

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

District Seven

PROJECT CONCEPT REPORT

Project Number: STP-0002-00(850)

County: Cobb

P. I. Number: 0002850

Federal Route Number: -NA-

State Route Number: 120

*Did not
send to
Spencer
Mark Huff
To send in
Review & Concept
3-19-09
JH*

ROSWELL STREET PEDESTRIAN CORRIDOR IMPROVEMENTS

RECOMMENDATION FOR APPROVAL:

DATE 2/10/09

[Signature]
Project Manager

DATE 2/11/09

[Signature]
Office Head / District 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/or the State Transportation Improvement Program (STIP).

DATE _____

State Transportation Planning Administrator

DATE _____

Office of Financial Planning Administrator

DATE _____

State Environmental/Location Engineer

DATE _____

State Traffic Safety & Design Engineer

ROUTING

- | | | | |
|-------------------------------------|----------------|--------------------------|----------------|
| <input checked="" type="checkbox"/> | <u>Chamice</u> | <input type="checkbox"/> | <u>Joe</u> |
| <input checked="" type="checkbox"/> | <u>WILBES</u> | <input type="checkbox"/> | <u>Chamice</u> |
| <input checked="" type="checkbox"/> | <u>Reanna</u> | <input type="checkbox"/> | <u>MSQ</u> |
| <input type="checkbox"/> | | <input type="checkbox"/> | |

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ROSWELL STREET PEDESTRIAN CORRIDOR IMPROVEMENTS

RECOMMENDATION FOR APPROVAL:

DATE 2/28/04

[Signature]
Project Manager

DATE 2/11/04

[Signature]
Office Head / District 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/or the State Transportation Improvement Program (STIP).

DATE 3/15/04

[Signature]
State Transportation Planning Administrator

DATE _____

Office of Financial Planning Administrator

DATE _____

State Environmental/Location Engineer

DATE _____

State Traffic Safety & Design Engineer

| ROUTING | |
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| <input type="checkbox"/> | <u>JOE</u> |
| <input checked="" type="checkbox"/> | <u>[Signature]</u> |
| <input checked="" type="checkbox"/> | <u>[Signature]</u> |
| <input checked="" type="checkbox"/> | <u>[Signature]</u> |

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Federal Route Number: -NA-
State Route Number: 120

ROSWELL STREET PEDESTRIAN CORRIDOR IMPROVEMENTS

RECOMMENDATION FOR APPROVAL:

DATE 2/20/09

[Signature]
Project Manager

DATE 2/11/07

[Signature]
Office Head / District 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/or the State Transportation Improvement Program (STIP).

DATE _____

State Transportation Planning Administrator

DATE _____

[Signature]
Office of Financial Planning Administrator *WSD*

DATE _____

State Environmental/Location Engineer

DATE _____

State Traffic Safety & Design Engineer

ROUTING

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DATE 2/20/09

[Signature]
Project Manager

DATE 2/11/09

[Signature]
Office Head / District Engineer

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DATE _____

State Transportation Planning Administrator

DATE _____

Office of Financial Planning Administrator

DATE 3.15.04

[Signature]
State Environmental/Location Engineer

DATE _____

State Traffic Safety & Design Engineer

| ROUTING | |
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| <input checked="" type="checkbox"/> | <u>Chamick</u> |
| <input checked="" type="checkbox"/> | <u>Wixses</u> |
| <input checked="" type="checkbox"/> | <u>Rodanna</u> |
| <input type="checkbox"/> | <u>Joe</u> |
| <input type="checkbox"/> | <u>Chamick</u> |
| <input type="checkbox"/> | <u>MEJ</u> |

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RECOMMENDATION FOR APPROVAL:

DATE 2/20/09

[Signature]
Project Manager

DATE 2/11/09

[Signature]
Office Head / District Engineer

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DATE _____

State Transportation Planning Administrator

DATE _____

Office of Financial Planning Administrator

DATE _____

State Environmental/Location Engineer

DATE 3/16/09

[Signature]
State Traffic Safety & Design Engineer

ROUTING

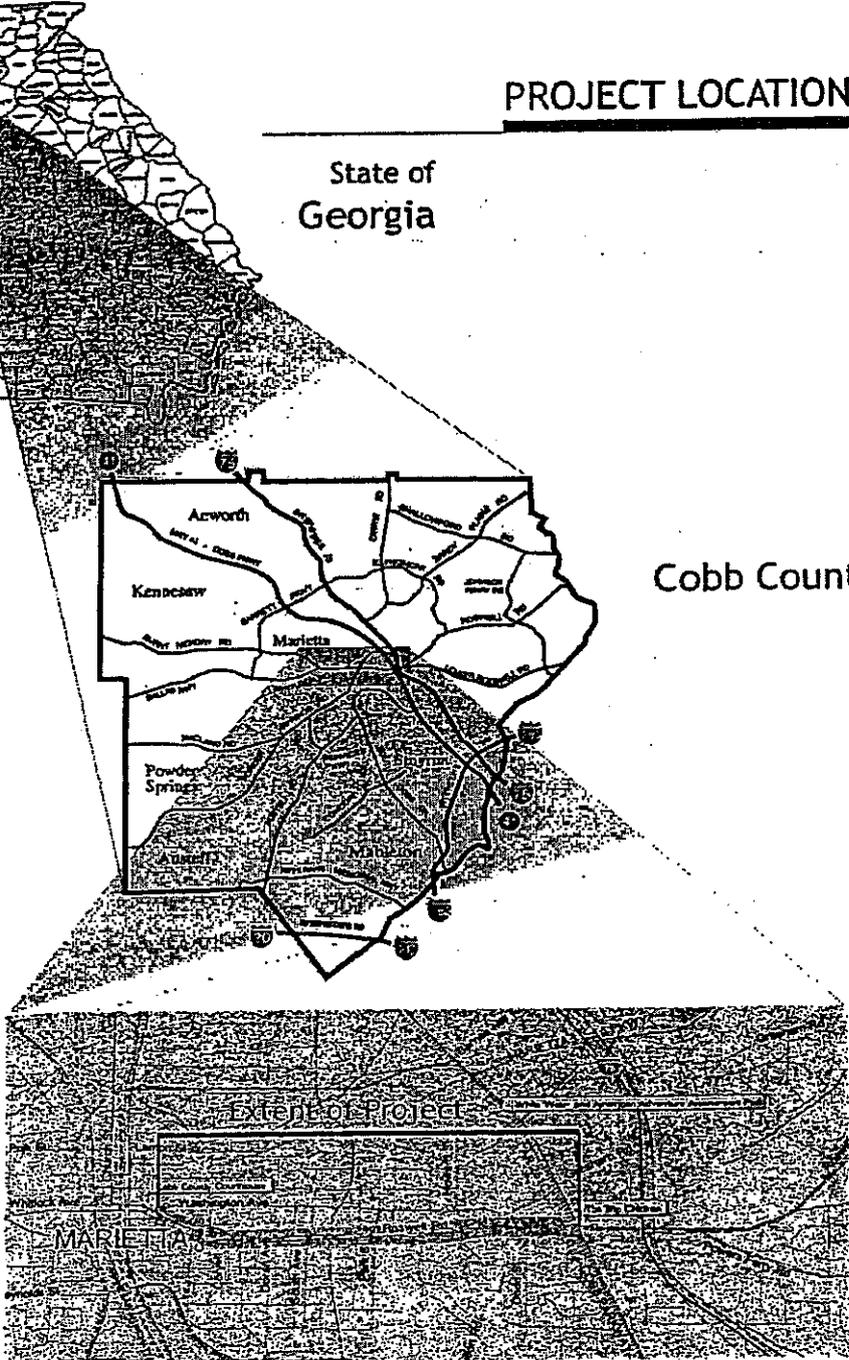
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PROJECT LOCATION MAP

State of
Georgia

Cobb County



Note: Project begins at Waddell Street (1 block east of Historic Marietta Square) and continues east to the intersection of US 41/ Cobb Parkway)

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Need and Purpose:

The proposed project has been derived from the recent Livable Center's Initiative study, which strives to redevelop existing city lands into thriving community centers. Roswell Street is a major traffic thoroughfare within and through the City of Marietta. The section that the project will address begins at the west intersection of U.S. 41/ Cobb Parkway and continues west (on the north and south sides of Roswell Street) crossing Fairground Street and terminating at the intersection of Waddell Street (approx. one block from the historic Marietta square). Roswell Street traffic volume is currently to the extent that it is significantly unsafe for pedestrians. Specific elements contributing to this lack of pedestrian safety includes; the existence of too many curb cuts in and out of adjacent businesses, narrow or non existing sidewalks or sidewalks in disrepair, inappropriate on street parking, and a lack of connection between sidewalks at intersections and adjacent businesses. The project will unify an existing area that lacks consistency in terms of business types and architectural styles, while at the same time, balance the functionality of a transportation corridor and increase safety for pedestrians.

Description of the proposed project:

The project length: 8,714 Linear Feet = 1.65 miles

As mentioned above, the proposed project will begin at the west intersection of U.S. 41/Cobb Parkway and continue west across Fairground Street to Waddell Street. The project will also include a short section along both sides of Anderson Street (approx. 411 ft. terminating just past Waddell) and Waddell Street (approx. 295 ft. terminating at Roswell Street). These segments will encompass the triangular perimeter of the courthouse parking and public R.O.W. areas. The project will continue up adjacent side streets for a short distance (no longer than 50'). This will create a safer transition for pedestrians approaching from nearby residential and business areas. The project will include an 8' sidewalk and an 8' street tree/ furniture zone on both sides of each street mentioned above. The street tree/ furniture zone will consist of landscape plantings of large and small street trees, flowering shrubs, groundcover material, decorative benches, trash receptacles, and bike racks. The 8' sidewalk will consist of brick pavers, decorative pedestrian lighting, ornamental mast arms (at signalized intersections), and pedestrian crossing signals (at signalized intersections).

The project will require the acquisition of additional R.O.W. to accommodate the street tree/ furniture zone. Several seating areas will be located at various street intersection corners. The small seating areas will include decorative paving, benches, and bike racks. The seating areas will not impede the required AASHTO site triangle requirements. The project will also include a section in front of the Cobb County Library which will be designated as a public park area (public R.O.W.) which will contain hardscape seating walls, bike racks, and decorative paving areas. The corridor contains a diverse range of businesses which include car dealerships, restaurants, gas stations, and retail shops, to name a few. There are 4 signalized intersections within the corridor including the intersections of Green Street, Aviation Road, Fairground Street, and US 41/ Cobb Parkway. All signalized intersections will be brought up to current GDOT and ADA

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standards, which will include handicap ramps, crosswalks, and pedestrian signalization. There are existing curb cuts that do not meet GDOT standard width requirements, as well as, those that are unnecessary in providing proper access in and out of specific parcels. Unnecessary curb cuts may be eliminated to improve pedestrian safety throughout the corridor. If special design details are required they will be submitted to the GDOT District and/or Area Engineer for approval. All sidewalk construction and intersection improvements will follow current GDOT standard specifications.

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

The project concept correlates to the Transportation Improvement Plan (TIP) description for Roswell Street Streetscape Improvements (Project # STP-0002-00(850)). The project will occur along Roswell Street (SR 120) from Cobb Parkway (US 41) to Waddell Street and will also include two segments along both sides of Anderson and Waddell Street within the City of Marietta city limits. The project will include sidewalks and crosswalks. The construction is proposed to begin in 2004.

PDP Classification:

Full Oversight (), Exempt (), State Funded (), or Other ()

Functional Classification: Minor Arterial

U. S. Route Number(s): -NA- **State Route Number(s):** 120

Traffic (AADT):

Current Year: (2001) 33200 Design Year: (2004) 33200

Existing design features:

• **Typical Section:**

Existing design features within the corridor include concrete curb and gutter, typical 4' concrete sidewalks with a 1' grass strip between the back of curb and edge of sidewalk (on both sides), typical 5' brick sidewalks with a 1' grass strip between the back of curb and edge of sidewalk, painted pedestrian crosswalks, and overhead utility and signalization lines. There are specific areas along the corridor that lack concrete curb and gutter. There are also parcels with curb cuts that do not follow GDOT standard width requirements, as well as, curb cuts that are not necessary for proper access in and out of the site. A large portion of the corridor includes 2 travel lanes (east and west bound) and a center left turn lane. Several sections are 4 lanes, which includes the typical 3 lane section, described above, and an additional right turn lane. The existing travel lanes range from 12' to 13' in width.

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Right turn lanes occur at the following areas:

- o Between Olive Street and Doran Avenue (south side of Roswell St.)
- o Between Doran Avenue and South Avenue (south side of Roswell St.)
- o Between South Avenue and Fairground Street (south side of Roswell St.)
- o 230 ft section before Victory Drive (south side of Roswell St.)
- o 290 ft section before Aviation Road (south side of Roswell St.)

Note: There are also several future right turn lanes planned (to be built in the near future) that the project will tie into.

These areas include:

- o Between Waddell St. and Green St. (south side of Roswell St.)
- o Between Green St. and Alexander St. (south side of Roswell St.)
- o From Cole St. to Alexander St. and the northwest intersection of Alexander St. (north side of Roswell St.)
- o At the southeast and northwest intersection of Fairground
- o At the southwest and southeast intersections of Dodd St.

Posted speed 35 mph

Maximum degree of curvature: -NA-

- Maximum grade: Mainline -NA-
Side Street -NA-
Driveway -NA-
- Width of right of way: .50 ft. typical, varies in some areas
- Major structures: None
- Major interchanges or intersections along the project: Fairground Street
- 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).

Roswell Street from Waddell Street to US 41: 8,714 Linear Feet

Proposed Design Features:

Proposed typical section(s):

- The proposed improvements will include replacing the existing 2 foot curb and gutter with a 2.5' curb and gutter, an 8' sidewalk and an 8' landscape buffer from back of curb (which will narrow in several areas to accommodate existing conditions). The landscape buffer will contain proposed street furniture including benches, trash receptacles, bike racks, and landscape improvements (which include large and small deciduous trees, shrubs, and groundcover). The sidewalk

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will be a combination of brick pavers and concrete banding. The brick pavers will continue across existing drives. All sidewalk construction will conform to GDOT standard specifications. Drainage structures will be relocated and/or replaced to accommodate the new curb and gutter layout. The utilities will be relocated overhead. The proposed travel lanes will have an 11' width (from edge of pavement on outside lanes) as illustrated in the typical sections.

- Proposed Design Speed Mainline 35 mph
- Proposed Maximum grade Mainline -NA-
- Maximum grade allowable -NA-
- Proposed Maximum grade Side Street -NA-
- Maximum grade allowable -NA-

- Proposed Maximum grade driveway -NA-
- Proposed Maximum degree of curve -NA-
- Maximum degree allowable -NA-
- Right of way
 - Width Varies, 69'-80'
 - Easements: Temporary (X), Permanent (), Utility (), Other ().
 - Type of access control: Full (), Partial (), By Permit (X), Other ().
 - Number of parcels: 105
 - Number of displacements:
 - Business: 90
 - Residences: 0
 - Mobile homes: 0
 - Other: 15 (churches, parking areas, public spaces)

- Structures:
 - Bridges -none-
 - Retaining walls
 - Retaining walls will be provided when sidewalk construction are next to areas of steep grade.
 - Walls are to be constructed of one of the following:
 - Poured concrete
 - Modular concrete wall
 - Poured concrete wall with brick or other veneer

- Major intersections and interchanges. Fairground Street, Cobb Parkway (US 41)

- Traffic control during construction:

- Traffic to be maintained on existing roadway during construction and to follow MUTCD (Millennium Edition) traffic control guidelines.

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• Design Exceptions to controlling criteria anticipated:

| | <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: | () | () | (X) |
| BRIDGE STRUCTURAL CAPACITY: | () | () | (X) |

• Design Variances;

The following have been submitted:

- 1) To allow an 8'x 4' street tree planting area at the back of the curb spaced 40' on center (see Alternative Section, Attachment 3)
- 2) To allow the brick paver sidewalks to continue across drives that exceed 2% (constraints in the ability to purchase additional right-of-way)
- 3) To allow decorative break away lights to be placed approx. 2' off of the back of curb

• Environmental concerns:

- 1) Section 106
- 2) Categorical Exclusion

• Level of environmental analysis:

- o Are Time Savings Procedures appropriate? Yes (X) No (),
- o Categorical exclusion Yes (X) No (),
- o Environmental Assessment/Finding of No Significant Impact (FONSI) Yes () No (X), or
- o Environmental Impact Statement (EIS) Yes () No (X).

• Utility involvements:

The following utilities will be coordinated with the engineering of the streetscape project:

- Atlanta Gas
- AT&T Telecommunications
- Bellsouth Telecommunications
- Comcast Cable
- Marietta Fibernet
- Marietta Traffic Services

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Marietta Power – Power (lighting)
Marietta Water – Water & Sewer

The existing utilities will be relocated overhead to accommodate the design of the project.

Project responsibilities:

- | | |
|--------------------------------|------------------|
| o Design: | PBS&J |
| o Right of Way Acquisition: | City of Marietta |
| o Relocation of Utilities: | City of Marietta |
| o Letting to contract: | City of Marietta |
| o Supervision of construction: | TBD |
| o Providing material pits: | Contractor |
| o Providing detours: | City of Marietta |

Coordination

- Initial Concept Meeting date and brief summary **Attached**
- Concept meeting date and brief summary **Attached**
- P. A. R. meetings, dates and results **-NA-**
- FEMA, USCG, and/or TYA **-NA-**
- Public involvement
LCI plan development public outreach meetings, public surveys, etc. (See Attachments)
- Local government comments **-NA-**
- Other projects in the area:
 - STP-0004-00(403) – SR 120 at SR 120 Loop (East)
 - STP-0004-00(448) – SR 120/ Roswell Rd at Johnson Ferry Rd
 - CM-0004-00(449) – SR 360/ Powder Springs Rd at Cheatham Hill/ Callaway Roads
 - STP-0004-00(473) – Cobb Galleria Parkway from Akers Mill to Cumberland Parkway (FY04 LCI)
 - STP-0004-00 (505) – Rottenwood Creek Trail from Paces Mill NPS to Terrell Mill Rd
 - STP-7141-00(080) – Cumberland Blvd. Over I-285- Addition of sidewalk bridge
 - STP-7213-00(010) – SR 120/ Roswell Rd from SR 120 Loop to Bridgegate Dr
- Other coordination to date. **-NA-**

Scheduling – Responsible Parties' Estimate

- Time to complete the environmental process: 4 Months.
- Time to complete preliminary construction plans: 2 Months.
- Time to complete right of way plans: 1 Months.
- Time to complete the Section 404 Permit: -NA- Months.
- Time to complete final construction plans: 2 Months.
- Time to purchase right of way: 6 Months.

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Other alternates considered: None

Attachments:

1. Cost Estimate
2. Location map
3. Typical Sections
4. Public Involvement and Meetings
5. Location and Design Notice

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**ATTACHMENT 1
 PRELIMINARY COST ESTIMATE SUMMARY**

STREETSCAPE IMPROVEMENTS:

Phase I from Waddell Street to Fairground Street:

| | |
|---|-----------------------|
| Demolition (removal of existing sidewalks, curb and gutter, asphalt and concrete, retaining walls, milling, sign removal, etc.) | \$300,000.00 |
| Construction (brick sidewalks, new curb and gutter, resurfacing, mast arms, sign relocation, etc.) | \$1,600,000.00 |
| Drainage Structures and Erosion Control | \$150,000.00 |
| Landscaping and Site Furnishings (small and large deciduous trees, groundcover, lights, benches, receptacles, bike racks, etc.) | \$270,000.00 |
| Restriping signing and markings | \$60,000.00 |
| Subtotal | \$2,380,000.00 |
| Contingency (30%) | \$714,000.00 |
| PHASE I TOTAL: | \$3,094,000.00 |

Phase II from Fairground Street to US 41/ Cobb Parkway:

| | |
|---|-----------------------|
| Demolition (removal of existing sidewalks, curb and gutter, asphalt and concrete, retaining walls, milling, sign removal, etc.) | \$340,000.00 |
| Construction (brick sidewalks, new curb and gutter, resurfacing, mast arms, sign relocation, etc.) | \$1,600,000.00 |
| Drainage Structures and Erosion Control | \$150,000.00 |
| Landscaping and Site Furnishings (small and large deciduous trees, groundcover, lights, benches, receptacles, bike racks, etc.) | \$500,000.00 |
| Restriping pavement signing and markings, ornamental directional signage | \$70,000.00 |
| Subtotal | \$2,660,000.00 |
| Contingency (30%) | \$798,000.00 |
| PHASE II TOTAL: | \$3,458,000.00 |

TOTAL PROJECT ESTIMATE TOTAL (PHASE I & PHASE II): **\$6,552,000.00**

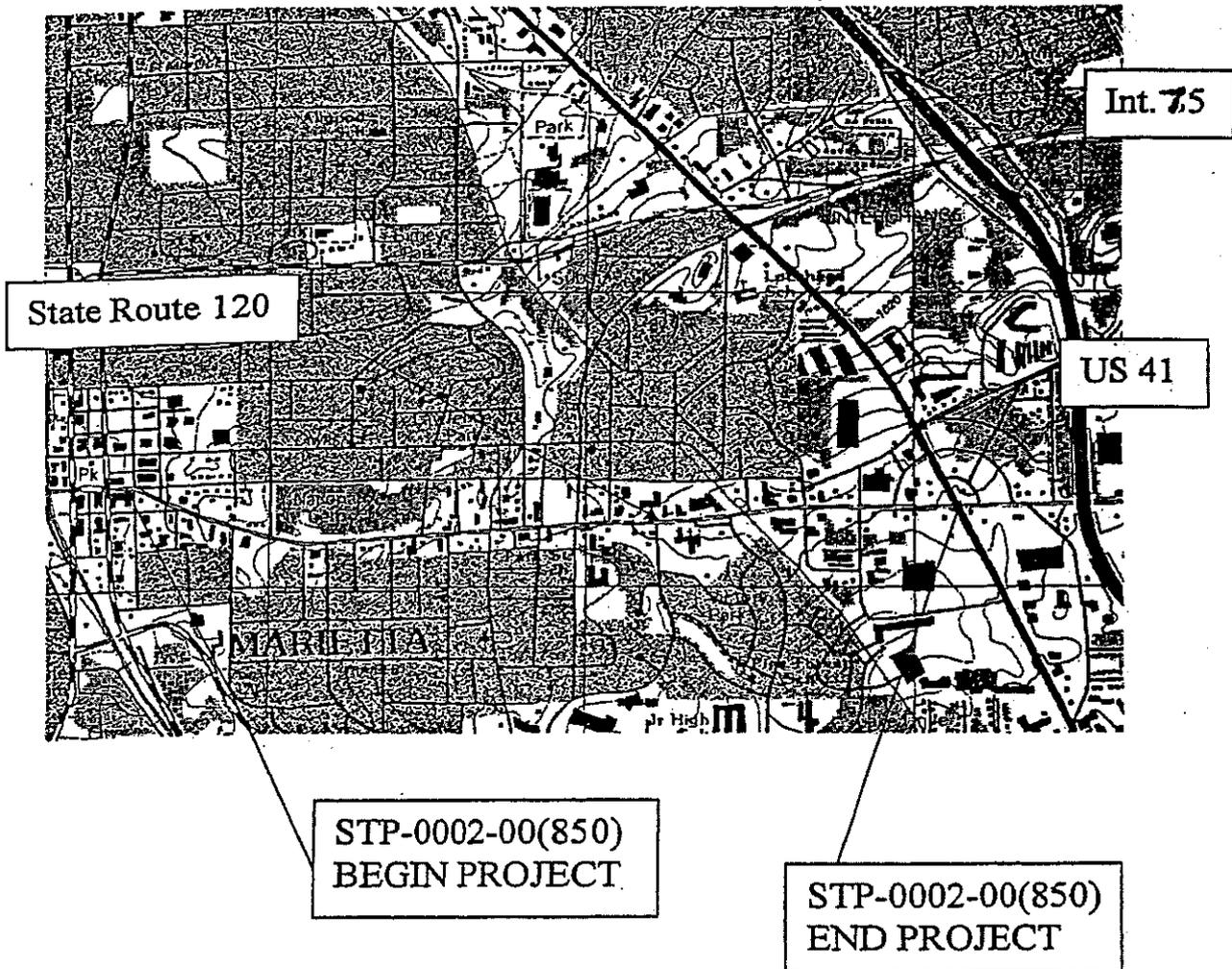
Note: The project is broken into phases due to cost constraints. The total LCI project funding of 3.3 million will be used in Phase I first and Phase II second (if any funds remain after Phase 1 construction). The estimates above do not include additional Right-of Way acquisition.

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ATTACHMENT 2

PROJECT LOCATION MAP

Roswell Street Pedestrian Corridor Improvements
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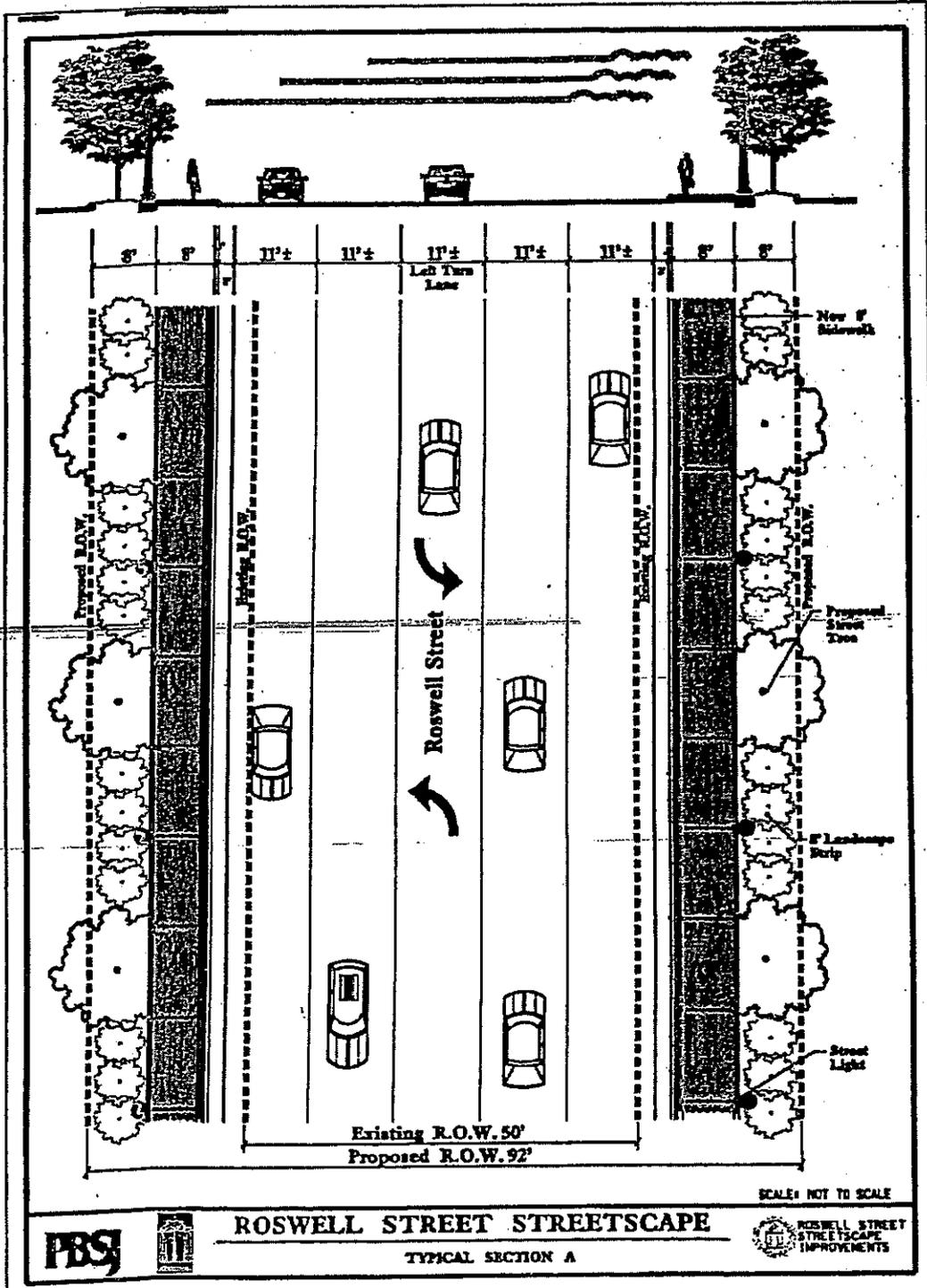
ATTACHMENT 3

Typical Section A- 5 Lane Section

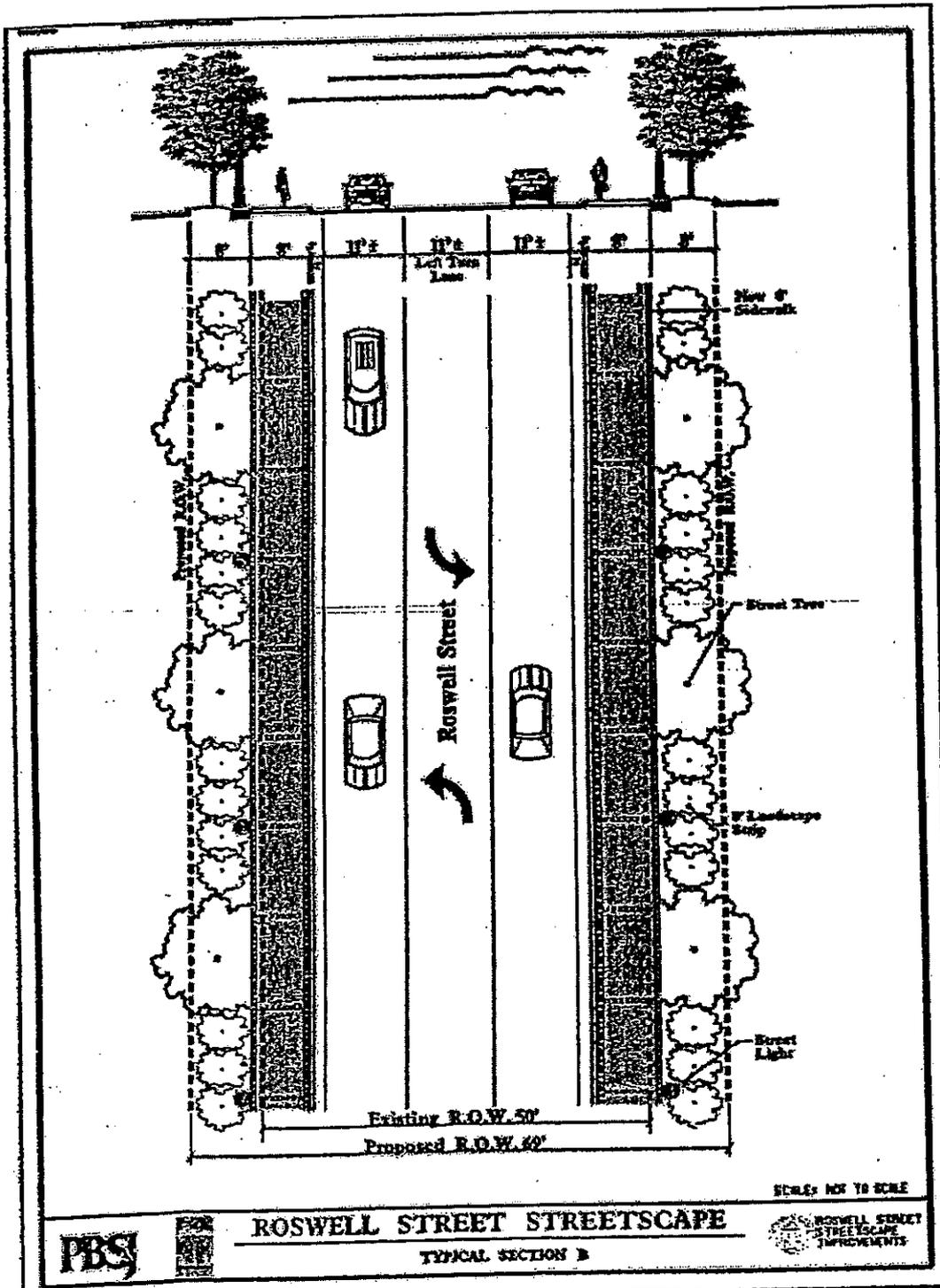
Typical Section B- 3 Lane Section

~~Alternative Section~~

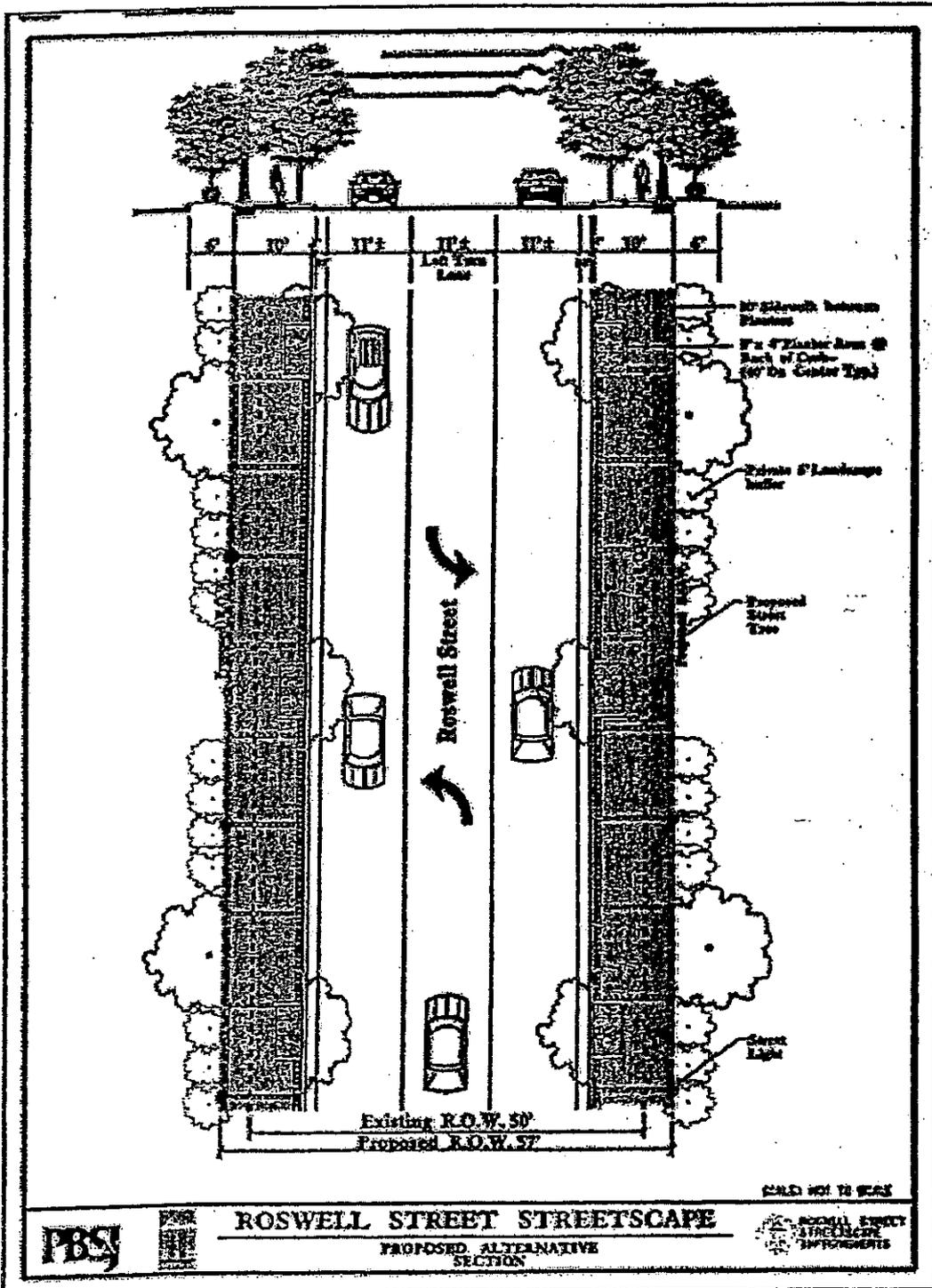
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ATTACHMENT 4 PUBLIC INVOLVMENT AND MEETINGS

Meeting Minutes: Roswell Street Streetscape Project

GDOT Concept Meeting

Date: 10/09/03

Time: 10:00am

Location: Marietta City Hall

Present: City of Marietta: Russell Moorehead, Karl Holley, Rusty Roth
PBS&J: John Boudreau, Mark Griffin
GDOT: Ralph Merrow, James Harry, Dean Baker
Moreland Altobelli Associates, Inc.: Jerry Harris, Wright Aldridge
Marietta Power: Kerry Richardson

- John Boudreau opened the meeting with a discussion concerning Roswell Street being designated as a state route. He emphasized the fact that there could be more flexibility in terms of design elements if Roswell Street were taken off of the state route designation.
- Jerry Harris commented and noted that either way the project had to follow all FHWA guidelines because it was federally funded, and GDOT had adopted all FHWA design guidelines. Jerry Harris also noted that if there are design elements outside of the FHWA's requirements that a design variance could be filed with GDOT
- Wright Aldridge noted that the pedestrian lights should be break away to follow FHWA safety guidelines. Ralph Merrow commented that the design variance approval process is usually about a 2 week turn around process. Jerry Harris stated for the consultant to send all design variance applications to Key Phillips.
- John Boudreau asked if GDOT could wait to begin the scheduled resurfacing of Roswell Street until after the streetscape project is complete. This would allow additional funds for construction of the project. Harris commented that the city should get in touch with GDOT as soon as possible for GDOT to hold off of the resurfacing of Roswell Street.
- Wright Aldridge asked if the relocation of the utilities has been decided. The city responded and said that city council is still in the process of deciding what will happen. Russell Moorehead emphasized that the city has enacted a utility ordinance that requires any future relocation of utilities to be placed underground.

The meeting was adjourned at 11:20pm.

Meeting Minutes: Roswell Street Streetscape Project

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Stakeholder Committee Meeting #1

Date: 8/14/03
Time: 8:00 pm

- John Fish introduces himself and PBS&J to the Committee and discussed how the project was derived from the 2001 LCI study, the award of the funding, the current design elements derived from the study.
- Each member of the Committee introduced himself/ herself discussing their concerns and/or involvement with the project.
- John Fish moved into the presentation of the master plan highlighting specific site elements presenting typical sections and plan view representations of the master plan.
- A preliminary project construction estimate was discussed with the Committee. Karl Holley and John Fish discussed elements within the cost estimate including:
 - Whether the project should be broken into Phase I and Phase II due to budgeting constraints. Phase I being built with the existing LCI funds and running from Waddell Street to Fairground Street and Phase II being from Fairground Street to US 41/ Cobb Parkway
 - Whether to stretch the project out as far as possible throughout the corridor, cutting out specific design elements
 - Karl Holley discussed his concern with the fact that ARC told the city that Roswell Street will not receive any more implementation money at all under the LCI program.
- Took a brief intermission to allow the Committee to look at the master plan drawings

After review of the master plan drawings we had a question/ answer session and dismissed around 9:00 pm.

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Meeting Minutes: Roswell Street Streetscape Project
Stakeholder Committee Meeting #2

Date: 10/21/03
Time: 7:00 pm

- John Fish began the meeting with a brief introduction of the project and everyone introduced himself or herself. The following stakeholder committee members were present:

Roger DeBoy
Betty Hunter
Mary Kerris
Joyce Self
Kevin Moore
Rusty Roth
Todd Hobbs
Gayle Rogers
Philip Goldstein

PBS&J
John Fish
John Boudreau
Mark Griffin

City of Marietta
Dana Johnson
Rusty Moorehead
Karl Holley
Bill Bruton

- John Boudreau began discussing specific material elements of the project which included street furnishings, plant material, and lighting. Philip Goldstein asked if the lighting will be the same output as the lights at the shopping plaza across from Roswell Street Baptist. John commented that the light will be a combination of large overhead and pedestrian scale lighting. John Fish commented on light used on Canton Street in Roswell.
- John Boudreau began introduction of the updated master plan. John highlighted the specific updates of the master plan including proposed seating areas within city ROW. John discussed proposed gateway features along the corridor (triangular area near the square, Fairground Street, US 41/ Cobb Parkway).
- John Boudreau moved into a discussion concerning the overhead utilities. John mentioned other projects where the city and local utility provider shared costs to underground utilities. John presented cost estimate data that was provided in a report to the city by a local engineering consulting firm and emphasized the overlap in costs that the estimate was carrying. The overlapping costs include asphalt repair, engineering and supervision, and light costs. A vote was taken within the group and a unanimous response was taken to underground the utilities along Roswell Street. Bill Bruton stated that the Board of Lights and Water would have to vote and forward the recommendation on the council for the ultimate decision.
- John Fish moves on to a discussion concerning a design alternative placing the street trees in planting areas along the back of curb. He emphasized the preliminary estimated cost savings of Right-of-Way acquisition in doing so. Safety issues were also brought up emphasizing that street trees would provide a buffer between the road and the pedestrians. John Fish mentioned that having the street trees would require submitting a design variance which may not be approved by GDOT (GDOT concurs with AASHTO guidelines which requires a clear zone). John Fish asked for a vote on the current 16' section and the proposed 10' sections and the vote tied at 3-3. A third alternative was discussed with a 2' landscape strip between the curb and the sidewalk.
- The group took a brief intermission and concluded with closing remarks. The meeting ended with a discussion about utility relocation, and having the concept presented before city council for approval to keep the project moving along on schedule. The meeting ended around 9:10pm.

NOTICE OF LOCATION AND DESIGN APPROVAL

Project Concept Report page 19
Project Number: STP-0002-00(850)
P. I. Number: 0002850
County: Cobb

**Project No. STP-0002-00(850) – Cobb County
P.I. Number 0002850**

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 _____.

The project consists of the construction of 8-foot sidewalks and an 8-foot street tree/ furniture zone along both sides of Roswell Street. New curb and gutter will be constructed on both sides of Roswell Street (excluding areas where newly constructed curb and gutter exists from turning lane improvements). Specific curb cuts will be eliminated where multiple and/or unnecessary curb cuts occur. Pedestrian lighting and street landscaping will also be included as part of the scope of construction. This project is located in GMD No. (-NA-); Lands Lots Nos. 1211,1212,1217 & 1232-1238; 16th District, the City of Marietta, Cobb County, Georgia.

The project will result in the construction of approximately 16,736' linear feet of concrete and/or brick sidewalk and 24,418' linear feet of curb. The difference in the linear feet of concrete curb and sidewalk is due to additional curb needed at entrances and for accommodating the 8' street tree/ furniture zone at existing parking areas. Curb cuts will be provided at all driveways and ramps and crosswalks will be provided at all intersections. Erosion control and regrassing of all disturbed areas with permanent seeds are also included in the project scope.

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.

*Benjamin F. Rabun III, P.E.
Kev.Phillips@dot.state.ga.us
5025 New Peachtree Road
Atlanta, Georgia 30341
770-986-1050*

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:

*Karl Holley
kholley@city.marietta.ga.us
Director of Planning & Zoning
City of Marietta
205 Lawrence Street
Marietta, Georgia 30060
770-794-5446*

Any written requests 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.