



Transportation Investment Act of 2010 Final Investment List Project Fact Sheet (FINAL - January 2012)*

Identification

TIA-CO-016

Project Name

SR 360 (Macland Road) from Paulding County Line to New Macland Road / Lost Mountain Road - Widening

Project Type

Roadway

- | | |
|--|--|
| <input checked="" type="checkbox"/> Road Capacity Expansion | <input type="checkbox"/> Aviation |
| <input type="checkbox"/> Road Asset Management | <input checked="" type="checkbox"/> Bicycle / Pedestrian |
| <input checked="" type="checkbox"/> Road Safety / Operations | <input type="checkbox"/> Transit Network Expansion |
| <input checked="" type="checkbox"/> Freight / Logistics | <input type="checkbox"/> Transit Operations / Maint. |

PLAN 2040 Status

Project identified as line item in PLAN 2040 although limits of plan project extend beyond roundtable area; construction planned 2016;
Related Project Numbers: CO-367

Location: Northwest Subregion



Description, Purpose and Benefits

This project will reconstruct and widen SR 360 (Macland Road) from the Paulding County Line to New Macland Road / Lost Mountain Road in Cobb County. Paulding County is submitting the portion from SR 120 (Dallas Highway) to the Paulding County Line as part of the Northwest Georgia region's TIA list. The proposed typical section will consist of four 12' wide lanes (two lanes in each direction), with curb & gutter and sidewalks (urban shoulders) and a 20' wide raised median. Proposed right-of-way will be approximately 150 feet, possibly less at some locations to avoid or minimize impacts. This project is included in PLAN 2040 as CO-367. Widening the SR 360 facility is recommended to improve increasing congestion. In Cobb County, the 1995-2015 Comprehensive Plan cited SR 360 into Paulding County as a major facility experiencing increasing traffic congestion. The SR 360 corridor is identified as a congested route connecting Paulding County, which is listed as one of the fastest-growing counties in the nation, with Cobb County, a heavily developed suburban area. Freight movements will be enhanced by these improvements with pedestrians benefiting from added sidewalks. The connectivity of this corridor to I-75 via Windy Hill Connector and Windy Hill Road ensures that this project aids regional mobility. SR 360 is on the Regional Thoroughfare Network. ARC regional travel demand model calculations indicate that the completed project will reduce congestion along this section of the corridor by 16% compared to current conditions, even after accounting for several years of growth in development and traffic volumes between today and when the project is completed. The total cost of the project is \$30,000,000, of which \$14,500,000 will be funded under TIA and the remaining \$15,500,000 covered by traditional federal formula funds.

Project Length

3.0 miles

These fields are only applicable to certain types of projects.

Lanes (Current)

2

Lanes (Proposed)

4

Funding

Commitments

(all amounts shown in current year 2011 dollars)

TIA Funds	\$14,500,000
Federal Funds	\$15,500,000
Local Funds*	\$0
Total Funding	\$30,000,000

* Additional local funds may be identified prior to the referendum to deliver some projects.

Implementation Band

Construction likely to occur in Band 2 (2016-2019)



* This fact sheet provides supplemental scope information related to projects approved by the Atlanta Regional Roundtable on October 13, 2011. For certain project types, it may also include performance data derived through a technical analysis conducted by the Atlanta Regional Commission following approval of the investment list. Grammatical corrections and clarifications were also made to the text as necessary. No changes to project scopes, schedules or budgets were made. For the original fact sheets, as approved by the Roundtable, refer to the Final Report available at www.atlantaregionalroundtable.com.