



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

Identification

TIA-DO-018

Project Name

SR 6 (Thornton Road) from Paulding County Line to Riverside Parkway - Truck Friendly Lanes, ITS, Intersection Improvements and Partial Widening

Project Type

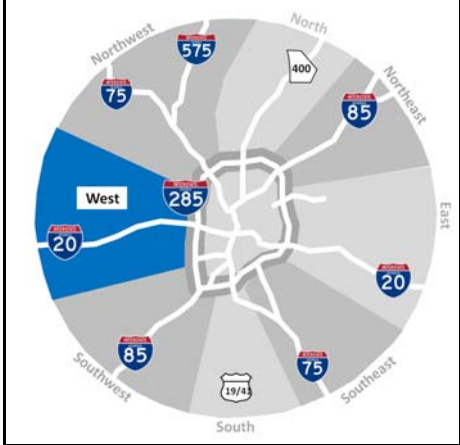
Roadway

- | | |
|--|--|
| <input checked="" type="checkbox"/> Road Capacity Expansion | <input type="checkbox"/> Aviation |
| <input type="checkbox"/> Road Asset Management | <input 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

A portion planned for widening in PLAN 2040, but most of project consistent with plan emphasis on low cost operational improvements rather than major capacity expansion
Related Project Numbers: ASP-CO-416

Location: West Subregion



Description, Purpose and Benefits

This project includes road widening, truck friendly lanes, intersection improvements, and ITS technologies on SR 6 (Thornton Road) from the Paulding County line to SR 70 (Fulton Industrial Boulevard) in Fulton County. The segment from SR 8 through Cobb County to the Paulding County line includes widening from 4 lanes to 6 lanes. The segment from the Whitaker Intermodal Facility to I-20 includes adding truck friendly lanes to accommodate the heavy freight traffic travelling to and from the interstate. Overhead wayfinding signage will be included in the project to aid freight and other vehicles approaching the interstate and to minimize sudden lane changes that presently occur in the areas near the interstate. ITS technologies are included in the project that will monitor traffic data including volumes, speeds, and vehicular classification will be used to manipulate green time to maximize freight vehicle progression in the truck friendly lanes and where roadway gradient slows truck vehicle progression. Advanced traffic management systems including fiber optic communication expansion, closed circuit television, and adaptive traffic signal systems are included in the project. In addition to the improvements to the freight corridor, the project includes intersection operational improvements such as addition and extension of turn lanes, signal upgrades, and radii improvements to major intersections that will improve safety and reduce crashes. The project is part of the SR 6 Corridor Study recommendation. This project will provide improved safety and regional mobility for Paulding, Cobb, Douglas, and Fulton Counties and their associated municipalities. The corridor is designated as both a Regional Thoroughfare and a Regional Truck Route. ARC regional travel demand model calculations indicate that the completed project will reduce congestion along this section of the corridor by 7% 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 \$43,000,000, which will be entirely funded under TIA.

Project Length

14 miles

These fields are only applicable to certain types of projects.

Lanes (Current)

4

Lanes (Proposed)

6

Funding Commitments

(all amounts shown in current year 2011 dollars)

TIA Funds	\$43,000,000
Federal Funds	\$0
Local Funds*	\$0
Total Funding	\$43,000,000

* 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.