

# **Appendix A**

## **Constrained Action Plan**

### **Roadway Project Prioritization**

Douglas County Comprehensive Transportation Plan  
Roadway Project Prioritization DRAFT

GDOT PI	ID	Project Number	Project	From/At	To	Detailed Description	Status	Type	Exist Lane	Plan Lane	Length	Network Year	Open Year	Congestion	Safety	Land Use	Multimodal	Economic Dev.	Public/PAT	Access Mgt.	Freight	Environment	RSTS	UGPM	Weighted Total
0006900	129	DO-282A	Metro Arterial Connector - SR 92 Realignment Phase I - Underpass	US 78/Broad Street and NS R/R		This project grade separates SR 92 (on new alignment) from US 78 and the railroad to facilitate better flow along the SR 92 corridor. The Metro Arterial Connector (MAC) is a network of state highways approximately 180 miles in length encircling the Atlanta region. Roadways comprising the MAC (primarily SR 20 and SR 92) are proposed to have a minimum of four travel lanes along its entire length. At least 30 capacity projects are already planned along the MAC over the timeframe of the RTP. A study will be conducted in 2009 to determine how these individual projects can be engineered and constructed in a holistic and logical manner to maximize the multimodal mobility, safety, accessibility and growth management benefits of the project.	Program	Roadway Capacity	0	6	0.25	2020	2020	1.5	0.45	0.3	0.15	0.15	0.15	0.09	0.09	0.06	0.03	0.03	3
0006901	130	DO-282B	Metro Arterial Connector - SR 92 Realignment Phase II	SR 92/Fairburn Road south of Hospital Drive	US 78/Broad Street	This project combines widening and new alignment to equal a 6 lane facility connecting the new grade separation at US 78 and the railroad to the existing SR 92 immediately south of the intersection with Hospital Drive. The Metro Arterial Connector (MAC) is a network of state highways approximately 180 miles in length encircling the Atlanta region. Roadways comprising the MAC (primarily SR 20 and SR 92) are proposed to have a minimum of four travel lanes along its entire length. At least 30 capacity projects are already planned along the MAC over the timeframe of the RTP. A study will be conducted in 2009 to determine how these individual projects can be engineered and constructed in a holistic and logical manner to maximize the mobility, safety, accessibility and growth management benefits which would best serve multimodal needs (auto, truck, transit, bicycling, walking) and include land use policies, access management regulations, and ITS components to ensure network uniformity.	Program	Roadway Capacity	0	6	0.6	2020	2020	1.5	0.45	0.3	0.15	0.15	0.15	0.09	0.09	0.06	0.03	0.03	3
720970	131	DO-282C	Metro Arterial Connector - SR 92 Realignment Phase III	US 78/Broad Street	SR 92/Dallas Highway	This project combines widening and new alignment to equal a 6 lane facility connecting the new grade separation at US 78 and the railroad to the existing SR 92 near the intersection with Malone Street in northern Douglasville. The Metro Arterial Connector (MAC) is a network of state highways approximately 180 miles in length encircling the Atlanta region. Roadways comprising the MAC (primarily SR 20 and SR 92) are proposed to have a minimum of four travel lanes along its entire length. At least 30 capacity projects are already planned along the MAC over the timeframe of the RTP. Refer to AR-941 in the ARC's RTP/TIP for more information on the MAC concept.	Program	Roadway Capacity	0	6	0.9	2020	2020	1.5	0.45	0.3	0.15	0.15	0.15	0.09	0.09	0.06	0.03	0.03	3
3165	162	AR-H-201	I-20 West Managed Lanes (SR 6 to Bright Star)	SR 6	Bright Star Road	Addition of two managed lanes in both directions for 9.9 miles between SR 6 and Bright Star Road. Dedicated ramps serving these lanes will be provided but locations have not been determined at this time. It is anticipated that all future managed lanes constructed in the Atlanta Region will be barrier separated, but engineering and design will determine the most appropriate configuration. Operating characteristics such as occupancy restrictions and tolling levels will also be established during concept development in accordance with regional and state managed lane policies.	Program	Interstate Improvements	0	4	10.8			1.5	0.45	0.3	0.15	0.15	0.15	0.09	0.09	0.06	0.03	0.03	3
0001917	155	DO-220B	Lee Road (including bridge over I-20 West)	Monier Boulevard	Vulcan Drive	Upgrades existing substandard bridge at I-20 West. Improves turn radii for tractor-trailer trucks. Project would improve overall flow in the area by improving signals and turn lanes as well.	Program	Bridge Upgrade	2	4	N/A	2020	2012	1.5	0.45	0.3	0.15	0.15	0.15	0.09	0.09	0.04	0.03	0.03	2.98
N/A	4	CTP-4	I-20 West@ SR 6	SR 6/Thornton Road		This project would add and augment signage and striping at and around the I-20/Thornton Road interchange. This could include freeway grade cantilever signs, channelization striping, improved signal timing, raised medians, etc.	TBD	Operational Improvements	N/A	N/A	N/A	TBD	TBD	1.5	0.45	0.3	0.15	0.15	0.1	0.09	0.09	0.06	0.03	0.03	2.95
N/A	6	CTP-6A	I-20 West @ SR 5 interchange modification and CD system concept	SR 5/Bill Arp Road		This project, partnered with Project 6B and 9A, would modify the SR 5 interchange to accept inside/managed lanes exit ramps and remove the general purpose ramps. Includes collector-distributor system concept.	TBD	Modify Interchange	4	4	N/A	TBD	TBD	1.5	0.45	0.3	0.15	0.15	0.1	0.09	0.09	0.06	0.03	0.03	2.95
N/A	7	CTP-6B	I-20 West @ Bright Star Road interchange modification and CD system concept	Bright Star Road		This project, partnered with Project 6A and 9A, would modify the Bright Star Road interchange to accept new general purpose lanes. Includes collector-distributor system concept.	TBD	New Interchange	2	4	0.2	TBD	TBD	1.5	0.45	0.3	0.15	0.15	0.1	0.09	0.09	0.06	0.03	0.03	2.95
N/A	64	DO-252A	Chapel Hill Road	Central Church Road	Stewarts Mill Road	This project involves adding one general purpose lane in each direction along Chapel Hill Road between Central Church Road and Stewarts Mill Road.	Long Range	Roadway Capacity	2	4	2.4	2030	2030	1.5	0.45	0.3	0.15	0.15	0.1	0.09	0.06	0.06	0.02	0.03	2.91
N/A	3	CTP-3	Inner Southern Arc-four phases	North County Line Road	Kings Highway	By upgrading existing roadways and providing some new alignment, this connector roadway would allow county motorists to avoid using I-20 as a local road. Phase 1- Improving Bomar Connector to extended Bomar. Phase 2- Improving extended Bomar to Chapel Hill. Phase 3- Improving Central Church from Chapel Hill to SR 5. Phase 4- Realigning and improving Bright Star from Bankhead Hwy to Central Church and improving Central Church to SR 5. Include improvements extended to 20. This project will perform a alternatives and alignment analysis as well as an environmental assessment for the Bomar Road Connector. In advance of Outer Arc.	TBD	Roadway Capacity	0/2	4	8.3	TBD	TBD	1.5	0.45	0.3	0.05	0.15	0.15	0.09	0.03	0.06	0.02	0.03	2.83
N/A	45	CTP-15	Adaptive Traffic Signal Pilot Program - Chapel Hill Road/SR 5/CBD area	I-20	SR 166	High crash rates have been identified at locations along this corridor. A safety audit should be completed to determine operational upgrades to improve safety conditions. Implementation of an adaptive signal program along this corridor would improve safety and mobility and improve travel times on this vital north-south corridor. Will relieve delay and congestion at the Douglas Blvd intersection.	TBD	Operational Improvements	N/A	N/A	6.7	TBD	TBD	1.5	0.45	0.3	0.05	0.15	0.1	0.09	0.09	0.04	0.02	0.02	2.81
N/A	90	CTP-21	SR 5/Bill Arp Road	Douglas Boulevard		This project will modify the intersection of SR 5/Bill Arp Road and Douglas Boulevard. Interim project in advance of interchange. Dual left turn lanes from SR 5 north to Douglas Blvd east. Right turn lanes on all approaches.	TBD	Modify Intersection	4	4	0.2	TBD	TBD	1.5	0.45	0.3	0.05	0.15	0.1	0.09	0.09	0.04	0.02	0.02	2.81
N/A	163	CTP-44	Chapel Hill Road operational improvements	I-20	Stewarts Mill Road	Short-term operational improvements as recommended in the 2005 Chapel Hill Road and Stewart Mill Road Transportation Corridor Study	TBD	Operational Improvements						1.5	0.45	0.2	0.15	0.15	0.1	0.06	0.09	0.06	0.03	0.01	2.8
N/A	171	CTP-52	Chapel Hill Road	I-20	Stewarts Mill Road	Widen to eight lanes from I-20 to Douglas Boulevard, widen to six lanes from Douglas Boulevard to Stewarts Mill Road.	TBD	Roadway Capacity	4	8 or 6				1.5	0.45	0.2	0.15	0.15	0.1	0.06	0.09	0.06	0.03	0.01	2.8
0004427	153	DO-022	Lee Road - Widening - Bankhead to I-20 and Bankhead to County Line	Vulcan Drive to Skyview Drive and Operational Improvements from Skyview Drive to US 78 to I-20 West		Adds two additional lanes to a major north-south route as a parallel commuter route to SR 6 from Paulding County. Also, improves the rural geometries of the corridor by upgrading the road to urban design standards. Provides an alternative to the Fairburn Road corridor. Part of SR 6 study.	Program	Roadway Capacity	2	2/4	1.9	2010	2009	1.5	0.3	0.3	0.15	0.15	0.1	0.09	0.06	0.06	0.03	0.03	2.77
0004428	154	DO-220A	Lee Road: Segment 2	SR 92/Fairburn Road	Monier Boulevard	Adds two additional lanes to a major north-south route from I-20 west to SR 92 used by freight handlers accessing I-20 West. Also, improves the rural geometries of the corridor by upgrading the road to urban design standards. Provides an alternative to the Fairburn Road corridor. Part of GRTA's arterial improvements program. Will provide connectivity and higher capacity to Lee Rd, Inner Arc, and SR 6.	Program	Roadway Capacity	2	4	2.7	2020	2013	1.5	0.3	0.3	0.15	0.15	0.1	0.09	0.06	0.06	0.03	0.03	2.77
N/A	8	CTP-7	SR 5/Kings Highway/Central Church Road	SR5/Kings Hwy/Central Church Road		This project will realign the intersection of SR 5, Kings Highway and Central Church Road to provide better mobility through the area and make the area safer for motorists and pedestrians. Short range/interim operational improvement in advance of inner arc project.	TBD	Modify Intersection	4	4	0.2	TBD	TBD	1.5	0.45	0.2	0.05	0.15	0.1	0.09	0.09	0.06	0.02	0.02	2.73
N/A	166	CTP-47	Liberty Road @ I-20 improvements	Liberty Road @ I-20		Operational improvements on Liberty Road between Connors Road and Poole Road.	TBD	Operational Improvements	N/A	N/A				1.5	0.45	0.2	0.05	0.15	0.15	0.06	0.06	0.06	0.03	0.02	2.73
N/A	9	CTP-8	US 78 @ Post Road/Mann Road	US 78 at Post Road/Mann Road		This project will remove a skewed intersection at US 78 and Post Road by realigning Post Road to "T" into US 78. Provides better north-south connectivity to 20. Improves skew at Bankhead Hwy.	TBD	Modify Intersection	2	2	0.2	TBD	TBD	1.5	0.45	0.2	0.05	0.05	0.1	0.09	0.09	0.06	0.02	0.02	2.63

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N/A	10	CTP-9A	Relocate SR 5 to Post Road	Tyree	US 78	Working with GDOT, this project will reassign the state route 5 marker from Bill Arp Road to a new alignment on Tyree Road and Post Road. The northern terminus will remain US 78/Veterans Memorial Highway. The overall mileage of SR 5 will remain fairly equal. (See project 9B)	TBD	Operational Improvements	N/A	N/A	N/A	TBD	TBD	1.5	0.45	0.2	0.05	0.1	0.05	0.09	0.09	0.04	0.02	0.02	2.61
N/A	2	CTP-2	Outer Southern Arc-Four Phases	Mount Vernon	Pool Road	By upgrading existing roadways and providing some new alignment, this east-west connector roadway would provide inner-county access between I-20 and SR 166. Includes four phases. Phase 1- Mt Vernon Road from I-20 to SR 92. Phase 2- Anneewakee Road from SR 92 to Chapel Hill Road. Phase 3- Anneewakee Road from Chapel Hill Road to Dorsett Shoals Rd then to SR 5. Phase 4- Pool Road from SR 5 to Post Road.	TBD	Roadway Capacity	0/2	4	17	TBD	TBD	1.5	0.45	0.1	0.15	0.15	0.05	0.09	0.03	0.04	0.02	0.02	2.6
N/A	46	CTP-16	Unconventional intersection design at SR 166 and Chapel Hill Road	SR 166 at Chapel Hill Road		Traffic counts at this intersection qualifies under GDOT regulations to be considered for a roundabout or other unconventional/continuous flow design. This project in association with the new Chapel Hill Road Extension (see Project 1) provides an opportunity for context sensitive design keeping with the scenic byway nature of SR 166.	TBD	Modify Intersection	N/A	N/A	N/A	TBD	TBD	1.5	0.3	0.2	0.1	0.1	0.1	0.09	0.09	0.06	0.02	0.02	2.58
N/A	48	CTP-18	Unconventional intersection design at SR 166 and SR 92	SR 166 at SR 92		Based on traffic conditions, this unconventional/continuous flow design may be suitable for this intersection improving the flow between two state routes.	TBD	Modify Intersection	N/A	N/A	N/A	TBD	TBD	1.5	0.3	0.2	0.1	0.1	0.1	0.09	0.09	0.06	0.02	0.02	2.58
721770	152	DO-019	SR 166/Fairburn Road/Campbellton Road	SR 92 (Douglas County)	SR 70 (Fulton County)	Adds two additional lanes to a major freight corridor used to access the airport and the South Fulton industrial district. Includes a new bridge across the Chattahoochee River.	Long Range	Roadway Capacity	2	4	2.9	2030	2030	1.5	0.3	0.3	0.05	0.05	0.1	0.09	0.06	0.04	0.02	0.03	2.54
N/A	12	CTP-10	Burnt Hickory Road	Near McKown Road	North County Line Road	By upgrading the existing roadway and providing some new alignment, this roadway would relieve congestion of the SR 92 and SR 6 corridors by channeling Paulding County residents directly to I-20 via the new North County Line Road interchange (see Project 5). Includes new location from McKown Drive to S. County Line Rd @ I-20.	TBD	Roadway Capacity	0/2	4	1.5	TBD	TBD	1.5	0.15	0.3	0.05	0.15	0.15	0.09	0.03	0.06	0.02	0.02	2.52
N/A	14	CTP-12	Dorris Road	Dorris Road/South Flat Rock Road		By upgrading existing roadways and providing some new alignment, this roadway would relieve congestion of the SR 92 and SR 6 corridors by channeling Paulding County residents directly to I-20 via SR 5. Includes grade separation railroad crossing and new alignment from Cedar Mountain Rd to Bankhead Hwy to intersect with Bright Star Rd. Relieves safety and congestion at busy rail crossing (33 trains per day).	TBD	Roadway Capacity	0/2	4	2.84	TBD	TBD	1.5	0.15	0.3	0.05	0.15	0.15	0.09	0.03	0.06	0.02	0.02	2.52
N/A	65	DO-252B	Chapel Hill Road	Dorsett Shoals Road	Central Church Road	This project involves adding one general purpose lane in each direction along Chapel Hill Road between Dorsett Shoals Road and Central Church Road.	Long Range	Roadway Capacity	2	4	0.9	2030	2030	1.5	0.15	0.3	0.15	0.15	0.05	0.09	0.03	0.06	0.02	0.02	2.52
N/A	66	DO-252C	Chapel Hill Road	SR 166 (Ebb Duncan Memorial Highway)	Dorsett Shoals Road	This project involves adding one general purpose lane in each direction along Chapel Hill Road between SR 166 (Ebb Duncan Memorial Highway) and Dorsett Shoals Road.	Long Range	Roadway Capacity	2	4	2.8	2030	2030	1.5	0.15	0.3	0.15	0.15	0.05	0.09	0.03	0.06	0.02	0.02	2.52
N/A	161	CTP-43	Chicago Avenue/Cedar Mountain Road	Cedar Mountain Road	West Strickland	Roadway upgrade to urban section from Bankhead Hwy to Dorris Rd project. Includes sidewalk and curb and gutter.		Operational Improvements	N/A	N/A	N/A			1.5	0.15	0.3	0.05	0.15	0.1	0.06	0.03	0.06	0.01	0.03	2.44
N/A	89	CTP-20	Blairs Bridge Road	SR 6/Thornton Road	North County Line Road	This project will widen Blairs Bridge Road/Monier Parkway from Thornton Road to Mount Vernon Road from 2 to 3 lanes and construct a new roadway extending Monier Parkway to North County Line Road.	TBD	Roadway Capacity	0/2	4	4.4	TBD	TBD	1.5	0.15	0.3	0.05	0.15	0.1	0.06	0.03	0.02	0.02	0.02	2.4
N/A	105	CTP-35	Mount Vernon Road Bridge	Sparks Reservoir		This project will reconstruct the bridge on Mount Vernon Road over Sparks Reservoir.	TBD	Bridge Upgrade	2	2	N/A	TBD	TBD	1.5	0.15	0.3	0.05	0.05	0.1	0.06	0.03	0.04	0.02	0.02	2.32
N/A	103	CTP-34	Skyview Drive Bridge	Sweetwater Creek		This project will reconstruct the bridge on Skyview Drive over Sweetwater Creek.	TBD	Bridge Upgrade	2	2	0.2	TBD	TBD	1.5	0.15	0.3	0.05	0.05	0.1	0.03	0.03	0.06	0.02	0.02	2.31
N/A	93	CTP-24	Bright Star Road @ Cowan Mill Road	Cowan Mill Road		This project will reconstruct the intersection of Bright Star Road and Cowan Mill Road. Based on traffic conditions, an unconventional/continuous flow design may be suitable for this intersection.	TBD	Modify Intersection	2	2	0.2	TBD	TBD	1	0.3	0.3	0.15	0.15	0.15	0.09	0.03	0.06	0.02	0.03	2.28
N/A	102	CTP-33	US 78 @ S. Baggett Road and John West Road	Baggett Road		This project will reconstruct the intersection of US 78 and Baggett Road.	TBD	Modify Intersection	2	2	0.2	TBD	TBD	1	0.45	0.3	0.05	0.05	0.1	0.09	0.09	0.06	0.02	0.02	2.23
N/A	11	CTP-9B	Post Road/Tyree Road	SR 5/Tyree Road	US 78/Post Road	Upgrade the entire length of Tyree Road and Post Road to GDOT standards to accept designation as a state route (see project 9A).	TBD	Operational Improvements	2	4	11	TBD	TBD	1.5	0.15	0.2	0.05	0.05	0.05	0.09	0.06	0.04	0.02	0.01	2.22
N/A	5	CTP-5	New interchange-N. County Line Rd @ I-20W	North County Line Road		This project would add a new interchange at North County Line Road incorporating an existing bridge. This new interchange will serve as an alternate for county motorists wishing to enter/exit I-20 between exits 41 (Lee Road) and 37 (SR 92/Fairburn Road). Project includes improvements to S. County Line Rd between the interchange and Lee Rd.	TBD	New Interchange	0	4	0.2	TBD	TBD	1	0.45	0.2	0.1	0.15	0.1	0.06	0.06	0.04	0.03	0.02	2.21
751825	68	DO-031A	Douglas Boulevard Extension: Segment 1	Prestley Mill Road	Midway Road	Extends existing Douglas Boulevard from Prestley Mill Road to Midway Road. New two lane roadway would provide an alternate to I-20 west for intra-county access. Will be considered for removal from long range plan.	Long Range	Roadway Capacity	2	4	1.9	2030	2030	1	0.15	0.3	0.15	0.15	0.05	0.09	0.06	0.02	0.02	0.02	2.01
751820	69	DO-031B	Douglas Boulevard Extension: Segment 2	Midway Road	North County Line Road	Extends existing Douglas Boulevard from Midway Road to North County Line Road. New two lane roadway would provide an alternate to I-20 west for intra-county access. Will be considered for removal from long range plan.	Long Range	Roadway Capacity	0	2	1.9	2010	2010	1	0.15	0.3	0.15	0.15	0.05	0.09	0.06	0.02	0.02	0.02	2.01
742800	67	DO-021	Riverside Drive	SR 92 (Fairburn Road)	SR 6 (Thornton Road)	This project involves adding one general purpose lane in each direction along Riverside Parkway between SR 92 (Fairburn Road) and SR 6 (Thornton Road).	Long Range	Roadway Capacity	2	4	5.6	2030	2030	1	0.15	0.3	0.15	0.1	0.1	0.09	0.03	0.04	0.02	0.02	2
N/A	1	CTP-1	Chapel Hill Road Extension (including new Chattahoochee River crossing)	Chapel Hill Road at SR 166	Cedar Grove Road (Fulton County)	This new roadway would provide an additional river crossing to residents and commuters travelling to/from Douglas County. Additionally, a new connection to South Fulton Parkway would provide access to HJAJA for Douglas County and west metropolitan Atlanta residents. Includes context sensitive solutions.	TBD	Roadway Capacity	0	4	1.5	TBD	TBD	1	0.15	0.3	0.15	0.05	0.05	0.09	0.03	0.06	0.02	0.02	1.92
N/A	47	CTP-17	Roundabout at SR 166 and Post Road	SR 166 at Post Road		Traffic counts at this location qualifies under GDOT regulations to be considered for a roundabout. If Post Road is redesignated as SR 5, this would mirror the existing roundabout on existing SR 5 at SR 166.	TBD	Modify Intersection	N/A	N/A	N/A	TBD	TBD	1	0.15	0.2	0.05	0.05	0.1	0.09	0.06	0.04	0.02	0.01	1.77
N/A	165	CTP-46	Mann Road/Brewer/Stockmar	US 78	Brewer Road	This project would upgrade Mann Road from US 78 to Brewer Road. Brewer and Stockmar Road would be upgraded between Mann Road and SR 61. The proposed improvements would be a minimum widening from two to four lanes. This would provide an alternate route for Villa Rica residents to I-20, allowing additional access to I-20 and improved distribution between I-20 and Liberty Road interchange.	TBD	Roadway Capacity	2	3 or 4				1	0.15	0.2	0.05	0.1	0.1	0.03	0.03	0.06	0.01	0.01	1.74
N/A	157	CTP-39	Prestley Mill Road	Hospital Drive	Timber Ridge Road	Widen to three lane between Hospital Drive and Timber Ridge Road. Improve intersections at Frank Lane and Saddlebrook Way (roundabouts)		Roadway Capacity	N/A	N/A	N/A			1	0.15	0.2	0.1	0.01	0.1	0.06	0.03	0.04	0.01	0.02	1.72
N/A	13	CTP-11	Ragan Road/Friendship Church Road Connector	High Point Road/Brittain Road/Mann Road		By upgrading existing roadways and providing some new alignment, this roadway would relieve congestion of the SR 92 and SR 6 corridors by channeling Paulding County residents directly to I-20 via the Mann Rd/Brewer/Stockmar (project 165).	TBD	Roadway Capacity	0/2	4	4.4	TBD	TBD	0.5	0.15	0.3	0.05	0.15	0.15	0.09	0.03	0.06	0.02	0.02	1.52
N/A	97	CTP-28	Groovers Lake Road @ Vulcan Drive	Vulcan Drive		This project will reconstruct the intersection of Groovers Lake Road and Vulcan Drive. Accommodates significant freight movements.	TBD	Modify Intersection	2	2	0.2	TBD	TBD	0.5	0.15	0.3	0.05	0.15	0.1	0.03	0.09	0.06	0.02	0.02	1.47
N/A	88	CTP-19	Stewart Mill Road	Central Church Road	Chapel Hill Road	This project will widen Stewart Mill Road from Chapel Hill Road to Yancey Road from 2 to 4 lanes. Sidewalks will also be constructed along this east-west corridor. Includes turn lanes, median, and context sensitive solutions.	TBD	Roadway Capacity	2	4	2.5	TBD	TBD	0.5	0.15	0.3	0.05	0.15	0.1	0.06	0.03	0.06	0.02	0.03	1.45
N/A	172	CTP-53	Stewarts Mill Road operational	Chapel Hill Road	SR 5	Short-term improvements	TBD	Operational Improvements						0.5	0.15	0.3	0.05	0.15	0.1	0.06	0.03	0.06	0.02	0.03	1.45
N/A	95	CTP-26	East County Line Road @ N. County Line Road	North County Line Road		This project will reconstruct the intersection of East County Line Road and North County Line Road. Upgrades due to poor geometry.	TBD	Modify Intersection	2	2	0.2	TBD	TBD	0.5	0.15	0.3	0.05	0.15	0.1	0.06	0.03	0.06	0.02	0.02	1.44
N/A	98	CTP-29	Central Church Road @ Yancey Road	Yancey Road		This project will reconstruct the intersection of Central Church Road and Yancey Road. Upgrades due to poor geometry.	TBD	Modify Intersection	2	2	0.2	TBD	TBD	0.5	0.15	0.3	0.05	0.05	0.1	0.06	0.03	0.06	0.02	0.02	1.34

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N/A	99	CTP-30	Dorsett Shoals Road @ Coursey Lake Road	Coursey Lake Road		This project will reconstruct the intersection of Dorsett Shoals Road and Coursey Lake Road. Includes turn lane on Dorsett Shoals Road.	TBD	Modify Intersection	2	2	0.2	TBD	TBD	0.5	0.15	0.3	0.05	0.05	0.1	0.06	0.03	0.06	0.02	0.02	1.34
N/A	94	CTP-25	Kings Highway @ Yeager Road	Yeager Road		This project will construct the intersection of Kings Highway and Yeager Road. Includes turn lanes on all approaches.	TBD	Modify Intersection	2	2	0.2	TBD	TBD	0.5	0.15	0.3	0.05	0.05	0.15	0.03	0.03	0.04	0.02	0.02	1.34
N/A	96	CTP-27	Pope Road @ Bomar Road	Bomar Road		This project will reconstruct the intersection of Pope Road and Bomar Road to resolve safety and alignment issues.	TBD	Modify Intersection	2	2	0.2	TBD	TBD	0.5	0.15	0.3	0.05	0.05	0.1	0.06	0.03	0.04	0.02	0.02	1.32
N/A	106	CTP-36	West Tyson Road Bridge	Keaton Creek		This project will reconstruct the bridge on West Tyson Road over Keaton Creek. Includes context sensitive improvements.	TBD	Bridge Upgrade	2	2	N/A	TBD	TBD	0.5	0.15	0.3	0.05	0.05	0.1	0.03	0.03	0.06	0.02	0.02	1.31
N/A	172	CTP-45a	Timber Ridge Road Widening	Chapel Hill Road	Prestley Mill Road	Widen Timber Ridge Road from Chapel Hill Road to Prestley Mill Road. Connect with CTP-45b, road widening and connection to the Douglas County Transportation Center	TBD	Roadway Capacity	2	4	0.75			0.5	0.15	0.3	0.05	0.05	0.1	0.03	0.03	0.06	0.02	0.02	1.31
N/A	164	CTP-45b	Timber Ridge Road widening and Managed Lane Connection	Prestley Mill Road	Dorris Road	Widen Timber Ridge Road from Prestley Mill Road to Dorris Road Connector. Dorris Road Connector includes the HOV interchange and ramp to Multimodal Center, and bridge over I-20 (Dorris Road Connector considered part of the Managed Lane Concept)	TBD	Roadway Capacity	2	4	0.5			0.5	0.15	0.3	0.05	0.05	0.1	0.03	0.03	0.06	0.02	0.02	1.31
N/A	100	CTP-31	Mason Creek Road/Johnston Road Bypass Improvements	Mason Creek Road		This project will reconstruct the intersection of Johnston Road Bypass and Mason Creek Road.	TBD	Modify Intersection	2	2	0.2	TBD	TBD	0.5	0.15	0.1	0.05	0.05	0.1	0.06	0.06	0.06	0.02	0.02	1.17

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GDOT PI	ID	Project Number	Project	From/At	To	Detailed Description	Type	Exist Lane	Plan Lane	Length	PE	ROW	CST	Total	Comments
N/A	1	CTP-1	Chapel Hill Road Extension (including new Chattahoochee River crossing)	Chapel Hill Road at SR 166	Cedar Grove Road (Fulton County)	This new roadway would provide an additional river crossing to residents and commuters travelling to/from Douglas County. Additionally, a new connection to South Fulton Parkway would provide access to HJIAA for Douglas County and west metropolitan Atlanta residents. Includes context sensitive solutions.	Roadway Capacity	0	4	1.5	\$950,000.00	\$4,500,000.00	\$9,200,000.00	\$14,650,000.00	Long Range Need
N/A	2	CTP-2	Outer Southern Arc-Four Phases	Mount Vernon	Pool Road	By upgrading existing roadways and providing some new alignment, this east-west connector roadway would provide inner-county access between I-20 and SR 166. Includes four phases. Phase 1- Mt Vernon Road from I-20 to SR 92. Phase 2- Anneewakee Road from SR 92 to Chapel Hill Road. Phase 3- Anneewakee Road from Chapel Hill Road to Dorsett Shoals Rd then to SR 5. Phase 4- Pool Road from SR 5 to Post Road.	Roadway Capacity	0/2	4	17	\$5,500,000.00	\$35,200,000.00	\$57,600,000.00	\$98,300,000.00	Long Range Need
N/A	3	CTP-3	Inner Southern Arc-four phases	North County Line Road	Kings Highway	By upgrading existing roadways and providing some new alignment, this connector roadway would allow county motorists to avoid using I-20 as a local road. Phase 1-Improving Bomar Connector to extended Bomar. Phase 2- Improving extended Bomar to Chapel Hill. Phase 3- Improving Central Church from Chapel Hill to SR 5. Phase 4- Realigning and improving Bright Star from Bankhead Hwy to Central Church and improving Central Church to SR 5. Include improvements extended to I-20. This project will perform a alternatives and alignment analysis as well as an environmental assessment for the Bomar Road Connector. In advance of Outer Arc.	Roadway Capacity	0/2	4	8.3	\$4,353,000.00	\$15,600,000.00	\$27,000,000.00	\$46,953,000.00	Long Range Need
N/A	5	CTP-5	New interchange-N. County Line Rd @ I-20W	North County Line Road		This project would add a new interchange at North County Line Road incorporating an existing bridge. This new interchange will serve as a alternate for county motorists wishing to enter/exit I-20 between exits 41 (Lee Road) and 37 (SR 92/Fairburn Road). Project includes improvements to S. County Line Rd between the interchange and Lee Rd.	New Interchange	0	4	0.2	\$1,000,000.00	\$4,000,000.00	\$10,000,000.00	\$15,000,000.00	Long Range Need
N/A	6	CTP-6A	I-20 West @ SR 5 interchange modification and CD system concept	SR 5/Bill Arp Road		This project, partnered with Project 6B and 9A, would modify the SR 5 interchange to accept inside/managed lanes exit ramps and remove the general purpose ramps. Includes collector-distributor system concept.	Modify Interchange	4	4	N/A	\$1,000,000.00	\$4,000,000.00	\$10,000,000.00	\$15,000,000.00	Long Range Need
N/A	7	CTP-6B	I-20 West @ Bright Star Road interchange modification and CD system concept	Bright Star Road		This project, partnered with Project 6A and 9A, would modify the Bright Star Road interchange to accept new general purpose lanes. Includes collector-distributor system concept.	New Interchange	2	4	0.2	\$1,000,000.00	\$4,000,000.00	\$10,000,000.00	\$15,000,000.00	Long Range Need
N/A	10	CTP-9A	Relocate SR 5 to Post Road	Tyree	US 78	Working with GDOT, this project will reassign the state route 5 marker from Bill Arp Road to a new alignment on Tyree Road and Post Road. The northern terminus will remain US 78/Veterans Memorial Highway. The overall mileage of SR 5 will remain fairly equal. (See Project 9B)	Operational Improvements	N/A	N/A	N/A	\$100,000.00	\$0.00	\$1,000,000.00	\$1,100,000.00	Long Range Need
N/A	11	CTP-9B	Post Road/Tyree Road	SR 5/Tyree Road	US 78/Post Road	Upgrade the entire length of Tyree Road and Post Road to GDOT standards to accept designation as a state route (see project 9A).	Operational Improvements	2	4	11	\$2,900,000.00	\$17,800,000.00	\$29,000,000.00	\$49,700,000.00	Long Range Need
N/A	12	CTP-10	Burnt Hickory Road	Near McKown Road	North County Line Road	By upgrading the existing roadway and providing some new alignment, this roadway would relieve congestion of the SR 92 and SR 6 corridors by channeling Paulding County residents directly to I-20 via the new North County Line Road interchange (see Project 5). Includes new location from McKown Drive to S. County Line Rd @ I-20.	Roadway Capacity	0/2	4	1.5	\$1,600,000.00	\$9,480,000.00	\$15,800,000.00	\$26,880,000.00	Long Range Need
N/A	13	CTP-11	Ragan Road/Friendship Church Road Connector	High Point Road/Brittain Road/Mann Road	Brewer Road	By upgrading existing roadways and providing some new alignment, this roadway would relieve congestion of the SR 92 and SR 6 corridors by channeling Paulding County residents directly to I-20 via the Mann Rd/Brewer/Stockmar (project 165).	Roadway Capacity	0/2	4	4.4	\$1,428,000.00	\$8,580,000.00	\$14,277,000.00	\$24,285,000.00	Long Range Need
N/A	14	CTP-12	Dorris Road	Dorris Road/South Flat Rock Road	US 78	By upgrading existing roadways and providing some new alignment, this roadway would relieve congestion of the SR 92 and SR 6 corridors by channeling Paulding County residents directly to I-20 via SR 5. Includes grade separation railroad crossing and new alignment from Cedar Mountain Rd to Bankhead Hwy to intersect with Bright Star Rd. Relieves safety and congestion at busy rail crossing (33 trains per day).	Roadway Capacity	0/2	4	2.84	\$900,000.00	\$5,700,000.00	\$9,100,000.00	\$15,700,000.00	Long Range Need
N/A	46	CTP-16	Unconventional intersection design at SR 166 and Chapel Hill Road	SR 166 at Chapel Hill Road		Traffic counts at this intersection qualifies under GDOT regulations to be considered for a roundabout or other unconventional/continuous flow design. This project in association with the new Chapel Hill Road Extension (see Project 1) provides an opportunity for context sensitive design keeping with the scenic byway nature of SR 166.	Modify Intersection	N/A	N/A	N/A	\$40,000.00	\$250,000.00	\$400,000.00	\$690,000.00	Long Range Need
N/A	47	CTP-17	Roundabout at SR 166 and Post Road	SR 166 at Post Road		Traffic counts at this location qualifies under GDOT regulations to be considered for a roundabout. If Post Road is redesignated as SR 5, this would mirror the existing roundabout on existing SR 5 at SR 166.	Modify Intersection	N/A	N/A	N/A	\$40,000.00	\$250,000.00	\$400,000.00	\$690,000.00	Long Range Need
N/A	48	CTP-18	Unconventional Intersection design at SR 166 and SR 92	SR 166 at SR 92		Based on traffic conditions, this unconventional/continuous flow design may be suitable for this intersection improving the flow between two state routes.	Modify Intersection	N/A	N/A	N/A	\$420,000.00	\$800,000.00	\$4,200,000.00	\$5,420,000.00	Long Range Need
N/A	64	DO-252A	Chapel Hill Road	Central Church Road	Stewarts Mill Road	This project involves adding one general purpose lane in each direction along Chapel Hill Road between Central Church Road and Stewarts Mill Road.	Roadway Capacity	2	4	2.4	\$1,500,000.00	\$1,673,000.00	\$12,619,200.00	\$15,792,200.00	Long Range Need
N/A	65	DO-252B	Chapel Hill Road	Dorsett Shoals Road	Central Church Road	This project involves adding one general purpose lane in each direction along Chapel Hill Road between Dorsett Shoals Road and Central Church Road.	Roadway Capacity	2	4	0.9	\$500,000.00	\$644,000.00	\$4,857,000.00	\$6,001,000.00	Long Range Need
N/A	66	DO-252C	Chapel Hill Road	SR 166 (Ebb Duncan Memorial Highway)	Dorsett Shoals Road	This project involves adding one general purpose lane in each direction along Chapel Hill Road between SR 166 (Ebb Duncan Memorial Highway) and Dorsett Shoals Road.	Roadway Capacity	2	4	2.8	\$1,032,000.00	\$1,981,000.00	\$14,942,400.00	\$17,955,400.00	Long Range Need
742800	67	DO-021	Riverside Drive	SR 92 (Fairburn Road)	SR 6 (Thornton Road)	This project involves adding one general purpose lane in each direction along Riverside Parkway between SR 92 (Fairburn Road) and SR 6 (Thornton Road).	Roadway Capacity	2	4	5.6	\$1,663,000.00	\$3,920,000.00	\$33,264,000.00	\$38,847,000.00	Long Range Need
N/A	88	CTP-19	Stewart Mill Road	Central Church Road	Chapel Hill Road	This project will widen Stewart Mill Road from Chapel Hill Road to Yancey Road from 2 to 4 lanes. Sidewalks will also be constructed along this east-west corridor. Includes turn lanes, median, and context sensitive solutions.	Roadway Capacity	2	4	2.5	\$705,000.00	\$5,460,000.00	\$7,043,000.00	\$13,208,000.00	Long Range Need

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N/A	89	CTP-20	Blairs Bridge Road	SR 6/Thornton Road	North County Line Road	This project will widen Blairs Bridge Road/Monier Parkway from Thornton Road to Mount Vernon Road from 2 to 3 lanes and construct a new roadway extending Monier Parkway to North County Line Road.	Roadway Capacity	0/2	4	4.4	\$1,460,000.00	\$9,540,000.00	\$14,613,000.00	\$25,613,000.00	Long Range Need	
721770	152	DO-019	SR 166/Fairburn Road/Campbellton Road	SR 92 (Douglas County)	SR 70 (Fulton County)	Adds two additional lanes to a major freight corridor used to access the airport and the South Fulton industrial district. Includes a new bridge across the Chattahoochee River.	Roadway Capacity	2	4	2.9	\$0.00	\$13,062,000.00	\$15,836,000.00	\$28,898,000.00	Long Range Need	
N/A	157	CTP-39	Prestley Mill Road	Hospital Drive	Timber Ridge Road	Widen to three lane between Hospital Drive and Timber Ridge Road. Improve intersections at Frank Lane and Saddlebrook Way (roundabouts)	Roadway Capacity		2	3	0.35	\$192,600	\$479,400	\$961,500	\$1,633,500.00	Long Range Need
N/A	161	CTP-43	Chicago Avenue/Cedar Mountain Road	Cedar Mountain Road	West Strickland	Roadway upgrade to urban section from Bankhead Hwy to Dorris Rd project. Includes sidewalk and curb and gutter.	Operational Improvements		2	2	3.6	\$720,000	\$4,000,000	\$6,789,000	\$11,509,000.00	Long Range Need
3165	162	AR-H-201	I-20 West Managed Lanes (SR 6 to Bright Star)	SR 6	Bright Star Road	Addition of two managed lanes in both directions for 9.9 miles between SR 6 and Bright Star Road. Dedicated ramps serving these lanes will be provided but locations have not been determined at this time. It is anticipated that all future managed lanes constructed in the Atlanta Region will be barrier separated, but engineering and design will determine the most appropriate configuration. Operating characteristics such as occupancy restrictions and tolling levels will also be established during concept development in accordance with regional and state managed lane policies.	Interstate Improvements		0	4	10.8	\$0	\$26,223,000	\$152,000,000	\$178,223,000.00	Long Range Need
N/A	164	CTP-45b	Timber Ridge Road widening and Managed Lane Connection	Prestley Mill Road	Dorris Road	Widen Timber Ridge Road from Prestley Mill Road to Dorris Road Connector. Dorris Road Connector includes the HOV interchange and ramp to Multimodal Center, and bridge over I-20 (Dorris Road Connector considered part of the Managed Lane Concept)	Roadway Capacity		2	4	0.5	\$200,000	\$2,400,000	\$2,100,000	\$4,700,000.00	Long Range Need
N/A	165	CTP-46	Mann Road/Brewer/Stockmar Liberty Road @ I-20 improvements	US 78	Brewer Road	This project would upgrade Mann Road from US 78 to Brewer Road. Brewer and Stockmar Road would be upgraded between Mann Road and SR 61. The proposed improvements would be a minimum widening from two to four lanes. This would provide an alternate route for Villa Rica residents to I-20, allowing additional access to I-20 and improved distribution between I-20 and Liberty Road interchange.	Roadway Capacity		2	3 or 4	6.3	\$2,300,000	\$11,340,000	\$21,600,000	\$35,240,000.00	Long Range Need
N/A	166	CTP-47	Liberty Road @ I-20 improvements	Liberty Road @ I-20		Operational improvements on Liberty Road between Connors Road and Poole Road.	Operational Improvements		N/A	N/A	1.0	\$140,000	\$1,200,000	\$1,370,000	\$2,710,000.00	Long Range Need
N/A	171	CTP-52	Chapel Hill Road	I-20	Stewarts Mill Road	Widen to eight lanes from I-20 to Douglas Boulevard, widen to six lanes from Douglas Boulevard to Stewarts Mill Road.	Roadway Capacity		4	8 or 6		\$300,000	\$1,200,000	\$2,000,000	\$3,500,000.00	Long Range Need
N/A	4	CTP-4	I-20 West@ SR 6	SR 6/Thornton Road		This project would add and augment signage and striping at and around the I-20/Thornton Road interchange. This could include freeway grade cantilever signs, channelization striping, improved signal timing, raised medians, etc.	Operational Improvements		N/A	N/A	N/A	\$20,000.00	\$0.00	\$200,000.00	\$220,000.00	Phase I
N/A	8	CTP-7	SR 5/Kings Highway/Central Church Road	SR5/Kings Hwy/Central Church Road		This project will realign the intersection of SR 5, Kings Highway and Central Church Road to provide better mobility through the area and make the area safer for motorists and pedestrians. Short range/interim operational improvement in advance of inner arc project.	Modify Intersection		4	4	0.2	\$129,000.00	\$3,000,000.00	\$1,400,000.00	\$4,529,000.00	Phase I
N/A	9	CTP-8	US 78 @ Post Road/Mann Road	US 78 at Post Road/Mann Road		This project will remove a skewed intersection at US 78 and Post Road by realigning Post Road to "T" into US 78. Provides better north-south connectivity to I-20. Improves skew at Bankhead Hwy.	Modify Intersection		2	2	0.2	\$171,000.00	\$930,000.00	\$1,700,000.00	\$2,801,000.00	Phase I
N/A	45	CTP-15	Adaptive Traffic Signal Pilot Program - Chapel Hill Road/SR 5/CBD area	I-20	SR 166	High crash rates have been identified at locations along this corridor. A safety audit should be completed to determine operational upgrades to improve safety conditions. Implementation of an adaptive signal program along this corridor would improve safety and mobility and improve travel times on this vital north-south corridor. Will relieve delay and congestion at the Douglas Blvd intersection.	Operational Improvements		N/A	N/A	6.7	\$60,000.00	\$0.00	\$600,000.00	\$660,000.00	Phase I
N/A	90	CTP-21	SR 5/Bill Arp Road	Douglas Boulevard		This project will modify the intersection of SR 5/Bill Arp Road and Douglas Boulevard. Interim project in advance of interchange. Dual left turn lanes from SR 5 north to Douglas Blvd east. Right turn lanes on all approaches.	Modify Intersection		4	4	0.2	\$70,000.00	\$2,000,000.00	\$690,000.00	\$2,760,000.00	Phase I
0006900	129	DO-282A	Metro Arterial Connector - SR 92 Realignment Phase I - Underpass	US 78/Broad Street and NS R/R		This project grade separates SR 92 (on new alignment) from US 78 and the railroad to facilitate better flow along the SR 92 corridor. The Metro Arterial Connector (MAC) is a network of state highways approximately 180 miles in length encircling the Atlanta region. Roadways comprising the MAC (primarily SR 20 and SR 92) are proposed to have a minimum of four travel lanes along its entire length. At least 30 capacity projects are already planned along the MAC over the timeframe of the RTP. A study will be conducted in 2009 to determine how these individual projects can be engineered and constructed in a holistic and logical manner to maximize the multimodal mobility, safety, accessibility and growth management benefits of the project.	Roadway Capacity		0	6	0.25	\$2,000,000.00	\$31,786,000.00	\$16,750,000.00	\$50,536,000.00	Phase I
0006901	130	DO-282B	Metro Arterial Connector - SR 92 Realignment Phase II	SR 92/Fairburn Road south of Hospital Drive	US 78/Broad Street	This project combines widening and new alignment to equal a 6 lane facility connecting the new grade separation at US 78 and the railroad to the existing SR 92 immediately south of the intersection with Hospital Drive. The Metro Arterial Connector (MAC) is a network of state highways approximately 180 miles in length encircling the Atlanta region. Roadways comprising the MAC (primarily SR 20 and SR 92) are proposed to have a minimum of four travel lanes along its entire length. At least 30 capacity projects are already planned along the MAC over the timeframe of the RTP. A study will be conducted in 2009 to determine how these individual projects can be engineered and constructed in a holistic and logical manner to maximize the mobility, safety, accessibility and growth management benefits which would best serve multimodal needs (auto, truck, transit, bicycling, walking) and include land use policies, access management regulations, and ITS components to ensure network uniformity.	Roadway Capacity		0	6	0.6	\$1,100,000.00	\$25,150,000.00	\$10,400,000.00	\$36,650,000.00	Phase I

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720970	131	DO-282C	Metro Arterial Connector - SR 92 Realignment Phase III	US 78/Broad Street	SR 92/Dallas Highway	This project combines widening and new alignment to equal a 6 lane facility connecting the new grade separation at US 78 and the railroad to the existing SR 92 near the intersection with Malone Street in northern Douglasville. The Metro Arterial Connector (MAC) is a network of state highways approximately 180 miles in length encircling the Atlanta region. Roadways comprising the MAC (primarily SR 20 and SR 92) are proposed to have a minimum of four travel lanes along its entire length. At least 30 capacity projects are already planned along the MAC over the timeframe of the RTP. Refer to AR-941 in the ARC's RTP/TIP for more information on the MAC concept.	Roadway Capacity	0	6	0.9	\$1,703,000.00	\$10,000,000.00	\$14,500,000.00	\$26,203,000.00	Phase I	
0004428	154	DO-220A	Lee Road: Segment 2	SR 92/Fairburn Road	Monier Boulevard	Adds two additional lanes to a major north-south route from I-20 west to SR 92 used by freight handlers accessing I-20 West. Also, improves the rural geometries of the corridor by upgrading the road to urban design standards. Provides an alternative to the Fairburn Road corridor. Part of GRTA's arterial improvements program. Will provide connectivity and higher capacity to Lee Rd, Inner Arc, and SR 6.	Roadway Capacity	2	4	2.7	\$0.00	\$4,858,000.00	\$8,243,000.00	\$13,101,000.00	Phase I	
0004427	153	DO-022	Lee Road - Widening - Bankhead to I-20 and Bankhead to County Line	Vulcan Drive to Skyview Drive and Operational Improvements from Skyview Drive to US 78 to I-20 West		Adds two additional lanes to a major north-south route as a parallel commuter route to SR 6 from Paulding County. Also, improves the rural geometries of the corridor by upgrading the road to urban design standards. Provides an alternative to the Fairburn Road corridor. Part of SR 6 study.	Roadway Capacity	2	2/4	1.9	\$0.00	\$6,000,000.00	\$15,250,000.00	\$21,250,000.00	Phase I	
0001917	155	DO-220B	Lee Road (including bridge over I-20 West)	Monier Boulevard	Vulcan Drive	Upgrades existing substandard bridge at I-20 West. Improves turn radii for tractor-trailer trucks. Project would improve overall flow in the area by improving signals and turn lanes as well.	Bridge Upgrade	2	4	N/A	\$0.00	\$28,812,000.00	\$18,155,000.00	\$46,967,000.00	Phase I	
N/A	163	CTP-44	Chapel Hill Road operational improvements	I-20	Stewarts Mill Road	Short-term operational improvements as recommended in the 2005 Chapel Hill Road and Stewart Mill Road Transportation Corridor Study	Operational Improvements	N/A	N/A		\$675,000	\$315,000	\$1,850,000	\$2,840,000.00	Phase I	
N/A	172	CTP-45a	Timber Ridge Road Widening	Chapel Hill Road	Prestley Mill Road	Widen Timber Ridge Road from Chpel Hill Road to Prestley Mill Road. Connect with CTP-45b, road widening and connection to the Douglas County Transportation Center	Roadway Capacity		2	4	0.75	\$303,000	\$3,600,000	\$3,000,000	\$6,903,000.00	Phase I
N/A	172	CTP-53	Stewarts Mill Road operational	Chapel Hill Road	SR 5	Short-term improvements	Operational Improvements	N/A	N/a		\$230,000	\$300,000	\$1,300,000	\$1,830,000.00	Phase I	
751825	68	DO-031A	Douglas Boulevard Extension: Segment 1	Prestley Mill Road	Midway Road	Extends existing Douglas Boulevard from Prestley Mill Road to Midway Road. New two lane roadway would provide an alternate to I-20 west for intra-county access. Will be considered for removal from long range plan.	Roadway Capacity	2	4	1.9	\$0.00	\$100,000.00	\$10,560,000.00	\$10,660,000.00	Remove from RTP	
751820	69	DO-031B	Douglas Boulevard Extension: Segment 2	Midway Road	North County Line Road	Extends existing Douglas Boulevard from Midway Road to North County Line Road. New two lane roadway would provide an alternate to I-20 west for intra-county access. Will be considered for removal from long range plan.	Roadway Capacity	0	2	1.9	\$0.00	\$100,000.00	\$10,401,600.00	\$10,501,600.00	Remove from RTP	
N/A	93	CTP-24	Bright Star Road @ Cowan Mill Road	Cowan Mill Road		This project will reconstruct the intersection of Bright Star Road and Cowan Mill Road. Based on traffic conditions, an unconventional/continuous flow design may be suitable for this intersection.	Modify Intersection	2	2	0.2	\$110,000.00	\$200,000.00	\$900,000.00	\$1,210,000.00	Short-term Need	
N/A	94	CTP-25	Kings Highway @ Yeager Road	Yeager Road		This project will construct the intersection of Kings Highway and Yeager Road. Includes turn lanes on all approaches.	Modify Intersection	2	2	0.2	\$130,000.00	\$250,000.00	\$920,000.00	\$1,300,000.00	Short-term Need	
N/A	95	CTP-26	East County Line Road @ N. County Line Road	North County Line Road		This project will reconstruct the intersection of East County Line Road and North County Line Road. Upgrades due to poor geometry.	Modify Intersection	2	2	0.2	\$150,000.00	\$400,000.00	\$1,200,000.00	\$1,750,000.00	Short-term Need	
N/A	96	CTP-27	Pope Road @ Bomar Road	Bomar Road		This project will reconstruct the intersection of Pope Road and Bomar Road to resolve safety and alignment issues.	Modify Intersection	2	2	0.2	\$100,000.00	\$100,000.00	\$900,000.00	\$1,100,000.00	Short-term Need	
N/A	97	CTP-28	Groovers Lake Road @ Vulcan Drive	Vulcan Drive		This project will reconstruct the intersection of Groovers Lake Road and Vulcan Drive. Accommodates significant freight movements.	Modify Intersection	2	2	0.2	\$90,000.00	\$100,000.00	\$760,000.00	\$950,000.00	Short-term Need	
N/A	98	CTP-29	Central Church Road @ Yancey Road	Yancey Road		This project will reconstruct the intersection of Central Church Road and Yancey Road. Upgrades due to poor geometry.	Modify Intersection	2	2	0.2	\$180,000.00	\$320,000.00	\$1,300,000.00	\$1,800,000.00	Short-term Need	
N/A	99	CTP-30	Dorsett Shoals Road @ Coursey Lake Road	Coursey Lake Road		This project will reconstruct the intersection of Dorsett Shoals Road and Coursey Lake Road. Includes turn lane on Dorsett Shoals Road.	Modify Intersection	2	2	0.2	\$80,000.00	\$120,000.00	\$650,000.00	\$850,000.00	Short-term Need	
N/A	100	CTP-31	Mason Creek Road/Johnston Road Bypass Improvements	Mason Creek Road		This project will reconstruct the intersection of Johnston Road Bypass and Mason Creek Road.	Modify Intersection	2	2	0.2	\$80,000.00	\$150,000.00	\$570,000.00	\$800,000.00	Short-term Need	
N/A	102	CTP-33	US 78 @ S. Baggett Road and John West Road	Baggett Road		This project will reconstruct the intersection of US 78 and Baggett Road.	Modify Intersection	2	2	0.2	\$150,000.00	\$275,000.00	\$1,500,000.00	\$1,925,000.00	Short-term Need	
N/A	103	CTP-34	Skyview Drive Bridge	Sweetwater Creek		This project will reconstruct the bridge on Skyview Drive over Sweetwater Creek.	Bridge Upgrade	2	2	0.2	\$120,000.00	\$0.00	\$1,170,000.00	\$1,290,000.00	Short-term Need	
N/A	105	CTP-35	Mount Vernon Road Bridge	Sparks Reservoir		This project will reconstruct the bridge on Mount Vernon Road over Sparks Reservoir.	Bridge Upgrade	2	2	N/A	\$200,000.00	\$0.00	\$2,100,000.00	\$2,300,000.00	Short-term Need	
N/A	106	CTP-36	West Tyson Road Bridge	Keaton Creek		This project will reconstruct the bridge on West Tyson Road over Keaton Creek. Includes context sensitive improvements.	Bridge Upgrade	2	2	N/A	\$120,000.00	\$0.00	\$1,200,000.00	\$1,320,000.00	Short-term Need	
											\$39,914,600.00	\$312,148,400.00	\$616,141,700.00	\$968,204,700.00		

Phase I \$217,250,000.00  
Short-term \$16,595,000.00  
Long Range \$713,198,100.00