

**Department of Transportation
State of Georgia
Office of Planning**

**PROJECT CONCEPT REPORT
Revision No. 1**

Sardis Street Sidewalk Improvements

Project Number: STP-0006-00(986)

County: Cobb

P. I. Number: 0006986

Federal Route Number: N/A

State Route Number: N/A

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

DATE _____

State Transportation Planning Administrator

DATE _____

State Environment/Location Engineer

DATE _____

State Traffic Safety and Design Engineer

DATE 06-16-09

Rachel D. Brown
District Engineer

Department of Transportation
State of Georgia
Office of Planning

PROJECT CONCEPT REPORT
Revision No. 1

Sardis Street Sidewalk Improvements

Project Number: STP-0006-00(986)

County: Cobb

P. I. Number: 0006986

Federal Route Number: N/A

State Route Number: N/A

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

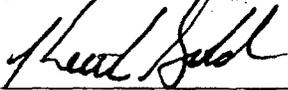
DATE _____

State Transportation Planning Administrator

DATE _____

State Environment/Location Engineer

DATE 6-17-09



State Traffic Safety and Design Engineer

DATE _____

District Engineer

**Department of Transportation
State of Georgia
Office of Planning**

**PROJECT CONCEPT REPORT
Revision No. 1**

Sardis Street Sidewalk Improvements

Project Number: STP-0006-00(986)

County: Cobb

P. I. Number: 0006986

Federal Route Number: N/A

State Route Number: N/A

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

DATE _____

State Transportation Planning Administrator

DATE 7-13-09

N/A

State Environment/Location Engineer

DATE _____

State Traffic Safety and Design Engineer

DATE _____

District Engineer

**Department of Transportation
State of Georgia
Office of Planning**

**PROJECT CONCEPT REPORT
Revision No. 1**

Sardis Street Sidewalk Improvements

Project Number: STP-0006-00(986)

County: Cobb

P. I. Number: 0006986

Federal Route Number: N/A

State Route Number: N/A

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

DATE _____

State Transportation Planning Administrator

DATE _____

State Environment/Location Engineer

DATE _____

State Traffic Safety and Design Engineer

DATE _____

District Engineer

This concept report represents the revised scope of the original report and includes pedestrian amenities along the west side of Sardis Street and elimination of sidewalk improvements on Dallas and Watts Streets in Downtown Kennesaw.

Need and Purpose: The downtown Kennesaw area is comprised of a variety of buildings, open spaces and land uses within a relatively small area. Due to the rapid pace of ongoing development, the potential for additional downtown, multi-use projects and the desire to manage the growth, the City has identified a need to develop a comprehensive master plan and associated transportation improvements for the downtown area. The Kennesaw Depot and the Southern Museum of Civil War and Locomotive History are unique and defining symbols of downtown Kennesaw. These sites are also the primary visual key of the westbound approach into the Central Business District (CBD) on Cherokee Street. Located within the Big Shanty Historic District and bounded by the CSX rail lines, Cherokee Street and Sardis Street, this area serves as an important public gathering area for special events including concerts, civil war reenactments, educational and cultural tours and festivals. Kennesaw is at an important time in its downtown development and there is a need for integrated, planned public spaces coordinated with improved transportation infrastructure.

The existing downtown Kennesaw roadway network is severely constrained by an at-grade railroad crossing at the Cherokee Street and Main Street intersection, the downtown area's primary intersection with direct access to City Hall, the Depot area and the museum. A new grade separated crossing is recommended as part of the overall downtown improvements to alleviate congested traffic conditions and severe truck restrictions downtown however it is not included as part of this project.

Another significant traffic limitation is the intersection of Cherokee Street and Big Shanty Road which is currently a poorly aligned, three leg intersection. The current layout poses safety and operational constraints with some truck restrictions and additional limitations for turning movements throughout the peak hours. The Sardis Street extension project will improve this intersection by eliminating the Big Shanty Road approach.

The primary road through downtown is Main Street following a general southeast to northwest alignment and providing access between larger roadways including McCollum Parkway to the south and Jiles Road to the north. Cherokee Street and Big Shanty Road are existing 2 lane facilities providing access from the primarily residential areas east of downtown to the city's Central Business District (CBD) and City Hall with continued movements to SR 41 / US 3, Cobb Parkway further west. The movement of traffic throughout the day, and especially at peak hours becomes problematic for traffic crossing Main Street at un-signalized intersections. Coupled with the poor at-grade railroad crossing and the numerous trains, traffic conditions through downtown become very congested and slow. The project requirements include establishing a new roadway network comprised of extending Sardis Street, providing improved intersections and construction a new grade separated railroad crossing.

The Sardis Street improvements will encompass the first phase of the overall downtown Kennesaw transportation improvements and mobility upgrades by constructing the Sardis Street extension from Big Shanty Road to Cherokee Street. An integral part of these improvements is the pedestrian amenities and streetscape improvements on Sardis Street.

Description of the proposed project: This project will provide for sidewalk improvements along the west side of Sardis Street from Big Shanty Road to South Main Street and include 30" curb and gutter and an 8 foot wide sidewalk. The project improvements will also include improved pedestrian amenities such as ADA ramps, crosswalks and signage throughout the project limits.

The southern project limit will tie into the existing intersection with South Main Street. The northern project limit will be at the existing Big Shanty Road intersection, a total distance of about 800 feet.

Is the project located in a Non-attainment area? (X) Yes. The project is located in Cobb County.

PDP Classification: Major Minor (X)

Federal Oversight: Full Oversight (), Exempt(), State Funded(), or
Other (X) None at this time.

Functional Classification: Sardis Street – residential / local.

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

Traffic (AADT):

Current Year: (2005) 6,200 Design Year: (2025)7,600
Assume 1% per year growth

Existing design features:

- Typical Section: 2 -lane rural sections with no curb and gutter or sidewalks.
- Posted speed 25 mph Minimum radius for curve: 185 ft.
- Maximum super-elevation rate for curve: 6 %
- Maximum grade: 8 %
- Width of right-of-way: Varies; 40 – 60 feet.
- Major structures: None.
- Major interchanges or intersections along the project: None.

Proposed Design Features:

- Proposed typical section(s) - Future Sardis Street Extension: 3 lane urban section, turning lanes at the intersections. The project improvements as part of this LCI project include 30" curb and gutter and 8 ft wide concrete sidewalks along the west side.

- Proposed Design Speed Mainline: 25 mph
- Proposed Maximum grade Mainline: 5 % Maximum grade allowable: 8 %
- Proposed Maximum grade Side Street: 5 % Maximum grade allowable: 8 %
- Proposed Maximum grade driveway: 12 %
- Proposed Minimum radius of curve: N/A Minimum radius allowable: 185 ft.
- Right-of-Way
 - Width: 64 feet
 - Easements: Temporary (X), Permanent (), Utility (), Other ().
 - Type of access control: Full (), Partial (), By Permit (X), Other ().
 - Number of parcels: 10 Number of displacements: None anticipated
- Structures:
 - Bridges – None.
 - Retaining walls – None anticipated.
- Major intersections and interchanges. No major intersections; all others shown on plan.
- Traffic control during construction: The project improvements shall be constructed while maintaining traffic.
- 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 – None anticipated
- Environmental concerns: The downtown area has numerous historic resources and portions of the downtown area are a historic district. Their disposition will be further evaluated and addressed during preparation of the environmental document, resubmission of the Categorical Exclusion (CE) and coordination with other downtown projects. No significant or apparent environmental concerns are 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 involvements: All major utilities; electric, water, communications, gas and sewer are present within the project corridor. The project improvements will

require utility modifications and adjustments.

- **Railroad Involvement:** None, however there is an existing, problematic at-grade crossing within the downtown area relatively close to this project. It's disposition will be addressed during future phases of the downtown development.

VE Study Required Yes() No(X)

Project responsibilities:

- **Design:** City of Kennesaw
- **Right-of-Way Acquisition:** City of Kennesaw
- **Relocation of Utilities:** Utility company
- **Letting to contract:** City of Kennesaw
- **Supervision of construction:** City of Kennesaw
- **Providing material pits:** N/A
- **Providing detours:** N/A

Coordination

- **Public involvement:** None specific to this project to date however the City's downtown development study has been through an extensive public information process.
- **Local government comments.** These project improvements and the associated downtown improvements have the support and backing of the City of Kennesaw.
- **Other projects in the area –** Multiple proposed and planned adjacent ongoing private development and several municipal projects including a pedestrian underpass of the RR tracks and a proposed new county library.
- **Railroads:** Ongoing communication with the City
- **Other coordination to date:** None

Anticipated Scheduling

The following durations represent reasonable periods of completion and the best estimates for each respective task however, due to the nature of the downtown development, the anticipated funding sources, the construction timelines of the various projects and other unknown factors at this time, these durations are subject to revision and updating.

- **Time to complete the environmental process:** 3 Months.
- **Time to complete preliminary construction plans:** 6 Months.
- **Time to complete right-of-way plans:** 3 Months.
- **Time to complete final construction plans:** 4 Months.
- **Time to complete to purchase right-of-way:** 12 Months.
- **List other major items that will affect the project schedule:** None anticipated

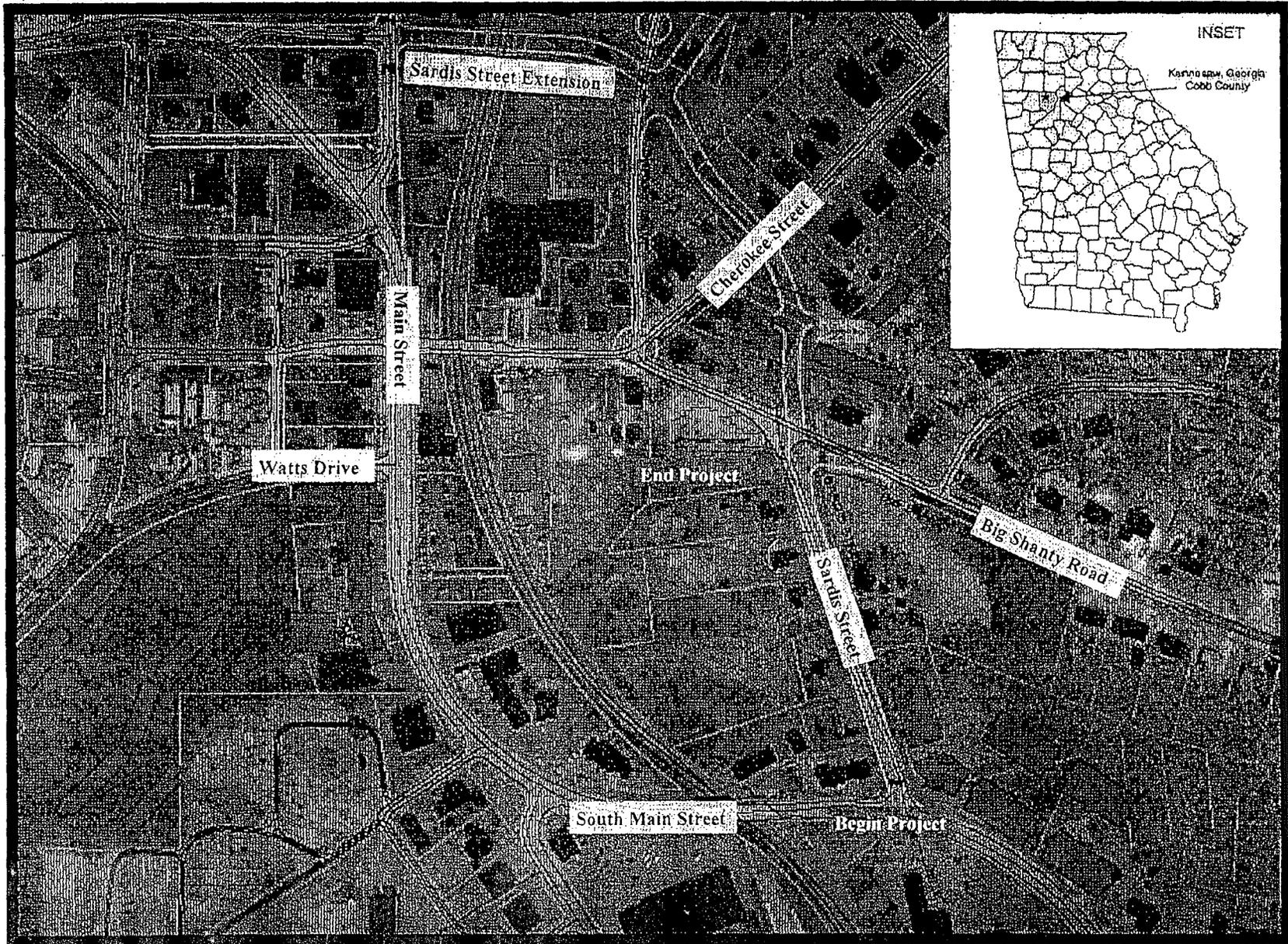
Phasing /Implementation: The sidewalk and pedestrian improvements should be constructed concurrently with the Sardis Street extension and roadway modifications for maximum project benefits.

Other alternates considered: Over the past several years, the City has solicited several

alignment and planning studies that were made available in preparation of this report. Their alignments and impacts were reviewed and analyzed as part of the downtown development study however none were further developed or considered.

Attachments:

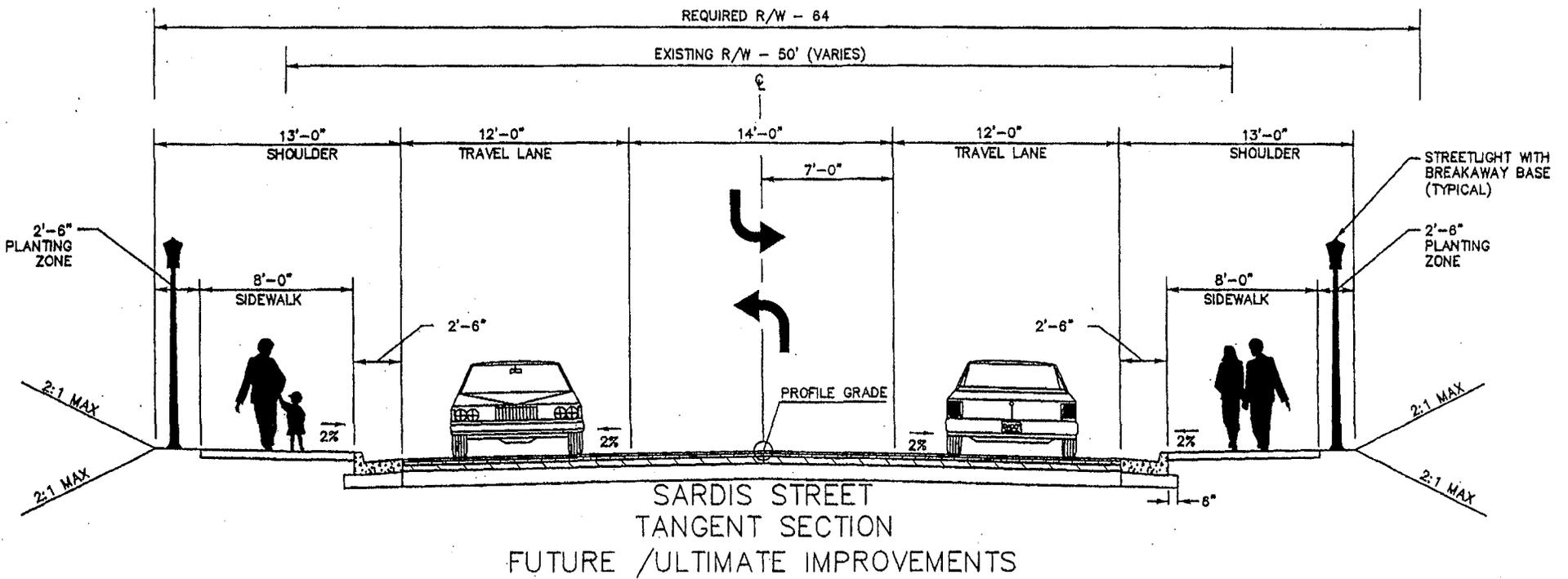
1. Project Location Map
2. Typical Section
3. Project Cost Estimate



Project Location Map

MACTEC Project No. 6151080004

City of Kennesaw
Sardis Street LCI Concept Report
Revised April 30, 2009



DOWNTOWN KENNESAW PEDESTRIAN IMPROVEMENT LCI PROJECT
Engineering Opinion of Probable Construction Cost

Sardis Street - Main Street to Big Shanty Road (West Side)				
Description	Unit	Quantity	Unit Cost	Total Cost
Demo - Asphalt (saw cut)	LF	800	\$3.00	\$2,400.00
Demo - Storm Structures	EA	0	\$300.00	\$0.00
Demo - Driveway Pipe Culverts (7@ 20')	LF	140	\$25.00	\$3,500.00
Remove & Replace Utility Pole	EA	7	\$8,000.00	\$56,000.00
Remove & Replace Road Sign	EA	2	\$315.00	\$630.00
Remove & Replace Mail Box	EA	7	\$200.00	\$1,400.00
Relocate Water Meter	EA	7	\$1,000.00	\$7,000.00
Grading - Complete	LS	1	\$50,000.00	\$50,000.00
Concrete Driveway Apron - GDOT Std. A2	EA	7	\$1,500.00	\$10,500.00
Concrete 24" Curb and Gutter	LF	800	\$22.00	\$17,600.00
Concrete Sidewalk - 8' wide, 4" thick	SF	6400	\$7.00	\$44,800.00
Handicap Ramp - GDOT Std. A3	EA	17	\$500.00	\$8,500.00
Signing and Pavement Markings	LS	1	\$15,000.00	\$15,000.00
Asphalt Pavement	SY	550	\$40.00	\$22,000.00
Curb Inlet - GDOT Std. I019A Type "E"	EA	3	\$3,000.00	\$9,000.00
Reinforced Concrete Pipe - 18 inch	LF	600	\$100.00	\$60,000.00
Eros - Ds3 - Permanent Grassing - Misc Erosion Control	LS	1	\$20,000.00	\$20,000.00
Eros - Sd1 - Temporary Silt Fence / Type C	LF	800	\$3.50	\$2,800.00
Eros - Sd2 - Inlet Sediment Trap	EA	3	\$500.00	\$1,500.00
Architectural Block- Retaining Wall (4ft ht) - None Anticipated	SF	0	\$75.00	\$0.00
			Total:	\$332,630.00
			20% Contingency:	\$66,526.00
			TOTAL:	\$399,156.00

Source: MACTEC Engineering and Consulting

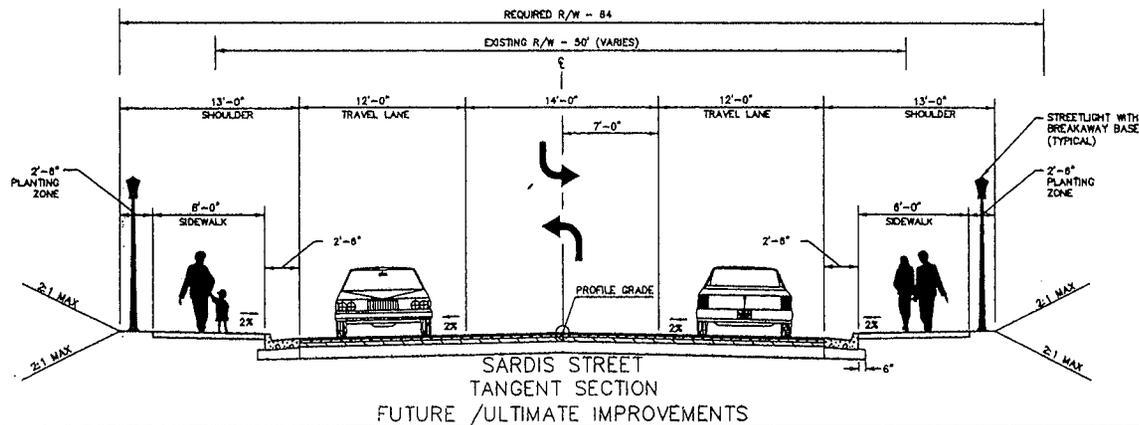
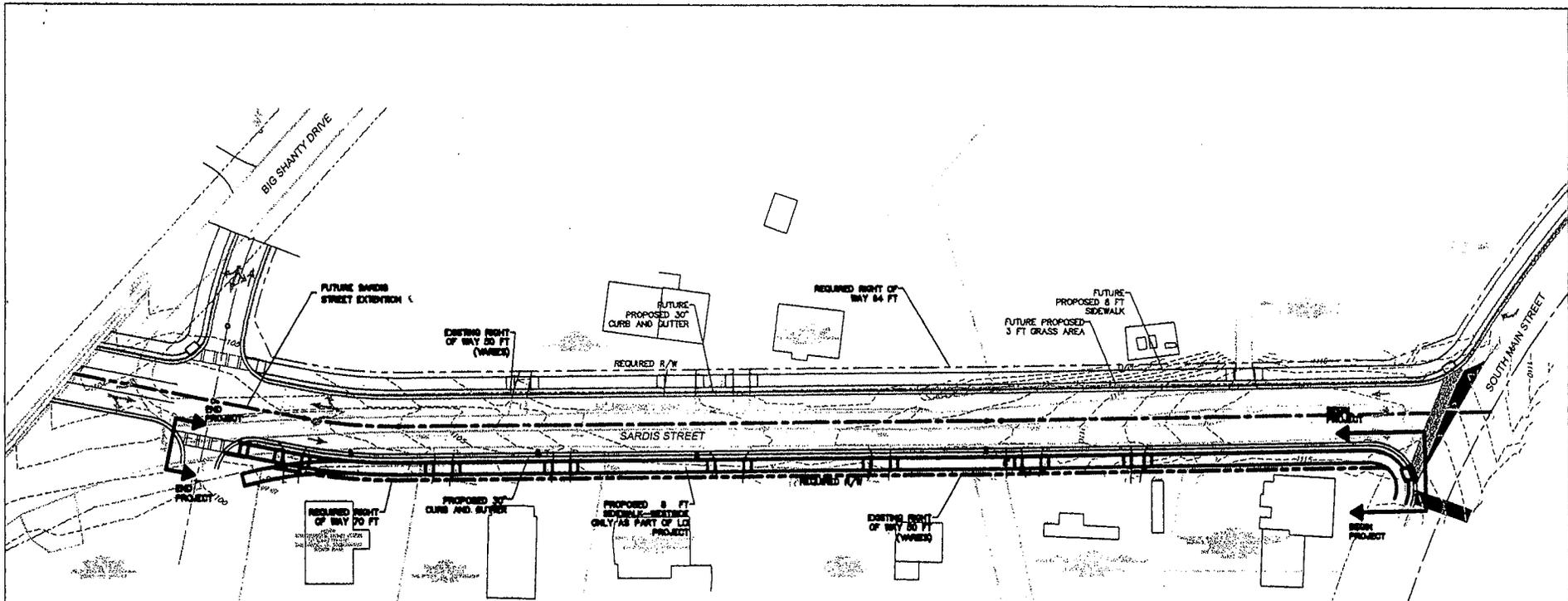
Prepared by DRH
 Checked by MIL & DUP

*20% Contingency included

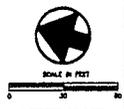
*These estimates do not include utility relocation or right-of-way acquisitions.

*No LCI-funded construction is proposed for the Big Shanty Road realignment.

Date: April 30, 2009



SARDIS STREET
TANGENT SECTION
FUTURE /ULTIMATE IMPROVEMENTS



CITY OF MIDWAY PUBLIC WORKS DEPARTMENT		SARDIS STREET ROADWAY AND SIDEWALK IMPROVEMENTS	
PROJECT NO. 15-0001 DATE: 11/15/15		MACTEC Engineering and Consulting, Inc. 1500 S. 10th St., Suite 100 Midway, GA 30056	
SHEET NO. 15-0001-01		CONCEPT PLAN TYPICAL SECTION	

