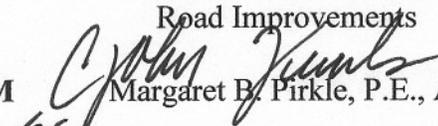


D.O.T. 66

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE P. I. No. 0006867, Cobb County **OFFICE** Preconstruction
CSSTP-0006-00(867)
SR 5/Church Street and Tower
Road Improvements **DATE** January 25, 2006

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

TO SEE DISTRIBUTION

SUBJECT APPROVED PROJECT CONCEPT REPORT

Attached for your files is the approval for subject project.

MBP/cj

Attachment

DISTRIBUTION:

Brian Summers
Harvey Keeper
Ken Thompson
Jamie Simpson
Michael Henry
Keith Golden
Joe Palladi (file copy)
Paul Liles
Babs Abubakari
Bryant Poole
BOARD MEMBER

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE P.I. No. 0006867, Cobb County **OFFICE** Preconstruction
CSSTP-0006-00(867)
SR 5/Church Street and Tower Road Improvements **DATE** January 20, 2006

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

TO David E. Studstill, Jr., P.E., Chief Engineer

SUBJECT PROJECT CONCEPT REPORT

This project consists of improvements along Tower Road from just west of Rose Lane Street to SR 5/Church Street in Marietta. Tower Road is currently under construction to provide a grade-separated crossing at the CSX Railroad tracks just west of Rose Lane Street. It is anticipated that traffic will increase on Tower Road once the grade-separation is provided. Improvements to the SR 5/Church Street intersection, along with the current grade separation project, will improve the flow of traffic for Tower Road and SR 5/Church Street. Current traffic volumes on SR 5/Church Street/Cherokee Street are approximately 49,000 VPD north of Tower Road. Current traffic volumes on SR 5/Church Street south of Tower Road are approximately 19,700 VPD, and current traffic volumes on Cherokee Street south of Tower Road are approximately 21,500 VPD. Traffic is projected to increase to approximately 70,000 VPD north of Tower Road and approximately 30,200 VPD south of Tower Road by year 2025. Traffic is projected to increase to approximately 30,400 VPD on Cherokee Street by year 2025. The SR 5/Church Street improvements at Tower Road are critical to the function of SR 5 through the city and county.

The proposed intersection improvements will improve the operation, safety, and LOS on SR 5/Church Street, Cherokee Street, and Tower Road. Improvements to the SR 5/Church Street intersection will improve the flow of traffic for Tower Road and SR 5/Church Street. In turn, this will improve the flow of traffic and provide safety for the WellStar Kennestone Hospital campus, the city of Marietta, Cobb County, and the region. The proposed project will provide an additional left turn lane from Cherokee Street to Tower Road, an additional left turn lane from southbound SR 5/Church Street to the Eckerd Pharmacy driveway, an additional left turn lane from Tower Road to SR 5/Church Street, and an additional westbound lane on Tower Road to accommodate the new movements. The proposed typical cross sections are as follows:

- SR 5/Church Street south of Tower Road will consist of three (3) southbound lanes (two thru lanes and one thru to merge lane);
- SR 5/Church north of Tower Road will consist of two northbound lanes and four southbound lanes (two thru lanes, one shared thru and right turn lane, and a left turn only lane);

David Studstill

Page 2

P. I. No. 0006867, Cobb

January 20, 2006

- Cherokee Street will consist of one thru lane, one shared thru and right turn lane, and two left turn only lanes; and,
- Tower Road will consist of two westbound lanes and three eastbound lanes (two left turn lanes and one shared thru and right turn lane).

In addition, a new drive between White Street and Campbell Hill Street will be constructed north of and parallel to Tower Road. Access to the new drive will be provided via Tower Road west of the existing SR 5/Church Street and Tower Road intersection. The total project length will be approximately 2,250' (0.43 mile).

Environmental concerns include requiring a Categorical Exclusion be prepared; a public hearing open house has been held; time saving procedures are appropriate.

The estimated costs for this project are:

	<u>PROPOSED</u>	<u>APPROVED</u>	<u>FUNDING</u>	<u>PROG DATE</u>
Construction (includes E&C and inflation)	\$2,156,000	\$2,850,000	L230	2007
Right-of-Way	\$ 807,000	\$ 807,000	L240	2006
Utilities*	LGPA	LGPA		

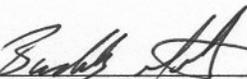
*City of Marietta signed PMA for PE and utilities; right-of-way and construction to be done by future agreements.

I recommend this project concept be approved.

MBP:JDQ/cj

Attachment

CONCUR



Buddy Gratton, P.E., Director of Preconstruction

APPROVE



David E. Studstill, Jr., P.E., Chief Engineer

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENTAL CORRESPONDENCE

FILE: CSSTP-0006-00(867)
Cobb County
SR 5/Church Street and Tower Road
P.I. # 0006867

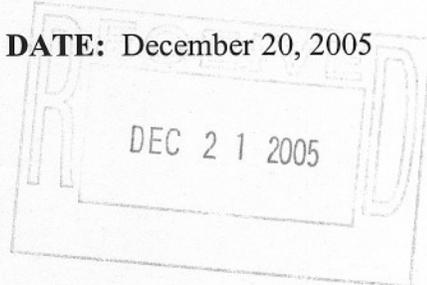
OFFICE: Chamblee\Metro

DATE: December 20, 2005

FROM: Bryant Poole, District Engineer *MP*

TO: Meg Pirkle, Assistant Director of Preconstruction

SUBJECT: *PROJECT CONCEPT REPORT*



Attached is the original copy of the concept report for your further handling for approval in accordance with the PDP.

If you have any questions in regards to this concept, please contact Merishia Robinson or Gerald Ford at (404) 463-4947.

BP\MAL\mkr

cc: Joe Palladi
Jamie Simpson
Harvey Keeper
Keith Golden
Brian Summers
File

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
DISTRICT 7 PRECONSTRUCTION

PROJECT CONCEPT REPORT

SR 5 AT TOWER ROAD INTERSECTION IMPROVEMENTS

Project Number: CSSTP-0006-00(867), Cobb County
P.I. Number: 0006867

Federal Route Number: N/A
State Route Number: State Route 5

See Page 2 for Project Location Sketch

Recommendation for approval:

DATE: 12/16/05

Neil Sweet
Project Manager

DATE: 12/16/05

Buy Pool
District Engineer

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

DATE: _____

State Transportation Planning Administrator

DATE: _____

State Environmental/Location Engineer

DATE: _____

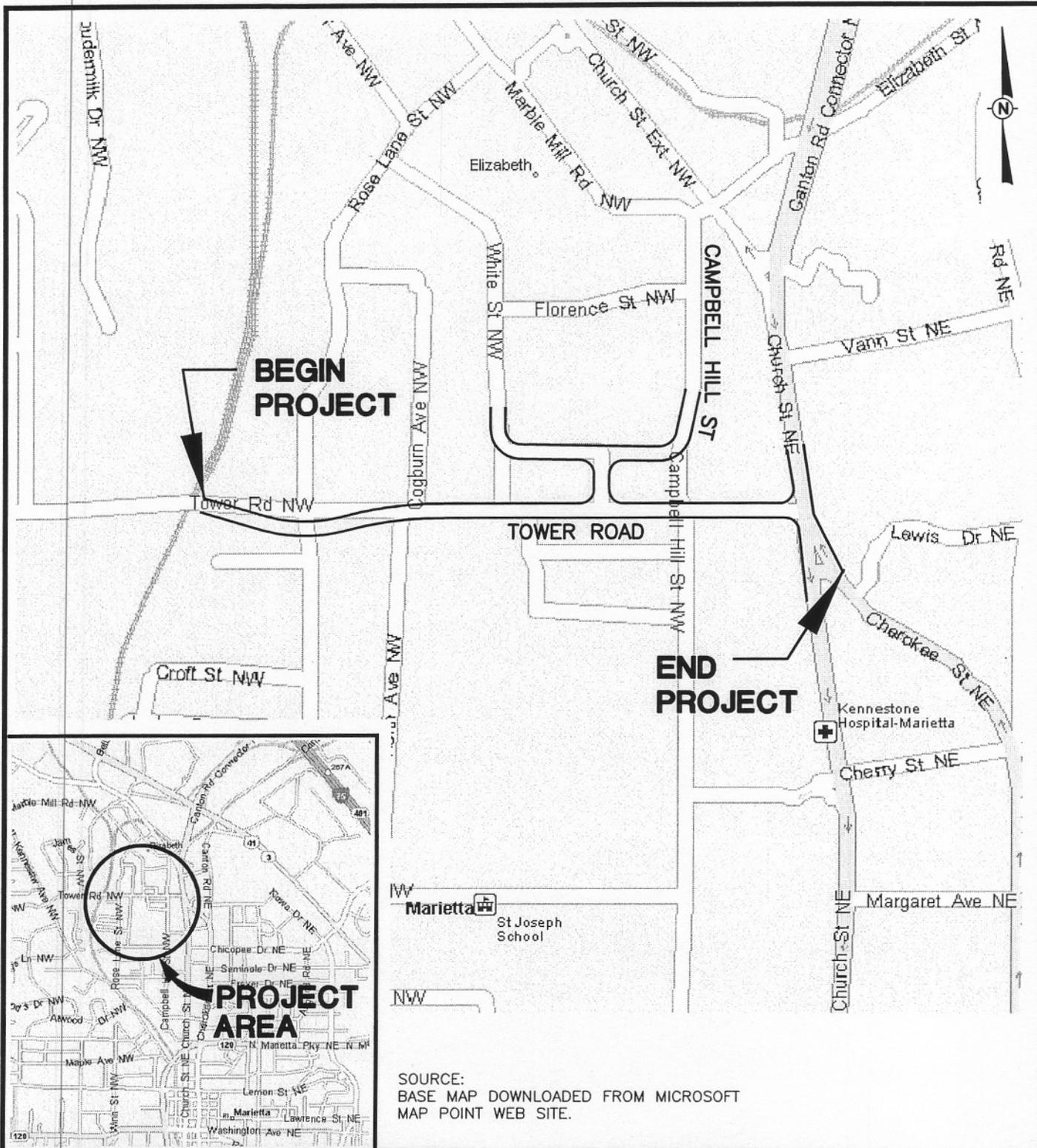
State Traffic Safety and Design Engineer

DATE: _____

State Financial Management Administrator

DATE: _____

Project Review Engineer



CROY-MSE

CROY-MSE, LLC

200 NORTH COBB PARKWAY, BUILDING 400, SUITE 413
 MARIETTA, GEORGIA 30062
 PHONE: (770) 971-5407 FAX: (770) 971-0620

**S.R. 5 AT TOWER ROAD
 COBB COUNTY, GEORGIA**

**INTERSECTION IMPROVEMENTS
 VICINITY MAP**

SCALE: N.T.S.

DATE: SEPT. 21, 2005

JOB NO.: 0314.41

DRAWN BY: DCF

FIGURE 1

Need and Purpose:

Background Information:

The Cobb County Comprehensive Plan (1995-2015) states that Cobb County should continue to evolve as a progressive regional influence. The proposed improvements are consistent with the county's goals and policy objectives for hospital and public health community facilities and services identified in the plan. A specific goal of the plan is to design and locate public health facilities with good access to major roadways and public transit routes. The proposed improvements are listed in the Atlanta Regional Commission's (ARC's) Mobility 2030 Regional Transportation Plan (RTP) and the Fiscal Year 2005-2010 Transportation Improvement Plan as project number CO-330.

State Route 5 is a major transportation corridor for Cobb County and the City of Marietta. State Route 5 is a significant north-south corridor through the city and county providing access to Interstates 75 and 20, as well as regional attractions such as Dobbins Air Force Base, Lockheed, and WellStar Kennestone Hospital. State Route 5 also provides access to US 41/Cobb Parkway. Furthermore, SR 5 provides access to SR 120, the most significant east-west corridor in Cobb County.

WellStar Kennestone Hospital is a regional, nationally recognized, full-service healthcare facility. It is the healthcare hub for east and north Cobb County and south Cherokee County. However, the hospital provides primary services for Cobb, Cherokee, Paulding, Bartow, and Douglas Counties. WellStar Kennestone Hospital is currently updating its Health System Master Plan to maintain its status as a healthcare hub, surgical center and emerging leader in cardiac services for the region. The hospital and the immediate surrounding area is considered a node of employment base for Cobb County.

Deficiencies of Existing Facilities:

Current traffic volumes on SR 5/Church Street/Cherokee Street are approximately 49,000 vehicles per day (VPD) north of Tower Road. Current traffic volumes on SR 5/Church Street south of Tower Road are approximately 19,700 VPD and current traffic volumes on Cherokee Street south of Tower Road are approximately 21,500 VPD. Traffic is projected to increase to approximately 70,000 VPD north of Tower Road and approximately 30,200 VPD south of Tower Road by the year 2025. Traffic is projected to increase to approximately 30,400 VPD on Cherokee Street by the year 2025. The SR 5/Church Street improvements at Tower Road are critical to the function of SR 5 through the city and county.

Tower Road borders the WellStar Kennestone Hospital campus, a regional destination in an extremely congested area of Marietta, the Cobb County seat. Tower Road is one of the major access roads to hospital facilities and parking. Tower Road is currently under construction to provide a grade-separated crossing at the CSX Railroad tracks, just west of Roselane Street. It is anticipated that traffic would increase on Tower Road once the grade-separation is provided. Improvements to the SR 5/Church Street intersection, along with the current grade-separation project, would improve the flow of traffic for Tower Road and SR 5/Church Street. The proposed project is needed to improve the LOS and safety at the intersection as well as along SR 5/Church Street and Tower Road. Tower Road improvements would improve traffic flow,

intersection operations and traffic safety throughout the hospital campus. Improvements to Tower Road are identified within WellStar Kennestone Hospital's Master Plan to improve congestion and safety on campus.

Advantages of Proposed Improvements:

The proposed intersection improvements would improve the operation, safety, and LOS on SR 5/Church Street, Cherokee Street, and Tower Road. Improvements to the SR 5/Church Street intersection would improve the flow of traffic for Tower Road and SR 5/Church Street. In turn, this would improve the flow of traffic and safety for the WellStar Kennestone Hospital campus, the City of Marietta, Cobb County, and the region.

As previously cited, traffic is projected to increase significantly in the project area by the design year 2025. Traffic projections, are expected to significantly affect the LOS for the SR 5/Church Street/Cherokee Street intersection with Tower Road. Under the No-Build Alternative, this intersection is expected to operate at a LOS F by the design year 2025. With project implementation, this intersection would operate at a LOS C during the AM peak hour and LOS D at the PM peak hour, by the design year 2025. Even though the number of southbound vehicles turning left is relatively small, a left turn only lane is necessary to increase the capacity of the southbound through movement. Currently, the left turn movement is made from a shared through and left turn lane.

The proposed improvements would reduce travel time by approximately 48 seconds for vehicles expected to travel through the SR 5/Church Street at Tower Road intersection.

The addition of ADA compliant sidewalks and trails will accommodate pedestrians in the area. In addition, connectivity will be provided, through an extension of the trail down Tower Road from the hospital, to the multi-use Kennesaw Mountain to Chattahoochee River Trail.

The likelihood of rear-end and side-swipe collisions would be reduced by providing right and left turn only lanes to separate turning vehicles from through traffic. Furthermore, the likelihood of head-on collisions would be reduced by the addition of a raised, median on Tower Road.

Because SR 5/Church Street is of regional significance, the proposed improvements would improve traffic flow and safety for the entire general area. The proposed transportation improvements would, in turn, improve Cobb County's ability to provide services to its residence, particularly emergency care. It is anticipated that the improvements would reduce the city's 911 response times.

The proposed project would improve the operations of the SR 5/Tower Road intersection. The improved LOS will reduce congestion and allow for more free-flowing traffic in the project area. Reduced congestion and improved traffic flow would in turn reduce the amount of vehicle emissions in the project area.

The proposed project would improve the operation and safety of Tower Road in the area of Atherton Place. Furthermore, the addition of ADA compliant pedestrian facilities will accommodate the residents of Atherton Place who currently walk to the health care facilities.

This project will also improve access, including safer access, to the hospital and I-75 for the James Street Neighborhood residents, who represent traditionally underrepresented population groups.

Termini Justification:

The western terminus of the proposed project occurs on Tower Road just west of Roselane Street. The western terminus is considered logical because this length is necessary to taper down from the additional lanes, which would be added at the intersection of Tower Road and SR 5/Church Street. Furthermore, the proposed western terminus would occur at the eastern terminus of a Tower Road project just completed. Finally, the western terminus will provide connectivity, through an extension of the trail down Tower Road from the hospital, to the multi-use Kennesaw Mountain to Chattahoochee River Trail.

The SR 5/Church Street improvements begin at milepost 14.36 and end at milepost 14.25. Tower Road improvements do not have a beginning milepost because it is a city street. The Tower Road improvements would end at SR 5/Church Street Milepost 14.30.

The eastern terminus occurs on Cherokee Street just south of SR 5/Church Street. The eastern terminus is considered logical because it occurs just south of the Tower Road/SR 5/Church Street intersection at a point providing just enough length for the additional lanes on Cherokee Street to provide adequate storage for traffic turning left onto Tower Road.

Description of the proposed project:

The proposed project would provide an additional left turn lane from Cherokee Street to Tower Road, an additional left turn lane from southbound SR 5/Church Street to the Eckerd Pharmacy driveway, an additional left turn lane from Tower Road to SR 5/Church Street, and an additional westbound lane on Tower Road to accommodate the new movements. The proposed typical cross sections are as follows:

- SR 5/Church Street, south of Tower Road, would consist of three (3) southbound lanes (two through lanes and one through to merge lane);
- SR 5/Church Street, north of Tower Road, would consist of two northbound lanes and four southbound lanes (two through lanes, one shared through and right turn lane and a left turn only lane);
- Cherokee Street would consist of one through lane, one shared through and right turn lane, and two left turn only lanes; and,
- Tower Road would consist of two westbound lanes and three eastbound lanes (two left turn lanes and one shared through and right turn lane).

In addition, a new drive between White Street and Campbell Hill Street would be constructed north of and parallel to Tower Road. Access to the new drive would be provided via Tower Road west of the existing SR 5/Church Street and Tower Road intersection. The total project length would be approximately 2,250 feet (0.43 mile).

The proposed project would require the removal and replacement of an existing retaining wall^{W/W} located on the northwest corner of Church Street/Cherokee Street and Tower Road outside of the required clear zone. The proposed structure would be approximately 320 feet long and 10 feet high. The proposed project would also require an additional structure outside of the required clear zone. The additional structure would be approximately 150 feet long and 3 feet high.

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

Comparison between the proposed project concept and the conforming plan's model description: The proposed project is consistent with the 2005 – 2010 TIP and is identified in the plan as project number CO-330. The project programmed as a Roadway Operational Project.

PDP Classification: Major () Minor

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

Functional Classification: Tower Road - Urban Collector Street
SR 5/Church Street – Urban Minor Arterial

U.S. Route Number(s): N/A **State Route Number(s):** SR 5

Traffic (AADT):

SR 5/Church St. - Current Year (2003) 49,000 VPD; Design Year (2025) 70,000 VPD
CS 895/Tower Road – Current Year (2003) 14,100 VPD; Design Year (2025) 18,600 VPD

Existing design features:

- Typical Section: SR 5: 2-lanes NB, 3-lanes SB with varying width with curb and gutter but no sidewalk. NB has left turn lane at Tower Road. Tower Road: 3 and 2-lane with varying width, with some curb and gutter but no sidewalk.
- Posted speed: SR 5, 45 mph; Tower Rd, 25 mph
- Minimum radius for curve: SR 5, 600; Tower Rd., 640
- Maximum super-elevation rate for curve: SR 5, 4%; Tower Rd., 8%
- Maximum grade: SR 5, 6%; Tower Rd., 13%
- Width of right-of-way: SR 5, 90 +/- ft.; Tower Rd., 60+/- ft.
- Major structures: Retaining wall 350 ft. by 8 ft.
- Major interchanges or intersections along the project: Intersection of SR 5/Church Street and Tower Rd
- Existing length of roadway segment: SR 5 - 1600 ft Tower Road - 2100 ft

Proposed Design Features:

- Proposed typical section(s): SR 5: 2-12 ft lanes NB with 2-12 ft left turn lanes at Tower Road. 3-12 ft lanes SB with 1-12 ft left turn lane at Tower Road, curb and gutter with sidewalks. Tower Road west of Plaza Way: 4-12 ft lanes urban section with raised median and 12 ft left and right turn center lanes, curb and gutter with sidewalks. Tower Road east of Plaza Way: 4-11 ft lanes urban section with raised median and 11 ft left and right turn center lanes, curb and gutter with sidewalks.
- Proposed Design Speed: Mainline, SR 5, 45 mph; Tower Rd., 30 mph
- Proposed Maximum Grade: Mainline, SR 5, 6%; Maximum grade allowable: 9%
- Proposed Maximum grade Side Street: 8.26 % ; Maximum grade allowable: 9%
- Proposed Maximum grade Driveway: 8 %
- Proposed Minimum radius for curve: SR 5: N/A Tower Road: 716.20
- Minimum radius allowable: SR 5: N/A Tower Road 300
- Proposed Super-elevation rate for curve: SR 5, N/A; Tower Rd., 4%
- Right of way
 - Width: SR 5, 95 ft; Tower Rd., 75 – 96 ft.
 - Easements: Temporary (X), Permanent (), Utility (), Other ().
 - Type of access control: Full (), Partial (), By Permit (X), Other ().
 - Number of parcels impacted: 28 Number of displacements:
 - Business: 0
 - Residences: 0
 - Mobile homes: 0
 - Other: 0
- Structures:
 - Bridges: N/A
 - Retaining walls (2): 1-length 320 ft, height 10 ft; 2-length 150 ft, height 3 ft
- Major intersections and interchanges: Intersection of SR 5/Church Street and Tower Rd.
- Traffic control during construction: Traffic to be maintained during construction.
- Design Exceptions to controlling criteria anticipated:

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

- Design Variances: A design variance will be required on the west side of SR 5/Church Street, near Tower Road, and on south side of Tower Road, near SR 5/Church Street, due to obstructions in the clear zone.
- Environmental Concerns: There is a historic resource located on the northwest corner of the intersection of SR 5 and Tower Road. Atherton Place, a residential community for the elderly, is located on the south side of Tower Road just east of North Avenue. There is another health care facility for the elderly located on the north side of Tower Road between existing Camp Hill Street and SR 5/Church Street. Also, there is an economically depressed residential area located on James Street, just north of the project area. No other environmental concerns have been identified. Environmental permits are not anticipated for this project.
- Anticipated level of environmental analysis:
 - Are Time Savings Procedures appropriate? Yes (), No (X),
 - Categorical Exclusion (X),
 - Environmental Assessment/Finding of No Significant Impact (FONSI) (), or
 - Environmental Impact Statement (EIS) ().
- Utility involvement: Atlanta Gas Light, Bell South, City of Marietta Traffic, City of Marietta Electric, City of Marietta Water and Sewer, Cobb County Water and Sewer, Cobb EMC, Comcast cable, Georgia Power, MCI communications, QWEST communications.

Project responsibilities:

- Design, City of Marietta
- Right of way Acquisition, City of Marietta
- Relocation of Utilities, City of Marietta (City Streets), GDOT (SR 5)
- Letting contract, Georgia Department of Transportation
- Supervision of construction, Georgia Department of Transportation
- Providing material pits, Contractor
- Providing detours, N/A

Coordination:

- Initial Concept Meeting date and brief summary: Minutes to be attached
- Concept meeting date and brief summary: Minutes to be attached
- P. A. R. meetings, dates and results: N/A
- FEMA, USCG, and/or TVA: N/A
- Public involvement: A Public Information Open House for the subject project is scheduled for November 17, 2005.

A Public Information Meeting was held on January 20, 2004 and a Public Hearing was held on February 11, 2004 for the proposed improvements on the WellStar Kennestone Hospital's Master Plan. The improvements in the Master Plan includes the intersection improvements for the subject project. Overall support was demonstrated for the project and no organized opposition to the project was identified.

Direct communication with the hospital, neighborhood meetings with the James Street residents, coordination with the City of Marietta ADA Advisory Board and meetings with the senior residents at Atherton Place has occurred. No organized opposition to the project has been identified.

- Local government comments: None
- Other projects in area – ARC project CO-AR-BP034, Bicycle facilities along Cherokee Street; ARC project CO-AR-BP035, Bicycle facilities along Church/Cherokee Street; ARC project CO-AR-BP210A, GDOT project #0001767, Cobb County Multi-use Trail from Kennesaw Mountain Park to Tower Road; ARC project CO-AR-BP212, GDOT project #0004509, Pedestrian underpass at CSX Railroad just south of Cherokee Street.
- Other coordination to date – Cobb County, City of Marietta, Atlanta Regional Commission, Cobb County Historic Preservation Commission

Scheduling – Responsible Parties’ Estimate:

- Time to complete the environmental process: 12 Months.
- Time to complete preliminary construction plans: 2 Months.
- Time to complete right of way plans: 1 Month.
- Time to complete Section 404 Permit: N/A
- Time to complete final construction plans: 1 Month.
- Time to complete to purchase right of way: 12-16 Months.
- List other major items that will affect the project schedule: N/A

Other alternatives considered:

The No-Build Alternative – Under this alternative, the Georgia Department of Transportation would take no action to improve the intersection of SR 5/Church Street and Tower Road. The operation, safety, and LOS on SR 5/Church Street, Cherokee Street, and Tower Road would not be improved. The flow of traffic for Tower Road and SR 5/Church Street, the WellStar Kennestone Hospital campus, the City of Marietta, Cobb County, and the region would not be improved.

Improvements to Tower Road entirely to the North – This alternative would construct all Tower Road improvements to the north of the existing Tower Road facilities. This alternative would avoid impacts to all hospital facilities including parking facilities. This alternative would likely result in an adverse affect to the historic resource located on the northwest corner of Tower Rd and SR 5/Church Street. This alternative would require an Individual Section 4(f) Analysis and require an Environmental Assessment level of analysis under NEPA compliance.

Improvements to SR 5/Church Street entirely to the East – This alternative would construct all SR 5/Church Street improvements to the east of the existing roadway. This alternative would avoid use of land from a historic structure located on the west side of SR 5/Church Street, immediately north of Tower Road. This alternative would significantly affect the parking facilities of the pharmacy and doctor’s buildings located on the west side of SR 5/Church Street. With the impacts to the parking facilities, these hospital support facilities could not remain in

business and would become uneconomic remnants. According to the Cobb County Tax Assessor's records, right-of-way acquisition for this alternative would increase the project costs by approximately 4 and ½ million dollars.

Provide a Raised Median on Tower Road immediately East of SR 5/Church Street – This alternative would provide a variable width raised median on Tower Road for the entire length of the proposed improvements. This alternative would result in the displacement of a parking deck, which provides crucial parking spaces for the hospital.

Comments: N/A

Attachments:

- Cost Estimates
- Plans, Profiles & Typical Sections
- Accident Summaries
- Traffic Capacity Analysis
- Minutes of Initial Concept and Concept meetings
- LGPA's or PMA's

Estimate Report for file "SR 5 at Tower Road"

Section CONCRETE						
Item Number	Quantity	Units	Unit Price	Item Description	Cost	
441-0016	756.00	SY	28.00	DRIVEWAY CONCRETE, 6 IN TK	21168.0	
441-0106	5542.00	SY	35.00	CONC SIDEWALK, 6 IN	193970.0	
441-0740	881.00	SY	25.00	CONCRETE MEDIAN, 4 IN	22025.0	
441-6222	7673.00	LF	10.00	CONC CURB & GUTTER, 8 IN X 30 IN, TP 2	76730.0	
441-6740	3483.00	LF	9.00	CONC CURB & GUTTER, 8 IN X 30 IN, TP 7	31347.0	
441-7003	2.00	EA	700.00	CURB CUT WHEELCHAIR RAMPS, TP 3	1400.0	
500-3800	191.00	CY	500.00	CLASS A CONCRETE, INCL REINF STEEL	95500.0	
Section Sub Total:					\$442,140.00	

Section DEMOLITION						
Item Number	Quantity	Units	Unit Price	Item Description	Cost	
610-0355	6644.00	LF	7.00	REM CONC CURB & GUTTER ALL SIZES	46508.0	
610-2815	4071.00	SY	20.00	REM CONC SIDEWALK AND DRIVEWAYS	81420.0	
610-6015	14.00	EA	600.00	REM DROP INLET	8400.0	
Section Sub Total:					\$136,328.00	

Section DRAINAGE						
Item Number	Quantity	Units	Unit Price	Item Description	Cost	
550-1180	2880.00	LF	26.00	STORM DRAIN PIPE, 18 IN, H 1-10	74880.0	
550-1240	1540.00	LF	31.00	STORM DRAIN PIPE, 24 IN, H 1-10	47740.0	
550-4224	7.00	EA	500.00	FLARED END SECTION 24 IN, STORM DRAIN	3500.0	
668-2200	21.00	EA	2000.00	DROP INLET, GP 2	42000.0	
Section Sub Total:					\$168,120.00	

Section EARTHWORK						
Item Number	Quantity	Units	Unit Price	Item Description	Cost	
201-1500	1.00	LS	43800.00	CLEARING & GRUBBING -	43800.0	
205-0001	14900.00	CY	3.00	UNCLASS EXCAV	44700.0	
Section Sub Total:					\$88,500.00	

Section EROSION CONTROL						
Item Number	Quantity	Units	Unit Price	Item Description	Cost	
163-0232	1.35	AC	1000.00	TEMPORARY GRASSING	1350.0	
163-0300	8.00	EA	1100.00	CONSTRUCTION EXIT	8800.0	
163-0550	20.00	EA	200.00	CONSTRUCT AND REMOVE INLET SEDIMENT TRAP	4000.0	
165-0030	10000.00	LF	1.50	MAINTENANCE OF TEMPORARY SILT FENCE, TP C	15000.0	
165-0101	8.00	EA	350.00	MAINTENANCE OF CONSTRUCTION EXIT	2800.0	
165-0105	20.00	EA	80.00	MAINTENANCE OF INLET SEDIMENT TRAP	1600.0	
167-0100	10.00	MO	1500.00	WATER QUALITY MONITORING	15000.0	
167-0200	20.00	EA	100.00	WATER QUALITY SAMPLING	2000.0	
171-0030	10000.00	LF	3.50	TEMPORARY SILT FENCE, TYPE C	35000.0	
Section Sub Total:					\$85,550.00	

Section LANDSCAPING						
Item Number	Quantity	Units	Unit Price	Item Description	Cost	
700-6910	1.35	AC	2000.00	PERMANENT GRASSING	2700.0	
702-7401	30.00	EA	450.00	PLANT 3 INCH DIAMETER TREES	13500.0	
Section Sub Total:					\$16,200.00	

Section MOBILIZATION						
Item Number	Quantity	Units	Unit Price	Item Description	Cost	
150-1000	1.00	LS	50000.00	TRAFFIC CONTROL -	50000.0	
151-1000	1.00	LS	54878.81	MOBILIZATION -	54878.81	

Section Sub Total: \$104,878.81

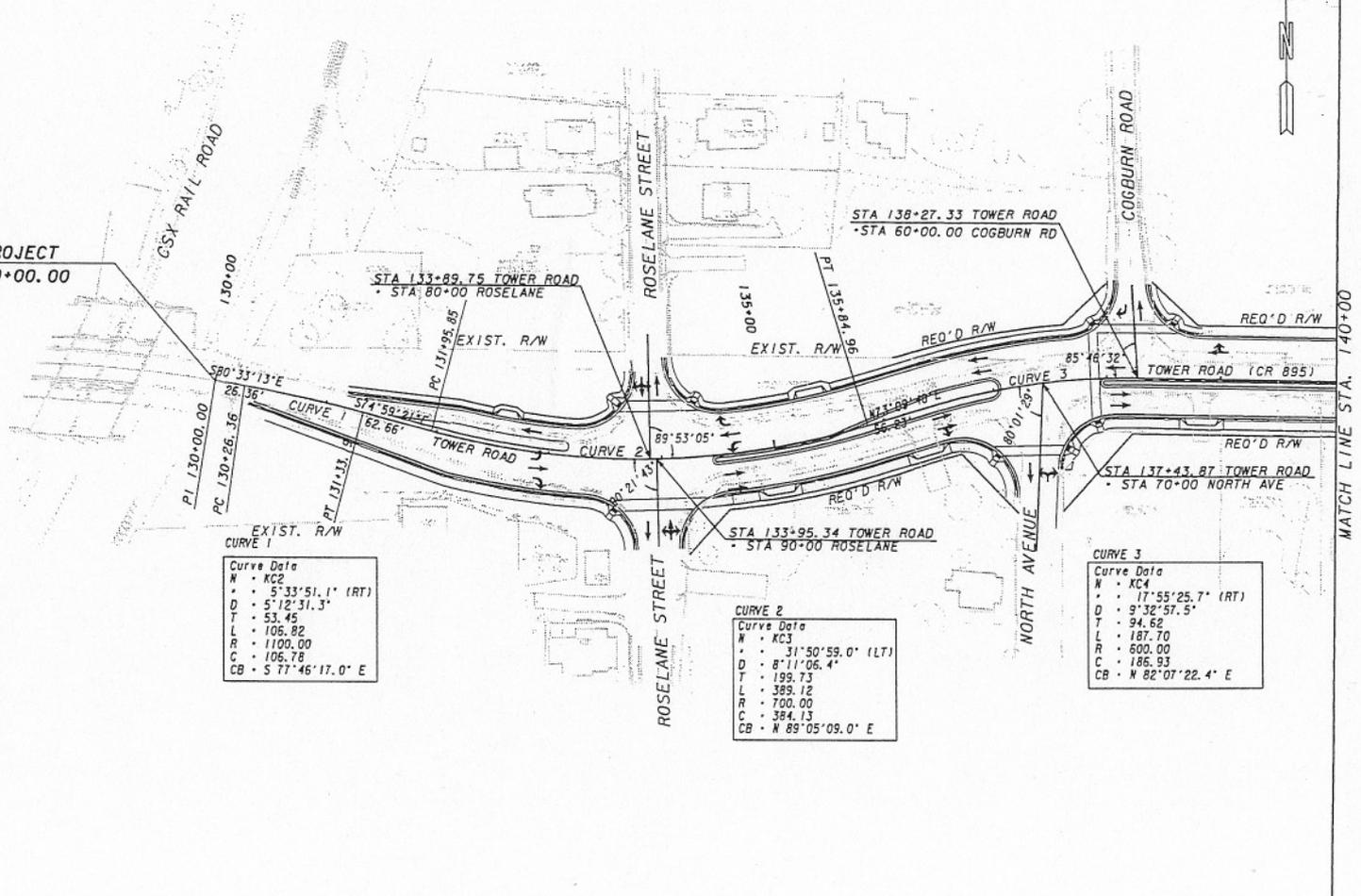
Section PAVING					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
310-5060	1650.00	SY	6.50	GR AGGR BASE CRS, 6 INCH, INCL MATL	10725.0
310-5140	20951.00	SY	11.00	GR AGGR BASE CRS, 14 IN, INCL MATL	230461.0
400-3101	1517.00	TN	45.00	ASPH CONC 12.5 MM SUPERPAVE, GP 2 ONLY, INCL BITUM MATL	68265.0
400-3605	4318.00	TN	46.00	ASPH CONC 19MM SUPERPAVE, GP 1 OR 2, INCL POLYMER MODIFIED	198628.0
402-3121	5058.00	TN	35.00	RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM	177030.0
413-1000	832.00	GL	2.00	BITUM TACK COAT	1664.0
432-0216	15400.00	SY	2.00	MILL ASPH CONC PVMT, 4 IN DEPTH	30800.0
Section Sub Total:					\$717,573.00

Section SIGNAGE					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
634-1200	20.00	EA	80.00	RIGHT OF WAY MARKERS	1600.0
636-1020	150.00	SF	20.00	HIGHWAY SIGNS, TP 1 MATL, REFL SHEETING, TP 3	3000.0
636-2010	250.00	LF	8.00	GALV STEEL POSTS, TP 1	2000.0
647-0200	2.00	LS	20000.00	TRAFFIC DETECTION LOOP SYSTEM	40000.0
647-1000	1.00	LS	30000.00	UPGRADE EXIST TRAFFIC SIGNALIZATION AT SR5	30000.0
647-1000	1.00	LS	40000.00	NEW TRAFFIC SIGNALIZATION AT PLAZA WAY	40000.0
652-0110	36.00	EA	36.00	PAVEMENT MARKING, ARROW, TP 1	1296.0
652-0120	19.00	EA	39.00	PAVEMENT MARKING, ARROW, TP 2	741.0
652-0120	9.00	EA	50.00	PAVEMENT MARKING, ARROW, TP 3	450.0
652-0120	3.00	EA	50.00	PAVEMENT MARKING, ARROW, TP 5	150.0
652-5451	11292.00	LF	0.25	SOLID TRAFFIC STRIPE, 5 IN, WHITE	2823.0
652-5452	1728.00	LF	0.30	SOLID TRAFFIC STRIPE, 5 IN, YELLOW	518.4
652-6501	9361.00	GLF	0.20	SKIP TRAFFIC STRIPE, 5 IN, WHITE	1872.2
652-6502	1728.00	GLF	0.25	SKIP TRAFFIC STRIPE, 5 IN, YELLOW	432.0
Section Sub Total:					\$124,882.60

Total Estimated Cost: \$1,884,172.41

Subtotal Construction Cost	\$1,884,172.41
E&C Rate 10.0 %	\$188,417.24
Inflation Rate 4.0 % @ 1.0 Years	\$82,903.59
Total Construction Cost	\$2,155,493.24
Right Of Way	\$807,000.00
ReImb. Utilities	\$97,506.76
Grand Total Project Cost	\$3,060,000.00

BEGIN PROJECT
STA. 130+00.00



Curve Data
N - KC2
• 5°33'51.1" (RT)
D - 5'12'31.3"
T - 53.45
L - 105.82
R - 1100.00
C - 105.78
CB - S 77°46'17.0" E

Curve 2
Curve Data
N - KC3
• 31°50'59.0" (LT)
D - 8°11'06.4"
T - 199.73
L - 389.12
R - 700.00
C - 384.13
CB - N 89°05'09.0" E

Curve 3
Curve Data
N - KC4
• 17°55'25.7" (RT)
D - 9°32'57.5"
T - 94.62
L - 187.70
R - 600.00
C - 186.93
CB - N 82°07'22.4" E

CROY-MSE

CROY-MSE, LLC.
200 NORTH COBS PARKWAY
BUILDING 400, SUITE 413
MARIETTA, GA, 30062
PHONE: (770) 971-5487 FAX: (770) 971-0828

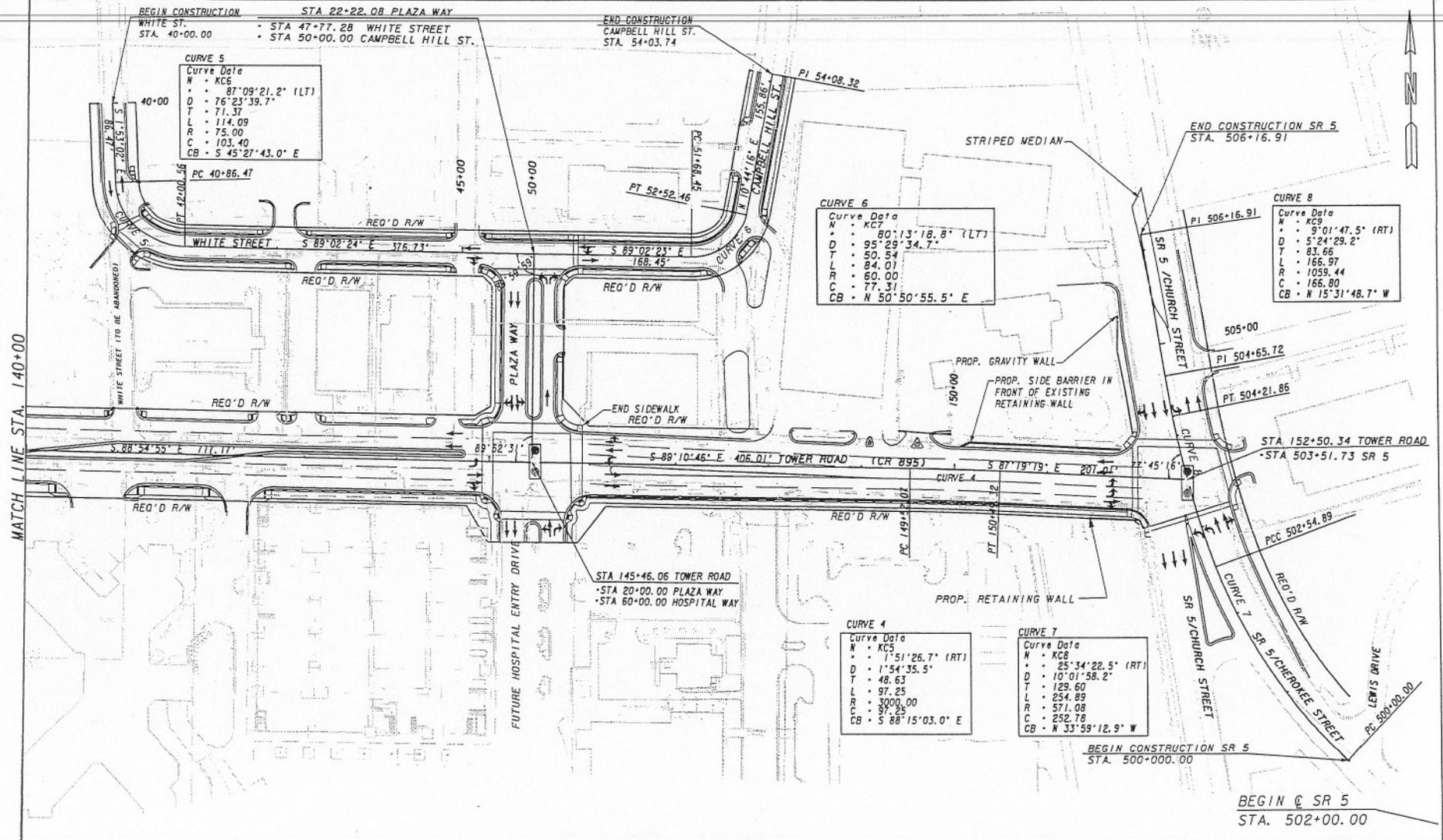


REVISION DATES

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE: DISTRICT 7
MAINLINE PLAN
DATE: 10/05/05

SR 5 AT TOWER ROAD
INTERSECTION IMPROVEMENTS

DRAWING NO.
1



MATCH LINE STA. 140+00

CURVE 5
 Curve Data
 N • KC6
 • 87°09'21.2" (LT)
 D • 76°23'39.7"
 T • 71.37
 L • 114.09
 R • 75.00
 C • 103.40
 CB • S 45°27'43.0" E

CURVE 6
 Curve Data
 N • KC7
 • 80°13'18.8" (LT)
 D • 95°29'34.7"
 T • 50.54
 L • 84.01
 R • 60.00
 C • 77.31
 CB • N 50°50'55.5" E

CURVE 8
 Curve Data
 N • KC9
 • 9°01'47.5" (RT)
 D • 5°24'29.2"
 T • 83.66
 L • 166.97
 R • 1059.44
 C • 166.80
 CB • N 15°31'48.7" W

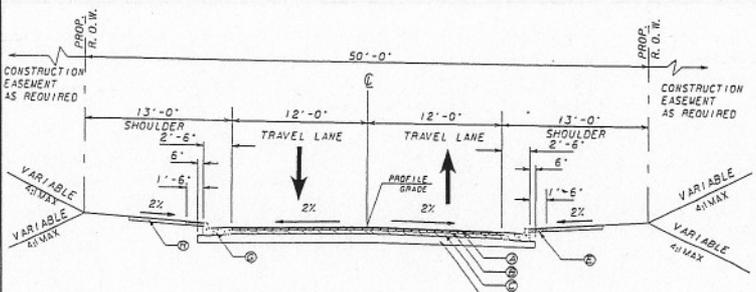
CURVE 4
 Curve Data
 N • KC5
 • 1°51'26.7" (RT)
 D • 1°54'35.5"
 T • 48.63
 L • 97.25
 R • 3000.00
 C • 97.25
 CB • S 88°15'03.0" E

CURVE 7
 Curve Data
 N • KC8
 • 25°34'22.5" (RT)
 D • 10°01'58.2"
 T • 129.60
 L • 254.89
 R • 571.08
 C • 252.78
 CB • N 33°59'12.9" W

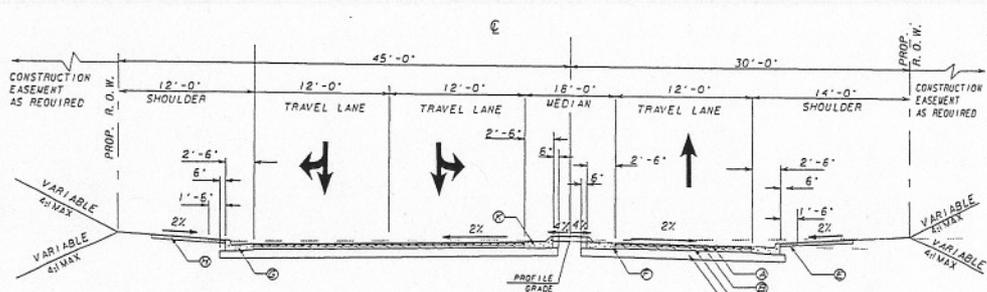
CROY-MSE
 CROY-MSE, LLC.
 280 NORTH COBB PARKWAY
 BUILDING 400, SUITE 413
 MARIETTA, GA, 30062
 PHONE: (770) 971-5487 FAX: (770) 971-8628



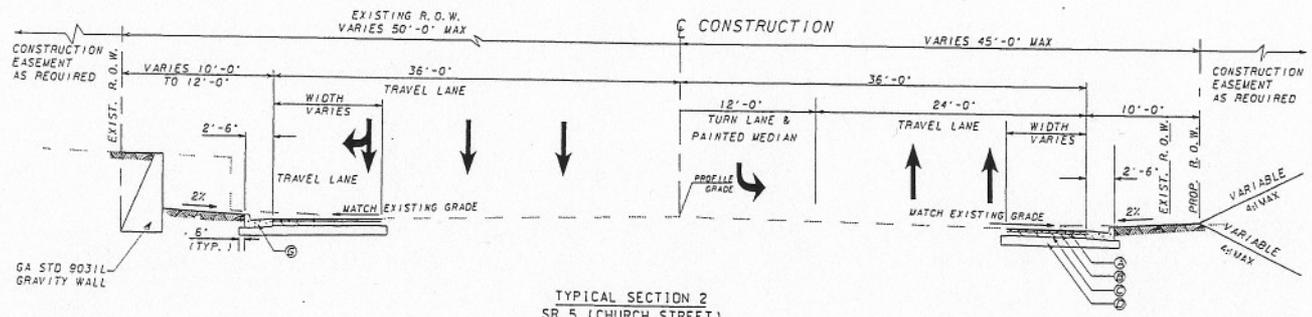
REVISION DATES	STATE OF GEORGIA DEPARTMENT OF TRANSPORTATION
	OFFICE: DISTRICT 7
	MAINLINE PLAN
	DATE: 10/05/05
	SR 5 AT TOWER ROAD INTERSECTION IMPROVEMENTS
	DRAWING NO. 2



TYPICAL SECTION 3
WHITE STREET & CAMPBELL HILL STREET

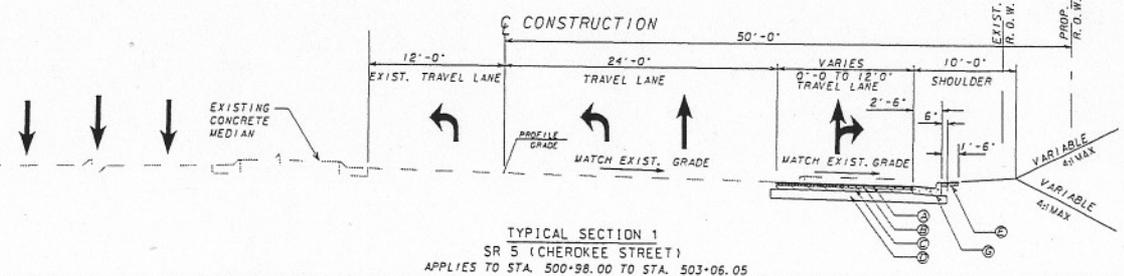


TYPICAL SECTION 4
PLAZA WAY



TYPICAL SECTION 2
SR 5 (CHURCH STREET)
APPLIES TO STA. 504+20.00 TO STA. 505+16.91

- REQUIRED PAVEMENT
- Ⓐ ASPHALTIC CONCRETE 12.5mm SUPERPAVE. 165 lb/yd²
 - Ⓑ ASPHALTIC CONCRETE 19mm SUPERPAVE. 330 lb/yd²
 - Ⓒ ASPHALTIC CONCRETE 25mm SUPERPAVE. 440 lb/yd²
 - Ⓓ GRADED AGGREGATE BASE, 14%
 - Ⓔ 4" x 1'-6" STAMPED, DYED CONCRETE SECTION.
 - Ⓕ 4" CONCRETE MEDIAN, GA. STD. 9032B
 - Ⓖ 8" x 30" CONC. CURB & GUTTER, GA. STD. 9032 B, TYPE 2
 - Ⓗ 4" x 5" CONC. SIDEWALK, DETAIL A-3
 - Ⓘ 8" x 30" CONC. CURB & GUTTER, GA. STD. 9032B, TYPE 7

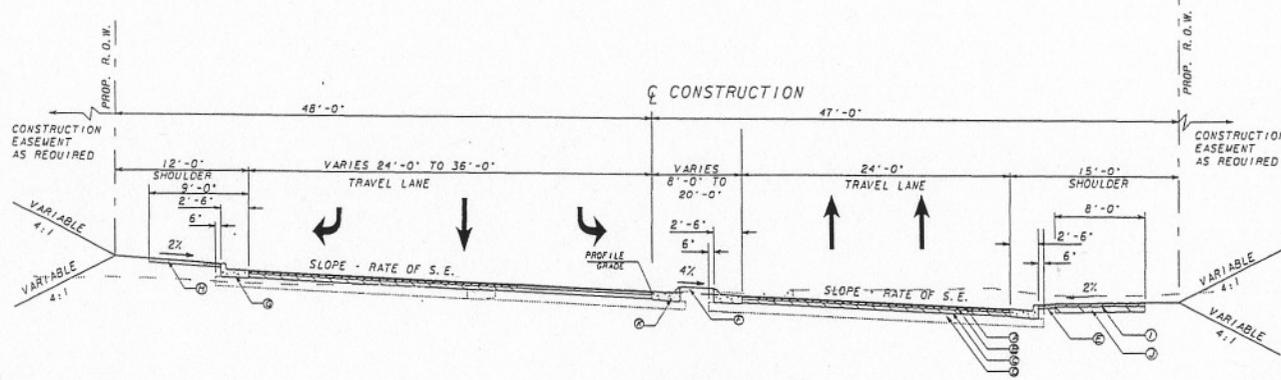


TYPICAL SECTION 1
SR 5 (CHEROKEE STREET)
APPLIES TO STA. 500+98.00 TO STA. 503+06.05

CROY-MSE
CROY-MSE, L.L.C.
288 NORTH CORN PLAZA WAY
BIRMINGHAM, AL 35202-4113
MARIETTA, GA 30062
PHONE: 1-770-471-5407 FAX: 1-770-471-0620

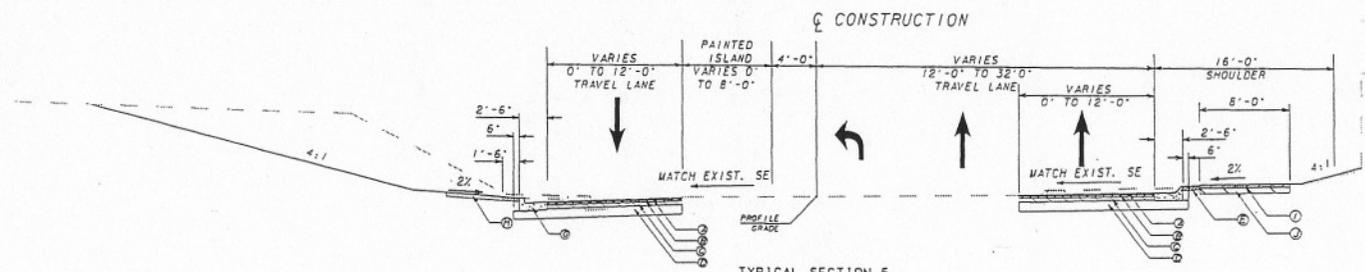
NOT TO SCALE

REVISION DATES	STATE OF GEORGIA DEPARTMENT OF TRANSPORTATION
	OFFICE: TYPICAL SECTIONS
	SR. 5 AT TOWER ROAD INTERSECTION IMPROVEMENTS
	DRAWING NO. 5-1



TYPICAL SECTION 6
TOWER ROAD
 SUPERELEVATED SECTION
 APPLIES TO STA. 134+73.77 TO STA. 137+08.20

- REQUIRED PAVEMENT**
- ① ASPHALTIC CONCRETE 12.5mm SUPERPAVE, 165 lb/yd²
 - ② ASPHALTIC CONCRETE 19mm SUPERPAVE, 330 lb/yd²
 - ③ ASPHALTIC CONCRETE 25mm SUPERPAVE, 440 lb/yd²
 - ④ GRADED AGGREGATE BASE, 14"
 - ⑤ 4' x 1'-6" STAMPED, DYED CONCRETE SECTION.
 - ⑥ 4' CONCRETE MEDIAN, GA. STD. 9032B
 - ⑦ 8' x 30" CONC. CURB & GUTTER, GA. STD. 9032 B, TYPE 2
 - ⑧ 4' x 5' CONC. SIDEWALK, DETAIL A-3
 - ⑨ ASPHALTIC CONCRETE 19mm SUPERPAVE, 330 lb/yd²
 - ⑩ GRADED AGGREGATE BASE, 6"
 - ⑪ 8' x 30" CONC. CURB AND GUTTER, GA. STD. 9032B, TYPE 7.



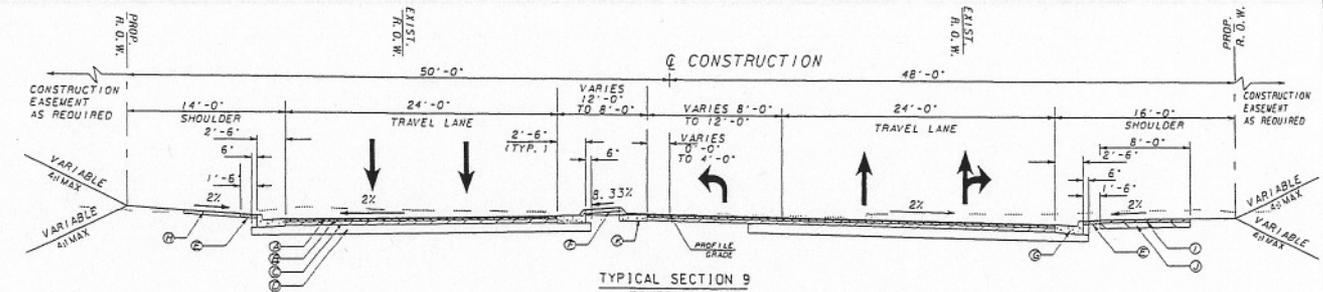
TYPICAL SECTION 5
TOWER ROAD
 SUPERELEVATED SECTION
 APPLIES TO STA. 130+36.00 TO STA. 131+23.57

CROY-MSE
 CROY-MSE, LLC.
 200 NORTH COBB PARKWAY
 BUILDING 400, SUITE 413
 MARIETTA, GA. 30062
 PHONE: (770) 471-5487 FAX: (770) 471-0420

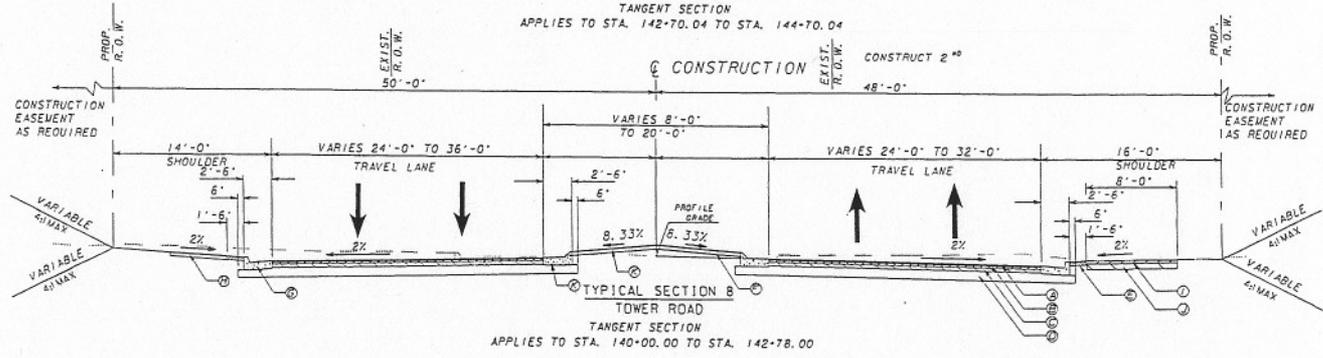
NOT TO SCALE

REVISION DATES	

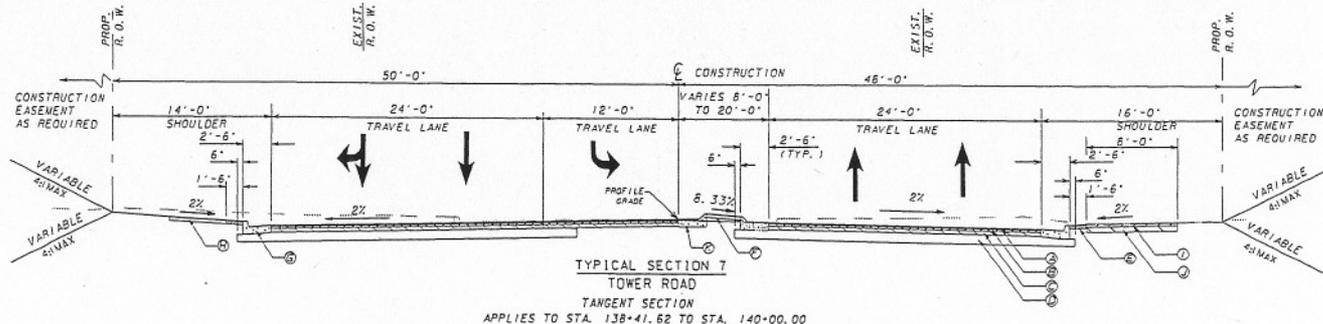
STATE OF GEORGIA
 DEPARTMENT OF TRANSPORTATION
 OFFICE: **TYPICAL SECTIONS**
 SR. 5 AT TOWER ROAD
 INTERSECTION IMPROVEMENTS



TYPICAL SECTION 9
TOWER ROAD
TANGENT SECTION
APPLIES TO STA. 142+70.04 TO STA. 144+70.04



TYPICAL SECTION 8
TOWER ROAD
TANGENT SECTION
APPLIES TO STA. 140+00.00 TO STA. 142+78.00

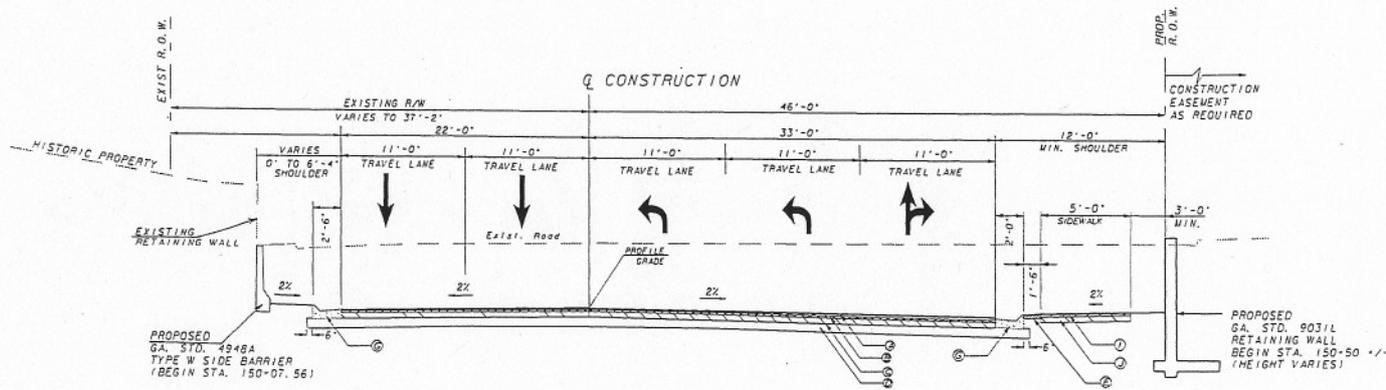


TYPICAL SECTION 7
TOWER ROAD
TANGENT SECTION
APPLIES TO STA. 138+41.62 TO STA. 140+00.00

- REQUIRED PAVEMENT
- ① ASPHALTIC CONCRETE 12.5mm SUPERPAVE, 165 lb/yd²
 - ② ASPHALTIC CONCRETE 19mm SUPERPAVE, 330 lb/yd²
 - ③ ASPHALTIC CONCRETE 25mm SUPERPAVE, 440 lb/yd²
 - ④ GRADED AGGREGATE BASE, 1 1/2"
 - ⑤ 4" x 1'-6" STAMPED, DYED CONCRETE SECTION.
 - ⑥ 4" CONCRETE MEDIAN, GA. STD. 9032B
 - ⑦ 8" x 30" CONC. CURB & GUTTER, GA. STD. 9032 B, TYPE 2
 - ⑧ 4" x 5" CONC. SIDEWALK, DETAIL 4-3
 - ⑨ ASPHALTIC CONCRETE 19mm SUPERPAVE, 330 lb/yd²
 - ⑩ GRADED AGGREGATE BASE, 6"
 - ⑪ 8" x 30" CONC. CURB AND GUTTER, GA. STD. 9032B, TYPE 7.

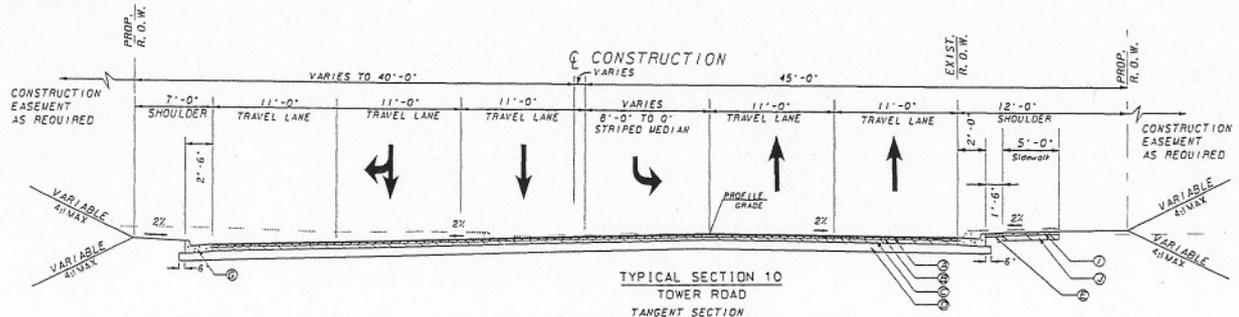
CROY-MSE
CROY-MSE, LLC.
200 NORTH COBB PARKWAY
BUILDING 400, SUITE 417
MARIETTA, GA. 30067
PHONE: (770) 471-5407 FAX: (770) 471-0629

REVISION DATES	STATE OF GEORGIA DEPARTMENT OF TRANSPORTATION
	OFFICE: TYPICAL SECTIONS
	SR. 5 AT TOWER ROAD INTERSECTION IMPROVEMENTS
	DRAWING NO. 5-3



TYPICAL SECTION 11
TOWER ROAD AT SR 5
TANGENT SECTION
APPLIES TO STA. 150.0070 151+92.69

- REQUIRED PAVEMENT
- ① ASPHALTIC CONCRETE 12.5mm SUPERPAVE, 165 lb/yd²
 - ② ASPHALTIC CONCRETE 19mm SUPERPAVE, 330 lb/yd²
 - ③ ASPHALTIC CONCRETE 25mm SUPERPAVE, 440 lb/yd²
 - ④ GRADED AGGREGATE BASE, 14%
 - ⑤ 4" x 1'-6" STAMPED, DYED CONCRETE SECTION.
 - ⑥ 4" CONCRETE MEDIAN, GA. STD. 9032B
 - ⑦ 6" x 30" CONC. CURB & GUTTER, GA. STD. 9032 B. TYPE 2
 - ⑧ 4" x 5" CONC. SIDEWALK, DETAIL A-3
 - ⑨ ASPHALTIC CONCRETE 19mm SUPERPAVE, 330 lb/yd²
 - ⑩ GRADED AGGREGATE BASE, 6"



TYPICAL SECTION 10
TOWER ROAD
TANGENT SECTION
APPLIES TO STA. 146+10.37 TO STA. 150+00

CROY-MSE
CROY-MSE, LLC.
200 NORTH COBB PARKWAY
BUILDING 400, SUITE 413
MARIETTA, GA. 30067
PHONE: 1-770-971-5400 FAX: 1-770-971-0620

NOT TO SCALE

REVISION DATES

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE: **TYPICAL SECTIONS**
SR: 5 AT TOWER ROAD
INTERSECTION IMPROVEMENTS

Table 1: SR 5 Accident Analysis Summary

1995-1998 and 2000-2002

Year	No. of Accidents	Time of Day					Accident Severity		Type of Accident			
		6 - 10 AM	10 AM - 4 PM	4 - 7 PM	7 PM - 12 AM	12 - 6 AM	Property Damage Only	Personal Injury	Angle	Head On	Rear End	Sideswipe
1995	92	16	57	15	4	0	73	19	38	3	29	19
1996	104	19	54	20	9	2	80	24	32	1	37	30
1997	99	17	57	19	4	2	68	31	48	1	32	13
1998	83	8	48	21	4	2	73	10	37	4	24	16
2000	158	Data Not Available					124	34	46	5	64	29
2001	167	Data Not Available					136	31	81	5	53	27
2002	148	Data Not Available					113	35	48	4	65	25
TOTAL	851	60	216	75	21	6	667	184	330	23	304	159

Notes:

- 1. The data for 1998 is 62 percent located and the data for 2002 is 70 percent located.*
- 2. Time of day data for each accident was not available for the years 2000 through 2002.*

Table 2: Tower Road Accident Analysis Summary

1995-1998 and 2000-2002

Year	No. of Accidents	Time of Day					Accident Severity		Type of Accident			
		6 - 10 AM	10 AM - 4 PM	4 - 7 PM	7 PM - 12 AM	12 - 6 AM	Property Damage Only	Personal Injury	Angle	Head On	Rear End	Sideswipe
1995	9	3	4	2	0	0	5	4	6	1	1	1
1996	11	0	9	2	0	0	8	3	7	0	1	2
1997	6	2	3	1	0	0	6	0	5	0	1	0
1998	9	3	4	2	0	0	6	3	8	0	1	0
2000	18	Data Not Available					16	2	14	0	2	2
2001	13	Data Not Available					8	5	4	0	7	2
2002	11	Data Not Available					7	4	3	0	6	1
TOTAL	77	8	20	7	0	0	56	21	47	1	19	8

Notes:

- 1. The data for 1998 is 62 percent located and the data for 2002 is 70 percent located.*
- 2. Time of day data for each accident was not available for the years 2000 through 2002.*

Table 3: 2002 Accident Analysis Summary

Intersection	No. of Accidents	Time of Day					Accident Severity		Type of Accident			
		6 - 10 AM	10 AM - 4 PM	4 - 7 PM	7 PM - 12 AM	12 - 6 AM	Property Damage Only	Personal Injury	Rear End	Disregard Intersection Control	Improper Lane Change or Turn	Other
Tower Road - North Avenue	1	0	0	0	1	0	0	1	0	0	0	1
Campbell Hill Street - Tower Road	2	0	2	0	0	0	0	2	0	0	0	2
Church Street and Church Street Extension	6	1	1	4	0	0	3	3	5	0	0	1
Church Street/Cherokee Street - Tower Road	27	5	15	5	2	0	20	7	14	1	3	9
Church Street - Whitcher Street/Cherry Street	11	1	3	6	1	0	8	3	5	2	3	1
Church Street - Margaret Street	14	3	9	1	1	0	10	4	4	1	5	4
Church Street - Vann Street	10	2	5	3	0	0	7	3	6	3	0	1
TOTAL	71	12	35	19	5	0	48	23	34	7	11	19

Notes:

- Pavement condition and weather information were not available for 2002.*
- The different categories for each type of accident are as follows:*

Disregard Intersection Control: *Disregard Stop Sign/Signal Failed to Yield*

Improper Lane Change or Turn: *Changed Lanes Improperly
Improper Passing
Improper Turn*

Other: *Wrong Side of the Road
Improper Backing
No Contributing Factors
Driver Lost Control
Misjudged Clearance
Weather Conditions
Too Fast for Conditions
Driving Under the Influence*

Table 4: 2003 Accident Analysis Summary

Intersection	No. of Accidents	Time of Day					Accident Severity		Type of Accident			
		6 - 10 AM	10 AM - 4 PM	4 - 7 PM	7 PM - 12 AM	12 - 6 AM	Property Damage Only	Personal Injury	Rear End	Disregard Intersection Control	Improper Lane Change or Turn	Other
Tower Road - North Avenue	0	0	0	0	0	0	0	0				
Campbell Hill Street - Tower Road	5	1	4	0	0	0	4	1				
Church Street and Church Street Extension	14	2	10	2	0	0	8	6				
Church Street/Cherokee Street - Tower Road	18	2	10	2	4	0	17	1				
Church Street - Whitcher Street/Cherry Street	21	4	13	3	1	0	15	6				
Church Street - Margaret Street	5	1	2	1	1	0	5	0				
Church Street - Vann Street	2	1	0	1	0	0	1	1				
TOTAL	65	11	39	9	6	0	50	15				

Notes:

- Accident data for 2003 is for the period from January through the end of May*
- Pavement condition and weather information were not available for 2003.*
- Accident data by type of accident was not available for 2003.*

Table 1
Projected 2025 Traffic Numbers from
"Traffic Analysis Associated with SR 5/Church Street and Tower Road Intersection Improvements" by Transcore

		EB Lt	EB Thru	EB Rt	WB Lt	WB Thru	WB Rt	NB Lt	NB Thru	NB Rt	SB Lt	SB Thru	SB Rt
Tower Road	AM	28	253	20	304	185	80	59	152	202	14	185	36
	PM	37	286	46	213	187	40	114	94	338	93	140	10
White St/Campbell Hill St	AM	n/a	15	35	200	50	n/a	60	n/a	200	n/a	n/a	n/a
	PM	n/a	15	43	200	40	n/a	41	n/a	130	n/a	n/a	n/a

Table 2
Level of Service (LOS) Calculations and Estimated Queue Length for Plaza Road at Tower Road
(75 Second Cycle Length Assumed)

Plaza Rd as a:	2025 AM Peak		2025 PM Peak	
	Intersection LOS	Estimated Max. Queue Length on Plaza Way	Intersection LOS	Estimated Max. Queue Length on Plaza Way
2 Lane Road	B	217'	B	202'
3 Lane Road with one lane a Left Turn Lane	B	184'	B	108'
3 Lane Road with one lane a Right Turn Lane	B	199'	B	197'
3 Lane Road with two Thru Lanes	B	105'	B	95'

Table 3
Estimated Queue Length for Plaza Way and White Street/Campbell Hill Street

	2025 AM Peak			2025 PM Peak		
	Control Delay(95% Queue Length)			Control Delay(95% Queue Length)		
	White St.	Campbell Hill St.	Plaza Way	White St.	Campbell Hill St.	Plaza Way
White St. and Campbell Hill St. Stop	9.4 sec (0.11 veh)	13.1 sec (1.52 veh)	7.3 sec (0.12 veh)	9.1 sec (0.13 veh)	12.0 sec (1.29 veh)	7.3 sec (0.08 veh)
Plaza Way Stops	n/a	7.7 sec (0.48 veh)	11.7 sec (1.55 veh)	n/a	7.7 sec (0.49 veh)	10.7 sec (0.87 veh)
All Streets Stop	7.95 sec	10.88 sec	9.56 sec	7.65 sec	10.47 sec	8.53 sec

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
DISTRICT 7 PRECONSTRUCTION

PROJECT CONCEPT REPORT

SR 5 AT TOWER ROAD INTERSECTION IMPROVEMENTS

Project Number: CSSTP-0006-00(867), Cobb County
P.I. Number: 0006867

Federal Route Number: N/A
State Route Number: State Route 5

See Page 2 for Project Location Sketch

Recommendation for approval:

DATE: 12/16/05 Neil Sweet
Project Manager

DATE: 12/16/05 Bryce Hood
District Engineer

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

DATE: 1/10/06 Joseph P. Bell, ed.
State Transportation Planning Administrator

DATE: _____
State Environmental/Location Engineer

DATE: _____
State Traffic Safety and Design Engineer

DATE: _____
State Financial Management Administrator

DATE: _____
Project Review Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
DISTRICT 7 PRECONSTRUCTION

PROJECT CONCEPT REPORT

SR 5 AT TOWER ROAD INTERSECTION IMPROVEMENTS

Project Number: CSSTP-0006-00(867), Cobb County
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Federal Route Number: N/A
State Route Number: State Route 5

See Page 2 for Project Location Sketch

Recommendation for approval:

DATE: 12/16/05

Neil Sweet
Project Manager

DATE: 12/16/05

Bryce Hood
District Engineer

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

DATE: _____

State Transportation Planning Administrator

DATE: _____

State Environmental/Location Engineer

DATE: 1-13-06

Kevin Gold
State Traffic Safety and Design Engineer

DATE: _____

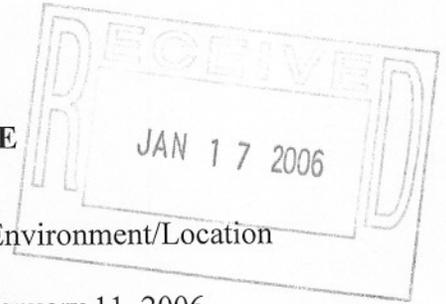
State Financial Management Administrator

DATE: _____

Project Review Engineer

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

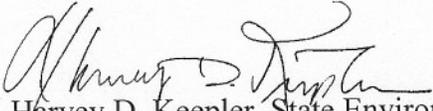
INTERDEPARTMENT CORRESPONDENCE



FILE: P.I. No. 0006867

OFFICE: Environment/Location

DATE: January 11, 2006

FROM: 
Harvey D. Keeper, State Environmental/Location Engineer

TO: Margaret B. Pirkle, Assistant Director of Preconstruction

SUBJECT: **PROJECT CONCEPT REPORT**
CSSTP-0006-00(867) / Cobb County
SR 5 / Church Street and Tower Road

The above subject concept report has been reviewed. The coordination info on Page 8 did not include latest PIOH information. PIOH for this project was held 12-15-05. The PIOH was held due to the impact to a Historic Resource.

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

HDK/lc

Attachment

cc: Brian Summers
Bryant Poole
Joe Palladi
Keith Golden
Jamie Simpson

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
DISTRICT 7 PRECONSTRUCTION

PROJECT CONCEPT REPORT

SR 5 AT TOWER ROAD INTERSECTION IMPROVEMENTS

Project Number: CSSTP-0006-00(867), Cobb County
P.I. Number: 0006867

Federal Route Number: N/A
State Route Number: State Route 5

See Page 2 for Project Location Sketch

Recommendation for approval:

DATE: 12/16/05

Neil Sweet
Project Manager

DATE: 12/16/05

Bryce Hood
District Engineer

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

DATE: _____

State Transportation Planning Administrator

DATE: 1-11-06

Shirley D. Taylor
State Environmental/Location Engineer

DATE: _____

State Traffic Safety and Design Engineer

DATE: _____

State Financial Management Administrator

DATE: _____

Project Review Engineer