

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

**OFFICE OF DESIGN POLICY & SUPPORT
INTERDEPARTMENTAL CORRESPONDENCE**

FILE P.I. #0000265 **OFFICE** Design Policy & Support
CR 1330/Hardscrabble Rd from King
Rd to Etris Rd - Multi-use Path
GDOT District 7 - Metro Atlanta
Fulton County **DATE** June 27, 2012

Kim Phillips
FROM *for* Brent Story, State Design Policy Engineer

TO SEE DISTRIBUTION

SUBJECT APPROVED REVISED CONCEPT REPORT

Attached is the approved Revised Concept Report for the above subject project.

Attachment

DISTRIBUTION:

Bobby Hilliard, Program Control Administrator
Genetha Rice-Singleton, State Program Delivery Engineer
Cindy VanDyke, State Transportation Planning Administrator
Angela Robinson, Financial Management Administrator
Glenn Bowman, State Environmental Administrator
Ben Rabun, State Bridge Engineer
Kathy Zahul, State Traffic Engineer
Georgene Geary, State Materials & Research Engineer
Lisa Myers, State Project Review Engineer
Jeff Baker, State Utilities Engineer
Ken Thompson, Statewide Location Bureau Chief
Michael Henry, Systems & Classification Branch Chief
Rachel Brown, District Engineer
Scott Lee, District Preconstruction Engineer
Jonathan Walker, District Utilities Engineer
Darrell DeJean, Project Manager
BOARD MEMBER - 6th Congressional District

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
PROJECT CONCEPT REPORT**

Project Type:	<u>Multi-Use Trail</u>	P.I. Number:	<u>0000265</u>
GDOT District:	<u>District 7</u>	County:	<u>Fulton</u>
Federal Route Number:	<u>N/A</u>	State Route Number:	<u>N/A</u>

Hardscrabble Road Multi-Use Path from King Road to Etris Road

Submitted for approval:

<u>[Signature]</u> Consultant Designer & Firm - <u>WSP Parsons VanDyke RS&H</u>	12-20-11 DATE
<u>[Signature]</u> Local Government - <u>City of Roswell</u>	12-20-11 DATE
<u>Bobby Hulhard</u> Office Head (GDOT Project Manager's Office)	1-31-2012 DATE
<u>[Signature]</u> GDOT Project Manager	01/31/12 DATE

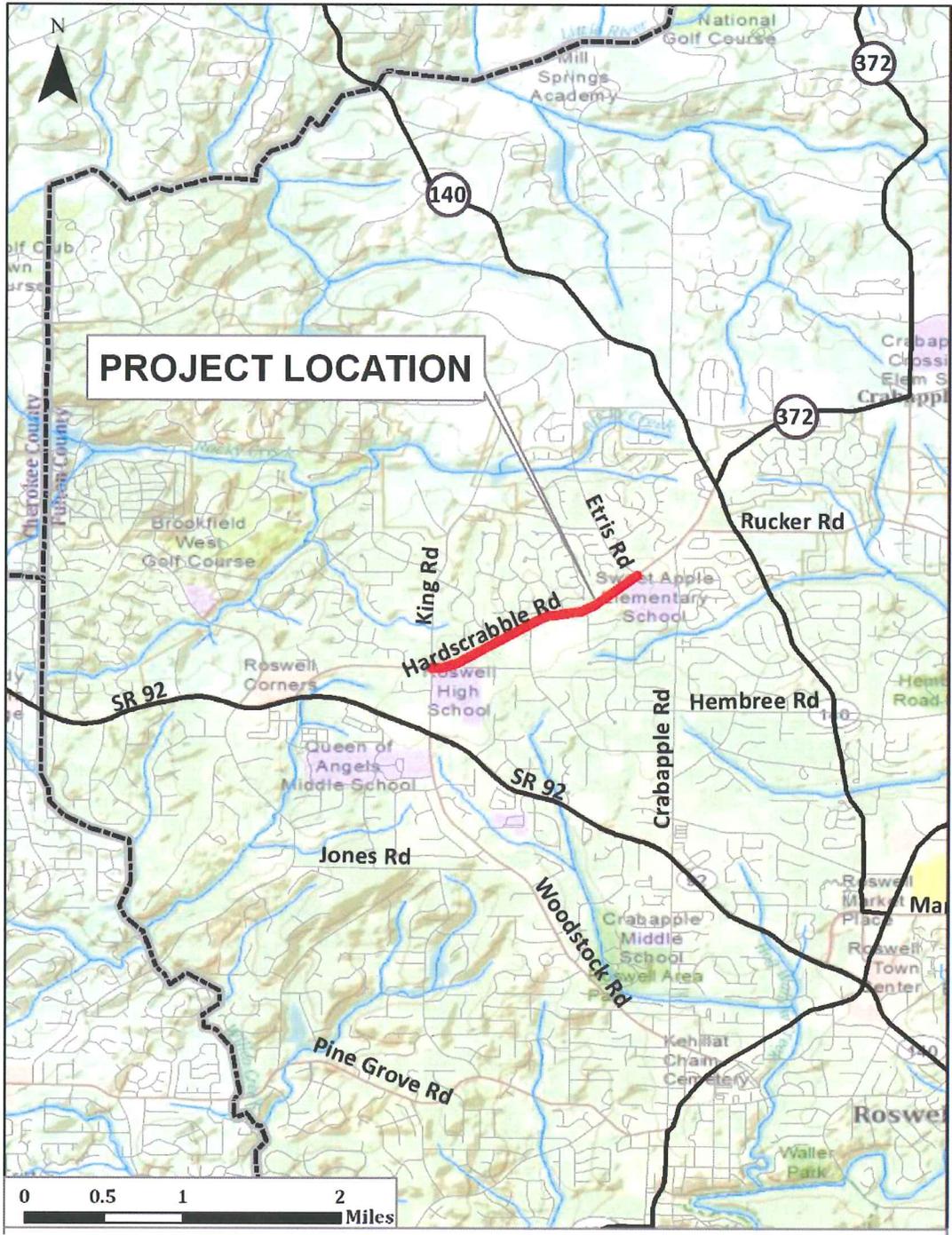
Recommendation for approval:

<u>[Signature]</u> Program Control Administrator	DATE
* <u>Glenn Bowman /mas</u> State Environmental Administrator (recommendation required)	02-10-2012 DATE
* <u>Kathy Zahal /mas</u> State Traffic Engineer (recommendation required for roundabout projects)	03-28-2012 DATE
* <u>Lisa Myers /mas</u> Project Review Engineer	02-09-2012 DATE
* <u>Patrick Allen /mas</u> State Utilities Engineer	02-13-2012 DATE
* <u>Bryant Poole /mas</u> District Engineer (projects not originating in District Office)	02-08-2012 DATE
State Transportation Financial Management Administrator	DATE

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

* <u>Cindy VanDyke /mas</u> State Transportation Planning Administrator (recommendation required)	03-02-2012 DATE
* Recommendation on file.	

PROJECT LOCATION



Project No. HPP00-0000-00(265)
Hardscrabble Road Multi-Use Path from King Rd. to Etris Road
Fulton County
P.I. 0000265

PLANNING & BACKGROUND DATA

Project Justification Statement:

This project was initiated by the City of Roswell due to the need for the proposed improvements along the section of Hardscrabble Road between King Road and Etris Road, which will provide the initial segment of the Roswell Loop. The purpose of the proposed project is to provide a separated recreational facility to local residents accessing Sweet Apple Elementary School, Sweet Apple Park, and Roswell High School. As the first portion of the Roswell Loop, the proposed project provided a catalyst for further implementation of this series of bicycle friendly and pedestrian routes throughout the City of Roswell. Secondly, the project evaluated operation improvements at the Chaffin Road (West Leg), Chaffin Road (East Leg), and Wexford Club Drive intersections with Hardscrabble Road. In addition, intersection control modifications and the construction of roundabouts were evaluated at Chaffin Road (West Leg) and Chaffin Road (East Leg). The construction of the roundabout will provide the Hardscrabble corridor with an increase in operational efficiency, promotes pedestrian mobility, and community benefits by reducing speeds, creating less conflict points than traditional intersections (translating to less potential for accidents), eliminating left turn access, and increase in traffic capacity and enhanced aesthetics by landscaping. The inscribed circle will be a minimum of 100' radius and will mimic the corridor typical section. The roundabout will have lighting in accordance with GDOT roundabout lighting requirements. The full Need and Purpose document is attached to this report.

Description of the proposed project:

The proposed project would construct the first segment of the Roswell Loop by providing a multi-use path on the south side of County Road (CR) 1330/Hardscrabble Road between CR 196/King Road and CR 57/Etris Road located in the City of Roswell in Fulton County. The multi-use path is proposed to provide a connection from CR 1330/Hardscrabble Road at Roswell High School to an existing perimeter trail located at Sweet Apple Elementary School and Sweet Apple Park located at the intersection of CR 1330/Hardscrabble Road and CR 57/Etris Road. In addition to the construction of the multi-use path, the project would also construct sidewalks, and intersection improvements within the project corridor. The project would not add capacity on this portion of Hardscrabble Road. Based on traffic data, and in accordance with Georgia Department of Transportation (GDOT) policy, the existing signalized intersection of CR 1330/Hardscrabble Road with CR 192/Chaffin Road (East Leg) and the existing unsignalized intersection of CR 1330/Hardscrabble Road with City Street (CS) 3764/Chaffin Road (West Leg) was evaluated for a possible roundabouts. Based on the analysis, the intersection of CR 1330/Hardscrabble Road with CR 192/Chaffin Road (East Leg) met the requirements for a roundabout. The project also evaluated constructing a 4-foot bike lane on Hardscrabble Road and on the east side of CR 192/Chaffin Road (East Leg). The proposed bike lane will connect to an existing paved shoulder that is being used by bicyclist. The proposed bike lane will be constructed from its current limit between Northgate Trace and Coleman Drive, continuing north to CR 1330/Hardscrabble Road. The project also evaluated the addition of sidewalk along the eastern side of CR 192/Chaffin Road (East Leg). The total project length is approximately 1.7 miles along Hardscrabble Road and approximately 0.1 miles along Chaffin Road (east leg). This section of Hardscrabble Road has a functional classification of an urban minor arterial with a posted speed limit of 40 miles per hour (mph) and 25 mph within the school zones associated with Roswell High School and Sweet Apple Elementary School. The existing right-of-way on this portion of Hardscrabble Road varies from 80 to 130 feet.

Federal Oversight: Full Oversight Exempt State Funded Other

MPO: N/A MPO
 Atlanta Regional Commission TIP Project # FN-192H

Regional Commission: N/A RC
 Atlanta Regional Commission Project ID # N/A

Congressional District(s): District 6

Projected Traffic:

Current Year (2011): 17,240 Open Year (2015): 17,700 Design Year (2035): 19,880

Functional Classification (Mainline): Urban Minor Arterial

Is this project on a designated bike route? No YES
 This project is located on the City of Roswell’s Roswell Loop.

Is this project located on a pedestrian plan? No YES

CONTEXT SENSITIVE SOLUTIONS

Issues of Concern: No issues have been identified that would require context sensitive solutions. The City of Roswell has closely coordinated with the public, area schools, and homeowner associations of affected subdivisions.

Context Sensitive Solutions: N/A

DESIGN AND STRUCTURAL DATA

Mainline Design Features: *Multi-Use Path Design Features*

Feature	Existing	Standard*	Proposed
Typical Section			
- Number of Lanes	N/A	N/A	N/A
- Trail Width	N/A	8 to 10 feet	10 feet
- Shoulder Width & Type	N/A	2 ft/grass	2 ft/grass
- Shoulder Slope	N/A	2:1 max	4:1
Posted Speed	N/A		N/A
Design Speed	N/A	12 mph	12 mph
Min Horizontal Curve Radius	N/A	30 ft	30 ft
Superelevation Rate	N/A	1.5%	1.5%
Grade	N/A	5% max	5% max
Right-of-Way Width	80 to 130 ft	N/A	80 to 130 ft
Design Vehicle	N/A	Bicycle	Bicycle

*According to current GDOT design policy if applicable

Mainline Design Features: Mainline Roadway/Sidewalk Design Features

Feature	Existing	Standard*	Proposed
Typical Section			
- Number of Lanes	2	2	2
- Lane Width	12 ft	11-12 ft	11 ft
- Shoulder Width & Type	10ft rural /minimal C&G	10 ft rural	10ft (min) rural; retain exist CG
- Shoulder Slope	2:1 max	2:1 max	2:1 max
- Sidewalks	5 ft (minimal coverage)	5 ft	5 ft
Posted Speed	40 mph		40 mph
Design Speed	40 mph	45 mph	40 mph
Min Horizontal Curve Radius	981 ft	711 ft	533 ft
Superelevation Rate	4%	4%	4%
Grade	5%	8% max	5%- sidewalk
Access Control	Permit	Permit	Permit
Right-of-Way Width	80 to 130 ft	N/A	80 to 130 ft
Design Vehicle	WB-40	WB-40	WB-40

*According to current GDOT design policy if applicable

Mainline Design Features: Sideroad Roadway/Sidewalk Design Features

Feature	Existing	Standard*	Proposed
Typical Section			
- Number of Lanes	2	2	2
- Lane Width	12 ft	11-12 ft	11 ft
- Shoulder Width & Type	10ft rural /minimal C&G	10 ft rural	10ft (min) rural; retain exist CG
- Shoulder Slope	2:1 max	2:1 max	2:1 max
- Sidewalks	5 ft (minimal coverage)	5 ft	5 ft
Posted Speed	35 mph		35 mph
Design Speed	35 mph	35 mph	35 mph
Min Horizontal Curve Radius	1425 ft	371 ft	600 ft
Superelevation Rate	4%	4%	4%
Grade	5%	8% max	5%- sidewalk
Access Control	Permit	Permit	Permit
Right-of-Way Width	60 ft	N/A	60 to 150 ft
Design Vehicle	WB-40	WB-40	WB-40

*According to current GDOT design policy if applicable

Mainline Design Features: Roundabout Design Features

Feature	Existing	Standard*	Proposed
Typical Section			
- Number of Lanes	N/A	2	2
- Lane Width	N/A	14 ft	14 ft
- Shoulder Width & Type	N/A	10 ft rural	10ft (min) rural; retain exist CG
- Shoulder Slope	N/A	2:1 max	2:1 max
- Sidewalks	N/A	5 ft	5 ft
Posted Speed	N/A		N/A
Design Speed	N/A		N/A
Min Horizontal Curve Radius	N/A		N/A
Superelevation Rate	N/A	4%	4%
Grade	N/A	8% max	2%
Access Control	N/A	Permit	Permit
Right-of-Way Width	N/A	N/A	200ft - 220ft
Design Vehicle	N/A	WB-40	WB-40

*According to current GDOT design policy if applicable

Major Structures: N/A

Major Interchanges/Intersections:

- Hardscrabble Road at King Road: Signalized.
- Hardscrabble Road at Chaffin Road (West Leg): Chaffin Rd (West Leg) stop controlled.
- Hardscrabble Road at Chaffin Road (East Leg): Signalized
- Hardscrabble Road at Wexford Club Drive: Wexford Club Drive stop controlled.
- Hardscrabble Road at Hardscrabble Trail: Hardscrabble Trail stop controlled.
- Hardscrabble Road at Etris Road: Signalized.

Utility Involvements: Power poles owned by Georgia Power and utilized by Cobb EMC will be impacted by this project. Gas lines owned by Atlanta Gas Light are located along the southern side of Hardscrabble Road but they will not be impacted by the project.

Public Interest Determination Policy and Procedure recommended (Utilities)? YES NO

SUE Required: Yes No

Railroad Involvement: None

Right-of-Way:

Required Right-of-Way anticipated: YES NO Undetermined

Easements anticipated: Temporary Permanent Utility Other

Anticipated number of impacted parcels: 7

Anticipated number of displacements (Total): 0

Businesses: 0

Residences: 5

Other – Public Schools: 2

Location and Design approval: Not Required Required

Off-site Detours Anticipated: No Yes Undetermined

Transportation Management Plan Anticipated: YES NO

Design Exceptions to FHWA/AASHTO controlling criteria anticipated:

FHWA/AASHTO Controlling Criteria	YES	Appvl Date (if applicable)	NO	Undetermined
1. Design Speed	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Lane Width	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Shoulder Width	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. Bridge Width	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
5. Horizontal Alignment	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
6. Superelevation	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
7. Vertical Alignment	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
8. Grade	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
9. Stopping Sight Distance	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
10. Cross Slope	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
11. Vertical Clearance	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
12. Lateral Offset to Obstruction	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
13. Bridge Structural Capacity	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>

Design Variances to GDOT standard criteria anticipated:

GDOT Standard Criteria	Reviewing Office	YES	Appvl Date (if applicable)	NO	Undetermined
1. Access Control	DP&S	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Median Usage & Width	DP&S	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Intersection Skew Angle	DP&S	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. Lateral Offset to Obstruction	DP&S	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
5. Intersection Sight Distance	DP&S	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
6. Bike & Pedestrian Accommodations	DP&S	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
7. GDOT Drainage Manual	DP&S	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
8. Georgia Standard Drawings	DP&S	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
9. GDOT Bridge & Structural Manual	Bridge Design	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
10. Roundabout Illumination	DP&S	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
11. Rumble Strips/Safety Edge	DP&S	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>

VE Study anticipated: No Yes Completed – Date:

ENVIRONMENTAL DATA

County: Fulton

Anticipated Environmental Document:

GEPA: NEPA: Categorical Exclusion EA/FONSI EIS

Air Quality:

Is the project located in a PM 2.5 Non-attainment area? No Yes
 Is the project located in an Ozone Non-attainment area? No Yes

Because this project will provide an alternative method of transportation and does not add vehicle capacity, it is air quality exempt.

Environmental Permits/Variations/Commitments/Coordination anticipated:

Permit/ Variance/ Commitment/ Coordination Anticipated	YES	NO	Remarks
1. U.S. Coast Guard Permit	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
2. Forest Service/Corps Land	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
3. CWA Section 404 Permit	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
4. Tennessee Valley Authority Permit	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
5. Buffer Variance	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
6. Coastal Zone Management Coordination	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
7. NPDES	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
8. FEMA	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
9. Cemetery Permit	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
10. Other Permits	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
11. Other Commitments	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
12. Other Coordination	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

Is a PAR required? No Yes Completed – Date:

NEPA/GEPA:

A Categorical Exclusion (CE) is being sought for this project. All special studies are underway, and the CE is expected to be submitted in early 2012.

Ecology:

Phase I Ecology report was approved July 2011. Only minor impacts are anticipated.

History:

History special study is currently underway and submitted for review October 2011. No properties are eligible for the National Register of Historic Places (NRHP).

Archeology:

A Phase I Archeological Survey was conducted for this project. Two archaeological sites were identified within the study area:

- Site 9FU571: A historic farm site 15 meters (49 feet) east of Chaffin Road (east leg). Site composed of a light artifact scatter and remains of a barn.
- Site 9FU572: A mid-twentieth century site that included a small artifact scatter, a driveway, a brick-lined well, and building debris.

Both of these sites are recommended not eligible to the National Register of Historic Places (NRHP) because they are heavily disturbed and have limited research potential.

County: Fulton

Air & Noise:

This project is not capacity-adding and is a Type III project that does not require noise modeling. No mitigation measures are anticipated.

Public Involvement:

A Public Involvement Open House (PIOH) was held on May 17, 2011. Thirty people were in attendance, and ten left formal comments. Six citizens support the project, zero opposed it, four were uncommitted, and zero supported it conditionally. A more detailed synopsis of this meeting is included as Attachment 8. A second Public Meeting is anticipated around in early 2012.

Major stakeholders:

The City of Roswell; the travelling public

ROUNABOUTS

A Traffic Engineering Study (found in Attachment 6 of this document) evaluated the potential for roundabouts at Hardscrabble Road and Chaffin Road (West Leg) and Hardscrabble Road at Chaffin Road (East Leg), and determined that the intersection of Hardscrabble Road at Chaffin Road (East Leg) is a good candidate for a roundabout. A Feasibility study for a roundabout at this location is underway and will be submitted to Office of Design Policy and Support prior to Preliminary Field Plan Review.

Lighting agreement/commitment letter received: No Yes

Planning Level assessment: A planning level roundabout assessment was conducted as part of the project’s Traffic Engineering Study. The study found that the intersection of Hardscrabble Road and Chaffin Road (East Leg) was a good candidate for a roundabout based upon the entering volume at Chaffin Road (East Leg, 10.7%), which is greater than the threshold for roundabouts (10%). The full assessment can be found in the TE Study in Attachment 6 of this report.

Feasibility Study: This is a linear project that includes a roundabout. In accordance with Chapter 8 of the GDOT Design Policy Manual, approval of a feasibility study is not required at the Concept Phase. The development of a feasibility study is underway and will be submitted prior to PFPR during the Preliminary Plans Phase.

Peer Review required: No Yes Completed – Date:

Peer review will be completed prior to submittal of feasibility study to Office of Design Policy and Support in the preliminary plans phase.

PROJECT RESPONSIBILITIES

Project Activities:

Project Activity	Party Responsible for Performing Task(s)
Concept Development	City of Roswell/RS&H
Design	City of Roswell/RS&H
Right-of-Way Acquisition	City of Roswell
Utility Relocation	Utility Owners
Letting to Contract	City of Roswell
Construction Supervision	City of Roswell
Providing Material Pits	Contractor
Providing Detours	Contractor
Environmental Studies, Documents, and Permits	RS&H/Kennedy Engineering & Associates
Environmental Mitigation	N/A
Construction Inspection & Materials Testing	City of Roswell/Contractor

Lighting required: No Yes

Initial Concept Meeting: N/A

A Concept Report was previously approved for this project in October of 2000, and revised in August of 2009. At this time, the project only included intersection improvements to the intersection of Hardscrabble Road and Chaffin Road (East and West Legs). It did not include a multi-use trail. Due to the change in project characteristics and project limits, and the amount of time that has elapsed, the project has begun once again at the concept phase.

Concept Meeting: The Concept Team Meeting was held on November 29, 2011. Meeting minutes are included as Attachment 7 to this report.

Other projects in the area:

- PI 0006821/CSCMQ-0006-00(821): SR 92 from SR 9 to Cobb County line. This project involves installation of ATMS/ITS on SR 92.
- PI 721300/STP00-0187-01(014): SR 140/Celestine Sibley Hwy from Mansell Road to North Ranchette Road. This project involves the widening of SR 140/Celestine Sibley Highway.

Neither of these projects conflicts with PI 0000265 Hardscrabble Road Multi-Use Path from King Road to Etris Road.

Other coordination to date: The City of Roswell has closely coordinated with Fulton County Schools and homeowner associations in the vicinity of the proposed project.

Project Cost Estimate and Funding Responsibilities:

	Breakdown of PE	ROW	Utility	CST*	Environmental Mitigation	Total Cost
By Whom	City of Roswell	City of Roswell	City of Roswell	City of Roswell	N/A	
\$ Amount	\$562,047	\$206,000	\$50,000	\$2,264,430.21	N/A	\$3,082,477.21
Date of Estimate	December 2010	December 2011	April 2012	December 2011	December 2011	

*CST Cost includes: Construction, Engineering and Inspection, and Liquid AC Cost Adjustment.

ALTERNATIVES DISCUSSION

Alternative selection:

Preferred Alternative: The preferred alternative proposes the addition of a multi-use trail along the southern side of Hardscrabble Road between King Road and Etris Road, and a sidewalk along the northern side. It proposes improvements to the intersection of Hardscrabble Road and Chaffin Road (east leg) in the form of a roundabout. It also proposes the addition of a sidewalk to the east side of Chaffin Road (East Leg), and a widened shoulder on Chaffin Road (East Leg).

Estimated Property Impacts:	Impacts 7 parcels; no displacements	Estimated Total Cost:	\$3,082,447.21
Estimated ROW Cost:	\$60,000	Estimated CST Time:	18 months
Rationale: <i>This alternative is selected because it meets the project justification, which is to provide a critical link in a continuous pedestrian system between the activity nodes of Sweet Apple Elementary School, Sweet Apple Park, and Roswell High School.</i>			

No-Build Alternative: The no-build alternative proposes no changes to the existing configuration of Hardscrabble Road.

Estimated Property Impacts:	None	Estimated Total Cost:	\$0
Estimated ROW Cost:	\$0	Estimated CST Time:	None
Rationale: <i>This alternative does not meet the project justification. It does not provide a separated recreational resource to local residents accessing multiple resources, as stated in the project justification.</i>			

Comments: None.

Attachment 1

Need and Purpose

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

District 7

Need and Purpose

HPP00-0000-00(265), Fulton County
P. I. No. 0000265

Hardscrabble Road Multi-Use Path

Planning Background

In 2006, the City of Roswell adopted its Transportation Master Plan (TMP) which includes the Roswell Loop (Figure 1, Roswell Loop). Envisioned to be a series of bicycle and pedestrian routes throughout the city, the Roswell Loop would install multi-use paths adjacent to roadways and would evaluate the accommodation of on-street bicycle lanes. While the 2006 TMP listed specific projects to implement the Roswell Loop, it did not perform the level of analysis to identify constraints present within the city (i.e., crossing State Route 400) which could restrict the development of this multi-use path network. Subsequent to 2006, the City of Roswell re-evaluated the proposed execution of the Roswell Loop and identified segments where development would be easier to implement. Currently the Roswell Loop is broken into seven color coded segments that, when built, would provide approximately 36 miles of multi-use trails that connect the city's parks, schools, neighborhoods, historic downtown district, and other city resources.

Located in the northwest portion of the city, the Roswell Loop Green Route is an approximately 9.1 mile long system of multi-use trails that would follow Woodstock Road, Crabapple Road, Hardscrabble Road, Etris Road, Bowen Road, and Jones Road. The City of Roswell selected the proposed Hardscrabble Road multi-use path as the first segment of the Roswell Loop due to the public support for this project, utilization of wider existing right-of-way, and the presence of activity nodes of Roswell High School and Sweet Apple Elementary School on this section of Hardscrabble Road.

Project Description

The proposed project would construct the first segment of the Roswell Loop by providing a multi-use path on the south side of County Road (CR) 1330/Hardscrabble Road between CR 196/King Road and CR 57/Etris Road located in the City of Roswell (Figure 2, Project Location Map). The multi-use path is proposed to provide a connection from existing sidewalks along CR 1330/Hardscrabble Road at Roswell High School to an existing perimeter trail located at Sweet Apple Elementary School and Sweet Apple Park located at the intersection of CR 1330/Hardscrabble Road and CR 57/Etris Road. In addition to the construction of the multi-use path, the project would also evaluate the construction of sidewalks, bike lanes, and intersection improvements within the project corridor. The project would not add capacity on this portion of Hardscrabble Road. Based on traffic data, and in accordance with Georgia Department of Transportation (GDOT) policy, the existing signalized intersection of CR 1330/Hardscrabble Road with CR 192/Chaffin Road (East Leg) and the existing unsignalized intersection of CR

Roswell Loop

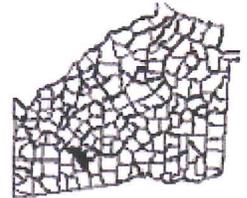
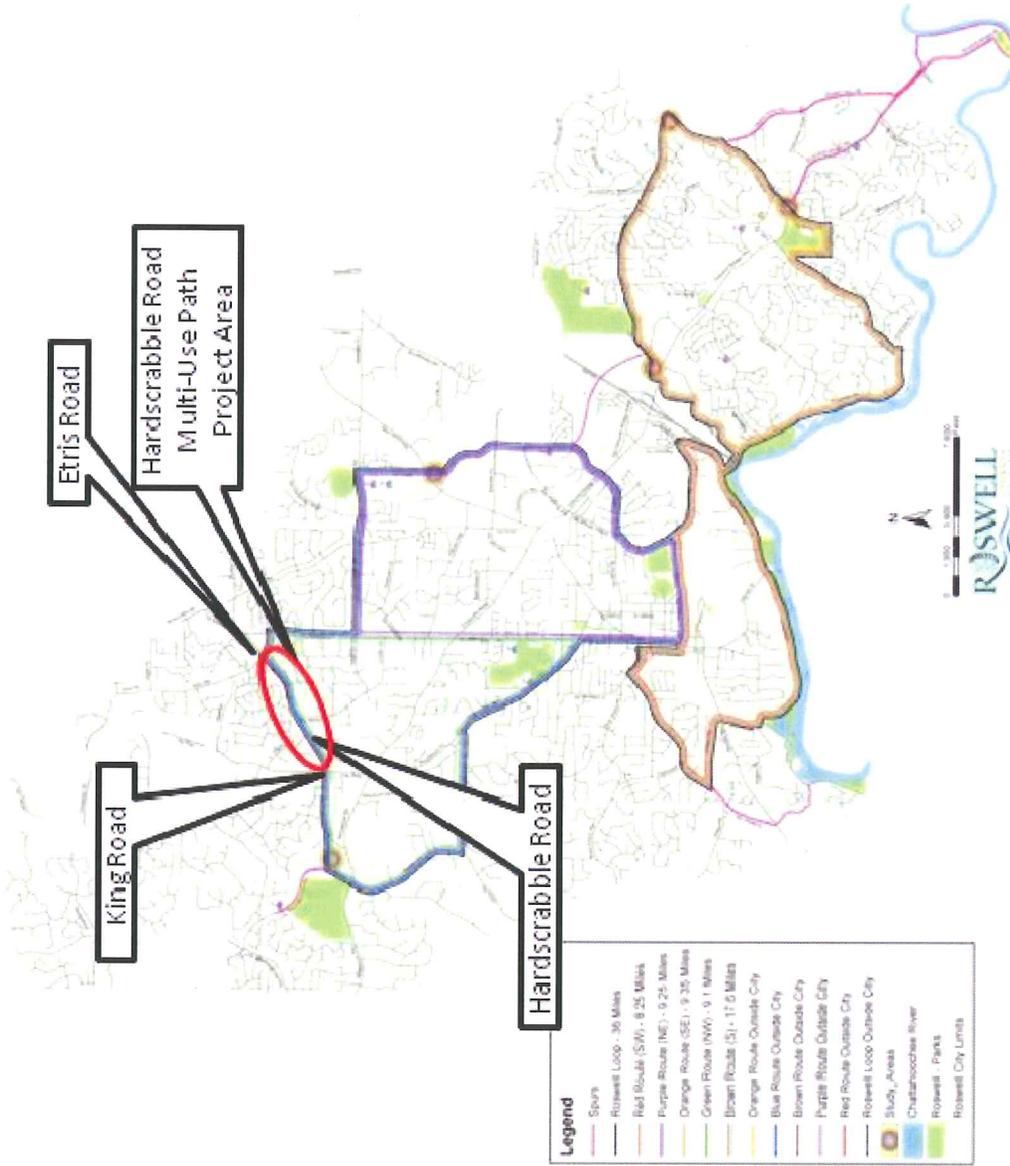


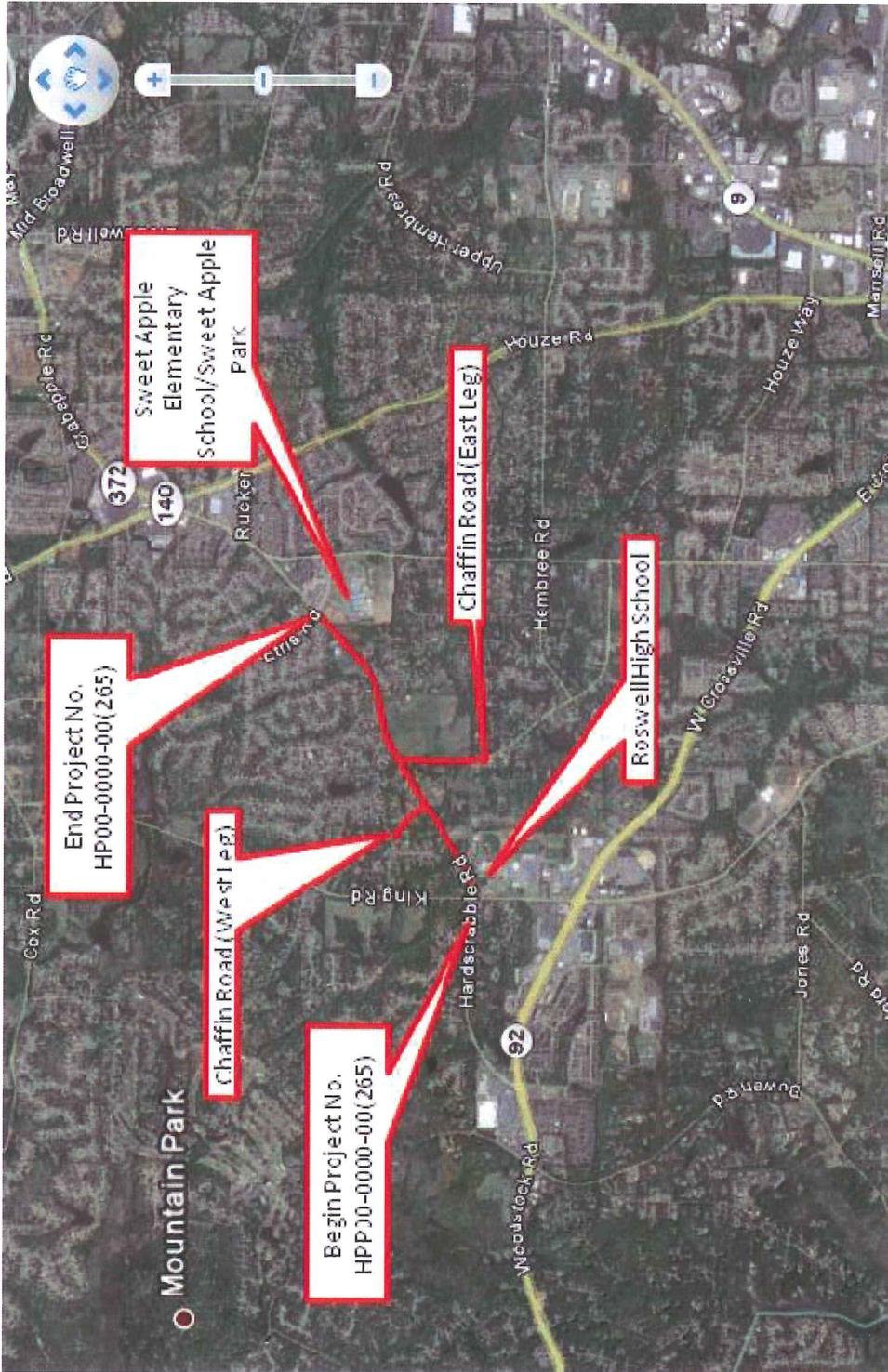
Figure 1: Roswell Loop



Hardscrabble Road Multi-Use Path

Project No:
HP00-0000-00(265)
PINo: 0000265

Fulton County, Georgia



Source: Google Earth

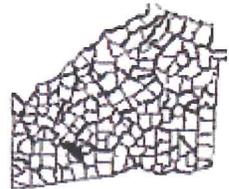


Figure 2: Project Location Map



Hardscrabble Road Multi-Use Path

Project No:
 HP00-0000-00(265)
 PINo: 0000265
 Fulton County, Georgia

1330/Hardscrabble Road with City Street (CS) 3764/Chaffin Road (West Leg) will be evaluated as possible roundabouts. The project will also evaluate extending the existing bike lane located on the east side of CR 192/Chaffin Road (East Leg) from its current limit 100 feet south of CR 186/Northgate Trace continuing north to CR 1330/Hardscrabble Road. The total project length is approximately 1.7 miles. This section of Hardscrabble Road has a functional classification of an urban minor arterial with a posted speed limit of 40 miles per hour (mph) and 25 mph within the school zones associated with Roswell High School and Sweet Apple Elementary School. The existing right-of-way on this portion of Hardscrabble Road varies from 80 to 130 feet.

Projects in the Vicinity of the Proposed Project

Several projects are proposed in the project vicinity. Table 1: Adjoining Projects, provides the project limits, description, schedule and potential for conflict with the proposed Hardscrabble Road multi-use path project in Roswell.

Table 1: Adjoining Projects

Project No.	Facility	Limits	Description	Schedule	Conflict
721300	SR 140	Mansell Road to North Ranchette Drive	Widening	Construction: 2020	None
0006821	SR 92	SR 9/Alpharetta Highway to the Cobb County line	Installation of ATMS/ITS	Construction: 2012	None

The proposed Intelligent Transportation System (ITS) on State Route 92 and the proposed widening of SR 140 are approximately 0.4 mile south and 2 miles north, respectively, of the proposed Hardscrabble Road multi-use path. No impacts or conflicts are anticipated between the proposed project and the proposed adjoining projects.

Traffic Data, Capacity, and Level of Service

Table 2, below, shows the Average Daily Traffic (ADT) in the No-Build Condition for the Existing Year (2011), Build Year (2013), and Design Year (2033) at the primary intersections along Hardscrabble Road between King Road and Etris Road.

Table 2: Hardscrabble Road ADT Volumes

Location	King Road	Chaffin Road (West Leg)	Chaffin Road (East Leg)	Wexford Club Drive	Etris Road
ADT (vehicles per day)	26,850 (2011) 27,165 (2013) 30,485 (2033)	17,380 (2011) 17,590 (2013) 19,770 (2033)	18,070 (2011) 18,280 (2013) 20,555 (2033)	15,000 (2011) 15,175 (2013) 17,065 (2033)	19,360 (2011) 19,590 (2013) 22,025 (2033)

Given that the project’s primary purpose is to construct a multi-use trail, with a secondary purpose of providing operational improvements at several intersections along the project corridor, the project would not provide additional capacity on this portion of Hardscrabble Road. Therefore, the Build and No-Build traffic is equal in the Build Year (2013) and the Design Year (2033). Additional traffic analysis, including determination of Level of Service (LOS) for Hardscrabble Road and the intersecting streets along the project corridor, will be conducted in conjunction with traffic control evaluations and roundabout analyses at the intersections of Chaffin Road (West Leg) and Chaffin Road (East Leg).

Logical Termini

The proposed project would construct a multi-use path within the project corridor and would serve as the initial component of the City of Roswell's Roswell Loop, a series of pedestrian/bicycle routes to connect the City's parks, schools, historic downtown district, neighborhoods, and other city resources. As part of the project, potential improvements to several intersections would be evaluated on the Chaffin Road (West Leg), Chaffin Road (East Leg), and Wexford Club Drive intersections with Hardscrabble Road. In addition, intersection control modifications and the construction of roundabouts would be evaluated at Chaffin Road (West Leg) and Chaffin Road (East Leg).

The primary purpose of the proposed project is to construct a multi-use path on the south side of Hardscrabble Road between King Road and Etris Road. The multi-use path would serve as the first section of the Roswell Loop and would provide a separated, recreational resource to local residents accessing points along the project corridor. The project would also provide pedestrian-friendly access to Roswell High School, located on the project's southern terminus, and Sweet Apple Elementary and Sweet Apple Park, located on the project's northern terminus. The project's secondary purpose is to provide operational improvements to the intersections located along the project corridor. The project's southern and northern termini are logical due to the connectivity with existing sidewalk networks located on King Road and Etris Road, respectively, that extend beyond the project corridor. In addition, the project's northern terminus would provide connectivity to the existing trail network at Sweet Apple Park, adjacent to the Sweet Apple Elementary School. Roswell High School, located at the project's southern terminus, and Sweet Apple Elementary School, located at the project's northern terminus, also serve as local destinations for students choosing to walk and bike to their respective schools.

Crash Data and Analysis

Crash statistics for the most recent three year period (2006, 2007, and 2008) show the injury rates met or exceeded statewide averages, respectively, for urban minor arterials. While the crash rates for this time period did not exceed the statewide average, they were consistently close to the averages. No fatalities occurred on the project corridor within this time period. Crash, injury, and fatality rates for the corridor are found in a three-year history of crashes along the proposed project corridor in Table 3, Crash History. For comparison, the statewide crash, injury, and fatality rates for the functional classification, urban minor arterial, are also provided in the table.

Table 3: Crash History

Year	Total Crashes/Crashes Rate*	Total Injuries/Injury Rate*	Total Fatalities/Fatality Rate*
	Statewide Avg. Crash Rate	Statewide Avg. Injury Rate	Statewide Avg. Fatality Rate
2006	46/532	18/208**	0/0.00
	548	208	1.55
2007	39/492	16/202***	0/0.00
	513	190	1.48
2008	35/442	17/214***	0/0.00
	469	176	1.47

* All crashes, injury, and fatality rates are per 100 million vehicle miles.

** Equals the statewide average for Urban Minor Arterial.

*** Exceeds statewide average for Urban Minor Arterial.

A breakdown of the crash data, presented in Table 4, Crash Categories, reveals that of the total crashes along the corridor the three most common crash types in 2006, 2007, and 2008 were the “rear end,” “angle,” and “not a collision with a vehicle.” The predominant crash type is “angle” accounting for 74 of the 120 crashes (approximately 62 percent) within this time period.

Table 4: Crash Categories

Type of Crash	2006	2007	2008	Total	Percent
Angle	13	6	6	25	20.8%
Rear End	24	27	23	74	61.7%
Not a Collision with a Vehicle	5	4	6	15	12.5%
Side Swipe	2	1	0	3	2.5%
Head On	2	1	0	3	2.5%
Sub-total	46	39	35	120	100%

The 74 documented rear-end crashes accounted for 46 percent of the injuries sustained during this time period. Of the documented rear-end crashes, 66 (approximately 89 percent) occurred between one vehicle traveling straight while the second vehicle was either stopped or was traveling straight. Within this subset of vehicle movements, 38 (approximately 58 percent) rear-end crashes occurred at intersections. Specifically, 24 rear-end crashes occurred at Chaffin Road (West Leg), 8 rear-end crashes occurred at Wexford Club Drive, 4 rear-end crashes occurred at Etris Road, and 1 rear-end crash occurred at both Chaffin Road (East Leg) and King Road. Based on the orientation of the vehicle movements at Chaffin Road (West Leg), the vehicles involved in these crashes were traveling on Hardscrabble Road. Currently there is no traffic control device at the intersection of Hardscrabble Road and Chaffin Road (West Leg).

Nine of the 25 documented angle crashes (approximately 36 percent) occurred at the intersection of Chaffin Road (West Leg). Of the nine crashes at this intersection, four (44 percent) occurred between one vehicle making a left turn onto Chaffin Road while the second vehicle was traveling straight on Hardscrabble Road.

The crash category “not collision with a motor vehicle” includes crashes with animals and fixed objects including mailboxes, trees, and embankments. Of the 15 documented collisions in this category, four involved deer, three involved trees, and one involved a pedestrian. Ten of the collisions involved vehicles traveling straight on Hardscrabble Road and four occurred in the dark. The collision involving the pedestrian occurred at the intersection with King Road while the vehicle was traveling straight on Hardscrabble Road during daylight and in dry roadway conditions.

Identification of Environmental Justice or other Community Concerns

Throughout the project corridor, the potential for Environmental Justice (EJ) issues were examined. In accordance with Executive Order 12898, the proposed project has been analyzed to avoid disproportional high and adverse effects to minority groups or low-income. For this project, we do not anticipate any disproportionate adverse impacts to minority or low income populations or communities. A detailed analysis will be provided in the Community Impacts/Environmental Justice section of the Categorical Exclusion (CE) document.

A summary of the Minority and Low Income Populations in the project area is provided in Table 5: Minority and Low Income Populations. Of the 4,285 residents within a 0.5-mile buffer along Hardscrabble Road within the proposed project area, the minority population represents 9.3 percent. This percentage of population is lower than the minority populations in Fulton County and the State of Georgia. Similarly, the percentage of low-income population is lower than the than the low-income populations in Fulton County and the State of Georgia.

Table 5: Minority and Low Income Percentages and Populations

	Study Area	Fulton County	State of Georgia
Total Population	4,285	816,006	8,186,453
Minority %	9.3% (399 persons)	54.7% (446,355 persons)	37.3% (3,053,547 persons)
Hispanic %	2.3% (100 persons)	5.8% (47,735 persons)	5.3% (429,976 persons)
Low Income %	1.7% (71 persons)	15.7% (124,241 persons)	13.0% (1,033,793 persons)

Cultural and Natural Resources

This portion of Fulton County and the City of Roswell has been predominately developed within the last 20 years. No resources listed on the National Register of Historic Places have been identified along the project corridor and windshield surveys have identified only a few resources possibly eligible for listing on the National Register. Once the resource surveys are complete and eligibility determinations concurred by SHPO, alternatives to avoid and minimize impacts to these resources will be developed and assessed.

Field surveys identified few natural resources within the project area. Any impacts to these resources will be included in the environmental documentation. Similarly, archaeological resources will be investigated along the project corridor and included in the environmental documentation.

Land Use

The land use along the proposed project corridor is predominately urban residential comprised of large scale subdivisions interspersed with parcels of individual homes and churches. Two schools are located on the project corridor: Roswell High School, located at the intersection of Hardscrabble Road and King Road, and Sweet Apple Elementary School, located at the intersection of Hardscrabble Road and Etris Road. The City of Roswell’s Sweet Apple Park provides a recreational trail around the periphery of Sweet Apple Elementary School.

School Bus Routes

Hardscrabble Road provides direct access to Roswell High School and Sweet Apple Elementary School. Preliminary data obtained from the Fulton County School System website indicate that this portion of Hardscrabble Road is used for four school bus routes that provide access to Roswell High School, Sweet Apple Elementary School, Mountain Park Elementary School and Elkins Pointe Middle School. These buses enter the project corridor primarily from King Road,

adjacent to Roswell High School, and Etris Road, adjacent to Sweet Apple Elementary School. In addition, there are four bus stops located along the project corridor. While these bus stops are located within walking distance to either Sweet Apple Elementary School or Roswell High School, the Fulton County School System has determined that these bus stops are needed due to the lack of a continuous sidewalk system along this portion of Hardscrabble Road.

Bike and Pedestrian Facilities

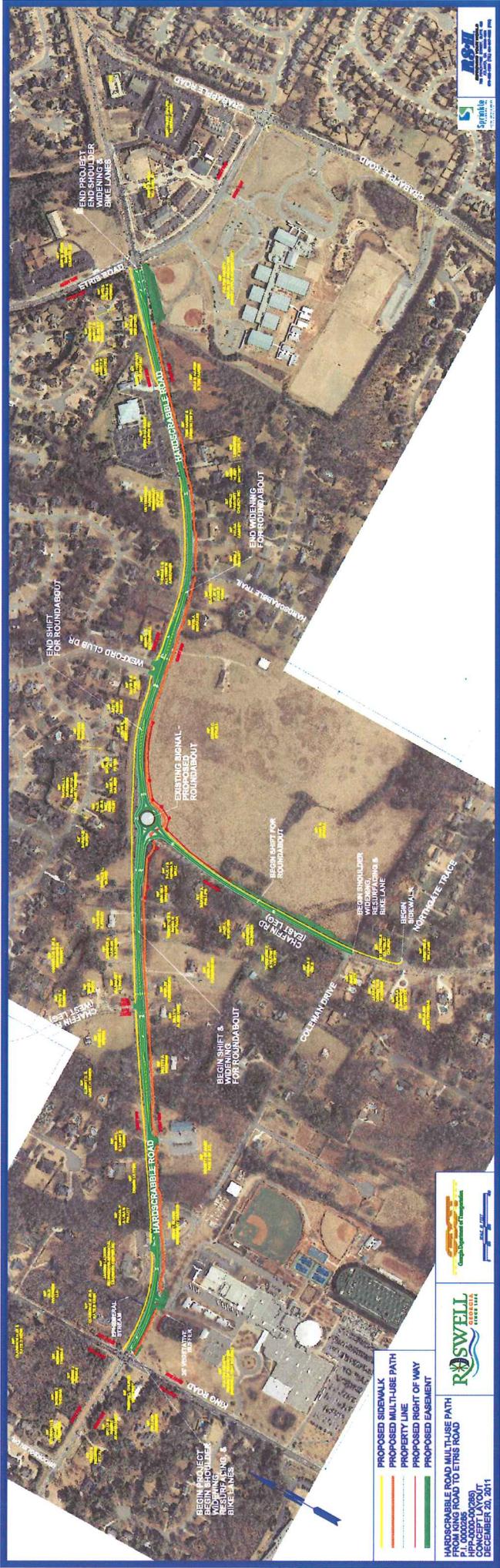
The Georgia Department of Transportation State Bicycle Route 70, also known as the Northern Crescent Bicycle Route, is located approximately 1 mile north of the proposed project's northern terminus at Etris Road. The Northern Crescent Bicycle Route, which is an approximately sixty six mile long route between Acworth and Snellville, runs in an east-west orientation and would allow bicyclists an opportunity to transition from the proposed project corridor to several access points from Mayfield Road, Cagle Road, and Cox Road approximately 1 mile to the north. As previously discussed, an incomplete network of sidewalk segments is located on the south side of this portion of Hardscrabble Road with no sidewalks located on the north side. Additionally, there are no existing separate bike lanes along Hardscrabble Road. Currently, bicyclists and pedestrians must utilize the unpaved shoulder and/or land adjacent to Hardscrabble Road in order to access points within the project corridor or to travel from one end of the corridor to another.

Summary

The need for the proposed improvements along the section of Hardscrabble Road between King Road and Etris Road is to provide the initial segment of the Roswell Loop. Currently, this portion of Hardscrabble Road lacks a continuous pedestrian system between the activity nodes of Sweet Apple Elementary School, Sweet Apple Park, and Roswell High School. The purpose of the proposed project is to provide a separated recreational resource to local residents accessing these resources. As the first portion of the Roswell Loop, the proposed project would provide a catalyst for further implementation of this series of bicycle and pedestrian routes throughout the City of Roswell. Secondly, the project will evaluate operation improvements operational improvements at Chaffin Road (West Leg), Chaffin Road (East Leg), and Wexford Club Drive intersections with Hardscrabble Road. In addition, intersection control modifications and the construction of roundabouts would be evaluated at Chaffin Road (West Leg) and Chaffin Road (East Leg).

Attachment 2

Concept Layout



- PROPOSED SIDEWALK
- PROPOSED MULTI-USE PATH
- PROPERTY LINE
- PROPOSED EASEMENT OF WAY
- PROPOSED EASEMENT

HARDSCRABBLE ROAD MULTI-USE PATH
 FROM RING ROAD TO ETRIS ROAD
 HPP-0000-00080
 DECEMBER 20, 2011

ROSWELL
 AREA UTILA

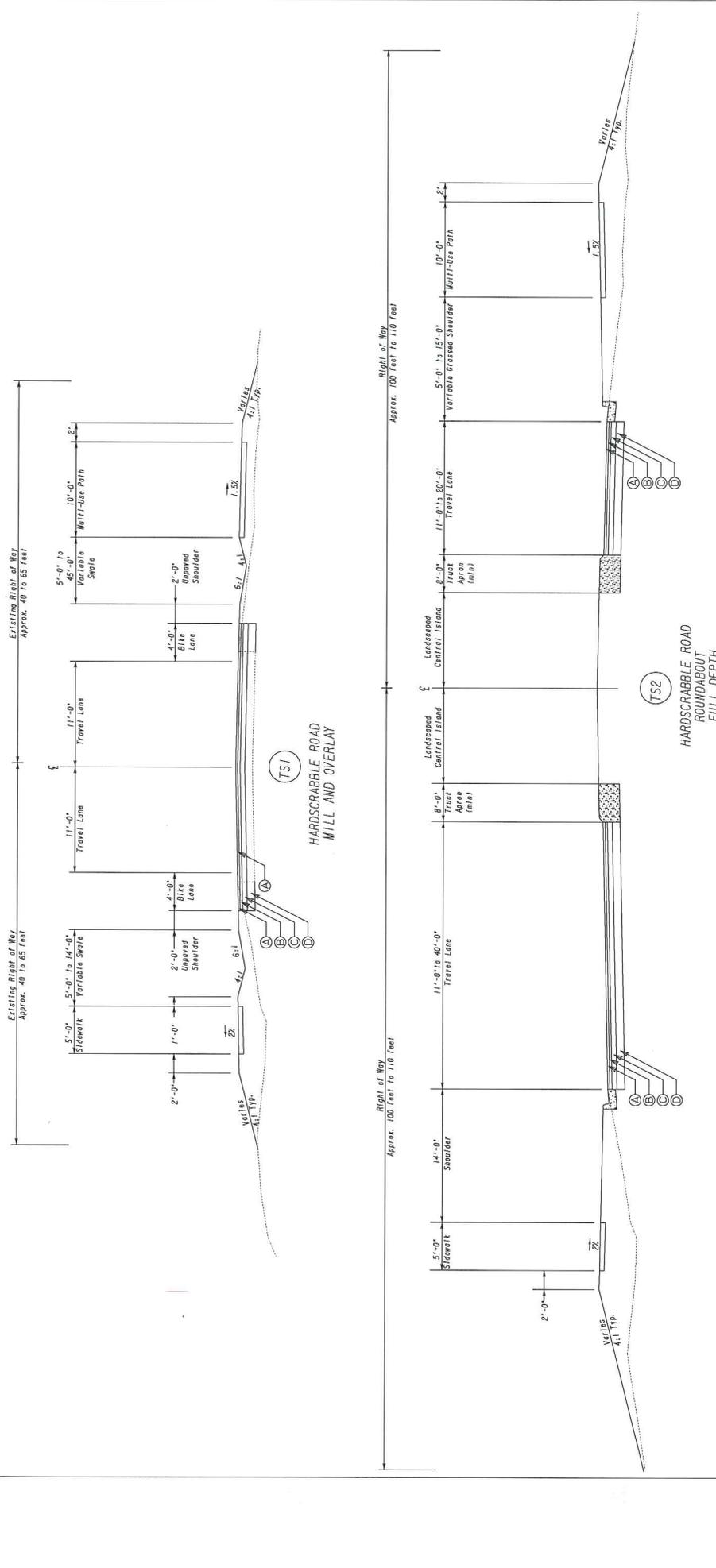
ASPH
 ASPHALT PAVING & CONSTRUCTION

Sprinkle
 CONSTRUCTION

Attachment 3

Typical Section

STATE GA



CONCEPT PAVEMENT DESIGN
 (A) RECYCLED ASPHALTIC CONCRETE 12.5mm SUPERPAVE, GP 2 ONLY, INCL BITUM MAT'L & H LIME - 165LBS/SY
 (B) RECYCLED ASPHALTIC CONCRETE 19mm SUPERPAVE, GP 1 OR 2, INCL BITUM MAT'L & H LIME - 220LBS/SY
 (C) RECYCLED ASPHALTIC CONCRETE 25mm SUPERPAVE, GP 1 OR 2, INCL BITUM MAT'L = 660LBS/SY
 (D) GRADED AGGREGATE BASE COURSE, INCL MAT'L - 12 INCH
 (E) MILLING AND OVERLAY
 (F) RECYCLED ASPHALTIC CONCRETE 25mm SUPERPAVE, GP 1 OR 2, INCL BITUM MAT'L - 440LBS/SY
 (G) GRADED AGGREGATE BASE COURSE, INCL MAT'L - 10 INCH

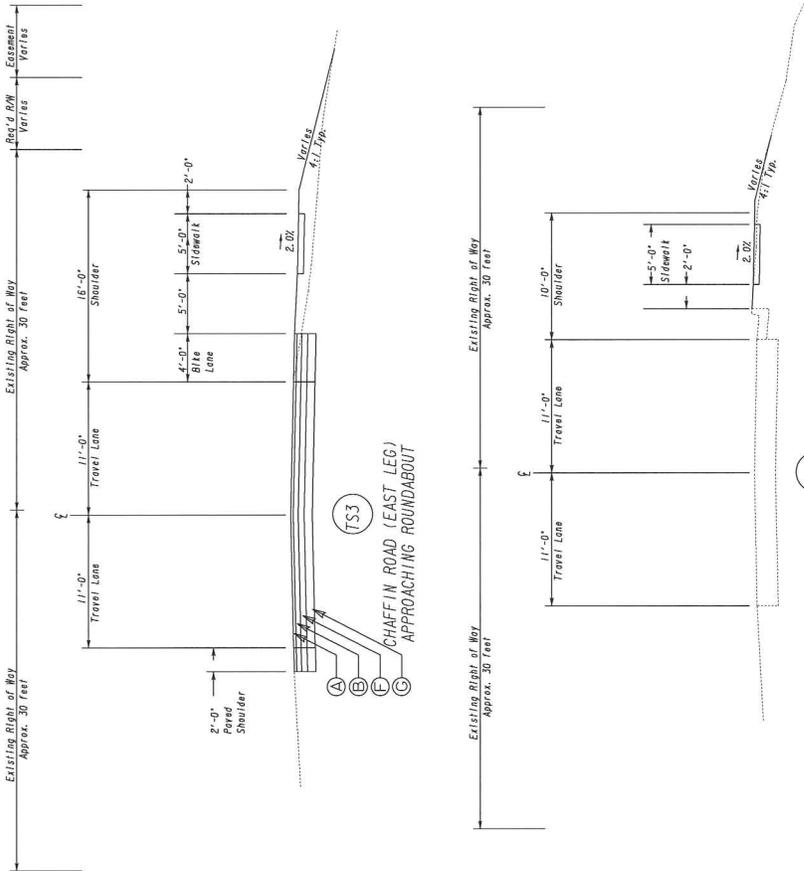
Rswell GEORGIA SINCE 1854

RSH IMPROVING YOUR WORLD
 730 W. ATLANTA STREET, SUITE 400
 ATLANTA, GA 30308-3238
 678-628-7200 (TEL) 404-347-9522 (FAX)

CITY OF ROSWELL
 DEPARTMENT OF TRANSPORTATION
 OFFICE: TYPICAL SECTIONS

REVISION DATES

DRAWING NO. 05-001



CHAFFIN ROAD (EAST LEG)
NORTHGATE TRACE TO COLEMAN DRIVE

- CONCEPT PAVEMENT DESIGN
- Ⓐ RECYCLED ASPHALTIC CONCRETE 12.5mm SUPERPAVE, GP 2 ONLY, INCL BITUM MAT'L & H LIME - 165LBS/SY
 - Ⓑ RECYCLED ASPHALTIC CONCRETE 19mm SUPERPAVE, GP 1 OR 2, INCL BITUM MAT'L & H LIME - 220LBS/SY
 - Ⓒ RECYCLED ASPHALTIC CONCRETE 25mm SUPERPAVE, GP 1 OR 2, INCL BITUM MAT'L = 660LBS/SY
 - Ⓓ GRADED AGGREGATE BASE COURSE, INCL MAT'L - 12 INCH
 - Ⓔ MILLING AND OVERLAY
 - Ⓕ RECYCLED ASPHALTIC CONCRETE 25mm SUPERPAVE, GP 1 OR 2, INCL BITUM MAT'L - 440LBS/SY
 - Ⓖ GRADED AGGREGATE BASE COURSE, INCL MAT'L - 10 INCH

	<p>780 PEACHTREE STREET, SUITE 430 ATLANTA, GA 30308-1238 678-528-7200 (TEL) 404-347-9522 (FAX)</p>	REVISION DATES	CITY OF ROSWELL DEPARTMENT OF TRANSPORTATION OFFICE: TYPICAL SECTIONS
		DRAWING NO. 05-002	

Attachment 4

Cost Estimates

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE PROJECT No. ,

OFFICE

DATE

P.I. No.

FROM

TO Ronald E. Wishon, Project Review Engineer

SUBJECT REVISIONS TO PROGRAMMED COSTS

MNGT LET DATE

PROJECT MANAGER

MNGT R/W DATE

PROGRAMMED COST (TPro W/OUT INFLATION)

LAST ESTIMATE UPDATE

CONSTRUCTION \$

DATE

RIGHT OF WAY \$

DATE

UTILITIES \$

DATE

REVISED COST ESTIMATES

CONSTRUCTION* \$

RIGHT OF WAY \$

UTILITIES \$

* Costs contain % Engineering and Inspection

REASON FOR COST INCREASE

CONTINGENCY SUMMARY

Construction Cost Estimate:	\$ 2,055,577.40	(Base Estimate)
Engineering and Inspection:	\$ 102,778.87	(Base Estimate x 5 %)
Total Liquid AC Adjustment	\$ 106,073.94	(From attached worksheet)
Construction Total:	\$ 2,264,430.21	

REIMBURSABLE UTILITY COST

Utility Owner

Reimbursable Cost

Georgia Power	\$50,000.00
AT&T	\$0
AGL	\$0
Cobb EMC	\$0
Fulton County Sewer	\$0
Fulton County Water	\$0
Charter Communications	\$0
Comcast	\$0

Attachments

0180	550-1180	LF	STM DR PIPE 18",H 1-10	400.000	30.78	12315.56
0185	550-4218	EA	FLARED END SECT 18 IN, ST DR HEP-0000-00(265)	18.000	433.53	7803.57
0190	668-2100	EA	DROP INLET, GP 1	18.000	1912.64	34427.54
0195	700-9300	SY	SOD LANDSCAPE PLANTINGS	16000.000	3.26	52302.88
0200	615-1200	LF	DIRECTIONAL BORE - 1 INCH	350.000	9.56	3348.49
0205	681-4220	EA	LT STD, 40' MH, POST TOP	20.000	1717.28	34345.67
0210	681-6366	EA	LUMINAIRE,TP 3, 400W,HP SODIUM MNC POST TOP	20.000	784.00	15680.00
0215	682-1404	LF	CABLE, TP XHHW, AWG NO 10	2000.000	0.62	1256.04
0220	682-1405	LF	CABLE, TP XHHW, AWG NO 8	4700.000	0.83	3930.80
0225	682-1406	LF	CABLE, TP XHHW, AWG NO 6	2560.000	1.20	3072.10
0230	682-6110	LF	CONDUIT, RIGID, 1 IN	350.000	8.09	2831.69
0235	682-6219	LF	CONDUIT, NONMETL, TP 2, 1 IN	1870.000	3.57	6689.61
0240	682-9000	LS	MAIN SVC PICK UP POINT NO 1	1.000	12875.00	12875.00
0245	682-9022	EA	ELEC JCT BX,REF PLASTIC MORTAR	5.000	599.60	2998.02
0250	441-5057	LF	CONC DWL INT CURB, TP 7,DOWELS	200.000	14.37	2875.58
0255	441-6012	LF	CONC CURB & GUTTER/ 6"X24"TP2	400.000	14.02	5610.26

ITEM TOTAL						2055577.37
INFLATED ITEM TOTAL						2055577.37

TOTALS FOR JOB 0000265						2055577.40
ESTIMATED COST:						0.00
CONTINGENCY PERCENT (0.0) :						2055577.40
ESTIMATED TOTAL:						2055577.40

PROJ. NO. HPP-0000-00(265)
P.I. NO. 0000265
DATE 10/12/2011

CALL NO.

INDEX (TYPE)	DATE	INDEX
REG. UNLEADED	Oct-11	\$ 3.258
DIESEL		\$ 3.769
LIQUID AC		\$ 563.00

Link to Fuel and AC Index:
<http://www.dot.ga.gov/doingbusiness/Materials/Pages/asphaltcementindex.aspx>

LIQUID AC ADJUSTMENTS

PA=[((APM-APL)/APL)]xTMTxAPL

Asphalt

Price Adjustment (PA)				104126.85		\$ 104,126.85
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	\$	900.80		
Monthly Asphalt Cement Price month project let (APL)			\$	563.00		
Total Monthly Tonnage of asphalt cement (TMT)				308.25		

ASPHALT	Tons	%AC	AC ton
Leveling	0	5.0%	0
12.5 OGFC		5.0%	0
12.5 mm	1950	5.0%	97.5
9.5 mm SP		5.0%	0
25 mm SP	2300	5.0%	115
19 mm SP	1915	5.0%	95.75
	6165		308.25

BITUMINOUS TACK COAT

Price Adjustment (PA)				\$ 1,947.09		\$ 1,947.09
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	\$	900.80		
Monthly Asphalt Cement Price month project let (APL)			\$	563.00		
Total Monthly Tonnage of asphalt cement (TMT)				5.764025437		

Bitum Tack

Gals	gals/ton	tons
1342	232.8234	5.76402544

BITUMINOUS TACK COAT (surface treatment)

Price Adjustment (PA)				0		\$ -
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	\$	900.80		
Monthly Asphalt Cement Price month project let (APL)			\$	563.00		
Total Monthly Tonnage of asphalt cement (TMT)				0		

Bitum Tack

	SY	Gals/SY	Gals	gals/ton	tons
Single Surf. Trmt.		0.20	0	232.8234	0
Double Surf. Trmt.		0.44	0	232.8234	0
Triple Surf. Trmt		0.71	0	232.8234	0

TOTAL LIQUID AC ADJUSTMENT \$ 106,073.94

**GEORGIA DEPARTMENT OF TRANSPORTATION
PRELIMINARY ROW COST ESTIMATE SUMMARY**

Date: 3/15/2012 Project: HPP00-0000-00(265)
 Revised: County: Fulton
 PI: 265

Description: Hardscrabble Road Multi-Use Path
 Project Termini: King Road to Etris Road

Parcels: 7 Existing ROW: 80-130 feet
 Required ROW: 80-130 feet

Land and Improvements \$47,700.00

Proximity Damage \$0.00
Consequential Damage \$0.00
Cost to Cures \$0.00
Trade Features \$0.00
Improvements \$0.00

Valuation Services \$0.00

Legal Services \$79,725.00

Relocation \$14,000.00

Demolition \$0.00

Administrative \$64,000.00

TOTAL ESTIMATED COSTS \$205,425.00

TOTAL ESTIMATED COSTS (ROUNDED) \$206,000.00

Preparation Credits	Hours	Signature

Prepared By: Robert Dell-Ross CG#: 3-15-12(DATE)
 Approved By: Clyde Stricklin CG#: 3-15-12(DATE)
Sandra Alexander 286999 05/09/2012

NOTE: No Market Appreciation is included in this Preliminary Cost Estimate

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE **HPP00-0000-00(265) Fulton County**
 Hardscrabble Road Multi-Use Path
 P.I. No. 0000265

OFFICE **District 7**
 Chamblee

DATE **April 24, 2012**

FROM 
 Jonathan Walker
 District Utilities Engineer

TO
ATTN **Bobby Hilliard P.E., State Program Delivery Engineer**
 Darrell DeJean, Project Manager

SUBJECT **PRELIMINARY UTILITY COST (ESTIMATE)**

As requested by your office, we are furnishing you with a Preliminary Utility Cost estimate for each utility with facilities potentially located within the project limits.

FACILITY OWNER	NON-REIMBURSABLE	REIMBURSABLE	GRAND TOTAL
Atlanta Gas Light Company	\$	\$ 0.00	
AT&T Formerly BellSouth	\$ 0.00	\$ 0.00	
Comcast	\$ 0.00	\$ 0.00	
Georgia Power Company	\$ 0.00	\$ 50,000.00	
Totals	\$ 0.00	\$ 50,000.00	<u>\$50,000.00</u>

If you have any questions, please contact Clyde Cunningham at 770-986-1117.

BRP/JW/CAC

C: Jeff Baker, P.E., State Utilities Engineer
Angela Robinson, Office of Financial Management
Sebastian Nesbitt, Area Engineer



To: Clyde Cunningham, District Seven Utilities
From: Robert Dell-Ross, City of Roswell
Date: April 5, 2012
Subject: Hardscrabble Road Multi-Use Path from King Road to Etris Road – PI# 0000265
- HPP00-0000-00(265) – Preliminary Utility Cost Estimates

This project constructs a multi-use trail along the south side of Hardscrabble Road from King Road to Etris Road. In addition, the project constructs bike lanes, sidewalks, and a roundabout at the intersection of Hardscrabble Road and Chaffin Road (East). Utilities in the immediate area along with their estimated cost for relocations are as follows:

AGL	\$0
AT&T	\$0
Comcast	\$0
Georgia Power	\$50,000
TOTAL	\$50,000

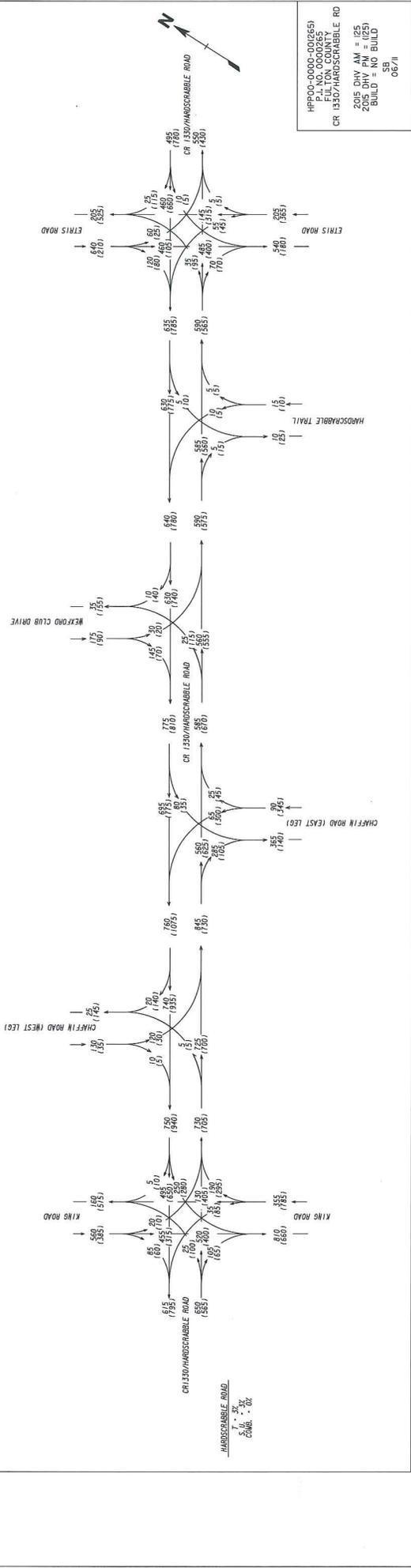
Please contact me at 770-594-6292 if you have any questions regarding this estimate.

Sincerely,

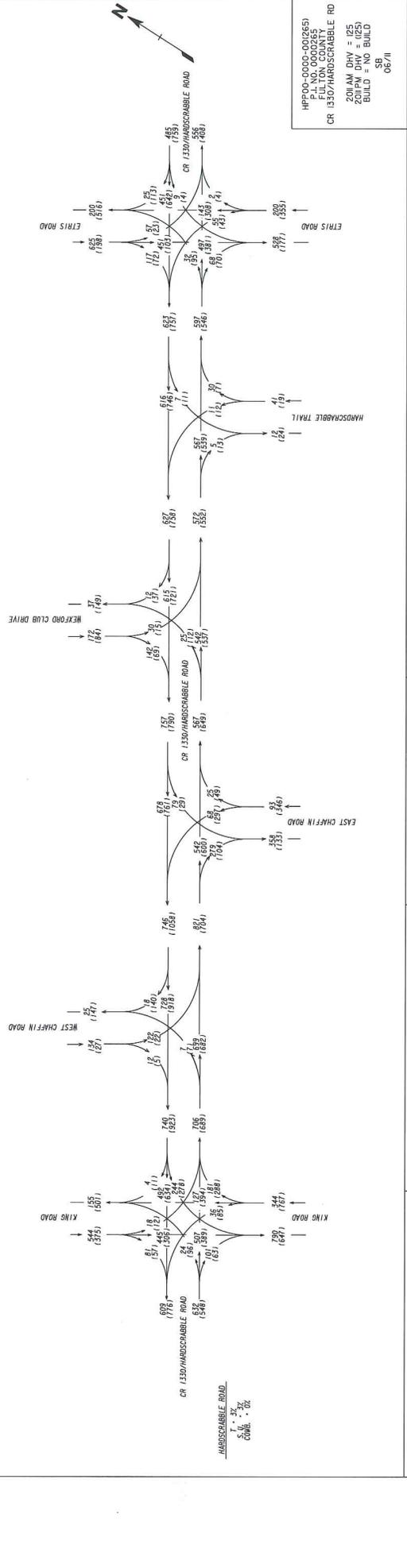
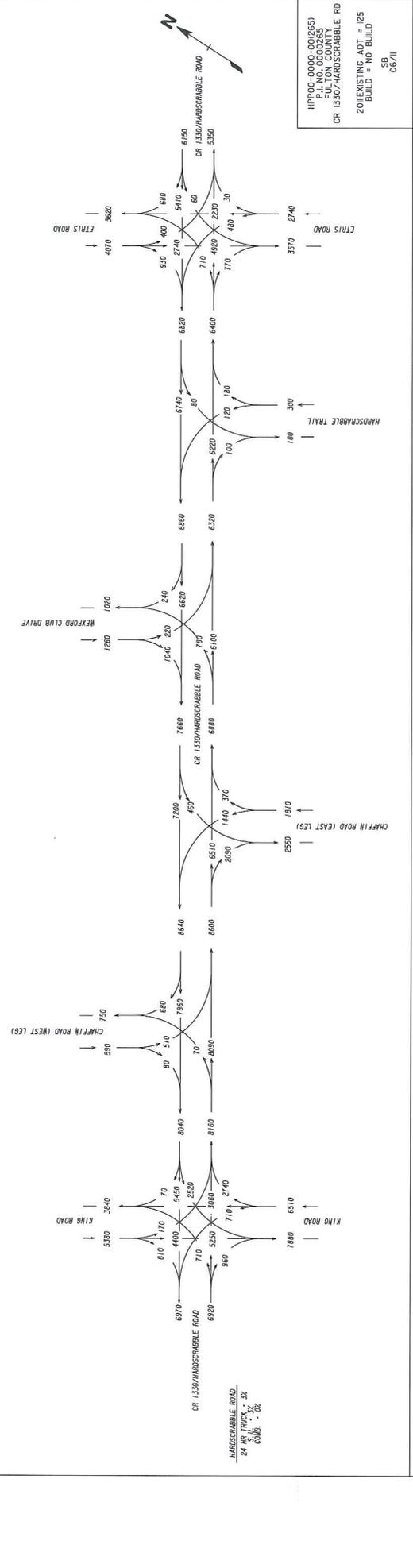
Robert G. Dell-Ross, P.E.
Sr. Transportation Engineer

Attachment 5

Traffic Diagrams



K:\P\11271152000\mrecrecab\A\Comp\A\Map\Cl\Traf\Traf Diagram 12811.dwg



CITY OF ROSWELL
 TRANSPORTATION DEPARTMENT
 TRAFFIC DIAGRAM

REVISION DATES

RSWELL
 GEORGIA
 SINCE 1834

RSW
 IMPROVING YOUR WORLD
 730 PEACHTREE STREET, SUITE 450
 ATLANTA, GA 30308-3288
 678-528-7200 (TEL) 404-347-9522 (FAX)

NTS

CR 1330/HARDSGRABBLE RD FM KING RD TO
 ETRIS RD - MULTI-USE PTH

DRAWING NO.
 10-003

DATE# 11/20/07