EXECUTIVE SUMMARY

Introduction

Managed Lanes and Value Pricing have become hot topics in the transportation arena to reduce congestion, increase safety, and improve reliability. The I-75 South Corridor is currently recognized as one of the most congested in Atlanta. Both residential and commercial activities have burgeoned in this area over the past decade. This growth, combined with activity at Hartsfield-Jackson Atlanta International Airport and an increasing number of warehouse and distribution facilities concentrated in the area, contributes to the need for improved mobility and congestion relief along the corridor.

Managed lanes refer to a combination of management tools and techniques used to improve efficiency and meet certain corridor and community objectives. The combination of management tools includes High Occupancy Vehicle (HOV) lanes, High Occupancy Toll (HOT) lanes, Truck Only Toll (TOT) lanes, and special use lanes such as express, bus-only, or truck-only.

The I-75 South Managed Lanes Study was intended to evaluate the proper combination and configuration of managed lanes along the I-75 South corridor from I-285 south to SR 16 in Butts County. Managed lanes are proposed to accommodate the expected increase in travel demand, provide a corridor with guaranteed mobility referred to also as "congestion insurance", and provide a guideway for the increasingly popular commuter express bus services operating in the corridor. The study goals are three fold:

- Evaluate the feasibility of value pricing techniques on the I-75 corridor to better manage travel and optimize the use of the corridor;
- Evaluate specific techniques to address the efficient movement of freight; and
- Identify the most efficient use of public funds in the corridor to optimize system benefits.

1.0 Existing Traffic Conditions

During the last several decades, the Atlanta Region has experienced enormous growth. Between 1980 and 2000, the population of the United States increased by 20 percent, while during the same period, the population of Georgia grew by 50 percent, and the population of the 20-County Atlanta region increased by a dramatic 84 percent. In particular, the counties surrounding the I-75 South Corridor, Clayton, Henry, and Spalding are some of the fastest growing counties in Georgia, the southeast, and the Nation. Henry County specifically has seen a dramatic increase in population between 1980 and 2000: an astounding increase of 229 percent. Clayton County saw an increase of 57 percent, and Spalding County experienced an increase of 22 percent, during that same time period.

Accompanying the recent population and employment growth of the 1990s and 2000s was a dramatic increase in traffic volumes and travel demand. One clear manifestation

of those increases was congestion levels that have worsened year by year, particularly on major roadways, in the peak commute periods.

Congestion is an increasing problem in the I-75 and I-675 corridors. With anticipated growth in population and employment along these corridors, coupled with increasing demand in freight traffic nation-wide, congestion is expected to increase dramatically over the next 25 years. As part of this study, contributing factors to existing travel conditions along these corridors were explored. Specific findings include:

- I-75 southbound (SB) typically experiences severe PM peak delays from I-285 to Forest Parkway and from SR 54 to Hudson Bridge Road/Eagles Landing Parkway.
- I-75 northbound (NB) typically experiences severe AM peak delays from Hampton-McDonough Road to I-675 and from Old Dixie Highway to I-285.
- I-675 SB typically experiences brief heavy congestion at the lane drop near Ellenwood Road and then severe congestion where it merges with I-75.
- I-675 NB typically experiences moderate congestion approaching SR 42 (Macon Highway) and then again as the highway merges with I-285.
- The primary reason for increasing congestion directly correlates to the projected increases in population and employment. Over the next 25 years, households and employment along the I-75 South study corridor are forecasted to increase by 77% and 47% respectively. In 2030, I-75 south corridor is anticipated to be the 3rd most populous corridor in the metro Atlanta area.
- I-75 south corridor carries significant heavy truck through traffic from the mid-west to Florida. The forecasted increase in truck traffic (annual growth rate of 3%) will further worsen traffic congestion along the I-75 south corridor.

2.0 Stated Preference Survey

Some key questions to consider when introducing managed lanes are:

- What is the public's willingness to pay tolls for improved transportation services?
- What is their value of time savings?

The assessment of potential managed lanes users' willingness to pay tolls in exchange for improved transportation services was accomplished through stated preference (SP) research. Telephone-based stated preference surveys were conducted to obtain feedback from the public. The SP analysis was designed to provide behavioral values for use in modeling traffic and revenue impacts of alternative strategies in the proposed managed lanes. SP surveying was conducted from April to June of 2007. The results of the SP analysis were applied within ARC's travel demand model calibrated along the I-75 South Corridor between I-285 and SR 16.

The primary outputs sought from the SP research were values of travel time savings and possibly 'alternative-specific constants,' which measures underlying bias towards an alternative. Values were required for each key market segment within the ARC model.

The travel demand model contains a detailed coded and validated network of the Atlanta regional highway system. The managed lanes have been coded into forecast year networks for which vehicle matrices have also been created. The impact of alternative roadway allocations resulting from allowing single occupant vehicles (SOVs) to buy into the managed lanes at various toll rates was then tested by modifying the networks and re-running the model.

3.0 Safety and Operations

Traffic volumes for I-75 South were obtained from a variety of sources including Georgia Department of Transportation's (GDOT's) State Traffic and Report Statistics (STARS) website and roadway crash data in the study area for years 2003, 2004, 2005 and 2006 collected from GDOT's Statewide Crash Database. The crash data collected for each of the study segments was reviewed and compared against statewide averages. Crash data analysis indicates that much of the study area experienced a higher than average crash frequency and severity over the evaluation period. Overall for the entire study area, the predominant crash type over all three years was rear-end crash.

The following conclusions are drawn from operational analysis of the AM and PM peak period under existing conditions.

- Along the study corridor, through volumes on I-75 generally increase from SR 16 on the south to I-285 on the north. At most interchanges, volume drops at off-ramps and increases often significantly at on-ramps.

- The AM freeway traffic displays an apparent directional distribution, with northbound volumes significantly higher than southbound volumes.

- The PM freeway traffic displays an apparent directional distribution, with southbound volumes significantly higher than northbound volumes especially in the area in or close to the City of Atlanta.

- Vehicular speed of both directions exhibits a general decreasing trend from SR 16 to I-285, i.e., the closer to the City of Atlanta, the lower the vehicular speed.

- Density of both directions exhibits a general increasing trend from SR 16 on the south, to I-285 on the north, i.e., the closer to the City of Atlanta, the higher the density.

- Significant congestions, reflected by high lost time, high density and low average speed, occur In the vicinity of the following interchanges along I-75: I-285, Old Dixie Highway, SR 54, Stockbridge Highway, I-675, Hudson Bridge Road, Jonesboro Road/CR 920, McDonough Road and Hampton-McDonough Road. Notable causes of congestions in these areas include high traffic volumes, insufficient capacity and merging/diverging.

4.0 Managed Lane Investment Alternatives

The combination and configuration of the managed lane system influences the traffic and toll revenue estimates. In order to assess the variations between different types of managed lane systems, eight investment alternatives were identified for evaluation along the I-75 South corridor.

Alternative A-1: This alternative assumed the construction of two managed lanes in each direction along the I-75 South corridor from I-285 to SR 16 with a HOT2+ occupancy policy. HOT2+ refers to a tolling alternative that would allow HOVs with two or more people to ride free along with transit vehicles, emergency/police vehicles, and motorcycles. Single Occupant Vehicles (SOV) and Commercial Vehicles (CV) including commercially registered autos, pickup trucks, and vans would pay a toll to use the HOT lanes. It was assumed that medium-duty and heavy-duty trucks would not be allowed to utilize the HOT lanes in this alternative.

Alternative A-2: This alternative assumed the construction of two managed lanes in each direction along the I-75 South corridor from I-285 to SR 16 with a HOT3+ occupancy policy. HOT3+ refers to a tolling alternative that would allow HOVs with three or more people to ride free along with transit vehicles, emergency/police vehicles, and motorcycles. Single Occupant Vehicles (SOV) and Commercial Vehicles (CV) including commercially registered autos, pickup trucks, and vans would pay a toll to use the HOT lanes. It was assumed that medium-duty and heavy-duty trucks would not be allowed to utilize the HOT lanes in this alternative.

Alternative A-3: This alternative assumed the construction of two Express Toll Lanes (ETL) for passenger cars in each direction along the I-75 South corridor from I-285 to SR 16. ETL refers to a tolling alternative that all passenger car traffic including SOVs, HOVs, and CVs would pay a toll to use the ETL. Transit vehicles, emergency/police vehicles, and motorcycles would be allowed to use the ETL for free. It was assumed that medium-duty and heavy-duty trucks would not be allowed to utilize the ETL in this alternative.

Alternative B: This alternative assumed the construction of two voluntary Truck Only Toll (TOT) lanes in each direction along the length of I-675 and I-75 South corridor from I-675 to SR 16. Voluntary TOT lane refers to a truck tolling alternative that would allow medium-duty trucks (FHWA classes 4-7) and heavy duty trucks (FHWA classes 8-13) to pay a toll to use the lanes. It was assumed that passenger cars and commercial vehicles would not be allowed to utilize the TOT lanes.

Alternative C-1: This alternative is the combination of Alternative A-1 and Alternative B. It assumed the construction of two managed lanes along the I-75 South corridor from I-285 to SR 16 with occupancy policy of HOT2+; and two voluntary TOT lanes in each direction along the length of I-675 and I-75 South corridor from I-675 to SR 16.

Alternative C-2: This alternative is the combination of Alternative A-2 and Alternative B. It assumed the construction of two managed lanes along the I-75 South corridor from I-285 to SR 16 with occupancy policy of HOT3+; and two voluntary TOT lanes in each direction along the length of I-675 and I-75 South corridor from I-675 to SR 16.

Alternative C-3: This alternative is the combination of Alternative A-3 and Alternative B. It assumed the construction of two ETL for passenger cars along the I-75 South corridor from I-285 to SR 16; and two voluntary TOT lanes in each direction along the length of I-675 and I-75 South corridor from I-675 to SR 16.

Alternative D: This alternative assumed the construction of two ETL for all vehicles in each direction along the I-75 South corridor from I-285 to SR 16. It was assumed that all vehicles including SOVs, HOVs, commercial vehicles, medium-duty trucks and heavy-duty trucks would pay a toll to use the ETL in this case.

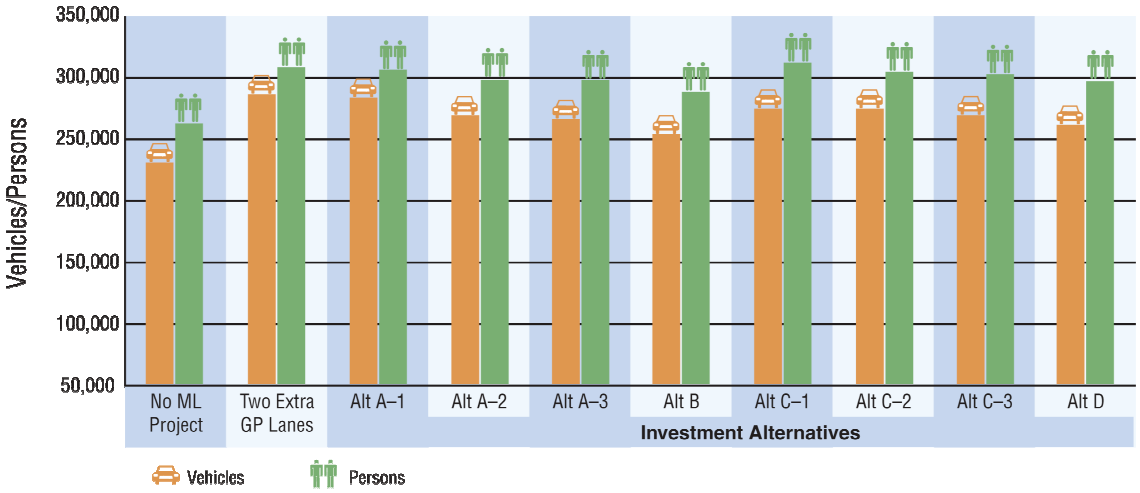
5.0 System Analysis

The following summary observations can be made based upon the modeling and traffic analyses conducted in this study:

- All eight managed lane investment alternatives have an overall impact on the travel demand, travel patterns, and traffic operations in the I-75 south corridor.

- The travel demand analyses show increases in person and vehicle volumes with all eight managed lane investment alternatives. Figure 1 shows the total daily vehicle and person demand on I-75 South in 2030 at the key location just north of Hudson Bridge Road. Compared to the baseline scenario (i.e. no managed lanes are constructed in the corridor), the total daily vehicle volume is forecasted to increase by a range of six percent to 20 percent in 2020 and seven percent to 16 percent in 2030; while the total daily person volume is forecasted to increase by a range of six percent to 22 percent in 2020 and eight percent to 20 percent in 2030. Investment Alternatives C1- C3, which include the construction of both managed lanes and voluntary TOT lanes, are forecasted to have the greatest increase in both person and vehicle volumes in the study corridor.

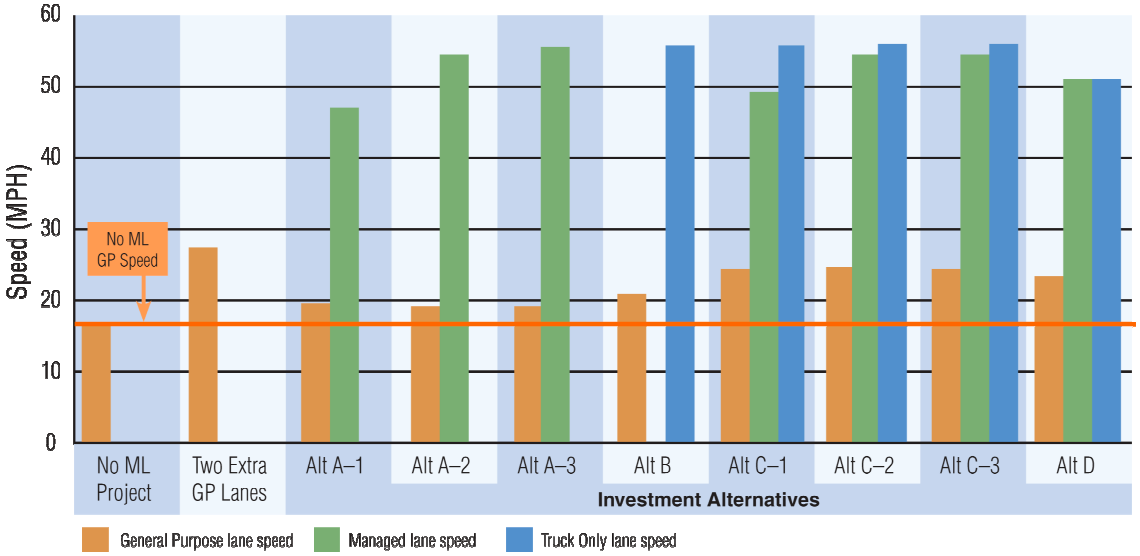
Figure 1: 2030 Corridor Daily Demand – Vehicles & Persons



- Constructing managed lanes and TOT lanes can provide reliable travel time and travel speed (at or above 45 mph) for people who choose to use managed lanes. Figure 2 shows the average travel speeds during the most congested travel periods,

AM peak period and PM peak period in 2030 on GP lanes, managed Lanes and TOT lanes. The analysis also shows improvements to operating conditions on the I-75 South GP lanes with managed lane/TOT lane investments. The weighted average speeds on the GP lanes along the corridor improve by the range of four to 13 mph in peak period in 2020 and six to 13 mph by 2030. However, congestion is not eliminated in the existing lanes, due to the attraction of additional vehicles from parallel facilities.

Figure 2: 2030 Corridor Travel Speeds
– General Purpose (GP) Lanes vs. Managed Lanes (ML)



- Building two-extra general purpose lanes each direction along the corridor will increase both total daily vehicle volumes and person volumes, but it can not provide guaranteed mobility in the long run. The operating travel speed in 2030 under two-extra GP lane scenario is below 30 mph.

- The additional capacity offered by Managed Lanes, results in the diversion of traffic from the two major parallel corridors in 2030:
    - US23/SR42
        - 14 percent to 41 percent decreases in total vehicle delay
        - two percent to 10 percent decreases in Vehicle Miles Traveled
        - seven percent to 22 percent decreases in Vehicle Hours Traveled
    - US19/US41
        - 13 percent to 30 percent decreases in total vehicle delay
        - two percent to six percent decreases in Vehicle Miles Traveled
        - four percent to 13 percent decreases in Vehicle Hours Traveled

- The analysis shows a significant reduction in total vehicle delay within the 5-mile transportation system. The total daily vehicle delay deceases by a range of 10 percent to 33 percent.

- While all of the eight managed lane investment alternatives have a slightly higher VMT compared to the baseline scenario, they all have greater positive impacts on

VHT. Alternatives C1- C3, which include the construction of both managed lanes and voluntary TOT lanes, have larger absolute and percentage changes on VHT within the 5-mile transportation system.

- Managed lanes provide an incentive to transit riders as transit vehicles achieve a travel time advantage as opposed to vehicles in the general-purpose lanes. By using the managed lanes, transit operators create a competitive option to the single occupant vehicle and help to reduce the number of cars in the general purpose lane that were driving alone.

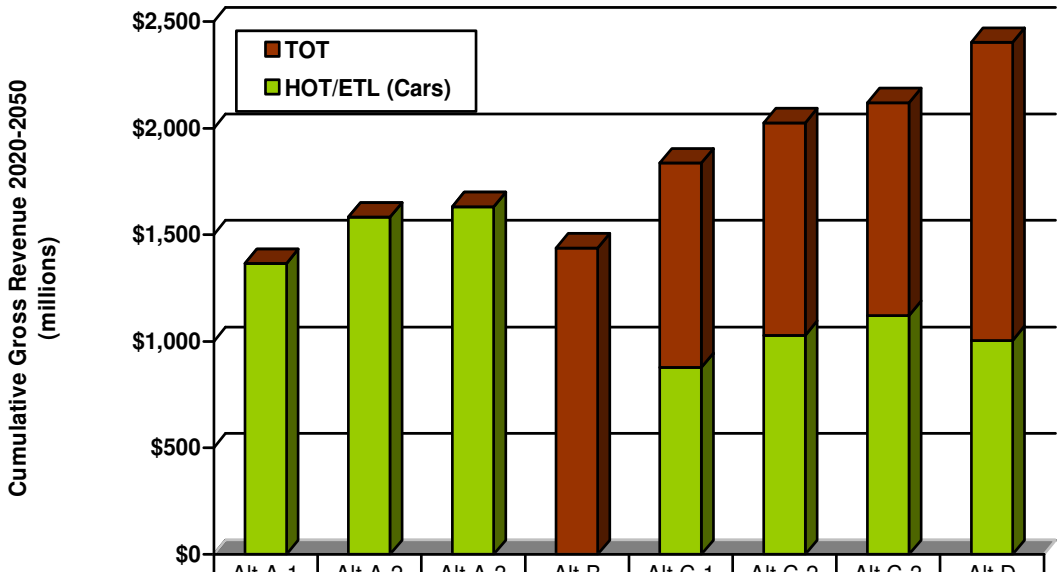
6.0 Revenue Estimates

Modeled Gross Revenue

Modeled Gross Revenue is the predicted toll collections in every year of the forecast horizon (year 2020 – year 2050), in which it is assumed that the modeled nominal toll rates will be adjusted annually for both inflation and growing demand so as to maintain optimality for the assumed tolling objectives.

Based upon the projected traffic volumes and toll rates recommended, the gross revenue was calculated for each model year (2020 and 2030); then the revenue streams were developed through 2050. A ramp-up period is assumed for the first four years of operation during which public acceptance is developing; Ramp Up schedule = 55% (Year 2020); 65% (Year 2021); 80% (Year 2022); and 97% (year 2023). Figure 3 and Figure 4 shows the accumulated gross revenue in 2007 dollars and in inflated dollars for each of the eight managed lane investment alternatives.

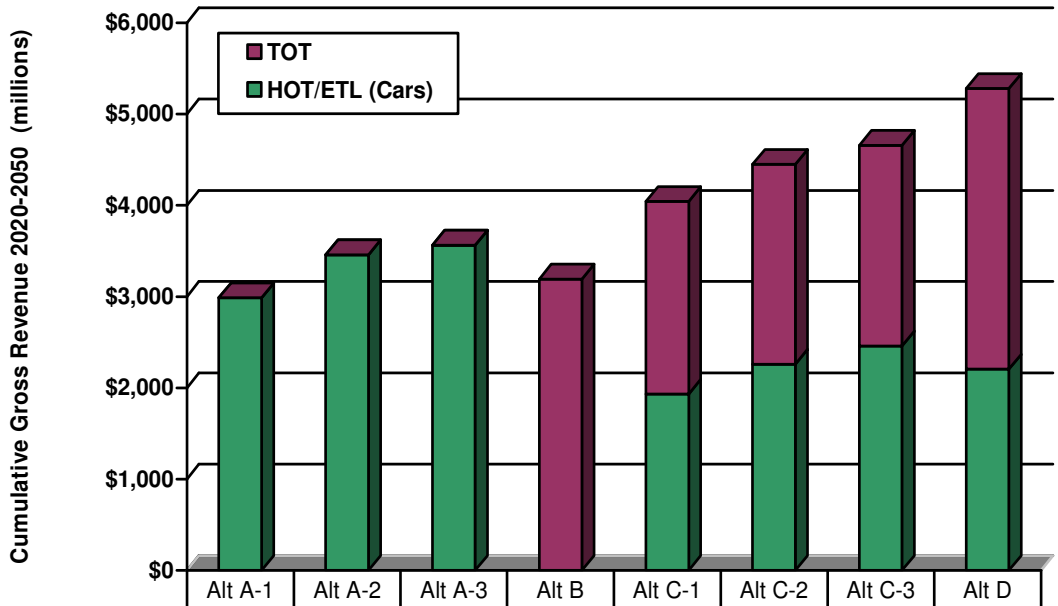
Figure 3: Cumulative Gross Revenue Summary 2020-2050 (in 2007 $)



	Alt A-1	Alt A-2	Alt A-3	Alt B	Alt C-1	Alt C-2	Alt C-3	Alt D
TOT	0	0	0	1,439	959	997	999	1,399
HOT/ETL (Cars)	1,366	1,583	1,632	0	878	1,029	1,121	1,004

Investment Alternatives

Figure 4: Cumulative Gross Revenue Summary 2020-2050 (in inflated $)



	Alt A-1	Alt A-2	Alt A-3	Alt B	Alt C-1	Alt C-2	Alt C-3	Alt D
TOT	0	0	0	3,193	2,110	2,189	2,194	3,073
HOT/ETL (Cars)	2,988	3,458	3,562	0	1,931	2,259	2,461	2,206

Investment Alternatives

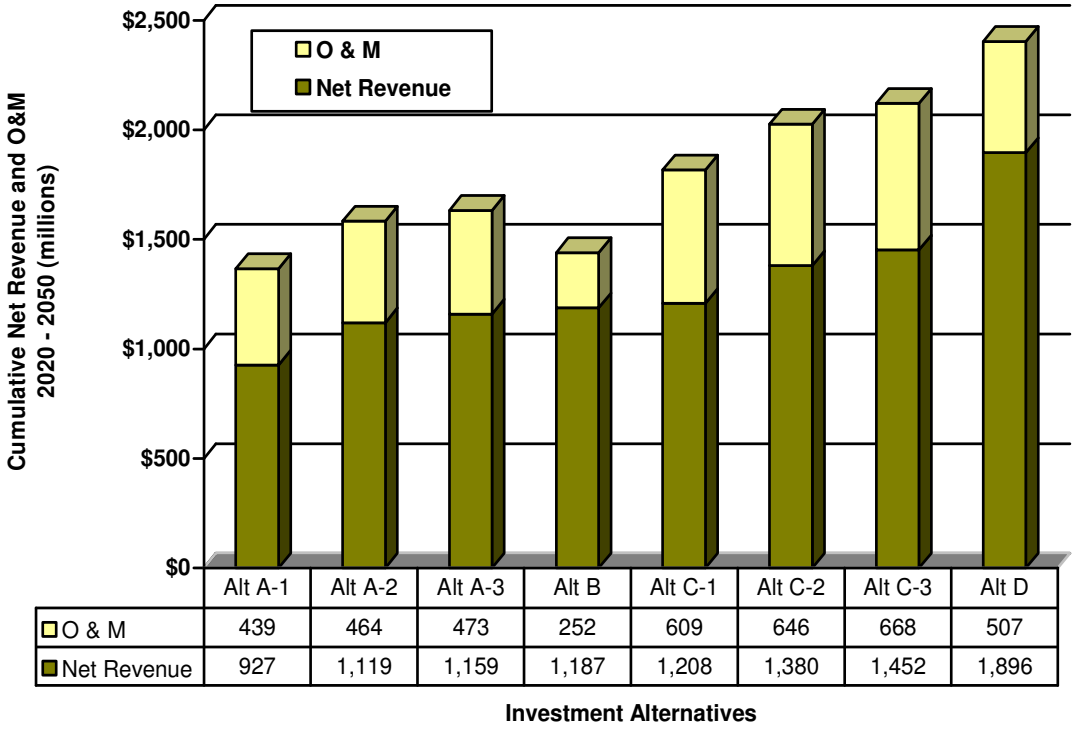
Net Revenue Estimates

Net Revenue is a measure of net financial revenue, which is based on the modeled adjusted gross revenue in the year of opening, less operating and maintenance costs and less enforcement cost. Net revenues are those available for debt service payments.

To compute the net revenue, tolling and infrastructure operating and maintenance costs are deducted from the gross annual gross revenue.

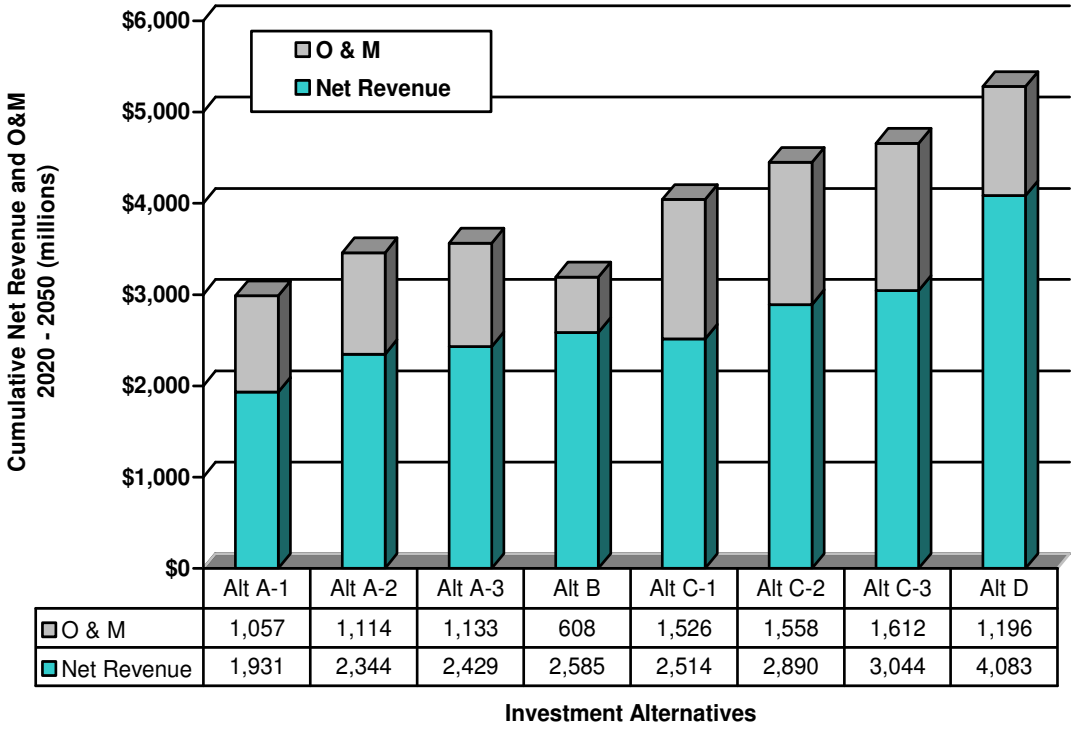
Figure 5 and Figure 6 shows the accumulated net revenue and operation and maintenance cost from 2020 to 2050 in 2007 dollars and in inflated dollars for each of the eight managed lane investment alternatives.

Figure 5: Cumulative Net Revenue Summary 2020-2050 (in 2007 $)



	Alt A-1	Alt A-2	Alt A-3	Alt B	Alt C-1	Alt C-2	Alt C-3	Alt D
O & M	439	464	473	252	609	646	668	507
Net Revenue	927	1,119	1,159	1,187	1,208	1,380	1,452	1,896

Figure 6: Cumulative Net Revenue Summary 2020-2050 (in inflated $)



	Alt A-1	Alt A-2	Alt A-3	Alt B	Alt C-1	Alt C-2	Alt C-3	Alt D
O & M	1,057	1,114	1,133	608	1,526	1,558	1,612	1,196
Net Revenue	1,931	2,344	2,429	2,585	2,514	2,890	3,044	4,083

7.0 Toll Technology

As priced facilities, managed lanes entail operational needs above and beyond those of traditional facilities – such as toll collection and enforcement. The I-75 South corridor will be comprised of two separate managed lane systems: one will facilitate passenger car movement and the other will be dedicated to trucks. Based on a toll, both systems enable each vehicle type to traverse through the I-75 South corridor with more reliable travel times. Toll collection technology has evolved in response to the introduction of managed lane systems that require complex transactions and have multiple occupancy and eligibility requirements.

Generally, two main system concepts can be applied while tolling a corridor: Open-Barrier and Closed-Barrier Toll Collection Systems. Open-Barrier Toll Collection System design consists of multiple toll stations along a facility. A single trip on the facility may require payments at all the toll stations that are traversed. Closed-Barrier Toll Collection System design has toll collection points at all entrances and exits. Since tolls are distance based, the system records the vehicle's point of entry and based on the miles traveled, charges it a toll rate at the point of exit.

Irrespective of which system is used, the toll collection system design should be able to record the following significant parameters of a vehicle's travel through the managed lane or truck only toll lane system:

- Time and place of vehicle's entry in the tolled lane;
- Number of tolling zones passed through; and
- Time and place of vehicle's exit from the tolled lane.

8.0 Total Capital Costs (Roadway + Tolling)

Preliminary cost estimates were developed for both roadway and tolling systems. The cost estimates are in present dollars and are not adjusted for possible year of expenditure, since the schedule for the project can not yet been determined. It is important to note that decisions still outstanding i.e. engineering and policy issues may significantly increase the capital cost estimates. As further detail is developed for the engineering concepts, project cost estimates will be refined and updated.

Capital costs were developed to provide a conceptual level estimate for three (3) major configurations of managed lanes and/or TOT lanes along the study corridor. They are:

- Managed Lanes or ETL Only – two (2) lanes per direction;
- TOT Lanes Only – two (2) lanes per direction; and
- Combined Managed Lanes and TOT Lanes
    - Four (4) lanes per direction on I-75 South from I-675 to SR16
    - Two (2) TOT lanes per direction on I-675
    - Two (2) managed lanes per direction on I-75 South from I-285 to I-675.

The following six major elements were included in the capital cost estimation:

- Right of Way Cost ;

- Construction Cost (including Utility Cost);
- Contingency;
- Preliminary Engineering Cost;
- Mobilization Cost; and
- Cost Escalation over the construction length;

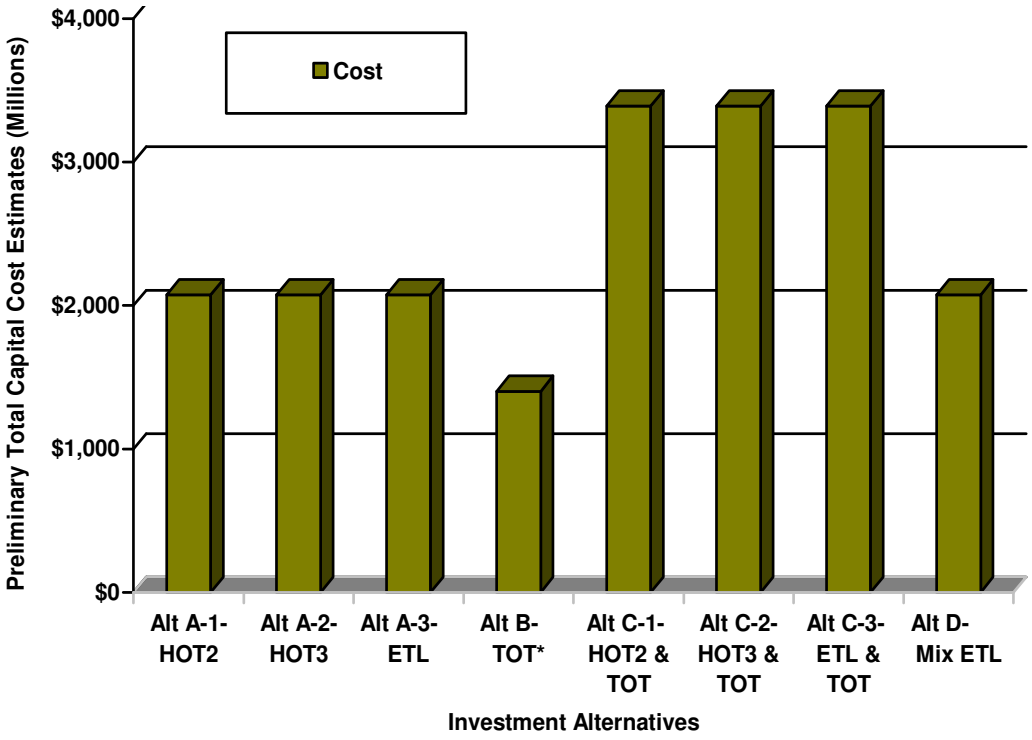
A preliminary estimate of system tolling costs was prepared based on each tolling concept plan for the managed lanes components. Concept T-B-2, a Closed Toll Collection System with enforcement through random checks of eligibility along the corridor, is considered the most favorable option based on a qualitative assessment. Therefore, the tolling capital cost of Concept T-B-2 is used for the managed lane and ETL alternatives (A1-A3 and D). The tolling capital cost of Concept T-B-2 and Truck Only Toll Lanes are summed up to illustrate the total tolling equipment cost for managed lane alternatives C1-C3 (the combination of Alternative A1-A3 and TOT lanes).

Table 1 and Figure 7 show the roadway construction cost, tolling capital cost and total capital cost for each of the eight managed lane investment alternatives.

Table 1: Roadway Capital Construction and Tolling Capital Cost (in 2007 $)

Managed Lanes Alternatives	Roadway Construction Cost (,000)	Tolling Capital Cost (,000)	Total Capital Cost (,000)
A1	$2,053,272	$21,031	$2,074,303
A2	$2,053,272	$21,031	$2,074,303
A3	$2,053,272	$21,031	$2,074,303
B	$1,389,638	$11,500	$1,401,138
C1	$3,358,155	$32,531	$3,390,686
C2	$3,358,155	$32,531	$3,390,686
C3	$3,358,155	$32,531	$3,390,686
D	$2,053,272	$21,031	$2,074,303

Figure 7: Preliminary Total Capital Cost Estimates (in 2007 $)



9.0 Preferred Alternative

Based on the combined assessment of traffic and toll revenue, system analysis, toll technology, and capital costs, Alternative A-3 Express Toll Lanes (Cars Only) was considered to be the alternative that provides the most efficient use of public funds. Alternative A-3 has good revenue potential vs. its estimated costs and also operational advantages by limiting to autos only without the need for occupancy enforcement.

Alternative D (mixed ETL) is another alternative to keep in close consideration for further evaluation. Operationally, Alternative D (mixed ETL) needs further analysis of larger vehicles mixing with smaller vehicles when planning roadway characteristics of the managed lane facility. Extra planning is required to guarantee that cars and trucks, with different operational characteristics, can share the facility safely and efficiently.

Alternatives A-1 (HOT2+) and A-2 (HOT3+) were eliminated based on service provided, financial viability (cost vs. benefits), and vehicle occupancy enforcement limitations. Alternative B (TOT) does not maximize benefits during the peak periods since passenger cars cannot take advantage of the lane. Alternatives C-1 (HOT2+/TOT), C-2 (HOT3+/TOT), and C-3 (ETL/TOT) have a very large footprint due to the number of lanes (4 additional lanes each direction) and therefore have a very high cost for the amount of traffic that will benefit.

As the preferred alternative, Alternative A-3 was further explored utilizing three sensitivity tests to explore future scenarios in the corridor including an increase in willingness to pay (resulting in higher potential revenue), incorporation of additional land use and transportation improvements resulting from the Atlanta Regional Commission

(ARC) Southern Regional Accessibility Study (resulting in lower potential revenue). Another sensitivity test was performed to assess the impacts to traffic and toll revenue of three-lane mixed ETL configuration in each direction on I-75 South corridor from SR 16 to I-285.

10.0 Recommendations and Next Steps

The intent of this study is to determine the financial and operational feasibility of the managed lanes (HOT, ETL, TOT) on the I-75 South corridor, through a planning-level analysis, and to initiate a process that may ultimately lead to future project implementation and operations.

Preliminary traffic/revenue estimates and cost estimates were analyzed for eight managed lane investment alternatives in the study. The assumptions regarding the revenue and cost at this preliminary assessment of the project's feasibility were used to determine whether the project shows promise. It was found in the study that the potential to implement managed lanes in the I-75 South corridor is promising and managed lanes could provide benefits to both I-75 South corridor and the surrounding transportation system.

In the next step, leadership briefings of the study's key findings and a public education campaign should be implemented to gain political acceptance, public understanding and support. The managed lanes offer a variety of benefits and opportunities, but the concept has challenging issues related to social equity. Community outreach strategies should be employed to educate and explain managed lanes and solicit feedback and active participation from the public to develop a system that meets their needs.

If a decision is made to proceed with the future implementation of managed lanes on the I-75 South corridor, further detailed studies and analyses will need to be conducted, including a more detailed financial feasibility study, investment-grade traffic and revenue analyses, comprehensive engineering design and operational analysis, NEPA process, etc. Investment grade traffic and revenue analysis will refine traffic forecasts and revenue estimates for higher accuracy to support and secure financing. A financial feasibility study would evaluate cost of finance, period of finance and interests rates, debt service coverage ratio and reserve account, etc to determine the financial feasibility and finalize the funding arrangements and financing options available to proceed with project implementation. The engineering and traffic analyses will develop the final typical cross sections for the managed lanes, identify and finalize the ingress and egress locations, determine the specific tolling zone locations and overall tolling scheme, and refine the project cost estimates and schedule.

To ensure the success and the ultimate long-term implementation of the managed lane project, a close and early coordination with the FHWA, connections with the Atlanta Metro and local transit and transportation system will be also required. Coordination with transit agencies will be important as managed lanes will provide benefits to transit operators. The implications of reliable travel time provide by managed lanes may result in expanded or new transit options in the corridor.

11.0 Public Involvement Summary

The study team utilized several methods to inform the public of study activities and to solicit public input. An educational fact sheets was developed and used to convey study information at speaker's bureau events and steering committee meetings. The fact sheet was also made available for download from the project website and was provided upon request to interested parties. Additionally, a brochure highlighting the study's findings was produced for distribution.

The study website provided background information on the I-75 South Managed Lane Study and provided a repository for all study related documentation as well as educational materials on managed lanes. The site also included a feature where steering committee members could log-in to access meeting-related materials: http://srta- valuepricing.net/.

The Project Team attended the ARC's Public Involvement Advisory Group (PIAG) meeting on May 17, 2007 and provided a presentation about the I-75 South study and hosted a roundtable meeting with the trucking industry on September 12, 2007.

Four project steering committee meetings were held throughout the course of the study.

Date	Location
March 19, 2007	Project Steering Committee Kickoff Meeting Clayton State University
July 17, 2007	Henry County Government Administration Building, 140 Henry Parkway, McDonough
November 15, 2007	Henry County Government Administration Building, 140 Henry Parkway, McDonough
June 12, 2008	Henry County Government Administration Building, 140 Henry Parkway, McDonough

In coordination with SRTA, Project Team representatives scheduled meetings with key community groups at their standing meetings to provide an overview of the study and to educate them on study related issues. Six presentations were given to the following groups:

Date	Group / Location
July 13, 2007	Henry County Chamber of Commerce - Transportation Committee 1709 Highway 20 West, McDonough
July 18, 2007	Griffin Spalding Area Transportation Committee Spalding County Courthouse Annex, 119 E. Solomon Street, Griffin
August 9, 2007	Henry County Development Authority 124 Westridge Industrial Blvd, McDonough
August 14, 2007	Airport Area Chamber of Commerce Georgia International Convention Center
August 14, 2007	Clayton County Board of Commissioners 112 Smith Street, Jonesboro
August 27, 2007	Hartsfield Area Transportation Management Association Board Meeting