

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE P. I. No. 0008425, Fulton County **OFFICE** Preconstruction
CSSTP-0008-00(425)
Widening of SR 961/Old Alabama Road
From CR 65/Jones Bridge Road to CR 111/Buice Road **DATE** May 4, 2009

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:

Ron Wishon
Glenn Bowman
Ken Thompson
Michael Henry
Keith Golden
Angela Alexander
Paul Liles
Bobby Hilliard
Kimberly Nesbitt
Rachel Brown
Mike Lobdell
BOARD MEMBER

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

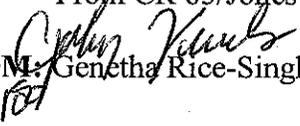
INTERDEPARTMENTAL CORRESPONDENCE

FILE: P.I. No. 0008425, Fulton County
CSSTP-0008-00(425)

OFFICE: Preconstruction

Widening of SR 961/Old Alabama Road -
From CR 65/Jones Bridge Road to CR 111/Buice Road

DATE: April 23, 2009

FROM:  Genetha Rice-Singleton, Assistant Director of Preconstruction

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

SUBJECT: PROJECT CONCEPT REPORT

This project proposes to widen and reconstruct SR 961/ Old Alabama Road from CR 65/ Jones Bridge Road to CR111/Buice Road, for a total of 3.40 miles. The purpose of this project is to provide improvements along the Old Alabama corridor to improve mobility, decrease travel time delays, improve signal operations, enhance safety, reduce congestion and improve bike and pedestrian accommodations. Old Alabama Road is an urban minor arterial, and the existing roadway varies from a minimum of two travel lanes (one in each direction) and a maximum of five lanes, including two travel lanes in each direction with a center turn lane (1800' long). In addition to the through lanes, some turn lanes are provided at intersections, commercial establishments, and subdivisions. The posted speed along the majority of the corridor is 45 MPH. The existing traffic on Old Alabama Road range from 14,000 to 19,000 VPD and the highest volumes are between Jones Bridge Road and Foxworth Drive. Future traffic projections (15,500-25,700VPD) reveal that traffic will continue to increase on an already congested roadway. Accident rates for all years along the corridor are lower than the comparable statewide rates; however, particular types of accidents occur more frequently than others. Overall, rear end accidents accounted for the highest percentage of accidents along the corridor, occurring in 60 percent of cases during the years 2003 to 2006. The current lane configuration is inadequate to handle the projected traffic volumes. In the year 2032, the intersections with Jones Bridge Road, Autry Middle School/Country Club of the South, and Hunts Point Drive will operate at Level of Service (LOS) "F" during one or both peak time periods, and the roadway segment will operate at LOS "D".

The project proposes to tie into the improved intersection at Jones Bridge Road under Project STP00-9408-00(003), PI 751650-. Beginning at Foxworth Drive to Autry Mill Road the typical section will consist of one, 12' lane in each direction with a 12' raised median. From Autry Mill Road to 550' west of Spruill Road the improvements will consist of two, 12' lanes with no median. From there, the typical section will transition back to one 12' lane in each direction separated by a 12' raised median to the end of the project. Along the entire project length, a 10' multi-purpose path on the north side and a 5' sidewalk on the south side will be provided. The existing bridges over Autry Mill Creek and Johns Creek will be replaced. The bridge over Johns Creek will also span a 10' multi-purpose trail which will pass under Old Alabama Road adjacent to the creek. Traffic will be maintained via staging during construction.

Environmental concerns include requiring a COE 404 permit; An Environmental Assessment is anticipated; a Public Hearing Open House will be held; Time saving procedures are not 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)	\$10,132,000	\$9,453,709	L230S	LR
Right-of-way	\$1,171,000	\$500,000	L240	LR
Utilities*	\$1,575,000			

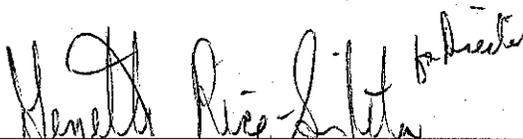
*Notification needed

I recommend this project concept be approved.

GRS: JDQ

Attachment

CONCUR


Director of Preconstruction

APPROVED


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

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF CONSULTANT DESIGN

PROJECT CONCEPT REPORT

Project Number: CSSTP-0008-00(425)

County: Fulton

P.I. Number: 0008425

Federal Route Number: N/A

State Route Number: 961

Improvements to SR 961/Old Alabama Road from Jones Bridge Road to Buice Road

Recommendation for approval:

12/12/2008
DATE

12-16-08
DATE

Harold W. Nebbett
Project Manager

Michael A. Walker
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

DATE

State Bridge & Structural Design Engineer

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

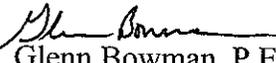
FILE: P.I. No. 0008425

OFFICE: Environment/Location

**PROJECT No. CSSTP-0008-00(425) / FULTON
County**

DATE: 1/21/09

Improvements to SR 961/Old Alabama Rd. from Jones Bridge Rd. to Buice Rd.

FROM: 
Glenn Bowman, P.E., State Environmental/Location Engineer

TO: Genetha Rice-Singleton, Assistant Director of Preconstruction

SUBJECT: PROJECT CONCEPT REPORT REVIEW

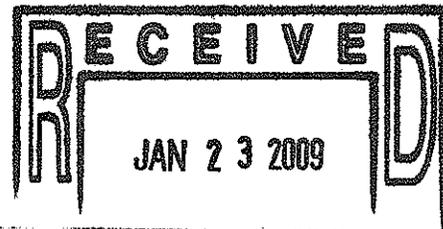
The Concept Report for the above project has been reviewed and appears satisfactory subject to the following comments:

1. There appears to be one (1) eligible historic resource (Pleasant Hill Baptist Church and Cemetery) located along project corridor. If land-use conversion from cemetery is proposed, a permit pursuant to OCGA 36-72 may be required. The bridges over John's Creek and John's Creek Tributary built in 1956 and should be assessed for National Register eligibility using the draft Georgia Historic Bridge Survey. If significant impacts to 4(f) resources cannot be avoided, the proposed environmental schedule must be revised significantly.
2. It is anticipated that the project would impact streams. Therefore, stream mitigation would be required for unavoidable impacts. In addition to a 404 permit, a stream buffer variance may be required from GaEPD.

If you have any questions, please contact Glenn Bowman at (404) 699-4401.

GB:lc

cc: Ron Wishon
Angela Whitworth
Keith Golden
Angela Alexander
Michael Haithcock



DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF CONSULTANT DESIGN

PROJECT CONCEPT REPORT

Project Number: CSSTP-0008-00(425)

County: Fulton

P.I. Number: 0008425

Federal Route Number: N/A

State Route Number: 961

Improvements to SR 961/Old Alabama Road from Jones Bridge Road to Buice Road

Recommendation for approval:

DATE

Project Manager

DATE

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

1/21/09


State Environmental / Location Engineer

DATE

State Traffic Safety and Design Engineer

DATE

District Engineer

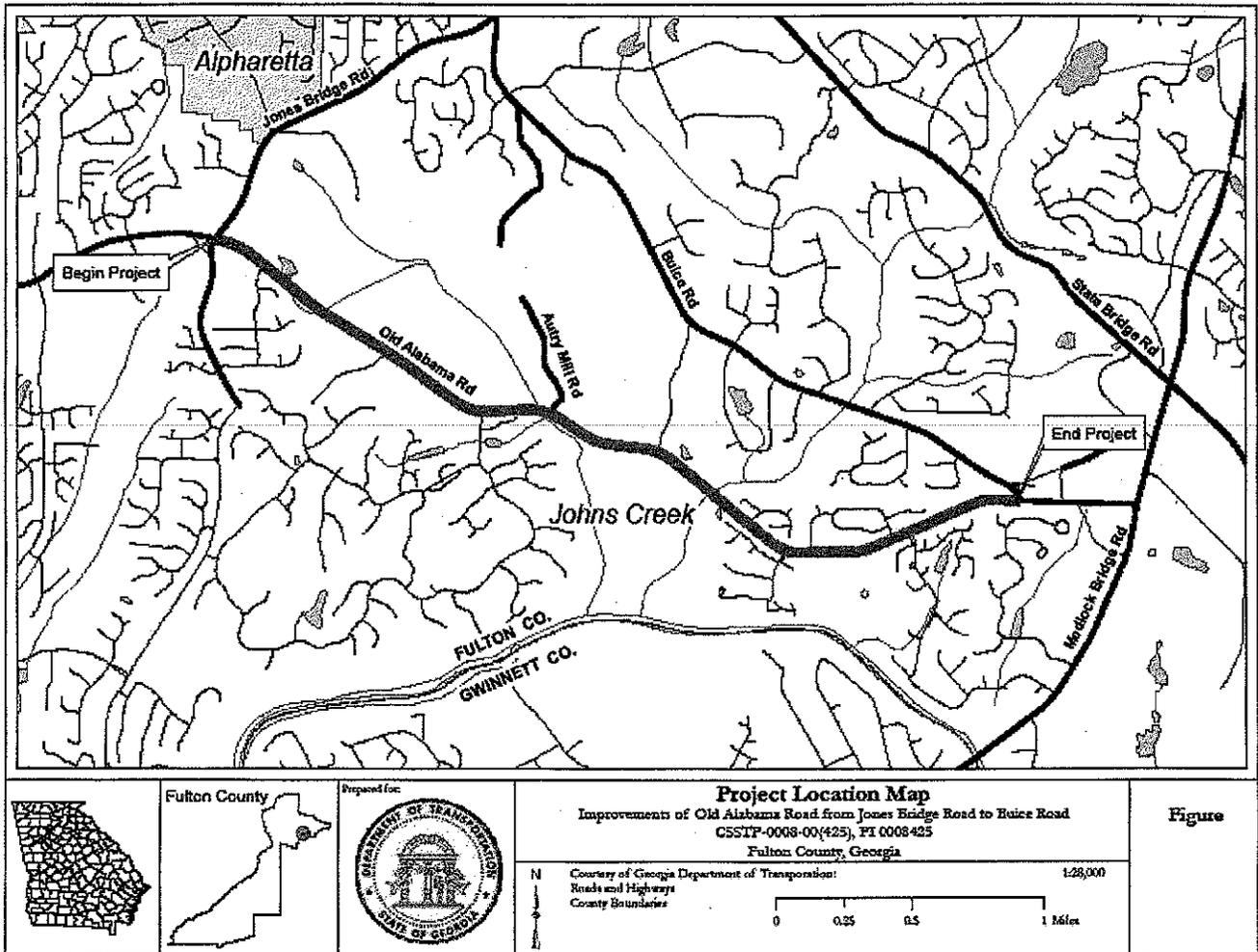
DATE

Project Review Engineer

DATE

State Bridge & Structural Design Engineer

Project Concept Report Page 2
 Project Number: CSSTP-0008-00(425)
 P.I. Number: 0008425
 County: Fulton



NEED AND PURPOSE

A. Introduction

The Georgia Department of Transportation (GDOT) proposes to improve SR 961/Old Alabama Road from Jones Bridge Road to Buice Road within the City of Johns Creek. GDOT references the project as Project CSSTP-0008-00(425), P.I. No. 752660. The total project length is approximately 3.4 miles.

Old Alabama Road is an urban minor arterial and the existing roadway is currently either a two-lane or three-lane section with one five-lane section approximately 1,800 feet long. Currently, the minimum width provides two travel lanes (one in each direction) and the maximum width provides five lanes, including two travel lanes in each direction with a center left turn lane. In addition to the through lanes, right and left turn lanes are provided at some intersections and entrances to subdivisions.

The posted speed limit along Old Alabama Road is 45 miles per hour. Sidewalks are provided inconsistently and are located in front of subdivisions. There are long stretches without sidewalks.

Old Alabama Road experiences up to 19,000 local and regional vehicle trips per day. Old Alabama Road locally serves people with direct access to and within the cities of Roswell and Johns Creek, and indirectly to the City of Alpharetta. Many single-family residential neighborhoods are located along the corridor and have direct access with Old Alabama Road. Commercial development is concentrated at the intersection with Jones Bridge Road. Institutions, such as parks, schools, public and private golf courses, and a library, are found throughout the corridor and are located adjacent to residential areas.

B. Planning Basis for the Action

Old Alabama Road is part of the Atlanta Regional Commission's (ARC) Mobility 2030 Regional Transportation Plan and is classified as a minor arterial. The Johns Creek Transportation Plan is currently being developed, and the draft plan has identified the Old Alabama Road corridor as a high priority corridor in need of improvement. The September 2006 Johns Creek Greenway Master Plan identifies the need for multi-use trails along Old Alabama Road, Buice Road, Spruill Road, and Medlock Bridge Road in the vicinity of the proposed project and the city and the public have expressed desire for having a multi-purpose path along Old Alabama Road.

C. Deficiencies in the System

Based on public input and analyses conducted by project team members, the Old Alabama Road corridor was found to have capacity and operational deficiencies, accident and safety hazards, and a lack of bicycle and pedestrian accommodations.

- **Capacity and Operational Deficiencies:** The existing traffic volumes on Old Alabama Road range from approximately 14,000 to 19,000 vehicles per day. Sections of the corridor with the highest daily traffic volumes occur between Jones Bridge Road and Foxworth Drive. To evaluate the roadway conditions during the most congested times or peak hours in the day, an operational analysis was conducted for both the morning (am) and evening (pm) peak hourly traffic volumes. Based on this analysis, the Levels of Service (LOS) currently range from LOS A to LOS C. The existing signalized intersections were evaluated and found to range from LOS C to LOS E, with the only intersection to fail occurring at the Jones Bridge intersection. In 2032, the traffic volumes were projected to range from

approximately 15,550 to 25,700 vehicles per day. Given the increase in traffic volumes, the intersections with Jones Bridge Road, Autrey Mill Middle School/Country Club of the South, and Hunts Pointe Drive all dropping to a LOS F during one or both peak time periods in 2032. The roadway itself will only drop to a LOS D.

- **Access Deficiencies:** Major deficiencies identified include backups at the Jones Bridge Road intersection, lack of left turn lanes into subdivisions and the Autrey Mill Nature Preserve, and school traffic causing delays along the mainline (buses stopping and turning, and vehicles entering/exiting schools).
- **Turn lanes:** The lack of appropriate turn lanes along SR 961/Old Alabama Road at side streets, driveways, and shopping center intersections impedes traffic flow and contributes to driver frustration, higher accident rates, and delays. Further, turn lanes are too narrow and lengths are too short to accommodate existing traffic volumes.
- **Substandard Geometry:** Narrow bridge widths at the bridge over Autrey Mill Creek and the bridge over Johns Creek were identified as geometric deficiencies by the project team and the public.
- **Ineffective Traffic Signals:** Ineffective traffic signals can often contribute to an increase in congestion, particularly near major intersections. The project team and the public identified three deficiencies regarding signalization including poor timing, inadequate synchronization, and difficulties making right and left turns.
- **Accidents and Safety:** Four-year accident histories for SR 961/Old Alabama Road are summarized in Table 1. Accident rates for all years along the corridor are lower than comparable statewide rates; however, particular types of accidents occur more frequently than others. Overall, rear end accidents accounted for the highest percentage of accidents along the corridor, occurring in 60 percent of cases during the years 2003 to 2006. Other types of accidents occurring along this segment of Old Alabama Road include angle accidents and accidents with other objects. These accidents account for 30 percent of accidents along the project corridor.

Table 1: Accident History of SR 961/Old Alabama Road from Jones Bridge Road to Buice Road Compared to Statewide* Accident Rates

Year	Accidents/Accident Rate*	Injury Crashes/Injury Accident Rate	Statewide Accident Rate/Injury Accident Rate
2003	58/3.1	14/0.7	5.9/1.5
2004	62/3.2	20/0.9	5.1/1.3
2005	44/2.3	10/0.5	5.5/1.4
2006	33/3.4	14/0.7	5.5/1.4

*Urban minor arterial

*All rates are per 100 million vehicle miles

- **Bicycle and Pedestrian Accommodation:** Even though sidewalks currently exist along several segments of the existing roadway, they lack connectivity. There are currently no provisions for bicycles. The City of Johns Creek provides for multi-use paths, bicycle lanes, and/or sidewalks in their local planning documents, and recognizes a need for more connectivity with the area's recreational and community facilities.

D. Independent Utility and Logical Termini

While this project corridor is approximately 3.4 miles long, the proposed project ties into Project STP-0408(3) to improve Old Alabama Road between Holcomb Bridge Road and Jones Bridge Road, and forms an approximate 8-mile long study corridor. Two other projects proposed directly within the project limits include two GDOT high priority projects to improve safety (identified as Project STP-2868(1) along Old Alabama Road from Buice Road to SR 141/Medlock Bridge Road, and Project HPP-0005-00(428) at the Old Alabama Road and the Old Alabama Connector intersection). Together, the projects address the local needs in the study area and also terminate at major roadways to address the regional traffic demands.

The study limits defined for the combined transportation improvement project are SR 140/Holcomb Bridge Road, an urban major arterial, and SR 141/Medlock Bridge Road, an urban minor arterial. These two roadways are major north-south roadways in the region and provide both independent utility and logical termini. In addition, the project has independent utility since it is not dependent on the implementation of other projects and will not initiate the need or prevent other projects from being fully evaluated or implemented. Construction of intersection improvements would not preclude improvements along Old Alabama Road since they would tie back into the existing corridor and independently enhance operations at those intersections. Finally, studying the Old Alabama Road corridor between two major facilities does not require that the entire project be constructed at once; construction for the projects could be staged based on funding availability.

Need: Improvements along Old Alabama Road are needed to address deficiencies including:

- Time delays at major intersections (i.e. Jones Bridge Road)
- Reduced mobility at access points
- Substandard bridges
- Inadequate turning movement accommodations
- Inefficient traffic signals
- Inconsistency in sidewalk locations and a lack of bike and pedestrian accommodations

Purpose: With or without improvements, projected travel demands are projected to increase up to 25,700 vpd by the year 2032, and levels of service on Old Alabama Road will continue to deteriorate in the future. Therefore, the purpose for the project is to provide improvements along the Old Alabama Road Corridor to:

- Improve mobility

- Decrease travel time delays at major intersections
- Improve bridge safety
- Improve signal operations
- Improve bicycle and pedestrian accommodations

DESCRIPTION OF THE PROPOSED PROJECT

The proposed project consists of the reconstruction and widening of SR 961/Old Alabama Road from the intersection with Jones Bridge Road to Buice Road in the City of Johns Creek, Fulton County. The project length is approximately 3.4 miles (see location map). The Fulton County beginning mile log is 4.06 and the ending mile log is 7.52. The project proposes to tie into the improved intersection at Jones Bridge Road under Project STP-9408(3) PI 751650. Beginning at Foxworth Drive the roadway will widen to a single 12 foot lane in each direction divided by a 12 foot raised or flush median depending on need for a left turn lane, curb and gutter on both sides, a 10 foot multi-purpose path on the north side and a 5 foot sidewalk on the south side. The three lane section will continue to Autry Mill Road (entrance to Autry Mill Nature Preserve) where the roadway will taper down to a single 12 foot lane in each direction without a median to minimize stream impacts. Just west of Spruill Road the roadway will widen back out to two – 12 foot travel lanes (one in each direction) divided by a 12 foot raised median or flush median where turn lanes are required. This will continue to the end of the project at Buice Road where the roadway will tie to a four-lane section with a 20 foot raised median, Project STP-2868(1) P.I. No. 752660. The existing five lane section from the bridge over Johns Creek to South River Farm Drive will be reduced to a three lane section. A 10 foot multi-purpose path will be provided on the north side and a 5 foot sidewalk will be included on the south side the entire length of the project.

The existing bridges over Autry Mill Creek and Johns Creek will be replaced. The bridge over Johns Creek will also span a 10 foot multi-use path which will pass under Old Alabama Road adjacent to Johns Creek. This will provide a grade separated crossing of Old Alabama Road for the 10 foot multi-purpose path running along Old Alabama Road to the Johns Creek Greenway which continues south to the river at this location.

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

The proposed improvements are not consistent with the conforming plan's model which consists of widening from 2 to 4 lanes with a median from Jones Bridge Road to Buice Road, currently scheduled as long range (2012-2020). The proposed improvements consist of widening to provide turn lanes, positive separation between opposing traffic, curb and gutter, a 10 foot multi-purpose path and a 5 foot sidewalk. It was determined through traffic modeling that this roadway would operate adequately in the design year with only one through lane in each direction and dedicated left and right turn lanes.

PDP Classification: Major Minor

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

Functional Classification: Urban Minor Arterial

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

State Route Number(s): 961 (Temporary)

Traffic (AADT):

Current Year: 19,000 (2007)

Design Year: 25,700 (2032)

Existing design features:

- Typical Section:
 - 1 - 12 foot lane in each direction from Jones Bridge Road to the Country Club of the South/Entrance to Autrey Mill Middle School with curb and gutter (one side) and sidewalk on portions of one side.
 - 3 lane section from Autrey Mill Middle School to Old Southwick Pass/Hunts Pointe Drive with curb and gutter and sidewalk on the north side and a grass shoulder on the other.
 - 1 - 12 foot lane in each direction from Old Southwick Pass/Hunts Pointe Drive to the bridge over Johns Creek, just east of Stone Pond Lane with rural or grassed shoulders on both sides.
 - 5 lane section (12 foot lanes) from the bridge over Johns Creek, just east of Stone Pond Lane, to South River Farms Drive with curb and gutter on both sides and no sidewalks.
 - 3 lane section (2 westbound, 1 eastbound) from South River Farms Drive to approximately 700 feet west of Buice Road with sections of curb and gutter and grassed shoulders on both sides and no sidewalks.
 - 1 - 12 foot lane in each direction for a short 100 foot section beginning approximately 700 feet west of Buice Road with curb and gutter on the south side and a grassed shoulder on the other and no sidewalks.
 - 3 lane section (2 eastbound, 1 westbound) on the remainder to Buice Road with curb and gutter on the south side and a grassed shoulder on the other side and no sidewalks.
- Posted Speed: 45 mph
- Minimum Radius: R = 1000 ft
- Maximum grade: Mainline 8.0% Cross roads 11% Driveways 12%
- Width of right of way: Varies 50 ft to 115 ft
- Major structures:
 - Bridge Over Autrey Mill Creek (Johns Creek Tributary)
Structure ID: 121-0291-0 Sufficiency Rating: 40.04
 - Bridge Over Johns Creek

Structure ID: 121-0292

Sufficiency Rating: 43.89

- Major intersections along the project:
 - Jones Bridge Road
 - Autry Mills Middle School/Country Club of the South
 - Old Southwick Pass/Hunts Pointe Drive
 - Buice Road
- Existing Signalized Intersections:
 - Jones Bridge Road
 - Autry Mills Middle School/Country Club of the South
 - Old Southwick Pass/Hunts Pointe Dr
 - Buice Road
- Existing length of roadway segment: 3.4 Miles
- Beginning mile log for Fulton County segment: beginning at 4.06, ending at 7.52

Proposed Design Features:

- Proposed typical section(s):
 - From Foxworth to Autry Mill Road: 1-12 foot lane in each direction separated by a 12 foot raised median or left turn lane, curb and gutter on both sides, a 5 foot sidewalk on the south side and a 10 foot multi-purpose path on the north side.
 - From Autry Mill Road to 550 feet west of Spruill Road: 2-12 foot travel lanes (one in each direction), curb and gutter on both sides, a 10 foot multi-purpose path on the north side and a 5 foot sidewalk on the south side.
 - From Spruill Road to Buice Road: 1-12 foot lane in each direction separated by a 12 foot raised median or left turn lane, curb and gutter on both sides, and a 10 foot multi-purpose path on the north side and a 5-foot-sidewalk on the south side.
- Proposed Design Speed Mainline: 45 mph
- Proposed Maximum grade Mainline: 8.0% Maximum allowable grade: 7%
- Proposed Maximum grade Side Streets:
 - Buice Road (Urban Collector)
2.5% Maximum grade allowable: 9%
 - All others are Urban Local Roads (35 mph):
11% Maximum grade: 11%
- Proposed Maximum grade driveway: 15%
- Proposed Minimum Radii of curve: 950 ft Minimum Allowable Radii: 711 ft
- Proposed e-max: 4% (urban/suburban)

- Right of Way
 - Width: Varies from 54 ft to 127 ft
 - Easements: Temporary(), Permanent(**X**), Utility(**X**), Other().
 - Type of access control: Full(), Partial(), By Permit(**X**), Other().
 - Number of affected parcels: 50
 - Number of displacements:
 - Business: 0
 - Residences: 0
 - Mobile Homes: 0
 - Other: 0

- Structures: The 2 existing bridges will be replaced:
 - Bridge over Autry Mill Creek (Johns Creek Tributary) will be a three span 150 foot bridge
 - Bridge over Johns Creek will be a three span 125 foot bridge
- Proposed New Signalized Intersections: None.
- Traffic control during construction: One lane of traffic will be maintained in each direction throughout project. Bridges will be replaced and widened to one side allowing use of existing as one half of the new bridge is constructed. Traffic will then be shifted to the new bridge as the existing bridge is removed and the remainder of the new bridge is constructed.
- 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)

ADL • **DESIGN EXCEPTION**
 Design Variances:

- Vertical grades: AASHTO's Geometric Design of Highways and Streets, 2004 edition page 472, maximum grade for Rolling Urban Arterials at speed design of 45 mph is 7% where the existing grade is 8%. The existing grades would not be changed so as to minimize impacts to adjacent properties and utilities. The widening and improvements to the roadway would utilize the existing profile.

• **VE STUDY REQUIRED? (X) YES.**

- **Environmental Concerns: (Approximations from conceptual construction limits)**
 - No Historic Resource located along the project corridor
 - No impacted wetlands
 - No impacted ponds
 - 220 LF of impacted streams

- **Level of Environmental Analysis:**
 - Are Time Saving Procedures Appropriate? Yes (), No (X)
 - Categorical Exclusion Anticipated? Yes (), No (X)
 - Environmental Assessment/Finding of No Significant Impact: Yes (X), No ()
 - Environmental Impact Statement (EIS): Yes (), No (X)

- **Utility Involvements:**
 - Telephone: 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 Engineers & Consultants
- Right of way acquisition: Mulkey Engineers & Consultants
- 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 (Minutes to be Attached): 4/15/08
- P.A.R. meetings, dates, and results: None needed
- FEMA, USCG and/or TVA: FEMA Flood Plains
- Public involvement: Public Workshop #1 held June 6, 2007
Public Workshop #2 held October 23, 2007
PIOH held March 27, 2008

- Local government comments:
 - The city of Johns Creek is in agreement with the proposed improvements.
 - The city of Johns Creek prefers a 10 foot multi-purpose path in lieu of exclusive bicycle

lanes.

- The City prefers the entire roadway to have curb and gutter along with the multi-purpose path on the north side and a 5 foot sidewalk on the south side throughout the corridor.
- Johns Creek stated that this roadway is considered a gateway to their city and it is very important to them that is appropriately landscaped and have other decorative features such as decorative mast arms, etc. to enhance the appearance of this roadway. The City would like to continue to work with the Department in developing the appearance and desired appurtenances along the roadway throughout the plan development process.
- 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 bicycle accommodations (R/W and Construction are Long Range).
 - Project CSSTP-0006-00(054) PI 0006054 – Capacity improvements to Haynes Bridge Road from Mansell Road to Old Alabama Road (R/W and Construction are Long Range).
 - Project HPP-0005-00(428), P.I. 0005428- Improvement to the Old Alabama Connector intersection with SR 961 (Old Alabama Road).
 - Project MSL-0002-00(649), P.I. 0002649-Includes the Phase One construction of the Jones Creek Greenway, a multi-use trail stretching from Finley Road and SR 141 to Old Alabama Road.
 - Project STP-2361(2), P.I. 752640- Improvement to Jones Bridge Road from Old Alabama Road to SR 120 (Abbott Bridge Road/Kimball Bridge Road).
 - Project STP-2868(1), P.I. 752660- Improvement to Old Alabama Road from Buice Road to Medlock Bridge Road.

Other coordination to date: Coordination with:

- Cities: Roswell 3/8/07, 9/17/07, 11/15/07, 12/17/07, 2/7/08
 Johns Creek 7/12/07, 11/19/07
 Alpharetta 4/19/07
- North Fulton CID/Chamber of Commerce 5/8/07
- District 7 7/12/07
- FHWA 5/3/07
- ARC – verified traffic growth rates on 5/16/07

Scheduling – Responsible Parties’ Estimate

Time to complete the environmental process:	12 Months
Time to complete preliminary construction plans:	12 Months
Time to complete right of way plans:	3 Months
Time to complete the section 404 permit:	7 Months

Project Concept Report Page 12
Project Number: CSSTP-0008-00(425)
P.I. Number: 0008425
County: Fulton

Time to complete final construction plans: 12 Months
Time to complete the purchase right-of-way: 18 Months
Other major items that will affect project schedule:

Other alternates considered:

Alternate 1: Minimal Improvements: This consisted of optimizing signal timing, coordination of signals, and the addition of turn lanes at intersections. This was eliminated as it did not provide exclusive right and left turn lanes at side roads and major driveways and therefore did not address the safety issues associated with the lack of these dedicated turn lanes.

Alternate 2: Traditional Improvements: This consisted of widening and improving the roadway based on GDOT policy for traffic volumes. This consisted of widening to 2-lanes in each direction with a 14 foot flush median with curb and gutter, a 5 foot sidewalk on one side, and a 10 foot multi-purpose path on the other to accommodate bicycles. It was determined that the roadway would maintain an acceptable level of service as a single lane in each direction through the design year and therefore the widening was not determined to be necessary. This alternate was therefore eliminated based on cost savings associated with the elimination of the need for adding an additional through lane in each direction.

Alternate 3: No build.

Comments:

Attachments:

1. Cost Estimates:
 - a. Construction including E&C - ~~\$12,380,170~~
 - b. Right of Way - \$1,171,000
 - c. Utilities - \$1,000,000 (Reimbursable – Fulton County, District 7)
\$750,000 (Non-Reimbursable – Fulton County, District 7)
2. Typical sections
3. Capacity Analysis (Pending)
4. Bridge Inventories
5. Minutes of Initial Concept Team Meeting (8/16/07)
6. Minutes of Concept Team Meeting (4/15/08)
7. ARC Fact Sheet – FN-123B – shows non-conformance to Atlanta Region – Mobility 2030 Transportation Plan

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE PROJECT No. STP00-0008-00(425)/Fulton County
SR 961/old Alabama Rd from Jones Bridge Rd. to
Buice Rd.

OFFICE Program Delivery

P.I. No. 0008425

DATE March 23, 2009

FROM Michael A. Haithcock, P.E., Assistant Program Deliver Engineer 

TO Ronald E. Wishon, Acting Project Review Engineer

SUBJECT REVISIONS TO PROGRAMMED COSTS

PROJECT MANAGER Kimberly W. Nesbitt

MNGT LET DATE

MNGT R/W DATE 7/15/2009

PROGRAMMED COST (TPro W/OUT INFLATION)

LAST ESTIMATE UPDATE

CONSTRUCTION \$ 9,453,709.00

DATE 6/20/2008

RIGHT OF WAY \$ 500,000.00

DATE 11/1/2006

UTILITIES \$ N/A

DATE N/A

REVISED COST ESTIMATES

CONSTRUCTION* \$8,818,351.66

RIGHT OF WAY \$1,171,000.00

UTILITIES** \$ 1,575,000.00

* Costs contain 5% Engineering and Inspection and 5% Construction Contingencies and Fuel and Liquid AC Adjustments.

** Costs contain 4% contingency.

REASON FOR COST INCREASE Additional Contingency

CONTINGENCY SUMMARY

Construction Cost Estimate:	\$ 8,818,351.66	(Base Estimate)
Engineering and Inspection:	\$ 881,835.17	(Base Estimate x 10%)
Construction Contingency:	\$ 352,734.07	(Base Estimate x 4%) (The Construction Contingency is based on the Project Improvement Type in TPro.)
Total Fuel Adjustment	\$ 71,241.75	(From attached worksheet)
Total Liquid AC Adjustment	\$ 6,958.06	(From attached worksheet)
Construction Total:	\$ 10,131,120.71	
Utility Cost Estimate:	\$ 725,000.00	
Utility Contingency:	\$ 850,000.00	(Contingency 30%)
Utility Total:	\$ 1,575,000.00	

REIMBURSABLE UTILITY COST

Utility Owner	Reimbursable Costs
Georgia Power Company (Distribution)	725,000.00
AT&T (Bellsouth)	850,00.00

Attachments

c: Genetha Rice - Singleton, Assistant Director of Preconstruction

Angela Whitworth, Financial Management Administrator

Estimate Report for file "Old Alabama Road - P.I. 008425"

Section ROADWAY					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
150-1000	1	LS	250000.00	TRAFFIC CONTROL -	250000.00
153-1300	1	EA	74663.84	FIELD ENGINEERS OFFICE TP 3	74663.84
210-0100	1	LS	90000.00	GRADING COMPLETE -	90000.00
310-5100	6050	SY	16.46	GR AGGR BASE CRS, 10 INCH, INCL MATL	99583.00
402-1812	500	TN	69.22	RECYCLED ASPH CONC LEVELING, INCL BITUM MATL & H LIME	34610.00
402-3121	1340	TN	63.93	RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	85666.20
402-3130	500	TN	65.23	RECYCLED ASPH CONC 12.5 MM SUPERPAVE, GP 2 ONLY, INCL BITUM MATL & H LIME	32615.00
402-3190	670	TN	63.61	RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	42618.70
413-1000	3000	GL	1.93	BITUM TACK COAT	5790.00
432-5010	2000	SY	1.83	MILL ASPH CONC PVMT, VARIABLE DEPTH	3660.00
441-0016	1000	SY	39.85	DRIVEWAY CONCRETE, 6 IN TK	39850.00
441-0104	28900	SY	33.95	CONC SIDEWALK, 4 IN	981155.00
441-0740	550	SY	33.48	CONCRETE MEDIAN, 4 IN	18414.00
441-4020	150	SY	41.31	CONC VALLEY GUTTER, 6 IN	6196.50
441-6222	24100	LF	19.52	CONC CURB & GUTTER, 8 IN X 30 IN, TP 2	470432.00
441-6740	14600	LF	15.60	CONC CURB & GUTTER, 8 IN X 30 IN, TP 7	227760.00
500-3201	600	CY	546.55	CLASS B CONCRETE, RETAINING WALL	327930.00
500-9999	150	CY	175.09	CLASS B CONC, BASE OR PVMT WIDENING	26263.50
620-0100	3000	LF	30.94	TEMPORARY BARRIER, METHOD NO. 1	92820.00
634-1200	100	EA	103.44	RIGHT OF WAY MARKERS	10344.00
643-8200	2000	LF	3.00	BARRIER FENCE (ORANGE), 4 FT	6000.00
Section Sub Total:					\$2,926,371.74

Section Erosion Control					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
163-0232	15	AC	734.02	TEMPORARY GRASSING	11010.30
163-0240	800	TN	184.73	MULCH	147784.00
163-0300	51	EA	1687.20	CONSTRUCTION EXIT	86047.20
163-0503	150	EA	538.91	CONSTRUCT AND REMOVE SILT CONTROL GATE, TP 3	80836.50
163-0530	20000	LF	4.26	CONSTRUCT AND REMOVE BALED STRAW EROSION CHECK	85200.00
165-0010	6000	LF	0.80	MAINTENANCE OF TEMPORARY SILT FENCE, TP A	4800.00
165-0030	15000	LF	1.60	MAINTENANCE OF TEMPORARY SILT FENCE, TP C	24000.00
165-0070	10000	LF	1.80	MAINTENANCE OF BALED STRAW EROSION CHECK	18000.00
165-0087	150	EA	150.75	MAINTENANCE OF SILT CONTROL GATE, TP 3	22612.50
165-0101	51	EA	557.45	MAINTENANCE OF CONSTRUCTION EXIT	28429.95
167-1000	2	EA	1162.23	WATER QUALITY MONITORING AND SAMPLING	2324.46
167-1500	36	MO	993.57	WATER QUALITY INSPECTIONS	35768.52
171-0010	12000	LF	1.65	TEMPORARY SILT FENCE, TYPE A	19800.00
171-0030	30000	LF	3.92	TEMPORARY SILT FENCE, TYPE C	117600.00
603-2018	500	SY	57.06	STN DUMPED RIP RAP, TP 1, 18 IN	28530.00
700-6910	18	AC	1078.44	PERMANENT GRASSING	19411.92
700-7000	40	TN	59.99	AGRICULTURAL LIME	2399.60
700-8000	18	TN	294.72	FERTILIZER MIXED GRADE	5304.96
716-2000	30000	SY	1.20	EROSION CONTROL MATS, SLOPES	36000.00
Section Sub Total:					\$775,859.91

Section Drainage					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
550-1180	10000	LF	45.55	STORM DRAIN PIPE, 18 IN, H 1-10	455500.00
550-1181	300	LF	58.65	STORM DRAIN PIPE, 18 IN, H 10-15	17595.00
550-1240	4000	LF	50.63	STORM DRAIN PIPE, 24 IN, H 1-10	202520.00
550-1241	300	LF	61.28	STORM DRAIN PIPE, 24 IN, H 10-15	18384.00
550-1360	1500	LF	85.04	STORM DRAIN PIPE, 36 IN, H 1-10	127560.00

550-1361	100	LF	93.51	STORM DRAIN PIPE, 36 IN, H 10-15	9351.00
550-2180	400	LF	29.93	SIDE DRAIN PIPE, 18 IN, H 1-10	11972.00
550-2240	400	LF	34.66	SIDE DRAIN PIPE, 24 IN, H 1-10	13864.00
550-3318	10	EA	575.88	SAFETY END SECTION 18 IN, STORM DRAIN, 4:1 SLOPE	5758.80
550-3324	8	EA	926.46	SAFETY END SECTION 24 IN, STORM DRAIN, 4:1 SLOPE	7411.68
550-4218	10	EA	664.67	FLARED END SECTION 18 IN, STORM DRAIN	6646.70
550-4224	9	EA	776.31	FLARED END SECTION 24 IN, STORM DRAIN	6986.79
550-4236	9	EA	1241.13	FLARED END SECTION 36 IN, STORM DRAIN	11170.17
610-6015	23	EA	0.00	REM DROP INLET	0.00
615-1000	200	LF	200.00	JACK OR BORE PIPE - 18", 1/2 THK STEEL PIPE	40000.00
615-1000	150	LF	250.00	JACK OR BORE PIPE - 24", 1/2 THK STEEL PIPE	37500.00
615-1000	100	LF	450.00	JACK OR BORE PIPE - 36", 1/2 THK STEEL PIPE	45000.00
668-1100	40	EA	2853.52	CATCH BASIN, GP 1	114140.80
668-1110	200	LF	297.02	CATCH BASIN, GP 1, ADDL DEPTH	59404.00
668-2100	20	EA	3123.36	DROP INLET, GP 1	62467.20
668-2110	80	LF	371.52	DROP INLET, GP 1, ADDL DEPTH	29721.60
668-4300	5	EA	2562.98	STORM SEWER MANHOLE, TP 1	12814.90
Section Sub Total:					\$1,295,768.64

Section Signing and Marking

Item Number	Quantity	Units	Unit Price	Item Description	Cost
610-6515	75	EA	88.20	REM HIGHWAY SIGN, STD	6615.00
611-5360	6	EA	645.86	RESET HIGHWAY SIGN	3875.16
632-0003	4	EA	15535.23	CHANGEABLE MESSAGE SIGN, PORTABLE, TYPE 3	62140.92
636-1033	700	SF	19.17	HIGHWAY SIGNS, TP 1 MATL, REFL SHEETING, TP 9	13419.00
636-2070	1000	LF	8.05	GALV STEEL POSTS, TP 7	8050.00
653-0120	150	EA	73.99	THERMOPLASTIC PVMT MARKING, ARROW, TP 2	11098.50
653-0170	10	EA	85.55	THERMOPLASTIC PVMT MARKING, ARROW, TP 7	855.50
653-0210	100	EA	120.09	THERMOPLASTIC PVMT MARKING, WORD, TP 1	12009.00
653-1501	55000	LF	0.53	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, WHITE	29150.00
653-1502	36000	LF	0.53	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, YELLOW	19080.00
653-3501	36000	GLF	0.51	THERMOPLASTIC SKIP TRAF STRIPE, 5 IN, WHITE	18360.00
653-6004	5600	SY	2.93	THERMOPLASTIC TRAF STRIPING, WHITE	16408.00
653-6006	2200	SY	2.96	THERMOPLASTIC TRAF STRIPING, YELLOW	6512.00
654-1001	400	EA	3.10	RAISED PVMT MARKERS TP 1	1240.00
654-1003	1400	EA	3.76	RAISED PVMT MARKERS TP 3	5264.00
Section Sub Total:					\$214,077.08

Section GUARDRAIL

Item Number	Quantity	Units	Unit Price	Item Description	Cost
641-1100	2000	LF	44.34	GUARDRAIL, TP T	88680.00
641-1200	100	LF	15.62	GUARDRAIL, TP W	1562.00
641-5001	15	EA	626.15	GUARDRAIL ANCHORAGE, TP 1	9392.25
641-5012	15	EA	1816.20	GUARDRAIL ANCHORAGE, TP 12	27243.00
Section Sub Total:					\$126,877.25

Section SIGNAL

Item Number	Quantity	Units	Unit Price	Item Description	Cost
639-4004	12	EA	7490.21	STRAIN POLE, TP IV	89882.52
647-1000	3	LS	120000.00	TRAFFIC SIGNAL INSTALLATION NO - 1-17	360000.00
Section Sub Total:					\$449,882.52

Section Bridge					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
500-3107	1	CY	300000.00	WALL	300000.00
540-1102	1	LS	389757.26	REMOVAL OF EXISTING BR, BR NO - 1	389757.26
540-1102	1	LS	389757.26	REMOVAL OF EXISTING BR, BR NO - 2	389757.26
541-0001	1	LS	200000.00	DETOUR BRIDGE - 1	200000.00
541-0001	1	LS	200000.00	DETOUR BRIDGE-2	200000.00
541-0001	1	LS	850000.00	CONSTRUCTION OF BRIDGE COMPLETE, BR NO-1	850000.00
541-0001	1	LS	700000.00	CONSTRUCTION OF BRIDGE COMPLETE, BR NO-2	700000.00
Section Sub Total:					\$3,029,514.52

Total Estimated Cost: \$8,818,351.66

**Special Provision, Section 109-Measurement and Payment
FUEL PRICE ADJUSTMENT (ENGLISH 125% MAX)**

ENTER FPL DIESEL	2.373
ENTER FPM DIESEL	5.339

ENTER FPL UNLEADED	1.566
ENTER FPM UNLEADED	3.5235

<http://www.dot.ga.gov/doingbusiness/Materials/Pages/asphaltcementindex.aspx>

INCREASE ADJUSTMENT
125.00%

INCREASE ADJUSTMENT
125.00%

ROADWAY ITEMS	QUANTITY	DIESEL FACTOR	GALLONS DIESEL	UNLEADED FACTOR	GALLONS UNLEADED	REMARKS
Excavations paid as specified by Sections 205 (CUBIC YARD)	27220.000	0.29	7893.80	0.15	4083.00	
Excavations paid as specified by Sections 206 (CUBIC YARD)		0.29		0.15		
GAB paid as specified by the ton under Section 310 (TON)	454.000	0.29	131.66	0.24	108.96	
Hot Mix Asphalt paid as specified by the ton under Sections 400 (TON)		2.90		0.71		
Hot Mix Asphalt paid as specified by the ton under Sections 402 (TON)	3010.000	2.90	8729.00	0.71	2137.10	
PCC Pavement paid as specified by the square yard under Section 430 (SY)		0.25		0.20		

BRIDGE ITEMS	Quantity	Unit Price	QF/1000	Diesel Factor	Gallons Diesel	Unleaded Factor	Gallons Unleaded	REMARKS
Bridge Excavation (CY) Section 211				8.00		1.50		
Class __ Concrete (CY) Section 500	540.00	883.00	476.8200	8.00	3814.56	1.50	715.23	
Class __ Concrete (CY) Section 500				8.00		1.50		
Class __ Concrete (CY) Section 500				8.00		1.50		
Superstru Con Class__(CY) Section 500				8.00		1.50		
Superstru Con Class__(CY) Section 500				8.00		1.50		
Superstru Con Class__(CY) Section 500				8.00		1.50		
Concrete Handrail (LF) Section 500				8.00		1.50		
Concrete Barrier (LF) Section 500				8.00		1.50		

BRIDGE ITEMS	Quantity	Unit Price	QF/1000	Diesel Factor	Gallons Diesel	Unleaded Factor	Gallons Unleaded	REMARKS
Stru Steel <u>Plan Quantity</u> (LB) Section 501				8.00		1.50		
Stru Steel <u>Plan Quantity</u> (LB) Section 501				8.00		1.50		
PSC Beams____ (LF) Section 507				8.00		1.50		
PSC Beams____ (LF) Section 507				8.00		1.50		
PSC Beams____ (LF) Section 507				8.00		1.50		
Stru Reinf <u>Plan Quantity</u> (LB) Section 511	104000.00	0.95	98.8000	8.00	790.40	1.50	148.20	
Stru Reinf <u>Plan Quantity</u> (LB) Section 511				8.00		1.50		
Bar Reinf Steel (LB) Section 511				8.00		1.50		
Piling____ inch (LF) Section 520				8.00		1.50		
Piling____ inch (LF) Section 520				8.00		1.50		
Piling____ inch (LF) Section 520				8.00		1.50		
Piling____ inch (LF) Section 520				8.00		1.50		
Piling____ inch (LF) Section 520				8.00		1.50		
Piling____ inch (LF) Section 520				8.00		1.50		
Drilled Caisson,____ (LF) Section 524				8.00		1.50		
Drilled Caisson,____ (LF) Section 524				8.00		1.50		
Drilled Caisson,____ (LF) Section 524				8.00		1.50		
Pile Encasement,____(LF) Section 547				8.00		1.50		
Pile Encasement,____(LF) Section 547				8.00		1.50		
SUM QF DIESEL=				21359.42	SUM QF UNLEADED=		7192.49	
DIESEL PRICE ADJUSTMENT(\$)					\$58,288.79			
UNLEADED PRICE ADJUSTMENT(\$)					\$12,952.96			

ASPHALT CEMENT PRICE ADJUSTMENT FOR BITUMINOUS TACK COAT(Surface Treatment 125% MAX)

APPLICABLE TO CONTRACTS CONTAINING THE 413 SPEC. SECTION 413.5.01 ADJUSTMENTS ASPHALT PRICE ADJUSTMENT FOR BITUMINOUS TACK COAT

<http://www.dot.ga.gov/doingbusiness/Materials/Pages/asphaltcementindex.aspx>

ENTER APL

ENTER APM

Use this side for Asphalt Emulsion Only		
L.I.N.	TYPE	ASPHALT EMULSION (GALLONS)
TMT = <input style="width: 100px;" type="text"/>		
REMARKS:		

Use this side for Asphalt Cement Only		
L.I.N.	TYPE	TACK (GALLONS)
TMT = <input style="width: 100px;" type="text"/>		
REMARKS:		

ADJUSTMENT SUMMARY

FUEL PRICE ADJUSTMENT (ENGLISH 125% MAX)

DIESEL PRICE ADJUSTMENT(\$) \$58,288.79

UNLEADED PRICE ADJUSTMENT(\$) \$12,952.96

ASPHALT CEMENT PRICE ADJUSTMENT (BITUMINOUS TACK COAT 125% MAX) \$6,958.06

400 / 402 ASPHALT CEMENT PRICE ADJUSTMENT 125% MAX

ASPHALT CEMENT PRICE ADJUSTMENT FOR BITUMINOUS TACK COAT(Surface Treatment 125% MAX)

REMARKS: For concept

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE **OFFICE** District Seven Utilities
DATE February 3, 2009

FROM Jonathan Walker, District Utilities Engineer

TO Kimberly Nesbitt, Associate Project Manager, Office of Program Delivery

SUBJECT Preliminary Utility Cost Estimate
P.I. No. 0008425 (OLD ALABAMA RD FM CR 65/JONES BRIDGE RD TO CR
111/BUICE) CSSTP-0008-00(425) Fulton County

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

AGL Networks
Atlanta Gas Light Company
City of Atlanta Bureau of Water
Comcast
Charter Communications
Fulton County Public Works
Georgia Power Company (Transmission)
Georgia Transmission Corporation
Sawnee EMC
Verizon Business (formerly MCI Worldcom)

The following utility companies could potentially have prior rights on this project and may have reimbursable costs:

Georgia Power Company (Distribution)	725,000.00
AT&T (BellSouth)	850,000.00
Total Reimbursable Costs:	\$1,575,000.00

Please note that this estimate was prepared without the certification of right-of-way and could change when more detailed information is made available. If you have any questions, please contact Mr. Clyde Cunningham at (770) 986-1122.

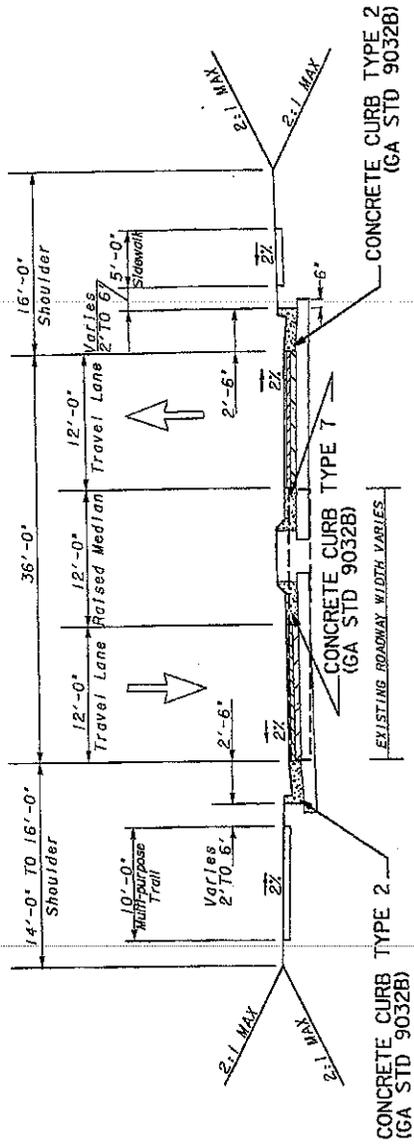
Sincerely,

Bryant Poole
District Engineer


By: Jonathan Walker
District Utilities Engineer

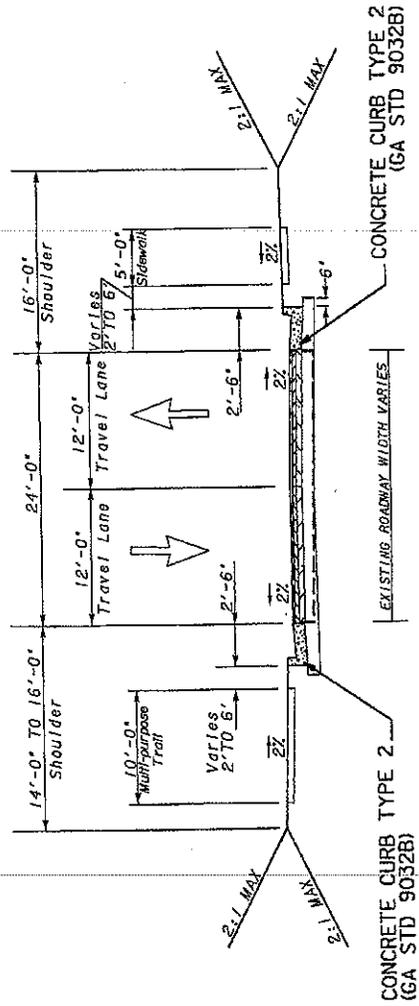
BP:JW:CAC

c: Jeff Baker, P.E.
File



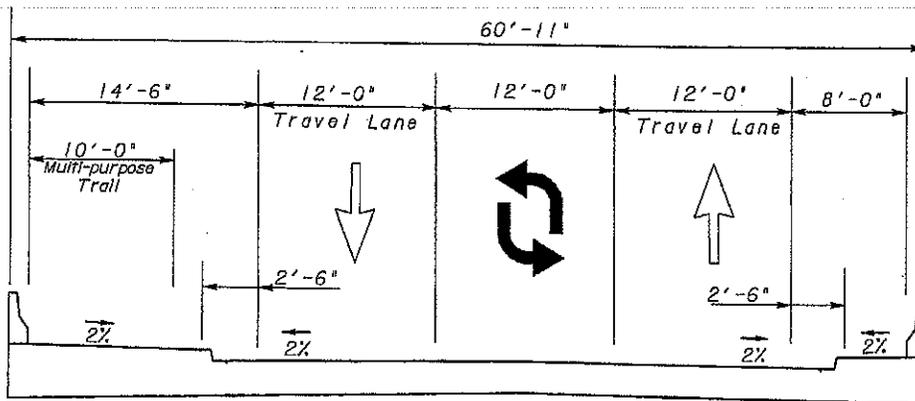
TYPICAL TANGENT SECTION

FOXWORTH TO AUTRY MILL RD
 SPRUILL RD TO BUICE RD



TYPICAL TANGENT SECTION

AUTRY MILL RD TO SPRUILL RD



TYPICAL TANGENT SECTION
BRIDGE

BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION

Structure ID: 121-0292-0

Fulton Area 9

SUFF. RATING

43.89

Programming Data

201 Project No.: COUNTY DESIGN
 202 Plans Available: 0
 249 Prop. Proj. No. STP-2868(1)
 250 Approval Status: 0000
 251 P.I. No.: 752660-
 252 Contract Date: 02/01/1901
 260 Seismic No.: 00000
 75 Type Work: 31 1
 94 Bridge Imp. Cost: \$ 191
 95 Roadway Imp. Cost: \$ 76
 96 Total Imp Cost: \$ 312
 76 Imp. Length: 000331
 97 Imp. Year: 1990
 114 Future ADT: 026475 Year: 2026

Measurements

* 29 ADT: 017650 Year: 2006
 109 % Trucks: 0
 * 28 Lanes On: 02 Under: 00
 210 No. Tracks On: 00 Under: 00
 * 48 Max. Span Length: 0030
 * 49 Structure Length: 120
 51 Br. Rwdy. Width: 22.70
 52 Deck Width: 24.00
 * 47 Tot. Horz. Cl: 22.70
 50 Curb/Sdewlk Width: 0.30/0.30
 32 Approach Rdwy Width: 022
 * 229 Shoulder Width:
 Rear Lt: 6.00 Type: 8 Rt: 6.00
 Fwd Lt: 1.50 Type: 1 Rt: 1.50
 Pavement Width:
 Rear: 22.00 Type: 2
 Fwd: 56.00 Type: 2
 Intersection Rear: 0 Fwd: 1
 36 Safety Features Br. Rail:
 Transition: 3
 App. G. Rail: 0
 App. Rail End: 0
 53 Minimum Cl Over:
 Under: N
 228 Min. Vertical Cl
 Act. Odm Dir: 99 ' 99 "
 Opp. Dir: 99 ' 99 "
 Posted Odm. Dir: 00 ' 00 "
 Opp. Dir: 00 ' 00 "
 55 Lateral Undercl. Rt: N 99.90
 56 Lateral Undercl. Lt: 0.00
 * 10 Max Min Vert Cl: 99 ' 99 " Dir: 0
 39 Nav Vert Cl: 000 Horz: 0000
 116 Nav Vert Cl Closed: 000
 245 Deck Thickness Main: 4.00
 Deck Thck Approach: 0.00
 246 Overlay Thickness: 6.50
 212 Year Last Painted: Sup: 0000 Sub: 2003

Ratings

65 Inventory Rating Method: 1
 63 Inventory Rating Method: 1
 66 Inventory Type: 2 Rating: 15
 64 Operating Type: 2 Rating: 32
 231 Calculated Loads
 H-Modified: 15 1
 HS-Modified: 19 0
 Type 3: 15 1
 Type 3s2: 24 0
 Timber: 20 1
 Piggyback: 00 0
 261 H Inventory Rating: 12
 262 H Operating Rating: 20
 67 Structural Evaluation: 2
 58 Deck Condition: 6
 59 Superstructure Condition: 6
 * 227 Collision Damage: 0
 60A Substructure Condition: 6
 60B Scour Condition: 7
 60C Underwater Condition: N
 71 Waterway Adequacy: 9
 61 Channel Protection Cond: 6
 68 Deck Geometry: 2
 69 UnderClr. Horz/Vert: N
 72 Appr. Alignment: 8
 62 Culvert: N

Hydraulic Data

215 Waterway Data
 Highwater Elev.: 0000.0 Year: 1900
 Avg. Streambed Elev.: 0000.0 Freq.: 00
 Drainage Area: 00000
 Area Of Opening: 000000
 U
 113 Scour Critical: U
 216 Water Depth: 02.0 Br. Height: 15.2
 222 Slope Protection: 0
 221 Spur Dikes Rear: 0 Fwd: 0
 219 Fender System: 0
 220 Dolphin: 0
 223 Culvert Cover:
 Type: 0
 No. Barrels: 0
 Width: 0.00 Height: 0.00
 Length: 0 Apron: 0
 * 265 U/W Insp. Area: 0 Diver: ZZZ

Posting Data

70 Bridge Posting Required: 3
 41 Struct Open, Posted, Cl: P
 * 103 Temporary Structure: 0
 232 Posted Loads H-Modified: 15
 HS-Modified: 00
 Type 3: 00
 Type3s2: 00
 Timber: 00
 Piggyback: 00
 253 Notification Date 02/01/1901
 253 Fed Notify Date: 02/01/1901 0

* Location I.D. No.: 121-09479M-005.33E

BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION

Structure ID: 121-0291-0

Fulton Area 9

SUFF. RATING

40.04

Programming Data

201 Project No.: COUNTY DESIGN
 202 Plans Available: 0
 249 Prop. Proj. No. 000000000000000000
 250 Approval Status: 0000
 251 P.I. No.: 0000000
 252 Contract Date: 02/01/1901
 260 Seismic No.: 00000
 75 Type Work: 00 0
 94 Bridge Imp. Cost: \$ 0
 95 Roadway Imp. Cost: \$ 0
 96 Total Imp Cost: \$ 0
 76 Imp Length: 000000
 97 Imp. Year: 0000
 114 Future ADT: 026475 Year: 2026

Measurements

* 29 ADT: 017650 Year: 2006
 109 % Trucks: 0
 * 28 Lanes On: 02 Under: 00
 210 No. Tracks On: 00 Under: 00
 * 48 Max. Span Length: 0030
 * 49 Structure Length: 60
 51 Br. Rwdy. Width: 28.70
 52 Deck Width: 30.00
 * 47 Tot. Horz. Cl: 28.70
 50 Curb/Sdewlk Width: 0.70/0.70
 32 Approach Rdwy Width: 024
 * 229 Shoulder Width:
 Rear Lt. 1.00 Type: 2 Rt: 1.00
 Fwd Lt. 1.00 Type: 2 Rt: 1.00
 Pavement Width:
 Rear: 22.00 Type: 2
 Fwd: 22.00 Type: 2
 Intersection Rear: 0 Fwd: 1
 36 Safety Features Br. Rail: 3
 Transition: 0
 App. G. Rail: 0
 App. Rail End: 0
 53 Minimum Cl. Over:
 Under: N
 * 228 Min. Vertical Cl
 Act. Odm Dir: 99 ' 99 "
 Opp. Dir: 99 ' 99 "
 Posted Odm. Dir: 00 ' 00 "
 Opp. Dir: 00 ' 00 "
 55 Lateral Undercl. Rt: N 99.90
 56 Lateral Undercl. Lt: 0.00
 * 10 Max Min Vert Cl: 99 ' 99 " Dir: 0
 39 Nav Vert Cl: 000 Horiz: 0000
 116 Nav Vert Cl Closed: 000
 245 Deck Thickness Main: 4.00
 Deck Thick Approach: 0.00
 246 Overlay Thickness: 3.00
 212 Year Last Painted: Sup: 0000 Sub: 1956

Ratings

65 Inventory Rating Method: 1
 63 Inventory Rating Method: 1
 66 Inventory Type: 2 Rating: 16
 64 Operating Type: 2 Rating: 26
 231 Calculated Loads
 H-Modified: 15 1
 HS-Modified: 16 1
 Type 3: 14 1
 Type 3s2: 25 0
 Timber: 19 1
 Piggyback: 00 0
 261 H Inventory Rating: 13
 262 H Operating Rating: 21
 67 Structural Evaluation: 2
 58 Deck Condition: 7
 59 Superstructure Condition: 7
 * 227 Collision Damage: 0
 60A Substructure Condition: 6
 60B Scour Condition: 6
 60C Underwater Condition: N
 71 Waterway Adequacy: 9
 61 Channel Protection Cond: 7
 68 Deck Geometry: 2
 69 UnderClr. Horz/Vert: N
 72 Appr. Alignment: 7
 62 Culvert: N

Hydraulic Data

215 Waterway Data
 Highwater Elev.: 0000.0 Year: 1900
 Avg. Streambed Elev.: 0000.0 Freq.: 00
 Drainage Area: 00000
 Area Of Opening: 000000
 113 Scour Critical: U
 216 Water Depth: 1.8 Br. Height: 7.6
 222 Slope Protection: 0
 221 Spur Dikes Rear: 0 Fwd: 0
 219 Fender System: 0
 220 Dolphin: 0
 223 Culvert Cover: 000
 Type: 0
 No. Barrels: 0
 Width: 0.00 Height: 0.00
 Length: 0 Apron: 0
 * 265 U/W Insp. Area: 0 Diver: ZZZ

Posting Data

70 Bridge Posting Required: 2
 41 Struct Open, Posted, Cl: P
 * 103 Temporary Structure: 0
 232 Posted Loads H-Modified: 15
 HS-Modified: 16
 Type 3: 14
 Type3s2: 00
 Timber: 19
 Piggyback: 00
 253 Notification Date: 02/01/1901
 253 Fed Notify Date: 02/01/1901

* Location I.D. No.: 121-09479M-004.54E



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**



INITIAL CONCEPT TEAM MEETING MINUTES

SR 961/Old Alabama Road Projects
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- 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
Fulton County

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

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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.



INITIAL CONCEPT TEAM MEETING MINUTES

SR 961/Old Alabama Road Projects
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HPP-0005-00(428) Intersection at Old Alabama Connector

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** –



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

- 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



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

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).



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

- (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



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

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



**CONCEPT TEAM
MEETING MINUTES**
Old Alabama Rd Improvement Projects
Projects STP-9408(3) & CSSTP-0008-00(425)
P.I. Nos.: 751650 & 0008425
Fulton County

File: 2006336.22B

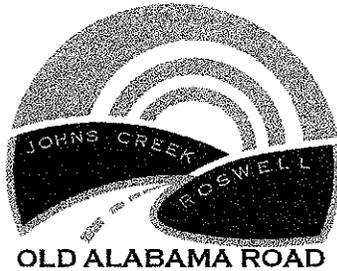
DATE: April 15, 2008 10:00 am
SUBJECT: Concept Team Meeting
LOCATION: GDOT – Rm 444
ATTENDEES: See attached

INTRODUCTIONS –

- a. Kim Nesbitt, GDOT-OCD Project Manager, opened the meeting and explained that this is the Concept Team Meeting for both corridor improvement projects along Old Alabama Rd, Projects STP-9408(3) & CSSTP-0008-00(425) PI Nos. 751650 & 0008425
- b. Scott Gero, Mulkey Engineers & Consultants, Project Manager, then described the key players on the project team:
 - (1) **GDOT-OCD** – Michael Haithcock/Kimberly Nesbitt, Project Manager
 - (2) **GDOT-OEL** – Amber Perkins
 - (3) **Mulkey Engineers & Consultants** – Prime
 - (a) Neil Davis – Project Principal
 - (b) Scott Gero – Project Manager- Senior Engineer
 - (c) Heather Perrin – NEPA Lead

DRAFT CONCEPT REPORT –

- b) **NEED & PURPOSE** - Heather Perrin read through the *Introduction* and *Planning Basis for the Action* portions of the *Need and Purpose* sections of the two Draft Concept Reports. Scott asked if anyone had any comments on the *Need and Purpose* sections of the two reports and no one had any comments.
- c) **PROJECT DESCRIPTION** – Scott then presented a power point presentation of the project history and concept layout.
 1. **PROJECT DELINEATION** - He explained that there are three projects on Old Alabama Road between Holcomb Bridge Road and Buice Road which are the limits of the projects. One project, HPP-0005-00(428) PI 0005428, is a high priority project to improve the intersection of Old Alabama Road at the Old Alabama Connector. This project is also being developed by Mulkey Engineers & Consultants and had a separate Concept Team Meeting which was held on 2/1/08.
 2. **PROJECT HISTORY** –
 - Another project for Old Alabama Road from Jones Bridge Road to Medlock Bridge Road had been started and completed up to an approved NEPA document

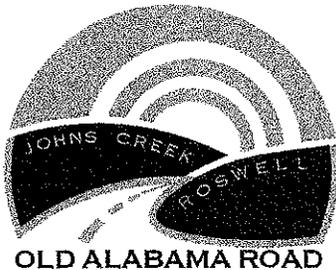


CONCEPT TEAM MEETING MINUTES

Old Alabama Rd Improvement Projects
Projects STP-9408(3) & CSSTP-0008-00(425)
P.I. Nos.: 751650 & 0008425
Fulton County

and PFPR back in the mid 1990's. This project was completed for Fulton County. The project was abandoned due to significant local citizen complaints about the project and the lack of desire and money for Fulton County to complete. GDOT agreed to take over management responsibilities of the projects from Fulton County in 2005. GDOT hired Mulkey Engineers & Consultants in 2006 under a Turn Key contract to start from scratch and develop improvements along Old Alabama Road from Holcomb Bridge Road to Buice Rd, just west of Medlock Bridge Rd. GDOT-District 7 is developing a project, STP-2868(1) PI 752660, to widen Old Alabama Road from Buice Road to Medlock Bridge Road.

- The project began by gathering existing conditions information including; surveys, significant utilities, environmental resources, and traffic counts.
- A Public Workshop was then held on June 7, 2007 at Mt. Pisgah and the existing conditions were presented without any concept alignments. The public was asked to identify what they felt were the problems and to provide their vision of what they wanted the improvements to be. We heard a range of suggestions from "Can't we fix it just by changing the signal timing?" to "You just need to go ahead and make it 4 or even 6 lanes and do it tomorrow."
- The project team then took this input and developed a range of solutions:
 - M1 – Signal timing and coordination only – failed to fix the congestion problems
 - M2 – M1 + additional turn lanes at signals – failed to fix the congestion problems
 - T – Traditional design based on GDOT Policies and Guidelines, generally 4-12 foot lanes with either a raised or flush median – this successfully addressed the problems but had more R/W impacts.
 - C1 – Context Sensitive Solution – the traffic engineers developed a solution with 11 foot lanes that resolved the congestion issues but did not necessarily follow GDOT policies and guidelines.
 - C3 – Context Sensitive Solution that only provided a three lane section in Roswell between Holcomb Woods Pkwy and the Old Alabama Connector but provided right turn and left turn decel lanes at all side roads and major driveways. This was in an attempt to satisfy the city of Roswell who had passed a Resolution opposing any improvements in Roswell west of the Old Alabama Connector. This solution failed to provide the desired LOS in this three lane section.
 - R – Roundabouts were considered at the signalized intersections as an alternative to signals.



CONCEPT TEAM MEETING MINUTES

Old Alabama Rd Improvement Projects
Projects STP-9408(3) & CSSTP-0008-00(425)
P.I. Nos.: 751650 & 0008425
Fulton County

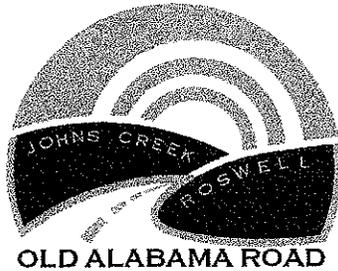
- The various concept alternatives were analyzed for LOS and delay for both AM and PM peak periods in each direction as well as the intersections were analyzed for average delay and LOS.
 - A second Public Workshop was held October 23rd and the Concept Layouts for C1, C3, T and R were presented along with the traffic analysis data to provide the public with enough information to make an educated decision on which alternative or portions or alternatives they preferred.
 - The project team then took this information and developed the current concept alternative, C4, which is a combination of various pieces of C1, C3, and T as well as some additional ideas presented by the public.
 - C4 was presented to the cities of Roswell and Johns Creek for their input and approval. Johns Creek made some suggestions which were incorporated at their approval. Roswell held their own Public Meeting at which C4 and the Old Alabama Connector intersection improvements were presented. The public was overwhelmingly in favor of the proposed improvements.
 - The current concept, C4 was then presented at a PIOH on March 27th.
3. **DESIGN ISSUES** - Scott reviewed the current concept layout (described in the Concept Report). The following are issues or discussion points:
- (1) **Western Terminus at Holcomb Bridge Road** - Scott explained that Holcomb Bridge Road (western project terminus) is a separate congestion problem unto itself. Improvements at this intersection will not fix the problems on Holcomb Bridge Rd. This will need a separate study of what to do to improve it. Therefore, these projects will only improve the north east leg of the intersection to accommodate the needed improvements on Old Alabama Road. This way, when and if a project improves Holcomb Bridge Road, this leg will be improved and construction will not need to reoccur on Old Alabama Road.
 - (2) **5-Lane Section in Roswell w/ occasional raised median** – Scott explained that a 5-lane section would be utilized from Rouse Lane to the Old Alabama Connector. Where a left turn lane is not needed in the median, a landscaped raised median is provided. This was at the request of comments received at the Public Workshops. Currently the existing lane is often being used as a through lane and many citizens complained about this and suggested providing occasional raised medians to prevent this usage. This will also help in providing additional landscaping areas to soften the look of the roadway and aid in keeping a residential feel. A large number of comments requested calming the traffic and maintaining a heavily landscaped roadway that maintains the current residential character.
 - (3) **Nesbit Ferry Road Intersection** – this intersection is being reconfigured to T-intersect Nesbit Ferry Road into Old Alabama Road. This was the most



CONCEPT TEAM
MEETING MINUTES
Old Alabama Rd Improvement Projects
Projects STP-9408(3) & CSSTP-0008-00(425)
P.I. Nos.: 751650 & 0008425
Fulton County

effective design for the intersection to handle the traffic volumes. It was also strongly favored by the public as well as Mt. Pisgah UMC which owns property in all three corners of this intersection. They own the church on the north side and schools on the east and south sides of the intersection. In addition, the existing main driveway to the school on the east side will be relocated south on Nesbit Ferry Road to align opposite of the driveway to the South Campus and a signal provided. This will provide a dedicated pedestrian crossing between the two school campuses as requested by Mt. Pisgah. A tunnel was requested between the east campus and the church on the north side by Mt. Pisgah. It was requested that this tunnel accommodate pedestrians and preferably a shuttle bus to transport overflow parking from the east campus to the church. Scott informed Mt. Pisgah that based on his recent experience on a project with GDOT and Peachtree City that the Department would be willing to add the construction of the tunnel to the project plans but that Mt. Pisgah would have to pay for the materials. Scott offered to Mt. Pisgah that they may be able to work out a deal to trade R/W needs for the cost of the materials. This will need to be pursued more in the Preliminary Plans Phase. Mt. Pisgah was open to this opportunity.

- (4) **Ivey Ridge and Mt. Pisgah UMC East Driveway Access** – Todd Long, Scott and Kim explained that Mt. Pisgah had recently sent a letter addressed to Gerald Ross, GDOT Chief Engineer, requesting reconsideration of access to their eastern driveway to the church, north campus. Scott explained that they also received comments at the PIOH that the Ivey Ridge subdivision is the only subdivision on the entire corridor that has lost full access. Under the current design, they have been converted to a right-in/right-out only access point. Ivey Ridge residents wanting to travel east would need to go west to Nesbit Ferry Road and make a U-turn as well as eastbound traffic wanting to enter Ivey Ridge Lane would need to travel to the signal at the Kroger Shopping Center entrance and make a U-turn. Mt. Pisgah has concerns about people leaving their Sunday Services wanting to travel east on Old Alabama Road. (See attached letter). Scott presented 5 alternatives to address both Mt. Pisgah and Ivey Ridge. (See attachment for alternative sketches). All agreed to pursue Alternative 5 with Mt. Pisgah. Mulkey Engineers & Consultants will prepare a draft response and submit to Kim Nesbitt to place on GDOT letterhead a signature from Babs Abubakari, State Consultant Design & Program Delivery Engineer. Ken Hildebrandt suggested a meeting to discuss with Mt. Pisgah. Scott agreed but everyone agreed that the first response should be a letter. A follow up meeting with Mt. Pisgah and the city of Johns Creek may be considered if needed.



CONCEPT TEAM MEETING MINUTES

Old Alabama Rd Improvement Projects
Projects STP-9408(3) & CSSTP-0008-00(425)
P.I. Nos.: 751650 & 0008425
Fulton County

- (5) **Fire Station Access** – the raised median will transition to a flush median just west of the signalized intersection at Newtown Park/Fire Station. This will allow access to the entrance driveway to the fire station. A picture was presented as an example showing colored stamped concrete on the median which transitions in the flush median portion providing a visual effect of a continuous raised median even though it actually transitions to flush.
- (6) **Median between Newtown Park and Anaheim Drive** – Scott explained that the 20 foot raised median between Newtown Park and Anaheim Drive was removed and replaced with a flush median to eliminate a right-in/right-out only access and convert to allow full access at Anaheim Drive. This would eliminate the need for U-turn bump outs at Newtown Park (Anaheim Drive residents westbound U-turn to go eastbound on Old Alabama Road) and at Feather Sound Court (Anaheim Drive residents eastbound U-turns to go westbound on Old Alabama Road). Elimination of the U-turn bump out at Newtown Park avoided an impact to the park property which is desirable under NEPA requirements. This median conversion also minimized impacts to the property in the northwest corner of Old Alabama Road and Feather Sound Court which satisfied a very vocal citizen. He had expressed great concern in the original U-turn bump out impact (at Workshop 2) and at the PIOH was very happy with the change.
- (7) **Jones Bridge Way access eliminated** – Access to Jones Bridge Way from Old Alabama Road was eliminated at the request of the Pleasant Hill Baptist Church, located on Jones Bridge Way, and the city of Johns Creek. The elimination of this access also made sense as the proposed raised median on Old Alabama Road would now prevent left turns from occurring from Jones Bridge Way.
- (8) **End of Project STP-9408(3) PI 751650 Beginning of CSSTP-0008-00(425) PI 0008425** – The first project ends just east of Jones Bridge Road at Foxworth Drive. The outside eastbound lane transitions to a right turn only into Foxworth Drive. The single westbound lane transitions to two through lanes and an exclusive right turn lane at the limits of the needed storage lengths for these movements, approximately 400 feet west of Foxworth Drive. The second project then picks up from these limits and from this point to Buice Road, the traffic volume demand only requires a single lane in each direction. All segments of the corridor with multiple lanes in each direction will be 11 foot lanes to minimize R/W impacts. Any segments with a single lane in each direction will be a full 12 foot wide lane.
- (9) **3-Lane Typical Section east of Jones Bridge Road** – Scott explained that east of Foxworth Drive to Buice Road, only a single lane is required in each direction to handle the design year volumes. A three lane section is proposed



CONCEPT TEAM MEETING MINUTES

Old Alabama Rd Improvement Projects
Projects STP-9408(3) & CSSTP-0008-00(425)
P.I. Nos.: 751650 & 0008425
Fulton County

that will provide left turn lanes into subdivisions and driveways. Where a left turn lane is not provided, a raised landscaped median is proposed in order to meet the desires of the public to provide a heavily landscaped roadway that calms traffic and maintains the residential feel of the roadway. Mike Lobdell, District 7 Preconstruction Engineer, expressed concern that in these stretches with a raised median and single lane, that there would not be accommodations for passing a stalled vehicle. He recommended a 14 foot lane width in these areas. Scott explained that 16 foot lane should be enough to accommodate passing a stalled vehicle and when you add the 12 foot lane with 2 feet on each side for the gutter, that we are providing 16 feet between curb faces. Also, the median curb face will be a mountable face. Scott also explained that the segments with a raised median were generally on tangent sections and were not very long (range in length from 250 feet to 1000 feet). Kim Nesbitt suggested that the 12 foot lanes would be preferred to minimize R/W impacts and satisfy the public.

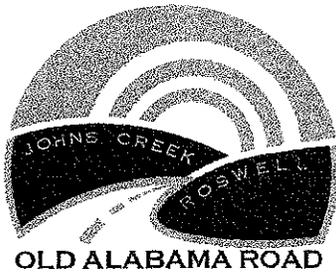
- (10) **Florida T** – a resident at Autry Falls subdivision (Autry Falls Way) requested an acceleration lane be placed eastbound for left turn vehicles from the subdivision heading eastbound on Old Alabama Road. Old Alabama Road is on an upgrade which makes it difficult for the vehicles to find an acceptable gap which allows them to accelerate. Scott presented an alternative to the 3-lane typical section called a Florida T, (see attached sketch). This configuration would provide a raised median separating eastbound traffic from the eastbound left turn lane and also the subdivision left turning vehicles entering Old Alabama Road eastbound. This allows continuous flow for eastbound traffic and a protected left turn from the subdivision. There were no objections to this alternative and therefore it will be incorporated into the concept.
- (11) **Bridge Replacements at Autry Mill Creek** – in order to stage construct the new bridge over Autry Mill Creek, the alignment will need to shift either north or south of existing. Half of the bridge will be built while maintaining traffic on existing, then traffic will shift to the new bridge, the existing removed and the remainder of the bridge constructed. The issues here are that widening to the north will impact the Autry Mill Nature Preserve. Widening to the south will have greater impacts to the stream as it meanders on the south side of the road. Scott explained that during Preliminary Plans the details will be worked out to satisfy NEPA and develop a workable staging plan without requiring a detour.
- (12) **2-Lane Segment from Autry Mill Nature Preserve to Spruill Road** - Scott explained that since there are multiple stream crossings and no driveways between Autry Mill Nature Preserve and Spruill Road that the proposed improvements would utilize the existing roadway and provide curb and gutter to



**CONCEPT TEAM
MEETING MINUTES**
Old Alabama Rd Improvement Projects
Projects STP-9408(3) & CSSTP-0008-00(425)
P.I. Nos.: 751650 & 0008425
Fulton County

the north side as well as the 10 foot multi-purpose path. This would minimize stream impacts to one side. Todd recommended providing curb and gutter on both sides and provide a sidewalk wherever there is curb and gutter south side. Scott explained that since there was no indication of pedestrian traffic in this area and what pedestrian traffic may occur could be accommodated by the multi-purpose path on the north side. Scott had proposed the elimination of the sidewalk on the south side to cut down on costs (cost of sidewalk) and the amount of impervious surface to allow for more landscaping which would be more in line with the comments received from the public. Todd asked how Johns Creek felt about this and Ken Hildebrandt, city of Johns Creek Public Works Director, stated that Johns Creek would desire curb and gutter and a 5 foot sidewalk on the south side and a 10 foot multi-purpose path on the north side throughout the entire corridor within Johns Creek city limits.

- (13) **Importance of Old Alabama Road to Johns Creek as a gateway to their city** - Ken stressed that this roadway is very important to Johns Creek and it serves as a gateway to their city. It is very important to them that it be appropriately landscaped and have other decorative features to "dress up" the appearance of the roadway. He asked if this would be the appropriate time to discuss features such as decorative mast arms, landscaping, lighting, possible park benches, etc. Kim stated that these additional features would need to be paid for by the City as the Department does not cover the costs of "upgrades". Scott explained that he will work with the City during Preliminary Plans to determine what features they would like and assist in arranging an agreement between the City and the State.
- (14) **Bridge over Johns Creek** - in order to stage construct the new bridge over Johns Creek, the alignment will need to shift either north or south of existing. Half of the bridge will be built while maintaining traffic on existing, then traffic will shift to the new bridge, the existing bridge will be removed and the remainder of the bridge constructed. The issues here are that widening to the north will impact the backyards of some residents at Stone Pond subdivision to the west. Residents had expressed concern of impacts to their property and requested the alignment shift south away from their property. Widening to the south will have greater impacts to a stream located opposite of Stone Pond Drive. This would however minimize impacts to the residential back yards as well as utilize the location of the abutments left behind by the recent removal of a temporary bridge which was located on the south side of the existing bridge. This temporary bridge had been constructed for use by construction vehicles. Scott explained that during Preliminary Plans the details will be worked out to



CONCEPT TEAM MEETING MINUTES

Old Alabama Rd Improvement Projects
Projects STP-9408(3) & CSSTP-0008-00(425)
P.I. Nos.: 751650 & 0008425
Fulton County

satisfy NEPA requirements and develop a workable staging plan without requiring a detour.

- (15) **Old Tree** – Scott explained that there is a very large oak tree located on the north side of Old Alabama Road just west of Coleherne Court. This tree was identified by the citizens in the 1st Public Workshop as a significant feature they associate with the character of the roadway and it was requested that we do not impact it. Scott further explained that there does not appear to be any record of accidents associated with this tree even though it is located within the clear zone. Scott asked Ken Hildebrandt, city of Johns Creek, if he had any knowledge of this tree causing an accident history. Ken responded that he did not know of this tree being the source of any history of accidents. Scott recommended the tree remain as is and the multi-purpose path be routed around the back of the tree as part of context sensitive design in accordance with the public's desires. The only changes to the road proposed in this location would be re-striping to convert the center lane to a left turn only lane. Kim expressed concern that the installation of the multi-purpose path may kill the tree by preventing water to get to the roots. Scott said that during Preliminary Plans they would look into solutions such as porous concrete in this area or other methods of construction that would preserve the health of the tree.
- (16) **Re-striping of existing three lane section (South River Farms Drive to just west of Buice Road)** – Scott explained that this section is currently striped as two westbound lanes and a single eastbound lane. Many comments were received at the public meetings from citizens complaining of the safety hazard of this arrangement. Westbound traffic wanting to take a left into a subdivision is at risk of being rear ended by someone planning to continue through. Eastbound left turns have no protection at all and force all eastbound vehicles to stop until the left turn can clear. The proposed improvements would re-stripe the inside westbound lane (center lane) to be an exclusive left turn lane only. Scott further explained that the city of Johns Creek would prefer to re-stripe it today if they could but District 7 is not allowing them. Todd questioned why the City can't re-stripe it if they want. This is a temporary state route and the State does not maintain it. Therefore the City is allowed to change it if they want. Mike Lobdell, District 7, explained that it was their understanding that the City would need to permit such a change through the state. Todd and Mike agreed to look into this further and provide clarification to the City and the project team. Mike Lobdell asked if utility permits would need to go through state. Todd said yes as it could affect utilities. Mike asked about signal permits. Todd said the cities would handle these. The District has been handling driveway permits. Scott asked Todd if based on this, we do not need



**CONCEPT TEAM
MEETING MINUTES**
Old Alabama Rd Improvement Projects
Projects STP-9408(3) & CSSTP-0008-00(425)
P.I. Nos.: 751650 & 0008425
Fulton County

to apply for design variances. Todd said that this project is a federal aid project and therefore must follow the PDP.

- (17) **Speed Limit** – Scott explained that the current concept proposes a 35 mph design speed from Holcomb Bridge Rd to Nesbit Ferry Rd and 45 mph from Nesbit Ferry Road to Buice Road. Todd asked what it is currently signed as. Scott said he is only aware of two speed limit signs on the entire corridor. One is near Buice Road heading westbound that says 45 mph and another near Holcomb Bridge, heading eastbound, that says 40 mph. Scott is proposing the drop to 35 mph so that the existing profile will not need to be adjusted and thus saving on R/W impacts. The current profile has two locations that do not meet 45 mph speed design in the Roswell portion of the project. The rest of the corridor currently meets 45 mph for vertical speed design. Mike Lobdell warned that we would need to prepare a permit to drop the speed limit and that this is no easy task.

4. COMMENTS FROM LOCAL GOVERNMENTS –

- (1) Johns Creek – Ken Hildebrandt thanked the Project Team for working so closely with the City and its citizens to develop the best alternative for their needs. He stated that Johns Creek supports the concept as is with the addition of his comments about the sidewalk and curb and gutter. He did not have any other comments aside from what was mentioned in the previous discussions.
- (2) Roswell – Todd Long asked Muhammad Rauf, city of Roswell, directly as to whether or not the City Council approves of the concept as shown. Muhammad said that the City Council has currently only approved of the Connector project concept. Todd explained that the project team has bent over backwards to accommodate the City and to work with them in developing the best solution and gather input from the citizens. He stated that it is only right that the City Council provide a thumbs up or thumbs down vote on the current concept. Scott directly requested Muhammad to get with Vasilios Andreou, Roswell Transportation Director, and get a response from the City Council. Scott stated that he had gone to several City Council meetings as well as the special Roswell Public Meeting for this project and expressed to the City Council the importance of their providing their input on this project to GDOT as soon as possible. Scott further explained that he has heard Vasilios address the Council and explain that the results of the Roswell Public Meeting on this project were overwhelmingly in favor of both the improvements proposed at the Old Alabama Connector intersection as well as for the corridor improvements. Muhammad agreed he would try and get the Council to provide their input.

- 5. UTILITIES** – Clyde Cunningham, GDOT - District 7 Utilities introduced representatives of two utility companies that were present:



CONCEPT TEAM MEETING MINUTES

Old Alabama Rd Improvement Projects
Projects STP-9408(3) & CSSTP-0008-00(425)
P.I. Nos.: 751650 & 0008425
Fulton County

- (1) Pete Hughes and Tim Kohler from Sawnee EMC. They stated that they were concerned that the project is wiping out their overhead power lines and that we were not providing enough R/W for their relocation. They stated that their concern is the difficulty in getting enough R/W established to accommodate their pole relocations. They elaborated that the problem that is often unforeseen by designers is they fail to realize that they have a 10 foot offset clearance requirement from their lines. This means trees or treetops need to be cleared which complicates R/W acquisition and frustrates the public. Scott explained that we have Subsurface Utility Engineering (SUE) on these projects and that during Preliminary Plans Phase the project team will meet with the utilities to address their concerns as best as possible. Sawnee EMC asked if we could jog the sidewalks and multi-purpose path around their poles and allow the path and sidewalk to stay within their 10 foot clear zone. Scott responded that yes the project team will consider this and has already in some locations shown this meandering of the sidewalk to minimize utility relocations.
- (2) Peter Ayeni from City of Atlanta – Peter stated that they had water lines on the project corridor but did not have any specific concerns. Scott elaborated that the project team is very aware of the City of Atlanta waterlines and that there is currently major water lines running on both sides of the road. One services the city of Sandy Springs and one services the city of Roswell. Scott elaborated that the project team will continue to work with all utilities through the SUE process.

Scott asked if there were any more comments on the Draft Concept Report. None were received and the meeting was adjourned.



CONCEPT TEAM MEETING

Projects STP-9408(3) & CSSTP-0008-00(425)
 PI Nos. 751650 & 0008425
 4/15/2008, 10:00 am
 Old Alabama Road Improvements

SIGN-IN SHEET

	NAME	COMPANY / AGENCY	E-MAIL
1	Scott Gero	Mulkey	sgero@mulkeyinc.com
2	Heather Perrin	Mulkey	hperrin@mulkeyinc.com
3	Amber Perkins	GDOT -OEL	aperkins@dot.ga.gov
4	Kimberly Nesbitt	GDOT - OCD	knesbitt@dot.ga.gov
5	Pete Hughes	Sawnee EMC	pete.hughes@sawnee.com
6	Tim Kohler	Sawnee EMC	tim.kohler@sawnee.com
7	Kristen Kasmire	Heath-Lineback	kkasmire@heath-lineback.com
8	Jeff Woodward	GDOT - Const.	jwoodward@dot.ga.gov
9	Clyde Cunningham	District 7 - Utilities	ccunningham@dot.ga.gov
10	Lisa Slonus	Street Smarts	ljas@streetsmarts.us
11	Xavier James	GDOT	xjames@dot.ga.gov
12	Edlin Regis	GDOT - D7 Traffic OPS	eregis@dot.ga.gov
13	Robin Rosen	Mulkey	rosen@mulkeyinc.com
14	John Simshauser	Moreland Altobelli	jsimshauser@maii.net
15	Muhammad Rauf	City of Roswell	mrauf@roswellgov.com
16	Ken Hildebrandt	City of Johns Creek	ken.hildebrandt@johnscreekga.gov
17	Peter Ayeni	City of Atlanta	payeni@atlantaga.gov
18	Mike Lobdell	GDOT-D7 Preconstruction Engineer	mlobdell@dot.ga.gov
19	Todd Long	GDOT - Preconstruction Engineer	tlong@dot.ga.gov
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May 14, 2008

Gerald Ross, Chief Engineer
GDOT, Suite 204
1 MLK Drive, SW
Atlanta, GA

Dear Mr. Ross:

It has come to our attention that GDOT has proposed a change to the proposal of the planned improvements to Old Alabama Road which would significantly restrict the current access points to Mount Pisgah United Methodist Church and create traffic congestion and pedestrian safety concerns for both church and the public.

We also just became aware that the opportunity for input from stakeholders (which obviously includes Mount Pisgah church and school) on the planned improvements to Old Alabama Road will end this Thursday, April 10th.

Currently Mount Pisgah has two main access driveways for the church. One is on the east side of the campus and one is on the west. Both currently allow left turns in and out. Under Concept C4, the church will still have the same two access driveways, but the east driveway will become a right in-right out driveway. This effectively reduces the inbound capacity by 25 percent and reduces the outbound capacity by 25 percent. Currently it takes over 20 minutes for traffic to fully exit after one of our Sunday services and will only substantially increase, if cars can only make a left out of one driveway. Our biggest concern is that left turns out of the campus (traffic destined east of the campus, which is the heart of Johns Creek), would only have one way to make a left out under the proposed plan. The situation is compounded due to the site layout. Traffic that enters on the east side of the campus and wants to go back to the east, will need to travel to the west side of the campus to turn out. This will create significant safety issues as vehicles need to cross all the way to the other side of the campus and will conflict with many pedestrians on the west side of the campus (who are walking to their cars).

We at Mount Pisgah always strive to be a point of compassion and service to our community. That is why we readily open our door to public school graduations, voting, and county Chamber of Commerce and other community hearings and meetings.

Given the importance of Mount Pisgah to the community, we respectfully ask that GDOT consider providing an additional full movement access into and out of the church. Mount Pisgah is open to working with GDOT and the City of Johns Creek, on a "Sunday/Special Even Special Use Driveway" that would only function during peak church events (typically Sundays and other major holidays).

We are prepared to answer any questions you may have. Please feel free to contact me on my cell at 678-469-0620 or email me at ferler@mountpisgah.org.

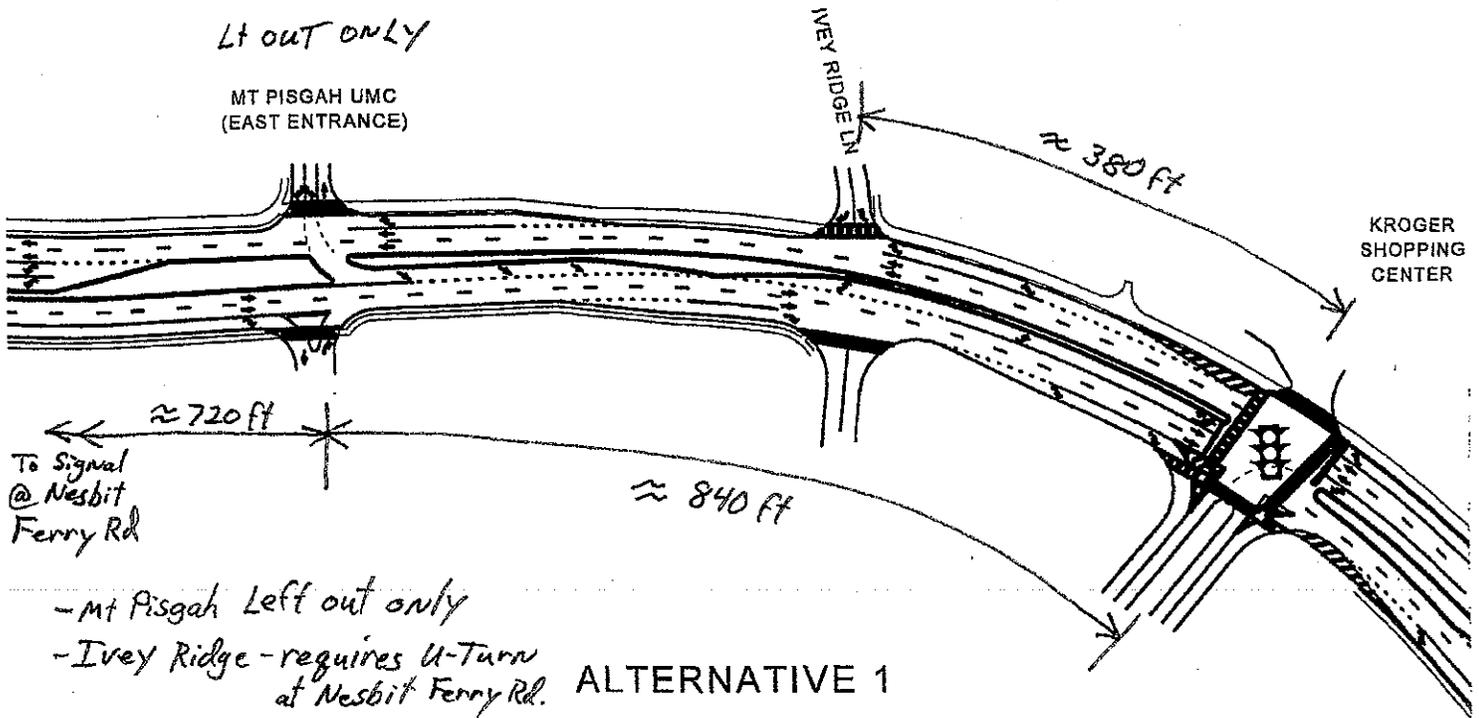
Sincerely,

Fred C. Erler

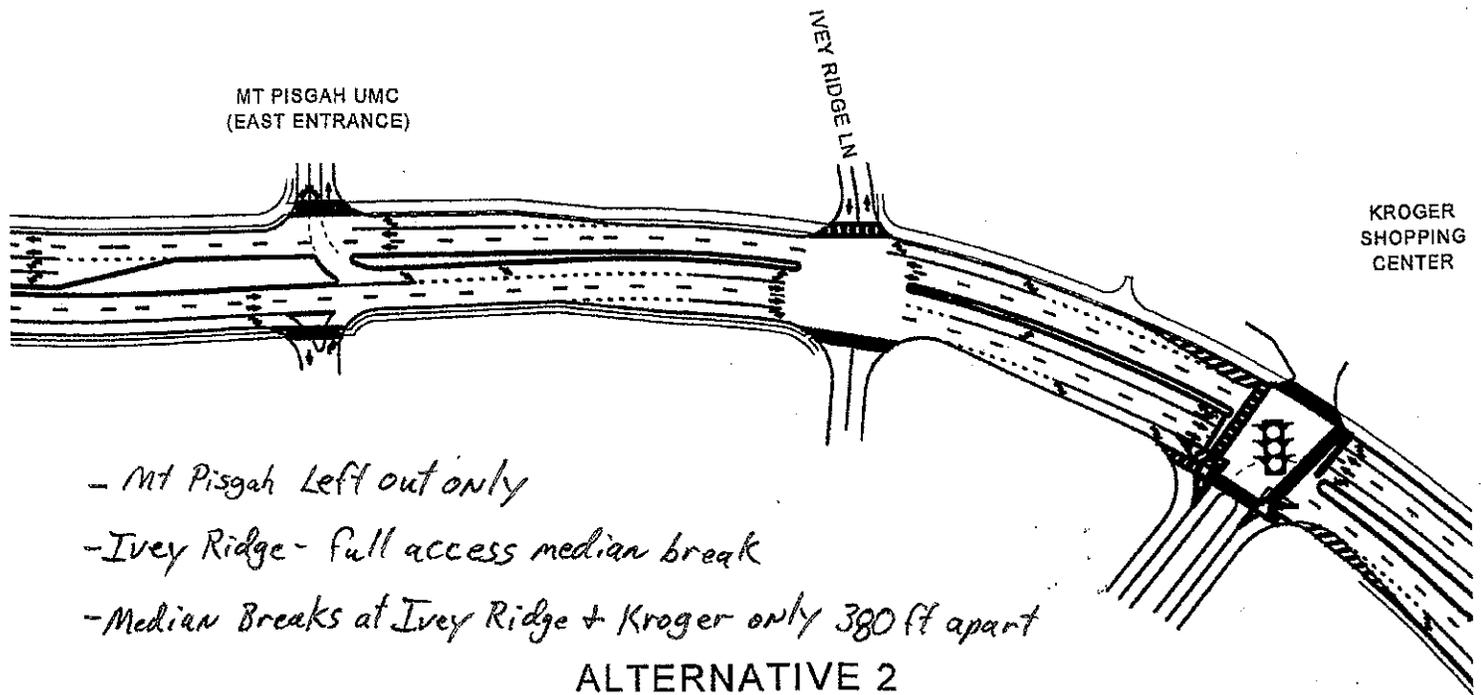
Executive Pastor

Mount Pisgah United Methodist Church

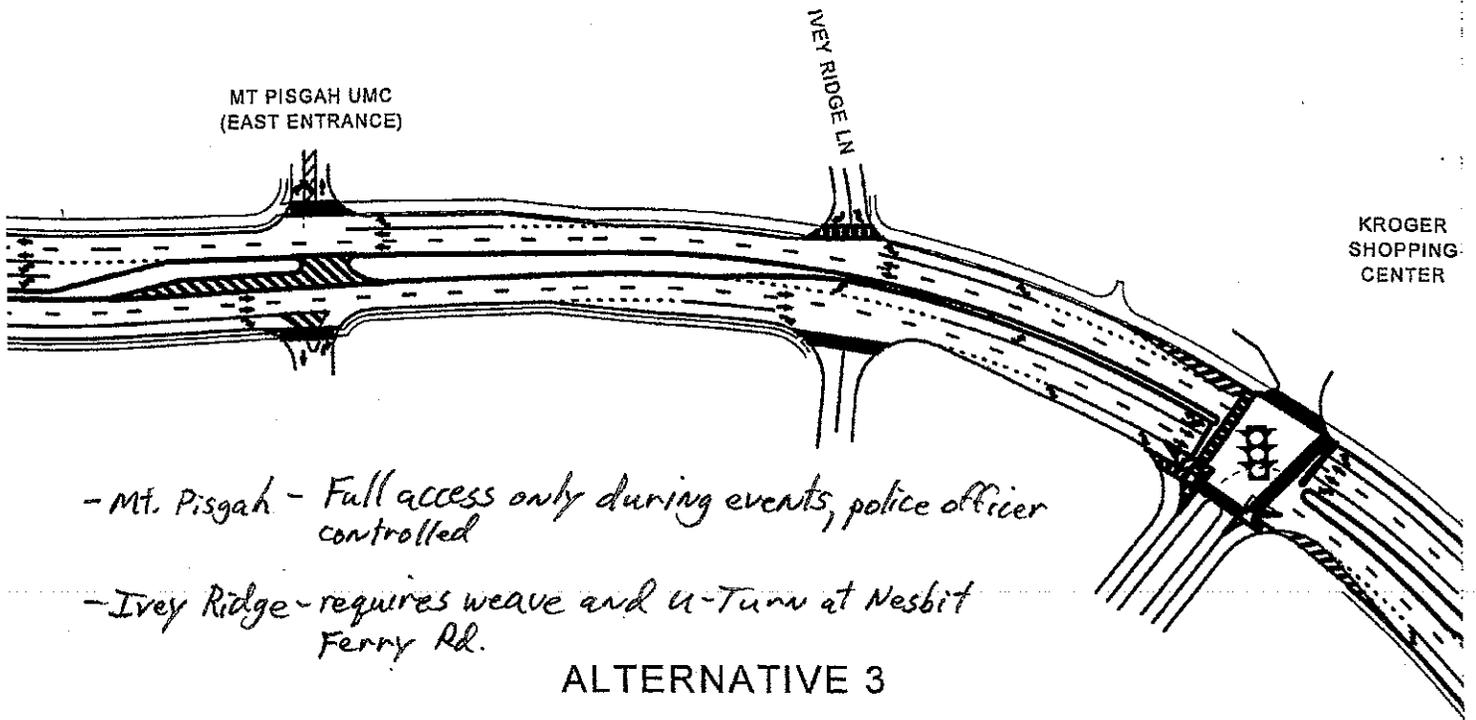
Copy: Mayor Mike Bodker, City of Johns Creek
Mr. Randall Johnson, Johns Creek Councilman
Liz Hausmann, Johns Creek Councilwoman
Ivan Figueroa, Johns Creek Councilman
Ken Hildebrandt, Manager of Public Works
Johns Kachmar, Johns Creek City Manager



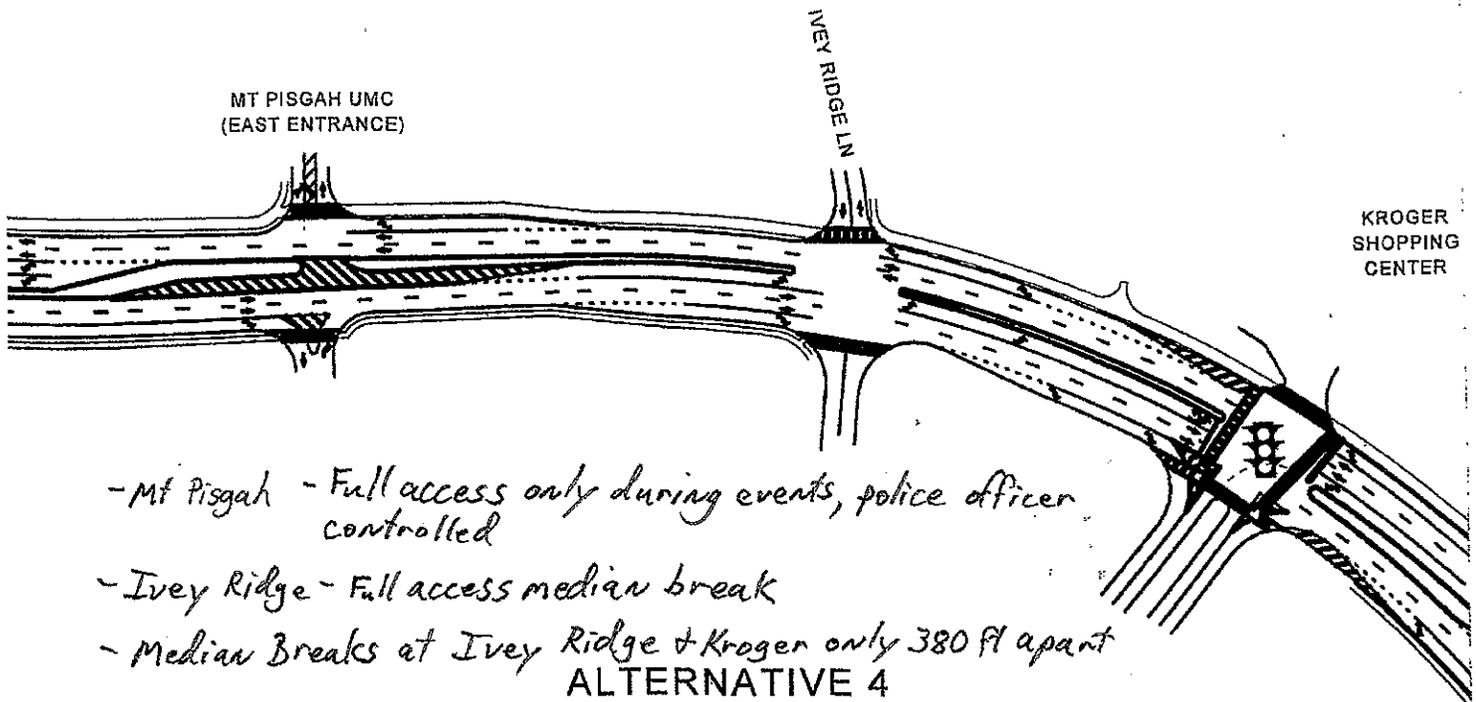
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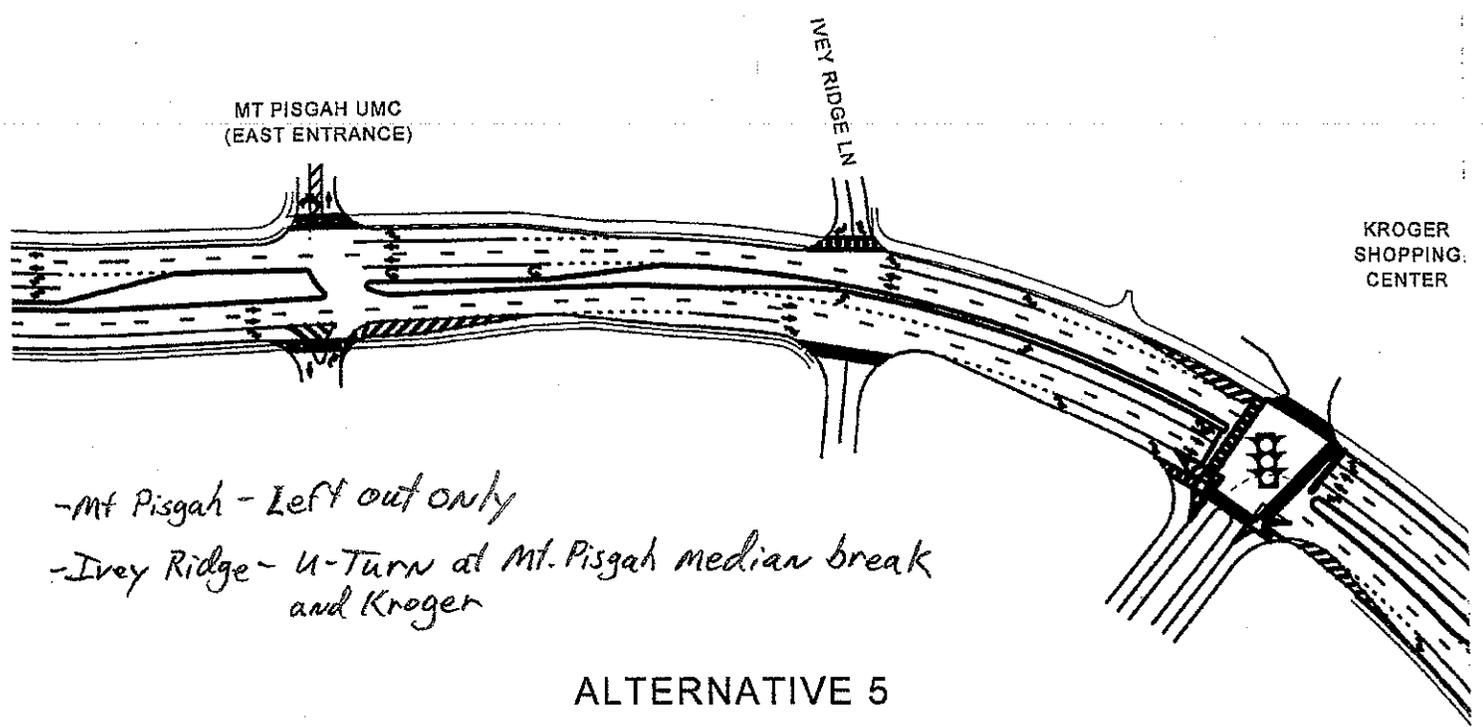
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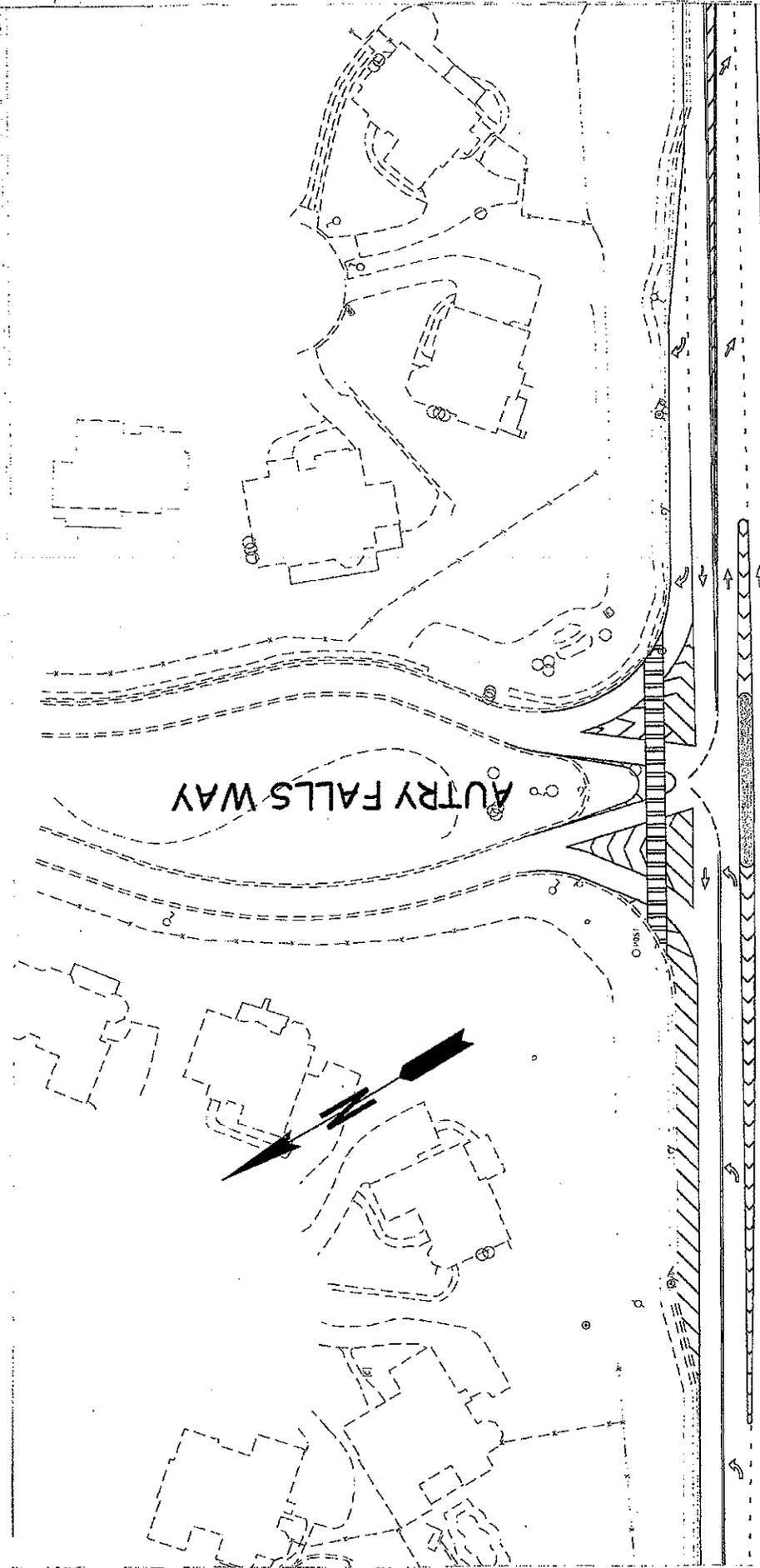


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- Mt Pisgah - Left out only
- Ivey Ridge - U-Turn at Mt. Pisgah median break and Kroger

ALTERNATIVE 5



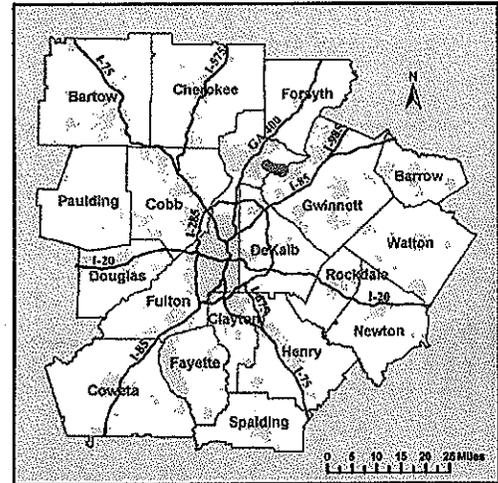
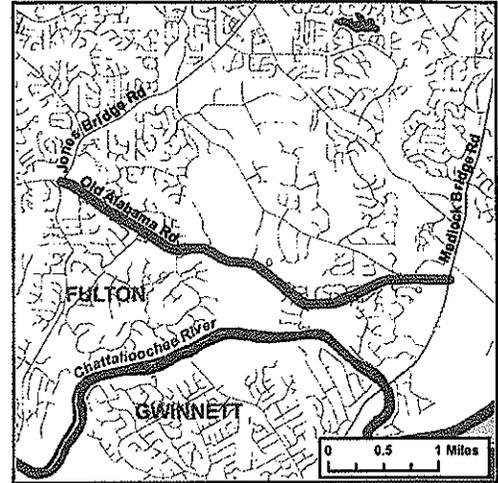
AURY FALLS WAY

OLD ALABAMA RD

FLORIDA "T"

OLD ALABAMA RD

Short Title	OLD ALABAMA ROAD: SEGMENT 2 FROM JONES BRIDGE ROAD TO SR 141 (MEDLOCK BRIDGE ROAD)
GDOT Project No.	752660-
Federal ID No.	STP-2868(1)
Status	Long Range
Detailed Description and Justification	This project includes widening Old Alabama Road from Jones Bridge Road to SR 141/Medlock Bridge Road from 2 to 4 lanes, as well as adding a median and bike lanes. See FN-123A for Phase 1.
Service Type	General Purpose Roadway Capacity
Sponsor	GDOT
Jurisdiction	Fulton (North)
Existing Thru Lane	2 (applicable for road projects only)
Planned Thru Lane	4 (applicable for road projects only)
Corridor Length	6 miles (not applicable for all project types)
Network Year	2020 (required if modeled for conformity)
Completion Date	2020
Analysis Level	In the Region's Air Quality Conformity Analysis



Phase Status & Funding Information for 06-11 TIP	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
			FEDERAL	STATE	BONDS	LOCAL/OTHER
PE STP - Statewide Flexible (GDOT)	1997	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000
ROW General Federal Aid - 2014-2030	LR 2014-2020	\$21,439,000	\$17,151,200	\$4,287,800	\$0,000	\$0,000
CST General Federal Aid - 2014-2030	LR 2014-2020	\$20,592,000	\$16,473,600	\$0,000	\$0,000	\$4,118,400
			\$33,624,800	\$4,287,800	\$0,000	\$4,118,400

PE: Preliminary Engineering / Design / Study

ROW: Right-of-way Acquisition

CST: Construction / Implementation



For additional information about this project, please visit the Atlanta Regional Commission at www.atlantaregional.com or call (404) 463-3100.

