



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

Identification

TIA-FN-002

Project Name

SR 120 (Kimball Bridge Road) from State Bridge Road to Jones Bridge Road - Widening

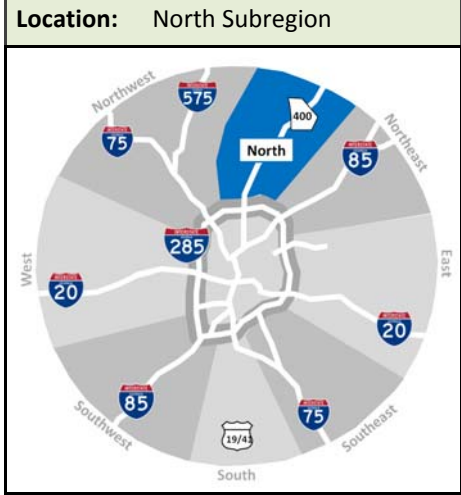
Project Type

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 with construction planned for 2018-2030 timeframe
Related Project Numbers: FN-263



Description, Purpose and Benefits

This project will widen SR 120 (Kimball Bridge Road) from two to four lanes between State Bridge Road and Jones Bridge Road. Pedestrian and bike improvements will include a multi-use trail along the northern shoulder to align with the City of Johns Creek Future Sidewalk and Trail Network Map. This is a smaller segment of the GDOT project PI#721000. Kimball Bridge Road has been identified as part of the Regional Thoroughfare Network and the Regional Truck Route Network. This project is also included in PLAN 2040 as FN-263. The section of SR 120 between Jones Bridge Road and State Bridge Road narrows from four to two lanes just east of State Bridge Road. The section between Webb Bridge Way and Fox Road is two lanes with no turn lanes. As a result, the traffic in the AM and PM peak hours are trapped in a bottleneck that is blocked by a single left turning vehicle. Additionally, there is a school zone for the Bridgeway Christian Academy on the narrowest section. School traffic jams traffic on its way to SR 400 and SR 141 every morning. Widening the section to four lanes will enable traffic to transition to and from Jones Bridge and SR 120 (Old Milton Parkway). ARC regional travel demand model calculations indicate that the completed project will reduce congestion along the corridor by 22% 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 \$21,000,000, which will be entirely funded under TIA.

Project Length

1.3 miles

These fields are only applicable to certain types of projects.

Lanes (Current)

2

Lanes (Proposed)

4

Funding Commitments

TIA Funds	\$21,000,000
Federal Funds	\$0
Local Funds*	\$0
Total Funding	\$21,000,000

(all amounts shown in current year 2011 dollars)

** 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.