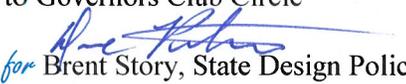


ORIGINAL TO GENERAL FILES

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

**OFFICE OF DESIGN POLICY & SUPPORT
INTERDEPARTMENTAL CORRESPONDENCE**

FILE P.I. #0007529 **OFFICE** Design Policy & Support
CSHPP-0007-00(529)
GDOT District 7 - Metro Atlanta
Cobb County **DATE** July 6, 2011
CR 8/Cedarcrest Road from Paulding County Line
to Governors Club Circle

FROM  Brent Story, State Design Policy Engineer

TO SEE DISTRIBUTION

SUBJECT APPROVED CONCEPT REPORT

Attached is the approved Concept Report for the above subject project.

Attachment

DISTRIBUTION:

Genetha Rice-Singleton, Program Control Administrator
Bobby Hilliard, State Program Delivery Engineer
Cindy VanDyke, State Transportation Planning Administrator
Angela Robinson, Financial Management Administrator
Glenn Bowman, State Environmental Administrator
Kathy Zahul, State Traffic Engineer
Georgene Geary, State Materials & Research Engineer
Ron Wishon, State Project Review Engineer
Jeff Baker, State Utilities Engineer
Ken Thompson, Statewide Location Bureau Chief
Michael Henry, Systems & Classification Branch Chief
Bryant Poole, District Engineer
Scott Lee, District Preconstruction Engineer
Jonathan Walker, District Utilities Engineer
Karyn Matthews, Project Manager
BOARD MEMBER - 11th Congressional District

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
PROJECT CONCEPT REPORT

Project Number: CSHPP-0007-00(529)

County: Cobb

P. I. Number: 0007529

Federal Route Number: N/A

State Route Number: N/A

Cedarcrest Road / CR ⁸72 Widening from Paulding County Line to Governor's Towne Drive

Submitted for approval:

DATE 6/15/11 D. B. King TranSystems
DATE 6-15-11 Design Consultant Name and Firm Name
DATE 06/17/2011 Local Government
DATE 08/27/2010 Project Manager
District Engineer

Recommendation for approval:

DATE 05/16/2011 GENETHA RICE-SINGLETON*
DATE 05/12/2011 Program Control Administrator
DATE 05/16/2011 State Environmental Administrator
DATE 05/12/2011 State Traffic Engineer
DATE 05/11/2011 State Utilities Engineer
DATE 06/24/2011 Project Review Engineer
District Engineer / District Utilities Engineer
State Transportation Financial Management Administrator

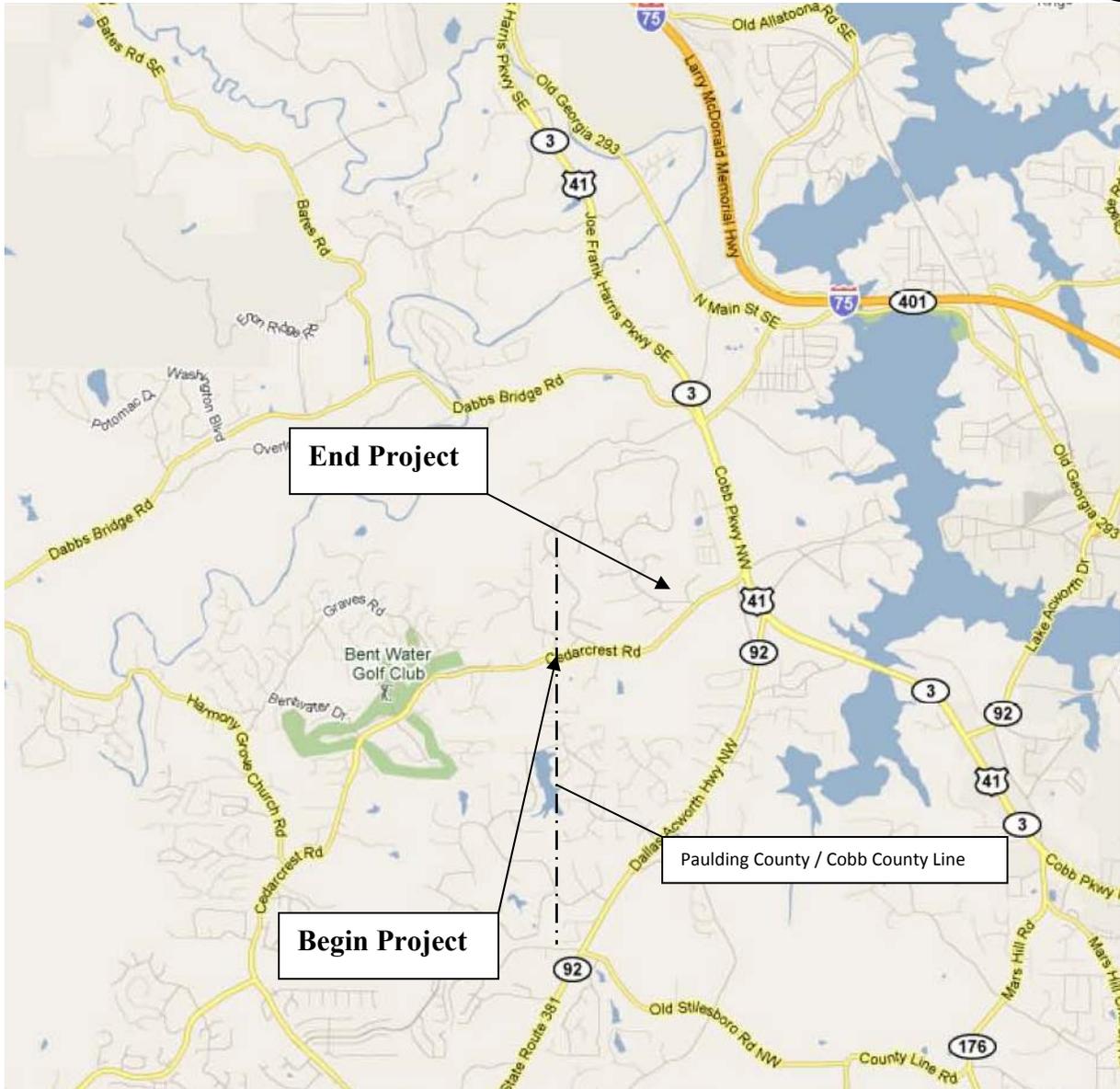
Administrator

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 06/22/2011 RADNEY SIMPSON*
State Transportation Planning Administrator

* RECOMMENDATION FOR APPROVAL ON FILE

PROJECT LOCATION MAP



Project Description: Widening Cedarcrest Road / CR : from Paulding County Line to Governor's Towne Drive

Need and Purpose:

Cedarcrest Road is a roadway that connects US 41/Cobb Parkway Northwest (US 41) in Cobb County with the Dallas Acworth Highway (SR 381) and the Hiram Acworth Highway (SR 92) at the Cross Roads community of Paulding County. The improvements would be made in two phases – one to be constructed by Cobb County’s Department of Transportation utilizing a combination of local funding and federal highway funds and the other to be completed by Paulding County’s Department of Transportation utilizing local funding.

This concept report addresses the improvements associated with the Cobb County phase of the project (CSHPP-0007-00(529)); however, without the addition of the Paulding County phase of the project, this project would lack logical termini for the purposes of the project’s environmental assessment. Therefore, a brief narrative of both projects is provided below:

Paulding County Project (Harmony Grove Church Road to Cobb/Paulding County Line)

The proposed project would begin at Cedarcrest Road’s intersection with Harmony Grove Church Road in Paulding County. The proposed improvements would continue northeast for a distance of approximately 2.7 miles to the Cobb and Paulding County line. This project does not have a Georgia Department of Transportation (GDOT) project or PI number assigned to it, because it would be constructed using local funds. However, the project is within the Atlanta Regional Commission (ARC) Envision6 Regional Transportation Plan (RTP) and FY 2008-2013 Transportation Improvement Plan (TIP) by reference number PA-036B (Harmony Grove Church Road to the Cobb County Line). This project is currently programmed as a long-range project. Paulding County has requested ARC to move Fed/State funding from PA-015 to PA-036B.

Cobb County Project (Cobb/Paulding County Line to Governors Towne Drive)

At the Cobb and Paulding County line, the proposed improvements would continue east for a distance of approximately 0.8 miles to Cedarcrest Road’s intersection with Governors Towne Drive (approximately 0.30 mile west of the intersection with US 41). Because the project would be constructed utilizing a combination of local and federal funds, this project does have a GDOT project and PI number (CSHPP-0007-00(529), PI No. 0007529). The project appears within the ARC TIP by reference number CO-344A (Governors Towne Drive to the Paulding County Line). The ARC TIP indicates that right-of-way (ROW) is scheduled for 2011 with construction to begin in 2013.

Between Harmony Grove Church Road and Governors Towne Drive, Cedarcrest Road currently has a functional classification of urban minor arterial and currently consists primarily of two 11-foot travel lanes with grass shoulders of varying width between five and ten feet. The roadway’s posted speed limit varies between 35 miles per hour (mph) and 45 mph.

The area of land along Cedarcrest Road between Paulding County Line and Governors Towne Drive is primarily undeveloped or single family residential. Just north and east of the project is a large commercial shopping center that consists of restaurants and other small-scale retail anchored by a large grocery store (Publix). Finally, a small private school, Sunbrook Academy at Governors Towne Club (a preschool facility located at the intersection of Cedarcrest Road and Karl Sanders Drive) is located next to the study area.

The proposed Cedarcrest Road widening projects are needed to provide adequate capacity to address congestion related to existing and predicted traffic volumes along Cedarcrest Road. By

providing additional lanes and better controlling turning movements using a raised median, the project would reduce the opportunities for conflicting movements at midblock locations. In addition, the turning lanes provided at key intersections along the roadway would provide operational efficiency to drivers wishing to access large-scale residential development in the corridor. Therefore, the purpose of the proposed Cedarcrest Road widening projects is to address congestion and conflict in the area of Cedarcrest Road.

The existing two-lane typical section within the study area is not adequate to handle the existing and projected traffic volumes of the corridor. Traffic analysis indicates that in the future (2035), the level of service (LOS) is unsatisfactory during both the AM and PM peak hour, particularly south/west of Governors Towne Drive (LOS D or worse). Table 1 (Attachment E) provides LOS data for the project study area for the existing condition (2010) and design year (2035).

This projected congestion is anticipated to affect crash rates as the potential for conflicts increase. An analysis of crash data for 2008 through 2010 is provided for the study area in Table 2 (Attachment E). While the crash rates for the study area are less than the statewide averages for a roadway of this type, the anticipated increased congestion (as detailed in Table 1) would be anticipated to increase the potential for conflict and the crash rates in the future without the proposed improvements.

The proposed project would provide a consistent four-lane typical section, when connected with Paulding Counties proposed project (PA-036), that would address congestion related to growing traffic volumes along Cedarcrest Road by providing additional lanes and capacity from Harmony Grove Church Road to US 41. In addition, the proposed projects would act to better control turning movements through the use of a raised median that would reduce the opportunities for conflict at midblock locations.

Logical termini are defined as rational end points for a transportation improvement and rational end points for a review of the environmental impacts. With the proposed termini, the project would provide a continuous four-lane typical section that would address congestion related to growing traffic volumes along Cedarcrest Road from Seven Hills Boulevard to US 41. The proposed Cedarcrest Road widening projects would have a western terminus at Harmony Grove Church Road, where Cedarcrest Road currently has an existing four-lane typical section. This existing four-lane typical section on Cedarcrest Road runs between Harmony Grove Church Road and the intersection of Seven Hills Boulevard (a total distance of approximately 0.8 mile). South of Seven Hills Boulevard, the typical section varies based on existing and anticipated traffic demands.

The proposed project would have an eastern terminus at Governors Towne Drive, approximately 0.30 mile west of the intersection of Cedarcrest Road and US 41, where the project would also tie into an existing four-lane typical section until the road ends at US 41.

The proposed Cedarcrest Road widening project would have independent utility and would not require additional transportation improvements. The proposed widening of Cedarcrest Road from Harmony Grove Church Road to Governors Towne Drive would not restrict consideration of reasonably foreseeable transportation improvements.

Project Concept Report page 5
Project Number: CSHPP-0007-00(529)
P. I. Number: 0007529
County: Cobb

Description of the Proposed Project:

Cedarcrest Road/CR : "currently has a functional classification of urban minor arterial and currently consists primarily of two 11-foot travel lanes with grass shoulders of varying width between five and ten feet. The roadway's posted speed limit is 35 miles per hour (mph). The width of the road's right-of-way area is 50 feet throughout the length of the corridor.

The proposed project would widen Cedarcrest Road/CR : to a four 11-foot lane section. The typical section would also include a 24-foot raised median, outside curb and gutter, 10-foot shoulders and 5-foot sidewalks along both sides of the roadway. Median breaks would be provided for vehicle turning at key intersections and midblock locations. The roadway's posted speed limit would be 45 mph. The proposed right-of-way will be 100 feet in width.

Is the project located in a PM_{2.5} Non-attainment area? X Yes _____No. The project conforms to the regional air quality model by only widening from 2 to 4 lanes from the intersection of Cedarcrest Road / CR : at the Paulding County Line to Governors Towne Drive.

Is the project located in an Ozone Non-attainment area? X Yes _____No. The project conforms to the regional air quality model by only widening from 2 to 4 lanes from the intersection of Cedarcrest Road / CR : at the Paulding County Line to Governors Towne Drive.

PDP Classification: Major X Minor _____

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

Functional Classification: Urban Minor Arterial

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

Traffic (AADT):

Base Year: 17,900 (2014) Design Year: 19,100 (2039)

Existing design features:

- Typical Section:
 - 1 - 11' travel lane in each direction
 - Grass shoulders vary from 5' – 10'.
 - Urban section with 1-11-foot lane in each direction and 20-foot raised median.
- Posted speed 35 mph Minimum radius for curve: 813 ft.
- Maximum super-elevation rate for curve: 6%

County: Cobb

- Maximum grade:
 - 6% - Mainline
 - 19% - Driveways
- Width of right-of-way: 50 ft. (nominal)
- Major structures: None
- Major interchanges or intersections along the project: Cedarcrest Road/CR 72 at Governors Towne Drive.
- Existing length of roadway segment and the beginning mile logs for each county segment:
 - Cobb County 0.76 miles – 0.00 to 0.76 mile log

Proposed Design Features:

- Proposed typical section(s):
 - Four-lane Urban: 4 – 11’ lanes, 24’ raised median, 10’ shoulders including 24” outside curb and gutter and 5’ sidewalks along both sides.
- Proposed Design Speed Mainline 45 mph
- Proposed Maximum grade Mainline 5.2 %
- Maximum grade allowable 7 %
- Proposed Maximum grade Side Street 6 %
- Maximum grade allowable 7 %
- Proposed Maximum grade driveway 11 % (Commercial), 20 % (Residential)
- Proposed Minimum Radius of curve 1000 ft. – 45 mph.
- Minimum Radius allowable 711 ft. – 45 mph.
- Maximum Allowable Superelevation Rate: 4.0 %
- Proposed Maximum Superelevation Rate: 3.8 %
- Right-of-Way
 - Width 100’
 - Easements: Temporary (), Permanent (X), Utility (), Other ().
 - Type of access control: Full (), Partial (), By Permit (X), Other ().
 - Number of parcels: 29 Number of displacements:
 - Business: 0
 - Residences: 0
 - Mobile homes: 0
 - Other: 0
 - Structures: None
- Major intersections, interchanges, median openings and signal locations: Cedarcrest Road/CR : at Governors Towne Drive intersection.
- Transportation Management Plan Anticipated: Yes () No (X)

Design Exceptions to controlling criteria anticipated:

	<u>Yes</u>	<u>NO</u>	<u>UNDETERMINED</u>
HORIZONTAL ALIGNMENT:	()	(X)	()
LANE WIDTH:	()	(X)	()
SHOULDER WIDTH:	()	(X)	()
VERTICAL GRADES:	()	(X)	()
CROSS SLOPES:	()	(X)	()
STOPPING SIGHT DISTANCE:	()	(X)	()

Project Concept Report page 7
 Project Number: CSHPP-0007-00(529)
 P. I. Number: 0007529
 County: Cobb

SUPERELEVATION RATES:	()	(X)	()
VERTICAL ALIGNMENT :	()	(X)	()
SPEED DESIGN:	()	(X)	()
VERTICAL CLEARANCE:	()	(X)	()
BRIDGE WIDTH:	()	(X)	()
BRIDGE STRUCTURAL CAPACITY:	()	(X)	()
LATERAL OFFSET TO OBSTRUCTION:	()	(X)	()

- Design Variances: None anticipated
- Environmental concerns: Cherokee Darter present (Paulding County Only)
- Anticipated 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: AT&T Network, Atlanta Gas Light, Comcast Cable, Cobb EMC, Cobb Water System
- VE Study Required Yes() No(X)
- Benefit / Cost Ratio: N/A

Project Cost Estimate and Funding Responsibilities:

	PE	ROW,	Utility	CST, ,	Mitigation
By Whom	Cobb DOT	Cobb DOT	Reimbursable	Cobb DOT	Cobb DOT
\$ Amount	\$405,325.07	\$2,839,404.00	\$31,500.00	\$2,787,663.78	

***Locals are responsible for 100% ROW > \$760,000.00 (FED) & 100% CST > \$2,493,521.74 (FED).

**CST Cost includes: Construction, engineering and Inspection, Fuel Cost Adjustment, and Asphalt Cement Cost Adjustment.

Project Activities Responsibilities:

- Design: Cobb DOT
- Right-of-Way Acquisition: Cobb DOT
- Right-of-Way Funding (real property): Cobb DOT
- Relocation of Utilities: Cobb DOT
- Letting to contract: Cobb DOT
- Supervision of construction: Cobb DOT
- Providing material pits: Contractor
- Providing detours: None
- Environmental Studies / Documents / Permits: Cobb DOT
- Environmental Mitigation: Cobb DOT

Coordination

- Initial Concept Team meeting date: 9/20/07
- Concept meeting date: 9/28/08
- P. A. R. meetings, dates and results:
- FEMA, USCG, and / or TVA:

Project Concept Report page 8
Project Number: CSHPP-0007-00(529)
P. I. Number: 0007529
County: Cobb

- Public involvement: PIOH – 10/05/10
- Local government comments: None.
- Other projects in the area:
 - CSSTP-0006-00(866), SR 92, from Paulding County Line to SR 3/US 41
 - STP-0001-00(175), CR 473/Dabbs Bridge Road from SR 61 to US 41
 - STP00-0001-00(574), SR 3/US 41 Turn Lanes from Cobb County Line to SR 293
 - PA-036, Cedarcrest Road/CR 72 from Cobb County Line to SR 92 (Locally Funded)
- Railroads: N/A
- Peer Review Documentation (Roundabouts Only): N/A
- Other coordination to date: FHWA, GDOT – 8/5/10 (Logical Termini Concerns), Paulding County Project Commitment

Scheduling – Responsible Parties' Estimate

- | | | |
|--|-------------|-----------|
| • Time to complete the environmental process: | Begin: 1/08 | End: 3/12 |
| • Time to complete preliminary construction plans: | Begin: 1/11 | End: 8/11 |
| • Time to complete right-of-way plans: | Begin: 3/12 | End: 8/12 |
| • Time to complete the Section 404 Permit: | Begin: N/A | End: N/A |
| • Time to complete final construction plans: | Begin: 9/12 | End: 2/13 |
| • Time to complete to purchase right-of-way: | Begin: 9/12 | End: 3/14 |

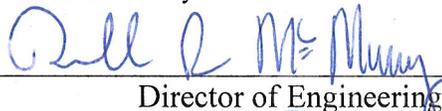
Other alternatives considered:

- No Build: This alternative does not meet the capacity and operational needs of the project.
- Use 35 mph design speed. Impacts were not significantly less than 45mph.
- Use 40 mph design speed. Impacts were not significantly less than 45mph.

Attachments:

- A. Cost Estimates:
 - A-1. Construction Estimate including E&I. A-2. Fuel Index
 - A-3. Right of Way Estimate
 - A-4. Detailed Utility Estimate
- B. Typical sections
- C. Initial Concept Team Meeting Notes
- D. Concept Team Meeting Notes
- E. Traffic Data
- F. Project Layout
- G. Speed Study
- H. Cobb County / Paulding County Chairman Meeting Minutes – 2/14/2011
- I. Paulding County Commitment Letter
- J. Meeting Minutes with FHWA & GDOT – 8/5/2010
- K. PFA
- L. PIOH Summary

Concur:


Director of Engineering

Approve:


Chief Engineer

Date: 07/05/2011

ATTACHMENT A
COST ESTIMATES

STATE HIGHWAY AGENCY

DATE : 10/29/2010

PAGE : 1

JOB ESTIMATE REPORT

=====

JOB NUMBER : 0130-0021 SPEC YEAR: 01

DESCRIPTION: CEDARCREST ROAD WIDENING

PAULDING COUNTY LINE TO GOVERNOR'S TOWNE DRIVE

ITEMS FOR JOB 0130-0021

LINE	ITEM	ALT	UNITS	DESCRIPTION	QUANTITY	PRICE	AMOUNT
0009	150-1000		LS	TRAFFIC CONTROL - CSHPP-0007-00(529)	1.000	100000.00	100000.00
0010	153-1300		EA	FIELD ENGINEERS OFFICE TP 3	1.000	65839.39	65839.39
0015	210-0100		LS	GRADING COMPLETE - CSHPP-0007-00(529)	1.000	450000.00	450000.00
0024	310-1101		TN	GR AGGR BASE CRS, INCL MATL	16080.000	15.54	250017.63
0025	318-3000		TN	AGGR SURF CRS	500.000	16.61	8306.61
0030	402-3113		TN	RECYL AC 12.5MM SP,GP1/2,BM&HL	1900.000	74.91	142332.19
0035	402-3121		TN	RECYL AC 25MM SP,GP1/2,BM&HL	5000.000	59.47	297378.10
0040	402-3192		TN	RECYL AC 19 MM SP,GP 10R 2,INCL BM	2500.000	76.00	190000.00

0045	413-1000	GL	BITUM TACK COAT	2200.000	2.67	5882.36
0050	432-0206	SY	MILL ASPH CONC PVMT/ 1.50" DEP	500.000	7.41	3706.30
0055	441-0104	SY	CONC SIDEWALK, 4 IN	4200.000	25.13	105580.23
0060	441-0748	SY	CONC MEDIAN, 6 IN	500.000	40.30	20153.53
0065	441-6216	LF	CONC CURB & GUTTER/ 8"X24"TP2	13500.000	9.64	130219.11
0070	620-0100	LF	TEMP BARRIER, METHOD NO. 1	1000.000	29.62	29628.98
0075	634-1200	EA	RIGHT OF WAY MARKERS	50.000	96.67	4833.98
0080	641-1200	LF	GUARDRAIL, TP W	1000.000	19.73	19730.00
0085	641-5001	EA	GUARDRAIL ANCHORAGE, TP 1	6.000	630.97	3785.82
0090	641-5012	EA	GUARDRAIL ANCHORAGE, TP 12	6.000	1796.71	10780.29
0095	207-0203	CY	FOUND BKFILL MATL, TP II	10.000	48.59	486.00
0100	441-0301	EA	CONC SPILLWAY, TP 1	2.000	1961.53	3923.07
0105	550-1180	LF	STM DR PIPE 18",H 1-10	1500.000	30.07	45111.15
0110	550-1240	LF	STM DR PIPE 24",H 1-10	1000.000	35.56	35563.37
0115	550-1300	LF	STM DR PIPE 30",H 1-10	500.000	47.15	23577.56
0120	550-4218	EA	FLARED END SECT 18 IN, ST DR	8.000	401.54	3212.39
0125	550-4224	EA	FLARED END SECT 24 IN, ST DR	4.000	530.05	2120.21
0130	550-4230	EA	FLARED END SECT 30 IN, ST DR	2.000	675.74	1351.49
0135	573-2004	LF	UNDDR PIPE INCL DRAIN AGGR 4"	3000.000	27.34	82034.67
0140	603-2024	SY	STN DUMPED RIP RAP, TP 1, 24"	50.000	42.51	2125.61
0145	668-1100	EA	CATCH BASIN, GP 1	30.000	1987.17	59615.27
0150	668-2100	EA	DROP INLET, GP 1	6.000	1660.40	9962.40

0155	668-4300	EA	STORM SEW MANHOLE, TP 1	4.000	1720.88	6883.54
0160	636-1020	SF	HWY SGN,TP1MAT,REFL SH TP3	100.000	14.97	1497.27
0165	636-1029	SF	HWY SGN,TP2 MATL,REFL SH TP 3	500.000	15.28	7643.64
0170	636-1033	SF	HWY SIGNS, TP1MAT,REFL SH TP 9	100.000	20.33	2033.12
0175	636-2070	LF	GALV STEEL POSTS, TP 7	100.000	8.86	886.11
0180	636-2080	LF	GALV STEEL POSTS, TP 8	100.000	8.87	887.76
0185	636-2090	LF	GALV STEEL POSTS, TP 9	200.000	7.87	1575.65
0190	653-0120	EA	THERM PVMT MARK, ARROW, TP 2	20.000	70.02	1400.43
0195	653-1501	LF	THERMO SOLID TRAF ST 5 IN, WHI	7400.000	0.36	2734.15
0200	653-1502	LF	THERMO SOLID TRAF ST, 5 IN YEL	7400.000	0.37	2775.07
0205	653-1704	LF	THERM SOLID TRAF STRIPE,24",WH	100.000	3.71	371.92
0210	653-1804	LF	THERM SOLID TRAF STRIPE, 8",WH	1000.000	1.82	1825.45
0215	653-3501	GLF	THERMO SKIP TRAF ST, 5 IN, WHI	7400.000	0.23	1703.92
0220	653-6004	SY	THERM TRAF STRIPING, WHITE	500.000	2.96	1480.41
0225	653-6006	SY	THERM TRAF STRIPING, YELLOW	500.000	2.86	1434.85
0230	654-1001	EA	RAISED PVMT MARKERS TP 1	100.000	3.82	382.87

STATE HIGHWAY AGENCY

DATE : 10/29/2010

PAGE : 2

JOB ESTIMATE REPORT

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0235 654-1003      EA    RAISED PVMT MARKERS TP 3                100.000      3.94      394.09
0240 163-0232      AC    TEMPORARY GRASSING                       20.000      371.18     7423.61
0245 163-0240      TN    MULCH                                    20.000      271.62     5432.42
0250 163-0300      EA    CONSTRUCTION EXIT                        6.000     1095.91     6575.52
0255 163-0503      EA    CONSTR AND REMOVE SILT CONTROL GATE,TP
      3                                     5.000      389.43     1947.19
0260 163-0550      EA    CONS & REM INLET SEDIMENT TRAP          40.000      127.18     5087.29
0265 165-0010      LF    MAINT OF TEMP SILT FENCE, TP A          400.000        0.75      301.35
0270 165-0030      LF    MAINT OF TEMP SILT FENCE, TP C        3000.000        0.69     2088.87
0275 165-0087      EA    MAINT OF SILT CONTROL GATE, TP 3         5.000      110.76     553.80
0280 165-0101      EA    MAINT OF CONST EXIT                     6.000      460.25     2761.55
0285 165-0105      EA    MAINT OF INLET SEDIMENT TRAP           30.000      42.44     1273.46
0290 167-1000      EA    WATER QUALITY MONITORING AND SAMPLING    2.000      460.67      921.34

0295 167-1500      MO    WATER QUALITY INSPECTIONS               24.000      301.25     7230.17
0300 171-0010      LF    TEMPORARY SILT FENCE, TYPE A           800.000        1.95     1564.95

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0305	171-0030	LF	TEMPORARY SILT FENCE, TYPE C	6000.000	2.54	15258.18
0310	700-6910	AC	PERMANENT GRASSING	20.000	734.14	14682.89
0315	700-7000	TN	AGRICULTURAL LIME	50.000	87.03	4351.93
0320	700-8000	TN	FERTILIZER MIXED GRADE	50.000	357.68	17884.05
0325	700-8100	LB	FERTILIZER NITROGEN CONTENT	500.000	1.55	775.83
0330	702-0001	\$	* ALL PLANTS REQ SIZE OR CAL*	1.000	35000.00	35000.00
0335	710-9000	SY	PERM SOIL REINFORCING MAT	500.000	4.12	2064.29
0340	716-2000	SY	EROSION CONTROL MATS, SLOPES	2000.000	0.97	1957.78

ITEM TOTAL 2278304.43

INFLATED ITEM TOTAL 2278304.43

TOTALS FOR JOB 0130-0021

ESTIMATED COST: 2278304.43

E & I (5.0): 113915.22

ESTIMATED TOTAL: 2392219.65

P.I. Number 7529

County Cobb

Project Number CSHPP-0007-00(529)

Special Provision, Section 109-Measurement and Payment
FUEL PRICE ADJUSTMENT (*ENGLISH 125% MAX*)

ENTER FPL DIESEL	2.62
ENTER FPM DIESEL	5.895

ENTER FPL UNLEADED	2.933
ENTER FPM UNLEADED	6.59925

<http://www.dot.ga.gov/doingbusiness/Materials/Pages/asphaltcementindex.aspx>

INCREASE ADJUSTMENT
125.00%

INCREASE ADJUSTMENT
125.00%

ROADWAY ITEMS	QUANTITY	DIESEL FACTOR	GALLONS DIESEL	UNLEADED FACTOR	GALLONS UNLEADED	REMARKS
Excavations paid as specified by Sections 205 (CUBIC YARD)	3500.000	0.29	1015.00	0.15	525.00	
Excavations paid as specified by Sections 206 (CUBIC YARD)		0.29		0.15		
GAB paid as specified by the ton under Section 310 (TON)	16080.000	0.29	4663.20	0.24	3859.20	
Hot Mix Asphalt paid as specified by the ton under Sections 400 (TON)		2.90		0.71		
Hot Mix Asphalt paid as specified by the ton under Sections 402 (TON)	9400.000	2.90	27260.00	0.71	6674.00	
PCC Pavement paid as specified by the square yard under Section 430 (SY)		0.25		0.20		

BRIDGE ITEMS	Quantity	Unit Price	QF/1000	Diesel Factor	Gallons Diesel	Unleaded Factor	Gallons Unleaded	REMARKS
Bridge Excavation (CY) Section 211				8.00		1.50		
Class __ Concrete (CY) Section 500				8.00		1.50		
Class __ Concrete (CY) Section 500				8.00		1.50		
Class __ Concrete (CY) Section 500				8.00		1.50		
Superstru Con Class __ (CY) Section 500				8.00		1.50		
Superstru Con Class __ (CY) Section 500				8.00		1.50		
Superstru Con Class __ (CY) Section 500				8.00		1.50		
Concrete Handrail (LF) Section 500				8.00		1.50		
Concrete Barrier (LF) Section 500				8.00		1.50		

BRIDGE ITEMS	Quantity	Unit Price	QF/1000	Diesel Factor	Gallons Diesel	Unleaded Factor	Gallons Unleaded	REMARKS
--------------	----------	------------	---------	---------------	----------------	-----------------	------------------	---------

Stru Steel <u>Plan Quantity</u> (LB) Section 501				8.00		1.50		
Stru Steel <u>Plan Quantity</u> (LB) Section 501				8.00		1.50		
PSC Beams____ (LF) Section 507				8.00		1.50		
PSC Beams____ (LF) Section 507				8.00		1.50		
PSC Beams____ (LF) Section 507				8.00		1.50		
Stru Reinf <u>Plan Quantity</u> (LB) Section 511				8.00		1.50		
Stru Reinf <u>Plan Quantity</u> (LB) Section 511				8.00		1.50		
Bar Reinf Steel (LB) Section 511				8.00		1.50		
Piling____inch (LF) Section 520				8.00		1.50		
Piling____inch (LF) Section 520				8.00		1.50		
Piling____inch (LF) Section 520				8.00		1.50		
Piling____inch (LF) Section 520				8.00		1.50		
Piling____inch (LF) Section 520				8.00		1.50		
Piling____inch (LF) Section 520				8.00		1.50		
Drilled Caisson,____ (LF) Section 524				8.00		1.50		
Drilled Caisson,____ (LF) Section 524				8.00		1.50		
Drilled Caisson,____ (LF) Section 524				8.00		1.50		
Pile Encasement,____(LF) Section 547				8.00		1.50		
Pile Encasement,____(LF) Section 547				8.00		1.50		

SUM QF DIESEL=	32938.20	SUM QF UNLEADED=	11058.20
-----------------------	-----------------	-------------------------	-----------------

DIESEL PRICE ADJUSTMENT(\$)	\$99,242.80
UNLEADED PRICE ADJUSTMENT(\$)	\$37,298.76

ASPHALT CEMENT PRICE ADJUSTMENT FOR BITUMINOUS TACK COAT(Surface Treatment 125% MAX)

APPLICABLE TO CONTRACTS CONTAINING THE 413 SPEC. SECTION 413.5.01 ADJUSTMENTS ASPHALT PRICE ADJUSTMENT FOR BITUMINOUS TACK COAT

<http://www.dot.ga.gov/doingbusiness/Materials/Pages/asphaltcementindex.aspx>

ENTER APL

ENTER APM

125.00%	INCREASE ADJUSTMENT
----------------	----------------------------

Use this side for Asphalt Emulsion Only		
L.I.N.	TYPE	ASPHALT EMULSION (GALLONS)
TMT =		<input style="width: 100px;" type="text"/>
REMARKS:		

Use this side for Asphalt Cement Only		
L.I.N.	TYPE	TACK (GALLONS)
413-1000	PG 58-22	
TMT =		<input style="width: 100px;" type="text"/>
REMARKS:		

MONTHLY PRICE ADJUSTMENT(\$)	
-------------------------------------	--

ADJUSTMENT SUMMARY

FUEL PRICE ADJUSTMENT (*ENGLISH 125% MAX*)

DIESEL PRICE ADJUSTMENT(\$) \$99,242.80

UNLEADED PRICE ADJUSTMENT(\$) \$37,298.76

ASPHALT CEMENT PRICE ADJUSTMENT (*BITUMINOUS TACK COAT 125% MAX*) \$5,102.58

400 / 402 ASPHALT CEMENT PRICE ADJUSTMENT *125% MAX* \$253,800.00

ASPHALT CEMENT PRICE ADJUSTMENT FOR BITUMINOUS TACK COAT(*Surface Treatment 125% MAX*)

REMARKS:

TOTAL ADJUSTMENTS	\$395,444.13
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Preliminary Right of Way Cost Estimate

Date: 08/09/2010

Project: Cedarcrest Road Widening

Existing/Required R/W: 50'/100'

Project Termini: Karl Sanders Drive / Governor's Towne Drive

Project Description: Widening of Cedarcrest Road from 2 lanes to 4 lanes

Land:

P.I. Number: 0007529

No. Parcels: 29

Commercial	6022 s.f @ \$ 12	/s.f. = \$ 72,264	
Industrial	5824 s.f @ \$ 4	/s.f. = \$ 23,296	
Residential	176,142 s.f @ \$ 5	/s.f. = \$ 880,710	
Agricultural	112,434 s.f @ \$ 1.5	/s.f. = \$168,651	
TOTAL			<u>\$1,144,921.00</u>

Improvements:

Relocation:

Commercial @ \$25,000/parcel	=	\$	
Residential @ \$40,000/parcel	=	\$	_____

TOTAL \$ _____

Damages: Proximity

Consequential	\$	
Cost to Cure	\$	_____

TOTAL \$ _____

SUB-TOTAL: \$ _____

Net Cost		\$	1,144,921
Scheduling Contingency	55 %	\$	629,706
Adm/Court Cost	60 %	\$	1,064,776
TOTAL		\$	<u>2,839,404</u>

Total Cost

\$ 2,839,404

Prepared By: _____

Reviewed / Approved: _____

Howard P. Copeland
R/W Administrator

Note: Accuracy of estimate is the sole responsibility of the Preparer.

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

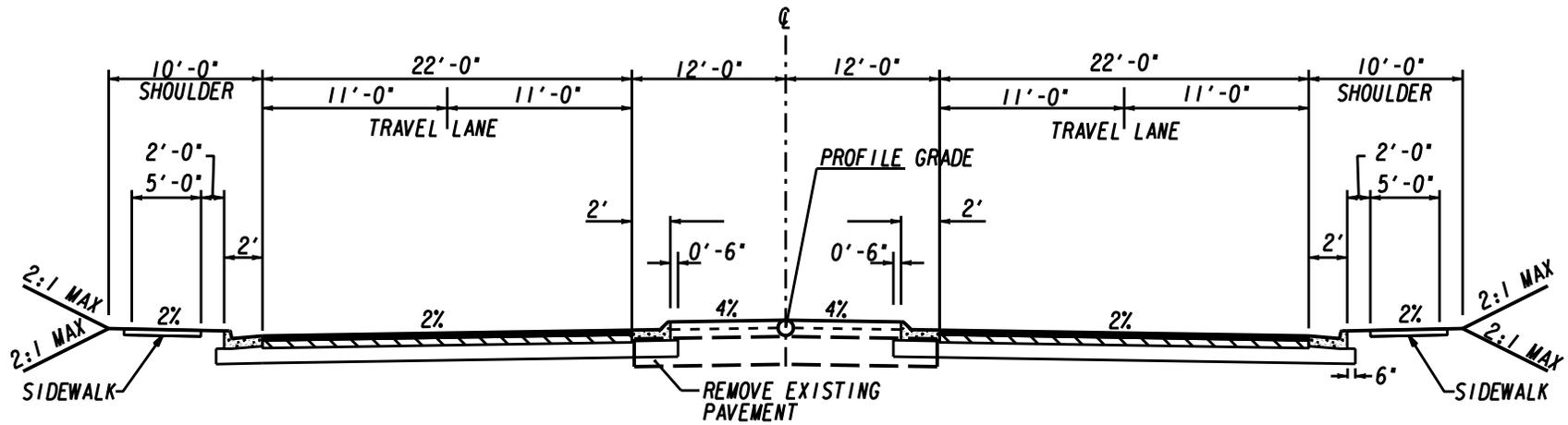
REVISED: 2-8-08

Utility Estimate

<u>Utility Owner</u>	<u>Facilities</u>	<u>Relocation/ Adjustment Cost</u>	<u>Qualifying Reimbursement Cost</u>
AT&T	Underground/ Aerial/ Services	\$85,000.00	\$0.00
Atlanta Gas Light Company	Underground/ Services	\$40,000.00	\$0.00
Cobb EMC	Underground/ Aerial/ Services	\$105,000.00	\$31,500.00 (Cobb County)
Cobb Water System	Underground/ Services	\$34,000.00	\$0.00
Comcast	Aerial	\$22,000.00	\$0.00
Total		\$286,000.00	

ATTACHMENT B

TYPICAL SECTIONS



CEDARCREST ROAD
 4 LANE URBAN SECTION
 W/ 24' RAISED MEDIAN & 10' SHOULDERS

TYPICAL SECTIONS
 CSHPP-0007-00(529)
 CEDARCREST ROAD
 COBB COUNTY

ATTACHMENT C

INITIAL CONCEPT TEAM MEETING NOTES

SUBJECT: Cedarcrest Road
 Project No. D4070
 Cobb County Department of Transportation

MEETING DATE: September 20, 2007

TODAY'S DATE: September 20, 2007

PREPARED BY: David Henry, Long Engineering, Inc.

LOCATION: Cobb County DOT

MEETING ATTENDEES

Name	Agency	e-mail
David Jackson	Cobb DOT	david.jackson@cobbcounty.org
Ron Cooper	Cobb DOT	ron.cooper@cobbcounty.org
Bob Galante	Cobb DOT	bgalante@cobbcounty.org
David Jackson	Long Engineering	djackson@longeng.com
David Henry	Long Engineering	dhenry@longeng.com

D4070

- Paulding County also has a project to widen Cedarcrest Road. Coordination will be needed with Paulding County / Scott Greene.
- The posted speed limit is 35, but it is desirable to be designed for 40 or 45. Long Engineering to run the different options to see the amount of impacts.
- Several houses along the northern side of Cedarcrest Road have their septic tanks located in the front yard. Design should limit any impacts to the septic lines due to the lengthy distance to the nearest sanitary sewer line.
- The existing right turn lane into the Governors Towne Club will become the future thru lane. The right turn lane will not be replaced.
- GDOT review should go through the district versus downtown.
- The budget for the Cedarcrest Road is as follows:
 - Engineering \$200,000
 - R/W \$950,000

- Construction \$5,650,000
 - Utilities \$50,000
 - **Total \$6,850,000**
- Environmental main issue will be the logical termini. Will need to coordinate early to avoid going into Paulding County.
 - Cobb County noted that if the Third Army Road IJR is approved, that it will change the storage patterns for the Cedarcrest Road signal at Cobb Parkway.
 - It was noted that Johnson Ferry / Wellstar has a major project planned for Awtrey church road, but that it should not affect the Cedarcrest Road project.
 - Median breaks were discussed for the Governors Towne Club, at the beginning of the project and half way in between.
 - Long Engineering to submit any revised cost, schedule and final scope to Cobb County by the 25th. This will allow its submittal to the board for the 10/8 meeting and a NTP by the end of the month.

ATTACHMENT D

CONCEPT TEAM MEETING NOTES

SUBJECT: Concept Team Meeting
Cedarcrest Road
Project No. D4070
Cobb County Department of Transportation

PREPARED BY: David Henry, Long Engineering, Inc.

LOCATION: GDOT - District 7

DATE: September 30, 2008

Project would widen from 2 to 4 lanes to Cobb/Paulding line at the back entrance of the Governor's Towne Club subdivision. The existing right turn lane onto Governor's Towne Drive would become a through lane. Design speed is 45 mph; now posted at 35 mph, could be posted 45 mph.

The project is needed for the long term. Several DRIs are proposed along Cedarcrest for 6 more miles into Paulding. Approximately 15K residential units along with the associated commercial development are planned for the corridor. Paulding is also working to extend the widening on Cedarcrest to SR 92. There is a separate ARC project for the intersection with US 41. Cobb County has prioritized this project.

NEPA – Need to check with FHWA (Jennifer Giersch) about logical termini and document level required for the project.

The future AADT may not be including all of the DRIs. Cobb is waiting for the IJR to get Third Army Road developed. The traffic was discussed and which numbers should be used. Approximately 1.5 years ago Cobb had ~8,300 AADT, the IJR shows a higher AADT. David Jackson from Cobb County will provide ARC data used in IJR to David Henry. The future DRIs should be added to page 3.

Will need to revise LOS after traffic is updated from the IJR. Look to see if a signal warrant analysis will be met. The project benefits the Publix and subdivisions but also need to discuss how benefits Paulding County. IJR will provide a lot of additional data to be considered for the concept. The IJR has not been approved yet.

There are PA #s for Paulding Counties portion of the widening with ARC. The funding for the Paulding part is SPLOST – current and upcoming, though SPLOST cannot cover it all.

Turn lane extensions up to Cobb Parkway? Right now, this is not part of project but the traffic study looked at this intersection.

If Third Army Road project not successful, then there are 72K vpd on US 41 south of here. There would then be a need to lengthen the right turn lane with an auxiliary lane from Cedarcrest down beyond the next signal.

At some point the left turn to NB US 41 will become a concern. The 4 lane serves through 2015; then Third Army Road (from US 41 N) could relieve. May need dual lefts at US 41.

Cobb should close side roads near the intersection with US 41. Right now Cedarcrest is listed as a urban minor arterial (though GDOT not sure if this is correct). When Cedarcrest is widened to 4 lanes to SR 92, GDOT could reclassify the road. GDOT will verify current classification.

Cobb Checking but anticipates a Local Let – local supervises construction; local ROW

PIOH to be held; Cobb would like to coordinate in fall; Cobb responsible for PIOH; GDOT will help with coordination; Cobb will do signs; looking at first week in November.

Project length is 0.82 miles. Anticipated 16 months for environmental won't make 09 ROW; change to FY 2010 for ROW and allow approximately 1 year for ROW acquisition. The environmental timeframe depends on whether the project will be a CE or EA?

L&D can be removed.

ATTACHMENT E

TRAFFIC DATA

Table 1
Main Line Capacity Analysis - LOS
Cedarcrest Road

<i>Description</i>	<i>Existing Condition (2010)</i>	<i>Future Condition (2035)</i>
<i>AM Peak Hour</i>		
Two-Lane Analysis (Existing/No Build)	C	E
Four-Lane Analysis (Build)	A	B
<i>PM Peak Hour</i>		
Two-Lane Analysis (Existing/No Build)	C	E
Four-Lane Analysis (Build)	A	B

Source: HCS

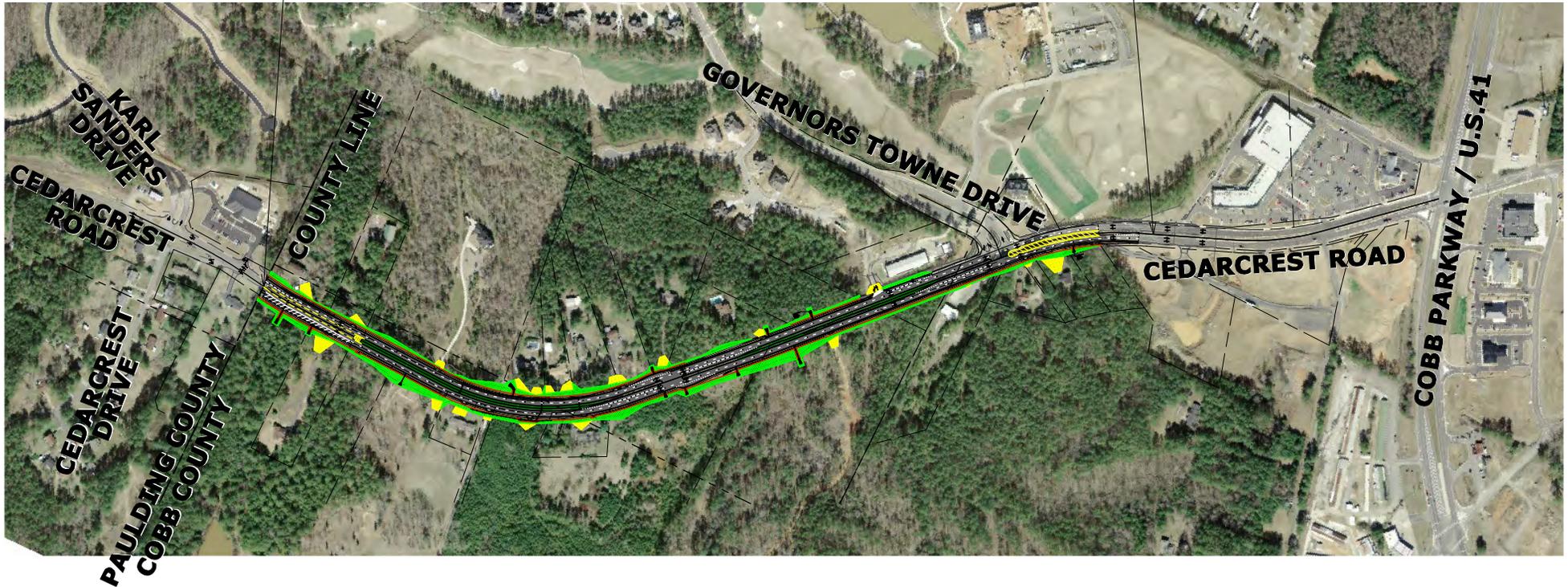
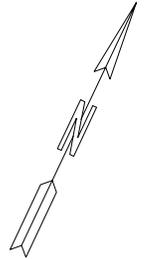
Table 2
Crash Data by Location
Cedarcrest Road

Dates	Location (Cedarcrest Road at...)	Collisions	Injuries	Fatalities
August 2007 – July 2008	<i>Governors Towne Drive</i>	4	3	0
August 2008 – July 2009	<i>Governors Towne Drive</i>	2	0	0
August 2010 – July 2010	<i>Governors Towne Drive</i>	4	0	0
36 MONTH TOTAL		10	3	0

ATTACHMENT F
PROJECT LAYOUT

**STA 147+00 CEDARCREST ROAD
END PROJECT #D4070**

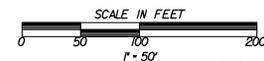
**STA 106+79 CEDARCREST ROAD
BEGIN PROJECT #D4070**



LEGEND	
	PROPOSED PAVEMENT
	PROPOSED GRASSED MEDIAN
	PROPOSED SIDEWALK
	REQUIRED RIGHT-OF-WAY
	REQUIRED PERMANENT EASEMENT
	REQUIRED TEMP DRIVEWAY ESMT
	TRAFFIC DIRECTIONAL ARROW

**CONCEPT PLAN
CEDARCREST ROAD**

DATE: 10/05/2010
1"=50'



1780 Corporate Drive
Suite 400
Norcross, Georgia 30093
Tel 770.931.8005
Fax 770.931.8555
www.transystems.com

ATTACHMENT G

SPEED STUDY

Cobb County Department of Transportation
Operations Division

Site Code: Trax I Plus
Station ID: SN:013902
CEDARCREST RD
WEST OF GOVERNORS TOWNE DR
12060501V

Start Time	06-Dec 05		WB		EB		Combined		07-Dec Wed	WB		EB		Combined	
	Tue		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00			12	63	2	82	14	145		12	*	2	*	14	*
12:15			9	68	2	80	11	148		9	*	2	*	11	*
12:30			4	81	1	69	5	150		4	*	1	*	5	*
12:45			3	71	0	75	3	146		3	*	0	*	3	*
01:00			8	61	1	85	9	146		8	*	1	*	9	*
01:15			1	69	3	86	4	155		1	*	3	*	4	*
01:30			5	80	2	58	7	138		5	*	2	*	7	*
01:45			1	84	1	62	2	146		1	*	1	*	2	*
02:00			0	84	0	54	0	138		0	*	0	*	0	*
02:15			0	66	0	53	0	119		0	*	0	*	0	*
02:30			3	75	1	48	4	123		3	*	1	*	4	*
02:45			5	85	1	66	6	151		5	*	1	*	6	*
03:00			1	65	2	66	3	131		1	*	2	*	3	*
03:15			2	98	0	77	2	175		2	*	0	*	2	*
03:30			1	100	2	77	3	177		1	*	2	*	3	*
03:45			2	106	1	55	3	161		2	*	1	*	3	*
04:00			1	123	1	60	2	183		1	*	1	*	2	*
04:15			0	139	3	74	3	213		0	*	3	*	3	*
04:30			0	122	4	92	4	214		0	*	4	*	4	*
04:45			1	142	16	83	17	225		1	*	16	*	17	*
05:00			3	160	11	70	14	230		3	*	11	*	14	*
05:15			3	217	24	82	27	299		3	*	24	*	27	*
05:30			2	203	48	80	50	283		2	*	48	*	50	*
05:45			4	184	69	88	73	272		4	*	69	*	73	*
06:00			9	194	81	103	90	297		9	*	81	*	90	*
06:15			9	193	101	81	110	274		9	*	101	*	110	*
06:30			10	145	127	103	137	248		10	*	127	*	137	*
06:45			27	129	132	63	159	192		27	*	132	*	159	*
07:00			35	114	137	50	172	164		35	*	137	*	172	*
07:15			33	121	164	43	197	164		33	*	164	*	197	*
07:30			61	122	152	37	213	159		61	*	152	*	213	*
07:45			41	90	175	21	216	111		41	*	175	*	216	*
08:00			71	93	151	22	222	115		71	*	151	*	222	*
08:15			68	46	94	23	162	69		68	*	94	*	162	*
08:30			44	85	97	26	141	111		44	*	97	*	141	*
08:45			61	58	93	21	154	79		61	*	93	*	154	*
09:00			49	42	100	17	149	59		49	*	100	*	149	*
09:15			70	58	120	11	190	69		70	*	120	*	190	*
09:30			62	52	84	3	146	55		62	*	84	*	146	*
09:45			63	38	85	15	148	53		63	*	85	*	148	*
10:00			55	40	70	9	125	49		55	*	70	*	125	*
10:15			47	34	71	8	118	42		47	*	71	*	118	*
10:30			58	18	70	5	128	23		58	*	70	*	128	*
10:45			61	21	20	9	81	30		52	*	71	*	123	*
11:00			68	19	55	5	123	24		*	*	*	*	*	*
11:15			49	12	63	6	112	18		*	*	*	*	*	*
11:30			54	11	63	0	117	11		*	*	*	*	*	*
11:45			62	6	84	6	146	12		*	*	*	*	*	*
Total			1238	4287	2584	2409	3822	6696		996	0	2370	0	3366	0
Day Total			5525		4993		10518			996		2370		3366	
% Total			11.8%	40.8%	24.6%	22.9%				29.6%	0.0%	70.4%	0.0%		
Peak			09:15	05:15	07:15	05:45	07:15	05:15		09:15		07:15		07:15	
Vol.			250	798	642	375	848	1151		250		642		848	
P.H.F.			0.893	0.919	0.917	0.910	0.955	0.962		0.893		0.917		0.955	

ADT Not Calculated

Cobb County Department of Transportation
Operations Division

Site Code: Trax I Plus
Station ID: SN:013902
CEDARCREST RD
WEST OF GOVERNORS TOWNE DR
12060501V

Start Time	07-Dec 05				08-Dec										
	Wed	WB		EB		Combined		Thu	WB		EB		Combined		
		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	
12:00		11	76	2	66	13	142		11	*	2	*	13	*	
12:15		7	82	3	71	10	153		7	*	3	*	10	*	
12:30		6	96	4	93	10	189		6	*	4	*	10	*	
12:45		5	86	1	90	6	176		5	*	1	*	6	*	
01:00		6	76	1	98	7	174		6	*	1	*	7	*	
01:15		4	89	0	99	4	188		4	*	0	*	4	*	
01:30		5	91	3	75	8	166		5	*	3	*	8	*	
01:45		2	90	0	69	2	159		2	*	0	*	2	*	
02:00		2	76	0	64	2	140		2	*	0	*	2	*	
02:15		2	72	0	75	2	147		2	*	0	*	2	*	
02:30		1	74	1	55	2	129		1	*	1	*	2	*	
02:45		2	77	1	67	3	144		2	*	1	*	3	*	
03:00		2	94	3	55	5	149		2	*	3	*	5	*	
03:15		1	74	2	50	3	124		1	*	2	*	3	*	
03:30		3	105	4	69	7	174		3	*	4	*	7	*	
03:45		1	117	2	79	3	196		1	*	2	*	3	*	
04:00		2	123	1	67	3	190		2	*	1	*	3	*	
04:15		1	138	7	82	8	220		1	*	7	*	8	*	
04:30		2	149	5	62	7	211		2	*	5	*	7	*	
04:45		1	173	11	64	12	237		1	*	11	*	12	*	
05:00		1	158	11	90	12	248		1	*	11	*	12	*	
05:15		2	176	29	96	31	272		2	*	29	*	31	*	
05:30		2	190	47	109	49	299		2	*	47	*	49	*	
05:45		4	204	64	106	68	310		4	*	64	*	68	*	
06:00		3	170	87	96	90	266		3	*	87	*	90	*	
06:15		9	166	88	86	97	252		9	*	88	*	97	*	
06:30		13	148	123	84	136	232		13	*	123	*	136	*	
06:45		20	152	144	64	164	216		20	*	144	*	164	*	
07:00		32	159	130	61	162	220		32	*	130	*	162	*	
07:15		42	108	160	55	202	163		42	*	160	*	202	*	
07:30		49	108	152	37	201	145		49	*	152	*	201	*	
07:45		65	99	159	30	224	129		65	*	159	*	224	*	
08:00		69	95	136	27	205	122		69	*	136	*	205	*	
08:15		51	85	113	23	164	108		51	*	113	*	164	*	
08:30		49	80	112	33	161	113		49	*	112	*	161	*	
08:45		68	65	104	18	172	83		68	*	104	*	172	*	
09:00		59	60	104	18	163	78		59	*	104	*	163	*	
09:15		48	44	85	13	133	57		48	*	85	*	133	*	
09:30		42	34	88	18	130	52		42	*	88	*	130	*	
09:45		56	54	88	16	144	70		56	*	88	*	144	*	
10:00		58	33	80	8	138	41		58	*	80	*	138	*	
10:15		57	30	80	3	137	33		57	*	80	*	137	*	
10:30		60	28	72	13	132	41		60	*	72	*	132	*	
10:45		52	19	71	6	123	25		52	*	77	*	144	*	
11:00		64	24	69	2	133	26		*	*	*	*	*	*	
11:15		60	19	57	3	117	22		*	*	*	*	*	*	
11:30		60	11	76	1	136	12		*	*	*	*	*	*	
11:45		76	9	75	5	151	14		*	*	*	*	*	*	
Total		1237	4486	2655	2571	3892	7057		992	0	2384	0	3376	0	
Day Total		5723		5226		10949			992		2384		3376		
% Total		11.3%	41.0%	24.2%	23.5%				29.4%	0.0%	70.6%	0.0%			
Peak		11:00	05:15	07:15	05:15	07:15	05:15		10:00		07:15		07:15		
Vol.		260	740	607	407	832	1147		242		607		832		
P.H.F.		0.855	0.907	0.948	0.933	0.929	0.925		0.890		0.948		0.929		
ADT		Not Calculated													

Cobb County Department of Transportation
Operations Division

Site Code: Trax I Plus
Station ID: SN:013902
CEDARCREST RD
WEST OF GOVERNORS TOWNE DR
12060501V

Start Time	08-Dec 05		WB		EB		Combined		09-Dec	WB		EB		Combined	
	Thu		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.		Fri	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00			12	69	4	75	16	144		12	*	4	*	16	*
12:15			10	77	3	67	13	144		10	*	3	*	13	*
12:30			9	67	2	61	11	148		9	*	2	*	11	*
12:45			7	67	1	64	8	151		7	*	1	*	8	*
01:00			12	78	0	96	12	174		12	*	0	*	12	*
01:15			2	90	0	66	2	156		2	*	0	*	2	*
01:30			1	102	2	58	3	160		1	*	2	*	3	*
01:45			3	93	1	64	4	157		3	*	1	*	4	*
02:00			5	74	0	74	5	148		5	*	0	*	5	*
02:15			2	95	1	72	3	167		2	*	1	*	3	*
02:30			1	87	0	72	1	159		1	*	0	*	1	*
02:45			8	87	0	84	8	171		8	*	0	*	8	*
03:00			2	76	0	59	2	135		2	*	0	*	2	*
03:15			3	89	1	59	4	148		3	*	1	*	4	*
03:30			0	91	4	79	4	170		0	*	4	*	4	*
03:45			0	109	0	71	0	180		0	*	0	*	0	*
04:00			0	108	2	55	2	163		0	*	2	*	2	*
04:15			1	138	3	90	4	228		1	*	3	*	4	*
04:30			2	120	8	56	10	176		2	*	8	*	10	*
04:45			2	166	11	83	13	249		2	*	11	*	13	*
05:00			0	149	15	78	15	227		0	*	15	*	15	*
05:15			3	191	22	82	25	273		3	*	22	*	25	*
05:30			1	191	54	79	55	270		1	*	54	*	55	*
05:45			0	175	61	88	61	263		0	*	61	*	61	*
06:00			5	149	80	64	85	213		5	*	80	*	85	*
06:15			16	142	92	91	108	233		16	*	92	*	108	*
06:30			17	158	125	67	142	225		17	*	125	*	142	*
06:45			31	139	104	48	135	187		31	*	104	*	135	*
07:00			26	124	146	55	172	179		26	*	146	*	172	*
07:15			32	133	180	37	212	170		32	*	180	*	212	*
07:30			78	105	190	34	268	139		78	*	190	*	268	*
07:45			77	89	186	31	263	120		77	*	186	*	263	*
08:00			75	89	152	31	227	120		75	*	152	*	227	*
08:15			72	73	136	25	208	98		72	*	136	*	208	*
08:30			56	62	91	25	147	87		56	*	91	*	147	*
08:45			44	75	98	14	142	89		44	*	98	*	142	*
09:00			45	59	105	14	150	73		45	*	105	*	150	*
09:15			54	61	99	15	153	76		54	*	99	*	153	*
09:30			55	75	77	25	132	100		55	*	77	*	132	*
09:45			60	56	100	13	160	69		60	*	100	*	160	*
10:00			41	48	68	13	109	61		41	*	68	*	109	*
10:15			40	38	74	8	114	46		40	*	74	*	114	*
10:30			70	43	79	14	149	57		70	*	79	*	149	*
10:45			67	42	77	2	144	44		61	*	82	*	143	*
11:00			47	27	69	3	116	30		*	*	*	*	*	*
11:15			60	22	58	3	118	25		*	*	*	*	*	*
11:30			50	17	77	3	127	20		*	*	*	*	*	*
11:45			57	20	90	6	147	26		*	*	*	*	*	*
Total Day			1261	4435	2748	2413	4009	6848		1041	0	2459	0	3500	0
Total			5696		5161		10857			1041		2459		3500	
% Total			11.6%	40.8%	25.3%	22.2%				29.7%	0.0%	70.3%	0.0%		
Peak			07:30	05:00	07:15	00:15	07:15	05:00		07:30		07:15		07:15	
Vol.			302	706	708	328	970	1033		302		708		970	
P.H.F.			0.968	0.924	0.932	0.854	0.905	0.946		0.968		0.932		0.905	

ADT Not Calculated

Cobb County Department of Transportation
Operations Division

Site Code: Trax I Plus
Station ID: SN:013902
CEDARCREST RD
WEST OF GOVERNORS TOWNE DR
12060501S

WB	Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total
12/07/05																
	01:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	02:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	03:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	04:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	05:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	06:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	07:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	08:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	09:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	10:00	3	0	1	1	2	8	40	56	30	10	2	0	0	0	153
	11:00	5	0	1	0	0	16	40	65	50	14	1	0	0	0	192
	12 PM	2	0	0	0	2	10	35	68	42	13	5	0	0	0	177
	13:00	7	0	0	2	3	12	55	84	41	8	2	0	0	0	214
	Total	17	0	2	3	7	46	170	273	163	45	10	0	0	0	736
Grand Total		17	0	2	3	7	46	170	273	163	45	10	0	0	0	736

15th Percentile : 42 MPH
50th Percentile : 48 MPH
85th Percentile : 54 MPH
95th Percentile : 57 MPH

Stats
Mean Speed(Average) : 47 MPH
10 MPH Pace Speed : 41-50 MPH
Number in Pace : 443
Percent in Pace : 60.2%
Number of Vehicles > 35 MPH : 707
Percent of Vehicles > 35 MPH : 96.1%

Cobb County Department of Transportation
Operations Division

Site Code: Trax I Plus
Station ID: SN:013902
CEDARCREST RD
WEST OF GOVERNORS TOWNE DR
12060501S

EB

Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total
12/07/05	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
01:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
02:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
03:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
04:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
05:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
06:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
07:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
08:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
09:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
10:00	4	0	0	0	2	11	43	70	27	1	0	0	0	0	158
11:00	4	0	0	0	3	19	58	56	18	1	0	0	0	0	159
12 PM	3	0	1	0	3	32	66	42	22	2	0	0	0	0	171
13:00	6	0	0	0	4	23	62	69	21	1	1	0	0	0	187
Total	17	0	1	0	12	85	229	237	88	5	1	0	0	0	675
Grand Total	17	0	1	0	12	85	229	237	88	5	1	0	0	0	675

15th Percentile : 40 MPH
50th Percentile : 45 MPH
85th Percentile : 50 MPH
95th Percentile : 54 MPH

Stats
Mean Speed(Average) : 44 MPH
10 MPH Pace Speed : 41-50 MPH
Number in Pace : 466
Percent in Pace : 69.0%
Number of Vehicles > 35 MPH : 645
Percent of Vehicles > 35 MPH : 95.6%

Cobb County Department of Transportation
Operations Division

Site Code: Trax I Plus
Station ID: SN:013902

CEDARCREST RD
WEST OF GOVERNORS TOWNE DR
12060501S

WB, EB

Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total
12/07/05	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
01:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
02:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
03:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
04:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
05:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
06:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
07:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
08:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
09:00	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
10:00	7	0	1	1	4	19	83	126	57	11	2	0	0	0	311
11:00	9	0	1	0	3	35	98	121	68	15	1	0	0	0	351
12 PM	5	0	1	0	5	42	101	110	64	15	5	0	0	0	348
13:00	13	0	0	2	7	35	117	153	62	9	3	0	0	0	401
Total	34	0	3	3	19	131	399	510	251	50	11	0	0	0	1411
Grand Total	34	0	3	3	19	131	399	510	251	50	11	0	0	0	1411

15th Percentile : 41 MPH
50th Percentile : 47 MPH
85th Percentile : 52 MPH
95th Percentile : 55 MPH

Stats
Mean Speed(Average) : 46 MPH
10 MPH Pace Speed : 41-50 MPH
Number in Pace : 909
Percent in Pace : 64.4%
Number of Vehicles > 35 MPH : 1352
Percent of Vehicles > 35 MPH : 95.8%

ATTACHMENT H

COBB / PAULDING COUNTY CHAIRMAN MEETING

Meeting Minutes

Meeting with Paulding and Cobb County Chairmen
Congestion Relief and Mobility Improvements for
Cedarcrest Road in Cobb & Paulding Counties
CCDOT Project No. D4070
GDOT Project No. 0007529

February 14, 2011

Cobb County Department of Transportation

Attendees:	David Austin, Paulding County Chairman	daustin@paulding.gov
	Scott Greene, Paulding County DOT Director	sgreene@paulding.gov
	Erica Parish, Paulding County DOT Engineering	eparish@paulding.gov
	Tim Lee, Cobb County Chairman	tlee@cobbcounty.org
	David Hankerson, Cobb County Manager	dhankerson@cobbcounty.org
	Judy Skeel, Cobb County Manager Ex. Assistant	jskeel@cobbcounty.org
	Faye DiMassimo, Cobb County DOT Director	faye.dimassimo@cobbcounty.org
	Dan McDuff, Cobb County DOT Deputy Director	daniel.mcduff@cobbcounty.org
	Laraine Vance, Cobb County DOT Planning	laraine.vance@cobbcounty.org
	Scott Jordan, Cobb County DOT Engineering	scott.jordan@cobbcounty.org

1. Dan McDuff opened the meeting and briefly went through the project history explaining the ongoing coordination with GDOT in regards to the level of environmental documentation required to get a concept report approved.
2. Dan also stated the purpose of the meeting was to get a commitment from Paulding County that they are planning on completing the portion of Cedarcrest Road in the future. If Paulding County has no plans on completing their portion of the project the Cobb County portion will have no benefit and will not satisfy logical termini requirements set by the Federal Highway Administration.
3. Scott Greene informed the group that Paulding County currently has the Design, Right of Way phases and 20% Construction match for the Paulding Phase currently programmed in their 2011-2017 SPLOST.
4. Paulding DOT has requested ARC to move Fed/State funding to Cedarcrest (PA-036B) from another Paulding project (PA-015). This is both to minimize the cost of re-evaluating the NEPA document and the time between completion of each phase of construction. ARC indicated they are amenable and have included the change request in the Plan 2040 draft.
5. Cobb County currently has a consultant under contract to design the Cobb County portion of the project. One supplemental has already been approved by Cobb County Board of Commissioners to account for the concept and environmental portion of the project extending into Paulding County. The second supplemental in the amount of \$28,789.34 is to account for elevated level of environmental documentation required. The environmental document went from a

Categorical Exclusion to an Environmental Assessment due to the amount of environmental resources encountered in Paulding County.

6. Faye DiMassimo requested that Paulding County assist with the second supplemental agreement. Chairman Austin agreed that Paulding County could contribute funding for the entire amount of \$28, 789.34 for the second supplemental agreement. Scott Greene asked Cobb County to prepare an Intergovernmental Agreement for approval by each Board.
7. Scott Greene also stated that if Cobb County did not proceed with the project, Paulding County would not push the project.
8. Several other projects that affect both Cobb and Paulding Counties were discussed at the meeting; Dabbs Bridge Road/Black Acre Trail, Third Army Road Interchange, SR 92, SR 360 & Seven Hills Parkway Extension.
9. Scott Greene and Chairman Austin let the group know that SR 92 widening in Paulding County is their number one priority project. They asked about the status of the SR 92 widening portions in Cobb County. Dan stated that he understands from GDOT that the projects are in preliminary design.

Minutes Prepared by Scott Jordan, PE, CCDOT DOT Project Manager

ATTACHMENT I
INTERLOCAL AGREEMENT

**INTER-LOCAL AGREEMENT
BETWEEN
COBB COUNTY
AND
PAULDING COUNTY**

This Inter-Local Agreement (the "Agreement"), entered into on this 23rd day of March, 2011, is by and between Cobb County and Paulding County, political subdivisions of the State of Georgia.

WITNESSETH:

WHEREAS, Cobb County intends to make improvements to Cedarcrest Road, identified as Cobb County Project No. D4070 and Georgia Department of Transportation Project No. 0007529 (the "Project"); and

WHEREAS, Cedarcrest Road runs from US 41/Cobb Parkway in Cobb County to SR 92/Dallas Acworth Highway in Paulding County. But, while the Project will be constructed only in Cobb County, the Federal Highway Administration requires the concept report and the environmental documentation to include the area from Harmony Grove Church Road, in Paulding County, to Governors Towne Drive, in Cobb County; and

WHEREAS, Cobb County and Paulding County desire to work together and share costs for the environmental documentation regarding the Project pursuant to the terms of this Agreement; and

WHEREAS, Cobb County and Paulding County are authorized to enter into this Agreement pursuant to Article IX, Section III, Par. I of the Constitution of the State of Georgia.

NOW THEREFORE, for and in consideration of the promises, the mutual covenants herein contained, and the sum of Ten and 00/100 (\$10.00) Dollars by each of the parties to the other in hand paid, the receipt and sufficiency of which is hereby acknowledged, the parties do hereby agree to the following terms and conditions:

1. Engineering

Cobb County has entered into an agreement with TranSystems Corporation (TranSystems) to perform all engineering services (from concept to final plans) related to the Project. Such services will include concept and environmental documentation in Paulding County, and Cobb County agrees it will consult with Paulding County with regard to these services.

2. Cost sharing

Cobb County will pay all invoices submitted by TranSystems pursuant to the terms of its agreement with TranSystems. Paulding County agrees it shall reimburse Cobb County for the costs related to the concept and environmental documentation performed by TranSystems in Paulding County. Such cost is \$28,789.34.

Cobb County will invoice Paulding County for such costs in two parts-- 50% at the time this Agreement is fully executed, and 50% upon environmental documentation approval by the Federal Highway Administration. Paulding County agrees it shall make payment to Cobb County within thirty (30) days of being invoiced.

3. Term Survival

The term of this Agreement shall be three (3) years from the Effective Date, which shall be the date on which the last party executes this Agreement. The provisions related to payment obligations, perpetual maintenance, and any other terms that would naturally survive the term of this Agreement shall so survive.

4. Entire Agreement

This Agreement constitutes the entire Agreement amongst the parties and supersedes any prior written, oral, or other communications with regard to the same subject matter. Any change to the terms of this Agreement shall be agreed to by both parties and shall be accomplished by a formal written amendment to this Agreement.

5. Notices

All notices and other communications required or permitted under this Agreement shall be in writing and addressed to such parties below, and shall be deemed to be effective when actually received or refused. Either party may change the address to which future notices or other communications shall be sent.

PAULDING COUNTY:

Director
Paulding County Department of Transportation
240 Constitution Blvd.
Dallas, GA 30132

County Administrator
Paulding County Board of Commissioners
240 Constitution Blvd.
Dallas, GA 30132

COBB COUNTY:

Director
Cobb County Transportation Department
1890 County Services Parkway
Marietta, GA 30008

6. Severability

Should any phrase, clause, sentence, or paragraph of this Agreement be held invalid or unconstitutional, it shall in no way affect the remaining provisions that shall remain in full force and effect.

7. Jurisdiction; Venue

This Agreement shall be governed in all respects by the laws of the State of Georgia, and any action to enforce this Agreement shall be brought in a court of competent jurisdiction located in Cobb County, Georgia.

8. Counterparts

This Agreement may be executed in several counterparts, each of which shall be an original and all of which shall constitute but one and the same instrument.

(Signatures on Following Page)

IN WITNESS WHEREOF, the parties have hereunto set their hands and affixed their seals the day and year written below.

PAULDING COUNTY, GEORGIA

By: [Signature]

Title: CHAIRMAN

Date: 3-22-2011

Attest

By: [Signature]

Title: County Clerk

(Seal)

COBB COUNTY, GEORGIA

By: [Signature]

Title: Timothy D. Lee, Chairman
Cobb County Board of
Commissioners

Date: April 21, 2011



Attest

By: [Signature]

Title: Lori K. Presnell
Deputy County Clerk

(Seal)

Approved by:

[Signature]
Deputy Director
Cobb County Department of Transportation

Approved as to form by:

[Signature]
Cobb County Attorney's Office
Rev3.11.11/kb

APPROVED
PER MINUTES OF
COBB COUNTY
BOARD OF COMMISSIONERS
3/22/11

ATTACHMENT J

**MEETING MINUTES WITH FHWA & GDOT
8/5/2010**

MEETING MINUTES

SUBJECT: CSHP-0007-00(529), Cobb and Paulding Counties
PI No 0007529
Widening of Cedarcrest Road
Meeting with the Federal Highway Administration (FHWA)

MEETING DATE: August 5, 2010

TODAY'S DATE: August 6, 2010

PREPARED BY: Russ Danser, AICP
Edwards-Pitman Environmental, Inc.

Meeting Purpose

The purpose of the meeting was to reintroduce the above referenced project to FHWA, to discuss the newly established termini, and to determine the appropriate NEPA documentation level.

Attendee Introductions

Each person in attendance introduced themselves and their role in the project. Those in attendance filled out contact information on a sign-in sheet (scanned copy attached). A list of those in attendance is also provided on page 3.

Overview of Changes since February 2009 Meeting

Russ Danser (Edwards-Pitman Environmental) explained that some changes in the proposed project have taken place since the February 2009 meeting. These changes are a direct result of FHWA input at that time. The termini of the project have changed and moved beyond the Cobb/Paulding County line in an effort to make these termini more logical than originally presented. Moving the western termini to Harmony Grove Church Road and ending the project at a signalized intersection where Cedarcrest Road's typical section becomes four-lane (as proposed for this project) would provide a more logical point of termination. Jennifer Giersch (FHWA) agreed that this new western terminus is considered more logical and the project can now move forward for public review via a PIOH.

Project Description

David Henry (Long Engineering) then provided a brief description of the proposed project. Currently, Cedarcrest Road consists primarily of two 11-foot travel lanes with grassed shoulders of varying width between five and ten feet. However, there are locations where that typical section varies. For example, the rural two-lane road becomes a two-lane urban section with a 20-foot raised median between Vine Creek Drive and Golf Links Drive as well as at Graves Road. Within the project limits, left turn lanes are located at the Harmony Grove Church Road, Arbor Hills, Vine Creek Drive, Bentwater Drive, Golf Links Drive, Graves Road and the Governors Towne Drive intersections.

The proposed project would widen Cedarcrest Road to a consistent typical section with four 11-foot lanes. The typical section would also include a 24-foot raised median, outside curb and gutter, 10-foot shoulders and 5-foot sidewalks along both sides of the roadway. Median breaks would be provided for vehicles turning at key intersections and midblock locations. The widening would primarily be symmetrical in nature with the exception of certain locations where existing roadway curvature requires a shift that favors one side of the road or another.

Summary of Impacts

Danser then called attention to the provided project handout that gave a summary of impacts determined thus far, based on various draft and approved special studies. Those impacts discussed are as follows:

- *Two Historic Properties (SHPO concurrence June 16, 2010)*
- *Short-form for archaeology*
- *Two jurisdictional perennial streams, seven jurisdictional intermittent streams, two jurisdictional ephemeral streams, three jurisdictional wetlands, and two jurisdictional open waters.*
- *Impact two jurisdictional intermittent streams for approximately 200 linear feet (0.0126 acre) and one jurisdictional ephemeral stream for approximately 115 linear feet (0.0106 acre). Stream Buffer Variance would be required for two streams.*
- *One federally protected fish (Cherokee darter) was collected from Westbrook Creek.*

Document Level

Danser explained that, during the February 2009 meeting for this project, it was agreed that the appropriate level of NEPA documentation would be a Categorical Exclusion (CE). This CE would be considered appropriate if a Public Information Open House (PIOH) was held to gauge controversy potential for the project and an Indirect/Cumulative Impact Assessment (ICI) was included in the document to gauge anticipated land use pattern/development changes.

It has been determined, given the new limits of the project, that a CE is no longer the appropriate level of NEPA documentation and that Edwards-Pitman should now prepare an environmental assessment (EA) for this project. The rationale for this decision is based on a number of factors, including:

- The change in project length has changed the nature of the impacts. Rather than the localized impacts of the previous project, the longer project now has impacts that could be considered regional in nature. This is especially true in regards to the project's potential ICI influence on land use.
- The work conducted thus far indicates that impacts have increased and now involve issues related to protected species and cultural resources that did not exist with the original project.
- The heavily developed nature of the expanded portion of the project could result in more public controversy potential than the original project that was less developed.
- Given the project's length and capacity-adding purpose, the project is not of the type that can be properly documented in CE format.

The project will now require an EA rather than the originally agreed upon CE. Edwards-Pitman Environmental will provide Long Engineering with a modified NEPA/Environmental schedule for review by this project's GDOT Project Manager.

Other Questions/Action Items

Jennifer Giersch asked about the TIP status of the project given the change in termini. While it was not known at the time of the meeting additional follow-up has been done by Russ Danser. The Cobb County of the portion of the project (Cedarcrest Road from Paulding County Line to Governor's Towne Drive) is listed in the 2008-2013 TIP with the TIP project number of CO-344A. This project shows a funding source of SAFETEA-LU earmark.

The portion of the project that is located in Paulding County (Cedarcrest Road from Harmony Grove Church Road to Cobb County Line) is listed in the same document with the TIP number PA-036B. This portion of the project is listed as "Long Range 2014-2020" with an Open Year of 2020. Funding for the project is listed as "Local Jurisdiction/Municipality Funds" for PE, ROW, and CST.

MEETING ATTENDEES

Name	Office	Phone Number	Email
Larry Bowman	GDOT/OES	404-631-1362	lbowman@dot.ga.gov
Michael Murdoch	GDOT/OES	404-631-1178	mmurdoch@dot.ga.gov
Jennifer Giersch	FHWA	404-562-3653	jennifer.giersch@fhwa.dot.gov
Russ Danser	EPEI	770-333-9484	rdanser@edwards-pitman.com
David Henry	Long Eng.	770-931-8005	dhenry@longeng.com

ATTACHMENT K

PFA

**AGREEMENT
BETWEEN**

Reference No. 11652

DEPARTMENT OF TRANSPORTATION

STATE OF GEORGIA

AND

DO NOT OBLIGATE

COBB COUNTY

FOR

TRANSPORTATION FACILITY IMPROVEMENTS

This Framework Agreement is made and entered into this 24th day of April, 2011, by and between the DEPARTMENT OF TRANSPORTATION, an agency of the State of Georgia, hereinafter called the "DEPARTMENT", and **COBB COUNTY**, acting by and through its Board of Commissioners, hereinafter called the "LOCAL GOVERNMENT".

WHEREAS, the LOCAL GOVERNMENT has represented to the DEPARTMENT a desire to improve the transportation facility described in Attachment A, attached and incorporated herein by reference and hereinafter referred to as the "PROJECT"; and

WHEREAS, the LOCAL GOVERNMENT has represented to the DEPARTMENT a desire to participate in certain activities including the funding of certain portions of the PROJECT and the DEPARTMENT has relied upon such representations; and

WHEREAS, the DEPARTMENT has expressed a willingness to participate in certain activities of the PROJECT as set forth in this Agreement; and

WHEREAS, the Constitution authorizes intergovernmental agreements whereby state and local entities may contract with one another "for joint services, for the provision of services, or for the joint or separate use of facilities or equipment; but such contracts must deal with activities, services or facilities which the parties are authorized by law to undertake or provide." Ga. Constitution Article IX, §III, ¶I(a).

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

1. The LOCAL GOVERNMENT has applied for and received "Qualification Certification" to administer federal-aid projects. The GDOT Certification Committee has reviewed, confirmed and approved the certification for the Local Government to develop federal project(s) within the scope of its certification using the DEPARTMENT'S Local Administered Project Manual procedures. The Local Government shall contribute to the PROJECT by funding all or certain portions of the PROJECT costs for the preconstruction engineering (design) activities, hereinafter referred to as "PE", all reimburseable utility relocations, all non-reimburseable utilities owned by the LOCAL GOVERNMENT, railroad costs, right of way acquisitions and construction, as specified in Attachment A, attached hereto and incorporated herein by reference. Expenditures incurred by the LOCAL GOVERNMENT prior to the execution of this AGREEMENT or

subsequent funding agreements shall not be considered for reimbursement by the DEPARTMENT. PE expenditures incurred by the LOCAL GOVERNMENT after execution of this AGREEMENT shall be reimbursed by the DEPARTMENT once a written notice to proceed is given by the DEPARTMENT.

2. The DEPARTMENT shall contribute to the PROJECT by funding all or certain portions of the PROJECT costs for the PE, right of way acquisitions, reimbursable utility relocations, railroad costs, or construction as specified in Attachment A.

3. It is understood and agreed by the DEPARTMENT and the LOCAL GOVERNMENT that the funding portion as identified in Attachment "A" of this Agreement only applies to the PE. The Right of Way and Construction funding estimate levels as specified in Attachment "A" are provided herein for planning purposes and do not constitute a funding commitment for right of way and construction. The DEPARTMENT will prepare LOCAL GOVERNMENT Specific Activity Agreements for funding applicable to Right of Way or Construction when appropriate.

Further, the LOCAL GOVERNMENT shall be responsible for repayment of any expended federal funds if the PROJECT does not proceed forward to completion due to a lack of available funding in future PROJECT phases, changes in local priorities or cancellation of the PROJECT by the LOCAL GOVERNMENT without concurrence by the DEPARTMENT.

4. The LOCAL GOVERNMENT shall be responsible for all costs for the continual maintenance and operations of any and all sidewalks and the grass strip between the curb and sidewalk within the PROJECT limits.

5. Both the LOCAL GOVERNMENT and the DEPARTMENT hereby acknowledge that Time is of the Essence. It is agreed that both parties shall adhere to the schedule of activities currently established in the approved Transportation Improvement Program/State Transportation Improvement Program, hereinafter referred to as "TIP/STIP". Furthermore, all parties shall adhere to the detailed project schedule as approved by the DEPARTMENT, attached as Attachment B and incorporated herein by reference. In the completion of respective commitments contained herein, if a change in the schedule is needed, the LOCAL GOVERNMENT shall notify the DEPARTMENT in writing of the proposed schedule change and the DEPARTMENT shall acknowledge the change through written response letter; provided that the DEPARTMENT shall have final authority for approving any change.

If, for any reason, the LOCAL GOVERNMENT does not produce acceptable deliverables in accordance with the approved schedule, the DEPARTMENT reserves the right to delay the PROJECT's implementation until funds can be re-identified for right of way or construction, as applicable.

6. The LOCAL GOVERNMENT shall certify that the regulations for "CERTIFICATION OF COMPLIANCES WITH FEDERAL PROCUREMENT REQUIREMENTS, STATE AUDIT REQUIREMENTS, and FEDERAL AUDIT REQUIREMENTS" are understood and will comply in full with said provisions.

7. The LOCAL GOVERNMENT shall accomplish the PE activities for the PROJECT. The PE activities shall be accomplished in accordance with the DEPARTMENT's Plan Development Process hereinafter referred to as "PDP", the applicable guidelines of the American Association of State Highway and Transportation Officials, hereinafter referred to as "AASHTO", the DEPARTMENT's Standard Specifications Construction of Transportation Systems, and all applicable design guidelines and policies of the DEPARTMENT to produce a cost effective PROJECT. Failure to follow the PDP and all applicable guidelines and policies will jeopardize the use of Federal Funds in some or all categories outlined in this agreement, and it shall be the responsibility of the LOCAL GOVERNMENT to make up the loss of that funding. The LOCAL GOVERNMENT's responsibility for PE activities shall include, but is not limited to the following items:

a. Prepare the PROJECT Concept Report and Design Data Book in accordance with the format used by the DEPARTMENT. The concept for the PROJECT shall be developed to accommodate the future traffic volumes as generated by the LOCAL GOVERNMENT as provided for in paragraph 7b and approved by the DEPARTMENT. The concept report shall be approved by the DEPARTMENT prior to the LOCAL GOVERNMENT beginning further

development of the PROJECT plans. It is recognized by the parties that the approved-concept may be updated or modified by the LOCAL GOVERNMENT as required by the DEPARTMENT and re-approved by the DEPARTMENT during the course of PE due to updated guidelines, public input, environmental requirements, Value Engineering recommendations, Public Interest Determination (PID) for utilities, utility/railroad conflicts, or right of way considerations.

b. Prepare a Traffic Study for the PROJECT that includes Average Daily Traffic, hereinafter referred to as "ADT", volumes for the base year (year the PROJECT is expected to be open to traffic) and design year (base year plus 20 years) along with Design Hour Volumes, hereinafter referred to as "DHV", for the design year. DHV includes morning (AM) and evening (PM) peaks and other significant peak times. The Study shall show all through and turning movement volumes at intersections for the ADT and DHV volumes and shall indicate the percentage of trucks on the facility. The Study shall also include signal warrant evaluations for any additional proposed signals on the PROJECT.

c. Prepare environmental studies, documentation, reports and complete Environmental Document for the PROJECT along with all environmental re-evaluations required that show the PROJECT is in compliance with the provisions of the National Environmental Policy Act or the Georgia Environmental Policy Act as per the DEPARTMENT's Environmental Procedures Manual, as appropriate to the PROJECT funding. This shall include any and all

archaeological, historical, ecological, air, noise, community involvement, environmental justice, flood plains, underground storage tanks, and hazardous waste site studies required. The completed Environmental Document approval shall occur prior to Right of Way funding authorization. A re-evaluation is required for any design change as described in Chapter 7 of the Environmental Procedures Manual. In addition, a re-evaluation document approval shall occur prior to any Federal funding authorizations if the latest approved document is more than 6 months old. The LOCAL GOVERNMENT shall submit to the DEPARTMENT all studies, documents and reports for review and approval by the DEPARTMENT, the FHWA and other environmental resource agencies. The LOCAL GOVERNMENT shall provide Environmental staff to attend all PROJECT related meetings where Environmental issues are discussed. Meetings include, but are not limited to, concept, field plan reviews and value engineering studies.

d. Prepare all PROJECT public hearing and public information displays and conduct all required public hearings and public information meetings with appropriate staff in accordance with DEPARTMENT practice.

e. Perform all surveys, mapping, soil investigations and pavement evaluations needed for design of the PROJECT as per the appropriate DEPARTMENT Manual.

f. Perform all work required to obtain all applicable PROJECT permits, including, but not limited to, Cemetery, TVA and US Army Corps of Engineers permits, Stream Buffer Variances and Federal Emergency Management Agency (FEMA) approvals. The LOCAL GOVERNMENT shall provide all mitigation required for the project, including but not limited to permit related mitigation. All mitigation costs are considered PE costs. PROJECT permits and non-construction related mitigation must be obtained and completed 3 months prior to the scheduled let date. These efforts shall be coordinated with the DEPARTMENT.

g. Prepare the stormwater drainage design for the PROJECT and any required hydraulic studies for FEMA Floodways within the PROJECT limits. Acquire of all necessary permits associated with the Hydraulic Study or drainage design.

h. Prepare utility relocation plans for the PROJECT following the DEPARTMENT's policies and procedures for identification, coordination and conflict resolution of existing and proposed utility facilities on the PROJECT. These policies and procedures, in part, require the Local Government to submit all requests for existing, proposed, and relocated facilities to each utility owner within the project area. Copies of all such correspondence, including executed agreements for reimbursable utility/railroad relocations, shall be forwarded to the DEPARTMENT's Project Manager and the District Utilities Engineer and require that any conflicts with the PROJECT be resolved by the LOCAL

GOVERNMENT. If it is determined that the PROJECT is located on an on-system route or is a DEPARTMENT LET PROJECT, the LOCAL GOVERNMENT and the District Utilities Engineer shall ensure that permit applications are approved for each utility company in conflict with the project. If it is determined through the DEPARTMENT's Project Manager and State Utilities Office during the concept or design phases the need to utilize Overhead/Subsurface Utility Engineering, hereinafter referred to as "SUE", to obtain the existing utilities, the LOCAL GOVERNMENT shall be responsible for acquiring those services. SUE costs are considered PE costs.

i. Prepare, in English units, Preliminary Construction plans, Right of Way plans and Final Construction plans that include the appropriate sections listed in the Plan Presentation Guide, hereinafter referred to as "PPG", for all phases of the PDP. All drafting and design work performed on the project shall be done utilizing Microstation and CAiCE software respectively using the DEPARTMENT's Electronic Data Guidelines. The LOCAL GOVERNMENT shall further be responsible for making all revisions to the final right of way plans and construction plans, as deemed necessary by the DEPARTMENT, for whatever reason, as needed to acquire the right of way and construct the PROJECT.

j. Prepare PROJECT cost estimates for construction, Right of Way and Utility/railroad relocation along with a Benefit Cost, hereinafter referred to as "B/C ratio" at the following project stages: Concept, Preliminary Field Plan Review, Right of Way plan approval (Right of Way cost only), Final Field Plan

Review and Final Plan submission using the applicable method approved by the DEPARTMENT. The cost estimates and B/C ratio shall also be updated yearly if the noted project stages occur at a longer frequency. Failure of the LOCAL GOVERNMENT to provide timely and accurate cost estimates and B/C ratio may delay the PROJECT's implementation until additional funds can be identified for right of way or construction, as applicable.

k. Provide certification, by a Georgia Registered Professional Engineer, that the Design and Construction plans have been prepared under the guidance of the professional engineer and are in accordance with AASHTO and DEPARTMENT Design Policies.

l. Provide certification, by a Level II Certified Design Professional that the Erosion Control Plans have been prepared under the guidance of the certified professional in accordance with the current Georgia National Pollutant Discharge Elimination System.

m. Provide a written certification that all appropriate staff (employees and consultants) involved in the PROJECT have attended or are scheduled to attend the Department's PDP Training Course and Local Administered Project Training. The written certification shall be received by the Department no later than the first day of February of every calendar year until all phases have been completed.

8. The Primary Consultant firm or subconsultants hired by the LOCAL GOVERNMENT to provide services on the PROJECT shall be prequalified with the DEPARTMENT in the appropriate area-classes. The DEPARTMENT shall, on request, furnish the LOCAL GOVERNMENT with a list of prequalified consultant firms in the appropriate area-classes. The LOCAL GOVERNMENT shall comply with all applicable state and federal regulations for the procurement of design services and in accordance with the Brooks Architect-Engineers Act of 1972, better known as the Brooks Act, for any consultant hired to perform work on the PROJECT.

9. The DEPARTMENT shall review and has approval authority for all aspects of the PROJECT provided however this review and approval does not relieve the LOCAL GOVERNMENT of its responsibilities under the terms of this agreement. The DEPARTMENT will work with the FHWA to obtain all needed approvals as deemed necessary with information furnished by the LOCAL GOVERNMENT.

10. The LOCAL GOVERNMENT shall be responsible for the design of all bridge(s) and preparation of any required hydraulic and hydrological studies within the limits of this PROJECT in accordance with the DEPARTMENT's policies and guidelines. The LOCAL GOVERNMENT shall perform all necessary survey efforts in order to complete the hydraulic and hydrological studies and the design of the bridge(s). The final bridge plans shall be incorporated into this PROJECT as a part of this Agreement.

11. The LOCAL GOVERNMENT unless otherwise noted in attachment "A" shall be responsible for funding all LOCAL GOVERNMENT owned utility relocations and all other reimbursable utility/railroad costs. The costs include but are not limited to PE, easement acquisition, and construction activities necessary for the utility/railroad to accommodate the PROJECT. The terms for any such reimbursable relocations shall be laid out in an agreement that is supported by plans, specifications, and itemized costs of the work agreed upon and shall be executed prior to certification by the DEPARTMENT. The LOCAL GOVERNMENT shall certify via written letter to the DEPARTMENT's Project Manager and District Utilities Engineer that all Utility owners' existing and proposed facilities are shown on the plans with no conflicts 3 months prior to advertising the PROJECT for bids and that any required agreements for reimbursable utility/railroad costs have been fully executed. Further, this certification letter shall state that the LOCAL GOVERNMENT understands that it is responsible for the costs of any additional reimbursable utility/railroad conflicts that arise on construction.

12. The DEPARTMENT will be responsible for all railroad coordination on DEPARTMENT Let and/or State Route (On-System) projects; the LOCAL GOVERNMENT shall address concerns, comments, and requirements to the satisfaction of the Railroad and the DEPARTMENT. If the LOCAL GOVERNMENT is shown to LET the construction in Attachment "A" on off-system routes, the LOCAL GOVERNMENT shall be responsible for all railroad coordination and addressing concerns, comments, and requirements to the satisfaction of the Railroad and the DEPARTMENT for PROJECT.

13. The LOCAL GOVERNMENT shall be responsible for acquiring a Value Engineering Consultant for the DEPARTMENT to conduct a Value Engineering Study if the total estimated PROJECT cost is \$10 million or more. The Value Engineering Study cost is considered a PE cost. The LOCAL GOVERNMENT shall provide project related design data and plans to be evaluated in the study along with appropriate staff to present and answer questions about the PROJECT to the study team. The LOCAL GOVERNMENT shall provide responses to the study recommendations indicating whether they will be implemented or not. If not, a valid response for not implementing shall be provided. Total project costs include PE, right of way, and construction, reimbursable utility/railroad costs.

14. The LOCAL GOVERNMENT, unless shown otherwise on Attachment A, shall acquire the Right of way in accordance with the law and the rules and regulations of the FHWA including, but not limited to, Title 23, United States Code; 23 CFR 710, et. Seq., and 49 CFR Part 24 and the rules and regulations of the DEPARTMENT. Upon the DEPARTMENT's approval of the PROJECT right of way plans, verification that the approved environmental document is valid and current, a written notice to proceed will be provided by the DEPARTMENT for the LOCAL GOVERNMENT to stake the right of way and proceed with all pre-acquisition right of way activities. The LOCAL GOVERNMENT shall not proceed to property negotiation and acquisition whether or not the right of way funding is Federal, State or Local, until the right of way agreement named "Contract for the Acquisition of Right of Way" prepared by the DEPARTMENT's Office of Right of Way is executed between the LOCAL GOVERNMENT and the DEPARTMENT. Failure of the LOCAL GOVERNMENT to adhere to the provisions and

requirements specified in the acquisition contract may result in the loss of Federal funding for the PROJECT and it will be the responsibility of the LOCAL GOVERNMENT to make up the loss of that funding. Right of way costs eligible for reimbursement include land and improvement costs, property damage values, relocation assistance expenses and contracted property management costs. Non reimbursable right of way costs include administrative expenses such as appraisal, consultant, attorney fees and any in-house property management or staff expenses. The LOCAL GOVERNMENT shall certify that all required right of way is obtained and cleared of obstructions, including underground storage tanks, 3 months prior to advertising the PROJECT for bids.

15. The DEPARTMENT unless otherwise shown in Attachment "A" shall be responsible for Letting the PROJECT to construction, solely responsible for executing any agreements with all applicable utility/railroad companies and securing and awarding the construction contract for the PROJECT when the following items have been completed and submitted by the LOCAL GOVERNMENT:

- a. Submittal of acceptable PROJECT PE activity deliverables noted in this agreement.
- b. Certification that all needed rights of way have been obtained and cleared of obstructions.

c. Certification that the environmental document is current and all needed permits and mitigation for the PROJECT have been obtained.

d. Certification that all Utility/Railroad facilities, existing and proposed, within the PROJECT limits are shown, any conflicts have been resolved and reimbursable agreements, if applicable, are executed.

If the LOCAL GOVERNMENT is shown to LET the construction in Attachment "A", the LOCAL GOVERNMENT shall provide the above deliverables and certifications and shall follow the requirements stated in Chapter 10 of the DEPARTMENT's Local Administered Project Manual.

16. The LOCAL GOVERNMENT shall provide a review and recommendation by the engineer of record concerning all shop drawings prior to the DEPARTMENT review and approval. The DEPARTMENT shall have final authority concerning all shop drawings.

17. The LOCAL GOVERNMENT agrees that all reports, plans, drawings, studies, specifications, estimates, maps, computations, computer files and printouts, and any other data prepared under the terms of this Agreement shall become the property of the DEPARTMENT if the PROJECT is being let by the DEPARTMENT. This data shall be organized, indexed, bound, and delivered to the DEPARTMENT no later than the advertisement of the PROJECT for letting. The DEPARTMENT shall have the right to

use this material without restriction or limitation and without compensation to the LOCAL GOVERNMENT.

18. The LOCAL GOVERNMENT shall be responsible for the professional quality, technical accuracy, and the coordination of all reports, designs, drawings, specifications, and other services furnished by or on behalf of the LOCAL GOVERNMENT pursuant to this Agreement. The LOCAL GOVERNMENT shall correct or revise, or cause to be corrected or revised, any errors or deficiencies in the reports, designs, drawings, specifications, and other services furnished for this PROJECT. Failure by the LOCAL GOVERNMENT to address the errors or deficiencies within 30 days of notification shall cause the LOCAL GOVERNMENT to assume all responsibility for construction delays caused by the errors and deficiencies. All revisions shall be coordinated with the DEPARTMENT prior to issuance. The LOCAL GOVERNMENT shall also be responsible for any claim, damage, loss or expense, to the extent allowed by law that is attributable to errors, omissions, or negligent acts related to the designs, drawings, specifications, and other services furnished by or on behalf of the LOCAL GOVERNMENT pursuant to this Agreement.

This Agreement is made and entered into in FULTON COUNTY, GEORGIA, and shall be governed and construed under the laws of the State of Georgia.

The covenants herein contained shall, except as otherwise provided, accrue to the benefit of and be binding upon the successors and assigns of the parties hereto.

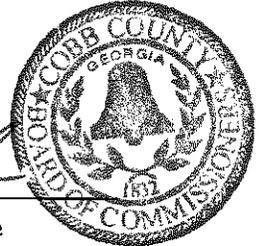
IN WITNESS WHEREOF, the DEPARTMENT and the LOCAL GOVERNMENT have caused these presents to be executed under seal by their duly authorized representatives.

DEPARTMENT OF TRANSPORTATION

COBB COUNTY

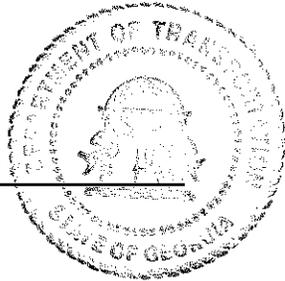
BY: *Vann Smith*
Commissioner

BY: *Timothy D. Lee*
Name Timothy D. Lee
Title Board of Commissioners
Chairman



ATTEST:

[Signature]
Treasurer



Signed, sealed and delivered this 4 day of April, 2011, in the presence of:

[Signature]
Witness
[Signature]
Notary Public



This Agreement approved by COBB COUNTY, the 22 day of March, 2011.

Attest

Karen L. King
Name and Title

Karen L. King
Assistant County Clerk

FEIN: 58-6000804

ATTACHMENT "A"

Project Number: 0007529 – Cobb County

Project	Preliminary Engineering		Right of Way			Construction		Utility Relocation	
(PI#, Project #, Description)	Funding	PE Activity by	*Funding of Real Property	Acq. by	Acq. Fund by	*Funding	Letting by	Utility Funding by	Railroad Funding by
P.I. # 0007529 CR 8/Cedarcrest Rd. fm. Paulding Co. Line to Governors Club Circle	(100%) LCL GOV (\$380,000)	Local Gov.	(80%) Federal (\$760,000) (20%) LCL GOV (\$190,000) >(\$950,000) 100% Local Gov.	Local Gov.	GDOT	(80%) Federal (\$2,493,521.74) (20%) LCL GOV (\$623,380.43) >(\$3,116,902.17) 100% Local Gov.	Local Gov.	100% Local Gov.	100% Local Gov.

Note: Maximum allowable GDOT participating amounts for PE category shall be shown above. Local Government will only be reimbursed the percentage of the accrued invoiced amounts up to but not to exceed the maximum amount indicated. *R/W and Construction amounts shown are estimates for budget planning purposes only.

ATTACHMENT "B"
0007529 – Cobb County

Proposed Project Schedule

Environmental Phase				
Concept Phase				
Preliminary Plan Phase				
Right of Way Phase				

Deadlines for Responsible Parties	Execute Agreement	Month/Year (Approve Concept)	Month/Year (Approve Env. Document)	Month/Year (Authorize Right of Way funds)	Month/Year (Authorize Const. funds)
<u>Annual Reporting Requirements</u>		6/2011	12/2011	7/2012	2/2014

The Local Government shall provide a written status report to the Department’s Project Manager with the actual phase completion date(s) and the percent complete/proposed completion date of incomplete phases. The written status report shall be received by the Department no later than the first day of February of every calendar year until all phases have been completed.

ATTACHMENT L

PIOH SUMMARY

Summary of Comments
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MEDIA:

None

DISPOSITION OF COMMENTS:

TranSystems and Edwards-Pitman Environmental, Inc. will respond to all comments on behalf of the Georgia Department of Transportation.

Summary of Comments

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The GDOT offices below are asked to review the responses provided by the consultant for the comments in their section. The project manager will review all responses.

REVIEWING OFFICE	COMMENT #	NATURE OF COMMENT	PROPOSED RESPONSE
Design	2, 18	Roadway needs to be designed to ensure roadway does not flood over the two creeks adjacent to the intersection with Sunrise Path.	The proposed project will be designed to the current standards. This would include changing the vertical and horizontal grades at substandard locations.
	2	Flatten out/straighten the roadway near the hill/curve currently near Sunrise Path.	The proposed project will be designed to the current standards. This would include changing the vertical and horizontal grades at substandard locations.
	21	Flatten out/straighten the roadway near the hill/curve currently near Vine Creek Drive.	The proposed project will be designed to the current standards. This would include changing the vertical and horizontal grades at substandard locations.
	2, 12	“Too many driveways to make a raised median practical. A center turn lane would be more practical. We greatly disapprove of a median on Cedarcrest. History of poor maintenance, inconvenience to motorists, and not safe to make u-turns.”	The proposed median will take into account the u-turn movements to provide an adequate turning radius.
	10, 12, 13, 23	Construction and maintenance of grassed median.	The proposed project would consist of a raised grass (centipede) median that would be county-maintained.
	2, 6, 9, 10, 11, 12, 16, 17, 20, 23, 24, 25, 26	Recommendations for median break locations and design.	The locations and design of the breaks in the proposed raised median will be based on a number of factors including driver safety and the composition of vehicles within the corridor. A number of residents provided comments related to horse trailers and their needs will be taken into consideration in the design of the breaks.
	26	Ensure safety at intersection of Highcrest (coming out of Bentwater).	The proposed project will be designed to the current standards that will take into account safety factors such as: sight distance, horizontal and vertical curves.

Summary of Comments

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REVIEWING OFFICE	COMMENT #	NATURE OF COMMENT	PROPOSED RESPONSE
Right-of-Way	12	“Our home will be too close to the widened roadway. The value of our home will be severely diminished. Wishes to have property purchased.”	Land acquisition for transportation purposes is strictly governed by numerous state and federal laws and regulations. Since it is not appropriate to discuss individual impacts and compensation in this format, the Cobb County and Paulding County Departments of Transportation will send out letters under separate cover to those property owners who would be affected by land acquisition for the proposed project.

REVIEWING OFFICE	COMMENT #	NATURE OF COMMENT	PROPOSED RESPONSE
Traffic Operations	2, 6, 18, 19	Traffic signal needed at intersection with Highcrest Drive/Cedar Creek Court.	New traffic signals will be determined by the traffic study, accident history and a warrant study. If the warrants are met, a signal will be added.
	3	Traffic signal needed at intersection with Governors Towne Drive.	New traffic signals will be determined by the traffic study, accident history and a warrant study. If the warrants are met, a signal will be added.
	10, 17	Need for acceleration and deceleration lanes for area residents.	Decel lanes will be added at side streets. With the widening of Cedarcrest Road and bringing the current design up to standard, merging into oncoming traffic will become easier.
	12, 17, 25, 26	Concerns over speed limit (increase) in corridor.	Decisions related to reduction in that posted speed will be at the discretion of the local entities (Cobb and Paulding County) and in accordance with the safe operation. A majority of the project corridor currently has a posted speed limit of 45 miles per hour (mph) and would remain so.

REVIEWING OFFICE	COMMENT #	NATURE OF COMMENT	PROPOSED RESPONSE
Planning	4, 7, 8, 12, 19, 26	Why not widen other roadways (particularly SR 92)?	The need for this project is based on an analysis of anticipated traffic volumes given current development and growth patterns in the area. The need for improvements to SR 92 has been identified by GDOT and as a result improvements are planned for SR 92 in this area including SR 92 from the Paulding County Line to SR 3/US 41 (PI No. 0006866) and SR 92 from SR 120 to Cedarcrest Road (PI No. 0007692).
	4, 5	Concerns over length of project schedule (i.e., Why is the project schedule so long?)	The proposed project is being developed in accordance with the funding priorities of multiple state, regional and local entities and reflects the most aggressive schedule possible given the interests and fiscal limitations of the various agencies involved. Every effort is being made to ensure the project is developed as quickly as practical.
	12	“This project is punitive to the residents of Cobb County to enhance access to Paulding County. Why does Cedarcrest need to be widened – why now?”	Due to traffic and safety concerns, the widening of Cedarcrest Road is warranted throughout the study area.
	26	Which SPLOST money is being used for this project?	The proposed widening of Cedarcrest Road from Harmony Grove Church Road to Governors Towne Drive is being constructed in two phases. The portion of the project in Paulding County does not have a specific funding source identified at this time, as the project is a long-range project. It is anticipated that the project would be funded locally. The Cobb County portion of the project is being constructed utilizing a combination of local and federal funds. This project is part of Cobb County’s 2005 SPLOST (Project Number D4070).
	26	What is timeline for project?	The portion of the project in Paulding County is currently programmed as a long-range project. The current project schedule for the Cobb County portion of the project has right-of-way acquisition scheduled to begin in 2012 and construction to begin in 2014.

REVIEWING OFFICE	COMMENT #	NATURE OF COMMENT	PROPOSED RESPONSE
Environment	1, 10, 26	Mitigation of noise impacts.	The potential traffic-related noise impacts associated with the project will be modeled as part of the environmental document for this project. If it is determined that the project would result in traffic-related noise impacts, appropriate mitigation will be considered and analyzed at that time. The results of this analysis will be provided in the project's environmental assessment and available at the Public Hearing Open House for this project.
	12	"The ancient cedar trees that give the road its name will be lost."	The project will be designed in a way that minimizes impacts to trees and greenery along Cedarcrest Road.
	20, 22, 26	Keep the trees along Cedarcrest Road.	The proposed project is being designed in a manner that is sensitive to the rural nature of much of the project corridor while also addressing the needs for improved capacity and operational safety. The project will be designed in a way that minimizes impacts to trees and greenery along Cedarcrest Road.

Summary of Comments

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Input on the proposed responses was requested and no substantive comments or revisions were received. Please direct any subsequent comments via email to David Henry (dbhenry@transystems.com) and copy Larry Bowman (lbowman@dot.ga.gov), of this office.

If you have any questions about the comments, please either email or call Larry Bowman at (404) 631-1362.

GB/rkd-epei

Attachments

DISTRIBUTION:

Kevin Cowan (GDOT, District 7 Preconstruction Design)

Andre Netterville (GDOT, District 7 Preconstruction Design)

Mike Wright (Cobb County DOT, Engineering Department)

Scott Jordan (Cobb County DOT, Engineering Department)

Kathy Stallard (Paulding County DOT, Preconstruction Engineer)

Erica Parish (Paulding County DOT Preconstruction Manager)