Tech Parkway

**GDOT ID:**

**Project Description:** This project consists of improvements on South Georgia Tech Parkway/Southerfield Road from Hwy 49 (east terminus) to US 19 (west terminus).

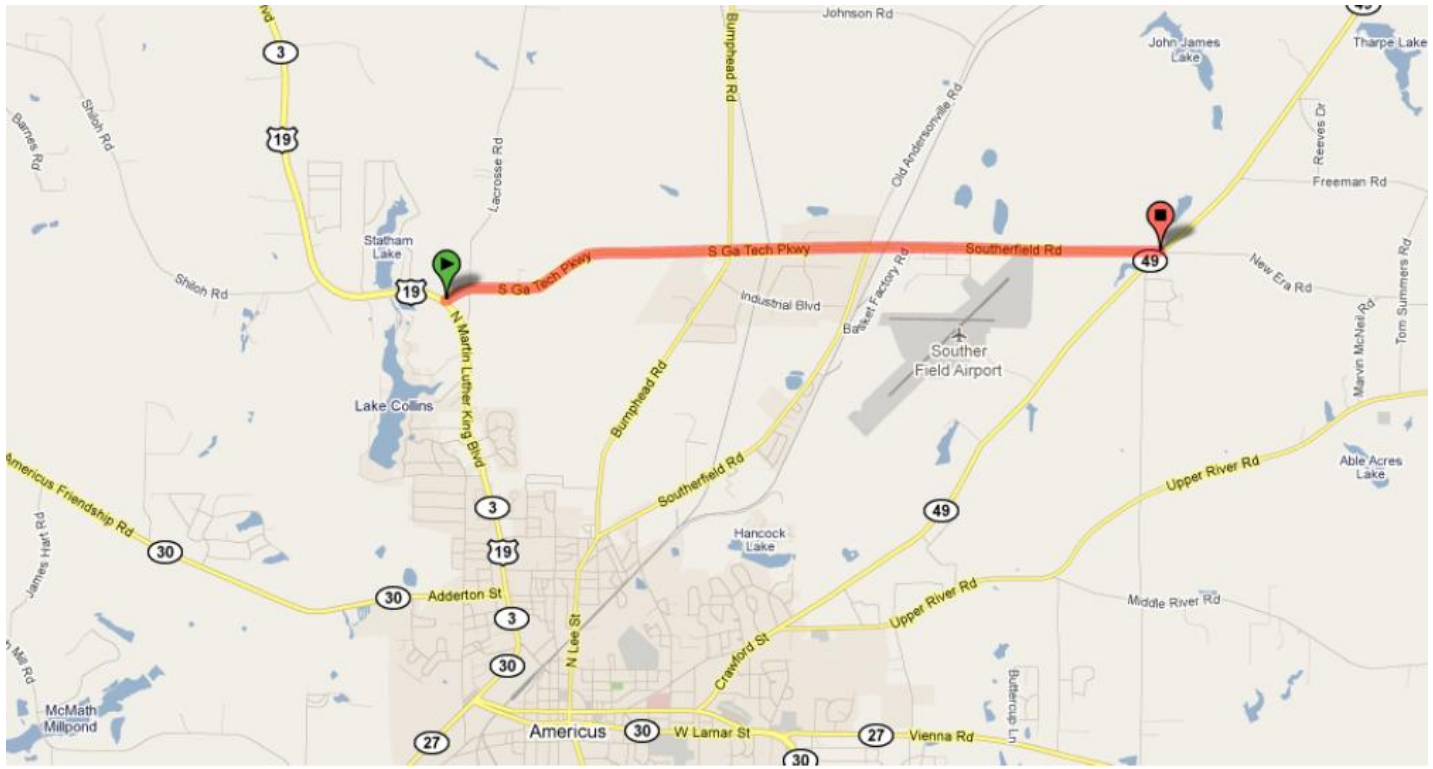
**Regional Commission:** River Valley

**County:** Sumter County

Phase	Total Project Cost	Total TIA Amount	Comments (Please note all cost estimates are in 2011 dollars and actual costs for all phases at year of expenditure will be higher):
PE	\$1,000,000	\$1,000,000	
ROW	\$3,000,000	\$3,000,000	
CST	\$10,000,000	\$10,000,000	
UTL	\$1,000,000	\$1,000,000	
<b>Total</b>	<b>\$15,000,000</b>	<b>\$15,000,000</b>	

Public Benefit	Notes
Ensuring Safety and Security	This project would benefit the public by potentially reducing the incidence of crashes along this roadway segment, corridor, and/or intersection.
Maximizing the value of Georgia's Assets	This project could potentially maximize the full utility of an existing transportation facility(s). In some cases, bypasses will be necessary. Example benefits could be: mitigating congestion (e.g. operational improvements) and optimizing capital asset management (e.g. resurfacing, rehabilitation). The impacts would apply to this roadway segment, corridor, and/or intersection.
Supporting Economic Growth/Competitiveness	This project could assist in having a positive impact on the economic vitality for this region, and in some cases possibly for the entire state. Its impact could also be observed along the roadway segment, corridor, and/or intersection. Example benefits could be: improved access to jobs; improved travel times for drivers; increased lane capacity; improved efficiency and reliability for freight cargo/goods movement; providing border to border and inter-regional connectivity; and improve local connectivity to statewide transportation network.
Additional Benefits	Improvements to this corridor will make it much safer for vehicular, pedestrian, bicycle and truck traffic. Should reduce heavy truck traffic in historic downtown Americus. Would facilitate additional expected traffic from Inland Port opening in Crisp County. Will greatly facilitate the development of Star Racing Race Track near South Ga. Technical College. Commodity and raw materials movement would be enhanced. Tourism industries would benefit as well as accessibility to recreation and historic sites. Site of National Historic Site – Andersonville. Widening will allow for much safer bicycling and pedestrian passage on the roadway. Facilitate Rail traffic from Inland Port in Cordele.

**Project Location**



# Project Sheet

**Project Number:** RC08-000091      **Project Name:** District Line Road Improvements

**GDOT ID:**

**Project Description:** Improvements to District Line Road from U.S. 280 to SR 49.

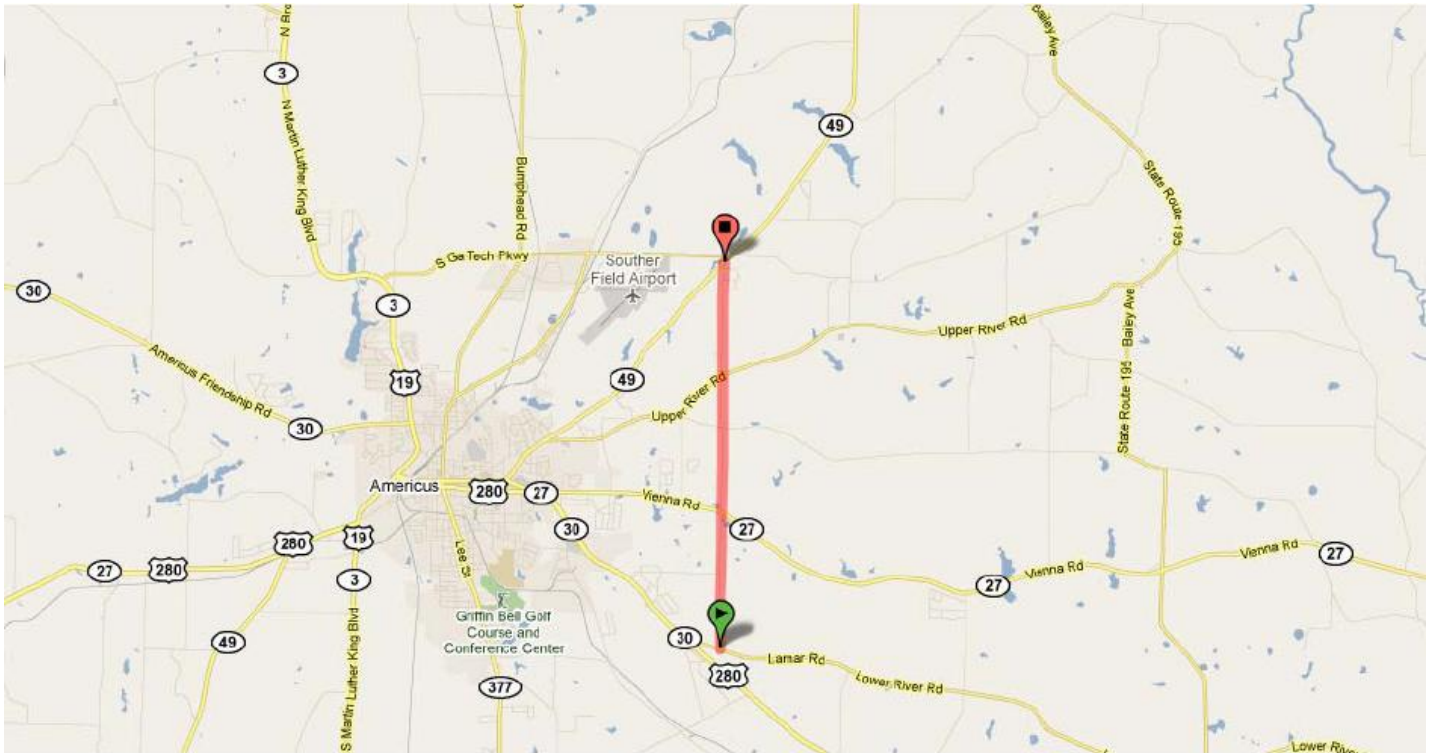
**Regional Commission:** River Valley

**County:** Sumter County

Phase	Total Project Cost	Total TIA Amount	Comments (Please note all cost estimates are in 2011 dollars and actual costs for all phases at year of expenditure will be higher):
PE	\$400,000	\$400,000	
ROW	\$4,500,000	\$4,500,000	
CST	\$5,100,000	\$5,100,000	
<b>Total</b>	<b>\$10,000,000</b>	<b>\$10,000,000</b>	

Public Benefit	Notes
Ensuring Safety and Security	This project would benefit the public by potentially reducing the incidence of crashes along this roadway segment, corridor, and/or intersection.
Maximizing the value of Georgia's Assets	This project could potentially maximize the full utility of an existing transportation facility(s). In some cases, bypasses will be necessary. Example benefits could be: mitigating congestion (e.g. operational improvements) and optimizing capital asset management (e.g. resurfacing, rehabilitation). The impacts would apply to this roadway segment, corridor, and/or intersection.
Additional Benefits	This project would benefit the traveling public by making it much safer for vehicular, pedestrian, bicycle and truck traffic. These improvements will provide areas lagging in growth with greater opportunities to attract industry, business and jobs as by facilitating rail traffic from Inland Port to Cordele. Additional benefits would potentially decrease the frequency and severity of traffic accidents.

## Project Location



# Constrained Project Listing

River Valley

Talbot County

Project ID	Project Name
RC08-000097	Pobiddy Rd Resurfacing and Improvements

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# Project Sheet

**Project Number:** RC08-000097      **Project Name:** Pobiddy Rd Resurfacing and Improvements

**GDOT ID:**

**Project Description:** Resurface and improve 9.1 miles of Pobiddy Rd

**Regional Commission:** River Valley

**County:** Talbot County

Phase	Total Project Cost	Total TIA Amount	Comments (Please note all cost estimates are in 2011 dollars and actual costs for all phases at year of expenditure will be higher):
ROW	\$40,000	\$40,000	
CST	\$3,285,000	\$3,285,000	
<b>Total</b>	<b>\$3,325,000</b>	<b>\$3,325,000</b>	

Public Benefit	Notes
Ensuring Safety and Security	This project would benefit the public by potentially reducing the incidence of crashes along this roadway segment, corridor, and/or intersection.
Maximizing the value of Georgia's Assets	This project could potentially maximize the full utility of an existing transportation facility(s). In some cases, bypasses will be necessary. Example benefits could be: mitigating congestion (e.g. operational improvements) and optimizing capital asset management (e.g. resurfacing, rehabilitation). The impacts would apply to this roadway segment, corridor, and/or intersection.
Additional Benefits	This project would benefit the traveling public by providing a smoother surface for travel, along with optimizing capital asset management

## Project Location



# Constrained Project Listing

River Valley

Taylor County

Project ID	Project Name
RC08-000102	Bickley Rd. at Patsiligia Creek Tributary Bridge Replacement

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# Project Sheet

**Project Number:** RC08-000102      **Project Name:** Bickley Rd. at Patsiligia Creek Tributary Bridge Replacement

**GDOT ID:**

**Project Description:** Bickley Rd. at Patsiligia Creek Tributary Bridge Replacement

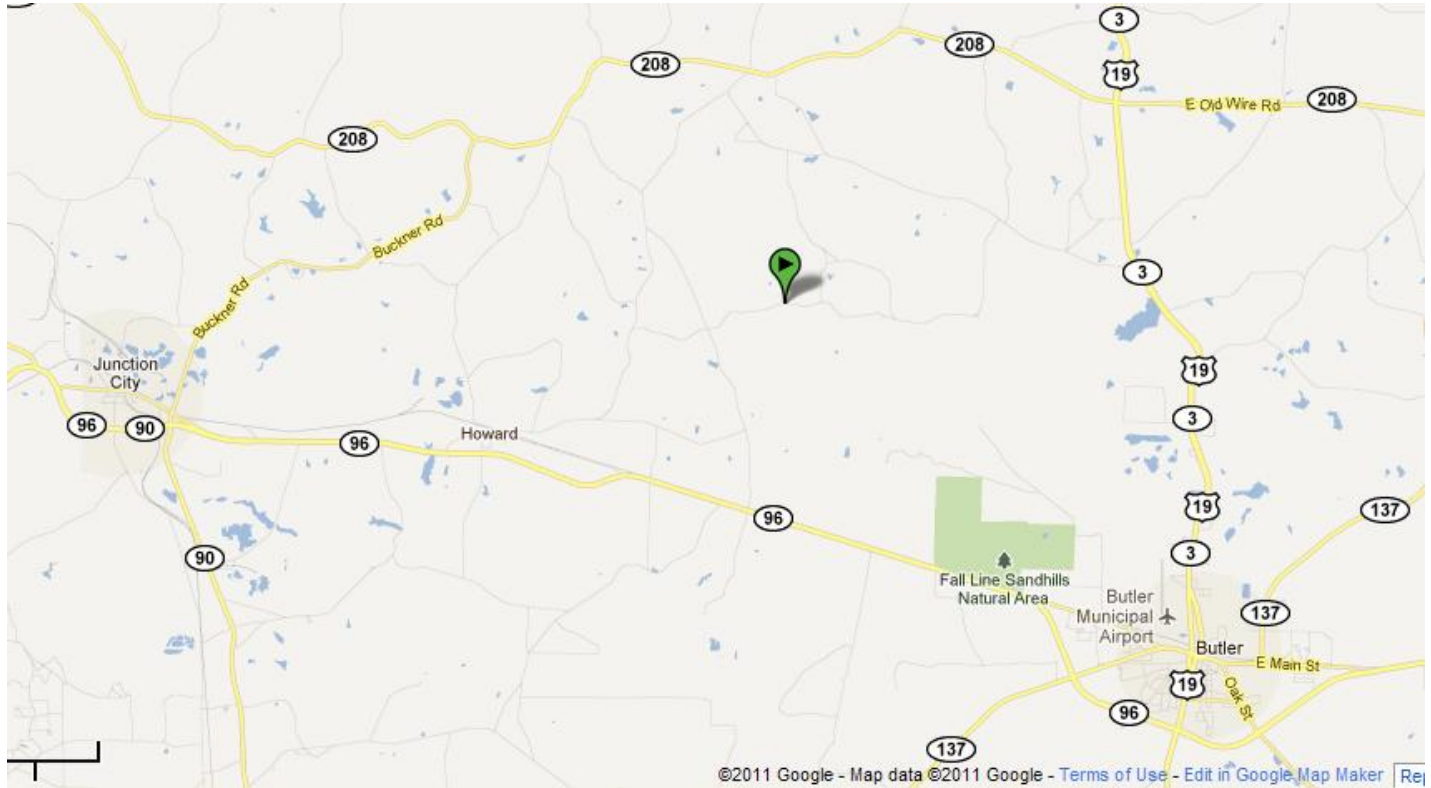
**Regional Commission:** River Valley

**County:** Taylor County

Phase	Total Project Cost	Total TIA Amount	Comments (Please note all cost estimates are in 2011 dollars and actual costs for all phases at year of expenditure will be higher):
PE	\$40,000	\$40,000	
ROW	\$40,000	\$40,000	
CST	\$420,000	\$420,000	
<b>Total</b>	<b>\$500,000</b>	<b>\$500,000</b>	

Public Benefit	Notes
Maximizing the value of Georgia's Assets	This project could potentially maximize the full utility of an existing transportation facility(s). In some cases, bypasses will be necessary. Example benefits could be: mitigating congestion (e.g. operational improvements) and optimizing capital asset management (e.g. resurfacing, rehabilitation). The impacts would apply to this roadway segment, corridor, and/or intersection.
Additional Benefits	This project would benefit the traveling public by providing a smoother surface for travel, along with optimizing capital asset management, and potentially improving safety. This project would install a concrete box culvert that would allow for a more efficient stream crossing.

## Project Location



# Project Sheet

**Project Number:** RC08-000116      **Project Name:** Program/ Administration Fee

**GDOT ID:**

**Project Description:** These funds are dedicated to cover administrative/program management expenses and other applicable expenses that are necessary or incidental to any project on the final investment list in the River Valley transportation sales tax district. These include but are not limited to program management, administrative fees for GSFIC, per diem costs for Citizen Review Panel, cost for annual reports and audits, costs incurred by RC in hosting and organizing meetings associated with TIA, etc.

**Regional Commission:** River Valley

**County:** Region Wide

Phase	Total Project Cost	Total TIA Amount	Comments (Please note all cost estimates are in 2011 dollars and actual costs for all phases at year of expenditure will be higher):
ADM	\$5,676,751	\$5,676,751	These funds are applicable for all project phases.
<b>Total</b>	<b>\$5,676,751</b>	<b>\$5,676,751</b>	

Public Benefit	Notes
Additional Benefits	These funds will help manage and ensure that the projects on the final investment list are delivered on-time and within budget.

**Project Location**

