

## Chapter 5. Recommendations

This chapter presents the summary of recommendations and suggestions along the State Route 6 (SR 6) project corridor based on the analyses of the projected future conditions. Recommendations were developed through the analyses of county subareas previously identified during Stakeholder Meeting #2 and the corridor-wide analyses.

The following sections summarize conclusions and subsequent recommendations of the analysis performed for the SR 6 corridor. All recommendations were clustered by project categories, and planning-level project cost estimates were then developed. The following five project categories were used to classify each project recommendation suggested through this study.

- Access points, driveways, and medians
- Operations
- Intersections
- Frontage roads, alternate routes, and inter-parcel access
- Bicycles, pedestrian, and transit

**Figure 5-1** depicts all recommended projects along the study corridor, and **Figures 5-2** through **5-6** show recommended projects under each project category predefined above. **Figure 5-7** shows recommendations for policy guidelines on future access points. This chapter concludes with project fact sheets developed for each recommended project that provide basic project information and a high-level project map.

The purpose of these recommendations is to foster further dialogue regarding possible solutions. Each recommendation in this section is intended for consideration by local government departments of public works and/or Georgia Department of Transportation (GDOT) traffic engineering staff to consider implementing and pursuing funding for.

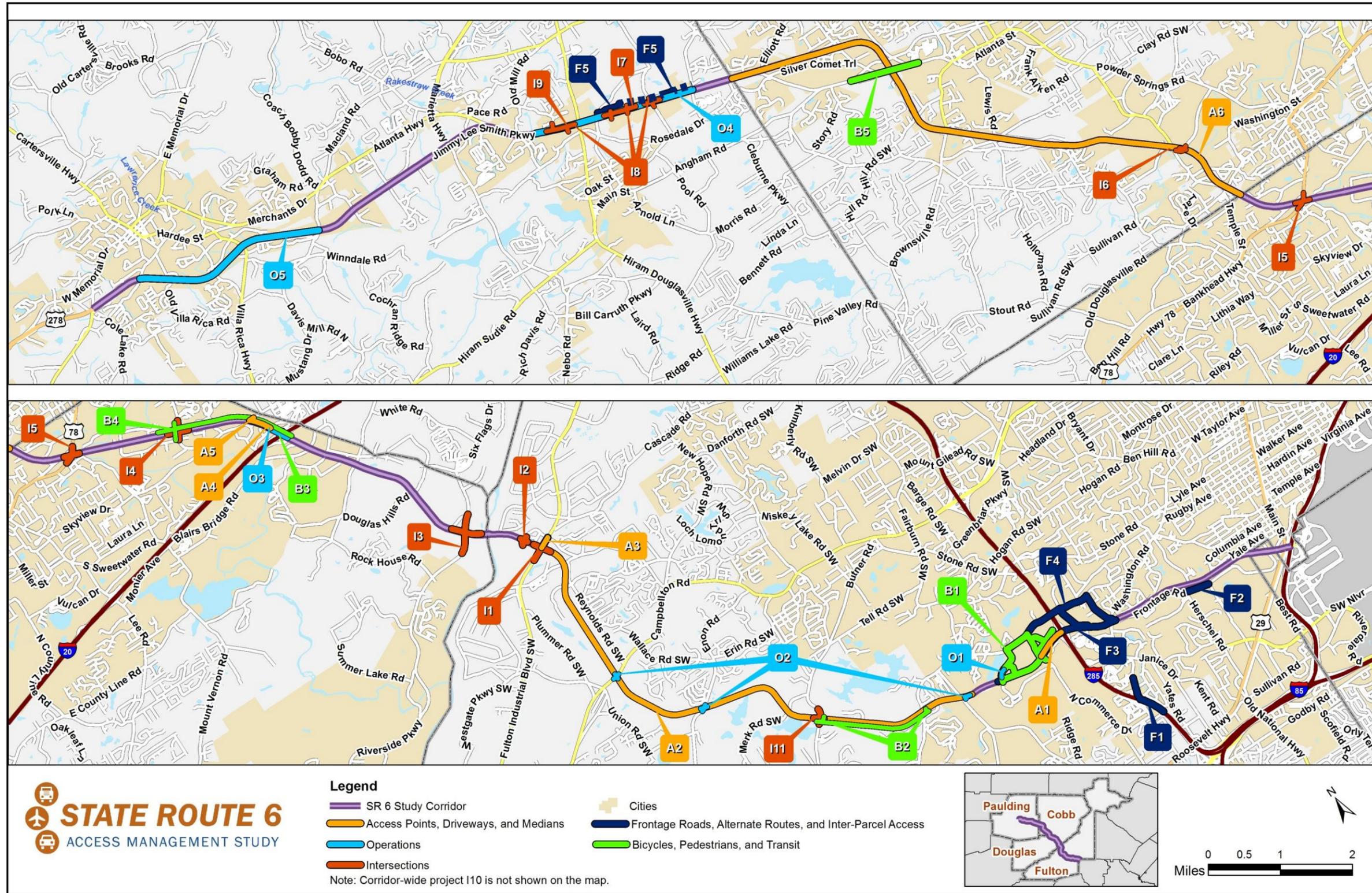


Figure 5-1: Recommended Projects Map – All Project Categories

## 5A. Summary of Recommendations

This section summarizes recommendations for each project category based on the subarea analyses and the corridor-wide analyses. Each recommendation is classified into the five different project categories: (1) access points, driveways, and medians; (2) operations; (3) intersections; (4) frontage roads, alternate routes, and inter-parcel access; and (5) bicycles, pedestrians, and transit. More detail on each project is included in the project fact sheets provided at the end of this chapter.

### 5A.1. Access Points, Driveways, and Medians

The recommendations in this category include improvements to address the study goals of maintaining mobility while controlling access and improving safety for all users. Specific objectives addressed include minimizing congestion and travel delay, balancing the needs of local and through traffic, and enhancing vehicular safety. These improvements include median treatments and providing driveway consolidation, reconfiguration, and/or removal. **Table 5-1** describes each recommendation in this project category along with issues or concerns to be addressed, intended outcomes, and performance measures to evaluate the effectiveness of the improvements. **Figure 5-2** shows the locations of the projects in this category.

**Table 5-1: Summary of Recommendations – Access Points, Driveways, and Medians**

ID – County	Recommendation	Issue/Concern	Description/Intended Outcome	Performance Measure
A1 – Fulton	Provide a median barrier on SR 6 between I-285 and N. Commerce Drive	Drivers crossing the median	A physical median barrier would be provided in order to encourage the drivers on SR 6 to use the N. Commerce Drive intersection for making turns instead of crossing the median.	Crash rates/delay/LOS
A2 – Fulton	Provide a median barrier on SR 6 between Welcome All Road to SR 70/FIB	Drivers crossing the median	A physical median barrier would be provided in order to encourage the drivers on SR 6 to use the intersections for making turns instead of crossing the median.	Crash rates/delay/LOS
A3 – Fulton	Remove driveways on SR 70/FIB near its intersection with SR 6	Weaving issues due to multiple driveways near SR 6 and SR 70/FIB intersection	Two right-in-right-out driveways on SR 70/FIB should be removed in order to redirect the vehicles from the driveways to Bakers Ferry Road to access SR 6 and SR 70/FIB.	LOS, travel time/travel speeds/delay
A4 – Douglas	Consolidate driveways on SR 6 between N. Blairs Bridge Road and Crestmark Way	Multiple driveways within section	Improved driveway spacing would reduce traffic turbulence and, in turn, maximize capacity.	LOS, travel time/travel speeds/delay
A5 – Douglas	Reconfigure driveways between Crestmark Way and Skyview Drive/Oak Ridge Road	Multiple driveways within section	Improved driveway spacing would reduce traffic turbulence and, in turn, maximize capacity.	LOS, travel time/travel speeds/delay

ID – County	Recommendation	Issue/Concern	Description/Intended Outcome	Performance Measure
A6 – Cobb	Install a raised median with treatments for drainage for the Cobb County section	Access management	The five-lane section with a two-way left turn lane (TWLTL) should be replaced with a raised median in order to maintain corridor continuity and provide separation of traffic flowing in opposite direction. The center median should be designed to help with drainage and water runoff.	LOS, travel time/travel speeds/delay

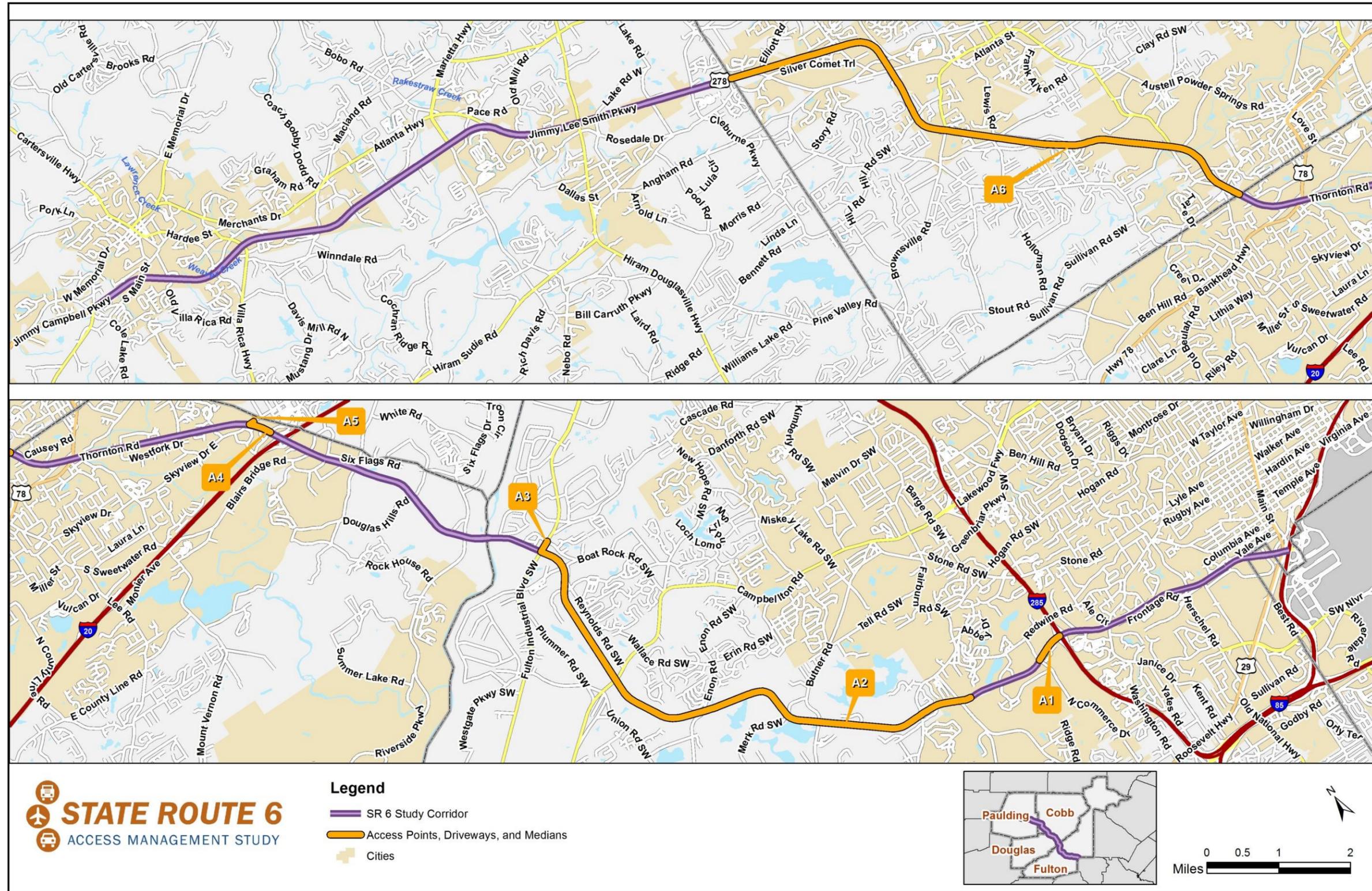


Figure 5-2: Recommended Projects Map – Access Points, Driveways, and Medians

## 5A.2. Operations

This section summarizes operational recommendations to address the goals of maintaining mobility while controlling access, contributing to the economic vitality of the region, improving safety for all users, and preserving the character of areas along the corridor. These recommendations include providing auxiliary turn lanes and minimizing weaving movements. Locations where in-depth roadway audits or other future studies may be needed are also identified. **Table 5-2** describes each recommendation in this project category, along with issues or concerns to be addressed, intended outcomes, and performance measures. **Figure 5-3** shows the locations of the projects in this category.

**Table 5-2: Summary of Recommendations – Operations**

ID – County	Recommendation	Issue/Concern	Description/Intended Outcome	Performance Measure
O1 – Fulton	Redirect Publix traffic in Camp Creek Marketplace area from Princeton Lakes Parkway to Carmia Drive	Weaving issues due to the proximity of Publix intersection to SR 6	Restricting direct access from Publix onto Princeton Lakes Parkway would improve operations along Princeton Lakes Parkway near SR 6 by reducing weaving movements and potentially improving the operation of the SR 6 intersection with Princeton Lakes Parkway.	Crash rates/delay/LOS
O2 – Fulton	Implement operational improvements between Welcome All Road to Bakers Ferry Road	High crash rates and presence of red-light runners	In order to improve operations, the extension of a left turn lane at the Welcome All Road intersection and the provision of turn lanes at the Enon Road intersection are recommended. Signal retiming and additional operational analysis coupled with law enforcement would discourage red-light running. It is recommended that Fulton County public works staff consider contacting law enforcement regarding this issue.	Crash rates
O3 – Douglas	Perform Roadway Audit/Traffic Engineering Study between I-20 and Skyview Drive/Oak Ridge Road	High crash rates, weaving issues, and multiple driveways within section	An in-depth roadway audit study would pinpoint specific issues and evaluate possible options to minimize weaving issues on SR 6 between the I-20 westbound off-ramp and N. Blairs Bridge Road.	Crash rates, LOS, travel time/travel speeds/delay
O4 – Paulding	Provide a continuous right turn lane between traffic signals and median openings in Hiram commercial area (westbound SR 6)	Operations	Providing one continuous right turn lane rather than a series of segmented deceleration and acceleration lanes would make turning movements more comfortable. This solution is ideal in locations where through volume on SR 6 is much greater than the driveways or cross-street volumes.	Travel time/travel speeds/delay

<b>ID – County</b>	<b>Recommendation</b>	<b>Issue/Concern</b>	<b>Description/Intended Outcome</b>	<b>Performance Measure</b>
O5 – Paulding	Perform in-depth roadway audit study between Old Harris Road and S. Main Street	Among the highest crash rates recorded within the whole study area	An in-depth roadway audit study would identify specific concerns.	Crash rates

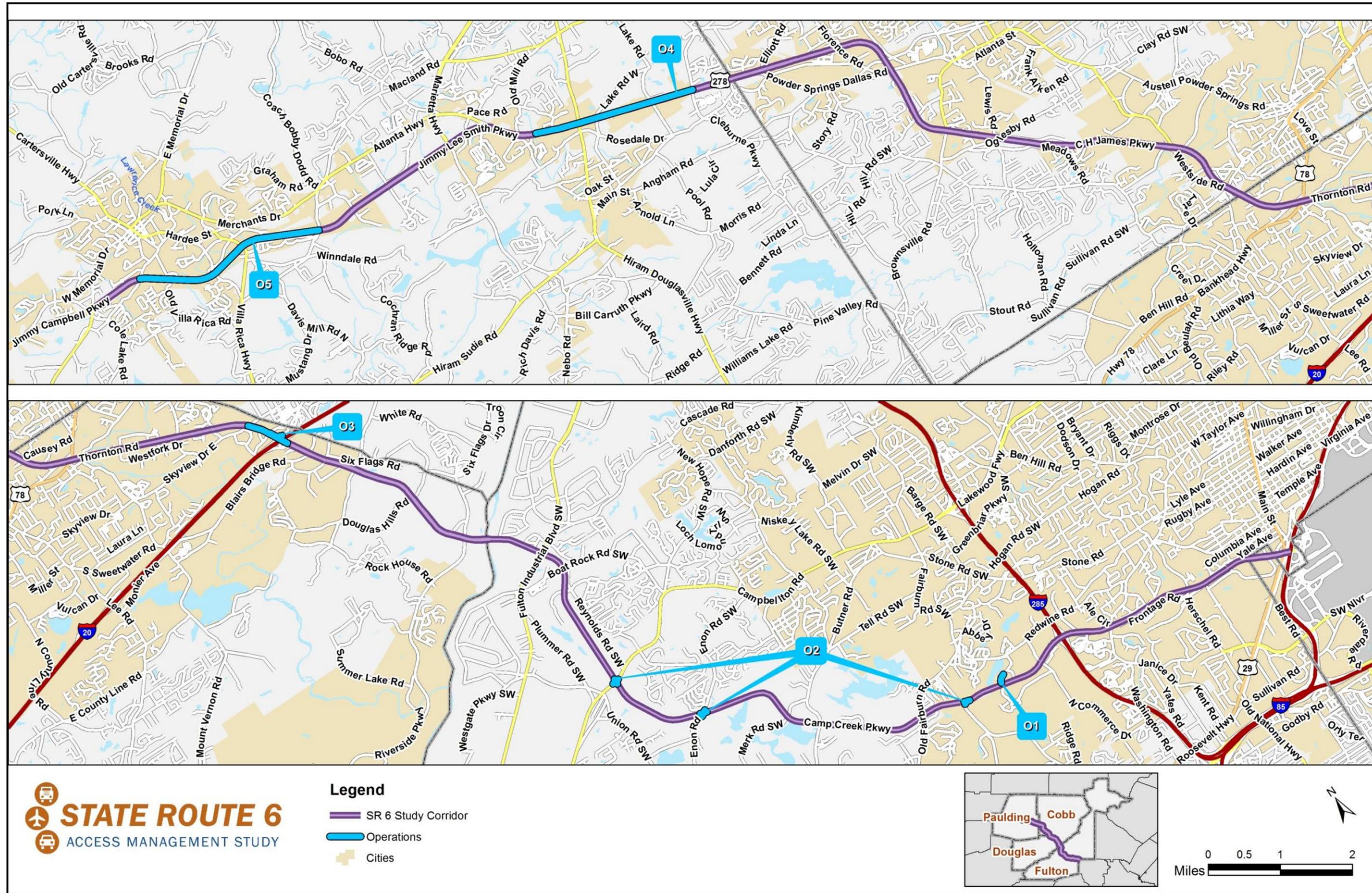


Figure 5-3: Recommended Projects Map – Operations

### 5A.3. Intersections

This section summarizes the recommendations to address the study goals of contributing to the economic vitality of the region and improving safety for all users. Specific study objectives addressed here include minimizing congestion and travel delay, maintaining travel reliability, balancing the needs of local and through traffic, accommodating freight movement, employing technological solutions where applicable, supporting new and existing development through transportation infrastructure, supporting connections between activity centers, and enhancing vehicular safety. In addition to project recommendations, this section also identifies locations for further in-depth studies where alternative intersection configuration options may be feasible based on the preliminary analyses. Alternative intersection options considered include a continuous-flow intersection (CFI), a parallel flow intersection (PFI), a modified quadrant roadway (QR) intersection, and a superstreet or restricted crossing U-turn intersection (RCUT). These alternative intersections are intended to overcome conventional intersection deficiencies by minimizing delays. **Table 5-3** describes each recommendation in this project category, along with issues or concerns to be addressed, intended outcomes, and performance measures. **Figure 5-4** shows the locations of the projects in this category.

Additionally, since traffic signals can interrupt the orderly flow of traffic, they should be placed sparingly and with consideration of the area’s context. Where possible, access should be provided or otherwise accommodated via existing traffic signals. New signals should be considered only after an extensive evaluation has been completed as part of a traffic signal warrant study.

**Table 5-3: Summary of Recommendations – Intersections**

ID – County	Recommendation	Issue/Concern	Description/Intended Outcome	Performance Measure
I1 – Fulton	Provide a controlled right turn for westbound SR 6 at SR 70/FIB intersection	Right turning movements on westbound SR 6 conflicting with high U-turn traffic on southbound SR 70/FIB	Providing a controlled right turn for westbound SR 6 traffic would eliminate conflict between permitted right turn traffic from SR 6 and U-turn traffic on SR 70/FIB.	LOS, travel time/travel speeds/delay
I2 – Fulton	Perform signal warrant study for the Bakers Ferry Road intersection with SR 6	Trucks turning to Bakers Ferry Road impeding mainline traffic	Preliminary results indicate that a traffic signal is warranted at this intersection at least for the PM peak hour. A further traffic engineering study is recommended to confirm the justification of installing a traffic signal at the intersection.	LOS, travel time/travel speeds/delay
I3 – Douglas	Implement quadrant connectivity at Riverside Parkway intersection	Anticipated future development and increasing traffic	The northeastern and southeastern quadrants of the intersection are undeveloped at present; QRs should be considered during future development to minimize the impact of increased turning volumes onto SR 6.	LOS, travel time/travel speeds/delay

ID – County	Recommendation	Issue/Concern	Description/Intended Outcome	Performance Measure
14 – Douglas	Perform traffic engineering study to evaluate feasibility of installing alternative design at Maxham Road intersection	Congestion	Preliminary results indicate that a CFI, PFI, or modified QR intersection are feasible alternative intersection configurations. A further in-depth study for operations and constructability for these options is recommended.	LOS, travel time/travel speeds/delay
15 – Douglas	Perform traffic engineering study to evaluate feasibility of installing alternative design at Veterans Memorial Highway intersection (Bankhead Highway)	Congestion	Preliminary results indicate that a CFI, PFI, or a grade separation are feasible alternative intersection configurations. An intersection/interchange design study and lighting review are recommended for this location.	LOS, travel time/travel speeds/delay
16 – Cobb	Perform traffic engineering study to evaluate options to improve SR 6 at Garrett Road intersection	Truck southbound-to-eastbound movements	Explore options to improve the SR 6 at Garrett Road intersection.	Crash rates
17 – Paulding*	Provide offset left turn lanes at Best Buy/Target entrance	Sight distance and driver expectation	Widen the roadway into the existing grass median and provide offset left turn lanes.	Crash rates
18 – Paulding*	Perform traffic engineering study to evaluate feasibility of a superstreet at multiple intersections in Hiram (SR 6 intersections with Greenfield Road, Target/ Best Buy, Sam’s Club, Walmart, and Pace Road)	Mainline operations	These intersections have a relatively higher potential to be considered for a superstreet intersection location. Superstreets or an RCUT is one of the best ways to ensure that mobility on the mainline is prioritized while access from the minor streets is still provided. A feasibility study for a superstreet concept for this location is recommended.	LOS, travel time/travel speeds/delay
19 – Paulding	Perform traffic engineering study to evaluate removing traffic signal at the Walmart intersection in Hiram	Close spacing of signalized intersections	Preliminary results indicate that the removal of the signal and bringing up to the GDOT standard on the signal spacing requirement would provide travel-time savings for the drivers on SR 6. In addition, a grassed median could be added and the driveway be reconfigured as right-in-right-out only. A more detailed traffic study is recommended to further evaluate the possible removal of the signal.	LOS, Travel time/travel speeds/delay

ID – County	Recommendation	Issue/Concern	Description/Intended Outcome	Performance Measure
I10 – Corridor-wide	Perform study to investigate the need for installing/extending auxiliary turn lanes for all intersections	Intersection and mainline operations	It is recommended that auxiliary turn lanes are installed at intersections and driveways that do not meet the standard GDOT auxiliary lane requirement. The length of turn lanes should be investigated based on turning volume.	LOS, crash rates
I11	Provide intersection improvements for Butner Rd at SR 6	Pedestrian accommodations and congestion	Intersection improvements such as turn lanes and signal upgrades would improve operations for vehicles and pedestrians.	LOS, travel time/travel speeds/delay

\*Although I7 and I8 would not both be implemented together, I8 could be a short-term, interim solution.

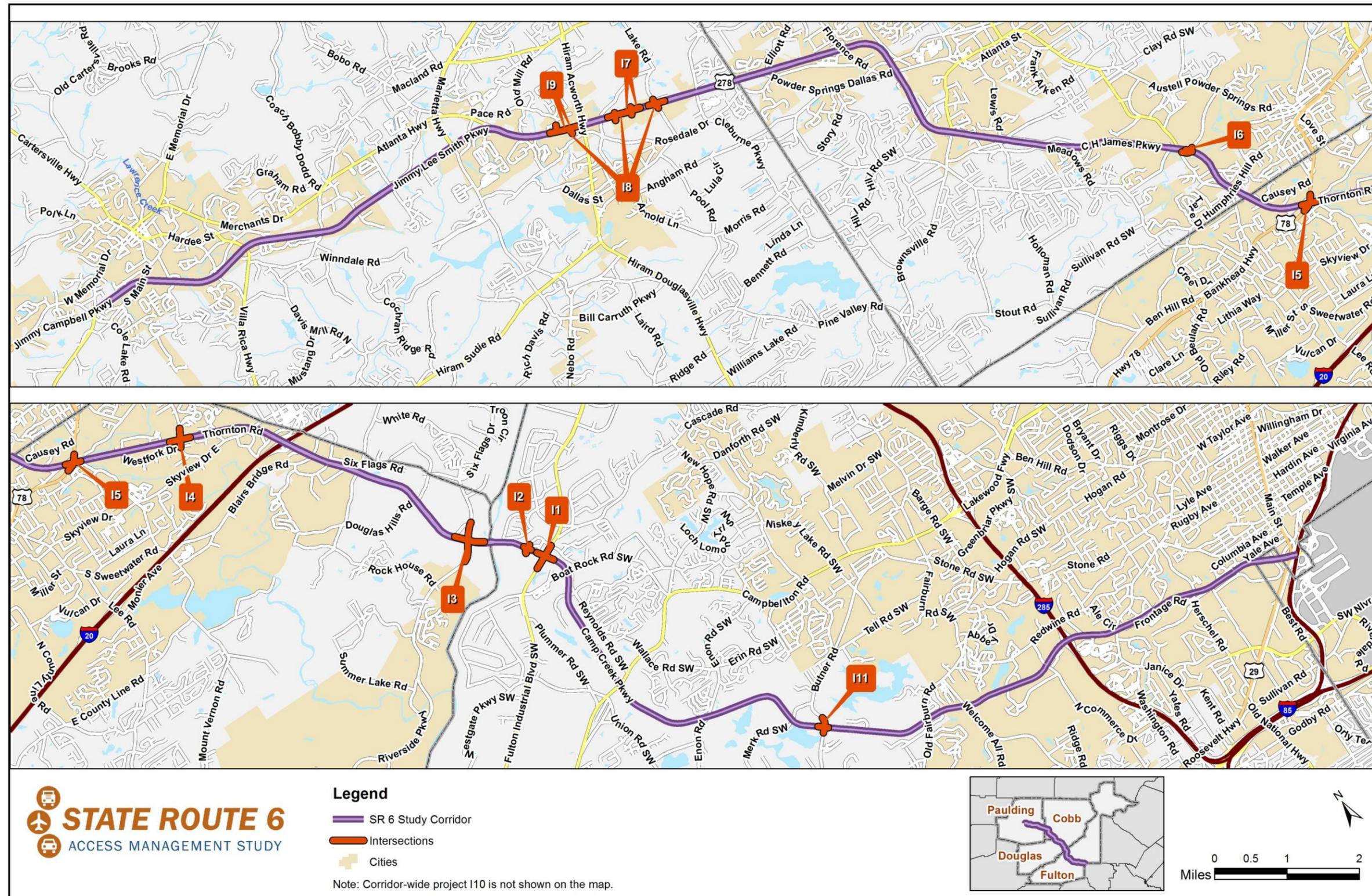


Figure 5-4: Recommended Projects Map – Intersections

#### 5A.4. Frontage Roads, Alternate Routes, and Inter-Parcel Access

This section summarizes the recommendations to address the study goals of maintaining mobility while controlling access, contributing to the economic vitality of the region, improving safety for all users, and preserving the character of areas along the corridor. These projects seek to maintain travel reliability on SR 6 and balance the needs of local and through traffic by providing frontage roads, alternate routes, and inter-parcel access. **Table 5-4** describes each recommendation in this project category, along with issues or concerns to be addressed, intended outcomes, and performance measures. **Figure 5-5** shows the locations of the projects in this category.

**Table 5-4: Summary of Recommendations – Frontage Roads, Alternate Routes, and Inter-Parcel Access**

ID – County	Recommendation	Issue/Concern	Description/Intended Outcome	Performance Measure
F1 – Fulton	Install signage on I-285 northbound directing traffic to SR 6	Lack of driver information on possible bypass route to SR 6	Signage would be provided on I-285 northbound south of the Washington Road exit to direct traffic to SR 6 via Washington Road and N. Commerce Drive.	Travel time/travel speeds/delay
F2 – Fulton	Provide connection between Global Gateway Connector and Hershel Road	Need for a frontage road system	The connection between Global Gateway Connector and Hershel Road would provide a reliable alternate to SR 6 from Airport Drive to Herschel Road.	Travel time/travel speeds/delay
F3 – Fulton	Install signage between Washington Road and Princeton Lakes Parkway	Lack of driver information on possible bypass route to SR 6	Implementing signage would provide alternate route information to drivers from SR 6 to existing/reopened Redwine Road.	Travel time/travel speeds/delay
F4 – Fulton	Reopen Redwine Road west of Prince George Street	Disconnected road section	Reopening the small section of Redwine Road would provide a reliable alternate to SR 6 for the entire Camp Creek Marketplace area from Washington Road to Princeton Lakes Parkway.	Travel time/travel speeds/delay
F5 – Paulding	Connect existing frontage roads between Poplar Springs Road and SR 92	Inter-parcel connectivity	Connecting few existing frontage roads would provide complete inter-parcel access between Poplar Springs Road to SR 92.	Travel time/travel speeds/delay

In addition to these specific recommendations for connections between existing parcels, the provision of frontage and backage roads should be encouraged or required with future development, especially near shopping centers and other commercial areas.

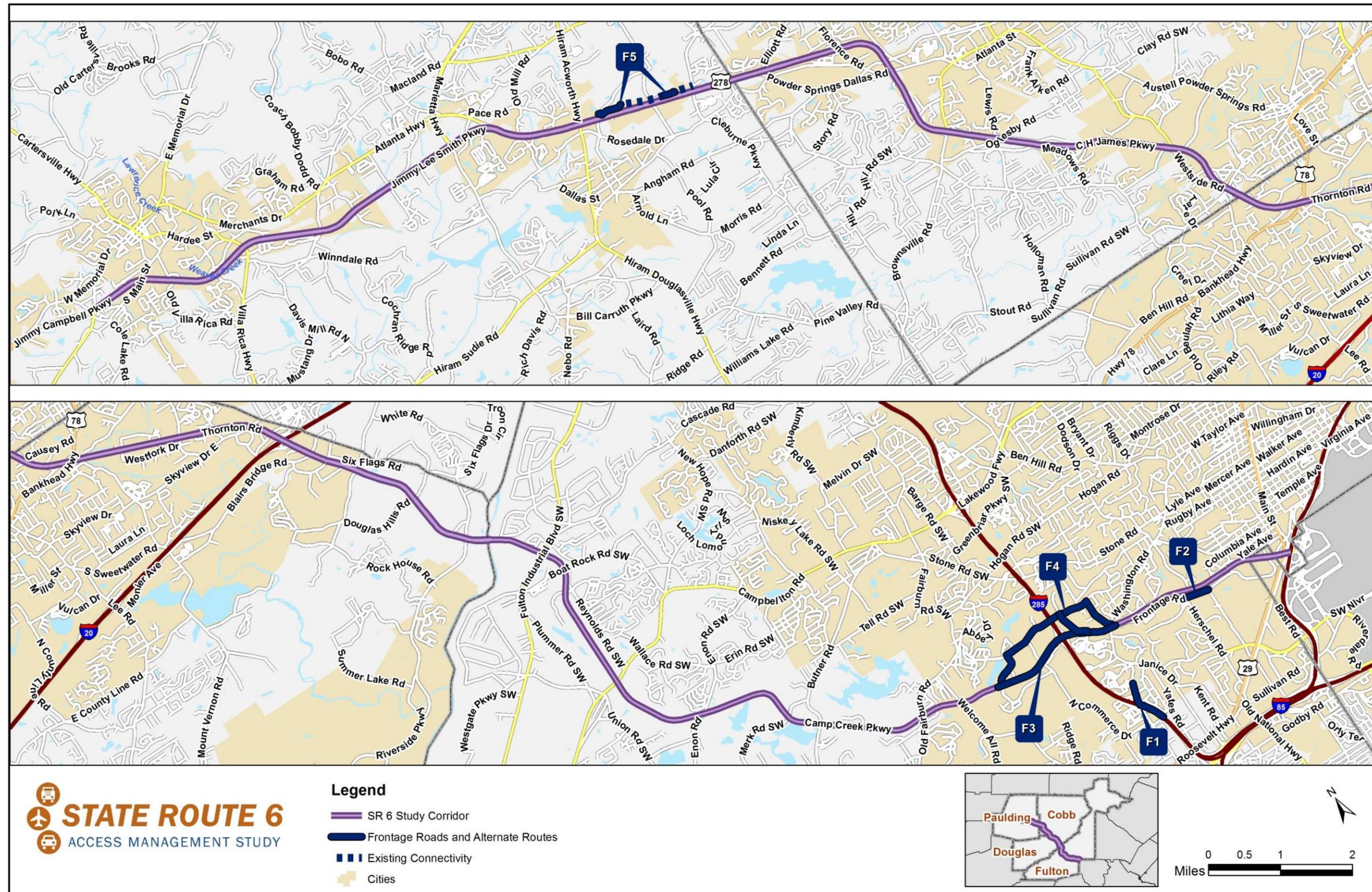


Figure 5-5: Recommended Projects Map – Frontage Roads, Alternate Routes, and Inter-Parcel Access

### 5A.5. Bicycles, Pedestrians, and Transit

Pedestrian concerns along the study corridor have been repeatedly expressed at the stakeholder meetings. Recommendations in this category address all four of the study goals: maintain mobility while controlling access, contribute to the economic vitality of the region, improve safety for all users, and preserve character areas along the corridor. This study recommends that crosswalks with pedestrian signals be provided at all signalized intersections along the corridor and sidewalks be provided, especially with any new developments and roadway projects. Sidewalks and crosswalks should also be provided near all transit stops to accommodate pedestrian activities and ensure safe crossings. The project recommendations in this category include improvements of pedestrian and bicycle facilities in specific areas along the corridor, especially dense commercial areas and areas near transit facilities. **Table 5-5** describes each recommendation in this project category, along with issues or concerns to be addressed, intended outcomes, and performance measures. **Figure 5-6** shows the locations of the projects in this category.

It is also important to note that the GDOT Design Policy Manual (Chapter 9 – Complete Streets Design Policy) states that accommodations for bicycles and pedestrians should be integrated into roadway new construction and reconstruction projects through design features appropriate to the context and function of the transportation facility, the design and construction of new facilities should anticipate likely demand for bicycling and pedestrian facilities within the design life of the facility, and the design of intersections and interchanges should accommodate bicyclists and pedestrians in a manner that addresses the need for bicyclists and pedestrians to safely cross roadways, as well as travel along them.

**Table 5-5: Summary of Recommendations – Bicycles, Pedestrians, and Transit**

ID – County	Recommendation	Issue/Concern	Description/Intended Outcome	Performance Measure
B1 – Fulton	Improve pedestrian facilities in Camp Creek Marketplace area	Pedestrian access	Pedestrian facilities should be improved in order to accommodate high pedestrian activities in the area. The locations in need of additional sidewalks and crosswalks should be investigated.	Miles of sidewalks provided
B2 – Fulton	Improve facilities for pedestrians, bicyclists, and transit users between Old Fairburn Road and Butner Road	Pedestrian and transit access	Pedestrian accommodations should be added or expanded in order to provide improved pedestrian environments near the SR 6 intersections with Old Fairburn Road and Butner Road. In addition, a multi-use path parallel to SR 6 would be provided between these two intersections separated from the roadway.	Miles of sidewalks provided
B3 – Douglas	Improve pedestrian facilities between I-20 and Maxham Road	Pedestrians walking along the median	Sidewalks and crosswalks could be added or expanded. Regulatory pedestrian signs should be installed, and effective pedestrian signal timing should be provided at intersections. Landscaping efforts along the median should also be considered to help promote safe crossing.	Miles of sidewalks provided

ID – County	Recommendation	Issue/Concern	Description/Intended Outcome	Performance Measure
B4 - Douglas	Improve pedestrian facilities at the Maxham Road intersection with SR 6	Pedestrian access	SR 6 at Maxham Road was identified for pedestrian needs. Pedestrian accommodations should be added or expanded in order to provide improved pedestrian environments near the SR 6 intersection with Maxham Road.	Miles of sidewalks provided
B5 – Cobb	Improve pedestrian facilities on Powder Springs-Dallas Road and at Richard D Sailors Parkway and Florence Rd (near Georgia Regional Transportation Authority [GRTA] park-and-ride lot)	Pedestrian access	The addition of sidewalks and pedestrian-friendly intersections along Powder Springs-Dallas Road would provide improved pedestrian environments for transit users.	Miles of sidewalks provided

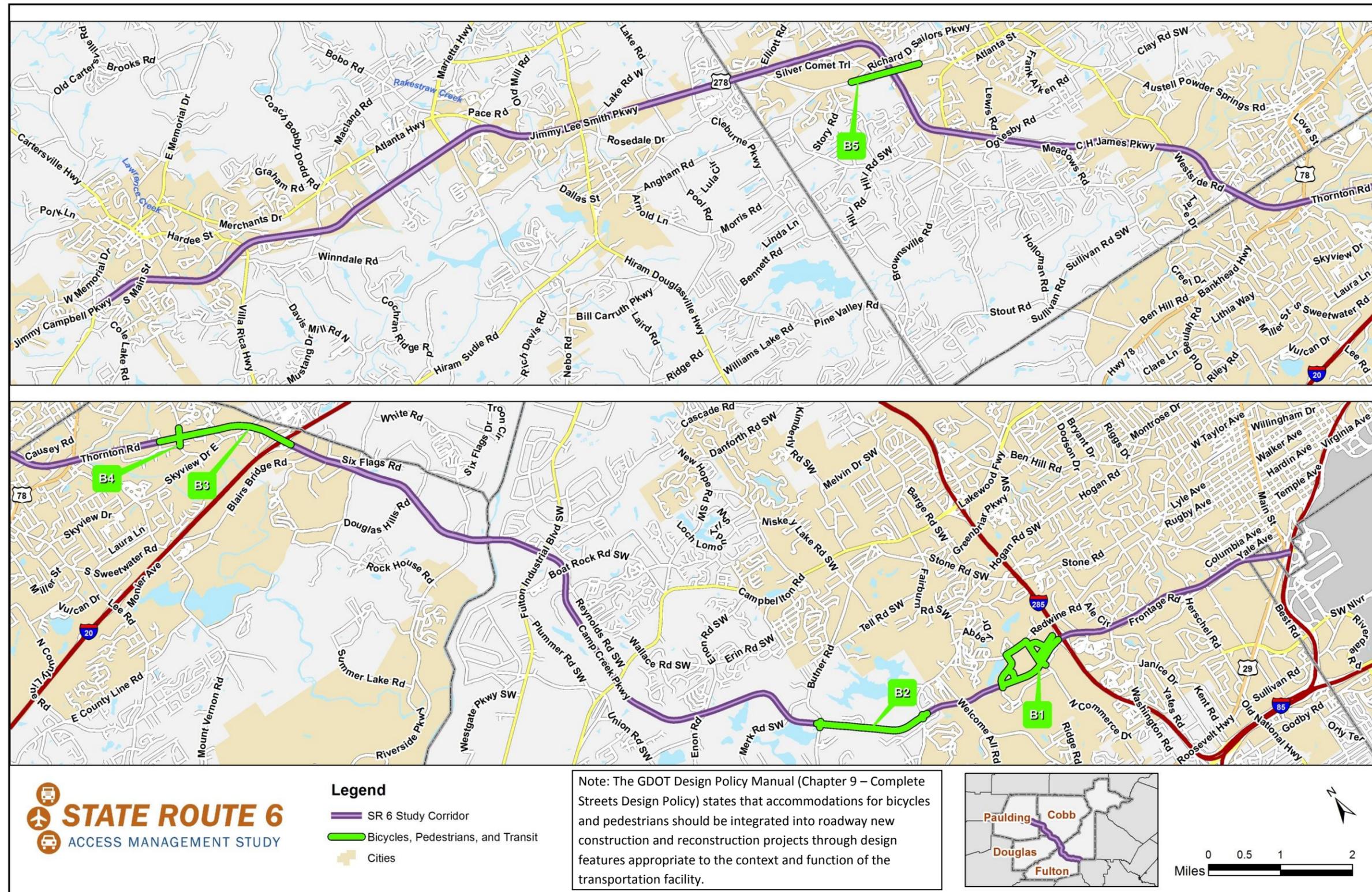


Figure 5-6: Recommended Projects Map – Bicycles, Pedestrians, and Transit

## 5B. Guidelines on Future Access Points

Access management is a balancing act between access and mobility. It is the careful planning of the location, type, and design of access. Based on the corridor analyses, stakeholder input, and the proposed recommendations, this study provides a general corridor-wide guide on the possible locations for restricting any new access points and locations where future new public access points may be allowed. The following two categories define different policies on new access points:

- 1) Use existing access only
- 2) New public access points considered on a conditional basis

The factors considered in determining these access categories include existing driveway spacing, posted speed limit, existing land use, future growth and land use plans, existing and future travel conditions, and potential safety concerns. The following sections describe the characteristics and conditions of each access category. **Figure 5-7** illustrates the areas that fall under each access category.

### 5B.1. Use Existing Access Points Only

In this category, access would be available via existing roads and access points only. The main characteristics of these areas include driveway spacing that does not meet current GDOT standards, significant traffic delay and congestion, dense commercial areas, and areas with potential vehicle and pedestrian concerns. As shown in **Figure 5-7**, the following SR 6 segments along the study corridor are in this category:

- From the eastern end of the study area at I-85 to Princeton Lakes Parkway in Fulton County
- From Bob Arnold Boulevard in Douglas County to the western end of the study area at Buchanan Street in Paulding County

### 5B.2. New Public Access Points Considered on a Conditional Basis

In this category, new public access points may be considered on a case-by-case basis. Where it is not possible to tie into existing facilities, new public access onto SR 6 could be considered in these areas. Any new roads would be public and multiple developments could tie in to these new public roads or stubs. Additionally, developers should provide inter-parcel access and/or frontage or backage roads as appropriate for the site, based on direction from GDOT/local government. These are less developed areas that tend to have more free-flowing traffic conditions relative to the rest of the corridor. . Additional traffic analysis may also be necessary as a part of the permitting process in such conditions.

As shown in **Figure 5-7**, the following SR 6 segment along the study corridor is in this category:

- From Princeton Lakes Parkway in Fulton County to Bob Arnold Boulevard in Douglas County

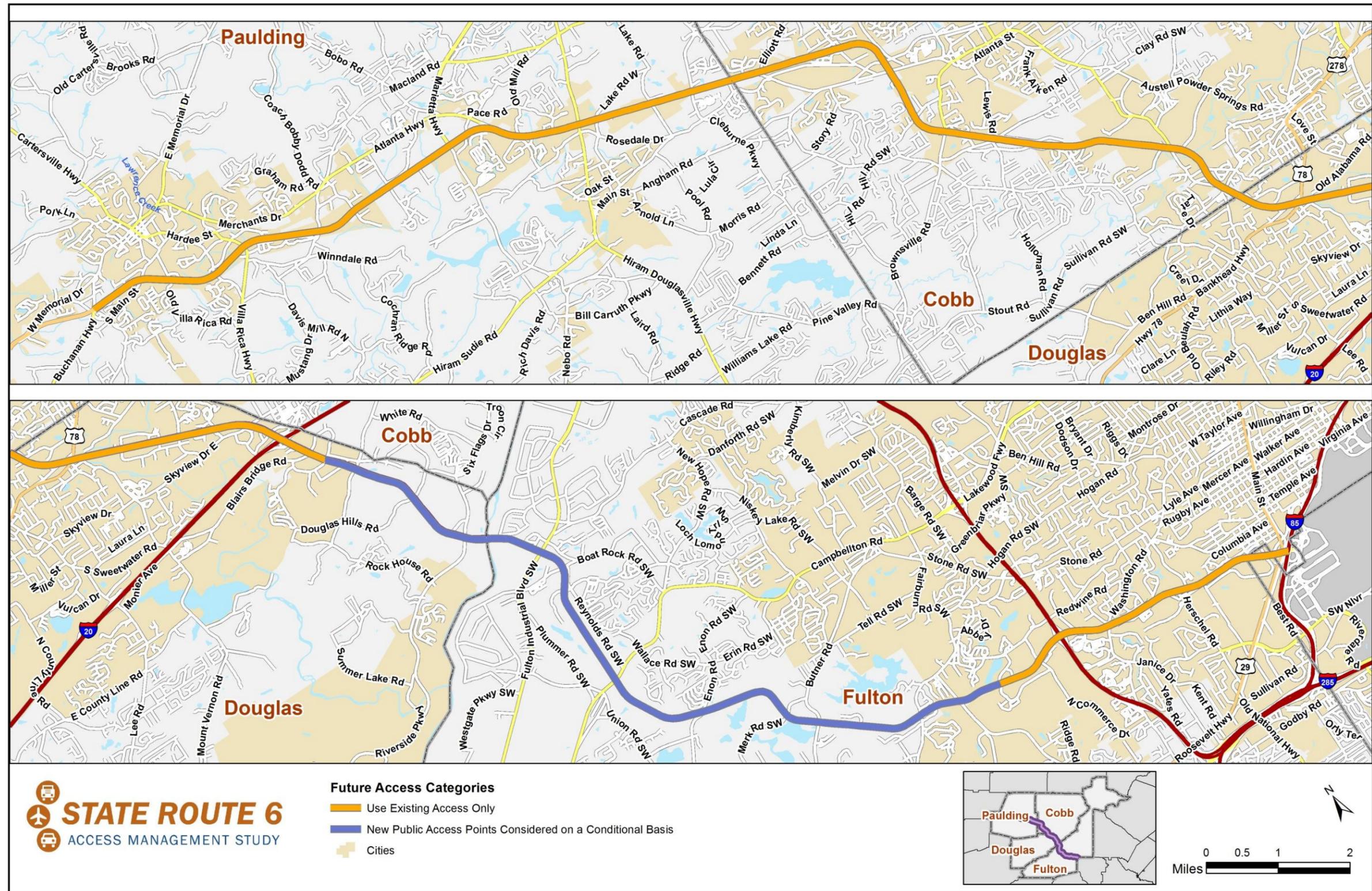


Figure 5-7: Policy Guidelines on Future Access Points

## 5C. Cost Estimation

Planning-level cost estimates were generated for each project recommendation, with the exception of recommended studies. Planning level cost estimates consist of project development costs, right-of-way costs, utility costs, and construction costs.

All cost estimates were created using GDOT's planning-level cost estimation software tools. These software tools include GDOT's Cost Estimation System (CES) and Right-of-Way and Utility Relocation Cost Estimate Tool (RUCEST). GDOT's CES, an AASHTO software system that was tailored specifically to projects in Georgia, calculates construction and preliminary engineering cost for projects by utilizing three years of recent construction data from recently let GDOT projects. RUCEST generates planning-level cost estimates for right-of-way and utility relocation using a database of cost items organized by counties and GDOT districts.

All planning-level costs are in current-year (2015) dollars, and they are included in each project fact sheet provided in the next section.

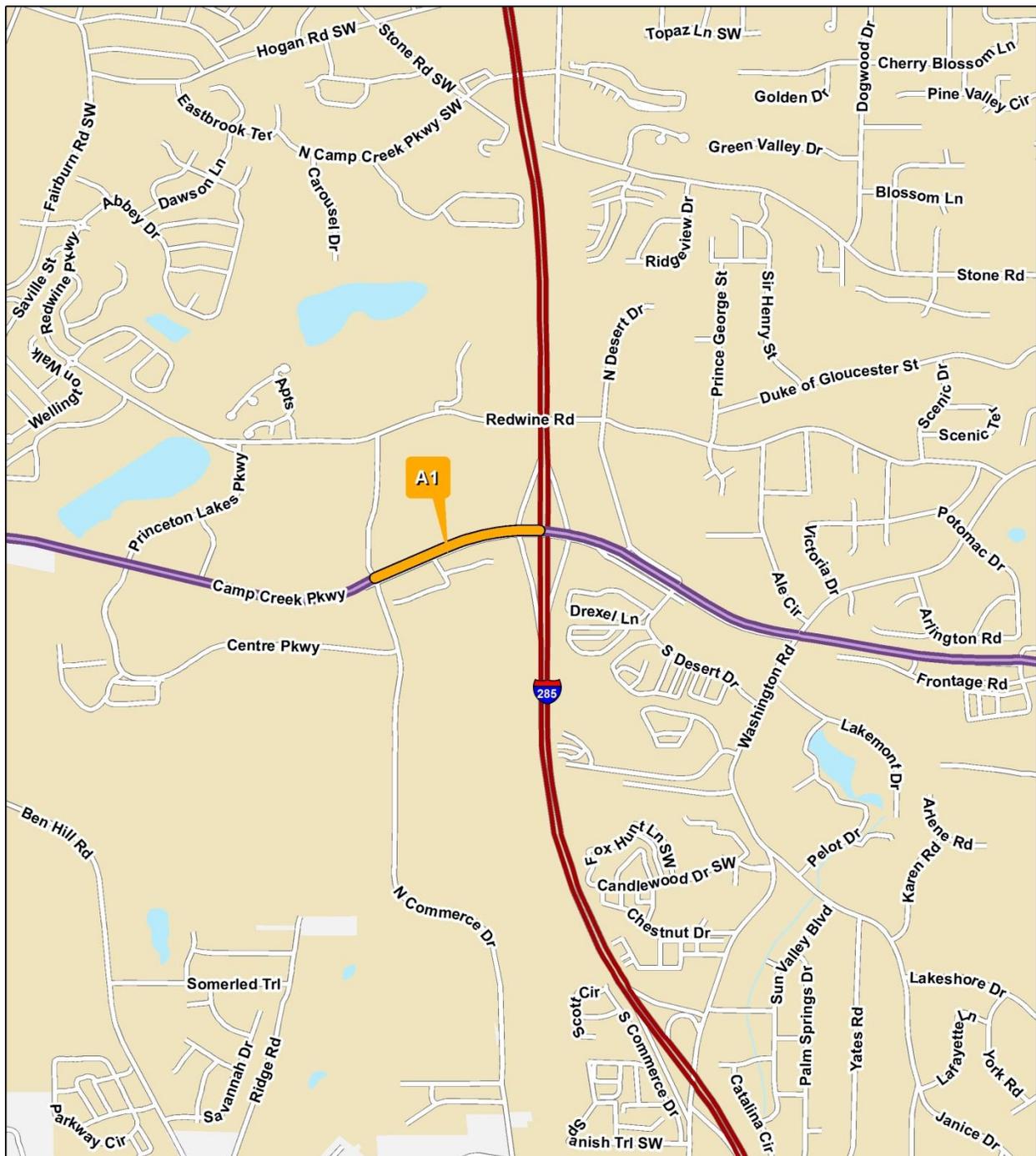
## 5D. Project Fact Sheets

This section presents fact sheets for all project recommendations identified in Section 5A. Project fact sheets, organized by project category, include basic project information, such as an overview describing the project purpose, spatial information, existing/proposed roadway typical sections, analysis results, planning-level cost estimates, and other important notes. A high-level project map is also included with each project fact sheet.

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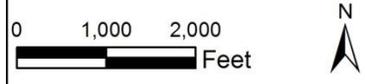
### 5D.1. Access Points, Driveways, and Medians

A1: Median Barrier on SR 6 between I-285 and N. Commerce Drive						
OVERVIEW			SR 6 TYPICAL SECTION*			
This project would provide a physical median barrier on SR 6 between the I-285 interchange and the N. Commerce Drive intersection.			<i>Existing</i>		<i>Proposed</i>	
			<i>Lanes</i>	<b>4-5</b>	<b>No Change</b>	
			<i>Median Barrier</i>	<b>Grass</b>	<b>Raised Median</b>	
			<i>Shoulder(s)</i>	<b>No</b>	<b>No Change</b>	
			<i>Sidewalk(s)</i>	<b>Yes/No</b>	<b>No Change</b>	
<i>*Primary roadway only; not for intersections</i>						
DETAILS			STUDY AREA LOCATION			
<i>PI Number</i>	<b>Not currently in GDOT program</b>		<i>County/COUNTIES</i>	<b>Fulton</b>		
<i>Total Project Length</i>	<b>0.33 miles</b>		<i>Route(s)</i>	<b>SR 6</b>		
			<i>Subarea ID, if any</i>	<b>Fulton - Subarea 1</b>		
			<i>GDOT District(s)</i>	<b>7</b>		
			<i>GA Congressional District(s)</i>	<b>5</b>		
ANALYSIS RESULTS						
CRASH RATES		PEAK-HOUR CONGESTION			2015 COST ESTIMATES	
<i>Exceeds Statewide Crash Rate*</i>	<b>Yes</b>	<i>Year</i>	<i>Volume*</i>	<i>LOS</i>	<i>Preliminary Engineering</i>	<b>\$6,700</b>
<i>Exceeds Statewide Injury Crash Rate*</i>	<b>Yes</b>	<i>Existing**</i>	<b>4,599</b>	<b>B</b>	<i>Right-of-Way</i>	-
<i>Exceeds Statewide Fatal Crash Rate*</i>	<b>Yes</b>	<i>2020 (No Build)</i>	<b>5,658</b>	<b>B</b>	<i>Utilities</i>	-
<i>*Source: GDOT crash data (2008-2012)</i>		<i>**Highest volume in the project limit</i>			<i>Construction</i>	<b>\$83,000</b>
		<i>**Source: RTOP</i>			<i>Total (Rounded)</i>	<b>\$90,000</b>
NOTES						
DEFICIENCIES ADDRESSED						
A physical median barrier would encourage the drivers on SR 6 to use the N. Commerce Drive intersection for making turns instead of crossing the median.						
POTENTIAL ENVIRONMENTAL CONCERNS						
No concerns noted.						
OTHER						

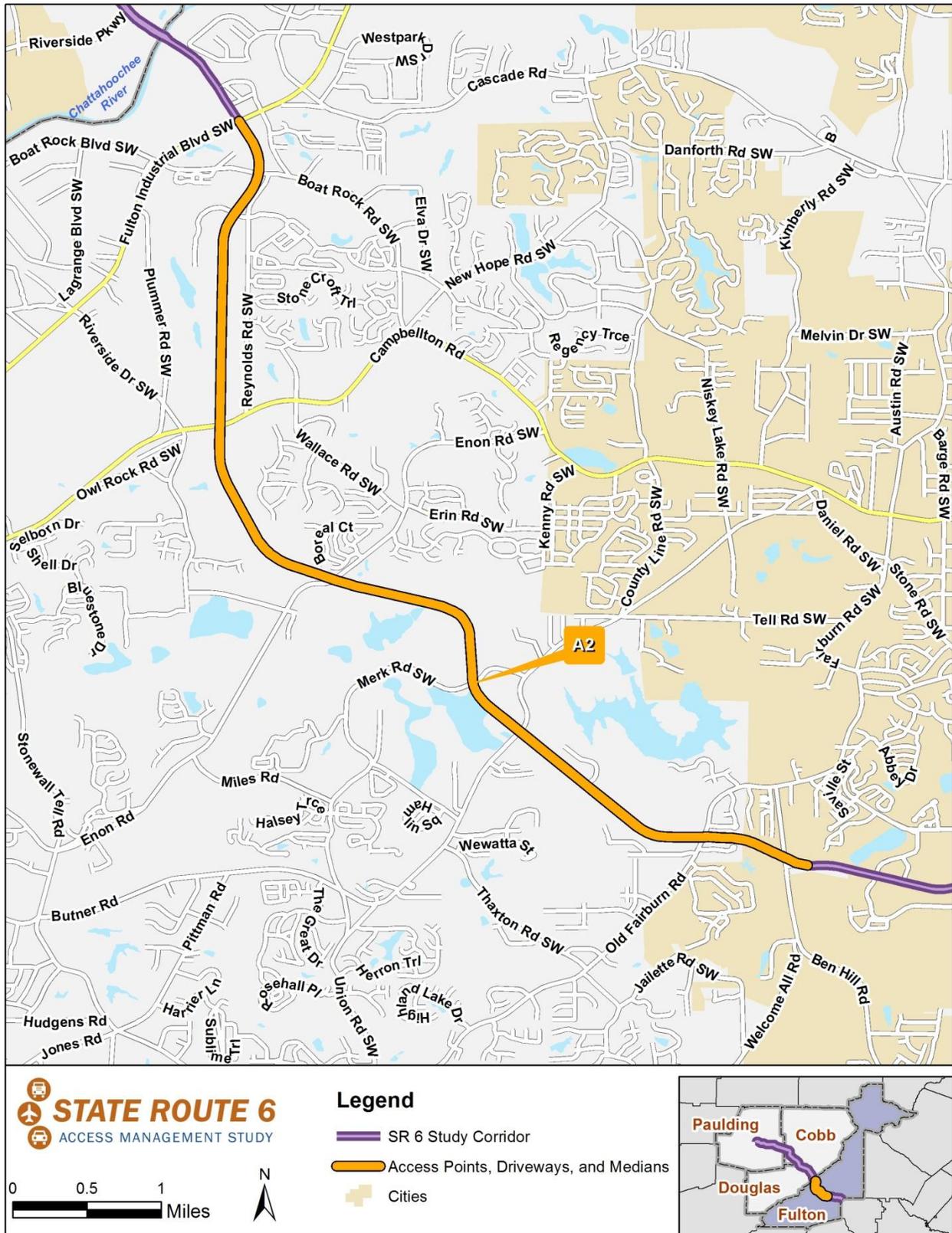


**STATE ROUTE 6**  
ACCESS MANAGEMENT STUDY

- Legend**
- SR 6 Study Corridor
  - Access Points, Driveways, and Medians
  - Cities



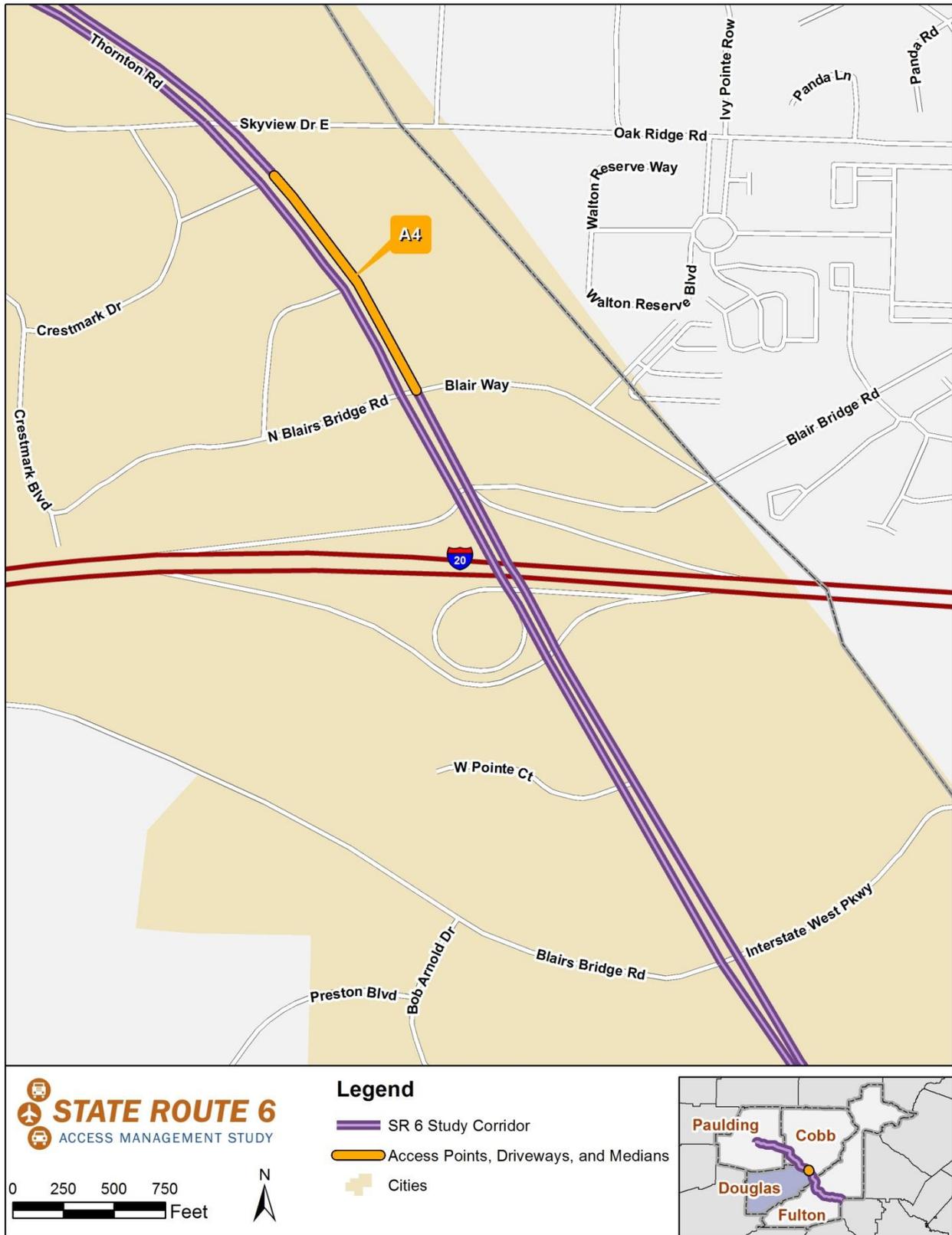
<b>A2: Median Barrier on SR 6 between Welcome All Road and SR 70/FIB</b>						
<b>OVERVIEW</b>			<b>SR 6 TYPICAL SECTION*</b>			
This project would provide a physical median barrier on SR 6 between the Welcome All Road intersection and the SR 70/FIB intersection.			<i>Existing</i>		<i>Proposed</i>	
			Lanes	4	No Change	
			Median Barrier	Grass/Striping	Raised Median	
			Shoulder(s)	Yes	No Change	
			Sidewalk(s)	No	No Change	
<i>*Primary roadway only; not for intersections</i>						
<b>DETAILS</b>			<b>STUDY AREA LOCATION</b>			
<i>PI Number</i>	Not currently in GDOT program		<i>County/Counties</i>	Fulton		
<i>Total Project Length</i>	4.9 miles		<i>Route(s)</i>	SR 6		
			<i>Subarea ID, if any</i>			
			<i>GDOT District(s)</i>	7		
			<i>GA Congressional District(s)</i>	5		
<b>ANALYSIS RESULTS</b>						
<b>CRASH RATES</b>		<b>PEAK-HOUR CONGESTION</b>			<b>2015 COST ESTIMATES</b>	
<i>Exceeds Statewide Crash Rate*</i>	Yes	<i>Year</i>	<i>Volume*</i>	<i>LOS</i>	<i>Preliminary Engineering</i>	\$58,000
<i>Exceeds Statewide Injury Crash Rate*</i>	Yes	<i>Existing**</i>	3,407	A	<i>Right-of-Way</i>	-
<i>Exceeds Statewide Fatal Crash Rate*</i>	Yes	<i>2020 (No Build)</i>	3,714	A	<i>Utilities</i>	-
<i>*Source: GDOT crash data (2008-2012)</i>		<i>*Highest volume in the project limit</i>			<i>Construction</i>	\$724,000
		<i>**Source: RTOP</i>			<i>Total (Rounded)</i>	\$782,000
<b>NOTES</b>						
<b>DEFICIENCIES ADDRESSED</b>						
A physical median barrier would encourage the drivers on SR 6 to use the intersections for making turns instead of crossing the median.						
<b>POTENTIAL ENVIRONMENTAL CONCERNS</b>						
No concerns noted.						
<b>OTHER</b>						



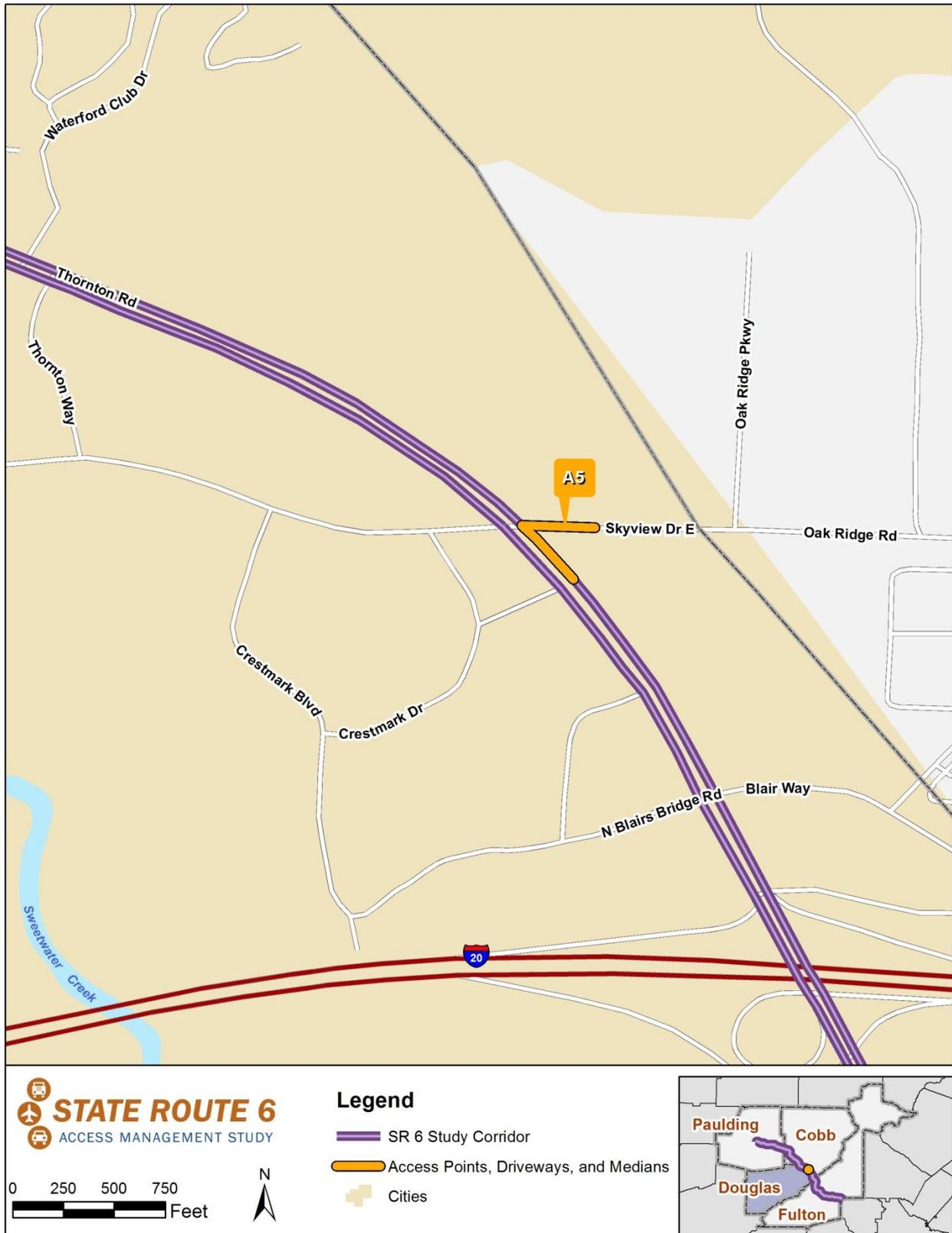
<b>A3: Removal of Driveways on SR 70/FIB near its Intersection with SR 6</b>						
<b>OVERVIEW</b>			<b>SR 70/FIB TYPICAL SECTION*</b>			
This project would remove two right-in-right-out driveways on SR 70/FIB in order to redirect the vehicles from the driveways to Bakers Ferry Road first to access SR 6 and SR 70/FIB.			<i>Existing</i>	<i>Proposed</i>		
			<i>Lanes</i>	<b>6</b>	<b>No Change</b>	
			<i>Median Barrier</i>	<b>Raised</b>	<b>No Change</b>	
			<i>Shoulder(s)</i>	<b>Yes</b>	<b>No Change</b>	
			<i>Sidewalk(s)</i>	<b>Yes/No</b>	<b>No Change</b>	
			<i>*Primary roadway only; not for intersections</i>			
<b>DETAILS</b>			<b>STUDY AREA LOCATION</b>			
<i>PI Number</i>	<b>Not currently in GDOT program</b>		<i>County/Counties</i>	<b>Fulton</b>		
<i>Total Project Length</i>	<b>0.15 miles</b>		<i>Route(s)</i>	<b>SR 70/FIB</b>		
			<i>Subarea ID, if any</i>	<b>Fulton - Subarea 2</b>		
			<i>GDOT District(s)</i>	<b>7</b>		
			<i>GA Congressional District(s)</i>	<b>5</b>		
<b>ANALYSIS RESULTS</b>						
<b>CRASH RATES</b>		<b>PEAK-HOUR CONGESTION</b>			<b>2015 COST ESTIMATES</b>	
<i>Exceeds Statewide Crash Rate*</i>	<b>No</b>	<i>Year</i>	<i>Volume*</i>	<i>LOS</i>	<i>Preliminary Engineering</i>	-
<i>Exceeds Statewide Injury Crash Rate*</i>	<b>No</b>	<i>Existing**</i>	<b>4,730</b>	<b>F</b>	<i>Right-of-Way</i>	-
<i>Exceeds Statewide Fatal Crash Rate*</i>	<b>Yes</b>	<i>2020 (No Build)</i>	<b>5,160</b>	<b>F</b>	<i>Utilities</i>	-
		<i>*Intersection approach volume</i>			<i>Construction</i>	<b>\$6,700</b>
<i>*Source: GDOT crash data (2008-2012) Compared with segment crash rates.</i>		<i>**Source: RTOP</i>			<i>Total (Rounded)</i>	<b>\$7,000</b>
<b>NOTES</b>						
<b>DEFICIENCIES ADDRESSED</b>						
Several sideswipe-type crashes have occurred due to weaving movement between vehicles exiting the driveways and trying to access the SR 70/FIB intersection at SR 6. Closure of these two right-in-right-out driveways would remove this movement, redirecting the vehicles from the gas stations and other commercial development to Bakers Ferry Road first in order to access SR 6 and/or SR 70/FIB. The arterial speed of SR 70/FIB would be improved, and overall operation of the intersection would improve by removing the weaving movements.						
<b>POTENTIAL ENVIRONMENTAL CONCERNS</b>						
No concerns noted.						
<b>OTHER</b>						
Would require coordination with the adjacent businesses..						



A4: Consolidate Driveways on SR 6 between N Blairs Bridge Road and Crestmark Road						
OVERVIEW			SR 6 TYPICAL SECTION*			
This project would consolidate and reconfigure existing right-in-right-out driveways on northbound SR 6. Out of the three consecutive driveways to the mall where Last Chance Thrift Store and Verizon are located, the third driveway would be closed off. Improved driveway spacing would reduce traffic turbulence and, in turn, maximize capacity.			<i>Existing</i>	<i>Proposed</i>		
			<i>Lanes</i>	<b>6</b>	<b>No Change</b>	
			<i>Median Barrier</i>	<b>Raised</b>	<b>No Change</b>	
			<i>Shoulder(s)</i>	<b>No</b>	<b>No Change</b>	
			<i>Sidewalk(s)</i>	<b>Yes/No</b>	<b>No Change</b>	
			<i>*Primary roadway only; not for intersections</i>			
DETAILS		STUDY AREA LOCATION				
<i>PI Number</i>	<b>Not currently in GDOT program</b>		<i>County/Counties</i>	<b>Douglas</b>		
<i>Total Project Length</i>	<b>0.23 miles</b>		<i>Route(s)</i>	<b>SR 6</b>		
			<i>Subarea ID, if any</i>	<b>Douglas Subarea</b>		
			<i>GDOT District(s)</i>	<b>7</b>		
			<i>GA Congressional District(s)</i>	<b>13</b>		
ANALYSIS RESULTS						
CRASH RATES		PEAK-HOUR CONGESTION			2015 COST ESTIMATES	
<i>Exceeds Statewide Crash Rate*</i>	<b>Yes</b>	<i>Year</i>	<i>Volume*</i>	<i>LOS</i>	<i>Preliminary Engineering</i>	
<i>Exceeds Statewide Injury Crash Rate*</i>	<b>Yes</b>	<i>Existing**</i>	<b>4,400</b>	<b>B</b>	<i>Right-of-Way</i>	
<i>Exceeds Statewide Fatal Crash Rate*</i>	<b>Yes</b>	<i>2020 (No Build)</i>	<b>4,708</b>	<b>B</b>	<i>Utilities</i>	
<i>*Source: GDOT crash data (2008-2012)</i>		<i>*Highest volume in the project limit</i>			<i>Construction</i>	
		<i>**Source: RTOP</i>			<i>Total (Rounded)</i>	<b>\$1,500</b>
<b>NOTES</b>						
<b>DEFICIENCIES ADDRESSED</b>						
Existing driveway spacing in the segment is significantly less than the required minimum standard based on GDOT Regulations for Driveway and Encroachment Control (GDOT RDEC 2009).						
<b>POTENTIAL ENVIRONMENTAL CONCERNS</b>						
No concerns noted.						
<b>OTHER</b>						
Restricting direct access to the adjacent business (Verizon) from SR 6 may not be supported by the business owners.						



<b>A5: Reconfigure Driveways between Crestmark Way and Skyview Drive/Oak Ridge Road</b>							
<b>OVERVIEW</b>			<b>SR 6 TYPICAL SECTION*</b>				
<p>This project would reconfigure three existing driveways to the gas station at the corner of SR 6 and Oak Ridge Road. The two driveways on northbound SR 6 would be reconfigured as one-way driveways: a right-in-only driveway and a right-out-only driveway. Additionally, the driveway closest to the SR 6 intersection on Oak Ridge Road would be closed off. Improved driveway spacing would reduce traffic turbulence and, in turn, maximize capacity.</p>			<i>Existing</i>	<i>Proposed</i>			
			<i>Lanes</i>	<b>6</b>	<b>No Change</b>		
			<i>Median Barrier</i>	<b>Raised</b>	<b>No Change</b>		
			<i>Shoulder(s)</i>	<b>No</b>	<b>No Change</b>		
			<i>Sidewalk(s)</i>	<b>Yes/No</b>	<b>No Change</b>		
<i>*Primary roadway only; not for intersections</i>							
<b>DETAILS</b>		<b>STUDY AREA LOCATION</b>					
<i>PI Number</i>	<b>Not currently in GDOT program</b>	<i>County/Counties</i>	<b>Douglas</b>				
<i>Total Project Length</i>	<b>0.2 miles</b>	<i>Route(s)</i>	<b>SR 6</b>				
		<i>Subarea ID, if any</i>	<b>Douglas Subarea</b>				
		<i>GDOT District(s)</i>	<b>7</b>				
		<i>GA Congressional District(s)</i>	<b>13</b>				
<b>ANALYSIS RESULTS</b>							
<b>CRASH RATES</b>		<b>PEAK-HOUR CONGESTION</b>			<b>2015 COST ESTIMATES</b>		
<i>Exceeds Statewide Crash Rate*</i>	<b>Yes</b>	<i>Year</i>	<i>Volume*</i>	<i>LOS</i>	<i>Preliminary Engineering</i>	-	
<i>Exceeds Statewide Injury Crash Rate*</i>	<b>Yes</b>	<i>Existing**</i>	<b>4,400</b>	<b>B</b>	<i>Right-of-Way</i>	-	
<i>Exceeds Statewide Fatal Crash Rate*</i>	<b>Yes</b>	<i>2020 (No Build)</i>	<b>4,708</b>	<b>B</b>	<i>Utilities</i>	-	
			<i>*Highest volume in the project limit</i>		<i>Construction</i>	<b>\$7,000</b>	
<i>*Source: GDOT crash data (2008-2012)</i>			<i>**Source: RTOP</i>		<i>Total (Rounded)</i>	<b>\$7,000</b>	
<b>NOTES</b>							
<b>DEFICIENCIES ADDRESSED</b>							
Existing driveway spacing in the segment is significantly less than the required minimum standard based on GDOT RDEC 2009.							
<b>POTENTIAL ENVIRONMENTAL CONCERNS</b>							
No concerns noted.							
<b>OTHER</b>							
Would require coordination with the adjacent businesses.							

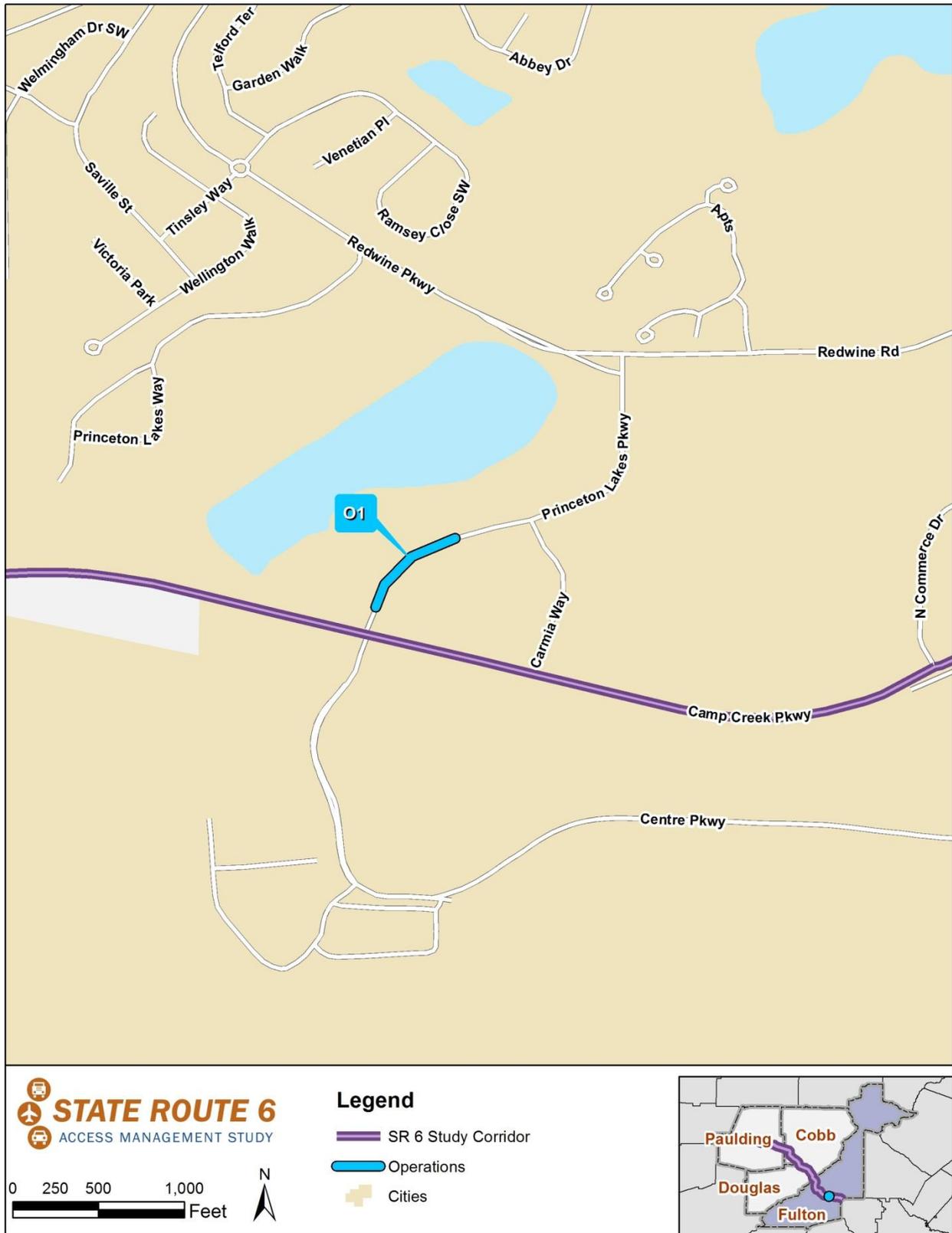


<b>A6: Raised Median with Treatments for Drainage for the Cobb County Section</b>						
<b>OVERVIEW</b>			<b>SR 6 TYPICAL SECTION*</b>			
This project would replace an existing TWLTL with a raised median in order to maintain corridor continuity and provide separation of traffic flowing in the opposite direction.			<i>Existing</i>		<i>Proposed</i>	
			<i>Lanes</i>	<b>4</b>	<b>No Change</b>	
			<i>Median Barrier</i>	<b>TWLTL</b>	<b>Raised Median</b>	
			<i>Shoulder(s)</i>	<b>Yes</b>	<b>No Change</b>	
			<i>Sidewalk(s)</i>	<b>No</b>	<b>No Change</b>	
			<i>*Primary roadway only; not for intersections</i>			
<b>DETAILS</b>			<b>STUDY AREA LOCATION</b>			
<i>PI Number</i>	<b>Not currently in GDOT program</b>		<i>County/Countries</i>	<b>Cobb</b>		
<i>Total Project Length</i>	<b>7.4 miles</b>		<i>Route(s)</i>	<b>SR 6</b>		
			<i>Subarea ID, if any</i>			
			<i>GDOT District(s)</i>	<b>7</b>		
			<i>GA Congressional District(s)</i>	<b>13</b>		
<b>ANALYSIS RESULTS</b>						
<b>CRASH RATES</b>		<b>PEAK-HOUR CONGESTION</b>			<b>2015 COST ESTIMATES</b>	
<i>Exceeds Statewide Crash Rate*</i>	<b>No</b>	<i>Year</i>	<i>Volume*</i>	<i>LOS</i>	<i>Preliminary Engineering</i>	<b>\$86,100</b>
<i>Exceeds Statewide Injury Crash Rate*</i>	<b>No</b>	<i>Existing**</i>	<b>3,065</b>	<b>A</b>	<i>Right-of-Way</i>	-
<i>Exceeds Statewide Fatal Crash Rate*</i>	<b>No</b>	<i>2020 (No Build)</i>	<b>3,402</b>	<b>A</b>	<i>Utilities</i>	-
<i>*Source: GDOT crash data (2008-2012)</i>		<i>* Highest volume in the project limit</i>			<i>Construction</i>	<b>\$1,075,300</b>
		<i>**Source: RTOP</i>			<i>Total (Rounded)</i>	<b>\$1,162,000</b>
<b>NOTES</b>						
<b>DEFICIENCIES ADDRESSED</b>						
In general, a TWLTL has two potential concerns: (1) a pedestrian refuge cannot be provided to foot traffic trying to cross the street and (2) the probability of sideswipe and angled crashes involving vehicles getting in and out of the TWLTL is higher than with medians. Having a physical median along this section would maintain corridor continuity and provide much-needed separation of traffic flowing in the opposite direction. This would also discourage the installation of new traffic signals along the corridor, in turn maintaining through-traffic progression along the corridor.						
<b>POTENTIAL ENVIRONMENTAL CONCERNS</b>						
No concerns noted.						
<b>OTHER</b>						
Study stakeholders suggested that the center median could be designed with rain gardens to help with drainage and water runoff.						



## 5D.2. Operations

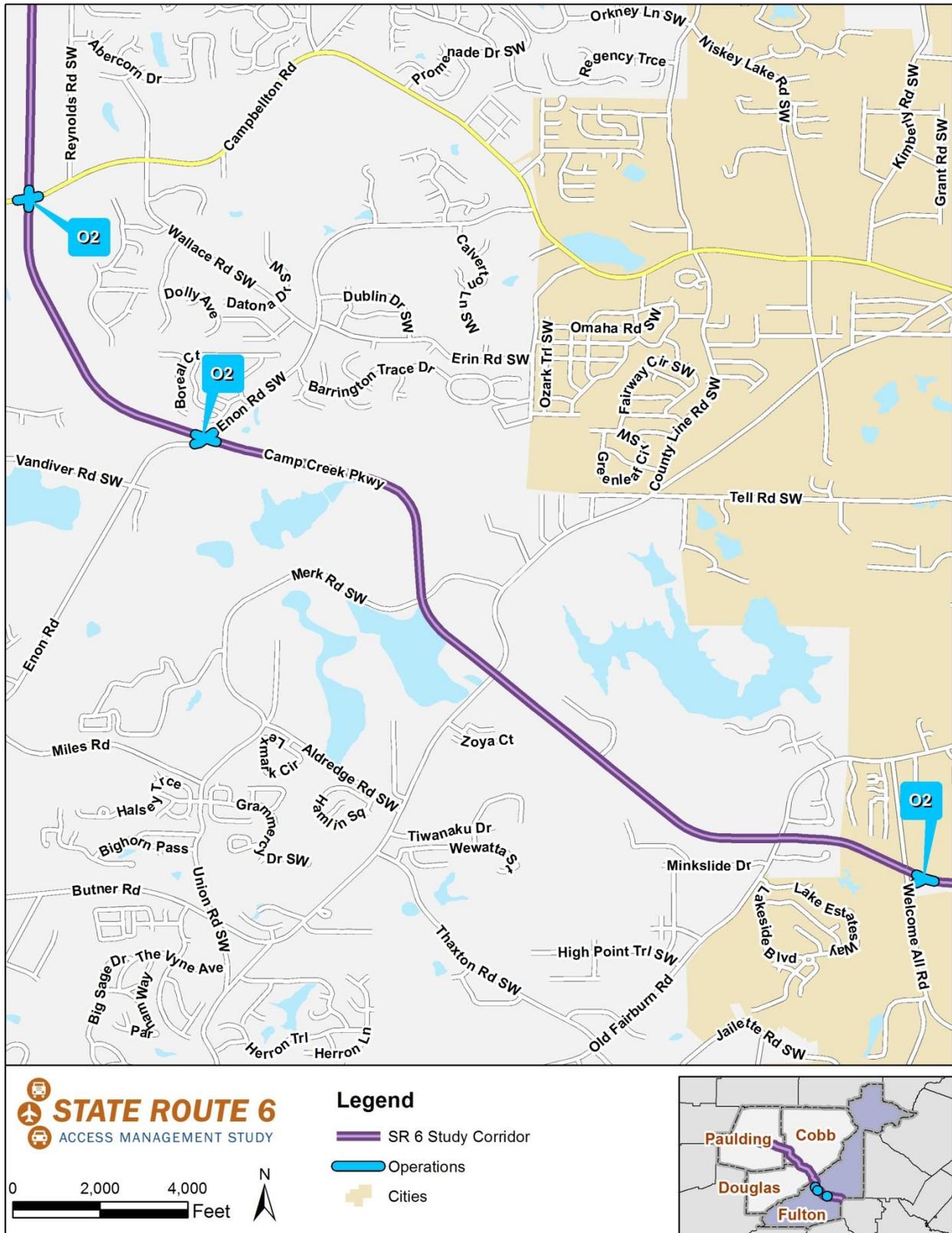
<b>O1: Redirect Access from Publix onto Princeton Lakes Parkway</b>						
<b>OVERVIEW</b>			<b>PRINCETON Lakes PARKWAY TYPICAL SECTION*</b>			
This project would close a driveway and redirect access from the Publix onto Princeton Lakes Parkway. The drivers exiting from the Publix would be redirected to use Carmia Drive SW first to access SR 6 or Princeton Lakes Parkway.			<i>Existing</i>		<i>Proposed</i>	
			<i>Lanes</i>	<b>4</b>	<b>No Change</b>	
			<i>Median Barrier</i>	<b>Raised</b>	<b>No Change</b>	
			<i>Shoulder(s)</i>	<b>No</b>	<b>No Change</b>	
			<i>Sidewalk(s)</i>	<b>Yes/No</b>	<b>No Change</b>	
			<i>*Primary roadway only; not for intersections</i>			
<b>DETAILS</b>		<b>STUDY AREA LOCATION</b>				
<i>PI Number</i>	<b>Not currently in GDOT program</b>	<i>County/Countries</i>		<b>Fulton</b>		
<i>Total Project Length</i>	<b>0.12 miles</b>	<i>Route(s)</i>		<b>Princeton Lakes Parkway</b>		
		<i>Subarea ID, if any</i>		<b>Fulton - Subarea 1</b>		
		<i>GDOT District(s)</i>		<b>7</b>		
		<i>GA Congressional District(s)</i>		<b>5</b>		
<b>ANALYSIS RESULTS</b>						
<b>CRASH RATES</b>		<b>PEAK-HOUR CONGESTION</b>			<b>2015 COST ESTIMATES</b>	
<i>Exceeds Statewide Crash Rate*</i>	<b>Yes</b>	<i>Year</i>	<i>Volume</i>	<i>LOS</i>	<i>Preliminary Engineering</i>	
<i>Exceeds Statewide Injury Crash Rate*</i>	<b>Yes</b>	<i>Existing</i>	<b>N/A</b>	<b>N/A</b>	<i>Right-of-Way</i>	
<i>Exceeds Statewide Fatal Crash Rate*</i>	<b>Yes</b>	<i>2020 (No Build)</i>	<b>N/A</b>	<b>N/A</b>	<i>Utilities</i>	
<i>*Source: GDOT crash data (2008-2012)</i>					<i>Construction</i>	<b>\$2,100</b>
					<i>Total (Rounded)</i>	<b>\$2,100</b>
<b>NOTES</b>						
<b>DEFICIENCIES ADDRESSED</b>						
The proximity of the Publix entrance to the intersection of Princeton Lakes Parkway and SR 6 creates weaving concerns. Redirecting access from Publix onto Princeton Lakes Parkway would improve operations along Princeton Lakes Parkway near SR 6 by reducing weaving movements and potentially improving the operation of the SR 6 intersection with Princeton Lakes Parkway.						
<b>POTENTIAL ENVIRONMENTAL CONCERNS</b>						
No concerns noted.						
<b>OTHER</b>						
Would require coordination with Publix.						



<b>O2 (Part 1): Extension of Left Turn Lane at Welcome All Road Intersection</b>						
<b>OVERVIEW</b>			<b>SR 6 TYPICAL SECTION*</b>			
This project would extend the existing left turn lane on SR 6 at the Welcome All Road intersection. The project would also include signal retiming and necessary operational analysis to discourage red-light running.			<i>Existing</i>		<i>Proposed</i>	
			<i>Lanes</i>	<b>4</b>	<b>No Change</b>	
			<i>Median Barrier</i>	<b>Grass/Striping</b>	<b>No Change</b>	
			<i>Shoulder(s)</i>	<b>Yes</b>	<b>No Change</b>	
			<i>Sidewalk(s)</i>	<b>No</b>	<b>No Change</b>	
			<i>*Primary roadway only; not for intersections</i>			
<b>DETAILS</b>			<b>STUDY AREA LOCATION</b>			
<i>PI Number</i>	<b>Not currently in GDOT program</b>		<i>County/COUNTIES</i>	<b>Fulton</b>		
<i>Total Project Length</i>	<b>0.2 miles</b>		<i>Route(s)</i>	<b>SR 6</b>		
			<i>Subarea ID, if any</i>			
			<i>GDOT District(s)</i>	<b>7</b>		
			<i>GA Congressional District(s)</i>	<b>5</b>		
<b>ANALYSIS RESULTS</b>						
<b>CRASH RATES</b>		<b>PEAK-HOUR CONGESTION</b>			<b>2015 COST ESTIMATES*</b>	
<i>Exceeds Statewide Crash Rate*</i>	<b>No</b>	<i>Year</i>	<i>Volume*</i>	<i>LOS</i>	<i>Preliminary Engineering</i>	<b>\$27,400</b>
<i>Exceeds Statewide Injury Crash Rate*</i>	<b>No</b>	<i>Existing**</i>	<b>3,950</b>	<b>B</b>	<i>Right-of-Way</i>	<b>\$192,000</b>
<i>Exceeds Statewide Fatal Crash Rate*</i>	<b>No</b>	<i>2020 (No Build)</i>	<b>4,310</b>	<b>C</b>	<i>Utilities</i>	<b>\$754,500</b>
		<i>*Intersection approach volume</i>			<i>Construction</i>	<b>\$342,200</b>
<i>*Source: GDOT crash data (2008-2012) Compared with segment crash rates</i>		<i>**Source: RTOP</i>			<i>Total (Rounded)</i>	<b>\$1,317,000</b>
					<i>*Combined cost of O2 Part 1, 2, &amp; 3</i>	
<b>NOTES</b>						
<b>DEFICIENCIES ADDRESSED</b>						
Stakeholder feedback indicated a high number of crashes, and red-light runners have been reported at the SR 6 intersection with Welcome All Road. The extension of the left turn lane and signal retiming could improve operation of the intersection by lessening the frequency and severity of crashes. This project could also minimize intersection delay and, in turn, improve traffic operations.						
<b>POTENTIAL ENVIRONMENTAL CONCERNS</b>						
No concerns noted. Anticipated environmental document type: categorical exclusion (CE).						
<b>OTHER</b>						
It is recommended that Fulton County public works staff consider contacting law enforcement regarding the issue of red-light running.						
As stakeholders in this study, representatives from the Airport West CID indicated that the CID would soon begin a study of the Welcome All Rd at SR 6 intersection area. Further coordination among stakeholders is recommended to address findings from that study.						

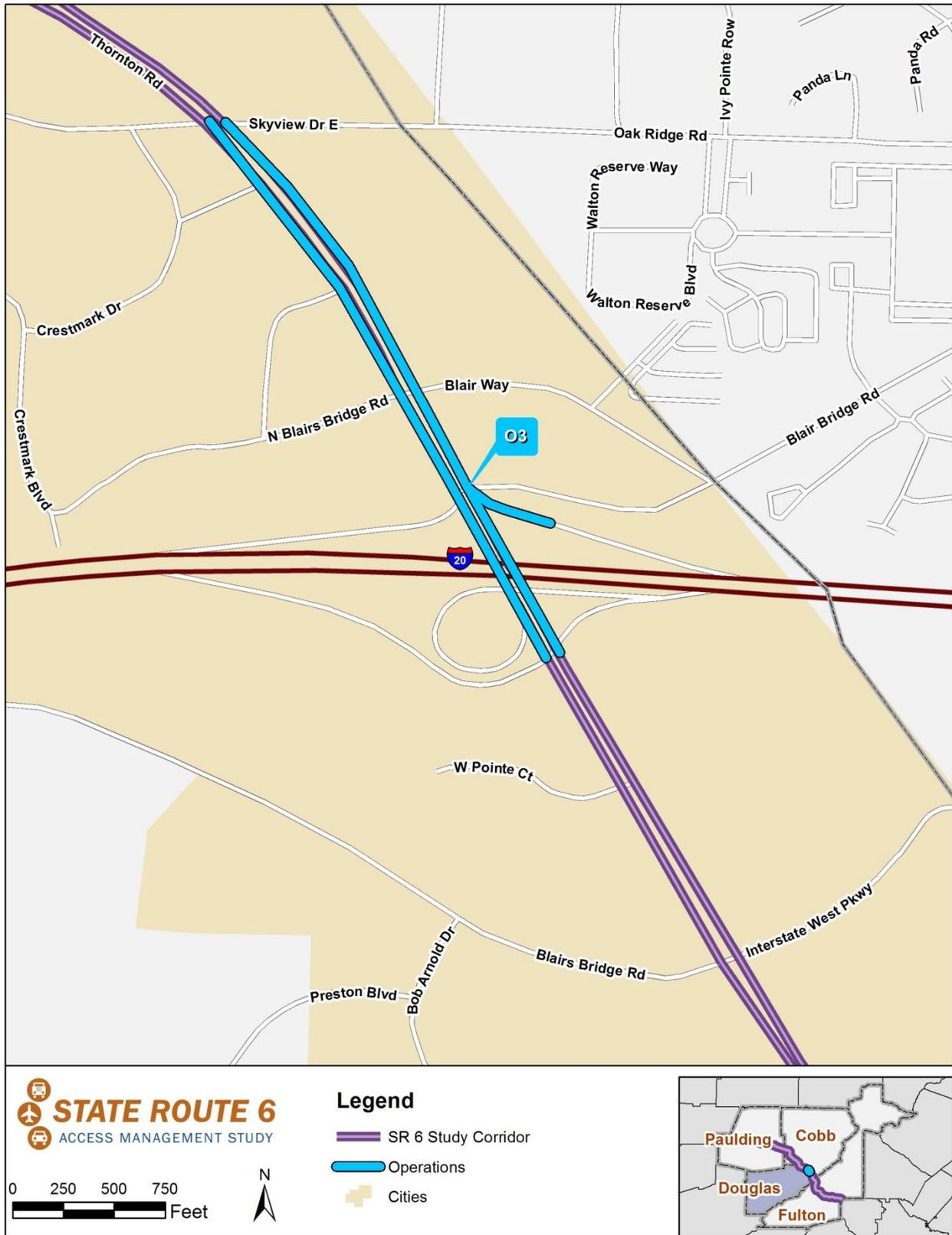
O2 (Part 2): Provision of Turn Lanes at Enon Road Intersection						
OVERVIEW			ENON ROAD TYPICAL SECTION*			
This project would provide left turn lanes on Enon Road at its intersection with SR 6. The project would also include signal retiming and necessary operational analysis to discourage red-light running.			<i>Existing</i>	<i>Proposed</i>		
			<i>Lanes</i>	<b>2</b>	<b>No Change</b>	
			<i>Median Barrier</i>	<b>No</b>	<b>No Change</b>	
			<i>Shoulder(s)</i>	<b>No</b>	<b>No Change</b>	
			<i>Sidewalk(s)</i>	<b>No</b>	<b>No Change</b>	
			<i>*Primary roadway only; not for intersections</i>			
DETAILS			STUDY AREA LOCATION			
<i>PI Number</i>	<b>Not currently in GDOT program</b>		<i>County/COUNTIES</i>	<b>Fulton</b>		
<i>Total Project Length</i>	<b>0.2 miles</b>		<i>Route(s)</i>	<b>SR 6</b>		
			<i>Subarea ID, if any</i>			
			<i>GDOT District(s)</i>	<b>7</b>		
			<i>GA Congressional District(s)</i>	<b>5</b>		
ANALYSIS RESULTS						
CRASH RATES		PEAK-HOUR CONGESTION			2015 COST ESTIMATES*	
<i>Exceeds Statewide Crash Rate*</i>	<b>No</b>	<i>Year</i>	<i>Volume*</i>	<i>LOS</i>	<i>Preliminary Engineering</i>	<b>See O2 Part 1</b>
<i>Exceeds Statewide Injury Crash Rate*</i>	<b>No</b>	<i>Existing**</i>	<b>2,840</b>	<b>D</b>	<i>Right-of-Way</i>	<b>See O2 Part 1</b>
<i>Exceeds Statewide Fatal Crash Rate*</i>	<b>Yes</b>	<i>2020 (No Build)</i>	<b>3,100</b>	<b>D</b>	<i>Utilities</i>	<b>See O2 Part 1</b>
<i>*Source: GDOT crash data (2008-2012) Compared with segment crash rates</i>		<i>*Intersection approach volume</i>			<i>Construction</i>	<b>See O2 Part 1</b>
		<i>**Source: RTOP</i>			<i>Total (Rounded)</i>	<b>See O2 Part 1</b>
NOTES						
DEFICIENCIES ADDRESSED						
Stakeholder feedback indicated a high number of crashes, and red-light runners have been reported at the SR 6 intersection with Enon Road. The provision of left turn lanes and signal retiming could improve operation of the intersection by lessening the frequency and severity of crashes. This project could also minimize intersection delay and, in turn, improve traffic operations.						
POTENTIAL ENVIRONMENTAL CONCERNS						
No concerns noted. Anticipated environmental document type: CE.						
OTHER						
It is recommended that Fulton County public works staff consider contacting law enforcement regarding the issue of red-light running.						

<b>O2 (Part 3): Signal Retiming at SR 154/Campbellton Road Intersection</b>						
<b>OVERVIEW</b>			<b>SR 6 TYPICAL SECTION*</b>			
The project would include signal retiming and necessary operational analysis to discourage red-light running.					<i>Existing</i>	<i>Proposed</i>
			<i>Lanes</i>		<b>4</b>	<b>No Change</b>
			<i>Median Barrier</i>		<b>Grass/Striping</b>	<b>No Change</b>
			<i>Shoulder(s)</i>		<b>Yes</b>	<b>No Change</b>
			<i>Sidewalk(s)</i>		<b>No</b>	<b>No Change</b>
<i>*Primary roadway only; not for intersections</i>						
<b>DETAILS</b>			<b>STUDY AREA LOCATION</b>			
<i>PI Number</i>	<b>Not currently in GDOT program</b>		<i>County/Counties</i>		<b>Fulton</b>	
<i>Total Project Length</i>	<b>0.2 miles</b>		<i>Route(s)</i>		<b>SR 6</b>	
			<i>Subarea ID, if any</i>			
			<i>GDOT District(s)</i>		<b>7</b>	
			<i>GA Congressional District(s)</i>		<b>5</b>	
<b>ANALYSIS RESULTS</b>						
<b>CRASH RATES</b>		<b>PEAK-HOUR CONGESTION</b>			<b>2015 COST ESTIMATES*</b>	
<i>Exceeds Statewide Crash Rate*</i>	<b>No</b>	<i>Year</i>	<i>Volume*</i>	<i>LOS</i>	<i>Preliminary Engineering</i>	<b>See O2 Part 1</b>
<i>Exceeds Statewide Injury Crash Rate*</i>	<b>No</b>	<i>Existing**</i>	<b>3,290</b>	<b>D</b>	<i>Right-of-Way</i>	<b>See O2 Part 1</b>
<i>Exceeds Statewide Fatal Crash Rate*</i>	<b>Yes</b>	<i>2020 (No Build)</i>	<b>3,580</b>	<b>D</b>	<i>Utilities</i>	<b>See O2 Part 1</b>
		<i>*Intersection approach volume</i>			<i>Construction</i>	<b>See O2 Part 1</b>
<i>*Source: GDOT crash data (2008-2012) Compared with segment crash rates</i>		<i>**Source: RTOP</i>			<i>Total (Rounded)</i>	<b>See O2 Part 1</b>
<b>NOTES</b>						
<b>DEFICIENCIES ADDRESSED</b>						
Stakeholder feedback indicated a high number of crashes, and red-light runners have been reported at the SR 6 intersection with SR 154/Campbellton Road. Signal retiming could improve operation of the intersection by lessening the frequency and severity of crashes. This project could also minimize intersection delay and, in turn, improve traffic operations.						
<b>POTENTIAL ENVIRONMENTAL CONCERNS</b>						
No concerns noted.						
<b>OTHER</b>						
It is recommended that Fulton County public works staff consider contacting law enforcement regarding the issue of red-light running.						

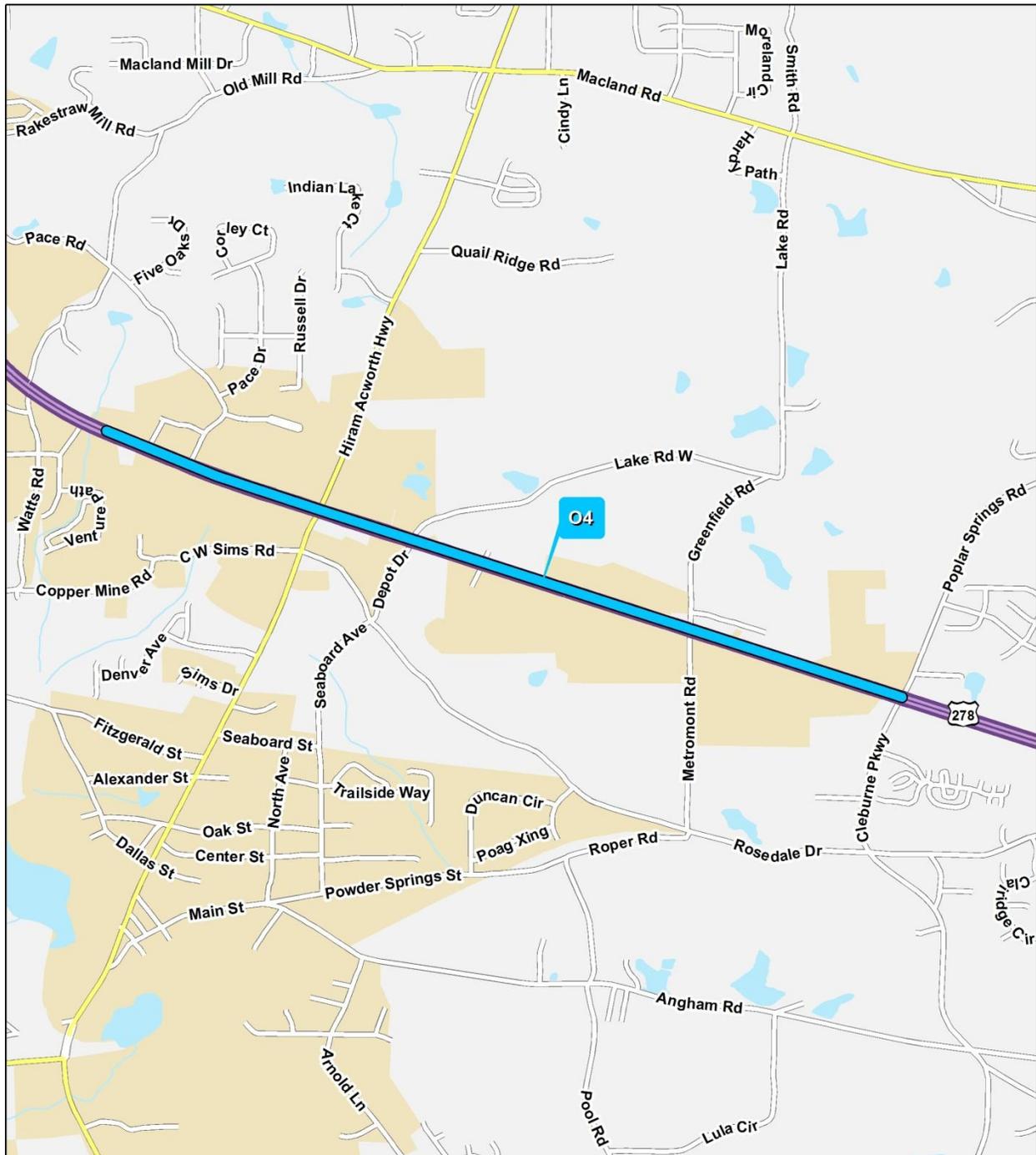


### O3: In-depth Roadway Audit/Traffic Engineering Study between I-20 and Skyview Drive/Oak Ridge Road

OVERVIEW		SR 6 TYPICAL SECTION*				
<p>This study recommends that a detailed roadway study be performed for the SR 6 segment between I-20 and Skyview Drive/ Oak Ridge Road. The preliminary crash analysis revealed (see ANALYSIS RESULTS, below) that crash rates in this area exceed statewide average rates in all categories. A more detailed study is needed to determine likely causes and develop specific solutions.</p> <p>One option to address weaving issues in this area would be to provide a concrete separation of the right turn lanes to restrict northbound left turn lane access to N. Blairs Bridge Road from the I-20 westbound off-ramp. Another option is eliminating the second driveway access to the Budget car rental in order to reduce the traffic turbulence in the outer lane. Additionally, right-turn-on-red (RTOR) could be prohibited from the I-20 westbound off-ramp onto SR 6. Other options could include reconfiguring the first two driveways to one-way driveways.</p>		Existing	Proposed			
		Lanes	6	No Change		
		Median Barrier	Raised	No Change		
		Shoulder(s)	Yes	No Change		
		Sidewalk(s)	No	No Change		
		*Primary roadway only; not for intersections				
DETAILS		STUDY AREA LOCATION				
PI Number	<b>Not currently in GDOT program</b>	County/Countries	<b>Douglas</b>			
Total Project Length	<b>0.6 miles</b>	Route(s)	<b>SR 6</b>			
		Subarea ID, if any	<b>Douglas Subarea</b>			
		GDOT District(s)	<b>7</b>			
		GA Congressional District(s)	<b>13</b>			
ANALYSIS RESULTS						
CRASH RATES		PEAK-HOUR CONGESTION			2015 COST ESTIMATES	
Exceeds Statewide Crash Rate*	<b>Yes</b>	Year	Volume*	LOS	Preliminary Engineering	<b>N/A</b>
Exceeds Statewide Injury Crash Rate*	<b>Yes</b>	Existing**	<b>5,070</b>	<b>B</b>	Right-of-Way	<b>N/A</b>
Exceeds Statewide Fatal Crash Rate*	<b>Yes</b>	2020 (No Build)	<b>5,425</b>	<b>B</b>	Utilities	<b>N/A</b>
		* Highest volume in the project limit			Construction	<b>N/A</b>
*Source: GDOT crash data (2008-2012)		**Source: RTOP			Total (Rounded)	<b>N/A</b>
NOTES						
DEFICIENCIES ADDRESSED						
<p>This study may identify improvements to reduce the frequency and severity of crashes by tailoring specific solutions to the causes of crashes. Currently, there are weaving issues resulting from vehicles using the dual right-turn lanes from the I-20 westbound off-ramp and then trying to navigate across to turn left at N. Blairs Bridge Road. Also, existing driveway spacing in the segment is significantly less than the required minimum standard based on GDOT RDEC 2009.</p>						
POTENTIAL ENVIRONMENTAL CONCERNS						
<p>No concerns noted.</p>						
OTHER						
<p>An additional option would be to restrict access to adjacent business, such as IHOP and Budget car rental, on the eastern side, and Home Depot and Burger King, on the western side. Road signs would have to be provided for vehicles to be routed for U-turns at Skyview Drive/Oak Ridge Road or left turns through Skyview Drive/Oak Ridge Road and Crestmark Boulevard to access the western portion of N. Blairs Bridge Road.</p>						



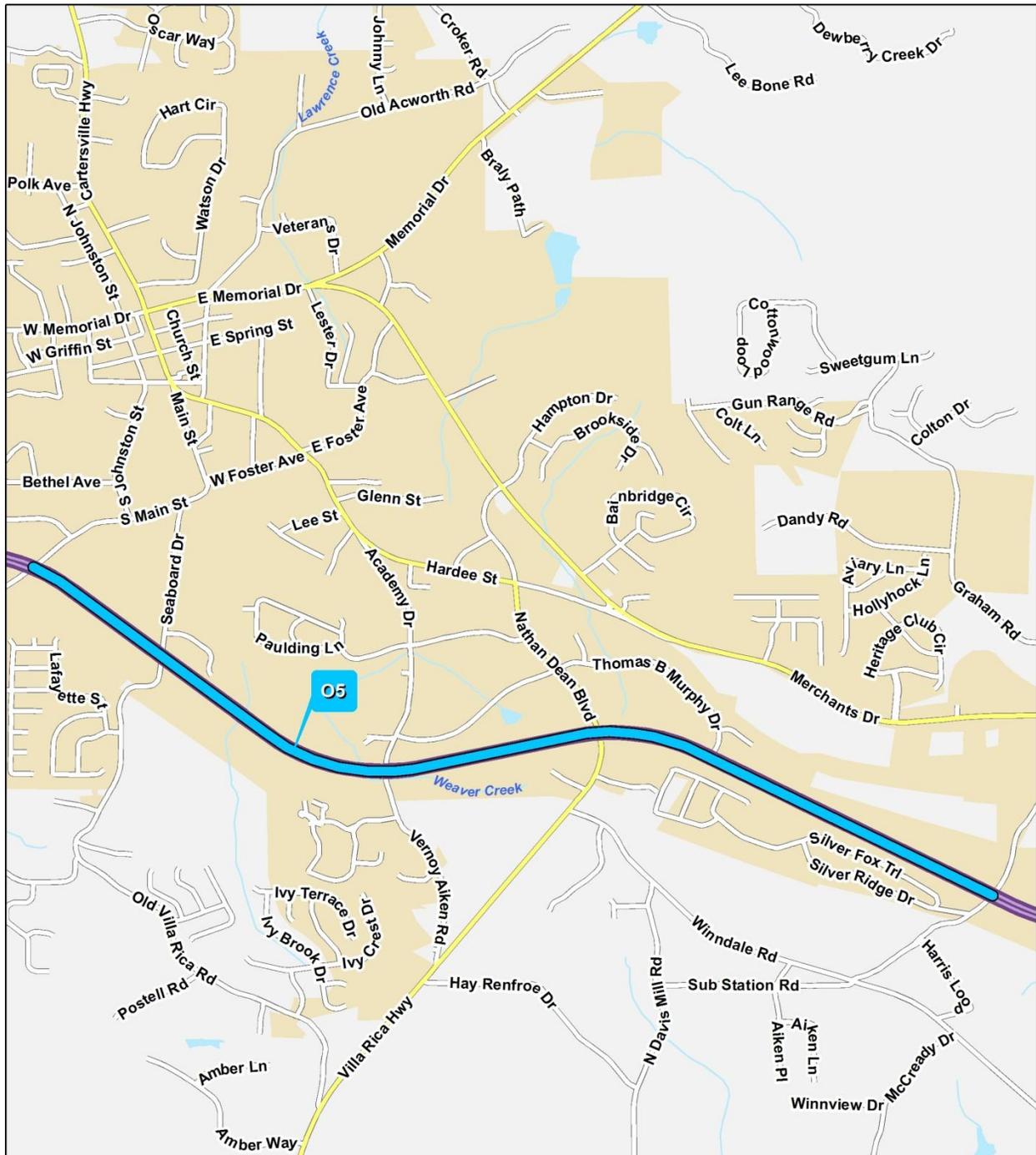
<b>O4: Continuous Right Turn Lane between Traffic Signals and Median Openings in Hiram Commercial Area</b>						
<b>OVERVIEW</b>			<b>SR 6 TYPICAL SECTION*</b>			
This project would improve westbound SR 6 in the Hiram commercial area to have a continuous right turn lane between traffic signals and median openings rather than the existing segmented deceleration and acceleration lanes. The project would include restriping, repaving, and some new pavement.			<i>Existing</i>		<i>Proposed</i>	
			<i>Lanes</i>	<b>4</b>	<b>No Change</b>	
			<i>Median Barrier</i>	<b>Grass</b>	<b>No Change</b>	
			<i>Shoulder(s)</i>	<b>Yes</b>	<b>No Change</b>	
			<i>Sidewalk(s)</i>	<b>No</b>	<b>No Change</b>	
			<i>*Primary roadway only; not for intersections</i>			
<b>DETAILS</b>			<b>STUDY AREA LOCATION</b>			
<i>PI Number</i>	<b>Not currently in GDOT program</b>		<i>County/Countries</i>	<b>Paulding</b>		
<i>Total Project Length</i>	<b>1.92 miles</b>		<i>Route(s)</i>	<b>SR 6</b>		
			<i>Subarea ID, if any</i>	<b>Paulding - Subareas 1 &amp; 2</b>		
			<i>GDOT District(s)</i>	<b>6</b>		
			<i>GA Congressional District(s)</i>	<b>14</b>		
<b>ANALYSIS RESULTS</b>						
<b>CRASH RATES</b>		<b>PEAK-HOUR CONGESTION</b>			<b>2015 COST ESTIMATES</b>	
<i>Exceeds Statewide Crash Rate*</i>	<b>No</b>	<i>Year</i>	<i>Volume*</i>	<i>LOS</i>	<i>Preliminary Engineering</i>	<b>\$28,800</b>
<i>Exceeds Statewide Injury Crash Rate*</i>	<b>No</b>	<i>Existing**</i>	<b>3,232</b>	<b>A</b>	<i>Right-of-Way</i>	-
<i>Exceeds Statewide Fatal Crash Rate*</i>	<b>No</b>	<i>2020 (No Build)</i>	<b>3,587</b>	<b>A</b>	<i>Utilities</i>	-
		<i>* Highest volume in the project limit</i>			<i>Construction</i>	<b>\$358,800</b>
<i>*Source: GDOT crash data (2008-2012)</i>		<i>**Source: RTOP</i>			<i>Total (Rounded)</i>	<b>\$389,000</b>
<b>NOTES</b>						
<b>DEFICIENCIES ADDRESSED</b>						
Segmented deceleration and acceleration lanes do not always provide the most comfortable spacing for deceleration, requiring drivers to either decelerate heavily once they are in the lanes or begin to decelerate before they move into the lane. Also, the shorter acceleration lanes could cause forced merges with high-speed vehicles, because the merging vehicles do not have enough space to comfortably merge with through traffic. Providing a continuous right turn lane would enable the drivers to accelerate and decelerate more comfortably and, in turn, make easier right turns.						
<b>POTENTIAL ENVIRONMENTAL CONCERNS</b>						
No concerns noted.						
<b>OTHER</b>						
This solution would be ideal where low driveway spacing creates a greater concentration of conflict points between the accelerating and decelerating vehicles, or where heavy volumes in and out of the driveways provide more opportunities for vehicle conflicts.						



- Legend**
- SR 6 Study Corridor
  - Operations
  - Cities



<b>O5: In-depth Roadway Audit Study between Old Harris Road and S Main Street</b>						
<b>OVERVIEW</b>			<b>SR 6 TYPICAL SECTION*</b>			
This study recommends that a detailed roadway study be performed for the SR 6 segment between Old Harris Road and S. Main Street. The preliminary analysis revealed (see ANALYSIS RESULTS, below) that crash rates exceed statewide average rates in all categories. A more detailed study is needed to determine likely causes and develop specific solutions.			<i>Lanes</i>	<i>Existing</i>	<i>Proposed</i>	
				<b>4</b>	<b>No Change</b>	
			<i>Median Barrier</i>	<b>Grass</b>	<b>No Change</b>	
			<i>Shoulder(s)</i>	<b>Yes/No</b>	<b>No Change</b>	
			<i>Sidewalk(s)</i>	<b>No</b>	<b>No Change</b>	
			<i>*Primary roadway only; not for intersections</i>			
<b>DETAILS</b>		<b>STUDY AREA LOCATION</b>				
<i>PI Number</i>	<b>Not currently in GDOT program</b>	<i>County/Counties</i>	<b>Paulding</b>			
<i>Total Project Length</i>	<b>2.3 miles</b>	<i>Route(s)</i>	<b>SR 6</b>			
		<i>Subarea ID, if any</i>				
		<i>GDOT District(s)</i>	<b>6</b>			
		<i>GA Congressional District(s)</i>	<b>14</b>			
<b>ANALYSIS RESULTS</b>						
<b>CRASH RATES</b>		<b>PEAK-HOUR CONGESTION</b>			<b>2015 COST ESTIMATES</b>	
<i>Exceeds Statewide Crash Rate*</i>	<b>Yes</b>	<i>Year</i>	<i>Volume*</i>	<i>LOS</i>	<i>Preliminary Engineering</i>	<b>N/A</b>
<i>Exceeds Statewide Injury Crash Rate*</i>	<b>Yes</b>	<i>Existing**</i>	<b>2,618</b>	<b>A</b>	<i>Right-of-Way</i>	<b>N/A</b>
<i>Exceeds Statewide Fatal Crash Rate*</i>	<b>Yes</b>	<i>2020 (No Build)</i>	<b>2,906</b>	<b>A</b>	<i>Utilities</i>	<b>N/A</b>
		<i>* Highest volume in the project limit</i>			<i>Construction</i>	<b>N/A</b>
<i>*Source: GDOT crash data (2008-2012)</i>		<i>**Source: RTOP</i>			<i>Total (Rounded)</i>	<b>N/A</b>
<b>NOTES</b>						
<b>DEFICIENCIES ADDRESSED</b>						
This study may identify improvements to reduce the frequency and severity of crashes by tailoring specific solutions to the causes of crashes.						
<b>POTENTIAL ENVIRONMENTAL CONCERNS</b>						
No concerns noted.						
<b>OTHER</b>						
(Empty section for other notes)						



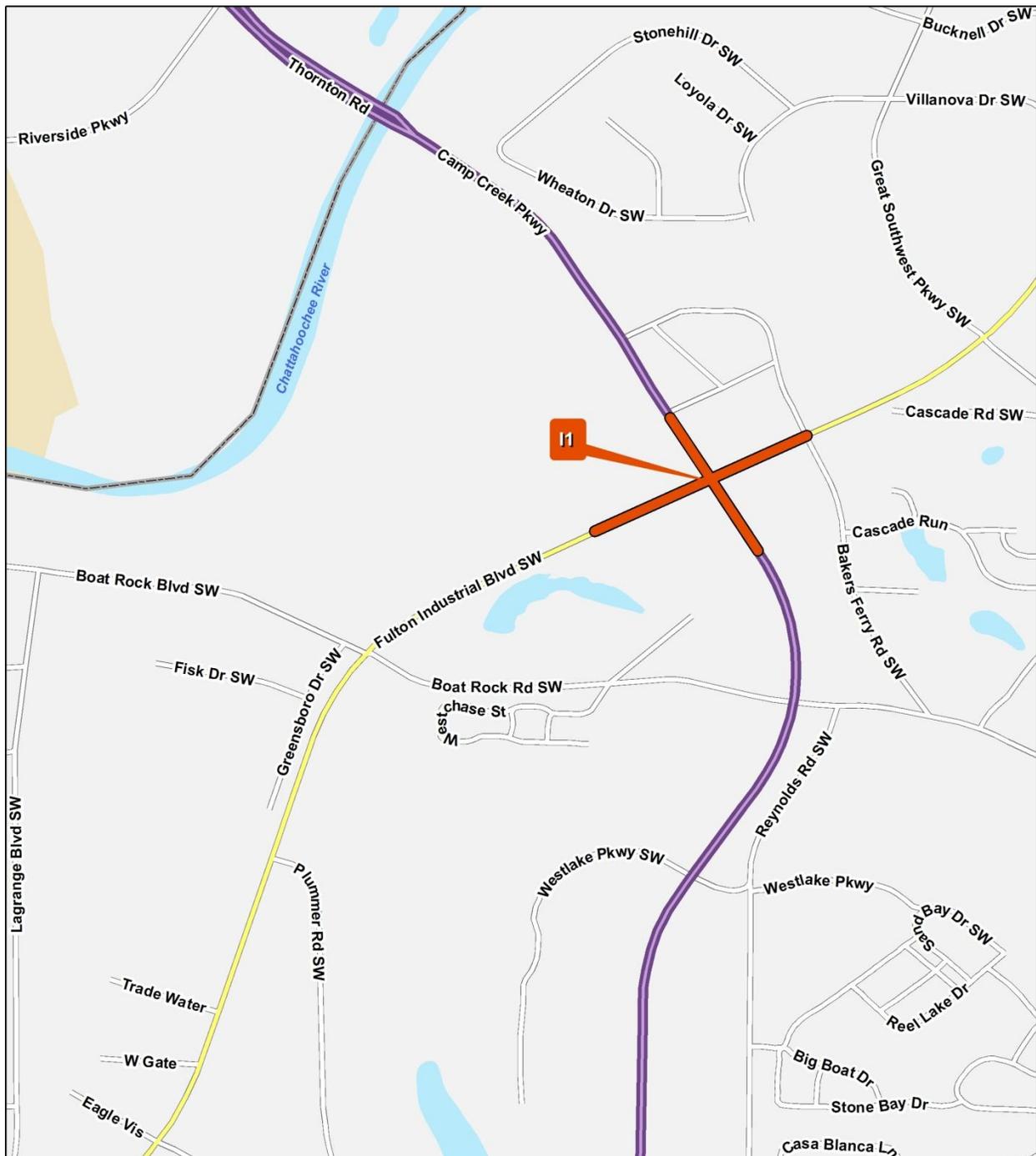
**STATE ROUTE 6**  
ACCESS MANAGEMENT STUDY

- Legend**
-  SR 6 Study Corridor
  -  Operations
  -  Cities



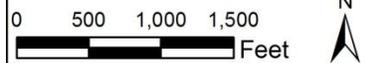
### 5D.3. Intersections

I1: Controlled Right Turn for WB SR 6 at SR 70/FIB Intersection						
OVERVIEW			SR 6 TYPICAL SECTION*			
This project would provide a controlled right turn from westbound SR 6 toward SR 70/ FIB. The project would add a protected right turn phase to the existing signal phases and perform signal retiming. Additionally, a No Right-Turn On Red sign would be added to prohibit right turns outside the assigned signal phase.					<i>Existing</i>	<i>Proposed</i>
			Lanes	4	No Change	
			Median Barrier	Grass/Striping	No Change	
			Shoulder(s)	Yes	No Change	
			Sidewalk(s)	No	No Change	
			*Primary roadway only; not for intersections			
DETAILS		STUDY AREA LOCATION				
PI Number	Not currently in GDOT program	County/Countries	Fulton			
Total Project Length	0.3 miles	Route(s)	SR 6			
		Subarea ID, if any	Fulton - Subarea 2			
		GDOT District(s)	7			
		GA Congressional District(s)	5			
ANALYSIS RESULTS						
CRASH RATES		PEAK-HOUR CONGESTION			2015 COST ESTIMATES	
Exceeds Statewide Crash Rate*	Yes	Year	Volume*	LOS	Preliminary Engineering	-
Exceeds Statewide Injury Crash Rate*	Yes	Existing**	4,730	F	Right-of-Way	-
Exceeds Statewide Fatal Crash Rate*	Yes	2020 (No Build)	5,160	F	Utilities	-
		*Intersection approach volume			Construction	\$15,000
*Source: GDOT crash data (2008-2012) Compared with segment crash rates		**Source: RTOP			Total (Rounded)	\$15,000
NOTES						
DEFICIENCIES ADDRESSED						
The stakeholders indicated that there are significant conflicts between right turning movements from SR 6 and high U-turn traffic on southbound SR 70/FIB. By replacing the existing permitted right turn with a protected right turn phase, this project would eliminate these conflicts and, in turn, improve the overall operation of this intersection.						
POTENTIAL ENVIRONMENTAL CONCERNS						
No concerns noted.						
OTHER						

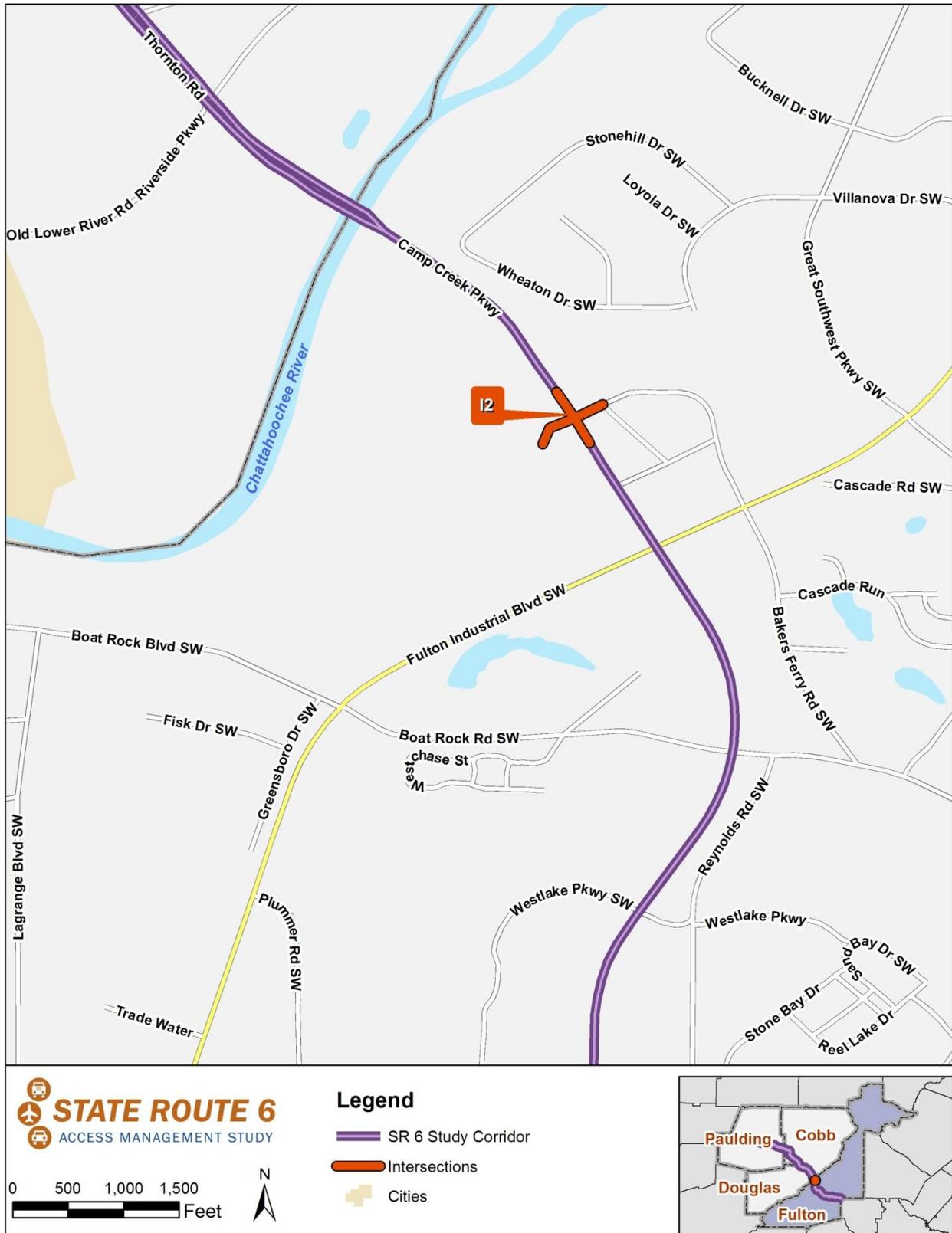


**STATE ROUTE 6**  
 ACCESS MANAGEMENT STUDY

- Legend**
- SR 6 Study Corridor
  - Intersections
  - + Cities



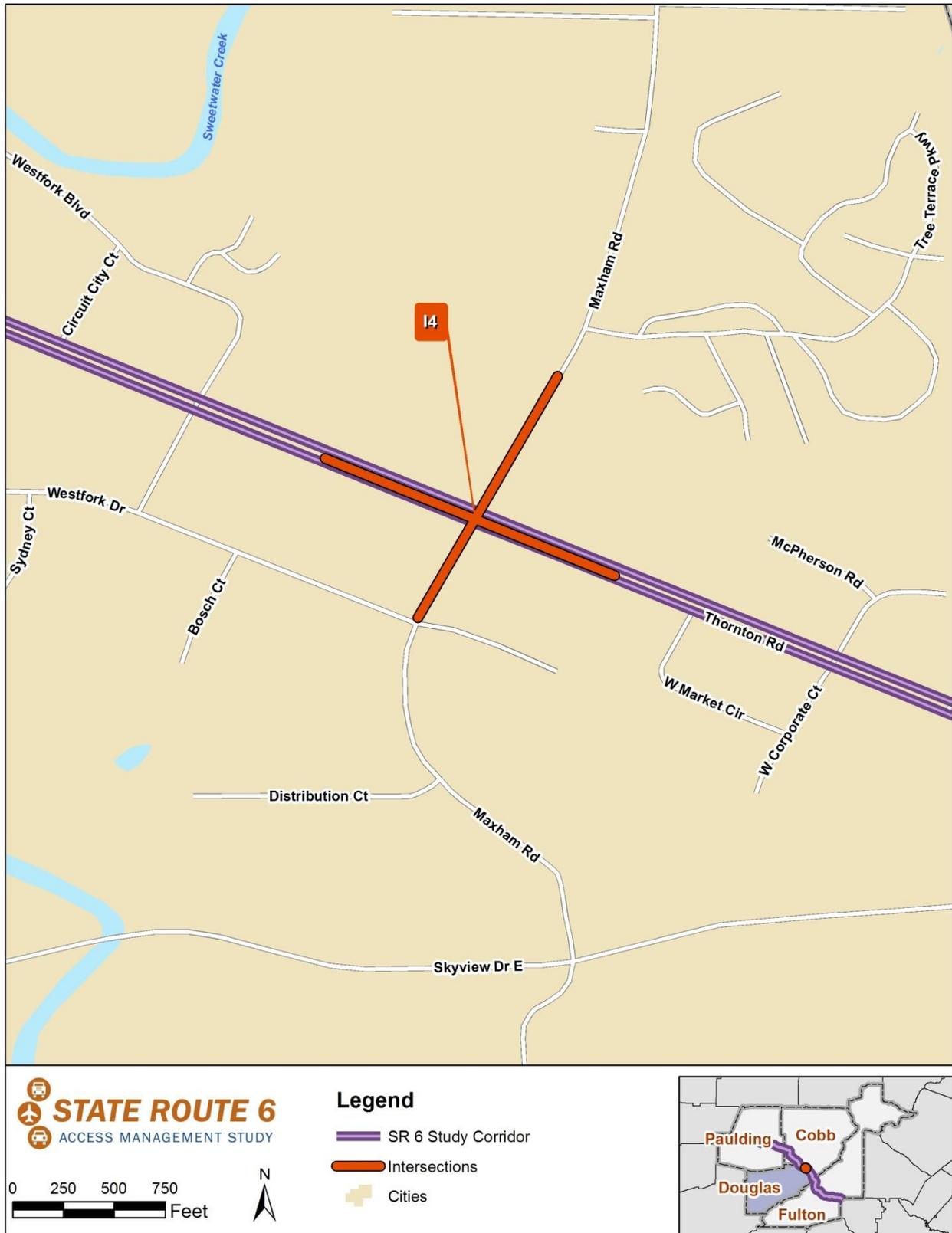
<b>I2: Signal Warrant Study for the Bakers Ferry Road Intersection with SR 6</b>						
<b>OVERVIEW</b>			<b>SR 6 TYPICAL SECTION*</b>			
Preliminary results indicate that a traffic signal is warranted at this intersection. A further traffic engineering study is recommended to confirm the justification of installing a traffic signal at the intersection.			<i>Existing</i>		<i>Proposed</i>	
			<i>Lanes</i>	<b>4</b>	<b>No Change</b>	
			<i>Median Barrier</i>	<b>Grass/Striping</b>	<b>No Change</b>	
			<i>Shoulder(s)</i>	<b>Yes</b>	<b>No Change</b>	
			<i>Sidewalk(s)</i>	<b>Yes/No</b>	<b>No Change</b>	
			<i>*Primary roadway only; not for intersections</i>			
<b>DETAILS</b>			<b>STUDY AREA LOCATION</b>			
<i>PI Number</i>	<b>Not currently in GDOT program</b>		<i>County/Counties</i>	<b>Fulton</b>		
<i>Total Project Length</i>	<b>0.2 miles</b>		<i>Route(s)</i>	<b>SR 6</b>		
			<i>Subarea ID, if any</i>	<b>Fulton - Subarea 2</b>		
			<i>GDOT District(s)</i>	<b>7</b>		
			<i>GA Congressional District(s)</i>	<b>5</b>		
<b>ANALYSIS RESULTS</b>						
<b>CRASH RATES</b>		<b>PEAK-HOUR CONGESTION</b>			<b>2015 COST ESTIMATES</b>	
<i>Exceeds Statewide Crash Rate*</i>	<b>Yes</b>	<i>Year</i>	<i>Volume*</i>	<i>LOS</i>	<i>Preliminary Engineering</i>	<b>N/A</b>
<i>Exceeds Statewide Injury Crash Rate*</i>	<b>Yes</b>	<i>Existing**</i>	<b>3,112</b>	<b>F</b>	<i>Right-of-Way</i>	<b>N/A</b>
<i>Exceeds Statewide Fatal Crash Rate*</i>	<b>No</b>	<i>2020 (No Build)</i>	<b>3,392</b>	<b>F</b>	<i>Utilities</i>	<b>N/A</b>
		<i>*Intersection approach volume</i>			<i>Construction</i>	<b>N/A</b>
<i>*Source: GDOT crash data (2008-2012) Compared with segment crash rates</i>		<i>**Source: RTOP</i>			<i>Total (Rounded)</i>	<b>See OTHER</b>
<b>NOTES</b>						
<b>DEFICIENCIES ADDRESSED</b>						
The stakeholders indicated a concern about a high volume of truck traffic entering to Bakers Ferry Road, which often blocks SR 6 mainstream traffic. A new signal would manage these trucks' turning movements more effectively and, in turn, control mainline traffic more efficiently.						
<b>POTENTIAL ENVIRONMENTAL CONCERNS</b>						
No concerns noted.						
<b>OTHER</b>						
An additional signal may lower the arterial speed of SR 6 due to delay at the intersection. Approximate cost of adding a new signal is \$125,000 per GDOT's Cost Estimation System (CES).						
This signal would be additionally beneficial if the project removing driveways on SR 70/Fulton Industrial Blvd (A3) were implemented as the driveway consolidation could cause higher volumes on Bakers Ferry Road.						



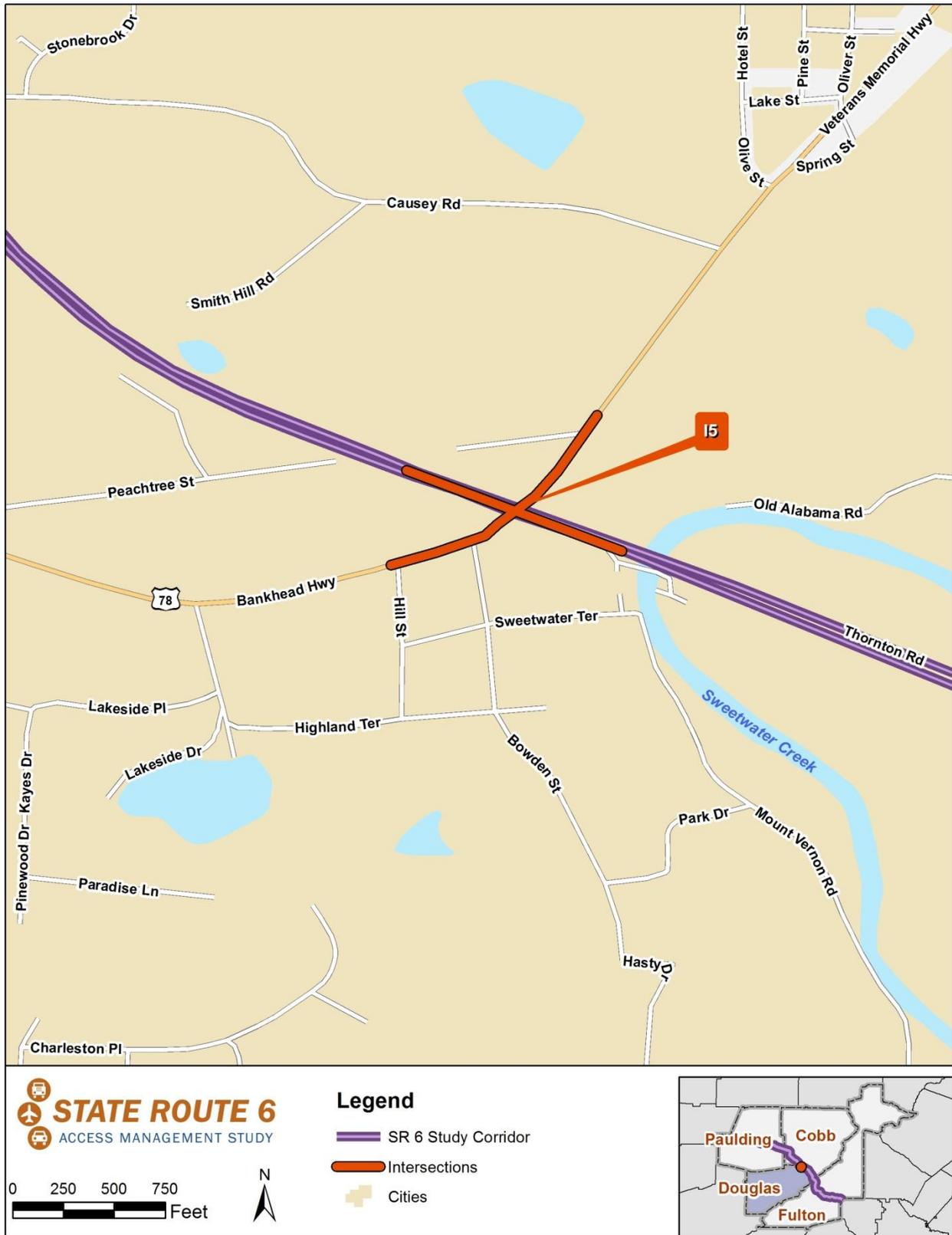
<b>I3: Quadrant Roadway at Riverside Parkway Intersection</b>						
<b>OVERVIEW</b>			<b>SR 6 TYPICAL SECTION*</b>			
<p>This project would reconfigure the existing SR 6 intersection at Riverside Parkway to a QR intersection. Industrial and other development, and associated increased traffic, is expected in the area. The eastern and southern quadrants of this intersection are currently undeveloped. There is an existing road that connects Riverside Parkway to an unsignalized median crossover north of the intersection that has potential for use as a QR in the future.</p>			<i>Existing</i>		<i>Proposed</i>	
			<i>Lanes</i>	<b>4</b>	<b>No Change</b>	
			<i>Median Barrier</i>	<b>Grass</b>	<b>No Change</b>	
			<i>Shoulder(s)</i>	<b>Yes</b>	<b>No Change</b>	
			<i>Sidewalk(s)</i>	<b>No</b>	<b>No Change</b>	
			<i>*Primary roadway only; not for intersections</i>			
<b>DETAILS</b>			<b>STUDY AREA LOCATION</b>			
<i>PI Number</i>	<b>Not currently in GDOT program</b>		<i>County/Counties</i>	<b>Douglas</b>		
<i>Total Project Length</i>	<b>0.9 miles</b>		<i>Route(s)</i>	<b>SR 6</b>		
			<i>Subarea ID, if any</i>			
			<i>GDOT District(s)</i>	<b>7</b>		
			<i>GA Congressional District(s)</i>	<b>13</b>		
<b>ANALYSIS RESULTS</b>						
<b>CRASH RATES</b>		<b>PEAK-HOUR CONGESTION</b>			<b>2015 COST ESTIMATES</b>	
<i>Exceeds Statewide Crash Rate*</i>	<b>Yes</b>	<i>Year</i>	<i>Volume*</i>	<i>LOS</i>	<i>Preliminary Engineering</i>	<b>\$346,100</b>
<i>Exceeds Statewide Injury Crash Rate*</i>	<b>Yes</b>	<i>Existing**</i>	<b>3,668</b>	<b>E</b>	<i>Right-of-Way</i>	<b>\$820,400</b>
<i>Exceeds Statewide Fatal Crash Rate*</i>	<b>No</b>	<i>2020 (No Build)</i>	<b>3,923</b>	<b>E</b>	<i>Utilities</i>	-
		<i>*Intersection approach volume</i>			<i>Construction</i>	<b>\$4,325,800</b>
<i>*Source: GDOT crash data (2008-2012) Compared with segment crash rates</i>		<i>**Source: RTOP</i>			<i>Total (Rounded)</i>	<b>\$5,493,000</b>
<b>NOTES</b>						
<b>DEFICIENCIES ADDRESSED</b>						
A QR at this location could alleviate congestion at the intersection and improve the flow of through traffic on SR 6.						
<b>POTENTIAL ENVIRONMENTAL CONCERNS</b>						
The two undeveloped quadrants are heavily wooded, and the southern quadrant also has a pond. Proximity to the Chattahoochee River is another variable to be considered. Environmental screening was performed using Google Earth. Anticipated environmental document type: environmental assessment (EA).						
<b>OTHER</b>						
This recommendation could be implemented as a standalone project or in conjunction with development.						



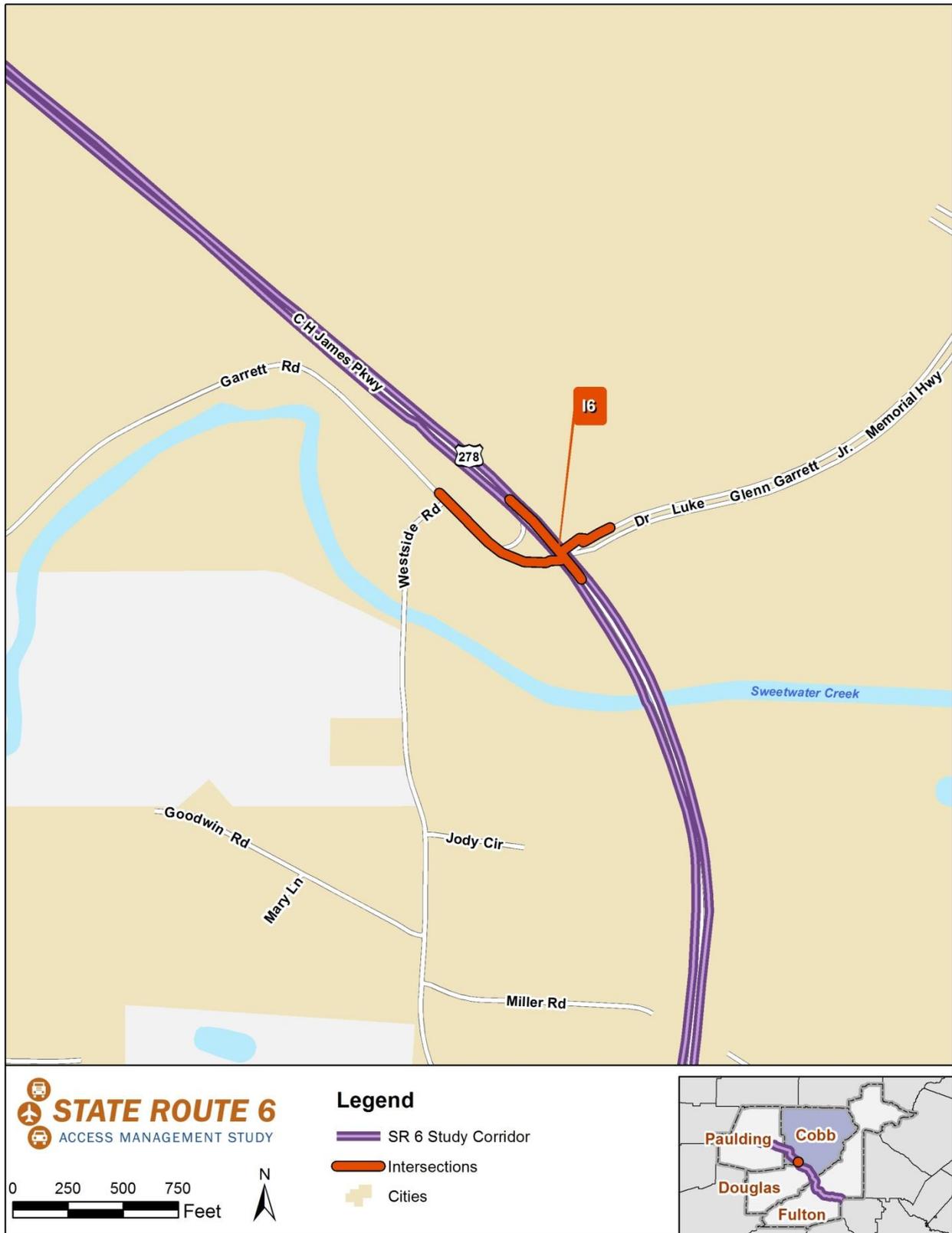




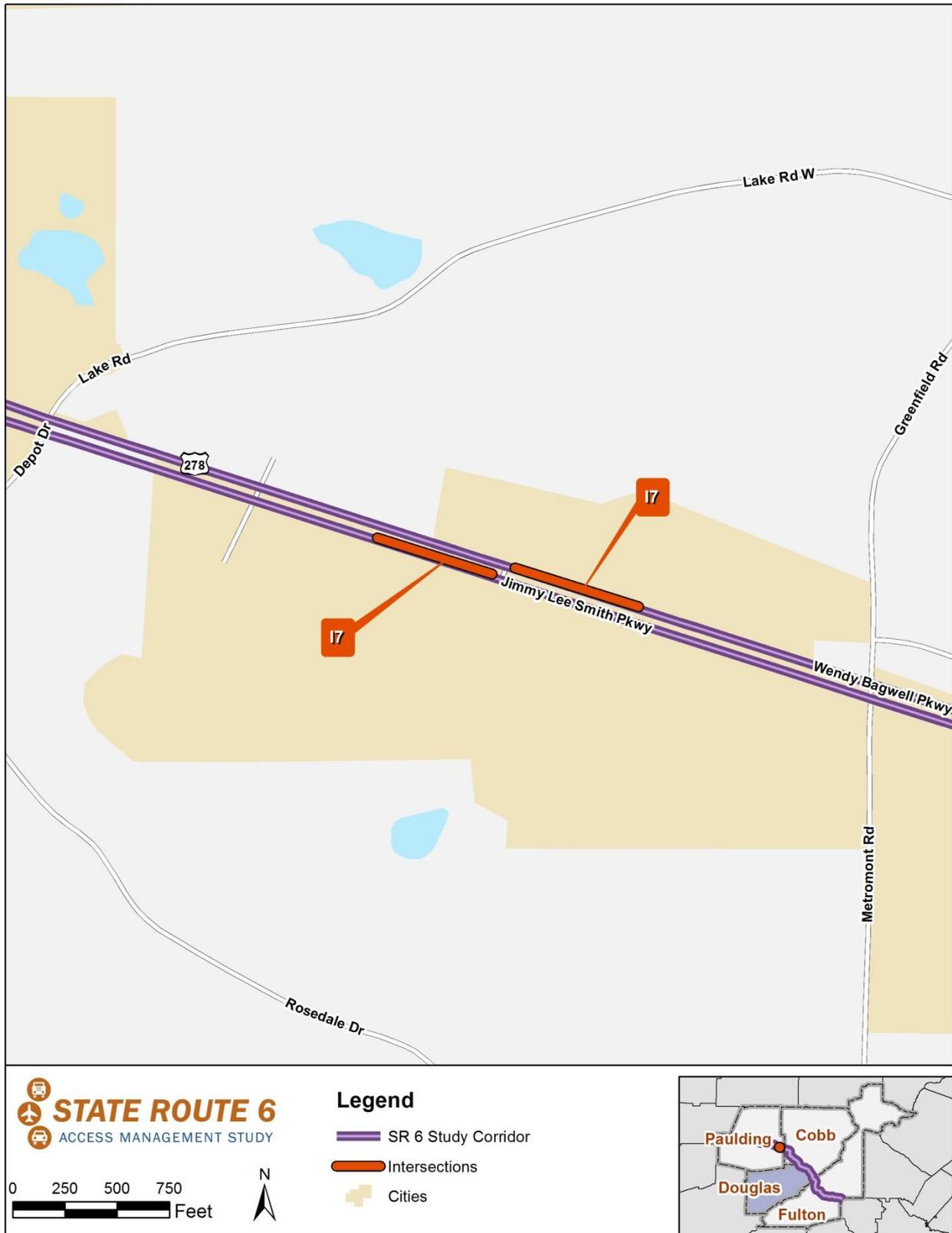
<b>I5: Traffic Engineering Study to Evaluate Feasibility of Installing Alternative Design at Veterans Memorial Highway Intersection (Bankhead Highway)</b>						
<b>OVERVIEW</b>			<b>SR 6 TYPICAL SECTION*</b>			
Preliminary results indicate that a CFI, PFI, or different grade-separation options are feasible alternative intersection configurations. This study would evaluate the feasibility of each option from an operations and constructability perspective at the Veterans Memorial Highway intersection. The study would also include lighting review for this location.			<i>Existing</i>		<i>Proposed</i>	
			<i>Lanes</i>	<b>4-5</b>	<b>No Change</b>	
			<i>Median Barrier</i>	<b>Raised/No</b>	<b>No Change</b>	
			<i>Shoulder(s)</i>	<b>Yes/No</b>	<b>No Change</b>	
			<i>Sidewalk(s)</i>	<b>Yes/No</b>	<b>No Change</b>	
			<i>*Primary roadway only; not for intersections</i>			
<b>DETAILS</b>			<b>STUDY AREA LOCATION</b>			
<i>PI Number</i>	<b>Not currently in GDOT program</b>		<i>County/Countries</i>		<b>Douglas</b>	
<i>Total Project Length</i>	<b>0.4 miles</b>		<i>Route(s)</i>		<b>SR 6</b>	
			<i>Subarea ID, if any</i>			
			<i>GDOT District(s)</i>		<b>7</b>	
			<i>GA Congressional District(s)</i>		<b>13</b>	
<b>ANALYSIS RESULTS</b>						
<b>CRASH RATES</b>		<b>PEAK-HOUR CONGESTION</b>			<b>2015 COST ESTIMATES</b>	
<i>Exceeds Statewide Crash Rate*</i>	<b>Yes</b>	<i>Year</i>	<i>Volume*</i>	<i>LOS</i>	<i>Preliminary Engineering</i>	<b>N/A</b>
<i>Exceeds Statewide Injury Crash Rate*</i>	<b>Yes</b>	<i>Existing**</i>	<b>4,546</b>	<b>E</b>	<i>Right-of-Way</i>	<b>N/A</b>
<i>Exceeds Statewide Fatal Crash Rate*</i>	<b>No</b>	<i>2020 (No Build)</i>	<b>4,863</b>	<b>F</b>	<i>Utilities</i>	<b>N/A</b>
		<i>*Intersection approach volume</i>			<i>Construction</i>	<b>N/A</b>
<i>*Source: GDOT crash data (2008-2012) Compared with segment crash rates</i>		<i>**Source: RTOP</i>			<i>Total (Rounded)</i>	<b>See OTHER</b>
<b>NOTES</b>						
<b>DEFICIENCIES ADDRESSED</b>						
This intersection currently operates at failing LOS during both peak periods and is located in a segment with crashes above the statewide average. The alternative intersection designs considered would remove at least one of the conventional left turn movements at a major intersection, which has the advantage of fewer signal phases and associated shorter cycle lengths, shorter delays, and higher capacities as compared to conventional intersections. Grade-separation options at this location could improve operations while reducing congestion.						
<b>POTENTIAL ENVIRONMENTAL CONCERNS</b>						
No concerns noted.						
<b>OTHER</b>						
Generally, grade-separation treatment is a costly option. It affects adjacent land use, pedestrians, and cyclists; has substantial traffic impacts during construction; and is usually considered when at-grade intersections are no longer feasible. Although a further study is recommended, approximate construction cost for a CFI or PFI intersection is 6 million dollars. Approximate cost for grade separation is 20 million dollars. Additional costs may include right-of-way costs that vary substantially from \$20 to \$200 per square foot along the study corridor.						



<b>I6: Traffic Study to Evaluate Options to Improve the SR 6 at Garrett Road Intersection</b>						
<b>OVERVIEW</b>			<b>SR 6 TYPICAL SECTION*</b>			
This recommended study would explore options to improve the SR 6 at Garrett Road intersection to address the high volume of trucks from Norfolk Southern's John Whitaker Intermodal Terminal turning onto SR 6.			<i>Existing</i>		<i>Proposed</i>	
			<i>Lanes</i>	<b>4</b>	<b>No Change</b>	
			<i>Median Barrier</i>	<b>No</b>	<b>No Change</b>	
			<i>Shoulder(s)</i>	<b>Yes</b>	<b>No Change</b>	
			<i>Sidewalk(s)</i>	<b>No</b>	<b>No Change</b>	
			<i>*Primary roadway only; not for intersections</i>			
<b>DETAILS</b>		<b>STUDY AREA LOCATION</b>				
<i>PI Number</i>	<b>This intersection is included in PI #0010821.</b>	<i>County/Counties</i>		<b>Cobb</b>		
<i>Total Project Length</i>	<b>0.3 miles</b>	<i>Route(s)</i>		<b>SR 6</b>		
		<i>Subarea ID, if any</i>				
		<i>GDOT District(s)</i>		<b>7</b>		
		<i>GA Congressional District(s)</i>		<b>13</b>		
<b>ANALYSIS RESULTS</b>						
<b>CRASH RATES</b>		<b>PEAK-HOUR CONGESTION</b>			<b>2015 COST ESTIMATES</b>	
<i>Exceeds Statewide Crash Rate*</i>	<b>No</b>	<i>Year</i>	<i>Volume*</i>	<i>LOS</i>	<i>Preliminary Engineering</i>	<b>N/A</b>
<i>Exceeds Statewide Injury Crash Rate*</i>	<b>No</b>	<i>Existing**</i>	<b>3,189</b>	<b>F</b>	<i>Right-of-Way</i>	<b>N/A</b>
<i>Exceeds Statewide Fatal Crash Rate*</i>	<b>No</b>	<i>2020 (No Build)</i>	<b>3,541</b>	<b>F</b>	<i>Utilities</i>	<b>N/A</b>
		<i>* Intersection approach volume</i>		<i>Construction</i>		<b>N/A</b>
<i>*Source: GDOT crash data (2008-2012) Compared with segment crash rates.</i>		<i>**Source: RTOP</i>		<i>Total (Rounded)</i>		<b>N/A</b>
<b>NOTES</b>						
<b>DEFICIENCIES ADDRESSED</b>						
There is a high volume of trucks turning at this intersection, resulting in a potential for rollovers. This project would evaluate different improvement options for the intersection, including improved superelevation to enable trucks to better turn.						
<b>POTENTIAL ENVIRONMENTAL CONCERNS</b>						
No concerns noted.						
<b>OTHER</b>						
This intersection is also included in GDOT's Truck-Friendly Lanes project currently underway. The total cost estimate for this existing project is \$38.65 million according to the GDOT Transportation Information (PI) website; however, this includes the entire project, not just the SR 6 at Garrett Rd intersection.						

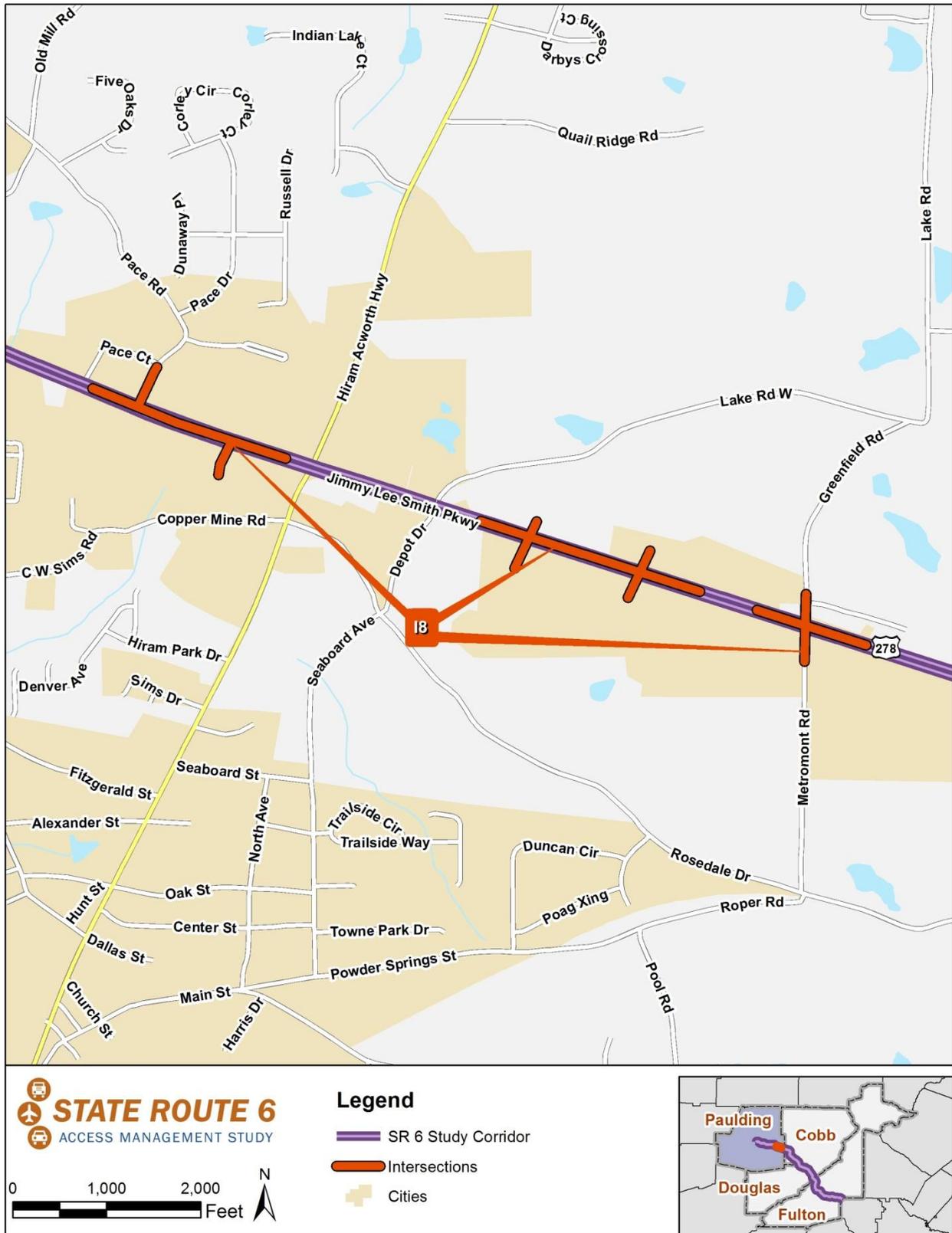


<b>I7: Offset Left Turn Lanes at Best Buy/Target Entrance</b>						
<b>OVERVIEW</b>			<b>SR 6 TYPICAL SECTION*</b>			
<p>This project would widen the roadway into the existing grass median to provide offset left turn lanes at the Best Buy/Target entrance in the Hiram commercial area. An offset left turn lane refers to a lane that is shifted laterally away from the adjacent through lanes, so that opposing left turners do not interfere with one another's sight distances.</p>			<i>Existing</i>		<i>Proposed</i>	
			<i>Lanes</i>	<b>4</b>	<b>No Change</b>	
			<i>Median Barrier</i>	<b>Grass</b>	<b>No Change</b>	
			<i>Shoulder(s)</i>	<b>Yes</b>	<b>No Change</b>	
			<i>Sidewalk(s)</i>	<b>No</b>	<b>No Change</b>	
			<i>*Primary roadway only; not for intersections</i>			
<b>DETAILS</b>			<b>STUDY AREA LOCATION</b>			
<i>PI Number</i>	<b>Not currently in GDOT program</b>		<i>County/Counties</i>	<b>Paulding</b>		
<i>Total Project Length</i>	<b>0.2 miles</b>		<i>Route(s)</i>	<b>SR 6</b>		
			<i>Subarea ID, if any</i>	<b>Paulding - Subarea 1</b>		
			<i>GDOT District(s)</i>	<b>6</b>		
			<i>GA Congressional District(s)</i>	<b>14</b>		
<b>ANALYSIS RESULTS</b>						
<b>CRASH RATES</b>		<b>PEAK-HOUR CONGESTION</b>			<b>2015 COST ESTIMATES</b>	
<i>Exceeds Statewide Crash Rate*</i>	<b>No</b>	<i>Year</i>	<i>Volume*</i>	<i>LOS</i>	<i>Preliminary Engineering</i>	<b>\$30,600</b>
<i>Exceeds Statewide Injury Crash Rate*</i>	<b>No</b>	<i>Existing**</i>	<b>3,155</b>	<b>F</b>	<i>Right-of-Way</i>	-
<i>Exceeds Statewide Fatal Crash Rate*</i>	<b>No</b>	<i>2020 (No Build)</i>	<b>3,502</b>	<b>F</b>	<i>Utilities</i>	-
		<i>* Intersection approach volume</i>			<i>Construction</i>	<b>\$381,300</b>
<i>*Source: GDOT crash data (2008-2012) Compared with segment crash rates</i>		<i>**Source: RTOP</i>			<i>Total (Rounded)</i>	<b>\$412,000</b>
<b>NOTES</b>						
<b>DEFICIENCIES ADDRESSED</b>						
<p>Offset turn lanes allow the driver to make a more informed decision about when to begin the turning movement. By serving more drivers during the left turn phases, this improvement would potentially increase the capacity of the intersection. Also, this intersection is the only intersection without offset left turn lanes in the area. Providing offset left turn lanes at this intersection would have a positive impact on driver expectancy.</p> <p>*Although project recommendations I7 and I8 could not both be implemented together, I7 could be a short-term, interim solution.</p>						
<b>POTENTIAL ENVIRONMENTAL CONCERNS</b>						
No concerns noted.						
<b>OTHER</b>						
<p>Providing offset left turns would require traffic-signal upgrade at the intersection, since the existing mast arms are currently at maximum length. Although additional right-of-way would not be needed, some additional pavement would be required.</p>						

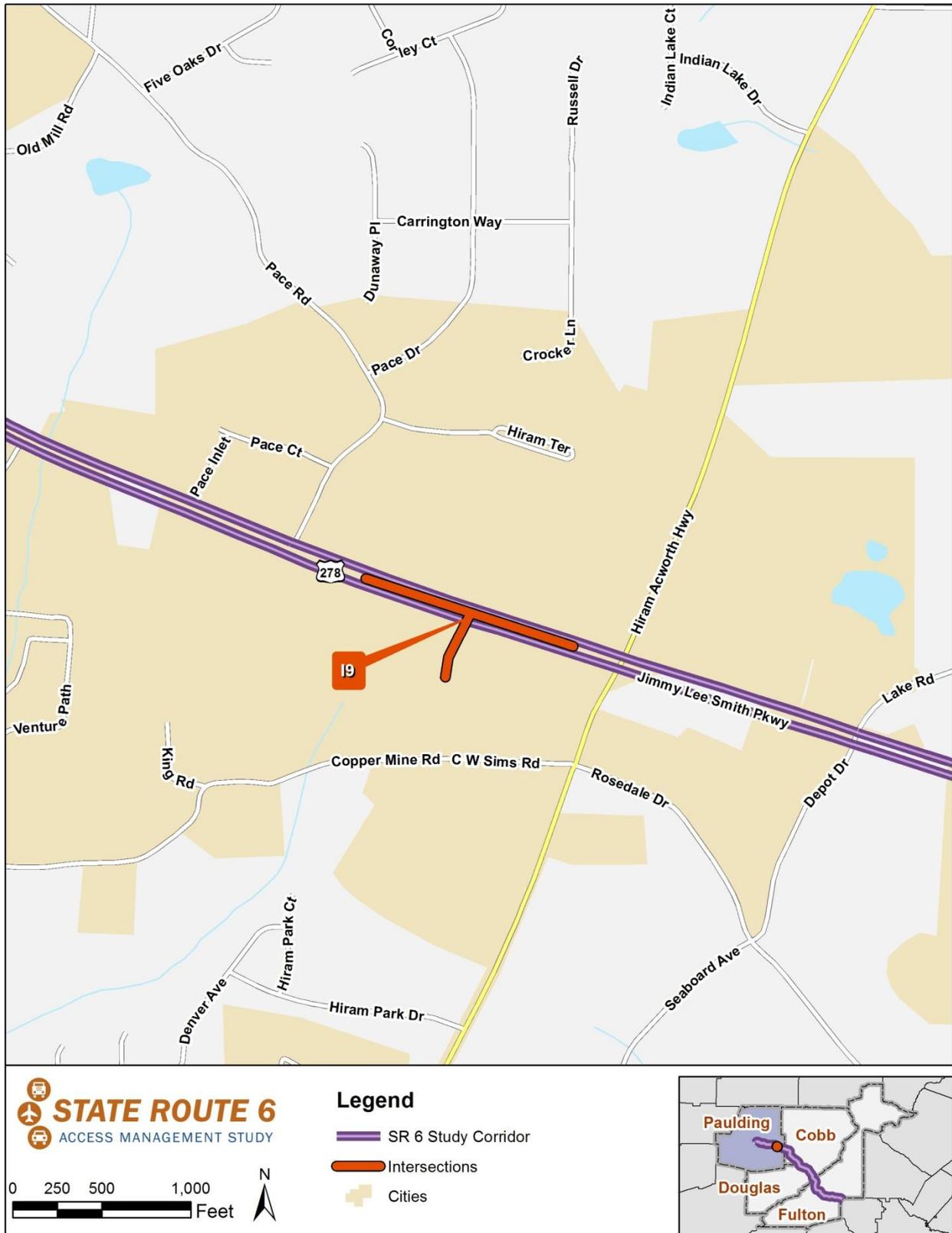


**18: Traffic Engineering Study to Evaluate Feasibility of a Superstreet at Multiple Intersections in Hiram**

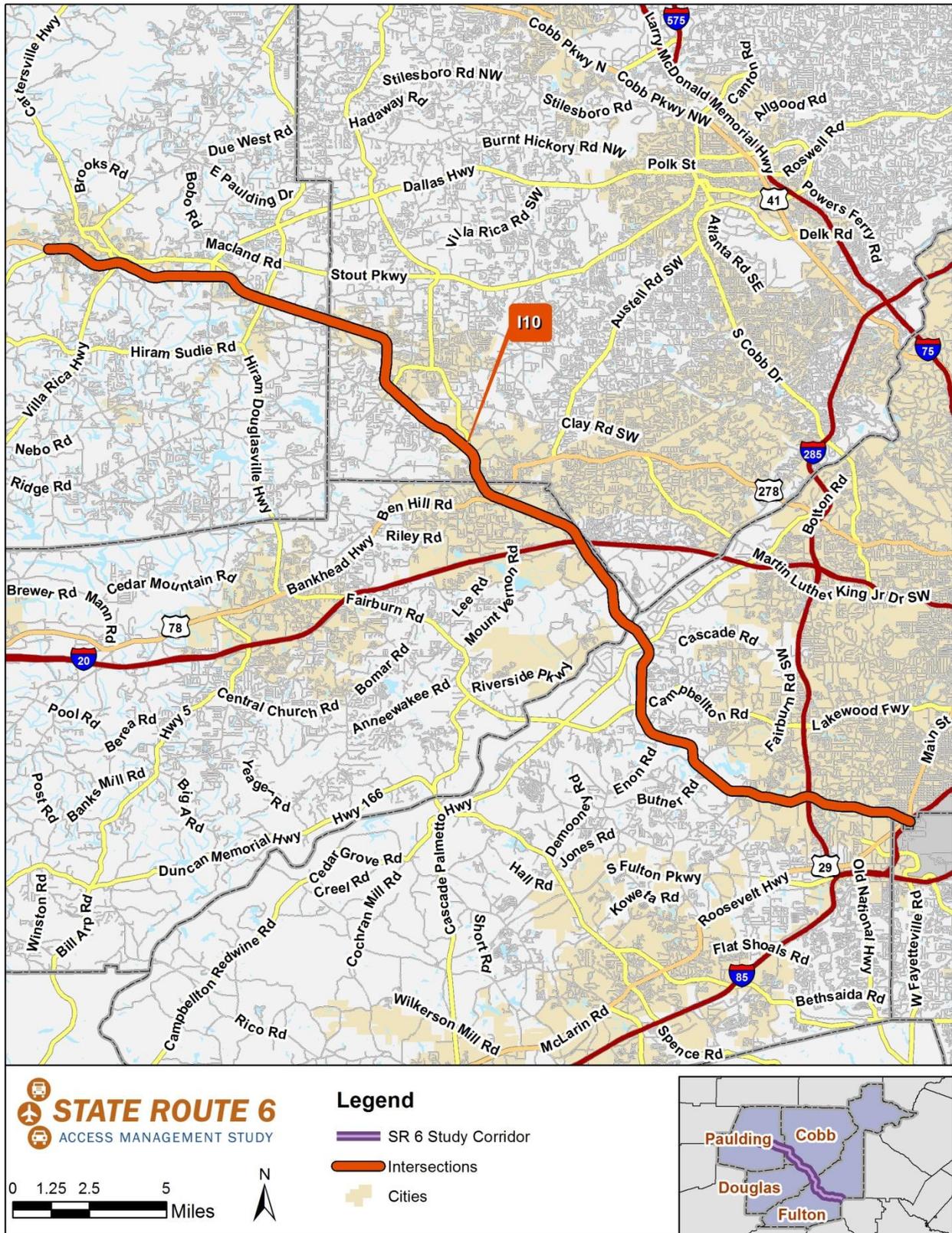
<b>OVERVIEW</b>		<b>SR 6 TYPICAL SECTION*</b>				
Preliminary results indicate that the SR 6 intersections with Greenfield Road, Target/Best Buy, Sam’s Club, Walmart, and Pace Road have relatively higher potential to be considered for a superstreet intersection location. This study would evaluate a feasibility of superstreets or RCUT from both an operations and constructability perspective at these intersections.		<i>Existing</i>		<i>Proposed</i>		
		<i>Lanes</i>	<b>4</b>	<b>No Change</b>		
		<i>Median Barrier</i>	<b>Grass</b>	<b>No Change</b>		
		<i>Shoulder(s)</i>	<b>Yes</b>	<b>No Change</b>		
		<i>Sidewalk(s)</i>	<b>No</b>	<b>No Change</b>		
<i>*Primary roadway only; not for intersections</i>						
<b>DETAILS</b>		<b>STUDY AREA LOCATION</b>				
<i>PI Number</i>	<b>Not currently in GDOT program</b>	<i>County/Countries</i>	<b>Paulding</b>			
<i>Total Project Length</i>	<b>1.5 miles</b>	<i>Route(s)</i>	<b>SR 6</b>			
		<i>Subarea ID, if any</i>				
		<i>GDOT District(s)</i>	<b>6</b>			
		<i>GA Congressional District(s)</i>	<b>14</b>			
<b>ANALYSIS RESULTS</b>						
<b>CRASH RATES</b>		<b>PEAK-HOUR CONGESTION</b>			<b>2015 COST ESTIMATES</b>	
<i>Exceeds Statewide Crash Rate*</i>	<b>No</b>	<i>Year</i>	<i>Volume*</i>	<i>LOS</i>	<i>Preliminary Engineering</i>	<b>N/A</b>
<i>Exceeds Statewide Injury Crash Rate*</i>	<b>No</b>	<i>Existing**</i>	<b>3,155</b>	<b>F</b>	<i>Right-of-Way</i>	<b>N/A</b>
<i>Exceeds Statewide Fatal Crash Rate*</i>	<b>No</b>	<i>2020 (No Build)</i>	<b>3,502</b>	<b>F</b>	<i>Utilities</i>	<b>N/A</b>
		<i>* Highest intersection approach volume</i>			<i>Construction</i>	<b>N/A</b>
<i>*Source: GDOT crash data (2008-2012) Compared with segment crash rates</i>		<i>**Source: RTOP</i>			<i>Total (Rounded)</i>	<b>See OTHER</b>
<b>NOTES</b>						
<b>DEFICIENCIES ADDRESSED</b>						
Superstreets are one of the best ways to ensure that mobility on the mainline is prioritized while access from the minor streets is still provided. In a superstreet, all traffic approaching from the minor roads first turns right at the intersection, and they can either continue or perform a U-turn to travel in the opposite direction on the major road. The operation of the mainline would be improved, resulting from minimized traffic disruption from minor streets.						
*Although project recommendations 17 and 18 could not both be implemented together, 17 could be a short-term, interim solution.						
<b>POTENTIAL ENVIRONMENTAL CONCERNS</b>						
No concerns noted.						
<b>OTHER</b>						
Superstreets are ideal when mainline through volumes are much greater than driveway or cross-street volumes. However, this option could generate concerns for minor road traffic weaving across multiple lanes of traffic to access the U-turn lane. Like all intersection improvements, the unique characteristics of each location should be evaluated before considering adaptation. Although a further study is recommended, approximate construction cost for installing a superstreet intersection is 5 million dollars. Additional costs may include right-of-way costs that vary substantially from \$20 to \$200 per square foot along the study corridor.						



<b>I9: Study to Evaluate Removing Traffic Signal at the Walmart Intersection in Hiram</b>						
<b>OVERVIEW</b>			<b>SR 6 TYPICAL SECTION*</b>			
<p>This project would evaluate the possible removal of the signal at the Walmart intersection in order to meet GDOT's minimum signal spacing requirements. Existing traffic signals between SR 92 and Pace Road would have to be retimed and coordinated to accommodate the removal of this signal. A grass median could also be added, and the driveway could be reconfigured as right-in-right-out only. This may require the addition of a new road behind the auto parts store, as SR 92 may not be able accommodate all the U-turns that would be added.</p>			<i>Existing</i>		<i>Proposed</i>	
			<i>Lanes</i>	<b>4</b>	<b>No Change</b>	
			<i>Median Barrier</i>	<b>Grass</b>	<b>No Change</b>	
			<i>Shoulder(s)</i>	<b>Yes</b>	<b>No Change</b>	
			<i>Sidewalk(s)</i>	<b>No</b>	<b>No Change</b>	
			<i>*Primary roadway only; not for intersections</i>			
<b>DETAILS</b>			<b>STUDY AREA LOCATION</b>			
<i>PI Number</i>	<b>Not currently in GDOT program</b>		<i>County/Countries</i>	<b>Paulding</b>		
<i>Total Project Length</i>	<b>0.3 miles</b>		<i>Route(s)</i>	<b>SR 6</b>		
			<i>Subarea ID, if any</i>	<b>Paulding - Subarea 2</b>		
			<i>GDOT District(s)</i>	<b>6</b>		
			<i>GA Congressional District(s)</i>	<b>14</b>		
<b>ANALYSIS RESULTS</b>						
<b>CRASH RATES</b>		<b>PEAK-HOUR CONGESTION</b>			<b>2015 COST ESTIMATES</b>	
<i>Exceeds Statewide Crash Rate*</i>	<b>No</b>	<i>Year</i>	<i>Volume*</i>	<i>LOS</i>	<i>Preliminary Engineering</i>	<b>N/A</b>
<i>Exceeds Statewide Injury Crash Rate*</i>	<b>No</b>	<i>Existing**</i>	<b>3,121</b>	<b>D</b>	<i>Right-of-Way</i>	<b>N/A</b>
<i>Exceeds Statewide Fatal Crash Rate*</i>	<b>No</b>	<i>2020 (No Build)</i>	<b>3,464</b>	<b>D</b>	<i>Utilities</i>	<b>N/A</b>
		<i>* Intersection approach volume</i>			<i>Construction</i>	<b>N/A</b>
<i>*Source: GDOT crash data (2008-2012) Compared with segment crash rates</i>		<i>**Source: RTOP</i>			<i>Total (Rounded)</i>	<b>See OTHER</b>
<b>NOTES</b>						
<b>DEFICIENCIES ADDRESSED</b>						
<p>The proper spacing of signals optimizes the number of access points that are disruptive to the normal flow of the through traffic. Due to less-than-minimum signal spacing, queues back up into adjacent intersections, limiting access from adjacent driveways and delaying queue clearance on the mainline at this intersection of SR 6 during the AM and PM peak periods. Preliminary results indicate that the removal of the signal, coupled with driveway reconfiguration, would improve travel speed and, in turn, provide travel-time savings for the drivers on SR 6.</p>						
<b>POTENTIAL ENVIRONMENTAL CONCERNS</b>						
No concerns noted.						
<b>OTHER</b>						
<p>Since this project could add some burden to the signalized intersections upstream and downstream with the resulting U-turns due to the restriction of left turns at the Walmart intersection, the turns would likely have to be accommodated at a new location. Although a further study is recommended, approximate cost for removing the signal and reconfiguring as right-in-right-out is \$150,000 and approximate cost for adding a new roadway to access Walmart to better accommodate the U-turns that would result from removing the signal is 4.7 million dollars.</p>						



<b>I10: Study to Investigate the Need for Installing/Extending Auxiliary Turn Lanes for All Intersections in the Study Corridor</b>						
<b>OVERVIEW</b>			<b>SR 6 TYPICAL SECTION*</b>			
This recommended study would identify the need for installing/extending auxiliary turn lanes for all intersections throughout the study corridor.			<i>Existing</i>		<i>Proposed</i>	
			<i>Lanes</i>	<b>4-6</b>	<b>No Change</b>	
			<i>Median Barrier</i>	<b>Varies</b>	<b>No Change</b>	
			<i>Shoulder(s)</i>	<b>Yes/No</b>	<b>No Change</b>	
			<i>Sidewalk(s)</i>	<b>Yes/No</b>	<b>No Change</b>	
			<i>*Primary roadway only; not for intersections</i>			
<b>DETAILS</b>			<b>STUDY AREA LOCATION</b>			
<i>PI Number</i>	<b>Not currently in GDOT program</b>		<i>County/COUNTIES</i>	<b>All</b>		
<i>Total Project Length</i>	<b>32 miles</b>		<i>Route(s)</i>	<b>SR 6</b>		
			<i>Subarea ID, if any</i>			
			<i>GDOT District(s)</i>	<b>6, 7</b>		
			<i>GA Congressional District(s)</i>	<b>5, 13</b>		
<b>ANALYSIS RESULTS</b>						
<b>CRASH RATES</b>		<b>PEAK-HOUR CONGESTION</b>			<b>2015 COST ESTIMATES</b>	
<i>Exceeds Statewide Crash Rate*</i>	<b>N/A</b>	<i>Year</i>	<i>Volume*</i>	<i>LOS</i>	<i>Preliminary Engineering</i>	<b>N/A</b>
<i>Exceeds Statewide Injury Crash Rate*</i>	<b>N/A</b>	<i>Existing**</i>	<b>N/A</b>	<b>N/A</b>	<i>Right-of-Way</i>	<b>N/A</b>
<i>Exceeds Statewide Fatal Crash Rate*</i>	<b>N/A</b>	<i>2020 (No Build)</i>	<b>N/A</b>	<b>N/A</b>	<i>Utilities</i>	<b>N/A</b>
<i>*Source: GDOT crash data (2008-2012)</i>					<i>Construction</i>	<b>N/A</b>
					<i>Total (Rounded)</i>	<b>See OTHER</b>
<b>NOTES</b>						
<b>DEFICIENCIES ADDRESSED</b>						
Ideally, auxiliary turn lanes should provide a full-width lane that is long enough to allow for vehicles to decelerate from the operating speed to a full stop in addition to the length of a full-length lane that is needed to store vehicles waiting to turn. The provision or extension of auxiliary turn lanes at intersections would improve the operation of intersections and, in turn, help alleviate congestion of the SR 6 mainline traffic.						
<b>POTENTIAL ENVIRONMENTAL CONCERNS</b>						
No concerns noted.						
<b>OTHER</b>						
GDOT RDEC 2009 specifies minimum requirements for right turn deceleration lanes and left turn lanes relative to right turn volumes and left turn volumes based on Institute of Transportation Engineers Trip Generation. GDOT's Cost Estimation System (CES) suggests a planning level cost of \$89,000/lane and \$60,000/lane should be used for adding a left turn lane and a right turn lane, respectively.						



<b>I11: Intersection Improvements at Butner Road</b>						
<b>OVERVIEW</b>			<b>SR 6 TYPICAL SECTION*</b>			
This intersection improvement recommendation includes left and right turn lanes on Butner Road at its intersection with SR 6 as well as signal upgrades to improve operations for vehicles and pedestrians.			<i>Existing</i>		<i>Proposed</i>	
			<i>Lanes</i>	<b>4</b>	<b>No Change</b>	
			<i>Median Barrier</i>	<b>Varies</b>	<b>No Change</b>	
			<i>Shoulder(s)</i>	<b>Yes/No</b>	<b>No Change</b>	
			<i>Sidewalk(s)</i>	<b>Yes/No</b>	<b>No Change</b>	
*Primary roadway only; not for intersections						
<b>DETAILS</b>			<b>STUDY AREA LOCATION</b>			
<i>PI Number</i>	<b>Not currently in GDOT program</b>		<i>County/COUNTIES</i>		<b>All</b>	
<i>Total Project Length</i>	<b>0.2 miles</b>		<i>Route(s)</i>		<b>SR 6 &amp; Butner Rd</b>	
			<i>Subarea ID, if any</i>			
			<i>GDOT District(s)</i>		<b>7</b>	
			<i>GA Congressional District(s)</i>		<b>5</b>	
<b>ANALYSIS RESULTS</b>						
<b>CRASH RATES</b>		<b>PEAK-HOUR CONGESTION</b>			<b>2015 COST ESTIMATES</b>	
<i>Exceeds Statewide Crash Rate*</i>	<b>NO</b>	<i>Year</i>	<i>Volume*</i>	<i>LOS</i>	<i>Preliminary Engineering</i>	<b>\$330,000</b>
<i>Exceeds Statewide Injury Crash Rate*</i>	<b>NO</b>	<i>Existing**</i>	<b>3,550</b>	<b>E</b>	<i>Right-of-Way</i>	<b>\$210,000</b>
<i>Exceeds Statewide Fatal Crash Rate*</i>	<b>YES</b>	<i>2020 (No Build)</i>	<b>3,870</b>	<b>F</b>	<i>Utilities</i>	<b>\$250,000</b>
					<i>Construction</i>	<b>\$2,718,000</b>
					<i>Total (Rounded)</i>	<b>\$3,508,000</b>
*Source: GDOT crash data (2008-2012) Compared with segment crash rates		*Intersection approach volume **Source: RTOP				
<b>NOTES</b>						
<b>DEFICIENCIES ADDRESSED</b>						
This project would address congestion and delay at the Butner Road intersection and improve pedestrian access. This intersection was identified as having existing PM peak hour LOS E and is forecasted to have failing LOS in the future baseline condition (2020). Heavy southbound traffic on Butner Road backs up causing significant delays in passing through the SR 6 intersection. Additionally, the Wolf Creek Nature Trail located on the east side of Butner Road ends prior to this intersection and does not currently provide connectivity from the north to the south side of SR 6.						
<b>POTENTIAL ENVIRONMENTAL CONCERNS</b>						
No concerns noted.						
<b>OTHER</b>						
Fulton County has indicated this project as a high priority and has assigned it an identification number of T267 and begun seeking funding. Costs listed above were identified by Fulton County for project T267, which also includes the replacement of the bridge on Butner Road over Camp Creek (south of SR 6).						

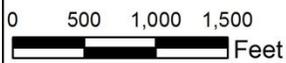


#### 5D.4. Frontage Roads, Alternate Routes, and Inter-Parcel Access

<b>F1: Alternate Route Signage on I-285 Northbound Directing Traffic to SR 6 via Washington Road</b>						
<b>OVERVIEW</b>			<b>I-285 TYPICAL SECTION*</b>			
This project would implement signage on I-285 northbound in order to inform the drivers of an alternate way of access to SR 6 (Camp Creek Parkway) via Washington Road and N. Commerce Drive. Signage could be installed on I-285 northbound just south of the Washington Road interchange and at its ramp intersection with Washington Road.			<i>Existing</i>	<i>Proposed</i>		
			<i>Lanes</i>	<b>8</b>	<b>No Change</b>	
			<i>Median Barrier</i>	<b>Concrete</b>	<b>No Change</b>	
			<i>Shoulder(s)</i>	<b>Yes</b>	<b>No Change</b>	
			<i>Sidewalk(s)</i>	<b>No</b>	<b>No Change</b>	
			<i>*Primary roadway only; not for intersections</i>			
<b>DETAILS</b>			<b>STUDY AREA LOCATION</b>			
<i>PI Number</i>	<b>Not currently in GDOT program</b>		<i>County/Countries</i>	<b>Fulton</b>		
<i>Total Project Length</i>	<b>0.5 miles</b>		<i>Route(s)</i>	<b>I-285</b>		
			<i>Subarea ID, if any</i>	<b>Fulton - Subarea 1 (Vicinity)</b>		
			<i>GDOT District(s)</i>	<b>7</b>		
			<i>GA Congressional District(s)</i>	<b>5</b>		
<b>ANALYSIS RESULTS</b>						
<b>CRASH RATES</b>		<b>PEAK-HOUR CONGESTION</b>			<b>2015 COST ESTIMATES</b>	
<i>Exceeds Statewide Crash Rate*</i>	<b>N/A</b>	<i>Year</i>	<i>Volume</i>	<i>LOS</i>	<i>Preliminary Engineering</i>	-
<i>Exceeds Statewide Injury Crash Rate*</i>	<b>N/A</b>	<i>Existing</i>	<b>N/A</b>	<b>N/A</b>	<i>Right-of-Way</i>	-
<i>Exceeds Statewide Fatal Crash Rate*</i>	<b>N/A</b>	<i>2020 (No Build)</i>	<b>N/A</b>	<b>N/A</b>	<i>Utilities</i>	-
<i>*Source: GDOT crash data (2008-2012)</i>					<i>Construction</i>	<b>\$14,900</b>
					<i>Total (Rounded)</i>	<b>\$14,900</b>
<b>NOTES</b>						
<b>DEFICIENCIES ADDRESSED</b>						
This project would inform drivers of an alternate way to access SR 6 from I-285 northbound. The traffic would be directed to Washington Road and N. Commerce Drive for access to SR 6 eastbound and westbound, respectively, which enables the drivers to bypass the I-285 interchange at SR 6.						
<b>POTENTIAL ENVIRONMENTAL CONCERNS</b>						
No concerns noted.						
<b>OTHER</b>						
(Empty section for other notes)						



**STATE ROUTE 6**  
ACCESS MANAGEMENT STUDY

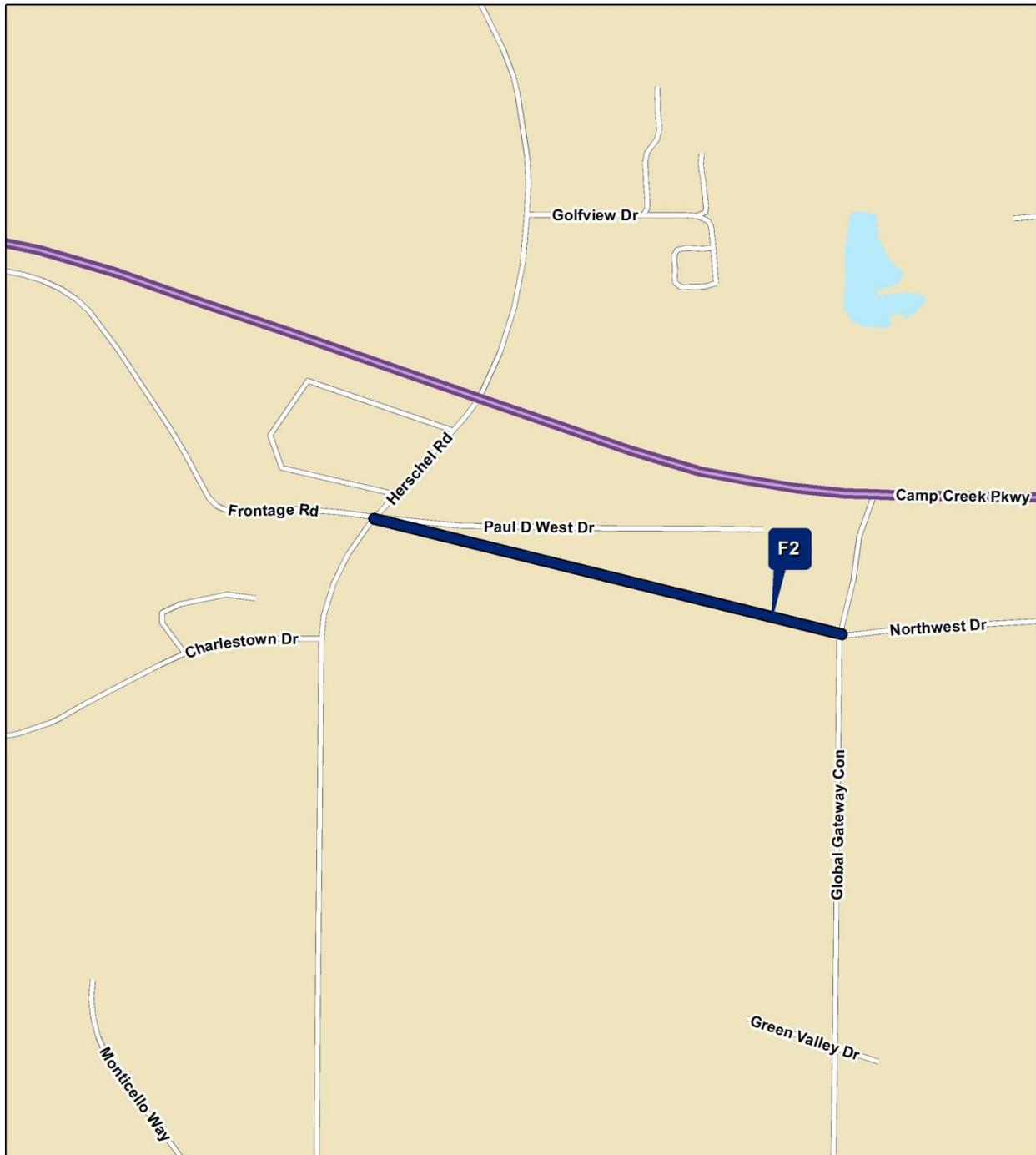


**Legend**

- SR 6 Study Corridor
- Frontage Roads and Alternate Routes
- Cities



<b>F2: Connection between Global Gateway Connector and Herschel Road</b>						
<b>OVERVIEW</b>			<b>NEW ROAD TYPICAL SECTION*</b>			
This project would provide connection between Global Gateway Connector and Herschel Road. This location is right next to the Wally Park commercial mixed-use development site. The exact location and type of the connection would be determined later, in conjunction with development.			<i>Existing</i>		<i>Proposed</i>	
			Lanes	-	2	
			Median Barrier	-	No	
			Shoulder(s)	-	No	
			Sidewalk(s)	-	No	
			*Primary roadway only; not for intersections			
<b>DETAILS</b>			<b>STUDY AREA LOCATION</b>			
<i>PI Number</i>	<b>Not currently in GDOT program</b>		<i>County/Counties</i>	<b>Fulton</b>		
<i>Total Project Length</i>	<b>0.4 miles</b>		<i>Route(s)</i>	<b>SR 6</b>		
			<i>Subarea ID, if any</i>	<b>Fulton - Subarea 1</b>		
			<i>GDOT District(s)</i>	<b>7</b>		
			<i>GA Congressional District(s)</i>	<b>5</b>		
<b>ANALYSIS RESULTS</b>						
<b>CRASH RATES</b>		<b>PEAK-HOUR CONGESTION</b>			<b>2015 COST ESTIMATES</b>	
<i>Exceeds Statewide Crash Rate*</i>	<b>Yes</b>	<i>Year</i>	<i>Volume</i>	<i>LOS</i>	<i>Preliminary Engineering</i>	<b>\$171,800</b>
<i>Exceeds Statewide Injury Crash Rate*</i>	<b>Yes</b>	<i>Existing*</i>	<b>2,120</b>	<b>A</b>	<i>Right-of-Way</i>	<b>\$480,000</b>
<i>Exceeds Statewide Fatal Crash Rate*</i>	<b>Yes</b>	<i>2020 (No Build)</i>	<b>2,311</b>	<b>A</b>	<i>Utilities</i>	-
<i>*Source: GDOT crash data (2008-2012)</i>		<i>*Source: RTOP</i>			<i>Construction</i>	<b>\$2,146,800</b>
					<i>Total (Rounded)</i>	<b>\$2,799,000</b>
<b>NOTES</b>						
<b>DEFICIENCIES ADDRESSED</b>						
The connection between Global Gateway Connector and Herschel Road would provide a reliable alternate to SR 6 starting from Airport Drive to Herschel Road.						
<b>POTENTIAL ENVIRONMENTAL CONCERNS</b>						
The area is mostly undeveloped, filled with trees and vacant land. Environmental screening was performed using Google Earth. Anticipated environmental document type: EA.						
<b>OTHER</b>						
Additional connection between Herschel Road and Washington Road may be possible based on the future need; however, there is the potential environmental concern with the Camp Creek and residential development in this area.						



**STATE ROUTE 6**  
ACCESS MANAGEMENT STUDY

**Legend**

- SR 6 Study Corridor
- Frontage Roads and Alternate Routes
- Cities

0 125 250 500 Feet

<b>F3: Alternate Route Signage between Washington Road and Princeton Lakes Parkway</b>						
<b>OVERVIEW</b>				<b>SR 6 TYPICAL SECTION*</b>		
This project would implement signage to provide alternate route information to drivers from SR 6 to Redwine Road. If the section of Redwine Road is reopened, signage would be installed along SR 6 between Washington Road and Princeton Lakes Parkway via Desert Drive and at the intersections of Redwine Road with Ale Circle, Desert Drive, N. Commerce Drive, and Princeton Lakes Parkway. Signage could be also installed at the intersection of Ale Circle and Washington Road.				<i>Existing</i>	<i>Proposed</i>	
				<i>Lanes</i>	<b>4-5</b>	<b>No Change</b>
				<i>Median Barrier</i>	<b>Grass</b> <b>No Change</b>	
				<i>Shoulder(s)</i>	<b>No</b> <b>No Change</b>	
				<i>Sidewalk(s)</i>	<b>Yes/No</b> <b>No Change</b>	
				<i>*Primary roadway only; not for intersections</i>		
<b>DETAILS</b>			<b>STUDY AREA LOCATION</b>			
<i>PI Number</i>	<b>Not currently in GDOT program</b>		<i>County/Countries</i>	<b>Fulton</b>		
<i>Total Project Length</i>	<b>4.2 miles (1.6 miles on SR 6 &amp; 2.6 miles on crossroads/Redwine Road)</b>		<i>Route(s)</i>	<b>SR 6</b>		
			<i>Subarea ID, if any</i>	<b>Fulton - Subarea 1</b>		
			<i>GDOT District(s)</i>	<b>7</b>		
			<i>GA Congressional District(s)</i>	<b>5</b>		
<b>ANALYSIS RESULTS</b>						
<b>CRASH RATES</b>		<b>PEAK-HOUR CONGESTION</b>			<b>2015 COST ESTIMATES</b>	
<i>Exceeds Statewide Crash Rate*</i>	<b>Yes</b>	<i>Year</i>	<i>Volume*</i>	<i>LOS</i>	<i>Preliminary Engineering</i>	-
<i>Exceeds Statewide Injury Crash Rate*</i>	<b>Yes</b>	<i>Existing**</i>	<b>4,599</b>	<b>B</b>	<i>Right-of-Way</i>	-
<i>Exceeds Statewide Fatal Crash Rate*</i>	<b>Yes</b>	<i>2020 (No Build)</i>	<b>5,658</b>	<b>B</b>	<i>Utilities</i>	-
<i>*Source: GDOT crash data (2008-2012)</i>		<i>**Highest volume in the project limit</i>			<i>Construction</i>	<b>\$16,000</b>
		<i>**Source: RTOP</i>			<i>Total (Rounded)</i>	<b>\$16,000</b>
<b>NOTES</b>						
<b>DEFICIENCIES ADDRESSED</b>						
This project would inform drivers of a possible bypass route to SR 6. This cost-effective option would enable travelers' trips to/from the Camp Creek Marketplace area to be diverted away from multiple signals and congestion on SR 6. Taking the Redwine Road bypass would help the local traffic to avoid four traffic signals on SR 6 (Desert Drive, I-285 southbound ramp intersection, I-285 northbound ramp intersection, and N. Commerce Drive), thus reducing congestion at these locations. Alternatively, if the section of Redwine Road was not reopened, signage could be implemented to inform drivers of access to Redwine Road via Desert Drive.						
<b>POTENTIAL ENVIRONMENTAL CONCERNS</b>						
No concerns noted.						
<b>OTHER</b>						



**STATE ROUTE 6**  
ACCESS MANAGEMENT STUDY

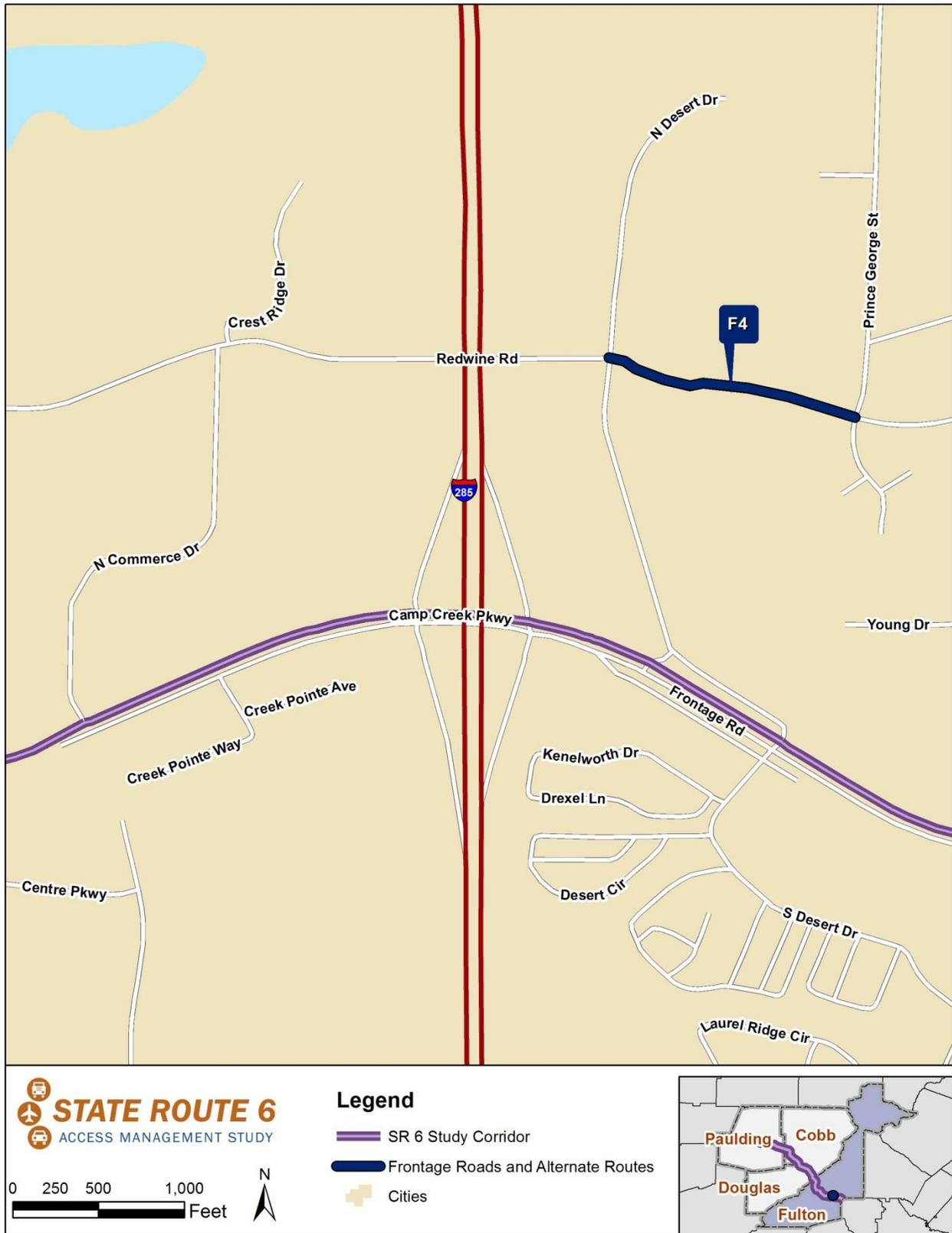
**Legend**

- SR 6 Study Corridor
- Frontage Roads and Alternate Routes
- Cities

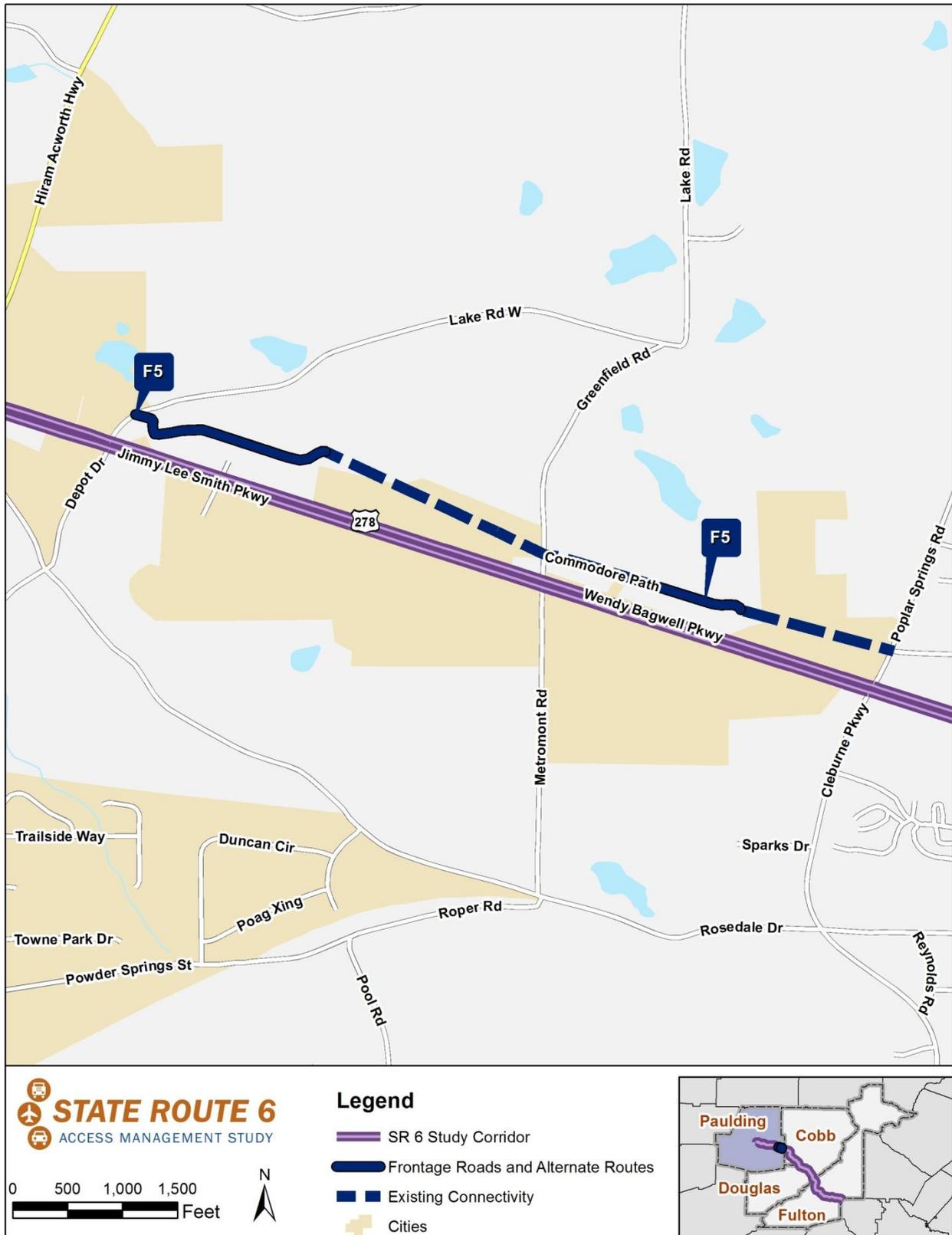
0 500 1,000 2,000 Feet

N

<b>F4: Reopen Redwine Road West of Prince George Street</b>						
<b>OVERVIEW</b>			<b>REDWINE ROAD TYPICAL SECTION*</b>			
<p>This project would reopen the small section of Redwine Road that is currently closed west of Prince George Street. The project would require repaving and/or resurfacing the closed section and necessary maintenance to the rest of Redwine Road between Desert Drive and Prince George Street. This project could provide a reliable alternate to SR 6 for the entire section between Washington Road and Princeton Lakes Parkway.</p>			<i>Existing</i>		<i>Proposed</i>	
			<i>Lanes</i>	<b>0-2</b>	<b>2</b>	
			<i>Median Barrier</i>	<b>No</b>	<b>No Change</b>	
			<i>Shoulder(s)</i>	<b>No</b>	<b>No Change</b>	
			<i>Sidewalk(s)</i>	<b>No</b>	<b>No Change</b>	
			<i>*Primary roadway only; not for intersections</i>			
<b>DETAILS</b>			<b>STUDY AREA LOCATION</b>			
<i>PI Number</i>	<b>Not currently in GDOT program</b>		<i>County/COUNTIES</i>	<b>Fulton</b>		
<i>Total Project Length</i>	<b>0.24 miles</b>		<i>Route(s)</i>	<b>Redwine Road</b>		
			<i>Subarea ID, if any</i>	<b>Fulton - Subarea 1</b>		
			<i>GDOT District(s)</i>	<b>7</b>		
			<i>GA Congressional District(s)</i>	<b>5</b>		
<b>ANALYSIS RESULTS</b>						
<b>CRASH RATES</b>		<b>PEAK-HOUR CONGESTION</b>			<b>2015 COST ESTIMATES</b>	
<i>Exceeds Statewide Crash Rate*</i>	<b>N/A</b>	<i>Year</i>	<i>Volume</i>	<i>LOS</i>	<i>Preliminary Engineering</i>	<b>\$103,100</b>
<i>Exceeds Statewide Injury Crash Rate*</i>	<b>N/A</b>	<i>Existing</i>	<b>N/A</b>	<b>N/A</b>	<i>Right-of-Way</i>	<b>\$249,600</b>
<i>Exceeds Statewide Fatal Crash Rate*</i>	<b>N/A</b>	<i>2020 (No Build)</i>	<b>N/A</b>	<b>N/A</b>	<i>Utilities</i>	-
<i>*Source: GDOT crash data (2008-2012)</i>					<i>Construction</i>	<b>\$1,288,000</b>
					<i>Total (Rounded)</i>	<b>\$1,641,000</b>
<b>NOTES</b>						
<b>DEFICIENCIES ADDRESSED</b>						
<p>Using this alternate route would alleviate traffic on SR 6 between Washington Road and Princeton Lakes Parkway, identified as the most congested section in the area. It is also expected that diverted vehicles to Redwine Road would experience travel-time savings by helping the local traffic avoid four traffic signals on SR 6 (Desert Drive, I-285 southbound ramp intersection, I-285 northbound ramp intersection, and N. Commerce Drive).</p>						
<b>POTENTIAL ENVIRONMENTAL CONCERNS</b>						
<p>The area remains undeveloped and heavily wooded. Environmental screening was performed using Google Earth. Anticipated environmental document type: EA.</p>						
<b>OTHER</b>						
<p>This section of the roadway has been closed and used only as a personal driveway since 1980. It seems the City of East Point can reacquire this section of roadway.</p>						

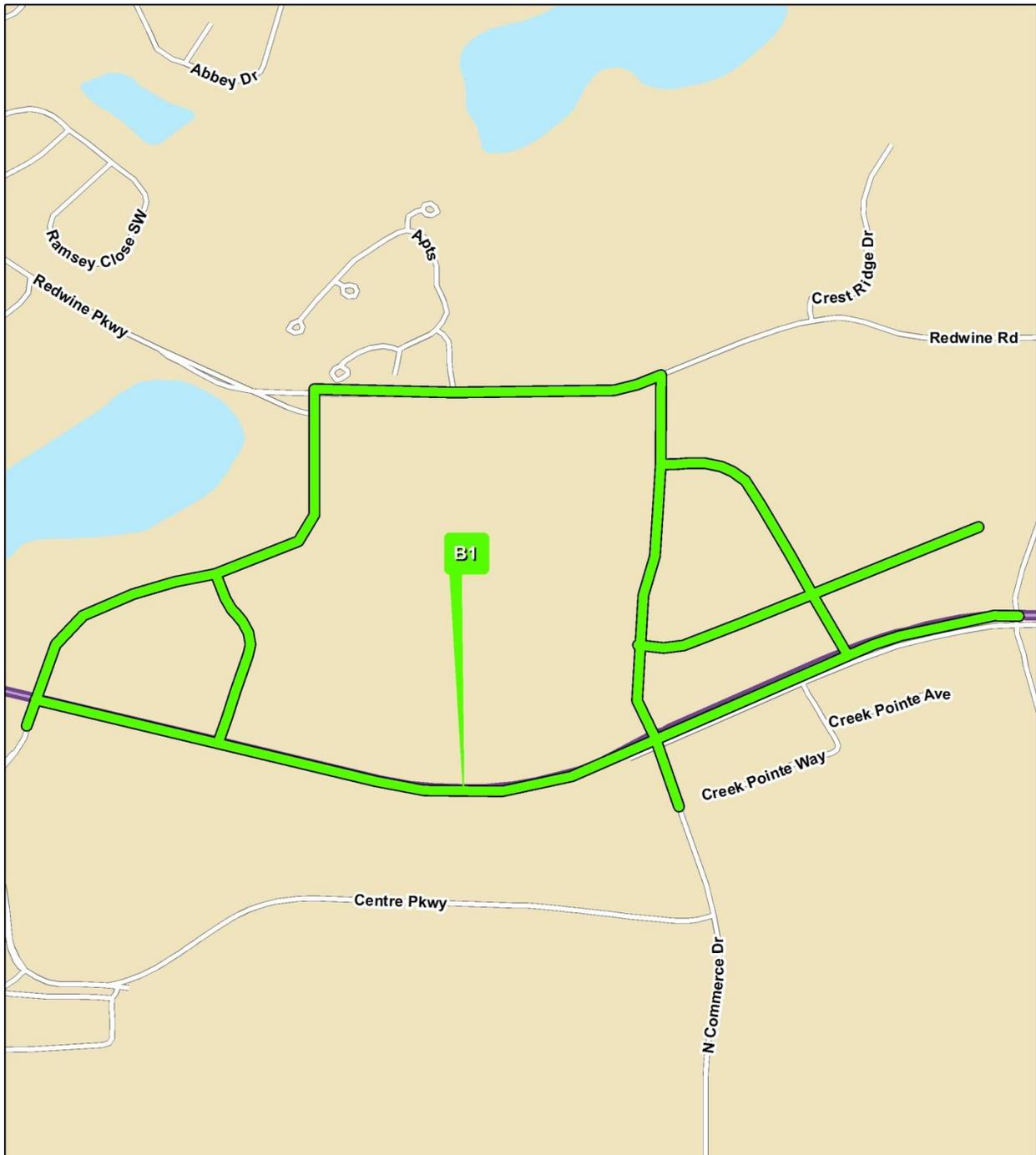


<b>F5: Connect Existing Frontage Roads between Poplar Springs Road and SR 92</b>						
<b>OVERVIEW</b>			<b>NEW ROAD TYPICAL SECTION*</b>			
This project would connect a couple of existing frontage roads on the north side of SR 6 between Poplar Springs Road to SR 92 in order to provide complete inter-parcel access in the Hiram commercial area.			<i>Existing</i>		<i>Proposed</i>	
			Lanes	-	2	
			Median Barrier	-	No	
			Shoulder(s)	-	No	
			Sidewalk(s)	-	No	
			*Primary roadway only; not for intersections			
<b>DETAILS</b>			<b>STUDY AREA LOCATION</b>			
<i>PI Number</i>	<b>Not currently in GDOT program</b>		<i>County/Counties</i>	<b>Paulding</b>		
<i>Total Project Length</i>	<b>0.5 miles</b>		<i>Route(s)</i>	<b>SR 6</b>		
			<i>Subarea ID, if any</i>	<b>Paulding - Subarea 1</b>		
			<i>GDOT District(s)</i>	<b>6</b>		
			<i>GA Congressional District(s)</i>	<b>14</b>		
<b>ANALYSIS RESULTS</b>						
<b>CRASH RATES</b>		<b>PEAK-HOUR CONGESTION</b>			<b>2015 COST ESTIMATES</b>	
<i>Exceeds Statewide Crash Rate*</i>	<b>No</b>	<i>Year</i>	<i>Volume*</i>	<i>LOS</i>	<i>Preliminary Engineering</i>	<b>\$214,700</b>
<i>Exceeds Statewide Injury Crash Rate*</i>	<b>No</b>	<i>Existing**</i>	<b>3,232</b>	<b>A</b>	<i>Right-of-Way</i>	<b>\$4,259,000</b>
<i>Exceeds Statewide Fatal Crash Rate*</i>	<b>No</b>	<i>2020 (No Build)</i>	<b>3,587</b>	<b>A</b>	<i>Utilities</i>	-
		* Highest volume in the project limit			<i>Construction</i>	<b>\$2,683,300</b>
		**Source: RTOP			<i>Total (Rounded)</i>	<b>\$7,157,000</b>
*Source: GDOT crash data (2008-2012)						
<b>NOTES</b>						
<b>DEFICIENCIES ADDRESSED</b>						
Currently, there are existing frontage roads running parallel to SR 6 on the south side of the highway between Poplar Springs Road and SR 92. By connecting a few frontage roads on the north side of SR 6, the area would benefit from having complete inter-parcel access. These roads allow shoppers to travel within these developments without having to access SR 6, which, in turn, may reduce additional trips on the mainline and improve traffic operations.						
<b>POTENTIAL ENVIRONMENTAL CONCERNS</b>						
No concerns noted.						
<b>OTHER</b>						



### 5D.5. Bicycles, Pedestrians, and Transit

<b>B1: Pedestrian Facilities in Camp Creek Marketplace Area</b>						
<b>OVERVIEW</b>				<b>SR 6 TYPICAL SECTION*</b>		
This project would improve pedestrian facilities in the Camp Creek Marketplace area in order to accommodate high pedestrian activities. The specific locations in need of additional sidewalks and crosswalks would need to be identified prior to implementation.					<i>Existing</i>	<i>Proposed</i>
				<i>Lanes</i>	<b>4-6</b>	<b>No Change</b>
				<i>Median Barrier</i>	<b>Grass</b>	<b>No Change</b>
				<i>Shoulder(s)</i>	<b>No</b>	<b>No Change</b>
				<i>Sidewalk(s)</i>	<b>Yes/No</b>	<b>Yes</b>
				<i>*Primary roadway only; not for intersections</i>		
<b>DETAILS</b>			<b>STUDY AREA LOCATION</b>			
<i>PI Number</i>	<b>Not currently in GDOT program</b>		<i>County/Counties</i>	<b>Fulton</b>		
<i>Total Project Length</i>	<b>2.9 miles</b>		<i>Route(s)</i>	<b>SR 6 &amp; Crossroads in Camp Creek Marketplace Area</b>		
			<i>Subarea ID, if any</i>	<b>Fulton - Subarea 1</b>		
			<i>GDOT District(s)</i>	<b>7</b>		
			<i>GA Congressional District(s)</i>	<b>5</b>		
<b>ANALYSIS RESULTS</b>						
<b>CRASH RATES</b>		<b>PEAK-HOUR CONGESTION</b>			<b>2015 COST ESTIMATES</b>	
<i>Exceeds Statewide Crash Rate*</i>	<b>Yes</b>	<i>Year</i>	<i>Volume*</i>	<i>LOS</i>	<i>Preliminary Engineering</i>	<b>\$51,000</b>
<i>Exceeds Statewide Injury Crash Rate*</i>	<b>Yes</b>	<i>Existing**</i>	<b>4,599</b>	<b>B</b>	<i>Right-of-Way</i>	<b>\$9,459,300</b>
<i>Exceeds Statewide Fatal Crash Rate*</i>	<b>Yes</b>	<i>2020 (No Build)</i>	<b>5,658</b>	<b>B</b>	<i>Utilities</i>	<b>\$187,800</b>
<i>*Source: GDOT crash data (2008-2012)</i>		<i>**Highest volume in the project limit</i>			<i>Construction</i>	<b>\$636,300</b>
		<i>**Source: RTOP</i>			<i>Total (Rounded)</i>	<b>\$10,371,000</b>
<b>NOTES</b>						
<b>DEFICIENCIES ADDRESSED</b>						
The Camp Creek Marketplace area, with the retail stores and restaurants in the area, has a high volume of pedestrians. This project intends to better accommodate pedestrian activities in the area by providing crosswalks and sidewalks. Encouraging more pedestrian activity by making the area pedestrian-friendly could also have a positive impact on the businesses located at Camp Creek Marketplace and on the economic vitality of the area as a whole.						
<b>POTENTIAL ENVIRONMENTAL CONCERNS</b>						
No concerns noted.						
<b>OTHER</b>						



**STATE ROUTE 6**  
ACCESS MANAGEMENT STUDY

**Legend**

- SR 6 Study Corridor
- Bicycles, Pedestrians, and Transit
- Cities

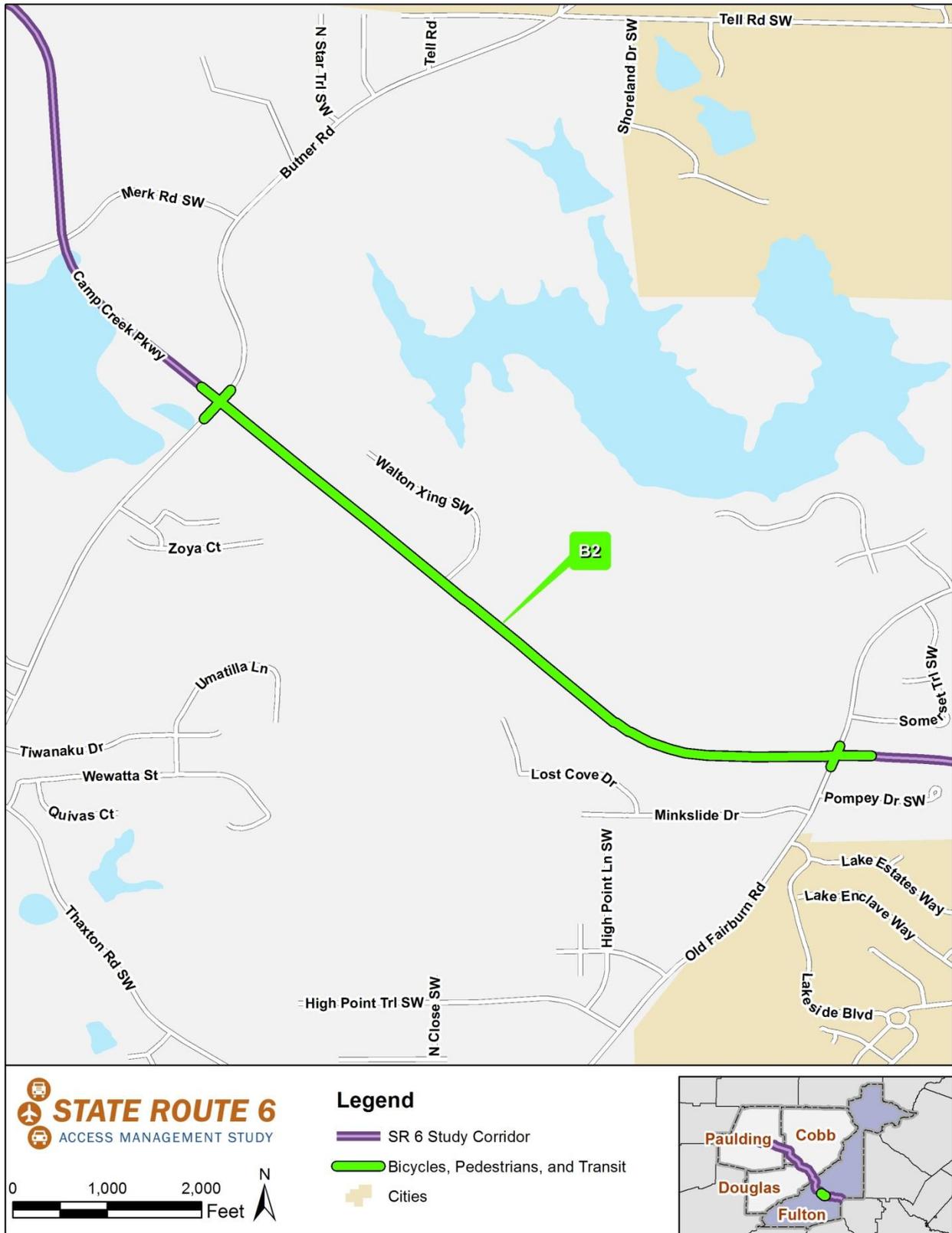
0 250 500 1,000 Feet

N

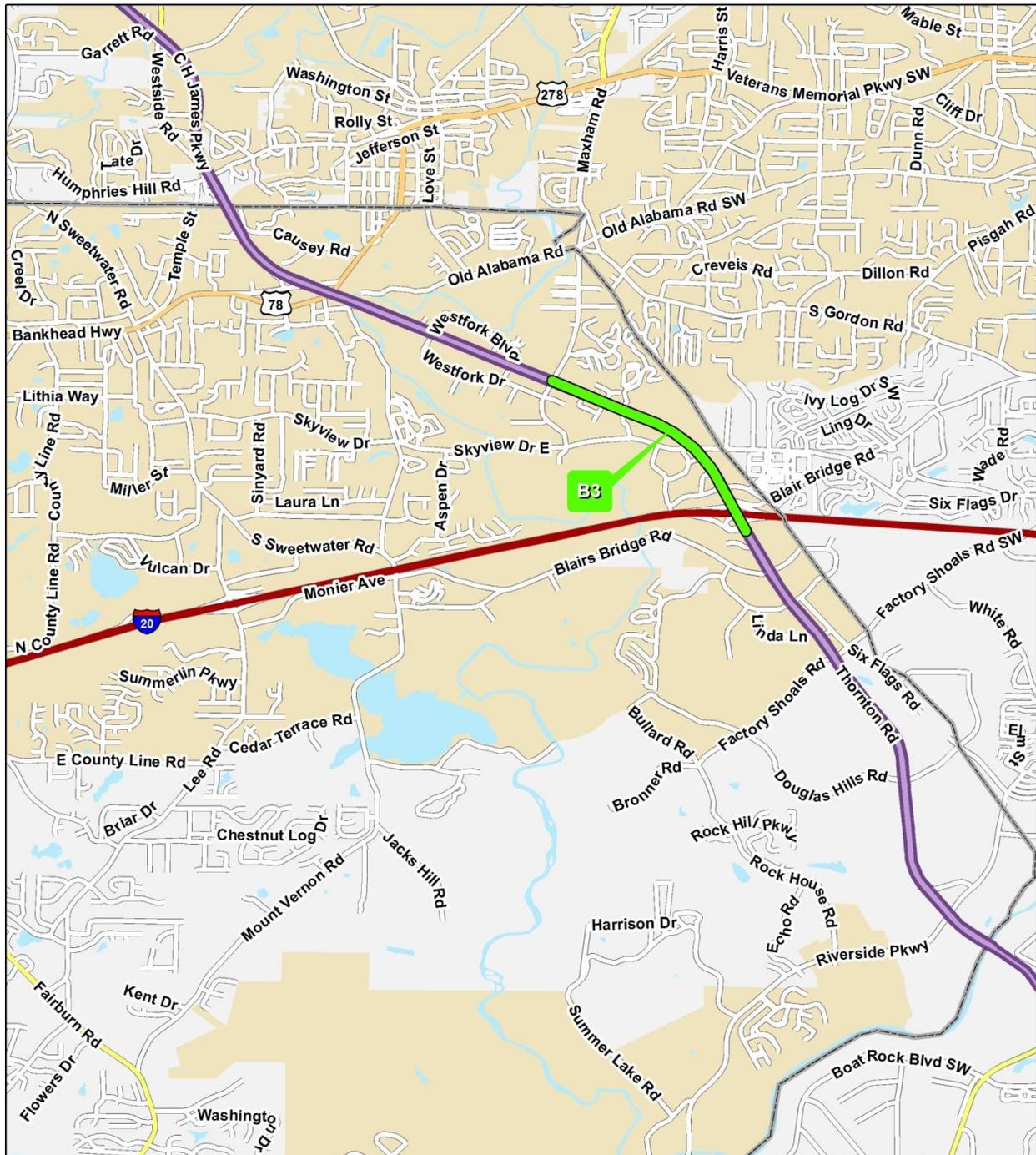
<b>B2 (Part 1A): Pedestrian Improvements at the SR 6 Intersection with Old Fairburn Road</b>						
<b>OVERVIEW</b>			<b>SR 6 TYPICAL SECTION*</b>			
Pedestrian facility improvements near the SR 6 intersection with Old Fairburn Road are recommended. This project would add sidewalks adjacent to the Old Fairburn Road intersection.			<i>Existing</i>		<i>Proposed</i>	
			<i>Lanes</i>	<b>4</b>	<b>No Change</b>	
			<i>Median Barrier</i>	<b>Grass/Striping</b>	<b>No Change</b>	
			<i>Shoulder(s)</i>	<b>Yes</b>	<b>No Change</b>	
			<i>Sidewalk(s)</i>	<b>Yes/No</b>	<b>Yes</b>	
<i>*Primary roadway only; not for intersections</i>						
<b>DETAILS</b>			<b>STUDY AREA LOCATION</b>			
<i>PI Number</i>	<b>Not currently in GDOT program</b>		<i>County/Counties</i>	<b>Fulton</b>		
<i>Total Project Length</i>	<b>0.4 miles</b>		<i>Route(s)</i>	<b>SR 6</b>		
			<i>Subarea ID, if any</i>			
			<i>GDOT District(s)</i>	<b>7</b>		
			<i>GA Congressional District(s)</i>	<b>5</b>		
<b>ANALYSIS RESULTS</b>						
<b>CRASH RATES</b>		<b>PEAK-HOUR CONGESTION</b>			<b>2015 COST ESTIMATES*</b>	
<i>Exceeds Statewide Crash Rate*</i>	<b>No</b>	<i>Year</i>	<i>Volume*</i>	<i>LOS</i>	<i>Preliminary Engineering</i>	<b>\$42,000</b>
<i>Exceeds Statewide Injury Crash Rate*</i>	<b>No</b>	<i>Existing**</i>	<b>3,720</b>	<b>C</b>	<i>Right-of-Way</i>	-
<i>Exceeds Statewide Fatal Crash Rate*</i>	<b>Yes</b>	<i>2020 (No Build)</i>	<b>4,050</b>	<b>D</b>	<i>Utilities</i>	-
		<i>*Intersection approach volume</i>			<i>Construction</i>	<b>\$524,000</b>
<i>*Source: GDOT crash data (2008-2012) Compared with segment crash rates</i>		<i>**Source: RTOP</i>			<i>Total (Rounded)</i>	<b>\$566,000</b>
<i>*Combined cost of B2 Part 1A &amp; 1B</i>						
<b>NOTES</b>						
<b>DEFICIENCIES ADDRESSED</b>						
The stakeholders expressed concerns about pedestrian activity at the SR 6 intersection with Old Fairburn Road. Currently, crosswalks are provided for all directions, while sidewalks are only provided south of SR 6 along Old Fairburn Road. Providing pedestrian facilities in this area, including sidewalks at all quadrants of this intersection, would better accommodate pedestrian activities.						
<b>POTENTIAL ENVIRONMENTAL CONCERNS</b>						
No concerns noted.						
<b>OTHER</b>						
Expanded pedestrian facilities in this area would improve access to the MARTA bus route on Old Fairburn Road. Additional pedestrian accommodations may be needed between Butner Road and Old Fairburn Road.						

<b>B2 (Part 1B): Pedestrian Improvements at the SR 6 Intersection with Butner Road</b>						
<b>OVERVIEW</b>			<b>SR 6 TYPICAL SECTION*</b>			
Pedestrian facility improvements at the SR 6 intersection with Butner Road are recommended. This project would install pedestrian signals for all directions at the intersection. This project would also install sidewalks adjacent to the Butner Road intersection.			<i>Existing</i>		<i>Proposed</i>	
			<i>Lanes</i>	<b>4</b>	<b>No Change</b>	
			<i>Median Barrier</i>	<b>Grass/Striping</b>	<b>No Change</b>	
			<i>Shoulder(s)</i>	<b>Yes</b>	<b>No Change</b>	
			<i>Sidewalk(s)</i>	<b>No</b>	<b>Yes</b>	
			<i>*Primary roadway only; not for intersections</i>			
<b>DETAILS</b>			<b>STUDY AREA LOCATION</b>			
<i>PI Number</i>	<b>Not currently in GDOT program</b>		<i>County/Counties</i>	<b>Fulton</b>		
<i>Total Project Length</i>	<b>0.4 miles</b>		<i>Route(s)</i>	<b>SR 6</b>		
			<i>Subarea ID, if any</i>			
			<i>GDOT District(s)</i>	<b>7</b>		
			<i>GA Congressional District(s)</i>	<b>5</b>		
<b>ANALYSIS RESULTS</b>						
<b>CRASH RATES</b>		<b>PEAK-HOUR CONGESTION</b>			<b>2015 COST ESTIMATES</b>	
<i>Exceeds Statewide Crash Rate*</i>	<b>No</b>	<i>Year</i>	<i>Volume*</i>	<i>LOS</i>	<i>Preliminary Engineering</i>	<b>See Part 1A</b>
<i>Exceeds Statewide Injury Crash Rate*</i>	<b>No</b>	<i>Existing**</i>	<b>3,550</b>	<b>E</b>	<i>Right-of-Way</i>	<b>See Part 1A</b>
<i>Exceeds Statewide Fatal Crash Rate*</i>	<b>Yes</b>	<i>2020 (No Build)</i>	<b>3,870</b>	<b>F</b>	<i>Utilities</i>	<b>See Part 1A</b>
		<i>*Intersection approach volume</i>			<i>Construction</i>	<b>See Part 1A</b>
<i>*Source: GDOT crash data (2008-2012) Compared with segment crash rates</i>		<i>**Source: RTOP</i>			<i>Total (Rounded)</i>	<b>See Part 1A</b>
<b>NOTES</b>						
<b>DEFICIENCIES ADDRESSED</b>						
The stakeholders expressed concerns about pedestrian activity at the SR 6 intersection with Butner Road. Specifically, pedestrians crossing Butner Road at the SR 6 intersection have been reported. Crosswalks are currently provided for all directions at the intersection; however, a pedestrian signal is provided only for the crosswalk located on SR 6 east of Butner Road. No sidewalk is provided adjacent to this intersection. Providing a pedestrian signal and sidewalks to the intersection would better accommodate pedestrian activities.						
<b>POTENTIAL ENVIRONMENTAL CONCERNS</b>						
No concerns noted.						
<b>OTHER</b>						
Expanded pedestrian facilities in this area would improve access to the MARTA bus route on Butner Road. Additional pedestrian accommodations may be beneficial between Butner Road and Old Fairburn Road.						

<b>B2 (Part 2): Off-Road Multi-Use Trail Parallel to SR 6 between Old Fairburn Road and Butner Road</b>						
<b>OVERVIEW</b>			<b>SR 6 TYPICAL SECTION*</b>			
This project would install an off-road multi-use trail parallel to SR 6 between Old Fairburn Road and Butner Road.			<i>Existing</i>	<i>Proposed</i>		
			<i>Lanes</i>	<b>4</b>	<b>No Change</b>	
			<i>Median Barrier</i>	<b>Grass/Striping</b>	<b>No Change</b>	
			<i>Shoulder(s)</i>	<b>Yes/No</b>	<b>No Change</b>	
			<i>Sidewalk(s)</i>	<b>No</b>	<b>Yes (Off-road)</b>	
<i>*Primary roadway only; not for intersections</i>						
<b>DETAILS</b>			<b>STUDY AREA LOCATION</b>			
<i>PI Number</i>	<b>Not currently in GDOT program</b>		<i>County/Countries</i>	<b>Fulton</b>		
<i>Total Project Length</i>	<b>1.4 miles</b>		<i>Route(s)</i>	<b>SR 6</b>		
			<i>Subarea ID, if any</i>			
			<i>GDOT District(s)</i>	<b>7</b>		
			<i>GA Congressional District(s)</i>	<b>5</b>		
<b>ANALYSIS RESULTS</b>						
<b>CRASH RATES</b>		<b>PEAK-HOUR CONGESTION</b>			<b>2015 COST ESTIMATES</b>	
<i>Exceeds Statewide Crash Rate*</i>	<b>No</b>	<i>Year</i>	<i>Volume*</i>	<i>LOS</i>	<i>Preliminary Engineering</i>	<b>\$76,000</b>
<i>Exceeds Statewide Injury Crash Rate*</i>	<b>No</b>	<i>Existing**</i>	<b>3,147</b>	<b>A</b>	<i>Right of Way</i>	<b>\$3,642,200</b>
<i>Exceeds Statewide Fatal Crash Rate*</i>	<b>Yes</b>	<i>2020 (No Build)</i>	<b>3,429</b>	<b>A</b>	<i>Utilities</i>	-
		<i>*Highest volume in the project limit</i>			<i>Construction</i>	<b>\$949,500</b>
<i>*Source: GDOT crash data (2008-2012)</i>		<i>**Source: RTOP</i>			<i>Total (Rounded)</i>	<b>\$4,668,000</b>
<b>NOTES</b>						
<b>DEFICIENCIES ADDRESSED</b>						
The multi-use trail would serve identified needs of pedestrians, bicyclists, and transit users. Both Old Fairburn Road and Butner Road currently have MARTA bus service.						
<b>POTENTIAL ENVIRONMENTAL CONCERNS</b>						
Both sides of SR 6 remain largely undeveloped and wooded. Environmental screening was performed using Google Earth. Anticipated environmental document type: EA.						
<b>OTHER</b>						
Expanded pedestrian facilities in this area would improve access to the MARTA bus routes on Butner Road and Old Fairburn Road.						



<b>B3: Pedestrian Facilities between I-20 and Maxham Road</b>							
<b>OVERVIEW</b>			<b>SR 6 TYPICAL SECTION*</b>				
<p>This project would aim to improve pedestrian accommodations between I-20 and Maxham Road. Since all four signalized intersections in the section provide crosswalks and pedestrian signals on all approaches without sidewalk connection, specific locations in need of sidewalks would be identified. Effective pedestrian signal timing, signs for crosswalks, and implementation of measures prohibiting pedestrian activity on medians would be provided. Additional landscaping efforts could be considered to promote safe crossing activities.</p>			<i>Existing</i>		<i>Proposed</i>		
			<i>Lanes</i>	<b>6-7</b>	<b>No Change</b>		
			<i>Median Barrier</i>	<b>Raised/No</b>	<b>No Change</b>		
			<i>Shoulder(s)</i>	<b>Yes/No</b>	<b>No Change</b>		
			<i>Sidewalk(s)</i>	<b>Yes/No</b>	<b>Yes</b>		
<i>*Primary roadway only; not for intersections</i>							
<b>DETAILS</b>			<b>STUDY AREA LOCATION</b>				
<i>PI Number</i>	<b>Not currently in GDOT program</b>		<i>County/Countries</i>	<b>Douglas</b>			
<i>Total Project Length</i>	<b>1.5 miles</b>		<i>Route(s)</i>	<b>SR 6</b>			
			<i>Subarea ID, if any</i>	<b>Douglas Subarea</b>			
			<i>GDOT District(s)</i>	<b>7</b>			
			<i>GA Congressional District(s)</i>	<b>13</b>			
<b>ANALYSIS RESULTS</b>							
<b>CRASH RATES</b>		<b>PEAK-HOUR CONGESTION</b>			<b>2015 COST ESTIMATES</b>		
<i>Exceeds Statewide Crash Rate*</i>	<b>Yes</b>	<i>Year</i>	<i>Volume*</i>	<i>LOS</i>	<i>Preliminary Engineering</i>	<b>\$36,000</b>	
<i>Exceeds Statewide Injury Crash Rate*</i>	<b>Yes</b>	<i>Existing**</i>	<b>5,070</b>	<b>B</b>	<i>Right-of-Way</i>	-	
<i>Exceeds Statewide Fatal Crash Rate*</i>	<b>Yes</b>	<i>2020 (No Build)</i>	<b>5,425</b>	<b>B</b>	<i>Utilities</i>	-	
<i>*Source: GDOT crash data (2008-2012)</i>		<i>* Highest volume in the project limit</i>			<i>Construction</i>	<b>\$449,100</b>	
		<i>**Source: RTOP</i>			<i>Total (Rounded)</i>	<b>\$486,000</b>	
<b>NOTES</b>							
<b>DEFICIENCIES ADDRESSED</b>							
<p>This 1.5-mile corridor section has a concrete median, 18 feet wide between intersections and 6 feet wide at intersections. There are no sidewalks in the area, with an observed issue of pedestrians walking along the median. There are also four MARTA bus stops within the section, and existing transit stops indicate pedestrian activity along certain sections of the corridor. This project would better accommodate pedestrian activities.</p>							
<b>POTENTIAL ENVIRONMENTAL CONCERNS</b>							
No concerns noted.							
<b>OTHER</b>							



**STATE ROUTE 6**  
 ACCESS MANAGEMENT STUDY

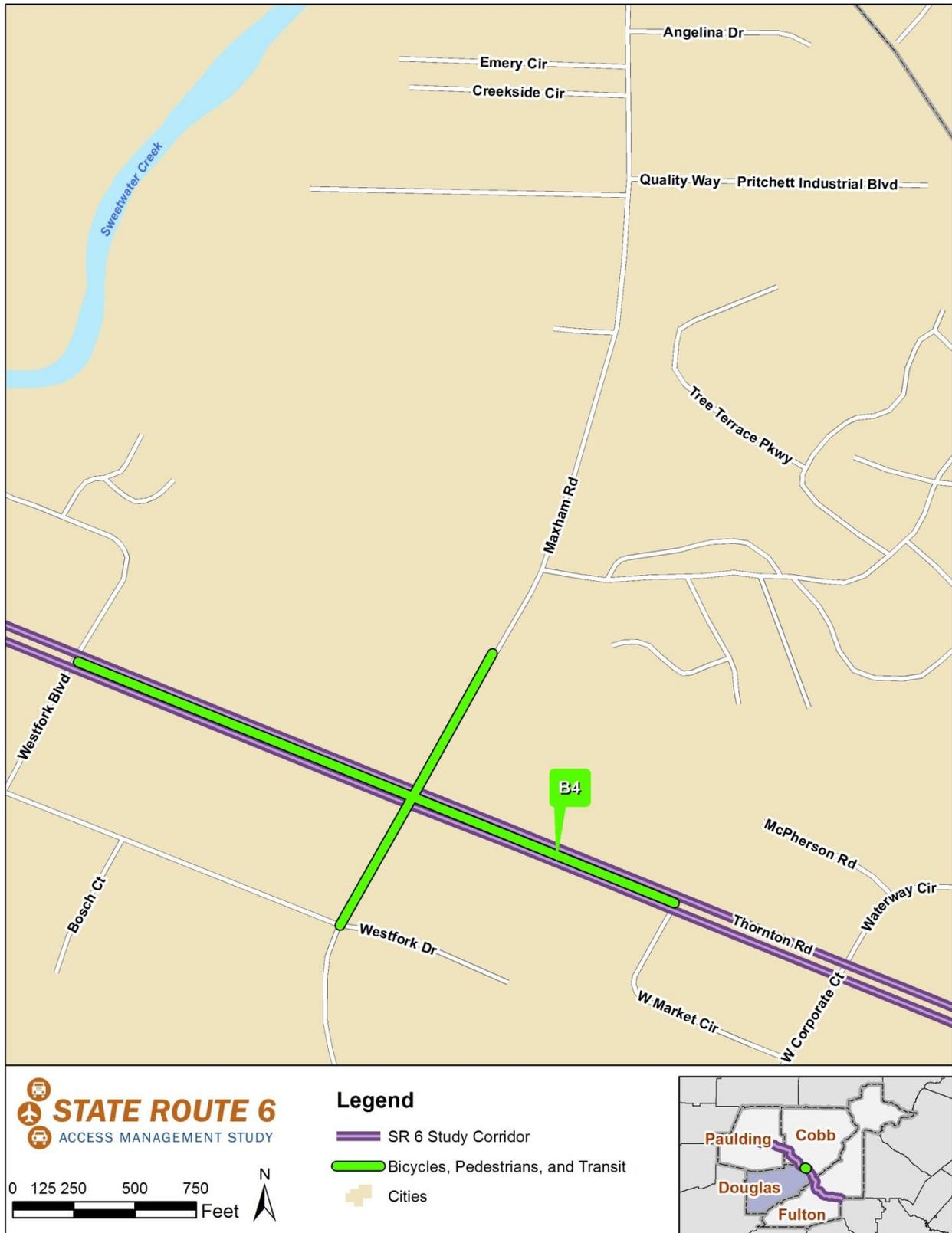
0 0.5 1  
 Miles

N

**Legend**

- SR 6 Study Corridor
- Bicycles, Pedestrians, and Transit
- Cities

B4: Pedestrian Facilities at the Maxham Road Intersection with SR 6						
OVERVIEW			SR 6 TYPICAL SECTION*			
<p>GDOT currently has a project (PI 0012621) programmed for Maxham Road from SR 6 to Tree Terrace Parkway, which is aimed at safety and traffic-flow improvements at the SR 6 at Maxham Road intersection through minor widening, lane-change assignments, and the elimination of weaving to help reduce traffic congestion in this area. The existing project also includes proposed sidewalks on both sides of Maxham Road. In order to provide improved pedestrian environments near the SR 6 intersection with Maxham Road, this project would add or expand pedestrian accommodations for the portions not covered by the existing GDOT project.</p>			<i>Existing</i>	<i>Proposed</i>		
			6	No Change		
			Raised	No Change		
			No	No Change		
			Yes/No	Yes		
<i>*Primary roadway only; not for intersections</i>						
DETAILS		STUDY AREA LOCATION				
<i>PI Number</i>	<b>This intersection is included in PI #0012621.</b>	<i>County/Counties</i>	<b>Douglas</b>			
<i>Total Project Length</i>	<b>0.4 miles</b>	<i>Route(s)</i>	<b>SR 6</b>			
		<i>Subarea ID, if any</i>	<b>Douglas Subarea</b>			
		<i>GDOT District(s)</i>	<b>7</b>			
		<i>GA Congressional District(s)</i>	<b>13</b>			
ANALYSIS RESULTS						
CRASH RATES		PEAK-HOUR CONGESTION			2015 COST ESTIMATES	
<i>Exceeds Statewide Crash Rate*</i>	<b>No</b>	<i>Year</i>	<i>Volume*</i>	<i>LOS</i>	<i>Preliminary Engineering</i>	<b>\$18,000</b>
<i>Exceeds Statewide Injury Crash Rate*</i>	<b>No</b>	<i>Existing**</i>	<b>5,270</b>	<b>F</b>	<i>Right-of-Way</i>	<b>\$907,700</b>
<i>Exceeds Statewide Fatal Crash Rate*</i>	<b>No</b>	<i>2020 (No Build)</i>	<b>5,639</b>	<b>F</b>	<i>Utilities</i>	<b>\$233,800</b>
<p><i>*Source: GDOT crash data (2008-2012) Compared with segment crash rates</i></p>		<i>**Intersection approach volume</i>			<i>Construction</i>	<b>\$224,600</b>
		<i>**Source: RTOP</i>			<i>Total (Rounded)</i>	<b>\$1,385,000</b>
NOTES						
DEFICIENCIES ADDRESSED						
<p>SR 6 at Maxham Road was identified for pedestrian needs. This project would better accommodate pedestrian activities near the SR 6 intersection with Maxham Road. In addition, the existing GDOT project includes proposed sidewalks on both sides of Maxham Road from SR 6 to Tree Terrace Parkway serving two major apartment complexes that provide direct pedestrian access to the retail commercial area.</p>						
POTENTIAL ENVIRONMENTAL CONCERNS						
<p>No concerns noted.</p>						
OTHER						



<b>B5: Pedestrian Facilities on Powder Springs-Dallas Road and at Richard D Sailors Parkway and Florence Rd (near GRTA Park and Ride Lot)</b>						
<b>OVERVIEW</b>			<b>POWDER SPRINGS RD TYPICAL SECTION*</b>			
This project would add sidewalks and pedestrian-friendly intersections along Powder Springs-Dallas Road and at the intersections of Florence Rd at Powder Springs Dallas Rd and Richard D Sailors Parkway near the GRTA park-and-ride lot.			<i>Existing</i>	<i>Proposed</i>		
			<i>Lanes</i>	<b>2</b>	<b>No Change</b>	
			<i>Median Barrier</i>	<b>None</b>	<b>No Change</b>	
			<i>Shoulder(s)</i>	<b>Yes/No</b>	<b>No Change</b>	
			<i>Sidewalk(s)</i>	<b>Yes/No</b>	<b>Yes</b>	
			<i>*Primary roadway only; not for intersections</i>			
<b>DETAILS</b>			<b>STUDY AREA LOCATION</b>			
<i>PI Number</i>	<b>Not currently in GDOT program</b>		<i>County/Countries</i>	<b>Cobb</b>		
<i>Total Project Length</i>	<b>0.8 miles</b>		<i>Route(s)</i>	<b>Powder Springs-Dallas Road</b>		
			<i>Subarea ID, if any</i>			
			<i>GDOT District(s)</i>	<b>7</b>		
			<i>GA Congressional District(s)</i>	<b>13</b>		
<b>ANALYSIS RESULTS</b>						
<b>CRASH RATES</b>		<b>PEAK-HOUR CONGESTION</b>			<b>2015 COST ESTIMATES</b>	
<i>Exceeds Statewide Crash Rate*</i>	<b>N/A</b>	<i>Year</i>	<i>Volume</i>	<i>LOS</i>	<i>Preliminary Engineering</i>	<b>\$36,000</b>
<i>Exceeds Statewide Injury Crash Rate*</i>	<b>N/A</b>	<i>Existing</i>	<b>N/A</b>	<b>N/A</b>	<i>Right-of-Way</i>	-
<i>Exceeds Statewide Fatal Crash Rate*</i>	<b>N/A</b>	<i>2020 (No Build)</i>	<b>N/A</b>	<b>N/A</b>	<i>Utilities</i>	-
<i>*Source: GDOT crash data (2008-2012)</i>			<i>Construction</i>			<b>\$449,100</b>
			<i>Total (Rounded)</i>			<b>\$486,000</b>
<b>NOTES</b>						
<b>DEFICIENCIES ADDRESSED</b>						
The addition of sidewalks and pedestrian-friendly intersections along Powder Springs-Dallas Road would provide better pedestrian environments for transit users. There are several residential communities in the vicinity that would benefit from these pedestrian facility improvements. This project would connect to existing sidewalks on each end.						
<b>POTENTIAL ENVIRONMENTAL CONCERNS</b>						
No concerns noted.						
<b>OTHER</b>						
While this roadway is not directly included in the study area and provides a grade-separated crossing under SR 6, this project is recommended in this study due to its vicinity to the SR 6 corridor.						

