

November 13, 2024

COBB PARKWAY/McCOLLUM PKWY REALIGNMENT SCOPING STUDY

PUBLIC INFORMATION OPEN HOUSE (PIOH)



PROJECT GOALS

Understand and analyze traffic patterns

Promote the involvement of all stakeholders in the study area

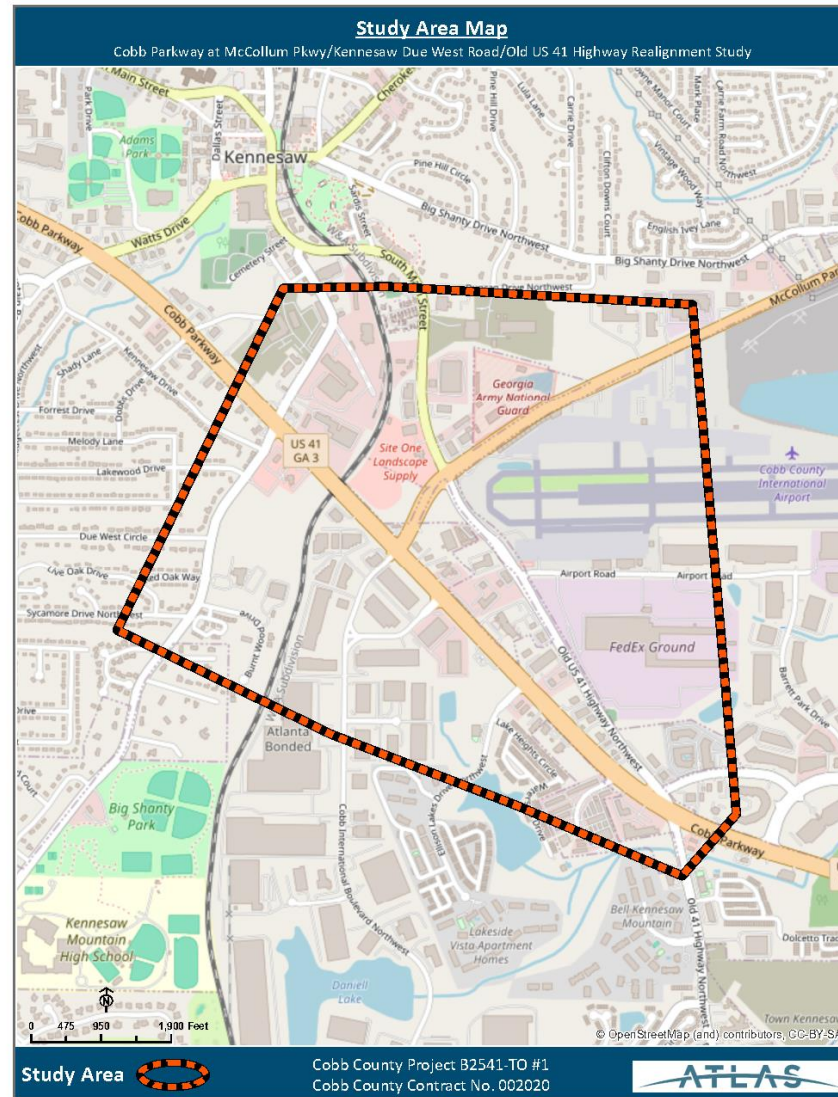
Develop three conceptual alternatives

Select a preferred alternative

Evaluate relative cost, feasibility, and constructability of alternative alignments and sections in logical phases or segments.



STUDY AREA

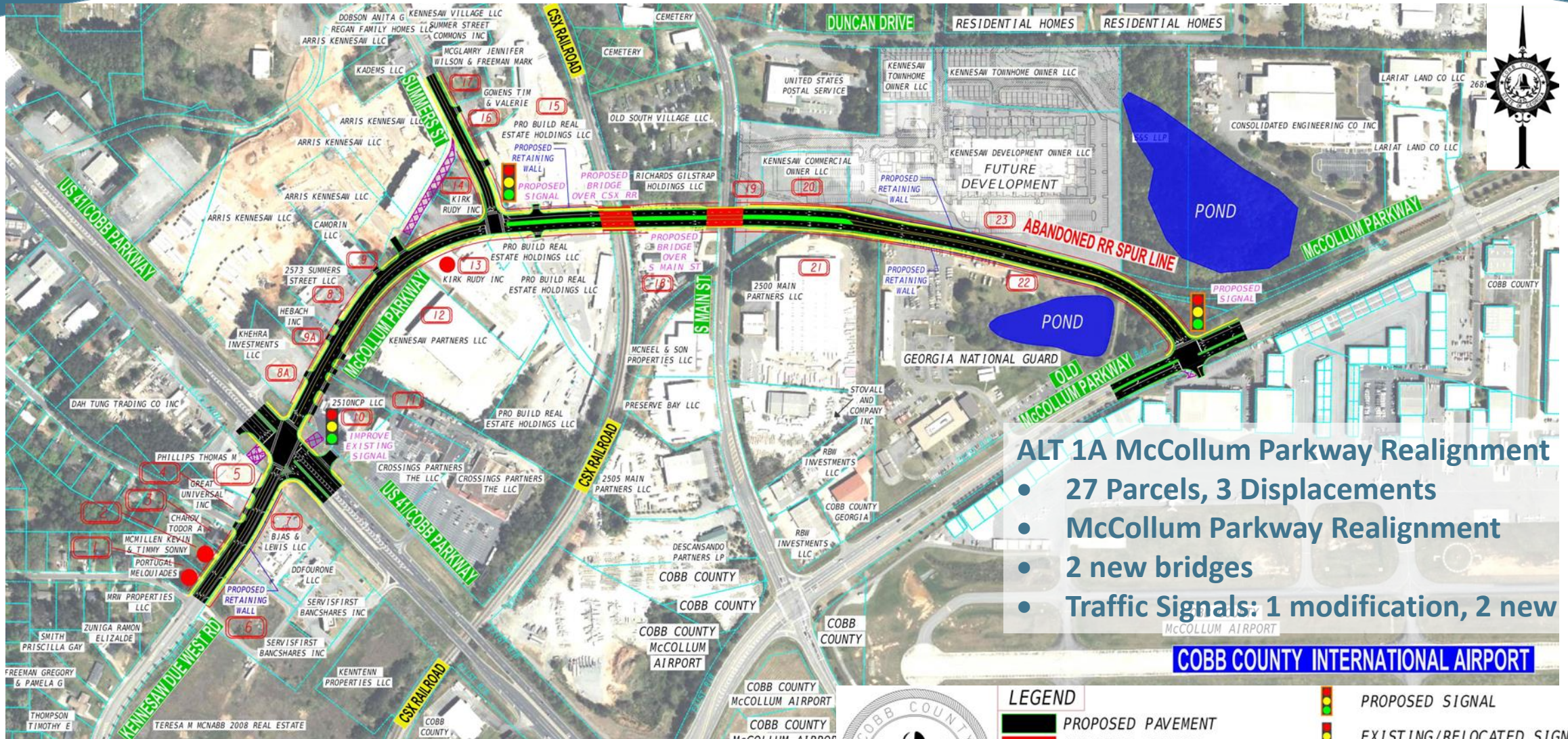


STAKEHOLDER AND PUBLIC OUTREACH

- ❖ Stakeholders - GDOT, Cobb DOT, City of Kennesaw, citizens, & business owners
- ❖ Three stakeholder meetings held to obtain input on goals, alternatives, analysis, and overall findings – 03/21/2023, 06/27/2023, and 07/31/2024
- ❖ Public Meeting # 1 – May 11, 2023
 - ❖ Obtained feedback on goals, needs, and improvement opportunities
 - ❖ 42 members of the public
 - ❖ 10 staff members from the City of Kennesaw and Cobb County
 - ❖ JoAnn Birrell, County Commissioner, District 3
 - ❖ Pat Ferris, City of Kennesaw Council Post 3
- ❖ Public Meeting # 2 (Final meeting) – November 13, 2024, at Ben Roberts Community Center



Alternative 1A – Concept Layout



LEGEND

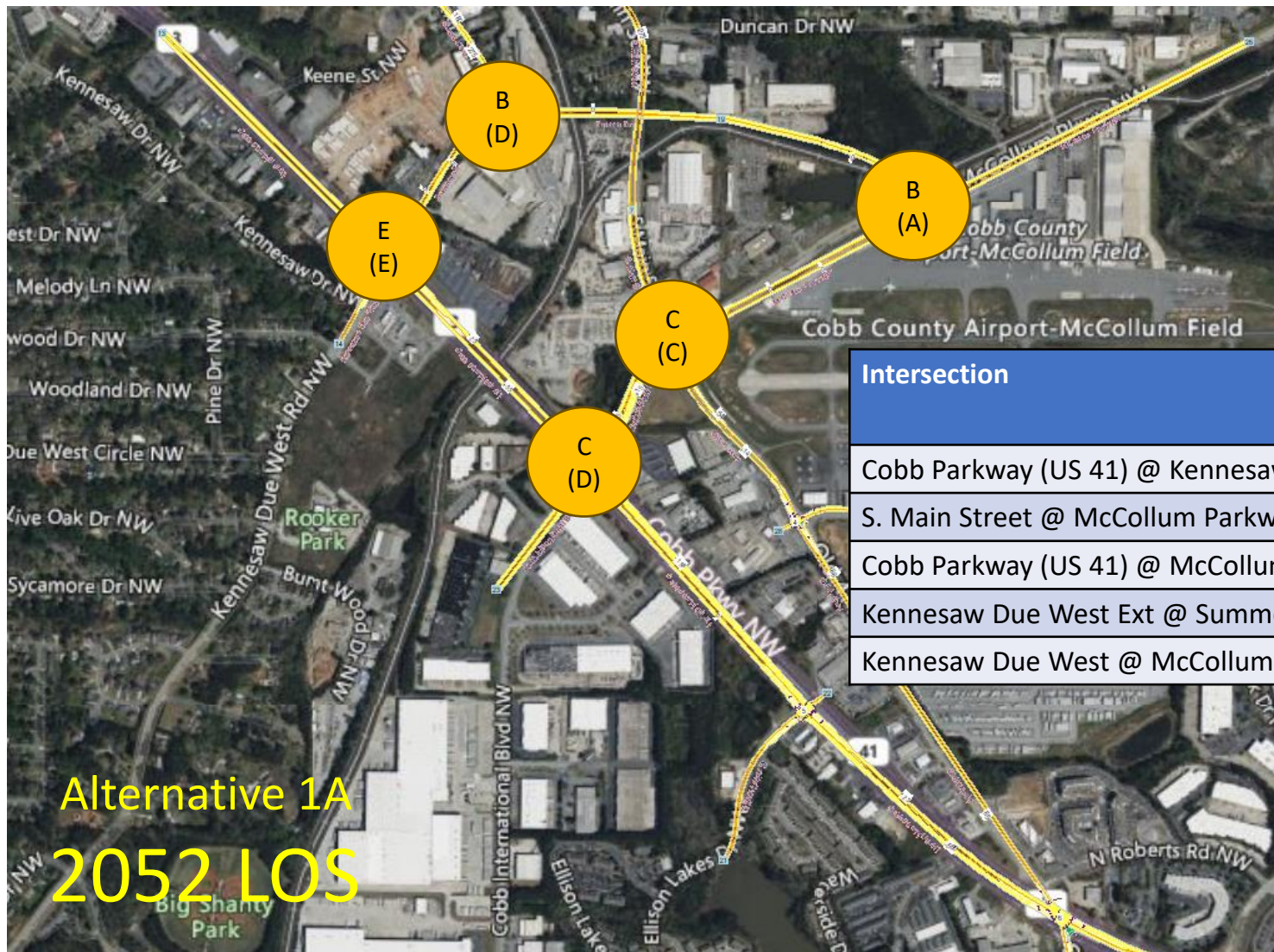
- PROPOSED PAVEMENT
- PROPOSED BRIDGE
- PROPOSED SIDEWALK
- PROPOSED CURB & GUTTER
- PROPOSED RAISED MEDIAN
- PROPOSED GRASSED MEDIAN

- PROPOSED SIGNAL
- EXISTING/RELOCATED SIGNAL
- REMOVE PAVEMENT
- DISPLACEMENT
- EXISTING R/W & PARCELS
- REQUIRED RIGHT-OF-WAY

LEVEL OF SERVICE (LOS) DESCRIPTION

Level of service	Delay	General operating conditions
A	up to 10 sec.	Free flow, Minimal waiting time, no queuing
B	10 - 20 sec.	Reasonably free flow, short wait times, short queues.
C	20 - 35 sec.	Stable flow, reasonable wait times, moderate queues that clear each cycle.
D	35 - 55 sec.	Drivers are held at several intersections, drivers notice longer wait times, longer queues that sometimes don't clear in each cycle.
E	55 - 80 sec.	Drivers are caught at most intersections, long wait times, long queues, some drivers will be held up for two cycles.
F	80 sec. or more	Drivers are held up at each intersection, very long wait times, very long queues, drivers will be held for more than one cycle.



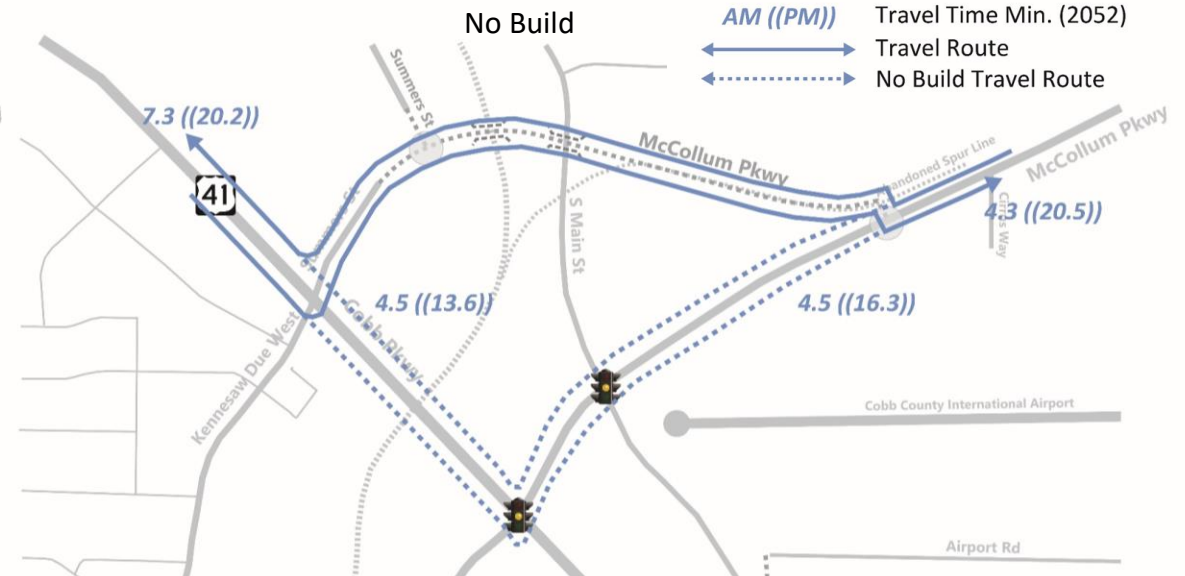
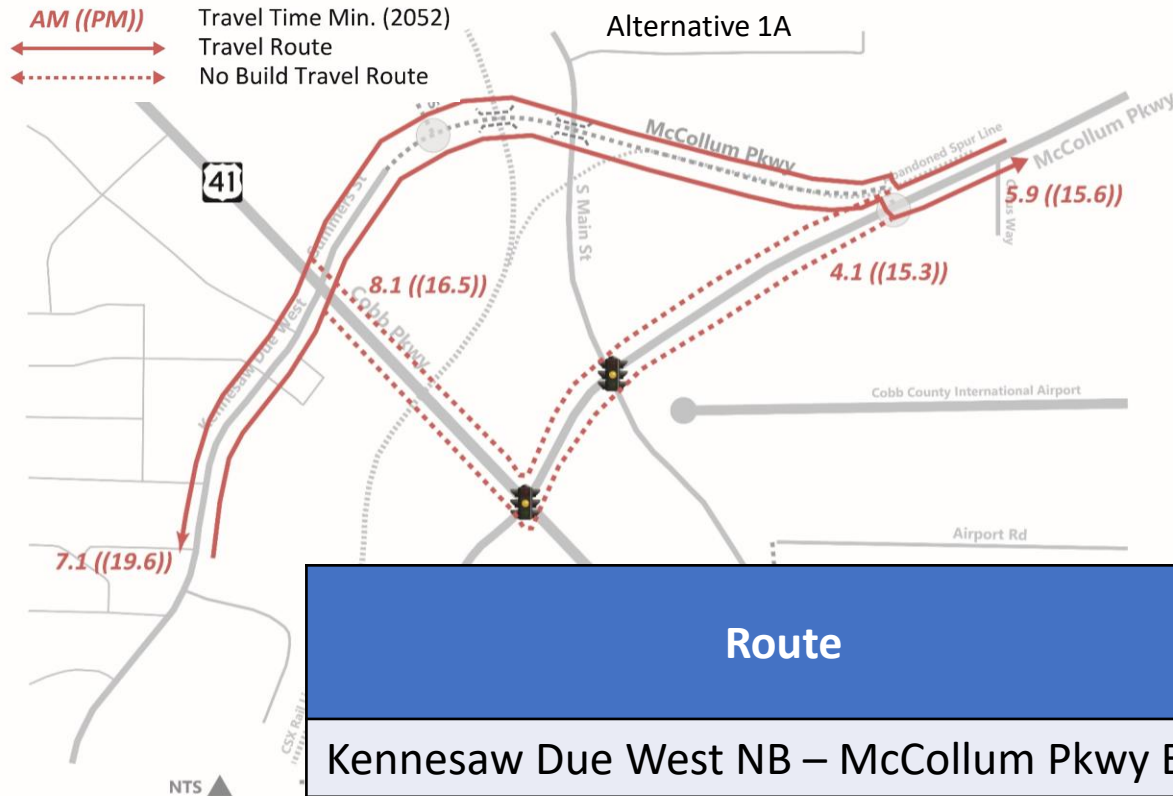


Intersection	2052 LOS (DELAY, s)		No-Build	
	AM	PM	AM	PM
Cobb Parkway (US 41) @ Kennesaw Due West	E (58.1)	E (68.5)	F (170.1)	F (83.4)
S. Main Street @ McCollum Parkway	C (25.2)	C (32.6)	D (36.0)	E (55.5)
Cobb Parkway (US 41) @ McCollum Parkway	C (21.2)	D (47.8)	C (25.4)	F (103.3)
Kennesaw Due West Ext @ Summers St	B (15.2)	D (45.2)	n/a	n/a
Kennesaw Due West @ McCollum Pkwy	B (10.8)	A (8.2)	n/a	n/a

Alternative 1A – Synchro Results



Alternative 1A – VISSIM Travel Time Results



Route	Build		No-Build	
	AM	PM	AM	PM
Kennesaw Due West NB – McCollum Pkwy EB	5.9 min	15.6 min	4.1 min	15.3 min
McCollum Pkwy WB – Kennesaw Due West SB	7.1 min	19.6 min	8.1 min	16.5 min
US41 SB – McCollum Pkwy EB	4.3 min	20.5 min	4.5 min	16.3 min
McCollum Pkwy WB – US41 NB	7.3 min	20.2 min	4.5 min	13.6 min



Alternative 1A – Cost Estimate

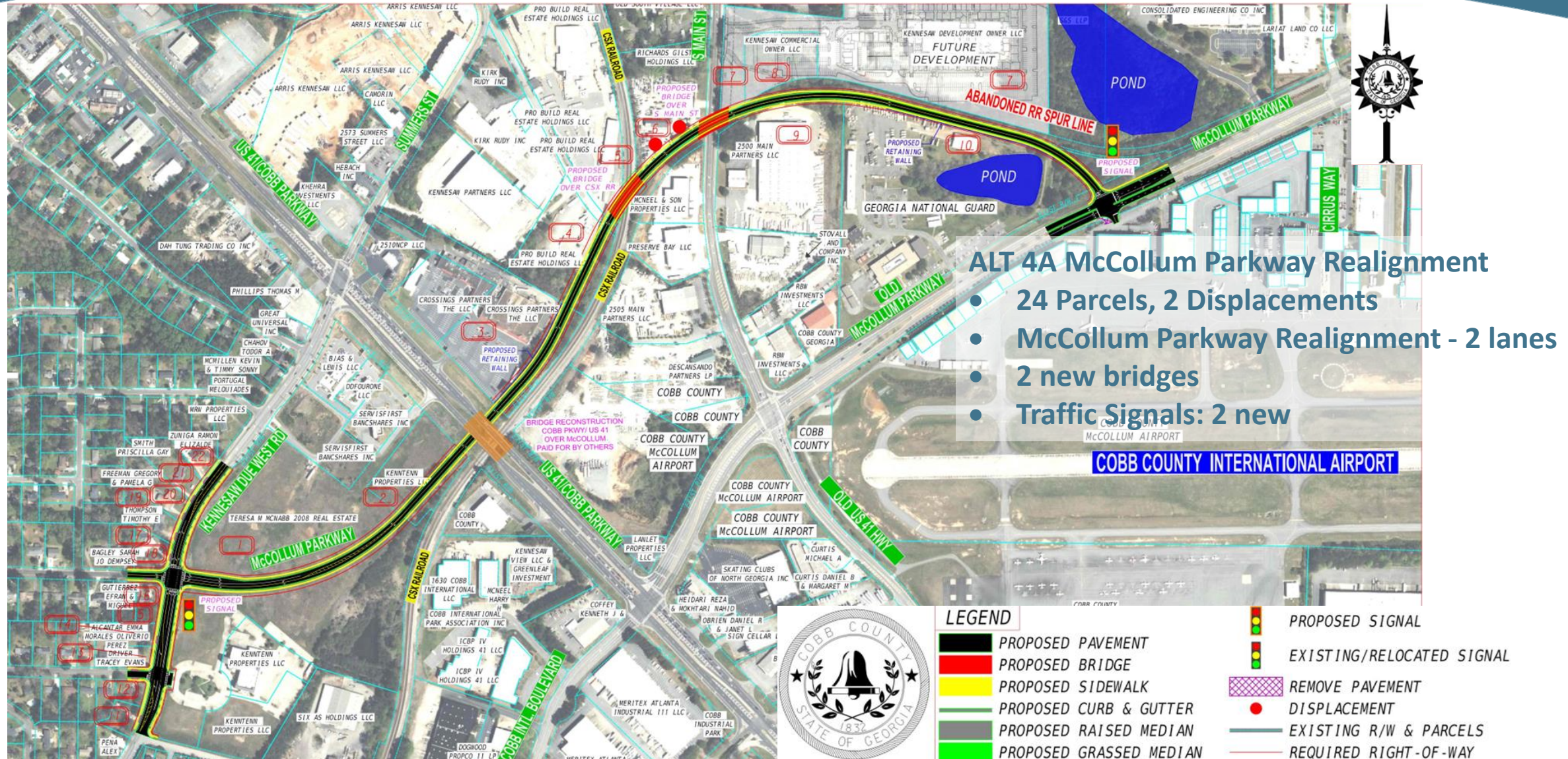
Construction Cost	\$16,458,856.64
<i>Constr Contingency 15%</i>	<i>\$ 2,468,828.50</i>
R/W Cost	\$ 12,237,000.00 (27 Parcels, 3 Displacements)
Utility Cost	\$ 1,070,000.00
PE Cost	\$ 1,645,885.66
Total	\$ 33,880,570.80

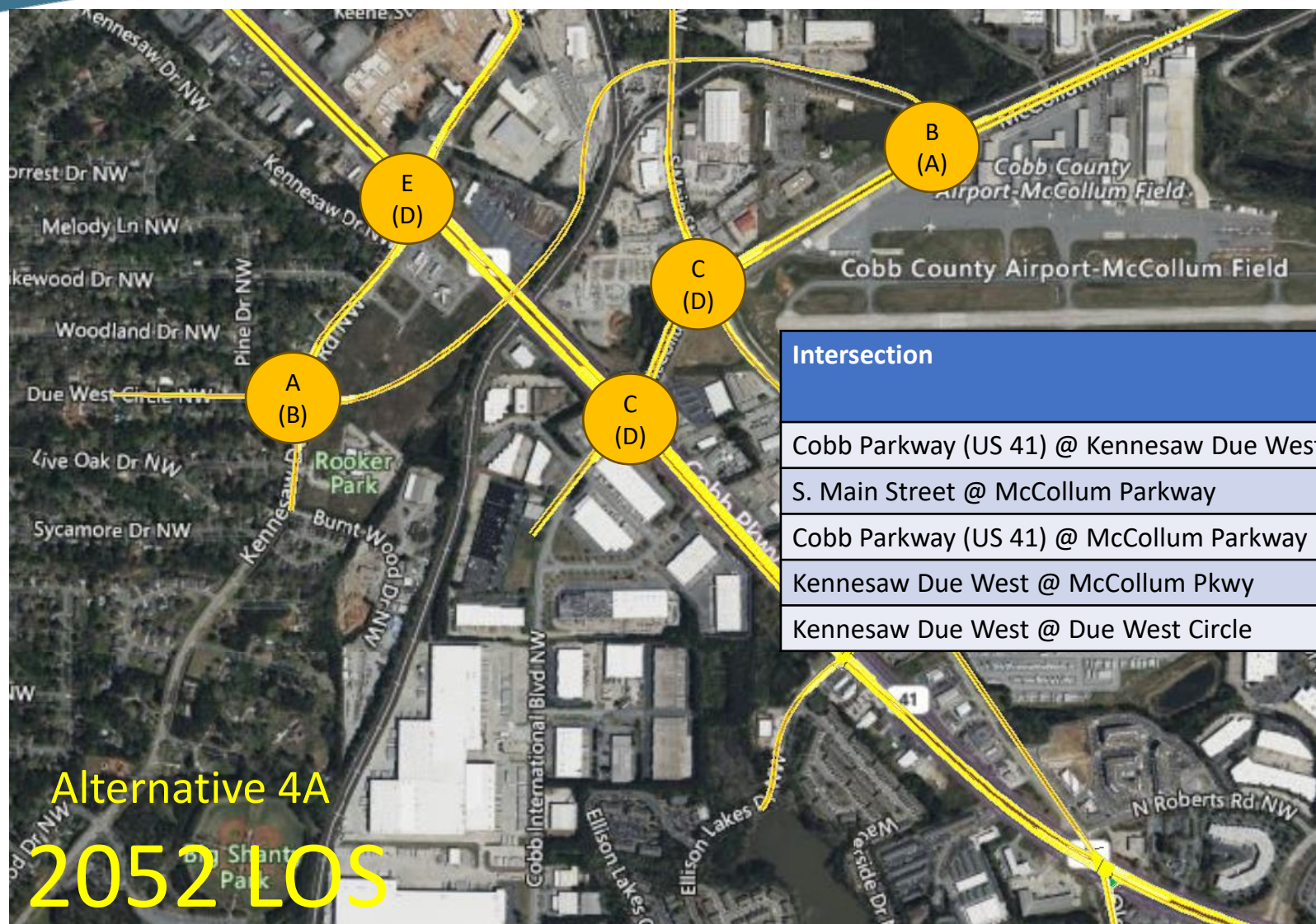
Alternative 1A – Benefit Cost Ratio

McCollum Parkway Realignment B/C Ratio		
Design Life Operational Benefit	\$2,989,465	Weight=100%
Total Weighted Benefit	\$2,989,465	
Design Life Operational Cost	\$33,880,571	Weight=100%
Total Weighted Cost	\$33,880,571	
Project Benefit-Cost Ratio	0.09	



Alternative 4A – Concept Layout



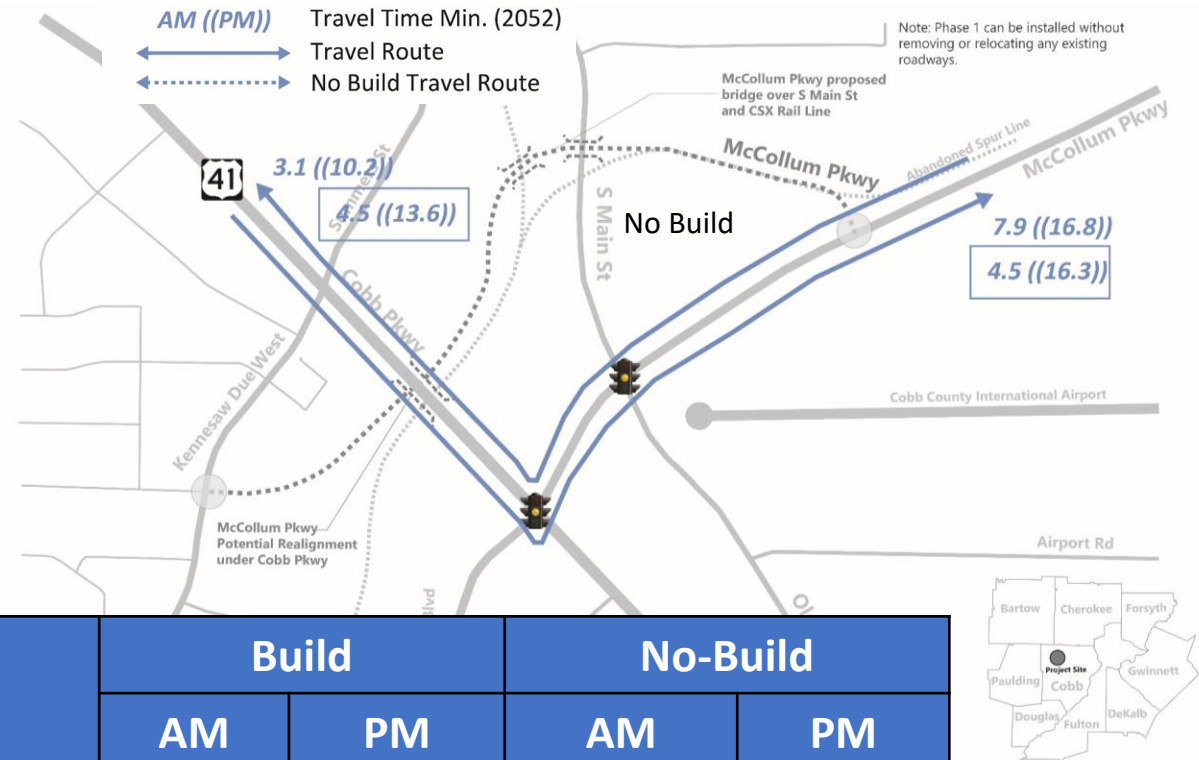
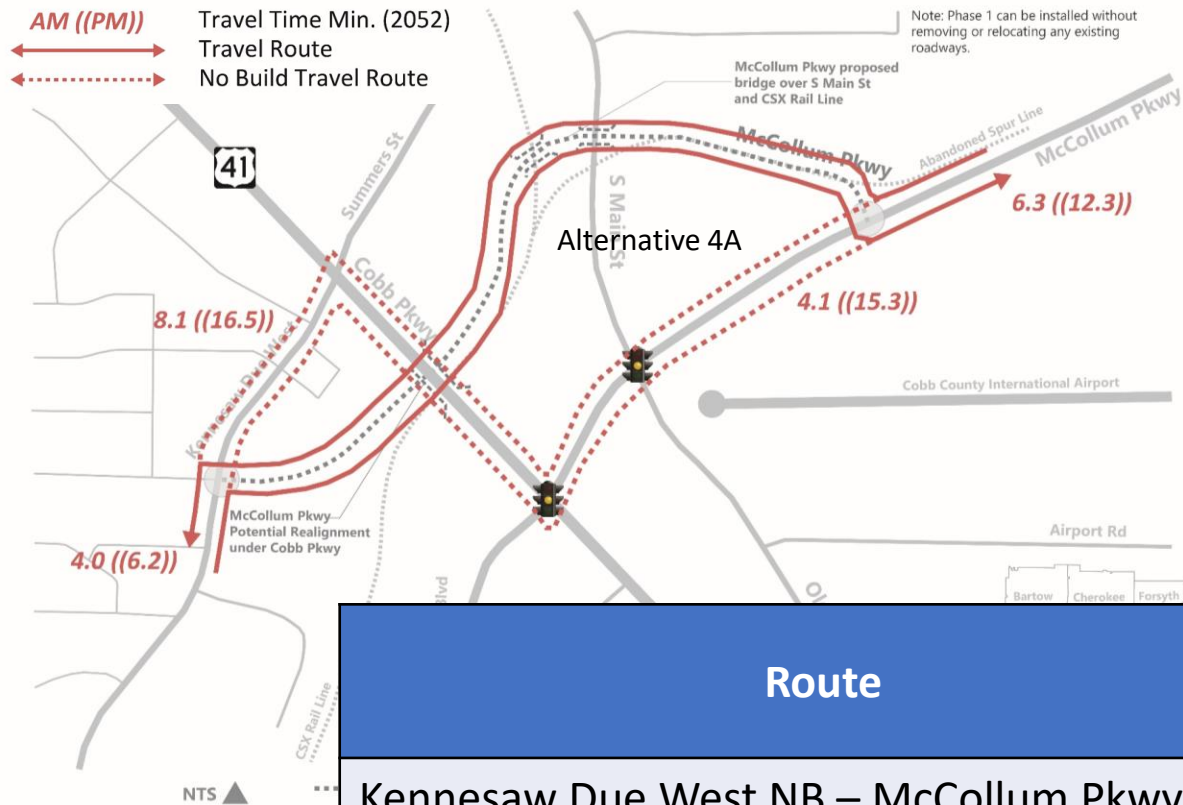


Intersection	2052 LOS (DELAY, s)		No-Build	
	AM	PM	AM	PM
Cobb Parkway (US 41) @ Kennesaw Due West	E (70.2)	D (41.0)	F (170.1)	F (83.4)
S. Main Street @ McCollum Parkway	C (27.3)	D (42.3)	D (36.0)	E (55.5)
Cobb Parkway (US 41) @ McCollum Parkway	C (21.3)	D (49.5)	C (25.4)	F (103.3)
Kennesaw Due West @ McCollum Pkwy	B (12.1)	A (6.7)	n/a	n/a
Kennesaw Due West @ Due West Circle	A (6.2)	B (17.8)	n/a	n/a

Alternative 4A – Synchro Results



Alternative 4A – VISSIM Travel Time Results



Route	Build		No-Build	
	AM	PM	AM	PM
Kennesaw Due West NB – McCollum Pkwy EB	6.3 min	12.3 min	4.1 min	15.3 min
McCullum Pkwy WB – Kennesaw Due West SB	4.0 min	6.2 min	8.1 min	16.5 min
US41 SB – McCollum Pkwy EB	7.9 min	16.8 min	4.5 min	16.3 min
McCullum Pkwy WB – US41 NB	3.1 min	10.2 min	4.5 min	13.6 min



Alternative 4A – Cost Estimate

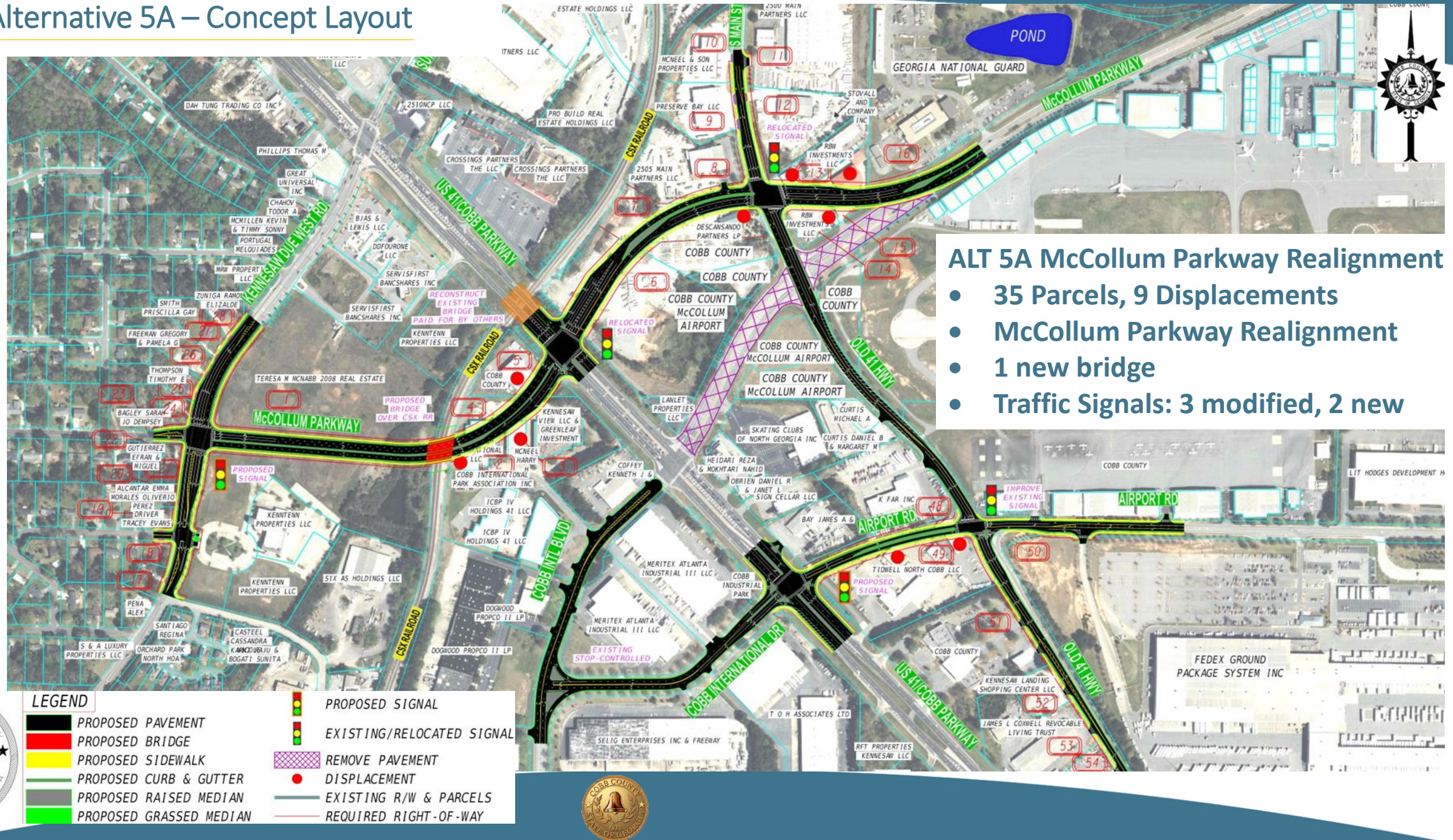
Construction Cost	\$ 22,721,266.40
<i>Constr Contingency 15%</i>	<i>\$ 3,408,189.96</i>
R/W Cost	\$ 11,076,000.00
(24 Parcels, 2 Displacements)	
Utility Cost	\$ 4,928,500.00
PE Cost	\$ 2,272,126.64
Total	\$ 44,406,083.00

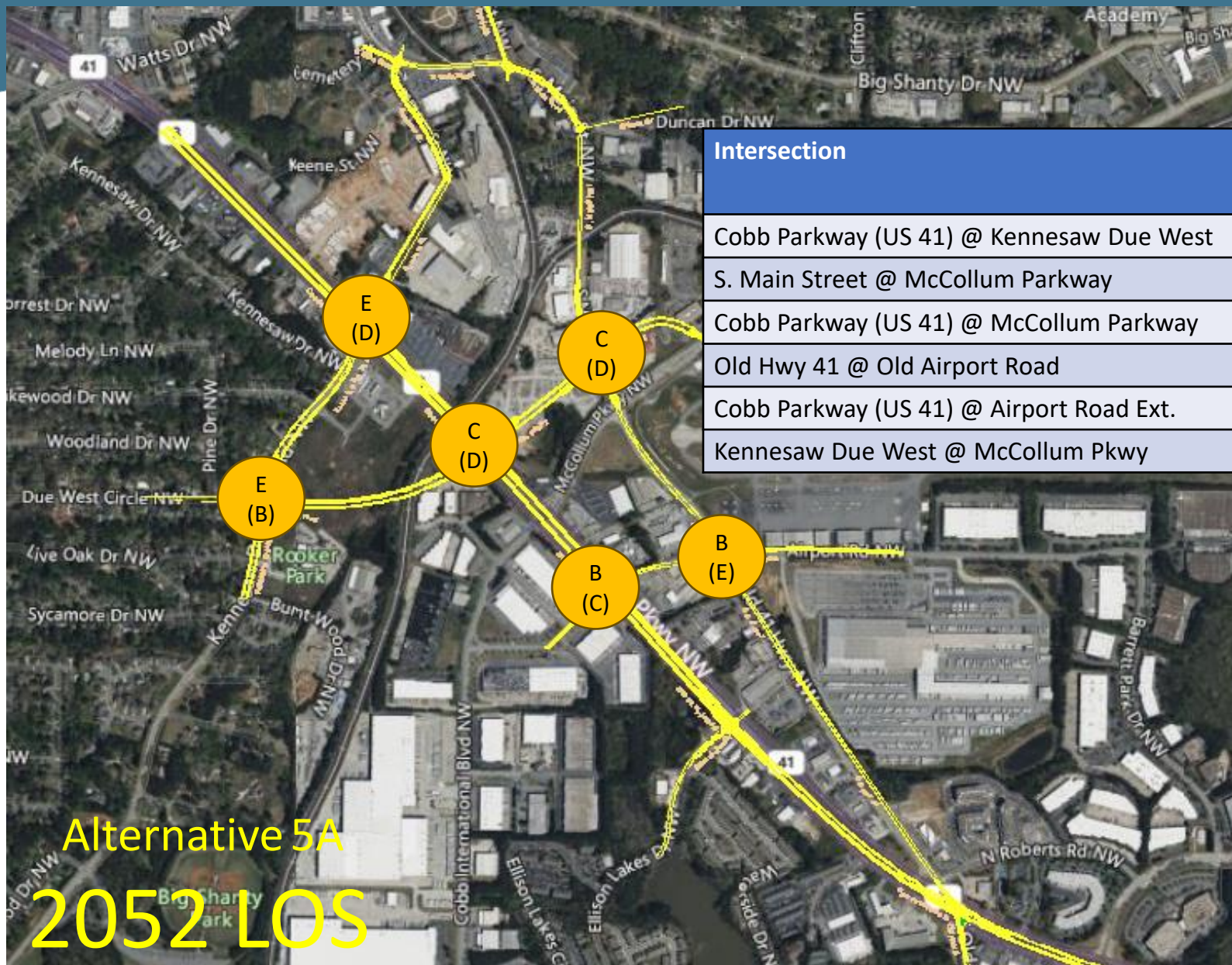
Alternative 4A – Benefit Cost Ratio

McCollum Parkway Realignment B/C Ratio		
Design Life Operational Benefit	\$58,854,799	Weight=100%
Total Weighted Benefit	\$58,854,799	
Design Life Operational Cost	\$44,406,083	Weight=100%
Total Weighted Cost	\$44,406,083	
Project Benefit-Cost Ratio	1.33	



Alternative 5A – Concept Layout





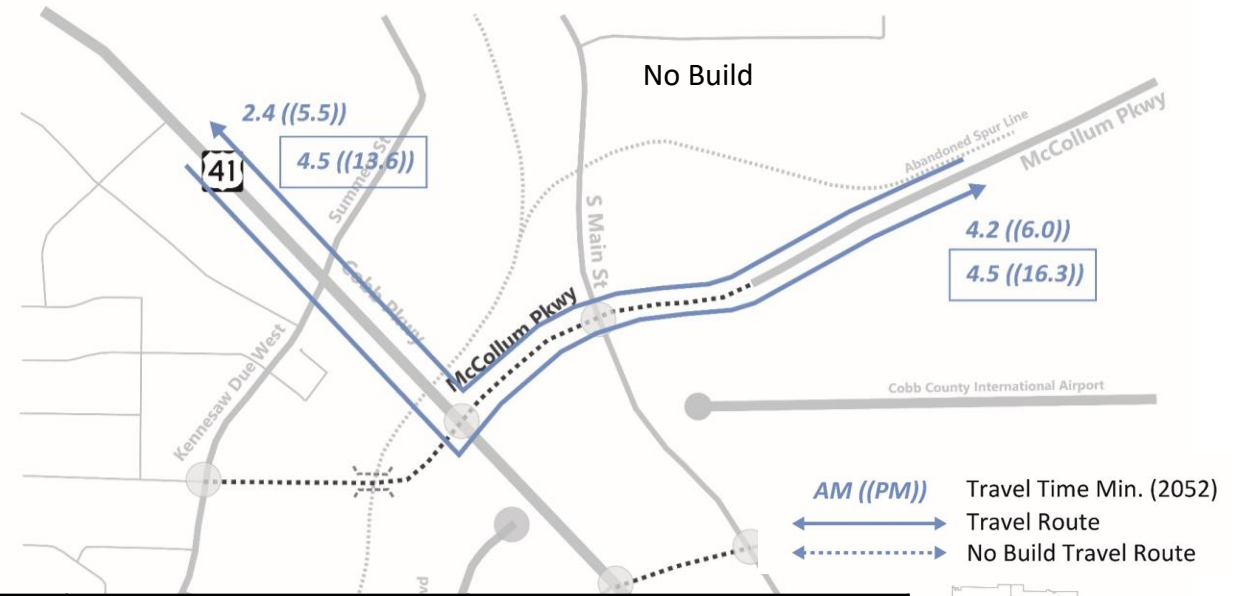
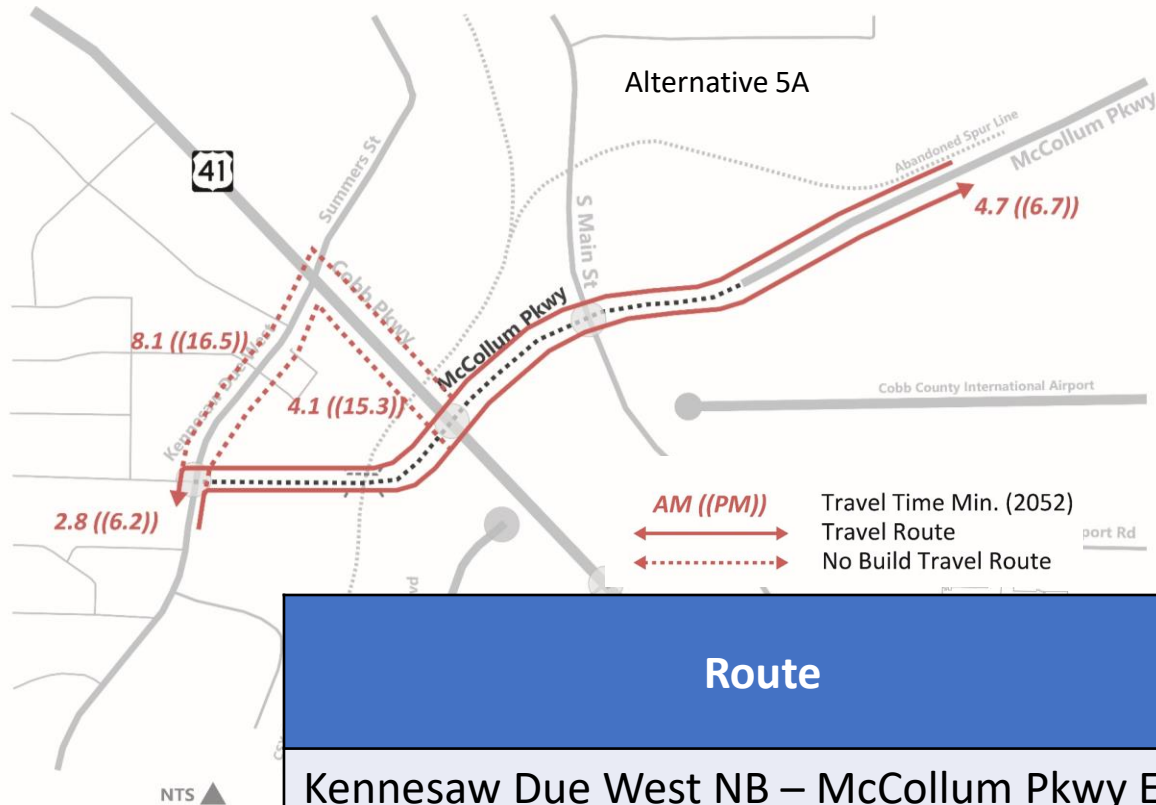
Alternative 5A
2052 LOS

Intersection	2052 LOS (DELAY, s)		No-Build	
	AM	PM	AM	PM
Cobb Parkway (US 41) @ Kennesaw Due West	E (77.6)	D (49.8)	F (170.1)	F (83.4)
S. Main Street @ McCollum Parkway	C (24.7)	D (41.7)	D (36.0)	E (55.5)
Cobb Parkway (US 41) @ McCollum Parkway	C (34.5)	D (35.4)	C (25.4)	F (103.3)
Old Hwy 41 @ Old Airport Road	B (18.5)	E (66.5)	B (14.3)	B (19.4)
Cobb Parkway (US 41) @ Airport Road Ext.	B (12.8)	C (23.4)	n/a	n/a
Kennesaw Due West @ McCollum Pkwy	E (70.1)	B (14.4)	n/a	n/a

Alternative 5A – Synchro Results



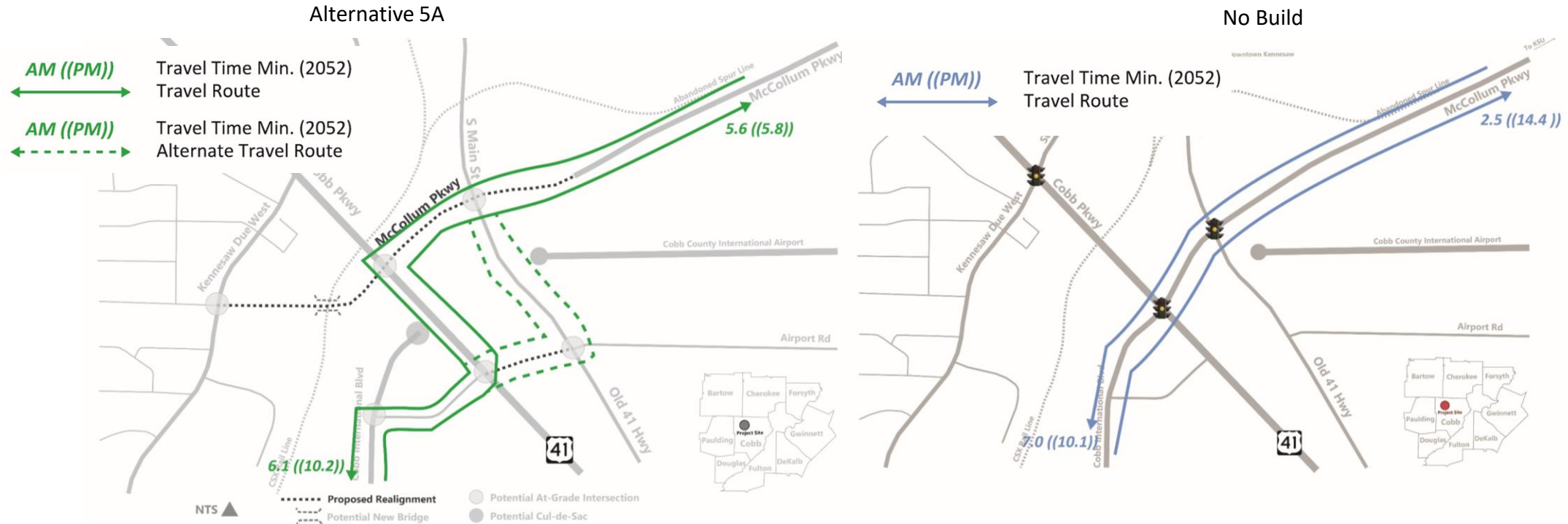
Alternative 5A – VISSIM Travel Time Results



Route	Build		No-Build	
	AM	PM	AM	PM
Kennesaw Due West NB – McCollum Pkwy EB	4.7 min	6.7 min	4.1 min	15.3 min
McCollum Pkwy WB – Kennesaw Due West SB	2.8 min	6.2 min	8.1 min	16.5 min
US41 SB – McCollum Pkwy EB	4.2 min	6.0 min	4.5 min	16.3 min
McCollum Pkwy WB – US41 NB	2.4 min	5.5 min	4.5 min	13.6 min



Alternative 5A – VISSIM Travel Time Results Comparison to No Build



Route	Build		No-Build	
	AM	PM	AM	PM
Conn Intl' Blvd NB – McCollum Pkwy EB	5.6 min	5.8 min	2.5 min	14.4 min
McCollum Pkwy WB – Kennesaw Due West SB	6.1 min	10.2 min	7.0 min	10.1 min



Alternative 5A – Cost Estimate

Construction Cost	\$ 19,176,538.60
<i>Constr Contingency 15%</i>	<i>\$ 2,876,480.79</i>
R/W Cost	\$ 22,151,000.00 (35 Parcels, 9 Displacements)
Utility Cost	\$ 5,100,000.00
PE Cost	\$ 1,917,653.86
Total	\$ 51,221,673.25

Alternative 5A – Benefit Cost Ratio

McCollum Parkway Realignment B/C Ratio		
Design Life Operational Benefit	\$100,624,497	Weight=100%
Total Weighted Benefit	\$100,624,497	
Design Life Operational Cost	\$51,221,673	Weight=100%
Total Weighted Cost	\$51,221,673	
Project Benefit-Cost Ratio	1.96	




Alternatives Cost-Benefit Summary

Alternative	Total Cost	Total Benefit	B/C Ratio
Alternative 1A	\$33,880,571	\$2,989,465	0.09
Alternative 4A	\$44,406,083	\$58,854,799	1.33
Alternative 5A	\$51,221,673	\$100,624,497	1.96



Alternative Analysis Matrix

<div> <div>Legend</div> <div> <div>Positive Impact</div> <div>Negative Impact</div> <div>Neutral</div> </div> </div>		<div>  <div>Scoping Study for the Realignment of Cobb Parkway at McCollum Parkway</div> <div>Alternatives Analysis Matrix</div> </div>									
		Impacts									
		Improved Traffic Operations (Z-movement)	Number of Intersections (Conflict Points)	Roadway Connectivity	Bicycle and Pedestrian Mobility/Safety	Future Transit Mobility	Freight Routing / Connectivity	Total Cost	Property Impacts (Right-of-Way)	Environmental Impacts	Emergency Access
Alternative 1A - McCollum Pkwy Alignment with Summers St'		✓	✓	✓	✓	✓	✓	\$	🏠🏠	✗	✓
Alternative 4A - McCollum - Kennesaw Due West Connector		~	✗	~	✓	✓	~	\$\$	🏠	✗	~
Alternative 5A - Realigning McCollum Parkway to the North		✓	~	✓	✓	✓	✓	\$\$\$	🏠🏠🏠	~	✓



Schedule

EXHIBIT B - SCHEDULE FOR REALIGNMENT OF US 41/MCCOLLUM PARKWAY SCOPING STUDY

TASK DESCRIPTION	DURATION	2024											
		JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
TASK 1													
PROJECT MANAGEMENT	10 months												
TASK 2													
RITIS ANALYSIS	1 month												
TASK 3													
VISSIM ANALYSIS	4 months												
TASK 4													
ADDITIONAL ALTERNATIVES ANALYSIS, B/C RATIO & PREFERRED ALTERNATIVE	9 months												



NEXT STEPS

- ❖ Collecting and Receiving Public Comments
- ❖ Select Preferred Alternative
- ❖ Concept Report

Key Contact Information

Cobb County Department of Transportation
Juliane Dixon-Crump, Project Manager
Juliane.Dixon-Crump@CobbCounty.org

Atlas Technical Consultants:
L N Manchi, PE, PMP, Consultant Project Manager
LN.Manchi@oneatlas.com

