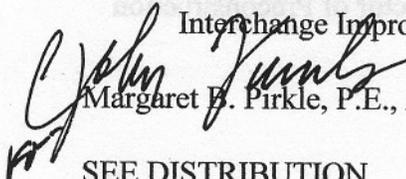


DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE MSL-0004-00(403) Cobb County **OFFICE** Preconstruction
P. I. No. 0004403
SR 120/Roswell Road at SR 120 Loop **DATE** March 9, 2005
Interchange Improvement

FROM  Margaret B. Pirkle, P.E., Assistant Director of Preconstruction

TO SEE DISTRIBUTION

SUBJECT PROJECT CONCEPT REPORT APPROVAL

Attached for your files is the approval for subject project.

MBP/cj

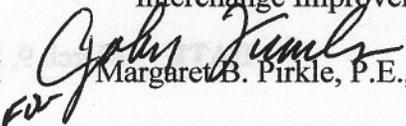
Attachment

DISTRIBUTION:

- David Mulling
- Harvey Keepler
- Ken Thompson
- Jamie Simpson
- Michael Henry
- Keith Golden
- Joe Palladi (file copy)
- Paul Liles
- Babs Abubakari
- Ben Buchan
- Bryant Poole
- BOARD MEMBER

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA****INTERDEPARTMENT CORRESPONDENCE**

FILE MSL-0004-00(403) Cobb County **OFFICE** Preconstruction
P.I. No. 0004403
SR 120/Roswell Road at SR 120 Loop
Interchange Improvement **DATE** March 1, 2005

FROM  Margaret B. Pirkle, P.E., Assistant Director of Preconstruction

TO Paul V. Mullins, P.E., Chief Engineer

SUBJECT PROJECT CONCEPT REPORT

This project is the upgrade of the SR 120/Roswell Road at SR 120 Loop interchange to add a loop ramp in the northwest quadrant. The proposed project will begin at SR 120 Loop, MP 2.55, and extend 0.75 mile \pm to SR 120 Loop, MP 1.80. The existing SR 120 Loop is a four lane section with 12' travel lanes, 10' outside shoulders and an 18' raised median. The existing SR 120 consists of 4 lanes with a raised median. The existing major structures consist of twin bridges over SR 120/Roswell Road. The purpose for adding the loop is to eliminate the conflict between the heavy volume of traffic traveling eastbound on SR 120 and the heavy left turning volume of traffic from SR 120 to the SR 120 Loop southbound on-ramp. The addition of the loop ramp will allow the SR 120/SR 120 Loop interchange to operate at a level of service "C" or better.

The proposed project will construct a loop ramp in the northwest quadrant of the interchange and include a new bridge over SR 120/Roswell Road. The existing southbound exit ramp will be realigned further westward to accommodate the proposed loop ramp. There will be two separate access locations onto SR 120 Loop southbound for traffic entering from SR 120 westbound and SR 120 eastbound. The double left turn lanes along SR 120 west will be restriped to through lanes and tapered to the existing two lane section. The two right hand westbound through lanes will be striped out to right turn only lanes into the proposed loop ramp with the interchange project. A design exception is required because of substandard horizontal clearance on SR 120 underneath SR 120 Loop.

Environmental concerns include requiring a COE 404 Permit; an Environmental Assessment will be prepared; a public hearing open house will be held; time saving procedures are not appropriate.

Paul V. Mullins
Page 2

MSL-0004-00(403) Cobb
March 1, 2005

The estimated costs for this project are:

	<u>PROPOSED</u>	<u>APPROVED</u>	<u>FUNDING</u>	<u>PROG DATE</u>
Construction (includes E&C and inflation)	\$3,691,000	\$3,300,000	RRB	2007
Right-of-Way & Utilities*	Local	Local	RRB	2006

*Cobb County signed PMA on 11-10-03 for PE, right-of-way, utilities and construction.

I recommend this project concept be approved.

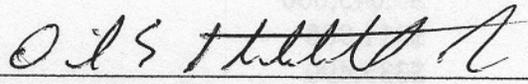
MBP:JDQ/cj

Attachment

CONCUR


Buddy Gratton, P.E., Director of Preconstruction

APPROVE


Paul V. Mullins, P.E., Chief Engineer

David E. Strudwick Jr.

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENTAL CORRESPONDENCE

FILE: MSL-0004-00(403) Cobb
P.I. No. 0004403
S.R. 120 at S.R. 120 Loop Interchange

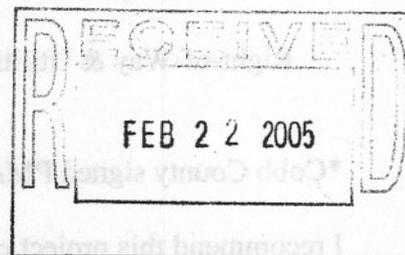
OFFICE: Engineering Services

DATE: February 22, 2005

FROM: David Mulling, Project Review Engineer *REW*

TO: Meg Pirkle, Assistant Director of Preconstruction

SUBJECT: CONCEPT REPORT



We have reviewed the Concept Report submitted February 7, 2005 by the letter from Ben Buchan dated February 3, 2005 and have no comments.

The costs for the project are:

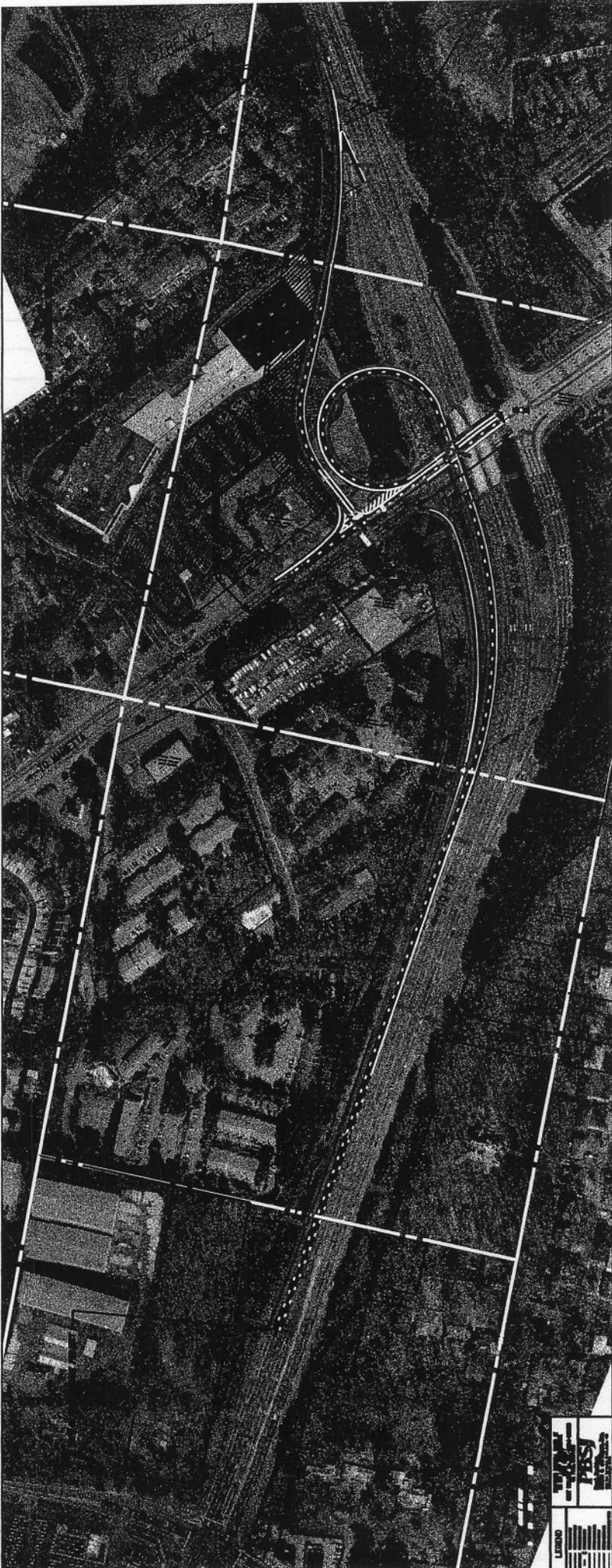
Construction	\$3,043,000
Inflation (2 years)	\$311,908
E&C	\$335,490
Reimbursable Utilities	Not included
Right of Way	\$3,000,000 (To be acquired by Cobb Co.)

REW

c: Ben Buchan, Attn.: Darryl VanMeter

SCORING RESULTS AS PER MOG 2440-2

Project Number: MSL-0004-00(403)		County: Cobb		PI No.: 0004403	
Report Date: February 4, 2005		Concept By: DOT Office: Urban Design			
<input checked="" type="checkbox"/> Concept Stage		Consultant: PBS & J			
Project Type: Choose One From Each Column		<input checked="" type="checkbox"/> Major <input type="checkbox"/> Minor	<input checked="" type="checkbox"/> Urban <input type="checkbox"/> Rural	<input type="checkbox"/> ATMS <input type="checkbox"/> Bridge Replacement <input type="checkbox"/> Building <input checked="" type="checkbox"/> Interchange Reconstruction <input type="checkbox"/> Intersection Improvement <input type="checkbox"/> Interstate <input type="checkbox"/> New Location <input type="checkbox"/> Widening & Reconstruction <input type="checkbox"/> Miscellaneous	
FOCUS AREAS	SCORE	RESULTS			
Presentation	100				
Judgement	100				
Environmental	100				
Right of Way	100				
Utility	100				
Constructability	100				
Schedule	100				



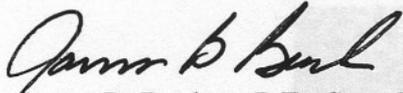
Project Number: MSL-0004-00(403)	Report Date: February 4, 2008	<input checked="" type="checkbox"/> Concept Stage	Project Type: Choose One From Each Co
FOCUS AREAS	SCOT	100	100
Presentation	100	100	100
Judgement	100	100	100
Environmental	100	100	100
Right of Way	100	100	100
UTILITY	100	100	100
Constructability	100	100	100
Schedule	100	100	100

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE MSL-0004-00(403), Cobb County **OFFICE** Urban Design
P.I. No. 0004403
SR 120/Roswell Rd. at SR 120 Loop Interchange

DATE February 3, 2005



FROM James B. Buchan, P.E., State Urban Design Engineer

FEB - 7 2005

TO Margaret B. Pirkle, P.E., Assistant Director of Preconstruction

SUBJECT Project Concept Report

Attached is the original copy of the concept report for your further handling for approval in accordance with the Plan Development Process (PDP).

If you have any questions, please contact Darryl VanMeter or Steve Adewale at (404) 656-5447.

DVM
JBB:DVM:asa

Attachment

- cc: David Mulling, Project Review Engineer, w/attachment
Harvey Kepler, State Environmental/Location Engineer, w/attachment
Keith Golden, State Traffic Safety and Design Engineer, w/attachment
Joe Palladi, State Transportation Planning Administrator, w/attachment
Jamie Simpson, Financial Management Administrator, w/attachment
Bryant Poole, District Engineer, w/attachment
Paul Liles, State Bridge and Structural Design Engineer, w/attachment

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

Office of Urban Design

Project Concept Report

Project Number: MSL-0004-00(403)

County: Cobb

P. I. Number: 0004403

Federal Route Number: NA

State Route Number: SR 120 Loop



SR 120/Roswell Road at SR 120 Loop Interchange

Recommended for approval:

DATE: 11/29/05

DATE: 8/9/05

Darryl O. Van Meter

Project Manager

James B. Buchan

State Urban Design Engineer

This concept as presented herein and submitted for approval is consistent with that which is included in the Regional Transportation Improvement Program (RTP) and/or the State Transportation Improvement Program (STIP).

DATE: _____

State Transportation Planning Administrator

DATE: _____

State Transportation Financial Management Administrator

DATE: _____

State Environmental/Location Engineer

DATE: _____

State Traffic Safety and Design Engineer

DATE: _____

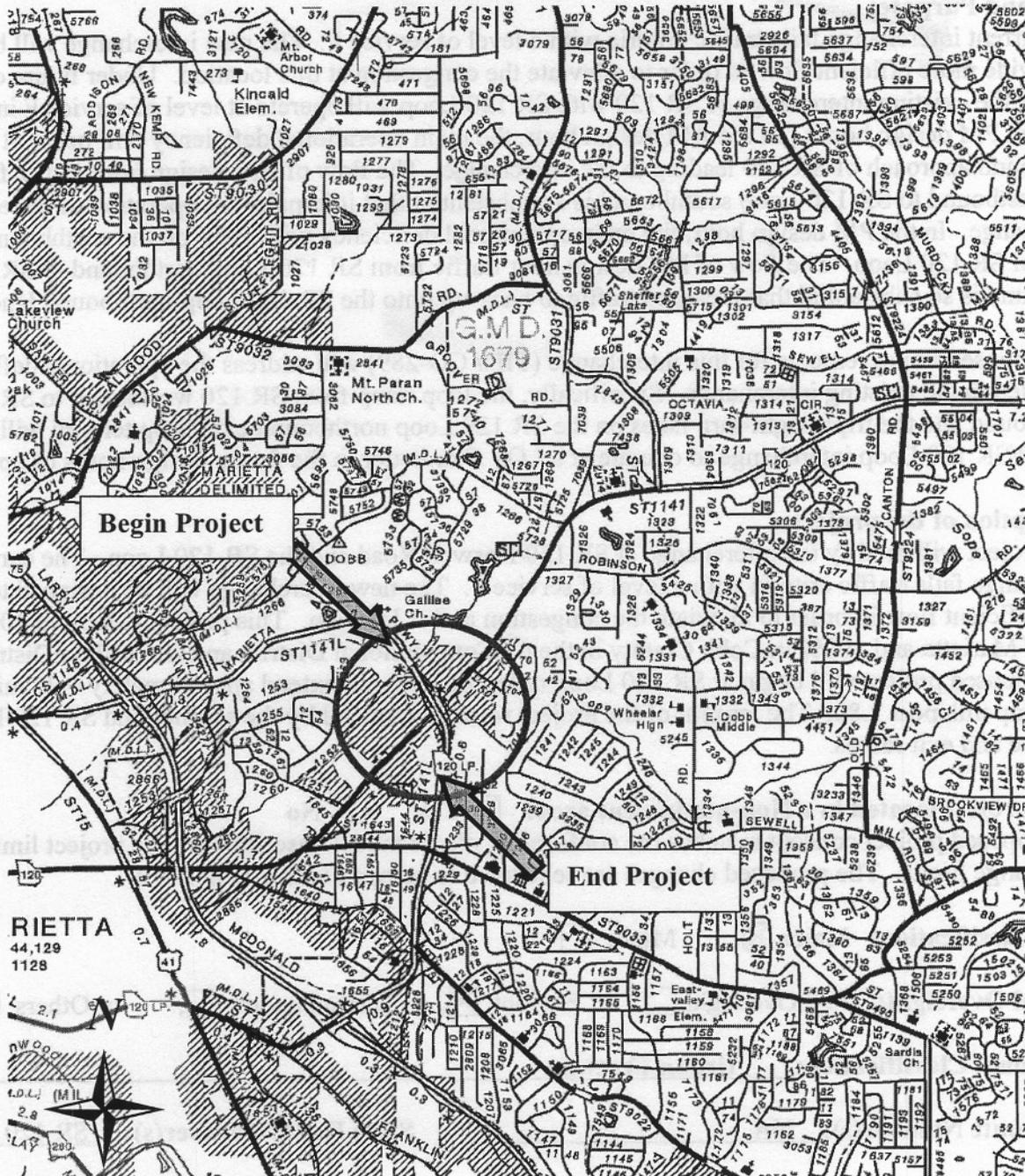
District Engineer

DATE: _____

Project Review Engineer

DATE: _____

State Bridge & Structural Design Engineer



Scale: 1 inch = 1 mile

Location Map

Project: MSL-0004-00(403) Cobb County PI No.: 0004403
Description: SR 120/Roswell Road at SR 120 Loop Interchange

Need and Purpose:

The current interchange fails traffic criteria with a level of service F. The new interchange will be designed to provide more efficient flow in order to alleviate the congestion at this location. Under future conditions (2030), the existing interchange of SR 120 with SR 120 Loop will operate at level of service F in both the AM and PM design hours. In the AM design hour, the main operational deficiency will occur at the westbound approach of SR 120 leading to the interchange. The flow of AM design hour traffic from SR 120 westbound to SR 120 Loop southbound is so substantial that it impairs the operation of the entire interchange. In the PM design hour, the main operational deficiency will occur on the northbound exit ramp of SR 120 Loop. The flow of PM design hour traffic from SR 120 Loop northbound to SR 120 eastbound is so substantial that it causes traffic to back-up onto the SR 120 Loop northbound lanes.

The proposed improvements for this interchange (TIP# CO-289) will address the operational deficiencies identified in the existing interchange. Specifically, the loop ramp from SR 120 westbound to SR 120 Loop southbound and the triple right-turn lanes on the SR 120 Loop northbound exit ramp termini will allow the SR 120/SR 120 Loop interchange to operate at a LOS C or better in the future design hours of operation.

Description of the project:

This project will modify the interchange at SR 120/Roswell Road and the SR 120 Loop. The current interchange fails traffic criteria with a level of service F. The new interchange will be designed to provide more efficient flow in order to alleviate the congestion at this location. This project is located 100% in the City of Marietta and 100% in Cobb County in the 6th Congressional District and Ga. Militia District 1679. The proposed project will begin at SR 120 Loop milepost 2.55 and extend approximately 0.75 miles to SR 120 Loop milepost 1.80. The termini of the project were determined by the southbound SR 120 Loop entrance and exit ramps.

Is the project located in a Non-attainment area? Yes No

The proposed project concept matches the conforming plan's model description. The project limits are the interchange limits. The proposed changes are scheduled to be open to traffic in 2010.

PDP Classification: Major , Minor

Federal Oversight: Full Oversight , Exempt , State Funded , or Others

Functional Classification: Urban Freeway

U. S. Route Number(s): NA

State Route Number(s): SR 120 Loop

Traffic (AADT):

	Base Year: (2010)	Design Year: (2030)
SR 120 Loop	<u>41,400</u>	<u>51,800</u>
SR 120 Loop NB Exit	<u>16,600</u>	<u>20,200</u>
SR 120 Loop NB Ent.	<u>9,000</u>	<u>9,900</u>
SR 120 Loop SB Exit	<u>7,500</u>	<u>8,400</u>
SR 120 Loop SB Ent.	<u>17,400</u>	<u>21,600</u>

Existing Design Features:

- Typical Section: The interchange ramps are one to four lane sections with 12-foot travel lanes, shoulders and side ditches. SR 120 Loop is a four lane section with 12-foot travel lanes, 10-foot outside shoulders and an 18-foot raised median.
- Posted Speed Mainline: 55 mph Ramps: No Speed Posted Minimum radius for curve 1146'
- Maximum super-elevation rate for curve: 0.08
- Maximum Grade: 4.2% for SR 120 Loop and Ramps
- Width of right of way: 500 ft.
- Major structures: 2 bridges, both are 189' x 36' on SR 120 Loop over SR 120/Roswell Road. Both bridges have sufficiency ratings of 72.15. There is one single 6' x 10' box culvert under SR 120 Loop approximately 1/6 mile south of SR 120/Roswell Road
- Major interchanges or intersections along the project: SR 120/Roswell Road at SR 120 Loop
- Existing length of roadway segment and the beginning mile logs for each county segment. Project begins at ML 2.55 and extends south approximately 0.75 miles to ML 1.80. The entire project is in Cobb County.

Proposed Design Features:

- Proposed typical section(s): Proposed ramps will be one to four lane sections with 12 to 15-foot travel lanes, 6-foot inside shoulders (4-foot paved, 2-foot grassed), 8-foot outside shoulders (6-foot paved, 2-foot grassed) and side ditches
- Proposed Design Speed Mainline: 55 mph Loop Ramps: 20 mph Other Ramps: 55 mph
- Proposed Maximum grade Mainline 4.2% Maximum grade allowable 5%
- Proposed Maximum grade Ramps 4.2% Maximum grade allowable 6%
- Proposed Maximum grade driveway NA
- Proposed Minimum radius of curve 150' Minimum radius allowable 115'
- Proposed maximum super-elevation rate for curve: 0.06
- Right of way
 - Width 500-700 ft.
 - Easements: Temporary , Permanent , Utility , Others
 - Type of access control: Full , Partial , By Permit , Others
 - Number of parcels 6 Number of displacements:
 - Business: 1
 - Residences: 0
 - Mobile Homes: 0
 - Other: 0
- Structures:
 - Bridges: 190' x 43.25' Concrete Bridge for 2-lane loop ramp over SR 120/Roswell Road
 - Retaining walls: 300' x 15' retaining wall along southbound exit ramp, 250' x 10' retaining wall between southbound exit ramp and southbound entrance loop ramp, 200' x 8' retaining wall between southbound entrance loop ramp and southbound 120 Loop before bridge, 450' x 5' retaining wall between southbound entrance loop ramp and southbound 120 Loop after bridge.
- Major intersections and interchanges: SR 120/Roswell Road at SR 120 Loop
- Traffic control during construction: Maintain traffic on existing facilities during construction.

- Design Exceptions to controlling criteria anticipated:

	UNDETERMINED	YES	NO
HORIZONTAL ALIGNMENT:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ROADWAY WIDTH:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
SHOULDER WIDTH:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
VERTICAL GRADES:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
CROSS SLOPES:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
STOPPING SIGHT DISTANCE:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
SUPERELEVATION RATES:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
HORIZONTAL CLEARANCE	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
SPEED DESIGN:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
VERTICAL CLEARANCE:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
BRIDGE WIDTH:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
BRIDGE STRUCTURAL CAPACITY:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

There is substandard horizontal clearance on SR 120 underneath SR 120 Loop. A design exception will be sought because modifying this deficiency to meet current AASHTO guidelines would require rebuilding the SR 120 Loop bridges over SR 120.

- Design Variances: None
- Environmental concerns: Sope Creek runs longitudinally along the northbound ramps of the 120 Loop. Very little work is being done to these ramps, so the creek should be avoided.
- Level of environmental analysis:
 - Are Time Saving Procedures appropriate? Yes , No
 - Categorical Exclusion
 - Environmental Assessment/Finding of No Significant Impact (FONSI): Anticipated
 - Documents: Air/Noise, Archeology, Historic Resources, Ecology, Conceptual Stage Study
 - Environmental Impact Statement (EIS)
- Utility involvement: To Be Determined

Project responsibilities:

- Design, Cobb DOT
- Right of Way Acquisition, Cobb DOT
- Relocation of Utilities, Cobb DOT
- Letting to contract, GDOT
- Supervision of construction, GDOT
- Providing material pits, Contractor
- Providing detours, NA

Coordination:

- Initial Concept Meeting Date September 30, 2004
- Concept Meeting Date To Be Determined
- PAR Meeting Date To Be Determined
- FEMA, USCG, and/or TVA
- Public Involvement
- Local government commitments: LGPA (utilities) signed by Cobb County
- Other projects in area: STP-114-1(72), P.I. No. 721310, SR 120/Roswell Road Widening
- Other coordination to date: None
- Railroads: None

Scheduling – Responsible Parties' Estimate

- Time to complete environmental process: 6 Months.
- Time to complete preliminary construction plans: 6 Months.
- Time to complete right of way plans: 3 Months.
- Time to complete the Section 404 Permit: 3 Months.
- Time to complete final construction plans: 6 Months.
- Time to complete to purchase right of way: 3 Months.
- List other major items that will affect the project schedule: None.

Alternates considered:

- 1) Construct new 2-lane loop ramp for entrance from westbound SR 120/Roswell Road onto southbound SR 120 Loop. The Loop ramp will require a new bridge parallel to the existing SR 120 Loop bridges over SR 120/Roswell Road. This bridge will be constructed as to not preclude future widening of the SR 120 Loop bridges. Realign entrance ramp for eastbound SR 120/Roswell Road onto southbound SR 120 Loop. Realign exit ramp from southbound SR 120 Loop to SR 120/Roswell Road. Convert 1 of 2 left turn lanes from northbound SR 120 Loop to a 3rd right turn lane onto SR 120/Roswell Road. - **This is the preferred alternate.**
- 2) Realign 120 Loop to the west and create new tight urban diamond interchange. New bridges constructed for northbound and southbound SR 120 Loop – eliminated due to level of service F for future traffic.
- 3) Realign 120 Loop to the east and create new tight urban diamond interchange. New bridges constructed for northbound and southbound SR 120 Loop – eliminated due to level of service F for future traffic and encroachment into Sope Creek.
- 4) No Build – eliminated due to level of service F for future traffic.

Programmed Dates:

- Right of Way: 2005
- Construction: 2006

Comments: None

Attachments:

1. Cost Estimates:
 - a) Construction, including E&C
 - b) Right of Way
 - c) Utilities
2. Typical Sections
3. Accident Summary
4. Traffic Data
5. Capacity Analysis
6. Bridge Inventory
7. Minutes of Initial Concept Meeting
8. LGPA
9. Conforming Plan's Network Schematics Showing Thru Lanes
10. 11" x 17" Concept Layout Sheet

Coordination:

- Initial Concept Meeting Date September 30, 2004
- Concept Meeting Date To Be Determined
- PAR Meeting Date To Be Determined
- FEMA, USCG, and/or TVA
- Public Involvement
- Local government commitments: LGPA (utility) signed by Cobb County
- Other projects in area: STP-114-172, P.I. No. 72110 SR 120R
- Other coordination to date: None
- Railroads: None

Scheduling - Responsible Parties' Estimates

- Time to complete environmental
- Time to complete preliminary construction plans: 6 Months
- Time to complete right of way plans: 3 Months
- Time to complete the Section 404 Permit: 3 Months
- Time to complete final construction plans: 6 Months
- Time to complete to purchase right of way: 3 Months
- List other major items that will affect the project schedule: None

Alternatives considered:

- 1) Construct new 2-lane loop ramp for entrance from westbound SR 120/Roswell Road onto southbound SR 120 Loop. The Loop ramp will require a new bridge parallel to the existing SR 120 Loop bridges over SR 120/Roswell Road. This bridge will be constructed as to not preclude future widening of the SR 120 Loop bridge. Realign entrance ramp for eastbound SR 120/Roswell Road onto southbound SR 120 Loop. Realign exit ramp from southbound SR 120 Loop to SR 120/Roswell Road. Convert 1 of 2 left thru lanes from northbound SR 120 Loop to a 3rd right turn lane onto SR 120/Roswell Road. This is the preferred alternative.
- 2) Realign 120 Loop to the west and create new right urban diamond interchange. New bridges constructed for northbound and southbound SR 120 Loop - eliminated due to level of service F for future traffic.
- 3) Realign 120 Loop to the east and create new right urban diamond interchange. New bridges constructed for northbound and southbound SR 120 Loop - eliminated due to level of service F for future traffic and encroachment into Sope Creek.
- 4) No Build - eliminated due to level of service F for future traffic.

Programmed Dates:

- Right of Way: 2005
- Construction: 2006

Comments: None

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

Office of Urban Design

Project Concept Report

Project Number: MSL-0004-00(403)

County: Cobb

P. I. Number: 0004403

Federal Route Number: NA

State Route Number: SR 120 Loop



SR 120/Roswell Road at SR 120 Loop Interchange

Recommended for approval:

DATE: 1/25/05

DATE: 2/9/05

Darryl O. Van Meter

Project Manager

Jarvis B. Beck

State Urban Design Engineer

This concept as presented herein and submitted for approval is consistent with that which is included in the Regional Transportation Improvement Program (RTP) and/or the State Transportation Improvement Program (STIP).

DATE: _____

DATE: 2/7/05

DATE: _____

DATE: _____

DATE: _____

DATE: _____

DATE: _____

State Transportation Planning Administrator

James W. ...

State Transportation Financial Management Administrator

State Environmental/Location Engineer

State Traffic Safety and Design Engineer

District Engineer

Project Review Engineer

State Bridge & Structural Design Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

Office of Urban Design

Project Concept Report

Project Number: MSL-0004-00(403)

County: Cobb

P. I. Number: 0004403

Federal Route Number: NA

State Route Number: SR 120 Loop



SR 120/Roswell Road at SR 120 Loop Interchange

Recommended for approval:

DATE: 1/25/05

DATE: 2/9/05

Darryl C. Van Meter

Project Manager

Jarvis B. Beal

State Urban Design Engineer

This concept as presented herein and submitted for approval is consistent with that which is included in the Regional Transportation Improvement Program (RTP) and/or the State Transportation Improvement Program (STIP).

DATE: _____

State Transportation Planning Administrator

DATE: _____

State Transportation Financial Management Administrator

DATE: _____

State Environmental/Location Engineer

DATE: _____

State Traffic Safety and Design Engineer

DATE: _____

District Engineer

DATE: _____

Project Review Engineer

DATE: 2/28/05

Paul V. Miles Jr.

State Bridge & Structural Design Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

Office of Urban Design

Project Concept Report

Project Number: MSL-0004-00(403)

County: Cobb

P. I. Number: 0004403

Federal Route Number: NA

State Route Number: SR 120 Loop



SR 120/Roswell Road at SR 120 Loop Interchange

Recommended for approval:

DATE: 1/29/05

DATE: 2/9/05

Daryl C. Van Meter

Project Manager

Jarvis B. Beck

State Urban Design Engineer

This concept as presented herein and submitted for approval is consistent with that which is included in the Regional Transportation Improvement Program (RTP) and/or the State Transportation Improvement Program (STIP).

DATE: _____

State Transportation Planning Administrator

DATE: _____

State Transportation Financial Management Administrator

DATE: _____

State Environmental/Location Engineer

DATE: _____

State Traffic Safety and Design Engineer

DATE: _____

District Engineer

DATE: 2-22-05

David J. Mulling
Project Review Engineer

DATE: _____

State Bridge & Structural Design Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

Office of Urban Design

Project Concept Report

Project Number: MSL-0004-00(403)

County: Cobb

P. I. Number: 0004403

Federal Route Number: NA

State Route Number: SR 120 Loop



SR 120/Roswell Road at SR 120 Loop Interchange

Recommended for approval:

DATE: 1/25/05

DATE: 2/9/05

Darryl O. Van Meter
Project Manager

Garrett B. Beal
State Urban Design Engineer

This concept as presented herein and submitted for approval is consistent with that which is included in the Regional Transportation Improvement Program (RTP) and/or the State Transportation Improvement Program (STIP).

DATE: _____

State Transportation Planning Administrator

DATE: _____

State Transportation Financial Management Administrator

DATE: 2.09.05

Thomas D. [Signature]
State Environmental/Location Engineer

DATE: _____

State Traffic Safety and Design Engineer

DATE: _____

District Engineer

DATE: _____

Project Review Engineer

DATE: _____

State Bridge & Structural Design Engineer

Estimate Report for file "004403"

Section 1. Roadway					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
150-1000	1.00	LS	250000.00	TRAFFIC CONTROL - PROJECT NO. MSL-0004-00(403)	250000.0
201-1500	1.00	LS	25000.00	CLEARING & GRUBBING - PROJECT NO. MSL-0004-00(403)	25000.0
205-0001	115400.00	CY	3.18	UNCLASS EXCAV	366972.0
206-0002	49200.00	CY	5.19	BORROW EXCAV, INCL MATL	255348.00
310-5100	18200.00	SY	8.23	GR AGGR BASE CRS, 10 INCH, INCL MATL	149786.0
402-1812	500.00	TN	38.32	RECYCLED ASPH CONC LEVELING, INCL BITUM MATL & H LIME	19160.0
402-3121	6000.00	TN	35.71	RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM	214260.0
402-3130	2150.00	TN	36.60	RECYCLED ASPH CONC 12.5 MM SUPERPAVE, GP 2 ONLY, INCL BITUM	78690.0
402-3190	3000.00	TN	39.12	RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2, INCL BITUM	117359.99
413-1000	5300.00	GL	0.94	BITUM TACK COAT	4982.0
433-1200	300.00	SY	110.28	REINF CONC APPROACH SLAB, INCL SLOPED EDGE	33084.0
441-0204	1500.00	SY	25.67	PLAIN CONC DITCH PAVING, 4 IN	38505.0
446-1002	1700.00	LF	2.81	PVMT REINF FABRIC STRIPS, TP 2, INCL BITUM BINDER	4777.0
634-1200	10.00	EA	83.24	RIGHT OF WAY MARKERS	832.4
641-2100	84.00	LF	29.06	DBL FACED GUARDRAIL, TP T	2441.04
641-2200	2500.00	LF	10.95	DBL FACED GUARDRAIL, TP W	27375.0
641-5001	3.00	EA	419.84	GUARDRAIL ANCHORAGE, TP 1	1259.52
641-5012	5.00	EA	1383.53	GUARDRAIL ANCHORAGE, TP 12	6917.65
Section Sub Total:					\$1,596,749.61

Section 2. Temporary Erosion Control					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
163-0232	3.00	AC	447.01	TEMPORARY GRASSING	1341.03
163-0240	75.00	TN	193.05	MULCH	14478.75
163-0300	4.00	EA	1041.36	CONSTRUCTION EXIT	4165.44
163-0530	200.00	LF	2.16	CONSTRUCT AND REMOVE BALED STRAW EROSION CHECK	432.0
165-0010	500.00	LF	1.01	MAINTENANCE OF TEMPORARY SILT FENCE, TP A	505.0
165-0030	500.00	LF	1.20	MAINTENANCE OF TEMPORARY SILT FENCE, TP C	600.0
165-0050	200.00	LF	2.51	MAINTENANCE OF SILT RETENTION BARRIER	501.99
165-0070	100.00	LF	1.20	MAINTENANCE OF BALED STRAW EROSION CHECK	120.0
165-0101	4.00	EA	335.59	MAINTENANCE OF CONSTRUCTION EXIT	1342.36
167-1000	2.00	EA	2648.22	WATER QUALITY MONITORING AND SAMPLING	5296.44
167-1500	24.00	MO	666.85	WATER QUALITY INSPECTIONS	16004.40
170-2000	200.00	LF	10.50	STAKED SILT RETENTION BARRIER	2100.0
171-0010	1000.00	LF	1.71	TEMPORARY SILT FENCE, TYPE A	1710.0
171-0030	1000.00	LF	3.08	TEMPORARY SILT FENCE, TYPE C	3080.0
Section Sub Total:					\$51,677.42

Section 3. Permanent Erosion Control					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
603-2180	500.00	SY	29.91	STN DUMPED RIP RAP, TP 3, 12 IN	14955.0
603-7000	500.00	SY	3.49	PLASTIC FILTER FABRIC	1745.0
700-6910	5.00	AC	739.28	PERMANENT GRASSING	3696.39
700-7000	15.00	TN	59.64	AGRICULTURAL LIME	894.6
700-7010	13.00	GL	20.71	LIQUID LIME	269.23
700-8000	4.00	TN	234.18	FERTILIZER MIXED GRADE	936.72
700-8100	250.00	LB	1.43	FERTILIZER NITROGEN CONTENT	357.5
716-2000	2200.00	SY	1.12	EROSION CONTROL MATS, SLOPES	2464.00
Section Sub Total:					\$25,318.45

Section 4. Signing & Marking					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
636-5010	6.00	EA	37.71	DELINEATOR, TP 1	226.26
636-XXXX	1.00	Lump Sum	50000.00	MISCELLANEOUS SIGNING	50000.0
653-0120	15.00	EA	56.18	THERMOPLASTIC PVMT MARKING, ARROW, TP 2	842.7
653-0150	2.00	EA	94.38	THERMOPLASTIC PVMT MARKING, ARROW, TP 5	188.76
653-1501	13500.00	LF	0.25	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, WHITE	3375.0
653-1502	700.00	LF	0.23	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, YELLOW	161.0
653-3501	6000.00	GLF	0.13	THERMOPLASTIC SKIP TRAF STRIPE, 5 IN, WHITE	780.0
654-1003	70.00	EA	3.19	RAISED PVMT MARKERS TP 3	223.29
657-1054	500.00	LF	3.51	PREFORMED PLASTIC SOLID PVMT MKG, 5 IN, WHITE, TP PB	1755.0
657-3054	250.00	GLF	2.34	PREFORMED PLASTIC SKIP PVMT MKG, 5 IN, WHITE, TP PB	585.0
Section Sub Total:					\$58,137.02

Section 5. Signals					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
647-XXXX	1.00	Lump Sum	270000.00	TRAFFIC SIGNALS	270000.0
Section Sub Total:					\$270,000.00

Section 6. Structures					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
500-XXXX	1.00	Lump Sum	40000.00	6x10 BOX CULVERT EXTENSION	40000.0
500-XXXX	1.00	Lump Sum	452000.00	190x43.25 BRIDGE	452000.0
627-1010	13300.00	SF	41.27	MSE WALL FACE, 10 - 20 FT HT	548891.0
Section Sub Total:					\$1,040,891.00

Total Estimated Cost: \$3,042,773.50

Subtotal Construction Cost	\$3,042,773.50
E&C Rate 10.0 %	\$304,277.35
Inflation Rate 0.0 % @ 0.0 Years	\$0.00
Total Construction Cost	\$3,347,050.85
Right Of Way	\$3,000,000.00
ReImb. Utilities	\$0.00
Grand Total Project Cost	\$6,347,050.85

P.I# - 0004403

Preliminary Right of Way Cost Estimate

Don Brown
Right of Way Administrator
By: Jerry Milligan

Date: February 2, 2005
Project: STP-114-1(72)Cobb Update
Existing/Required R/W: Varies/Varies
Project Termini: SR 120 @ SR 120 Loop Widening Improvements
Project Description: SR 120 @ SR 120 Loop Widening Improvements

P.I. Number: 0004403
No. Parcels: 5

Note: The Scheduling Contingency, The Inflation Factor, and part of the Adm/Court Cost is to be paid by the County and is not part of the Bond Money.

Note: Twenty five percent (25%) of R/W cost has been added in for settlement increases.

Note: Purchasing of Right of Way is to begin in '05

Land: Commercial :		
70,935 sf @ \$11.90 / sf	\$ 844,127	
Commercial Esmt.:		
69,461 sf @ \$ 11.90 / sf @ 50%	<u>413,293</u>	\$ 1,257,420
Improvements : 1commercial, signs, & misc. site improvements		1,100,000
Relocation: Residential (0)		25,000
Commercial (1)		
Damage : Cost to Cure (1)		<u>50,000</u>
	Net Cost	\$ 2,432,420
	Net Cost	\$ 2,432,420
	Scheduling Contingency 0 %	0
	Adm/Court Cost 25 %	567,580
	Inflation Factor 0 %	<u>0</u>
		\$ 3,000,000

Total Cost \$ 3,000,000

Summary of SR 120 and SR 120 Loop Accident Data

2000												
Section	Functional Class	Distance (miles)	ADT ¹	Accidents	Injuries	Fatalities	All Accidents Rate (100 MV/M)	Statewide Average	Injury Rate (100 MV/M)	Statewide Average	Fatality Rate (100 MV/M)	Statewide Average
SR 120 (Roswell Road) between ramps to and from SR 120 Loop	14 Urban Arterial	0.06	45,200	10	3	0	1,010	493	303	199	0	1.47
SR 120 Loop north of ramps to and from SR 120 (Roswell Road)	12 Urban Freeway	0.68	22,700	18	3	0	319	168	53	58	0	0.78
SR 120 Loop between ramps to and from SR 120 (Roswell Road)	12 Urban Freeway	0.39	12,706	15	4	0	329	168	221	58	0	0.78
SR 120 Loop Between south ramps to and from SR 120 and Lower Roswell Road	12 Urban Freeway	0.43	43,814	62	23	1	902	168	334	58	15	0.78

2001												
Section	Functional Class	Distance (miles)	ADT ¹	Accidents	Injuries	Fatalities	All Accidents Rate (100 MV/M)	Statewide Average	Injury Rate (100 MV/M)	Statewide Average	Fatality Rate (100 MV/M)	Statewide Average
SR 120 (Roswell Road) between ramps to and from SR 120 Loop	14 Urban Arterial	0.06	40,222	18	0	0	2,043	560	0	222	0	1.48
SR 120 Loop north of ramps to and from SR 120 (Roswell Road)	12 Urban Freeway	0.68	22,979	14	4	0	245	176	70	59	0	0.64
SR 120 Loop between ramps to and from SR 120 (Roswell Road)	12 Urban Freeway	0.39	12,991	13	3	0	703	176	162	59	0	0.64
SR 120 Loop Between south ramps to and from SR 120 and Lower Roswell Road	12 Urban Freeway	0.43	44,736	52	8	0	740	176	114	59	0	0.64

2002												
Section	Functional Class	Distance (miles)	ADT ¹	Accidents	Injuries	Fatalities	All Accidents Rate (100 MV/M)	Statewide Average	Injury Rate (100 MV/M)	Statewide Average	Fatality Rate (100 MV/M)	Statewide Average
SR 120 (Roswell Road) between ramps to and from SR 120 Loop	14 Urban Arterial	0.06	39,564	8	2	0	923	588	231	233	0	1.75
SR 120 Loop north of ramps to and from SR 120 (Roswell Road)	12 Urban Freeway	0.68	23,630	12	5	0	205	170	85	57	0	0.26
SR 120 Loop between ramps to and from SR 120 (Roswell Road)	12 Urban Freeway	0.39	10,842	19	0	0	1,231	170	0	57	0	0.26
SR 120 Loop Between south ramps to and from SR 120 and Lower Roswell Road	12 Urban Freeway	0.43	37,385	48	11	0	818	170	187	57	0	0.26

Notes:

¹ The ADT for SR 120 between the ramps to and from SR 120 Loop is the average of the ADT's from GDOT Count Stations 2476 & 2478.

The ADT for SR 120 Loop north of ramps (to and from SR 120) is from GDOT Count Station 2418.

The ADT for SR 120 Loop between the ramps to and from SR 120 is estimated to be 29% of the ADT from GDOT Count Station 2421 (based on 2004 TMC data).

The ADT for SR 120 Loop between the south ramps (to and from SR 120) and Lower Roswell Rd is from GDOT Count Station 2421.

Table 1
SR 120 Interchange
SR 120/Roswell Rd. @ SR 120 Loop
Existing Conditions Peak Hour Intersection Level of Service

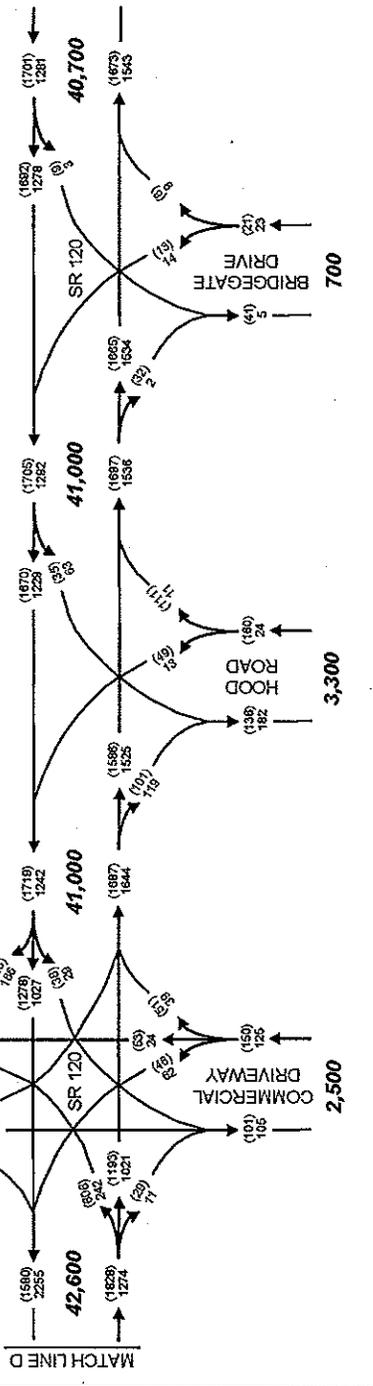
Intersection	Approach	A.M. Peak Hour			P.M. Peak Hour		
		Volume (vph)	Control Delay (sec/veh)	Level of Service	Volume (vph)	Control Delay (sec/veh)	Level of Service
SR 120 Loop Interchange at SR 120 (Signalized)	EB	652	56.2	E	945	28.4	C
	WB	3,351	56.1	E	2,077	13.3	B
	NB	775	8.4	A	1,301	18.3	B
	SB	387	93.5	F	578	47.8	D
	<i>Total</i>	<i>5,165</i>	<i>51.4</i>	<i>D</i>	<i>4,901</i>	<i>21.7</i>	<i>C</i>

Table 2
SR 120 Interchange
SR 120/Roswell Rd. @ SR 120 Loop
2030 Design Hour Intersection Level of Service
No-Build Alternative

Intersection	Approach	A.M. Peak Hour			P.M. Peak Hour		
		Volume (vph)	Control Delay (sec/veh)	Level of Service	Volume (vph)	Control Delay (sec/veh)	Level of Service
SR 120 Loop Interchange at SR 120 (Signalized)	EB	905	52.7	D	1,285	46.3	D
	WB	4,220	81.6	F	2,615	21.6	C
	NB	1,045	12.7	B	1,700	116.3	F
	SB	445	190.4	F	665	96.1	F
	<i>Total</i>	<i>6,615</i>	<i>69.8</i>	<i>E</i>	<i>6,265</i>	<i>59.7</i>	<i>E</i>

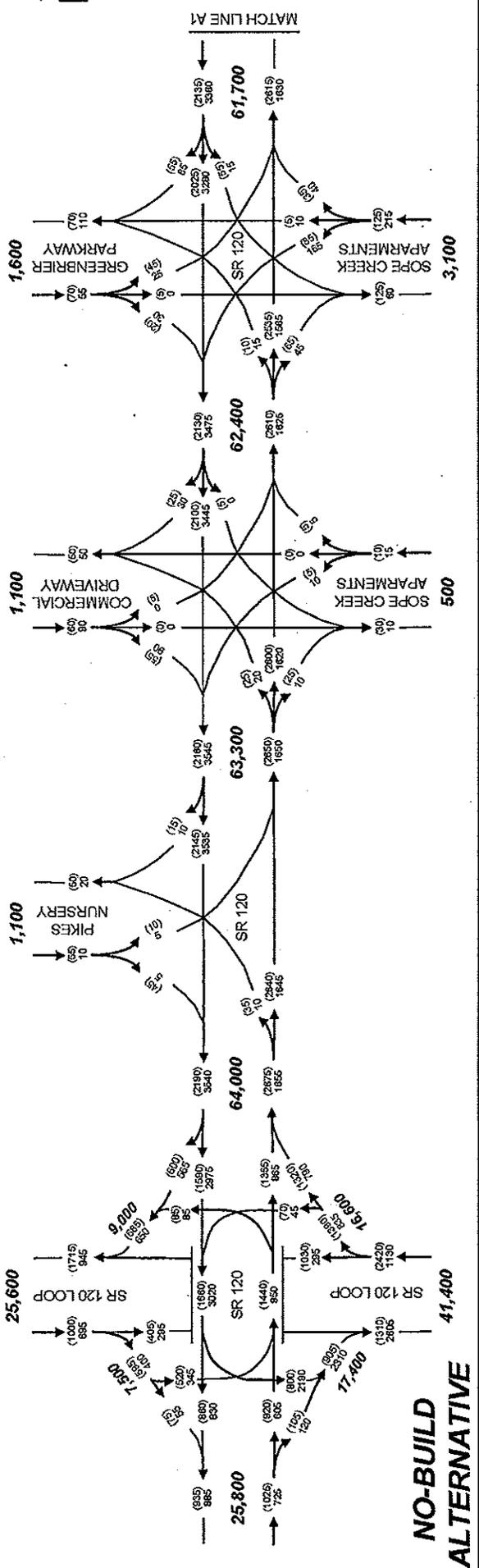
Table 3
SR 120 Interchange
SR 120/Roswell Rd. @ SR 120 Loop
2030 Design Hour Intersection Level of Service
Build Alternative

Intersection	Approach	A.M. Design Hour			P.M. Design Hour		
		Volume (vph)	Control Delay (sec/veh)	Level of Service	Volume (vph)	Control Delay (sec/veh)	Level of Service
SR 120 Loop Interchange at SR 120 (Signalized)	EB	910	6.4	A	1,295	7.7	A
	WB	4,225	10.9	B	2,625	9.4	A
	NB	1,045	14.8	B	1,700	28.7	C
	SB	445	38.1	D	665	41.0	D
	<i>Total</i>	<i>6,625</i>	<i>12.9</i>	<i>B</i>	<i>6,285</i>	<i>17.6</i>	<i>B</i>

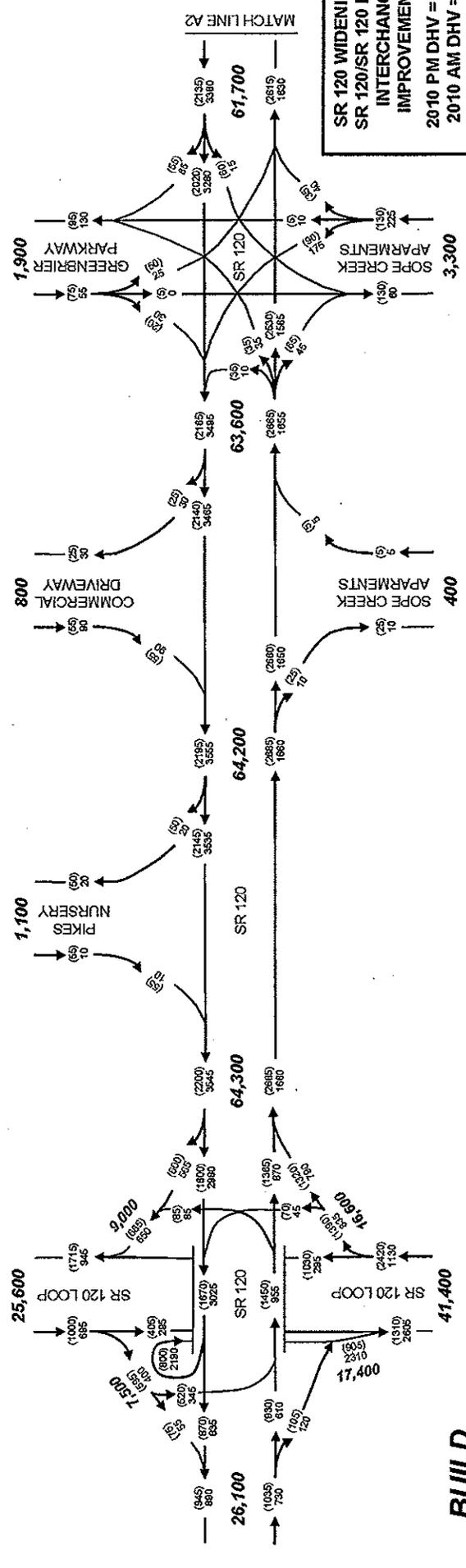


SR 120 WIDENING & SR 120/SR 120 LOOP INTERCHANGE IMPROVEMENTS
 2004 PM PHV = (000)
 2004 AM PHV = 000
 2004 ADT = 50,000
 PHT = 2%, 24-Hour %T = 4%

Exhibit 3



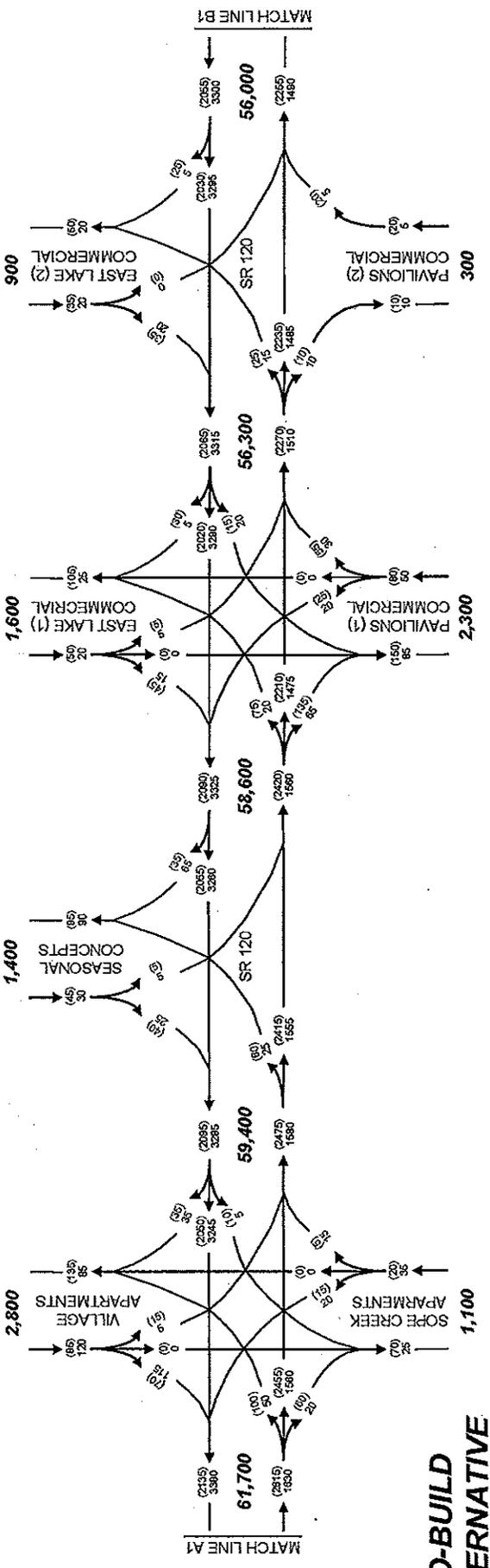
**NO-BUILD
ALTERNATIVE**



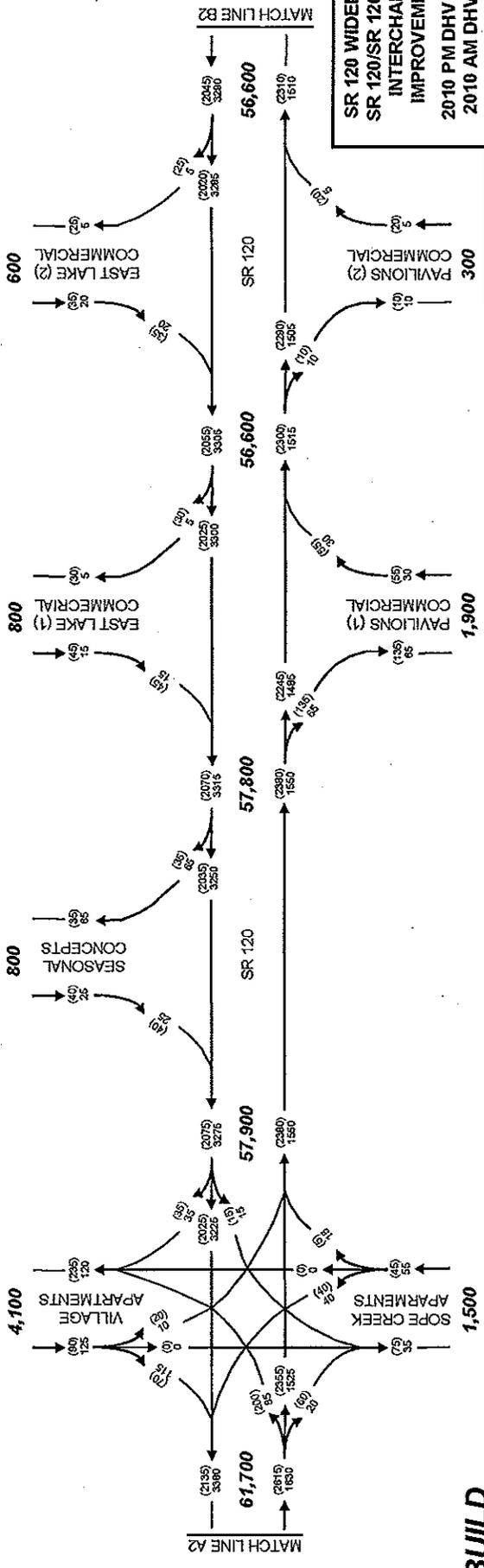
**BUILD
ALTERNATIVE**

**SR 120 WIDENING &
SR 120/SR 120 LOOP
INTERCHANGE
IMPROVEMENTS**
2010 PM DHV = (000)
2010 AM DHV = 000
2010 ADT = 50,000
DHT = 2%, 24-Hour %T = 4%

Exhibit 4



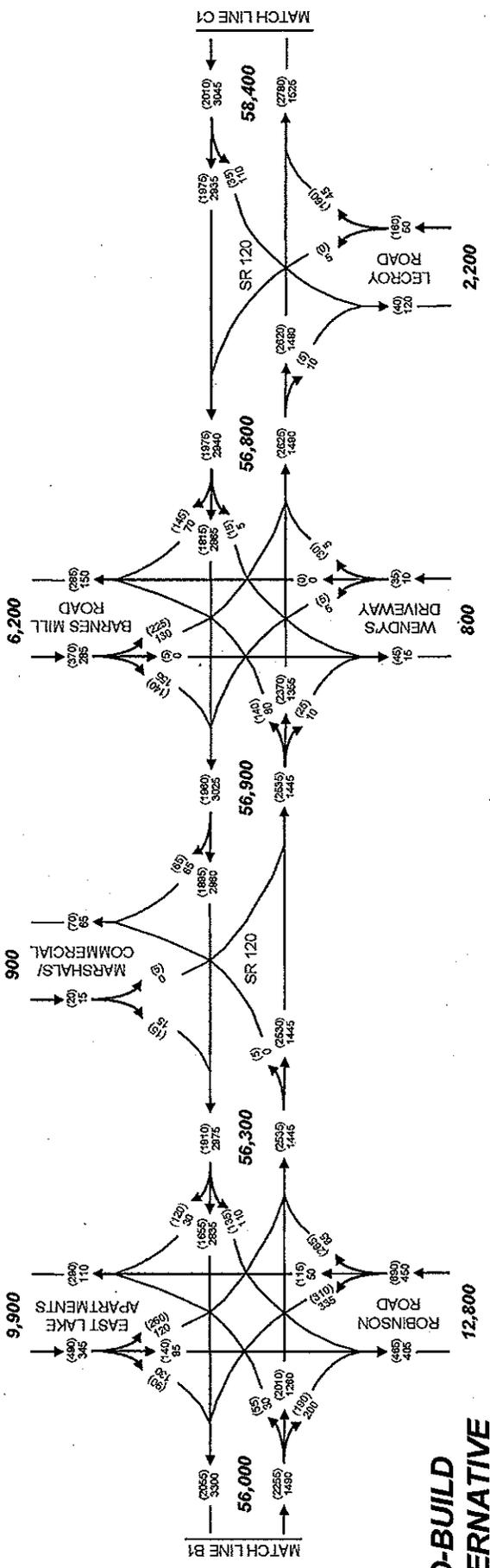
**NO-BUILD
ALTERNATIVE**



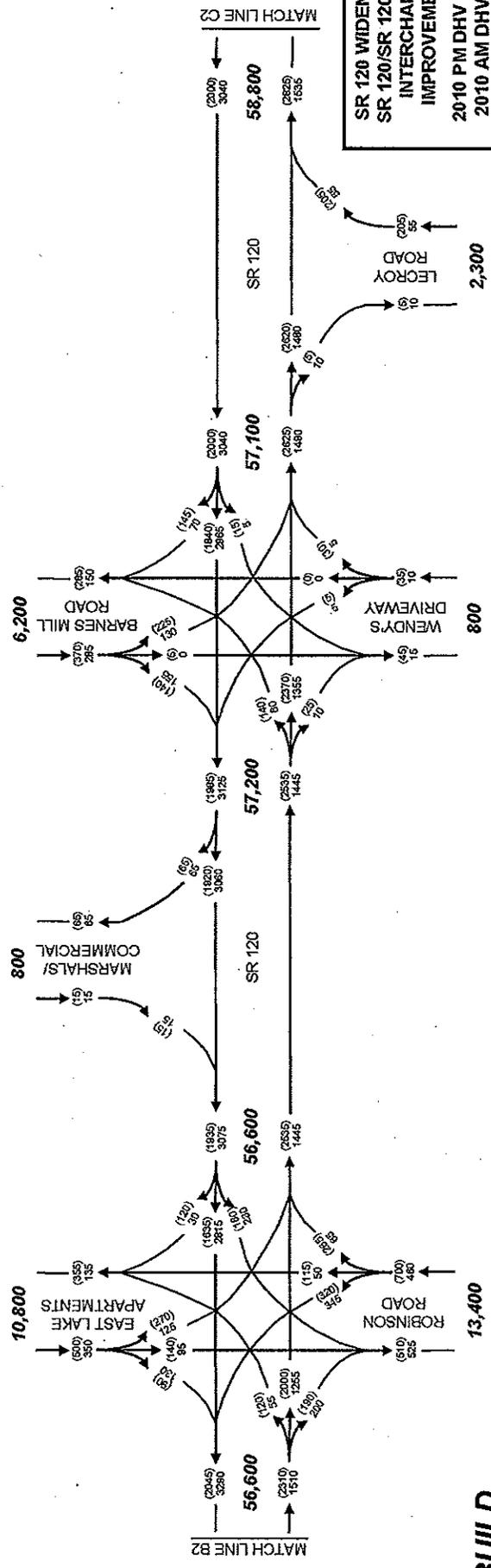
**BUILD
ALTERNATIVE**

**SR 120 WIDENING &
SR 120/SR 120 LOOP
INTERCHANGE
IMPROVEMENTS**
2010 PM DHV = (000)
2010 AM DHV = 000
2010 ADT = 50,000
DHT = 2%, 24-Hour %T = 4%

Exhibit 5



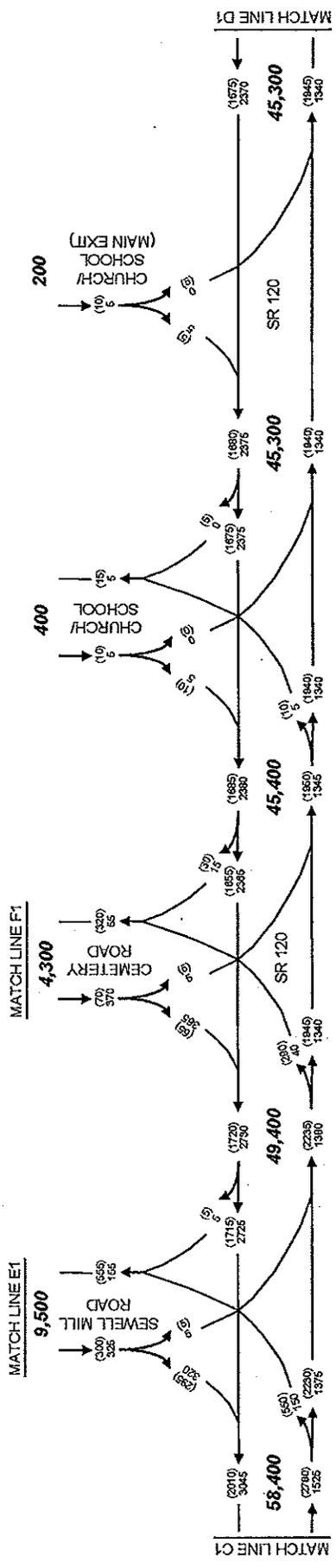
NO-BUILD ALTERNATIVE



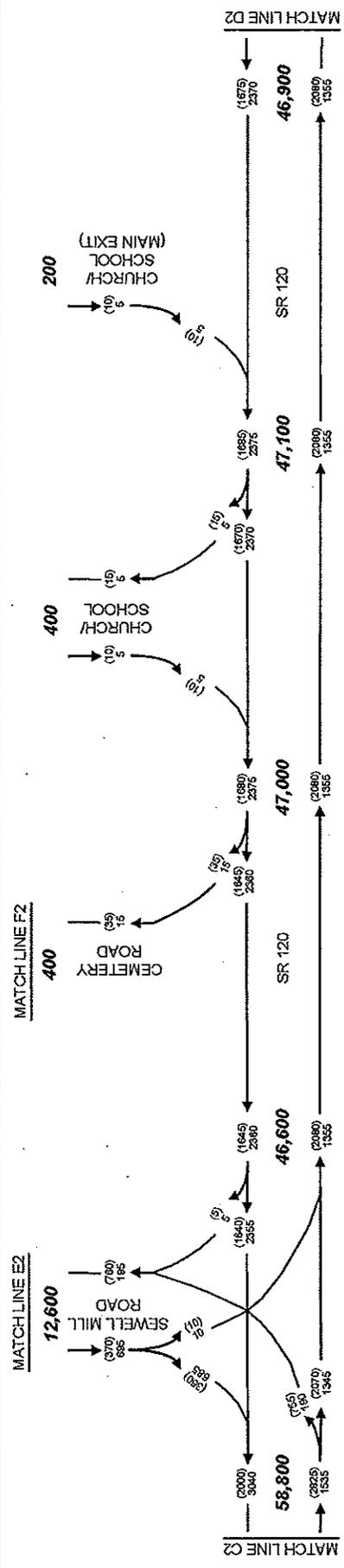
BUILD ALTERNATIVE

SR 120 WIDENING & SR 120/SR 120 LOOP INTERCHANGE IMPROVEMENTS
 2010 PM DHV = (000)
 2010 AM DHV = 000
 2010 ADT = 50,000
 DHT = 2%, 24-Hour %T = 4%

Exhibit 6



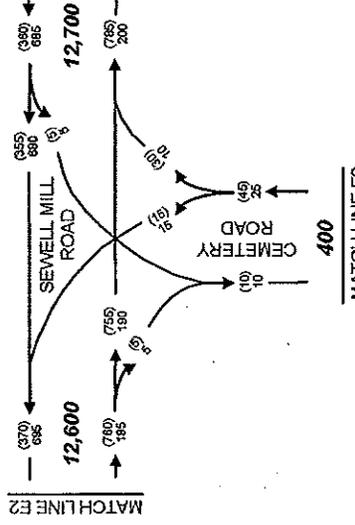
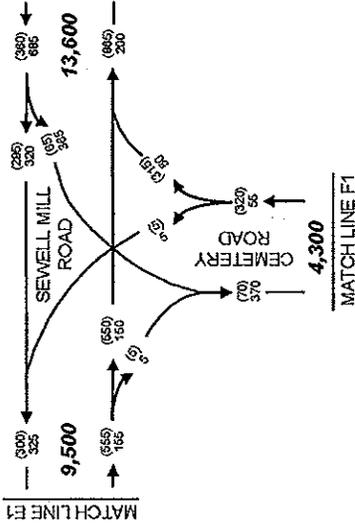
**NO-BUILD
ALTERNATIVE**



**BUILD
ALTERNATIVE**

**SR 120 WIDENING &
SR 120/SR 120 LOOP
INTERCHANGE
IMPROVEMENTS**
2010 PM DHV = (000)
2010 AM DHV = 000
2010 ADT = 50,000
DHT = 2%, 24-Hour %T = 4%

Exhibit 7



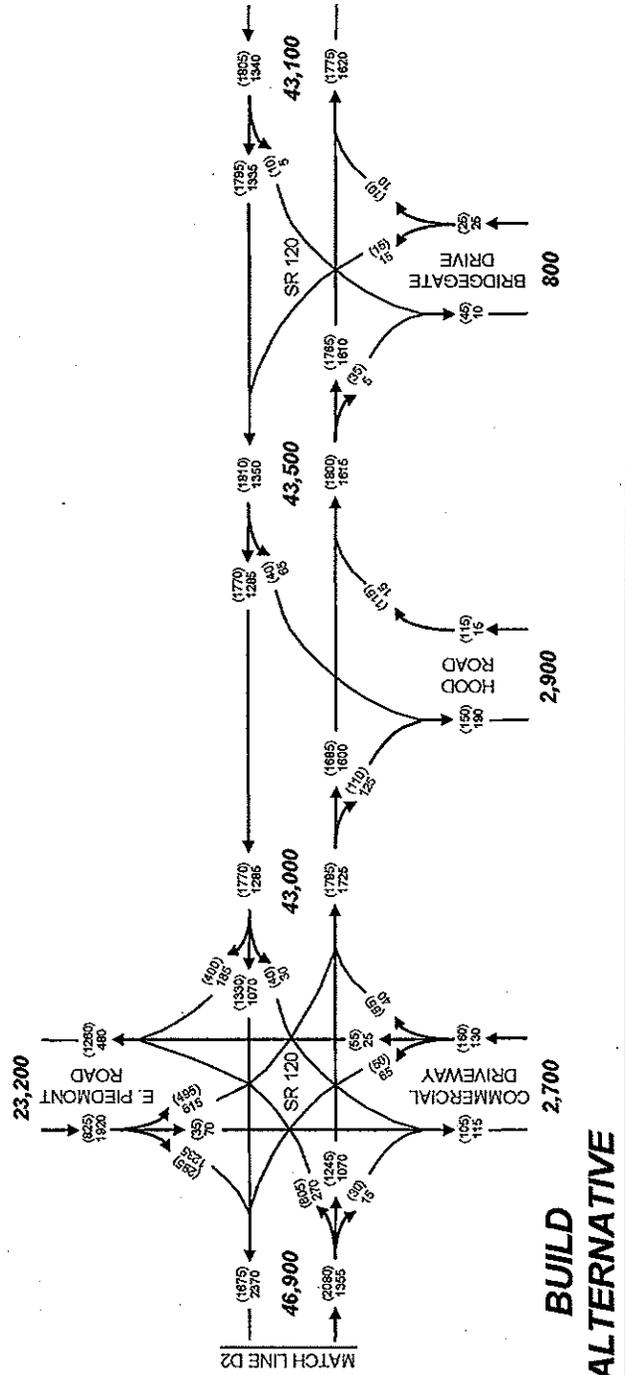
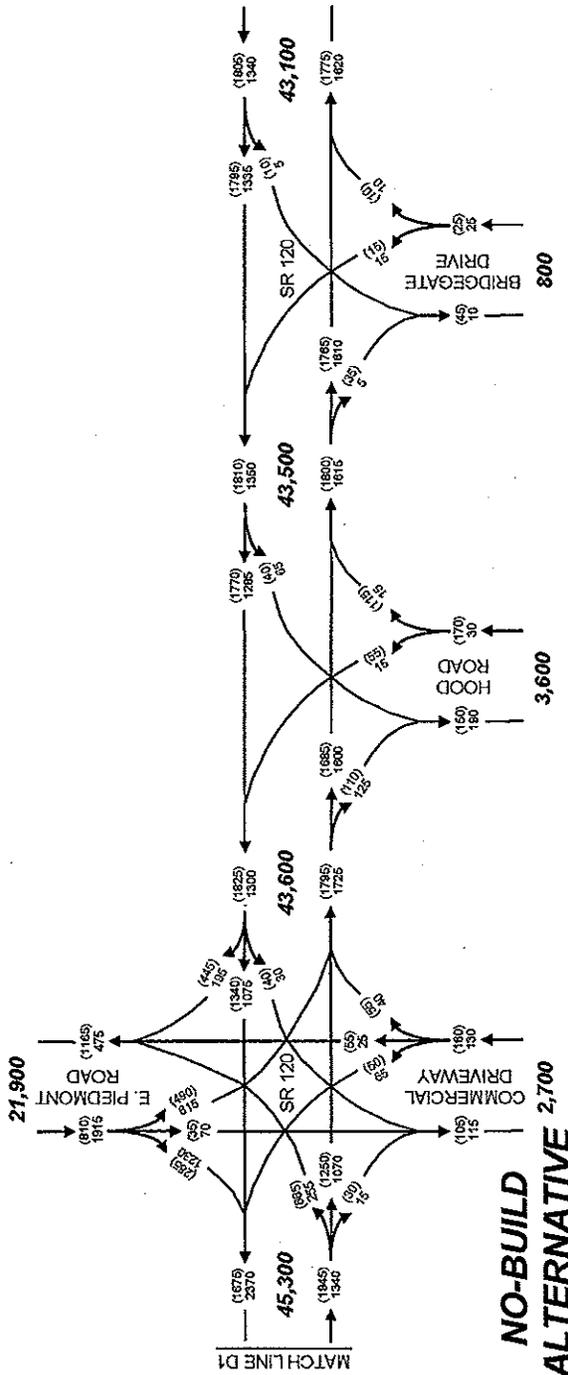
SR 120 WIDENING & SR 120/SR 120 LOOP INTERCHANGE IMPROVEMENTS

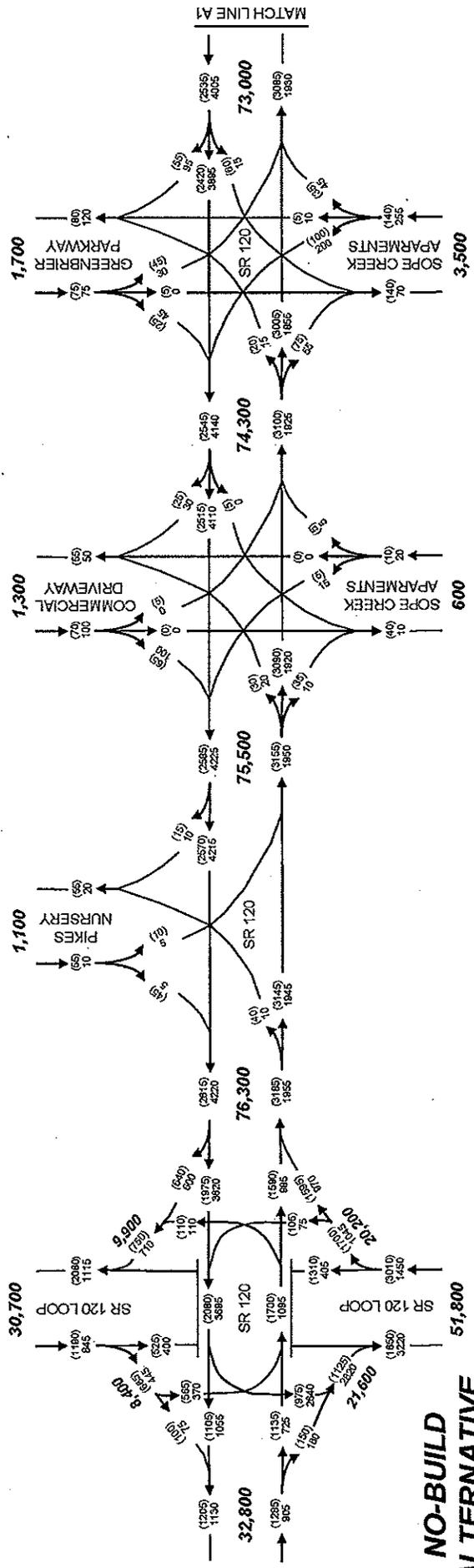
2010 PM DHV = (000)
 2010 AM DHV = 000
 2010 ADT = 50,000

DHT = 2%, 24-Hour %T = 4%

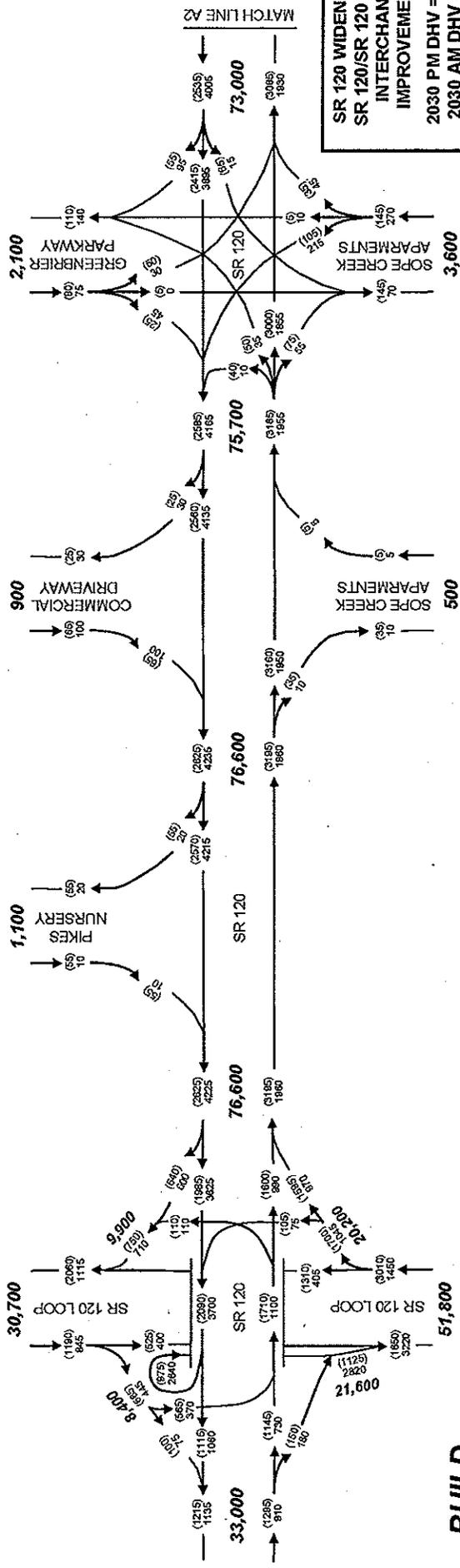
Exhibit 8

1112104





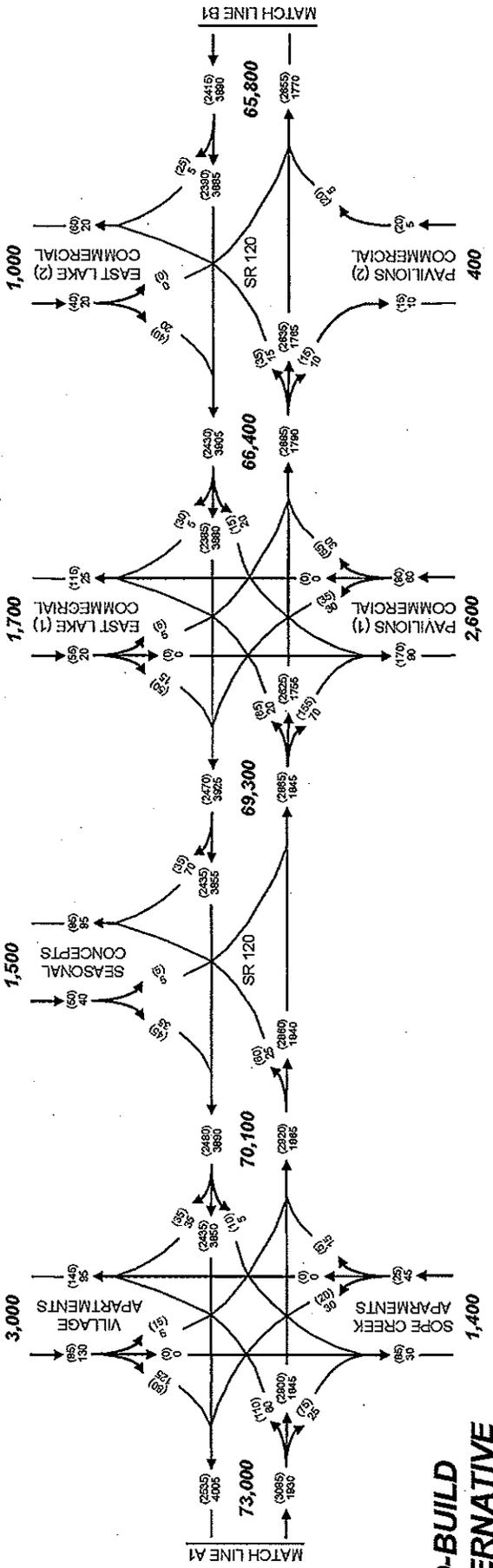
**NO-BUILD
ALTERNATIVE**



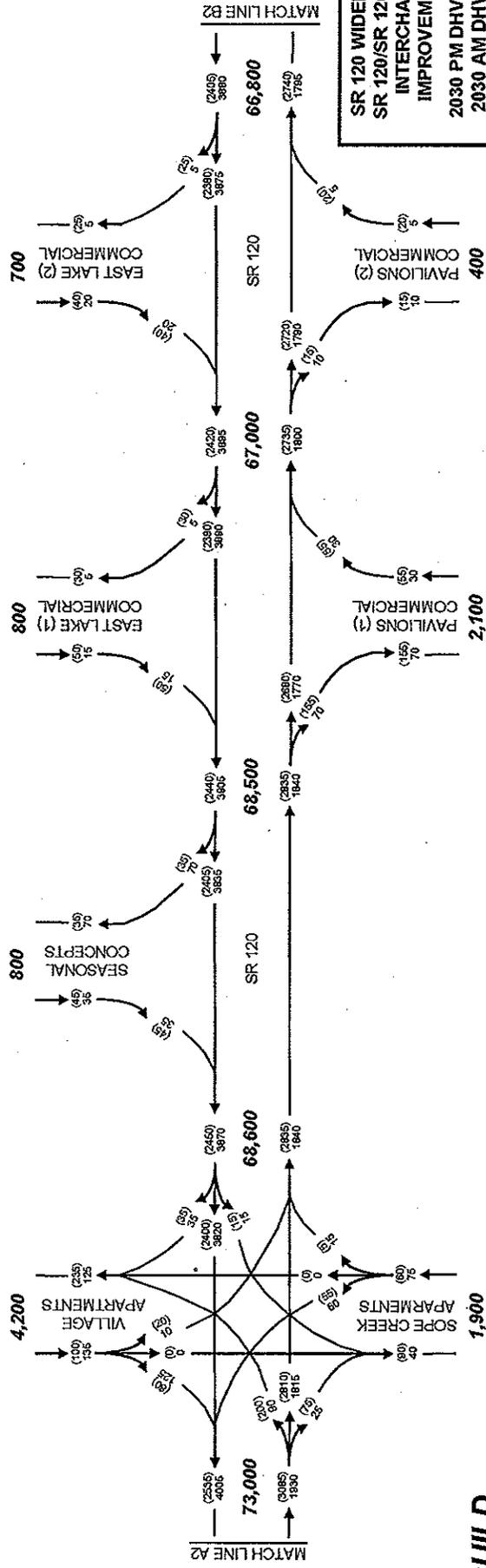
**BUILD
ALTERNATIVE**

**SR 120 WIDENING &
SR 120/SR 120 LOOP
INTERCHANGE
IMPROVEMENTS**
2030 PM DHV = (000)
2030 AM DHV = 000
2030 ADT = 50,000
DHT = 2%, 24-Hour %T = 4%

Exhibit 9



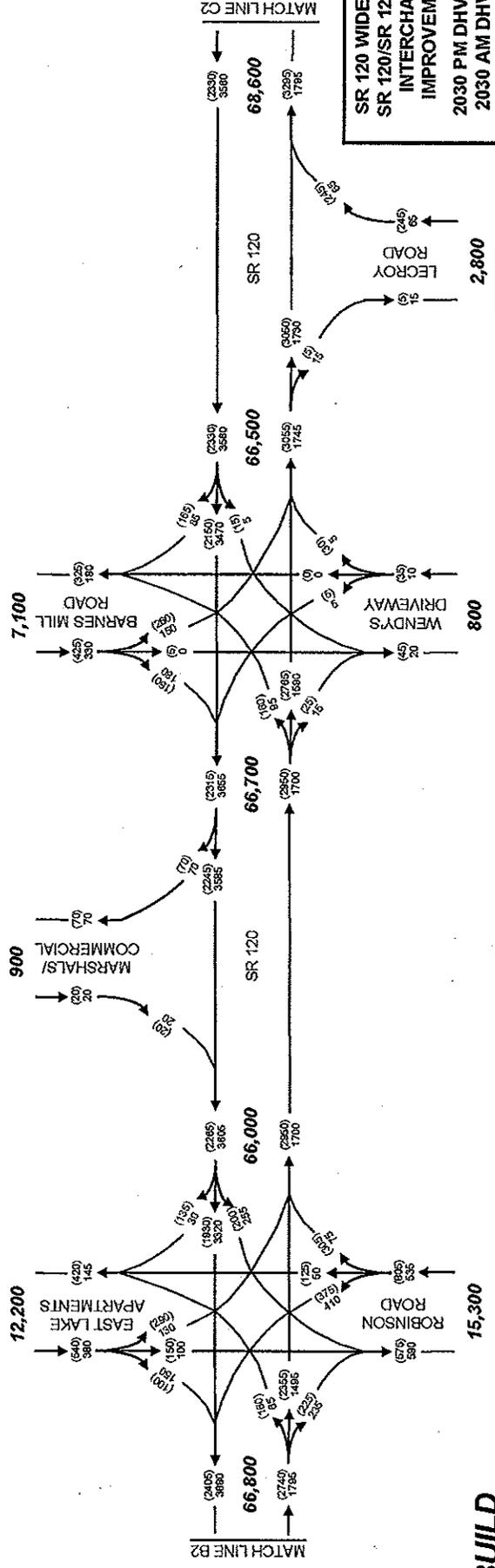
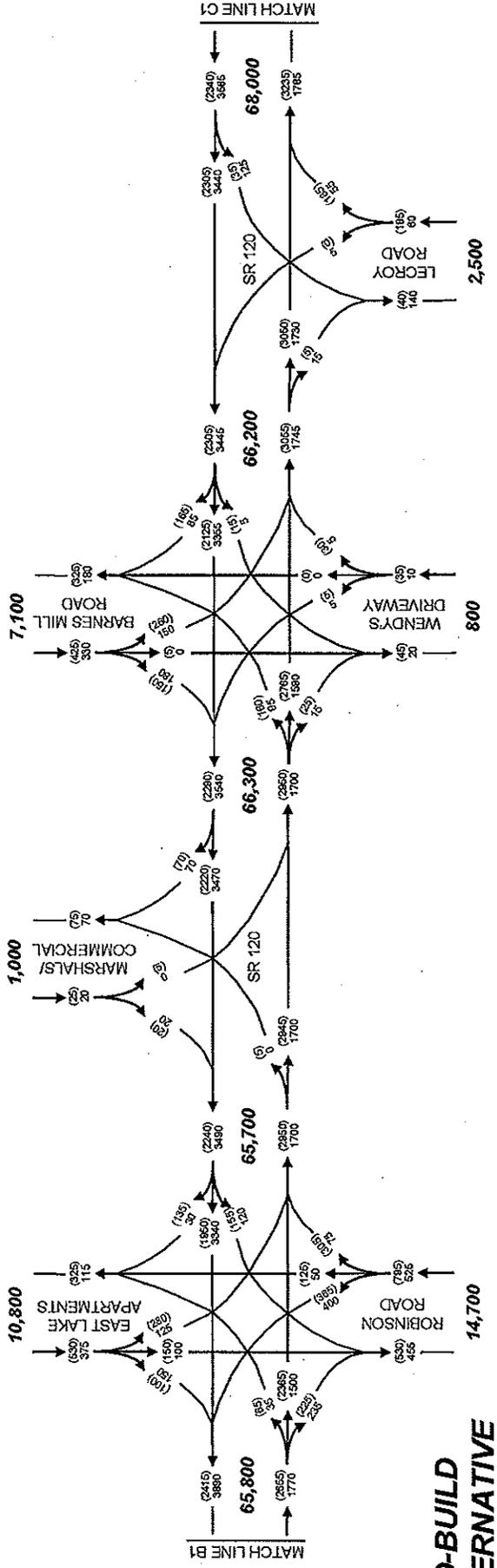
**NO-BUILD
ALTERNATIVE**



**BUILD
ALTERNATIVE**

**SR 120 WIDENING &
SR 120/SR 120 LOOP
INTERCHANGE
IMPROVEMENTS**
2030 PM DHV = (000)
2030 AM DHV = 000
2030 ADT = 50,000
DHT = 2%, 24-Hour %T = 4%

Exhibit 10



SR 120 WIDENING & SR 120/SR 120 LOOP IMPROVEMENTS

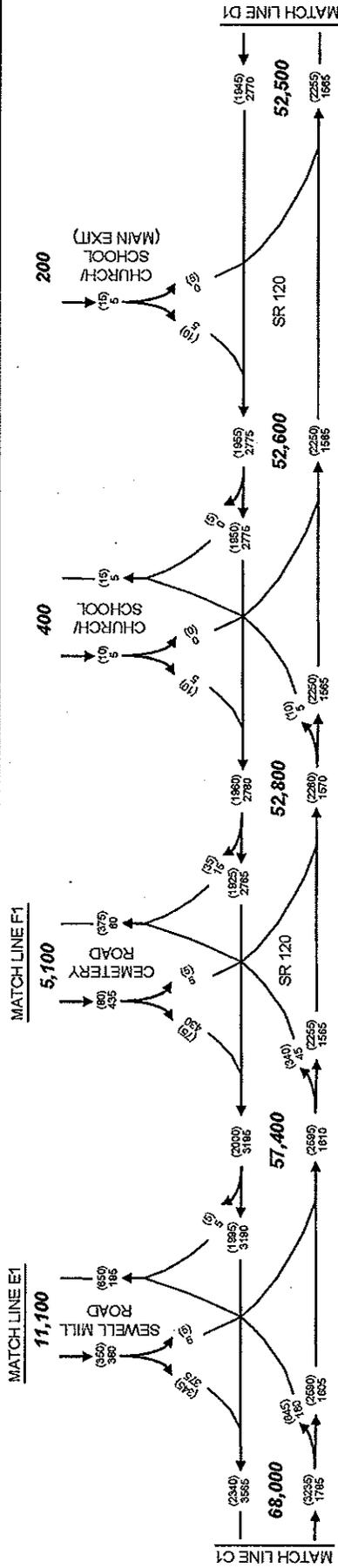
2030 P.M. DHV = (000)

2030 A.M. DHV = 000

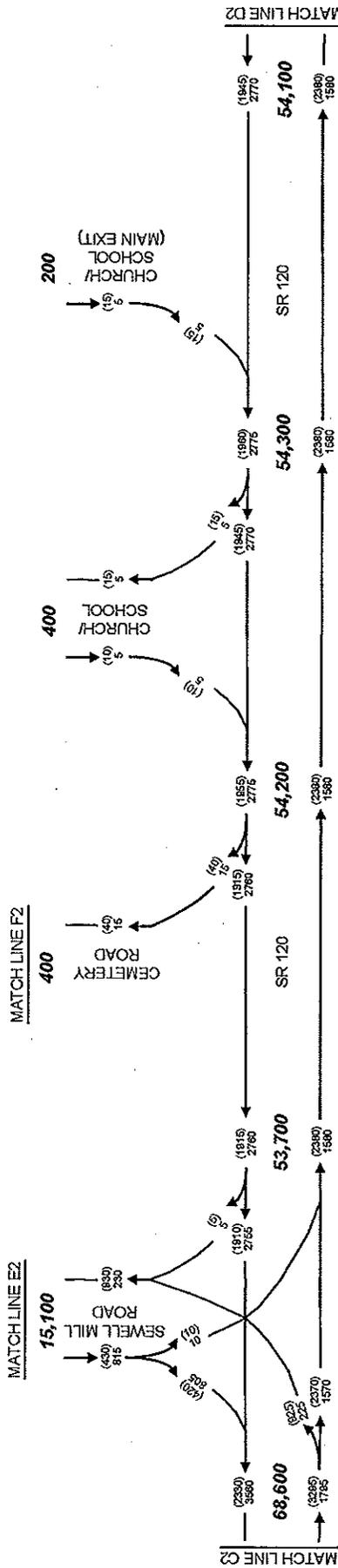
2030 A.D.T. = 50,000

DHT = 2%, 24-Hour %T = 4%

Exhibit 11



**NO-BUILD
ALTERNATIVE**



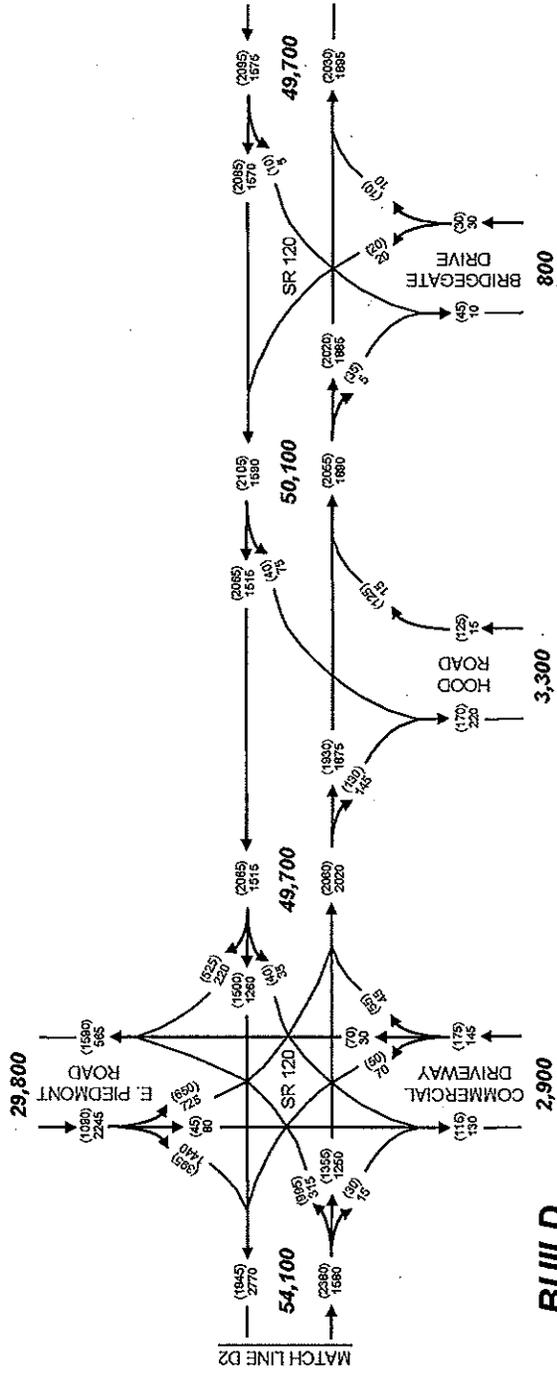
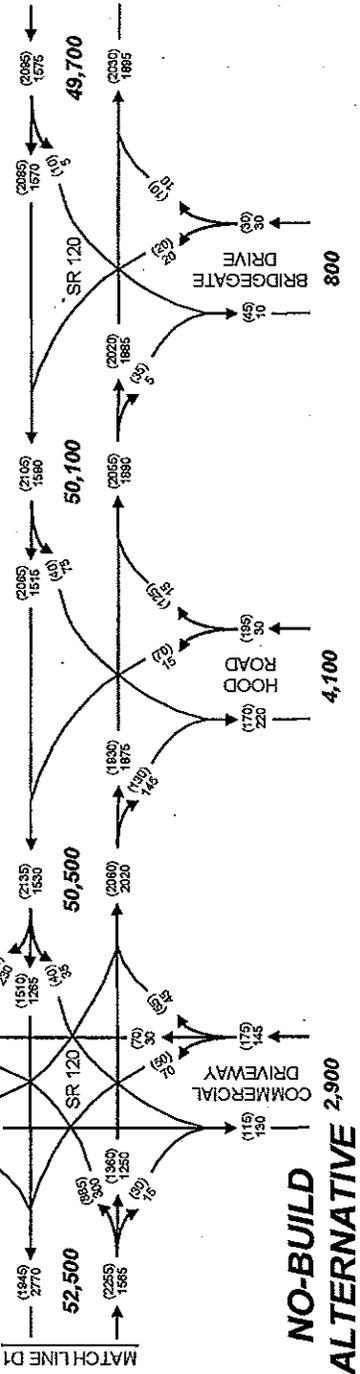
**BUILD
ALTERNATIVE**

**SR 120 WIDENING &
SR 120/SR 120 LOOP
INTERCHANGE
IMPROVEMENTS**

2030 PM DHV = (000)
2030 AM DHV = 000
2030 ADT = 50,000

DHT = 2%, 24-Hour %T = 4%

Exhibit 12



SR 120 WIDENING & SR 120/SR 120 LOOP INTERCHANGE IMPROVEMENTS

2030 PM DHV = (000)
 2030 AM DHV = 000
 2030 ADT = 50,000

DHT = 2%, 24-Hour %T = 4%

Exhibit 13

Table 1
SR 120 Interchange
SR 120/Roswell Rd. @SR 120 Loop
Existing Conditions Peak Hour Intersection Level of Service

Intersection	Approach	A.M. Peak Hour			P.M. Peak Hour		
		Volume (vph)	Control Delay (sec/veh)	Level of Service	Volume (vph)	Control Delay (sec/veh)	Level of Service
SR 120 Loop Interchange at SR 120 (Signalized)	EB	652	56.2	E	945	28.4	C
	WB	3,351	56.1	E	2,077	13.3	B
	NB	775	8.4	A	1,301	18.3	B
	SB	387	93.5	F	578	47.8	D
	Total	5,165	51.4	D	4,901	21.7	C

Table 2
SR 120 Interchange
SR 120/Roswell Rd. @SR 120 Loop
2030 Design Hour Intersection Level of Service
No-Build Alternative

Intersection	Approach	A.M. Peak Hour			P.M. Peak Hour		
		Volume (vph)	Control Delay (sec/veh)	Level of Service	Volume (vph)	Control Delay (sec/veh)	Level of Service
SR 120 Loop Interchange at SR 120 (Signalized)	EB	905	52.7	D	1,285	46.3	D
	WB	4,220	81.6	F	2,615	21.6	C
	NB	1,045	12.7	B	1,700	116.3	F
	SB	445	190.4	F	665	96.1	F
	Total	6,615	69.8	E	6,265	59.7	E

Table 3
SR 120 Interchange
SR 120/Roswell Rd. @SR 120 Loop
2030 Design Hour Intersection Level of Service
Build Alternative

Intersection	Approach	A.M. Design Hour			P.M. Design Hour		
		Volume (vph)	Control Delay (sec/veh)	Level of Service	Volume (vph)	Control Delay (sec/veh)	Level of Service
SR 120 Loop Interchange at SR 120 (Signalized)	EB	910	6.4	A	1,295	7.7	A
	WB	4,225	10.9	B	2,625	9.4	A
	NB	1,045	14.8	B	1,700	28.7	C
	SB	445	38.1	D	665	41.0	D
	Total	6,625	12.9	B	6,285	17.6	B

BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION

Structure ID: 067-0045-0

Cobb

SUFF. RATING

72.15

Programming Data

201 Project No.: U-114-1 (7)
 202 Plans Available: 1
 249 Prop. Proj. No. 000000000000000000
 250 Approval Status: 0000
 251 P.I. No.: 00000000
 252 Contract Date: 02/01/1901
 260 Seismic No.: 00000
 75 Type Work: 34 1
 94 Bridge Imp. Cost: \$ 100
 95 Roadway Imp. Cost: \$ 81
 96 Total Imp Cost: \$ 261
 76 Imp. Length: 000398
 97 Imp. Year: 1990
 114 Future ADT: 056100 Year: 2022

Measurements

* 29 ADT: 037400 Year: 2002
 109 % Trucks: 6
 * 28 Lanes On: 02 Under: 07
 210 No. Tracks On: 00 Under: 00
 * 48 Max. Span Length: 0056
 * 49 Structure Length: 189
 51 Br. Rwdy. Width: 29.60
 52 Deck Width: 34.50
 * 47 Tot. Horz. Cl: 29.60
 50 Curb/Sdewlk Width: 2.00/0.60
 32 Approach Rdwy Width: 036
 * 229 Shoulder Width:
 Rear Lt: 2.00 Type: 2 Rt: 11.00
 Fwd Lt: 2.00 Type: 2 Rt: 10.00
 Pavement Width:
 Rear: 24.00 Type: 2
 Fwd: 24.00 Type: 2
 Intersection Rear: 1 Fwd: 1
 36 Safety Features Br. Rail: 2
 Transition: 2
 App. G. Rail: 1
 App. Rail End: 1
 53 Minimum Cl. Over:
 Under: H
 * 228 Min. Vertical Cl
 Act. Odsm Dir: 99 ' 99 "
 Oppo. Dir: 99 ' 99 "
 Posted Odsm. Dir: 00 ' 00 "
 Oppo. Dir: 00 ' 00 "
 55 Lateral Undercl. Rt: H 2.00
 56 Lateral Undercl. Lt: 1.00
 * 10 Max Min Vert Cl: 99 ' 99 " Dir: 0
 39 Nav Vert Cl: 000 Horiz: 0000
 116 Nav Vert Cl Closed: 000
 245 Deck Thickness Main: 7.60
 Deck Thick Approach: 0.00
 246 Overlay Thickness: 0.00
 212 Year Last Painted: Sup: 1995 Sub: 0000

Ratings

65 Inventory Rating Method: 2
 63 Inventory Rating Method: 2
 66 Inventory Type: 2 Rating: 36
 64 Operating Type: 2 Rating: 51
 231 Calculated Loads
 H-Modified: 20 0
 HS-Modified: 25 0
 Type 3: 28 0
 Type 3s2: 40 0
 Timber: 36 0
 Piggyback: 00 0
 261 H Inventory Rating: 20
 262 H Operating Rating: 29
 67 Structural Evaluation: 7
 58 Deck Condition: 7
 59 Superstructure Condition: 8
 * 227 Collision Damage: 0
 60A Substructure Condition: 7
 60B Scour Condition: N
 60C Underwater Condition: N
 71 Waterway Adequacy: N
 61 Channel Protection Cond: N
 68 Deck Geometry: 3
 69 UnderClr. Horz/Vert: 2
 72 Appr. Alignment: 8
 62 Culvert: N

Posting Data

70 Bridge Posting Required: 5
 41 Struct Open, Posted, Cl: A
 * 103 Temporary Structure: 0
 232 Posted Load -Modified: 00
 HS-Modified: 00
 Type 3: 00
 Types3s2: 00
 Timber: 00
 Piggyback: 00
 253 Notification Date 02/01/1901
 253 Fed Notify Date: 02/01/1901

Hydraulic Data

215 Waterway Data
 Highwater Elev.: 0000.0 Year: 1900
 Avg. Streambed Elev.: 0000.0 Freq: 00
 Drainage Area: 00000
 Area Of Opening: 000000
 113 Scour Critical: N
 216 Water Depth: 00.0 Br. Height: 00.0
 222 Slope Protection: 4
 221 Spur Dikes Rear: 0 Fwd: 0
 219 Fender System: 0
 220 Dolphin: 0
 223 Culvert Cover: 000
 Type: 0
 No. Barrels: 0
 Width: 0.00 Height: 0.00
 Length: 0 Apron: 0 Diver: ZZZ
 * 265 U/W Insp. Area: 0

* Location I.D. No.: 067-00120L-001.60C

BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION

Structure ID: 067-0046-0

Cobb

SUFF. RATING

72.15

Programming Data

201 Project No.: U-114-1 (7)
 202 Plans Available: 1
 249 Prop. Proj. No. 000000000000000000
 250 Approval Status: 0000
 251 P.I. No.: 00000000
 252 Contract Date: 02/01/1901
 260 Seismic No.: 00000
 75 Type Work: 34 1
 94 Bridge Imp. Cost: \$ 337
 95 Roadway Imp. Cost: \$ 83
 96 Total Imp Cost: \$ 525
 76 Imp. Length: 000402
 97 Imp. Year: 1990
 114 Future ADT: 056100 Year: 2022

Measurements

* 29 ADT: 037400 Year: 2002
 109 % Trucks: 6
 * 28 Lanes On: 02 Under: 07
 210 No. Tracks On: 00 Under: 00
 * 48 Max. Span Length: 0056
 * 49 Structure Length: 189
 51 Br. Rwdy. Width: 29.60
 52 Deck Width: 34.60
 * 47 Tot. Horz. Cl: 29.60
 50 Curb/Sdewlk Width: 0.60/2.00
 32 Approach Rdwy Width: 36
 * 229 Shoulder Width:
 Rear Lt: 2.00 Type: 2 Rt: 10.00
 Fwd Lt: 2.00 Type: 2 Rt: 11.00
 Pavement Width:
 Rear: 24.00 Type: 2
 Fwd: 24.00 Type: 2
 Intersection Rear: 1 Fwd: 1
 36 Safety Features Br. Rail: 2
 Transition: 2
 App. G. Rail: 1
 App. Rail End: 1
 53 Minimum Cl. Over: 99 ' 99 "
 Under: H 20 ' 00 "
 * 228 Min. Vertical Cl
 Act. Odm Dir: 99 ' 99 "
 Oppo. Dir: 99 ' 99 "
 Posted Odm. Dir: 00 ' 00 "
 Oppo. Dir: 00 ' 00 "
 55 Lateral Undercl. Rt: H 2.00
 56 Lateral Undercl. Lt: 1.00
 * 10 Max Mfn Vert Cl: 99 ' 99 " Dir: 0
 39 Nav Vert Cl: 000 Horz: 0000
 116 Nav Vert Cl Closed: 000
 245 Deck Thickness Main: 7.00
 Deck Thick Approach: 0.00
 246 Overlay Thickness: 0.00
 212 Year Last Painted: Sup: 1995 Sub: 0000

Ratings

65 Inventory Rating Method: 2
 63 Inventory Rating Method: 2
 66 Inventory Type: 2 Rating: 36
 64 Operating Type: 2 Rating: 51
 231 Calculated Loads
 H-Modified: 20 0
 HS-Modified: 25 0
 Type 3: 28 0
 Type 3s2: 40 0
 Timber: 36 0
 Piggyback: 00 0

261 H Inventory Rating: 20
 262 H Operating Rating: 29
 67 Structural Evaluation: 7
 58 Deck Condition: 7
 59 Superstructure Condition: 7
 * 227 Collision Damage: 0
 60A Substructure Condition: 7
 60B Scour Condition: N
 60C Underwater Condition: N
 71 Waterway Adequacy: N
 61 Channel Protection Cond: N
 68 Deck Geometry: 3
 69 UnderClr. Horz/Vert: 2
 72 Appr. Alignment: 8
 62 Culvert: N

Hydraulic Data

215 Waterway Data
 Highwater Elev.: 0000.0 Year: 1900
 Avg. Streambed Elev.: 0000.0 Freq.: 00
 Drainage Area: 00000
 Area Of Opening: 000000
 113 Scour Critical: N
 216 Water Depth: 00.0 Br. Height: 00.0
 222 Slope Protection: 4
 221 Spur Dikes Rear: 0 Fwd: 0
 219 Fender System: 0
 220 Dolphin: 0
 223 Culvert Cover: 000
 Type: 0
 No. Barrels: 0
 Width: 0.00 Height: 0.00
 Length: 0 Apron: 0 Diver: ZZZ
 * 265 U/W Insp. Area: 067-00120L-001.61C

Posting Data

70 Bridge Posting Required: 5
 41 Struct Open, Posted, Cl: A
 * 103 Temporary Structure: 0
 232 Posted Load -Modified: 00
 HS-Modified: 00
 Type 3: 00
 Type3s2: 00
 Timber: 00
 Piggyback: 00
 253 Notification Date: 02/01/1901
 253 Fed Notify Date: 02/01/1901 0



Post, Buckley, Schuh & Jernigan, Inc.
Transportation Design
5665 New Northside Drive N.W., Suite 400
Atlanta, Georgia 30328
Phone 770/933-0280 Fax 770/933-1920

MEETING MINUTES

TO: *Attendees*

FROM: *Scott M. Dubord*

CC: *06-1451 File*

SUBJ: *SR120/SR120 Loop (East) Interchange Improvements and SR120/Roswell Rd. Widening
MSL-0004-00(403), PI 0004403 & STP-114-1(72), PI 721310
Initial Concept Team Meeting (PI 0004403); Discussion of Recent Updates (PI 721310)*

DATE: *October 4, 2004*

Two meetings were held consecutively on September 30, 2004 at 9:00 AM in the Urban Design Conference Room (Room 352) at the Georgia Department of Transportation at Two Capitol Square. The following is a list of attendees:

Ron Morris	PBS&J	Mike Wright	Cobb Co.
Denny Meier	PBS&J	Bob Galante	Cobb Co.
Scott Rumble	PBS&J-Traf.	Lisa Favors	GDOT/OEL
Scott Dubord	PBS&J-Hwy.	Ron Wishon	GDOT-Eng Svc
Steve Lindsey	PBS&J-Hwy.	Jeff Woodward	GDOT-Const
Joe Tomberlin	PBS&J-Env.	Scott Zehngraff	GDOT-OTSD
Ben Buchan	GDOT-Urban	Alex Laffey	GDOT-Dist 7
Darrell Richardson	GDOT-Urban	Brian Summers	GDOT-Maint.
Darryl VanMeter	GDOT-Urban	Clyde Cunningham	GDOT-Utills
Steve Adewale	GDOT-Urban		

The first meeting was the initial concept team meeting for the **SR120/SR 120 Loop Interchange Improvement project**. The project was described in detail and the concept report reviewed.

The second meeting was held to update GDOT with the latest revisions to the Roswell Road widening job that came out of the status meeting held on August 30th and separate meetings between Cobb County and their consultants. PBS&J is the consultant hired by the County. Copies of the revised concept report were provided to all attendees.

The following items were discussed:

- Darryl VanMeter began by discussing the purpose of each meeting and by starting the introductions of the team members. Scott Dubord explained the basic design elements of the

**SR 120/SR 120 Loop Interchange
Initial Concept Team Meeting Minutes**

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SR120/SR120 Loop interchange project, pointing out the addition of a two-lane loop ramp to replace the SR120 WB to SR 120 Loop SB left turn movement, conversion of one left turn lane from the SR 120 Loop NB exit ramp to a third right turn lane and the addition of two large walls to avoid large housing displacements. Scott Rumble discussed the traffic issues in the current year as well as build and no-build conditions in the 2030 design year and presented his CORSIM analysis.

- Mr. VanMeter noted that the functional classification for the interchange is *Urban freeway*.
- Scott Zehngraft & Ben Buchan asked PBS&J to analyze (LOS) the operations of the interchange using dual rights rather than triple rights, NB SR 120 Loop exit ramp to SR 120 EB.
- Darrell Richardson asked if the interchange CORSIM model included the Lower Roswell Rd. intersection. He stated concern about possible weaving friction from the two lane loop ramp to Eastbound Lower Roswell. Scott Rumble noted that he had analyzed the weaving movements and that minimal friction would be caused by the small number of vehicles making this move in the peak hour. Left-turn movements at Lower Roswell Rd. would also be slight.
- Brian Summers discussed the condition of the existing SR 120 Loop bridges over SR 120. He noted that they are functionally obsolete due to substandard shoulder widths and railings, but the sufficiency ratings (72 for each) were good. Mr VanMeter asked that PBS&J set the location of the proposed loop bridge so as not to preclude future widening. PBS&J agreed to review the MOG for the appropriate shoulder widths. Mr. Summers asked for a 5' separation between the parapets of the proposed bridge and the widened bridge for construction.
- Mr. Zehngraft asked PBS&J to verify that the correct taper lengths are being used along SR 120 WB, as the two thru lanes are now adjacent to the median rather than on the outside of the four lanes WB under the proposed bridge. The overlay & striping section may need to be extended to the next intersection.
- Mr. Richardson asked PBS&J to check all turning radii, particularly the NB SR 120 Loop left turners to SR 120 WB. Several radii may need to increase to accommodate islands for pedestrian refuge. The two-lane Loop ramp currently has a radius of 150' (25 mph), which is the preferred minimum design (AASHTO, p. 829). PBS&J to verify lane/shoulder widths using Autoturn.
- Ron Wishon noted that design exceptions will be required for horizontal clearance on the existing bridges due to the substandard shoulders and railings previously discussed.
- Bob Galante voiced concern over expanding the project beyond the current concept due to budget constraints. Every effort should be made to minimize impacts to shopping center and Sope Creek and to keep the project on schedule and within budget. He also noted that the County would take ownership of the signals through the interchange from the City of Marietta after construction. PBS&J to check the distance between western-most proposed signal and the existing signal at the Post Ridge development. All signals to be coordinated and linked by interconnect.
- PBS&J to check threatened & endangered species status. Fish and mussel surveys, if required, must be complete by October 31st. Lisa Favors reiterated the need to minimize impacts to Sope Creek, as this is the primary area of environmental concern. It is still

**SR 120/SR 120 Loop Interchange
Initial Concept Team Meeting Minutes**

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unclear whether the environmental document will be a CE or EA, however PBS&J plans to submit the two projects together as one document.

- Clyde Cunningham said that no reimbursable utility costs are anticipated as part of this project and it should be noted as such on the concept report. SUE level "B" utility information will suffice for PFPR.
- Mr. VanMeter began discussion of the project schedule. PFPR is scheduled for 4/13/05 and approved R/W must be signed by 6/30/05. The draft environmental document must be approved by March '05 in order to schedule the PFPR. PBS&J to update the environmental phase of the project schedule to 6 months (from 12 months).
- Mr. Buchan asked that the pedestrian plan for the interchange be examined closely. Investigate using sidewalk thru the interchange, possibly crossing pedestrians from the north side of SR 120 to the south side (EB) at the signal east of the bridges.
- Mr. VanMeter noted the possibility of waving the final concept team meeting. He would recommend doing so.
- **Action Items:**
 - *Revise bridge location for Loop ramp not to preclude future bridge widening*
 - *Investigate traffic operations with dual rights rather than triple right turns, NB SR 120 Loop exit to EB SR 120.*
 - *Look closely at pedestrian plan for the project*
 - *Update concept displays and concept report*
 - *Start soil surveys and pavement evaluation process*

STP-114-1(72) Cobb County - SR 120/Roswell Road Widening status meeting began at 10:30 am in the Urban Design Conference Room. The following items were discussed:

- Mr. VanMeter began the meeting by listing the project data. Scott Dubord discussed the typical sections, highlighting the recent changes to the shoulders & required R/W width due to clear zone requirements, ADA regulations and the addition of a 10' sidewalk on the south side of the corridor. Mr. Dubord also noted the changes to the concept since the August 30th status meeting, particularly the median closure at the Kroger/Seasonal Concepts, the median opening reconfiguration at Hood Road (left onto Hood Rd. only, no left out), right-in only at Cemetery Rd from SR 120 WB and the closure of the narrow access road from Cemetery NB to Sewell Mill Rd.
- Mr. Galante voiced his concern about the discrepancy of the R/W cost versus the budgeted estimate (\$11 million vs. \$960k) due to ADA and clear zone. He noted that the County would be unable to make up the \$10 million R/W difference and that unless it was scaled back, the cost would kill the project. He asked GDOT if they would consider allowing 12' shoulders and required r/w to the shoulder point rather than the clear zone (20' from EP at 45 mph). The 10' sidewalks will return to the original 5' width.
- Mr. VanMeter challenged the design team to build a case for a design variance for clear zone (12' shoulders, R/W to the shld pt, 4:1 back slopes with 4' minimum permanent easements for slopes and utilities). Include accident data and a detailed cost analysis. A design variance will also be required for the 11' lane widths.

**SR 120/SR 120 Loop Interchange
Initial Concept Team Meeting Minutes**

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- Mr. Dubord mentioned that an additional r/w saving measure would be to reduce/eliminate several of the decel lanes, particularly those prior to commercial drives. Mr. VanMeter added GDOT policy states that existing decal lanes must be replaced. Mr. Zehngraft noted that he would prefer that each right turn bay be analyzed and the length designed appropriately rather than a continuous lane.
- During the course of his CORSIM presentation for the SR 120 widening, Scott Rumble said the only intersection where right turns were required was at Robinson Rd/East Lake Pkwy.
- Mr. Galante noted the potential areas of controversy before meeting with the public again. The businesses within the Kroger and Seasonal Concepts developments will be vocal about their median closure. The church group will be actively seeking a median opening. PBS&J has investigated an access drive to the church from Sewell Mill. The target date for a Public Hearing, which would require an approved draft EA, is January '05. This is an extremely aggressive schedule
- **Action Items:**
 - *Revise shoulder widths, sidewalks and required r/w*
 - *Revise decal lane locations and lengths*
 - *Update concept displays, revised concept report and project schedule; include traffic summary LOS*
 - *Start soil surveys and pavement evaluation process*

This document represents Post, Buckley, Schuh, & Jernigan, Inc.'s interpretation of the meeting. Please contact the project manager if you have any questions.

Sincerely,

Scott M. Dubord, P.E.
Project Manager

LOCAL GOVERNMENT PROJECT AGREEMENT

BETWEEN

DEPARTMENT OF TRANSPORTATION

STATE OF GEORGIA

COBB COUNTY, GEORGIA

ORIGINAL

for

PRIORITY LAND TRANSPORTATION PROJECT
SR 120 AT SR 120 LOOP (EAST)

This AGREEMENT is made and entered into this 10th day of November, 2003, by and between the DEPARTMENT OF TRANSPORTATION, an agency of the State of Georgia, hereinafter called the "DEPARTMENT", and COBB COUNTY, GEORGIA, acting by and through its Chairman and Board of Commissioners, hereinafter called the "COUNTY".

WHEREAS, the COUNTY has represented to the DEPARTMENT a desire to construct the land transportation project described as SR 120 at SR 120 Loop (East) in Cobb County, Georgia, currently described as Georgia Department of Transportation Project Number MSL-0004-00(403), P. I. Number 0004403, hereinafter referred to as the "PROJECT"; and

WHEREAS, the DEPARTMENT, the COUNTY, the Georgia Regional Transportation Authority, a public authority of the State of Georgia ("GRTA"), and the State Road and Tollway Authority, a public authority of the State of Georgia ("SRTA"), previously entered into an Intergovernmental Agreement Relating to Land Public Transportation Systems and Land Transportation Projects ("Intergovernmental Agreement") concerning specific commitments of the respective parties to support the implementation of this PROJECT; and

WHEREAS, the COUNTY has represented to the DEPARTMENT a desire to participate in certain activities of the PROJECT as set forth in this AGREEMENT, and the DEPARTMENT has relied upon such representations; and

WHEREAS, the DEPARTMENT has expressed a willingness to participate in certain activities of the PROJECT as set forth in this AGREEMENT.

NOW, THEREFORE in consideration of the mutual promises made and of the benefits to flow from one to the other, the DEPARTMENT and the COUNTY hereby agree each with the other as follows:

1. The COUNTY shall fund all costs for the PROJECT's preconstruction engineering (design) activities, right of way acquisitions, utility relocations, and construction ("phases"). To fulfill its commitment, the COUNTY may utilize COUNTY funds, the funds identified in the Intergovernmental Agreement, or seek additional funding through, and in accordance with the existing regional transportation TIP or STIP programming process. The amount currently identified in the Intergovernmental Agreement for this project is \$7,000,000.00.
2. The DEPARTMENT shall support the implementation of the PROJECT as outlined in the Intergovernmental Agreement and the parties recognize that no funding is currently available in the regional transportation programming process. Funding for this PROJECT is limited to that amount currently identified in paragraph 1 of this Agreement.
3. The COUNTY shall be responsible for all costs for providing energy, maintenance, and operational costs of any roadway and interchange lighting within the PROJECT limits.
4. The COUNTY shall be responsible for all costs for the continual maintenance and the continual operations of any and all sidewalks within the PROJECT limits.
5. Both the COUNTY and the DEPARTMENT hereby acknowledge that TIME IS OF THE ESSENCE for the implementation of this PROJECT. Both parties shall adhere to the priorities established in the detailed project schedule attached as Schedule A of the Addendum to Local Government Project Agreement, ("Schedule A"), and the approved State Transportation Improvement Program ("STIP") or earlier. In the completion of respective commitments contained herein, changes may be made to the schedule if mutually identified and agreed upon, in writing, by the DEPARTMENT, the COUNTY, GRTA, and SRTA. If, for any reason, the COUNTY does not produce acceptable deliverables at the milestone dates defined in Schedule A or the STIP, the DEPARTMENT reserves the right to delay the project's implementation until the COUNTY comes into compliance with the Schedule A or until a revision can be mutually agreed upon.
6. All preconstruction engineering activities shall be accomplished by the COUNTY and in accordance with the DEPARTMENT's Plan Development Process, the applicable guidelines of the American Association of State Highway and Transportation Officials, hereinafter referred to as "AASHTO", the DEPARTMENT's Standard Specifications for the Construction of Transportation Systems, PROJECT schedules, Plan Presentation Guide, and applicable guidelines of the DEPARTMENT. The COUNTY'S responsibility for design shall include, but is not limited to the following items:
 - a. Prepare the PROJECT concept report in accordance with the format used by the DEPARTMENT. The concept for the PROJECT shall be developed to accommodate the

future traffic volumes as generated by the COUNTY as provided for in paragraph 6b and approved by the DEPARTMENT. The concept report shall be approved by the DEPARTMENT prior to the COUNTY beginning further development of the PROJECT plans. It is recognized by the parties that the approved concept may be modified by the COUNTY as required by the DEPARTMENT and reapproved by the DEPARTMENT during the course of design due to public input, environmental requirements, or right of way considerations.

- b. Develop the PROJECT'S base year (year facility is expected to be open to traffic) and design year (base year plus 20 years) traffic volumes. This shall include average daily traffic (ADT) and morning (am) and evening (p.m.) peak hour volumes. The traffic shall show all through and turning movement volumes at intersections for the ADT and peak hour volumes and shall indicate the percentage of trucks expected on the facility.
- c. Validate (check and update) the approved PROJECT concept and prepare a PROJECT Design Book for approval by the DEPARTMENT prior to the beginning of preliminary plans.
- d. Prepare environmental studies, documentation, and reports for the PROJECT that show the PROJECT is in compliance with the provisions of the National Environmental Protection Act, ("NEPA"). This shall include, but not be limited to, any and all archaeological, historical, ecological, air, noise, underground storage tanks (UST), hazardous waste site, and environmental justice studies required. The COUNTY shall submit to the DEPARTMENT all environmental documents and reports for review and approval by the DEPARTMENT and the FHWA.
- e. Prepare all public hearing and public information displays and conduct all required public hearings and public information meetings in accordance with DEPARTMENT practices.
- f. Perform all surveys, mapping, and soil investigation studies needed for design of the PROJECT.
- g. Perform all work required to obtain project permits, including, but not limited to, US Army Corps of Engineers 404 and Federal Emergency Management Agency (FEMA) approvals. These efforts shall be coordinated with the DEPARTMENT.
- h. Prepare the PROJECT'S drainage design including erosion control plans and the development of the hydraulic studies for the Federal Emergency Management Agency Floodways and acquisition of all necessary permits associated with the drainage design.

Prepare traffic studies, preliminary construction plans, preliminary and final utility plans, preliminary and final right of way plans, staking of the required right of way, and final construction plans including signing, marking, and signal plans, erosion control, traffic

handling, and construction sequence plans and specifications including special provisions for the PROJECT.

- j. The COUNTY shall be responsible for the design of all bridge(s) and preparation of any required hydraulic and hydrological studies within the limits of this PROJECT in accordance with the DEPARTMENT's policies and guidelines. The COUNTY shall perform all necessary survey efforts in order to complete the design of the bridge(s) and prepare any required hydraulic and hydrological studies. The final bridge plans shall be incorporated into this PROJECT as a part of this AGREEMENT.
- k. Provide certification, by a Georgia Registered Professional Engineer, that the construction plans have been prepared under the guidance of the professional engineer and are in accordance with AASHTO and DEPARTMENT guidelines.

Failure of the COUNTY to follow the DEPARTMENT's Plan Development Process will jeopardize the use of Federal funds and it shall be the responsibility of the COUNTY to make up a loss of that funding.

- 7. All Primary Consultant firms hired by the COUNTY to provide services on the PROJECT shall be prequalified with the DEPARTMENT in the appropriate area-classes. The DEPARTMENT shall, on request, furnish the COUNTY with a list of prequalified consultant firms in the appropriate area-classes.
- 8. The PROJECT construction and right of way plans shall be prepared in English Units.
- 9. All drafting and design work performed on the project shall be done utilizing Microstation and CAiCE software, respectively, and shall be organized as per the DEPARTMENT's guidelines on electronic file management.
- 10. The DEPARTMENT shall review and has approval authority for all aspects of the PROJECT. The DEPARTMENT will work with the FHWA to obtain all needed approvals with information furnished by the COUNTY.
- 11. Upon the COUNTY's determination of the rights of way required for the PROJECT and the approval of the right of way plans by the DEPARTMENT, the necessary rights of way for the PROJECT shall be acquired by the COUNTY. Right of way acquisition shall be in accordance with the law and the rules and regulations of the FHWA including, but not limited to, Title 23, United States Code; 23 CFR 710, et. seq., and 49 CFR Part 24, and the rules and regulations of the DEPARTMENT, and in accordance with the Contract for Acquisition of Right of Way to be prepared by the DEPARTMENT and executed between the COUNTY and the DEPARTMENT prior to the commencement of any right of way activities. Failure of the COUNTY to follow these requirements may result in the loss of Federal funding for the PROJECT and it will be the responsibility of the COUNTY to make

up the loss of that funding. All required right of way shall be obtained and cleared of obstructions, including underground storage tanks, prior to advertising the PROJECT for bids. The COUNTY shall further be responsible for making all changes to the approved right of way plans, as deemed necessary by the DEPARTMENT, for whatever reason, as needed to purchase the right of way or to match actual conditions encountered.

12. The COUNTY shall follow the DEPARTMENT's procedures for identification of existing and proposed utility facilities on the PROJECT. These procedures, in part, require all requests for existing, proposed, or relocated facilities to flow through the DEPARTMENT's Project Liaison and the District Utilities Engineer.
13. The COUNTY shall address all railroad concerns, comments, and requirements to the satisfaction of the DEPARTMENT.
14. Upon completion and approval of the PROJECT plans, certification that all needed rights of way have been obtained and cleared of obstructions, and certification that all needed permits for the PROJECT have been obtained, the DEPARTMENT shall let the PROJECT for construction. The DEPARTMENT shall be solely responsible for securing and awarding the construction contract for the PROJECT. The DEPARTMENT shall perform and bear all costs associated with inspection and materials testing during construction.
15. The COUNTY shall review and recommend all shop drawings to the DEPARTMENT for approval by the DEPARTMENT.
16. The COUNTY agrees that all reports, plans, drawings, studies, specifications, estimates, maps, computations, computer diskettes and printouts, and any other data prepared under the terms of this agreement shall become the property of the DEPARTMENT. This data shall be organized, indexed, bound, and delivered to the DEPARTMENT no later than the advertisement of the PROJECT for letting. The DEPARTMENT shall have the right to use this material without restriction or limitation and without compensation to the COUNTY.
17. The COUNTY shall be responsible for the professional quality, technical accuracy, and the coordination of all designs, drawings, specifications, and other services furnished by or on behalf of the COUNTY pursuant to this AGREEMENT. The COUNTY shall correct or revise, or cause to be corrected or revised, any errors or deficiencies in the designs, drawings, specifications, and other services furnished for this PROJECT. Failure by COUNTY to address the errors or deficiencies within 30 days shall cause the COUNTY to assume all responsibility for construction delays caused by the errors and deficiencies. All revisions shall be coordinated with the DEPARTMENT prior to issuance. The COUNTY shall, to the extent allowable by law, also be responsible for any claim, damage, loss or expense that is attributable to negligent acts, errors, or omissions related to the designs, drawings, specifications, and other services furnished by or on behalf of the COUNTY pursuant to this AGREEMENT.

18. The COUNTY shall Certify that the provisions of Section 36-81-7 of the official Code of Georgia Annotated, relating to the "Requirements of Audits" are complied with in full such that:
- a. Each Unit of local government having a population in excess of 1,500 persons or expenditures of \$175,000.00 or more shall provide for and cause to be made an annual audit of the financial affairs and transactions of all funds and activities of the local government for each fiscal year of the local government.
 - b. The governing authority of each local unit of government not included above shall provide for and cause to be made the audit required not less often than once every two fiscal years.
 - c. The governing authority of each local unit of government having expenditures of less than \$175,000.00 in that government's most recently ended fiscal year may elect to provide for and cause to be made, in lieu of the biennial audit, an annual report of agreed upon procedures for that fiscal year.
 - d. A copy of the report and any comments made by the state auditor shall be maintained as a public record for public inspection during the regular working hours at the principal office of the local government. Those units of local government not having a principal office shall provide notification to the public as to the location of and times during which the public may inspect the report.
19. This AGREEMENT is made and entered into in Fulton County, Georgia, and shall be governed and construed under the laws of the State of Georgia. The covenants herein contained shall, except as otherwise provided, accrue to the benefit of and be binding upon the successors and assigns of the parties hereto.
20. The parties agree this AGREEMENT shall not be binding and neither party hereto shall have any obligation or liability to the other whatsoever under this AGREEMENT unless and until such time as that certain Addendum to Local Government Project Agreement (Arterial Road Project) regarding the PROJECT shall have been (a) executed and delivered by the parties, and acknowledged and consented to by the SRTA and GRTA, and (b) attached to this AGREEMENT.
21. This AGREEMENT contains the entire understanding between the parties relating to the subject matter of the previously executed Local Government Project Agreement and supercedes all prior oral and written understandings, arrangements and agreements between the parties relating thereto. Any amendments to this AGREEMENT must be in writing, executed by the parties and have express reference to be made a part of this AGREEMENT.

IN WITNESS WHEREOF, the DEPARTMENT and the COUNTY have caused these presents to be executed under seal by their duly authorized representatives.

RECOMMENDED:

[Signature]
State Urban Design Engineer

[Signature]
Director of Preconstruction

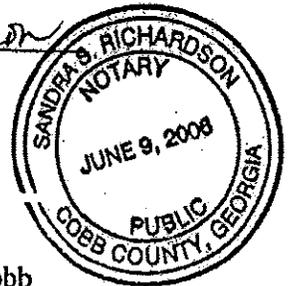
[Signature]
Chief Engineer

BOARD OF COMMISSIONERS
Cobb County, Georgia

BY: [Signature]
Chairman

Signed, sealed and delivered this 3rd day of October 2003, in the presence of:

[Signature]
Witness
[Signature]
Notary Public



DEPARTMENT OF TRANSPORTATION

BY: [Signature]
Commissioner

This Agreement approved by the Cobb County Commission at a meeting held at Marietta, GA this 9th day of Sept., 2003.

ATTEST:
[Signature]
Treasurer

[Signature]
Clerk of Commission

Reviewed as to Legal Form.
[Signature]
Office of Legal Services



[Signature]
COUNTY ATTORNEY'S OFFICE

ADDENDUM TO
LOCAL GOVERNMENT PROJECT AGREEMENT
(Arterial Road Project)

This ADDENDUM TO LOCAL GOVERNMENT PROJECT AGREEMENT (this "Addendum") is made effective as of this 10th day of November 2003, by and between the DEPARTMENT OF TRANSPORTATION, an agency of the State of Georgia ("DEPARTMENT"), and COBB COUNTY, GEORGIA, acting by and through its Board of Commissioners ("COUNTY").

WITNESSETH: That;

WHEREAS, the DEPARTMENT and the COUNTY entered into that certain Agreement between Department of Transportation State of Georgia and COBB County, dated November 10, 2003 (the "Local Government Project Agreement"), relating to the construction of land transportation project improvements described as SR120 at SR 120 Loop (East) in Cobb County, Georgia, currently identified as Georgia Department of Transportation Project Number MSL-0004-00(403), P.I. Number 0004403, hereinafter referred to as the "PROJECT"; and

WHEREAS, the DEPARTMENT and the COUNTY, together with the GEORGIA REGIONAL TRANSPORTATION AUTHORITY, a public authority of the State of Georgia ("GRTA"), and the STATE ROAD AND TOLLWAY AUTHORITY, a public authority of the State of Georgia ("SRTA") entered into that certain Intergovernmental Agreement Relating to Land Public Transportation Systems and Land Transportation Projects, dated June 13, 2002 (the "Intergovernmental Agreement"); and

WHEREAS, Section 2.6 of the Intergovernmental Agreement requires the DEPARTMENT and the COUNTY to amend the Local Government Project Agreement to clearly indicate the parties' respective roles and responsibilities with respect to each Land Transportation Project (as defined in the Intergovernmental Agreement); and

WHEREAS, the DEPARTMENT and the COUNTY desire to enter into this Addendum to the Local Government Project Agreement as required by the Intergovernmental Agreement, on the terms and conditions hereinafter set forth; and

NOW, THEREFORE, for and in consideration of the mutual promises made and of the benefits to flow from one to the other, the adequacy and sufficiency of which are hereby acknowledged, the DEPARTMENT and the COUNTY agree as follows:

- 1 Recitals; Definitions. The foregoing Recitals are true, correct and complete and are hereby incorporated in this Addendum by this reference. All capitalized terms used herein and not otherwise defined herein shall have the meanings ascribed to them in the Intergovernmental Agreement.

2. Projects. The PROJECT identified under this Addendum to the Local Government Project Agreement is acknowledged to be one of the Land Transportation Projects specified in the Intergovernmental Agreement. The COUNTY acknowledges and agrees that the PROJECT is and shall at all times be for the essential public purpose of providing facilities and services to meet land public transportation needs and environmental standards for the State of Georgia and to aid in the accomplishment of the purposes of GRTA.
3. Schedule. In addition to the provisions of the Local Government Project Agreement, the DEPARTMENT and the COUNTY recognize the need to maintain the PROJECT schedule for SRTA purposes and shall complete the PROJECT in accordance with the detailed project schedule attached hereto as Schedule A as near as practicable, provided that SRTA shall be notified by the COUNTY if a PROJECT milestone will be missed and what corrective actions will take place to reinstate the PROJECT schedule.
4. Funding. Notwithstanding the provisions of the Local Government Project Agreement, the PROJECT shall be funded as described in the Intergovernmental Agreement and as set forth below:
 - 4.1 The COUNTY will submit requisitions to the DEPARTMENT solely for, and will apply the proceeds received from the DEPARTMENT solely to, the payment of costs associated with the PROJECT.
 - 4.2 Each requisition for funds shall include the certifications substantially as described in Schedule B hereto, including a certificate of compliance with the Sources and Uses of Funds attached as Schedule C hereto (the "Sources and Uses of Funds Schedule") or an explanation of variances thereto.
 - 4.3 Each requisition for funds shall include evidence of payment by the COUNTY of the work or services for which the COUNTY would seek reimbursement.
5. Applicable Regulations. The COUNTY shall follow the DEPARTMENT's Plan Development Process and all applicable federal regulations, requirements, and restrictions in order to maintain federal eligibility for reimbursement through the Federal Highway Administration, if any, regardless of fund availability through the Intergovernmental Agreement.
6. Intergovernmental Agreement. The Intergovernmental Agreement is hereby incorporated in this Addendum by this reference. Nothing contained herein shall modify or amend any provision of the Intergovernmental Agreement. In the event of a conflict between the Local Government Project Agreement, this Addendum to the Local Government Project Agreement, and the Intergovernmental Agreement, the provisions of the Intergovernmental Agreement shall control.
7. No Further Modification. In the event of any inconsistency between the Local Government Project Agreement and this Addendum, the terms of this Addendum shall control. Except as otherwise modified herein, all terms and conditions in the Local Government Project Agreement shall remain in full force and effect.

8. Limited Purposes. The parties to this Addendum acknowledge and agree that this is a limited undertaking for the sole purpose of addressing the matters expressly agreed to herein. The parties hereto agree to work together in good faith to resolve any issues that arise and are not addressed in this Addendum.
9. Non-Discrimination. During the term of this Addendum, the parties agree to abide by the provisions of Executive Order 11246 on non-discrimination and will not discriminate against any person because of race, color, religion, sex or national origin. The parties will take affirmative action to ensure that perspective employees are employed without regard to their race, color, religion, sex or national origin. It is further agreed that the parties shall comply and shall require their contractors and consultants to comply with the regulations for COMPLIANCE WITH TITLE VI OF THE CIVIL RIGHTS ACT OF 1964, as amended, and 23 CFR 200.
10. Awards of Contract. The parties agree that in any contracts to be developed and awarded pursuant to this Addendum and all work and procedures relating to said contracts shall, at all times, conform to the applicable Federal and State of Georgia laws, rules, regulations, orders and approvals, including specifically procedures and requirements relating to labor standards, equal employment opportunity, non-discrimination and compliance with the Americans with Disabilities Act.
- 11 Miscellaneous.

Assignment. Without the express written consent of the other parties, no party may assign, in whole or in part, any of its rights and obligations hereunder to any other party.

No Third-Party Beneficiaries. Nothing herein shall be construed as conferring upon or giving to any person or entity, other than the parties hereto, any rights or benefit under or by reason of this Addendum.

Notices. It shall be sufficient service or any notice, approval, consent, request, complaint, demand or other communication if the same shall be delivered or mailed by first class registered or certified mail, return receipt requested, or by facsimile transmission immediately followed by a telephone call to confirm receipt, and addressed as follows:

If to the DEPARTMENT:

Georgia Department of Transportation
No. 2 Capital Square
Atlanta, Georgia 30334
Attention: J. Tom Coleman, Jr., Commissioner
(404) 656-5206
(404) 657-8389 Fax

If to the COUNTY: Cobb County Department of Transportation
1890 County Services Parkway
Marietta, Georgia 30008
Attention: David E. Montanye, Director
(770) 528-1645
(770) 528-1611 Fax

The date upon which such notice is delivered will be deemed the date of receipt thereof. The persons listed above may, by notice given hereunder, designate any further or different addresses to which subsequent notices, approvals, consents, requests, complaints, demands or other communications shall be sent or persons to whose attention the same shall be directed.

Governing Law. This Addendum shall be governed by and interpreted in accordance with the laws of the State of Georgia.

Headings. The section and paragraph headings contained in this Addendum are for reference purposes only and shall not affect the meaning or interpretation of this Addendum.

No Waivers. No failure of a party to exercise any power given such party hereunder or to insist upon strict compliance by the other to its obligation hereunder, and no custom or practice of the parties in variance with the terms hereof, shall constitute a waiver of any rights of a party to demand exact compliance with the terms hereof.

Severability. If any provision of this Addendum, or any portion thereof, should be ruled void, invalid, unenforceable or contrary to public policy by any court of competent jurisdiction, then any remaining portion of such provision and all other provisions of this Addendum shall survive and be applied, and any invalid or unenforceable portion shall be construed or reformed to preserve as much of the original words, terms, purpose and intent as shall be permitted by law.

Interpretation. Should any provision of this Addendum require judicial interpretation, it is agreed and stipulated by and between the parties hereto that the court interpreting or construing the same shall not apply a presumption that the terms, conditions and provisions hereof shall be more strictly construed against one party by reason of the rule of construction that an instrument is to be construed more strictly against the party who prepared the same.

Time of the Essence. Time is of the essence in this Addendum and with respect to each and every provision herein.

[SIGNATURES ON FOLLOWING PAGE]

IN WITNESS WHEREOF, the DEPARTMENT and the COUNTY have hereunto executed this Addendum and affixed their seal through their duly authorized representatives, who have been first authorized to do so, on the day and year first above specified.

COBB COUNTY

By: [Signature]
Name: Samuel S. Olens
Title: Chairman, Board of Commissioners

APPROVED AS TO FORM:

By: [Signature]

Attest: [Signature]
Name: Sandra S. Richards
Title: Deputy County Clerk

APPROVED PER MINUTES:

By: [Signature]

APPROVED
PER MINUTES OF
COBB COUNTY
BOARD OF COMMISSIONERS

9/9/03

(SEAL)



DEPARTMENT OF
TRANSPORTATION,
STATE OF GEORGIA

By: [Signature]
Name: David A. Kinnick
Title: Commissioner

APPROVED AS TO FORM:

By: [Signature]

ACKNOWLEDGED AND CONSENTED TO BY:

STATE ROAD AND
TOLLWAY AUTHORITY

By: [Signature]
Name: [Signature]
Title: [Signature]

GEORGIA REGIONAL
TRANSPORTATION
AUTHORITY

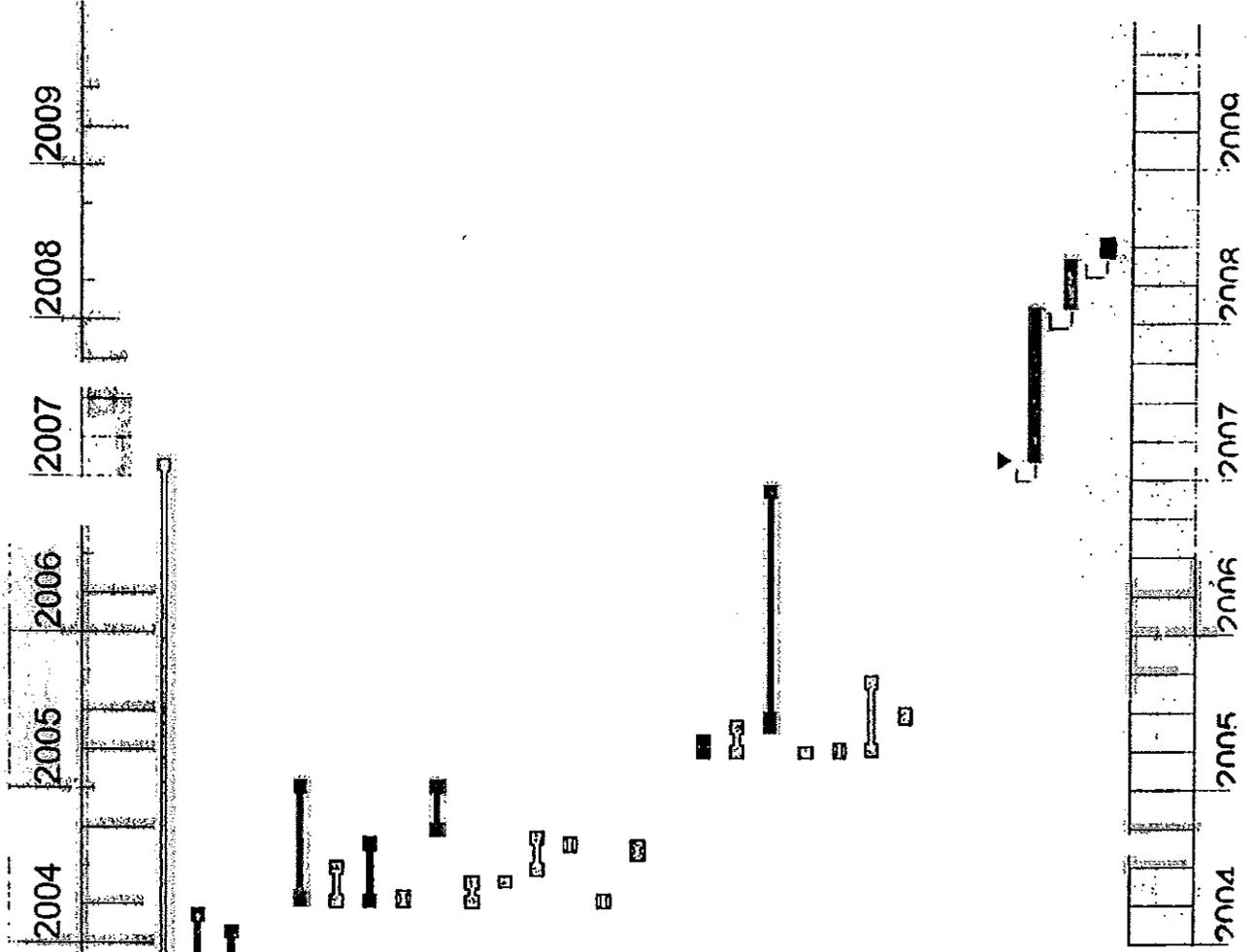
By: [Signature]
Name: Susan L. Smith
Title: Gen. Dir.

Schedule A

County	Proj Id	Description	Activity Description	Sched Finish
COBB	0004403	SR 120 AT SR 120 LOOP (EAST)	PE Funding Authorization	Completed
			Environmental Approval Complete	18-Jan-2005
			Let Contract	12-Feb-2007
			Construction 75% Complete	7-Feb-2008
			Construction 100% Complete	6-Jun-2008
			Construction Final Payment	21-Jul-2008

Project: 0004403(0)

SR 120 AT SR 120 LOOP (EAST)



Activity Name	Description	scheduled start date	scheduled finish date
00000	Project	01Jul03	12Feb07
00200	Concept Development	25Aug03	22Mar04
00300	Define Project Concept	26Aug03	10Feb04
09000	Public Information Meeting	23Mar04	30Mar04
10000	Environmental Approval	23Mar04	18Jan05
11000	Ecology	24Mar04	13Jul04
12000	History/Archaeology	24Mar04	07Sep04
13000	Noise/Air	24Mar04	04May04
15000	NEPA	08Sep04	18Jan05
20000	Database Preparation	23Mar04	08Jun04
20450	Field Surveys/SDE	12May04	08Jun04
20700	Preliminary Plans	09Jun04	21Sep04
22000	Preliminary Bridge Design	04Aug04	07Sep04
28000	Underground Storage Tanks	23Mar04	27Apr04
30000	404 Permit Obtainment	14Jul04	31Aug04
40200	PFPR Inspection	26Jan05	27Jan05
50000	RAW Plans	11Mar05	04May05
60000	Location and Design Approval	11Mar05	07Jun05
70000	RAW Acquisition	05May05	14Dec06
80100	Soil Survey	11Mar05	08Apr05
80700	Bridge Foundation Investigation	1Mar05	15Apr05
81300	Final Design	16Mar05	21Sep05
82400	Final Bridge Plans Preparation	30May05	08Jul05
90200	FFPR Inspection	29Sep05	30Sep05
95100	Final Plans Submission	11Nov05	17Nov05
95800	Let Contract	12Feb07	12Feb07
99300	Construction 75% Complete	13Feb07	07Feb08
99400	Construction 100% Complete	08Feb08	06Jun08
99500	Construction Final Payment	07Jun08	21Jul08

Schedule B

Requisition Form

As the _____ of the COUNTY, I hereby certify that an obligation in the stated amount has been incurred by the COUNTY for the PROJECT, as defined in that certain Local Government Project Agreement dated _____, as amended by Addendum to Local Government Project Agreement (Arterial Road Project) dated _____ (as amended, the "LGPA"), as follows:

[specify the purpose and circumstances of such obligation in reasonable detail],

that a bill or statement of amount for such obligation or a copy thereof is on file with the COUNTY, that such obligation has been paid by the COUNTY, and, has not been the subject of a previous requisition, and [is] [is not] in compliance with the Sources and Uses of Funds Schedule (as defined in the LGPA). *[If not in compliance, specify the variances here:*

_____]

I oversee systems to discover errors, if any, in the information described in the foregoing sentence, and upon any such discovery will submit a corrective requisition posthaste.

Name: _____

Title: _____

Date: _____

**ALLOCATIONS
CASH FLOW SCHEDULE C**

Projected Cash Flow by Month

For Project Number

0004403

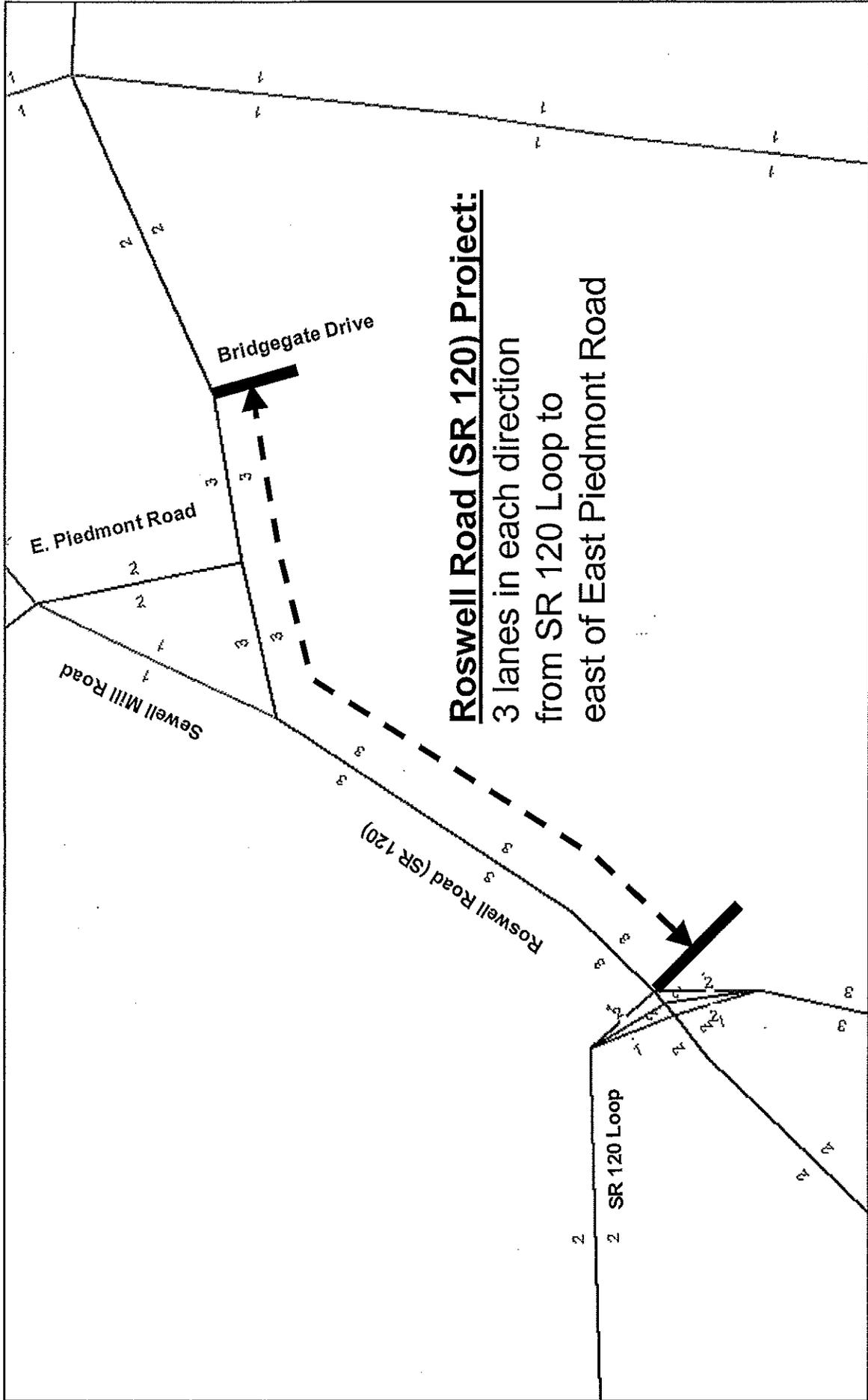
FOR FUNDCODE

LGPA

Report Date: August 15, 2003

Month	Year	PI#	Pe Amount	ROW Amount	Cst Amount	Total
November	2003	0004403	\$52,500.00	\$0.00	\$0.00	\$52,500.00
December	2003	0004403	\$52,500.00	\$0.00	\$0.00	\$52,500.00
Total for Year:	2003		\$105,000.00	\$0.00	\$0.00	\$105,000.00
January	2004	0004403	\$52,500.00	\$0.00	\$0.00	\$52,500.00
February	2004	0004403	\$52,500.00	\$0.00	\$0.00	\$52,500.00
March	2004	0004403	\$11,666.67	\$0.00	\$0.00	\$11,666.67
April	2004	0004403	\$11,666.67	\$0.00	\$0.00	\$11,666.67
May	2004	0004403	\$11,666.67	\$0.00	\$0.00	\$11,666.67
June	2004	0004403	\$11,666.67	\$0.00	\$0.00	\$11,666.67
July	2004	0004403	\$11,666.67	\$0.00	\$0.00	\$11,666.67
August	2004	0004403	\$11,666.67	\$0.00	\$0.00	\$11,666.67
September	2004	0004403	\$11,666.67	\$0.00	\$0.00	\$11,666.67
October	2004	0004403	\$11,666.67	\$0.00	\$0.00	\$11,666.67
November	2004	0004403	\$11,666.67	\$0.00	\$0.00	\$11,666.67
December	2004	0004403	\$11,666.67	\$0.00	\$0.00	\$11,666.67
Total for Year:	2004		\$221,866.67	\$0.00	\$0.00	\$221,866.67
January	2005	0004403	\$11,666.67	\$0.00	\$0.00	\$11,666.67
February	2005	0004403	\$11,666.67	\$0.00	\$0.00	\$11,666.67
March	2005	0004403	\$11,666.67	\$0.00	\$0.00	\$11,666.67
April	2005	0004403	\$11,666.67	\$7,000.00	\$0.00	\$18,666.67
May	2005	0004403	\$11,666.67	\$7,000.00	\$0.00	\$18,666.67
June	2005	0004403	\$52,500.00	\$7,000.00	\$0.00	\$59,500.00
July	2005	0004403	\$52,500.00	\$7,000.00	\$0.00	\$59,500.00
August	2005	0004403	\$3,500.00	\$7,000.00	\$0.00	\$10,500.00
September	2005	0004403	\$3,500.00	\$46,666.67	\$0.00	\$50,166.67
October	2005	0004403	\$3,500.00	\$46,666.67	\$0.00	\$50,166.67
November	2005	0004403	\$3,500.00	\$46,666.67	\$0.00	\$50,166.67
December	2005	0004403	\$3,500.00	\$46,666.67	\$0.00	\$50,166.67
Total for Year:	2005		\$180,833.33	\$221,666.67	\$0.00	\$402,500.00
January	2006	0004403	\$3,500.00	\$46,666.67	\$0.00	\$50,166.67
February	2006	0004403	\$3,500.00	\$46,666.67	\$0.00	\$50,166.67
March	2006	0004403	\$3,500.00	\$46,666.67	\$0.00	\$50,166.67
April	2006	0004403	\$3,500.00	\$46,666.67	\$0.00	\$50,166.67
May	2006	0004403	\$3,500.00	\$46,666.67	\$0.00	\$50,166.67
June	2006	0004403	\$14,000.00	\$42,000.00	\$0.00	\$56,000.00
July	2006	0004403	\$14,000.00	\$42,000.00	\$0.00	\$56,000.00
August	2006	0004403	\$14,000.00	\$42,000.00	\$0.00	\$56,000.00
September	2006	0004403	\$14,000.00	\$42,000.00	\$0.00	\$56,000.00
October	2006	0004403	\$14,000.00	\$42,000.00	\$0.00	\$56,000.00
Total for Year:	2006		\$172,500.00	\$457,333.33	\$0.00	\$579,833.33
November	2006	0004403	\$17,500.00	\$7,000.00	\$0.00	\$24,500.00
December	2006	0004403	\$17,500.00	\$7,000.00	\$0.00	\$24,500.00
Total for Year:	2006		\$122,500.00	\$457,333.33	\$0.00	\$579,833.33
January	2007	0004403	\$23,333.33	\$7,000.00	\$0.00	\$30,333.33
February	2007	0004403	\$23,333.33	\$7,000.00	\$0.00	\$30,333.33
March	2007	0004403	\$23,333.33	\$7,000.00	\$0.00	\$30,333.33
April	2007	0004403	\$0.00	\$0.00	\$0.00	\$0.00

Month	Year	PI#	Pe Amount	ROW Amount	Cst Amount	Total
May	2007	0004403	\$0.00	\$0.00	\$392,000.00	\$392,000.00
June	2007	0004403	\$0.00	\$0.00	\$392,000.00	\$392,000.00
July	2007	0004403	\$0.00	\$0.00	\$392,000.00	\$392,000.00
August	2007	0004403	\$0.00	\$0.00	\$392,000.00	\$392,000.00
September	2007	0004403	\$0.00	\$0.00	\$392,000.00	\$392,000.00
October	2007	0004403	\$0.00	\$0.00	\$392,000.00	\$392,000.00
November	2007	0004403	\$0.00	\$0.00	\$392,000.00	\$392,000.00
December	2007	0004403	\$0.00	\$0.00	\$392,000.00	\$392,000.00
Total for Year:	2007		\$70,000.00	\$21,000.00	\$3,136,000.00	\$3,227,000.00
January	2008	0004403	\$0.00	\$0.00	\$392,000.00	\$392,000.00
February	2008	0004403	\$0.00	\$0.00	\$345,333.33	\$345,333.33
March	2008	0004403	\$0.00	\$0.00	\$345,333.33	\$345,333.33
April	2008	0004403	\$0.00	\$0.00	\$345,333.33	\$345,333.33
May	2008	0004403	\$0.00	\$0.00	\$345,333.33	\$345,333.33
June	2008	0004403	\$0.00	\$0.00	\$345,333.33	\$345,333.33
July	2008	0004403	\$0.00	\$0.00	\$345,333.33	\$345,333.33
Total for Year:	2008		\$0.00	\$0.00	\$2,484,000.00	\$2,484,000.00
Total \$ for the Fundcode:			\$700,000.00	\$700,000.00	\$5,600,000.00	\$7,000,000.00



Roswell Road (SR 120) Project:

3 lanes in each direction
 from SR 120 Loop to
 east of East Piedmont Road

2030 ARC Model – Number of Lanes