

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

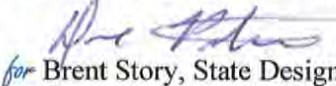
**OFFICE OF DESIGN POLICY & SUPPORT
INTERDEPARTMENTAL CORRESPONDENCE**

FILE P.I. # 0012607

OFFICE Design Policy & Support

Cobb County
GDOT District 7 - Metro Atlanta
US 41/SR 3 @ SR 120 ALT

DATE September 9, 2014

FROM  for 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:

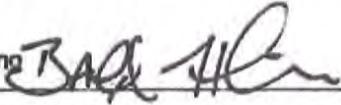
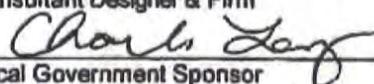
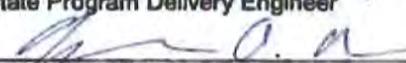
Glenn Bowman, Director of Engineering
Joe Carpenter, Director of P3/Program Delivery
Genetha Rice-Singleton, Assistant Director of P3/Program Delivery
Albert Shelby, State Program Delivery Engineer
Bobby Hilliard, Program Control Administrator
Cindy VanDyke, State Transportation Planning Administrator
Hiral Patel, State Environmental Administrator
Ben Rabun, State Bridge Engineer
Kathy Zahul, State Traffic Engineer
Angela Robinson, Financial Management Administrator
Lisa Myers, State Project Review Engineer
Charles "Chuck" Hasty, State Materials Engineer
Mike Bolden, State Utilities Engineer
Jeff Fletcher, Statewide Location Bureau Chief
Rachel Brown, District Engineer
Scott Lee, District Preconstruction Engineer
Patrick Allen, District Utilities Engineer
Azimeye Abu, Project Manager
BOARD MEMBER - 11th Congressional District

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
PROJECT CONCEPT REPORT**

Project Type:	<u>CMAQ</u>	P.I. Number:	<u>0012607</u>
GDOT District:	<u>7</u>	County:	<u>Cobb</u>
Federal Route Number:	<u>US 41</u>	State Route Number:	<u>SR 120</u>
	Project Number:		<u>N/A</u>

The scope of this project is to extend the lifespan of the US 41/SR 3 and SR 120 intersection while improving access for pedestrian, bicycles, and transit. This project will provide pedestrian facilities, queue jumping lanes, signals for buses on US 41, and an eastbound right-turn lane.

Submitted for approval:

Alex Hofelich, PE, PTOE, Southeastern Engineering		<u>5/19/14</u>
Consultant Designer & Firm		Date
		<u>5/19/14</u>
Local Government Sponsor		Date
		<u>5/20/14</u>
State Program Delivery Engineer		Date
		<u>5/19/2014</u>
GDOT Project Manager		Date
Recommendation for approval:		

Program Control Administrator	<u>HIRAL PATEL*/EKP</u>	Date	<u>5/19/2014</u>
State Environmental Administrator	<u>KATHY ZAHUL*/EKP</u>	Date	<u>5/20/2014</u>
State Traffic Engineer	<u>LISA MYERS*/EKP</u>	Date	<u>5/19/2014</u>
State Project Review Engineer	<u>JUN BIRNKAMMER*/EKP</u>	Date	<u>5/27/2014</u>
^{FOR} State Utilities Engineer	<u>RACHEL BROWN*/EKP</u>	Date	<u>6/17/2014</u>
District Engineer	<u>BEN RABON*/EKP</u>	Date	<u>5/28/2014</u>
State Bridge Engineer		Date	
State Transportation Financial Management Administrator		Date	

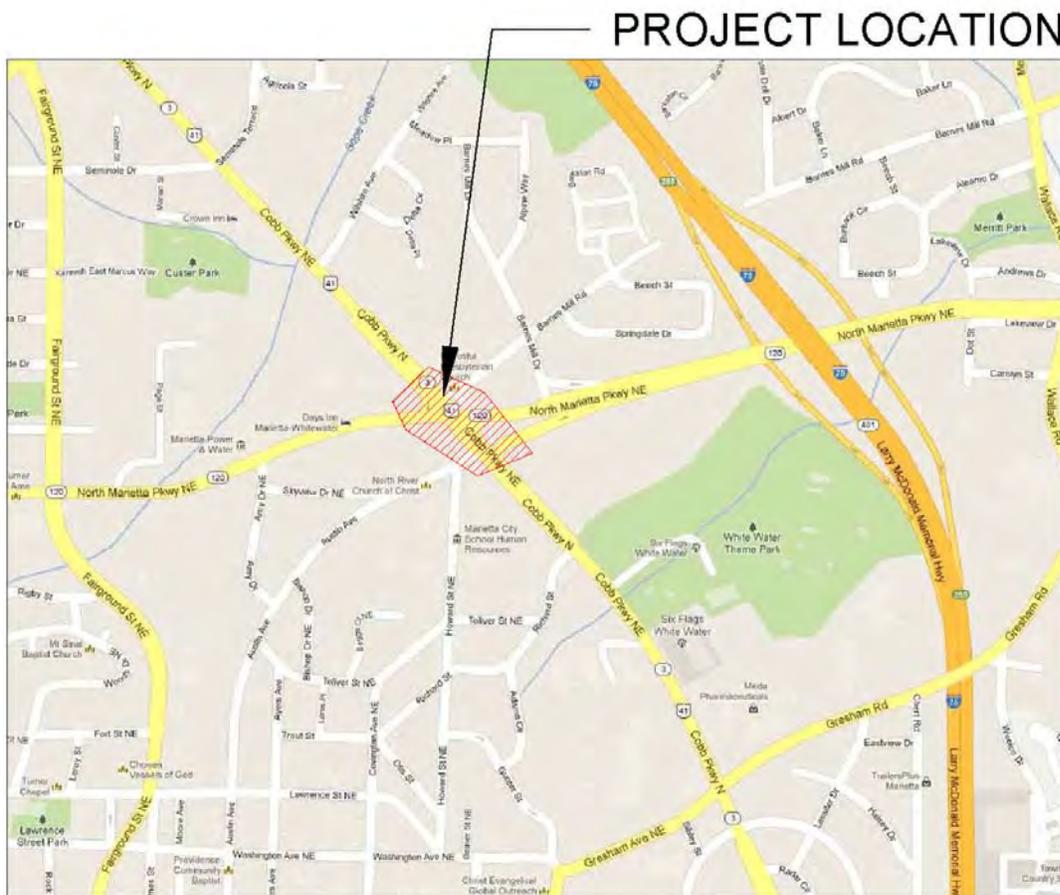
The concept as presented herein and submitted for approval is consistent with that which is included in the Regional Transportation Plan (RTP) and/or the State Transportation Improvement Program (STIP).

<u>CINDY VANDYKE*/EKP</u>	<u>5/28/2014</u>
State Transportation Planning Administrator	Date

*-RECOMMENDATION ON FILE

County: Cobb

PROJECT LOCATION MAP



PLANNING AND BACKGROUND

Project Justification Statement:

- This project originated from the City's safety program due to the high crash rate and lack of pedestrian facilities at this busy intersection. It is an intersection of two major state routes (US 41 / SR 3 and SR 120 Loop) in vicinity of I-75 and one approach lacks a right turn lane. US 41 also serves as route for Cobb Community Transit (CCT) which has bus stops at the intersection, which exacerbate the pedestrian mobility and safety concerns at the intersection. ARC included this project on the TIP as part of the CMAQ program.
- This intersection currently operates at capacity in the peak hours, as this is the crossing of two major regional routes. To improve the operations of this intersection, this project will provide an eastbound exclusive right turn lane as well as convert the northbound left turn into a dual left turn. Southbound and westbound left turn storage will be extended as much as feasible. These improvements will extend the service life of the intersection.
- This intersection has a high incidence of crashes, and has been identified as one of the ten highest in the City of Marietta. Operations and crash rates are directly correlated, so any improvements to operations should result in a reduction of crashes.

County: Cobb

- This intersection currently has a significant pedestrian demand and no pedestrian facilities to support crossings. This project will provide pedestrian facilities within the project limits and provide a ^{PEDESTRIAN} safe crossing at the intersection.

Existing conditions:

The project intersection, US 41/ SR 3 at SR 120, is located in the City of Marietta in Cobb County, GA. Cobb Parkway (US 41) is a four lane divided roadway classified by GDOT as an Urban Minor Arterial, and had a posted speed limit of 45 mph. At the project intersection each approach of US 41 has a channelized right turn lane, the northbound approach has a single exclusive left turn lane, and the southbound approach has two exclusive left turn lanes. North Marietta Parkway (SR 120) is a four lane divided roadway classified by GDOT as an Urban Principal Arterial, and has a posted speed limit of 45 mph. At the project intersection each approach of SR 120 has an exclusive left turn lane, and the westbound approach has an exclusive right turn lane. To the east of the intersection SR 120 is median divided and to the west of the intersection SR 120 has a center two way left turn lane. There are no sidewalks or pedestrian facilities located at or around the project intersection.

Other projects in the area:

AR-ML-930 - NORTHWEST CORRIDOR (I-75 AND I-575) MANAGED LANES - PI0008256: AT AKERS MILL ROAD TO HICKORY GROVE ROAD ON I-75 AND FROM I-75 TO SIXES ROAD ON I-575

CO-041 - US 41 - PI0010510: Roadway / General Purpose Capacity FROM WINDY RIDGE PARKWAY TO SR 120 LOOP (NORTH MARIETTA PARKWAY)

CO-AR-BP120 - KENNESAW MOUNTAIN TO CHATTAHOOCHEE RIVER TRAIL, INCLUDES BRIDGE OVER SOUTH LOOP EAST OF POWDER SPRINGS ROAD - PI0006873: Last Mile Connectivity / Joint Bike-Ped Facilities FROM TOWER ROAD AT ROSELANE STREET TO WEST ATLANTA STREET AT SOUTH COBB DRIVE

CO-426 - SR 120 (ROSWELL ROAD) WIDENING – PI TBD: Roadway / General Purpose Capacity FROM JOHNSON FERRY ROAD TO BRIDGEGATE DRIVE

CO-442 - SR 5 (ATLANTA STREET) INTERSECTION IMPROVEMENTS - PI0012606: Roadway / Operations & Safety AT SR 120 (SOUTH MARIETTA PARKWAY)

CO-444 - US 41 (COBB PARKWAY) INTERSECTION IMPROVEMENTS - PI0012608: Roadway / Operations & Safety AT SR 120 (ROSWELL STREET)

A gateway grant sponsored by Marietta and funded by GDOT funded project installed some landscape and monuments.

County: Cobb

MPO: Atlanta Regional Commission (ARC)

MPO Project ID CO-443

Regional Commission: Atlanta Regional Commission

RC Project ID

Congressional District(s): 11

Federal Oversight: Full Oversight Exempt State Funded Other

Projected Traffic: ADT

Current Year (2013): 36,645 Open Year (2017): 38,150 Design Year (2037): 46,540

Traffic Projections Performed by: Southeastern Engineering, Inc.

See attachment 4 for crash summary

See attachment 5 for Traffic diagrams and detailed projections

See attachment 6 for capacity analysis and roundabout analysis summary

Functional Classification (Mainline): US 41 is Urban Minor Arterial, SR 120 is Urban Principal Arterial

Complete Streets - Bicycle, Pedestrian, and/or Transit Warrants:

Warrants met: None Bicycle Pedestrian Transit

- Bicycle: US 41 and SR 120 to the east of US 41 has been designated as bike path. To accommodate bicycles in this corridor a 10' wide multi-use trail is proposed on the east side of US 41.
- Pedestrian: There is need for pedestrian facilities between the interstate ramps and the bus stops. Additional facilities to be provided as outlined in project description.
- Transit: Bus route CCT 50 and 45 travels through this intersection. The existing bus stops will be relocated to better address rider demand by shortening pedestrian trips, to facilitate safer crossing, and to improve traffic operations. This project will include pedestrian facilities to the relocated bus stops. Stops will include benches or shelters along with trash receptacles. Queue jumper lanes will be added on US41 to facilitate a high level of service for transit.

Is this a 3R (Resurfacing, Restoration, & Rehabilitation) Project? No Yes

Pavement Evaluation and Recommendations

Preliminary Pavement Evaluation Summary Report Required? No Yes

Preliminary Pavement Type Selection Report Required? No Yes

Feasible Pavement Alternatives: HMA PCC HMA & PCC

See attachment 12 for Quality Assurance Materials Testing Form

County: Cobb

DESIGN AND STRUCTURAL

Description of the proposed project: The intersection of US 41/SR 3 and SR 120 is located in the City of Marietta within Cobb County. The scope of this project is to extend the lifespan of the intersection while improving access for pedestrian, bicycles, and transit. The intersection has a high incidence of crashes, and has been identified as one of the ten highest in the City of Marietta. This project will restripe the intersection and add additional dedicated turn lanes. Additionally, this intersection currently has a significant pedestrian demand and no pedestrian facilities to support crossings. This project will provide pedestrian facilities within the project limits and provide ^{PEDESTRIAN} a safe crossing at the intersection. Queue jumping lanes and signals will be added for the buses on US 41, and bus stop facilities within the intersection will be upgraded and their locations adjusted to better facilitate ridership, embarking, and disembarking.

- See attachment 1 for concept drawing. See attachment 2 for proposed typical section.
- This project will provide an eastbound exclusive right turn lane as well as convert the northbound left turn into a dual left turn. Southbound and westbound left turn storage will be extended as much as feasible.
- This intersection currently has a significant pedestrian demand and no pedestrian facilities to support those crossings. This project will provide pedestrian facilities within the project limits and provide ^{PEDESTRIAN} a safe crossing at the intersection.
- The bus stop facilities within the intersection will be upgraded and their locations adjusted to better facilitate ridership, embarking, and disembarking. The northbound stop will be relocated to the far side of the intersection to both improve traffic operations and to move closer to the residential origins and destinations north of the intersection. While it is moving farther from the residential origins to the southwest, the new location will allow pedestrians to cross with the new signalized pedestrian facilities rather than encourage them to cross at an unprotected mid-block location a short distance behind the stop bar. There are insignificant origins and destinations (car rental facility) for the bus to the southeast.
- Queue jumping lanes and signals will be added for the buses on US 41 as part of the comprehensive transit improvements along US 41. These lanes will allow buses to move to the front of stopped queues and cross the intersection in advance of the general traffic portion of the through queue.
- To the north, the project terminates at the end of the raised median. Modification of the median is reasonable in order to extend the left turn storage as much as possible, but access management via extension of the median is out of the scope of this project. Queue jumper lanes for the buses will be included on both sides of US 41 as part of this project. Sidewalk will be extended on both the east and west side of US 41 from the ramps at the intersection to terminate at the project bus stops.
- To the south, the project terminates at the grassed portion of the median. Modification of the median is reasonable as part of the conversion to dual left turn lanes, but extending the storage has a very limited return on investment. Queue jumper lanes will be included on both sides of US 41 as part of this project. Sidewalk on the east side will extend through the limits of the queue jumper lane widening. Driveways on the west side will be consolidated and revised to better accommodate pedestrian movements and the queue jumper lane, and sidewalk will extend to the limits of disturbance. The existing bus stop to the south side of

County: Cobb

the intersection on the east side of US 41 will be relocated to the north side of the intersection,

- To the west, the right turn lane (and concurrent sidewalk) will extend far enough that it prevents the through vehicles from starving the turn lane during the design year. Sidewalk on the north side will directly service the intersection ramps.
- To the east, the center left turn lane will be restriped to provide more westbound left turn storage. Sidewalk on both sides will directly service the intersection ramps.
- US 41 and SR 120 to the east of US 41 has been designated as bike path. To accommodate bicycles in this corridor a 10' wide multi-use trail is proposed on a portion of the east side of US 41.

Major Structures:

Structure	Existing	Proposed
<i>Retaining walls</i>	<i>No current retaining wall exists in the right of way</i>	<i>An approximately 115 foot long, 20 foot high fill section retaining wall is proposed along the southwest corner of the intersection.</i>

Mainline Design Features: US 41/Urban Minor Arterial

See attachment 2 for proposed typical section.

Feature	Existing	Standard*	Proposed
Typical Section			
- Number of Lanes	4-8	NA	4-8
- Lane Width(s)	12'	12'	12'
- Bike	None		Multi-Use
- Sidewalks	None	5'	5' – 10'
Posted Speed	45		45
Design Speed	45	-	45
Design Vehicle	WB-40	WB-40 or WB-62	WB-67
Access Control	Median	Median	Median
Shoulder Width	Varies	10'	10'
Median Width	Varies	4'-10'	4'-10'
Auxiliary Lanes	At least one left turn & one right turn lane on all but EB approach	At least one left turn and one right turn lane on all approaches	At least one left turn and one right turn lane on all approaches
Maximum Grade	0.9% to 6.2%	7%	7%

*According to current GDOT design policy if applicable

Major Interchanges/Intersections: The project is the intersection of US 41 and SR 120.

Lighting required: No Yes

Lighting Agreement as included in Attachment 9

Off-site Detours Anticipated: No Undetermined Yes

Transportation Management Plan [TMP] Required: No Yes

If Yes: Project classified as: Non-Significant Significant
 TMP Components Anticipated: TTC TO PI

This project per 5240-1-Work Zone Safety and Mobility Policy is classified as Non-significant. Under the requirement of TCC a SP 150 along with staging plans will be done.

Design Exceptions to FHWA/AASHTO controlling criteria anticipated:

FHWA/AASHTO Controlling Criteria	No	Undeter-- -mined	Yes	Appvl Date (if applicable)
1. Design Speed	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
2. Lane Width	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
3. Shoulder Width	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
4. Bridge Width	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
5. Horizontal Alignment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
6. Superelevation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
7. Vertical Alignment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
8. Grade	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
9. Stopping Sight Distance	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
10. Cross Slope	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
11. Vertical Clearance	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
12. Lateral Offset to Obstruction	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
13. Bridge Structural Capacity	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

12. Although all poles will be located a minimum of 6-ft from face of curb or behind sidewalk, whichever is greater, the poles in the northwest and southeast quadrants will need to be installed in the islands. Currently, the existing pole in the southeast quadrant is already installed in an island. GDOT prefers to not install poles in these locations when possible. However, due to the skew of the intersection it is very difficult to get a span that satisfies the visibility requirements as set forth in the MUTCD while also keeping all the poles on the shoulders.

Design Variances to GDOT Standard Criteria anticipated:

GDOT Standard Criteria	Reviewing Office	No	Undeter-- -mined	Yes	Appvl Date (if applicable)
1. Access Control/Median Openings	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
2. Intersection Sight Distance	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
3. Intersection Skew Angle	DP&S	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
4. Lateral Offset to Obstruction	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
5. Rumble Strips	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
6. Safety Edge	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
7. Median Usage	DP&S	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
8. Roundabout Illumination Levels	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
9. Complete Streets	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
10. ADA & PROWAG	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
11. GDOT Construction Standards	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
12. GDOT Drainage Manual	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
13. GDOT Bridge & Structural Manual	Bridges	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

County: Cobb

3. The existing intersection skew angle of approximately 55 degrees does not satisfy the GDOT requirement of 70 degrees or better. However, the scope of this project is to extend the lifespan of the intersection while improving access for pedestrian, bicycles, and transit. Bringing this intersection into an angle between 70 and 90 degrees would have an impact well beyond the scope and budget of this program. See the considered Alternative 2 for additional detail.

7. The minimum width on the proposed median may or may not satisfy GDOT standards. A variance may be pursued to avoid widening of one to two feet along the length of the project.

VE Study anticipated: No Yes Completed – Date:

UTILITY AND PROPERTY

Temporary State Route needed: No Yes Undetermined

Railroad Involvement: NA

Utility Involvements: See attachment 10 Utility Sheet.

SUE Required: No Yes Undetermined

Public Interest Determination Policy and Procedure recommended (Utilities)? No Yes

Right-of-Way (ROW): Existing width: Varies Proposed width: Varies
Refer to Chapter 3 of GDOT’s Design Policy Manual for guidance.

Required Right-of-Way anticipated: None Yes Undetermined
Easements anticipated: None Temporary Permanent Utility Other

Check all easement types that apply.

Anticipated total number of impacted parcels:	15
Displacements anticipated:	
Businesses:	0
Residences:	0
Other:	0
Total Displacements:	0

Location and Design approval: Not Required Required

CONTEXT SENSITIVE SOLUTIONS

Issues of Concern: The issues of concern for this project which may require context sensitive design involve the transit stop locations, access improvements to adjacent commercial properties, and using decorative pavers and poles per local standards.

Context Sensitive Solutions: The above issues of concern will be addressed by constructing new bus shelters, consolidating access points to commercial properties, and including specific notes and details for installation of decorative pavers and poles.

ENVIRONMENTAL & PERMITS

Anticipated Environmental Document:

GEPA: NEPA: PCE EA/FONSI EIS

MS4 Permit Compliance – Is the project located in a MS4 area? No Yes

Environmental Permits/Variations/Commitments/Coordination anticipated:

Permit/ Variance/ Commitment/ Coordination Anticipated	No	Yes	Remarks
1. U.S. Coast Guard Permit	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
2. Forest Service/Corps Land	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
3. CWA Section 404 Permit	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
4. Tennessee Valley Authority Permit	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
5. Buffer Variance	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
6. Coastal Zone Management Coordination	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
7. NPDES	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
8. FEMA	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
9. Cemetery Permit	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
10. Other Permits	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Signal Modification
11. Other Commitments	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
12. Other Coordination	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Lighting Agreement Access Management

10. A signal modification permit will need to be pursued with GDOT, as the proposed signal will include pedestrian and queue jumper phases that do not currently exist. In addition, while the northbound left turn phase operates as protected only, it is being converted from a single-left to a dual-left. The signal will be updated to conform to current GDOT standards. See attachment 7 for analysis of the traffic signal.

12. Lighting Agreement as included in Attachment 9

12. Access management and reconfiguration of driveways on the southwest quadrant will need to be coordinated with impacted property owners. Documentation to support the current low peak-hour demand is included in Attachment 11.

Is a PAR required? No Yes Completed – Date:

Environmental Comments and Information:

NEPA/GEPA: Anticipate PCE and no major significant issues.

Ecology: The majority of the affected area has been significantly disturbed and is in the current right of way. As long as waters of the US are not impacted, construction of intersection improvements (Type 3 as listed in Appendix A of the Joint Coordination Procedures) is concluded to have no effect on any listed species or their habitat occurring throughout Georgia. A programmatic categorical exclusion is anticipated.

Air Quality:

Is the project located in a PM 2.5 Non-attainment area? No Yes
 Is the project located in an Ozone Non-attainment area? No Yes
 Is a Carbon Monoxide hotspot analysis required? No Yes
 Exempt from Air Quality Analysis per 40 CFR 93.

History: There are no anticipated historical structures in this project area.

Archeology: There are no anticipated historical structures in this project area.

Noise Effects: This project is funded as part of the Congestion Mitigation and Air Quality (CMAQ) Improvement Program. Two of the primary goals of this project are to reduce spot delays and improve transit levels of service, thus mitigating air quality impacts. A programmatic categorical exclusion is anticipated.

Public Involvement: The City of Marietta will organize a public hearing for the project with necessary advertisements.

Major stakeholders: The major stakeholders in the project are Georgia DOT, Cobb DOT, City of Marietta, Cobb County Transit (CCT), and the adjacent property owners.

CONSTRUCTION

Issues potentially affecting constructability/construction schedule: The issues that could potentially affect the construction schedule are right of way acquisitions and access management.

Early Completion Incentives recommended for consideration: No Yes

COORDINATION, ACTIVITIES, RESPONSIBILITIES, AND COSTS

Other coordination to date: *Kick-off Meeting with City (See Agenda in Attachment 8)*
Kick-off Meeting with GDOT (See Agenda in Attachment 8)
Project Framework Agreement and Local Let Forms (See Attachment 9)

Project Activity	Party Responsible for Performing Task(s)
Concept Development	Southeastern Engineering, Inc.
Design	Southeastern Engineering, Inc.
Right-of-Way Acquisition	City of Marietta
Utility Relocation	Utility Companies
Letting to Contract	City of Marietta
Construction Supervision	Southeastern Engineering, Inc.
Providing Material Pits	Construction Contractor
Providing Detours	NA
Environmental Studies, Documents, and Permits	Southeastern Engineering, Inc.
Environmental Mitigation	NA
Construction Inspection & Materials Testing	Southeastern Engineering, Inc./ Contractor

County: Cobb

Project Cost Estimate Summary and Funding Responsibilities: 1.6 Million Total Cost

	Breakdown of PE	ROW	Reimbursable Utility	CST*	Environmental Mitigation	Total Cost**
By Whom	City of Marietta	City of Marietta	City of Marietta	City of Marietta	NA	
\$ Amount	\$114,640	\$2,136,491.05	\$0	\$1,382,553.24	NA	\$3,519,044.29 # 3,633,687.29
Date of Estimate	1/25/2013	7/25/2014		4/30/2014		

*CST Cost includes: Construction, Engineering and Inspection, and Liquid AC Cost Adjustment.

**Total cost exceeds original PFA; this is due to the extension of the eastbound right turn lane to prevent starvation of the turn lane by the through movement queues.

ALTERNATIVES DISCUSSION

Alternative selection:

Preferred Alternative: Lane Additions and Span Wire				#3.63M
Estimated Property Impacts:	13	Estimated Total Cost:		\$3.52M
Estimated ROW Cost:	\$2.14M	Estimated CST Time:		18 Months

Rationale: This project addresses all the concerns identified in the project objective at the lowest reasonable cost. This scenario will increase the lifespan of the intersection and improve access for pedestrian, bicycles, and transit. The intersection will be restriped and additional lanes will be added to improve the operation of the intersection and increase its lifespan. This project will provide pedestrian facilities to provide a safe crossing at the intersection. Queue jumping lanes and signals will be added for the buses on US 41, and bus stop facilities within the intersection will be upgraded and their locations adjusted to better facilitate ridership, embarking, and disembarking.

No-Build Alternative: Restriping Only			
Estimated Property Impacts:	NA	Estimated Total Cost:	\$50,000
Estimated ROW Cost:	NA	Estimated CST Time:	30 Days

Rationale: The restriping only option was not chosen because it does not address the pedestrian facilities at the intersection. It also does not help to improve flow through the intersection since it excludes the addition of the right turn lane from North Marietta Parkway to US 41.

Alternative 1: Turn Lane Modifications Only - No Queue Jumper Lanes			
Estimated Property Impacts:	9	Estimated Total Cost:	\$3.05M
Estimated ROW Cost:	\$2.14M	Estimated CST Time:	18 Months

Rationale: This scenario considered a shorter right turn lane to accommodate only the build year volumes and eliminated all the widening on US 41. This alternative impacts fewer properties and has a lower cost. However, it is not recommended as it fails to achieve all the project objectives and has a more limited life span.

County: Cobb

Alternative 2: Correcting the skew and addressing all the project goals			
Estimated Property Impacts:	15	Estimated Total Cost:	\$9.5M
Estimated ROW Cost:	\$5.75M	Estimated CST Time:	36 Months
Rationale: This scenario considered addressing everything in the preferred alternative in addition to correcting the skew angle. Providing continuous movement on SR 120 through the intersection while correcting the skew would likely result in the total take of up to 15 properties and displacement of the GDOT Area Office, compared to the frontage impacts under the preferred alternative. Splitting the intersection into two 90-degree T-intersections would cause the interior segment of US41 to significantly fail, while also not satisfying the minimum spacing criteria for median breaks and traffic signals. This correction is significantly outside the project scope and available budget.			

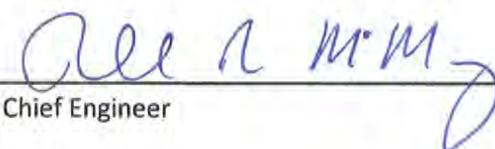
Comments: No additional comments.

LIST OF ATTACHMENTS/SUPPORTING DATA

1. Concept Layout
2. Typical sections
3. Cost Estimate
 - a. Detailed Cost Estimate
 - b. AC Adjustment
 - c. ROW Estimate
4. Crash summary
5. Approved Design Traffic
6. Capacity analysis and roundabout analysis summary (*tabular format*)
7. Summary of TE Study and/or Signal Warrant Analysis
8. Meetings
9. Signed Agreements
 - a. Marietta Power and Water Agreement
 - b. Fully Executed PFA
 - c. Local Let Form
 - d. Quality Assurance Materials Testing Form
10. Utilities
11. Access management consideration of driveway demand

APPROVALS

Concur: 
Director of Engineering

Approve: 
Chief Engineer

8-27-17
Date

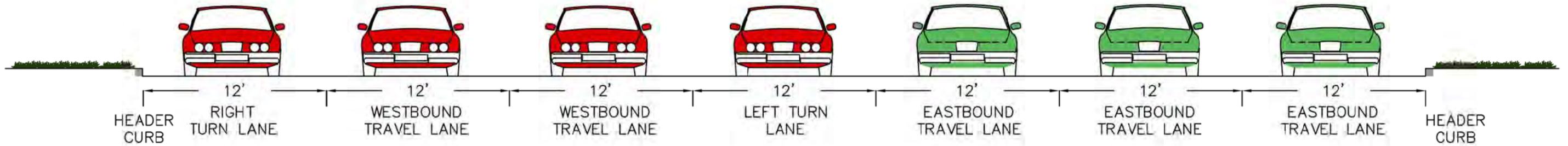
Attachment 1

Attachment 2

EXISTING

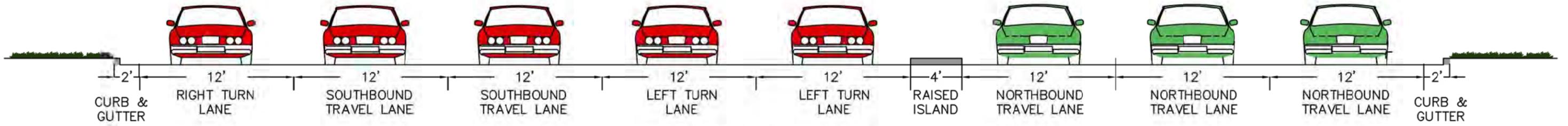


NORTH MARIETTA PARKWAY (WEST OF COBB PARKWAY)
VIEWED FROM THE INTERSECTION

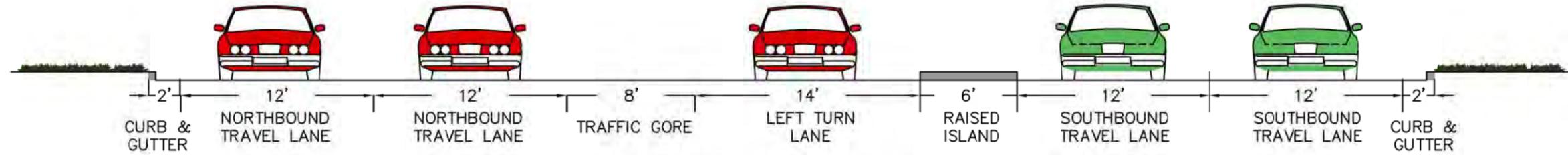


NORTH MARIETTA PARKWAY (EAST OF COBB PARKWAY)
VIEWED FROM THE INTERSECTION

EXISTING



COBB PARKWAY (NORTH OF MARIETTA PARKWAY)
VIEWED FROM THE INTERSECTION



COBB PARKWAY (SOUTH OF MARIETTA PARKWAY)
VIEWED FROM THE INTERSECTION

Attachment 3

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE P.I. No.

OFFICE

Project Description

DATE

Albert Shelby

FROM

TO Lisa L. Myers, State Project Review Engineer

SUBJECT REVISIONS TO PROGRAMMED COSTS

PROJECT MANAGER

MGMT LET DATE

MGMT ROW DATE

PROGRAMMED COST (TPro W/OUT INFLATION)

CONSTRUCTION \$

DATE

RIGHT OF WAY \$

DATE

UTILITIES \$

DATE

LAST ESTIMATE UPDATE

REVISED COST ESTIMATES

CONSTRUCTION* \$

RIGHT OF WAY \$

UTILITIES \$

*Cost Contains % Contingency

REASON FOR COST INCREASE

CONTINGENCY SUMMARY

Construction Cost Estimate:	\$ 1,259,726.48	(Base Estimate from CES)
Contingency:	\$ 62,986.32	(Base Estimate x 5 %) See Contingency Table in GDOT Policy 3A-9 for %
Total Liquid AC Adjustment:	\$ 59,840.44	(From Attached Worksheet)
Construction Total:	\$ 1,382,553.24	

REIMBURSABLE UTILITY COST

Utility Owner

Reimbursable Cost

Attachments:

DETAILED COST ESTIMATE



Job: 0012607

JOB NUMBER 0012607

FED/STATE PROJECT NUMBER 0012607

SPEC YEAR: 13

DESCRIPTION: COBB PARKWAY (US 41) AT NORTH MARIETTA PARKWAY (SR 120 LOOP)
INTERSECTION IMPROVEMENT

ITEMS FOR JOB 0012607

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0005	150-1000	1.000	LS	\$100,000.00000	TRAFFIC CONTROL - TRAFFIC CONTROL	\$100,000
0210	163-0232	4.000	AC	\$410.09659	TEMPORARY GRASSING	\$1,640
0215	163-0240	50.000	TN	\$199.43872	MULCH	\$9,971
0220	163-0300	2.000	EA	\$1,334.39678	CONSTRUCTION EXIT	\$2,668
0225	163-0529	15.000	LF	\$4.28301	CNST/REM TEMP SED BAR OR BLD STRW CK DM	\$64
0230	163-0550	20.000	EA	\$144.07809	CONS & REM INLET SEDIMENT TRAP	\$2,881
0235	165-0010	6000.000	LF	\$0.47440	MAINT OF TEMP SILT FENCE, TP A	\$2,846
0240	165-0030	1000.000	LF	\$0.70977	MAINT OF TEMP SILT FENCE, TP C	\$709
0245	165-0071	200.000	LF	\$1.91185	MAINT OF SEDIMENT BARRIER - BALED STRAW	\$382
0250	165-0101	4.000	EA	\$550.13679	MAINT OF CONST EXIT	\$2,200
0255	165-0105	40.000	EA	\$30.34476	MAINT OF INLET SEDIMENT TRAP	\$1,213
0260	167-1000	2.000	EA	\$174.63123	WATER QUALITY MONITORING AND SAMPLING	\$349
0265	167-1500	18.000	MO	\$495.66328	WATER QUALITY INSPECTIONS	\$8,921
0270	171-0010	3000.000	LF	\$2.28121	TEMPORARY SILT FENCE, TYPE A	\$6,843
0275	171-0030	500.000	LF	\$3.65626	TEMPORARY SILT FENCE, TYPE C	\$1,828
0095	207-0203	100.000	CY	\$43.28774	FOUND BK FILL MATL, TP II	\$4,328
0010	210-0100	1.000	LS	\$150,000.00000	GRADING COMPLETE - GRADING COMPLETE	\$150,000
0015	310-5120	2500.000	SY	\$22.24122	GR AGGR BS CRS 12IN INCL MATL	\$55,603
0020	402-3121	1000.000	TN	\$80.08045	RECYL AC 25MM SP,GP1/2,BM&HL	\$80,080
0025	402-3130	2000.000	TN	\$87.21693	RECYL AC 12.5MM SP,GP2,BM&HL	\$174,433
0030	402-3190	500.000	TN	\$90.08396	RECYL AC 19 MM SP,GP 1 OR 2 ,INC BM&HL	\$45,041
0035	413-1000	500.000	GL	\$4.31501	BITUM TACK COAT	\$2,157
0040	432-5010	1000.000	SY	\$12.02435	MILL ASPH CONC PVMT,VARB DEPTH	\$12,024
0045	441-0018	25.000	SY	\$47.25377	DRIVEWAY CONCRETE, 8 IN TK	\$1,181
0050	441-0104	1500.000	SY	\$27.35368	CONC SIDEWALK, 4 IN	\$41,030
0055	441-0754	1000.000	SY	\$43.89939	CONC MEDIAN, 7 1/2 IN RED STAMPED	\$43,899
0060	441-5008	400.000	LF	\$11.70623	CONC HEADER CURB, 8 IN, TP 7	\$4,682
0065	441-6222	3000.000	LF	\$49.06045	CONC CURB & GUTTER/ 8X30TP2	\$147,181
0070	441-8000	4.000	EA	\$50.00000	PRECAST BUMPER BLOCK	\$200
0075	446-1100	1000.000	LF	\$5.99762	PVMT REF FAB STRIPS, TP2,16 INCH WIDTH	\$5,997
0085	500-3115	120.000	LF	\$458.88617	CLASS A CONCRETE, TYPE P2, RETAINING WAL	\$54,826
0080	500-9999	50.000	CY	\$175.87261	CL B CONC,BASE OR PVMT WIDEN	\$8,793
0090	515-2020	120.000	LF	\$54.04822	GALV STEEL PIPE HDRAIL,2,ROUD	\$6,485
0100	550-1182	250.000	LF	\$28.33173	STM DR PIPE 18,H 15-20	\$7,082
0105	550-1240	100.000	LF	\$51.40955	STM DR PIPE 24,H 1-10	\$5,140
0280	603-2181	25.000	SY	\$40.05142	STN DUMPED RIP RAP, TP 3, 18	\$1,001
0285	603-7000	25.000	SY	\$4.63029	PLASTIC FILTER FABRIC	\$115
0135	611-3002	2.000	EA	\$2,000.00000	RECONSTR CATCH BASIN, GROUP 2	\$4,000
0195	636-1020	72.000	SF	\$16.75401	HWY SGN,TP1MAT,REFL SH TP3	\$1,208
0200	636-1033	108.000	SF	\$17.09836	HWY SIGNS, TP1MAT,REFL SH TP 9	\$1,846
0205	636-2090	200.000	LF	\$6.93784	GALV STEEL POSTS, TP 9	\$1,387

DETAILED COST ESTIMATE



Job: 0012607

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0315	647-1000	1.000	LS	\$185,000.00000	TRAF SIGNAL INSTALLATION NO - TRAFFIC SIGNAL INSTALLATION NO.1	\$185,000
0185	652-0120	39.000	EA	\$156.48873	PAVEMENT MARKING, ARROW, TP 2	\$6,103
0190	653-0400	2.000	EA	\$891.73000	THERM PVMT MARK, WORD, TP 21	\$1,783
0150	653-1501	2475.000	LF	\$0.66058	THERMO SOLID TRAF ST 5 IN, WHI	\$1,634
0140	653-1502	3250.000	LF	\$0.43912	THERMO SOLID TRAF ST, 5 IN YEL	\$1,427
0180	653-1704	216.000	LF	\$7.46804	THERM SOLID TRAF STRIPE,24,WH	\$1,613
0170	653-1804	2820.000	LF	\$3.08806	THERM SOLID TRAF STRIPE, 8,WH	\$8,708
0160	653-3501	1950.000	GLF	\$0.20011	THERMO SKIP TRAF ST, 5 IN, WHI	\$390
0175	653-6004	600.000	SY	\$3.88045	THERM TRAF STRIPING, WHITE	\$2,316
0145	654-1001	42.000	EA	\$6.00858	RAISED PVMT MARKERS TP 1	\$252
0155	654-1003	124.000	EA	\$3.88035	RAISED PVMT MARKERS TP 3	\$481
0165	654-1003	24.000	EA	\$4.29709	RAISED PVMT MARKERS TP 3	\$103
0110	668-1100	8.000	EA	\$2,176.99084	CATCH BASIN, GP 1	\$17,415
0115	668-1110	10.000	LF	\$190.61563	CATCH BASIN, GP 1, ADDL DEPTH	\$1,906
0120	668-2100	4.000	EA	\$1,968.12952	DROP INLET, GP 1	\$7,872
0125	668-4300	3.000	EA	\$1,846.48388	STORM SEW MANHOLE, TP 1	\$5,539
0130	668-4311	5.000	LF	\$189.36093	ST SEW MANHOLE,TP 1,A DEP,CL 1	\$946
0290	700-8910	4.000	AC	\$945.02688	PERMANENT GRASSING	\$3,780
0295	700-7000	5.000	TN	\$269.23254	AGRICULTURAL LIME	\$1,346
0300	700-8000	15.000	TN	\$491.58256	FERTILIZER MIXED GRADE	\$7,373
0305	700-8100	100.000	LB	\$2.14464	FERTILIZER NITROGEN CONTENT	\$214
0310	700-9300	150.000	SY	\$8.43391	SOD	\$1,265
SUBTOTAL FOR :						\$1,259,726.

TOTALS FOR JOB 0012607

ITEMS COST:	\$1,259,726.48
COST GROUP COST:	\$0.00
ESTIMATED COST:	\$1,259,726.48
CONTINGENCY PERCENT:	0.00
ENGINEERING AND INSPECTION:	0.05
ESTIMATED COST WITH CONTINGENCY AND E&I:	\$1,322,712.80

PROJ. NO.

12607

CALL NO.

9/29/2009

P.I. NO.

0012607

DATE

4/3/2014

INDEX (TYPE)

DATE	INDEX
Mar-14	\$ 3.293
	\$ 3.909
	\$ 563.00

Link to Fuel and AC Index:

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

LIQUID AC ADJUSTMENTS

PA=(((APM-APL)/APL))xTMTxAPL

Asphalt

Price Adjustment (PA)				59115	\$	59,115.00
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	\$	900.80		
Monthly Asphalt Cement Price month project let (APL)			\$	563.00		
Total Monthly Tonnage of asphalt cement (TMT)				175		

ASPHALT	Tons	%AC	AC ton
Leveling	0	5.0%	0
12.5 OGFC	0	5.0%	0
12.5 mm	2000	5.0%	100
9.5 mm SP	0	5.0%	0
25 mm SP	1000	5.0%	50
19 mm SP	500	5.0%	25
	3500		175

BITUMINOUS TACK COAT

Price Adjustment (PA)				\$	725.44	\$	725.44
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	\$	900.80			
Monthly Asphalt Cement Price month project let (APL)			\$	563.00			
Total Monthly Tonnage of asphalt cement (TMT)				2.147550461			

Bitum Tack

Gals	gals/ton	tons
500	232.8234	2.14755046

BITUMINOUS TACK COAT (surface treatment)

Price Adjustment (PA)				\$	0	\$	-
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	\$	900.80			
Monthly Asphalt Cement Price month project let (APL)			\$	563.00			
Total Monthly Tonnage of asphalt cement (TMT)				0			

Bitum Tack	SY	Gals/SY	Gals	gals/ton	tons
Single Surf. Trmt.	0	0.20	0	232.8234	0
Double Surf. Trmt.	0	0.44	0	232.8234	0
Triple Surf. Trmt	0	0.71	0	232.8234	0

TOTAL LIQUID AC ADJUSTMENT \$ **59,840.44**

Department of Transportation State of Georgia

Interdepartmental Correspondence

FILE R/W Cost Estimate **OFFICE** Atlanta
DATE July 25, 2014
FROM Phil Copeland, Right of Way Administrator
LaShone Alexander, Right of Way Cost Estimator
TO Azimeye O. Abu, Project Manager
SUBJECT **Preliminary Right of Way Cost Estimate**
Project: Cobb County 0012607
P.I. No.: 0012607
Description: SR/US 41@SR 120 ALT

As per your request, attached is a copy of the approved Preliminary Right of Way Cost Estimates on the above referenced projects.

If you have any questions, please contact LaShone Alexander at One Georgia Center 600 West Parkway Street, NW Atlanta, GA 30308, Right of Way Office at (478) 553-1569 or (478) 232-4045.

PC: LA
Attachments
c: File

GEORGIA DEPARTMENT OF TRANSPORTATION
PRELIMINARY ROW COST ESTIMATE SUMMARY

Date: 7/25/2014 Project: 0012607
 Revised: County: Cobb
 PI: 0012607

Description: SR/US 41 @ SR 120
 Project Termini: SR/US 41 @ SR 120

Existing ROW: Varies
 Required ROW: Varies
 Parcels: 12

Land and Improvements _____ \$1,852,891.05

<i>Proximity Damage</i> \$0.00
<i>Consequential Damage</i> \$150,000.00
<i>Cost to Cures</i> \$125,000.00
<i>Trade Fixtures</i> \$0.00
<i>Improvements</i> \$300,000.00

Valuation Services _____ \$75,000.00

Legal Services _____ \$83,100.00

Relocation _____ \$24,000.00

Demolition _____ \$0.00

Administrative _____ \$101,500.00

TOTAL ESTIMATED COSTS _____ \$2,136,491.05

TOTAL ESTIMATED COSTS (ROUNDED) _____ \$2,137,000.00

Preparation Credits	Hours	Signature

Prepared By: Dathone Alexander CG#: 286999 7/25/2014 (ATE)

Approved By: Dathone Alexander CG#: 286999 7/25/2014 (ATE)

NOTE: No Market Appreciation is included in this Preliminary Cost Estimate

Attachment 4

Total Crashes Attributable to SR 3 @ SR 120									
Year	Crashes by Collision Type						Totals		
	Rear-end	Angle	Head-on	Sideswipe	Other Non-Collision	Crashes	Injury*	Fatal	
2008	54	16	2	7	1	80	26	0	
2009	77	19	4	8	2	110	34	0	
2010	31	8	0	1	0	40	9	0	
2011	43	8	1	3	2	58	14	0	
2012	64	10	1	4	2	81	20	0	
Total	269	61	8	23	7	369	103	0	
Percentage	73%	17%	2%	6%	2%				

*Total Reported Injuries, not number of crashes with injuries

Attachment 5

Department of Transportation State of Georgia

INTERDEPARTMENT CORRESPONDENCE

FILE P.I. # 0012607, Cobb County **OFFICE** Planning
DATE March 12, 2014

FROM Cynthia L. VanDyke, State Transportation Planning Administrator

TO Albert Shelby, State Program Delivery Engineer
Attention: Azimeye Abu

SUBJECT **Reviewed Updated** Design Traffic for SR 3US 41 @ SR 120 ALT.

We Reviewed the Updated Design Traffic for the above project.

The Design Traffic is approved. If you have any questions concerning this information please contact Abby Ebodaghe at (404) 631-1923.

CLV/AFE



SOUTHEASTERN ENGINEERING, INC.

2470 Sandy Plains Road
Marietta, GA 30066
(Office) 770-321-3936
(Fax) 770-321-3935

cmaddox@seengineering.com

March 5th, 2014

Traffic Analysis Section – Office Of Planning
Georgia Department of Transportation

**RE: PI#0012607 - North Marietta Pkwy (SR 120 Loop) at Cobb Pkwy (US 41)
Traffic Flow Diagrams**

Please consider this submittal the required support for the Design Traffic Projections/Traffic Review Request Form for PI#0012607. This is a CMAQ-funded intersection improvement project in Cobb County. Per the form's requirements the project build layout, area development, and traffic counts have been attached. The projected traffic for the project intersection is based on the assumptions that the build and no build volumes will be equal and that traffic in the project vicinity will experience a 1% growth rate.

Peak Hour Volume Methodology

For the peak hour traffic, we utilized the raw turn count data collected for the AM and PM peak hours. This was then grown at 1% to obtain the 2017 and 2037 traffic volumes. The existing turn count data and the growth charts have been included in the appendix.

ADT Volume Methodology

To develop the ADT's, we utilized the directional volumes approaching the intersection from several counts. The existing volume data, STARS data, and the growth charts have been included in the appendix.

For westbound and southbound approaches, we utilized the counts collected in 2013. For eastbound and northbound approaches, we utilized the 2011 GDOT STARS count numbers 2076 and 2134 respectively. The eastbound and northbound counts were grown for two years to bring them in line with the 2013 traffic counts.

The approach volumes used are as follows:

- NB = 14430 grown to 14618
- EB = 9360 grown to 9548
- SB = 17886
- WB = 13988

The counts that SEI collected north and west of the intersection were compared to GDOT STARS count number 2132 and count number 2416. We grew the GDOT STARS counts and found them to be reasonably comparable with the 2013 traffic counts.

Utilizing the turn count data, we determined a distribution of traffic per movement. We utilized all the turn volumes collected and divided the total turn movement volume with the total collected intersection volume to derive the daily distribution by movement. The outbound volumes were derived by adding together the contributing turn movements. These were compared to the daily volumes collected and the STARS count for the respective directions and were found to be

reasonable. Each movement volume was rounded up to the closest five cars for the purposes of the traffic flow diagram.

The projected traffic for the project intersection is as follows:

US 41 ADT (North of the intersection)	SR 120 ADT (East of the intersection)
Current Year (2013): 36,645	Current Year (2013): 26,825
Open Year (2017): 38,150	Open Year (2017): 27,930
Design Year (2037): 46,540	Design Year (2037): 34,070

US 41 ADT (South of the intersection)	SR 120 ADT (West of the intersection)
Current Year (2013): 28,460	Current Year (2013): 20,320
Open Year (2017): 29,635	Open Year (2017): 21,165
Design Year (2037): 36,150	Design Year (2037): 25,810

The projected truck percentages for the project intersection are as follows:

US 41 Truck Percentages:	SR 120 Truck Percentages:
24 H Daily: 13.9% (11.5% SU, 2.4% COMB)	24 H Daily: 13.0% (10.3% SU, 2.7% COMB)
AM Peak: 13.5% (9.9% SU, 3.6% COMB)	AM Peak: 12.8% (10.2% SU, 2.6% COMB)
PM Peak: 11.8% (10.2% SU, 1.6% COMB)	PM Peak: 11.7% (8.7% SU, 3.0% COMB)

In addition to the counts collected for US 41 and SR 120, traffic counts were collected for Page Street located adjacent to the intersection. Page Street is a one-way local street located southeast of the US 41 and SR 120 intersection that connects US 41 to SR 120. The Page Street counts were collected in 2014, so a shrinkage factor was applied to convert the counts to comparable 2013 traffic volumes. The traffic volumes were then grown using the same methodology for the US 41 and SR 120 volumes to obtain the 2017 and 2037 traffic volumes. The existing volume data and the growth charts have been included in the appendix. The Page Street volumes are shown on the traffic diagrams.

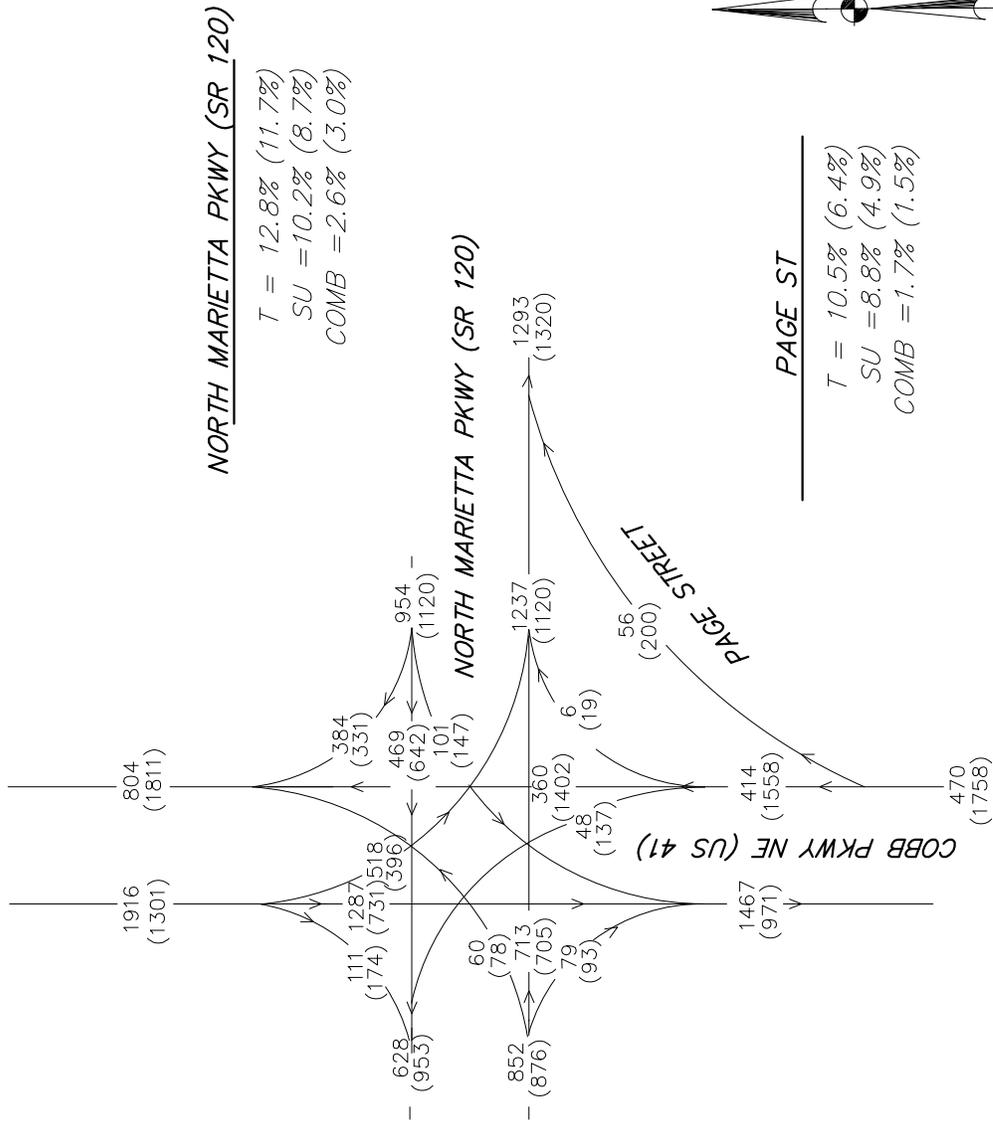
If you have any questions regarding the project or projected traffic for the intersection, please contact Alex Hofelich (Project Manager) or Chris Maddox (Traffic Engineer), using the information provided below.

Alex Hofelich, PE, PTOE
Traffic Engineer
770-321-3936 x 201
Ahofelich@seengineering.com

Chris Maddox, EIT
Traffic Engineer
770-321-3936 x 205
Cmaddox@seengineering.com

TRAFFIC FLOW DIAGRAMS

- 2013 PEAK HOUR VOLUMES
- 2013 ADT VOLUMES
- 2017 PEAK HOUR VOLUMES
- 2017 ADT VOLUMES
- 2037 PEAK HOUR VOLUMES
- 2037 ADT VOLUMES



PAGE ST

PI 0012607 COBB COUNTY



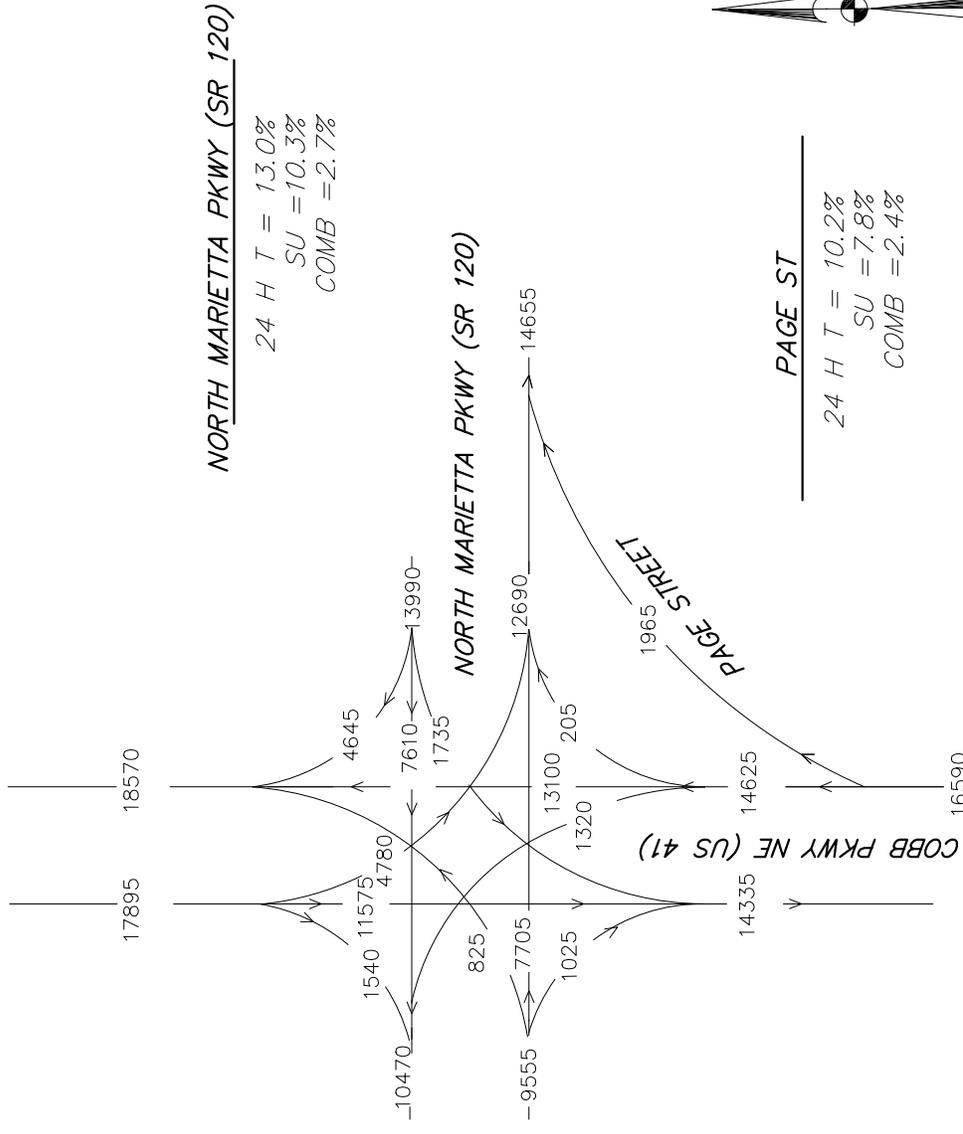
Project No.	729-13-005
Design By:	
Drawn By:	BCM
Date:	12-13-2013
Scale:	NTS

LEGEND

00 AM PEAK HOUR
 (00) PM PEAK HOUR

US 41 @ SR 120
 EXISTING 2013 PEAK HOUR TRAFFIC
 TRAFFIC FLOW DIAGRAM

SHEET 1 OF 6



NORTH MARIETTA PKWY (SR 120)
 24 H T = 13.0%
 SU = 10.3%
 COMB = 2.7%

PAGE ST
 24 H T = 10.2%
 SU = 7.8%
 COMB = 2.4%

COBB PKWY (US 41)
 24 H T = 13.9%
 SU = 11.5%
 COMB = 2.4%



PI 0012607 COBB COUNTY

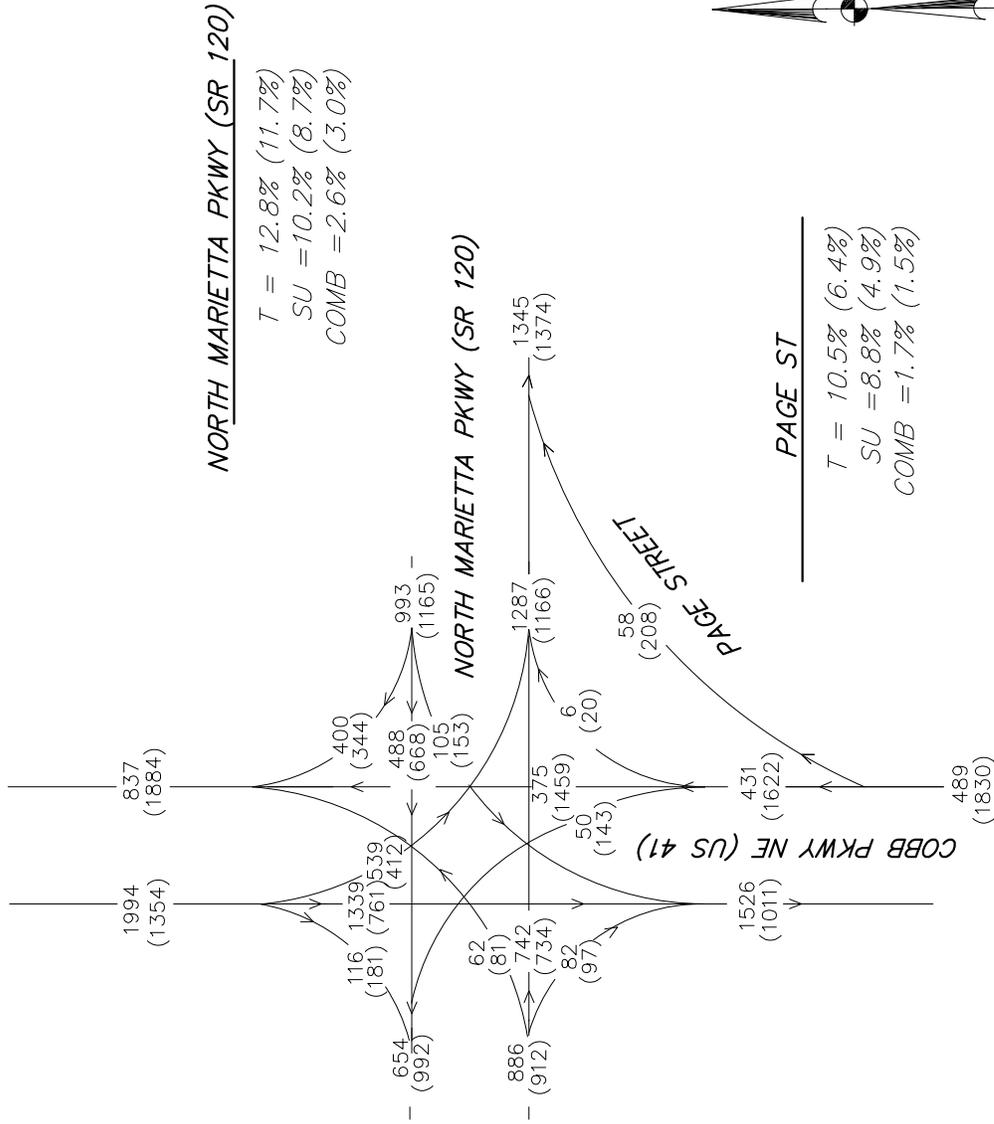


SHEET 2 OF 6

Project No.	729-13-005
Design By:	
Drawn By:	BCM
Date:	12-13-2013
Scale:	NTS

LEGEND
 00 2013 ADT

US 41 @ SR 120
 EXISTING 2013
 AVERAGE DAILY TRAFFIC
 TRAFFIC FLOW DIAGRAM



PI 0012607 COBB COUNTY

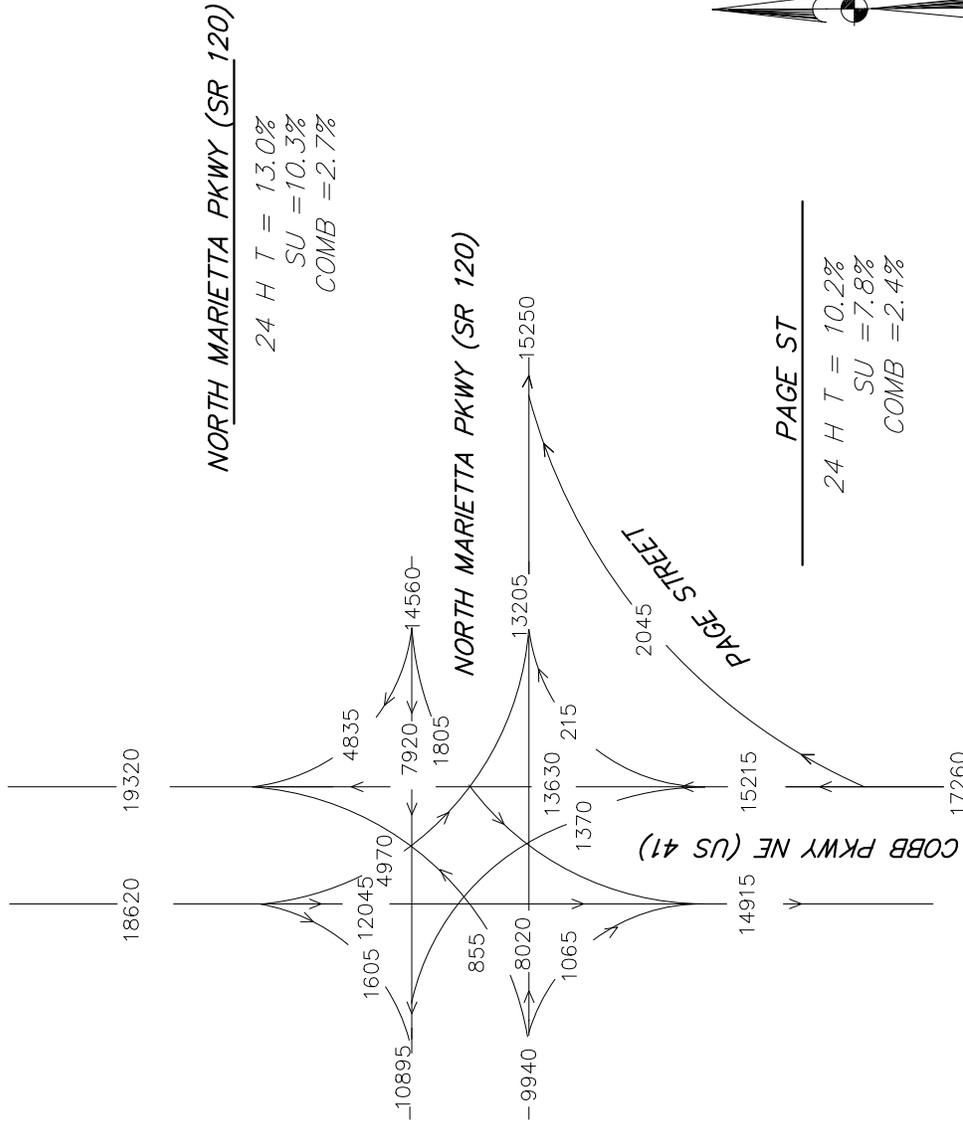


SHEET 3 OF 6

Project No.	729-13-005
Design By:	
Drawn By:	BCM
Date:	11-25-2013
Scale:	NTS

LEGEND
 00 AM PEAK HOUR
 (00) PM PEAK HOUR

US 41 @ SR 120
 BASE 2017 PEAK HOUR TRAFFIC
 BUILD AND NO BUILD DHV
 TRAFFIC FLOW DIAGRAM



PI 0012607 COBB COUNTY

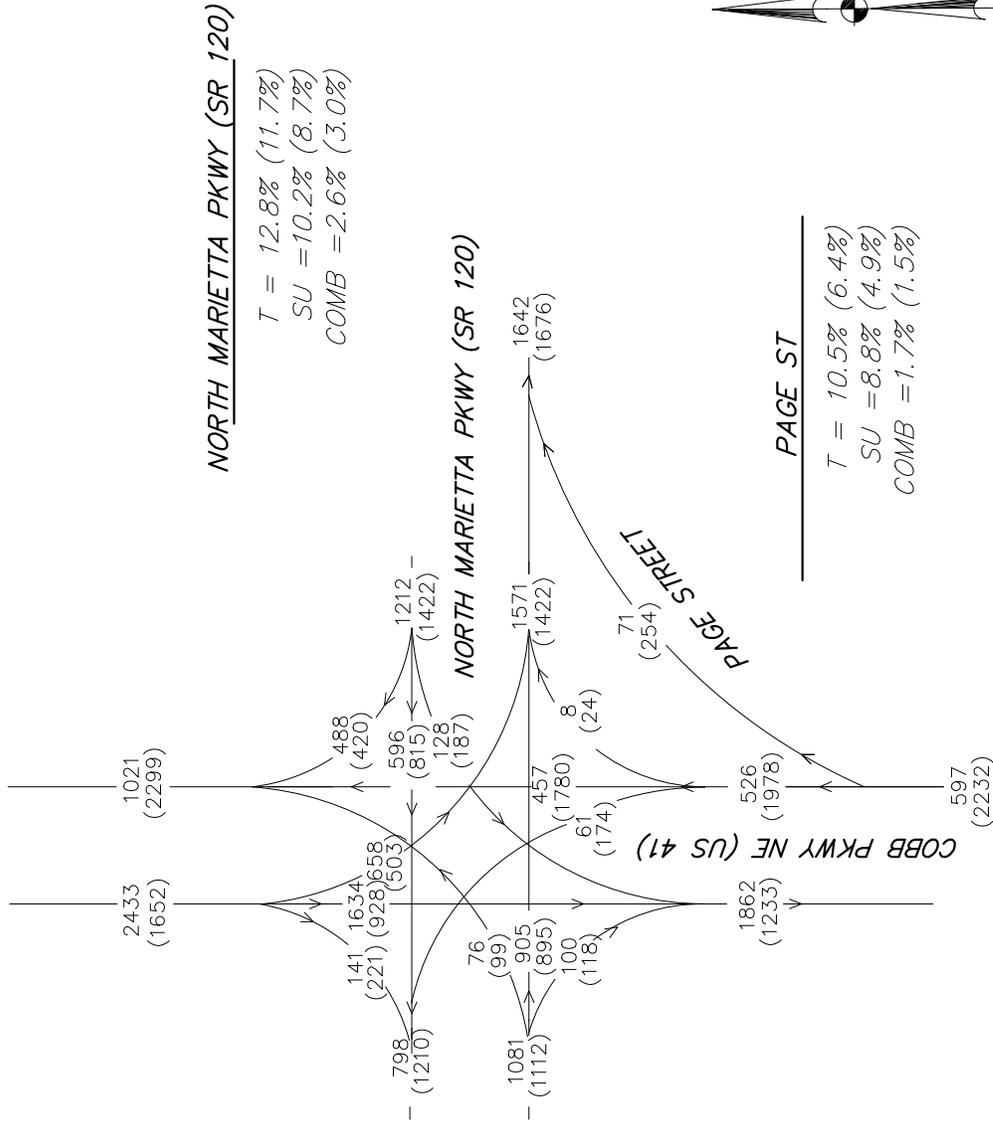


SHEET 4 OF 6

Project No.	729-13-005
Design By:	
Drawn By:	BCM
Date:	12-13-2013
Scale:	NTS

LEGEND
 00 2017 ADT

US 41 @ SR 120
 BASE 2017 AVERAGE DAILY TRAFFIC
 BUILD AND NO BUILD
 TRAFFIC FLOW DIAGRAM



NORTH MARIETTA PKWY (SR 120)

$T = 12.8\%$ (11.7%)
 $SU = 10.2\%$ (8.7%)
 $COMB = 2.6\%$ (3.0%)

PAGE ST

$T = 10.5\%$ (6.4%)
 $SU = 8.8\%$ (4.9%)
 $COMB = 1.7\%$ (1.5%)

COBB PKWY (US 41)

$T = 13.5\%$ (11.8%)
 $SU = 9.9\%$ (10.2%)
 $COMB = 3.6\%$ (1.6%)

PI 0012607 COBB COUNTY



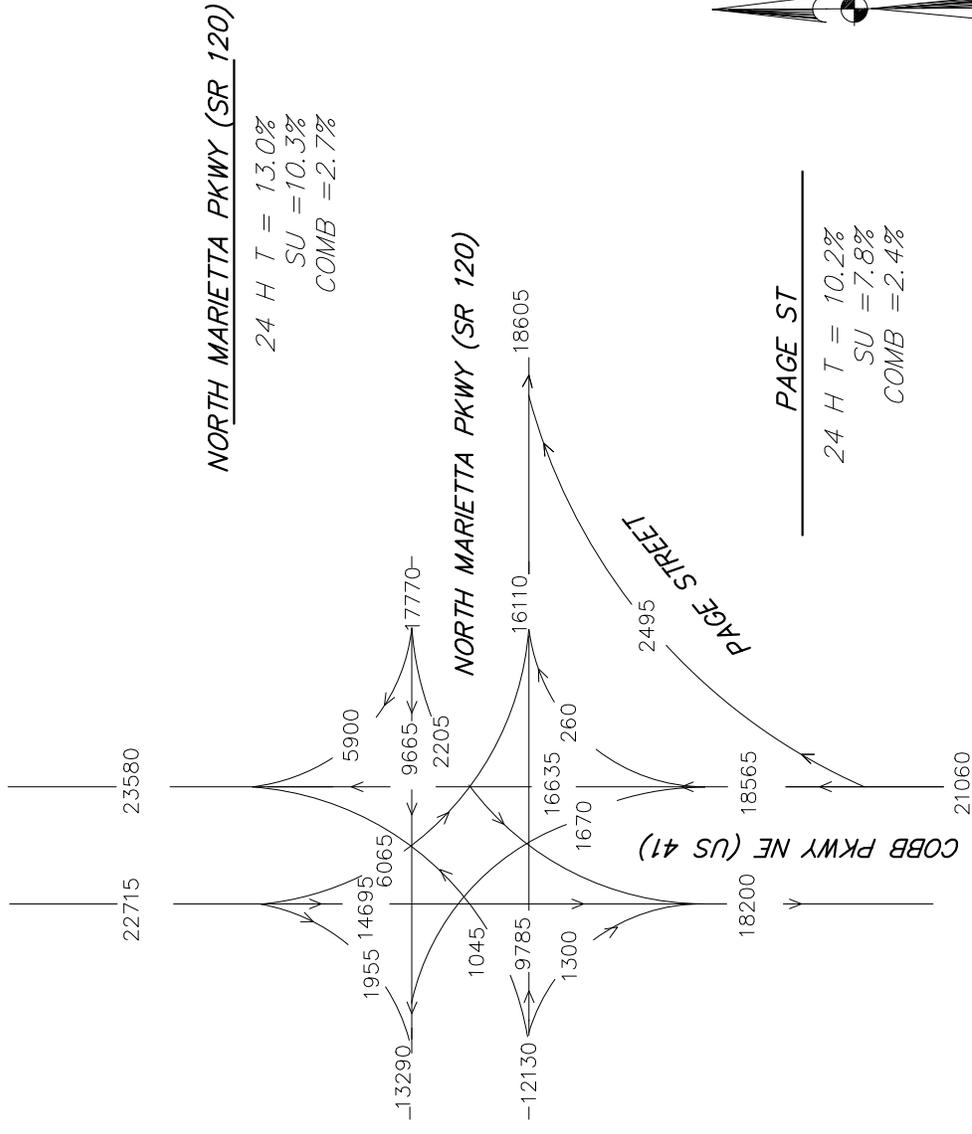
SHEET 5 OF 6

Project No.	729-13-005
Design By:	
Drawn By:	BCM
Date:	12-13-2013
Scale:	NTS

LEGEND

00 AM PEAK HOUR
 (00) PM PEAK HOUR

US 41 @ SR 120
 DESIGN 2037 PEAK HOUR TRAFFIC
 BUILD AND NO BUILD DHV
 TRAFFIC FLOW DIAGRAM



PI 0012607 COBB COUNTY



SHEET 6 OF 6

Project No.	729-13-005
Design By:	
Drawn By:	BCM
Date:	12-13-2013
Scale:	NTS

LEGEND
 00 2037 ADT

US 41 @ SR 120
 DESIGN 2037 AVERAGE DAILY TRAFFIC
 BUILD AND NO BUILD
 TRAFFIC FLOW DIAGRAM

ADT VOLUMES

- 3/6/13 TRAFFIC COUNT
- STARS TRAFFIC COUNT 2076
- STARS TRAFFIC COUNT 2134
- ADT GROWTH CHAR
- PAGE STREET TRAFFIC COUNT
- PAGE STREET GROWTH CHART

Reliable Traffic Data Services, LLC

ADT Classification Data

Tel: (770) 578-8158 Fax: (770) 578-8159
 info@reliabletraffic.org | www.reliabletraffic.org

Site Code: 33490101
 N Marietta Pkwy West of I-75 SB Ramps

Eastbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
3/6/13	0	15	2	0	2	0	0	0	1	0	0	0	0	0	20
00:15	0	13	0	0	2	0	0	0	0	0	0	0	0	0	15
00:30	0	12	0	0	1	0	0	2	0	0	0	0	0	0	15
00:45	2	12	4	1	0	0	0	2	0	0	0	0	0	0	21
	2	52	6	1	5	0	0	4	1	0	0	0	0	0	71
01:00	0	14	0	0	0	0	0	0	1	0	0	0	0	0	15
01:15	0	12	0	0	0	0	0	0	0	0	0	0	0	0	12
01:30	0	8	2	1	1	0	0	0	0	0	0	0	0	0	12
01:45	0	6	0	0	1	0	0	0	0	0	0	0	0	0	7
	0	40	2	1	2	0	0	0	1	0	0	0	0	0	46
02:00	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
02:15	0	6	0	0	0	0	0	1	0	0	0	0	0	0	7
02:30	0	11	2	0	1	0	0	0	0	0	0	0	0	0	14
02:45	0	8	1	0	4	0	0	0	0	0	0	0	0	0	13
	0	30	4	0	5	0	0	1	0	0	0	0	0	0	40
03:00	0	11	0	0	0	0	0	0	0	0	0	0	0	0	11
03:15	0	11	1	0	2	0	0	0	0	0	0	0	0	0	14
03:30	0	9	0	0	0	0	0	2	0	0	0	0	0	0	11
03:45	0	5	0	0	1	0	0	0	0	0	0	0	0	0	6
	0	36	1	0	3	0	0	2	0	0	0	0	0	0	42
04:00	0	13	2	0	0	0	0	0	0	0	0	0	0	0	15
04:15	0	13	6	0	1	0	0	1	1	0	0	0	0	0	22
04:30	0	21	6	0	0	0	0	0	0	0	0	0	0	0	27
04:45	1	21	2	1	1	1	0	1	0	0	0	0	0	0	28
	1	68	16	1	2	1	0	2	1	0	0	0	0	0	92
05:00	0	33	5	0	5	1	0	1	0	0	0	0	0	0	45
05:15	0	45	5	0	6	0	0	4	0	0	0	0	0	0	60
05:30	0	69	8	0	2	0	0	2	0	0	0	0	0	0	81
05:45	1	50	11	0	5	0	0	1	1	0	0	0	0	0	69
	1	197	29	0	18	1	0	8	1	0	0	0	0	0	255
06:00	0	92	14	2	14	0	0	2	0	0	0	0	0	0	124
06:15	0	109	18	4	17	1	0	1	0	0	1	0	0	0	151
06:30	0	134	21	11	17	1	0	2	1	0	0	0	0	0	187
06:45	0	146	33	6	19	4	0	2	0	0	0	0	0	0	210
	0	481	86	23	67	6	0	7	1	0	1	0	0	0	672
07:00	1	216	31	13	44	2	0	5	1	0	0	0	0	0	313
07:15	0	213	37	15	30	0	0	2	2	0	1	0	0	0	300
07:30	0	231	37	6	17	1	0	7	1	0	1	0	0	0	301
07:45	1	213	36	6	17	2	0	6	0	0	1	0	2	0	284
	2	873	141	40	108	5	0	20	4	0	3	0	2	0	1198
08:00	0	187	40	6	24	2	0	6	1	0	1	1	0	0	268
08:15	0	157	28	4	35	1	0	8	0	0	1	0	0	0	234
08:30	0	202	31	6	25	0	0	4	0	0	1	0	0	0	269
08:45	1	173	31	9	28	0	0	5	0	0	0	1	0	0	248
	1	719	130	25	112	3	0	23	1	0	3	2	0	0	1019
09:00	0	184	41	8	33	1	0	2	1	0	1	0	0	0	271
09:15	0	147	37	2	21	0	1	4	0	0	0	0	1	0	213
09:30	0	165	31	2	17	1	0	1	0	0	1	0	0	0	218
09:45	0	130	43	9	13	1	0	6	1	0	2	0	0	0	205
	0	626	152	21	84	3	1	13	2	0	4	0	1	0	907
10:00	1	131	42	1	21	0	1	4	1	0	0	0	0	0	202
10:15	1	117	43	5	29	1	0	5	0	0	0	0	0	0	201
10:30	0	152	31	6	28	1	0	2	0	0	0	0	0	0	220
10:45	0	134	28	2	25	0	0	0	0	0	1	0	0	0	190
	2	534	144	14	103	2	1	11	1	0	1	0	0	0	813
11:00	0	123	18	2	12	0	0	1	1	0	0	0	0	0	157
11:15	0	138	39	4	25	1	0	5	1	0	1	0	0	0	214
11:30	0	105	35	4	17	2	0	8	0	0	0	1	0	0	172
11:45	0	159	35	6	23	0	1	1	0	0	1	0	0	0	226
	0	525	127	16	77	3	1	15	2	0	2	1	0	0	769
Total	9	4181	838	142	586	24	3	106	15	0	14	3	3	0	5924
Percent	0.2%	70.6%	14.1%	2.4%	9.9%	0.4%	0.1%	1.8%	0.3%	0.0%	0.2%	0.1%	0.1%	0.0%	

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Site Code: 33490101
 N Marietta Pkwy West of I-75 SB Ramps

Eastbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
12 PM	0	148	26	6	17	0	1	8	0	0	0	0	0	0	206
12:15	0	143	21	2	27	0	0	5	0	0	0	0	0	0	198
12:30	0	119	26	4	26	1	0	4	0	0	0	0	0	0	180
12:45	1	111	29	2	26	2	0	2	0	0	2	0	0	0	175
	1	521	102	14	96	3	1	19	0	0	2	0	0	0	759
13:00	0	140	27	6	26	0	0	1	0	0	1	0	0	0	201
13:15	1	128	21	5	14	0	0	5	0	0	1	0	0	0	175
13:30	0	142	29	8	23	0	0	2	0	0	1	0	0	0	205
13:45	0	142	26	4	20	4	0	1	1	0	1	0	0	0	199
	1	552	103	23	83	4	0	9	1	0	4	0	0	0	780
14:00	0	155	30	5	27	1	0	0	1	0	0	0	0	0	219
14:15	0	131	23	1	17	2	0	0	0	0	2	0	0	0	176
14:30	0	111	25	2	29	0	0	8	0	0	0	0	0	0	175
14:45	0	142	26	5	16	0	0	1	1	0	0	0	0	0	191
	0	539	104	13	89	3	0	9	2	0	2	0	0	0	761
15:00	1	142	20	5	13	0	0	5	0	0	0	0	0	0	186
15:15	0	179	28	5	13	1	0	5	0	0	1	0	0	0	232
15:30	1	145	25	1	21	5	0	2	0	0	2	1	0	0	203
15:45	0	167	26	2	15	0	0	1	0	0	0	0	0	0	211
	2	633	99	13	62	6	0	13	0	0	3	1	0	0	832
16:00	0	183	35	7	21	1	0	1	1	0	1	1	0	0	251
16:15	0	145	36	7	20	2	0	4	0	0	0	0	0	0	214
16:30	0	179	24	4	20	4	0	10	1	0	0	0	0	0	242
16:45	1	186	30	6	19	1	0	6	0	0	2	0	0	0	251
	1	693	125	24	80	8	0	21	2	0	3	1	0	0	958
17:00	0	222	37	7	20	1	0	1	1	0	0	0	0	0	289
17:15	0	253	17	6	29	5	0	9	0	0	2	0	0	0	321
17:30	0	182	15	1	15	2	0	2	0	0	1	0	1	0	219
17:45	0	151	34	2	16	0	0	2	0	0	0	0	0	0	205
	0	808	103	16	80	8	0	14	1	0	3	0	1	0	1034
18:00	1	163	21	1	9	1	0	4	0	0	0	0	0	0	200
18:15	1	108	14	5	9	0	0	4	0	0	0	0	0	0	141
18:30	0	121	24	1	11	1	0	1	0	0	0	0	0	0	159
18:45	0	118	24	0	9	1	0	5	0	0	0	0	0	0	157
	2	510	83	7	38	3	0	14	0	0	0	0	0	0	657
19:00	0	110	11	2	11	1	0	4	1	0	0	0	0	0	140
19:15	0	118	14	2	11	0	0	0	0	0	0	0	0	0	145
19:30	1	92	11	0	6	1	1	0	0	0	0	0	0	0	112
19:45	0	91	6	1	5	2	0	1	1	0	0	0	0	0	107
	1	411	42	5	33	4	1	5	2	0	0	0	0	0	504
20:00	0	105	14	0	2	1	0	2	0	0	0	0	0	0	124
20:15	0	78	12	1	4	0	0	0	0	0	0	0	0	0	95
20:30	0	90	12	1	2	1	0	0	0	0	1	0	0	0	107
20:45	0	102	15	0	6	0	0	1	0	0	0	0	0	0	124
	0	375	53	2	14	2	0	3	0	0	1	0	0	0	450
21:00	0	91	14	0	5	1	0	0	0	0	1	0	0	0	112
21:15	0	65	8	1	2	0	0	2	0	0	0	0	0	0	78
21:30	0	103	11	0	1	1	0	0	0	0	0	0	0	0	116
21:45	0	83	1	0	8	0	0	1	0	0	0	0	0	0	93
	0	342	34	1	16	2	0	3	0	0	1	0	0	0	399
22:00	2	52	8	0	2	0	0	0	0	0	0	0	0	0	64
22:15	0	48	4	0	4	0	1	2	0	0	0	0	0	0	59
22:30	0	37	5	0	1	1	0	1	0	0	0	0	0	0	45
22:45	2	35	9	1	1	0	0	1	0	0	0	0	0	0	49
	4	172	26	1	8	1	1	4	0	0	0	0	0	0	217
23:00	0	43	2	0	2	0	0	0	1	0	0	0	0	0	48
23:15	0	25	2	0	4	0	0	1	0	0	0	0	0	0	32
23:30	0	30	8	0	1	1	0	0	0	0	0	0	0	0	40
23:45	0	15	2	0	1	0	0	1	0	0	0	0	0	0	19
	0	113	14	0	8	1	0	2	1	0	0	0	0	0	139
Total	12	5669	888	119	607	45	3	116	9	0	19	2	1	0	7490
Percent	0.2%	75.7%	11.9%	1.6%	8.1%	0.6%	0.0%	1.5%	0.1%	0.0%	0.3%	0.0%	0.0%	0.0%	
Grand Total	21	9850	1726	261	1193	69	6	222	24	0	33	5	4	0	13414
Percent	0.2%	73.4%	12.9%	1.9%	8.9%	0.5%	0.0%	1.7%	0.2%	0.0%	0.2%	0.0%	0.0%	0.0%	

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Westbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
3/6/13	0	26	1	0	3	0	0	0	1	0	0	0	0	0	31
00:15	0	16	3	0	1	0	0	0	1	0	0	0	0	0	21
00:30	0	11	0	0	2	0	0	0	0	0	0	0	0	0	13
00:45	0	11	1	1	1	0	0	0	0	0	0	0	0	0	14
01:00	0	64	5	1	7	0	0	0	2	0	0	0	0	0	79
01:15	0	15	0	0	0	0	0	0	0	0	0	0	0	0	15
01:30	0	14	1	0	1	0	0	0	0	0	0	0	0	0	16
01:45	0	8	0	0	0	0	0	0	0	0	0	0	0	0	8
02:00	0	10	1	0	0	0	0	0	0	0	0	0	0	0	11
02:15	0	47	2	0	1	0	0	0	0	0	0	0	0	0	50
02:30	0	7	3	0	1	0	0	1	0	0	0	0	0	0	12
02:45	0	6	0	0	1	0	0	0	0	0	0	0	0	0	7
03:00	0	3	1	0	1	0	0	0	1	0	0	0	0	0	6
03:15	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7
03:30	0	23	4	0	3	0	0	1	1	0	0	0	0	0	32
03:45	0	5	1	0	2	0	0	0	0	0	0	0	0	0	8
04:00	0	10	0	0	2	0	0	0	0	0	0	0	0	0	12
04:15	0	8	1	0	1	0	0	0	0	0	0	0	0	0	10
04:30	0	7	0	0	1	0	0	0	0	0	0	0	0	0	8
04:45	0	30	2	0	6	0	0	0	0	0	0	0	0	0	38
05:00	0	9	0	0	1	0	0	1	1	0	0	0	0	0	12
05:15	0	10	1	0	0	0	0	0	0	0	0	0	0	0	11
05:30	0	18	3	0	1	0	0	1	0	0	0	0	0	0	23
05:45	0	25	2	0	1	0	0	0	1	0	0	0	0	0	29
06:00	0	62	6	0	3	0	0	2	2	0	0	0	0	0	75
06:15	0	22	0	1	7	0	0	0	0	0	0	1	0	0	31
06:30	0	36	3	1	5	0	0	0	0	0	0	0	0	0	45
06:45	0	48	7	0	7	0	0	0	1	0	0	0	0	0	63
07:00	0	62	6	2	8	0	0	3	1	0	0	0	0	0	82
07:15	0	168	16	4	27	0	0	3	2	0	0	1	0	0	221
07:30	0	71	14	1	9	0	0	0	2	0	0	0	0	0	97
07:45	1	79	16	0	15	2	0	1	0	0	0	0	0	0	114
08:00	0	125	13	1	17	0	0	6	0	0	0	0	0	0	162
08:15	0	149	18	3	13	0	0	2	1	0	0	0	1	0	187
08:30	1	424	61	5	54	2	0	9	3	0	0	0	1	0	560
08:45	0	166	20	1	9	0	0	2	1	0	0	0	0	0	199
09:00	0	173	25	3	14	1	0	7	0	0	0	0	0	0	223
09:15	1	205	33	3	27	1	0	2	0	0	1	0	0	0	273
09:30	0	196	29	1	13	0	0	5	2	0	0	0	0	0	246
09:45	1	740	107	8	63	2	0	16	3	0	1	0	0	0	941
10:00	0	164	24	5	15	0	1	0	0	0	0	0	0	0	209
10:15	1	153	27	1	14	1	0	5	0	0	0	0	0	0	202
10:30	0	146	22	1	14	0	0	2	1	0	0	0	0	0	186
10:45	0	180	20	3	13	2	0	5	2	0	0	0	0	0	225
11:00	1	643	93	10	56	3	1	12	3	0	0	0	0	0	822
11:15	0	136	31	2	24	0	0	3	1	0	0	0	0	0	197
11:30	1	115	21	2	23	0	0	2	0	0	1	0	0	0	165
11:45	0	142	33	2	25	0	0	3	0	0	0	0	0	0	205
12:00	1	142	43	5	20	0	0	0	3	0	1	0	0	0	215
12:15	2	535	128	11	92	0	0	8	4	0	2	0	0	0	782
12:30	0	120	38	7	13	2	1	1	2	0	0	0	0	0	184
12:45	0	122	37	1	22	3	0	1	0	0	2	0	0	0	188
13:00	1	133	24	1	17	2	0	3	1	0	0	0	0	0	182
13:15	0	132	31	3	21	2	0	7	2	0	0	0	1	0	199
13:30	1	507	130	12	73	9	1	12	5	0	2	0	1	0	753
13:45	0	128	35	5	28	5	0	5	0	0	0	0	0	0	206
14:00	0	125	33	9	27	2	0	7	3	1	0	0	0	0	207
14:15	1	130	33	1	15	1	0	3	1	0	0	1	0	0	186
14:30	0	138	30	2	27	0	0	2	0	0	0	0	0	0	199
14:45	1	521	131	17	97	8	0	17	4	1	0	1	0	0	798
Total	7	3764	685	68	482	24	2	80	29	1	5	2	2	0	5151
Percent	0.1%	73.1%	13.3%	1.3%	9.4%	0.5%	0.0%	1.6%	0.6%	0.0%	0.1%	0.0%	0.0%	0.0%	

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Westbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
12 PM	1	144	27	5	24	2	0	6	3	0	0	1	0	0	213
12:15	0	153	38	7	25	0	0	0	0	0	0	0	0	0	223
12:30	0	143	24	2	28	1	0	10	0	0	0	0	0	0	208
12:45	1	130	31	7	17	0	0	5	0	1	0	0	0	0	192
	2	570	120	21	94	3	0	21	3	1	0	1	0	0	836
13:00	0	158	36	2	17	6	0	1	0	0	0	0	0	0	220
13:15	0	149	43	3	33	1	0	1	1	0	1	1	0	0	233
13:30	0	159	33	2	21	2	0	3	1	0	0	0	1	0	222
13:45	0	172	13	2	25	0	0	6	0	0	0	0	0	0	218
	0	638	125	9	96	9	0	11	2	0	1	1	1	0	893
14:00	0	148	35	5	23	1	0	3	1	0	1	1	0	0	218
14:15	1	149	42	3	21	3	1	6	1	0	0	0	1	0	228
14:30	0	173	36	2	16	1	0	2	1	0	0	0	0	0	231
14:45	0	164	33	6	20	5	0	6	0	0	1	0	0	0	235
	1	634	146	16	80	10	1	17	3	0	2	1	1	0	912
15:00	1	167	25	5	18	3	0	3	0	0	1	1	0	0	224
15:15	0	164	36	6	13	5	0	6	1	0	2	0	0	0	233
15:30	0	160	35	2	18	5	0	2	2	0	0	0	0	0	224
15:45	0	160	43	2	24	2	0	2	0	0	0	0	0	0	233
	1	651	139	15	73	15	0	13	3	0	3	1	0	0	914
16:00	1	184	34	2	31	0	0	10	0	0	0	1	0	0	263
16:15	1	218	32	7	25	2	0	2	1	0	1	0	0	0	289
16:30	0	220	32	3	18	0	0	7	1	1	0	0	0	0	282
16:45	0	223	22	2	12	2	0	7	2	0	0	0	0	0	270
	2	845	120	14	86	4	0	26	4	1	1	1	0	0	1104
17:00	0	216	43	2	23	3	0	7	0	0	0	0	0	0	294
17:15	1	211	29	7	22	2	0	3	0	1	0	0	0	0	276
17:30	0	201	26	1	17	2	0	2	0	0	0	0	0	0	249
17:45	0	205	40	2	12	1	0	6	2	0	0	0	0	0	268
	1	833	138	12	74	8	0	18	2	1	0	0	0	0	1087
18:00	1	179	18	1	18	0	1	5	1	0	0	0	2	0	226
18:15	0	183	21	2	28	3	0	0	0	0	0	0	0	0	237
18:30	0	182	37	2	9	0	0	2	0	0	0	0	0	0	232
18:45	0	175	16	0	11	6	0	0	0	0	0	1	0	0	209
	1	719	92	5	66	9	1	7	1	0	0	1	2	0	904
19:00	2	183	25	5	10	2	0	0	0	0	0	0	0	0	227
19:15	0	192	29	1	15	1	0	1	0	0	0	0	0	0	239
19:30	0	152	14	1	10	0	0	1	0	0	0	0	0	0	178
19:45	0	116	10	1	8	1	0	1	0	0	0	0	0	0	137
	2	643	78	8	43	4	0	3	0	0	0	0	0	0	781
20:00	1	132	23	2	14	0	0	1	2	0	0	0	0	0	175
20:15	0	105	13	0	9	2	0	0	0	0	0	0	0	0	129
20:30	0	105	13	1	7	0	0	1	0	0	0	0	0	0	127
20:45	0	93	9	2	2	1	0	0	0	0	0	0	0	0	107
	1	435	58	5	32	3	0	2	2	0	0	0	0	0	538
21:00	0	90	13	1	7	0	0	0	0	0	0	0	0	0	111
21:15	0	67	9	0	1	0	0	1	0	0	0	0	0	0	78
21:30	0	95	11	0	6	0	0	2	0	0	0	0	0	0	114
21:45	0	87	9	1	3	0	0	1	0	0	0	0	0	0	101
	0	339	42	2	17	0	0	4	0	0	0	0	0	0	404
22:00	0	55	7	0	6	0	0	1	0	0	0	0	0	0	69
22:15	0	71	7	1	3	0	0	0	1	0	0	0	0	0	83
22:30	1	66	6	0	6	0	0	0	0	0	0	0	0	0	79
22:45	0	49	5	1	2	0	0	0	1	0	0	0	0	0	58
	1	241	25	2	17	0	0	1	2	0	0	0	0	0	289
23:00	0	37	2	1	2	0	0	1	0	0	0	0	0	0	43
23:15	0	40	5	0	5	0	0	2	0	0	0	0	0	0	52
23:30	0	34	5	0	6	1	0	0	0	0	0	0	0	0	46
23:45	0	28	5	0	1	0	0	0	0	0	0	0	0	0	34
	0	139	17	1	14	1	0	3	0	0	0	0	0	0	175
Total	12	6687	1100	110	692	66	2	126	22	3	7	6	4	0	8837
Percent	0.1%	75.7%	12.4%	1.2%	7.8%	0.7%	0.0%	1.4%	0.2%	0.0%	0.1%	0.1%	0.0%	0.0%	
Grand Total	19	10451	1785	178	1174	90	4	206	51	4	12	8	6	0	13988
Percent	0.1%	74.7%	12.8%	1.3%	8.4%	0.6%	0.0%	1.5%	0.4%	0.0%	0.1%	0.1%	0.0%	0.0%	

Reliable Traffic Data Services, LLC

ADT Classification Data

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Site Code: 33490102
 Cobb Pkwy North of N Marietta Pkwy

Northbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
3/6/13	0	24	3	0	4	0	0	2	0	0	0	0	0	0	33
00:15	0	26	3	1	1	0	0	0	0	0	0	0	0	0	31
00:30	0	18	0	0	0	0	0	2	0	0	0	0	0	0	20
00:45	0	17	0	1	2	0	0	0	0	0	0	0	0	0	20
01:00	0	85	6	2	7	0	0	4	0	0	0	0	0	0	104
01:15	0	18	0	0	1	0	0	0	0	0	0	0	0	0	19
01:30	0	20	1	0	1	0	0	0	0	0	0	0	0	0	22
01:45	0	18	0	0	0	0	0	0	0	0	0	0	0	0	18
02:00	0	14	0	0	0	0	0	0	0	0	0	0	0	0	14
02:15	0	70	1	0	2	0	0	0	0	0	0	0	0	0	73
02:30	0	13	3	0	1	0	0	1	0	0	0	0	0	0	18
02:45	0	11	0	0	1	0	0	0	0	0	0	0	0	0	12
03:00	0	6	1	0	2	0	0	1	0	0	0	0	0	0	10
03:15	0	9	1	0	1	0	0	0	0	0	0	0	0	0	11
03:30	0	39	5	0	5	0	0	2	0	0	0	0	0	0	51
03:45	0	12	1	0	1	0	0	0	0	0	0	0	0	0	14
04:00	0	9	3	0	0	0	0	1	0	0	0	0	0	0	13
04:15	0	6	0	0	4	0	0	0	0	0	0	0	0	0	10
04:30	0	6	3	0	1	0	0	0	0	0	0	0	0	0	10
04:45	0	33	7	0	6	0	0	1	0	0	0	0	0	0	47
05:00	0	14	3	0	1	0	0	2	0	0	0	0	0	0	20
05:15	0	17	3	0	1	0	0	0	0	0	0	0	0	0	21
05:30	0	19	3	0	5	0	0	1	0	0	0	0	0	0	28
05:45	0	17	1	0	1	0	0	0	0	0	0	0	0	0	19
06:00	0	67	10	0	8	0	0	3	0	0	0	0	0	0	88
06:15	0	25	3	2	1	0	0	1	0	0	0	0	0	0	32
06:30	0	31	8	1	1	0	0	0	0	0	0	0	0	0	41
06:45	1	51	7	0	5	0	0	0	0	0	0	0	0	0	64
07:00	1	67	11	0	7	0	0	4	0	0	0	0	0	0	90
07:15	2	174	29	3	14	0	0	5	0	0	0	0	0	0	227
07:30	0	55	13	0	6	0	0	2	0	0	0	0	0	0	76
07:45	0	71	13	4	8	0	0	0	0	0	1	0	0	0	97
08:00	0	98	11	4	8	0	0	4	0	0	0	0	0	0	125
08:15	1	123	23	1	13	0	0	5	1	0	0	0	0	0	167
08:30	1	347	60	9	35	0	0	11	1	0	1	0	0	0	465
08:45	0	117	26	2	11	0	0	1	2	0	0	0	0	0	159
09:00	0	160	24	2	19	2	0	1	2	0	0	0	0	0	210
09:15	0	153	38	2	17	0	0	2	1	0	0	0	0	0	213
09:30	0	179	27	2	18	2	0	6	0	0	1	1	1	0	237
09:45	0	609	115	8	65	4	0	10	5	0	1	1	1	0	819
10:00	0	123	22	1	14	1	0	7	1	0	0	0	0	0	169
10:15	0	120	26	6	19	1	0	9	0	0	2	0	0	0	183
10:30	0	118	38	5	26	0	0	7	0	0	0	0	0	0	194
10:45	1	118	23	1	19	1	1	1	1	0	0	0	0	0	166
11:00	1	479	109	13	78	3	1	24	2	0	2	0	0	0	712
11:15	0	114	31	6	14	0	0	2	0	0	0	0	0	0	167
11:30	0	99	20	5	24	1	0	8	0	0	0	0	0	0	157
11:45	0	94	49	2	31	1	0	6	2	0	0	0	0	0	185
12:00	0	132	47	1	27	1	0	5	0	0	1	0	0	0	214
12:15	0	439	147	14	96	3	0	21	2	0	1	0	0	0	723
12:30	0	125	31	8	27	0	0	4	1	0	0	0	0	0	196
12:45	0	144	46	6	20	1	0	2	2	0	1	0	0	0	222
13:00	0	119	38	7	26	2	0	4	0	1	1	0	0	0	198
13:15	0	140	20	4	27	1	0	6	0	0	0	0	0	0	198
13:30	0	528	135	25	100	4	0	16	3	1	2	0	0	0	814
13:45	0	147	56	5	27	1	0	5	0	0	0	0	0	0	241
14:00	0	144	31	9	29	2	0	7	1	0	1	1	0	0	225
14:15	1	164	31	6	26	0	0	7	2	0	0	0	0	0	237
14:30	0	156	47	1	21	2	0	6	2	0	0	0	0	0	235
14:45	1	611	165	21	103	5	0	25	5	0	1	1	0	0	938
Total	5	3481	789	95	519	19	1	122	18	1	8	2	1	0	5061
Percent	0.1%	68.8%	15.6%	1.9%	10.3%	0.4%	0.0%	2.4%	0.4%	0.0%	0.2%	0.0%	0.0%	0.0%	

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Site Code: 33490102
 Cobb Pkwy North of N Marietta Pkwy

Northbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
12 PM	0	175	48	7	24	0	0	7	2	0	0	1	0	0	264
12:15	0	190	52	11	24	2	0	6	0	0	1	0	0	0	286
12:30	0	169	49	11	42	2	0	6	0	0	0	0	0	0	279
12:45	1	178	48	6	18	0	1	7	0	0	1	0	0	0	260
13:00	1	712	197	35	108	4	1	26	2	0	2	1	0	0	1089
13:15	0	169	56	7	27	0	0	4	0	0	4	1	0	0	268
13:30	0	208	48	7	41	1	0	4	0	0	1	0	0	0	310
13:45	0	143	38	5	31	1	0	8	0	0	0	0	0	0	226
14:00	0	183	52	9	39	1	0	6	0	0	2	0	0	0	292
14:15	0	703	194	28	138	3	0	22	0	0	7	1	0	0	1096
14:30	0	190	55	5	42	0	0	2	0	0	4	0	1	0	299
14:45	0	202	56	7	32	1	0	11	0	0	0	0	0	0	309
15:00	0	212	48	7	39	0	0	12	0	0	0	0	0	0	318
15:15	0	206	58	4	33	4	0	7	0	0	0	0	0	0	312
15:30	0	810	217	23	146	5	0	32	0	0	4	0	1	0	1238
15:45	1	251	67	2	28	1	0	4	1	0	0	0	0	0	355
16:00	0	201	58	4	38	2	0	1	1	0	0	0	0	0	305
16:15	0	229	43	5	41	1	0	4	0	0	1	0	0	0	324
16:30	0	219	61	7	39	3	0	1	0	0	1	1	0	0	332
16:45	1	900	229	18	146	7	0	10	2	0	2	1	0	0	1316
17:00	0	263	58	6	44	2	0	11	1	0	1	1	0	0	387
17:15	1	334	66	12	51	2	0	7	0	0	0	0	0	0	473
17:30	0	344	51	6	29	4	0	1	0	0	4	0	0	0	439
17:45	0	321	55	11	31	2	0	16	0	0	1	0	0	0	437
18:00	1	1262	230	35	155	10	0	35	1	0	6	1	0	0	1736
18:15	0	362	72	9	32	2	0	6	0	0	0	0	0	0	483
18:30	0	370	53	7	43	2	0	8	0	0	1	0	0	0	484
18:45	0	350	50	5	28	1	0	4	0	0	4	0	0	0	442
19:00	0	330	63	19	23	6	0	7	0	0	0	0	0	0	448
19:15	0	1412	238	40	126	11	0	25	0	0	5	0	0	0	1857
19:30	0	332	43	8	20	2	0	7	1	0	2	0	0	0	415
19:45	0	356	56	11	32	2	0	6	1	0	0	0	0	0	464
20:00	0	293	63	8	35	0	0	7	1	0	1	0	0	0	408
20:15	0	282	39	7	20	0	0	6	0	0	0	0	0	0	354
20:30	0	1263	201	34	107	4	0	26	3	0	3	0	0	0	1641
20:45	0	214	38	9	21	1	0	2	0	0	1	1	0	0	287
21:00	0	216	22	5	15	2	0	5	0	0	1	0	0	0	266
21:15	0	163	31	4	9	0	0	1	0	0	0	0	0	0	208
21:30	0	127	36	1	15	1	0	1	1	0	0	0	0	0	182
21:45	0	720	127	19	60	4	0	9	1	0	2	1	0	0	943
22:00	0	132	28	4	12	0	0	1	0	0	2	0	0	0	179
22:15	0	137	32	2	9	0	0	1	0	0	0	0	0	0	181
22:30	0	115	21	1	4	0	0	2	0	0	1	0	0	0	144
22:45	0	110	21	5	13	0	0	0	0	0	0	0	0	0	149
23:00	0	494	102	12	38	0	0	4	0	0	3	0	0	0	653
23:15	0	92	16	0	13	0	0	0	0	0	0	0	0	0	121
23:30	0	99	23	2	6	0	0	2	0	0	0	0	0	0	132
23:45	0	92	21	5	5	0	0	1	0	0	0	0	0	0	124
00:00	0	76	13	5	6	0	0	0	0	0	1	1	0	0	102
00:15	0	359	73	12	30	0	0	3	0	0	1	1	0	0	479
00:30	0	84	11	2	8	0	0	2	0	0	0	0	0	0	107
00:45	0	63	5	0	4	0	0	0	0	0	0	0	0	0	72
01:00	0	61	11	1	2	0	0	2	0	0	0	0	0	0	77
01:15	0	48	11	1	6	0	0	0	0	0	0	0	0	0	66
01:30	0	256	38	4	20	0	0	4	0	0	0	0	0	0	322
01:45	0	45	4	0	1	0	0	0	0	0	0	0	0	0	50
02:00	0	44	4	1	1	0	0	1	0	0	0	0	0	0	51
02:15	0	38	5	1	5	0	0	0	0	0	0	0	0	0	49
02:30	0	27	4	0	0	0	0	0	0	0	0	0	0	0	31
02:45	0	154	17	2	7	0	0	1	0	0	0	0	0	0	181
Total	3	9045	1863	262	1081	48	1	197	9	0	35	6	1	0	12551
Percent	0.0%	72.1%	14.8%	2.1%	8.6%	0.4%	0.0%	1.6%	0.1%	0.0%	0.3%	0.0%	0.0%	0.0%	
Grand Total	8	12526	2652	357	1600	67	2	319	27	1	43	8	2	0	17612
Percent	0.0%	71.1%	15.1%	2.0%	9.1%	0.4%	0.0%	1.8%	0.2%	0.0%	0.2%	0.0%	0.0%	0.0%	

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 Cobb Pkwy North of N Marietta Pkwy

Southbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
3/6/13	0	22	1	0	0	0	0	0	0	0	0	0	0	0	23
00:15	0	12	1	0	0	0	0	0	0	0	0	0	0	0	13
00:30	0	21	4	0	0	0	0	2	0	0	0	0	0	0	27
00:45	0	11	1	1	2	0	0	2	0	0	0	0	0	0	17
01:00	0	66	7	1	2	0	0	4	0	0	0	0	0	0	80
01:15	0	14	1	0	0	0	0	0	0	0	0	0	0	0	15
01:30	0	14	2	0	0	0	0	0	0	0	0	0	0	0	16
01:45	0	11	1	0	2	0	0	0	0	0	0	0	0	0	14
02:00	0	15	0	0	0	0	0	0	0	0	0	0	0	0	15
02:15	0	54	4	0	2	0	0	0	0	0	0	0	0	0	60
02:30	0	8	1	0	0	0	0	0	0	0	0	0	0	0	9
02:45	0	9	0	0	0	0	0	1	0	0	0	0	0	0	10
03:00	0	9	0	0	1	0	0	0	0	0	0	0	0	0	10
03:15	0	12	1	0	2	0	0	0	0	0	0	0	0	0	15
03:30	0	38	2	0	3	0	0	1	0	0	0	0	0	0	44
03:45	0	17	1	0	0	0	0	0	0	0	0	0	0	0	18
04:00	0	8	0	0	3	0	0	0	0	0	0	0	0	0	11
04:15	0	15	4	0	4	0	0	1	0	0	0	0	0	0	24
04:30	0	11	1	0	2	0	0	0	0	0	0	0	0	0	14
04:45	0	51	6	0	9	0	0	1	0	0	0	0	0	0	67
05:00	0	9	2	0	0	0	0	0	0	0	0	0	0	0	11
05:15	0	12	11	0	4	0	0	1	0	0	0	0	0	0	28
05:30	0	19	4	0	1	0	0	0	0	0	0	0	0	0	24
05:45	0	29	4	0	4	0	0	1	0	0	0	0	0	0	38
06:00	0	69	21	0	9	0	0	2	0	0	0	0	0	0	101
06:15	0	26	10	0	6	0	0	0	0	0	0	0	0	0	42
06:30	0	42	5	0	5	0	0	5	0	0	0	0	0	0	57
06:45	0	53	13	0	4	0	0	1	0	0	0	0	0	0	71
07:00	0	64	13	0	9	0	0	2	1	0	0	0	0	0	89
07:15	0	185	41	0	24	0	0	8	1	0	0	0	0	0	259
07:30	0	111	15	4	13	0	0	2	0	0	0	0	0	0	145
07:45	0	156	29	2	23	0	0	2	0	0	2	0	0	0	214
08:00	0	190	25	12	40	0	0	2	0	0	1	0	0	0	270
08:15	0	273	45	8	32	0	0	6	0	0	1	0	0	0	365
08:30	0	730	114	26	108	0	0	12	0	0	4	0	0	0	994
08:45	0	325	59	13	41	2	0	12	2	0	4	0	0	0	458
09:00	0	378	57	10	36	1	0	8	0	0	4	0	0	0	494
09:15	0	361	42	9	38	7	0	13	0	0	1	1	0	0	472
09:30	0	340	55	10	38	7	1	9	2	0	1	0	1	0	464
09:45	0	1404	213	42	153	17	1	42	4	0	10	1	1	0	1888
10:00	0	345	66	15	33	2	0	14	1	0	1	0	0	0	477
10:15	0	348	64	10	36	2	0	6	1	0	4	0	0	0	471
10:30	0	318	65	12	38	6	0	6	2	0	1	0	0	0	448
10:45	0	304	67	13	35	2	0	9	0	0	4	0	0	0	434
11:00	0	1315	262	50	142	12	0	35	4	0	10	0	0	0	1830
11:15	0	238	47	7	40	1	0	6	0	0	0	0	0	0	339
11:30	0	231	51	11	36	1	0	6	0	0	1	0	0	0	337
11:45	0	229	60	9	23	0	0	2	0	0	1	0	0	0	324
12:00	0	207	51	7	35	1	0	1	0	0	1	1	0	0	304
12:15	0	905	209	34	134	3	0	15	0	0	3	1	0	0	1304
12:30	1	145	40	5	23	0	0	6	0	0	1	0	0	0	221
12:45	0	166	50	8	40	0	0	8	0	0	2	0	0	0	274
13:00	0	152	40	6	38	1	0	6	0	0	1	0	0	0	244
13:15	0	152	42	6	19	0	0	2	0	0	0	0	0	0	221
13:30	1	615	172	25	120	1	0	22	0	0	4	0	0	0	960
13:45	0	141	39	4	32	0	0	5	0	0	0	0	0	0	221
14:00	0	200	53	7	31	0	0	5	0	0	0	0	0	0	296
14:15	0	155	54	5	33	1	0	2	0	0	0	0	1	0	251
14:30	1	174	47	4	34	0	0	4	0	0	1	0	0	0	265
14:45	1	670	193	20	130	1	0	16	0	0	1	0	1	0	1033
Total	2	6102	1244	198	836	34	1	158	9	0	32	2	2	0	8620
Percent	0.0%	70.8%	14.4%	2.3%	9.7%	0.4%	0.0%	1.8%	0.1%	0.0%	0.4%	0.0%	0.0%	0.0%	

Reliable Traffic Data Services, LLC

ADT Classification Data

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Site Code: 33490102
 Cobb Pkwy North of N Marietta Pkwy

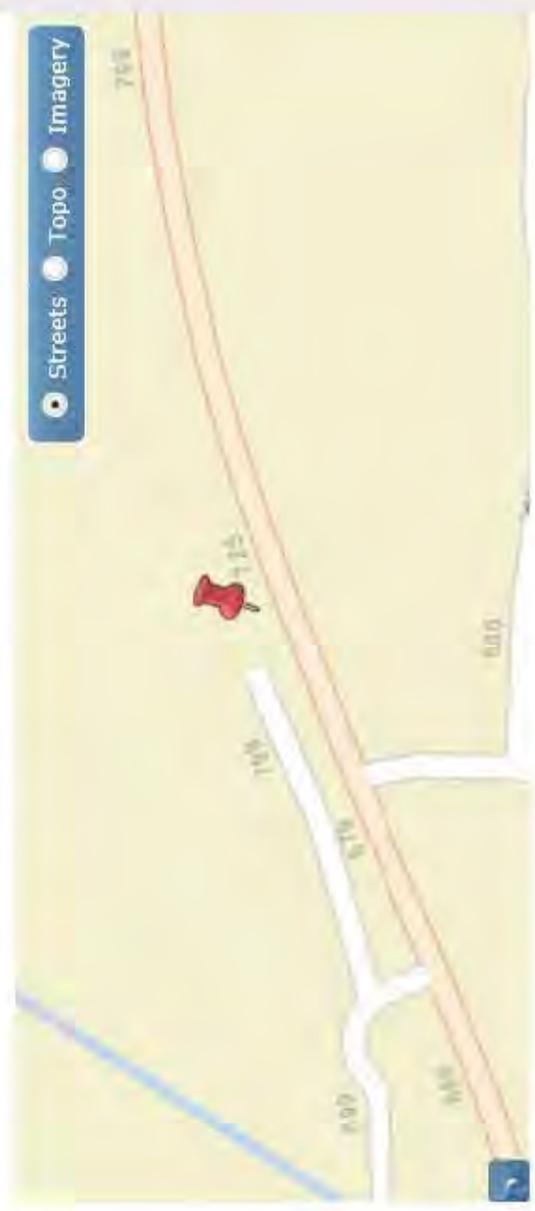
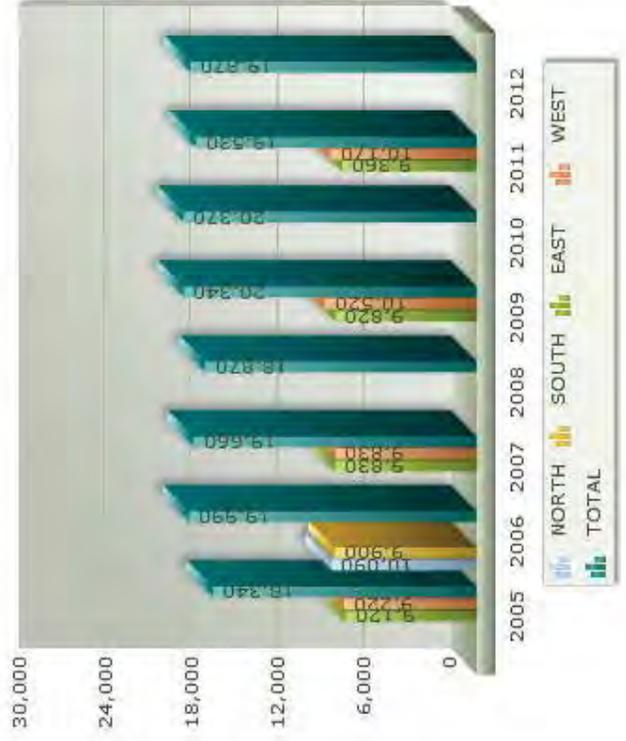
Southbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
12 PM	0	193	55	5	23	1	0	5	0	0	0	0	0	0	282
12:15	0	198	33	5	34	2	0	11	0	0	0	0	0	0	283
12:30	0	156	49	7	33	1	0	6	0	0	0	0	0	0	252
12:45	0	150	42	5	25	1	0	4	0	0	1	0	0	0	228
	0	697	179	22	115	5	0	26	0	0	1	0	0	0	1045
13:00	0	171	43	4	23	0	0	6	1	0	0	0	0	0	248
13:15	0	171	42	7	24	0	0	5	0	0	0	0	0	0	249
13:30	0	187	33	5	24	0	0	2	0	0	0	1	1	0	253
13:45	0	153	59	5	31	0	0	5	0	0	0	0	0	0	253
	0	682	177	21	102	0	0	18	1	0	0	1	1	0	1003
14:00	0	122	56	8	41	0	0	5	0	0	0	0	0	0	232
14:15	1	143	56	11	33	0	0	2	0	0	0	0	0	0	246
14:30	0	157	61	7	33	0	0	1	0	0	0	0	0	0	259
14:45	0	168	60	4	33	0	0	4	0	0	0	0	0	0	269
	1	590	233	30	140	0	0	12	0	0	0	0	0	0	1006
15:00	1	157	78	4	25	1	0	6	0	0	0	0	0	0	272
15:15	0	157	70	7	24	2	0	7	0	0	0	0	0	0	267
15:30	0	175	67	6	33	2	0	4	0	0	0	0	0	0	287
15:45	0	184	51	4	23	1	0	1	0	0	0	0	0	0	264
	1	673	266	21	105	6	0	18	0	0	0	0	0	0	1090
16:00	0	214	71	8	26	0	0	5	0	0	1	0	0	0	325
16:15	0	147	58	5	39	0	1	7	0	0	2	0	0	0	259
16:30	0	217	58	8	34	0	1	13	0	0	1	0	0	0	332
16:45	1	194	58	8	35	0	0	5	0	0	0	0	0	0	301
	1	772	245	29	134	0	2	30	0	0	4	0	0	0	1217
17:00	0	216	52	6	39	1	0	2	0	0	0	0	0	0	316
17:15	0	231	60	8	23	0	0	4	0	0	0	0	0	0	326
17:30	0	214	42	4	28	0	0	6	0	0	0	0	0	0	294
17:45	1	184	35	1	23	0	0	0	1	0	0	0	0	0	245
	1	845	189	19	113	1	0	12	1	0	0	0	0	0	1181
18:00	0	170	51	4	15	0	0	2	0	0	0	0	0	0	242
18:15	0	144	41	9	13	0	0	2	1	0	0	0	0	0	210
18:30	0	140	31	1	17	0	0	2	0	0	0	0	0	0	191
18:45	0	116	40	2	13	0	0	1	0	0	1	0	0	0	173
	0	570	163	16	58	0	0	7	1	0	1	0	0	0	816
19:00	0	116	43	1	13	0	0	2	0	0	0	0	0	0	175
19:15	0	119	28	2	9	0	0	0	0	0	0	0	0	0	158
19:30	0	116	35	0	20	0	0	1	0	0	0	0	0	0	172
19:45	0	99	25	2	10	0	0	0	0	0	0	0	0	0	136
	0	450	131	5	52	0	0	3	0	0	0	0	0	0	641
20:00	0	94	31	1	10	0	0	0	0	0	0	0	0	0	136
20:15	0	78	29	0	13	0	0	2	0	0	0	0	0	0	122
20:30	0	90	31	1	5	0	0	0	0	0	0	0	0	0	127
20:45	0	78	16	1	5	0	0	1	0	0	0	0	0	0	101
	0	340	107	3	33	0	0	3	0	0	0	0	0	0	486
21:00	0	68	19	1	5	0	0	1	0	0	0	0	0	0	94
21:15	0	67	19	0	4	0	0	0	0	0	0	0	0	0	90
21:30	0	79	7	0	3	0	0	0	0	0	0	0	0	0	89
21:45	0	63	13	1	5	0	0	1	0	0	0	0	0	0	83
	0	277	58	2	17	0	0	2	0	0	0	0	0	0	356
22:00	0	58	8	4	3	0	0	0	0	0	0	0	0	0	73
22:15	0	66	17	0	6	0	0	1	0	0	0	0	0	0	90
22:30	0	35	10	0	5	0	0	0	0	0	0	0	0	0	50
22:45	0	38	7	1	3	0	0	0	0	0	0	0	0	0	49
	0	197	42	5	17	0	0	1	0	0	0	0	0	0	262
23:00	0	38	4	1	3	0	0	0	0	0	0	0	0	0	46
23:15	0	37	10	0	3	0	0	1	0	0	0	0	0	0	51
23:30	0	29	4	0	2	0	0	0	0	0	0	0	0	0	35
23:45	0	23	6	1	0	0	0	1	0	0	0	0	0	0	31
	0	127	24	2	8	0	0	2	0	0	0	0	0	0	163
Total	4	6220	1814	175	894	12	2	134	3	0	6	1	1	0	9266
Percent	0.0%	67.1%	19.6%	1.9%	9.6%	0.1%	0.0%	1.4%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	
Grand Total	6	12322	3058	373	1730	46	3	292	12	0	38	3	3	0	17886
Percent	0.0%	68.9%	17.1%	2.1%	9.7%	0.3%	0.0%	1.6%	0.1%	0.0%	0.2%	0.0%	0.0%	0.0%	

067 Cobb, Traffic Counter : 2076

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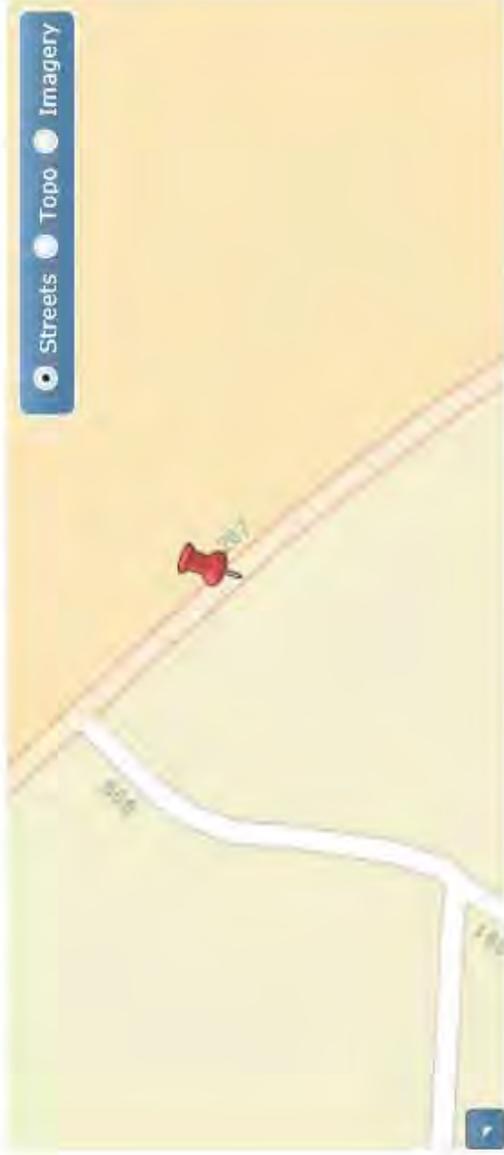
YEAR	RCLINK	Beginning Milepoint	Ending Milepoint	Directional	Actual/Estimate	Direction 1	Direction 2	Total AADT	Truck%
2012	0671000500	13.92	14.46	Non-Directional	Estimate	()	()	19870	
2011	0671000500	13.92	14.46	Directional	Actual	10170 (West)	9360 (East)	19530	3
2010	0671000500	13.92	14.46	Non-Directional	Estimate	()	()	20370	
2009	0671000500	13.92	16.34	Bi-Directional	Actual	9820 (East)	10520 (West)	20340	3
2008	0671000500	13.92	16.34	Non-Directional	Estimate	()	()	18870	
2007	06710120LO	8.08	8.61	Bi-Directional	Estimate	9830 (West)	9830 (East)	19660	
2006	06710120LO	8.08	8.61	Bi-Directional	Actual	10090 (North)	9900 (South)	19990	
2005	06710120LO	8.08	8.61	Bi-Directional	Actual	9120 (East)	9220 (West)	18340	



067 Cobb, Traffic Counter : 2134

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YEAR	RCLINK	Beginning Milepoint	Ending Milepoint	Directional	Actual/Estimate	Direction 1	Direction 2	Total AADT	Truck%
2012	0671000300	7.13	7.9	Non-Directional	Estimate	0	0	29040	
2011	0671000300	7.13	7.89	Directional	Actual	14430 (North)	14770 (South)	29200	3
2010	0671000300	7.13	7.89	Directional	Actual	14050 (North)	14840 (South)	28890	
2009	0671000300	7.13	7.89	Non-Directional	Estimate	0	0	27280	
2008	0671000300	7.13	7.89	Bi-Directional	Actual	14080 (North)	13890 (South)	27970	
2007	0671000300	7.13	7.89	Bi-Directional	Actual	14570 (South)	14320 (North)	28890	
2006	0671000300	7.13	7.89	Bi-Directional	Estimate	17130 (North)	17130 (South)	34260	
2005	0671000300	7.13	7.89	Non-Directional	Actual	0	0	37590	6



2005 2006 2007 2008 2009 2010 2011 2012

Legend: NORTH SOUTH TOTAL

Average Daily Traffic
Growth Chart

	US 41			US 41			NMP			NMP		
	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Distribution by Approach	9.0%	89.6%	1.4%	26.7%	64.7%	8.6%	8.6%	80.7%	10.7%	12.4%	54.4%	33.2%
Raw	1316	13098	205	4776	11572	1538	821	7705	1022	1735	7609	4644
Rounded	1320	13100	205	4780	11575	1540	825	7705	1025	1735	7610	4645
Total By Approach	14618			17886			9548			13988		

US 41 @ NMP (SR 120 Loop)												
ADT												
Description	US 41			US 41			NMP			NMP		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
2013 Traffic Volumes	1316	13098	205	4776	11572	1538	821	7705	1022	1735	7609	4644
Daily Factor	1	1	1	1	1	1	1	1	1	1	1	1
Monthly Factor	1	1	1	1	1	1	1	1	1	1	1	1
Axle Factor	1	1	1	1	1	1	1	1	1	1	1	1
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
2013 Traffic Volumes	1316	13098	205	4776	11572	1538	821	7705	1022	1735	7609	4644
2017 Background Traffic	1369	13630	213	4969	12042	1601	854	8018	1063	1805	7918	4833
2017 Rounded	1370	13630	215	4970	12045	1605	855	8020	1065	1805	7920	4835
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27
2013 Traffic Volumes	1316	13098	205	4776	11572	1538	821	7705	1022	1735	7609	4644
2037 Background Traffic	1670	16631	260	6064	14694	1953	1043	9784	1297	2202	9662	5897
2037 Rounded	1670	16635	260	6065	14695	1955	1045	9785	1300	2205	9665	5900

Green rows are rounded volumes used in traffic flow diagrams

Reliable Traffic Data Services, LLC

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Classification Data

Site Code: 34830101
 Page Street East of Cobb Pkwy (US41)
 going to SR120 North Loop

Eastbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
2/25/14	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
00:15	0	2	0	0	0	0	0	1	1	0	0	0	0	0	4
00:30	0	4	0	0	0	0	0	1	0	0	0	0	0	0	5
00:45	0	2	0	0	2	0	0	0	0	0	0	0	0	0	4
01:00	0	12	0	0	2	0	0	2	1	0	0	0	0	0	17
01:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
01:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
01:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
02:00	0	4	0	0	0	0	0	0	1	0	0	0	0	0	5
02:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
03:00	0	2	0	0	0	0	0	0	1	0	0	0	0	0	3
03:15	0	1	0	0	2	0	0	0	1	0	0	0	0	0	4
03:30	0	1	0	0	0	0	0	1	0	0	0	0	0	0	2
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15	0	3	0	0	2	0	0	1	1	0	0	0	0	0	7
04:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
04:45	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
05:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
05:15	0	4	0	0	2	0	0	0	0	0	0	0	0	0	6
05:30	0	8	1	0	3	0	0	0	0	0	0	0	0	0	12
05:45	0	2	1	0	2	0	0	0	1	0	0	0	0	0	6
06:00	0	2	0	0	0	0	0	1	2	0	0	0	0	0	5
06:15	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
06:30	0	4	2	0	0	0	0	0	0	0	0	0	0	0	6
06:45	0	10	4	0	2	0	0	1	3	0	0	0	0	0	20
07:00	0	6	1	0	0	0	0	0	1	0	0	0	0	0	8
07:15	0	8	0	0	3	0	0	0	0	0	0	0	0	0	11
07:30	0	2	1	0	1	0	0	0	0	0	0	0	0	0	4
07:45	0	8	0	0	2	0	0	0	0	0	0	0	0	0	10
08:00	0	24	2	0	6	0	0	0	1	0	0	0	0	0	33
08:15	0	7	3	0	1	0	0	0	0	0	0	0	0	0	11
08:30	0	4	1	0	2	0	0	0	0	0	0	0	0	0	7
08:45	0	9	3	0	0	0	0	1	1	0	0	0	0	0	14
09:00	0	10	1	0	2	0	0	3	0	0	0	0	0	0	16
09:15	0	30	8	0	5	0	0	4	1	0	0	0	0	0	48
09:30	0	8	2	0	0	0	0	2	0	0	0	0	0	0	12
09:45	0	8	1	0	0	0	0	0	0	0	0	0	0	0	9
10:00	0	5	2	0	1	0	0	0	0	0	0	0	0	0	8
10:15	0	16	5	0	2	0	0	0	0	0	0	0	0	0	23
10:30	0	37	10	0	3	0	0	2	0	0	0	0	0	0	52
10:45	0	10	4	0	2	0	0	0	1	0	0	0	0	0	17
11:00	0	15	4	0	1	0	0	3	0	0	0	0	0	0	23
11:15	0	13	2	0	2	0	0	0	0	0	0	0	0	0	17
11:30	0	16	1	0	1	0	0	0	0	0	0	0	0	0	18
11:45	0	54	11	0	6	0	0	3	1	0	0	0	0	0	75
Total	0	15	5	0	3	0	0	1	0	0	0	0	0	0	24
Percent	0.0%	18	4	1	3	0	0	3	0	0	0	0	0	0	29
	0.0%	12	3	1	3	0	0	2	0	0	0	0	0	0	21
	0.0%	19	2	0	3	0	0	1	0	0	0	0	0	0	25
	0.0%	64	14	2	12	0	0	7	0	0	0	0	0	0	99
	0.0%	16	7	0	5	0	0	0	0	0	0	0	0	0	28
	0.0%	26	5	0	2	0	0	0	0	0	0	0	0	0	33
	0.0%	22	3	0	3	0	0	0	0	0	0	0	0	0	28
	0.0%	20	4	0	5	0	0	0	0	0	0	0	0	0	29
	0.0%	84	19	0	15	0	0	0	0	0	0	0	0	0	118
Total	0	332	69	2	56	0	0	20	10	0	0	0	0	0	489
Percent	0.0%	67.9%	14.1%	0.4%	11.5%	0.0%	0.0%	4.1%	2.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

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Classification Data

Site Code: 34830101
 Page Street East of Cobb Pkwy (US41)
 going to SR120 North Loop

Eastbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
12 PM	0	23	4	0	3	0	0	0	0	0	0	0	0	0	30
12:15	0	31	7	1	4	0	0	0	0	0	0	0	0	0	43
12:30	0	30	4	0	9	0	0	0	1	0	0	0	0	0	44
12:45	0	35	7	0	3	0	0	0	1	0	0	0	0	0	46
	0	119	22	1	19	0	0	0	2	0	0	0	0	0	163
13:00	0	39	8	1	6	0	0	1	1	0	0	0	0	0	56
13:15	0	32	6	0	4	0	0	0	0	0	0	0	0	0	42
13:30	0	28	9	0	4	0	0	0	0	0	0	0	0	0	41
13:45	0	23	5	0	5	0	0	3	0	0	0	0	0	0	36
	0	122	28	1	19	0	0	4	1	0	0	0	0	0	175
14:00	0	35	8	0	2	0	0	1	0	0	0	0	0	0	46
14:15	0	38	7	0	1	0	0	0	0	0	0	0	0	0	46
14:30	0	24	6	0	2	0	0	0	0	0	0	0	0	0	32
14:45	0	31	4	0	3	0	0	1	0	0	0	0	0	0	39
	0	128	25	0	8	0	0	2	0	0	0	0	0	0	163
15:00	0	33	8	1	2	0	0	2	0	0	0	0	0	0	46
15:15	0	23	6	0	2	0	0	0	0	0	0	0	0	0	31
15:30	0	36	5	2	2	0	0	1	0	0	0	0	0	0	46
15:45	0	34	6	0	1	0	0	1	0	0	0	0	0	0	42
	0	126	25	3	7	0	0	4	0	0	0	0	0	0	165
16:00	0	35	5	0	3	0	0	0	1	0	0	0	0	0	44
16:15	0	43	5	0	1	0	0	0	0	0	0	0	0	0	49
16:30	0	41	2	1	2	0	0	1	0	0	0	0	0	0	47
16:45	0	46	5	0	2	0	0	1	0	0	0	0	0	0	54
	0	165	17	1	8	0	0	2	1	0	0	0	0	0	194
17:00	0	48	3	0	1	0	0	0	0	0	0	0	0	0	52
17:15	0	39	2	0	4	0	0	0	0	0	0	0	0	0	45
17:30	0	31	2	0	0	0	0	0	0	0	0	0	0	0	33
17:45	0	17	3	0	1	0	0	0	0	0	0	0	0	0	21
	0	135	10	0	6	0	0	0	0	0	0	0	0	0	151
18:00	0	32	2	0	2	0	0	0	0	0	0	0	0	0	36
18:15	0	30	5	0	7	0	0	0	0	0	0	0	0	0	42
18:30	0	38	3	0	3	0	0	0	0	0	0	0	0	0	44
18:45	0	25	5	0	0	0	0	0	0	0	0	0	0	0	30
	0	125	15	0	12	0	0	0	0	0	0	0	0	0	152
19:00	0	31	2	0	2	0	0	0	0	0	0	0	0	0	35
19:15	0	28	1	0	4	0	0	0	0	0	0	0	0	0	33
19:30	0	32	6	0	2	0	0	0	0	0	0	0	0	0	40
19:45	0	21	3	0	1	0	0	1	0	0	0	0	0	0	26
	0	112	12	0	9	0	0	1	0	0	0	0	0	0	134
20:00	0	27	5	0	0	0	0	0	0	0	0	0	0	0	32
20:15	0	38	4	0	0	0	0	0	0	0	0	0	0	0	42
20:30	0	29	3	0	0	0	0	0	0	0	0	0	0	0	32
20:45	0	21	1	0	0	0	0	0	0	0	0	0	0	0	22
	0	115	13	0	0	0	0	0	0	0	0	0	0	0	128
21:00	0	20	3	0	1	0	0	1	0	0	0	0	0	0	25
21:15	0	16	1	0	1	0	0	0	0	0	0	0	0	0	18
21:30	0	7	4	0	0	0	0	0	0	0	0	0	0	0	11
21:45	0	10	1	0	1	0	0	0	0	0	0	0	0	0	12
	0	53	9	0	3	0	0	1	0	0	0	0	0	0	66
22:00	0	8	1	0	1	0	0	0	0	0	0	0	0	0	10
22:15	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
22:30	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
22:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
	0	19	3	0	1	0	0	0	0	0	0	0	0	0	23
23:00	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7
23:15	0	3	3	0	0	0	0	0	0	0	0	0	0	0	6
23:30	0	3	0	0	1	0	0	0	0	0	0	0	0	0	4
23:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
	0	15	3	0	1	0	0	0	0	0	0	0	0	0	19
Total	0	1234	182	6	93	0	0	14	4	0	0	0	0	0	1533
Percent	0.0%	80.5%	11.9%	0.4%	6.1%	0.0%	0.0%	0.9%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	
Grand Total	0	1566	251	8	149	0	0	34	14	0	0	0	0	0	2022
Percent	0.0%	77.4%	12.4%	0.4%	7.4%	0.0%	0.0%	1.7%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	

Page Street of East of Cobb Pkwy (US41)			
US 41			
Northbound			
Description	AADT	AM	PM
2014 Traffic Volumes	2202	57	202
Daily Factor	0.9	-	-
Monthly Factor	1	-	-
Axle Factor	0.99	-	-
Annual Growth Rate	-1.0%	-1.0%	-1.0%
Growth Factor	0.96	0.99	0.99
2013 Traffic Volumes	1962	56	200
2013 Rounded	1965	60	200
Annual Growth Rate	1.0%	1.0%	1.0%
Growth Factor	1.04	1.04	1.04
2013 Traffic Volumes	1962	56	200
2017 Background Traffic	2042	58	208
2017 Rounded	2045	60	210
Annual Growth Rate	1.0%	1.0%	1.0%
Growth Factor	1.27	1.27	1.27
2013 Traffic Volumes	1962	56	200
2037 Background Traffic	2491	71	254
2037 Rounded	2495	75	255

PEAK HOUR VOLUMES

- 3/6/13 PEAK HOUR TURN COUNT
- PEAK HOUR GROWTH CHART

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TMC Data
 Cobb Pkwy @ N Marietta Pkwy

File Name : 33490001
 Site Code : 33490001
 Start Date : 3/6/2013
 Page No : 1

7-9am | 4-6pm

Groups Printed- Cars, Trucks & Buses

Start Time	Cobb Pkwy Northbound					Cobb Pkwy Southbound					N Marietta Pkwy Eastbound					N Marietta Pkwy Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00 AM	13	58	1	0	72	130	344	20	0	494	7	197	15	0	219	22	98	73	0	193	978
07:15 AM	12	79	2	0	93	114	331	31	0	476	21	186	13	0	220	25	93	102	0	220	1009
07:30 AM	14	125	1	0	140	140	316	24	1	481	15	149	21	1	186	22	117	103	0	242	1049
07:45 AM	9	98	2	0	109	134	296	36	0	466	17	181	30	1	229	32	161	106	0	299	1103
Total	48	360	6	0	414	518	1287	111	1	1917	60	713	79	2	854	101	469	384	0	954	4139
08:00 AM	11	83	4	0	98	93	354	11	1	459	14	150	24	0	188	37	110	72	0	219	964
08:15 AM	27	105	1	0	133	121	322	26	0	469	18	161	31	0	210	20	102	45	0	167	979
08:30 AM	14	97	3	0	114	113	322	28	0	463	11	168	32	0	211	30	116	57	0	203	991
08:45 AM	13	118	3	0	134	99	309	37	0	445	9	126	19	0	154	31	126	69	0	226	959
Total	65	403	11	0	479	426	1307	102	1	1836	52	605	106	0	763	118	454	243	0	815	3893
*** BREAK ***																					
04:00 PM	36	346	3	1	386	85	197	31	0	313	19	140	19	0	178	30	156	82	5	273	1150
04:15 PM	29	311	6	0	346	96	152	42	1	291	30	170	20	0	220	44	145	99	0	288	1145
04:30 PM	29	357	6	0	392	70	178	42	0	290	21	133	19	1	174	23	155	109	0	287	1143
04:45 PM	37	314	7	2	360	97	174	41	2	314	15	169	27	0	211	40	164	82	1	287	1172
Total	131	1328	22	3	1484	348	701	156	3	1208	85	612	85	1	783	137	620	372	6	1135	4610
05:00 PM	27	318	2	0	347	86	157	40	0	283	22	205	22	0	249	25	158	72	0	255	1134
05:15 PM	40	429	7	1	477	114	207	44	0	365	22	137	22	0	181	43	133	86	0	262	1285
05:30 PM	33	341	3	0	377	99	193	49	1	342	19	194	22	1	236	39	187	91	0	317	1272
05:45 PM	14	375	3	0	392	54	135	28	0	217	19	136	10	0	165	34	142	80	0	256	1030
Total	114	1463	15	1	1593	353	692	161	1	1207	82	672	76	1	831	141	620	329	0	1090	4721
Grand Total	358	3554	54	4	3970	1645	3987	530	6	6168	279	2602	346	4	3231	497	2163	1328	6	3994	17363
Apprch %	9	89.5	1.4	0.1		26.7	64.6	8.6	0.1		8.6	80.5	10.7	0.1		12.4	54.2	33.2	0.2		
Total %	2.1	20.5	0.3	0	22.9	9.5	23	3.1	0	35.5	1.6	15	2	0	18.6	2.9	12.5	7.6	0	23	

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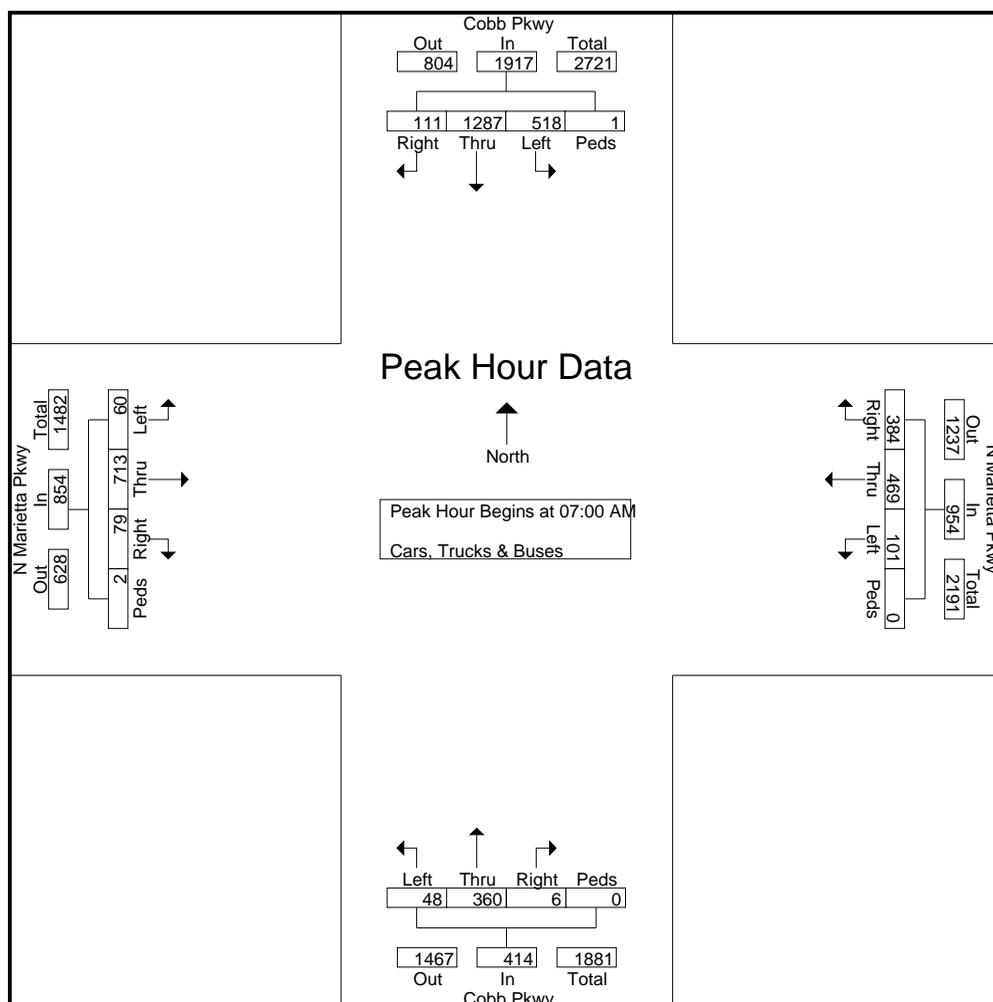
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TMC Data
 Cobb Pkwy @ N Marietta Pkwy

File Name : 33490001
 Site Code : 33490001
 Start Date : 3/6/2013
 Page No : 2

7-9am | 4-6pm

Start Time	Cobb Pkwy Northbound					Cobb Pkwy Southbound					N Marietta Pkwy Eastbound					N Marietta Pkwy Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	13	58	1	0	72	130	344	20	0	494	7	197	15	0	219	22	98	73	0	193	978
07:15 AM	12	79	2	0	93	114	331	31	0	476	21	186	13	0	220	25	93	102	0	220	1009
07:30 AM	14	125	1	0	140	140	316	24	1	481	15	149	21	1	186	22	117	103	0	242	1049
07:45 AM	9	98	2	0	109	134	296	36	0	466	17	181	30	1	229	32	161	106	0	299	1103
Total Volume	48	360	6	0	414	518	1287	111	1	1917	60	713	79	2	854	101	469	384	0	954	4139
% App. Total	11.6	87	1.4	0		27	67.1	5.8	0.1		7	83.5	9.3	0.2		10.6	49.2	40.3	0		
PHF	.857	.720	.750	.000	.739	.925	.935	.771	.250	.970	.714	.905	.658	.500	.932	.789	.728	.906	.000	.798	.938



Reliable Traffic Data Services, LLC

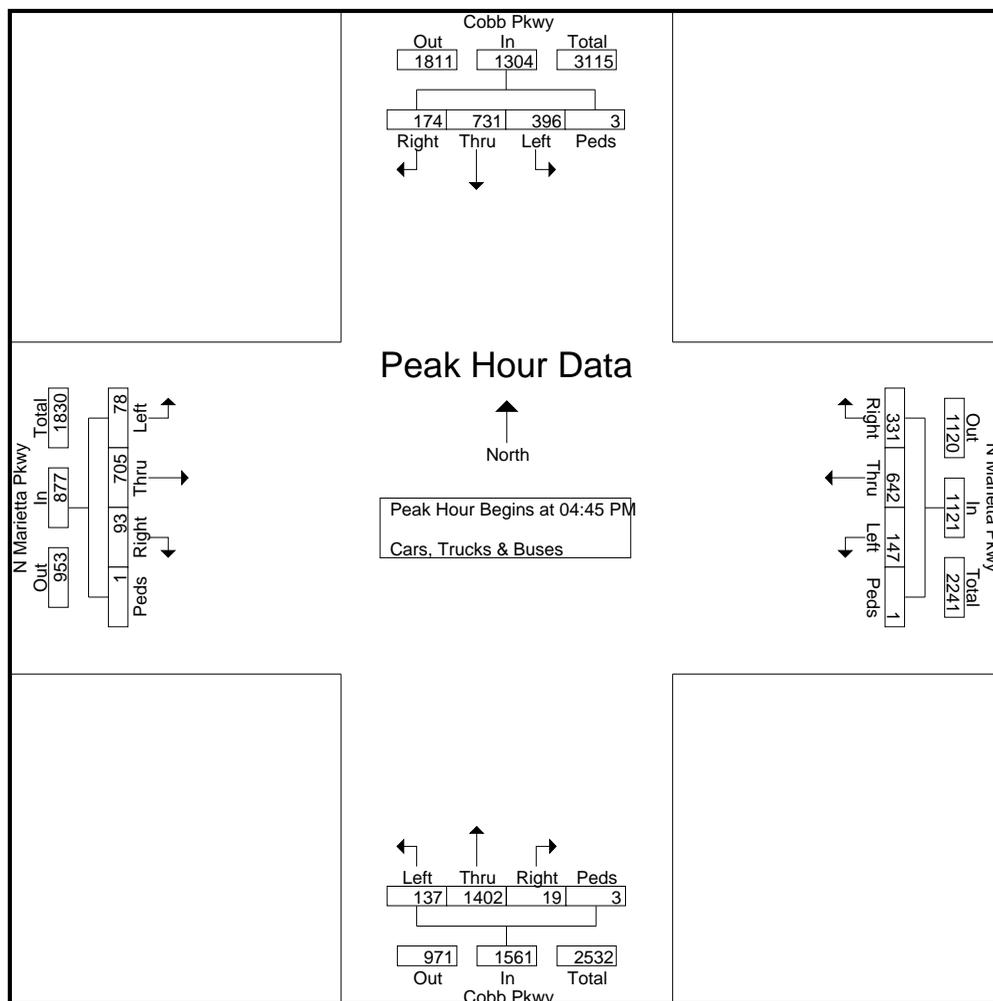
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TMC Data
 Cobb Pkwy @ N Marietta Pkwy

File Name : 33490001
 Site Code : 33490001
 Start Date : 3/6/2013
 Page No : 3

7-9am | 4-6pm

Start Time	Cobb Pkwy Northbound					Cobb Pkwy Southbound					N Marietta Pkwy Eastbound					N Marietta Pkwy Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	37	314	7	2	360	97	174	41	2	314	15	169	27	0	211	40	164	82	1	287	1172
05:00 PM	27	318	2	0	347	86	157	40	0	283	22	205	22	0	249	25	158	72	0	255	1134
05:15 PM	40	429	7	1	477	114	207	44	0	365	22	137	22	0	181	43	133	86	0	262	1285
05:30 PM	33	341	3	0	377	99	193	49	1	342	19	194	22	1	236	39	187	91	0	317	1272
Total Volume	137	1402	19	3	1561	396	731	174	3	1304	78	705	93	1	877	147	642	331	1	1121	4863
% App. Total	8.8	89.8	1.2	0.2		30.4	56.1	13.3	0.2		8.9	80.4	10.6	0.1		13.1	57.3	29.5	0.1		
PHF	.856	.817	.679	.375	.818	.868	.883	.888	.375	.893	.886	.860	.861	.250	.881	.855	.858	.909	.250	.884	.946



Current Year 2013
 Build Year 2017
 Growth Rate 1.00%

Start Time	Cobb Pkwy Northbound				Cobb Pkwy Southbound				N Marietta Pkwy Eastbound				N Marietta Pkwy Westbound			
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	14	60	1	0	135	358	21	0	7	205	16	0	23	102	76	0
07:15 AM	12	82	2	0	119	344	32	0	22	194	14	0	26	97	106	0
07:30 AM	15	130	1	0	146	329	25	1	16	155	22	1	23	122	107	0
07:45 AM	9	102	2	0	139	308	37	0	18	188	31	1	33	168	110	0
08:00 AM	11	86	4	0	97	368	11	1	15	156	25	0	39	114	75	0
08:15 AM	28	109	1	0	126	335	27	0	19	168	32	0	21	106	47	0
08:30 AM	15	101	3	0	118	335	29	0	11	175	33	0	31	121	59	0
08:45 AM	14	123	3	0	103	322	39	0	9	131	20	0	32	131	72	0

Break

04:00 PM	37	360	3	1	88	205	32	0	20	146	20	0	31	162	85	5
04:15 PM	30	324	6	0	100	158	44	1	31	177	21	0	46	151	103	0
04:30 PM	30	371	6	0	73	185	44	0	22	138	20	1	24	161	113	0
04:45 PM	39	327	7	2	101	181	43	2	16	176	28	0	42	171	85	1
05:00 PM	28	331	2	0	89	163	42	0	23	213	23	0	26	164	75	0
05:15 PM	42	446	7	1	119	215	46	0	23	143	23	0	45	138	89	0
05:30 PM	34	355	3	0	103	201	51	1	20	202	23	1	41	195	95	0
05:45 PM	15	390	3	0	56	140	29	0	20	142	10	0	35	148	83	0

Current year 2013
 Design year 2037
 Growth Rate 1.00%

Start Time	Cobb Pkwy Northbound				Cobb Pkwy Southbound				N Marietta Pkwy Eastbound				N Marietta Pkwy Westbound			
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	17	74	1	0	165	437	25	0	9	250	19	0	28	124	93	0
07:15 AM	15	100	3	0	145	420	39	0	27	236	17	0	32	118	130	0
07:30 AM	18	159	1	0	178	401	30	1	19	189	27	1	28	149	131	0
07:45 AM	11	124	3	0	170	376	46	0	22	230	38	1	41	204	135	0
08:00 AM	14	105	5	0	118	449	14	1	18	190	30	0	47	140	91	0
08:15 AM	34	133	1	0	154	409	33	0	23	204	39	0	25	130	57	0
08:30 AM	18	123	4	0	143	409	36	0	14	213	41	0	38	147	72	0
08:45 AM	17	150	4	0	126	392	47	0	11	160	24	0	39	160	88	0

Break

04:00 PM	46	439	4	1	108	250	39	0	24	178	24	0	38	198	104	6
04:15 PM	37	395	8	0	122	193	53	1	38	216	25	0	56	184	126	0
04:30 PM	37	453	8	0	89	226	53	0	27	169	24	1	29	197	138	0
04:45 PM	47	399	9	3	123	221	52	3	19	215	34	0	51	208	104	1
05:00 PM	34	404	3	0	109	199	51	0	28	260	28	0	32	201	91	0
05:15 PM	51	545	9	1	145	263	56	0	28	174	28	0	55	169	109	0
05:30 PM	42	433	4	0	126	245	62	1	24	246	28	1	50	237	116	0
05:45 PM	18	476	4	0	69	171	36	0	24	173	13	0	43	180	102	0

Attachment 6

US 41 @ N SR 120 Loop Peak Hour LOS

	2013 Existing		2017 no-build		2037 no-build		2017 build		2037 Design	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
EB	40.8 (D)	87.3 (F)	50.9 (D)	92.2 (F)	78.7 (E)	151.2 (F)	45.7 (D)	71.3 (E)	78.0 (E)	111.5 (F)
WB	25.3 (C)	58.8 (E)	37.8 (D)	62.1 (E)	55.4 (E)	91.8 (F)	31.2 (C)	58.8 (E)	59.5 (E)	90.4 (F)
NB	51.7 (D)	67.2 (E)	61.7 (E)	79.7 (E)	75.9 (E)	155.4 (F)	45.3 (D)	64.5 (E)	61.7 (E)	131.8 (F)
SB	50.7 (D)	55.8 (E)	41.1 (D)	61.1 (E)	63.9 (E)	97.9 (F)	37.1 (D)	51.9 (D)	52.3 (D)	81.7 (F)
Overall	42.9 (D)	65.8 (E)	44.5 (D)	72.9 (E)	66.2 (E)	124.6 (F)	38.3 (D)	61.0 (E)	60.2 (E)	105.2 (F)

General & Site Information		v2.1
Analyst:	C Maddox	
Agency/Co:	SEI, Inc.	
Date:	9/24/2013	
Project or PI#:	12607	
Year, Peak Hour:	2017, AM Peak	
County/District:	Cobb County	
Intersection:	US 41 at SR 120	

Volumes	Entry Legs (FROM)							
	N1 (1)	N2 (1)	NE1 (2)	NE2 (2)	E1 (3)	E2 (3)	SE1 (4)	SE2 (4)

Lane Designation	SELECT	SELECT	SELECT	SELECT	SELECT	SELECT	SELECT	SELECT
Exit Legs (TO)								
N (1), vph						400		
NE (2), vph								
E (3), vph	539							
SE (4), vph								
S (5), vph	669	670			105			
SW (6), vph								
W (7), vph		116			244	244		
NW (8), vph								
Entry Volume, vph	1208	786	0	0	349	644	0	0
	S1 (5)	S2 (5)	SW1 (6)	SW2 (6)	W1 (7)	W2 (7)	NW1 (8)	NW2 (8)

Lane Designation	SELECT							
N (1), vph	187	188			62			
NE (2), vph								
E (3), vph		6			371	371		
SE (4), vph								
S (5), vph						82		
SW (6), vph								
W (7), vph	50							
NW (8), vph								
Entry Volume, vph	237	194	0	0	433	453	0	0

	N	NE	E	SE	S	SW	W	NW
# of Entry Flow Lanes	2	0	2	0	2	0	2	0
# of Conflict Flow Lanes	2	2	2	2	2	2	2	2

Volume Characteristics	N	NE	E	SE	S	SW	W	NW
% Cars	84%	100%	88%	100%	84%	100%	88%	100%
% Heavy Vehicles	16%	0%	12%	0%	16%	0%	12%	0%
% Bicycles	0%	0%	0%	0%	0%	0%	0%	0%
# of Pedestrians (ped/hr)	0	0	0	0	0	0	0	0
PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
F _{hv}	0.865	1.000	0.890	1.000	0.865	1.000	0.890	1.000
F _{ped}	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000

Entry/Conflicting Flows	N	NE	E	SE	S	SW	W	NW
Flow to N (1), pcu/h	0	0	489	0	471	0	76	0

Leg #	NE (2), pcu/h	0	0	0	0	0	0	0	0
	E (3), pcu/h	677	0	0	0	8	0	907	0
	SE (4), pcu/h	0	0	0	0	0	0	0	0
	S (5), pcu/h	1682	0	128	0	0	0	100	0
	SW (6), pcu/h	0	0	0	0	0	0	0	0
	W (7), pcu/h	146	0	596	0	63	0	0	0
	NW (8), pcu/h	0	0	0	0	0	0	0	0
	Entry flow, pcu/h	2506	0	1213	0	542	0	1082	0
	Entry flow Lane 1, pcu/h	1518	0	426	0	298	0	529	0
	Entry flow Lane 2, pcu/h	988	0	787	0	244	0	553	0
	Conflicting flow, pcu/h	787	0	610	0	1660	0	2488	0

Results: Approach Measures of Effectiveness

HCM 2010 Model (build yr)	N		E		S		W	
<i>Lane Designations</i>	<i>Lane 1</i>	<i>Lane 2</i>	<i>Lane 1</i>	<i>Lane 2</i>	<i>Lane 1</i>	<i>Lane 2</i>	<i>Lane 1</i>	<i>Lane 2</i>
Entry Capacity, veh/h	542	563	636	656	282	306	156	176
Entry Flow Rates, veh/h	1313	854	379	700	258	211	471	492
V/C ratio	2.42	1.52	0.60	1.07	0.91	0.69	3.03	2.79
Control Delay, s/veh	663.7	261.3	16.6	79.1	73.3	37.7	972.9	863.8
LOS	F	F	C	F	F	E	F	F
95th % Queue (ft)	2927	1263	111	539	244	137	1221	1229
Approach Delay, LOS	505.1 sec, LOS F		57.1 sec, LOS F		57.3 sec, LOS F		917.2 sec, LOS F	
	NE		SE		SW		NW	
<i>Lane Designations</i>	<i>Lane 1</i>	<i>Lane 2</i>	<i>Lane 1</i>	<i>Lane 2</i>	<i>Lane 1</i>	<i>Lane 2</i>	<i>Lane 1</i>	<i>Lane 2</i>
Entry Capacity, veh/h	NA	NA	NA	NA	NA	NA	NA	NA
Entry Flow Rates, veh/h	NA	NA	NA	NA	NA	NA	NA	NA
V/C ratio			#VALUE!	#VALUE!			#VALUE!	#VALUE!
Control Delay, sec/pcu			#VALUE!	#VALUE!			#VALUE!	#VALUE!
LOS			#VALUE!	#VALUE!			#VALUE!	#VALUE!
95th % Queue (ft)			#VALUE!	#VALUE!			#VALUE!	#VALUE!
Approach Delay, LOS			#VALUE!				#VALUE!	
Calibrated Model (future yr)	N		E		S		W	
<i>Lane Designations</i>	<i>Lane 1</i>	<i>Lane 2</i>	<i>Lane 1</i>	<i>Lane 2</i>	<i>Lane 1</i>	<i>Lane 2</i>	<i>Lane 1</i>	<i>Lane 2</i>
Entry Capacity, veh/h	646	698	793	843	270	319	121	155
Entry Flow Rates, veh/h	1313	854	379	700	258	211	471	492
V/C ratio	2.03	1.22	0.48	0.83	0.95	0.66	3.88	3.17
Control Delay, s/veh	486.5	133.6	11.0	25.5	84.3	34.2	1370.9	1036.3
LOS	F	F	B	D	F	D	F	F
95th % Queue (ft)	2571	870	74	269	263	128	1332	1296
Approach Delay, LOS	347.4 sec, LOS F		20.4 sec, LOS C		61.7 sec, LOS F		1199.8 sec, LOS F	
	NE		SE		SW		NW	
<i>Lane Designations</i>	<i>Lane 1</i>	<i>Lane 2</i>	<i>Lane 1</i>	<i>Lane 2</i>	<i>Lane 1</i>	<i>Lane 2</i>	<i>Lane 1</i>	<i>Lane 2</i>
Entry Capacity, veh/h	NA	NA	NA	NA	NA	NA	NA	NA
Entry Flow Rates, veh/h	NA	NA	NA	NA	NA	NA	NA	NA
V/C ratio			#VALUE!	#VALUE!			#VALUE!	#VALUE!
Control Delay, sec/pcu			#VALUE!	#VALUE!			#VALUE!	#VALUE!
LOS			#VALUE!	#VALUE!			#VALUE!	#VALUE!
95th % Queue (ft)			#VALUE!	#VALUE!			#VALUE!	#VALUE!
Approach Delay, LOS			#N/A				#N/A	

v2.1

Bypass Lane Merge Point Analysis (if applicable)

Bypass Characteristics	Bypass #1	Bypass #2	Bypass #3	Bypass #4	Bypass #5	Bypass #6
Select Entry Leg from Bypass (FROM)						
Select Exit Leg for Bypass (TO)						
Does the bypass have a dedicated receiving lane?						
# of Conflicting Exit Flow Lanes	2	2	2	2	2	2
<i>Volumes</i>						
Entry Leg: Insert Right Turn Volume						
Exit Leg: (Select Input Method)						
Lane Flow in Exit Leg***						
Sum of inner circulatory flow lane to exit leg (leg bypass merges into)	N/A	N/A	N/A	N/A	N/A	N/A
Sum of outer circulatory flow lane to exit leg (leg bypass merges into)	N/A	N/A	N/A	N/A	N/A	N/A
Critical Lane Flow (Manual) in Exit Leg***						
<i>Volume Characteristics</i>						
PHF (Entry Leg)						
F _{HV} (Entry Leg)						
F _{ped}						
PHF (Exit Leg)***	N/A	N/A	N/A	N/A	N/A	N/A
F _{HV} (Exit Leg)***	N/A	N/A	N/A	N/A	N/A	N/A
***Volume Characteristics are already taken into account for Default method ONLY. Insert Values above if Manual method.						
<i>Entry/Conflicting Flows</i>						
Entry Flow						
Conflicting Critical Flow						
Bypass Lane Results						
Entry Capacity of Bypass, veh/h						
Flow Rates of Exiting Traffic, veh/h						
V/C ratio						
Control Delay, sec/pcu						
LOS						
95th % Queue (ft)						

General & Site Information		v2.1							
Analyst:	C Maddox								
Agency/Co:	SEI, Inc.								
Date:	9/24/2013								
Project or PI#:	12607								
Year, Peak Hour:	2017, PM Peak								
County/District:	Cobb County								
Intersection:	US 41 at SR 120								
Volumes		Entry Legs (FROM)							
Lane Designation		N1 (1)	N2 (1)	NE1 (2)	NE2 (2)	E1 (3)	E2 (3)	SE1 (4)	SE2 (4)
Exit Legs (TO)	N (1), vph						344		
	NE (2), vph								
	E (3), vph	412							
	SE (4), vph								
	S (5), vph	381	380			153			
	SW (6), vph								
	W (7), vph		181			334	334		
	NW (8), vph								
	Entry Volume, vph	793	561	0	0	487	678	0	0
Lane Designation		S1 (5)	S2 (5)	SW1 (6)	SW2 (6)	W1 (7)	W2 (7)	NW1 (8)	NW2 (8)
N (1), vph	729	730			81				
NE (2), vph									
E (3), vph		20			367	367			
SE (4), vph									
S (5), vph						97			
SW (6), vph									
W (7), vph	143								
NW (8), vph									
Entry Volume, vph	872	750	0	0	448	464	0	0	
		N	NE	E	SE	S	SW	W	NW
# of Entry Flow Lanes		2	0	2	0	2	0	2	0
# of Conflict Flow Lanes		2	2	2	2	2	2	2	2
		N	NE	E	SE	S	SW	W	NW
% Cars		84%	100%	88%	100%	84%	100%	88%	100%
% Heavy Vehicles		16%	0%	12%	0%	16%	0%	12%	0%
% Bicycles		0%	0%	0%	0%	0%	0%	0%	0%
# of Pedestrians (ped/hr)		0	0	0	0	0	0	0	0
PHF		0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
F _{hv}		0.865	1.000	0.890	1.000	0.865	1.000	0.890	1.000
F _{ped}		1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
		N	NE	E	SE	S	SW	W	NW
Entry/Conflicting Flows									
Flow to N (1), pcu/h		0	0	420	0	1833	0	99	0

Leg #	NE (2), pcu/h	0	0	0	0	0	0	0	0
	E (3), pcu/h	518	0	0	0	25	0	897	0
	SE (4), pcu/h	0	0	0	0	0	0	0	0
	S (5), pcu/h	956	0	187	0	0	0	119	0
	SW (6), pcu/h	0	0	0	0	0	0	0	0
	W (7), pcu/h	227	0	816	0	180	0	0	0
	NW (8), pcu/h	0	0	0	0	0	0	0	0
	Entry flow, pcu/h	1701	0	1423	0	2038	0	1114	0
	Entry flow Lane 1, pcu/h	996	0	595	0	1096	0	547	0
	Entry flow Lane 2, pcu/h	705	0	828	0	942	0	567	0
	Conflicting flow, pcu/h	1183	0	2112	0	1513	0	1661	0

Results: Approach Measures of Effectiveness

HCM 2010 Model (build yr)	N		E		S		W	
<i>Lane Designations</i>	<i>Lane 1</i>	<i>Lane 2</i>	<i>Lane 1</i>	<i>Lane 2</i>	<i>Lane 1</i>	<i>Lane 2</i>	<i>Lane 1</i>	<i>Lane 2</i>
Entry Capacity, veh/h	403	427	206	229	314	339	289	314
Entry Flow Rates, veh/h	862	610	529	737	948	815	487	504
V/C ratio	2.14	1.43	2.57	3.21	3.02	2.41	1.68	1.60
Control Delay, s/veh	543.6	230.8	754.8	1039.7	940.9	665.9	353.0	316.0
LOS	F	F	F	F	F	F	F	F
95th % Queue (ft)	1809	877	1259	1898	2412	1858	862	844
Approach Delay, LOS	414 sec, LOS F		920.6 sec, LOS F		813.7 sec, LOS F		334.2 sec, LOS F	
	NE		SE		SW		NW	
<i>Lane Designations</i>	<i>Lane 1</i>	<i>Lane 2</i>	<i>Lane 1</i>	<i>Lane 2</i>	<i>Lane 1</i>	<i>Lane 2</i>	<i>Lane 1</i>	<i>Lane 2</i>
Entry Capacity, veh/h	NA	NA	NA	NA	NA	NA	NA	NA
Entry Flow Rates, veh/h	NA	NA	NA	NA	NA	NA	NA	NA
V/C ratio			#VALUE!	#VALUE!			#VALUE!	#VALUE!
Control Delay, sec/pcu			#VALUE!	#VALUE!			#VALUE!	#VALUE!
LOS			#VALUE!	#VALUE!			#VALUE!	#VALUE!
95th % Queue (ft)			#VALUE!	#VALUE!			#VALUE!	#VALUE!
Approach Delay, LOS			#VALUE!				#VALUE!	
Calibrated Model (future yr)	N		E		S		W	
<i>Lane Designations</i>	<i>Lane 1</i>	<i>Lane 2</i>	<i>Lane 1</i>	<i>Lane 2</i>	<i>Lane 1</i>	<i>Lane 2</i>	<i>Lane 1</i>	<i>Lane 2</i>
Entry Capacity, veh/h	435	489	177	218	312	363	277	327
Entry Flow Rates, veh/h	862	610	529	737	948	815	487	504
V/C ratio	1.98	1.25	3.00	3.38	3.03	2.24	1.76	1.54
Control Delay, s/veh	471.6	152.6	954.2	1115.2	949.0	591.8	386.4	287.6
LOS	F	F	F	F	F	F	F	F
95th % Queue (ft)	1702	706	1355	1935	2418	1776	897	807
Approach Delay, LOS	339.4 sec, LOS F		1047.9 sec, LOS F		783.8 sec, LOS F		336.1 sec, LOS F	
	NE		SE		SW		NW	
<i>Lane Designations</i>	<i>Lane 1</i>	<i>Lane 2</i>	<i>Lane 1</i>	<i>Lane 2</i>	<i>Lane 1</i>	<i>Lane 2</i>	<i>Lane 1</i>	<i>Lane 2</i>
Entry Capacity, veh/h	NA	NA	NA	NA	NA	NA	NA	NA
Entry Flow Rates, veh/h	NA	NA	NA	NA	NA	NA	NA	NA
V/C ratio			#VALUE!	#VALUE!			#VALUE!	#VALUE!
Control Delay, sec/pcu			#VALUE!	#VALUE!			#VALUE!	#VALUE!
LOS			#VALUE!	#VALUE!			#VALUE!	#VALUE!
95th % Queue (ft)			#VALUE!	#VALUE!			#VALUE!	#VALUE!
Approach Delay, LOS			#N/A				#N/A	

v2.1

Bypass Lane Merge Point Analysis (if applicable)

Bypass Characteristics	Bypass #1	Bypass #2	Bypass #3	Bypass #4	Bypass #5	Bypass #6
Select Entry Leg from Bypass (FROM)						
Select Exit Leg for Bypass (TO)						
Does the bypass have a dedicated receiving lane?						
# of Conflicting Exit Flow Lanes	2	2	2	2	2	2
<i>Volumes</i>						
Entry Leg: Insert Right Turn Volume						
Exit Leg: (Select Input Method)						
Lane Flow in Exit Leg***						
Sum of inner circulatory flow lane to exit leg (leg bypass merges into)	N/A	N/A	N/A	N/A	N/A	N/A
Sum of outer circulatory flow lane to exit leg (leg bypass merges into)	N/A	N/A	N/A	N/A	N/A	N/A
Critical Lane Flow (Manual) in Exit Leg***						
<i>Volume Characteristics</i>						
PHF (Entry Leg)						
F _{HV} (Entry Leg)						
F _{ped}						
PHF (Exit Leg)***	N/A	N/A	N/A	N/A	N/A	N/A
F _{HV} (Exit Leg)***	N/A	N/A	N/A	N/A	N/A	N/A
***Volume Characteristics are already taken into account for Default method ONLY. Insert Values above if Manual method.						
<i>Entry/Conflicting Flows</i>						
Entry Flow						
Conflicting Critical Flow						
Bypass Lane Results						
Entry Capacity of Bypass, veh/h						
Flow Rates of Exiting Traffic, veh/h						
V/C ratio						
Control Delay, sec/pcu						
LOS						
95th % Queue (ft)						

Attachment 7

SEI, Inc.

US 41 (Cobb Pkwy) @ North 120 Loop (North Marietta Pkwy)
no right turns & no volume reduction due to speed

Study Name : **Signal Warrant Analysis NORT**
Study Date : **04/01/13**
Page No. : **1**

Signal Warrants - Summary

Major Street Approaches

Northbound: US 41
Number of Lanes: **2**
85% Speed < 40 MPH.
Total Approach Volume: **16,450**

Southbound: US 41
Number of Lanes: **2**
85% Speed < 40 MPH.
Total Approach Volume: **17,930**

Minor Street Approaches

Eastbound: North 120 Loop
Number of Lanes: **2**

Total Approach Volume: **10,796**

Westbound: North 120 Loop
Number of Lanes: **2**

Total Approach Volume: **8,682**

Warrant Summary (Urban values apply.)

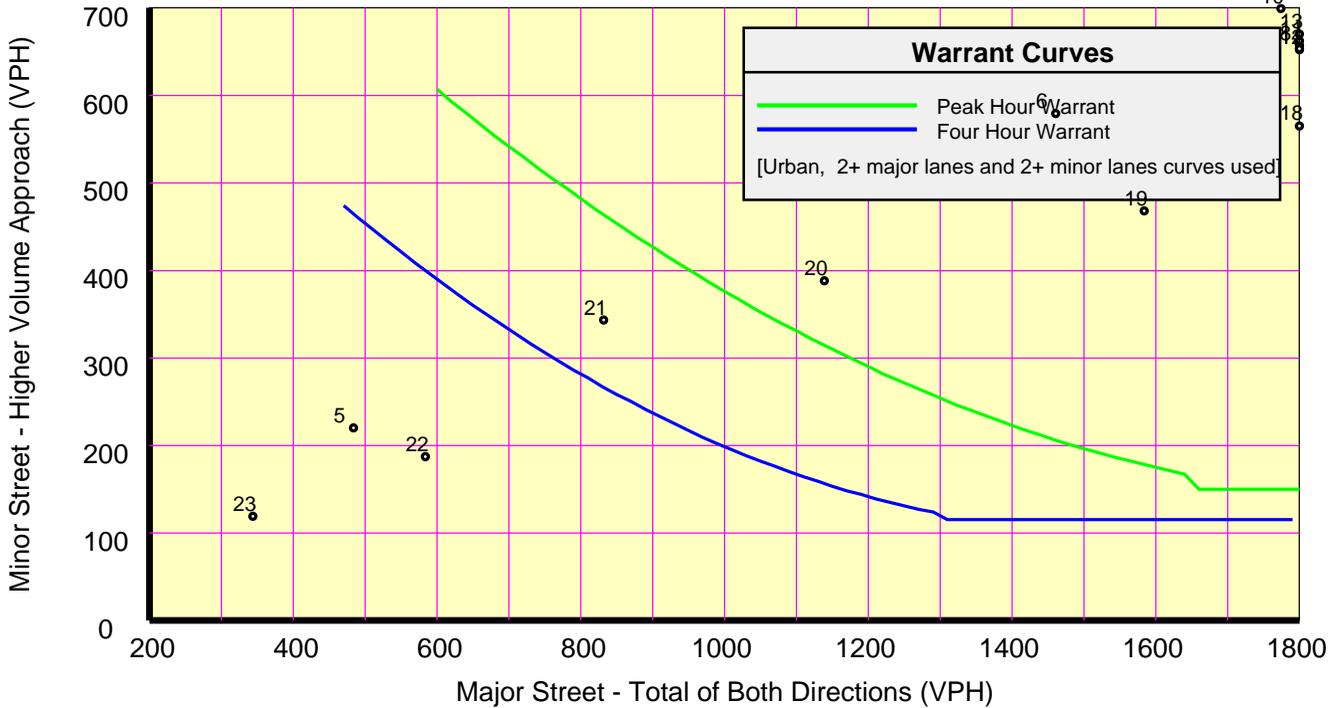
Warrant 1 - Eight Hour Vehicular Volumes	Satisfied
Warrant 1A - Minimum Vehicular Volume Satisfied	
Required volumes reached for 16 hours, 8 are needed	
Warrant 1B - Interruption of Continuous Traffic Satisfied	
Required volumes reached for 15 hours, 8 are needed	
Warrant 1 A&B - Combination of Warrants Satisfied	
Required volumes reached for 16 hours, 8 are needed	
Warrant 2 - Four Hour Volumes	Satisfied
Number of hours (16) volumes exceed minimum >= minimum required (4).	
Warrant 3 - Peak Hour	Satisfied
Warrant 3A - Peak Hour Delay Satisfied	
Number of hours (70) volumes exceed minimum >= required (1). Delay data not evaluated.	
Warrant 3B - Peak Hour Volumes Satisfied	
Volumes exceed minimums for at least one hour.	
Warrant 4 - Pedestrian Volumes	Not Evaluated
Warrant 5 - School Crossing	Not Evaluated
Warrant 6 - Coordinated Signal System	Not Evaluated
Warrant 7 - Crash Experience	Not Evaluated
Warrant 8 - Roadway Network	Not Evaluated
Warrant 9 - Intersection Near a Grade Crossing	Not Evaluated

SEI, Inc.

US 41 (Cobb Pkwy) @ North 120 Loop (North Marietta Pkwy)
no right turns & no volume reduction due to speed

Study Name : **Signal Warrant Analysis NORT**
Study Date : **04/01/13**
Page No. : **2**

Signal Warrants - Summary



Analysis of 8-Hour Volume Warrants:

Hour Begin	Major Total	Higher Minor Vol	Dir	War 1A			War 1B			War 1A&B		
				Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?
00:00	181	61	EB	600-No	200-No	---	900-No	100-No	---	720-No	160-No	---
01:00	132	39	EB	600-No	200-No	---	900-No	100-No	---	720-No	160-No	---
02:00	97	34	EB	600-No	200-No	---	900-No	100-No	---	720-No	160-No	---
03:00	113	37	EB	600-No	200-No	---	900-No	100-No	---	720-No	160-No	---
04:00	185	79	EB	600-No	200-No	---	900-No	100-No	---	720-No	160-No	---
05:00	484	220	EB	600-No	200-Yes	Minor	900-No	100-Yes	Minor	720-No	160-Yes	Minor
06:00	1,461	579	EB	600-Yes	200-Yes	Both	900-Yes	100-Yes	Both	720-Yes	160-Yes	Both
07:00	2,330	773	EB	600-Yes	200-Yes	Both	900-Yes	100-Yes	Both	720-Yes	160-Yes	Both
08:00	2,314	657	EB	600-Yes	200-Yes	Both	900-Yes	100-Yes	Both	720-Yes	160-Yes	Both
09:00	2,027	779	EB	600-Yes	200-Yes	Both	900-Yes	100-Yes	Both	720-Yes	160-Yes	Both
10:00	1,774	699	EB	600-Yes	200-Yes	Both	900-Yes	100-Yes	Both	720-Yes	160-Yes	Both
11:00	1,971	662	EB	600-Yes	200-Yes	Both	900-Yes	100-Yes	Both	720-Yes	160-Yes	Both
12:00	2,136	652	EB	600-Yes	200-Yes	Both	900-Yes	100-Yes	Both	720-Yes	160-Yes	Both
13:00	2,100	670	EB	600-Yes	200-Yes	Both	900-Yes	100-Yes	Both	720-Yes	160-Yes	Both
14:00	2,245	653	EB	600-Yes	200-Yes	Both	900-Yes	100-Yes	Both	720-Yes	160-Yes	Both
15:00	2,404	715	EB	600-Yes	200-Yes	Both	900-Yes	100-Yes	Both	720-Yes	160-Yes	Both
16:00	2,686	757	WB	600-Yes	200-Yes	Both	900-Yes	100-Yes	Both	720-Yes	160-Yes	Both
17:00	2,798	761	WB	600-Yes	200-Yes	Both	900-Yes	100-Yes	Both	720-Yes	160-Yes	Both
18:00	2,459	565	EB	600-Yes	200-Yes	Both	900-Yes	100-Yes	Both	720-Yes	160-Yes	Both
19:00	1,584	468	WB	600-Yes	200-Yes	Both	900-Yes	100-Yes	Both	720-Yes	160-Yes	Both
20:00	1,139	388	EB	600-Yes	200-Yes	Both	900-Yes	100-Yes	Both	720-Yes	160-Yes	Both
21:00	832	343	EB	600-Yes	200-Yes	Both	900-No	100-Yes	Minor	720-Yes	160-Yes	Both
22:00	584	187	EB	600-No	200-No	---	900-No	100-Yes	Minor	720-No	160-Yes	Minor
23:00	344	119	EB	600-No	200-No	---	900-No	100-Yes	Minor	720-No	160-No	---

Exclusive Left Turn Phases

US 41 @ North 120 Loop

North 120 Loop (North Marietta Parkway) = East/West # Thru Lanes = 2

US 41 (Cobb Pkwy) = North/South # Thru Lanes = 2

Currently all four approaches operate with protected-only exclusive left turn phases.

Existing-2013 Year

EBL-AM	WBT-AM	Total	Existing Vol/Lane	Threshold	Volume-Condition
60	469	28,140	14,070	45,000/Each Thru Lane	AM-Not Satisfied
EBL-PM	WBT-PM	Total			
78	642	50,076	25,038	45,000/Each Thru Lane	PM- Not Satisfied

WBL-AM	EBT-AM	Total	Existing Vol/Lane	Threshold	Volume-Condition
101	713	72,013	36,007	45,000/Each Thru Lane	AM-Not Satisfied
WBL-PM	EBT-PM	Total			
147	705	103,635	51,818	45,000/Each Thru Lane	PM-Satisfied

NBL-AM	SBT-AM	Total	Existing Vol/Lane	Threshold	Volume-Condition
48	1,287	61,776	30,888	45,000/Each Thru Lane	AM-Not Satisfied
NBL-PM	SBT-PM	Total			
137	731	100,147	50,074	45,000/Each Thru Lane	PM-Satisfied

SBL-AM	NBT-AM	Total	Existing Vol/Lane	Threshold	Volume-Condition
518	360	186,480	93,240	45,000/Each Thru Lane	AM-Satisfied
SBL-PM	NBT-PM	Total			
396	1,402	555,192	277,596	45,000/Each Thru Lane	PM-Satisfied

Result: Based on peak hour turning movement volumes and cross product calculation, a protected WB, NB, and SB left turn phases are recommended at this intersection. Considering intersection visibility an eastbound left turn phase is recommended at this intersection.

Attachment 8



**SR 41/Cobb Parkway & SR 120 North Loop
Intersection Improvements**

Meeting Agenda – February 20th, 2013

Project status with GDOT

- Back ground Information
- GDOT PM
- PI Number
- GDOT's schedule

SEI Schedule Review

- Task Review
- Duration Review

General

- Discuss Traffic Operations
- Request GIS



**SR 41/Cobb Parkway & SR 120 North Loop
Intersection Improvements**

Meeting Notes – September 12th, 2013

Project status with GDOT

P.I. No. 0012606, 0012607 & 0012608

- Back ground Information
- Meet with GDOT PM, Kimberly Nesbitt
- Discuss GDOT's schedule and current status of each project
- Discuss CE vs. PCE
- Review times are not flexible, but other tasks on GDOT schedule are available for acceleration
- Traffic must be approved before concept can be submitted
- Confirm concept report is in newest format before any submittal
- PFA must be attached to concept report
- In program it is shown as GDOT let, so Marietta will need to fill out local let form, which will need to be included in concept report
- Staging over 250k likely to receive comments
- ROW is set for 2015 - funding is capped so do not accelerate
- Construction is set for 2016 - funding is capped so do not accelerate
- Add roundabout analysis to concept report

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

CONCEPT MEETING SUMMARY

#0012607 & #0012608

DATE: 3-5-2014 2:00PM

LOCATION: District Seven Office: 5025 New Peachtree Road, Chamblee GA 30341 Conference Room #144

ATTENDEES:

Name	Company	Phone	Email
Azimeye Abu	GDOT	404-631-1540	Aabu@dot.ga.gov
Hannah, Qutais	GDOT	770-896-1414	qhannah@dot.ga.gov
Chandria Brown	GDOT	404-631-1580	chbrown@dot.ga.gov
Michael Moseley	ATKINS	770-933-0280	Michael.moseley@atkinsglobal.com
Mike Watkins	GDC	706-936-0249	Mtwatkins@southernco.com
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Rick Morris	Marietta Power	770-794-5706	Rmorris@mariettaga.gov
Rose R Lawrence	GDOT	770-986-1414	rrobinson@dot.ga.gov
Mike Jobe	AT&T	770-429-7916	Mike.Jobe@ATT.com
Kate D'Ambrosio	GDOT	404-635-2842	kdambrosio@dot.ga.gov
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Ashley Ikpelue	GDOT	770-986-1773	aikpelue@dot.ga.gov
Wendy Dysoll	Atkins	770-933-0280	Wendv.dyson@atkinsglobal.com
Chris Maddox	SEI	912-656-2720	cmaddox@seengineering.com
Alex Hofelich	SEI	678-327-3334	ahofelich@seeengineering.com
Charlie Lanz	City of Marietta	770-794-5656	clanz@mariettaga.gov
Challa Bonja	City of Marietta	770-794-5709	cbonja@mariettaga.gov
Pam Sewell	GDOT	770-986-3982	Psewell@dot.ga.gov

SUBJECT: Project 0012607

- Alex Hofelich with SEI reviewed and walked through the concept report for 0012607
- A question was raised on pole locations within the islands. Generally poles are not permitted in the islands. The current design was established with concern for the distance and skew of the intersection. Will need to verify if a design with the poles on the outside will have to be considered or if exception is warranted.
- City of Marietta to verify how many parcels are owned by the city.
- Azimeye to request ROW activities be added to the schedule. At least 12 months will be needed for the 15 parcels.
- SEI acquired updated traffic counts for Page Street and added them to the traffic flow diagrams as requested by the Office of Roadway Design. SEI requested assistance with obtaining an updated review through the Office of Planning.
- City of Marietta to examine the BRT project impacts off of 41. Jim Wilgus stated he expects minimum impact. BRT project to be added to the project list.

SUBJECT: Project 0012608

- Michael Moseley reviewed and walked through the concept report for 0012608
- City of Marietta requested design files for the proposed BRT queue jumper lanes from Cobb County DOT for coordination purposes.

- **Mike Jobe of AT&T made note of the fiber duct bank in the area of the project and to avoid impact.**
- **ATKINS to update page 3 of concept report under Federal Oversight to “Exempt”**
- **GDOT noted that PI 0012608’s schedule included a R/W phase and that it can be removed because there are no R/W or easements required.**

MEETING SIGN-IN SHEET

Project: #0012607 & #0012608

Meeting Date: 3-5-2014

Facilitator: Azimeye Abu, GDOT Project Manager

Place/Room: District 7 Office

Name	Company	Phone	E-Mail
<i>Curtis Haman</i>	GDOT	(7) 896-1414	ghaman@dot.ga.gov
Chandria L. Brown	GDOT	(404) 631-1580	chbrownedot.ga.gov
MICHAEL MOSELEY	ATKINS	770 933-6230	michael.moseley@atkinsglobal.com
Mike Watkins	GDC	704 936 0249	mwatkin@southco.com
NIM WILKINS	COBB COUNTY	770.528.1635	Jim.Wilkins@cobbcountry.org
RICK MORRIS	MARIETTA POWER	770-794-5704	RMORRIS@MARIETTGA.GOV
Rose R. Lawrence	GDOT	7) 986-1414	rrobinson@dot.ga.gov
MIKE JOBE	AT&T	7) 429-7916	MIKE.JOBE@ATT.COM
KATE D'AMBROSIO	GDOT - TMC - TO	404-635-2842	kdambrosio@dot.ga.gov
Michael Kray	ARC	404-463-3285	mKray@atlanta.regional.com

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cbonja@marietta.ga.gov

Ram Sewell

D7GDot
Local gov

770-986-3992

rsewell@dot.ga.gov

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Handwritten notes at the bottom of the page.

Handwritten notes.

Attachment 9



March 20, 2013

Jim Wilgus, PE
City Engineer
City of Marietta
205 Lawrence Street
Marietta, Georgia 30060

Mr. Wilgus,

In reference to the intersection improvement project at the North Marietta Parkway and US 41/Cobb Parkway, Marietta Board of Lights and Water (Marietta Power) will be responsible for the installation and maintenance of roadway lighting related to the project.

If you have any questions, please feel free to contact me.

Thank You,

Clay Hopkins
Supervisor of System Design
Marietta Power
675 North Marietta Pkwy
Marietta, GA 30060



September 4, 2013

Mr. Dan Conn
City of Marietta, Director of Public Works
205 Lawrence Street
Marietta, GA 30060

Dear Mr. Conn:

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

Cobb County, PI# 0012607

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 Kim Nesbitt at (404) 631-1575.

Sincerely,

A handwritten signature in blue ink, appearing to read "Angela Robinson", written over a horizontal line.

Angela Robinson,
Financial Management Administrator

AR:kp

Enclosure

c: Bob Rogers
Rachel Brown – District 7 Engineer
Vicki Gavalas – District 7 Planning & Programming Engineer
Patrick Allen, P.E. – District 7 Utilities Engineer
Mike Bolden – State Utilities Engineer

AGREEMENT
BETWEEN
DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
AND
CITY OF MARIETTA
FOR
TRANSPORTATION FACILITY IMPROVEMENTS

This Framework Agreement is made and entered into this 23rd day of August, 2013, by and between the DEPARTMENT OF TRANSPORTATION, an agency of the State of Georgia, hereinafter called the "DEPARTMENT", and the CITY OF MARIETTA, acting by and through its Mayor and City Council, hereinafter called the "LOCAL GOVERNMENT".

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

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

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

WHEREAS, the DEPARTMENT has provided an estimated cost to the LOCAL GOVERNMENT for its participation in certain activities of the PROJECT; and

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

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

1. The LOCAL GOVERNMENT has applied for and received "Qualification Certification" to administer federal-aid projects. The GDOT Local Administered Project (LAP) Certification Committee has reviewed, confirmed and approved the certification for the LOCAL GOVERNMENT to develop federal project(s) within the scope of its certification using the DEPARTMENT'S Local Administered Project Manual procedures. The LOCAL GOVERNMENT shall contribute to the PROJECT by funding all or certain portions of the PROJECT costs for the preconstruction engineering (design) activities,

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hereinafter referred to as "PE", all reimbursable utility relocations, all non-reimbursable utilities owned by the LOCAL GOVERNMENT, railroad costs, right of way acquisitions and construction, as specified in Attachment "A", affixed hereto and incorporated herein by reference. In addition, the September 17, 2010 Planning Office memorandum titled "Preliminary Engineering Oversight for Project Managers/Project Delivery Staff", outlines the five (5) conditions when the LOCAL GOVERNMENT will be requested to fund the PE oversight activities at 100%, and is enclosed as Attachment "C" 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 (specified in Attachment "A") affixed hereto and incorporated herein by reference, and none of the five (5) conditions apply from the Planning Office memorandum dated September 17, 2010 (specified in Attachment "C").

3. The DEPARTMENT shall provide a PE Oversight Estimate to the LOCAL GOVERNMENT, if appropriate, appended as Attachment "D" and incorporated by reference as if fully set out herein. The LOCAL GOVERNMENT will be responsible for

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providing payment, which represents 100% of the DEPARTMENT's PE Oversight Estimate at the time of the Project Framework Agreement execution.

If at any time the PE Oversight funds are depleted within \$5,000 of the remaining PE Oversight balance and project activities and tasks are still outstanding, the LOCAL GOVERNMENT shall, upon request, make additional payment to the DEPARTMENT. The payment shall be determined by prorating the percentage complete and using the same estimate methodology as provided in Attachment "D". If there is an unused balance after completion of all tasks and phases of the project, then pending a final audit, the remainder will be refunded to the sponsor.

4. 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 other activities 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.

5. In accordance with Georgia Code 32-2-2, 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. The LOCAL GOVERNMENT shall also be responsible for the continual maintenance and operation of all lighting systems installed to illuminate any roundabouts constructed as part of this PROJECT. Furthermore, the LOCAL GOVERNMENT shall also be responsible for the maintaining of all landscaping installed as part of any roundabout constructed as part of this PROJECT.

6. 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.

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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 phases, as applicable.

7. 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.

8. 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 8b and approved by the DEPARTMENT. The concept report shall be approved by the DEPARTMENT prior to the LOCAL GOVERNMENT beginning further development of the PROJECT plans. It is recognized by the parties that the approved concept may be updated or modified by the LOCAL GOVERNMENT as required by the DEPARTMENT and re-approved by the DEPARTMENT during the course of PE due to updated guidelines, public input, environmental requirements, Value Engineering recommendations, Public Interest Determination (PID) for utilities, utility/railroad conflicts, or right of way considerations.

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

c. Prepare environmental studies, documentation reports and complete Environmental Document for the PROJECT along with all environmental re-

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

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

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

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

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

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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 V8i and InRoads 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 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 shall also be updated annually if the noted project stages occur at a longer frequency. Failure of the LOCAL GOVERNMENT to provide timely and accurate cost estimates 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. 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.

9. 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.

10. 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.

11. 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.

12. 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 utility costs shall 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

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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 during construction.

13. 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.

14. 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.

15. 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

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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.

16. 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 Chapters 10, 11, 12 and 13 of the DEPARTMENT's Local Administered Project Manual. The LOCAL GOVERNMENT

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shall be responsible for providing qualified construction oversight with their personnel or by employing a Consultant firm prequalified in Area Class 8.01 to perform construction oversight. The LOCAL GOVERNMENT shall be responsible for employing a GDOT prequalified consultant in area classes 6.04a and 6.04b for all materials testing on the PROJECT, with the exception of field concrete testing. All materials testing, including field concrete testing shall be performed by GDOT certified technicians who are certified for the specific testing they are performing on the PROJECT. The testing firm(s) and the individual technicians must be submitted for approval prior to Construction.

17. 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.

18. 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.

19. 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, omissions or deficiencies within 30 days of notification shall cause the LOCAL GOVERNMENT to assume all responsibility for construction delays and supplemental agreements 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.

20. The DEPARTMENT shall be furnished with a copy of all contracts and agreements between the LOCAL GOVERNMENT and any other agency or contractor associated with construction activities. The DEPARTMENT's Project Manager shall be the primary point of contact unless otherwise specified.

21. The LOCAL GOVERNMENT shall provide the DEPARTMENT with a detailed project schedule that reflects milestones, deliverables with durations for all pertinent

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activities to develop critical path elements. An electronic project schedule shall be submitted to the Project Manager after execution of 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

LOCAL GOVERNMENT NAME

BY: [Signature]
Commissioner

BY: [Signature]
Steve Tumlin
Mayor

ATTEST: [Signature]
Treasurer

Signed, sealed and delivered this 10th
day of July, 2013, in the
presence of:

[Signature]
Witness

[Signature]
Notary Public



This Agreement approved by Local
Government, the 10th day of
July, 2013.

Attest

[Signature]
Stephanie Guy, City Clerk

FEIN: 58-6000616

Attachment "A" Funding Sources and Distribution
 Project No.: 0012607 Sponsor: City of Marietta

Attach "Project Manager" Project Charging Form for Approval

Preliminary Engineering Phase I	Preliminary Engineering - Phase I ¹				GDOT Oversight for PE (Phase I) ²			Preliminary Engineering Grand Total (Phase I)		
	Percentage	PE Amount	Maximum PE Participation Amount (\$)	Participant	PE Activity Sponsor	Percentage	Amount	Participant	Percentage	Amount
1	80%	\$91,712.00	\$91,712.00	Federal	Local Government	#DIV/0!	\$0.00	Federal	80%	\$91,712.00
2	0%	\$0.00	\$0.00	State		#DIV/0!	\$0.00	State	0%	\$0.00
3	20%	\$22,928.00	N/A	Local		0%	\$0.00	Local	20%	\$22,928.00
4	0%	\$0.00	\$0.00	Other		#DIV/0!	\$0.00	Other	0%	\$0.00
Total	100%	\$114,640.00				#DIV/0!	\$0.00		100%	\$114,640.00

Right of Way Phase II	Right of Way - Phase II ³				Acquisition Fund By:
	Percentage	ROW Amount	Maximum ROW Participation Amount (\$)	Participant	
1	80%	\$136,000.00	\$0.00	Federal	Local Government
2	0%	\$0.00	\$0.00	State	
3	20%	\$34,000.00	N/A	Local	
4	0%	\$0.00	\$0.00	Other	
Total	100%	\$170,000.00			

Utility Relocation - Phase IV	
Utility Funding By:	Railroad Funding By:
Local Government	Local Government
100%	100%

Construction Phase III	Construction - Phase III ³				Letting By:
	Percentage	CST Amount	Maximum CST Participation Amount (\$)	Participant	
1	80%	\$707,412.00	\$0.00	Federal	Local Govt
2	0%	\$0.00	\$0.00	State	
3	20%	\$176,853.00	N/A	Local	
4	0%	\$0.00	\$0.00	Other	
Total	100%	\$884,265.00			

GDOT Oversight for CST (Phase III) ²	
Testing (Phase V) Funding By:	Inspection (Phase VI) Funding By:
Local Government	Local Government
100%	100%

Summary of Phases I Through III	Grand Total - All Phases I through III		
	Percentage	TOTAL Amount	Participant
1	80%	\$935,124.00	Federal
2	0%	\$0.00	State
3	20%	\$233,781.00	Local
4	0%	\$0.00	Other
Total	100%	\$1,168,905.00	

¹The maximum allowable GDOT participating amounts for PE phase are shown above. The local government will only be reimbursed the percentage of the accrued invoiced amounts up to but not to exceed the maximum amount indicated.

²GDOT Oversight for PE (Phase I) is detailed in Attachment "D".

³ Right-of-Way and Construction amounts shown are for budget planning purposes only.

NOTE: Separate GDOT P.O.s will be established for each funding phase.

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ATTACHMENT "B" Project Timeline

PI # 0012607 – City of Marietta

Proposed Project Timeline

Environmental Phase			
Concept Phase			
Preliminary Plan Phase			
Right of Way Phase			

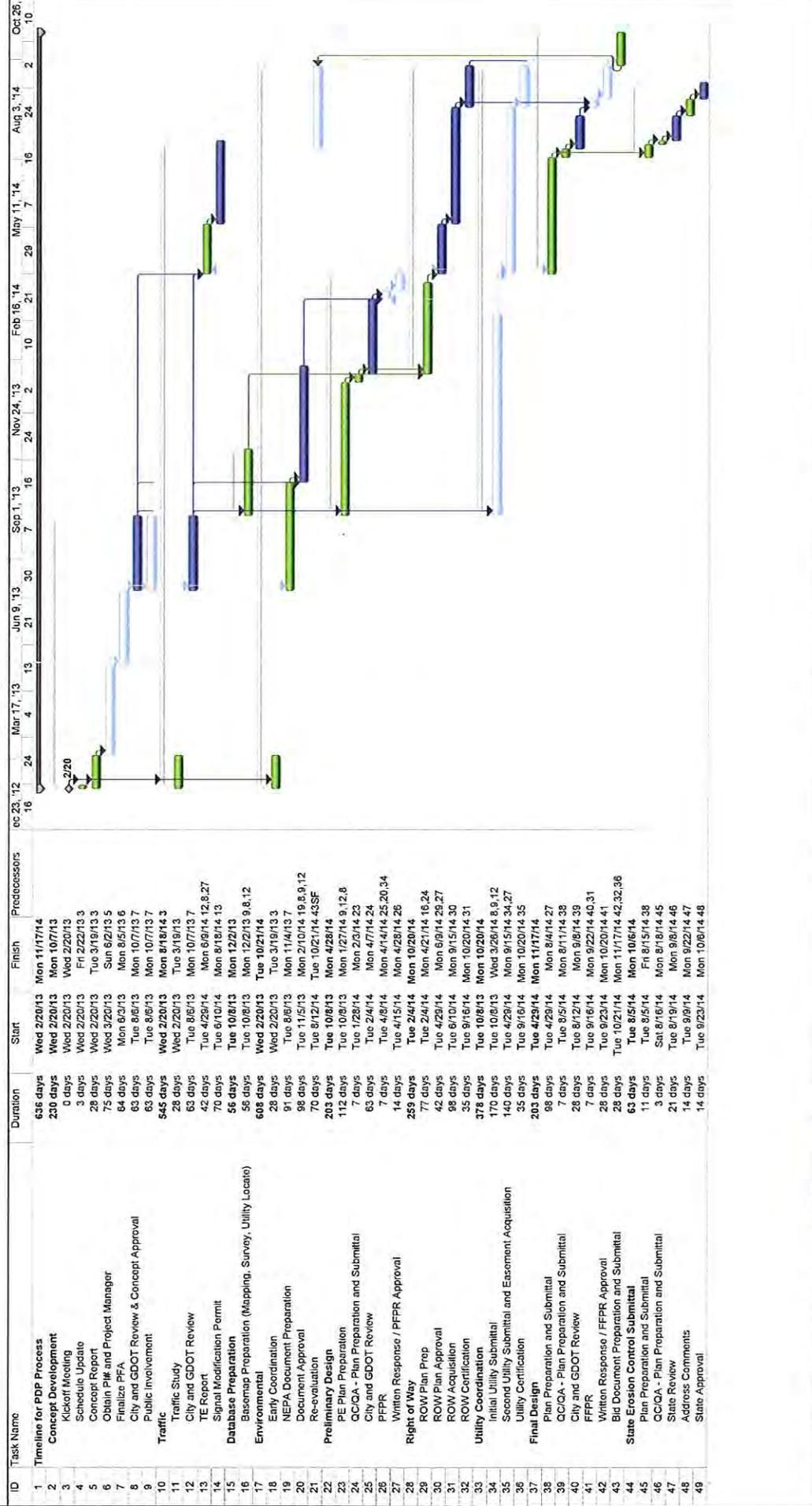
Deadlines for Responsible Parties	Execute Agreement	Month/Year (Approve Concept)	Month/Year (Approve Env. Document)	Month/Year (Authorize Right of Way funds)	Month/Year (Authorize Const. funds)
	<i>July, 2013</i>	<i>Oct, 2013</i>	<i>FEB, 2013</i>	<i>JUNE 2014</i>	<i>Nov 2014</i>

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.

Project Schedule - US 41 at North Marietta Parkway
Marietta Project #281-2033-535.75-41

636 Day Total Duration



Project: US41 @ NMP
 Date: Thu 6/6/13

Task Split

Progress Milestone

Summary Project Summary

External Tasks External Milestone

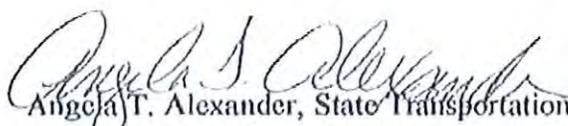
Deadline

Project #729-13-005

D.O.T. 66

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENTAL CORRESPONDENCE

FILE		OFFICE	Planning
		DATE	September 17, 2010
FROM	 Angela T. Alexander, State Transportation Planning Administrator		
TO	Todd I. Long, PE, PTOE, Director of Planning Gerald M. Ross, PE, Chief Engineer/Deputy Commissioner		
SUBJECT	Preliminary Engineering Oversight for Project Managers/Project Delivery Staff		

Note: This memo supersedes the previous PE Oversight Memo, dated August 17, 2010. PE Oversight funding for Safe Route to School (SRTS) projects are eligible for PE Oversight funds, paid for with funding from the SRTS program. No other changes were made to the memo.

As you are aware, the Department is unable to continue funding PE oversight with 100% motor fuel funds due to the decline in motor fuel revenues. As a result, the Department needs an established procedure detailing the circumstances under which the Department will fund PE oversight with federal-aid funds (matched with state motor fuel funds) and when the Department will request that the local government/project sponsor fund the Department's expenses associated with PE oversight. The PE Oversight funds will be used to fund staff man-hours and any other associated expenses incurred by any GDOT employee working on the project. Please note that the process detailed below applies equally to routes both on and off the state highway system.

GDOT Funds PE Oversight with Federal-Aid:

The Department will fund PE oversight with federal-aid funds (and matching motor fuel funds), only if a subsequent project phase (ROW, UTL, CST) is programmed within the first 4 active years of the currently approved TIP/STIP. The source of federal-aid funds to be used for the PE oversight activities is as follows:

- 1) Projects on the National Highway System will use NHS funds (L050) to finance GDOT's PE oversight expenses
- 2) Projects *not* on the National Highway System but eligible for Surface Transportation Program (STP) funds, will follow one of the scenarios below:
 - a) Projects in urban areas between 5,000 and 199,999 in population will use L200 funds (with MPO approval, if applicable)
 - b) Projects in urban areas with a population greater than 200,000 will use L230 funds (with MPO approval)
 - c) Projects in rural areas with a population less than 5,000 will use L250 funds
 - d) The Department may, at the joint discretion of the Chief Engineer and Director of Planning, apply L240 funds to any federal-aid eligible project

- 3) Projects which have received an earmark in federal legislation, will use a portion of the earmark funding for GDOT's PE oversight expenses, pending MPO approval if applicable. (Note: earmark funded projects could receive PE oversight funding regardless of the funding being programmed within the first 4 active years of a currently approved TIP/STIP).
- 4) Projects funded with Safe Route to School (SRTS) funds will use SRTS funds to finance GDOT's PE oversight expenses, regardless of whether or not a subsequent phase of the project appears in the STIP/TIP.

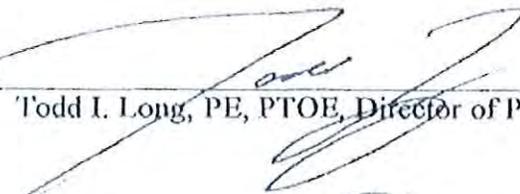
GDOT Requests Local Government/Project Sponsor to Fund PE Oversight:

The Department will request that the local government fund PE oversight with 100% local funds under the following conditions:

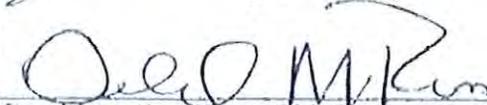
- 1) A subsequent phase of the project is not programmed within the first 4 active years of the Currently approved TIP/STIP
- 2) The MPO has elected to not approve the use of L200 or L230 funds for GDOT's PE oversight expenses
- 3) The project is funded with CMAQ funds
- 4) The project is funded with an earmark identified in federal legislation and the local government/entity which secured the earmark (or MPO, if applicable) declines to allow GDOT to use a portion of the earmark for PE oversight expenses
- 5) The project is currently funded entirely with local funds; however, the local government intends to secure federal funding at a future date

Once the PE oversight process is implemented, it will be the responsibility of the GDOT Project Manager to work with the GDOT Office of Financial Management to establish an appropriate amount of federal-aid funded PE oversight funding, or work with the local government to secure locally sourced PE oversight funds.

If you approve of this process, please sign below. Once an acceptable process is developed and approved by both the Chief Engineer and Director of Planning, we will provide the finalized process to the Office of Program Control for distribution to the GDOT Project Managers and incorporation into future Project Framework Agreements. If you have any questions, please contact Matthew Fowler at 404-631-1777.

Approved:  _____ Date 9/27/10

Todd I. Long, PE, PTOE, Director of Planning

Approved:  _____ Date 10/7/20

Gerald M. Ross, PE, Chief Engineer/Deputy Commissioner

ATTACHMENT "D"
GDOT Oversight Estimate for Locally Administered Project

Thursday, June 05, 2013 2:30 PM

PI Number	<input type="text" value="0012607"/>	Project Number	<input type="text"/>
County	<input type="text" value="Cobb"/>	Project Length	<input type="text" value=".80"/> Miles
Project Manager	<input type="text" value="Nesbitt, Kimberly"/>	Project Cost	<input type="text" value="\$1,168,905.00"/>
Project Type	<input type="text" value="Intersection Improvement"/>		
Project Description	<input type="text" value="SR 3/US 41 @ SR 120 ALT"/>		
Expected Life of Project	<input type="text" value="2.50"/>	Years	

Project Phase	Oversight Hours	Oversight Cost
1. Project Initiation	0	\$ 0.00
2. Concept Development	0	\$ 0.00
3. Database Preparation*	0	\$ 0.00
4. Preliminary Design	0	\$ 0.00
5. Environmental	0	\$ 0.00
6. Final Design	0	\$ 0.00
Travel Expenses		\$ -
Total Oversight Estimate	0	\$ 0.00
Percentage of Project Cost	.00%	

Revised: 12/2011

ATTACHMENT "E" GEORGIA SECURITY AND IMMIGRATION COMPLIANCE ACT AFFIDAVIT

Name of Contracting Entity: CITY OF MARIETTA

Contract No. and Name: PI 0012607 SR3/USA1
@ SR120A

By executing this affidavit, the undersigned person or entity verifies its compliance with O.C.G.A. § 13-10-91, stating affirmatively that the individual, firm, or entity which is contracting with the Georgia Department of Transportation has registered with, is authorized to participate in, and is participating in the federal work authorization program commonly known as E-Verify, or any subsequent replacement program, in accordance with the applicable provisions and deadlines established in O.C.G.A. § 13-10-91.

The undersigned person or entity further agrees that it will continue to use the federal work authorization program throughout the contract period, and it will contract for the physical performance of services in satisfaction of such contract only with subcontractors who present an affidavit to the undersigned with the information required by O.C.G.A. § 13-10-91(b).

The undersigned person or entity further agrees to maintain records of such compliance and provide a copy of each such verification to the Georgia Department of Transportation within five (5) business days after any subcontractor is retained to perform such service.

48936
E-Verify / Company Identification Number

Shannon Barrett
Signature of Authorized Officer or Agent

8/7/2013
Date of Authorization

SHANNON BARRETT
Printed Name of Authorized Officer or Agent

ACTING HUMAN RESOURCES DIRECTOR
Title of Authorized Officer or Agent

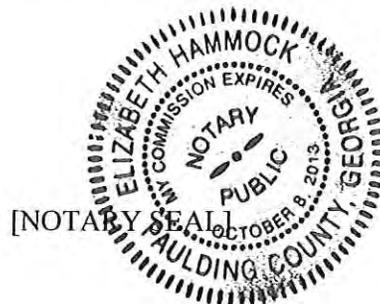
July 19, 2013
Date

SUBSCRIBED AND SWORN
BEFORE ME ON THIS THE

19th DAY OF July, 2013

Elizabeth Hammock
Notary Public

My Commission Expires: Oct. 8, 2013



ATTACHMENT "F"

TITLE VI INTRODUCTION

As a sub-recipient of federal funds from Georgia Department of Transportation, all municipalities are required to comply with Title VI of the Civil Rights Act of 1964 which provides that:

"No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, or be denied the benefits of, or be subjected To discrimination under any program or activity receiving federal assistance under This title or carried out under this title."

Additionally, the Civil Rights Restoration Act of 1987, expanded the definition of the terms "programs and activities" to include all programs or activities of federal recipients, subrecipients, and contractors, whether or not such programs and activities are federally assisted.

The provisions of Title VI apply to all contractors, subcontractors, consultants and suppliers. And is a condition for receiving federal funds. All sub recipients must sign Title VI assurances that they will not discriminate as stated in Title VI of the Civil Rights Act of 1964.

In the event that the sub recipient distributes federal aid funds to second tier entity, the sub-recipient shall include Title VI language in all written documents and will monitor for compliance. If, these assurances are not signed, the City or County government may be subjected to the loss of federal assistance.

All sub recipients that receive federal assistance must also include Federal Highways Administrations 1273 in their contracts. The FHWA 1273 sets out guidance for ensuring non discrimination and encouraging minority participation and outreach.

Enclosed you will find Title VI acknowledgment form and the Title VI assurances. The Title VI acknowledgment form and Title VI assurances must be signed by your local government official if it has not been signed.

ATTACHMENT "F"

TITLE VI ACKNOWLEDGEMENT FORM

The CITY OF MARIETTA assures that no person shall on the grounds of race, color, national origin or sex as provided by Title VI of the Civil Rights Act of 1964, and the Civil Rights Restoration Act of 1987 be excluded from participation in, be denied the benefits of, or otherwise be subjected to discrimination under any City or County sponsored program or activity. The CITY OF MARIETTA assures that every effort will be made to ensure non discrimination in all of its programs or activities, whether those programs are federally funded or not.

Assurance of compliance therefore falls under the proper authority of the City Council or the County Board of Commissioners. The Title VI Coordinator or Liaison is authorized to ensure compliance with provisions of this policy and with the Law, including the requirements of 23 Code of Federal Regulations (CFR) 200 and 49 CFR 21.

R. Steve Turlin, A
Official Name and Title

JULY 19, 2013
Date

Citations:

Title VI of the Civil Rights Act of 1964; 42 USC 2000d to 2000d-4; 42 USC 4601 to 4655; 23 USC 109(h); 23 USC 324; DOT Order 1050.2; EO 12250; EO 12898; 28CFR 50.3

Other Nondiscrimination Authorities Expanded the range and scope of Title VI coverage and applicability

The 1970 Uniform Act (42 USC 4601)
Section 504 of the 1973 Rehabilitation Act (29 USC 790)
The 1973 Federal-aid Highway Act (23 USC 324)
The 1975 Age Discrimination Act (42 USC 6101)
Implementing Regulations (49 CFR 21 & 23 CFR 200)
Executive Order 12898 on Environmental Justice (EJ)
Executive Order 13166 on Limited English Proficiency (LEP)

**Local Letting Approval Form (LLAF)
Office of Program Control**

P.I. #: 0012607	Date: 09/20/2013
Project Description: SR 5/N Marietta Pkwy @ SR3/US 4	County: Cobb
	District: 7
Request Prepared by: Kimberly W. Nesbitt	Requestor Office: Program Delivery
Local Government: City of Marietta	
Is the Local Government LAP Certified? Yes	

Reason the Local Government desires a Local Letting: (Describe the factors that make a Local Letting desirable by the Locals and/or GDOT. Explain why a Local Letting is an efficient use of resources.)

- Closer knowledge of intersection operation
- Maintaining agency of the traffic signal at the intersection
- Easier to manage by local government, particularly during construction

Change Justification (as submitted by Local Government), including Risk Assessment (Experience with Local Lettings and Federal Requirements), Benefits, Implementation Requirements (Materials Testing resources to be used; Construction Inspection resources), Contracting ability: (PM should coordinate with District Construction.)

Local Government Experience:

- o Managed several projects with local, state and federal funds including City's SPLOST projects
- o Involved in all phases projects: planning, concept, environmental, ROW, utilities, design, construction & maintenance
- o Has currently five GDOT prequalified engineering firms under contract and can recruit firms through competitive proposal

Implementation Requirements:

- o City of Marietta has successfully implemented projects of similar concept and magnitude in the past
- o City uses GDOT and nationally recognized standards for quality control and assurance and hires qualified firms for material testing and construction inspection

Attachments: Preconstruction Status Report, Project Financial Report, Detailed Cost Estimate, Map, Other supporting documentation to include letters from Project Sponsor, Future LG projects in the Program.

Local Letting Form Approval:

_____	_____
Project Manager / District Preconstruction Engineer	Date
_____	_____
Office Head (for Office of Program Delivery Projects)	Date
_____	_____
District Engineer (for all projects)	Date
_____	_____
State Materials and Research Engineer	Date
Approved: _____	_____
Director of Construction	Date

→ Upon approval sign and forward to the next recipient. If rejection is recommended at any level, do not sign but send the original back to the Project Manager (Program Delivery or District Preconstruction Engineer) with an explanation for the rejection that can be transmitted to the Local Government.

- PM should send Executed Copies to:
- Office of Planning
 - Office of Program Control
 - Office of Financial Management (to change the TPRO designation)

NOTES:

→ The Local Letting designation cannot be changed after PFPR to a Local Let unless approved by the Chief Engineer.

Federal-Aid Local Let Projects Materials Quality Assurance (Complete for ALL Federal-Aid Local Let projects)

SELECT ONE:

- Request GDOT to perform Materials Testing (Complete Section 1)
 Request Approval for Consultant Quality Assurance Materials Testing (Complete Sections 1 and 2)

Section 1

Project Number/County: PI 0012607 / Cobb
GDOT Contract ID Number/Proposed Let Date: _____
Project Description: US 41 at SR 120 intersection improvement to improve safety and access for pedestrians, bicycles, and transit.
Local Government Responsible for Letting Project: City of Marietta
Local Govt. Project Manager Contact Name & Number:
Challa Bonja, PE, Transportation Engineer, 770-794-5709

Section 2

GDOT Certified Technicians to be responsible for testing on the project:

1) Roadway Testing Technicians (RTT)- are required to perform field density testing on embankment, pipe backfill, subgrade and all asphalt layers, along with sampling misc. materials

List GDOT Certified Roadway Testing technician(s) who will be performing testing:

GDOT RTT Certification Number	Name/ Employer
RTT07482	Mr. Jayrah Shah / Moreland Altobelli Associates, Inc.
RTT07523	Mr. Hussam Elqudsi / Moreland Altobelli Associates, Inc.

2) Concrete **– GDOT Certified Concrete technician(s) are required to perform all field concrete testing (slump, air, cylinders)

List who will be performing concrete testing & GDOT certification number:

GDOT Concrete Certification Number	Name/ Employer
ACIC 00045	Mr. Jayrah Shah / Moreland Altobelli Associates, Inc.
ACIC 481945	Mr. Hussam Elqudsi / Moreland Altobelli Associates, Inc.

Attach additional sheets as necessary.

**Please note if a Bridge or other major structure is involved: _____

NOTE: Labs performing any testing shall be accredited in the testing to be performed (i.e. AASHTO T-22 or ASTM C-39 for concrete cylinders) by the AASHTO Accreditation Program (AMRL and/or CCRL).

3) Hot Mix Asphalt

GDOT specifications require the Contractor to perform mixture Acceptance testing at the plant. GDOT will perform Verification Testing at the asphalt plant as a part of the existing QPL process. The Local Government is responsible for notifying GDOT's Testing Management Operations Supervisor (TMOS) at least one week prior to start of work.

*send completed form to Testing Bureau Chief, Rick Douds @ Office of Materials.

APPROVED: _____

State Materials Engineer

Date

12/17/13

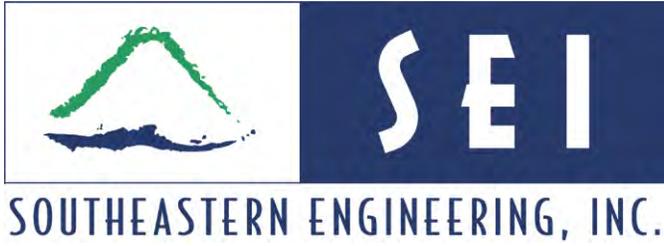
Attachment 10

CITY OF MARIETTA UTILITY COORDINATION SUMMARY

US 41 & SR 120 Intersection Improvement

Company	Utility	Address	Contact Name	Contact Number	Contact E-mail
AT&T	Telephone	400 Chastain Center Blvd Room 121 Kennesaw, GA 30144	Fred Bastanpour	(770) 514-3256	fb2559@att.com
AT&T Long Distance	Telephone		Cliff Purcell	(770) 750-7274 (707) 490-9435	cpurcell@att.com crpurcell@att.com cp6531@att.com
Atlanta Gas Light	Gas	10 Peachtree Place, 11th Floor Suite 1000 Atlanta, GA 30309	Bruce Broach	(404) 584-4149 (404) 391-8772	bbroach@aglresources.com
Cobb EMC	Power	1000 Cobb EMC Parkway, Bldg 4000, Marietta, GA 30061	Jack Schuler	(678) 355-3480	jack.schuler@cobbemc.com
Cobb County - Marietta Water Authority	Water	1660 Barnes Mill Road Marietta, GA 30062	Ken Janney Chuck Byrge	(770) 514-5214 (404) 392-7294	kianney@ccmwa.org cbvrge@ccmwa.org
Comcast Cable	Cable	3205 South Martin Street East Point, GA 30344	David Tyson also John Pierno	(404) 597-1098	david_tyson@cable.comcast.com john_pierno@cable.comcast.com
Charter Cable	Cable	1925 Brekenridge Plaza, Suite 1000, Duluth, GA 30096	Donny Smith Jimmy Price	(404) 597-2712 (404) 427-5568	
Georgia Power Distribution	Power	224 Holmes Road, Rome, GA 30161	Rodger Duncan	(706) 506-3437	wrduncan@southernco.com
Georgia Power Transmission	Power	241 Ralph McGill Blvd, NE Atlanta, GA 30308	Dan Everitt	(404) 506-2889	deeverit@southernco.com
Marietta Power	Power	675 North Marietta Parkway Marietta, GA 30060	Ricky Morris cc Clay Hopkins	(770) 794-5704	RMorris@mariettaqa.gov chopkins@mariettaqa.gov
Marietta Water & Sewer	Water / Sewer	627B North Marietta Pkwy, Marietta, GA 30060	Tom Jones	(770) 794-5186	tjones@mariettaqa.gov
Municipal Elec. Auth of Georgia (MEAG Power)	Power	1470 Riveredge Parkway, NW Atlanta, GA 30328	Ben Boucher	(770) 563-0468	rboucher@meagpower.org
Verizon Business (Formerly MCI)	Telephone	Texas Investigations Office 8053 Fair Oaks Court Jonesboro, GA 30236	Dean Boyers Darrin Wood	(972) 729-6016 (770) 471-0041	investigations@verizon.com dwood@sourceonecorp.com
Zayo Group	Fiber Optic	100 Colony Square Atlanta, GA 30361	Brian Towns	(678) 666-2503 (770) 380-0835	btowns@zayo.com

Attachment 11

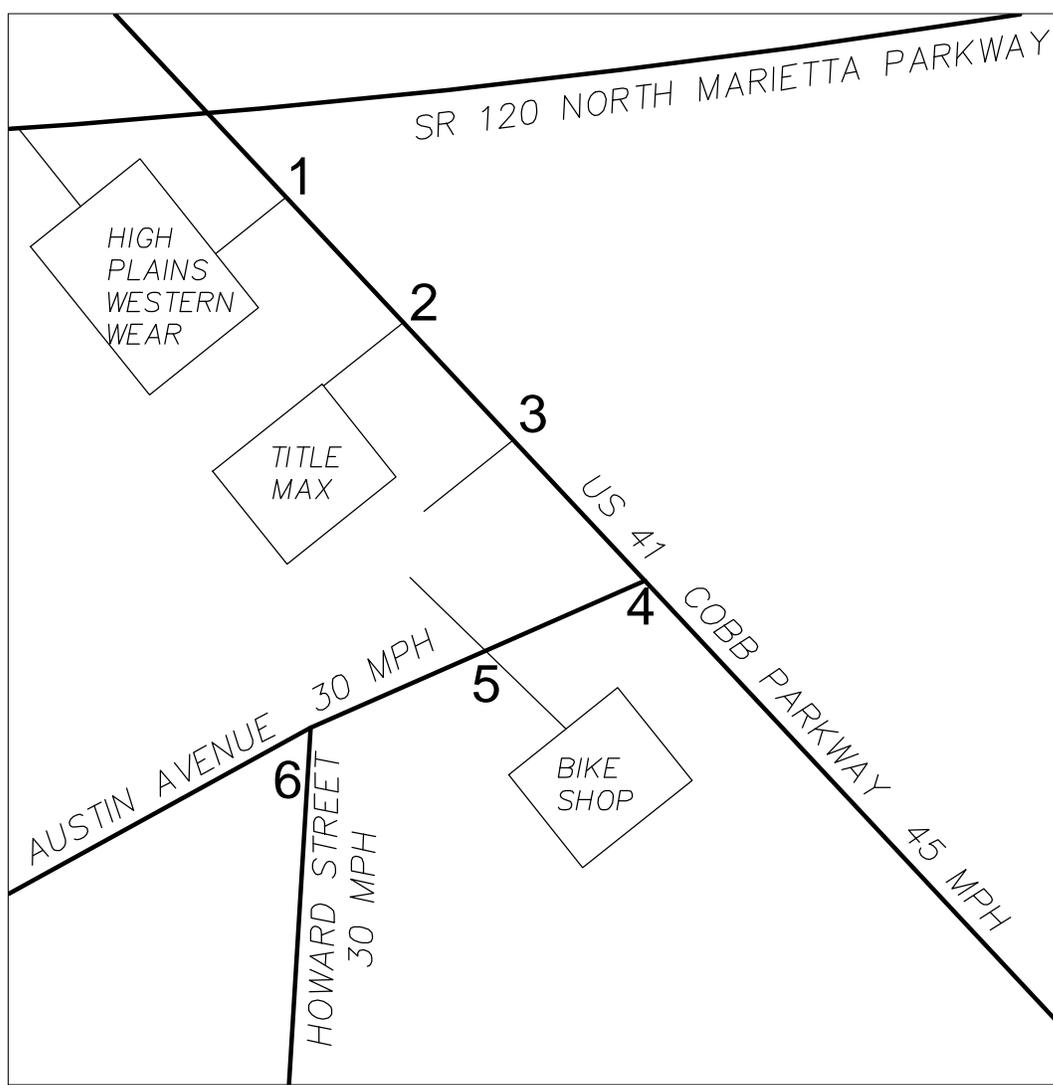


2470 Sandy Plains Road
Marietta, GA 30066
(Office) 770-321-3936
(Fax) 770-321-3935
info@seengineering.com

US 41 at SR 120 Access Management Consideration of Driveway Demand

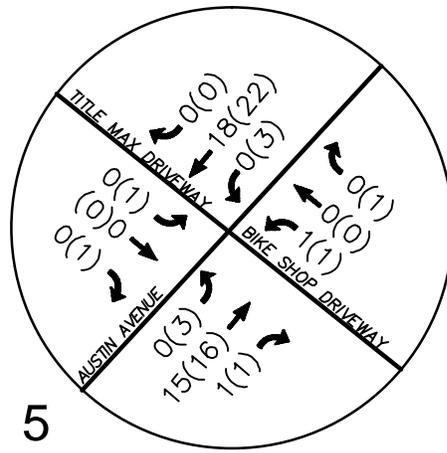
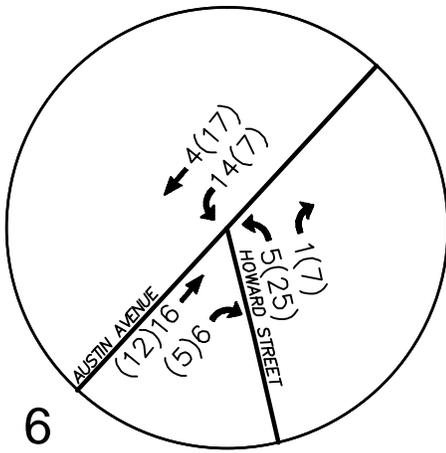
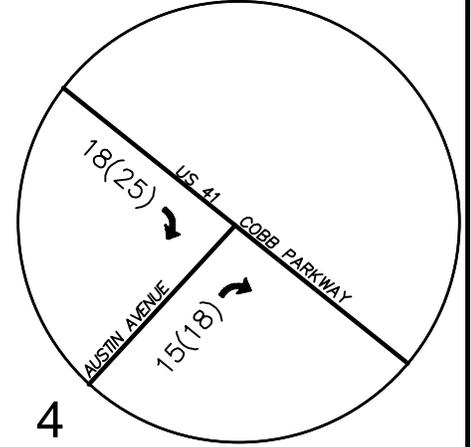
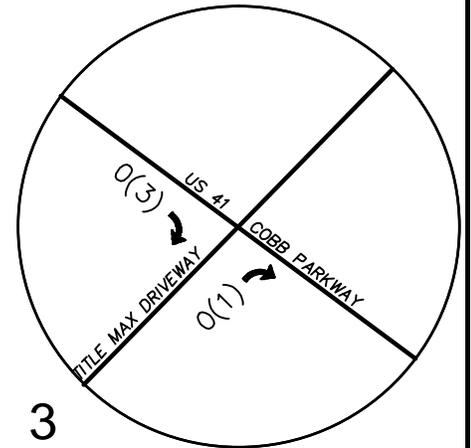
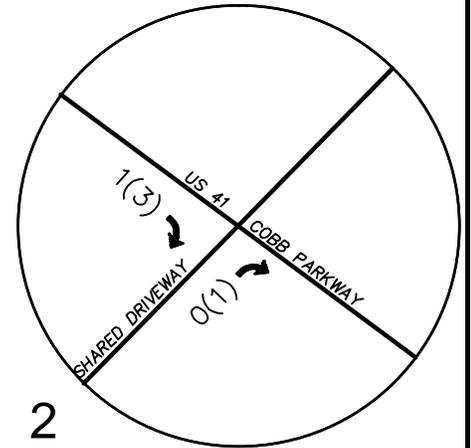
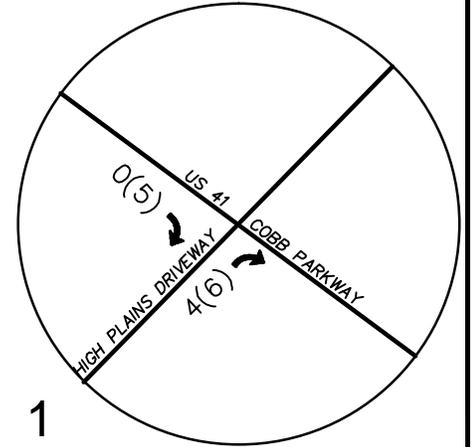
The consolidation of driveways for properties along the southwest quadrant of the US 41 and SR 120 intersection is planned as part of this intersection improvement. Three driveways along US 41 in the southwest quadrant of the intersection will be combined into one driveway and the parking lots will be modified to allow for flow of traffic. There will also be additional access points to the properties along SR 120 and nearby Austin Avenue. These properties will be impacted by the project as a result of the addition of auxiliary and queue jumper lanes and pedestrian facilities on both US 41 and SR 120 and from increasing the radius of the corners at the intersection. As shown by the driveway traffic counts, all of the driveways currently experience low peak hour volumes. The consolidation of the driveways should have a negligible impact on the mainline traffic.





LEGEND

XX AM PEAK HOUR
 (XX) PM PEAK HOUR



DRIVEWAY TRAFFIC COUNTS
 US 41 SR 120 INTERSECTION IMPROVEMENT
 LAND LOT 1141, 16TH DISTRICT
 MARIETTA, COBB COUNTY, GEORGIA

CITY OF MARIETTA
 205 LAWRENCE STREET
 MARIETTA, GA 30060

Project No. 643-13-020
 Design By: AH
 Drawn By: CTP
 Checked By: AH
 Date: 4/8/13
 Scale: NTS

