

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE P. I. No. 0000252, Fulton County **OFFICE** Preconstruction
HPP-0000-00(252)
SR 92/SR 140 and SR 9/SR 120
Intersection Improvements **DATE** April 5, 2007

FROM *for Cynthia Kumb* Genetha Rice-Singleton, Assistant Director of Preconstruction

TO David E. Studstill, Jr., P.E. Chief Engineer

SUBJECT **APPROVED PROJECT CONCEPT REPORT**

Attached for your files is the approval for subject project.

GRS/cj

Attachment

DISTRIBUTION:

Brian Summers
Harvey Keepler
Ken Thompson
Jamie Simpson
Michael Henry
Keith Golden
Angela Alexander (file copy)
Paul Liles
Babs Abubakari
Bryant Poole
BOARD MEMBER

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE: P. I. No. 0000252, Fulton County
HPP-0000-00(252)
SR 92/SR 140 and SR 9/SR 120 -
Intersection Improvements

OFFICE: Preconstruction

DATE: March 22, 2007

FROM: *Genetha Rice-Singleton*
Genetha Rice-Singleton, Assistant Director of Preconstruction

TO: David E. Studstill, Jr., P.E., Chief Engineer

SUBJECT: PROJECT CONCEPT REPORT

This project is the improvements to the intersection of SR 92 (Crossville Road)/SR 140 (Holcomb Bridge Road) at SR 9 (Alpharetta Highway)/SR 120 (Alpharetta Highway/Houze Road) in Roswell. Currently, SR 92/SR 140 within the project limits, consists of six, 12' lanes, three in each direction and an existing 20' raised median, 12' left turn lanes and urban shoulders. State Route 9/SR 120 consists of four, 12' lanes, two in each direction and an existing two-way left turn lane with urban shoulders. State Route 9/SR 120 is a major north-south connection to access I-285 in addition to linking to the City of Roswell and Alpharetta. State Route 9/SR 120 and SR 92/SR 140 function as a urban principal arterial. State Route 92/SR 140 is a major east-west connection to access GA 400 and I-575. Accident data indicates approximately 100 accidents per year at the SR 140/SR 9 intersection, with a accident rate of 2.92 accidents per million entering vehicles. The proposed improvements will provide a safe driver environment by reducing the number of median openings and increasing the number of turn lanes to aid in the mitigation of congestion along SR 9 and SR 92. The high volumes of traffic on these roadways results in high congestion and long delays at the intersection. Traffic volumes are as follows:

<u>ROUTE</u>	<u>YEAR 2008</u>	<u>YEAR 2028</u>
SR 92/SR 140	58,900 VPD	74,050 VPD
SR 9/SR 120	43,100 VPD	54,550 VPD

The construction proposes to add turn lanes and a varying width raised median from the intersection of Mansell Circle and SR 9 extending north along SR 9 to the intersection of Commerce Parkway and the intersection of Mansell Extension and SR 92 through the SR 9 intersection to the intersection of Roswell Mall entrance on SR 140. The length of the proposed project is approximately 0.45 mile along SR 9/SR 120 and 0.38 mile along SR 92/SR 140.

The proposed typical section for SR 9/SR 120 consists of four, 11' travel lanes, two, 11' left turn lanes southbound, one, 11' left turn lane northbound, one, 11' right turn lane northbound, a varying width raised median, and 12-16' shoulders, which consist of 2.5' curb and gutter, 5' sidewalk, and 4.5-8.5' grassed on each side. The typical section for SR 92/SR 140 will consist of six, 11' travel lanes, two, 11' left turn lanes, one, 11' right turn lane, a varying width raised

P. I. No. 0000252, Fulton
March 22, 2007

and 12-16' shoulders, which consist of 2.5' curb and gutter, 5' sidewalk, and 4.5-8.5 grassed on each side. The design speed for SR 9/SR 120 and SR 92/SR 140 is 45 MPH.

Environmental concerns include requiring a COE 404 permit; a Categorical Exclusion will be prepared; a public hearing open house is not required; time saving procedures are appropriate.

The estimated costs for this project are:

	PROPOSED	APPROVED	FUNDING	PROG DATE
Construction (includes E&C and inflation)	\$1,908,000	\$2,611,000	Q92/L240	2008
Right-of-Way	\$ 360,000	\$ 360,000	Q92	2007
Utilities*	-0-	-0-		

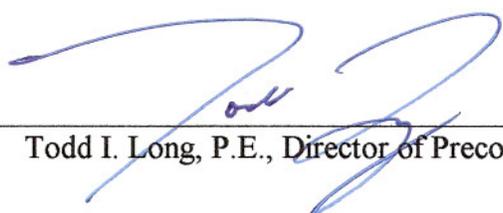
*Roswell signed PMA for utilities and 20% PE; 20% right-of-way; 20% construction costs.

I recommend this project concept be approved.

GRS:JDQ/cj

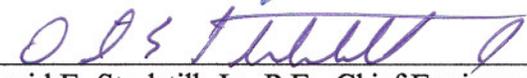
Attachment

CONCUR



Todd I. Long, P.E., Director of Preconstruction

APPROVE



David E. Studstill, Jr., P.E., Chief Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENTAL CORRESPONDENCE

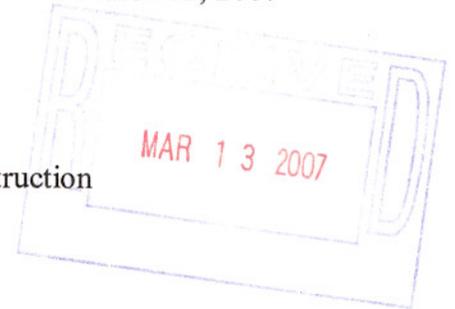
FILE: HPP-0000-00(252) Fulton County **OFFICE:** Engineering Services
P.I. No. 0000252
Intersection Improvement on SR 9/120/140 @ Several Locations

DATE: March 12, 2007

FROM:  Brian K. Summers, P.E., Project Review Engineer

TO: Genetha Rice-Singleton Assistant Director of Preconstruction

SUBJECT: CONCEPT REPORT



We have reviewed the Concept Report received March 12, 2007 from Margaret Reitz, and have the following comments.

The concept does not improve overall capacity much. I hope that there will be significant reduction in accidents.

The current costs for this project are:

Construction	\$1,733,928
E & C	\$ 173,393
Reimbursable Utilities	\$ 0
Right of Way	\$ 360,000

BKS

c: Ben Buchan, Attn.: Margaret Reitz

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

PROJECT CONCEPT REPORT

SR 92 (Crossville Road)/SR 140 (Holcomb Bridge Road) at
SR 9 (Alpharetta Highway)/
SR 120 (Alpharetta Highway/Houze Road)
Intersection Improvement

Project Number: HPP-0000-00(252)

County: Fulton

P. I. Number: 0000252

Federal Route Number: N/A

State Route Number: 92/140/9/120

Recommendation for approval:

DATE 2/23/07

Albert Shelby
Project Manager

DATE 2/26/07

James B. Bul
State Urban Design Engineer

The concept as presented herein and submitted for approval is consistent with that which is included in the Regional Transportation Improvement Program (RTP) and the State Transportation Improvement Program (STIP).

DATE _____

State Transportation Planning Administrator

DATE _____

State Transportation Financial Management Administrator

DATE _____

State Environmental/Location Engineer

DATE _____

State Traffic Safety & Design Engineer

DATE _____

District Engineer

DATE 3/12/07

[Signature]
Project Review Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

PROJECT CONCEPT REPORT

SR 92 (Crossville Road)/SR 140 (Holcomb Bridge Road) at
SR 9 (Alpharetta Highway)/
SR 120 (Alpharetta Highway/Houze Road)
Intersection Improvement

Project Number: HPP-0000-00(252)

County: Fulton

P. I. Number: 0000252

Federal Route Number: N/A

State Route Number: 92/140/9/120

Recommendation for approval:

DATE 2/23/07

Albert Shelby
Project Manager

DATE 2/26/07

James B. Bell
State Urban Design Engineer

The concept as presented herein and submitted for approval is consistent with that which is included in the Regional Transportation Improvement Program (RTP) and the State Transportation Improvement Program (STIP).

DATE _____

State Transportation Planning Administrator

DATE _____

DATE 3/20/07

State Transportation Financial Management Administrator
Thomas D. Kasper
State Environmental/Location Engineer

DATE _____

State Traffic Safety & Design Engineer

DATE _____

District Engineer

DATE _____

Project Review Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

PROJECT CONCEPT REPORT

SR 92 (Crossville Road)/SR 140 (Holcomb Bridge Road) at
SR 9 (Alpharetta Highway)/
SR 120 (Alpharetta Highway/Houze Road)
Intersection Improvement

Project Number: HPP-0000-00(252)

County: Fulton

P. I. Number: 0000252

Federal Route Number: N/A

State Route Number: 92/140/9/120

Recommendation for approval:

DATE 2/23/07

Albert Shelby

Project Manager

DATE 2/26/07

James B. Bull

State Urban Design Engineer

The concept as presented herein and submitted for approval is consistent with that which is included in the Regional Transportation Improvement Program (RTP) and the State Transportation Improvement Program (STIP).

DATE 3/14/07

Angela S. Alexander

State Transportation Planning Administrator

DATE _____

State Transportation Financial Management Administrator

DATE _____

State Environmental/Location Engineer

DATE _____

State Traffic Safety & Design Engineer

DATE _____

District Engineer

DATE _____

Project Review Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

PROJECT CONCEPT REPORT

SR 92 (Crossville Road)/SR 140 (Holcomb Bridge Road) at
SR 9 (Alpharetta Highway)/
SR 120 (Alpharetta Highway/Houze Road)
Intersection Improvement

Project Number: HPP-0000-00(252)

County: Fulton

P. I. Number: 0000252

Federal Route Number: N/A

State Route Number: 92/140/9/120

Recommendation for approval:

DATE 2/23/07

Albert Shelby

Project Manager

DATE 2/26/07

James B. Bell

State Urban Design Engineer

The concept as presented herein and submitted for approval is consistent with that which is included in the Regional Transportation Improvement Program (RTP) and the State Transportation Improvement Program (STIP).

DATE _____

DATE 3-14-07

State Transportation Planning Administrator

James T. Simpson

State Transportation Financial Management Administrator

DATE _____

State Environmental/Location Engineer

DATE _____

State Traffic Safety & Design Engineer

DATE _____

District Engineer

DATE _____

Project Review Engineer

NOTICE OF LOCATION AND DESIGN APPROVAL

PROJECT HPP-0000-00(252) FULTON COUNTY P. I. NUMBER 0000252

Notice is hereby given in compliance with Georgia Code 22-2-109 that the Georgia Department of Transportation has approved the Location and Design of this project.

The date of location approval is *APRIL 5, 2007*

Project HPP-0000-00(252) is the proposed intersection improvements to SR 92 (Crossville Road)/SR 140 (Holcomb Bridge Road) and SR 9 (Alpharetta Highway) / SR 120 (Alpharetta Highway/Houze Road) . The proposed project length consists of approximately 0.38 miles along SR 92/Crossville Road/SR 140/Holcomb Bridge Rd., beginning at mile log 74.46 on SR 92 and ending at mile log 6.86 on SR 140 and 0.45 miles along SR 9/SR 120/Alpharetta Hwy, beginning at mile log 20.35 and ending at 20.80. The project is within Land Lots 466, 467, 486, and 487, 1st District, 2nd Section, City of Roswell, Fulton County, Georgia.

The project limits begin at the intersection of Mansell Circle and SR 9 extending north along SR 9 to the intersection of Commerce Parkway. Improvements to SR 9 include the addition of turn lanes, a raised concrete median and shoulder improvements. The project also includes improvements to SR 140/92 beginning at the intersection of Mansell Extension and SR 92 and extending to the intersection of the Roswell Mall entrance on SR 140 (Holcomb Bridge Road). The proposed improvements consist of the addition of turn lanes and shoulder improvements.

Drawings or maps or plats of the proposed project, as approved, are on file and are available for public inspection at the Georgia Department of Transportation:

*Jeff Woodward
jeff.woodward@dot.state.ga.us
862 Barnes Mill Road, Marietta, GA 30062
Telephone: (770) 528-3238 / 3416
Fax: (770) 528-5506*

Any interested party may obtain a copy of the drawings or maps or plats or portions thereof by paying a nominal fee and requesting in writing to:

*Albert Shelby
Office of Urban Design
albert.shelby@dot.state.ga.us
No. 2 Capitol Square, SW
Atlanta, Georgia 30334
404-656-5440*

Any written request or communication in reference to this project or notice SHOULD include the Project and P. I. Numbers as noted at the top of this notice.

SCORING RESULTS AS PER MOG 2440-2

Project Number: HPP-0000-00(252)		County: Fulton		PI No.: 0000252	
Report Date: March 12, 2007		Concept By: DOT Office: Urban Design			
<input checked="" type="checkbox"/> Concept Stage					
Project Type: Choose One From Each Column		<input type="checkbox"/> Major <input checked="" type="checkbox"/> Minor	<input type="checkbox"/> Urban <input checked="" type="checkbox"/> Rural	<input type="checkbox"/> ATMS <input type="checkbox"/> Bridge Replacement <input type="checkbox"/> Building <input type="checkbox"/> Interchange Reconstruction <input checked="" type="checkbox"/> Intersection Improvement <input type="checkbox"/> Interstate <input type="checkbox"/> New Location <input type="checkbox"/> Widening & Reconstruction <input type="checkbox"/> Miscellaneous	
FOCUS AREAS	SCORE	RESULTS			
Presentation	100				
Judgement	100				
Environmental	100				
Right of Way	100				
Utility	100				
Constructability	100				
Schedule	100				

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE: HPP-0000-00(252), Fulton County **OFFICE:** Urban Design
SR 140/HOLCOMB BRIDGE ROAD @ HOUZE ROAD/ALPHARETTA HIGHWAY
P.I. No. 0000252 **DATE:** February 20, 2007

FROM: 
James B. Buchan, P.E., State Urban Design Engineer

TO: Genetha Rice-Singleton, Assistant Director of Preconstruction

SUBJECT **Project Concept Report**

Submitted via PDF format to conceptreport@dot.state.ga.us is the original copy of the Concept Report for your further handling for approval in accordance with the Plan Development Process (PDP). Please distribute to the appropriate offices for approval.

JBB:MER 
Attachments

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

PROJECT CONCEPT REPORT

SR 92 (Crossville Road)/SR 140 (Holcomb Bridge Road) at
SR 9 (Alpharetta Highway)/
SR 120 (Alpharetta Highway/Houze Road)
Intersection Improvement

Project Number: HPP-0000-00(252)

County: Fulton

P. I. Number: 0000252

Federal Route Number: N/A

State Route Number: 92/140/9/120

Recommendation for approval:

DATE 2/23/07

Albert Shelby

Project Manager

DATE 2/26/07

Jama B. Bull

State Urban Design Engineer

The concept as presented herein and submitted for approval is consistent with that which is included in the Regional Transportation Improvement Program (RTP) and the State Transportation Improvement Program (STIP).

DATE _____

State Transportation Planning Administrator

DATE _____

State Transportation Financial Management Administrator

DATE _____

State Environmental/Location Engineer

DATE _____

State Traffic Safety & Design Engineer

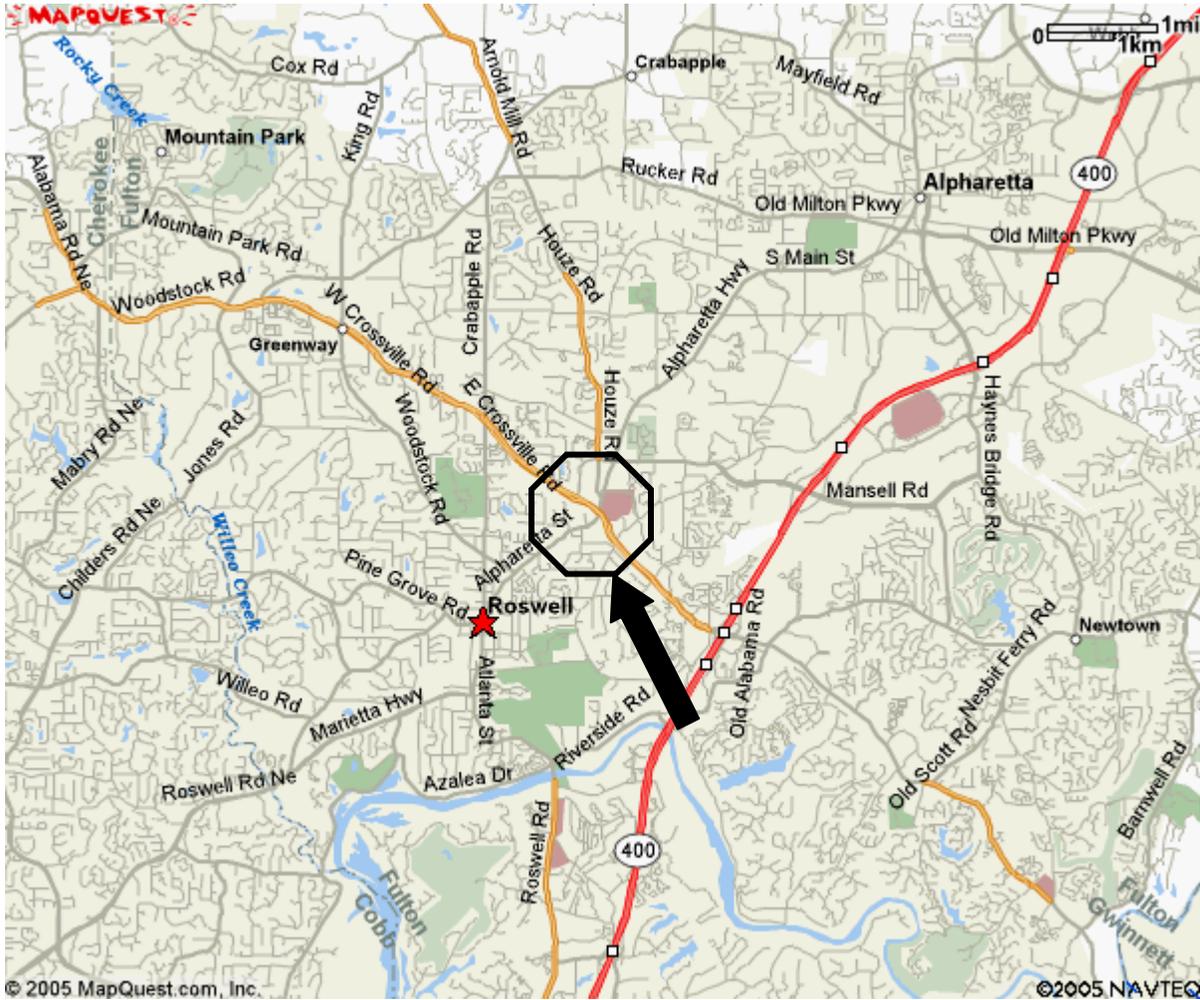
DATE _____

District Engineer

DATE _____

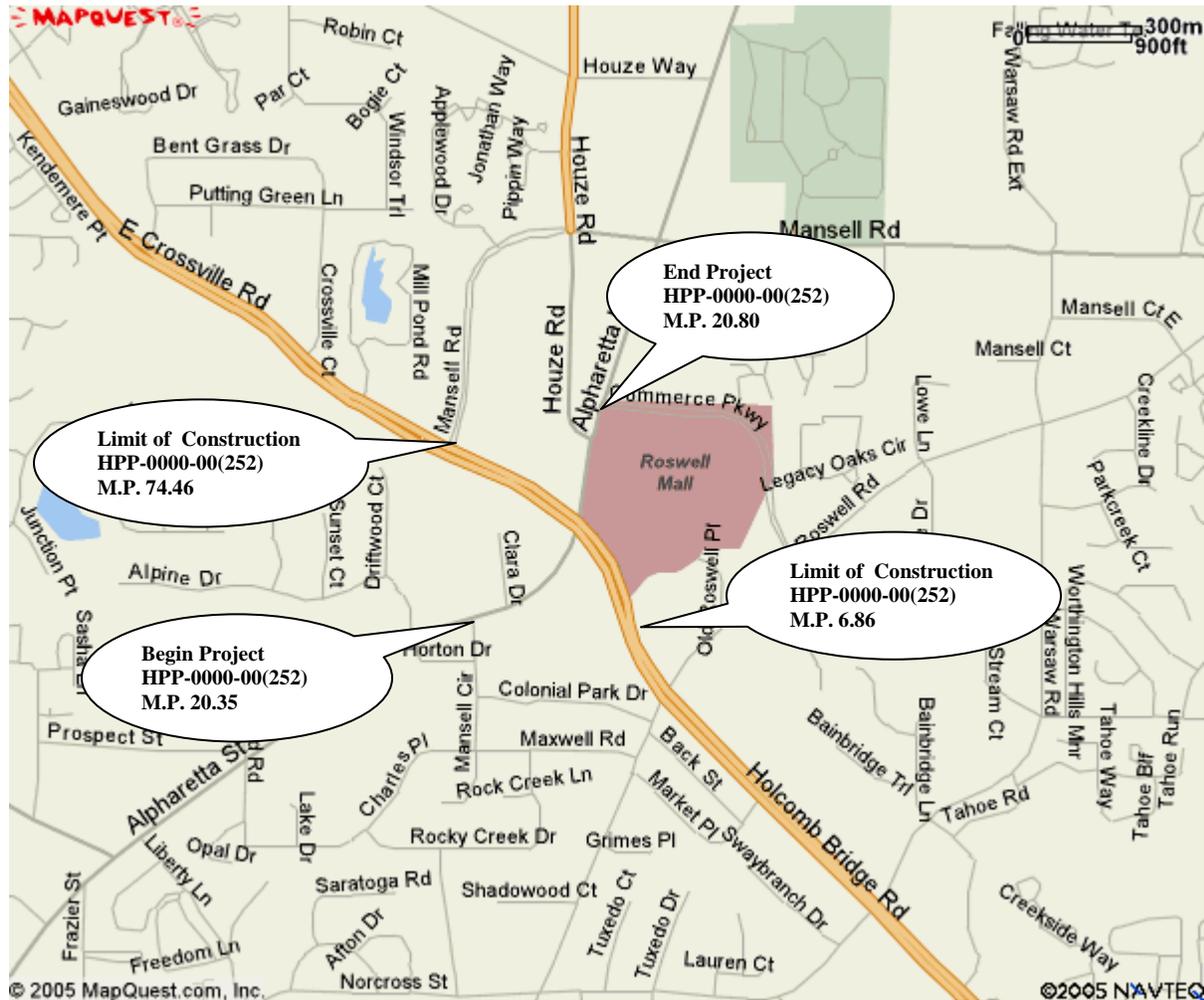
Project Review Engineer

PROJECT LOCATION MAP



FULTON COUNTY

PROJECT LOCATION IN FULTON COUNTY



**SR 92 (Crossville Road)/SR 140 (Holcomb Bridge Road) at
SR 9 (Alpharetta Highway)/
SR 120 (Alpharetta Highway/Houze Road)**

Need and Purpose:

Background

Project HPP-0000-00(252) proposes to add turn lanes and a varying width raised median from the intersection of Mansell Circle and SR 9 extending north along SR 9 to the intersection of Commerce Parkway and the intersection of Mansell Extension and SR 92 through the SR 9 intersection to the intersection of the Roswell Mall entrance on SR 140.

The purpose of this project is to improve safety and operational efficiency in the limits of the SR 92/SR 140 and SR 9/SR 120 intersection. The proposed improvements will provide a safer driver environment by reducing the number of median openings and increasing the number of turn lanes to aid in the mitigation of congestion along SR 9 and SR 92. SR 9/SR 120/Alpharetta Highway and SR 92/SR 140 functions as an urban principal arterial. The SR 9/SR 120 is a major north and south connection traffic to access I-285, in addition to linking the City of Roswell and Alpharetta. SR 92/SR 140 is a major east and west connection traffic to access GA 400 and I-575. It is also one of a number of east west routes that traverse Fulton County linking residential areas from Woodstock to Norcross. The northern terminus of this project is the intersection of Commerce Parkway and SR 9. The southern terminus of this project is the intersection of Mansell Circle and SR 9. The western terminus of this project is the intersection of Mansell Road and SR 92. The eastern terminus of this project is the intersection of Roswell Town Center and SR 92. Present land use for the project corridor is primarily commercial.

The length of the proposed project is approximately 0.38 miles along SR 92/SR 140 and 0.45 miles along SR 9/SR 120. The typical section for SR 92/SR140 will consist of six – 11 foot travel lanes, two 11 foot left turn lanes, an 11 foot right turn lane, a varying width raised median and 12-16 foot shoulders, which consist of 2.5 foot curb and gutter, 5 foot sidewalk and 4.5-8.5 foot grassed on each side. The typical section for SR 9/SR120 will consist of four – 11 foot travel lanes, two 11 foot left turn lanes southbound, an 11 foot left turn lane northbound, an 11 foot right turn lane northbound, a varying width raised median and 12-16 foot shoulders, which consist of 2.5 foot curb and gutter, 5 foot sidewalk and 4.5-8.5 foot grassed on each side.

The proposed project was added to the STIP in 1999. The project is currently not assigned a year in the Regional Transportation Plan, however the roadway projects have Construction/Implementation date of 2007.

Operational Analysis

Peak hour traffic operations were analyzed at the study area intersections using the methodologies outlined in the 2000 Highway Capacity Manual (HCM). According to the HCM, there are six levels of service (LOS) by which the operational performance of an intersection may be described. These levels of service range between LOS "A" which indicates a relatively free-flowing condition and LOS "E" which indicates traffic operations at or near capacity. LOS "F" represents operational breakdown of the intersection (traffic demand greater than the

theoretical capacity of the intersection). Intersection LOS analysis was performed for existing (Year 2005) and Design Year (Year 2027) No Build and Build conditions.

Intersection Levels of Service and Delay at the Study Area Intersections¹

Intersection	Year 2005 Existing				Year 2027 "NoBuild"				Year 2027 "Build"			
	AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak	
	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)
SR 140/Grimes Bridge Rd/Old Roswell Rd	C	24.2	D	46.1	D	41.8	F	112.2	D	42.6	F	110.4
SR 140/Shopping Ctr Ent	F	>200	F	>200	F	>200	F	>200	A	9.5	B	11.8
SR 140/SR 9	E	67.3	F	84.8	F	115.8	F	171.9	F	101.4	F	151.9
SR 92/Crossville Ent	A	9.0	B	10.8	A	8.9	B	10.9	A	8.9	B	11.0
SR 92/Mansell Rd	B	17.8	B	20.0	C	23.4	D	36.5	B	17.0	C	26.8
SR 9/Mansell Cir	F	>200	F	139.3	F	>200	F	>200	A	4.8	A	4.7
SR 9/Clara Dr	F	77.1	F	>200	F	>200	F	>200	F	>200	F	>200
SR 9/Shopping Ctr Ent	F	51.1	F	>200	F	157.6	F	>200	B	13.4	B	14.6
SR 9/Houze Rd	C	18.3	D	25.5	D	30.9	E	42.0	NA	NA	NA	NA
SR 9/Commerce Dr	A	4.2	A	6.2	A	8.5	C	22.1	D	38.0	C	20.1
SR 9/Mansell Rd	E	57.7	E	63.9	F	123.0	F	118.9	F	116.7	F	112.2
Mansell Rd/Houze Rd	B	18.6	B	19.8	C	25.5	C	31.8	C	26.5	C	34.5

Note: (1) Delay at signalized intersections is the average for the entire intersection. Delay at unsignalized intersections is for the worst approach on the side street. The main street typically operates at LOS A or B.

As shown in the table above currently six (6) study area intersections operate at LOS E or F in either the A.M. or P.M. peak hour. In the Year 2027 with no improvements, eight (8) intersections are projected to operate at LOS E or F. With the proposed improvements, four (4) intersections are projected to operate at LOS E or F. Of the four (4) intersections projected to operate at LOS E or F, two (2) show significant reductions in delay (SR 140/SR 9 and SR 9/Mansell Road). At the other two (2) intersections, the delay will stay approximately the same with the proposed roadway improvements (SR 140/Grimes Bridge Road/Old Roswell Road and SR 9/Clara Drive).

Safety

Accident data at the study area intersections for the years 2003, 2004 and part of 2005 was provided by the City of Roswell. As shown in the Table below there has been approximately 100 accidents per year at the SR 140/SR 9 intersection, with an accident rate of 2.92 accidents per million entering vehicles. There are also a high number of accidents at the SR 9/Mansell Road, SR 9/Shopping Center Entrance and SR 92/Mansell Road intersections.

Intersection	Average Accidents Per Year ¹						Accidents/ Million Entering Vehicles
	Sideswipe	Rear End	Right Angle	Left Turn	Other	Total	
SR 140/Grimes Bridge Rd/Old Roswell Rd	4.9	13.1	1.6	4.1	1.6	25.3	1.03
SR 140/SR 9	7.8	78.5	3.3	9.4	1.6	100.6	2.92
SR 92/Crossville Ent	1.2	1.2	0.0	0.8	0.0	3.3	0.22
SR 92/Mansell Rd	2.0	56.8	1.6	4.9	0.8	66.2	3.59
SR 9/Clara Dr	0.4	3.3	6.1	2.5	0.4	12.7	0.94
SR 9/Shopping Ctr Ent	2.0	0.8	16.8	8.6	0.0	28.2	1.97
SR 9/Houze Rd	0.8	6.5	1.6	1.2	0.4	10.6	0.73
SR 9/Commerce Dr	0.8	9.0	5.3	2.0	1.2	18.4	1.22
SR 9/Mansell Rd	12.3	35.2	2.5	1.2	0.0	51.1	2.10
Mansell Rd/Houze Rd	0.4	7.4	4.5	4.1	0.4	16.8	1.55

Note: (1) Average accidents per year for the years 2003, 2004 and through the middle of June 2005.

Turn lane improvements at the SR 140/SR 9 intersection will improve traffic operations at this intersection by reducing delay by approximately 14 seconds per vehicle in the A.M. peak hour and 20 seconds per vehicle in the P.M. peak hour. This improvement will improve traffic operations for through vehicles and SR 140 and SR 9 by providing additional storage for left turning vehicles keeping them out of the through traffic lanes. Rear end accidents will also be reduced due to additional storage for left turning vehicles at this intersection.

Medians along SR 140 and SR 9 will improve access management thereby improving traffic flow along SR 140 and SR 9 and potentially reducing accidents at the existing driveways along SR 140 and SR 9. Accidents will be reduced along SR 140 and SR 9 by reducing the number of conflicting traffic movements, especially vehicles turning left into and out of the shopping centers along SR 140 and SR 9.

Need and purpose has been reviewed and approved by Steve Walker, Office of Planning, 1/30/06. Need and purpose revised 1/02/07.

Description of the proposed project:

Project HPP-0000-00(252), located in Fulton County, is the proposed intersection improvements to SR 9 (Alpharetta Highway) / SR 120 (Alpharetta Highway/Houze Road) and SR 140 (Holcomb Bridge Road) / SR 92 (Crossville Road).

The project limits begin at the intersection of Mansell Circle and SR 9 extending north along R 9 to the intersection of Commerce Parkway. Improvements to SR 9 include the addition of turn lanes, a varying width raised median and shoulder improvements.

The project also includes improvements to SR 140/92 beginning at the intersection of Mansell Extension and SR 92 and extending to the intersection of the Roswell Mall entrance on SR 140 (Holcomb Bridge Road). The proposed improvements consist of the addition of turn lanes and

Project Concept Report
Project Number: HPP-0000-00(252)
P. I. Number: 0000252
County: Fulton

February 19, 2007

shoulder improvements.

The proposed project length consists of approximately 0.38 miles along SR 92/Crossville Road/SR 140/Holcomb Bridge Rd and 0.45 miles along SR 9/SR 120/Alpharetta Hwy.

Is the project located in a Non-attainment area? Yes No.

PDP Classification: Major _____ Minor

Federal Oversight: Full Oversight (), Exempt(X), State Funded (), or Other ()

Functional Classification: Urban Principal Arterial

U. S. Route Number(s): _____ N/A **State Route Number(s):** SR 9/140/120/92

Traffic (AADT): SR92/SR140 Current Year: 58,900 (2008) Design Year: 74,050 (2028)
SR 9/SR120 Current Year: 43,100 (2008) Design Year: 54,550 (2028)

Existing design features:

SR 92 (Crossville Road) /SR 140 (Holcomb Bridge Road)

- Typical Section: SR 92/140: 6-12 ft. travel lanes, three in each direction and an existing 20 ft. raised median, 12' foot left turn lanes and urban shoulders.
- Posted speed 45 mph
- Maximum radius for curve: 1910'
- Maximum super-elevation rate for curve: 6%
- Maximum grade:
 - SR 92: 3%
 - SR 120: 3%
- Width of right of way: Varies from 124 - 156 ft.
- Major structures: None
- Major interchanges or intersections along the project:
 - SR 92/140 and SR9/120 Intersection
 - SR 92/140 and Roswell Town Center
- Existing length of roadway segment and the beginning mile logs for each county segment. For new location projects, the existing length of roadway is zero (0).
 - SR 92: MP 74.46 to MP 74.69 and SR 140: MP 6.71 to 6.86 0.38 miles

SR 9 (Alpharetta Highway) /SR 120 (Alpharetta Highway)

- Typical Section: SR 9/SR120/Alpharetta Highway: 4-12 ft. travel lanes, two in each direction and an existing two way left turn lane with urban shoulders.
- Posted speed 40 mph
- Maximum radius for curve: 720'
- Maximum super-elevation rate for curve: 6%

- Maximum grade:
 - SR 9: 5 %
 - SR 140: 3 %
- Width of right of way: Varies from 102' to 117'
- Major structures: None
- Major interchanges or intersections along the project:
 - SR 9/SR 120 and SR 140/ SR 92 Intersection
 - SR 9/SR 120 and Commerce Parkway
 - SR 9/SR 120 and Mansell Circle
- Existing length of roadway segment and the beginning mile logs for each county segment. For new location projects, the existing length of roadway is zero (0).
 - SR 9/ SR 120: MP 20.35 to MP 20.80 0.45 miles

Proposed Design Features:

SR 92 (Crossville Road) /SR 140 (Holcomb Bridge Road)

- Proposed typical section:
 - SR 92/ SR 140: The proposed typical section will consist of 3-11 foot lanes in each direction, divided by a 20 ft. raised median and 12 to 16 foot shoulders, which consists of 30 inch Type 2 curb and gutter and a 5 foot concrete sidewalk on each side with a variable width grass strip between back of curb and edge of sidewalk.
- Proposed Design Speed Mainline
 - 45 mph
- Proposed Maximum grade Mainline 5 %
- Maximum grade allowable 7 %.
- Proposed Maximum grade Side Street 8 %
- Maximum grade allowable 10 %.
- Proposed Maximum grade driveway 6 %
- Intersection Skew 60°46'44.4"
- Proposed Minimum radius for curve 1800'
- Minimum radius allowable 711'
- Proposed Maximum super-elevation rate for curve 4%
- Proposed Right of way:
 - Width 120 feet.
 - Easements: Temporary (X), Permanent (X), Utility (), Other ().
 - Type of access control: Full (), Partial (), By Permit (X), Other ().
 - Number of parcels: 4 Number of displacements:
 - Business: 0
 - Residences: 0
 - Mobile homes: 0
 - Other: 0
- Structures:
 - None

- Traffic control during construction: Maintain traffic onsite.
- Design Exceptions to controlling criteria anticipated:

SR 9/SR 120 (Alpharetta Highway)

- Proposed typical section:
 - SR 9/ SR 120: The proposed typical section will consist of 2-11 foot lanes in each direction, divided by a 20 ft. raised median and 12 to 16 foot shoulders, which consists of 30 inch Type 2 curb and gutter and a 5 foot concrete sidewalk on each side with a variable width grass strip between back of curb and edge of sidewalk.
- Proposed Design Speed Mainline
 - 45 mph
- Proposed Maximum grade Mainline 5 %
- Maximum grade allowable 7 %
- Proposed Maximum grade Side Street 8 %
- Maximum grade allowable 10 %
- Proposed Maximum grade driveway 6 %
- Proposed Minimum radius for curve 815'
- Minimum radius allowable 711'
- Proposed Maximum super-elevation rate for curve 4%
- Proposed Right of way:
 - Width 120 feet.
 - Easements: Temporary (X), Permanent (X), Utility (), Other ().
 - Type of access control: Full (), Partial (), By Permit (X), Other ().
 - Number of parcels: 4 Number of displacements:
 - Business: 0
 - Residences: 0
 - Mobile homes: 0
 - Other: 0
- Structures:
 - None
- Traffic control during construction: Maintain traffic onsite.

	<u>UNDETERMINED</u>	<u>YES</u>	<u>NO</u>
HORIZONTAL ALIGNMENT:	()	()	(X)
ROADWAY WIDTH:	()	()	(X)
SHOULDER WIDTH:	()	()	(X)
VERTICAL GRADES:	()	()	(X)
CROSS SLOPES:	()	()	(X)
STOPPING SIGHT DISTANCE:	()	(X)	()
SUPERELEVATION RATES:	()	()	(X)
HORIZONTAL CLEARANCE:	()	()	(X)
SPEED DESIGN:	()	()	(X)
VERTICAL CLEARANCE:	()	()	(X)

BRIDGE WIDTH:
BRIDGE STRUCTURAL CAPACITY:

- Design Exception;
 - The sight distance from the SR 92/SR140 and SR 9/SR 120 intersection to the Clara Drive/SR 9 intersection does not meet minimum design standards. A future connector road is planned on the west end of Clara Drive @ SR92/Crossville Road which will eliminate the need for the intersection with SR9/SR 120.
- Design Variances;
 - Lane widths for all travel and turn lanes will be reduced to 11 feet
 - Right turn lanes are not proposed for Clara Drive or from SR 9/SR 120 southbound to SR 92/SR140 Westbound. These variances are necessary to minimize impacts and reduce the right of way costs within the project limits.
- Environmental concerns:

Preliminary assessment of impacts to waters of the U.S. indicates that this project would qualify for a Section 404 Nationwide Permit 14 – Linear Transportation Crossing. No individual threatened and endangered species or any potentially suitable habitats were identified within the proposed project area. Public Hearing to be held if required.
- Level of environmental analysis:
 - Are Time Savings Procedures appropriate? Yes (), No (),
 - Categorical exclusion (),
 - Environmental Assessment/Finding of No Significant Impact (FONSI) (), or
 - Environmental Impact Statement (EIS) ().
- Utility involvements:
 - AGL Networks
 - Atlanta Gas Light Company
 - Time Warner Cable
 - City of Alpharetta
 - City of Atlanta Bureau of Water
 - City of Roswell
 - Comcast
 - BellSouth Telecommunications
 - Fulton County Public Works
 - Georgia Power Company (Distribution)
 - Georgia Transmission Corporation
 - Level 3 Communications
 - Sawnee EMC
 - Verizon Business (formerly MCI Worldcom)

Project responsibilities:

- Design, City of Roswell
- Right of Way Acquisition, City of Roswell
- Relocation of Utilities, City of Roswell
- Letting to contract, GA DOT
- Supervision of construction, GA DOT

- Providing material pits, CONTRACTOR
- Providing detours. CONTRACTOR

Coordination

- Concept Team Meeting:
 - 12/05/06
- Public Information Open House
 - Not Required
- Local government comments.
- Other projects in the area.
 - Widening From SR140/Celestine Sibley Hwy FM Mansell Rd to NR Ranchette Rd, P.I. No. 721300. (*Right of Way, 2014*)
 - Bike Pedestrian Facility from CR 126/Mansell Road from Big Creek to MARTA Parking Lot, P.I. No. 771228. (*Right of Way Certification, 12/1/06*)
 - Alpharetta St. Streetscape FM Norcross St. to Holcomb Bridge – LCI, P.I. 0006274.
 - ATMS/ITS along SR 9/Roswell Road FM Abernathy Road to Forsyth County Line, P.I. No. 0006727. (*Construction, 2009*)
 - ATMS/ITS along SR 140/Holcomb Bridge Rd FM SR 9 to CR 107/Barnwell Rd, P.I. No. 0006820. (*Construction, 2008*)
 - Intersection improvements at SR 9 in Roswell at Oak Street, P.I. No. 0000199
 - Resurface & Maintenance from SR 140 from SR 9/Alpharetta Hwy to Gwinnett county line, P.I. M003199. (*Construction, 2005-2006*)
 - Mansell Road Extension

Scheduling – Responsible Parties’ Estimate

- Time to complete the environmental process: CE: 3-6_Months.
- Time to complete preliminary construction plans: 6 Months.
- Time to complete right of way plans: 3 Months.
- Time to complete the Section 404 Permit: 6 Months.
- Time to complete final construction plans: 6 Months.
- Time to complete to purchase right of way: 12 Months.

Other alternates considered:

1. Intersection improvements with 12’ travel lanes and realignment of the Houze Road and SR 9/SR120 intersection across from Commerce Parkway

Comments:

Project plans will be completed in English units.

Attachments:

1. Cost Estimate
 - a. Construction including E&C
 - b. Right of Way Cost Estimate
 - c. Utilities Cost Estimate
2. Typical Sections
3. Accident summaries
4. Traffic assignments
5. Capacity analysis,
6. Concept Meeting minutes
7. LGPA

Project Concept Report
Project Number: HPP-0000-00(252)
P. I. Number: 0000252
County: Fulton

February 19, 2007

8. Conceptual Plan
9. Location and Design Notice
10. Design Exception - Draft
11. Design Variance - Draft

Estimate Report for file "0000252"

Section Major Structures					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
500-3107	50	CY	500.00	CLASS A CONCRETE, RETAINING WALL	25000.00
Section Sub Total:					\$25,000.00

Section Grading and Earthwork					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
210-0100	1	LS	100000.00	GRADING COMPLETE - HPP-0000-00(252)	100000.00
Section Sub Total:					\$100,000.00

Section Drainage					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
550-1180	1000	LF	32.88	STORM DRAIN PIPE, 18 IN, H 1-10	32880.00
550-4118	2	EA	269.88	FLARED END SECTION 18 IN, SIDE DRAIN	539.76
668-1100	10	EA	1801.48	CATCH BASIN, GP 1	18014.80
668-2100	5	EA	2692.89	DROP INLET, GP 1	13464.45
Section Sub Total:					\$64,899.01

Section Base and Paving					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
310-5100	3000	SY	9.09	GR AGGR BASE CRS, 10 INCH, INCL MATL	27270.00
402-1811	1000	TN	80.00	RECYCLED ASPH CONC LEVELING, INCL BITUM MATL	80000.00
402-3140	3000	TN	80.00	RECYCLED ASPH CONC 9.5 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL	240000.00
402-3143	300	TN	80.00	RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL	24000.00
402-3190	150	TN	80.00	RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	12000.00
413-1000	1200	GL	2.00	BITUM TACK COAT	2400.00
432-5010	32000	SY	1.70	MILL ASPH CONC PVMT, VARIABLE DEPTH	54400.00
441-0104	1300	SY	25.44	CONC SIDEWALK, 4 IN	33072.00
441-0748	2000	SY	28.30	CONCRETE MEDIAN, 6 IN	56600.00
441-5002	100	LF	22.23	CONCRETE HEADER CURB, 6 IN, TP 2	2223.00
441-6222	2500	LF	12.99	CONC CURB & GUTTER, 8 IN X 30 IN, TP 2	32475.00
441-6740	5600	LF	11.23	CONC CURB & GUTTER, 8 IN X 30 IN, TP 7	62888.00
446-1100	1000	LF	4.79	PVMT REINF FABRIC STRIPS, TP 2, 18 INCH WIDTH	4790.00
Section Sub Total:					\$632,118.00

Section Miscellaneous					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
000-0001	1	Lump Sum	50000.00	Erosion Control Lump Sum	50000.00
000-0002	1	Lump Sum	50000.00	Signing and Marking Lump Sum	50000.00
000-0003	1	Lump Sum	300000.00	Highway Lighting Lump Sum - Local money	300000.00
150-1000	1	LS	300000.00	HPP-0000-00(252)	300000.00
153-1300	1	EA	56437.43	FIELD ENGINEERS OFFICE TP 3	56437.43
163-0232	3	AC	483.39	TEMPORARY GRASSING	1450.17
700-6910	5	AC	804.69	PERMANENT GRASSING	4023.45
Section Sub Total:					\$761,911.05

Section Traffic Signals					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
647-1000	1	LS	150000.00	TRAFFIC SIGNAL INSTALLATION NO - 1	150000.00
Section Sub Total:					\$150,000.00

Total Estimated Cost: \$1,733,928.06

Subtotal Construction Cost \$1,733,928.06

E&C Rate 10.0 %	\$173,392.81
Inflation Rate 0.0 % @ 0.0 Years	\$0.00
<hr/>	
Total Construction Cost	\$1,907,320.87
Right Of Way	\$360,000.00
ReImb. Utilities	\$0.00
<hr/>	
Grand Total Project Cost	\$2,267,320.87

RIGHT OF WAY COST ESTIMATE

DATE: July 6, 2006
 PROJECT: HPP-000-00 (252)
 PROJECT DESCRIPTION:

Holcomb Bridge Road / Alpharetta Highway Intersection

P.I.#: 252
 PARCELS: 3, 4, 15, 17, 23, 25, 26, & 31

Fee Simple

Area	Price	EFS %	Subtotal
Parcels: 5 - 31	-	100.0%	\$ -

Temporary Easement

Area	Price	EFS %	Subtotal
Parcel: 5 - 31	-	28.0%	\$ -

Permanent Easement

Area	Price	EFS %	Subtotal
Parcel: 5	1,617 \$ 30.00	50.0%	\$ 24,255
Parcel: 6	1,430 \$ 20.00	50.0%	\$ 14,300
Parcel: 15	275 \$ 30.00	50.0%	\$ 4,125
Parcel: 17	2,420 \$ 7.00	50.0%	\$ 8,470
Parcel: 23	2,420 \$ 14.00	50.0%	\$ 16,940
Parcel: 25	2,431 \$ 17.50	50.0%	\$ 21,271
Parcel: 26	198 \$ 15.00	50.0%	\$ 1,485
Parcel: 31	209 \$ 30.00	50.0%	\$ 3,135
			\$ 93,981

Total Land

\$ 93,981

IMPROVEMENTS:

Description	Price	Depreciation	Subtotal
Parcel: 5 Hollies & Sod	\$ 1,530	0.00%	\$1,530.00
			\$ 1,530
Parcel: 6 Sign	\$ 2,271	25.00%	\$1,703.25
			\$ 1,703
Parcel: 15 Fence	\$ 3,624	25.00%	\$2,718.00
			\$ 2,718
Parcel: 17 Ground Cover	\$ 99	0.00%	\$99.00
			\$ 99
Parcel: 23 Sod	\$ 1,670	0.00%	\$1,670.00
			\$ 1,670
Parcel: 25 Hollies & Vacuum Six	\$ 1,904	25.00%	\$1,428.00
			\$ 1,428
Parcel: 26 Sm. Hollies & Crapemyrtle	\$ 167	0.00%	\$167.00
			\$ 167
Parcel: 31 Sm. Hollies & Crapemyrtle	\$ 212	0.00%	\$212.00
			\$ 212

Total Improvements

\$ 9,315

RELOCATION:

Area	Price	Subtotal
Parcel: 5-31	- \$ 25,000	\$ -

DAMAGES:

Area	Price	Subtotal
Parcel: 5-31	- \$ -	\$ -

Total

\$ 9,315

Net Cost

\$ 103,297

Scheduling (55%)
 Administration & Court Cost (60%)

\$ 56,813
 \$ 96,066

Factor
 55%
 60%

Total Adjusted Cost

\$ 256,175

Inflation (40%)

\$ 102,470

40%

TOTAL COST

\$ 358,645

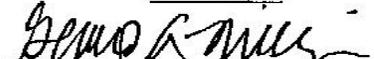
TOTAL COST (ROUNDED)

\$ 360,000

Prepared by:


 Raymond R. Koepsell

Approved by:


 Gene R. Miller
 GDOT RAW

Attachment(s): Project Location Map
 Comparable Sales Map
 Comparable Sales Index

COMPARABLE SALES DATA

PROJECT: HPP-000-20(252)

COUNTY: Fulton

DATE:

3/28/2006 15:05

Sale	Grantor / Grantee	Date	Book/Page	Location	Size of Parcel (Acres)	Zoning	Total Consideration	\$/Acre	\$/SF	Remarks
1	Alpharetta Medical LLC / Global US Properties, Inc.	8/12/2005	50667-285	Upper Hembree Rd/Bell Smith Dr.	2.837	C1	\$1,300,000	\$458,231	\$10.52	To develop office condos
2	Brinker GA, Inc / 770 HBR, LLC	10/19/2004	38693-358	750 Holcomb Bridge Road, Roswell	2.480	C3	\$1,650,000	\$665,323	\$15.27	Proposed 20,000 SF multi-tenant office
3	Crabapple Sq. LLC / Dr. James Gray	7/23/2004	38117-195	10930 Crabapple Road, Roswell	0.540	C1	\$363,750	\$673,611	\$15.46	To develop a 2 story office building for a dentist
4	Northwinds Center, LP / Georgian Bank	3/31/2004	37447-132	NE corner of Haynes Bridge Rd & Rainwater Blvd	0.950	OI	\$800,000	\$842,105	\$19.33	To build a branch bank
5	Frank D. Jackson / Horizon Real Estate Development, LLC	1/6/2004	36919-177	2650 Holcomb Bridge Rd	4.921	OP	\$800,000	\$162,569	\$3.73	To develop office condos
6	Rest Properties, LLC / Southtrust Bank	11/14/2003	36503-2	Northpoint Parkway at Rock Mill Road	3.530	OI	\$1,350,000	\$382,436	\$8.78	To develop a branch bank
7	Myco Milton Associates, LP / Buckhead Community Bancorp, Inc	9/30/2003	36138-75	Old Milton northeast of Kimball Bridge Road	1.500	OI	\$915,000	\$610,000	\$14.00	To develop a branch bank
8	Robert Ingle / Crabapple Retail Partners, LLC	12/29/2003	36808-272	12315 Crabapple Rd, Alpharetta	0.464	C2	\$500,000	\$1,077,586	\$24.74	Possible Walgreens-corner
9	Crabapple Sq. LLC / BP Products North America Inc.	12/4/2003	36922-282	10930 Crabapple Road, Roswell	0.464	C1	\$646,892	\$1,394,164	\$32.01	BP Gas Outlot (expansion)
10	925 Woodstock, LLC / Pizza Land, LLC	1/26/2005	39317-215	925 Woodstock Rd, Roswell	0.492	E2	\$540,000	\$1,097,561	\$25.20	Restaurant Pad-corner
11	YMCA / Elsee, LLC	1/26/2004	13921-5099	Johnson Ferry Rd, SE of Waterfront Dr, Marietta.	0.860	NS	\$425,000	\$494,186	\$11.34	Zaxby's site
12	Wachovia Bank / First States Investors 3230, LLC	11/10/2005	41444-98	NW corner of Crossville Rd & Macy Dr, Roswell	1.278	C2	\$890,000	\$696,401	\$15.99	to hold for development
13	Mansell 1.6 LLC / Alpharetta Investors, LLC	3/31/2004	37329-536	Davis Dr. North of Mansell Rd, Alpharetta	1.664	LI	\$1,250,000	\$751,202	\$17.25	Finished outparcel in Home Depot Expo shopping center for Restaurant use
14	DOA Regency Affiliated, LLC / Net Lease Development, LLC	5/21/2004	37639-351	SE corner Beaver Creek & Mansell Road, Alpharetta	1.810	OI	\$900,000	\$497,238	\$11.42	Wild Wings site
15	J. Earl & Lillian S. Mansell, LP / Concord Station, LLC	3/16/2004	37254-226	Crossville Rd, West of Hackett Rd, Roswell	2.000	E2	\$1,500,000	\$750,000	\$17.22	Free standing Starbucks & 11,000 SF shopping center
16	Willeo 120 Investments, LLC / Garrison Hill Partners, LLC	4/14/2005	39813-179	Wileo Rd., South of Marietta Pkwy, Roswell	2.257	OP	\$950,000	\$420,913	\$9.66	Corner site-to hold for development
17	Deerfield Park, LLC / RT Deerfield II, LLC	6/21/2005	40260-615	Deerfield Pkwy, just north of Windward and west of GA 400, Alpharetta	10.057	OI	\$2,250,000	\$223,725	\$5.14	No development plans disclosed
18	Opus South Corporation	9/21/2005	41195-686	North Point Pkwy, East of GA 400 and south of Windward, Alpharetta	12.113	HI	\$3,936,725	\$325,000	\$7.46	To develop a 110,000 sf Health Club
19	Luxomni Properties, LLC / Home Depot USA, Inc.	7/1/2005	43388-208	175 Luxomni Rd, Lilburn	14.700	C2	\$3,328,000	\$240,000	\$5.51	Home Depot, between Ronald Reagan Pkwy and Beaver Run Rd.
20	BSMilton II, LLC / Fourth Quarter Properties XLVII, LLC	6/3/2005	40170-412	3000 Old Milton Pkwy, Alpharetta	3.900	OI	\$1,600,000	\$410,256	\$9.42	Interior site on Old Milton near GA 400
								#DIV/0!		

Project Concept Report
Project Number: HPP-0000-00(252)
P. I. Number: 0000252
County: Fulton

February 19, 2007

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE OFFICE District Seven Utilities
DATE March 30, 2006

FROM Jonathan Walker, District Utilities Engineer

TO James B. Buchanan, P.E., State Urban Design Engineer

SUBJECT **Preliminary Utility Cost Estimate
SR 9/SR 120 @ SR 140/SR 92 Intersections
HPP-000-20(252) Fulton County**

As per your request, a field inspection was conducted on the above referenced project. The following companies have facilities that occupy the public right-of-way and should be relocated at **no cost** to the Department of Transportation:

**AGL Networks
Atlanta Gas Light Company
Time Warner Cable
City of Alpharetta
City of Atlanta Bureau of Water
City of Roswell
Comcast
BellSouth Telecommunications
Fulton County Public Works
Georgia Power Company (Distribution)
Georgia Transmission Corporation
Level 3 Communications
Sawnee EMC
Verizon Business (formerly MCI Worldcom)**

There were no utilities observed that could potentially have prior rights. Therefore, there are no reimbursable utilities at this time. Please note that this estimate was prepared without the certification of right-of-way and could change when more detailed information is made available. If you have any questions, please contact Mr. Clyde Cunningham at (404) 463-4953.

BP:JW:CAC

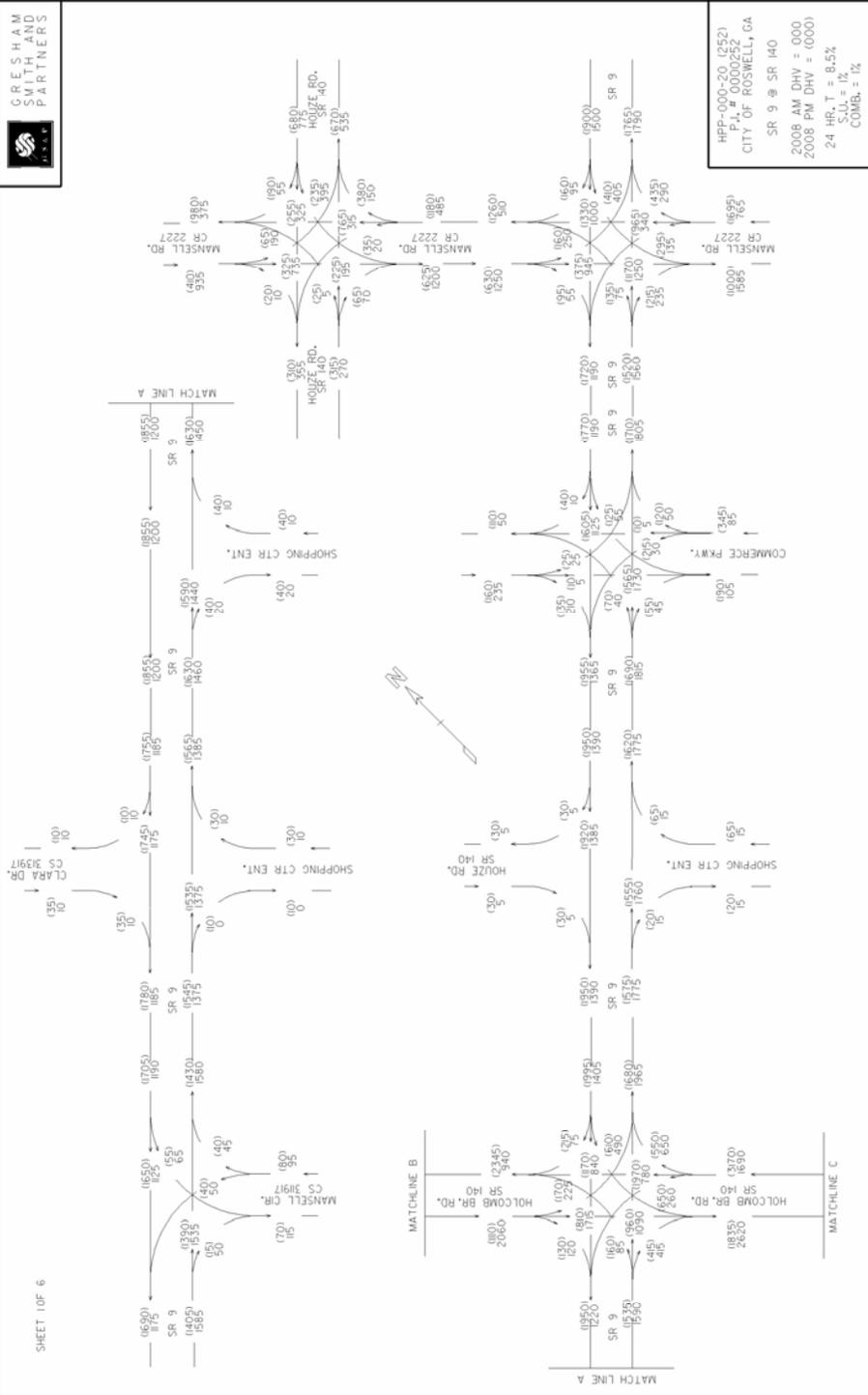
c: Jeff Baker, P.E.
File

Accident Summary:

Accident data at the study area intersections for the years 2003, 2004 and part of 2005 was provided by the City of Roswell. As shown in the Table below there has been approximately 100 accidents per year at the SR 140/SR 9 intersection, with an accident rate of 2.29 accidents per million entering vehicles. There are also a high number of accidents at the SR 9/Mansell Road, SR 9/Shopping Center Entrance and SR 92/Mansell Road intersections.

Intersection	Average Accidents Per Year ¹						Accidents/ Million Entering Vehicles
	Sideswipe	Rear End	Right Angle	Left Turn	Other	Total	
SR 140/Grimes Bridge Rd/Old Roswell Rd	4.9	13.1	1.6	4.1	1.6	25.3	1.03
SR 140/SR 9	7.8	78.5	3.3	9.4	1.6	100.6	2.92
SR 92/Crossville Ent	1.2	1.2	0.0	0.8	0.0	3.3	0.22
SR 92/Mansell Rd	2.0	56.8	1.6	4.9	0.8	66.2	3.59
SR 9/Clara Dr	0.4	3.3	6.1	2.5	0.4	12.7	0.94
SR 9/Shopping Ctr Ent	2.0	0.8	16.8	8.6	0.0	28.2	1.97
SR 9/Houze Rd	0.8	6.5	1.6	1.2	0.4	10.6	0.73
SR 9/Commerce Dr	0.8	9.0	5.3	2.0	1.2	18.4	1.22
SR 9/Mansell Rd	12.3	35.2	2.5	1.2	0.0	51.1	2.10
Mansell Rd/Houze Rd	0.4	7.4	4.5	4.1	0.4	16.8	1.55

Note: (1) Average accidents per year for the years 2003, 2004 and through the middle of June 2005.

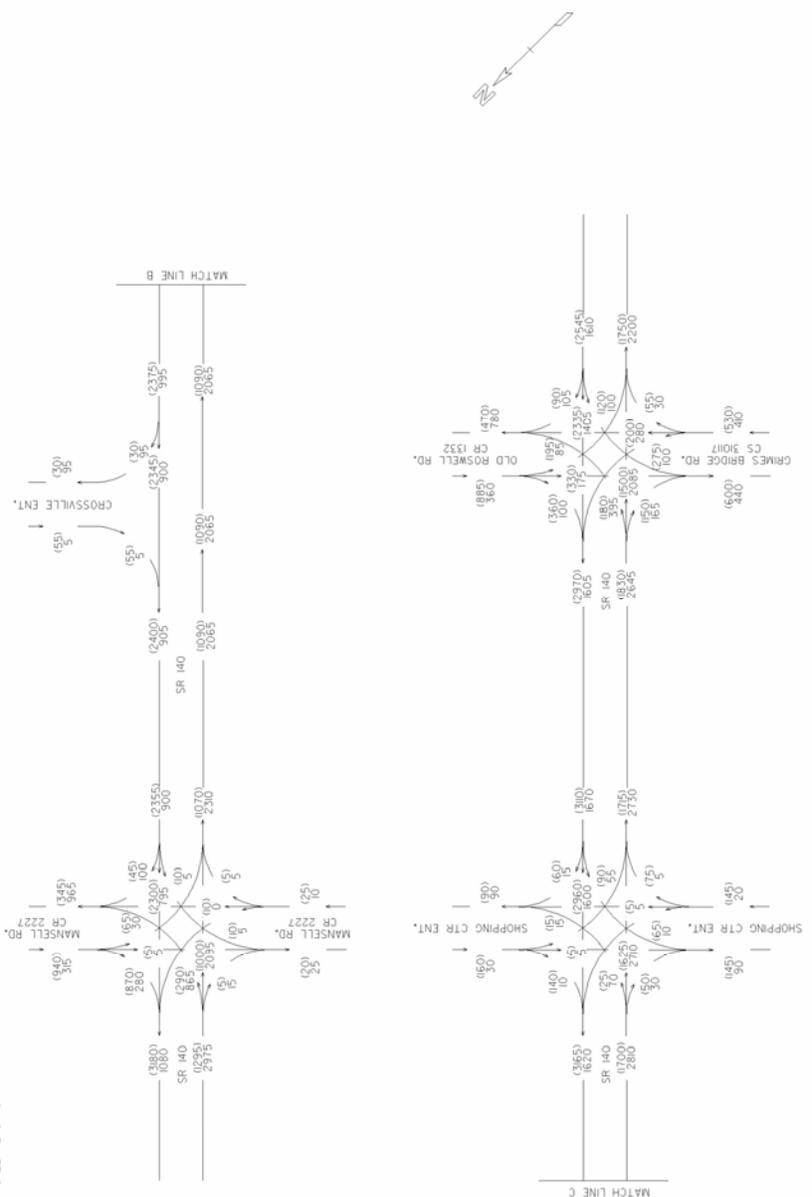


HPP-000-20 (252)
 P.I. # 0000252
 CITY OF ROSWELL, GA
 SR 9 @ SR 140
 2008 AM DHV = 000
 2008 PM DHV = (000)
 24 HR.T = 8.5%
 S.L.L. = 1%
 COMB. = 1%

SHEET 1 OF 6



HPP-000-20 (252)
 P.I. # 0000252
 CITY OF ROSWELL, GA
 SR 9 @ SR 140
 2008 AM DHV = 000
 2008 PM DHV = 000
 24 HR. T = 8.5%
 S.U. = 12%
 COMB. = 12%

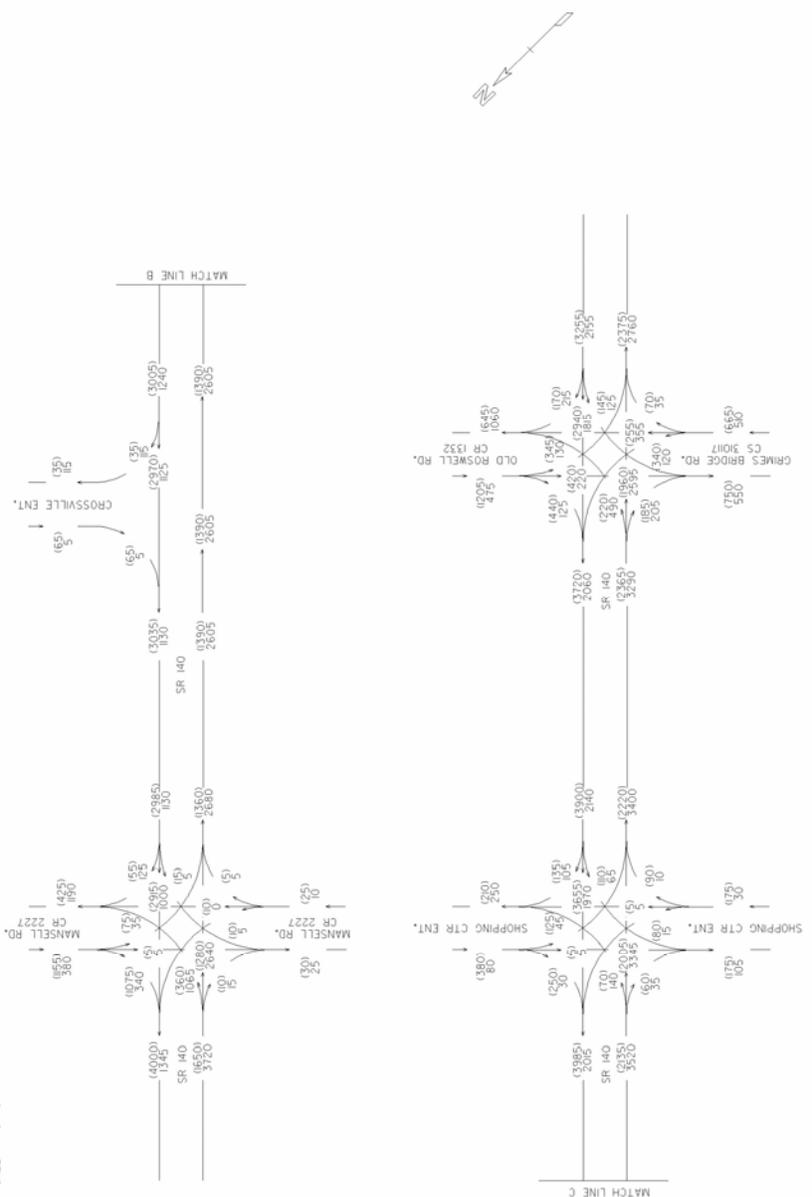


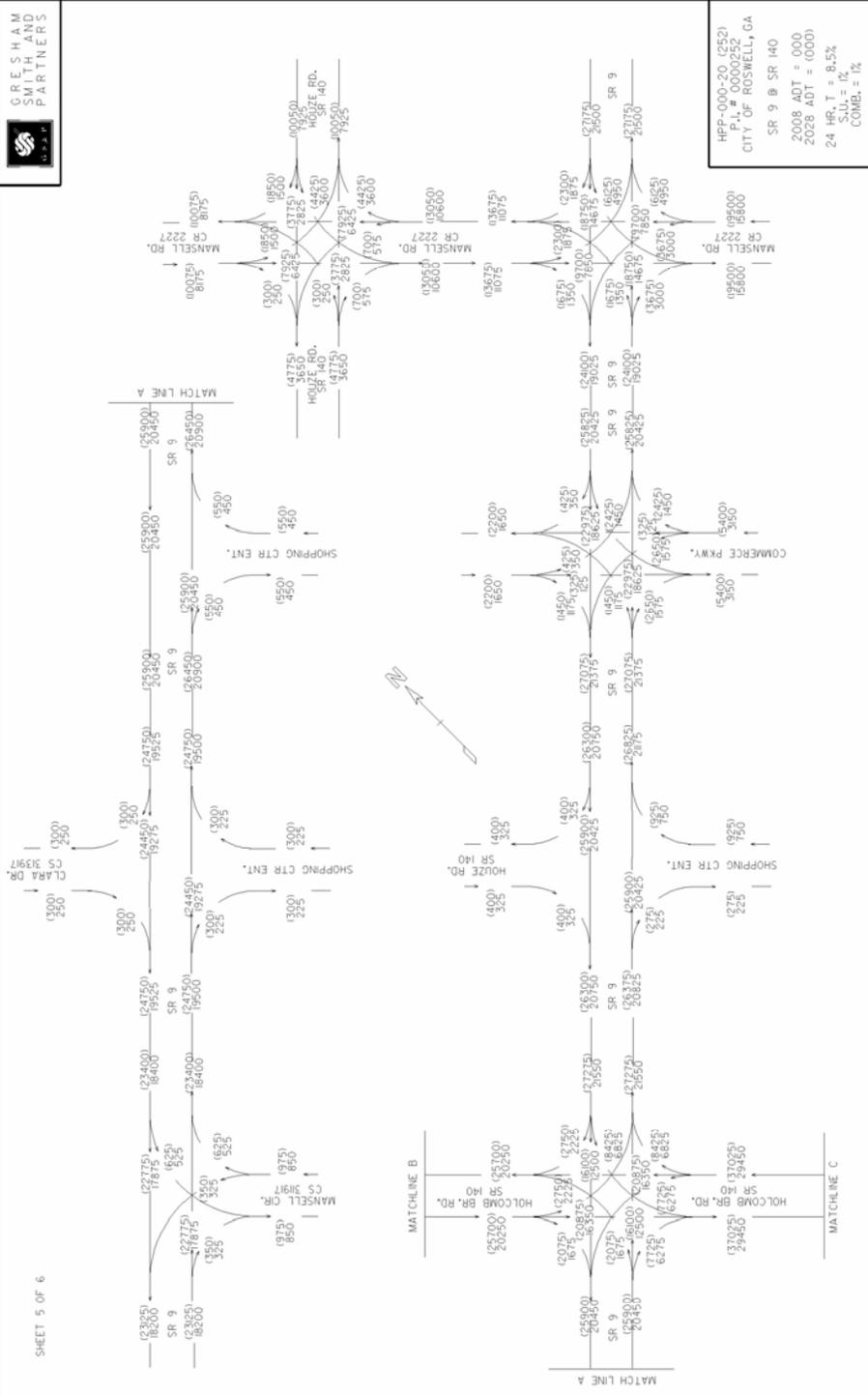
SHEET 2 OF 6



HPP-000-20 (252)
 P.I. # 0000252
 CITY OF ROSWELL, GA
 SR 9 @ SR 140
 2028 AM DHV = 000
 2028 PM DHV = 000
 24 HR, T = 8.5%
 S.U. = 12,
 COMB. = 12

SHEET 4 OF 6



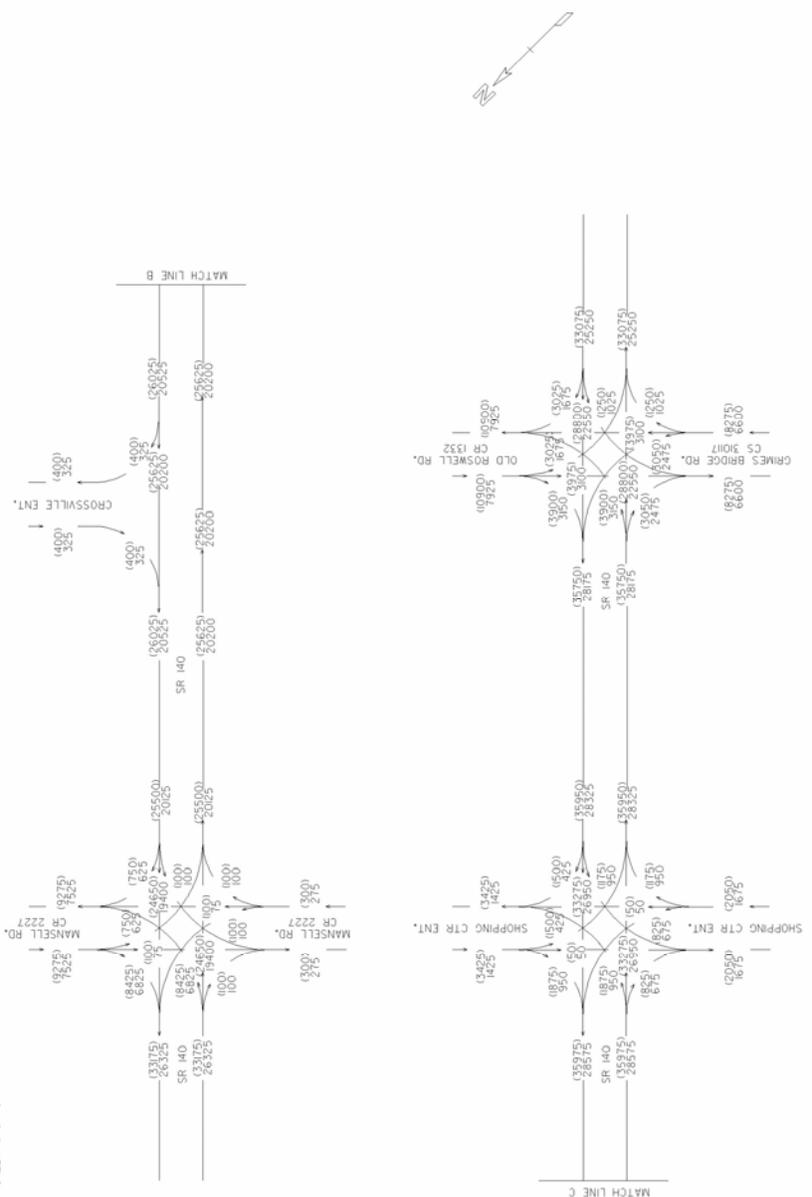


SHEET 5 OF 6



HPP-000-20 (252)
 P.I. # 0000252
 CITY OF ROSWELL, GA
 SR 9 @ SR 140
 2008 ADT = 000
 2028 ADT = (000)
 24 HR. T = 8.5%
 S.U. = 1%
 COMB. = 1%

SHEET 6 OF 6



Capacity Analysis:

Peak hour traffic operations were analyzed at the study area intersections using the methodologies outlined in the 2000 Highway Capacity Manual (HCM). According to the HCM, there are six levels of service (LOS) by which the operational performance of an intersection may be described. These levels of service range between LOS "A" which indicates a relatively free-flowing condition and LOS "E" which indicates traffic operations at or near capacity. LOS "F" represents operational breakdown of the intersection (traffic demand greater than the theoretical capacity of the intersection). Intersection LOS analysis was performed for existing (Year 2005) and Design Year (Year 2027) No Build and Build conditions.

Intersection Levels of Service and Delay at the Study Area Intersections¹

Intersection	Year 2005 Existing				Year 2027 "NoBuild"				Year 2027 "Build"			
	AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak	
	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)
SR 140/Grimes Bridge Rd/Old Roswell Rd	C	24.2	D	46.1	D	41.8	F	112.2	D	42.6	F	110.4
SR 140/Shopping Ctr Ent	F	>200	F	>200	F	>200	F	>200	A	9.5	B	11.8
SR 140/SR 9	E	67.3	F	84.8	F	115.8	F	171.9	F	101.4	F	151.9
SR 92/Crossville Ent	A	9.0	B	10.8	A	8.9	B	10.9	A	8.9	B	11.0
SR 92/Mansell Rd	B	17.8	B	20.0	C	23.4	D	36.5	B	17.0	C	26.8
SR 9/Mansell Cir	F	>200	F	139.3	F	>200	F	>200	A	4.8	A	4.7
SR 9/Clara Dr	F	77.1	F	>200	F	>200	F	>200	F	>200	F	>200
SR 9/Shopping Ctr Ent	F	51.1	F	>200	F	157.6	F	>200	B	13.4	B	14.6
SR 9/Houze Rd	C	18.3	D	25.5	D	30.9	E	42.0	NA	NA	NA	NA
SR 9/Commerce Dr	A	4.2	A	6.2	A	8.5	C	22.1	D	38.0	C	20.1
SR 9/Mansell Rd	E	57.7	E	63.9	F	123.0	F	118.9	F	116.7	F	112.2
Mansell Rd/Houze Rd	B	18.6	B	19.8	C	25.5	C	31.8	C	26.5	C	34.5

Note: (1) Delay at signalized intersections is the average for the entire intersection. Delay at unsignalized intersections is for the worst approach on the side street. The main street typically operates at LOS A or B.

As shown in the table above currently six (6) study area intersections operate at LOS E or F in either the A.M. or P.M. peak hour. In the Year 2027 with no improvements, eight (8) intersections are projected to operate at LOS E or F. With the proposed improvements, four (4) intersections are projected to operate at LOS E or F. Of the four (4) intersections projected to operate at LOS E or F, two (2) show significant reductions in delay (SR 140/SR 9 and SR 9/Mansell Road). At the other two (2) intersections, the delay will stay approximately the same with the proposed roadway improvements (SR 140/Grimes Bridge Road/Old Roswell Road and SR 9/Clara Drive).

Minutes of Initial Concept Meeting:



G R E S H A M
S M I T H A N D
P A R T N E R S

December 8, 2006

MEETING NOTES

**Intersection Improvements to
SR 92/SR 140 (Holcomb Bridge Road/Crossville Road) at
SR 9/SR 120 (Alpharetta Hwy/Houze Road)
HPP-0000-00(252)
PI NO. 0000252
FULTON COUNTY, GA
GS&P Project No. 24020**

MEETING DATE: December 6, 2006

PARTICIPANTS: Nicoe Alexander – GDOT/Urban Design
Darrell Richardson – GDOT/Urban Design
Ken Werho – GDOT/Traffic Safety and Design
Margaret Reitz – GDOT/Urban Design
Terry McCollister – GDOT/Right of Way
Amber Perkins – GDOT/OEL
Clyde Cunningham – GDOT/District 7 Utilities
Harris Robinson – City of Roswell, Transportation Dept.
Fred Harmon – City of Roswell
Jody Braswell – GS&P
Brian O'Connor – GS&P
Jay Bockisch – GS&P
Linda Edwards – Edwards-Pitman
Josh Earhart – Edwards-Pitman

DISCUSSION: CONCEPT TEAM MEETING

The concept team meeting was held to receive input on the concept report to be submitted for approval. Nicoe Alexander, GDOT/Urban, opened the meeting and led introductions. The following items were discussed:

GS&P introduced the project and presented the need and purpose for the project. This project will add a raised median on SR9/SR120 and add dual lefts to all movements with the exception of northbound SR9/Alpharetta Highway onto westbound SR92/Holcomb Bridge Road. This project is needed due to the increased volumes expected through this intersection.

GS&P further described the existing and proposed layout of the project. There are currently 4 through lanes on SR9/SR 120/Alpharetta Highway and 6 through lanes on SR92/SR 140/Holcomb Bridge Road. The number of through lanes will remain, but the

Design Services For The Built Environment



MEETING NOTES
SR 9/SR 120 @ SR 140/SR 92 INTERSECTION IMPROVEMENTS
GS&P Project No. 24020
December 6, 2006

Page 2

lane widths will be reduced to 11-foot lanes to minimize the right-of-way impacts caused but the widening for the turn lanes. There is a significant cost reduction from \$31 million to \$360,000 dollars with the lane width reduction. A design variance is being included as part of the concept report for the reduction of the lanes from 12 feet to 11 feet.

A design exception is also included in the concept report for stopping sight distance on Clara Drive that does not meet minimum criteria. This intersection will be made right-in/right-out with the addition of the raised median that will improve its operation. There is a future City of Roswell project that will connect the west end of Clara Drive to SR92/Holcomb Bridge Road across from Mansell Road.

Terry McCollister, GDOT/RW, questioned the number of impacted parcels and displacements listed in the concept report. GS&P stated that these numbers are no longer accurate and would be revised. There are now 10 parcels impacted and no displacements proposed as part of the new concept.

Ken Warho, GDOT/TS&D, recommended that the signal installation cost be raised to \$150,000 for the cost estimate due to the size of the intersection. The City of Roswell stated that they are currently installing red-light cameras at this intersection that will also need to be replaced. In addition, the city is currently installing a traffic signal intersect along SR92/SR140 to the east all the way to the SR400 interchange. Darrell Richardson, GDOT/Urban, expressed concerns about the length of the mast arms to be used for this signal.

GDOT Environmental and GDOT Planning had no comments or concept modifications.

GDOT stated that comments would be provided to GS&P to address to revise the concept report and resubmit. GS&P will make these revisions and resubmit the concept report for final approval. This project is scheduled for R/W approval in fiscal 2007 with construction scheduled to begin in July 2008.

This represents our understanding of the items discussed at this meeting. If you have any questions or comments concerning any of the information contained herein, please contact me.

Prepared by: Brian O'Connor, P.E.

AGREEMENT
BETWEEN
DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
AND
The City of Roswell, GEORGIA
FOR
SR 9/SR 120/Alpharetta Highway

This AGREEMENT is made and entered into this 24th day of May, 2004 by and between the DEPARTMENT OF TRANSPORTATION, an agency of the State of Georgia, hereinafter called the "DEPARTMENT", and The CITY of ROSWELL, GEORGIA, acting by and through its Mayor and City Council, hereinafter called the "CITY".

WHEREAS, the CITY has represented to the DEPARTMENT a desire to improve the transportation facility described as SR 9/SR 120/Alpharetta Highway from Holcomb Bridge Road to Houze Road, HPP-0000-00(252), P.I. no. 0000252, hereinafter referred to as the "PROJECT"; and

WHEREAS, the CITY has represented to the DEPARTMENT a desire to participate in certain activities of the PROJECT as set forth in this AGREEMENT, and the DEPARTMENT has relied upon such representations; and

WHEREAS, the DEPARTMENT has expressed a willingness to participate in certain activities of the PROJECT as set forth in this AGREEMENT.

THEREFORE, in consideration of the mutual promises made and of the benefits to flow from one to the other, the DEPARTMENT and the CITY hereby agree each with the other as follows:

1. The CITY shall contribute to the PROJECT by funding 20% of the PROJECT costs of the preconstruction engineering (design) activities up to Two Hundred Thousand dollars (\$200,000.00), 100% of the preconstruction engineering costs above \$200,000.00; 20% of the PROJECT right of way acquisition costs up to Three Hundred Thousand dollars (\$300,000.00), 100% of the right of way acquisition costs above \$300,000.00; 20% of the PROJECT construction costs up to Two Million dollars (\$2,000,000.00), 100% of the construction costs above \$2,000,000.00 and 100% of all utility relocation costs.

2. The DEPARTMENT shall contribute to the PROJECT by funding 80% of the PROJECT costs of the preconstruction engineering up to Two Hundred Thousand dollars (\$200,000.00), 80% of the PROJECT right of way acquisition costs up to Three Hundred Thousand dollars (\$300,000.00) and 80% of the PROJECT construction costs up to Two Million dollars (\$2,000,000.00). The DEPARTMENT may use funds of the DEPARTMENT, funds apportioned to the DEPARTMENT by the Federal Highway Administration, hereinafter referred to as the "FHWA", under Title 23, United States Code, Section 104, or a combination of funds from any of the above sources; subject to those certain conditions set forth in this AGREEMENT.

3. The CITY shall be responsible for all costs for the continual maintenance and the continual operations of any and all sidewalks and the grass strip between the curb and gutter and the sidewalk within the PROJECT limits.

4. The CITY shall Certify that the provisions of Section 36-81-7 of the official Code of Georgia Annotated, relating to the "Requirements of Audits" are complied with in full such that:

a. Each Unit of local government having a population in excess of 1,500 persons or expenditures of \$175,000.00 or more shall provide for and cause to be made an annual audit of the financial affairs and transactions of all funds and activities of the local government for each fiscal year of the local government.

b. The governing authority of each local unit of government not included above shall provide for and cause to be made the audit required not less often than once every two fiscal years.

c. The governing authority of each local unit of government having expenditures of less than \$175,000.00 in that government's most recently ended fiscal year may elect to provide for and cause to be made, in lieu of the biennial audit, an annual report of agreed upon procedures for that fiscal year.

d. A copy of the report and any comments made by the state auditor shall be maintained as a public record for public inspection during the regular working hours at the principal office of the local government. Those units of local government not having a principal office shall provide notification to the public as to the location of and times during which the public may inspect the report.

5. The CITY shall accomplish all of the design activities for the PROJECT. The design activities shall be accomplished in accordance with the DEPARTMENT's Plan Development Process, the applicable guidelines of the American Association of State Highway and Transportation Officials, hereinafter referred to as "AASHTO", the DEPARTMENT's Standard Specifications Construction of Roads and Bridges, the DEPARTMENT's Plan Presentation Guide, PROJECT schedules, and applicable guidelines of the DEPARTMENT. The CITY's responsibility for design shall include, but is not limited to the following items:

a. Prepare the PROJECT concept report in accordance with the format used by the DEPARTMENT. The concept for the PROJECT shall be developed to accommodate the future traffic volumes as generated by the CITY as provided for in paragraph 5b and approved by the DEPARTMENT. The concept report shall be approved by the DEPARTMENT prior to the CITY beginning further development of the PROJECT plans. It is recognized by the parties that the approved concept may be modified by the CITY as required by the DEPARTMENT and reapproved by the DEPARTMENT during the course of design due to public input, environmental requirements, or right of way considerations.

b. Develop the PROJECT's base year (year facility is expected to be open to traffic) and design year (base year plus 20 years) traffic volumes. This shall include average daily traffic (ADT) and morning (am) and evening (pm) peak hour volumes. The traffic shall show all through and turning movement volumes at intersections for the ADT and peak hour volumes and shall indicate the percentage of trucks expected on the facility.

c. Validate (check and update) the approved PROJECT concept and prepare a PROJECT Design Book for approval by the DEPARTMENT prior to the beginning of preliminary plans.

d. Prepare environmental studies, documentation, and reports for the PROJECT that show the PROJECT is in compliance with the provisions of the National Environmental Protection Act and Georgia Environmental Protection Act, as appropriate to the PROJECT funding. This shall include any and all archaeological, historical, ecological, air, noise, underground storage tanks (UST), and hazardous waste site studies required. The CITY shall submit to the DEPARTMENT all environmental documents and reports for review and approval by the DEPARTMENT and the FHWA.

e. Prepare all public hearing and public information displays and conduct all required public hearings and public information meetings in accordance with DEPARTMENT practice.

f. Perform all surveys, mapping, and soil investigation studies needed for design of the PROJECT.

g. Perform all work required to obtain project permits, including, but not limited to, US Army Corps of Engineers 404 and Federal Emergency Management Agency (FEMA) approvals. These efforts shall be coordinated with the DEPARTMENT.

h. Prepare the PROJECT's drainage design including erosion control plans and the development of the hydraulic studies for the Federal Emergency Management Agency Floodways and acquisition of all necessary permits associated with the drainage design.

i. Prepare traffic studies, preliminary construction plans including a cost estimate for the Preliminary Field Plan Review, preliminary and final utility plans, preliminary and final right of way plans, staking of the required right of way, and final construction plans including a cost estimate for the Final Field Plan Review; erosion control plans, lighting plans, traffic handling plans, and construction sequence plans and specifications including special provisions for the PROJECT.

j. Provide certification, by a Georgia Registered Professional Engineer, that the construction plans have been prepared under the guidance of the professional engineer and are in accordance with AASHTO and DEPARTMENT guidelines.

k. Failure of the CITY to follow the DEPARTMENT's Plan Development Process will jeopardize the use of Federal funds in some or all of the categories outlined in this AGREEMENT, and it shall be the responsibility of the COUNTY to make up the loss of that funding.

6. All Primary Consultant firms hired by the CITY to provide services on the PROJECT shall be prequalified with the DEPARTMENT in the appropriate area-classes. The DEPARTMENT shall, on request, furnish the CITY with a list of prequalified consultant firms in the appropriate area-classes.

7. The PROJECT construction and right of way plans shall be prepared in English units.

8. All drafting and design work performed on the project shall be done utilizing Microstation and CAICE software respectively, and shall be organized as per the Department's guidelines on electronic file management.

9. The DEPARTMENT shall review and has approval authority for all aspects of the PROJECT. The DEPARTMENT will work with the FHWA to obtain all needed approvals with information furnished by the CITY.

10. The CITY shall be responsible for the design of all bridge(s) and preparation of any required hydraulic and hydrological studies within the limits of this PROJECT in accordance with the DEPARTMENT's policies and guidelines. The CITY shall perform all necessary survey efforts in order to complete the design of the bridge(s) and prepare any required hydraulic and hydrological studies. The final bridge plans shall be incorporated into this PROJECT as a part of this AGREEMENT.

11. The CITY shall follow the DEPARTMENT's procedures for identification of existing and proposed utility facilities on the PROJECT. These procedures, in part, require all requests for existing, proposed, or relocated facilities to flow through the DEPARTMENT's Project Liaison and the District Utilities Engineer.

12. The CITY shall address all railroad concerns, comments, and requirements to the satisfaction of the DEPARTMENT.

13. Upon the CITY's determination of the rights of way required for the PROJECT and the approval of the right of way plans by the DEPARTMENT, the necessary rights of way for the PROJECT shall be acquired by the CITY. Right of way acquisition shall be in accordance with the law and the rules and regulations of the FHWA including, but not limited to, Title 23, United States Code; 23 CFR 710, et. seq., and 49 CFR Part 24, and the rules and regulations of the DEPARTMENT. Failure of the COUNTY to follow these requirements may result in the loss of Federal funding for the PROJECT and it will be the responsibility of the CITY to make up the loss of that funding. All required right of way shall be obtained and cleared of obstructions, including underground storage tanks, prior to advertising the PROJECT for bids. The COUNTY shall further be responsible for making all changes to the approved right of way plans, as deemed necessary by the DEPARTMENT, for whatever reason, as needed to purchase the right of way or to match actual conditions encountered.

14. Upon completion and approval of the PROJECT plans, certification that all needed rights of way have been obtained and cleared of obstructions, and certification that all needed permits for the PROJECT have been obtained by the COUNTY, the PROJECT shall be let for construction by the DEPARTMENT. The DEPARTMENT shall be solely responsible for securing and awarding the construction contract for the PROJECT.

15. The CITY shall review and make recommendations concerning all shop drawings prior to submission to the DEPARTMENT. The DEPARTMENT shall have final authority concerning all shop drawings.

16. The CITY agrees that all reports, plans, drawings, studies, specifications, estimates, maps, computations, computer diskettes and printouts, and any other data prepared under the terms of this AGREEMENT shall become the property of the DEPARTMENT. This data shall be organized, indexed, bound, and delivered to the DEPARTMENT no later than the advertisement of the PROJECT for letting. The DEPARTMENT shall have the right to use this material without restriction or limitation and without compensation to the CITY.

17. The CITY shall be responsible for the professional quality, technical accuracy, and the coordination of all designs, drawings, specifications, and other services furnished by or on behalf of the CITY pursuant to this AGREEMENT. The CITY shall correct or revise, or cause to be corrected or revised, any errors or deficiencies in the designs, drawings, specifications, and other services furnished for this PROJECT. Failure by the CITY to address the errors or deficiencies within 30 days shall cause the CITY to assume all responsibility for construction delays caused by the errors and deficiencies. All revisions shall be coordinated with the DEPARTMENT prior to issuance. The CITY shall also be responsible for any claim, damage, loss or expense that is attributable to negligent acts, errors, or omissions related to the designs, drawings, specifications, and other services furnished by or on behalf of the CITY pursuant to this AGREEMENT.

18. Both the CITY and the DEPARTMENT hereby acknowledge that time is of the essence and both parties shall adhere to the priorities established in the approved Transportation Improvement Program/State Transportation Improvement Program (TIP/STIP) or earlier. Furthermore, all parties shall adhere to the detailed project schedule, as approved by the DEPARTMENT. In the completion of respective commitments contained herein, if a change in the schedule is needed, the DEPARTMENT shall have final authority. If, for any reason, the CITY does not produce acceptable deliverables at the milestone dates defined in the current TIP/STIP, or in the approved schedule, the DEPARTMENT reserves the right to delay the project's implementation until funds can be re-identified for construction or right of way, as applicable.

19. This AGREEMENT is made and entered into in FULTON COUNTY, Georgia, and shall be governed and construed under the laws of the State of Georgia. The covenants herein contained shall, except as otherwise provided, accrue to the benefit of and be binding upon the successors and assigns of the parties hereto.

IN WITNESS WHEREOF, the DEPARTMENT and the CITY have caused these presents to be executed under seal by their duly authorized representatives.

RECOMMENDED:

City of Roswell, Georgia

James B. Buchan ¹⁹⁸³
State Urban Design Engineer

BY: J. Woolf
Mayor
City of Roswell, Georgia

Shannon R. Johnson
Director of Preconstruction

Signed, sealed and delivered this 26th day of April, 2004 in the presence of:

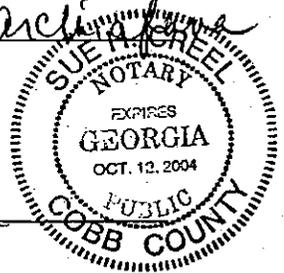
Paul V. Mullins
Chief Engineer

Janette R. Marciniak
City of Roswell, Georgia

DEPARTMENT OF TRANSPORTATION

BY: George E. East
Commissioner

Alice H. Greel
Notary Public



ATTEST: [Signature]
Treasurer

This Agreement approved by the Roswell City Council at a meeting held at

this 19th day of April, 2004

REVIEWED AS TO LEGAL FORM:

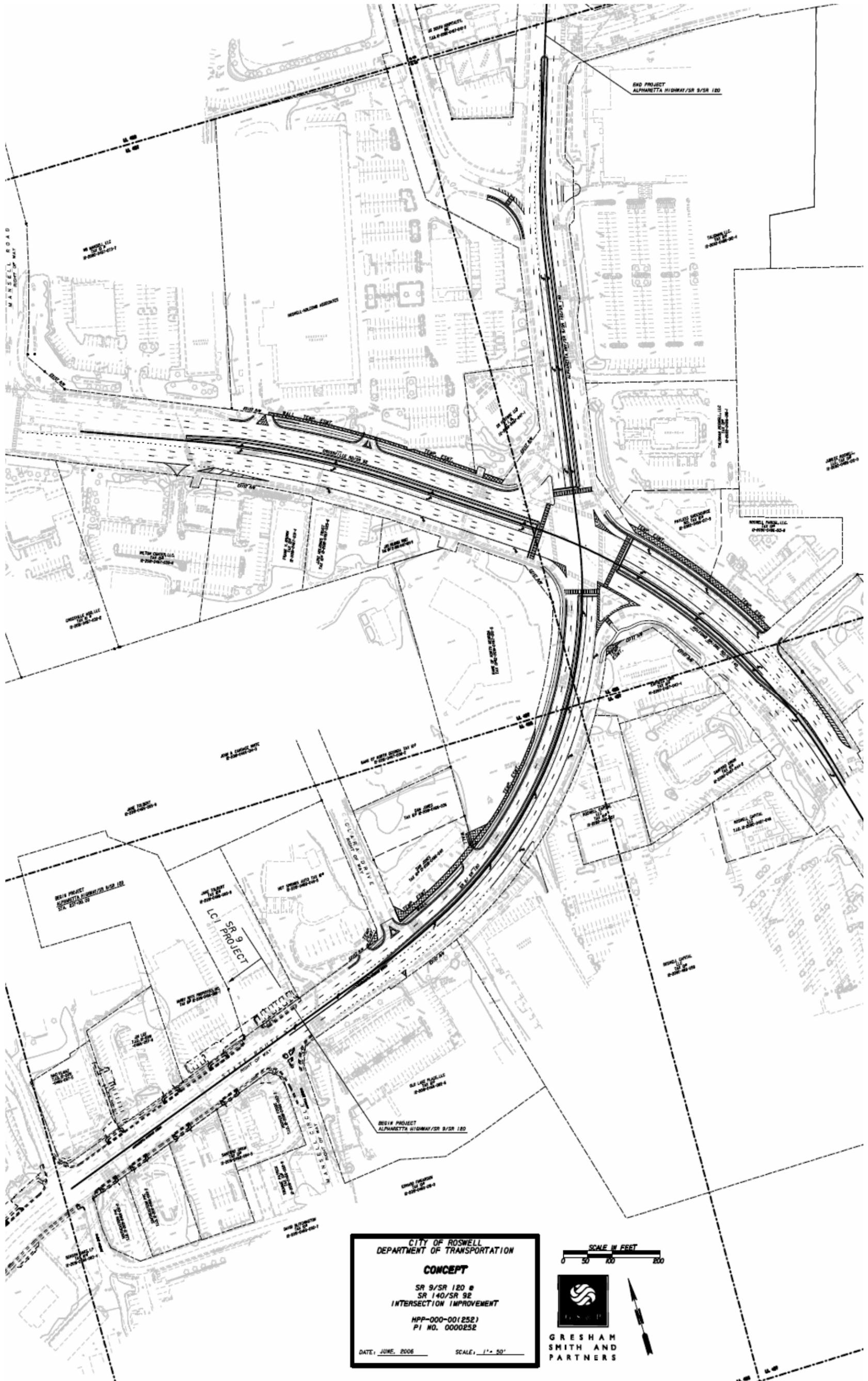
Approved as to form:
[Signature]
City Attorney

[Signature]
Office of Legal Services

PRE-AWARD EXAMINATION

- No Pre-Award Examination Performed
- No Audit Findings Reported

By: [Signature]
Date: 5-12-04



CITY OF ROSWELL
DEPARTMENT OF TRANSPORTATION

CONCEPT

SR 9/SR 120 &
SR 140/SR 92
INTERSECTION IMPROVEMENT

HPP-000-00(252)
PI NO. 0000252

DATE: JUNE, 2006 SCALE: 1" = 50'

SCALE IN FEET
0 50 100 200



GRESHAM
SMITH AND
PARTNERS

NOTICE OF LOCATION AND DESIGN APPROVAL

PROJECT HPP-0000-00(252) FULTON COUNTY

P. I. NUMBER 0000252

Notice is hereby given in compliance with Georgia Code 22-2-109 that the Georgia Department of Transportation has approved the Location and Design of this project.

The date of location approval is

Project HPP-0000-00(252) is the proposed intersection improvements to SR 92 (Crossville Road)/SR 140 (Holcomb Bridge Road) and SR 9 (Alpharetta Highway) / SR 120 (Alpharetta Highway/Houze Road) . The proposed project length consists of approximately 0.38 miles along SR 92/Crossville Road/SR 140/Holcomb Bridge Rd., beginning at mile log 74.46 on SR 92 and ending at mile log 6.86 on SR 140 and 0.45 miles along SR 9/SR 120/Alpharetta Hwy, beginning at mile log 20.35 and ending at 20.80. The project is within Land Lots 466, 467, 486, and 487, 1st District, 2nd Section, City of Roswell, Fulton County, Georgia.

The project limits begin at the intersection of Mansell Circle and SR 9 extending north along SR 9 to the intersection of Commerce Parkway. Improvements to SR 9 include the addition of turn lanes, a raised concrete median and shoulder improvements. The project also includes improvements to SR 140/92 beginning at the intersection of Mansell Extension and SR 92 and extending to the intersection of the Roswell Mall entrance on SR 140 (Holcomb Bridge Road). The proposed improvements consist of the addition of turn lanes and shoulder improvements.

Drawings or maps or plats of the proposed project, as approved, are on file and are available for public inspection at the Georgia Department of Transportation:

Jeff Woodward
jeff.woodward@dot.state.ga.us
862 Barnes Mill Road, Marietta, GA 30062
Telephone: (770) 528-3238 / 3416
Fax: (770) 528-5506

Any interested party may obtain a copy of the drawings or maps or plats or portions thereof by paying a nominal fee and requesting in writing to:

Albert Shelby
Office of Urban Design
albert.shelby@dot.state.ga.us
No. 2 Capitol Square, SW
Atlanta, Georgia 30334
404-656-5440

Any written request or communication in reference to this project or notice SHOULD include the Project and P. I. Numbers as noted at the top of this notice.

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENTAL CORRESPONDENCE

FILE HPP-0000-00(252), Fulton County
0000252

OFFICE Urban Design
DATE February 23, 2006

FROM: James B. Buchan, P.E., State Urban Design Engineer
TO: Brian Summers, P.E., Project Review Engineer
SUBJECT: Request for Design Exception

Approval of a Design Exception is requested for this project.

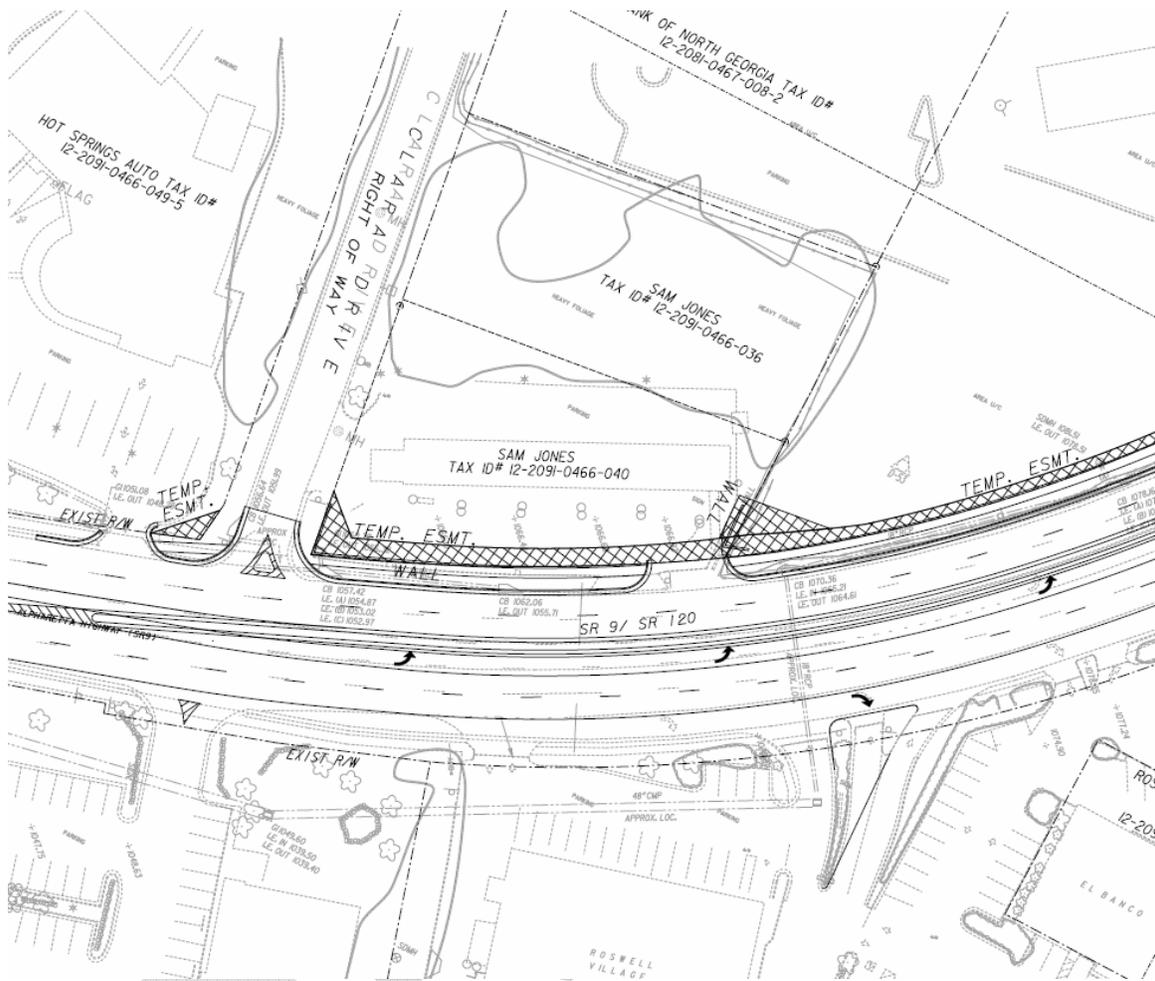
Project Description

Project HPP-0000-00(252) proposes to add turn lanes and a varying width raised median from the intersection of Mansell Circle and SR 9 extending north along SR 9 to the intersection of Commerce Parkway and the intersection of Mansell Extension and SR 92 through the SR 9 intersection to the intersection of Roswell Mall entrance on SR 140. The length of the proposed project is approximately 0.45 miles along SR 9/SR 120 and 0.38 miles along SR 92/SR 140.

The proposed typical section for SR 9/SR 120 consists of four- 11 foot travel lanes, two 11 foot left turn lanes southbound, an 11 foot left turn lane northbound, an 11 foot right turn lane northbound, a varying width raised median and 12-16 foot shoulders, which consist of 2.5 foot curb and gutter, 5 foot sidewalk and 4.5- 8.5 foot grassed on each side. The typical section for SR 92/SR 140 will consist of six-11 foot travel lanes, two 11 foot left turn lanes, an 11 foot right turn lane, a varying width raised median and 12-16 foot shoulders, which consist of 2.5 foot curb and gutter, 5 foot sidewalk and 4.5-8.5 foot grassed on each side. The design speed for SR 9/SR 120 and SR 92/SR 140 is 45 mph.

Design Exception

Approval of a design exception is requested due to stopping sight distance that does not meet minimum criteria at the Clara Drive and SR 9/120 intersection due to an existing earth berm in front of a car wash on the NW corner. The minimum stopping sight distance for a design speed of 45 mph is 360 ft and the existing stopping sight distance is approximately 100 ft. Modifying the existing slope to provide for the proper sight distance would require substantial right of way from the car wash, likely resulting in the loss of the business. A future connector road is planned on the west side of Clara Drive as part of the Transportation Master Plan for the City of Roswell. This future roadway would tie to Clara Drive and allow the closing of the intersection with SR 9/120 and is listed in the short term work program to be completed in the next five years.



SR 9/120 at Clara Drive

Traffic Summary

The current and future traffic data and traffic diagrams with all traffic data are attached.

Accident data at the SR 140/SR 9 and SR 9/Clara Drive intersection for the years 2003, 2004 and part of 2005 was provided by the City of Roswell. The City of Roswell provided the data summarized by type of accident and the direction of the accident. As shown in the Table below there has been approximately 100 accidents per year at the SR 140/SR 9 intersection, with an accident rate of 2.29 accidents per million entering vehicles. There have been approximately 13 accidents per year at the SR 9/Clara Drive intersection, with an accident rate of 0.94 accidents per million entering vehicles.

Intersection	Average Accidents Per Year ¹						Accidents/ Million Entering Vehicles
	Sideswipe	Rear End	Right Angle	Left Turn	Other	Total	
SR 140/Grimes Bridge Rd/Old Roswell Rd	4.9	13.1	1.6	4.1	1.6	25.3	1.03
SR 140/SR 9	7.8	78.5	3.3	9.4	1.6	100.6	2.92
SR 92/Crossville Ent	1.2	1.2	0.0	0.8	0.0	3.3	0.22
SR 92/Mansell Rd	2.0	56.8	1.6	4.9	0.8	66.2	3.59
SR 9/Clara Dr	0.4	3.3	6.1	2.5	0.4	12.7	0.94
SR 9/Shopping Ctr Ent	2.0	0.8	16.8	8.6	0.0	28.2	1.97
SR 9/Houze Rd	0.8	6.5	1.6	1.2	0.4	10.6	0.73
SR 9/Commerce Dr	0.8	9.0	5.3	2.0	1.2	18.4	1.22
SR 9/Mansell Rd	12.3	35.2	2.5	1.2	0.0	51.1	2.10
Mansell Rd/Houze Rd	0.4	7.4	4.5	4.1	0.4	16.8	1.55

Note: (1) Average accidents per year for the years 2003, 2004 and through the middle of June 2005.

A review of the accident data at the SR 9/Clara Drive intersection indicates that there have been approximately 2.5 northbound rear end accidents per year. There have been approximately two (2) eastbound right angle and left turn accidents per year at this intersection. A portion of these accidents may be attributable to the substandard intersection sight distance for the eastbound approach at this intersection, however due to summary data provided, the exact number cannot be determined.

Current Guidelines Cannot be Met

The current guidelines cannot be met because due to high right of way impacts and costs.

Costs

The project concept was originally designed to modify the existing intersection of SR 9 at Clara Drive to improve the stopping sight distance. However, a conceptual layout of the revised slopes to remove the earth berm led to a substantial right of way take from the car wash at Clara Drive. The car wash would likely be lost due to this at an estimated preliminary right of way cost of \$1,687,000.00. By eliminating the redesigned slopes, the right of way impacts were greatly reduced, and a new right of way cost estimate was prepared and is estimated at \$68,000.00, a savings of \$1,619,000.00. The total cost for the entire project if this exception is approved is \$2,223,320.87.

JBB:MER
Attachments

Approved: _____
Chief Engineer

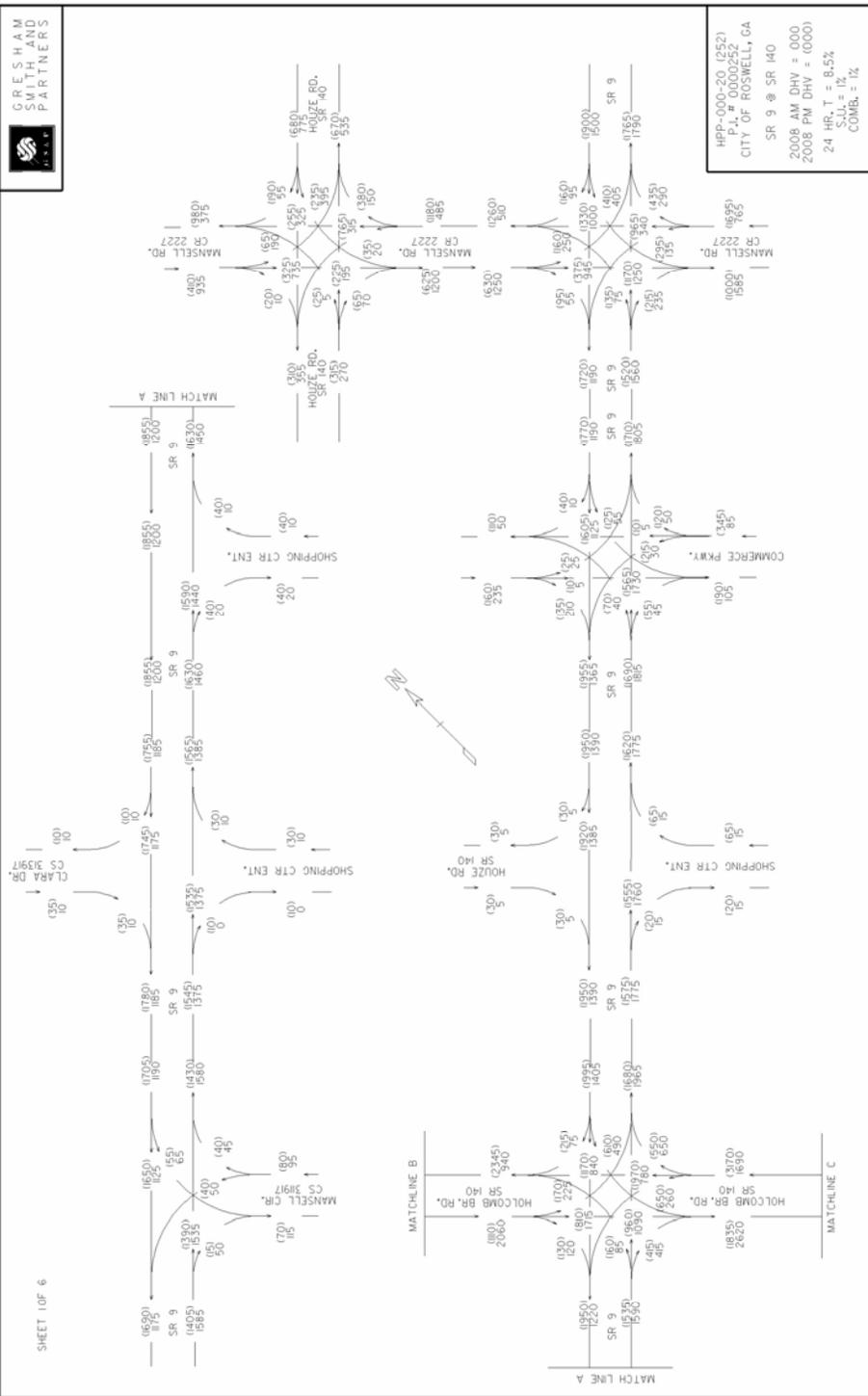
Date

Attachment: Traffic Diagrams



GRESHAM
SMITH AND
PARTNERS

SHEET 1 OF 6

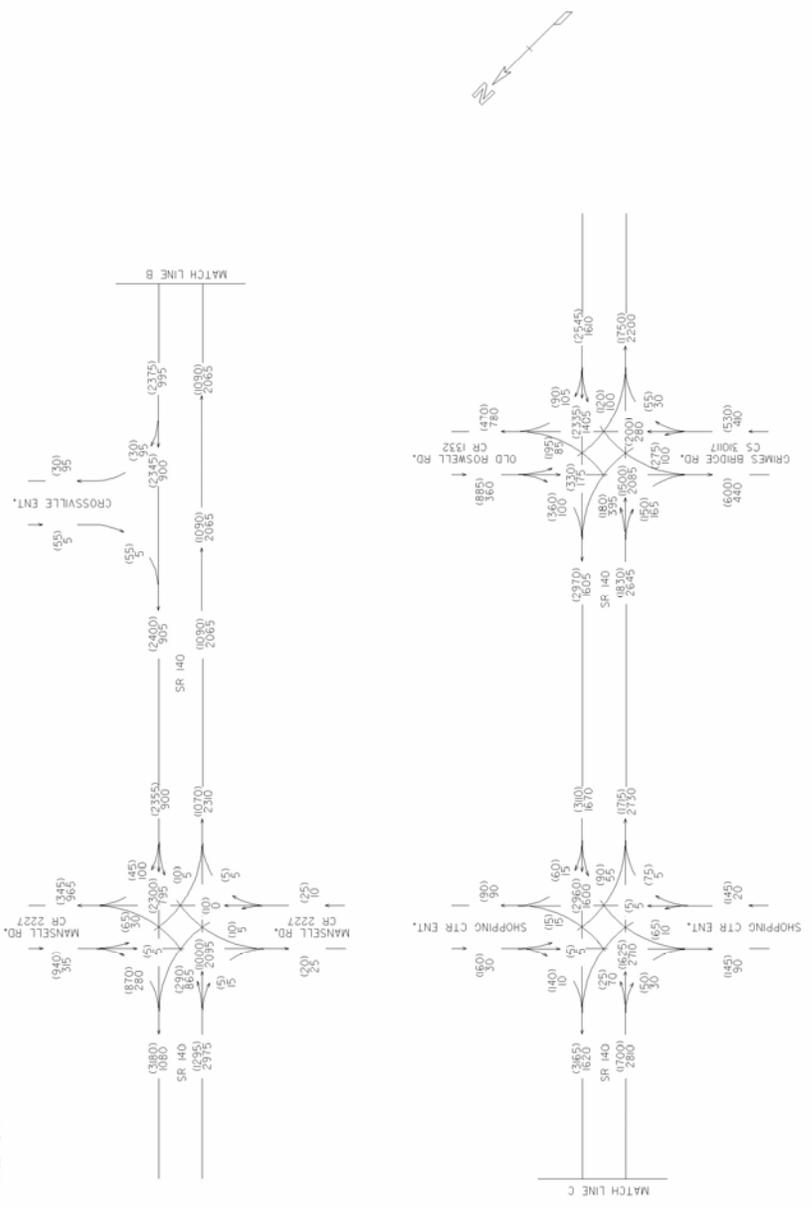


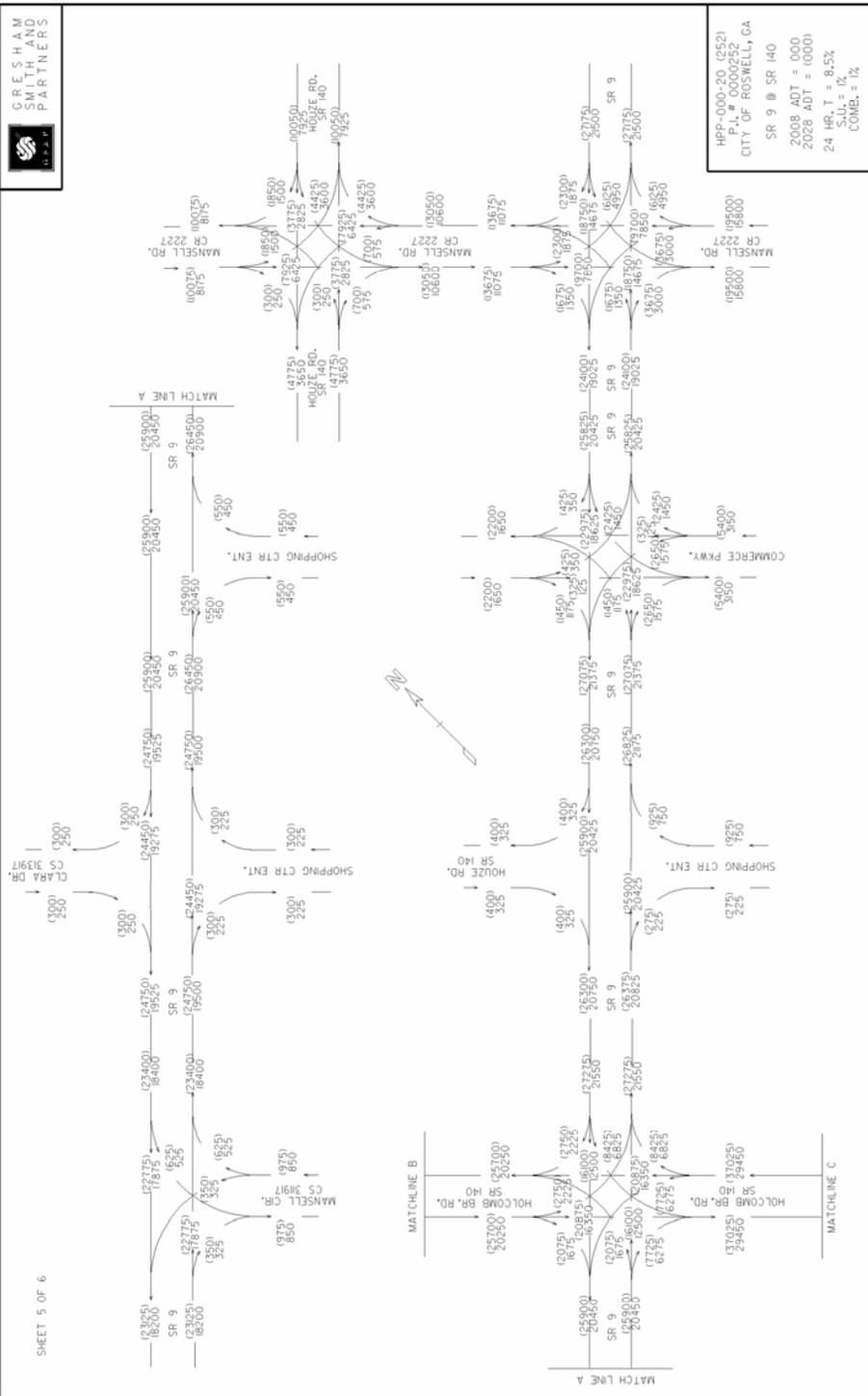
HPP-000-20.12521
P.L.# 0000252
CITY OF ROSWELL, GA
SR 9 @ SR 140
2008 AM DHV = 000
2008 PM DHV = 0000
24 HR, T = 8.5%
S.U. = 1%
COMB. = 1%



HPP-000-20 (252)
P.L.# 0000252
CITY OF ROSWELL, GA
SR 9 @ SR 140
2008 AM.DHV = 000
2008 PM.DHV = 1000
24 HR.T = 8.52
S.U. = 12
COMB. = 12

SHEET 2 OF 6





HPP-000-20 (252)
 P.L.# 0000252
 CITY OF ROSWELL, GA
 SR 9 @ SR 140
 2008 ADT = 000
 2028 ADT = (000)
 24 HR. T = 8.5%
 S.U. = 1%
 COMB. = 1%

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENTAL CORRESPONDENCE

FILE HPP-0000-00(252), Fulton County
0000252

OFFICE Urban Design
DATE February 23, 2007

FROM: James B. Buchan, P.E., State Urban Design Engineer
TO: Brian Summers, P.E., Project Review Engineer
SUBJECT: Request for Design Variance

Approval of a Design Variance is requested for this project.

Project Description

Project HPP-0000-00(252) proposes to add turn lanes and a varying width raised median from the intersection of Mansell Circle and SR 9 extending north along SR 9 to the intersection of Commerce Parkway and the intersection of Mansell Extension and SR 92 through the SR 9 intersection to the intersection of Roswell Mall entrance on SR 140. The length of the proposed project is approximately 0.45 miles along SR 9/SR 120 and 0.38 miles along SR 92/SR 140.

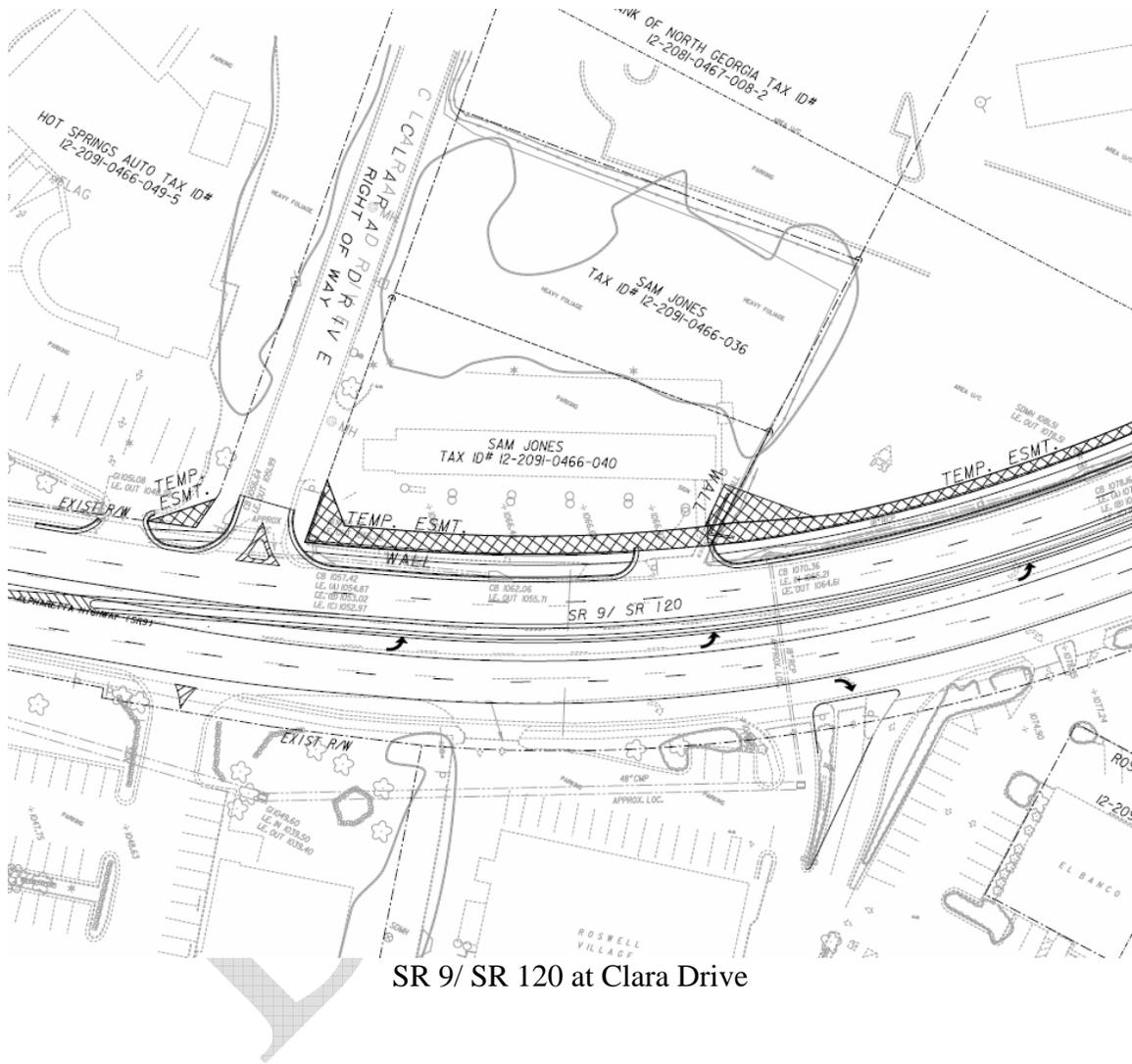
The proposed typical section for SR 9/SR 120 consists of four- 11 foot travel lanes, two 11 foot left turn lanes southbound, an 11 foot left turn lane northbound, an 11 foot right turn lane northbound, a varying width raised median and 12-16 foot shoulders, which consist of 2.5 foot curb and gutter, 5 foot sidewalk and 4.5- 8.5 foot grassed on each side. The typical section for SR 92/SR 140 will consist of six-11 foot travel lanes, two 11 foot left turn lanes, an 11 foot right turn lane, a varying width raised median and 12-16 foot shoulders, which consist of 2.5 foot curb and gutter, 5 foot sidewalk and 4.5-8.5 foot grassed on each side. The design speed for SR 9/SR 120 and SR 92/SR 140 is 45 mph.

Design Variance

Approval of a design variance is requested for the lane widths for the project to be reduced from 12 feet to 11 feet. This variance is necessary to minimize impacts to adjacent properties and reduce right of way costs for the project. The Department is currently designing an LCI project on SR 9/SR 120 south and adjacent to the project (Alpharetta Street Streetscape in City of Roswell – LCI Project STP-0006-00(274), PI 0006274). This LCI project is proposing 11 foot lanes on SR 9/SR 120 throughout the project. Allowing 11 foot lanes for the HPP project would provide a consistent lane width throughout the corridor.

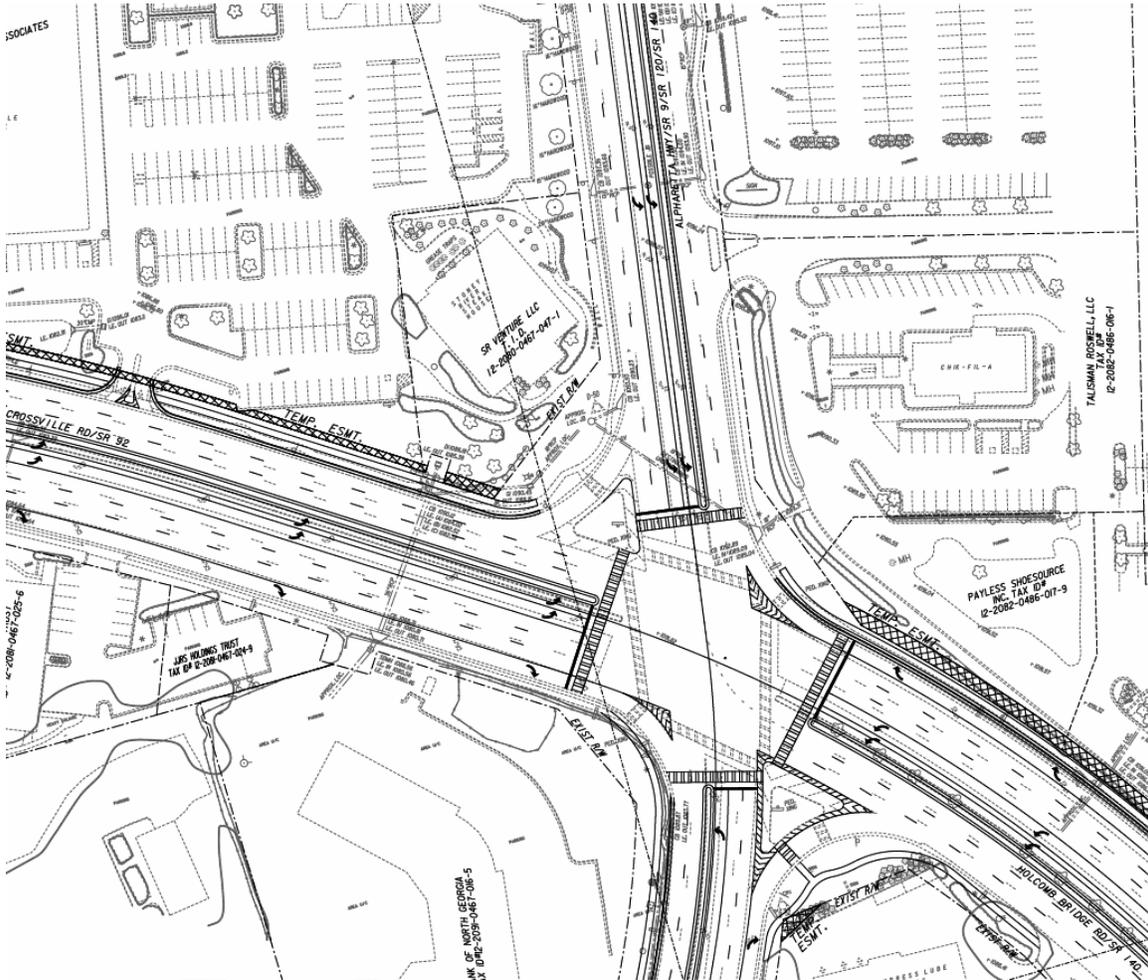
Approval of a design variance is requested to not include a right turn lane on SR 9/120 at Clara Drive. There is an existing self service car wash at the Clara Drive/SR 9/SR 120

intersection. The required right of way for a right turn lane at this location would greatly reduce the internal circulation of the car wash, likely resulting in the loss of the business. This variance is necessary to minimize impacts to adjacent properties and reduce right of way costs for the project.



SR 9/ SR 120 at Clara Drive

Approval of a design variance is requested to not include a right turn lane on SR 9/120 at southbound at SR 92/SR 140 Westbound. There is an existing Stoney River restaurant at the NW corner of this intersection. The building corner is 13 feet from the existing right of way and has landscape and streetscape features on the property. This variance is necessary to minimize impacts to adjacent properties and reduce right of way costs for the project.



SR 9/120 at SR 92/140

Traffic Summary

The current and future traffic data and traffic diagrams with all traffic data are attached.

Accident data at the SR 140/SR 9 and SR 9/Clara Drive intersection for the years 2003, 2004 and part of 2005 was provided by the City of Roswell. The City of Roswell provided the data summarized by type of accident and the direction of the accident. As shown in the Table below there has been approximately 100 accidents per year at the SR 140/SR 9 intersection, with an accident rate of 2.29 accidents per million entering vehicles. There have been approximately 13 accidents per year at the SR 9/Clara Drive intersection, with an accident rate of 0.94 accidents per million entering vehicles.

Intersection	Average Accidents Per Year ¹						Accidents/ Million Entering Vehicles
	Sideswipe	Rear End	Right Angle	Left Turn	Other	Total	
SR 140/Grimes Bridge Rd/Old Roswell Rd	4.9	13.1	1.6	4.1	1.6	25.3	1.03
SR 140/SR 9	7.8	78.5	3.3	9.4	1.6	100.6	2.92
SR 92/Crossville Ent	1.2	1.2	0.0	0.8	0.0	3.3	0.22
SR 92/Mansell Rd	2.0	56.8	1.6	4.9	0.8	66.2	3.59
SR 9/Clara Dr	0.4	3.3	6.1	2.5	0.4	12.7	0.94
SR 9/Shopping Ctr Ent	2.0	0.8	16.8	8.6	0.0	28.2	1.97
SR 9/Houze Rd	0.8	6.5	1.6	1.2	0.4	10.6	0.73
SR 9/Commerce Dr	0.8	9.0	5.3	2.0	1.2	18.4	1.22
SR 9/Mansell Rd	12.3	35.2	2.5	1.2	0.0	51.1	2.10
Mansell Rd/Houze Rd	0.4	7.4	4.5	4.1	0.4	16.8	1.55

Note: (1) Average accidents per year for the years 2003, 2004 and through the middle of June 2005.

A review of the accident data at the SR 140/SR 9 intersection indicates that there have been approximately 12 southbound rear end accidents per year. A portion of these accidents may be attributable to the absence of a southbound right turn lane at this intersection, however due to summary data provided, the exact number cannot be determined.

Current Guidelines Cannot be Met

The current guidelines cannot be met because due to high right of way impacts and costs.

Costs

The project concept was originally designed with 12' lanes. A preliminary right of way cost estimate was estimated at over \$31,040,000.00 for the project. By reducing lane widths to 11 feet and eliminating right turn lanes at SR 9/SR 120 southbound to SR 92/SR 140 Westbound and SR 9/Clara Drive, the right of way impacts were greatly reduced, and a new right of way cost estimate was prepared and is estimated at \$350,000.00, a savings of \$30,690,000.00. The total cost for the entire project if these variances are approved is \$2,223,320.87.

JBB:MER
Attachments

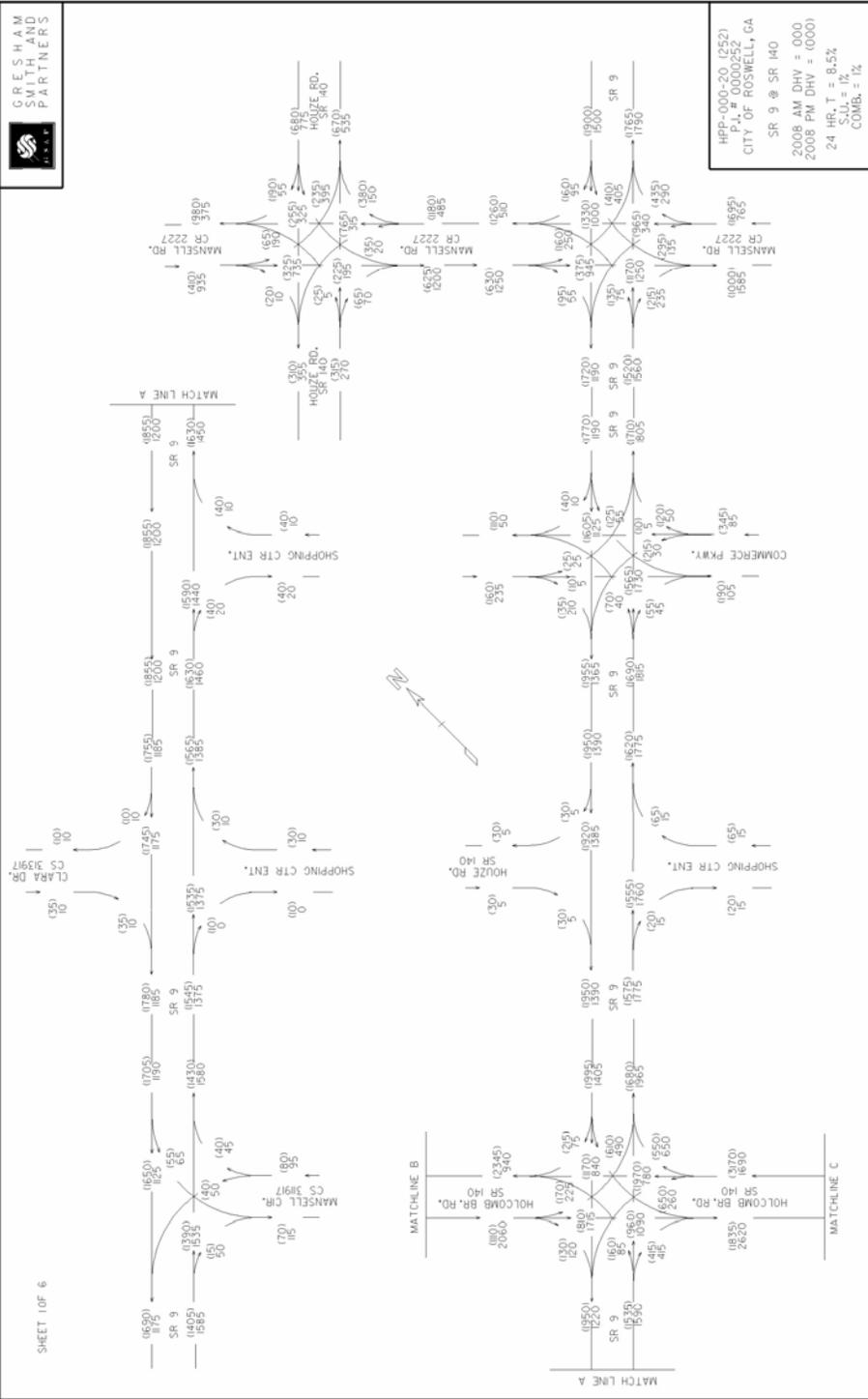
Approved: _____
Chief Engineer

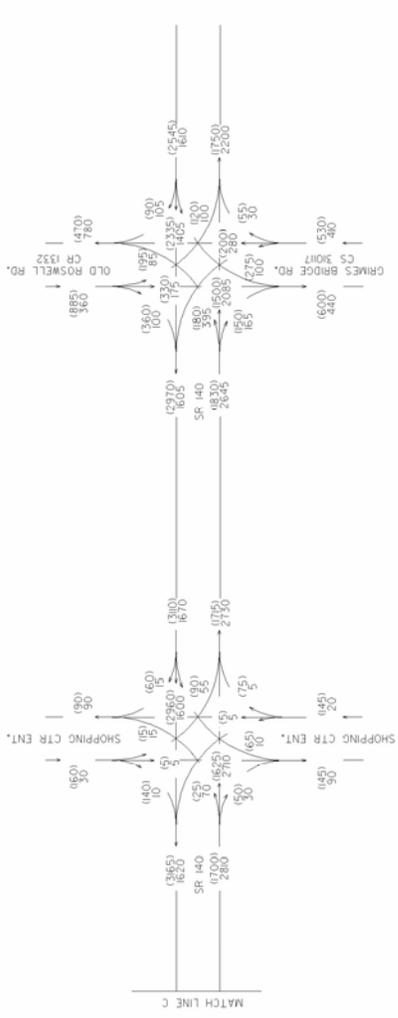
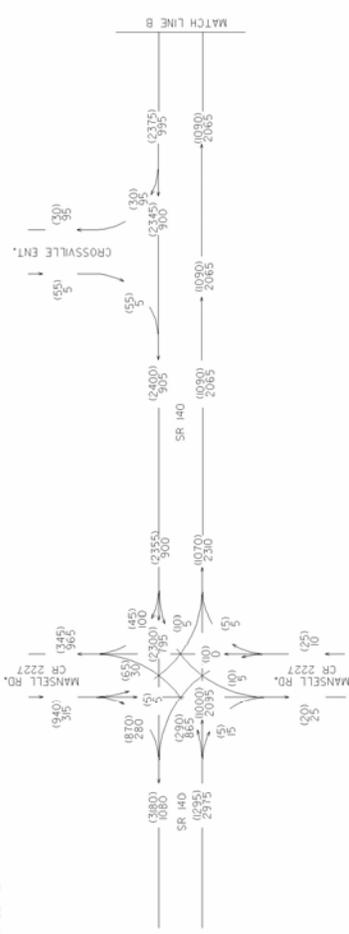
Date

Attachment: Traffic Diagrams



SHEET 10F 6

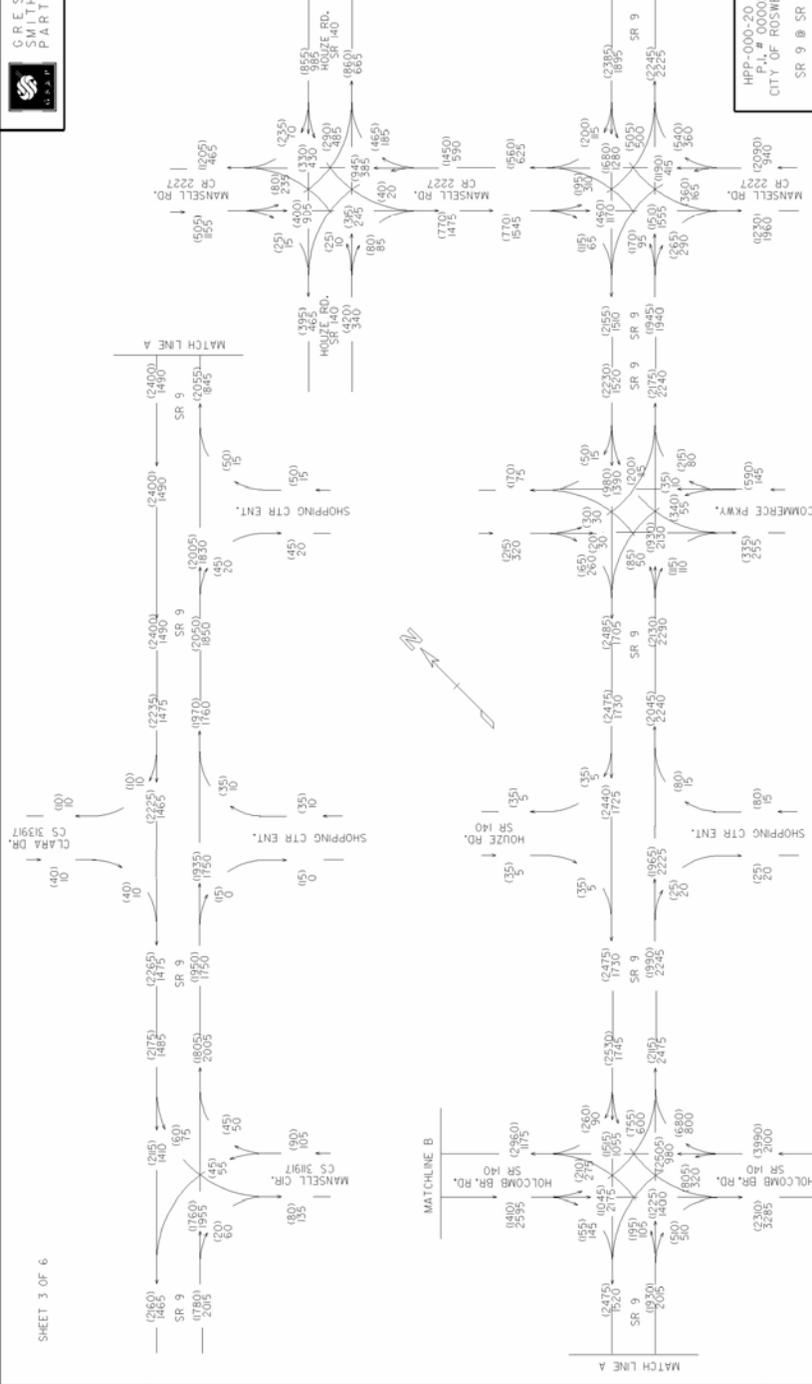




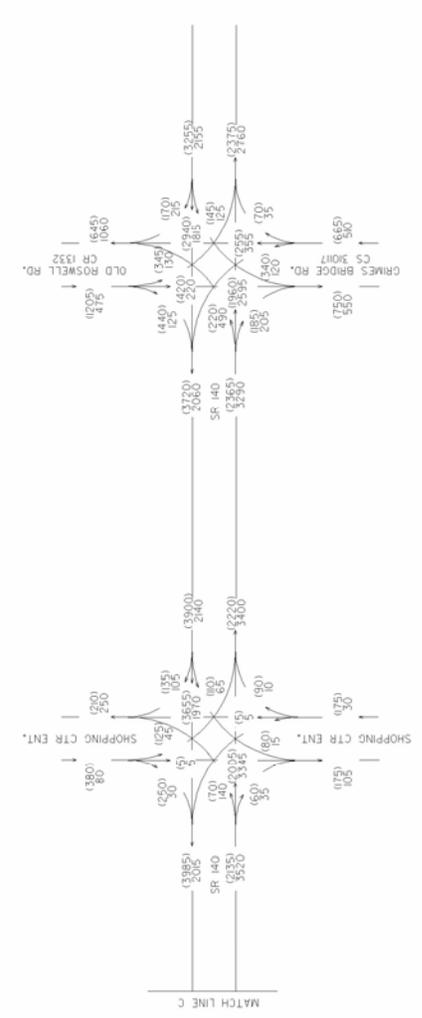
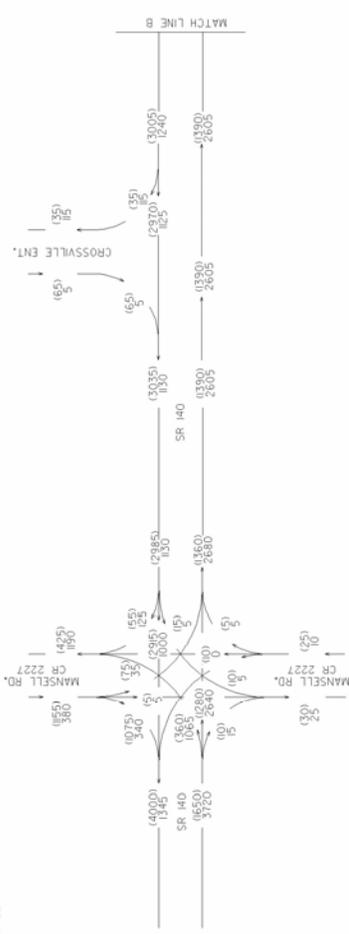
HPP-000-20 (252)
 P.I.# 0000252
 CITY OF ROSWELL, GA
 SR 9 @ SR 140
 2008 AM DHV = 000
 2008 PM DHV = 0000
 24 HR, T = 8.5%
 S.L. = 1%
 COMB. = 1%



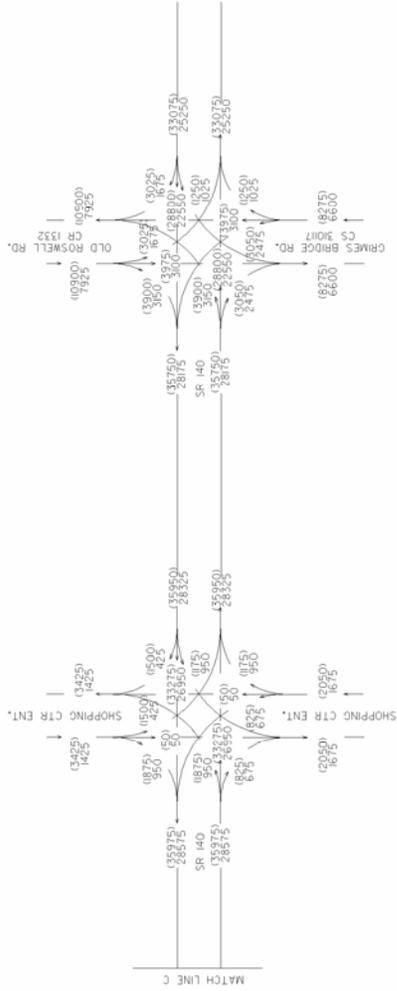
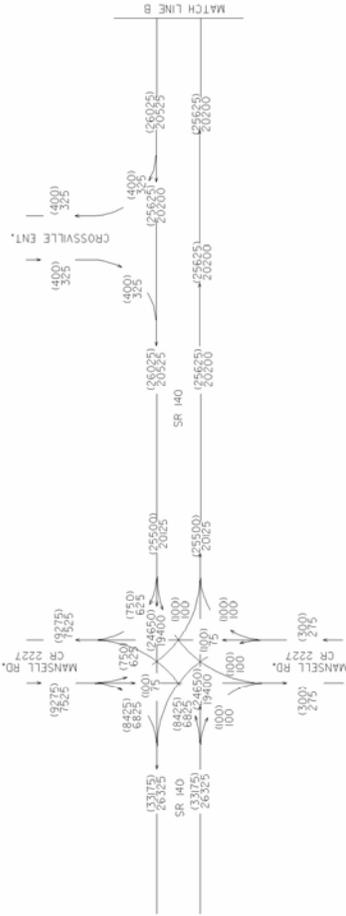
SHEET 3 OF 6



HPP-000-20 (252)
P.L.# 0000252
CITY OF ROSWELL, GA
SR 9 @ SR 140
2028 AM DHV = 000
2028 PM DHV = 1000
24 HR, T = 8.5%
S.U. = 12
COMB. = 12



HPP-000-20 (252)
 P.I.# 0000252
 CITY OF ROSWELL, GA
 SR 9 @ SR 140
 2028 AM DHV = 000
 2028 FM DHV = 1000
 24 HR, T = 8.5%
 S.L. = 12'
 COMB. = 12'



HPP-000-20 (252)
 P.I.# 0000252
 CITY OF ROSWELL, GA
 SR 9 @ SR 140
 2008 ADT = 000
 2028 ADT = 1000
 24 HR, T = 8.5%
 S.L. = 1%
 COMB. = 1%