FINAL REPORT

SCOPING STUDY FOR THE REALIGNMENT OF COBB PARKWAY AT MCCOLLUM PARKWAY

PREPARED FOR:

COBB COUNTY STATE OF GEORGIA 1832

PREPARED BY:

Atlas Technical Consultants LLC
2450 Commerce Ave NW #100
Duluth, GA 30096

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Executive Summary

The Scoping Study for the Realignment of McCollum Parkway analyzed primary travel patterns and turning movements to improve connectivity and safety within the study area. Traffic traveling from the western portion of the study area toward I-75 followed a Z-shaped movement, first turning onto Cobb Parkway before accessing McCollum Parkway. This pattern was not ideal for through traffic or crossing traffic because of increased travel time and safety concerns due to multiple intersection conflict points, particularly at the key intersections of Cobb Parkway (US 41) at McCollum Parkway and at Kennesaw Due West Road. The study evaluated alternatives to streamline traffic flow, reduce congestion, and enhance overall roadway efficiency while considering future growth and infrastructure needs, including the need to accommodate the FAA-approved runway protection zone (RPZ) at Cobb International Airport.

The study analyzed the existing roadway network, including sidewalks, bike lanes, safety conditions, and traffic characteristics such as volume, travel times, and congestion levels, to establish a baseline for developing and evaluating future alignment alternatives. Traffic analysis was conducted at key intersections using Level of Service (LOS) measures, while major travel demand routes were assessed for existing and projected future travel times. Regionally Integrated Transportation Information System (RITIS) data helped identify congestion points and key origin-destination (OD) based travel patterns, guiding the development of potential improvements. This existing analysis supported the development of multiple alignment alternatives for a potential 2032 Opening Year and 2052 Design Year.

After forecasting future traffic volumes and assignments, the analysis revealed that the costs of the initial proposed build alternative designs outweighed the anticipated benefits. As a result, the focus shifted to more streamlined alternatives that prioritized the realignment of McCollum Parkway and traffic improvements. During this refinement, elements from different alternatives were integrated, resulting in the final three options—1A, 4A, and 5A. These alternatives were then evaluated based on their operational performance using Synchro and VISSIM analyses, as well as their overall alternative costs that included preliminary engineering (PE), right-of-way (ROW), utility, and construction costs, to compare long-term benefits and calculate their overall benefit-cost (B/C) ratio, determining their feasibility and reasonableness. Additionally, a preliminary utility and environmental review was conducted to assess potential impacts in the overall evaluation of proposed realignment strategies.

Based on the overall alternatives evaluation as well as extensive stakeholder and public outreach, Alternative 5A is recommended to be the Preferred Alternative. This design accommodates future traffic growth projections while reducing travel time for key routes, enhancing mobility, and improving connectivity, all while preserving the RPZ for existing airport operations. If advanced by the County, the project would proceed through preliminary engineering phase to address historic, archaeological, and ecological considerations, while also engaging community stakeholders to ensure alignment with Cobb County and other key stakeholder's long-term vision for sustainable development.

1.0 Introduction and Background

Building on the baseline condition analyses for the project corridor, this final report provides a clear understanding of future traffic and travel demands and evaluates how each proposed project alternative can help achieve the study's goal to improve traffic flow and connectivity between Kennesaw Due West Road, Cobb Parkway (US 41), and McCollum Parkway while minimizing impacts on surrounding roadways. Additionally, the report aims to address identified challenges within the existing transportation network and support future development by proposing a feasible realignment alternative that can better accommodate anticipated traffic growth.

Goals

The primary goal of this study is to improve traffic movement and connectivity between Kennesaw Due West Road, Cobb Parkway/US 41/SR 3, and McCollum Parkway. The study aims to address existing transportation challenges and support future growth by developing practical and sustainable realignment solutions.

Objectives

To achieve this goal, the Cobb County Department of Transportation (CCDOT) has outlined the following key objectives:

Traffic Pattern Analysis: Conduct a comprehensive analysis of current traffic patterns to identify congestion points, safety concerns, and areas for improvement.

Stakeholder Involvement: Engage all stakeholders in the study area, including local residents, businesses, and government entities, to ensure a collaborative and inclusive planning process.

Development o Conceptual Alternatives: Create three conceptual alternatives that address identified traffic issues, providing a range of potential solutions for evaluation.

Selection o Pre erred Alternative: Evaluate the proposed alternatives and select the preferred option that best meets the community's needs and project goals.

Cost, Feasibility, and Constructability Evaluation: Assess the cost, feasibility, and constructability of each alternative, breaking down the evaluation into logical phases or segments to facilitate effective implementation.

These objectives will guide the study in delivering a well-informed, community-supported, and technically sound realignment solution for Cobb Parkway at McCollum Parkway.

2.0 Stakeholder and Public Engagement Summary

The Stakeholder and Public Engagement (SPE) Strategy was developed to serve as the guideline for coordinating public and stakeholder activities, distributing project information, engaging the public and interested parties throughout the process, and collecting input. The strategy has utilized a variety of techniques and levels of involvement to gain a complete understanding of existing conditions, community goals and values, needs and opportunities, and desires for the future. This process utilized traditional and non-traditional techniques to reach broad and diverse audiences with varying degrees of expertise, time availability, and investment in the outcomes of the plan. A summary of the SPE tools and techniques is provided below:

Project Management Team (PMT)

A Project Management Team (PMT) was established to provide oversight to SPE activities and consists of Cobb County staff, representatives from the City of Kennesaw, Georgia DOT staff and members of the consultant team. The PMT met monthly to communicate study progress, provide input, and discuss issues.

Stakeholder Steering Committee

A Stakeholder Steering Committee (SSC) was created to provide input during the study process. The SSC met three (3) times during the course of the study. Representatives received updates on the study progress, reviewed realignment alternatives and provided feedback on specific needs, desires, and concerns of the community and or their organization with regards to transportation improvements on the study corridor. Representatives from the following organizations were invited to participate on the SSC:

- ARC
- Builder's First Source
- Georgia National Guard
- Acworth Business Association
- Atlanta Bonded Warehouse Corporation
- Cobb County Commission Representative
- Cobb County International Airport
- Cobb County Parks, Recreation & Cultural Affairs Department
- Cobb County Police (Precinct 1)
- Cobb County Schools
- Cobb DOT
- CobbLinc
- FedEx Ground Warehouse
- Fire & Emergency Services
- Georgia DOT District 7
- Georgia DOT Traffic Operations
- Kennesaw Business Association
- Kennesaw Mayor's Representative
- Kennesaw Police Department
- Kennesaw Public Works Department
- KSU Parking & Transportation
- KSU Police Department (C.O.R.E.)
- Princeton Ridge Homeowners Association
- Town Center CID
- USPS
- Vulcan Materials Company
- Warehouse District Representative

Public Meetings

Engaging stakeholders and the community in a meaningful way is critical to the success of the scoping study. The first public meeting was held on May 11, 2023, to present the need and purpose of the study, public engagement to date, and the existing conditions in the study area. A second public meeting was held on November 13, 2024, to present the alternatives developed through the course of the study.

Digital Communication & Engagement

Study Website

The Study Team prepared content to be uploaded to a study website that was hosted by the County. The site provided basic project information to the public and included study materials, event notifications, and information about opportunities to review and or provide input on design alternatives being considered.

Social Media Outreach

To ensure maximum participation, the team collaborated with Cobb County and City of Kennesaw for promotion on their social media channels. Social media content and a schedule for publishing was provided to the County and City. The community engagement for the study included multiple strategies to promote the most involvement of all stakeholders in the study area and any potential partners identified for future implementation. This included a concerted effort to reach out to senior, low-income and minority stakeholder populations by way of a combination of both on-line and in-person meetings.

Online Engagement Tool

The Study Team created an online interactive map via Social Pinpoint to solicit geo-referenced input. A link to this site was placed on the County website. This modern web-driven tool gave people the flexibility to participate from the comfort of their own home and at their convenience. The first opportunity to participate via Social Pinpoint sought input on existing conditions in the study area. The website was posted on March 28, 2023, and remained open through December of 2024. A total of 963 individuals visited the site, of which 484 participated (interacting with it), leaving a total of 76 comments.

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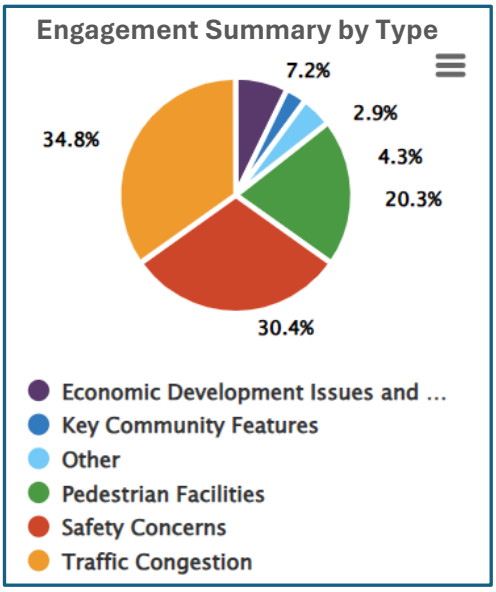
Below show the results of the 76 comments submitted by members of the public who were encouraged to identify areas on the map where they have experienced:

- **Traffic Congestion (34.8%):** Where is traffic backed up? Describe the congestion you experience at this location.
- **Safety Concerns (30.4%):** Safety issues related to mobility (walking, biking, driving) as well as general safety (lighting, eyes on the street, etc.)
- **Pedestrian Facilities (20.3%):** Where are sidewalks and pedestrian facilities missing or in need of repair?
- **Economic Development Issues and Opportunities (7.2%):** Where do you see potential for development, or where do you have concerns regarding current or future development? Think about businesses, jobs, services, housing, etc.
- **Other (4.3%):** Leave a comment on anything else you think is relevant.
- **Key Community Features (2.9%):** What existing community features and amenities would you like to see preserved or enhanced?



As expected, the top concern noted was traffic congestion at 34.8%, followed by safety at 30.4%, then by pedestrian facilities at 20.3% to round out the top three categories. The full Engagement Summary, including all comments received, are included in Attachment A.

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3.0 Existing Conditions Summary

The existing conditions report provided a comprehensive analysis of the transportation network, land use patterns, and traffic-related concerns. A key finding was the predominant peak-hour travel demand along the Kennesaw Due West Road northbound (NB) – McCollum Parkway eastbound (EB) route and the McCollum Parkway westbound (WB) - Kennesaw Due West Road southbound (SB) return route. These turning movements, particularly at the two key intersections—Cobb Parkway (US 41) at Kennesaw Due West Road and McCollum Parkway—form a distinct "Z" pattern. To further evaluate trip distribution, top route choices, travel time, and speed data, the analysis incorporated Regional Integrated Transportation Information System (RITIS) data. This data provided valuable insights into origin-destination patterns, guiding the identification of key routes within the study area and informing the development of future route alternatives. One key takeaway from this analysis was learning that the volume of westbound traffic turning right and continuing north on US 41 is approximately twice that of the traffic making the Z-movement. This insight was crucial for projecting future traffic volumes.

The traffic analysis of existing conditions included an intersection Level of Service (LOS) assessment using Synchro and a travel time delay analysis using VISSIM to provide deeper insight into current traffic flow and operations. While most surface street intersections in the study area operate at acceptable service levels, major intersections, such as Cobb Parkway at Kennesaw Due West Road, experience significant delays during AM peak hours. The LOS analysis helped identify areas needing improvements to enhance traffic flow and reduce congestion. Based on this analysis, at least three conceptual realignment alternatives were developed for further evaluation. These alternatives will be assessed for cost, feasibility, and constructability for the established study years—Open Year (2032) and Design Year (2052)—to account for future traffic demands and projected growth, ultimately leading to the selection of a preferred alternative.

Stakeholder involvement has been actively promoted throughout the study, recognizing the significance of community input in shaping the realignment plans. By engaging stakeholders, including residents, businesses, and other interested parties, the study has fostered transparency, collaboration, and the inclusion of diverse perspectives. See Attachment B for the full Existing Conditions report.

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4.0 Future Conditions

Building on the existing conditions analysis, this section assesses future traffic flow and connectivity within the study area to identify the optimal realignment for McCollum Parkway. The goal is to develop an alignment that maximizes connectivity while minimizing disruption to area development, reducing impacts, and creating a more balanced travel corridor by improving connectivity and separating conflicting movements where possible. The analysis includes projecting future design-year traffic volumes for various alignment alternatives and evaluating their Level of Service (LOS), projected travel time, delay, and overall project costs and benefits.

Alternatives Analysis Methodology

This section details the assimilation and analysis of data used to evaluate future traffic conditions in coordination with the three alignment alternatives. It includes future traffic analysis results, incorporating Synchro and VISSIM analyses, to compare the future No-Build condition against the proposed alternatives. Key components of the analysis include analyzing future traffic operations and projected travel times for routes developed under the three alternative concept designs, as well as a systematic cost-benefit analysis to compare projected costs with estimated benefits for each alternative. The findings are then synthesized into conclusions and recommendations to guide the selection of the preferred realignment.

While the project initially considered a total of five alternatives (see Attachment F), the options were then refined to the current three final alternatives, as summarized below:

- The initial alternatives (Alternatives 1, 2, and 3) focused on re-aligning McCollum Parkway along with various infrastructure improvements in the study area resulting in the overall costs outweighing the benefits.

- Alternative 4 was originally divided into three phases, addressing the potential clearance of the Runway Protection Zone (RPZ). Phase 1 consisted of only closing Old 41 Hwy north of Airport Road and constructing the Airport Road extension. Phase 2 continued by constructing a new McCollum Parkway from its existing alignment utilizing portions of an abandoned railroad right-of-way (ROW) and new location to intersect Kennesaw Due West Road at Due West Circle. Phase 3 would then include all of Phase 2, along with construction of an alternate McCollum Parkway that shifted the existing alignment north to tie back into Cobb International Boulevard.

- Alternative 5 aimed to minimize the realignment of McCollum Parkway while exploring the possibility of realigning the roadway outside the RPZ. Additionally, this alternative sought to reduce congestion along Cobb Parkway (US 41) by optimizing the spacing of traffic signals.

During the traffic analysis, it became evident that the costs of the initial designs outweighed the anticipated benefits. Consequently, the focus shifted to more streamlined alternatives that prioritized the realignment of McCollum Parkway and traffic improvements. During this refinement process, elements from each of the five initial alternatives were integrated, resulting in the final three alternatives—1A, 4A, and 5A. These alternatives were thoroughly evaluated through traffic assessments, concept layouts, preliminary cost estimates, and benefit-cost analyses. Figure 1

below provides a comparison matrix of the three final alternatives, highlighting their impacts to support the selection of the preferred option.

Figure 1: Alternatives Analysis Matrix

Legend

Positive Impact ✓ | Negative Impact ✗ | Neutral ~

Cost: $ <$35M | $$ $35<50M | $$$ >$50

Impacts: <25 | 25<30 | >30

Scoping Study for the Realignment of Cobb Parkway at McCollum Parkway
Alternatives Analysis Matrix

	Impacts									
	Improved Traffic Operations (Z-movement)	Number of Intersections (Conflict Points)	Roadway Connectivity	Bicycle and Pedestrian Mobility/Safety	Future Transit Mobility	Freight Routing / Connectivity	Total Cost	Property Impacts (Right-of-Way)	Environmental Impacts	Emergency Access
Alternative 1A - McCollum Pkwy Alignment with Summers St'	✓	✓	✓	✓	✓	✓	$	<25	✗	✓
Alternative 4A - McCollum - Kennesaw Due West Connector	~	✗	~	✓	✓	~	$$	<25	✗	~
Alternative 5A - Realigning McCollum Parkway to the North	✓	~	✓	✓	✓	✓	$$$	25<30	~	✓

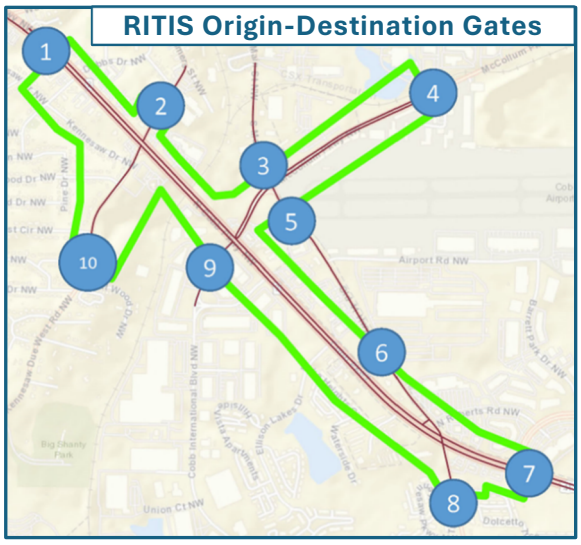
Future Traffic Volume Projections

Future traffic volumes were developed for the established study years 2032 (Opening Year) and 2052 (Design Year) utilizing the future (background) No-Build traffic volumes as the basis, then applying the RITIS data according to the origin/destination gates and travel time and speed data captured within the traffic analysis study area. Below is a step-by-step summary:

1. The established growth rate of 1% was applied to the existing turning movement count (TMC) volumes for the six existing count locations to develop traffic volumes for the AM and PM peak hours for the Opening and Design Years to represent the future No-Build Condition volumes.

2. Approach/departure volumes were then determined at each of the six baseline intersections:
   1) Cobb Parkway (US 41) at Kennesaw Due West Road
   2) S Main St at McCollum Parkway
   3) Cobb Parkway (US 41) at McCollum Parkway
   4) Old 41 Highway at Airport Road
   5) Cobb Parkway (US 41) at Ellison Lakes Drive
   6) Cobb Parkway (US 41) at Old 41 Highway

3. The RITIS data origin-destination trip distribution percentages from Tables 10-12 in the Existing Conditions report were then applied to these approach volumes using the origin-destination (OD) gates from Figure 11 of that report (shown to the right) to develop a matrix of volumes for each OD combination.



4. These future volumes were then applied to each of the original six count locations, and then assigned throughout the study area road network intersections according to each of the proposed alternatives.

5. Engineering judgement was then used to adjust volumes to account for internal capture and the revised roadway network resulting from each of the proposed alternatives to develop the final Build Condition traffic volumes for each alternative.

The result of the No Build intersection LOS analysis shows that four of the six key project intersections are operating at or near capacity during at least one of the peak periods indicating targeted improvements are necessary. Figure 2 displays the LOS analysis results under the 2052 No-Build Condition followed by a brief summary.

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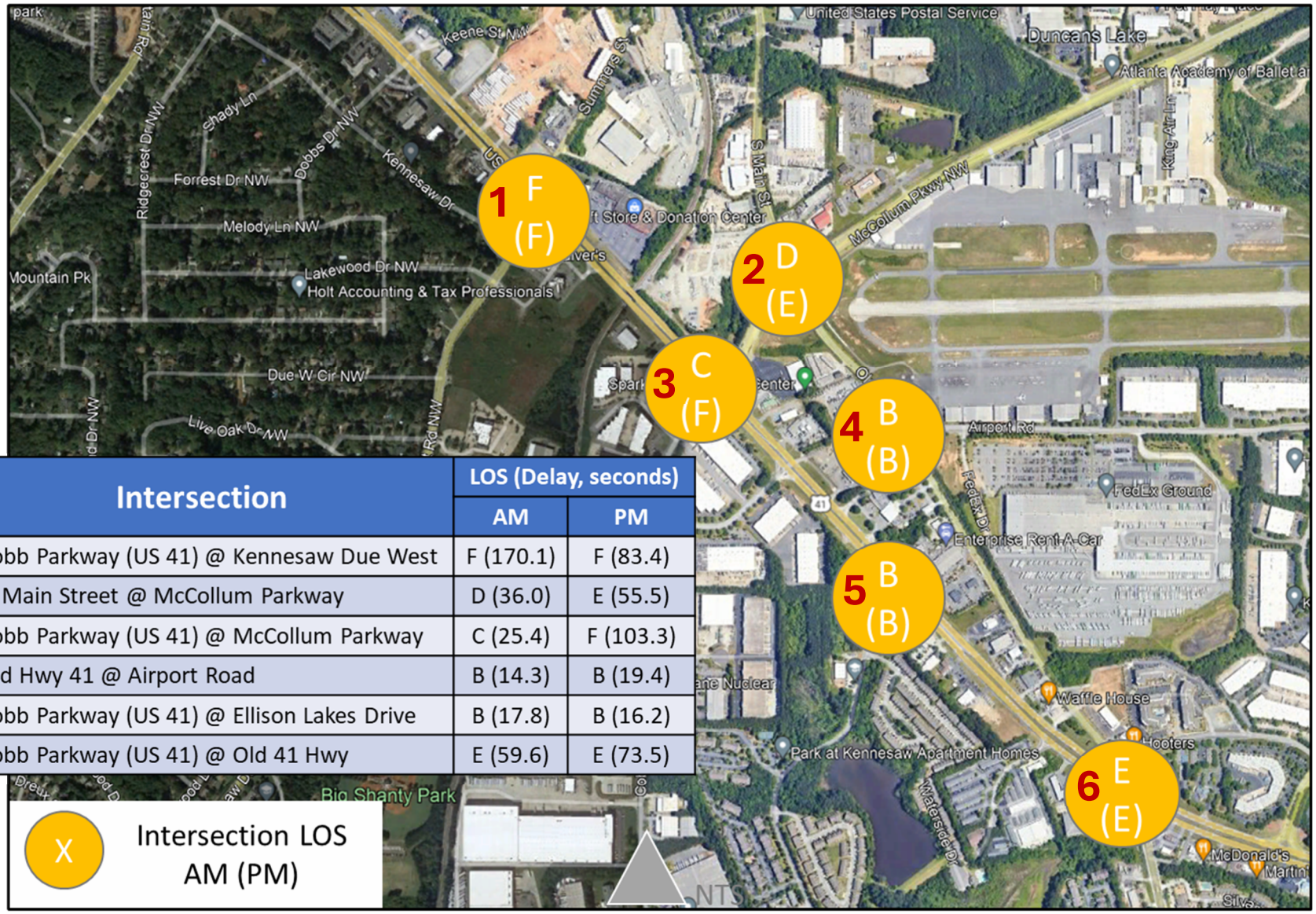
Figure 2: No-Build 2052 Synchro LOS Results



Intersection	LOS (Delay, seconds)	
	AM	PM
1 Cobb Parkway (US 41) @ Kennesaw Due West	F (170.1)	F (83.4)
2 S. Main Street @ McCollum Parkway	D (36.0)	E (55.5)
3 Cobb Parkway (US 41) @ McCollum Parkway	C (25.4)	F (103.3)
4 Old Hwy 41 @ Airport Road	B (14.3)	B (19.4)
5 Cobb Parkway (US 41) @ Ellison Lakes Drive	B (17.8)	B (16.2)
6 Cobb Parkway (US 41) @ Old 41 Hwy	E (59.6)	E (73.5)

Intersection 1 – Cobb Parkway (US 41) @ Kennesaw Due West Road / Summers Street

Experiencing significant delay and failing LOS during both AM and PM peak hours

Intersection 2 – S Main Street / Old 41 Highway @ McCollum Parkway

Performs adequately but shows moderate delay in the PM peak (LOS D)

Intersection 3 – Cobb Parkway (US 41) @ Cobb International Boulevard / relocated S Main Street

Experiences higher delays in the PM peak (LOS F) compared to the AM peak (LOS C), indicating evening congestion.

Intersection 4 – Airport Road @ Old 41 Highway

Operates efficiently with LOS B during both AM and PM peak hours

Intersection 5 – Cobb Parkway (US 41) @ Ellison Lakes Drive

Operates efficiently with LOS B during both AM and PM peak hours

Intersection 6 – Cobb Parkway (US 41) @ Old 41 Highway

Operating near capacity (LOS E) in both AM and PM peak hours

Description and Analysis of Future Build Alternatives

Using all of the data and methodology previously discussed, this section will describe and analyze the unique attributes of each of the three future build alignment alternatives.

Alternative 1A – McCollum Parkway Realignment-4 Lanes

Figure 3 shows the final concept drawing of the original realignment alternative. This alternative would construct a 4-lane divided bypass roadway on new location utilizing existing railroad right-of-way, connecting to a realigned Summers Street before intersecting with Cobb Parkway (US 41) at Kennesaw Due West Road. This alternative would construct two new bridges and two new traffic signals, while requiring modifications to the signal at Cobb Parkway (US 41)/Kennesaw Due West Road intersection.

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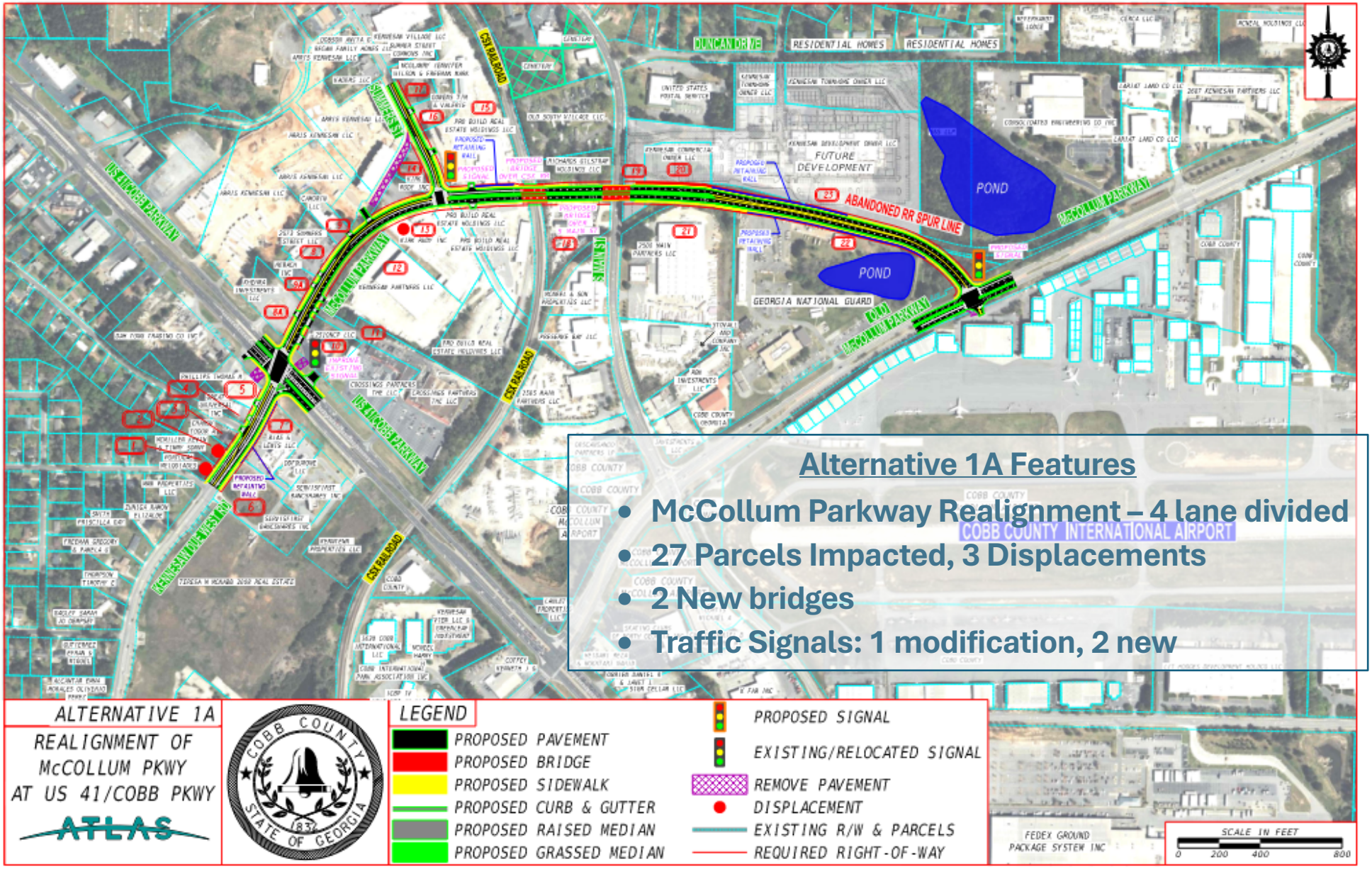
Figure 3: Alternative 1A Concept Layout



Synchro LOS Results

Figure 4 shows the future Synchro results for the 2052 Design Year followed by a discussion of any significant geometric or configuration changes at the affected intersections, as well as the impact of these analysis results. Given the volume of information, this discussion will focus solely on the final 2052 Build Condition. The full results of the Synchro analysis, including the 2032 Build Condition, are provided in Attachment C.

Intersection 1 – Cobb Parkway (US 41) @ Kennesaw Due West Road/(relocated) Summers Street

- This intersection would now be the western terminus of re-located McCollum Parkway
- Relocate Summers Street to intersect new McCollum Parkway approximately 370 feet east
- LOS improves from F to E for both peak hours, but significant delays remain.

Intersection 2 – S Main Street / Old 41 Highway @ McCollum Parkway

- This is a new intersection with different volumes; cannot be compared to existing intersection
- No change is observed between the existing and build conditions; LOS C maintained during both peak hours

Intersection 3 – Cobb Parkway (US 41) @ McCollum Parkway

- Existing McCollum Pkwy replaced by relocated S Main Street intersecting US 41 300' north
- LOS improves from F to D during PM peak, indicating better but still moderate performance

Intersection 8 (new) – Kennesaw Due West Extension @ (relocated) Summers Street

- New 3-way signalized intersection
- Add separate EB left-turn lane; outside WB approach transitions into separate right-turn lane
- East and westbound through movements on Kennesaw Due West Extension based on RITIS data; operates efficiently under build condition, LOS B/B (am/pm)

Intersection 10 (new) – Kennesaw Due West Extension @ McCollum Parkway

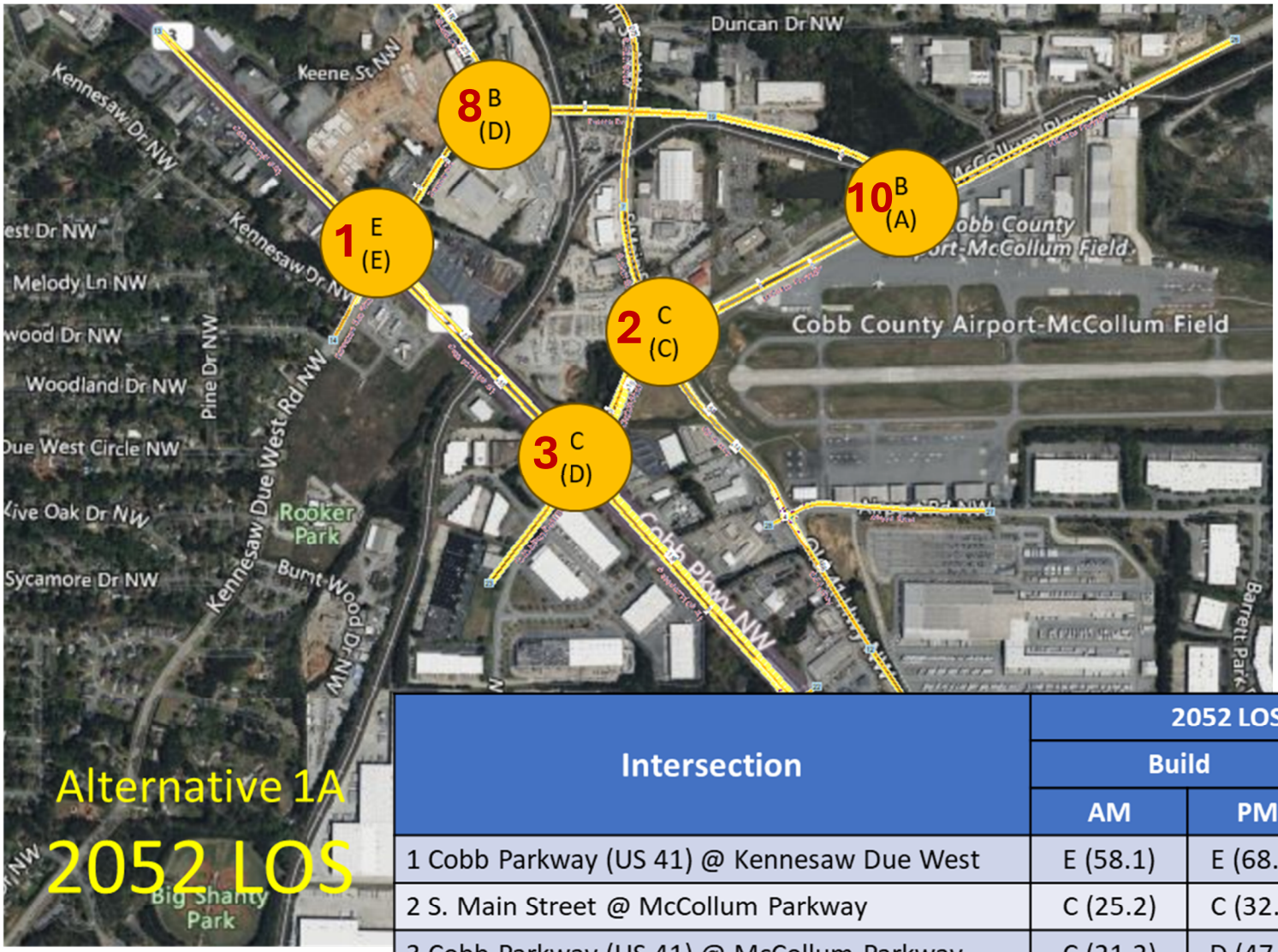
- Through movement on McCollum Parkway remains on the existing alignment
- Turning movements to/from the new extension based on trip generation for remaining existing commercial/institutional destinations
- Two-lane southbound approach transitions into separate inside left-turn lane and outside shared left-right turn lane
- Separate left-turn lanes on both EB and WB approaches, with separate right-turn lane on westbound approach

Overall, Alternative 1A improves traffic conditions at the existing intersection of Cobb Parkway (US 41) at McCollum Parkway during the PM peak but the existing intersection of US 41 at Kennesaw Due West Road still requires improvement due to its near-capacity operation (LOS E).

VISSIM Travel Time Results

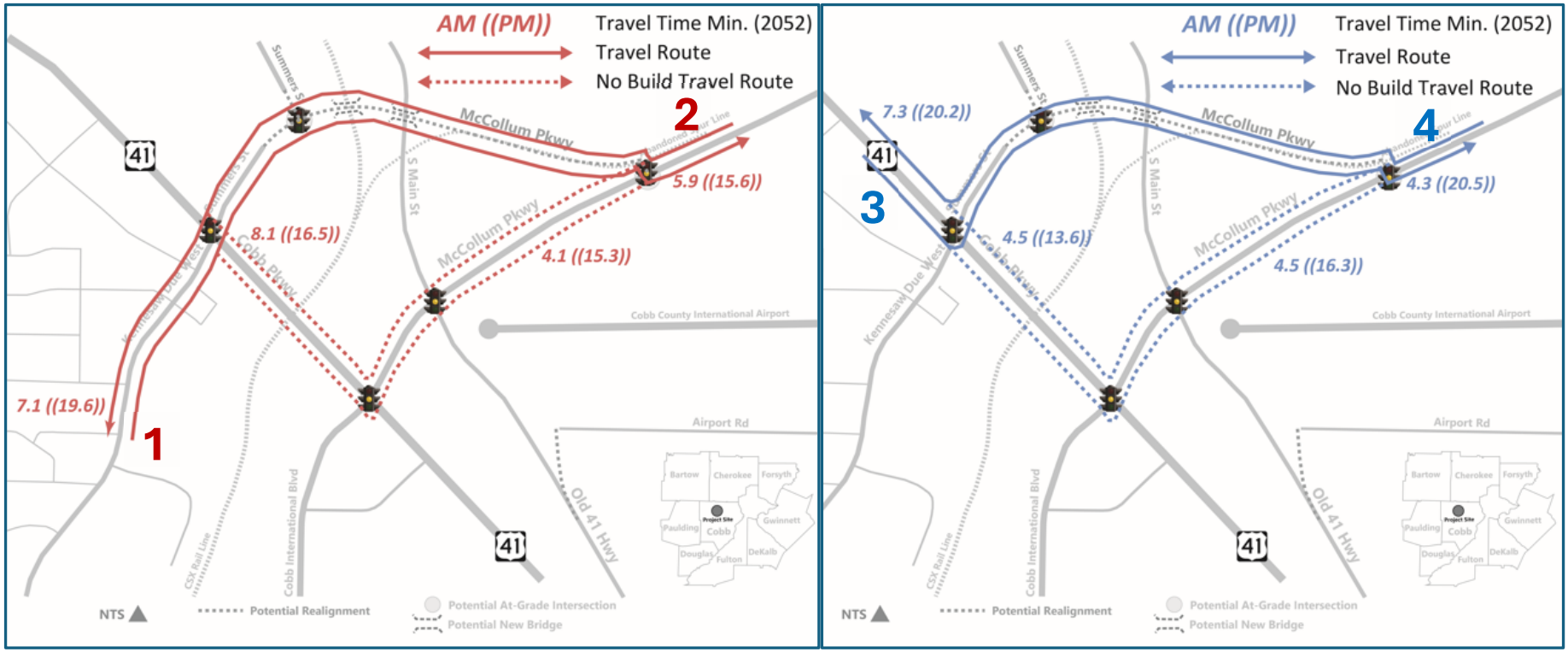
Figure 5 shows the results of the VISSIM analysis for Alternative 1A to assess its operational performance, including traffic flow, delay, and overall efficiency followed by a discussion of its operational performance. Given the volume of information, this discussion will focus solely on the final 2052 Build Condition. The full results of the VISSIM analysis, including the 2032 Build Condition, are provided in Attachment D.

Figure 4: Alternative 1A 2052 Synchro LOS Results



Intersection	2052 LOS (Delay, seconds)			
	Build		No-Build	
	AM	PM	AM	PM
1 Cobb Parkway (US 41) @ Kennesaw Due West	E (58.1)	E (68.5)	F (170.1)	F (83.4)
2 S. Main Street @ McCollum Parkway	C (25.2)	C (32.6)	D (36.0)	E (55.5)
3 Cobb Parkway (US 41) @ McCollum Parkway	C (21.2)	D (47.8)	C (25.4)	F (103.3)
8 Kennesaw Due West Ext @ Summers St	B (15.2)	D (45.2)	n/a	n/a
10 Kennesaw Due West Ext @ McCollum Pkwy	B (10.8)	A (8.2)	n/a	n/a

Figure 5: Alternative 1A 2052 VISSIM Travel Time Results



Route	Build		No-Build	
	AM	PM	AM	PM
1 Kennesaw Due West NB – McCollum Pkwy EB	5.9 min	15.6 min	4.1 min	15.3 min
2 McCollum Pkwy WB – Kennesaw Due West SB	7.1 min	19.6 min	8.1 min	16.5 min
3 US41 SB – McCollum Pkwy EB	4.3 min	20.5 min	4.5 min	16.3 min
4 McCollum Pkwy WB – US41 NB	7.3 min	20.2 min	4.5 min	13.6 min

Route 1 – Kennesaw Due West Road NB to McCollum Parkway EB (No-build vs. Build):

- Travel time increases 31% from 4.1 to 5.9 minutes in the AM peak hour, indicating that while westbound movements improve, there may be more congestion eastbound due to changes in traffic flow or capacity constraints under the build condition.
- Travel time from Kennesaw Due West Road to Old McCollum Parkway remains fairly stable, with only a slight increase (2%) from 15.3 to 15.6 minutes in the PM peak hour. However, the high PM travel times indicate that this route remains heavily congested in both scenarios.

Route 2 – McCollum Parkway WB to Kennesaw Due West Road SB (No-build vs. Build):

- Travel time decreases 14% from 8.1 to 7.1 minutes in the AM peak hour, suggesting that the proposed extension of Kennesaw Due West will help alleviate some of the congestion in the westbound direction.
- Travel time however increases 16% from 16.5 to 19.6 minutes during the PM peak hour, highlighting that while the morning peak may see marginal improvements, the evening peak faces significant delays with the new alignment. This increase suggests that the capacity and alignment adjustments may not be sufficient to handle the demand during the PM peak.

Route 3 – Cobb Parkway (US 41) SB to McCollum Parkway EB (No-build vs. Build):

- Travel time decreases slightly during the AM peak hour from 4.5 to 4.3 minutes, suggesting a minor improvement in this movement.
- Travel time increases 20% from 16.3 to 20.5 minutes during the PM peak hour, showing that evening congestion worsens significantly for eastbound movements due to changes in traffic volumes along this route under the build condition.

Route 4 – McCollum Parkway WB to Cobb Parkway (US 41) NB (No-build vs. Build):

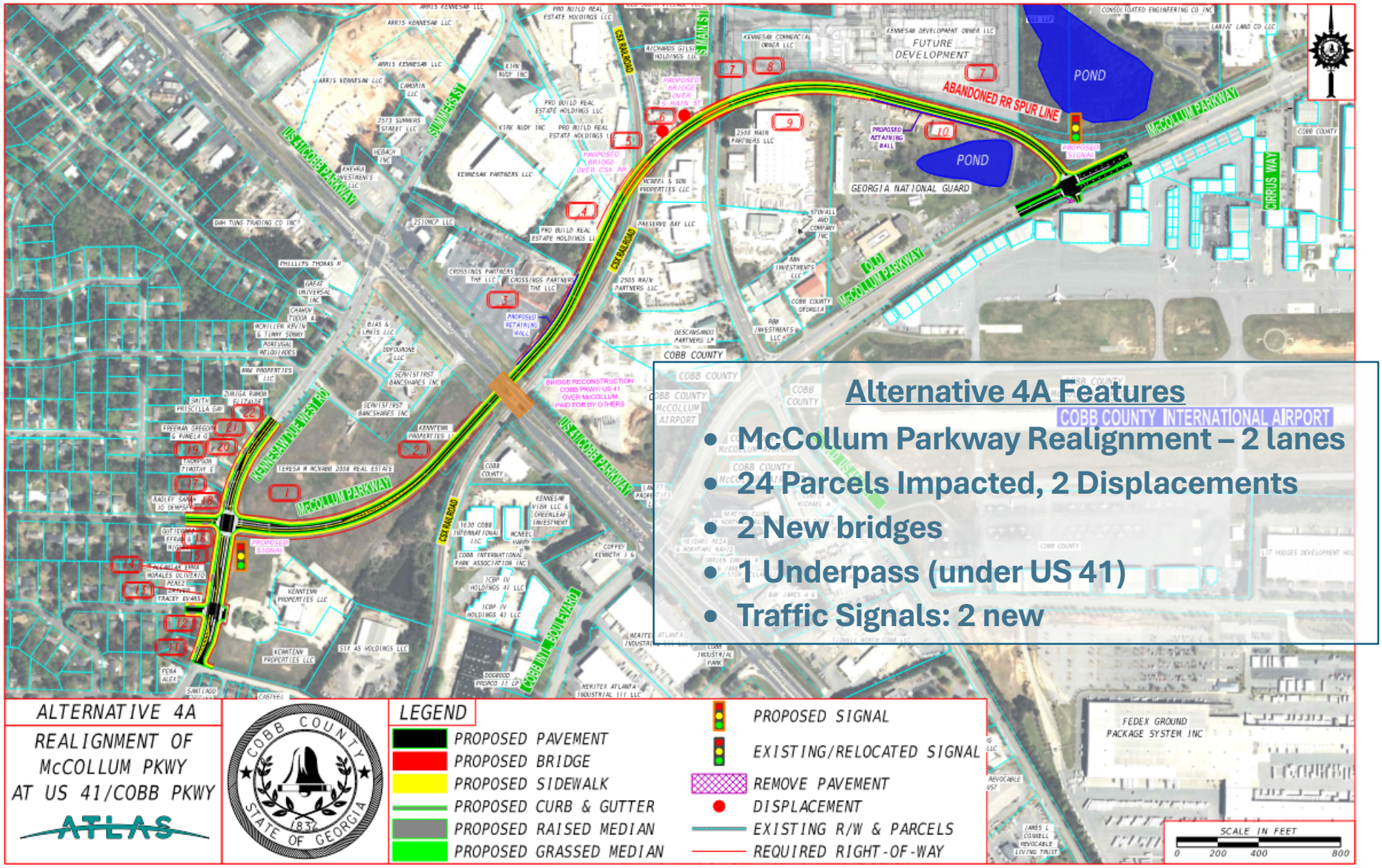
- Travel time increases 38% from 4.5 to 7.3 minutes during the AM peak hour, indicating that while improvements are being made elsewhere, this route is experiencing more congestion in the build scenario, possibly due to rerouted traffic as a result of changes in travel demand patterns.
- Travel times increase 32% in the PM peak from 13.6 to 20.2 minutes, indicating that the proposed changes do not adequately address the PM peak hour demand for westbound travel under the build scenario.

Overall, the build scenario under Alternative 1A provides modest benefits during the AM peak hour but shows notable deterioration during the PM peak hour, particularly on these two major corridors.

Alternative 4A – McCollum Parkway Realignment-2 Lanes

This alternative proposes constructing a two-lane direct bypass roadway connecting the existing McCollum Parkway to Kennesaw Due West Road (see Figure 6). Like Alternative 1A, the route would follow sections of an abandoned railroad right-of-way (ROW) to cross S Main Street and the CSXT railroad. It would then pass under Cobb Parkway (US 41), running parallel to the railroad, before continuing on new location along a new alignment to intersect Kennesaw Due West Road at Due West Circle, approximately 1,500 feet (0.29 miles) from US 41.

Figure 6: Alternative 4A Concept Layout



Synchro LOS Results

Figure 7 shows the future Synchro results for Alternative 4A for the 2052 Design Year followed by a discussion of any significant geometric or configuration changes at the affected intersections, as well as the impact of these analysis results. As before, this discussion will focus solely on the final 2052 Build Condition. The full results of the Synchro analysis, including the 2032 Build Condition, are provided in Attachment C.

Intersection 1 – Cobb Parkway (US 41) @ Kennesaw Due West Road/Summers Street

- No changes to existing configuration
- Reductions to EB right-turn and NB left-turn due to new bypass roadway
- Improves AM/PM peak hour LOS from F to E and F to D respectively compared to No-build

Intersection 2 – S Main Street/Old 41 Highway @ McCollum Parkway

- No changes to existing configuration
- Reductions in EB/WB through volumes due to new bypass roadway
- Improves AM/PM peak hour LOS from D to C and E to D respectively compared to No-build

Intersection 3 – Cobb Parkway (US 41) @ McCollum Parkway

- No changes to existing configuration
- Reductions to WB right-turn and SB left-turn due to new bypass roadway
- Improves PM peak hour LOS from F to D, but the AM peak hour LOS remains at C

Intersection 10 (new) – McCollum Parkway Connector @ McCollum Pkwy/Old McCollum Pkwy

- Similar layout to Alternative 1A, but McCollum Parkway Connector intersects as the side-street
- Turning movements to/from McCollum Parkway Connector only comprise “Z” travel movement
- Same lane configuration on McCollum Parkway as shown in Alternative 1A
- Favorable AM/PM peak hour LOS of B (12.1s) and A (6.7s) respectively

Intersection 11 (new) – Kennesaw Due West Road @ McCollum Parkway Connector/Due West Circle

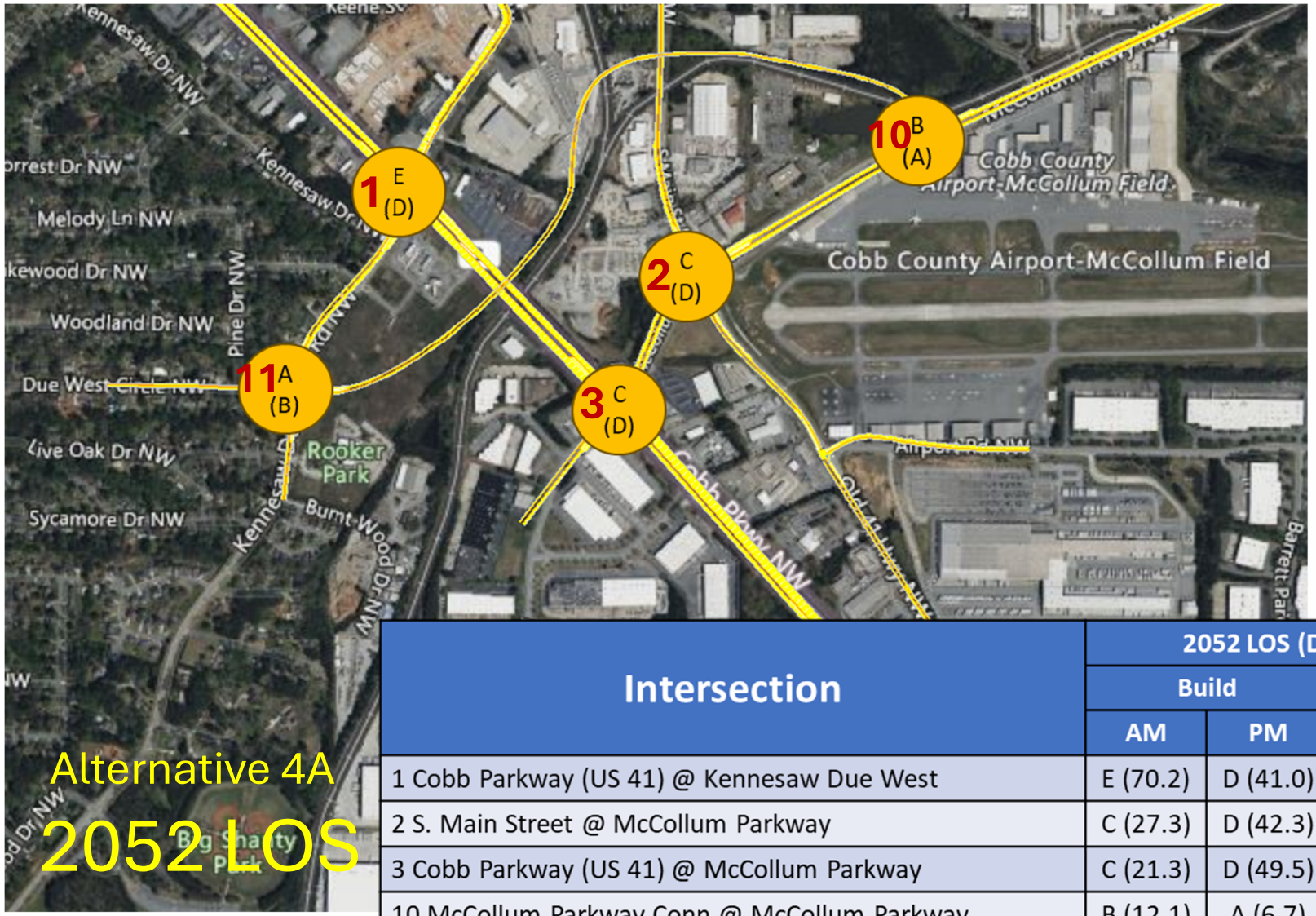
- Transitions to 4-way signalized intersection; western terminus of McCollum Parkway Connector
- WB approach features separate turn lanes; all other approaches would only require re-striping
- Favorable AM/PM peak hour LOS of A (6.2s) and B (17.8s) respectively

Overall, Alternative 4A offers little improvement over Alternative 1A for the primary Z travel movement. It slightly improves conditions at Intersection 1, raising the level of service (LOS) from E to D during the PM peak hour, but has virtually no impact at Intersection 3. At Intersection 2, it actually worsens conditions, reducing the LOS from C to D during the PM peak hour.

VISSIM Travel Time Results

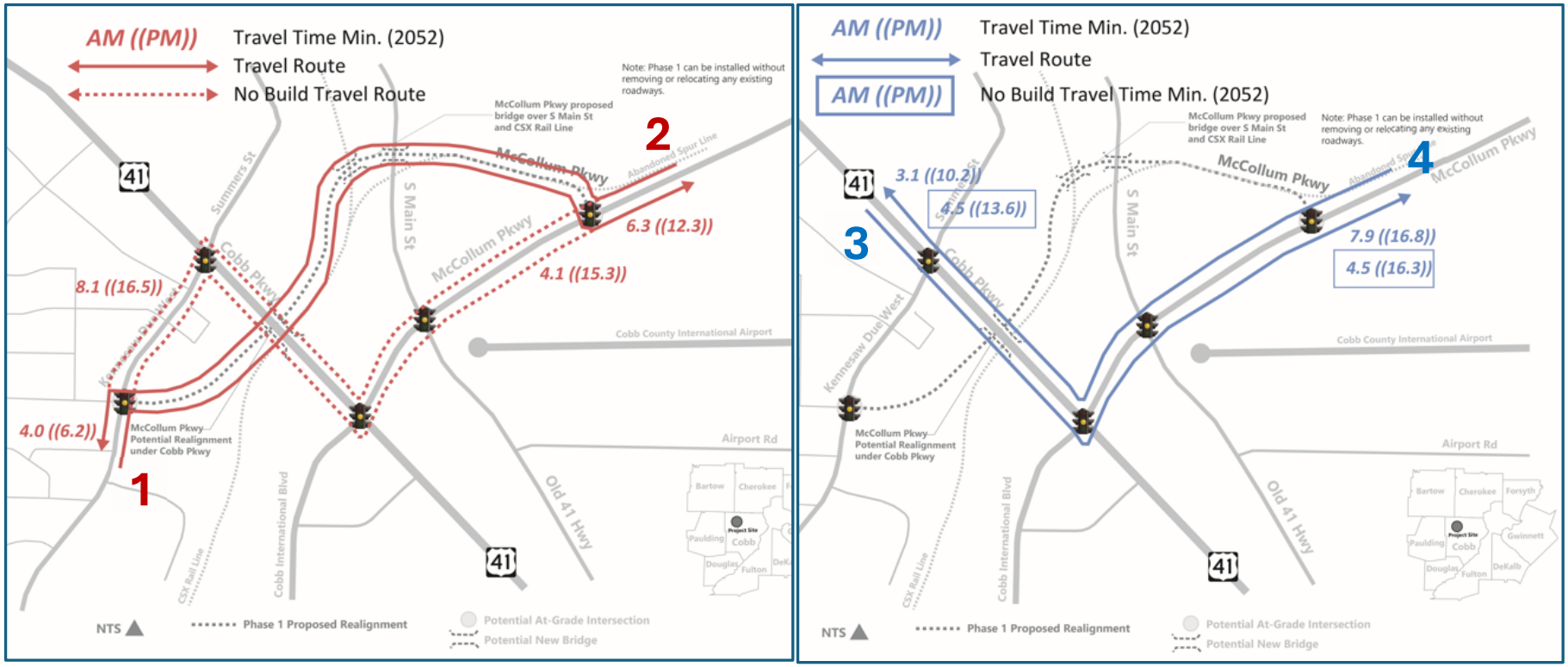
Figure 8 shows the results of the VISSIM analysis for Alternative 4A to assess its operational performance, including traffic flow, delay, and overall efficiency followed by a discussion of its operational performance. As before, this discussion will focus solely on the final 2052 Build Condition. The full results of the VISSIM analysis, including the 2032 Build Condition, are provided in Attachment D.

Figure 7: Alternative 4A 2052 Synchro LOS Results



Intersection	2052 LOS (Delay, seconds)			
	Build		No-Build	
	AM	PM	AM	PM
1 Cobb Parkway (US 41) @ Kennesaw Due West	E (70.2)	D (41.0)	F (170.1)	F (83.4)
2 S. Main Street @ McCollum Parkway	C (27.3)	D (42.3)	D (36.0)	E (55.5)
3 Cobb Parkway (US 41) @ McCollum Parkway	C (21.3)	D (49.5)	C (25.4)	F (103.3)
10 McCollum Parkway Conn @ McCollum Parkway	B (12.1)	A (6.7)	n/a	n/a
11 Kennesaw Due West @ McCollum Parkway Conn/Due West Circle	A (6.2)	B (17.8)	n/a	n/a

Figure 8: Alternative 4A 2052 VISSIM Travel Time Results



Route	Build		No-Build	
	AM	PM	AM	PM
1 Kennesaw Due West NB – McCollum Pkwy EB	6.3 min	12.3 min	4.1 min	15.3 min
2 McCollum Pkwy WB – Kennesaw Due West SB	4.0 min	6.2 min	8.1 min	16.5 min
3 US41 SB – McCollum Pkwy EB	7.9 min	16.8 min	4.5 min	16.3 min
4 McCollum Pkwy WB – US41 NB	3.1 min	10.2 min	4.5 min	13.6 min

Route 1 – Kennesaw Due West Road NB to McCollum Parkway EB (No-build vs. Build):

- AM Peak: Travel time increases 35% from 4.1 to 6.3 minutes, a slight increase over Alternative 1A, indicating no benefit from this new alignment.
- PM Peak: Travel time decreases 24% from 15.3 to 12.3 minutes, showing a noticeable improvement for eastbound traffic in the evening peak.

Route 2 – McCollum Parkway WB to Kennesaw Due West Road SB (No-build vs. Build):

- AM Peak: Travel time is cut in half, down from 8.1 to 4.0 minutes, indicating substantial improvement from the new connector roadway during the morning peak.
- PM Peak: A four-fold reduction in travel time is realized, down from 16.5 to 6.2 minutes, indicating the new alignment provides the most benefit during the evening peak.

Route 3 – Cobb Parkway (US 41) SB to McCollum Parkway EB (No-build vs. Build):

- AM Peak: Travel time increases over 40% from 4.5 to 7.9 minutes in the build scenario, indicating that this alternative is not providing relief to westbound traffic during the morning peak.
- PM Peak: Travel time is about the same as the no-build scenario, and actually increases slightly (~ 3%), but is noticeably better than Alternative 1A. Overall, the new 2-lane alignment is still not providing relief for eastbound movements.

Route 4 – McCollum Parkway WB to Cobb Parkway (US 41) NB (No-build vs. Build):

- AM Peak: The travel time improves by 43% from 4.5 to 3.1 minutes, indicating that the proposed improvements lead to more efficient westbound traffic flow during the morning peak.
- PM Peak: This route shows the most improvement thus far under Alternative 4A, with travel time decreasing by 33% from 13.6 to 10.2 minutes in the build scenario, indicating definite improvements for both the AM and PM peak hours under the proposed build condition.

Overall, Alternative 4A provides slightly better improvement over Alternative 1A with five of the eight peak hour travel times showing measurable improvement. However, it is still not providing relief to Routes 1 in the AM peak hour and 3 overall.

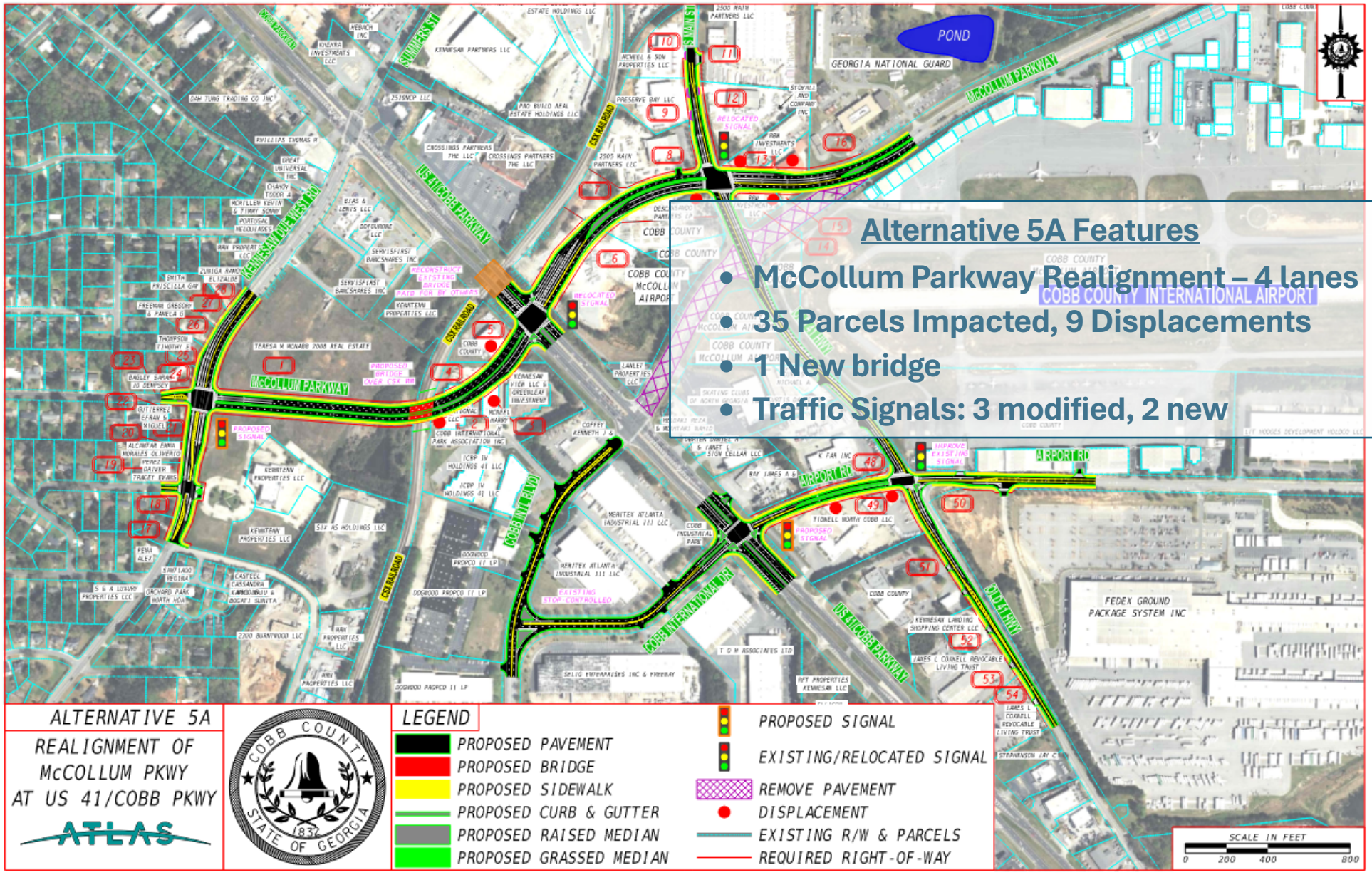
Alternative 5A – McCollum Parkway Realignment

Alternative 5A proposes a slight northward realignment of McCollum Parkway rather than constructing a new roadway. It would intersect South Main Street/Old 41 Highway and Cobb Parkway (US 41) at new locations north of their current intersections. From there, it would follow a new alignment—similar to Alternative 4A—before connecting with Kennesaw Due West Road across from Due West Circle (see Figure 9).

Additionally, this alternative includes extending Airport Road to intersect Cobb Parkway across from Cobb International Drive, as suggested in earlier concepts. This extension would create an additional east-west connection, helping to distribute traffic demand and reduce turning movements at South Main Street and McCollum Parkway.

With the removal of a segment of McCollum Parkway, Cobb International Boulevard would terminate in a cul-de-sac. Overall, Alternative 5A aims to improve east-west connectivity, enhance spacing between major intersections, and alleviate the existing "Z" travel movement.

Figure 9: Alternative 5A Concept Layout



Synchro LOS Results

Figure 10 shows the future Synchro results for Alternative 5A for the 2052 Design Year followed by a discussion of any significant geometric or configuration changes at the affected intersections resulting from these results. As before, this discussion will focus on the 2052 Build Condition. The full Synchro analysis results, including the 2032 Build Condition, are provided in Attachment C.

Intersection 1 – Cobb Parkway (US 41) @ Kennesaw Due West Road/Summers Street

- No changes to existing configuration
- Slight reductions to EB right-turn and NB left-turn due to McCollum Parkway realignment
- Improves AM and PM peak-hour LOS from F to E and F to D, respectively, compared to the No-Build. This performance is consistent with Alternative 4A but with slightly increased delay.

Intersection 2 (relocated) – S Main Street/Old 41 Highway @ McCollum Parkway

- Although relocated, the overall intersection geometry remains largely unchanged. The only modification is to the southbound approach, which will be revised to include a separate turn lane for each movement. All other approaches will retain their existing lane configurations.
- Improves AM and PM peak-hour LOS from D to C and E to D, respectively, compared to the No-Build, consistent with Alternative 4A but with slightly better performance (reduced delay).

Intersection 3 (relocated) – Cobb Parkway (US 41) @ McCollum Parkway

- The intersection would be relocated and slightly expanded to align with the S-curve of McCollum Parkway as it crosses US 41. While all approaches would undergo geometric modifications, only the westbound approach would see an operational improvement. The shared through/left-turn lane would be separated into two dedicated through lanes and two separate left-turn lanes.
- AM LOS remains at C but with slightly increased delay; PM LOS improves greatly from F to D

Intersection 4 – Old Hwy 41 @ Airport Road/Airport Road Extension

- Converts to a four-way signalized intersection with minor geometric adjustments to accommodate the new eastbound approach, while maintaining existing lane configurations.
- PM LOS declines from B to E as a result of additional thru traffic on Old Hwy 41 and

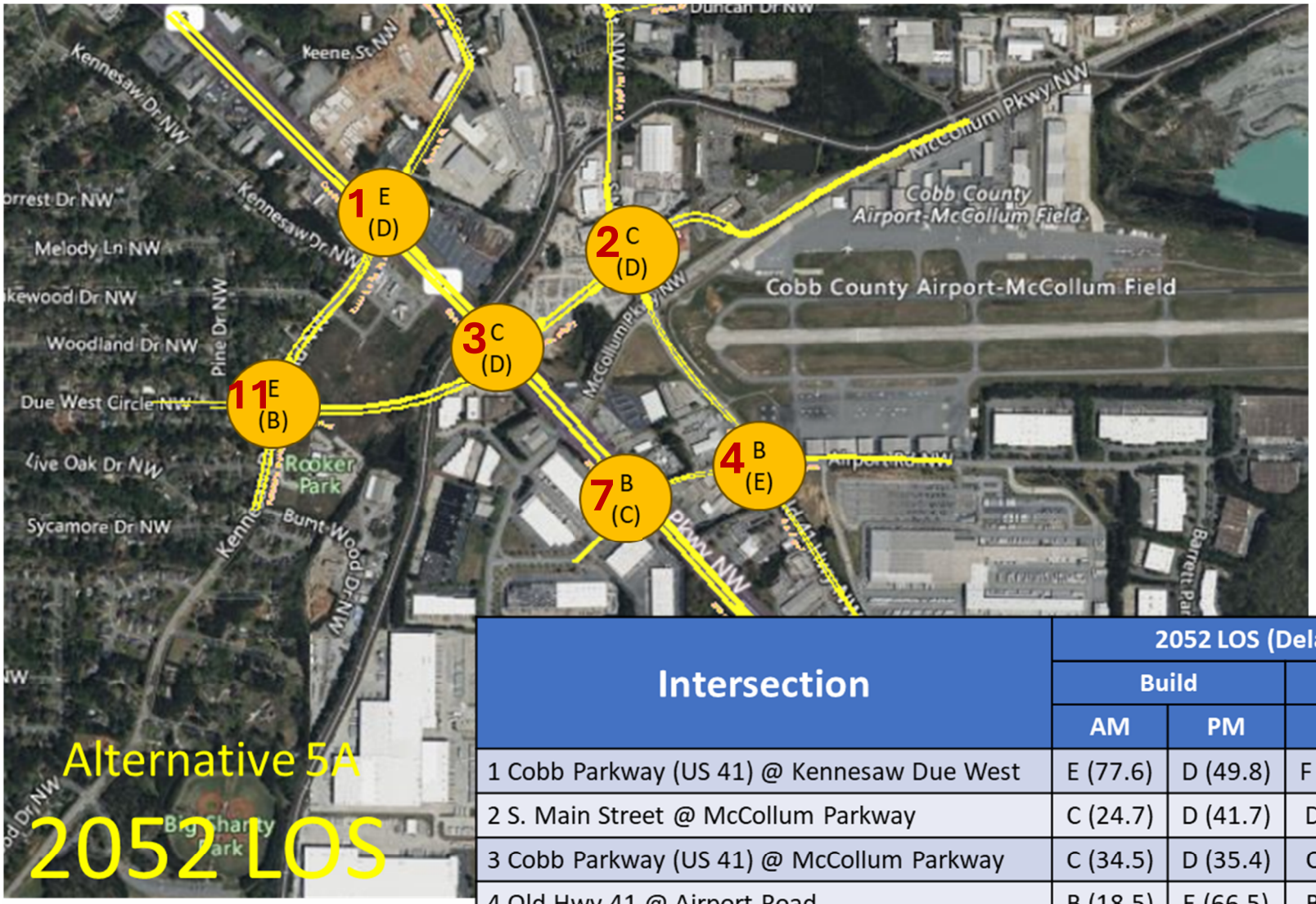
Intersection 7 (new) – Cobb Parkway (US 41) @ Airport Road Extension

- Converts an existing median opening on US 41 at Cobb International Drive to a 4-way signalized intersection with the extension of Airport Road
- Favorable AM/PM peak hour LOS of B (12.8s) and C (23.4s) respectively

Intersection 11 (new) – Kennesaw Due West Road @ McCollum Parkway Conn/Due West Circle

- Similar to Alternative 4A, it transitions to 4-way signalized intersection and forms western terminus of the realigned and extended McCollum Parkway
- Maintains a similar configuration to Alternative 4A, but with modifications: the westbound approach will include double left-turn lanes and a shared through/right-turn lane, while the southbound approach will gain a second left-turn lane
- Compared to Alternative 4A, AM LOS declines significantly from A to E, but PM LOS remains at B

Figure 10: Alternative 5A 2052 Synchro LOS Results



Intersection	2052 LOS (Delay, seconds)			
	Build		No-Build	
	AM	PM	AM	PM
1 Cobb Parkway (US 41) @ Kennesaw Due West	E (77.6)	D (49.8)	F (170.1)	F (83.4)
2 S. Main Street @ McCollum Parkway	C (24.7)	D (41.7)	D (36.0)	E (55.5)
3 Cobb Parkway (US 41) @ McCollum Parkway	C (34.5)	D (35.4)	C (25.4)	F (103.3)
4 Old Hwy 41 @ Airport Road	B (18.5)	E (66.5)	B (14.3)	B (19.4)
7 Cobb Parkway (US 41) @ Airport Road Ext.	B (12.8)	C (23.4)	n/a	n/a
11 Kennesaw Due West @ McCollum Pkwy	E (70.1)	B (14.4)	n/a	n/a

VISSIM Travel Time Results

Figure 11 shows the results of the VISSIM analysis for Alternative 5A for the 2052 Design Year followed by a discussion of any significant geometric or configuration changes at the affected intersections resulting from these results. As before, this discussion will focus on the 2052 Build Condition. The full Synchro analysis results, including the 2032 Build Condition, are provided in Attachment D.

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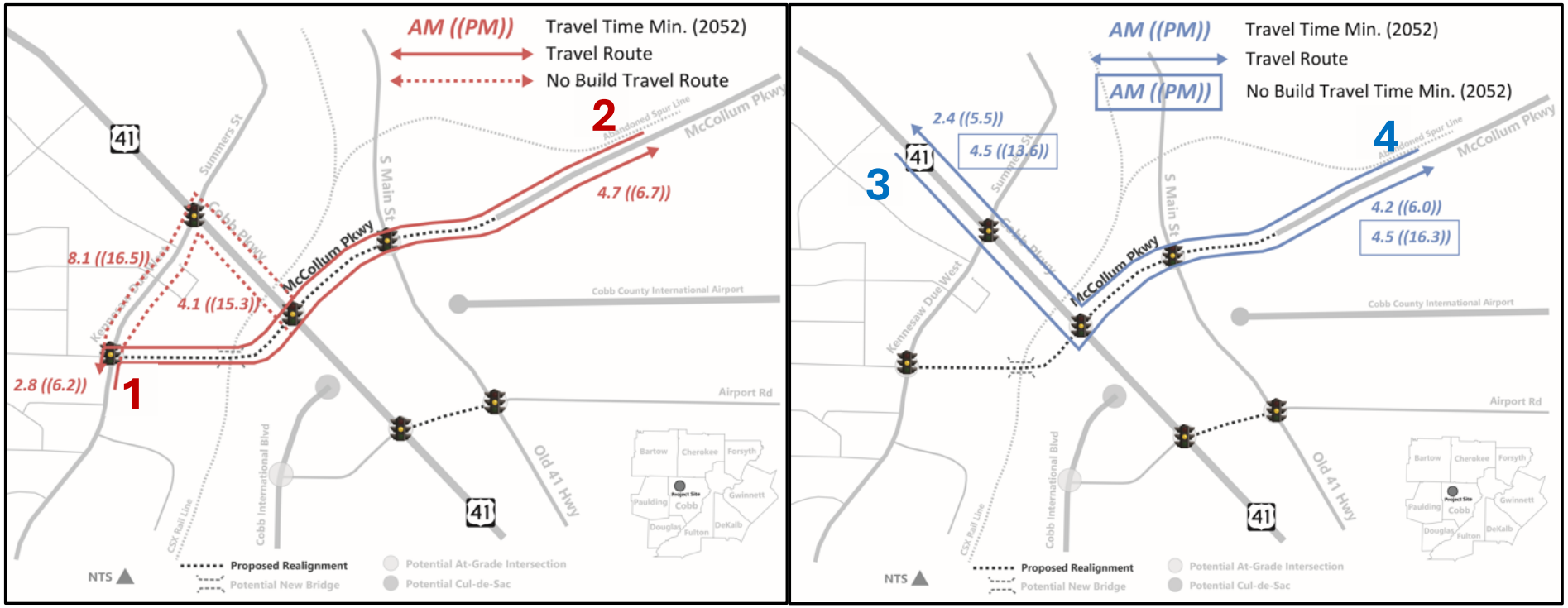
Figure 11: Alternative 5A 2052 VISSIM Travel Time Results



Route	Build		No-Build	
	AM	PM	AM	PM
1 Kennesaw Due West NB – McCollum Pkwy EB	4.7 min	6.7 min	4.1 min	15.3 min
2 McCollum Pkwy WB – Kennesaw Due West SB	2.8 min	6.2 min	8.1 min	16.5 min
3 US41 SB – McCollum Pkwy EB	4.2 min	6.0 min	4.5 min	16.3 min
4 McCollum Pkwy WB – US41 NB	2.4 min	5.5 min	4.5 min	13.6 min

Route 1 – Kennesaw Due West Road NB to McCollum Parkway EB (No-build vs. Build):

- AM Peak: Travel time increases by over 10% from 4.1 to 4.7 minutes, which still indicates no relief is being provided to this route; however, it is the least increase of all the alternatives.
- PM Peak: Travel time is cut to less than half, down 128% from 15.3 to 6.7 minutes, showing the most improvement for eastbound traffic in the evening peak of all the alternatives.

Route 2 – McCollum Parkway WB to Kennesaw Due West Road SB (No-build vs. Build):

- AM Peak: This route realizes the most improvement with travel time dropping four-fold, down from 8.1 to 2.8 minutes, the most improvement of all four routes across all eight time periods.
- PM Peak: This route realizes the same reduction as Alternative 4A, reducing travel time four-fold, down from 16.5 to 6.2 minutes. This indicates that although this alternative introduces additional components, it still provides maximum benefit during the evening peak.

Route 3 – Cobb Parkway (US 41) SB to McCollum Parkway EB (No-build vs. Build):

- AM Peak: Travel time decreases slightly from 4.5 to 4.2 minutes, showing minor improvement; however, this is the first time this route realizes a reduction over the prior two alternatives.
- PM Peak: Travel time decreases almost three-fold, down from 16.3 to 6.0 minutes, the most improvement over all the eight time periods other than Route 2 during the AM peak hour.

Route 4 – McCollum Parkway WB to Cobb Parkway (US 41) NB (No-build vs. Build):

- AM Peak: The travel time decreases from 4.5 minutes in the no-build scenario to 2.4 minutes in the build scenario, indicating that the proposed improvements lead to more efficient westbound traffic flow during the morning peak.
- PM Peak: The travel time decreases significantly from 13.6 minutes in the no-build scenario to 5.5 minutes in the build scenario, suggesting that evening congestion is successfully reduced under the proposed build condition.

Overall, while some routes show only minor improvements in the morning, all alternatives significantly reduce evening congestion. Route 2 achieves the most substantial gains, especially during the AM peak, while Route 1 delivers the greatest improvement for eastbound travel in the PM peak. These results highlight the effectiveness of the proposed build scenario in enhancing overall traffic flow, particularly during the evening rush hour.

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Benefit-Cost Analysis

Analysis components

The benefit-to-cost (B/C) ratio for the proposed project was estimated based on the Georgia Department of Transportation's (GDOT) latest B/C methodology, which was developed as part of their project prioritization program. Benefits are calculated by assigning monetary values to the reduction in automobile delay and truck delay and by accounting for fuel cost savings. Figure 12 shows the equations used in the GDOT process for estimating auto and truck delay savings, design year and design life benefits, and the final benefit-cost ratio to determine the overall project effectiveness.

Figure 12: GDOT Cost-Benefit Equations

GDOT Benefit-Cost Equations

1. Delay Calculation

$$D = (V_{Served} \times D_{Served}) + (V_{Denied} \times D_{Denied})$$

where

D	network delay
V_{Served}	volume in or exited network
D_{Served}	delay within the network
V_{Denied}	number of vehicles denied entry
D_{Denied}	delay for vehicles outside network

2. Auto Delay Savings

$$DC_A = (D_{NB} - D_B) \times (1 - T) \times Value_A$$

where

DC_A	auto delay cost savings
D_{NB}	network delay in design year - no build
D_B	network delay in design year - build
T	percent of traffic consisting of trucks
$Value_A$	value of time for autos

3. Truck Delay Savings

$$DC_T = (D_{NB} - D_B) \times T \times Value_T$$

where

DC_T	truck delay cost savings
D_{NB}	network delay in design year - no build
D_B	network delay in design year - build
T	percent of traffic consisting of trucks
$Value_T$	Value of time for trucks

4. Design Year Benefits

$$Benefits_D = DC_A + DC_T$$

where

$Benefits_D$	design year benefits
DC_A	auto delay cost savings
DC_T	truck delay cost savings

5. Design Life Benefits

$$Design\ Life\ Benefits = Benefits_D \times DL$$

where

DC_A	auto delay cost savings
DL	design life

6. Benefit-Cost Ratio

$$B/C = \frac{Design\ Life\ Benefits}{Cost}$$

Table 1 below contains the necessary input parameters and their values used in the cost-benefit calculations shown above.

Table 1: Cost-Bene?it Parameters and Values

General Parameters	***Value***
Discount Rate	7%
Fuel Price ($/gallon)	2.40
Fuel Economy (miles per gallon)	18.03
Value of automobile travel ($/hour)	13.75
Value of truck travel ($/hour)	72.65
Parameters specific to this project	
Percent trucks	12%
No. of working days in a year	250
Hours of AM Peak	4
Hours of PM Peak	4
Operational Design Life (years)	20

The estimated project costs for each alternative were also included for preliminary engineering, right-of-way, utility, and construction costs in year 2024 dollars and are provided below in Table 2.

Table 2: Estimated Costs[1]

Costs	***Estimate***		
	Alternative 1A	***Alternative 4A***	***Alternative 5A***
Preliminary Engineering	$1,645,886	$2,272,127	$1,917,654
Reimbursable Utility	$1,070,000	$4,928,500	$5,176,500
Right of Way	$12,237,000	$11,076,000	$22,151,000
Construction	$16,458,857	$22,721,266	$19,176,539
Construction Contingency (15%)	$2,468,828	$3,408,190	$2,876,481
Total	**$33,880,571**	**$44,406,083**	**$51,298,173**

The benefit-cost ratio calculation process involves monetizing the delay savings determined from the VISSIM model and comparing them between the No-Build and Build scenarios using the equations in Figure 12 with the above parameter values as follows:

1. Delay Calculation – Network delay is calculated by multiplying the number of vehicles served by the delay per vehicle (sec)[2]. Separate delay calculations were made for the a.m. and p.m. peak periods being analyzed.

[1] Details of these estimated costs are including in Attachment E – B/C Ratio Analysis Data

[2] For the purpose of this study, no vehicles were denied into the network; therefore this variable was not used in the calculations.

2. Auto Delay Savings – Prior to calculating the auto delay cost savings, the auto delay cost is calculated by multiplying the number of hours for each peak period times the total delay calculation in step 1 for that time period. Then the auto delay savings is calculated by subtracting the network delay calculation from step 1 for the build condition from the no-build condition, then multiplying that value by percentage of non-trucks, then multiplying that value by default parameter for autos.

3. Truck Delay Savings – The same calculation as above, but then multiplied by the percent trucks and truck travel input parameter.

4. Design Year Benefits – The sum of the results from steps 2 and 3 for the design year.

5. Design Year Life Benefits – The Design Year Benefit multiplied by the design life.

6. Benefit-Cost Ratio – The total Design Life Benefits divided by the estimated cost of each concept alternative.

Table 3 shows a comparison of the total 2050 benefit-cost ratio over the design life for each alternative. Details of the B/C ratio analysis calculations and supporting data are provided in Attachment E.

Table 3: Benefit-Cost Ratio Comparison

Alternatives	*Total Weighted Cost*	*Design Life Benefits*	*Design Life B/C Ratio*
Alternative 1A	$33,880,570.80	$2,989,465.00	0.09
Alternative 4A	$44,406,083.00	$58,854,799.00	1.33
Alternative 5A	$51,298,173.25	$100,624,497.00	1.96

The analysis indicates that Alternative 1A is not cost-beneficial, providing only 9 cents in benefits for every dollar spent. In contrast, Alternative 4A, with a B/C ratio greater than 1.0, demonstrates the economic viability of the roadway realignment. However, Alternative 5A offers the highest design life B/C ratio, with a return of $1.96 in operational benefits for every dollar spent—making it the most cost-effective option while also supporting the case for pursuing the realignment project.

5.0 Conclusions and Recommendations

Selection of Preferred Alternative

The final three alternatives—1A, 4A, and 5A—each proposed a distinct approach to improving the four most problematic travel movements along McCollum Parkway to and from Cobb Parkway and Kennesaw Due West Road. They differed in typical sections, alignments, and intersection modifications, either altering existing intersections or introducing new ones.

While Synchro analysis assessed individual intersection performance, it did not identify clear winners or losers among the alternatives, as it does not evaluate overall efficiency along a travel route with multiple intersections that can affect upstream or downstream movement. Additionally, because some alternatives included new or modified intersections, direct comparisons were not always possible. However, VISSIM analysis of projected overall travel times for each route clarified which alternative would provide the greatest mobility improvements.

Table 4 combines the three prior VISSIM results tables in order to compare each alternative's travel times against the 2052 No-Build condition, with the greatest percentage decreases highlighted in bold, painting a much clearer picture. Alternative 5A showed the most significant reductions in both peak periods, except for Route 2 in the PM peak, where it tied with Alternative 4A. While all alternatives resulted in increased AM travel time for Route 1, Alternative 5A had the smallest increase. Ultimately, Alternative 5A provided the best balance of benefits relative to total project cost and received the most positive public feedback.

Table 4: 2052 VISSIM Travel Time Comparison

Route	No-Build		Alternative 1A		Alternative 4A		Alternative 5A	
	AM	PM	AM	PM	AM	PM	AM	PM
1 Kennesaw Due West NB – McCollum Pkwy EB	4.1	15.3	5.9	15.6	6.3	12.3	4.7	6.7
% decrease over No-Build			*31%*	*2%*	*35%*	*-24%*	***13%***	***-128%***
2 McCollum Pkwy WB – Kennesaw Due West SB	8.1	16.5	7.1	19.6	4.0	6.2	2.8	6.2
% decrease over No-Build			*-14%*	*16%*	*-103%*	***-166%***	***-189%***	***-166%***
3 US41 SB – McCollum Pkwy EB	4.5	16.3	4.3	20.5	7.9	16.8	4.2	6.0
% decrease over No-Build			*-5%*	*20%*	*43%*	*3%*	***-7%***	***-172%***
4 McCollum Pkwy WB – US41 NB	4.5	13.6	7.3	20.2	3.1	10.2	2.4	5.5
% decrease over No-Build			*38%*	*33%*	*-45%*	*-33%*	***-88%***	***-147%***

Phased Implementation & Construction Plan

Once project funding and programming are secured, construction of the preferred alternative is expected to proceed in several key stages, beginning with preliminary engineering and detailed environmental evaluation with additional public involvement, acquiring the necessary ROW and displacements, followed by various independent and coordinated construction projects. These include replacing the Cobb Parkway bridge over the CSXT railroad, widening Cobb Parkway to six lanes near the relocated intersection with the realigned McCollum Parkway, and constructing the Airport Road extension. Additionally, intersection reconfigurations will be made at Old 41 Hwy and US 41/Cobb International Drive, along with the construction of the realigned McCollum Parkway and

the closure of the existing route. Other improvements will involve various intersection reconfigurations and upgrades.

Railroad coordination will be a key component of the implementation plan, both during development of construction plans and during reconstruction of the overpass. Near term improvements can include extending Airport Road to tie into US 41 and any other project pieces currently not carrying traffic. Other project components including bridge construction and widening Cobb Parkway will need to involve phased traffic management plans.

The following section discusses acquiring project funding assistance from federal, state, and local sources. Cobb County is currently pursuing a RAISE grant for the project. Upon completion and adoption of this study and developing a draft concept report, this project could move to Preliminary Engineering (PE) after the concept report is approved, followed by Design and be ready to let for construction for a 2032 Opening Year).

Potential Funding Sources

As of the time of this report, the following funding sources were available. Due to changes in administration, funding sources are subject to change and may need to be reevaluated.

Federal Funding Options

The Federal Bipartisan Infrastructure Law established two new programs and reauthorized one preexisting program. The Mega Grants are funding for the National Infrastructure Project Assistance grants program. The INFRA Grants are to be made available for the Nationally Significant Multimodal Freight and Highways Projects grants program. The Rural Grants Program are grants for the Rural Surface Transportation projects. More details are found below.

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Eligible Applicants

MEGA	INFRA	Rural
1. a State or a group of States; 2. a metropolitan planning organization; 3. a unit of local government; 4. a political subdivision of a State; 5. a special purpose district or public authority with a transportation function, including a port authority; 6. a Tribal government or a consortium of Tribal governments; 7. a partnership between Amtrak and 1 or more entities described in (1) through (6); or, 8. a group of entities described in any of (1) through (7).	1. State or group of States; 2. a metropolitan planning organization that serves an Urbanized Area (as defined by the Bureau of the Census) with a population of more than 200,000 individuals; 3. a unit of local government or group of local governments; 4. a political subdivision of a State or local government; 5. a special purpose district or public authority with a transportation function, including a port authority; 6. a Federal land management agency that applies jointly with a State or group of States; 7. a tribal government or a consortium of tribal governments; 8. a multistate corridor organization; 9. a multistate or multijurisdictional group of entities described in this paragraph	1. a State; 2. a regional transportation planning organization; 3. a unit of local government; 4. a tribal government or a consortium of tribal governments; or 5. a multijurisdictional group of entities above

Eligible Projects

MEGA	INFRA	Rural
1. A highway or bridge project on the National Multimodal Freight Network 2. A highway or bridge project on the National Highway Freight Network 3. A highway or bridge project on the National Highway System 4. A freight intermodal (including public ports) or freight rail project that provides public benefit 5. A railway highway grade separation or elimination project 6. An intercity passenger rail project 7. A public transportation project that is eligible under assistance under Chapter 53 of title 49 and is a part of any of the project types described above	1. A highway freight project on the National Highway Freight Network 2. A highway or bridge project on the National Highway System 3. A freight intermodal, freight rail, or freight project within the boundaries of a public or private freight rail, water (including ports), or intermodal facility and that is a surface transportation infrastructure project necessary to facilitate direct intermodal interchange, transfer, or access into or out of the facility 4. A highway-railway grade crossing or grade separation project 5. A wildlife crossing project 6. A surface transportation project within the boundaries or functionally connected to an international border crossing that improves a facility owned by Fed/State/local government and increases throughput efficiency 7. A project for a marine highway corridor that is functionally connected to the NHFN and is likely to reduce road mobile source emissions 8. A highway, bridge, or freight project on the National Multimodal Freight Network	1. A highway, bridge, or tunnel project eligible under National Highway Performance Program 2. A highway, bridge, or tunnel project eligible under Surface Transportation Block Grant 3. A highway, bridge, or tunnel project eligible under Tribal Transportation Program 4. A highway freight project eligible under National Highway Freight Program 5. A highway safety improvement project, including a project to improve a high-risk rural road as defined by the Highway Safety Improvement Program 6. A project on a publicly owned highway or bridge that provides or increases access to an agricultural, commercial, energy, or intermodal facility that supports the economy of a rural area 7. A project to develop, establish, or maintain an integrated mobility management system, a transportation demand management system, or on-demand mobility services

Eligible Project Costs

Eligible Project Costs may include the following: Development phase activities, including environmental review, preliminary engineering and design work, and other preconstruction activities; as well as construction, reconstruction, rehabilitation, acquisition of real property (including land related to the project and improvements to the land), environmental mitigation, construction contingencies, acquisition of equipment, and operational improvements.

RAISE Program

The U.S. Department of Transportation (USDOT) Rebuilding American Infrastructure with Sustainability and Equity (RAISE) program provides grants for surface transportation infrastructure projects with significant local or regional impact. The eligibility requirements of RAISE allow project sponsors, including state and local governments, counties, Tribal governments, transit agencies, and port authorities, to pursue multi-modal and multi-jurisdictional projects that are more difficult to fund through other grant programs.

The RAISE program, previously known as the Better Utilizing Investments, to Leverage Development (BUILD) and Transportation Investment Generating Economic Recovery (TIGER) discretionary grants, was established under the American Recovery and Reinvestment Act of 2009 and operated under annual appropriations acts until authorized by the Bipartisan Infrastructure Law (BIL) in November 2021.

Eligible applicants for RAISE grants are:

- States and the District of Columbia
- Any territory or possession of the United States
- A unit of local government
- A public agency or publicly chartered authority established by one or more States
- A special purpose district or public authority with a transportation function, including a port authority
- A Federally recognized Indian Tribe or a consortium of such Indian Tribes
- A transit agency
- A multi-State or multijurisdictional group of entities that are separately eligible

Ineligible applicants for RAISE grants are:

- Federal agencies
- Non-profits
- Private entities

Multiple states or jurisdictions may submit a joint application, designating a lead applicant as the primary contact and award recipient. The application should outline each applicant's roles and responsibilities. USDOT expects the applicant to manage and deliver the project. If the applicant plans to transfer the award to another agency, this should be stated in the application, along with a supporting letter from the designated entity There are other routine Federal Funding opportunities that can be programmed though the Coastal Region MPO (CORE) planning process. Potential options are as follows:

CMAQ

The Federal share for CMAQ funds is governed by 23 U.S.C. 120. It is generally 80 percent, subject to the upward sliding scale adjustment for States containing public lands. Certain safety projects that include an air quality or congestion relief component, e.g. carpool/vanpool projects, as provided in 23 USC 120(c) may have a Federal share of 100 percent, but this provision is limited to 10 percent of the total funds apportioned to a State under 23 U.S.C. 104.

All CMAQ projects must demonstrate the three primary elements of eligibility: transportation identity, emissions reduction, and location in or benefitting a nonattainment or maintenance area. While project eligibilities are continued, there is some modification with new language placing considerable emphasis on select project types including electric and natural gas vehicle infrastructure and diesel retrofits. As in past authorizations of the program, projects must be included in a Metropolitan Planning Organization (MPO) transportation plan and transportation improvement program (TIP), or the current Statewide TIP in areas that are not part of an MPO. The MPO plans and programs must also have a transportation conformity determination in place, where applicable. In addition, CMAQ investments must comply with the appropriate Federal cost principles, such as 2 CFR 225, the guidelines for State, local, and tribal governments

National Highway Freight Program (NHFP)

The National Highway Freight Program (NHFP) to improve the efficient movement of freight on the National Highway Freight Network (NHFN) and support several goals, including—

- investing in infrastructure and operational improvements that strengthen economic competitiveness, reduce congestion, reduce the cost of freight transportation, improve reliability, and increase productivity;
- improving the safety, security, efficiency, and resiliency of freight transportation in rural and urban areas;
- improving the state of good repair of the NHFN;
- using innovation and advanced technology to improve NHFN safety, efficiency, and reliability;
- improving the efficiency and productivity of the NHFN;
- improving State flexibility to support multi-State corridor planning and address highway freight connectivity; and
- reducing the environmental impacts of freight movement on the NHFN. [23 U.S.C. 167(a - b)]

National Highway performance Program (NHPP)

The National Highway Performance Program (NHPP). The purposes of this program are: to provide support for the condition and performance of the National Highway System (NHS); to provide support for the construction of new facilities on the NHS; to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS; and to provide support for activities to increase the resiliency of the NHS to mitigate the cost of damages from sea level rise, extreme weather events, flooding, wildfires, or other natural disasters.

List of Attachments

Attachment A – Stakeholder & Public Involvement

Attachment B – McCollum Parkway Realignment-Existing Conditions Report

Attachment C – Synchro LOS Analysis Inputs/Outputs

Attachment D – VISSIM Analysis Data Tables & Results

Attachment E – B/C Ratio Analysis Data

Attachment F – Initial Alternatives 1-5