

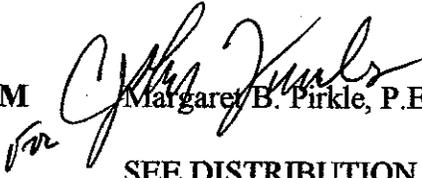
D.O.T. 66

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE STP-0004-00(446) Cobb County **OFFICE** Preconstruction
P. I. No. 0004446

DATE March 1, 2004

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

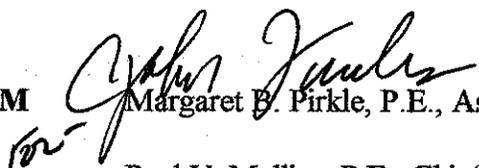
DISTRIBUTION:

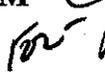
David Mulling
Harvey Keeper
Jerry Hobbs
Percy Middlebrooks
Michael Henry
Phillip Allen
Joe Palladi (file copy)
Paul Liles
Brent Story
Buddy Gratton
BOARD MEMBER

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE STP-0004-00(446) Cobb County **OFFICE** Preconstruction
P.I. No. 0004446 **DATE** January 28, 2004

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 realignment and reconstruction of the existing Lewis Road Corridor in the City of Powder Springs. The project limits are from the existing intersection of C. H. James Parkway at Oglesby Road to Marietta Street near the city government complex and town square in Powder Springs. The total project length is 1.30 miles. The Lewis Road project will incorporate infrastructure improvements to an existing two lane roadway that is currently in need of several modifications to provide a safe, attractive, and community-friendly corridor, which will ultimately provide a much needed alternative entrance to the City of Powder Springs. The project will address the undesirable geometry along Lewis Road, replace a deficient bridge over Powder Springs Creek, eliminate a dangerous at-grade railroad crossing, and incorporate alternative transportation elements. The projected traffic along this corridor is 5,660 VPD in the base year 2006 and 14,000 VPD in the design year 2026.

The construction proposes to reconstruct and realign Lewis Road from C. H. James Parkway to Marietta Street to create a gateway entrance to the historic town center. The proposed roadway will consist of one 12' lane in each direction with a 20' raised median, 4' bicycle lanes in each direction, 30" curb and gutter, grassed shoulders, 12' multi-use trail on the west side and a 7' sidewalk on the east side. Other improvements will include a grade-separated crossing over Norfolk Southern Railroad, a replacement bridge over Powder Springs Creek, landscaped median, pedestrian lighting, and street furniture. North of the proposed railroad bridge, Lewis Road will be on new alignment, proceeding northeast toward the proposed South Square Redevelopment Area as a split alignment of one-way pairs. The project will end at Marietta Street, with the northbound intersection being coincident to the existing intersection of Oakview Drive, and the southbound intersection being an improvement of Murry Street. Traffic will be staged to maintain traffic during construction (portion north of the railroad), and the partial new alignment section will be closed except for local traffic.

Paul V. Mullins

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STP-0004-00(446) Cobb

January 28, 2004

Environmental concerns include requiring a COE 404 Permit; an Environmental Assessment will be prepared; environmental justices issues at Butler Street neighborhood; historic resources; a public hearing will be held; time saving procedures are not appropriate.

The estimated costs for this project are:

	<u>PROPOSED</u>	<u>APPROVED</u>	<u>PROG DATE</u>	<u>LET DATE</u>
Construction (includes E&C and inflation)	\$12,525,000	\$12,525,000	2005	2005
Right-of-Way & Utilities	Local	Local		

*City of Powder Springs signed PMA on 12-3-03 for right-of-way, utilities, and 20% of PE and construction.

The overall corridor of the improved Lewis Road will serve as a southern gateway and entrance route into the heart of Powder Springs. I recommend this project concept be approved.

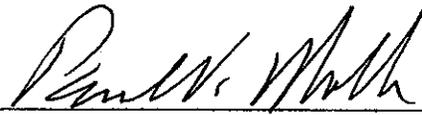
MBP:JDQ/cj

Attachment

CONCUR


Thomas L. Turner, P.E., Director of Preconstruction

APPROVE


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

SCORING RESULTS AS PER MOG 2440-2

Project Number: STP-0004-00(446)		County: Cobb		PI No.: 0004446	
Report Date: December 8, 2003		Concept By: DOT Office: District 7			
<input checked="" type="checkbox"/> Concept Stage		Consultant: W. K. Dickson & Co.			
Project Type: Choose One From Each Column		<input type="checkbox"/> Major <input checked="" 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 type="checkbox"/> Interchange Reconstruction <input type="checkbox"/> Intersection Improvement <input type="checkbox"/> Interstate <input type="checkbox"/> New Location <input checked="" 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				

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

INTERDEPARTMENTAL CORRESPONDENCE

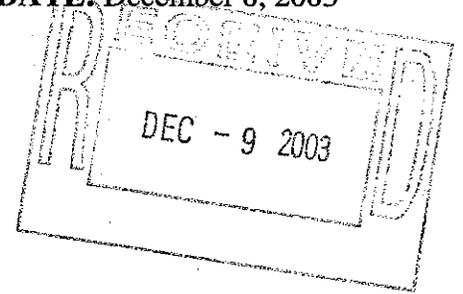
FILE: STP-0004-00(446), Cobb County
Lewis Road Realignment
City of Powder Springs
P.I. No. 0004446

OFFICE: Chamblee\Metro

DATE: December 8, 2003

FROM: Buddy Gratton, Metro District Engineer

TO: Meg Pirkle, Assistant Director of Preconstruction



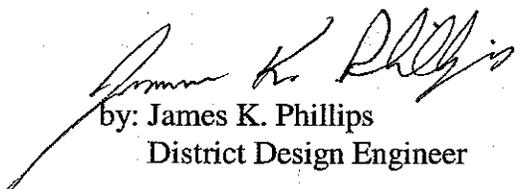
SUBJECT: PROJECT CONCEPT REPORT

Attached is the original Concept Report for your further handling for approval in accordance with the Plan Development Process.

By copy of this letter, additional copies are being distributed to the list of names below for review and comment. Please return signed cover sheet and any comments to Meg Pirkle for further processing.

If you have any questions concerning this report, please contact Key Phillips of this office at (770) 986-1050.

BG\JKP\rlm


by: James K. Phillips
District Design Engineer

Attachment

cc: Joe Palladi, w/attachment
Harvey Keepler, w/attachment
Phillip Allen, w/attachment
Paul Liles, w/attachment
Percy Middlebrooks, w/attachment
David Mulling, w/attachment
Jerry Harris, MAAI, w/attachment
File

DEPARTMENT OF TRANSPORTATION

STATE OF GEORGIA

PROJECT CONCEPT REPORT

Project Number: STP-0004-00 (446)

County: Cobb County

P. I. Number: 0004446

Federal Route No.: n/a

State Route No.: n/a

LEWIS ROAD REALIGNMENT

Recommendation for approval:

DATE 12/08/03

B. J. R. L.

Project Manager

DATE 12/08/03

Buddy Gatter BGC

District Engineer

This project concept is contained in the Regional Transportation Plan (RTP) and/ or in the State Transportation Improvement Program (STIP).

Date _____

State Transportation Planning Administrator

Date _____

Office of Financial Management Administrator

Date _____

State Environmental/ Location Engineer

Date _____

State Traffic Safety and Design Engineer

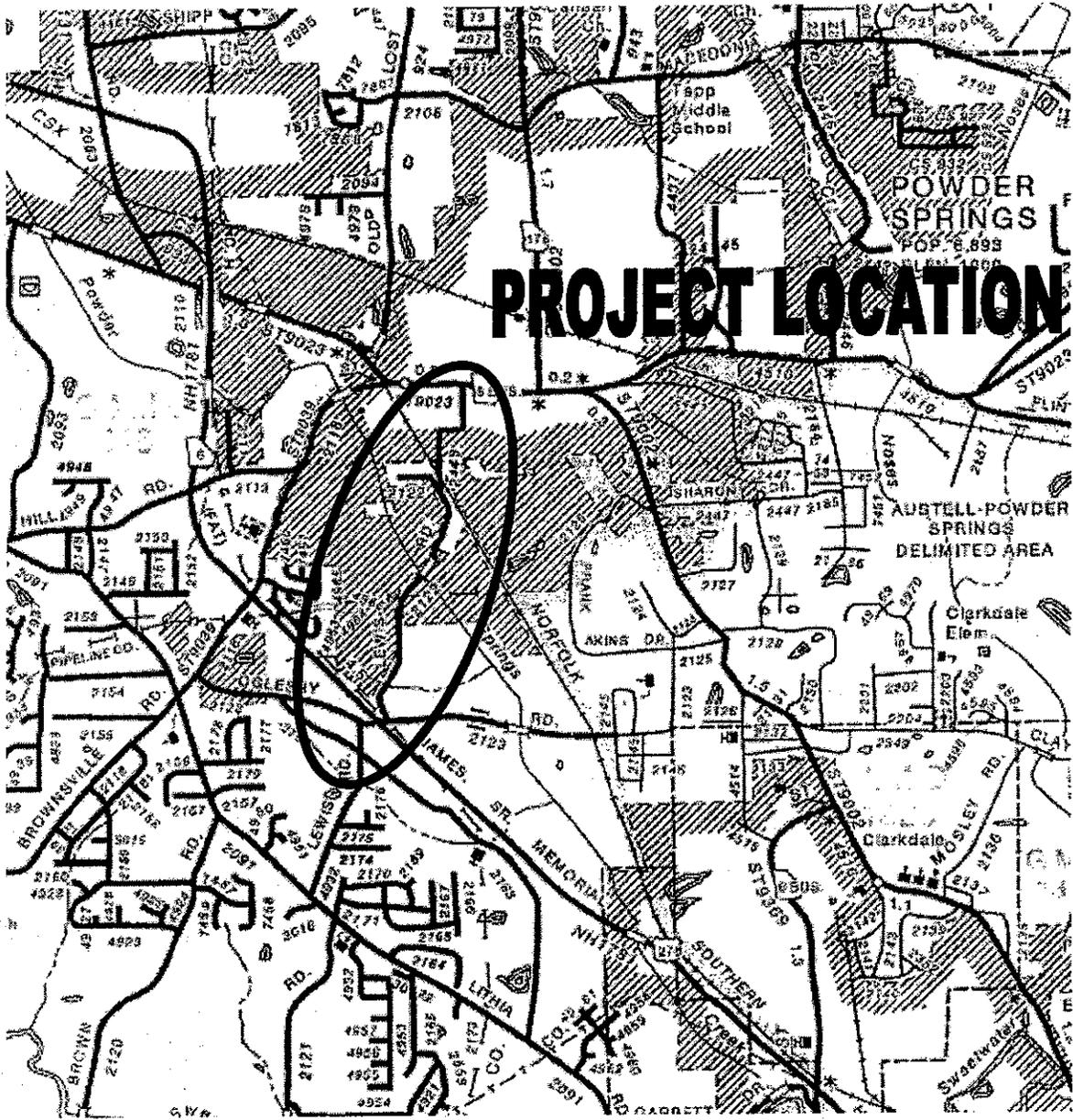
Date _____

State Bridge and Structural Design Engineer

Date _____

Project Review Engineer

Project Concept Report page 2
Project Number: STP-0004-00 (446)
P. I. Number: 0004446
County: Cobb County



SCALE: 1" = 3000'

LOCATION MAP
PROJECT: STP-0004-00 (446)
PI No.: 0004446

Project Concept Report page 3
Project Number: STP-0004-00 (446)
P. I. Number: 0004446
County: Cobb County

Description: Lewis Road / CR 2122 from C.H. James Parkway / S.R. 6 to Marietta Street in Powder Springs

NEED AND PURPOSE
PROJECT STP-0004-00 (446), COBB COUNTY
PI No. 0004446, ARC ID: CO 312B

The Lewis Road project will incorporate infrastructure improvements to an existing two-lane roadway that is currently in need of several modifications in order to provide a safe, attractive, and community-friendly corridor, which will ultimately provide a much needed alternative entrance to the City of Powder Springs.

- The project will address an undesirable geometry at the existing C.H. James Parkway / Oglesby Road / Lewis Road intersection by realigning Oglesby Road to intersect with a realigned Lewis Road about 450 feet from C.H. James Parkway.
- The project will replace a deficient bridge over Powder Springs Creek with a new bridge which meets GDOT and FEMA hydraulic and structural requirements.
- The project will eliminate a dangerous at-grade railroad crossing of Lewis Road at Norfolk Southern Railroad by providing a new overpass at this location.
- A relocation of the intersection of Long Street with Lewis Road will be provided to maintain access to existing residences west of the railroad, and an extension of Long Street, parallel to Norfolk Southern Railroad, into Powder Springs Park will provide more convenient access from areas south of the park.
- The project will also incorporate alternative transportation elements with the addition of bicycle lanes, multi-use trail, and sidewalks.
- The improvements will also include a gateway entrance feature, together with landscaped median and shoulders, which will promote its use as the southern entrance into Powder Springs, and encourage the development of underutilized properties along the corridor.
- The project will terminate north of the overpass, splitting into one-way pairs which ultimately line up across from Oakview and Pineview Drives on Marietta Street, providing improved access to the Powder Springs North Square, and opportunity for enhanced circulation within the downtown commercial district.
- The one-way pairs will have cross-street connections at Atlanta Street and a new cross street located near the existing intersection of Murray Street and Lindley Lane. These cross streets will provide two-way access between the northbound and southbound Lewis Road split alignment, enhancing circulation within the south square area.

Description of the proposed project: *The proposed project will be a realignment and reconstruction of the existing Lewis Road corridor located in the City of Powder Springs in Cobb County. The project limits are from the existing intersection of C.H. James Parkway at Oglesby Road to Marietta Street near the city government complex and town square in Powder Springs. The proposed typical section will be an urban section with two twelve-foot lanes divided by a raised 20-foot median, four-foot bicycle lanes in each direction, a seven-foot sidewalk on the east side, and a 12-foot multi-use trail on the west side. The proposed right-of-way will be 100' minimum, and the total length of the project is 1.3 miles.*

Concept Report page 4
Project Number: STP-0004-00 (446)
P. I. Number: 0004446
County: Cobb County

The projected traffic along this corridor is 5,660 ADT in the base year of 2006 and 14,000 ADT in the design year of 2026.

Existing

Lewis Road, to the east of C.H. James Parkway begins as a "T" intersection off of Oglesby Road. The existing Oglesby / Lewis Road intersection is a mere 125 feet east of the Oglesby Road / C.H. James Parkway, creating undesirable geometry and a potential safety hazard for vehicles attempting to negotiate the close proximity of the various turning movements.

Lewis Road continues northward through several undeveloped tracts and low density residential properties. It then crosses Powder Springs Creek over a substandard bridge, and continues northward toward an eventual at-grade crossing of Norfolk Southern Railroad. Lewis Road becomes Butner Street as it crosses Norfolk Southern, and Butner Street serves a residential area before ending at a "T" intersection with Atlanta Street. It is possible to access Marietta Street from the Butner Street / Atlanta Street area via several minor streets which include Lindley Avenue, Marchman Street, Broad Street and Murray Street. The area south of Marietta Street and north of Atlanta Street is made up of residential, commercial, and light industrial properties, and is currently being studied for potential improvements as the South Square Redevelopment Area. The area north of Marietta Street has been developed as the current town square and government center for the City of Powder Springs, along with several commercial and office spaces. This area currently suffers from poor accessibility from Marietta Street due to the heavy east-west traffic and no signalization to allow for safe turning movements into the town square.

Proposed

The overall corridor of the improved Lewis Road will serve as a southern gateway and entrance route into the heart of Powder Springs. The beginning of the project will be a realignment of the existing C.H. James Parkway / Oglesby Road / Lewis Road intersection. The east-west through movement will be changed from Oglesby Road to Lewis Road, and Oglesby Road will then be realigned to intersect northward on Lewis at a "T" intersection. A county access road will also be realigned to form a "T" intersection with the realigned Oglesby Road. The roadway will then go on new alignment along a curve to the left, eventually reconnecting back to existing Lewis Road. The improved facility will cross Powder Springs Creek over a new bridge, replacing the existing substandard structure. The proposed improvements will also include a grade separation bridge over Norfolk Southern Railroad eliminating the existing at-grade crossing at Lewis Road / Butner Street, just west of Powder Springs Elementary School. Currently, a majority of traffic entering and leaving Powder Springs from the south and west use the at-grade crossing at Brownsville Road. Long lines of traffic in both directions on Brownsville Road are common when trains block traffic. The new grade separation over the railroad will allow a safe, unrestricted crossing of the Norfolk Southern tracks, which are projected to incur a significant increase in train traffic due to the recent completion of the Norfolk Southern's intermodal facility just to the south in the city of Austell. Long Street, which runs parallel to the railroad and then westward, serves a residential area to the west of the project. Access to these residences will be provided by a new "T" intersection near the beginning of

Concept Report page 5
Project Number: STP-0004-00 (446)
P. I. Number: 0004446
County: Cobb County

the south approach of the proposed bridge over Norfolk Southern. Long Street will also be extended into Powder Springs Park, providing convenient access from areas to the south. North of the proposed railroad bridge, Lewis Road will be on new alignment, curving northwest through a residential area and then a light industrial area to the east of the railroad, and then proceed northeast toward the proposed South Square Redevelopment Area as a split alignment of one-way pairs. The project will end at Marietta Street, with the northbound intersection being coincident to the existing intersection of Oakview Drive, and the southbound intersection being an improvement of Murray Street, just across from Pineview Drive, which accesses the city government complex. The project will also include side-street intersections and the associated turn lanes and tapers at Marchman Street, Atlanta Street, and Butner Street. Also included is a two-lane roadway connecting existing Long Street with Powder Springs Park.

The logical termini for the project will be: to the south, C.H. James Parkway, where the existing intersection will be reconstructed with Lewis Road as the through movement to the northeast, and to the north, at Marietta Street where a split alignment of one-way pairs will end across from Pineview Drive and Oakview Drive.

Project Concept Report page 7
 Project Number: STP-0004-00 (446)
 P. I. Number: 0004446
 County: Cobb County

Proposed Design Features:

- Proposed typical section(s): *The proposed roadway will consist of one 12' lane in each direction with a 20' raised median, 4' bicycle lanes each direction, 30" curb and gutter, grassed shoulders, 12' multi-use trail on the west side, and a 7' sidewalk on the east side.*
- Proposed Design Speed Mainline 35 mph
- Proposed Maximum grade Mainline: 5.0% Maximum grade allowable: 6.5%
- Proposed Maximum grade Side Street: 5.0% Maximum grade allowable: N/A
- Proposed Maximum grade driveway: 15% Maximum grade allowable: 15%
- Proposed Maximum degree of curve: 12°15'00" Maximum degree allowable: 12°15'00"
- Right of Way
 - Width: Varies from 120 feet to 200 feet, minimum 12 feet from edge of pavement
 - Easements: Temporary (X), Permanent (X), Utility(X), Other().
 - Type of access control: Full(), Partial(), By Permit(X), Other().
 - Number of parcels: 40 Number of Displacements: 8
 - Residences: 4
 - Businesses: 4
- Structures:
 - Bridges: *The proposed bridge over Powder Springs Creek will be approximately 390' long and 73'-5" wide. The proposed bridge over Norfolk Southern Railroad will be 329' long and 62'-5" wide.*
 - Retaining walls:
- Major intersections and interchanges: *Reconstruction of eastern leg of C.H. James at Oglesby Road. Two new signalized intersections at Marietta St. at Pineview and Oakview Drives.*
- Traffic control during construction: *Partial new alignment facility, local traffic only south of railroad. Traffic at cross streets will be staged to maintain traffic during construction.*
- Design Exceptions to controlling criteria anticipated:

	<u>UNDETERMINED</u>	<u>YES</u>	<u>NO</u>
HORIZONTAL ALIGNMENT:	()	()	(X)
ROADWAY WIDTH:	()	()	(X)
SHOULDER WIDTH:	()	()	(X)
VERTICAL GRADES:	()	()	(X)
CROSS SLOPES:	()	()	(X)
STOPPING SIGHT DISTANCE:	()	()	(X)
SUPERELEVATION RATES:	()	()	(X)
HORIZONTAL CLEARANCE:	()	()	(X)
SPEED DESIGN:	()	()	(X)
VERTICAL CURVES:	()	()	(X)
BRIDGE WIDTH:	()	()	(X)
BRIDGE STRUCTURAL CAPACITY:	()	()	(X)

Project Concept Report page 8
Project Number: STP-0004-00 (446)
P. I. Number: 0004446
County: Cobb County

- Design Variances: *Median Opening Spacing for Oglesby Road Intersection*
- Environmental concerns: Wetlands impacts at Powder Springs Creek and tributary; Environmental Justice issues at Butner Street neighborhood; historic resources near Butner Street and Marietta Street residential and commercial areas.
- Level of environmental analysis: NEPA – Environmental Assessment/FONSI
 - Are Time Savings Procedures appropriate? Yes (), No (X)
 - Categorical exclusion Yes (), No (X)
 - Environmental Assessment/Finding of No Significant Impact Yes (X), No ()
 - Environmental Impact Statement (EIS): Yes (), No (X)
- Utility involvements:
 - Telephone: *Owner to be determined*
 - Power: *Owner to be determined*
 - Water/Sewer: *Owner to be determined*
 - Cable TV: *Owner to be determined*
 - Gas: *Owner to be determined*
 - Other: *Colonial Pipeline, Georgia Power Transmission*

Project Responsibilities:

- Design: *W.K. Dickson & Co., Inc.*
- Right of way acquisition: *City of Powder Springs*
- Relocation of utilities: *City of Powder Springs*
- Letting of contract: *GDOT*
- Providing material pits: *Contractor*
- Providing detours: *W.K. Dickson will provide on-site staging / detour plan*

Coordination

- Concept meeting date and brief summary: *Feb. 20, 2003 (See attached minutes)*
- P. A. R. meetings, dates and results: *Sept. 15, 2003 (See attached P.A.R. Report)*
- FEMA and/ or TVA: *In progress*
- Public involvement: *One-on-one contacts with Butner Street/Long Street residents (Oct.-Nov. 2001), Project Open House (Oct. 2001) Public Information Meeting (Nov. 2001)*
- Local government comments: *Locals to do PE, ROW and utilities*
- Other projects in the area: *Marietta Street Streetscape Project; STP-9023 (5)*
- Other coordination to date: *Coordination with Norfolk Southern Railroad, Colonial Pipeline, FHWA, GDOT Office of Environment / Location, Atlanta Regional Commission, Senator Steve Thompson.*

Scheduling – Responsible Parties' Estimate

- Time to complete the environmental process: 12 months
- Time to complete preliminary construction plans: 4 months
- Time to complete right of way plans: 2 months
- Time to complete the Section 404 Permit: 3 months
- Time to complete final construction plans: 6 months

Concept Report page 6
Project Number: STP-0004-00 (446)
P. I. Number: 0004446
County: Cobb County

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

PDP Classification: Major , Minor

PDP Designation: Full Oversight (), Exempt (), State Funded (), or Other ()

Functional Classification: *Urban Collector*

U. S. Route Number(s): N/A

State Route number(s): N/A

Traffic (AADT): Lewis Road / CR 2122

Current Year: (2006) 5,660 vpd

Design Year: (2026) 14,000 vpd

Existing design features:

- Typical Section: Two, 12' Lanes with grassed shoulders and ditches
- Posted Speed: 35 mph Maximum degree of curvature: N/A
- Maximum grade: 7.1% Mainline
- Width of right-of-way: 50'
- Major Structures:
 - 73' x 26' bridge over Powder Springs Creek*
 - Structure ID: 067-5225-0 Sufficiency Rating: 69.67*
- Major interchanges or intersections along the project: None
- Existing length of roadway segment: 1.33 miles
- Mile Post Reference: Begin M.P. 1.12; End M.P. 0.21 Lewis Road
Begin M.P. 0.48; End M.P. 0.00 Marietta Street

Project Concept Report page 9
Project Number: STP-0004-00 (446)
P. I. Number: 0004446
County: Cobb County

- Time to complete to purchase right of way: 18 months
- List other major items that will affect the project schedule: *None anticipated*

Other alternates considered:

Alternate 1 – *This alternate consists of more closely holding to the existing corridor north of the new overpass by widening Butner Street and continuing north to Marietta Street. This alternate was not chosen due to the significant impacts and displacements to residences along Butner Street.*

Alternate 2 – *This alternate consists of constructing the new railroad overpass at the existing at-grade crossing at Brownsville Road. This alternate was not chosen due to the major impacts to the western edge of the downtown business district caused by the eastern bridge approach.*

Alternate 3 – *This alternate consists of shifting the northbound one-way intersection to the west to avoid displacement of the commercial property at Marietta Street. This alternate was not chosen because of the creation of an undesirable offset intersection of Lewis Road across from Oakview Drive.*

Comments:

The Lewis Road Improvements Project is a roadway, bridge, bicycle and pedestrian project that proposes realignment of an existing 2-lane road from CH James Parkway to Marietta Street to create a gateway entrance directly to the historic town center. The enhanced road will include a grade-separated crossing over Norfolk Southern Railroad, a replacement bridge over Powder Springs Creek, on-road bike lanes, sidewalks, off-road path, landscaped median, pedestrian lighting and street furniture. Most importantly, the project will provide a safe crossing into downtown Powder Springs via the proposed bridge over Norfolk Southern Railroad. Additionally, the project will serve as an aesthetically pleasing, pedestrian and bicycle friendly corridor leading to downtown Powder Springs.

The project has been presented to the community during one-on-one meetings with citizens directly impacted in and around the Butner Street / Long Street neighborhoods, as well as at a Project Open House meeting, and a Public Information meeting. Coordination with utilities, Norfolk Southern Railroad, FHWA, GDOT, Powder Springs Elementary School, and other interested parties, has already occurred with mostly favorable feedback and will continue throughout the concept design.

Project Concept Report page 10
Project Number: STP-0004-00 (446)
P. I. Number: 0004446
County: Cobb County

Attachments:

1. Concept Cost Estimates,
2. Traffic Diagrams,
3. Typical sections,
4. Bridge Inventory
5. Public Involvement Summary
6. Concept Team Meeting minutes
7. Location and Design Approval
8. PAR Report
9. Project Concept Map

Approvals, _____ :

Concur: _____

Director of Preconstruction

Approve: _____

Chief Engineer

12/12/2003
[Handwritten signature]

CONCEPT COST ESTIMATES

Project Name: Lewis Road Project
Project No: STP-0004-00 (446)
PI No. 0004446

Project Description: Widening and reconstruction Lewis Road from C.H. James Parkway to Marietta Street
Project length: 1.4 miles

Typical Section: 2 lane 20' raised MED., 5' bike lanes each side, sidewalk, multi-use trail.

PROJECT COSTS

A. RIGHT-OF-WAY					\$2,000,000
B. REIMBURSABLE UTILITIES					
1. RAILROAD				\$150,000	
2. TRANSMISSION LINES				\$250,000	
3. SERVICES				\$20,000	
				SUBTOTAL	\$420,000
C. MAJOR STRUCTURES					
1. BRIDGE CROSSINGS					
BRIDGE 1(REPLACE EXIST. BRIDGE @ POWDER SPRINGS CK.)					
	25,740	SF @	\$88.57 / SF		\$2,279,792
BRIDGE 2 (NEW BRIDGE OVER NORFOLK SOUTHERN R.R.)					
	20,521	SF @	\$75.00 / SF		\$1,539,075
2. BOX CULVERTS					
	210	CY @	\$420.00 / CY		\$88,200
				SUBTOTAL	\$3,907,067
D. GRADING AND DRAINAGE					
1. EARTHWORK					
	295,350	CY @	\$4.40 / CY		\$1,299,540
2. DRAINAGE					
a. MINOR DRAINAGE					
	5,600	LF @	\$55.00 / LF		\$308,000
b. CURB AND GUTTER					
	32,000 LF @ \$12.00	32,000	LF @	\$12.00 / LF	\$384,000
				SUBTOTAL	\$1,991,540
E. BASE AND PAVING					
1. GAB					
	25,000	TN @	\$14.87 / TN		\$371,750
2. ASPHALT PAVING					
12.5 mm SUPERPAVE	3,100	TN @	\$42.09 / TN		\$130,479
19 mm SUPERPAVE	4,100	TN @	\$37.41 / TN		\$153,381
25 mm SUPERPAVE	4,940	TN @	\$34.54 / TN		\$170,628
3. SIDEWALK & MULTI-USE TRAIL					
a. 4" CONC. S/W	3,478	SY @	\$36.03 / SY		\$125,312
b. 6" CONC. TRAIL	10,500	SY @	\$67.00 / SY		\$703,500
				SUBTOTAL	\$1,655,050
F. LUMP SUM ITEMS					

1. TRAFFIC CONTROL				\$180,000	
2. CLEARING AND GRUBBING				\$200,000	
3. LANDSCAPING				\$1,108,400	
4. EROSION CONTROL				\$250,000	
					SUBTOTAL
					\$1,738,400

G. MISCELLANEOUS					
1. SIGNING/MARKING					
1.4	MI @	\$30,000.00	/ MI		\$42,000
2. SIGNALIZATION					
3	EA @	\$40,000.00	/ EA		\$120,000
3. GUARDRAIL					
6,000	LF @	\$14.00	/ LF		\$84,000
					SUBTOTAL
					\$246,000

H. SPECIAL FEATURES					
1. 12" Water line	1.4	MI @	\$200,000.00	/ MI	\$280,000
2. 8" sewer line	0.7	MI @	\$300,000.00	/ MI	\$210,000
3. Wetlands Mitigation			\$300,000.00		\$300,000
					SUBTOTAL
					\$790,000

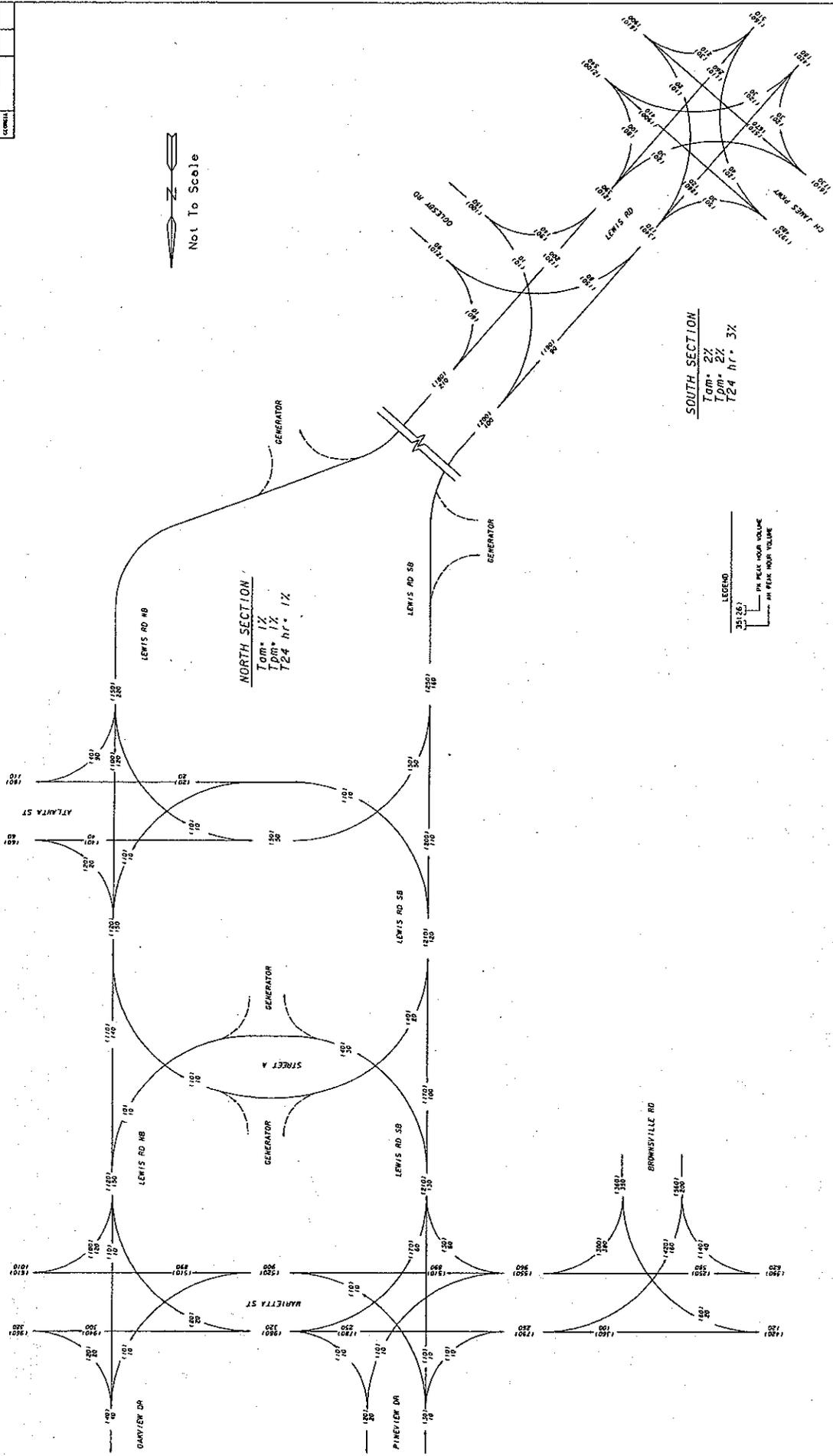
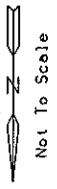
ESTIMATE SUMMARY

A. RIGHT OF WAY					\$2,000,000
B. REIMBURSABLE UTILITIES					\$420,000

CONSTRUCTION COST SUMMARY

C. MAJOR STRUCTURES					\$3,907,067
D. GRADING AND DRAINAGE					\$1,991,540
E. BASE AND PAVING					\$1,655,050
F. LUMP SUM ITEMS					\$1,738,400
G. MISCELLANEOUS					\$246,000
H. SPECIAL FEATURES					\$790,000
					SUBTOTAL CONSTRUCTION COST
					\$10,328,057
					INFLATION (2 YRS. @ 5% /YR)
					\$1,058,626
					E. & C. (10%)
					\$1,138,668
					TOTAL CONSTRUCTION COST
					\$12,525,351
					GRAND TOTAL PROJECT COST
					\$14,945,351
					(w/ ROW & UTILITIES)

STATE	PROJECT NUMBER	SHEET NUMBER	TOTAL SHEETS
GEORGIA			



NORTH SECTION
 Tam = 1%
 Tpm = 1%
 T24 hr = 1%

SOUTH SECTION
 Tam = 2%
 Tpm = 2%
 T24 hr = 3%

LEGEND
 351.26' \square PM PEAK HOUR VOLUME
 351.26' \square AM PEAK HOUR VOLUME

REVISIONS	DATE	BY	DESCRIPTION

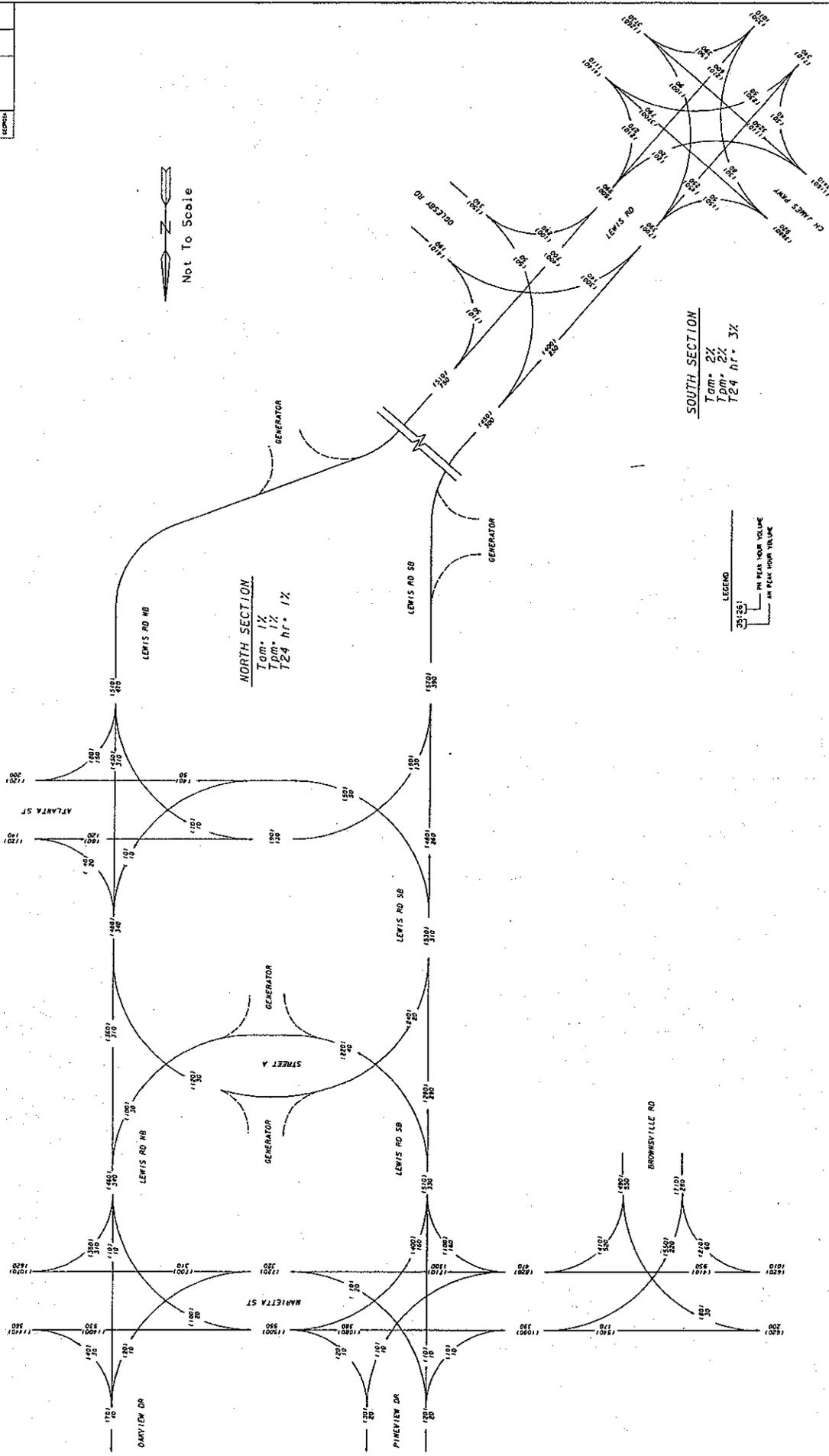
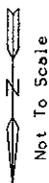
DATE OF DRAFTING: 1/13/03
 DRAWN BY: WENDY S. VICKMAN, P.E.

W WILKINSON & ASSOCIATES, INC.
 3500 DARTMOUTH PARKWAY
 NORTWELL, GA 30062
 (770) 427-8888

Wilkinson & Associates
 INCORPORATED
 100 S. W. 10th St., Suite 100
 Ft. Lauderdale, FL 33304

PROJECT: LEWIS ROAD CONNECTOR
 YEAR: 2006

STATE	PROJECT NUMBER	SHEET NUMBER	TOTAL SHEETS
GEORGIA			



NORTH SECTION
 TDM = 1%
 TDM = 1%
 T24 hr = 1%

SOUTH SECTION
 TDM = 2%
 TDM = 2%
 T24 hr = 3%

LEGEND
 ———— IN PEAK HOUR VOLUME
 - - - - - IN AVERAGE PEAK HOUR VOLUME

DESIGN HOUR VOLUMES (DHV)
 YEAR 2026

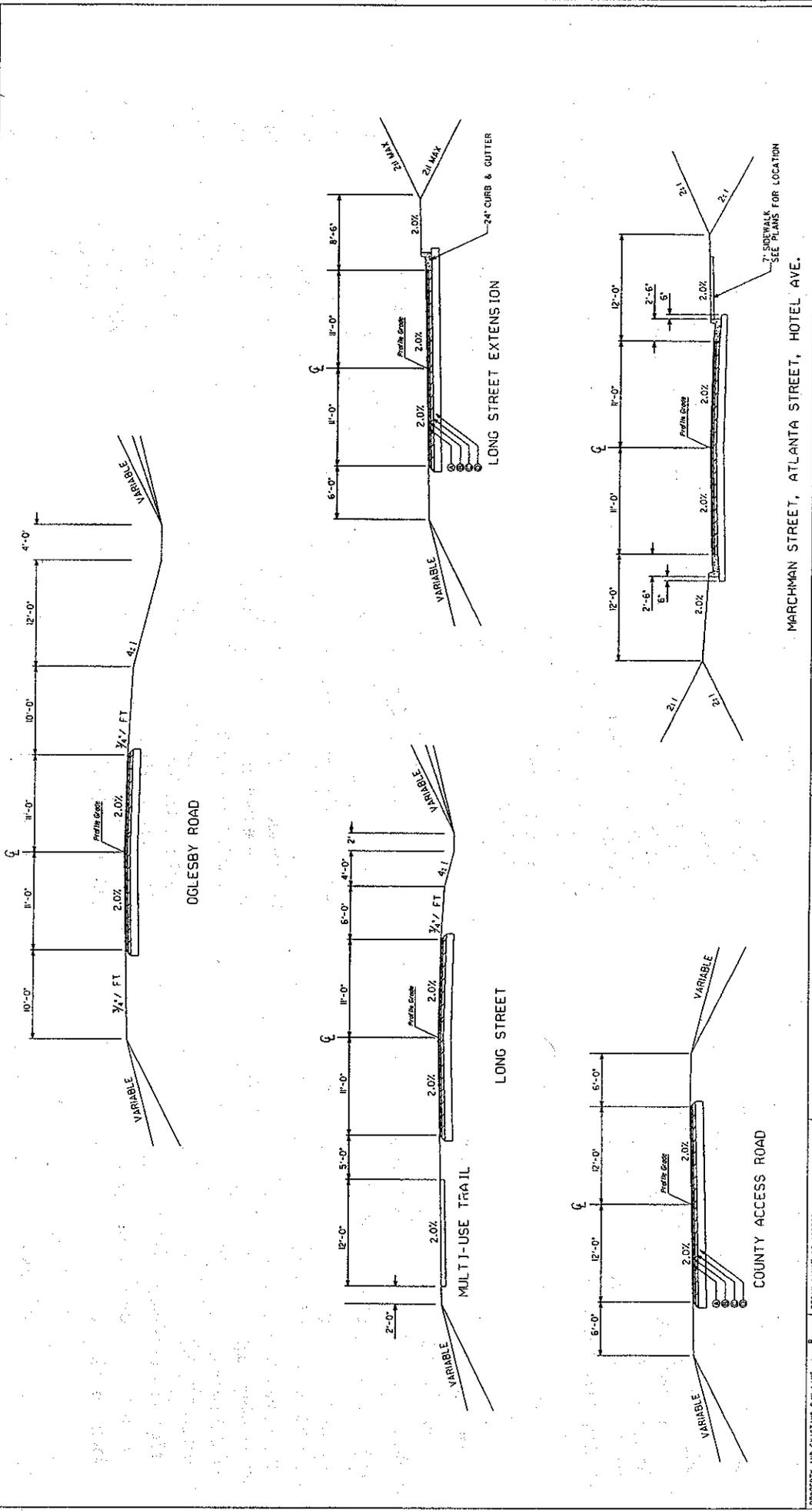
LEWIS ROAD CONNECTOR

DATE OF MAJOR
 1/13/03

WALSTON & ASSOCIATES, INC.
 1100 Peachtree St. N.E.
 Atlanta, GA 30309
 (404) 525-8888

NO.	DATE	DESCRIPTION	BY	CHK

STATE	PROJECT NUMBER	SHEET TOTAL
G.A.	STP-0004-00 (446)	NO. SHEETS



PROPERTY AND EXISTING ROW LINE REQUIRED ROW LINE CONSTRUCTION LIMITS EASEMENT FOR CONSTR & MAINTENANCE OF SLOPES EASEMENT FOR CONSTR OF DRIVES	BEGIN LIMIT OF ACCESS END LIMIT OF ACCESS LIMIT OF ACCESS ROW AND LIMIT OF ACCESS	BIA ELA ELA ELA	W.K. DICKSON ENGINEERS 1000 N. W. 10th St. Ft. Lauderdale, FL 33304 Phone: 561-533-1111 Fax: 561-533-1112 Website: www.wkdickson.com	DATE REVISIONS DATE REVISIONS	GEORGIA DEPARTMENT OF TRANSPORTATION TYPICAL SECTION PROJECT: LEWIS ROAD - STP-0004-00 (446) COUNTY: COBB / CITY OF POWDER SPRINGS DATE: 2/20/03 SHEET 2 OF 2
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Location & Geography

* Structure I.D.No: 067-5225-0
 * 200 Bridge Information 07
 * 6A Feature Int: POWDER SPRINGS CREEK
 * 6B Critical Bridge: 0
 * 7A Route Number Carried: CR02122
 * 7B Facility Carried: LEWIS ROAD
 * 9 Location: 3.8 MI NW OF AUSTELL
 2 DOT District: 7
 207 Year Photo: 2001
 * 91 Inspection Frequency: 24 Date: 11/06/2001
 92A Fract Crit Insp Freq: 00 Date: 02/01/1901
 92B Underwater Insp Freq: 00 Date: 02/01/1901
 92C Other Spc. Insp Freq: 00 Date: 02/01/1901
 * 4 Place Code: 00000
 * 5 Inventory Route (O/U): 1
 Type: 4
 Designation: 1
 Number: 02122
 Direction: 0
 * 16 Latitude: 33-51.0 MMS Prefix: 00
 * 17 Longitude: 84-41.0 MMS Suffix: 000 MP: 0.00
 98 Border Bridge: 000 %Shared: 00
 99 ID Number: 0000000000000000
 * 100 STRAHNET: 0
 12 Base Highway Network: 0
 13A LRS Inventory Route: 0
 13B Sub Inventory Route: 0
 * 101 Parallel Structure: N
 * 102 Direction of Traffic: 2
 * 264 Road Inventory Mile Post: 000.52
 * 208 Inspection Area: 09 Initials: JMC
 Engineer's Initial: ksb
 * Location ID. No.: 067-02122X-000.525

Signs & Attachments

* 104 Highway System: 0
 * 26 Functional Classification: 19
 * 204 Federal Route Type: 0 No.: 00000
 * 105 Federal Lands Highway: 0
 * 110 Truck Route: 0
 206 School Bus Route: 1
 217 Benchmark Elevation: 0000.00
 218 Datum: 0
 * 19 Bypass Length: 01
 * 20 Toli: 3
 * 21 Maintenance: 02
 * 22 Owner: 02
 * 31 Design Load: 2
 37 Historical Significance: 0
 205 Congressional District: 07
 27 Year Constructed: 1965
 106 Year Reconstructed: 0000
 33 Bridge Median: 0
 34 Skew: 00
 35 Structure Flared: 0
 38 Navigation Control: 0
 213 Special Steel Design: 0
 267 Type of Paint: 1
 * 42 Type of Service on: 1
 Under: 5
 214 Movable Bridge: 0
 203 Type Bridge: E-N-O-O
 259 Pile Encasement: 2
 * 43 Structure Type Main: 1 01
 45 No. Spans Main: 004
 44 Structure Type Appr: 0 00
 46 No. Spans Appr: 0000
 226 Bridge Curve Horz: 0 Vert: 0
 111 Pier Protection: 0
 107 Deck Structure Type: 1
 108 Wearing Surface Type: 1
 Membrane: 0
 Protection: 0

225 Expansion Joint Type: 00
 242 Deck Drains: 1
 243 Parapet Location: 0
 Height: 0.00
 Width: 0.00
 238 Curb: 0.80 1
 239 Handrail: 2 2
 * 240 Median Barrier Rail: 0
 241 Bridge Median Height: 0.00
 Width: 0.00

* 230 Guardrail Loc Dir Rear: 3
 Fwd: 3
 Oppo Dir Rear: 0
 Fwd: 0
 244 Approach Slab: 0
 224 Retaining Wall: 1
 233 Posted Speed Limit: 45
 236 Warning Sign: 0
 234 Delineator: 0
 235 Hazard Boards: 0
 237 Utilities Gas: 21
 Water: 00
 Electric: 00
 Telephone: 00
 Sewer: 00
 247 Lighting Street: 0
 Navigaion: 0
 Aerial: 0
 * 248 County Continuity No.: 00

Programming Data

201 Project No.: COUNTY DESIGN
 202 Plans Available: 0
 249 Prop. Proj. No. 0000000000000000
 250 Approval Status: 0000
 251 P.I. No.: 0000000
 252 Contract Date: 02/01/1901
 260 Seismic No.: 00000
 75 Type Work: 00 0
 94 Bridge Imp. Cost: \$ 0
 95 Roadway Imp. Cost: \$ 0
 96 Total Imp Cost: \$ 0
 76 Imp. Length: 000000
 97 Imp. Year: 1990
 114 Future ADT: 002565 Year: 2017

Measurements

* 29 ADT: 001710 Year: 1998
 109 % Trucks: 1
 * 28 Lanes On: 02 Under: 00
 210 No. Tracks On: 00 Under: 00
 * 48 Max. Span Length: 0020
 * 49 Structure Length: 70
 51 Br. Rwdy. Width: 23.70
 52 Deck Width: 25.30
 * 47 Tot. Horz. Cl: 23.70
 50 Curb/Sdewlk Width: 0.00/0.00
 32 Approach Rdwy Width: 020
 * 229 Shoulder Width:
 Rear Lt: 5.00 Type: 8 Rt: 5.00
 Fwd Lt: 5.00 Type: 8 Rt: 5.00
 Pavement Width:
 Rear: 20.00 Type: 2
 Fwd: 20.00 Type: 2
 Intersection Rear: 0 Fwd: 0
 36 Safety Features Br. Rail:
 Transition: 0
 App. G. Rail: 1
 App. Rail End: 1
 53 Minimum Cl. Over:
 Under: N
 * 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: N 99.90
 56 Lateral Undercl. Lt: 0.00
 * 10 Max Min Vert Cl: 99 ' 99 " Dir: 0
 39 Nav Vert Cl: 000 Horz: 0000
 116 Nav Vert Cl Closed: 000
 245 Deck Thickness Main: 4.00
 Deck Thick Approach: 0.00
 246 Overlay Thickness: 3.00
 212 Year Last Painted: Sup: 0000 Sub: 1965

Hydraulic Data

215 Waterway Data
 Highway Elev.: 0000.0 Year: 0000
 Avg. Streambed Elev.: 0000.0 Freq.: 000
 Drainage Area: 00000
 Area Of Opening: 000000
 113 Scour Critical: 6
 216 Water Depth: 05.0 Br. Height: 12.3
 222 Slope Protection: 0
 221 Spur Dikes Rear: 0 Fwd: 0
 219 Fender System: 0
 220 Dolphin: 0
 223 Culvert Cover: 000
 Type: 0
 No. Barrels: 00 Height: 0.00
 Width: 0.00 Height: 0.00
 Length: 0 Apron: 0
 * 265 U/W Insp. Area: 0 Diver: ZZZ

* Location I.D. No.: 067-02122X-000.52S

Ratings

65 Inventory Rating Method: 2
 63 Inventory Rating Method: 2
 66 Inventory Type: 2 Rating: 25
 64 Operating Type: 2 Rating: 37
 231 Calculated Loads
 H-Modified: 17 0
 HS-Modified: 25 0
 Type 3: 21 0
 Type 3s2: 33 0
 Timber: 27 0
 Piggyback: 00 0
 261 H Inventory Rating: 14
 262 H Operating Rating: 20
 67 Structural Evaluation: 6
 58 Deck Condition: 7
 59 Superstructure Condition: 7
 * 227 Collision Damage: 0
 60A Substructure Condition: 7
 60B Scour Condition: 8
 60C Underwater Condition: N
 71 Waterway Adequacy: 9
 61 Channel Protection Cond: 7
 68 Deck Geometry: 3
 69 UnderCl. Horz/Vert: N
 72 Appr. Alignment: 7
 62 Culvert: N

Posting Data

70 Bridge Posting Required: 5
 41 Struct Open, Posted, Cl: A
 * 103 Temporary Structure: 0
 232 Posted Loads H-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

LEWIS ROAD PUBLIC ONVOLVEMENT SUMMARY

Open House, Powder Springs Senior Citizens Center, 10-30-01

Residents within and surrounding the project area were sent invitations to drop by the Senior Citizens Center to view the conceptual alternatives and voice their opinions and concerns related to the project. Of the eighteen responses, eleven were favorable to the current concept layout, three asked for modifications to the current alignment, one was against the project, and three were unsure or had no opinion. Some minor changes were incorporated into the current concept as a result of requests made during this session.

Public Information Meeting, Powder Springs Police Department Conference Room, 11-15-01

Advertisements in local newspapers as well as invitations to residents within and surrounding the project area notified the public of a project information meeting for the purpose of obtaining additional input from the community at large. City officials, Georgia DOT personnel, and the city's consultant were on hand to present the project and to field questions and hear concerns from those attending. A court reporter was on hand to record the session. Of nineteen responses, eight were positive, four were negative, three were unsure or had no opinion, and five offered potential changes that would minimize the impacts that the project would have on their property.

One-on-one meetings with residences and business owners, Powder Springs Methodist Church, May 6,8,13 & 21

Residents were invited to meet with city staff and the city's consultant to view the latest project layout and to obtain updates on the project progress and schedule. Thirty people attended at various times during the three meeting dates. Comments and questions varied, but general concerns were related to how soon construction would begin, when would negotiations for property acquisition occur, and whether they would be fairly compensated for their property.

CONCEPT TEAM MEETING MINUTES

Project: Lewis Road Project
Project No: STP-0004-00 (446), Cobb County, P.I. No. 0004446
Date: February 20, 2003
Time: 9:00 AM
Location: GDOT District 7 Conference Room

List of Attendees:

(attached below)

Discussions Items:

1. Key Phillips opened with a brief description of the project, and turned the meeting over to Andy Miller.
2. Mr. Miller provided an overview of the project using a concept display on aerial photography background.
3. Susan Thomas followed with a breakdown of the issues and progress relative to the environmental documentation.
4. Mr. Phillips noted that the intersection of Oglesby Road was less than the desired 600' minimum from C.H. James Parkway, and that a design variance would be required.
5. Traffic signals at the realigned Oglesby Road intersection and at the northbound Lewis Road / Marietta Street will be included in the project.
6. Scott Overbey of Norfolk Southern indicated that some modifications to the plans received by the railroad would be necessary to preserve enough room for the future expansion to an additional track on both sides of the existing rail line.
7. Mr. Miller responded that some modifications to the design were already in progress in anticipation of the railroads requirements.
8. Mr. Overbey also noted that access from Lewis Road to N/S facilities would need to be provided in a formal agreement between N/S and the city.
9. It was noted that Nikki Henderson would be the Department's liaison for environmental coordination.
10. A question was asked as to whether brochures outlining the process for R/W negotiations and acquisition was provided at any of the public involvement sessions. It was stated that the GDOT R/W booklets were not supplied at the previous two meetings.
11. Pam Conner advised that although the project was programmed for FY '04, that she had spoken with FHWA and learned that as long as a request for moving the project to a later program date was submitted by the appropriate deadline, there would not be a problem with losing funding.
12. Bobby Crawford asked when right-of-way would be ready to be acquired. The response was that the schedule for environmental clearance would dictate the timeline. It was noted that efforts were underway to accelerate the environmental schedule by early and on-going coordination with FHWA and OEL. Ms. Thomas indicated that the draft EA was scheduled to be reviewed and signed by Nov. 15, 2003. This would allow for a public open house to take place around January of 2004.
13. Clyde Cunningham provided a list of utility owners within the project area to Mr. Miller. Mr. Miller noted that early coordination with Colonial Pipeline had been done, and that he would provide correspondence to Mr. Cunningham.
14. Katie Mullins asked about the need for a raised median. Pam Conner responded that the intent of the project was to provide an aesthetically pleasing, pedestrian friendly, gateway corridor as the southern entrance into downtown Powder Springs. It was also noted that access concerns due to the potential for development within the southern part of the corridor might be better regulated by a raised median facility. Ms. Conner stressed it was the city's position that allowances be provided to ensure that the roadway remain a low-speed facility.
15. Ms. Mullins also raised a concern about using 11' lane widths and advised that 12' lanes would be recommended. It was decided to revise the typical section to provide 12' travel lanes and reduce the bicycle lanes to 4', which is acceptable to FHWA when curb and gutter is used.
16. Mr. Cunningham raised a concern about reserving the back five feet of R/W for utility placement. Currently, the multi-use trail would conflict with this location.
17. Mr. Miller followed that GDOT guidelines for multi-use trails allow for the elimination of a 5' separation from the roadway when bicycle lanes are used. This could potentially reduce the amount of R/W and environmental impacts.
18. Ms. Thomas also raised a concern regarding the acquisition of additional R/W to allow for a future widening to 4 lanes, since the project had not been modeled by ARC as a 4-lane facility.

19. After some discussion, it was decided that the typical section be reduced to eliminate the allowance for future widening, and that the multi-use trail would be located at the western back of curb.
20. Mr. Phillips advised that although the posted speed limit might be more suitable at 25mph north of the bridge over the railroad, that 35mph design speed would be required. Mr. Miller noted that in order to reduce impacts and right-of-way for side street tie-ins, that superelevation would not be used north of the railroad bridge. He suggested that AASHTO guidelines allow for non-superelevated roads in low-speed, urban areas.
21. Mr. Miller also noted that since the potential for side-streets being extended westward was prohibited by the railroad, the design of vertical tie-ins would not necessarily allow for open road conditions. Mr. Phillips stated that the side streets tie-ins would be looked at on a case-by-case basis.
22. Pam Conner advised that the allocation for TIP funding was incorrect, and that the PMA will need to be revised prior to executing the agreement.
23. A question regarding train traffic was posed to Norfolk Southern. A figure of approximately 50 trains per day at 40% capacity was given, but a future projection could not be made because demand was driven by economic conditions.
24. Steve Tiedemann asked a question regarding utilities to be placed on the bridge over N/S. N/S advised that there may be fees, but so long as vertical clearances were met, they would have no issue with utilities on the bridge.
25. A question was asked as to whether the N/S line was proposed as a high-speed commuter rail corridor, but N/S indicated that it was not.
26. Mr. Tiedemann also asked about information relative to the sanitary sewer main along Powder Springs Creek, and advised that he would need information to coordinate the placement of bridge piers for the new bridge at that location.

Action Items

WKD will provide minutes to be included in the revised concept report.

WKD will provide Edwards-Pitman a revised typical section as soon as possible.

GDOT will revise PMA according to the revised TIP funding allocation.

WKD will revise the project layout according to the new typical section and provide two copies to the city.

WKD will provide Norfolk Southern with revised design drawings for the Long Street Extension which allow room for an additional set of tracks on the west of the existing line.

ATTENDEES

Project:	Lewis Road Project
Project No:	STP-0004-00 (446), Cobb County
P.I. No.:	0004446
Date:	2-20-03
Time:	9:00 AM
Location:	GDOT District 7

NAME	REPRESENTING	TELEPHONE	E-MAIL
Key Phillips	GDOT	770-986-1050	Key_phillips@dot.state.ga.us
Robert Crawford	GDOT	770-986-1050	Robert.crawford@dot.state.ga.us
Clyde Cunningham	GDOT	770-986-1090	clyde.cunningham@dot.state.ga.us
Jeff Woodward	GDOT	770-528-3238	Jeff.woodward@dot.state.ga.us
Katie Mullins	GDOT	770-986-1073	Katie.mullins@dot.state.ga.us
Pam Black	GDOT	770-986-1113	Pam.black@dot.state.ga.us
Roxana Ene	GDOT	404-463-4377	Roxana.ene@dot.state.ga.us
Ralph Merrow, Jr.	GDOT	770-986-1050	Ralph.merrow@dot.state.ga.us
Pam Conner	City of Powder Springs	770-439-2500	planner@cityofpowdersprings.org
Scott Overbey	Norfolk Southern RR	404-582-5588	saoverbe@nscorp.com
John Bierkamp	Norfolk Southern RR	404-529-1398	John.bierkamp@nscorp.com

Andy Miller	W.K. Dickson	770-955-5574	amiller@wkdickson.com
Steve Tiedemann	JB Trimble	770-952-1022	stiedemann@ibtrimble.com
Femi Adesanya	JB Trimble	770-952-1022	fadesanya@ibtrimble.com
Susan Thomas	Edwards-Pitman	770-333-9484	stthomas@edwards-pitman.com
Linda Edwards	Edwards-Pitman	770-333-9484	ledwards@edwards-pitman.com

NOTICE OF LOCATION AND DESIGN APPROVAL

**STP-0004-00 (446), Cobb County
P.1. NUMBER 0004446**

Notice is hereby given in compliance with Georgia Code 22-2-109 that the Georgia Department of Transportation has approved the Location and Design of this project.

The date of location approval is MARCH 1, 2004.

The project is located in Cobb County between SR 6 / C.H. James Parkway and SR Business 6 / Marietta Street in the City of Powder Springs. The project is located in Land District 19 in Land Lots 875, 902, 949, 975, 976, 1023, 1024, 1049, and 1050.

The project consists of the widening and relocation of an existing rural 2-lane facility to an urban 2-lane facility with bicycle lanes, sidewalks, and a multi-use trail. The project also includes the replacement of an existing bridge over Powder Springs Creek, and a new grade separation bridge over Norfolk Southern Railroad.

Drawings or maps or plats of the proposed project, as approved, are on file and are available for public inspection at the Georgia Department of Transportation:

Mr. Jeff Woodward, Area Engineer
Georgia Department of Transportation
862 Barnes Mill Road
Marietta, GA 30062
Email: jeff.woodward@dot.state.ga.us
Tel: (770) 528-3238
Fax: (770) 528-5506

Any interested party may obtain a copy of the drawings or maps or plats or portions thereof by paying a nominal fee and requesting in writing to:

Mr. Ben Rabun, P.E., Project Manager
Georgia Department of Transportation
District 7
5025 New Peachtree Road
Chamblee, GA. 30041
Email: ben.rabun@dot.state.ga.us
Tel: (770) 986-1050
Fax: (770) 986-1022

Any written request or communication in reference to this project or notice MUST include the Project and P.I. Numbers as noted at the top of this notice.



...IPwdrSprgsIDGNconcept_map.dgn 12/6/2003 11:41:57 AM

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

PRACTICAL ALTERNATIVE REPORT

**STP-0004-00(446)
CITY OF POWDER SPRINGS
COBB COUNTY**

State Route No. Lewis Road

Date of Report: July 15, 2003

RECOMMENDATION FOR APPROVAL

Date Georgia Department of Transportation

Date U.S. Army Corps of Engineers

Date U.S. Fish and Wildlife Service

Date National Marine Fisheries

Date Environmental Protection Agency

PRACTICAL ALTERNATIVE REPORT

GENERAL PROJECT LOCATION/DESCRIPTION

The proposed project would be a realignment and reconstruction of the existing Lewis Road corridor located in the City of Powder Springs in Cobb County. The project limits are from the existing intersection of C.H. James Parkway at Oglesby Road to Marietta Street near the city government complex and town square in Powder Springs. The proposed typical section would be an urban section with one twelve-foot lane in each direction divided by a 20-foot raised median, four-foot bicycle lanes in each direction, 30" curb and gutter, grassed shoulders, 12' multi-use trail on the west side, and a 7' sidewalk on the east side. The proposed right-of-way would be 100' minimum, and the total length of the project is 1.3 miles.

NEED AND PURPOSE

The Lewis Road project would incorporate infrastructure improvements to an existing two-lane roadway that is currently in need of several modifications in order to provide a safe, attractive, and community-friendly corridor, which would ultimately provide a much needed alternative entrance to the City of Powder Springs.

- The project would address an undesirable geometry at the existing C.H. James Parkway / Oglesby Road / Lewis Road intersection by realigning Oglesby Road to intersect with a realigned Lewis Road about 450 feet from C.H. James Parkway.
- The project would replace a deficient bridge over Powder Springs Creek with a new bridge which meets GDOT and FEMA hydraulic and structural requirements.
- The project would eliminate a dangerous at-grade railroad crossing of Lewis Road at Norfolk Southern Railroad by providing a new overpass at this location.
- A relocation of the intersection of Long Street with Lewis Road would be provided to maintain access to existing residences west of the railroad, and an extension of Long Street, parallel to Norfolk Southern Railroad, into Powder Springs Park would provide more convenient access from areas south of the park.
- The project would also incorporate alternative transportation elements with the addition of bicycle lanes, multi-use trail, and sidewalks.
- The improvements would also include a gateway entrance feature, together with landscaped median and shoulders, which would promote its use as the southern entrance into Powder Springs, and encourage the development of underutilized properties along the corridor.
- The project would terminate north of the railroad overpass, splitting into one-way pairs which ultimately line up across from Oakview and Pineview Drives on Marietta Street, providing improved access to the Powder Springs North Square, and opportunity for enhanced circulation within the downtown commercial district.
- The one-way pairs would have cross-street connections at Atlanta Street and a new cross street located near the existing intersection of Murray Street and Lindley Lane. These cross streets would provide

two-way access between the northbound and southbound Lewis Road split alignment, enhancing circulation within the south square area.

EXISTING ROADWAY

POSTED SPEED	TYPICAL SECTION	RIGHT-OF-WAY WIDTH
35 mph	Two, 12' Lanes with grassed shoulders and ditches.	50'

EXISTING MAJOR STRUCTURES

FEATURES INTERSECTED/TYPE	LENGTH	WIDTH	SUFF. RATING	WETLAND/ STREAM AREA
Concrete bridge over Powder Springs Creek	73'	26'	69.67	Stream 6

PROPOSED ROADWAY

DESIGN SPEED	TYPICAL SECTION	RIGHT-OF-WAY WIDTH
35 mph	One 12' lane in each direction with a 20' raised median, 4' bicycle lanes each direction, 30" curb and gutter, grassed shoulders, 12' multi-use trail on the west side, and a 7' sidewalk on the east side.	100'

PROPOSED MAJOR STRUCTURES

FEATURES INTERSECTED/TYPE	LENGTH	WIDTH	WETLAND/ STREAM AREA
Proposed bridge over Powder Springs Creek	390'	73'-5	Stream 6
Proposed bridge over Norfolk Southern Railroad	329'	62''-5'	--

ALTERNATIVES CONSIDERED

PPROPOSED ALTERNATIVE

(Best Fit)

Detailed Description and Reasons for Shifts: The overall corridor of the improved Lewis Road will serve as a southern gateway and entrance route into downtown Powder Springs. The beginning of the project will be a realignment of the existing C.H. James Parkway/Oglesby Road/Lewis Road intersection. The east-west through movement will be changed from Oglesby Road to Lewis Road, and Oglesby Road will then be realigned to intersect northward on Lewis Road at a "T" intersection. A county access road will also be realigned to form a "T" intersection with the realigned Oglesby Road. The roadway will then go on new alignment along a curve to the left, eventually reconnecting back to existing Lewis Road. The improved facility will cross Powder Springs Creek over a new bridge, replacing the existing substandard structure. The proposed improvements will also include a grade separation bridge over Norfolk Southern Railroad tracks, eliminating the existing at-grade crossing at Lewis Road/Butner Street, just west of Powder Springs Elementary School. Currently, a majority of traffic entering and leaving Powder Springs from the south and west use the at-grade crossing at Brownsville Road. Long lines of traffic in both directions on Brownsville Road are common when trains block traffic. The new grade separation over the railroad will allow a safe, unrestricted crossing of the Norfolk Southern tracks, which are projected to incur a significant increase in train traffic due to the recent completion of the Norfolk Southern's intermodal facility just to the south in the City of Austell. Long Street, which runs parallel to the railroad and then westward, serves a residential area to the west of the project. Access to these residences will be provided by a new "T" intersection near the beginning of the southern approach of the proposed bridge over the Norfolk Southern tracks. Long Street will also be extended into Powder Springs Park, providing convenient access from areas to the south. North of the proposed railroad bridge, Lewis Road will be on new alignment, curving northwest through a residential area and then a light industrial area to the east of the railroad, and then proceed northeast toward the proposed South Square Redevelopment Area as a split alignment of one-way pairs. The project will end at Marietta Street, with the northbound intersection being coincident to the existing intersection of Oakview Drive, and the southbound intersection being an improvement to Murray Street, just across from Pineview Drive, which accesses the city government complex. The project will also include side-street intersections and the associated turn lanes and tapers at Marchman Street, Atlanta Street, and Butner Street. Also included is a two-lane roadway connecting existing Long Street with Powder Springs Park.

The logical termini for the project will be: to the south, C.H. James Parkway, where the existing intersection will be reconstructed with Lewis Road as the through movement to the northeast, and to the north, at Marietta Street where a split alignment of one-way pairs will end across from Pineview Drive and Oakview Drive.

ALTERNATIVE I

Detailed Description and Reasons for Shifts: Alternative 1 consists of more closely holding to the existing corridor north of the new railroad overpass by widening Butner Street and continuing north to Marietta Street. Impacts to waters of the US would be the same as the proposed alternative. The difference between Alternative 1 and the Proposed Alternative is where the alignment traverses downtown Powder Springs; there are no existing waters of the US in this area. Nonetheless, Alternative 1 was not chosen due to the adverse effects to the Powder Springs Historic District, including the physical destruction of two significant contributing resources within the District. In addition, this alternative would displace approximately eight residences along Butner Street and two businesses along Marietta Street (the proposed alternative would displace four residences and four businesses).

ALTERNATIVE II

Detailed Description and Reasons for Shifts: Alternative 2 consists of improving existing Brownsville Road as the new gateway entrance to the City of Powder Springs, rather than utilizing Lewis Road. This alternative would widen and improve an existing two-lane roadway located north of Lewis Road and constructing the new railroad overpass at the existing at-grade crossing at Brownsville Road, near Marietta Street. This alternative would have fewer impacts to wetlands than the proposed alternative. However, Brownsville Road traverses an intact residential neighborhood that would experience substantial adverse impacts if Brownsville Road were to be developed as the primary gateway to and from downtown. This alternative was not chosen due to the major impacts to the western edge of the downtown business district that would result from an eastern bridge approach and it does not meet the need and purpose of the proposed project.

ALTERNATIVE III

Detailed Description and Reasons for Shifts: Alternative 3 consists of shifting the northbound one-way intersection of Lewis Road at Marietta Street to avoid displacement of the historic commercial property at Marietta Street. This alternative would have no avoidance or minimization of wetland impacts, as the only difference in the alignment occurs at Marietta Street. This alternative would have the same number of residential displacements and one less business displacement than the Proposed Alternative. However, this alternative was not chosen because it would create an undesirable and unsafe offset intersection of Lewis Road across from Oakview Drive.

***NOTE: WK Dickson & Co., Inc. in its representations of preliminary concepts, strives to show as nearly as possible the route and right-of-way requirements of projects. Because of the preliminary nature of these location studies, certain information cannot be finalized until completion of the design stage during the project development process. In areas where existing facilities are to be improved and are in need of vertical and/or horizontal realignment, WK Dickson & Co., Inc. tries to present a "worst case" of impacts, in anticipation of a reduction of these impacts and right-of-way requirements at the detailed design stage.**

PROPOSED ALTERNATIVE ANALYSIS CHART

FACTOR	PROPOSED ALTERNATIVE (See detailed Description)	INFO. SOURCE
Length	1.3 miles	Design Plan
Typical Section	Two 12' travel lanes separated with a 20' raised median. The shoulders would be urban with curb and gutter and 5' sidewalks.	
Displacements		
Residential	4	Field Survey
Commercial (Industrial)	4	Field Survey
Mobile Home	0	Field Survey
Historic	1	Field Survey
Misc.	0	Field Survey
Historic Impacts	3	Field Survey
Wetlands	2.40 acre	Field Survey
Stream Channel	678 linear feet	Field Survey
Cost Estimates		
Construction	\$12,525,351	Concept Report
Right-of-Way	\$ 2,000,000	Concept Report
Reimbursable Utilities	\$ 420,000	Concept Report
Total	\$14,945,351	

COMPARISON OF WETLAND & STREAM IMPACTS BY CROSSING						
SITE DESIGNATION	Proposed Alternative (acres/linear feet)	Alternative I (acres/linear feet)		Alternative II (acres/linear feet)		Alternative III (acres/linear feet)
Stream 1	178	NA	NA	NA	NA	NA
Stream 2	75	NA	NA	NA	NA	NA
Stream 3	125	NA	NA	NA	NA	NA
Wetland 4	0.04	NA	NA	NA	NA	NA
Wetland 5	1.44	NA	NA	NA	NA	NA
Stream 6 (Powder Springs Creek)	0	NA	NA	NA	NA	NA
Stream 7	0	NA	NA	NA	NA	NA
Stream 8	0	NA	NA	NA	NA	NA
Stream 9	80	NA	NA	NA	NA	NA
Wetland 10	0.71	NA	NA	NA	NA	NA
Stream 11	220	NA	NA	NA	NA	NA
Wetland 12	0.21	NA	NA	NA	NA	NA
TOTAL	2.40	NA	NA	NA	NA	NA

Note: NA = Not Available

RECOMMENDATIONS: Proposed Alternative is recommended.

Attachments: Typical Sections

PREPARED BY: Jonathan A. Sell, EPEI

DEPARTMENT OF TRANSPORTATION

STATE OF GEORGIA

PROJECT CONCEPT REPORT

Project Number: STP-0004-00 (446)

County: Cobb County

P. I. Number: 0004446

Federal Route No.: n/a

State Route No.: n/a

LEWIS ROAD REALIGNMENT

Recommendation for approval:

DATE 12/08/03

BARBARA

Project Manager

DATE 12/08/03

Buddy Gatten BSC

District Engineer

This project concept is contained in the Regional Transportation Plan (RTP) and/ or in the State Transportation Improvement Program (STIP).

Date 12/18/03

Joseph P. Allred

State Transportation Planning Administrator

Date _____

Office of Financial Management Administrator

Date _____

State Environmental/ Location Engineer

Date _____

State Traffic Safety and Design Engineer

Date _____

State Bridge and Structural Design Engineer

Date _____

Project Review Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

PROJECT CONCEPT REPORT

Project Number: STP-0004-00 (446)
County: Cobb County
P. I. Number: 0004446

Federal Route No.: n/a
State Route No.: n/a

LEWIS ROAD REALIGNMENT

Recommendation for approval:

DATE 12/08/03

B. J. R. [Signature]
Project Manager

DATE 12/08/03

Buddy Gatten [Signature]
District Engineer

This project concept is contained in the Regional Transportation Plan (RTP) and/ or in the State Transportation Improvement Program (STIP).

Date _____

State Transportation Planning Administrator

Date 12/08/03

[Signature]
Office of Financial Management Administrator

Date _____

State Environmental/ Location Engineer

Date _____

State Traffic Safety and Design Engineer

Date _____

State Bridge and Structural Design Engineer

Date _____

Project Review Engineer

DEPARTMENT OF TRANSPORTATION

STATE OF GEORGIA

PROJECT CONCEPT REPORT

Project Number: STP-0004-00 (446)

County: Cobb County

P. I. Number: 0004446

Federal Route No.: n/a

State Route No.: n/a

LEWIS ROAD REALIGNMENT

Recommendation for approval:

DATE 12/08/03

B. R. [Signature]

Project Manager

DATE 12/08/03

Budely Gatten [Signature]

District Engineer

This project concept is contained in the Regional Transportation Plan (RTP) and/ or in the State Transportation Improvement Program (STIP).

Date _____

State Transportation Planning Administrator

Date _____

Office of Financial Management Administrator

Date _____

State Environmental/ Location Engineer

Date _____

State Traffic Safety and Design Engineer

Date 1/3/04

Paul V. [Signature]

State Bridge and Structural Design Engineer

Date _____

Project Review Engineer

Department of Transportation
State of Georgia

INTERDEPARTMENTAL CORRESPONDENCE

File: CM-0004-00(446) Cobb County
P.I. No. 0004446

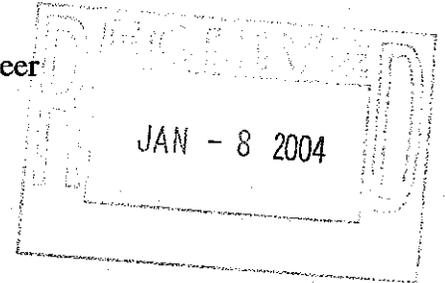
Office: Traffic Safety & Design
Atlanta, Georgia

Date: December 19, 2003

From: ^{PMA/ll} Phillip M. Allen, State Traffic Safety and Design Engineer

To: Meg Pirkle, Assistant Director of Preconstruction

Subject: Project Concept Report Review



We have reviewed the above referenced concept report for the realignment & reconstruction of Lewis Road in the City of Powder Springs in Cobb County.

The Office of Traffic Safety & Design finds this report satisfactory for approval because it will improve safety and traffic operations within this area.

PMA/sz

Attachment (signature page)

Cc: Harvey Keepler, State Environment/Location Engineer
Buddy Gratton, District Engineer
Attn: Key Phillips
David Mulling, State Review Engineer, w/ attachment
Paul Liles, State Bridge & Structural Design Engineer
Joe Palladi, State Transportation Planning Administrator
Kathy Bailey, TMC
General Files
Office Files

DEPARTMENT OF TRANSPORTATION

STATE OF GEORGIA

PROJECT CONCEPT REPORT

Project Number: STP-0004-00 (446)

County: Cobb County

P. I. Number: 0004446

Federal Route No.: n/a

State Route No.: n/a

LEWIS ROAD REALIGNMENT

Recommendation for approval:

DATE 12/08/03

BARBARA

Project Manager

DATE 12/08/03

Buddy Gatten BFC

District Engineer

This project concept is contained in the Regional Transportation Plan (RTP) and/ or in the State Transportation Improvement Program (STIP).

Date _____

State Transportation Planning Administrator

Date _____

Office of Financial Management Administrator

Date _____

State Environmental/ Location Engineer

Date 12/28/03

Phillip M. Allen

State Traffic Safety and Design Engineer

Date _____

State Bridge and Structural Design Engineer

Date _____

Project Review Engineer

DEPARTMENT OF TRANSPORTATION

STATE OF GEORGIA

PROJECT CONCEPT REPORT

Project Number: STP-0004-00 (446)

County: Cobb County

P. I. Number: 0004446

Federal Route No.: n/a

State Route No.: n/a

LEWIS ROAD REALIGNMENT

Recommendation for approval:

DATE 12/08/03

B. J. R. [Signature]

Project Manager

DATE 12/08/03

Bridley Gatten [Signature]

District Engineer

This project concept is contained in the Regional Transportation Plan (RTP) and/ or in the State Transportation Improvement Program (STIP).

Date _____

State Transportation Planning Administrator

Date _____

Office of Financial Management Administrator

Date _____

State Environmental/ Location Engineer

Date _____

State Traffic Safety and Design Engineer

Date _____

State Bridge and Structural Design Engineer

Date 12-11-03

David J. Mullins [Signature]

Project Review Engineer