

ORIGINAL TO GENERAL FILES

D.O.T. 66

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

**FILE** NH-213-1(1,2,3,4) Cobb/Bartow Counties **OFFICE** Preconstruction  
P.I. Nos. 721670, 721680, 721685, 721690  
**DATE** January 9, 1996

**FROM**   
C. Wayne Hutto, Assistant Director of Preconstruction

**TO** SEE DISTRIBUTION

**SUBJECT** REVISED PROJECT CONCEPT REPORT APPROVAL

Attached for your files is the approval for subject project.

CWH/cj

Attachment

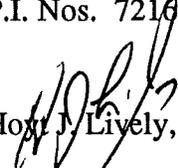
DISTRIBUTION:

Walker Scott  
Bobby Mustin  
David Studstill (ATTN: Harvey Keepler)  
Jerry Hobbs  
Herman Griffin  
Darrell Elwell (ATTN: Michael Henry)  
Marion Waters  
Toni Dunagan  
Paul Liles  
Joe Palladi  
Charles Norris

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

**INTERDEPARTMENT CORRESPONDENCE**

**FILE** NH-213-1(1,2,3,4) Cobb/Bartow Counties **OFFICE** Preconstruction  
P.I. Nos. 721670, 721680, 721685, 721690 **DATE** December 13, 1995

**FROM**  Hoyt J. Lively, Jr., P.E., Director of Preconstruction

**TO** Wayne Shackelford, Commissioner

**SUBJECT** PROJECT CONCEPT REPORT

These combined projects consist of the widening and reconstruction of Mars Hill Road Extension from US 278/SR 6 Business north along the alignment of Florence Road and continue north on Mars Hill Road/SR 176, then northeast along SR 92 to Bartow Road at I-75. The total length of the project is 24.47km. The existing roadway consists of a two lane rural roadway with header curb and curb and gutter in isolated areas. The existing right-of-way is 18.2m. The existing major structures are: (1) Allatoona Creek - 2.4m x 3.0m box culvert with a sufficiency rating of 91.0; (2) Allatoona Creek - 32.9m x 10.8m bridge with a sufficiency rating of 66.0; (3) Allatoona-Acworth Lakes - 56.3m x 9.1m bridge with a sufficiency rating 48.8; and (4) CSX/L&N Railroad-72.5m x 18.5m bridge with a sufficiency rating of 77.4. The existing road network functions as a connecting north-south arterial road between US 41 to I-75. The proposed project will provide for an alternate multi-lane arterial route of travel from I-75 in Bartow County to I-20 west in Douglas County. Accident history for three years within the limits of the proposed project consists of 326 accidents with 192 injuries and 1 fatality. The base year traffic (1997) varies from 13,000 to 16,200 VPD and the design year traffic varies from 23,200 to 29,300 VPD. The posted speed varies from 60km/h to 70km/h and the design speed is 70km/h.

Project NH-213-1(3), Cobb, extends from US 278/SR 6 Business to SR 120 for a total of 8.75km. The typical section will consist of four, 3.6m lanes with a 6.1m raised median on 45.0m of proposed right-of-way. A new bridge will be constructed over US 278/SR 6.

Project NH-213-1(2), Cobb, extends from SR 120 to CR 997/Stilesboro Road for a total of 6.99km. The typical section will consist of four, 3.6m lanes with a 6.1m raised median on 45m of proposed right-of-way. The existing culvert over Allatoona Creek will be lengthened to accommodate the new lanes.

Wayne Shackelford  
Page 2  
December 13 1995

NH-213-1(1,2,3,4) Cobb-Bartow

Project NH-213-1(4), Cobb, begins at CR 977/Stilesboro Road and extends to US 41/SR 3 for a total of 5.03km. The typical section will consist of four, 3.6m lanes with a 6.1m raised median on 45.0m of proposed right-of-way. A new 32.9m x 26.8m bridge will be constructed over Allatoona Creek.

Project NH-213-1(1), Cobb/Bartow, will extend from US 41/SR3 to I-75 for a total of 6.67km. The typical section will consist of four, 3.6m lanes with a 6.1m raised median. The existing bridges over Allatoona Lake/Acworth Lake and Main Street/L&N Railroad, will be widened to accommodate the new lanes.

The typical section for the above projects include 1.2m bike lanes on both sides of the roadway. A design exception will be required for the speed design for the side street tie-ins. This roadway will remain open to traffic during construction.

Environmental concerns include requiring a COE 404 permit; an Environmental Assessment will be prepared; possible historic impacts; one (1) possible UST site; two (2) potential hazardous waste sites; a public hearing will be held; time saving procedures are not appropriate.

The estimated costs for these projects are:

NH-213-1(3) Cobb

	<u>PROPOSED</u>	<u>APPROVED</u>	<u>PROG DATE</u>
Construction (includes E&C and inflation)	\$12,958,000	\$10,569,000	LR
Right-of-Way	\$ 8,000,000	\$ 8,000,000	98-07
Utilities*	LGPA	LGPA	

NH-213-1(2) Cobb

Construction (includes E&C and inflation)	\$ 6,101,000	\$ 8,665,000	1998
Right-of-Way	\$ 6,685,000	\$ 6,685,000	1998
Utilities*	LGPA	LGPA	

Wayne Shackelford  
Page 3  
December 13, 1995

NH-213-1(1,2,3,4) Cobb-Bartow

NH-213-1(4) Cobb

	<u>PROPOSED</u>	<u>APPROVED</u>	<u>PROG DATE</u>
Construction (includes E&C and inflation)	\$ 5,604,000	\$ 6,320,000	1998
Right-of-Way	\$ 4,880,000	\$ 4,880,000	97-09
Utilities*	LGPA	LGPA	

NH-213-1(1) Cobb-Bartow

Construction (includes E&C and inflation)	\$13,443,000	\$10,500,000	LR
Right-of-Way	\$11,575,000	-----	LR
Utilities*	LGPA	LGPA	

\*Cobb County signed a contract on 1-5-95 to be responsible for preliminary engineering and utilities for the above projects.

These projects will correct the existing roadway deficiencies, increase capacity and improve safety along this transportation corridor. These projects are in the STIP. I recommend the above project concepts be approved.

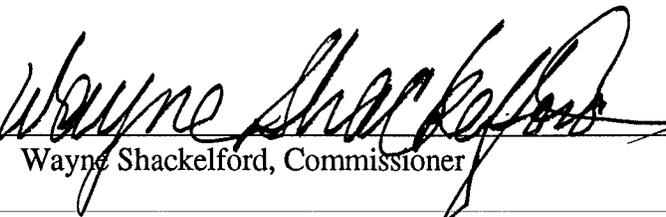
HJL:JDQ/cj

Attachments

CONCUR

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

APPROVE

  
\_\_\_\_\_  
Wayne Shackelford, Commissioner

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

RECEIVED  
OCT 05 1995  
PRECONSTRUCTION

INTERDEPARTMENT CORRESPONDENCE

FILE NH-213-1(1), (2), (3), & (4) COBB-BARTOW OFFICE Atlanta, Georgia  
P.I. NO'S 721670, 721680, 721685,  
& 721690 DATE OCTOBER 4, 1995

FROM Bob Mustin, P.E., Project Review Engineer *BM*

TO C. Wayne Hutto, Assistant Director of Preconstruction

SUBJECT PROJECT CONCEPT REPORT

The concept report submitted September 29, 1995 by the letter from Walker Scott dated September 26, 1995 has been reviewed and is considered satisfactory.

The estimated costs for the projects are as follows:

	UNIT (1)	UNIT (2)
Construction	\$ 9,576,000	\$ 4,791,000
Inflation	\$ 2,645,000	\$ 755,000
E & C	\$ 1,222,000	\$ 555,000
Right of Way	\$ 11,575,000	\$ 6,685,000
Reimbursable Utilities	\$ ?	\$ ?

	UNIT (3)	UNIT (4)
Construction	\$ 10,176,000	\$ 4,401,000
Inflation	\$ 1,604,000	\$ 694,000
E & C	\$ 1,178,000	\$ 509,000
Right of Way	\$ 8,000,000	\$ 4,880,000
Reimbursable Utilities	\$ ?	\$ ?

DTM

c: Walker Scott

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE NH-213-1(1,2,3,&4) COBB/BARTOW CO. OFFICE Urban Design  
PI No:721670, 721680, 721685, 721690  
MARS HILL ROAD FROM SR 6 TO I-75 DATE 9-26-95

FROM *Walker W. Scott, Jr.*  
Walker W. Scott, Jr., P.E., State Urban Design Engineer

TO Bob Mustin, P.E., Project Review Engineer

SUBJECT PROJECT CONCEPT REPORT

Transmitted herewith for your review and handling is the Project Concept report for the proposed Widening and Reconstruction of Mars Hill Road (SR 176) from SR 6 Business to I-75.

The design for project NH-213-1(3) will be coordinated with the "Powder Springs Bypass" project which is being designed by Cobb County. Any revisions required to the concept, due to the effects of the Powder Springs Bypass, will be submitted at a later date.

Please take the necessary steps to process this document through the Department's Project Development Process.

WWS:RDS:WCC

cc: John Lively  
David Studstill w/attachment  
Ron Collins w/attachment  
Mitch Fowler w/attachment  
Marion Waters w/attachment  
Wayne Hutto w/attachment



DEPARTMENT OF TRANSPORTATION

STATE OF GEORGIA

PROJECT CONCEPT REPORT

NH-213-1(1)

NH-213-1(2)

NH-213-1(3)

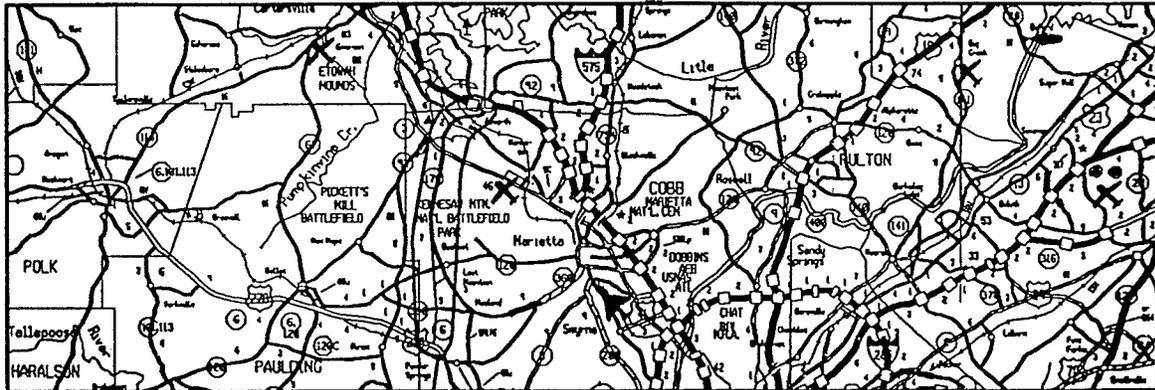
NH-213-1(4)

COBB/BARTOW COUNTIES  
MARS HILL ROAD/SR 176: FROM SR6 BUS.  
TO BARTOW ROAD AT I-75

Federal Route No.:

State Route No.: 176

GaDOT No.: 721670, 721680, 721685, 721690



PROJECT LOCATION

Date of Report: JULY 27, 1995

RECOMMENDATION FOR APPROVAL

Date

State Urban Design Engineer

Date

State Environmental Engineer

Date

State Traffic Operations Engineer

Date

District Engineer

DATE: July 27, 1995

INDEX

PAGE 1-----COVER SHEET  
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PAGE 3-29-----PROJECT CONCEPT REPORT  
PAGE 30-----TYPICAL SECTION  
PAGE 31-32-----RECORD OF ATTENDEES  
PAGE 33-44-----TRAFFIC SHEETS  
PAGE 45-65-----PRELIMINARY COST ESTIMATE



DATE: July 27, 1995

EXISTING UTILITY OWNERS:	NAME	SERVICE
	GEORGIA POWER	DISTRIBUTION
	GEORGIA POWER	TRANSMISSION
	ATLANTA GAS LIGHT	NATURAL GAS
	COLONIAL PIPELINE	NATURAL GAS
	GEORGIA CABLE TV	CABLE TV
	COBB COUNTY	WATER & SEWER
	BARTOW COUNTY	WATER & SEWER

**ACCIDENT HISTORY:**

	<u>TOTAL</u>		<u>INJURIES</u>		<u>FATALITIES</u>	
	<u>No.</u>	<u>Rates</u>	<u>No.</u>	<u>Rates</u>	<u>No.</u>	<u>Rates</u>
NH-213-1(3):						
1990	10	2.02*	9	1.82*	0	0.00*
1991	19	3.84*	20	4.04*	0	0.00*
1992	31	6.26*	25	5.05*	1	0.20*
NH-213-1(2):						
1990	45	589	18	236	0	0.00
1991 <sup>o</sup>	-	-	-	-	-	-
1992	38	402	17	180	0	0.00
NH-213-1(4):						
1990	32	432	21	284	0	0.00
1991 <sup>o</sup>	-	-	-	-	-	-
1992	21	229	10	109	0	0.00
NH-213-1(1):						
1990	47	554	17	181	0	0.00
1991	41	465	23	261	0	0.00
1992	42	424	32	323	0	0.00

Note: Rates are per 100 vehicle miles

<sup>o</sup> 1991 Data could not be generated due to a Route/Milelog change during the year.

\* Denotes rates per mile.

DATE: July 27, 1995

CONCEPT REPORT  
MAY 30, 1995  
FLORENCE ROAD CR 2083/CORNER ROAD CR 809  
NH-1-213-1(3)  
COBB COUNTY  
PI NO. 721670

**ACCIDENT SUMMARY AT STREET INTERSECTIONS:**

	POSTED SPEED	ACCIDENTS			
		1990	1991	1992	TOTALS
A. SR6/BUSINESS	70 KM/H	-	-	2	2
B. SR 6/ US 278	90 KM/H	-	5	12	17
C. FAMBROUGH DRIVE	40 KM/H	1	-	-	1
D. ELLIOT ROAD	60 KM/H	-	1	-	1
E. SHIPP ROAD	60 KM/H	1	1	1	3
F. MOON ROAD	60 KM/H	1	1	-	2
G. HIRAM ROAD	60 KM/H	1	-	3	4
H. MACLAND ROAD	70 KM/H	3	8	8	19
I. FLORENCE ROAD	70 KM/H	3	5	7	15
J. CORNER ROAD	70 KM/H	12	1	1	14
K. SR 120 DALLAS HIGHWAY	70 KM/H	-	3	8	11
	TOTALS	22	25	42	89

DATE: July 27, 1995

CONCEPT REPORT  
MAY 30, 1995  
MARS HILL ROAD SR 176  
SR 120 TO STILESBORO ROAD  
NH-213-1(2)  
COBB COUNTY  
PI NO. 721680

ACCIDENT SUMMARY AT STREET INTERSECTIONS:

	POSTED SPEED	ACCIDENTS			
		1990	1991	1992	TOTAL
A. SR 120 (DALLAS HWY)	90 KM/H	9	3	8	20
B. McCONNELL	60 KM/H	-	-	-	-
C. COLLEGIATE WAY	40 KM/H	1	1	-	2
D. OLD MOUNTAIN ROAD	40 KM/H	-	-	-	-
E. NICHOLS ROAD	40 KM/H	-	-	-	-
F. DUE WEST ROAD	70 KM/H	-	-	-	-
G. HADAWAY ROAD	70 KM/H	-	-	2	2
H. BROWN STORE ROAD	40 KM/H	-	-	-	-
I. FAIRWOOD DRIVE	40 KM/H	1	-	-	1
J. FORDS ROAD	60 KM/H	1	-	-	1
K. McLAIN ROAD	40 KM/H	1	-	-	1
L. THORNAPPLE LANE	40 KM/H	-	-	1	1
M. BURNT HICKORY ROAD	70 KM/H	4	5	14	23
N. STILESBORO ROAD	70 KM/H	5	4	5	14
O. MARS HILL ROAD	70 KM/H	16	3	8	27
	TOTALS	38	16	38	92

DATE: July 27, 1995

CONCEPT REPORT  
MAY 30, 1995  
SR 176 (MARS HILL ROAD)  
FROM STILESBORO ROAD TO SR 3 (COBB PARKWAY)  
NH-213-1(4)  
COBB COUNTY  
PI No. 721685

ACCIDENT SUMMARY AT SIDE STREETS

	POSTED SPEED	ACCIDENTS			
		1990	1991	1992	TOTAL
A. VIXEN COURT	40 KM/H	1	-	-	1
B. HYATT DRIVE	40 KM/H	1	-	-	1
C. OLD STILESBORO ROAD	60 KM/H	1	1	-	2
D. HILL ROAD	50 KM/H	2	-	1	3
E. MARS HILL CHURCH RD	60 KM/H	1	1	2	4
F. IVEY ROAD	40 KM/H	1	-	-	1
G. MARS HILL RD.	70 KM/H	9	3	7	19
H. SR 3/US 41 COBB PKWY	70 KM/H	16	10	10	36
	TOTAL	32	15	20	67

DATE: July 27, 1995

CONCEPT REPORT  
MAY 30, 1995  
SR 176 (MARS HILL ROAD)  
FROM SR3 (COBB PARKWAY) TO I-75  
NH-213-1(1)  
COBB/BARTOW COUNTIES  
PI No. 721690

ACCIDENT SUMMARY AT STREET INTERSECTIONS

	POSTED SPEED	ACCIDENTS			
		1989	1990	1991	TOTALS
A. SR 92	60 KM/H	20	16	-	36
B. KEMP RIDGE ROAD	60 KM/H	2	3	2	7
C. ORR ROAD	60 KM/H	-	1	2	3
D. RAGSDALE ROAD	60 KM/H	1	1	3	5
E. COLLINS CIRCLE	40 KM/H	6	2	6	14
F. LAKESHORE DRIVE	70 KM/H	-	-	1	1
G. RAMPS TO MAIN STREET	70 KM/H	4	3	1	8
H. McLAIN CIRCLE	40 KM/H	3	2	1	6
I. BARTOW ROAD	60 KM/H	10	13	11	34
	TOTALS	46	41	27	114

DATE: July 27, 1995

**STATEWIDE ACCIDENT DATA**

	<u>YEAR</u>	<u>FUNCTIONAL CLASS (FC)</u>
NH-213-1(1)	1990	FC 6
PI. No. 721690	1991	FC 6
	1992	1/3 FC 6, 1/3 FC 2, 1/3 FC 14
<hr/>		
NH-213-1(2)	1990	FC 7
PI No. 721080	1991	FC 7
NH-213-1(4)	1992	1/3 FC 7, 1/3 FC 2, 1/3 FC 14
PI No. 72185		
<hr/>		
NH-213-1(3)	1990	FC 9
PI No. 721070	1991	FC 9
FROM CORNERS RD TO SR 120	1992	1/3 FC 9, 1/3 FC 2, 1/3 FC 14
<hr/>		
NH-213-1(3)	1990	FC 19
PI No. 721070	1991	FC 19
FROM SR6 BUS. TO CORNERS RD.	1992	1/3 FC 19, 1/3 FC 2, 1/3 FC 14

**LEGEND**

FC 2 & FC 6 = Rural, FAP (or other FAP, Rural)  
FC 7 = Rural, FAS, State  
FC 9 = Rural, Local  
FC 14 = Urban, FAP (or other FAP, Urban)  
FC 19 = Urban, Local

DATE: July 27, 1995

**STATE WIDE ACCIDENT DATA**

**FC 2 & FC 6**

**Other<sup>(1)</sup> FAP, Rural**

<u>YEAR</u>	<u>AVG. ADT</u>	<u>Rates<sup>(2)</sup></u>		
		<u>TOTAL ACCIDENT</u>	<u>INJURY</u>	<u>FATALITY</u>
1990	3914	178 2.55*	106 1.52*	3.17 0.0453*
1991	3958	170 2.46*	102 1.47*	2.97 0.0428*
1992	3901	159 2.26*	96 1.37*	2.73 0.0389*

Notes: (1) "Other" notates 'other than Interstates'

(2) Rates are per 100 million vehicle miles

\* Designates rates per mile

DATE: July 27, 1995

**STATEWIDE ACCIDENT DATA**

**FC 7**

**FAS State - Rural**

<b><u>YEAR</u></b>	<b><u>AVG. ADI</u></b>	<b><u>Rates</u></b>		
		<b><u>TOTAL ACCIDENT</u></b>	<b><u>INJURY</u></b>	<b><u>FATALITY</u></b>
<b>1990</b>	<b>1518</b>	<b>213</b>	<b>131</b>	<b>4.59</b>
<b>1991</b>	<b>1576</b>	<b>207</b>	<b>123</b>	<b>3.94</b>
<b>1992</b>	<b>1495</b>	<b>191</b>	<b>120</b>	<b>3.83</b>

**Note: Rates are per 100 million vehicle miles**

DATE: July 27, 1995

**STATEWIDE ACCIDENT DATA**

**FC 9**

**Rural, Local**

<b><u>YEAR</u></b>	<b><u>AVG. ADI</u></b>	<b><u>Rates</u></b>		
		<b><u>TOTAL ACCIDENT</u></b>	<b><u>INJURY</u></b>	<b><u>FATALITY</u></b>
1990	272	224 0.22*	123 0.12*	3.58 0.0036*
1991	277	216 0.21*	114 0.12*	3.06 0.0031*
1992	274	187 0.19*	102 0.10*	2.97 0.0030*

**Note: Rates are per 100 million vehicle miles**

**\* Designates rates per mile**

DATE: July 27, 1995

**STATE WIDE ACCIDENT DATA**

**FC 14**

**Other<sup>(1)</sup> FAP, Urban**

<b><u>YEAR</u></b>	<b><u>AVG. ADI</u></b>	<b>Rates<sup>(2)</sup></b>		
		<b><u>TOTAL ACCIDENT</u></b>	<b><u>INJURY</u></b>	<b><u>FATALITY</u></b>
1990	17599	599 38.45*	241 15.46*	1.94 0.1243*
1991	17367	561 35.57*	234 14.84*	1.66 0.1055*
1992	15857	505 29.20*	213 12.33*	1.82 0.1053*

Notes: (1) "Other" notates 'other than Interstates'

(2) Rates are per 100 million vehicle miles

\* Designates rates per mile

DATE: July 27, 1995

**STATEWIDE ACCIDENT DATA**

**FC 19**

**Urban, Local**

<b><u>YEAR</u></b>	<b><u>AVG. ADI</u></b>	<b><u>Rates</u></b>		
		<b><u>TOTAL ACCIDENT</u></b>	<b><u>INJURY</u></b>	<b><u>FATALITY</u></b>
<b>1990</b>	<b>1344</b>	<b>538 2.64*</b>	<b>187 0.92*</b>	<b>1.42 0.0070*</b>
<b>1991</b>	<b>1224</b>	<b>558 2.49*</b>	<b>202 0.90*</b>	<b>1.72 0.0077*</b>
<b>1992</b>	<b>1221</b>	<b>505 2.25*</b>	<b>187 0.84*</b>	<b>1.25 0.0056*</b>

**Notes: Rates are per 100 million vehicle miles**

**\* Designates rates per mile**

DATE: July 27, 1995

**ACCIDENT SUMMARY**

	TOTAL								
	<u>ACCIDENTS</u>			<u>INJURIES</u>			<u>FATALITIES</u>		
	<u>STATE</u>	<u>PROJ</u>	<u>DIFF.</u>	<u>STATE</u>	<u>PROJ</u>	<u>DIFF.</u>	<u>STATE</u>	<u>PROJ</u>	<u>DIFF.</u>
<b>NH-213-1(3):</b>									
1990	2.55	2.02	0.53	1.52	1.82	-0.30	0.0453	0.0	0.0453
1991	2.46	3.84	-1.38	1.47	4.04	-2.57	0.0428	0.0	0.0428
1992	29.2	6.26	22.94	12.33	5.05	7.28	0.1053	0.2	-0.095
<b>NH-213-1(2):</b>									
1990	213	589	-376	131	236	-105	4.59	0	4.59
1991	-	-	-	-	-	-	-	-	-
1992	505	402	103	213	180	33	1.82	0	1.82
<b>NH-213-1(4):</b>									
1990	224	432	-208	123	284	-161	3.58	0	3.58
1991	-	-	-	-	-	-	-	-	-
1992	505	229	276	213	109	104	1.82	0	1.82
<b>NH-213-1(1):</b>									
1990	538	554	-16	187	181	6	1.42	0	1.42
1991	558	465	93	202	261	-59	0.007	0	0.007
1992	505	424	81	187	323	-136	0.0056	0	0.0056

Note: A negative number indicates a higher project rate.  
 - indicates insufficient data to compare.

The accident data for this corridor is comparable to the statewide averages for similar routes. The improvements to the horizontal and vertical alignments along with the intersection improvements will lower the project accident rates well below statewide averages.

DATE: July 27, 1995

STATEMENT OF NEED AND PURPOSE FOR PROJECT:

NH-213-(1,2,3,4), 721670,80,85&90- Cobb County

SOUTH MARS HILL ROAD EXTENSION  
MARS HILL ROAD  
&  
NORTH MARS HILL ROAD EXTENSION

The proposed project would widen and reconstruct S. Mars Hill Road Extension from Old US 278/SR 6 Business to SR 120/Dallas Highway along the alignment of Florence Road/Corner Road and continue north on Mars Hill Road/SR 176 from SR 120/Dallas Highway to SR 3/US 41 then continue north by east in the SR 92 corridor to the Bartow Road interchange with I-75N in Bartow County. The existing roadway is two lanes and would be widened or reconstructed on existing and/or new rights-of-way to four lanes with a median for a distance of approximately 17.1 miles. The existing road network functions as a connecting north-south arterial road between US 41 to I-75N. This proposed project will provide for an alternate multi lane arterial route of travel from I-75N in Bartow County to I-20W in Douglas County without having to travel on I-75 through the center of Cobb County to I-285 then to I-20W.

The need for the project is to increase capacity and serve the transportation demand generated by the increase in population in the corridor. The project has been identified in the Atlanta Regional Transportation Plan and Cobb County's local option sales tax program. Population has increased 240% from year 1980 to 1993 and is forecasted by the year 2010 with an addition of 67,000 new persons for a total of 142,000 in the Mars Hill corridor. The existing roads have substandard vertical and horizontal alignments which will be reconstructed to current standards. The corridor's land use is primarily residential with future use projected to be the same. Traffic is expected to grow 16,000 ADT to more than 29,000 ADT by year 2010.

The purpose of this project is to correct roadway deficiency, increase capacity, serve the transportation demand/ generated by the increase in population in the corridor and improve the safety of the roadway.

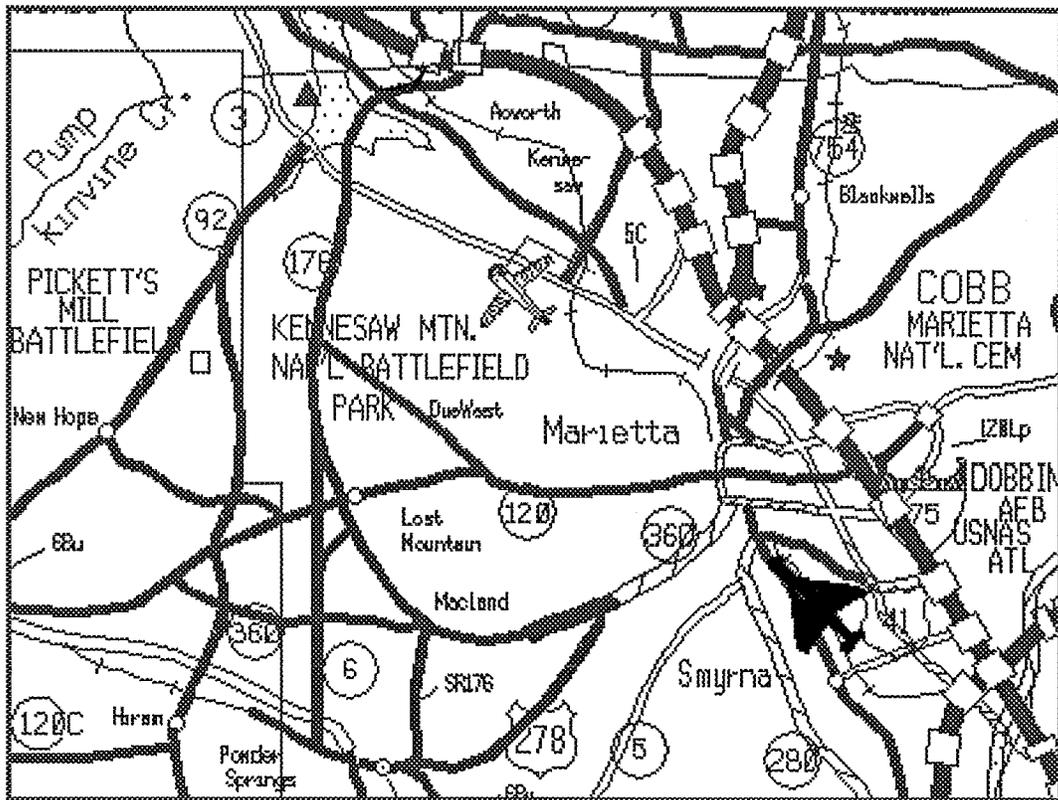
This project is committed to a safe, efficient and sustainable transportation system for all users and support economic development, environmental sensitivity and an improved quality of life for all.

The proposed project (CO-122,123,124) is part of the Transportation Improvement Program (FY 1996-FY 2001) of the adopted Atlanta Regional Transportation Plan (FY 1987-FY 2010).

DATE: July 27, 1995

<b>LENGTH:</b>	NH-213-1(3)	5.44 MILES (8.755KM)
	NH-213-1(2)	4.35 MILES (7.000KM)
	NH-213-1(4)	3.13 MILES (5.037KM)
	NH-213-1(1)	<u>4.15 MILES (6.679KM)</u>
	<b>TOTAL</b>	<b>17.07 MILES (27.47 KM)</b>

**LOCATION AND ALIGNMENT DESCRIPTION:** THE PROPOSED ALIGNMENT BEGINS AT THE INTERSECTION OF SR6 BUSINESS AND FLORENCE ROAD AND RUNS ALONG FLORENCE ROAD TO MACLAND ROAD. THE ALIGNMENT WILL CROSS MACLAND ROAD AND PICKUP CORNERS ROAD FOLLOWING THE EXISTING ALIGNMENT TO PICKENS ROAD. AT PICKENS ROAD BEGIN NEW LOCATION TO McCONNLEY ROAD AND FOLLOW THE EXISTING ALIGNMENT TO DALLAS HIGHWAY (SR120). THE ALIGNMENT WILL THEN CROSS DALLAS HIGHWAY AND INTERSECT MARS HILL ROAD WHERE IT WILL FOLLOW THE EXISTING ALIGNMENT TO KEMP RIDGE ROAD. THE ALIGNMENT WILL THEN FOLLOW KEMP RIDGE TO SR 92 AND THEN TIE BACK TO BARTOW ROAD AT I-75.



LOCATION SKETCH

SCALE: NTS

DATE: July 27, 1995

**PDP CLASS:**

NH-213-1(3) MAJOR-EXISTING  
NH-213-1(2) MAJOR-EXISTING  
NH-213-1(4) MAJOR-EXISTING  
NH-213-1(1) MAJOR-EXISTING (COBB COUNTY)  
MINOR-EXISTING (BARTOW COUNTY)

**FUNCTIONAL CLASS:**

NH-213-1(3) URBAN-ARTERIAL  
NH-213-1(2) URBAN-ARTERIAL  
NH-213-1(4) URBAN-ARTERIAL  
NH-213-1(1) URBAN-ARTERIAL (COBB COUNTY)  
RURAL-ARTERIAL (BARTOW COUNTY)

**MAX GRADE:** ALLOWED: 6%

**DESIGN SPEED:** 70 KM/H

**DESIGN SPEED FOR DETOURS:** 60 KM/H

**MAX DEG OF CURVE:** 215 M

**MAX S.E.:** 4.0 %

**PROPOSED TYPICAL SECTION:** THE TYPICAL SECTION FOR ALL FOUR PROJECTS WILL BE FOUR 3.6 M LANES WITH A 6.1 M RAISED GRASS MEDIAN WITH TYPE 7 CURB AND GUTTER AND RURAL SHOULDERS 3.6 M. REQUIRED RIGHT-OF-WAY WILL BE 22.9 M SYMMETRICAL ABOUT THE CENTER OF THE PROPOSED ROADWAY PLUS EASEMENT. TYPICAL SECTIONS ARE ATTACHED.

**MAJOR STRUCTURES:** NEW BRIDGE OVER US 278/SR 6, 8'X 10' BOX CULVERT OVER ALLATOONA CREEK, NEW BRIDGE OVER ALLATOONA LAKE AND WIDENING OF BRIDGE OVER MAIN STREET AND L&N RAILROAD.

**TYPE ACCESS:** BY PERMIT

**TRAFFIC CONTROL DURING CONSTRUCTION:** MAINTAIN ONE 3.6 METER LANE IN EACH DIRECTION DURING CONSTRUCTION AT ALL TIMES.

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INTERSECTING STREETS:	DESIGN/ POSTED SPEED	PROPOSED MEDIAN OPENING	DISTANCE FROM PREVIOUS MEDIAN OPENING IN FEET	DISTANCE TO NEXT MEDIAN OPENING IN FEET
NH-213-1(3)				
A. SR6 BUSINESS	45 MPH(70KM/H)	Y	NA	641
B. US 278/SR6	55 MPH(90KM/H)	Y	641.0	5,003
C. LAWLER DRIVE	25 MPH(40KM/H)	N	NA	NA
D. FAMBROUGH DRIVE	25 MPH(40KM/H)	N	NA	NA
E. SHIPP ROAD	35 MPH(60KM/H)	TO BE CLOSED		
F. KILPATRICK ROAD	25 MPH(40KM/H)	N	NA	NA
G. GLENDORA DRIVE	25 MPH(40KM/H)	Y	5,003	1,302
H. RAY COURT	25 MPH(40KM/H)	N	NA	NA
I. ELLIOT ROAD	35 MPH(60KM/H)	Y	1,303	1,453
J. PADDOCKS WAY	25 MPH(40KM/H)	N	NA	NA
K. MOON ROAD	35 MPH(60KM/H)	Y	1,453	2,681
L. HIRAM ROAD/ GAYDON ROAD	35 MPH(60KM/H) 25 MPH(40KM/H)	Y Y	2,681	2,506
M. OLD GAYDON ROAD	25 MPH(40KM/H)	N	NA	NA
N. OGLETHORPE COURT	25 MPH(40KM/H)	N	NA	NA
O. BULLARD ROAD	35 MPH(60KM/H)	N	NA	NA
P. MACLAND ROAD	45 MPH(70KM/H)	Y	2,506	3,082
Q. WRIGHT ROAD	35 MPH(60KM/H)	Y	3,082	1,006
R. LOCKWOOD LANE	25 MPH(40KM/H)	Y	1,006	3,408
S. SETTING LANE	25 MPH(40KM/H)	N	NA	NA
T. HAYDEN FARMS DRIVE	25 MPH(40KM/H)	Y	3,408	3,217
U. PICKENS ROAD	35 MPH(60KM/H)	Y	3,217	3,100
V. DALLAS HIGHWAY	55 MPH(90KM/H)	Y	3,100	2,342
NH-213-1(2)				
A. COLLEGIATE WAY	25 MPH(40KM/H)	Y	2,342	1,160
B. HERMITAGE DRIVE	25 MPH(40KM/H)	Y	1,160	760
C. OLD MOUNTAIN ROAD	25 MPH(40KM/H)	Y	760	3,164
D. NICHOLS ROAD	25 MPH(40KM/H)	Y	3,164	4,324
E. DUE WEST ROAD	45 MPH(70KM/H)	Y	4,324	829
F. HOLLAND ROAD	35 MPH(60KM/H)	N	NA	NA
G. HURSTCLIFFE DRIVE	25 MPH(40KM/H)	Y	829	1,201
H. HADAWAY ROAD	45 MPH(70KM/H)	Y	1,201	3,366
I. BROWN STORE ROAD	25 MPH(40KM/H)	N	NA	NA
J. FAIRWOOD DRIVE	25 MPH(40KM/H)	N	NA	NA
K. FORDS ROAD	35 MPH(60KM/H)	Y	3,366	1,113
L. FORDS ELEM. SCHOOL DRIVEWAY		Y	1,113	1,546
M. MCLAIN ROAD	25 MPH(40KM/H)	N	NA	NA
N. THORNAPPLE LANE	25 MPH(40KM/H)	Y	1,546	670

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O. BURNT HICKORY ROAD	45 MPH (70KM/H)	Y	670	2,610
P. STILESBORO ROAD/ BROOKSTONE DRIVE	45 MPH (70KM/H)	Y	2,610	3,841
NH-213-1(4)				
A. VIXEN COURT	25 MPH (40KM/H)	Y	3,841	1,750
B. BRAFTON COURT	25 MPH (40KM/H)	N	NA	NA
C. HYATT DRIVE/ SUNBROOK DRIVE	25 MPH (40KM/H)	Y	1,750	3,388
D. CHIPPING DRIVE	25 MPH (40KM/H)	N	NA	NA
E. COUNTY LINE ROAD/ OLD STILESBORO RD.	35 MPH (60KM/H)	Y	3,388	2,551
F. HILL ROAD/ GILES ROAD	30 MPH (50KM/H)	Y	2,551	2,441
G. SHERRY LANE	25 MPH (40KM/H)	N	NA	NA
H. PAMELA COURT	25 MPH (40KM/H)	Y	2,441	1,036
I. MARS HILL CHURCH	35 MPH (60KM/H)	Y	1,036	1,051
J. IVEY ROAD	25 MPH (40KM/H)	Y	1,051	652
K. US 41/COBB PARKWAY	55 MPH (90KM/H)	Y	652	1,878
NH-213-1(1)				
A. MARS HILL ROAD	35 MPH (60KM/H)	Y	1,878	2,404
B. SR 92	45 MPH (70KM/H)	Y	2,404	NA
C. ORR ROAD	35 MPH (60KM/H)	Y	NA	1,615
D. PROCTOR LANDING	35 MPH (60KM/H)	N	NA	NA
E. RAGSDALE ROAD	35 MPH (60KM/H)	Y	1,615	4,810
F. COLLINS CIRCLE	25 MPH (40KM/H)	N	NA	NA
G. ADAMS CIRCLE	25 MPH (40KM/H)	N	NA	NA
H. W. LAKESHORE DRIVE	25 MPH (40KM/H)	Y	4,810	2,170
I. MAIN STREET	30 MPH (50KM/H)	N	NA	NA
J. MCLAIN CIRCLE	25 MPH (40KM/H)	Y	2,170	924
K. SR 92	35 MPH (60KM/H)	Y	924	1,920
L. CHEROKEE STREET	35 MPH (60KM/H)	N	NA	NA
M. BARTOW ROAD	35 MPH (60KM/H)	Y	1,920	NA

**INTERSECTING STREET DESCRIPTIONS:**

**NOTE:** THESE INTERSECTIONS ARE A PART OF THE CONCEPT AS PRESENTED.

DATE: July 27, 1995

**NH-213-1(3)**

- A. SR 6 BUSINESS:** FLORENCE ROAD(SR 176) WILL BE REALIGNED TO CREATE A 90 DEG INTERSECTION WITH SR6 BUSINESS.
- B. US 278/SR6:** THE PROPOSED INTERSECTION AT US 278/SR6 AND FLORENCE ROAD(SR 176) WILL BE A GRADE SEPARATED INTERSECTION WITH FLORENCE ROAD BRIDGING OVER US 278/SR6. THE EXIT RAMPS FROM FLORENCE ROAD TO US 278/SR6 WOULD RUN PARALLEL TO FLORENCE ROAD TO PROVIDE ACCESS TO US 278/SR6. THE EXISTING INTERSECTION OF US 278/SR6 AND FLORENCE ROAD IS SIGNALIZED. THE PROPOSED INTERSECTION WILL ALSO BE SIGNALIZED AT US 278/SR6 AND THE EXIT RAMPS FROM FLORENCE ROAD.
- C. LAWLER RD.:** LAWLER ROAD WILL TIE TO THE SOUTH BOUND EXIT RAMP FROM FLORENCE ROAD. THIS INTERSECTION WILL BE A T INTERSECTION WITH RIGHT IN AND RIGHT OUT ONLY.
- D. FAMBROUGH DR.:** FAMBROUGH DRIVE WILL TIE TO THE SOUTH BOUND EXIT RAMP FROM FLORENCE ROAD. THIS INTERSECTION WILL BE A T INTERSECTION WITH RIGHT IN AND RIGHT OUT ONLY.
- E. SHIPP RD.:** SHIPP ROAD WILL BE CUL-DE-SACKED.
- F. KILPATRICK RD.:** KILPATRICK ROAD WILL BE A T INTERSECTION WITH NO MEDIAN OPENING.
- G. GLENDORA DR.:** THE ALIGNMENT FOR GLENDORA DRIVE WILL NOT CHANGE. A MEDIAN OPENING WILL BE PROVIDED AT THIS INTERSECTION.
- H. RAY COURT:** THE ALIGNMENT FOR RAY COURT WILL NOT CHANGE. A MEDIAN OPENING WILL NOT BE PROVIDED AT THIS INTERSECTION.
- I. ELLIOT RD.:** ELLIOT ROAD WILL BE REALIGNED TO CREATE A 90 DEGREE INTERSECTION WITH FLORENCE ROAD. THE ALIGNMENT WILL BE SHIFTED TO THE NORTH OF THE EXISTING INTERSECTION BY +/- 30 M. A MEDIAN OPENING WILL BE PROVIDED AT THIS INTERSECTION.
- J. PADDOCKS WAY:** THE ALIGNMENT ON PADDOCKS WAY WILL NOT CHANGE. A MEDIAN OPENING WILL NOT BE PROVIDED AT THIS INTERSECTION.
- K. MOON ROAD:** THE ALIGNMENT FOR MOON ROAD WILL BE SHIFTED TO THE NORTH ON THE EAST LEG TO ALIGN THE EAST AND WEST LEGS AND CREATE A 90 DEGREE CROSSING WITH FLORENCE ROAD(SR 176). LEFT TURN LANES WILL BE PROVIDED ON MOON ROAD FOR BOTH THE EAST AND WEST LEGS. A NON-SIGNALIZED MEDIAN OPENING WILL BE PROVIDED.

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**L. GAYDON/HIRAM RD.:** THE ALIGNMENTS FOR GAYDON ROAD AND HIRAM ROAD WILL NOT CHANGE. A NON-SIGNALIZED MEDIAN OPENING WILL BE PROVIDED.

**M. OLD GAYDON RD.:** THE ALIGNMENT FOR OLD GAYDON ROAD WILL NOT CHANGE. A MEDIAN OPENING WILL NOT BE PROVIDED AT THIS INTERSECTION.

**N. OGLETHORPE COURT:** THE ALIGNMENT FOR OGLETHORPE COURT WILL NOT CHANGE. A MEDIAN OPENING WILL NOT BE PROVIDED AT THIS INTERSECTION.

**O. BULLARD RD.:** THE ALIGNMENT FOR BULLARD ROAD WILL BE SHIFTED TO THE NORTH +/- 100 M. THIS WILL PROVIDE A 90 DEGREE INTERSECTION WITH FLORENCE ROAD (SR 176). A MEDIAN OPENING WILL NOT BE PROVIDED AT THIS INTERSECTION.

**P. MACLAND RD.:** THE ALIGNMENT FOR MACLAND ROAD WILL NOT CHANGE. LEFT AND RIGHT TURN LANES WILL BE ADDED ON MACLAND FOR THE EAST AND WEST BOUND TRAFFIC AT THE INTERSECTION. A SIGNAL IS PROPOSED FOR THIS LOCATION.

**Q. WRIGHT RD.:** THE ALIGNMENT FOR WRIGHT ROAD WILL BE SHIFTED TO THE NORTH +/- 30 M. TO PROVIDE A 90 DEGREE INTERSECTION WITH CORNER ROAD (SR 176). THERE WILL BE A RIGHT TURN LANE PROVIDED ON WRIGHT ROAD AND A MEDIAN OPENING AT THE INTERSECTION.

**R. LOCKWOOD LN.:** THE ALIGNMENT FOR LOCKWOOD LANE WILL BE SHIFTED TO THE NORTH +/- 15 M. TO PROVIDE A 90 DEGREE INTERSECTION WITH CORNER ROAD (SR 176). THERE WILL BE A MEDIAN OPENING AT THIS INTERSECTION.

**S. SETTING LANE:** THE ALIGNMENT FOR SETTING LANE WILL NOT BE CHANGED. THERE WILL BE NO MEDIAN OPENING AT THIS INTERSECTION.

**T. HAYDEN FARMS DR.:** THE ALIGNMENT FOR HAYDEN FARMS DRIVE WILL NOT CHANGE. THERE WILL BE A MEDIAN OPENING AT THIS INTERSECTION.

**U. PICKENS RD.:** PICKENS ROAD WILL BE RELOCATED TO CREATE A 90 DEG INTERSECTION WITH THE NEW LOCATION OF SR 176. THE RELOCATION WILL BEGIN +/- 60 M WEST OF McCONNEL ROAD AND TIE BACK TO CORNER ROAD +/- 60 M FROM THE EXISTING INTERSECTION OF PICKENS AND CORNER ROADS. THE RELOCATED ROAD WILL BE TO THE SOUTH OF THE EXISTING ALIGNMENT OF PICKENS ROAD. RIGHT TURN LANES WILL BE PROVIDED ON PICKENS ROAD. THERE WILL BE A MEDIAN OPENING AT THIS INTERSECTION.

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**V. DALLAS HIGHWAY:** THE INTERSECTION FOR DALLAS HIGHWAY AND SR 176 WILL BE LOCATED +/- 45 M. WEST OF THE EXISTING INTERSECTION OF McCONNLEY AND DALLAS HIGHWAY. LEFT TURN LANES AND RIGHT TURN LANES WILL BE PROVIDED ON DALLAS HIGHWAY. THIS INTERSECTION WILL BE SIGNALIZED.

**NH-213-1(2)**

**A. COLLEGIATE WAY:** THE ALIGNMENT FOR COLLEGIATE WAY WILL NOT CHANGE. THERE WILL BE A MEDIAN OPENING AT THIS INTERSECTION.

**B. HERMITAGE DR.:** THE ALIGNMENT FOR HERMITAGE DRIVE WILL NOT CHANGE. THERE WILL BE A MEDIAN OPENING AT THIS INTERSECTION.

**C. OLD MOUNTAIN RD.:** THE ALIGNMENT FOR OLD MOUNTAIN ROAD WILL NOT CHANGE. THERE WILL BE A MEDIAN OPENING AT THIS INTERSECTION.

**D. NICHOLS WAY:** THE ALIGNMENT FOR NICHOLS WAY WILL NOT CHANGE. THERE WILL BE A MEDIAN OPENING AT THIS INTERSECTION.

**E. DUE WEST RD.:** THE ALIGNMENT FOR DUE WEST ROAD WILL BE SHIFTED TO THE SOUTH OF THE EXISTING INTERSECTION BY +/- 30 M. LEFT TURN LANES WILL BE PROVIDED. THERE WILL BE A MEDIAN OPENING AND SIGNAL AT THIS INTERSECTION.

**F. HOLLAND RD. AT DUE WEST RD:** THE ALIGNMENT FOR HOLLAND ROAD WILL NOT CHANGE. THE INTERSECTION OF HOLLAND ROAD AT DUE WEST ROAD WILL BE SHIFTED +/- 30 M SOUTH OF THE EXISTING INTERSECTION OF HOLLAND RD. AT DUE WEST RD.

**G. HURSTCLIFFE DR.:** THE ALIGNMENT FOR HURSTCLIFFE DRIVE WILL NOT CHANGE. THERE WILL BE A MEDIAN OPENING AT THIS INTERSECTION.

**H. HADAWAY RD.:** THE ALIGNMENT FOR HADAWAY ROAD WILL NOT CHANGE. THERE WILL BE A MEDIAN OPENING AT THIS INTERSECTION.

**I. BROWN STORE RD.:** THE ALIGNMENT FOR BROWN STORE ROAD WILL NOT CHANGE. THERE WILL BE NO MEDIAN OPENING AT THIS INTERSECTION.

**J. FAIRWOOD DR.:** THE ALIGNMENT FOR FAIRWOOD DRIVE WILL NOT CHANGE. THERE WILL BE NO MEDIAN OPENING AT THIS INTERSECTION.

**K. FORDS RD.:** THE ALIGNMENT FOR FORDS ROAD WILL NOT CHANGE. THERE WILL BE A RIGHT TURN LANE ADDED TO FORDS ROAD. THERE WILL BE A MEDIAN OPENING AT THIS INTERSECTION.

**L. FORDS ELEMENTARY SCHOOL:** THE ALIGNMENT FOR FORDS ELEMENTARY SCHOOL WILL NOT BE CHANGED. THERE WILL BE A MEDIAN OPENING AT THIS INTERSECTION.

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**M. MCLAIN RD.:** MCLAIN ROAD WILL BE CUL-DE-SACKED. ENTRANCE TO THIS ROAD WILL BE VIA BURNT HICKORY ROAD.

**N. THORNAPPLE LN.:** THE ALIGNMENT FOR THORNAPPLE LANE WILL NOT CHANGE. THERE WILL BE A MEDIAN OPENING AT THIS INTERSECTION.

**O. BURNT HICKORY RD.:** THE ALIGNMENT FOR BURNT HICKORY ROAD WILL NOT CHANGE. THERE WILL BE A LEFT TURN LANE PROVIDED ON THE WEST LEG OF BURNT HICKORY. THERE WILL BE A MEDIAN OPENING AT THIS INTERSECTION.

**P. STILESBORO RD./BROOKSTONE DR.:** THE ALIGNMENT FOR STILESBORO ROAD AND BROOKSTONE DRIVE WILL NOT CHANGE. THERE WILL BE A MEDIAN OPENING AND A TRAFFIC SIGNAL AT THIS INTERSECTION.

**NH-213-1(4)**

**A. VIXEN COURT:** THE ALIGNMENT FOR VIXEN COURT WILL NOT CHANGE. THERE WILL BE A MEDIAN OPENING AT THIS INTERSECTION.

**B. BRAFTON COURT:** THE ALIGNMENT FOR BRAFTON COURT WILL NOT CHANGE. THERE WILL BE NO MEDIAN OPENING AT THIS INTERSECTION.

**C. HYATT DR/SUNBROOK DR:** THE ALIGNMENT FOR HYATT DRIVE AND SUNBROOK DRIVE WILL NOT CHANGE. THERE WILL BE A MEDIAN OPENING AT THIS INTERSECTION.

**D. CHIPPING DR.:** THE ALIGNMENT FOR CHIPPING DRIVE WILL NOT CHANGE. THERE WILL BE NO MEDIAN OPENING AT THIS INTERSECTION.

**E. COUNTY LINE RD./OLD STILESBORO RD.:** THE INTERSECTION OF SR 176 AND OLD STILESBORO ROAD/COUNTY LINE ROAD WILL BE SHIFTED +/- 30 M TO THE SOUTH EAST OF THE EXISTING INTERSECTION. COUNTY LINE ROAD/OLD STILESBORO ROAD WILL HAVE FOUR LANES AT THE INTERSECTION CONSISTING OF TWO THRU, LEFT TURN AND AUXILIARY LANE FOR RIGHT TURNS FROM SR 176. THERE WILL BE A MEDIAN OPENING AT THIS INTERSECTION.

**F. HILL RD./GILES RD.:** THE ALIGNMENT FOR HILL ROAD WILL NOT CHANGE. THE ALIGNMENT FOR GILES ROAD WILL BE SHIFTED +/- 15 M TO THE NORTH TO CREATE A 90 DEGREE CROSSING. A LEFT TURN LANE WILL BE ADDED TO HILL ROAD. A RIGHT TURN LANE WILL BE ADDED TO GILES ROAD. THERE WILL BE A MEDIAN OPENING AT THIS INTERSECTION.

**G. SHERRY LANE:** THE ALIGNMENT FOR SHERRY LANE WILL NOT CHANGE. THERE WILL BE NO MEDIAN OPENING AT THIS INTERSECTION.

**H. PAMELA COURT:** THE ALIGNMENT FOR PAMELA COURT WILL NOT CHANGE. THERE WILL BE A MEDIAN OPENING AT THIS INTERSECTION.

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**I. MARS HILL CHURCH RD.:** THE ALIGNMENT FOR MARS HILL CHURCH ROAD WILL BE SHIFTED +/- 60 M SOUTH OF THE EXISTING INTERSECTION TO OBTAIN A 90 DEGREE INTERSECTION. THERE WILL BE A MEDIAN OPENING AT THIS INTERSECTION.

**J. IVEY ROAD:** THE ALIGNMENT FOR IVEY ROAD WILL NOT CHANGE. THERE WILL BE NO MEDIAN OPENING AT THIS INTERSECTION.

**K. US41/COBB PKWY.:** THE ALIGNMENT FOR US 41/COBB PARKWAY WILL NOT CHANGE. THERE WILL BE A MEDIAN OPENING AND SIGNAL AT THIS INTERSECTION.

**NH-213-1(1)**

**A. MARS HILL RD.:** THE ALIGNMENT FOR MARS HILL ROAD WILL NOT CHANGE. THERE WILL BE A MEDIAN OPENING AT THIS INTERSECTION.

**B. SR 92/ORR RD.:** THE ALIGNMENT FOR SR 92 WILL BE SHIFTED TO THE SOUTH TO CREATE A 90 DEGREE INTERSECTION WITH SR 176. ORR ROAD WILL BE REALIGNED AND SHIFTED TO THE SOUTH TO LINE UP WITH SR 92 AT THE INTERSECTION OF SR 176. THERE WILL BE A MEDIAN OPENING AND SIGNAL AT THIS INTERSECTION.

**C. PROCTOR LANDING:** PROCTOR LANDING WILL BE REALIGNED TO TIE TO SR 92 +/- 100 M WEST OF THE INTERSECTION OF SR 92 AND SR 176. PROCTOR LANDING WILL NO LONGER TIE DIRECTLY TO SR 176.

**D. RAGSDALE RD.:** THE ALIGNMENT FOR RAGSDALE ROAD WILL BE SHIFTED +/- 15 M TO THE NORTH OF THE EXISTING INTERSECTION. THERE WILL BE A MEDIAN OPENING AT THIS INTERSECTION.

**E. COLLINS CIRCLE:** THE ALIGNMENT FOR COLLINS CIRCLE WILL NOT CHANGE. THIS ROAD WILL TIE TO OLD SR 92.

**F. ADAMS CIRCLE:** THE ALIGNMENT FOR ADAMS CIRCLE WILL NOT CHANGE. THIS ROAD WILL TIE TO OLD SR 92.

**G. W. LAKESHORE DR.:** WEST LAKESHORE DRIVE WILL BE REALIGNED TO PROVIDE A 90 DEGREE INTERSECTION AT THE EXISTING INTERSECTION. THERE WILL BE A MEDIAN OPENING AND SIGNAL AT THIS INTERSECTION.

**H. MAIN ST.:** THE MAIN STREET RAMPS WILL BE CLOSED. THE EXISTING RAMP ON THE WEST SIDE OF SR 176 WILL BE EXTENDED TO WEST LAKESHORE DRIVE. TRAFFIC FROM MAIN STREET WILL ACCESS SR 176 VIA WEST LAKESHORE DRIVE.

**I. McLAIN CIRCLE:** McLAIN CIRCLE WILL BE REALIGNED TO FORM A 90 DEGREE INTERSECTION WITH SR 176. THERE WILL BE A MEDIAN OPENING AT THIS INTERSECTION.

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J. SR 92: SR 92 WILL BE REALIGNED BEGINNING AT TANYARD CREEK TO CREATE A 90 DEGREE INTERSECTION WITH THE NEW LOCATION OF SR 176. THERE WILL BE A MEDIAN OPENING AT THIS INTERSECTION.

K. CHEROKEE ST.: THE ALIGNMENT FOR CHEROKEE STREET WILL NOT BE CHANGED.

L. BARTOW RD.: BARTOW ROAD WILL BE REALIGNED TO CREATE A 90 DEGREE INTERSECTION WITH THE NEW LOCATION OF SR 176 WEST OF I-75. THERE WILL BE A MEDIAN OPENING AND SIGNAL AT THIS LOCATION.

M. ROSS RD.: THE ALIGNMENT FOR ROSS ROAD WILL NOT CHANGE. THIS ROAD WILL STILL TIE TO BARTOW ROAD.

**ESTIMATED COST:**

**NH-213-1(3)**

<u>ITEM</u>	<u>TOTAL AMOUNT</u>
R/W	\$ 8,000,000.00
UTILITIES	\$ L.G.P.A.
CONSTRUCTION	\$ 10,176,058.00
INFLATION 5% PER YEAR FOR 3 YEARS	\$ 1,604,001.00
E&C 10%	\$ 1,178,006.00
<b>TOTAL CONSTRUCTION</b>	<b>\$ 20,958,065.00</b>

**NH-213-1(2)**

<u>ITEM</u>	<u>TOTAL AMOUNT</u>
R/W	\$ 6,685,000.00
UTILITIES	\$ L.G.P.A.
CONSTRUCTION	\$ 4,790,805.00
INFLATION 5% PER YEAR FOR 3 YEARS	\$ 755,151.00
E&C 10%	\$ 554,596.00
<b>TOTAL CONSTRUCTION</b>	<b>\$ 12,785,552.00</b>

**NH-213-1(4)**

<u>ITEM</u>	<u>TOTAL AMOUNT</u>
R/W	\$ 4,880,00.00
UTILITIES	\$ L.G.P.A.
CONSTRUCTION	\$ 3,063,361.00
INFLATION 5% PER YEAR FOR 6 YEARS	\$ 1,041,836.00
E&C 10%	\$ 410,520.00
<b>TOTAL CONSTRUCTION</b>	<b>\$ 9,395,717.00</b>

DATE: July 27, 1995

NH-213-1(1)

<u>ITEM</u>	<u>TOTAL AMOUNT</u>
R/W	\$ 11,575,000.00
UTILITIES	\$ L.G.P.A.
CONSTRUCTION	\$ 9,575,842.00
INFLATION 5% PER YEAR FOR 5 YEARS	\$ 2,645,629.00
E&C 10%	\$ 1,222,147.00
<b>TOTAL CONSTRUCTION</b>	<b>\$ 25,018,618.00</b>

PLEASE SEE ATTACHED PRELIMINARY COST ESTIMATE.

PERMITS REQUIRED: 404, FEMA

LEVEL OF ENVIRONMENTAL ANALYSIS: ENVIRONMENTAL ASSESSMENT

LEVEL OF PUBLIC INVOLVEMENT: PUBLIC HEARING WILL BE REQUIRED.

TIME SAVINGS PROCEDURES APPROPRIATE? YES \_\_\_ NO X

DESIGN EXCEPTIONS REQUIRED:	YES	NO	UNDETERMINED
HORIZONTAL ALIGNMENT	( )	(X)	( )
VERTICAL GRADES	( )	(X)	( )
STOPPING SIGHT DISTANCE-MAINLINE	( )	(X)	( )
SPEED DESIGN - SIDE STREETS	( )	( )	(x)
SPEED DESIGN - MAINLINE	( )	(x)	( )
ROADWAY WIDTH	( )	(X)	( )
SHOULDER WIDTH	( )	(X)	( )
CROSS SLOPES	( )	(X)	( )
SUPERELEVATION RATES	( )	(X)	( )
HORIZONTAL CLEARANCE	( )	(X)	( )
VERTICAL CLEARANCE	( )	(X)	( )
BRIDGE WIDTH	( )	(X)	( )
BRIDGE STRUCTURE CAPACITY	( )	(X)	( )

ALTERNATES CONSIDERED: 1. BUILD 2. NO BUILD

OTHER PROJECTS IN AREA:

CONCEPT TEAM MEETING HELD: MAY 30, 1995

PRESENT: SEE ATTACHED CONCEPT TEAM MEETING MINUTES-RECORD OF ATTENDEES.

FIELD REVIEW HELD: PROJECT SITE WAS VISITED AND VIDEO TAPED.

DATE: July 27, 1995

**RAILROAD INVOLVEMENT:** YES, L&N RAILROAD

**POSSIBLE UNDERGROUND STORAGE TANKS AND HAZARDOUS WASTE SITES:**

**NH-213-1(3)**

TWO (2) POSSIBLE UNDERGROUND STORAGE TANKS AND SIX (6) POSSIBLE HAZARDOUS WASTE SITES WERE LOCATED BY THE DISTRICT ENVIRONMENTAL DEPARTMENT.

**NH-213-1(2)**

TWO (2) POSSIBLE UNDERGROUND STORAGE TANKS AND NO POSSIBLE HAZARDOUS WASTE SITES WERE LOCATED BY THE DISTRICT ENVIRONMENTAL DEPARTMENT.

**NH-213-1(4)**

ONE (1) POSSIBLE UNDERGROUND STORAGE TANKS AND NO POSSIBLE HAZARDOUS WASTE SITES WERE LOCATED BY THE DISTRICT ENVIRONMENTAL DEPARTMENT.

**NH-213-1(1)**

ONE (1) POSSIBLE UNDERGROUND STORAGE TANKS AND TWO (2) POSSIBLE HAZARDOUS WASTE SITES WERE LOCATED BY THE DISTRICT ENVIRONMENTAL DEPARTMENT.

**CONCEPT MEETING MINUTES:** THE CONCEPT TEAM MEETING WAS HELD MAY 30, 1995 AT 1:00 PM IN ROOM 356 OF THE GEORGIA DEPARTMENT OF TRANSPORTATION BUILDING LOCATED AT NO. 2 CAPITAL SQUARE IN ATLANTA. THE MEETING BEGAN WITH DOUG SMITH INTRODUCING HIMSELF AND WELCOMING EVERYONE. THE MEETING WAS THEN TURNED OVER TO STANLEY HILL (THE PROJECT MANGER). MR. HILL PASSED A SIGN-UP SHEET (MEETING/CONFERENCE RECORD OF ATTENDEES) AROUND FOR THE ENTIRE GROUP TO SIGN AND THEN GAVE AN OVERALL DESCRIPTION OF THE ENTIRE CONCEPT OF THE PROJECT. MR. HILL THEN TURNED THE MEETING OVER TO EACH OF THE DESIGNERS WHO EXPLAINED EACH PROJECT IN DETAIL. MR. HILL THEN PROCEEDED TO ASK EACH OFFICE REPRESENTATIVE IF THEY HAD ANY COMMENTS. AFTER ALL COMMENTS WERE PRESENTED, HE ASKED A FINAL TIME IF ANYONE HAD ANY ADDITIONAL COMMENTS. COMMENTS WERE SOLICITED FROM OTHER ATTENDEES. THE MEETING ENDED WITH ALL COMMENTS AND CONCERNS NOTED.

**COMMENTS:**

- THE TYPICAL SECTION FOR THIS PROJECT INCLUDED BIKE LANES. THE INCLUSION OF BIKE LANES ON THIS PROJECT IS ON THE COUNTY'S APPROVED BIKE LANE PLAN.

DATE: July 27, 1995

- THERE WERE CONCERNS ABOUT STAYING OFF THE HISTORIC CEMETERY LOCATED ON THE WEST SIDE OF MARS HILL ROAD APPROXIMATELY 100 METERS NORTH OF LOST MOUNTAIN BAPTIST CHURCH.
- COLONIAL PIPELINE HAS A TAPPING STATION ON McCLAIN ROAD. THEY ALSO HAVE A SUBSTATION ON DALLAS HIGHWAY (SR 120) AT THE PROPOSED CROSSING OF MARS HILL ROAD AND DALLAS HIGHWAY (SR120).
- ATLANTA GAS LIGHT COMPANY HAS THREE GAS LINES MIGHT NEED TO BE RELOCATED AT THE McLAIN TAPPING STATION. THEY SHARE THIS STATION WITH COLONIAL PIPE LINES.
- THERE ARE AT LEAST 6 DNR SITES ALONG THE CORRIDOR.
- A RIGHT OF WAY COST ESTIMATE WAS NOT AVAILABLE AT THE TIME OF THE CONCEPT MEETING. MR. LEMASTER WAS CONCERNED ABOUT THE NUMBER OF PONDS AND LAKES ALONG THE PROJECT CORRIDOR THAT WOULD FALL WITHIN THE REQUIRED RIGHT OF WAY.
- A 13 M GRASS MEDIAN WAS RECOMMENDED FOR CONSIDERATION INSTEAD OF THE 6 M RAISED MEDIAN. A 13 M GRASS MEDIAN WOULD ALLOW FOR EXPANSION OF THE ROADWAY, AS TRAFFIC NEEDS WARRANTED, WITH OUT HAVING TO ACQUIRE ADDITIONAL RIGHT OF WAY.
- THE ADDITION OF SIDEWALKS IN COMMERCIAL , RESIDENTIAL POCKETS AND ALSO AT FORDS ELEMENTARY SCHOOL WAS RECOMMENDED FOR CONSIDERATION.
- A RURAL SECTION THE SIDEWALK WOULD NEED TO BE LOCATED BEHIND THE DITCH, WHICH WOULD REQUIRE ADDITIONAL RIGHT OF WAY.
- THERE ARE PROPOSED PLANS TO BUILD A KROGER, PUBLIX, AN YMCA AT THE INTERSECTION OF MARS HILL ROAD AND BROOKSTONE/STILESBORO ROADS.

**ADDITIONAL COMMENTS:**

THERE HAVE BEEN NO ADDITIONAL COMMENTS RECEIVED BY THIS OFFICE AS OF JUNE 30, 1995.

**ATTACHMENTS:** TYPICAL SECTIONS, CONCEPT TEAM MEETING RECORD OF ATTENDEES, TRAFFIC SHEETS, COST ESTIMATE,



MEETING/CONFERENCE RECORD OF ATTENDEES

PURPOSE: CONCEPT TEAM MEETING

LOCATION: Ga. D.O.T. - URBAN

DATE: 30 May, 1995 HOUR: 1:00

MODERATOR: \_\_\_\_\_

	<u>NAME</u>	<u>ORGANIZATION</u>	<u>TELEPHONE NO.</u>
1.	Stanley Hill	URBAN DESIGN	656-5441
2.	Jim Perdue	URBAN DESIGN	656-5441
3.	MIKE MALOY	URBAN DESIGN	656-5441
4.	FRANK G. HUMMEL, JR.	COLONIAL PIPELINE Co.	792-85530
5.	D. Rosen	Colonial Pipeline Co.	794-3027
6.	George Ford	City of Powder Springs	943-3316
7.	Robert F. Gibson	Roworth	974-3112
8.	FRANCES C. ANGLIN	Dist. 7 ENVIRONMENTAL	986-1050
9.	Susan B. Knudson	DIST. 7 SCHEDULING	986-1050
10.	Tammy Ulmer	Planning	656-6016
11.	WAYNE WRIGHT	CITY OF POWDER SPRINGS	943-0198
12.	Steve		
13.	CRAIG CLARK	URBAN Des.	656-5441
14.	Reba Scott	GO DOT - Programming	656-3481
15.	Del Clippard	GO DOT - Traffic Operations	651-9549
16.	DAVID A JACKSON	COBB DOT ENGR	528-1660
17.	DOGG SMITH	Ga D.O.T.	656-5441
18.	Roger Henze	Cobb Co DOT - Planning	528-1679
19.	DENNY MEIER	COBB DOT - ENG.	528-1623
20.	Donall Mills	GOOT - PLANNING	657-6912

REMARKS: \_\_\_\_\_

MEETING/CONFERENCE RECORD OF ATTENDEES

PURPOSE: \_\_\_\_\_

LOCATION: \_\_\_\_\_

DATE: \_\_\_\_\_ HOUR: \_\_\_\_\_

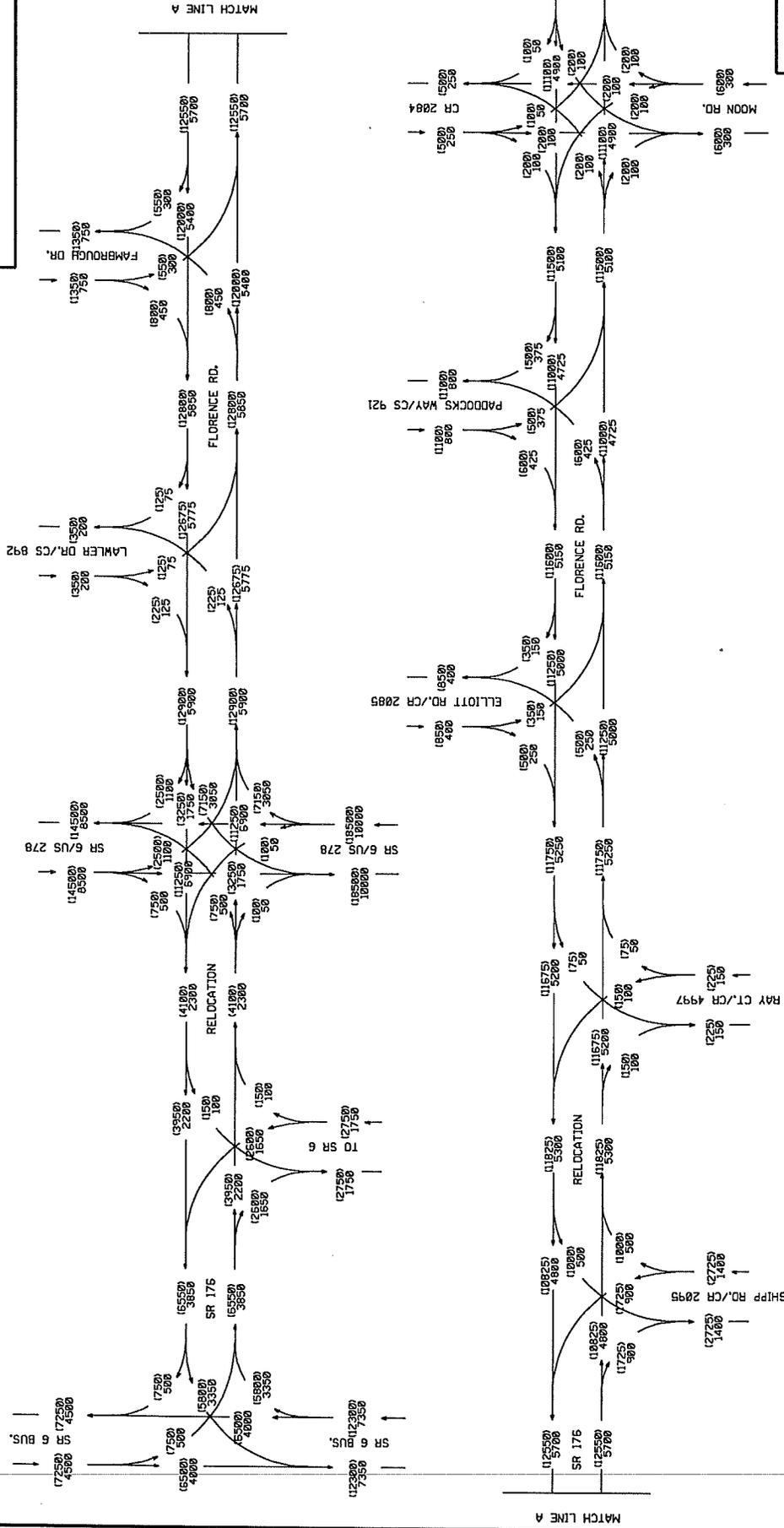
MODERATOR: \_\_\_\_\_

	<u>NAME</u>	<u>ORGANIZATION</u>	<u>TELEPHONE NO.</u>
1.	BRIAN LEAVELL	ATLANTA GASLIGHT	424-9000
2.	Bob Gardner	" " "	584.3363
3.	GEORGE HALL	DOT. UTILITIES	986-1090
4.	Tom Comaster	DOT R/W	657-2477
5.	TERRY McCallister	DOT R/W	986-1286
6.	DAVID M. FORD	SOUTHERN BELL	425-4890
7.			
8.			
9.			
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18.			
19.			
20.			

REMARKS: \_\_\_\_\_

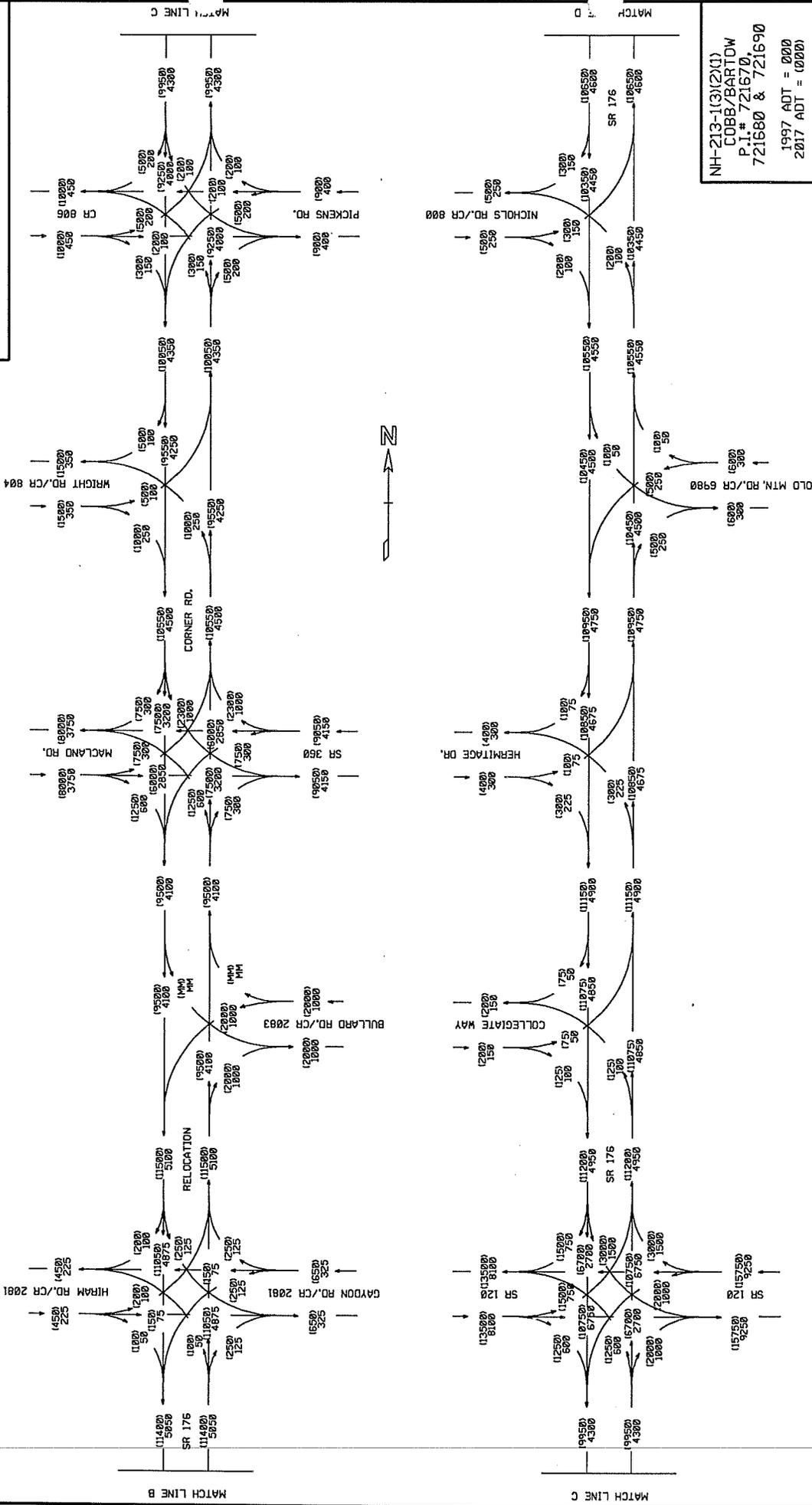
GEORGIA DEPARTMENT OF TRANSPORTATION  
OFFICE OF ENVIRONMENT/LOCATION

SHEET 1 OF 12



NH-213-1(3)(2)(1)  
COBB/BARTOW  
P.I.# 721670,  
721680 & 721690  
1997 ADT = 000  
2017 ADT = 10000  
24 HR. T = 6%  
S.U.I. = 3%  
COMB. = 3%

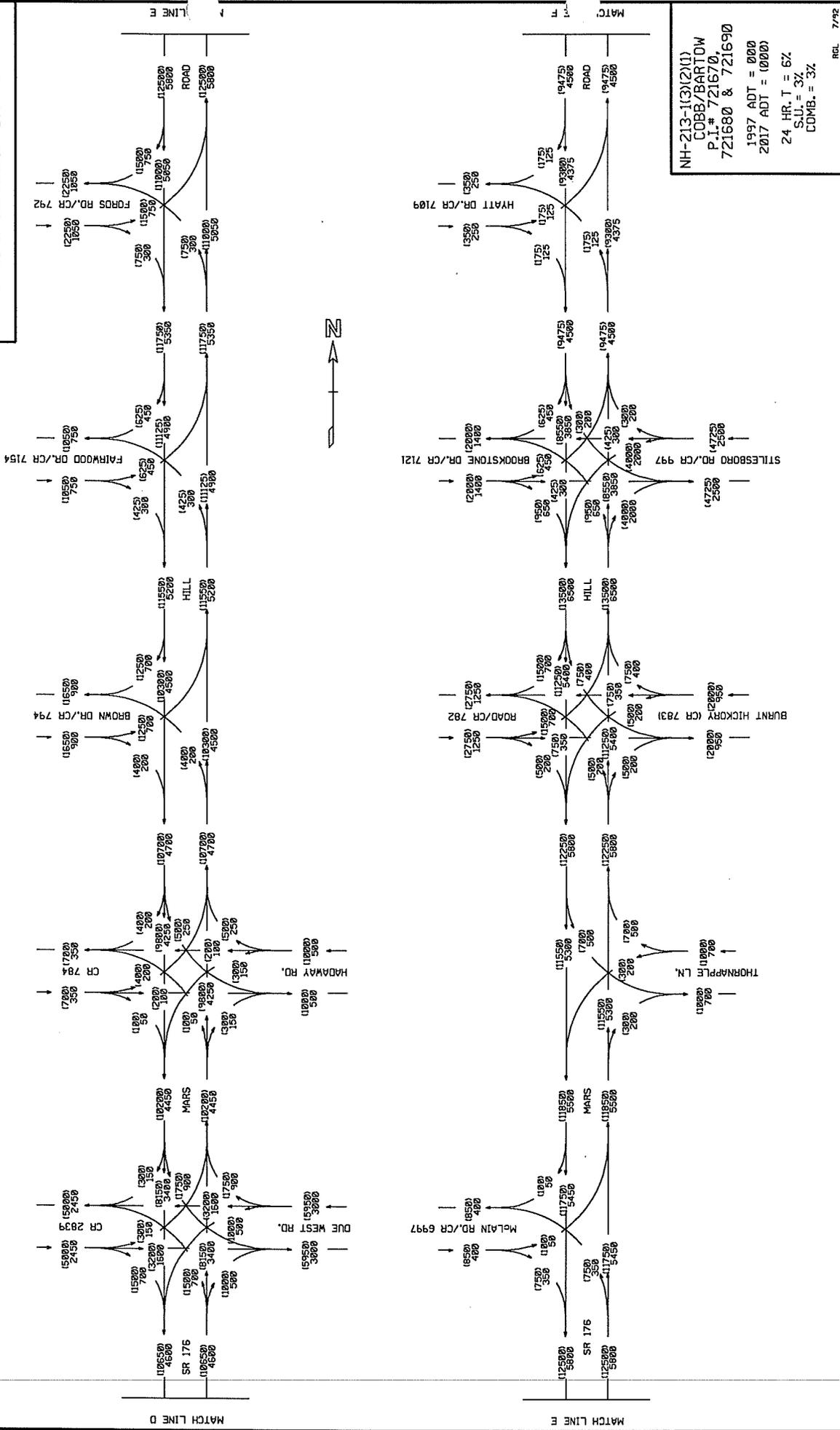
GEORGIA DEPARTMENT OF TRANSPORTATION  
OFFICE OF ENVIRONMENT/LOCATION



NH-213-113(12)(1)  
COBB/BARTOW  
P.I.# 721670  
721680 & 721690  
1997 ADT = 000  
2017 ADT = (000)  
24 HR. T = 6%  
S.U. = 3%  
COMB. = 3%

GEORGIA DEPARTMENT OF TRANSPORTATION  
OFFICE OF ENVIRONMENT/LOCATION

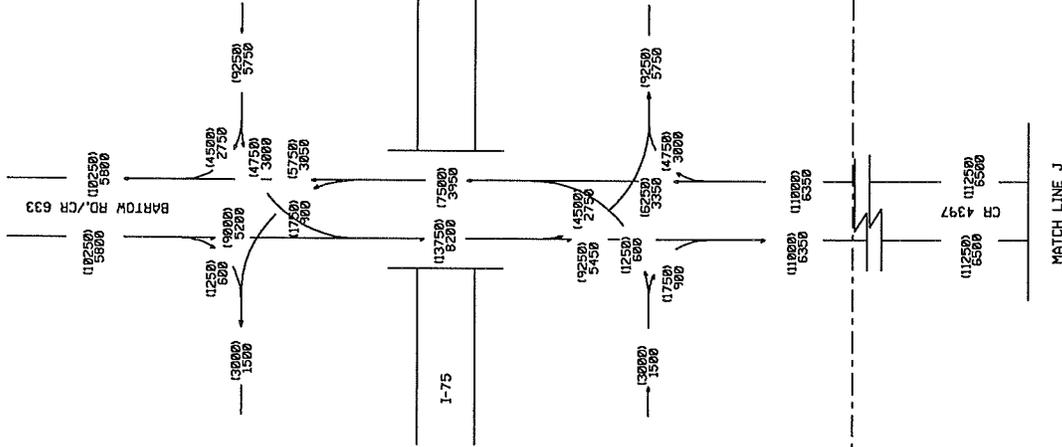
SHEET 3 OF 12



NH-213-1(3)(2)(1)  
COBB/BARTOW  
P.I.# 721670,  
721680 & 721690  
1997 ADT = 0000  
2017 ADT = 10000  
24 HR. T = 6%  
S.U. = 3%  
COMB. = 3%  
RCL 7/92





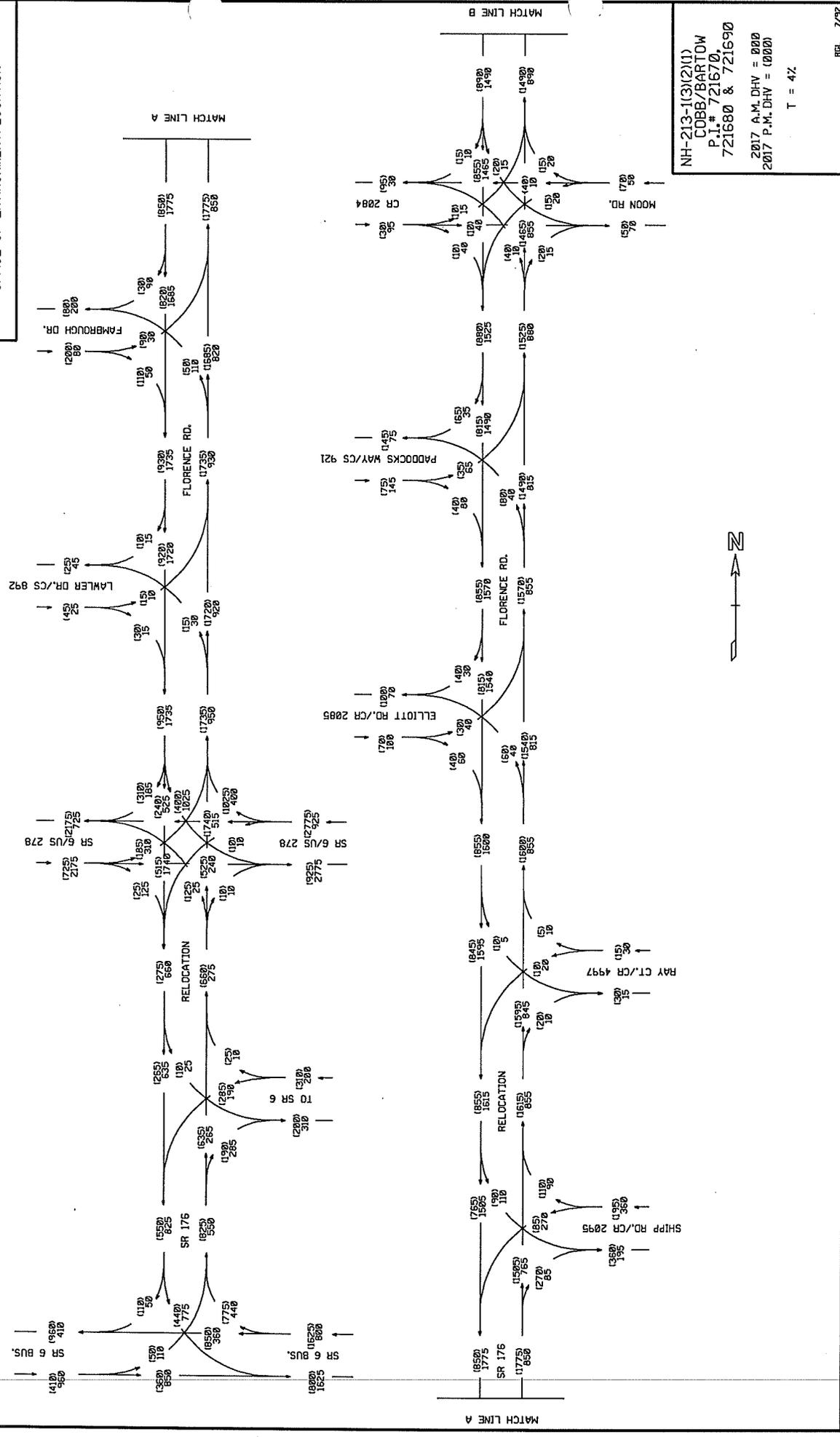


BARTOW COUNTY  
COBB COUNTY

NH-213-1131(2)(1)  
COBB/BARTOW  
P.I.# 721670,  
721680 & 721690  
1997 ADT = 000  
2017 ADT = 10000  
24 HR. T = 6%  
S.J. = 3%  
CDMB. = 3%

GEORGIA DEPARTMENT OF TRANSPORTATION  
OFFICE OF ENVIRONMENT/LOCATION

SHEET 7 OF 12

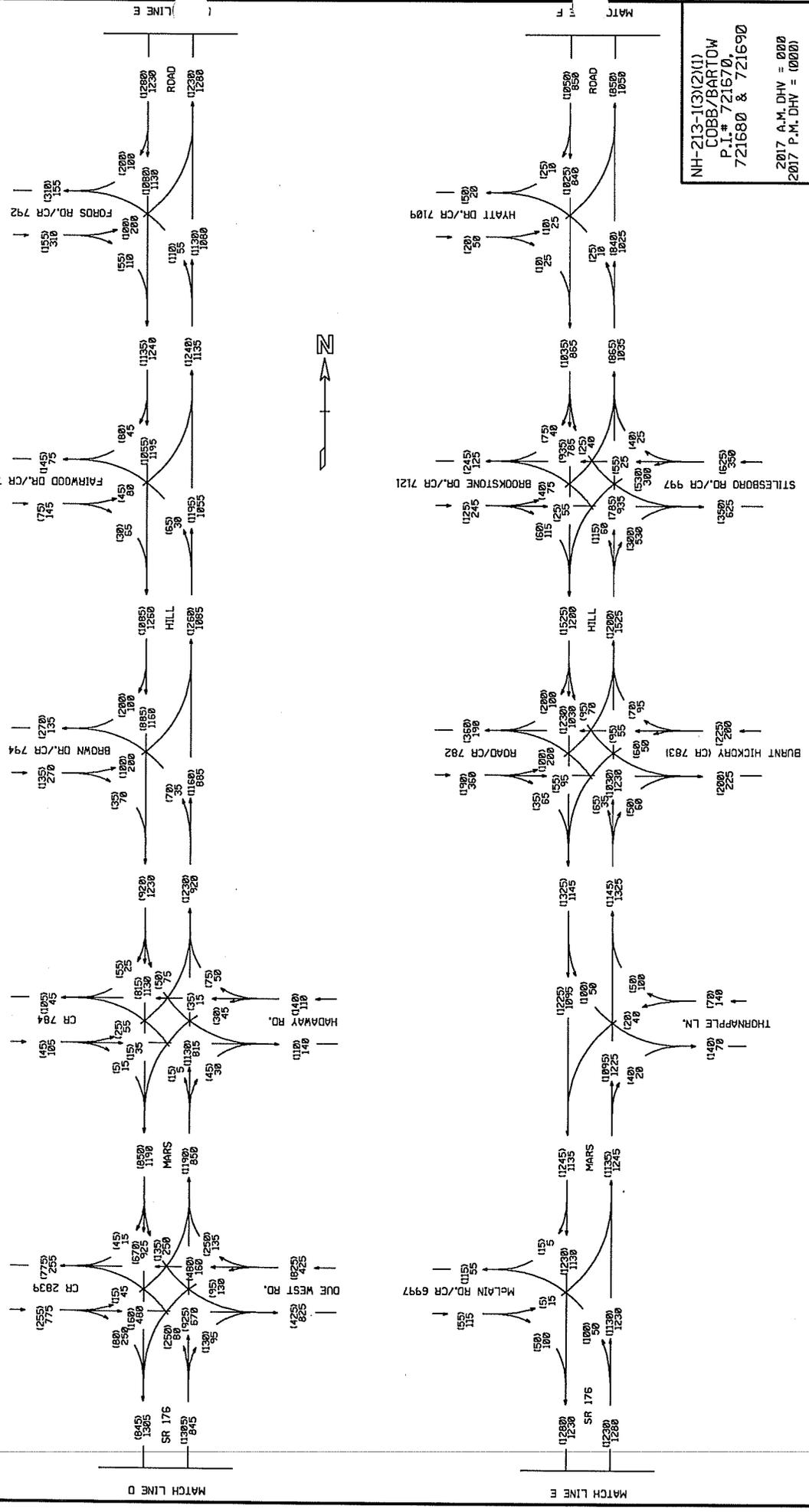


NH-213-1(3)(2)(1)  
COBB/BARTOW  
P.I.# 721670,  
721680 & 721690  
2017 A.M. D.V. = 000  
2017 P.M. D.V. = (000)  
T = 42



GEORGIA DEPARTMENT OF TRANSPORTATION  
OFFICE OF ENVIRONMENT/LOCATION

SHEET 9 OF 12

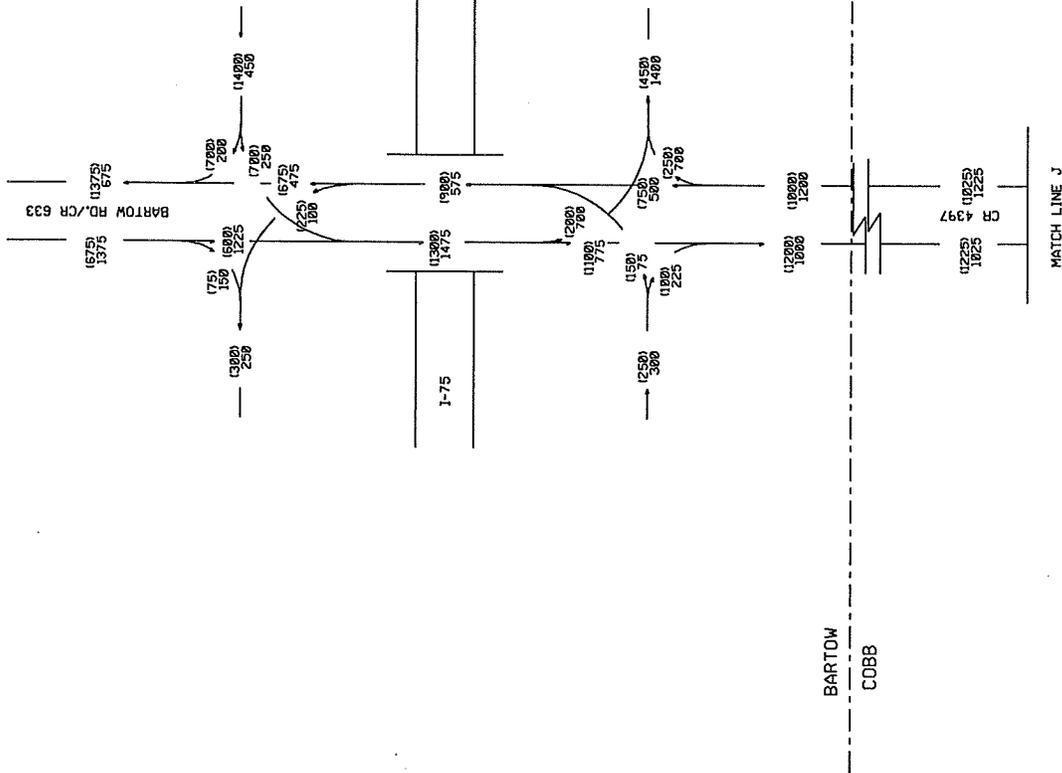


NH-213-1(3)(2)(1)  
COBB/BARTLOW  
P.L.# 721670,  
721680 & 721690  
2017 A.M. DHV = 000  
2017 P.M. DHV = 0000  
T = 4%

REL 7/92







NH-213-1(3)(2)(1)  
 COBB/BARTOW  
 P.I.# 721670,  
 721680 & 721690  
 2017 A.M. DHV = 000  
 2017 P.M. DHV = 10000  
 T = 4%

PRELIMINARY COST ESTIMATE

OFFICE OF URBAN DESIGN

DATE: May 30, 1995

PREPARED BY: Daveitta Jenkins

PROJECT NO.: NH-213-1(3)

P.I. NO.: 721670

MILEAGE: 5.44 MILES

PROJECT DESCRIPTION/CONCEPT: FLORENCE ROAD, CORNERS ROAD AND McCONNLEY ROAD FROM OLD US 278 TO S.R. 120

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

PROJECT COSTS

RIGHT OF WAY: \$ 8,000,000  
REIMBURSABLE UTILITIES: \$ 0,000,000

CONSTRUCTION COSTS

A. MAJOR STRUCTURES

1. BRIDGES: 22,848 S.F. @ \$ 50 \$ 1,142,400  
2. RETAINING WALLS: 74,400 S.F. @ \$ 35 \$ 2,604,000  
3. BOX CULVERTS:  
\_\_\_\_ C.Y. Concrete @ \$ \_\_\_\_ \$ 0,000,000  
\_\_\_\_ Lb. Reinforcing Steel @ \$ \_\_\_\_ \$ 0,000,000  
SUBTOTAL \$ 3,746,400

B. GRADING & EARTHWORK

1. BORROW: 75,694 C.Y. @ \$4.35 \$ 0,329,269  
2. IN-PLACE EMBANKMENT: \_\_\_\_\_ C.Y. @ \$\_\_\_\_ \$ 0,000,000  
3. UNCLASSIFIED EXCAVATION: \_\_\_\_\_ C.Y. @ \$\_\_\_\_ \$ 0,000,000  
4. WICK DRAINS: \_\_\_\_\_ L.F. @ \$\_\_\_\_ \$ 0,000,000  
5. FILTER FABRIC: \_\_\_\_\_ S.Y. @ \$\_\_\_\_ \$ 0,000,000  
6. DRAINAGE MATERIAL: \_\_\_\_\_ C.Y. @ \$\_\_\_\_ \$ 0,000,000  
7. DRILL HOLES: \_\_\_\_\_ L.F. @ \$\_\_\_\_ \$ 0,000,000  
SUBTOTAL \$ 0,329,269

C. DRAINAGE

1. DRAINAGE PIPES:

660 L.F. 15 in. @ \$30.00	\$ 0,019,800
___ L.F. 18 in. @ \$__.	\$ 0,000,000
___ L.F. 24 in. @ \$__.	\$ 0,000,000
1,300 L.F. 36 in. @ \$60.00	\$ 0,078,000
_____ L.F. ___ in. @ \$__.	\$ 0,000,000
_____ L.F. ___ in. @ \$__.	\$ 0,000,000

2. FLARED END SECTIONS:

44 FES 15 in. @ \$300.00	\$ 0,013,200
_ FES 18 in. @ \$__.	\$ 0,000,000
_ FES 24 in. @ \$__.	\$ 0,000,000
26 FES 36 in. @ \$685.00	\$ 0,017,810

3. CATCH BASINS/DROP INLETS: 9 Each @ \$1,500.00 \$ 0,013,500

4. OTHER ITEMS: \$ 0,000,000

SUBTOTAL \$ 0,142,310

D. BASE & PAVING

1. ASPHALT PAVING:

21,877 Tons of "E" @ \$35.00	\$ 0,765,695
23,148 Tons of "B" @ \$35.00	\$ 0,810,180
35,314 Tons of Base @ \$33.00	\$ 1,165,362
2,741 Tons of Leveling @ \$33.00	\$ 0,090,453
14,473 Gals of Tack @ \$1.00	\$ 0,014,473

2. GRADED AGGREGATE BASE:

131,149 Tons of GAB @ \$11.75 \$ 1,541,001

3. SOIL-CEMENT BASE:

\_\_\_\_\_ Tons of S-C @ \$\_\_. \$ 0,000,000 |

\_\_\_\_\_ Tons of Cement @ \$\_\_. \$ 0,000,000 |

4. CONCRETE PAVING:

\_\_\_\_\_ S.Y. \_\_\_ Thick @ \$\_\_. \$ 0,000,000 |

\_\_\_\_\_ S.Y. \_\_\_ Thick @ \$\_\_. \$ 0,000,000 |

SUBTOTAL \$ 4,387,164

E. CONCRETE WORK

1. APPROACH SLABS: 540 S.Y. @ \$83.79	\$ 0,045,247
2. MEDIAN BARRIER (Permanent):	
_____ L.F. Type ___ @ \$____	\$ 0,000,000
_____ L.F. Type ___ @ \$____	\$ 0,000,000
3. CURB & GUTTER: 53,780 L.F. TYPE 7 @ \$7.80	\$ 0,419,484
4. CURB & GUTTER: 4,935 L.F. TYPE 2 @ \$8.51	\$ 0,041,997
5. VALLEY GUTTER: 14,742 S.Y. @ \$24.43	\$ 0,360,148
6. SIDEWALK: _____ S.Y. @ \$____	\$ 0,000,000
7. MEDIAN PAVING: 1,027 S.Y. @ \$25.00	\$ 0,025,675
8. DITCH PAVING: 136 S.Y. @ \$22.01	\$ 0,002,994
	SUBTOTAL
	\$ 0,895,545

F. SIGNS & STRIPING

1. STRIPING	\$ 0,020,557
2. ROADSIDE SIGNS	\$ 0,011,000
3. OVERHEAD SIGNS (INCLUDES LIGHTING SYSTEMS):	
___ Structures @ \$_____	\$ 0,000,000
	SUBTOTAL
	\$ 0,031,557

G. TRAFFIC SIGNALS

3 Installations @ \$28,607.87	SUBTOTAL	\$ 0,085,824
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H. LIGHTING

SUBTOTAL	\$ 0,000,000
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I. GUARDRAIL

2,825 L.F. Type W @ \$ 12.09	\$ 0,034,154
200 L.F. Type T @ \$ 30.92	\$ 0,006,184
6 Type 1 Anchors @ \$ 437.70	\$ 0,002,626
6 Type 11 Anchors @ \$1,416.06	\$ 0,008,496
	SUBTOTAL
	\$ 0,051,460

J. TRAFFIC CONTROL

SUBTOTAL	\$ 0,100,000
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K. CLEARING & GRUBBING:

94 Acres @ \$1,254	SUBTOTAL	\$ 0,117,876
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COST ESTIMATE SUMMARY

RIGHT OF WAY	\$ 8,000,000
REIMBURSABLE UTILITIES	\$ 0,000,000

CONSTRUCTION COST SUMMARY

GRADING & EARTHWORK	\$ 0,329,269
DRAINAGE	\$ 0,142,310
BASE & PAVING	\$ 4,387,164
CONCRETE WORK	\$ 0,895,545
SIGNS & STRIPING	\$ 0,031,557
TRAFFIC SIGNALS	\$ 0,085,824
LIGHTING	\$ 0,000,000
GUARDRAIL	\$ 0,051,460
TRAFFIC CONTROL	\$ 0,100,000
CLEARING & GRUBBING	\$ 0,117,876
GRASSING/LANDSCAPING	\$ 0,100,254
TEMPORARY EROSION CONTROL	\$ 0,164,548
WETLAND/404 MITIGATION	\$ 0,000,000
MISCELLANEOUS ITEMS	\$ 0,023,851
SUBTOTAL ROADWAY ITEMS	\$ 6,378,198
MAJOR STRUCTURES	\$ 3,746,400
TOTAL CONSTRUCTION ESTIMATE	\$10,176,058
3 YEARS OF INFLATION @ 5% PER YEAR	\$ 1,604,001
10% E&C	\$ 1,178,006

TOTAL	\$12,958,065
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djl:SH

PRELIMINARY COST ESTIMATE

OFFICE OF URBAN DESIGN

DATE: May 30, 1995

PREPARED BY: Daveitta Jenkins

PROJECT NO.: NH-213-1(2)

P.I. NO.: 721680

MILEAGE: 4.39 MILES

PROJECT DESCRIPTION/CONCEPT: S.R. 176 FROM S.R. 120/DALLAS HWY. TO STILESBORO ROAD

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

PROJECT COSTS

RIGHT OF WAY: \$ 6,685,000

REIMBURSABLE UTILITIES: \$ 0,000,000

CONSTRUCTION COSTS

A. MAJOR STRUCTURES

1. BRIDGES: \_\_\_\_\_ S.F. @ \$ 00 \$ 0,000,000

2. RETAINING WALLS: \_\_\_\_\_ S.F. @ \$ 00 \$ 0,000,000

3. BOX CULVERTS:

296 C.Y. Concrete @ \$ 330.00 \$ 0,097,680

29,022 Lb. Reinforcing Steel @ \$ .43 \$ 0,012,480

SUBTOTAL \$ 0,110,160

B. GRADING & EARTHWORK

1. BORROW: 64,444 C.Y. @ \$4.35 \$ 0,280,332

2. IN-PLACE EMBANKMENT: \_\_\_\_\_ C.Y. @ \$\_.\_\_ \$ 0,000,000

3. UNCLASSIFIED EXCAVATION: \_\_\_\_\_ C.Y. @ \$\_.\_\_ \$ 0,000,000

4. WICK DRAINS: \_\_\_\_\_ L.F. @ \$\_.\_\_ \$ 0,000,000

5. FILTER FABRIC: \_\_\_\_\_ S.Y. @ \$\_.\_\_ \$ 0,000,000

6. DRAINAGE MATERIAL: \_\_\_\_\_ C.Y. @ \$\_.\_\_ \$ 0,000,000

7. DRILL HOLES: \_\_\_\_\_ L.F. @ \$\_.\_\_ \$ 0,000,000

SUBTOTAL \$ 0,280,332

C. DRAINAGE

1. DRAINAGE PIPES:

480 L.F. 15 in. @ \$30.00	\$ 0,014,400
___ L.F. 18 in. @ \$___.	\$ 0,000,000
___ L.F. 24 in. @ \$___.	\$ 0,000,000
1,800 L.F. 36 in. @ \$60.00	\$ 0,108,000
___ L.F. ___ in. @ \$___.	\$ 0,000,000
___ L.F. ___ in. @ \$___.	\$ 0,000,000
3. FLARED END SECTIONS:	
32 FES 15 in. @ \$300.00	\$ 0,009,600
_ FES 18 in. @ \$___.	\$ 0,000,000
_ FES 24 in. @ \$___.	\$ 0,000,000
42 FES 36 in. @ \$685.00	\$ 0,028,770
4. CATCH BASINS/DROP INLETS: 7 Each @ \$1,500.00	\$ 0,010,500
5. OTHER ITEMS:	\$ 0,000,000
SUBTOTAL	\$ 0,171,270

D. BASE & PAVING

1. ASPHALT PAVING:

17,495 Tons of "E" @ \$35.00	\$ 0,612,325
17,172 Tons of "B" @ \$35.00	\$ 0,601,020
22,660 Tons of Base @ \$33.00	\$ 0,747,780
2,800 Tons of Leveling @ \$33.00	\$ 0,092,400
10,711 Gals of Tack @ \$1.00	\$ 0,010,711

2. GRADED AGGREGATE BASE:

92,983 Tons of GAB @ \$11.75	\$ 1,092,551
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3. SOIL-CEMENT BASE:

_____ Tons of S-C @ \$___.	\$ 0,000,000
_____ Tons of Cement @ \$___.	\$ 0,000,000

4. CONCRETE PAVING:

_____ S.Y. ___ Thick @ \$___.	\$ 0,000,000
_____ S.Y. ___ Thick @ \$___.	\$ 0,000,000

SUBTOTAL \$ 3,156,787

E. CONCRETE WORK

1. APPROACH SLABS: ____ S.Y. @ \$____	\$ 0,000,000
2. MEDIAN BARRIER (Permanent):	
____ L.F. Type ____ @ \$____	\$ 0,000,000
____ L.F. Type ____ @ \$____	\$ 0,000,000
3. CURB & GUTTER: 44,080 L.F. TYPE 7 @ \$7.80	\$ 0,343,824
4. CURB & GUTTER: 3,200 L.F. TYPE 2 @ \$8.51	\$ 0,027,232
5. VALLEY GUTTER: 1,274 S.Y. @ \$24.43	\$ 0,031,124
6. SIDEWALK: ____ S.Y. @ \$____	\$ 0,000,000
7. MEDIAN PAVING: 1,415 S.Y. @ \$25.00	\$ 0,035,375
8. DITCH PAVING: 451 S.Y. @ \$22.01	\$ 0,009,927
	SUBTOTAL
	\$ 0,455,075

F. SIGNS & STRIPING

1. STRIPING	\$ 0,018,195
2. ROADSIDE SIGNS	\$ 0,011,000
3. OVERHEAD SIGNS (INCLUDES LIGHTING SYSTEMS):	
__ Structures @ \$____	\$ 0,000,000
	SUBTOTAL
	\$ 0,029,185

G. TRAFFIC SIGNALS

2 Installations @ \$28,607.87	SUBTOTAL	\$ 0,057,216
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H. LIGHTING

SUBTOTAL	\$ 0,000,000
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I. GUARDRAIL

2,280 L.F. Type W @ \$12.09	\$ 0,027,566
____ L.F. Type T @ \$____	\$ 0,000,000
12 Type 1 Anchors @ \$437.70	\$ 0,005,253
12 Type 11 Anchors @ \$1,416.06	\$ 0,016,993
	SUBTOTAL
	\$ 0,049,812

J. TRAFFIC CONTROL

SUBTOTAL	\$ 0,100,000
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K. CLEARING & GRUBBING:

80 Acres @ \$1,254	SUBTOTAL	\$ 0,100,320
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L. GRASSING/LANDSCAPING:

42 Acres @ \$2,046

SUBTOTAL \$ 0,085,932

M. TEMPORARY EROSION CONTROL

SUBTOTAL \$ 0,171,218

N. WETLAND/404 MITIGATION

SUBTOTAL \$ 0,000,000

O. MISCELLANEOUS ITEMS

1. FIELD ENGINEER'S OFFICE

\$ 0,021,675

2. FENCING: \_\_\_\_\_ L.F. @ \$\_\_\_\_.

\$ 0,000,000

3. RIGHT OF WAY MARKERS: 30 Each @ \$60.43

\$ 0,001,813

SUBTOTAL \$ 0,023,488

COST ESTIMATE SUMMARY

RIGHT OF WAY	\$ 6,685,000
REIMBURSABLE UTILITIES	\$ 0,000,000

CONSTRUCTION COST SUMMARY

GRADING & EARTHWORK	\$ 0,280,332
DRAINAGE	\$ 0,171,270
BASE & PAVING	\$ 3,156,787
CONCRETE WORK	\$ 0,455,075
SIGNS & STRIPING	\$ 0,029,195
TRAFFIC SIGNALS	\$ 0,057,216
LIGHTING	\$ 0,000,000
GUARDRAIL	\$ 0,049,812
TRAFFIC CONTROL	\$ 0,100,000
CLEARING & GRUBBING	\$ 0,100,320
GRASSING/LANDSCAPING	\$ 0,085,932
TEMPORARY EROSION CONTROL	\$ 0,171,218
WETLAND/404 MITIGATION	\$ 0,000,000
MISCELLANEOUS ITEMS	\$ 0,023,488
SUBTOTAL ROADWAY ITEMS	\$ 4,680,645
MAJOR STRUCTURES	\$ 0,110,160
TOTAL CONSTRUCTION ESTIMATE	\$ 4,790,805
3 YEARS OF INFLATION @ 5% PER YEAR	\$ 0,755,151
10% E&C	\$ 0,554,596
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TOTAL	\$ 6,100,552

dlj:SH

**PRELIMINARY COST ESTIMATE**

**OFFICE OF URBAN DESIGN**

**DATE:** May 30, 1995

**PREPARED BY:** Mike Maloy

**PROJECT NO.:** NH-213-1(4)

**P.I. NO.:** 721685

**MILEAGE:** 3.13 MILES

**PROJECT DESCRIPTION/CONCEPT:** S.R. 176 From Stilesboro Road to S.R. 3/Cobb Pkwy.

PROGRAMMING PROCESS       CONCEPT DEVELOPMENT  
 DURING PROJECT DEVELOPMENT

**PROJECT COSTS**

**RIGHT OF WAY:** \$4,880,000

**REIMBURSABLE UTILITIES:** \$00,000,000

**CONSTRUCTION COSTS**

**A. MAJOR STRUCTURES**

1. BRIDGES: 9504 S.F. @ \$ 60 \$ 570,240

2. RETAINING WALLS: 200 S.F. @ \$ 35 \$ 7,000

3. BOX CULVERTS:

300 C.Y. Concrete @ \$ 330 \$ 99,000

30,000 Lb. Reinforcing Steel @ \$ 0.43 \$ 12,900

**SUBTOTAL** \$ 689,140

**B. GRADING & EARTHWORK**

1. BORROW: 54,796 C.Y. @ \$4.35	\$ 238,363
2. IN-PLACE EMBANKMENT: _____ C.Y. @ \$_.__	\$00,000,000
3. UNCLASSIFIED EXCAVATION: _____ C.Y. @ \$_.__	\$00,000,000
4. WICK DRAINS: _____ L.F. @ \$_.__	\$00,000,000
5. FILTER FABRIC: _____ S.Y. @ \$_.__	\$00,000,000
6. DRAINAGE MATERIAL: _____ C.Y. @ \$_.__	\$00,000,000
7. DRILL HOLES: _____ L.F. @ \$_.__	\$00,000,000
<b>SUBTOTAL</b>	\$ 238,363

**C. DRAINAGE**

1. DRAINAGE PIPES:	
1200 L.F. 15 in. @ \$19.50	\$23,400
700 L.F. 18 in. @ \$24.00	\$16,800
800 L.F. 24 in. @ \$29.40	\$23,520
1500 L.F. 36 in. @ \$50.30	\$75,450
_____ L.F. __ in. @ \$_.__	\$00,000,000
_____ L.F. __ in. @ \$_.__	\$00,000,000
3. FLARED END SECTIONS:	
10 FES 15 in. @ \$176.10	\$1,761
8 FES 18 in. @ \$319.39	\$2,555
8 FES 24 in. @ \$305.35	\$2,443
12 FES 36 in. @ \$685.68	\$8,228
4. CATCH BASINS/DROP INLETS: 45 Each @ \$1500_	\$67,500
5. OTHER ITEMS:	\$00,000,000
<b>SUBTOTAL</b>	\$221,657

D. BASE & PAVING

1. ASPHALT PAVING:

13200	Tons of "E" @ \$35.00	\$462,000
13000	Tons of "B" @ \$35.00	\$455,000
17200	Tons of Base @ \$33.00	\$567,600
4650	Tons of Leveling @ \$33.00	\$153,450
7750	Gals of Tack @ \$1.00	\$7,750

2. GRADED AGGREGATE BASE:

61,600	Tons of GAB @ \$11.75	\$723,800
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3. SOIL-CEMENT BASE:

_____	Tons of S-C @ \$__.	\$00,000,000
_____	Tons of Cement @ \$__.	\$00,000,000

4. CONCRETE PAVING:

96	S.Y. 4 Thick @ \$25.00	\$2,400
_____	S.Y. __ Thick @ \$__.	\$00,000,000

**SUBTOTAL** \$2,372,000

E. CONCRETE WORK

1. APPROACH SLABS: 293 S.Y. @ \$83.79	\$24,550
2. MEDIAN BARRIER (Permanent):	
_____ L.F. Type ____ @ \$____	\$00,000,000
_____ L.F. Type ____ @ \$____	\$00,000,000
3. CURB & GUTTER, TYPE 7: 33,053 L.F. @ \$7.80	\$257,813
4. CURB & GUTTER, TYPE 2: 2,000 L.F. @ \$8.51	\$ 17,020
4. VALLEY GUTTER: 1176 S.Y. @ \$24.43	\$28,730
5. SIDEWALK: _____ S.Y. @ \$____	\$00,000,000
6. MEDIAN PAVING: 1380 S.Y. @ \$25.00	\$34,500
7. DITCH PAVING: 1,000 S.Y. @ \$22.01	\$ 22,010
	<b>SUBTOTAL</b>
	\$384,623

F. SIGNS & STRIPING

1. STRIPING	\$18,793
2. ROADSIDE SIGNS	\$10,000
3. OVERHEAD SIGNS (INCLUDES LIGHTING SYSTEMS):	
__ Structures @ \$_____	\$00,000,000
	<b>SUBTOTAL</b>
	\$28,793

G. TRAFFIC SIGNALS

1 Installations @ \$29,0000	<b>SUBTOTAL</b>	\$29,000
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H. LIGHTING

<b>SUBTOTAL</b>	\$00,000,000
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I. GUARDRAIL

3305 L.F. Type W @ \$12.09	\$39,957
200 L.F. Type T @ \$30.92	\$6,184
20 Type 1 Anchors @ \$434.70	\$8,694
20 Type 11 Anchors @ \$1,416.06	\$28,321
<b>SUBTOTAL</b>	\$83,156

J. TRAFFIC CONTROL

**SUBTOTAL** \$100,000

K. CLEARING & GRUBBING:

57 Acres @ \$1,254	<b>SUBTOTAL</b> \$71,478
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L. GRASSING/LANDSCAPING:

29.3 Acres @ \$2046	<b>SUBTOTAL</b> \$59,947
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M. TEMPORARY EROSION CONTROL

**SUBTOTAL** \$100,000

N. WETLAND/404 MITIGATION

**SUBTOTAL** \$00,000,000

O. MISCELLANEOUS ITEMS

1. FIELD ENGINEER'S OFFICE	\$21,674
2. FENCING: _____ L.F. @ \$____	\$00,000,000
3. RIGHT OF WAY MARKERS: 20 Each @ \$60.43	\$1,209
<b>SUBTOTAL</b>	\$22,883

PRELIMINARY COST ESTIMATE SUMMARY

RIGHT OF WAY	\$4,880,000
REIMBURSABLE UTILITIES	\$00,000,000

**CONSTRUCTION COST SUMMARY**

GRADING & EARTHWORK	\$238,363
DRAINAGE	\$221,657
BASE & PAVING	\$2,372,000
CONCRETE WORK	\$384,623
SIGNS & STRIPING	\$28,793
TRAFFIC SIGNALS	\$29,000
LIGHTING	\$00,000,000
GUARDRAIL	\$83,156
TRAFFIC CONTROL	\$100,000
CLEARING & GRUBBING	\$71,478
GRASSING/LANDSCAPING	\$59,947
TEMPORARY EROSION CONTROL	\$100,000
WETLAND/404 MITIGATION	\$00,000,000
MISCELLANEOUS ITEMS	\$22,883
SUBTOTAL ROADWAY ITEMS	\$3,711,900
MAJOR STRUCTURES	\$689,140
<b>TOTAL CONSTRUCTION ESTIMATE</b>	\$4,401,040
3 YEARS OF INFLATION @ 5% PER YEAR	\$693,714
10% E&C	\$509,475
	-----
<b>TOTAL PROJECT COST ESTIMATE</b>	<b>\$5,604,229</b>

PRELIMINARY COST ESTIMATE

OFFICE OF URBAN DESIGN

DATE: May 30, 1995

PREPARED BY: Daveitta Jenkins

PROJECT NO.: NH-213-1(1)

P.I. NO.: 721690

MILEAGE: 4.15 MILES

PROJECT DESCRIPTION/CONCEPT: S.R. 92 FROM S.R. 3/COBB PARKWAY TO I-75/BARTOW

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

PROJECT COSTS

RIGHT OF WAY: \$11,575,000  
REIMBURSABLE UTILITIES: \$00,000,000

CONSTRUCTION COSTS

A. MAJOR STRUCTURES

1. BRIDGES:	55,200 S.F. @ \$ 61 / BRIDGE OVER LAKE	\$ 3,367,200
	24,288 S.F. @ \$ 66 / BRIDGE OVER R/R	\$ 1,603,008
2. RETAINING WALLS:	___,___ S.F. @ \$ ___	\$ 0,000,000
3. BOX CULVERTS:		
	___ C.Y. Concrete @ \$ ___	\$ 0,000,000
	___ Lb. Reinforcing Steel @ \$ ___	\$ 0,000,000
	SUBTOTAL	\$ 4,970,208

B. GRADING & EARTHWORK

1. BORROW:	47,500 C.Y. @ \$4.35	\$ 206,625
2. IN-PLACE EMBANKMENT:	___ C.Y. @ \$___	\$00,000,000
3. UNCLASSIFIED EXCAVATION:	___ C.Y. @ \$___	\$00,000,000
4. WICK DRAINS:	___ L.F. @ \$___	\$00,000,000
5. FILTER FABRIC:	___ S.Y. @ \$___	\$00,000,000
6. DRAINAGE MATERIAL:	___ C.Y. @ \$___	\$00,000,000
7. DRILL HOLES:	___ L.F. @ \$___	\$00,000,000
	SUBTOTAL	\$ 206,625

C. DRAINAGE

1. DRAINAGE PIPES:

400 L.F. 15 in. @ \$30.00	\$ 0,012,000
___ L.F. 18 in. @ \$__.	\$ 0,000,000
___ L.F. 24 in. @ \$__.	\$ 0,000,000
1,300 L.F. 36 in. @ \$60.00	\$ 0,078,000
_____ L.F. ___ in. @ \$__.	\$ 0,000,000
_____ L.F. ___ in. @ \$__.	\$ 0,000,000

3. FLARED END SECTIONS:

26 FES 15 in. @ \$300.00	\$ 0,007,800
_ FES 18 in. @ \$__.	\$ 0,000,000
_ FES 24 in. @ \$__.	\$ 0,000,000
26 FES 36 in. @ \$685.00	\$ 0,017,810

4. CATCH BASINS/DROP INLETS: 7 Each @ \$1,500.00 \$ 0,010,500

5. OTHER ITEMS: \$ 0,000,000

SUBTOTAL \$ 0,126,110

D. BASE & PAVING

1. ASPHALT PAVING:

14,246 Tons of "E" @ \$35.00	\$ 0,498,610
15,628 Tons of "B" @ \$35.00	\$ 0,546,980
24,366 Tons of Base @ \$33.00	\$ 0,804,078
11,793 Tons of Leveling @ \$33.00	\$ 0,389,169
9,637 Gals of Tack @ \$1.00	\$ 0,009,637

2. GRADED AGGREGATE BASE:

84,471 Tons of GAB @ \$11.75 \$ 0,992,535

3. SOIL-CEMENT BASE:

_____ Tons of S-C @ \$__.	\$ 0,000,000
_____ Tons of Cement @ \$__.	\$ 0,000,000

4. CONCRETE PAVING:

\_\_\_\_\_ S.Y. \_\_\_ Thick @ \$\_\_.

\$ 0,000,000

_____ S.Y. ___ Thick @ \$____		\$ 0,000,000
	SUBTOTAL	\$ 3,241,009
E. CONCRETE WORK		
1. APPROACH SLABS: 1080 S.Y. @ \$83.79		\$ 0,090,494
2. MEDIAN BARRIER (Permanent):		
_____ L.F. Type ___ @ \$____		\$ 0,000,000
_____ L.F. Type ___ @ \$____		\$ 0,000,000
3. CURB & GUTTER: 33,880 L.F. TYPE 7 @ \$7.80		\$ 0,264,264
4. CURB & GUTTER: 775 L.F. TYPE 2 @ \$8.51		\$ 0,006,596
5. VALLEY GUTTER: 4,704 S.Y. @ \$24.43		\$ 0,114,919
6. SIDEWALK: _____ S.Y. @ \$____		\$ 0,000,000
7. MEDIAN PAVING: 465 S.Y. @ \$25.00		\$ 0,011,625
8. DITCH PAVING: 632 S.Y. @ \$22.01		\$ 0,013,911
	SUBTOTAL	\$ 0,501,809
F. SIGNS & STRIPING		
1. STRIPING		\$ 0,013,261
2. ROADSIDE SIGNS		\$ 0,011,000
3. OVERHEAD SIGNS (INCLUDES LIGHTING SYSTEMS):		
___ Structures @ \$_____		\$ 0,000,000
	SUBTOTAL	\$ 0,024,261
G. TRAFFIC SIGNALS		
3 Installations @ \$28,607.87	SUBTOTAL	\$ 0,085,824
H. LIGHTING		
	SUBTOTAL	\$ 0,000,000
I. GUARDRAIL		
2862 L.F. Type W @ \$12.09		\$ 0,034,602
100 L.F. Type T @ \$30.92		\$ 0,003,092
5 Type 1 Anchors @ \$437.70		\$ 0,002,189
5 Type 11 Anchors @ \$1,416.06		\$ 0,007,081
	SUBTOTAL	\$ 0,046,964
J. TRAFFIC CONTROL		
	SUBTOTAL	\$ 0,100,000

K. CLEARING & GRUBBING:

59 Acres @ \$1,254 SUBTOTAL \$ 0,073,986

L. GRASSING/LANDSCAPING:

31 Acres @ \$2,046 SUBTOTAL \$ 0,063,426

M. TEMPORARY EROSION CONTROL

SUBTOTAL \$ 0,112,252

N. WETLAND/404 MITIGATION

SUBTOTAL \$ 0,000,000

O. MISCELLANEOUS ITEMS

1. FIELD ENGINEER'S OFFICE \$ 0,021,675

2. FENCING: \_\_\_\_\_ L.F. @ \$\_\_\_\_ \$ 0,000,000

3. RIGHT OF WAY MARKERS: 28 Each @ \$60.43 \$ 0,001,693

SUBTOTAL \$ 0,023,368

COST ESTIMATE SUMMARY

RIGHT OF WAY	\$11,575,000
REIMBURSABLE UTILITIES	\$00,000,000

CONSTRUCTION COST SUMMARY

GRADING & EARTHWORK	\$ 0,206,625
DRAINAGE	\$ 0,126,110
BASE & PAVING	\$ 3,241,009
CONCRETE WORK	\$ 0,501,809
SIGNS & STRIPING	\$ 0,024,261
TRAFFIC SIGNALS	\$ 0,085,824
LIGHTING	\$ 0,000,000
GUARDRAIL	\$ 0,046,964
TRAFFIC CONTROL	\$ 0,100,000
CLEARING & GRUBBING	\$ 0,073,986
GRASSING/LANDSCAPING	\$ 0,063,426
TEMPORARY EROSION CONTROL	\$ 0.112,252
WETLAND/404 MITIGATION	\$ 0,000,000
MISCELLANEOUS ITEMS	\$ 0,023,368
SUBTOTAL ROADWAY ITEMS	\$ 4,605,634
MAJOR STRUCTURES	\$ 4,970,208
TOTAL CONSTRUCTION ESTIMATE	\$ 9,575,842
5 YEARS OF INFLATION @ 5% PER YEAR	\$ 2,645,629
10% E&C	\$ 1,222,147
	-----
TOTAL	\$13,443,618

djl:SH

D.O.T.66

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE NH-213-1(1),(2),(3),(4) Cobb County OFFICE Traffic Operations  
P.I. Nos. 721670, 721680, 721685, Atlanta, Georgia  
& 721690 DATE October 19, 1995  
Mars Hill Road from SR 6 to I-75

FROM *ABR for* Marion 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 projects for the widening and reconstruction of Mars Hill Road (SR 176) from SR 6 Business to I-75. The proposed projects would widen and reconstruct S. Mars Hill Road Extension from Old US 278/SR 6 Business to SR 120 along the alignment of Florence Road/Corner Road and new location. Widening would continue north on Mars Hill Road/SR 176 from SR 120 to SR 3/US 41 then northeast as the N. Mars Hill Road Extension on Kemp Ridge Road and the SR 92 corridor to Bartow Road and it's interchange with I-75 in Bartow County. The existing two lane roadways would be widened or reconstructed on existing and/or new rights-of-way to four lanes with a 6.1 m raised grass median for a total distance of approximately 27.47 km (17.1 miles).

These projects are needed to provide increased capacity in this rapidly growing residential area and to improve safety by correcting roadway deficiencies.

We request that one four inch conduit with innerduct be installed in the shoulder as part of these projects. The conduit would be used for future interconnection of Advanced Traffic Management System components in this area. Our Traffic Operations Design Office at the West Annex can provide design details and cost estimates for inclusion in the projects.

Subject to the above comment, we find this report satisfactory for approval.

MGW:TOC:dc  
Attachment (signature page)  
cc: David Studstill  
Walker Scott (Attn: Doug Smith)  
Bob Mustin, w/attachment  
Sam Zeigler  
General Files

RECEIVED

OCT 23 1995

PRECONSTRUCTION DIV

DEPARTMENT OF TRANSPORTATION

STATE OF GEORGIA

PROJECT CONCEPT REPORT

NH-213-1(1)

NH-213-1(2)

NH-213-1(3)

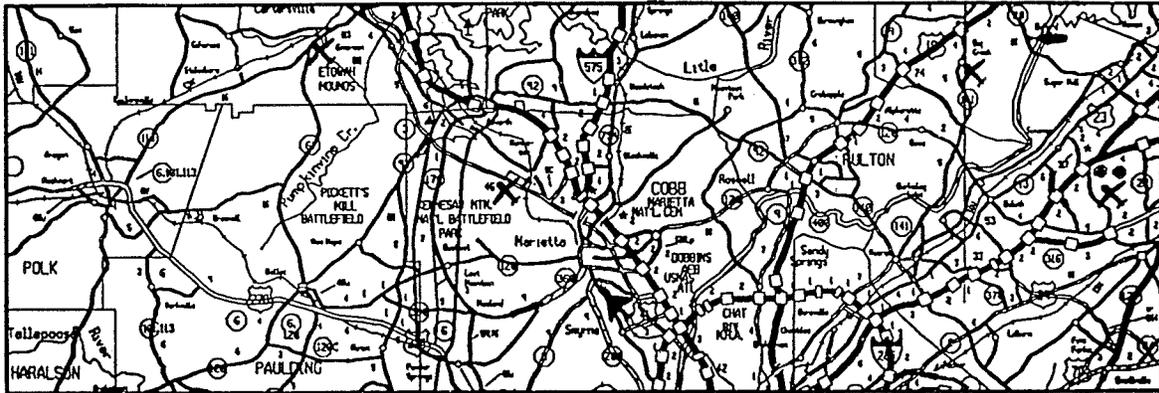
NH-213-1(4)

COBB/BARTOW COUNTIES  
MARS HILL ROAD/SR 176: FROM SR6 BUS.  
TO BARTOW ROAD AT I-75

Federal Route No.:

State Route No.: 176

GaDOT No.: 721670, 721680, 721685, 721690



PROJECT LOCATION

Date of Report: JULY 27, 1995

RECOMMENDATION FOR APPROVAL

Date

State Urban Design Engineer

Date

State Environmental Engineer

10-19-95

M. G. Waters, PE

Date

State Traffic Operations Engineer

Date

District Engineer

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

RECEIVED

OCT 31 1995

PRECONSTRUCTION

FILE NH-213-1(1), (2), (3), & (4) Cobb/Bartow Cos. OFFICE Environment/Location  
 P.I.NOs. 721670, 721680, 721685, & 721690  
 Mars Hill Road fm SR 6 to I-75 DATE October 25, 1995

FROM David E. Studstill, P.E., State Environmental/Location Engineer

TO Bobby Mustin, Project Review Engineer

SUBJECT CONCEPT REPORT

The concept report for the above listed project has been reviewed. There are potential impacts to Threatened and Endangered listed mussels located within the project limits; therefore, a formal ecology survey is required.

If you have any questions, please let me know.

DES/JSS/jaf

cc: Walker W. Scott



DEPARTMENT OF TRANSPORTATION

STATE OF GEORGIA

PROJECT CONCEPT REPORT

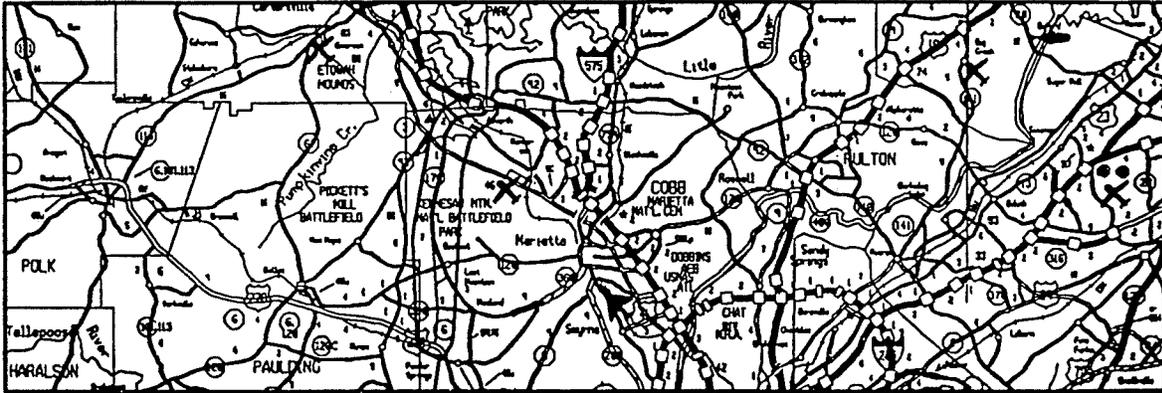
- NH-213-1(1)
- NH-213-1(2)
- NH-213-1(3)
- NH-213-1(4)

COBB/BARTOW COUNTIES  
MARS HILL ROAD/SR 176: FROM SR6 BUS.  
TO BARTOW ROAD AT I-75

Federal Route No.:

State Route No.: 176

GaDOT No.: 721670, 721680, 721685, 721690



PROJECT LOCATION

Date of Report: JULY 27, 1995

RECOMMENDATION FOR APPROVAL

Date

10/23/95

Date

State Urban Design Engineer

*[Signature]*

State Environmental Engineer

Date

State Traffic Operations Engineer

Date

District Engineer

RECOMMENDATION FOR APPROVAL

DATE 11/6/95 James Kennedy  
State Road & Airport Design Engineer

DATE \_\_\_\_\_ State Environmental Engineer

DATE \_\_\_\_\_ State Traffic Operations Engineer

DATE 12/4/95 Charles Jew  
District Engineer

DATE \_\_\_\_\_ State Bridge Engineer

PROJECT MAP - Project No. : STP - 1111 (7)

