

ORIGINAL TO GENERAL FILES

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

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

**FILE** P.I. #0009211  
CSCMQ-0009-00(211)  
Cobb County  
SR 280 @ SR 5

**OFFICE** Design Policy & Support

**DATE** December 28, 2010

**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:

Bobby Hilliard, State Program Delivery Engineer  
Genetha Rice-Singleton, Program Control Administrator  
Glenn Bowman, State Environmental Administrator  
Kathy Zahul, State Traffic Engineer  
Ron Wishon, State Project Review Engineer  
Jeff Baker, State Utilities Engineer  
Bryant Poole, District Engineer  
Jonathan Walker, District Utilities Engineer  
Angela Robinson, Financial Management Administrator  
Cindy VanDyke, State Transportation Planning Administrator  
David Norwood, Project Manager

BOARD MEMBER - 13th Congressional District

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

PROJECT CONCEPT REPORT  
Project Number: CSCMQ-0009-00(211)  
County: Cobb  
P. I. Number: 0009211

Federal Route Number: N/A  
State Route Number: SR 280 (South Cobb Drive)  
State Intersecting Route: SR 5 (Austell Road)  
South Cobb Drive (SR 280) at Austell Road (SR 5)

Submitted for approval:

DATE 10/29/10

DATE 10/29/10

DATE 11/8/10

DATE 11/8/10

Recommendation for approval:

DATE \_\_\_\_\_

DATE 11/22/10

DATE 11/19/10

DATE 11/10/10

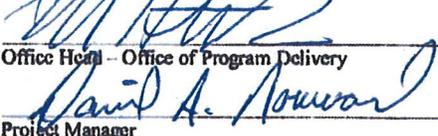
DATE \_\_\_\_\_

DATE \_\_\_\_\_

DATE \_\_\_\_\_

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

DATE 11/14/10

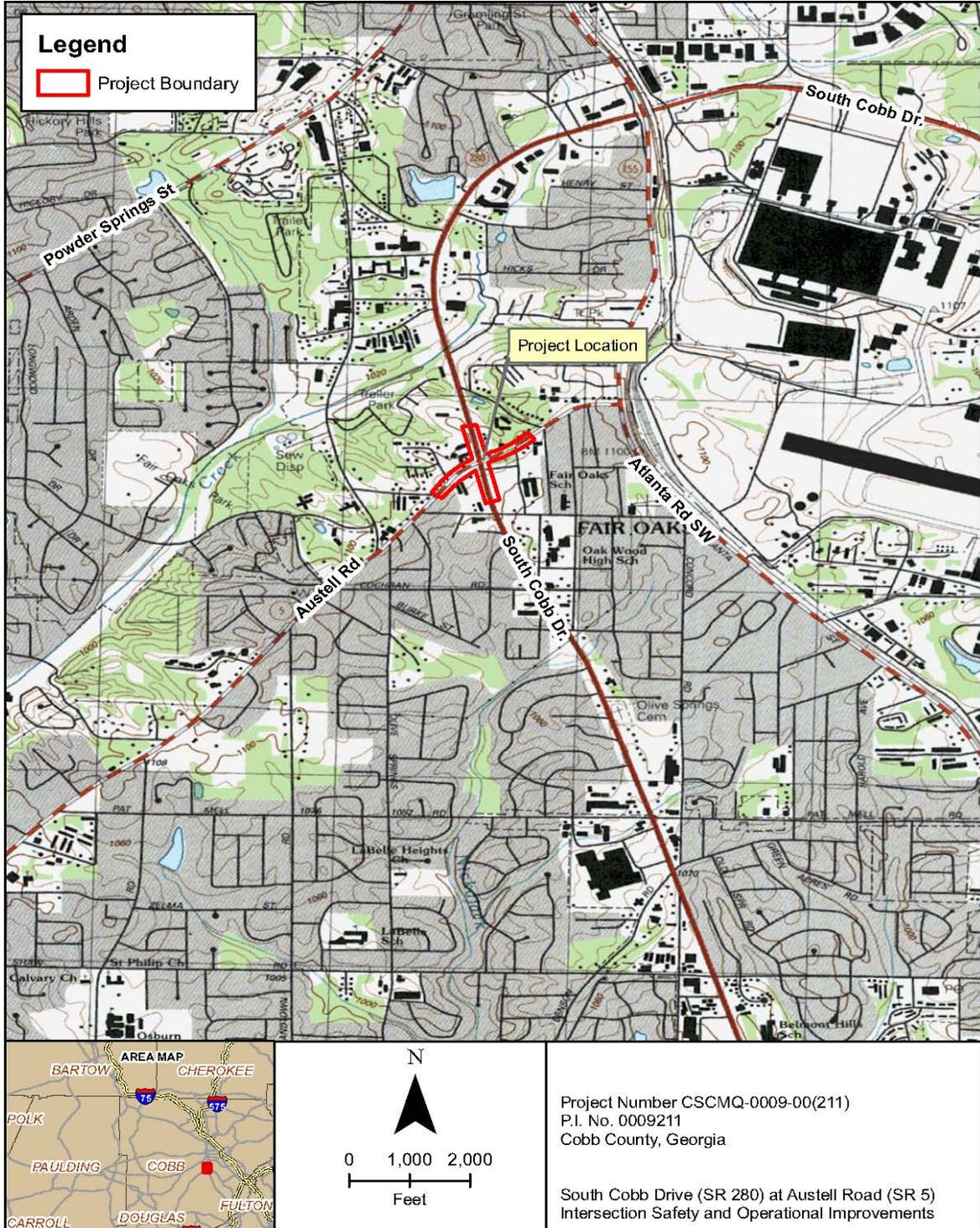
  
\_\_\_\_\_  
Kimley-Horn and Associates, Inc.  
  
\_\_\_\_\_  
Cobb County Department of Transportation  
  
\_\_\_\_\_  
Office Head - Office of Program Delivery  
Project Manager

\_\_\_\_\_  
Program Control Administrator  
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\_\_\_\_\_  
State Environmental Administrator  
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State Traffic Engineer  
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Project Review Engineer  
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State Utilities Engineer  
\_\_\_\_\_  
District Engineer / District Utilities Engineer  
\_\_\_\_\_  
State Transportation Financial Management Administrator

 For  
\_\_\_\_\_  
State Transportation Planning Administrator

\* Recommendations on file. KKF

### PROJECT LOCATION MAP



**Need and Purpose:** The need for improvements at the intersection of South Cobb Drive/SR 280 and Austell Road/SR 5 is due to the volume of traffic that utilizes the intersection. The existing average daily traffic (ADT) in vehicles per day (VPD) is 41,140 VPD. It is estimated that by the design year, 2034, the ADT will have risen by more than 10,000 vehicles to 55,440 VPD. The existing level-of-service (LOS) rating of the intersection is LOS D. By the project's design year, 2034, the LOS rating for the No-Build option will have dropped to LOS F for the AM Peak Hours and LOS E for the PM Peak Hours. This anticipated congestion with the No-Build scenario would have an impact on air quality in this area, indicating a need for the project. If the proposed design improvements are implemented, the project's Design Year (2034) LOS would not drop below LOS D.

The Georgia Department of Transportation (GDOT) three-year crash data, 2006 through 2008, indicated a total of 214 accidents at this intersection. Rear end collisions were the most common, angled collisions were the second most common. While the three-year trend shows that there are slightly fewer crashes each year, the numbers are still high enough to demonstrate a need for improved operations for motorists and pedestrians.

Congestion Mitigation and Air Quality (CMAQ) federal funding set aside for air quality improvements will be used to implement design changes on this project. Air quality at intersections worsens the longer vehicles are idle, queued up in the travel lanes (LOS E and LOS F). The purpose for this project is to reduce congestion and improve operations at this intersection by providing additional turn lanes and through lanes, traffic signal modifications, and bringing the intersection up to American with Disabilities Act (ADA) standards.

**Description of the proposed project:** Project CSCMQ-0009-00(211) consists of intersection operational improvements at the intersection of South Cobb Drive/SR 280 at Austell Road/SR 5 (see Project Location Map). CMAQ federal funding set aside for air quality improvements will be used to implement this project. South Cobb Drive at Austell Road is located west of Dobbins Air Force Base in central Cobb County. South Cobb Drive currently exists as two through lanes in each direction with a center two-way left turn lane that changes to a designated left turn as it approaches the intersection. The southbound approach has a right-turn lane as well. The westbound approach of Austell Road consists of an approaching through-right lane, a center left turn lane, and a through lane leaving the intersection. The eastbound approach is comprised of a left-turn lane, a through-left lane, and a right turn lane. Leaving the intersection are two through lanes, the outside forming a free-flow right turn lane off of South Cobb Drive southbound. The project would consist of realigning Austell Road slightly north of its current traffic pattern, and would construct additional left-turning lanes on the west side of Austell Road. Additionally, a right turn lane is proposed to be added to the northbound approach along South Cobb Drive. Design improvements to this intersection would include provisions for large trucks, and ADA-compliant pedestrian facilities along all four legs of the intersection. The logical termini limits of the project would be 310 feet south and 0

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feet north along South Cobb Drive from the intersection (as measured from the proposed radius return). Along Austell Road, the project would be 610 feet to the west and 700 feet to the east. The total proposed project length is approximately 1,510 feet (0.29 miles) along Austell Road and 480 feet (0.09 miles) along South Cobb Drive.

Is the project located in a PM 2.5 Non-attainment area?  Yes  No

Is this project located in an Ozone Non-attainment area?  Yes  No  
Exempt from conformity modeling.

PDP Classification: Major  Minor

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

**Functional Classification:**

South Cobb Drive (SR 280) Urban Minor Arterial  
Austell Road (SR 5) Urban Minor Arterial/Urban Collector

U. S. Route Number(s): N/A State Route Number(s): SR 280 & SR 5

**Traffic (ADT):**

SR 280 (South Cobb Drive) [North of SR 5]  
Base Year (2014): 36,420 Design Year (2034): 44,450

SR 5 (Austell Road) [West of SR 280]  
Base Year (2014): 24,400 Design Year (2034): 29,780

**Existing design features:**

**SR 280 (South Cobb Drive)**

- Typical Section: Two (2) 12-foot through lanes (each direction)  
One (1) 11-foot right-turn lane (SB approach only)  
One (1) 14-foot 2-way left-turn lane  
Converts to left-turn lane (each approach)  
2'-6" curb and gutter  
5'-0" sidewalk
- Posted speed: 45 mph
- Minimum radius for curve: N/A
- Maximum super-elevation rate for curve: N/A
- Maximum grade: 6.0% (+/-)
- Width of right-of-way: 200'

### SR 5 (Austell Road)

- Typical Section: 

One (1) 11-foot left-turn lane	(EB)
One (1) 12-foot shared through-left lane	(EB)
One (1) 12-foot right-turn lane	(EB)
Two (2) 12-foot through lanes	(WB)
<u>Raised 8-foot median</u>	
<u>2'-6" curb and gutter</u>	
<u>5'-0" sidewalk</u>	
- Posted speed : 45 mph
- Minimum radius for curve: 1,100' (+/-)
- Maximum super-elevation rate for curve: 5.8% (+/-)
- Maximum grade: 2.1% (+/-)
- Width of right-of-way: 112'
- Major structures: None

### Austell Road

- Typical Section: 

Two (2) 12-foot through lanes	
One (1) 10-foot left-turn lane	(WB)
<u>2'-0" curb and gutter (northern shoulder)</u>	
<u>2'-0" rural shoulder (southern shoulder)</u>	
- Posted speed : 35 mph
- Minimum radius for curve: 1,200' (+/-)
- Maximum super-elevation rate for curve: 3.5% (+/-)
- Maximum grade: 2.7% (+/-)
- Width of right-of-way: Varies 40' to 50'
- Major structures: None
- Major interchanges or intersections along the project: This project is located at a major signalized intersection, approximately MP 10.6 along SR 5 (Austell Road).
- Existing Length of Roadway Segment:
  - SR280/South Cobb Drive: 370' (approx. MP 8.1 to 8.2)
  - SR5/Austell Road: 720' (approx. MP 10.5 to 10.6)
  - SR5/SR280/South Cobb Drive: 110' (approx. MP 10.6 to 10.6)
  - Austell Road: 800' (approx. MP 0.0 to 0.2)
- A Cobb County-owned closed circuit television camera is located in the northwest quadrant of the intersection of SR280 (South Cobb Drive) and SR5 (Austell Road).

**Proposed Design Features:**

**SR 280 (South Cobb Drive)**

- Proposed typical Section(s): Two (2) 12-foot through lanes (each direction)  
One (1) 14-foot 2-way left-turn lane  
Converts to left-turn lane (each approach)  
One (1) 12-foot right-turn lane (SB approach)  
**One (1) 12-foot right-turn lane (NB approach)**  
2'-6" curb and gutter  
5'-0" to 7'-0" sidewalk (SB side only)  
**12'-0" urban shoulder, consisting of:**  
**2'-6" curb and gutter (NB side only)**  
**5'-0" sidewalk (NB side only)**
- Proposed Design Speed Mainline: 45 mph
- Proposed Maximum grade Mainline: Match Existing (6.0% (+/-))
- Maximum grade allowable: 7% (urban arterial/rolling terrain/45 mph)
- Proposed Maximum grade driveway: N/A
- Proposed Minimum radius of curve: N/A
- Minimum radius allowable: 643 ft
- Maximum allowable superelevation rate: 6.0%
- Proposed maximum superelevation rate: N/A

**SR 5 (Austell Road)**

- Proposed Typical Section(s): **Two (2) 11-foot left-turn lanes (EB)**  
**One (1) 11-foot through lane (EB)**  
One (1) existing 12-foot right-turn lane (EB)  
**Two (2) 11-foot through lanes (WB)**  
**12'-0" urban shoulder (northern shoulder),**  
**consisting of:**  
**2'-6" curb and gutter**  
**5'-0" sidewalk**
- Proposed Design Speed Side Street: 45 mph
- Proposed Maximum grade Side Street: Match Existing (2.1% (+/-))
- Maximum grade allowable: 7% (urban arterial/rolling terrain/45 mph)
- Proposed Maximum grade Pair Street: 12%
- Maximum grade allowable: 12% (local urban street/rolling terrain/25mph)
- Proposed Maximum grade driveway: 15%
- Proposed Minimum radius of curve: 1,150 ft
- Minimum radius allowable: 643 ft
- Maximum allowable superelevation rate: 6.0%
- Proposed maximum superelevation rate: approx. 6.9% (match exist.)

**Austell Road**

- Proposed Typical Section(s): Two (2) 11-foot through lanes  
One (1) 11-foot left-turn lane (WB)  
10'-0" urban shoulders, consisting of:  
2'-6" curb and gutter  
5'-0" sidewalk
- Proposed Design Speed Side Street: 35 mph
- Proposed Maximum grade Side Street: Match Existing (2.1% (+/-))
- Maximum grade allowable: 10% (urban collector street/rolling terrain/35 mph)
- Proposed Maximum grade driveway: 15%
- Proposed Minimum radius of curve: 1,150 ft
- Minimum radius allowable: 340 ft
- Maximum allowable superelevation rate: 6.0%
- Proposed maximum superelevation rate: approx. 5.3% (match exist.)
- Right-of-Way
  - Width:
    - SR280 (South Cobb Drive): Match Existing (200')
    - SR5 (Austell Road): Varies; additional 0' to 16'
    - Austell Road: Varies; additional 0' to 24'
  - Easements: Temporary (X) Permanent (X) Utility ( )  
Other ( )
  - Type of access control: Full ( ) Partial ( ) By Permit (X)  
Other ( )
  - Number of parcels: 9 Number of displacements:
    - Business: 0
    - Residences: 0
    - Mobile homes: 0
    - Other: 0
- Structures:
  - Bridges: None
  - Retaining walls: None
- Major intersections and interchanges: This project is located at a major signalized intersection, approximately MP 9.89 along SR 5 (Austell Road).

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- A 4-foot tall black iron fence is proposed to be placed inside the existing right-of-way and adjacent to the Maloney Springs Cemetery, beginning at a point approximately 120' south of the intersection of SR280 (South Cobb Drive) and Austell Road, running along the southern shoulder of Austell Road, and terminating at the radius return tie-in with Reed Road. The fence is proposed to be located over 30 feet from the proposed edge of pavement along SR 280 and just behind the sidewalk along Austell Road. The purpose of the fence is to discourage pedestrians and Cobb County Transit bus riders from accessing the cemetery.
- The existing Cobb County-owned closed circuit television camera will need to be relocated inside of the existing/proposed right-of-way in the northwest quadrant of the intersection of SR280 (South Cobb Drive) and SR5 (Austell Road). ATMS plans will be included in the construction plan set.

• 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)	( )
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 Exceptions:
  - Length of curve less than 15 times the design speed in mph. This design criteria is stated under the “General Controls for Horizontal Alignment” section, Chapter 3, pp. 229-230 of the AASHTO publication “*A Policy on Geometric Design of Highways and Streets, 2004.*” The proposed alignment for SR5 (Austell Road) includes a curve approximately 607 ft. in length, which is less than the 675 ft. length required. The proposed horizontal curve represents a best-fit of the existing alignment altered to allow for the necessary roadway improvements while minimizing impacts to adjacent properties.
- Design Variances: None
- Environmental concerns:
  - Hazardous material sites
  - Existing cemetery (Maloney Springs Cemetery)

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County: Cobb

- Two residences along Austell Road that are potentially eligible for National Register recommendation
- Anticipated Level of environmental analysis:
  - Are Time Savings Procedures appropriate? Yes (X), No ( ),
  - Categorical exclusion anticipated (X),
  - Environmental Assessment/Finding of No Significant Impact (FONSI) ( ), or
  - Environmental Impact Statement (EIS) ( ).
- Utility involvements
  - Utility facilities located within the project limits include:
    - Atlanta Gas Light
    - AT&T Southeast Network
    - Cobb County Water and Sewer
    - Cobb County DOT – Traffic Signals (Fiber)
    - Comcast Cable
    - Georgia Power Company
    - Qwest, Inc.
  - Cobb County Utility Coordinator and District 7 Utilities Engineer to Assist
- VE Study Anticipated: Yes ( ) No (X)
- Benefit/Cost Ratio: N/A

**Project Cost Estimate and Funding Responsibilities:**

	<b>PE</b>	<b>ROW</b>	<b>Utility</b>	<b>CST</b>	<b>Mitigation</b>
<b>By Whom</b>	Cobb County (Kimley-Horn)	Cobb County	Cobb County	Cobb County/GDOT	N/A
<b>\$ Amount</b>	\$219,785.77	\$750,700	\$62,000	\$896,687*	N/A

\*CST Cost includes: Construction, Engineering and Inspection, Fuel Cost Adjustment, and Asphalt Cement Cost Adjustment

**Project responsibilities:**

- Design: Cobb County (Project No. TR 437) Consultant (Kimley-Horn and Associates, Inc.)
- Right-of-Way Acquisition: Cobb County Dept of Transportation
- Right-of-Way funding (real property): Cobb County Dept of Transportation
- Relocation of Utilities: Cobb County Dept of Transportation/Utility Owners
- Letting to contract: Georgia Dept of Transportation
- Supervision of construction: Georgia Dept of Transportation
- Providing material pits: Contractor as specified in contract

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- Providing detours: N/A
- Environmental Studies/Documents/Permits: Cobb County Dept of Transportation  
Consultant (Kimley-Horn and Associates, Inc.)
- Environmental Mitigation: N/A

### Coordination

- Local Concept Meeting date and brief summary: A local concept team meeting was held on January 28, 2010 between Cobb County and Kimley-Horn. Meeting minutes are attached.
- Concept meeting date and brief summary: September 14, 2010. A concept team meeting was held at GDOT's District Seven Area Two Office in Marietta. See the attached minutes for summary and details.
- P A R meetings, dates and results: N/A
- FEMA, USCG, and/or TVA: N/A
- Public involvement: Public Information Open House - TBD
- Local Government Commitments: The local government (Cobb County) will be 100% responsible for PE, relocation of utilities and ROW. Cobb County responsible for 20% of CONST. GDOT will let the project to construction. PFA was executed by Cobb County and GDOT on July 8, 2010.
- Other projects in the area: PI M003944 Resurfacing; SR 5 (Austell Rd) from SR 280 (S Cobb Dr) to Pearl St; CONST scheduled complete April 2010  
PI 752760 Widening; SR 280 (S Cobb Dr) from Bolton Rd to Atlanta Rd; LONG RANGE  
PI 0004405 Intersection Impvmt; SR 5 (Austell Rd) at 6 Locations Btwn Clay Rd to Sandtown Rd; CONST scheduled complete March 2010
- Railroads: N/A
- Other coordination to date. Coordination with Cobb County and GDOT on the permits/site plans of adjacent QuikTrip re-development site (NW corner of intersection).

### Scheduling – Responsible Parties' Estimate

- Time to complete the environmental process: Begin: 10/2009 End: 02/2011
- Time to complete preliminary construction plans: Begin: 12/2010 End: 03/2011
- Time to complete right-of-way plans: Begin: 04/2011 End: 06/2011
- Time to complete the Section 404 Permit: N/A

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- Time to complete final construction plans: Begin: 04/2011 End: 06/2011
- Time to complete to purchase right-of-way: Begin: 06/2011 End: 12/2012
- List other major items that will affect the project schedule:
  - Utility relocations: (Utility Owners/Cobb County to assist)

**Other alternates considered:**

- (1) Construct the proposed improvements to the intersection of SR 280 (South Cobb Drive) at SR5 (Austell Road).
- (2) No Build.

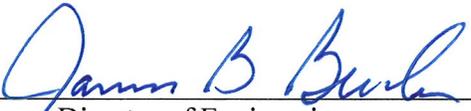
**Comments:**

Alternate (1) is recommended for this concept.

Alternate (2) is not recommended for this concept. The no-build alternate would not provide the needed level of service for the design year and would not meet the need and purpose of improving pedestrian facilities in the area, nor would the potential for air quality improvement occur.

**Attachments:**

1. Detailed Cost Estimates:
  - a. Construction including Engineering and Inspection.
  - b. Completed Fuel/Asphalt price adjustment form.
  - c. Right-of-Way.
  - d. Utilities.
2. Concept Layout.
3. Typical Sections.
4. Accident Summaries.
5. Traffic Diagrams.
6. Capacity Analysis Summary.
7. Minutes of Concept Meetings.
8. PFA.
9. Need and Purpose Statement.

Concur:   
Director of Engineering

Approve:   
Chief Engineer

Date: 12/22/2010

**Construction Cost Estimate - Concept Level**

South Cobb Drive (SR280) at Austell Road (SR5)

PI No. 0009211, Cobb Co. #TR437

Prepared by Kimley-Horn and Associates, Inc. - June 28, 2010

ITEM #	ITEM DESCRIPTION	UNITS	QUANTITY	UNIT PRICE	COST
	ROADWAY ITEM				
150-1000	TRAFFIC CONTROL - PROJECT NO. CSCMQ-0009-00(211)	LS	LUMP	25000.00	25000.00
210-0100	GRADING COMPLETE - PROJECT NO. CSCMQ-0009-00(211)	LS	LUMP	125000.00	125000.00
310-1101	GR AGGR BASE CRS, INCL MATL	TN	2100	14.87	31227.00
318-3000	AGGREGATE SURFACE COURSE	TN	200	16.89	3378.00
402-3121	RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	TN	690	54.01	37266.90
402-3130	RECYCLED ASPH CONC 12.5 MM SUPERPAVE, GP 2 ONLY, INCL BITUM MATL & H LIME	TN	900	59.87	53883.00
402-3190	RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	TN	275	58.00	15950.00
413-1000	BITUM TACK COAT	GL	475	1.73	821.75
432-5010	MILL ASPH CONC PVMT, 1 1/2 IN DEPTH	SY	7800	1.25	9750.00
441-0104	CONC SIDEWALK, 4 IN	SY	1900	23.64	44916.00
441-0740	CONC MEDIAN, 4 IN	SY	400	22.55	9020.00
441-4020	CONC VALLEY GUTTER, 6 IN	SY	350	35.26	12341.00
441-6022	CONC CURB & GUTTER, 6 IN X 30 IN, TP 2	LF	3300	11.58	38214.00
441-6720	CONC CURB & GUTTER, 6 IN X 30 IN, TP 7	LF	950	21.00	19950.00
446-1100	PVMT REINF FABRIC STRIPS, TP 2, 18 INCH WIDE	LF	2600	3.01	7826.00
500-9999	CLASS B CONC. BASE OR PVMT WIDENING	CY	70	157.93	11055.10
643-8300	ORNAMENTAL FENCE	LF	630	57.17	36017.10
702-0001	MISCELLANEOUS LANDSCAPING	LS	1	20000.00	20000.00
				SECTION SUB TOTAL	\$501,615.85
	PERMANENT EROSION CONTROL				
603-2181	STN DUMPED RIP RAP, TP 3, 18 IN	SY	10	32.31	323.10
603-7000	PLASTIC FILTER FABRIC	SY	10	3.36	33.60
700-6910	PERMANENT GRASSING	AC	2	667.95	1335.90
700-7000	AGRICULTURAL LIME	TN	3	52.94	158.82
700-7010	LIQUID LIME	GL	4	15.90	63.60
700-8000	FERTILIZER MIXED GRADE	TN	2	360.45	720.90
700-8100	FERTILIZER NITROGEN CONTENT	LB	75	2.22	166.50
				SECTION SUB TOTAL	\$2,802.42
	TEMPORARY EROSION CONTROL				
163-0232	TEMPORARY GRASSING	AC	1	291.16	291.16
163-0240	MULCH	TN	38	141.98	5395.24
163-0300	CONSTRUCTION EXIT	EA	3	932.66	2797.98
163-0550	CONSTRUCT AND REMOVE INLET SEDIMENT TRAP	EA	15	145.08	2176.20
165-0010	MAINTENANCE OF TEMPORARY SILT FENCE, TP A	LF	3300	0.43	1419.00
165-0101	MAINTENANCE OF TEMPORARY CONSTRUCTION EXIT	EA	3	432.20	1296.60
165-0105	MAINTENANCE OF INLET SEDIMENT TRAP	EA	15	52.50	787.50
167-1000	WATER QUALITY MONITORING AND SAMPLING	EA	2	409.97	819.94
167-1500	WATER QUALITY INSPECTIONS	MO	24	508.17	12196.08
171-0010	TEMPORARY SILT FENCE, TP A	LF	6600	1.31	8646.00
				SECTION SUB TOTAL	\$35,825.70
	SIGNING & MARKING				
636-1033	HIGHWAY SIGNS, TP1 MATL, REFL SHEETING, TP 9	SF	160	18.17	2907.20
636-2070	GALV STEEL POSTS, TP 7	LF	150	6.93	1039.50
639-4003	STRAIN POLE, TP III	EA	2	5370.73	10741.46
639-4004	STRAIN POLE, TP IV	EA	1	5388.00	5388.00
647-1000	TRAFFIC SIGNAL INSTALLATION NO - 1	LS	1	125000.00	125000.00
653-0120	THERMOPLASTIC PVMT MARKING, ARROW, TP 2	EA	12	68.70	824.40
653-1501	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN. WHITE	LF	1250	0.31	387.50
653-1502	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN. YELLOW	LF	1000	0.33	330.00
653-1704	THERMOPLASTIC SOLID TRAF STRIPE, 24 IN. WHITE	LF	120	3.59	430.80
653-1804	THERMOPLASTIC SOLID TRAF STRIPE, 8 IN. WHITE	LF	1400	1.69	2366.00
653-3501	THERMOPLASTIC SKIP TRAF STRIPE, 5 IN. WHITE	GLF	1200	0.22	264.00
653-6004	THERMOPLASTIC TRAF STRIPING, WHITE	SY	700	2.55	1785.00
653-6006	THERMOPLASTIC TRAF STRIPING, YELLOW	SY	20	2.65	53.00
936-1000	CCTV SYSTEM	EA	1	4800.00	4800.00
				SECTION SUB TOTAL	\$156,316.86
	DRAINAGE ITEMS				
550-1180	STORM DRAIN PIPE, 18 IN, H 1-10	LF	1500	29.13	43695.00
550-4218	FLARED END SECTION 18 IN, STORM DRAIN	EA	1	445.27	445.27
668-1100	CATCH BASIN, GP 1	EA	15	2117.93	31768.95
				SECTION SUB TOTAL	\$75,909.22

TOTAL \$772,470.05

SUBTOTAL CONSTRUCTION COST

\$772,470

E & I RATE 5.0%

\$38,624

TOTAL CONSTRUCTION COST

\$811,094

P.I. Number **#0009211**

County **Cobb**

Project Number **CSCMQ-0009-00(211)**

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

ENTER FPL DIESEL	2.926
ENTER FPM DIESEL	6.584

ENTER FPL UNLEADED	2.608
ENTER FPM UNLEADED	5.868

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

<b>INCREASE ADJUSTMENT</b>
<b>125.00%</b>

<b>INCREASE ADJUSTMENT</b>
<b>125.00%</b>

ROADWAY ITEMS	QUANTITY	DIESEL FACTOR	GALLONS DIESEL	UNLEADED FACTOR	GALLONS UNLEADED	REMARKS
Excavations paid as specified by Sections 205 (CUBIC YARD)	1600.000	0.29	464.00	0.15	240.00	
Excavations paid as specified by Sections 206 (CUBIC YARD)		0.29		0.15		
GAB paid as specified by the ton under Section 310 (TON)	2100.000	0.29	609.00	0.24	504.00	
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)	1865.000	2.90	5408.50	0.71	1324.15	
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		

<b>SUM QF DIESEL=</b>	<b>6481.50</b>	<b>SUM QF UNLEADED=</b>	<b>2068.15</b>
-----------------------	----------------	-------------------------	----------------

<b>DIESEL PRICE ADJUSTMENT(\$)</b>	<b>\$21,809.60</b>
<b>UNLEADED PRICE ADJUSTMENT(\$)</b>	<b>\$6,202.80</b>



# 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

<b>125.00%</b>	<b>INCREASE ADJUSTMENT</b>
----------------	----------------------------

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 64-22*	475
TMT =		<input style="width: 100px;" type="text" value="2.0402"/>
REMARKS:		

<b>MONTHLY PRICE ADJUSTMENT(\$)</b>	<b>\$1,206.97</b>
-------------------------------------	-------------------

## ADJUSTMENT SUMMARY

FUEL PRICE ADJUSTMENT (*ENGLISH 125% MAX*)

DIESEL PRICE ADJUSTMENT(\$) \$21,809.60

UNLEADED PRICE ADJUSTMENT(\$) \$6,202.80

ASPHALT CEMENT PRICE ADJUSTMENT (*BITUMINOUS TACK COAT 125% MAX*) \$1,206.97

400 / 402 ASPHALT CEMENT PRICE ADJUSTMENT *125% MAX* \$55,166.70

ASPHALT CEMENT PRICE ADJUSTMENT FOR BITUMINOUS TACK COAT(*Surface Treatment 125% MAX*) \$1,206.97

REMARKS:

<b>TOTAL ADJUSTMENTS</b>	<b>\$85,593.03</b>
--------------------------	--------------------

# PRELIMINARY RIGHT-OF-WAY COST ESTIMATE

**Date:** 11-Mar-10  
**Project:** South Cobb Drive @ Austell Road  
**Existing/Required R/W:**  
**Project Termini:**  
**Project Description:** Intersection Improvement

**Project Number:** TR437  
**No. Parcels:** 4

<b>Land</b>	Area					
	Commercial : 8,400 s.f.	@	\$14.00 s.f. (average)		\$	118,000.00
	Q-T		\$20.00 s.f.			
	Waffle House		\$14.00 s.f.			
	Church		\$ 8.00 s.f.			
	Residential 650 s.f.	@	\$ 3.00 s.f.			2,000.00
<b>Esm'ts</b>	23,000 s.f.	@	\$14.00 s.f.	@	20%	64,400.00
	17,000 s.f.	@	\$17.00 s.f.	@	20%	57,800.00

**Improvements**

<b>Relocation</b>	Residential	@				N/A
	Commercial	@				N/A
						0.00

**Damages**

Proximity	@					
Consequential	@	100,000		\$0		100,000.00
Cost to Cure	@	\$40,000		\$0		40,000.00

<b>Net Cost</b>		342,200.00
<b>Scheduling Contingency</b>	55%	188,200.00
<b>Adm/Court Cost</b>	60%	205,300.00

**TOTAL COST** **\$ 750,700.00**

**Prepared By:** Janis Killian  
SPLOST Right-of-Way Program Manager

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

Rev. 2008

## Ergle, Kevin

---

**From:** Jordan, Scott [Scott.Jordan@cobbcounty.org]  
**Sent:** Wednesday, July 14, 2010 3:28 PM  
**To:** Ergle, Kevin  
**Subject:** FW: Concept Utility Report - TR437, CSCMQ-0009-00(211). PI0009211 Cobb County

FYI

**Scott H. Jordan, PE** | CCDOT Engineering Department |  
Please consider the environment before printing this email.

---

**From:** Rikard, Andy  
**Sent:** Wednesday, July 14, 2010 3:27 PM  
**To:** Jordan, Scott  
**Subject:** Concept Utility Report - TR437, CSCMQ-0009-00(211). PI0009211 Cobb County

South Cobb Drive (SR280) at Austell Road Utility Concept Report:

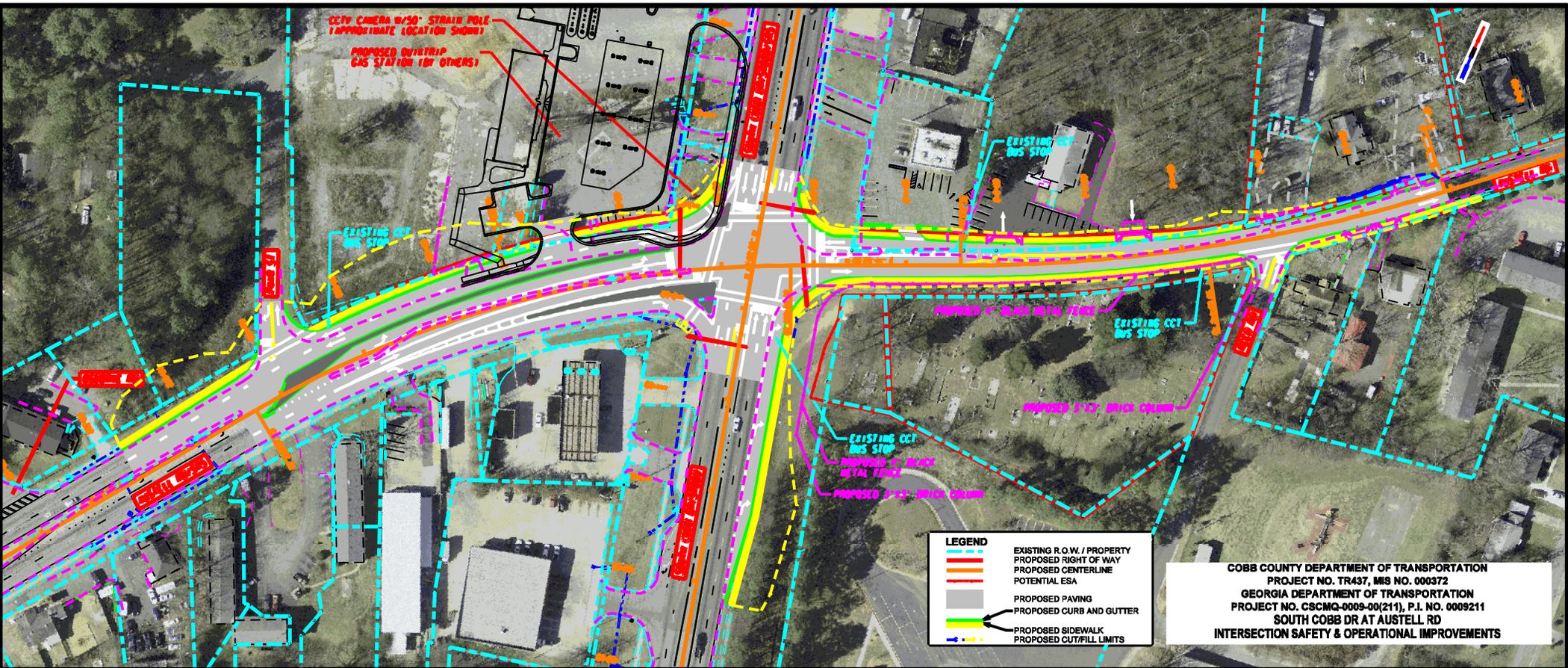
<u>Company</u>	<u>Relocation Cost</u>	<u>Reimbursement Cost</u>	<u>Comments</u>
Atlanta Gas Light Company adjustments	\$ 6,500.00	\$0.00	Medium pressure main/ services – minor
AT&T Network	\$56,000.00	\$0.00	Aerial & Underground Copper/ Fiber/ services
Cobb Water System adjustments	\$ 5,000.00	\$0.00	Distribution main and services – Minor
Comcast Cable	\$15,000.00	\$0.00	Aerial Coax/ Fiber
Georgia Power Company Underground/ services	\$62,000.00	\$62,000.00 *	Double Circuit Three Phase, Aerial/
Qwest	\$ 5,000.00	\$0.00	Underground Fiber – Minor adjustment
Total	<u>\$149,500.00</u>	<u>\$62,000.00 *</u>	*Prior Rights Research Required

- 1.) S.U.E. is not recommended for this project.
- 2.) The above is based on preliminary plan and utility information.

**Andy Rikard** | CCDOT Construction Department |  
[andy.rikard@cobbcounty.org](mailto:andy.rikard@cobbcounty.org) or [andy.rikard@arcadis-us.com](mailto:andy.rikard@arcadis-us.com)  
ARCADIS U.S., Inc. | 1890 County Services Pkwy | Marietta, GA 30008  
T. 770.528.3660 | C. 404.516.4443 | F. 770.528.2129  
[www.arcadis-us.com](http://www.arcadis-us.com)  
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*Cobb County...Expect The Best*

[www.cobbcounty.org](http://www.cobbcounty.org)



**LEGEND**

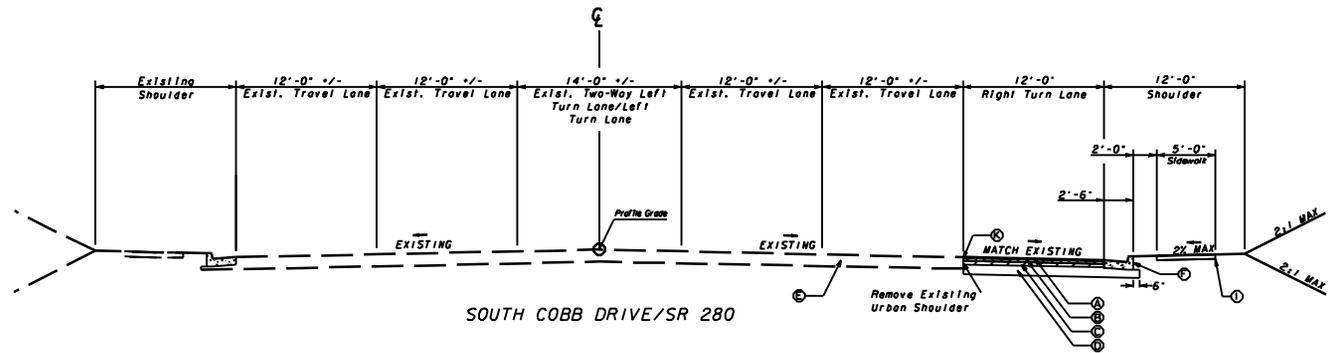
	EXISTING R.O.W. / PROPERTY
	PROPOSED RIGHT OF WAY
	PROPOSED CENTERLINE
	POTENTIAL ESA
	PROPOSED PAVING
	PROPOSED CURB AND GUTTER
	PROPOSED SIDEWALK
	PROPOSED CUT/FILL LIMITS

COBB COUNTY DEPARTMENT OF TRANSPORTATION  
 PROJECT NO. TR437, MIS NO. 000372  
 GEORGIA DEPARTMENT OF TRANSPORTATION  
 PROJECT NO. CSCMQ-0009-00(211), P.I. NO. 0009211  
 SOUTH COBB DR AT AUSTELL RD  
 INTERSECTION SAFETY & OPERATIONAL IMPROVEMENTS

**Kimley-Horn and Associates, Inc.**  
 Engineering, Planning, and Environmental Consultants  
 Suite 600, 3189 Holcomb Bridge Road  
 Norcross, Georgia 30071



DESIGN SPEED: SOUTH COBB DR, AUSTELL RD (WEST OF INT): 45 MPH  
 AUSTELL RD (EAST OF INT): 35 MPH



REQUIRED PAVEMENT	
ⓐ	1 1/2" RECYCLED ASPHALTIC CONCRETE 12.5 mm SUPERPAVE (165 LB/SY)
ⓑ	2" RECYCLED ASPHALTIC CONCRETE 19 mm SUPERPAVE (220 LB/SY)
ⓒ	4" RECYCLED ASPHALTIC CONCRETE 25 mm SUPERPAVE (440 LB/SY)
ⓓ	GRADED AGGREGATE BASE, 10"
ⓔ	EXISTING PAVEMENT-RETAIN
ⓕ	CURB AND GUTTER, 8" x 30" TP 2
ⓖ	CURB AND GUTTER, 8" x 30" TP 7
ⓗ	VARIABLE DEPTH MILLING
ⓓ	5" SIDEWALK (4" THICKNESS, TYP.)
ⓔ	GRADED AGGREGATE BASE, 6"
ⓕ	PAVEMENT REINFORCEMENT FABRIC

**Kimley-Horn  
 and Associates, Inc.**  
 Engineering, Planning, and Environmental Consultants  
 800, 3189 Holcomb Bridge Road  
 Norcross, Georgia 30071

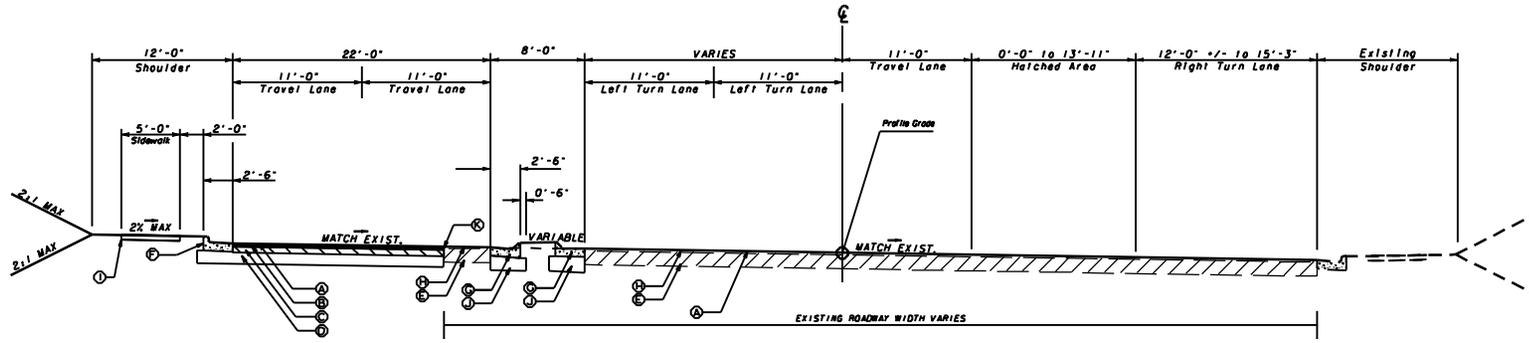
REVISION DATES	

COBB COUNTY  
 DEPARTMENT OF TRANSPORTATION

**TYPICAL SECTIONS**

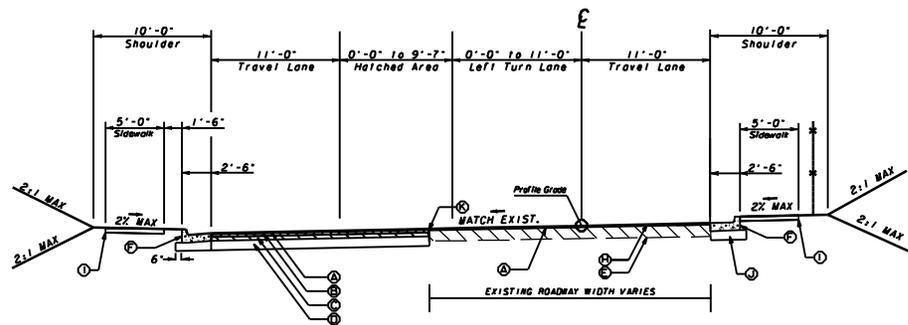
SOUTH COBB DR AT  
 AUSTELL RD - TR437

DRAWING No.  
 5-



AUSTELL ROAD/SR 5  
 (WEST OF INTERSECTION WITH SOUTH COBB DRIVE)

REQUIRED PAVEMENT	
1	1/4" RECYCLED ASPHALTIC CONCRETE 12.5 mm SUPERPAVE (165 LB/SY)
2	2" RECYCLED ASPHALTIC CONCRETE 19 mm SUPERPAVE (220 LB/SY)
3	4" RECYCLED ASPHALTIC CONCRETE 25 mm SUPERPAVE (440 LB/SY)
4	GRADED AGGREGATE BASE, 10"
5	EXISTING PAVEMENT-RETAIN
6	CURB AND GUTTER, 8" x 30" TP 2
7	CURB AND GUTTER, 8" x 30" TP 7
8	VARIABLE DEPTH MILLING
9	5" SIDEWALK (4" THICKNESS, TYP.)
10	GRADED AGGREGATE BASE, 6"
11	PAVEMENT REINFORCEMENT FABRIC



AUSTELL ROAD  
 (EAST OF INTERSECTION WITH SOUTH COBB DRIVE)

**Kimley-Horn and Associates, Inc.**  
 Engineering, Planning, and Environmental Consultants  
 800, 3189 Holcomb Bridge Road  
 Norcross, Georgia 30071

REVISION DATES

COBB COUNTY  
 DEPARTMENT OF TRANSPORTATION  
**TYPICAL SECTIONS**  
 SOUTH COBB DR AT  
 AUSTELL RD - TR437

### 3.0 ACCIDENT DATA

Accident data for the South Cobb Drive at Austell Road intersection was obtained from the Georgia Department of Transportation for the years 2006, 2007, and 2008. South Cobb Drive is classified by GDOT to be a Minor Arterial; Austell Road is classified by GDOT to be a Minor Arterial to the west of the study intersection, and a Collector to the east of the study intersection. **Table 3** summarizes the number of accidents, injuries, and fatalities for the study intersection in each year.

<b>Table 3: Georgia DOT Accident History (2006-2008) South Cobb Drive (SR 280) at Austell Road (SR 5) Intersection</b>									
<b>Year</b>	<b>Number of Accidents</b>	<b>Number of Injuries</b>	<b>Number of Fatalities</b>	<b>Rear End</b>	<b>Angle</b>	<b>Left-Turn / Opposing Through</b>	<b>Side swipe</b>	<b>Not A Collision With a Motor Vehicle</b>	<b>Head On</b>
2006	97	15	1	64	14	5	11	2	1
2007	61	13	0	45	5	5	5	1	0
2008	56	12	0	43	6	1	5	1	0
<b>Total</b>	<b>214</b>	<b>40</b>	<b>1</b>	<b>152</b>	<b>25</b>	<b>11</b>	<b>21</b>	<b>4</b>	<b>1</b>

The three-year accident data for this intersection indicates 214 total accidents with 40 total injuries and 1 fatality. Further analysis of the accident data reveals that during this 3-year period, 70% of accidents were rear-end, 12% of accidents were angle, 5% of accidents were left-turn/opposing through, 10% of accidents were sideswipe, 2% of accidents were not a collision with a motor vehicle, and 1% of accidents were head-on.

According to GDOT information, a fatality occurred on May 25, 2006 at 11:41 PM and involved a pedestrian. However, the Cobb County Department of Transportation has determined that this fatality actually occurred at the intersection of South Cobb Drive (SR 280) at Atlanta Road, approximately 1.5 miles away. Therefore, the fatality did not occur at this study intersection.

The calculated GDOT intersection accident rates are as follows:

- 2006 – 4.92 accidents per million entering vehicles
- 2007 – 3.40 accidents per million entering vehicles
- 2008 – 3.11 accidents per million entering vehicles

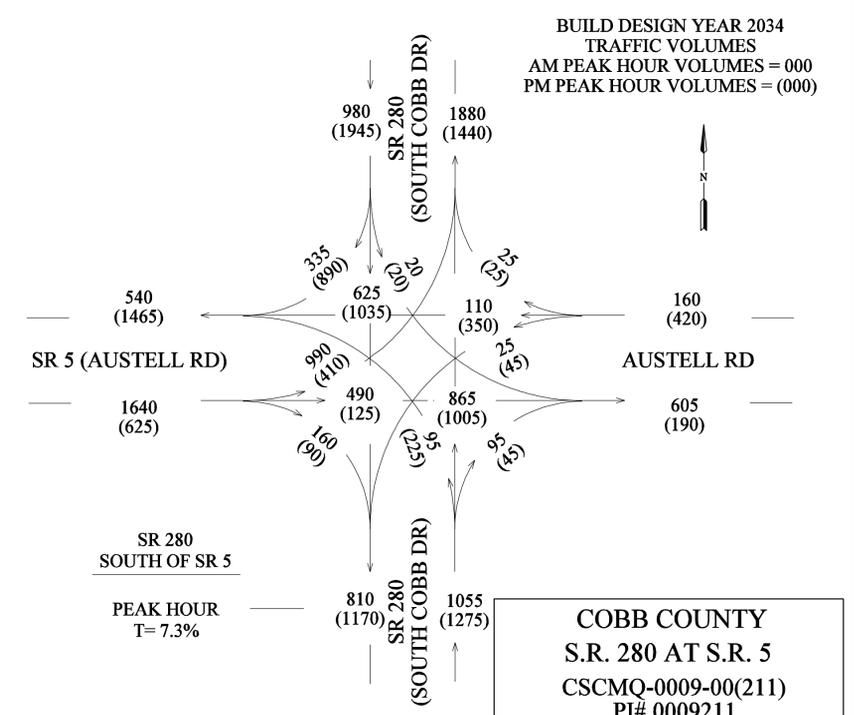
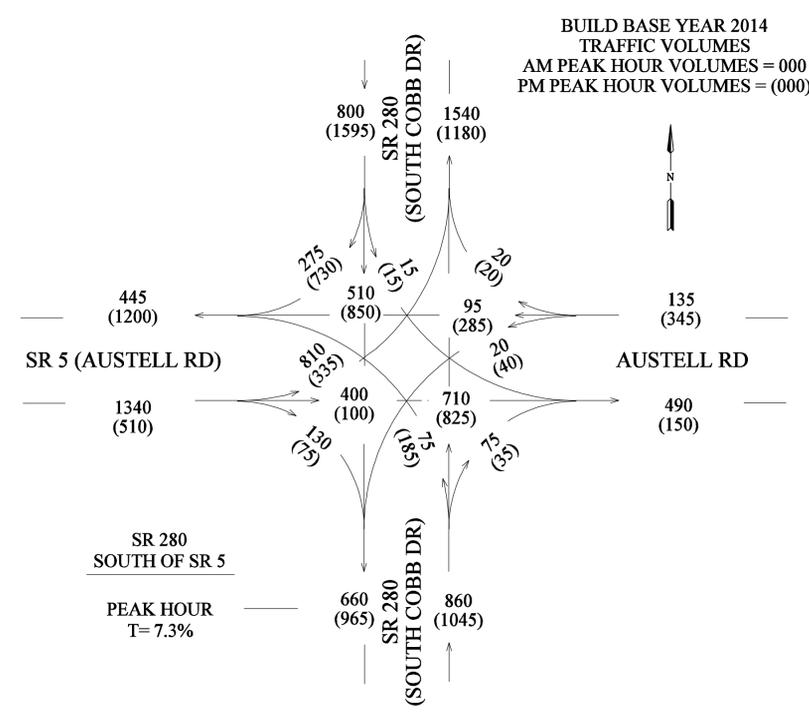
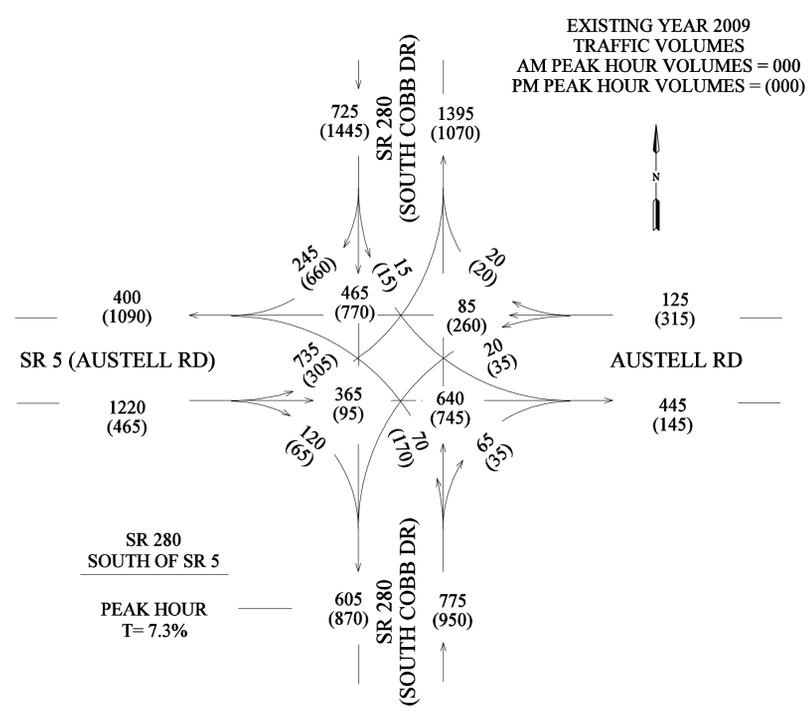
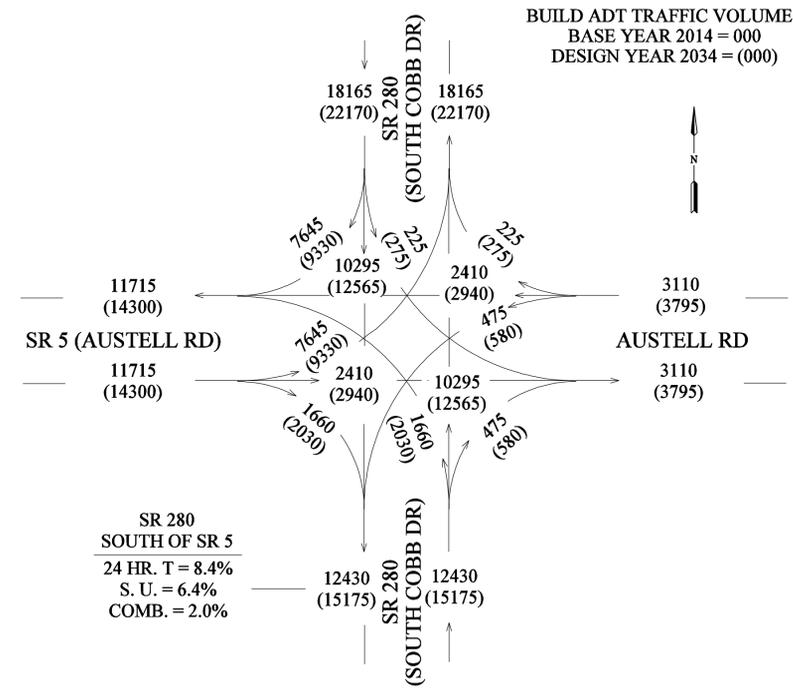
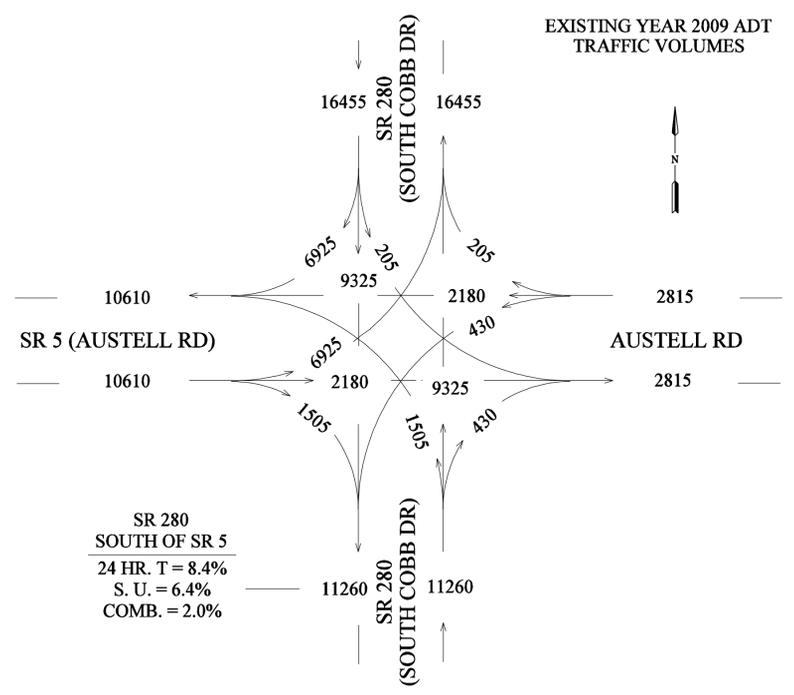
Accident data for the South Cobb Drive at Austell Road intersection was also obtained from the Cobb County Department of Transportation for the years 2006, 2007, and 2008. **Table 4** summarizes the number of accidents, injuries, and fatalities for the study intersection in each year.

<b>Table 4: Cobb County DOT Accident History (2006-2008) South Cobb Drive (SR 280) at Austell Road (SR 5) Intersection</b>									
<b>Year</b>	<b>Number of Accidents</b>	<b>Number of Injuries</b>	<b>Number of Fatalities</b>	<b>Rear End</b>	<b>Angle</b>	<b>Left-Turn / Opposing Through</b>	<b>Side swipe</b>	<b>Not A Collision With a Motor Vehicle</b>	<b>Head On</b>
2006	53	6	0	23	7	5	13	5	0
2007	45	10	0	32	3	5	2	3	0
2008	36	4	0	20	3	5	7	1	0
<b>Total</b>	<b>134</b>	<b>20</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>15</b>	<b>22</b>	<b>9</b>	<b>0</b>

The three-year accident data for this intersection indicates 134 total accidents with 20 total injuries and 0 fatalities. Further analysis of the accident data reveals that during this 3-year period, 56% of accidents were rear-end, 10% of accidents were angle, 11% of accidents were left-turn/opposing through, 16% of accidents were sideswipe, 7% of accidents were not a collision with a motor vehicle, and 0% of accidents were head-on.

The calculated Cobb County DOT intersection accident rates are as follows:

- 2006 – 2.69 accidents per million entering vehicles
- 2007 – 2.51 accidents per million entering vehicles
- 2008 – 2.00 accidents per million entering vehicles



**COBB COUNTY**  
 S.R. 280 AT S.R. 5  
 CSCMQ-0009-00(211)  
 PI# 0009211  
 11/09

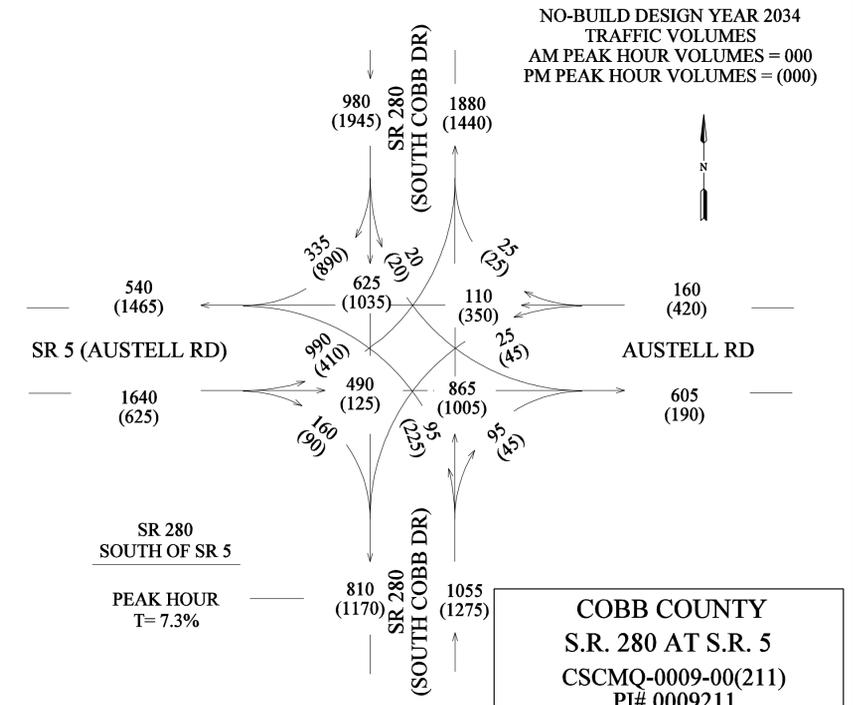
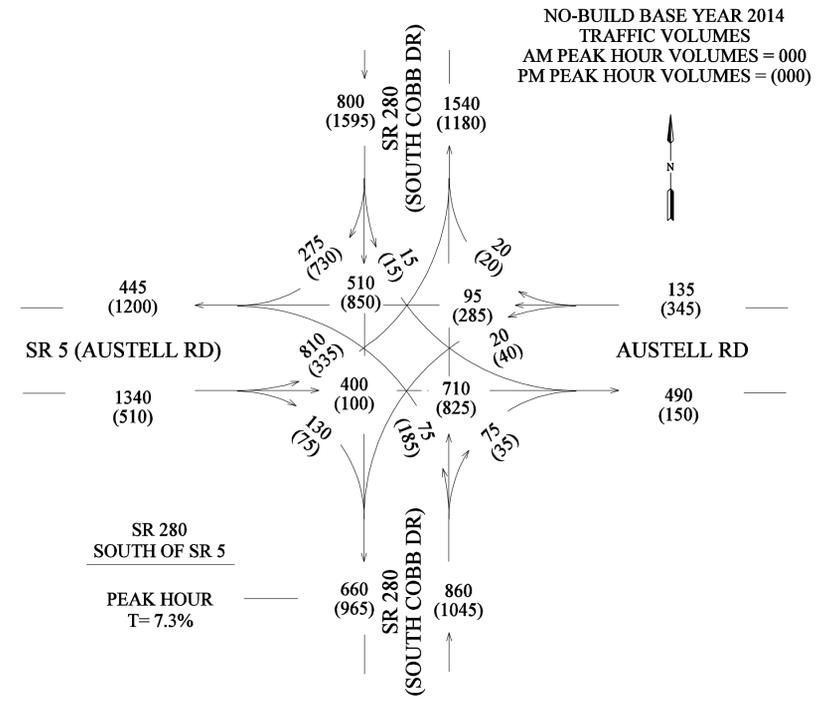
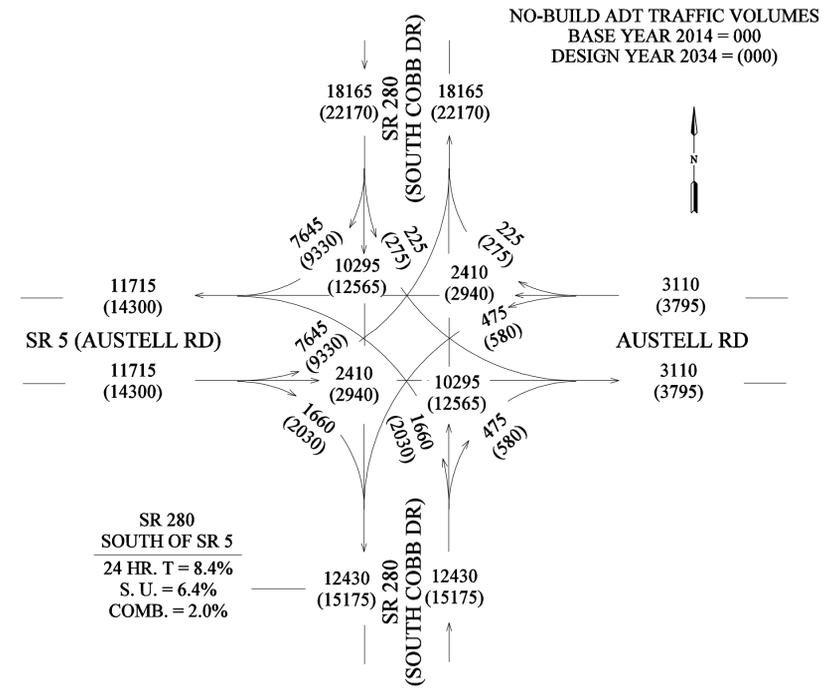
**Kimley-Horn and Associates, Inc.**  
 Engineering, Planning, and Environmental Consultants  
 Suite 600, 3169 Holcomb Bridge Road  
 Norcross, Georgia 30071

**TRAFFIC STUDY**  
 FIGURE 3

REVISION DATES

STATE OF GEORGIA  
 DEPARTMENT OF TRANSPORTATION  
 OFFICE: URBAN DESIGN  
**TRAFFIC DIAGRAM**  
 S. R. 280 AT S. R. 5

DRAWING No.  
**10-01**



COBB COUNTY  
 S.R. 280 AT S.R. 5  
 CSCMQ-0009-00(211)  
 PI# 0009211  
 11/09

**Kimley-Horn and Associates, Inc.**  
 Engineering, Planning, and Environmental Consultants  
 Suite 600, 3169 Holcomb Bridge Road  
 Norcross, Georgia 30071

TRAFFIC STUDY  
 FIGURE 3

REVISION DATES

STATE OF GEORGIA  
 DEPARTMENT OF TRANSPORTATION  
 OFFICE: URBAN DESIGN  
**TRAFFIC DIAGRAM**  
**S. R. 280 AT S. R. 5**

DRAWING No.  
**10-02**

#### 4.0 EXISTING YEAR 2009 TRAFFIC ANALYSIS

Existing Year 2009 conditions were analyzed for the South Cobb Drive at Austell Road intersection. Level of service determinations were made during the weekday AM and PM peak hours, and were based on Existing Year 2009 traffic conditions. **Figure 3** (located in the Appendix) illustrates the traffic volumes for the AM peak, PM peak, and 24-hour periods. Intersection analyses were performed using *Synchro Professional, Version 7.0* (signalization optimization and analysis program).

Level of service (LOS) is used to describe the operating characteristics of a road segment or intersection in relation to its capacity. LOS is defined as a qualitative measure that describes operational conditions and motorists perceptions with a traffic stream. The *Highway Capacity Manual* defines six levels of service, LOS A through LOS F, with A being the best and F the worst. Copies of the intersection capacity analyses are included in the Appendix.

Levels of service for signalized intersections are reported for individual movements as well as for the intersection as a whole. One or more movements at an intersection may experience a low level of service, while the intersection as a whole may operate acceptably.

**Table 5** summarizes the levels of service and delay in seconds (per vehicle) for the signalized study intersection under Existing Year 2009 conditions.

<b>Table 5 Level of Service Summary Existing Year 2009 South Cobb Drive at Austell Road</b>		
	<b>Overall LOS (Delay in Seconds)</b>	
	<b>AM Peak</b>	<b>PM Peak</b>
Eastbound Approach – Austell Road	D (47.1)	E (74.0)
Westbound Approach – Austell Road	E (71.3)	F (104.3)
Northbound Approach – South Cobb Drive	D (40.7)	C (20.1)
Southbound Approach – South Cobb Drive	D (46.8)	C (32.2)
<b>Overall Intersection</b>	<b>D (46.5)</b>	<b>D (42.2)</b>

## 5.0 NO-BUILD YEAR 2034 TRAFFIC ANALYSIS

Future background (No-Build) traffic is defined as expected traffic at the study intersection in the future years absent the construction and opening of the proposed intersection improvements. The No-Build Year 2034 traffic conditions were developed by applying a 2.0% annual growth rate for 5 years (year 2014) and a 1.0% annual growth rate for 20 years (year 2034). **Figure 3** (located in the Appendix) illustrates the traffic volumes for the AM peak, PM peak, and 24-hour periods.

**Table 6** summarizes the levels of service and delay in seconds (per vehicle) for the signalized study intersection under No-Build Year 2034 conditions.

<b>Table 6 Level of Service Summary No-Build Year 2034 South Cobb Drive at Austell Road</b>		
	<b>Overall LOS (Delay in Seconds)</b>	
	<b>AM Peak</b>	<b>PM Peak</b>
Eastbound Approach – Austell Road	D (51.0)	F (87.8)
Westbound Approach – Austell Road	E (72.3)	F (210.1)
Northbound Approach – South Cobb Drive	F (142.7)	D (38.5)
Southbound Approach – South Cobb Drive	F (99.3)	D (54.3)
<b>Overall Intersection</b>	<b>F (89.8)</b>	<b>E (70.0)</b>

## 6.0 BASE YEAR 2014 TRAFFIC ANALYSIS

The proposed intersection safety and operational improvements are expected to be constructed by the year 2014. The Base Year 2014 traffic conditions were developed by increasing the Existing Year 2009 peak hour traffic volumes at 2.0% per year for 5 years. **Figure 3** (located in the Appendix) illustrates the traffic volumes for the AM peak, PM peak, and 24-hour periods.

**Table 7** summarizes the levels of service and delay in seconds (per vehicle) for the signalized study intersection under Base Year 2014 conditions. These results assume completion of the improvements noted in Section 1.0 of this report and shown on Figure 2.

<b>Table 7 Level of Service Summary Base Year 2014 South Cobb Drive at Austell Road</b>		
	<b>Overall LOS (Delay in Seconds)</b>	
	<b>AM Peak</b>	<b>PM Peak</b>
Eastbound Approach – Austell Road	D (46.6)	E (64.8)
Westbound Approach – Austell Road	E (70.0)	F (80.2)
Northbound Approach – South Cobb Drive	C (29.5)	C (21.2)
Southbound Approach – South Cobb Drive	C (29.2)	C (29.7)
<b>Overall Intersection</b>	<b>D (38.6)</b>	<b>D (37.6)</b>

## 7.0 DESIGN YEAR 2034 TRAFFIC ANALYSIS

The proposed intersection safety and operational improvements are expected to be constructed by the year 2014, with a 20-year design horizon of year 2034. The Design Year 2034 traffic conditions were developed by increasing the Base Year 2014 peak hour traffic volumes at 1.0% per year for 20 years. **Figure 3** (located in the Appendix) illustrates the traffic volumes for the AM peak, PM peak, and 24-hour periods.

**Table 8** summarizes the levels of service and delay in seconds (per vehicle) for the signalized study intersection under Design Year 2034 conditions. These results assume completion of the improvements noted in Section 1.0 of this report and shown on Figure 2.

<b>Table 8 Level of Service Summary Design Year 2034 South Cobb Drive at Austell Road</b>		
	<b>Overall LOS (Delay in Seconds)</b>	
	<b>AM Peak</b>	<b>PM Peak</b>
Eastbound Approach – Austell Road	D (44.0)	F (87.6)
Westbound Approach – Austell Road	E (75.7)	F (139.2)
Northbound Approach – South Cobb Drive	D (39.9)	C (30.2)
Southbound Approach – South Cobb Drive	D (37.1)	D (39.0)
<b>Overall Intersection</b>	<b>D (42.6)</b>	<b>D (53.7)</b>

The results of the signalized queuing are summarized in **Table 9**. These results are only displayed for the Design Year 2034 conditions.

<b>Table 9</b> <b>Signalized Percentile Queuing</b> <b>Design Year 2034</b> <b>South Cobb Drive at Austell Road</b>					
<b>Movement</b>	<b>Existing Storage</b>	<b>AM Peak Hour 50<sup>th</sup> % Queue</b>	<b>PM Peak Hour 50<sup>th</sup> % Queue</b>	<b>AM Peak Hour 95<sup>th</sup> % Queue</b>	<b>PM Peak Hour 95<sup>th</sup> % Queue</b>
Eastbound Left	250'	503'	247'	579'	349'
Eastbound Through	travel lane	400'	113'	482'	173'
Eastbound Right	travel lane	2'	0'	42'	45'
Westbound Left	115'	30'	45'	62'	91'
Westbound Through/Right	travel lane	154'	455'	204'	669'
Northbound Left	100'	67'	118'	119'	291'
Northbound Through	travel lane	415'	325'	528'	385'
Northbound Right	---	36'	8'	84'	27'
Southbound Left	100'	16'	12'	45'	31'
Southbound Through	travel lane	305'	436'	395'	516'
Southbound Right	1,000'	4'	709'	38'	1,077'

## **COBB COUNTY CONCEPT TEAM MEETING MINUTES**

### **South Cobb Drive at Austell Road and Veterans Memorial Highway at Oakdale Road/Discovery Boulevard Roadway Safety & Operational Improvements**

Cobb County Department of Transportation

Cobb DOT Building, Conf. Room D

Project Nos. TR 437 & TR 438

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#### **I. People Present**

- Scott Jordan – Cobb DOT/Arcadis
- Bob Galante – Cobb DOT
- Jane Stricklin – Cobb DOT
- Tim McKay – Cobb DOT
- Chris Pruitt – Cobb DOT
- Andy Rikard – Cobb DOT
- Mike Wright – Cobb DOT
- Ted Harris – Cobb DOT
- James Hudgins – Cobb DOT/Arcadis
- Brian Loudermilk – Cobb DOT/Croy
- Dave Garrett – Cobb DOT/PBS&J
- Daniel McDuff – Cobb DOT/PBS&J
- Jerry Brooks – Kimley-Horn and Associates
- Kevin Ergle – Kimley-Horn and Associates
- Nathan Currie – Kimley-Horn and Associates

#### **II. Materials Utilized**

- Concept Layouts (both projects)
- Traffic Studies
- PFA

#### **III. Discussion**

1. Prior to the meeting started, KHA and Mr. Garrett discussed some of the traffic study comments. It was agreed to leave out any definitive statements regarding accident reduction as a result of the improvements since that could not be guaranteed.
2. The sign-in sheet was passed around and introductions were made.

##### **South Cobb Drive at Austell Road**

3. Mr. Ergle gave an overview of the project including the proposed design features, the impacts to Waffle House and the adjacent Church, the proposed QuikTrip (QT) site in the NW quadrant of the intersection, the removal of split-phasing, and potential environmental concerns.
4. Mr. Rikard noted that utility relocations would need to be certified through GDOT and therefore, done according to GDOT procedures.
5. There are four CCT bus stops within the project limits. Mr. Jordan has already begun coordination efforts with CCT to determine if a shelter is

## COBB COUNTY CONCEPT TEAM MEETING MINUTES

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needed at any of these locations. He will follow up with CCT as he has not received a response yet.

6. Mr. Galante expressed a concern that the funding is predicated on improvements for trucks. The use of 12' lanes (instead of the 11' lanes proposed), flattening curb radii, etc. should be explored.
7. **General Intersection Design Issues:**
  - i. If sight distance permits, the WB Austell Rd. left turn lane does not need to be protected. It should be protected-permissive. The EB Austell Rd. dual lefts will need to be protected (McKay/Harris).
  - ii. Verify location of stop bars, the left turn lanes will probably need to be pushed back (Harris). Project will probably need to accommodate a WB-50 design vehicle (Garrett).
  - iii. Move NW quadrant mast arm away from intersection. Move SW quadrant mast arm out of island and into shoulder. Allowed 180' between mast arm and stop bar (Harris).
  - iv. Remove island in SE quadrant, as it is too small. Increase the radius return in the NW quadrant in order to increase the size of the island there. It is currently too small and if we eliminate, it would remove the free-flow condition and decrease the efficiency of the intersection (Harris).
  - v. A CCTV camera on a 50' steel strain pole needs to be shown in the NW quadrant (Harris).
8. **Pair Street Design Issues:**
  - i. QT has plans to provide access to Pair St from their site, though not shown on KHA's current electronic files. Regarding the QT status, this project may not be through planning review and it did not have to go through zoning.
  - ii. QT would be responsible for upgrading Pair St. if they want to have this access (Stricklin)
  - iii. 2% landing would be needed at intersection with Austell Rd. (Garrett)
  - iv. No immediate driveways in this area of proposed improvement along Pair St. Road currently serves 10-20 residences and is not a cut-through to any other road (Jordan/Ergle)
  - v. Potential GDOT request for right-turn lane from Austell SB to Pair (McDuff)
9. **South Cobb Drive Design Issues:**
  - i. Right turn lane addition will be needed because of South Cobb Drive being a state route (Ergle).

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- ii. Addition of right turn lane may reduce rear-end accidents (?).
- iii. GDOT may ask for 16' shoulders (McDuff).

#### **10. Austell Road Design Issues:**

- i. Remove EB left turn lane at development across from Pair St. Use this area to increase storage length of dual left turn lanes on approach to South Cobb Drive.
- ii. Keep median break at Pair St. for left turns in. Prohibit left turns out to force U-turn at Barber Road (Note: A suggestion was made to close the median completely, but allowing left turns in was the consensus at the end of the discussion.)
- iii. There was discussion about moving the QT right-in, right-out (RIRO) driveway either further away from the intersection or removing this completely, but there was uncertainty as to the status of any agreements with GDOT that may already be in place regarding its location.
- iv. Provide a RIRO driveway, with conc. island, for Waffle House along Austell Road. Show driveway aprons for all other existing driveways, including for the Church.
- v. Loss of parking at Waffle House and Church will be the major ROW issues (to be paid for by the County). There appears to be room to add parking for the Church, but not at Waffle House (current design shows taking of approximately 7 parking spaces at Waffle House).
- vi. GDOT may ask for 16' shoulders, express concern about median break distances, and ask for a right turn lane at Reed Rd, though the cemetery would probably prevent this (McDuff).

#### **11. Action Items:**

- i. KHA to incorporate design changes into plans and resubmit to Mr. Jordan, along with draft concept report. KHA to maintain current 11' lane widths.
- ii. KHA to check on the grade difference between the finished floor elevation of the QT and the roadway to determine slope of the driveway.
- iii. Mrs. Stricklin to check for agreements with GDOT on the proposed QT driveway along Austell Road.
- iv. Mr. Jordan to follow-up with CCT regarding any desire for bus shelters.
- v. Mr. Jordan to determine if adding a median break/eyebrow at the intersection of Austell Road and Barber Road. There may be a

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business that would have to be acquired in order to install this eyebrow and the budget for this project may not be able to accommodate this (McDuff/Garrett).

#### **Veterans Memorial Highway at Discovery Boulevard/Oakdale Road**

12. Mr. Ergle gave an overview of the project including the proposed design features; the need for bike lanes to conform to the Riverline Master Plan; the proposed Racetrac site in the NE quadrant of the intersection; the potential impact to a residential wall; and potential environmental concerns, including potential historic residences and a potential stream along the west side of Discovery Blvd.
13. Mr. Rikard noted that utility relocations would need to be certified through GDOT and therefore, done according to GDOT procedures.
14. There is one CCT bus stop within the project limits. Mr. Jordan has already begun coordination efforts with CCT to determine if a shelter is needed at this location. He will follow up with CCT as he has not received a response yet.
15. According to the PFA, both projects will be let by GDOT. GDOT will also provide 80% of the anticipated construction costs.
- 16. General Intersection Design Issues:**
  - i. Either remove island in NE quadrant, as it is too small, or increase the radius return in order to increase the size of the island there. (Harris).
- 17. Veterans Memorial Hwy Design Issues:**
  - i. The WB right turn lane should be forced to yield at the intersection and not be forced into turning into the Legacy development.
- 18. Discovery Boulevard:**
  - i. Project limits appear to be okay.
  - ii. There should not be a break in the center lane striping. It should continue from a two-way left turn lane straight into a left turn lane heading NB, prior to the Legacy development. This would allow left turns into the Legacy development.
  - iii. 3/4-access should be given to the Legacy development to prevent left turns out of the Discovery Blvd. driveway.
- 19. Oakdale Road:**
  - i. The proposed concrete island in the Racetrac driveway needs to be increased (McDuff).
  - ii. The NB laneage appears to be okay as is, but the SB laneage should not begin tapering out until approximately at the northern

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property line of the third residence on the west side of the road. This would eliminate the impacts to the three residences north of this location, two of which are potentially eligible environmental resources. It could also possibly result in not having to acquire the residence where the taper begins.

- iii. There would need to be about 100' between the full lane development and the right turn lane taper (Garrett).
- iv. Due to the major SB right turn movement, a dedicated right should still be provided. This, along with the additional SB through lane will probably result in the taking of the two residences closest to the intersection on the west side of Oakdale.
- v. Mr. Garrett suggested possibly converting the proposed SB outside through lane to a right turn lane at the intersection as an alternative.

#### **20. Action Items:**

- i. KHA to incorporate design changes into plans, including adding driveway aprons where appropriate, along with draft concept report and resubmit to Mr. Jordan.
- ii. KHA to coordinate with cultural resources sub (Edwards-Pitman) to determine when the potential resources will be validated.
- iii. KHA to perform ecology field visit and document potential stream along Discovery. If this is found not to be a stream, we suggest that EPA be asked to perform an independent field visit to verify our findings.
- iv. Mr. Jordan to follow-up with CCT regarding any desire for bus shelters.
- v. Mr. Jordan to check on status of modifications to the Racetrac site plan.

This is the understanding of the Kimley-Horn attendees of this meeting. If you have any questions or concerns, please contact Kevin Ergle at (770) 825-0744 or [kevin.ergle@kimley-horn.com](mailto:kevin.ergle@kimley-horn.com).

To: Attendees

From: Kevin Ergle, P.E.  
Kimley-Horn and Associates, Inc.

Subject: Veterans Memorial Highway (US78/US278/SR8) at Discovery Blvd./Oakdale Rd.  
CSCMQ-0009-00(210), PI. No. 0009210, Cobb County #TR438  
South Cobb Drive (SR280) at Austell Road (SR5)  
CSCMQ-0009-00(211), PI. No. 0009211, Cobb County #TR437  
Combined Project Concept Team Meeting

Date: September 15, 2010, *rev. October 5, 2010*

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A concept team meeting was held on September 14, 2010 at 9:30 AM in the GDOT District Seven Area Two Office conference room. The following is a list of attendees (see attachment for e-mail addresses & phone numbers):

David Norwood (Moderator/PM)	GDOT – Office of Program Delivery
Ken Werho	GDOT - T.O. Design Review
Felicia Pennyman	GDOT
Mike Lobdell	GDOT – District Seven
Melanie Nable	GDOT – OES
Clyde Reese	GDOT – Survey
Carlos Dizon	GDOT – District Seven Location
Kenneth Franks	GDOT – ODP&S
Dylan Eagleton	GDOT – ODP&S
Cynthia Burney	GDOT – TO/TMC
Scott Jordan	CCDOT
Mike Cates	CCDOT
Jerry Brooks	Kimley-Horn (KHA)
Kevin Ergle	Kimley-Horn (KHA)

The meeting was held as the official Concept Team Meeting (CTM) for both the Veterans Memorial Highway (US78/US278/SR8) at Discovery Blvd./Oakdale Rd. and the South Cobb Drive (SR280) at Austell Road (SR5) Intersection Safety and Operational Improvements projects. Kimley-Horn and Associates (KHA) is the design consultant for the Cobb County Department of Transportation (CCDOT).

The following items were discussed:

- David Norwood welcomed the attendants and introductions were made.
- The Veterans Memorial Highway project was discussed first, followed by the South Cobb Drive project.

**Veterans Memorial Highway (US78/US278/SR8) at Discovery Blvd./Oakdale Rd., PI No. 0009210:**

- The project Concept Report was reviewed and the following comments were made:

- Update the cover sheet to include the current signature blocks *[Update: and remove “District 7” from the title block]*.
- *[Update: Cynthia Burney’s markups show revising the left and right margins to match each other]*.
- A comment was made that the description in the TIP, which shows this project including an ITS component, was not accounted for in the Need and Purpose Statement. Scott Jordan stated that Cobb County was working to correct this discrepancy and that this project does not include ITS.
- *[Update: Cynthia Burney’s markups state that this project is not exempt from conformity modeling if capacity is being added]*.
- Ken Werho stated that the project limits would need to extend up to 2000’ past the construction limits in order to properly sign for the proposed transition from “Share the Road” to actual bike laneage.
- *[Update: Cynthia Burney’s markups show several changes to the concept report in order to comply with the current PDP, including on the existing and proposed design features show adding the existing length of roadway, adding maximum superelevation, adding proposed superelevation, changing “maximum degree of curve” to “minimum radius”, and changing “maximum degree allowable” to “minimum radius allowable”, all per the current PDP. Also, add a line for design variances, add the word “anticipated” to the “Level of environmental analysis” section, and moving the “Railroads” section below the “Other projects in the area” section.]*
- Melanie Nable stated that impacts to the properties along Oakdale Road, which are shown as having ESA boundaries may trigger 4(f). A Section 106 worksheet was completed for the project. When this form is used, resources are not generally called out as being historic. Instead, SHPO notes that there may be historic resources within the project limits that are part of a larger historic district. Additionally, no ESA boundaries are provided; therefore, determining the 4(f) impacts can be somewhat unclear. *[Update: If we do indeed have to take ROW from the properties we think are potentially eligible, the route we’ve used in the past is to have SHPO acknowledge that we need to take minimal amounts of ROW from these resources and would like to make a de minimis finding. To do this though, we truly have to be taking a minimal amount that would not negatively impact the structure (i.e. we are taking 20 feet of frontage and the house is only 30 feet from the edge of pavement) and we couldn’t take any features that would contribute to its potential eligibility.]*
- A comment was made to include the right-of-way cost estimate with the final submission of the concept report.
- A comment was made to update the Scheduling portion of the concept report to the new format, which shows begin/end dates on the individual line items instead of anticipate duration.
- A comment was made to remove the Location and Design Notice from the concept report. This will be turned in after the PFPR is held.

- A comment was made to change the E&I rate on the construction cost estimate from 10% to 5%.
- Cynthia Burney asked that if the additional through lanes along Discovery/Oakdale are to remain that a Synchro analysis be performed and included to show the traffic behavior at the end of the lane drops.
- The concept layout was reviewed and the following comments were made:
  - Prior to this meeting, a review of the project revealed that the additional two through lanes on Discovery/Oakdale would constitute a capacity increase. Because CMAQ funding cannot be used to fund capacity improvements, it was agreed at the meeting that the additional through lanes would be removed from the project.
  - A decision was made to increase the existing right-turn lane lengths on NB Discovery and on SB Oakdale. Also, the proposed right-turn lane on WB Veterans Memorial would need to be increased in length to accommodate storage and deceleration length prior to the proposed driveway into the Racetrac gas station. It was also agreed to at this meeting that it was okay for driveway entrances to be within the turn lane storage/deceleration area, but not in the turn lane taper. *[Update: The Racetrac permit has already been approved. A decel lane was not included because they didn't have the frontage for it. It does not appear that there is any conflict with the project.]*
  - Ken Werho asked that the two-way left turn lane be striped to show a SB left turn lane on Discovery into the warehouse property.
  - A statement was made that based on a recent site visit, the proposed Racetrac appears to be under construction.
  - Ken Werho suggested that as part of the intersection improvements, provisions should be made to accommodate future ITS integration.
  - A comment was made that a conceptual stage study will be needed for the proposed displacements, per FHWA.
  - It was agreed to that if this project moves forward, a PIOH would be necessary.

**South Cobb Drive (SR280) at Austell Road (SR5), PI No. 0009211:**

- The concept layout was reviewed and the following comments were made:
  - Melanie Nable suggested that the deed for the Maloney Springs Cemetery be checked to verify the property limits. She also suggested that an archaeologist review the site and to confirm that a permit is not necessary for the proposed project.
  - Ken Werho asked that the concrete hatched area between the EB through and right-turn lanes on Austell Rd/SR5 be adjusted to include a raised median that connects to the proposed concrete island. He also stated that this median could be as narrow as one foot in width.

- Regarding the intersection of Austell Rd. and Pair St., Ken Werho commented that the radius return in the NW quadrant be flattened and a concrete island be added to further delineate the  $\frac{3}{4}$  access. He also suggested that the raised median on Austell Rd. be extended to further discourage left turns from Pair to Austell.
- A question was asked regarding the grades at Reed Road. Kevin Ergle responded that there was not a significant grade difference between Reed Road and the adjacent area of Austell Road near the current intersection.
- A site plan for the proposed QuikTrip gas station in the NW quadrant of the South Cobb/Austell intersection was reviewed. This site plan showed a proposed access from the QuikTrip gas station to Pair Street, which was not shown on the concept layout. A decision was made to coordinate with Celina Williams, GDOT District Seven, to have the driveway along Austell Road moved further west away from the intersection in order to provide better operation of the roadway. A comment was made to extend the solid white line dividing the two WB through lanes by 50-75'.
- A comment was made to move the stop bars on the dual left lanes back to the raised median and to verify that the turning templates work.
- The proposed driveway access to the Church of Christ was discussed. It was agreed to that radii should be used instead of valley gutter and that because this is not a commercial property, radii could be less than 35'. It was suggested that the western driveway serve as the entrance while the eastern driveway serve as the exit due to the inability to provide a break in the center hatching on Austell Road for the western driveway. *[Update: in regards to the Church of Christ, since we will be taking some of their parking, the NEPA document would need to note that some coordination with the Church has taken place. There should be NO ROW DISCUSSIONS with them, instead, just let them know about the project and that we are taking parking. This would not be required for the Waffle House.]*
- It was agreed to that a PIOH would be necessary for this project.
- The project Concept Report was reviewed and the following comments were made:
  - Update the concept report format to the current PDP (see formatting comments on 0009210 concept report).
  - Melanie Nable asked that the phrase “design changes on” be removed from the third and fourth paragraphs on page 2.
  - A comment was made to add Cobb County to the construction portion of the funding responsibilities section on page 7.

This document represents Kimley-Horn's interpretation of the meeting. Please contact Kevin Ergle at [kevin.ergle@kimley-horn.com](mailto:kevin.ergle@kimley-horn.com) or at 678-533-3930 if you have any questions, comments or concerns.



July 21, 2010

The Honorable Sam S. Olens  
Commission Chairman  
100 Cherokee Street, Suite 300  
Marietta, Georgia 30090

Dear Chairman Olens:

I am returning for your files an executed agreement between the Georgia Department of Transportation and Cobb County for the following project:

**PROJECT#: CSCMQ-0009-00(210) Cobb County, P.I. #0009210**

**PROJECT#: CSCMQ-0009-00(211) Cobb County, P.I. #0009211**

We look forward to working with you on the successful completion of the joint project.  
Should you have any questions, please contact the Project Manager David Norwood at (404)631-1581.

Sincerely,

A handwritten signature in cursive script that reads "Angela Robinson".

Angela Robinson,  
Financial Management Administrator

AR:rm

Enclosure

c: Bob Rogers  
Bryant Poole – District 7  
Mac Cranford – District 7  
Jonathan Walker – District 7  
Jeff Baker – Utilities



**AGREEMENT**  
**BETWEEN**  
**DEPARTMENT OF TRANSPORTATION**  
**STATE OF GEORGIA**  
**AND**  
**COBB COUNTY**  
**FOR**  
**TRANSPORTATION FACILITY IMPROVEMENTS**

This Framework Agreement is made and entered into this 8<sup>th</sup> day of July, 2019, 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

Reference No. 10746  
Scanned Date: \_\_\_\_\_

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, ¶1(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 shall by following the procedures in the DEPARTMENT’s Local Administered Project Manual 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 PROJECTS 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 storm water 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: *Woody Thompson*  
Name Woody Thompson, Vice Chairman  
Title Cobb County Board of Commissioners



ATTEST:

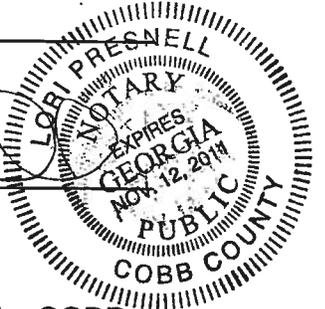
*[Signature]*  
Treasurer



Signed, sealed and delivered this 21<sup>st</sup> day of April, 2010, in the presence of:

*[Signature]*  
Witness

*[Signature]*  
Notary Public



This Agreement approved by COBB COUNTY, the 10<sup>th</sup> day of March, 2009.

Attest  
*[Signature]*  
Name and Title

Karen L. King  
Assistant County Clerk

FEIN: 58-6000804

**ATTACHMENT "A"**  
**Project Number: - CSCMQ-0009-00(210) Cobb County**  
**Project Number: - CSCMQ-0009-00(211) Cobb County**

Project (PI#, Project #, Description)	Preliminary Engineering		Right of Way			Construction		Utility Relocation	
	Funding	PE Activity by	*Funding of Real Property	Acq. by	Acq. Fund by	*Funding	Letting by	Utility Funding by	Railroad Funding by
PI # 0009210, CSCMQ-0009-00(210), SR 8/VETERANS MEMORIAL HWY. @ CR 4408/DISCOVERY BLVD.	N/A	Local Gov.	N/A	Local Gov.	Local Gov.	(80%) Federal (\$1,172,000) (20%) Local Gov. (\$293,000) >(\$1,465,000) 100% Local Gov.	GDOT	100% Local Gov.	100% Local Gov.
PI # 0009211, CSCMQ-0009-00(211) SR 280/SOUTH COBB DR. @ SR 5/AUSTELL RD	N/A	Local Gov.	N/A	Local Gov.	Local Gov.	(80%) Federal (\$1,080,000) (20%) Local Gov. (\$270,000) >(\$1,350,000) 100% Local Gov.	GDOT	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"**  
**0009210 – Cobb County**

**Proposed Project Schedule**

Environmental Phase						
Concept Phase						
Preliminary Plan Phase						
Right of Way Phase						

<b>Deadlines for Responsible Parties</b>	<b>Execute Agreement</b>	<b>Month/Year (Approve Concept)</b>	<b>Month/Year (Approve Env. Document)</b>	<b>Month/Year (Authorize Right of Way funds)</b>	<b>Month/Year (Authorize Const. funds)</b>
		<b>9/2010</b>	<b>5/2011</b>	<b>9/2011</b>	<b>3/2013</b>

**Annual Reporting Requirements**

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 "B"**  
**0009211 – Cobb County**

**Proposed Project Schedule**

<b>Environmental Phase</b>						
<b>Concept Phase</b>						
<b>Preliminary Plan Phase</b>						
<b>Right of Way Phase</b>						

<b>Deadlines for Responsible Parties</b>	<b>Execute Agreement</b>	<b>Month/Year (Approve Concept)</b>	<b>Month/Year (Approve Env. Document)</b>	<b>Month/Year (Authorize Right of Way funds)</b>	<b>Month/Year (Authorize Const. funds)</b>
		<b>9/2010</b>	<b>5/2011</b>	<b>9/2011</b>	<b>3/2013</b>

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**Need and Purpose Statement**  
**CSCMQ-0009-00(211) in Cobb County**  
**South Cobb Drive/SR 280 at Austell Road/SR 5**  
**P.I. Number 0009211**

**Background**

The proposed project is part of a constructive effort by Cobb County using Congestion Mitigation and Air Quality (CMAQ) federal funding to alleviate congestion problems along county roadways, improve air quality in the county. The intersection of South Cobb Drive at Austell Road is one location identified within Cobb County in need of improvement in terms of traffic operations and congestion (see Attachment A, *Project Location*). In addition, the project will improve mobility by ensuring that pedestrian facilities are ADA-compliant.

The proposed design improvements for South Cobb Drive include a dedicated right-turn lane added to the northbound approach. The proposed design improvements for Austell Road include a slight realignment of the road slightly north of its current traffic pattern, and additional left-turn lanes on the west side of the roadway. Additionally, the design improvements would include provisions for large trucks, and ADA-compliant pedestrian facilities along all four legs of the intersection. Attachment B (*Proposed Improvements*) shows the nature of the improvements proposed at this intersection.

**Existing Travel Conditions**

The existing conditions at the signalized intersection are as follows:

- South Cobb Drive northbound has two through lanes and one two-way left-turn lane which converts to a dedicated left-turn lane.
- South Cobb Drive southbound has two through lanes, one right-turn lane, and one two-way left-turn lane which converts to a dedicated left-turn lane.
- South Cobb Drive has a 5-foot sidewalk along both sides of the roadway.
- Austell Road eastbound has one dedicated left-turn lane, one shared through and left-turn lane, and one right-turn lane.
- Austell Road westbound has two through lanes.
- Austell Road has a 5-foot sidewalk along both sides of the roadway west of the intersection with South Cobb Drive.
- The posted speed limit along South Cobb Drive/SR 280 is 45 miles per hour (MPH), along Austell Road/SR5 is 45 MPH, and along Austell Road is 35 MPH.

**Logical Termini**

Logical Termini are defined as rational endpoints for a transportation improvement and rational endpoints for a review of the environmental impacts. In order to ensure meaningful evaluation of alternatives and to avoid commitments to transportation improvements before they are fully evaluated, the action evaluated shall

- (1) connect logical termini and be of sufficient length to address environmental matters on a broad scope;
- (2) have independent utility or independent significance, i.e. be usable and be a reasonable expenditure even if no additional transportation improvements in the area are made; and
- (3) not restrict consideration of alternatives for other reasonably foreseeable transportation improvements.

The limits of the project would be 310 feet south and 0 feet north along South Cobb Drive from the intersection (as measured from the proposed radius return). Along Austell Road, the project would be 610

feet to the west and 700 feet to the east. These limits are of a sufficient length to improve operation of the signalized intersection. The preferred alternative would have independent utility and would not require additional transportation improvements in order to be effective; however, the preferred alternative would not restrict consideration of reasonably foreseeable transportation or pedestrian improvements.

**Existing Traffic Conditions**

The existing year 2009 traffic data is summarized in Table 1, and the design year 2034 (no-build) traffic data is summarized in Table 2.

**TABLE 1  
Traffic Data Summary  
Existing Year 2009**

Intersection	Approach	Traffic Volumes Entering Intersection		
		AM Peak	PM Peak	24-Hour
South Cobb Drive at Austell Road	Northbound	775	950	11,260
	Southbound	725	1,445	16,455
	Eastbound	1,220	465	10,610
	Westbound	125	315	2,815
	Overall Intersection	2,845	3,175	41,140

**TABLE 2  
Traffic Data Summary  
Design Year 2034, No Build**

Intersection	Approach	Traffic Volumes Entering Intersection		
		AM Peak	PM Peak	24-Hour
South Cobb Drive at Austell Road	Northbound	1,055	1,275	15,175
	Southbound	980	1,945	22,170
	Eastbound	1,640	625	14,300
	Westbound	160	420	3,795
	Overall Intersection	3,835	4,265	55,440

Level-of-Service (LOS) is a measure used to describe operational conditions within a traffic stream. There are six identified LOS at which a roadway can operate. A letter, “A” through “F,” identifies each of the six. LOS “A” represents free flow traffic where drivers are virtually unaffected by the presence of other vehicles; whereas, level “F” represents operating conditions in which demand exceeds capacity. Table 3 summarizes the LOS and delay in seconds (per vehicle) for the signalized intersection. The signalized intersection operates at LOS D during the AM and PM peak hours under Existing Year 2009 traffic conditions.

**TABLE 3  
Level of Service Summary  
Existing Year 2009**

Intersection	Approach	LOS (Delay in Seconds)	
		AM Peak	PM Peak
South Cobb Drive at Austell Road	Northbound	D	C
	Southbound	D	C
	Eastbound	D	E
	Westbound	E	F
	Overall Intersection	D (46.5)	D (42.2)

LOS determinations were also made for the Design Year 2034 AM and PM peak hour traffic conditions for the study intersection and are presented in Table 4.

**TABLE 4  
Level of Service Summary  
Design Year 2034, No Build**

Intersection	Approach	No Build LOS (Delay in Seconds)	
		AM Peak	PM Peak
South Cobb Drive at Austell Road	Northbound	F	D
	Southbound	F	D
	Eastbound	D	F
	Westbound	E	F
	Overall Intersection	F (89.8)	E (70.0)

**Projects in the Area**

There are three other projects in the area. PI M003944 is a resurfacing project along Austell Road from South Cobb Drive to Pearl Street that is scheduled to be completed in April 2010. PI 752760 is in long range planning but consists of widening South Cobb Drive from Bolton Road to Atlanta Road. PI 0004405 is an intersection improvement project to address six locations along Austell Road between Clay Road to Sandtown Road; construction is scheduled to be completed in March 2010. Additional coordination is taking place with an adjacent QuikTrip re-development site at the northwest corner of the intersection of South Cobb Drive and Austell Road.

**Environmental Justice**

The project does not disproportionately burden or benefit any particular community. The project is considered a benefit to all of the communities that utilize the intersection of South Cobb Drive and Austell Road. The proposed project is located in two census tracts (310.01 and 310.02) and one census block group (310.01-01 and 310.02-01) within each of these tracts. Table 5 (below) provides select

demographic data for the census block groups as well as for the Census Tracts, Cobb County, and the State of Georgia for the purposes of comparison.

**TABLE 5**  
**Project Area Demographic Data**  
*2000 U.S. Census*

	Total Population	Percent Minority	Median Household Income	1999 Family Income for Household (percent of total households)				
				\$0 to 25,000	\$25,000 to 50,000	\$50,000 to 75,000	\$75,000 to 100,000	\$100,000 or more
<b>State of Georgia</b>	8,186,453	35.0	42,433	28.3	29.3	19.7	10.4	12.4
<b>Cobb County</b>	67,751	27.6	58,289	15.1	26.1	22.6	14.9	21.3
<b>Tract 310.01</b>	5,509	47.6	35,000	25.5	47.1	20.4	4.5	2.5
<b>310.01-01</b>	1,612	35.0	27,986	33.5	44.4	10.4	7.9	3.8
<b>Tract 310.02</b>	7,479	55.1	28,871	35.3	36.5	15.5	8.7	4.0
<b>310.02-01</b>	2,684	51.5	26,726	36.8	36.8	14.5	8.6	3.3

**Land Use**

Located at a major signalized intersection, the land use in this project area currently is both commercial and residential, consisting of retail and business office complexes as well as several multi-family and single family residences. The intersection is bordered by an existing retail gas station in the southwestern quadrant, Maloney Springs Cemetery in the southeastern quadrant, a Waffle House and a Church of Christ in the northeastern quadrant, and a proposed QuikTrip re-development site at the northwestern quadrant.

The future land use for the properties adjacent to the intersection of South Cobb Drive at Austell Road was researched using Cobb County’s “*Mapping Our Future: 2030 Comprehensive Plan.*” According to the February 9, 2010 version of this document, the future land uses include the following: Community Activity Center, Public/Institutional, and Industrial Compatible. The 2030 Comprehensive Plan defines these future land uses as follows:

*Community Activity Center*

The purpose of the Community Activity Center category is to provide for areas that can meet the immediate needs of several neighborhoods or communities. Typical land uses for these areas include low to mid-rise office buildings and department stores.

*Public/Institutional*

The purpose of the Public/Institutional category is to provide for certain state, federal or local government uses and institutional land uses such as government building complexes, police and fire stations, colleges, churches, hospitals, etc. While the future land use map reflects existing uses, it is important to realize that uses in this category have the potential to be developed at a regional, community, or neighborhood scale.

*Industrial Compatible*

The purpose of the Industrial Compatible category is to provide for areas that can support light industrial, office/warehouse, and distribution uses. Typical land uses for these areas include professional business parks and distribution centers.

**Bike and Pedestrian Facilities**

Five-foot sidewalks are identified along the proposed corridor; however, the project would improve pedestrian traffic within the corridor through the following proposed improvements:

- Upgrading the pedestrian facilities at the intersection to ensure that they are ADA-compliant.
- Adding sidewalks along Austell Road east of the intersection with South Cobb Drive.

**Crash Data**

Crash data for the intersection of South Cobb Drive at Austell Road was obtained from the Georgia Department of Transportation for the years 2006, 2007, and 2008. Table 6 summarizes the number of crashes, injuries, and fatalities for this intersection. The three-year crash data for this intersection indicates 214 total crashes with 40 total injuries and 1 fatality. The Cobb County Department of Transportation has since determined that the fatality crash actually occurred at the intersection of South Cobb Drive at Atlanta Road, approximately 1.5 miles away; therefore, the fatality did not occur at this study intersection.

**TABLE 6  
Crash Rate Data**

Year	Number of Crashes	Number of Injuries	Number of Fatalities	Type of Crash					
				Angle	Head On	Rear End	Sideswipe	Left-Turn / Opposing Through	Other
2006	97	15	1	14	1	64	11	5	2
2007	61	13	0	5	0	45	5	5	1
2008	56	12	0	6	0	43	5	1	1

The calculated GDOT intersection crash rates are as follows:

- 2006 – 4.92 crashes per million entering vehicles
- 2007 – 3.40 crashes per million entering vehicles
- 2008 – 3.11 crashes per million entering vehicles

**Type of Crash Summary**

A review of the crash data indicated that rear end collisions were the most common, angled collisions were the second most common. While the three year trend shows that there are slightly fewer crashes each year, the numbers are still high enough to demonstrate a need for improved operation for motorists and pedestrians.

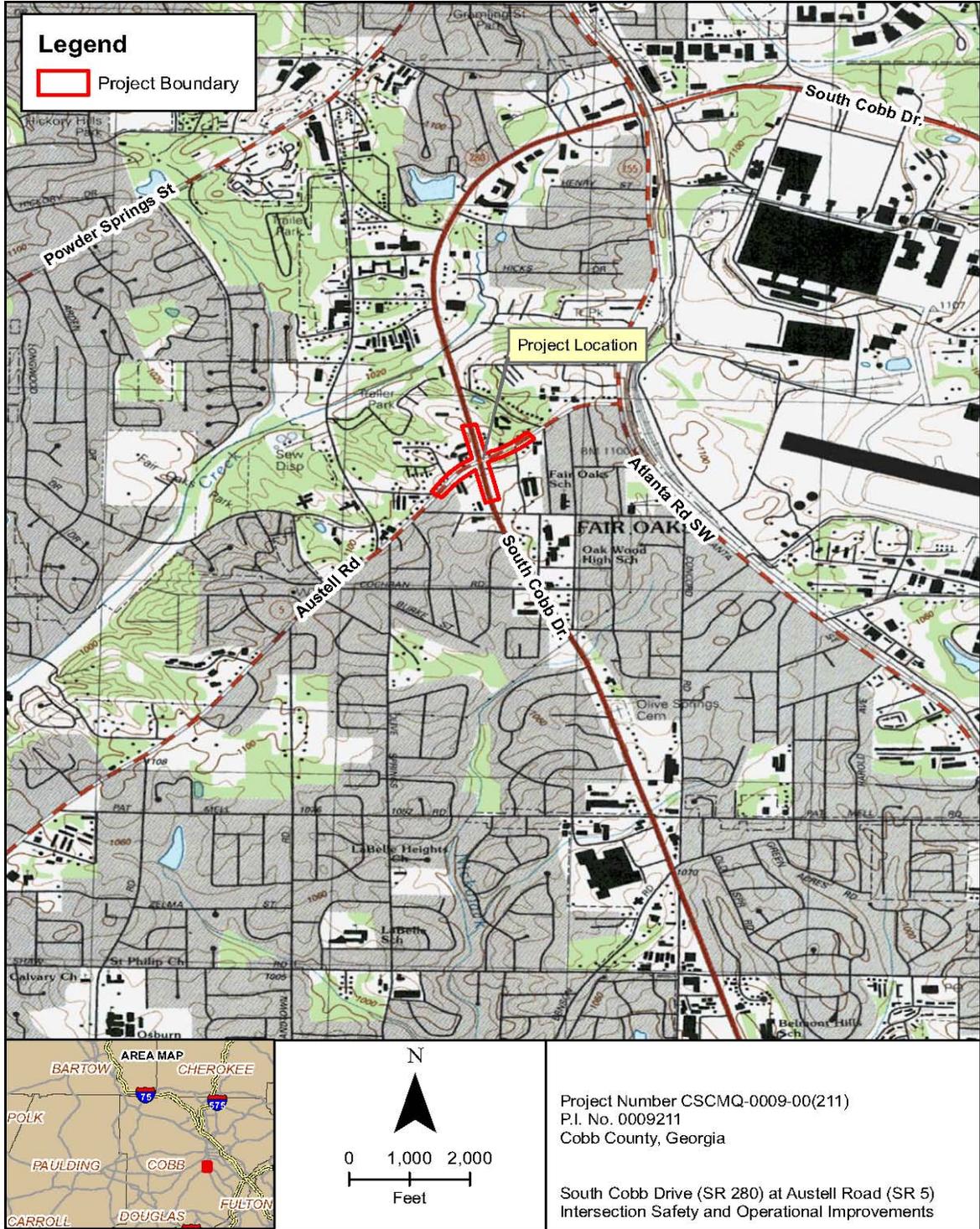
**Need and Purpose**

The purpose of this project is to improve traffic operations at the intersection of South Cobb Drive and Austell Road. The project will improve air quality by reducing congestion. In addition, the project will improve mobility by ensuring that pedestrian facilities are ADA-compliant.

**ATTACHMENT A**  
**PROJECT LOCATION**

Project Need and Purpose – Attachment A  
Project Number: CSCMQ-0009-00(211)  
P. I. Number: 0009211  
County: Cobb

### PROJECT LOCATION



**ATTACHMENT B**

**PROPOSED IMPROVEMENTS**

Project Need and Purpose – Attachment B  
 Project Number: CSCMQ-0009-00(211)  
 P.I. Number: 0009211  
 County: Cobb

PROPOSED IMPROVEMENTS

