

D.O.T. 66

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE P. I. Nos. 0004508 / 0007686, Cobb County **OFFICE** Preconstruction
CM-0004-00(508) / CSSTP-0007-00(686)
SR 120 Pedestrian Improvements, Phases I and II **DATE** August 28, 2006

FROM *Geneth Rice-Singleton*
Geneth Rice-Singleton, Assistant Director of Preconstruction

TO *102-* SEE DISTRIBUTION

SUBJECT APPROVED PROJECT CONCEPT REPORT

Attached for your files is the approval for subject project.

GRS/cj

Attachment

DISTRIBUTION:

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

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE: P. I. Nos. 0004508 / 0007686, Cobb County **OFFICE** Preconstruction
 CM-0004-00(508) / CSSTP-0007-00(686)
 SR 120 Pedestrian Improvements, Phases I and II **DATE** August 17, 2006

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

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

SUBJECT PROJECT CONCEPT REPORT

These combined projects are the SR 120/Dallas Highway pedestrian improvements in two phases. Phase I will extend from Lost Mountain Road to Villa Rica Way and Phase II extends from Villa Rica Way to John Ward Road. The primary purpose of the proposed Dallas Highway Pedestrian improvements project is to provide a multipurpose recreational enhanced sidewalk to accommodate pedestrians and bicyclists while also providing an alternative transportation mode within the corridor. The proposed multipurpose enhanced sidewalk is part of a larger system of existing, programmed, and proposed enhanced sidewalks designated in the Cobb County Master Plan to provide recreational opportunities, connectivity between cities within the county, access to regional activity centers, and an alternative commuting option for travelers who wish to avoid the congestion of some county thoroughfares.

Phase I of this project, 5.0 miles in length, consists of constructing pedestrian improvements along the south side of SR 120/Dallas Highway from Lost Mountain Road to Villa Rica Way. Between Lost Mountain Road and Old Dallas Road, a 55 MPH posted speed limit and a 12' pedestrian path is proposed to be constructed either 1' inside of the existing right-of-way or by widening existing sidewalk. Between Old Dallas Road and Villa Rica Way, a 45 MPH posted speed limit, the existing 5' concrete sidewalk will be removed, and a 12' pedestrian enhanced sidewalk will be added 2.5' back of existing curb.

Phase II of this project, 0.94 mile in length, consists of constructing a 12' pedestrian enhanced sidewalk, offset 2.5' back of curb, along the south side of SR 120/Dallas Highway from Villa Rica Way to John Ward Road.

Environmental concerns include requiring a COE 404 Permit; a Categorical Exclusion will be prepared; 3 public information open houses have been held; time saving procedures are appropriate.

David Studstill

Page 2

The estimated costs for these projects are:

CM-0004-00(508) Cobb - Phase I

	<u>PROPOSED</u>	<u>APPROVED</u>	<u>FUNDING</u>	<u>PROG DATE</u>
Construction (includes E&C and inflation)	\$7,879,000	\$2,500,000	L230	2007
Right-of-Way & Utilities*	Local	Local		

CSSTP-0007-00(686) - Phase II

	<u>PROPOSED</u>	<u>APPROVED</u>	<u>FUNDING</u>	<u>PROG DATE</u>
Construction (includes E&C and inflation)	\$1,761,000	\$2,500,000	L230	2009
Right-of-Way & Utilities*	Local	Local		

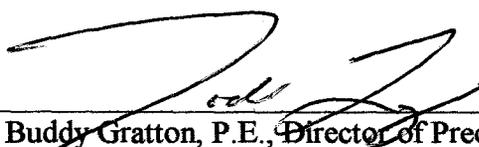
*Cobb County signed PMA on 2-16-04 for PE, right-of-way, utilities and 20% of construction costs.

I recommend this project concept be approved.

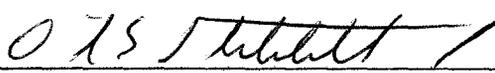
MBP:JDQ/cj

Attachment

CONCUR


Buddy Gratton, P.E., Director of Preconstruction

APPROVE


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

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENTAL CORRESPONDENCE

FILE: CM-0004-00(508) Cobb **OFFICE:** Engineering Services
P.I. No. 0004508
CSSTP-0007-00(686) Cobb **DATE:** August 7, 2006
P.I. No. 0007686
SR 120 Pedestrian Improvements Phase I & II

FROM: *BKS*
Brian K. Summers, P.E., Project Review Engineer

TO: Meg Pirkle, P.E., Assistant Director of Preconstruction

SUBJECT: CONCEPT REPORT

We have reviewed the Concept Report received August 1, 2006 from Mac Cranford, and have the following comment.

A detailed cost estimate should be included breaking down the quantities and pay items rather than a cost summary as presented.

The costs for this project are:

	Phase I	Phase II
Construction	\$6,496,700	\$1,316,800
Inflation	\$665,900	\$283,800
E & C	\$716,300	\$160,100
Right of Way	\$0 (Cobb Co.)	\$0 (Cobb Co.)

BKS

c: Bryant Poole, Attn.: Mac Cranford

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

District 7 Preconstruction

**SR 120 (DALLAS HIGHWAY)
PEDESTRIAN IMPROVEMENTS – PHASE 1 & PHASE 2
PROJECT CONCEPT REPORT**

GDOT Project Number CM-0004-00(508) Phase 1
GDOT Project Number: CSSTP-0007-00(686) Phase 2

County: Cobb

P. I. Number: 0004508 Phase 1

P.I. Number: 0007686 Phase 2

Federal Route Number: N/A

State Route Number: 120

SEE PAGE 2 FOR PROJECT LOCATION MAP

Recommendation for approval:

DATE 7/31/06



Project Manager

DATE 8/1/06



District Engineer

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

DATE _____

State Transportation Planning Administrator

DATE _____

State Transportation Financial Management Administrator

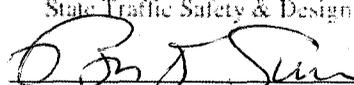
DATE _____

State Environmental/Location Engineer

DATE _____

State Traffic Safety & Design Engineer

DATE 8/7/06



Project Review Engineer

SCORING RESULTS AS PER MOG 2440-2

Project Number: CM-0004-00(508)		County: Cobb		PI No.: 0004508	
Report Date: August 1, 2006		Concept By: DOT Office: District 7			
<input checked="" type="checkbox"/> Concept Stage		Consultant: Arcadis			
Project Type: Choose One From Each Column		<input type="checkbox"/> Major	<input checked="" type="checkbox"/> Urban	<input type="checkbox"/> ATMS	
		<input checked="" type="checkbox"/> Minor	<input type="checkbox"/> Rural	<input type="checkbox"/> Bridge Replacement	
				<input type="checkbox"/> Building	
				<input type="checkbox"/> Interchange Reconstruction	
				<input type="checkbox"/> Intersection Improvement	
				<input type="checkbox"/> Interstate	
				<input type="checkbox"/> New Location	
				<input type="checkbox"/> Widening & Reconstruction	
				<input checked="" type="checkbox"/> Miscellaneous	
FOCUS AREAS	SCORE	RESULTS			
Presentation	100				
Judgement	100				
Environmental	100				
Right of Way	100				
Utility	100				
Constructability	100				
Schedule	100				

SCORING RESULTS AS PER MOG 2440-2

Project Number: CSSTP-0007-00(686)		County: Cobb		PI No.: 000686	
Report Date: August 1, 2006		Concept By: DOT Office: District 7			
<input checked="" type="checkbox"/> Concept Stage		Consultant: Arcadis			
Project Type: Choose One From Each Column		<input type="checkbox"/> Major	<input checked="" type="checkbox"/> Urban	<input type="checkbox"/> ATMS	
		<input checked="" type="checkbox"/> Minor	<input type="checkbox"/> Rural	<input type="checkbox"/> Bridge Replacement	
				<input type="checkbox"/> Building	
				<input type="checkbox"/> Interchange Reconstruction	
				<input type="checkbox"/> Intersection Improvement	
				<input type="checkbox"/> Interstate	
				<input type="checkbox"/> New Location	
				<input type="checkbox"/> Widening & Reconstruction	
				<input checked="" type="checkbox"/> Miscellaneous	
FOCUS AREAS	SCORE	RESULTS			
Presentation	100				
Judgement	100				
Environmental	100				
Right of Way	100				
Utility	100				
Constructability	100				
Schedule	100				

RECEIVED

AUG 04 2006

BY: _____

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

District 7 Preconstruction

**SR 120 (DALLAS HIGHWAY)
PEDESTRIAN IMPROVEMENTS - PHASE 1 & PHASE 2
PROJECT CONCEPT REPORT**

GDOT Project Number CM-0004-00(508) Phase 1
GDOT Project Number: CSSTP-0007-00(686) Phase 2
County: Cobb
P. I. Number: 0004508 Phase 1
P.I. Number: 0007686 Phase 2

Federal Route Number: N/A
State Route Number: 120

SEE PAGE 2 FOR PROJECT LOCATION MAP

Recommendation for approval:

DATE 7/31/06

Mark ...
Project Manager

DATE 8/1/06

Ben ...
District Engineer

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

DATE 8/4/06

Joseph ...
State Transportation Planning Administrator

DATE _____

State Transportation Financial Management Administrator

DATE _____

State Environmental/Location Engineer

DATE _____

State Traffic Safety & Design Engineer

DATE _____

Project Review Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

District 7 Preconstruction

SR 120 (DALLAS HIGHWAY)
PEDESTRIAN IMPROVEMENTS - PHASE 1 & PHASE 2
PROJECT CONCEPT REPORT

GDOT Project Number CM-0004-00(508) Phase 1
GDOT Project Number: CSSTP-0007-00(686) Phase 2

County: Cobb

P. I. Number: 0004508 Phase 1

P.I. Number: 0007686 Phase 2

Federal Route Number: N/A

State Route Number: 120

SEE PAGE 2 FOR PROJECT LOCATION MAP

Recommendation for approval:

DATE 7/31/06

Mark Johnson
Project Manager

DATE 8/1/06

Barry Hooe
District Engineer

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

DATE _____

State Transportation Planning Administrator

DATE _____

State Transportation Financial Management Administrator

DATE _____

State Environmental/Location Engineer

DATE 8-9-06

Heath Doherty
State Traffic Safety & Design Engineer

DATE _____

Project Review Engineer

1020
995

NOTICE OF LOCATION AND DESIGN APPROVAL

CM-0004-00(508) & CSSTP-0007-00(686)

P. I. Number: 0004508 & 0007686

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

The date of location approval is AUGUST 28, 2006.

The purpose of this project, which is located in Cobb County, Land Lots 11, 12, 13, 14, 15, 16, 26, 27, 28, 29, 30, 31, 32, 64, 65, 66, 314, 315, 328, 329, 330, 331, 332, 333, 334 and 335, is to provide a multipurpose recreational enhanced sidewalk to accommodate pedestrians and bicyclists, while also providing an alternative transportation mode within the corridor.

Phase 1 of this project, 5.0 miles in length, consists of constructing pedestrian improvements along the south side of SR 120 (Dallas Highway) from Lost Mountain Road to Villa Rica Way. Between Lost Mountain Road and Old Dallas Road, 55 mph posted speed, a 12-foot pedestrian path is proposed to be constructed either 1-foot inside of the existing right of way or by widening existing sidewalk. Between Old Dallas Road and Villa Rica Way, 45 mph posted speed, the existing 5-foot concrete sidewalk will be removed and a 12-foot pedestrian enhanced sidewalk will be added 2.5 feet back of existing curb.

Phase 2 of this project, 0.94 miles in length, consists of constructing a 12-foot pedestrian enhanced sidewalk, offset 2.5 feet back of curb, along the south side of SR 120 (Dallas Highway) from Villa Rica Way to John Ward Road.

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

Jeff Woodward, Area Engineer
862 Barnes Mill Road
Marietta, Georgia 30062
E-mail: jeff.woodward@dot.state.ga.us
Phone: (770) 528-3238

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

Mike Lobdell, Project Manager
Georgia Department of Transportation
5025 New Peachtree Road
Chamblee, Georgia 30341
E-mail: mike.lobdell@dot.state.ga.us
Phone: (404) 463-4947

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

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

District 7 Preconstruction

**SR 120 (DALLAS HIGHWAY)
PEDESTRIAN IMPROVEMENTS – PHASE 1 & PHASE 2
PROJECT CONCEPT REPORT**

GDOT Project Number CM-0004-00(508) Phase 1
GDOT Project Number: CSSTP-0007-00(686) Phase 2

County: Cobb

P. I. Number: 0004508 Phase 1

P.I. Number: 0007686 Phase 2

Federal Route Number: N/A

State Route Number: 120

SEE PAGE 2 FOR PROJECT LOCATION MAP

Recommendation for approval:

DATE 7/31/06


Project Manager

DATE 8/1/06


District Engineer

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

DATE _____

State Transportation Planning Administrator

DATE _____

State Transportation Financial Management Administrator

DATE _____

State Environmental/Location Engineer

DATE _____

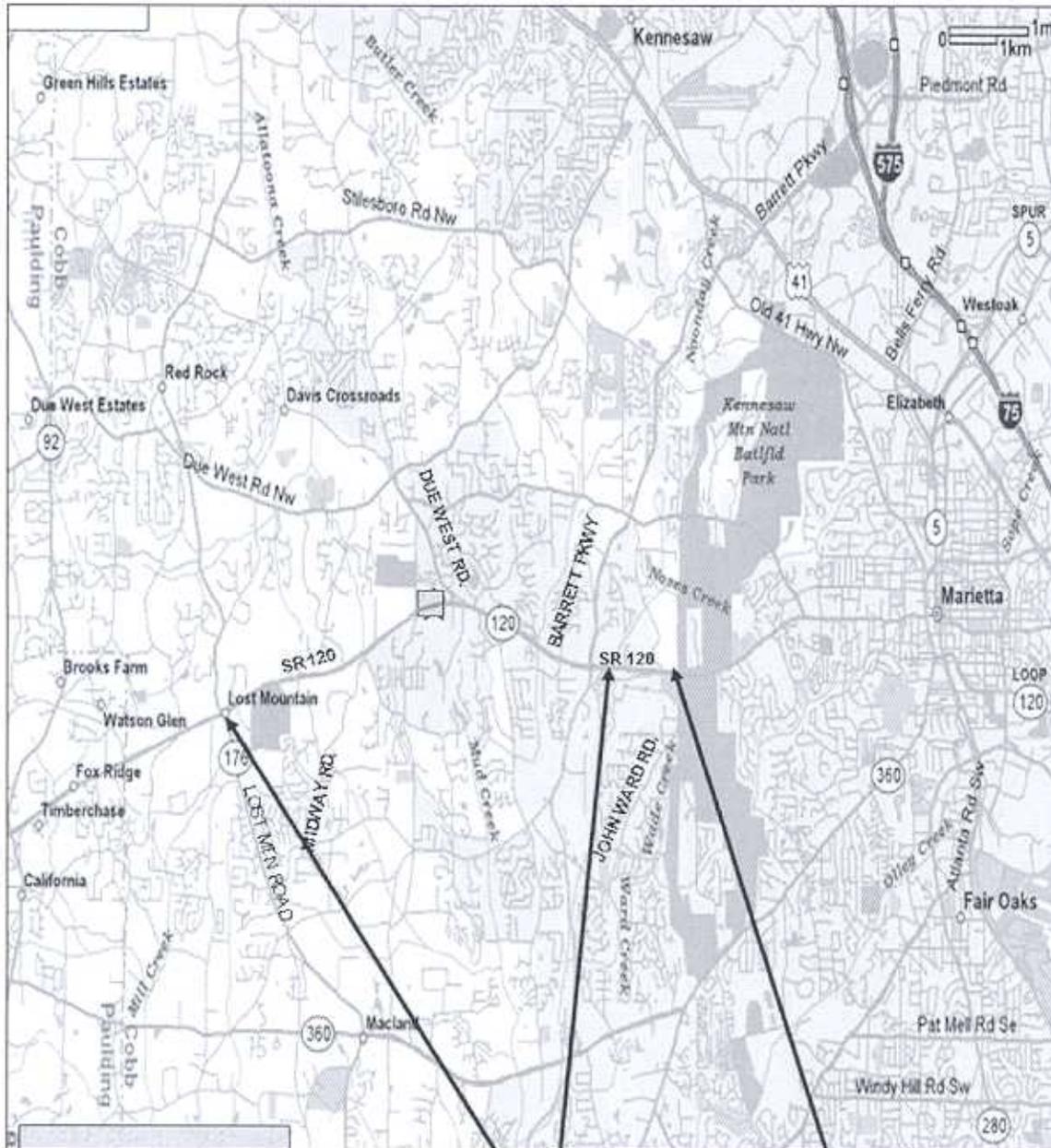
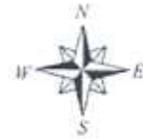
State Traffic Safety & Design Engineer

DATE _____

Project Review Engineer

PROJECT LOCATION MAP

PROJECT: SR 120 (DALLAS HWY.) PEDESTRIAN IMPROVEMENTS
 COBB COUNTY



BEGIN PHASE 1
 CM-0004-00(508)
 P.I. NO. 0004508

END PHASE 1
 CM-0004-00(508)
 P.I. NO. 0004508
 BEGIN PHASE 2
 CSSTP-0007-00(686)
 P.I. NO. 0007686

END PHASE 2
 CSSTP-0007-00(686)
 P.I. NO. 0007686

Phase 1 Need and Purpose: The primary purpose of the proposed Dallas Highway Pedestrian Improvements project is to provide a multipurpose recreational enhanced sidewalk to accommodate pedestrians and bicyclists, while also providing an alternative transportation mode within the corridor. The proposed multipurpose enhanced sidewalk is part of a larger system of existing, programmed, and proposed enhanced sidewalks designated in the Cobb County Master Plan to provide recreational opportunities, connectivity between cities within the county, access to regional activity centers, and an alternative commuting option for travelers who wish to avoid the congestion of some county thoroughfares. This phase of the proposed Dallas Highway multipurpose enhanced sidewalk (P.I. No. 0004508) is one of two segments that would provide connectivity between two major parks in the county, Lost Mountain Park to the west and the Kennesaw Mountain National Battlefield Park to the east. In addition, the proposed multipurpose enhanced sidewalk would provide a connection to other existing and planned enhanced sidewalks in the Cobb County Enhanced Sidewalk System, including the Kennesaw Mountain National Battlefield Park Enhanced Sidewalk System to the east; the proposed West Cobb, Noonday Creek, and Kennesaw Enhanced Sidewalks to the north; and the Silver Comet Enhanced Sidewalk and proposed adjoining enhanced sidewalks to the south. The proposed Dallas Highway multipurpose enhanced sidewalk would also provide access to and connectivity between several commercial (e.g., The Avenues of West Cobb) and dense residential areas along Dallas Highway.

An additional benefit of the proposed Dallas Highway Pedestrian Improvements project is to improve the visual quality along the corridor for commuters. Dallas Highway was formerly known as a scenic highway within Cobb County. However, construction of electrical transmission poles and commercial development have changed the views along the highway and diminished its scenic quality. Landscaping is proposed along the highway areas where the transmission poles are located to attempt to return the highway to a more aesthetically pleasing corridor within the project limits.

This phase of the proposed Dallas Highway multipurpose enhanced sidewalk will begin at Lost Mountain Road and terminate at Villa Rica Way. These termini will link with other programmed or planned multipurpose enhanced sidewalks within the county. Access to this segment of the Dallas Highway multipurpose enhanced sidewalk will be provided from Lost Mountain Park.

Phase 1 Description of the proposed project: The 5.0 mile project consists of constructing pedestrian improvements along the south side of SR 120 (Dallas Highway) from Lost Mountain Road to Villa Rica Way. Between Lost Mountain Road and Old Dallas Road, 55 mph posted speed, a 12-foot pedestrian path is proposed to be constructed either 1-foot inside of the existing right of way or by widening existing sidewalk. Between Old Dallas Road and Villa Rica Way, 45 mph posted speed, the existing 5-foot concrete sidewalk will be removed and a 12-foot pedestrian enhanced sidewalk will be added 2.5 feet back of existing curb. Portions of the enhanced sidewalk will be constructed as part of adjacent development planned to occur along the project corridor prior to construction of this project. Proposed developments include a self storage facility east of Lost Mountain Road (SR176), a bank between Barrett Parkway and Old Dallas Road, a condominium development for senior citizens at Old Dallas Highway, The

Avenues (Phase 2) shopping complex east of Casteel Road, Midway Presbyterian Church extension, The Village at Old Trace shopping complex between Kennesaw View Drive and Old Trace Road, and a bank at Old Dallas Road. Also proposed are pedestrian improvements that include streetscaping, which includes placing trash receptacles and benches along the enhanced sidewalk at 0.5 mile intervals, major landscaping adjacent to electrical transmission poles, minor landscaping along the enhanced sidewalk, and the construction of enhanced sidewalk nodes near Lost Mountain Park, Casteel Road and Mud Creek.

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

This project is air quality exempt because it does not increase capacity.

PDP Classification: Major Minor X
Federal Oversight: Full Oversight (), Exempt(X), State Funded(), or Other ()

Functional Classification: Major Arterial

U. S. Route Number(s): None **State Route Number(s):** 120

Traffic (AADT):

Current Year: (2006) N/A

Design Year: (2026) N/A

Existing design features:

- Typical Section:
 - Lost Mountain Road to Old Dallas Road
Rural typical section with two 12-foot travel lanes in each direction, a 20-foot raised median and 10-foot graded shoulders.
 - Old Dallas Road to Villa Rica Way
Urban typical section with a 20-foot raised median, 30-inch concrete curb and gutter, and 5-foot concrete sidewalks. Each direction of travel includes two through lanes and exclusive right-turn lanes, along with dedicated 12-foot left-turn lanes at signalized intersections.
- Posted speed:
 - Lost Mountain Road to Old Dallas Road: 55 mph
 - Old Dallas Road to Villa Rica Way: 45 mph
- Maximum radius: N/A
- Maximum grade: N/A
- Width of right of way: Variable, min 150', max. 215'
- Major structures: None

- Major intersections along the project:
 - SR 120/ SR 176
 - SR 120/Midway Road
 - SR 120/Casteel Road
 - SR 120/ Due West Road
 - SR 120/Bob Cox Road
 - SR 120/West Sandtown Road
 - SR 120/Barrett Parkway

Proposed Design Features:

- Proposed typical sections:
 - Lost Mountain Road to Old Dallas Road
 The eastbound typical section will be alternately modified to include a 12-foot pedestrian path constructed 1-foot inside the existing right of way or a 12-foot pedestrian path created by widening existing sidewalk.
 - Old Dallas Road to Villa Rica Way
 The existing eastbound urban typical section will be modified to include a 12-foot pedestrian enhanced sidewalk offset 2.5 feet back of curb.
- Proposed Design Speed:
 - Lost Mountain Road to Old Dallas Road: 55 mph
 - Old Dallas Road to Villa Rica Way: 45 mph
- Proposed Maximum grade Enhanced Sidewalk: 6% Maximum grade allowable: 6%
- Proposed Maximum grade Side Street: N/A Maximum grade allowable: N/A
- Proposed Maximum grade driveway: 11.00%
- Proposed Maximum radius: N/A Maximum radius allowable: N/A
- Right of way
 - Width: Variable, 150' min, 232' max
 - Easements: Temporary (), Permanent (X), Utility (), Other ().
 - Type of access control: Full (), Partial (), By Permit (X), Other ().
 - Number of parcels: 40 Number of displacements:
 - Business: 0
 - Residences: 0
 - Mobile homes: 0
 - Other: 0
- Structures:
 - Proposed improvements would require the construction of retaining walls to reduce impacts to residences along the project.

- Major intersections:
 - SR 120/ SR 176
 - SR 120/Midway Road
 - SR 120/Casteel Road
 - SR 120/ Due West Road
 - SR 120/Bob Cox Road
 - SR 120/West Sandtown Road
 - SR 120/Barrett Parkway

Phase 2 Need and Purpose: The primary purpose of the proposed Dallas Highway Pedestrian Improvements project is to provide a multipurpose recreational enhanced sidewalk to accommodate pedestrians and bicyclists, while also providing an alternative transportation mode within the corridor. The proposed multipurpose enhanced sidewalk is part of a larger system of existing, programmed, and proposed enhanced sidewalks designated in the Cobb County Master Plan to provide recreational opportunities, connectivity between cities within the county, access to regional activity centers, and an alternative commuting option for travelers who wish to avoid the congestion of some county thoroughfares. This phase of the proposed Dallas Highway multipurpose enhanced sidewalk (P.I. No. 0007686) is one of two segments that would provide connectivity between two major parks in the county, Lost Mountain Park to the west and the Kennesaw Mountain National Battlefield Park to the east. In addition, the proposed multipurpose enhanced sidewalk would provide a connection to other existing and planned enhanced sidewalks in the Cobb County Enhanced Sidewalks System, including the Kennesaw Mountain National Battlefield Park Enhanced Sidewalk System to the east; the proposed West Cobb, Noonday Creek, and Kennesaw Enhanced Sidewalks to the north; and the Silver Comet Enhanced Sidewalk and proposed adjoining enhanced sidewalks to the south. The proposed Dallas Highway multipurpose enhanced sidewalk would also provide access to and connectivity between several commercial (e.g., The Avenues of West Cobb) and dense residential areas along Dallas Highway.

An additional benefit of the proposed Dallas Highway Pedestrian Improvements project is to improve the visual quality along the corridor for commuters. Dallas Highway was formerly known as a scenic highway within Cobb County. However, construction of electrical transmission poles and commercial development have changed the views along the highway and diminished its scenic quality. Landscaping is proposed along the highway areas where the transmission poles are located to attempt to return the highway to a more aesthetically pleasing corridor within the project limits.

This phase of the proposed Dallas Highway multipurpose enhanced sidewalk will begin at Villa Rica Way and terminate at John Ward Road near the Kennesaw Mountain National Battlefield Park. This phase will tie into the terminus of P.I. 0004508, which begins at Lost Mountain Road and ends at Villa Rica Way. These termini will link with other programmed or planned multipurpose enhanced sidewalks within the county. Access to this segment of the Dallas Highway multipurpose enhanced sidewalk will be provided from within the Kennesaw Mountain National Battlefield Park.

Phase 2 Description of the proposed project: The 0.94 mile project consists of constructing a 12-foot pedestrian enhanced sidewalk, offset 2.5 feet back of curb, along the south side of SR 120 (Dallas Highway) from Villa Rica Way to John Ward Road. Proposed pedestrian improvements also consist of streetscaping, which includes landscaping and placing trash receptacles and benches along the enhanced sidewalk and major landscaping adjacent to electrical transmission poles. A portion of the enhanced sidewalk will be constructed as part of adjacent development of a mini-warehouse storage facility on Dallas Highway by Schofield Drive.

Is the project located in a Non-attainment area? X Yes No.
This project is air quality exempt because it does not increase capacity.

PDP Classification: Major Minor X
Federal Oversight: Full Oversight (), Exempt(X), State Funded(), or Other ()

Functional Classification: Major Arterial

U. S. Route Number(s): None **State Route Number(s):** 120

Traffic (AADT):
Current Year: (2006) N/A Design Year: (2026) N/A

Existing design features:

- Typical Section:
 - Typical section includes a variable width raised median, two 12-foot travel lanes in each direction of travel and a combination of 10-foot rural and urban shoulders.
- Posted speed: 45 mph
- Maximum radius: N/A
- Maximum grade: N/A
- Width of right of way: Variable, min 150', max. 180'
- Major structures: None
- Major interchanges or intersections along the project:
 - SR 120/Villa Rica Way
 - SR 120/John Ward Road

- Environmental concerns: Historical resource – Midway Presbyterian Church
- Level of environmental analysis:
 - Are Time Savings Procedures appropriate? Yes (), No (X),
 - Categorical Exclusion (Yes),
 - Environmental Assessment/Finding of No Significant Impact (FONSI) (No)
 - Environmental Impact Statement (EIS) (No).
- Utility involvements:
 - AGL Networks
 - Adelphia Business Solutions
 - Atlanta Gas Light Resources
 - Comcast of Georgia, Inc.
 - Georgia Power Company
 - Cobb E.M.C.
 - Cobb County Department of Transportation
 - Cobb County Water System
 - Cobb Marietta Water Authority
 - City of Marietta Water
 - BellSouth Telecommunications

Project responsibilities:

- Design: Cobb County / ARCADIS
- Right of Way Acquisition: Cobb County
- Relocation of Utilities: Cobb County
- Letting to contract: Cobb County
- Supervision of construction: Cobb County
- Providing material pits: Contractor
- Providing detours: A detour is not required

Coordination

- Concept Meeting date: February 16, 2006
- P. A. R. meetings, dates and results.
- FEMA, USCG, and/or TVA: TBD
- Public involvement.
 - Three public information meetings will be held in lieu of a public meeting.
 - February 9, 2006 at West Cobb Senior Center, 7:00 pm
 - March 2, 2006 at North Cobb Senior Center, 7:00 pm
 - April 6, 2006 at Strafford Library, 7:00 pm

- Local government comments.
 - Cobb County is requiring adjacent development along the project corridor to construct sections of the enhanced sidewalk. The developments are as follows:
 - Phase 1
 - Self Storage east of Lost Mountain Road (SR176)
 - Bank between Barrett Parkway and Old Dallas Road
 - Senior Condos development at Old Dallas Highway
 - The Avenues, Phase 2, east of Casteel Road
 - Midway Presbyterian Church extension at Midway Road
 - Village at Old Trace shopping complex between Kennesaw View Drive and Old Trace Road
 - New Bank on east side of Old Dallas Road at Dallas Highway
 - Keller Williams Realty building adjacent to bank at Old Dallas and Dallas Highway
 - Phase 2
 - Mini-warehouse at Dallas Highway and Schofield Drive
- Other projects in the area: Barrett Parkway Road widening project (Cobb County SPLOST project), Casteel Road/SR 120 intersection improvement project (Cobb County SPLOST project), SR 120 Traffic Signal Improvements, (GDOT Proj. No. CSSTP-0007-00(111))
- Other coordination to date: None to date
- Railroads: None

Scheduling – Responsible Parties’ Estimate

- Time to complete the environmental process: 9 Months.
- Time to complete preliminary construction plans: 4 Months.
- Time to complete right of way plans: 2 Months.
- Time to complete the Section 404 Permit: 3 Months.
- Time to complete final construction plans: 4 Months.
- Time to complete to purchase right of way: 18 Months.
- List other major items that will affect the project schedule: 0 Months.

Other alternates considered: No Build.

No-build alternate would not accomplish the project goal of accommodating pedestrian traffic along this corridor.

Comments: None

Attachments:

1. Cost Estimates:
 - a. Construction including E&C,
 - b. Right of Way, and
 - c. Utilities
2. Typical sections
3. Concept Meeting Minutes
4. L & D Notice

ATTACHMENT 1

CONCEPT COST ESTIMATE PHASE 1

PROJECT NUMBER: CM-0004-00(508)

COUNTY: Cobb

DATE: March 27, 2006

ESTIMATED LETTING DATE: 2007

PREPARED BY: ARCADIS

PROJECT LENGTH: 5.0 mi

PROGRAMMING PROCESS CONCEPT DEVELOPMENT DURING PROJECT DEV.

ESTIMATE SUMMARY	
A. RIGHT-OF-WAY:	TBD
B. REIMBURSABLE UTILITIES:	\$0
C. CONSTRUCTION:	
1. MAJOR STRUCTURES	\$1,500,000
2. GRADING AND DRAINAGE	\$1,250,000
3. BASE AND PAVING	\$524,200
4. LUMP ITEMS	\$1,000,000
5. MISCELLANEOUS ITEMS	\$2,222,500
SUBTOTAL CONSTRUCTION COST	\$6,496,700
INFLATION (5% PER YEAR)	\$665,900
NUMBER OF YEARS: 2	
E. & C. (10%)	\$716,300
TOTAL CONSTRUCTION COST	\$7,878,900

PROJECT COST PHASE 1	
A. RIGHT-OF-WAY:	
1. PROPERTY (LAND & EASEMENT)	TBD
2. DISPLACEMENTS; RES: 0, BUS: 0, M.H.: 0	\$0
3. OTHER COST (DAMAGES, ADM. / COURT. INFL., ETC.)	TBD
SUBTOTAL: A	\$0
B. REIMBURSABLE UTILITIES:	
	\$0
C. CONSTRUCTION	
1. MAJOR STRUCTURES:	
RETAINING WALLS	\$1,500,000
SUBTOTAL: C-1	\$1,500,000
2. GRADING AND DRAINAGE:	
a. GRADING COMPLETE	\$1,000,000
b. DRAINAGE	\$250,000
SUBTOTAL: C-2	\$1,250,000
3. BASE AND PAVING:	
a. GR AGGR BASE CRS	\$195,000
b. ASPHALT PAVING	
SUPERPAVE BASE - 25mm, 6" DEPTH	\$195,000
SUPERPAVE INTERMED COURSE - 19mm, 3" DEPTH	\$85,000
SUPERPAVE SURFACE COURSE - 12.5mm, 1-1/2" DEPTH	\$48,000
c. BITUMINOUS TACK COAT	\$1,200
SUBTOTAL: C-3	\$524,200
4. LUMP ITEMS:	
a. TRAFFIC CONTROL	\$500,000
b. EROSION CONTROL	\$500,000
c. TRAFFIC SIGNAL	\$0
SUBTOTAL: C-4	\$1,000,000
5. MISCELLANEOUS:	
a. SIGNING & STRIPING	\$33,000
b. PEDESTRIAN CROSSING SIGNAL	\$3,600
b. CONCRETE CURB AND GUTTER	\$103,000
c. CONCRETE SIDEWALK, 6" DEPTH	\$1,506,000
d. 6" CONCRETE DRIVEWAY	\$15,000
e. GUARDRAIL	\$86,500
f. LANDSCAPING	
UNDERSTORY TREES	\$102,000
OVERSTORY TREES	\$50,300
@ LARGE POWER POLES	\$207,000
@ BENCH SEATING AREAS	\$15,500
g. STREETSCAPING	
SHELTER & CONC. AREA	\$67,000
BENCH	\$11,000
TRASH RECEPTACLE	\$5,200
BOLLARDS	\$15,100
BIKE RACK	\$1,300
SUBTOTAL: C-5	\$2,222,500

Project Concept Report page 14
 Project Numbes:CM-0004-00(508) Phase 1
 CSSTP-0007-00(686) Phase 2
 P. I. Numbers: 0004508 Phase 1
 0007686 Phase 2
 County: Cobb

ESTIMATED COST PHASE 1			
CONSTRUCTION:	\$6,496,700	RIGHT-OF-WAY:	TBD
INFLATION (5%, 2yr):	\$665,900	ACQUIRED BY:	Cobb County
E & C (10%):	\$716,300	UTILITIES:	\$0
TOTAL CONSTRUCTION COST:	\$7,878,900	ADJUSTED BY:	Utility Owners
TOTAL PROJECT COST:	\$7,878,900		

CONCEPT COST ESTIMATE PHASE 2

PROJECT NUMBER: CSSTP-0007-00(686)

COUNTY: Cobb

DATE: March 27, 2006

ESTIMATED LETTING DATE: 2009

PREPARED BY: ARCADIS

PROJECT LENGTH: 0.94 mi

PROGRAMMING PROCESS CONCEPT DEVELOPMENT DURING PROJECT DEV.

ESTIMATE SUMMARY	
A. RIGHT-OF-WAY:	TBD
B. REIMBURSABLE UTILITIES:	\$0
C. CONSTRUCTION:	
1. MAJOR STRUCTURES	\$350,000
2. GRADING AND DRAINAGE	\$344,000
3. BASE AND PAVING	\$28,700
4. LUMP ITEMS	\$169,000
5. MISCELLANEOUS ITEMS	\$425,100
SUBTOTAL CONSTRUCTION COST	\$1,316,800
INFLATION (5% PER YEAR)	\$283,800
NUMBER OF YEARS: 4	
E. & C. (10%)	\$160,100
TOTAL CONSTRUCTION COST	\$1,760,700

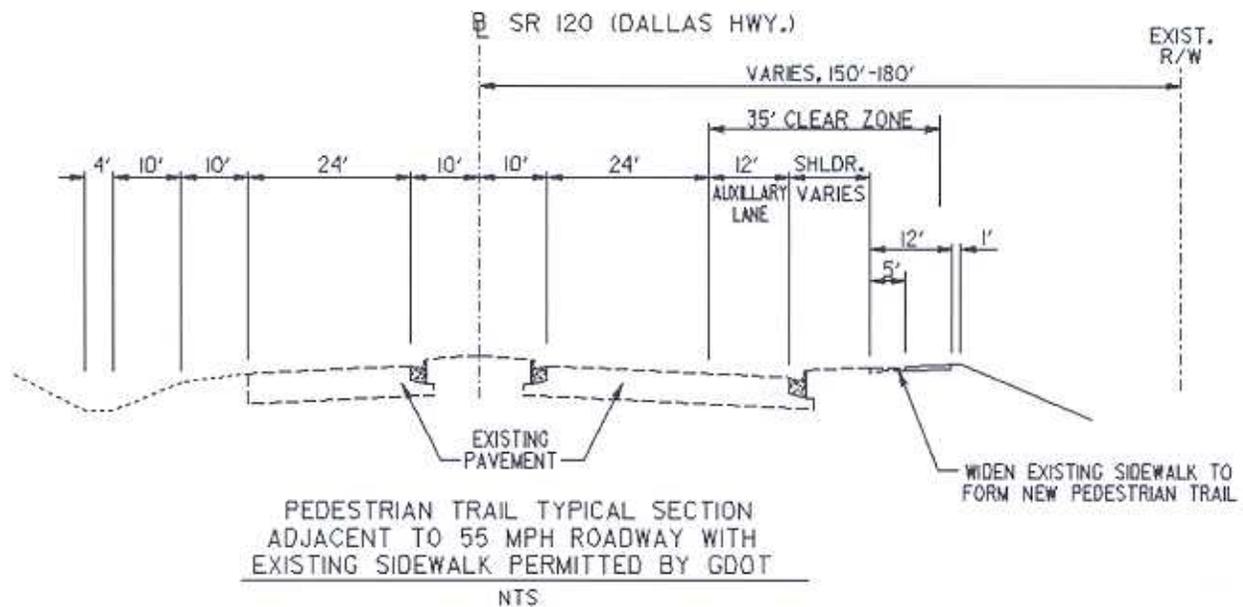
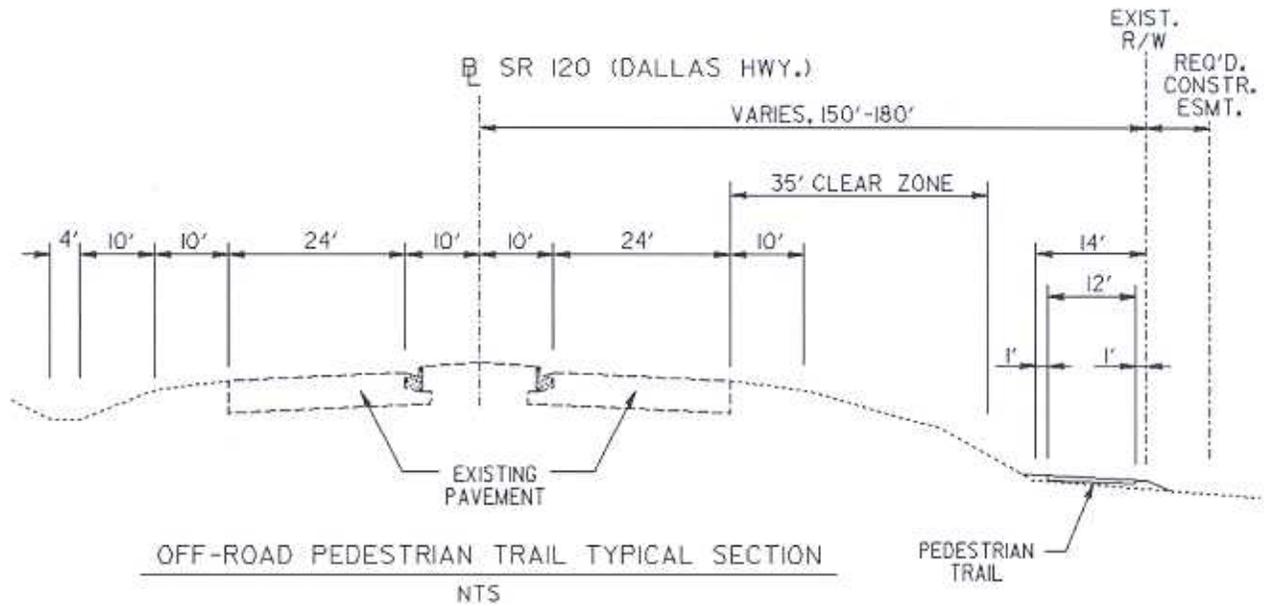
PROJECT COST PHASE 2	
A. RIGHT-OF-WAY:	
1. PROPERTY (LAND & EASEMENT)	TBD
2. DISPLACEMENTS: RES: 0. BUS: 0. M.H.: 0	\$0
3. OTHER COST (DAMAGES, ADM. / COURT, INFL., ETC.)	TBD
SUBTOTAL: A	\$0
B. REIMBURSABLE UTILITIES:	
	\$0
C. CONSTRUCTION	
1. MAJOR STRUCTURES:	
RETAINING WALL	\$350,000
SUBTOTAL: C-1	\$350,000
2. GRADING AND DRAINAGE:	
a. GRADING COMPLETE	\$250,000
b. DRAINAGE	\$94,000
SUBTOTAL: C-2	\$344,000
3. BASE AND PAVING:	
a. GR AGGR BASE CRS	\$28,700
b. ASPHALT PAVING	
SUPERPAVE BASE - 25mm, 6" DEPTH	\$0
SUPERPAVE INTERMED COURSE - 19mm, 3" DEPTH	\$0
SUPERPAVE SURFACE COURSE - 12.5mm, 1-1/2" DEPTH	\$0
c. BITUMINOUS TACK COAT	\$0
SUBTOTAL: C-3	\$28,700
4. LUMP ITEMS:	
a. TRAFFIC CONTROL	\$75,000
b. EROSION CONTROL	\$94,000
c. TRAFFIC SIGNAL	\$0
SUBTOTAL: C-4	\$169,000
5. MISCELLANEOUS:	
a. SIGNING & STRIPING	\$3,500
b. PEDESTRIAN CROSSING SIGNAL	\$0
b. CONCRETE CURB AND GUTTER	\$76,300
c. CONCRETE SIDEWALK, 6" DEPTH	\$267,750
d. 6" CONCRETE DRIVEWAY	\$14,750
e. GUARDRAIL	\$7,500
f. LANDSCAPING	
UNDERSTORY TREES	\$35,000
OVERSTORY TREES	\$0
@ LARGE POWER POLES	\$14,400
@ BENCH SEATING AREAS	\$2,000
g. STREETSCAPING	
SHELTER & CONC. AREA	\$0
BENCH	\$625
TRASH RECEPTACLE	\$375
BOLLARDS	\$1,900
BIKE RACK	\$0
SUBTOTAL: C-5	\$425,100

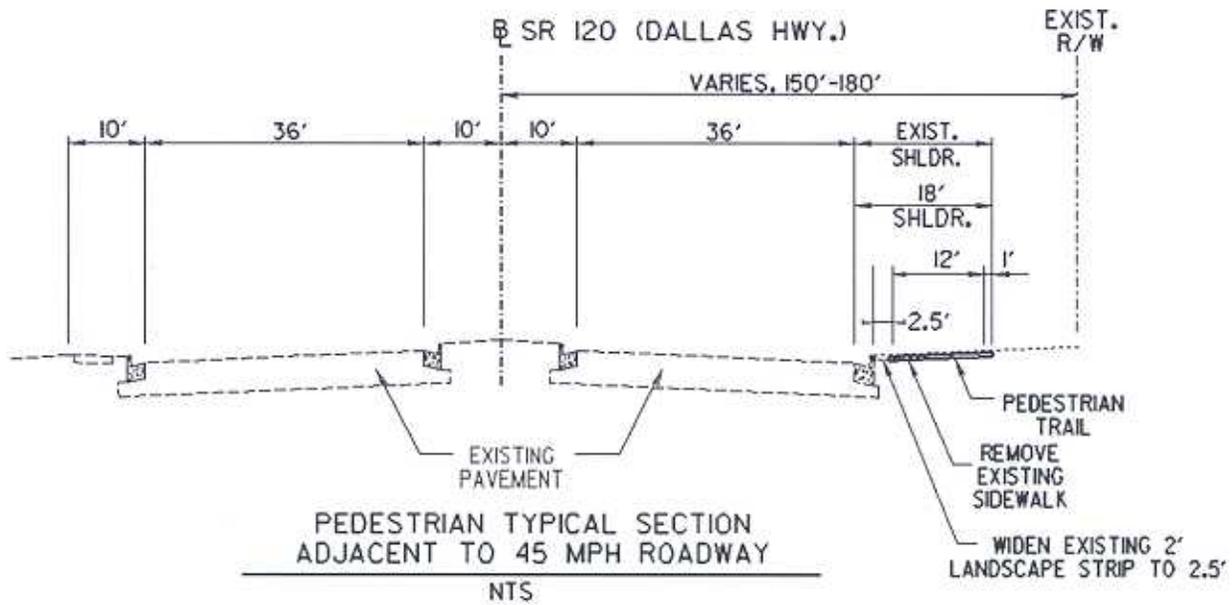
Project Concept Report page _17
 Project Numbes:CM-0004-00(508) Phase 1
 CSSTP-0007-00(686) Phase 2
 P. I. Numbers: 0004508 Phase 1
 0007686 Phase 2
 County: Cobb

ESTIMATED COST PHASE 2			
CONSTRUCTION:	\$1,316,800	RIGHT-OF-WAY:	TBD
INFLATION (5%, 4yr):	\$283,800	ACQUIRED BY:	Cobb County
E & C (10%):	\$160,100	UTILITIES:	\$0
TOTAL CONSTRUCTION COST:	\$1,760,700	ADJUSTED BY:	Utility Owners
TOTAL PROJECT COST:	\$1,760,700		

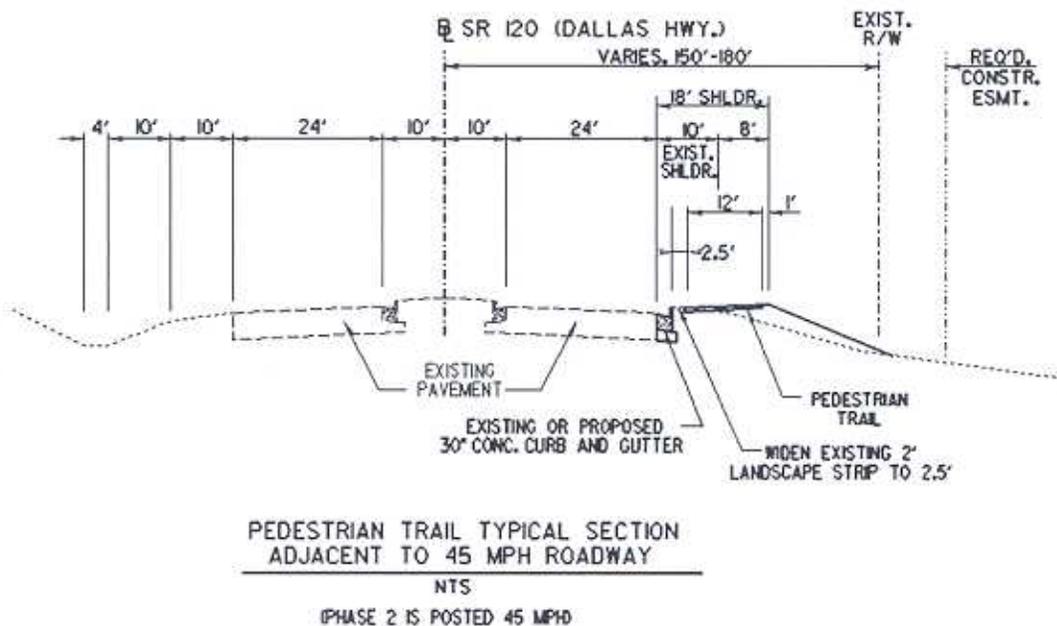
ATTACHMENT 2

TYPICAL SECTIONS - PHASE 1





TYPICAL SECTION – PHASE 2



PHASE 2 IS POSTED 45 MPH

ATTACHMENT 3



ARCADIS G&M, Inc.
2849 Paces Ferry Road
Suite 400
Atlanta
Georgia 30339
Tel 770 431 8666
Fax 770 435 2666
www.arcadis-us.com

MEETING REPORT

Subject:
SR 120 (Dallas Highway) Pedestrian
Improvements Projects
Phase 1 – Georgia DOT Project No.
CM-0004-00(508), P.I.No. 0004508
Phase 2 – Georgia DOT Project No.
CSSTP-0007-00(686), P.I. No. 0007686
Phase 3 –

Department:
Transportation

ARCADIS Project No.:
GA063569.0002.000PM

Place/Date of Meeting:
Georgia DOT District 7 (Archives Building)
February 16, 2006

Report No.:
1

Minutes by:
Kim Chapman, PE

Issue Date:
February 21, 2006

Participants:
Mac Crawford, Georgia DOT
Gerald Ford, Georgia DOT
Harry Graham, Georgia DOT
Lowell James, Georgia DOT
Scott Lee, Georgia DOT
Marshall Troup, Georgia DOT
Donna Lee Welch, Georgia DOT
Jeff Woodward, Georgia DOT
Jon Benson, jB+a
Kim Chapman, ARCADIS
James Hudgins, ARCADIS
Bonnie Peacock, ARCADIS

Copies:
Participants

Meeting Summary

This meeting was the Concept Team Meeting for the above-referenced projects. James Hudgins provided color plots of the project phases and gave an overview of the project, which is for the construction of a trail along SR 120 (Dallas Highway). The project is divided into three phases.

- The limits of Phase 1 are from Lost Mountain Road (SR 176) to Villa Rica Way. There is a historic resource, Midway Presbyterian Church, within the project limits. Private entities have developed all

ARCADIS

previously known archaeological sites along the project corridor. Phase 1, which was previously scheduled in the TIP for construction in 2006, has been shifted to 2007 and \$2,500,000.00 has been allocated for the project. The allocated funds are not sufficient to construct a trail that extends the length of the project. As such, Cobb County plans to use the funds to construct three parts of the trail; from Lost Mountain Road to Midway Road, from Casteel Road to Kennesaw View Drive, and from Old Dallas Road to Villa Rica Way. The last section consists of replacing the existing 2-foot grass strip between the curb and adding a 5-foot concrete sidewalk with red-stamped concrete.

- The project limits of Phase 2 are from Villa Rica Way to John Ward Road. This section of the project will provide pedestrian access to the National Park located just east of John Ward Road. There are no historic or archaeological sites along this section of the project corridor. This project is scheduled for construction in the TIP for 2009 and \$2,500,000.00 has been allocated for its construction.
- Phase 3, which is currently not scheduled in the TIP, will extend from Lost Mountain Road to the Paulding County line. Cobb County will seek funding from Georgia DOT for this project.

Items of discussion were as follows:

1. ARCADIS is proceeding with the environmental documentation for the entire project.
2. Harry Graham noted that Georgia DOT has scheduled a Dallas Highway traffic signal upgrade project that includes the installation of pedestrian signals for the end of 2006/early 2007. The project limits extend from the SR 120 Loop to the Paulding County line. Georgia DOT will provide ARCADIS with the project's reference number for inclusion in the concept report.
3. Due to recent and impending developments along Dallas Highway between Old Dallas Road and Casteel Road, Cobb County will submit a request to Georgia DOT to reduce the posted speed limit along a section of the roadway from 55 mph to 45 mph. Currently the road has posted speed limits of 45 mph from John Ward Road to Old Dallas Road and 55 mph from Old Dallas Road to the Paulding County line. If approved, the speed reduction request will extend the 45mph speed limit to Casteel Road.
4. Mr. Graham stated that barrier, railing, or fence should be used at creek crossings for pedestrian safety. Jon Benson commented that the barrier used will be used in keeping with the historic downtown Marietta theme.
5. Mr. Hudgins stated that due to the numerous creek crossings, the placement of the trail would need to be as close as possible to the shoulder of the road to avoid wetland and/or 404 permitting issues or separate bridging issues and costs.
6. As previously directed by Georgia DOT, the trail typical section adjacent to a 55-mph roadway will either consist of: 1) the trail being constructed at a 2-foot offset from new curb and gutter that will be constructed adjacent to a new or existing auxiliary lane or 2) the trail being located beyond the 35-foot clear zone. However, it was noted at the meeting that locating the trail beyond the clear zone is not an official Georgia DOT policy. Scott Lee will investigate this item and notify ARCADIS of his findings pertaining to the location of a trail along a 55-mph roadway without curb and gutter.
7. Along areas with existing guardrail, the placement of the trail relative to the guardrail must be outside

ARCADIS

- of the guardrail's standard deflection area.
8. Mr. Benson confirmed that the trail will include a striped centerline.
 9. Mac Crawford will provide ARCADIS with direction as to whether or not one project concept report can be developed that includes Phase 1, Phase 2, and Phase 3. A concept report that covers multiple projects should include a separate signature page for each project number. The existing and proposed project features included in the concept report should be located under separate project headings (in this case, Phase 1, Phase 2, and Phase 3). Generic items, such as traffic control, project exceptions, and utilities, should be listed once. A separate cost estimate for each project should also be included.
 10. Mr. Crawford requested that ARCADIS make the following revisions to the project concept report:
 - Add the Georgia DOT project numbers on the title page. The Phase 1 Project Number is CM-0004-00(508) and the Phase 2 Project Number is CSSTP-0007-00(686).
 - Include a separate Need and Purpose Statement for each phase of the project.
 - Remove "landscaping" from the Need and Purpose Statement, as enhancements are a by-product of this project.
 - PDP Classification – This is a minor project.
 - Existing and proposed design features – Change "maximum degree of curvature" to "maximum radius" and add Bob Cox Road and West Sandtown Road to the list of major intersections.
 - Proposed typical section – Include the overall proposed shoulder width and note that the existing sidewalk is being retained where applicable.
 - Proposed maximum grade mainline – List maximum grade for trails.
 - Right-of-way – Permanent easements are to be used unless Cobb County submits a letter stating it agrees to purchase temporary easements for this project.
 - Utility involvements – Note the names of utility companies along the project corridor.
 - Project responsibilities – List ARCADIS instead of "Consultant," list Cobb County instead of "utility owners." The letting to contract and supervision of construction will be the responsibility of Cobb County.
 - This meeting is the Concept Team Meeting.
 - Local government comments – Change to "none."
 - Scheduling – Revise the time for the environmental process to nine months and the time to purchase right-of-way to 18 months.
 - Attachment 1 – Correct the project number on the cost estimate and in the heading of the concept report.

ARCADIS

- Score sheet – Do not attach.
11. Revise the concept report for Phase 2 in accordance with the above comments or combine them depending on additional direction from Mr. Crawford (see item 8 above).
 12. Mr. Crawford requested that ARCADIS complete the Local Government Project Development Schedule form for this project. He will provide ARCADIS with an electronic copy of the form.