



# STAKEHOLDER STEERING COMMITTEE MEETING #2

X2540; ARC No.AR-038-2020; GDOT PI No. 0016027

Cobb Parkway at Windy Hill Grade Separation Scoping

December 15, 2021

**Hello, we're glad you're here!**

**Please type your name and organization in the chat feature.**



# AGENDA

- WELCOME
- UPDATE ON OUTREACH
- UPDATE ON EXISTING CONDITIONS ANALYSIS
- EXPLANATION OF POTENTIAL ALTERNATIVES
- UPCOMING MILESTONES
- DISCUSSION



# PUBLIC SURVEY – PRELIMINARY RESULTS



- **Public Survey**
  - Launched December 2, 2021
  - As of December 14, 550 responses
  - Published in English & Spanish
  - Survey closes December 31, 2021



# PUBLIC SURVEY – TOP RESPONSES

QUESTION	RESPONSE
TOP ISSUES	#1 – CONGESTION #2 – DELAY IN TRAVEL TIMES
BIGGEST SAFETY ISSUES	#1 – SIGNAL TIMING #2 – LEFT TURNS / DRIVER BEHAVIOR
NEEDED IMPROVEMENTS	#1 – CONGESTION RELIEF #2 – INCREASED CAPACITY
BIGGEST CHALLENGES TO IMPLEMENTATION	#1 – CONSTRUCTION DISRUPTION #2 – ROW / COST

# DONT FORGET TO SHARE!

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Transportation

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- Comprehensive Transportation Plan >
- Roadway >
- Bike/Pedestrian >
- Trails >
- Transit Service >
- LCI Studies >
- State/Regional Plans and Studies >

## Roadway Planning

### Active Studies

#### Cobb Parkway (US41/SR 3) at Windy Hill Road Grade Separation Scoping Study (2016 SPLOST - X2540)

The Cobb Parkway (US41/SR 3) at Windy Hill Road Grade Separation Scoping Study will explore alternatives to improve traffic operation and safety at this heavily travelled intersection. Alternatives will be considered to grade separate Cobb Parkway and Windy Hill Road to eliminate some of the vehicle conflicts that are straining the operation of this critical intersection. Grade separation involves aligning the roadways at different heights to reduce disruption of traffic flow when they cross each other. Other alternatives that do not physically grade separate the two roads will also be considered.

Each alternative will be evaluated by a variety of factors including safety, traffic operation, cost, right-of-way (ROW), accessibility to adjacent commercial developments, bicycle and pedestrian movements, connectivity, and aesthetics. Stakeholder and public involvement will play a key role in identifying issues, developing potential solutions and evaluating alternatives, and as such will include a variety of outreach tools and techniques to connect and engage. The process will result in a recommended alternative for future further study.

The Cobb Parkway at Windy Hill Road Intersection has long been recognized as a major source of congestion and travel delay, both locally and regionally. The project to grade separate the intersection is identified in the [2015 Cobb County Comprehensive Transportation Plan \(CTP\)](#) and included in the [R 2016 and R 2022 Cobb County SPLOST](#). Additionally, it is an approved roadway project in the Atlanta Regional Commission (ARC) [Transportation Improvement Plan \(TIP\)](#), which allocates federal funds for the highest-priority projects in the Regional Transportation Plan (RTP). This scoping study is the first step in the process to identify the appropriate improvements and determine their feasibility for this complex project.

#### Study Documents

[Map of Study Area](#)

#### Public Involvement

Be sure to provide input on this important study via the online survey. The survey ends on December 22, 2021.

[Click to Take Survey](#)

#### Completed Roadway Studies & Plans

- Austell Road Access Management Study
- Major Thoroughfare Plan (2009)
- Senior Adult Transportation Study (2007)

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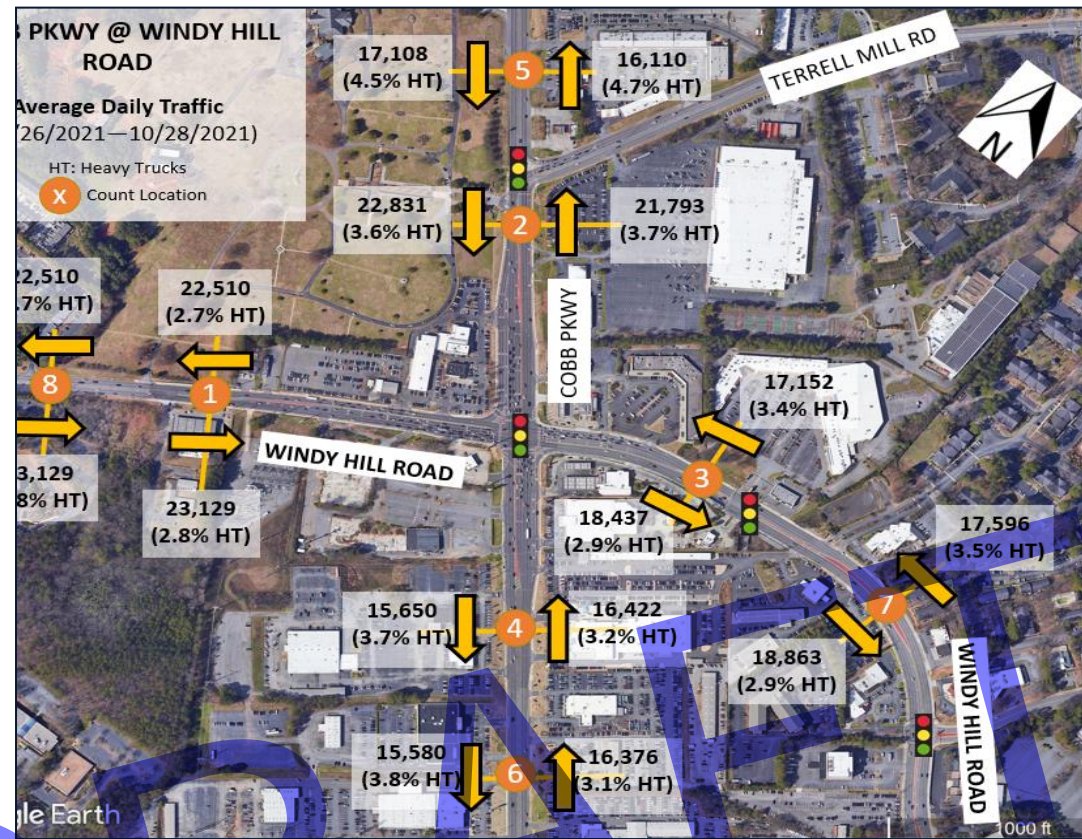
Webpage:  
[www.cobbcounty.org/roadway-studies](http://www.cobbcounty.org/roadway-studies)

Survey ends December 31,  
2021



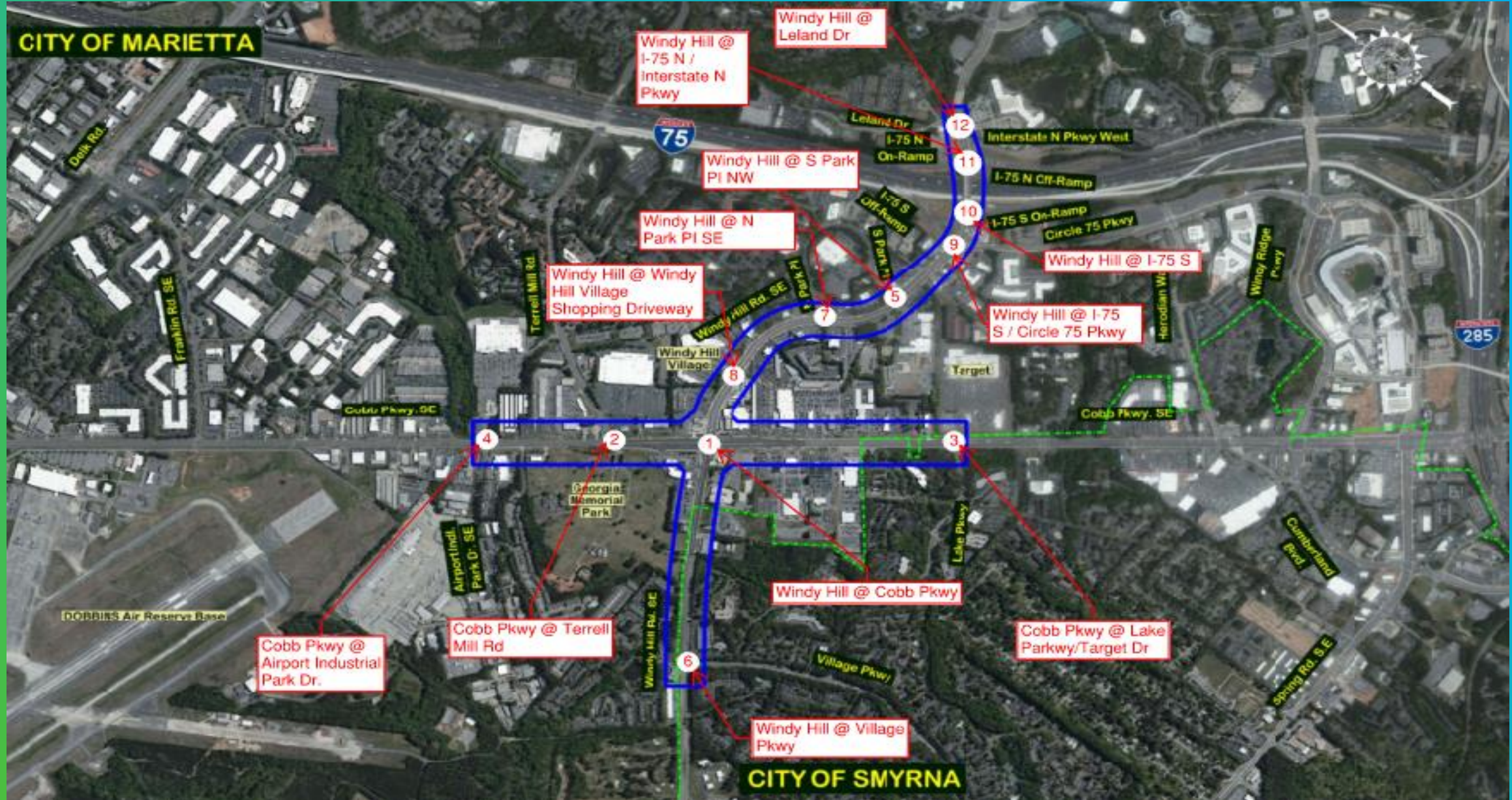
# EXISTING CONDITIONS ANALYSIS - TRAFFIC STUDY RESULTS

# AVERAGE DAILY TRAFFIC



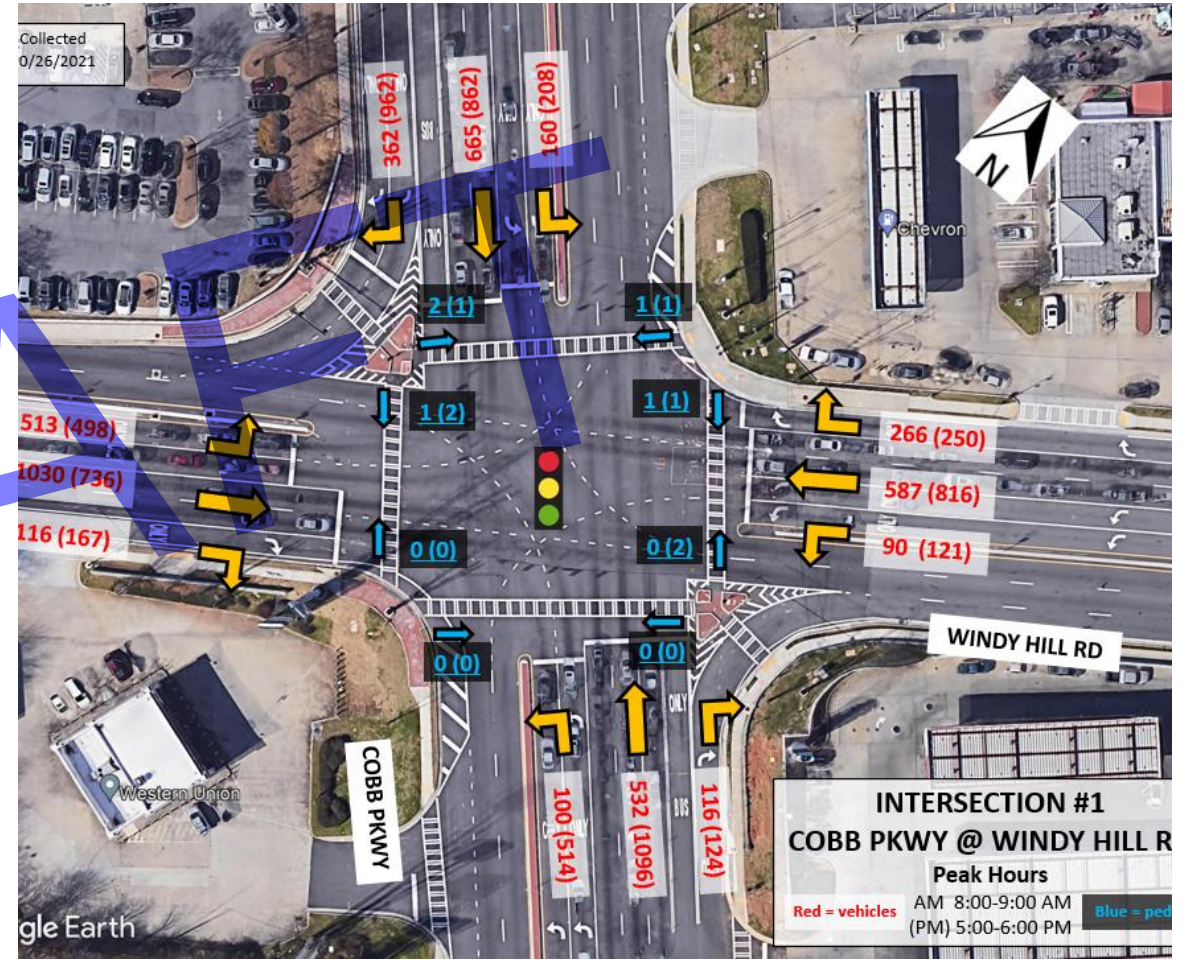
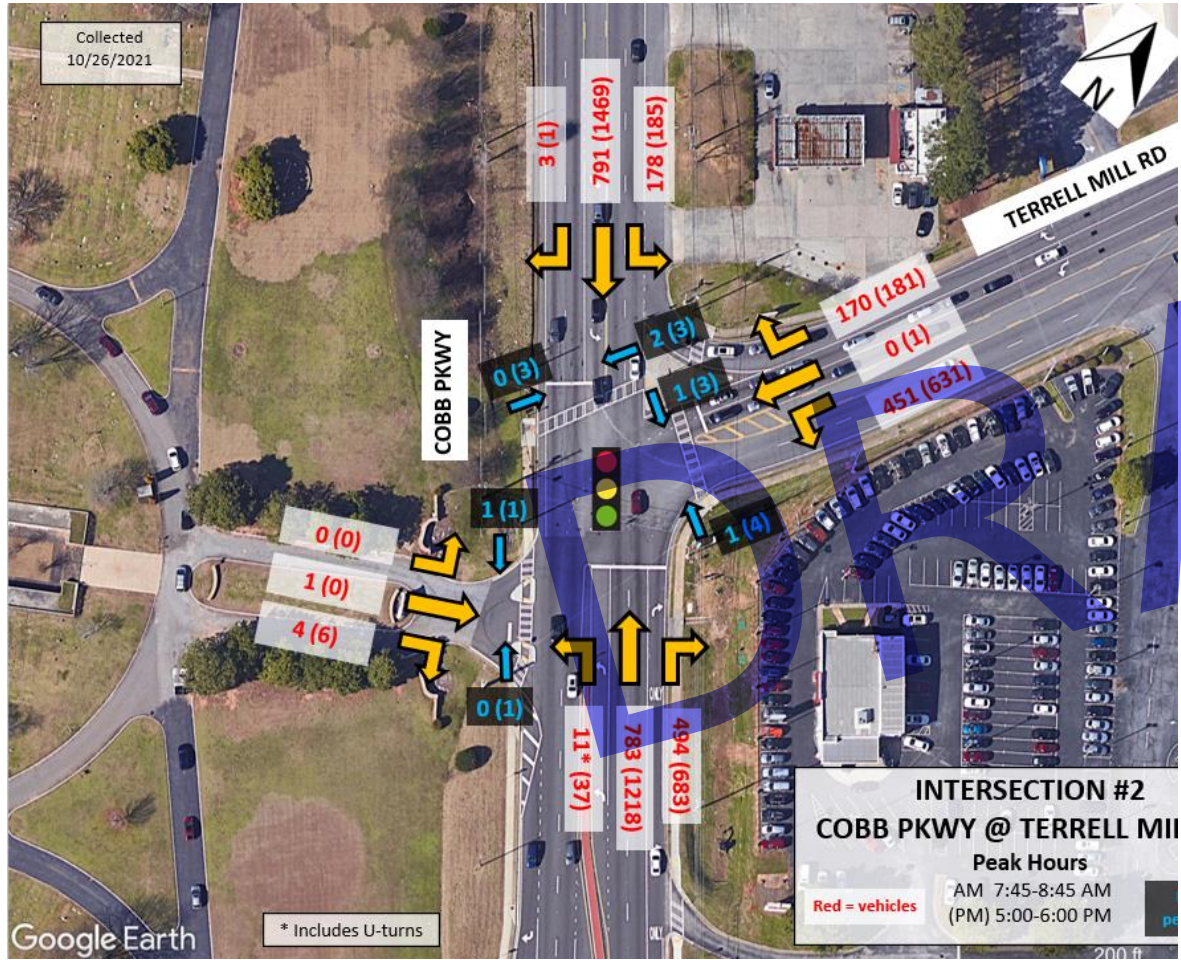
Intersection Leg	2021 ADT	Heavy Vehicle (%)	2020* ADT	2019* ADT	2018* ADT	2017* ADT	2016* ADT	2015* ADT
Windy Hill Road (East)	36,024	3.2	30,200	32,800	32,500	32,600	32,600	32,600
Windy Hill Road (West)	45,639	2.8	32,900	35,700	35,400	35,500	35,500	35,500
Cobb Parkway (South)	32,014	3.5	31,800	38,000	37,700	42,300	40,000	39,500
Cobb Parkway (North)	38,921	4.1	26,200	31,800	34,500	33,600	33,000	33,300

# STUDY AREA MAP





# TURNING MOVEMENT COUNTS



# SYNCHRO LEVEL OF SERVICE RESULTS

2021 EXISTING CONDITION



No.	Location	2021 AM (PM) Peak Hour							
		Delay (sec/veh)	LOS	Results			Results		
				Approach	Delay (sec/veh)	LOS	Movement	Delay (sec/veh)	LOS
1	Cobb Parkway @ Windy Hill Road	48.3 (111.5)	D (F)	EB Windy Hill Road	51.2 (46.6)	D (D)	L (dual)	64.9 (64.7)	E (E)
							T	51.6 (42.3)	D (D)
							R	9.6 (11.8)	A (B)
				WB Windy Hill Road	58.1 (84.9)	E (F)	L (dual)	85.4 (87.7)	F (F)
							T	74.5 (105.8)	E (F)
							R	11.4 (23.3)	B (C)
				NB Cobb Parkway	43.6 (275.4)	D (F)	L (dual)	89.2 (776.2)	F (F)
							T	44.7 (58.2)	E (E)
							R	5.5 (7.6)	A (A)
				SB Cobb Parkway	39.5 (40.0)	D (D)	L (dual)	84.3 (83.4)	F (F)
T	47.6 (56.9)	D (E)							
R (dual)	3.9 (13.8)	A (B)							
L	74.3 (111.5)	E (F)							
3	Cobb Parkway @ Lake Park Dr / Target Dr	47.6 (56.6)	D (E)	EB Lake Park Dr	55.3 (63.7)	E (E)	T	29.5 (69.8)	C (C)
							R	51.4 (41.6)	D (D)
							L	115 (138)	E (F)
				WB Target Dr	62.3 (108.0)	E (F)	T/R	36.0 (83.8)	D (F)
							L	95.9 (138.9)	F (F)
							T	31.8 (138.8)	C (D)
				NB Cobb Parkway	42.6 (51.6)	D (D)	R	0.2 (11.7)	A (B)
							L	67.2 (99.4)	E (F)
							T	45.9 (43.0)	D (D)
				SB Cobb Parkway	41.8 (44.4)	D (D)	R	0.5 (5.3)	A (A)
L	89.1 (94.1)	F (F)							
T/R	20.1 (22.5)	B (C)							
L	126 (503.6)	F (F)							
5	Windy Hill Road @ S. Park Place	48.8 (239.5)	D (F)	EB Windy Hill Road	20.1 (25.1)	C (C)	T	14.4 (19.7)	B (B)
							R	1.9 (0.1)	A (A)
				WB Windy Hill Road	21.2 (106.3)	C (F)	L/T	106.9 (103.2)	F (F)
							R	1.8 (16)	A (B)
				NB Hospital Exit	73.2 (55.8)	E (E)	L	482.1 (1566.6)	F (F)
							T	66.6 (68.4)	E (E)
							R	0.8 (1.1)	A (A)
				SB S Park Place	370.1 (1306.1)	F (F)			

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# SYNCHRO QUEUE LENGTH RESULTS

2021 EXISTING CONDITION

No.	Location	Movement	95 <sup>th</sup> % Queue Length (ft)		Storage (ft)
			AM	PM	
1	Cobb Parkway @ Windy Hill Road	NBL (dual)	98	#663	500
2	Cobb Parkway @ Terrell Mill Road	SBL	206	126	140
3	Cobb Parkway @ Lake Park Dr / Target Dr	EBL	288	169	100
		NBL	#220	#732	110
		SBL	45	#164	120
4	Cobb Parkway @ Airport Industrial Park Dr	WBL	92	272	190
5	Windy Hill Road @ S. Park Place	WBL	#272	#320	300
		SBL	#223	#399	250
6	Windy Hill Road @ Village Dr	WBL	#264	#382	210
12	Windy Hill Road @ Leland Dr	EBL	#179	#153	150

\* # 95th percentile volume exceeds capacity; queue may be longer.



# AVERAGE CRASH RATE & COMPARISON WITH STATEWIDE AVERAGE

Segment	Road Name	Average Total Crashes (2015-2019)	Average Rate (100 MVM)	Average Statewide Rate (100 MVM)	% Higher than Statewide Average
North Leg	Cobb Pkwy: Airport Industrial to Windy Hill Rd	185	3239	593*	546.2%
South Leg	Cobb Pkwy: Windy Hill Rd to Lake Park / Target Drive	183	2436	593	410.8%
East Leg	Windy Hill Rd: East of Cobb Pkwy to Leland Drive	340	2914	587**	496.4%
West Leg	Windy Hill Rd: Village Drive to West of Cobb Pkwy	71	1137	587	193.7%

\* Rates for Principal Urban Arterial (Cobb Pkwy); \*\* Rates for Minor Urban Arterial (Windy Hill Rd)



# MANNER OF COLLISION





# EXISTING CONDITIONS ANALYSIS - OTHER CONSIDERATIONS

## ENVIRONMENTAL

- 4 eligible historic properties, including Georgia Memorial Park
- No ecological resources or species

## UTILITIES

- GA Power Transmission lines throughout corridor
- 20" water lines run along SB Cobb Pwky. Estimated cost for relocation is approx. \$1k / LF
- AGL duct banks along both Cobb Pwky and Windy Hill Rd – can be expensive and time consuming to replace.

## RIGHT-OF-WAY

- 90 total parcels within the study area
- 39 of those properties cost over \$1 million/acre

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# KEY TAKEAWAYS

- Traffic volumes have generally returned to pre-COVID levels
- Windy Hill Road carries more traffic as compared to Cobb Parkway
- Terrell Mill adds significant volumes to the study intersection north leg
- Left turn lane volumes frequently spill beyond available turn lane storage
- Crash rates on all approaches much higher than GDOT state average
- Pedestrian/Bicycle facilities lacking on north/east legs
- Georgia Memorial Park is the only anticipated environmental resource.
- ROW and Utility impacts will be major cost drivers.

➤ Thoughts?

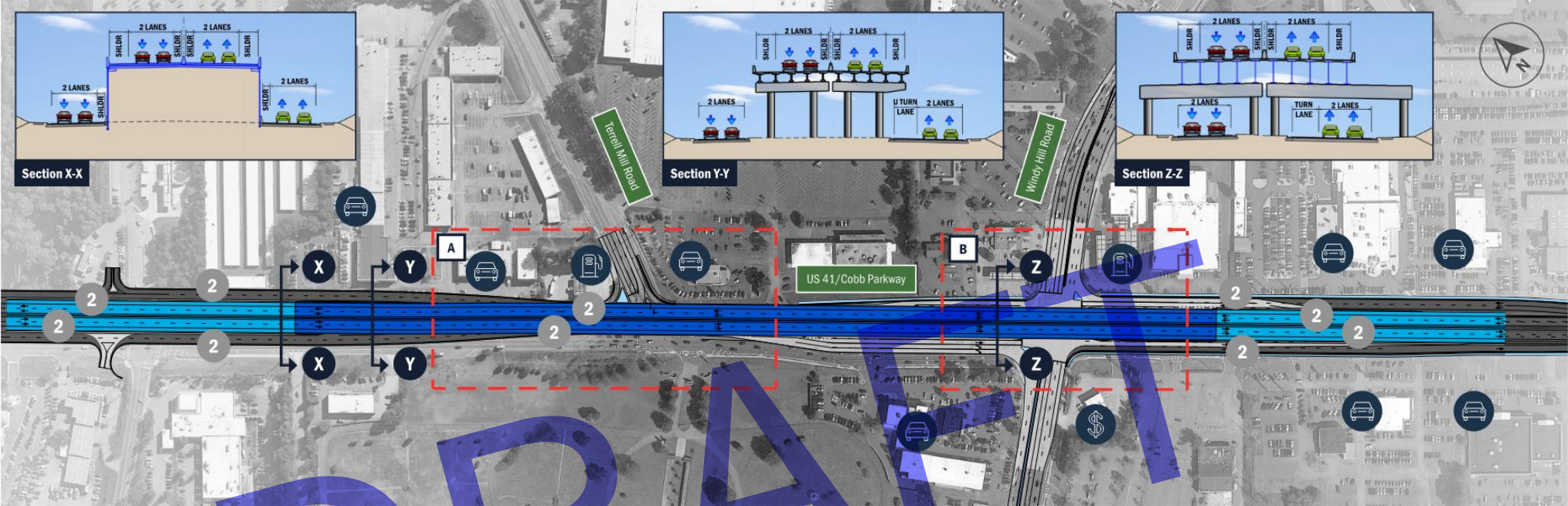


# EXPLANATION OF POTENTIAL ALTERNATIVES

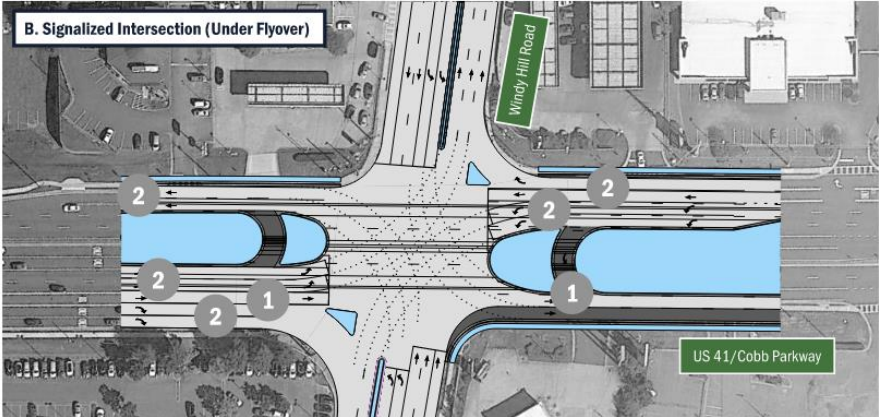


# EXPLANATION OF POTENTIAL ALTERNATIVES – GRADE SEPARATION

FIGURE 4: CANTILEVER/HAMMER-HEAD FLYOVER

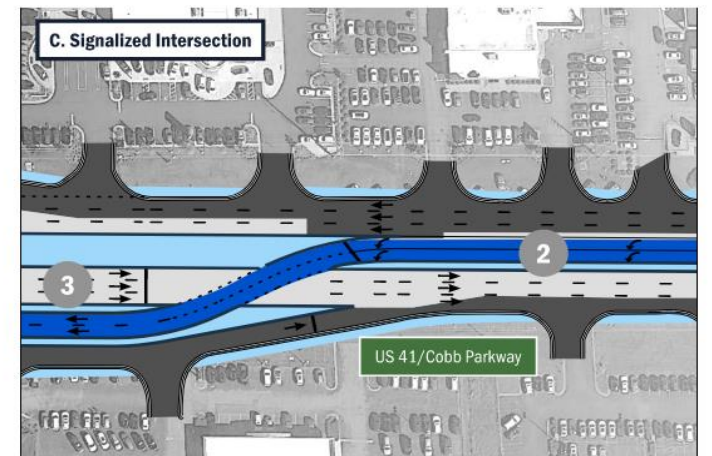
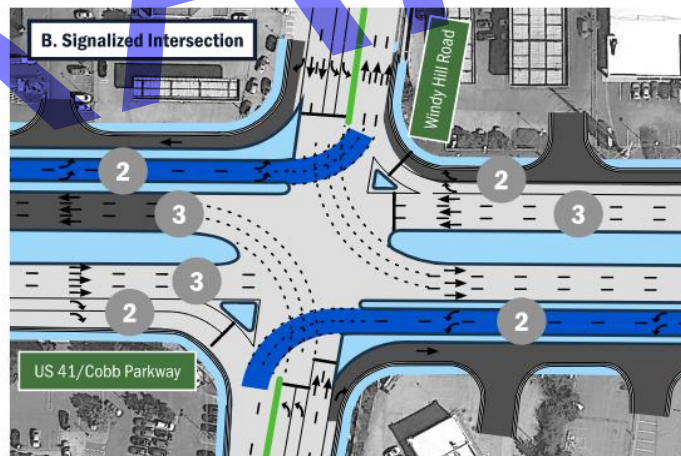
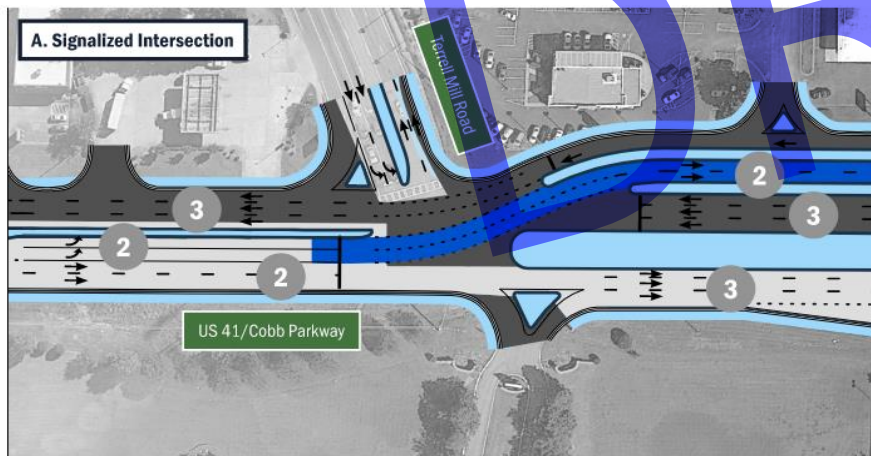
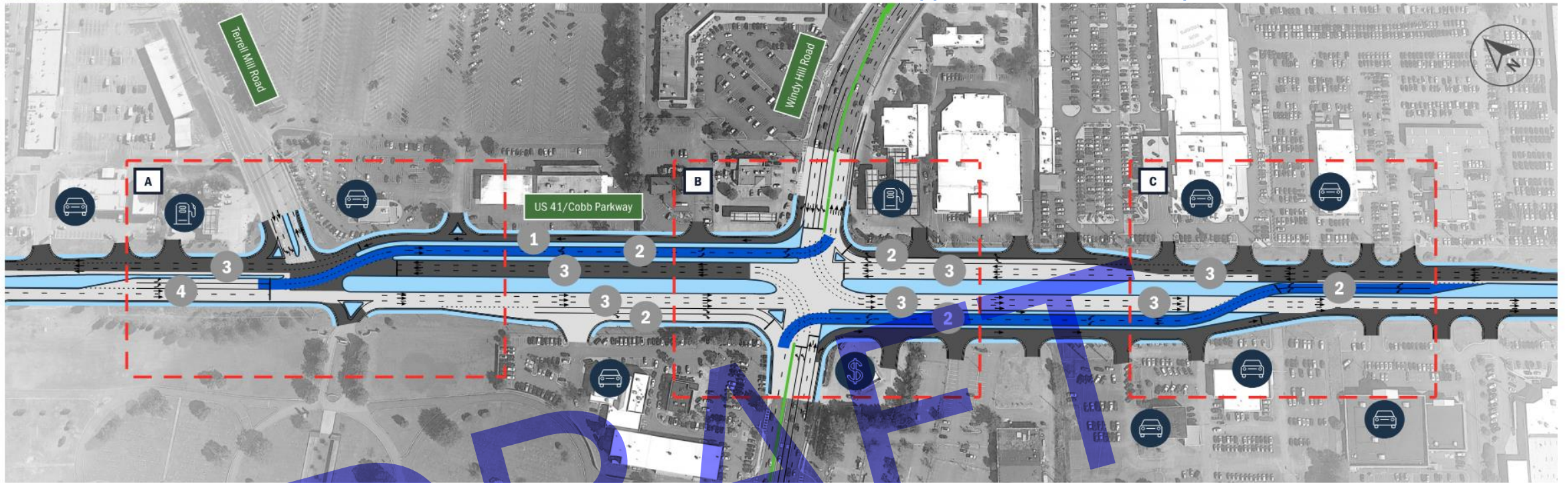


- Legend**
- Existing Roadway Pavement
  - Proposed Bridge
  - Proposed Bridge Ramp
  - Proposed Roadway Pavement
  - Proposed Median/Island/Sidewalk
  - # Number of Lanes
  - 🚗 Car Dealership
  - 🛢️ Gas Station
  - 🏦 Bank



# GRADE SEPARATION OF GA-141/PEACHTREE INDUSTRIAL BLVD OVER JIMMY CARTER BLVD







# UPCOMING MILESTONES

**End of Survey Period – December 31, 2021**

**SSC Workshop #1 – February 2, 2022 at 2PM –  
Brawner Hall Banquet Room**

- Discuss conceptual alternatives

**SSC Workshop #2 – Anticipated Early April 2022**

- Discuss refined alternatives, present preferred alternative

**Study Complete – July 2022**



# QUESTIONS & DISCUSSION



# CONTACTS

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