

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE FR-114-1(72) Cobb County OFFICE Preconstruction
P.I. No. 721310 DATE August 28, 1990

FROM *JB* J. B. Johnson, Assistant Director of Preconstruction

TO SEE DISTRIBUTION

SUBJECT PROJECT CONCEPT REPORT APPROVAL - WIDENING OF SR 120

Attached for your files is the approval for subject project.

JBJ/se

Attachment

DISTRIBUTION:

- Juan Durrence
- Robert E. Humphrey
- Frank Danchetz
- Gene Skeen
- Walker Scott
- Darrel Elwell
- Paul Mullins
- Hoyt Lively
- Ron Colvin

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE FR-114-1(72) Cobb County OFFICE Preconstruction
P. I. No. 721310 DATE August 16, 1990

FROM  William J. "Juan" Durrence, Director of Preconstruction

TO Hal Rives, Commissioner

SUBJECT WIDENING OF SR 120 - PROJECT CONCEPT REPORT

This project is the widening of a 1.5 mile(±) section of SR 120 from SR 120 Loop northeasterly to Piedmont Road in Marietta. This is a change in the original programmed eastern terminus at Sewell Mill Road and is an increase in project length in order to tie into the new raised median section east of Piedmont Road. The existing road has basically a 5 lane urban section with two lanes each direction and a flush median for two way left turns and has additional right turn lanes. The posted speed limit is 45 MPH between SR 120 Loop and Sewell Mill Road and 55 MPH between Sewell Mill Road and Piedmont Road. The sag vertical just west of Piedmont Road has a 37 MPH design speed. The major structure at Sope Creek near the beginning of the project is a dbl. dbl. 10'x10'x150' concrete bridge culvert. Current and future traffic is 48,900 VPD (1986) and 73,100 VPD (2010). Accident history for this section of roadway is as follows:

	<u>1986</u>	<u>1987</u>	<u>1988</u>	
Total Accidents	135	129	195	
Total Injuries	31	38	54	
Total Fatalities	1	0	0	
				1988 Statewide Avg. for urban section
Accident Rate	718	686	1099	649
Injury Rate	165	202	304	249
Fatality Rate	5.32	0	0	2.36

This accident history, being above the Statewide average, and the current and future traffic projection is considered justification for the road widening and construction of the proposed 20' raised median. The officials of the City of Marietta have gone on record with a resolution as being opposed to the raised median and is included with concept report.

Hal Rives
Page 2
August 16, 1990

FR-114-1(72) Cobb County

The proposed project will widen existing road between SR 120 Loop to Sewell Mill Road to have an urban section with 6-12' lanes (3 each direction) w/20' raised median. The section from Sewell Mill Road to Piedmont Road will be widened enough to provide a 20' raised median and sufficient turn lane capacity at Piedmont Road and will tie into the raised median section just east of Piedmont Road. This section will also be posted for a 45 MPH speed limit. Environmental considerations are: (1) COE 404 permit; (2) 4f involvement with Marietta Campground property on the south side of SR 120 near Sewell Mill Road due to a cemetery on the north side opposite the campground site; (3) several UST sites to be investigated. Median openings will be provided at selected locations. A request for a design variance will be required for the 37 MPH sag vertical (design speed is 45 MPH). Traffic will be maintained on existing road during construction. The estimated cost of the project is:

	<u>PROPOSED</u>	<u>APPROVED</u>	<u>LET DATE</u>
Constr(Infl&E/C)	\$2,549,000	\$2,550,000	FY 91
Right-of-way	\$1,000,000	No Est.	Preprogram
Utilities	\$ 750,000	No Est.	

I recommend that we approve this project concept report and that it be removed from Preprogram Status and added to the Construction Work Program for implementation. A public hearing will be held.

WJD/WLP/se

Attachment

CONCUR:

G. C. Lewis

G. C. Lewis, State Highway Engineer

APPROVED:

Hal Rives

Hal Rives, Commissioner

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

RECEIVED

AUG - 3 1990

INTERDEPARTMENT CORRESPONDENCE

FILE FR-114-1 (72) Cobb County
P.I. No. 721310
Widening SR 120

OFFICE Atlanta, Georgia **PRECONSTRUCTION**

DATE August 2, 1990

FROM Robert E. Humphrey, Project Review Engineer

TO W. J. Durrence, Director of Preconstruction

SUBJECT PROJECT CONCEPT REPORT

We have reviewed the attached Concept Report for this Major project.

We have received signed cover sheets from the following offices:

1. Bridge Design
2. Traffic and Safety
3. Environmental
4. District Engineer

This report is satisfactory for approval.

The estimated costs of this project are as follows:

Construction	\$2,207,000
Inflation (5% per year)	110,350
E & C (10%)	231,740
Preliminary Engineering (5%)	115,870
Right of Way	1,000,000
Utilities	170,500

MJB/jmf

Attachments

c: Hoyt J. Lively

DEPARTMENT OF TRANSPORTATION

STATE OF GEORGIA

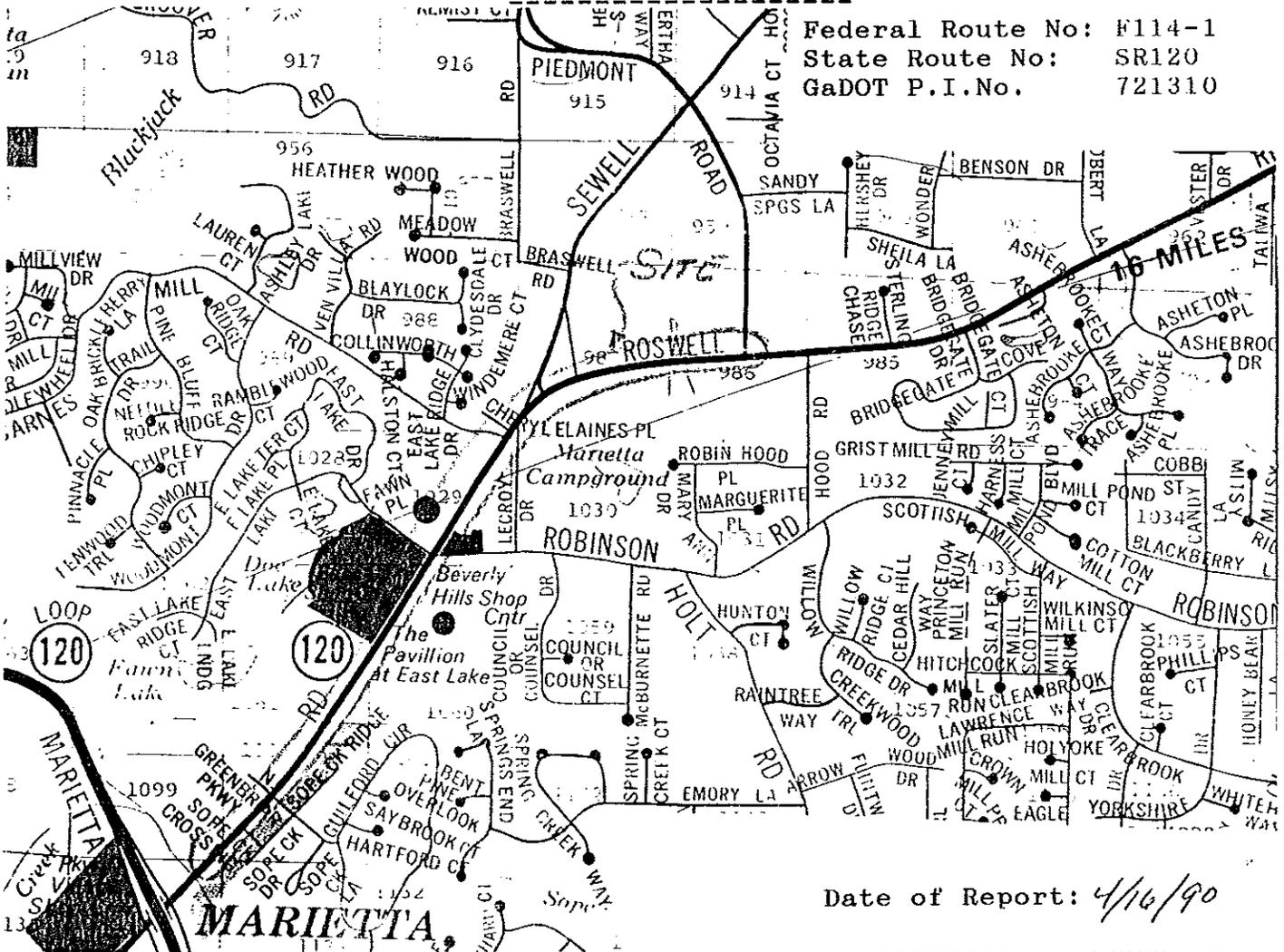
PROJECT CONCEPT REPORT

FR-114-1(72) COBB

WIDENING SR120 (ROSWELL RD) FM SR120LP TO PIEDMONT RD



Federal Route No: F114-1
State Route No: SR120
GaDOT P.I.No. 721310



Date of Report: 4/16/90

RECOMMENDATION FOR APPROVAL

4/16/90
Date

Tom Family Jr
State Urban Design Engineer

Date

State Environmental Engineer

Date

State Traffic and Safety Engineer

Date

District Engineer

Date

State Bridge & Structural Design Engr

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
INTERDEPARTMENT CORRESPONDENCE



FILE FR-114-1(72) Cobb OFFICE Urban Design
P.I.No. 721310
Widening SR120 (Roswell Rd) DATE April 16, 1990

FROM  J. Lively, Jr, PE, State Urban Design Engineer
TO Robert E. Humphrey, PE, Project Review Officer
SUBJECT TRANSMITTAL OF PROPOSED PROJECT CONCEPT REPORT

Transmitted herewith for your review and processing in accordance with the Department's Project Development Process is the proposed concept report for the widening of Roswell Road in Cobb County. Please take the necessary steps to process the report through the Department.

HJL

Attachment

xc: G. C. Lewis
J. B. Johnson
Frank L. Danchetz w/attachment
Ron Colvin w/attachment
Paul V. Mullins w/attachment
Paul V. Liles w/attachment

DEPARTMENT OF TRANSPORTATION

STATE OF GEORGIA

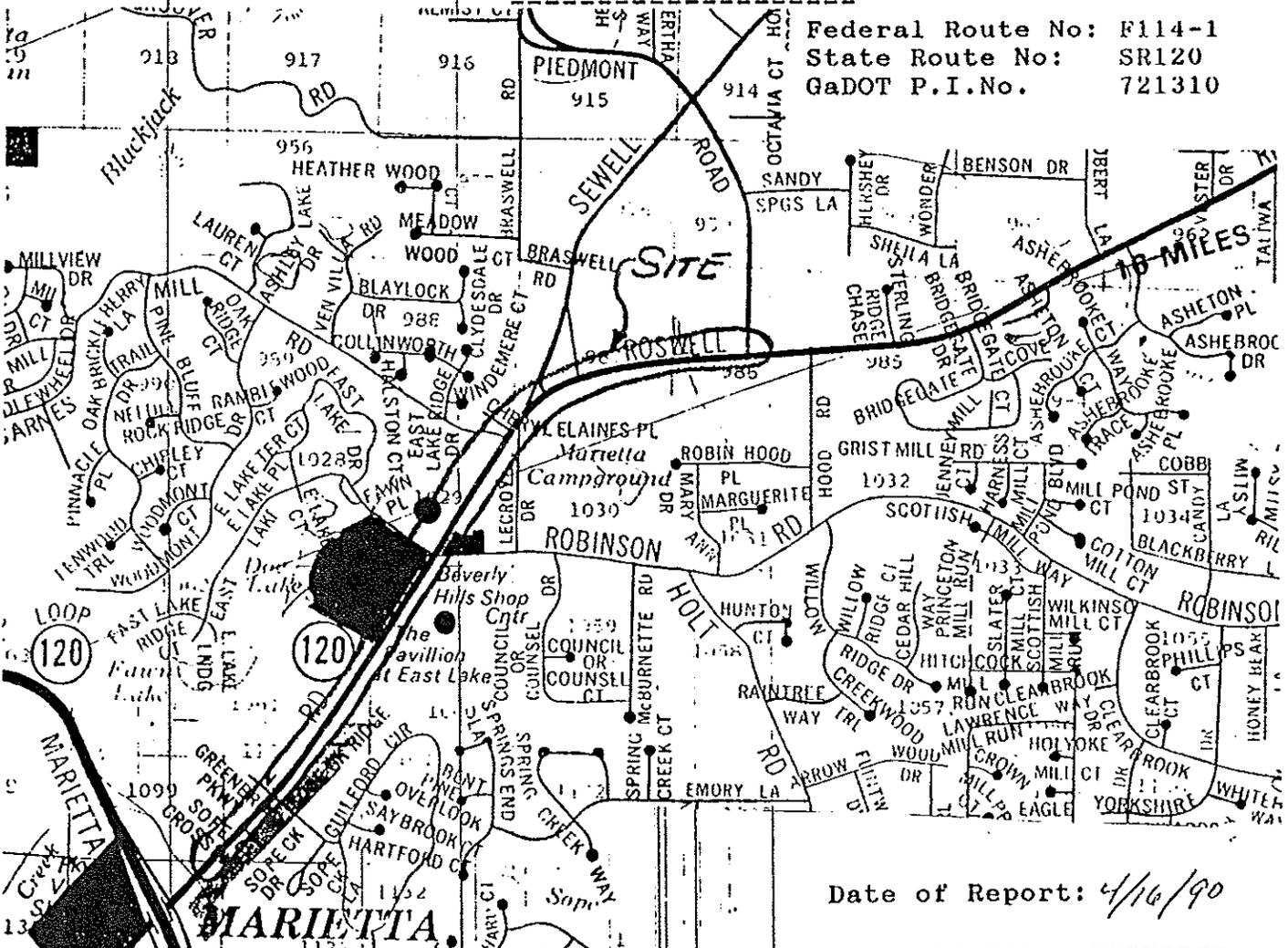
PROJECT CONCEPT REPORT

FR-114-1(72) COBB

WIDENING SR120 (ROSWELL RD) FM SR120LP TO PIEDMONT RD



Federal Route No: F114-1
State Route No: SR120
GaDOT P.I.No. 721310



Date of Report: 4/16/90

RECOMMENDATION FOR APPROVAL

4/16/90
Date

Date

Date

5/17/90
Date

Date

Date

[Signature]
State Urban Design Engineer

State Environmental Engineer

State Traffic and Safety Engineer

Paul V. Martin
District Engineer

State Bridge & Structural Design Engr

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE



FILE FR-114-1(72), Cobb
P.I.# 721310
Widening of Roswell Road

OFFICE District Seven
Chamblee, Georgia

DATE May 16, 1990

FROM Paul V. Mullins, P.E., District Preconstruction Engineer

TO Robert E. Humphrey, Project Review Engineer - Engineering Services

SUBJECT REVIEW OF CONCEPT REPORT

We have reviewed the concept report on the above project for widening of S.R. 120 (Roswell Road) from the S.R. 120 Loop to Piedmont Road a distance of 1.5 miles.

The existing roadway consists of 4 travel lanes with a flush median turning lane. The traffic volumes are 48,900 (1986) and 73,100 (2010). Posted speed is 45 mph.

The proposed concept calls for widening to six lanes with a 20 foot wide raised median from S.R. 120 Loop to Sewell Mill Road, and four lanes from Sewell Mill Road to Piedmont Road widening sufficiently to add a 20 foot wide raised median.

This concept will improve safety and add the necessary operational capacity along this heavily traveled corridor. We recommend approval.

Roland Hinners
Roland Hinners, P.E.
District Preconstruction Engineer

Attachment

cc: Juan Durrence
John Lively
Frank Danchetz

PVM:RH:kmp



DEPARTMENT OF TRANSPORTATION

STATE OF GEORGIA

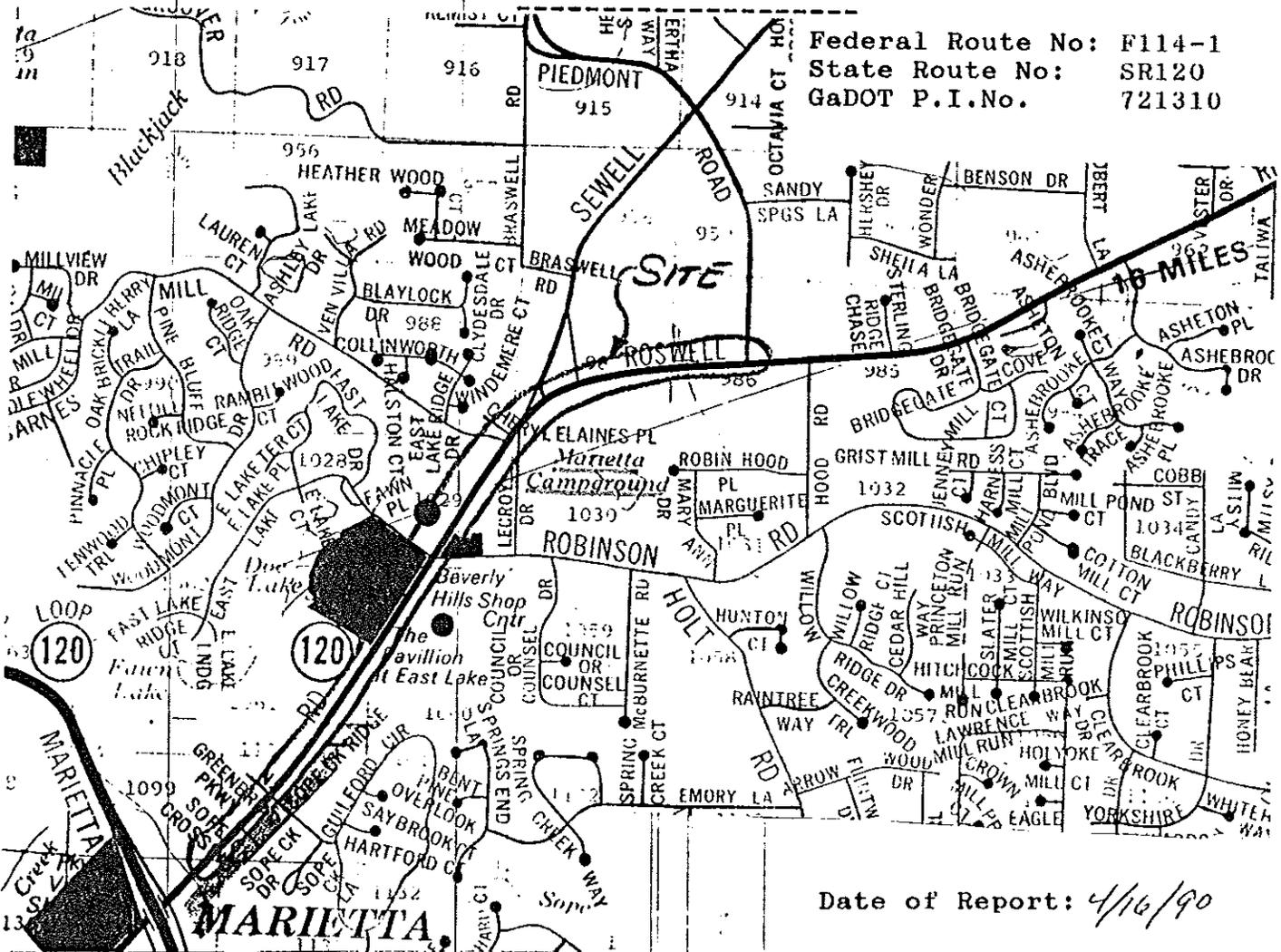
PROJECT CONCEPT REPORT

FR-114-1(72) COBB

WIDENING SR120 (ROSWELL RD) FM SR120LP TO PIEDMONT RD



Federal Route No: F114-1
State Route No: SR120
GaDOT P.I.No. 721310



Date of Report: 4/16/90

RECOMMENDATION FOR APPROVAL

4/16/90
Date

Ray G. Family, Jr.
State Urban Design Engineer

5/1/90
Date

Paul C. Danchety
State Environmental Engineer

Date

State Traffic and Safety Engineer

Date

District Engineer

Date

State Bridge & Structural Design Engr

DEPARTMENT OF TRANSPORTATION

STATE OF GEORGIA

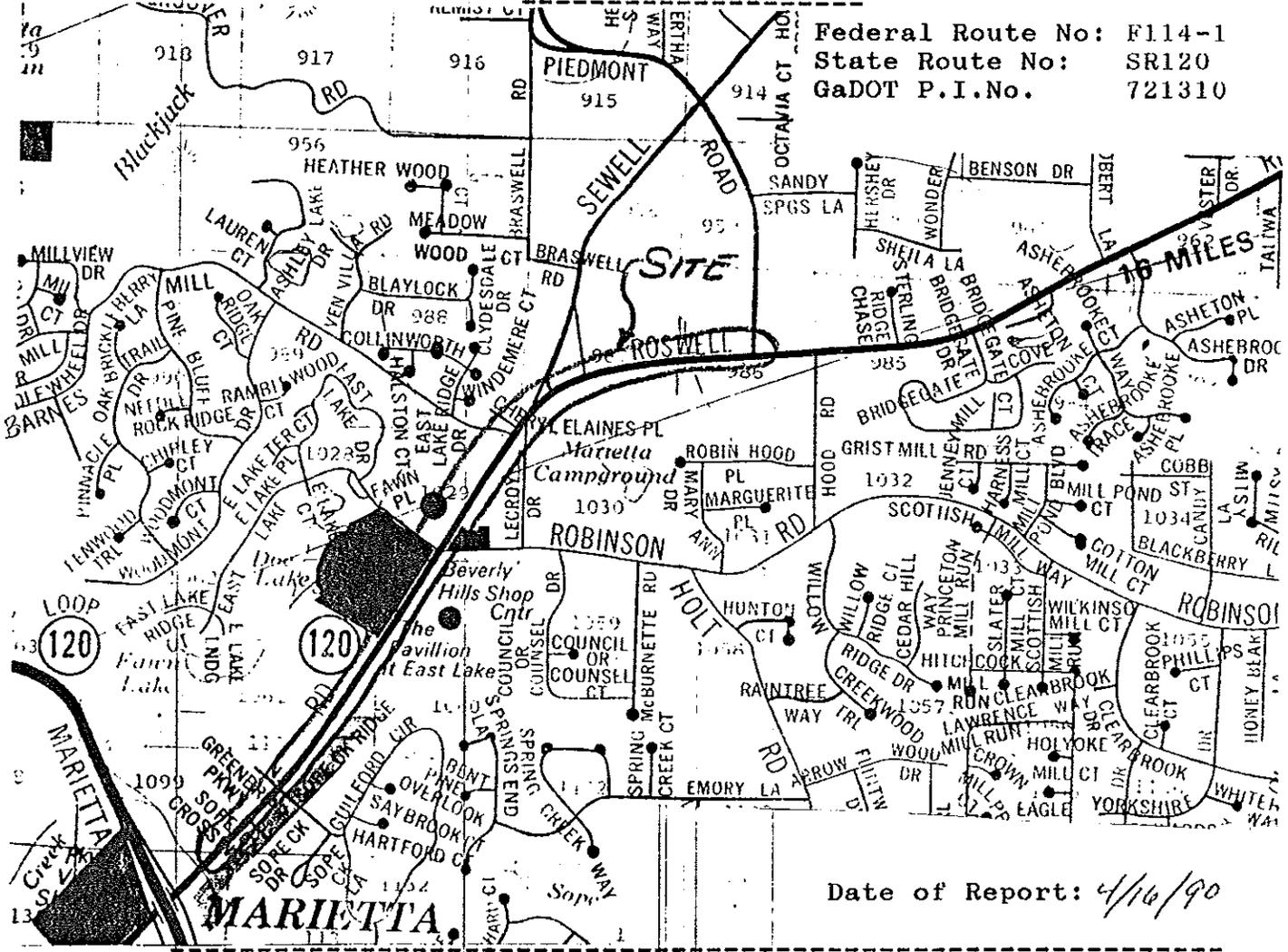
PROJECT CONCEPT REPORT

FR-114-1(72) COBB

WIDENING SR120 (ROSWELL RD) FM SR120LP TO PIEDMONT RD



Federal Route No: F114-1
State Route No: SR120
GaDOT P.I.No. 721310



Date of Report: 4/16/90

RECOMMENDATION FOR APPROVAL

4/16/90
Date

Ray Family
State Urban Design Engineer

Date
4/30/90
Date

State Environmental Engineer
Ron Colvin
State Traffic and Safety Engineer

Date

District Engineer

Date

State Bridge & Structural Design Engr

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE



FILE FR-114-1 (72)
Cobb County
P.I. No. 721310

OFFICE Atlanta,

DATE April 30, 1990

FROM *RC*
Ron Colvin, P.E., State Traffic & Safety Engineer

TO Robert E. Humphrey, P.E., Project Review Engineer

SUBJECT **Project Concept Report Review**

We have reviewed the attached concept report on the above project for widening S.R. 120 (Roswell Road) from S.R. 120 Loop to Piedmont Road in east Cobb County. Length of project is 1.5 miles. Current and future ADT is 48,900 (1986) and 73100 (2010). Design speed is 45 mph. Posted speed limit is 45 mph. between S.R. 120 Loop to east of Sewell Mill Road where it becomes 55 mph.

The existing typical section is a five lane section with a flush type median (two-way left turn lane).

The proposed typical section is a six lane facility, three 12 ft. lanes in each direction, a 20 ft. raised median with curb and gutter from S.R. 120 Loop to Sewell Mill Road. From Sewell Mill Road to Piedmont Road a raised median would be provided. The pavement would be widened for median construction and turning lane capacity at the Piedmont Road intersection.

We note the following:

1. A design exception is needed for the existing 37 mph. design speed sag vertical curve just west of Piedmont Road.
2. We are presently in progress to extend the posted speed limit of 45 mph. on through the Piedmont Road intersection.
3. The current end of the project is programmed at Sewell Mill Road in lieu of Piedmont Road as proposed in this report. However, as indicated, the project extended to Piedmont Road would provide a raised median which would match the roadway to the east along S.R. 120. The City of Marietta passed a resolution opposing the raised median, but the median is definitely needed very much.

As stated in the minutes of the Concept Meeting (Item #5), January 16, 1990 and our response letter to you February 2, 1990, this office strongly concurs with the raised median and the extension of it from Sewell Mill Road to Piedmont Road as proposed in this report.

We agree with the concept report.

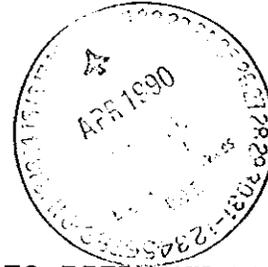
JJD:LEO:lw
Attachment (signature page)
cc: John Lively; Paul Mullins - Chamblee

DEPARTMENT OF TRANSPORTATION

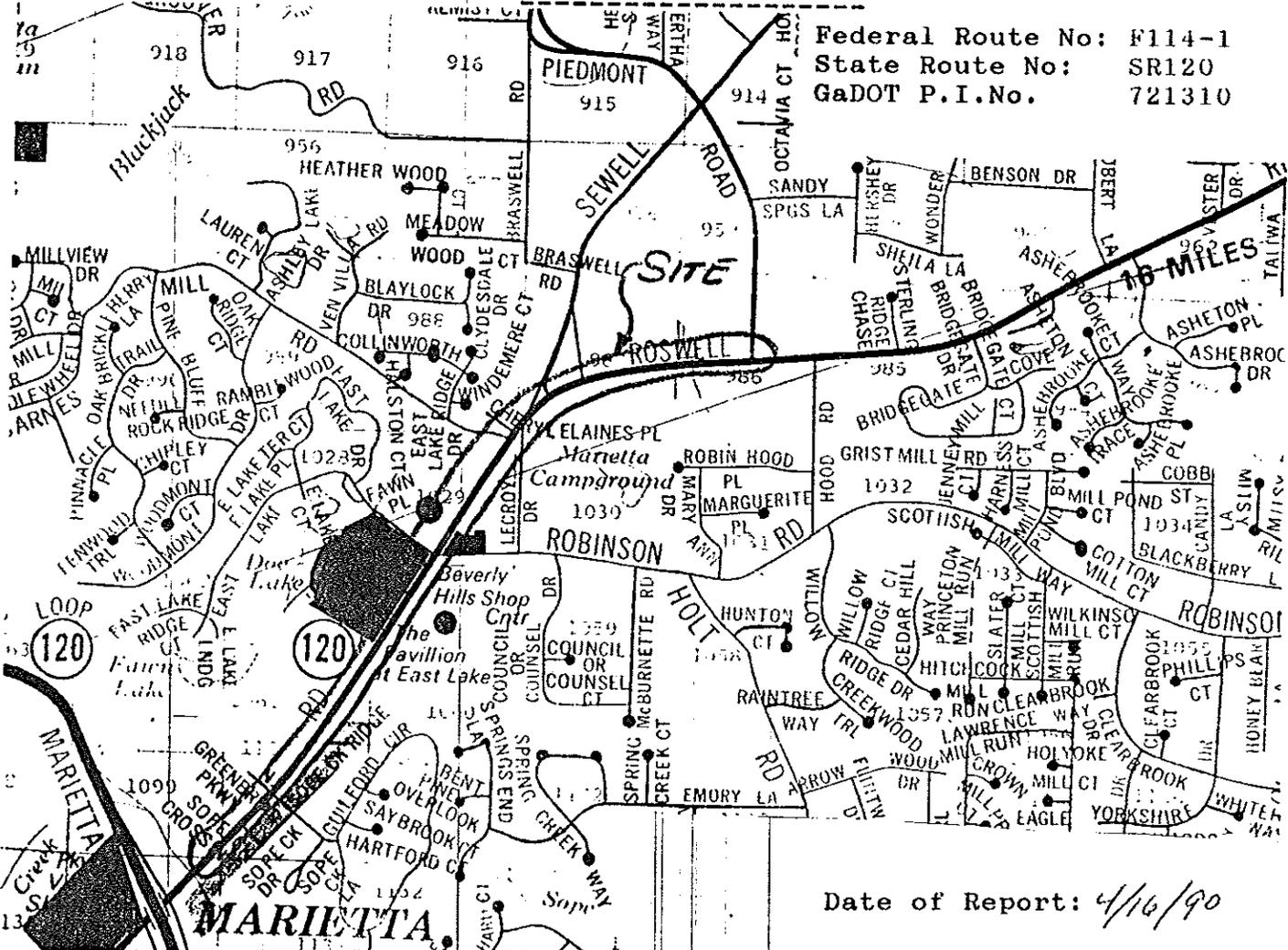
STATE OF GEORGIA

PROJECT CONCEPT REPORT

FR-114-1(72) COBB



WIDENING SR120 (ROSWELL RD) FM SR120LP TO PIEDMONT RD



Federal Route No: F114-1
State Route No: SR120
GADOT P.I.No. 721310

Date of Report: 4/16/90

RECOMMENDATION FOR APPROVAL

4/16/90
Date

Date

Date

Date

4/16/90
Date

Ray G. Family Jr.
State Urban Design Engineer

State Environmental Engineer

State Traffic and Safety Engineer

District Engineer

Paul V. Tule Jr.
State Bridge & Structural Design Engr

Date: April 16, 1990

PROJECT CONCEPT REPORT

PROJECT NO.: FR-114-1(72) Cobb P.I.No.721310

PREVIOUS PROJECT NO.: N/A ROUTE NO.: F114-1/SR120

LOCATION: SR120 (Roswell Road) from SR120 Loop to Piedmont Road in east Cobb County.

TRAFFIC: CURRENT ADT 48,900 (YR 1986) PROJECTED ADT 73,100 (YR 2010)

EXISTING TYPICAL SECTION: The existing roadway is a five lane section with a center flush turning lane. Curb and gutter is utilized along most of the project. There are turning lanes along the right side of the roadway at cross-streets. Westbound there is an auxiliary lane which begins at Sewell Mill Road and extends to East Lake Parkway.

EXISTING MAJOR STRUCTURES: There is an existing Dbl-Dbl 10x10x150' bridge culvert carrying Sope Creek under Roswell Road. The structure will not be impacted by this project.

POSTED SPEED LIMIT: 45 mph eastbound between SR120 Loop to just east of the Sewell Mill Road intersection where the posted speed limit is increased to 55 mph. Westbound there is a speed limit sign indication 55 mph just east of the Sewell Mill Road intersection.

ACCIDENT HISTORY: The following is a summary of the accident data available for the roadway:

	1986	1987	1988	
TOTAL ACCIDENTS:	135	129	195	
TOTAL INJURIES:	31	38	54	
TOTAL FATALITIES:	1	0	0	
				1988
				Statewide Avg for
				Urban Section
ACCIDENT RATE:	718	686	1099	649
INJURY RATE:	164.8	202	304.3	249
FATALITY RATE:	5.32	0	0	2.36

The accident rates and injury rates are above the Statewide Average for an urban section. Based on the high projected traffic volume for the roadway and the high accident and injury rates, a raised median is recommended for the project.

STATEMENT OF NEED & PURPOSE OF PROJECT: See attached.

PROJECT CONCEPT

LENGTH: 1.5 mile. BEGINNING: At the SR120 Loop/SR120 (Roswell Rd)

interchange. ENDING: At the Roswell Rd/Piedmont Rd intersection."

PDP CLASS: Major - Existing FUNCTIONAL CLASS: Urban - Arterial

MAX DEG OF CURVE: 4 Deg MAX GRADE: 7% DESIGN SPEED: 45 mph

PROPOSED TYPICAL SECTION: A six lane section (three in each direction) with a center 20' raised median is proposed from SR120 Loop to Sewell Mill Road. Curb and gutter will be used throughout the length of the project to minimize right-of-way impacts. It is proposed to replace the right turn lanes that currently exist.

From Sewell Mill Road to Piedmont Road it is proposed to install a raised median. There will be some widening of the pavement to accommodate the median and provide for the turning lane capacity at the Piedmont Road intersection.

MAJOR STRUCTURES: There are several retaining wall sites along the project.

TYPE ACCESS: Regulated.

TRAFFIC CONTROL DURING CONSTRUCTION: Maintain existing traffic at all times during construction.

PERMITS REQUIRED: Corps of Engineer 404 permit.

LEVEL OF ENVIRONMENTAL ANALYSIS: Environmental Assessment. There will be a 4f involvement with the Marietta Campground property which is located on the south side of SR120 in the vicinity of the Sewell Mill Road intersection. There is a cemetery located on the opposite side of the road which would make any widening to that side imprudent.

LEVEL OF PUBLIC INVOLVEMENT: Public hearing required.

TIME SAVINGS PROCEDURES APPROPRIATE? YES NO X

DESIGN VARIANCES REQUIRED: There is an existing sag vertical curve just west of the Piedmont Road intersection which has a minimum speed design of 37 mph. It is proposed to retain this curve. Therefore, a design exception from the FHWA will be required.

ALTERNATES CONSIDERED: 1. Build 2. No build

OTHER PROJECTS IN AREA: FR-114-1(63)Loop - Widening SR120Loop - Under Construction.

CONCEPT TEAM MEETING HELD: January 11, 1990

PRESENT: See attached Concept Team Meeting Minutes.

FIELD REVIEW HELD: Not held at this time.

RAILROAD INVOLVEMENT: None.

ESTIMATED COST:

<u>ITEM</u>	<u>TOTAL AMOUNT</u>
R/W	\$ 1,000,000
UTILITIES	170,500
SUBTOTAL	\$ 1,170,500
CONSTRUCTION	2,207,000
INFLATION	348,000
E&C	256,000
TOTAL CONSTRUCTION	\$ 2,811,000

POSSIBLE UNDERGROUND STORAGE TANK SITES: There are several gas stations located along the project.

COMMENTS: There is a major impact with Georgia Power electrical lines along one side of the project. There are several steel poles and at least one steel tower which may require relocation.

As indicated above, there is a speed limit sign occurring on both eastbound and westbound SR120 just east of the Sewell Mill Road intersection. In both directions, the sign indicates the speed limit to be 55 mph. It is proposed that this sign be moved to just east of the Piedmont Road intersection as this is a major signalized intersection and the speed limit should through this intersection should be reduced to 45 mph. It is also recommended that the speed limit sign located on westbound SR120 just east of the Piedmont Road intersection be signed as 45 mph due to the fact that you are approaching a major signalized intersection, about to enter a developed and congested area, and curb and gutter currently exists between Piedmont Road and Sewell Mill Road adjacent to the outside edge of travelway. It would require a design exception or move the curb and gutter to the edge of the shoulder which would impact the cemetery. Also, the proposed typical section for the project indicates curb and gutter adjacent to the outside edge of travelway. To provide for the full shoulder offset would greatly increase the right-of-way and utility costs.

Median openings are proposed at Greenbriar Parkway, East Lake Parkway/Robinson Road, and Barnes Mill Road. Traffic signals currently exist at East Lake Parkway/Robinson Road and Barnes Mill Road. The spacing of the median openings would be as follows:

From SR120 Loop entrance/exit ramps to Greenbriar Pkwy	- 1,100'
From Greenbriar Pkwy to East Lake Pkwy/Robinson Rd	- 2,800'
From East Lake Pkwy/Robinson Rd to Barnes Mill Rd	- 1,040'
From Barnes Mill Rd to Piedmont Rd	- 2,850'

The current end of the project as programmed is at Sewell Mill Road rather than Piedmont Road as proposed in this report. The reason for extending the project to Piedmont Road is to construct the raised median. This will result in matching the roadway to the east along SR120 which have been constructed or which are currently under construction to the City of Roswell with a raised median.

The City of Marietta has passed a resolution opposing the raised median. A copy of their resolution is attached.

ATTACHMENTS: Typical Section, Traffic Diagram, Need & Purpose Statement, Concept Team Meeting Minutes, Construction Cost Estimate, City of Marietta Resolution.

FR-114-1(72), Cobb County
S.R. 120 - Roswell Road
Need and Purpose Statement

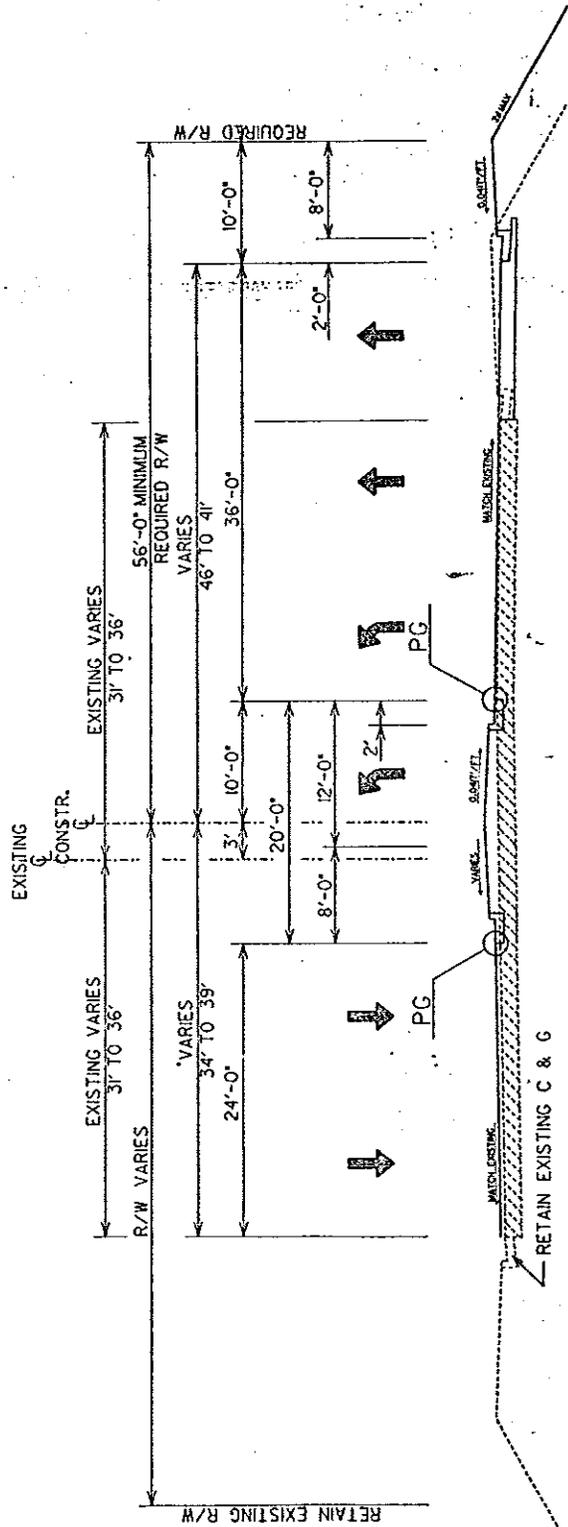
The proposed project would widen and reconstruct Roswell Road from S.R. 120 Loop to Sewell Mill Road for a distance of approximately 1.2 miles. The existing roadway is currently four lanes with a center turn lane and would be widened to six lanes (three in each direction) with a 20-foot wide raised median. Crossovers and left turn lanes would only be provided at major intersections.

Existing traffic on the roadway is operating beyond design capacity of the roadway during peak periods. Current traffic is 52,000 ADT. Projected traffic demands on this facility in the design year 2010 are projected to be 73,000 ADT. The peak period time is being extended because of the increasing desire to use the roadway and growth that is occurring in this corridor of Cobb County. Also, additional trips are being generated at all the shipping centers which front this project. Widening of this roadway will improve the existing unstable flow of traffic and help relieve congestion.

Construction of the project would provide the needed capacity to relieve the back up of traffic and decrease travel time along this roadway. Also, the project would lessen left turn movement and thereby cut down on traffic accidents and provide a safer and more efficient facility by allowing crossover only at designated major intersections.

The proposed project is included in the Transportation Improvement Program of the Atlanta Regional Transportation Plan (1990-2010).

STATE PROJECT NUMBER 507 TOTAL
 GA. FR 114-K72 307



TYPICAL SECTION NO. 3
 NORMAL CROWN FROM SEWELL MILL RD. TO EAST PIEDMONT

NOTE: WHEN PROPOSED PAVEMENT BOTH IS LESS THAN 2'-0" AND IS CONFINED BETWEEN PROPOSED CURB AND CUTTER AND EXISTING PAVEMENT, 6" OF CLASS "B" CONCRETE SHALL BE USED IN LIEU OF ASPHALTIC CONCRETE "B" AND BASE

FR 114-K72
 ROSWELL ROAD
 COBB COUNTY
 TYPICAL SECTIONS

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

TBoag

FILE FR-114-1(72), Cobb County OFFICE Urban Design
Roswell Road Widening
P.I. 721310 DATE January 16, 1990

FROM Richard D. Smith, Transportation Engineer IV

TO FILE

SUBJECT Minutes of Concept Team Meeting - January 11, 1990

A concept team meeting was held on January 11, 1990 on the above mentioned project and following is a narrative of what was discussed.

The meeting was opened with introductions by Kirby Hamil followed by a description of the preliminary concept by Doug Smith.

1. Ga. Power transmission tower must have a 20' lateral clearance if it is not relocated which would necessitate building retaining wall on southside of Roswell Road.
2. Look at the possibility of signaling N. Greenbrier Parkway and Sewell Mill Road.
3. One building location will have to be removed.
4. Marietta Methodist Campground on right side opposite cemetery is on the National Register and would require a 4^c.
5. There was a discussion as to the disposition of the intersection at Sewell Mill Road and Roswell Road. Traffic and Safety recommended closing median and continuing median island all the way to Piedmont Road. Driveways at Sewell Mill and Roswell Road would be a problem if Sewell Mill is left open.
6. The horizontal alignment at Old Sewell Mill Road can be increased to 45 mph with additional S.E.
7. It was pointed out that a vertical speed design of 35 mph exists at sag approaching East Piedmont.

If there should be any questions, or additions to the minutes, please send comments to this office.

HJL:RDS:jw

cc: Charlie Bryans, City of Marietta; Frances Anglin, District 7;
Debi Gibby, District 7; Bob Klink; Andy Rikard; Bascombe Hughes;
Frank Golder; Jack Lenderman; Del Clippard



Cobb County
Board of Commissioners

Department of Transportation
10 E. Park Square
Marietta, Georgia 30090-9612
(404) 429-3411

Douglas W. Wiersig, Ph.D., P.E.
Director

March 27, 1990



Lively	_____
Simpson	_____
Hall	_____
Lee	_____
C. Lewis	_____
File	_____
_____	_____

Hoyt J. Lively, Jr., P.E.
State Urban Design Engineer
Georgia Department of Transportation
#2 Capitol Square
Atlanta, GA 30334

RE: Roswell Road Widening from Sewell Mill Road to 120 Loop
Project No. FR-114-1(72) Cobb, P.I. No. 721310

Dear John:

In response to the January, 1990 Design Concept Meeting with the Georgia Department of Transportation, the Department presents the following comments:

1. It would be extremely difficult to construct six lanes with a median divider through this section since there is an existing five-lane design and substantial commercial development in the area.
2. There will continue to be a significant number of left-turning vehicles at Robinson Road.
3. The County desires to promote the use of Piedmont Road rather than Sewell Mill Road. Access must still be maintained to Sewell Mill from eastbound Roswell Road.

Hopefully, this answers the questions raised at this January, 1990 meeting.

If there are any questions regarding this, please let me know.

Very truly yours,

Douglas W. Wiersig, Ph.D., P.E.
Director

DWW/lm

cc: Bob Klink
Doug Hefty

Philip L. Secrist
Chairman

Emmett L. Burton
Eastern District

Harvey D. Paschal
Western District

Thea J. Powell
Eastern District

Harriet L. Smith
Western District

Patrick G. Salerno

COUNCIL BILL NO. 305290 COUNCIL RESOLUTION NO. 90-855

A RESOLUTION

REQUESTING the State not to provide a raised median for Roswell Road east of the Loop but instead, a turn lane be provided.

WHEREAS, the State Department of Transportation proposes to provide a raised median for the widening of Roswell Road, and

WHEREAS, a turn lane would be more conducive to the needs of Marietta.

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND CITY COUNCIL OF THE CITY OF MARIETTA, GEORGIA THAT: the State Department of Transportation provide a turn lane on Roswell Road east of the Loop instead of a raised median.

DATE: February 14, 1990

APPROVED: 
Mayor & City Council

ATTEST: Thomas A. Pelegino
City Clerk

PRELIMINARY COST ESTIMATE

URBAN DESIGN OFFICE

DATE: 4/13/90 PROJECT NUMBER: FR-114(72) COBB P.I.No. 721310

PREPARED BY: TB [F114(72).EST] MILEAGE: 1.5

PROJECT DESCRIPTION: Widening of Roswell Rd (SR120) fm 5 lns with a center turn lane to six lns with a 20 ft median fm SR120 Loop to Sewell Road and provide a raised median for the roadway fm Sewell Mill to Piedmont Rd.

PROPOSED CONCEPT: Six lns w/20' raised med. Urban section.

EXISTING RDY: five lane section w/accel & decel lns.

TRAFFIC: Exist: 48,900 (1986) Design: 73,100 (2010)

() PROGRAMMING PROCESS (X) CONCEPT DEVELOPMENT
 () DURING PROJECT DEVELOPMENT

PROJECT COSTS

A. RIGHT-OF-WAY \$1,000,000.00

B. REIMBURSABLE UTILITIES \$170,500.00

C. MAJOR STRUCTURES

1. RETAINING WALLS (MAJOR)

20100 sf @ \$35.00 \$703,500.00

SUBTOTAL \$703,500.00

D. GRADING & EARTHWORK

1. BORROW: 20071 cy @ \$4.90 \$98,347.90

2. EXCAVATION:

Soil: 8012 cy @ \$4.10 \$32,849.20

Rock: cy @ \$0.00

SUBTOTAL \$131,197.10

E. DRAINAGE

1. PIPING SYSTEM

1360 lf_15in_ @ \$16.50 \$22,440.00

120 lf_18in_ @ \$20.00 \$2,400.00

160 lf_24in_ @ \$26.00 \$4,160.00

15 in 2 FES @ \$240.00 \$480.00

__24 in__	2 FES	@ \$320.00	_____	\$640.00	
2. CATCH BASINS					
	30	EA	@ \$1,300.00	_____	\$39,000.00
3. DROP INLETS					
	10	EA	@ \$1,200.00	_____	\$12,000.00
4. MISCELLANEOUS ITEMS					
				_____	\$15,000.00
				SUBTOTAL	\$96,120.00 ✓

F. BASE & PAVING

1. AGGREGATE BASE					
	13400	tons	@ \$14.00	_____	\$187,600.00
2. ASPHALT PAVING					
	1800	Tons_of_B_(2 in)	@ \$32.00	_____	\$57,600.00
	3800	Tns_of_E_(1.5 in)	@ \$34.00	_____	\$129,200.00
	3400	Tons_BASE_(4 in)	@ \$32.00	_____	\$108,800.00
	4200	Tons_LEVELING	@ \$38.00	_____	\$159,600.00
	2900	Gals_of_TACK	@ \$1.00	_____	\$2,900.00
3. CL B CONC BASE OR PVT WIDENING					
	15	cy	@ \$150.00	_____	\$2,250.00
				SUBTOTAL	\$647,950.00 ✓

G. CONCRETE WORK

1. CURB & GUTTER					
	24500	lf	@ \$10.00	_____	\$245,000.00
2. SIDEWALKS, 4 IN					
	600	sy	@ \$15.00	_____	\$9,000.00
3. MISCELLANEOUS CONCRETE					
	40	cy	@ \$450.00	_____	\$18,000.00
4. CONCRETE MEDIAN PAVING					
	1300	sy	@ \$20.00	_____	\$26,000.00

5. VALLEY GUTTER

800 sy @ \$30.00 \$24,000.00

SUBTOTAL \$322,000.00

H. LIGHTING/SIGN/STRIPE/SIGNAL

SIGNS/SIGNALS \$75,000.00

STRIPE \$30,000.00

SUBTOTAL \$105,000.00

I. GUARDRAIL

2000 lf Ty W @ \$11.00 \$22,000.00

2 Anchors Ty 1 @ \$350.00 \$700.00

2 Anchors Ty 9 @ \$850.00 \$1,700.00

SUBTOTAL \$24,400.00

J. TRAFFIC CONTROL \$42,000.00

K. LUMP SUM ITEMS

1. CLEARING & GRUBBING

16 Acres @ \$5,000.00 \$80,000.00

2. LANDSCAPING/GRASSING

\$7,000.00

3. EROSION CONTROL

\$25,000.00

SUBTOTAL \$112,000.00

L. MISCELLANEOUS ITEMS

1. FIELD OFFICE Type \$20,000.00

2. FENCING

lf @ \$0.00

SUBTOTAL \$20,000.00

ESTIMATE SUMMARY

RIGHT-OF-WAY	\$1,000,000.00
REIMBURSABLE UTILITIES	\$170,500.00

CONSTRUCTION COST SUMMARY

CLEARING & GRUBBING	\$80,000.00
EARTHWORK	\$132,000.00
BASE & PAVING	\$648,000.00
DRAINAGE	\$97,000.00
CONCRETE WORK	\$322,000.00
TRAFFIC CONTROL	\$42,000.00
EROSION CONTROL	\$25,000.00
GUARDRAIL	\$25,000.00
SIGN/STRIPE/SIGNAL/LIGHT	\$105,000.00
LANDSCAPING/GRASSING	\$7,000.00
MISCELLANEOUS	\$20,000.00
SUBTOTAL ROADWAY ITEMS	\$1,503,000.00
MAJOR STRUCTURES	\$703,500.00
TOTAL CONSTRUCTION ESTIMATE	\$2,207,000.00
3 YEARS OF INFLATION AT 5%/YR	\$348,000.00
10% E&C	\$256,000.00
TOTAL	\$2,811,000.00