

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

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

FILE P.I. # 0010874

OFFICE Design Policy & Support

Fulton County
GDOT District 7 - Metro Atlanta
Big Creek Parkway - From West of SR 140
to East of SR 140

DATE 6/30/2015

FROM  for 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:

Glenn Bowman, Director of Engineering
Joe Carpenter, Director of P3/Program Delivery
Genetha Rice-Singleton, Assistant Director of P3/Program Delivery
Albert Shelby, State Program Delivery Engineer
Darryl VanMeter, State Innovative Delivery Engineer
Bobby Hilliard, Program Control Administrator
Cindy VanDyke, State Transportation Planning Administrator
Hiral Patel, State Environmental Administrator
Ben Rabun, State Bridge Engineer
Andrew Heath, State Traffic Engineer
Angela Robinson, Financial Management Administrator
Lisa Myers, State Project Review Engineer
Charles "Chuck" Hasty, State Materials Engineer
Lee Upkins, State Utilities Engineer
Richard Cobb, Statewide Location Bureau Chief
Kathy Zahul, District Engineer
Scott Lee, District Preconstruction Engineer
Patrick Allen, District Utilities Engineer
Vinesha Pegram, Project Manager
BOARD MEMBER - 6th Congressional District

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

Project Type: New Location P.I. Number: 0010874
 GDOT District: 7 County: Fulton
 Federal Route Number: N/A State Route Number: N/A

Big Creek Parkway From West of State Route 140 to East of State Route 140 – Including New Bridge- City of Roswell

Submitted for approval:

Jeremy T. Busby 2/24/2015
 Jeremy Busby, PE, Gresham, Smith & Partners Date

Robert Dell-Ross 2-24-15
 Robert Dell-Ross, PE, City of Roswell Date

Albert Shelly 3-5-2015
 State Program Delivery Engineer Date

Jenisha C. Pappas 2-24-2015
 GDOT Project Manager Date

Recommendation for approval:

HIRAL PATEL*/EKP 3/23/2015
 State Environmental Administrator Date

KEN WERHO*/EKP 3/25/2015
 FOR State Traffic Engineer Date

LISA MYERS*/EKP 3/23/2015
 Project Review Engineer Date

YOLONDA PRIDE-FOSTER*/EKP 3/31/2015
 FOR State Utilities Engineer Date

BEN RABUN*/EKP 6/8/2015
 District Engineer Date
 State Bridge Engineer Date

MPO Area: This project is consistent with the MPO adopted Regional Transportation Plan (RTP)/Long Range Transportation Plan (LRTP).

Rural Area: This project is consistent with the goals outlined in the Statewide Transportation Plan (SWTP) and/or is included in the State Transportation Improvement Program (STIP).

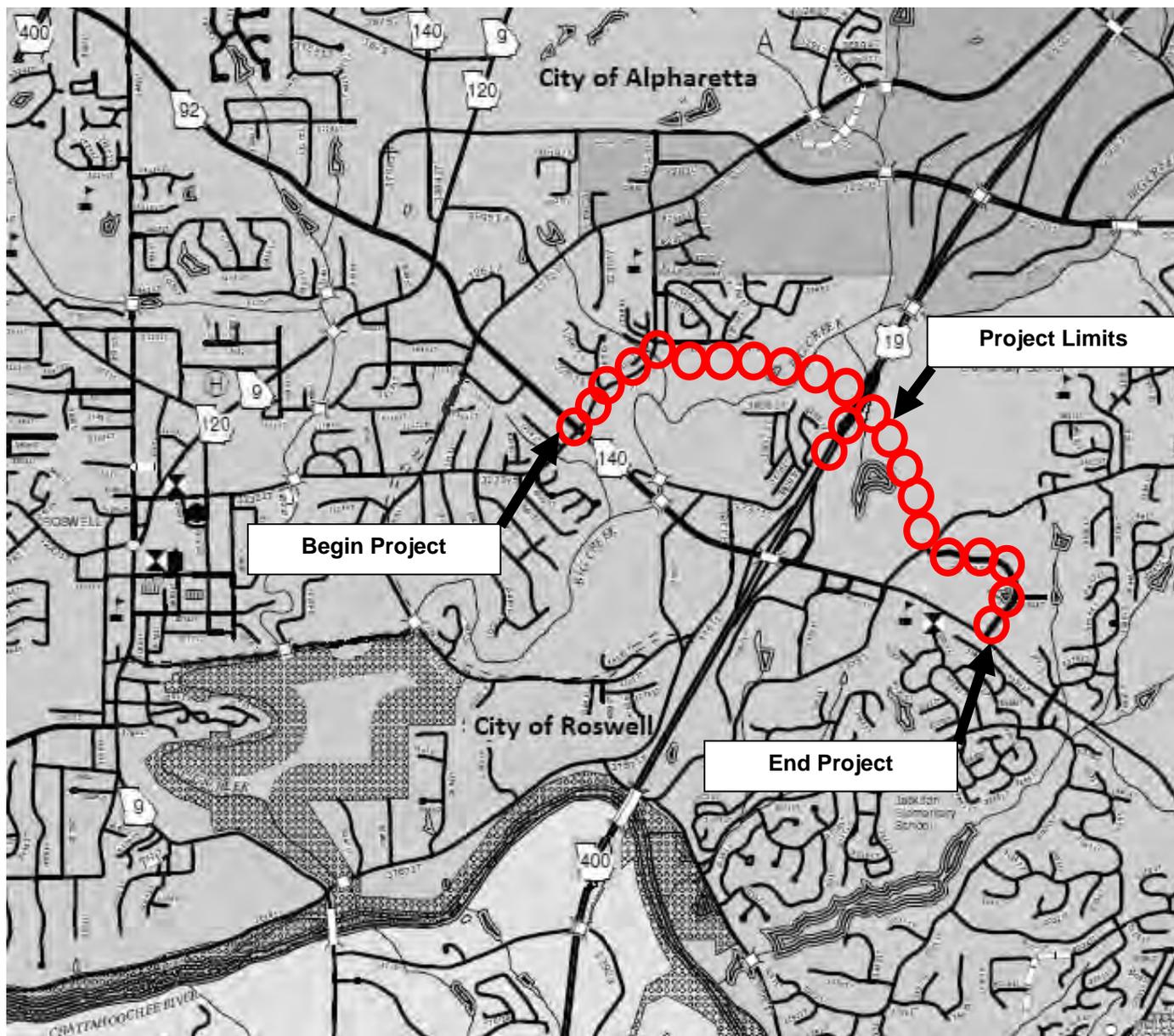
CINDY VAN DYKE #*/EKP 3/24/2015
 State Transportation Planning Administrator Date

GDOT PLANNING WILL COORDINATE WITH ATLANTA MPO REGARDING MODELING FOR THE APPROVED CONCEPT.

X-RECOMMENDATION ON FILE

County: Fulton

PROJECT LOCATION MAP



PI #0010874-Big Creek Parkway
Location Map

County: Fulton

PLANNING AND BACKGROUND

Project Justification Statement: The purpose of this project is to reduce traffic congestion in the vicinity of US 19/SR 400 and SR 140/Holcomb Bridge Road from Warsaw Rd to Holcomb Woods Pkwy and to improve the operations of the existing interchange with US 19/SR 400. Further, this project would provide improved multimodal connections to the Big Creek Park Bicycle Trail and Kimberly-Clark Corporate Campus.

Currently, five of the nine intersections along SR 140/Holcomb Bridge Road between Warsaw Road and Holcomb Woods Parkway operate at a level of service of D or less. Traffic is anticipated to increase along this corridor resulting in a 2038 no-build AADT of 70,850 vpd east of Warsaw Road. SR 140/Holcomb Bridge Road serves as the principle east-west corridor throughout the City of Roswell, particularly across US 19/SR 400 which bisects the City of Roswell and provides constrained interconnectivity for vehicular traffic, including emergency vehicles, as well as bicycle and pedestrian access. SR 140/Holcomb Bridge Road's interchange with US 19/SR 400 is the City's sole freeway access and also provides freeway access from Cherokee County, eastern Cobb County, the City of Johns Creek and the City of Norcross. Further, the crash and injury rates on SR 140/Holcomb Bridge Road far exceed the statewide average for similar type roadways. Because of the above concerns, the Georgia Department of Transportation recommended to the City of Roswell in a 2007 letter (see attachment) to the Mayor that the City should "...provide a second crossing of SR 400 in the immediate area of Holcomb Bridge Road...".

The Big Creek Parkway project is included in the City of Roswell's Transportation Plan as well as the North Fulton Comprehensive Transportation Plan. Additionally, this project both accommodates and is an essential component of the City's *Imagine Roswell-2030 Comprehensive Plan*. This future land use plan proposes that the existing northwest quadrant area of the SR 140/Holcomb Bridge Road at US 19/SR 400 interchange (the GA 400 – Holcomb Bridge Node) be redeveloped into a mixed-use village activity center. Big Creek Parkway with its enhanced connectivity and aesthetic improvements is seen by *the Imagine Roswell-2030 Comprehensive Plan* as one of the gateways into this future development.

Although the project termini will be finalized following the environmental review, the project's logical termini were determined from a 2008 planning analysis performed for the City by Gresham, Smith and Partners.

The primary goals of the project are as follows:

- Enhance local connectivity within the City of Roswell for motorists, bicycles, and pedestrians.
- Reduce the traffic volumes along SR 140/Holcomb Bridge Road between Warsaw Road and Holcomb Woods Parkway and across the US 19/SR 400 interchange.
- Improve east-west safety and emergency responses across US 19/SR 400.
- Meet a GDOT directive to provide an additional crossing of US 19/SR 400.

Existing conditions: Holcomb Bridge Road/ SR 140 presently has three travel lanes in each direction with urban border areas and a raised median. The intersection of Holcomb Bridge Road/ SR 140 with Warsaw Road is signalized with a dedicated left turn lane in each direction and a northbound right turn lane on Warsaw Road. Warsaw Road presently has two travel lanes with urban border areas. Holcomb Woods Parkway has urban border areas and two travel lanes in each direction with the outside lanes dropping into right turns at the Old Alabama Road and Holcomb Bridge Road/ SR 140 intersections.

Other projects in the area:

P.I. No. 751650 – This project would widen Old Alabama Road between just west of Nesbit Ferry Road to Buice Road for a length of 5.3 miles. The typical section would be four lanes with a center median (raised or flush), sidewalk on the south side of the roadway and a multi-use path on the north side of the roadway. This project is currently in the concept development phase with a long range let date.

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P.I. No. 0005428 – This project would provide additional turn lanes and acceptance lanes at the Old Alabama Road and Old Alabama Connector intersection. It is currently in the preliminary engineering phase.

P.I. No. 0001757 – This project would place HOV managed lanes along US 19/SR 400 from I-285/SR 407 to McFarland Road for a distance of 17 miles. This project is currently in the concept development phase with a long range let date.

P.I. No. 0000252 – This project would provide turn lanes at the SR 9/SR 120 and SR 140/SR 92 intersection and median along SR 9/SR120 from south of SR 140/SR 92 to Commerce Drive. The project is currently in the final engineering and right-of-way acquisition phases.

City of Roswell project- This locally funded project will add an early off exit lane from lane to Market Blvd from the northbound exit ramp at the US 19/SR 400 at the Holcomb Bridge Road/ SR 140 interchange. The project is currently in the conceptual design phase.

City of Roswell project – This locally funded project would add a connector roadway from a point on Mansell Road on either the west or east side of US 19/SR 400 to a connection with the proposed Big Creek Parkway. This project is currently in the conceptual planning phase.

MPO: Atlanta Regional Commission (ARC)

MPO Project ID FN-292

TIA Regional Commission: N/A

Congressional District(s): 6

Federal Oversight: PoDI Exempt State Funded Other

Projected Traffic: AADT

| | Current Year (2014) | Opening Year (2018) | Design Year (2038) | 24-Hour Truck Percentage |
|----------------------------|------------------------|------------------------|-----------------------|-----------------------------|
| Warsaw Rd | 9,200 | 15,475 | 18,825 | 6% |
| SR 140/Holcomb Bridge Road | 55,750 | 50,650 | 61,550 | 10% |
| Old Alabama Road | 19,350 | 18,450 | 22,350 | 5% |
| Big Creek Parkway | N/A | 11,150 | 13,700 | 8% |
| Holcomb Woods Parkway | 4,000 | 10,850 | 13,300 | 7% |

Traffic Projections Performed by: Gresham, Smith and Partners

Functional Classification (Big Creek Parkway): Urban Collector Street

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

Warrants met: None Bicycle Pedestrian Transit

The project is on the Blue Loop, Purple Loop, Brown Loop, and Orange Loop multimodal routes of the Roswell Loop Network as part of the Roswell Transportation Master Plan and includes several connector spurs planned along the project to existing multi-use trails in the vicinity. The Roswell Loop Network would include the installation of multi-use paths next to the road and the addition of on-street bicycle lanes.

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

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Pavement Evaluation and Recommendations

- Preliminary Pavement Evaluation Summary Report Required? No Yes *MBS*
- Preliminary Pavement Type Selection Report Required? No Yes *MBS*
- Feasible Pavement Alternatives: HMA PCC HMA & PCC *MBS*

DESIGN AND STRUCTURAL

Description of the proposed project: The proposed project would construct a new location (Big Creek Parkway) roadway in conjunction with other improvements creating a roadway network that will tie into SR 140/Holcomb Bridge Road on both sides of US 19/SR 400 (via Warsaw Road and Holcomb Woods Parkway). The portion of Warsaw Road from south of SR 140/Holcomb Bridge Road to the proposed intersection with Big Creek Parkway would be upgraded to four travel lanes with a raised median and urban border areas. The intersection of Warsaw Road with SR 140/Holcomb Bridge Road will be enhanced to have dual, lengthened left lanes on the north, west and east sides. SR 140/Holcomb Bridge Road’s widened median in the vicinity of this intersection will shift the eastbound travel lanes to the south displacing the existing eastbound right turn lanes or reconstructing portions of the urban border area. The improvements to Warsaw Road would end just past the intersection with Big Creek Parkway, where a roundabout is proposed. This new location, east-west roadway would extend from Warsaw Road and tie directly into existing Holcomb Woods Parkway with two travel lanes, bicycle lanes, a south side sidewalk and a north side multi-use trail. Big Creek Parkway would include new bridges over US 19/SR 400 and Big Creek. A ‘road diet’ would be performed on Holcomb Woods Parkway, an existing four lane roadway between the proposed east-west connector and SR 140/Holcomb Bridge Road in order to add bicycle lanes and a multi-use trail. Finally, Old Holcomb Bridge Road would be extended north from its present terminus along the west side of US 19/SR 400 with a multi-use trail in order to intersect with the proposed Big Creek Parkway and multi-use trail. The proposed project would be approximately 1.5 miles in length.

Major Structures:

| Structure | Existing | Proposed |
|--|----------|------------------------------------|
| Big Creek Parkway bridge over US 19/SR 400 | None | Length: 300 ft., Width: 64 ft. |
| Big Creek Parkway bridge over Big Creek | None | Length: 1600 ft., Width: 52 ft. |
| Big Creek Parkway-right side retaining wall between Big Creek and US 19/SR 400 | None | Length: 530 ft., Height: 22-38 ft. |

Sideroad Design Features: Warsaw Road from SR 140/Holcomb Bridge Road to Big Creek Parkway (Urban Collector)

| Feature | Existing | Standard* | Proposed |
|---|----------|---------------|---|
| Typical Section | | | |
| - Number of Lanes | 2 | 4 | 4 |
| - Lane Width(s) | 12 ft. | 11-12 ft. | 11 ft.-inside lanes 13 ft.-outside lanes |
| - Median Width & Type | N/A | 20 ft. raised | 8-32 ft. raised and 8-37 ft. roundabout splitter islands |
| - Outside Shoulder or Border Area Width | 10 ft. | 10-16 ft. | 10 ft. |
| - Outside Shoulder Slope | varies | 2% max | 2% max |
| - Inside Shoulder Width | N/A | N/A | N/A |
| - Sidewalks | 5 ft. | 5 ft. | 5 ft. sidewalk with 2 ft. buffer |

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| | | | |
|------------------------------------|-----------------------|----------------|------------------------------|
| - Auxiliary Lanes | 12 ft. left turn lane | 12 ft. | (1-2) 11 ft. left turn lanes |
| - Bike Lanes | N/A | 4 ft. | N/A |
| Posted Speed | 35 mph | | 35 mph |
| Design Speed | N/A | 35 mph | 35 mph |
| Min Horizontal Curve Radius | 847 ft. | 371 ft. | 847 ft. |
| Maximum Superelevation Rate | 4% | 4% | 4% |
| Maximum Grade | 6% | 10% | 5.5% |
| Access Control | N/A | N/A | N/A |
| Right-of-Way Width | N/A | N/A | 80 ft. |
| Design Vehicle | N/A | S-BUS-40 or SU | S-BUS-40 |

*According to current GDOT design policy if applicable

Sideroad Design Features: SR 140/Holcomb Bridge Road at Warsaw Road (Urban Principal Arterial)

| Feature | Existing | Standard* | Proposed |
|--|-----------------|------------------|----------------------------------|
| Typical Section | | | |
| - Number of Lanes | 6 | 4 | 6 |
| - Lane Width(s) | 11-12 ft. | 11-12 ft. | 12 ft. |
| - Median Width & Type | 20 ft. raised | 20 ft. raised | 8-32 ft. raised |
| - Outside Shoulder or Border Area Width | 10 ft. | 10 ft. | 10 ft. |
| - Outside Shoulder Slope | varies | 2% max | 2% max |
| - Inside Shoulder Width | N/A | N/A | N/A |
| - Sidewalks | 5 ft. | 5 ft. | 5 ft. sidewalk with 2 ft. buffer |
| - Auxiliary Lanes | 12 ft. | 12 ft. | (1-2) 12 ft. left turn lanes |
| - Bike Lanes | N/A | 4 ft. | N/A |
| Posted Speed | 45 mph | | 45 mph |
| Design Speed | N/A | 45 mph | 45 mph |
| Min Horizontal Curve Radius | N/A | N/A | N/A |
| Maximum Superelevation Rate | N/A | 4% | 4% |
| Maximum Grade | N/A | 7% | 7% |
| Access Control | N/A | N/A | N/A |
| Right-of-Way Width | N/A | N/A | 125 ft. |
| Design Vehicle | N/A | WB-40 or WB-62 | WB-62 |

*According to current GDOT design policy if applicable

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Mainline Design Features: Big Creek Parkway-new location from Warsaw Road to Holcomb Woods Parkway (Urban Collector)

| Feature | Existing | Standard* | Proposed |
|--|----------|----------------|--|
| Typical Section | | | |
| - Number of Lanes | N/A | 2 | 2 |
| - Lane Width(s) | N/A | 11-12 ft. | 11 ft. |
| - Median Width & Type | N/A | N/A | 8-32 ft. raised Roundabout splitter islands varies 10-37 ft. |
| - Outside Shoulder or Border Area Width | N/A | 10-16 ft. | South side: 10 ft. North side: 20.5 ft. |
| - Outside Shoulder Slope | N/A | 2% max | 2% max |
| - Inside Shoulder Width | N/A | N/A | N/A |
| - Sidewalks | N/A | 5 ft. | South side: 5 ft. sidewalk with 2 ft. buffer North side: 10 ft. multi-use trail with 5 ft. buffer |
| - Auxiliary Lanes | N/A | N/A | None |
| - Bike Lanes | N/A | 4 ft. | 4 ft. |
| Posted Speed | N/A | | 35 mph |
| Design Speed | N/A | 35 mph | 35 mph |
| Min Horizontal Curve Radius | N/A | 371 ft. | 400 ft. |
| Maximum Superelevation Rate | N/A | 4% | 4% |
| Maximum Grade | N/A | 10% | 9.5% |
| Access Control | N/A | N/A | N/A |
| Right-of-Way Width | N/A | N/A | 100-135 ft. |
| Design Vehicle | N/A | S-BUS-40 or SU | S-BUS-40 |

*According to current GDOT design policy if applicable

Mainline Design Features: Holcomb Woods Parkway (Urban Local)

| Feature | Existing | Standard* | Proposed |
|--|---------------|---------------|--|
| Typical Section | | | |
| - Number of Lanes | 4 | 2 | 2 |
| - Lane Width(s) | 12 ft. | 11-12 ft. | 11 ft. |
| - Median Width & Type | 16 ft. raised | 20 ft. raised | 16 ft. raised |
| - Outside Shoulder or Border Area Width | 10 ft. | 10-16 ft. | South side: 10 ft. North side: 20.5 ft. |
| - Outside Shoulder Slope | varies | 2% max | 2% max |
| - Inside Shoulder Width | N/A | N/A | N/A |
| - Sidewalks | 5 ft. | 5 ft. | South side: 5 ft. sidewalk with 2 ft. buffer |

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| | | | |
|-----------------------------|-----------------------|-----------------------|--|
| | | | North side: 10 ft. multi-use trail with 5 ft. buffer |
| - Auxiliary Lanes | 12 ft. left turn lane | 12 ft. left turn lane | 12 ft. left turn lane |
| - Bike Lanes | N/A | 4 ft. | 5 ft. with 7 ft. hatched buffer |
| Posted Speed | 35 mph | | 35 mph |
| Design Speed | N/A | 35 mph | 35 mph |
| Min Horizontal Curve Radius | 183 ft. | 371 ft. | 400 ft. |
| Maximum Superelevation Rate | 4% | 4% | 4% |
| Maximum Grade | 12% | 15% | 12% |
| Access Control | N/A | N/A | N/A |
| Right-of-Way Width | N/A | N/A | 90-100 ft. |
| Design Vehicle | N/A | S-BUS-40 or SU | S-BUS-40 |

*According to current GDOT design policy if applicable

Sideroad Design Features: Old Holcomb Bridge Road Extension (Urban Local)

| Feature | Existing | Standard* | Proposed |
|---|----------|----------------|--|
| Typical Section | | | |
| - Number of Lanes | N/A | 2 | 2 |
| - Lane Width(s) | N/A | 11-12 ft. | 12 ft. |
| - Median Width & Type | N/A | N/A | N/A |
| - Outside Shoulder or Border Area Width | N/A | 10-16 ft. | West side: 10 ft. East side: 20.5 ft. |
| - Outside Shoulder Slope | N/A | 2% max | 2% max |
| - Inside Shoulder Width | N/A | N/A | N/A |
| - Sidewalks | N/A | 5 ft. | West side: 5 ft. sidewalk with 2 ft. buffer East side: 10 ft. multi-use trail with 5 ft. buffer |
| - Auxiliary Lanes | N/A | N/A | N/A |
| - Bike Lanes | N/A | 4 ft. | N/A |
| Posted Speed | N/A | | 30 mph |
| Design Speed | N/A | 30 mph | 30 mph |
| Min Horizontal Curve Radius | N/A | 371 ft. | 400 ft. |
| Maximum Superelevation Rate | N/A | 4% | 4% |
| Maximum Grade | N/A | 10% | 10% |
| Access Control | N/A | N/A | N/A |
| Right-of-Way Width | N/A | N/A | 125 ft. |
| Design Vehicle | N/A | S-BUS-40 or SU | S-BUS-40 |

Major Interchanges/Intersections:

1. SR 140/Holcomb Bridge Road and Warsaw Road – High volume intersection constrained by commercial development; proposed improvements include lengthening the existing single left turn

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- lanes, adding dual left turn lanes on three sides and an additional lane in each direction on Warsaw Road.
2. Holcomb Woods Parkway, Old Alabama Road and Big Creek Parkway– Moderate volume intersection constrained by commercial development; proposed improvements include adding two bicycle lanes (one in each direction), sidewalk, and multi-use trail on Big Creek Parkway west of Old Alabama Road; a new southbound right turn lane on Old Alabama Road; and the addition of a sidewalk and multiuse trail on Holcomb Woods Parkway.
 3. SR 140/Holcomb Bridge Road and Holcomb Woods Parkway - High volume intersection constrained by commercial development; proposed improvements include widening an existing sidewalk for use as a multiuse trail and the addition of a second left turn lane on Holcomb Woods Parkway.
 4. Warsaw Road and Big Creek Parkway-New location moderate volume intersection with some constraints by residential development; proposed improvements include a partial dual lane roundabout, the multiuse trail and bicycle lanes on Big Creek Parkway, and pedestrian improvements elsewhere.

Lighting required: No Yes

It is outlined in the Project Framework Agreement (see attachments) that the City of Roswell will be responsible for the continual maintenance and operation of all lighting systems installed to illuminate any roundabouts constructed by the project.

Off-site Detours Anticipated: No Yes Undetermined

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:

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

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Design Variances to GDOT Standard Criteria anticipated:

| GDOT Standard Criteria | Reviewing Office | No | Undetermined | Yes | Appvl Date (if applicable) |
|-------------------------------------|-------------------------|-------------------------------------|--------------------------|--------------------------|-----------------------------------|
| 1. Access Control/Median Openings | DP&S | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| 2. Intersection Sight Distance | DP&S | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| 3. Intersection Skew Angle | DP&S | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| 4. Lateral Offset to Obstruction | DP&S | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| 5. Rumble Strips | DP&S | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| 6. Safety Edge | DP&S | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| 7. Median Usage | DP&S | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| 8. Roundabout Illumination Levels | DP&S | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| 9. Complete Streets | DP&S | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| 10. ADA & PROWAG | DP&S | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| 11. GDOT Construction Standards | DP&S | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| 12. GDOT Drainage Manual | DP&S | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| 13. GDOT Bridge & Structural Manual | Bridges | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |

VE Study anticipated: No Yes Completed – Date: 7/28/2014

UTILITY AND PROPERTY

Temporary State Route needed: No Yes Undetermined

Railroad Involvement: None

Utility Involvements:

- Fulton County Water Resources-sanitary sewer and water
- City of Roswell-sanitary sewer and water
- Ga Power Distribution-electric distribution
- Ga Power Transmission-electric transmission
- AT&T-telecommunications
- Atlanta Gas Light-natural gas
- Charter Cable-telecommunications
- Comcast-telecommunications
- Time Warner-telecommunications
- Zayo Fiber-telecommunications
- Verizon-telecommunications

SUE Required: No Yes Undetermined

Public Interest Determination Policy and Procedure recommended? No Yes

Right-of-Way (ROW): Existing width: N/A Proposed width: 100-135 ft.
 Required Right-of-Way anticipated: None Yes Undetermined
 Easements anticipated: None Temporary Permanent Utility Other

Anticipated total number of impacted parcels: 71
 Displacements anticipated: Businesses: 12
 Residences: 1
 Other: 2
 Total Displacements: 9

Location and Design approval: Not Required Required

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ROUNDBABOUTS

Roundabout Lighting Agreement/Commitment Letter received: No Yes

It is outlined in the Project Framework Agreement (see attachments) that the City of Roswell will be responsible for the continual maintenance and operation of all lighting systems installed to illuminate any roundabouts constructed by the project.

Roundabout Peer Review Required: No Yes Completed – Date:

CONTEXT SENSITIVE SOLUTIONS

Issues of Concern: Within the project study area, there are several apartment complexes within the corridor that are home to minority and low income communities. The proposed corridor is adjacent to a public park - Big Creek Park. The project corridor contains wetlands, streams, and floodplains along Big Creek.

The City of Roswell, based on public input, also desires improved connectivity for pedestrian and bicycle users across US 19/SR 400 and to the Big Creek Park and Big Creek Greenway. It is also desired, and supported by the project previous public input, that the Big Creek Parkway bridge over US 19/SR 400 serve as a gateway to the City of Roswell for motorists traveling on US 19/SR 400.

Context Sensitive Solutions Proposed: The proposed project alignment was designed to minimize impacts to environmentally sensitive areas. Displacements in the minority and low income community are being addressed through public outreach and coordination with stakeholders. The project proximity to Big Creek Park is being addressed by public outreach, coordination with Parks officials and stakeholders, avoidance of taking park land, and designing for pedestrian and bicycle connectivity to park facilities. Impacts to wetlands, streams, and floodplains are being addressed through coordination with state and federal agency officials through the PAR process and design to avoid and minimize impacts to water resources.

Landscaping will be placed on both sides of the roadway shoulders, landscaped planters will be used on the bridges' shoulders, and architectural features on both bridges are proposed to make the Big Creek Parkway more aesthetically pleasing to its users and better fit with its surroundings. These proposed improvements were added to the project based upon feedback received during the public outreach efforts.

ENVIRONMENTAL & PERMITS

Anticipated Environmental Document:

GEPA: **NEPA:** CE EA/FONSI EIS

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

Environmental Permits/Variations/Commitments/Coordination anticipated:

| Permit/ Variance/ Commitment/ Coordination Anticipated | No | Yes | Remarks |
|--|-------------------------------------|-------------------------------------|-------------------|
| 1. U.S. Coast Guard Permit | <input checked="" type="checkbox"/> | <input type="checkbox"/> | |
| 2. Forest Service/Corps Land | <input checked="" type="checkbox"/> | <input type="checkbox"/> | |
| 3. CWA Section 404 Permit | <input type="checkbox"/> | <input checked="" type="checkbox"/> | Individual Permit |
| 4. Tennessee Valley Authority Permit | <input checked="" type="checkbox"/> | <input type="checkbox"/> | |
| 5. Buffer Variance | <input type="checkbox"/> | <input checked="" type="checkbox"/> | |
| 6. Coastal Zone Management Coordination | <input checked="" type="checkbox"/> | <input type="checkbox"/> | |
| 7. NPDES | <input type="checkbox"/> | <input checked="" type="checkbox"/> | |
| 8. FEMA | <input type="checkbox"/> | <input checked="" type="checkbox"/> | |
| 9. Cemetery Permit | <input checked="" type="checkbox"/> | <input type="checkbox"/> | |

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| | | | |
|------------------------|-------------------------------------|--------------------------|--|
| 10. Other Permits | <input checked="" type="checkbox"/> | <input type="checkbox"/> | |
| 11. Other Commitments | <input checked="" type="checkbox"/> | <input type="checkbox"/> | |
| 12. Other Coordination | <input checked="" type="checkbox"/> | <input type="checkbox"/> | |

An individual permit for impacts to streams and wetlands may be needed as well as a Stream Buffer Variance. No rise certification will likely be required for the regulatory floodway at Big Creek.

Is a PAR required? No Yes Completed – Date:

The PAR was submitted to GDOT on December 16, 2014.

Environmental Comments and Information:

NEPA/GEPA: An Environmental Assessment is being prepared. It does not appear that Section 4(f) properties will be affected.

Ecology: Baseline Ecology Resources Survey and Aquatic Species Survey have been conducted and was approved on December 10, 2014. Ecology Resources Survey Report and Aquatic Species Survey Report are being prepared. Habitat is present for the following protected species:

- Georgia aster (*Symphiotrichum georgianus*) – Survey season: mid-October – November;
- Bay-star vine (*Schisandra glabra*) – Survey completed: no individuals present;
- Piedmont barren strawberry (*Waldsteinia lobata*) – Survey completed: no individuals present;
- Pink ladyslipper (*Cypripedium acaule*) – Survey completed: no individuals present;
- Halloween darter (*Percina scripta*) – Survey completed: no individuals present;
- Bluestripe shiner (*Cyprinella callitaenia*) – Survey completed: no individuals present;
- Highscale shiner (*Notropis hypsilepis*) – Survey completed: no individuals present;
- Chattahoochee crayfish (*Cambarus howardi*) – Survey completed: individuals are present.
- Other pending items:
- Onsite visit with GAEPD for state waters verification will occur in late August – early September. Minor changes to delineated waters and labeling may occur.

History: No eligible historic resources in the project APE. Both the HRS report and AOE require GDOT and SHPO concurrence. No additional surveys are required at this time.

Archeology: No cemeteries or archaeological resources were found within the APE. The Short Form for Negative finding requires GDOT concurrence and SHPO acknowledgement. No additional surveys are required at this time.

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
 Carbon Monoxide hotspot analysis: Required Not Required TBD

Noise Effects: This project meets the conditions for a Type 1 project. Therefore, the project would be modeled for traffic-related noise impacts. A Type 1 Noise Impact Assessment would be prepared.

Public Involvement: The public has been involved in the Big Creek Parkway project in a number of ways throughout the duration of the project. The public involvement process and engagement efforts incorporated a number of strategies aimed at encouraging community participation. These strategies included:

- Proactive engagement of business, civic and other stakeholder groups
- Maintenance of a project webpage on the City of Roswell's Transportation site
- Regular media updates and stakeholder E-Blasts
- Regularly-scheduled project open houses

County: Fulton

- Community briefings that allowed interested community members to receive current, accurate information
- Information Open House and Public Hearing

Four Public Information meetings were held between August 22, 2012 and December 10, 2014:

- Public Meeting #1 – August 22, 2012: Purpose was to inform the public that a process began, listen and document issues and concerns expressed regarding the project corridor.
- Public Meeting #2 – March 5, 2013: Purpose was to discuss the potential alternatives for the project.
- Public Meeting #3 – March 11, 2013: Purpose was to discuss the potential alternatives for the project.
- Public Meeting #4 – December 10, 2014: A GDOT format PIOH was held.

A number of community project briefings were held to allow community members an opportunity to receive current, accurate project information:

- November 5, 2012 – Mimosa Elementary School
- October 2012 – “Alive After Five” Outreach
- January 9, 2013 – Bike Roswell
- February 20, 2013 – Roswell Alpharetta Mountain Bike Organization
- June 2013 - “Alive After Five” Outreach
- June 19, 2013 – Liberty Square Community
- June 24, 2013 – Roswell City Council

Major stakeholders: A database of area stakeholders was developed. These major stakeholders included: Faith-based organizations, Homeowners’ Associations, Residents, Local businesses, Community advocates, Cultural organizations, Emergency responders, Media, Public officials, Developers, Employers, Educational institutions, Environmental Justice groups and Environmental Organizations.

CONSTRUCTION

Issues potentially affecting constructability/construction schedule: The peak morning and afternoon traffic volumes may affect the construction of some portions of the Big Creek Parkway overpass bridge at US 19/SR 400 as well as the intersection improvements. Also, flood events from the Big Creek may also affect the construction of Big Creek Parkway within the floodplain.

Early Completion Incentives recommended for consideration: No Yes

COORDINATION, ACTIVITIES, RESPONSIBILITIES, AND COSTS

Concept Meeting: January 14, 2015

Other coordination to date: North Fulton Community Improvement District and City of Alpharetta

| Project Activity | Party Responsible for Performing Task(s) |
|---|--|
| Concept Development | City of Roswell/Consultant with GDOT oversight |
| Design | City of Roswell/Consultant with GDOT oversight |
| Right-of-Way Acquisition | City of Roswell |
| Utility Relocation (Construction) | Utility Companies |
| Utility Coordination (Pre-Let) | City of Roswell |
| Letting to Contract | City of Roswell |
| Construction Supervision | City of Roswell |
| Providing Material Pits | Contractor |
| Providing Detours | Contractor |
| Environmental Studies, Documents, & Permits | City of Roswell/Consultant with GDOT oversight |
| Environmental Mitigation | City of Roswell |

County: Fulton

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| Construction Inspection & Materials Testing | GDOT |
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Project Cost Estimate Summary and Funding Responsibilities:

| | Breakdown of PE | ROW | Reimbursable Utility | CST* | Environmental Mitigation | Total Cost |
|------------------|-----------------|-------------------|----------------------|-------------------|--------------------------|--------------|
| Funded By | City of Roswell | City of Roswell** | City of Roswell | City of Roswell** | City of Roswell | |
| \$ Amount | \$3,000,000 | \$15,000,000 | \$800,000 | \$33,624,848 | \$0.00 (TBD) | \$52,424,848 |
| Date of Estimate | 3/21/2014 | 6/21/2014 | 4/24/2015 | 4/24/2015 | 3/21/2014 | |

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

**City of Roswell will pursue other federal and state funding sources in the future.

ALTERNATIVES DISCUSSION

Alternative selection: After establishing the purpose and need for the project from the public, the project team brought forth several different alternatives that the public reviewed and shortlisted during a public process. A Preferred Concept was identified at a City Council Transportation Meeting on June 24, 2013 based on all of the project data and the comments received from the public and stakeholder meetings. The alternatives discussed during the process included:

| | | | |
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| Preferred Alternative: The preferred alternative would construct an east-west connector (Big Creek Parkway) north of SR 140/Holcomb Bridge Road with bicycle lanes and a multi-use trail between Warsaw Road and Holcomb Woods Parkway. The project would include a new bridge over US 19/SR 400 within the City of Roswell. A 'road diet' would also be performed on Holcomb Woods Parkway, an existing four lane roadway between the proposed east-west connector and SR 140/Holcomb Bridge Road, in order to add bicycle lanes in addition to placing a multi-use trail here. The portion of Warsaw Road from immediately south of SR 140/Holcomb Bridge Road to the proposed intersection with the east-west connector would be upgraded to four travel lanes with a raised median and urban border areas. Finally, Old Holcomb Bridge Road would be extended north from its present ending along the west side of US 19/SR 400 with a multi-use trail in order to intersect with the roadway and multi-use trail along Big Creek Parkway. | | | |
| Estimated Property Impacts: | 71 parcels with one residential, one other, nine apartment unit and one apartment other displacements | Estimated Total Cost: | \$56,711,131.49 <i>\$52,424,848 EKP</i> |
| Estimated ROW Cost: | \$15,900,000.00 | Estimated CST Time: | 36 months |
| Rationale: The preferred alternative improves the connectivity for local residents traveling east and west in Roswell via automobile, bicycle, and on foot. Additionally, this alternative provides a separate option to east-west local traffic within the City of Roswell instead of using SR 140/Holcomb Bridge Road between Warsaw Road and Holcomb Woods Parkway through the US 19/SR 400 interchange. Further, this route would provide improved multimodal connections to the Big Creek Park Bicycle Trail and Kimberly-Clark Corporate Campus. This alternative improves mobility within the City of Roswell, provides a reduction in congestion along SR 140/Holcomb Bridge Road between Warsaw Road and Holcomb Woods Parkway and allows a potentially safer pedestrian and bicycle access crossing US 19/SR 400. The preferred alternative complies with the GDOT | | | |

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directive to provide an additional crossing of US 19/SR 400. This preferred alternative fulfills the project justification, the project's logical termini, and was designated as the Locally Preferred Alternative by the Roswell City Council on June 24, 2013.

No-Build Alternative: No improvements to Warsaw Road, Holcomb Bridge Road/SR 140, and Holcomb Woods Parkway

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| Estimated Property Impacts: | None | Estimated Total Cost: | \$0.00 |
| Estimated ROW Cost: | \$0.00 | Estimated CST Time: | None |

Rationale: The no-build alternative does not improve the connectivity for local residents traveling east and west in Roswell via automobile, bicycle, or on foot as a reliever to SR 140/Holcomb Bridge Road between Warsaw Road and Holcomb Woods Parkway. The east-west mobility within the City of Roswell would not improve as SR 140/Holcomb Bridge Road through the US 19/SR 400 interchange would remain the sole viable option for this commerce. Intersection conditions on SR 140/Holcomb Bridge Road, including across the US 19/SR 400 interchange, will continue to degrade, thus approaching severe congestion conditions. Further, pedestrian and bicycle access would not be made potentially safer across US 19/SR 400. Finally, it does not comply with the GDOT directive to provide an additional crossing of US 19/SR 400.

Alternative 1: The alternative would construct an east-west connector (Big Creek Parkway) north of SR 140/Holcomb Bridge Road with bicycle lanes and a multi-use trail between Warsaw Road and Holcomb Woods Parkway as well as have the same overall roadway/bicycle/pedestrian improvements as the preferred alternative. However, the western portion of the east-west connector (Big Creek Parkway) would go through the southern portion of the Liberty Square neighborhood instead of the adjacent northern portion of the Roswell Creek apartment complex.

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| Estimated Property Impacts: | 93 parcels with 25 residential and one other displacements | Estimated Total Cost: | \$57,800,000.00 |
| Estimated ROW Cost: | \$15,000,000.00 | Estimated CST Time: | 36 months |

Rationale: This alternative was not selected due to the multiple impacts to single-family homeowners as well as environmental justice concerns (i.e., while there are other apartments locally available with comparable rental amounts, there is no comparable, locally available single-family housing available for potentially displaced residents of the Liberty Square neighborhood). This alternative was also shown as an option at initial public meetings and, based on public comments, was poorly received with little public support.

Alternative 2: The alternative would construct an east-west connector (Big Creek Parkway) north of SR 140/Holcomb Bridge Road with bicycle lanes and a multi-use trail between Warsaw Road and Holcomb Woods Parkway as well as have the same overall roadway/bicycle/pedestrian improvements as the preferred alternative. However, the western and central portions of Big Creek Parkway would go through middle of the Roswell Creek apartment complex, cross over the Big Creek, and go through the northern portion of the Aspen Pointe apartment complex.

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| Estimated Property Impacts: | 71 parcels with one residential, one other, 33 apartment unit and one | Estimated Total Cost: | \$64,800,000.00 |
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| | apartment-other displacements | | |
| Estimated ROW Cost: | \$27,000,000.00 | Estimated CST Time: | 36 months |
| <p>Rationale: This alternative was not selected due to the fact that it bisects two apartment complexes, separating the apartment units north of the proposed roadway from the rest of the complex and thus making them an uneconomical remnant. This alternative also has significantly higher right of way costs and environmental justice concerns with greater impacts to low-income apartment communities. Finally, this alternative would encounter significant grade/topography issues and greater impacts to the Big Creek than the Preferred Alternative.</p> | | | |

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| <p>Alternative 3: The alternative would widen SR 140/Holcomb Bridge Road to four travel lanes in each direct between Warsaw Road and Holcomb Woods Parkway through the US 19/SR 400 interchange. Bicycle lanes would be added to both sides of the roadway and a multi-use trail would be added on the north side. This alternative would have less wetland impacts, environmental justice issues, and residential impacts than the Preferred Alternative.</p> | | | |
| Estimated Property Impacts: | 40 parcels with 11 commercial displacements | Estimated Total Cost: | \$65,000,000.00 |
| Estimated ROW Cost: | \$35,000,000.00 | Estimated CST Time: | 36 months |
| <p>Rationale: The alternative does not improve the east-west vehicle mobility within the City of Roswell as well as the preferred alternative alignment in conjunction with the present laneage of SR 140/Holcomb Bridge Road (69,000 vpd vs. 64,000 vpd at LOS D). Further, this alternative does not improve the connectivity options for local residents traveling east and west in Roswell via automobile, bicycle, or on foot as a reliever to SR 140/Holcomb Bridge Road between Warsaw Road and Holcomb Woods Parkway. To the contrary, this alternative would increase traffic on SR 140/Holcomb Bridge Road and through the US 19/SR 400 interchange. This option would also impact the numerous businesses along the corridor. Further, pedestrian and bicycle access would not be made potentially safer across US 19/SR 400. Finally, it does not comply with the GDOT directive to provide an additional crossing of US 19/SR 400.</p> | | | |

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| <p>Alternative 4: This alternative would construct an east-west connector south of SR 140/Holcomb Bridge Road between Warsaw Road and Holcomb Woods Parkway with same typical section the preferred alternative. This alignment would begin on Warsaw Road across from Swaybranch Drive; go through a portion of a hotel parking lot; cross over the Big Creek/wetlands/floodplain; bisect the Riverwood apartment complex; intersect with Dogwood Road; go through a townhome community and a portion of an auto dealership; intersect with Old Dogwood Road; and then cross over US 19/SR 400 and the southern ramps of the SR 140/Holcomb Bridge Road interchange. Next, this alignment would follow existing Raintree Drive until the intersection with Market Boulevard. The alignment would then bisect the Publix shopping center; intersect with Old Alabama Road; go through the southern portion of the Holcomb 400 commercial development; traverse through five residences of the Martin’s Landing neighborhood and the existing City of Roswell fire station on SR 140/Holcomb Bridge Road; and then intersect with SR 140/Holcomb Bridge Road directly across from the Holcomb Woods Village commercial development. This Alternative would have less wetland impacts than the Preferred Alternative.</p> | | | |
| Estimated Property Impacts: | 25 parcels with 39 apartment unit, 14 residential, and 10 commercial displacements | Estimated Total Cost: | \$80,000,000.00 |

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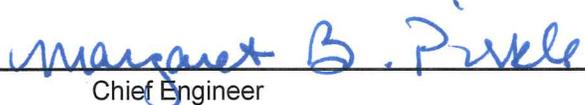
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| Estimated ROW Cost: | \$25,000,000.00 | Estimated CST Time: | 48 months |
| Rationale: This alternative significantly increases impacts to residential, apartment, and commercial residents and has a much higher estimated total cost than the Preferred Alternative. This alternative displaces more low-income apartments than the Preferred Alternative and thus has environmental justice concerns. Also, this alternative does not provide improved multimodal connections to the Big Creek Park Bicycle Trail and Kimberly-Clark Corporate Campus. Further, this alternative does not accommodate the City's Imagine Roswell-2030 Comprehensive Plan for future land use. Lastly, this alternative was not supported as a Locally Preferred Alternative by the Roswell City Council on June 24, 2013. | | | |

LIST OF ATTACHMENTS/SUPPORTING DATA

1. Detailed Overall Project Map
2. Concept Layout plan sheets
3. Typical sections
4. Detailed Cost Estimates:
 - a. Construction including Engineering and Inspection
 - b. Completed Fuel Asphalt Price Adjustment forms
 - c. Right-of-Way
 - d. Utilities
5. Crash summaries
6. Traffic diagrams
7. Capacity analysis summary
8. Big Creek Bridge Corridor Study(Summaries Only)
9. Approved Value Engineering Implementation Report
10. Conforming plan's network schematics showing thru lanes.
11. Minutes of Concept meetings
12. Public Involvement Summaries
13. Project Framework Agreement between the City of Roswell and GDOT
14. Letter, dated December 12, 2007, from GDOT Commissioner to City of Roswell Mayor advocating project
15. Concept Level Hydrology Study for MS4 Permit

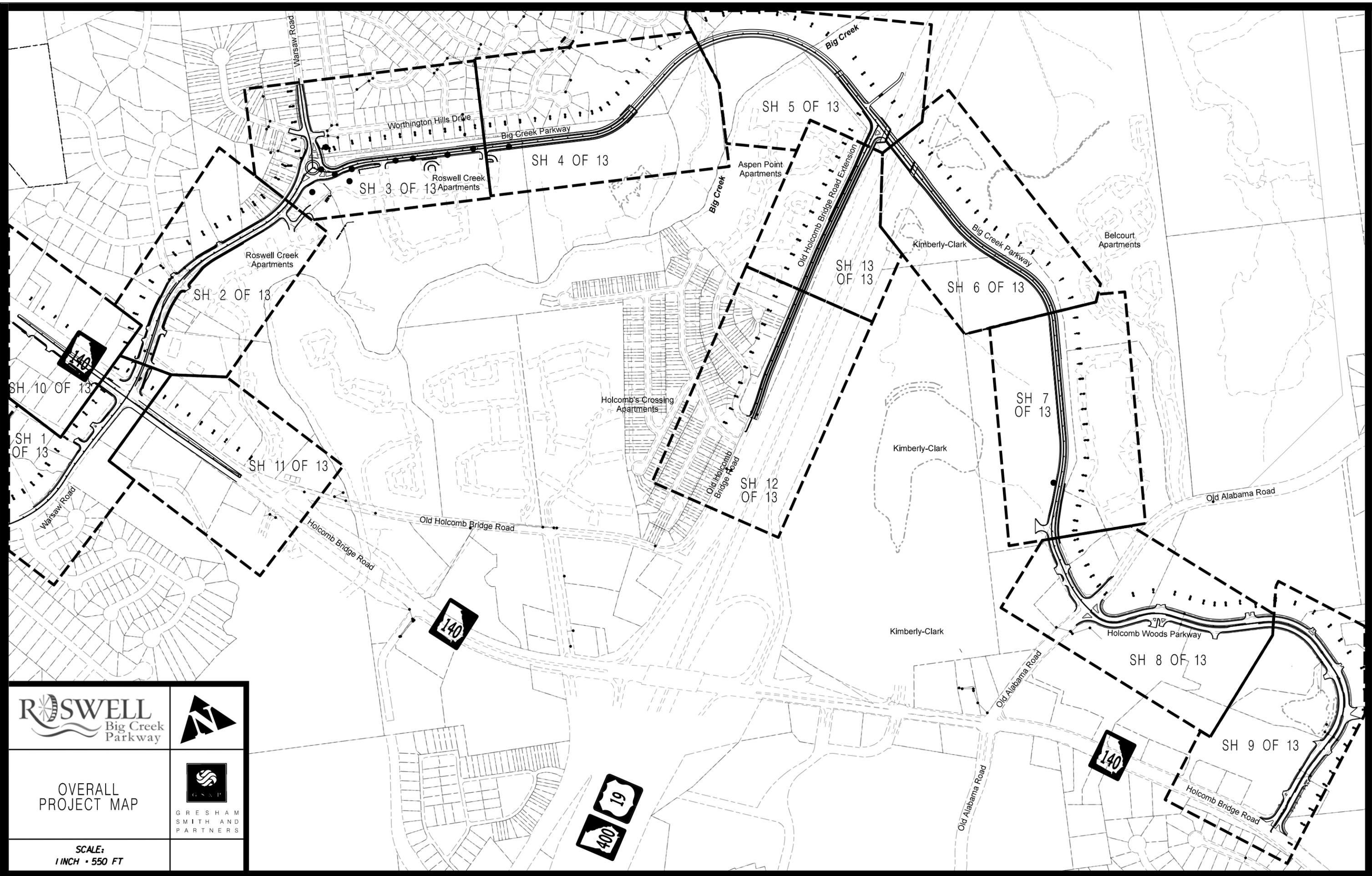
APPROVALS

Concur: 
Director of Engineering

Approve:  6.25.15
Chief Engineer Date

County: Fulton

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ROSWELL
Big Creek Parkway



OVERALL
PROJECT MAP



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1 INCH = 550 FT

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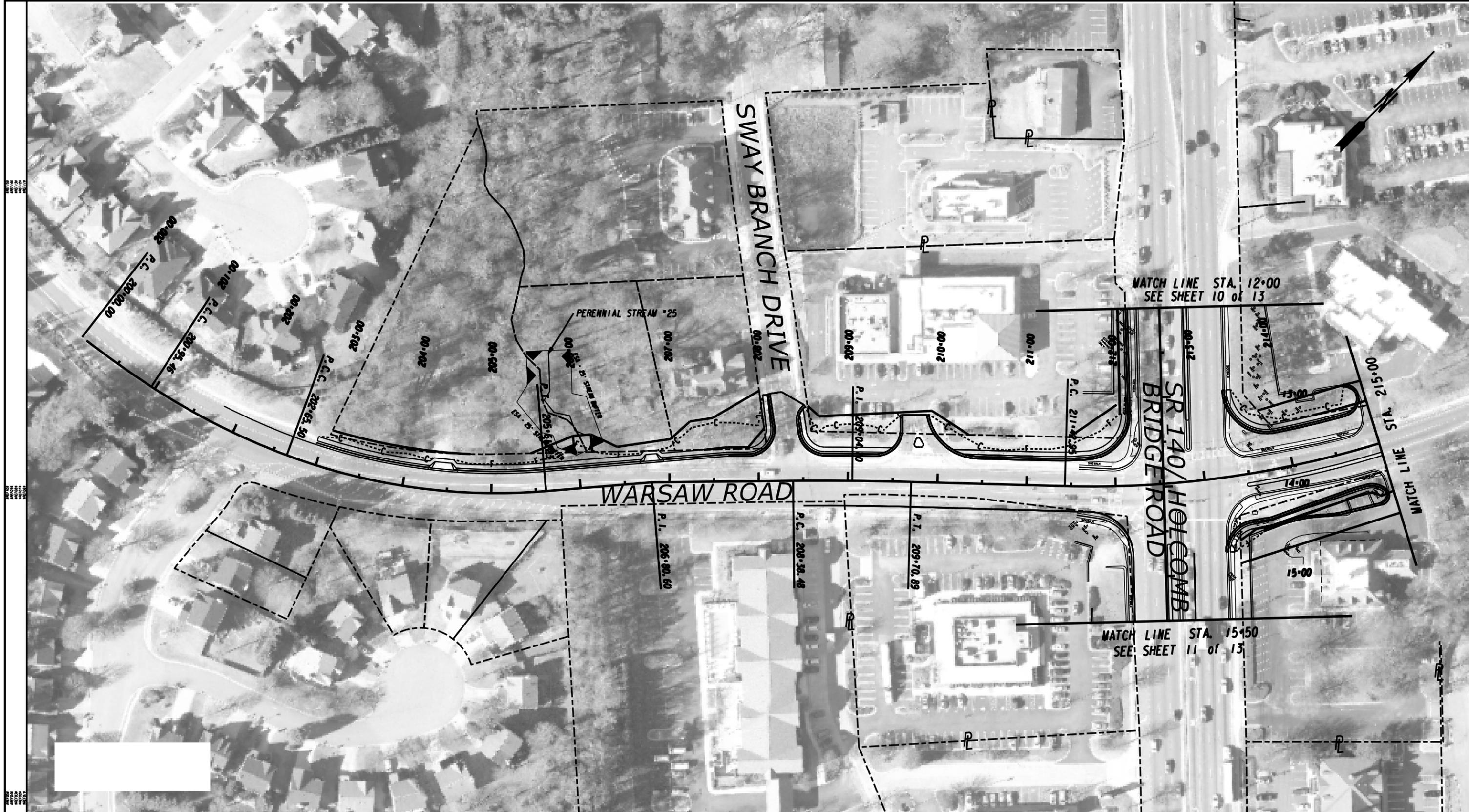
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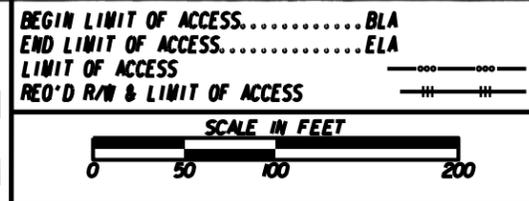
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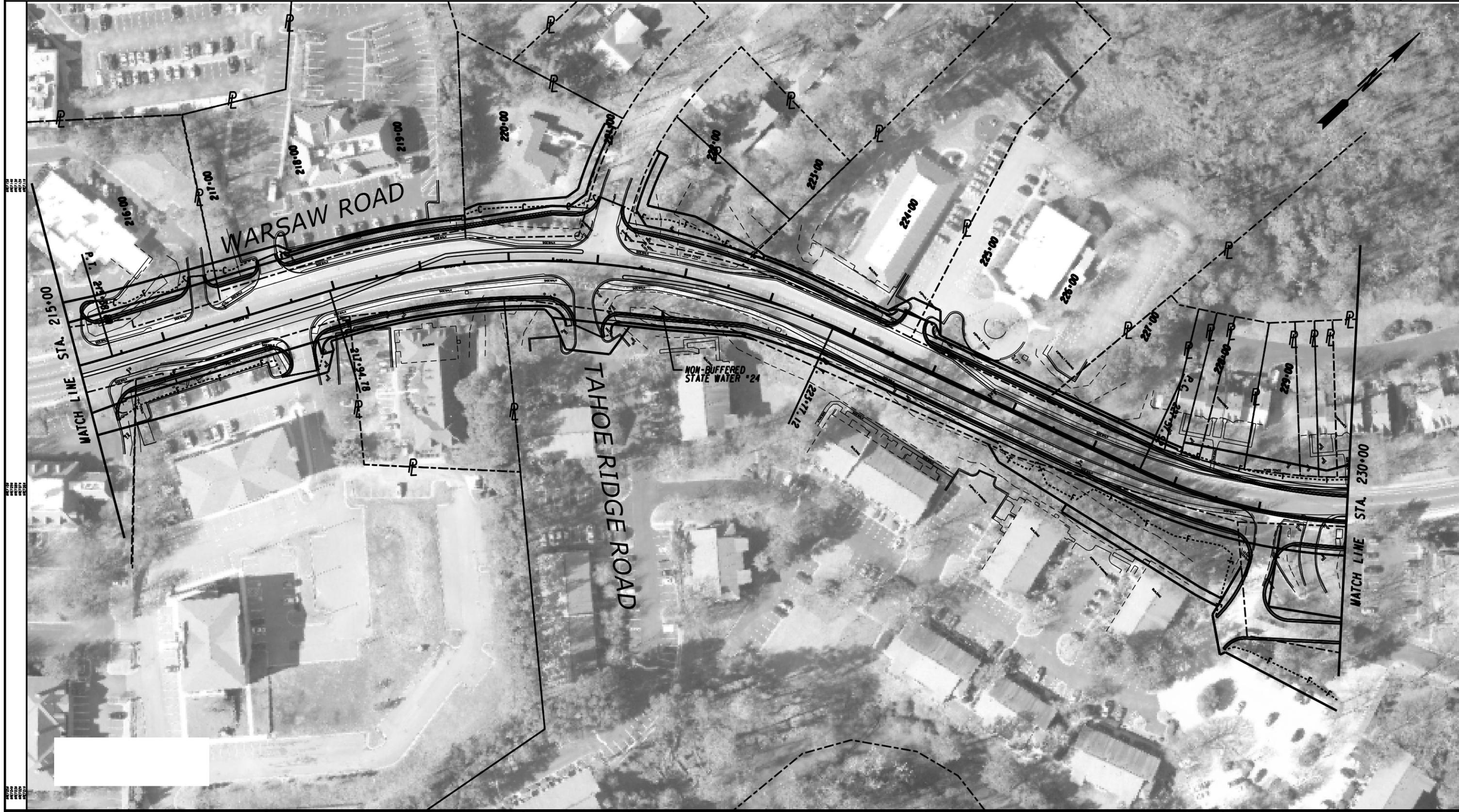
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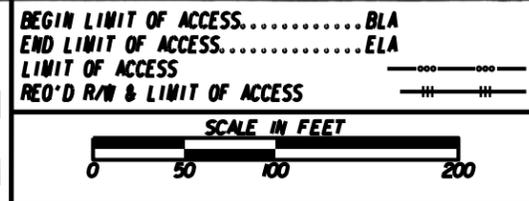
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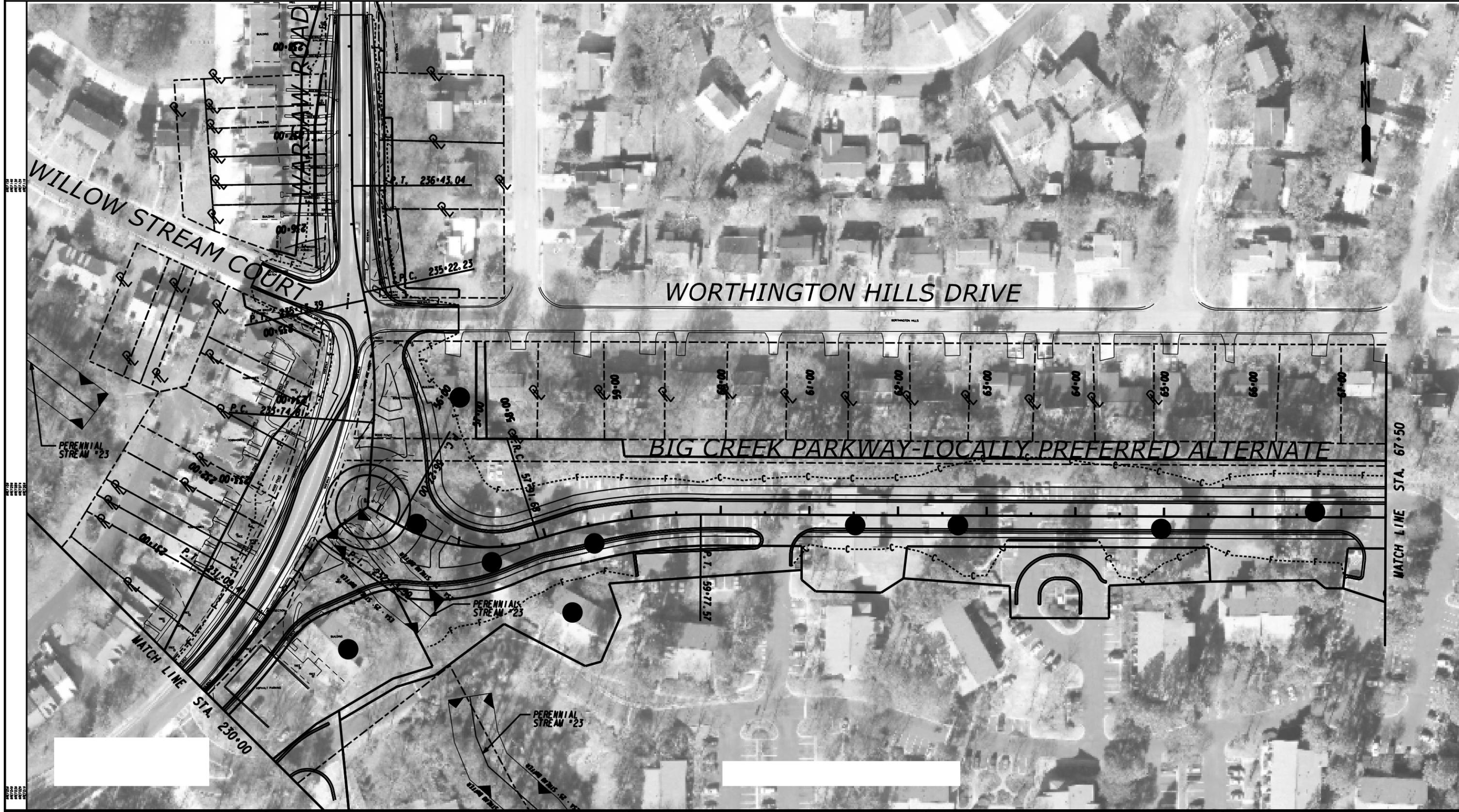
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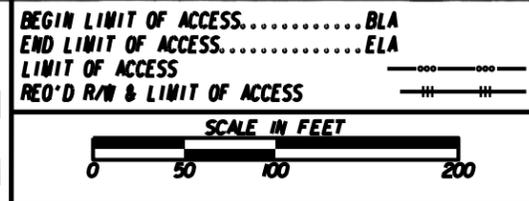
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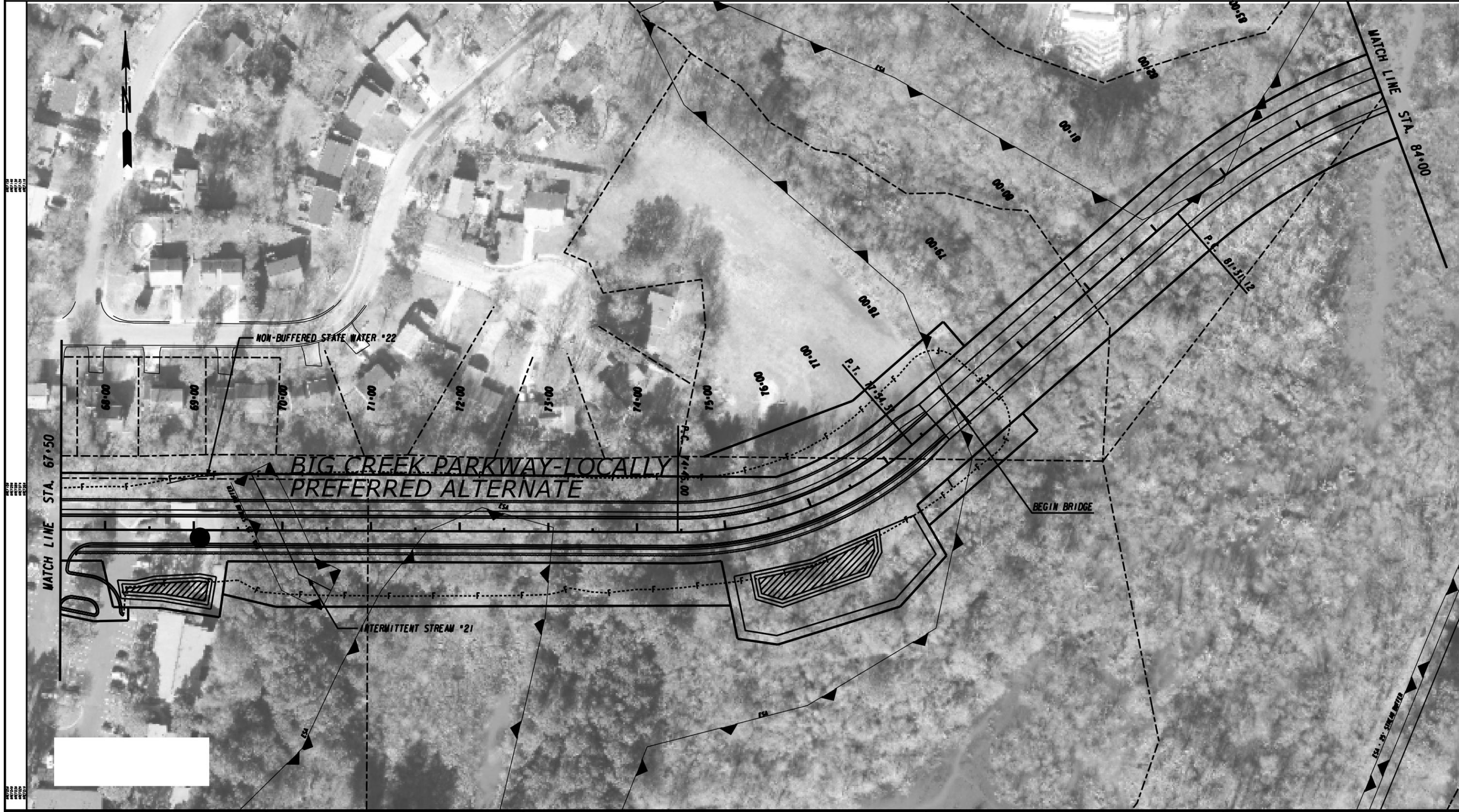
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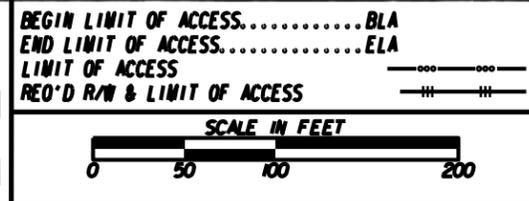
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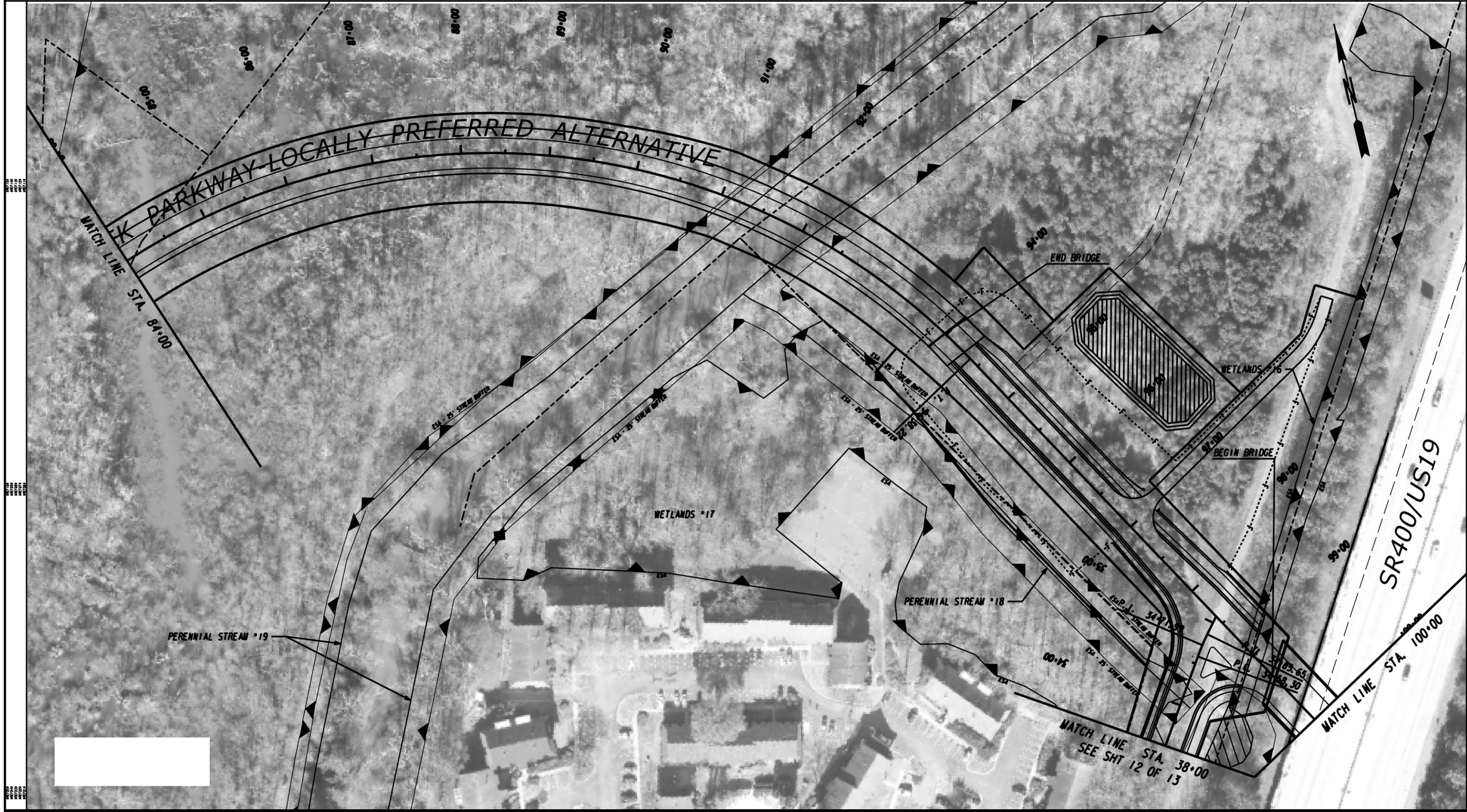
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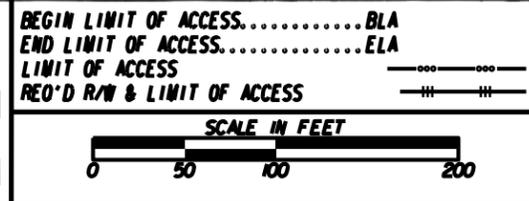
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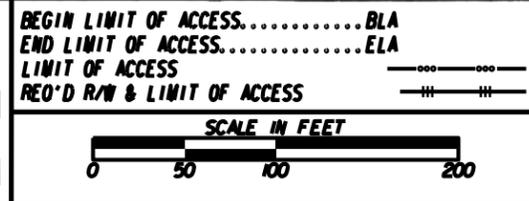
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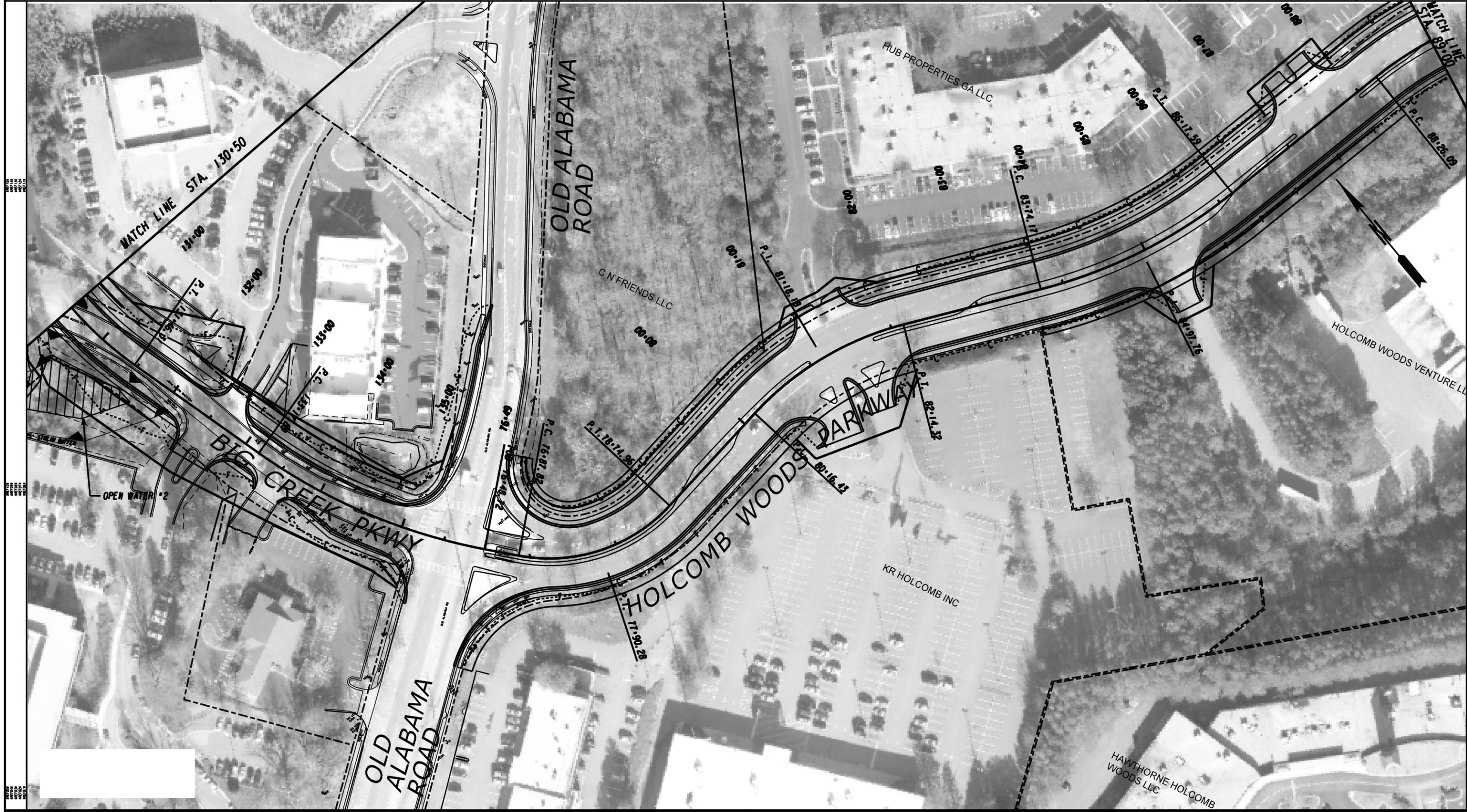
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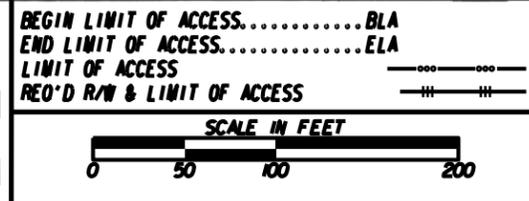
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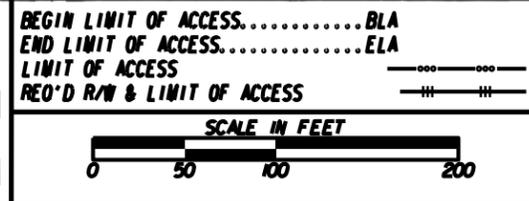
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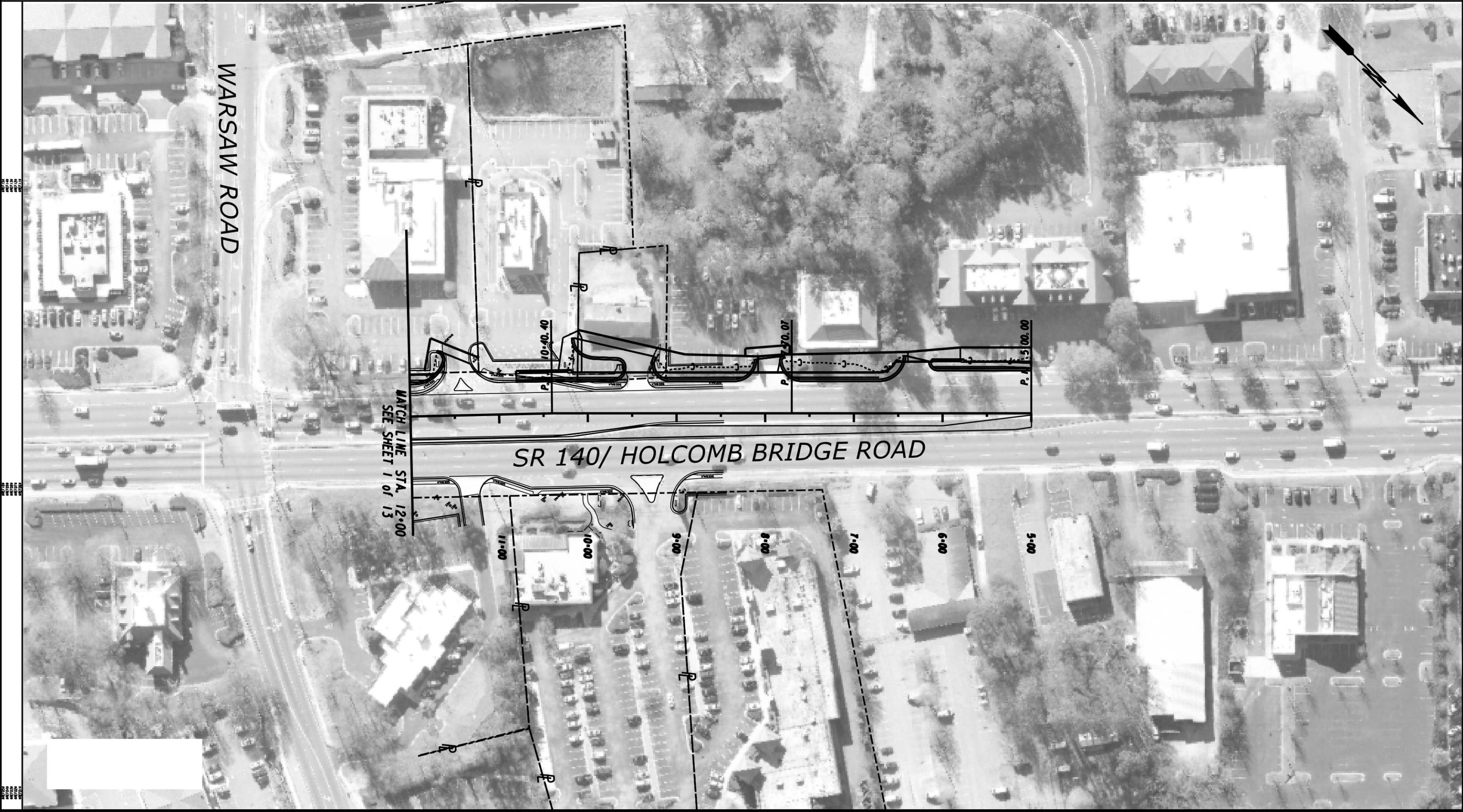
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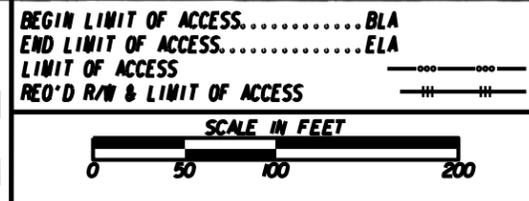
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CITY OF ROSWELL
 DEPARTMENT OF TRANSPORTATION
CONCEPT DISPLAY
 PROJECT NO: P1 0010874
 COUNTY: FULTON
 SH 010 OF 013

DATE##
USER##

\$PRF##
\$PENTABLE##

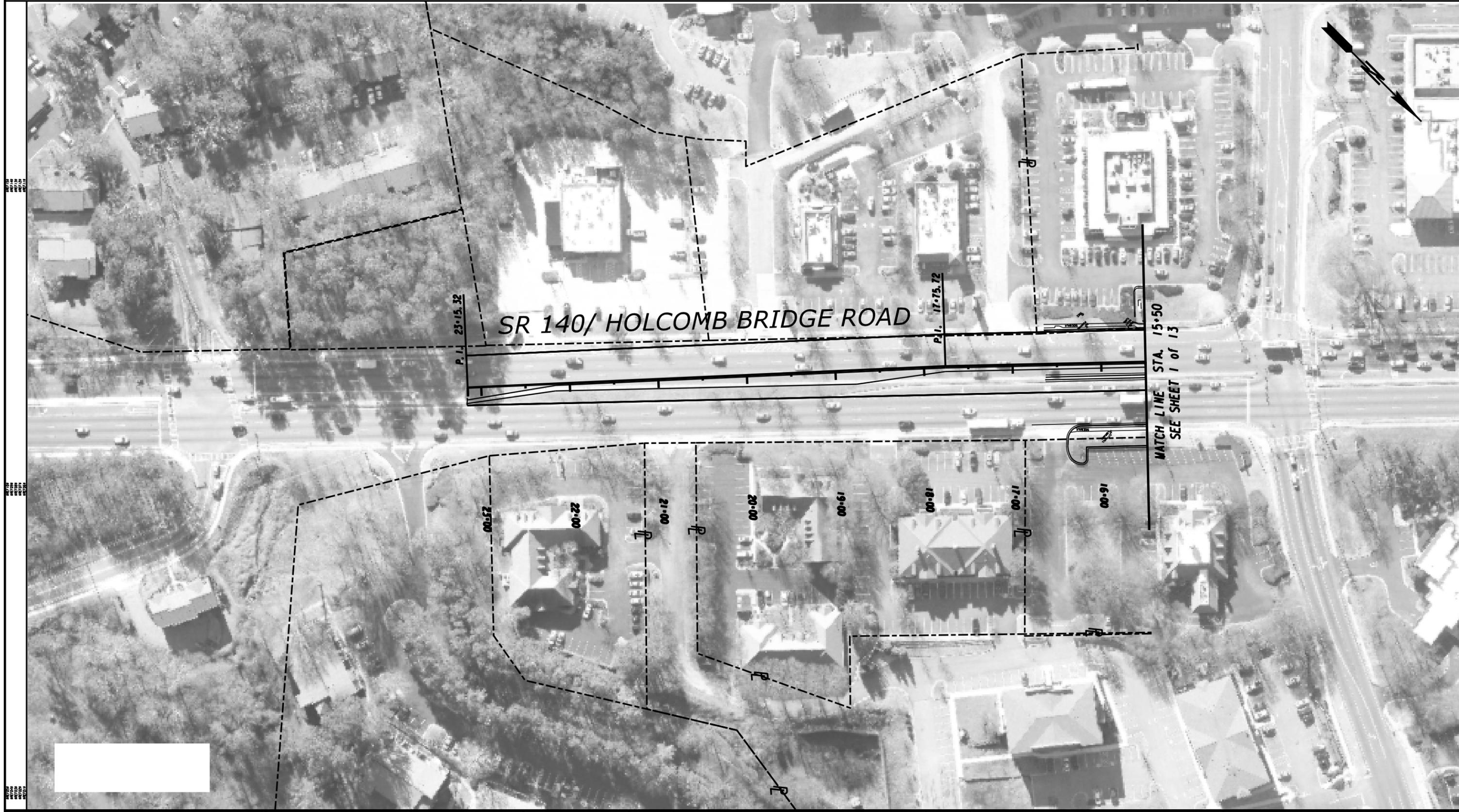
\$DGN#
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STATE
GA

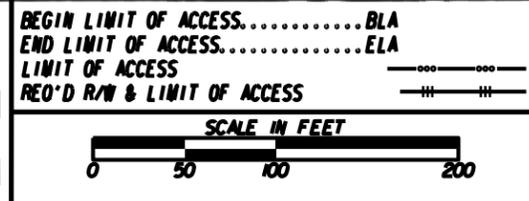
PROJECT NUMBER
0010874

SHEET NO.
11

TOTAL SHEETS
13



PROPERTY AND EXISTING R/W LINE
 REQUIRED R/W LINE
 CONSTRUCTION LIMITS
 EASEMENT FOR CONSTR
 & MAINTENANCE OF SLOPES
 EASEMENT FOR CONSTR OF SLOPES
 EASEMENT FOR CONSTR OF DRIVES



| DATE | REVISIONS | DATE | REVISIONS |
|------|-----------|------|-----------|
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| DATE | REVISIONS |
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CITY OF ROSWELL
 DEPARTMENT OF TRANSPORTATION
CONCEPT DISPLAY
 PROJECT NO: SH 011 OF 013
 COUNTY: FULTON
 SH 011 OF 013

DATE##
USER#

\$PRF\$
\$PENTABLE\$

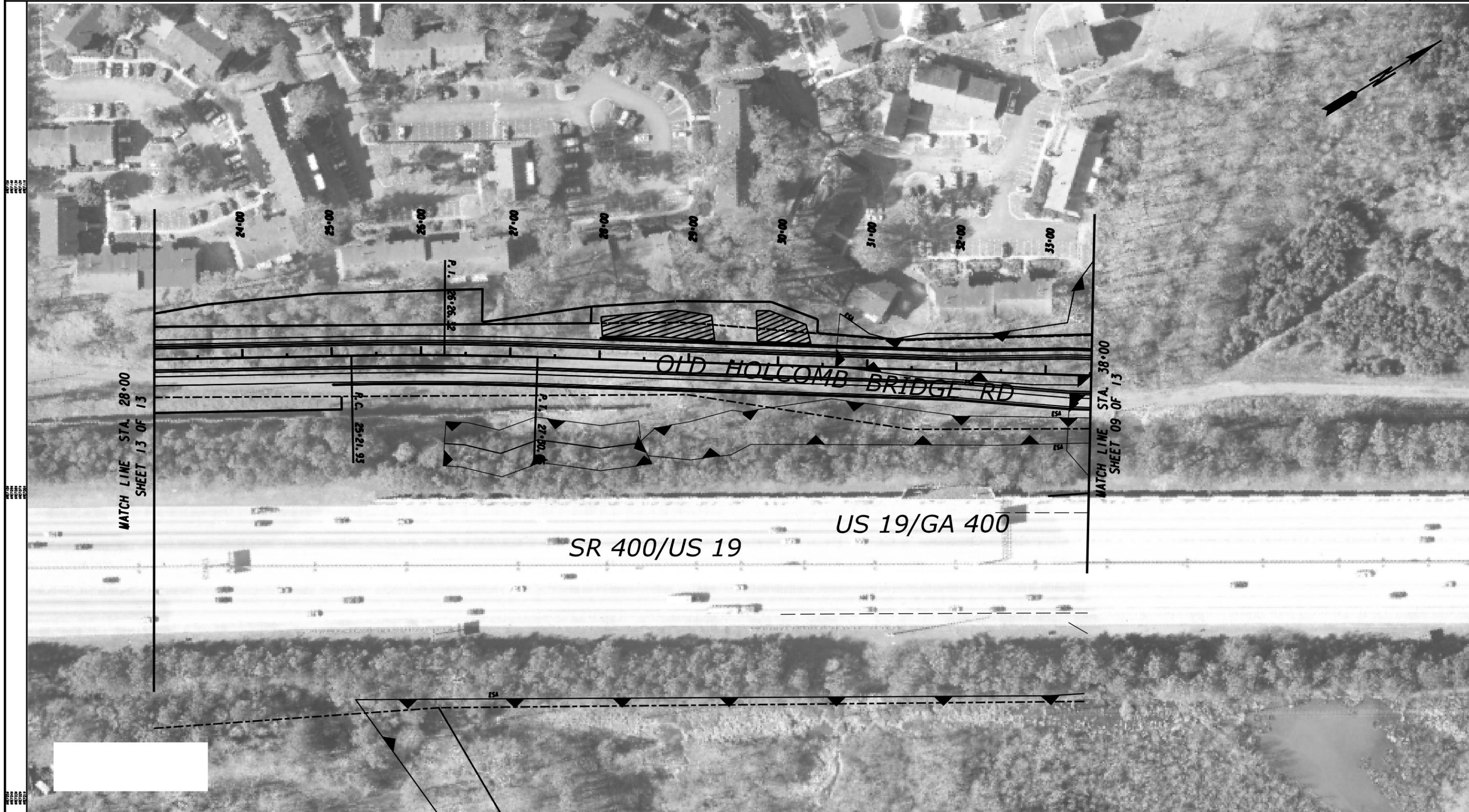
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STATE
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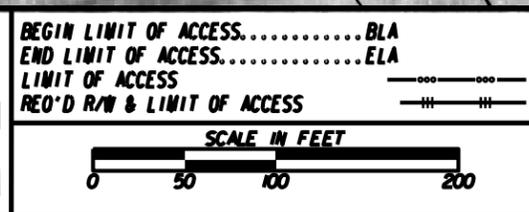
PROJECT NUMBER
0010874

SHEET NO.
12

TOTAL SHEETS
13



PROPERTY AND EXISTING R/W LINE
 REQUIRED R/W LINE
 CONSTRUCTION LIMITS
 EASEMENT FOR CONSTR
 & MAINTENANCE OF SLOPES
 EASEMENT FOR CONSTR OF SLOPES
 EASEMENT FOR CONSTR OF DRIVES

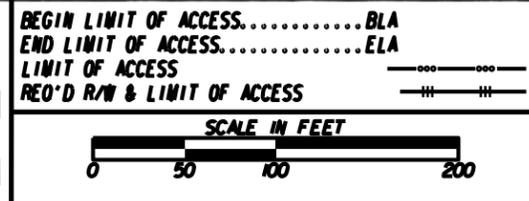


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CITY OF ROSWELL
 DEPARTMENT OF TRANSPORTATION
CONCEPT DISPLAY
 PROJECT NO: P1- 0010874
 COUNTY: FULTON
 SH 12 OF 13

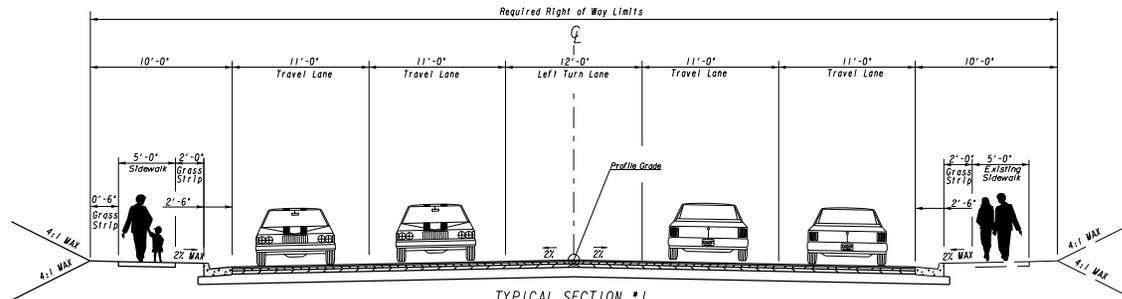


PROPERTY AND EXISTING R/W LINE
 REQUIRED R/W LINE
 CONSTRUCTION LIMITS
 EASEMENT FOR CONSTR
 & MAINTENANCE OF SLOPES
 EASEMENT FOR CONSTR OF SLOPES
 EASEMENT FOR CONSTR OF DRIVES

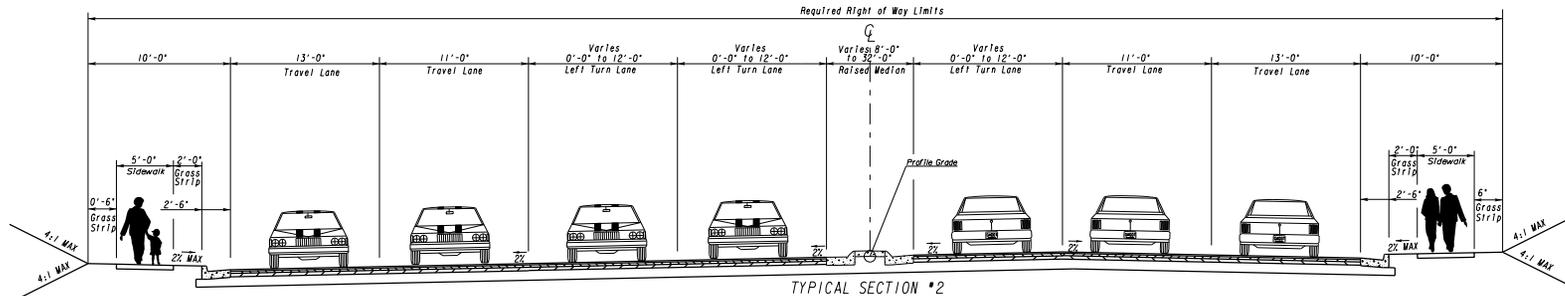


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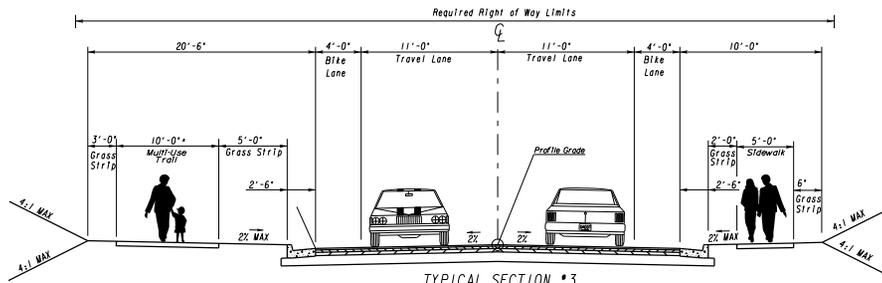
CITY OF ROSWELL
 DEPARTMENT OF TRANSPORTATION
CONCEPT DISPLAY
 PROJECT NO: P1 0010874
 COUNTY: FULTON
 SH 013 OF 013



TYPICAL SECTION #1
 WARSAW ROAD
 SOUTH OF HOLCOMB BRIDGE ROAD TO HOLCOMB BRIDGE ROAD/ SR 140



TYPICAL SECTION #2
 WARSAW ROAD
 HOLCOMB BRIDGE ROAD/ SR 140 TO BIG CREEK PARKWAY



TYPICAL SECTION #3
 BIG CREEK PARKWAY
 WARSAW ROAD TO OLD ALABAMA ROAD (EXCLUDING BRIDGES)



GRESHAM
 SMITH AND
 PARTNERS

NOT TO SCALE

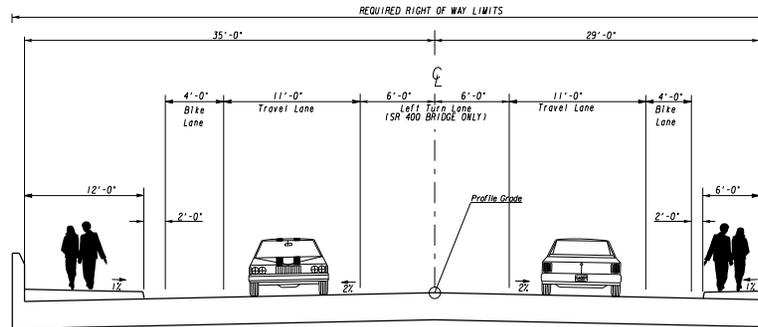
REVISION DATES

| NO. | DATE | DESCRIPTION |
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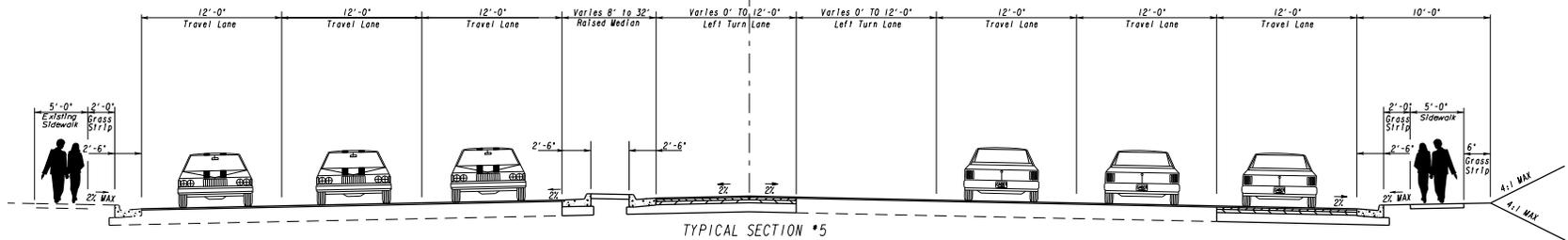
CITY OF ROSWELL
 DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

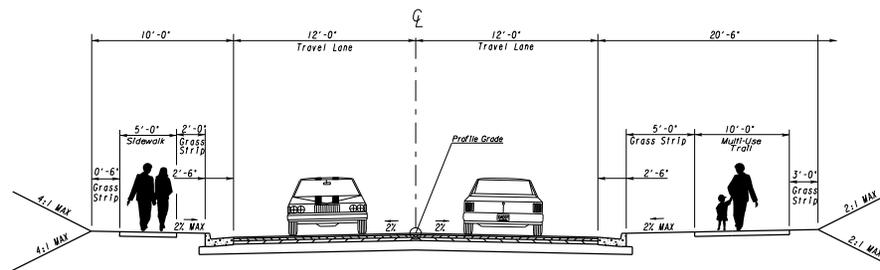
DRAWING No.
 05-001



TYPICAL SECTION *4
BIG CREEK PARKWAY
BRIDGE OVER BIG CREEK WATERWAY AND SR 400



TYPICAL SECTION *5
HOLCOMB BRIDGE ROAD
HOLCOMB BRIDGE ROAD/ SR 140 AT WARSAW ROAD



TYPICAL SECTION *6
OLD HOLCOMB BRIDGE ROAD EXTENSION
FROM EXIST END OF OLD HOLCOMB BRIDGE ROAD TO BIG CREEK PARKWAY



GRESHAM
SMITH AND
PARTNERS

NOT TO SCALE

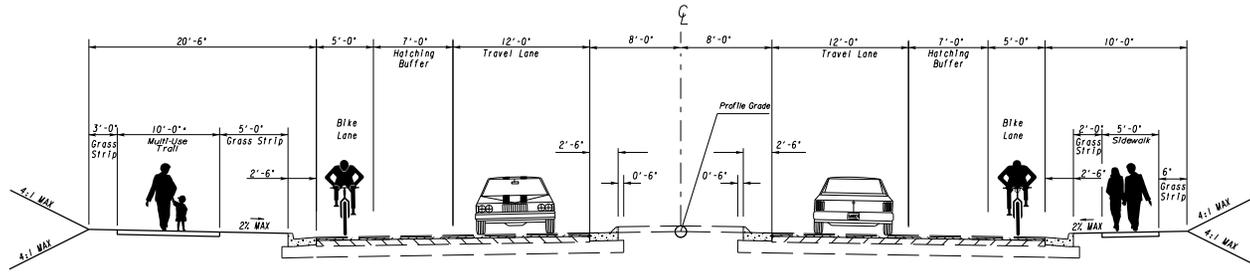
REVISION DATES

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CITY OF ROSWELL
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

DRAWING No.
05-002



TYPICAL SECTION *7
HOLCOMB WOODS PARKWAY



GRESHAM
SMITH AND
PARTNERS

NOT TO SCALE

REVISION DATES

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CITY OF ROSWELL
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

DRAWING No.
05-003

Department of Transportation State of Georgia

INTERDEPARTMENT CORRESPONDENCE

FILE PROJECT No. N/A, Fulton Co.
Big Creek Parkway From West of State Route
140 to East of State Route 140 - Including New
Bridge
P.I. No. 0010874

OFFICE Program Delivery

DATE 4/24/2015

FROM Eric Rickert, Project Engineer, GS&P

TO Lisa L. Myers, Project Review Engineer

SUBJECT REVISIONS TO PROGRAMMED COSTS

PROJECT MANAGER Vinesha Pegram

MNGT LET DATE: 1/1/2019

MNGT R/W DATE: 1/1/2017

PROGRAMMED COST (TPro W/OUT INFLATION)

LAST ESTIMATE UPDATE

CONSTRUCTION \$ N/A

DATE: N/A

RIGHT OF WAY \$ N/A

DATE: N/A

UTILITIES \$ N/A

DATE: N/A

REVISED COST ESTIMATES

CONSTRUCTION* \$ 33,624,848.40

RIGHT OF WAY \$ 15,000,000.00

UTILITIES \$ 800,000.00

* Costs contain 5% Engineering and Inspection and 15% Construction Contingencies.

REASON FOR COST INCREASE Further development of concept including addition of Old Holcomb Bridge Extension to project, lengthening of bridge over Big Creek waterway, and addition of MS4 detention basins.

CONTINGENCY SUMMARY

| | | |
|-----------------------------|-------------------------|---------------------------|
| Construction Cost Estimate: | \$ 27,703,414.00 | (Base Estimate) |
| Engineering and Inspection: | \$ 1,385,170.70 | (Base Estimate x 5 %) |
| Construction Contingency: | \$ 4,155,512.10 | (Base Estimate x 15 %) |
| Total Liquid AC Adjustment | \$ 380,751.60 | (From attached worksheet) |
| Construction Total: | \$ 33,624,848.40 | |

REIMBURSABLE UTILITY COST

| Utility Owner | Reimbursable Cost |
|----------------------------|-------------------|
| Fulton County | \$ 300,000.00 |
| Georgia Power-Distribution | \$ 500,000.00 |

Attachments

- 1.) PI # 0010874 CES Output
- 2.) PI # 0010874 Asphalt and Fuel Price Adjustment Spreadsheet
- 3.) PI # 0010874 Right of Way Estimate
- 4.) PI # 0010874 Utility Estimate

STATE HIGHWAY AGENCY

DATE : 4/24/2015

JOB ESTIMATE REPORT

JOB NUMBER: PI 0010874

SPEC YEAR: 13

DESCRIPTION: BIG CREEK PKWY FM W OF SR 140 TO E OF SR 140-INC NEW BRIDGE

ITEMS FOR JOB 0010874

| ITEM NO. | DESCRIPTION | UNITS | QUANTITY | PRICE | AMOUNT |
|------------------------------|--|-------|----------|--------------|----------------|
| ROADWAY ITEMS | | | | | |
| 150-1000 | TRAFFIC CONTROL - PI 0010874 | LS | 1 | \$475,000.00 | \$475,000.00 |
| 153-1300 | FIELD ENGINEERS OFFICE TP 3 | EA | 1 | \$83,619.18 | \$83,619.18 |
| 201-1500 | CLEARING & GRUBBING - PI 0010874 | LS | 1 | \$605,000.00 | \$605,000.00 |
| 205-0001 | UNCLASS EXCAV | CY | 87000 | \$5.07 | \$441,183.09 |
| 206-0002 | BORROW EXCAV, INCL MATL | CY | 427000 | \$4.60 | \$1,964,857.58 |
| 207-0203 | FOUND BK FILL MATL, TP II | CY | 1300 | \$47.20 | \$61,371.56 |
| 310-1101 | GR AGGR BASE CRS, INCL MATL | TN | 28500 | \$18.89 | \$538,393.22 |
| 402-1812 | RECYL AC LEVELING, INC BM&HL | TN | 1050 | \$77.80 | \$81,697.81 |
| 402-3113 | RECYL AC 12.5MM SP, GP1/2, BM&HL | TN | 9000 | \$77.16 | \$694,506.51 |
| 402-3121 | RECYL AC 25MM SP, GP1/2, BM&HL | TN | 11000 | \$68.44 | \$752,844.62 |
| 402-3190 | RECYL AC 19 MM SP, GP 1 OR 2 , INC BM&HL | TN | 4500 | \$72.87 | \$327,956.58 |
| 413-1000 | BITUM TACK COAT | GL | 7200 | \$2.54 | \$18,335.09 |
| 432-0206 | MILL ASPH CONC PVMT/ 1.50 DEP | SY | 63000 | \$1.53 | \$96,860.61 |
| 433-1000 | REINF CONC APPROACH SLAB | SY | 1100 | \$160.53 | \$176,590.19 |
| 441-0104 | CONC SIDEWALK, 4 IN | SY | 27100 | \$19.85 | \$538,113.05 |
| 441-0756 | CONC MEDIAN, 8 IN | SY | 28200 | \$53.59 | \$1,511,238.00 |
| 441-6222 | CONC CURB & GUTTER/ 8X30TP2 | LF | 24700 | \$11.93 | \$294,908.12 |
| 441-5007 | CONC HEADER CURB, 8 IN, TP 7 | LF | 7800 | \$10.55 | \$82,290.00 |
| 446-1100 | PVMT REF FAB STRIPS, TP2, 18 INCH WIDTH | LF | 9600 | \$3.42 | \$32,892.77 |
| 500-3107 | CL A CONC, RET WALL | CY | 310 | \$615.09 | \$190,681.00 |
| 500-9999 | CL B CONC, BASE OR PVMT WIDEN | CY | 700 | \$157.38 | \$110,166.95 |
| 515-2020 | GALV STEEL PIPE HDRAIL, 2, ROUD | LF | 1500 | \$23.55 | \$35,327.21 |
| 621-4021 | CONCRETE SIDE BARRIER, TY 2A | LF | 300 | \$373.41 | \$112,023.00 |
| 621-4022 | CONCRETE SIDE BARRIER, TY 2B | LF | 75 | \$503.39 | \$37,754.79 |
| 621-4023 | CONCRETE SIDE BARRIER, TY 2C | LF | 280 | \$700.22 | \$196,061.60 |
| 641-1100 | GUARDRAIL, TP T | LF | 600 | \$38.36 | \$23,017.07 |
| 641-1200 | GUARDRAIL, TP W | LF | 7650 | \$15.50 | \$118,619.91 |
| 641-5012 | GUARDRAIL ANCHORAGE, TP 12 | EA | 30 | \$1,911.10 | \$57,333.01 |
| DRAINAGE ITEMS | | | | | |
| 550-1180 | STM DR PIPE 18,H 1-10 | LF | 14600 | 30.41 | \$443,993.45 |
| 668-2100 | DROP INLET, GP 1 | EA | 52 | \$1,951.53 | \$101,479.95 |
| 668-1100 | CATCH BASIN, GP 1 | EA | 119 | \$2,198.72 | \$261,648.67 |
| 999-3125 | RETENTION POND | LS | 1 | \$680,000.00 | \$680,000.00 |
| EROSION CONTROL ITEMS | | | | | |
| 163-0232 | TEMPORARY GRASSING | AC | 9 | \$73.73 | \$663.60 |
| 163-0529 | CNST/REM TEMP SED BAR OR BLD STRW CK DM | LF | 30000 | \$3.45 | \$103,755.00 |
| 163-0531 | CONSTR & REM SEDIMENT BASIN, TP 1, STA NO-MS4 POND LOCATIONS | EA | 20 | \$11,871.71 | \$237,434.36 |
| 165-0030 | MAINT OF TEMP SILT FENCE, TP C | LF | 30000 | \$0.39 | \$11,800.80 |
| 165-0060 | MAINT OF TEMP SEDIMENT BASIN, STA NO - | EA | 20 | \$2,351.07 | \$47,021.57 |
| 165-0071 | MAINT OF SEDIMENT BARRIER - BALED STRAW | LF | 15000 | \$0.75 | \$11,374.80 |
| 167-1000 | WATER QUALITY MONITORING AND SAMPLING | EA | 12 | \$182.13 | \$2,185.61 |

ITEMS FOR JOB 0010874

| ITEM NO. | DESCRIPTION | UNITS | QUANTITY | PRICE | AMOUNT |
|-----------------|------------------------------|--------------|-----------------|--------------|---------------|
| 167-1500 | WATER QUALITY INSPECTIONS | MO | 36 | \$537.00 | \$19,332.35 |
| 171-0030 | TEMPORARY SILT FENCE, TYPE C | LF | 60000 | \$2.49 | \$149,874.60 |
| 603-2024 | STN DUMPED RIP RAP, TP 1, 24 | SY | 1300 | \$42.65 | \$55,445.30 |
| 603-7000 | PLASTIC FILTER FABRIC | SY | 1300 | \$3.27 | \$4,261.39 |
| 700-6910 | PERMANENT GRASSING | AC | 18 | \$892.20 | \$16,059.62 |
| 700-9300 | SOD | SY | 18875 | \$3.92 | \$74,031.90 |

SIGNING AND MARKING ITEMS

| | | | | | |
|----------|--------------------------------|-----|-------|---------|-------------|
| 652-5301 | SOLID TRAF STRIPE, 6 IN, WHITE | LF | 15250 | \$0.17 | \$2,697.27 |
| 653-0120 | THERM PVMT MARK, ARROW, TP 2 | EA | 88 | \$73.43 | \$6,462.19 |
| 653-1502 | THERMO SOLID TRAF ST, 5 IN YEL | LF | 35900 | \$0.33 | \$12,191.64 |
| 653-3501 | THERMO SKIP TRAF ST, 5 IN, WHI | GLF | 18400 | \$0.21 | \$3,953.42 |
| 653-6004 | THERM TRAF STRIPING, WHITE | SY | 2900 | \$3.34 | \$9,690.87 |
| 653-6006 | THERM TRAF STRIPING, YELLOW | SY | 1500 | \$3.32 | \$4,985.91 |
| 653-1704 | THERM SOLID TRAF STRIPE,24,WH | LF | 600 | \$5.47 | \$3,287.27 |
| 653-1804 | THERM SOLID TRAF STRIPE, 8,WH | LF | 7550 | \$1.96 | \$14,868.29 |
| 654-1001 | RAISED PVMT MARKERS TP 1 | EA | 475 | \$3.31 | \$1,573.78 |
| 654-1003 | RAISED PVMT MARKERS TP 3 | EA | 410 | \$3.53 | \$1,447.59 |
| 657-1054 | PRF PL SD PVMT MKG,5,WH,TP PB | LF | 2400 | \$3.62 | \$8,711.62 |
| 657-6054 | PRF PL SD PVMT MKG,5,YW,TP PB | LF | 4900 | \$3.35 | \$16,424.80 |

TRAFFIC SIGNAL ITEMS

| | | | | | |
|----------|--|----|------|--------------|--------------|
| 636-1041 | HWY SIGNS,TP 2MAT,REFL SH TP 9 | SF | 1800 | \$33.96 | \$61,145.98 |
| 636-2070 | GALV STEEL POSTS, TP 7 | LF | 6200 | \$5.40 | \$33,526.44 |
| 647-1000 | TRAF SIGNAL INSTALLATION NO - WARSAW RD AT HOLCOMB BR RD | LS | 1 | \$130,000.00 | \$130,000.00 |
| 647-1000 | TRAF SIGNAL INSTALLATION NO - BIG CREEK PKWY AT OLD ALABAMA RD | LS | 1 | \$100,000.00 | \$100,000.00 |
| 647-1000 | TRAF SIGNAL INSTALLATION NO - HOLCOMB WOODS PKWY AT HOLCOMB BR RD | LS | 1 | \$35,000.00 | \$35,000.00 |

BRIDGE ITEMS

| | | | | | |
|----------|--|----|---|-----------------|-----------------|
| 543-9000 | CONSTR OF BRIDGE COMPLETE - STA 78+00 TO STA 94+00 | LS | 1 | \$10,143,000.00 | \$10,143,000.00 |
| 543-9000 | CONSTR OF BRIDGE COMPLETE - STA 99+31 TO STA 102+00 | LS | 1 | \$2,170,800.00 | \$2,170,800.00 |

MSE WALL ITEMS

| | | | | | |
|----------|--|----|-------|---------|--------------|
| 627-1020 | MSE WALL FACE, 20 - 30 FT HT, WALL NO - 1(97+00RT - 98+00RT) | SF | 1450 | \$48.01 | \$69,618.69 |
| 627-1030 | MSE WALL FACE, GTR 30 FT HT, WALL NO - 1(97+00RT - 98+00RT) | SF | 3250 | \$52.69 | \$171,248.77 |
| 627-1030 | MSE WALL FACE, GTR 30 FT HT, WALL NO - 2(98+15LT - 99+15LT) | SF | 8000 | \$52.69 | \$421,535.44 |
| 627-1030 | MSE WALL FACE, GTR 30 FT HT, WALL NO - 3(101+70LT - 102+74LT) | SF | 4000 | \$52.69 | \$210,767.72 |
| 627-1030 | MSE WALL FACE, GTR 30 FT HT, WALL NO - 4(102+11RT - 103+10RT) | SF | 3500 | \$52.69 | \$184,421.76 |
| 627-1010 | MSE WALL FACE, 10 - 20 FT HT, WALL NO - 5(25+00LT - 35+00LT) | SF | 4350 | \$45.81 | \$199,294.08 |
| 627-1020 | MSE WALL FACE, 20 - 30 FT HT, WALL NO - 5(25+00LT - 35+00LT) | SF | 13350 | \$48.01 | \$640,972.08 |

ITEMS FOR JOB 0010874

| ITEM NO. | DESCRIPTION | UNITS | QUANTITY | PRICE | AMOUNT |
|-----------------|---|--------------|-----------------|--------------|---------------|
| 627-1030 | MSE WALL FACE, GTR 30 FT HT, WALL NO - 5(25+00LT- 35+00LT) | SF | 6700 | \$52.69 | \$353,035.93 |
| 627-1010 | MSE WALL FACE, 10 - 20 FT HT, WALL NO - 6(28+00RT- 35+00RT) | SF | 3150 | \$47.23 | \$148,800.08 |
| 627-1020 | MSE WALL FACE, 20 - 30 FT HT, WALL NO - 6(28+00RT- 35+00RT) | SF | 7100 | \$48.01 | \$340,891.52 |
| 627-1030 | MSE WALL FACE, GTR 30 FT HT, WALL NO - 6(28+00RT- 35+00RT) | SF | 6150 | \$52.69 | \$324,055.37 |

| | | | | | |
|---------------------|--|--|--|--|-----------------|
| ITEM TOTAL | | | | | \$27,199,613.98 |
| INFLATED ITEM TOTAL | | | | | \$27,199,613.98 |

TOTALS FOR JOB 0010874

| | | | | | |
|---------------------------------|--|--|--|--|------------------------|
| ESTIMATED COST: | | | | | \$27,703,414.00 |
| CONTINGENCY PERCENT (0%) | | | | | \$0.00 |
| ESTIMATED TOTAL: | | | | | \$27,703,414.00 |

PROJ. NO.

[Redacted]

CALL NO.

P.I. NO.

0010874

DATE

10/24/2014

INDEX (TYPE)

REG. UNLEADED
DIESEL
LIQUID AC

| DATE | INDEX |
|--------|-----------|
| Apr-15 | \$ 2.210 |
| | \$ 2.788 |
| | \$ 485.00 |

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)

| | | | | | |
|--|----------|-----|---------------|----|------------|
| Monthly Asphalt Cement Price month placed (APM) | Max. Cap | 60% | \$ 776.00 | \$ | 371,752.50 |
| Monthly Asphalt Cement Price month project let (APL) | | | \$ 485.00 | | |
| Total Monthly Tonnage of asphalt cement (TMT) | | | 1277.5 | | |

| ASPHALT | Tons | %AC | AC ton |
|-----------|--------------|------|---------------|
| Leveling | 1050 | 5.0% | 52.5 |
| 12.5 OGFC | | 5.0% | 0 |
| 12.5 mm | 9000 | 5.0% | 450 |
| 9.5 mm SP | | 5.0% | 0 |
| 25 mm SP | 11000 | 5.0% | 550 |
| 19 mm SP | 4500 | 5.0% | 225 |
| | 25550 | | 1277.5 |

BITUMINOUS TACK COAT

Price Adjustment (PA)

| | | | | | |
|--|----------|-----|-------------|----|----------|
| Monthly Asphalt Cement Price month placed (APM) | Max. Cap | 60% | \$ 8,999.10 | \$ | 8,999.10 |
| Monthly Asphalt Cement Price month project let (APL) | | | \$ 776.00 | | |
| Total Monthly Tonnage of asphalt cement (TMT) | | | \$ 485.00 | | |
| | | | 30.92472664 | | |

Bitum Tack

| Gals | gals/ton | tons |
|------|----------|------------|
| 7200 | 232.8234 | 30.9247266 |

PROJ. NO.

[Redacted]

CALL NO.

P.I. NO.

0010874

DATE

10/24/2014

BITUMINOUS TACK COAT (surface treatment)

Price Adjustment (PA)

0

\$

-

Monthly Asphalt Cement Price month placed (APM)

Max. Cap

60%

\$

776.00

Monthly Asphalt Cement Price month project let (APL)

\$

485.00

Total Monthly Tonnage of asphalt cement (TMT)

0

| Bitum Tack | SY | Gals/SY | Gals | gals/ton | tons |
|--------------------|------------|---------|------|----------|------|
| Single Surf. Trmt. | [Redacted] | 0.20 | 0 | 232.8234 | 0 |
| Double Surf. Trmt. | [Redacted] | 0.44 | 0 | 232.8234 | 0 |
| Triple Surf. Trmt | [Redacted] | 0.71 | 0 | 232.8234 | 0 |
| | | | | | 0 |

TOTAL LIQUID AC ADJUSTMENT

\$

380,751.60

City of Roswell Department of Transportation
Local Acquisition - Detailed ROW Cost Estimate Worksheet

Date (MM/YYYY): June-14 Project:
Revised: County: Fulton
PI: 0010874

Description: Big Creek Parkway-Phases 1 and 2

Parcels: 64 R/W Plan Date: Apr-15

FOR FUNDING ONLY

CONTRACT

| | |
|-----------------------|------------------------|
| Land and Improvements | \$13,772,703.32 |
| Valuation Services | \$0.00 |
| Legal Services | \$418,200.00 |
| Relocation | \$0.00 |
| Demolition | \$0.00 |
| TOTAL CONTRACT | \$14,190,903.32 |

IN-HOUSE

| | |
|------------------------------|------------------------|
| Sponsor In-house | \$623,000.00 |
| Sponsor Estimated Costs | \$14,813,903.32 |
| Agency Oversight In-house | \$181,000.00 |
| TOTAL ESTIMATED COSTS | \$14,994,903.32 |

TOTAL ESTIMATED COSTS (ROUNDED) \$15,000,000.00

| Preparation Credits | Hours | Signature |
|---------------------|-------|-----------|
| | | |
| | | |

*CG#: _____

*CG#: _____

**CG required only if used for Negotiations*

Attachment(s): **Project Location Map; Subject/Comp Location Map; Comparable Sales Data**



G R E S H A M
S M I T H A N D
P A R T N E R S

Project No: N/A
P.I.# 0010874

Date: April 24, 2015

Description: Big Creek Parkway Concept Study

FROM: Eric Rickert, P.E. — Gresham, Smith and Partners

TO: Robert Dell-Ross, P.E., Project Manager — City of Roswell

SUBJECT: UTILITY COST ESTIMATE

A review of utilities located on the above referenced project has been conducted without a design concept. Listed below is a breakdown of the anticipated reimbursable and non-reimbursable cost.

| <u>Utility Owner</u> | <u>Reimbursable</u> | <u>Non-Reimbursable</u> | <u>Estimate Based on</u> |
|-----------------------|---------------------|-------------------------|--|
| Roswell | \$0.00 | TBD | Site Visit / Available Drawings |
| Ga Power Distribution | \$500,000.00 | TBD | Site Visit / Available Drawings |
| Ga Power Transmission | \$0.00 | TBD | Site Visit / Available Drawings |
| AT&T | \$0.00 | TBD | Site Visit / Available Drawings |
| Fulton County | \$300,000.00 | TBD | Site Visit / Available Drawings |
| Atlanta Gas Light | \$0.00 | TBD | Site Visit / Available Drawings |
| Charter Cable | \$0.00 | TBD | Site Visit / Available Drawings |
| Comcast | \$0.00 | TBD | Site Visit / Available Drawings |
| Time Warner | \$0.00 | TBD | Site Visit / Available Drawings |
| Zayo Fiber | \$0.00 | TBD | Site Visit / Available Drawings |
| Verizon | \$0.00 | TBD | Site Visit / Available Drawings |
| Total | \$800,000.00 | TBD | Site Visit / Available Drawings |

Estimate is based on the best available information at the current stage, unforeseen prior rights information may be provided by the Utility Company at a later date that could cause some non-reimbursable costs to shift to the reimbursable cost column.

If additional information is needed, please contact me at 678-518-3682.

Design Services For The Built Environment

2325 Lakeview Parkway, Suite 300 / Alpharetta, Georgia 30009-7940 / Phone 770.754.0755 / www.greshamsmith.com

Holcomb Woods Pkwy from SR 140 to Old Alabama Road, Fulton County, Years 2008 - 2012

| Year | Manner of Collision | | | | | | Total Crashes | Type of Accident | | |
|------------|---------------------|---------|----------|----------------------------|--------------------------------|------------------------------------|---------------|------------------|--------|-------|
| | Angle | Head On | Rear End | Sideswipe - Same Direction | Sideswipe - Opposite Direction | Not A Collision with Motor Vehicle | | PDO | Injury | Fatal |
| 2008 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 2 | 0 | 0 |
| 2009 | 1 | 0 | 4 | 0 | 0 | 1 | 6 | 6 | 0 | 0 |
| 2010 | 2 | 0 | 2 | 0 | 0 | 0 | 4 | 4 | 0 | 0 |
| 2011 | 7 | 0 | 3 | 0 | 0 | 2 | 12 | 11 | 1 | 0 |
| 2012 | 2 | 0 | 0 | 0 | 0 | 3 | 5 | 3 | 2 | 0 |
| Total | 12 | 0 | 11 | 0 | 0 | 6 | 29 | 26 | 3 | 0 |
| Percentage | 41.4% | 0.0% | 37.9% | 0.0% | 0.0% | 20.7% | 100.0% | 89.7% | 10.3% | 0.0% |

Summary of Traffic Crash History along Holcomb Woods Pkwy from SR 140 to Old Alabama Road in Fulton County for the years 2008 - 2012

| Year | Accidents | | | Accidents Per 100 Million Vehicle Miles ¹ | | |
|---------|-----------|--------|-------|--|----------|-------------|
| | Total | Injury | Fatal | Total | Injury | Fatal |
| 2008 | 2 | 0 | 0 | 208 (317) | 0 (68) | 0.00 (0.98) |
| 2009 | 6 | 0 | 0 | 624 (310) | 0 (65) | 0.00 (0.77) |
| 2010 | 4 | 0 | 0 | 416 (239) | 0 (52) | 0.00 (0.56) |
| 2011 | 12 | 1 | 0 | 1247 (277) | 104 (56) | 0.00 (0.67) |
| 2012 | 5 | 2 | 0 | 520 (310) | 208 (61) | 0.00 (0.64) |
| Total | 29 | 3 | 0 | | | |
| Average | 6 | 1 | 0 | 624 (291) | 104 (60) | 0.00 (0.72) |

Urban Local

| Year | Accidents Per 100 Million Vehicle Miles (Statewide Average) | | |
|---------|---|--------|-------|
| | Total | Injury | Fatal |
| 2008 | 317 | 68 | 0.98 |
| 2009 | 310 | 65 | 0.77 |
| 2010 | 239 | 52 | 0.56 |
| 2011 | 277 | 56 | 0.67 |
| 2012 | 310 | 61 | 0.64 |
| Total | | | |
| Average | 291 | 60 | 0.72 |

Note: (1) The number in parentheses represents the statewide average crash rates for Urban Minor Arterials

Length in Miles 0.57
AADT 4,625

Warsaw Rd from SR 140 to Worthington Hills Road, Fulton County, Years 2008 - 2012

| Year | Manner of Collision | | | | | | Total Crashes | Type of Accident | | |
|------------|---------------------|---------|----------|----------------------------|--------------------------------|------------------------------------|---------------|------------------|--------|-------|
| | Angle | Head On | Rear End | Sideswipe - Same Direction | Sideswipe - Opposite Direction | Not A Collision with Motor Vehicle | | PDO | Injury | Fatal |
| 2008 | 5 | 0 | 8 | 0 | 0 | 1 | 14 | 9 | 5 | 0 |
| 2009 | 2 | 0 | 2 | 0 | 0 | 0 | 4 | 3 | 1 | 0 |
| 2010 | 4 | 0 | 2 | 0 | 0 | 1 | 7 | 3 | 4 | 0 |
| 2011 | 5 | 0 | 15 | 0 | 0 | 3 | 23 | 17 | 6 | 0 |
| 2012 | 8 | 0 | 7 | 0 | 0 | 0 | 15 | 8 | 7 | 0 |
| Total | 24 | 0 | 34 | 0 | 0 | 5 | 63 | 40 | 23 | 0 |
| Percentage | 38.1% | 0.0% | 54.0% | 0.0% | 0.0% | 7.9% | 100.0% | 63.5% | 36.5% | 0.0% |

Summary of Traffic Crash History along Warsaw Rd from SR 140 to Worthington Hills Road in Fulton County for the years 2008 - 2012

| Year | Accidents | | | Accidents Per 100 Million Vehicle Miles ¹ | | |
|---------|-----------|--------|-------|--|----------|-------------|
| | Total | Injury | Fatal | Total | Injury | Fatal |
| 2008 | 14 | 5 | 0 | 447 (317) | 160 (68) | 0.00 (0.98) |
| 2009 | 4 | 1 | 0 | 128 (310) | 32 (65) | 0.00 (0.77) |
| 2010 | 7 | 4 | 0 | 223 (239) | 128 (52) | 0.00 (0.56) |
| 2011 | 23 | 6 | 0 | 734 (277) | 191 (56) | 0.00 (0.67) |
| 2012 | 15 | 7 | 0 | 479 (310) | 223 (61) | 0.00 (0.64) |
| Total | 63 | 23 | 0 | | | |
| Average | 13 | 5 | 0 | 415 (291) | 160 (60) | 0.00 (0.72) |

Urban Local

| Year | Accidents Per 100 Million Vehicle Miles (Statewide Average) | | |
|---------|---|--------|-------|
| | Total | Injury | Fatal |
| 2008 | 317 | 68 | 0.98 |
| 2009 | 310 | 65 | 0.77 |
| 2010 | 239 | 52 | 0.56 |
| 2011 | 277 | 56 | 0.67 |
| 2012 | 310 | 61 | 0.64 |
| Total | | | |
| Average | 291 | 60 | 0.72 |

Note: (1) The number in parentheses represents the statewide average crash rates for Urban Minor Arterials

Length in Miles 0.87
AADT 9,871

Department of Transportation State of Georgia

INTERDEPARTMENT CORRESPONDENCE

FILE Fulton County
P.I. # 0010874

OFFICE Planning

DATE February 19, 2015

FROM Cynthia L. VanDyke, State Transportation Planning Administrator

TO Albert Shelby, State Program Delivery Engineer
Attention: Vinesha Pegram, P.E.

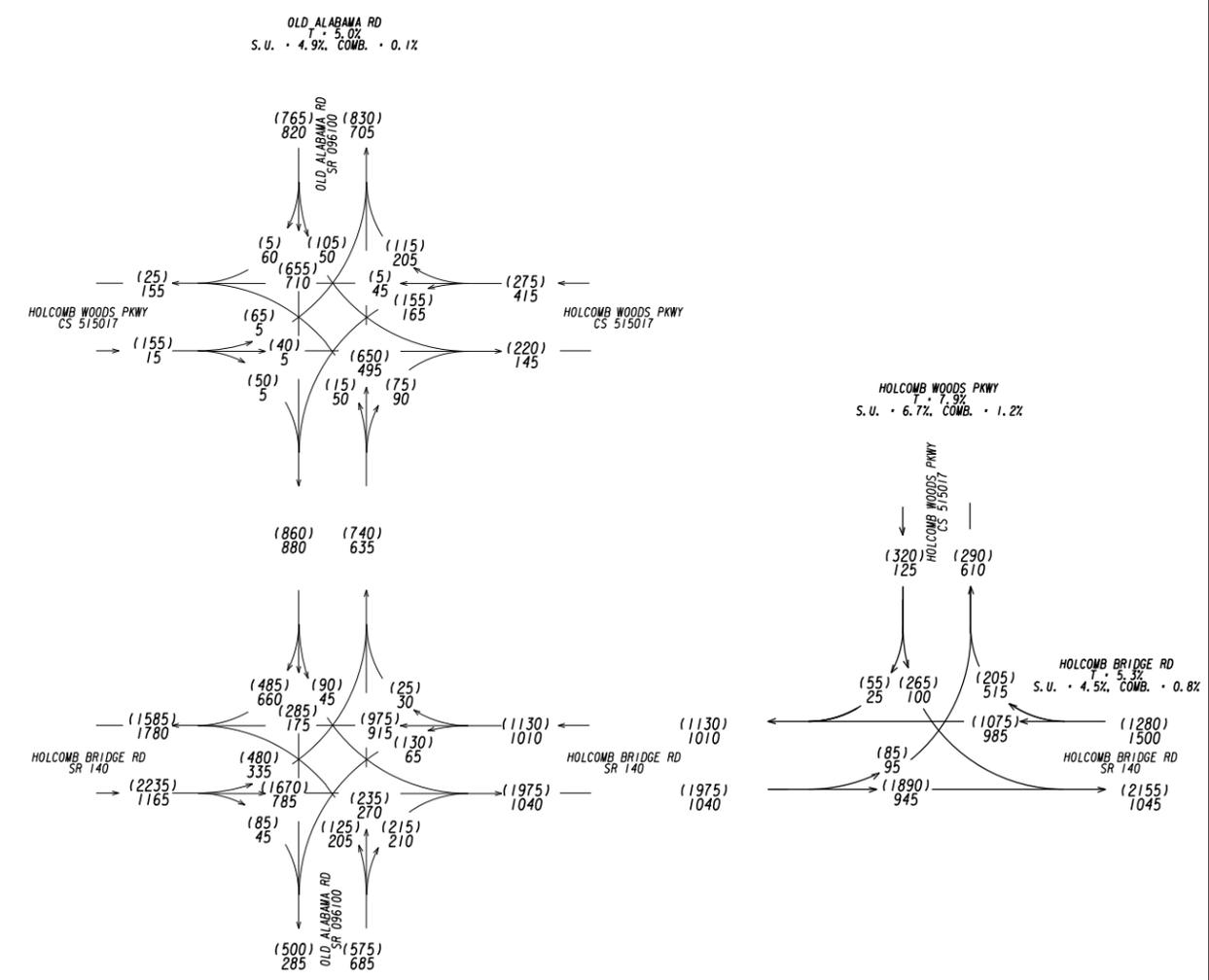
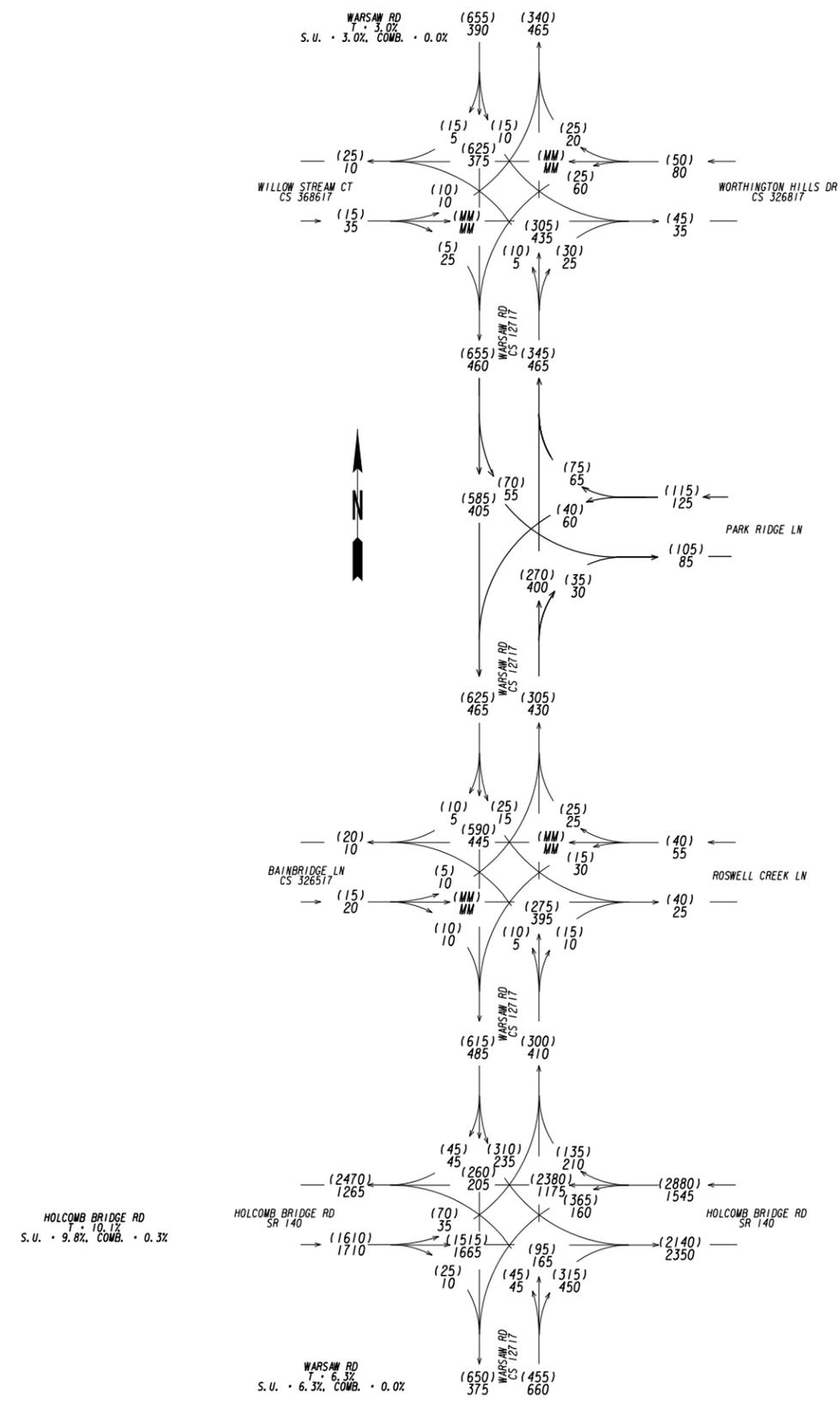
SUBJECT **Reviewed** Design Traffic Diagrams for BIG CREEK PKWY FM W OF SR
140 TO E OF SR 140; INC NEW BRIDGE

Per request, we have reviewed the consultant's design traffic data for the above project. Based on the information furnished, we find the design traffic projections to be satisfactory, and approve the design traffic volume.

If you have any questions concerning this information please contact Andre Washington at (404) 631-1925.

CLV/AMW

P. I. NO. 0010874



2014 PM DHV = (000)
2014 AM DHV = 000



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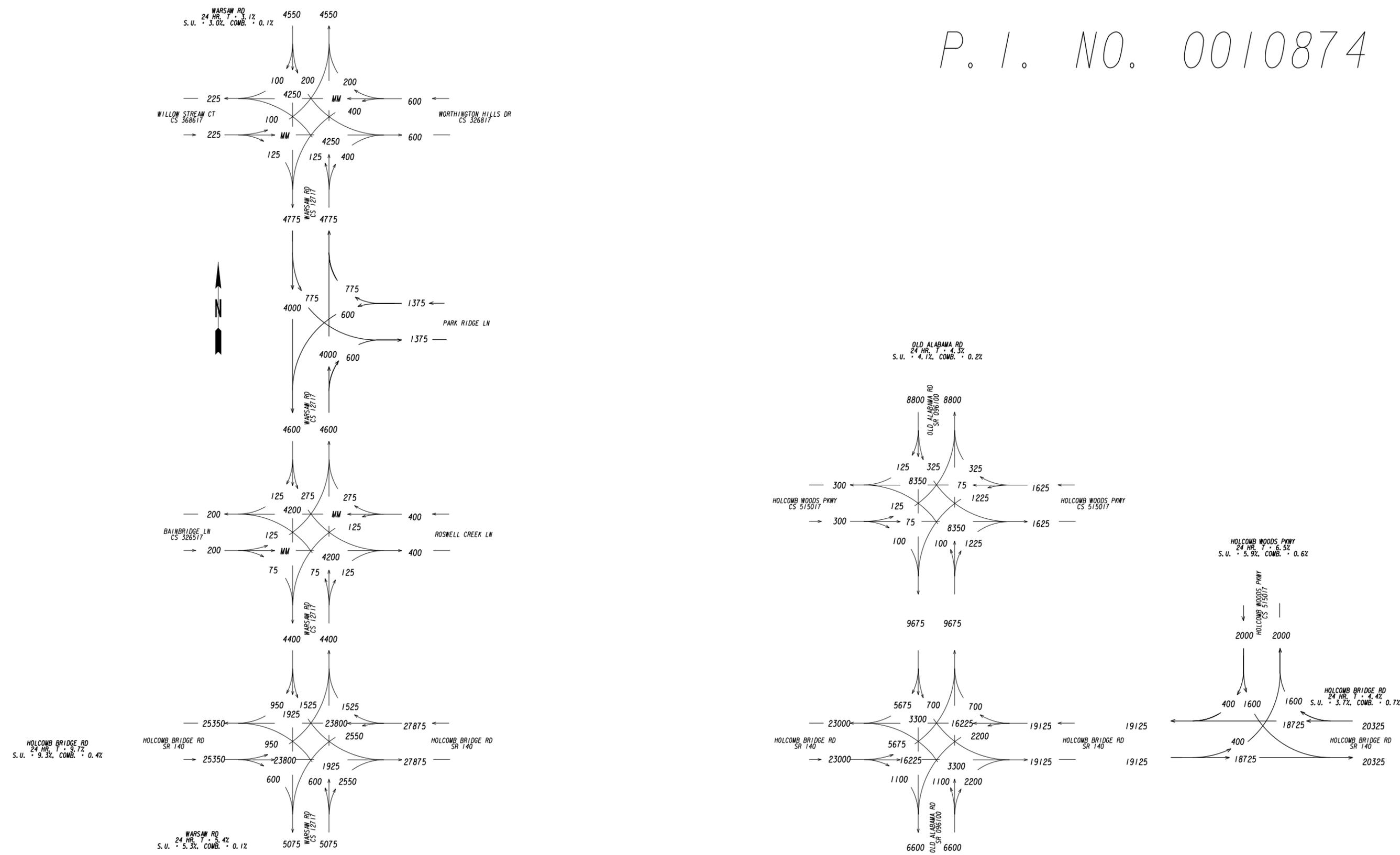
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OFFICE: PROGRAM DELIVERY
TRAFFIC DIAGRAM

BIG CREEK PARKWAY
FULTON COUNTY

DRAWING No.
10-0001

P. I. NO. 0010874



HOLCOMB BRIDGE RD
24 HR. T. = 9.7%
S. U. = 9.3% COMB. = 0.4%

2014 AADT = 000



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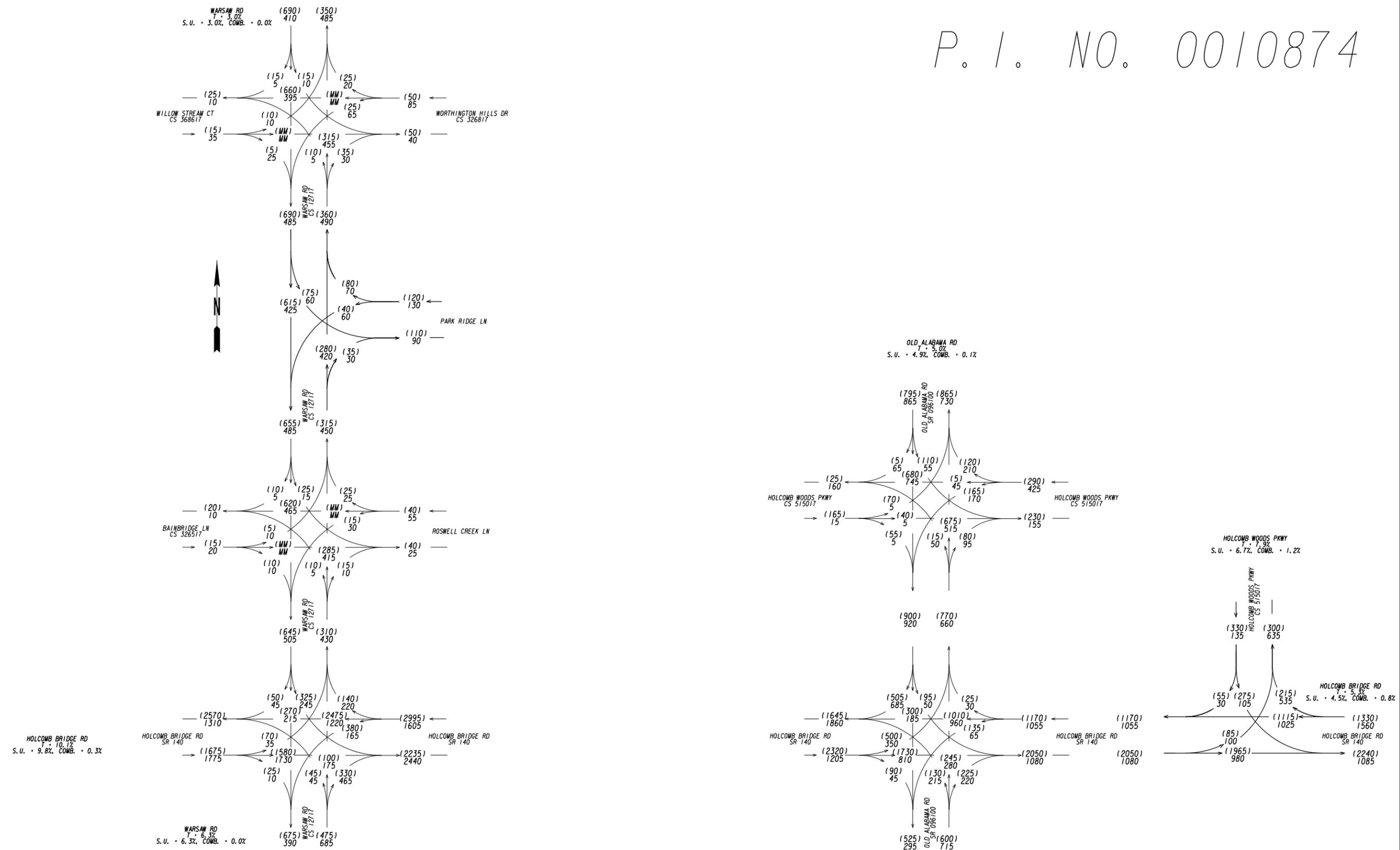
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OFFICE: PROGRAM DELIVERY
TRAFFIC DIAGRAM

BIG CREEK PARKWAY
FULTON COUNTY

DRAWING No.
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P. I. NO. 0010874



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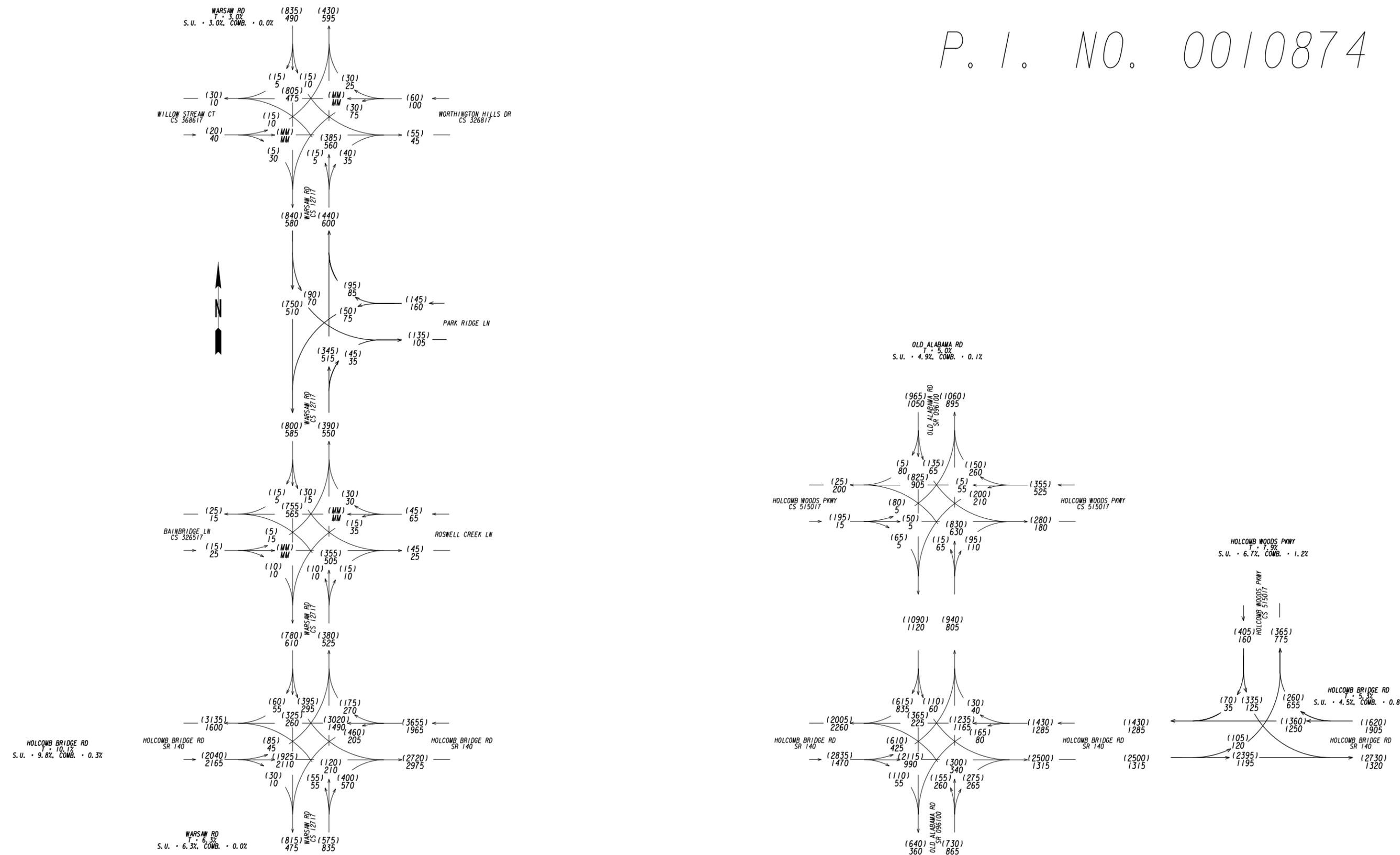
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TRAFFIC DIAGRAM
 BIG CREEK PARKWAY
 FULTON COUNTY

DRAWING No. 10-0003

P. I. NO. 0010874



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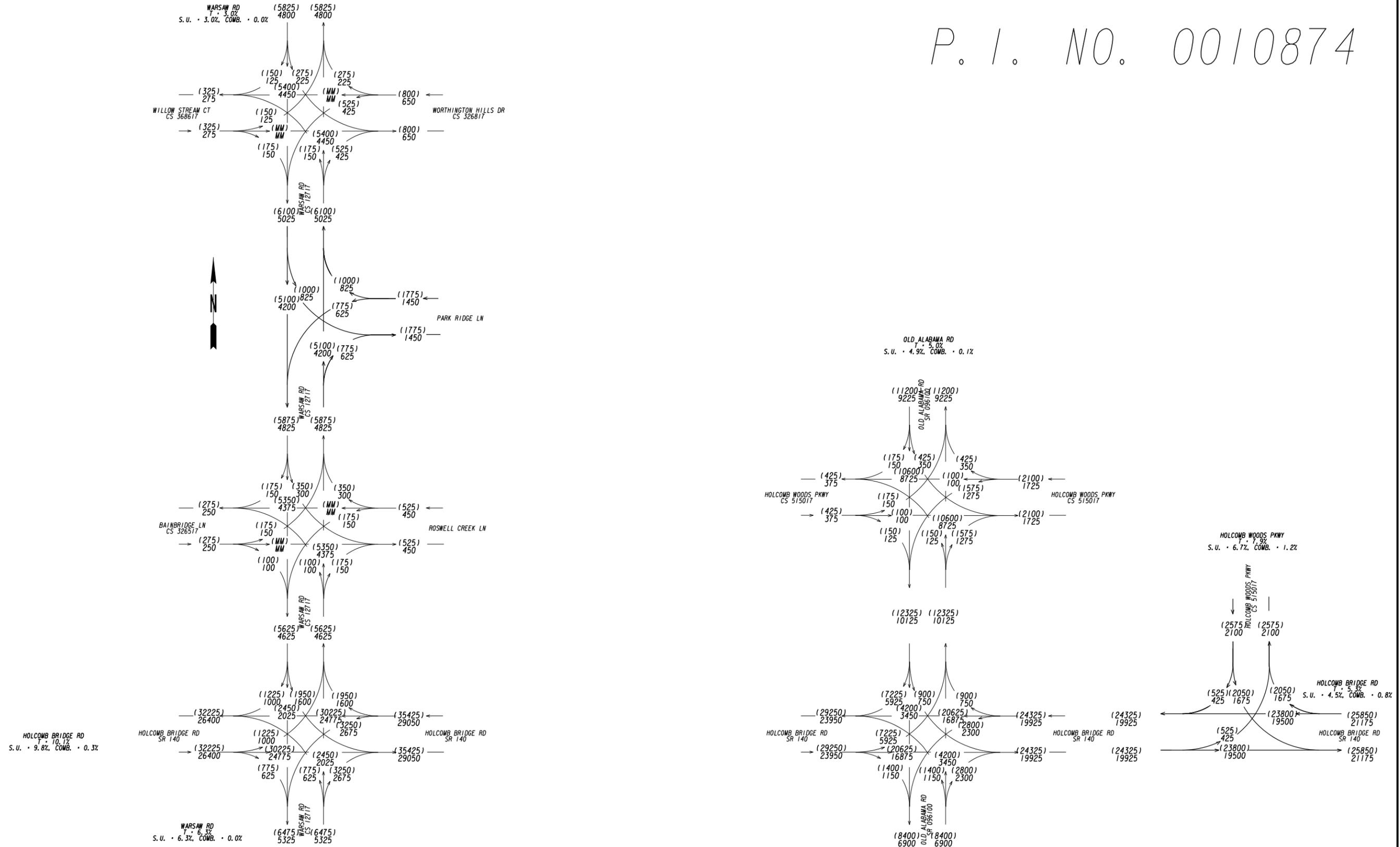
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BIG CREEK PARKWAY
FULTON COUNTY

DRAWING No.
10-0004

P. I. NO. 0010874



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2018 NO BUILD AADT = 000



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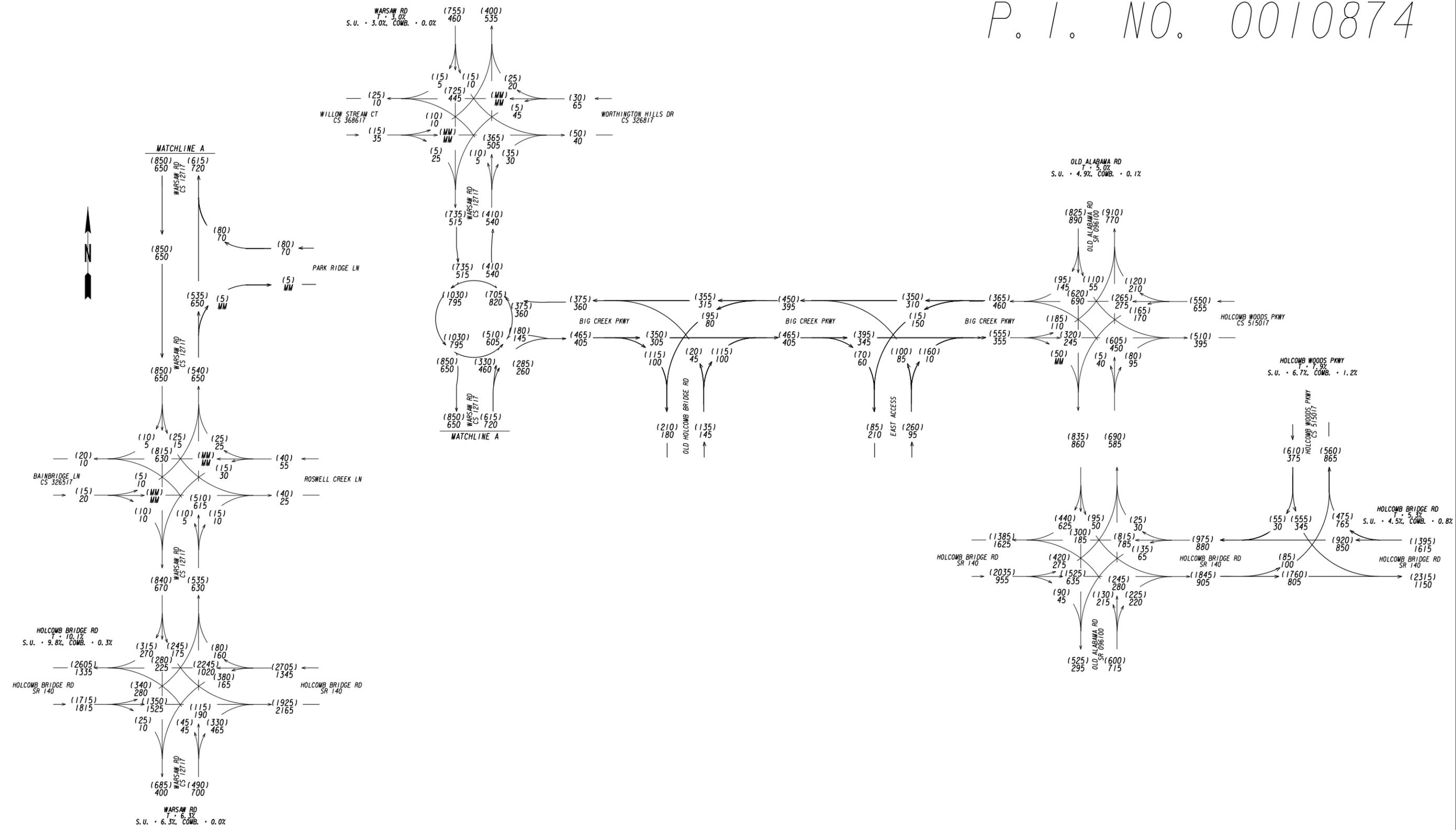
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BIG CREEK PARKWAY
FULTON COUNTY

DRAWING No.
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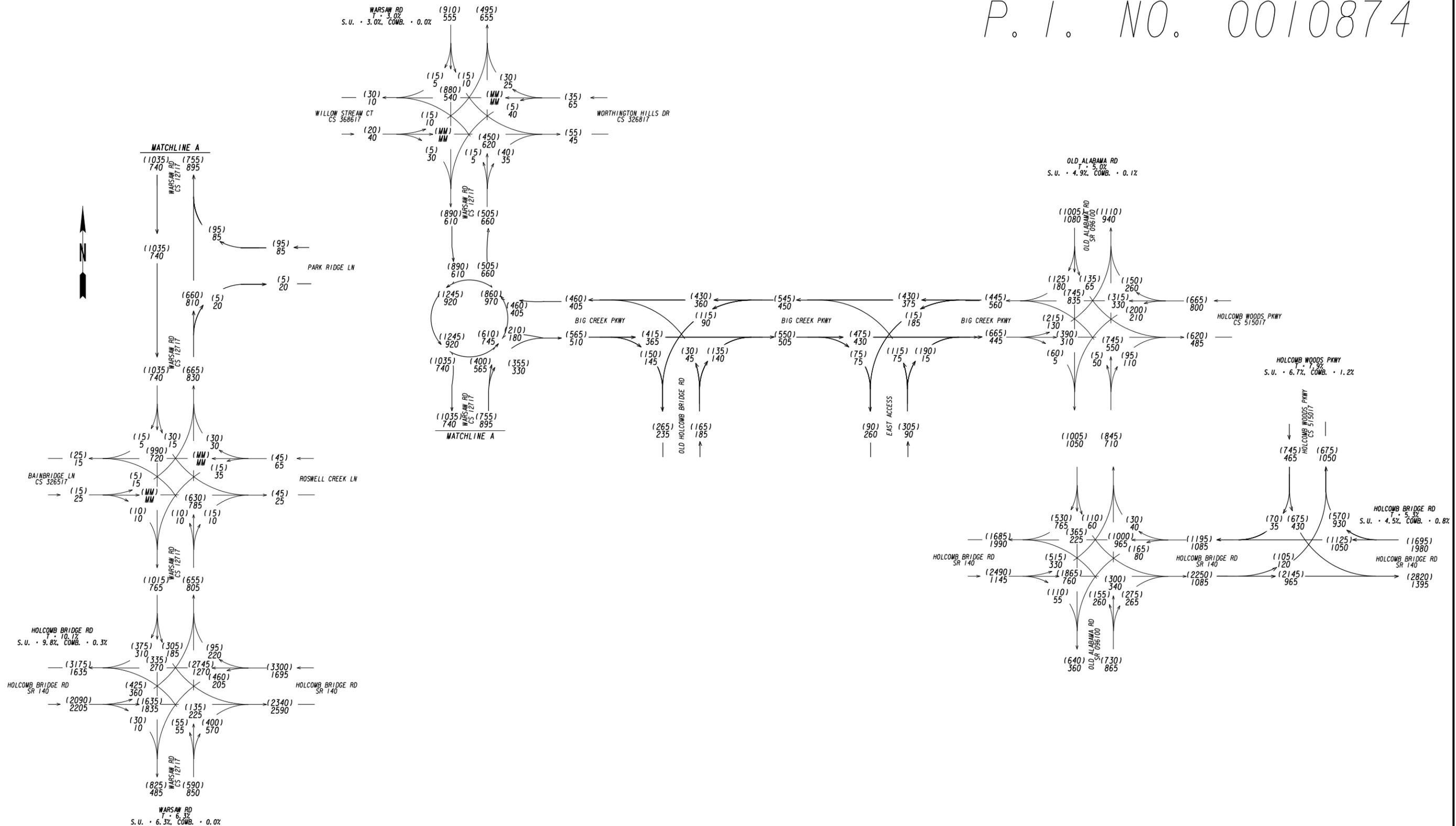
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BIG CREEK PARKWAY
FULTON COUNTY

DRAWING No.
10-0006

P. I. NO. 0010874



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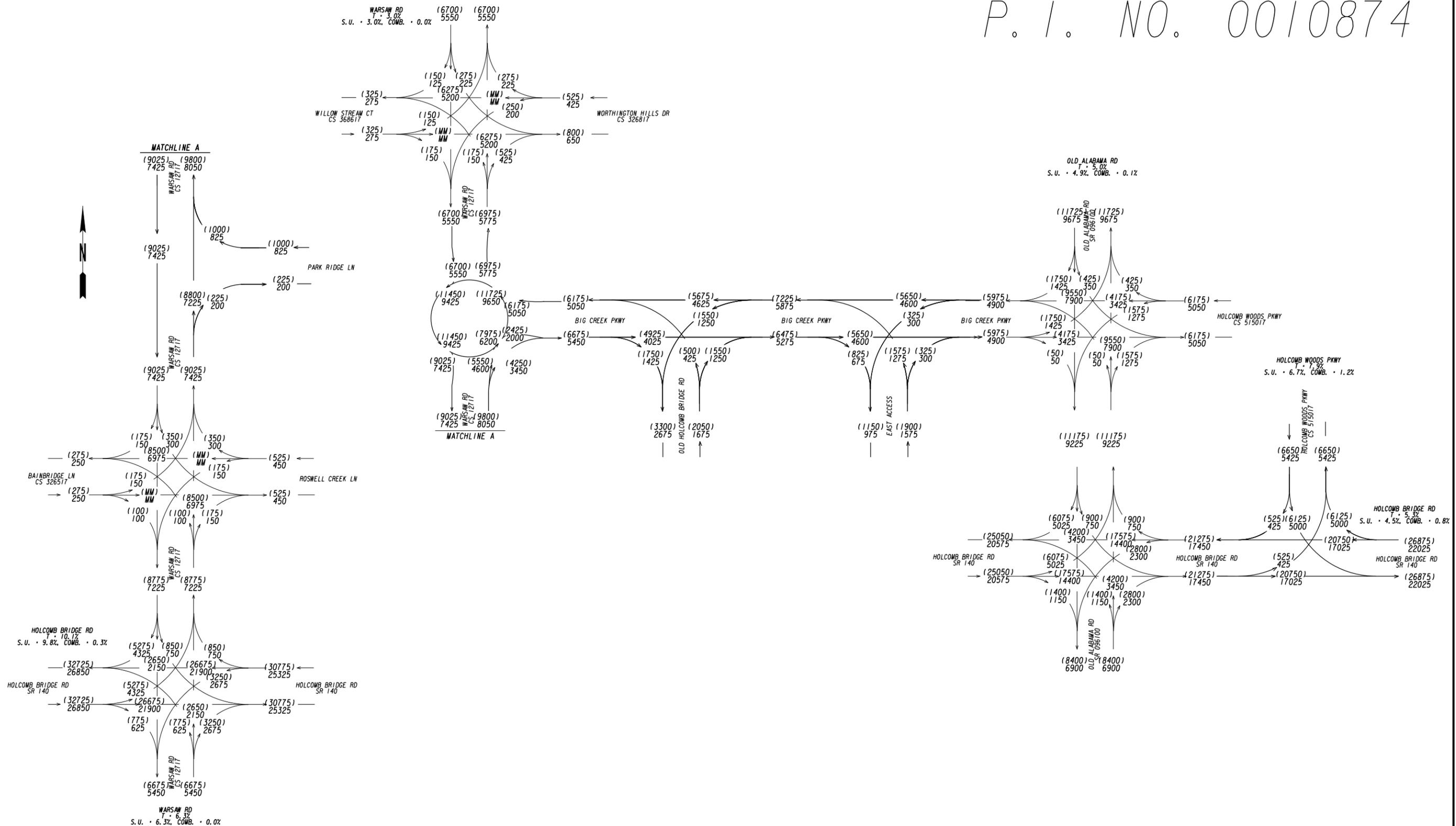
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OFFICE: PROGRAM DELIVERY
TRAFFIC DIAGRAM

BIG CREEK PARKWAY
FULTON COUNTY

DRAWING No.
10-0007

P. I. NO. 0010874



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TRAFFIC DIAGRAM

BIG CREEK PARKWAY
FULTON COUNTY

DRAWING No.
10-0008

Big Creek Parkway Traffic Analysis - Intersection LOS (Synchro 8.0)

| Intersection | 2013 Existing Year | | | | 2018 Opening Year | | | | 2038 Design Year | | | | | | | | |
|-------------------------------------|--------------------|-----|----------|-----|-------------------|-----|----------|-----|------------------|-----|----------|-----|-----------|-----|----------|--|-----------|
| | AM | | PM | | AM | | PM | | AM | | PM | | PM | | | | |
| | LOS | Vol | LOS | Vol | LOS | Vol | LOS | Vol | LOS | Vol | LOS | Vol | LOS | Vol | | | |
| SR 140 @ Warsaw Rd | E (57.4) | | E (57.7) | | E (60.3) | | E (68.9) | | D (43.3) | | E (65.1) | | F (133.3) | | E (62.1) | | F (101.2) |
| Warsaw Rd @ Big Creek Pkwy | | | | | | | | | A (9.9) | | C (17.1) | | | | B (14.1) | | E (43.8) |
| Big Creek Pkwy @ Old HBR | | | | | | | | | C (20.1) | | C (20.1) | | | | D (29.9) | | D (29.0) |
| Big Creek Pkwy @ East Driveway | | | | | | | | | D (31.8) | | C (18.9) | | | | F (68.8) | | D (31.7) |
| Old Alabama Rd @ Holcomb Woods Pkwy | B (11.3) | | B (10.0) | | B (12.3) | | B (19.4) | | C (22.6) | | C (25.5) | | C (22.1) | | C (28.7) | | D (35.9) |
| SR 140 @ Holcomb Woods Pkwy | D (45.3) | | D (40.8) | | D (48.0) | | D (46.3) | | E (51.7) | | E (45.1) | | E (61.7) | | E (68.2) | | F (86.8) |

Roundabout Analysis

| Intersection | 2018 Opening Year | | 2038 Design Year | |
|---|-------------------|-----|------------------|-----|
| | AM | PM | AM | PM |
| | LOS | Vol | LOS | Vol |
| Warsaw Rd @ Big Creek Pkwy Intersection | A (9.6) | | B (12.9) | |
| GDOT Roundabout Analysis Tool | A (8.4) | | A (9.1) | |
| SIDRA | | | A (8.8) | |
| | | | A (9.9) | |

CITY OF ROSWELL
BIG CREEK BRIDGE ROAD
CORRIDOR STUDY
Volume One
December 15, 2010



Prepared for:
City of Roswell, GA

by:



G R E S H A M
S M I T H A N D
P A R T N E R S

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Appendix

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1 EXECUTIVE SUMMARY

Gresham, Smith and Partners (GS&P) has prepared a conceptual alignment corridor study for a Big Creek Bridge Road in Roswell, GA. Big Creek Bridge Road is proposed as a new roadway between Holcomb Bridge Road (SR 140) and Mansell Road. This report documents the process and results of the conceptual alignment corridor study. The report is divided into two volumes. The first volume is the results of the corridor study including the following chapters:

- Need and Purpose – Provides a detailed justification for a new bridge crossing of SR 400 in the vicinity of Holcomb Bridge Road (SR 140). Based on the information detailed in this chapter, the project is needed to:
 - Alleviate the high level of traffic congestion along Holcomb Bridge Road (SR 140)
 - Provide additional connectivity for the City of Roswell
 - Improve safety and emergency response
 - Meet a Georgia Department of Transportation (GDOT) directive to consider an additional crossing of SR 400
- Environmental Screening – Provides an initial, fatal flaw screening for the study area and recommended corridor of various environmental factoring including land use, socio-economic, hazardous materials, natural features, cultural resources and parks.
- Traffic Analysis - Provides a detailed traffic analysis and evaluates thirty-four alternatives. The detailed traffic analysis evaluated both a two and four lane Big Creek Bridge Road option, the impact of potential improvements to Old Alabama Road, multiple terminus points of Big Creek Bridge Road on the west side of SR 400 and the impact of future north-south parallel roadways to SR 400 between Holcomb Bridge Road (SR 140) and Mansell Road.
- Alignment Alternatives – Provides an analysis of the potential alignments for Big Creek Bridge Road. The study area was divided into three areas in which a detailed evaluation was undertaken of the different alignment options.
- Bridge and Roadway Concepts – Provides both a vision and blueprint for how the Big Creek Bridge Road should be developed to meet the needs of a multimodal community and minimize the impacts to the adjacent residential communities.

The second volume documents the extensive public outreach and consensus building process that was undertaken as part of the project. The public outreach for the project included meetings with numerous stakeholders and interested parties. Meetings were held with homeowners, City of Roswell staff, and staff from adjacent jurisdictions, regional planning organizations such as the Atlanta Regional Commission (ARC) and the North Fulton Community Improvement District (NFCID), state agencies and adjacent property owners including Kimberly-Clark and the Aspen Pointe Apartments. Two public information open house meetings were also held during the project to solicit input from the community at large.



Based on the technical analysis, discussions with the City of Roswell staff, elected officials and input from the public outreach process, the following recommendations were made regarding the proposed Big Creek Bridge Road:

- Big Creek Bridge Road should be built instead of widening Holcomb Bridge Road (SR 140).
- Big Creek Bridge Road should be designed as a “complete street” accommodating all modes of transportation including vehicles, bicycles and pedestrians.
- Big Creek Bridge Road should terminate in a configuration to be determined during subsequent project development phases at Warsaw Road on the west side of SR 400.
- Big Creek Bridge Road should incorporate “context sensitive design” elements that minimize impacts to the adjacent neighborhoods and improve aesthetics for users of the roadway.
- Big Creek Bridge Road should incorporate a signature bridge over SR 400 that creates a “sense of place” for users of the roadway and lets motorists on SR 400 know that they are in the City of Roswell.
- Big Creek Bridge Road should be developed to encourage future connectivity to Mansell Road.

The following is the initial recommended alignment for Big Creek Bridge Road:



2 NEED AND PURPOSE

The purpose of the proposed project is to construct a transportation corridor north of Holcomb Bridge Road (SR 140) with bicycle lanes, a multi-use trail, and travel lanes for vehicles which will facilitate the connection of east and west Roswell across SR 400. Big Creek Bridge Road would provide local accessibility, relief to Holcomb Bridge Road (SR 140) and interconnectivity within the City, and would provide direct bicycle and pedestrian connections to the existing and proposed City trails and parks.

Currently, nine of the 14 intersections along Holcomb Bridge Road (SR 140) in the vicinity of SR 400 operate at an unacceptable level of service of E or less according to Table 2.1. In addition, most areas of the City of Roswell are accessed via Holcomb Bridge Road (SR 140), which is the only interchange along SR 400 providing access to businesses and residents within the City. Holcomb Bridge Road (SR 140) also provides access to SR 400 from Cherokee County, eastern Cobb County, City of Johns Creek and City of Norcross. In essence, SR 400 divides the City of Roswell in half and provides constrained interconnectivity for vehicular traffic, bicycles and pedestrians. Also, the crash and injury rates according to Table 2.4 far exceed the statewide average for similar type roadways. Lastly, the Georgia Department of Transportation (GDOT) acknowledged in a letter dated December 2007 to the Mayor of Roswell that recommended – "...a second crossing of SR 400 in the immediate area of Holcomb Bridge Road..." Therefore, the project is needed to: 1) alleviate the high level of traffic congestion, 2) provide connectivity for the City of Roswell, 3) improve safety and emergency response and 4) meet a GDOT directive to provide an additional crossing of SR 400.

The proposed project would construct an east west connector (Big Creek Bridge Road) north of Holcomb Bridge Road (SR 140) with bicycle lanes and a greenway, along with accompanying access roadways north and south (the access roads are part of future phases of the project). Big Creek Bridge Road would provide local accessibility and interconnectivity within the City and thereby reduce local traffic and congestion on Holcomb Bridge Road (SR 140). If constructed, Big Creek Bridge Road would also provide bicycle and pedestrian interconnectivity amongst the existing and proposed City trails and parks. Finally, the Big Creek Bridge Road project would improve the safety along the Holcomb Bridge Road (SR 140) corridor by reducing congestion and improving emergency vehicle access within the City.



2.1 Background

Most areas of the City of Roswell are accessed via Holcomb Bridge Road (SR 140) from SR 400 in Fulton County. The residents of Roswell are forced to use one interchange for access to and from their properties. Holcomb Bridge Road (SR 140) also provides access to SR 400 from Cherokee County, eastern Cobb County, City of Johns Creek and City of Norcross. This concentration of traffic creates bottlenecks along Holcomb Bridge Road (SR 140) at almost all intersections and at most times of the day and night.

Gresham, Smith and Partners (GS&P) was selected as the consultant to assist the City of Roswell in developing a work plan, strategy, initial preferred alignment and phasing details for proposed new corridors in the critical Holcomb Bridge Road (SR 140) interchange at SR 400. GS&P was further tasked with working with the City to devise a comprehensive approach for partnering, consensus building and funding to pursue the proposed facilities. The work accomplished in this phase of the project included the detailed traffic analysis of existing and no-build conditions, and the development and refinement of corridor alignment alternatives.

The critical issues for the area involve traffic congestion, safety, local access, local and regional demands and connectivity, future development and redevelopment needs and consistency with future roadway system enhancements.

In preparing the current effort, GS&P reviewed several other sources of information, including the City's Transportation Master Plan, additional Holcomb Bridge Road (SR 140) area studies and the Traffic Impact Analysis (TIA) and Mobility Study for Holcomb Bridge Road (SR 140).

The following goals have been established for the Big Creek Bridge Road project and approved by the City Council's Community Development and Transportation Committee:

- Build support from regional, state, and federal project partners
- Develop promotional fact sheets to assist in consensus building
- Refine alignment layouts
- Complete traffic analysis for defining need and purpose
- Complete fatal flaw environmental screening to ensure viability of the alignments' alternatives and to reduce time and cost for rework and/or challenges in the future
- Maintain accurate cost estimates for work programming
- Identify and pursue funding opportunities to maximize benefit to the citizens
- Engage stakeholders for information, consensus, and participation
- Ensure that when this project enters the RTP and TIP review process that it is a highly ranked project
- Coordinate with other area study efforts to ensure program consistency (Old Alabama Road enhancements and North Fulton CTP)

2.2 Project Location/Study Area

Figure 2.1 Project Overview Map



The study area is identified as bounded by Holcomb Bridge Road (SR 140) to the south, Old Roswell Road to the west, and Old Alabama Road to the east and Mansell Road to the north.

The project study area is located in the City of Roswell, a city of approximately 42 square miles with a population of approximately 87,000 (source: US Census Bureau's 2008 estimate), located 20 minutes north of the City of Atlanta. The existing land uses in the study area are a mix of single and multi-family residential and commercial uses.

Holcomb Bridge Road (SR 140) serves as Roswell's major commercial corridor. Land uses along the roadway include a mix of offices, apartments, banks, gas stations, hotels, fast food restaurants and retail, including some strip commercial developments. The Roswell Town Center, a major shopping center anchored by several big-box type retailers, is located at the corner of Holcomb Bridge Road (SR 140) and Alpharetta Highway (SR 9).

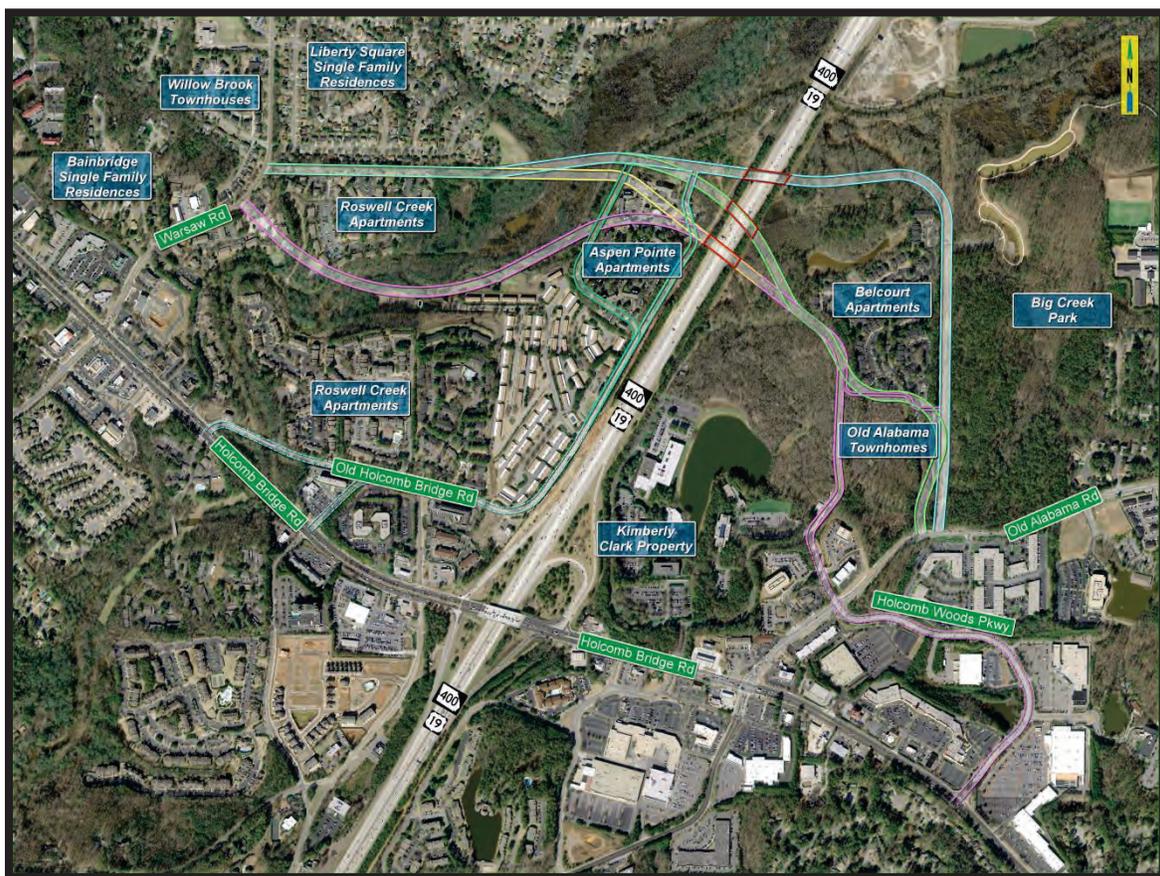
There are two health clinics located along Holcomb Bridge Road (SR 140), one on the northwest corner of the intersection of Holcomb Bridge Road (SR 140) and Warsaw Road, and a second serving the area's Hispanic population located on the south side of Holcomb Bridge Road (SR 140) between Warsaw and Grimes Bridge Roads. A small cemetery is located directly behind the Roswell Town Center along Old Roswell Road, just north of Holcomb Bridge Road (SR 140). The Kimberly-Clark corporate campus lies north of Holcomb Bridge Road (SR 140) just east of SR 400 and is surrounded by offices and the Holcomb Woods Business Park.

Old Roswell Road, which marks the study area's western boundary, and Mansell Road, which marks the northern boundary are also characterized by commercial land uses, including large office parks and scattered smaller retail uses.

Mansell Road is dominated by car dealerships and big-box retailers such as Walmart and Lowe's. A funeral home and large cemetery are located along Mansell Road just east of Alpharetta Highway (SR 9) and a small park and ride lot is located immediately adjacent to SR 400. East of SR 400 lays a newer commercial area, still under development, with plazas and other common spaces.

The bulk of the study area, which lies between Holcomb Bridge Road (SR 140) and Mansell Road, is characterized by single and multi-family residential development, including both apartments and townhomes.

Figure 2.2 Project Study Area Map



2.3 Travel Demand and Operational Conditions

A total of 19 intersections along Holcomb Bridge Road (SR 140), Warsaw Road, Old Roswell Road, Old Alabama Road and Old Holcomb Bridge Road (SR 140) were included in the traffic operational analysis. Existing peak hour turning movement counts were obtained at these intersections and were used to conduct capacity analyses to determine the existing operational conditions in the study area. The capacity analyses, based on the methodologies outlined in the 2000 Highway Capacity Manual (HCM), resulted in intersection levels of service which range from letter grades 'A' (free-flow conditions) through 'F' (forced/breakdown flow). The results of the intersection capacity analyses for the existing conditions are presented in Table 2.1. Of the 14 signalized intersections, nine are functioning at a level of service worse than D. All five unsignalized intersections function at a level of service C or better.

Table 2.1 2009 "Existing Year" Intersection Levels of Service¹

| Signalized Intersection | 2009 "Existing Year" | |
|---|----------------------|---------|
| | AM Peak | PM Peak |
| East Crossville Road/Mansell Road | C | E |
| Holcomb Bridge Road/Alpharetta Highway | F | F |
| Holcomb Bridge Road/Old Roswell Road | E | E |
| Holcomb Bridge Road/Warsaw Road | E | F |
| Holcomb Bridge Road/Old Holcomb Bridge Road | B | B |
| Holcomb Bridge Road/Dogwood Road | F | C |
| Holcomb Bridge Road/SR 400 SB Ramps | F | E |
| Holcomb Bridge Road/SR 400 NB Ramps | A | A |
| Holcomb Bridge Road/Market Boulevard | E | B |
| Holcomb Bridge Road/Old Alabama Road | E | E |
| Holcomb Bridge Road/Holcomb Woods Parkway | A | C |
| Old Roswell Road/Commerce Parkway | B | C |
| Warsaw Road/Old Roswell Road | E | C |
| Old Alabama Road/Holcomb Woods Parkway | C | C |
| Unsignalized Intersection | | |
| Holcomb Bridge Road/Old Dogwood Road | C | B |
| Warsaw Road/Bainbridge Lane | C | C |
| Warsaw Road/Worthington Hills Drive | C | C |
| Old Holcomb Bridge Road/Dogwood Road | B | B |
| Old Holcomb Bridge Road/Old Dogwood Road | A | B |

Note: ¹ Level of service for signalized intersections is for the entire intersection; for unsignalized intersections the level of service provided is for the worst approach.

The levels of service at the major intersections in the study area were also analyzed for future conditions without any transportation improvements, known as the “no-build” condition. The year 2015 was used as the analysis year for calculating anticipated future operational conditions. The results of the future year traffic operations analysis is presented in Table 2.2, and indicate that without transportation improvements, conditions along the corridor will worsen considerably. Of the 14 signalized intersections, 10 are projected to function at a level of service worse than D, and of the five unsignalized intersections, two are expected to function at a level of service worse than D by 2015. A LOS of D or better is considered acceptable for most drivers in urban and suburban areas.

Table 2.2 Anticipated 2015 Future Intersection Levels of Service¹

| Signalized Intersection | 2015 “Future Year” | |
|---|--------------------|---------|
| | AM Peak | PM Peak |
| East Crossville Road/Mansell Road | E | E |
| Holcomb Bridge Road/Alpharetta Highway | F | F |
| Holcomb Bridge Road/Old Roswell Road | E | E |
| Holcomb Bridge Road/Warsaw Road | E | F |
| Holcomb Bridge Road/Old Holcomb Bridge Road | C | C |
| Holcomb Bridge Road/Dogwood Road | F | E |
| Holcomb Bridge Road/SR 400 SB Ramps | F | E |
| Holcomb Bridge Road/SR 400 NB Ramps | C | A |
| Holcomb Bridge Road/Market Boulevard | F | B |
| Holcomb Bridge Road/Old Alabama Road | E | F |
| Holcomb Bridge Road/Holcomb Woods Parkway | A | E |
| Old Roswell Road/Commerce Parkway | B | C |
| Warsaw Road/Old Roswell Road | E | C |
| Old Alabama Road/Holcomb Woods Parkway | C | C |
| Unsignalized Intersection | | |
| Holcomb Bridge Road/Old Dogwood Road | E | B |
| Warsaw Road/Bainbridge Lane | C | C |
| Warsaw Road/Worthington Hills Drive | C | E |
| Old Holcomb Bridge Road/Dogwood Road | B | B |
| Old Holcomb Bridge Road/Old Dogwood Road | A | B |

Note: ¹ Level of service for signalized intersections is for the entire intersection; for unsignalized intersections the level of service provided is for the worst approach.

Twenty-four hour bi-directional counts were conducted along major roadways in the study area. These “short-term” traffic counts were adjusted using day of the week, month of the year and axle adjustment factors, as obtained from GDOT, to develop annual average daily traffic (AADT) volumes. The calculated AADT are presented Table 2.3. Where counts were obtained at more than one location along a project corridor, the average AADT is presented.

Table 2.3 2009 “Existing Year” AADT

| Roadway | 2009 “Existing Year” AADT |
|---------------------|---------------------------|
| Holcomb Bridge Road | 54,375 |
| Warsaw Road | 5,575 |
| Old Roswell Road | 13,475 |
| Old Alabama Road | 22,000 |
| Mansell Road | 34,550 |

2.4 Safety

Crash data along Holcomb Bridge Road (SR 140) in the vicinity of the study area (between Alpharetta Highway and Terramont Drive) was obtained from GDOT for the period between January 1, 2000 and October 8, 2009. The crash data summarized by severity and by the manner of collision is provided in Tables 2.4 and 2.5, respectively. There were 6,530 crashes reported in this section of SR 140, which included 1,392 injury crashes and four fatal crashes. Crash rates calculated for this section of SR 140 are considerably higher than statewide averages for comparable facilities. The total crash rates are almost three times the statewide average and the injury crash rates are more than double the statewide average.

Table 2.4 Crash History by Severity along Holcomb Bridge Road (SR 140)¹

| Year | Crashes | | | Crashes Per 100 Million Vehicle Miles ² | | |
|-------------------|---------|--------|-------|--|-----------|-------------|
| | Total | Injury | Fatal | Total | Injury | Fatal |
| 2000 | 612 | 160 | 2 | 1,317 (660) | 344 (166) | 4.30 (1.37) |
| 2001 | 629 | 158 | 0 | 1,353 (564) | 340 (142) | 0.00 (1.20) |
| 2002 | 606 | 121 | 0 | 1,304 (568) | 260 (143) | 0.00 (1.11) |
| 2003 | 611 | 122 | 0 | 1,315 (572) | 262 (143) | 0.00 (1.40) |
| 2004 | 592 | 117 | 2 | 1,274 (490) | 252 (123) | 4.30 (1.29) |
| 2005 | 721 | 150 | 0 | 1,551 (534) | 323 (135) | 0.00 (1.48) |
| 2006 | 776 | 150 | 0 | 1,670 (531) | 323 (132) | 0.00 (1.38) |
| 2007 | 762 | 169 | 0 | 1,640 (514) | 364 (126) | 0.00 (1.34) |
| 2008 | 716 | 142 | 0 | 1,541 (471) | 306 (116) | 0.00 (1.00) |
| 2009 ³ | 505 | 103 | 0 | | | |
| Total | 6,530 | 1,392 | 4 | | | |

Note: ¹The crash data provided is for the section of Holcomb Bridge Road (SR 140) in Fulton County between mile-logs 6.68 and MP 9.35 (between Alpharetta Highway and Terramont Drive).

²The number in parentheses represents the statewide average crash rates for urban minor arterials.

³The 2009 data includes only crashes from January to October.



Table 2.5 Crash History by Manner of Collision along Holcomb Bridge Road (SR 140)

| Year | Manner of Collision | | | | | | Total |
|-------|---------------------|---------|----------|----------------------------|--------------------------------|----------------|-------|
| | Angle | Head On | Rear End | Sideswipe - Same Direction | Sideswipe - Opposite Direction | Single-Vehicle | |
| 2000 | 184 | 9 | 343 | 52 | 4 | 20 | 612 |
| 2001 | 161 | 7 | 377 | 58 | 1 | 25 | 629 |
| 2002 | 167 | 5 | 363 | 54 | 3 | 14 | 606 |
| 2003 | 143 | 10 | 387 | 55 | 0 | 16 | 611 |
| 2004 | 133 | 7 | 374 | 57 | 2 | 19 | 592 |
| 2005 | 125 | 8 | 492 | 77 | 0 | 19 | 721 |
| 2006 | 161 | 6 | 507 | 82 | 1 | 19 | 776 |
| 2007 | 155 | 6 | 505 | 71 | 6 | 19 | 762 |
| 2008 | 153 | 5 | 479 | 54 | 6 | 19 | 716 |
| 2009 | 94 | 4 | 351 | 43 | 3 | 10 | 505 |
| Total | 1,476 | 67 | 4,178 | 603 | 26 | 180 | 6,530 |

As shown in Table 2.5 over sixty percent of the crashes along the corridor were rear end type crashes which can be attributed to the heavy congestion along the corridor.

2.5 Project Description

The proposed Big Creek Bridge Road project would construct a new transportation corridor north of Holcomb Bridge Road (SR 140) with bicycle lanes, a multi-use trail, and a two-lane roadway for vehicular travel. The bicycle lanes will be constructed on both sides of the roadway and the multi-use trail will meander along one side of the roadway. In addition, a sidewalk will be constructed on the non-multi-use trail side of the roadway. The proposed project will landscape both sides of the roadway shoulders and planters will be used on the bridge to provide landscaping on the shoulders and in the median. The proposed project would begin at Warsaw Road and proceed east across SR 400 and then connect into Old Alabama Road or Holcomb Woods Parkway. The proposed transportation facility is approximately one mile in length and would be constructed within an 80 to 100 foot right-of-way corridor.



2.6 Other Projects in the Area

The following is a list of other projects within the study area:

P.I. No. 751650 – This project is planned to widen Old Alabama Road to four lanes with a center median, sidewalk on the south side of the road and a multi-use path on the north side of the road. This project is currently in the concept development phase.

P.I. No. 0005428 – This project will provide additional turn lanes and acceptance lanes at the Old Alabama Road and Old Alabama Connector intersection. The project is currently in the preliminary engineering phase.

P.I. No. 0006820 – This project will provide traffic signal upgrades and communications for traffic signals along SR 140 from SR 9 to Barnwell Road. This project is currently in the ARC TIP and is scheduled for construction in 2010.

P.I. No. 0000252 – This project will provide turn lanes at the SR 9/SR 120 and SR 140/SR 92 intersection and median along SR 9/SR 120 from south of SR 140/SR 92 to Commerce Drive. The project is currently in the final engineering and right-of-way acquisition phases.



CITY OF ROSWELL
BIG CREEK BRIDGE ROAD CORRIDOR
ALIGNMENT STUDY

Volume 2
Outreach Program
Summary Report
December 15, 2010



Prepared for:
City of Roswell, GA

by:



G R E S H A M
S M I T H A N D
P A R T N E R S

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1 INTRODUCTION

Public involvement and outreach is critical for a project of this nature where a new transportation facility is being considered. The City of Roswell deemed it important to involve its citizens in the concept development phase of this project for obtaining sufficient feedback from the public at large, impacted residential and commercial property owners, and other stakeholders from which to make informed decisions about the proposed project. The City established three primary objectives for the public outreach program. Objectives were to:

- Notify the public about the Big Creek Bridge Road Corridor Alignment project and opportunities to participate in the project;
- Actively involve the public and obtain their input concerning key aspects of the Big Creek Bridge Road Corridor Alignment project; and
- Understand the preferences of City of Roswell citizens and key stakeholders as they relate to this project.

This Outreach Program Summary Report provides an overview of the Big Creek Bridge Road Corridor Alignment public involvement and outreach, and provides documentation of the activities undertaken and the resulting conclusions.



2 NOTIFICATION TECHNIQUES

Various techniques were employed to inform a wide audience of stakeholders and interested groups about the project and its objectives. Success in the use of effective and diverse techniques for notifying the public about the project and opportunities to participate is evidenced by the significant amount of public input received. Techniques used are described below.

2.1 Project Website

City of Roswell staff developed a project page on the City's website. The website can be found at <http://www.roswellgov.com/index.aspx?nid=747>. The website contains background information about the project, and included links to graphics depicting the preferred alternative; conceptual renderings and typical section drawings; presentations given to the Mayor, City Council and publicly for the two Public Information Open Houses; and project fact sheets. The website also includes an e-mail link and a phone number where citizens can contact the City to get more information if they are not able to access the information on-line.

2.2 Public Workshop Announcements

It was important for the City and the Project Team to get maximum exposure for announcements and notifications publicizing the Public Information Open Houses so that all citizens who were interested in the project were aware of the date, time and location of the meetings. Announcements were distributed using newspapers, mailings, postings at retail and other public areas and on the City's website.

2.3 Strategic Use of Media

The media was used as a source to disseminate information out the project and to advertise the Public Information Open Houses. A notice was posted in the North Fulton Neighbor and sent to area radio and television stations. A listing of the media outlets used can be found in Appendix 2.

2.4 Flyers and Fact Sheets

Copies of the flyers and fact sheets used to disseminate information and recommendations covering the project can be found in Appendix 3 and Appendix 4 of this report. These flyers were professionally designed to be informative and aesthetically appealing so as to be consistent with the character of the City's products. A project logo was created to "brand" each project publication to make them readily identifiable as relating to the Big Creek Bridge Road project.

2.5 Stakeholder Database

A stakeholder database was compiled for the project. The database contained names and contact information for residential, commercial and agency stakeholders. This database was used and updated throughout project to notify stakeholders of meetings and to update them on the progress of the project.

3 PUBLIC MEETINGS

Two Public Information Open Houses (PIOHs) were held to educate citizens and stakeholders about the project and to gather their input on the alternatives being considered to alleviate traffic congestion and provide greater east-west connectivity through the City. During the PIOHs, attendees were able to ask questions and discuss their ideas about the project and receive immediate feedback from the consultant and City staff members. Project Team members were given an opportunity to hear first-hand the public's thoughts about the project, and could delve further into their ideas beyond what could be achieved through surveys alone. The PIOHs were a key format used for the public and the Project Team to interact, which resulted in dialogue that provided both with useful information.

Figure 3.1 Attendees at the PIOH
No. 1



Figure 3.2 Conceptual Rendering
of Big Creek Bridge



3.1 Public Information Open House No. 1

The first PIOH was held on December 9, 2009 from 6:30 pm – 8:30 pm at the Doubletree Hotel located at 1075 Holcomb Bridge Road. Fifty-five citizens were in attendance. Copies of the sign-in sheets for PIOH No. 1 can be found in Appendix 3. Display boards featuring the study area, alternatives being considered, properties impacted, and conceptual drawings of the proposed facility were used. A looping PowerPoint presentation was also displayed which described the study process, traffic analysis and preliminary findings.

The preliminary recommendations presented at the first PIOH were to build Big Creek Bridge Road as a two-lane facility with an adjacent multi-use trail with no immediate improvements made to Holcomb Bridge Road. Several alignments of the proposed new facility were presented. Attendees were given an opportunity to complete a comment card at PIOH No. 1 containing the following questions:

- Name
- Address
- Do you support the project
- How did you hear about this meeting?
- Was the location of the meeting convenient for you to attend?
- Was the time of the meeting convenient for you to attend?
- Were your questions answered by the City of Roswell and GS&P personnel?
- Do you understand the project after attending this meeting?
- Additional comments, ideas or suggestions

Twenty-three responses were received using the comment cards from the first public meeting. Of the responses received, support for the project was as follows:

- 48% against project
- 17% conditional
- 9% uncommitted
- 26% support project

Of the responses received in opposition to the project, twenty-two were received from residents of Liberty Square and eight were from residents of the Bainbridge community. Respondents were also asked of their opinion of the preferred alignment. Seventy-five percent of respondents were not in favor of the preferred alignment (again, these comments came primarily from Liberty Square and Bainbridge residents), eighteen percent had favorable responses, and eight percent were noncommittal. There were no “fatal flaws” identified in the responses received against the project, and the Project Team took the concerns expressed into consideration as they progressed with further evaluation and refinement of alternatives.

Copies of the completed comment cards submitted for PIOH No. 1, along with a summary report can be found in Appendix 3.

Figure 3.3 Preliminary Alignments to be Studied



3.2 Public Information Open House No. 2

The second of the PIOHs was held on Tuesday, June 29, 2010 at the same location and time. There was seventy-eight in attendance, including City of Roswell staff and City Council Members. At this meeting, attendees were provided displays of the preferred alternative and conceptual renderings of the completed roadway and bridge structure. An updated PowerPoint presentation was used to provide an overview of the study process, considerations and recommendations.

Comment cards distributed at the PIOH requested the following information:

- Name
- Address
- Did you attend the PIOH on December 10, 2009?
- How did you hear about this meeting?
- Comments related to the preferred alignment or overall project

Figure 3.4 Project Team Members Discuss Alignment at PIOH No. 2



Figure 3.5 Preferred Alignment Presented at PIOH No. 2



Those who were unable to attend the PIOH were given an opportunity through January 15, 2010 to send comments regarding the project to Chris Chovan, Transportation Planning Manager for the City of Roswell. Comment cards were received from forty-three respondents. Of the responses received, support for the project was as follows:

- 63% against project
- 12% uncommitted
- 25% support project

Of the responses received from the PIOH, twenty-three were received from residents of Liberty Square, nine were received from residents of Bainbridge and the remaining eleven comments did not have a neighborhood affiliation. No responses were captured from those identifying themselves as commuters who travel Holcomb Bridge Road on a daily basis, but non-residing in areas impacted by the alignment alternatives presented. The majority of the comments reflected concern about impacts to the neighborhoods and to traffic and safety on Warsaw Road.

Copies of the completed comment cards submitted for PIOH No. 2, along with a summarized report, can be found in Appendix 4.

4 STAKEHOLDER MEETINGS

In addition to receiving input from citizens, it was important to meet individually with agency stakeholders to discuss the project and the City's plans for the Big Creek Bridge Road facility. The Project Team met with local, regional, and state-level transportation agencies, and with locally elected officials responsible for project authorization, programming and funding.

4.1 City of Roswell Staff Briefings

Regular project progress meetings, as well as focused meetings specifically targeting public outreach efforts, were held with Roswell DOT staff. Before each public meeting or City Council briefing, the Project Team met with Roswell DOT staff to discuss plans and logistics for the meeting, review meeting materials, and receive input from the City. The Team generally met with staff again afterwards to debrief on the outcome of the meeting and discuss next steps in the process.

4.2 Roswell City Council Briefings

Two presentations were made before the Roswell City Council on the Big Creek Bridge Road Concept Design Project. The first meeting was held at the beginning of the project to provide information on the study and the information gathered up to that point, and to receive any direction Council members offered.

At this meeting, held October 5, 2009, City Council members were presented with the Project Team's initial ideas about the alignment alternatives to be explored in study. Three different alignment areas were presented by the Project Team, and the City Council was given a synopsis of the considerations of each to be studied, including:

- Environmental issues
- Neighborhood impacts
- System connectivity
- Access to public facilities
- Development and redevelopment potential
- Consistency with Roswell Transportation Master Plan

Figure 4.1 Area A Alternatives

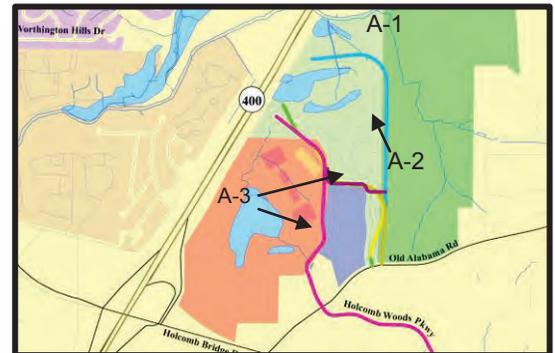


Figure 4.2 Area B Alternatives

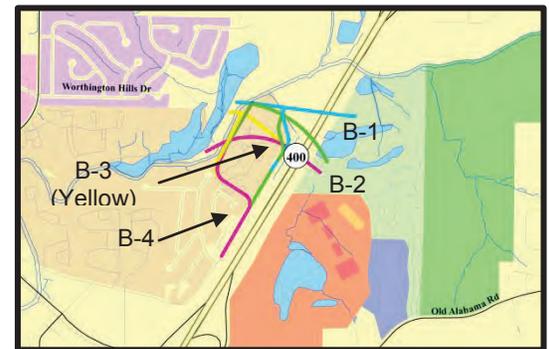


Figure 4.3 Area C Alternatives



Mitigation of environmental impacts is one of the key considerations in determining a final alignment for Big Creek Bridge Road. These considerations, as documented in the project's Environmental Screening Report, were discussed at the City Council Briefings. Graphics such as the maps shown below were used for the discussion of environmental impacts.

Figure 4.4 Environmental Constraints Map

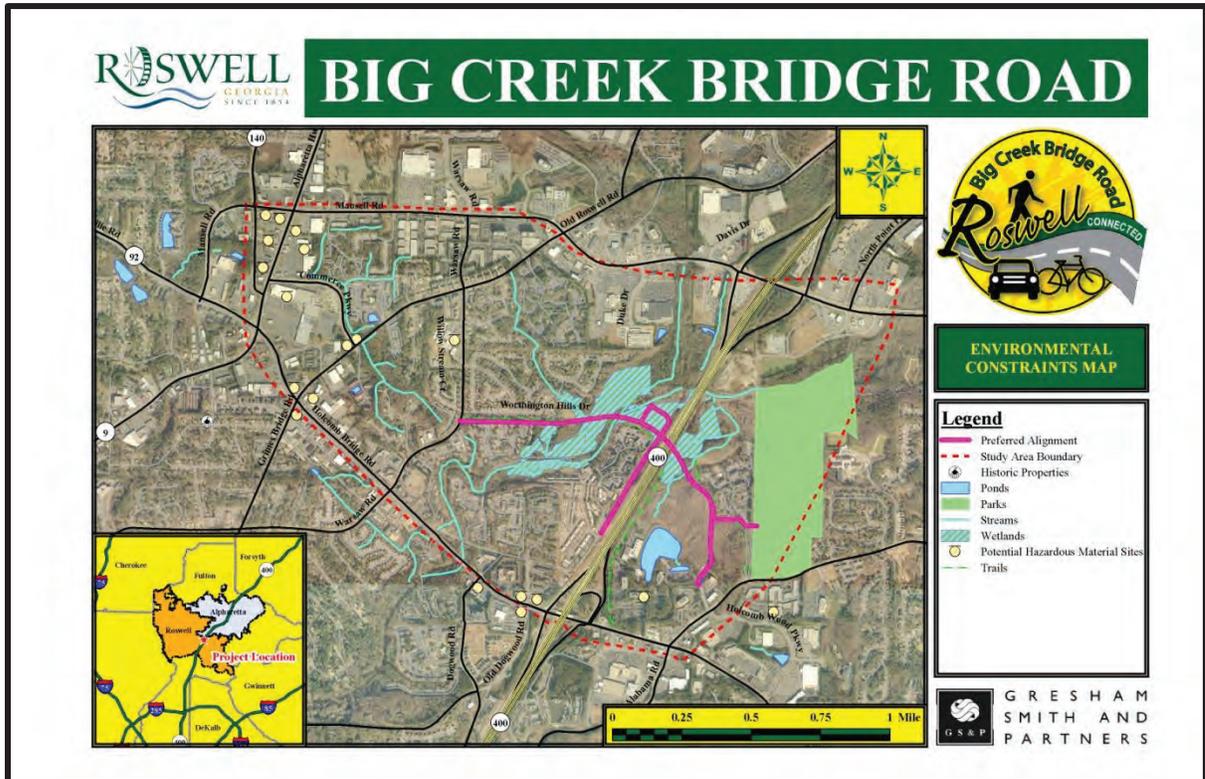
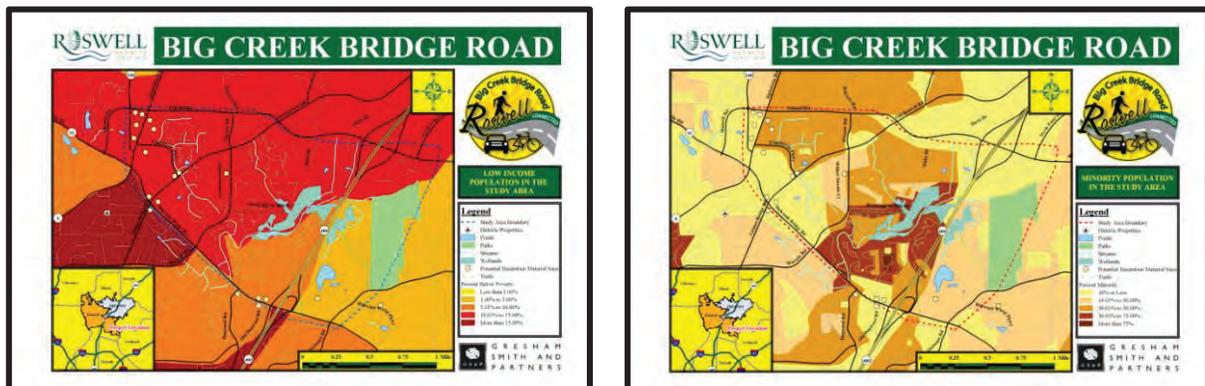
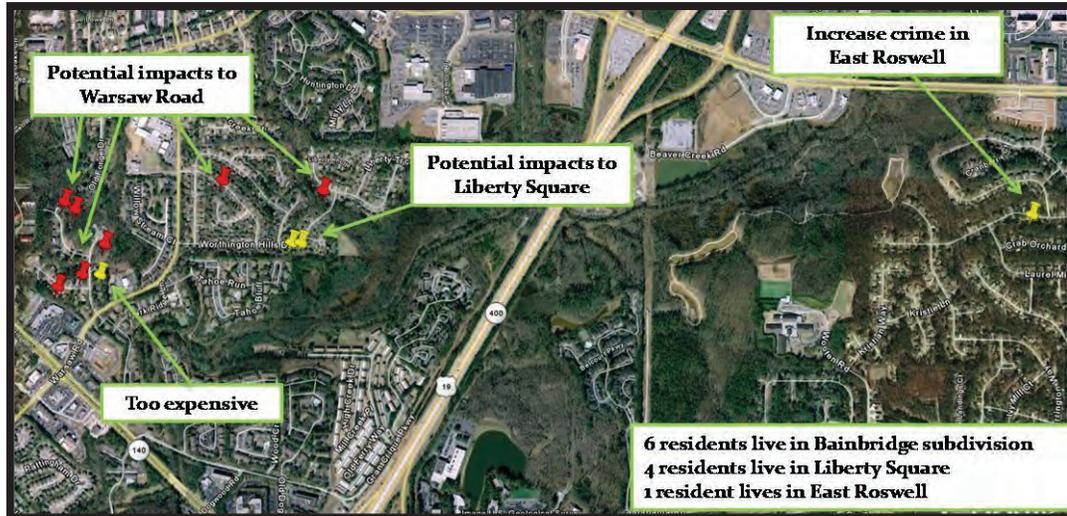


Figure 4.5 Low Income and Minority Population Maps from Environmental Screening Report



A second briefing was held February 1, 2010, after public input had been received and the Project Team had progressed further in its evaluation of the possible alignment alternatives. At this briefing, the public's response to the project was discussed in detail, with specific concerns presented. The Project Team's recommended alignment was presented and approval of the study was received from the Council.

Figure 4.6 Locations of Citizens Opposed to the Project



The presentations used for the City Council Briefings can be found in Appendix 7.

4.3 Roswell City Council Transportation Committee Briefings

Following approval by the Council with the direction of the project, separate briefings were presented to the Council's Transportation Committee. The first Transportation Committee briefing was held on May 19, 2010. The purpose of the briefing was to review progress made to date, give an overview of the alignment alternatives studied, and to discuss the considerations that shaped the selection of the alignment recommended by the Project Team. Graphics such as the figures shown on the following page were used as each area's environmental impacts, potential property displacements, required modification to existing infrastructure, and other unique issues were discussed in detail with the Transportation Committee. The Committee was also briefed on feedback from the public and property owner outreach efforts. Following these discussions, the Committee provided feedback and guidance for next steps.

Figure 4.7 Examples of Individual Area Issues Displays Used at Briefings



The second City Council Transportation Committee briefing was held on July 28, 2010. This meeting presented the final recommendations for the project and gave an overview of PIOH No. 2 and the comments received from attendees regarding the project.

The presentations used for the City Council Transportation Committee Briefings can be found in Appendix 8.

4.4 State Agency Meetings

Although a locally initiated project, the proposed Big Creek Bridge Road facility has regional- and state-level significance. The proposed bridge will span SR 400, a tolled state facility owned and operated by the Georgia Department of Transportation (GDOT) and the State Road & Tollway Authority (SRTA). Meetings with staff from these stakeholders were held at the beginning of the project as follows:

- Georgia Department of Transportation (GDOT) Meeting – January 16, 2009
- State Road & Tollway Authority (SRTA) Meeting - January 27, 2009

After hearing an overview of the study from the Project Team, GDOT representatives stressed the importance of having a well-refined Need & Purpose Statement for the project so that the anticipated uses of each phase of the roadway would be clearly defined. They also urged coordination with MARTA and gave recommendations on how the project should progress smoothly through the plan development process.

SRTA staff paid particular attention to how the project would impact and be impacted by tolling and future managed lanes on SR 400. Tolling and managed lanes would be a major consideration for SRTA and the Project Team was urged to carefully consider these impacts as the study progressed and alignments were recommended. SRTA staff requested that the Project Team explore strategies that would support managed lane operations.

Complete agendas and minutes from each of the state agency meetings can be found in Appendix 10.

4.5 Regional Agency Meetings

The study area corridor is a heavily travelled facility by commuters between northwestern and northeastern Metro Atlanta. Stakeholder meetings were held with staff from key regional agencies to ensure that the project reflected the needs of the broader regional community in addition to those of the City of Roswell and local residents and businesses. Meetings were held early in the study process so that issues raised could be adequately incorporated into the study and given consideration as recommendations were formulated. Regional stakeholder meetings included:

- Atlanta Regional Commission (ARC) - January 16, 2009 and September 9, 2009
- Georgia Regional Transportation Authority (GRTA) - January 27, 2009
- Metropolitan Atlanta Regional Transit Authority (MARTA) - January 27, 2009

The ARC plays an important role in the implementation of Metro Atlanta projects receiving federal funds. Staff from the ARC was provided a briefing on the study on January 16, 2009.

At this meeting, the Project Team gave an overview of the study and reviewed with ARC staff the preliminary alignments being considered. ARC staff noted the importance of gaining consensus from residents and businesses in the affected areas. Issues relating to the North Fulton Comprehensive Transportation Plan (NFCTP) and the process for programming the project in the Transportation Improvement Program (TIP) were also discussed. A follow-up meeting was held with the ARC on September 9, 2009 to provide a project update.

A meeting with staff from GRTA was held on January 27, 2009. Funding was the main topic of discussion at this meeting. Funding options such as seed money from the Appalachian Regional Commission, tolling, state aid funds, and possible local, regional and state sales tax legislation were discussed.

The Project Team also met with MARTA staff on January 27, 2009. In addition to briefing MARTA staff on the need and purpose and preliminary alignments being considered for the new roadway, several transit-related project issues were discussed, including:

- Heavy rail along SR 400 has been evaluated but found not be feasible at this time. A high-capacity, light rail line extending to Holcomb Bridge Road from I-285 is being considered, so BCBR bridge design should accommodate proposed rail line or separate roadway along SR 400. MARTA has plans to convert the Mansell Road Park and Ride to a transit station for a light rail system.

- A transit oriented development study has recently been completed, and the Project Team was encouraged to review this study for its relevance to the project. A transit circulation study is also being considered by the North Fulton Community Improvement District (NFCID) that will explore arterial and intersection operations for buses.
- FTA 5307 was discussed as it relates to its requirements for bus shelters and bike racks, which would need to be incorporated into the BCBR concept.
- The Transportation Planning Board's Concept 3 recommendations have been adopted and other MARTA planning efforts are underway, which should be taken into account during the study.

Complete agendas and minutes from each of the regional agency meetings can be found in Appendix 11.

4.6 Adjoining Jurisdiction Meetings

The success of the study and the implementation of any of the recommendations are largely affected by the cooperation of the neighboring jurisdictions. The input of key stakeholders from the following agencies was solicited:

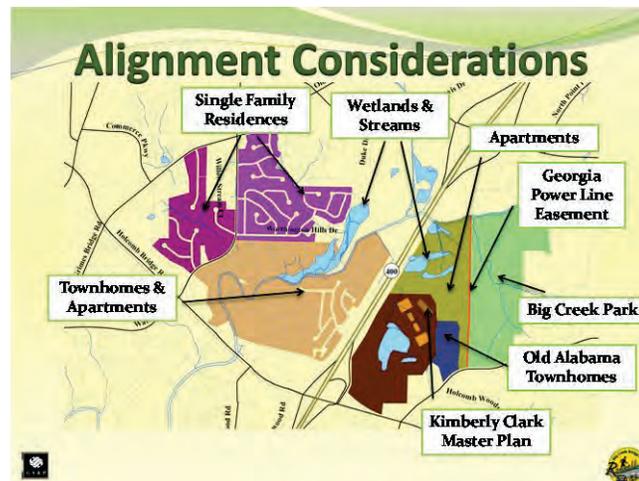
- City of Alpharetta - January 12, 2009
- North Fulton Community Improvement District - January 12, 2009 and November 2, 2010
- City of Johns Creek - January 13, 2009

Meetings were held with staff from these agencies to inform them about the study and to get their input on current and future issues that may affect or be affected by the Big Creek Bridge Road project.

Complete agendas and minutes from each of the adjoining jurisdiction stakeholder meetings can be found in Appendix 12.

4.7 Property Owner / Area Resident Meetings

Figure 4.8 Property Owner Alignment Considerations



As shown in Figure 4.7, impact to residents and property owners was a key consideration in the evaluation of alignment alternatives. Property owners in potentially impacted areas were engaged throughout the study process to inform them of the purpose behind the study and what was being considered to address the transportation environmental and redevelopment challenges in the area. Their input was also sought so that their concerns could be addressed during the study and impact mitigation strategies could begin to be explored. Formal meetings and informal discussions were held with residents from the following communities, with their responses to the project are listed below in Table

Table 4.1 Responses from Stakeholders

| Property Owner | Response |
|--------------------------|--|
| Kimberly-Clark | Strongly supports project, attended public meeting |
| Belcourt Apartments | No negative response to project |
| Old Alabama Townhouses | No negative response to project |
| Aspen Pointe Apartments | Strongly supports project, attended public meeting |
| Four Hundred Golf | Supports concept, needs more details on project |
| City of Roswell | Supports project and process |
| Roswell Creek Apartments | Supports project |

A key commercial property owner impacted by the proposed Bridge Creek Bridge Road is Kimberly-Clark. Kimberly-Clark's Healthcare and Professional divisions are headquartered adjacent to the proposed project, and right-of-way to construct the facility as proposed in the preferred alternative would need to be acquired from the company. The Project Team met with Kimberly-Clark representative Steve Bender on January 23, 2009 to introduce the project and again on October 14, 2009. Mr. Bender expressed Kimberly-Clark's support of the project and the preferred alternative presented in this meeting.

In addition to meeting with the major property owners, the Project Team met with homeowners from the Bainbridge and Liberty Square neighborhoods on December 1, 2008 and November 7, 2009. These meetings took place at the home of a resident and also along the proposed roadway alignment adjacent to Liberty Square. The residents of these communities also attended the two public meetings held for the project. Their comments are summarized in Section 3.0 of this document.

Complete agendas and minutes from each of the property owner / area resident meetings can be found in Appendix 13.

5 STATED PREFERENCE SURVEY

Although conducting a Stated Preference Survey was considered at the beginning of the project, following discussions with City staff it was determined that this would not be used. It was decided that feedback from the public would best be secured from public meetings where the Project Team could interact with the public and address any questions or concerns directly.



6 ANALYSIS AND EVALUATION OF PUBLIC COMMENTS

The public was given numerous opportunities to comment on the study and proposed recommendations. Comment cards were provided at each PIOH, and comments were accepted on-line and by mail from those unable to provide comments at the meetings. Staff from the Project Team and from the City of Roswell was also on hand at each of the PIOHs to discuss the project and answer questions posed by attendees. The verbal comments expressed and overheard at the meetings were noted and incorporated into the public response compilation.

An evaluation of the Public Comment Forms received and feedback gained from the public through meetings and the PIOHs revealed that a majority of the people who were opposed to the project were primarily concerned about:

- Traffic impacts to Warsaw Road in terms of safety and added congestion
- Impacts to Liberty Square & Bainbridge communities from the close proximity of the new roadway and multi-use trail.
- Decreased property values of nearby residents
- Cost of the project
- Damage to the environment

There were also respondents who were uncommitted based on the concept-level information presented from this phase of the project. They were neither strongly opposed nor in favor of the project. These residents would likely need additional information relating to the following concerns:

- Unsure of the magnitude of the traffic Impacts to Warsaw Road
- Concerned that the nearby roadway and trail would bring Increased crime to the area
- Unsure whether or not the proposed improvements would in fact have the desired affect of improving traffic along Holcomb Bridge Road
- Availability of funding for the project

The Project Team took each of these concerns into consideration while developing final recommendations. Those which were not directly addressed with this study will be recommended to be incorporated into subsequent phases of the project for further analysis.

For example, there are several mitigation strategies which will be explored to alleviate impacts to Warsaw Road. Final alignment of the new roadway will be established so as to minimize impacts to nearby residential properties where possible.



Those in favor of the project expressed support for the project for the following primary reasons:

- The project will relieve congestion and Improve mobility on Holcomb Bridge Road
- The new roadway is will provided needed connectivity between east and west Roswell
- The multi-use trail will add desired additional bicycle routes

7 CONCLUSION

The Big Creek Bridge Road Project used an extensive and very effective public outreach campaign that successfully informed area residents, business owners, neighboring jurisdictions and stakeholder agencies about the City's plans for the project. Input was received at strategic points in the concept development process such that it was used to shape the direction of the study. Based on this input, the final recommendations formulated reflected not only the needs of the local and regional communities, but also reflected the coordination requirements of stakeholder agencies. The City has pledged to continue to engage the public as the project progresses from concept to design, and ultimately to construction.

Figure 7.1 Project Team Members Answer Questions at PIOH No.1



**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE: City of Roswell, Fulton County **OFFICE:** Engineering Services
P.I. No.: 0010874
Big Creek Pkwy, SR140 to East of SR 400 **DATE:** July 28, 2014

FROM: Lisa L. Myers, State Project Review Engineer *llm*

TO: Albert V. Shelby III, State Program Delivery Engineer

SUBJECT: IMPLEMENTATION OF VALUE ENGINEERING STUDY ALTERNATIVES

The VE Study for the above project was held May 12-15, 2014. Responses were received on July 18, 2014. Recommendations for implementation of Value Engineering Study Alternatives are indicated in the table below. The Project Manager shall incorporate the VE alternatives recommended for implementation to the extent reasonable in the design of the project. Please note, if the implementation of a VE recommendation requires a Design Exception and/or Design Variance, the DE or DV must be requested separately.

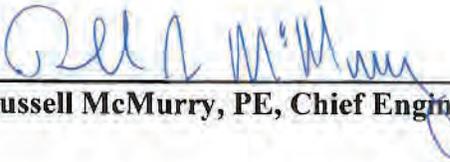
| ALT # | Description | Potential Savings/ LCC | Implement | Comments |
|-------|--|---------------------------|-----------|--|
| A-2 | Reduce the 12 feet wide multi-use trail to 10 feet. | \$690,000 | Yes | This will be done. |
| A-3 | Reduce the multi-use trail width on the bridges to the minimum acceptable width of 8 feet wide. | \$1,098,000 | No | Reduced path width on the bridge would compromise the available recovery space on the outside of the trail and limit the opportunities for sign locations. When clearance needs are considered, the true lateral requirements of a trail are actually greater on a bridge. |
| A-5 | Use the proposed 12 feet wide multi-use trail and eliminate the on-road bicycle lanes on each side of the roadway. | \$2,808,000 | No | This project is on the multi-modal Roswell Loop Network as part of the Roswell Transportation Master plan and warrants on-road bicycle lanes. Residential and Commercial centers are located adjacent to this parkway so heavy use of the multi-use trail is expected which also increases the need for bicycle lanes. |
| A-6 | Reduce the 5 feet wide grass buffer strip to 2 feet wide. | \$979,000 | No | Reducing the buffer effectively nullifies the function of the required buffer and would create potential operational issues between the multi-use trail and the roadway. |

| | | | | |
|------|--|-------------|----|--|
| A-7 | Reduce width of the Typical Section 2 feet by removing the buffer strips from the bridges. | \$1,894,000 | No | Reducing the buffer effectively nullifies the function of the required buffer and would create potential operational issues between the multi-use trail and the roadway. According to the AASHTO Guide for the Development of Bicycle Facilities the bicycle lane should not be considered as additional buffer. |
| A-10 | Create a multi-use trail on a separate alignment from the bridges. | \$1,761,000 | No | This idea would result in a more circuitous routing for pedestrians and will need to span over substantial wetlands and stream buffers via the use of boardwalk or open truss bridges which would require substantial excavation, retaining walls, and stream buffer variance. Impacts to these resources will require additional mitigation and permits. A sidewalk and grass strip would need to be added on the north shoulder of Big Creek Parkway and if all these items were implemented the cost/benefit of this item would be reduced to a net savings of \$575,411. |
| A-12 | Replace 12 feet wide multi-use trail with 5 feet wide sidewalk. | \$2,414,000 | No | This will be part of the Roswell Loop network which includes multi-use paths therefore; eliminating the trail through this corridor would diminish the connectivity of the proposed system. Replacing the trail with a standard sidewalk would reduce the effectiveness and attractiveness to many bicyclists and families from the surrounding residential areas who want to access the other trails. |
| A-13 | Shift the roundabout south along Warsaw Road about 150 feet. | \$150,000 | No | Relocating the dual lane roundabout on Warsaw Road would place this intersection on a 5.0% grade which is not ideal because the grade should be less than 4.0% for operational purposes. A steeper grade makes it more difficult for vehicles with high centers of gravity to negotiate the circular roadway and will make drainage more challenging. This idea would require a large retaining wall to be added and additional impacts to the perennial stream. The design team believes any savings from this would be eliminated. |

| | | | | |
|-------|---|--|--------------------------|--|
| A-16a | Use the existing roadway template on Holcomb Woods Parkway. | \$1,136,000 | No | Terminating the on-street bicycle lanes and the multi-use path at Old Alabama Road would not conform to the City's Transportation Master Plan or provide logical termini for bicyclists and pedestrians. A four-lane section is not required because the design year traffic forecasts indicate that a two-lane section is adequate for Holcomb Woods Parkway. |
| A-16b | Variation of A-16a, but add milling and re-surfacing to Holcomb Woods Parkway to re-stripe for on-road bike lane. | \$976,000 | No | As part of the City of Roswell Transportation Master Plan this corridor is expected to provide a much better experience than an ordinary bike lane within a four-lane road. The proposed design reflects elements that are consistent with existing and other planned facilities for bicyclists. |
| A-16c | Variation of A-16b, but construct an additional 7 feet wide sidewalk to provide the 12 feet wide multi-use trail on the north side of the existing Holcomb Woods Parkway. | \$539,000 | No | The conversion of the sidewalk to a trail would require widening the buffer 5 feet or providing a barrier. It would also require the re-design of intersections and driveway approaches to mitigate the operational concerns associated with side paths. |
| A-20 | Re-align Big Creek Parkway across Big Creek to reduce environmental impacts and shorten the bridge. | \$5,114,000 | No | To re-align the parkway through the Aspen Pointe Apartments at such a skewed angle would require a 200 feet long span and need to be steel which would cost more to construct. The estimated wetland impacts would increase by 0.92 acres and the additional stream impacts on Stream 18 would require additional use of MSE walls. |
| A-21 | Use TEE intersection for Old Holcomb Bridge Road and Big Creek Parkway connection. | Proposed \$2,329,000 Actual \$1,609,031 | Yes, with modifications. | The bridge over SR 400 will need to be widened to accommodate a left turn lane for the Old Holcomb Bridge Road Ext. and driveway access will need to be provided off of Big Creek Parkway to access the cellular tower facility adjacent to the Big Creek stream and SR 400. These additions will reduce the cost benefit of this alternative as noted. |
| C-1 | Use 2:1 cut slopes in lieu of the proposed 4:1. | \$391,000 | Yes | This will be done. |

| | | | | |
|-----|--|-----------|-----|---|
| C-3 | Steepen the profile grade of Big Creek Parkway to 4.2%. | \$57,000 | No | The section of Big Creek Parkway immediately east of SR 400 has been designed to accommodate a future intersection with both a potential connection to Mansell Road and driveway access to a planned expansion of the Kimberly Clark facility. The design team cites NCHRP Report 672 that a steeper grade of 4.2% will create operational problems for this potential placement of a single lane roundabout at this future intersection. |
| C-4 | Lower the Old Holcomb Bridge Road profile to closer match the existing conditions. | \$751,000 | Yes | This will be done. |

The Office of Engineering Services concurs with the Project Manager's responses.

Approved:  Date: 7-31-14
 Russell McMurry, PE, Chief Engineer

LLM/RLR/MJS
 Attachments

- c: Glenn Bowman/Paul Liles
- Joe Carpenter
- Albert V. Shelby III/Brad Saxon/Robert Murphy/Gerald McDaniel
- Jeff Baker/Marc Mastronardi
- Ben Rabun/Bill Duvall
- Richard O'Hara
- Shun Pringle/Sebastian Nesbitt/Percy Combay
- Ken Werho
- Lily Manavi
- Robert L. Reid Jr./Matt Sanders

Preconstruction Status Report

BIG CREEK PKWY FM W OF SR 140 TO E OF SR 140-INC NEW BRIDGE

Project Number: 0010874

COUNTY: Fulton
 LENGTH (MI): 1.5
 PROJ NO: 2030
 PROJ MGR: Pegram, Vinisha
 OFFICE: Program Delivery
 CONSULTANT: Local Design, Local PE funds
 SPONSOR: Roswell

MPO: Atlanta TMA
 TIP #: FN-292
 MODEL YR: 2030
 TYPE WORK: Roadway Project
 CONCEPT: New Construction
 PROG TYPE: Gresham, Smith and Partners
 BOND PROJ:
 DESIGN FIRM:

PRIORITY CD: 7
 DOT DIST: 6
 CONG. DIST: N
 BIKE: N
 MEASURE:
 SUFF:

BASELINE LET DAT: 9/10/18
 SCHED LET DATE: 2/14/19
 LIGHTING TYPE: None
 MGMT LET DATE: 9/15/18
 MGMT ROW DATE: 12/15/16
 WHO LETS?: Local Let
 LET WITH:

| Phase | Approved | Proposed | Cost | Fund | Status | Date Auth |
|-------|----------|----------|-----------------|-------|------------|-----------|
| PE | 2013 | 2013 | \$52,500.00 | 40450 | AUTHORIZED | |
| PE | LOCL | LOCL | \$2,395,800.00 | LOC | PRECST | |
| ROW | LOCL | LOCL | \$13,000,000.00 | LOC | PRECST | |
| CST | LOCL | LOCL | \$32,000,000.00 | LOC | PRECST | |

| COST EST AMTS | | STIP AMOUNTS | |
|---------------|-----------------|--------------|-------|
| Activity | Cost | Activity | Fund |
| PE | \$2,448,300.00 | 7/23/12 | 40450 |
| ROW | \$13,000,000.00 | 7/23/12 | LOC |
| CST | \$32,000,000.00 | 7/23/12 | LOC |

District Comments

Jody Braswell, P.E. (P) 678 518 3655 (M) 678 836 9864 jody_braswell@gspnet.com
 Locals are actively working on project and is on schedule. (CRR 5/31/2013) Needs PCR, coordinating with City to get PCR 7/14/2014
 PFA expected back from Roswell week of 9/17/12. (DMB)

| BASE START | BASE FINISH | TASKS | ACTUAL START | ACTUAL FINISH | % |
|------------|-------------|--|--------------|---------------|---|
| 12/2/13 | 11/6/14 | Concept Development Summary | 1/2/14 | | 0 |
| 8/13/14 | 8/13/14 | Concept Meeting | | | 0 |
| 8/28/14 | 8/28/14 | PM Submit Concept Report | | | 0 |
| 11/6/14 | 11/6/14 | Management Concept Approval Complete | | | 0 |
| 1/31/14 | 8/11/14 | VE Study Summary | 1/17/14 | | 0 |
| 10/1/14 | 10/1/14 | Public Information Open House Held | | | 0 |
| 8/6/14 | 9/27/16 | Environmental Summary | | | 0 |
| 2/25/16 | 4/20/16 | Pub Hear Held/Com Resp (EA/FONS/ GEPA) | | | 0 |
| 1/7/14 | 5/28/15 | Database Summary | 5/30/12 | | 0 |
| 5/29/15 | 12/18/15 | Preliminary Roadway Plans | | | 0 |
| 9/8/15 | 4/14/16 | Preliminary Bridge Design Summary | | | 0 |
| 12/13/17 | 5/6/18 | 404 Permit Summary | | | 0 |
| 5/16/16 | 5/16/16 | PFPR Inspection | | | 0 |
| 6/8/16 | 7/20/16 | R/W Plans Preparation | | | 0 |
| 9/28/16 | 11/28/16 | R/W Plans Final Approval | | | 0 |
| 6/9/16 | 6/22/16 | L & D Approval | | | 0 |
| 10/5/16 | 6/7/18 | ROW Acquisition Summary | | | 0 |
| 12/28/16 | 12/28/16 | ROW Authorization | | | 0 |
| 9/8/15 | 6/6/16 | Soil Survey Summary | | | 0 |
| 4/15/16 | 1/13/17 | BFI Report Summary | | | 0 |
| 6/1/16 | 2/21/17 | Final Construction Plans | | | 0 |
| 1/17/17 | 9/29/17 | Final Bridge Plans Preparation | | | 0 |
| 12/13/17 | 6/6/18 | Buffer Variance Applied for | | | 0 |
| 1/3/18 | 1/3/18 | FFPR Inspection | | | 0 |
| 6/21/18 | 6/21/18 | Submit Final Plans | | | 0 |
| 7/12/18 | 7/12/18 | Construction Authorization | | | 0 |

100%

Bridge: BRIDGE REQUIRED (LRFD)
 IS: EAJNotApvd|OnSched|CertforRWA|unbyDec16|Caldwell 25.Jul14

ingr Services: VE Letter Approved 7/31/14
 PFA SGM ROSWELL DOPE|CONTRIBUTE \$52,500 TOWARD GOOT IN-HOUSE REVIEW|ROW|UTIL & CST 11-30-12.

GPA: In Atlanta constrained RTP (4/10/14)
 Planning: Project will improve mobility and connectivity within the transportation network. Project will also enhance economic development opportunities locally and within the region.
 TIP: CC: CERT. PKG. TO SUO 02/14

Utility:

| Parcel CT | 71 | Total Parcel in ROW System: | Cond Filed: | Acquired by: | N/R | DEEDS CT: |
|--------------|----|-----------------------------|--------------|------------------|-----|-----------|
| Under Review | | Options Pending: | Relocations: | Acquisition MGR: | | |
| Released: | | Condemnations - Pend: | Acquired: | R/W Cert Date: | | |

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE: Project Number 0010874 **OFFICE:** Program Delivery
P.I. No.: 0010874
Big Creek PKWY FM SR140 to E. of SR40 **DATE:** July 11th 2014

FROM: Albert V. Shelby III, State Program Delivery Engineer *Albert Shelby*

TO: Lisa Myers, State Project Review Engineer
Attn: Matt Sanders, Value Engineering Specialist

SUBJECT: RESPONSE TO VALUE ENGINEERING STUDY ALTERNATIVES

Attached are the responses for the Value Engineering Study. This office concurs with the responses.

If you have any questions, please contact Robert Murphy Project Manager at 404-631-1586

AVS
AVS:BWS:RPM:KN





G R E S H A M
S M I T H A N D
P A R T N E R S

July 1, 2014

Mr. Albert Shelby, III
State Program Delivery Engineer
Georgia Department of Transportation
Office of Program Delivery
600 West Peachtree Street, 24th Floor
Atlanta, Georgia 30308

Attn: Robert Murphy, Project Manager

**Subject: Value Engineering Study-Responses
City of Roswell, Fulton County
P.I. Number: 0010874
Big Creek Parkway
GS&P Project No. 28926.00**

Reference is made to the recommendations that were contained in the *Value Engineering Report –Big Creek Parkway, P.I. 0010874, City of Roswell, Fulton County* dated May 28, 2014 for the above referenced project. Our responses and recommendations are as follows:

1. Value Engineering Idea No. A-2 – Reduce width of multi-use trail to 10 feet.

Disposition Recommendation:

AGREE **AGREE, WITH MODIFICATIONS** **DISAGREE**

- The AASHTO Guide for the Development of Bicycle Facilities, 2012 edition, states, *“The appropriate paved width for a shared use path is dependent upon the context, volume and mix of users. The minimum width for a two directional shared use path is 10 ft. Typically, widths range from 10 to 14 ft. with wider values applicable to areas with high use and/or a wider variety of user groups.”*

Design Services For The Built Environment



P.I. Number 0010874
Big Creek Parkway
City of Roswell, Fulton County
VE Responses
June 27, 2014
Page 2

2. Value Engineering Idea No. A-3 – Reduce width of multi-use trail on bridges to 8 feet.

Disposition Recommendation:

AGREE AGREE, WITH MODIFICATIONS DISAGREE

- The AASHTO Guide for the Development of Bicycle Facilities, 2012 edition, states, *“The appropriate paved width for a shared use path is dependent upon the context, volume and mix of users. The minimum width for a two directional shared use path is 10 ft. Typically, widths range from 10 to 14 ft. with wider values applicable to areas with high use and/or a wider variety of user groups.”*
- AASHTO does allow for a reduced width of 8 ft. “in very rare circumstances...where the following conditions prevail:
 - Bicycle traffic is expected to be low, even on peak days or during peak hours.
 - Pedestrian use of the facility is not expected to be more than occasional.
 - Horizontal and vertical alignments provide frequent, well-designed passing and resting opportunities.
 - The path will not be regularly subjected to maintenance vehicle loading conditions.

The implication of the word “prevail” in the guidance implies that several (if not all) of the above conditions will be ordinarily found as described. It is not anticipated that bicycle traffic will be ordinarily low, especially not on peak days or hours. Due to the proximity of residential developments, including two large multi-family developments, it is not expected that pedestrian use will only be occasional. While the bridges are only approximately 1900 feet of the total alignment, they will provide views of SR 400 and the surrounding wooded areas, which will likely invite trail users to stop on the bridge, thus potentially blocking and congesting the crowd. In the absence of designated overlook or rest spots, this behavior will could block a reduced-width trail entirely. It is likely, however, that maintenance vehicles could indeed remain on the roadway and off the trail, as the trail is immediately adjacent to the proposed roadway.

- Reduced path width on the bridge could compromise adherence to each of the above guidance points, reducing the available recovery space on



P.I. Number 0010874
Big Creek Parkway
City of Roswell, Fulton County
VE Responses
June 27, 2014
Page 3

the outside of the trail, and limiting the opportunities for sign locations, each of which could be accommodated by stripping off some outer area of the wider trail surface and leaving sufficient operating space open. Even if the trail width was reduced to the absolute minimum of 8 feet, that would need to exclude the minimum shy distance to the bridge railing, necessitating one foot of bridge width beyond the operating width of the trail. When clearance needs are considered, the true lateral requirements of a trail are actually greater on a bridge.

3. Value Engineering Idea No. A-5 – Eliminate on-road bike lane.

Disposition Recommendation:

AGREE **AGREE, WITH MODIFICATIONS** **DISAGREE**

- The project is on the Blue Loop, Purple Loop, Brown Loop, and Orange Loop multimodal routes of the Roswell Loop Network as part of the Roswell Transportation Master Plan. The Roswell Loop Network would include the installation the addition of on-street bicycle lanes that connect to existing and other planned facilities.
- According to the Complete Streets Design Policy in the *GDOT Design Policy Manual*, Big Creek Parkway would meet the Bicycle Warrant Standard based on the above consideration.
- The AASHTO Guide for the Development of Bicycle Facilities, 2012 edition, advises that “*provision of a pathway adjacent to the road is not a substitute for the provision of on-road accommodation such as paved shoulders or bike lanes, but may be considered in some locations in addition to bike lanes*”
- Big Creek Parkway will be adjacent or in close proximity to substantial employment and commercial centers (Kimberly Clark headquarters, multiple businesses on Holcomb Woods Parkway, east of Alabama road, and Holcomb Bridge Road establishments) from residential areas, this corridor will serve commuter and shopping trips. The expected heavy use of the pathway by casual recreational bicyclists, school children, and pedestrians will diminish its utility to bicyclists on a schedule.



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4. Value Engineering Idea No. A-6 – Reduce 5 foot buffer area on trail side to 2 feet.

Disposition Recommendation:

AGREE AGREE, WITH MODIFICATIONS DISAGREE

- Reducing the width of the buffer from 5 ft. to 2 ft. effectively nullifies the function of the buffer and would create potential operational issues between the multi-use trail and the adjacent roadway.
- The AASHTO Guide for the Development of Bicycle Facilities, 2012 edition, advises that “*A wide separation should be provided between a two-way sidepath and the adjacent roadway to demonstrate to both the bicyclist and the motorist that the path functions as an independent facility for bicyclists and other users. The minimum recommended distance between a path and the roadway curb (i.e., face of curb) or edge of traveled way (where there is no curb) is 5 ft. (1.5 m). Where a paved shoulder is present, the separation distance begins at the outside edge of the shoulder. Thus, a paved shoulder is not included as part of the separation distance. Similarly, a bike lane is not considered part of the separation; however, an unpaved shoulder (e.g., a gravel shoulder) can be considered part of the separation. Where the separation is less than 5 ft. (0.5 m), a physical barrier or railing should be provided between the path and the roadway. Such barriers or railings serve both to prevent path users from making undesirable or unintended movements from the path to the roadway and to reinforce the concept that the path is an independent facility.*” Therefore, the bicycle lane should not be considered as additional buffer as suggested by the VE Study.

5. Value Engineering Idea No. A-7 – Eliminate buffer strips on bridges.

Disposition Recommendation:

AGREE AGREE, WITH MODIFICATIONS DISAGREE

- Reducing the width of the buffer from 5 ft. to 2 ft. effectively nullifies the function of the buffer and would create potential operational issues between the multi-use trail and the adjacent roadway.
- The AASHTO Guide for the Development of Bicycle Facilities, 2012 edition, advises that “*A wide separation should be provided between a*



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two-way sidepath and the adjacent roadway to demonstrate to both the bicyclist and the motorist that the path functions as an independent facility for bicyclists and other users. The minimum recommended distance between a path and the roadway curb (i.e., face of curb) or edge of traveled way (where there is no curb) is 5 ft. (1.5 m). Where a paved shoulder is present, the separation distance begins at the outside edge of the shoulder. Thus, a paved shoulder is not included as part of the separation distance. Similarly, a bike lane is not considered part of the separation; however, an unpaved shoulder (e.g., a gravel shoulder) can be considered part of the separation. Where the separation is less than 5 ft. (0.5 m), a physical barrier or railing should be provided between the path and the roadway. Such barriers or railings serve both to prevent path users from making undesirable or unintended movements from the path to the roadway and to reinforce the concept that the path is an independent facility". Therefore, the bicycle lane should not be considered as additional buffer as suggested by the VE Study.

6. Value Engineering Idea No. A-10 – Use new alignment for multi-use trail.

Disposition Recommendation:

AGREE **AGREE, WITH MODIFICATIONS** **DISAGREE**

- This idea would result in a more circuitous routing for pedestrians traveling on Big Creek Parkway for such work-related destinations such as Kimberly-Clark.
- This idea would entail maintenance concerns with extensive use of wooden, ' boardwalk' type structures over wetlands.
- The south side of the existing SR 400 bridge over Big Creek is presently on a narrow, steep slope with riprap protection. Placement of a multi-use trail here will require substantial excavation, retaining walls and a stream buffer variance. Further, sharp horizontal curves on the trail will be needed on both sides of the existing SR 400 bridge that will likely have inadequate stopping sight distance.
- The multi-use trail will need to span over substantial wetlands and stream buffers via the use of boardwalk or open truss bridges. Impacts to these resources will require additional mitigation and permits.



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- A 5 ft. wide sidewalk with 2 ft. grass strip would need to be placed on the north shoulder of Big Creek Parkway in place of the multi-use trail to accommodate local pedestrian access.
- If implemented as above, the above considerations would substantially lessen the cost/benefit for Value Engineering Idea A-10 as follows:

| Category | Savings from VE Study Report | | | Engineer's Estimated Savings | | |
|-----------------------------|------------------------------|--------------|-----------------------|------------------------------|--------------|---------------------|
| | Savings | Add'l Cost | Net | Savings | Add'l Cost | Net |
| Grading | \$2,727,242.00 | \$898,000.00 | \$1,829,242.00 | \$986,753.38 | \$967,166.15 | \$19,587.23 |
| Paving | | | | \$54,463.50 | \$126,575.15 | \$(72,111.65) |
| Retaining Wall | | | | \$0.00 | \$88,484.00 | \$(88,484.00) |
| Bridge 1- BCP@Stream | | | | \$1,843,222.22 | \$0.00 | \$1,843,222.22 |
| Bridge 2- BCP @ SR 400 | | | | \$375,000.00 | \$0.00 | \$375,000.00 |
| Bridge 3- OHBR@Stream | | | | \$173,111.11 | \$0.00 | \$173,111.11 |
| Pedestrian Truss @Stream | | | | \$0.00 | \$500,000.00 | \$(500,000.00) |
| Boardwalk | | | | \$0.00 | \$967,500.00 | \$(967,500.00) |
| Right of Way | \$32,000.00 | \$100,000.00 | \$(68,000.00) | \$0.00 | \$207,414.00 | \$(207,414.00) |
| | | | \$1,761,000.00 | | | \$575,410.91 |

7. Value Engineering Idea No. A-12 – Replace 12 foot multi-use trail with 5 foot sidewalk.

Disposition Recommendation:

AGREE AGREE, WITH MODIFICATIONS DISAGREE

- The project is on the Blue Loop, Purple Loop, Brown Loop, and Orange Loop multimodal routes of the Roswell Loop Network as part of the Roswell Transportation Master Plan. The Roswell Loop Network would include the installation of multi-use paths next to the road lanes that connect to existing and other planned facilities. Therefore, eliminating the trail through this corridor would diminish the connectivity of the proposed Loop system. Further, replacing the trail with a standard 5 ft.



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sidewalk would also reduce the corridor's attractiveness to many bicyclist cohorts, including children and families from the surrounding residential areas who may wish to access the Big Creek Greenway, the mountain bike trails, or Mimosa Elementary School on Warsaw Road.

- According to the Complete Streets Design Policy in the *GDOT Design Policy Manual*, Big Creek Parkway would meet the Pedestrian Warrant Standard based on the above consideration.

8. Value Engineering Idea No. A-13 – Shift roundabout south on Warsaw Road.

Disposition Recommendation:

AGREE AGREE, WITH MODIFICATIONS DISAGREE

- Relocating the dual lane roundabout on Warsaw Road would place this intersection on a 5.0% grade. Ideally, roundabouts should be placed at locations where the grade slopes mildly away from the center island in all directions or, at a minimum, the grade through the roundabout should be 4.0% or less. Therefore, placing the roundabout on a 5.0% grade may create operational problems with drainage and the ability of vehicles with higher centers of gravity to negotiate the circular roadway.
- Relocating the dual lane roundabout on Warsaw Road to the southwest would also compromise the deflection entries into the circular roadway from the north leg of Warsaw Road and Big Creek Parkway. As noted in NCHRP 672, deflected entries into the roundabout are essential to slow approaching motorists to speeds comparable with motorists in the circular roadway.
- This VE idea would entail placing the roundabout with a large retaining wall closer to the Roswell Creek Apartments. Placing an elevated roadway with a large retaining wall closer to the apartments would likely require a noise study with noise walls and additional public outreach. Further, such a close placement of the roadway may have Environmental Justice ramifications with substantially additional scope and schedule delays.



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- This VE idea would also incur additional impacts to the perennial stream at the intersection and would require additional usage of MSE walls to minimize these impacts.
- If implemented as above, the above considerations would substantially decrease the cost/benefit to be over \$100,000 more expensive than the original project cost as follows:

| Category | Savings from VE Study Report | | | Engineer's Estimated Savings | | |
|--------------|------------------------------|------------|---------------------|------------------------------|--------------|-----------------------|
| | Savings | Add'l Cost | Net | Savings | Add'l Cost | Net |
| Grading | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$42,000 | \$(42,000) |
| MSE Wall | | | | \$0.00 | \$225,676.00 | \$(225,676.00) |
| Right of Way | \$150,000.00 | \$0.00 | \$150,000.00 | \$237,282.50 | \$89,820.00 | \$147,462.50 |
| | | | \$150,000.00 | | | \$(120,213.50) |

9. Value Engineering Idea No. A-16a – Maintain existing Holcomb Woods Parkway; use current layout for connection.

Disposition Recommendation:

AGREE AGREE, WITH MODIFICATIONS DISAGREE

- The project, including Holcomb Woods Parkway, is on the Blue Loop, Purple Loop, Brown Loop, and Orange Loop multimodal routes of the Roswell Loop Network as part of the Roswell Transportation Master Plan and includes several connector spurs planned along the project to existing multi-use trails in the vicinity. The Roswell Loop Network would include the installation of multi-use paths next to the road and the addition of on-street bicycle lanes. Therefore, terminating the on-street bicycle lanes and the multi-use path at Old Alabama Road and not continuing them along Holcomb Woods Parkway to SR 140/Holcomb Bridge Road would not conform to the City's Transportation Master Plan or provide 'Logical Termini' for bicycle or pedestrian users.
- According to the Complete Streets Design Policy in the GDOT Design Policy Manual, Old Holcomb Woods Parkway would meet the Bicycle and Pedestrian Warrant Standards based on the above consideration.



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- The design year traffic forecasts indicate a two lane section is adequate along Holcomb Woods Parkway. A four lane section is not required.

10. Value Engineering Idea No. A-16b – Mill, resurface and restripe outer lane for on-road bike lane.

Disposition Recommendation:

AGREE AGREE, WITH MODIFICATIONS DISAGREE

- The project is on the Blue Loop, Purple Loop, Brown Loop, and Orange Loop multimodal routes of the Roswell Loop Network as part of the Roswell Transportation Master Plan. The Roswell Loop Network would include the installation the addition of on-street bicycle lanes that connect to existing and other planned facilities. Therefore, this corridor may be expected to provide a more comfortable experience to a broader range of bicyclists. A buffered bike lane within a two lane road will provide a more trail-like experience than an ordinary bike lane within a four-lane road.

11. Value Engineering Idea No. A-16c – Construct additional width sidewalk for 12 foot wide multi-use trail.

Disposition Recommendation:

AGREE AGREE, WITH MODIFICATIONS DISAGREE

- The feasibility of converting an existing sidewalk into a trail would need to be carefully considered, as it is not simply a matter of widening. Bicycling on sidewalks by adults is illegal in Georgia. Simply widening the sidewalk and calling it a sidepath is discouraged by the AASHTO Guide for the Development of Bicycle Facilities. AASHTO also explicitly states that *“(i)t is important to recognize that the development of extremely wide sidewalks does not necessarily add to the safety of sidewalk bicycle travel. Wide sidewalks might encourage higher speed bicycle use and can increase potential for conflicts with motor vehicles at intersections, as well as with pedestrians and fixed objects”*.
- The conversion of the sidewalk to a trail will require widening the buffer to 5 feet or providing a barrier. It would also require the careful re-design of the intersections and driveway approaches to mitigate the known



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operational concerns associated with sidepaths, documented on Section 5.2.2 of the AASHTO Bike Guide, and in accordance with the guidance outlined in Section 5.3.4 of the Bike Guide. Any sidepath, especially one with the steep grades, winding alignment, and frequent driveways found on Holcomb Woods Parkway should be designed to:

- reduce the speeds of both path users and motorists at conflict points; and
- provide adequate sight distance (appropriate to both motor vehicle and bicycle design speeds) in advance of conflict points; and
- include supplemental traffic control to remind all operators of their respective yielding obligations.
- Converting the existing sidewalk into a trail will require a design that accommodates bicycle operating characteristics, determined by higher design speeds, which in turn will necessitate specific minimum radii for horizontal curves, which could require acquisition of additional right-of-way. Providing the necessary visibility in advance of driveway crossings may also require removal of obstructions outside the existing right-of-way (trees, monument signs, etc.). Managing the speeds of motorists may require the introduction of traffic calming measures to the roadway. Managing the speeds of bicyclists may require alignment shifts, such as approach chicanes, which may require additional right-of-way to be effective.

12. Value Engineering Idea No. A-16d – Construct on-road bike lane and 12 foot trail; combine b and c.

Disposition Recommendation:

AGREE **AGREE, WITH MODIFICATIONS** **DISAGREE**

- See responses for Value Engineering Ideas A-16b and A-16c.



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City of Roswell, Fulton County
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13. Value Engineering Idea No. A-20 – Realign Big Creek crossing for minimal environmental impacts.

Disposition Recommendation:

AGREE **AGREE, WITH MODIFICATIONS** **DISAGREE**

- Placing an elevated roadway with a large retaining wall so close to the adjacent Aspen Pointe apartments would likely require a noise study with noise walls, additional public outreach and cost to cures (displaced recreation area, etc.). Further, such a close placement of the roadway may have Environmental Justice ramifications with substantially additional scope and schedule delays.
- The alignment crossing over the stream at such a skewed angle necessitates a roughly 200 ft. long span. This span would need to be steel instead of concrete due to the lengths involved, would cost more to construct, and would require a more complicated design than the scoped bridge design.
- The estimated wetland impacts on A-20 are a substantial increase of 0.92 acre of wetland fill impacts.
- Additional stream impacts are incurred on Stream 18 and would require additional use of MSE retaining walls.
- If implemented as above, the above considerations would substantially lessen the cost/benefit for Value Engineering Idea A-20 as follows:



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 City of Roswell, Fulton County
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| Category | Savings from VE Study Report | | | Engineer's Estimated Savings | | |
|--------------------------|------------------------------|-------------|----------------|------------------------------|----------------|------------------|
| | Savings | Add'l Cost | Net | Savings | Add'l Cost | Net |
| Grading | \$5,433,037.00 | \$68,787.00 | \$5,364,250.00 | \$318,180.00 | \$519,083.68 | \$(200,903.68) |
| Paving | | | | \$158,105.49 | \$225,865.94 | \$(67,760.45) |
| Cub and Gutter | | | | \$16,464.88 | \$22,470.24 | \$(6,005.36) |
| MSE Wall | | | | \$555,390.00 | \$1,411,750.89 | \$(856,360.89) |
| Bridge 1- BCP@Stream | | | | \$4,104,766.67 | \$0.00 | \$4,104,766.67 |
| Bridge 3- OHBR@Stream | | | | \$0.00 | \$1,331,666.67 | \$(1,331,666.67) |
| Sound Barrier | | | | \$0.00 | \$179,850.00 | \$(179,850.00) |
| Right of Way | | | | \$0.00 | \$250,000.00 | \$(259,000.00) |
| \$5,114,000 | | | | \$1,706,082.85 | | |

14. Value Engineering Idea No. A-21 – Use a TEE intersection for Old Holcomb Bridge Road connection.

Disposition Recommendation:

AGREE AGREE, WITH MODIFICATIONS DISAGREE

- Placing an elevated roadway with a large retaining wall so close to the adjacent Aspen Pointe apartments would likely require a noise study with noise walls, additional public outreach and cost to cures (displaced recreation area, etc.). Further, such a close placement of the roadway may have Environmental Justice ramifications with substantially additional scope and schedule delays.
- While this option eliminates the need for a bridge on Old Holcomb Bridge Road Extension and omits the left turn lane on the bridge over the Big Creek stream, the bridge over SR 400 will need to be widened to accommodate a left turn lane for the Old Holcomb Bridge Road Extension.
- Driveway access will need to be provided off of Big Creek Parkway to access the cellular tower facility adjacent to the Big Creek stream and SR 400.



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- If implemented as above, the above considerations would lessen the cost/benefit for Value Engineering Idea A-21 as follows:

| Category | Savings from VE Study Report | | | Engineer's Estimated Savings | | |
|------------------------|------------------------------|--------------|----------------|------------------------------|------------------|------------------|
| | Savings | Add'l Cost | Net | Savings | Add'l Cost | Net |
| Grading | \$2,853,992.00 | \$702,225.00 | \$2,151,767.00 | \$309,385.89 | \$184,871.35 | \$124,514.55 |
| Paving | | | | \$241,063.32 | \$195,632.76 | \$45,430.55 |
| Curb and Gutter | | | | \$37,007.20 | \$22,160.00 | \$14,847.20 |
| MSE Wall | | | | \$141,552.00 | \$1,593,060.48 | \$(1,451,508.48) |
| Side Barrier | | | | \$37,792.00 | \$0.00 | \$37,792.00 |
| Bridge 1- BCP@Stream | | | | \$544,222.22 | \$0.00 | \$544,222.22 |
| Bridge 2- BCP @ SR 400 | | | | \$2,325,000.00 | \$(2,280,000.00) | \$45,000.00 |
| Bridge 3- OHBR@Stream | | | | \$1,767,777.78 | \$0.00 | \$1,767,777.78 |
| Right of Way | | | | \$176,800.00 | \$0.00 | \$176,800.00 |
| \$2,329,000 | | | | \$1,609,030.82 | | |

15. Value Engineering Idea No. A-23 – Use Old Alabama Road for connection to Holcomb Bridge Road.

Disposition Recommendation:

AGREE AGREE, WITH MODIFICATIONS DISAGREE

- See responses for Value Engineering Ideas A-16b and A-16c.

16. Value Engineering Idea No. C-1 – Steepen side-slope from 4:1 to 2:1.

Disposition Recommendation:

AGREE AGREE, WITH MODIFICATIONS DISAGREE



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17. Value Engineering Idea No. C-3 – Review Big Creek Parkway profile; steepen grade to 4.2%.

Disposition Recommendation:

AGREE **AGREE, WITH MODIFICATIONS** **DISAGREE**

- As mentioned under the *Commitments* portion of the VE Study Constraints & Commitments form, the section of Big Creek Parkway immediately east of SR 400 has been designed to accommodate a future intersection with both a potential connection to Mansell Road (Big Creek Phase 3) and driveway access to a planned expansion of the Kimberly-Clark facility.
- A profile grade of 4.2% may create operational problems for the potential placement of a single lane roundabout at the aforementioned future intersection. According to the guidelines of NCHRP Report 672, Roundabouts - An Informational Guide, *“The outward cross-slope design means vehicles making through and left-turn movements must negotiate the roundabout at negative superelevation. Excessive negative superelevation can result in an increase in single-vehicle crashes and loss of-load incidents for trucks, particularly if speeds are high. However, in the intersection environment, drivers will generally expect to travel at slower speeds and will accept the higher side force caused by reasonable adverse superelevation.”*

18. Value Engineering Idea No. C-4 – Lower Old Holcomb Bridge Road profile.

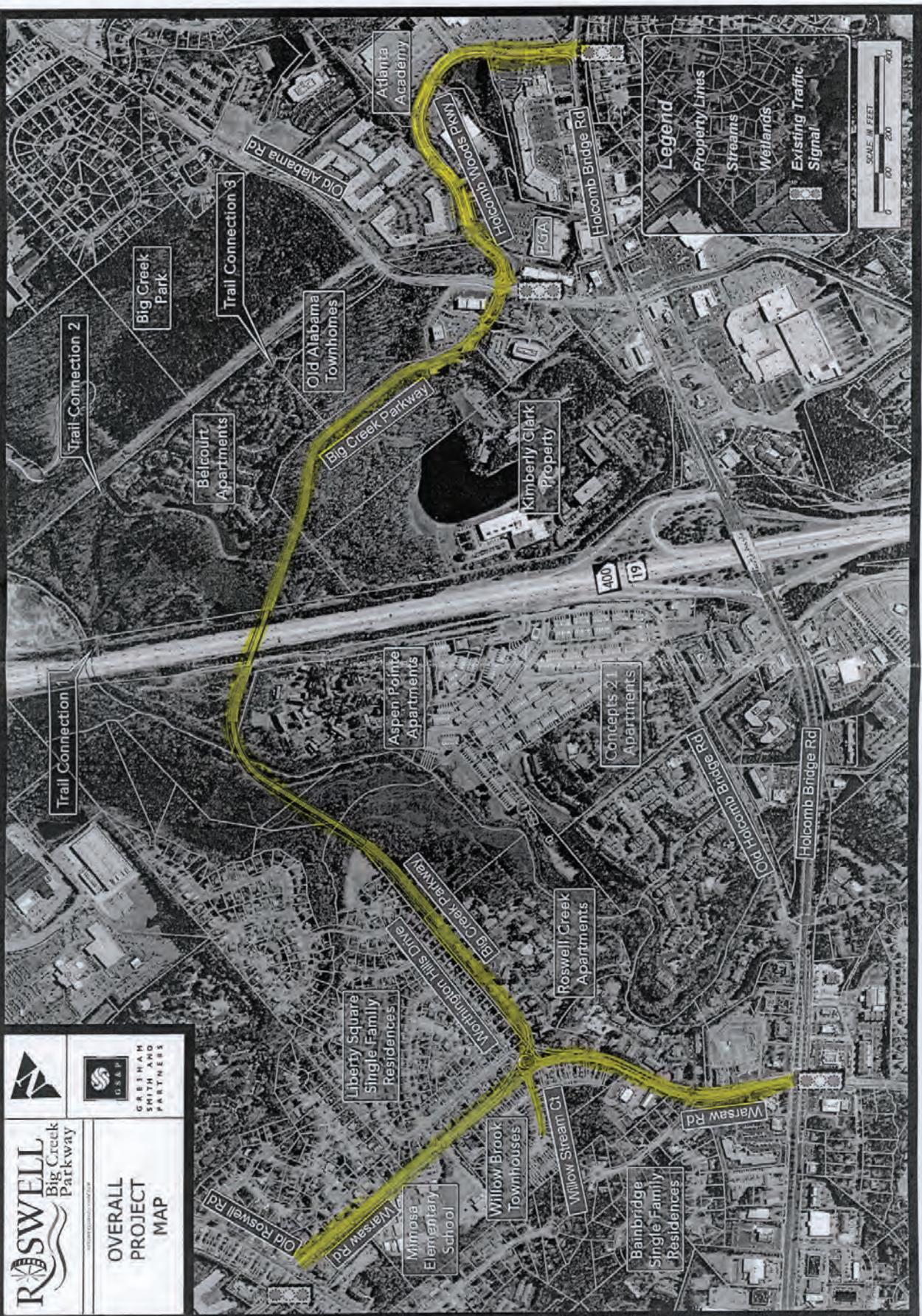
Disposition Recommendation:

AGREE **AGREE, WITH MODIFICATIONS** **DISAGREE**

R SWELL
Big Creek Parkway

OVERALL PROJECT MAP

GRISHAM SMITH AND PARTNERS



**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE: City of Roswell, Fulton County **OFFICE:** Engineering Services
P.I. No.: 0010874
Big Creek Pkwy, SR140 to East of SR 400 **DATE:** September 9, 2014

FROM: Lisa L. Myers, State Project Review Engineer *LLM*

TO: Albert V. Shelby III, State Program Delivery Engineer

SUBJECT: REVERSE RESPONSE TO VE STUDY ALTERNATIVE A-7

Recommendations for Implementation of Value Engineering Study Alternatives were approved by letter dated July 28, 2014. After further review and discussion, the Director of Preconstruction and Chief Engineer have determined that the cross section of the bridge should be reduced. The Project Manager shall incorporate the VE alternative now recommended for implementation to the extent reasonable in the design of this project.

| ALT # | Description | Potential Savings/ LCC | Implement | Comments |
|-------|---|---------------------------|-------------------------|--|
| A-7 | Reduce width of the Typical Section 2 feet by removing the buffer strips from the bridges. Previous Response: No | \$1,894,000 | Yes, with modifications | It is recommended that the bridge cross section be revised as follows: 12' Trail 2' Gutter 4' Bike 11' Lane 11' Lane 4' Bike 2' Gutter 6' Sidewalk which equals 52 feet wide and is consistent to Bridge Design Policy and provides buffer separation for the multi-use trail and allows for signage and other fixtures. |

LLM/RLR/MJS
Attachments

c: Glenn Bowman/Paul Liles
Joe Carpenter
Albert V. Shelby III/Brad Saxon/Robert Murphy/Gerald McDaniel/Vinesha Pegram
Jeff Baker/Marc Mastronardi
Ben Rabun/Bill Duvall
Richard O'Hara
Shun Pringle/Sebastian Nesbitt/Percy Combay
Ken Werho
Lily Manavi
Robert L. Reid Jr./Matt Sanders

From: Rickert, Eric [mailto:eric_rickert@gspnet.com]
Sent: Tuesday, September 09, 2014 11:44 AM
To: Sanders, Matt
Cc: Pegram, Vinesha C.; Robert Dell-Ross (rdellross@roswellgov.com); Wade, Sam; Busby, Jeremy
Subject: RE: A-7 of VE Implementation Letter PI No. 0010874 Big Creek Pkwy

Matt,

Below is our revised response to VE Idea A-7 based upon feedback from GDOT and the City of Roswell. I've also attached the revised project Value Engineering Study-Responses report in its entirety.

Value Engineering Idea No. A-7 – Eliminate buffer strips on bridges.

Disposition Recommendation:
AGREE, WITH MODIFICATIONS

- It is recommended that the bridge cross section be revised as follows: two – 11ft lanes, two – 4ft bike lanes, two – 2ft gutters, one – 12ft multi-use trail and one – 6ft sidewalk. This section is consistent with GDOT Bridge Design Policy, provides some degree of buffer separation for the multi-use trail and leaves room for signage and other fixtures.
- Though the above proposed section varies from that of Value Engineering Idea A-7, the total potential savings of \$1,894,000 and overall widths remain the same.

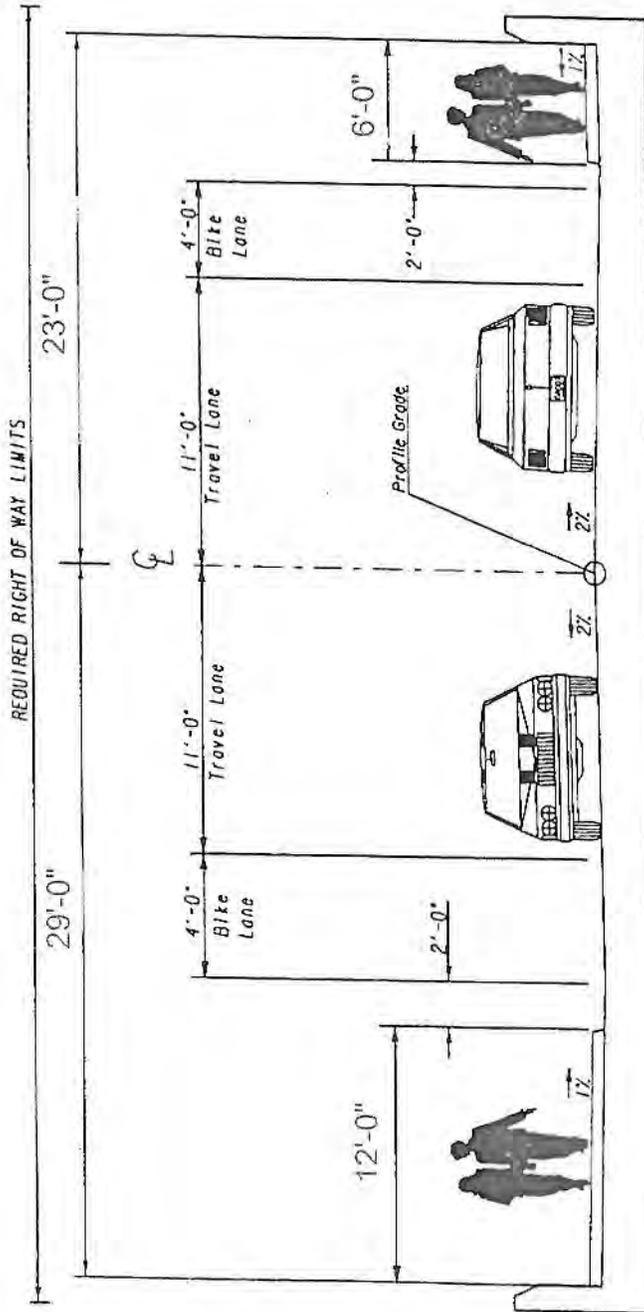
Regards,

Eric J. Rickert, P.E.
Transportation Services

GRESHAM, SMITH AND PARTNERS
Architecture, Engineering, Interiors, Planning

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TYPICAL SECTION #4
 BIG CREEK PARKWAY
 BRIDGE OVER BIG CREEK WATERWAY AND SR 400



G R E S H A M
S M I T H A N D
P A R T N E R S

CONCEPT TEAM MEETING NOTES

Big Creek Parkway

P.I. #: 0010874, Fulton County

GS&P Project #: 28926.00

MEETING DATE: January 14, 2015

PARTICIPANTS: Greg Nicolas – Roswell Department of Transportation
 Rob Dell-Ross – Roswell Department of Transportation
 Richard O’Hara – Georgia DOT, Office of Engineering Services (GDOT OES)
 Vinesha Pegram – Georgia DOT, Office of Program Delivery (GDOT OPD)
 Douglas Torres – Georgia DOT, Office of Estimating
 Mike Lobdell – Georgia DOT, District 7 Preconstruction
 Chris Woods – Georgia DOT, District 7 Traffic Operations
 Eric Rickert – Gresham, Smith & Partners (GS&P)
 Jeremy Busby – Gresham, Smith & Partners (GS&P)

DISCUSSION: BIG CREEK PARKWAY-CONCEPT TEAM MEETING

1. GDOT OPD asked if the PJS was approved. GS&P confirmed that it was approved by the Office of Planning.
2. GDOT OES asked if the road diet was supported by the traffic data. The City of Roswell confirmed this was true and that no known development was anticipated in the area of Holcomb Woods Parkway. GDOT OES also stated that FHWA did not appear to have a problem with the road diet at the meeting with them where the project was presented.
3. GDOT District 7 asked about proposed improvements at the intersection of SR140 and Warsaw Road. GS&P pointed out that Warsaw would be widened and dual left turns would be added in most quadrants.
4. The City of Roswell recommended that their SR 400 NB Early Off-Ramp Project be included under the ‘Other projects in the area’ list.
5. GS&P noted that the traffic data in the concept report has not been formally approved by the GDOT Office of Planning, but would be prior to formal submission. This report would be updated with the approved traffic when received. GDOT District 7 pointed out the truck percentage seemed high on Holcomb Bridge Road. This will be verified when the traffic is approved.
6. GDOT OES asked if U-turn accommodations have been added to the plans, per the PIOH comments. This was confirmed.

Design Services For The Built Environment



CONCEPT TEAM MEETING NOTES

Big Creek Parkway
GDOT PI #0010874
GS&P Project 28926.00
Page 2

7. GS&P remarked that the PAR document was submitted to GDOT OES on 12/16/2014.
8. GDOT OES recommended that the City of Roswell draft a *de minimis* letter that the Liberty Square recreation area owned by the City is not adversely impacted by the project.
9. GDOT OES asked if the existing soundwalls would be affected by the project. GS&P confirmed that the existing soundwalls would not be affected.
10. GDOT OPD advised that under 'Project Activities' that the City of Roswell be shown be as responsible for the Letting to Contract and the Construction Supervision.
11. GDOT OPD advised that under 'Project Responsibilities' that the City of Roswell be shown be as responsible for the construction and environmental mitigation. An asterisk with a footnote will be added that the City will pursue other federal and state funding sources in the future.
12. GDOT advised the bridge designs should be further coordinated with the Office of Bridge Design.

This represents our understanding of the items discussed at this meeting. If you have any questions or comments concerning any of the information contained herein, please contact me.

Prepared by: Eric Rickert, P.E.
Senior Project Engineer

Copy Participants
 File

Big Creek Parkway

Summary of Public and Stakeholder Engagement Activities

Public Workshops

- August 22, 2012 – 120 attendees, 60 surveys, and 214 comments received
- March 5 and March 11, 2013 – 122 attendees, 80 surveys, and 423 comments received
- June 19, 2013 – 30 attendees, 28 surveys, and 23 comments received
- January 21, 2014 – 102 attendees and 36 comments received
- December 4, 2014 – 36 attendees and 10 comments received

Elementary School Outreach

- Mimosa Elementary School – November 5, 2012
- 140 students/households involved in project presentation and follow-up data collection

“Alive After 5 Outreach”

- Outreach to 150+ attendees in October 2012 and June 2013

Bicycle Community Outreach

- Presentations to Bike Roswell (25 attendees) and Roswell Alpharetta Mountain Bike Organization (25 attendees)

Interviews with Property Owners, Business Owners, and Property Managers

- Communicated with 20 property owners, business owners, and property managers, and conducted 14 Stakeholder Meetings between February 2013 and June 2013
- Attempted to communicate with Roswell Creek Apartments via phone, email, and personal visit 6 different times in September 2013; was not able to reach management

Web Page Views

- Big Creek Parkway Project Background (<http://www.roswellgov.com/index.aspx?NID=1473>)
 - o 2,072 page views through February 2014
- Big Creek Parkway Information Center (<http://www.roswellgov.com/index.aspx?NID=1493>)
 - o 902 page views through February 2014

Public Workshops Total

- **410 attendees**
- **168 surveys received**
- **706 comments received**

Other Public Outreach Total

- **390+ people engaged**

Comments

- **20.4% Support**
- **27.1% Dissatisfaction**
- **52.5% Neutral/Concerns**



December 11, 2012

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 project:

Fulton County, PI# 0010874

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 Derrick Brown at (404) 631-1571.

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
Stuart Moaring, P.E. – Director of Public Works – City of Roswell

DO NOT OBLIGATE

**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 30th day of November, 2012, 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 and City, hereinafter called the "LOCAL GOVERNMENT".

WHEREAS, the LOCAL GOVERNMENT has represented to the DEPARTMENT a desire to improve the transportation facility 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, ¶1(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

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 does 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.

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

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 have 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

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 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 PROJECT to the study team. The LOCAL

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

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 is 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

LOCAL GOVERNMENT NAME

BY: [Signature]
Commissioner

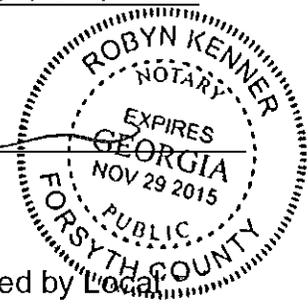
BY: [Signature]
Jere Wood
Mayor

ATTEST: [Signature]
Treasurer

Signed, sealed and delivered this 8th day of October, 2012 in the presence of:

[Signature]
Witness

[Signature]
Notary Public



This Agreement approved by Local Government, the 8th day of October, 2012.

Attest

[Signature]
Marlee Press, City Clerk

FEIN: 58-6000655

Attachment "A" Funding Sources and Distribution
 Project No.: 0010874 Sponsor: City of Roswell

0010874/ City of Roswell

Attach "Project Manager" Project Charging Form for Approval

| 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 | Percentage | Amount |
| 0% | \$0.00 | \$0.00 | Federal | Local Government | 0% | \$0.00 | Federal | 0% | \$0.00 | 0% | \$0.00 |
| 0% | \$0.00 | \$0.00 | State | | 0% | \$0.00 | State | 0% | \$0.00 | 0% | \$0.00 |
| 100% | \$2,343,300.00 | N/A | Local | | 100% | \$2,343,300.00 | Local | 100% | \$2,343,300.00 | 100% | \$2,343,300.00 |
| 0% | \$0.00 | \$0.00 | Other | | 0% | \$0.00 | Other | 0% | \$0.00 | 0% | \$0.00 |
| 100% | \$2,343,300.00 | | | | 100% | \$2,343,300.00 | | 100% | \$2,343,300.00 | 100% | \$2,343,300.00 |

| Right of Way - Phase II ³ | | | | Utility Phase IV | | | |
|--------------------------------------|------------------------|---------------------------------------|-------------|------------------|---------------------|----------------------|------------------|
| Percentage | ROW Amount | Maximum ROW Participation Amount (\$) | Participant | Acquisition By: | Utility Funding By: | Acquisition Fund By: | By: |
| 0% | \$0.00 | \$0.00 | Federal | Local Government | Local Government | Local Government | Local Government |
| 0% | \$0.00 | \$0.00 | State | | | | |
| 100% | \$13,000,000.00 | N/A | Local | | | | |
| 0% | \$0.00 | \$0.00 | Other | | | | |
| 100% | \$13,000,000.00 | | | | 100% | | 100% |

| Construction - Phase III ³ | | | | Construction Oversight for CST (Phase III) ² | | | |
|---------------------------------------|------------------------|---------------------------------------|-------------|---|-------------------------------|----------------------------------|------------------|
| Percentage | CST Amount | Maximum CST Participation Amount (\$) | Participant | Letting By: | Testing (Phase V) Funding By: | Inspection (Phase V) Funding By: | By: |
| 0% | \$0.00 | \$0.00 | Federal | Local Govt | Local Government | Local Government | Local Government |
| 0% | \$0.00 | \$0.00 | State | | | | |
| 100% | \$32,000,000.00 | N/A | Local | | | | |
| 0% | \$0.00 | \$0.00 | Other | | | | |
| 100% | \$32,000,000.00 | | | | 100% | | 100% |

| Grand Total - All Phases I through III | | | |
|--|------------------------|-----------------------------------|-------------|
| Percentage | CST Amount | Maximum Participation Amount (\$) | Participant |
| 0% | \$0.00 | \$0.00 | Federal |
| 0% | \$0.00 | \$0.00 | State |
| 100% | \$47,395,800.00 | N/A | Local |
| 0% | \$0.00 | \$0.00 | Other |
| 100% | \$47,395,800.00 | | |

Summary of Phases I Through III

| Percentage | Amount |
|-------------|------------------------|
| 100% | \$47,395,800.00 |
| 100% | \$47,395,800.00 |

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.

Revised: 12/2011

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

ATTACHMENT "B" Project Timeline

PI # 0010874 – City of Roswell

Proposed Project Timeline

| | | | | | | |
|------------------------|--------------|--|--|-------------------------|--------------------------------|--------------------------|
| Environmental Phase | [Shaded Bar] | | | Month/Year | Month/Year | Month/Year |
| | [Shaded Bar] | | | (Approve Env. Document) | (Authorize Right of Way funds) | (Authorize Const. funds) |
| Concept Phase | [Shaded Bar] | | | May 2013 | Jan 2015 | May 2015 |
| Preliminary Plan Phase | [Shaded Bar] | | | | | |
| | [Shaded Bar] | | | | | |
| Right of Way Phase | [Shaded Bar] | | | | | |
| | [Shaded Bar] | | | | | |

Deadlines for Responsible Parties Execute Agreement

Month/Year (Approve Concept)

May 2013

Month/Year (Approve Env. Document)

Jan 2015

Month/Year (Authorize Right of Way funds)

May 2015

Month/Year (Authorize Const. funds)

Oct 2017

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.

Revised: 12/2011

ATTACHMENT "C"

D.O.T. 65

0010874/City of Roswell

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.

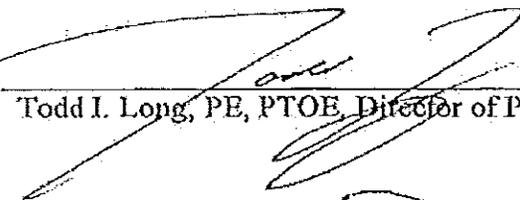
GDOT Requests Local Government/Project Sponsor to Fund PE Oversight:

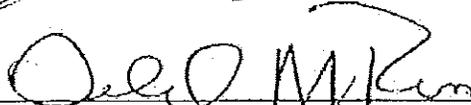
The Department will request that the local government fund PE oversight with 100% local funds under the following conditions:

- 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:  _____ 9/27/10
 Todd I. Long, PE, PTOE, Director of Planning Date

Approved:  _____ 10/7/20
 Gerald M. Ross, PE, Chief Engineer/Deputy Commissioner Date

Attachment "D"**GDOT Oversight Estimate for Locally Administered Project**

Tuesday, July 10, 2012 1:36 PM

PI Number **Project Number**
County **Project Length** Miles
Project Manager **Project Cost**
Project Type
Project Description
Expected Life of Project Years

| Project Phase | Oversight Hours | Oversight Cost |
|---------------------------------|-----------------|---------------------|
| 1. Project Initiation | 120 | \$ 6,000.00 |
| 2. Concept Development | 215 | \$ 10,000.00 |
| 3. Database Preparation* | 82 | \$ 3500.00 |
| 4. Preliminary Design | 489 | \$ 22,000.00 |
| 5. Environmental | 314 | \$ 11,000.00 |
| 6. Final Design | 0 | \$ 00.00 |
| Travel Expenses | | \$ - |
| Total Oversight Estimate | 1220 | \$ 52,500.00 |
| Percentage of Project Cost | .21% | |

*Review of Survey needed by GDOT

Note: The project cost is greater than \$10,000,000.00. Therefore, a Value Engineering Study is required and the estimated cost for the oversight of this study is \$52,500.00 which is included in the Concept Development Phase.

C:\Documents and Settings\vgavalas\My Documents\Oversight Estimate 0010874.xlsm

Revised: 12/2011

ATTACHMENT E--GEORGIA SECURITY AND IMMIGRATION COMPLIANCE ACT AFFIDAVIT

Name of Contracting Entity: City of Roswell, Georgia

Contract No. and Name: P.I. # 0010874
Big Creek Parkway

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

Kay J. Love
Signature of Authorized Officer or Agent

July 11, 2007
Date of Authorization

Kay G. Love
Printed Name of Authorized Officer or Agent

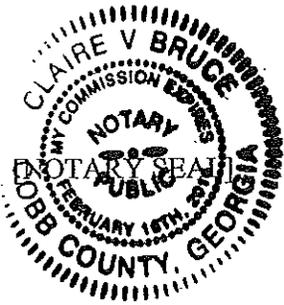
City Administrator
Title of Authorized Officer or Agent

10-572
Date

SUBSCRIBED AND SWORN
BEFORE ME ON THIS THE

5 DAY OF October, 2012
C. V. B.
Notary Public

My Commission Expires: 2-16-14



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 or 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 A. Loe, City Administrator
Official Name and Title

10/5/12
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)



Department of Transportation

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EARL L. MAHFUZ
TREASURER
(404) 656-5224

December 12, 2007

Project MSL00-0001-00(757), Fulton/Forsyth County
P.I. No. 0001757
SR 400 from I-285 to McFarland Road

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

Re: SR 400 at Holcomb Bridge Road Interchange

Dear Mayor Wood,

This letter is to confirm further discussion with yourself, your constituency and Garland Pinholster on November 14, 2007. The Department will continue to move forward with the Plan Development Process for the managed lane project on SR 400 from I-285 to SR 20 as mentioned in the October 22nd, 2007 letter. In addition to the SR 400 corridor, the Department acknowledges that improvements will be made to the SR 400/Holcomb Bridge Road interchange that is affected by the managed lane project.

However, a Holcomb Bridge Road interchange improvement alone may not solve all the congestion issues related to crossing SR 400. To solve this worsening issue, the City of Roswell can be of assistance to the Department by completing location and environmental studies and developing a project proposal that would provide a second crossing of SR 400 in the immediate area of Holcomb Bridge Road. A second crossing could relieve the Holcomb Bridge Road through movement crossing SR 400. As the Department's managed lane project progresses, the new crossing of SR 400 may possibly be identified as an access point exclusively to the managed lane system.

Once a preferred location is identified, the City would then be able sponsor a new project through the Atlanta Regional Commission so that the regional plan can reflect the new facility.

The Honorable Mayor Jere Wood
Page two
December 12, 2007

Thank you again for your interest in the SR 400 corridor and assistance in providing alternatives to our regions mobility problems. If you have any questions, please do not hesitate to contact me.

Sincerely,

Gene L. Abraham
Commissioner

GLA:DMR

Copy: Garland Pinholster, GDOT Board Member
Gerald Ross, P.E. Chief Engineer
Todd Long, P.E. Director of Preconstruction

ROSWELL
Big Creek
Parkway

HOBWELLSGOV.COM/BCP

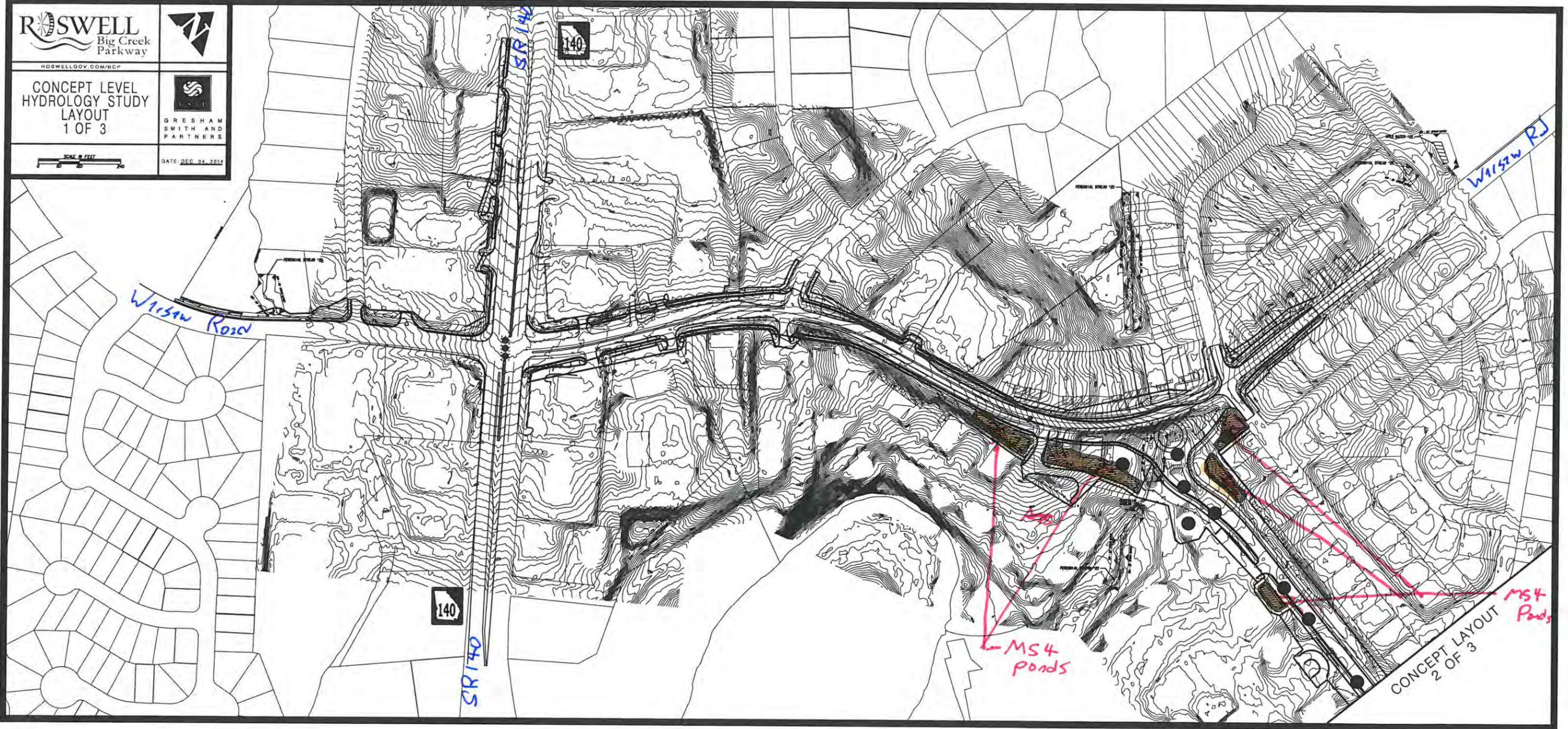
CONCEPT LEVEL
HYDROLOGY STUDY
LAYOUT
1 OF 3

SCALE: 8 FEET



GRESHAM
SMITH AND
PARTNERS

DATE: DEC 04, 2014

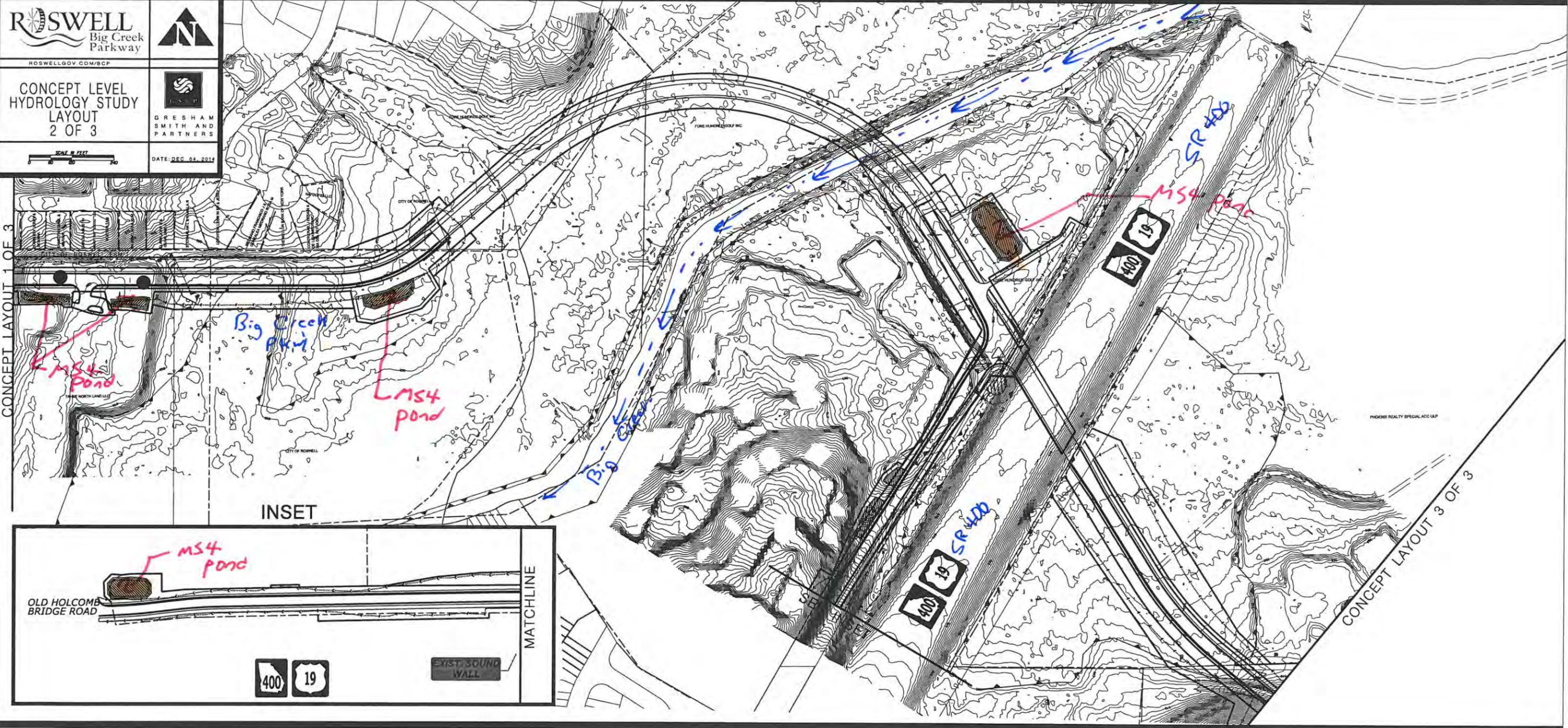


CONCEPT LAYOUT
2 OF 3

MS4
Ponds



CONCEPT LAYOUT 1 OF 3



Big Creek
Parkway

MS4
pond

MS4
Pond

SR 400

SR 400

INSET

MS4
pond

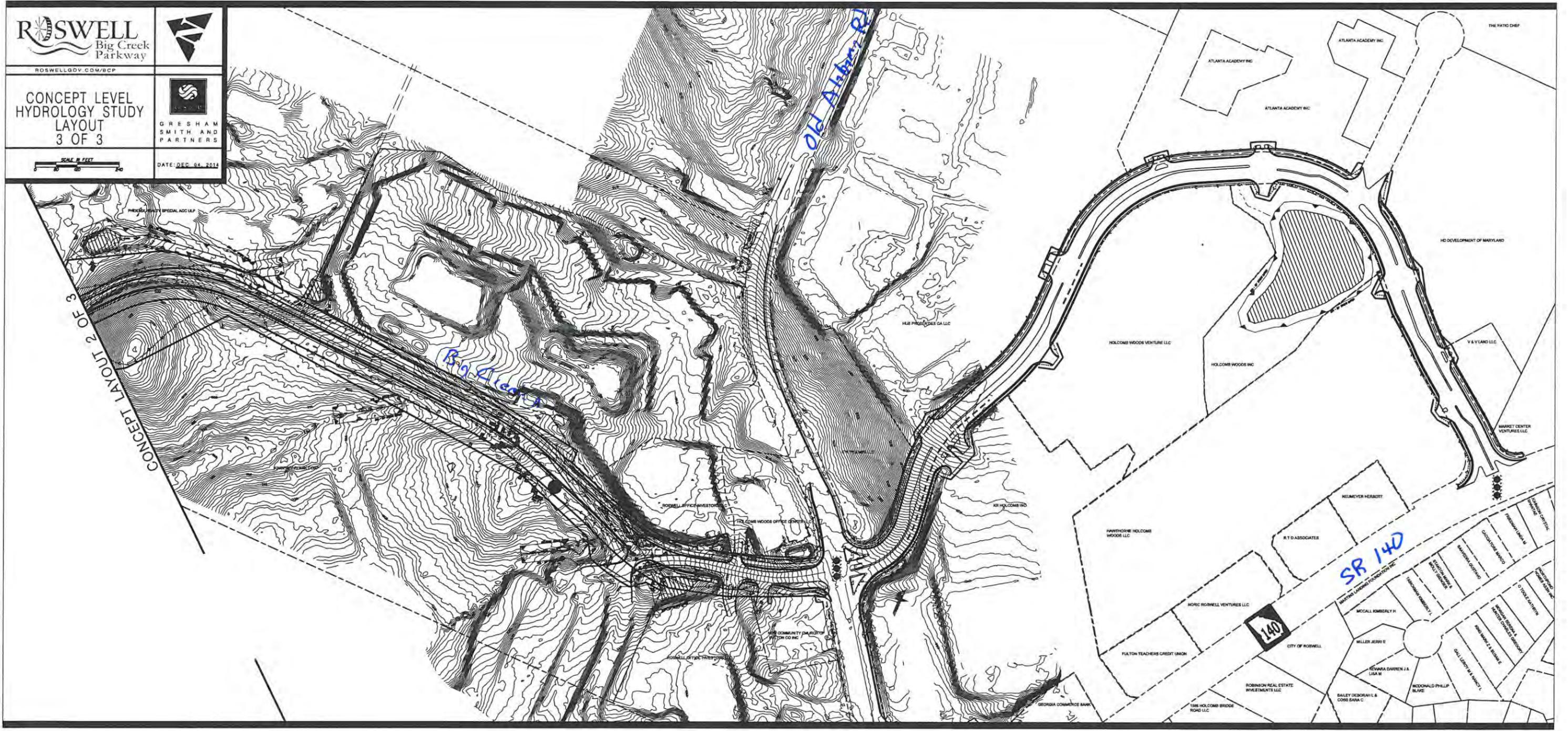
OLD HOLCOMB
BRIDGE ROAD

MATCHLINE



EXIST. SOUND
WALL

CONCEPT LAYOUT 3 OF 3



CONCEPT LAYOUT 2 OF 3

Old Albany Rd

Big Creek

SR 140

140