

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

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

FILE P.I. # 0010866

OFFICE Design Policy & Support

Fulton County

GDOT District 7 - Metro Atlanta

DATE 7/24/2013

Intersection Improvement: SR 140/Holcomb

Bridge Road @ CS 127/Warsaw Road

FROM  Brent Story, State Design Policy Engineer

TO SEE DISTRIBUTION

SUBJECT APPROVED CONCEPT REPORT

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

Attachment

DISTRIBUTION:

Bobby Hilliard, Program Control Administrator
Genetha Rice-Singleton, State Program Delivery Engineer
Glenn Bowman, State Environmental Administrator
Cindy VanDyke, State Transportation Planning Administrator
Kathy Zahul, State Traffic Engineer
Angela Robinson, Financial Management Administrator
Lisa Myers, State Project Review Engineer
Charles "Chuck" Hasty, State Materials Engineer
Mike Bolden, State Utilities Engineer
Paul Tanner, Asst. State Transportation Data Administrator
Attn: Systems & Classification Branch
Ken Thompson, Statewide Location Bureau Chief
Rachel Brown, District Engineer
Scott Lee, District Preconstruction Engineer
Sharon Witherspoon, Assistant District Utilities Engineer
Peter Emmanuel, Project Manager
BOARD MEMBER - 6th Congressional District

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

Project Type: Safety & Traffic Operations
 GDOT District: Seven
 Federal Route Number: N/A

P.I. Number: 0010866
 County: Fulton
 State Route Number: 140

Project Description: The quick operational improvement project consists of extending the existing westbound left-turn lane approximately 240 feet using the existing median and cutting back the median noses on the westbound and eastbound approaches to improve the left-turn radius.

Submitted for approval:

<u></u>	<u>5-23-13</u>
Local Government	DATE
<u>BRYON LETOURNEAU - POND & COMPANY </u>	<u>5/23/13</u>
Consultant Designer & Firm	DATE
<u></u>	<u>5/28/2013</u>
GDOT Project Manager	DATE
<u></u>	<u>6/3/2013</u>
State Program Delivery Engineer	DATE

Recommendation for approval:

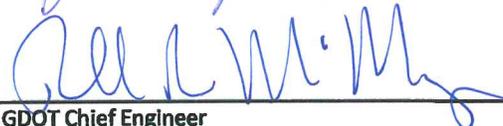
* <u>Glenn Bowman </u>	<u>6/17/2013</u>
State Environmental Administrator	DATE
* <u>Kathy Zahul </u>	<u>6/16/2013</u>
State Traffic Engineer	DATE

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

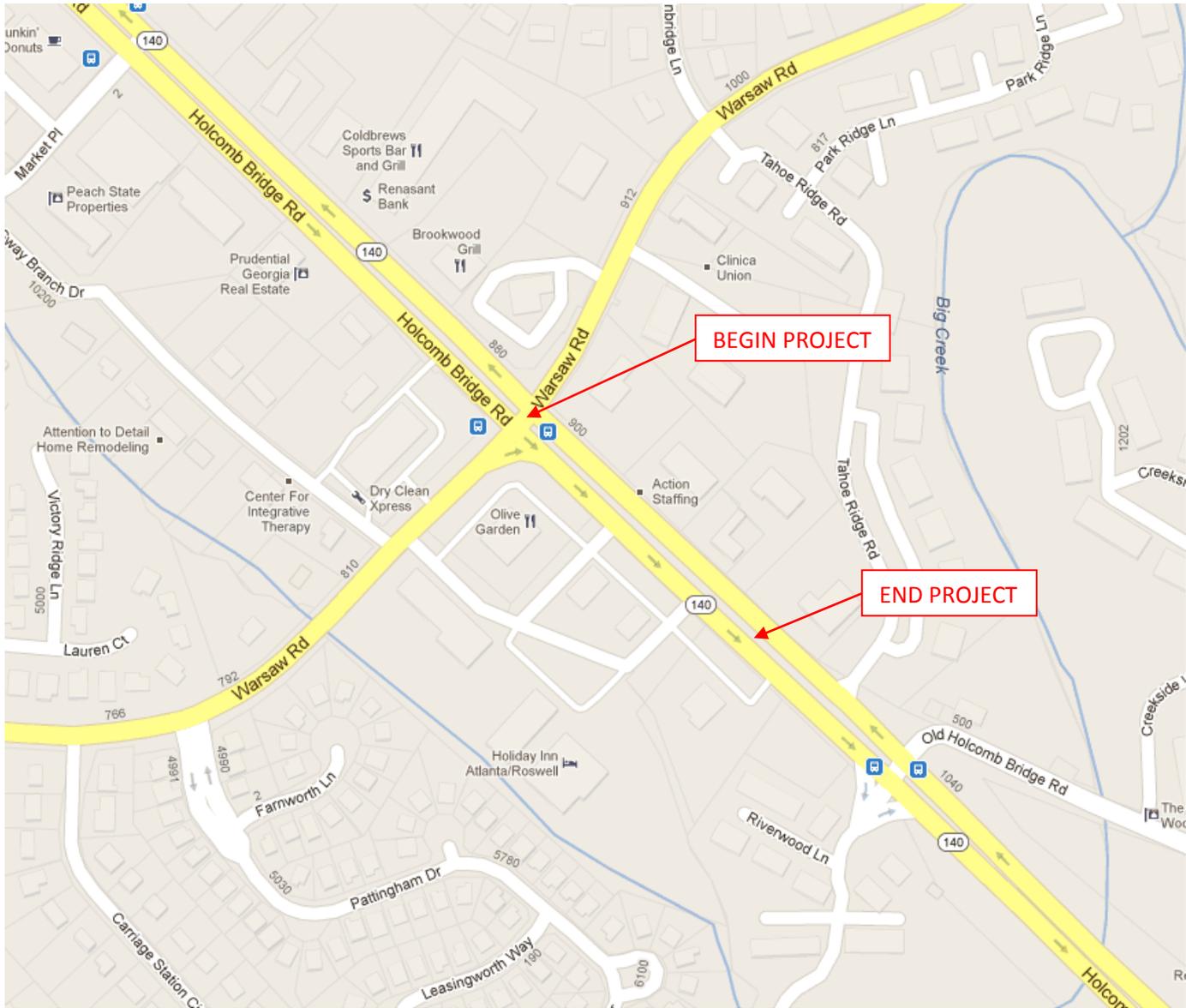
* <u>Cynthia VanDyke </u>	<u>6/4/2013</u>
State Transportation Planning Administrator	DATE

* Recommendations on file - 

Approval:

Concur: <u></u>	<u>7/16/2013</u>
GDOT Director of Engineering	DATE
Approve: <u></u>	<u>7/22/13</u>
GDOT Chief Engineer	DATE

PROJECT LOCATION



SR 140/Holcomb Bridge Road @ Warsaw Road
Intersection Improvements
PI# 0010866
Fulton County

PLANNING & BACKGROUND DATA

Project Justification Statement: The intersection of State Route 140 (SR 140)/Holcomb Bridge Road and County Road 127 (CR 127)/Warsaw Road in Fulton County is proposed as a minor intersection improvement project. The proposed project is to be included in the GDOT Operational Improvement Lump Sum Program from the Office of Traffic Operations. This proposed project was presented to and approved by the Operational Improvement Committee as a QUICK project.

SR 140/Holcomb Bridge Road is a 45 mph urban principal arterial that serves as a major thoroughfare and commuter route to residential, business, and commercial areas in the city of Roswell. At the intersection, SR 140 is eight lane median divided highway with three general purpose lanes (two through only, one through right) and a left turn lane in each direction. CR 127/Warsaw Road is a local road that connects many residential neighborhoods and retail centers to SR 140. At the intersection, Warsaw Road is a two lane undivided roadway with a left turn lane at each approach. The intersection is currently signalized and is part of the GDOT Regional Traffic Operations Program as an actively managed corridor. The project limits should not extend more than 750 feet from the center of the intersection along the SR 140.

This project was proposed by the District 7 Traffic Operations staff, which provided a brief summary of the intersection operations. Field observations from the District and Corridor manager showed excessive queuing of the SR 140 westbound left turning vehicles that exceeded the available lane storage. This routinely blocks one through lane for SR 140 westbound reducing the overall operations of the intersection. An investigation showed nearly 390 vehicles turning left in the peak hour period, with only 360 feet of storage in one left turn lane. A project to extend this left turn lane was proposed.

Due to the minor project scope, the right-of-way constraints, existing intersection features (existing median and signal operations) and the scope approved by the Operational Improvement Committee, a roundabout was not recommended for this location.

The project lies within the boundaries of the Atlanta Regional Commission (ARC), Atlanta's Metropolitan Planning Organization (MPO). As an operational improvement project, this project is categorized under the "operational improvement lump sum category" in the MPO's RTP or TIP.

Description of the proposed project: The project proposes to extend the left turn lane storage to approximately 700 feet using the existing raised median. The proposed improvements will double the storage for left turning vehicles preventing queues from blocking the westbound left-most through lane. The cutting back of the median noses on SR 140/Holcomb Bridge Road east and westbound approaches is also included in the project. These changes should increase the operational capacity of the intersection during the heaviest peak periods with minimal impact to right-of-way and roadway geometry.

Federal Oversight: Exempt State Funded Other

MPO: Atlanta Regional Commission No MPO Project ID – N/A

Regional Commission: Atlanta Regional Commission No Regional Commission Project ID – N/A

Congressional District(s): 6

Projected Traffic: ADT

Current Year (2011): 67,960 Open Year (2015): 70,730 Design Year (2025): 78,120

Traffic Projections Performed by: Pond & Company

Functional Classification (Mainline): Urban Principal Arterial

Is this a 3R (Resurfacing, Restoration, & Rehabilitation) Project? No Yes

Will Context Sensitive Solutions procedures be utilized? No Yes

DESIGN AND STRUCTURAL DATA - Mainline Design

Features: SR 140/ Holcomb Bridge Road

Feature	Existing	Standard*	Proposed
Typical Section			
- Number of Lanes	8	8	8
- Lane Width(s)	12'	12'	12'
- Median Width & Type	4'-16' Raised	4'-16' Raised	4'-16' Raised
- Outside Shoulder or Border Area Width	12'	12'	12'
- Outside Shoulder Slope	2%	2%	2%
- Inside Shoulder Width	N/A	N/A	N/A
- Sidewalks	5'	5'	5'
- Auxiliary Lanes	N/A	N/A	N/A
- Bike Lanes	N/A	N/A	N/A
Posted Speed	45		45
Design Speed	45	45	45
Min Horizontal Curve Radius	711	711	711
Superelevation Rate	4%	4%	4%
Grade	6%	6%	6%
Access Control	By Permit	By Permit	By Permit
Right-of-Way Width	135'	135'	135'
Maximum Grade – Crossroad	11%	11%	11%
Design Vehicle	WB-62	WB-62	WB-62

*According to current GDOT design policy if applicable

Major Structures: N/A

Major Interchanges/Intersections: N/A

Utility Involvements: None

Public Interest Determination Policy and Procedure recommended (Utilities)? No Yes

SUE Required: No Yes

Railroad Involvement: N/A

Complete Streets - Bicycle, Pedestrian, and/or Transit Warrants:

Warrants met: None Bicycle Pedestrian Transit

Right-of-Way:

Required Right-of-Way anticipated: No Yes Undetermined
Easements anticipated: None Temporary Permanent Utility Other

Anticipated number of impacted parcels: N/A
Displacements anticipated Total: N/A
Businesses: N/A
Residences: N/A
Other: N/A

Transportation Management Plan [TMP] Required: No Yes

If Yes: Project classified as: Non-Significant Significant
TMP Components Anticipated: TTC TO PI

Design Exceptions to FHWA/AASHTO controlling criteria anticipated: None

Design Variances to GDOT Standard Criteria anticipated: None

ENVIRONMENTAL DATA

Anticipated Environmental Document:

GEPA: NEPA: CE PCE

Project Air Quality:

Is the project located in a PM 2.5 Non-attainment area? No Yes
Is the project located in an Ozone Non-attainment area? No Yes
Is a Carbon Monoxide hotspot analysis required? No Yes

MS4 Compliance – Is the project located in an MS4 area? No Yes

Environmental Permits/Variances/Commitments/Coordination anticipated: None

NEPA/GEPA Comments & Information: A Programmatic Categorical Exclusion is anticipated to be the required level of NEPA document. There are no anticipated adverse effects to ecology, history, archeology, air, or noise as a result of this project. Public involvement is not planned for this project.

PROJECT RESPONSIBILITIES

Project Activities:

Project Activity	Party Responsible for Performing Task(s)
Concept Development	City of Roswell, Pond & Company
Design	City of Roswell, Pond & Company
Right-of-Way Acquisition	N/A
Utility Relocation	N/A
Letting to Contract	City of Roswell
Construction Supervision	City of Roswell
Providing Material Pits	Contractor
Providing Detours	N/A
Environmental Studies, Documents, and Permits	City of Roswell, Pond & Company, GT Hill Planners
Environmental Mitigation	N/A
Construction Inspection & Materials Testing	City of Roswell, Acurra

Lighting required: No Yes

Other projects in the area: Project Number: CSCMQ-0006-00(820), P.I. 0006820; ATMS on SR 140 from SR 9 (Alpharetta Highway to Barnwell Road) - Construction to begin soon.

Other coordination to date:

9/5/12: Roswell staff met with GDOT PM to review project scope and process.

4/17/13: Roswell staff met with GDOT-OES to refine environmental scope.

4/24/13: GDOT Initial Concept Team Meeting (Minutes Attached)

Project Cost Estimate and Funding Responsibilities:

	Breakdown of PE	ROW	Reimbursable Utility	CST*	Environmental Mitigation	Total Cost
By Whom	GDOT/City of Roswell	N/A	N/A	GDOT/City of Roswell	N/A	
\$ Amount	73,705.00	N/A	N/A	112,726.37	N/A	186,431.37
Date of Estimate	5/8/13	N/A	N/A	4/15/13	N/A	

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

ALTERNATIVES

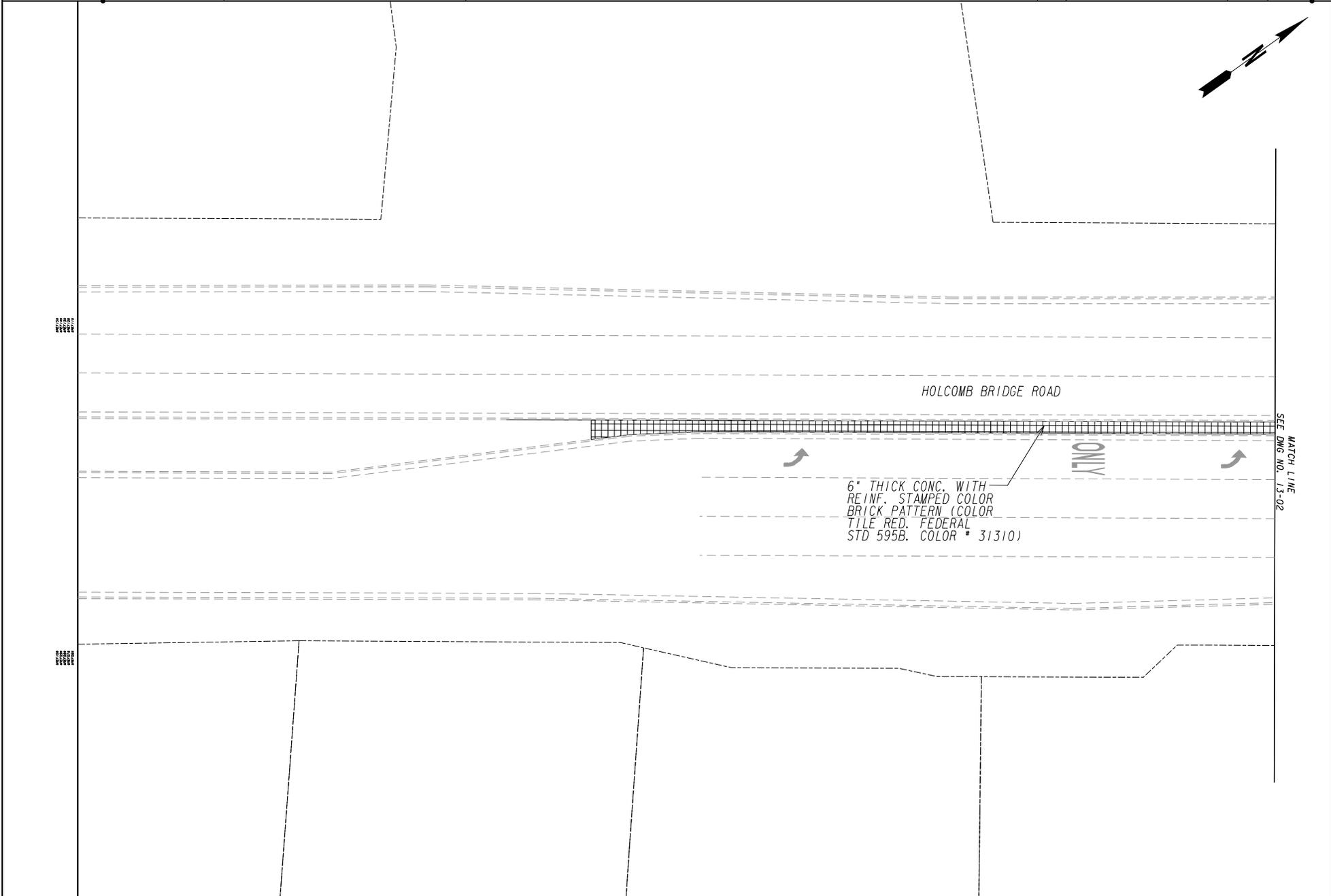
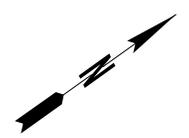
Preferred Alternative:			
Estimated Property Impacts:	0 (No properties)	Estimated Total Cost:	\$186,431.37
Estimated ROW Cost:	\$0	Estimated CST Time:	3 Months
Rationale: The project can be completed with minimal property impact and low construction cost resulting in improved operations of the intersection and reduction of queue spillover from the left turn lane into the westbound mainline of SR 140/Holcomb Bridge Road.			

No-Build Alternative:			
Estimated Property Impacts:	0	Estimated Total Cost:	\$0
Estimated ROW Cost:	\$0	Estimated CST Time:	0
Rationale: The No-Build alternative would have a detrimental effect on the traffic efficiency of the area as discussed in the attached traffic data and diagrams.			

Comments/additional information:

Attachments:

1. Concept Layout
2. Typical sections
3. Cost Estimate
4. Liquid AC Cost Adjustment
5. Traffic data and diagrams
6. Collision diagram
7. GDOT Design Traffic Approval Letter
8. Initial Concept Team Meeting Minutes (Meeting held April 24, 2013)
9. Signed Agreements



MATCH LINE
SEE DWG NO. 13-02

6" THICK CONC. WITH
REINF. STAMPED COLOR
BRICK PATTERN (COLOR
TILE RED. FEDERAL
STD 595B. COLOR # 31310)

PROPERTY AND EXISTING R/W LINE	---
BEGIN LIMIT OF ACCESS.....BLA	----
END LIMIT OF ACCESS.....ELA	----
LIMIT OF ACCESS	----
REQ'D R/W & LIMIT OF ACCESS	----

POND Architects - Engineers - Planners 3500 Parkway Lane Suite 600 Norcross, Ga. 30092 Phone 678-336-7740 Fax 678-336-7744 Web www.pondco.com



REVISION DATES

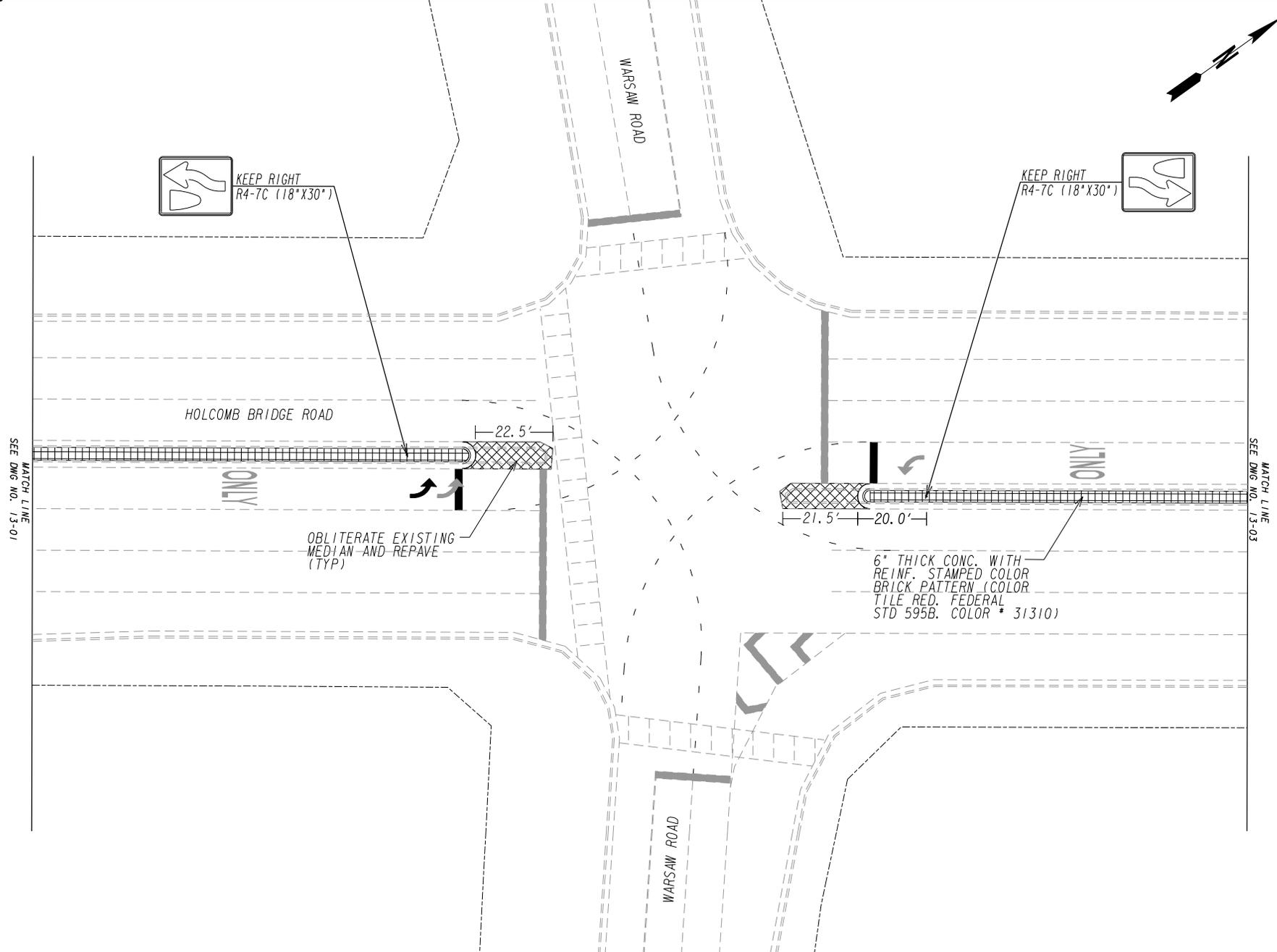
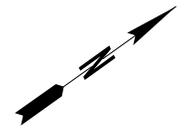
CITY OF ROSWELL
DEPARTMENT OF TRANSPORTATION

OFFICE :

MAINLINE PLAN

SR 140/HOLCOMB BRIDGE ROAD AT
WARSAW ROAD

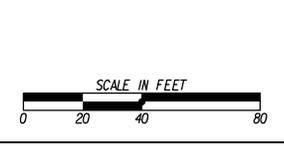
DRAWING No.
13-01



PROPERTY AND EXISTING R/W LINE

BEGIN LIMIT OF ACCESS.....BLA
 END LIMIT OF ACCESS.....ELA
 LIMIT OF ACCESS
 REQ'D R/W & LIMIT OF ACCESS

POND
 Architects - Engineers - Planners
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REVISION DATES

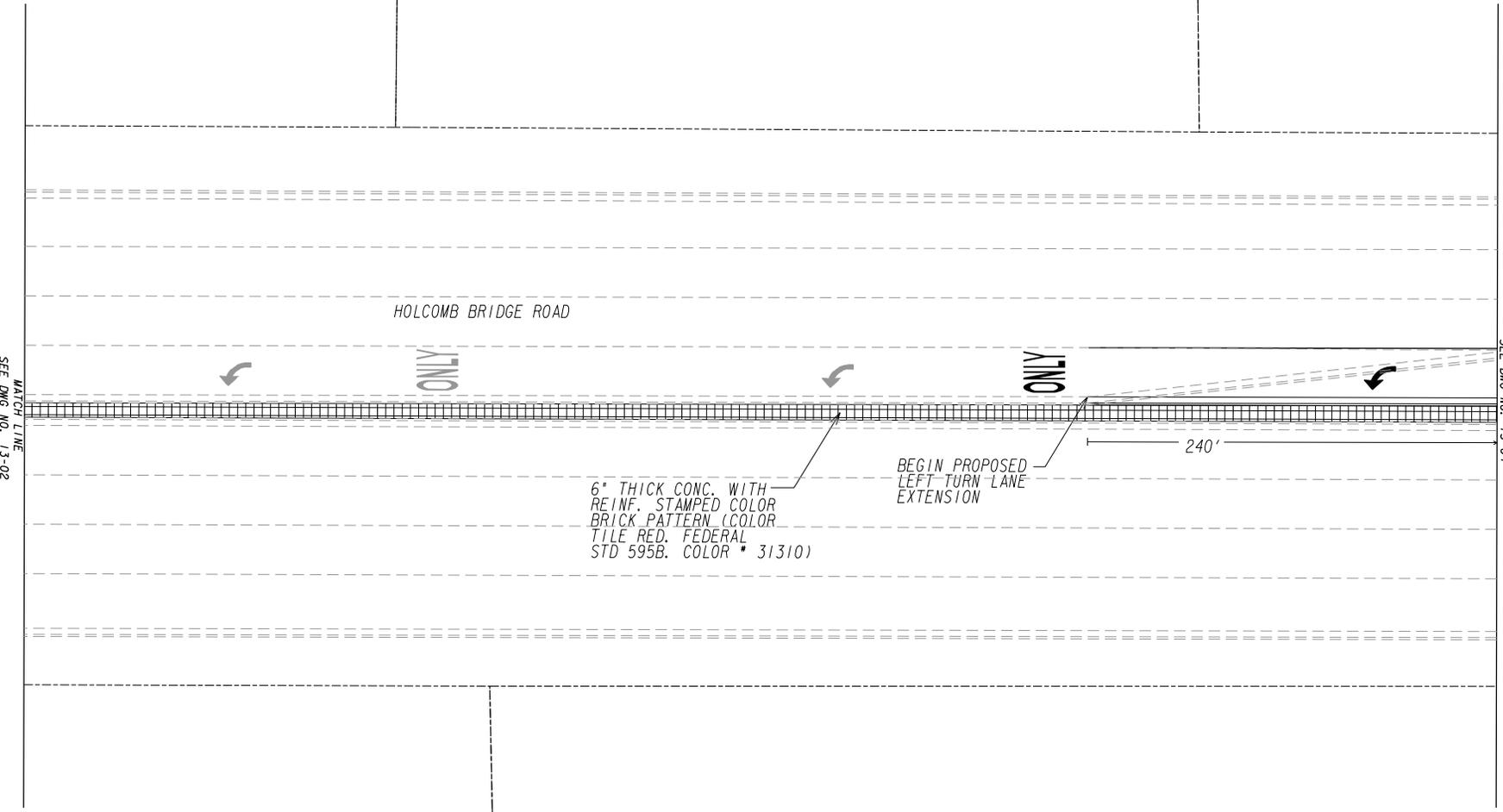
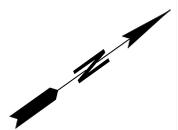
CITY OF ROSWELL
 DEPARTMENT OF TRANSPORTATION

OFFICE:

MAINLINE PLAN

SR 140/HOLCOMB BRIDGE ROAD AT
 WARSAW ROAD

DRAWING No.
13-02



PROPERTY AND EXISTING R/W LINE

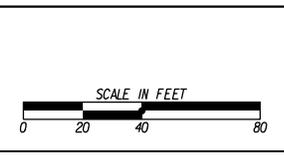
BEGIN LIMIT OF ACCESS.....BLA

END LIMIT OF ACCESS.....ELA

LIMIT OF ACCESS

REQ'D R/W & LIMIT OF ACCESS

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REVISION DATES

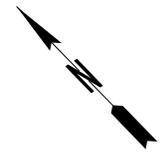
CITY OF ROSWELL
DEPARTMENT OF TRANSPORTATION

OFFICE:

MAINLINE PLAN

SR 140/HOLCOMB BRIDGE ROAD AT
WARSAW ROAD

DRAWING No.
13-03



HOLCOMB BRIDGE ROAD

ONLY

240'

100'

END PROPOSED
LEFT TURN LANE
EXTENSION

6" THICK CONC. WITH
REINF. STAMPED COLOR
BRICK PATTERN (COLOR
TILE RED. FEDERAL
STD 595B. COLOR # 31310)

Warsaw Rd
NEXT SIGNAL

D3-2(62"X30")
6" SER. C

SEE DWG. NO. 13-03
MATCH LINE

PROPERTY AND EXISTING R/W LINE	---
BEGIN LIMIT OF ACCESS.....BLA	----
END LIMIT OF ACCESS.....ELA	----
LIMIT OF ACCESS	----
REQ'D R/W & LIMIT OF ACCESS	----

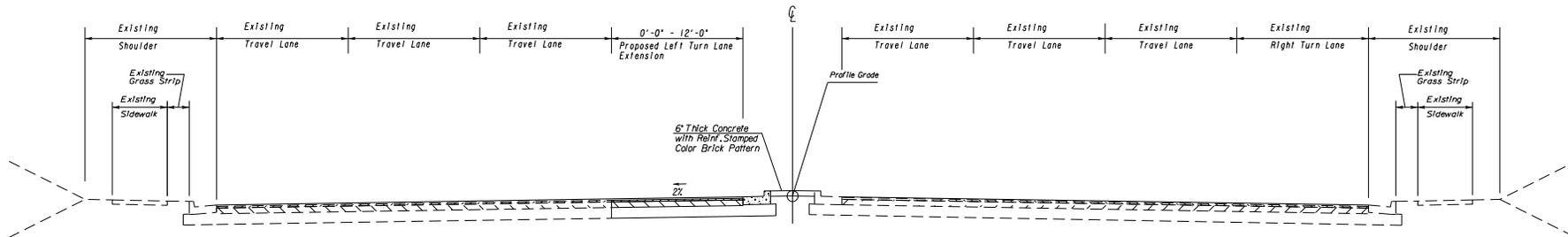
<p>POND Architects - Engineers - Planners 3500 Parkway Lane Suite 600 Norcross, Ga. 30092 Phone 678-336-7740 Fax 678-336-7744 Web www.pondco.com</p>	
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<p>SCALE IN FEET</p>

REVISION DATES			

CITY OF ROSWELL DEPARTMENT OF TRANSPORTATION	
OFFICE:	
MAINLINE PLAN	
SRI/40/HOLCOMB BRIDGE ROAD AT WARSAW ROAD	

DRAWING No. 13-04



SR 140 /HOLCOMB BRIDGE ROAD
AT WARSAW ROAD

PROPOSED LEFT TURN LANE

N. T. S

REVISION DATES		

DATE: July 1, 2013					
Project No. 0010866					
Description: Holcomb Bridge Road at Warsaw Road					
CONSTRUCTION COST ESTIMATE					
Item No.	ITEMS:	Unit	Qty	Price	Cost
<u>ROADWAY ITEMS</u>					
	TRAFFIC CONTROL -	LS	1	\$15,000.00	\$15,000.00
	GRADING COMPLETE -	LS	1	\$15,000.00	\$15,000.00
	RECYCLED ASPH CONC LEVELING, INCL BITUM MATL	TN	20	\$72.00	\$1,440.00
	ASPH TOPPING COURSE - 12.5 mm - 165 LBS/SY	TN	29	\$65.25	\$1,892.25
	ASPH BINDER COURSE - 19 mm - 330 LBS/SY	TN	48	\$68.00	\$3,264.00
	ASPH BASE COURSE - 25 mm - 770 LBS/SY	TN	111	\$65.74	\$7,297.14
	GRADED AGGR BASE	TN	256	\$17.03	\$4,359.68
	CONC CURB & GUTTER , 8 IN X 30 IN, TP 2	LF	356	\$20.00	\$7,120.00
	CLASS B WIDENING	CY	11	\$200.00	\$2,200.00
	STAMPED CONCRETE - BRICK PATTERN	SF	3611	\$12.00	\$43,332.00
<u>EROSION CONTROL - PERMANENT</u>					
	SOD	SY	107	\$6.00	\$642.00
	AGRICULTURAL LIME	TN	1	\$107.82	\$107.82
	LIQUID LIME	GL	1	\$15.00	\$15.00
	FERTILIZER MIXED GRADE	TN	1	\$418.06	\$418.06
	FERTILIZER NITROGEN CONTENT	LB	49	\$2.00	\$98.00
<u>SIGNING AND MARKING</u>					
	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, WHITE	LF	800	\$0.50	\$400.00
	THERMOPLASTIC SOLID TRAF STRIPE, 24 IN, WHITE	LF	24	\$4.00	\$96.00
	PAVEMENT MARKING ARROW	EA	2	\$60.00	\$120.00
	PAVEMENT MARKING WORD	EA	1	\$100.00	\$100.00
	SIGN	SF	22	\$20.00	\$440.00
ROADWAY SUBTOTAL =					\$100,905.07
EROSION CONTROL - PERMANENT SUBTOTAL =					\$1,280.88
SIGNING, MARKING & SIGNAL SUBTOTAL =					\$1,156.00
SUBTOTAL =					\$103,341.95
E & I 5.0% =					\$5,167.10
LIQUID AC COST ADJUSTMENT =					\$4,217.32
TOTAL =					\$112,726.37

PROJ. NO.

HBR at Warsaw Road Intersection Improvements

CALL NO.

P.I. NO.

0010866

DATE

7/1/2013

INDEX (TYPE)

REG. UNLEADED

Jun-13

\$ 3.424

DIESEL

\$ 3.805

LIQUID AC

\$ 567.00

Link to Fuel and AC Index:

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

LIQUID AC ADJUSTMENTS

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

Asphalt

Price Adjustment (PA)

3538.08

\$

3,538.08

Monthly Asphalt Cement Price month placed (APM)

Max. Cap

60%

\$ 907.20

Monthly Asphalt Cement Price month project let (APL)

\$ 567.00

Total Monthly Tonnage of asphalt cement (TMT)

10.4

ASPHALT	Tons	%AC	AC ton
Leveling	20	5.0%	1
12.5 OGFC		5.0%	0
12.5 mm	29	5.0%	1.45
9.5 mm SP		5.0%	0
25 mm SP	111	5.0%	5.55
19 mm SP	48	5.0%	2.4
	208		10.4

BITUMINOUS TACK COAT

Price Adjustment (PA)

\$ 65.75

\$

65.75

Monthly Asphalt Cement Price month placed (APM)

Max. Cap

60%

\$ 907.20

Monthly Asphalt Cement Price month project let (APL)

\$ 567.00

Total Monthly Tonnage of asphalt cement (TMT)

0.193279541

Bitum Tack

Gals	gals/ton	tons
45	232.8234	0.19327954

PROJ. NO.

HBR at Warsaw Road Intersection Improvements

CALL NO.

P.I. NO.

0010866

DATE

7/1/2013

BITUMINOUS TACK COAT (surface treatment)

Price Adjustment (PA)

613.4820211

\$

613.48

Monthly Asphalt Cement Price month placed (APM)

Max. Cap

60%

\$ 907.20

Monthly Asphalt Cement Price month project let (APL)

\$ 567.00

Total Monthly Tonnage of asphalt cement (TMT)

1.803298122

Bitum Tack	SY	Gals/SY	Gals	gals/ton	tons
Single Surf. Trmt.	311	0.20	62.2	232.8234	0.267155277
Double Surf.Trmt.	311	0.44	136.84	232.8234	0.58774161
Triple Surf. Trmt	311	0.71	220.81	232.8234	0.948401235
					1.803298122

TOTAL LIQUID AC ADJUSTMENT

\$

4,217.32

Attachments: Traffic Data and Diagrams
Holcomb Bridge Road at Warsaw Road
ROSWELL, GA

May 2013



Architects ■ Engineers ■ Planners

3500 Parkway Lane, Suite 600 | Norcross, GA 30092

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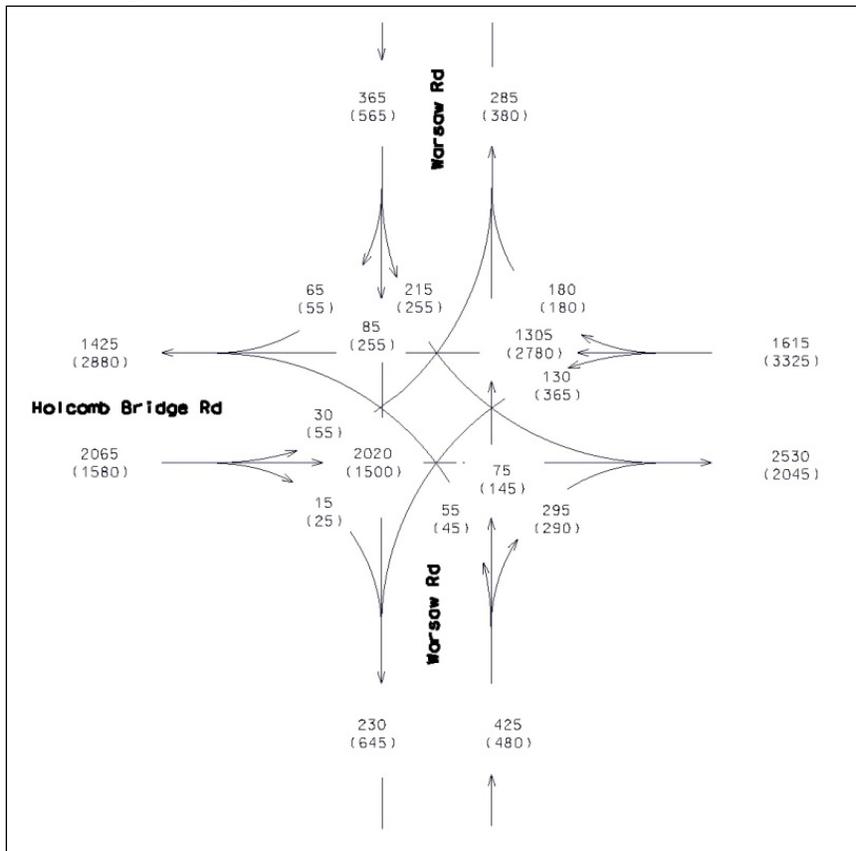
TRAFFIC DATA AND DIAGRAMS

The City of Roswell completed the Holcomb Bridge Road Corridor Study in 2012. This planning study, PI# 0010197, developed traffic volume diagrams and received GDOT's approval of these design volumes on June 29, 2011. The approved traffic volumes included ADT volumes and peak hour volumes for the years 2011, 2015, and 2025. Based on this data, the ADT volumes on Holcomb Bridge Road east of Warsaw Road for each year are:

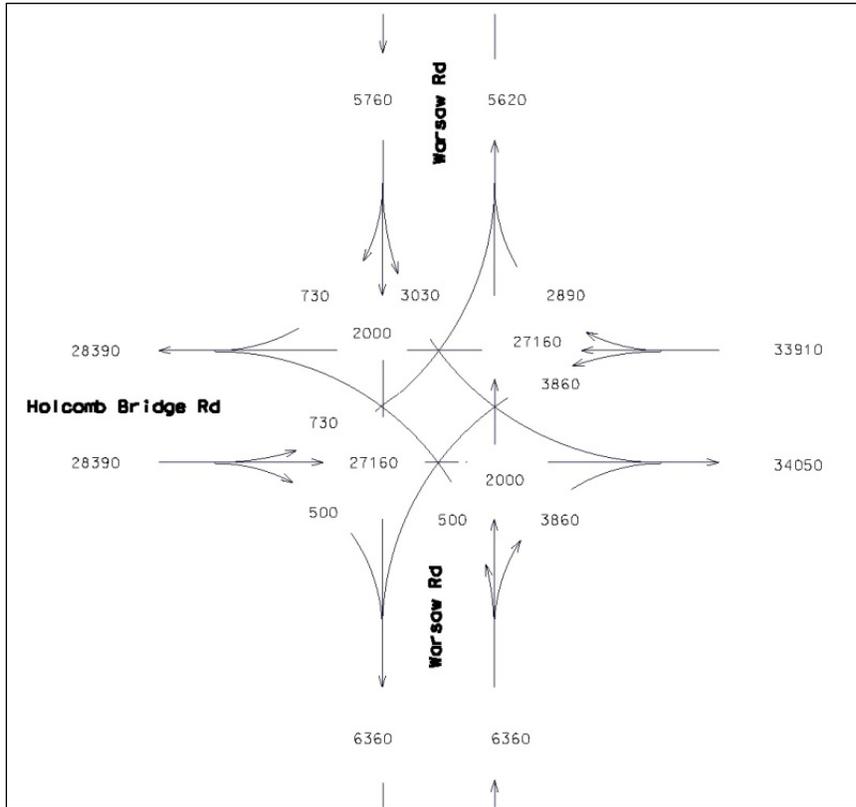
- 2011: 67,960
- 2015: 70,730
- 2025: 78,120

The approved traffic flow diagrams for the intersection of Holcomb Bridge Road at Warsaw Road are shown in the following figures.

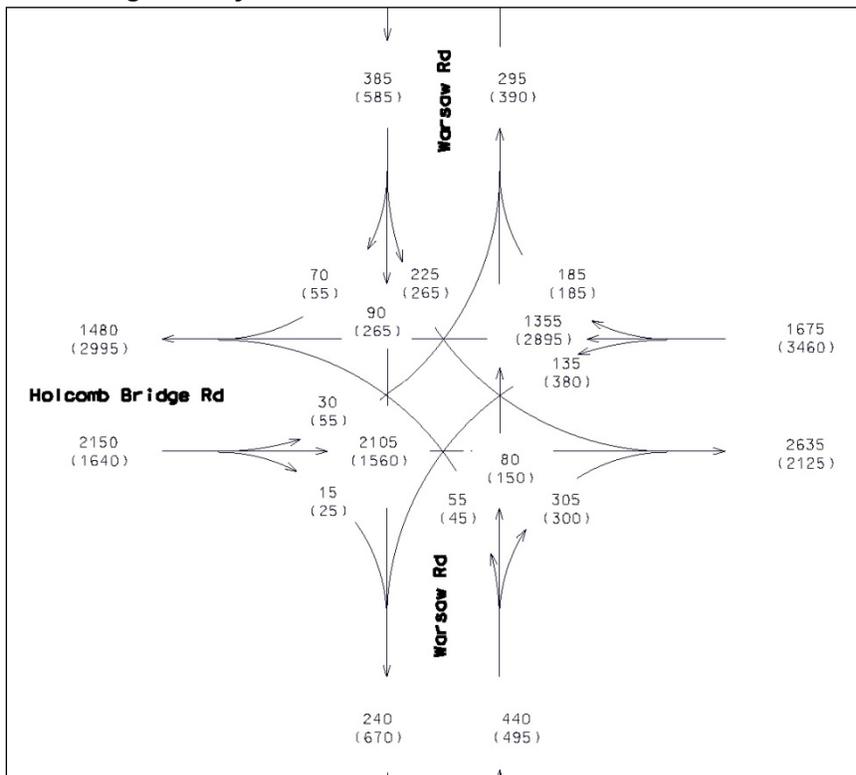
2011 Design Hourly Volume



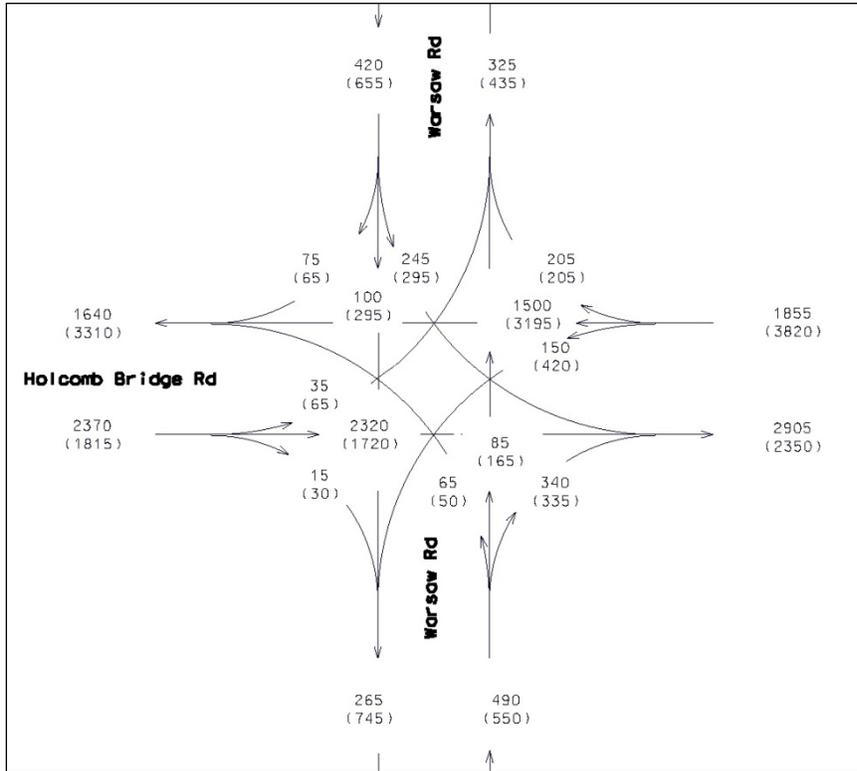
2011 Average Daily Volume (ADT)



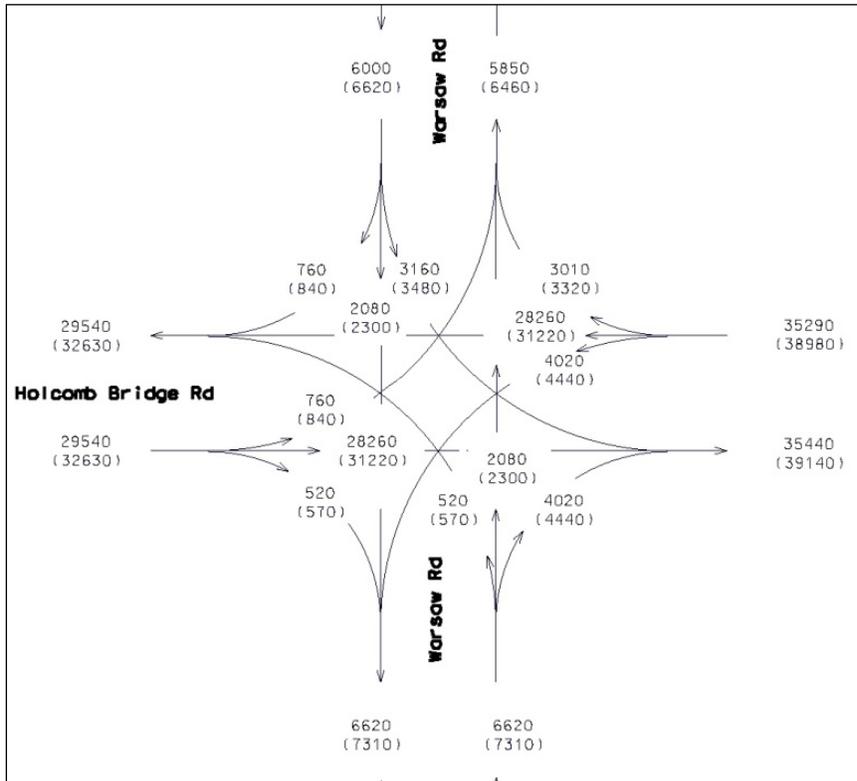
2015 Design Hourly Volume



2025 Design Hourly Volume



2015 and 2025 Average Daily Volume (ADT)



CAPACITY ANALYSIS SUMMARY

The design hour volumes from the traffic flow diagrams were used to conduct AM and PM peak hour analyses of the intersection for the years 2011, 2015, and 2025. The traffic analyses were conducted using Trafficware Synchro software, version 8, which is based on the HCM. Existing signal timing and phasing plans from the City of Roswell were used to conduct these analyses. The results of the analyses are shown in the following table.

Peak Hour Intersection Level-of-Service (LOS), 2011, 2015, and 2025

Peak Hour Intersection Level-of-Service (LOS)	AM Peak Hour		PM Peak	
Intersection: Holcomb Bridge Rd at Warsaw Rd	LOS	Delay (sec)	LOS	Delay (sec)
2011 Analyses	E	79.7	F	166.8
2015 Analyses	F	89.7	F	185.2
2025 Analyses	F	116.2	F	237.5

The proposed modifications to the intersection of Holcomb Bridge Rd at Warsaw Rd include shortening the nose of the median on the eastbound and westbound approaches on Holcomb Bridge Road. This will better facilitate left-turn and U-turn movements at the intersection. The proposed modifications also include increasing the length of the westbound left-turn lane on Holcomb Bridge Road. Currently, some left-turn traffic waiting to turn extends into the left through lane during the PM peak hour. This modification will provide additional storage space for this movement and reduce the spillover. The proposed modifications are operational modifications that are not expected to change the traffic volumes passing through the intersection or reduce delay based on HCM methodology.

The existing westbound left-turn lane is approximately 375 feet long. The proposed modifications include extending the left-turn lane by 240 feet, for a total length of approximately 615 feet. The length of the left-turn lane is limited by an adjacent left-turn lane in the median on the eastbound approach to the intersection with Old Holcomb Bridge Road/Riverwood Lane.

The GDOT Regulations for Driveway and Encroachment Control manual provides a methodology for designing storage lengths of left-turn lanes. At signalized intersections, the manual recommends providing adequate storage to accommodate the number of vehicles arriving during 1.5 signal cycles, using peak hour volumes. The recommended storage length for the westbound left-turn lane based on this methodology is shown in the table below. The Synchro analysis provides the 95th percentile queue for the westbound left-turn movement. This queue length is also in the table below.

Westbound Left-Turn Storage Lengths

Analysis Period	Peak Period	Westbound Left-Turn Volume	Arrival Per Cycle	Arrival Per 1.5 Cycles	GDOT Recommended Storage Length (ft)	Synchro 95th Percentile Queue Lengths (ft)
2011 Analyses	AM	130	6.5	9.8	244	224
	PM	365	18.3	27.4	684	#439
2015 Analyses	AM	135	6.8	10.1	253	235
	PM	380	19.0	28.5	713	#480
2025 Analyses	AM	150	7.5	11.3	281	265
	PM	420	21.0	31.5	788	#590

- 95th percentile queue exceeds capacity, queue may be longer

As the table shows, adequate storage currently exists for the westbound left-turn movement during the AM peak hour. Storage is projected to be adequate for the AM peak hour through the year 2025. A field review was conducted during the AM peak hour which also showed adequate storage currently exists. No spillover of left-turn traffic into the through lanes was observed during the AM peak hour.

The GDOT recommended storage length for the PM peak hour is greater than the storage length that is being designed. The GDOT methodology recommends 713 feet of storage using 2015 volumes and 788 feet of storage based on 2025 volumes. These lengths are greater than the proposed length of 615 feet. It should be noted that during the PM peak hour, the westbound approach at this intersection operates with both a leading left-turn protected phase and a lagging left-turn protected phase. This phasing allows more traffic to make the left-turn movement during each signal cycle. While the GDOT methodology recommends adequate storage to accommodate arrivals during 1.5 signal cycles, this may be more storage than is needed since there are two phases during each cycle for the left-turn movement to be made.

The 95th percentile queue, based on Synchro methodology, is projected to be 590 feet during the PM peak in the year 2025. The proposed design will provide adequate storage for this queue. However, the Synchro analysis also states that the “95th percentile queue exceeds capacity, queue may be longer”. Essentially, the queue may not clear during each cycle, allowing it to potentially increase in length during each signal cycle throughout the peak period. As the queue will not reach the full 95th percentile queue length throughout each signal cycle during the peak period, the projected queue length of 590 feet should be reasonable during much of the peak period.

A field review was conducted during the PM peak hour. The review showed that the left-turn movement is heavy and the queue is significant during the PM peak hour. However, the combination of a leading and a lagging left-turn protected phase clears most of the left-turn traffic in each cycle. During some cycles, all left-turn traffic is cleared, preventing excessive queuing. Spillover of left-turn traffic into the left through lane was observed during more than one signal cycle, but did not happen during every signal cycle. The left-turn spillover typically

consisted of only 1 or 2 vehicles, although in some signal cycles would consist of 4 or 5 vehicles. However, the queue caused by the spillover was typically much greater. If one left-turn vehicle spills into the through lane, a queue in that lane grows quickly due to the heavy westbound through volume.

During the field review in the PM peak hour, the queue for the westbound through movement frequently extended to the beginning of the left-turn lane. It also regularly extended past the beginning of the left-turn lane, towards the upstream intersection. This through queue prevents some left-turn traffic from reaching the left-turn lane, even when adequate storage space exists in the left-turn lane. Extending the left-turn lane will allow left-turn traffic to reach the left-turn lane sooner and move out of the through lanes more quickly.

Attachments: Collision Diagram
Holcomb Bridge Road at Warsaw Road
ROSWELL, GA

May 2013

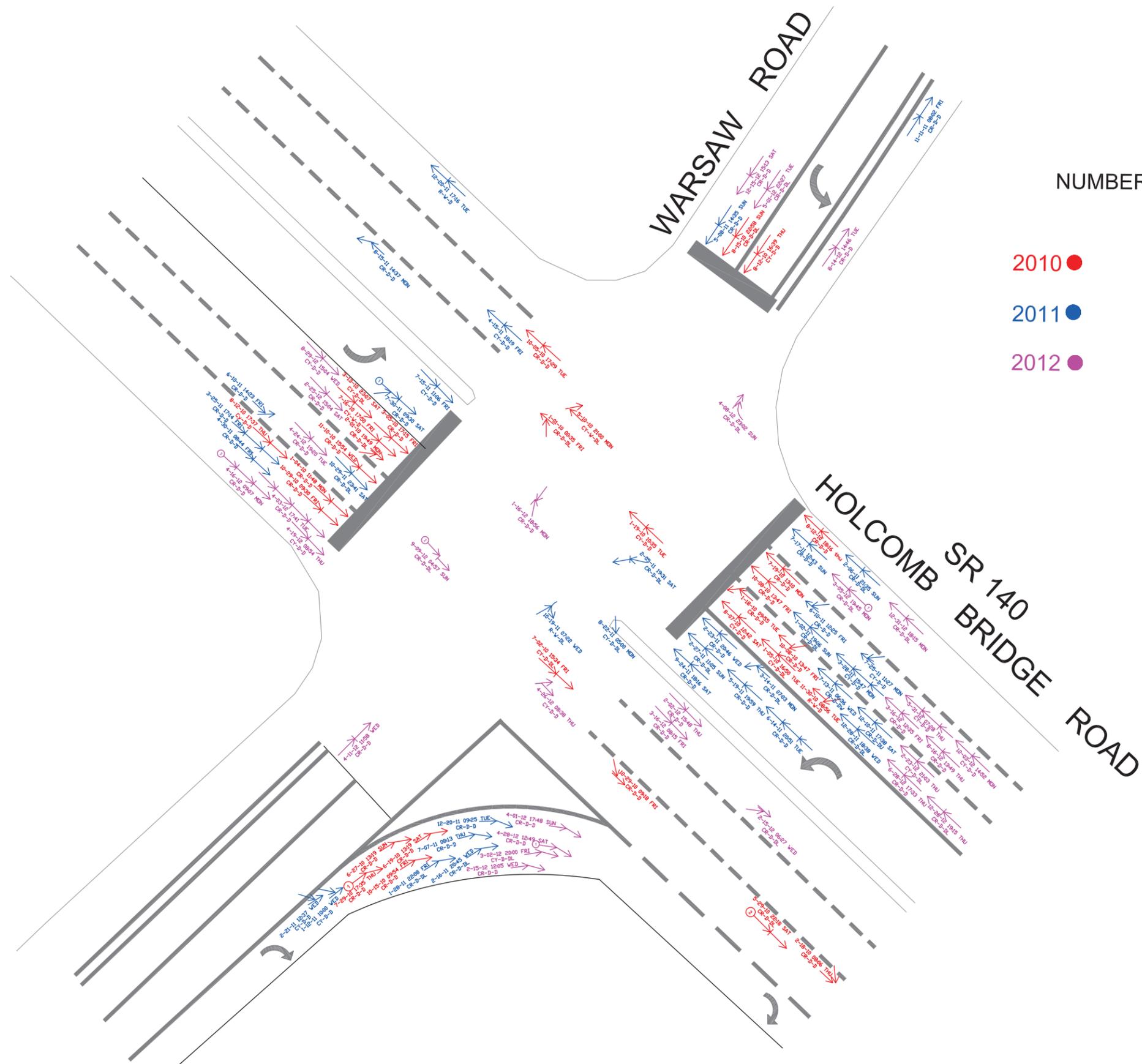


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SR 140 (HBR) @ WARSAW Rd



	NUMBER OF ACCIDENTS	INJURIES
2010 ●	30	3
2011 ●	35	1
2012 ●	30	7

LEGEND

FIRST LETTER INDICATES WEATHER CONDITION
 CR(CLEAR) CY(CLOUDY) R(RAINING) F(FOG) S(SNOW) OT(OTHER) SL(SLEET)

SECOND LETTER INDICATES SURFACE CONDITION
 D(DRY) W(WET) S(SNOWY) I(ICY)

THIRD LETTER INDICATES LIGHTING CONDITION
 D(DAYLIGHT), DU(DUSK), DW(DAWN)
 DL(DARK LIGHTED), DNL(DARK NO LIGHTING)

THE NUMBER INSIDE THE CIRCLE INDICATES THE NUMBER OF INJURIES
 NO CIRCLE INDICATES NO REPORTED INJURIES
 A BLACK FILLED CIRCLE INDICATES A FATALITY

Department of Transportation State of Georgia

INTERDEPARTMENT CORRESPONDENCE

FILE Fulton County **OFFICE** Planning
P.I. # 0010856, 0010866 & 0010880
DATE May 17, 2013

FROM Cynthia L. VanDyke, State Transportation Planning Administrator

TO Genetha Rice-Singleton, State Program Delivery Engineer
Attention: Peter Emmanuel, P.E.

SUBJECT **Reviewed Design Traffic** for SR 140 at CS 127/Warsaw Road & from SR 400 NB Ramps to Old Alabama Road.

We reviewed the Design Traffic for the above project.

The Design Traffic is approved. If you have any questions concerning this information please contact Abby Ebodaghe at (404) 631-1923.

CLV/AFE



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MEETING MINUTES

Project : PI No 0010866 – SR 140 @ CS 127/Warsaw Road
Pond Project No. : 1130281
Meeting : City of Roswell – Initial Concept Team Meeting
Meeting Location : City of Roswell City Hall, Suite 235 Conference Room Meeting Date : 4/24/13

Minutes prepared by : Bryon Letourneau
Prepared on : April 30, 2013
Copies: File
Attendees

Attendees:

Name	Company/Dept./Branch	email	phone
Peter Emmanuel	GDOT – Program Delivery	pemmanuel@dot.ga.gov	
Keisha Jackson	GDOT – Environmental Services	keijackson@dot.ga.gov	
Paul DeNard	GDOT – Engineering Services	pdenard@dot.ga.gov	
Mike Lobdell	GDOT – District 7	mlobdell@dot.ga.gov	
Chris Woods	GDOT – District 7	cwoods@dot.ga.gov	
David Low	City of Roswell - Transportation	dlow@roswellgov.com	
Franco DeMarco	City of Roswell – Transportation	fdemarco@roswellgov.com	770.594.6510
Andrew Antweiler	City of Roswell - Transportation	aantweiler@roswellgov.com	678.639.7540
Muhammad Rauf	City of Roswell - Transportation	mrauf@roswellgov.com	
Bryon Letourneau	Pond & Company	letourneaub@pondco.com	678.336.7740

PURPOSE OF MEETING:

This meeting was the Initial Concept Team Meeting for the above GDOT funded project, PI No. 0010866.

MEETING PROCEEDINGS:

Peter Emmanuel explained the project process and that the City of Roswell would be responsible for letting the project.

To facilitate the letting the City of Roswell needs to submit the Local Letting Approval Form to GDOT.

GDOT also requires an approved Materials Inspection Form for the project.

GDOT expects the project to be completely constructed within 3 years as this project is designated as QUICK.

The Concept Report should follow the GDOT Streamlined Concept Report Template. The latest template is located on GDOT's website.

A Project Schedule is required by GDOT for review and approval. The City of Roswell should review and approve the proposed schedule from Pond & Company prior to GDOT submittal.

The first and second utility submittals should be combined for this project.

The Preliminary Plans should be as complete as possible (including quantities) to facilitate the request for an abbreviated or waived Final Field Plan Review.

GDOT-OES has between a 60 and 90 day turnaround for a project of this complexity requiring a Programmatic Categorical Exclusion (PCE).

It was determined that no additional crosswalks would be necessary at the project intersection. Pedestrian counts were performed and volumes do not require additional crosswalks.

The project justification will need to be included in the Concept Report as a part of the Project Description.

A Draft Project Schedule was reviewed by the members of the meeting and comments were noted. The project schedule will be updated in accordance with those comments (marked draft schedule is attached).

The attached Initial Project Layout was reviewed as a part of the meeting. No revisions were suggested to the layout. The quick operational improvement project consists of extending the existing westbound left-turn lane approximately 240 feet using the existing median and cutting back the median noses on the westbound and eastbound approaches to improve the left-turn radius.

A pavement core will need to be obtained from the existing westbound left-turn lane to assist in the design of the new pavement.

The traffic volumes for the project will need to be approved by GDOT, Abby Ebodaghe's office, prior to OES being able to review the environmental document.

ACTION ITEMS:

City of Roswell:

1. Send GDOT the following documents:
 - a. Meeting minutes
 - b. Project schedule
 - c. Copy of LAP certification
 - d. Local Letting Approval Form
 - e. Materials Testing Form
2. Obtain a pavement core in the existing westbound left-turn lane.
3. Coordinate getting approved traffic volumes for this specific project by GDOT.

Pond & Company:

1. Complete and return the Materials Testing Form to the City of Roswell for submittal to GDOT for approval.
2. Submit the Project Schedule with meeting comments incorporated to the City of Roswell for submittal to GDOT. The Schedule should include the date the City plans to let the project.
3. Draft Concept Report, including an idea whether the proposed construction cost will be within the current project budget.



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GDOT - Program Delivery:

1. Check with GDOT legal to clarify if any construction contract documents need to be signed prior to City authorizing construction contractor; or any forms such as Immigration Affidavit, Title 6, and/or DBE forms need to be signed by City. Confirm existing PFA is all that is needed.

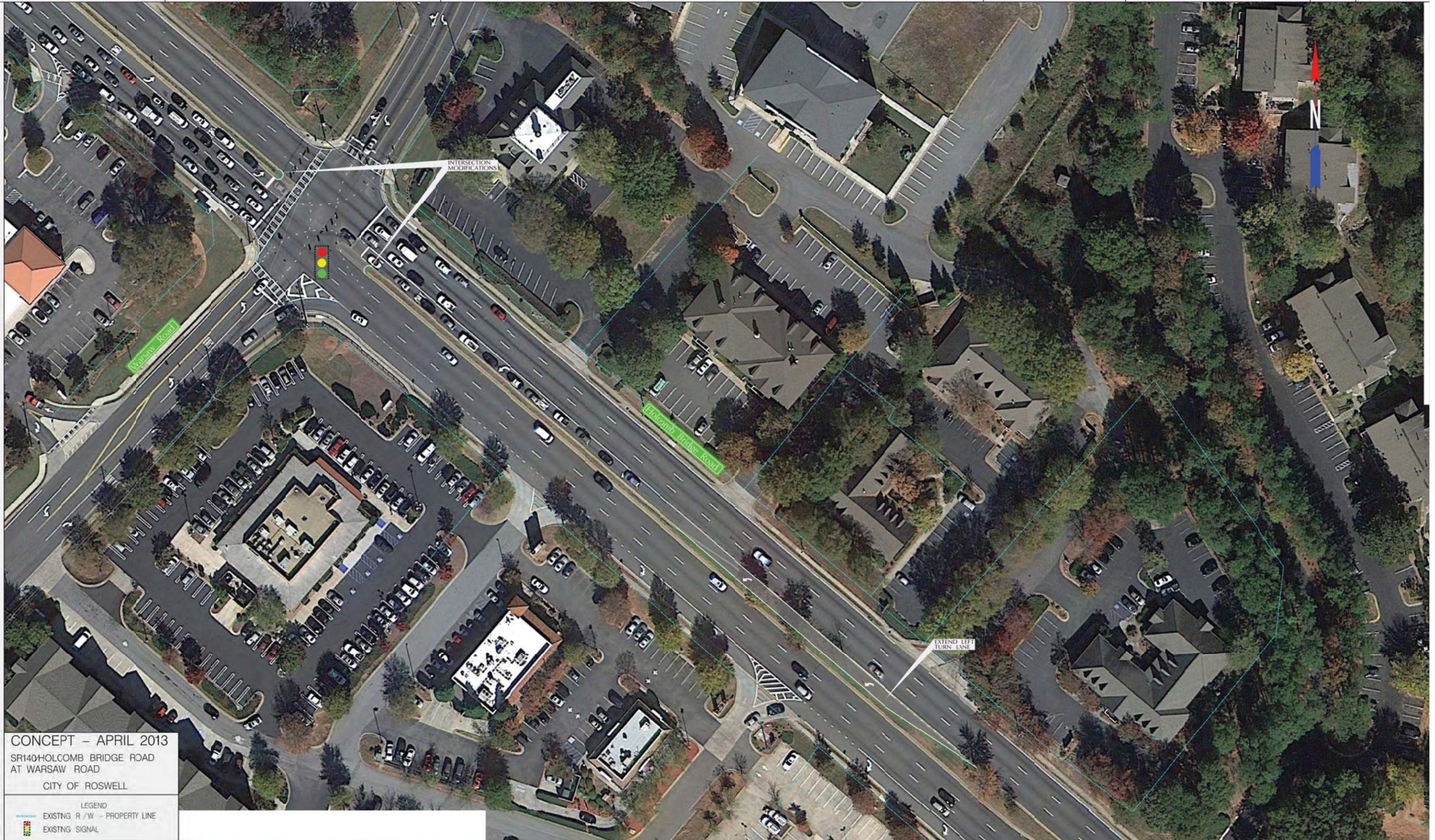
ATTACHMENTS:

Marked Draft Project Schedule
Initial Project Layout

The above is the understanding of the meeting by the representatives of Pond & Company. Please direct any questions or comments to Bryon Letourneau at the above contact information.

END OF MEETING MINUTES

ADDITIONAL COMMENTS:

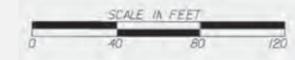


CONCEPT - APRIL 2013
 SR140/HOLCOMB BRIDGE ROAD
 AT WARSAW ROAD
 CITY OF ROSWELL

LEGEND
 - - - - - EXISTING R / W - PROPERTY LINE
 EXISTING SIGNAL



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REVISION DATES	

CITY OF ROSWELL
 GEORGIA DOT
 SR140/HOLCOMB BRIDGE ROAD AT
 WARSAW ROAD

ALT
 1

Scanned copy to [unclear]
Keith Golden, Interim Commissioner



GEORGIA DEPARTMENT OF TRANSPORTATION

One Georgia Center, 600 West Peachtree Street, NW
Atlanta, Georgia 30308
Telephone: (404) 631-1000

February 11, 2013

Honorable Jere Wood
Mayor, City of Roswell
38 Hill Street
Roswell, GA 30075

Dear Mr. Wood:

I am returning for your files an executed agreement between the Georgia Department of Transportation and the City of Roswell for the following projects:

Fulton County, PI# 0010866
Fulton County, PI# 0010880

2140 @ Warsaw

We look forward to working with you on the successful completion of the joint project. Should you have any questions, please contact the Project Manager Peter Emmanuel at (404) 631-1158.

Sincerely,

A handwritten signature in black ink, appearing to read "Angela Robinson".

Angela Robinson,
Financial Management Administrator

AR:kp

Enclosure

c: Bob Rogers
Rachel Brown – District 7 Engineer
Vicki Gavalas – District 7 Planning & Programming Engineer
Jonathan Walker – District 7 Utilities Engineer
Jeff Baker – State Utilities Engineer

**AGREEMENT
BETWEEN
DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
AND
CITY OF ROSWELL
FOR
TRANSPORTATION FACILITY IMPROVEMENTS**

This Framework Agreement is made and entered into this 1st day of February 2013, by and between the DEPARTMENT OF TRANSPORTATION, an agency of the State of Georgia, hereinafter called the "DEPARTMENT", and the CITY OF ROSWELL, acting by and through its Mayor, hereinafter called the "LOCAL GOVERNMENT".

WHEREAS, the LOCAL GOVERNMENT has represented to the DEPARTMENT a desire to improve the transportation facilities described in Attachment "A", attached and incorporated herein by reference and hereinafter referred to as the "PROJECT"; and

WHEREAS, the LOCAL GOVERNMENT has represented to the DEPARTMENT a desire to participate in certain activities including the funding of certain portions of the PROJECT and the DEPARTMENT has relied upon such representations; and

WHEREAS, the DEPARTMENT has expressed a willingness to participate in certain activities of the PROJECT as set forth in this Agreement; and

WHEREAS, the DEPARTMENT has provided an estimated cost to the LOCAL GOVERNMENT for its participation in certain activities of the PROJECT; and

WHEREAS, the Constitution authorizes intergovernmental agreements whereby state and local entities may contract with one another "for joint services, for the provision of services, or for the joint or separate use of facilities or equipment; but such contracts must deal with activities, services or facilities which the parties are authorized by law to undertake or provide." Ga. Constitution Article IX, §III, ¶I(a).

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

1. The LOCAL GOVERNMENT has applied for and received "Qualification Certification" to administer federal-aid projects. The GDOT Local Administered Project (LAP) Certification Committee has reviewed, confirmed and approved the certification for the LOCAL GOVERNMENT to develop federal project(s) within the scope of its certification using the DEPARTMENT'S Local Administered Project Manual procedures. The LOCAL GOVERNMENT shall contribute to the PROJECT by funding all or certain portions of the PROJECT costs for the preconstruction engineering (design) activities,

Revised: 12/2011

hereinafter referred to as "PE", all reimbursable utility relocations, all non-reimbursable utilities owned by the LOCAL GOVERNMENT, railroad costs, right of way acquisitions and construction, as specified in Attachment "A", affixed hereto and incorporated herein by reference. In addition, the September 17, 2010 Planning Office memorandum titled "Preliminary Engineering Oversight for Project Managers/Project Delivery Staff", outlines the five (5) conditions when the LOCAL GOVERNMENT will be requested to fund the PE oversight activities at 100%, and is enclosed as Attachment "C" and incorporated herein by reference. Expenditures incurred by the LOCAL GOVERNMENT prior to the execution of this AGREEMENT or subsequent funding agreements shall not be considered for reimbursement by the DEPARTMENT. PE expenditures incurred by the LOCAL GOVERNMENT after execution of this AGREEMENT shall be reimbursed by the DEPARTMENT once a written notice to proceed is given by the DEPARTMENT.

2. The DEPARTMENT shall contribute to the PROJECT by funding all or certain portions of the PROJECT costs for the PE, right of way acquisitions, reimbursable utility relocations, railroad costs, or construction (specified in Attachment "A") affixed hereto and incorporated herein by reference, and none of the five (5) conditions apply from the Planning Office memorandum dated September 17, 2010 (specified in Attachment "C").

3. The DEPARTMENT shall provide a PE Oversight Estimate to the LOCAL GOVERNMENT, if appropriate, appended as Attachment "D" and incorporated by reference as if fully set out herein. The LOCAL GOVERNMENT will be responsible for

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providing payment, which represents 100% of the DEPARTMENT's PE Oversight Estimate at the time of the Project Framework Agreement execution.

If at any time the PE Oversight funds are depleted within \$5,000 of the remaining PE Oversight balance and project activities and tasks are still outstanding, the LOCAL GOVERNMENT shall, upon request, make additional payment to the DEPARTMENT. The payment shall be determined by prorating the percentage complete and using the same estimate methodology as provided in Attachment "D". If there is an unused balance after completion of all tasks and phases of the project, then pending a final audit, the remainder will be refunded to the sponsor.

4. It is understood and agreed by the DEPARTMENT and the LOCAL GOVERNMENT that the funding portion as identified in Attachment "A" of this Agreement only applies to the PE. The Right of Way and Construction funding estimate levels as specified in Attachment "A" are provided herein for planning purposes and do not constitute a funding commitment for right of way and construction. The DEPARTMENT will prepare LOCAL GOVERNMENT Specific Activity Agreements for funding applicable to other activities when appropriate.

Further, the LOCAL GOVERNMENT shall be responsible for repayment of any expended federal funds if the PROJECT do not proceed forward to completion due to a lack of available funding in future PROJECT phases, changes in local priorities or

cancellation of the PROJECT by the LOCAL GOVERNMENT without concurrence by the DEPARTMENT.

5. In accordance with Georgia Code 32-2-2, The LOCAL GOVERNMENT shall be responsible for all costs for the continual maintenance and operations of any and all sidewalks and the grass strip between the curb and sidewalk within the PROJECT limits. The LOCAL GOVERNMENT shall also be responsible for the continual maintenance and operation of all lighting systems installed to illuminate any roundabouts constructed as part of this PROJECT. Furthermore, the LOCAL GOVERNMENT shall also be responsible for the maintaining of all landscaping installed as part of any roundabout constructed as part of this PROJECT.

6. Both the LOCAL GOVERNMENT and the DEPARTMENT hereby acknowledge that Time is of the Essence. It is agreed that both parties shall adhere to the schedule of activities currently established in the approved Transportation Improvement Program/State Transportation Improvement Program, hereinafter referred to as "TIP/STIP". Furthermore, all parties shall adhere to the detailed project schedule as approved by the DEPARTMENT, attached as Attachment "B" and incorporated herein by reference. In the completion of respective commitments contained herein, if a change in the schedule is needed, the LOCAL GOVERNMENT shall notify the DEPARTMENT in writing of the proposed schedule change and the DEPARTMENT shall acknowledge the change through written response letter; provided that the DEPARTMENT shall have final authority for approving any change.

Revised: 12/2011

If, for any reason, the LOCAL GOVERNMENT does not produce acceptable deliverables in accordance with the approved schedule, the DEPARTMENT reserves the right to delay the PROJECT's implementation until funds can be re-identified for right of way or construction phases, as applicable.

7. The LOCAL GOVERNMENT shall certify that the regulations for "CERTIFICATION OF COMPLIANCES WITH FEDERAL PROCUREMENT REQUIREMENTS, STATE AUDIT REQUIREMENTS, and FEDERAL AUDIT REQUIREMENTS" are understood and will comply in full with said provisions.

8. The LOCAL GOVERNMENT shall accomplish the PE activities for the PROJECT. The PE activities shall be accomplished in accordance with the DEPARTMENT's Plan Development Process hereinafter referred to as "PDP", the applicable guidelines of the American Association of State Highway and Transportation Officials, hereinafter referred to as "AASHTO", the DEPARTMENT's Standard Specifications Construction of Transportation Systems, and all applicable design guidelines and policies of the DEPARTMENT to produce a cost effective PROJECT. Failure to follow the PDP and all applicable guidelines and policies will jeopardize the use of Federal Funds in some or all categories outlined in this agreement, and it shall be the responsibility of the LOCAL GOVERNMENT to make up the loss of that funding. The LOCAL GOVERNMENT's responsibility for PE activities shall include, but is not limited to the following items:

a. Prepare the PROJECT Concept Report and Design Data Book in accordance with the format used by the DEPARTMENT. The concept for the PROJECT shall be developed to accommodate the future traffic volumes as generated by the LOCAL GOVERNMENT as provided for in paragraph 7b and approved by the DEPARTMENT. The concept report shall be approved by the DEPARTMENT prior to the LOCAL GOVERNMENT beginning further development of the PROJECT plans. It is recognized by the parties that the approved concept may be updated or modified by the LOCAL GOVERNMENT as required by the DEPARTMENT and re-approved by the DEPARTMENT during the course of PE due to updated guidelines, public input, environmental requirements, Value Engineering recommendations, Public Interest Determination (PID) for utilities, utility/railroad conflicts, or right of way considerations.

b. Prepare a Traffic Study for the PROJECT that includes Average Daily Traffic, hereinafter referred to as "ADT", volumes for the base year (year the PROJECT is expected to be open to traffic) and design year (base year plus 20 years) along with Design Hour Volumes, hereinafter referred to as "DHV", for the design year. DHV includes morning (AM) and evening (PM) peaks and other significant peak times. The Study shall show all through and turning movement volumes at intersections for the ADT and DHV volumes and shall indicate the percentage of trucks on the facility. The Study shall also include signal warrant evaluations for any additional proposed signals on the PROJECT.

c. Prepare environmental studies, documentation reports and complete Environmental Document for the PROJECT along with all environmental re-

evaluations required that show the PROJECT is in compliance with the provisions of the National Environmental Policy Act or the Georgia Environmental Policy Act as per the DEPARTMENT's Environmental Procedures Manual, as appropriate to the PROJECT funding. This shall include any and all archaeological, historical, ecological, air, noise, community involvement, environmental justice, flood plains, underground storage tanks, and hazardous waste site studies required. The completed Environmental Document approval shall occur prior to Right of Way funding authorization. A re-evaluation is required for any design change as described in Chapter 7 of the Environmental Procedures Manual. In addition, a re-evaluation document approval shall occur prior to any Federal funding authorizations if the latest approved document is more than 6 months old. The LOCAL GOVERNMENT shall submit to the DEPARTMENT all studies, documents and reports for review and approval by the DEPARTMENT, the FHWA and other environmental resource agencies. The LOCAL GOVERNMENT shall provide Environmental staff to attend all PROJECT related meetings where Environmental issues are discussed. Meetings include, but are not limited to, concept, field plan reviews and value engineering studies.

d. Prepare all PROJECT public hearing and public information displays and conduct all required public hearings and public information meetings with appropriate staff in accordance with DEPARTMENT practice.

e. Perform all surveys, mapping, soil investigations and pavement evaluations needed for design of the PROJECT as per the appropriate DEPARTMENT Manual.

f. Perform all work required to obtain all applicable PROJECT permits, including, but not limited to, Cemetery, TVA and US Army Corps of Engineers permits, Stream Buffer Variances and Federal Emergency Management Agency (FEMA) approvals. The LOCAL GOVERNMENT shall provide all mitigation required for the project, including but not limited to permit related mitigation. All mitigation costs are considered PE costs. PROJECT permits and non-construction related mitigation must be obtained and completed 3 months prior to the scheduled let date. These efforts shall be coordinated with the DEPARTMENT.

g. Prepare the stormwater drainage design for the PROJECT and any required hydraulic studies for FEMA Floodways within the PROJECT limits. Acquire of all necessary permits associated with the Hydrology Study or drainage design.

h. Prepare utility relocation plans for the PROJECT following the DEPARTMENT's policies and procedures for identification, coordination and conflict resolution of existing and proposed utility facilities on the PROJECT. These policies and procedures, in part, require the Local Government to submit all requests for existing, proposed, and relocated facilities to each utility owner within the project area. Copies of all such correspondence, including executed agreements for reimbursable utility/railroad relocations, shall be forwarded to the DEPARTMENT's Project Manager and the District Utilities Engineer and require that any conflicts with the PROJECT be resolved by the LOCAL GOVERNMENT. If it is determined that the PROJECT is located on an on-system route or is a DEPARTMENT LET PROJECT, the LOCAL GOVERNMENT and the District Utilities Engineer shall ensure that permit applications are approved for each utility company in conflict with

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the project. If it is determined through the DEPARTMENT's Project Manager and State Utilities Office during the concept or design phases the need to utilize Overhead/Subsurface Utility Engineering, hereinafter referred to as "SUE", to obtain the existing utilities, the LOCAL GOVERNMENT shall be responsible for acquiring those services. SUE costs are considered PE costs.

i. Prepare, in English units, Preliminary Construction plans, Right of Way plans and Final Construction plans that include the appropriate sections listed in the Plan Presentation Guide, hereinafter referred to as "PPG", for all phases of the PDP. All drafting and design work performed on the project shall be done utilizing Microstation V8i and InRoads software respectively using the DEPARTMENT's Electronic Data Guidelines. The LOCAL GOVERNMENT shall further be responsible for making all revisions to the final right of way plans and construction plans, as deemed necessary by the DEPARTMENT, for whatever reason, as needed to acquire the right of way and construct the PROJECT.

j. Prepare PROJECT cost estimates for construction, Right of Way and Utility/railroad relocation along with a Benefit Cost, hereinafter referred to as "B/C ratio" at the following project stages: Concept, Preliminary Field Plan Review, Right of Way plan approval (Right of Way cost only), Final Field Plan Review and Final Plan submission using the applicable method approved by the DEPARTMENT. The cost estimates and B/C ratio shall also be updated annually if the noted project stages occur at a longer frequency. Failure of the LOCAL GOVERNMENT to provide timely and accurate cost estimates and B/C ratio may delay the PROJECT's

implementation until additional funds can be identified for right of way or construction, as applicable.

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

l. Provide certification, by a Level II Certified Design Professional that the Erosion Control Plans have been prepared under the guidance of the certified professional in accordance with the current Georgia National Pollutant Discharge Elimination System.

m. Provide a written certification that all appropriate staff (employees and consultants) involved in the PROJECT has attended or are scheduled to attend the Department's PDP Training Course. The written certification shall be received by the Department no later than the first day of February of every calendar year until all phases have been completed.

9. The Primary Consultant firm or subconsultants hired by the LOCAL GOVERNMENT to provide services on the PROJECT shall be prequalified with the DEPARTMENT in the appropriate area-classes. The DEPARTMENT shall, on request, furnish the LOCAL GOVERNMENT with a list of prequalified consultant firms in the appropriate area-classes. The LOCAL GOVERNMENT shall comply with all applicable state and federal regulations for the procurement of design services and in accordance

with the Brooks Architect-Engineers Act of 1972, better known as the Brooks Act, for any consultant hired to perform work on the PROJECT.

10. The DEPARTMENT shall review and has approval authority for all aspects of the PROJECT provided however this review and approval does not relieve the LOCAL GOVERNMENT of its responsibilities under the terms of this agreement. The DEPARTMENT will work with the FHWA to obtain all needed approvals as deemed necessary with information furnished by the LOCAL GOVERNMENT.

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

12. The LOCAL GOVERNMENT unless otherwise noted in Attachment "A" shall be responsible for funding all LOCAL GOVERNMENT owned utility relocations and all other reimbursable utility/railroad costs. The utility costs shall include but are not limited to PE, easement acquisition, and construction activities necessary for the utility/railroad to accommodate the PROJECT. The terms for any such reimbursable relocations shall be laid out in an agreement that is supported by plans, specifications, and itemized costs of the work agreed upon and shall be executed prior to certification by the

Revised: 12/2011

DEPARTMENT. The LOCAL GOVERNMENT shall certify via written letter to the DEPARTMENT's Project Manager and District Utilities Engineer that all Utility owners' existing and proposed facilities are shown on the plans with no conflicts 3 months prior to advertising the PROJECT for bids and that any required agreements for reimbursable utility/railroad costs have been fully executed. Further, this certification letter shall state that the LOCAL GOVERNMENT understands that it is responsible for the costs of any additional reimbursable utility/railroad conflicts that arise during construction.

13. The DEPARTMENT will be responsible for all railroad coordination on DEPARTMENT Let and/or State Route (On-System) projects; the LOCAL GOVERNMENT shall address concerns, comments, and requirements to the satisfaction of the Railroad and the DEPARTMENT. If the LOCAL GOVERNMENT is shown to LET the construction in Attachment "A" on off-system routes, the LOCAL GOVERNMENT shall be responsible for all railroad coordination and addressing concerns, comments, and requirements to the satisfaction of the Railroad and the DEPARTMENT for the PROJECT.

14. The LOCAL GOVERNMENT shall be responsible for acquiring a Value Engineering Consultant for the DEPARTMENT to conduct a Value Engineering Study if the total estimated PROJECT cost is \$10 million or more. The Value Engineering Study cost is considered a PE cost. The LOCAL GOVERNMENT shall provide project related design data and plans to be evaluated in the study along with appropriate staff to present and answer questions about the to the study team. The LOCAL

Revised: 12/2011

GOVERNMENT shall provide responses to the study recommendations indicating whether they will be implemented or not. If not, a valid response for not implementing shall be provided. Total project costs include PE, right of way, and construction, reimbursable utility/railroad costs.

15. The LOCAL GOVERNMENT, unless shown otherwise on Attachment "A", shall acquire the Right of way in accordance with the law and the rules and regulations of the FHWA including, but not limited to, Title 23, United States Code; 23 CFR 710, et. Seq., and 49 CFR Part 24 and the rules and regulations of the DEPARTMENT. Upon the DEPARTMENT's approval of the PROJECT right of way plans, verification that the approved environmental document is valid and current, a written notice to proceed will be provided by the DEPARTMENT for the LOCAL GOVERNMENT to stake the right of way and proceed with all pre-acquisition right of way activities. The LOCAL GOVERNMENT shall not proceed to property negotiation and acquisition whether or not the right of way funding is Federal, State or Local, until the right of way agreement named "Contract for the Acquisition of Right of Way" prepared by the DEPARTMENT's Office of Right of Way is executed between the LOCAL GOVERNMENT and the DEPARTMENT. Failure of the LOCAL GOVERNMENT to adhere to the provisions and requirements specified in the acquisition contract may result in the loss of Federal funding for the PROJECT and it will be the responsibility of the LOCAL GOVERNMENT to make up the loss of that funding. Right of way costs eligible for reimbursement include land and improvement costs, property damage values, relocation assistance expenses and contracted property management costs. Non reimbursable right of way

Revised: 12/2011

costs include administrative expenses such as appraisal, consultant, attorney fees and any in-house property management or staff expenses. The LOCAL GOVERNMENT shall certify that all required right of way is obtained and cleared of obstructions, including underground storage tanks, 3 months prior to advertising the PROJECT for bids.

16. The DEPARTMENT unless otherwise shown in Attachment "A" shall be responsible for Letting the PROJECT to construction, solely responsible for executing any agreements with all applicable utility/railroad companies and securing and awarding the construction contract for the PROJECT when the following items have been completed and submitted by the LOCAL GOVERNMENT:

- a. Submittal of acceptable PROJECT PE activity deliverables noted in this agreement.
- b. Certification that all needed rights of way have been obtained and cleared of obstructions.
- c. Certification that the environmental document is current and all needed permits and mitigation for the PROJECT have been obtained.
- d. Certification that all Utility/Railroad facilities, existing and proposed, within the PROJECT limits are shown, any conflicts have been resolved and reimbursable agreements, if applicable, are executed.

If the LOCAL GOVERNMENT is shown to LET the construction in Attachment "A", the LOCAL GOVERNMENT shall provide the above deliverables and certifications and

shall follow the requirements stated in Chapters 10, 11, 12 and 13 of the DEPARTMENT's Local Administered Project Manual. The LOCAL GOVERNMENT shall be responsible for providing qualified construction oversight with their personnel or by employing a Consultant firm prequalified in Area Class 8.01 to perform construction oversight. The LOCAL GOVERNMENT shall be responsible for employing a GDOT prequalified consultant in area classes 6.04a and 6.04b for all materials testing on the PROJECT, with the exception of field concrete testing. All materials testing, including field concrete testing shall be performed by GDOT certified technicians who are certified for the specific testing they are performing on the PROJECT. The testing firm(s) and the individual technicians must be submitted for approval prior to Construction.

17. The LOCAL GOVERNMENT shall provide a review and recommendation by the engineer of record concerning all shop drawings prior to the DEPARTMENT review and approval. The DEPARTMENT shall have final authority concerning all shop drawings.

18. The LOCAL GOVERNMENT agrees that all reports, plans, drawings, studies, specifications, estimates, maps, computations, computer files and printouts, and any other data prepared under the terms of this Agreement shall become the property of the DEPARTMENT if the PROJECT are being let by the DEPARTMENT. This data shall be organized, indexed, bound, and delivered to the DEPARTMENT no later than the advertisement of the PROJECT for letting. The DEPARTMENT shall have the right to

use this material without restriction or limitation and without compensation to the LOCAL GOVERNMENT.

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

20. The DEPARTMENT shall be furnished with a copy of all contracts and agreements between the LOCAL GOVERNMENT and any other agency or contractor associated with construction activities. The DEPARTMENT's Project Manager shall be the primary point of contact unless otherwise specified.

21. The LOCAL GOVERNMENT shall provide the DEPARTMENT with a detailed project schedule that reflects milestones, deliverables with durations for all pertinent activities to develop critical path elements. An electronic project schedule shall be submitted to the Project Manager after execution of this agreement.

This Agreement is made and entered into in FULTON COUNTY, GEORGIA, and shall be governed and construed under the laws of the State of Georgia.

The covenants herein contained shall, except as otherwise provided, accrue to the benefit of and be binding upon the successors and assigns of the parties hereto.

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

DEPARTMENT OF
TRANSPORTATION

CITY OF ROSWELL

BY: [Signature]
Commissioner

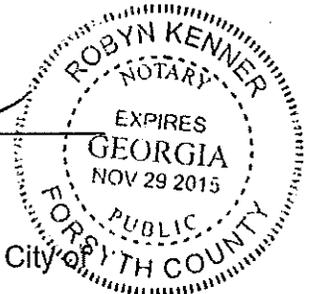
BY: [Signature]
Jere Wood
Mayor

ATTEST: [Signature]
Treasurer

Signed, sealed and delivered this 21st
day of December, 2012, in the
presence of:

[Signature]
Witness

[Signature]
Notary Public



This Agreement approved by the City of
Roswell, the 14th day of
NOV, 2012

Attest
[Signature]
Marlee Press, City Clerk

FEIN: 58-6000655

Attachment "A" Funding Sources and Distribution
Project No.: 0010866 Sponsor: City of Roswell

Attach "Project Manager" Project Charging Form for Approval

Preliminary Engineering Phase I		Preliminary Engineering - Phase I ¹			GDOT Oversight for PE (Phase I) ²			Preliminary Engineering Grand Total (Phase I)		
Percentage	PE Amount	Maximum PE Participation Amount (\$)	Participant	PE Activity Sponsor	Percentage	Amount	Participant	Percentage	Amount	
80%	\$60,000.00	\$80,000.00	Federal	Local Government	80%	\$19,200.00	Federal	80%	\$80,000.00	
20%	\$15,200.00	\$20,000.00	State		20%	\$4,800.00	State	20%	\$20,000.00	
0%	\$0.00	N/A	Local		0%	\$0.00	Local	0%	\$0.00	
0%	\$0.00	\$0.00	Other		0%	\$0.00	Other	0%	\$0.00	
Total	\$75,000.00				100%	\$24,000.00		100%	\$100,000.00	

Right of Way Phase II		Right of Way - Phase II ¹			Acquisition Fund By:		
Percentage	ROW Amount	Maximum ROW Participation Amount (\$)	Participant	Acquisition By:	Percentage	Amount	Participant
#DIV/0!	\$0.00	\$0.00	Federal	Local Government			
#DIV/0!	\$0.00	\$0.00	State				
#DIV/0!	\$0.00	N/A	Local				
#DIV/0!	\$0.00	\$0.00	Other				
Total	\$0.00			GDOT			

Construction Phase III		Construction - Phase III ¹			Construction Oversight for CST (Phase III) ²		
Percentage	CST Amount	Maximum CST Participation Amount (\$)	Participant	Letting By:	Percentage	Amount	Participant
80%	\$320,000.00	\$320,000.00	Federal	Local Government			
20%	\$80,000.00	\$80,000.00	State				
0%	\$0.00	N/A	Local				
0%	\$0.00	\$0.00	Other				
Total	\$400,000.00						

Summary of Phases I Through III		Grand Total - All Phases I through III		
Percentage	CST Amount	Maximum Participation Amount (\$)	Participant	Participant
80%	\$400,000.00	\$400,000.00	Federal	Federal
20%	\$100,000.00	\$100,000.00	State	State
0%	\$0.00	N/A	Local	Local
0%	\$0.00	\$0.00	Other	Other
Total	\$500,000.00			

Handwritten signature/initials

¹The maximum allowable GDOT participating amounts for PE phase are shown above. The local government will only be reimbursed the percentage of the accrued invoiced amounts up to but not to exceed the maximum amount indicated.

²GDOT Oversight for PE (Phase I) is detailed in Attachment "D".

³ Right-of-Way and Construction amounts shown are for budget planning purposes only.

NOTE: Separate GDOT P.O.s will be established for each funding phase.

Revised: 12/2011

The GDOT Oversight check shall be remitted to the District Planning and Programming Engineer along with the signed Project Framework Agreement (PFA).

Attachment "A" Funding Sources and Distribution
 Project No.: 0010866 Sponsor: City of Roswell

Attach "Project Manager" Project Charging Form for Approval

Preliminary Engineering Phase I		Preliminary Engineering - Phase I ¹				GDOT Oversight for PE (Phase I) ²			Preliminary Engineering Grand Total (Phase I)	
Percentage	PE Amount	Maximum PE Participation Amount (\$)	Participant	PE Activity Sponsor	Percentage	Amount	Participant	Percentage	Amount	
80%	\$60,800.00	\$60,800.00	Federal	Local Government	80%	\$19,200.00	Federal	80%	\$80,000.00	
20%	\$15,200.00	\$15,200.00	State		20%	\$4,800.00	State	20%	\$20,000.00	
0%	\$0.00	N/A	Local		0%	\$0.00	Local	0%	\$0.00	
0%	\$0.00	\$0.00	Other		0%	\$0.00	Other	0%	\$0.00	
100%	\$76,000.00				100%	\$24,000.00		100%	\$100,000.00	

Right of Way Phase II		Right of Way - Phase II ³				Utility Phase IV	
Percentage	ROW Amount	Maximum ROW Participation Amount (\$)	Participant	Acquisition By:	Percentage	Amount	Utility Relocation - Phase IV
#DIV/0!	\$0.00	\$0.00	Federal	Local Government	100%	\$0.00	Railroad Funding By:
#DIV/0!	\$0.00	\$0.00	State				
#DIV/0!	\$0.00	N/A	Local				
#DIV/0!	\$0.00	\$0.00	Other				
Total	\$0.00						

Construction Phase III		Construction - Phase III ³				Construction Oversight for CST (Phase III) ²	
Percentage	CST Amount	Maximum CST Participation Amount (\$)	Participant	Letting By:	Percentage	Amount	Testing (Phase V) Funding By:
80%	\$320,000.00	\$320,000.00	Federal	Local Government	100%	\$0.00	Inspection (Phase VI) Funding By:
20%	\$80,000.00	\$80,000.00	State				
0%	\$0.00	N/A	Local				
0%	\$0.00	\$0.00	Other				
100%	\$400,000.00						

Grand Total - All Phases I through III			
Percentage	TOTAL Amount	Maximum Participation Amount (\$)	Participant
80%	\$400,000.00	\$380,800.00	Federal
20%	\$100,000.00	\$95,200.00	State
0%	\$0.00	N/A	Local
0%	\$0.00	\$0.00	Other
100%	\$500,000.00		

¹The maximum allowable GDOT participating amounts for PE phase are shown above. The local government will only be reimbursed the percentage of the accrued invoiced amounts up to but not to exceed the maximum amount indicated.

²GDOT Oversight for PE (Phase I) is detailed in Attachment "D".

³ Right-of-Way and Construction amounts shown are for budget planning purposes only.

NOTE: Separate GDOT P.O.s will be established for each funding phase.

The GDOT Oversight check shall be remitted to the District Planning and Programming Engineer along with the signed Project Framework Agreement (PFA).

Steve Anderson 1/18/13

ATTACHMENT "B" Project Timeline

PI # 0010866 – City of Roswell

Proposed Project Timeline

Environmental Phase			
Concept Phase			
Preliminary Plan Phase <i>Final</i>			
Right of Way Phase <i>N/A</i>			

Deadlines for Responsible Parties	Execute Agreement	Month/Year (Approve Concept)	Month/Year (Approve Env. Document)	Month/Year (Authorize Right of Way funds)	Month/Year (Authorize Const. funds)
	<i>NTP</i>	<i>MARCH 2013</i>	<i>SEPT 2013</i>	<i>JUNE 2013</i>	<i>DEC 2013</i>
	<i>JAN 2013</i>				

Annual Reporting Requirements

The Local Government shall provide a written status report to the Department's Project Manager with the actual phase completion date(s) and the percent complete/proposed completion date of incomplete phases. The written status report shall be received by the Department no later than the first day of February of every calendar year until all phases have been completed.

ATTACHMENT "C"

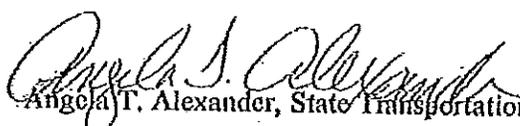
PI 0010866 City of Roswell
September 18, 2012

D.O.T. 68

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENTAL CORRESPONDENCE

FILE OFFICE Planning
DATE September 17, 2010

FROM 
Angela T. Alexander, State Transportation Planning Administrator

TO Todd I. Long, PE, PTOE, Director of Planning
Gerald M. Ross, PE, Chief Engineer/Deputy Commissioner

SUBJECT Preliminary Engineering Oversight for Project Managers/Project Delivery Staff

Note: This memo supersedes the previous PE Oversight Memo, dated August 17, 2010. PE Oversight funding for Safe Route to School (SRTS) projects are eligible for PE Oversight funds, paid for with funding from the SRTS program. No other changes were made to the memo.

As you are aware, the Department is unable to continue funding PE oversight with 100% motor fuel funds due to the decline in motor fuel revenues. As a result, the Department needs an established procedure detailing the circumstances under which the Department will fund PE oversight with federal-aid funds (matched with state motor fuel funds) and when the Department will request that the local government/project sponsor fund the Department's expenses associated with PE oversight. The PE Oversight funds will be used to fund staff man-hours and any other associated expenses incurred by any GDOT employee working on the project. Please note that the process detailed below applies equally to routes both on and off the state highway system.

GDOT Funds PE Oversight with Federal-Aid:

The Department will fund PE oversight with federal-aid funds (and matching motor fuel funds), only if a subsequent project phase (ROW, UTL, CST) is programmed within the first 4 active years of the currently approved TIP/STIP. The source of federal-aid funds to be used for the PE oversight activities is as follows:

- 1) Projects on the National Highway System will use NHS funds (L050) to finance GDOT's PE oversight expenses
- 2) Projects *not* on the National Highway System but eligible for Surface Transportation Program (STP) funds, will follow one of the scenarios below:
 - a) Projects in urban areas between 5,000 and 199,999 in population will use L200 funds (with MPO approval, if applicable)
 - b) Projects in urban areas with a population greater than 200,000 will use L230 funds (with MPO approval)
 - c) Projects in rural areas with a population less than 5,000 will use L250 funds
 - d) The Department may, at the joint discretion of the Chief Engineer and Director of Planning, apply L240 funds to any federal-aid eligible project

- 3) Projects which have received an earmark in federal legislation, will use a portion of the earmark funding for GDOT's PE oversight expenses, pending MPO approval if applicable. (Note: earmark funded projects could receive PE oversight funding regardless of the funding being programmed within the first 4 active years of a currently approved TIP/STIP).
- 4) Projects funded with Safe Route to School (SRTS) funds will use SRTS funds to finance GDOT's PE oversight expenses, regardless of whether or not a subsequent phase of the project appears in the STIP/TIP.

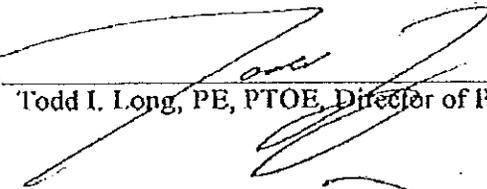
GDOT Requests Local Government/Project Sponsor to Fund PE Oversight:

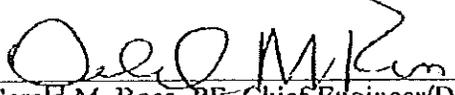
The Department will request that the local government fund PE oversight with 100% local funds under the following conditions:

- 1) A subsequent phase of the project is not programmed within the first 4 active years of the Currently approved TIP/STIP
- 2) The MPO has elected to not approve the use of L200 or L230 funds for GDOT's PE oversight expenses
- 3) The project is funded with CMAQ funds
- 4) The project is funded with an earmark identified in federal legislation and the local government/entity which secured the earmark (or MPO, if applicable) declines to allow GDOT to use a portion of the earmark for PE oversight expenses
- 5) The project is currently funded entirely with local funds; however, the local government intends to secure federal funding at a future date

Once the PE oversight process is implemented, it will be the responsibility of the GDOT Project Manager to work with the GDOT Office of Financial Management to establish an appropriate amount of federal-aid funded PE oversight funding, or work with the local government to secure locally sourced PE oversight funds.

If you approve of this process, please sign below. Once an acceptable process is developed and approved by both the Chief Engineer and Director of Planning, we will provide the finalized process to the Office of Program Control for distribution to the GDOT Project Managers and incorporation into future Project Framework Agreements. If you have any questions, please contact Matthew Fowler at 404-631-1777.

Approved:  _____ 9/27/12
Todd I. Long, PE, PTOE, Director of Planning Date

Approved:  _____ 10/7/12
Gerald M. Ross, PE, Chief Engineer/Deputy Commissioner Date

ATA:MF

GDOT Oversight Estimate for Locally Administered Project

Monday, September 24, 2012 11:18 AM

PI Number	0010866	Project Number	
County	Fulton	Project Length	0.400 Miles
Project Manager	Emmanuel, Peter	Project Cost	\$ 500,00
Project Type	Intersection Improvement		
Project Description	SR 140 at CS127/ Warsaw Road		
Expected Life of Project	1.00	Years	

Project Phase	Oversight Hours	Oversight Cost
1. Project Initiation	24	\$ 1,000.00
2. Concept Development	64	\$ 3,000.00
3. Database Preparation	188	\$ 6,000.00
4. Preliminary Design	164	\$ 7,000.00
5. Environmental	9	\$ -
6. Final Design	177	\$ 7,000.00
Travel Expenses		\$ -
Total Oversight Estimate	627	\$ 24,000.00
Percentage of Project Cost	4.80 %	

W:\DPPE\PFA\S\LOCAL PE PFA\ROSWELL\Oversight Estimate 0010866 ammended.xlsm

**ATTACHMENT E--GEORGIA SECURITY AND IMMIGRATION COMPLIANCE ACT
AFFIDAVIT**

Name of Contracting Entity: City of Roswell, GA
Contract No. and Name: PI 0010866
SR140 @ CS127 / Wasaw Road

By executing this affidavit, the undersigned person or entity verifies its compliance with O.C.G.A. § 13-10-91, stating affirmatively that the individual, firm, or entity which is contracting with the Georgia Department of Transportation has registered with, is authorized to participate in, and is participating in the federal work authorization program commonly known as E-Verify, or any subsequent replacement program, in accordance with the applicable provisions and deadlines established in O.C.G.A. § 13-10-91.

The undersigned person or entity further agrees that it will continue to use the federal work authorization program throughout the contract period, and it will contract for the physical performance of services in satisfaction of such contract only with subcontractors who present an affidavit to the undersigned with the information required by O.C.G.A. § 13-10-91(b).

The undersigned person or entity further agrees to maintain records of such compliance and provide a copy of each such verification to the Georgia Department of Transportation within five (5) business days after any subcontractor is retained to perform such service.

47127
E-Verify / Company Identification Number

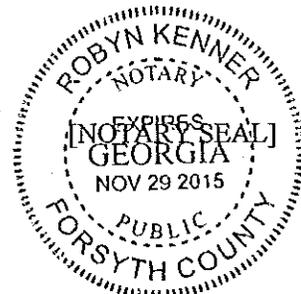
July 11, 2007
Date of Authorization

J. Wood
Signature of Authorized Officer or Agent
Jere Wood, Mayor
Printed Name of Authorized Officer or Agent

Mayor
Title of Authorized Officer or Agent

12/21/12
Date

SUBSCRIBED AND SWORN
BEFORE ME ON THIS THE
21st DAY OF December, 2012
Robyn Kenner
Notary Public
My Commission Expires: _____



ATTACHMENT "F"

TITLE VI INTRODUCTION

As a sub-recipient of federal funds from Georgia Department of Transportation, all municipalities are required to comply with Title VI of the Civil Rights Act of 1964 which provides that:

"No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, or be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal assistance under this title or carried out under this title."

Additionally, the Civil Rights Restoration Act of 1987, expanded the definition of the terms "programs and activities" to include all programs or activities of federal recipients, subrecipients, and contractors, whether or not such programs and activities are federally assisted.

The provisions of Title VI apply to all contractors, subcontractors, consultants and suppliers. And is a condition for receiving federal funds. All sub recipients must sign Title VI assurances that they will not discriminate as stated in Title VI of the Civil Rights Act of 1964.

In the event that the sub recipient distributes federal aid funds to second tier entity, the sub-recipient shall include Title VI language in all written documents and will monitor for compliance. If, these assurances are not signed, the City or County government may be subjected to the loss of federal assistance.

All sub recipients that receive federal assistance must also include Federal Highways Administrations 1273 in their contracts. The FHWA 1273 sets out guidance for ensuring non discrimination and encouraging minority participation and outreach.

Enclosed you will find Title VI acknowledgment form and the Title VI assurances. The Title VI acknowledgment form and Title VI assurances must be signed by your local government official if it has not been signed.

ATTACHMENT "F"

TITLE VI ACKNOWLEDGEMENT FORM

The City of Roswell assures that no person shall on the grounds of race, color, national origin or sex as provided by Title VI of the Civil Rights Act of 1964, and the Civil Rights Restoration Act of 1987 be excluded from participation in, be denied the benefits of, or otherwise be subjected to discrimination under any City or County sponsored program or activity. The City of Roswell assures that every effort will be made to ensure non discrimination in all of its programs or activities, whether those programs are federally funded or not.

Assurance of compliance therefore falls under the proper authority of the City Council or the County Board of Commissioners. The Title VI Coordinator or Liaison is authorized to ensure compliance with provisions of this policy and with the Law, including the requirements of 23 Code of Federal Regulations (CFR) 200 and 49 CFR 21.

Kay D. Love, City Administrator
Official Name and Title

12-18-12
Date

Citations:

Title VI of the Civil Rights Act of 1964; 42 USC 2000d to 2000d-4; 42 USC 4601 to 4655; 23 USC 109(h); 23 USC 324; DOT Order 1050.2; EO 12250; EO 12898; 28CFR 50.3

Other Nondiscrimination Authorities Expanded the range and scope of Title VI coverage and applicability

The 1970 Uniform Act (42 USC 4601)
Section 504 of the 1973 Rehabilitation Act (29 USC 790)
The 1973 Federal-aid Highway Act (23 USC 324)
The 1975 Age Discrimination Act (42 USC 6101)
Implementing Regulations (49 CFR 21 & 23 CFR 200)
Executive Order 12898 on Environmental Justice (EJ)
Executive Order 13166 on Limited English Proficiency (LEP)