

ORIGINAL TO GENERAL FILES

D.O.T. 66

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE STP-114-1(72) Cobb County **OFFICE** Preconstruction
P. I. No. 721310 **DATE** November 17, 1997
CWH
FROM C. Wayne Hutto, Assistant Director of Preconstruction
TO SEE DISTRIBUTION

SUBJECT PROJECT CONCEPT REPORT APPROVAL

Attached for your files is the approval for subject project.

CWH/cj

Attachment

DISTRIBUTION:

Walker Scott
Bobby Mustin
David Studstill (ATTN: Harvey Keeper)
Jerry Hobbs
Herman Griffin
Marta Rosen (ATTN: Michael Henry)
Marion Waters
Toni Dunagan
Paul Liles
Jim Hitt (Traffic Ops)
Don Mills
Mitch Fowler
Joe Palladi

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE STP-114-1(72) Cobb County **OFFICE** Preconstruction
P.I. No. 721310
DATE October 28, 1997
FROM *Walker W. Scott*
Walker W. Scott, Jr., P.E., Director of Preconstruction
TO Wayne Shackelford, Commissioner

SUBJECT PROJECT CONCEPT REPORT

This project is the widening and reconstruction of SR 120 from SR 120 Loop to Bridge Gate Drive for a total of 2.80km. The existing roadway is a five lane section with a center turn lane from SR 120 Loop to East Piedmont Road and a four lane divided section with a 6.1m raised median to Bridge Gate Drive. The current traffic volumes on SR 120 and Roswell Road either approach or exceed the capacity for a four lane roadway, and as a result, additional capacity must be provided for the projected traffic volumes. In addition, traffic volumes at or near the roadway's capacity have resulted in safety problems. There have been 558 accidents on SR 120/Roswell Road in the last 4 years. The roadway, with its current center turn lane, has an accident rate higher than the statewide average for a facility of this type. Implementation of the project as proposed will reduce the number of conflict points with the addition of a median. The estimated base year traffic on SR 120 is 69,000 VPD in the year 2000 with projected volumes of 91,900 VPD in 20 years. The posted speed and the design speed are 70km/h.

The proposed construction will provide six, 3.3m lanes with a variable 2.4m to 6.1m raised median and turn lanes as required. The proposed lane width (3.3m) will be utilized to reduce right-of-way impacts. Access will be controlled by driveway permits. Design exceptions will be required for a substandard vertical curve near SR 120 Loop, stopping sight distance, and speed design. Traffic on SR 120/Roswell Road will be maintained at all times.

Environmental concerns include requiring a Categorical Exclusion be prepared; a public hearing will be held; four (4) possible UST sites impacted; time saving procedures are not appropriate.

The estimated costs for this project are:

	<u>PROPOSED</u>	<u>APPROVED</u>	<u>PROG DATE</u>	<u>LET DATE</u>
Construction (includes E&C and inflation)	\$3,908,000	\$3,661,000	LR	01-04
Right-of-Way*	\$2,908,000	\$1,995,000		
Utilities*	\$ 250,000	-----		

Wayne Shackelford

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STP-114-1(72) Cobb

October 28, 1997

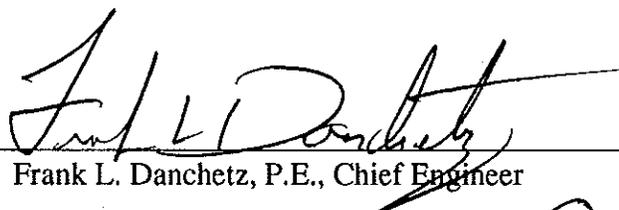
*Cobb County signed contract on 8-15-97 to be responsible for preliminary engineering and utility relocation (except Georgia Power).

This project conforms to the current Transportation Improvement Program (TIP) of the Atlanta Regional Commission (ARC). The environmental document will be approved by December 31, 1997, and this project will be "grandfathered". I recommend this project concept be approved.

WWS:JDQ/cj

Attachment

CONCUR


Frank L. Danchetz, P.E., Chief Engineer

APPROVE


Wayne Shackelford, Commissioner

A

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENTAL CORRESPONDENCE

FILE: STP-114-1(72) Cobb
P.I. NUMBER 721310

OFFICE: Atlanta, Georgia

DATE: October 9, 1997

FROM: Bob Mustin, ^{DTM} Project Review Engineer

TO: C. Wayne Hutto, Assistant Director of Preconstruction

SUBJECT: PROJECT CONCEPT REPORT

We have reviewed the concept report submitted October 2, 1997 by the letter from Joseph P. Palladi dated September 12, 1997 and have no comments.

The estimated costs for the project are as follows:

Construction	\$ 3,069,000
Inflation	\$ 484,000
E & C	\$ 355,000
Right of Way	\$ 2,908,000
Reimbursable Utilities	\$ 250,000

DTM

c: Joe Palladi - Attention: Stanley Hill



DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

PROJECT CONCEPT REPORT

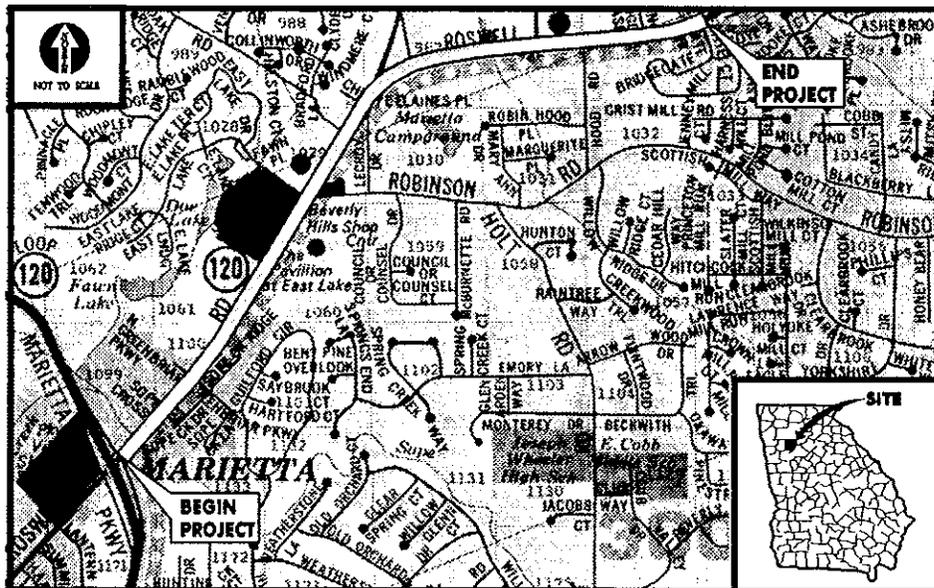
WIDENING OF SR 120/ROSWELL ROAD FROM SR 120 LOOP TO EAST OF EAST PIEDMONT ROAD

PROJECT NO.: STP-114-1(72)

Federal Route No.: F114-1

Georgia Route No.: State Route 120

GaDOT P.L.No.: 721310



DATE OF REPORT: JULY 31, 1997

RECOMMENDATION FOR APPROVAL

9/30/97
Date:

Joseph P. Peller
State Urban Design Engineer

Date:

State Environmental/Location Engineer

Date:

State Traffic Operations Engineer

Date:

District 7 Engineer

Date:

Project Review Engineer

PROJECT CONCEPT REPORT

PROJECT LOCATION AND DESCRIPTION	
PROJECT NO. : STP-114-1(72) Cobb County	P.I. No. : 721310
PREVIOUS PROJECT NO. : N/A	ROUTE NO. : SR 120
LOCATION: SR 120/Roswell Road from SR 120 Loop to Approximately 600 m east of East Piedmont Road.	
DESCRIPTION: Widen existing five-lane roadway with continuous center turn lane to six lanes divided with median from SR 120 Loop to East Piedmont Road. Widen four-lane divided with median to six-lane divided with median from East Piedmont Road to Bridge Gate Drive.	

TRAFFIC					
<u>CURRENT</u>		<u>OPENING YEAR</u>		<u>PROJECTED</u>	
<u>YEAR</u>	<u>AADT</u>	<u>YEAR</u>	<u>AADT</u>	<u>YEAR</u>	<u>AADT</u>
1996	62,000	2000	69,000	2020	91,900

SEE ATTACHED PEAK HOUR DESIGN YEAR TRAFFIC

ROADWAY CLASSIFICATION		
<u>ROADWAY</u>	<u>PDP CLASSIFICATION</u>	<u>FUNCTIONAL CLASSIFICATION</u>
SR 120 Roswell Road	NON-CA CA EX SF	Principal Arterial, Non-Freeway Urban

EXISTING ROADWAY		
<p>EXISTING TYPICAL SECTION: The current roadway is a five-lane section with a center turn lane from SR 120 Loop to East Piedmont Road and a four-lane divided section with a 6 m raised median east of East Piedmont Road.</p>		
<p>RIGHT-OF-WAY WIDTH: Varies</p>		
<p><u>POSTED SPEED</u> 45 mph</p>	<p><u>MAX RADIUS</u> 428 m</p>	<p><u>MAX GRADE</u> 7.3%</p>
<p>EXISTING MAJOR STRUCTURES: None</p>		

ACCIDENT HISTORY							
SR 120 ROSWELL ROAD							
<u>YEAR</u>	<u>ACCIDENTS</u>			<u>INJURIES</u>		<u>FATALITIES</u>	
	<u>Number</u>	<u>Rate</u> ¹	()	<u>Number</u>	<u>Rate</u>	()	()
1993	126	656	(585)	27	141	(256)	0 (N/A)
1994	163	840	(649)	44	227	(321)	0 (N/A)
1995	133	749	(661)	33	186	(319)	0 (N/A)
1996	136	618	(N/A)	34	151	(N/A)	0 (N/A)

NOTES: *(1) - Accident Rates Are Per 100 Million Vehicle Miles. Statewide rates are shown in parenthesis.*

PROJECT NEED AND PURPOSE
<p>See Attached Need and Purpose Statement</p>

PROPOSED ROADWAY

SR 120 ROSWELL ROAD

PROPOSED TYPICAL SECTION: Divided urban arterial way with six 3.3 m (11') lanes, 2.4 m (8') to 6.0 m (20') raised median, plus turn lanes as required. See attached typical sections.

MIN RADIUS ALLOWABLE: 215 m
MIN RADIUS PROPOSED: 428 m
MAX GRADE ALLOWED: 7.0%
MAX. GRADE PROPOSED: 7.3 %
DESIGN SPEED: 70 km/h
E_{max}: 0.04 m/m

MAJOR STRUCTURES: None

TYPE ACCESS: Regulated by permit.

TRAFFIC CONTROL DURING CONSTRUCTION: Traffic on SR 120/Roswell Road will be maintained at all times.

PROPOSED RIGHT-OF-WAY

DISPLACEMENTS

Right-of-Way Width	<u>Residences</u>	<u>Businesses</u>	<u>Mobile Homes</u>
Varies	0	0	0

PROPOSED ROADWAY

SR 120 ROSWELL ROAD

DESIGN EXCEPTIONS REQUIRED

ITEM	YES	NO	UNDETERMINED
Horizontal Alignment		✓	
Roadway Width		✓	
Shoulder Width		✓	
Vertical Grades	✓		
Cross Slopes		✓	
Stopping Sight Distance	✓		
Superelevation Rates		✓	
Horizontal Clearance		✓	
Speed Design	✓		
Vertical Clearance		✓	
Bridge Width		✓	
Bridge Structural Capacity		✓	

ESTIMATED COST

SR 120 ROSWELL ROAD

Right-of-Way	\$ 2,908,000	
Utilities: State Responsibility	\$ 250,000	
SUBTOTAL		\$ 3,158,000
Construction Items		
Major Structures	\$ 461,125	
Grading and Drainage	\$ 506,848	
Base and Paving	\$ 891,330	
Lump Items	\$ 780,000	
Miscellaneous	\$ 429,795	
SUBTOTAL OF CONSTRUCTION	\$ 3,069,098	
Inflation (5% per year, 3 years)	\$ 483,766	
E&C (10%)	\$ 355,287	
TOTAL CONSTRUCTION COST		\$ 3,908,152
TOTAL PROJECT COST		\$ 7,066,152

Detailed Cost Estimate Attached

ENVIRONMENTAL CONSIDERATIONS

SR 120 ROSWELL ROAD

PERMITS REQUIRED: None known at this time.

LEVEL OF ENVIRONMENTAL ANALYSIS: Categorical Exclusion

LEVEL OF PUBLIC INVOLVEMENT: Public Hearing will be required.

POSSIBLE UNDERGROUND STORAGE TANK SITES: Four

OTHER CONSIDERATIONS

SR 120/ROSWELL ROAD

TIME SAVINGS PROCEDURES APPROPRIATE:

ALTERNATES CONSIDERED: No build alternate.

OTHER PROJECTS IN AREA: None

OTHER APPROVALS/PERMITS: None

CONCEPT TEAM MEETING HELD: August 27, 1997

CONCEPT TEAM MEETING ATTENDEES: See Attached Concept Team Meeting Minutes.

FIELD REVIEW HELD: Formal field review has not been held at this time. Site has been inspected many times by those preparing the concept.

LOCAL GOVERNMENT AGREEMENTS: Approved & signed by Cobb Co. on 8-15-97.

RAILROAD INVOLVEMENT: None.

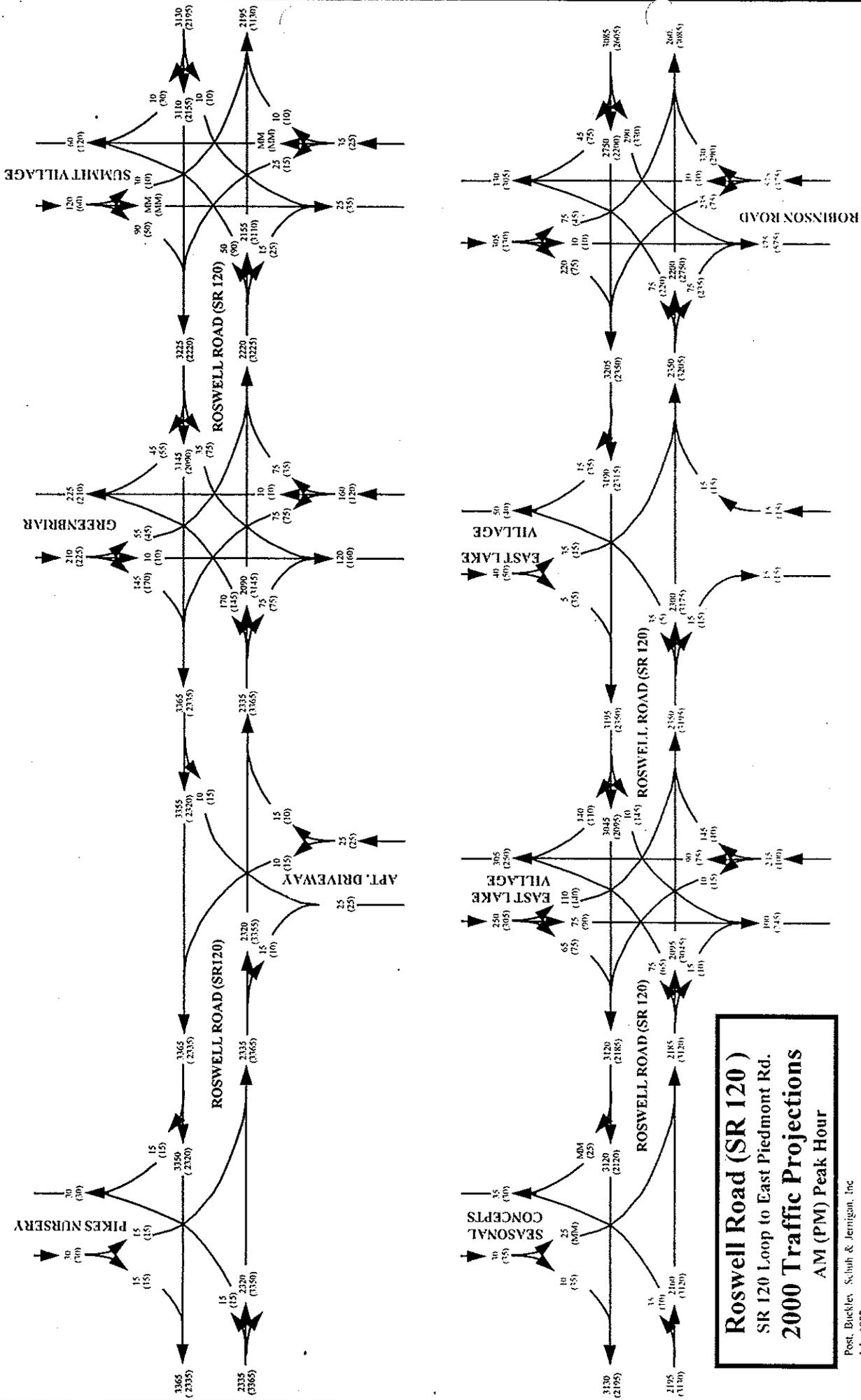
UTILITIES: Cost estimate requested (See concept team notes)

COMMENTS: The following is a summary of pertinent information required for approval of design exceptions. A sag vertical curve on Roswell Rd./S.R. 120 exists at the S.R. 120 loop interchange. The posted speed is 45mph/72kph and the sag vertical curve currently meets 37mph/60kph. The exiting grade is 7.3% which exceeds the AASHTO 1994 value of 7.0%. In order to meet the 45mph/72kph posted speed, the interchange would require total reconstruction. The project is currently identified as S.R. 120 widening from the S.R. 120 loop to East Piedmont Road, therefore it was determined that the interchange reconstruction would need to be identified as a separate project. Lighting is currently provided in the area of the sag vertical curve.

The current horizontal alignment of the intersection of Sewell Mill Road and Roswell Rd./S.R. 120 meets a design speed of 18mph/30kph. However, the posted speed is 35mph/56kph. The proposed horizontal realignment of Sewell Mill Road will meet 25mph/40kph. In order to obtain a horizontal design speed of 35mph/56kph, a displacement of a multi-story office building would be necessary.

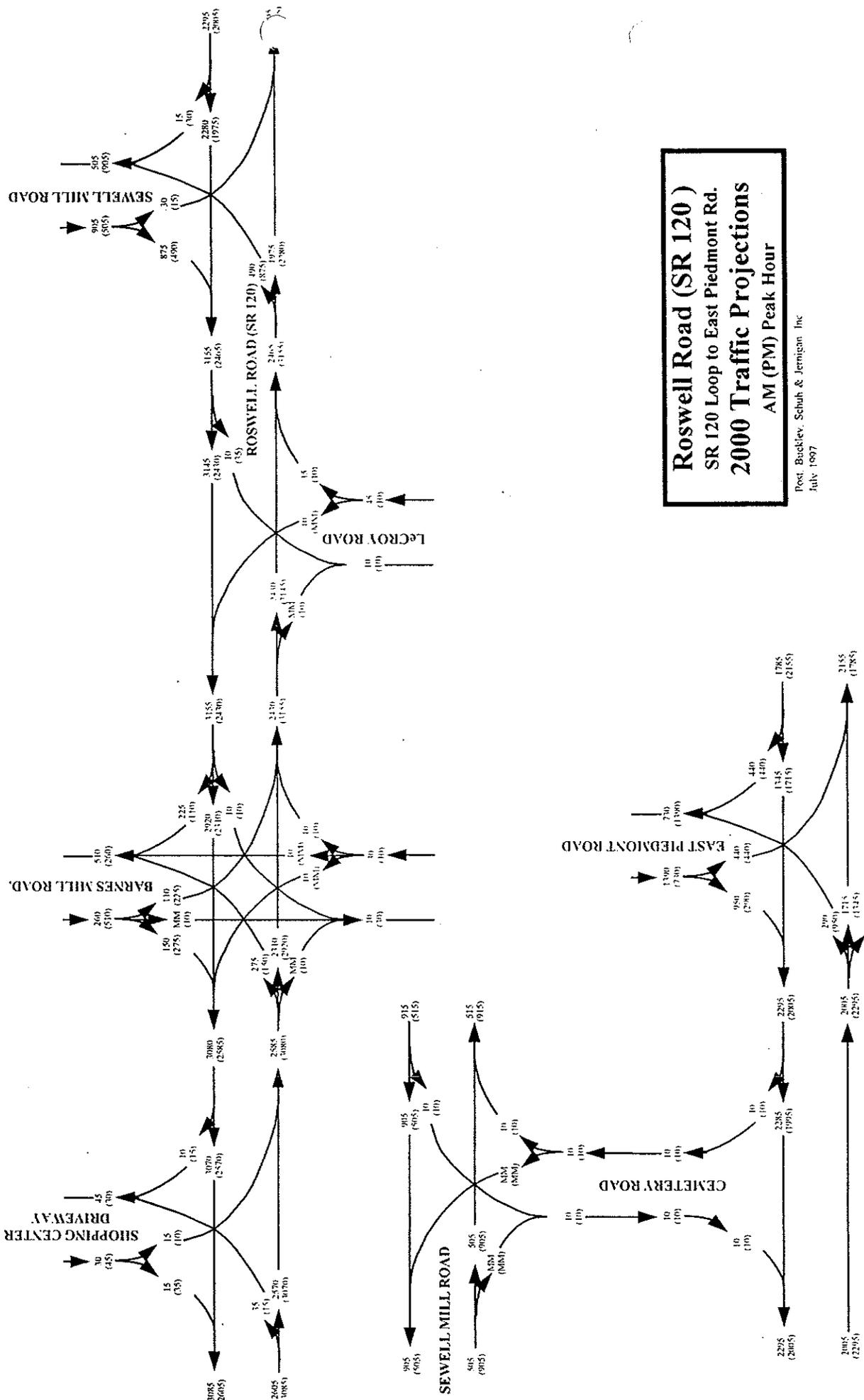
ATTACHMENTS:

- Traffic Data
- Need and Purpose Statement
- Typical Sections
- Minutes of Concept Meeting
- Detailed Cost Estimate
- Attendance List



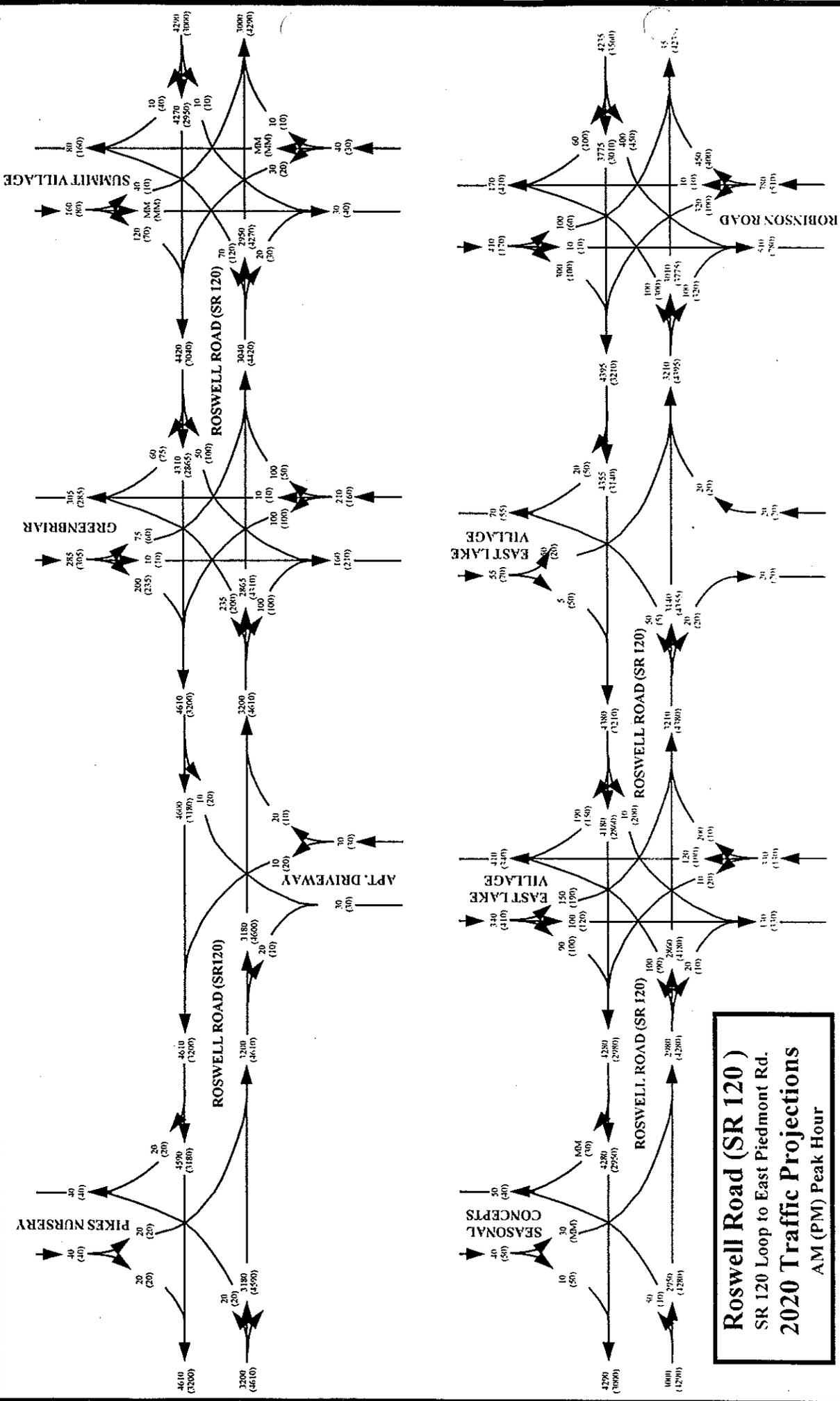
Roswell Road (SR 120)
 SR 120 Loop to East Piedmont Rd.
2000 Traffic Projections
 AM (PM) Peak Hour

Post, Bucklev, Schuh & Jernigan, Inc
 July 1997



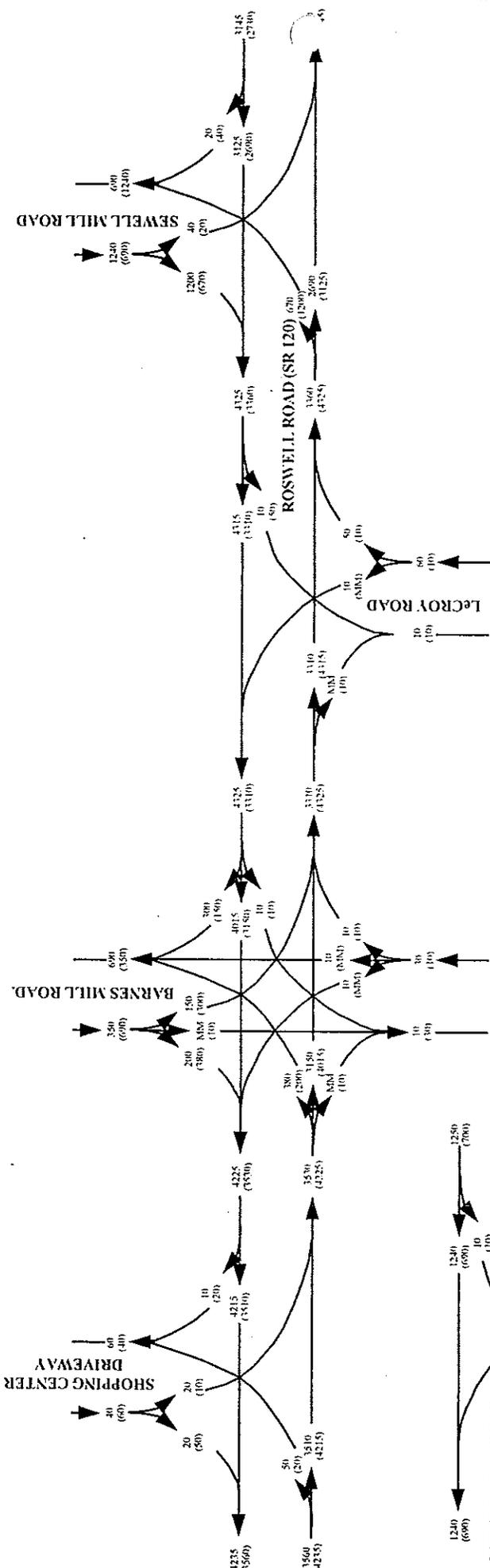
Roswell Road (SR 120)
SR 120 Loop to East Piedmont Rd.
2000 Traffic Projections
AM (PM) Peak Hour

Prep. Buckley, Schuh & Jernigan, Inc.
 July 1997



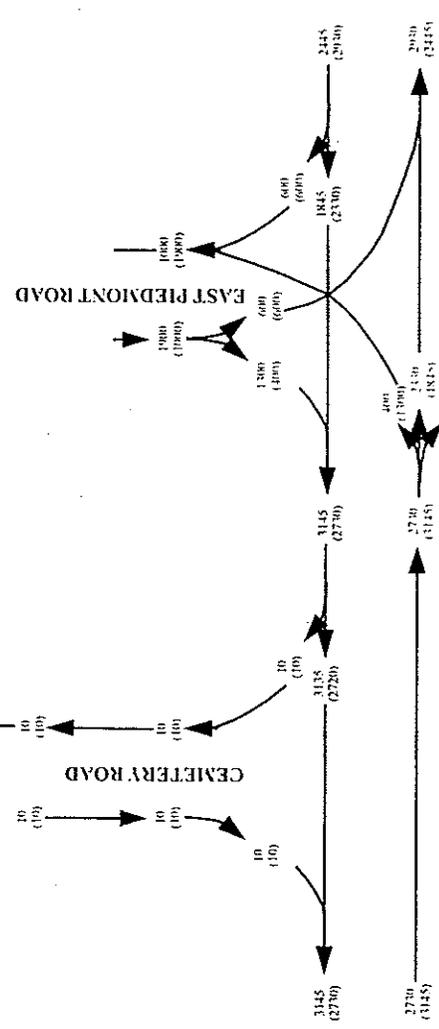
Roswell Road (SR 120)
 SR 120 Loop to East Piedmont Rd.
2020 Traffic Projections
 AM (PM) Peak Hour

Pest Buckley, Schuh & Jernigan, Inc.
 July 1997



Roswell Road (SR 120)
SR 120 Loop to East Piedmont Rd.
2020 Traffic Projections
AM (PM) Peak Hour

Post Buckley Schuh & Jernigan Inc
 July 1997



**2020 AM Build Peak Level of Service
SR 120 Roswell Road, Cobb County
SR 120 Loop to East Piedmont Road**

Intersection	Approach	CORSIM Nodes		Movement	2020 Volumes		Stop Time (Veh.-Min.)	Delay (Sec/Veh)	LOS
		A	B		DDHV	CORSIM			
Greenbriar Pkwy	Northbound	22	20	Left-Thru	110	111	145.6	78.7	F
				Right	100	70	12.0	10.3	B
				OVERALL	210	181	157.6	52.2	E
	Southbound	24	18	Left-Thru	85	73	67.1	55.2	E
				Right	200	214	66.9	18.8	C
				OVERALL	285	287	134.0	28.0	D
	Eastbound	14	20	Left	235	197	752.3	229.1	F
				Thru-Right	2965	2848	230.8	4.9	A
				OVERALL	3200	3045	983.1	19.4	C
	Westbound	26	18	Left	50	82	79.1	57.9	E
Thru-Right				4370	3838	584.2	9.1	B	
OVERALL				4420	3920	663.3	10.2	B	
Intersection Total					8115	7433	1938.0	15.6	C
Robinson Road	Northbound	60	58	Left	320	325	537.8	47.8	E
				Thru	10	9	266.9	47.9	E
				Right	450	444	186.4	25.2	D
				OVERALL	780	778	991.1	76.4	F
	Southbound	62	56	Left	100	88	121.0	82.5	F
				Thru	10	15	195.0	113.6	F
				Right	300	307	123.5	24.1	C
				OVERALL	410	410	439.5	64.3	F
	Eastbound	50	58	Left	100	90	92.7	61.8	F
				Thru	3010	2890	979.9	20.3	C
Right				100	93	9.3	6.0	B	
OVERALL				3210	3073	1081.9	21.1	C	
Westbound	57	56	Left	400	340	348.9	61.6	F	
			Thru	3775	3326	1205.7	21.8	C	
			Right	60	43	1.8	2.5	A	
			OVERALL	4235	3709	1556.4	25.2	D	
Intersection Total					8635	7970	4068.9	30.6	D

**2020 AM Build Peak Level of Service
SR 120 Roswell Road, Cobb County
SR 120 Loop to East Piedmont Road**

Intersection	Approach	CORSIM Nodes		Movement	2020 Volumes		Stop Time (Veh.-Min.)	Delay (Sec/Veh)	LOS		
		A	B		DDHV	CORSIM					
Barnes Mill Rd.	Northbound	68	66	Left-Thru-Right	30	29	9.7	20.1	C		
		OVERALL			30	29	9.7	20.1	C		
	Southbound	70	64	Left	150	161	182.7	68.1	F		
				Thru	10	6	181.8	65.3	F		
		Right	200	184	58.0	18.9	C				
		OVERALL			360	351	422.5	72.2	F		
	Eastbound	59	66	Left	380	346	1502.6	260.6	F		
				Thru-Right	3150	2998	507.5	10.2	B		
				OVERALL			3530	3530.0	60.0	E	
	Westbound	72	64	Left	10	8	0.9	6.8	B		
Thru				4015	3632	789.5	13.0	B			
Right				300	287	63.4	13.3	B			
OVERALL					4325	3927	853.8	13.0	B		
<i>Intersection Total</i>					8245	7837	4816.0	36.9	D		
Sewell/Cemetery Rd.	Southbound	88	84	Left	40	39	10.0	15.4	C		
				Right	1200	1200	2.8	0.1	A		
				OVERALL			1240	1239	12.8	0.6	A
	Eastbound	80	86	Left	670	593	90.7	9.2	B		
				Thru	2710	2621	81.4	1.9	A		
				OVERALL			3380	3214	172.1	3.2	A
	Westbound	92	84	Thru	3525	2740	1486.5	32.6	D		
				Right	10	8	0.5	3.8	A		
				OVERALL			3535	2748	1487.0	32.5	D
				OVERALL			8155	7201	1671.9	13.9	B
<i>Intersection Total</i>					600	608	663.7	65.5	F		
Southbound	96	92	Right	1300	1290	511.3	23.8	C			
			OVERALL			1900	1898	1175.0	37.1	D	
			Left	400	386	244.2	38.0	D			
Eastbound	86	94	Thru	2330	2207	151.1	4.1	A			
			OVERALL			2730	2593	395.3	9.1	B	
			Thru	1845	1535	2939.4	114.9	F			
Westbound	98	92	Right	600	511	427.5	50.2	E			
			OVERALL			2445	2046	3366.9	98.7	F	
			OVERALL			4345	3944	4541.9	69.1	F	
<i>Intersection Total</i>											
E. Piedmont Rd.	Southbound	96	92	Left	600	608	663.7	65.5	F		
				Right	1300	1290	511.3	23.8	C		
				OVERALL			1900	1898	1175.0	37.1	D
				Left	400	386	244.2	38.0	D		
Eastbound	86	94	Thru	2330	2207	151.1	4.1	A			
			OVERALL			2730	2593	395.3	9.1	B	
			Thru	1845	1535	2939.4	114.9	F			
Westbound	98	92	Right	600	511	427.5	50.2	E			
			OVERALL			2445	2046	3366.9	98.7	F	
			OVERALL			4345	3944	4541.9	69.1	F	

**2020 PM Build Peak Level of Service
SR 120 Roswell Road, Cobb County
SR 120 Loop to East Piedmont Road**

Intersection	Approach	CORSIM Nodes		Movement	2020 Volumes		Stop Time (Veh.-Min.)	Delay (Sec/Veh)	LOS
		A	B		DDHV	CORSIM			
Greenbriar Pkwy	Northbound	22	20	Left-Thru	110	115	108.9	56.8	E
				Right	50	46	23.8	31.0	D
				OVERALL	160	161	132.7	49.5	E
	Southbound	24	18	Left-Thru	70	79	71.4	54.2	E
				Right	235	222	46.2	12.5	B
				OVERALL	305	301	117.6	23.4	C
	Eastbound	14	20	Left	200	166	128.4	46.4	E
				Thru-Right	4410	4038	716.0	10.6	B
				OVERALL	4610	4204	844.4	12.1	B
	Westbound	26	18	Left	100	81	64.8	48.0	E
Thru-Right				2940	3227	372.7	6.9	B	
OVERALL				3040	3308	437.5	7.9	B	
Intersection Total					8115	7974	1532.2	11.5	B
Robinson Road	Northbound	60	58	Left	100	104	74.4	47.8	E
				Thru	10	10	103.9	54.7	E
				Right	400	400	164.2	24.6	C
				OVERALL	510	514	342.5	40.0	D
	Southbound	62	56	Left	60	73	65.2	53.6	E
				Thru	10	10	111.1	80.3	F
				Right	100	87	31.1	21.4	C
				OVERALL	170	170	207.4	73.2	F
	Eastbound	50	58	Left	300	268	235.3	52.7	E
				Thru	3775	3172	1081.7	20.5	C
Right				320	260	29.1	6.7	B	
OVERALL				4395	3700	1346.1	21.8	C	
Westbound	57	56	Left	450	470	402.8	51.4	E	
			Thru	3010	2944	967.9	19.7	C	
			Right	100	103	7.0	4.1	A	
			OVERALL	3560	3517	1377.7	23.5	C	
Intersection Total					8635	7901	3273.7	24.9	C

**2020 PM Build Level of Service
SR 120 Roswell Road, Cobb County
SR 120 Loop to East Piedmont Road**

Intersection	Approach	CORSIM Nodes		Movement	2020 Volumes		Stop Time (Veh.-Min.)	Delay (Sec/Veh)	LOS
		A	B		DDHV	CORSIM			
Barnes Mill Rd.	Northbound	68	66	Left-Thru-Right	10	9	3.0	20.0	C
		OVERALL			10	9	3.0	20.0	C
	Southbound	64		Left	300	294	995.2	203.1	F
		64		Thru	10	6	994.1	198.8	F
		64		Right	380	386	281.6	43.8	E
	Eastbound	59		OVERALL	690	686	2270.9	198.6	F
		66		Left	200	183	126.4	41.4	E
		66		Thru-Right	4025	3391	1297.4	23.0	C
		66		OVERALL	4225	3530	3530.0	60.0	E
	Westbound	72		Left	10	10	1.6	9.6	B
64		Thru	3150	3108	441.3	8.5	B		
64		Right	150	132	19.2	8.7	B		
64		OVERALL	3310	3250	462.1	8.5	B		
<i>Intersection Total</i>					8235	7475	6266.0	50.3	E
Sewell/Cemetery Rd.	Southbound	88	84	Left	20	9	5.0	33.3	D
		84		Right	670	670	1.9	0.2	A
		84		OVERALL	690	679	6.9	0.6	A
	Eastbound	86		Left	1200	936	2543.8	163.1	F
		86		Thru	3135	2582	50.0	1.2	A
		86		OVERALL	4335	3518	2593.8	44.2	E
	Westbound	92		Thru	2790	2568	477.8	11.2	B
		84		Right	40	23	4.3	11.2	B
		84		OVERALL	2830	2591	482.1	11.2	B
	<i>Intersection Total</i>					7855	6788	3082.8	27.2
E. Piedmont Rd.	Southbound	96	92	Left	600	485	6927.8	857.0	F
		92		Right	400	381	293.4	46.2	E
		92		OVERALL	1000	866	7221.2	500.3	F
	Eastbound	94		Left	1300	1019	1446.3	85.2	F
		94		Thru	1845	1579	128.0	4.9	A
		94		OVERALL	3145	2598	1574.3	36.4	D
	Westbound	98		Thru	2330	2234	2626.1	70.5	F
92		Right	600	562	368.9	39.4	D		
<i>Intersection Total</i>					2930	2796	2995.0	64.3	F
<i>Intersection Total</i>					3930	3662	10216.2	167.4	F

NEED AND PURPOSE

The proposed upgrading of SR 120/Roswell Road from the SR 120 Loop to East Piedmont Road is based upon the need to provide a facility which will better handle present and future traffic demands in an efficient and safe manner. Without these proposed improvements the roadway will not be able to serve its function as a principal arterial. In addition, without these improvements, the safety of the roadway will continue to degrade as increased traffic volumes create greater congestion. The current traffic volumes on SR 120 and Roswell Road either approach or exceed the capacity of a four-lane roadway, and as a result, additional capacity must be provided to account for projected traffic volumes.

The need for the planned roadway improvements becomes increasingly evident when developing traffic volumes for 2020. By the design year of 2020, two-way traffic volumes in the P.M. peak hour at major intersections along the project corridor will range from over 5,000 vehicles near East Piedmont Road to over 7,000 vehicles at the Robinson Road intersection. The existing roadway would operate at a level-of-service (LOS) F for its entire length in the design year. Implementation of the proposed project would provide LOS D or better at all intersections in the design year.

In addition, traffic volumes at or near the roadway's capacity have resulted in safety problems. The roadway with its current center turn-lane has an accident rate higher than the statewide average for a facility of this type. As traffic volumes increase, the potential for conflicts and accidents on the roadway will also increase as motorists will have trouble entering and exiting the roadway. Implementation of the project will reduce the number of conflict points with the addition of a median, thereby reducing the potential for accidents. This will improve safety on this section of Roswell Road. The project is in the AKC TIP, RTP, and the Cobb County local option sales tax program.

PROJECT CONCEPT REPORT
TEAM PROJECT CONCEPT MEETING MINUTES

The Concept Team Meeting was held August 27, 1997 at 9:00 A.M. in the Urban Design Conference Room of the Georgia Department of Transportation, located at No. 2 Capitol Square in Atlanta. Stanley Hill, Project Manager, Tom Bagby, Project Designer and Scott Edmonson of Post Buckley Schuh and Jernigan conducted the meeting. The Need and Purpose Statement was read by Jim Evans, of Post Buckley Schuh and Jernigan. Joe Palladi informed him to update the Need and Purpose Statement to include the description of the TIP. Stanley Hill read the Accident Report and highlighted that the Accident Rate was higher than the Statewide rate for all three years mentioned.

PROPOSED PROJECT DESCRIPTION:

The proposed project consists of widening Roswell Road, which is a five lane roadway with a center turn lane, to a six lane roadway with a raised median from the S.R. 120 loop to East Piedmont Road. Additional widening is necessary along Roswell Road from East Piedmont Road to Bridge Gate Drive from a four lane roadway with a raised median to a six lane roadway with a raised median. A lane width of 3.3m will be utilized in order to minimize impacts, especially in the area of the United Methodist Campground and United Methodist Cemetery. The design speed of the roadway is 70kph. Median openings are proposed at the following locations: Greenbriar Parkway, Shopping Center Entrance 1, Shopping Center Entrance 2, East Lake Parkway/Robinson Road, East Piedmont Road, Hood Road, and Bridge Gate Drive. Traffic signals are proposed at the following locations: Greenbriar Parkway, East Lake Parkway/Robinson Road, Barnes Mill Road, Sewell Mill Road, and East Piedmont Road.

PROJECT CONCEPT REPORT
TEAM PROJECT CONCEPT MEETING MINUTES

The Concept Team Meeting was held August 27, 1997 at 9:00 A.M. in the Urban Design Conference Room of the Georgia Department of Transportation, located at No. 2 Capitol Square in Atlanta. Stanley Hill, Project Manager, Tom Bagby, Project Designer and Scott Edmonson of Post Buckley Schuh and Jernigan conducted the meeting. The Need and Purpose Statement was read by Jim Evans, of Post Buckley Schuh and Jernigan. Joe Palladi informed him to update the Need and Purpose Statement to include the description of the TIP. Stanley Hill read the Accident Report and highlighted that the Accident Rate was higher than the Statewide rate for all three years mentioned.

INTERSECTING STREET	POSTED SPEED	PROPOSED MEDIAN OPENING	DISTANCE FROM PREVIOUS MEDIAN OPENING	DISTANCE TO NEXT MEDIAN OPENING
Greenbriar Pkwy	35mph/60kph	YES	350m	370m
Driveway	NOT POSTED	YES	370m	265m
Driveway	NOT POSTED	YES	265m	202m
East Lake Pkwy/ Robinson Road	35mph/60kph	YES	202m	295m
Barnes Mill Road	35mph/60kph	YES	295m	240m
LeCroy Drive	35mph/60kph	NO	N/A	N/A
Sewell Mill Road	35mph/60kph	YES	240m	580m
Cemetery Road	NOT POSTED	NO	N/A	N/A
East Piedmont Road	45mph/70kph	YES	580m	160m
Hood Road	35mph/60kph	YES	N/A	N/A

TEAM CONCEPT REPORT
TEAM MEETING COMMENTS

Joseph Palladi, GDOT Urban Design Engineer. *The median should be extended all the way to East Piedmont Road.*

Donald Mills, GDOT Office Of Planning. *Asked if there were any bike lanes on this project. The Answer was no.*

Joe Palladi, GDOT Urban Design Engineer. *A design exception will be required at the start of the job due to a sag vertical curve under the interstate. The addition of lighting at the 120 Loop may help in acquiring the design exception. The intersection is currently lighted.*

Frances C. Anglin, GDOT Environment/Location. *Inquired as to why four of the five UST's were not shown. Scott Edmonson replied that only one UST was on the Right Of Way. Frances said she would like to have all UST's shown whether they were inside the Right Of Way or not. Frances also stated that the plans should be checked to insure they are in compliance with the State Cemetery law. The level of environmental analysis will be a Categorical Exclusion.*

Susan Knudson, GDOT, Scheduling District 7. *A Public Hearing will be required.*

David Mullins, GDOT, Engineering Services. *Only 20% of the project includes a full-width, 20'6.0 m grass median. Other median areas have turn lanes. Even though truck traffic is only 2%, the asphalt looked a little light for this amount of traffic.*

Denny Meier, Cobb DOT. *We want a curb and gutter median wherever possible to allow for landscaping. Sidewalk should also be added.*

Ken Estes, GDOT Traffic Operations. *The inside lane becomes a dual left at Sewell Mill Road. We should "rethink" the lane drop at Sewell Mill Road.*

PROJECT CONCEPT REPORT
TEAM MEETING COMMENTS

Jerry Wylie, GDOT District 7 Utilities. *There are several Utility companies that may have facilities on this project they are:*

1. *Bell South -Telephone*
2. *Georgia Power Distribution*
3. *Cobb County Water and Sewage system*
4. *Media One -Cable*
5. *Cobb EMC*
6. *Atlanta Gas Light Company*
7. *City of Marietta*
8. *Georgia Transmission Corp.*
9. *Marietta Power*
10. *MEAG -Power Company*
11. *Summit Cable Company*
12. *Marietta Fiber Net*

There are no major conflicts with the utility companies at this time. The design of this project avoids any impact to the transmission tower on the northeast side of Roswell Rd. just past Greenbriar Parkway by holding the existing edge of pavement where the tower is located and widening to the southeast side of the road.

Jim Thomas, Cobb Water System. *No conflicts at this time.*

David M. Ford, Bell South. *No problem at this time.*

Jack Kovalsky, Media One. *No conflicts at this time.*

Russell Moorehead, Marietta Public Works. *No comment.*

PRELIMINARY COST ESTIMATE

PROJECT NUMBER: STP-114-1(72)
 DATE: Aug 3,1997
 PREPARED BY: PBS&J
 PROGRAMMING PROCESS () CONCEPT DEVELOPMENT (X) DURING PROJECT DEVELOPMENT

COUNTY: Cobb
 ESTIMATED LETTING DATE: 2000
 PROJECT LENGTH (KM): 2.800

**ROSWELL ROAD
 PROJECT COST**

A. RIGHT OF WAY:

1. PROPERTY:	LUMP SUM	\$1,402,500
2. IMPROVEMENTS:	LUMP SUM	\$283,500
3. DISPLACEMENT:	LUMP SUM	\$137,500
4. OTHER COST:	NET COST	\$1,823,500
Admin./court fees & inflation		\$1,084,500

SUBTOTAL: A \$2,908,000

B. REIMBURSABLE UTILITIES:

\$250,000

C. CONSTRUCTION:

I. MAJOR STRUCTURES:

a. RETAINING WALLS

	(sm)	(cost/sm)	(sf)	(cost/sf)	
Wall 1	625	\$376.74	6,727	\$35.00	\$235,445
Wall 2	94	\$376.74	1,012	\$35.00	\$35,420
Wall 3	21	\$376.74	226	\$35.00	\$7,910
Wall 4	39	\$376.74	420	\$35.00	\$14,700
Wall 5	393	\$376.74	4230	\$35.00	\$148,050
Wall 6	52	\$376.74	560	\$35.00	\$19,600

b. BRIDGES \$0

c. BRIDGE REMOVAL \$0

d. BRIDGE CULVERTS \$0

SUBTOTAL: C-1 \$461,125

2. GRADING AND DRAINAGE:

a. EARTHWORK	(cu. m)	(cost/cu. m)	(cy)	(cost/cy)	
	22,938	\$6.54	30,000	\$5.00	\$150,000

b. DRAINAGE: \$0

1) Curb and Gutter	(m)	(cost/m)	(lf)	(cost/lf)	
	7,855	\$24.28	25,770	\$7.40	\$190,698

2) Longitudinal System (incl. catch basins)

A. Storm Drain Pipe	(m)	(cost/m)	(lf)	(cost/lf)	
	747	\$141.08	2,450	\$43.00	\$105,350

B. Catch Basins	(each)	38	(cost)	\$1,600.00			\$60,800		
SUBTOTAL: C-2							<u>\$506,848</u>		
3. BASE AND PAVING:									
a. ASPHALT PAVING:									
	(sm)		(cost/sm)		(sy)	(cost/sy)			
1 1/2" asph. conc. "E"	76,589		\$3.47		91,600	\$2.90	\$265,640		
2" asph. conc. "B"	15,886		\$4.31		19,000	\$3.60	\$68,400		
4" asph. conc. base	15,886		\$8.37		19,000	\$7.00	\$133,000		
Graded aggregate base 8"	19,816		\$8.01		23,700	\$6.70	\$158,790		
Asph. conc. leveling	4,990		\$45.19		5,500	\$41.00	\$225,500		
b. CONCRETE PAVING concrete drives, valley gutter, etc.							\$40,000		
SUBTOTAL: C-3							<u>\$891,330</u>		
4. LUMP ITEMS:									
a. TRAFFIC CONTROL							\$500,000		
b. CLEARING AND GRUBBING							\$210,000		
c. LANDSCAPING							\$30,000		
d. EROSION CONTROL							\$40,000		
SUBTOTAL: C-4							<u>\$780,000</u>		
5. MISCELLANEOUS:									
a. SIGNING - STRIPING - SIGNAL							\$300,000		
b. GUARDRAIL	(m)	250	(cost/m)	\$55.00	(lf)	820	(cost/lf)	\$16.76	\$13,750
c. SIDEWALK & MEDIAN BARRIER									
	(sm)		(cost/sm)		(sy)	(cost/sy)			
Sidewalk	4,946		\$15.00		5915	\$12.54	\$74,185		
Conc. Median	1,522		\$27.51		1820	\$23.00	\$41,860		
SUBTOTAL: C-5							<u>\$429,795</u>		

MEETING/CONFERENCE RECORD OF ATTENDEES

PURPOSE: CONCEPT TEAM MEETING
 LOCATION: SR 120 Roswell Road, STP-114-1CT2) COBB, COUNTY
 DATE: AUG. 27, 1997 HOUR: 9:00AM - 11:00AM
 MODERATOR: STANLEY Hill

<u>NAME</u>	<u>ORGANIZATION</u>	<u>TELEPHONE NO.</u>
1. <u>Bobby BRIGHTWELL</u>	<u>Medicine 2925 Countywide Drive - Norcross, Ga</u>	<u>7/6132064</u>
2. <u>Tom Basky</u>	<u>Urban Design</u>	<u>6565441</u>
3. <u>JERRY WYLIE</u>	<u>DISTRICT 7 UTILITIES</u>	<u>(770) 986-1090</u>
4. <u>STANLEY Hill</u>	<u>URBAN DESIGN</u>	<u>(404) 656-5441</u>
5. <u>SCOTT EDMONSON</u>	<u>POST BUCKLEY SCHOOL & JERNIGAN</u>	<u>(404) 351-5608</u>
6. <u>Jim Evans</u>	<u>POST BUCKLEY SCHOOL & JERNIGAN</u>	<u>(404) 351-5608</u>
7. <u>Rebecca Kemmer</u>	<u>Post Buckley,</u>	<u>"</u>
8. <u>Chetna Dixson</u>	<u>Post, Buckley, Schuh & Jernigan</u>	<u>"</u>
9. <u>DENNY MEIER</u>	<u>COBB DOT</u>	<u>770-528-1623</u>
10. <u>Ben Burman</u>	<u>Ga DOT - Urban Design</u>	<u>404-656-5454</u>
11. <u>Joe Pallad.</u>	<u>Ga DOT - Urban Design</u>	<u>404-656-5436</u>
12. <u>Dorey Smith</u>	<u>Ga. D.O.T. Urban</u>	<u>5441</u>
13. <u>JIM THOMAS</u>	<u>COBB WATER SYSTEM</u>	<u>770-419-6313</u>
14. <u>DAVID M. FORD</u>	<u>BELLSOUTH</u>	<u>770-493-2041</u>
15. <u>DAVID MULLING</u>	<u>ENGINEERING SERVICES GDOT</u>	<u>404-657-7470</u>
16. <u>Reba P. Scott</u>	<u>GDOT - PROGRAMMING</u>	<u>404-651-7043</u>
17. <u>DONALD MILLS</u>	<u>GDOT - PLANNING</u>	<u>404-657-6912</u>
18. <u>Susan Knudson</u>	<u>GDOT - DIST. 7</u>	<u>(770) 986-1050</u>
19. <u>Ken Estes</u>	<u>GDOT - T.O.</u>	<u>404-635-8120</u>
20. <u>Frank Fawc</u>	<u>GDOT URBAN DESIGN</u>	<u>"</u>
<u>CRAIG CLARK</u>	<u>GDOT URBAN</u>	<u>"</u>

REMARKS: _____

MEETING/CONFERENCE RECORD OF ATTENDEES

PURPOSE: CONCEPT TEAM MEETING

LOCATION: SR 120 - STP-114-1(72) COBB Co

DATE: AUG 27, 1997 HOUR: 9:00

MODERATOR: STANLEY HILL

	<u>NAME</u>	<u>ORGANIZATION</u>	<u>TELEPHONE NO.</u>
1.	FRANCES C. ANGLIN	GDOT (DIST. 7)	770-986-1050
2.	RUSSELL MOOREHEAD	MARIETTA	770-528-0805
3.	JACK KOVALSKI	MEDIA ONE	770-63-2424
4.	LYNN DONALDSON	MEAG POWER	770-563-0398
5.			
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REMARKS: _____



DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

PROJECT CONCEPT REPORT

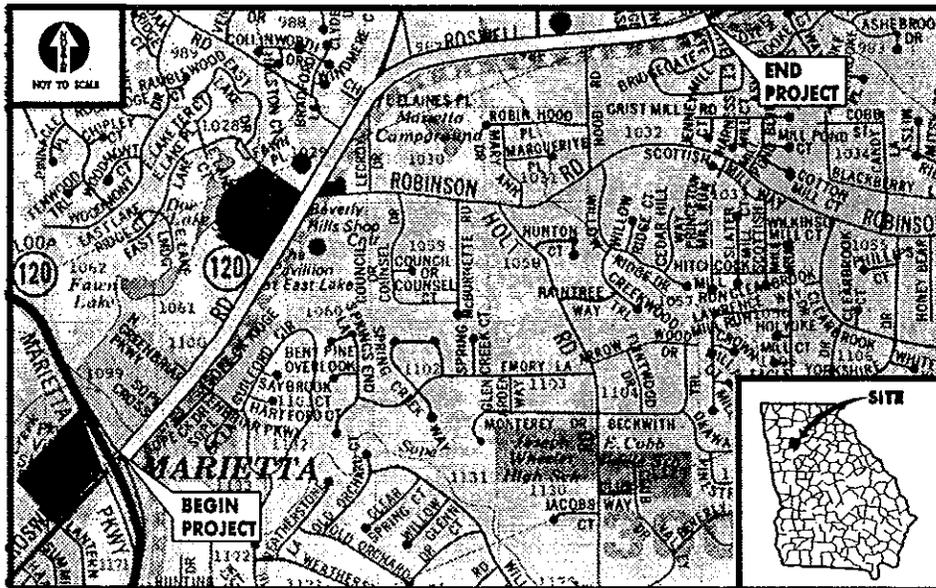
WIDENING OF SR 120/ROSWELL ROAD FROM SR 120 LOOP TO EAST OF EAST PIEDMONT ROAD

PROJECT NO.: STP-114-1(72)

Federal Route No.: F114-1

Georgia Route No.: State Route 120

GaDOT P.L.No.: 721310



DATE OF REPORT: JULY 31, 1997

RECOMMENDATION FOR APPROVAL

9/30/97
Date:

Joseph P. Peller
State Urban Design Engineer

Date:
10/3/97
Date:

State Environmental/Location Engineer
Marcia Hill
State Traffic Operations Engineer

Date:

District 7 Engineer

Date:

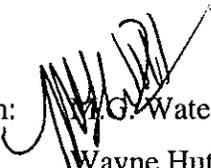
Project Review Engineer

Department of Transportation
State of Georgia

INTERDEPARTMENTAL CORRESPONDENCE

File: STP-114-1 (72), Cobb Co.
P.I. No. 721310

Office: Traffic Operations
Atlanta, Georgia
Date: October 3, 1997

From:  M.G. Waters, III, P.E., State Traffic Operations Engineer

To: Wayne Hutto, Assistant Director of Preconstruction

Subject: Project Concept Report Review

We have reviewed the concept report on the above project for the proposed widening of SR 120 from the SR 120 Loop to just east of East Piedmont Rd. The existing five lane section will be widened to six 3.3 m lanes with a 6 m raised median. While we believe this concept will improve safety and traffic operations along this section of roadway, we recommend providing for the standard 3.6 m lane width except in the area around the United Methodist Campground and the cemetery. We also request that one four inch conduit with innerduct be installed in the shoulder as part of this project. The conduit would be used for the future interconnection of the Advanced Traffic Management System components in this area. Our Traffic Operations Design Office can provide design details and cost estimates for inclusion in the project.

With this we find this report satisfactory for approval.

MGW:CKE

Attachment (signature page)

c: David Studstill
Joe Palladi
Bob Mustin, w/ attachment
General Files

RECEIVED
OCT 03 1997
PRECONSTRUCTION

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENTAL CORRESPONDENCE

RECEIVED
OCT 21 1997
PRECONSTRUCTION

FILE: STP114-1(72), Cobb County
P.I. No. 721310
Roswell Road from S.R. 120 Loop to
East of East Piedmont Road

OFFICE: Chamblee\Metro

DATE: October 17, 1997

FROM: Mitchell W. Fowler, Metro District Engineer *MWF*

TO: Wayne Hutto, Assistant Director of Preconstruction

SUBJECT: *Concept Report Review*

We have reviewed the concept report on the above referenced project for the proposed widening of S.R. 120/Roswell Road from S.R. 120 Loop to Bridge Gate Drive. The proposed improvements will increase the safety and operational capacity along the project corridor. We find the report satisfactory for approval. Attached is a signed cover sheet.

MWF/DHG:cn

c: Bob Mustin
File



DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

PROJECT CONCEPT REPORT

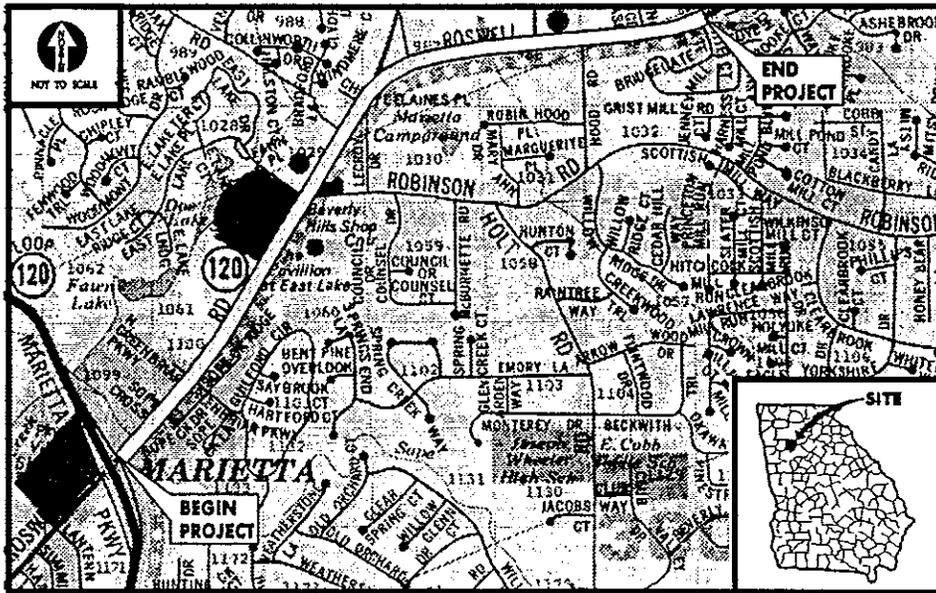
WIDENING OF SR 120/ROSWELL ROAD FROM SR 120 LOOP TO EAST OF EAST PIEDMONT ROAD

PROJECT NO.: STP-114-1(72)

Federal Route No.: F114-1

Georgia Route No.: State Route 120

GaDOT P.L.No.: 721310



DATE OF REPORT: JULY 31, 1997

RECOMMENDATION FOR APPROVAL

9/30/97
Date:

Joseph P. Peltier
State Urban Design Engineer

Date:

State Environmental/Location Engineer

10/20/97
Date:

Michael W. Fowle
District 7 Engineer

Date:

Project Review Engineer

