ORIGINAL TO GENERAL FILES

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

OFFICE OF DESIGN POLICY & SUPPORT
INTERDEPARTMENTAL CORRESPONDENCE

FILE P.I. # 0012754

OFFICE Design Policy & Support

Cobb County
GDOT District 7 - Metro Atlanta
SR 3 @ CR 8/Cedarcrest Road/
Awtrey Church Road

DATE 8/14/2014

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
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
Peter Emmanuel, Project Manager
BOARD MEMBER - 11th Congressional District

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

LIMITED SCOPE PROJECT CONCEPT REPORT

Project Type:	Safety	**P.I. Number:**	0012754
GDOT District:	7	**County:**	Cobb
Federal Route Number:	41	**State Route Number:**	3

Intersection Immprovement of SR 3/US 41/Cobb Parkway by adding additional left turn lane to direct traffic onto CR 8/Cedarcrest Road.

Submitted for approval:

TranSystems — 4/8/14
Consultant Designer & Firm — DATE

4/4/14
Local Government Sponsor — DATE

Albert Shelby — 4.8.14
State Program Delivery Engineer — DATE

4/4/14
GDOT Project Manager — DATE

Recommendation for approval:

HIRAL PATEL*/EKP — 4/25/2014
State Environmental Administrator — DATE

State Traffic Engineer — 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).

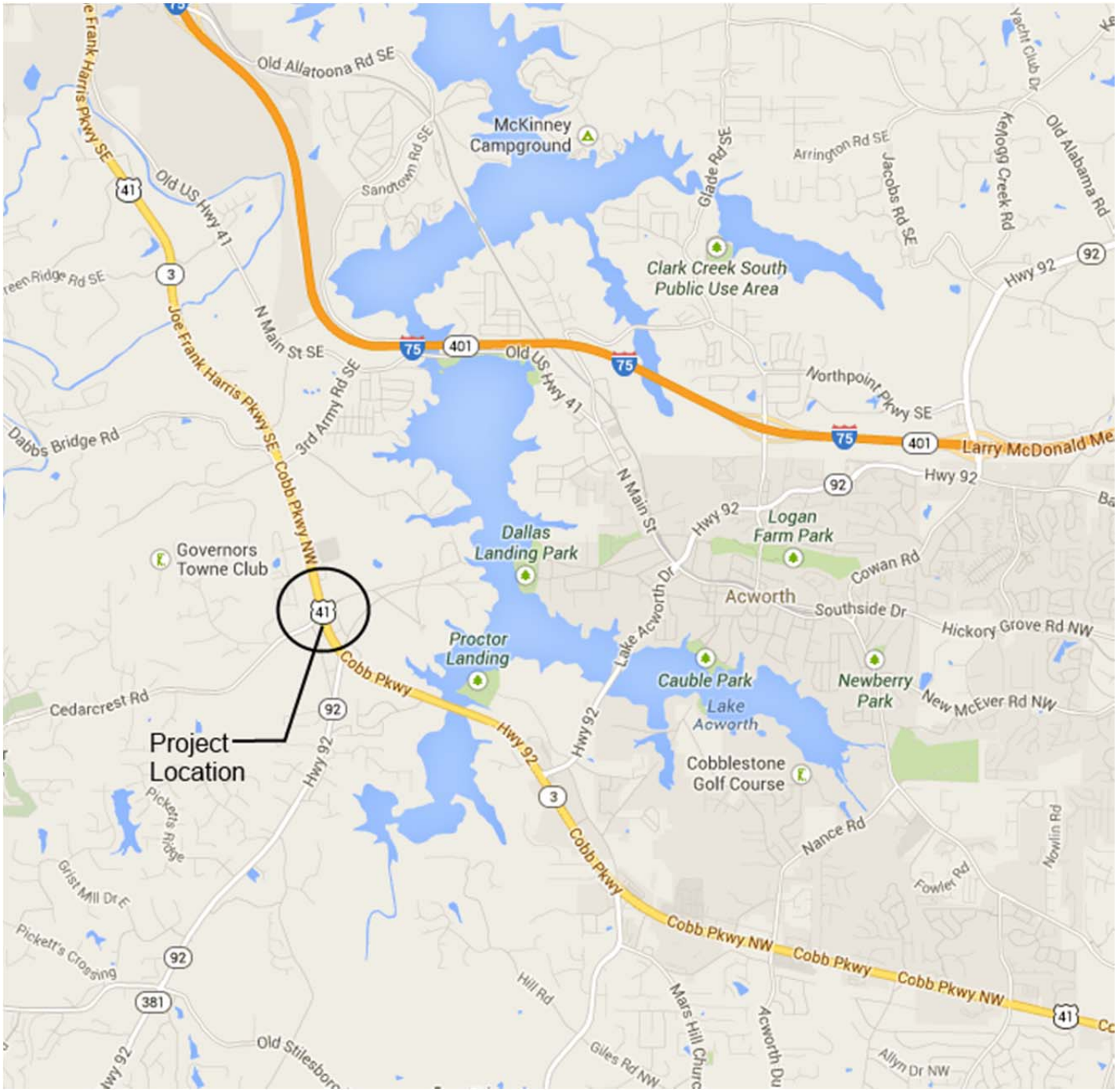
CINDY VAN DYKE*/EKP — 4/16/2014
State Transportation Planning Administrator — DATE

Approval:

Concur: Glenn Bowman — 8/3/14
GDOT Director of Engineering — DATE

Approve: Paul L. McMurry — 8/11/14
GDOT Chief Engineer — DATE

PROJECT LOCATION



PLANNING & BACKGROUND DATA

Project Justification Statement: The purpose of the proposed project is to reduce crash frequency and severity for the vehicular traffic at the intersection SR 3 at CR 8/Cedarcrest Road/Awtrey Church Rd in Cobb County, GA. In Georgia, nearly a third of fatal crashes occur an intersections, making intersection safety a focus area for the Georgia Department of Transportation. Studies show that right angle crashes and rear end crashes are becoming very prevalent at this intersection. This subsequently contributes to major safety concerns for the intersection SR 3 at CR 8 /Cedarcrest Road/Awtrey Church Rd. Crash data obtained from 12/01/10 to 11/30/11 indicates that approximately 44 crashes occurred at the intersection. Of these crashes, eleven resulted in severe injury.

In the year 2013 in Georgia, nearly 25 percent of all associated roadway crashes that occurred at intersections were a result of angle collisions. This resulted in approximately 253 fatalities and 32,736 injuries. According to the Federal Highway Administration (FHWA), national statistics state that 47 percent of all intersection fatalities are a result of angle impact crashes. The above mentioned project proposes to construct an additional left turn lane along SR 3 and the addition of a protected left turn phase to the signal sequence. The construction of an additional left lane will result in greater storage capacity for all left turners along SR 3. This will mitigate many of the rear end crashes along this roadway. Also the implementation of the protected left phase at the intersection will eliminate all conflicting movements with thru and left turn movements along SR 3. The implementation of these countermeasures will greatly reduce the crashes previously associated with this intersection. The FHWA Desktop Reference Manual for Crash Reduction Factors, the application of these countermeasures will reduce the number of injury crashes by 20% and 99% respectively. This will result in a greater reduction in crash frequency and severity.

Existing conditions: The intersection of SR 3 / US 41/ Cobb Parkway and CR 8 /Cedarcrest Road/Awtrey Church Road consists of a signalized intersection with left & right turn lanes and crosswalks on all four legs. Cobb Parkway is a 44' divided highway with two lanes in each direction. On the west side of Cobb Parkway, Cedarcrest Road is five lanes with a raised median. On the east side of Cobb Parkway, Awtrey Church Road is three lanes.

Other projects in the area: PI#0007529 – CR 8/Cedarcrest Rd Widening - Paulding County Line to Governors Towne Dr
PI# 0010939 – SR 3 at SR 92 intersection improvements

Description of the proposed project: Project is located at the intersection of SR 3 / US 41 /Cobb Parkway and CR 8 /Cedarcrest Road in Cobb County. Construction consists of adding an additional left turn lane from SR 3 / US 41 / Cobb Parkway northbound to CR 8 / Cedarcrest Road westbound for a total of two left turns.

MPO: Atlanta Regional Commission (ARC) MPO Project ID

Regional Commission: Atlanta Regional Commission RC Project ID

Congressional District(s): 11

Federal Oversight: ☒ Exempt ☐ State Funded ☐ Other

Projected Traffic: ADT
Current Year (2013): 15,300 Open Year (2015): 16900 Design Year (2035): 16900
Traffic Projections Performed by: TranSystems

Functional Classification (Mainline): Urban Minor Arterial Street

Complete Streets - Bicycle, Pedestrian, and/or Transit Warrants:
Warrants met: ☐ None ☐ Bicycle ☒ Pedestrian ☐ Transit

DESIGN AND STRUCTURAL

Major Structures: N/A

Mainline Design Features: SR 3 / US 41 / Cobb Parkway

Feature	Existing	Standard*	Proposed
Typical Section			
- **Number of Lanes**	**4**	**4**	**4**
- **Lane Width(s)**	**12**	**12**	**12**
- **Median Width & Type**	**44**	**44**	**44**
- **Outside Shoulder or Border Area Width**	**10-20**	**10**	**10**
- **Outside Shoulder Slope**	**2%-6%**	**6%**	**6%**
- **Inside Shoulder Width**	**6**	**6**	**6**
- **Sidewalks**	**5**	**5**	**5**
Posted Speed	**55**		**55**
Design Speed	**55**	**55**	**55**
Min Horizontal Curve Radius	**3000**	**1190**	**3000**
Maximum Superelevation Rate		**4%**	
Maximum Grade		**8%**	
Design Vehicle		**WB-40, BUS-40**	**WB-40, BUS-40**

*According to current GDOT design policy if applicable

Major Interchanges/Intersections: Cedarcrest/Awtrey Church @ SR 3 /US 41/Cobb Parkway

Lighting required: ☒ No ☐ Yes

Transportation Management Plan [TMP] Required: ☐ No ☒ Yes
If Yes: Project classified as: ☒ Non-Significant ☐ Significant
TMP Components Anticipated: ☒ TTC ☐ TO ☐ PI

Will Context Sensitive Solutions procedures be utilized? ☒ No ☐ Yes

Design Exceptions to FHWA/AASHTO controlling criteria anticipated: No

Design Variances to GDOT Standard Criteria anticipated: No

UTILITY AND PROPERTY

Temporary State Route Needed: ☒ No ☐ Yes ☐ Undetermined

Railroad Involvement: N/A

Utility Involvements: Comcast, Cobb County Water & Sewer, Atlanta Gas Light, Cobb EMC, AT&T, Georgia Transmission Corporation, Cobb County Marietta Water Authority

SUE Required: ☒ No ☐ Yes

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

Right-of-Way: Existing width: 300ft Proposed width: 300ft
Required Right-of-Way anticipated: ☒ No ☐ Yes ☐ Undetermined
Easements anticipated: ☒ None ☐ Temporary ☐ Permanent ☐ Utility ☐ Other

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

ENVIRONMENTAL AND PERMITS

Anticipated Environmental Document:
GEPA: ☐ **NEPA:** ☐ CE ☒ PCE

MS4 Compliance – Is the project located in an MS4 area? ☐ No ☒ Yes

Environmental Permits, Variances, Commitments, and Coordination 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

NEPA/GEPA Comments & Information: PCE Anticipated

COORDINATION, ACTIVITIES, RESPONSIBILITIES, AND COSTS

Project Meetings: Initial Concept Team Meeting - 8/15/13

Project Activity	Party Responsible for Performing Task(s)
Concept Development	Cobb County / TranSystems
Design	Cobb County / TranSystems
Right-of-Way Acquisition	Cobb County
Utility Relocation	Cobb County
Letting to Contract	Cobb County
Construction Supervision	Cobb County
Providing Material Pits	Contractor
Providing Detours	N/A
Environmental Studies, Documents, and Permits	Cobb County / TranSystems
Environmental Mitigation	Cobb County
Construction Inspection & Materials Testing	Cobb County

Other coordination to date: N/A

Project Cost Estimate and Funding Responsibilities:

	Breakdown of PE	ROW	Reimbursable Utility	CST*	Environmental Mitigation	Total Cost
Funded By	Cobb County		Cobb County			
$ Amount	250,000	0	25,000	468,000	0	743,000
Date of Estimate	10/8/2013		1/15/2014	3/25/2014		

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

ALTERNATIVES DISCUSSION

Preferred Alternative: Add an additional left turn lane from SR 3 onto Cedarcrest Road.			
Estimated Property Impacts:	**$ 0**	**Estimated Total Cost:**	**$ 743,000**
Estimated ROW Cost:	**$ 0**	**Estimated CST Time:**	**6 months**
Rationale: Corrects operational deficiencies for intersection			

No-Build Alternative:			
Estimated Property Impacts:	**$ 0**	**Estimated Total Cost:**	**$ 0**
Estimated ROW Cost:	**$ 0**	**Estimated CST Time:**	**0**
Rationale: Does not correct intersection deficiencies			

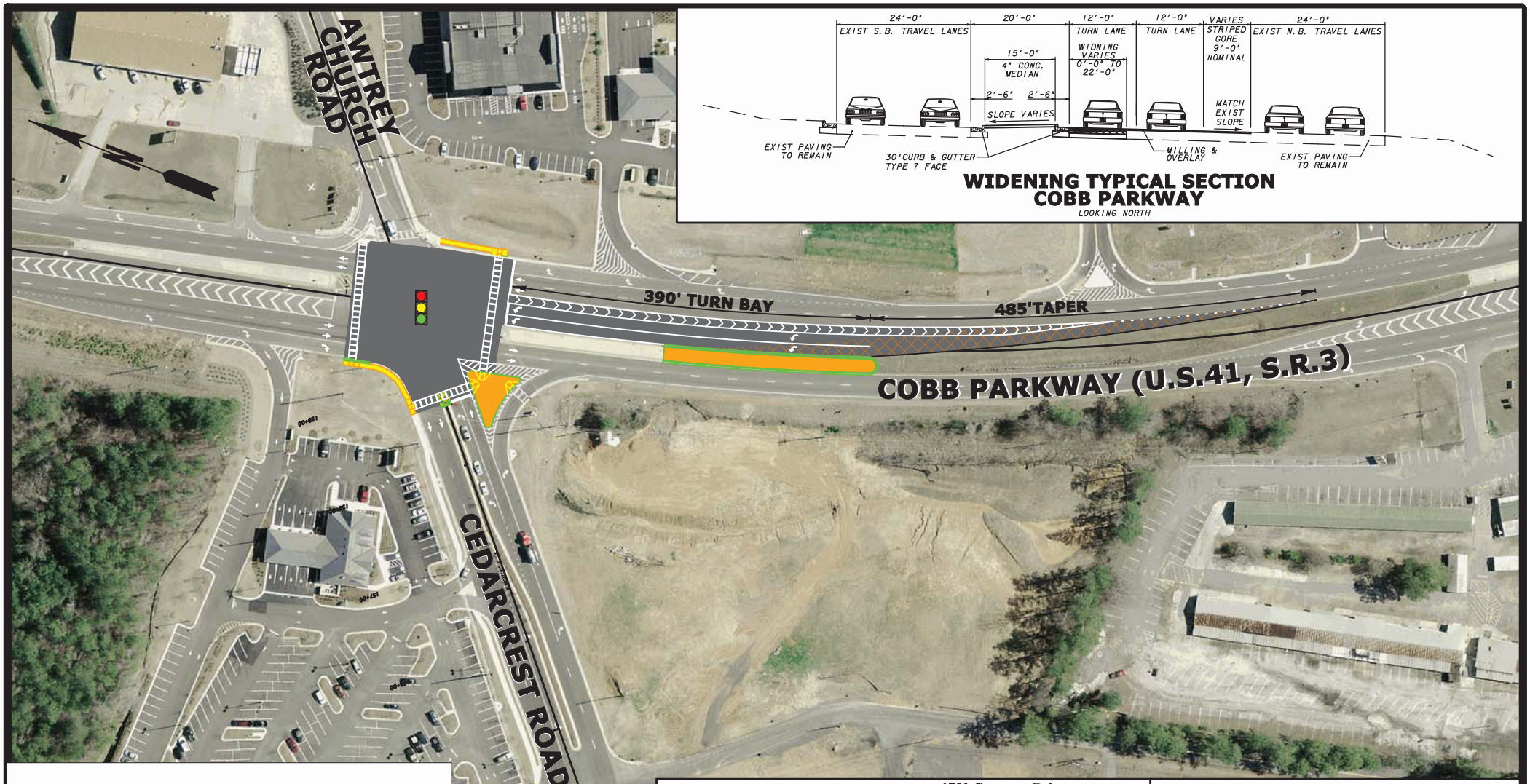
Alternative 1: Add left turn lane and an accel lane from Cedarcrest onto US 41 southbound			
Estimated Property Impacts:	**$0**	**Estimated Total Cost:**	**$900,000**
Estimated ROW Cost:	**$0**	**Estimated CST Time:**	**6 months**
Rationale: Would need a minimum of 1200' for merging due to speed limit of 55 mph along SR 3 / US 41. The McDonalds driveway is currently 480' from the Cedarcrest Road intersection.			

Comments/Additional Information:

LIST OF ATTACHMENTS/SUPPORTING DATA

1. Concept Layout
2. Typical section
3. Cost Estimate
4. Crash summary
5. Traffic diagrams
6. Traffic Study
7. Initial Concept Team Meeting Minutes
8. PFA

Concept Layout



LEGEND

- PROPOSED MILLING & OVERLAY
- PROPOSED WIDENING/FULL DEPTH
- PROPOSED 5' SIDEWALK
- PROPOSED 30" CURB & GUTTER
- PROPOSED CONCRETE MEDIAN
- PROPOSED TRAFFIC FLOW ARROWS

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

SCALE IN FEET

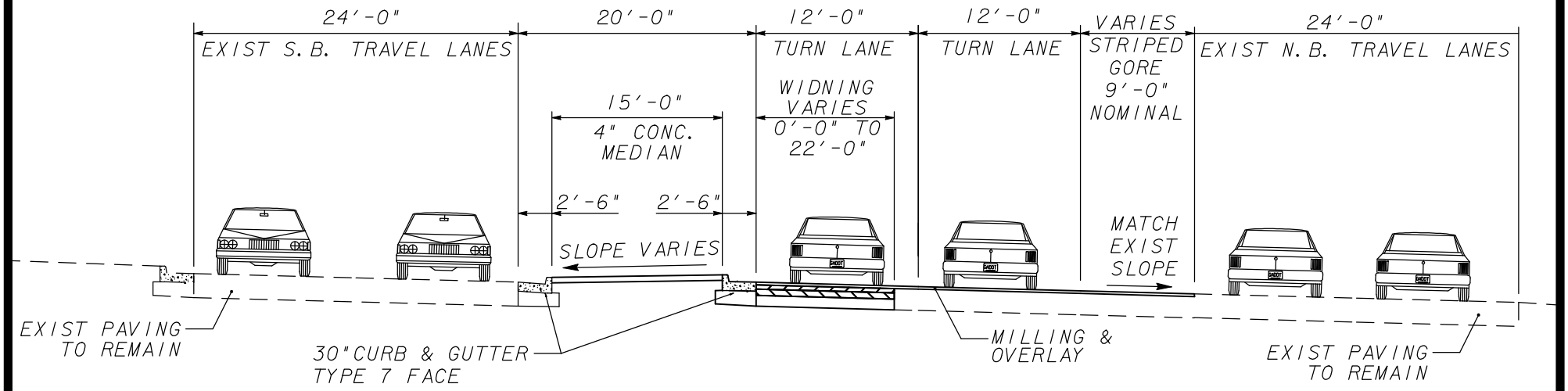
0 100 200 400

PROJECT DISPLAY

COBB PARKWAY
@ CEDARCREST ROAD
INTERSECTION IMPROVEMENTS
P.I.# 0012754

COBB COUNTY, GA
JANUARY 23, 2014

Typical Section



WIDENING TYPICAL SECTION
COBB PARKWAY

LOOKING NORTH

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

TYPICAL SECTION

COBB PARKWAY
@ CEDARCREST ROAD
INTERSECTION IMPROVEMENTS
P.I.# 0012754

COBB COUNTY, GA
JANUARY 23, 2014

Cost Estimate

COBB COUNTY DOT

DATE : 03/25/2014
PAGE : 1

JOB ESTIMATE REPORT

JOB NUMBER : 012754 SPEC YEAR: 01
DESCRIPTION: CEDARCREST INTERSECTION AT 41

COST GROUPS FOR JOB 012754

ITEMS FOR JOB 012754

LINE	ITEM	ALT	UNITS	DESCRIPTION	QUANTITY	PRICE	AMOUNT
0005	150-1000		LS	TRAFFIC CONTROL - CEDARCREST INTERSECTION AT US 41	1.000	40000.00	40000.00
0009	153-1300		EA	FIELD ENGINEERS OFFICE TP 3	1.000	83410.45	83410.45
0039	210-0100		LS	GRADING COMPLETE - CEDARCREST INTERSECTION AT US 41	1.000	25000.00	25000.00
0040	310-1101		TN	GR AGGR BASE CRS, INCL MATL	810.000	21.54	17454.80
0045	318-3000		TN	AGGR SURF CRS	50.000	19.83	991.87
0050	402-1812		TN	RECYL AC LEVELING,INC BM&HL	50.000	86.97	4348.84
0059	402-3113		TN	RECYL AC 12.5MM SP,GP1/2,BM&HL	460.000	73.79	33946.26
0060	402-3121		TN	RECYL AC 25MM SP,GP1/2,BM&HL	360.000	77.30	27828.14
0065	402-3190		TN	RECYL AC 19 MM SP,GP 1 OR 2 ,INC BM&HL	120.000	86.09	10331.29
0070	413-1000		GL	BITUM TACK COAT	440.000	3.79	1668.42
0074	419-1000		SY	HIGH FRICTION SURF TRT	4900.000	5.00	24500.00
0075	432-5010		SY	MILL ASPH CONC PVMT,VARB DEPTH	100.000	10.98	1098.25
0117	441-0104		SY	CONC SIDEWALK, 4 IN	100.000	44.19	4419.56
0118	441-0748		SY	CONC MEDIAN, 6 IN	380.000	36.05	13699.59
0119	441-0754		SY	CONC MEDIAN, 7 1/2 IN	200.000	45.52	9105.93
0120	441-6222		LF	CONC CURB & GUTTER/ 8"X30"TP2	650.000	17.23	11204.93
0130	446-1100		LF	PVMT REF FAB STRIPS, TP2,18 INCH WIDTH	500.000	6.20	3104.28
0285	500-9999		CY	CL B CONC,BASE OR PVMT WIDEN	5.000	184.94	924.71
0286	550-1180		LF	STM DR PIPE 18",H 1-10	15.000	35.09	526.46
0291	620-0100		LF	TEMP BARRIER, METHOD NO. 1	1000.000	27.29	27292.80
0296	632-0003		EA	CHANGEABLE MESS SIGN,PORT,TP 3	2.000	11372.10	22744.21
0301	643-8200		LF	BARRIER FENCE (ORANGE), 4 FT	500.000	2.03	1019.16
0306	668-2100		EA	DROP INLET, GP 1	1.000	1724.25	1724.25

JOB ESTIMATE REPORT

0311	652-0120	EA	PAVEMENT MARKING, ARROW, TP 2	4.000	42.00	168.02
0316	653-1501	LF	THERMO SOLID TRAF ST 5 IN, WHI	1300.000	0.51	666.95
0321	653-1704	LF	THERM SOLID TRAF STRIPE,24",WH	190.000	3.66	696.26
0326	653-1804	LF	THERM SOLID TRAF STRIPE, 8",WH	1300.000	1.76	2300.00
0331	653-6004	SY	THERM TRAF STRIPING, WHITE	660.000	2.92	1927.63
0336	653-6006	SY	THERM TRAF STRIPING, YELLOW	90.000	3.19	287.77
0341	654-1001	EA	RAISED PVMT MARKERS TP 1	50.000	4.40	220.25
0345	009-3000	LS	MISCELLANEOUS CONSTRUCTION EROSION CONTROL LUMP SUM	1.000	20000.00	20000.00
0346	163-0232	AC	TEMPORARY GRASSING	0.250	237.15	59.29
0351	163-0240	TN	MULCH	0.250	389.86	97.47
0356	171-0030	LF	TEMPORARY SILT FENCE, TYPE C	1000.000	6.00	6000.00
0361	700-6910	AC	PERMANENT GRASSING	0.250	530.66	132.67
0366	700-7000	TN	AGRICULTURAL LIME	0.750	50.44	37.83
0371	700-8000	TN	FERTILIZER MIXED GRADE	0.250	490.14	122.54
0376	700-8100	LB	FERTILIZER NITROGEN CONTENT	15.000	3.21	48.17
0381	647-1000	LS	TRAF SIGNAL INSTALLATION NO - 1	1.000	30000.00	30000.00

ITEM TOTAL 429109.03
INFLATED ITEM TOTAL 429109.03

TOTALS FOR JOB 012754

ESTIMATED COST: 429109.05
E & I PERCENT (5.0): 21455.45
ESTIMATED TOTAL: 450564.50

PROJ. NO.		CALL NO.
P.I. NO.	012754	
DATE	4/3/2014	

INDEX (TYPE)	**DATE**	**INDEX**
REG. UNLEADED	Apr-14	$ 3.455
DIESEL		$ 3.930
LIQUID AC		$ 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)				**16721.1**	**$**	**16,721.10**
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)				49.5		

ASPHALT	**Tons**	**%AC**	**AC ton**
Leveling	50	5.0%	2.5
12.5 OGFC		5.0%	0
12.5 mm	460	5.0%	23
9.5 mm SP		5.0%	0
25 mm SP	360	5.0%	18
19 mm SP	120	5.0%	6
			49.5

BITUMINOUS TACK COAT

Price Adjustment (PA)			**$**	**638.39**	**$**	**638.39**
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)				1.889844406		

Bitum Tack Gals	gals/ton	tons
440	232.8234	1.88984441

PROJ. NO.		CALL NO.	
P.I. NO.	012754		
DATE	4/3/2014		

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.		0.20	0	232.8234	0
Double Surf.Trmt.		0.44	0	232.8234	0
Triple Surf. Trmt		0.71	0	232.8234	0
					0

TOTAL LIQUID AC ADJUSTMENT	**$**	**17,359.49**

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTER-DEPARTMENT CORRESPONDENCE

FROM: Patrick Allen, P.E. District Utilities Engineer **DATE:** June 10, 2014

TO: Peter Emmanuel, Project Manager

SUBJECT: PRELIMINARY UTILITY COST ESTIMATE – P.I. No. 0012754 – Cobb Parkway @ Cedarcrest Road Intersection Improvements – Cobb County

As requested by your office, we are furnishing you with a Preliminary Cost Estimate for each utility with facilities potentially located with the project limits.

FACILITY OWNER	REIMBURSABLE	NON-REIMBURSABLE	TOTAL
Cobb EMC	$0.00	$1,300,000.00	$1,300,000.00
Atlanta Gas Light	$0.00	$354,275.00	$354,275.00
Cobb County Water Authority	$0.00	$443,500.00	$443,500.00
AT&T	$0.00	$380,800.00	$380,800.00
Comcast of Georgia	$0.00	$204,800.00	$204,800.00
Georgia Transmission Corporation	$0.00	$88,000.00	$88,000.00
Cobb Marietta Water			
TOTAL	$0.00	$2,771,375.00	$2,771,375.00

This estimate is based upon the current information. We will provide an updated estimate when the plans are further developed.

If you have any questions, please contact Clyde Cunningham at 770-986-1117.

RSB/PA/SW/CAC

Cc: Michael J. Bolden, State Utilities Engineer

Crash Summary

Cobb Pkwy (US 41/GA 3) @ Cedarcrest Rd/Awtrey Church Rd, 01/01/07 - 12/31/11, Total Crashes: 244

DATE_ACC	ROAD ON	DIR_DIST	ROAD AT	TIME_ACC	ACCNO	VEH	INJ	FATAL	DIR_1	DIR_2	MOVT_1	MOVT_2	LC	SURFACE	DESCRIP
01/02/2007	CEDARCRE		COBB PKWY	7:00	07000383	2	0	0	E	E	2	2	1	1	3
01/06/2007	CEDARCRE		COBB PKWY	16:21	07002631	2	0	0	E	E	2	2	5	1	3
01/08/2007	CEDARCRE		COBB PKWY	8:54	07003031	2	0	0	E	E	2	2	1	1	3
01/23/2007	CEDARCRE		COBB PKWY	9:09	07009916	2	0	0	E	E	2	4	1	1	3
01/24/2007	CEDARCRE		COBB PKWY	16:48	07010829	2	0	0	E	E	2	2	1	1	3
01/26/2007	CEDARCRE		COBB PKWY	9:50	07011705	2	2	0	E	E	2	4	1	1	3
02/06/2007	CEDARCRE		COBB PKWY	8:06	07016216	2	0	0	E	E	2	4	1	1	3
03/09/2007	CEDARCRE		COBB PKWY	19:36	07032545	2	0	0	E	E	5	4	4	1	3
03/25/2007	CEDARCRE		COBB PKWY	18:26	07041535	2	0	0	E	E	2	4	1	1	3
03/27/2007	CEDARCRE		COBB PKWY	9:23	07042235	2	0	0	E	E	2	4	1	1	3
04/06/2007	CEDARCRE		COBB PKWY	5:42	07047449	2	0	0	E	E	2	2	4	1	4
04/09/2007	CEDARCRE		COBB PKWY	14:38	07048678	2	0	0	E	E	5	5	1	1	3
04/12/2007	COBB PKWY		CEDARCRE	8:38	07049986	2	0	0	S	S	6	5	1	1	4
04/26/2007	COBB PKWY		CEDARCRE	18:39	07057584	2	0	0	S	S	5	4	1	2	3
04/26/2007	CEDARCRE		COBB PKWY	19:13	07057597	2	0	0	E	E	2	4	1	1	3
05/05/2007	AWTREY CH		COBB PKWY	10:24	07061705	2	0	0	W	W	7	4	1	1	7
05/18/2007	COBB PKWY		CEDARCRE	15:02	07068269	2	0	0	S	S	5	4	1	1	3

DATE_ACC	ROAD ON	DIR_DIST	ROAD AT	TIME_ACC	ACCNO	VEH	INJ	FATAL	DIR_1	DIR_2	MOVT_1	MOVT_2	LC	SURFACE	DESCRIP
05/19/2007	COBB PKWY		CEDARCRE	10:33	07068603	2	2	0	N	S	1	5	1	1	5
05/21/2007	CEDARCRE		COBB PKWY	7:45	07069309	2	0	0	E	E	2	4	1	1	3
06/05/2007	CEDARCRE		COBB PKWY	5:10	07077095	2	0	0	E	E	2	2	4	1	3
06/25/2007	CEDARCRE		COBB PKWY	11:01	07086734	2	0	0	E	E	2	4	1	1	3
07/03/2007	COBB PKWY		CEDARCRE	15:20	07090840	3	1	0	S	E	5	5	1	1	1
07/07/2007	COBB PKWY		CEDARCRE	12:51	07092988	2	0	0	N	S	1	5	1	1	5
07/07/2007	CEDARCRE		COBB PKWY	20:25	07093144	2	1	0	E	E	2	2	2	2	3
07/07/2007	COBB PKWY		AWTREY CH	21:45	07093164	2	5	0	S	N	1	5	5	2	5
07/09/2007	CEDARCRE		COBB PKWY	13:17	07093788	2	0	0	E	E	2	4	1	1	3
07/28/2007	COBB PKWY		AWTREY CH	22:29	07103790	2	0	0	S	N	1	5	5	2	5
08/08/2007	CEDARCRE		COBB PKWY	15:05	07109165	2	0	0	E	E	2	4	1	1	3
08/10/2007	CEDARCRE		COBB PKWY	7:10	07110191	2	0	0	E	E	2	2	1	1	3
08/11/2007	COBB PKWY		CEDARCRE	10:35	07110776	2	2	0	N	S	1	5	1	1	5
08/17/2007	CEDARCRE		COBB PKWY	15:44	07114112	2	1	0	E	E	2	4	1	1	3
08/17/2007	COBB PKWY		CEDARCRE	15:56	07114128	2	0	0	N	N	5	4	1	1	3
08/20/2007	CEDARCRE		COBB PKWY	12:38	07115396	2	0	0	E	E	5	4	1	1	3
08/23/2007	COBB PKWY		CEDARCRE	17:38	07117559	2	1	0	N	S	1	5	1	2	5
08/28/2007	CEDARCRE		COBB PKWY	18:49	07119926	2	1	0	E	E	2	4	1	1	3
09/14/2007	CEDARCRE		COBB PKWY	6:34	07129276	2	0	0	E	E	02	04	3	2	3
09/14/2007	COBB PKWY		CEDARCRE	17:24	07129605	3	1	0	S	S	5	4	1	2	3

DATE_ACC	ROAD ON	DIR_DIST	ROAD AT	TIME_ACC	ACCNO	VEH	INJ	FATAL	DIR_1	DIR_2	MOVT_1	MOVT_2	LC	SURFACE	DESCRIP
09/17/2007	CEDARCRE		COBB PKWY	15:16	07130898	2	0	0	E	E	2	2	1	1	3
09/26/2007	COBB PKWY		CEDARCRE	9:39	07135983	2	0	0	S	S	5	4	1	1	3
10/04/2007	CEDARCRE	W00	COBB PKWY	12:40	07140462	1	0	0	W		5	0	1	2	6
10/04/2007	CEDARCRE		COBB PKWY	13:37	07140494	2	0	0	E	E	2	4	1	1	3
10/10/2007	CEDARCRE		COBB PKWY	8:50	07143627	2	1	0	E	E	2	4	1	1	3
10/25/2007	CEDARCRE		COBB PKWY	20:14	07151918	2	0	0	E	E	5	4	5	1	3
11/09/2007	COBB PKWY		CEDARCRE	5:45	07159508	1	0	0	S		5	0	5	1	7
11/11/2007	COBB PKWY		CEDARCRE	14:24	07160732	2	0	0	N	N	5	5	1	1	3
11/14/2007	CEDARCRE		COBB PKWY	19:06	07162468	2	0	0	E	E	5	4	4	1	3
11/16/2007	CEDARCRE		COBB PKWY	9:35	07163486	2	0	0	E	E	6	5	1	1	4
11/16/2007	COBB PKWY		CEDARCRE	18:50	07163837	2	0	0	N	S	1	5	4	1	5
12/03/2007	CEDARCRE		COBB PKWY	16:18	07172433	2	0	0	E	E	2	4	1	1	3
12/03/2007	CEDARCRE		COBB PKWY	18:37	07172498	2	0	0	E	E	2	2	5	1	4
12/04/2007	CEDARCRE		COBB PKWY	6:47	07172652	2	0	0	E	E	2	2	5	1	3
12/05/2007	COBB PKWY		CEDARCRE	18:34	07173917	3	0	0	N	N	5	5	4	1	3
12/11/2007	CEDARCRE		COBB PKWY	8:30	07177340	2	0	0	E	E	2	2	1	1	3
12/25/2007	CEDARCRE		COBB PKWY	19:18	07183874	2	0	0	E	E	2	4	4	2	3
12/28/2007	CEDARCRE		COBB PKWY	17:58	07184974	2	0	0	E	E	02	02	4	2	3
01/08/2008	CEDARCRE		COBB PKWY	16:36	08003255	2	0	0	E	E	2	2	1	1	3
01/14/2008	COBB PKWY		CEDARCRE	6:38	08006433	2	4	0	N	S	1	5	5	1	5

DATE_ACC	ROAD ON	DIR_DIST	ROAD AT	TIME_ACC	ACCNO	VEH	INJ	FATAL	DIR_1	DIR_2	MOVT_1	MOVT_2	LC	SURFACE	DESCRIP
01/22/2008	COBB PKWY		CEDARCRE	8:40	08010621	2	0	0	N	N	5	5	1	2	3
01/28/2008	CEDARCRE		COBB PKWY	7:21	08013519	2	0	0	E	E	2	4	5	1	3
02/04/2008	CEDARCRE		COBB PKWY	6:36	08017449	2	0	0	E	E	2	2	5	2	3
02/12/2008	CEDARCRE		COBB PKWY	12:10	08022014	2	1	0	E	E	5	4	1	1	3
02/18/2008	COBB PKWY		CEDARCRE	17:35	08025334	2	0	0	S	S	5	4	2	1	3
02/22/2008	COBB PKWY		CEDARCRE	18:00	08027366	2	2	0	N	S	1	5	1	2	5
03/05/2008	COBB PKWY		CEDARCRE	6:21	08032603	2	0	0	N	S	01	05	3	1	5
03/12/2008	CEDARCRE		COBB PKWY	6:50	08036174	2	0	0	E	E	02	02	1	1	3
03/28/2008	CEDARCRE		COBB PKWY	7:00	08045067	2	0	0	E	E	02	02	3	1	3
04/14/2008	COBB PKWY		CEDARCRE	9:50	08052870	2	0	0	N	S	01	05	1	1	5
04/20/2008	CEDARCRE		COBB PKWY	11:20	08055851	2	0	0	E	E	02	02	1	1	3
04/26/2008	CEDARCRE		COBB PKWY	14:20	08059470	2	0	0	E	E	02	02	1	1	3
05/05/2008	CEDARCRE		COBB PKWY	7:45	08063791	2	0	0	E	E	02	04	1	1	3
05/06/2008	CEDARCRE		COBB PKWY	12:44	08064589	2	0	0	E	E	02	04	1	1	3
05/11/2008	CEDARCRE		COBB PKWY	13:54	08067339	2	0	0	E	E	02	04	1	1	3
05/16/2008	COBB PKWY		CEDARCRE	14:01	08070437	2	0	0	S	S	05	04	1	1	3
05/24/2008	COBB PKWY		CEDARCRE	11:00	08074639	2	2	0	S	N	05	01	1	1	5
05/30/2008	CEDARCRE		COBB PKWY	20:00	08077995	2	0	0	E	E	02	04	2	1	3
06/03/2008	CEDARCRE		COBB PKWY	9:10	08079368	2	0	0	E	E	02	02	1	1	3
06/04/2008	COBB PKWY		AWTREY CH	17:41	08080212	2	1	0	S	N	01	05	1	1	5

DATE_ACC	ROAD ON	DIR_DIST	ROAD AT	TIME_ACC	ACCNO	VEH	INJ	FATAL	DIR_1	DIR_2	MOVT_1	MOVT_2	LC	SURFACE	DESCRIP
06/06/2008	COBB PKWY	N00	CEDARCRE	17:08	08081194	2	0	0	S	S	05	04	1	1	3
06/17/2008	COBB PKWY		CEDARCRE	23:31	08087100	2	3	0	N	S	01	05	4	1	5
06/18/2008	CEDARCRE		COBB PKWY	18:10	08087535	2	0	0	E	E	05	04	1	1	3
06/21/2008	COBB PKWY		CEDARCRE	17:43	08089074	2	2	0	N	S	01	05	1	1	5
06/26/2008	CEDARCRE		COBB PKWY	16:10	08091854	2	0	0	N	E	01	04	1	2	1
06/28/2008	COBB PKWY		CEDARCRE	16:38	08092945	1	1	0	S		02		1	2	6
06/29/2008	CEDARCRE		COBB PKWY	17:08	08093386	2	0	0	E	E	02	02	1	1	3
06/30/2008	CEDARCRE		COBB PKWY	12:12	08093688	2	0	0	E	E	05	04	1	1	3
07/03/2008	CEDARCRE		COBB PKWY	13:10	08095549	2	0	0	E	E	02	02	1	1	3
07/10/2008	COBB PKWY		CEDARCRE	15:55	08098960	3	0	0	N	N	05	04	1	1	3
07/21/2008	CEDARCRE		COBB PKWY	8:20	08104110	2	1	0	E	E	05	04	1	1	3
07/23/2008	CEDARCRE		COBB PKWY	12:14	08105155	2	1	0	E	E	02	04	1	1	3
07/28/2008	COBB PKWY		CEDARCRE	5:40	08107456	2	0	0	E	E	02	02	5	1	3
07/28/2008	CEDARCRE		COBB PKWY	8:23	08107540	2	1	0	E	E	05	04	1	1	3
07/28/2008	CEDARCRE		COBB PKWY	14:45	08107793	2	0	0	E	E	02	04	1	1	3
08/02/2008	COBB PKWY		CEDARCRE	16:37	08110735	2	2	0	N	S	03	05	1	1	1
08/04/2008	CEDARCRE		COBB PKWY	15:20	08111464	2	0	0	E	E	02	02	1	1	3
08/04/2008	COBB PKWY		CEDARCRE	15:59	08111491	2	0	0	N	N	05	05	1	1	3
08/10/2008	CEDARCRE		COBB PKWY	12:39	08114574	2	0	0	E	E	02	04	1	1	3
08/20/2008	COBB PKWY		CEDARCRE	7:30	08120036	2	0	0	S	S	02	02	1	1	3

DATE_ACC	ROAD ON	DIR_DIST	ROAD AT	TIME_ACC	ACCNO	VEH	INJ	FATAL	DIR_1	DIR_2	MOVT_1	MOVT_2	LC	SURFACE	DESCRIP
09/14/2008	COBB PKWY		CEDARCRE	14:40	08132274	2	0	0	S	S	02	02	1	1	3
09/19/2008	COBB PKWY		CEDARCRE	16:40	08135051	2	0	0	N	N	05	05	1	1	3
09/30/2008	CEDARCRE		COBB PKWY	8:44	08139686	2	0	0	E	E	02	04	1	1	3
10/15/2008	CEDARCRE		COBB PKWY	12:25	08147354	2	1	0	E	E	02	04	1	1	3
10/16/2008	COBB PKWY		CEDARCRE	6:20	08147880	1	0	0	S		05		5	1	7
10/16/2008	COBB PKWY		CEDARCRE	17:44	08148356	3	1	0	N	S	01	05	1	1	1
10/30/2008	COBB PKWY		CEDARCRE	10:02	08155001	2	2	0	S	N	01	05	1	1	1
11/07/2008	COBB PKWY		CEDARCRE	18:44	08159260	3	0	0	N	S	01	05	4	1	5
11/08/2008	CEDARCRE		COBB PKWY	12:00	08159538	2	0	0	E	E	02	02	1	1	3
11/21/2008	COBB PKWY		AWTREY CH	20:43	08168116	2	1	0	S	N	01	05	4	1	5
12/08/2008	COBB PKWY		AWTREY CH	15:14	08174005	2	0	0	S	N	01	05	1	1	5
12/12/2008	COBB PKWY		CEDARCRE	19:22	08176364	2	0	0	N	N	06	04	4	1	4
12/26/2008	COBB PKWY		CEDARCRE	16:55	08181959	2	1	0	N	S	01	05	1	1	5
12/30/2008	COBB PKWY		CEDARCRE	18:54	08183584	2	0	0	N	S	01	05	4	1	5
01/08/2009	CEDARCRE		COBB PKWY	7:45	09002932	2	0	0	E	E	02	02	1	1	3
01/18/2009	CEDARCRE		COBB PKWY	15:51	09008131	2	1	0	E	E	02	02	1	1	3
01/24/2009	COBB PKWY		CEDARCRE	20:28	09011184	2	0	0	N	S	01	05	4	1	5
02/12/2009	CEDARCRE		COBB PKWY	17:45	09020859	2	0	0	E	E	02	04	1	1	3
02/15/2009	CEDARCRE		COBB PKWY	16:33	09022374	2	0	0	E	E	02	04	1	1	3
03/02/2009	CEDARCRE		COBB PKWY	7:51	09029102	2	0	0	E	E	02	04	1	1	3

DATE_ACC	ROAD ON	DIR_DIST	ROAD AT	TIME_ACC	ACCNO	VEH	INJ	FATAL	DIR_1	DIR_2	MOVT_1	MOVT_2	LC	SURFACE	DESCRIP
03/03/2009	CEDARCRE		COBB PKWY	11:39	09029536	2	0	0	E	E	05	04	1	1	3
03/04/2009	COBB PKWY		CEDARCRE	10:32	09029998	2	2	0	N	S	01	05	1	1	5
03/11/2009	CEDARCRE		COBB PKWY	8:26	09033344	2	1	0	E	E	05	04	1	1	3
03/19/2009	CEDARCRE		COBB PKWY	13:34	09037787	2	0	0	E	E	02	04	1	1	3
03/23/2009	COBB PKWY		CEDARCRE	19:12	09040009	2	2	0	N	S	01	05	1	1	5
04/04/2009	CEDARCRE		COBB PKWY	12:24	09045495	2	0	0	E	E	05	04	1	1	3
04/04/2009	COBB PKWY		CEDARCRE	15:10	09045540	2	0	0	E	S	01	05	1	1	1
04/11/2009	CEDARCRE		COBB PKWY	17:05	09048668	2	1	0	E	E	02	02	1	1	3
04/20/2009	COBB PKWY		AWTREY CH	17:45	09053034	2	0	0	S	N	01	05	1	1	5
04/21/2009	CEDARCRE		COBB PKWY	18:02	09053702	2	0	0	E	E	05	04	1	1	3
05/07/2009	CEDARCRE		COBB PKWY	10:06	09061336	2	0	0	E	E	05	04	1	1	3
05/28/2009	CEDARCRE		COBB PKWY	6:44	09071971	2	0	0	E	E	02	02	3	1	3
05/28/2009	CEDARCRE		COBB PKWY	12:36	09072179	2	0	0	E	E	02	02	1	1	3
06/04/2009	CEDARCRE		COBB PKWY	7:56	09075414	2	0	0	E	E	02	02	1	2	3
07/16/2009	COBB PKWY		CEDARCRE	16:53	09095577	2	0	0	E	S	02	05	1	1	1
07/17/2009	CEDARCRE		COBB PKWY	12:24	09095994	2	1	0	E	E	02	02	1	1	3
07/31/2009	COBB PKWY		CEDARCRE	16:35	09102759	2	0	0	S	S	05	05	1	1	3
08/06/2009	CEDARCRE		COBB PKWY	15:35	09105585	2	0	0	E	E	02	02	1	1	3
08/16/2009	CEDARCRE		COBB PKWY	18:16	09110817	2	0	0	E	E	05	04	1	1	3
08/24/2009	COBB PKWY		CEDARCRE	16:27	09114836	2	0	0	N	W	01	05	1	1	1

DATE_ACC	ROAD ON	DIR_DIST	ROAD AT	TIME_ACC	ACCNO	VEH	INJ	FATAL	DIR_1	DIR_2	MOVT_1	MOVT_2	LC	SURFACE	DESCRIP
09/03/2009	CEDARCRE		COBB PKWY	7:07	09120049	2	0	0	E	E	06	05	3	1	4
09/09/2009	CEDARCRE		COBB PKWY	12:12	09123180	2	1	0	E	E	02	04	1	1	3
09/19/2009	COBB PKWY		CEDARCRE	21:13	09128233	2	0	0	N	S	01	05	4	2	5
09/24/2009	CEDARCRE		COBB PKWY	11:55	09129583	2	0	0	E	E	05	04	1	1	3
10/07/2009	CEDARCRE		COBB PKWY	17:12	09135411	2	0	0	E	E	05	04	1	1	3
10/13/2009	COBB PKWY	N00	CEDARCRE	1:15	09137887	1	0	0	S		05		5	1	7
10/17/2009	CEDARCRE		COBB PKWY	15:30	09140043	2	0	0	E	E	02	02	1	1	3
10/26/2009	CEDARCRE		COBB PKWY	15:21	09144586	2	1	0	E	E	05	04	1	1	3
11/10/2009	COBB PKWY		AWTREY CH	18:44	09152215	3	1	0	S	N	01	05	4	2	5
11/12/2009	CEDARCRE		COBB PKWY	8:30	09152941	2	0	0	E	E	02	02	1	1	3
11/16/2009	CEDARCRE		COBB PKWY	7:10	09154999	2	0	0	E	E	05	04	1	1	3
12/01/2009	COBB PKWY		CEDARCRE	17:30	09162209	2	0	0	S	S	05	04	4	1	3
12/07/2009	CEDARCRE		COBB PKWY	7:15	09164573	2	0	0	E	E	05	04	1	1	3
12/10/2009	CEDARCRE		COBB PKWY	6:53	09165875	2	1	0	E	E	02	04	1	1	3
12/12/2009	CEDARCRE		COBB PKWY	11:25	09166871	2	0	0	E	E	02	02	1	2	3
12/16/2009	COBB PKWY	S00	CEDARCRE	8:01	09168328	2	0	0	S	S	05	05	1	1	3
12/28/2009	CEDARCRE		COBB PKWY	13:30	09172716	2	0	0	E	E	05	02	1	1	3
01/05/2010	COBB PKWY		CEDARCRE	20:06	10001729	3	0	0	N	S	01	05	5	1	5
01/11/2010	CEDARCRE		COBB PKWY	6:26	10003615	2	1	0	E	E	05	04	3	1	3
01/13/2010	COBB PKWY		CEDARCRE	19:00	10004767	2	0	0	N	S	01	05	4	1	5

DATE_ACC	ROAD ON	DIR_DIST	ROAD AT	TIME_ACC	ACCNO	VEH	INJ	FATAL	DIR_1	DIR_2	MOVT_1	MOVT_2	LC	SURFACE	DESCRIP
01/16/2010	CEDARCRE		COBB PKWY	9:50	10006074	2	0	0	E	E	07	04	1	1	7
01/19/2010	CEDARCRE		COBB PKWY	7:25	10007867	2	0	0	E	E	05	04	1	1	3
01/23/2010	CEDARCRE		COBB PKWY	21:50	10009651	2	0	0	E	E	02	02	4	2	3
02/09/2010	CEDARCRE		COBB PKWY	11:30	10017456	2	0	0	E	E	02	02	1	2	3
02/20/2010	CEDARCRE		COBB PKWY	11:13	10022255	2	0	0	E	E	05	05	1	1	3
02/21/2010	CEDARCRE		COBB PKWY	18:34	10022794	2	1	0	E	E	02	02	1	1	3
02/28/2010	CEDARCRE		COBB PKWY	13:42	10025754	2	0	0	E	E	02	04	1	1	3
03/04/2010	CEDARCRE		COBB PKWY	8:45	10027225	2	0	0	E	E	02	04	1	1	3
03/09/2010	COBB PKWY		CEDARCRE	12:16	10029521	2	0	0	N	S	01	05	1	1	5
03/10/2010	COBB PKWY		CEDARCRE	7:46	10029823	2	0	0	N	S	01	05	3	2	5
03/16/2010	CEDARCRE		COBB PKWY	17:05	10032587	2	0	0	E	E	05	04	1	1	3
04/08/2010	CEDARCRE		COBB PKWY	18:28	10043742	2	0	0	E	E	02	02	1	1	3
04/13/2010	CEDARCRE		COBB PKWY	21:31	10045972	2	0	0	E	E	02	04	4	1	3
04/24/2010	CEDARCRE		COBB PKWY	11:21	10050648	2	0	0	E	E	02	04	1	2	3
05/29/2010	COBB PKWY		AWTREY CH	17:20	10066172	2	0	0	E	W	01	05	1	1	5
06/01/2010	CEDARCRE		COBB PKWY	19:05	10067391	2	0	0	E	E	02	02	1	1	3
06/07/2010	COBB PKWY		CEDARCRE	15:55	10070203	1	0	0	S		05		1	1	6
06/11/2010	CEDARCRE		COBB PKWY	15:33	10072571	2	0	0	E	E	02	04	1	1	3
06/14/2010	COBB PKWY		CEDARCRE	18:26	10073825	2	0	0	S	S	05	05	1	1	3
06/25/2010	COBB PKWY		CEDARCRE	16:10	10078926	2	0	0	N	N	05	05	1	1	3

DATE_ACC	ROAD ON	DIR_DIST	ROAD AT	TIME_ACC	ACCNO	VEH	INJ	FATAL	DIR_1	DIR_2	MOVT_1	MOVT_2	LC	SURFACE	DESCRIP
06/25/2010	COBB PKWY		CEDARCRE	16:51	10078951	2	0	0	S	S	05	04	1	2	3
07/07/2010	CEDARCRE		COBB PKWY	14:50	10084044	2	0	0	E	E	02	02	1	1	3
07/13/2010	CEDARCRE		COBB PKWY	12:38	10086594	2	0	0	E	E	02	02	1	1	3
07/22/2010	CEDARCRE		COBB PKWY	11:28	10090747	2	0	0	E	E	02	04	1	1	3
07/26/2010	CEDARCRE		COBB PKWY	18:39	10092554	2	0	0	N	E	01	04	1	2	1
07/28/2010	COBB PKWY		CEDARCRE	17:12	10093493	2	0	0	N	E	05	05	1	1	1
08/11/2010	CEDARCRE		COBB PKWY	8:30	10099425	2	0	0	E	E	02	04	1	1	3
08/15/2010	CEDARCRE		COBB PKWY	17:29	10101699	2	0	0	E	E	02	04	1	1	3
09/04/2010	CEDARCRE		COBB PKWY	19:00	10111083	2	0	0	E	E	05	04	1	1	3
09/25/2010	CEDARCRE		COBB PKWY	10:59	10119262r	2	0	0	E	E	2	2	1	1	3
09/30/2010	COBB PKWY		CEDARCRE	15:10	10121723r	3	1	0	S	S	5	4	1	1	3
10/13/2010	CEDARCRE		COBB PKWY	15:00	10126566r	2	0	0	E	E	2	2	1	1	3
10/29/2010	CEDARCRE		COBB PKWY	20:19	10133148r	2	0	0	E	E	5	4	5	1	3
11/02/2010	COBB PKWY		CEDARCRE	13:15	10134523r	2	1	0	E	S	1	5	1	1	1
11/03/2010	CEDARCRE		COBB PKWY	6:55	10134829r	2	0	0	E	E	2	4	5	2	3
11/03/2010	CEDARCRE		COBB PKWY	9:01	10134872r	2	0	0	E	E	2	4	1	1	3
11/09/2010	COBB PKWY		CEDARCRE	18:55	10137504r	3	0	0	N	N	5	5	5	1	4
11/13/2010	COBB PKWY		CEDARCRE	14:17	10139372r	2	0	0	S	S	5	4	1	1	3
11/25/2010	CEDARCRE		COBB PKWY	18:28	10144212r	2	1	0	E	E	5	4	4	1	3
12/01/2010	COBB PKWY		CEDARCRE	18:37	10146195r	4	0	0	N	N	5	4	5	1	3

DATE_ACC	ROAD ON	DIR_DIST	ROAD AT	TIME_ACC	ACCNO	VEH	INJ	FATAL	DIR_1	DIR_2	MOVT_1	MOVT_2	LC	SURFACE	DESCRIP
12/02/2010	CEDARCRE		COBB PKWY	15:43	10146588r	2	0	0	E	E	2	2	1	1	3
12/09/2010	COBB PKWY		CEDARCRE	8:02	10149143r	2	0	0	N	S	1	5	1	1	5
12/15/2010	COBB PKWY		CEDARCRE	16:33	10151569	2	0	0	N	S	01	05	1	2	5
12/15/2010	CEDARCRE		COBB PKWY	11:28	10151441r	2	0	0	E	E	2	2	1	1	3
01/18/2011	COBB PKWY		CEDARCRE	14:25	11005281r	2	3	0	N	S	1	5	1	2	5
01/19/2011	COBB PKWY		CEDARCRE	18:56	11005790r	2	0	0	N	S	1	5	4	1	5
01/21/2011	COBB PKWY		CEDARCRE	19:32	11006615r	2	1	0	N	S	1	5	4	1	5
01/22/2011	CEDARCRE		COBB PKWY	16:57	11006904r	2	0	0	E	E	5	1	1	1	3
01/24/2011	CEDARCRE		COBB PKWY	8:39	11007410r	2	0	0	E	E	5	4	1	1	3
01/26/2011	COBB PKWY		CEDARCRE	22:59	11008469r	2	1	0	N	S	1	5	4	1	5
02/04/2011	COBB PKWY		CEDARCRE	15:18	11012054r	3	1	0	N	S	3	5	1	2	4
02/17/2011	CEDARCRE		COBB PKWY	15:40	11017504r	2	0	0	E	E	2	2	1	1	3
02/26/2011	COBB PKWY	S00	CEDARCRE	2:55	11021604r	1	0	0	N		5		4	1	6
03/04/2011	CEDARCRE		COBB PKWY	17:12	11024669r	2	0	0	E	E	5	4	1	1	3
03/08/2011	CEDARCRE		COBB PKWY	19:25	11026325r	2	0	0	E	E	2	4	5	1	3
04/07/2011	CEDARCRE		COBB PKWY	9:00	11038126r	2	0	0	E	E	2	4	1	1	3
04/07/2011	COBB PKWY		CEDARCRE	18:14	11038417r	2	0	0	N	S	1	5	1	1	5
04/08/2011	COBB PKWY		CEDARCRE	20:50	11038942r	2	0	0	E	W	1	5	4	1	5
04/26/2011	COBB PKWY		CEDARCRE	15:39	11045252r	2	3	0	N	S	1	5	1	1	5
04/29/2011	CEDARCRE		COBB PKWY	13:45	11046420r	2	0	0	E	E	2	2	1	1	3

DATE_ACC	ROAD ON	DIR_DIST	ROAD AT	TIME_ACC	ACCNO	VEH	INJ	FATAL	DIR_1	DIR_2	MOVT_1	MOVT_2	LC	SURFACE	DESCRIP
05/13/2011	CEDARCRE		COBB PKWY	7:33	11051112r	2	1	0	E	E	2	4	1	1	3
05/28/2011	COBB PKWY		CEDARCRE	16:33	11056402r	2	2	0	N	S	1	5	1	1	5
05/30/2011	CEDARCRE		COBB PKWY	16:55	11056897r	2	0	0	E	E	2	4	1	1	3
06/02/2011	CEDARCRE		COBB PKWY	10:10	11058016r	2	0	0	E	E	2	2	1	1	3
06/15/2011	CEDARCRE		COBB PKWY	14:08	11062458r	2	0	0	E	E	2	2	1	1	3
07/01/2011	COBB PKWY		CEDARCRE	16:30	11067732r	3	3	0	N	S	1	5	1	1	5
07/08/2011	CEDARCRE		COBB PKWY	7:35	11069861r	2	0	0	E	E	2	2	1	1	3
07/16/2011	CEDARCRE		COBB PKWY	8:13	11072488r	2	0	0	E	E	5	4	1	2	3
08/04/2011	COBB PKWY		CEDARCRE	19:00	11079285r	2	0	0	N	S	1	5	1	1	5
08/21/2011	CEDARCRE		COBB PKWY	14:20	11085616r	2	0	0	E	E	2	4	1	1	3
08/22/2011	COBB PKWY		CEDARCRE	12:45	11085915r	2	0	0	N	S	1	5	1	1	5
08/25/2011	COBB PKWY		CEDARCRE	19:17	11087296r	2	1	0	N	S	1	5	1	1	5
09/01/2011	COBB PKWY		CEDARCRE	18:49	11089899r	2	1	0	N	N	5	4	1	1	3
09/05/2011	CEDARCRE		COBB PKWY	14:28	11091004r	2	0	0	N	E	1	4	1	2	6
09/11/2011	CEDARCRE		COBB PKWY	17:59	11093080r	2	0	0	E	E	2	2	1	1	3
09/15/2011	CEDARCRE		COBB PKWY	7:43	11094537r	2	0	0	E	E	2	4	1	1	3
09/16/2011	CEDARCRE		COBB PKWY	11:55	11095135r	2	0	0	E	E	2	2	1	1	3
09/19/2011	COBB PKWY		AWTREY CH	5:28	11095897r	2	2	0	N	S	5	1	5	1	5
10/28/2011	COBB PKWY		CEDARCRE	17:01	11111097r	2	0	0	S	S	5	4	1	2	3
11/02/2011	CEDARCRE		COBB PKWY	16:23	11112866r	2	0	0	E	E	2	2	1	1	3

DATE_ACC	ROAD ON	DIR_DIST	ROAD AT	TIME_ACC	ACCNO	VEH	INJ	FATAL	DIR_1	DIR_2	MOVT_1	MOVT_2	LC	SURFACE	DESCRIP
11/15/2011	CEDARCRE		COBB PKWY	14:46	11118053r	2	0	0	E	E	5	4	1	1	3
11/24/2011	COBB PKWY		CEDARCRE	12:31	11121658r	2	0	0	N	S	1	5	1	1	5
11/28/2011	CEDARCRE		COBB PKWY	8:35	11122585r	2	0	0	E	E	2	4	1	2	3
12/14/2011	CEDARCRE		COBB PKWY	8:04	11128440r	2	1	0	E	E	2	4	1	1	3
12/20/2011	CEDARCRE		COBB PKWY	15:04	11130867r	2	0	0	E	E	2	2	1	2	3
12/21/2011	CEDARCRE		COBB PKWY	14:36	11131238r	2	0	0	E	E	2	2	1	2	3
12/23/2011	CEDARCRE		COBB PKWY	9:54	11131914r	2	0	0	E	E	1	1	1	1	3

COBB PKWY (US 41/GA 3) @ CEDARCREST RD/AWTREY CHURCH RD
01/01/12 - 12/31/12, Total Crashes: 58

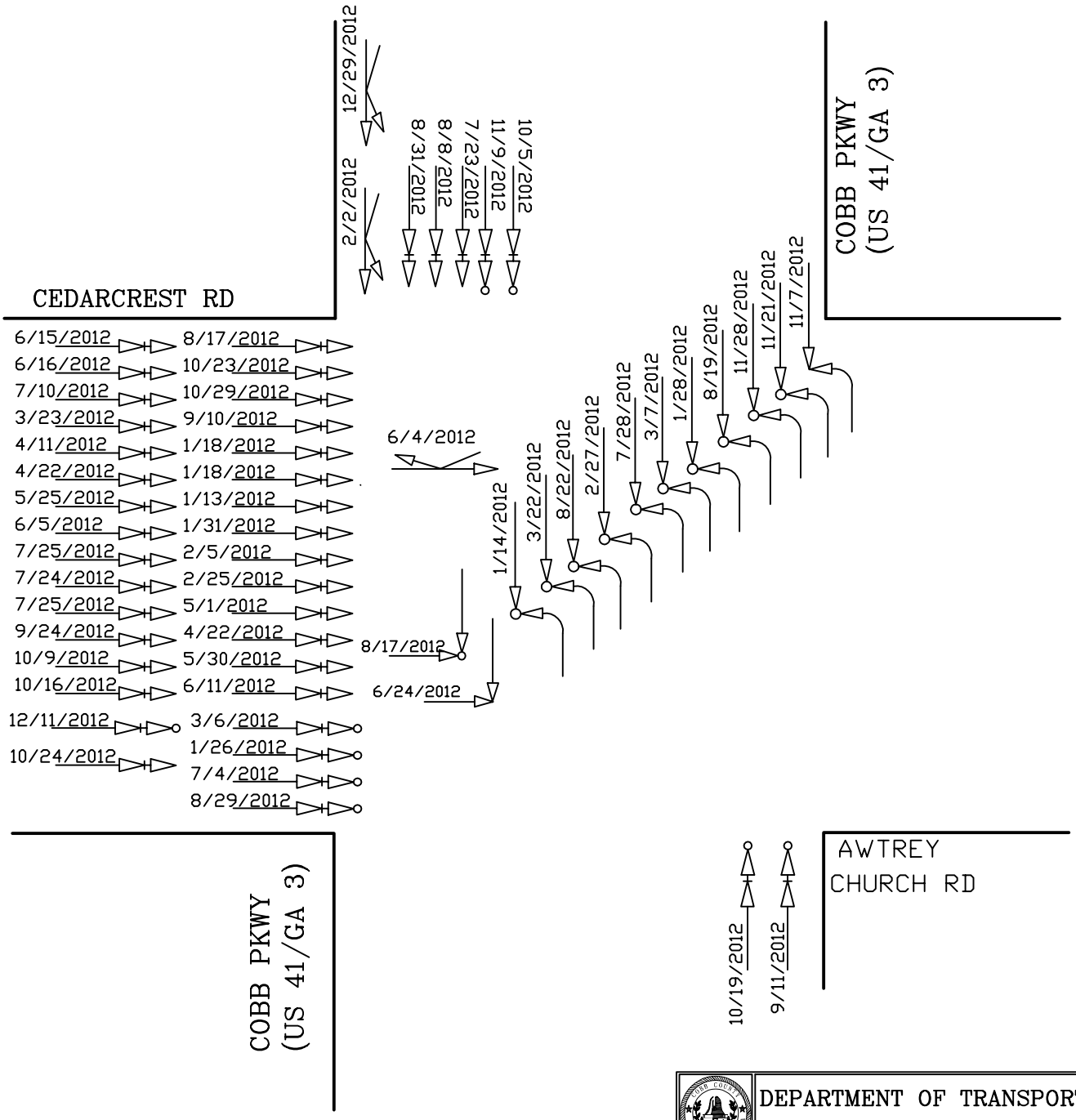
DATE_ACC	ROAD ON	DIR_DIST	ROAD AT	TIME_ACC	ACCNO	VEH	INJ	FATAL	DIR_1	DIR_2	MOVT_1	MOVT_2	LC	SURFACE	DESCRIP
01/13/2012	CEDARCRE		COBB PKW	19:19	12004873r	2	0	0	E	E	5	4	5	1	3
01/14/2012	COBB PKW		CEDARCRE	11:00	12005077r	2	5	0	N	S	1	5	1	1	5
01/18/2012	CEDARCRE		COBB PKW	7:10	12006331r	2	0	0	E	E	2	4	1	1	3
01/18/2012	CEDARCRE		COBB PKW	8:16	12006357r	2	0	0	E	E	2	4	1	1	3
01/26/2012	CEDARCRE		COBB PKW	12:29	12010126r	2	1	0	E	E	2	4	1	1	3
01/28/2012	COBB PKW		CEDARCRE	15:50	12010991r	2	1	0	N	S	1	5	1	1	5
01/31/2012	CEDARCRE		COBB PKW	19:20	12012205r	2	0	0	E	E	2	4	4	1	3
02/02/2012	COBB PKW		CEDARCRE	18:00	12013106r	2	0	0	S	S	5	4	4	1	4
02/05/2012	CEDARCRE		COBB PKW	8:08	12012337r	2	0	0	E	E	2	2	1	1	3
02/25/2012	CEDARCRE		COBB PKW	17:09	12021900r	2	0	0	E	E	2	4	1	1	3
02/27/2012	COBB PKW		CEDARCRE	17:35	12022622r	2	2	0	N	S	1	5	1	1	5
03/06/2012	CEDARCRE		COBB PKW	18:10	12025614r	2	1	0	E	E	5	4	1	1	3
03/07/2012	COBB PKW		CEDARCRE	7:22	12025741r	2	2	0	N	S	1	5	1	1	5
03/22/2012	COBB PKW		CEDARCRE	13:33	12031973r	2	4	0	N	S	1	5	1	1	5
03/23/2012	CEDARCRE		COBB PKW	10:47	12032353r	2	0	0	E	E	2	4	1	2	3
04/11/2012	CEDARCRE		COBB PKW	18:00	12039440r	2	0	0	E	E	2	4	1	1	3

DATE_ACC	ROAD ON	DIR_DIST	ROAD AT	TIME_ACC	ACCNO	VEH	INJ	FATAL	DIR_1	DIR_2	MOVT_1	MOVT_2	LC	SURFACE	DESCRIP
04/22/2012	CEDARCRE		COBB PKW	9:16	12043278r	2	0	0	E	E	5	4	1	1	3
04/22/2012	CEDARCRE		COBB PKW	17:26	12043379r	2	0	0	E	E	2	4	1	1	3
05/01/2012	CEDARCRE		COBB PKW	15:10	12047167r	2	0	0	E	E	2	4	1	1	3
05/25/2012	CEDARCRE		COBB PKW	15:57	12056635r	2	0	0	E	E	2	4	1	1	3
05/30/2012	CEDARCRE		COBB PKW	16:30	12059677r	2	0	0	E	E	2	2	1	1	3
06/04/2012	CEDARCRE	W00	COBB PKW	9:56	12060168r	2	0	0	W	E	5	5	1	2	4
06/05/2012	CEDARCRE		COBB PKW	7:22	12060491r	2	0	0	E	E	2	4	1	2	3
06/11/2012	CEDARCRE		COBB PKW	19:29	12062851r	2	0	0	E	E	5	4	1	2	3
06/15/2012	CEDARCRE		COBB PKW	16:37	12064572r	2	0	0	E	E	2	2	1	1	3
06/16/2012	CEDARCRE		COBB PKW	17:44	12064936r	3	0	0	E	E	2	2	1	1	3
06/24/2012	COBB PKW		CEDARCRE	7:01	12067794r	2	0	0	E	S	2	6	1	1	1
07/04/2012	CEDARCRE		COBB PKW	12:24	12071862r	2	1	0	E	E	5	4	1	1	3
07/10/2012	CEDARCRE		COBB PKW	6:53	12074046r	2	0	0	E	E	5	4	1	1	3
07/23/2012	COBB PKW		CEDARCRE	14:58	12079197r	2	0	0	S	S	5	4	1	1	3
07/24/2012	CEDARCRE		COBB PKW	8:59	12079475r	2	0	0	E	E	2	4	1	1	3
07/25/2012	CEDARCRE		COBB PKW	12:29	12080101r	2	0	0	E	E	2	4	1	1	3
07/25/2012	CEDARCRE		COBB PKW	17:59	12080256r	2	0	0	E	E	5	4	1	1	3
07/28/2012	COBB PKW		CEDARCRE	16:11	12081535r	3	2	0	N	S	1	5	1	1	5
08/08/2012	COBB PKW		CEDARCRE	17:03	12085832r	2	0	0	S	S	5	4	1	1	3
08/17/2012	CEDARCRE		COBB PKW	17:52	12089749r	2	0	0	E	E	2	4	1	1	3

DATE_ACC	ROAD ON	DIR_DIST	ROAD AT	TIME_ACC	ACCNO	VEH	INJ	FATAL	DIR_1	DIR_2	MOVT_1	MOVT_2	LC	SURFACE	DESCRIP
08/17/2012	COBB PKW		CEDARCRE	19:59	12089788r	2	1	0	E	S	2	5	2	1	1
08/19/2012	COBB PKW		CEDARCRE	12:31	12090263r	2	1	0	N	S	1	5	1	1	5
08/22/2012	COBB PKW		CEDARCRE	16:53	12091668r	2	2	0	N	S	1	5	1	1	5
08/29/2012	CEDARCRE		COBB PKW	16:10	12094420r	2	1	0	E	E	5	4	1	1	3
08/31/2012	COBB PKW		CEDARCRE	17:44	12095282r	2	0	0	S	S	5	4	1	1	3
09/10/2012	CEDARCRE		COBB PKW	18:30	12099043r	2	0	0	E	E	5	4	1	1	3
09/11/2012	COBB PKW		CEDARCRE	6:45	12099162r	2	1	0	N	N	5	5	3	1	3
09/24/2012	CEDARCRE		COBB PKW	7:52	12104356r	2	0	0	E	E	5	4	1	1	3
10/05/2012	COBB PKW		CEDARCRE	16:45	12109080r	2	1	0	S	S	5	5	1	1	3
10/09/2012	CEDARCRE		COBB PKW	16:59	12110567r	2	0	0	E	E	2	4	1	1	3
10/16/2012	CEDARCRE		COBB PKW	15:08	12113276r	2	0	0	E	E	5	4	1	1	3
10/19/2012	COBB PKW		AWTREY CH	11:04	12114391r	2	2	0	N	N	5	4	1	1	3
10/23/2012	CEDARCRE		COBB PKW	17:23	12115964r	3	0	0	E	E	5	4	1	1	3
10/24/2012	CEDARCRE		COBB PKW	8:28	12116146r	2	0	0	E	E	2	4	1	1	3
10/29/2012	CEDARCRE		COBB PKW	8:01	12118257r	2	0	0	E	E	2	4	1	1	3
11/07/2012	COBB PKW		CEDARCRE	15:09	12121819r	2	0	0	N	S	1	5	1	1	5
11/09/2012	COBB PKW		CEDARCRE	11:34	12122550r	2	1	0	S	S	5	4	1	1	3
11/21/2012	COBB PKW		CEDARCRE	19:53	12126878r	2	1	0	N	S	1	5	5	1	5
11/28/2012	COBB PKW		CEDARCRE	19:58	12128941r	2	1	0	N	S	1	5	4	1	5
12/11/2012	CEDARCRE		COBB PKW	16:30	12133846r	2	1	0	E	E	5	4	1	1	3

DATE_ACC	ROAD ON	DIR_DIST	ROAD AT	TIME_ACC	ACCNO	VEH	INJ	FATAL	DIR_1	DIR_2	MOVT_1	MOVT_2	LC	SURFACE	DESCRIP
12/29/2012	COBB PKW	N00	CEDARCRE	20:20	12139199r	2	0	0	S	S	6	5	5	1	4

COBB PKWY (US 41/GA 3) @ CEDARCREST RD/AWTREY CHURCH RD 01/01/12 - 12/31/12



DEPARTMENT OF TRANSPORTATION
TRAFFIC OPERATIONS DIVISION

COLLISION TYPES	FATAL	INJURY	TOTAL
RIGHT ANGLE:	0	1	2
HEAD ON:	0	0	0
REAR END:	0	9	41
SIDE SWIPE:	0	0	4
LEFT TURN WITH THRU:	0	1	11
FIXED OBJECT:	0	0	0
OTHER COLLISION:	0	0	0
TOTAL:	0	11	58

File:41_cedarcrest_awtreychurch.dwg/ACF/Date:04/01/14

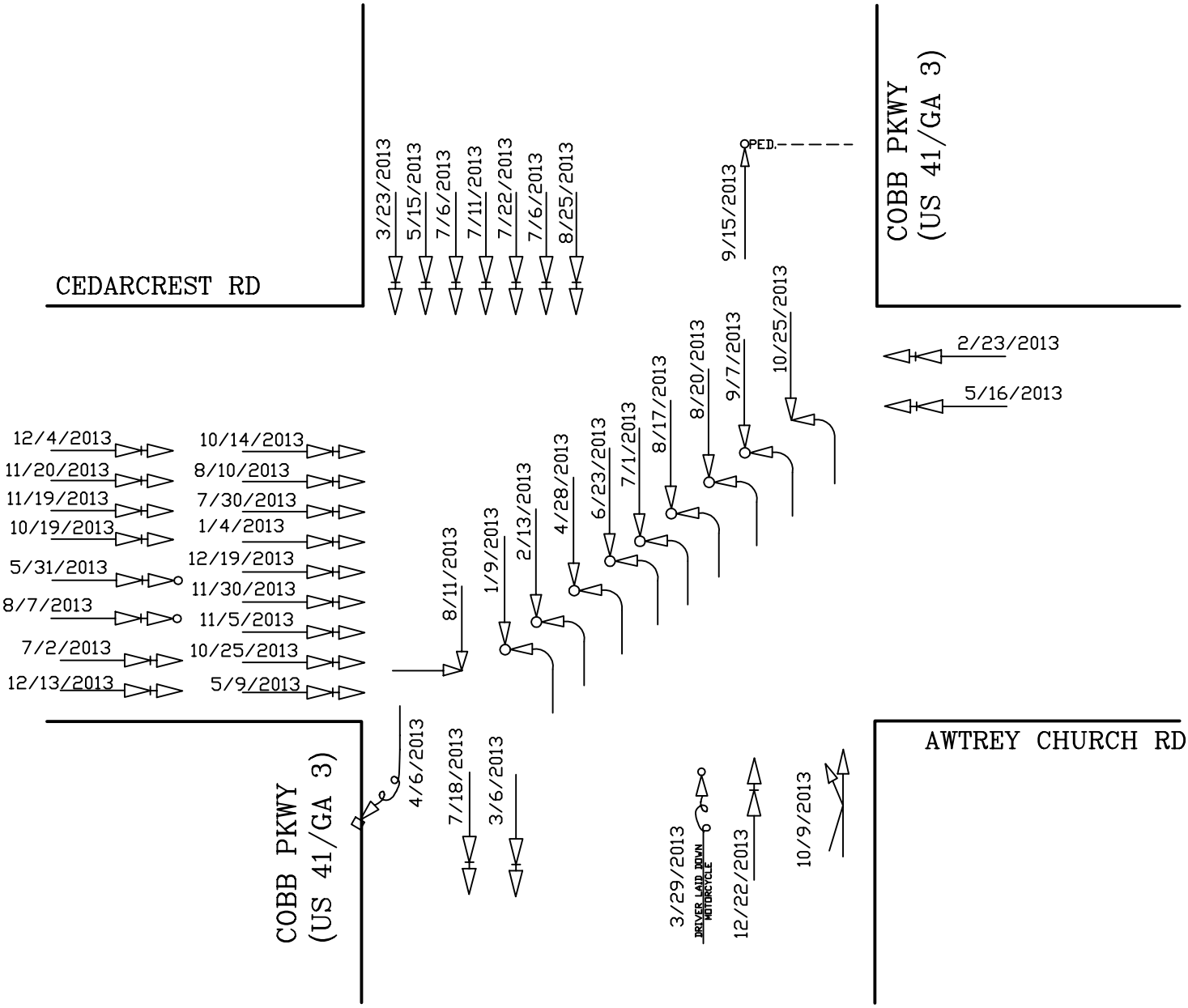
COBB PKWY (US 41/GA 3) @ CEDARCREST RD/AWTREY CHURCH RD
01/01/13 - 12/31/13, Total Crashes: 43

DATE_ACC	ROAD ON	DIR_DIST	ROAD AT	TIME_ACC	ACCNO	VEH	INJ	FATAL	DIR_1	DIR_2	MOVT_1	MOVT_2	LC	SURFACE	DESCRIP
01/04/2013	CEDARCRE		COBB PKW	14:02	13001105r	2	0	0	E	E	5	4	1	1	3
01/09/2013	COBB PKW		CEDARCRE	15:02	13002749r	2	1	0	N	S	1	5	1	1	5
02/13/2013	COBB PKW		CEDARCRE	14:21	13015803r	2	3	0	N	S	1	5	1	1	5
02/23/2013	AWTREY CH		COBB PKW	12:02	13019200r	2	0	0	W	W	2	4	1	1	3
03/06/2013	COBB PKW	S00	CEDARCRE	17:30	13023655r	2	0	0	S	S	5	4	1	1	3
03/23/2013	COBB PKW		CEDARCRE	18:00	13030299r	2	0	0	S	S	5	4	1	1	3
03/29/2013	COBB PKW	S00	CEDARCRE	17:52	13032552r	1	1	0	N		5		1	1	7
04/06/2013	COBB PKW	S00	AWTREY CH	21:17	13035519r	1	0	0	N		5		5	1	6
04/28/2013	COBB PKW		CEDARCRE	14:17	13043551r	2	3	0	N	S	1	5	1	2	5
05/09/2013	CEDARCRE		COBB PKW	7:05	13047695r	2	0	0	E	E	5	4	1	1	3
05/15/2013	COBB PKW		CEDARCRE	17:21	13050366r	2	0	0	S	S	5	4	1	1	3
05/16/2013	AWTREY CH		COBB PKW	14:16	13050774r	2	0	0	W	W	5	4	1	1	3
05/31/2013	CEDARCRE		COBB PKW	19:06	13057194r	2	1	0	E	E	5	4	1	1	3
06/23/2013	COBB PKW		CEDARCRE	21:52	13066338r	2	2	0	N	S	1	5	4	1	5
07/01/2013	COBB PKW		CEDARCRE	19:21	13069845r	3	2	0	N	S	1	5	1	1	5
07/02/2013	CEDARCRE		COBB PKW	6:34	13069967r	2	0	0	E	E	5	4	1	1	3

DATE_ACC	ROAD ON	DIR_DIST	ROAD AT	TIME_ACC	ACCNO	VEH	INJ	FATAL	DIR_1	DIR_2	MOVT_1	MOVT_2	LC	SURFACE	DESCRIP
07/06/2013	COBB PKW		CEDARCRE	12:10	13071648r	2	0	0	S	S	5	4	1	1	3
07/06/2013	COBB PKW		CEDARCRE	16:51	13071753r	2	0	0	S	S	2	4	1	2	3
07/11/2013	COBB PKW		CEDARCRE	8:00	13073602r	2	0	0	S	S	5	4	3	2	3
07/18/2013	COBB PKW	S00	CEDARCRE	12:46	13076210r	2	0	0	S	S	5	5	1	1	3
07/22/2013	COBB PKW		CEDARCRE	17:30	13077686r	2	0	0	S	S	5	5	1	1	3
07/30/2013	CEDARCRE		COBB PKW	19:10	13080878r	2	0	0	E	E	5	4	1	1	3
08/07/2013	CEDARCRE		COBB PKW	8:06	13083518r	2	1	0	E	E	2	4	1	1	3
08/10/2013	CEDARCRE		COBB PKW	21:59	13085113r	2	0	0	E	E	2	4	4	2	3
08/11/2013	CEDARCRE		COBB PKW	12:34	13085273r	2	0	0	E	S	2	5	1	1	1
08/17/2013	COBB PKW		CEDARCRE	21:40	13087825r	2	1	0	N	S	1	5	4	1	5
08/20/2013	COBB PKW		CEDARCRE	19:53	13088784r	2	1	0	N	S	1	5	1	1	5
08/25/2013	COBB PKW		CEDARCRE	19:18	13090635r	2	0	0	S	S	5	4	1	1	3
09/07/2013	COBB PKW		CEDARCRE	17:45	13095887r	2	1	0	N	S	1	5	1	1	5
09/15/2013	COBB PKW	N00	CEDARCRE	20:27	13098806r	1	1	0	N		5		5	1	7
10/09/2013	COBB PKW	S00	CEDARCRE	17:30	13107623r	2	0	0	N	N	6	5	1	1	4
10/14/2013	CEDARCRE		COBB PKW	8:05	13109146r	2	0	0	E	E	2	4	1	1	3
10/19/2013	CEDARCRE		COBB PKW	8:36	13111030r	2	0	0	E	E	2	4	1	1	3
10/25/2013	CEDARCRE		COBB PKW	12:01	13113095r	2	0	0	E	E	2	4	1	1	3
10/25/2013	COBB PKW		CEDARCRE	18:26	13113249r	2	0	0	N	S	1	5	1	1	5
11/05/2013	CEDARCRE		COBB PKW	6:33	13116822r	2	0	0	E	E	2	4	1	1	3

DATE_ACC	ROAD ON	DIR_DIST	ROAD AT	TIME_ACC	ACCNO	VEH	INJ	FATAL	DIR_1	DIR_2	MOVT_1	MOVT_2	LC	SURFACE	DESCRIP
11/19/2013	CEDARCRE		COBB PKW	15:23	13121774r	2	0	0	E	E	2	2	1	1	3
11/20/2013	CEDARCRE		COBB PKW	18:15	13121774r	2	0	0	E	E	2	2	5	1	3
11/30/2013	CEDARCRE		COBB PKW	15:00	13124789r	2	0	0	E	E	2	4	1	1	3
12/04/2013	CEDARCRE		COBB PKW	17:49	13125957r	2	0	0	E	E	5	4	5	1	3
12/13/2013	CEDARCRE		COBB PKW	12:10	13128297r	2	0	0	E	E	2	4	1	1	3
12/19/2013	CEDARCRE		COBB PKW	6:55	13129941r	2	0	0	E	E	2	4	3	1	3
12/22/2013	COBB PKW		CEDARCRE	10:56	13130900r	2	0	0	N	N	5	4	1	2	3

COBB PKWY (US 41/GA 3) @ CEDARCREST RD/AWTREY CHURCH RD 01/01/13 - 12/31/13



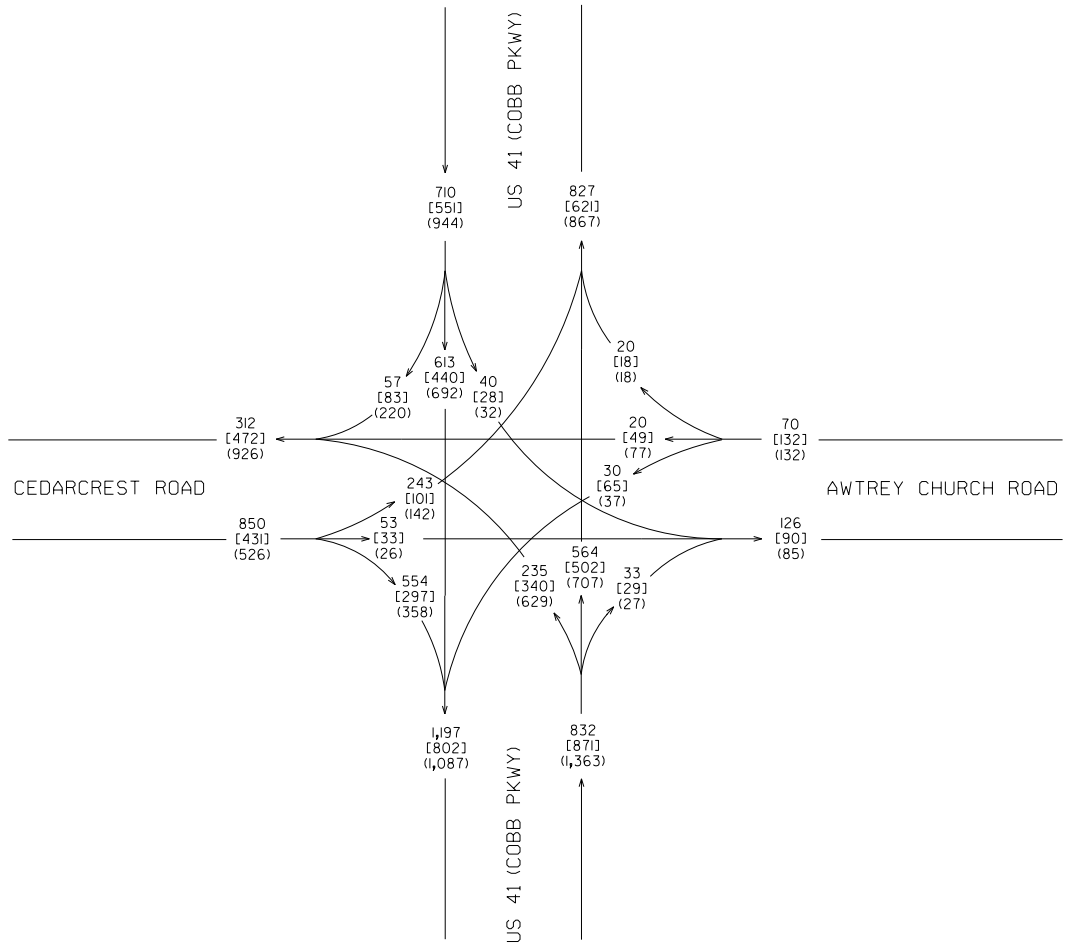
DEPARTMENT OF TRANSPORTATION
TRAFFIC OPERATIONS DIVISION

COLLISION TYPES	FATAL	INJURY	TOTAL
RIGHT ANGLE:	0	0	1
HEAD ON:	0	0	0
REAR END:	0	2	29
SIDE SWIPE:	0	0	1
LEFT TURN WITH THRU:	0	8	9
FIXED OBJECT:	0	0	1
OTHER COLLISION:	0	2	2
TOTAL:	0	12	43

File:41_cedarcrest_awtreychurch.dwg/ACF/Date:03/31/14

Traffic Diagrams

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA			



TRAFFIC VOLUME LEGEND

2013 AM DHV = 000
2013 MIDDAY DHV = [000]
2013 PM DHV = (000)

DESIGNED BY	TRANSYSTEMS NO.
FY	A317070020
DRAWN BY	DATE
FY	1/20/14
CHECKED BY	SCALE
AGG	N.T.S.

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

REVISION DATES

COBB COUNTY
DEPARTMENT OF TRANSPORTATION

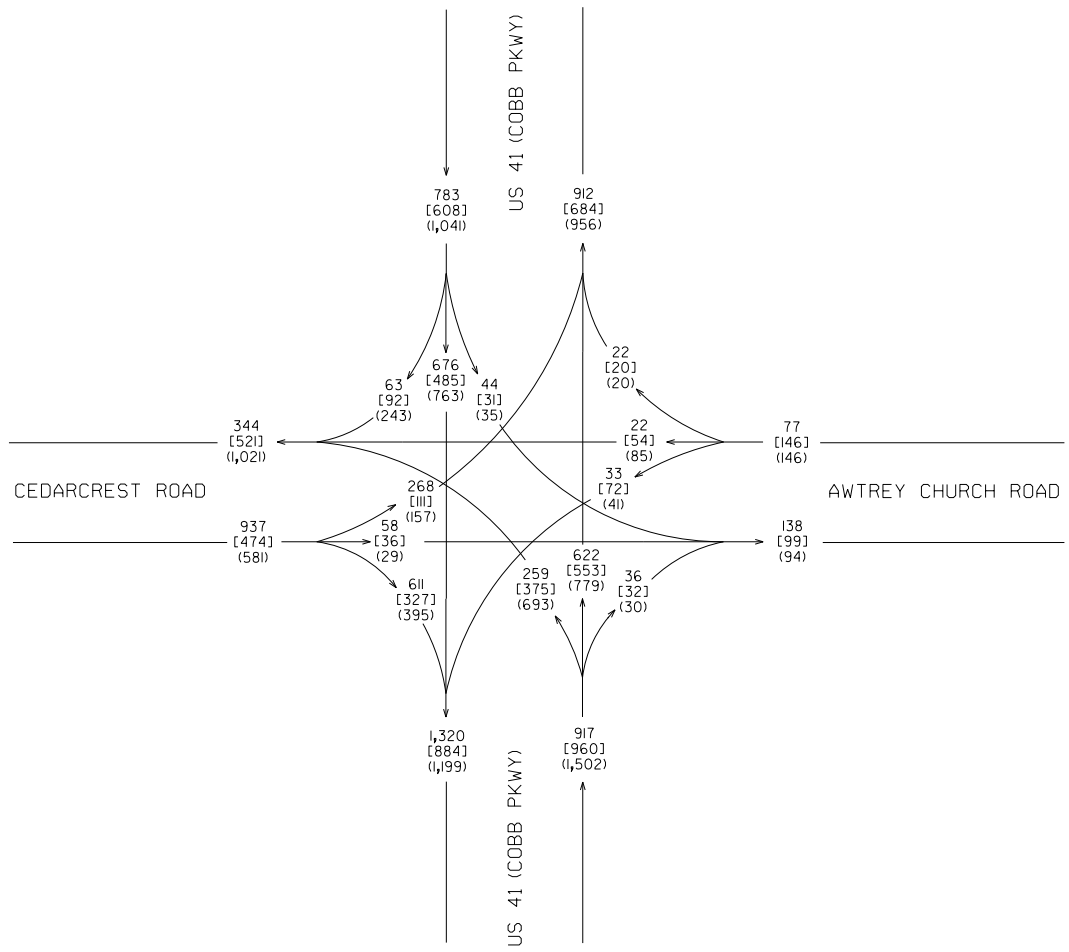
OFFICE: CONSULTANT DESIGN

TRAFFIC DIAGRAM

CEDARCREST RD (EXISTING CONDITIONS)
COBB COUNTY
2013 AM/MIDDAY/PM

DRAWING No.

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA			



TRAFFIC VOLUME LEGEND

2015 AM DHV = 000
2015 MIDDAY DHV = [000]
2015 PM DHV = (000)

DESIGNED BY	TRANSYSTEMS NO.
FY	A317070020
DRAWN BY	DATE
FY	1/20/14
CHECKED BY	SCALE
AGG	N.T.S.

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REVISION DATES

COBB COUNTY
DEPARTMENT OF TRANSPORTATION
OFFICE: CONSULTANT DESIGN

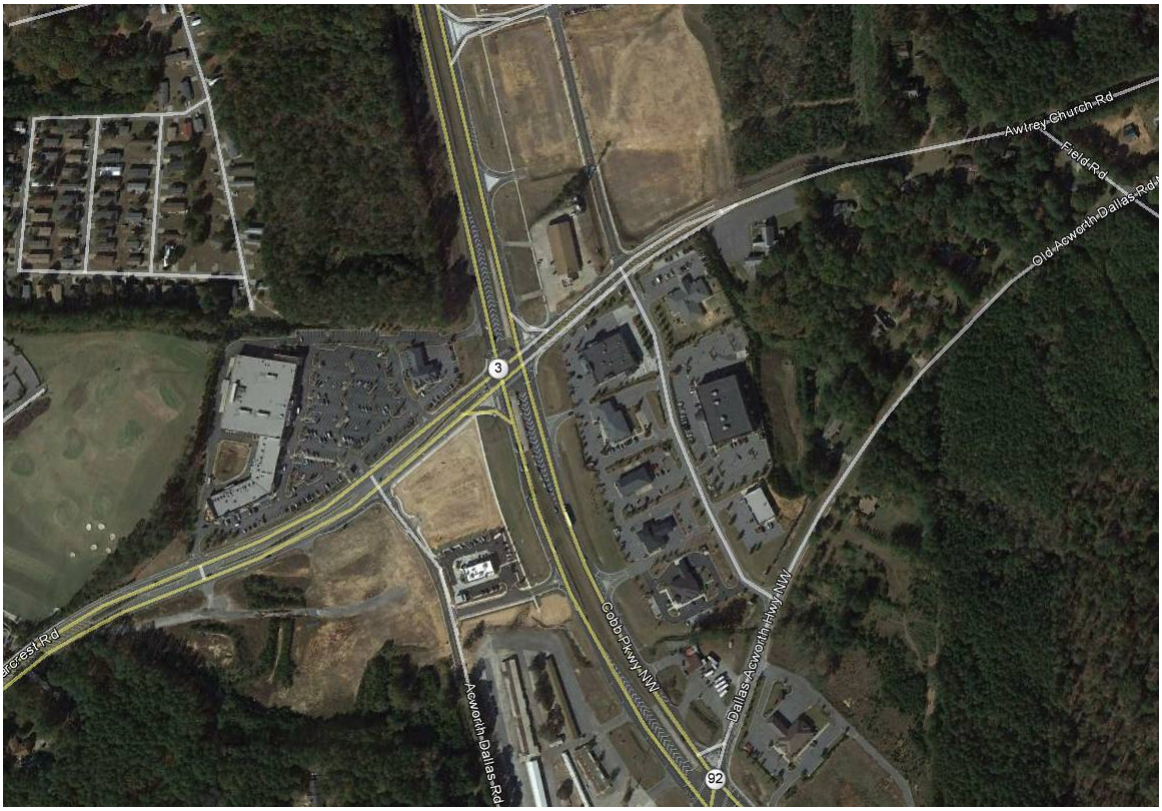
TRAFFIC DIAGRAM

CEDARCREST RD (FUTURE CONDITIONS)
COBB COUNTY
2015 AM/MIDDAY/PM

DRAWING No.

Traffic Study

Traffic Engineering Technical Memorandum



Intersection Improvements
Cedarcrest Road at Cobb Parkway (US 41)

Cobb County Department of Transportation
Cobb County, GA

Prepared By:
TranSystems Corporation
1780 Corporate Drive, Suite 400
Norcross, GA 30093
770-931-8005

January 22, 2014

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A. Automatic Traffic Recorders Data
B. Peak Hour Intersection Turning Movement Counts
C. Peak Hour Intersection Turning Movement Diagrams
D. Intersection Capacity Analysis HCS Output

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1.0 STUDY OBJECTIVE

This technical memorandum evaluates the traffic operation at the intersection of Cedarcrest Road and Cobb Parkway (US 41) in Cobb County, Georgia. The traffic evaluation includes intersection capacity analysis and queuing analysis for the 2013 existing year and the projected future design year for weekday AM, midday and PM peak hours. The intention of the study is to identify deficiencies and determine the required laneage and storage capacities at the intersection of Cedarcrest Road and Cobb Parkway for the future design year based on the projected traffic growth.

Figure 1.1 shows a general location map of the study intersection.

Figure 1.1 – General Location Map

2.0 METHODOLOGY

The capacity analyses were conducted at the intersection of Cedarcrest Road and Cobb Parkway to determine the operating level-of-service (LOS). The intersection was evaluated for AM, midday and PM peak periods and for both existing and projected future traffic conditions.

The capacity analysis contained in this report was conducted by means of procedures outlined in the Highway Capacity Manual (HCM) using their Highway Capacity Software (HCS). For the projected future design year traffic conditions, the objective in the capacity analysis was to achieve a LOS D or better overall and for each approach.

3.0 EXISTING CONDITIONS

Existing Geometry

The intersection of Cedarcrest Road and Cobb Parkway (US 41), as show in **Figure 3.1**, is located in Cobb County, GA. There are four approaches to this intersection. The EB approach (Cedarcrest Road) consists of three lanes – a left turn lane, a thru lane, and a right turn lane. The WB approach (Awtrey Church Road) consists of two lanes – a left turn lane and a shared thru/right turn lane. The NB and SB approaches, Cobb Parkway (U.S. 41), each contain four lanes – a left turn lane, two thru lanes, and a right turn lane. The existing turn lane storage lengths, scaled from aerial photographs, are summarized in **Table 3.1.**

Figure 3.1 – Cedarcrest Road at Cobb Parkway (U.S. 41) Intersection Geometry

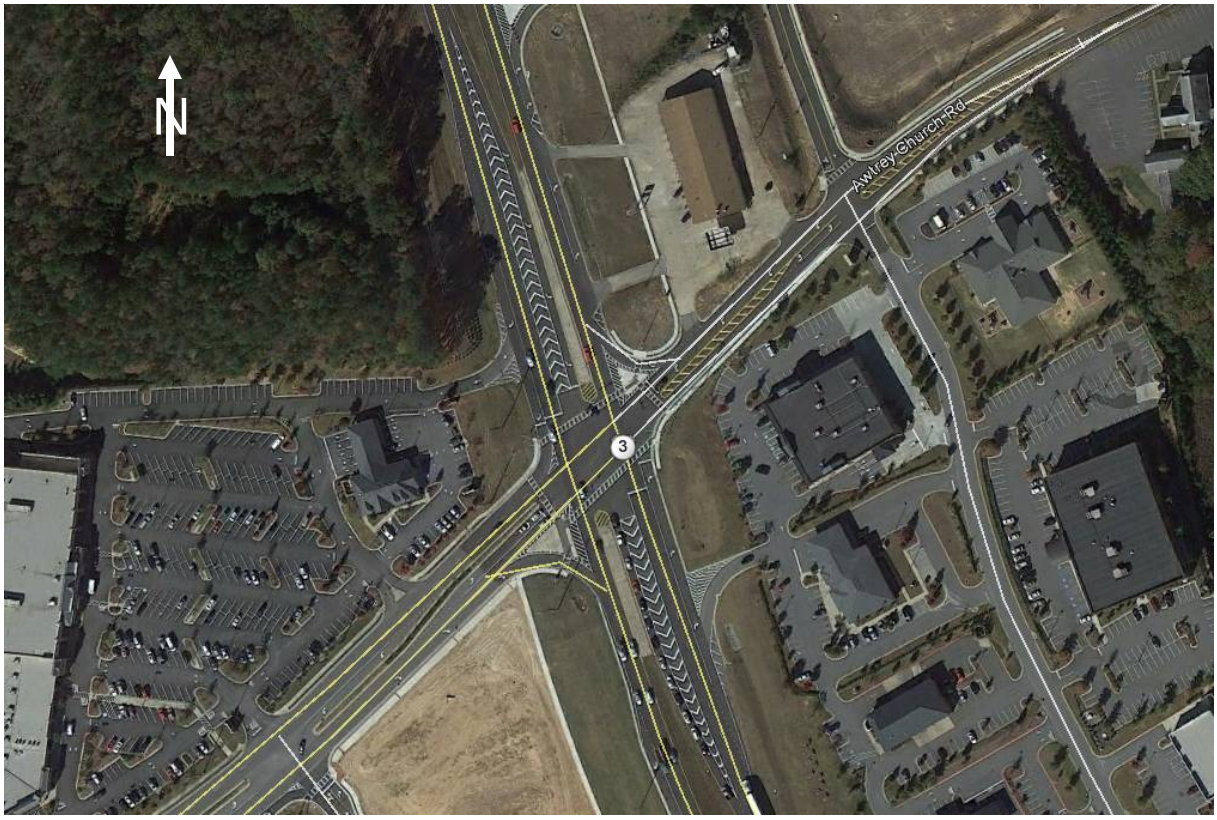

Table 3.1 – Existing Turn Lane Storage Summary

Description	Existing Storage
EB Left	150’
EB Right	1,250’
WB Left	325’
NB Left	390’
NB Right	295’
SB Left	490’
SB Right	230’

Traffic Control
The intersection of Cedarcrest Road and Cobb Parkway is currently signalized. The traffic signal controller is located on the SW corner. The following is the signal phasing operation:

- Ø1 – NB/SB Protected Left Turn Movements
- Ø2 – NB/SB Thru-Right Turn Movements (Permissive NB/SB Left Turns)
- Ø3 – EB/WB Thru-Right Turn Movements (Permissive EB/WB Left Turns)

From field observations, all of the traffic signal heads met minimum requirements. Sidewalk exists on all corners of the intersection. Pedestrian crosswalks along with pedestrian signal heads and pushbuttons exist on all four legs of the intersection.

4.0 TRAFFIC DATA

Data Collection
Automatic traffic recorder (ATR) counts were conducted on Wednesday November 6 and Thursday November 7, 2013 for a 24-hour period on all approaches of the study intersection. The ATR counts were collected by direction in 15-minute increments. The observed daily and peak period traffic volumes are summarized in **Table 4.1**. The detailed hourly volumes over the count period are included in the **Appendix**.

Table 4.1 – 2013 Observed Traffic Volumes

Location	ADT
Awtrey Church Rd East of Cobb Pkwy	1,964
Cedarcrest Rd West of Cobb Pkwy	7,728
Cobb Pkwy North of Cedarcrest Rd	11,104
Cobb Pkwy South of Cedarcrest Rd	15,262

The daily traffic volume counts on study area roadways revealed that in general, the AM peak traffic hour occurs between 7:00 AM and 9:00 AM, and the PM peak traffic hour occurs

between 4:00 PM and 6:00 PM. Peak hour intersection turning movement counts (TMC) were collected on Wednesday November 6, 2013, from 7-9 AM, 11 AM-1 PM, and 2-6 PM at the study intersection. The intersection peak hour turning movement count data and turning volume diagram are contained in the **Appendix**.

Future Traffic Volume Projection
To determine the average annual traffic growth rate at the subject intersection, a previous traffic study in the area of the project was referenced. The Cedarcrest Road Thoroughfare Improvements Traffic Engineering Technical Memorandum prepared by Long Engineering, Inc. dated December 2008 included the intersection of Cedarcrest Road and Cobb Parkway and projected traffic volumes from 2008 to 2015 and 2035 with the then proposed Governors Towne Club subdivision of 530 residential dwelling units. Based on the information in the previous study, the projected annual average growth rate on Cedarcrest Road between the year 2008 and 2015 was approximately 5.2%, and between the year 2015 and 2035, traffic volumes were expected to decline at an annual average rate of 0.1%.

The 2008 counts from the Long Engineering study were also compared with the data collected for this project. The daily traffic volume on Cedarcrest Road west of Cobb Parkway reveals an average annual growth rate of 4.9% at this location between the years 2008 and 2013. This is quite consistent with the projection in the 2008 study. However, the comparison of turning movement patterns during the AM and PM peak hours at this intersection indicates that through movements on Cobb Parkway have declined significantly from 2008 to 2013, at annual average rates of approximately 3.5% south of Cedarcrest Road, and approximately 7.6% north of Cedarcrest Road.

Based on the above information, an annual average traffic growth rate of 5% was considered appropriate to forecast traffic volumes from 2013 to the project opening year 2015. Rather than forecast negative growth, the traffic growth from 2015 to the project design year 2035 is anticipated to be flat, thus no further growth was applied to the projected 2015 traffic volumes. The projected 2015 peak hour intersection turning movement diagram is included in the **Appendix**.

5.0 INTERSECTION CAPACITY ANALYSIS

The existing 2013 and projected future design year peak hour traffic conditions at the study intersection were analyzed using HCS software.

The results of intersection operational analyses are typically described by the level-of-service (LOS) experienced by drivers. The LOS describes the quality of traffic operating conditions and ranges from “A” to “F”. A LOS of “A” represents the most desirable conditions with the free-flow movement of traffic and minimal delays. A LOS of “F” generally indicates severely congested conditions with excessive delays to motorists. Intermediate grades of B, C, D, and E reflect incremental increases in congestion.

The LOS rating deemed acceptable varies by community, facility type, and traffic control device. A LOS “D” is usually considered an acceptable level-of-service at signalized intersections with high traffic volumes. At unsignalized intersections, a LOS “D” is the desirable goal, but a LOS “E” or “F” is often accepted for low to moderate traffic volumes

where the installation of a traffic signal is not warranted or is deemed undesirable for signalization for other reasons.

The HCS software also calculates the 95th percentile vehicle queue for each movement expressed in number of vehicles at back of queue and compares the back of queue with the available storage lane length to obtain the queue storage ratio (RQ). For turning vehicles to have adequate storage, the queue storage ratio needs to be less than a value of one.

Existing Condition

The HCM existing condition analysis results for this intersection are presented in **Table 5.1**. As shown in Table 5.1, using the existing lane configurations, the intersection of Cedarcrest Road and Cobb Parkway currently operates at an acceptable level-of-service. However, the 95th percentile vehicle queue for northbound left turns exceeds the available storage during the PM peak hour, and the eastbound left turn vehicle queue also occasionally exceeds the available storage during the AM peak hour.

The year 2013 capacity analysis printouts are contained in the **Appendix**.

Table 5.1 – 2013 Signalized Intersection Capacity Analysis Results [Cedarcrest Road at Cobb Parkway (U.S. 41)]

Description	AM Peak Hour			Midday Peak Hour			PM Peak Hour		
	LOS	Delay	95th Q/RQ	LOS	Delay	95th Q/RQ	LOS	Delay	95th Q/RQ
Overall	**C**	**27.6**	**-**	**C**	**23.8**	**-**	**D**	**42.0**	**-**
Eastbound	C	26.9	L 6.1/1.03 R 16.3/0.33	C	28.1	L 3.2/0.53 R 10.0/0.20	D	50.8	L 5.0/0.84 R 15.8/0.32
Westbound	B	15.8	L 0.6/0.05	C	22.9	L 1.9/0.15	C	26.4	L 1.1/0.09
Northbound	C	28.6	L 6.9/0.46 R 0.9/0.07	B	18.3	L 7.4/0.49 R 0.7/0.06	C	34.3	L 22.3/1.44 R 0.5/0.05
Southbound	C	28.4	L 0.9/0.05 R 1.6/0.18	C	29.4	L 0.7/0.04 R 2.7/0.30	D	50.5	L 0.8/0.04 R 8.8/0.96

Source: HCS

2015/2035 Design Year Conditions without Mitigation Measures

The HCM 2015/2035 condition analysis results for this intersection with the existing lane usage configurations are presented in **Table 5.2**. The LOS and back of queue storage lengths are expected to be unsatisfactory during future year PM peak hours. While the intersection operated at LOS D or better under year 2013 existing conditions, the overall intersection degrades to LOS E in the future year PM peak period. The capacity analysis printouts are contained in the **Appendix**.

Table 5.2 – 2035 Signalized Intersection Capacity Analysis Results
(No Mitigation Measures)
[Cedarcrest Road at Cobb Parkway (U.S. 41)]

Description	AM Peak Hour			Midday Peak Hour			PM Peak Hour		
	LOS	Delay	95th Q/RQ	LOS	Delay	95th Q/RQ	LOS	Delay	95th Q/RQ
Overall	**C**	**32.2**	**-**	**C**	**25.2**	**-**	**E**	**58.8**	**-**
Eastbound	C	33.8	L 6.9/1.17 R 20.3/0.41	C	30.2	L 3.5/0.60 R 11.4/0.23	E	67.9	L 5.6/0.95 R 20.4/0.42
Westbound	B	15.9	L 0.7/0.06	C	23.1	L 2.1/0.16	C	26.5	L 1.2/0.10
Northbound	C	33.0	L 8.6/0.58 R 1.0/0.08	B	19.7	L 8.6/0.57 R 0.7/0.06	D	52.5	L 32.8/2.12 R 0.6/0.05
Southbound	C	30.9	L 1.0/0.05 R 1.8/0.20	C	30.3	L 0.8/0.04 R 3.1/0.34	E	67.3	L 0.9/0.05 R 9.9/1.08

Source: HCS

2015/2035 Design Year Conditions with Mitigation Measures

The HCM 2015/2035 condition analysis results for this intersection along with mitigation measures are presented in **Table 5.3**. The proposed mitigation includes the installation of two northbound left turn lanes with the same storage length as currently in place. The second turn lane can be developed by using the striped out pavement separate the existing turn lane from the northbound thru lanes as well as cutting into the existing grass median to increase storage or accommodate tapers, as needed. As a result of the installation of the second left turn lane, traffic signal at this intersection has to be modified accordingly. The northbound left turn movement will operate on a protected only phase, rather than as protected-permitted as it does today. As shown in the table, with the installation of an additional northbound left turn lane, the intersection is expected to operate at an acceptable level-of-service during all peak periods for the design year. The double northbound left turn lanes are also expected to provide adequate storage with the expected traffic growth. The 95th percentile vehicle queue for eastbound left turns during the AM peak hour is still expected to exceed the available storage with a queue storage ratio of 1.17. A review of the roadway geometry indicates that the eastbound left turn lane is striped back to back with the westbound left turn lane at the intersection of Cedarcrest Road and Acworth Dallas Road. Acworth Dallas Road is located approximately 500' west of Cobb Parkway, therefore it is physically unfeasible to extend the existing single left turn storage or stripe a double left turn lane for the eastbound approach. The 95th percentile queue for the eastbound left turn is expected to be 6.9 vehicles. Assuming an average length of 25' for each vehicle, this is equivalent to 172.5'. The existing eastbound left turn lane is approximately 150', thus, the 95th percentile queue is about one vehicle over the available storage. Because this is the 95th percentile queue, this condition is only expected to happen occasionally and therefore is not a condition recommended for mitigation. With no growth projected beyond 2015, the eastbound left turn vehicle is expected to have adequate queue storage the majority of the time.

The capacity analysis printouts are contained in the **Appendix**.

Table 5.3 – 2035 Signalized Intersection Capacity Analysis Results (Mitigation Measures) [Cedarcrest Road at Cobb Parkway (U.S. 41)]

Description	AM Peak Hour			Midday Peak Hour			PM Peak Hour		
	LOS	Delay	95th Q/RQ	LOS	Delay	95th Q/RQ	LOS	Delay	95th Q/RQ
Overall	**C**	**33.3**	**-**	**C**	**27.2**	**-**	**D**	**35.6**	**-**
Eastbound	C	33.8	L 6.9/1.17 R 20.3/0.41	C	30.2	L 3.5/0.60 R 11.4/0.23	D	44.6	L 5.3/0.89 R 16.1/0.33
Westbound	B	15.9	L 0.7/0.06	C	23.1	L 2.1/0.16	C	24.2	L 1.2/0.09
Northbound	C	33.5	L 5.1/0.35 R 1.0/0.08	C	24.3	L 6.6/0.43 R 0.7/0.06	C	28.1	L 11.9/0.77 R 0.6/0.06
Southbound	C	34.0	L 1.0/0.05 R 1.9/0.21	C	30.3	L 0.8/0.04 R 3.1/0.34	D	43.2	L 0.9/0.04 R 9.0/0.99

Source: HCS

6.0 RECOMMENDATIONS

Based on the anticipated traffic growth and the capacity analysis results, it is recommended to install a second northbound left turn lane with a minimum storage length of 390' for each lane and modify the traffic signal to provide a protected only phase for northbound left turns at the intersection of Cedarcrest Road and Cobb Parkway. With the installation of the second northbound left turn lane, the study intersection is expected to operate at acceptable levels of service for the projected future design year and provide adequate vehicle storage for turning vehicles.

Initial Concept Team Meeting

TranSystems

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Norcross, GA 30093
Tel 770.931.8005
Fax 770.931.8555

www.transystems.com

INITIAL CONCEPT TEAM MEETING

AUGUST 15, 2013

P.I. NO. 0012754

SR 3 @ CR 8/Cedarcrest Rd/Awtrey Church Road
Cobb County

MEETING ATTENDEES

Name	Agency	Phone	e-mail
Peter Emmanuel	GDOT	404-631-1158	pemmanuel@dot.ga.gov
Michael Turpeau Jr.	GDOT	404-635-2831	mturpeau@dot.ga.gov
Lakeshia Osborn	GDOT	404-635-2464	losborn@dot.ga.gov
Scott Jordan	Cobb County DOT	770-528-3685	scott.jordan@cobbcounty.org
David Henry	TranSystems	770-931-8005	dbhenry@transystems.com

General Comments

- Project is to add dual lefts onto Cedarcrest Road from US 41/SR 3 north bound.
- A traffic study is included as part of the project.
- The streamlined concept report is to be used for this project.
- The environmental document is expected to be a PCE.
- A Soil Survey, Existing Pavement Evaluation and Staging Plans will not be required.
- Look at adding an accel lane on southbound SR 3 from Cedarcrest. New development at this location may cause additional conflict points that would prevent the use of the accel lane.
- There should not be any utility conflicts unless there is something underground. There is $25,000 programmed for utilities.
- The signal will be a span wire.

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Norcross, GA 30093
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Fax 770.931.8555

www.transystems.com

- Mr. Turpeau mentioned that high friction surface treatment is a possibility for this project, to help prevent rear end crashes. He will supply information on this to Cobb County
- No public meeting is anticipated for the project.
- Mr. Turpeau will supply the Project Justification Statement.
- It was noted that the existing permit will need to be revised with full Traffic Engineering Study/Signal Warrant Analysis study to be conducted.
- Existing signal to be modified/reconfigured.
- Need approved design traffic.
- Use the Streamlined concept report (aka Limited Scope Project Concept Report).
- Use the FFPR checklist for PFPR for a quality field plan review.
- Don't need staging plans but need erosion control plan.
- For Survey/Database, no SUE is needed (no QL-D either).
- Anticipated UTL such as Cobb County Water Authority coordination maybe needed (check AT&T, GA Power, fiber optics...).
- Ensure Benefit/Cost is justified and the safety reasons remained intact.
- DBE goals will be known 6 months prior to letting.
- Be cautious not to include Proprietary items.
- Cobb County to retain TranSystems on contract for Use-on-Construction (such as for shop drawings).
- High Friction Surface Course/Treatment to be used on this project as a test pilot to reduce rear-end crashes.
- Detailed Schedule showing the activities/task items, duration, start date, finish date, %completion must be included with the letter from Cobb County noting the County goal/date to Let the project for construction.

TranSystems

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Suite 400
Norcross, GA 30093
Tel 770.931.8005
Fax 770.931.8555

www.transystems.com

Project Schedule

- Concept to be turned in 12/13 and approved 2/14
- PCE approved 4/14
- PFPR summer 2014
- Let July 2015
- TranSystems to submit detailed schedule to Peter Emmanuel.

Meeting Summary Recorded By,

TranSystems

David B. Henry, P.E.

Team Leader

CC: Meeting Attendees

PFA

Keith Golden, P.E., Commissioner

GEORGIA DEPARTMENT OF TRANSPORTATION

One Georgia Center, 600 West Peachtree Street, NW
Atlanta, Georgia 30308
Telephone: (404) 631-1000

September 18, 2013

Mrs. Faye DiMassimo, Director
Cobb County DOT
1890 Services Parkway
Marietta, GA 30008

Dear Mrs. DiMassimo:

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

Cobb County, PI# 0012754

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 Peter Emmanuel at (404) 631-1158.

Sincerely,

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

Reference No. 13614

Scanned Date: _____

Project # 0012754 Cobb County

COUNTY CLERK'S ORIGINAL
(Return this document to the Cobb County Clerk's Office)

AGREEMENT

BETWEEN

DEPARTMENT OF TRANSPORTATION

STATE OF GEORGIA

AND

COBB COUNTY

FOR

TRANSPORTATION FACILITY IMPROVEMENTS

This Framework Agreement is made and entered into this 12th day of September, 2013, by and between the DEPARTMENT OF TRANSPORTATION, an agency of the State of Georgia, hereinafter called the "DEPARTMENT", and **COBB COUNTY,** acting by and through its Board of Commissioners, hereinafter called the "LOCAL GOVERNMENT".

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

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

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

WHEREAS, the 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,

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

providing payment, which represents100% 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.

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

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' exisiting and proposed facilities are shown on the plans with no conflicts 3 months prior

to advertising the PROJECT for bids and that any required agreements for reimbursable utility/railroad costs have been fully executed. Further, this certification letter shall state that the LOCAL GOVERNMENT understands that it is responsible for the costs of any additional reimbursable utility/railroad conflicts that arise 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

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

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

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

BY: _____
Commissioner

ATTEST:
_____
Treasurer

LOCAL GOVERNMENT NAME

BY: _____
Timothy D. Lee, Chairman
Board of Commissioners

Signed, sealed and delivered this 2 day of August, 2013, in the presence of:

_____
Witness
Lori Barton
Deputy County Clerk

_____
Notary Public

KAREN L. KING NOTARY EXP. FEB. 28, 2015 PUBLIC BARTOW COUNTY, GEORGIA

This Agreement approved by Local Government, the 23 day of July, 2013

Attest

_____
Candace W. Ellison, County Clerk

FEIN: 58-60000804

Revised: 12/2011

Attachment "A" Funding Sources and Distribution

Project No.: 0012754 Sponsor: Cobb County

Project # 0012754 Cobb County

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	90%	$324,900.00	$324,900.00	Federal	Local Government	90%	$35,100.00	Federal	90%	$360,000.00
2	10%	$36,100.00	$36,100.00	State		10%	$3,900.00	State	10%	$40,000.00
3	0%	$0.00	N/A	Local		0%	$0.00	Local	0%	$0.00
4	0%	$0.00	$0.00	Other		0%	$0.00	Other	0%	$0.00
Total	100%	$361,000.00				100%	$39,000.00		100%	$400,000.00

Right of Way Phase II

	Right of Way - Phase II[3]					
	Percentage	ROW Amount	Maximum ROW Participation Amount ($)	Participant	Acquisition By:	Acquisition Fund By:
1	#DIV/0!	$0.00	$0.00	Federal	Local Government	Local Government
2	#DIV/0!	$0.00	$0.00	State		
3	#DIV/0!	$0.00	N/A	Local		
4	#DIV/0!	$0.00	$0.00	Other		
Total	#DIV/0!	$0.00				

Utility Phase IV

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

Construction Phase III

	Construction - Phase III[3]				
	Percentage	CST Amount	Maximum CST Participation Amount ($)	Participant	Letting By:
1	90%	$1,080,000.00	$1,080,000.00	Federal	Local Govt
2	10%	$120,000.00	$120,000.00	State	
3	0%	$0.00	N/A	Local	
4	0%	$0.00	$0.00	Other	
Total	100%	$1,200,000.00			

Construction Oversight Phases V & VI

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	Maximum Participation Amount ($)	Participant
1	90%	$1,440,000.00	$1,404,900.00	Federal
2	10%	$160,000.00	$156,100.00	State
3	0%	$0.00	N/A	Local
4	0%	$0.00	$0.00	Other
Total	100%	$1,600,000.00		

[1]The 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.

[2]GDOT 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.

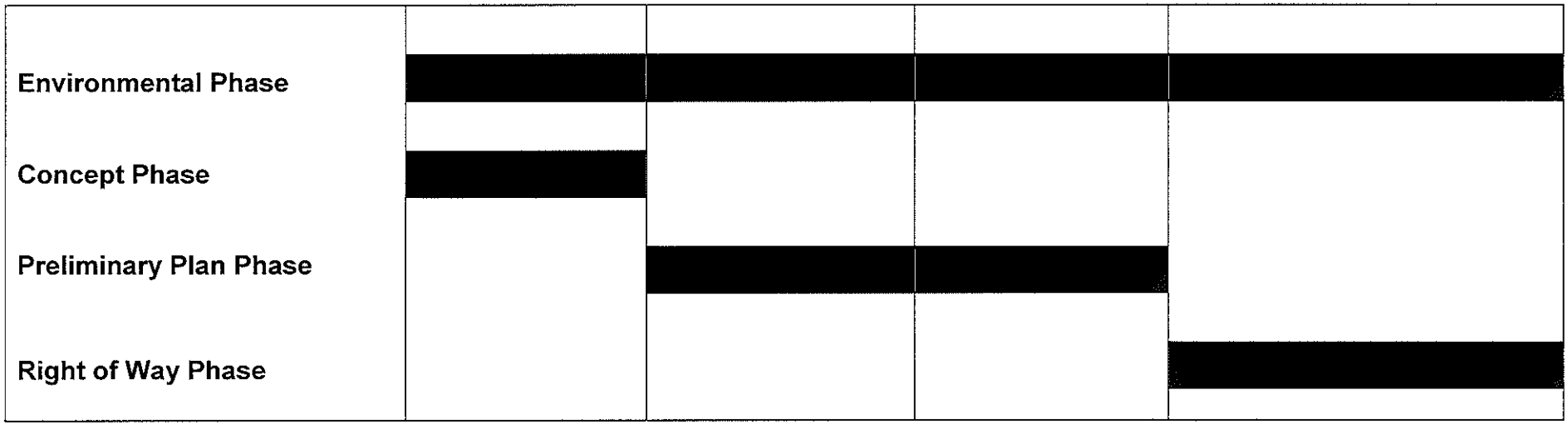
Revised: 12/2011

The GDOT Oversight check shall be remitted to the District Planning and Programming Engineer along with the signed Project Framework Agreement (PFA).

ATTACHMENT "B" Project Timeline

PI # 0012754 – Cobb County

Proposed Project Timeline



Deadlines for Responsible Parties	Execute Agreement	February/2014 (Approve Concept)	June/2014 (Approve Env. Document)	Not Applicable (Authorize Right of Way funds)	July/2015 (Authorize Const. funds)

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.

Revised: 12/2011

ATTACHMENT "C"

ject # 0012605 Cobb County

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: _____ 9/27/10
Todd I. Long, PE, PTOE, Director of Planning — Date

Approved: _____ 10/7/20
Gerald M. Ross, PE, Chief Engineer/Deputy Commissioner — Date

ATA:MF

ATTACHMENT "D"
GDOT Oversight Estimate for Locally Administered Project

Wednesday, June 19, 2013 9:48 AM

PI Number	0012654	**Project Number**	
County	Cobb	**Project Length**	0.38 **Miles**
Project Manager	Emmanuel, Peter	**Project Cost**	1,625,000.00
Project Type	Intersection Improvement		
Project Description	SR 3 @ CR 8/Cedarcrest Road/Awtrey Church Road		
Expected Life of Project	Yea 2.00		

Project Phase	Oversight Hours		Oversight Cost
Project Initiation	44	$	2,000.00
Concept Development	76	$	3,000.00
Database Preparation*	188	$	6,000.00
Preliminary Design	221	$	9,000.00
Environmental	201	$	7,000.00
Final Design	263	$	11,000.00
Travel Expenses		$	-
Total Oversight Estimate	**993**	**$**	**39,000.00**
Percentage of Project Cost	2.04%		

C:\Documents and Settings\vgavalas\My Documents\Oversight Estimate 0012754.dox

ATTACHMENT "E"
GEORGIA SECURITY AND IMMIGRATION COMPLIANCE ACT AFFIDAVIT

Name of Contracting Entity: Cobb County Department of Transportation

Contract No. and Name: P.I. No. 0012754

Cobb Parkway/US41/SR3 at Cedarcrest Road/Awtrey Church Road

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.GA. § 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.

35131
E-Verify / Company Identification Number

Signature of Authorized Officer or Agent

October 18, 2006
Date of Authorization

Timothy D. Lee
Printed Name of Authorized Officer or Agent

Chairman, Cobb County Board of Commissioners
Title of Authorized Officer or Agent

August 2, 2013
Date

SUBSCRIBED AND SWORN
BEFORE ME ON THIS THE

2 DAY OF August, 2013

Karen L. King
Notary Public

My Commission Expires: 2-28-15

[NOTARY SEAL]

KAREN L. KING NOTARY EXP. FEB. 28, 2015 PUBLIC BARTOW COUNTY, GEORGIA

Revised: 12/2011

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 Cobb County Board of Commissioners assures that no person shall on the grounds or 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 Cobb County Board of Commissioners 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.

Official Name and Title

Timothy D. Lee, Chairman
Cobb County Board of Commissioners

Date August 2, 2013

Citations:

Title VI of the Civil Rights Act of 1964; 42 USC 2000d to 2000d-4;42 USC 4601to 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)