ORIGINAL TO GENERAL FILES

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE P. I. No. 0006862 & 731865-, Cobb County
CSSTP-0006-00(862) & BRST0-0213-01(005)
SR 92 Widening from US 41/SR 3/Cobb Parkway
to Glade Road

OFFICE Preconstruction

DATE May 4, 2009

FROM Genetha Rice-Singleton, Assistant Director of Preconstruction

TO SEE DISTRIBUTION

SUBJECT APPROVED PROJECT CONCEPT REPORT

Attached for your files is the approval for subject project.

Attachment

DISTRIBUTION:

Ron Wishon
Glenn Bowman
Ken Thompson
Michael Henry
Keith Golden
Angela Alexander
Paul Liles
Bobby Hilliard
David Norwood
Rachel Brown
Mike Lobdell
BOARD MEMBER

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENTAL CORRESPONDENCE

FILE: P.I. No. 0006862, & 731865-, Cobb County
CSSTP-0006-00 (862) and BRST0-0213-01 (005)
SR 92 Widening from US41/SR 3/Cobb Parkway
To Glade Road

OFFICE: Preconstruction

DATE: April 20, 2009

FROM: Genetha Rice-Singleton, Assistant Director of Preconstruction

TO: Gerald M. Ross, P.E., Chief Engineer

SUBJECT: ***PROJECT CONCEPT REPORT***

These combined projects are the widening and reconstruction of SR 92 from US41/SR 3/Cobb Parkway to Glade Road (CSSTP-0006-00 (862) and the bridge replacement over Lake Allatoona (BRST0-0213-01 (005). SR 92 is a vital east-west corridor through Cobb County providing access to I-75 as well as US 41. The overall project objective is to create a more efficient and safer transportation facility for the citizens of Cobb County while meeting the capacity demands of future traffic along the SR 92 corridor. Currently, SR 92 within the project limits consists of two, 12' lanes (one in each direction) with auxiliary left and right turn lanes and curb and gutter intermittently throughout the corridor. The existing right-of-way varies from 50' and 100'. The posted speed is 40 to 45 MPH through the corridor. The existing major structures are (1) bridge over SR 293/Main street/CSX railroad in the city of Acworth with a sufficiency rating of 48; (2) bridge over Lake Allatoona 185' x 24' with a sufficiency rating of 44; (3) double 10' x 6' culvert over Tanyard Creek. An operational analysis of existing (year 2007) AM and PM peak hour traffic reveals intersections along SR 92 currently operating a level of service (LOS) "F". The crash analysis determined that between US 41 and Cowan Road, there were 852 crashes, 196 injuries and 2 fatalities. The purpose of this project is to ease traffic congestion, facilitate more efficient and safe operations through the addition of median, correct geometric deficiencies, and improves transportation options through the addition of sidewalks and a multi-use trail.

The proposed construction will widen SR 92/Lake Acworth Drive from US 41/SR 3/Cobb Parkway to Glade Road to a divided 4-lane facility with 11' lanes on the inside and 12' lanes on the outside, a raised concrete median varying from 8 to 20' in width, 16' shoulders with curb and gutter and a 10' multi-use trail on the east side of the roadway, 12' shoulders with curb and gutter and 5' sidewalk on the west side of the roadway. Lake Allatoona will be spanned by a bridge 1500' x 68' (BRST0-0213-01 (005). A new 260' x 68' bridge will be constructed over SR 293/Main Street and CSX Railroad. The existing structure over Tanyard Creek will be replaced with a new 510' x 68' bridge. The proposed project will be staged to allow a minimum of 2 lanes of traffic to remain open during all stages of construction.

Environmental concerns include requiring a COE 404 permit; An Environmental Assessment is anticipated; a Public Information Open House was held on July 8, 2008; time saving procedures are not appropriate.

The estimated costs for this project are:

	PROPOSED	APPROVED	FUNDING	PROG DATE
Construction (includes E&C)	$29,296,000	$48,154,409	L240	LR
Right-of-way	$ 7,291,000	$12,092,079	L240	LR
Utilities*	$ 1,355,000			

*Notification Needed

I recommend this project concept be approved.

GRS: JDQ

Attachment

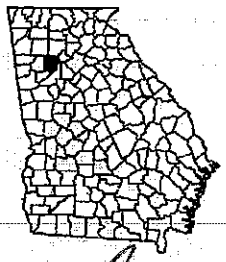
CONCUR _____ for Director
Director of Preconstruction

APPROVED _____
Gerald M. Ross, P.E., Chief Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
Office of Program Delivery
PROJECT CONCEPT REPORT
Project Numbers: CSSTP -0006-00(862) and BRST0-0213-01(005)
County: Cobb
P. I. Numbers: 0006862 and 731865

Federal Route Number: N/A
State Route Number: 92

Cobb County, Georgia



Recommendation for approval:

DATE 3/12/09 _____
Project Manager

DATE 3/12/09 _____
State Program Delivery Engineer

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

DATE_____ _____
State Transportation Planning Administrator

DATE_____ _____
State Transportation Financial Management Administrator

DATE_____ _____
State Environment/Location Engineer

DATE 3-30-09 _____
State Traffic Safety and Design Engineer

DATE_____ _____
District 7 Engineer

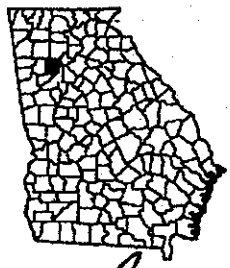
DATE_____ _____
Project Review Engineer

DATE_____ _____
State Bridge and Structural Design Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
Office of Program Delivery
PROJECT CONCEPT REPORT
Project Numbers: CSSTP -0006-00(862) and BRST0-0213-01(005)
County: Cobb
P. I. Numbers: 0006862 and 731865

Federal Route Number: N/A
State Route Number: 92

Cobb County, Georgia



Recommendation for approval:

DATE 3/12/09 _____
Project Manager

DATE 3/12/09 _____
State Program Delivery Engineer

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DATE_____ _____
State Transportation Planning Administrator

DATE_____ _____
State Transportation Financial Management Administrator

DATE_____ _____
State Environment/Location Engineer

DATE_____ _____
State Traffic Safety and Design Engineer

DATE 03-23-09 _____
District 7 Engineer

DATE_____ _____
Project Review Engineer

DATE_____ _____
State Bridge and Structural Design Engineer

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MAR 18 2009

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
Office of Program Delivery
PROJECT CONCEPT REPORT
Project Numbers: CSSTP -0006-00(862) and BRST0-0213-01(005)
County: Cobb
P. I. Numbers: 0006862 and 731865

Federal Route Number: N/A
State Route Number: 92

Cobb County, Georgia

Recommendation for approval:

DATE 3/12/09 _____
Project Manager

DATE 3/12/09 _____
State Program Delivery Engineer

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

DATE 3/17/09 _____
State Transportation Planning Administrator

Contingent on ARC approval of Changes to Project limits + impact on N+P + model.

DATE_____ _____
State Transportation Financial Management Administrator

DATE_____ _____
State Environment/Location Engineer

DATE_____ _____
State Traffic Safety and Design Engineer

DATE_____ _____
District 7 Engineer

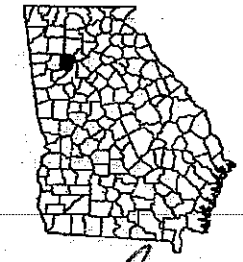
DATE_____ _____
Project Review Engineer

DATE_____ _____
State Bridge and Structural Design Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
Office of Program Delivery
PROJECT CONCEPT REPORT
Project Numbers: CSSTP -0006-00(862) and BRST0-0213-01(005)
County: Cobb
P. I. Numbers: 0006862 and 731865

Federal Route Number: N/A
State Route Number: 92

Cobb County, Georgia



Recommendation for approval:

DATE 3/12/09 _____
Project Manager

DATE 3/12/09 _____
State Program Delivery Engineer

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

DATE_____ _____
State Transportation Planning Administrator

DATE_____ _____
State Transportation Financial Management Administrator

DATE_____ _____
State Environment/Location Engineer

DATE 3-30-09 _____
State Traffic Safety and Design Engineer

DATE_____ _____
District 7 Engineer

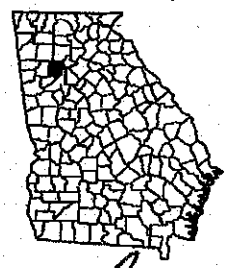
DATE_____ _____
Project Review Engineer

DATE_____ _____
State Bridge and Structural Design Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
Office of Program Delivery
PROJECT CONCEPT REPORT
Project Numbers: CSSTP -0006-00(862) and BRST0-0213-01(005)
County: Cobb
P. I. Numbers: 0006862 and 731865

Federal Route Number: N/A
State Route Number: 92

Cobb County, Georgia



Recommendation for approval:

DATE 3/12/09 _____
Project Manager

DATE 3/12/09 _____
State Program Delivery Engineer

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

DATE_____ _____
State Transportation Planning Administrator

DATE_____ _____
State Transportation Financial Management Administrator

DATE_____ _____
State Environment/Location Engineer

DATE_____ _____
State Traffic Safety and Design Engineer

DATE_____ _____
District 7 Engineer

DATE_____ _____
Project Review Engineer

DATE 4/21/09 _____
State Bridge and Structural Design Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE: P.I. No. 0006862 and 731865 **OFFICE:** Environment/Location

PROJECT No. CSSTP-0006-00(862) & BRSTO-0213-01(005) / COBB County **DATE:** 5/11/09

SR 92 from SR 3/US 41 to Glade Road

FROM: Glenn Bowman, P.E., State Environmental/Location Engineer

TO: Genetha Rice-Singleton, Assistant Director of Preconstruction

SUBJECT: PROJECT CONCEPT REPORT REVIEW

The Concept Report for the above project has been reviewed and appears satisfactory subject to the following comments:

1. TPRO shows a September 2010 Right-of-Way authorization date which means that the project's environmental document must be approved by March 2010. This is a very aggressive schedule and close coordination will be required between the PM and this office to maintain the proposed schedule.

2. See page 9 in the concept report regarding numerous historic resources along the project corridor (railroad, historic districts, individually listed historic resources, bridge structure). If significant impacts to historic 4(f) resources cannot be avoided, then the proposed environmental schedule must be revised significantly.

If you have any questions, please contact Glenn Bowman at (404) 699-4401.

GB:lc

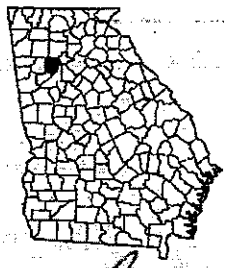
cc: Ron Wishon
Angela Whitworth
Keith Golden
Angela Alexander
Michael Haithcock
Paul Liles

RECEIVED
MAY 13 2009

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
Office of Program Delivery
PROJECT CONCEPT REPORT
Project Numbers: CSSTP -0006-00(862) and BRST0-0213-01(005)
County: Cobb
P. I. Numbers: 0006862 and 731865

Federal Route Number: N/A
State Route Number: 92

Cobb County, Georgia



Recommendation for approval:

DATE 3/12/09 _____
Project Manager

DATE 3/12/09 _____
State Program Delivery Engineer

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

DATE_____ _____
State Transportation Planning Administrator

DATE_____ _____
State Transportation Financial Management Administrator

DATE 5/11/09 _____
State Environment/Location Engineer

DATE_____ _____
State Traffic Safety and Design Engineer

DATE_____ _____
District 7 Engineer

DATE_____ _____
Project Review Engineer

DATE_____ _____
State Bridge and Structural Design Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
Office of Program Delivery
PROJECT CONCEPT REPORT
Project Numbers: CSSTP -0006-00(862) and BRST0-0213-01(005)
County: Cobb
P. I. Numbers: 0006862 and 731865

Federal Route Number: N/A
State Route Number: 92

Cobb County, Georgia

Recommendation for approval:

DATE 3/12/09 _____
Project Manager

DATE 3/12/09 _____
State Program Delivery Engineer

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DATE_____ _____
State Transportation Planning Administrator

DATE_____ _____
State Transportation Financial Management Administrator

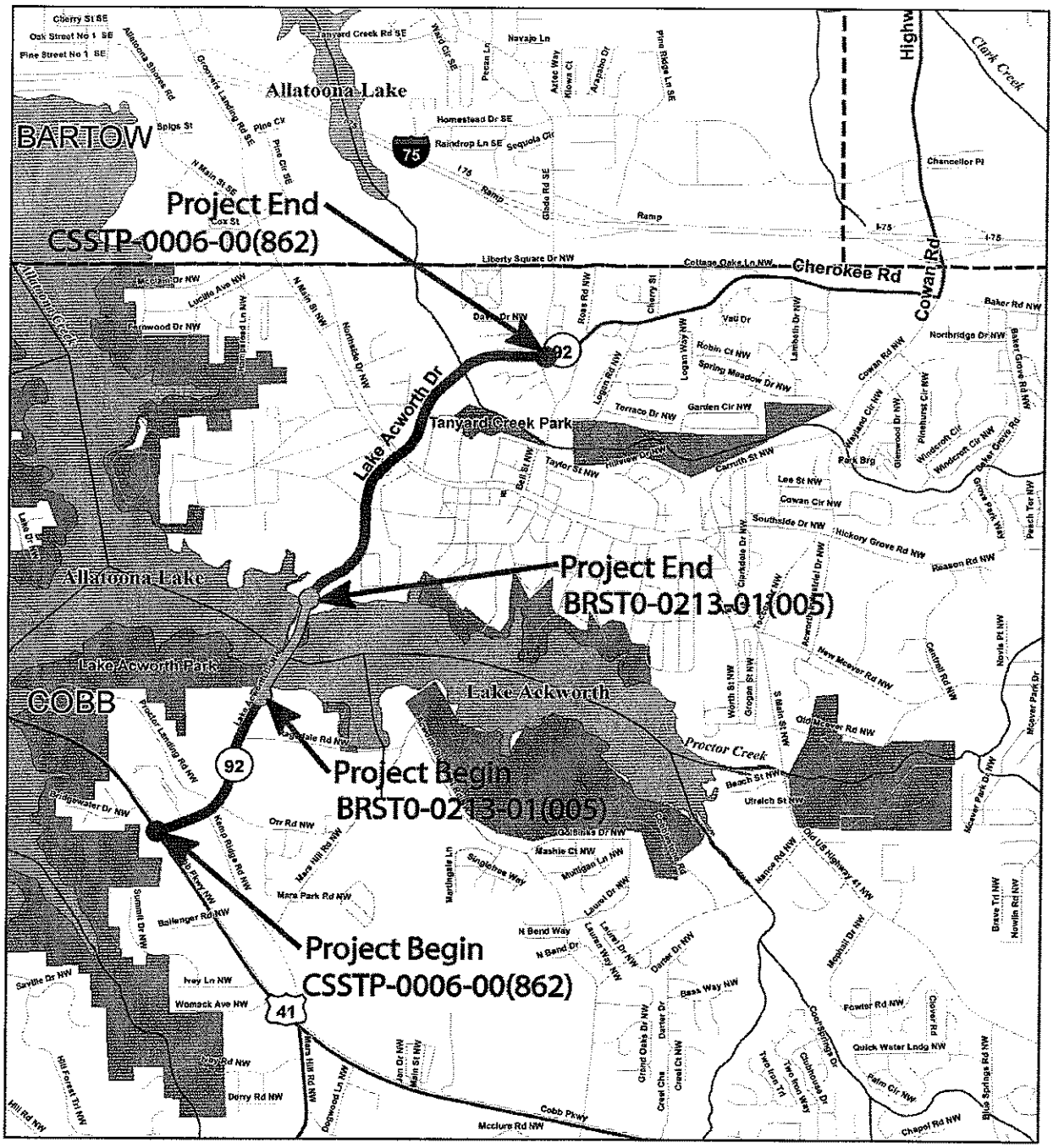
DATE_____ _____
State Environment/Location Engineer

DATE_____ _____
State Traffic Safety and Design Engineer

DATE_____ _____
District 7 Engineer

DATE_____ _____
Project Review Engineer

DATE_____ _____
State Bridge and Structural Design Engineer



PROJECT LOCATION MAP
Project: CSSTP-0006-00(862) & BRST0-0213-01(005)
Cobb County
PI 0006862 & PI 731865

Need and Purpose:

The purpose of State Route 92 (SR 92) improvements proposed for this project extending from US 41/SR 3/Cobb Parkway to Glade Road is to:

- Alleviate traffic congestion; accommodate the need for mobility, access, and goods movement; and better accommodate future travel demand through the addition of travel lanes and auxiliary lanes;
- Facilitate more efficient and safe operation of SR 92 through the addition of a median, which will restrict left turn movements to median openings and, thus, better manage traffic flow;
- Address unsafe driving conditions, such as inadequate stopping sight distance by correction of geometric deficiencies along SR 92, where appropriate/feasible; and
- Provide improved transportation options for the traveling public through the addition of sidewalks and a multi-use path.

Intersection LOS Deficiencies

An operational analysis of SR 92, focusing on intersection and approach level of service, was performed to evaluate existing conditions and to determine how the facility will perform under future conditions with the proposed improvement project in place.

The evaluation of existing (year 2007) AM and PM peak hour traffic operations reveals intersections along SR 92, especially from McLain Circle to US 41/Cobb Parkway, currently operating at LOS F, a level of service associated with poor progression, long cycle lengths, high V/C ratios and a highly unacceptable delay to vehicles at intersections (see Table 1).

Table 1
Existing (2007) AM & PM Peak Hour Intersection Level of Service

Location	Existing (2007)	
	AM	PM
SR 92 & Bartow Road/Cherokee (Signalized)	D / 46	D / 55
SR 92 & McLain Circle		
Eastbound Stopped Movements	D / 28	F / 103
Westbound Stopped Movements	E / 37	F / 73
SR 92 & Access to North Main Street		
Eastbound Stopped Movements	C / 17	F / 177
Westbound Stopped Movements	C / 25	B / 15
SR 92 & West Lakeshore Dr		
Eastbound Stopped Movements	F / 82	F / 212
Westbound Stopped Movements	F / 154	F / 439
SR 92 & Adams Circle		
Westbound Stopped Movement	F / 63	F / 67
SR 92 & Ragsdale Road		
Westbound Stopped Movement	F / 70	F / 103
SR 92 & Orr Road / Proctor Landing		
Eastbound Stopped Movements	F / 202	F / 229
Westbound Stopped Movements	E / 39	F / 77
SR 92 & Kemp Ridge Road		
Westbound Stopped Movement	F / *	F / *
SR 92 & US 41/Cobb Parkway (signalized)	D / 46	D / 40

* – *Volume greatly exceeds capacity, methodology to calculated delay not available*

An operational analysis of intersection and approach level of service under forecasted future conditions (years 2012 and 2032) shows that, under a No-Build condition, intersection/approach levels of service will degrade over time (a comparison of the 2012 No-Build with the 2032 No-Build Condition). However, comparing the No-Build and Build scenarios, an overall improvement in level of service is observed (see Table 2).

Table 2
Design (2012) and (2032) Year No-Build and Build Analysis
AM & PM Design Hour Intersection Level of Service

Location	2012 No-Build		2012 Build		2032 No-Build		2032 Build	
	AM	PM	AM	PM	AM	PM	AM	PM
SR 92 & Bartow Road/Cherokee (Signalized)	D / 49	E / 61	C / 35	C / 29	F / 101	F / 190	D / 51	E / 90
SR 92 & McLain Circle								
Eastbound Stopped Movements	F / 569	F / *	F / 282	F / *	F / *	F / *	F / *	F / *
Westbound Stopped Movements	F / 710	F / *	F / 503	F / *	F / *	F / *	F / *	F / *
SR 92 & Access to North Main Street								
Eastbound Stopped Movements	C / 19	F / 245	B / 13	D / 28	E / 42	F / *	F / 17	F / 163
Westbound Stopped Movements	E / 44	C / 15	C / 17	B / 11	F / 306	C / 23	F / 30	B / 14
SR 92 & West Lakeshore Dr								
Eastbound Stopped Movements	F / *	F / *	F / *	F / *	F / *	F / *	F / *	F / *
Westbound Stopped Movements	F / *	F / *	F / *	F / *	F / *	F / *	F / *	F / *
SR 92 & Adams Circle								
Westbound Stopped Movement	F / 407	F / 340	F / 181	F / 60	F / *	F / *	F / *	F / 357
SR 92 & Ragsdale Road								
Westbound Stopped Movement	F / 330	F / 438	F / 118	F / 66	F / *	F / *	F / 937	F / 1023
SR 92 & Orr Road / Proctor Landing								
Eastbound Stopped Movements	F / *	F / *	B / 12	C / 19	F / *	F / *	B / 14	D / 31
Westbound Stopped Movements	F / 433	F / *	C / 21	B / 13	F / *	F / *	F / 45	C / 15
SR 92 & Kemp Ridge Road								
Westbound Stopped Movement	F / 351	F / 78	F / 55	D / 27	F / *	F / *	F / *	F / *
SR 92 & US 41/Cobb Parkway (Signalized)	E / 57	E / 57	D / 54	D / 54	F / 148	F / 161	F / 145	F / 118

**- Volume greatly exceeds capacity, methodology to calculated delay not available*

Accident History

Crash data from 2002 through 2006 along the SR 92 corridor was obtained from CARE. This analysis included summarizing the accident, fatality and injury rates. The crash analysis determined that between US 41 and Cowan Rd, there were 852 crashes, 196 injuries, and 2 fatalities. The results of the crash analysis are presented in **Table 3.0. For detailed intersection accident history, refer to Attachment 4.**

Table 3.0

CORRIDOR WIDE ACCIDENT HISTORY SR 92; MP 10.1 to MP 14.0 , Cobb County			
YEAR	**Accident Rate**	**Fatality Rate**	**Injury Rate**
2002	582 (728)	3.48 (1.57)	98 (180)
2003	632 (775)	0 (1.58)	167 (195)
2004	561 (637)	0 (1.26)	145 (159)
2005	582 (N/A)	3.38 (N/A)	156 (N/A)
2006	571 (N/A)	0 (N/A)	109 (N/A)

** SR 92 Crash rate (Statewide Average Crash rate)*

History

SR 92 is a vital east-west corridor through Cobb County providing access to I-75 as well as US 41. The overall project objective is to create a more efficient and safer transportation facility for the citizens of Cobb County while meeting the capacity demands of future traffic along the SR 92 corridor. Mobility and access will be improved by the addition of travel lanes, while operational efficiency and safety will be improved by the addition of a median with turn lanes. The roadway will be made safer by improving the vertical and horizontal alignment. The proposed improvements will also improve sight distance. The project will improve pedestrian safety by adding sidewalks and crosswalks. The project will provide a multi-use path on one side of the roadway for pedestrians and bicyclists providing a transportation alternative to the citizens of Cobb County.

The original terminus of the project as identified by GDOT and the STIP (Statewide Transportation Improvement Program) describes the northern terminus to be the intersection of SR 92/Lake Acworth Drive and Cowan Road. However; detailed traffic analysis and study finds a significant drop off in traffic along this corridor at the intersection of SR 92/Lake Acworth Drive and Glade Road. Therefore it has been determined that the traffic traveling along this corridor is primarily going to I-75 or coming from I-75 and using Glade Road for access. It is the recommendation of this report that the STIP be amended to reflect Glade Road as the northern terminus of GDOT PI Number 0006862/ARC TIP # CO-301.

The original project also proposed a four-lane typical section which included bike lanes and a twenty foot raised median. It was determined that the typical could be reduced to lessen the impacts through this corridor and still achieve the same goals. The recommended alternative reflects the changes to termini and typical section as discussed above.

Description of the proposed project:

Existing

Currently, SR 92/Lake Acworth Drive between US 41/SR 3/Cobb Parkway and Glade Road consists of two 12-foot lanes (one lane in each direction) with auxiliary left and right turn lanes and curb and gutter intermittently throughout the corridor. The existing right-of-way varies between 50 and 100 feet. The posted speed limit is 40 to 45 mph through the corridor. There are two existing bridges that require replacement within the project limits. The bridge over SR 293/Main Street and CSX Railroad in the City of Acworth has a span of 241 feet and 48 feet of clear width with a current structural rating of 48.89 (based on h-15 design live load). The bridge/dam over Lake Allatoona has a span of 185 feet and 24 feet of clear width with a structural rating of 44.53 (based on h-15). The box culvert over Tanyard Creek is a double 10'x6' box culvert and will be replaced with a bridge.

Proposed

Project CSSTP-0006-00(862) proposes to widen SR 92/Lake Acworth Drive from US 41/SR 3/Cobb Parkway to Glade Road to a divided 4-lane facility with 11-foot lanes on the inside and 12-foot lanes on the outside, a raised concrete median varying from 8 to 20 feet in width, 16-foot shoulder with curb and gutter and a 10-foot multi-use trail on the east side of the roadway, 12-foot shoulder with curb and gutter and 5-foot sidewalk on the west side of the roadway. Within project CSSTP-0006-00(862) there is a separate bridge replacement project BRST0-0213-01(005) over Lake Allatoona. Lake Allatoona will be spanned by a bridge approximately 1500-feet in length on new location. The proposed right-of-way varies from 100 to 135 feet. Total length of the project is approximately 2.8 miles.

Termini

The southern/western terminus of this proposed project is the T-intersection of SR 92/Lake Acworth Drive with US 41/SR 3/Cobb Parkway. The proposed project does not increase traffic when comparing the build scenario to the no build scenario ADT (2032). Therefore the proposed project along SR 92/Lake Acworth Drive does not negatively impact the operations of US 41/SR 3/Cobb Parkway.

The northern/eastern project terminus of the proposed project is the intersection of SR 92/Lake Acworth Drive and Glade Road. The existing typical section of SR 92 north of the proposed project terminus is sufficient to handle the projected design year ADT (2032) without further improvements.

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

The project proposes to widen SR 92/Lake Acworth Drive from two lanes to four lanes from US 41/SR 3/Cobb Parkway to Glade Road. The ARC project number for the roadway widening portion of this project is CO-301. The model description is SR 92 (Lake Acworth Drive/Cowan Road) from US 41 (North Cobb Parkway) to Cowan Road at I-75 North widening from two lanes to four lanes. The open to traffic year for CO-301 is 2011. The ARC project number for the bridge replacement over Lake Allatoona (A.K.A. Proctor Creek) is CO-311. The model description is SR 92 (Lake Acworth Drive) at Proctor Creek widening from two lanes to four lanes. The open to traffic year for CO-311 is 2012. The roadway widening project does not extend to the original termini of Cowan Road due to the findings of the traffic study and approved logical termini document from FHWA. A STIP modification will be made to update the ARC model to match the new termini of the project.

PDP Classification: Major __X____ Minor_____

Federal Oversight: Full Oversight ( ), Exempt(X), State Funded( ), or Other ( )

Functional Classification: Urban Principal Arterial

U. S. Route Number(s): _____NA_____ **State Route Number(s):** _92

Traffic (AADT):

Current Year: (2007) _25,160_____ Design Year: (2032) 38,540

Existing design features:

- Typical Section:
  Currently, SR 92/Lake Acworth Drive between US 41/SR 3/Cobb Parkway and Glade Road consist of two twelve-foot lanes (one lane in each direction) with turn lanes and curb and gutter intermittently throughout the corridor.

- Posted speed 40-45 mph Minimum radius for curve: 550'
- Maximum super-elevation rate for curve: 8 %
- Maximum mainline grade: 6 %
- Maximum cross road grade: 9 %
- Maximum driveway grade: 28 %
- Width of right-of-way: 50 to 100 ft.
- Major structures:
  - Bridge over S.R. 293/Main Street/CSX Railroad in the City of Acworth has a span of 241-feet and 48-feet of clear width with a current structural rating of 48.89 (based on h-15 design live load).
  - Bridge over Lake Allatoona has a span of 185-feet and 24-foot clear width with a structural rating of 44.53.
  - Tanyard Creek Culvert – Double 10'x6'
- Major interchanges or intersections along the project:
  - US 41/SR 3/Cobb Parkway @ SR 92/Lake Acworth Drive
  - Glade Road @ SR 92/Lake Acworth Drive
- Existing length of roadway segment and the beginning mile logs for each county segment:
  The project begins at Lake Acworth Drive from US 41/SR 3/Cobb Parkway (Mile Post 9.971) to Glade Road (Mile Post 12.301). Total length of the project is approximately 2.8 miles and located 100% in Cobb County.

Proposed Design Features:

- Proposed typical section:

The project proposes to widen SR 92/Lake Acworth Drive from two lanes to a divided 4-lane facility with 11-foot lanes on the inside and 12-foot lanes on the outside, a raised concrete median varying from 8 to 20 feet in width, 16-foot shoulder with curb and gutter and a 10-foot multi-use trail on the east side of the roadway, 12-foot shoulder with curb and gutter and 5-foot sidewalk on the west side of the roadway.

- Design Speed Mainline 40-45 mph
- Proposed Maximum grade Mainline 6 % Maximum grade allowable 6 %
- Proposed Maximum grade Side Street 9 % Maximum grade allowable 9 %
- Proposed Maximum grade driveway 22 %
- Proposed Minimum radius of curve 750' Minimum radius allowable 711'
- Right-of-Way
  - Width 100 to 135 Feet
  - Easements: Temporary ( ), Permanent (X), Utility ( ), Other ( ).
  - Type of access control: Full ( ), Partial ( ), By Permit (X), Other ( ).

- PI 0006862
  Number of parcels: 53

  Number of displacements:
  - Business: 0
  - Residences: 5
  - Mobile homes: 0
  - Other: 0

- PI 731865
  Number of parcels: 11

  Number of displacements:
  - Business: 0
  - Residences: 2
  - Mobile homes: 0
  - Other: 0

- Structures:
  - The new bridge over Lake Allatoona will be approximately 1400 feet long and have a clear width of 68 feet. This bridge will be constructed on new location.
  - The new bridge over SR 293/Main Street and CSX Railroad in the City of Acworth will be approximately 260 feet long and have a clear width of 68 feet.
  - The new bridge over Tanyard Creek will be approximately 510 feet long and have a clear width of 80 feet.

- Major intersections and interchanges:
  - US 41/SR 3/Cobb Parkway @ SR 92/Lake Acworth Drive
  - Glade Road @ SR 92/Lake Acworth Drive

- Traffic control during construction:
  The proposed project can be staged to allow for a minimum of two lanes of traffic to remain open during all stages of construction.

- Design Exceptions to controlling criteria anticipated:

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

  - A design exception for shoulder width and horizontal clearance may be required for the 12-foot shoulder on west side of the roadway.

  - A design exception for superelevation transition rates may be required. There are multiple curves with short tangent sections between successive curves which may require a design exception for transition rates.

- A design exception for vertical grades may be required at the bridge over CSX Railroad. Coordination is ongoing with CSX to determine if an additional track line or additional vertical clearance is required at this location. If it determined an additional track or additional vertical clearance is required a design exception for vertical grades may be necessary.

- Design Variances: None Anticipated

- Environmental concerns:
  - Collins Avenue Historic District – This is a National Register listed resource situated adjacent to SR 92 at SR 293.
  - Wood Street Historic District – This is a National Register eligible district located along Wood Street between Main Street and West Lakeshore Drive.
  - The Western & Atlantic Railroad – This is a National Register eligible resource located underneath Lake Acworth Drive/SR 92 Bridge west of downtown Acworth, GA.
  - Several National Register eligible historic properties located at 4608 McLain Circle, 4732 Hillside Drive, 4772 Northside Drive, 4810 Northside Drive, and 4339 Collins Circle.
  - GDOT Bridge # 067-0035-0 (Subdam) – This is a National Register eligible resource listed in the Georgia Historic Bridge Inventory.
  - Acworth Park and Overlook Park at Lake Allatoona. These parks are situated in the vicinity of the Subdam and are likely to be affected by the proposed project. As such, they should be evaluated as Section 4(f) protected resources.
  - U. S. Army Corps of Engineers Section 404 Permit. Surveys to characterize and identify the extent of Jurisdictional Waters of the U.S. within the area of potential effect resulted in the identification of seven streams, two ephemeral drainages, two wetlands, and one open water. Impacts to several of these resources are likely to occur.
  - Section 7 Coordination for potential impacts to the Cherokee darter (*Etheostoma scotti*), the Georgia aster (*Aster georgianus*), and Michaux's sumac (*Rhus michauxii*).
  - Migratory Bird Treaty Act (MBTA)--Impacts to migratory bird species would be reduced by including Special Provision 107.23G for protection migratory birds.
    Federal Emergency Management Agency (FEMA)

- Level of environmental analysis:
  - Are Time Savings Procedures appropriate? Yes ( ), No (X),
  - Categorical exclusion ( ),
  - Environmental Assessment/Finding of No Significant Impact (FONSI) (X), or
  - Environmental Impact Statement (EIS) ( ).

- Utility involvements:
  - Power- Cobb EMC, Georgia Power Transmission, Georgia Power Distribution, MEAG, Oglethorp Power, Greystone Power Company
  - Water- Cobb County
  - Sewer- City of Acworth
  - Gas- AGL
  - Telephone – AT&T, MCI
  - Fiber - AT&T
  - Cable – Comcast
  - Bridge over CSX Railroad

VE Study Required Yes(X) No ( )

Project responsibilities:

- Design – URS Corporation
- Right-of-Way Acquisition - GDOT
- Relocation of Utilities - GDOT
- Letting to contract - GDOT
- Supervision of construction - GDOT
- Providing material pits - Contractor
- Providing detours – None Anticipated

Coordination

- The ICTM for this project was held on April 8, 2008 at the main office of GDOT.
- The concept team meeting is to be held on February 5th at the Marietta Area Office.
- No PAR meeting date has been set.
- No FEMA, USCG, and/or TVA meetings have been held.
- USACE Meeting held to discuss bridge over Lake Allatoona on March 10, 2008.
- Public involvement
  A total of 123 people attended the Public Information Open House held for the subject project on July 8, 2008. From those attending, 26 comment forms, 1 letter and 9 verbal statements were received. One (1) comment was posted to the Department's website prior to the PIOH. No comments were received during the ten-day comment period following the public information open house other than those that were mailed in from citizens who attended the meeting. A total of 37 comments were received. This total includes duplicate comments from 4 respondents; however, their positions on the project have only been counted once in the following summary:
  Number opposed – 5, Number in support- 15, number uncommitted – 7, and number conditional – 6.

  Major concerns included: citizens would rather see some other alternatives considered/built instead of/or in addition to widening SR 92; Some additional work needs to be done on the segment from Cherokee Road to Cowan Road (e.g., resurface, widen, add sidewalks); several citizens expressed a desire to have various cross streets signalized.

  Officials attending included the following: Tim Richardson – City of Acworth, Brandon Douglas – City of Acworth, Mark Hipp – City of Acworth, David A. Jackson – Cobb DOT, Doug Evans – USACE, Senator John Wiles, and Representative Ed Setzler.
- City of Acworth letter of support for the project received July 18, 2008.
- Other projects in the area
  - Project NH000-0165-01(042), PI No 620940 – SR 92 from I-75 to Wade Green Road this project is currently under construction and will be complete before the proposed project is let to construction. This project begins at the northern termini of the progammed project and is the continuation of SR 92 corridor to the north.
  - Project CSSTP-0007-00(142), PI No 0007142 – SR 92 at CS 123/Collins Circle/Adams Circle (Design Phase 2006). The proposed project consists of adding left turn lanes on SR 92 at Collins Circle. Re-aligning Collins Circle to a ninety degree angle with SR 92 and converting the SR 92 and Adams Circle intersection into a cul-de-sac.
  - GRTA Park and Ride Lot at I-75 and Cowan Road currently under construction.

- Railroads
  The project proposes to widen a bridge over CSX Railroad

Scheduling – Responsible Parties' Estimate

- Time to complete the environmental process: 9 Months.
- Time to complete preliminary construction plans: 13 Months.
- Time to complete right-of-way plans: 3 Months.
- Time to complete the Section 404 Permit: 6 Months.
- Time to complete final construction plans: 12 Months.
- Time to complete to purchase right-of-way: 24 Months.
- List other major items that will affect the project schedule: 0 Months.

Other alternates considered:

Typical Section Alternatives:

All alternatives considered, except for the no-build alternative, propose widening and reconstruction of 92/Lake Acworth Drive from 2-lanes undivided to 4-lanes divided from US 41/SR 3/Cobb Parkway to Glade Road.

Alternative 1: This alternative is a 4-lane typical section with four 12-foot travel lanes (2-lanes in each direction), 4-foot bike lanes in each direction, a 20-foot raised concrete median and 16-foot outside shoulders with curb and gutter and sidewalks provided throughout the project limits. This alternative causes significant displacements as well as impacts to the environmental resources along the corridor.

Alternative 2: This alternative is a 4-lane facility with 11-foot lanes on the inside and 12-foot lanes on the outside, a raised concrete median varying from 8 to 20 feet in width, 16-foot shoulder with curb and gutter and a 10-foot multi-use trail on the east side of the roadway, 12-foot shoulder with curb and gutter and 5-foot sidewalk on the west side of the roadway. The 20-foot raised median is provided in areas that require a left turn lane at a median opening and an 8-foot raised median is provided in areas not requiring left turn lanes and median breaks. The multi use path will be provided on the east shoulder of SR 92 which ties to proposed bike paths as described in the Atlanta Regional Bicycle Transportation & Pedestrian Walkways Plan. There are no proposed bike paths tying to the west side of SR 92. This is the preferred alternative because it meets the need and purpose for the project as well as minimizing impacts to environmental resources and minimizes right of way impacts.

Alternative 3: No Build – Does not meet the Need and Purpose of the project.

Bridge over Lake Allatoona Alternatives:

Alternative 1: This alternative is to widen the existing bridge over Lake Allatoona to accommodate the widening. This alternative was studied but discounted because it is not feasible to modify the sub-impounding dam that separates Lake Acworth from Lake Allatoona. This structure is controlled by the USACE, and it is the desire of the USACE that this structure remains unmodified and a bridge on new location be provided over Lake Allatoona. Acworth Park and Overlook Park are on the east and west side of existing SR 92 over Lake Allatoona, widening the existing bridge and road would result in impacts to existing park areas. Per direction of the USACE, to avoid loss of storage capacity to the Lake Allatoona reservoir it is necessary to avoid the placement of fill below the contour elevation of 863-feet. This is not possible on existing location.

Alternative 2: This alternative is to build a 2-lane bridge parallel to the existing bridge over Lake Allatoona to accommodate the widening. This alternative is discounted because the existing bridge is structurally deficient and has inadequate clear width and therefore would need to be widened and reconstructed to accommodate clear width and HS-20 design load. See additional discussion in

Alternative 1 above.

Alternative 3: This alternative is to build a 4-lane bridge over Lake Allatoona on new alignment to accommodate the widening. This is the preferred alternative as it minimizes the impacts to the existing park areas, avoids impacting the sub-impounding dam structure at Lake Allatoona and avoids the placement of fill below the contour elevation of 863-feet.

Alternative 4: No Build – Does not meet the Need and Purpose of the project.

Bridge over SR 293/Main Street and CSX Railroad Alternatives:

Alternative 1: This alternative is to widen the existing bridge over SR 293/Main Street and CSX Railroad to accommodate the widening. This alternative was studied but eliminated because the existing bridge is structurally deficient and is designed based on the H-15 design load. The existing vertical clearance of 24.4-feet to the CSX track below would also be reduced by widening of the existing bridge.

Alternative 2: This alternative is to build a 2-lane bridge parallel to the existing bridge over SR 293/Main Street and CSX Railroad to accommodate the widening. This alternative was eliminated due to impacts to a Historic District in the City of Acworth as well as resulting in four additional displacements of residential homes.

Alternative 3: This alternative is to build a 4-lane bridge over SR 293/Main Street and CSX Railroad on the existing alignment to accommodate the widening. This is the preferred alternative because it meets the need and purpose for the project as well as minimizing impacts to environmental resources and minimizes right of way impacts. The bridge construction will be staged by narrowing the existing 4-lane bridge to 1-lane in each direction, removing half of the bridge and constructing half of the new bridge. Traffic will then be shifted to the new bridge and two lanes will be maintained while the remaining bridge is constructed.

Alternative 4: No Build – Does not meet the Need and Purpose of the project.

Bridge over Tanyard Creek Alternatives:

Alternative 1: This alternative is to widen the existing box culvert over Tanyard Creek to accommodate the widening. This alternative was discounted due to the presence of the Cherokee Darter in Tanyard Creek. It is necessary to provide fish passage through the culvert. The existing box culvert does not provide a natural substrate channel for fish passage and therefore needs to be replaced. Per direction of the USACE, to avoid loss of storage capacity to the Lake Allatoona reservoir, which includes Tanyard Creek, it is necessary to avoid the placement of fill below the contour elevation of 863-feet. This is not possible on existing location.

Alternative 2: This alternative is to build a 2-lane bridge parallel to the existing culvert over Tanyard Creek to accommodate the widening. This alternative was discounted do to the presence of the Cherokee Darter in Tanyard Creek. It is necessary to provide fish passage and the existing culvert does not provide this. The existing box culvert does not provide a natural substrate channel for fish passage and therefore needs to be replaced. See additional discussion above.

Alternative 3: This alternative is to build a 4-lane bridge over Tanyard Creek on existing alignment to accommodate the widening. This alternative was discounted because the new bridge will need to be approximately 7-feet in elevation higher than the existing road elevation at the creek crossing. This grade difference is necessary to avoid the placement of fill below the contour elevation of 863-feet which affects the storage capacity of Lake Allatoona.

Alternative 4: This alternative is to build a 4-lane bridge over Tanyard Creek on new alignment to accommodate the widening. This is the preferred alternative as it meets the need and purpose of the project while minimizing impacts to environmental resources and maintaining traffic during construction of the new bridge. This alternative will also allow a natural stream channel to flow under the bridge and allow relatively unencumbered fish passage.

Alternative 5: No Build – Does not meet the Need and Purpose of the project.

Alignment Alternatives:

Alternative 1: This alternative is to widen existing SR 92 symmetrically along the existing alignment. Due to the need to provide bridges on new location across Lake Allatoona as well as over Tanyard Creek, this is not a feasible alternative.

Alternative 2: This alternative is to widen existing SR 92 to the east along the existing alignment utilizing the existing pavement. This alternative would result in greater impacts to right of way and utilities, additional displacements and impacts to existing historical resources. Also, due to the need to provide bridges on new location across Lake Allatoona as well as over Tanyard Creek, this is not a feasible alternative.

Alternative 3: This alternative is to widen existing SR 92 to the west along the existing alignment utilizing the existing pavement. This alternative would result in greater impacts to right of way and utilities, additional displacements and impacts to existing historical resources. Also, due to the need to provide bridges on new location across Lake Allatoona as well as over Tanyard Creek, this is not a feasible alternative.

Alternative 4: This alternative is to widen existing SR 92 while shifting the alignment east or west to utilize the existing pavement while minimizing impacts to environmental resources and property owners. This is the preferred alternative.

Alternative 5: No Build – Does not meet the Need and Purpose of the project.

Attachments:

1. Cost Estimates:
    a. Construction including E&C,
    b. Fuel Index Adjustment worksheets
    c. Right-of-Way, and
    d. Utilities
2. Sketch location map,
3. Typical sections,
4. Accident summaries,
5. Capacity analysis,
6. Bridge inventory,
7. Minutes of Initial Concept and Concept meetings,
8. Letter of Support of the Project from City of Acworth
9. USACE meeting minutes
10. RTP Plan for ARC Project Numbers CO-301 and CO-311
11. Conforming plan's network schematics showing thru lanes for RTP Plan for ARC Project Numbers CO-301 and CO-311
12. Traffic Diagrams
13. Logical Termini Concurrence Letter from FHWA and Documentation
14. BC Ratio Analysis

SCORING RESULTS AS PER TOPPS 2440-2

Project Number: CSSTP-0006-00(862)	**County:** Cobb	**PI No.:** 0006862
BRST0-0213-01(005)		731865

Report Date:	**Concept By:**
	DOT Office: OPD
☐ CONCEPT	
	Consultant: URS Corporation

Project Type: Choose One From Each Column	☐ Major ☐Minor	☐ Urban ☐ Rural	☐ ATMS ☐ Bridge ☐ Building ☐ Interchange ☐ Intersection ☐ Interstate ☐ New Location ☐Widening & Reconstruction ☐ Miscellaneous

FOCUS AREAS	SCORE	RESULTS
Presentation		
Judgement		
Environmental		
Right-of-Way		
Utility		
Constructability		
Schedule		

Attachment 1

Cost Estimates

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE PROJECT No. CSSTP-0006-00(862),Cobb County
SR 92 From SR 3/US 41 to Glade Road
P.I. No. 0006862

OFFICE Program Delivery

DATE 3/12/2009

David A. Norwood FOR:

FROM Michael A. Haithcock, PE, Assistant State Program Delivery Engineer

TO FOR CONCEPT REPORT

SUBJECT REVISIONS TO PROGRAMMED COSTS

PROJECT MANAGER David Norwood

MNGT LET DATE 12/15/2011

MNGT R/W DATE 9/15/2010

PROGRAMMED COST (TPro W/OUT INFLATION)		**LAST ESTIMATE UPDATE**
CONSTRUCTION	$17,655,000.00	DATE 10/10/2008
RIGHT OF WAY	$7,513,386.00	DATE 10/10/2008
UTILITIES	$0.00	DATE N/A

REVISED COST ESTIMATES

CONSTRUCTION*	$19,032,500.00
RIGHT OF WAY	$ NO CHANGE
UTILITIES	$0

* Costs contain 5% Engineering and Inspection and 3% Construction Contingencies and Fuel and Liquid AC Adjustments.

REASON FOR COST INCREASE Contingencies added and better defined plans as part of the Concept Phase

CONTINGENCY SUMMARY

Construction Cost Estimate:	$15,725,000.00	(Base Estimate)
Engineering and Inspection:	$786,250.00	(Base Estimate x 5 %)
Construction Contingency:	$471,750.00	(Base Estimate x 3 %) (The Construction Contingency is based on the Project Improvement Type in TPro.)
Total Fuel Adjustment	$ 642,500.00	(From attached worksheet)
Total Liquid AC Adjustment	$ 1,407,000.00	(From attached worksheet)
Construction Total:	$19,032,500.00	
Utility Cost Estimate:	$0	
Utility Contingency:	$0 ___ %	
Utility Total:	$0	

REIMBURSABLE UTILITY COST

Utility Owner	Reimbursable Costs
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____

Attachments

Estimate Report for file "0006862_2009-01-14"

Section Roadway Items

Item Number	Quantity	Units	Unit Price	Item Description	Cost
150-1000	1	LS	450000.00	TRAFFIC CONTROL - CSSTP-0006-00(862)	450000.00
153-1300	1	EA	68546.71	FIELD ENGINEERS OFFICE TP 3	68546.71
210-0100	1	LS	500000.00	GRADING COMPLETE - CSSTP-0006-00(862)	500000.00
310-1101	40603	TN	18.12	GR AGGR BASE CRS, INCL MATL	735726.36
318-3000	3568	TN	21.19	AGGR SURF CRS	75605.92
402-1802	11295	TN	83.02	RECYCLED ASPH CONC PATCHING, INCL BITUM MATL & H LIME	937710.90
402-1812	10678	TN	69.74	RECYCLED ASPH CONC LEVELING, INCL BITUM MATL & H LIME	744683.72
402-3121	9999	TN	62.61	RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	626037.39
402-3130	4999	TN	64.62	RECYCLED ASPH CONC 12.5 MM SUPERPAVE, GP 2 ONLY, INCL BITUM MATL & H LIME	323035.38
402-3190	6666	TN	67.66	RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2,INCL BITUM MATL & H LIME	451021.56
413-1000	8485	GL	2.14	BITUM TACK COAT	18157.90
432-5010	2731	SY	1.23	MILL ASPH CONC PVMT, VARIABLE DEPTH	3359.13
441-0104	15038	SY	34.31	CONC SIDEWALK, 4 IN	515953.78
441-0756	6088	SY	80.32	CONCRETE MEDIAN, 8 IN	488988.16
441-4030	3206	SY	44.42	CONC VALLEY GUTTER, 8 IN	142410.52
441-6222	31510	LF	15.69	CONC CURB & GUTTER, 8 IN X 30 IN, TP 2	494391.90
446-1100	2692	LF	5.84	PVMT REINF FABRIC STRIPS, TP 2, 18 INCH WIDTH	15721.28
500-3107	1255	CY	399.26	CLASS A CONCRETE, RETAINING WALL	501071.30
500-3200	223	CY	418.18	CLASS B CONCRETE	93254.14
500-3900	445	CY	682.50	CLASS B CONCRETE, INCL REINF STEEL	303712.50
500-9999	223	CY	189.76	CLASS B CONC, BASE OR PVMT WIDENING	42316.48
543-9000	1	Lump Sum	2167800.00	CONSTRUCTION OF BRIDGE COMPLETE - NO. 2	2167800.00
543-9000	1	Lump Sum	4921900.00	CONSTRUCTION OF BRIDGE COMPLETE - NO. 3	4921900.00
550-1180	9930	LF	37.74	STORM DRAIN PIPE, 18 IN, H 1-10	374758.20
550-1240	322	LF	45.44	STORM DRAIN PIPE, 24 IN, H 1-10	14631.68
550-1360	26	LF	69.02	STORM DRAIN PIPE, 36 IN, H 1-10	1794.52
550-1420	195	LF	86.72	STORM DRAIN PIPE, 42 IN, H 1-10	16910.40
550-2180	244	LF	32.50	SIDE DRAIN PIPE, 18 IN, H 1-10	7930.00
550-3518	2	EA	1142.78	SAFETY END SECTION 18 IN, STORM DRAIN, 6:1 SLOPE	2285.56
550-3524	4	EA	716.69	SAFETY END SECTION 24 IN, STORM DRAIN, 6:1 SLOPE	2866.76
550-3618	18	EA	544.22	SAFETY END SECTION 18 IN, SIDE DRAIN, 6:1 SLOPE	9795.96
550-3642	2	EA	0.00	SAFETY END SECTION 42 IN, SIDE DRAIN, 6:1 SLOPE	0.00
611-4001	2	EA	2584.84	RECONSTR MINOR DRAINAGE STR	5169.68
634-1200	101	EA	100.03	RIGHT OF WAY MARKERS	10103.03
668-1100	70	EA	2515.38	CATCH BASIN, GP 1	176076.60
668-1110	5	LF	234.52	CATCH BASIN, GP 1, ADDL DEPTH	1172.60
668-1200	2	EA	3175.35	CATCH BASIN, GP 2	6350.70
668-2100	5	EA	2429.51	DROP INLET, GP 1	12147.55
668-2110	5	LF	295.10	DROP INLET, GP 1, ADDL DEPTH	1475.50
668-4300	1	EA	2252.38	STORM SEWER MANHOLE, TP 1	2252.38
				Section Sub Total:	**$15,267,126.15**

Section Signing and Marking Items

Item Number	Quantity	Units	Unit Price	Item Description	Cost
653-0110	4	EA	64.57	THERMOPLASTIC PVMT MARKING, ARROW, TP 1	258.28
653-0120	17	EA	74.34	THERMOPLASTIC PVMT MARKING, ARROW, TP 2	1263.78
653-0130	3	EA	92.95	THERMOPLASTIC PVMT MARKING, ARROW, TP 3	278.85
653-1501	33619	LF	0.44	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, WHITE	14792.36

653-1502	342	LF	0.45	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, YELLOW	153.90
653-1704	300	LF	3.51	THERMOPLASTIC SOLID TRAF STRIPE, 24 IN, WHITE	1053.00
653-1804	2521	LF	1.71	THERMOPLASTIC SOLID TRAF STRIPE, 8 IN, WHITE	4310.91
653-3501	13066	GLF	0.30	THERMOPLASTIC SKIP TRAF STRIPE, 5 IN, WHITE	3919.80
653-6004	1969	SY	2.78	THERMOPLASTIC TRAF STRIPING, WHITE	5473.82
654-1001	141	EA	3.09	RAISED PVMT MARKERS TP 1	435.69
654-1003	1347	EA	3.19	RAISED PVMT MARKERS TP 3	4296.93
657-1054	8560	LF	3.82	PREFORMED PLASTIC SOLID PVMT MKG, 5 IN, WHITE, TP PB	32699.20
657-3054	4280	GLF	2.75	PREFORMED PLASTIC SKIP PVMT MKG, 5 IN, WHITE, TP PB	11770.00
				Section Sub Total:	**$80,706.52**

Section Erosion Control Items

Item Number	Quantity	Units	Unit Price	Item Description	Cost
163-0232	20	AC	395.22	TEMPORARY GRASSING	7904.40
163-0240	542	TN	169.64	MULCH	91944.88
163-0300	4	EA	1171.08	CONSTRUCTION EXIT	4684.32
163-0503	20	EA	454.43	CONSTRUCT AND REMOVE SILT CONTROL GATE, TP 3	9088.60
163-0550	89	EA	205.18	CONSTRUCT AND REMOVE INLET SEDIMENT TRAP	18261.02
165-0030	4310	LF	0.80	MAINTENANCE OF TEMPORARY SILT FENCE, TP C	3448.00
165-0087	10	EA	108.90	MAINTENANCE OF SILT CONTROL GATE, TP 3	1089.00
165-0101	4	EA	476.92	MAINTENANCE OF CONSTRUCTION EXIT	1907.68
165-0105	45	EA	82.18	MAINTENANCE OF INLET SEDIMENT TRAP	3698.10
171-0030	8619	LF	3.45	TEMPORARY SILT FENCE, TYPE C	29735.55
700-6910	39	AC	831.65	PERMANENT GRASSING	32434.35
700-7000	118	TN	64.43	AGRICULTURAL LIME	7602.74
700-7010	115	GL	21.82	LIQUID LIME	2509.30
700-8000	35	TN	425.74	FERTILIZER MIXED GRADE	14900.90
700-8100	2083	LB	2.32	FERTILIZER NITROGEN CONTENT	4832.56
				Section Sub Total:	**$234,041.40**

Section Traffic Signal Items

Item Number	Quantity	Units	Unit Price	Item Description	Cost
632-0003	2	EA	7949.16	CHANGEABLE MESSAGE SIGN, PORTABLE, TYPE 3	15898.32
639-3004	4	EA	12430.44	STEEL STRAIN POLE, TP IV	49721.76
647-1000	1	LS	57572.30	TRAFFIC SIGNAL INSTALLATION NO - 1	57572.30
647-2150	4	EA	1762.34	PULL BOX, PB-5	7049.36
682-6233	250	LF	2.79	CONDUIT, NONMETL, TP 3, 2 IN	697.50
938-1100	2	EA	5818.71	INTERSECTION VIDEO DETECTION SYSTEM ASSEMBLY, TYPE A	11637.42
				Section Sub Total:	**$142,576.66**

Total Estimated Cost: $15,724,450.73

Subtotal Construction Cost	**$15,724,450.73**
E&C Rate 10.0 %	$1,572,445.07
Inflation Rate 0 % @ 5 Years	$0.00
Total Construction Cost	**$17,296,895.80**
Right Of Way	$7,513,400.00

Reimb. Utilities	$0.00
Grand Total Project Cost	**$24,810,295.80**

PROJ. NO.	CSSTP-0006-00(682)
P.I. NO.	6682
DATE	3/9/2009

INDEX (TYPE)	**DATE**	**INDEX**
REG. UNLEADED	Oct-08	$ 3.768
DIESEL		$ 4.122
LIQUID AC		$ 709.00

Link to Fuel and AC Index:
http://www.dot.ga.gov/doingbusiness/Materials/Pages/asphaltcementindex.aspx

LIQUID AC ADJUSTMENTS

PA=[((APM-APL)/APL)-0.05]xTMTxAPL

Asphalt

Price Adjustment (PA)			**$ 1,375,828.68**	**$**	**1,375,828.68**
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	125%	$ 1,595.25		
Monthly Asphalt Cement Price month project let (APL)			$ 709.00		
Total Monthly Tonnage of asphalt cement (TMT)			1617.1		

ASPHALT	**Tons**	**%AC**	**AC ton**
Leveling	10678	5.0%	533.9
12.5 OGFC		5.0%	0
12.5 mm	4999	5.0%	249.95
9.5 mm SP		5.0%	0
25 mm SP	9999	5.0%	499.95
19 mm SP	6666	5.0%	333.3
	32342		**1617.1**

BITUMINOUS TACK COAT

Price Adjustment (PA)			**$ 31,006.50**	**$**	**31,006.50**
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	125%	$ 1,595.25		
Monthly Asphalt Cement Price month project let (APL)			$ 709.00		
Total Monthly Tonnage of asphalt cement (TMT)			36.44393132		

Bitum Tack Gals	gals/ton	tons
8485	232.8234	36.4439313

PROJ. NO.	CSSTP-0006-00(682)
P.I. NO.	6682
DATE	3/9/2009

BITUMINOUS TACK COAT (surface treatment)

Price Adjustment (PA)			$ -	$	-
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	125%	$ 1,595.25		
Monthly Asphalt Cement Price month project let (APL)			$ 709.00		
Total Monthly Tonnage of asphalt cement (TMT)			0		

Bitum Tack	SY	Gals/SY	Gals	gals/ton	tons
Single Surf. Trmt.		0.20	0	232.8234	0
Double Surf.Trmt.		0.44	0	232.8234	0
Triple Surf. Trmt		0.71	0	232.8234	0
					0

TOTAL LIQUID AC ADJUSTMENT	**$**	**1,406,835.18**

PROJ. NO.	CSSTP-0006-00(682)
P.I. NO.	6682
DATE	3/9/2009

FUEL ADJUSTMENTS - ROADWAY

FPA = {[((FPM-FPL)/FPL)-.10]xQxF)FPL

GRADED AGGREGATE BASE			**REGULAR UNLEADED**	**DIESEL**	**TOTALS**
Fuel Price Adjustment (FPA)			$ 42,225.82	#######	$ 98,042.24
Monthly Fuel Price for month work was accomplished (FPM)	Max. Cap	125%	$ 8.478	$ 9.275	
Monthly Fuel Price for month when project was let (FPL)			$ 3.768	$ 4.122	
Quantity Placed (Q)		40603			
Fuel Usage Factor (F)			0.24	0.29	

ASPHALT			**REGULAR UNLEADED**	**DIESEL**	
Fuel Price Adjustment (FPA)			$ 99,502.49	#######	$ 544,103.76
Monthly Fuel Price for month work was accomplished (FPM)	Max. Cap	125%	$ 8.478	$ 9.275	
Monthly Fuel Price for month when project was let (FPL)			$ 3.768	$ 4.122	
Quantity Placed (Q)		32342			
Fuel Usage Factor (F)			0.71	2.90	

EARTHWORK			**REGULAR UNLEADED**	**DIESEL**	
Fuel Price Adjustment (FPA)			$ -	$ -	$ -
Monthly Fuel Price for month work was accomplished (FPM)	Max. Cap	125%	$ 8.478	$ 9.275	
Monthly Fuel Price for month when project was let (FPL)			$ 3.768	$ 4.122	
Quantity Placed (Q)	Cy				
Fuel Usage Factor (F)			0.15	0.29	

TOTAL ROADWAY FUEL ADJUSTMENTS	**$**	**642,146.00**

Department of Transportation
State of Georgia

Interdepartmental Correspondence

FILE R/W Cost Estimate **OFFICE** Atlanta
DATE August 15, 2008

FROM Phil Copeland, Right of Way Administrator

TO State Consultant Design Engineer

Attention: Nicoe Alexander

SUBJECT **Preliminary Right of Way Cost Estimate**
Project: CSSTP-0006-00(862)Cobb **UPDATE**
P.I. No.: 0006862
Description: SR 92 Widening Project from SR 3 to Glade Road

As per your request, attached is a copy of the approved Preliminary Right of Way Cost Estimates on the above referenced projects.

Please note the area of Required R/W was furnished with your request. **Please include total Required R/W areas for the entire corridor in all future requests.**

If you have any questions, please contact Jerry Milligan at the West Annex Right of Way Office at (770) 986-1541.

PC:GAM
Attachments
c: Brian Summers, Engineering Services
Wes Brock, R/W
Windy Bickers, Financial Management
File

RECEIVED
AUG 18 2008
OFFICE OF CONSULTANT DESIGN

Preliminary Right of Way Cost Estimate

Phil Copeland
Right of Way Administrator
By: Jerry Milligan

Date: August 15, 2008
Project: CSSTP-0006-00(862) UPDATE
Existing/Required R/W: Varies/Varies
Project Termini: SR 92 Widening Project from SR 3 to Glade Road
Project Description: SR 92 Widening Project

P.I. Number: 0006862
No. Parcels: 53

Land:	Commercial R/W: 23,905 sf @ $ 11.50/sf	$ 274,907		
	Commercial Esmt: 45,592sf. @ $ 11.50/sf @ 50%	262,154		
	Residential R/W: 36,146 sf @ $ 1.75/sf	63,256		
	Residential Esmt.: 78,444 sf @ $ 1.75/sf @ 50%	68,639		
	Apts. R/W: 22,274 sf @ $ 5.75/sf	128,075		
	Apts. Esmt. : 59,673 sf @ $ 5.75/sf @ 50%	171,560	$	968,591
Improvements :	residences, misc. site improvements			1,601,000
Relocation:	Commercial (0)			
	Residential (5)			200,000
Damage :	Proximity (3)	$ 60,000		
	Consequential			
	Cost to Cure (7)	200,000		260,000
	Net Cost		$	3,029,591

Net Cost		$	3,029,591
Scheduling Contingency	55 %		1,666,275
Adm/Court Cost	60 %		2,817,520
		$	7,513,386

Total Cost $7,513,400

Note: The Market Appreciation (40%) is not included in the updated Preliminary Cost Estimate.

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE

OFFICE District Seven Utilities
DATE August 18, 2008

FROM Jonathan Walker, District Utilities Engineer

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

SUBJECT **Preliminary Utility Cost Estimate**
CSSTP-0006-00(862), Cobb County
S.R. 92 From SR 3/US 41 To Cowan @ I-75
PI # 0006862

As per your request, a field inspection was conducted on the above referenced project. The following companies have facilities that occupy the public right-of-way and should be relocated at no cost to the Department of Transportation:

Atlanta Gas Light Company
Comcast
AT&T (formerly BellSouth)
City of Acworth
Cobb EMC
Cobb County Water System
Georgia Power Distribution
Georgia Power Transmission
Greystone Power Company
Municipal Electric Authority of Georgia (MEAG)
MCI Telecommunications Corp.
Oglethorpe Power

There were no utilities observed that could potentially have prior rights. Therefore, there are no reimbursable utilities at this time. Please note that this estimate was prepared without the certification of right-of-way and could change when more detailed information is made available.

If you have any questions, please contact Mr. Clyde Cunningham at (770) 986-1117.

Sincerely,

Bryant R. Poole
District Engineer

For: Jonathan Walker
District Utilities Engineer

BRP:JW:CAC

c: Jeff Baker, P.E.
File

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE PROJECT No. BRST0-0213-01(005),Cobb County
SR 92 @ Proctor Creek/Lake Acworth
P.I. No. 731865

OFFICE Program Delivery

DATE 3/12/2009

David A. Norwood FOR:

FROM Michael A. Haithcock, PE, Assistant State Program Delivery Engineer

TO FOR CONCEPT REPORT

SUBJECT REVISIONS TO PROGRAMMED COSTS

PROJECT MANAGER David Norwood

MNGT LET DATE 12/15/2011

MNGT R/W DATE 9/15/2010

PROGRAMMED COST (TPro W/OUT INFLATION)		**LAST ESTIMATE UPDATE**
CONSTRUCTION	$15,492,000.00	DATE 10/10/2008
RIGHT OF WAY	$2,309,000.00	DATE 10/10/2008
UTILITIES	$0.00	DATE N/A

REVISED COST ESTIMATES

CONSTRUCTION*	$ NO CHANGE
RIGHT OF WAY	$ NO CHANGE
UTILITIES	$0

* Costs contain 5% Engineering and Inspection and 5% Construction Contingencies and Fuel and Liquid AC Adjustments.

REASON FOR COST INCREASE N/A

CONTINGENCY SUMMARY

Construction Cost Estimate:	$13,390,000.00	(Base Estimate)
Engineering and Inspection:	$669,500.00	(Base Estimate x 5 %)
Construction Contingency:	$669,500.00	(Base Estimate x 5 %) (The Construction Contingency is based on the Project Improvement Type in TPro.)
Total Fuel Adjustment	$ 201,400.00	(From attached worksheet)
Total Liquid AC Adjustment	$ 452,300.00	(From attached worksheet)
Construction Total:	$15,382,700.00	
Utility Cost Estimate:	$0	
Utility Contingency:	$0 ___ %	
Utility Total:	$0	

REIMBURSABLE UTILITY COST

Utility Owner	Reimbursable Costs
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____

Attachments

Estimate Report for file "731865_2009-01-14"

Section EROSION CONTROL ITEMS

Item Number	Quantity	Units	Unit Price	Item Description	Cost
163-0232	8	AC	395.22	TEMPORARY GRASSING	3161.76
163-0240	222	TN	169.64	MULCH	37660.08
163-0300	1	EA	1171.08	CONSTRUCTION EXIT	1171.08
163-0503	7	EA	454.43	CONSTRUCT AND REMOVE SILT CONTROL GATE, TP 3	3181.01
163-0550	25	EA	205.18	CONSTRUCT AND REMOVE INLET SEDIMENT TRAP	5129.50
165-0030	1057	LF	0.80	MAINTENANCE OF TEMPORARY SILT FENCE, TP C	845.60
165-0087	4	EA	108.90	MAINTENANCE OF SILT CONTROL GATE, TP 3	435.60
165-0101	1	EA	476.92	MAINTENANCE OF CONSTRUCTION EXIT	476.92
165-0105	13	EA	82.18	MAINTENANCE OF INLET SEDIMENT TRAP	1068.34
171-0030	2113	LF	3.45	TEMPORARY SILT FENCE, TYPE C	7289.85
700-6910	16	AC	831.65	PERMANENT GRASSING	13306.40
700-7000	48	TN	64.43	AGRICULTURAL LIME	3092.64
700-7010	47	GL	21.82	LIQUID LIME	1025.54
700-8000	15	TN	425.74	FERTILIZER MIXED GRADE	6386.10
700-8100	855	LB	2.32	FERTILIZER NITROGEN CONTENT	1983.60
				Section Sub Total:	**$86,214.02**

Section ROADWAY ITEMS

Item Number	Quantity	Units	Unit Price	Item Description	Cost
150-1000	1	LS	50000.00	TRAFFIC CONTROL - BRST-213-1(5)	50000.00
210-0100	1	LS	50000.00	GRADING COMPLETE - BRST-213-1(5)	50000.00
310-1101	11205	TN	18.12	GR AGGR BASE CRS, INCL MATL	203034.60
318-3000	1464	TN	21.19	AGGR SURF CRS	31022.16
402-1812	4381	TN	69.74	RECYCLED ASPH CONC LEVELING, INCL BITUM MATL & H LIME	305530.94
402-3121	2760	TN	62.61	RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	172803.60
402-3130	1380	TN	64.62	RECYCLED ASPH CONC 12.5 MM SUPERPAVE, GP 2 ONLY, INCL BITUM MATL & H LIME	89175.60
402-3190	1840	TN	67.66	RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2,INCL BITUM MATL & H LIME	124494.40
413-1000	2341	GL	2.14	BITUM TACK COAT	5009.74
432-5010	1121	SY	1.23	MILL ASPH CONC PVMT, VARIABLE DEPTH	1378.83
441-0104	5961	SY	34.31	CONC SIDEWALK, 4 IN	204521.91
441-0756	1597	SY	80.32	CONCRETE MEDIAN, 8 IN	128271.04
441-4030	1315	SY	44.42	CONC VALLEY GUTTER, 8 IN	58412.30
441-6222	15331	LF	15.69	CONC CURB & GUTTER, 8 IN X 30 IN, TP 2	240543.39
446-1100	1105	LF	5.84	PVMT REINF FABRIC STRIPS, TP 2, 18 INCH WIDTH	6453.20
500-3200	91	CY	418.18	CLASS B CONCRETE	38054.38
500-3900	183	CY	682.50	CLASS B CONCRETE, INCL REINF STEEL	124897.50
500-9999	91	CY	189.76	CLASS B CONC, BASE OR PVMT WIDENING	17268.16
550-1180	3794	LF	37.74	STORM DRAIN PIPE, 18 IN, H 1-10	143185.56
550-2180	71	LF	32.50	SIDE DRAIN PIPE, 18 IN, H 1-10	2307.50
550-3518	1	EA	1142.78	SAFETY END SECTION 18 IN, STORM DRAIN, 6:1 SLOPE	1142.78
550-3618	6	EA	544.22	SAFETY END SECTION 18 IN, SIDE DRAIN, 6:1 SLOPE	3265.32
634-1200	20	EA	100.03	RIGHT OF WAY MARKERS	2000.60
668-1100	25	EA	2515.38	CATCH BASIN, GP 1	62884.50
				Section Sub Total:	**$2,065,658.01**

Section BRIDGE NO. 1 ITEMS

Item Number	Quantity	Units	Unit Price	Item Description	Cost
543-9000	1	Lump Sum	11704000.00	CONSTRUCTION OF BRIDGE COMPLETE - NO. 1	11704000.00
				Section Sub Total:	**$11,704,000.00**

Section SIGNING AND MARKING ITEMS

Item Number	Quantity	Units	Unit Price	Item Description	Cost
653-1501	16777	LF	0.44	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, WHITE	7381.88
653-3501	7836	GLF	0.30	THERMOPLASTIC SKIP TRAF STRIPE, 5 IN, WHITE	2350.80
654-1003	136	EA	3.19	RAISED PVMT MARKERS TP 3	433.84
657-1054	5320	LF	3.82	PREFORMED PLASTIC SOLID PVMT MKG, 5 IN, WHITE, TP PB	20322.40
657-3054	2660	GLF	2.75	PREFORMED PLASTIC SKIP PVMT MKG, 5 IN, WHITE, TP PB	7315.00
				Section Sub Total:	**$37,803.92**

Total Estimated Cost: $13,893,675.95

Subtotal Construction Cost	**$13,893,675.95**
E&C Rate 10.0 %	$1,389,367.60
Inflation Rate 0 % @ 0 Years	$0.00
Total Construction Cost	**$15,283,043.54**
Right Of Way	$2,309,600.00
ReImb. Utilities	$0.00
Grand Total Project Cost	**$17,592,643.54**

PROJ. NO.	BRST0-0213-01(005)
P.I. NO.	731865
DATE	3/9/2009

INDEX (TYPE)	DATE	INDEX
REG. UNLEADED	Oct-08	$ 3.768
DIESEL		$ 4.122
LIQUID AC		$ 709.00

Link to Fuel and AC Index:
http://www.dot.ga.gov/doingbusiness/Materials/Pages/asphaltcementindex.aspx

LIQUID AC ADJUSTMENTS

PA=[((APM-APL)/APL)-0.05]xTMTxAPL

Asphalt

Price Adjustment (PA)			**$ 440,756.94**	**$**	**440,756.94**
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	125%	$ 1,595.25		
Monthly Asphalt Cement Price month project let (APL)			$ 709.00		
Total Monthly Tonnage of asphalt cement (TMT)			518.05		

ASPHALT	Tons	%AC	AC ton
Leveling	4381	5.0%	219.05
12.5 OGFC		5.0%	0
12.5 mm	1380	5.0%	69
9.5 mm SP		5.0%	0
25 mm SP	1840	5.0%	92
19 mm SP	2760	5.0%	138
	10361		**518.05**

BITUMINOUS TACK COAT

Price Adjustment (PA)			**$ 11,478.07**	**$**	**11,478.07**
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	125%	$ 1,595.25		
Monthly Asphalt Cement Price month project let (APL)			$ 709.00		
Total Monthly Tonnage of asphalt cement (TMT)			13.490912		

Bitum Tack Gals	gals/ton	tons
3141	232.8234	13.490912

PROJ. NO.	BRST0-0213-01(005)
P.I. NO.	731865
DATE	3/9/2009

BITUMINOUS TACK COAT (surface treatment)

Price Adjustment (PA)			$	-	$ -
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	125%	$	1,595.25	
Monthly Asphalt Cement Price month project let (APL)			$	709.00	
Total Monthly Tonnage of asphalt cement (TMT)				0	

Bitum Tack	SY	Gals/SY	Gals	gals/ton	tons
Single Surf. Trmt.		0.20	0	232.8234	0
Double Surf.Trmt.		0.44	0	232.8234	0
Triple Surf. Trmt		0.71	0	232.8234	0
					0

TOTAL LIQUID AC ADJUSTMENT $ **452,235.01**

PROJ. NO.	BRST0-0213-01(005)
P.I. NO.	731865
DATE	3/9/2009

FUEL ADJUSTMENTS - ROADWAY

FPA = ([((FPM-FPL)/FPL)-.10]xQxF)FPL

GRADED AGGREGATE BASE			**REGULAR UNLEADED**	**DIESEL**	**TOTALS**
Fuel Price Adjustment (FPA)			$ 11,652.84	#######	$ 27,056.21
Monthly Fuel Price for month work was accomplished (FPM)	Max. Cap	125%	$ 8.478	$ 9.275	
Monthly Fuel Price for month when project was let (FPL)			$ 3.768	$ 4.122	
Quantity Placed (Q)		11205			
Fuel Usage Factor (F)			0.24	0.29	

ASPHALT			**REGULAR UNLEADED**	**DIESEL**	
Fuel Price Adjustment (FPA)			$ 31,876.36	#######	$ 174,307.68
Monthly Fuel Price for month work was accomplished (FPM)	Max. Cap	125%	$ 8.478	$ 9.275	
Monthly Fuel Price for month when project was let (FPL)			$ 3.768	$ 4.122	
Quantity Placed (Q)		10361			
Fuel Usage Factor (F)			0.71	2.90	

EARTHWORK			**REGULAR UNLEADED**	**DIESEL**	
Fuel Price Adjustment (FPA)			$ -	$ -	$ -
Monthly Fuel Price for month work was accomplished (FPM)	Max. Cap	125%	$ 8.478	$ 9.275	
Monthly Fuel Price for month when project was let (FPL)			$ 3.768	$ 4.122	
Quantity Placed (Q)	Cy				
Fuel Usage Factor (F)			0.15	0.29	

TOTAL ROADWAY FUEL ADJUSTMENTS	**$**	**201,363.89**

Department of Transportation
State of Georgia

Interdepartmental Correspondence

FILE	R/W Cost Estimate	**OFFICE**	Atlanta
		DATE	August 15, 2008
FROM	Phil Copeland, Right of Way Administrator		
TO	State Consultant Design Engineer		
	Attention: Nicoe Alexander		

SUBJECT **Preliminary Right of Way Cost Estimate**
Project: BRST0-0213-01(005)Cobb **UPDATE**
P.I. No.: 751865
Description: Bridge Replacement over Lake Allatoona

As per your request, attached is a copy of the approved Preliminary Right of Way Cost Estimates on the above referenced projects.

Please note the area of Required R/W was furnished with your request. **Please include total Required R/W areas for the entire corridor in all future requests.**

If you have any questions, please contact Jerry Milligan at the West Annex Right of Way Office at (770) 986-1541.

PC:GAM
Attachments
c: Brian Summers, Engineering Services
Wes Brock, R/W
Windy Bickers, Financial Management
File

RECEIVED
AUG 1 8 2008
OFFICE OF CONSULTANT DESIGN

Preliminary Right of Way Cost Estimate

Phil Copeland
Right of Way Administrator
By: Jerry Milligan

Date: August 15, 2008
Project: BRST0-0213-01(005)Cobb UPDATE
Existing/Required R/W: Varies/Varies
Project Termini: SR 92 Bridge Replacement over Lake Allatoona
Project Description: Bridge Replacement over Lake Allatoona

P.I. Number: 731865
No. Parcels: 11

Land:			
Residential R/W: 123,487 sf @ $ 1.75/sf	$ 216,102		
Residential Esmt.: 154,467 sf @ $ 1.75/sf @ 50%	135,158	$	351,260
Improvements : residences, misc. site improvements			475,000
Relocation: Commercial (0)			
Residential (2)			80,000
Damage : Proximity			
Consequential			
Cost to Cure (1)			25,000
Net Cost		$	931,260

Net Cost		$	931,260
Scheduling Contingency	55 %		512,193
Adm/Court Cost	60 %		866,072
		$	2,309,525

Total Cost $2,309,600

Note: The Market Appreciation (40%) is not included in the updated Preliminary Cost Estimate.

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE

OFFICE District Seven Utilities
DATE August 18, 2008

FROM Jonathan Walker, District Utilities Engineer

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

SUBJECT **Preliminary Utility Cost Estimate**
BRST0-0213-01(005), Cobb County
S.R. 92 Over Proctor Creek/Lake Acworth
PI # 731865

As per your request, a field inspection was conducted on the above referenced project. The following companies have facilities that occupy the public right-of-way and should be relocated at no cost to the Department of Transportation:

Atlanta Gas Light Company
Comcast
AT&T (formerly BellSouth)
City of Acworth
Cobb EMC
Cobb County Water System
Georgia Power Distribution
Georgia Power Transmission
Greystone Power Company
MCI Telecommunications Corp.
Oglethorpe Power

There were no utilities observed that could potentially have prior rights. Therefore, there are no reimbursable utilities at this time. Please note that this estimate was prepared without the certification of right-of-way and could change when more detailed information is made available.

If you have any questions, please contact Mr. Clyde Cunningham at (770) 986-1117.

Sincerely,

Bryant R. Poole
District Engineer

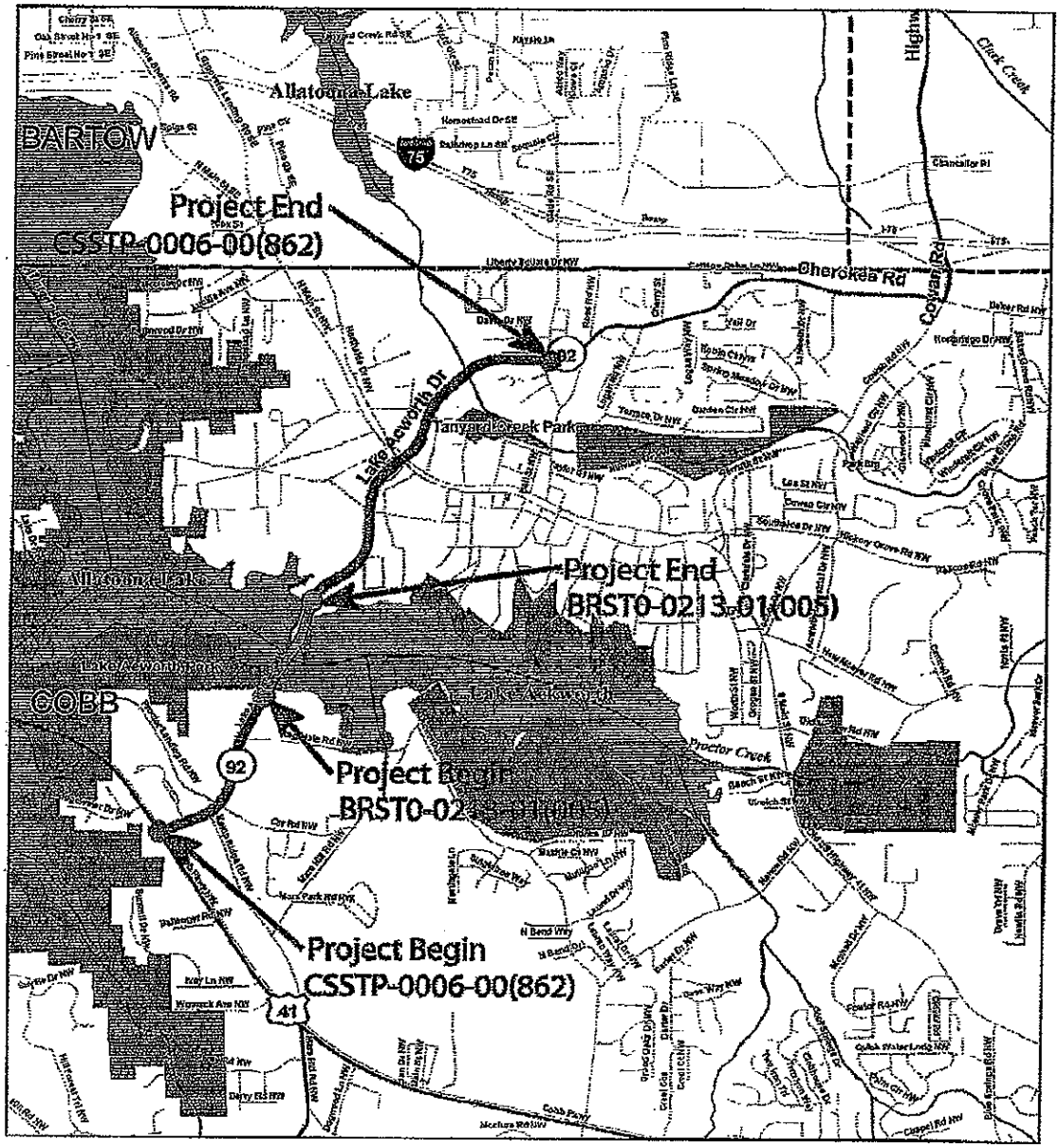
For: Jonathan Walker
District Utilities Engineer

BRP:JW:CAC

c: Jeff Baker, P.E.
File

Attachment 2

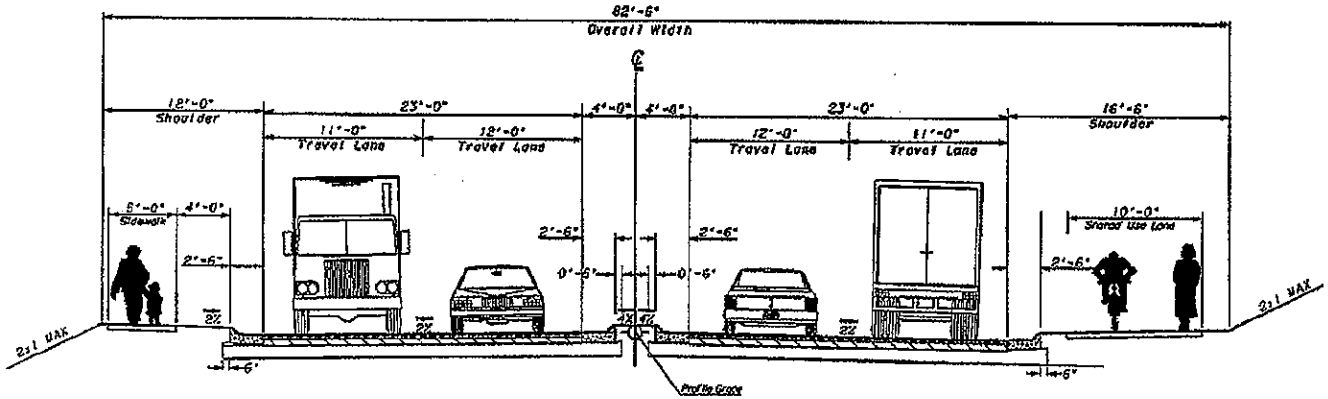
Sketch Location Map



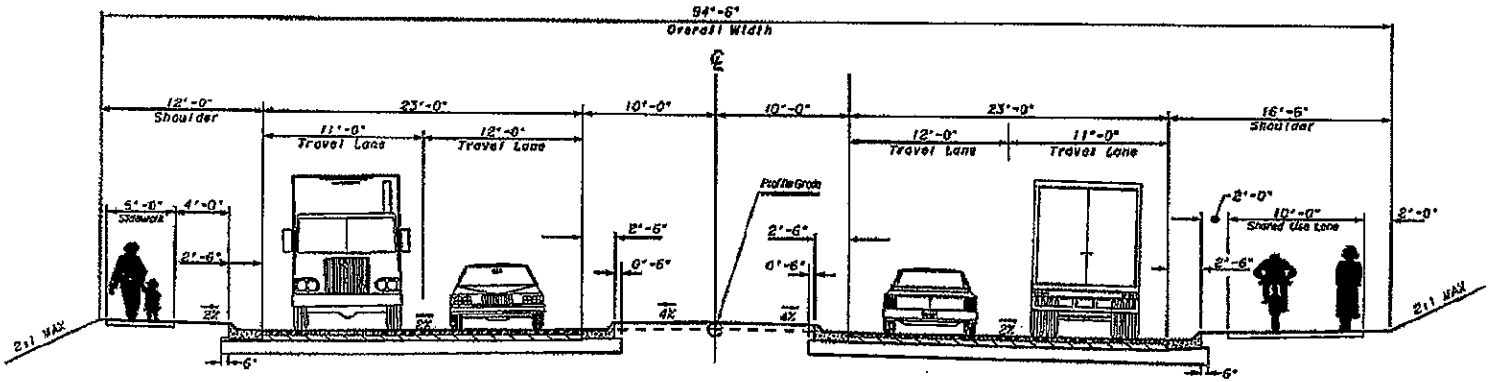
PROJECT LOCATION MAP
Project: CSSTP-0006-00(862) & BRST0-0213-01(005)
Cobb County
PI 0006862 & PI 731865

Attachment 3

Typical Sections



STATE ROUTE 92
TYPICAL TANGENT SECTION



STATE ROUTE 92
TYPICAL TANGENT SECTION

...\Dgn\0006862PIM Displaybrn.dgn 12/23/2008 12:05:08 PM

Attachment 4

Accident Summaries

Accident Data

Crash data from 2002 through 2006 along the SR 92 corridor was obtained from CARE. This analysis included summarizing the accident, fatality and injury rates. The crash analysis determined that between US 41 and Cowan Rd, there were 852 crashes, 196 injuries, and 2 fatalities. The results of the crash analysis are presented in **Table 2.8 and Table 2.9**.

Table 2.8

CORRIDOR WIDE ACCIDENT HISTORY SR 92; MP 10.1 to MP 14.0 , Cobb County			
YEAR	**Accident Rate**	**Fatality Rate**	**Injury Rate**
2002	582 (728)	3.48 (1.57)	98 (180)
2003	632 (775)	0 (1.58)	167 (195)
2004	561 (637)	0 (1.26)	145 (159)
2005	582 (N/A)	3.38 (N/A)	156 (N/A)
2006	571 (N/A)	0 (N/A)	109 (N/A)

** SR 92 Crash rate (Statewide Average Crash rate)*

Table 2.9

INTERSECTIONS ACCIDENT HISTORY SR 92; MP 10.1 to MP 14.0 , Cobb County							
Intersection of SR 92 at	Manner of Collision	2002	2003	2004	2005	2006	Total
Cowan Road	Angle	9	8	12	13	7	49
	Head On	1	1	1	2	2	7
	Rear End	10	15	11	10	19	65
	Sideswipe Same Direction	6	5	5	3	3	22
	Sideswipe Opposite Direction	1			3		4
	Object	1	1	1	3	1	7
Total		28	30	30	34	32	154
Maryland Drive	Head On		1				1
	Rear End		1	2	1	3	7
	Object				1	1	2
Total			2	2	2	4	10
Edinburgh Terrace	Angle	1					1
	Rear End				2	2	4
	Object				1		1
Total		1			3	2	6
Cherry Street	Angle			1			1

	Rear End					2	2
Total				1		2	3
Logan Road	Angle	2				2	4
	Rear End	5	9	9	5	5	33
	Sideswipe Same Direction	1					1
	Object	1	1	2		1	5
Total		9	10	11	5	8	43
Ross Road	Angle		1		2		3
	Rear End	1	1				2
	Object				1	1	2
Total		1	2		3	1	7
Bartow Road / Cherokee	Angle	14	15	10	8	8	55
	Head On	3		1	1	3	8
	Rear End	15	27	13	19	15	89
	Sideswipe Same Direction	4	2	3	3	1	13
	Sideswipe Opposite Direction	2		2			4
	Object						
Total		38	44	29	31	27	169
McLain Circle	Angle	2			1		3
	Rear End	1	1	1			3
	Sideswipe Opposite Direction		2				2
	Object	1	1	1			3
Total		4	4	2	1		11
Access to North Main Street	Angle	2			1	2	5
	Head On		1				1
	Rear End	2			1		3
	Sideswipe Same Direction				1	1	2
	Object		1				1
Total		4	2		3	3	12
West Lakeshore Dr	Angle	1	1	2		1	5
	Head On			1			1
	Rear End	2	3	2	7	3	17
	Sideswipe Same Direction	1				1	2
	Object		1	1			2
Total		4	5	6	7	5	27
Adams Circle	Head On		1	1			2
	Rear End	3	5	3	4	5	20
	Sideswipe Same				1		1

	Direction						
	Object	2	1	1	1		5
Total		5	7	5	6	5	28
Ragsdale Road	Angle	1	1	1	2		5
	Head On				1		1
	Rear End	1	1		4	2	8
	Sideswipe Same Direction			1			1
	Sideswipe Opposite Direction			1			1
	Object			1	1	1	3
Total		2	2	4	8	3	19
Orr Road / Proctor Landing	Angle	2	2				4
	Rear End	2		2	2	3	9
	Object					1	1
Total		4	2	2	2	4	14
Kemp Ridge Road	Angle	1	2	2	2	3	10
	Head On	1					1
	Rear End	8	14	7	7	12	48
	Sideswipe Same Direction	1					1
	Object	1	3		1		5
Total		12	19	9	10	15	65
US 41 / Cobb Parkway	Angle	7	7	6	4	10	34
	Head On		1	1		1	3
	Rear End	23	23	29	28	19	122
	Sideswipe Same Direction	1	2	1	3	2	9
	Sideswipe Opposite Direction	1					1
	Object	1	4		2	1	8
Total		33	37	37	37	33	177

Attachment 5

Capacity Analysis

An operational analysis of SR 92, focusing on intersection and approach level of service, was performed to evaluate existing conditions and to determine how the facility will perform under future conditions with the proposed improvement project in place.

The evaluation of existing (year 2007) AM and PM peak hour traffic operations reveals intersections along SR 92, especially from McLain Circle to US 41/Cobb Parkway, currently operating at LOS F, a level of service associated with poor progression, long cycle lengths, high V/C ratios and a highly unacceptable delay to vehicles at intersections (see Table 1).

Table 1
Existing (2007) AM & PM Peak Hour Intersection Level of Service

Location	Existing (2007)	
	AM	PM
SR 92 & Bartow Road/Cherokee (Signalized)	D / 46	D / 55
SR 92 & McLain Circle		
Eastbound Stopped Movements	D / 28	F / 103
Westbound Stopped Movements	E / 38	F / 73
SR 92 & Access to North Main Street		
Eastbound Stopped Movements	C / 17	F / 181
Westbound Stopped Movements	C / 25	B / 15
SR 92 & West Lakeshore Dr		
Eastbound Stopped Movements	F / 82	F / 212
Westbound Stopped Movements	F / 154	F / 439
SR 92 & Adams Circle		
Westbound Stopped Movement	F / 63	F / 67
SR 92 & Ragsdale Road		
Westbound Stopped Movement	F / 70	F / 106
SR 92 & Orr Road / Proctor Landing		
Eastbound Stopped Movements	F / 237	F / 229
Westbound Stopped Movements	E / 43	F / 77
SR 92 & Kemp Ridge Road		
Westbound Stopped Movement	F / *	F / *
SR 92 & US 41/Cobb Parkway (signalized)	F / 432	F / 154

** – Volume greatly exceeds capacity, methodology to calculated delay not available*

An operational analysis of intersection and approach level of service under forecasted future conditions (years 2012 and 2032) shows that, under a No-Build condition, intersection/approach levels of service will degrade over time (a comparison of the 2012 No-Build with the 2032 No-Build Condition). However, comparing the No-Build and Build scenarios, an overall improvement in level of service is observed (see Table 2).

Table 2
Design (2012) and (2032) Year No-Build and Build Analysis
AM & PM Design Hour Intersection Level of Service

Location	2012 No-Build		2012 Build		2032 No-Build		2032 Build	
	AM	PM	AM	PM	AM	PM	AM	PM
SR 92 & Bartow Road/Cherokee (Signalized)	D / 49	E / 61	D / 42	C / 29	F / 96	F / 190	E / 104	E / 90.2
SR 92 & McLain Circle								

Location	2012 No-Build		2012 Build		2032 No-Build		2032 Build	
	AM	PM	AM	PM	AM	PM	AM	PM
Eastbound Stopped Movements	F / 569	F / *	F / *	F / *	F / *	F / *	F / *	F / *
Westbound Stopped Movements	F / 719	F / *	F / 710	F / *	F / *	F / *	F / *	F / *
SR 92 & Access to North Main Street								
Eastbound Stopped Movements	C / 19	F / 251	C / 25	D / 28	E / 42	F / *	F / 132	F / 168
Westbound Stopped Movements	E / 44	C / 15	E / 35	B / 11	F / 298	C / 23	F / 279	B / 14
SR 92 & West Lakeshore Dr								
Eastbound Stopped Movements	F / *	F / *	F / *	F / *	F / *	F / *	F / *	F / *
Westbound Stopped Movements	F / *	F / *	F / *	F / *	F / *	F / *	F / *	F / *
SR 92 & Adams Circle								
Westbound Stopped Movement	F / 407	F / 340	F / 157	F / 60	F / *	F / *	F / *	F / 357
SR 92 & Ragsdale Road								
Westbound Stopped Movement	F / 330	F / 457	F / 100	F / 73	F / *	F / *	F / 1123	F / 1050
SR 92 & Orr Road / Proctor Landing								
Eastbound Stopped Movements	F / *	F / *	B / 12	C / 19	F / *	F / *	B / 14	D / 31
Westbound Stopped Movements	F / 870	F / *	C / 24	B / 13	F / *	F / *	F / 78	C / 15
SR 92 & Kemp Ridge Road								
Westbound Stopped Movement	F / *	F / *	F / *	F / 297	F / *	F / *	F / *	F / *
SR 92 & US 41/Cobb Parkway (Signalized)	F / 591	F / 171	E / 59	F / 165	F / 976	F / 378	F / 159	F / 349

*- *Volume greatly exceeds capacity, methodology to calculated delay not available*

Attachment 6

Bridge Inventory

BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION

Structure ID: 067-0036-0 Cobb SUFF. RATING 48.89

Location & Geography

*	Structure I.D.No:	067-0036-0
	200 Bridge Information	06
*	6A Feature Int:	M-9028 -CSX RR - CS 108
*	6B Critical Bridge:	0
*	7A Route Number Carried:	SR00092
*	7B Facility Carried:	SR 92
*	9 Location:	IN NORTH ACWORTH
	2 DOT District:	7
	207 Year Photo:	2003
*	91 Inspection Frequency:	24 Date: 03/15/2005
	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:	00408
*	5 Inventory Route (O/U):	1
	Type:	3
	Designation:	1
	Number:	00092
	Direction:	0
*	16 Latitude: 34-04.1	MMS Prefix: SR
*	17 Longitude: 084-41.2	MMS Suffix: 00 MP: 4.98
	98 Border Bridge: 000	%Shared: 00
	99 ID Number:	000000000000000
*	100 STRAHNET: 0	
	12 Base Highway Network:	1
	13A LRS Inventory Route:	671009200
	13B Sub Inventory Route:	0
*	101 Parallel Structure:	N
*	102 Direction of Traffic:	2
*	264 Road Inventory Mile Post:	011.62
*	208 Inspection Area: 09	Initials: JMC
	Engineer's Initial: jal	

* Location I.D. No.: 067-00092D-004.98N

*	104 Highway System:	1
*	26 Functional Classification:	14
*	204 Federal Route Type:	F No.: 02131
	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:	02
*	20 Toll:	3
*	21 Maintenance:	01
*	22 Owner:	01
*	31 Design Load:	6
	37 Historical Significance:	5
	205 Congressional District:	06
	27 Year Constructed:	1974
	106 Year Reconstructed:	0000
	33 Bridge Median:	0
	34 Skew:	00
	35 Structure Flared:	0
	38 Navigation Control:	N
	213 Special Steel Design:	0
	267 Type of Paint:	5
*	42 Type of Service on:	5
		4
	214 Movable Bridge:	0
	203 Type Bridge:	Z-O-M-O
	259 Pile Encasement:	3
*	43 Structure Type Main:	3 02
	45 No. Spans Main:	004
	44 Structure Type Appr:	0 00
	46 No. Spans Appr:	0000
	226 Bridge Curve Horz:	0 Vert: 1
	111 Pier Protection:	0
	107 Deck Structure Type:	1
	108 Wearing Surface Type:	6
	Mc	0
	F	0

Signs & Attachments

	225 Expansion Joint Type:	02
	242 Deck Drains:	0
	243 Parapet Location:	3
	Height:	1.60
	Width:	1.10
	238 Curb:	0.50 1
	239 Handrail:	7 7
*	240 Median Barrier Rail:	0
	241 Bridge Median Height:	0.00
	Width:	0.00
*	230 Guardrail Loc Dir Rear:	3
	Fwrd:	3
	Oppo Dir Rear:	0
	Fwrd:	0
	244 Approach Slab:	3
	224 Retaining Wall:	0
	233 Posted Speed Limit:	45
	236 Warning Sign:	0
	234 Delineator:	0
	235 Hazard Boards:	0
	237 Utilities Gas:	00
	W	00
	Ele	00
	Telephone:	00
	Se	00
	247 Lighting Street:	0
	Naviagtion:	0
	Aerial:	0
*	248 County Continuity No.:	00

BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION

Structure ID: 067-0036-0 Cobb SUFF. RATING 48.89

Programming Data

201 Project No.: EHS-S 1035 (3)
202 Plans Available: 1
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: 0000
114 Future ADT: 033105 Year: 2024

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 Fwrd: 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
* 265 U/W Insp. Area: 0 Diver: ZZZ

* Location I.D. No.: 067-00092D-004.98N

Measurements

* 29 ADT: 022070 Year: 2004
109 % Trucks: 8
* 28 Lanes On: 04 Under: 04
210 No. Tracks On: 00 Under: 02
* 48 Max. Span Length: 0083
* 49 Structure Length: 239
51 Br. Rwdy. Width: 48.20
52 Deck Width: 60.70
* 47 Tot. Horz. Cl: 48.20
50 Curb/Sdewlk Width: 5.00/5.00
32 Approach Rdwy Width: 048
* 229 Shoulder Width:
Rear Lt: 2.00 Type: 1 Rt: 2.00
Fwrd Lt: 2.00 Type: 1 Rt: 2.00
Pavement Width:
Rear: 44.00 Type: 2
Fwrd: 44.00 Type: 2
Intersection Rear: 1 Fwrd: 0
36 Safety Features Br. Rail: 1
Transition: 2
App. G. Rail: 1
App. Rail End: 1
53 Minimum Cl.Over: 99 ' 99 "
Under: H 17 ' 07 "
* 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 9.50
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: 7.00
Deck Thick Approach: 0.00
246 Overlay Thickness: 4.00
212 Year Last Painted: Sup: 1996 Sub: 0000

Ratings

65 Inventory Rating Method: 1
63 Inventory Rating Method: 1
66 Inventory Type: 2 Rating: 18
64 Operating Type: 2 Rating: 31
231 Calculated Loads
H-Modified: 21 1
HS-Modified: 20 0
Type 3: 32 1
Type 3s2: 25 0
Timber: 36 1
Piggyback: 40 0
261 H Inventory Rating: 18
262 H Operating Rating: 30
67 Structural Evaluation: 4
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: 2
69 UnderClr. Horz/Vert: 4
72 Appr. Alignment: 8
62 Culvert: N

Posting Data

70 Bridge Posting Required: 4
41 Struct Open, Posted, Cl: P
* 103 Temporary Structure: 0
232 Posted Loads H-Modified: 21
HS-Modified: 00
Type 3: 32
Type3s2: 00
Timber: 36
Piggyback: 00
253 Notification Date 02/01/1901
253 Fed Notify Date: 02/01/1901 0

Bridge Inventory Data Listing
Georgia Department of Transportation.

Structure ID: 067-0035-0 Cobb SUFF. RATING: 44.53

	Location & Geography					Signs & Attachements	
*	Structure ID:	067-0035-0	* 104	Highway System:	1	225 Expansion Joint Type:	02
200	Bridge Information:	06	* 26	Functional Classification:	14	242 Deck Drains:	1
* 6A	Feature Int:	PROCTOR CREEK (LAKE)	* 204	Federal Route Type:	F No. 02131	243 Parapet Location:	0.00
* 6B	Critical Bridge:	0	105	Federal Lands Highway:	0	Height:	0.00
* 7A	Route Number Carried:	SR00092	* 110	Truck Route:	0	Width:	0.00
* 7B	Facility Carried:	SR 92	206	School Bus Route:	1	238 Curb Height:	0.4
* 9	Location:	IN SW ACWORTH	217	Benchmark Elevation:	0866.00	Curb Material:	1
2	DOT District:	7	218	Datum:	2	239 Handrail:	1 1
207	Year Photo:	2007	* 19	Bypass Length:	06	* 240 Median Barrier Rail:	0
* 91	Inspection Frequency:	24 Date: 3/12/2007	* 20	Toll:	3	241 Bridge Median Height:	0.0
92A	Fract Crit Insp Freq:	00 Date: 2/1/1901	* 21	Maintenance:	01	* Bridge Median Width:	0.0
92B	Underwater Insp Freq:	60 Date: 6/28/2006	* 22	Owner:	01	230 Guardrail Loc. Dir. Rear:	3
92C	Other Spc. Insp Freq:	00 Date: 2/1/1901	* 31	Design Load:	2	Fwrd:	3
* 4	Place Code:	00408	37	Historical Significance:	5	Oppo. Dir. Rear:	0
* 5	Inventory Route (O/U):	1	205	Congressional District:	11	Oppo. Fwrd:	0
	Type:	3	27	Year Constructed:	1950	244 Approach Slab:	3
	Designation:	1	106	Year Reconstructed:	0000	224 Retaining Wall:	0
	Number:	00092	33	Bridge Median:	0	233 Posted Speed Limit:	45
	Direction:	0	34	Skew:	00	236 Warning Sign:	0
* 16	Latitude:	34 - 03.5 HMMS Prefix: SR	35	Structure Flared:	0	234 Delineator:	1
* 17	Longitude:	84 - 41.5 HMMS Suffix: 00 MP:4.14	38	Navigation Control:	0	235 Hazzard Boards:	1
98	Border Bridge:	000 % Shared: 00	213	Special Steel Design:	0	237 Utilities - Gas:	22
99	ID Number:	000000000000000	267	Type of Paint	1	Water:	21
* 100	STRAHNET:	0	* 42	Type of Service on:	1	Electric:	00
12	Base Highway Network:	1		Type of Service under:	5	Telephone:	00
13A	LRS Inventory Route:	671009209	214	Movable Bridge:	0	Sewer:	00
13B	Sub Inventory Route:	0	203	Type Bridge:	A O N O	247 Lighting - Street:	0
101	Parallel Structure:	N	259	Pile Encasement:	3	Navigation:	0
* 102	Direction of Traffic:	2	* 43	Structure Type Main:	3 02	Aerial:	0
* 264	Road Inventory Mile Post:	010.77	45	No. Spans Main:	001	* 248 County Continuity No.:	00
* 208	Inspection Area:	09 Initials: JMC	44	Structure Type Appr:	1 00		
	Engineer's Initial:	sgm	46	No. Spans Appr:	0002		
			226	Bridge Curve Horz:	0 Vert: 0		
			111	Pier Protection:	0		
			107	Deck Structure Type	1		
*	Location I.D. No.:	067-00092D-004.14N	108	Wearing Surface Type:	6		
				Membrane Type:	0		
				Deck Protection:	0		

Structure ID: 067-0035-0

Programming Data

201	Project No.:	CORPS OF ENGRS
202	Plans Available:	0
249	Prop. Proj. No.	BRST-213-1 (5)
250	Approval Status:	0 0 0 0
251	P.I. No.:	731865-
252	Contract Date:	2/1/2006
260	Seismic No.:	00000
75	Type Work:	34 1
94	Bridge Imp. Cost:	$296
95	Roadway Imp. Cost:	$73
96	Total Imp Cost:	$468
76	Imp. Length:	000396
97	Imp. Year:	1990
114	Future ADT:	036030 Year: 2026

Hydraulic Data

215	Waterway Data	
	Highwater Elev.:	0000.0 Year: 1900
	Flood Elevation:	0000.0 Freq.: 00
	Avg. Streambed Elev.:	0000.0
	Drainage Area:	00000
	Area of Opening:	000000
113	Scour Critical:	U
216	Water Depth:	17 Br. Height: 25.6
222	Slope Protection:	1
221	Spur Dikes Rear:	0 Fwrd: 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
265	U/W Insp. Area:	1 Diver: WSR
	Location I.D. No.:	067-00092D-004.14N

Measurements

*29	ADT:	024020 Year: 2006
109	% Trucks:	0
*28	Lanes On:	02 Under: 00
210	No. Tracks On:	00 Under: 00
*48	Max. Span Length:	0065
*49	Structure Length:	185
53	Br. Rwdy. Width:	24.20
52	Deck Width:	30.00
*47	Tot. Horiz. Cl:	24.20
50	Curb / Sidewalk Width:	2.20 / 2.20
32	Approach Rdwy. Width:	024
*229	Shoulder Width:	
	Rear Lt:	3.0 Type: 8 Rt: 3.0
	Fwrd Lt:	3.0 Type: 8 Rt: 3.0
	Pavement Width:	
	Rear:	24.0 Type: 2
		24.0 Type: 2
	Intersection Rear:	0 Fwrd: 0
36	Safety Features Br. Rail:	2
	Transition:	2
	App. G. Rail:	1
	App. Rail End:	1
53	Minimum Cl. Over:	99' 99 "
	Under:	N 00' 00 "
*228	Minimum Vertical Cl	
	Act. Odm Dir:	99 ' 99 "
	Oppo. Dir:	99 ' 99 "
	Posted Odm. Dir:	00 ' 00 "
	Oppo. Dir:	00 ' 00 "
55	Lateral Undercl. Rt:	N 99.9
56	Lateral Undercl. Lt:	0.0
*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:	6.50
	Deck Thick. Approach:	6.50
246	Overlay Thickness:	6.00
212	Year Last Painted:	Sup: 1985 Sub: 0000

Ratings

65	Inventory Rating Method:	1
63	Operating Rating Method:	1
66	Inventory Type:	2 Rating: 19
64	Operating Type:	2 Rating: 31
231	Calculated Loads	
	H-Modified:	21 1
	HS-Modified:	19 0
	Type 3:	29 1
	Type 3s2:	29 0
	Timber:	37 1
	Piggyback:	37 0
261	H Inventory Rating:	15
262	H Operating Rating:	25
67	Structural Evaluation:	4
58	Deck Condition:	7
59	Superstructure Condition:	7
*227	Collision Damage:	0
60A	Substructure Condition:	7
60B	Scour Condition:	8
60C	Underwater Condition:	7
71	Waterway Adequacy:	9
61	Channel Protection Cond.:	8
68	Deck Geometry:	2
69	UnderClr. Horz/Vert:	N
72	Appr. Alignment:	8
62	Culvert:	N

Posting Data

70	Bridge Posting Required:	3
41	Struct Open, Posted, CL:	P
*103	Temporary Structure:	0
232	Posted Loads	
	H-Modified:	21
	HS-Modified:	00
	Type 3:	29
	Type 3s2:	00
	Timber:	37
	Piggyback:	00
253	Notification Date:	2/1/1901
258	Fed Notify Date:	2/1/1901

Attachment 7

Minutes of CTM and ITCM

URS

SUMMARY OF MEETING MINUTES

MEETING DATE: February 5, 2009
1:30 PM GDOT District 7, Area 2 Office

PARTICIPANTS:
Michael Haithcock, GDOT – OPD, mhaithcock@dot.ga.gov
David Norwood, GDOT - OPD, dnorwood@dot.ga.gov
Andrew Heath, GDOT – Planning, aheath@dot.ga.gov
Jeff Woodward, GDOT – Construction, jwoodward@dot.ga.gov
Dale Ferris, GDOT – Construction, dferris@dot.ga.gov
Mike Lobdell, GDOT District 7 – Preconstruction, mlobdell@dot.ga.gov
Sebastian Nesbitt, GDOT District 7– Area 2 Office, snesbitt@dot.ga.gov
Bruce Savage, GDOT District 7 - RW, bsavage@dot.ga.gov
Alex Laffey, GDOT District 7, alaffey@dot.ga.gov
Katy Allen, FHWA, katy.allen@fhwa.dot.gov
Jerry Purcell, Corp of Engineers, kenneth.j.purcell@usace.army.mil
Rusty Simmons, Corp of Engineers, Russell.e.simmons@usace.army.mil
Mark Hipp, City of Acworth, mhipp@acworth.org
Tim Houston, City of Acworth, thouston@acworth.org
Brian Bulthuis, City of Acworth, bbulthuis@acworth.org
David Jackson, Cobb DOT, david.jackson@cobbcounty.org
Sean Pharr, URS Corporation – Project Manager, sean_pharr@URSCorp.com
Jennifer Harper, URS Corporation - Design, jennifer_harper@URSCorp.com
Patrick Smith, URS Corporation - NEPA, patrick_smith@URSCorp.com
George Manning, URS Corporation – Bridge, george_manning@URSCorp.com

DISCUSSION: CTM for SR 92 from US 41 to Glade Road in Cobb County
CSSTP-0006-00(682) and BRST-213-1(5)

A meeting of the above listed participants was held on February 5, 2009 at 1:30 PM in the GDOT District 7, Area 2 Office for the Concept Team Meeting for SR 92 from US 41 to Glade Road. The purpose of this meeting was to evaluate the concept report and solicit input for the proposed project. David Norwood opened the meeting by welcoming the attendees, introductions and listing the description of the project. Sean Pharr was introduced and discussed the design features of the project.

URS Corporation
400 Northpark Town Center
1000 Abernathy Road, NE
Suite 900
Tel: 678.808.8800
Fax: 678.808.8400
www.urscorp.com

Michael Haithcock from GDOT – OPD outlined that the let date for the bridge project (PI 731865) is 05/2010 and roadway project (PI 0006862) is 12/2010.

Brian Bulthuis from City of Acworth inquired as to the width of the pedestrian path.

Sean Pharr from URS Corporation provided that the width of the path is proposed as 10 feet wide.

Brian Bulthuis from City of Acworth inquired why we have changed the plans for the bridge over lake Allatoona.

Sean Pharr from URS Corporation provided that the plans for the bridge over the lake have changed in order to span the entire lake; to accommodate the Corp of Engineers request, as opposed to the original plans which proposed to fill in the lake.

David Jackson from Cobb County DOT provided that CSX has a long term lease for the bridge over their tracks. CSX has full oversight for everything except the property. The State Property Commission has authority over the property. CSX has requested that our plans provide for a future track, per the State Property Commission. This is a requirement but with coordination the additional track may not be necessary.

Richard Crowely, the GDOT Railroad Liaison, provided the following comments via email to David Norwood;

> The State Properties Commission is the owner of the railroad tracks/property that is parallel to SR 293/Main Street at SR 92. The State Properties Commission has a long term lease with CSX Transportation Incorporated to operates and maintains the tracks. This line is sometimes referenced as the "Western and Atlantic Railroad" (A&W) line.
>
> All railroad plan coordination for this project will be with CSX with copies sent to SPC.
>
> The Office of Right of Way will have to coordinate all Right of Way and Easement involvement at this location with the State Properties Commission. Any real estate involvement on this project will require SPC to obtain Legislative Committee review and approval.
>
> The standard minimum vertical bridge clearance (top of rail to bottom of bridge structure) is 23'.
>
> The design of the bridge at the location will need to accommodate the 2 existing tracks and provide room for an additional future track.

Brian Bulthuis from City of Acworth provided that the lease that CSX has with the State Property Commission expires in ten years. Brian Bulthuis also stated that on behalf of the City of Acworth they do not want this project to accommodate an additional track.

David Jackson from Cobb County DOT stated that transit may need to be accommodated for along this CSX corridor.

Patrick Smith from URS Corporation discussed the various environmental considerations along the corridor.

Brian Bulthuis from City of Acworth discussed the issue with who will own the bridge sitting on the Dam and the negotiations with the Corp of Engineers that will have to take place before the City is able to make a decision.

Mike Lobdell from GDOT District 7 inquired if the multi-use path would follow the roadway and bridge alignment or follow the old alignment over the Dam.

Sean Pharr from URS Corporation stated that the current alignment of the multi-use path is over the dam but can be put on the bridge if that is what is necessary.

Brian Bulthuis from City of Acworth stated that the City wants to make the Dam a parkland area and enhance the facility. Any uneconomical remnants from the RW acquisition around the bridge the City would like to use to enhance the parkland area around the dam.

David Jackson from Cobb County DOT asked if the area around the dam is parkland currently.

Brian Bulthuis from City of Acworth stated that the North end of the dam is currently a public park but the south end is not currently a public park. The city wants to only allow vehicles to park on the North and South ends of the Dam and have the Dam be open to bicycles and pedestrians when the new bridge opens.

Jerry Purcell from the Corp of Engineers suggested that the City of Acworth provide them with a proposal detailing the transfer of ownership of the dam and parkland.

Michael Haithcock from GDOT – OPD stated that GDOT would meet with the City of Acworth in a separate meeting and help facilitate the agreement between the Corp of Engineers and the City regarding the structure.

Sean Pharr from URS Corporation went over the alternatives that were proposed in the concept report.

Brian Bulthuis from City of Acworth request that Orr Road, coming from west of SR 92, be re-aligned to the median opening opposite of Kemp Road near the beginning of the project.

David Norwood, GDOT – OPD stated that adding additional scope to the project at this time was not a possibility but if Cobb County or the City of Acworth wanted to provide the funding for this separate piece our project would not preclude this realignment project. In email follow up David Norwood has indicated the Department will study the feasibility of incorporating this into the project.

David Jackson from Cobb County DOT stated that there was a possibility of receiving funds from this developer for the realignment of Orr Road in the future.

Alex Laffey from GDOT District 7 stated the developer was not cooperative when he was approached in the initial stages of this project and did not want to participate at the time.

Brian Bulthuis from City of Acworth stated that Adams Circle could be a problem with the neighborhood because we are closing off one of their access points to SR 92.

Sean Pharr with URS Corporation stated that we had little opposition to this at the PIOH that was held and they have been provided adequate and safe access with the proposed project.

Mike Lobdell from GDOT District 7 stated that the City of Acworth or Cobb County should not contact any of the property owners along the corridor with regards to this project before the environmental document is signed or our federal funding will be jeopardized.

David Jackson from Cobb County DOT requested the electronic drawings for Orr Road in order to put a cost estimate together for the realignment.

Attachments:
Sign in Sheet
Agenda

URS

SUMMARY OF MEETING MINUTES

MEETING DATE: April 8, 2008
9:00AM Urban Design Conference Room

PARTICIPANTS:
Nicoe Alexander, GDOT – OCD, nialexander@dot.ga.gov
Michael Haithcock, GDOT – OCD, mhaithcock@dot.ga.gov
Art Buckly, GDOT - R/W, abuckly@dot.ga.gov
Melanie Nable, GDOT – OEL, mnable@dot.ga.gov
Tony Belcher, GDOT - Bridge Design, tbelcher@dot.ga.gov
Mark Hipp, City of Acworth, mhipp@acworth.org
Brandon Douglas, City of Acworth, bdouglas@acworth.org
Bill Deugan, GDOT District 6 - Area 5, bdeugan@dot.ga.gov
Mike Lobdell, GDOT District 7 – Preconstruction, mlobdell@dot.ga.gov
Clarence Harris, GDOT District 7 – Area 2, clarence.harris@dot.state.ga.us
Jennifer Deems, GDOT District 6 – Utilities, jdeems@dot.ga.gov
Yulonda Foster, GDOT District 7 – Utilities, ccunningham@dot.ga.gov
Curtis Scott, GDOT – OCD/OPD, cuscott@dot.ga.gov
Adrian Jackson, GDOT, adjackson@dot.ga.gov
Roxana Ene, GDOT – Planning, rene@dot.ga.gov
Sean Pharr, URS Corporation, sean_pharr@URSCorp.com
Jennifer Harper, URS Corporation, jennifer_harper@URSCorp.com
Patrick Smith, URS Corporation, patrick_smith@URSCorp.com
Bridgett Nero, URS Corporation, bridgett_nero@URSCorp.com
Erica Parish, Paulding DOT, eparish@paulding.gov
David Jackson, Cobb DOT, david.jackson@cobbcounty.org
Gena Wilder, GA Power, gmwilder@southernco.com

DISCUSSION: ICTM for SR 92 from US 41 to Cowan Road in Cobb County
CSSTP-0006-00(682) and BRST-213-1(5)

A meeting of the above listed participants was held on April 8, 2008 at 9:00AM in the Urban Design Conference Room for the Initial Concept Team Meeting for SR 92 from US 41 to Cowan Road. The purpose of this meeting was to evaluate the Need and Purpose and determine the logical termini for the project. Nicoe Alexander opened the meeting by welcoming the attendees and listing the description of the project. Sean Pharr was introduced and discussed the design features of the project.

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400 Northpark Town Center
1000 Abernathy Road, NE
Suite 900
Tel: 678.808.8800
Fax: 678.808.8400
www.urscorp.com

Michael Haithcock from GDOT – OCD outlined that the let date for the bridge project (PI 731865) is 05/2010 and roadway project (PI 0006862) is 12/2010.

Patrick Smith from URS Corporation discussed the potential environmental, archeological, contamination and historical concerns.

Art Buckly from GDOT – Right of Way asked about potential right of way impacts. *Sean Pharr outlined the general right of way needs. The existing R/W varies from 60'- 150', proposed R/W will be 108' typically and 128' in portions with turn lanes. Permanent easements will be required for slopes. There are approximately 150 parcels.*

Mike Lobdell from GDOT – District 7 Preconstruction asked what the travel time analysis was for 4-lane versus 6-lane. *Sean Pharr indicated that there was not an analysis completed at this time.*

Sean Pharr began a general group discussion about the logical termini and indicated that traffic volumes are a major factor in the location of the logical termini. The south terminus of the project is US 41/Cobb Parkway; this is a logical terminus for the south end of the project.

Sean Pharr began a general group discussion that based solely on traffic; Cherokee Street/Bartow/Glade Road is the logical terminus on the northern end of the project. It was noted this a large movement of vehicular traffic turns north at this intersection to access I-75. Also having the terminus at Glade Rd. /Bartow Rd. rather than Cowan Rd., would avoid impacting the residential area of historic ranch homes, which are adjacent to the roadway on SR 92 between Cherokee Street/Bartow/Glade Road and Cowan Road. *It was generally agreed that in terms of traffic, this intersection is the logical termini.*

Sean Pharr discussed an alternate of using Cowan Rd as the terminus rather than Glade Rd. /Bartow Rd. And as an alternative, change the typical section from Glade Rd. to Cowan Rd. to have a smaller footprint and do intersection improvements, vertical curve improvements and add bike lanes and sidewalks. The traffic report indicates a three lane section would operate at an acceptable level of service and a 4-lane section is not required for this segment of roadway. *It was generally agreed to study this as an alternative.*

David Jackson from Cobb County DOT pointed out that the Acworth side of SR 92 at this location is Cherokee St. and that Glade Rd is currently a 4-lane section and with auxiliary lanes up to a 6-lane sections at the intersections. He also mentioned that once you cross Cowan Rd. going east the roadway designation changes to Baker Street which is a 3-lane section functioning with an adequate level of service. Thus the northbound and westbound approaches to this corridor have been improved to a 3 lane section.

Sean Pharr questioned if SR 92 could be re-routed at Glade Road/Bartow Road, north to I-75, follow I-75 south back to Cowan Road. *Nicoe Alexander from GDOT – OCD pointed out that re-routing the path of SR 92 should not be part of the discussion for this project.*

David Jackson from Cobb County DOT mentioned the park and ride at Cowan Road is going to be increased to 500 spaces soon, and is part of a GRTA improvement. This should be considered when deciding to use Glade Rd. or Cowan Rd. as the logical terminus.

Sean Pharr mentioned an alternate of widening to the west side of the road and holding the east edge of pavement rather than symmetrically to avoid utility lines that run along the east side of the roadway would be studies as part of the concept development.

David Jackson pointed out that the railroad on the project is a CSX line. Sean Pharr informed the group that the bridge at this railroad is a potential issue for staging and clearance. There needs to be 27' of minimum clearance over the tracks. In the past there needed to be 23' of clearance over railroad tracks but recently the request has been for 27'. *Tony Belcher from GDOT – Bridge Design agreed that recent requests for bridge clearance over railroad have been for 27'.*

Michael Haithcock with GDOT – OCD recommended a re-alignment alternative should be studied over the railroad. The re-alignment would create better horizontal geometry and would allow for staged construction.

Sean Pharr from informed the group that the bridge is currently 4-lanes and has a sufficiency rating of 48.

David Jackson pointed out that the rail line has 2 tracks here and is a major line from Atlanta to Chattanooga with 50 - 60 trains a day.

Sean Pharr mentioned that the railroad is possibly historic but the bridge at that location isn't historic. To mitigate impacts to potential and known historic resources it may be possible to rehab the existing bridge at this location.

Mark Hipp and Brandon Douglas from the City of Acworth suggested the possibility of shifting the alignment north at the railroad and building a bridge at a new location, thus helping with staging and vertical clearance issues. This shift would also straighten out the curves in the alignment at this location.

Sean Pharr, Brandon Douglas and Mark Hipp discussed the sight distance concern at Sta. 556+00 to Sta. 560+00 for Acworth United Methodist Church. They also discussed which street to cul-de-sac and median opening location around this location. It is preferred to cul-de-sac the local street and not the access to the church.

Brandon Douglas and Mark Hipp from, as well as David Jackson helped to identify the Acworth United Methodist Church, Roberts School and the Senior Center on Main St. as possible locations for meetings.

David Jackson pointed out that the property owners within the historic district near the railroad are a very vocal group who should be included as a stakeholder if a CAC is determined to be necessary.

Melanie Nable from GDOT OEL stated the existing dam and bridge over Lake Allatoona needs to be addressed, specifically who will maintain the structure if it is to remain in place.

Sean Pharr began a general discussion and it was decided that if a CAC meeting is necessary the City of Acworth will help with getting the list of invitees together.

Melanie Nable mentioned that if a VE Study is performed, a multi-use trail rather than a bike lane may be suggested. She pointed out that most bikers will ride in street with the traffic without a designated bike lane in the street, not on a multi-use trail.

David Jackson suggested putting an article in the Acworth Newsletter. He mentioned the historic area and their reputation of being vocal and wanting to be included.

Melanie Nable pointed out that the Army Corps of Engineers wants to view the plans as they go through the process and that she has requested a letter about the Admin Fee.

Melanie Nable pointed out that there was likely a need for a 4f for both of these projects.

Michael Haithcock asked Cobb Co. and the City of Acworth representatives to identify a priority of which portions of the corridor were most important and to send him an e-mail with this information.

Right of Way is FY 2009 for both projects.

Nicoe Alexander asked if there were any other questions or comments from any of the offices represented in the meeting.

Melanie Nable pointed out that due to the potential environmental constraints the Right of Way dates are unrealistic.

Jennifer Deems from GDOT - District 6 Utilities indicated that this is a SUE project and utility coordination is not being handled by the District.

Tony Belcher from GDOT – Bridge Design mentioned that utilities on the bridges should be addressed in the bridge designs.

Gena Wilder from Georgia Power identified the location of a transmission structure that should be considered. She pointed out that it would cost $500k-$700k to relocate and if possible it should be avoided.

The meeting ended with Nicoe Alexander from GDOT – OCD asking for any other comments or questions and him thanking everyone for their input and for attending the meeting.

Attachment 8

Letter of Support

Tommy Allegood, Mayor

Board of Aldermen:

Tim Houston
Albert L. Price
Gene Pugliese
Tim Richardson
Bob Weatherford

ACWORTH
GEORGIA

Brian M. Bulthuis, City Manager
Douglas R. Haynie, City Attorney
Regina R. Russell, City Clerk
4415 Senator Russell Avenue
Acworth, Georgia 30101

(770) 974-3112
Fax (770) 917-0590
www.acworth.org

July 18, 2008

Georgia Department of Transportation
3993 Aviation Circle
Atlanta GA 30336-1593
Attn: Melanie Nable

Subject: SR92 Improvement Project

Dear Ms. Nable,

Enclosed please find a Proclamation from the Mayor and Board, City of Acworth in support of the State Route 92 improvement project. As discussed, please make it part of the public record and or pass to the appropriate department.

Sincerely,

Mark R. Hipp
Director
Public Works Department

BOWMAN
D'AVINO
KNUDSON Nable
THOMPSON
WILLIAMS
FILE: CSSTP-0006-00(862)a
BRS70-0213-01(005)
0006862a 731865

RECEIVED
JUL 22 2008
Office of
Environment / Location

City of Acworth
Acworth, Georgia 30101

PROCLAMATION

WHEREAS: the Mayor and Board of Alderman support the concept plan presented on July 8, 2008, to the public by the Georgia Department of Transportation to effect improvements to State Route 92; from US 41 to Cherokee St, City of Acworth; and

WHEREAS: this Proclamation supports SR 92 corridor state project numbers CSSTP-0006-(862)-PI #0006862 and BRST-213-1(5) - #731865; and

WHEREAS: the proposed SR92 roadway improvements will four lane the existing SR92 and reconstruct the Lake Allatoona/Lake Acworth bridge; and

WHEREAS: the Allatoona/Lake Acworth bridge replacement is part of the overall functionality of any four-lane improvement of SR 92; and

WHEREAS: the City agrees with GDOT's contention that traffic counts do not support four lanes between Cherokee St. and Cowan Rd within the city limits of Acworth; and

WHEREAS: safety improvements are still necessary and required between Cherokee St. and Cowan Rd. of SR 92, to improved the existing two-lane geometry; and

WHEREAS: the City recognizes the GDOT process and constraints of design, environmental review, right -of -way (ROW) acquisitions and all documentation necessary to make the projects a reality; and

WHEREAS: the City looks forward to reviewing and commenting on the actual preliminary design of the roadway, proposed right-of -way acquisitions and the environmental documentation necessary to make the project a viable and integral part of the City of Acworth and the North Cobb transportation system.

In Witness Whereof, I have hereunto set my hand and cause the Seal of the City of Acworth to be affixed upon this 17th day of July in the year of Our Lord Two Thousand Eight.

Signed: _____
Thomas W. Allegood, Mayor

Attest:

Signed: _____
Regina R. Russell, City Clerk

Attachment 9

USACE Meeting Minutes

URS

SUMMARY OF MEETING MINUTES

Meeting Date: March 10, 2008
10:30 AM @ USACE /Allatoona Project Management Office Cartersville, GA

Participants:

Tim Rainey, USACE/Allatoona Project Mgmt Office
Rusty Simmons, USACE/Allatoona Project Mgmt Office
Barry Richards, USACE/Allatoona Project Mgmt Office
Jim Shinall, USACE/Allatoona Project Mgmt Office
Doug Evans, USACE/Allatoona Project Mgmt Office
Mark Hipp, City of Acworth
Jennifer Giersch, FHWA
Melanie Nable, GDOT/OEL
Bobby Dollar, GDOT/OEL
Damon Frost, GDOT/OEL
Sean Pharr, URS
Scott Caples, URS
Patrick SmTith, URS
Jennie Agerton, URS

Discussion: SR 92 Widening and Bridge Replacement over the Subdam
Cobb County
PIs 0006682 and 731865

A meeting of the above listed participants was held on March 10, 2008 at 10:30 AM in the Allatoona Project Management Office in Cartersville, GA to discuss potential issues with bridge design and the SR 92 project. The following is a summary of items discussed at the meeting.

- Introductions
- The USACE letter dated November 28, 2005 was referenced. A follow-up letter, dated October 24, 2006, was provided by Tim Rainey.
- Sean Pharr gave a brief project overview. Mr. Pharr indicated the current bridge design has taken into consideration the fill concerns previously expressed by USACE and would now span the normal pool elevation of 840 feet without fill. The bridge would be 1,330 feet in length to accomplish this spanning.
- Tim Rainey noted that the flood elevation of 863 feet is also of concern as are all functions of the lake. Scott Caples confirmed the lower beams do span the 863 foot elevation. USACE has a policy of no net

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loss of storage capacity. Both the normal pool and flood elevations are included in this policy. Any storage lost at either elevation would require a reallocation study be completed. A reallocation study would be time consuming and difficult. No storage loss due to bridge replacement is overwhelmingly preferred. It will be necessary to provide the volume of the actual bridge piers being placed below elevation 863; however this volume should be negligible.

- Concern was expressed over the existing bridge. If the bridge is left in place for pedestrian access or otherwise maintenance may be a concern. Neither the USACE, Cobb County, nor the City of Acworth has agreed to maintain the bridge. This item remains to be addressed.

- Mark Hipp asked if GDOT was still considering an overall plan for SR 92 alternate routes. Mr. Hipp wanted to know the status of that study and if that study was considered in the current project. Nicoe Alexander will be consulted to determine the status of study.

- USACE provided mapping and a description of property ownership near the bridge. USACE owns all the property surrounding the lake. Cobb County leases land around the south side of the lake near the bridge. City of Acworth leases the land around the north side of the lake near the bridge. All parties will need to be consulted for impacts to the recreation areas but USACE has ultimate authority.

- While reviewing the plans and profiles provided, Mr. Rainey pointed out the 50-yr, 100-yr, and 500-yr flood stages were not accurate. Elevations may be based on inaccurate data. It was suggested that perhaps the discrepancy was due to the plans reflecting flood stages for the creek prior to impoundment. USACE can provide precise measurements. Mapping was provided that shows general elevations. The lake is drawn down to 823 feet in the winter but normal pool is 840.

- Utility concerns – Existing utilities will need to be considered and easements renegotiated. USACE prefers one easement be provided for utility and transportation uses but each entity will need their own easement. It is possible that the current utilities do not have an easement due to the age of the corridor. If utilities are moved, each utility would need to negotiate an easement agreement.

- Concerns about discharges of water from the bridge were voiced. USACE prefers deck drains not be used as this discharges water from the bridge directly to Lake Allatoona without treatment. Scott Caples indicated that a system to remove the water would be required due to bridge length. Mr. Pharr and Mr. Caples indicated the roadway discharge design would need to be coordinated with the bridge design so that water is properly discharged. USACE expressed a preference for vegetated filtration. Mr. Pharr described a filtration design (Vortex) aimed at removing sediment. This item remains to be addressed fully, and will be discussed further with USACE as design progresses.

- USACE would like to review plans prior to approval. FHWA would like USACE approval of plans before they approve document. All submissions will be funneled through GDOT to USACE to maintain consistency and keep everyone abreast of project changes. Melanie Nable will be primary GDOT/OEL contact. Rusty Simmons will be primary USACE contact. USACE would like regular project updates. Ms. Nable will provide Mr. Simmons with updates.

- USACE would like to see onsite mitigation rather than the use of a banking instrument. Consideration should be given to onsite mitigation first. USACE should be consulted for additional guidance if this does not appear possible.

- Administrative fees are now being charged for project reviews. Projects are divided into three types: Minor, Moderate, and Major. This project is considered a Moderate level project; therefore, USACE would require an up front payment of $12,500 to continue project review.

- Mr. Simmons will provide instruction sheets for plan submittals.

- Mr. Hipp pointed out an intersection safety project programmed near the bridge. Project will need to be considered in design.

- Parking/recreation areas near the bridge were discussed. Any impact to these resources would be considered a 4(f) impact. These are day use areas and there is no charge for using these areas; therefore, they are popular. Mr. Pharr described a scenario where the parking and access would be provided for under the new bridge. Mr. Rainey indicated that replacing the areas would likely be considered full mitigation for the impacts and that a Memorandum of Understanding (MOU) could be developed. The MOU would state the project is impacting the areas but replacing the areas (in an agreed upon fashion) would be satisfactory mitigation. This would qualify the project for a de minimus 4(f). (Note: de minimus would only apply to the recreation area impacts. Other 4(f) impacts have not been determined.)

- USACE would like to see final special studies. The EA will be handled like the PAR process. FHWA and USACE will have opportunity to review and comment prior to approval. USACE will be asked to be a cooperating agency. USACE would like to receive two copies of submittals so that one can be maintained and reviewed in house and one can be provided to the Mobile District Office for review.

- Ms. Nable requested a copy of the Lake's Master Plan. Plan is outdated and not available online. For example, shoreline zoning is recreation; Master Plan may identify shoreline as wildlife protection in some areas. Pertinent pieces will be provided.

- Citizen Advisory Committee recommendations were requested. Ms. Nable will provide a standard list and suggestions from USACE and City of Acworth will be solicited.

- Mr. Caples requested plans for existing bridge. USACE will provide plans.

Action Items:

- Letter to USACE requesting them to be a Cooperating Agency (Melanie Nable and Jennie Agerton)
- Request bridge plans from Rusty Simmons at USACE (Scott Caples)
- Discuss SR 92 alternatives study with Nicoe Alexander (Sean Pharr)
- Set up meeting with FHWA to discuss logical termini (Melanie Nable)
- Determine members of CAC (Melanie Nable and Jennie Agerton)

- Administrative fee discussion (Sean Pharr)
- Instruction sheets for submittals will be provided (Rusty Simmons)
- Pertinent sections of Master Plan provided (Rusty Simmons)
- Contact USACE Planning to find out if the environmental document should include anything beyond what FHWA requires

Attachment 10

RTP Plan Sheets

[illegible]

0007536

Programmed

ACWORTH - DOWNTOWN RAILROAD CROSSING IMPROVEMENTS

Jurisdiction: [illegible]

Sponsor: [illegible]

Service Type: Roadway Operational Upgrades

Existing	Planned	Length (mi.)
N/A	N/A	N/A

Network Year: [illegible]

Open Year: [illegible]

Analysis: Exempt from Air Quality Analysis (40 CFR 93)

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE		2009	SAFETEA-LU Earmark	$60,000	$0,000	$15,000	$0,000	[illegible]
CST		2010	SAFETEA-LU Earmark	$240,000	$60,000	$0,000	$0,000	[illegible]
				[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

[illegible]

731865-

Programmed

SR 92 (LAKE ACWORTH DRIVE)

[illegible]

Jurisdiction: [illegible]

Sponsor: GDOT

Service Type: Bridge Capacity

Existing	Planned	Length (mi.)
2	4	N/A

Network Year: [illegible]

Open Year: [illegible]

Analysis: In the Region's Air Quality Conformity Analysis

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	AUTH	Bridge (On-System)	$0,000	$0,000	$0,000	$0,000	[illegible]
ROW		2009	Bridge (On-System)	$216,921	$54,230	$0,000	$0,000	[illegible]
CST		2010	Bridge (On-System)	$2,764,800	$691,200	$0,000	$0,000	[illegible]
				[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

[illegible]

0004446

Programmed

LEWIS ROAD

FROM US 278 (C.J. JAMES PARKWAY) TO MARKET ST. - RET AT NEW SOUTH SQUARE

Jurisdiction: [illegible]

Sponsor: [illegible]

Service Type: Roadway Operational Upgrades

Existing	Planned	Length (mi.)
2	2	1.3

Network Year: [illegible]

Open Year: [illegible]

Analysis: Exempt from Air Quality Analysis (40 CFR 93)

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	AUTH	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$0,000	$0,000	$0,000
ROW	AUTH	2007	STP - Urban (>200K) (ARC)	$0,000	$0,000	$0,000	$0,000	$0,000
CST	AUTH	2008	STP - Urban (>200K) (ARC)	$0,000	$0,000	$0,000	$0,000	$0,000
CST	AUTH	2008	STP - Statewide Flexible (GDOT)	$0,000	$0,000	$0,000	$0,000	$0,000
				$0,000	$0,000	$0,000	$0,000	$0,000

CO-297B | **BIG SHANTY ROAD EXTENSION PHASE IV**

N/A

Long Range

FROM: CASTLEBERRY ROAD TO: BELLSFERRY ROAD

Jurisdiction: Cobb County

Sponsor: Cobb County

Service Type: General Purpose Roadway Capacity

Existing	Planned	Length (mi.)
2	4	0.4

Analysis: In the Region's Air Quality Conformity Analysis

Network Year: 2020

Open Year: 2022

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE		LR 2014-2020	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$400,000	$0,000	$400,000
ROW		LR 2014-2020	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$1,400,000	$0,000	$1,400,000
CST		LR 2014-2020	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$6,610,545	$0,000	$6,610,545
				$0,000	$0,000	$8,410,545	$0,000	$8,410,545

CO-101 | **SR 92 (LAKE ACWORTH DRIVE / COWAN ROAD)**

0006862

Programmed

FROM: I-75 NORTHBOUND RAMPS TO: COWAN ROAD SOUTH

Jurisdiction: Cobb County

Sponsor: GDOT

Service Type: General Purpose Roadway Capacity

Existing	Planned	Length (mi.)
2	4	3.9

Analysis: In the Region's Air Quality Conformity Analysis

Network Year: 2024

Open Year: 2025

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2006	STP - Statewide Flexible (GDOT)	$0,000	$0,000	$0,000	$0,000	$0,000
ROW		2009	STP - Urban (>200K) (ARC)	$1,260,000	$315,000	$0,000	$0,000	$1,575,000
CST		2010	STP - Urban (>200K) (ARC)	$8,277,600	$2,069,400	$0,000	$0,000	$10,347,000
				$9,537,600	$2,384,400	$0,000	$0,000	$11,922,000

CO-302 | **NANCE ROAD**

0006863

Programmed

FROM: ALWOOD - BLUE WEST ROAD TO: OLD US HWY 78 (CAMP STREET)

Jurisdiction: Cobb County

Sponsor: Cobb County

Service Type: Roadway Operational Upgrades

Existing	Planned	Length (mi.)
2	2	0.9

Analysis: Exempt from Air Quality Analysis (40 CFR 93)

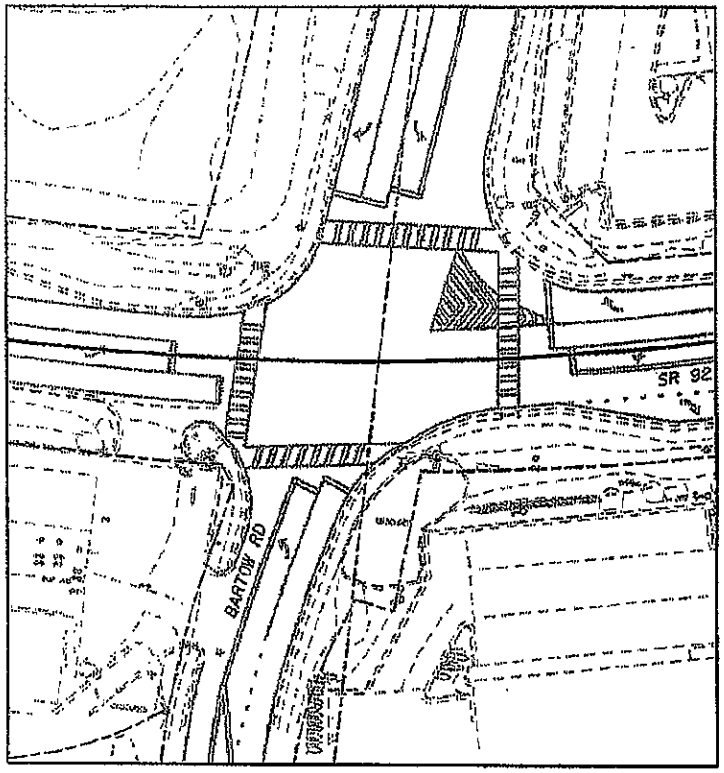
Network Year: 2020

Open Year: 2021

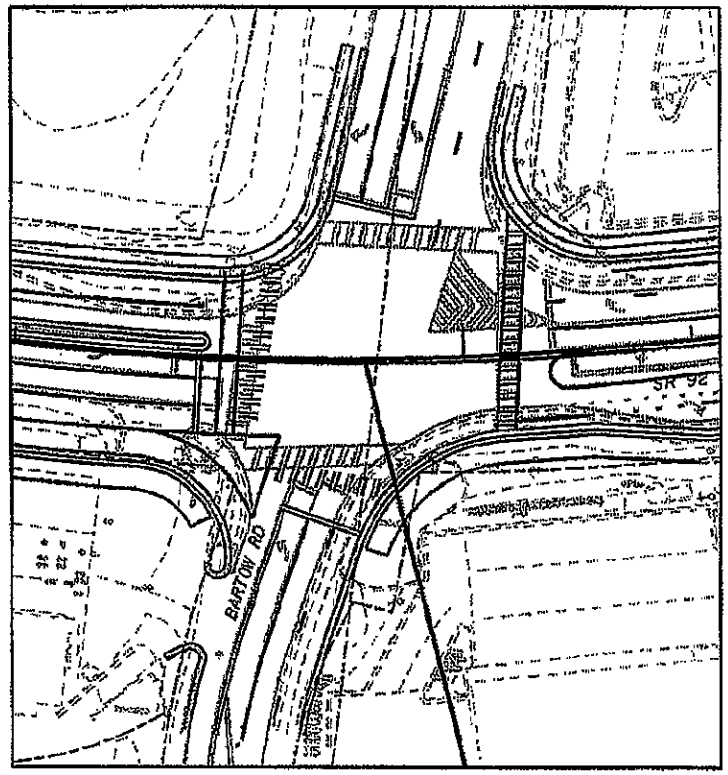
	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2006	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$0,000	$0,000	$0,000
ROW		2009	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$800,000	$0,000	$800,000
CST		2010	Local Jurisdiction/Municipality Funds	$0,000	$0,000	$2,874,000	$0,000	$2,874,000
				$0,000	$0,000	$3,674,000	$0,000	$3,674,000

Attachment 11

Schematics



EXISTING CONDITIONS



PROPOSED CONDITIONS

BARTOW ROAD AT SR 92

NOT TO SCALE

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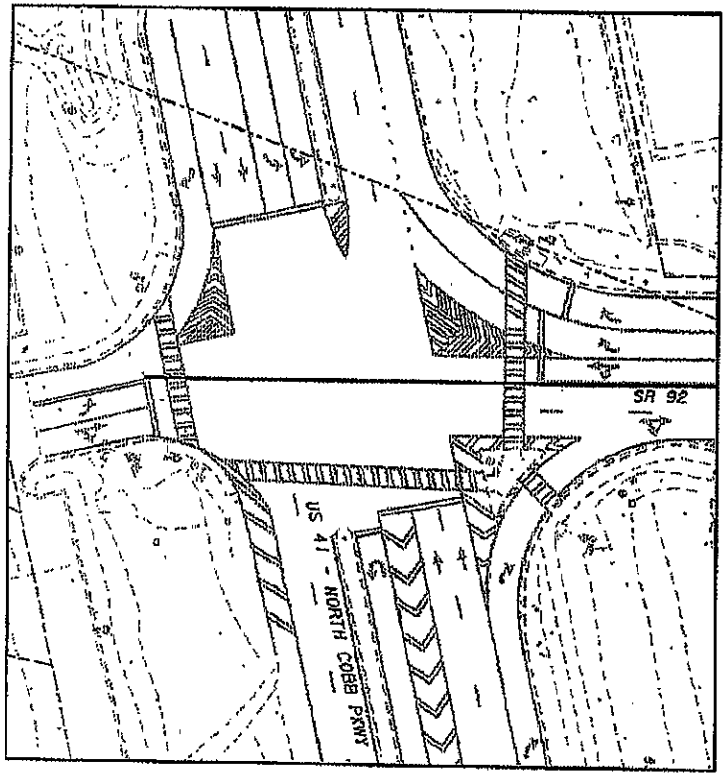

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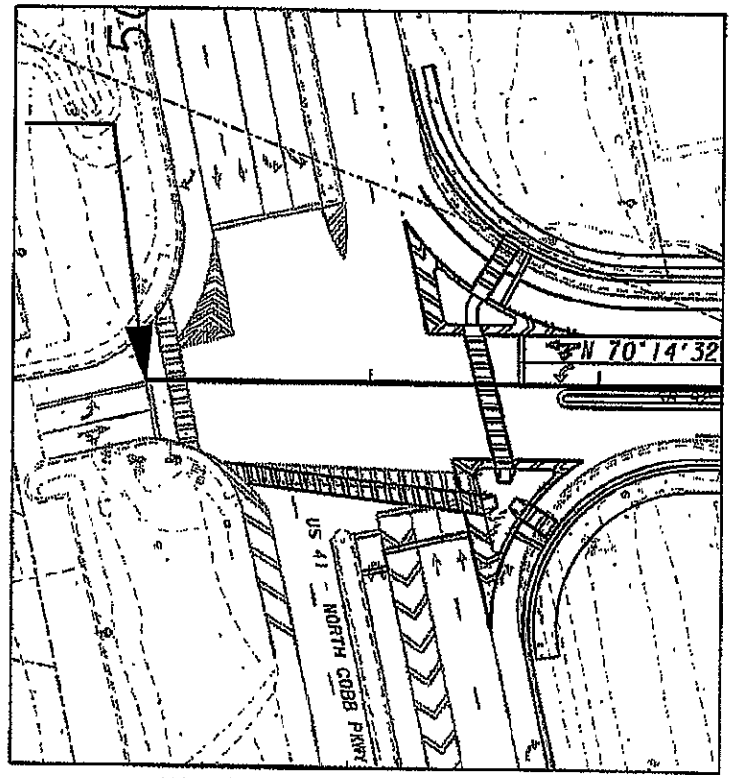

PROPOSED CONDITIONS

NORTH COBB PKWY.(US 41) AT SR 92

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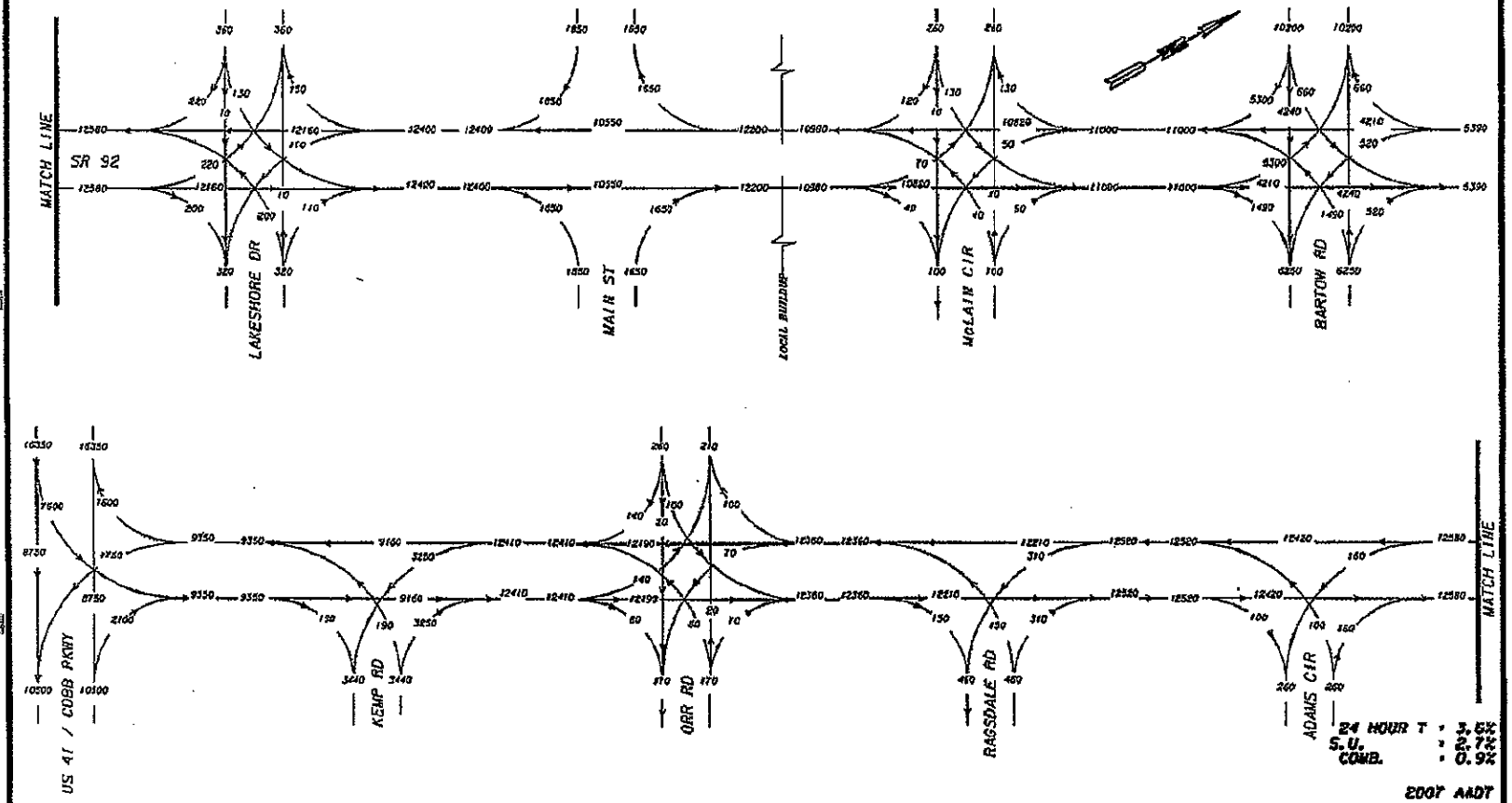
Attachment 12

Traffic Diagrams



PROJECT No.s: CSSTP-0005-0018621
BRST-217-1(5)

URS
400 NORTHPARK TOWN CENTER
1000 ABERNATHY ROAD, N.E., SUITE 300
ATLANTA, GEORGIA 30328
TEL: (678) 808-8900 FAX: (678) 808-8400

REVISION DATES

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE OF CONSULTANT DESIGN
TRAFFIC FLOW DIAGRAMS

PI No.s: 0006862, 731865

SHEET No. 1 OF 8

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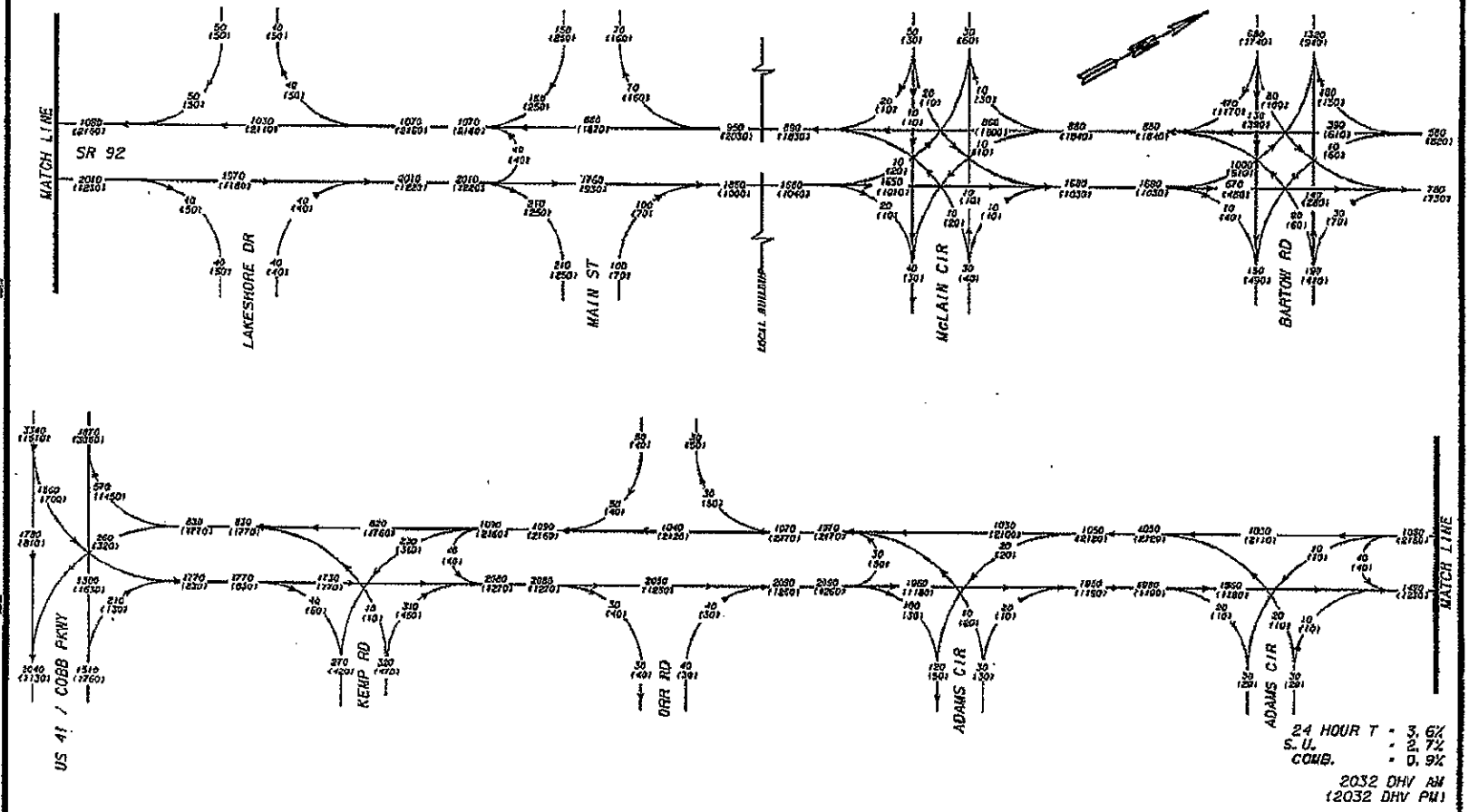

PROJECT No.s: CSSTP-0005-(015662)
PRST-813-1(1)

URS
400 NORTHPARK TOWN CENTER
1000 ABERNATHY ROAD, N.E., SUITE 550
ATLANTA, GEORGIA 30328
TEL: (678) 506-9000 FAX: (678) 506-9100

REVISION DATES

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE OF CONSULTANT DESIGN
TRAFFIC FLOW DIAGRAMS

PI No.s: 0006862, 731855

DRAWING No.
7 OF 8

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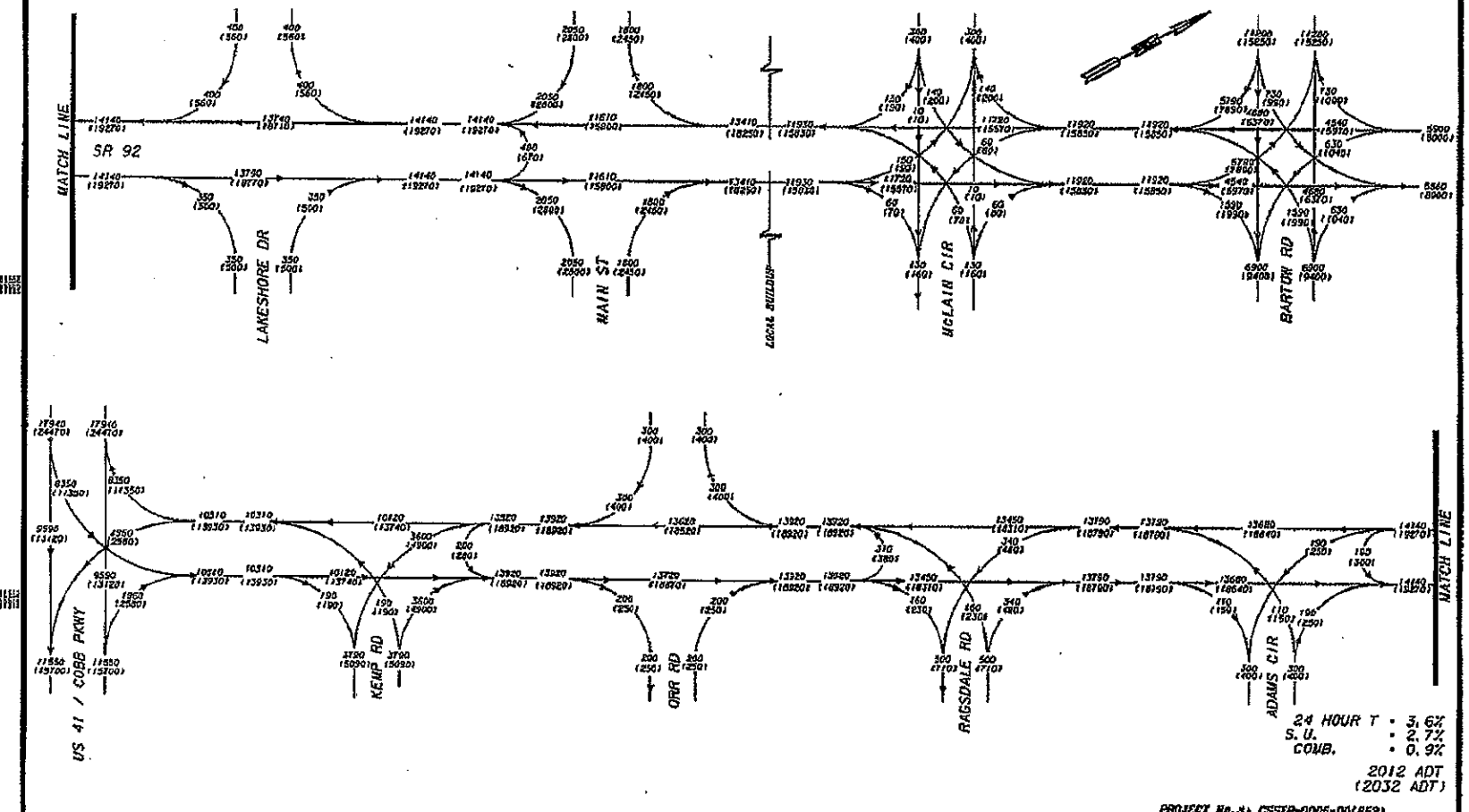

PROJECT No.s: CSSTP-0006-00(862)
BRST-213-1(2)

URS
400 NORTHPARK TOWN CENTER
1000 ABERNATHY ROAD, N.E., SUITE 900
ATLANTA, GEORGIA 30328
TELEPHONE (678) 580-6000 FAX (678) 808-6400

REVISION DATES

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE OF CONSULTANT DESIGN
TRAFFIC FLOW DIAGRAMS

PI No.s: 0006862, 731863

DRAWING No. 3 OF 8

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Attachment 13

Concurrence Letter and Logical Termini Documentation

U.S. Department
of Transportation
**Federal Highway
Administration**

Georgia Division

**61 Forsyth St. SW
Suite 17T100
Atlanta, GA 30303**

February 23, 2009

In Reply Refer to:
HPD-GA

Mrs. Gena Evans
Commissioner
One Georgia Center
Georgia Department of Transportation
600 West Peachtree
Atlanta, Georgia 30308

Dear Ms. Evans:

We have received the additional information requested in order to make a logical termini determination for Projects CSSTP-0006-00(862) and BRST-0213-01(005) in Cobb County, Georgia. The projects include the widening of SR 92/Lake Acworth Drive from US 41/SR 3/Cobb Parkway to Glade Road. Based on the information provided at this time, we concur with the proposed termini for the subject projects. Any changes in the project design or in traffic data that occur over time may require an update of this determination.

If you have any questions or require further information, please contact Ms. Jennifer Giersch at 404-562-3653.

Sincerely,

Jennifer L. Giersch

Rodney N. Barry, P.E.
Division Administrator

File: CSSTP-0006-00(862)

MOVING THE
AMERICAN
ECONOMY

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

Logical Termini Justification

Project Numbers CSSTP-0006-00(862) and BRST0-0213-01(005)
Cobb County
P.I. Numbers 0006862 and 731865
SR 92 from US 41 to Glade Road (AKA Bartow Road, Cherokee Street) near I-75

I. Need and Purpose

The purpose of State Route 92 (SR 92) improvements proposed for this project extending from UR 41/SR 3/Cobb Parkway to Glade Road is to:

- Alleviate traffic congestion; accommodate the need for mobility, access, and goods movement; and better accommodate future travel demand through the addition of travel lanes and auxiliary lanes;
- Facilitate more efficient and safe operation of SR 92 through the addition of a median, which will restrict left turn movements to median openings and, thus, better manage traffic flow;
- Address unsafe driving conditions, such as inadequate stopping sight distance by correction of geometric deficiencies along SR 92, where appropriate/feasible; and
- Provide improved transportation options for the traveling public through the addition of sidewalks and a multi-use path.

II. Project Description (include tie-in roads)

Existing:
Currently, SR 92/Lake Acworth Drive between US 41/SR 3/Cobb Parkway and Glade Road consists of two 12-foot lanes (one lane in each direction) with auxiliary left and right turn lanes and curb and gutter intermittently throughout this corridor. The existing right-of-way varies between 50 and 100 feet. The posted speed limit is 40 to 45 mph through the corridor. There are two existing bridges that require replacement within the project limits. The bridge over SR 293/Main Street and CSX Railroad in the City of Acworth has a span of 241 feet and 48 feet of clear width with a current structural rating of 48.89 (based on h-15 design live load). The bridge/dam over Lake Allatoona has a span of 185 feet and 24 feet of clear width with a structural rating of 44.53 (based on h-15).

Proposed:
The project proposes to widen SR 92/Lake Acworth Drive from US 41/SR 3/Cobb Parkway to Glade Road to a divided 4-lane facility with 11-foot lanes on the inside and 12-foot lanes on the outside, a raised concrete median varying from 8 to 20 feet in width, 16-foot shoulders with curb and gutter and a 10-foot multi-use trail on the east side of the roadway, 12-foot shoulders with curb and gutter and 5-foot sidewalk on the west side of the roadway. The proposed right-of-way varies from 100 to 135 feet. The proposed posted speed limit is 45 mph. Total length of the project is approximately 2.8 miles. The new bridge over Lake Allatoona will be approximately 1400 feet long and have a clear width of 68 feet. This bridge will be constructed on new location. The new bridge over SR 293/Main Street and CSX Railroad in the City of Acworth will be approximately 260 feet long and have a clear width of 68 feet. Project construction will be staged under traffic.

III. Proposed Termini

SR 92/Lake Acworth Drive is an Urban Principal Arterial major traffic generator along the SR 92 corridor. Existing Average Daily Traffic (ADT) (2007) along SR 92/Lake Acworth Drive is 25,160 vehicles per day (vpd) and design year ADT (2032) along SR 92/Lake Acworth Drive is 38,540 vpd. GRTA DRI Review Package Technical Guidelines produced by Georgia Regional Transportation Authority and dated May 9, 2008 is the basis for our traffic analysis with regards to the number of lanes required based on ADT. The assumption is that this roadway is a Class I (>2 signalized intersections per mile) from Table 5 of this manual. Table 5 is included as an attachment to this document as a reference.

A. Southern/Western:

The southern terminus of this proposed project is the T-intersection of SR 92/Lake Acworth Drive with US 41/SR 3/Cobb Parkway. Figure 1 illustrates the location of this terminus. US 41/SR 3/Cobb Parkway is a 4-lane Urban Minor Arterial taking northwest volumes to Bartow County and southeast volumes to Cobb County. The State Route designation turns northwest along US 41/SR 3/Cobb Parkway then turns from US 41 south onto Dallas Acworth Highway.

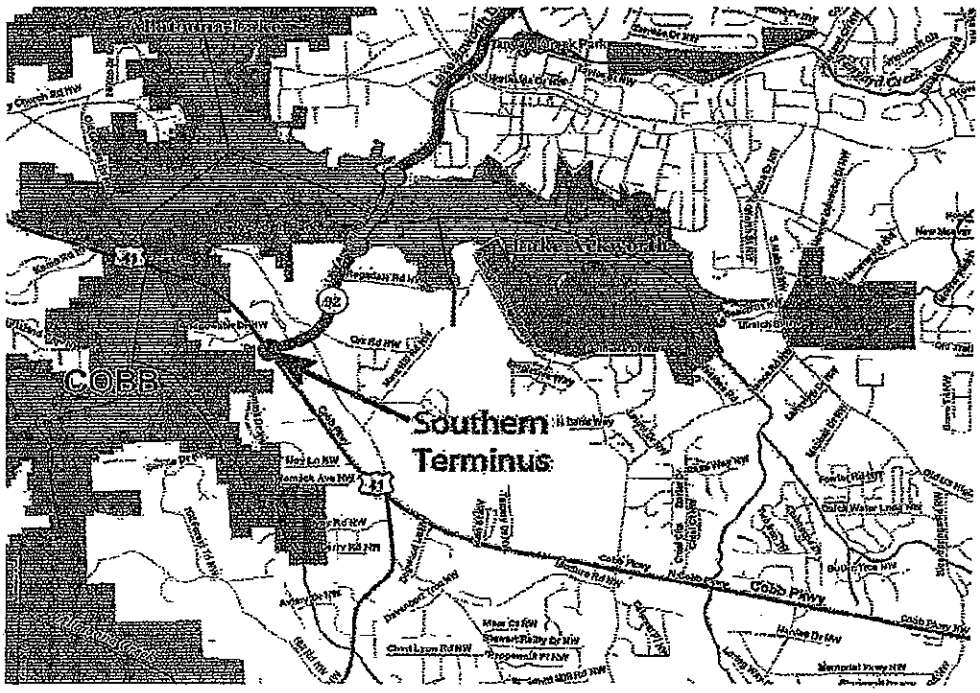


Figure 1: Southern Terminus of P.I. 0006862

In the design year (2032), of the 13,930 vpd utilizing the westbound lanes of SR 92/Lake Acworth Drive towards US 41/SR 3/Cobb Parkway, 11,350 vpd turn right (northwest) onto US 41/SR 3/Cobb Parkway (approximately 81 percent) and 2,580 vpd turn left (southeast) onto US 41/SR 3/Cobb Parkway (approximately 19 percent).

US 41/SR 3/Cobb Parkway to the northwest has an existing ADT (2007) of 31,310 at count station TC005 (Near the Lake Allatoona Bridge approximately 3/4 Mile northwest). US 41/SR 3/Cobb Parkway will require a 6-lane facility in 2010 (35,070 ADT) and an 8-lane facility in the year 2023 (52,600 ADT). The no-build and build design traffic projections are the same with regards to this project whether SR 92 is constructed or not (see Traffic Data Table). SR 92 is not a traffic generator and, as there are no parallel roadways, it is not expected to draw traffic. Therefore, widening SR 92/Lake Acworth Drive from 2 to 4 lanes does not further impact the operations of US 41/SR 3/Cobb Parkway in this area nor does it impact the traffic along the 2-mile section of US 41/SR 3/Cobb Parkway between Lake Acworth Drive and Dallas Acworth Highway. This project does however improve the function of the signal at US 41/SR 3/Cobb Parkway at SR 92/Lake Acworth Drive by adding dual left turn phases at all legs of the intersection.

US 41/SR 3/Cobb Parkway to the northwest has an existing ADT (2007) of 16,460 at count station TC003 (approximately 2 miles northwest of the intersection of US 41/SR 3/Cobb Parkway and Dallas Acworth Highway). US 41/SR 3/Cobb Parkway has a design year (2032) ADT of 29,630. This portion of US 41/SR 3/Cobb Parkway will function at an acceptable level of service (LOS D) through the year 2032.

US 41/SR 3/Cobb Parkway to the southeast has an existing ADT (2007) of 21,220 at count station TC007 (north of Ivey Lane approximately 1/2 mile southeast of the intersection of US 41/SR 3/Cobb Parkway and Dallas Acworth Highway). US 41/SR 3/Cobb Parkway will require a 6-lane facility in 2022 (35,010 ADT).

US 41/SR 3/Cobb Parkway to the southeast has an existing ADT (2007) of 34,520 at count station TC009 (southeast of Due West Road approximately 2 miles southeast of the intersection of US 41/SR 3/Cobb Parkway and Dallas Acworth Highway). US 41/SR 3/Cobb Parkway will require a 6-lane facility in 2008 (35,900 ADT) and an 8-lane facility in 2018 (52,810 ADT).

Figure 2 on the next page illustrates the Traffic Counter (TC) locations.

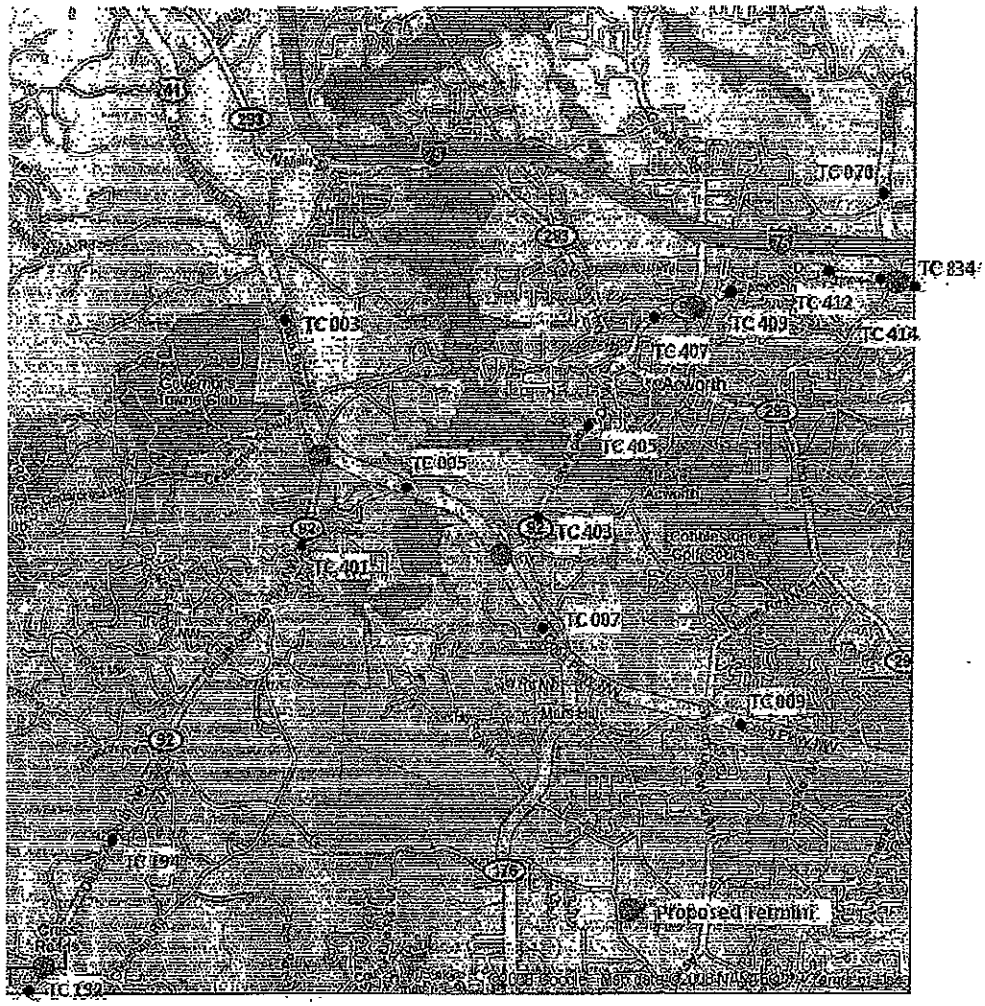


Figure 2: Traffic Counter (TC) Locations

Analyzing the traffic data in the surrounding area indicates the westbound SR 92 traffic from SR 92/Lake Acworth Drive is following the State Route designation and traveling northwest along US 41/SR 3/Cobb Parkway to Dallas Acworth Highway approximately 2 miles where it then turns left and proceeds southwest along SR 92/Dallas Acworth Highway. This segment of US 41/SR 3/Cobb Parkway has exceeded capacity for its current 4-lane section but widening this section would be a significant impact to the community from a right-of-way standpoint. The traffic patterns are not anticipated to change given a build/no build scenario as the corridor is mainly providing users with access to I-75. Cobb Parkway is a 4-lane roadway and its operation will not be negatively impacted by the proposed project because it is not going to increase the volume of cars on Cobb Parkway when comparing the build/no-build scenarios. Southeast of this intersection, US 41/SR 3/Cobb Parkway is currently 4-lane section, which will operate at an acceptable level of service beyond the design year of 2032 in this area.

B. Northern/Eastern:

The original terminus of the project as identified by GDOT and the STIP (Statewide Transportation Improvement Program) describes the northern terminus to be the intersection of SR 92/Lake Acworth Drive and Cowen Road. However; detailed traffic analysis and study finds a significant drop off in traffic along this corridor at the intersection of SR 92/Lake Acworth Drive and Glade Road. Therefore it has been determined that the traffic traveling along this corridor is primarily going to I-75 or coming from I-75 and using Glade Road for access. It is the recommendation of this report the STIP is amended to reflect Glade Road as the northern terminus of GDOT PI Number 0006862/ARC TIP # CO-301.

The northern project terminus of the proposed project is the four-leg intersection of SR 92/Lake Acworth Drive and Glade Road. Figure 3 illustrates the location of this terminus. SR 92 continues eastbound past Glade Road along Lake Acworth Drive for 2.2 miles where it turns left at Cowan Road and goes north into Cherokee County and crosses I-75. Traffic traveling east along Lake Acworth Drive through the terminus of the project is either local residential traffic or traffic continuing to Cowan Road where it can go north to I-75 or into Cherokee County or south on Cowan Road to various locations in Cobb County. Eastbound traffic at the terminus of the project that turns left and proceeds north on Glade Road has access to I-75 or various locations in Cherokee County. Eastbound traffic at the terminus of the project that turns right and proceeds south on Glade Road is either local residential traffic or traffic heading for more distant locations within Cobb County.

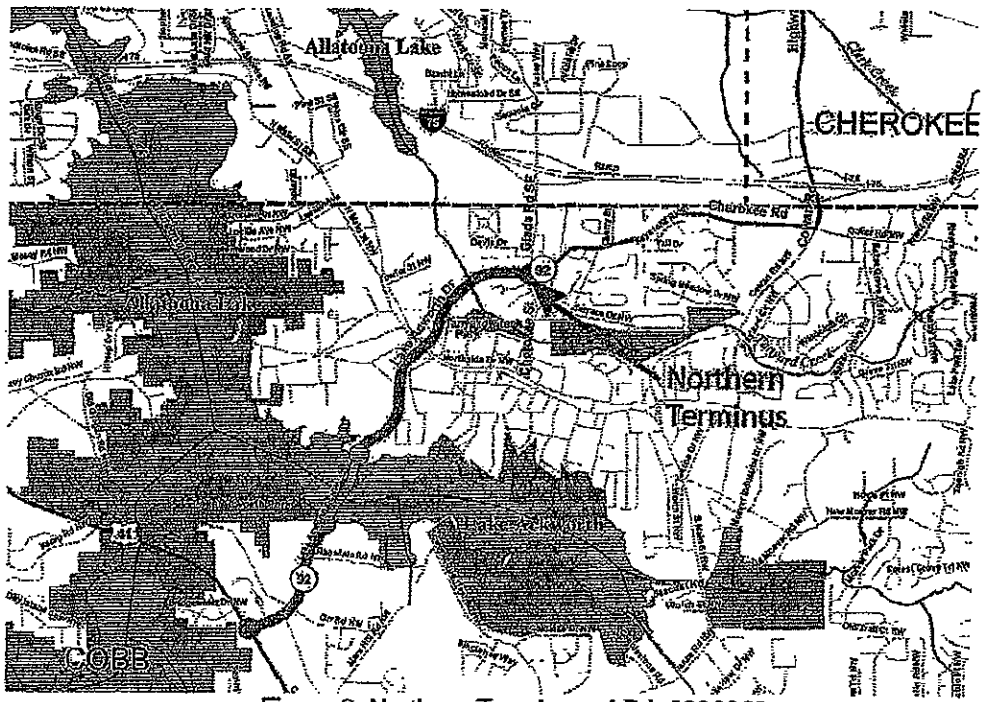


Figure 3: Northern Terminus of P.I. 0006862

In the design year (2032), of the 15,850 vehicles traveling eastbound along SR 92/Lake Acworth Drive, 7,890 (approximately 50 percent) turn left toward I-75 to the north and 5,970 (approximately 38 percent) go straight on SR 92/Lake Acworth. Of the 15,850 vehicle traveling eastbound along SR 92/Lake Acworth Drive, 1,990 (approximately 12 percent) turn right and go southbound on Glade Road.

SR 92/Lake Acworth Drive continues eastbound as a 2-lane roadway with existing ADT (2007) of 10,780 and design ADT (2032) of 16,000. The section of SR 92/Lake Acworth Drive between Glade Road and Cowan Road will function with an acceptable level of service without any additional improvements through the design year. The no-build and build design traffic projections are the same with regards to this project whether SR 92 is constructed or not (See Traffic Data Table). SR 92 is not a traffic generator and as there are no parallel roadways it is not expected to draw traffic. Therefore, widening SR 92/Lake Acworth Drive from 2 to 4 lanes does not further impact the operations of Glade Road in this area nor does it impact the traffic between Glade Road and Cowan Road.

Glade Road to the north is a 4-lane facility with existing ADT (2007) of 20,400 and design ADT (2032) of 30,500. This facility has an acceptable LOS D in the design year. No traffic improvements to this roadway are required to accommodate the construction of the proposed SR 92 project. Therefore, widening SR 92/Lake Acworth Drive from 2 to 4 lanes does not further impact the operations of Glade Road in this area.

Glade Road to the south is a 2-lane facility with existing ADT (2007) of 12,500 and design ADT (2032) of 18,800. A 4-lane is warranted in 2028. This roadway will function at an acceptable LOS during the next 20 years as it is without improvements. The no-build and build design traffic projections are the same with regards to this project. SR 92 is not a traffic generator and as there are no parallel roadways it is not expected to draw traffic. Therefore, widening SR 92/Lake Acworth Drive from 2 to 4 lanes does not further impact the operations of Glade Road in this area.

IV. Supporting Data
Traffic Data:

Location	Existing Year (2007)		Build Year* No-Build (2012)		Build Year* Proposed Project (2012)		Design Year** No-Build (2032)		Design Year** Proposed Project (2032)	
	ADT	LOS	ADT		ADT		ADT	LOS	ADT	LOS
Roadway Links Within Proposed Termini										
Southern: SR 92 at US 41	18,700	F	20,620	F	20,620	B	27,860	F	27,860	C
Northern: SR 92 at Bartow/Glade Road	22,000	F	23,840	F	23,840	C	31,700	F	31,700	C
Intersections Within Proposed Termini	AM LOS	PM LOS	AM LOS	PM LOS	AM LOS	PM LOS	AM LOS	PM LOS	AM LOS	PM LOS
Southern: SR 92 at US 41	F	F	F	F	E	F	F	F	F	F
Northern: SR 92 at Bartow/Glade Road	D	D	D	E	C	C	F	F	E	E
Roadway Links Outside Proposed Termini										
Southern: US 41 West of SR 92	32,700	C	35,880	F	35,880	F	48,940	F	48,940	F
Northern***(with median to Cowan Road):*** SR 92 East of Bartow/Glade Road	10,780	C	11,800	C	*12,880*	C	16,000	D	*17,500*	*F*
Northern***(with terminus at Glade Road):*** SR 92 East of Bartow/Glade Road	10,780	C	11,800	C	11,800	C	16,000	D	16,000	D

Notes:
Build Year (2012) denotes when the project corridor will be open to traffic.
Design Year (2032) denotes the twenty year projection from when the project was open to traffic.

A. For the design year, describe the build traffic conditions within the proposed termini.

Design year (2032) ADT for the SR 92 corridor between US 41 and Bartow/Glade Road is projected to be 38,540 vpd. This is an approximate 50 percent increase over the existing volumes of 25,160 vpd. Of these anticipated traffic volumes, 3.6 percent are expected to be trucks. The increasing traffic volumes and lack of passing opportunities will cause the LOS along SR 92 to deteriorate to a LOS F without the proposed improvements.

B. For the design year, describe traffic conditions immediately adjacent to the proposed project. How would the proposed project affect the need for and feasibility of adjacent transportation improvements?

Design year (2032) ADT west of the intersection of SR 92 and US 41 is projected to be 48,940. This is an approximate 50 percent increase over the existing volumes of 32,700. Design year (2032) ADT east of the intersection of SR 92 and Glade Road is projected to be 16,000. This is an approximate 50 percent increase over the existing volumes of 10,780.

Although this project terminates at Glade Road, the original project extended the four lane median section to Cowan Road. The LOS and ADT for this alternative are shown in the traffic data table above. The analysis shows 1500 vpd of U-Turns are generated at the Glade Road intersection by the addition of a median. This would result in design year (2032) ADT immediately east of the intersection of SR 92 and Bartow/Glade Road of 17,500 vpd. This is an approximate 62 percent increase over the existing volumes of 10,780 vpd. Therefore continuing the project with a median east of Glade Road would negatively affect the LOS of SR 92 between Glade Road and Cowan Road.

The proposed project would have no bearing on the need for adjacent transportation improvements. Traffic volumes are projected to grow at the same rate with or without the proposed project. The proposed project would not impair or promote adjacent transportation improvements.

V. Adjacent Projects

Describe how the proposed project is connected with or related to other adjacent projects. Indicate status and schedule of each adjacent project.
Project NH000-0165-01(042), PI No 620940 – SR 92 from I-75 to Wade Green Road (Currently under Construction). This project is currently under construction and will be complete before the proposed project is let to construction. This project begins near the northern terminus of the proposed project and is the continuation of SR 92 corridor to the north. Project CSSTP-0007-00(142), PI No 0007142 – SR 92 at CS 123/Collins Circle/Adams Circle (Design Phase 2006) The proposed project consists of adding left turn lanes on SR 92 at Collins Circle. Re-aligning Collins Circle to a ninety degree angle with SR 92 and converting the SR 92 and Adams Circle intersection into a cul-de-sac.

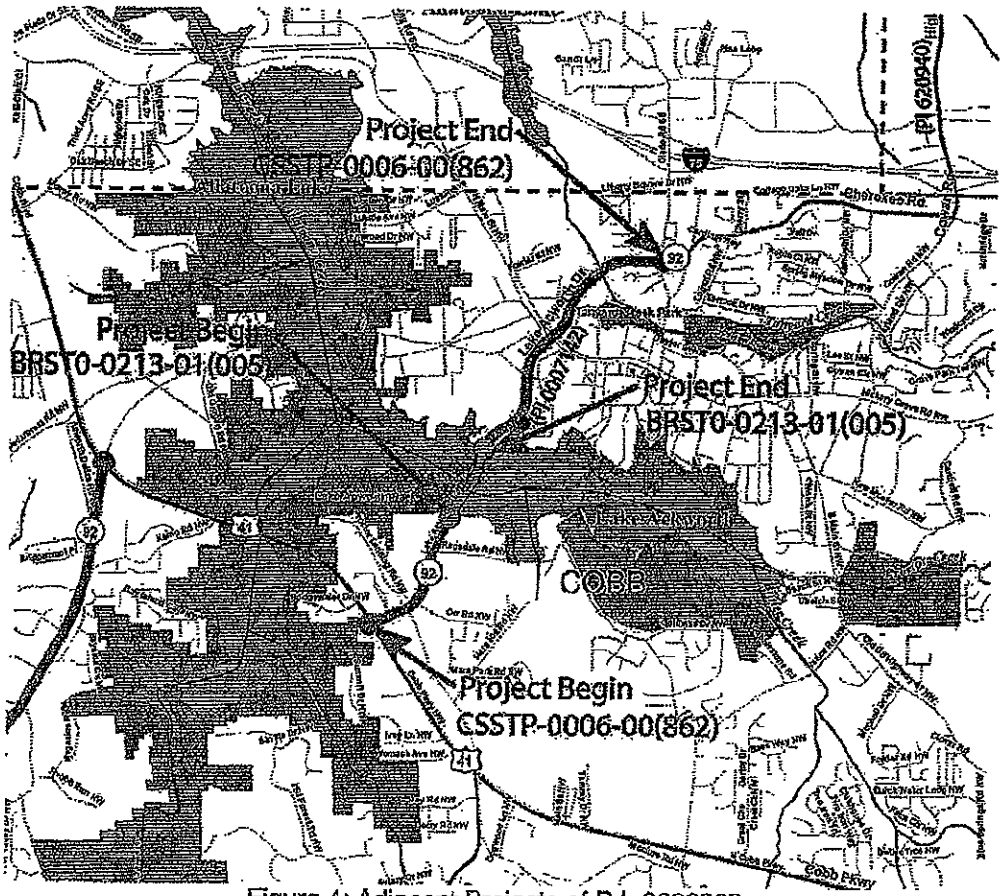


Figure 4: Adjacent Projects of P.I. 0006862

VI. Justification of Logical Termini

Describe how proposed termini in Section III are adequate to address the need and purpose, have independent utility, and enable consideration of other reasonably foreseeable improvements.

Connect Logical Termini

The southern/western terminus of this proposed project is the T-intersection of SR 92/Lake Acworth Drive with US 41/SR 3/Cobb Parkway. The proposed project does not increase traffic when comparing the build scenario to the no build scenario ADT (2032). Therefore the proposed project along SR 92/Lake Acworth Drive does not negatively impact the operations of US 41/SR 3/Cobb Parkway. The intersection of SR 92/Lake Acworth Drive and US 41/ SR 3/ Cobb Parkway is currently operating at a LOS F and will continue to operate at a LOS F in the build scenario as well as no build scenario of this project. Although the intersection fails, this project gives a significant relief to the traffic on US 41/SR 3/Cobb Parkway by reducing the delay at this intersection. The delay in the design year (2032) in the morning peak drops from 2168 seconds in the no build scenario to 186 seconds (approximately 91%) in the build scenario. The delay in the design year (2032) during the afternoon peak drops from 719 seconds in the no build scenario to 365 seconds (approximately 45%) in the build scenario. The addition of the dual left phasing from US 41/SR 3/Cobb Parkway on to SR 92/Lake Acworth Drive creates a safety improvement by removing the permissive left turn phase at the intersection.

The northern/eastern project terminus of the proposed project is the intersection of SR 92/Lake Acworth Drive and Glade Road. The existing typical section of SR 92 north of the proposed project terminus is sufficient to handle the projected design year ADT (2032) without further improvements.

Therefore, the length of the proposed project, approximately 2.8 miles, is sufficient to significantly reduce the travel time for the local build up along the SR 92 Corridor and move the traffic more efficiently to I-75 and US 41/SR 3/Cobb Parkway. This will significantly reduce the congestion along SR 92 as well as improving the operation at the signalized intersections at each terminus thus improving the quality of the life to the citizens of Cobb County and the City of Acworth.

Independent Utility

The proposed project will have independent utility without the construction of adjacent projects as the area between US 41/SR 3/Cobb Parkway and Glade Road is experiencing growth with respect to commercial, institutional, and residential development. Residents and employees of the area utilize the SR 92 corridor to reach I-75 and US 41. This project will significantly reduce the travel time for these citizens through the corridor as well as improve the function of the intersections at both termini. The need for upgrades along US 41/SR 3/Cobb Parkway is independent of this project. The SR 92/ Lake Acworth Drive widening project is not a traffic generator and the lack of parallel roadways ensures that it will not draw additional traffic to the area. The construction of this project has no effect on US 41/SR 3/Cobb Parkway other than to reduce the delay at the signalized intersection with SR 92/Lake Acworth Drive.

Therefore, the proposed project would have independent utility, be usable, and be considered a minimum optimum segment for expenditure of funds even if no additional transportation improvements in the area are made.

Restriction of Consideration
The proposed improvements would create a safer and more efficient transportation facility for users and has been designed in such a way as to not restrict consideration of alternatives for other reasonably foreseeable transportation improvements. As a result of the preliminary concept development and the environmental screening, it can be determined that the preferred alternative has enough flexibility that future projects to the north and south of SR 92 can be designed or improved without forcing environmental impacts or restricting alternative alignments.

Prepared By:

(Project Planner) Date

Concurred By:

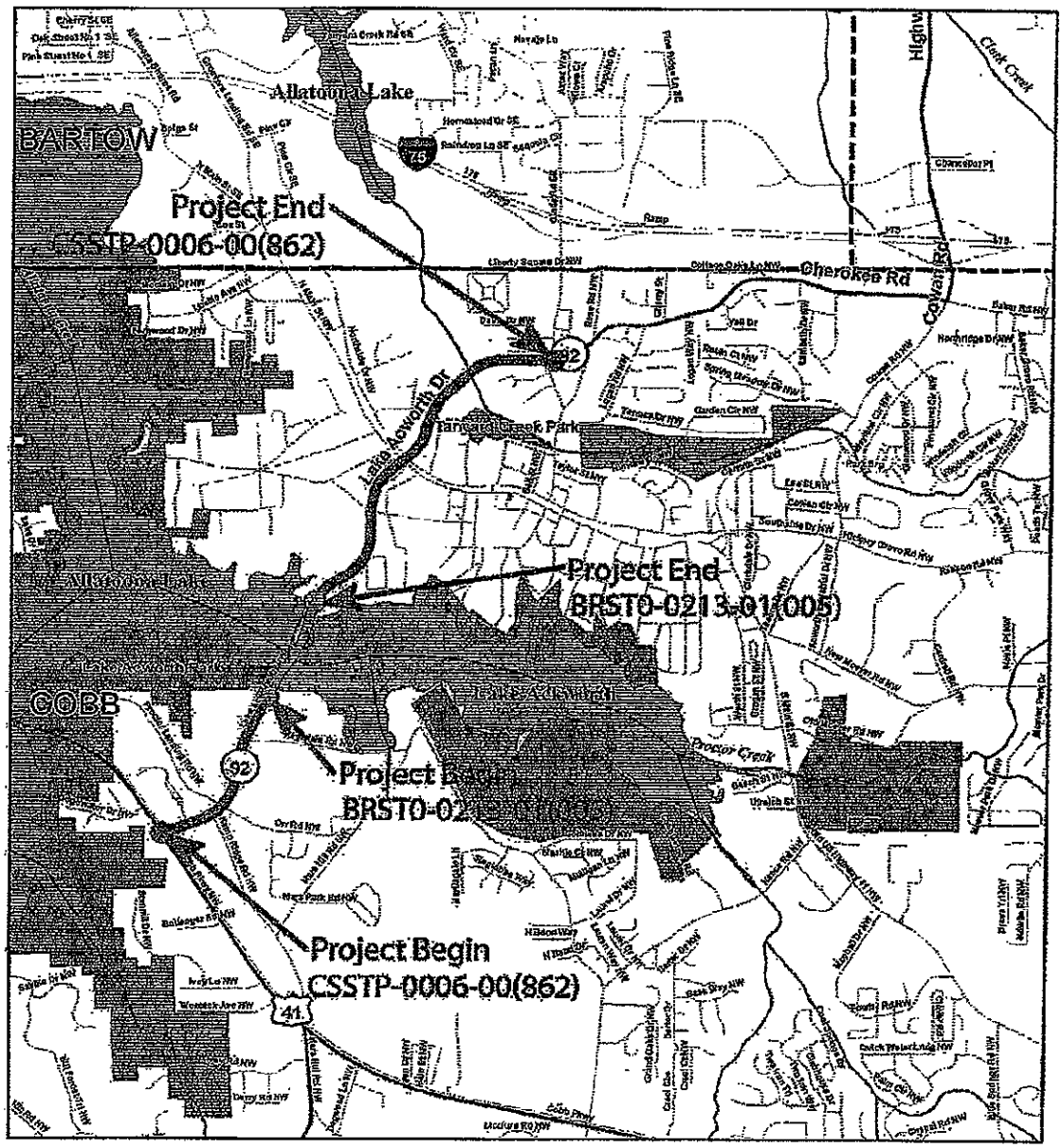
Glenn Bowman, P.E.
State Environmental /Location Engineer
Date

Approved By:

FOR: Rodney N. Barry, P.E.
Federal Highway Administration
Date

Attachments:

Project Location Map
Table 5
Traffic Diagrams
Intersection Diagrams



PROJECT LOCATION MAP
Project: CSSTP-0006-00(862) & BRST0-0213-01(005)
Cobb County
PI 0006862 & PI 731865

Attachment 14

BC Ratio Analysis

Benefit Cost Analysis Work Sheet
CONGESTION Projects

CSSTP-0006-00(862) and BRST-213-1(5)
PI NUMBERs 0006862 and 731865
Cobb County

Widening of SR 92 from US 41 to Glade Road

Congestion Benefit = Tb + CMb + Fb

Person Time Savings Benefit (Tb)

*Db (hrs)	0.075
ADT	38,540.00
Tb ($s)	$99,360,937.50

Commercial or Truck Time Savings Benefit (CMb)

Db (hrs)	0.075
% Truck Traffic	0.036
ADT	38,540.00
CMb	$18,899,534.25

Fuel Savings Benefit (Fb)

ADT	38,540.00
Fb ($s)	$34,625,781.25

Total Congestion Benefit	**$152,886,253.00**
Total Project Cost	**$50,455,113.00**
B/C Ratio	**3.03**