

D.O.T. 66

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

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INTERDEPARTMENT CORRESPONDENCE

**FILE** P. I. No. 720125-, Fulton-Cobb Counties **OFFICE** Preconstruction  
BHF-STP-001-5(24)  
Northside Parkway at Chattahoochee River including  
US 41 Widening **DATE** December 7, 2006

**FROM** *John Kunkle*  
Genetha Rice-Singleton, Assistant Director of Preconstruction

**TO** *for* SEE DISTRIBUTION

**SUBJECT APPROVED PROJECT CONCEPT REPORT**

Attached for your files is the approval for subject project.

GRS/cj

Attachment

DISTRIBUTION:

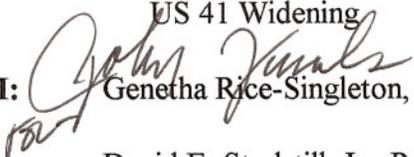
Brian Summers  
Harvey Keepler  
Ken Thompson  
Jamie Simpson  
Michael Henry  
Keith Golden  
Joe Palladi (file copy)  
Paul Liles  
Babs Abubakari  
Ben Buchan  
Bryant Poole  
BOARD MEMBER

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

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**INTERDEPARTMENT CORRESPONDENCE**

**FILE:** P. I. No. 720125-, Fulton-Cobb Counties      **OFFICE:** Preconstruction  
BHF-STP-001-5(24)  
Northside Parkway at Chattahoochee River including  
US 41 Widening      **DATE:** November 28, 2006

**FROM:**  Genetha Rice-Singleton, Assistant Director of Preconstruction

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

**SUBJECT: PROJECT CONCEPT REPORT**

This project is the widening of US 41 from Mount Paran Road in Fulton County to Paces Mill Road in Cobb County, including the replacement of the bridge over the Chattahoochee River. The proposed project length is 1.19 miles. The existing roadway currently consists of four lanes with a variable width, two-way left turn lane and right turn lanes at most major intersections. The existing bridge is in need of replacement due to a low sufficiency rating of 47, age of the bridge (originally constructed in 1935), and insufficient width to carry projected traffic volumes. Traffic volumes on the existing roadway are operating at capacity during peak hours. The roadway currently serves as a north-south principal arterial for local and commercial traffic in the area. The high-density residential, commercial, and high-rise office land uses adjacent to the roadway have contributed to the current traffic volumes on the existing facility. As a result, peak time periods are being extended because of the increasing trip demand for north-south movement along the facility. Construction of the Kennedy Interchange and associated surface street improvements and the addition of HOV lanes and express bus service improvements to I-75, have increased the capacity as well as the connectivity between a number of roadways that intersect the project including Akers Mill Road, Riverwood Parkway, and Cumberland Boulevard. During peak hours, however, increased traffic signal cycles must be used to provide for all the necessary turning movements to and from these roadways. The 2002 ADT of 25,000 vehicles per day (VPD) on US 41 within the project area is projected to increase to 31,240 ADT by the build year 2010. This volume is then projected to increase to 50,580 VPD by the year 2030. Projected traffic volumes indicate that the levels of service (LOS) at the major intersection will decline to "F" by the 2030 design year if no action is taken. The proposed design will maintain LOS "D" or better at each of the intersections throughout the project corridor.

The project proposes to widen the existing four lane roadway to provide an urban six lane divided highway with a 20' raised median and auxiliary lanes at major intersections. The proposed roadway section includes a 12' multi-use path on the east side of US 41, and a 5' sidewalk on the west side of US 41. The multi-use path will connect to the Paces Mill Unit of the Chattahoochee River National Recreational Area (CRNRA) in Cobb County. The project also proposes to replace the existing bridge over the Chattahoochee River. The proposed bridge will include six travel lanes separated by a 4' raised median, a 17' multi-use path on the east side of the bridge, and a 6' sidewalk on the west side of the bridge.

P. I. No. 720125-, Fulton-Cobb  
November 28, 2006

Environmental concerns include anticipating that a stream buffer variance will be required; a categorical exclusion was approved in 1997; a re-evaluation will be required; the existing bridge is eligible for listing in the National Register of Historic Places; a Programmatic Section 4(f) evaluation was completed; and several stipulations were set forth as mitigation measures, including photo documentation.

The estimated costs for this project are:

	PROPOSED	APPROVED	FUNDING	PROG DATE
Construction (includes E&C and inflation)	\$19,996,000	\$19,996,000	LICO/L240	LR
Right-of-Way	\$ 8,739,000	\$ 392,000	Q10	
Utilities*	\$ 300,000	-----		

\*Cobb County signed PMA on 11-25-03 for PE and utilities.

I recommend this project concept be approved and the project description be revised to reflect the project herein.

GRS:JDQ/cj

Attachment

CONCUR

  
\_\_\_\_\_  
Todd I. Long, P.E., Director of Preconstruction

APPROVE

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

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

-----  
**INTERDEPARTMENTAL CORRESPONDENCE**

**FILE:** BHF-STP-0001-5(24) Cobb/Fulton      **OFFICE:** Engineering Services  
P.I. No. 720125 -  
Northside Parkway @ Chattahoochee River  
Including Approaches

**DATE:** November 21, 2006

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

**TO:** Genetha Rice-Singleton Assistant Director of Preconstruction

**SUBJECT: CONCEPT REPORT**

We have reviewed the Concept Report received September 20, 2006 from Albert Welch, and have one comment.

On Proposed Design Features, the Bridge Type should be "To Be Determined"

The costs for this project are:

Construction	\$18,177,874
E & C	\$ 1,817,787
Reimbursable Utilities	\$ 300,000
Right of Way	\$ 8,738,811

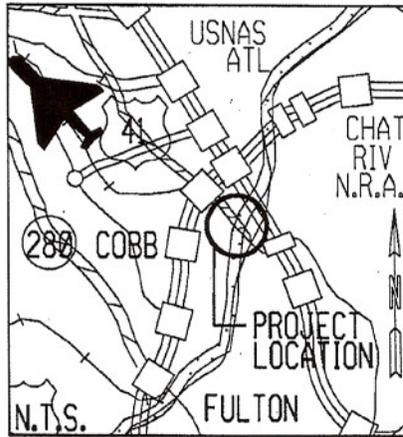
BKS

c: Ben Buchan, Attn.: Albert Welch

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**  
*Office of Urban Design*

**PROJECT CONCEPT REPORT**

Project Number: BHF-STP-001-5(24)  
County: Cobb / Fulton  
P. I. Number: 720125  
  
Federal Route Number: 41  
State Route Number: 3



Northside Parkway at Chattahoochee River

Recommendation for approval:

DATE 20 SEP 06

DATE 10/30/06

*[Signature]*

Project Manager

*[Signature]*

State Urban Design Engineer

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

DATE \_\_\_\_\_

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

DATE \_\_\_\_\_

\_\_\_\_\_  
State Financial Management Administrator

DATE \_\_\_\_\_

\_\_\_\_\_  
State Environmental/Location Engineer

DATE \_\_\_\_\_

\_\_\_\_\_  
State Traffic Safety & Design Engineer

DATE \_\_\_\_\_

\_\_\_\_\_  
District Engineer

DATE 11/21/06

*[Signature]*

\_\_\_\_\_  
Project Review Engineer

DATE \_\_\_\_\_

\_\_\_\_\_  
State Bridge & Structural Engineer

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

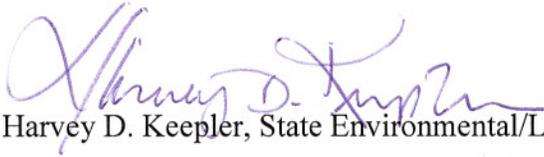
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**INTERDEPARTMENT CORRESPONDENCE**

FILE: **P.I. # 720125**

OFFICE: Environment/Location

DATE: November 9, 2006

  
FROM: Harvey D. Keepler, State Environmental/Location Engineer

TO: Genetha Rice-Singleton, Assistant Director of Preconstruction

SUBJECT: **PROJECT CONCEPT REPORT  
BHF-STP-0001-5(24) Cobb/Fulton Counties  
Northside Pkwy @ Chattahoochee River including approaches**

The above subject concept report has been reviewed. TPRO states that a FONSI for P.I. # 721152 was approved in 1993 and included the bridge over the river. TPRO also states that R/W for P.I. # 720125 has been authorized. Should this be a revised concept report?

If you have any questions please contact me at (404) 699-4401.

HDK/sdw

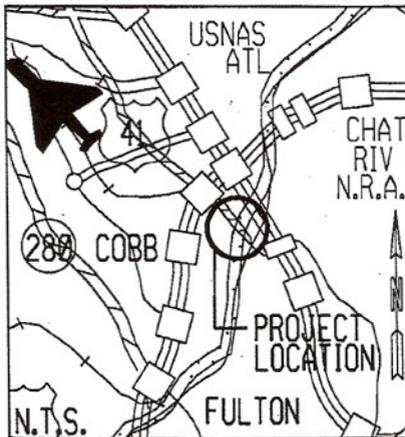
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cc: Brian Summers  
James B. Buchan  
Keith Golden  
Angela Alexander  
Jamie Simpson

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**  
*Office of Urban Design*

**PROJECT CONCEPT REPORT**

Project Number: BHF-STP-001-5(24)  
County: Cobb / Fulton  
P. I. Number: 720125  
  
Federal Route Number: 41  
State Route Number: 3



Northside Parkway at Chattahoochee River

Recommendation for approval:

DATE 20 SEP 06

*Alvin S. White*  
Project Manager

DATE 10/30/00

*James B. Bell*  
State Urban Design Engineer

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

DATE \_\_\_\_\_

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

DATE \_\_\_\_\_

*Thomas S. Thompson*  
State Financial Management Administrator

DATE 11.09.06

\_\_\_\_\_  
State Environmental/Location Engineer

DATE \_\_\_\_\_

\_\_\_\_\_  
State Traffic Safety & Design Engineer

DATE \_\_\_\_\_

\_\_\_\_\_  
District Engineer

DATE \_\_\_\_\_

\_\_\_\_\_  
Project Review Engineer

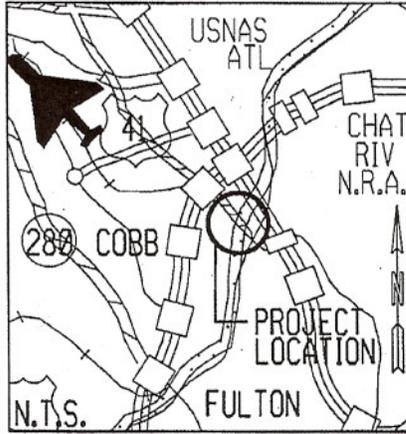
DATE \_\_\_\_\_

\_\_\_\_\_  
State Bridge & Structural Engineer

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**  
*Office of Urban Design*

**PROJECT CONCEPT REPORT**

Project Number: BHF-STP-001-5(24)  
County: Cobb / Fulton  
P. I. Number: 720125  
  
Federal Route Number: 41  
State Route Number: 3



Northside Parkway at Chattahoochee River

Recommendation for approval:

DATE 20 SEP 06

DATE 10/30/06

*Alvin S. White*  
Project Manager

*James B. Bell*  
State Urban Design Engineer

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

DATE \_\_\_\_\_

DATE 11/9/06

DATE \_\_\_\_\_

DATE \_\_\_\_\_

DATE \_\_\_\_\_

DATE \_\_\_\_\_

DATE \_\_\_\_\_

State Transportation Planning Administrator

*James T. Simpson*  
State Financial Management Administrator

State Environmental/Location Engineer

State Traffic Safety & Design Engineer

District Engineer

Project Review Engineer

State Bridge & Structural Engineer

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

*Office of Urban Design*

**PROJECT CONCEPT REPORT**

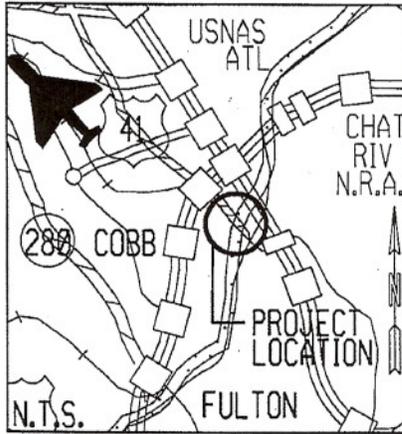
Project Number: BHF-STP-001-5(24)

County: Cobb / Fulton

P. I. Number: 720125

Federal Route Number: 41

State Route Number: 3



Northside Parkway at Chattahoochee River

Recommendation for approval:

DATE 20 Sep 06

DATE 10/30/06

*Albert S. Walker*

Project Manager

*James B. Bell*

State Urban Design Engineer

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

DATE \_\_\_\_\_

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

DATE \_\_\_\_\_

\_\_\_\_\_  
State Financial Management Administrator

DATE \_\_\_\_\_

\_\_\_\_\_  
State Environmental/Location Engineer

DATE 11-7-06

*David B. Bell*

\_\_\_\_\_  
State Traffic Safety & Design Engineer

DATE \_\_\_\_\_

\_\_\_\_\_  
District Engineer

DATE \_\_\_\_\_

\_\_\_\_\_  
Project Review Engineer

DATE \_\_\_\_\_

\_\_\_\_\_  
State Bridge & Structural Engineer

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

Office of Urban Design

PROJECT CONCEPT REPORT

Project Number: BHF-STP-001-5(24)

County: Cobb / Fulton

P. I. Number: 720125

Federal Route Number: 41

State Route Number: 3



Northside Parkway at Chattahoochee River

Recommendation for approval:

DATE 20 SEP 06

DATE 10/30/06

*Albert S. White*  
Project Manager

*James B. Bell*  
State Urban Design Engineer

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

DATE \_\_\_\_\_

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

DATE \_\_\_\_\_

\_\_\_\_\_  
State Financial Management Administrator

DATE \_\_\_\_\_

\_\_\_\_\_  
State Environmental/Location Engineer

DATE \_\_\_\_\_

\_\_\_\_\_  
State Traffic Safety & Design Engineer

DATE \_\_\_\_\_

\_\_\_\_\_  
District Engineer

DATE \_\_\_\_\_

\_\_\_\_\_  
Project Review Engineer

DATE 11/19/06

*Paul V. Tiller Jr*  
State Bridge & Structural Engineer

## SCORING RESULTS AS PER MOG 2440-2

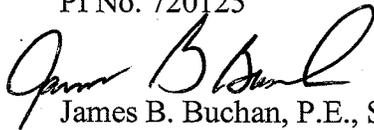
<b>Project Number:</b> BHF-STP-0001-5(24)		<b>County:</b> Cobb/Fulton		<b>PI No.:</b> 720125	
<b>Report Date:</b> September 20, 2006		<b>Concept By:</b> DOT Office: Urban Design			
<input checked="" type="checkbox"/> Concept Stage					
<b>Project Type:</b> Choose One From Each Column		<input checked="" type="checkbox"/> Major <input type="checkbox"/> Minor	<input checked="" type="checkbox"/> Urban <input type="checkbox"/> Rural	<input type="checkbox"/> ATMS <input type="checkbox"/> Bridge Replacement <input type="checkbox"/> Building <input type="checkbox"/> Interchange Reconstruction <input type="checkbox"/> Intersection Improvement <input type="checkbox"/> Interstate <input type="checkbox"/> New Location <input checked="" type="checkbox"/> Widening & Reconstruction <input type="checkbox"/> Miscellaneous	
<b>FOCUS AREAS</b>	<b>SCORE</b>	<b>RESULTS</b>			
Presentation	100				
Judgement	100				
Environmental	100				
Right of Way	100				
Utility	100				
Constructability	100				
Schedule	100				

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

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**INTERDEPARTMENT CORRESPONDENCE**

**FILE**            BHF-STP-0001-5(24), Cobb/ Fulton            **OFFICE**        Urban Design  
                     Northside Parkway @ Chattahoochee River  
                     Including Approaches  
                     PI No. 720125                                    **DATE**            September 20, 2006

**FROM**             James B. Buchan, P.E., State Urban Design Engineer

**TO**                Genetha Rice-Singleton, Assistant Director of Preconstruction

**SUBJECT**        **Project Concept Report**

Attached is the original copy of the Concept Report for your further handling for approval in accordance with the Plan Development Process (PDP).

If you have any questions concerning this matter, please call Albert Welch or Marcela Coll at (404) 656-5447.

JBB:ASW:mgc   
Attachment

cc: Brian Summers, P.E., Project Review Engineer, w/attachment  
Harvey Keepler, State Environmental/Location Engineer, w/attachment  
Keith Golden, P.E., State Traffic Safety and Design Engineer, w/attachment  
Joseph P. Palladi, P.E., State Transportation Planning Administrator, w/attachment  
Jamie Simpson, Financial Management Administrator, w/attachment  
Bryant Poole, P.E., District 7 Engineer, w/attachment  
Paul Liles, P.E., State Bridge and Structural Design Engineer, w/attachment

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

Office of Urban Design

PROJECT CONCEPT REPORT

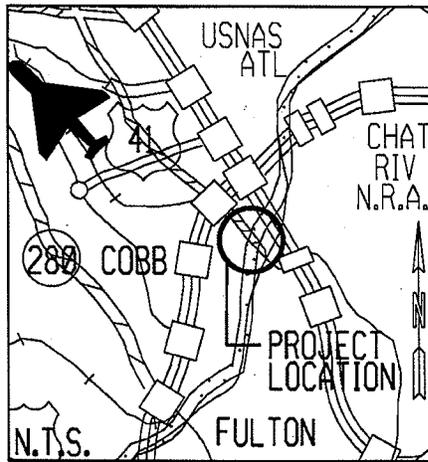
Project Number: BHF-STP-001-5(24)

County: Cobb / Fulton

P. I. Number: 720125

Federal Route Number: 41

State Route Number: 3

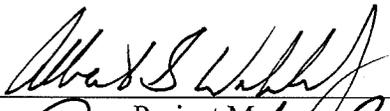


Northside Parkway at Chattahoochee River

Recommendation for approval:

DATE 20 SEP 06

DATE 10/30/06

  
Project Manager  
  
State Urban Design Engineer

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

DATE \_\_\_\_\_

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

DATE \_\_\_\_\_

\_\_\_\_\_  
State Financial Management Administrator

DATE \_\_\_\_\_

\_\_\_\_\_  
State Environmental/Location Engineer

DATE \_\_\_\_\_

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District Engineer

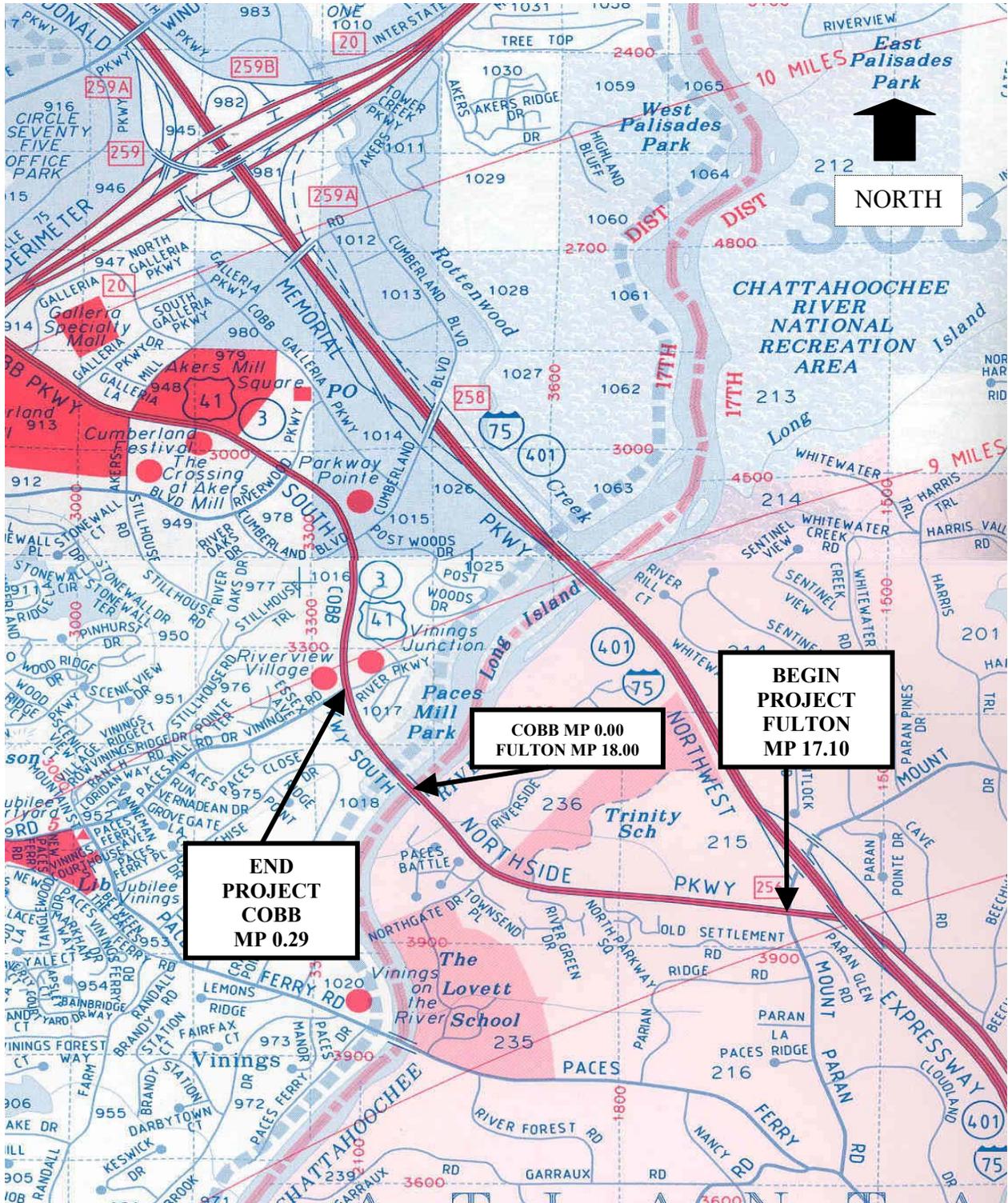
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\_\_\_\_\_  
Project Review Engineer

DATE \_\_\_\_\_

\_\_\_\_\_  
State Bridge & Structural Engineer

### Project Location Map



### **Need and Purpose:**

The primary purpose of the proposed project is to provide additional capacity along US 41 and to preserve the efficient and safe movement of traffic through the project corridor consistent with the functional classification of an urban principal arterial. Traffic analyses conducted along this corridor for future (2030) traffic conditions indicate that all major intersections would operate at failing levels of service during the AM and PM peak hours. The projected traffic volumes (year 2030) result from the continued residential, office and commercial development, and redevelopment of adjacent property, which is consistent with each county's adopted land-use plans and policies along this corridor.

A secondary purpose of the proposed project is to increase the capacity and connectivity for non-automobile transportation within the area. The addition of a multi-use path and sidewalks would serve to improve bicycle/pedestrian access to and from the high-density residential and commercial/office developments throughout the project area. This section of US 41 is already designated as a bike route by Cobb County and is a part of an extensive network of existing and planned multi-use paths. Additionally, the multi-use path proposed in this project would connect to the Chattahoochee River Natural Recreational Area along the Chattahoochee River, which serves as a primary recreational destination.

### Planning Background and Project History

The proposed widening of US 41 between I-75 and I-285 has long been a priority as part of a larger network of area roadway and transit projects to improve mobility and connectivity within the Cumberland area of Cobb County. In 1980 it was determined that the existing bridge over the Chattahoochee River at the Cobb/Fulton county line would not be sufficient to accommodate future traffic volumes within what was, at that time, an evolving major transportation corridor. In 1988, it was further proposed that US 41 itself be widened, beginning approximately at I-75 at Mount Paran Road, and extending past I-285. Since that time, segments of US 41 in both Fulton and Cobb counties have been widened and improved with the construction of the IBM complex, the Kennedy Interchange, and the Cobb County Convention Center complex at the Galleria.

The area surrounding the project is located near the I-75/I-285 interchange and has seen tremendous growth and development over the past fourteen years since the original widening project was approved. With the creation of the Cumberland Community Improvement District (CID) in 1987, the area has seen a committed involvement by area businesses to provide seed funding for roads, sidewalks, and other transportation infrastructure improvements. The proposed project is recommended for widening in the Atlanta Regional Commission's adopted Mobility 2030 Regional Transportation Plan as Project ARC #AT-012A & B.

### Land Use Trends Impacting Transportation

Cobb County adopted a future land use plan in December 2001 that established a "Regional Activity Center" zone from Akers Mill Road to Paces Mill Road. This designation allows high-density mixed-uses of residential, retail, and office. The US 41 corridor at the Paces Mill Road intersection is designated as a "Neighborhood Activity Center". While this designation has less dense office space, it does allow for high-density residential and retail. The Fulton County/City of Atlanta land uses that are allowed throughout the project area are mixed-use office, institutional, high-density residential, and single-family homes. The current land uses are consistent with the future land use plans. As a result of continued development and re-

development of the land areas along the project corridor, projected traffic volumes (year 2030) indicate that a six-lane section is necessary. Detailed analysis concerning existing and future projected traffic volumes along the project corridor is discussed in a subsequent section.

### Project Description

The proposed project will widen US 41, an urban principal arterial, from Mount Paran Road in Fulton County to Paces Mill Road in Cobb County, including reconstruction of the bridge over the Chattahoochee River. The length of the project is approximately 1.19 miles. It should be noted that the local street name changes at the county line from Northside Parkway in Fulton County to Cobb Parkway in Cobb County. The Chattahoochee River serves as the division between the counties.

The existing roadway currently consists of four lanes with a variable width, two-way left turn lane and right turn lanes at most major intersections. The proposed project would widen US 41 to a 6-lane urban facility with a 20-foot raised median, a 12-foot multi-use path on the east side of US 41, and a 5-foot sidewalk on the west side of US 41. The project would also replace the existing bridge over the Chattahoochee River. The existing bridge is in need of replacement due to low sufficiency rating of 47, age of the bridge (originally constructed in 1935), and insufficient width to carry projected traffic volumes.

### Logical Termini

The southern logical terminus of this project would occur at Mount Paran Road in Fulton County where the roadway currently consists of a six-lane typical section in order to accommodate future traffic capacity.

The northern logical terminus of this project is the Paces Mill Road intersection. US 41 is planned to be widened and reconstructed between Paces Mill Road and Akers Mill Road in Cobb County from its existing four lanes to six lanes by project STP-001-5 (47), P.I. No. 721152.

### Average Daily Traffic Volumes and Level of Service

Traffic volumes on the existing roadway are operating at-capacity during peak hours. The roadway currently serves as a north-south principal arterial for local and commercial traffic in the area. The high-density residential, commercial, and high-rise office land uses adjacent to the roadway have contributed to the current traffic volumes on the existing facility. As a result, peak time periods are being extended because of the increasing trip demand for north-south movement along the facility. Construction of the Kennedy Interchange and associated surface street improvements, and the addition of HOV lanes and express bus service improvements to I-75, have increased the capacity as well as the connectivity between a number of roadways that intersect the project, including Akers Mill Road, Riverwood Parkway, and Cumberland Boulevard. During peak hours, however, increased traffic signal cycles must be used to provide for all the necessary turning movements to and from these roadways. The 2002 Average Daily Traffic (ADT) of 25,000 vehicles per day (vpd) on US 41 within the project area is projected increase to 31,240 by the build year, 2010. This volume is then projected to increase to 50,580 vpd by the year 2030.

Levels of Service were determined along the entire length of the project and are shown in the table on the next page. Existing Levels of Service (LOS) along the roadway range from A to C.

However, projected traffic volumes indicate that the levels of service at the major intersections would decline to F by the 2030 design year if no action is taken. The proposed design will maintain LOS D or better at each of the intersections throughout the project corridor (see table below).

Summary of Level of Service Analysis Results

US 41 Intersections	Existing Year 2002		No Build Year 2030		Proposed Design Year 2030	
	AM	PM	AM	PM	AM	PM
IBM South	A	B	F	F	B	B
IBM North/Rivergreen Drive	B	B	F	F	B	C
Northgate Drive/Riverside Drive	B	B	F	F	C	C
Paces Mill Road	C	B	F	F	C	C
Commercial Driveway (Kroger)	---	---	---	---	B	C
Cumberland Boulevard	C	C	F	F	C	D
Riverwood Parkway	B	B	F	F	B	C
Commercial Driveway	---	---	---	---	B	C
Akers Mill Road	C	C	E	D	C	D

Safety Improvements

Currently, US 41 is classified as an urban principal arterial. As such, the facility serves regional commuter traffic to and from major employment centers of Cobb and Fulton counties. The ability for this facility to accommodate and distribute traffic between the major traffic generators is the primary purpose of the facility. In order to maintain the design speed and efficiency of the facility, the project proposes to construct a raised median throughout the length of the project. The raised median would help to reduce the number of accidents by restricting left-turns and crossover traffic movements to occur only at median openings. The project would also construct deceleration lanes to separate right turning traffic from through traffic.

An inventory of recent historical accident data from 2002 to 2004 is provided in the table below. The table lists the total number of accidents and injuries coded to US 41 within the proposed project termini. No fatalities were recorded during this time period. Accordingly, the accident and injury rates were calculated and shown beside the statewide rates for an urban principal arterial, the assigned functional class of US 41. The accident and injury rates provided are in units of 100 million vehicle miles.

History of Traffic Accidents

Year	No. Of Accidents	Accident Rate	Statewide Rate	No. Of Injuries	Injury Rate	Statewide Rate
2002	66	468	588	21	149	233
2003	70	496	613	31	220	243
2004	41	330	515	12	96	203

The results indicate that US 41 exhibits below average accident and injury rates as compared to similar facilities statewide. However, the proposed improvements to US 41, including additional

turn lanes at intersections, along with additional through lanes, will help to reduce the risk of various common accidents, specifically rear-end and angle collisions at intersections.

#### Other Projects in the Areas

Several projects are planned for this area that will complement the proposed project. These projects are listed below by their Georgia Department of Transportation Project Identification Number:

- GDOT P.I. No. 721152 – SR 3/US 41/Cobb Parkway from Paces Mill Road to Akers Mill Road
- GDOT P.I. No. 721250 – SR 3/US 41/Cobb Pkwy from Windy Hill Rd to Terrell Mill Rd
- GDOT P.I. No. 721252 – SR 3/US 41/Cobb Pkwy from South 120 Loop to North 120 Loop
- GDOT P.I. No. 721254 – SR 3/US 41/Cobb Pkwy from Windy Ridge Pkwy to Windy Hill Road
- GDOT P.I. No. 721256 – SR 3/US 41/Cobb Parkway from Terrell Mill Road to South 120 Loop
- GDOT P.I. No. 0004505 – Rottenwood Creek multi-use path from US 41 to Terrell Mill Road
- GDOT P.I. No. 0004473 – Cobb Galleria Parkway Trail from Akers Mill Road to Cumberland Parkway
- GDOT P.I. No. 0000838 – Cumberland Area - Bike/Ped Linkages including bridge over CSX railroad.

**Description of the proposed project:**

Project BHF-STP-001-5 (24), P.I. No. 720125 consists of the widening and reconstruction of SR 3/US 41/Northside Parkway/Cobb Parkway from Mount Paran Road in Fulton County to Paces Mill Road in Cobb County. The project proposes to widen the existing four-lane roadway to provide an urban six-lane divided highway with a 20-foot raised median and auxiliary lanes at major intersections. The proposed roadway section includes a 12-foot multi-use path on the east side of US 41, and a 5-foot sidewalk on the west side of US 41. The multi-use path would connect to the Paces Mill Unit of the Chattahoochee River National Recreational Area (CRNRA) in Cobb County. The project also proposes to replace (reconstruct) the existing bridge over the Chattahoochee River. The proposed bridge would include six travel lanes separated by a 4-foot raised median, a 17-foot multi-use path on the east side of the bridge, and a 6-foot sidewalk on the west side of the bridge. The total project length is approximately 1.19 miles. The project location in Cobb County is from MP 0.00 to MP 0.29 and in Fulton County from MP 17.10 to MP 18.00.

**Is the project located in a Non-attainment area?**  **Yes**  **No**. The project is described in the Atlanta Regional Commission's (ARC's) Mobility 2030 Regional Transportation Plan as widening the existing four-lane facility to six-lanes from Paces Mill Road to Mount Paran Road, including replacement of the US 41 Bridge over the Chattahoochee River. The RTP's proposed completion for this project is Long Range and is in the 2015 Network Year. The conforming model's description above is consistent with the proposed project concept.

**PDP Classification:** Major  Minor

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

**Functional Classification:** Urban Principal Arterial

**U. S. Route Number(s):** US 41

**State Route Number(s):** SR 3

**Traffic (AADT):**

Current Year: (2010) 31,240 Design Year: (2030) 50,580

**Existing design features:**

- Typical Section: US 41 from Mount Paran Road to Paces Mill Road – Rural and urban roadway sections of variable widths (48-60 feet), consisting of four undivided travel lanes (10-foot lanes on bridge with 5-foot sidewalks) and shoulders of variable widths from 0-5 feet of paved and/or grass with curb and gutter at intersections.
- Posted speed 45 mph Minimum radius for curve: 1800'
- Maximum super-elevation rate for curve: 4.65%
- Maximum grade: 6.5 %
- Width of right of way: 100 to 175 ft.
- Major structures: US 41 Bridge over Chattahoochee River. Length = 515', Width = 49'-4", Sufficiency Rating = 47.71.

- Major interchanges or intersections along the project: Major intersections along the project occur at IBM Drive (south), IBM Drive (north)/River Green Drive, Town Square (Post Riverside)/Northgate Drive and Paces Mill Road/River Parkway.
- Length of existing roadway (US 41) is approximately 1.19 miles:  
M.P. 17.10 – 18.00 (Fulton County)  
M.P. 0.00 – 0.29 (Cobb County)

**Proposed Design Features:**

- Proposed typical section(s): The proposed typical section for US 41 includes three 12-foot travel lanes in each direction with a 20-foot raised median and auxiliary lanes as necessary. The proposed section would include urban shoulders with curb and gutter, a 12-foot multi-use path on the east side of US 41, and a 5-foot sidewalk on the west side of US 41.
- Proposed Design Speed Mainline 45 mph
- Proposed Maximum grade Mainline 6.5 %  
Maximum grade allowable 7.0 %.
- Proposed Maximum grade Side Street 9.5 %  
Maximum grade allowable 5.0 %.
- Proposed Maximum grade driveway 27 %
- Proposed Minimum radius for curve 1800' Minimum radius allowable 711'
- Proposed Maximum super-elevation rate for curve: \*4.00% \*match exist SE up to 5.00% to conserve pavement
- Right of way
  - Width Varies from 150 to 200 feet.
  - Easements: Temporary (  ), Permanent (  ), Utility (  ), Other (  ).
  - Type of access control: Full (  ), Partial (  ), By Permit (  ), Other (  ).
  - Number of parcels: 11 Number of displacements:
    - Business: 1
    - Residences: 0
    - Mobile homes: 0
    - Other: 0

- Structures:

- A new bridge over the Chattahoochee River is proposed as part of this project. It will replace the existing structure and consist of six 12-foot lanes (three northbound, three southbound), a 17-foot multi-use path adjacent to the northbound travel lanes, a 6-foot sidewalk adjacent to the southbound travel lanes, and a 4-foot raised concrete median.

Bridge Type: Steel Girder  
No. of spans: To Be Determined  
Length: 530'  
Maximum Span: To Be Determined  
Deck Structure Width: 109'-4"  
Roadway Width: 84'  
Minimum Vertical Clearance 35'-4"  
Total Horizontal Clearance 84'

\* See attached typical section.

- Anticipated retaining walls necessary to reduce property impacts will be verified during the preliminary design process. Bridge end-bents will be supported on end-rolls with 2:1 maximum slope.

Anticipated Retaining Walls

- Wall 1 LT-begin project to Mt Paran Church Drwy-500 LF-Avg Ht 4 ft
  - Wall 2 RT-Mt Paran Church Drwy to IBM S Drwy-500 LF-Avg Ht 14 ft
  - Wall 3 RT-North Pkwy Sq to IBM N Drwy-850 LF-Avg Ht 21 ft
  - Wall 4 LT-River Green Dr to Northgate Dr-150 LF- Avg Ht 12 ft
  - Wall 5 RT-River Green Dr to Town Sq.-300 LF-Avg Ht 16 ft
  - Wall 6 LT-Northgate Dr north for 450 LF-Avg Ht 14 ft
  - Wall 7 RT-Town Sq. north for 450 LF-Avg Ht 9 ft
  - Wall 8 LT-North of Northgate Dr north for 250 LF-Avg Ht 12 ft
  - Wall 9 RT-North of Town Sq. north for 250 LF-Avg Ht 20 ft
  - Wall 10 RT-North of Town Sq. to Chattahoochee River-100 LF-Avg Ht 19 ft
  - Wall 11 LT-Chattahoochee River to Paces Mill Rd-500 LF-Avg Ht 9 ft
  - Wall 12 RT-Chattahoochee River north for 200 LF-Avg Ht 22 ft
  - Wall 13 RT-North of Chattahoochee River north for 300 LF-Avg Ht 6 ft
- Major interchanges or intersections along the project: Major intersections along the project occur at IBM Drive (south), IBM Drive (north)/River Green Drive, Town Square (Post Riverside)/Northgate Drive and Paces Mill Road/River Parkway. All intersections with median openings will be signalized.
  - Traffic control during construction: During construction, traffic on US 41 will be shifted to either side while widening work is done. Four (4) lanes of traffic will be maintained at all times during construction. Temporary pavement will be utilized to ensure adequate pavement is available for required shifts during widening activities. No onsite or offsite detours are anticipated. Construction will take place at off-peak hours during the day and through the night so as to minimize interference with roadway traffic. The proposed bridge will be constructed in two stages.

- Design Exceptions to controlling criteria anticipated:

	<u>UNDETERMINED</u>	<u>YES</u>	<u>NO</u>
HORIZONTAL ALIGNMENT:	( )	( )	(x)
ROADWAY WIDTH:	( )	( )	(x)
SHOULDER WIDTH:	( )	( )	(x)
VERTICAL GRADES:	( )	( )	(x)
CROSS SLOPES:	( )	( )	(x)
STOPPING SIGHT DISTANCE:	( )	( )	(x)
SUPERELEVATION RATES:	( )	( )	(x)
HORIZONTAL CLEARANCE:	( )	( )	(x)
SPEED DESIGN:	( )	( )	(x)
VERTICAL CLEARANCE:	( )	( )	(x)
BRIDGE WIDTH:	( )	( )	(x)
BRIDGE STRUCTURAL CAPACITY:	( )	( )	(x)

- Design Variances:
  - Median Spacing – Spacing between River Green Drive and Northgate Drive is below the Department’s policy of 660 feet.
  - Superelevation Rates – Rates for horizontal curves along the alignment near Northgate Drive and Paces Mill Road exceed the Department’s policy of 4% for urban roads.
- Environmental concerns: A preliminary environmental inventory was conducted which included field surveys and review of applicable federal and state databases. At this time, no permits in addition to those already approved, are anticipated for this project. It is anticipated that a Stream Buffer Variance will be required. There is one known UST/hazardous waste site from which right-of-way will be required. A Categorical Exclusion was approved by FHWA on December 23, 1997. Re-evaluation will be required due to the amount of time since the document was last approved.

Through the Section 106 process it was determined by the State Historic Preservation office that GDOT Bridge # 121-0015-0, constructed in 1935, was eligible for listing in the National Register of Historic Places. Since the bridge is to be demolished, a Programmatic Section 4(f) Evaluation was completed as part of the Categorical Exclusion. The following stipulations were set forth as mitigation measures:

- As part of the Section 106 process, a Memorandum of Agreement (MOA) was accepted and then executed on December 12, 1997, between FHWA, SHPO, and the Advisory Council on Historic Preservation. The MOA stipulates that the historic bridge will be documented through photography, and the photo documentation will be submitted to SHPO for acceptance and retention;
- The final bridge design will minimize intrusions into the river by replacing the existing bents with fewer ones;
- Protection for the potentially eligible National Register archaeological site (9FU37 - a rockshelter), has been accomplished as no additional right-of-way or construction easements are utilized adjacent to the site’s boundary;
- The contractor shall be required to install orange safety fencing along the edge of temporary easement as shown on the construction plans; and
- Set times and dates for construction work to take place during the off-peak season.

- Level of environmental analysis:
  - Are Time Savings Procedures appropriate? Yes ( ), No (x),
  - Categorical exclusion (x),
  - Environmental Assessment/Finding of No Significant Impact (FONSI) ( ), or
  - Environmental Impact Statement (EIS) ( ).
  
- Utility involvements: Communications, Power, Gas, Water, and Cable

**Project responsibilities:**

- Design, Cobb County
- Right of Way Acquisition, Georgia DOT
- Relocation of Utilities, Cobb County
- Letting to contract, Georgia DOT
- Supervision of construction, Georgia DOT
- Providing material pits, Construction Contractor
- Providing detours, Construction Contractor

**Coordination:**

- Initial Concept Meeting – N/A
- Concept Meeting – February 1, 2005
- P. A. R. meetings, dates and results. N/A
- FEMA, USCG, and/or TVA. - None
- Public involvement. A Public Information Meeting (PIM) was held on October 29, 1997.
- Local government comments. N/A
- Other projects in the area.
  - GDOT P.I. No. 721152 –US 41 from Paces Mill Road to Akers Mill Road
  - GDOT P.I. No. 721250 –US 41 from Windy Hill Rd to Terrell Mill Rd
  - GDOT P.I. No. 721252 –US 41 from South 120 Loop to North 120 Loop
  - GDOT P.I. No. 721254 –US 41 from Windy Ridge Pkwy to Windy Hill Road
  - GDOT P.I. No. 721256 –US 41 from Terrell Mill Road to South 120 Loop
  - GDOT P.I. No. 0004505 – Rottenwood Creek multi-use path from US 41 to Terrell Mill Rd
  - GDOT P.I. No. 0004473 – Cobb Galleria Parkway Trail from Akers Mill Road to Cumberland Parkway
  - GDOT P.I. No. 0000838 – Cumberland Area - Bike/Ped Linkages including bridge over CSX railroad.
- Other coordination to date.
- Railroads – N/A

**Scheduling – Responsible Parties’ Estimate**

- Time to complete the environmental process: 8 Months.
- Time to complete preliminary construction plans: 7 Months.
- Time to complete right of way plans: 4 Months.
- Time to complete the Section 404 Permit: \_\_\_\_\_ Months.
- Time to complete final construction plans: 8 Months.
- Time to complete to purchase right of way: 12 Months.

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Project Number: BHF-STP-001-5(24)  
P.I. No: 720125  
County: Fulton/Cobb

**Other alternate considered:**

No Build: No action would be taken to improve the existing roadway.

**Comments:** A Categorical Exclusion (CE) for project BHF-STP-001-5(24) was approved by FHWA on December 23, 1997.

**Attachments:**

1. Cost Estimates:
  - a. Construction including E&C,
  - b. Right of Way, and
  - c. Utilities.
2. Typical sections,
3. Accident summaries (see Need & Purpose statement),
4. Capacity analysis,
5. Traffic Flow Diagrams,
6. Bridge inventory,
7. LGPA,
8. Concept Meeting Minutes,
9. Concept Plan.

Project Number: BHF-STP-001-5 (24)

P.I. Numbers: 720125

Cobb / Fulton Counties

Detailed Cost Estimate  
S.R. 3 / U.S. 41 Widening & Bridge Improvements

Non-Construction Costs

A.	Right-of-Way	<b>\$8,738,811</b>
B.	Reimbursable Utilities	<b>\$300,000</b>

Construction Costs

C.	Major Structures	\$9,074,591
D.	Grading and Drainage	\$1,513,578
E.	Base and Paving	\$3,825,337
F.	Concrete Work	\$840,740
G.	Signing and Striping	\$432,487
H.	Guardrail	\$180,380
I.	Traffic Control	\$2,000,000
J.	Landscaping and Erosion Control	\$219,729
K.	Miscellaneous Construction Items	\$91,032
	Construction Cost Subtotal	\$18,177,874

Engineering & Contingencies: 10%	\$1,817,787
Inflation: 0 years @ 0%	\$0

Total Construction Cost **\$19,995,662**

Total Project Costs **\$29,034,473**

**Estimate Report for file "720125\_2006-07-25"**

<b>Section MAJOR STRUCTURES</b>					
<b>Item Number</b>	<b>Quantity</b>	<b>Units</b>	<b>Unit Price</b>	<b>Item Description</b>	<b>Cost</b>
500-3107	850	CY	413.21	CLASS A CONCRETE, RETAINING WALL	351228.50
511-1000	9400	LB	0.83	BAR REINF STEEL	7802.00
511-3001	57947	SF	85.00	BRIDGE (CONCEPT)	4925495.00
511-3002	21465	SF	15.00	BRIDGE REMOVAL (CONCEPT)	321975.00
617-0510	1	LS	400000.00	PERMANENTLY ANCHORED WALL, NO - 6	400000.00
617-0510	1	LS	60000.00	PERMANENTLY ANCHORED WALL, NO - 10	60000.00
617-0510	1	LS	1000000.00	PERMANENTLY ANCHORED WALL, NO - 3	1000000.00
621-6200	1050	LF	130.00	CONCRETE SIDE BARRIER, TP 2-S	136500.00
621-6210	500	LF	183.68	CONCRETE SIDE BARRIER, TP 6-S	91840.00
627-1000	500	SF	45.00	MSE WALL FACE, 0 - 10 FT HT, WALL NO - 2	22500.00
627-1010	2700	SF	50.00	MSE WALL FACE, 10 - 20 FT HT, WALL NO - 2	135000.00
627-1010	600	SF	50.00	MSE WALL FACE, 10 - 20 FT HT, WALL NO - 12	30000.00
627-1010	2050	SF	50.00	MSE WALL FACE, 10 - 20 FT HT, WALL NO - 5	102500.00
627-1010	575	SF	50.00	MSE WALL FACE, 10 - 20 FT HT, WALL NO - 9	28750.00
627-1020	4025	SF	55.00	MSE WALL FACE, 20 - 30 FT HT, WALL NO - 9	221375.00
627-1020	2775	SF	55.00	MSE WALL FACE, 20 - 30 FT HT, WALL NO - 5	152625.00
627-1020	6100	SF	55.00	MSE WALL FACE, 20 - 30 FT HT, WALL NO - 12	335500.00
627-1020	4500	SF	55.00	MSE WALL FACE, 20 - 30 FT HT, WALL NO - 2	247500.00
627-1160	450	LF	420.00	TRAFFIC BARRIER H, WALL NO - 2	189000.00
627-1160	300	LF	420.00	TRAFFIC BARRIER H, WALL NO - 12	126000.00
627-1160	250	LF	420.00	TRAFFIC BARRIER H, WALL NO - 5	105000.00
627-1160	200	LF	420.00	TRAFFIC BARRIER H, WALL NO - 9	84000.00
<b>Section Sub Total:</b>					<b>\$9,074,590.50</b>

<b>Section GRADING AND DRAINAGE</b>					
<b>Item Number</b>	<b>Quantity</b>	<b>Units</b>	<b>Unit Price</b>	<b>Item Description</b>	<b>Cost</b>
210-0100	1	Lump Sum	900000.00	GRADING COMPLETE	900000.00
550-1180	3200	LF	45.00	STORM DRAIN PIPE, 18 IN, H 1-10	144000.00
550-1240	2000	LF	52.00	STORM DRAIN PIPE, 24 IN, H 1-10	104000.00
550-1300	750	LF	67.00	STORM DRAIN PIPE, 30 IN, H 1-10	50250.00
550-1360	500	LF	80.00	STORM DRAIN PIPE, 36 IN, H 1-10	40000.00
550-1423	200	LF	100.00	STORM DRAIN PIPE, 42 IN, H 20-25	20000.00
550-4218	2	EA	850.00	FLARED END SECTION 18 IN, STORM DRAIN	1700.00
550-4224	6	EA	900.00	FLARED END SECTION 24 IN, STORM DRAIN	5400.00
550-4236	4	EA	996.13	FLARED END SECTION 36 IN, STORM DRAIN	3984.52
550-4242	2	EA	1237.29	FLARED END SECTION 42 IN, STORM DRAIN	2474.58
668-1100	80	EA	2065.00	CATCH BASIN, GP 1	165200.00
668-1110	40	LF	201.72	CATCH BASIN, GP 1, ADDL DEPTH	8068.80
668-2100	20	EA	2900.00	DROP INLET, GP 1	58000.00
668-4300	4	EA	2500.00	STORM SEWER MANHOLE, TP 1	10000.00
668-4311	2	LF	250.00	STORM SEWER MANHOLE, TP 1, ADDL DEPTH, CL 1	500.00
<b>Section Sub Total:</b>					<b>\$1,513,577.90</b>

<b>Section BASE AND PAVING</b>					
<b>Item Number</b>	<b>Quantity</b>	<b>Units</b>	<b>Unit Price</b>	<b>Item Description</b>	<b>Cost</b>
310-1101	35747	TN	31.00	GR AGGR BASE CRS, INCL MATL	1108157.00
402-1812	2700	TN	91.00	RECYCLED ASPH CONC LEVELING, INCL BITUM MATL & H LIME	245700.00
402-3121	8633	TN	92.00	RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM	794236.00
402-3130	9691	TN	92.00	RECYCLED ASPH CONC 12.5 MM SUPERPAVE, GP 2 ONLY, INCL BITUM	891572.00
402-3190	7324	TN	104.00	RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2, INCL BITUM	761696.00
413-1000	9990	GL	2.40	BITUM TACK COAT	23976.00
<b>Section Sub Total:</b>					<b>\$3,825,337.00</b>

<b>Section CONCRETE WORK</b>					
<b>Item Number</b>	<b>Quantity</b>	<b>Units</b>	<b>Unit Price</b>	<b>Item Description</b>	<b>Cost</b>
433-1000	560	SY	150.00	REINF CONC APPROACH SLAB	84000.00
441-0104	12443	SY	31.00	CONC SIDEWALK, 4 IN	385733.00
441-0740	978	SY	28.42	CONCRETE MEDIAN, 4 IN	27794.76
441-0748	1100	SY	32.00	CONCRETE MEDIAN, 6 IN	35200.00
441-6222	11660	LF	16.00	CONC CURB & GUTTER, 8 IN X 30 IN, TP 2	186560.00
441-6740	4360	LF	19.00	CONC CURB & GUTTER, 8 IN X 30 IN, TP 7	82840.00
500-0100	560	SY	4.50	GROOVED CONCRETE	2520.00

500-3200	80	CY	443.79	CLASS B CONCRETE	35503.20
511-1000	710	LB	0.83	BAR REINF STEEL	589.30
<b>Section Sub Total:</b>					<b>\$840,740.26</b>

**Section SIGNING AND STRIPING**

Item Number	Quantity	Units	Unit Price	Item Description	Cost
615-1200	300	LF	12.87	DIRECTIONAL BORE -	3861.00
636-1032	165	SF	30.00	HIGHWAY SIGNS, TP 2 MATL, REFL SHEETING TP 6	4950.00
639-4004	12	EA	7900.00	STRAIN POLE, TP IV	94800.00
647-1000	1	LS	60000.00	TRAFFIC SIGNAL INSTALLATION NO -1	60000.00
647-1000	1	LS	60000.00	TRAFFIC SIGNAL INSTALLATION NO -2	60000.00
647-1000	1	LS	60000.00	TRAFFIC SIGNAL INSTALLATION NO -3	60000.00
647-2140	6	EA	1302.15	PULL BOX, PB-4	7812.90
647-2150	3	EA	1726.55	PULL BOX, PB-5	5179.65
653-0120	150	EA	88.00	THERMOPLASTIC PVMT MARKING, ARROW, TP 2	13200.00
653-1501	27600	LF	0.42	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, WHITE	11592.00
653-1502	14100	LF	0.42	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, YELLOW	5922.00
653-1704	620	LF	3.65	THERMOPLASTIC SOLID TRAF STRIPE, 24 IN, WHITE	2263.00
653-1804	6600	LF	1.73	THERMOPLASTIC SOLID TRAF STRIPE, 8 IN, WHITE	11418.00
653-3501	30400	GLF	0.29	THERMOPLASTIC SKIP TRAF STRIPE, 5 IN, WHITE	8816.00
654-1001	50	EA	5.00	RAISED PVMT MARKERS TP 1	250.00
654-1003	1200	EA	6.25	RAISED PVMT MARKERS TP 3	7500.00
682-6233	6200	LF	5.00	CONDUIT, NONMETL, TP 3, 2 IN	31000.00
682-7043	500	LF	38.36	MULTI-CELL CONDUIT SYS, 4-WAY, FIBERGLASS	19180.00
935-1113	6700	LF	1.83	OUTSIDE PLANT FIBER OPTIC CABLE, LOOSE TUBE, SINGLE	12261.00
935-3103	4	EA	750.00	FIBER OPTIC CLOSURE, UNDERGROUND, 24 FIBER	3000.00
935-4010	12	EA	41.38	FIBER OPTIC SPLICE, FUSION	496.56
935-6562	3	EA	1595.00	EXTERNAL TRANSCEIVER, DROP AND REPEAT, 1310 SINGLE	4785.00
935-8000	1	LS	4200.00	TESTING	4200.00
<b>Section Sub Total:</b>					<b>\$432,487.11</b>

**Section GUARDRAIL**

Item Number	Quantity	Units	Unit Price	Item Description	Cost
641-1100	62	LF	65.00	GUARDRAIL, TP T	4030.00
641-1200	3400	LF	45.00	GUARDRAIL, TP W	153000.00
641-5001	13	EA	550.00	GUARDRAIL ANCHORAGE, TP 1	7150.00
641-5012	9	EA	1800.00	GUARDRAIL ANCHORAGE, TP 12	16200.00
<b>Section Sub Total:</b>					<b>\$180,380.00</b>

**Section TRAFFIC CONTROL AND MOBILIZATION**

Item Number	Quantity	Units	Unit Price	Item Description	Cost
150-1000	1	Lump Sum	2000000.00	TRAFFIC CONTROL	2000000.00
<b>Section Sub Total:</b>					<b>\$2,000,000.00</b>

**Section LANDSCAPING AND EROSION CONTROL**

Item Number	Quantity	Units	Unit Price	Item Description	Cost
163-0232	9	AC	525.00	TEMPORARY GRASSING	4777.50
163-0240	171	TN	198.35	MULCH	33917.85
163-0300	4	EA	1796.72	CONSTRUCTION EXIT	7186.88
163-0520	1000	LF	13.77	CONSTRUCT AND REMOVE TEMPORARY PIPE SLOPE DRAIN	13770.00
163-0550	61	EA	625.00	CONSTRUCT AND REMOVE INLET SEDIMENT TRAP	38125.00
165-0010	3450	LF	1.08	MAINTENANCE OF TEMPORARY SILT FENCE, TP A	3726.00
165-0020	1000	LF	1.85	MAINTENANCE OF TEMPORARY SILT FENCE, TP B	1850.00
165-0030	8050	LF	1.28	MAINTENANCE OF TEMPORARY SILT FENCE, TP C	10304.00
165-0101	4	EA	467.88	MAINTENANCE OF CONSTRUCTION EXIT	1871.52
165-0105	61	EA	100.00	MAINTENANCE OF INLET SEDIMENT TRAP	6100.00
167-1000	2	EA	2700.00	WATER QUALITY MONITORING AND SAMPLING	5400.00
167-1500	36	MO	900.00	WATER QUALITY INSPECTIONS	32400.00
171-0010	3450	LF	1.91	TEMPORARY SILT FENCE, TYPE A	6589.50
171-0020	1000	LF	1.77	TEMPORARY SILT FENCE, TYPE B	1770.00
171-0030	8050	LF	4.50	TEMPORARY SILT FENCE, TYPE C	36225.00
603-2024	10	SY	58.00	STN DUMPED RIP RAP, TP 1, 24 IN	580.00
603-7000	10	SY	5.00	PLASTIC FILTER FABRIC	50.00
700-6910	9	AC	818.81	PERMANENT GRASSING	7451.17
700-7000	28	TN	100.00	AGRICULTURAL LIME	2800.00
700-7010	23	GL	22.50	LIQUID LIME	517.50

700-8000	10	TN	335.00	FERTILIZER MIXED GRADE	3350.00
700-8100	450	LB	2.15	FERTILIZER NITROGEN CONTENT	967.50
<b>Section Sub Total:</b>					<b>\$219,729.42</b>

<b>Section MISCELLANEOUS ITEMS</b>					
<b>Item Number</b>	<b>Quantity</b>	<b>Units</b>	<b>Unit Price</b>	<b>Item Description</b>	<b>Cost</b>
153-1300	1	EA	85000.00	FIELD ENGINEERS OFFICE TP 3	85000.00
634-1200	65	EA	92.80	RIGHT OF WAY MARKERS	6032.00
<b>Section Sub Total:</b>					<b>\$91,032.00</b>

**Total Estimated Cost: \$18,177,874.19**

**Subtotal Construction Cost      \$18,177,874.19**

E&C Rate 10.0 %                      \$1,817,787.42

Inflation Rate 0.0 % @ 0.0 Years                      \$0.00

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**Total Construction Cost      \$19,995,661.61**

Right Of Way                      \$8,738,811.00

ReImb. Utilities                      \$300,000.00

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**Grand Total Project Cost      \$29,034,472.61**

# Conceptual Right-of-Way Cost Estimate

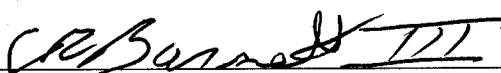
<b>Date:</b>	April 1, 2005	<b>P.I. Number:</b>	720125
<b>Project:</b>	BHF-STP-001-5 (24) Cobb/Fulton Counties	<b>No. Parcels:</b>	11
<b>Existing/Required R/W:</b>	150 feet/Varies		
<b>Project Termini:</b>	Paces Mill Road to Mount Paran Road		
<b>Project Description:</b>	State Route 3 / U.S. 41 Widening & Bridge Improvements		

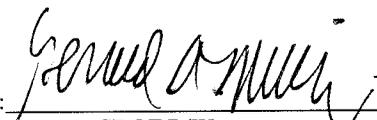
<b>Land:</b>			
Commercial – Cobb			
ROW:	22,494 SF x \$10.00/SF =		\$224,940.00
TCE:	8,029 SF x \$10.00/SF x 0.10 x 2 years =		\$16,000.00
Commercial – Fulton			
ROW:	77,358 SF x \$8.00/SF =		\$618,864.00
PCE:	16,897 SF x \$8.00/SF x 0.50 =		\$67,588.00
TCE:	21,592 SF x \$8.00/SF x 0.10 x 2 years =		<u>\$34,547.00</u>
	<b>Total Commercial Land</b>		<b>\$961,939.00</b>
		<b>Total Land</b>	<b>\$961,939.00</b>

<b>Improvements:</b>			
	1 service station, signs & misc. site improvements =		\$1,500,000.00
<b>Relocation:</b>			
	1 Commercial @ \$25,000.00/parcel =		\$25,000.00
<b>Damages:</b>			
	Proximity – 0 Parcels =	\$0.00	
	Consequential – 0 Parcels =	\$0.00	
	Cost to Cure – 1 Parcel =	<u>\$30,000.00</u>	
			<u>\$30,000.00</u>

<b>Net Cost Right of Way</b>		<b>\$2,516,939.00</b>
Scheduling Contingency	55%	\$1,384,316.00
Adm./Court Cost	60%	\$2,340,753.00
Inflation Factor	40%	<u>\$2,496,803.00</u>
		<b>\$8,738,811.00</b>

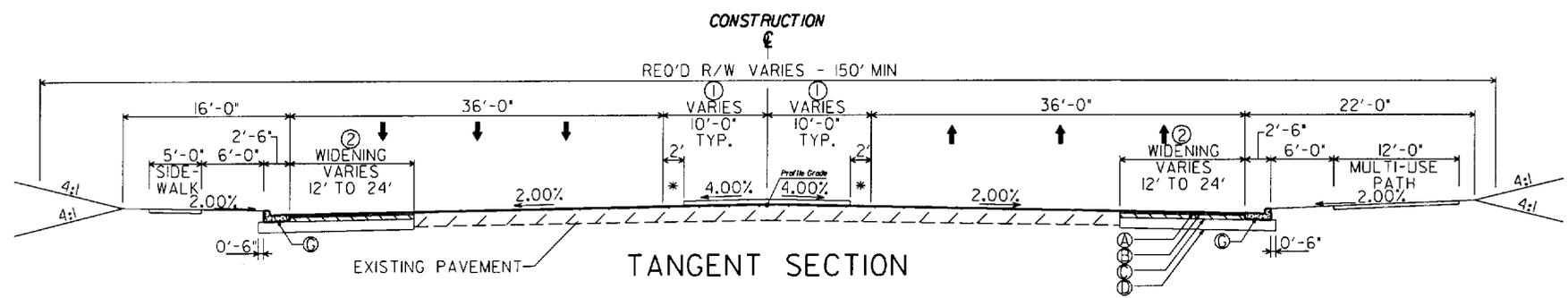
**Total Cost** **\$8,738,811.00**

Prepared by:   
 Moreland Altobelli Associates, Inc.

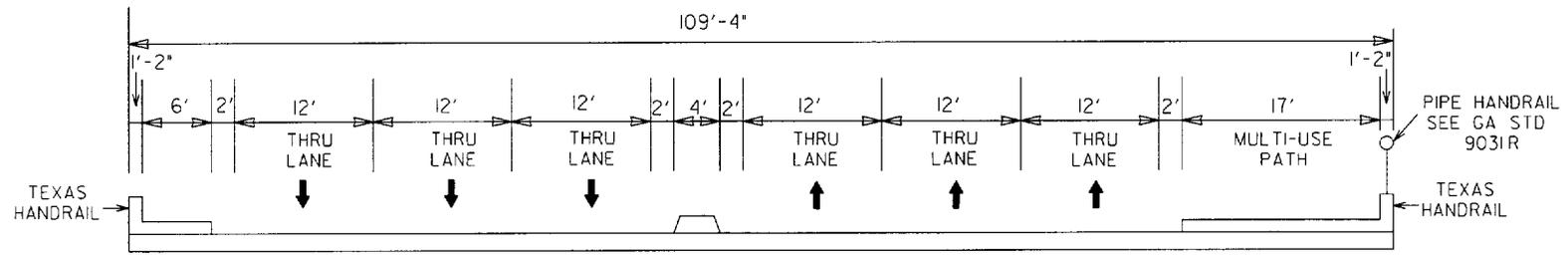
Approved:   
 GDOT R/W

STATE	PROJECT NUMBER	SHEET NUMBER	TOTAL SHEETS
GEORGIA	BHF-STP-001-5(24)		

## SR 3/US 41/NORTHSIDE PKWY/COBB PKWY



## SR 3/US 41/NORTHSIDE PKWY BRIDGE OVER CHATTAHOOCHEE RIVER



LOOKING AHEAD

- ① ADDITIONAL 12' LEFT TURN LANES WHERE REQUIRED.
- ② ADDITIONAL 12' RIGHT TURN LANES WHERE REQUIRED.

\* CONCRETE MEDIAN SHALL BE CONSTRUCTED WITH TYPE 7 CURB FACE

PROPOSED PAVEMENT FOR ESTIMATION PURPOSES ONLY

- Ⓐ ASPHALTIC CONC. 12.5mm SUPERPAVE (165 lbs/SY)
- Ⓑ ASPHALTIC CONC. 19mm SUPERPAVE (220 lbs/SY)
- Ⓒ ASPHALTIC CONC. 25mm SUPERPAVE (440 lbs/SY)
- Ⓓ GRADED AGGREGATE BASE (12")
- Ⓔ 8"x30" CONCRETE CURB & GUTTER, TYPE 2

NOT TO SCALE

REVISIONS				
DATE	BY	DESCRIPTION	DATE	BY

**Morgland Algobelli Associates, Inc.**  
 228 Beaver Run Road, Suite 190  
 Norcross, Georgia 30071  
 Telephone (770) 263-5545

DESIGNED BY	NAME	DATE	DRAWN BY	NAME	DATE
CHECKED BY			CHECKED BY		
SUPERVISED BY					

Department of Transportation  
State of Georgia

TYPICAL SECTIONS  
 SR 3 / US 41 WIDENING  
 BHF-STP-001-5 (24), P. 1. NUMBER 720125

DRAWING NUMBER

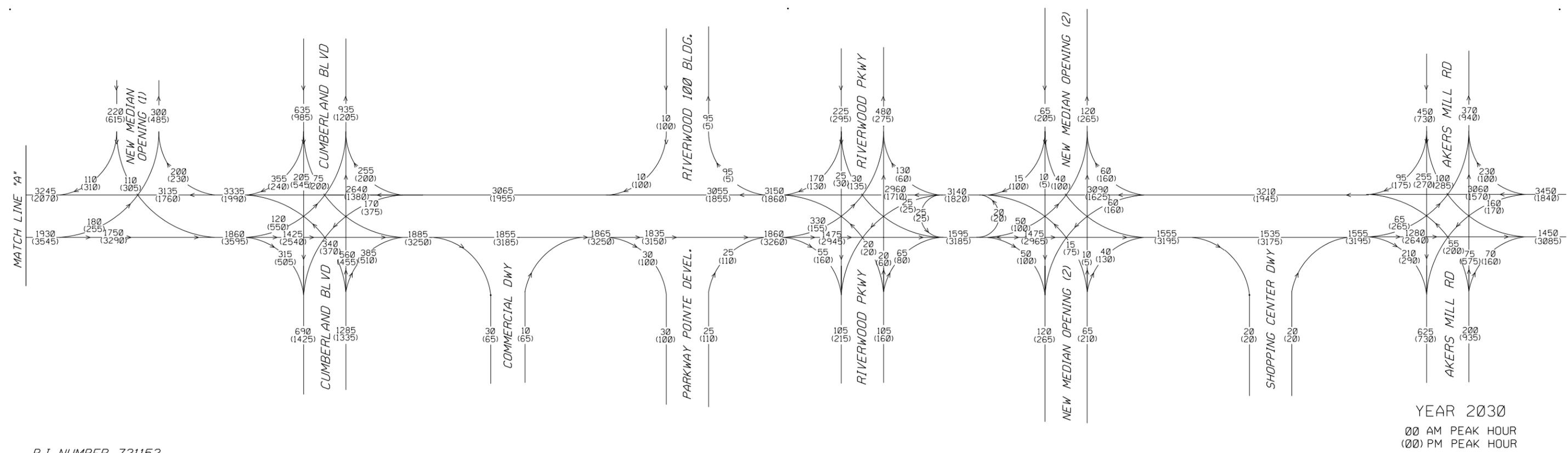
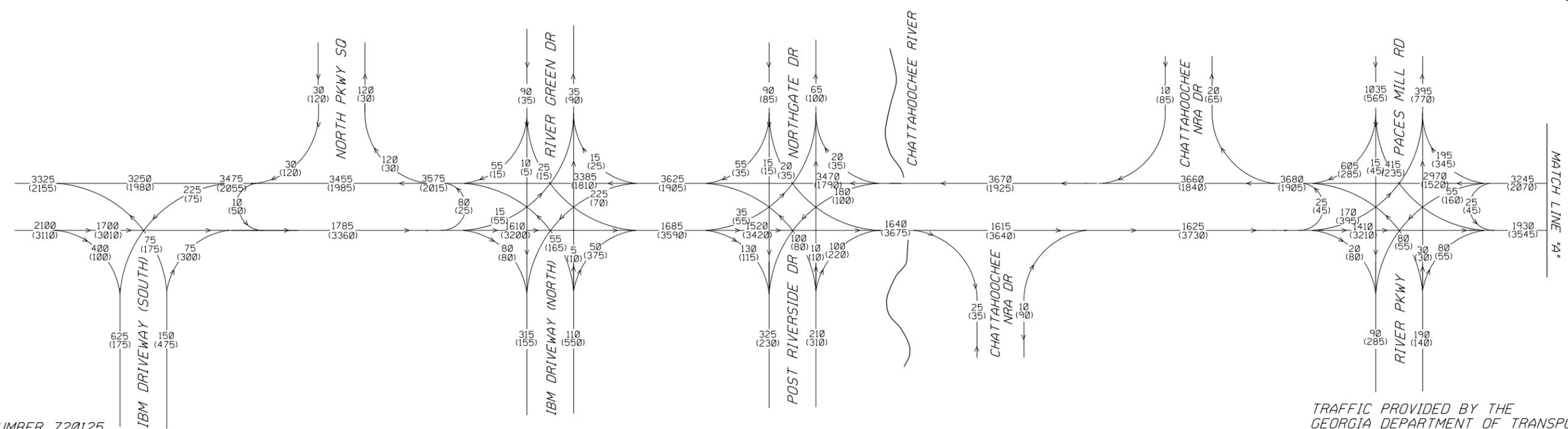
**TABLE 1: SUMMARY OF TRAF-CORSIM RESULTS  
US 41/Cobb Parkway  
Year 2030 Peak Hours Intersection Analysis**

	Link	AM Peak Hour	PM Peak Hour
<b>IBM South/US 41</b>		<b>Control Delay (s/v)</b>	<b>Control Delay (s/v)</b>
Westbound Approach	25-4	27.1	28.5
Northbound Approach	27-4	8.8	17.5
Southbound Approach	29-4	9.1	9.5
<b>Average Delay</b>		<b>15.0</b>	<b>18.5</b>
<b>Level of Service</b>		<b>B</b>	<b>B</b>
<b>IBM North/Rivergreen Dr/US 41</b>		<b>Control Delay (s/v)</b>	<b>Control Delay (s/v)</b>
Eastbound Approach	24-3	31.3	38.1
Westbound Approach	23-3	28.2	42.7
Northbound Approach	29-3	8.5	7.3
Southbound Approach	2-3	7.0	13.2
<b>Average Delay</b>		<b>18.8</b>	<b>25.3</b>
<b>Level of Service</b>		<b>B</b>	<b>C</b>
<b>Northgate Dr/US 41</b>		<b>Control Delay (s/v)</b>	<b>Control Delay (s/v)</b>
Eastbound Approach	21-2	21.2	33.9
Westbound Approach	22-2	26.5	37.4
Northbound Approach	3-2	4.7	13.5
Southbound Approach	31-2	32.3	13.6
<b>Average Delay</b>		<b>21.2</b>	<b>24.6</b>
<b>Level of Service</b>		<b>C</b>	<b>C</b>
<b>Paces Mill Rd/US 41</b>		<b>Control Delay (s/v)</b>	<b>Control Delay (s/v)</b>
Eastbound Approach	19-1	27.6	38.0
Westbound Approach	20-1	24.7	44.3
Northbound Approach	9-1	25.2	16.9
Southbound Approach	28-1	17.6	19.3
<b>Average Delay</b>		<b>23.8</b>	<b>29.6</b>
<b>Level of Service</b>		<b>C</b>	<b>C</b>
<b>Median Break (Kroger)/US 41</b>		<b>Control Delay (s/v)</b>	<b>Control Delay (s/v)</b>
Eastbound Approach	34-28	34.7	37.5
Northbound Approach	1-28	8.9	11.6
Southbound Approach	5-28	8.7	11.3
<b>Average Delay</b>		<b>17.4</b>	<b>20.1</b>
<b>Level of Service</b>		<b>B</b>	<b>C</b>
<b>Cumberland Blvd/US 41</b>		<b>Control Delay (s/v)</b>	<b>Control Delay (s/v)</b>
Eastbound Approach	14-5	37.4	61.5
Westbound Approach	15-5	42.6	60.2
Northbound Approach	28-5	8.7	39.2
Southbound Approach	16-5	29.4	37.3
<b>Average Delay</b>		<b>29.5</b>	<b>49.6</b>
<b>Level of Service</b>		<b>C</b>	<b>D</b>

<b>TABLE 1: SUMMARY OF TRAF-CORSIM RESULTS</b>			
<b>US 41/Cobb Parkway</b>			
<b>Year 2030 Peak Hours Intersection Analysis</b>			
	<b>Link</b>	<b>AM Peak Hour</b>	<b>PM Peak Hour</b>
<b>Riverwood Pkwy/US 41</b>		<b>Control Delay (s/v)</b>	<b>Control Delay (s/v)</b>
Eastbound Approach	13-6	23.4	40.7
Westbound Approach	12-6	22.8	43.9
Northbound Approach	16-6	21.6	21.1
Southbound Approach	8-6	8.7	8.0
<b>Average Delay</b>		<b>19.1</b>	<b>28.4</b>
<b>Level of Service</b>		<b>B</b>	<b>C</b>
<b>Median Break 2/US 41</b>		<b>Control Delay (s/v)</b>	<b>Control Delay (s/v)</b>
Eastbound Approach	39-8	26.9	64.4
Westbound Approach	38-8	15.3	36.0
Northbound Approach	6-8	7.9	12.5
Southbound Approach	37-8	8.2	21.4
<b>Average Delay</b>		<b>14.6</b>	<b>33.6</b>
<b>Level of Service</b>		<b>B</b>	<b>C</b>
<b>Akers Mill Rd/US 41</b>		<b>Control Delay (s/v)</b>	<b>Control Delay (s/v)</b>
Eastbound Approach	10-7	31.2	50.8
Westbound Approach	11-7	25.9	49.5
Northbound Approach	42-7	13.1	17.2
Southbound Approach	26-7	19.7	26.4
<b>Average Delay</b>		<b>22.5</b>	<b>36.0</b>
<b>Level of Service</b>		<b>C</b>	<b>D</b>

**TABLE 2: Summary of TRAF-CORSIM Results  
US 41/Cobb Parkway - 2030 AM/PM Maximum Queue Lengths (ft)**

Approach Location	Link	Left Turn Lanes		Through Lanes		Right Turn Lanes	
		AM	PM	AM	PM	AM	PM
<b>IBM South/US 41</b>							
Westbound Approach	25-4	75	125	--	--	25	200
Northbound Approach	27-4	--	--	250	425	100	50
Southbound Approach	29-4	200	150	550	325	--	--
<b>IBM North/Rivergreen Dr/US 41</b>							
Eastbound Approach	24-3	75	50	75	25	0	0
Westbound Approach	23-3	75	300	25	25	50	375
Northbound Approach	29-3	175	125	150	275	25	25
Southbound Approach	2-3	275	175	325	475	0	25
<b>Northgate Dr/US 41</b>							
Eastbound Approach	21-2	0	0	50	75	50	50
Westbound Approach	22-2	150	150	50	50	75	125
Northbound Approach	3-2	75	125	100	550	25	50
Southbound Approach	31-2	275	225	825	400	25	50
<b>Paces Mill Rd/US 41</b>							
Eastbound Approach	19-1	225	150	225	175	325	300
Westbound Approach	20-1	50	50	125	125	0	0
Northbound Approach	9-1	275	225	350	525	50	100
Southbound Approach	28-1	100	425	500	375	75	200
<b>Median Break (Kroger)/US 41</b>							
Eastbound Approach	34-28	175	375	--	--	100	225
Northbound Approach	1-28	275	350	225	375	--	--
Southbound Approach	5-28	--	--	350	350	50	125
<b>Cumberland Blvd/US 41</b>							
Eastbound Approach	14-5	75	200	125	450	250	200
Westbound Approach	15-5	275	250	375	575	125	225
Northbound Approach	28-5	100	375	225	775	100	300
Southbound Approach	16-5	200	150	500	450	125	400
<b>Riverwood Pkwy/US 41</b>							
Eastbound Approach	13-6	75	125	125	175	50	0
Westbound Approach	12-6	75	50	75	125	25	0
Northbound Approach	16-6	275	275	300	550	25	50
Southbound Approach	8-6	175	150	325	300	75	50
<b>Median Break 2/US 41</b>							
Eastbound Approach	39-8	0	0	50	250	0	0
Westbound Approach	38-8	0	0	25	150	25	125
Northbound Approach	6-8	100	275	175	500	25	50
Southbound Approach	37-8	75	375	300	625	25	100
<b>Akers Mill Rd/US 41</b>							
Eastbound Approach	10-7	100	250	150	150	100	150
Westbound Approach	11-7	75	150	50	250	25	75
Northbound Approach	42-7	75	175	175	325	75	150
Southbound Approach	26-7	150	250	525	600	75	75



**MA** Moreland Altobelli Associates, Inc.  
 2211 Beaver Run Road, Suite 190  
 Norcross, Georgia 30071  
 Telephone (770) 263-5945

REVISION DATES	

STATE OF GEORGIA  
 DEPARTMENT OF TRANSPORTATION  
 OFFICE: URBAN DESIGN  
**TRAFFIC DIAGRAM**  
 YEAR 2030  
 PEAK HOUR DESIGN TRAFFIC

DRAWING No. **10-01**

GPLW



# GEORGIA DEPARTMENT OF TRANSPORTATION

## Bridge Inspection Report

District: 7  
 Bridge Inspector: David Simmons  
 Location ID: 121-00003D-017.91N  
 Structure ID: 121-0015-0

Inspection Date: 7/7/03  
 Over: CHATTAHOOCHEE RIVER  
 County: Fulton Area 7  
 Road Name: US 41

Inspection Area: 07  
 Bridge Status: 07

### EVALUATION & DEFICIENCIES

**SubStructure:**

Year Painted: 0000

Abutments # 1 & 11 are concrete spill through type with minor hairline cracks and minor settlement.  
 Bents # 2 - 10 are massive concrete piers with general deterioration due to age.

Bent #5 = Calculated 2004 by CO- determined adequate for superstructure capacity (Load Factor).

**SuperStructure:**

Year Painted: 1974

Ten span steel multi beams. Three main and seven approach.  
 Minor corrosion and starting to pit in bearing areas and beam ends. 0.0625" of section loss at this time.  
 Old silver paint is peeling and faded badly. Bridge is in need of painting badly.

Span #6 = H-21 Calculated 2004 by CO (Load Factor).

**Deck:**

8.0" Concrete deck with minor transverse cracking and raveling.  
 Several patched areas in deck from previous spalls.  
 All poured sealant joints are loose and leaking.  
 Minor deck spalls at bents # 2 & 3 of 5 square feet total.  
 Joints at bents # 6,7 & 8 are jammed.

H-43 Calculated 2004 by CO (Load Factor).

**General:**

Built in 1935. H- 20 design. Project # NRH - 535 - C  
 Bridge is in overall fair condition with general deterioration due to age.  
 Used ladder to inspect top of caps and bearings at bents 8,9 & 10. Used boat on 08-16-99.  
 Concrete hand rail and post damage in spans # 3,4,5,6 & 7.  
 Minor guard rail damage forward and rear on both sides.

Bottom of river is washed around bents with no undermining as per divers in 07-02.

CALCULATIONS FOR THIS STRUCTURE WERE DETERMINED BY THE CENTRAL OFFICE - October 2004.

**Condition Rating**

Temp Shored: No

Component	Material	Rating	Truck Type	Gross/H-Mod	HSMOD	Tand	3-S-2	Log	Piggy
Substructure	Concrete	7	Calculated Posting	21	29	26	40	33	40
Superstructure	Steel	5	Posting Required	No	No	No	No	No	No
Deck	Concrete	5	Existing Posting	00	00	00	00	00	00

\*\*\*School Bus Route.\*\*\*

Structure Does Not Require Posting

# BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION

Structure ID: 121-0015-0

Fulton Area 7

SUFF. RATING

47.71

## Programming Data

201 Project No.: NRRF-535-C  
 202 Plans Available: 1  
 249 Prop. Proj. No. BHF-STP-001-5 ( )  
 250 Approval Status: 9021  
 251 P.I. No.: 720125-  
 252 Contract Date: 02/01/2006  
 260 Seismic No.: 00000  
 75 Type Work: 31 I  
 94 Bridge Imp. Cost: \$ 3,244  
 95 Roadway Imp. Cost: \$ 253  
 96 Total Imp Cost: \$ 4,014  
 76 Imp. Length: 000726  
 97 Imp. Year: 1990  
 114 Future ADT: 058050 Year: 2022

## Measurements

\* 29 ADT: 038700 Year: 2002  
 \* 109 % Trucks: 5  
 \* 28 Lanes On: 04 Under: 00  
 \* 210 No. Tracks On: 00 Under: 00  
 \* 48 Max. Span Length: 0090  
 \* 49 Structure Length: 515  
 \* 51 Br. Rwdy. Width: 40.00  
 \* 52 Deck Width: 49.30  
 \* 47 Tot. Horz. Cl: 40.00  
 \* 50 Curb/Sdewlk Width: 5.20/0.60  
 \* 32 Approach Rdwy Width: 046  
 \* 229 Shoulder Width:

Rear Lt: 3.00 Type: 2 Rt: 1.50  
 Fwrd Lt: 4.00 Type: 5 Rt: 5.00

### Pavement Width:

Rear: 42.00 Type: 2  
 Fwrd: 48.00 Type: 2

Intersection Rear: 0 Fwrd: 0

36 Safety Features Br. Rail:

Transition: 2

App. G. Rail: 2

App. Rail End: 2

53 Minimum Cl. Over: 99 ' 99 "

Under: N 00 ' 00 "

\* 228 Min. Vertical Cl: 99 ' 99 "

Act. Odm Dir: 99 ' 99 "

Oppo. Dir: 99 ' 99 "

Posted Odm. Dir: 00 ' 00 "

Oppo. Dir: 00 ' 00 "

55 Lateral Undercl. Rt: N 99.90

56 Lateral Undercl. Lt: 0.00

\* 10 Max Min Vert Cl: 99 ' 99 " Dir: 0

39 Nav Vert Cl: 000 Horz: 0000

116 Nav Vert Cl Closed: 000

245 Deck Thickness Main: 8.00

Deck Thick Approach: 8.00

246 Overlay Thickness: 0.00

212 Year Last Painted: Sup: 1974 Sub: 0000

## Ratings

65 Inventory Rating Method: 1  
 63 Inventory Rating Method: 1  
 66 Inventory Type: 2 Rating: 28  
 64 Operating Type: 2 Rating: 47  
 231 Calculated Loads

H-Modified: 21 0

HS-Modified: 29 0

Type 3: 26 0

Type 3s2: 40 0

Timber: 33 0

Piggyback: 40 0

261 H Inventory Rating: 21

262 H Operating Rating: 34

67 Structural Evaluation: 5

58 Deck Condition: 5

59 Superstructure Condition: 5

\* 227 Collision Damage: 0

60A Substructure Condition: 7

60B Scour Condition: 7

60C Underwater Condition: 6

71 Waterway Adequacy: 8

61 Channel Protection Cond: 7

68 Deck Geometry: 2

69 UnderClr. Horz/Vert: N

72 Appr. Alignment: 8

62 Culvert: N

## Posting Data

70 Bridge Posting Required: 5

41 Struct Open, Posted, Cl: A

\* 103 Temporary Structure: 0

232 Posted Load -Modified: 00

HS-Modified: 00

Type 3: 00

Type3s2: 00

Timber: 00

Piggyback: 00

253 Notification Date: 02/01/1901

253 Fed Notify Date: 02/01/1901

0

## Hydraulic Data

215 Waterway Data

Highwater Elev.: 0000.0 Year: 1900

Avg. Streambed Elev.: 0000.0 Freq.: 00

Drainage Area: 00000

Area Of Opening: 000000

113 Scour Critical: U

216 Water Depth: 04.5 Br. Height: 35.7

222 Slope Protection: 1

221 Spur Dikes Rear: 0 Fwrd: 0

219 Fender System: 0

220 Dolphin: 0

223 Culvert Cover: 000

Type: 0

No. Barrels: 0

Width: 0.00 Height: 0.00

Length: 0 Apron: 0

\* 265 U/W Insp. Area: 1 Diver: WS

\* Location I.D. No.: 121-00003D-017.91N

**BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION**

Structure ID: 121-0015-0

Fulton Area 7

SUFF. RATING

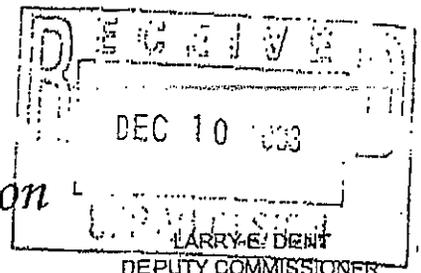
47.71

**Location & Geography**

**Signs & Attachments**

* Structure I.D.No:	121-0015-0	* 104 Highway System:	0	225 Expansion Joint Type:	02
* 200 Bridge Information	07	* 26 Functional Classification:	14	242 Deck Drains:	1
* 6A Feature Int:	CHATTAHOOCHEE RIVER	* 204 Federal Route Type:	F No.: 00015	243 Parapet Location:	0
* 6B Critical Bridge:	0	* 105 Federal Lands Highway:	0	Height:	0.00
* 7A Route Number Carried:	SR00003	* 110 Truck Route:	0	Width:	0.00
* 7B Facility Carried:	US 41	* 206 School Bus Route:	1	238 Curb:	1.00 I
* 9 Location:	IN N FULTON	* 217 Benchmark Elevation:	0000.00	239 Handrail:	1 I
2 DOT District:	7	* 218 Datum:	0	* 240 Median Barrier Rail:	0
207 Year Photo:	1999	* 19 Bypass Length:	05	241 Bridge Median Height:	0.00
* 91 Inspection Frequency:	24 Date: 07/07/2003	* 20 Toll:	3	Width:	0.00
92A Fract Crit Insp Freq:	00 Date: 02/01/1901	* 21 Maintenance:	01	* 230 Guardrail Loc Dir:	Rear: 3
92B Underwater Insp Freq:	60 Date: 07/29/2002	* 22 Owner:	01	Fwd:	3
92C Other Spc. Insp Freq:	00 Date: 02/01/1901	* 31 Design Load:	4	Oppo Dir Rear:	0
* 4 Place Code:	04000	* 37 Historical Significance:	5	Fwd:	0
* 5 Inventory Route (O/U):	1	205 Congressional District:	05	224 Retaining Wall:	0
Type:	2	* 27 Year Constructed:	1935	233 Posted Speed Limit:	50
Designation:	1	106 Year Reconstructed:	0000	236 Warning Sign:	0
Number:	00041	* 33 Bridge Median:	0	234 Delineator:	1
Direction:	0	* 34 Skew:	00	Hazard Boards:	1
* 16 Latitude:	33-52.1	* 35 Structure Flared:	0	237 Utilities Gas:	21
* 17 Longitude:	84-22.8	* 38 Navigation Control:	0	W	21
98 Border Bridge:	000	213 Special Steel Design:	8	Elec	00
99 ID Number:	0000000000000000	* 267 Type of Paint:	1	Telephone:	24
* 100 STRAHNET:	0	* 42 Type of Service on:	5	Se	21
12 Base Highway Network:	1	214 Movable Bridge:	0	Lighting Street:	0
13A LRS Inventory Route:	1211000300	203 Type Bridge:	A-O-M-O	Navigaton:	0
13B Sub Inventory Route:	0	* 259 Pile Encasement:	3	Aerial:	0
* 101 Parallel Structure:	N	* 43 Structure Type Main:	4 02	* 248 County Continuity No.:	13
* 102 Direction of Traffic:	2	45 No. Spans Main:	003		
* 264 Road Inventory Mile Post:	017.96	44 Structure Type Appr:	3 02		
* 208 Inspection Area:	07	46 No. Spans Appr:	0007		
Engineer's Initial:	jal	226 Bridge Curve Horiz:	0		
		111 Pier Protection:	0		
		107 Deck Structure Type:	1		
* Location I.D. No.:	121-00003D-017.91N	108 Wearing Surface Type:	1		
		Me	0		
		P	0		

BUCHAN \_\_\_\_\_  
BOWMAN \_\_\_\_\_  
ALEXANDER Chuck  
OTHER \_\_\_\_\_  
GROUPS \_\_\_\_\_  
FILE h&pa files  
HAROLD E. PINNICK JR. files  
COMMISSIONER  
(404) 656-5206



# Department of Transportation

State of Georgia  
#2 Capitol Square, S.W.  
Atlanta, Georgia 30334-1002

LARRY E. DENT  
DEPUTY COMMISSIONER  
(404) 656-5212

EARL L. MAHFUZ  
TREASURER  
(404) 656-5224

PAUL V. MOLLINS  
CHIEF ENGINEER  
(404) 656-5277

December 8, 2003

Mr. David Montanye, PE  
Cobb County Department of Transportation  
1890 County Services Parkway  
Marietta, GA 30008-4014

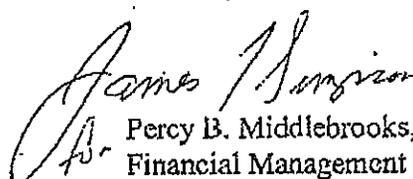
Dear Mr Montanye:

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

**PROJECT #:BHF-STP-001-5(24), Cobb County, P.I.#720125**

We look forward to working with you on the successful completion of the joint project.  
Should you have any questions, please contact Chuck Hasty at (404)656-5444.

Sincerely,

  
Percy B. Middlebrooks, P.E.,  
Financial Management Administrator

PBM:as  
Enclosure  
c: Jarnie Simpson, w/attachment  
Ben Buchan - Urban Design  
Buddy Gratton - District 7

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

ORIGINAL

This AGREEMENT is made and entered into this 25<sup>th</sup> day of November, 2003, by and between the DEPARTMENT OF TRANSPORTATION, an agency of the State of Georgia, hereinafter called the "DEPARTMENT", and COBB COUNTY, GEORGIA, acting by and through its Chairman and Board of Commissioners, hereinafter called the "COUNTY".

WHEREAS, the COUNTY has represented to the DEPARTMENT a desire to improve the transportation facility described as US 41/Northside Parkway @ Chattahoochee River, Project Number BHF-STP-001-5(24), P.I. No. 720125, hereinafter referred to as the "PROJECT"; and

WHEREAS, the COUNTY has represented to the DEPARTMENT a desire to participate in certain activities of the PROJECT as set forth in this AGREEMENT, 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.

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

1. The COUNTY shall contribute to the PROJECT by funding all or certain portions of the PROJECT costs for the preconstruction engineering (design) activities and utility relocations.

2. The DEPARTMENT shall contribute to the PROJECT by funding all or certain portions of the PROJECT costs for the right of way acquisitions, and construction. The DEPARTMENT may use funds of the DEPARTMENT, funds apportioned to the DEPARTMENT by the Federal Highway Administration, hereinafter referred to as the "FHWA", under Title 23, United States Code, Section 104, or a combination of funds from any of the above sources; subject to those certain conditions set forth in this AGREEMENT.

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

4. The COUNTY shall Certify that the provisions of Section 36-81-7 of the official Code of Georgia Annotated, relating to the "Requirements of Audits" are complied with in full such that:

a. Each Unit of local government having a population in excess of 1,500 persons or expenditures of \$175,000.00 or more shall provide for and cause to be made an annual audit of the financial affairs and transactions of all funds and activities of the local government for each fiscal year of the local government.

b. The governing authority of each local unit of government not included above shall provide for and cause to be made the audit required not less often than once every two fiscal years.

c. The governing authority of each local unit of government having expenditures of less than \$175,000.00 in that government's most recently ended fiscal year may elect to provide for and cause to be made, in lieu of the biennial audit, an annual report of agreed upon procedures for that fiscal year.

d. A copy of the report and any comments made by the state auditor shall be maintained as a public record for public inspection during the regular working hours at the principal office of the local government. Those units of local government not having a principal office shall provide notification to the public as to the location of and times during which the public may inspect the report.

5. The COUNTY shall accomplish all of the design activities for the PROJECT.

The design activities shall be accomplished in accordance with the DEPARTMENT's Plan Development Process, 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 Roads and Bridges, the DEPARTMENT's Plan Presentation Guide, PROJECT schedules, and applicable guidelines of the DEPARTMENT. The COUNTY's responsibility for design shall include, but is not limited to the following items:

a. Prepare the PROJECT concept report 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 COUNTY as provided for in paragraph 4b and approved by the DEPARTMENT. The concept report shall be approved by the DEPARTMENT prior to the COUNTY beginning further development of the PROJECT plans. It is recognized by the parties that the approved concept may be modified by the COUNTY as required by the DEPARTMENT and reapproved by the DEPARTMENT during the course of design due to public input, environmental requirements, or right of way considerations.

b. Develop the PROJECT's base year (year facility is expected to be open to traffic) and design year (base year plus 20 years) traffic volumes. This shall include average daily traffic (ADT) and morning (am) and evening (pm) peak hour volumes. The traffic shall show all through and turning movement volumes at intersections for the ADT and peak hour volumes and shall indicate the percentage of trucks expected on the facility.

c. Validate (check and update) the approved PROJECT concept and prepare a PROJECT Design Book for approval by the DEPARTMENT prior to the beginning of preliminary plans.

d. Prepare environmental studies, documentation, and reports for the PROJECT that show the PROJECT is in compliance with the provisions of the National Environmental Protection Act and Georgia Environmental Protection Act, as appropriate to the PROJECT funding. This shall include any and all archaeological, historical, ecological, air, noise, underground storage tanks (UST), and hazardous waste site studies required. The COUNTY shall submit to the DEPARTMENT all environmental documents and reports for review and approval by the DEPARTMENT and the FHWA.

e. Prepare all public hearing and public information displays and conduct all required public hearings and public information meetings in accordance with DEPARTMENT practice.

f. Perform all surveys, mapping, and soil investigation studies needed for design of the PROJECT.

g. Perform all work required to obtain project permits, including, but not limited to, US Army Corps of Engineers 404 and Federal Emergency Management Agency (FEMA) approvals. These efforts shall be coordinated with the DEPARTMENT.

h. Prepare the PROJECT's drainage design including erosion control plans and the development of the hydraulic studies for the Federal Emergency Management Agency Floodways and acquisition of all necessary permits associated with the drainage design.

i. ~~Prepare traffic studies, preliminary construction plans including a cost estimate for the Preliminary Field Plan Review, preliminary and final utility plans, preliminary and final right of way plans, staking of the required right of way, and final construction plans including a cost estimate for the Final Field Plan Review, erosion control plans, lighting plans, traffic handling plans, and construction sequence plans and specifications including special provisions for the PROJECT.~~

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

k. Failure of the COUNTY to follow the DEPARTMENT's Plan Development Process will jeopardize the use of Federal funds in some or all of the categories outlined in this AGREEMENT, and it shall be the responsibility of the COUNTY to make up the loss of that funding.

6. All Primary Consultant firms hired by the COUNTY to provide services on the PROJECT shall be prequalified with the DEPARTMENT in the appropriate area-classes. The DEPARTMENT shall, on request, furnish the COUNTY with a list of prequalified consultant firms in the appropriate area-classes.

7. The PROJECT construction and right of way plans shall be prepared in English units.

8. All drafting and design work performed on the project shall be done utilizing Microstation and CAICE software respectively, and shall be organized as per the Department's guidelines on electronic file management.

9. The DEPARTMENT shall review and has approval authority for all aspects of the PROJECT. The DEPARTMENT will work with the FHWA to obtain all needed approvals with information furnished by the COUNTY.

10. The COUNTY 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 COUNTY shall perform all necessary survey efforts in order to complete the design of the bridge(s) and prepare any required hydraulic and hydrological studies. The final bridge plans shall be incorporated into this PROJECT as a part of this AGREEMENT.

11. The COUNTY shall follow the DEPARTMENT's procedures for identification of existing and proposed utility facilities on the PROJECT. These procedures, in part, require all requests for existing, proposed, or relocated facilities to flow through the DEPARTMENT's Project Liaison and the District Utilities Engineer.

12. The COUNTY shall address all railroad concerns, comments, and requirements to the satisfaction of the DEPARTMENT.

~~13. Upon the COUNTY's determination of the rights of way required for the~~  
PROJECT and the approval of the right of way plans by the DEPARTMENT, the necessary rights of way for the PROJECT shall be acquired by the DEPARTMENT. Right of way acquisition shall be 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 and in accordance with the Contract for the Acquisition of Right of Way to be prepared by the DEPARTMENT and executed between the COUNTY and the DEPARTMENT prior to the commencement of any right of way activities. All required right of way shall be obtained and cleared of obstructions, including underground storage tanks, prior to advertising the PROJECT for bids. The COUNTY shall further be responsible for making all changes to the approved right of way plans, as deemed necessary by the DEPARTMENT, for whatever reason, as needed to purchase the right of way or to match actual conditions encountered.

14. Upon completion and approval of the PROJECT plans, certification that all needed rights of way have been obtained and cleared of obstructions, and certification that all needed permits for the PROJECT have been obtained by the COUNTY, the PROJECT shall be let for construction by the DEPARTMENT. The DEPARTMENT shall be solely responsible for securing and awarding the construction contract for the PROJECT.

15. The COUNTY shall review and make recommendations concerning all shop drawings prior to submission to the DEPARTMENT. The DEPARTMENT shall have final authority concerning all shop drawings.

16. The COUNTY agrees that all reports, plans, drawings, studies, specifications, estimates, maps, computations, computer diskettes and printouts, and any other data prepared under the terms of this AGREEMENT shall become the property of the DEPARTMENT if required. 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 COUNTY.

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

18. Both the COUNTY and the DEPARTMENT hereby acknowledge that time is of the essence and both parties shall adhere to the priorities established in the

approved Transportation Improvement Program/State Transportation Improvement Program (TIP/STIP) or earlier. Furthermore, all parties shall adhere to the detailed project schedule, as approved by the DEPARTMENT. In the completion of respective commitments contained herein, if a change in the schedule is needed, the DEPARTMENT shall have final authority. If, for any reason, the COUNTY does not produce acceptable deliverables at the milestone dates defined in the current TIP/STIP, or in the approved schedule, the DEPARTMENT reserves the right to delay the project's implementation until funds can be re-identified for construction or right of way, as applicable.

19. 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 COUNTY have caused these presents to be executed under seal by their duly authorized representatives.

RECOMMENDED:

James B. Bask  
State Urban Design Engineer

Thomas P. Linn  
Director of Preconstruction

Paul W. Walker  
Chief Engineer

DEPARTMENT OF TRANSPORTATION

BY: Shirley L. Linnick  
Commissioner

ATTEST:

Paul W. Walker  
Treasurer

REVIEWED AS TO LEGAL FORM:

Kenneth L. Jones  
Office of Legal Services

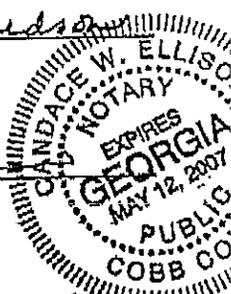
BOARD OF COMMISSIONERS  
Cobb COUNTY, Georgia

BY: Samuel M. [Signature]  
Chairman

Signed, sealed and delivered this 15<sup>th</sup>  
day of October, 2003, in the  
presence of:

Sandra L. Richardson  
Witness

Candace W. Elliso  
Notary Public



This Agreement approved by the Cobb  
County Commission at a meeting held at  
Marquette, GA  
this 14<sup>th</sup> day of October, 2003.

Paul K. [Signature]  
Clerk of Commission

**APPROVED**  
PER MINUTES OF  
COBB COUNTY  
BOARD OF COMMISSIONERS  
10-14-03

## DRAFT CONCEPT TEAM MEETING MINUTES

**BHF-STP-001-5(24), Cobb and Fulton Counties  
US 41/Northside Pkwy @ Chattahoochee River  
P.I. No. 720125  
February 1, 2005**

Mr. Darryl VanMeter called the meeting to order at approximately 1:30 pm. He welcomed everyone and provided a brief description of the project. He also asked everyone to introduce themselves and the entity they represented. The following people were in attendance:

### ATTENDEES

James Buchan	GDOT- Urban Design	404-656-5436
Darrell Richardson	GDOT- Urban Design	404-656-5436
Darryl VanMeter	GDOT- Urban Design	404-656-5447
Marcela Coll	GDOT- Urban Design	404-656-5447
Christa Wilkinson	GDOT- Environment Location	404-699-4439
Clyde Cunningham	GDOT- D7 Utilities	404-463-4953
Dona Lee Welch	GDOT- D7 Construction	404-463-4939
Harry Graham	GDOT- D7 Traffic Operations	404-463-1961
James Harry	GDOT- D7 Area 2	770-528-3238
Jerry Milligan	GDOT- Right-of-Way	770-986-1541
Katie Mullins	GDOT- D7 Traffic Operations	404-463-4966
Mike Lobdell	GDOT- D7 Preconstruction	404-463-4947
Scott Zehngraft	GDOT- Traffic Safety & Design	404-635-8127
Steve Matthews	GDOT- Engineering Services	404-651-7462
Bob Galante	Cobb DOT	770-528-1622
Daniel Hall	BellSouth	770-519-9755
Donna Via	Georgia Power	770-426-6182
Brad Hale	Moreland Altobelli (MA)	770-263-5945
Chris Kingsbury	Moreland Altobelli (MA)	770-263-5945
Neil Nance	Moreland Altobelli (MA)	904-276-9450

After the introductions, Mr. VanMeter surrendered the floor to the MA Team for the project presentation. Mr. Brad Hale and Mr. Chris Kingsbury presented the project to the attendees. After completing the project presentation, Mr. VanMeter opened the floor for comments, questions, and concerns. The following items were discussed during the meeting:

### CONCEPT APPROVAL ACTION ITEMS

- MA to provide information in the concept report regarding the inclusion of the bike path for the project.
- MA to update bridge typical section for concept report to depict level of protection for pedestrians.
- MA to verify signalization locations provided in the concept report.
- MA to provide additional right-of-way on concept drawing for sediment basins.
- MA to provide updated right-of-way cost estimate due to additional right-of-way requirement for sediment basins.

## **ATTENDEE COMMENTS**

### 1. Cobb County

- ✓ The County questioned the fiscal year dates for construction and right-of-way. GDOT stated that the Construction FY was from 2009 – 2011 and that R/W FY was in 2008.
- ✓ Was notified by GDOT that the right-of-way for the project has not been authorized. GDOT will update the TIP.

### 2. Urban Design

- ✓ Concerns with protection behind pedestrian paths where 2:1 slopes are utilized. These areas may require a 42" fence or rail to be utilized behind the paths. GDOT will provide guidance during the design stage.
- ✓ Concerns about staging the bridge construction. Four (4) lanes will be maintained along the existing bridge during Stage 1.
- ✓ GDOT has requested the MA Design Team consider adding sediment basins. GDOT anticipates four (4) temporary ponds being utilized during construction.
- ✓ GDOT has requested the MA Design Team consider providing a staging area for materials for the project as well.
- ✓ GDOT has requested the MA Design Team consider providing additional right-of-way for bridge construction.
- ✓ GDOT has requested the MA Design Team coordinate its design with the design of P.I. No. 712940. GDOT will provide plans.
- ✓ There was a concern with the bridge's sufficiency rating. However, after a brief discussion it was determined that an updated rating would not be required since the bridge is to be replaced.

### 3. Engineering Services

- ✓ Requested the right-of-way depicted on the provided typical sections be reviewed for accuracy.

### 4. Traffic Operations

- ✓ Had concerns about the construction order of P.I. No. 720125 and P.I. No. 721152. GDOT expects the P.I. No. 720125 project to be under construction first. It was then recommended that the US 41/Paces Mill intersection be completely constructed past the radius returns before tapering down to existing.
- ✓ Requested the number of proposed signalized intersections for the project be verified.
- ✓ Suggested the project may require coordination with proposed the Smart Corridor Program.

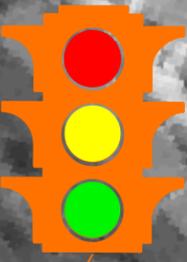
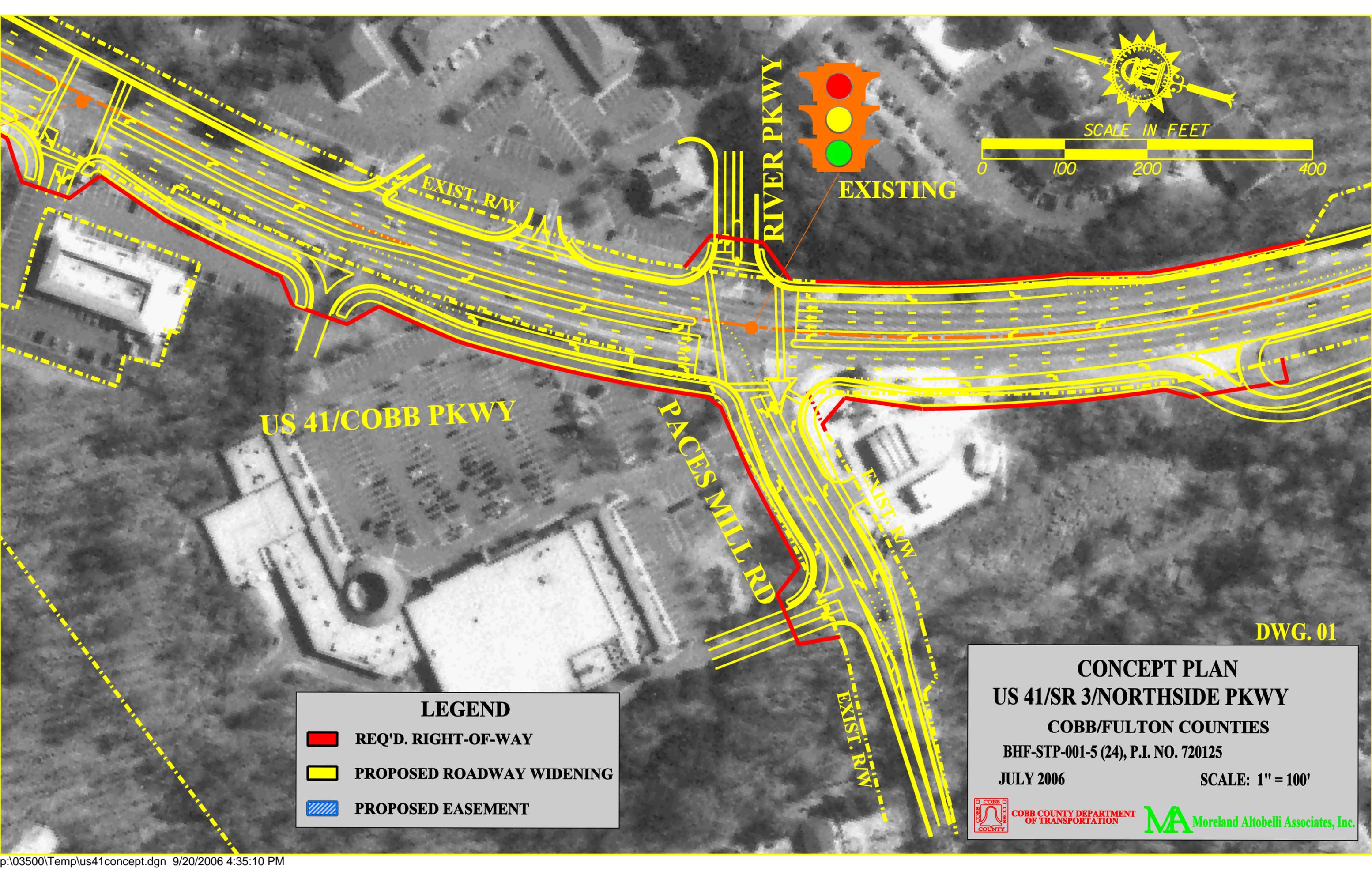
### 5. Environmental

- ✓ Requested that it be determined if a stream buffer variance will be required for the project. GDOT Ecologist will be contacted for input.
- ✓ Requested a Public Involvement Meeting be scheduled for this project. Meeting to be scheduled after concept is approved.
- ✓ Will schedule an Inter-Agency meeting concerning environmental issues for the project.

### 6. Utilities

- ✓ GDOT recommended that a SUE be setup and utilized for this project.
- ✓ Utility coordination meeting to be scheduled by GDOT.

- ✓ Georgia Power has transmission and distribution lines throughout the corridor of the project.
- ✓ Atlanta Gas Light Company has an 8" main in the project corridor.



EXISTING

US 41/COBB PKWY

RIVER PKWY

PACES MILL RD

EXIST. R/W

EXIST. R/W

EXIST. R/W

**LEGEND**

-  REQ'D. RIGHT-OF-WAY
-  PROPOSED ROADWAY WIDENING
-  PROPOSED EASEMENT

DWG. 01

**CONCEPT PLAN**  
**US 41/SR 3/NORTHSIDE PKWY**  
 COBB/FULTON COUNTIES  
 BHF-STP-001-5 (24), P.I. NO. 720125  
 JULY 2006 SCALE: 1" = 100'



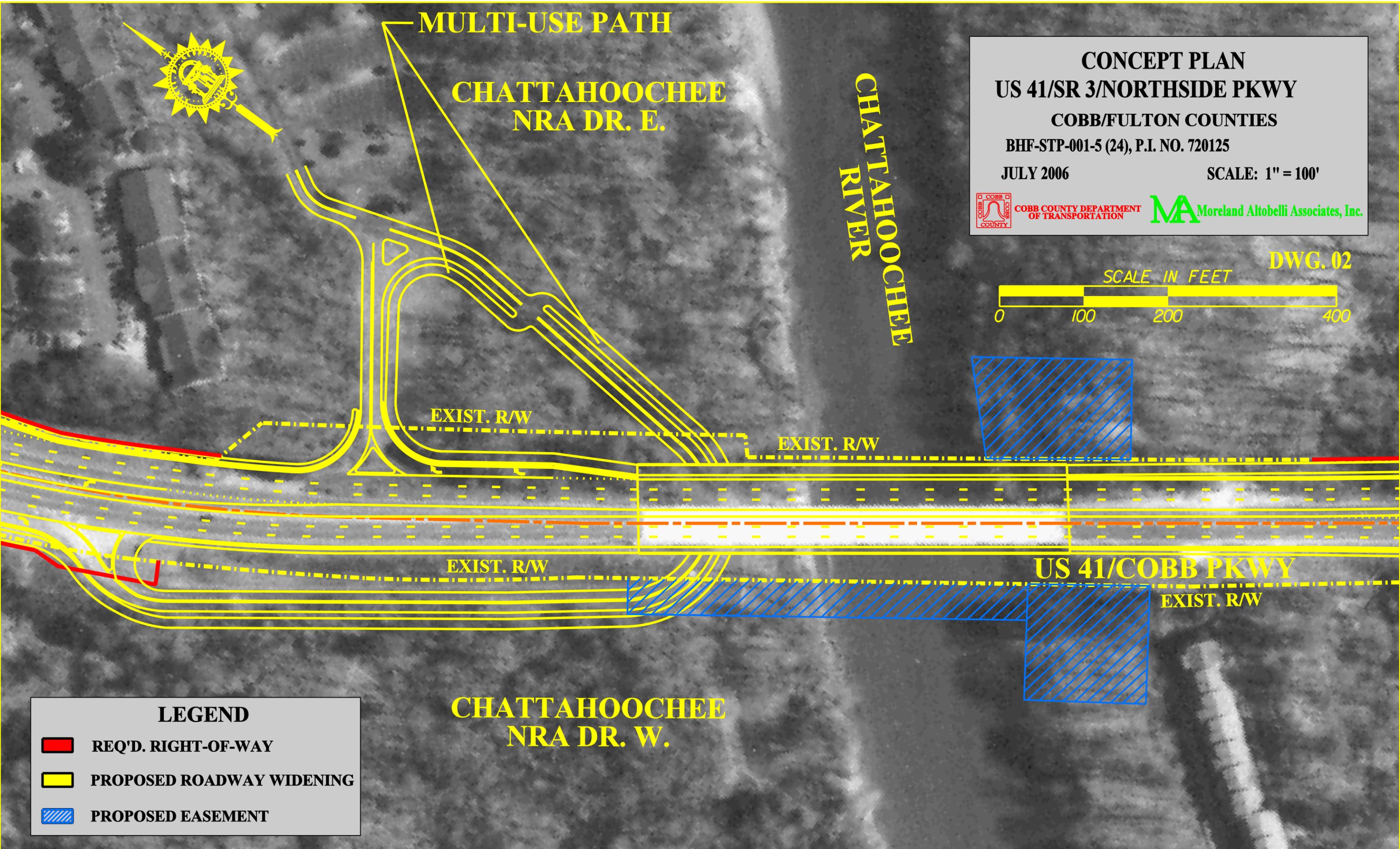



**MULTI-USE PATH**

**CHATTAHOOCHEE  
NRA DR. E.**

**CHATTAHOOCHEE  
RIVER**

**CONCEPT PLAN**  
**US 41/SR 3/NORTHSIDE PKWY**  
**COBB/FULTON COUNTIES**  
 BHF-STP-001-5 (24), P.I. NO. 720125  
 JULY 2006 SCALE: 1" = 100'

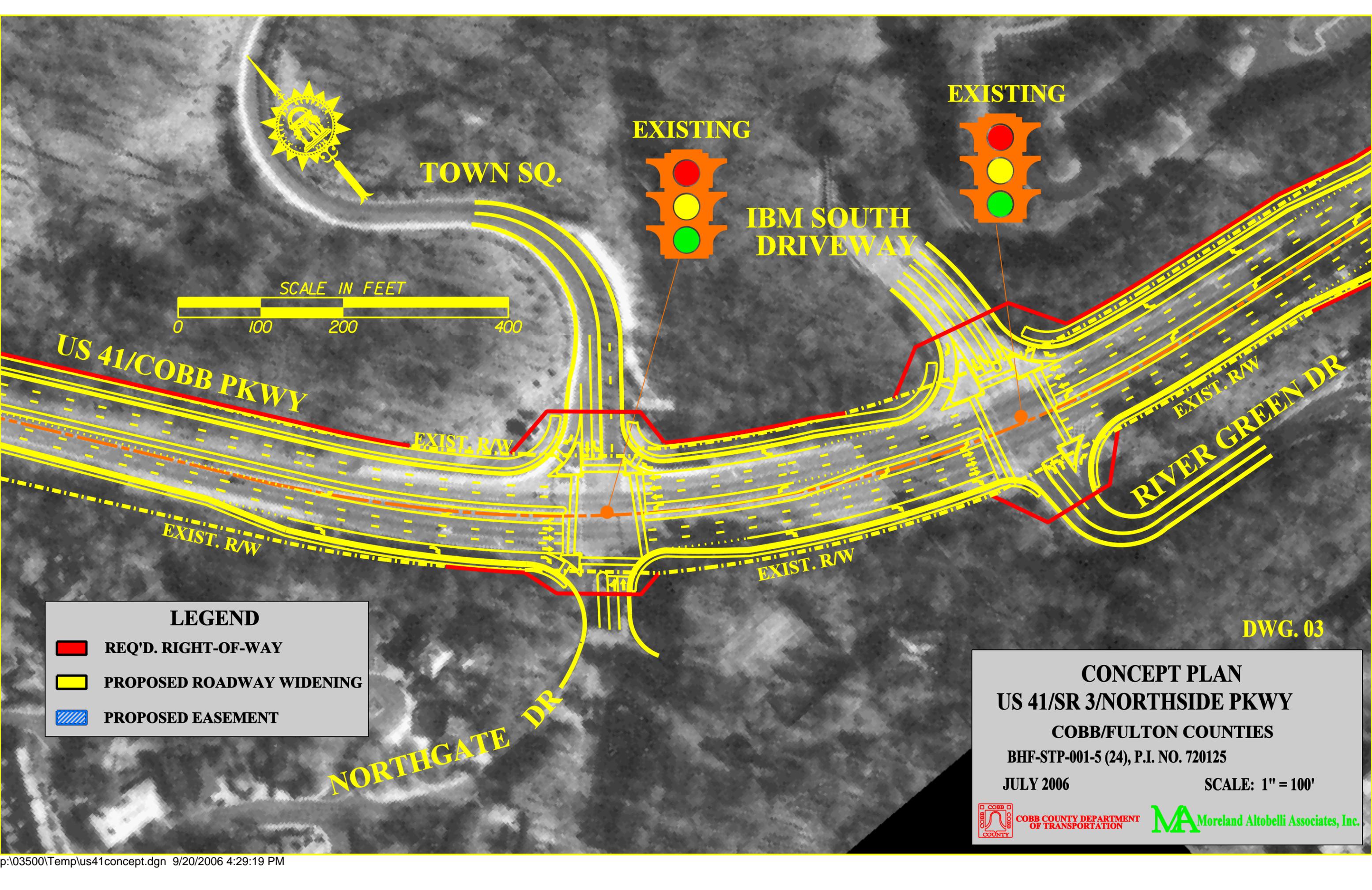


**LEGEND**

- REQ'D. RIGHT-OF-WAY**
- PROPOSED ROADWAY WIDENING**
- PROPOSED EASEMENT**

**CHATTAHOOCHEE  
NRA DR. W.**

**US 41/COBB PKWY**  
EXIST. R/W



**LEGEND**

	REQ'D. RIGHT-OF-WAY
	PROPOSED ROADWAY WIDENING
	PROPOSED EASEMENT

DWG. 03

**CONCEPT PLAN**  
**US 41/SR 3/NORTHSIDE PKWY**  
**COBB/FULTON COUNTIES**  
 BHF-STP-001-5 (24), P.I. NO. 720125  
 JULY 2006 SCALE: 1" = 100'





**LEGEND**

-  REQ'D. RIGHT-OF-WAY
-  PROPOSED ROADWAY WIDENING
-  PROPOSED EASEMENT



**IBM NORTH  
DRIVEWAY**

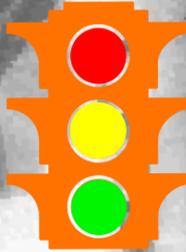
**US 41/COBB PKWY**

EXIST. R/W

EXIST. R/W

**NORTH  
PKWY SQ.**

EXISTING



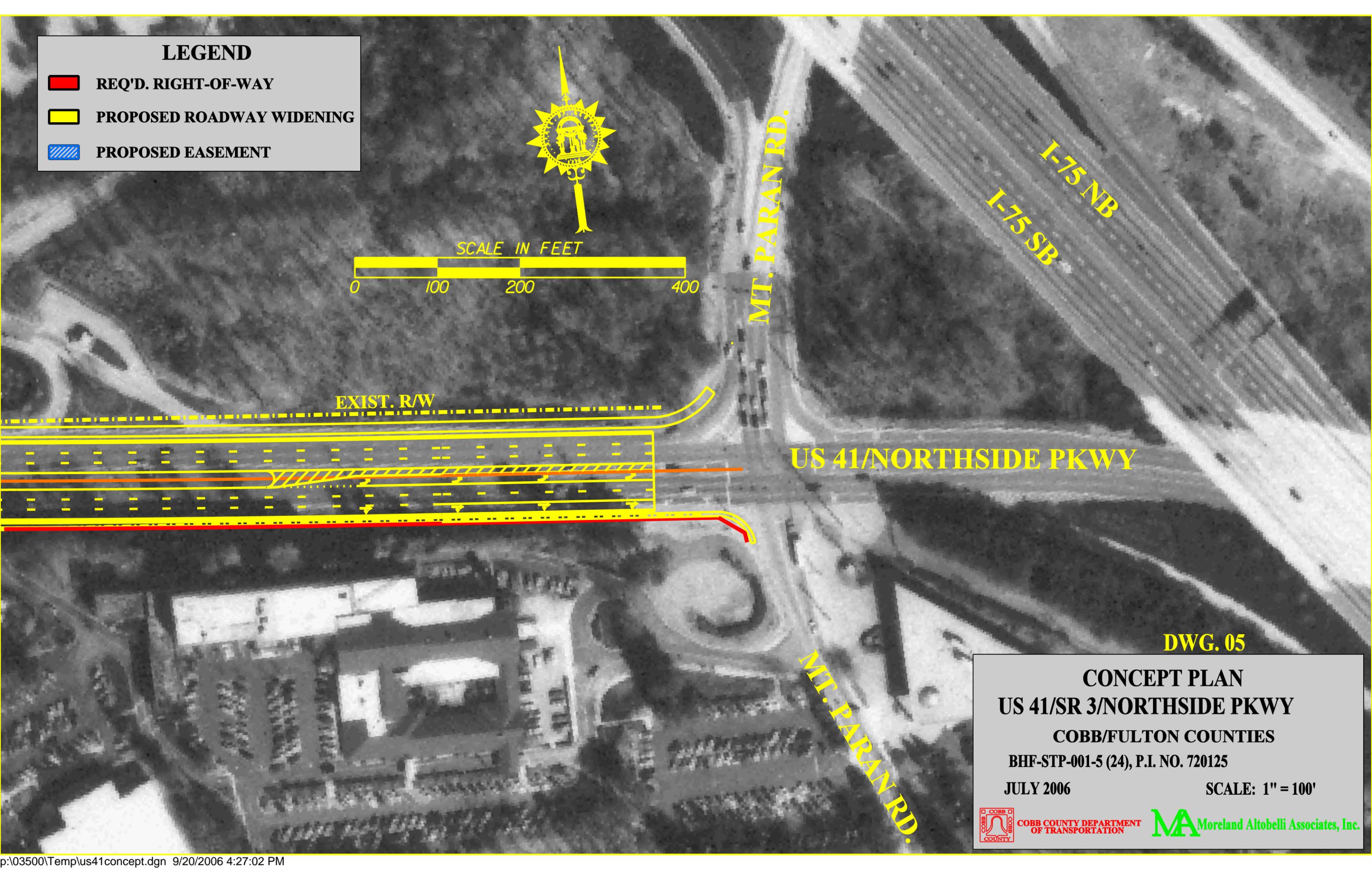
DWG. 04

**CONCEPT PLAN**  
**US 41/SR 3/NORTHSIDE PKWY**  
**COBB/FULTON COUNTIES**  
 BHF-STP-001-5 (24), P.I. NO. 720125  
 JULY 2006 SCALE: 1" = 100'




**LEGEND**

-  **REQ'D. RIGHT-OF-WAY**
-  **PROPOSED ROADWAY WIDENING**
-  **PROPOSED EASEMENT**



EXIST. R/W

US 41/NORTHSIDE PKWY

**DWG. 05**

**CONCEPT PLAN  
US 41/SR 3/NORTHSIDE PKWY**

**COBB/FULTON COUNTIES**

**BHF-STP-001-5 (24), P.I. NO. 720125**

**JULY 2006**

**SCALE: 1" = 100'**



**COBB COUNTY DEPARTMENT  
OF TRANSPORTATION**

