

## IV – FINANCIAL ELEMENT

FEDERAL FUNDING  
STATE FUNDING  
LOCAL FUNDING  
REVENUE ESTIMATES  
FISCALLY CONSTRAINED PROJECT LIST

## IV – FINANCIAL ELEMENT

The RTP process requires the development of a financial plan to demonstrate that the recommendations can be implemented over the life of the plan (23 CFR 450.322). The primary elements of this financial plan include costs and revenue needed to operate and maintain Federal-aid highways and public transportation as well as the cost for implementing capital investments.

Coordination with the various funding agencies related to GHMPO was undertaken to identify historical funding and reasonable assumptions to make regarding anticipated funding. Estimating this future funding availability is directed by federal regulations and GDOT guidance. In particular, this process requires developing revenue and cost estimates that use escalation rates to reflect costs in the anticipated ‘year of expenditure.’

Historical transportation revenue was collected and combined with other sources to make an estimate of transportation funding that can be anticipated for the region through the year 2040.

### FEDERAL & STATE FUNDING

The major source of revenue for roadway projects from the federal government is administered through the U.S. Department of Transportation from the Highway Trust Fund (HTF). Historically, the HTF has been funded by a user fee tax on fuel (18.4 cents a gallon for gasoline and 24.4 cents for diesel) and has historically been sufficient in funding the ongoing maintenance and construction of the transportation system. Recent shortfalls in the HTF have led to a state of uncertainty regarding the future of federal transportation funding.

Georgia’s primary source of funding for transportation is the Motor Vehicle Fuel Tax (MVFT). Current MVFT is 7.5 cents per gallon in addition to sales tax. In addition to commitments to state owned and maintained facilities, GDOT administers grants through the Local Maintenance and Improvement Grant (LMIG).

Historical federal and state funding to the GHMPO is shown in Table 15 in both the actual year of expenditure dollars and converted into the value of year 2014 dollars.

TABLE 15  
HISTORICAL FEDERAL & STATE FUNDING

YEAR	ACTUAL FUNDING IN YEAR OF EXPENDITURE	FUNDING CONVERTED TO 2014 DOLLARS
2005	\$4,105,000	\$4,975,941
2006	\$141,055,000	\$165,638,871
2007	\$13,527,734	\$15,445,504
2008	\$6,092,357	\$6,698,839
2009	\$11,624,741	\$12,827,599
2010	\$42,063,915	\$45,667,575
2011	\$44,174,581	\$46,491,331
2012	\$61,257,201	\$63,162,734
2013	\$9,048,803	\$9,195,592
2014	\$7,698,745	\$7,698,745

Source: GDOT (does not include maintenance)

Transit funding is primarily distributed to the GHMPO area via Small Urban Transit Section 5307 funds. Historical funding (based on actual funds received which is limited to a 50 percent match of local revenue – not included farebox recovery) is shown in Table 16.

TABLE 16  
HISTORICAL FEDERAL TRANSIT FUNDING

YEAR	5307 FUNDING
2011	\$345,424
2012	\$321,768
2013	\$308,311
2014	\$316,977

Source: Hall Area Transit

### LOCAL FUNDING

Transportation maintenance, and capital projects are largely funded by the Special Purpose Local Option Sales Tax (SPLOST) in both Hall and Jackson Counties. Historical funding for transportation is shown in Table 17.

TABLE 17  
HISTORICAL LOCAL TRANSPORTATION FUNDING

YEAR	FUNDING
HALL COUNTY <sup>(1)</sup> FOR ROADWAY PROJECTS	
SPLOST VI (2009-2015)	\$44,372,152
JACKSON COUNTY <sup>(2)</sup> FOR ROADWAY PROJECTS	
2011 - 2013	\$890,541
HALL AREA TRANSIT <sup>(3)</sup>	
2011-2014	\$1,630,512

Source: Hall County, Jackson County, Hall Area Transit

- (1) Includes historical revenue and revised budget for remaining period of SPLOST VI following shortfalls related to economic downturn. Initial estimate was for \$70,060,000.
- (2) Adjusted based on amount of population (23 percent) in MPO
- (3) Includes farebox recovery in addition to local match

## REVENUE ESTIMATES

Revenue estimates for capital roadway projects and maintenance were developed utilizing escalation rates (2 percent annually for local Hall County revenue and 1.5 percent annually for local Jackson County and State/Federal revenue) to reflect the impact of inflation over time that were developed in coordination with local agencies, GDOT, and FHWA, which is documented in Appendix F. In particular, the 2 percent rate for Hall County was selected to reflect future population growth in the county while acknowledging local sales tax collections have recently been lower than anticipated due to economic conditions (the overall amount of funds anticipated are significantly lower than the previous 2011 MTP).

For capital revenue, these escalation rates were applied following the Transportation Improvement Program (TIP) period from 2015-2019 where transportation funds and expenditures are already committed and a list of GDOT authorized projects, the details of which are also documented in Appendix F. For maintenance revenue, these escalation rates were applied beginning in year 2015. The results of the revenue estimates are shown in Table 18.

For Hall County funding, a sliding scale was utilized to reflect an increasing amount of revenue dedicated to capital versus maintenance over time. The escalation was also applied to an average of the initial forecast and the actual revenue for SPLOST VI to limit the impact of the recent recession on the long-term forecast. For Jackson County funding, the amount of funding between capital and maintenance was retained. However, funding was limited to only include revenue that would cover the MPO portion of Jackson County, which was determined as approximately 23 percent based on the amount of population in the MPO portion. The escalation was applied directly to the average of the 2011-2013 historical funding. For both counties, a conservative approach was utilized, assuming no local transportation revenue for capital projects in the initial years of the plan other than to pay for anticipated commitments in the TIP.

For State/Federal funding, the escalation rate was applied to the average of the historical funding (2005 through 2014 converted into the value of 2014 dollars) and the period of TIP committed funding (2015 through 2019) anticipated for the future.

TABLE 18  
ANTICIPATED CAPITAL AND MAINTENANCE ROADWAY ESTIMATES PER PLANNING YEAR

YEAR	HALL COUNTY REVENUE		JACKSON COUNTY REVENUE		STATE/FEDERAL REVENUE	
	Capital Roadway	Maintenance	Capital Roadway	Maintenance	Capital Roadway <sup>(1)</sup>	Maintenance
2015	\$500,000	\$4,100,532	\$1,747,474	\$60,260	\$11,383,446	\$3,660,973
2016	\$216,000	\$3,890,737	\$0	\$61,164	\$51,736,641	\$3,715,888
2017	\$129,780	\$3,968,552	\$0	\$62,081	\$55,786,539	\$3,771,626
2018	\$0	\$4,047,923	\$0	\$63,012	\$23,401,228	\$3,828,200
2019	\$20,638,304	\$4,128,881	\$0	\$63,958	\$39,990,088	\$3,885,623
2020	\$6,317,188	\$4,211,459	\$259,668	\$64,917	\$39,439,077	\$3,943,908
2021	\$6,443,532	\$4,295,688	\$263,563	\$65,891	\$136,630,269	\$4,003,066
2022	\$7,120,103	\$3,833,902	\$267,517	\$66,879	\$40,631,123	\$4,063,112
2023	\$7,262,505	\$3,910,580	\$271,529	\$67,882	\$98,997,699	\$4,124,059
2024	\$7,407,755	\$3,988,791	\$275,602	\$68,901	\$41,859,199	\$4,185,920
2025	\$7,555,910	\$4,068,567	\$279,736	\$69,934	\$42,487,087	\$4,248,709
2026	\$7,707,029	\$4,149,938	\$283,932	\$70,983	\$43,124,393	\$4,312,439
2027	\$7,861,169	\$4,232,937	\$288,191	\$72,048	\$43,771,259	\$4,377,126
2028	\$8,635,192	\$3,700,797	\$292,514	\$73,129	\$44,427,828	\$4,442,783
2029	\$8,807,896	\$3,774,812	\$296,902	\$74,225	\$45,094,245	\$4,509,425
2030	\$8,984,054	\$3,850,309	\$301,355	\$75,339	\$45,770,659	\$4,577,066
2031	\$9,163,735	\$3,927,315	\$305,876	\$76,469	\$46,457,219	\$4,645,722
2032	\$9,347,010	\$4,005,861	\$310,464	\$77,616	\$47,154,077	\$4,715,408
2033	\$9,533,950	\$4,085,978	\$315,121	\$78,780	\$47,861,388	\$4,786,139
2034	\$10,419,245	\$3,473,082	\$319,848	\$79,962	\$48,579,309	\$4,857,931
2035	\$10,627,630	\$3,542,543	\$324,645	\$81,161	\$49,307,999	\$4,930,800
2036	\$10,840,183	\$3,613,394	\$329,515	\$82,379	\$50,047,619	\$5,004,762
2037	\$11,056,986	\$3,685,662	\$334,458	\$83,614	\$50,798,333	\$5,079,833
2038	\$11,278,126	\$3,759,375	\$339,475	\$84,869	\$51,560,308	\$5,156,031
2039	\$11,503,688	\$3,834,563	\$344,567	\$86,142	\$52,333,713	\$5,233,371
2040	\$11,733,762	\$3,911,254	\$349,735	\$87,434	\$53,118,718	\$5,311,872
Total	\$211,090,732	\$101,993,434	\$8,101,689	\$1,899,029	\$1,301,749,463	\$115,371,792

(1) This assumes a total of \$154,356,715 in both state and federal funding in the years 2021 and 2023 to fund GH-109/PI#110620 and GH-110/PI#110630, both I-85 widening projects with national and state level importance not subject to congressional balancing.

## IV – FINANCIAL ELEMENT

To estimate transit funding, a 1.5 percent annual inflation rate was applied to the average of the historical data, as shown in **Table 19**.

TABLE 19  
ANTICIPATED TRANSIT FUNDING

YEAR	5307 FUNDING	LOCAL MATCH (INCLUDES FAREBOX RECOVERY)
2015	\$327,967	\$413,742
2016	\$332,886	\$419,949
2017	\$337,880	\$426,248
2018	\$342,948	\$432,642
2019	\$348,092	\$439,131
2020	\$353,313	\$445,718
2021	\$358,613	\$452,404
2022	\$363,992	\$459,190
2023	\$369,452	\$466,078
2024	\$374,994	\$473,069
2025	\$380,619	\$480,165
2026	\$386,328	\$487,367
2027	\$392,123	\$494,678
2028	\$398,005	\$502,098
2029	\$403,975	\$509,630
2030	\$410,035	\$517,274
2031	\$416,185	\$525,033
2032	\$422,428	\$532,909
2033	\$428,764	\$540,902
2034	\$435,196	\$549,016
2035	\$441,724	\$557,251
2036	\$448,350	\$565,610
2037	\$455,075	\$574,094
2038	\$461,901	\$582,705
2039	\$468,829	\$591,446
2040	\$475,862	\$600,318
Total	\$10,335,536	\$13,038,666

### FISCALLY CONSTRAINED PROJECT LIST

A fiscally constrained project list was developed to determine those transportation projects that can be reasonably expected to be funded based on the identified capital roadway funding sources by the year 2040, including those projects with committed funding in the TIP period (2015-2019). This included development of planning level cost estimates for the candidate roadway projects which were compiled from a variety of sources: the previous MTP (based on GDOT's RUCST and CES cost estimating tools), current GDOT estimates (for projects currently in PE and ROW phases), the Jackson County Roadways Plan, and the City of Gainesville Transportation Plan. The year that each cost estimate was conducted was

determined and used to determine a 'year of expenditure' cost estimate utilizing an annual 2.2 percent escalation rate.

A fiscally constrained project list was developed to reflect those transportation projects which are anticipated to be funded through the year 2040. This list was developed by comparing the cost of each project in the 'year of expenditure' with the amount of transportation revenue in each year. Those projects which cannot be funded given current transportation revenue estimates are known as aspiration projects.

In turn, the 'year of expenditure' was determined based on whether each project was determined to be part of the fiscally constrained project list. This process began by sorting the projects based on any current funding commitments, their ability to receive funding, their status within the life cycle of a transportation project, and - in a final step once other methods were exhausted - the project's evaluation ranking (as described in **Chapter 3**). The sorted projects' costs were then compared to the available transportation revenue in any given year to determine the appropriate 'year of expenditure' in order to determine what projects could be afforded and thus determined to be part of the fiscally constrained project list. Please note that this process of determining and assuming a year of expenditure is federally required but is used primarily to determine what projects can be reasonably fiscally constrained, and not as a specific timeline for inspiration (particularly in the later years of the plan). Therefore, the year of expenditure assumed for any given phase of any given project is simply an assumption to determine fiscal constraint and in actual practice, funding for projects can be advanced (or pushed back) based on the actual availability of funds through the TIP process.

Additionally, parts of the capital roadway funding was reserved exclusively for bicycle and pedestrian improvements, with five percent of capital revenue reserved annually beginning in the year 2020 (for local dollars) or the year 2022 (for state/federal dollars).

The resulting fiscally constrained project list contains a total of 38 transportation projects including:

- 22 Roadway Widening
- 6 Intersection Improvements
- 2 New Limited Access Freeway Interchanges
- 3 Roadway Operation Projects
- 5 Bridges

While a significant percentage of the transportation funds for GHMPO are devoted to widening of existing roads, this additional capacity is important to accommodate the growth anticipated through the year 2040 where population and employment is expected to double. Other key project types include new interchanges, bridge infrastructure, and construction of bicycle and pedestrian facilities. Additionally, this RTP introduces fifteen new projects not represented in the previous MTP, of which about half represent intersection and roadway operations projects, reflecting growing trends to invest in smaller scale and context appropriate improvements. The overall expenditures are indicated in **Figure 28**.

**Table 20** summarizes the anticipated revenue and expenditures for the fiscally constrained project list. The resulting fiscally constrained project list and anticipated 'year of expenditure' planning-level cost estimates are shown in **Table 21**. Further details of the fiscal constraint process and cost estimating are provided in **Appendix F**.

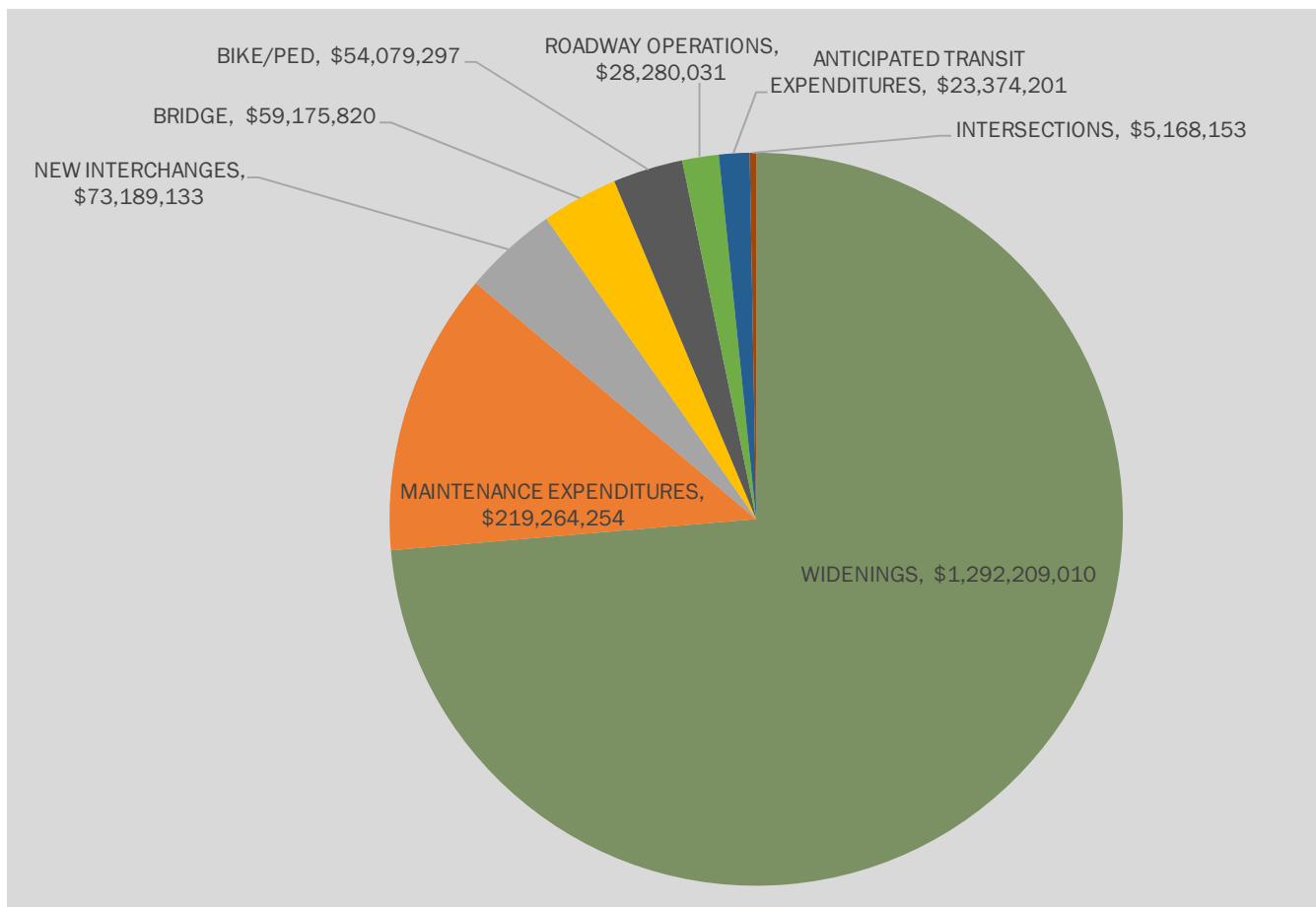
**TABLE 20**  
CAPITAL ROADWAY FISCAL CONSTRAINT

STATE/FEDERAL FUNDING <sup>(1)</sup>	\$1,301,749,463
HALL COUNTY FUNDING	\$211,090,732
JACKSON COUNTY FUNDING	\$8,101,689
<b>TOTAL FUNDING</b>	<b>\$1,520,941,884</b>
RESERVED FOR BICYCLE AND PEDESTRIAN IMPROVEMENTS	\$54,079,297
COST OF FISCALLY CONSTRAINED RTP CAPITAL PROJECTS <sup>(1)</sup>	\$1,458,022,147
<b>REMAINING BALANCE</b>	<b>\$8,840,440</b>

Note: Funding refers to funding reserved for capital roadway projects.

(1) This assumes \$154,356,715 in both state and federal funding and expenditures to fund GH-109/PI#110620 and GH-110/PI#110630, both I-85 widening projects with national and state level importance not subject to congressional balancing.

**FIGURE 28**  
EXPENDITURE TYPES OF THE FISCALLY CONSTRAINED PLAN





# IV – FINANCIAL ELEMENT

**TABLE 21  
FISCALLY CONSTRAINED PROJECT LIST**

PROJECT ID	PROJECT NAME AND DESCRIPTION	PROJECT TYPE	EXISTING LANES	FUTURE LANES	LENGTH (MILES)	COUNTY	PRELIMINARY ENGINEERING COSTS		RIGHT OF WAY COSTS		CONSTRUCTION & UTILITY COSTS	
							YEAR OF EXPENDITURE	COST	YEAR OF EXPENDITURE	COST	YEAR OF EXPENDITURE	COST
GH-008	US 129/ATHENS HWY FROM SR 323/GILLSVILLE HWY TO SR 332/TALMO IN JACKSON COUNTY	WIDENING	2	4	6.72	HALL + JACKSON	AUTHORIZED \$0		AUTHORIZED \$0		2016	\$27,128,838
GH-015	I-95 NEW INTERCHANGE NORTH OF SR 13/FALCON PARKWAY NEAR MARTIN ROAD	NEW INTERCHANGE	N/A	N/A	N/A	HALL	AUTHORIZED \$0		2016	\$15,921,312	2017	\$27,402,346
GH-016	SARDIS ROAD CONNECTOR – SR 60/THOMPSON BRIDGE RD TO SARDIS RD/CHESTATEE ROAD	WIDENING + NEW LOCATION	2	4	3.0	HALL	AUTHORIZED \$0		2019	\$19,967,000	2020 + 2021	\$48,075,642
GH-018	SR 369/BROWN'S BR RD FM FORSYTH CO LINE TO SR 53	WIDENING	2	4	4.6	HALL	2032	\$4,170,994	2035	\$4,127,281	2040	\$49,641,709
GH-020	US 129/CLEVELAND HIGHWAY – LIMESTONE PARKWAY TO NOPONE ROAD	WIDENING	2	4	5.4	HALL	AUTHORIZED \$0		2019	\$14,277,605	2039	\$59,019,312
GH-021	SR 13/ATLANTA HWY – FROM SAWNEE AVENUE IN GWINNETT COUNTY TO SR 347/LANIER ISLANDS PARKWAY IN HALL COUNTY.	WIDENING	2	4	1.65	HALL + GWINNETT	AUTHORIZED \$0		AUTHORIZED \$0		2016	\$4,279,070
GH-023	SPOUT SPRINGS ROAD – I-985 TO SOUTH OF THOMPSON MILL ROAD	WIDENING	2	4	6.1	HALL	AUTHORIZED \$0		2018 + 2019	\$31,731,180	2023	\$87,961,522
GH-024	MARTIN ROAD WIDENING - FALCON PKWY TO WINDER HWY	WIDENING	2	4	1.9	HALL	2025	\$2,227,033	2027	\$20,968,624	2032	\$22,869,747
GH-025	SR 211/OLD WINDER HWY FM SR 53 TO SR 347 ON NEW ALIGNMENT	WIDENING	2	4	3.4	HALL	2024	\$2,959,808	2027	\$3,251,640	2027 + 2028	\$50,772,653
GH-029	US 129/SR 11/CLEVELAND HWY AT CHATTAHOOCHEE RIVER- BRIDGE	BRIDGE	2	4	0.16	HALL	AUTHORIZED \$0		2016	\$749,700	2017	\$12,050,028
GH-030	US 129/SR 11/CLEVELAND HWY AT EAST FORK LITTLE RIVER (BELLS MILL)- BRIDGE	BRIDGE	2	4	0.07	HALL	AUTHORIZED \$0		2015 + 2016	\$4,391,220	2017	\$7,588,135
GH-033	SR 13/ATLANTA HWY FM CR 528/RADFORD RD TO S OF SR 53	WIDENING	2	4	4.0	HALL	2024	\$5,981,050	2030	\$28,928,476	2037	\$110,216,986
GH-038	SR 60/THOMPSON BRIDGE ROAD - SR 136/PRICE ROAD TO YELLOW CREEK ROAD IN MURRAYVILLE	WIDENING	2	4	6.5	HALL	AUTHORIZED \$0		2025	\$18,661,738	2030	\$31,556,037
GH-039	SOUTH ENOTA DRIVE WIDENING - PARK HILL DRIVE TO DOWNEY BLVD	WIDENING	2	4	1.0	HALL	2030	\$80,139	2033	\$2,279,053	2033	\$7,498,923
GH-040	SR 53 FROM I-85/JACKSON COUNTY TO SR 211/HALL COUNTY	WIDENING	2	4	2.6	HALL + JACKSON	2030	\$3,024,106	2034	\$56,167,840	2036	\$47,246,704
GH-057	SR 369/BROWNS BRIDGE ROAD AT CHATTAHOOCHEE RIVER- BRIDGE	BRIDGE	2	2	0.79	HALL + FORSYTH	2017	\$5,000	2016	\$76,500	2018	\$8,074,414
GH-063	SR 53/DAWSONVILLE HWY AT CHESTATEE RIVER - BRIDGE	BRIDGE	2	2	0.74	HALL + FORSYTH	2015	\$4,700	AUTHORIZED \$0		2015	\$6,059,346
GH-069	INTERSECTION IMPROVEMENT AT JESSE JEWEL PKWY SR 369/SR 60 AND JOHN W. MORROW JR. PKWY SR 53 CONN/SR 60	INTERSECTION	4	4	N/A	HALL	2016	\$216,000	2017	\$578,513	2018	\$1,002,000
GH-078	SR 347/LANIER ISLANDS PARKWAY- MCEVER RD TO LAKE LANIER ISLANDS	WIDENING	2	2	2.6	HALL	AUTHORIZED \$0		2015	\$5,018,400	2017	\$8,292,297
GH-079	MCEVER ROAD WIDENING - JIM CROW ROAD TO S.R. 53	WIDENING	2	4	4.4	HALL	2033	\$4,558,122	2036	\$29,535,296	2040	\$83,420,552

**TABLE 21  
FISCALLY CONSTRAINED PROJECT LIST**

PROJECT ID	PROJECT NAME AND DESCRIPTION	PROJECT TYPE	EXISTING LANES	FUTURE LANES	LENGTH (MILES)	COUNTY	PRELIMINARY ENGINEERING COSTS		RIGHT OF WAY COSTS		CONSTRUCTION & UTILITY COSTS	
							YEAR OF EXPENDITURE	COST	YEAR OF EXPENDITURE	COST	YEAR OF EXPENDITURE	COST
GH-084	MCEVER ROAD FROM SR 347/LANIER ISLANDS PARKWAY TO JIM CROW ROAD/GAINESVILLE ST.	WIDENING	2	4	5.1	HALL	2019	\$3,356,520	2026	\$3,992,913	2029	\$64,551,579
GH-085	SR 53/DAWSONVILLE HWY WESTBOUND AT CHATTAHOOCHEE RIVER - BRIDGE	BRIDGE	2	2	N/A	HALL	2018	\$1,148,686	2019	\$234,332	2021	\$18,802,759
GH-100	SR 369/BROWN'S BR OPERATIONS	ROADWAY OPERATIONS	N/A	N/A	N/A	HALL	2022	\$1,652,608	2024	\$1,600,086	2025	\$17,640,968
GH-101	"CONSTRUCT A NEW ROADWAY SEGMENT BEHIND ENOTA ELEMENTARY SCHOOL, CONNECTING ENOTA DRIVE NEAR THE INTERSECTION WITH CUMBERLAND DR TO S ENOTA DR NEAR THE INTERSECTION WITH ENOTA CIR; ADD A TWO-WAY LEFT-TURN LANE TO ENOTA DR FROM THOMPSON BR RD TO PARK HILL DR, INCLUDING ALONG THE NEW ROADWAY SEGMENT; COMBINE WITH OPERATIONAL IMPROVEMENTS (175 FOOT SBR AND NEW EBR AT PARK HILL DRIVE AND ENOTA AND 125 NBR AND 105 SBR AT THOMPSON BRIDGE AND ENOTA).	ROADWAY OPERATIONS	N/A	N/A	N/A	HALL	2022	\$725,296	2024	\$985,932	2025	\$2,801,987
GH-102	NEW INTERCHANGE LOCATED AT CROSSING OF I-85 AND SR 60	NEW INTERCHANGE	N/A	N/A	1.0	JACKSON	2015 + 2016	\$1,747,474	2022	\$5,361,835	2024	\$22,756,165
GH-103	ATHENS HWY AT CHESTNUT ST OPERATIONS - SHIFT INTERSECTION TO THE NORTH, FURTHER AWAY FROM INTERSECTION OF ATHENS HWY AND RIDGE RD; EXTEND SB LEFT TURN LANE ON ATHENS HWY ON APPROACH TO RIDGE RD TO PREVENT LT TRAFFIC QUEUES FROM BLOCKING THROUGH LANE	INTERSECTION	N/A	N/A	N/A	HALL	2024	\$99,523	2025	\$135,617	2026	\$450,450
GH-104	DAWSONVILLE HWY/SR 53 AT MCEVER RD OPERATIONS - ADD WB RIGHT TURN LANE AND SECOND THRU LANE	INTERSECTION	N/A	N/A	N/A	HALL	2025	\$116,455	2026	\$137,865	2029	\$287,999
GH-105	EE BUTLER PKWY/ATHENS STREET AT MLK JR. BOULEVARD INTERSECTION IMPROVEMENTS	INTERSECTION	N/A	N/A	N/A	HALL	2024	\$320,685	2025	\$402,328	2026	\$944,791
GH-106	JOHN MORROW PKWY AT WASHINGTON ST OPERATIONS - REALIGN SOUTHBOUND RT LANE	INTERSECTION	N/A	N/A	N/A	HALL	2024	\$20,723	2025	\$20,894	2026	\$26,301
GH-107	PARK HILL DR AT LAKEVIEW DR OPERATIONS - REDUCE SLOPE ON LAKEVIEW DR. APPROACH	INTERSECTION	N/A	N/A	N/A	HALL	2024	\$82,812	2025	\$74,597	2026	\$250,599
GH-108	MLK JR BLVD CORRIDOR - WIDEN TO 4 LANES WITH STREETSCAPE FROM QUEEN CITY PKWY TO EE BUTLER	WIDENING	2	4	1.3	HALL	2023	\$1,796,366	2025	\$2,579,880	2028	\$8,011,418
GH-109	I-85 FM N OF SR 211 TO N OF SR 53 (4 TO 6 LANES)	WIDENING	4	6	3.3	JACKSON	2021	\$1,243,108	N/A	N/A	2023	\$57,757,109
GH-110	I-85 FM N OF SR 53/GREEN ST TO N OF SR 11/US 129/LEE ST	WIDENING	4	6	7.4	JACKSON	2018	\$441,632	N/A	N/A	2021	\$95,356,498

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PROJECT ID	PROJECT NAME AND DESCRIPTION	PROJECT TYPE	EXISTING LANES	FUTURE LANES	LENGTH (MILES)	COUNTY	PRELIMINARY ENGINEERING COSTS		RIGHT OF WAY COSTS		CONSTRUCTION & UTILITY COSTS	
							YEAR OF EXPENDITURE	COST	YEAR OF EXPENDITURE	COST	YEAR OF EXPENDITURE	COST
GH-111	SR 60/CANDLER ROAD FM S OF I-985 TO SR 124 (2 TO 4 LANES)	WIDENING	2	4	12.4	HALL	2025	\$3,229,505	2028	\$17,191,670	2032	\$34,814,105
GH-112	JESSE JEWELL PKWY - WIDEN TO 6 LANES FROM JOHN MORROW TO ACADEMY ST	WIDENING	4	6	0.2	HALL	2034	\$1,299,094	2037	\$1,932,949	2040	\$3,035,122
GH-113	OAK TREE DR OPERATIONS - ADD A 2 WAY LEFT TURN LANE FROM THOMPSON BR. RD. TO RIVERSIDE DR; OAK TREE DRIVE OPERATIONS - REALIGN INTERSECTION OF OAK TREE DR AT RIVERSIDE DR SO THE THROUGH MOVEMENT IS BETWEEN OAK TREE DR AND RIVERSIDE DR NORTHBOUND, WITH THE SOUTH LEG OF RIVERSIDE DR AS THE SIDE STREET; ADD A TRAFFIC SIGNAL OR ROUNDABOUT; OAK TREE DRIVE OPERATIONS - SIGNALIZE INTERSECTION OF OAK TREE DR AND THOMPSON BR. RD	ROADWAY OPERATIONS	N/A	N/A	N/A	HALL	2024	\$403,196	2027	\$591,796	2031	\$1,878,161
GH-114	EE BUTLER PKWY/ATHENS HWY CAPACITY - WIDEN TO 6 LANES W MEDIAN FROM SUMMIT ST TO EAST OF MONROE DR	WIDENING	4	6	1.5	HALL	2030	\$2,698,337	2035	\$4,813,607	2038	\$20,553,380
GH-115	SR 53 FM I-85 TO TAPP WOOD RD	WIDENING	2	4	5.4	JACKSON	2019	\$3,124,948	2029	\$17,548,120	2035	\$46,314,468