

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE STP-001-5(47) Cobb County **OFFICE** Preconstruction
P. I. No. 721152
US 41 Widening **DATE** February 1, 2005

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

TO *for* SEE DISTRIBUTION

SUBJECT REVISED PROJECT CONCEPT REPORT APPROVAL

Attached for your files is the approval for subject project.

MBP/cj

Attachment

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- Harvey Keeper
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- BOARD MEMBER

John P. Pirkle
State Transportation Planning Administrator

ROUTING

<input type="checkbox"/>	Mr. [Name]

DATE 1/25/05
JBB:DV:masi
Attachment
DISTRIBUTION: See attached distribution list

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENTAL CORRESPONDENCE

FILE: STP-001-5 (47), Cobb Co. OFFICE: Urban Design
P.I. No. 721152 DATE: December 21, 2005
US 41 Widening (Paces Mill Rd to Akers Mill Rd)
FROM: *James B. Buchan*
James B. Buchan, P.E., State Urban Design Engineer
TO: Margaret B. Pirkle, P.E., Assistant Director of Preconstruction
SUBJECT: Revised Project Concept Report

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

The concept for this project was originally approved under the concept report for project FR-001-5(34), P.I. No.: 721150 (approved June 18, 1987; revised May 13, 1988). Project FR-001-5(34) included the proposed widening of US 41 from four to eight lanes between Paces Mill Road and I-285. In 1997, US 41 was widened between Akers Mill Road and Hargrove Road under project STP-1-5(34), P.I. No. 721150, thereby partially completing the work approved under the concept report for project FR-001-5(34). The above referenced project proposes to widen the remaining portion of US 41 between Paces Mill Road and Akers Mill Road. The new project length is 0.84 miles.

The existing road has two lanes in each direction with a center turn lane. The proposed project consists of widening the existing road to provide an urban section with 6 12-foot lanes (3 in each direction) and a 20' raised median except where left turn lanes are required. A 5-foot sidewalk is proposed on the east side of US 41 and a 12-foot multi-use path is proposed on the west side of US 41.

Recent roadway improvements adjacent to the project area, including the new Cumberland Boulevard interchange with I-75, have decreased the traffic demand within the project corridor. A 6-lane section (in lieu of the 8-lane section previously proposed) will accommodate the projected traffic on US 41, minimize impacts to adjacent properties and reduce construction and right-of-way costs.

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

DATE 1/22/05

JBB:DVM:maai

Attachment

DISTRIBUTION: See attached distribution list.

Joseph P. Paddock
State Transportation Planning Administrator

ROUTING		
<input checked="" type="checkbox"/>	<i>Chambers</i>	<input type="checkbox"/>
<input checked="" type="checkbox"/>	<i>Rodriguez</i>	<input type="checkbox"/>
<input checked="" type="checkbox"/>	<i>Winters</i>	<input type="checkbox"/>
		<input type="checkbox"/>
		<input type="checkbox"/>

JOE
Chambers
Meg

REVISED PROJECT CONCEPT REPORT

Need and Purpose: (See attached)

Project location: Cobb Parkway (SR 3 / US 41) between Paces Mill Road and Akers Mill Road in Cobb County. The project begins at MP 0.29 and ends at MP 1.13. The project length is approximately 0.84 miles.

Description of the approved concept: The approved concept consisted of widening US 41/ SR 3/Cobb Parkway from Paces Mill Road to I-285. The roadway was approved to be widened to eight 12-foot lanes (four in each direction) with a 20-foot raised median. The length of the approved project was 1.5 miles.

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) as shown in the approved concept:

Current Year: 48,800 (YR 1987) Design Year: 66,800 (YR 2007)

Proposed features to be revised:

Due to changes in the traffic patterns and traffic volumes on US 41/SR 3, it is recommended that the proposed typical section for Cobb Parkway be reduced from eight (8) to six (6) lanes. The proposed typical section would include six 12-foot travel lanes with a 20-foot raised median, urban shoulders with curb and gutter, a 5-foot sidewalk along the east side of US 41, and a 12-foot multi-use path along the west side of US 41 (see attachment). Since approval of the original concept under project FR-001-5(34), PI No. 721150, US 41 has been widened between Akers Mill Road and I-285 from four lanes to eight lanes. The northern terminus of this project (PI 721152) will therefore be Akers Mill Road.

Describe the revised feature(s) to be approved:

- Typical Section – reduce lane configuration from eight lanes to six lanes.
- Project Termini – new project termini are Paces Mill Road (southern terminus) and Akers Mill Road (northern terminus). The project begins at MP 0.29 and ends at MP 1.13.

Updated traffic data (AADT):

Current Year: 25,000 (YR 2007) Design Year: 45,550 (YR 2027)

Programmed/Schedule:

P.E. 3/1992 R/W: FY 2010 Construction: FY 2012

Revised cost estimates:

1. Construction cost including E&C	\$ 3,938,071
2. Right-of-way	\$ 4,129,805
3. Utilities	\$ 200,000
TOTAL	\$ 8,267,876

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

The proposed widening of US 41 is listed in ARC's DRAFT Long Range 2030 Regional Transportation Plan (RTP) and 2005-2010 Transportation Improvement Program (TIP). The segment of US 41 from Paces Mill Road to Akers Mill Road is listed as Project CO 231, with the "CO" designation indicating that this project falls within the jurisdiction of Cobb County. This project is slated to receive construction funding in 2009 and is described as a widening from four lanes to six lanes. The DRAFT RTP and TIP are scheduled for adoption by the ARC Board on December 1, 2004.

Recommendation: Recommend that the proposed revision to the concept be approved for implementation.

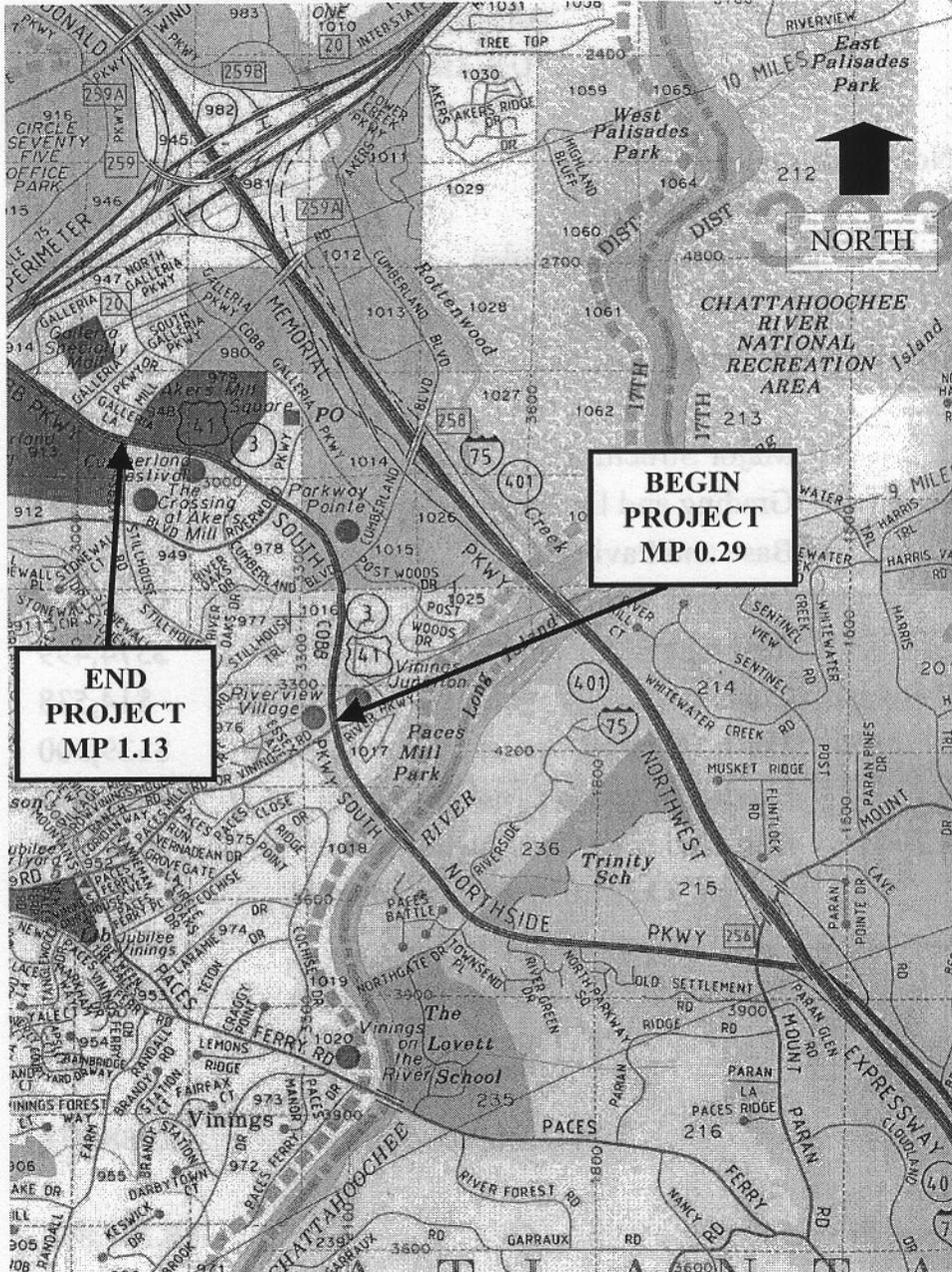
Attachments:

1. Sketch Map,
2. Cost Estimate,
3. Conforming plan's network schematics showing thru lanes
4. Other supporting documents:
 - Revised Need & Purpose Statement
 - Revised Typical Section
 - Traffic Flow Diagrams
 - LGPA
 - Original Approved Concept Report
 - Concept Team Meeting Minutes (May 28, 1987)

Concur: Buddy A. A.
Director of Preconstruction

Approve: Paul W. Walker
Chief Engineer

Project Location Map
STP-001-05 (47) Cobb County
P.I. No. 721152



Project Number: STP-001-5 (47)

P.I. Numbers: 721152

Cobb County

Detailed Cost Estimate

S.R. 3 / U.S. 41/Cobb Parkway Widening

Non-Construction Costs

A.	Right-of-Way	\$4,129,805
B.	Reimbursable Utilities	\$200,000

Construction Costs

C.	Major Structures	\$636,785
D.	Grading and Drainage	\$612,049
E.	Base and Paving	\$1,173,264
F.	Concrete Work	\$357,788
G.	Signing and Striping	\$374,499
H.	Guardrail	\$14,538
I.	Traffic Control	\$139,500
J.	Landscaping and Erosion Control	\$227,478
K.	Miscellaneous Construction Items	\$44,165
	Construction Cost Subtotal	\$3,580,064

Engineering & Contingencies; 10% \$358,006

Inflation: 0 years @ 0% \$0

Total Construction Cost \$3,938,071

Total Project Costs \$8,267,876

Estimate Report for file "721152"

Section MAJOR STRUCTURES

Item Number	Quantity	Units	Unit Price	Item Description	Cost
500-3107	1500.00	CY	416.39	CLASS A CONCRETE, RETAINING WALL	624585.0
511-1000	20000.00	LB	0.61	BAR REINF STEEL	12200.0
Section Sub Total:					\$636,785.00

Section GRADING AND DRAINAGE

Item Number	Quantity	Units	Unit Price	Item Description	Cost
210-0100	1.00	LS	313319.00	GRADING COMPLETE -	313319.0
550-1150	135.00	LF	22.39	STORM DRAIN PIPE, 15 IN, H 1-10	3022.65
550-1180	2000.00	LF	27.66	STORM DRAIN PIPE, 18 IN, H 1-10	55320.0
550-1240	1500.00	LF	32.19	STORM DRAIN PIPE, 24 IN, H 1-10	48285.0
550-1300	500.00	LF	40.86	STORM DRAIN PIPE, 30 IN, H 1-10	20430.0
550-1360	350.00	LF	50.56	STORM DRAIN PIPE, 36 IN, H 1-10	17696.0
550-1423	125.00	LF	74.89	STORM DRAIN PIPE, 42 IN, H 20-25	9361.25
550-4215	1.00	EA	346.00	FLARED END SECTION 15 IN, STORM DRAIN	346.0
550-4224	4.00	EA	463.37	FLARED END SECTION 24 IN, STORM DRAIN	1853.48
550-4236	2.00	EA	720.38	FLARED END SECTION 36 IN, STORM DRAIN	1440.76
550-4242	1.00	EA	1051.98	FLARED END SECTION 42 IN, STORM DRAIN	1051.98
668-1100	60.00	EA	1746.40	CATCH BASIN, GP 1	104784.0
668-1110	30.00	LF	168.70	CATCH BASIN, GP 1, ADDL DEPTH	5061.0
668-2100	15.00	EA	1759.37	DROP INLET, GP 1	26390.55
668-4300	2.00	EA	1741.86	STORM SEWER MANHOLE, TP 1	3483.72
668-4311	1.00	LF	203.69	STORM SEWER MANHOLE, TP 1, ADDL DEPTH, CL 1	203.69
Section Sub Total:					\$612,049.08

Section BASE AND PAVING

Item Number	Quantity	Units	Unit Price	Item Description	Cost
310-1101	29627.00	TN	13.33	GR AGGR BASE CRS, INCL MATL	394927.91
402-1812	1900.00	TN	38.28	RECYCLED ASPH CONC LEVELING, INCL BITUM MATL & H LIME	72732.0
402-3121	7155.00	TN	35.66	RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM	255147.3
402-3130	6708.00	TN	36.43	RECYCLED ASPH CONC 12.5 MM SUPERPAVE, GP 2 ONLY, INCL BITUM	244372.44
402-3190	5153.00	TN	39.07	RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2, INCL BITUM	201327.71
413-1000	5060.00	GL	0.94	BITUM TACK COAT	4756.4
Section Sub Total:					\$1,173,263.76

Section CONCRETE WORK

Item Number	Quantity	Units	Unit Price	Item Description	Cost
441-0104	8000.00	SY	21.76	CONC SIDEWALK, 4 IN	174080.0
441-0740	1022.00	SY	23.25	CONCRETE MEDIAN, 4 IN	23761.5
441-0748	900.00	SY	30.63	CONCRETE MEDIAN, 6 IN	27567.0
441-6222	8875.00	LF	10.45	CONC CURB & GUTTER, 8 IN X 30 IN, TP 2	92743.75
441-6740	2500.00	LF	9.02	CONC CURB & GUTTER, 8 IN X 30 IN, TP 7	22550.0
500-0100	375.00	SY	4.16	GROOVED CONCRETE	1560.0
500-3200	60.00	CY	253.68	CLASS B CONCRETE	15220.80
511-1000	500.00	LB	0.61	BAR REINF STEEL	305.0
Section Sub Total:					\$357,788.05

Section SIGNING AND STRIPING

Item Number	Quantity	Units	Unit Price	Item Description	Cost
615-1200	600.00	LF	6.71	DIRECTIONAL BORE -	4026.0
636-1032	255.00	SF	26.54	HIGHWAY SIGNS, TP 2 MATL, REFL SHEETING TP 6	6767.7
639-4004	20.00	EA	3839.36	STRAIN POLE, TP IV	76787.2
647-1000	1.00	LS	39349.41	TRAFFIC SIGNAL INSTALLATION NO -1	39349.41
647-1000	1.00	LS	39349.41	TRAFFIC SIGNAL INSTALLATION NO -2	39349.41
647-1000	1.00	LS	39349.41	TRAFFIC SIGNAL INSTALLATION NO -3	39349.41
647-1000	1.00	LS	39349.41	TRAFFIC SIGNAL INSTALLATION NO -4	39349.41

647-1000	1.00	LS	39349.41	TRAFFIC SIGNAL INSTALLATION NO -5	39349.41
647-2140	6.00	EA	988.91	PULL BOX, PB-4	5933.46
647-2150	5.00	EA	1224.24	PULL BOX, PB-5	6121.2
653-0120	160.00	EA	56.18	THERMOPLASTIC PVMT MARKING, ARROW, TP 2	8988.8
653-0210	10.00	EA	87.62	THERMOPLASTIC PVMT MARKING, WORD, TP 1	876.2
653-1501	28000.00	LF	0.25	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, WHITE	7000.0
653-1502	10400.00	LF	0.23	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, YELLOW	2392.0
653-1704	800.00	LF	3.16	THERMOPLASTIC SOLID TRAF STRIPE, 24 IN, WHITE	2528.0
653-1804	10000.00	LF	1.45	THERMOPLASTIC SOLID TRAF STRIPE, 8 IN, WHITE	14500.0
653-3501	22000.00	GLF	0.13	THERMOPLASTIC SKIP TRAF STRIPE, 5 IN, WHITE	2860.0
654-1001	50.00	EA	3.20	RAISED PVMT MARKERS TP 1	160.0
654-1003	800.00	EA	3.19	RAISED PVMT MARKERS TP 3	2552.0
682-6233	4400.00	LF	2.78	CONDUIT, NONMETL, TP 3, 2 IN	12232.0
935-1113	5000.00	LF	1.80	OUTSIDE PLANT FIBER OPTIC CABLE, LOOSE TUBE, SINGLE	9000.0
935-3103	5.00	EA	574.17	FIBER OPTIC CLOSURE, UNDERGROUND, 24 FIBER	2870.85
935-4010	44.00	EA	41.38	FIBER OPTIC SPLICE, FUSION	1820.72
935-6562	5.00	EA	1514.16	EXTERNAL TRANSCEIVER, DROP AND REPEAT, 1310 SINGLE	7570.8
935-8000	1.00	LS	2764.66	TESTING	2764.66
Section Sub Total:					\$374,498.64

Section GUARDRAIL

Item Number	Quantity	Units	Unit Price	Item Description	Cost
641-1200	1000.00	LF	10.94	GUARDRAIL, TP W	10940.0
641-5001	2.00	EA	419.24	GUARDRAIL ANCHORAGE, TP 1	838.48
641-5012	2.00	EA	1379.58	GUARDRAIL ANCHORAGE, TP 12	2759.16
Section Sub Total:					\$14,537.64

Section TRAFFIC CONTROL AND MOBILIZATION

Item Number	Quantity	Units	Unit Price	Item Description	Cost
150-1000	1.00	LS	139500.00	TRAFFIC CONTROL -	139500.0
Section Sub Total:					\$139,500.00

Section LANDSCAPING AND EROSION CONTROL

Item Number	Quantity	Units	Unit Price	Item Description	Cost
163-0232	6.60	AC	444.94	TEMPORARY GRASSING	2936.60
163-0240	122.00	TN	192.69	MULCH	23508.18
163-0300	6.00	EA	1041.82	CONSTRUCTION EXIT	6250.92
165-0010	3705.00	LF	0.97	MAINTENANCE OF TEMPORARY SILT FENCE, TP A	3593.85
165-0030	8645.00	LF	1.19	MAINTENANCE OF TEMPORARY SILT FENCE, TP C	10287.55
165-0101	6.00	EA	335.55	MAINTENANCE OF CONSTRUCTION EXIT	2013.30
167-1000	2.00	EA	2693.12	WATER QUALITY MONITORING AND SAMPLING	5386.24
171-0010	3705.00	LF	1.68	TEMPORARY SILT FENCE, TYPE A	6224.4
171-0030	8645.00	LF	3.08	TEMPORARY SILT FENCE, TYPE C	26626.60
201-1500	1.00	LS	131589.00	CLEARING & GRUBBING -	131589.0
603-1024	5.00	SY	55.00	STN PLAIN RIP RAP, 24 IN	275.0
603-7000	5.00	SY	3.49	PLASTIC FILTER FABRIC	17.45
700-6910	6.60	AC	739.12	PERMANENT GRASSING	4878.19
700-7000	20.00	TN	59.64	AGRICULTURAL LIME	1192.8
700-7010	17.00	GL	20.71	LIQUID LIME	352.07
700-8000	8.00	TN	234.18	FERTILIZER MIXED GRADE	1873.44
700-8100	330.00	LB	1.43	FERTILIZER NITROGEN CONTENT	471.9
Section Sub Total:					\$227,477.50

Section MISCELLANEOUS ITEMS

Item Number	Quantity	Units	Unit Price	Item Description	Cost
153-1300	1.00	EA	40000.00	FIELD ENGINEERS OFFICE TP 3	40000.0
634-1200	50.00	EA	83.29	RIGHT OF WAY MARKERS	4164.5
Section Sub Total:					\$44,164.50

Total Estimated Cost: \$3,580,064.17

Subtotal Construction Cost **\$3,580,064.17**

E&C Rate 10.0 % \$358,006.42

Inflation Rate 0 % @ 0 Years \$0.00

Total Construction Cost **\$3,938,070.58**

Right Of Way \$4,129,805.00

ReImb. Utilities \$200,000.00

Grand Total Project Cost **\$8,267,875.58**

(Faint mirrored text from reverse side of page)

1,024,460	2		
0	2		
0	2		
132,000	2		
1,182,450	2		
824,203	2		
1,106,198	2		
1,179,944	2		
4,129,802	2		

Total Cost **\$8,267,875.58**

(Signature)
Approved

(Signature)
Prepared by

Conceptual Right-of-Way Cost Estimate

Ferry McCollister
Ferry McCollister
 Right-of-Way Administrator

Date: May 17, 2004
Project: STP-001-5 (47) Cobb
Existing/Required R/W: 150 feet/varies
Project Termini: Akers Mill Road to Paces Mill Road
Project Description: SR 3 / US 41 Widening & Bridge Improvements

P.I. Numbers: 721152
No. Parcels: 19

Land:
 Commercial - Cobb
 105,446 SF x \$10.00 / SF= \$ 1,054,460

Improvements:

\$ 1,054,460

\$ 0

Relocation:

\$ 0

Damages:

Proximity - 1 Parcel = \$ 25,000
 Consequential - 2 Parcels = \$ 40,000
 Cost To Cure - 6 Parcels = \$ 70,000

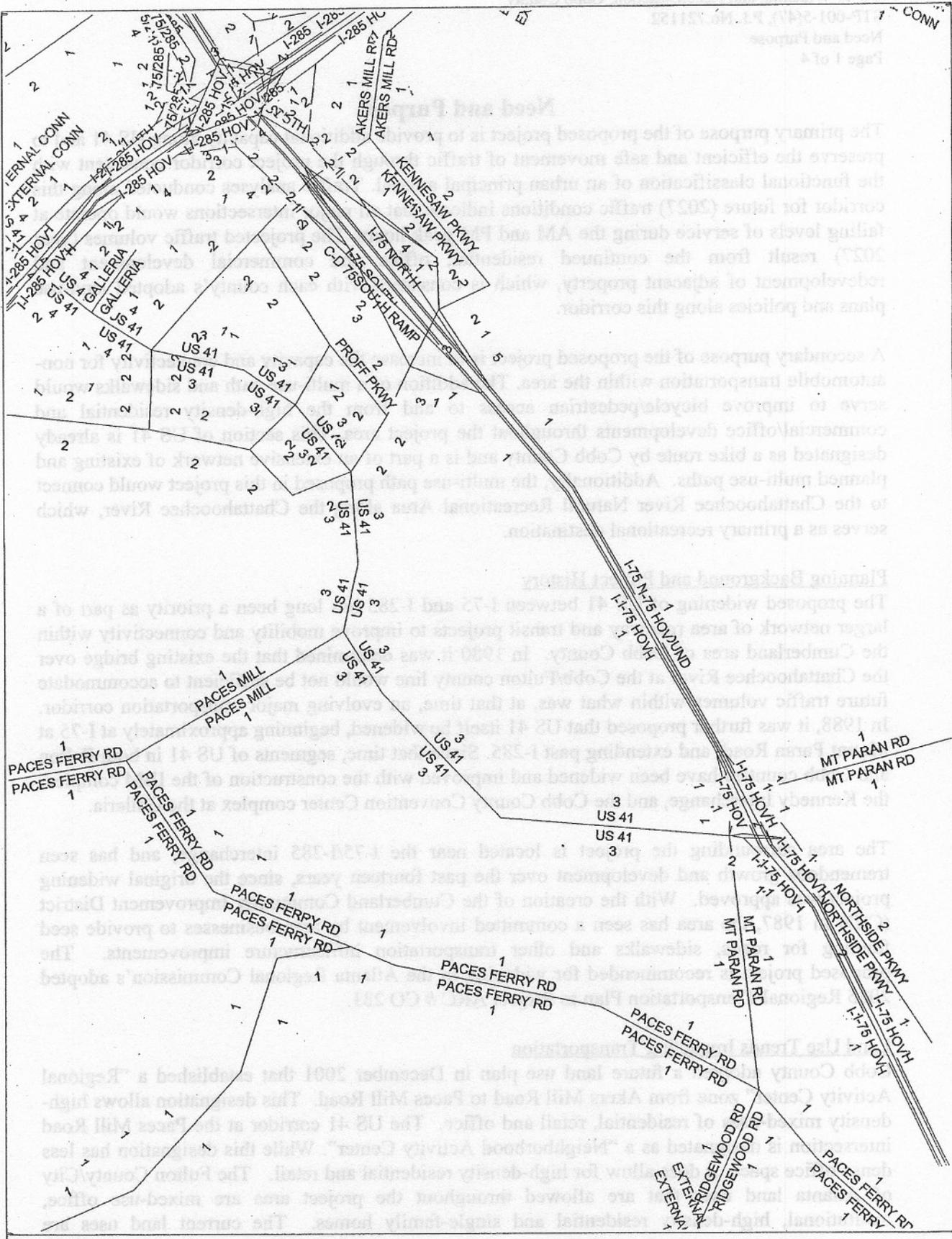
\$ 135,000

Net Cost of Right-of-Way		\$ 1,189,460
Scheduling Contingency	55%	\$ 654,203
Adm./Court Cost.	60%	\$ 1,106,198
Inflation Factor	40%	<u>\$ 1,179,944</u>
		\$ 4,129,805

Total Cost \$ 4,129,805

Prepared by: *[Signature]*
 Moreland Altobelli Associates, Inc.

Approved: *[Signature]*
 GDOT R/W



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 (2027) 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 2027) 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 2025 Regional Transportation Plan as Project ARC # CO 231.

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 lane use plans. As a result of continued development and re-development of the land areas along the project corridor, projected traffic volumes (year 2027) 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 and reconstruct US 41, an urban principal arterial, from Paces Mill Road to Akers Mill Road in Cobb County. The length of the project is approximately 0.84 miles.

The existing roadway 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 west side of US 41, and a 5-foot sidewalk on the east side of US 41.

Logical Termini

The logical southern terminus of this project is the Paces Mill Road intersection. The logical northern terminus of this proposed project is the Akers Mill Road intersection. US 41 is planned to be widened and reconstructed between Mount Paran Road in Fulton County and Paces Mill Road in Cobb County from its existing four lanes to six lanes by project BHF-STP-001-5(24), P.I. 720125.

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 34,900 vpd by the build year, 2007. This volume is then projected to increase to 45,550 vpd by the year 2027.

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 2027 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 2027		Proposed Design Year 2027	
	AM	PM	AM	PM	AM	PM
IBM South	A	B	F	F	B	B
IBM North/Rivergreen Drive	B	B	F	F	B	B
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 2000 to 2002 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
2000	210	831	493	80	317	199
2001	182	713	560	74	290	222
2002	189	721	588	50	191	233

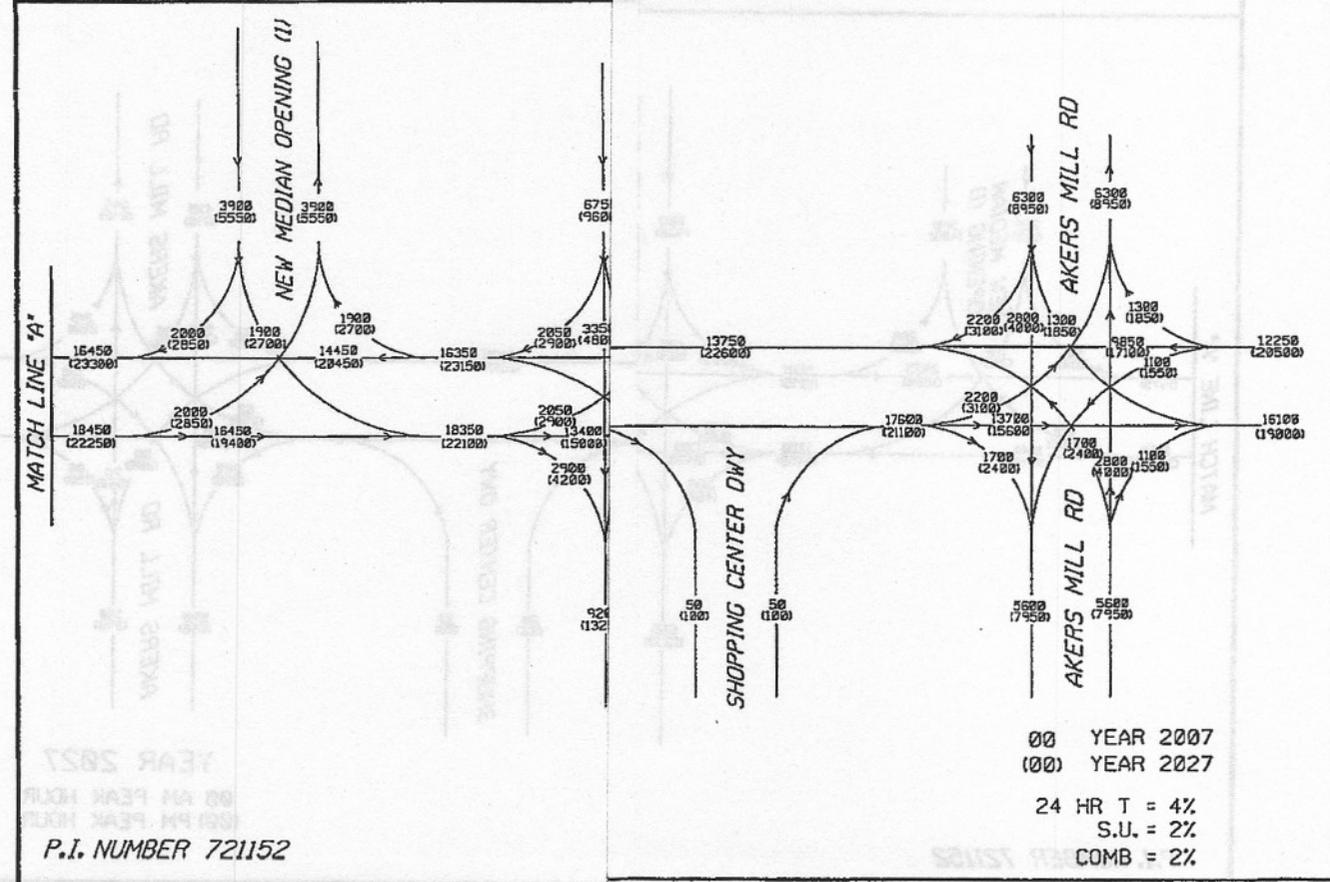
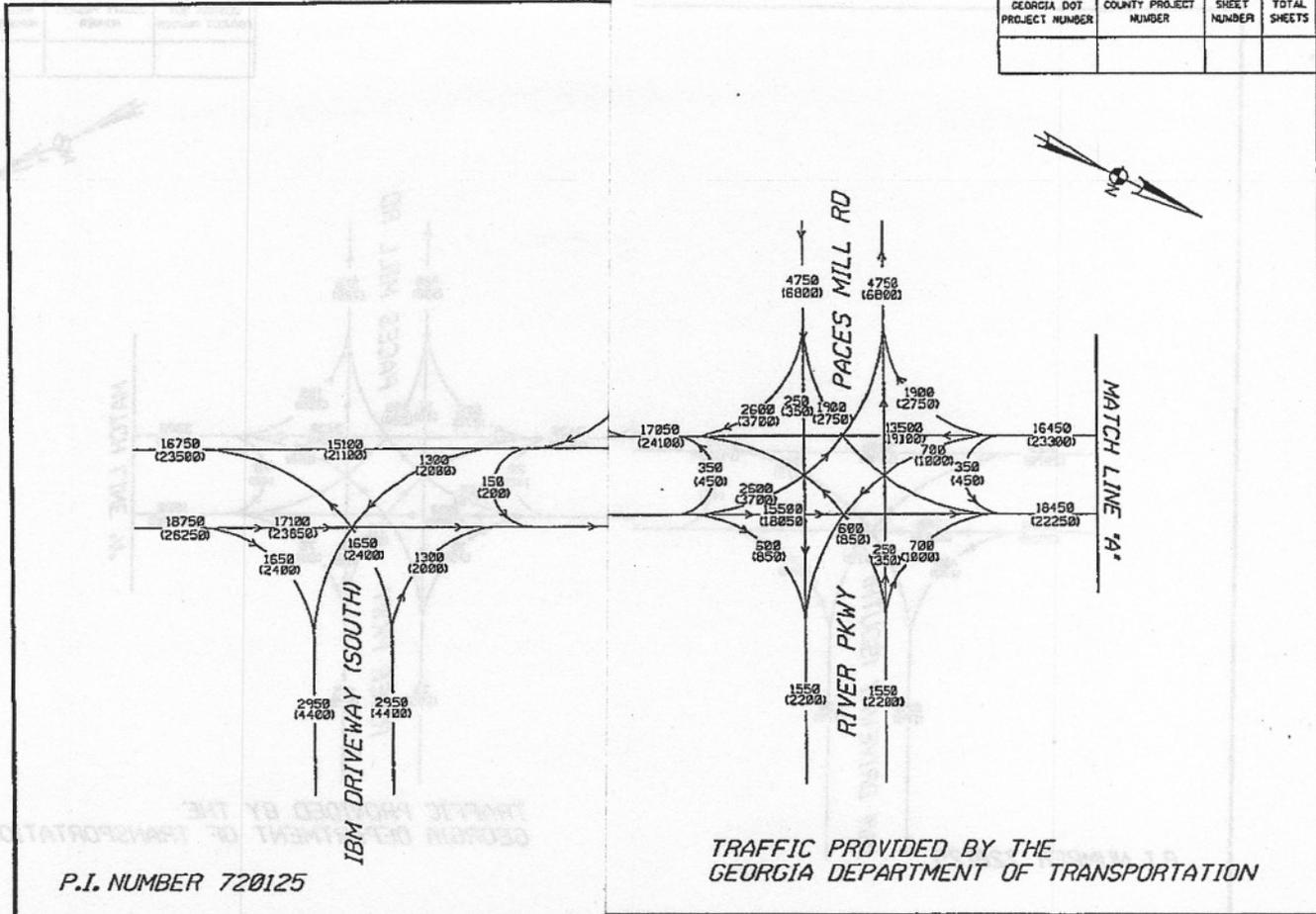
The results indicate that US 41 exhibits above average accident and injury rates as compared to similar facilities statewide. The proposed improvements to US 41, including additional turn lanes at intersections, along with additional through lanes, will help to reduce the risk of various common accidents, 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. 720125 – SR 3/US 41/Cobb Parkway from Mount Paran Rd to Paces Mill Rd
- 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 Rd
- 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.

GEORGIA DOT PROJECT NUMBER	COUNTY PROJECT NUMBER	SHEET NUMBER	TOTAL SHEETS

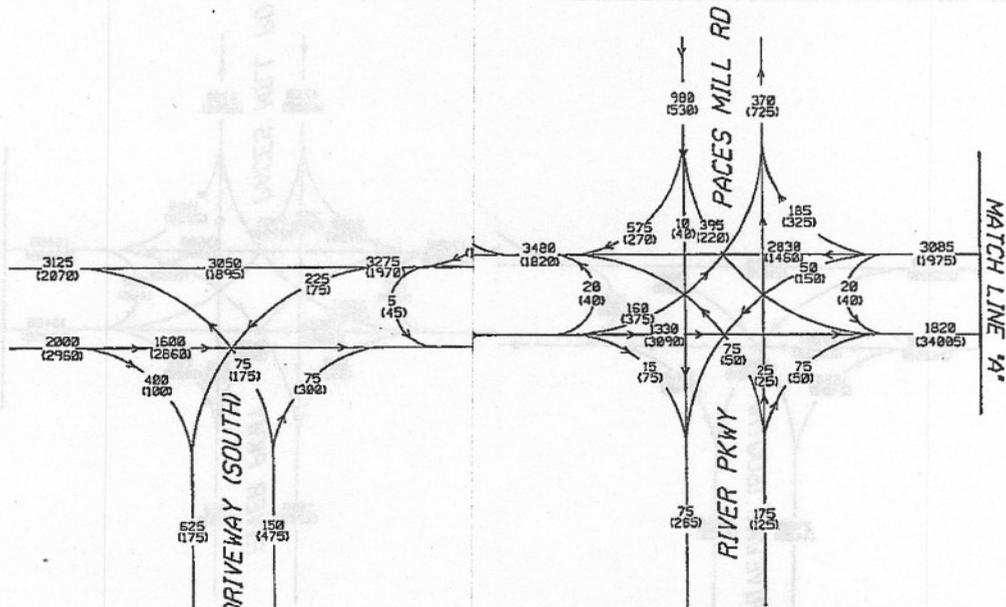


REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	

U.S. 41/COBB PARKWAY
 YEAR 2007/2027 AVERAGE DAILY TRAFFIC
 TRAFFIC FLOW DIAGRAM

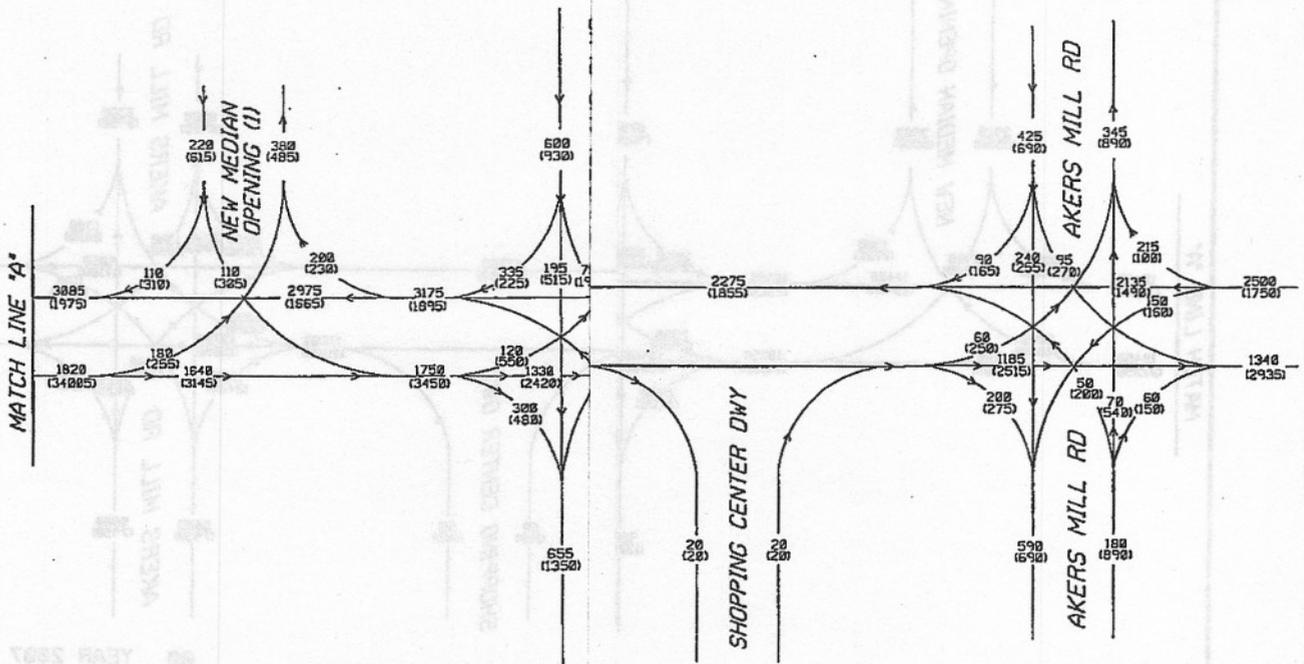
DRAWING NUMBER

GEORGIA DOT PROJECT NUMBER	COUNTY PROJECT NUMBER	SHEET NUMBER	TOTAL SHEETS



P.I. NUMBER 720125

TRAFFIC PROVIDED BY THE
GEORGIA DEPARTMENT OF TRANSPORTATION



MATCH LINE 'A'

YEAR 2027

00 AM PEAK HOUR
(00) PM PEAK HOUR

P.I. NUMBER 721152

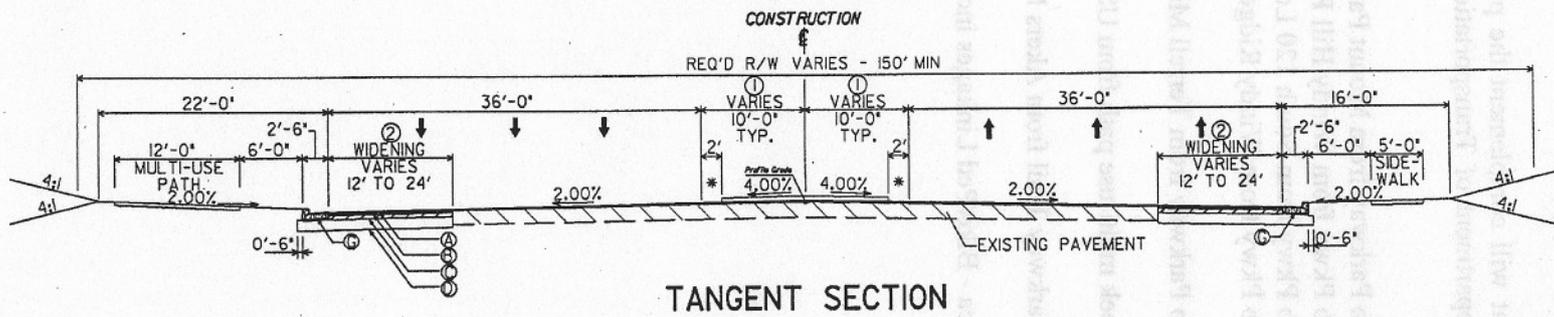
REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	

U.S. 41/COBB PARKWAY
YEAR 2027 PEAK HOUR DESIGN TRAFFIC
TRAFFIC FLOW DIAGRAM

DRAWING NUMBER

STATE	PROJECT NUMBER	SHEET NUMBER	TOTAL SHEETS
GEORGIA	STP-00-1471		

SR 3/US 41/COBB PKWY



TANGENT SECTION

PROPOSED PAVEMENT FOR ESTIMATION PURPOSES ONLY

- 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

- Ⓐ 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	

MA
 Moreland Algebelli
 Associates, Inc.
 228 Sawyer Run Road, Suite 150
 Marietta, Georgia 30071
 Telephone: 770.263.9345

DESIGNED BY	NAME	DATE	DRAWN BY	NAME	DATE

Department of Transportation
 State of Georgia

TYPICAL SECTIONS
 SR 3 / US 41 WIDENING
 STP-00-1471, P. L. NUMBER 721152