

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE P. I. No. 0005428, Fulton County **OFFICE** Preconstruction
HPP00-0005-00(428)
SR 961/Old Alabama Rd @ Old Alabama Connector-
Intersection Improvements **DATE** July 7, 2008

FROM  Genetha Rice-Singleton, Assistant Director of Preconstruction
TO  SEE DISTRIBUTION

SUBJECT APPROVED PROJECT CONCEPT REPORT

Attached for your files is the approval for subject project.

Attachment

DISTRIBUTION:

Brian Summers
Glenn Bowman
Ken Thompson
Michael Henry
Keith Golden
Angela Alexander
Paul Liles
Bryant Poole
Mike Lobdell
Kimberly Nesbitt
BOARD MEMBER

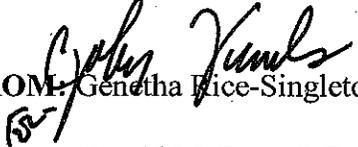
**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENTAL CORRESPONDENCE

FILE: P.I. No. 0005428, Fulton County
HPP00-0005-00(428)
SR 961/Old Alabama Rd @ Old Alabama Connector
Intersection Improvements

OFFICE: Preconstruction

DATE: June 26, 2008

FROM:  Genetha Rice-Singleton, Assistant Director of Preconstruction

TO: Gerald M. Ross, P.E., Chief Engineer

SUBJECT: PROJECT CONCEPT REPORT

This project is the intersection improvements along SR 961/Old Alabama Road and Old Alabama Connector. This project is located within the city limits of Roswell, Georgia. The project limits along Old Alabama Road, include sufficient lengths to merge the proposed improvements back into the existing roadway sections. The proposed project is needed to improve operational deficiencies of the Connector intersection with Old Alabama Road. Approximately 26,200 vehicles per day are currently utilizing this intersection. An analysis was conducted for three time periods in a day to evaluate the existing operations. Based on this analysis, the Level of Service (LOS) experienced at this intersection is LOS "F" during the morning, LOS "C" during the midday, and LOS "D" during the evening. Traffic volumes for this section of SR 961/Old Alabama Road are 19,700 VPD in the year 2007 and 25,700 VPD projected for the design year 2032. The volumes along Old Alabama Connector are 13,000 VPD for the year 2007 and 16,800 VPD projected in the design year 2032. With this increase in traffic, the intersection is expected to operate at LOS "E" during midday and at LOS "F" during both morning and evening.

The proposed project will provide improvements to the existing Old Alabama Connector intersection with Old Alabama Road. Improvements on Old Alabama Road will consist of four, 11' lanes (two in each direction) with a varying width raised median and 11' turn lanes, curb and gutter with a 5' sidewalk on the south side and a 10' multi-use trail on the north side. Old Alabama Connector will consist of two, 11' southbound left turn lanes, a 11' right turn lane, two 11' northbound lanes, a 4' raised median, curb and gutter on both sides with a 5' sidewalk on the west side. All improvements will meet the design speed of 35 MPH for both roadways. Traffic will be maintained via staging during construction.

Environmental concerns include requiring a Categorical Exclusion will be prepared; a Public hearing is not required; Time saving procedures is appropriate.

The estimated costs for this project are:

	<u>PROPOSED</u>	<u>APPROVED</u>	<u>FUNDING</u>	<u>PROG DATE</u>
Construction (includes E&C)	\$ 1,934,000	\$ 670,000	Q92	2010
Right-of-way*	\$ 200,000	\$ 347,000	Q92	2009
Utilities *	\$750,000			

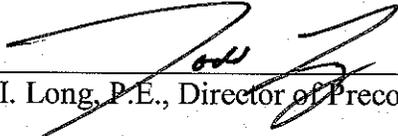
*City of Roswell signed PMA on 5-24-04 for PE, right-of-way, and utilities/DOT to reimburse 80% PE.

This project will reduce time delays, increase capacity, and improve the safety and operations of the intersection. I recommend this project concept be approved.

GRS: JDQ

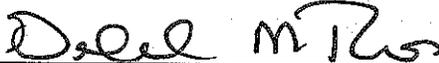
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CONCUR

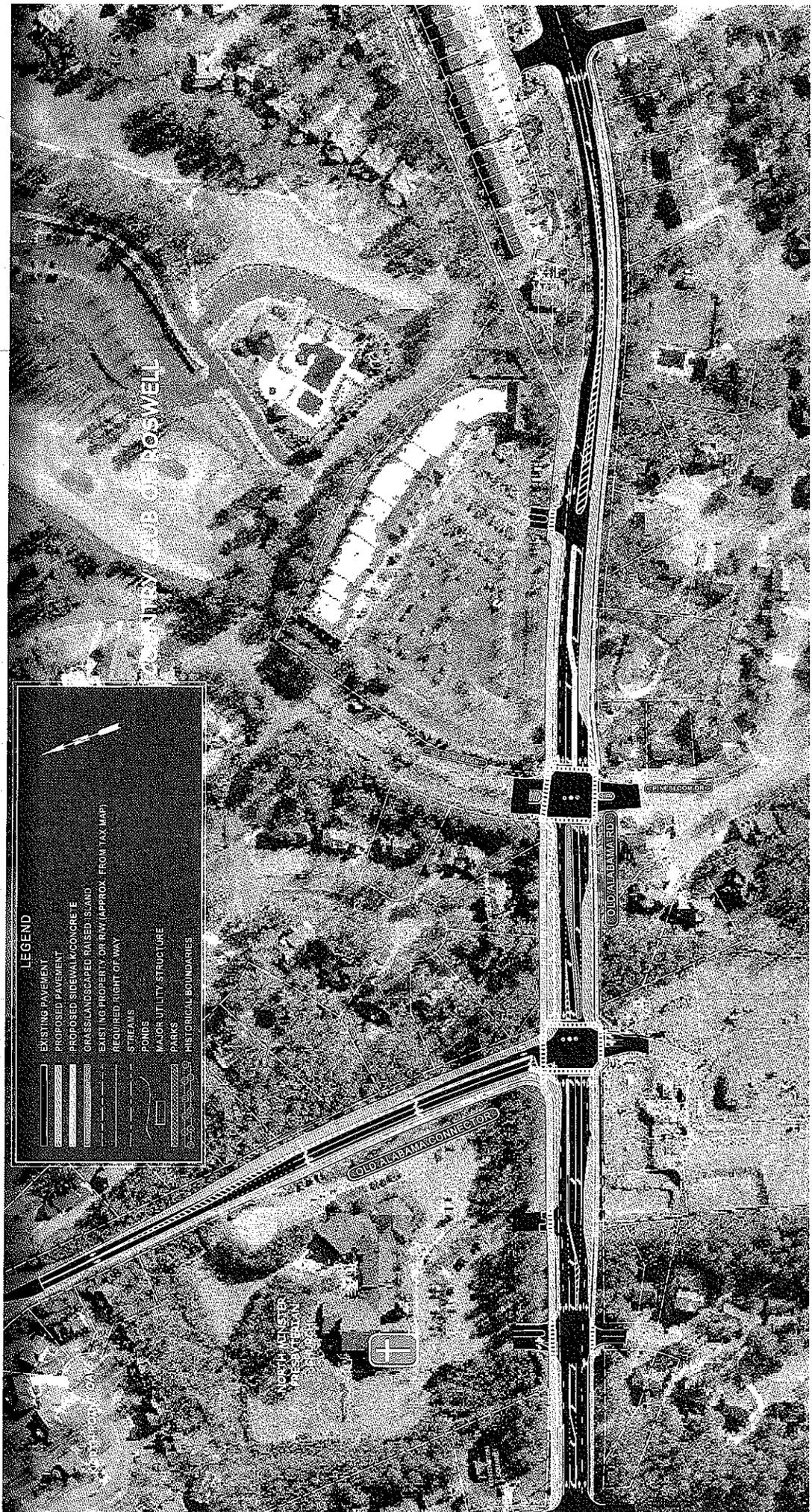


Todd I. Long, P.E., Director of Preconstruction

APPROVED



Gerald M. Ross, P.E., Chief Engineer

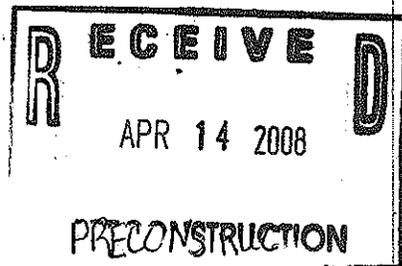


LEGEND

- EXISTING PAVEMENT
- PROPOSED PAVEMENT
- PROPOSED SIDEWALK/CONCRETE
- GRASS LANDSCAPED RAISED ISLAND
- EXISTING PROPERTY OR R/W (APPROX. FROM TAX MAP)
- REQUIRED RIGHT OF WAY
- STREAMS
- PONDS
- MAJOR UTILITY STRUCTURE
- PARKS
- HISTORICAL BOUNDARIES

SPRING RIDGE DR TO WOODHALL DR

Project Concept Report Page 1
Project Number: HPP-0005-00(428)
P.I. Number: 0005428
County: Fulton



DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF CONSULTANT DESIGN

PROJECT CONCEPT REPORT

Project Number: HPP-0005-00(428)
County: Fulton
P.I. Number: 0005428

Federal Route Number: N/A
State Route Number: 961

Intersection Improvements for SR 961/Old Alabama Rd at the Old Alabama Connector

Recommendation for approval:

March 3, 2008
DATE

Kimberly W. Pasbitt
Project Manager

March 12, 2008
DATE

Michael Hittner
State Program Delivery & Consultant Design Engineer

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

DATE

State Transportation Planning Administrator

DATE

State Transportation Financial Management Administrator

DATE

State Environmental / Location Engineer

4-9-08
DATE

Keith Golden (KB)
State Traffic Safety and Design Engineer

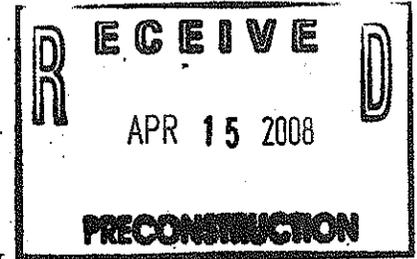
DATE

District Engineer

DATE

Project Review Engineer

Project Concept Report Page 1
Project Number: HPP-0005-00(428)
P.I. Number: 0005428
County: Fulton



**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF CONSULTANT DESIGN**

PROJECT CONCEPT REPORT

Project Number: HPP-0005-00(428)
County: Fulton
P.I. Number: 0005428

Federal Route Number: N/A
State Route Number: 961

Intersection Improvements for SR 961/Old Alabama Rd at the Old Alabama Connector

Recommendation for approval:

March 3, 2008
DATE

Kimberly W. Asstett
Project Manager

March 12, 2008
DATE

Michael H. Hines
State Program Delivery & Consultant Design Engineer

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

4-14-08
DATE

Angela J. Alexander
State Transportation Planning Administrator

DATE

State Transportation Financial Management Administrator

DATE

State Environmental / Location Engineer

DATE

State Traffic Safety and Design Engineer

DATE

District Engineer

DATE

Project Review Engineer

Project Concept Report Page 1
Project Number: HPP-0005-00(428)
P.I. Number: 0005428
County: Fulton

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF CONSULTANT DESIGN

PROJECT CONCEPT REPORT

Project Number: HPP-0005-00(428)
County: Fulton
P.I. Number: 0005428

Federal Route Number: N/A
State Route Number: 961

Intersection Improvements for SR 961/Old Alabama Rd at the Old Alabama Connector

Recommendation for approval:

March 3, 2008
DATE

March 12, 2008
DATE

Kimberly M. Asstett
Project Manager

Michael H. Hines
State Program Delivery & Consultant Design Engineer

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

DATE

State Transportation Planning Administrator

DATE

State Transportation Financial Management Administrator

6/25/08
DATE

De Bow
State Environmental / Location Engineer

DATE

State Traffic Safety and Design Engineer

DATE

District Engineer

DATE

Project Review Engineer

Project Concept Report Page 1
Project Number: HPP-0005-00(428)
P.I. Number: 0005428
County: Fulton

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF CONSULTANT DESIGN**

PROJECT CONCEPT REPORT

Project Number: HPP-0005-00(428)

County: Fulton

P.I. Number: 0005428

Federal Route Number: N/A

State Route Number: 961

Intersection Improvements for SR 961/Old Alabama Rd at the Old Alabama Connector

Recommendation for approval:

March 3, 2008
DATE

March 12, 2008
DATE

Kimberly M. Prescott
Project Manager

Michael H. Hines
State Program Delivery & Consultant Design Engineer

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

DATE

State Transportation Planning Administrator

DATE

State Transportation Financial Management Administrator

DATE

State Environmental / Location Engineer

DATE

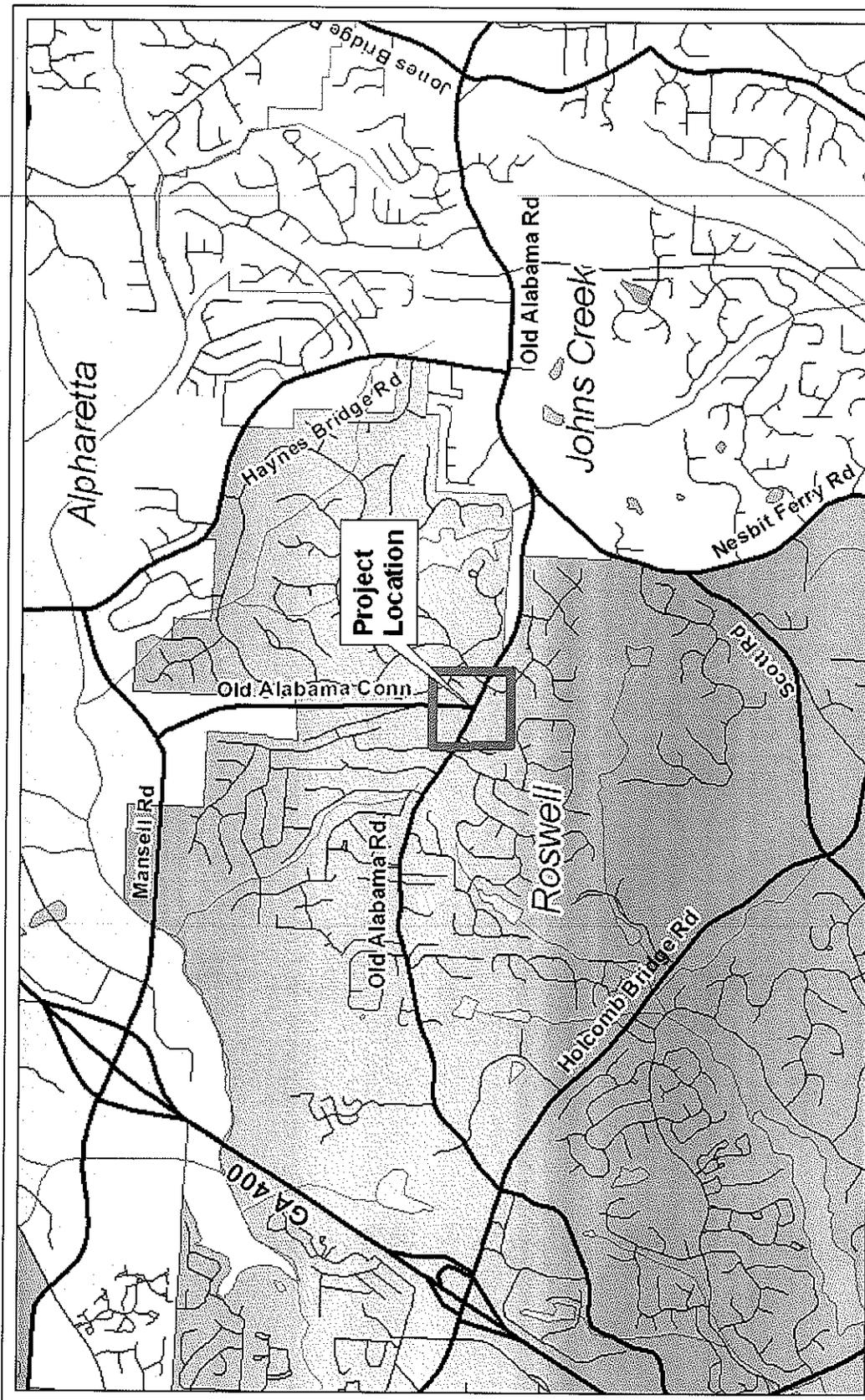
State Traffic Safety and Design Engineer

DATE

District Engineer

DATE

Project Review Engineer



	Project Location Map	Figure
	Intersection Improvements of Old Alabama Road with the Old Alabama Connector HPP-0005-00(428), PI 0005428, Fulton County, Georgia	
	Courtesy of Georgia Department of Transportation Roads and Highways County Boundaries	1:28,000 0 0.25 0.5 1 Miles
	Prepared for: 	
	Fulton County 	
		

NEED AND PURPOSE

Project Description and Background

The Georgia Department of Transportation (GDOT) proposes to improve the Old Alabama Connector intersection with SR 961 (Old Alabama Road). This project is located within the city limits of Roswell, Georgia. GDOT has identified this project as a high priority project for funding needs and references it as **Project HPP-0005-00(428), P.I. 0005428.**

Independent Utility and Logical Termini

This project would provide improvements to the existing Old Alabama Connector (Connector) intersection with Old Alabama Road. The project termini, or project limits along the Connector and Old Alabama Road, include sufficient lengths to merge the proposed improvements back into the existing roadway sections. This project is considered an independent project since the improvements would be limited to the intersection area and would not preclude, require, and depend on the implementation of any other transportation projects.

Need

The proposed project is needed to improve the operational deficiencies of the Connector intersection with Old Alabama Road. Approximately 26,200 vehicles per day are currently utilizing this intersection. To evaluate the existing operations, an analysis was conducted for three time periods in a day. Based on this analysis, the Levels of Service (LOS) experienced at this intersection are LOS F during the morning, LOS C during midday, and LOS D during the evening. Traffic volumes were projected 25 years into the future to evaluate the transportation demands on the intersection during the year 2032. Approximately 34,100 vehicles a day are projected to utilize this intersection with or without improvements. With this increase in traffic, the intersection would be expected to operate at LOS E during midday and at LOS F during both the morning and evening.

Purpose

The purpose of the project is to reduce time delays, increase capacity, and improve the function of the intersection to more effectively manage traffic demands.

DESCRIPTION OF THE PROPOSED PROJECT

Project HPP-0005-00(428) includes the following changes:

Traveling eastbound on Old Alabama Road; beginning at Hunters Cove an additional eastbound through lane will be added for a total of two-11 ft lanes. At the intersection with Old Alabama Connector an additional 11 ft left turn lane will be added for a total of two left turn lanes with 275 ft of storage. The outside eastbound through lane will serve as a shared through/right turn lane at this intersection. Two-11ft eastbound through lanes will continue through the intersection with Roxburgh Drive to a point approximately 800 ft east of this intersection where they begin to taper down to a single eastbound lane.

Traveling westbound on Old Alabama Road; beginning at the driveway to the shopping plaza located approximately 500 ft east of the intersection with Roxburgh Drive, a second 11 ft westbound travel lane

will be added. These two westbound lanes will continue through the intersection with Roxburgh Drive where an additional westbound right turn lane will be added for the intersection with Old Alabama Connector. An additional left turn lane will also be added for the westbound to southbound movement at the Old Alabama Connector intersection. The additional westbound through lane will continue through the intersection with Old Alabama Connector and eventually become a right turn only lane ending at Spring Ridge Drive.

Improvements to Old Alabama Connector include the addition of an 11 ft southbound right turn lane and an 11 ft southbound left turn lane (for a total of two southbound lefts) with approximately 500 ft of storage for all three southbound lanes. An additional 11 ft northbound lane will be added for approximately 500 ft before beginning to taper down to a single northbound lane.

No changes are proposed for the southern leg (subdivision entrance).

Along with the additional lanes, a 4 ft raised median will be constructed for approximately 175 ft to the west of the intersection with Old Alabama Connector. A raised median varying from 8 to 15 ft will also be installed east of this intersection until the driveway to the shopping plaza located approximately 500 ft east of the intersection with Roxburgh Drive. A 4 ft raised median will be installed on Old Alabama Connector for approximately 500 ft.

-OR-

East Side of Intersection:

- addition of an eastbound left turn lane
- the conversion of the eastbound right to a shared through/right turn lane
- addition of a westbound through lane
- addition of a raised median to separate the eastbound and westbound traffic

West Side of Intersection:

- addition of a westbound right turn lane
- addition of a westbound through lane
- addition of a westbound left turn lane
- addition of a raised median separating eastbound and westbound traffic
- addition of an eastbound through lane to receive the additional southbound left lane from the Old Alabama Connector

North Side of Intersection (Old Alabama Connector):

- addition of a southbound right turn lane
- addition of a southbound left turn lane
- conversion of the southbound left to a shared southbound through/left turn lane
- addition of a north bound lane to receive the additional eastbound left turn
- addition of a raised median separating northbound and southbound traffic

All lanes are 11' wide.

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

The proposed improvements are consistent with the conforming plan's model which consists of roadway

Project Concept Report Page 5
Project Number: HPP-0005-00(428)
P.I. Number: 0005428
County: Fulton

operational upgrades, currently scheduled as a High Priority Project from TEA-21 with R/W in 2009 and construction in 2010.

PDP Classification: Major _____ Minor X

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

Functional Classification:

Old Alabama Rd: Urban Minor Arterial

Old Alabama Connector: Collector

U.S. Route Number(s): N/A

State Route Number(s): 961 (Temporary)

Traffic (AADT):

SR 961/Old Alabama Road:

Current Year: 19,700 (2007)

Design Year: 25,700 (2032)

Old Alabama Connector:

Current Year: 13,000 (2007)

Design Year: 16,800 (2032)

Existing design features:

- Typical Section: Current configuration of intersection:
 - West Leg (Old Alabama Rd): One-11 ft thru lane in each direction, an 11 ft left turn and a 12 ft right turn lane.
 - East Leg (Old Alabama Rd): One -11 ft thru lane WB, one -10 ft thru lane EB, and a 12 ft center striped out flush median.
 - North Leg (Old Alabama Connector): Two - 200 ft long southbound left turn lane and right turn lanes at 12 ft wide and a single 12 ft NB lane.
 - South Leg (New Subdivision Entrance): a single northbound lane and a single southbound lane.
- Posted Speed: 45 mph
- Minimum Radius: N/A
- Maximum grade: Mainline 6.2% Cross roads 1.5%
- Width of right of way: Varies 60' to 115'
- Major structure: None
- Major intersections along the project:

- Spring Ridge Dr/Sheringham Dr (885 ft west of Old Alabama Connector)
- Old Alabama Connector
- Roxburgh Dr./Pinebloom Dr. (450 ft east of Old Alabama Connector)
- Existing Signalized Intersections:
 - Old Alabama Connector
 - Roxburgh Dr./Pinebloom Dr. (450 ft east of Old Alabama Connector)
- Existing length of roadway segment:
 - 0.52 Miles on Old Alabama Rd
 - 0.21 Miles on Old Alabama Connector

Proposed Design Features:

- Proposed typical section(s):
 - Old Alabama Road: Four -11 ft lanes (two lanes in each direction) with a varying width raised median and 11 ft turn lanes, curb and gutter with a 5 ft sidewalk on the south side and a 10 ft multi-purpose trail on the north side.
 - Old Alabama Connector: Two-11 ft southbound left turn lanes, a 11 ft right turn lane, two-11 ft northbound lanes, a 4' raised median, curb and gutter on both sides with a 5 ft sidewalk on the west side.
- Proposed Design Speed Mainline: 35 mph
- Proposed Maximum grade Mainline: 6.2% Maximum allowable grade: 7%
- Proposed Maximum grade Side Streets:
 - Old Alabama Connector (Urban Collector): 1.2% Maximum grade allowable: 9%
 - All others are Urban Local Roads (30 mph): Maximum grade: 11%
- Proposed Maximum grade driveway: 15%
- Proposed Minimum Radii of curve: 1600 ft Minimum Allowable Radii: 711 ft
- Proposed e-max: 4% (urban/suburban)
- Right of Way
 - Width: Varies from 100' to 115'
 - Easements: Temporary(), Permanent(**X**), Utility(), Other().
 - Type of access control: Full(), Partial(), By Permit(**X**), Other().
 - Number of affected parcels: 17
 - Number of displacements:
 - Business: 0
 - Residences: 0
 - Other: 0

- Structures: Possibly a small retaining wall to minimize R/W impacts for tie slopes
- Proposed new signalized intersections: None.
- Traffic control during construction: One lane of traffic will be maintained in each direction throughout project.
- Design Exceptions to controlling criteria anticipated:

	<u>UNDETERMINED</u>	<u>YES</u>	<u>NO</u>
HORIZ 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:
 - Lane widths; The Variance is needed in accordance with Section 6.2.1 Lane Widths of the GDOT Design Policy Manual for an Urban Area Type B. 11 ft lanes are shown to be acceptable by AASHTO's Geometric Design of Highways and Streets, 2004 edition, page 312, 2nd paragraph under the section of Lane Widths.
- Environmental Concerns: None
 - No Historic Resources located along the project corridor
 - No wetlands
 - No streams
- Level of Environmental Analysis:

○ Are Time Saving Procedures Appropriate?	Yes (X),	No ()
○ Categorical Exclusion Anticipated?	Yes (X),	No ()
○ Environmental Assessment/Finding of No Significant Impact:	Yes (),	No (X)
○ Environmental Impact Statement (EIS):	Yes (),	No (X)
- Utility Involvements:
 - Telephone/Fiber: AT&T, MCI, AGL Networks, Fiberlight, XO Communications
 - Power: Georgia Power, Sawnee EMC
 - Gas: Atlanta Gas Light
 - Cable TV: Comcast Communications
 - Water: City of Atlanta, Fulton County

Project Responsibilities:

- Design: Mulkey
- Right of way acquisition: Mulkey
- Relocation of utilities: Utility Companies
- Letting to contract: GDOT
- Supervision of construction: GDOT
- Providing material pits: Contractor
- Providing detours: GDOT

Coordination:

- Initial Concept Meeting date(Minutes Attached): 8/16/07
- Concept meeting date and brief summary (Minutes Attached)
- P.A.R. meetings, dates, and results: None Needed
- FEMA, USCG and/or TVA: N/A
- Public involvement:
 - Public Workshop #1 held June 6, 2007
 - Public Workshop #2 held October 23, 2007
 - Roswell Stakeholder Meeting held February 7, 2008
- Local government comments:
 - The City of Roswell expressed desire to pursue the possibility of decorative mast arms at the intersection. See Concept Team Meeting Minutes.
 - The City of Roswell held a Stakeholder Meeting for the citizens of Roswell on February 7, 2008 and presented the signalized and roundabout alternatives. Comment cards received and conversations at the meeting indicated a strong preference for the signalized option and a clear majority opposed the roundabout alternative.

Other Projects in the Area –

- Project STP-9408(3), PI 751650 – Widening and Reconstruction of Old Alabama Road to 4 lanes from SR 140/Holcomb Bridge Road to Jones Bridge Road including a median and bike lanes (R/W & Construction are Long Range).
- Project CSSTP-0006-00(054) PI 0006054 – Capacity improvements to Haynes Bridge Road from Mansell Rd to Old Alabama Rd (R/W & Construction are Long Range).

Other coordination to date: Coordination with:

- Cities of Roswell, Johns Creek, Alpharetta
- District 7
- FHWA
- ARC – verified traffic growth rates on 5/16/07

Scheduling – Responsible Parties’ Estimate

Time to complete the environmental process:	6 Months
Time to complete preliminary construction plans:	6 Months
Time to complete right of way plans:	2 Months
Time to complete the section 404 permit:	None Needed
Time to complete final construction plans:	6 Months
Time to complete the purchase right-of-way:	12 Months
Other major items that will affect project schedule:	

Other alternates considered:

Alternate 1: Double Lane Roundabouts – an alternative was considered which would have replaced both signalized intersections at Old Alabama Connector and Roxburgh Drive with a pair of double lane roundabouts. A combination of negative responses from the public with concerns by GDOT over confusion for drivers in operating in a double lane roundabout has eliminated this as an alternative for further consideration.

Alternate 2: Signal timing optimization and coordination with the signal at Roxburgh Drive – this improvement alone provided a LOS of F in the design year of 2032. This, therefore, did not meet the need and purpose of the project and was eliminated from further consideration.

Comments:

Attachments:

1. Cost Estimates:
 - a. Construction including E&C - ~~\$2,132,000~~ ^{\$1,994,000} *Y24P 1/20/08*
 - b. Right of Way - \$200,000
 - c. Utilities - \$750,000 (Reimbursable – Fulton County, District 7)
\$250,000 (Non-Reimbursable – Fulton County, District 7)
2. Typical sections
3. Intersection Type Comparison (Roundabout vs. Signalized)
4. Minutes of Initial Concept Team Meeting
5. Minutes of Concept Team Meeting
6. ARC Fact Sheet – FN-216 – shows conformance to Atlanta Region – Mobility 2030 Transportation Plan

ATTACHMENT 1

NOTICE OF LOCATION AND DESIGN APPROVAL

HPP-0005-00(428), Fulton County

P. 1. 0005428

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 _____

July 7, 2008

Project HPP-0005-00(428) will widen and reconstruct the intersections of Old Alabama Road with the Old Alabama Connector and Roxburgh Drive/Pinebloom Drive to provide additional through lanes and turn lanes. An additional eastbound through lane will be added to Old Alabama Road from Hunts Cove to approximately 800 ft east of the intersection with Roxburgh Drive. An additional westbound through lane will be added to Old Alabama Road beginning at the shopping center driveway located approximately 500 ft east of the intersection with Roxburgh Drive and will continue through the intersection with Old Alabama Connector where it will then turn into a right turn only lane into Sheringham Drive. Dual left turn lanes will be provided for eastbound to northbound Old Alabama Connector and southbound to eastbound from the Old Alabama Connector. An exclusive right turn lane will be added for southbound Old Alabama Connector as well as exclusive right turn and left turn lanes for westbound Old Alabama Road at the Old Alabama Connector. Dual northbound lanes will be provided on the Old Alabama Connector for approximately 500 ft and then it will taper back to the single northbound lane. In addition, exclusive left turn lanes will be provided in both directions on Old Alabama Road at the intersection with Roxburgh Drive/Pinebloom Drive.

This project is located entirely within the city limits of Roswell in Fulton County. This project falls in Land Lots 735, 736, 762, 763, & 788.

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, Area Two Engineer
jwood@dot.ga.gov
862 Barnes Mill Road
Mariette, GA 30062
(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:

Kimberly Nesbitt, Project Manager
knesbitt@dot.ga.gov
Office of Consultant Design, GDOT
No. 2 Capitol Square
Atlanta, GA 30334
(404) 463-6134

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.

Estimate Report for file "Concept Est005428"

Section ROADWAY					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
201-1500	1	LS	50000.00	CLEARING & GRUBBING -	50000.00
310-5100	7890	SY	16.47	GR AGGR BASE CRS, 10 INCH, INCL MATL	129948.30
402-1812	150	TN	69.08	RECYCLED ASPH CONC LEVELING, INCL BITUM MATL & H LIME	10362.00
402-3121	1302	TN	63.63	RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	82846.26
402-3130	2062	TN	65.38	RECYCLED ASPH CONC 12.5 MM SUPERPAVE, GP 2 ONLY, INCL BITUM MATL & H LIME	134813.56
402-3190	1736	TN	63.78	RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	110722.08
413-1000	553	GL	1.93	BITUM TACK COAT	1067.29
Section Sub Total:					\$519,759.49

Section Signing and Marking					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
610-6515	9	EA	93.93	REM HIGHWAY SIGN, STD	845.37
611-5360	9	EA	567.28	RESET HIGHWAY SIGN	5105.52
632-0003	3	EA	15734.71	CHANGEABLE MESSAGE SIGN, PORTABLE, TYPE 3	47204.13
653-0120	38	EA	72.52	THERMOPLASTIC PVMT MARKING, ARROW, TP 2	2755.76
653-0130	4	EA	118.76	THERMOPLASTIC PVMT MARKING, ARROW, TP 3	475.04
653-1501	2895	LF	0.64	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, WHITE	1852.80
653-1502	6361	LF	0.61	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, YELLOW	3880.21
653-3501	3990	GLF	0.56	THERMOPLASTIC SKIP TRAF STRIPE, 5 IN, WHITE	2234.40
653-6004	1066	SY	2.83	THERMOPLASTIC TRAF STRIPING, WHITE	3016.78
653-6006	450	SY	2.97	THERMOPLASTIC TRAF STRIPING, YELLOW	1336.50
Section Sub Total:					\$68,706.51

Section Erosion Control					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
163-0232	6	AC	707.73	TEMPORARY GRASSING	4246.38
163-0240	27	TN	176.49	MULCH	4765.23
163-0300	6	EA	1700.55	CONSTRUCTION EXIT	10203.30
163-0503	12	EA	542.06	CONSTRUCT AND REMOVE SILT CONTROL GATE, TP 3	6504.72
165-0020	1500	LF	1.43	MAINTENANCE OF TEMPORARY SILT FENCE, TP B	2145.00
165-0030	4000	LF	1.61	MAINTENANCE OF TEMPORARY SILT FENCE, TP C	6440.00
165-0087	3	EA	166.07	MAINTENANCE OF SILT CONTROL GATE, TP 3	498.21
165-0101	6	EA	571.19	MAINTENANCE OF CONSTRUCTION EXIT	3427.14
167-1000	1	EA	1175.47	WATER QUALITY MONITORING AND SAMPLING	1175.47
167-1500	18	MO	1027.27	WATER QUALITY INSPECTIONS	18490.86
171-0020	1500	LF	2.84	TEMPORARY SILT FENCE, TYPE B	4260.00
171-0030	4000	LF	4.06	TEMPORARY SILT FENCE, TYPE C	16240.00
603-2018	30	SY	58.84	STN DUMPED RIP RAP, TP 1, 18 IN	1765.20
700-6910	6	AC	1066.58	PERMANENT GRASSING	6399.48
700-7000	6	TN	60.18	AGRICULTURAL LIME	361.08
700-8000	2	TN	295.93	FERTILIZER MIXED GRADE	591.86
716-2000	500	SY	1.20	EROSION CONTROL MATS, SLOPES	600.00
Section Sub Total:					\$88,113.93

Section CONCRETE					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
441-0104	3761	SY	34.98	CONC SIDEWALK, 4 IN	131559.78
441-0740	478	SY	32.81	CONCRETE MEDIAN, 4 IN	15683.18
441-6222	6589	LF	19.41	CONC CURB & GUTTER, 8 IN X 30 IN, TP 2	127892.49
441-6740	9474	LF	15.30	CONC CURB & GUTTER, 8 IN X 30 IN, TP 7	144952.20
500-9999	100	CY	175.84	CLASS B CONC, BASE OR PVMT WIDENING	17584.00
Section Sub Total:					\$437,671.65

Section Right of Way					
Item Number	Quantity	Units	Unit Price	Item Description	Cost

Section Sub Total: \$0.00

Section Earth Work

Item Number	Quantity	Units	Unit Price	Item Description	Cost
210-0100	11177	LS	5.00	GRADING COMPLETE -	55885.00
Section Sub Total:					\$55,885.00

Section Drainage

Item Number	Quantity	Units	Unit Price	Item Description	Cost
550-1180	2400	LF	44.93	STORM DRAIN PIPE, 18 IN, H 1-10	107832.00
550-1240	1800	LF	50.86	STORM DRAIN PIPE, 24 IN, H 1-10	91548.00
550-3318	3	EA	586.23	SAFETY END SECTION 18 IN, STORM DRAIN, 4:1 SLOPE	1758.69
550-3324	2	EA	954.09	SAFETY END SECTION 24 IN, STORM DRAIN, 4:1 SLOPE	1908.18
550-4218	3	EA	661.52	FLARED END SECTION 18 IN, STORM DRAIN	1984.56
550-4224	2	EA	780.97	FLARED END SECTION 24 IN, STORM DRAIN	1561.94
610-6015	10	EA	2451.47	REM DROP INLET	24514.70
668-1100	10	EA	2840.49	CATCH BASIN, GP 1	28404.90
668-1110	15	LF	298.14	CATCH BASIN, GP 1, ADDL DEPTH	4472.10
668-2100	3	EA	2979.83	DROP INLET, GP 1	8939.49
Section Sub Total:					\$272,924.56

Section Utility

Item Number	Quantity	Units	Unit Price	Item Description	Cost
Section Sub Total:					\$0.00

Section TRAFFIC

Item Number	Quantity	Units	Unit Price	Item Description	Cost
150-1000	1	LS	75000.00	TRAFFIC CONTROL -	75000.00
647-1000	1	LS	120000.00	TRAFFIC SIGNAL INSTALLATION NO - 1	120000.00
647-1000	1	LS	120000.00	TRAFFIC SIGNAL INSTALLATION NO - 2	120000.00
Section Sub Total:					\$315,000.00

Total Estimated Cost: \$1,758,061.14

Subtotal Construction Cost	\$1,758,061.14
E&C Rate 10.0 %	\$175,806.11
Inflation Rate 5.0 % @ 2.0 Years	\$198,221.39
Total Construction Cost	\$2,132,088.65
Right Of Way	\$200,000.00
ReImb. Utilities	\$750,000.00
Grand Total Project Cost	\$3,082,088.65

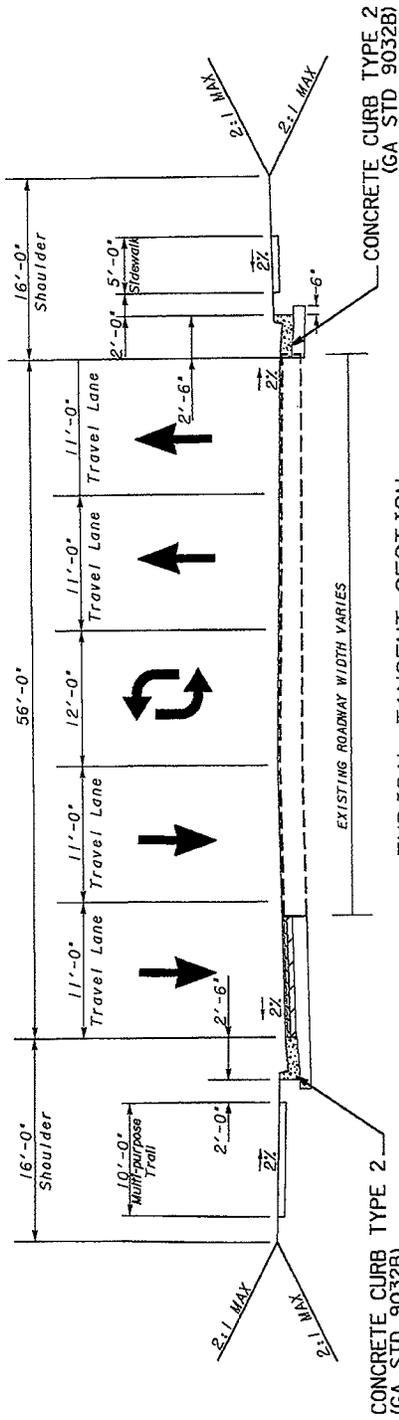
ENGINEERING @ 5% = 87,903
 Contingency @ 8% = 147,677

TOTAL CONST COST = 1,993,641
 200,000
 750,000

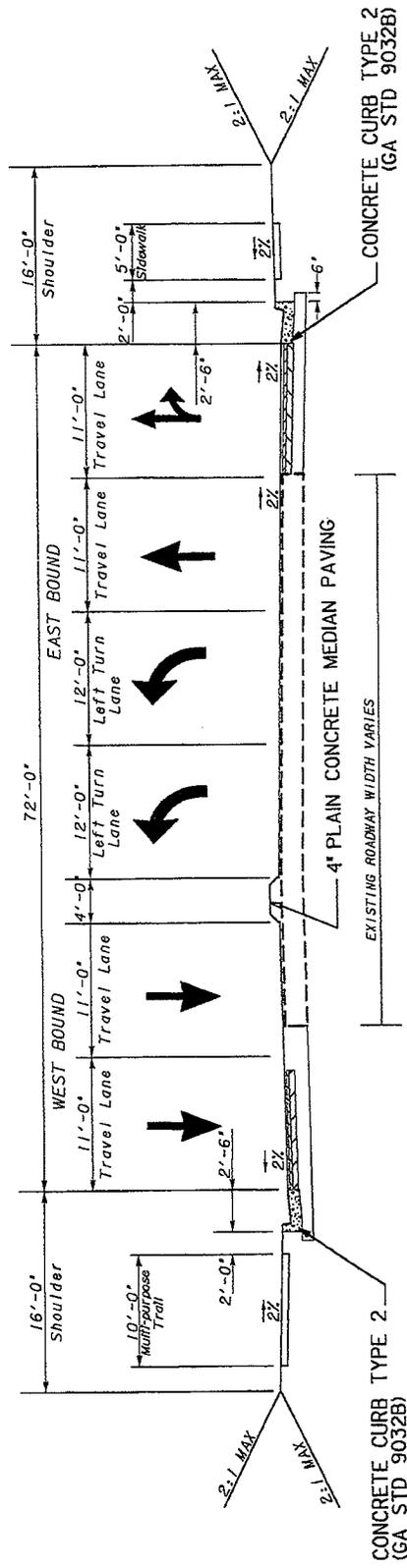
TOTAL PROJECT COST = 2,943,641

JPD
6/2/2008

ATTACHMENT 2



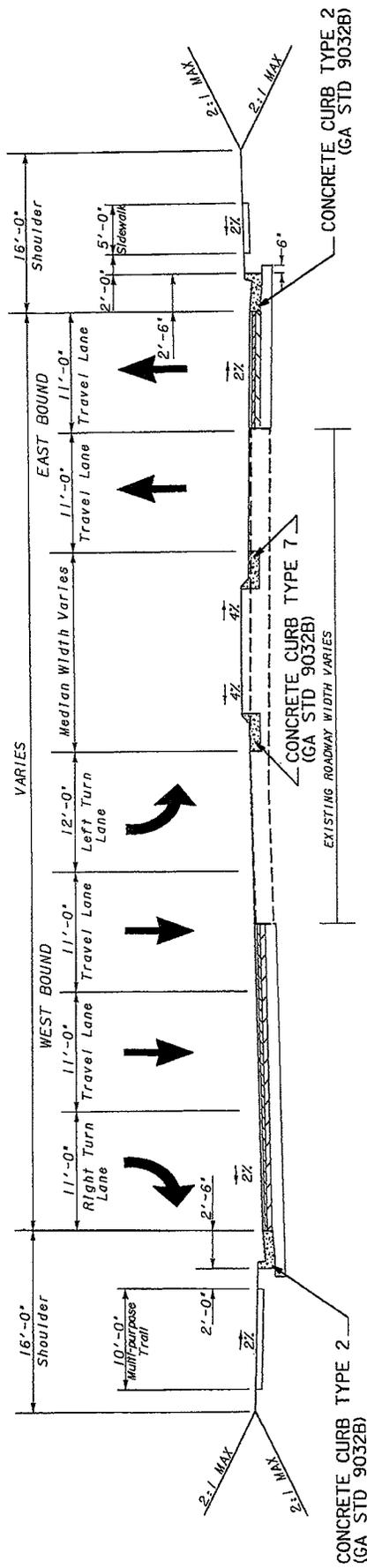
TYPICAL TANGENT SECTION
 OLD ALABAMA RD
 FROM SHERINGHAM DR TO HUNTERS COVE



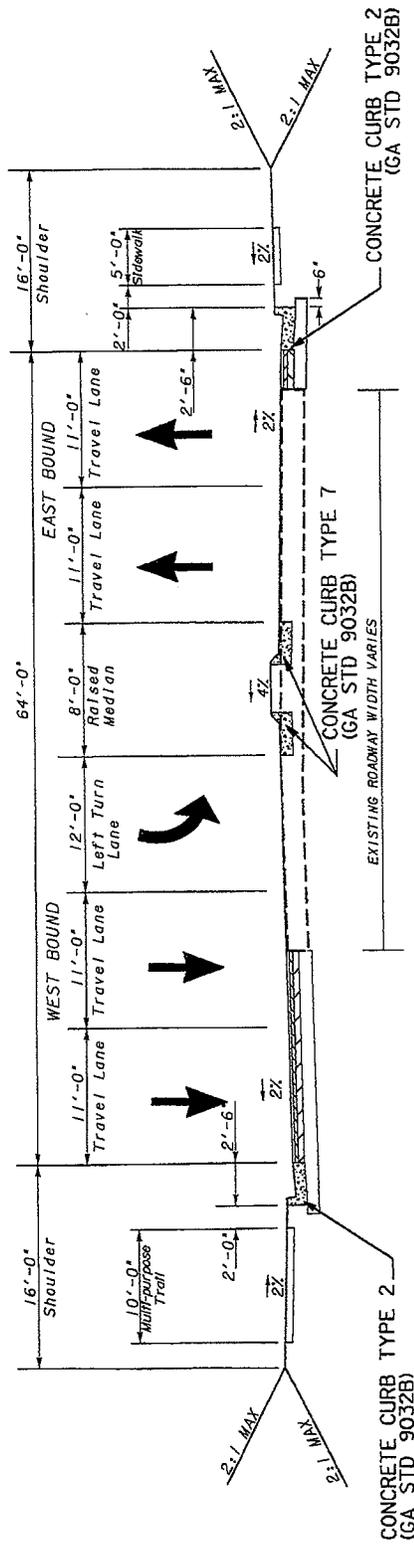
TYPICAL TANGENT SECTION
 OLD ALABAMA RD
 WEST SIDE OF INTERSECTION WITH THE CONNECTOR

TYPICAL SECTION
 HPP-0005-00(428)
 P. I. NO. 0005428
 INTERSECTION IMPROVEMENT
 SR 961 AND OLD ALABAMA CONNECTOR

DRAWING NOT TO SCALE



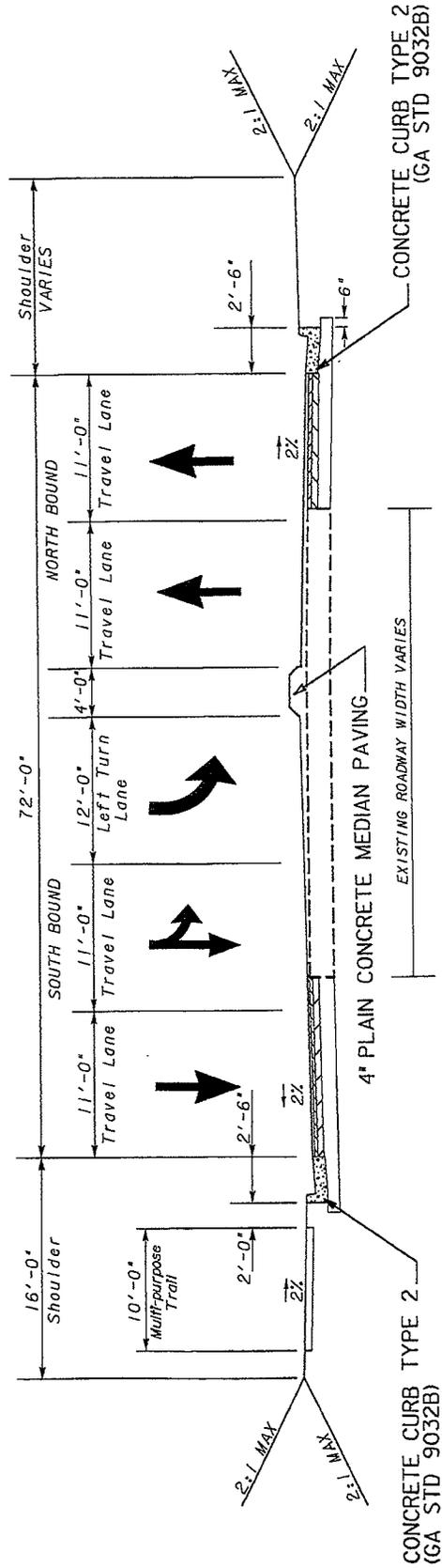
TYPICAL TANGENT SECTION
 OLD ALABAMA RD
 EAST SIDE OF INTERSECTION WITH THE CONNECTOR



TYPICAL TANGENT SECTION
 OLD ALABAMA RD
 EAST OF ROXBURGH DR

TYPICAL SECTION
 HPP-0005-00(428)
 P. I. NO. 0005428
 INTERSECTION IMPROVEMENT
 SR 961 AND OLD ALABAMA CONNECTOR

DRAWING NOT TO SCALE



TYPICAL TANGENT SECTION
 OLD ALABAMA CONNECTOR

TYPICAL SECTION
 HPP-0005-00(428)
 P. I. NO. 0005428
 INTERSECTION IMPROVEMENT
 SR 961 AND OLD ALABAMA CONNECTOR

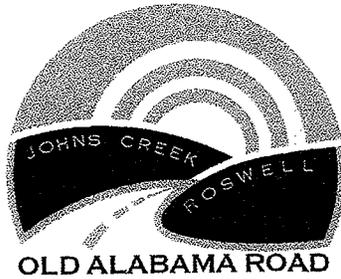
DRAWING NOT TO SCALE

ATTACHMENT 3

Old Alabama Connector Intersection Type Comparison Roundabout vs. Signalized

Old Alabama Connector at Old Alabama Road		Roundabout		Signalized	
		AM	PM	AM	PM
		Data from .../Design/Traffic/Tech Memos - Concept Alternatives/			
Level of Service (2032):		A	D	C	C
Overall		B	F	C	C
EB approach (Old Alabama Rd)		A	A	E	E
NB approach (Subdivision)		B	B	B	C
WB approach (Old Alabama Rd)		A	E	F	E
SB approach (Connector)					
Overall Delay (seconds):		7	30	28	33
Overall		12	63	26	20
EB approach (Old Alabama Rd)		1	2	90	75
NB approach (Subdivision)		11	11	15	21
WB approach (Old Alabama Rd)		3	43	71	64
SB approach (Connector)					
95% Queue (feet): (How far do cars back up in each direction)	EB approach (Old Alabama Rd)	225	650	Lt 275	175
				Thru/Rt 225	200
	NB approach (Subdivision)	0	0	Lt/Thru/Rt 75	50
	WB approach (Old Alabama Rd)	200	200	Lt 25	25
				Thru 175	175
			Rt 25	25	
SB approach (Connector)	50	475	Lt 225	500	
			Thru 250	500	
			Rt 50	75	
V/C for approach:		Prefer < 0.85		Prefer < 1.0	
EB approach (Old Alabama Rd)		0.76	0.96	worst case 0.8	0.75
NB approach (Subdivision)		0.11	0.11	of thru, lt & 0.32	0.27
WB approach (Old Alabama Rd)		0.73	0.75	rt turn lanes 0.56	0.45
SB approach (Connector)		0.37	0.91	0.77	0.83
ADVANTAGES	Roundabout	<ul style="list-style-type: none"> - All movements are yields - Reduced number of conflict points 8 vs 32 (roundabout vs signal) - Typically reduces number of accidents - Typically reduces severity of accidents/less costly - Traffic keeps moving - Lower Maintenance Costs - Continues to function if power fails - Traffic calming device - All approaches are treated equally - Attractive/opportunity for unique landscpng 			
	Signalized				
DISADVANTAGES	Roundabout	<ul style="list-style-type: none"> - Capacity maxed out (add'l capacity requires 3-lane roundabout) - must also have roundabout at Roxburgh Dr. - Drivers unfamiliar with navigating - If WB queues exceed available distance to roundabout at Roxburgh Dr., then back up shuts down Roxburgh intersection. - More difficult to stage construct - EB Queue length is significantly longer - EB & SB PM volume to capacity ratio higher than preferred in PM and very close to capacity. 			
	Signalized				
R/W Impacts	1.13 Acres		0.99 Acres		
Additional Pavement Needed	63,700 SF		71,260 SF		

ATTACHMENT 4



INITIAL CONCEPT TEAM MEETING MINUTES

SR 961/Old Alabama Road Projects
Fulton County

P.I. Nos.: 751650, 0008425, & 0005428

STP-9408(3) Holcomb Bridge to Jones Bridge

CSSTP-0008-00(425) Jones Bridge to Buice Rd

HPP-0005-00(428) Intersection at Old Alabama Connector

File: 2006335.9

DATE: August 16, 2007 1:00 pm

SUBJECT: Initial Concept Team Meeting

LOCATION: Mulkey Conference Room

ATTENDEES:

Babs Abubakari	State Program Delivery & Consultant Design Engineer
Michael Haithcock	GDOT-OCD
Amber Perkins	GDOT-OEL
Mike Lobdell	GDOT-Dist 7 Preconstruction Engineer
Terry McCollister for Jerry Milligan	GDOT-R/W
Scott Gero	Mulkey Project Manager
Neil Davis	Mulkey Project Principal
Michelle Fishburne	Mulkey NEPA
Kristina Nash	Mulkey NEPA
Shane Haniford	Mulkey SUE
Gene Baumgaertner	Street Smarts

1) INTRODUCTIONS

2) ROLES AND RESPONSIBILITIES – *TURN KEY Project*

a) **GDOT:**

- i) **OCD** – Michael Haithcock, Project Manager/Liaison
- ii) **OEL** – Amber Perkins, Environmental Liaison

b) **Mulkey Engineers & Consultants** – Prime

- i) Neil Davis – Project Principal
- ii) Scott Gero – Project Manager/Senior Engineer

c) Database –

- i) **3DS** – Mapping – from aerials flown in February/March 2006
- ii) **Mulkey Engineers & Consultants** – field enhancements and database
- iii) **Mulkey Engineers & Consultants** – R/W Staking

d) Subsurface Utility Engineering (SUE) – **Mulkey Engineers & Consultants**

e) Environmental –

- i) **NEPA** – **Mulkey Engineers & Consultants** – Michelle Fishburne, Kristina Nash
- ii) **History** – **Mulkey Engineers & Consultants**
- iii) **Ecology** – **Mulkey Engineers & Consultants**
- iv) **Air & Noise** – **Mulkey Engineers & Consultants**
- v) **Archaeology** – **Terracon**



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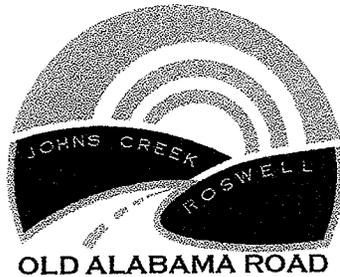
HPP-0005-00(428) Intersection at Old Alabama Connector

- vi) UST Investigations – **Terracon**
- f) Traffic Engineering – **Street Smarts**
- g) Geotechnical – **Terracon**
- i) Drilling – **Ranger Consulting**
- h) Design –
 - i) Roadway - **Mulkey Engineers & Consultants**
 - ii) Bridge – **Heath & Lineback**
- i) Right-of-Way – Estimates and Acquisition – **Moreland Altobelli Associates, Inc.**

3) PROJECT BACKGROUND & HISTORY –

- 2/27/95 – GDOT sends ltr to Fulton Co which states concept to widen Old AL to a 4-lane divided w/ 44' depressed median on 140' R/W. Fulton Co to be responsible for Eng & Utilities
- 7/16/97 – Commissioner creates Old AL as a temp state route 961 (Holcomb Bridge Rd to Medlock Bridge Rd)
- 11/17/97 Concept Report Approved for STP-2868(1) PI 752660 – Widen Old Alabama from Jones Bridge to Medlock Bridge to a 4-lane with a 20' raised Med & bike lanes with c&g and sidewalks.
- 1/16/98 – FHWA signs FONSI for Jones to Medlock
- 4/12/99 – Commissioner Shackelford advises staff not to be concerned with 54" water line if it falls under proposed pavement as this road will revert to local jurisdiction.
- 5/12&13/99 PFPR held for Jones to Medlock
- 1/26/05 – Roswell sends ltr to GDOT expressing desire to NOT widen between Holcomb Bridge Rd and Haynes Bridge Rd.
- 6/7/05 – Fulton Co requests and GDOT accepts responsibility for managing improvement projects from Holcomb Bridge Rd to Medlock Bridge Rd. Local Municipalities remain responsible for utility relocations.
- 12/06 – Roswell City Council approves a resolution opposing widening of Old Alabama Rd from Holcomb Bridge Rd to the Old Alabama Connector.

- 12/15/06 – Mulkey receives NTP and is directed to start from scratch on improvements to Old Alabama Rd from Holcomb Bridge Rd to Medlock Bridge Rd.
- 7/10/07 – a supplemental agreement was approved to remove the portion of Old Alabama Road from Buice Rd to Medlock Bridge Rd which will be handled by GDOT-Dist 7. In exchange, Mulkey will prepare plans for an Interim Intersection Improvement Project of Old Alabama Rd at the Old Alabama Connector, Project HPP-0005-00(428) PI 0005428.



INITIAL CONCEPT TEAM MEETING MINUTES

SR 961/Old Alabama Road Projects
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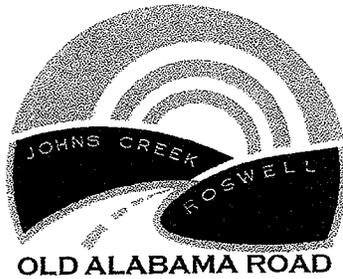
STP-9408(3) Holcomb Bridge to Jones Bridge

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HPP-0005-00(428) Intersection at Old Alabama Connector

4) DATA COLLECTED TO DATE –

- a) **Survey** – preliminary database based on mapping completed. Currently enhancing survey with field run as well as picking up property and existing R/W.
- b) **Bridges** – two bridges will be replaced:
 - i) Old Alabama over Johns Creek - sufficiency rating of 43.89 (3/23/07)
 - ii) Old Alabama over Johns Creek Tributary – sufficiency rating of 40.04 (3/23/07)
- c) **SUE** – QL-D complete – Shane noted that there are a significant number of utilities along this corridor especially in the Roswell portion. Shane noted that there are several utilities, in particular water lines as well as others, which have been located that were not recorded and which the utility companies were not aware even existed.
- d) **Environmental** – Scott noted that there are very few Environmental Resources along this corridor considering it is approximately 8 miles long.
 - i) **History** – only one resource along Old Alabama Rd at Newtown Park. Two other resources have been identified down side roads but should not be affected.
 - ii) **Ecology** – The survey/delineations are complete. Once the concept alternatives are developed and impacts calculated for each, the report will be submitted to GDOT for review. Scott noted that the majority of the streams are east of Jones Bridge Rd although there is one stream in Roswell that will most likely not be affected.
 - iii) **PAR** – is not anticipated as this project will most likely have a Nationwide 404 Permit.
 - iv) **Archaeology** – holding off on field work pending approval of the concept alignment
 - v) **UST's** - holding off on field work pending approval of the concept alignment
 - vi) **Social/Economic** –
 - (1) **Parks** – several along corridor
 - (a) **Big Creek Mountain Bike Park** (east of Belcourt Pkwy in Roswell) – It is anticipated that there will be some impacts to the footpath that runs through the woods parallel to Old Alabama Road. This will most likely be mitigated by the installation of a multi-purpose path as part of this project. A 4f impact assessment will most likely occur here but should not be a significant problem.
 - (b) **Newtown Park** (east of Haynes Bridge Rd in Johns Creek)
 - (c) **Autry Mill Nature Preserve** (east of Autry Mill Middle School)
 - (d) **River Pines Golf Course** (Public golf course at Spruill Mill Rd, Johns Creek). This golf course charges the public to play so it should not be a potential 4f situation if encroachment occurs.
 - (2) No low income identified.
 - (3) No minority communities identified.



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vii) Public Involvement Plan (PIP) – a draft plan has been prepared and agreed to by GDOT-OEL. This plan is a living document which will be modified depending on how the project progresses. Public Involvement is critical to this project as it is a very high profile and controversial project.

viii) Possible Permits required:

- US Army Corp of Engineers Section 404 Permit

e) **Traffic Data** – Initial Conditions Assessment Report complete and includes:

- i) Accident Data
- ii) Existing Traffic Volumes (DHV & AADT)
- iii) Projected volumes for the Build Year of 2012 and Design Year of 2032.
- iv) Analysis of existing signals and roadway segments for LOS.
- v) Analysis of signalized intersections and roadway segments for the No-Build option for the Build Year of 2012 and Design Year of 2032.
- vi) Traffic counts.

Scott noted that the existing roadway configuration meets LOS of D or better in 2032 for approximately 2.2 miles from Hunts Pointe Dr/Southwick Pass (Country Club of the South Main Entrance) to Buice Road. This section may not need to be widened but would benefit from some configuration improvements (striping).

5) **COORDINATION** –

a) **Meetings to date** –

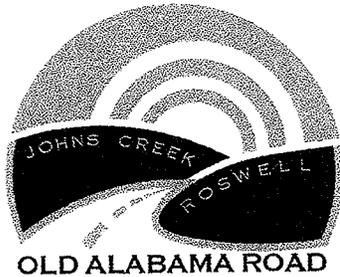
- (1) GDOT Kick Off Mtg – 2/2/07
- (2) GDOT SUE Kick Off Mtg - 3/14/07
- (3) Introduction to FHWA 5/3/07 It was noted that at this meeting FHWA agreed with our Logical Termini (Holcomb Bridge Rd to Medlock Bridge Road) and public involvement approach.

b) **Developments/Other Projects** –

- i) STP-2868(1) PI 752660 - Working with GDOT-District 7 as they complete intersection improvements to Old Alabama Road from Buice Rd to SR 141/Medlock Bridge Rd.
- ii) HPP-0005-00(428) PI 0005428 – Interim intersection improvement project for the intersection of Old Alabama Rd at the Old Alabama Connector. Mulkey is studying and preparing construction documents for this project.

c) **Utility** – Mulkey SUE met with GDOT-SUE on 3/14/07 and has been in continual coordination through monthly status meetings in GDOT-OCD.

d) **Public Involvement** –



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CSSTP-0008-00(425) Jones Bridge to Buice Rd

HPP-0005-00(428) Intersection at Old Alabama Connector

i) Meetings to date:

- | | |
|---|---------|
| (1) Introduction to Roswell - | 3/8/07 |
| (2) Introduction to Johns Creek - | 3/14/07 |
| (3) Introduction to Alpharetta - | 4/19/07 |
| (4) Introduction to North Fulton CID & Greater North Fulton Chamber of Commerce (GNFCC) | 5/8/07 |
| (5) Public Workshop | 6/7/07 |
| (6) Project Introduction to the North Fulton CID | 8/14/07 |

ii) We are talking with three groups for history of the project and area as well as their vision for the project. We want to find out what promises or perceived promises may have been made in the past as relates to roadway improvements to see if we can accommodate some of these desires into this project. Mike Lobdell confirmed that he has encountered hearing from the public of previous promises and that they are not always true or sometimes contradicts other versions of the story. These groups include:

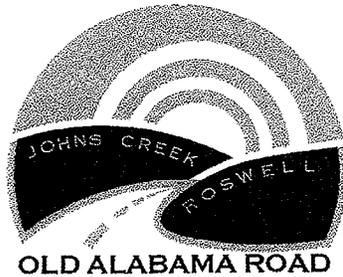
1. Community Group – Dale Nesbitt (leader or member)
2. Homeowner's Association Group
3. Newtown Park Foundation

iii) We plan to present at least 3 concept alternatives at a Public Workshop in October.

- 6) **NEED & PURPOSE** – See attached. Scott asked Mike Haithcock if he had received any comments on the Draft N&P that was given to him to send out with the invitation to this meeting. Mike stated that he did not receive any comments. Michelle stated that she would continue to refine this N&P and will submit to GDOT-Planning for approval.

7) **APPROACH**

- a) Context Sensitive Solutions (CSS) – Scott stated that they are taking a CSS approach to this project and are using the five Guiding Principles that define and promote good CSS practices from the GDOT website as a method of ensuring that CSS are being appropriately applied.
- b) Design Criteria –
- (1) Functional Classification: Urban Minor Arterial
 - (2) Design Speed: 35, 45 mph. The existing Roswell portion of the project (Holcomb Bridge Rd to Nesbitt Ferry Rd) has a vertical profile that has several 30-35 mph crest and sag curves. The existing profile east of Nesbitt Ferry Rd to Medlock Bridge Rd generally has a profile which meets a 45 mph design speed with the exception of one of two locations. Scott suggests moving forward with a Design



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Speed of 35 mph for the roadway west of Nesbitt Ferry Rd and 45 mph east of Nesbitt Ferry Rd. This would minimize impacts by reducing the amount of profile grade reconstruction needed.

- (3) Emax: 4%
 - (4) Existing R/W:
 - (a) West of Jones Bridge Rd varies 50' – 120'
 - (b) East of Jones Bridge Rd varies 60' – 110'
 - (5) R/W Width: Varies Approx. 100' – generally 16' shoulders with R/W 1-5' outside the shoulder break.
 - (6) Lane widths of 11' to minimize impacts
 - (7) Sidewalk width of 5'
 - (8) Multi-purpose path on one side ranging from 8-12 ft depending on impacts
 - (9) Medians consist of 12-14' flush medians or 4-20 ft raised medians
 - (10) Curb and gutter (urban minor arterial)
- c) Alternatives to be studied: Context Sensitive Design
- (1) Minimization alternative M1 & M2 –
 - (a) M1 would include signal timing improvements and synchronization modifications only.
 - (b) M2 would be M1 plus adding necessary turn/through lanes at the intersections.
 - (2) Traditional alternative T1 – to include widening to four lanes with a flush or raised median based on AADT's and GDOT's Design Policy Manual section 6.8.2. This would provide 12' lanes and would have the most significant impacts
 - (3) Combination alternatives C1 & C2 –
 - (a) C1 would be the traffic engineer's design which would include M2 plus additional lanes, turn lanes throughout the corridor in order to achieve an acceptable level of service in the Design Year. This would also include a multi-purpose path on one side of the roadway and a sidewalk on the other.
 - (b) C2 would include M2 plus a multi-purpose path on one side of the roadway and a 5' sidewalk on the other side and:
 - (i) In the Roswell portion: additional right turn/decel lanes at all side roads and major driveways. Conversion to a raised median of the center dual left turn lane in three lane section of Roswell outside of areas needed for left turn lanes or access to driveways. This will be considered to calm traffic, too soften the look and feel (aesthetics) and to prevent usage of center turn lane as a thru lane (as reported by several people at the Public Workshop).



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(ii) From Old Alabama Connector to just east of Jones Bridge Rd (high volume area) would have M2 plus the additional lanes/auxiliary lanes to create two lanes in each direction and a raised median varying in width to minimize impacts but control access.

(iii) From Foxworth Dr to the east would be M2 plus right turn/decel lanes at subdivisions and major driveways, center dual left turn lane conversion to raised median in sections outside of the areas needed for left turn lanes and driveway access.

This alternative takes into consideration C1's recommendations as well as the Resolution of opposition Roswell has passed to widening Old Alabama Rd from Holcomb Bridge Rd to the Old Alabama Connector.

These alternatives will be analyzed for ability to meet or improve LOS and reduction in travel time/delays.

d) Public Involvement –

- (1) Present 3 alternatives in October (M2, C2, T1) to the public. The alternatives will include information to explain to the public the results and impacts expected by each alternative along with renderings (similar to attached) along select locations to better help the public understand the proposed improvements along with their resultant impacts and benefits. The idea will be to allow the public to pick and choose from each of the alternatives, their preference for individual segments of the project. Ultimately, the goal will be to go back and piece together the segments of M2, C2, and T1 that meet the goals of this project and develop a combination C3 that may be the preferred concept alternative to advance through to the approved concept design.
- (2) Possibly meet with individual groups along the corridor to fine tune the preferred alternate in the areas of their concern (this process may not occur until the Preliminary Plans Phase) November 2007 – May 2008
- (3) PIOH to present preferred concept – Spring 2008
- (4) Public Hearing – Fall 2008 (this could be the preferred alternative with some additional fine tuning from the individual group meetings)
- (5) Babs suggested that Mulkey present this approach to the cities of Roswell and Johns Creek as soon as possible so they understand the approach Mulkey is taking to developing the improvements and to quell some of the fears that GDOT is just planning on forcing 4-lanes with medians through the entire corridor.
- (6) Scott explained that since this project has developed into much more of an operations type project, that the original scope and budget for the traffic analysis is being exceeded. Babs said that this CSS approach is the appropriate way to



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CSSTP-0008-00(425) Jones Bridge to Buice Rd

HPP-0005-00(428) Intersection at Old Alabama Connector

move forward and that we need to devote resources to continue this process as described. He stressed that it is important that all appropriate analysis be conducted to ensure the best solution. It was agreed that moving funds from later phases (Final Plans Phase) may be appropriate.

8) SCHEDULE –

- 2nd Public Workshop – This fall (Mid October)
- Concept Team Meeting – shooting for 12/18/07 (depends on public reception in October)
- PIOH – present preferred alternative if different than concepts shown in October
- Begin Preliminary Plans – January/February 2008
- Public Hearing – June/July 2008
- Complete EA (FONSI) – 12/5/08
- PFPR – 2/4/09
- R/W Plans – 12/3/09 – R/W Authorization is Long Range (2012-2020)
- FFPR – 8/26/10
- Let – Long Range (2012-2020)

Attachments:

- Draft Need & Purpose Statement
- 3d typical section sketch

ATTACHMENT 5



MEETING MINUTES

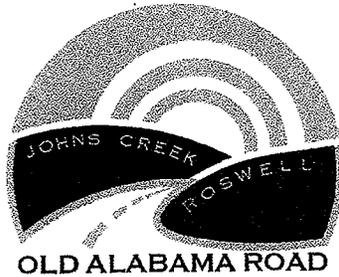
Intersection Improvement of
Old Alabama Rd at Old Alabama Connector
Project HPP-0005-00(428)
P.I. No.: 0005428
Fulton County

File: 2007135.21B

DATE: February 1, 2008 10:00 am
SUBJECT: Concept Team Meeting
LOCATION: Mulkey Engineers & Consultants
ATTENDEES: See attached Sign-In Sheet

AGENDA:

- 1) **INTRODUCTIONS**
- 2) **ROLES AND RESPONSIBILITIES – TURN KEY Project**
 - a) **GDOT-OCD** – Michael Haithcock will be turning over management responsibilities to Kimberly Nesbitt as Project Manager. Kim stressed two main points to begin the meeting. She stressed providing as accurate a cost estimate as possible and the significance of meeting the schedule as this is a project funded by High Priority Project funds which are tied to specific authorization years.
 - b) **Mulkey Engineers & Consultants** – Prime
 - i) Neil Davis – Project Principal
 - ii) Scott Gero – Project Manager- Senior Engineer
- 3) **DRAFT CONCEPT REPORT** - Scott read through the DRAFT Concept Report as provided. The following are comments received during the meeting on the report:
 - a) **DESIGN ISSUES** –
 - i) Signalized Intersection vs. Roundabout – Roswell expressed concern that it appears that GDOT has decided that a signalized intersection is the preferred alternative to the roundabout. He stated that this was the first time that Roswell was made aware of a preferred alternative, and that they had not been shown a recommended alternative up to this point at past meetings. They also stressed that they had not given their recommendation on preferred alternative. Scott and Kim clarified that the Draft Concept Report currently recommends that the signalized intersection is preferred to the roundabout because the roundabout analysis predicts the intersection will not work to the desired LOS D shortly before or after the design year of 2032. In the future, it is likely that a roundabout would need to be expanded to three lanes, either



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in the design year or shortly thereafter, which would generate a new level of complication to operations at the intersection as well as additional R/W impacts.

Scott stated that this meeting is the appropriate forum for the City to provide their input on their preferred alternative. Kim stressed that GDOT is willing to partner with the city in order to develop the best solution; however, since federal and state monies are funding this project, ultimately FHWA and GDOT will determine what the most appropriate expenditure of funds will be. Essentially, an outlay of federal funding must meet certain requirements, including that the project make sense from a financial standpoint. For instance, if the FHWA must return to this intersection shortly before or after 2032 to reconfigure or reconstruct because a roundabout has failed, it may make more sense to construct a signal.

Scott further clarified that a sheet has been included as an attachment to this Concept Report which provides a side-by-side comparison of the pros and cons of both intersection types. This was used in determining the preferred alternative of the signal. This is the engineers recommended solution but it is not necessarily the alternative that will be selected as the preferred alternative to be advanced into Preliminary Plans. The input provided at this meeting and past meetings will be submitted to the Chief Engineer in determining the preferred alternative to advance into Preliminary Plans. Heather added that the official approved alternate will not be determined until the NEPA document has been approved.

Roswell stated that they need to have a stakeholder meeting (scheduled for February 7) to gather comments from their constituents in order to make a recommendation. Following the meeting, the comments will be presented at the next possible City Council meeting or work session and a recommendation can be provided from its outcome. Scott stated for the record that the roundabout and signalized intersection alternatives had been presented to the public at the 2nd public workshop held on October 23, 2007. There was a slight majority opposed to the roundabout alternative from comments received. Scott stated that he had presented the alternates and results of the comments to the Roswell Transportation Department along with the alternatives comparison sheet in mid-November 2007, and requested they forward this information to the City Council to get their recommendation. Scott then presented the same information to the Council at their Work Session on December 17, 2007, specifically requesting a recommendation for preferred intersection type. Scott said that a recommended or preferred alternative was not presented to the Council at



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that time since we wanted the city to recommend an alternative without GDOT or the Consultant's input, and to make a decision based on the results of the October public meeting and information presented to them regarding the functionality, pros, and cons of both alternatives. Scott agreed that he will attend the City's meeting with the public on Thursday, February 7 from 5:30 to 7:30 and that he will bring displays and make a formal presentation. Roswell agreed that they will provide a letter of recommendation on their preferred alternative to GDOT by the end of February.

- b) Decorative Mast Arms – Kim stated that if a signalized intersection is selected, that local jurisdictions often prefer decorative mast arms over span wires and poles, but installation of such would require some funding and commitment by the locals. The City of Roswell responded that they would be interested in decorative mast arms. This issue was tabled for discussion until a later time, if necessary.
- c) Kim asked if agreements are needed between GDOT and the City to maintain the roads, lights, and landscaping. Scott stated that as he understood it, this is a temporary state route until improvements are complete. Once the road has been improved, it will revert to local ownership, and maintenance responsibility would fall on the City of Roswell. No one present knew the current maintenance agreement for the roadway.
- d) Traffic Engineering Study – The District requested that they be provided with a Traffic Engineering Study. Kim agreed but stated that one would not be prepared until a preferred alternative has been selected.
- e) R/W acquisition – Scott stated that this is a turn key project and the Mulkey Team would be preparing appraisals and handling the R/W acquisition. Russ Nelson recommended that if a data book with ranges of offerings is used, then an expiration date should be recorded with the data book. If no response is received by the expiration date, then the process should move to appraisals. It was agreed that 12 months should be enough time to acquire the required R/W. The R/W date shown in the schedule is when the R/W plans are expected to be approved. The R/W funding year is tied to the GDOT fiscal year which runs from July 1, 2008 to June 30 2009.
- f) Utilities – District utilities raised concern over an existing utility vault on the north side of the road just west of the intersection. Scott and Shane stated that it appears to be located outside of the proposed roadway. The vault will most likely have the top raised and made flush with the multi-purpose path rather than relocating the vault. Scott and Shane said that they plan to get together with GDOT-SUE, after the concept is approved, to go over test hole locations needed. There are a couple of large water lines which need to be located exactly to determine if impacts will occur or if they can be avoided.



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- g) Pavement – A pavement assessment will be completed. If found to be substandard, the pavement would be replaced. It was noted not to wait too long to do the assessment due to time constraints.
 - h) ADA Compliance – It was requested that we ensure the paths and sidewalks are ADA compliant.
- 4) **PIOH** – Mulkey is working on arranging the date. The possible dates under consideration are March 11, 25, or 27 at Mt. Pisgah. Roswell requested that it not be on a Monday night as they have their council meetings that night. Scott said it would be either on a Tuesday or Thursday.
- 5) **SCHEDULE** -
- a) Outstanding Issues –
 - i) Roswell to provide their recommendation on preference for intersection type by the end of February.
 - ii) Mulkey is to provide GDOT OEL a copy of the approved air assessment.
 - b) Begin Preliminary Plans – April 2008
 - c) Complete CE – May 2008
 - d) PFPR – July 2008
 - e) R/W Plans – August 2008
 - f) FFPR – January 2010
 - g) Let – 2010



CONCEPT TEAM MEETING

Project HPP-0005-00(428)

PI No. 0005428

1-Feb-08

Intersection Improvements of Old Alabama Rd
at the Old Alabama Connector

SIGN-IN SHEET

	NAME	COMPANY/AGENCY	E-MAIL
1	Scott Gero	Mulkey	sgero@mulkeyinc.com
2	Heather Perrin	Mulkey	hcolston@mulkeyinc.com
3	Becky Wynn	Roswell	bwynn@roswellgov.com
4	Lethao Nguyen	Mulkey	lnguyen@mulkeyinc.com
5	Amber Perkins	DOT	aperkins@dot.ga.gov
6	Kimberly Nebsbitt	DOT	knesbitt@dot.ga.gov
7	Vasilios Andreou	Roswell	vandreou@roswellgov.com
8	Eric Graves	Alpharetta	egraves@alpharetta.ga.us
9	Corey Landers	GDOT	colanders@dot.ga.gov
10	Shane Haniford	Mulkey	shaniford@mulkeyinc.com
11	Edlin Regis	GDOT Dist 7 Traffic Ops	eregis@dot.ga.gov
12	Clyde Cunningham	GDOT Dist 7 Utilities	ccunningham@dot.ga.gov
13	Lisa Slonus	Street Smarts	lisas@streetsmarts.us
14	Joe Bozarth	Mulkey	jbozarth@mulkeyinc.com
15	Russell Nelson	GDOT - G:O. R/W	rnelson@dot.ga.gov
16	Neil Davis	Mulkey	ndavis@mulkeyinc.com
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ATTACHMENT 6