Georgia Department of Transportation
Public Information Open House
Project MSL-0004-00(405), Cobb County, P.I. No. 0004405
June 16, 2005

Project Description

The proposed project would implement improvements to nine intersections along Austell Road. The proposed improvements would include adding pavement for right turn lanes (Austell Road and side roads), lengthening left turn lanes, and providing U-turn movements and modifications to the existing raised concrete median. Right-of-way would vary from 100-120 feet (the existing right-of-way is approximately 100 feet). The nine intersections included in this project are as follows:

Intersection 1 – Austell Road at Clay Road
The total length of the improvement is approximately 0.23 mile. The proposed improvements to this intersection include adding a 300-foot right turn lane on Austell Road northbound and extending the right turn lanes eastbound 250 feet and westbound 100 feet on Clay Road. As a result of extending the right turn lane on Clay Road eastbound, two entrance/exit drives would be designated to access businesses in the southwest corner of this intersection. The left turn lane on Austell Road southbound would be extended 300 feet and the northbound extended 170 feet. The extension of the southbound left turn lane on Austell Road would cause the median opening just north of Clay Road to be closed. U-turn bays would be added on both sides of Austell Road. The existing signals would be upgraded as part of the project.

Intersection 2 – Austell Road at Hospital South Drive
The total length of the improvement is approximately 0.13 mile. The proposed improvements consist of adding a 300-foot right turn lane and extending the left turn lane 150 feet for Austell Road southbound. Hospital South Drive eastbound would require the addition of a dedicated left turn lane, resulting in widening 12 feet on the north side of Hospital South Drive to accommodate the westbound lane. The existing signals would be upgraded as part of the project.

Intersection 3 – Austell Road at Hurt Road
The total length of the improvement is approximately 0.13 mile. The proposed improvements consist of extending the right turn lane 150 feet and the left turn lane 200 feet in the southbound direction of Austell Road and adding12-foot-wide U-turn bays for both the southbound and the northbound movements along this road. A 200-foot dedicated right turn lane would be added to eastbound Hurt Road, and the existing left turn lane would be extended. The existing signals would be upgraded as part of the project.

Intersection 4 – Austell Road at Floyd Road
The total length of the improvement is approximately 0.10 mile. The intersection is not signalized. Eliminating U-turns is the major safety concern for this intersection. The left turn lane for Austell Road northbound would be removed and the median reconfigured to prevent U-turn movements in this direction. The concrete island on Floyd Road northbound to Austell Road northbound would channel the traffic flow onto Austell Road northbound as well as help prevent U-turn movements from Austell Road southbound onto Austell Road northbound.

Intersection 5 – Austell Road at Milford Church Road
The total length of the improvement is approximately 0.25 mile. The proposed improvements consist of the addition of 300-foot right turn lanes for both the northbound and southbound lanes of Austell Road and a 250-foot right turn lane eastbound on Milford Church Road. The westbound right turn lane along Milford Church Road would be extended 150 feet. The left turn lanes of each direction of Austell Road would also be extended 150 feet. As a result of the extension of the Austell Road southbound left turn lane, the median opening north of the intersection would be closed. A U-turn bay would be added to the southbound lanes of Austell Road. The existing signals would be upgraded as part of the project.

Intersection 6 – Austell Road at Callaway Road
The total length of the improvement is approximately 0.17 mile. The proposed improvements include extending the left turn lane northbound 300 feet and the southbound lane 100 feet along Austell Road. Also, the left turn lanes for both the eastbound and westbound directions of Callaway Road would be extended. The extension of the left turn lane on Callaway Road eastbound would result in widening 12 feet on the south side of the roadway. Intersection radii would be improved and a 12-foot-wide U-turn bay would be added to the northbound lanes of Austell Road. The existing signals would be upgraded as part of the project.

Intersection 7 – Austell Road at Hicks Road
The total length of the improvement is approximately 0.11 mile. The intersection is not signalized. The proposed improvements consist of constructing a 12-foot-wide raised median on Hicks Road to eliminate the left turn movement from Hicks Road onto Austell Road southbound. The median on Austell Road would be extended 40 feet north to help in the elimination of this movement. The left turn lane from Austell Road southbound would be eliminated and this U-turn movement would be negated by the modified median. A 12-foot-wide U-turn bay would be added to the northbound side of Austell Road to facilitate the southbound U-turn movement.

Intersection 8 – Austell Road at Windy Hill Road
The total length of the improvement is 0.19 mile. The proposed improvements consist of lengthening the left turn lane southbound on Austell Road 350 feet. Extending this lane would require that the median opening to the north of the intersection be closed. The northbound left turn lane on Austell Road would also be extended 100 feet to meet minimum deceleration requirements. The raised concrete islands on Windy Hill Road would be enlarged to provide better channelization for the right turning movements. Intersection radii would be improved and 12-foot-wide U-turn bays would be added to both northbound and southbound lanes of Austell Road. The existing signals would be upgraded as part of the project.

Intersection 9 – Austell Road at Sandtown Road/Olive Spring Road
The total length of the improvement is 0.15 mile. The proposed improvements include extending the northbound Austell Road left turn lane 100 feet. The Sandtown Road approach of the intersection would be striped along the roadway for longer right turn storage and tapered entry onto Austell Road. The island at this portion of the intersection would be reduced and striped along Austell Road to accommodate U-turns from the northbound Austell Road direction. Olive Spring Road would be widened on the south side of the approach to provide for the straight alignment of through traffic from Sandtown Road. The northern portion of Austell Road would have a U-turn bay. The existing signals would be upgraded as part of the project.

No-Build Alternative
The No-Build or "Do Nothing" alternative is under consideration. It assumes that improvements to the nine intersections would not be constructed. No displacement of environmental impacts would occur.

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Project Need and Purpose

This project would provide improvements to nine intersections along Austell Road/S.R. 5, a vital north and south transportation arterial in Cobb County, to improve the safety and overall operational characteristics of the corridor.

The present traffic volumes for 2004 on Austell Road/S.R. 5 range from 28,600 vehicles per day (vpd) to 35,700 vpd. The projected traffic volumes for 2027 on Austell Road range from 36,000 vpd to 56,400 vpd. The most recent traffic accident data (2001, 2002, and 2003) for the nine intersections on this project show 1,041 accidents in the past three years. These same subject intersections on Austell Road have an average intersection accident rate of 1.9 accidents per Million Entering Vehicles (MEV) for 2001, 2.0 accidents per MEV for 2002, and 1.9 accidents per MEV for 2003. The average accident number per year for the signalized intersections on this project ranges from 17 to 47 accidents per year, which is high when compared to the statewide average accident number of 14.11 per year. The two unsignalized intersections on this project each show an average accident number of 28 per year, which is significantly higher than the statewide average accident numbers of 2.12 per year.