

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

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

FILE P.I. # 0010880 **OFFICE** Design Policy & Support
Fulton County
GDOT District 7 - Metro Atlanta **DATE** August 26, 2013
SR 140 from SR 400 NB Ramps to
Old Alabama Road

FROM  Brent Story, State Design Policy Engineer

TO SEE DISTRIBUTION

SUBJECT APPROVED CONCEPT REPORT

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

Attachment

DISTRIBUTION:

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

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

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

P.I. Number: 0010880
 County: Fulton
 State Route Number: 140

Project Description: The quick operational improvement project consists of adding a right turn lane to the existing SR 400 northbound ramp 7A, extending the westbound left-turn lane to southbound SR 400, and install/modify the existing traffic signal at the northbound ramp terminus. It will also reconfigure the existing pavement and median to remove the "trap" lane on the eastbound SR 140 approach to Old Alabama Road. The concept includes providing the required intersection sight distance to allow both right-turn exit lanes to turn right on red from the northbound ramp 7A.

Submitted for approval:

ANDREW ANTWELER - CITY OF REWELL 
 Local Government 7/15/13
DATE

BRYON LEJOURNAUX - POND & COMPANY 
 Consultant Designer & Firm 7/11/13
DATE

Robert B. Emmanuel
 GDOT Project Manager 7/17/13
DATE

Albert Shelby
 State Program Delivery Engineer 7-17-13
DATE

Recommendation for approval:

* Glenn Bowman / KLP 7-24-13
DATE
 State Environmental Administrator

* Kathy Zahul / KLP 7-22-13
DATE
 State Traffic Engineer

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

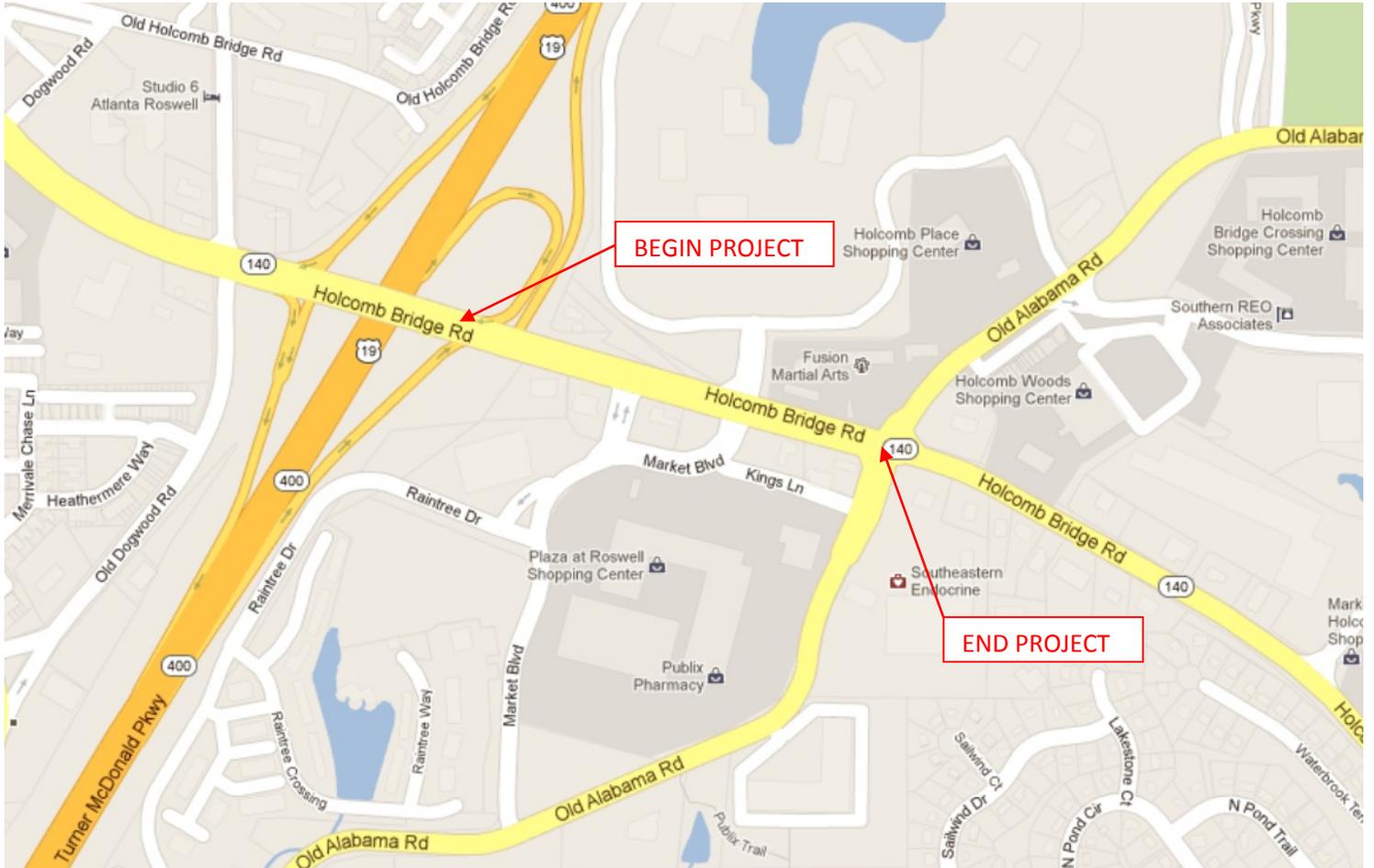
Christina L. Shupe 7-18-13
DATE
 State Transportation Planning Administrator

Approval:

Concur: Kyle Carpenter 8/14/2013
DATE
 GDOT Director of Engineering

Approve: Bill R. M. M. 8/21/13
DATE
 GDOT Chief Engineer

PROJECT LOCATION



SR 140/Holcomb Bridge Road from
SR 400 NB Ramp to Old Alabama Road
PI# 0010880
Fulton County

PLANNING & BACKGROUND DATA

Project Justification Statement: The intersection of State Route 140 (SR 140)/Holcomb Bridge Road at the State Route 400 (SR 400) Northbound Ramp intersection in Fulton County is proposed as a minor intersection improvement project. The proposed project is to be included in the GDOT Operational Improvement Lump Sum Program from the Office of Traffic Operations. This proposed project was presented to and approved by the Operational Improvement Committee as a QUICK project.

SR 140/Holcomb Bridge Road is a 45 mph urban principal arterial that serves as a major thoroughfare and commuter route between Cobb County (via SR 92) and Gwinnett County and serves residential, business, and commercial areas in the City of Roswell. The section of SR 140 between the intersections of the SR 400 northbound off-ramp and Old Alabama Road is a highly congested and high accident location. SR 140 is a median divided highway, with two westbound travel lanes and two eastbound travel lanes; however, the eastbound travel lane assignments change resulting in significant weaving problems. Old Alabama Road/SR 961 is a minor arterial that serves commuters and connects many residential neighborhoods and business to SR 140. SR 140 is an actively managed corridor in the GDOT Regional Traffic Operations Program.

This project was proposed by the District 7 Traffic Operations staff, which was developed as one of the short-term concepts from the HBR Corridor Study. Field observations from various agency staff confirm the need to optimize throughput along SR 140. One improvement addresses the excessive queuing of the SR 140 westbound left-turn vehicles to the SR 400 southbound on-ramp that exceed the available lane storage. There are 990 vehicles turning left in the AM peak hour, with only 1,000 feet of storage in dual left-turn lanes. The project proposes to extend the left-turn lane storage with a single lane by replacing the existing concrete median. This improvement will reduce the occurrence of queues blocking the westbound left-most through lane and increase the capacity along SR 140 westbound.

The second improvement addresses the eastbound weaving problem and eliminates the left-turn 'trap' lane approaching Old Alabama Road. Currently there are two eastbound through lanes crossing the SR 400 bridge. The operational problems stem from the fact only one through lane crossing the SR 400 bridge continues eastbound past the Old Alabama Road intersection. The left-most through lane is forced to make a left-turn at Old Alabama Road (creating the second left-turn lane at this intersection). The northbound off-ramp (Exit 7A) is a free-flow right-turn lane into a third westbound through lane which continues past the Old Alabama Road intersection. Both movements are uninterrupted (unsignalized); however, in 2011 a pedestrian-actuated traffic signal was installed across the northbound off-ramp and is only activated by the push button to serve the off-ramp crosswalk. Additionally, there is a signalized intersection at Market Boulevard approximately 1,100 feet from the northbound off-ramp. The geometry and traffic control results in significant weaving; eastbound SR 140 vehicles weave to the right to continue east along SR 140, eastbound SR 140 vehicles weave to the right to access businesses, Market Boulevard, or Old Alabama Road, and off-ramp vehicles weave to the left to turn at either Market Boulevard or Old Alabama Road. The project proposes to modify the SR 400 northbound off-ramp (Exit 7A) by adding a second right-turn lane at the ramp terminal, signalize both the off-ramp and eastbound SR 140 through lanes with a two-phase signal, and shift the eastbound through travel lanes to the south to maintain two continuous SR 140 through lanes. The improvement will reduce weaving and increase throughput along SR 140 eastbound.

The project limits extend from the bridge over SR 400 to the intersection of Old Alabama Road, a distance of 2,000 feet. This project has minimal roadway geometry changes and no right-of-way impact.

DESIGN AND STRUCTURAL DATA - Mainline Design

Features: SR 140/ Holcomb Bridge Road

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

*According to current GDOT design policy if applicable

Major Structures: N/A

Major Interchanges/Intersections: N/A

Utility Involvements: None

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

SUE Required: No Yes

Railroad Involvement: N/A

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

Warrants met: None Bicycle Pedestrian Transit

Right-of-Way:

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

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

Transportation Management Plan [TMP] Required: No Yes

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

Design Exceptions to FHWA/AASHTO controlling criteria anticipated: None

Design Variances to GDOT Standard Criteria anticipated: Design Variance for 16 foot raised median.

ENVIRONMENTAL DATA

Anticipated Environmental Document:

GEPA: NEPA: CE PCE

Project Air Quality:

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

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

Environmental Permits/Variations/Commitments/Coordination anticipated: None

NEPA/GEPA Comments & Information: A Programmatic Categorical Exclusion is anticipated to be the required level of NEPA document. There are no anticipated adverse effects to ecology, history, archeology, air, or noise as a result of this project. Public involvement is not planned for this project, but was performed during the HBR Corridor Study completed in 2012.

PROJECT RESPONSIBILITIES

Project Activities:

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

Lighting required: No Yes

Other projects in the area: CSCMQ-0006-00(820), P.I. 0006820; ATMS on SR 140 from SR 9/Alpharetta

Highway to Barnwell Road – Construction to begin soon

City of Roswell Project – SR 140 Westbound Through Lane – Holcomb Woods Parkway to SR 400 NB

Entrance Ramp

City of Roswell Project – New SR400 NB Early Off Ramp

Other coordination to date:

9/25/12: City of Roswell met with GDOT PM to review project scope and process

4/7/13: City of Roswell met with GDOT-OES to refine environmental scope

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

Project Cost Estimate and Funding Responsibilities:

	Breakdown of PE	ROW	Reimbursable Utility	CST*	Environmental Mitigation	Total Cost
By Whom	GDOT/City of Roswell	N/A	N/A	GDOT/City of Roswell	N/A	
\$ Amount	227,975.00	N/A	N/A	933,504.24	N/A	1,161,479.24
Date of Estimate	5/8/13	N/A	N/A	7/1/13	N/A	

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

ALTERNATIVES

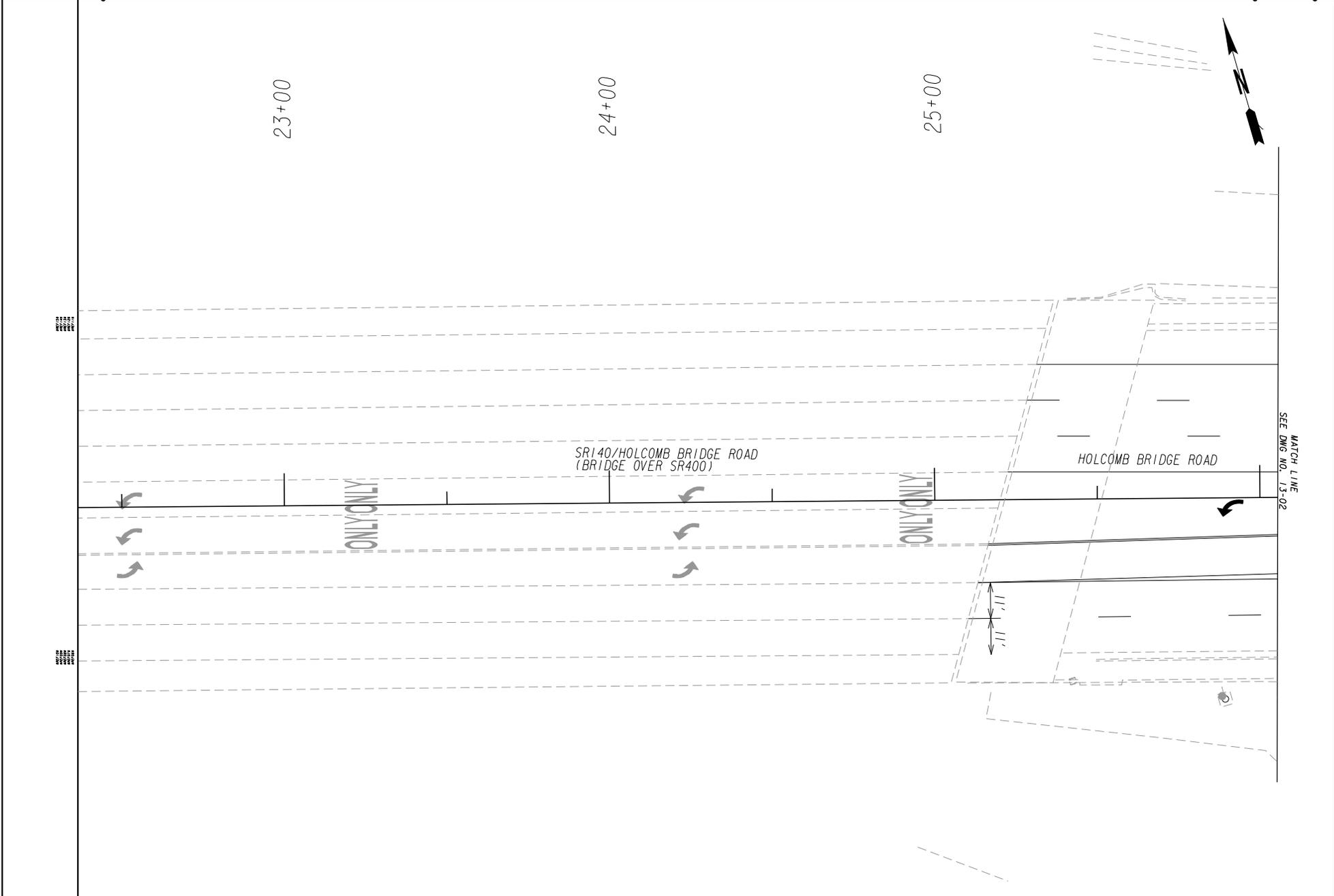
Preferred Alternative:			
Estimated Property Impacts:	0	Estimated Total Cost:	\$1,161,479.24
Estimated ROW Cost:	\$0	Estimated CST Time:	6 Months
Rationale: The project can be completed with no property impact and low construction cost resulting in improved operations of the intersection, improved safety and reduction of queue spillover from the left turn lane into the westbound mainline of SR 140/Holcomb Bridge Road.			

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

Comments/additional information: None

Attachments:

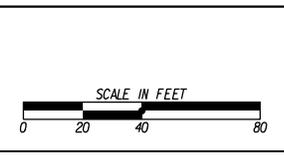
1. Concept Layout
2. Typical sections
3. Cost Estimate
4. Liquid AC Cost Adjustment
5. Traffic Analysis Report
6. GDOT Design Traffic Approval Letter
7. Initial Concept Team Meeting Minutes (Meeting held April 24, 2013)
8. Signed Agreements



PROPERTY AND EXISTING R/W LINE

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

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



REVISION DATES

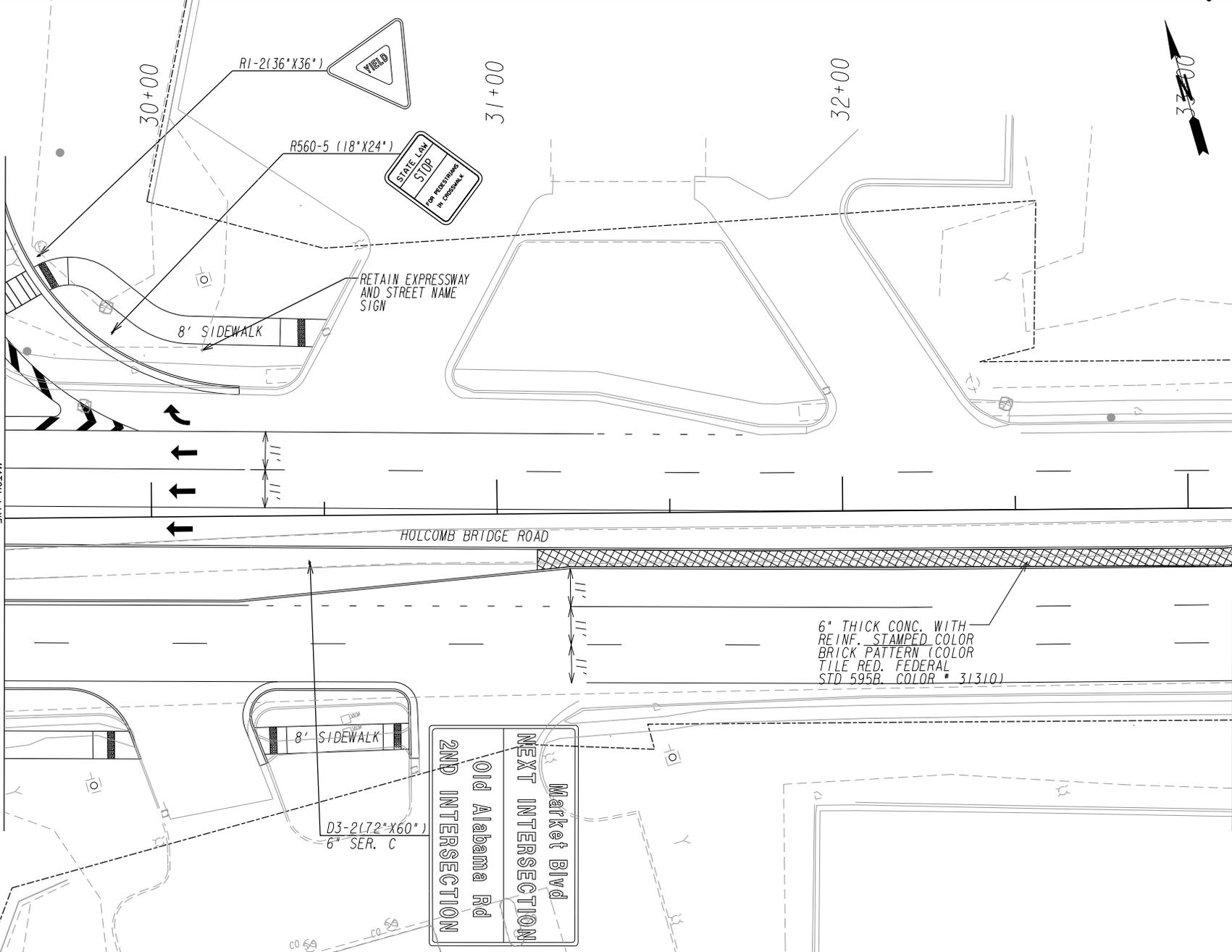
CITY OF ROSWELL
 DEPARTMENT OF TRANSPORTATION

OFFICE:

MAINLINE PLAN

SR 140/HOLCOMB BRIDGE ROAD FROM
 SR 400NB RAMPS TO OLD ALABAMA ROAD

DRAWING No. **13-01**



MATCH LINE
SEE DWG NO. 13-02

MATCH LINE
SEE DWG NO. 13-04

HOLCOMB BRIDGE ROAD

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

Market Blvd
 NEXT INTERSECTION
 Old Alabama Rd
 2ND INTERSECTION

D3-2(72"x60")
6" SER. C



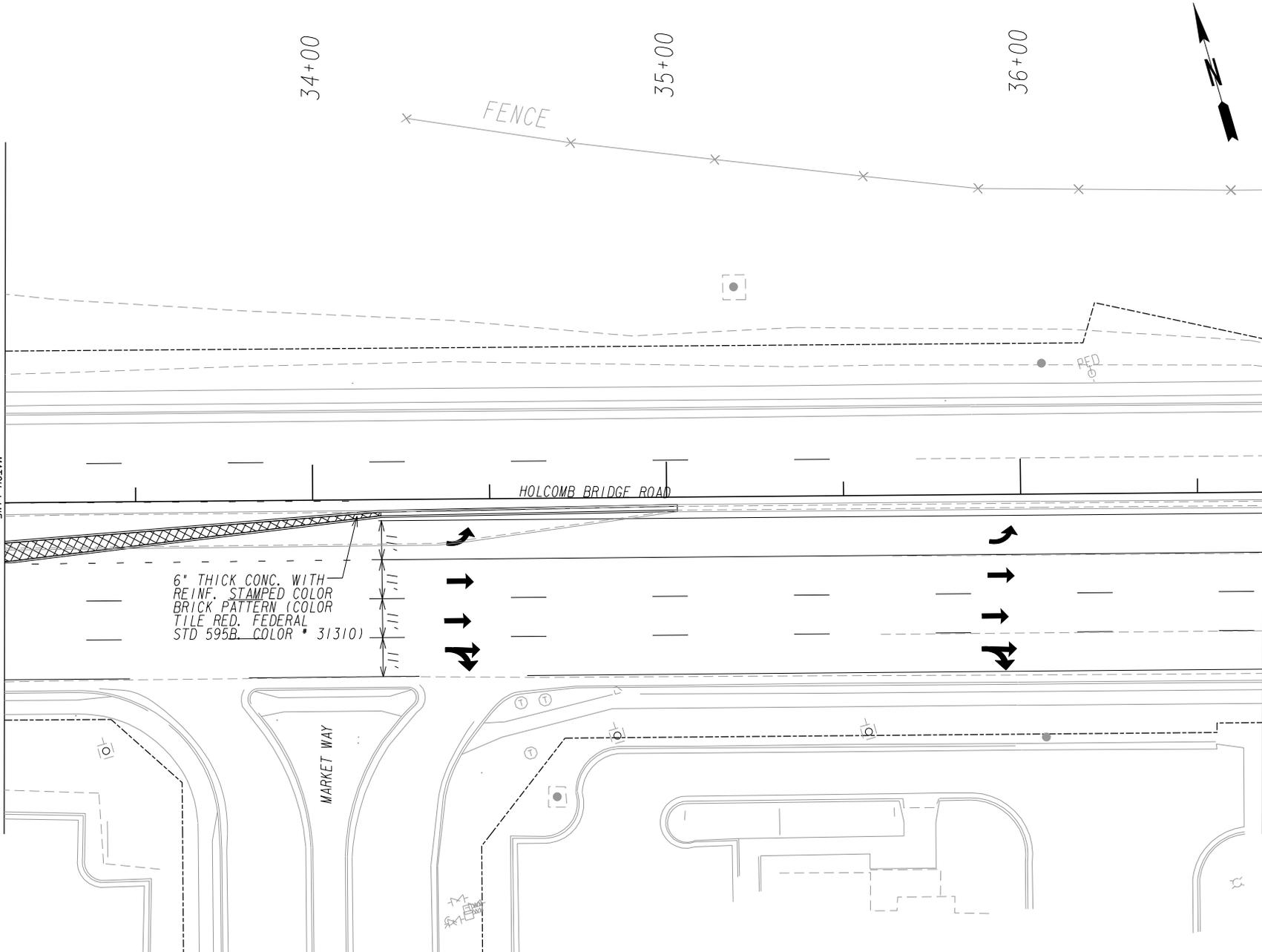
PROPERTY AND EXISTING R/W LINE	---
BEGIN LIMIT OF ACCESS.....BLA	---
END LIMIT OF ACCESS.....ELA	---
LIMIT OF ACCESS	---
REQ'D R/W & LIMIT OF ACCESS	---

<p>POND Architects - Engineers - Planners 3500 Parkway Lane Suite 600 Norcross, Ga. 30092 Phone 678-336-7740 Fax 678-336-7744 Web www.pondco.com</p>	
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<p>REVISION DATES</p> <table border="1"> <tr><td> </td><td> </td></tr> </table>																



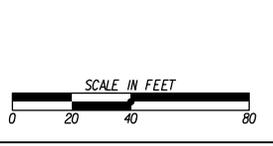
CITY OF ROSWELL DEPARTMENT OF TRANSPORTATION	
OFFICE:	
MAINLINE PLAN	
SR 140/HOLCOMB BRIDGE ROAD FROM SR 400NB RAMPS TO OLD ALABAMA ROAD	
DRAWING No.	13-03



PROPERTY AND EXISTING R/W LINE ---E---

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

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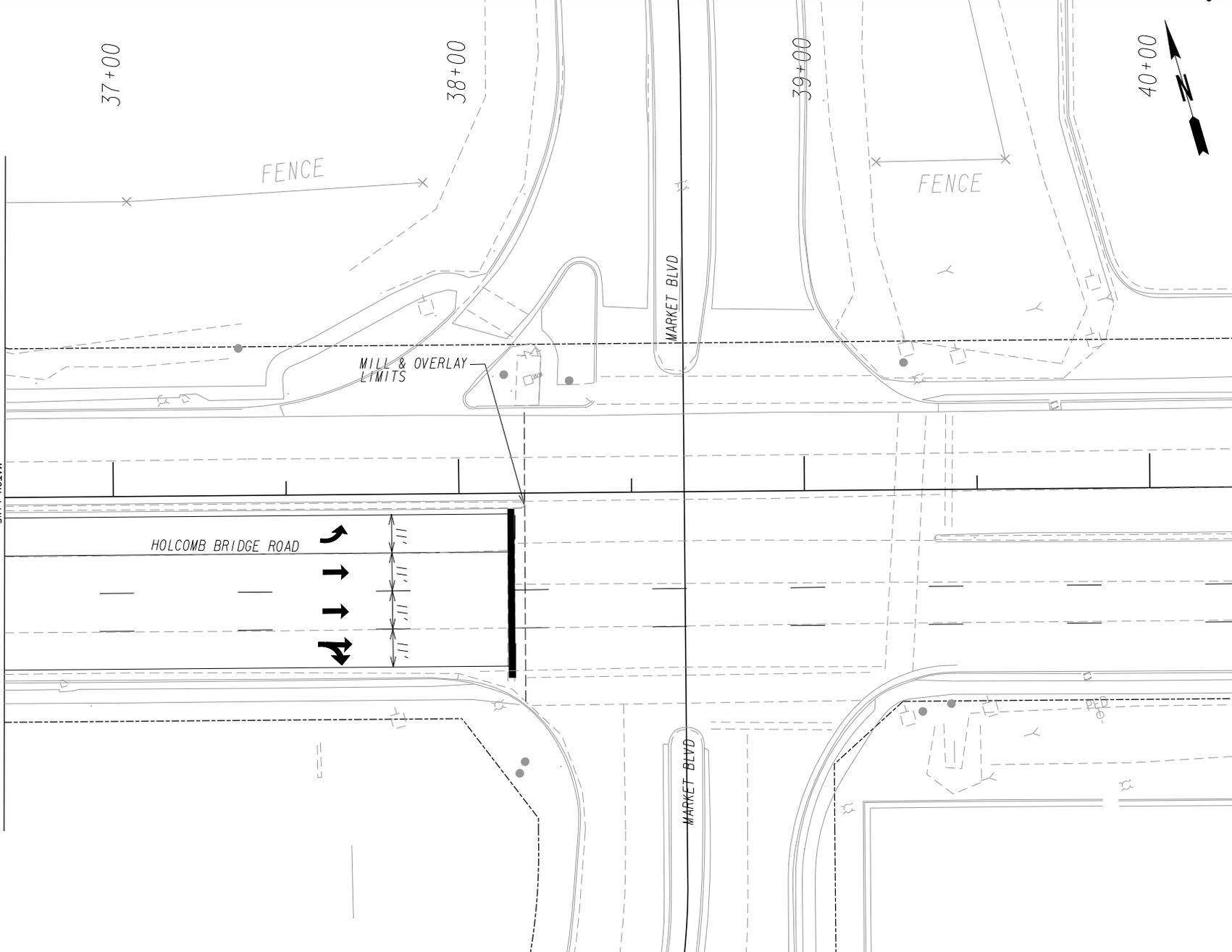
CITY OF ROSWELL
 DEPARTMENT OF TRANSPORTATION

OFFICE:

MAINLINE PLAN

SR 140/HOLCOMB BRIDGE ROAD FROM
 SR 400NB RAMPS TO OLD ALABAMA ROAD

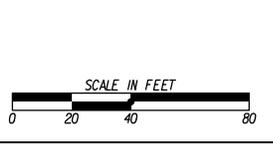
DRAWING No. 13-04



PROPERTY AND EXISTING R/W LINE 

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

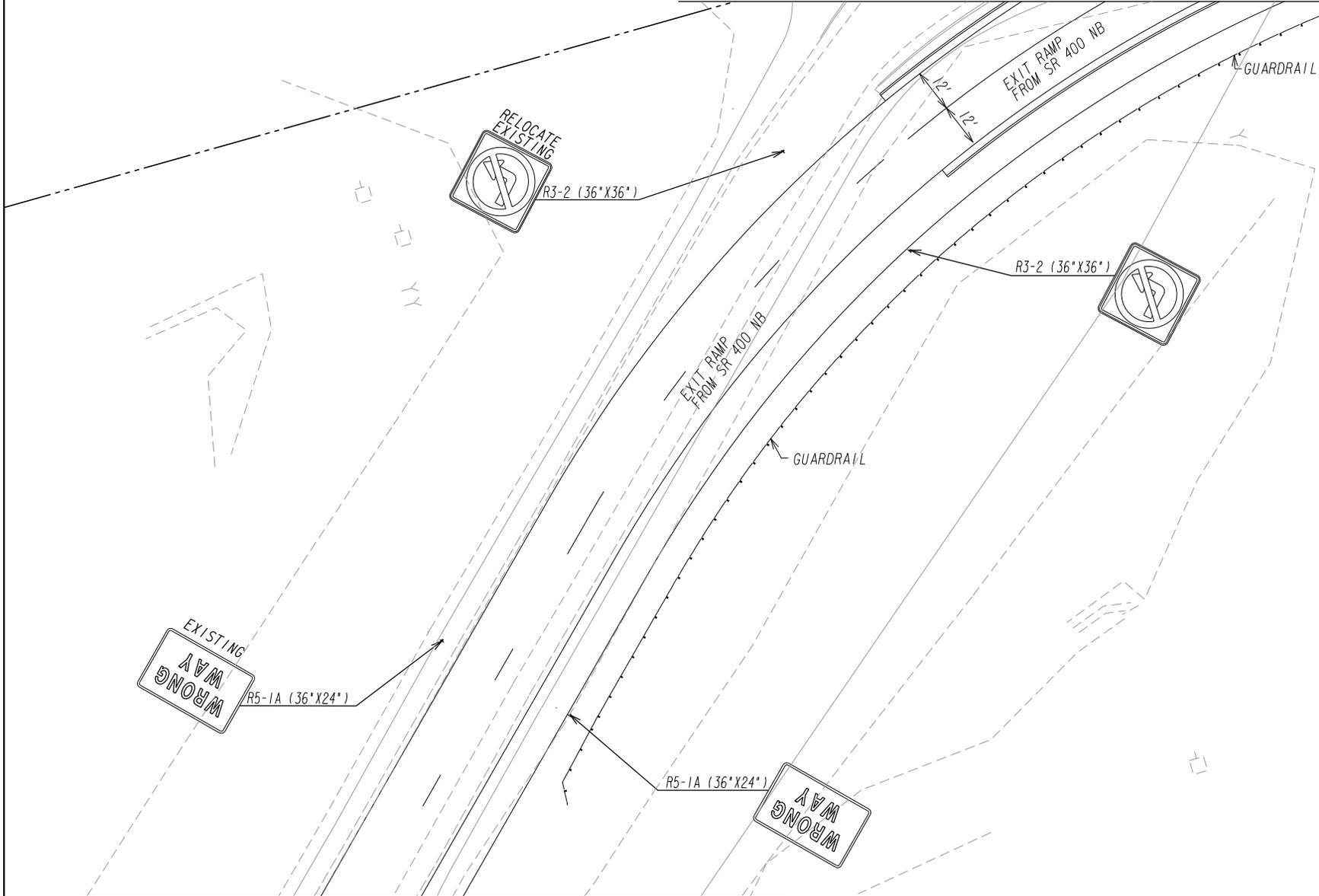
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REVISION DATES

CITY OF ROSWELL
 DEPARTMENT OF TRANSPORTATION
 OFFICE:
MAINLINE PLAN
 SR 140/HOLCOMB BRIDGE ROAD FROM
 SR 400NB RAMPS TO OLD ALABAMA ROAD
 DRAWING No. 13-05

MATCH LINE
SEE DWG NO. 13-02

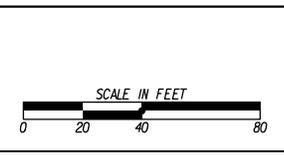


MATCH LINE
SEE DWG NO. 13-07

PROPERTY AND EXISTING R/W LINE

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

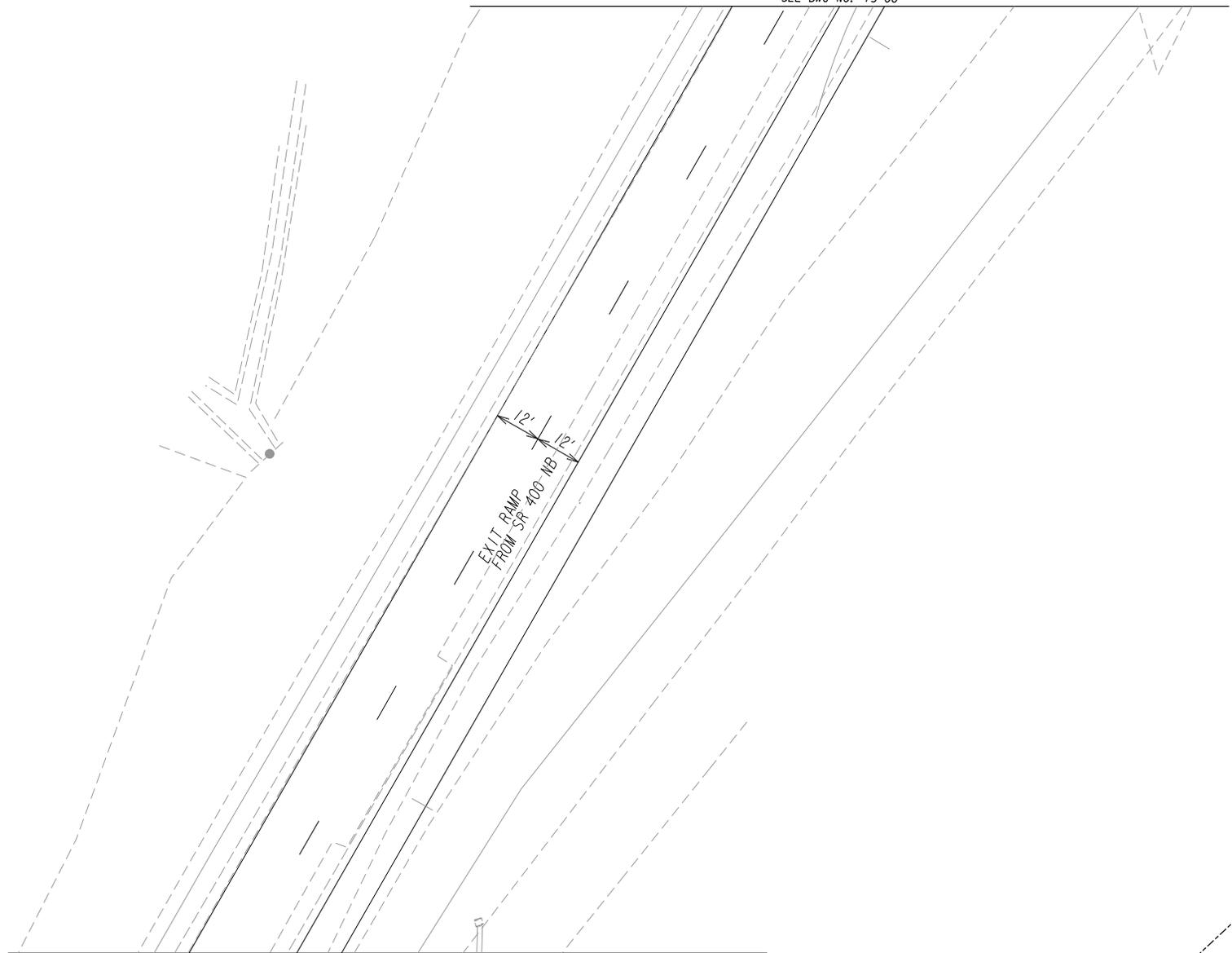
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REVISION DATES

CITY OF ROSWELL
 DEPARTMENT OF TRANSPORTATION
 OFFICE :
MAINLINE PLAN
 SR 140/HOLCOMB BRIDGE ROAD FROM
 SR 400NB RAMPS TO OLD ALABAMA ROAD
 DRAWING No. 13-06

MATCH LINE
SEE DWG NO. 13-06

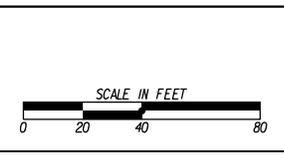


MATCH LINE
SEE DWG NO. 13-08

PROPERTY AND EXISTING R/W LINE

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

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REVISION DATES

CITY OF ROSWELL
 DEPARTMENT OF TRANSPORTATION

OFFICE:

MAINLINE PLAN

SR 140/HOLCOMB BRIDGE ROAD FROM
 SR 400NB RAMPS TO OLD ALABAMA ROAD

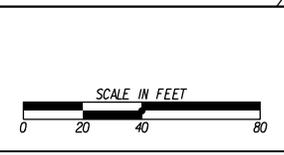
DRAWING No. **13-07**



PROPERTY AND EXISTING R/W LINE 

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

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REVISION DATES

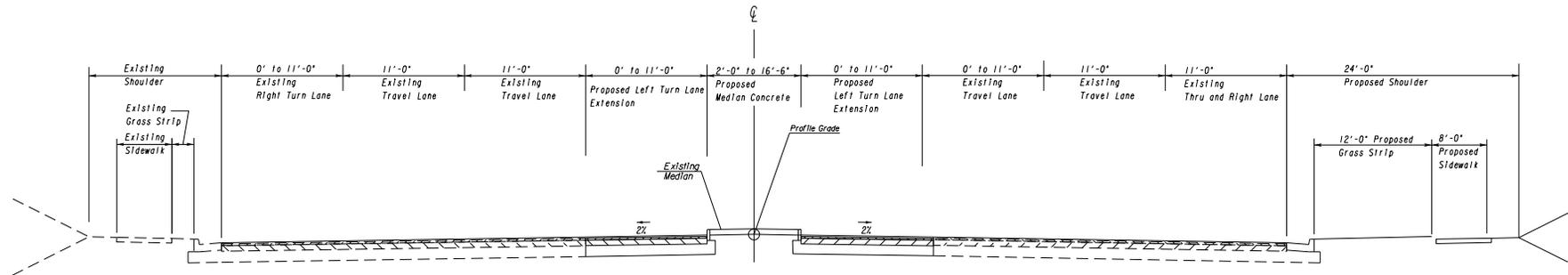
CITY OF ROSWELL
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OFFICE:

MAINLINE PLAN

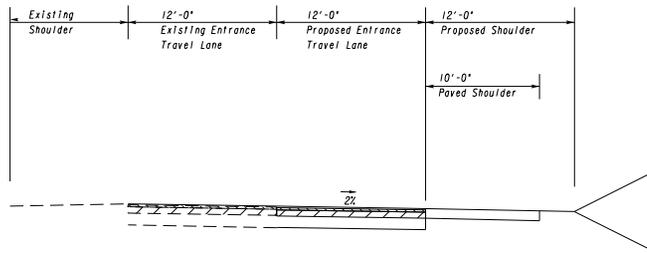
SR 140/HOLCOMB BRIDGE ROAD FROM
 SR 400NB RAMP TO OLD ALABAMA ROAD

DRAWING No. **13-08**



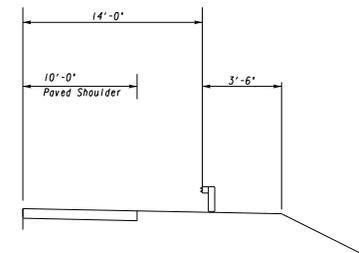
**SR 140 /HOLCOMB BRIDGE ROAD
FROM SR 400 NB RAMP TO OLD ALABAMA ROAD**

N. T. S.



**SR 400 NORTHBOUND RAMP
TO HOLCOMB BRIDGE ROAD**

N. T. S.



GUARDRAIL

N. T. S.

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REVISION DATES

CITY OF ROSWELL
DEPARTMENT OF TRANSPORTATION

OFFICE :

TYPICAL SECTION

SR 140/HOLCOMB BRIDGE ROAD FROM
SR 400 NB RAMP TO OLD ALABAMA ROAD

DRAWING No.
5-01

DATE: July 1, 2013					
Project No. 10880					
Description: Holcomb Bridge Road From 400 NB to Old Alabama Road					
CONSTRUCTION COST ESTIMATE					
Item No.	ITEMS:	Unit	Qty	Price	Cost
<u>ROADWAY ITEMS</u>					
	TRAFFIC CONTROL -	LS	1	\$100,000.00	\$100,000.00
	GRADING COMPLETE -	LS	1	\$150,000.00	\$150,000.00
	ASPH TOPPING COURSE - 12.5 mm - 165 LBS/SY	TN	1115	\$68.00	\$75,820.00
	ASPH BINDER COURSE - 19 mm - 330 LBS/SY	TN	218	\$72.00	\$15,696.00
	ASPH BASE COURSE - 25 mm - 770 LBS/SY	TN	655	\$68.00	\$44,540.00
	GRADED AGGR BASE	TN	554	\$17.03	\$9,434.62
	RECYCLED ASPH CONC LEVELING, INCL BITUM MATL	TN	100	\$72.00	\$7,200.00
	MILL ASPH CONC PVMT, VARIABLE DEPTH	SY	3000	\$4.50	\$13,500.00
	CONC SIDEWALK, 4 IN	SY	384	\$28.94	\$11,112.96
	CONC CURB & GUTTER , 8 IN X 30 IN, TP 2	LF	812	\$13.00	\$10,556.00
	HEADER CURB	LF	1715	\$15.00	\$25,725.00
	CLASS B WIDENING	CY	66	\$160.12	\$10,567.92
	GUARDRAIL	LF	350	\$52.63	\$18,420.50
	STAMPED CONCRETE - BRICK PATTERN	SF	2966	\$12.00	\$35,592.00
	STORM DRAIN PIPE, 18 IN, H 1-10	LF	400	\$29.87	\$11,948.00
	CATCH BASIN, GP 1	EA	5	\$2,045.36	\$10,226.80
	CONSTRUCTION MATERIALS INSPECTION	LS	1	\$10,000.00	\$10,000.00
<u>EROSION CONTROL - PERMANENT</u>					
	SOD	SY	2500	\$4.16	\$10,400.00
	AGRICULTURAL LIME	TN	2	\$107.82	\$215.64
	FERTILIZER MIXED GRADE	TN	1	\$418.06	\$418.06
	FERTILIZER NITROGEN CONTENT	LB	49	\$2.00	\$98.00
<u>EROSION CONTROL - TEMPORARY</u>					
	PERMANENT GRASS	AC	1	\$1,500.00	\$1,500.00
	TEMPORARY GRASSING	AC	1	\$500.00	\$500.00
	MULCH	TN	21	\$209.60	\$4,401.60
	CONSTRUCT AND REMOVE INLET SEDIMENT TRAP	EA	5	\$144.74	\$723.70
	MAINTENANCE OF TEMPORARY SILT FENCE, TP C	LF	740	\$0.66	\$488.40
	MAINTENANCE OF INLET SEDIMENT TRAP	EA	5	\$66.29	\$331.45
	WATER QUALITY MONITORING AND SAMPLING	EA	2	\$500.00	\$1,000.00
	WATER QUALITY INSPECTIONS	MO	6	\$345.90	\$2,075.40
	TEMPORARY SILT FENCE, TYPE C	LF	1480	\$2.69	\$3,981.20
<u>SIGNING AND MARKING</u>					
	PAVEMENT MARKING ARROW	EA	27	\$47.14	\$1,272.78
	HIGHWAY SIGNS, TP 1, MATL, REFL SHEETING, TP 3	SF	120	\$12.31	\$1,477.20
	GALV STEEL POSTS TP 7	LF	144	\$6.42	\$924.48
	TRAFFIC SIGNAL INSTALLATION	LS	1	\$200,000.00	\$200,000.00
	THERMOPLASTIC TRAFFIC STRIPING, WHITE	SY	300	\$4.00	\$1,200.00
	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, WHITE	LF	2900	\$0.60	\$1,740.00
	THERMOPLASTIC SKIP TRAF STRIPE, 5 IN, WHITE	LF	3420	\$1.00	\$3,420.00
	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, YELLOW	LF	700	\$0.60	\$420.00
	THERMOPLASTIC SOLID TRAF STRIPE, 24 IN, WHITE	LF	140	\$4.00	\$560.00
	ATMS MODIFICATIONS	LS	1	\$50,000.00	\$50,000.00

Item No.	ITEMS:	Unit	Qty	Price	Cost
				ROADWAY SUBTOTAL =	\$560,339.80
				EROSION CONTROL - PERMANENT SUBTOTAL =	\$11,131.70
				EROSION CONTROL - TEMPORARY SUBTOTAL =	\$15,001.75
				SIGNING, MARKING & SIGNAL SUBTOTAL =	\$261,014.46
				SUBTOTAL =	\$847,487.71
				E & I - 5.0% @ 1 YEAR =	\$42,374.39
				LIQUID AC COST ADJUSTMENT =	\$43,642.14
				TOTAL =	\$933,504.24

PROJ. NO.

HBR @ SR 400 NB Ramps

CALL NO.

P.I. NO.

0010880

DATE

7/1/2013

INDEX (TYPE)

REG. UNLEADED

Jun-13

\$ 3.424

DIESEL

\$ 3.805

LIQUID AC

\$ 567.00

Link to Fuel and AC Index:

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

LIQUID AC ADJUSTMENTS

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

Asphalt

Price Adjustment (PA)

35516.88

\$

35,516.88

Monthly Asphalt Cement Price month placed (APM)

Max. Cap

60%

\$ 907.20

Monthly Asphalt Cement Price month project let (APL)

\$ 567.00

Total Monthly Tonnage of asphalt cement (TMT)

104.4

ASPHALT	Tons	%AC	AC ton
Leveling	100	5.0%	5
12.5 OGFC		5.0%	0
12.5 mm	1115	5.0%	55.75
9.5 mm SP		5.0%	0
25 mm SP	655	5.0%	32.75
19 mm SP	218	5.0%	10.9
	2088		104.4

BITUMINOUS TACK COAT

Price Adjustment (PA)

\$ 854.80

\$

854.80

Monthly Asphalt Cement Price month placed (APM)

Max. Cap

60%

\$ 907.20

Monthly Asphalt Cement Price month project let (APL)

\$ 567.00

Total Monthly Tonnage of asphalt cement (TMT)

2.512634039

Bitum Tack

Gals	gals/ton	tons
585	232.8234	2.51263404

PROJ. NO.

HBR @ SR 400 NB Ramps

CALL NO.

P.I. NO.

0010880

DATE

7/1/2013

BITUMINOUS TACK COAT (surface treatment)

Price Adjustment (PA)					7270.45967	\$	7,270.46
Monthly Asphalt Cement Price month placed (APM)		Max. Cap	60%	\$	907.20		
Monthly Asphalt Cement Price month project let (APL)				\$	567.00		
Total Monthly Tonnage of asphalt cement (TMT)					21.37113366		

Bitum Tack	SY	Gals/SY	Gals	gals/ton	tons
Single Surf. Trmt.	13505	0.20	2701	232.8234	11.60106759
Double Surf.Trmt.	1978	0.44	870.32	232.8234	3.738112234
Triple Surf. Trmt	1978	0.71	1404.38	232.8234	6.031953833
					21.37113366

TOTAL LIQUID AC ADJUSTMENT						\$	43,642.14
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Traffic Analysis Report

SR 140 (Holcomb Bridge Road) at SR 400 Northbound Off-Ramp

July 11, 2013

**Traffic Analysis Report
SR 140 at SR 400 Northbound
Off-Ramp**

Prepared for:
City of Roswell

Prepared by:

Tel
Fax

Our Ref.:
TM130012.0001

Date:
July 11, 2013

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Introduction

SR 140/Holcomb Bridge Road is a heavily traveled east-west corridor in the City of Roswell, North Fulton County. The interchange of SR 140 and SR 400 serves as a Gateway to Roswell. The proposed project seeks to improve safety and traffic operations along SR 140 between the SR 400 SB off-ramp and Old Alabama Road. The following sections examine the traffic volumes, summarize the crash history, describe the build alternative, and provide a performance summary of the build alternative compared with the no-build alternative.

Study Area

The study area includes the SR 140 corridor between the SR 400 SB ramps and Old Alabama Road including the intersections of NB SR 400 off-ramp/ SR 140, Market Boulevard/SR 140, and Old Alabama Road/SR 140.

Traffic Volume Development

Traffic volumes used for the intersection analysis were derived from the traffic forecasts prepared for the *SR 140 at SR 400 Corridor Study*. Volume diagrams were developed for open (2015) and design (2025) years. The volumes were submitted to the Georgia Department of Transportation for approval. The approval letter and approved volumes are available in Appendix A.

Existing average daily traffic (ADT) along SR 140 eastbound varies from 20,270 vehicles per day (vpd) just west of the SR 400 NB off-ramp intersection to 33,290 vpd just east of the intersection. In the PM peak hour, nearly 1,400 vph use the SR 400 northbound off-ramp and just under 1,400 vph access the intersection from SR 140 eastbound.

Safety Analysis

The chart shown in Figure 1 summarizes the number and types of crashes that occurred from 2007 to 2009 along eastbound SR 140 between the NB SR 400 off-ramp intersection and the intersection with Old Alabama Road (a distance of 1,800 feet). In addition to rear-end crashes, the data also shows that a high level of angle and side-swipe same direction crashes occurred along this corridor. Eleven side-swipe same direction crashes occurred in total with 2 occurring midblock between the NB SR 400 ramp and Market Boulevard, 6 approaching the Market Boulevard intersection, 1 departing the Market Boulevard intersection, and 2 occurring midblock between Market Boulevard and Old Alabama Road. Nine angle crashes occurred in total with 2 occurring midblock between SR 400 and Market Boulevard, 6 approaching the Market Boulevard intersection, and 1 midblock between Market Boulevard and Old Alabama Road.

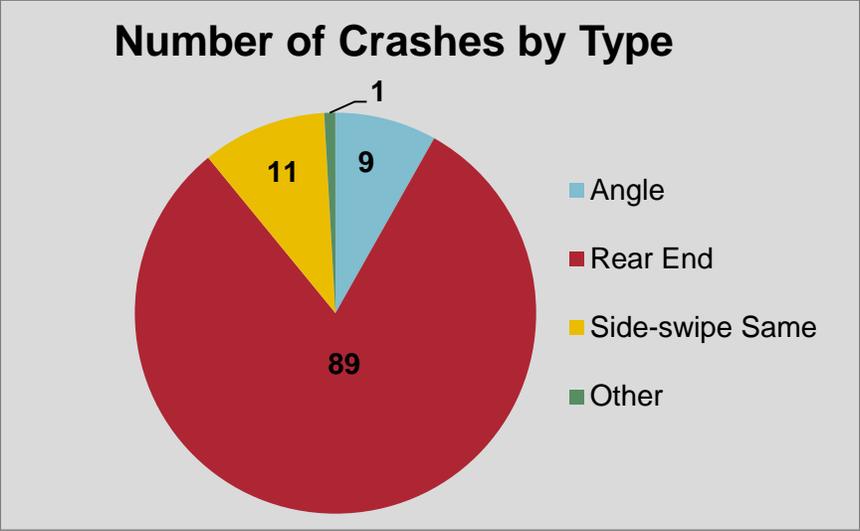


Figure 1 GDOT Crash Data by Type

Currently, both the eastbound through and the northbound SR 400 off-ramp movements are free-flow movements at the intersection of SR 140 and the SR 400 northbound off-ramp. A significant amount of traffic exiting SR 400 northbound is destined for Old Alabama Road (OAR) northbound, which results in a weaving condition between the off-ramp and the intersection of SR 140/OAR in the eastbound direction. Additionally, the two SR 140 eastbound through lanes are not continuous between SR 400 and east of Old Alabama Road as the inside through lane becomes a left-turn only lane at Old Alabama Road – in effect a ‘trap lane’. This results in a second heavy weaving condition within a 1,800 foot distance. Figure 2 below shows a diagram of these two weaving movements.



Figure 2 Diagram of Weaving Movements along SR 140

The high level of angle and side-swipe same direction crashes along this corridor could be attributed to the existence of these two weaving movements. Because both the NB SR 400 off-ramp and eastbound through movements are currently free-flow, there is never an opportunity for the NB SR 400 off-ramp vehicles to

safely make the weaving movement without potentially encountering a conflict from the vehicles making the eastbound through movement. Additionally, there is also never an opportunity for the eastbound through vehicles to safely make the weaving movement out of the trap lane without potentially encountering vehicles exiting the northbound off-ramp.

Build Alternative

Figure 3 below shows the concept considered to address the traffic and safety issues within the SR 140 corridor. The build alternative includes:

- Adding an additional right turn lane to the existing SR 400 northbound ramp 7A
- Extending the westbound left-turn lane to southbound SR 400
- Reconfiguring the existing pavement and median on SR 140 to remove the “trap” lane on the eastbound approach to Old Alabama Road
- Modifying the existing traffic signal at the northbound ramp 7A terminus so that it operates as two separate traffic signals (one for the eastbound and one for the westbound direction)
- Providing the required intersection sight distance to allow both right-turn exit lanes to turn right on red from the northbound ramp 7A
- Adding a ‘No RTOR’ (right turn on red) blank out sign to the northbound ramp 7A for use during pedestrian crossings (not included in the model because it will have no significant impacts on operations)

The new intersection signalization in the build alternative will eliminate the weaving movement made by drivers exiting northbound SR 400 that need to make a left turn onto northbound Old Alabama Road because these drivers will receive an exclusive phase rather than the free-flow movement that currently exists. Additionally, the removal of the “trap” lane on eastbound SR 140 will eliminate the weaving movement made by drivers making the eastbound through movement at the SR 140/ OAR intersection. Due to the elimination of these weaving movements, the build alternative could significantly decrease the amount of rear end, side-swipe, and angle crashes occurring along this corridor.

Traffic Analysis Methodology

A detailed traffic analysis was completed for no-build and build conditions for open and design years using VISSIM and Synchro. Synchro was used to complete signal timing optimization for the intersections along the corridor and then the optimized timings were imported into VISSIM for analysis. VISSIM was used to evaluate network and intersection performance measures. The simulation models include the SR 140 corridor from west of the SR 400 SB ramps to east of Old Alabama Road. Because the PM peak hour represents the worst case scenario period for the study corridor, the majority of the traffic analysis results are only shown for the PM peak hour period.

Ramp Queue Analysis

In the current condition, it is common to see traffic queues backing up on the SR 400 NB off-ramp to EB SR 140. This primarily happens due to the congestion and weaving issues just east of the intersection of SR 140/SR 400 NB off-ramp. Moving into the future with current operations, as traffic volumes increase, ramp queues are expected to increase as well resulting in unsafe conditions and creating a bottleneck at the SR 400 diverge point. VISSIM was used to quantify the average ramp queue lengths under no-build and build conditions in open year (2015) and design year (2025). Table 1 presents the average ramp queue lengths for each condition and year during the PM peak hour.

Table 1 Average Ramp Queue Length Results

Study Period	Average Ramp Queue Length (ft)			
	Open Year 2015		Design Year 2025	
	No Build	Build	No Build	Build
PM Peak Hour	193	299	1,362	524

A comparison of the average ramp queue lengths show that, for the PM peak hour, the average queue length is slightly increased from the no build to the build condition in the open year, but is significantly decreased from the no build to the build condition in the design year.

Throughput Analysis

A throughput analysis was also completed for the intersection of SR 140 and the NB SR 400 off-ramp. Table 2 shows the amount of intersection throughput (in vehicles per hour) under the no-build and build conditions in the PM peak hour.

Table 2 Intersection Throughput Results

Study Period	Intersection Throughput			
	Open Year 2015		Design Year 2025	
	No Build	Build	No Build	Build
PM Peak Hour	7,524	7,608	6,961	7,761

In the PM peak hour, the build condition will serve more traffic when compared with the no-build condition for both the open year and the design year primarily due to the ability of the build alternative signals to reduce congestion and stops along eastbound SR 140. For the open year PM peak hour, throughput is increased by 1.1% from the no build to the build condition and, for the design year PM peak hour, throughput is increased by 11.5% from the no build to the build condition.

Intersection Capacity Analysis

An intersection capacity analysis was completed using VISSIM. The analysis used intersection geometry, peak hour volumes, and timings to determine the intersection delay (in seconds per vehicle) based on guidance provided by the Highway Capacity Manual (HCM). Intersection delay can be associated with a level of service (LOS), which is a grade given to each intersection based on its operation with LOS A being the most desirable and LOS F being the least desirable. Typically LOS D or better is considered acceptable, while LOS F is considered failing. Table 3 shows the average delay associated with each LOS.

Table 3 Level of Service Ranges

Level of Service (LOS)	Average Delay per Vehicle (Seconds/Vehicle)
A	Less than 10
B	10-20
C	20.1-35
D	35.1-55
E	55.1-80
F	Greater than 80

The open (2015) and design (2025) years were analyzed to determine the intersection LOS for the SR 400 northbound off-ramp/SR 140 intersection. The delay and LOS results are shown in Table 4 below.

Table 4 Intersection Delay & LOS Results

Study Period	Intersection Delay (seconds/vehicle) & LOS			
	Open Year 2015		Design Year 2025	
	No Build	Build	No Build	Build
AM Peak Hour	B (20)	B (20)	C (26)	C (26)
PM Peak Hour	C (23)	D (37)	E (71)	E (71)

For the AM peak hour, the results show that the intersection will operate at an LOS B under build conditions in the open year and at an LOS C under build conditions in the design year. For the PM peak hour, the intersection will operate at an LOS D under build conditions in the open year and will operate at an LOS E under build conditions in the design year. In three out of the four conditions, the intersection delay remains the same from the no build condition to the build condition. However, for the AM peak period in the open year, delay is slightly increased due to the new signalization of the off-ramp.

Travel Time Summary

The VISSIM software was also used to evaluate changes in travel times for several routes through the study area under the various no-build and build conditions. Travel times were computed for vehicles travelling from the NB SR 400 ramp to SR 140 east of OAR (segment A), from the NB SR 400 ramp to OAR north of SR 140 (segment B), from SR 140 east of SB SR 400 to SR 140 east of OAR (segment C), and from SR 140 east of SB SR 400 to OAR north of SR 140 (segment D). These routes were chosen in order to measure the effect that the new signal configuration will have on vehicles exiting NB SR 400 as well as vehicles travelling eastbound on SR 140. The map shown in Figure 4 below highlights these four travel time segments and the corresponding segment letters indicate the end points of each segment. The PM peak hour results of the travel time analysis are shown in Table 5 below with the travel times represented in minutes.

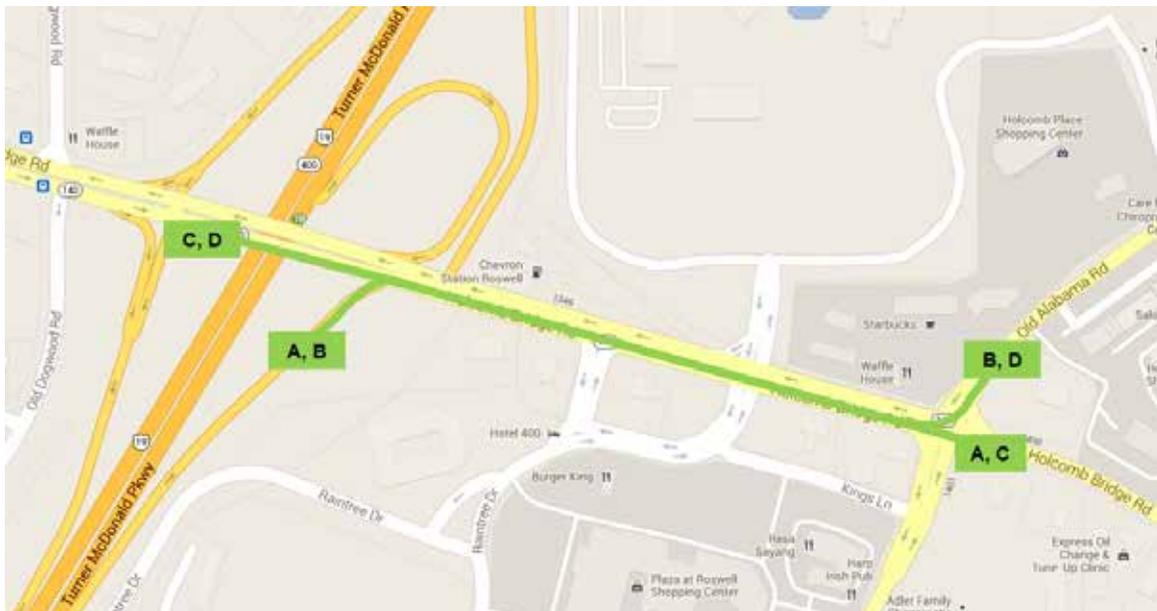


Figure 4 Map of the Four Travel Time Segments

Table 5 PM Peak Hour Travel Time Results

From To		SR 400 North		SR 140 East of SR 400 SB	
		SR 140 East of OAR (A)	OAR North of SR 140 (B)	SR 140 East of OAR (C)	OAR North of SR 140 (D)
Open Year	No-Build	2.27	3.73	1.93	3.43
	Build	2.85	4.47	1.83	4.07
	% Change	26%	20%	-5%	19%
Design Year	No-Build	7.10	8.18	3.88	5.08
	Build	3.48	5.82	2.25	4.97
	% Change	-51%	-29%	-42%	-2%

For the PM peak hour, the results show that travel times will increase from the no-build to the build condition in the open year and decrease from the no-build to the build condition in the design year for vehicles exiting NB SR 400. For the vehicles travelling eastbound on SR 140, the results show that travel times will decrease from the no-build to build condition for three out of the four cases. Some travel times will increase from the no build to the build condition in the open year because the new intersection signalization will require some vehicles to stop that are not currently required to do so.

Conclusion

Within the study corridor, significant safety issues currently exist related to the weaving movements along SR 140. These weaving movements include the maneuvers that vehicles exiting NB SR 400 must make in order to make a left turn onto northbound Old Alabama Road and that eastbound through vehicles must make to continue east along SR 140. A high level of side-swipe, angle, and rear-end crashes occur along this corridor due to conflicts between the weaving vehicles and the vehicles travelling eastbound on SR 140. To address these issues, a build alternative was considered that will change the signal operation at the SR 140/NB SR 400 off-ramp intersection. The signal operation in the build alternative will remove the free-flow lane from the NB SR 400 off-ramp and add a traffic signal, which will allow the northbound off-ramp movement and the eastbound through movement to occur at separate times. Having these movements occur at separate times will eliminate the need for drivers intending to turn left onto Old Alabama Road to make the weaving movement within the short span of the corridor. Instead these vehicles will be able to safely maneuver into the left lanes on SR 140 when no conflicting traffic is on the corridor. Additionally, the eastbound through lane continuity will be corrected resulting in no required lane changes. Therefore, the new signal operations in the build alternative have the ability to reduce the high frequency of side-swipe same direction, angle, and rear-end crashes that currently occur along the study corridor due to the weaving movement.

In addition to the significant safety improvements, the build alternative signal operations will also have the benefits of reducing ramp queues, increasing intersection throughput, and decreasing travel times for both vehicles exiting NB SR 400 and vehicles travelling eastbound on SR 140 for the design year PM peak hour.



Appendix A

Volume Approval Letter and
Approved Volumes

Department of Transportation State of Georgia

INTERDEPARTMENT CORRESPONDENCE

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

FROM Cynthia L. VanDyke, State Transportation Planning Administrator

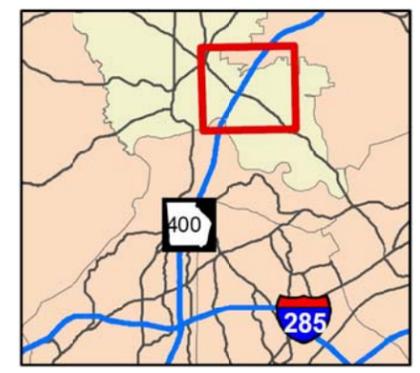
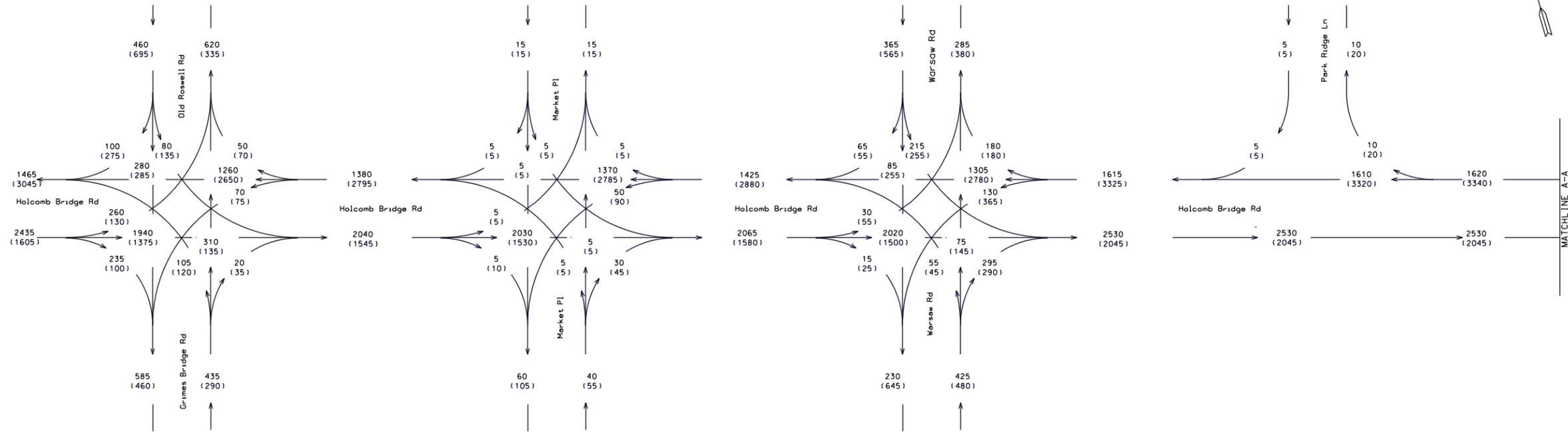
TO Genetha Rice-Singleton, State Program Delivery Engineer
Attention: Peter Emmanuel, P.E.

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

We reviewed the Design Traffic for the above projects.

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

CLV/AFE

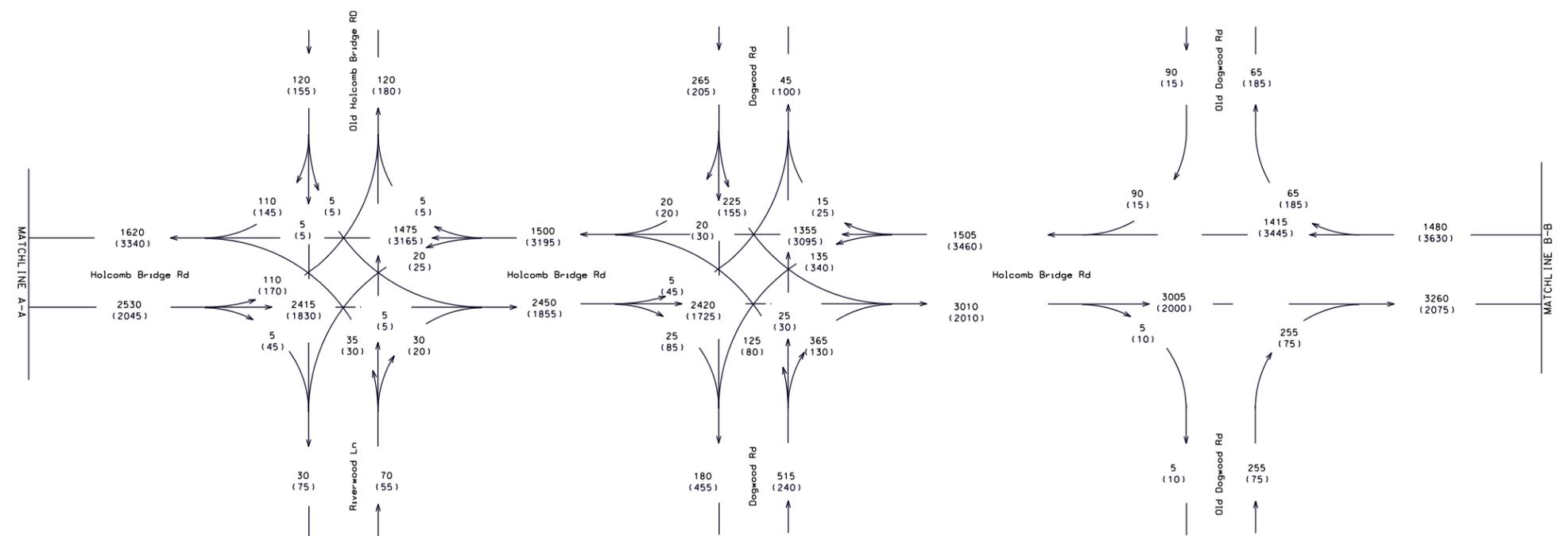


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 FULTON COUNTY, GEORGIA
 MAY 2013

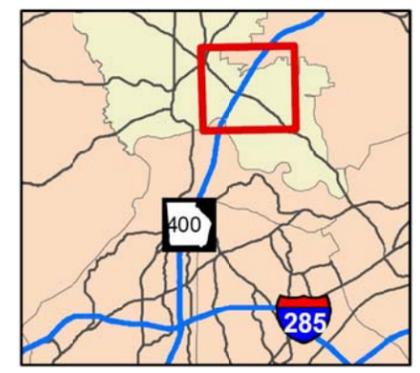
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 EXISTING YEAR 2011
 SHEET: 1 OF 15

VOLUME LEGENDS
 AM PEAK HOUR: XX VOL/HR
 PM PEAK HOUR: (XX) VOL/HR

PEAK HOUR TRUCK PERCENTAGES
 S.U. TRUK: 6.0%
 COM. TRUCKS: 3.7%
 TOTAL TRUCK: 9.7%



CREATED BY: SM
 CHECKED BY: PS

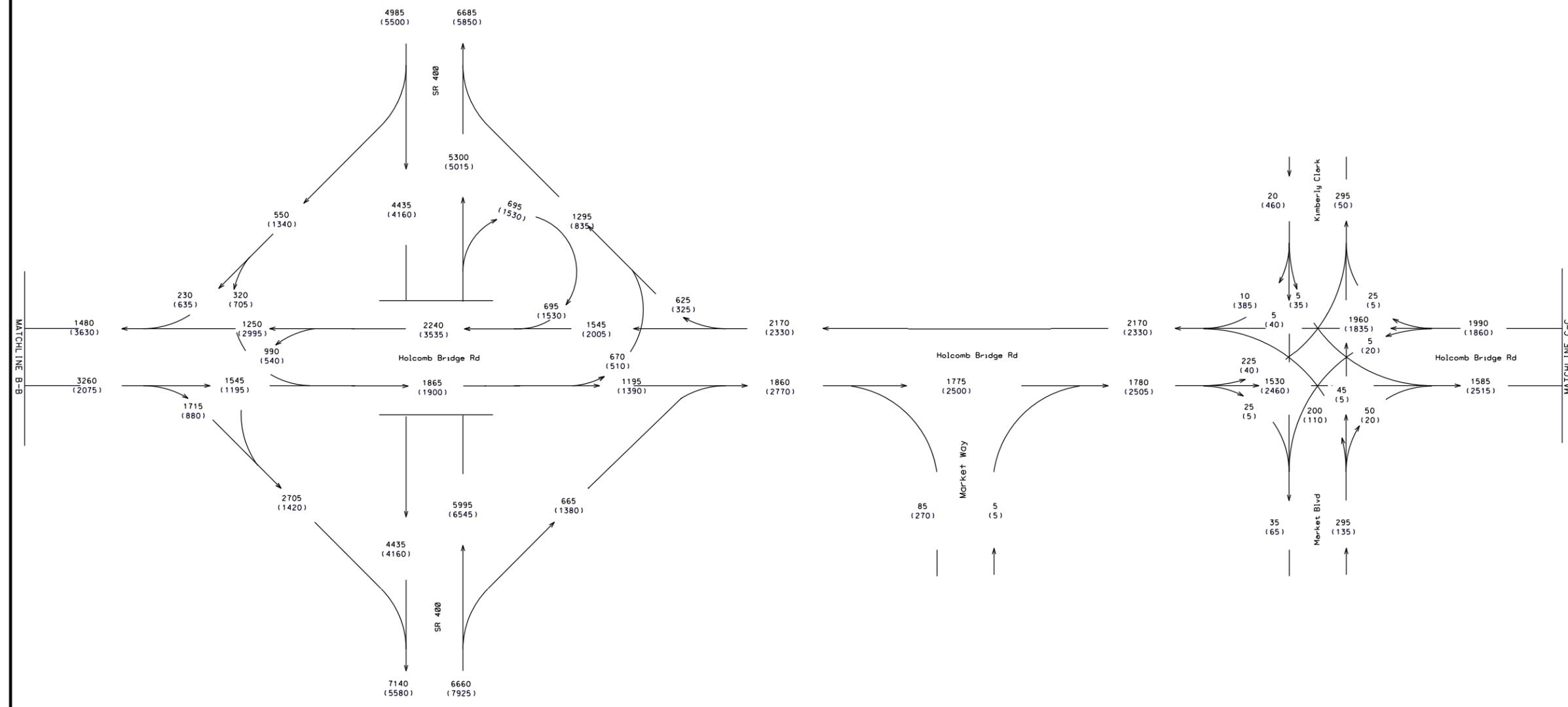


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 MAY 2013

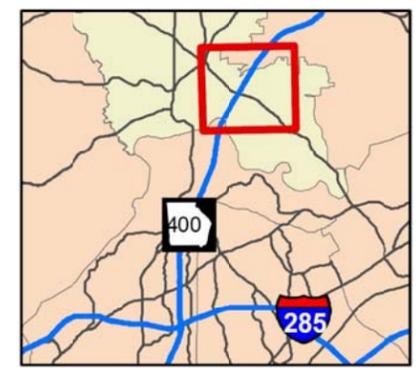
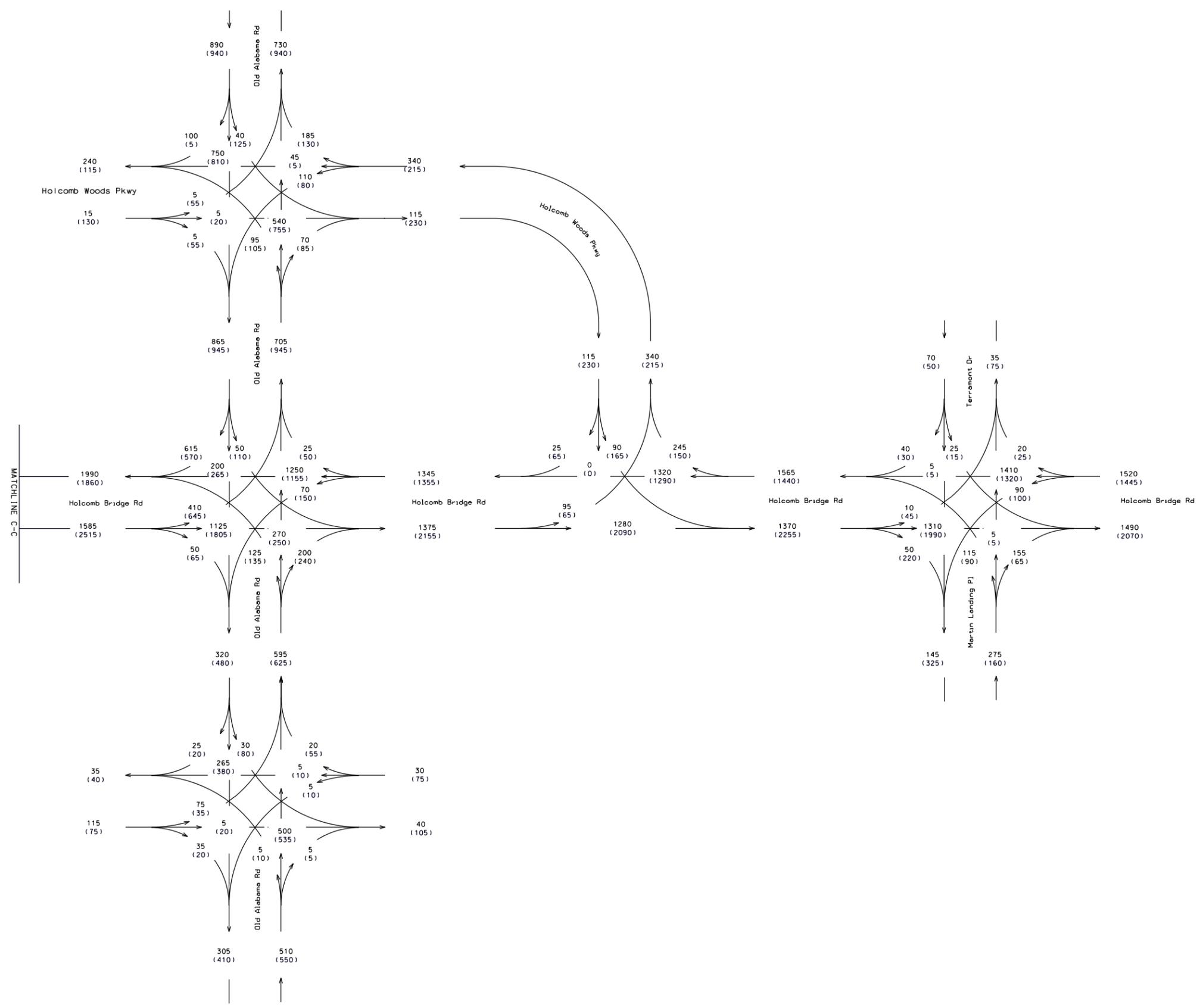
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 COM. TRUKS: 3.7%
 TOTAL TRUK: 9.7%



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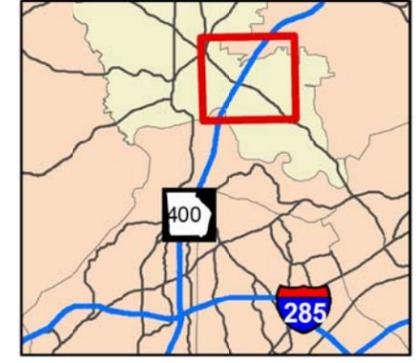
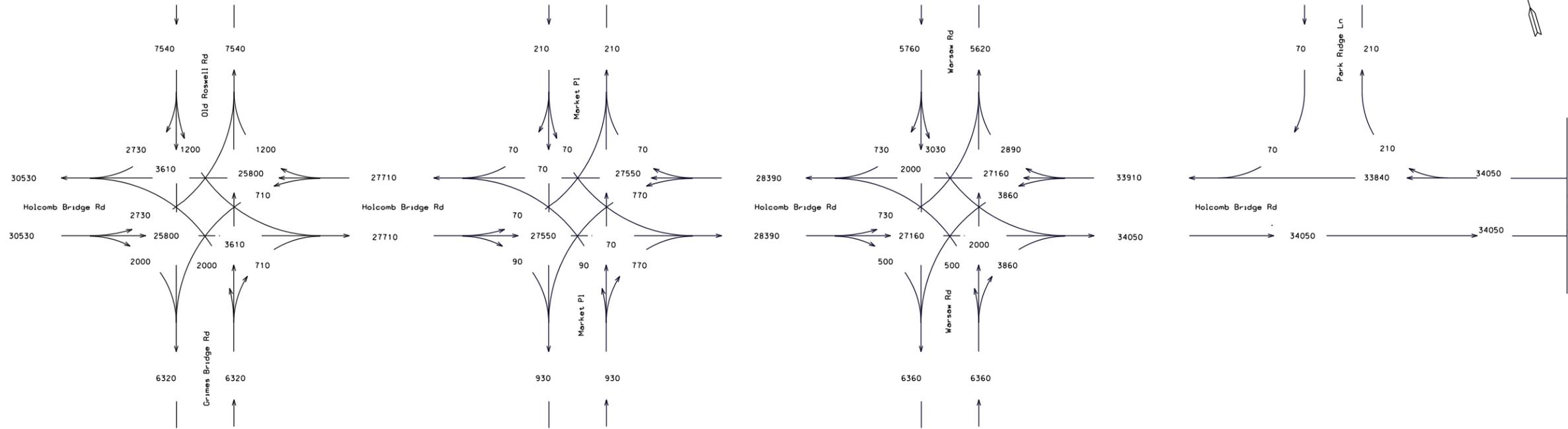
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 FULTON COUNTY, GEORGIA
 MAY 2013

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 SHEET: 3 OF 15

VOLUME LEGENDS
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 PM PEAK HOUR: (XX) VOL/HR

PEAK HOUR TRUCK PERCENTAGES
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 COM. TRUKS: 3.7%
 TOTAL TRUK: 9.7%

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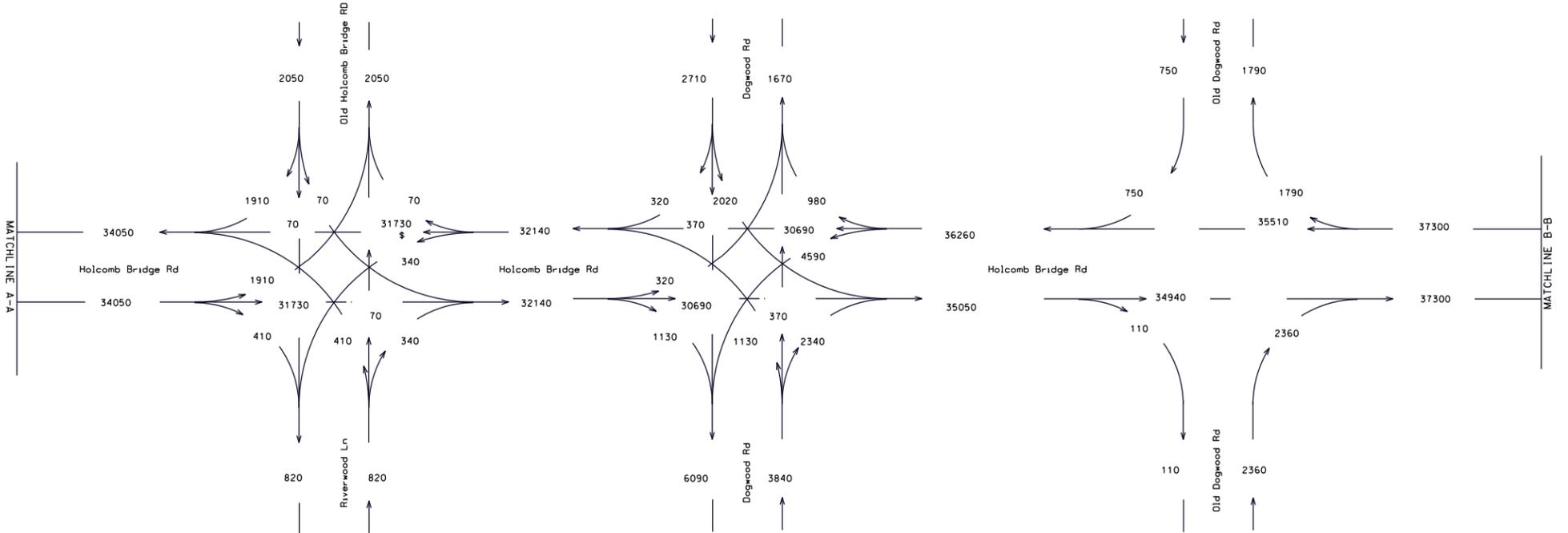


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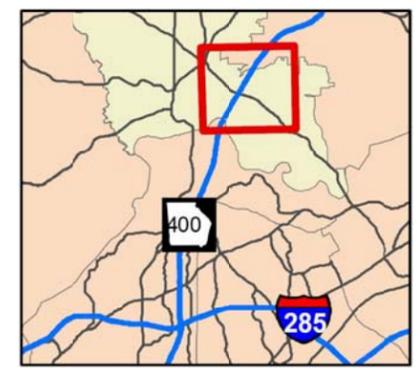
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VOLUME LEGENDS
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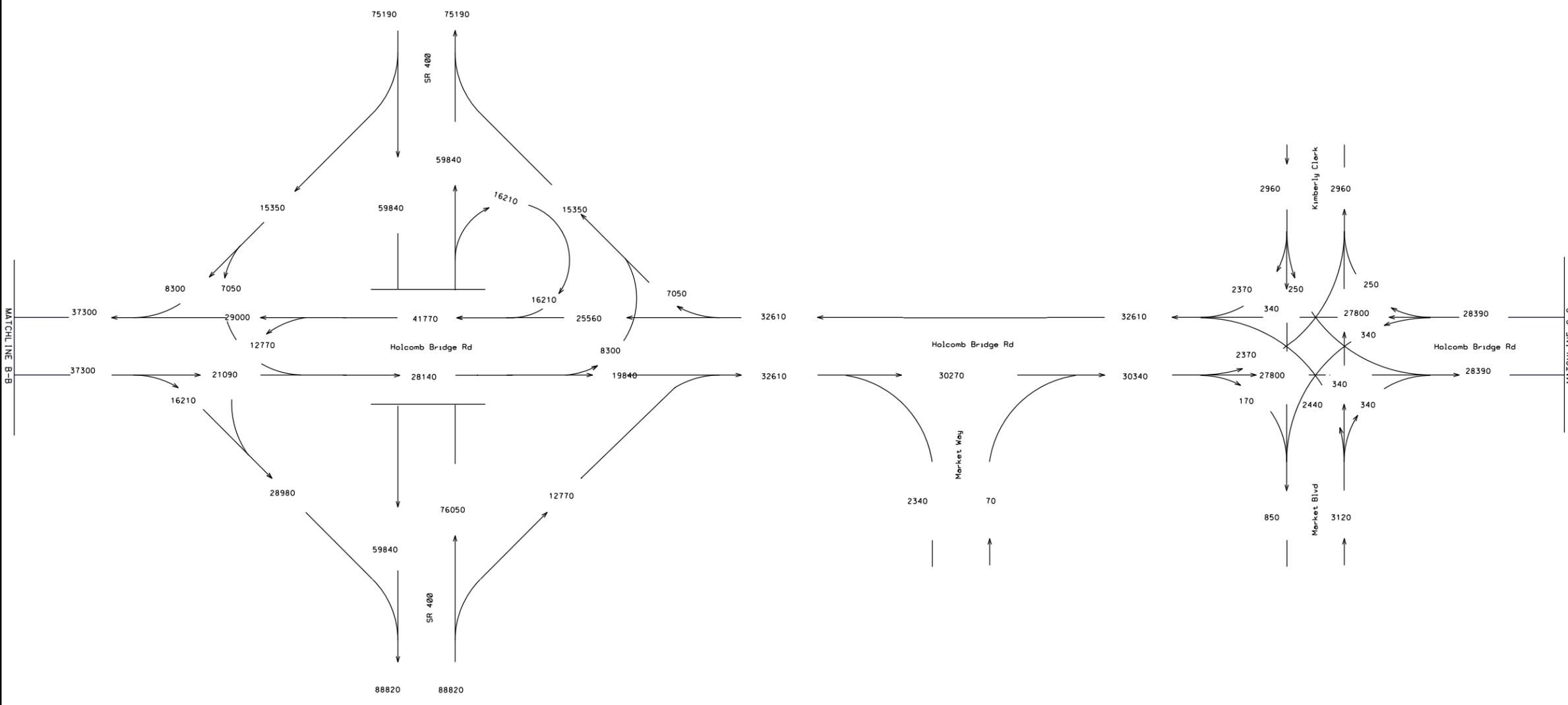
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 FULTON COUNTY, GEORGIA
 MAY 2013

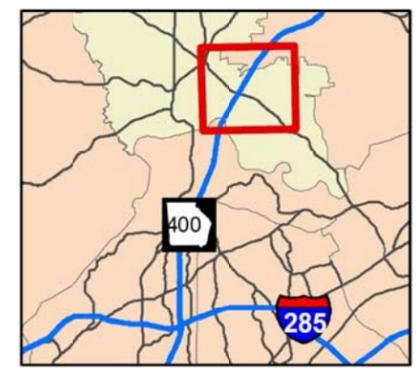
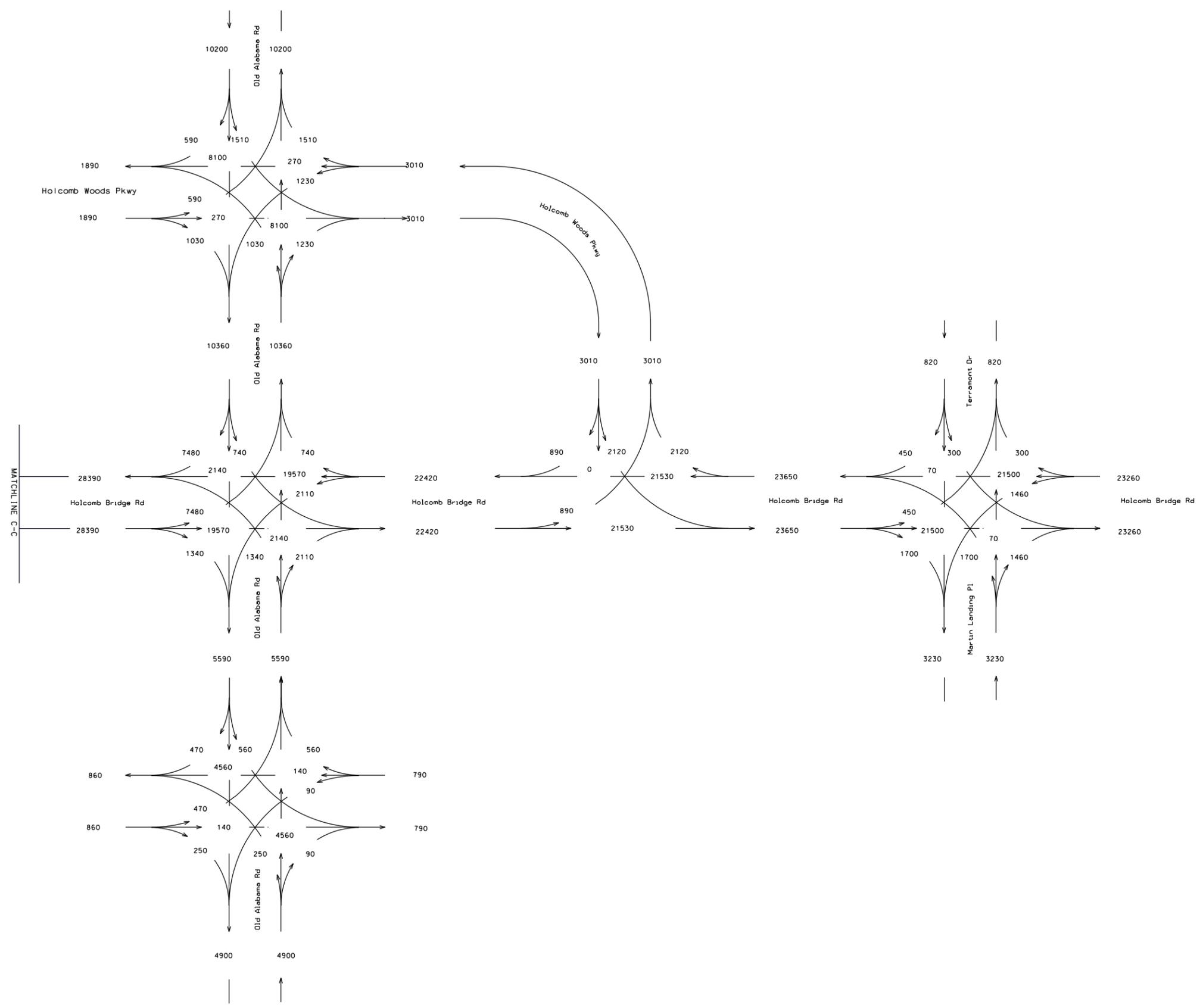
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VOLUME LEGENDS
 ADT: VOL/DAY

DAILY TRUCK PERCENTAGES
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 COM. TRUCKS: 3.3%
 TOTAL TRUK: 9.6%

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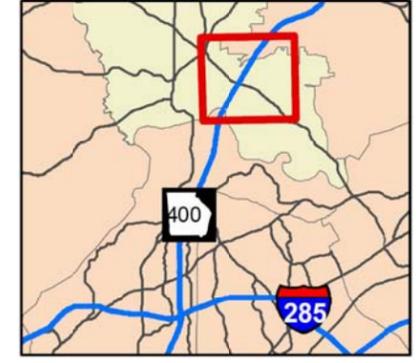
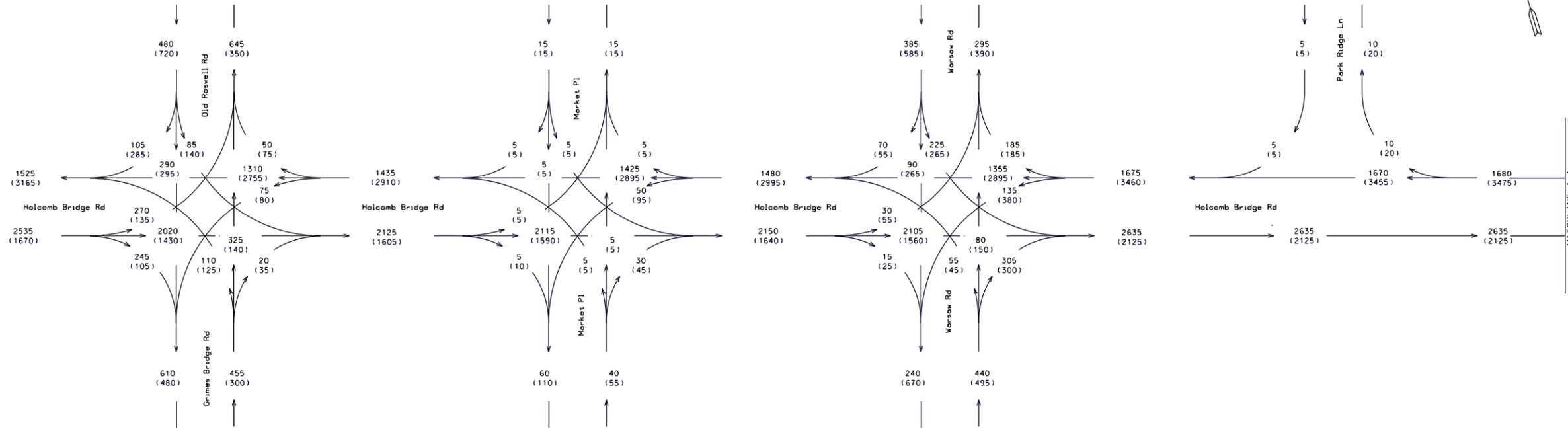
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 FULTON COUNTY, GEORGIA
 MAY 2013

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 ADT: VOL/DAY

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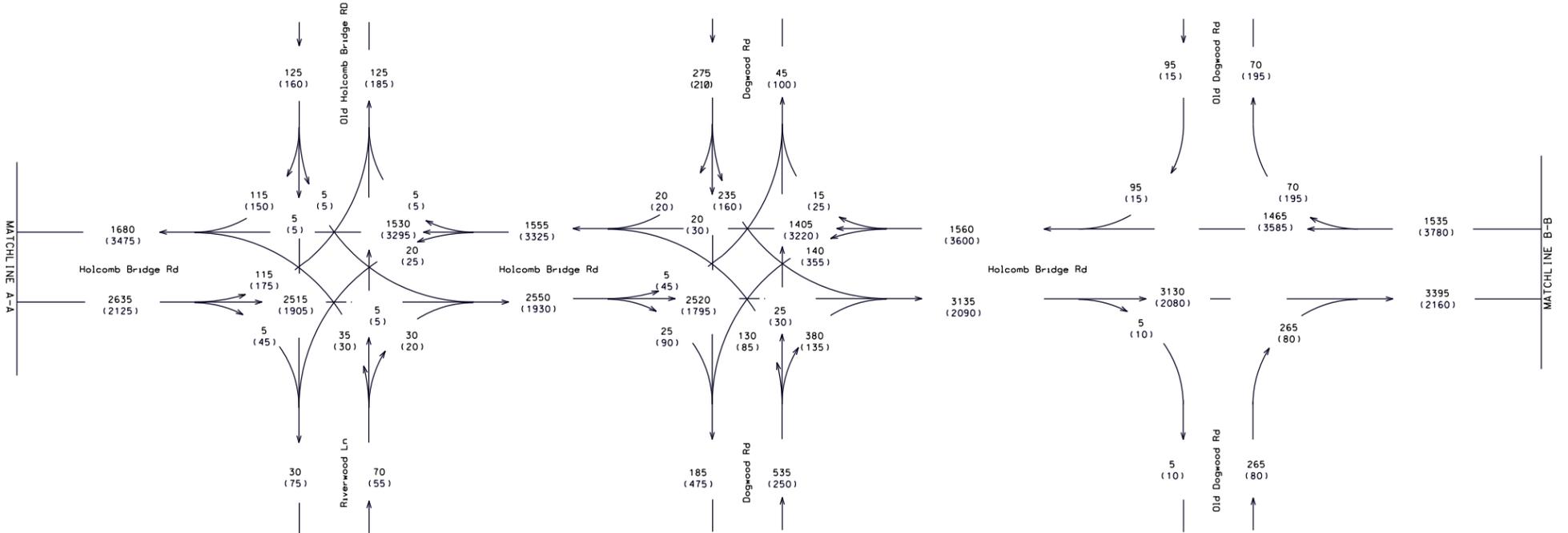


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 MAY 2013

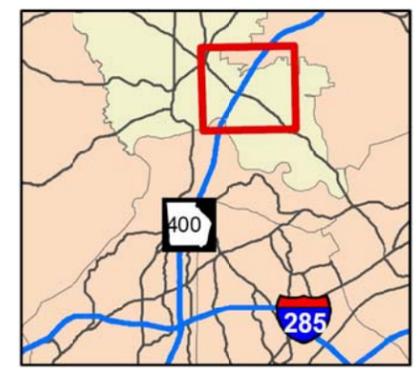
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 PM PEAK HOUR: (XX) VOL/HR

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 COM. TRUCKS: 3.7%
 TOTAL TRUCK: 9.7%



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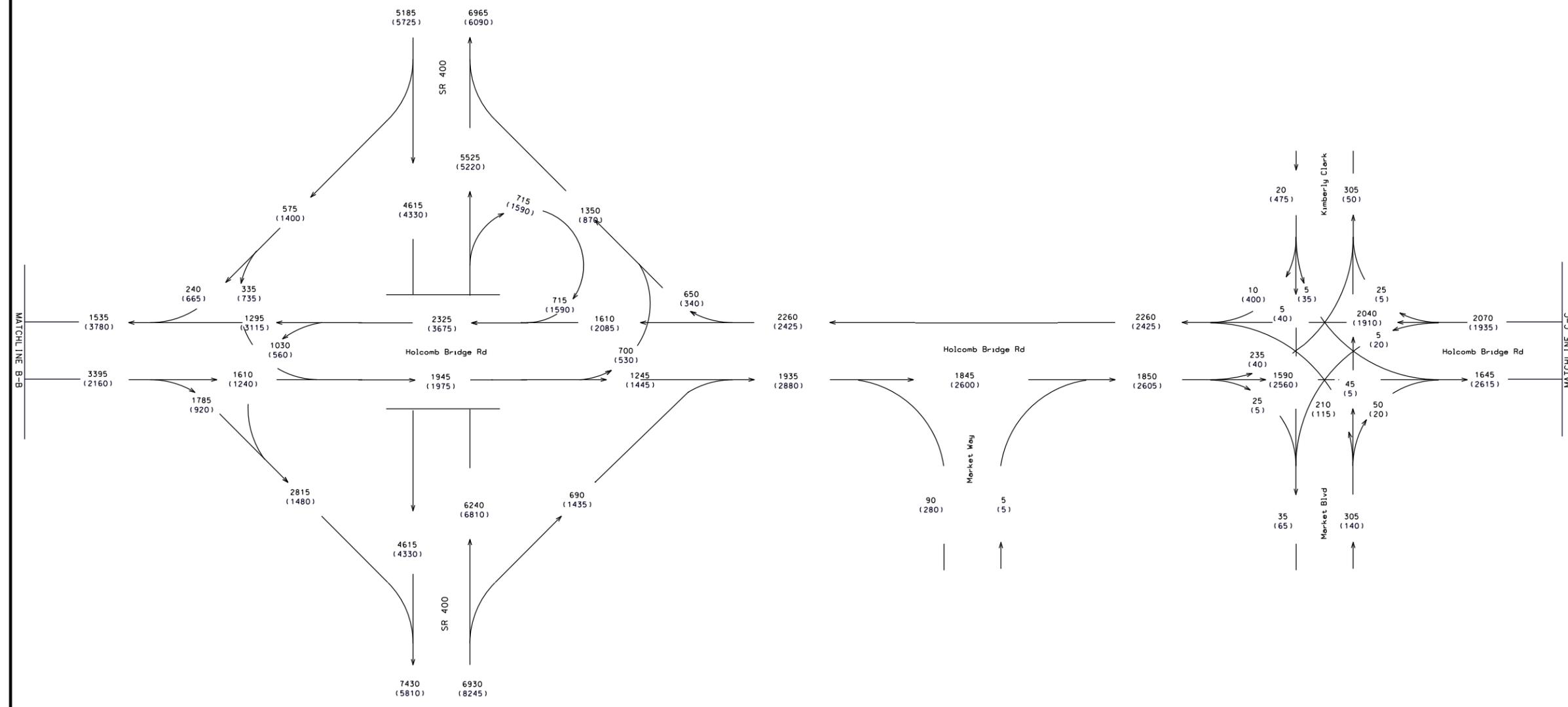


PI# 0010880, PI#0010866, AND PI#0010858
 FULTON COUNTY, GEORGIA
 MAY 2013

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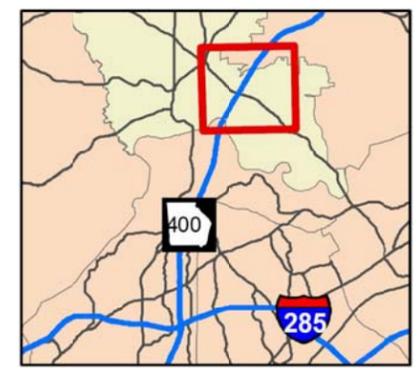
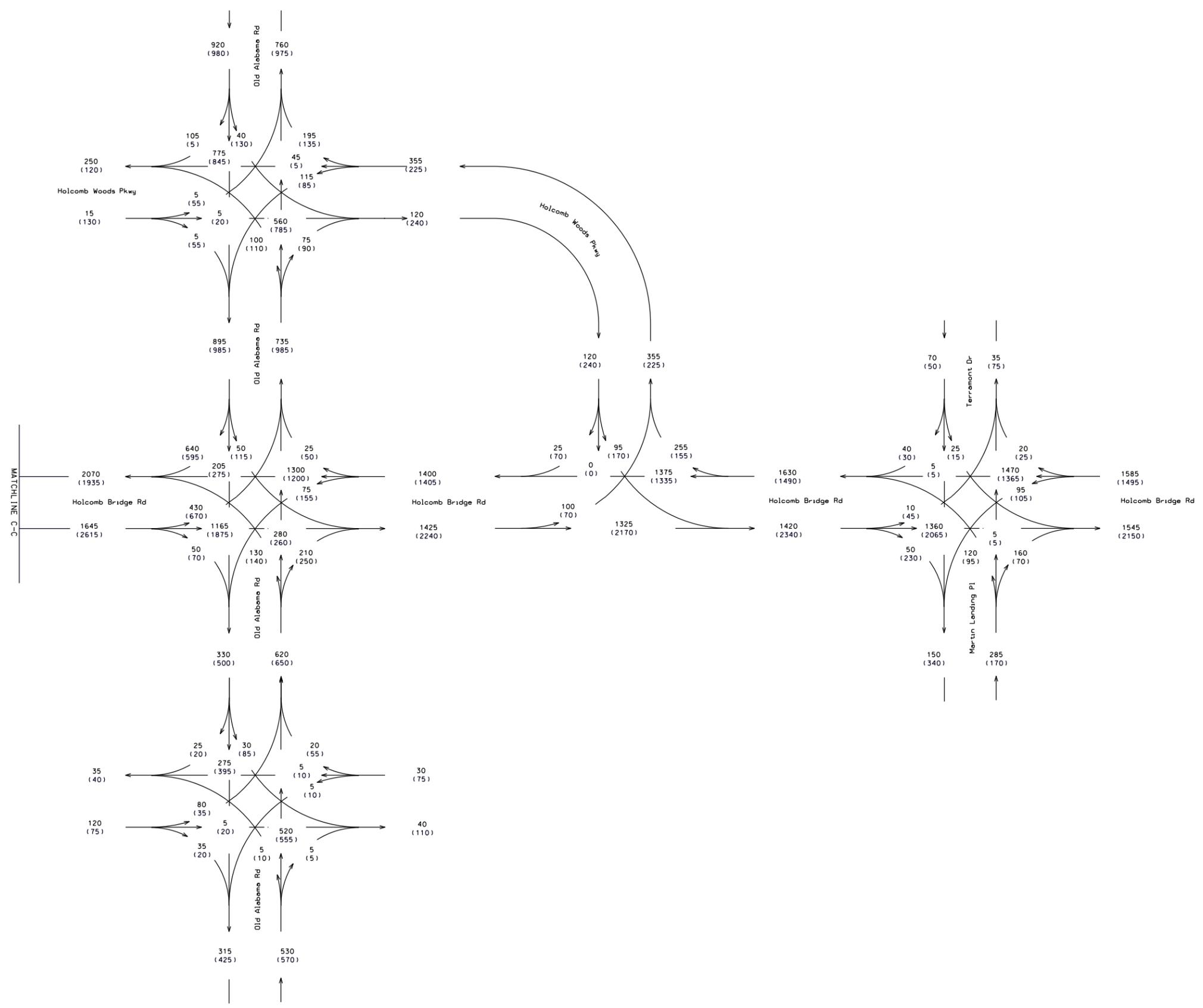
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 COM. TRUKS: 3.7%
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 FULTON COUNTY, GEORGIA
 MAY 2013

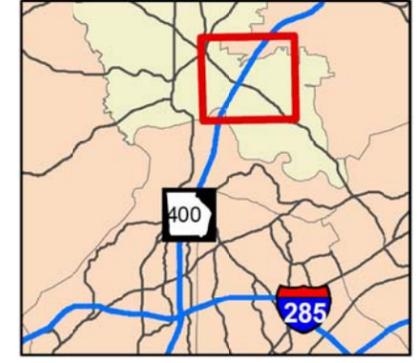
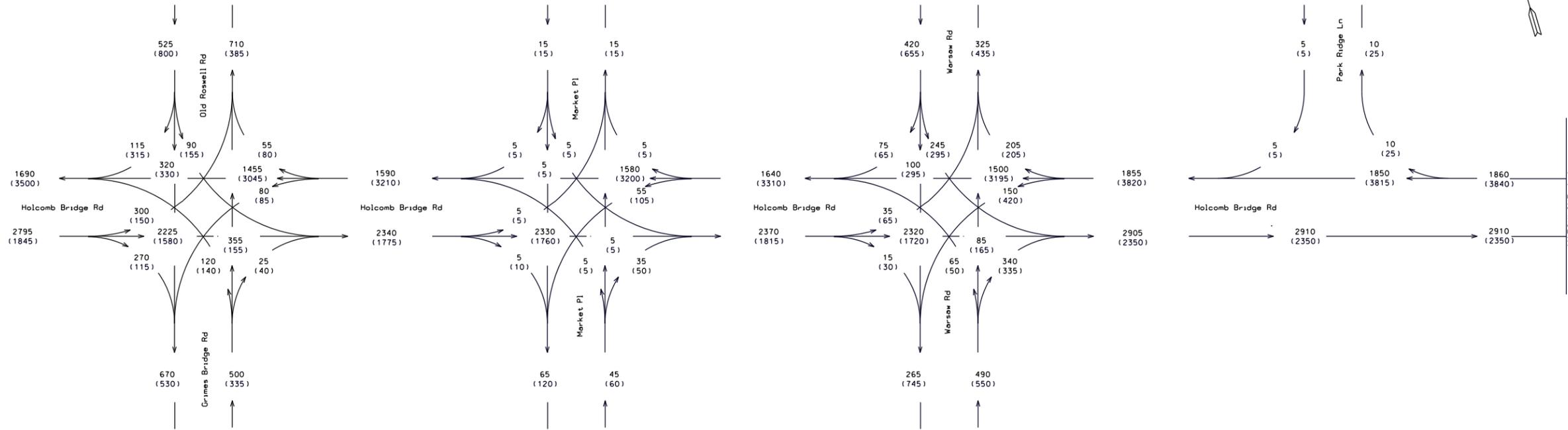
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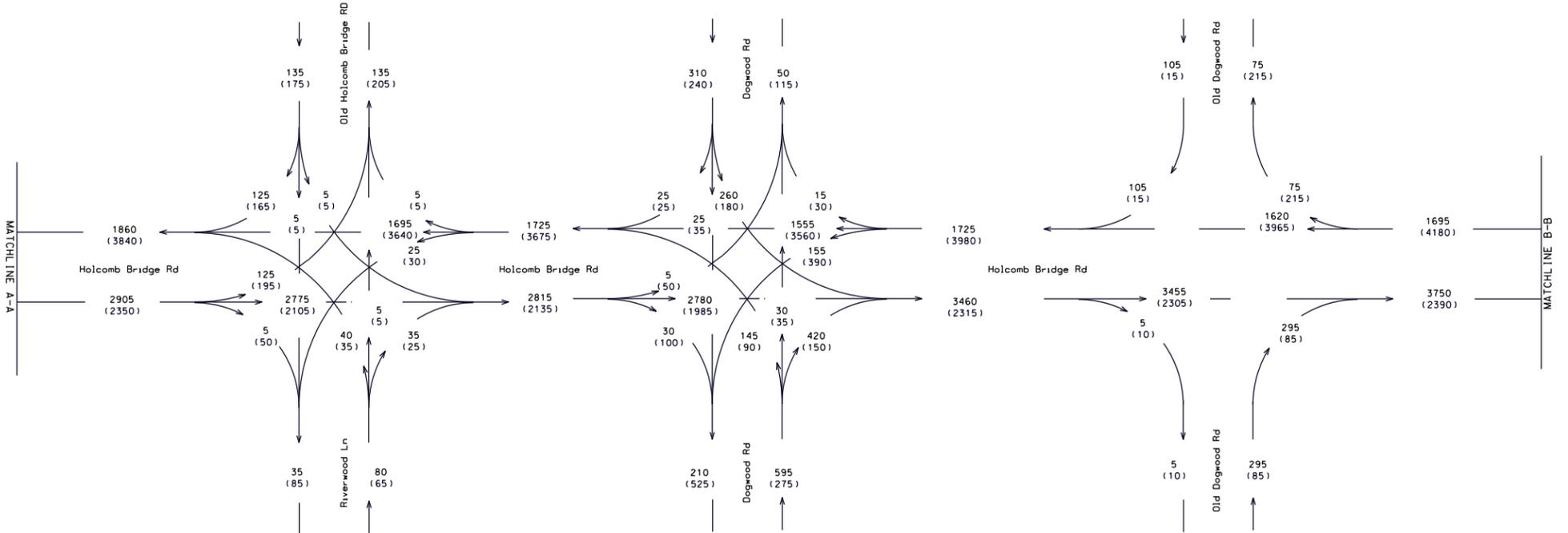


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 MAY 2013

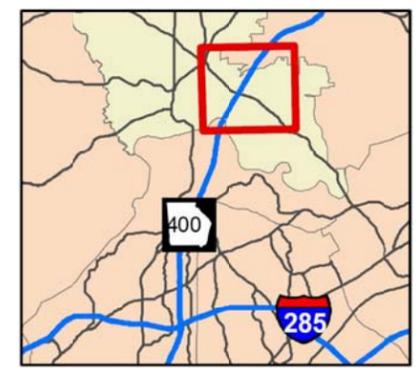
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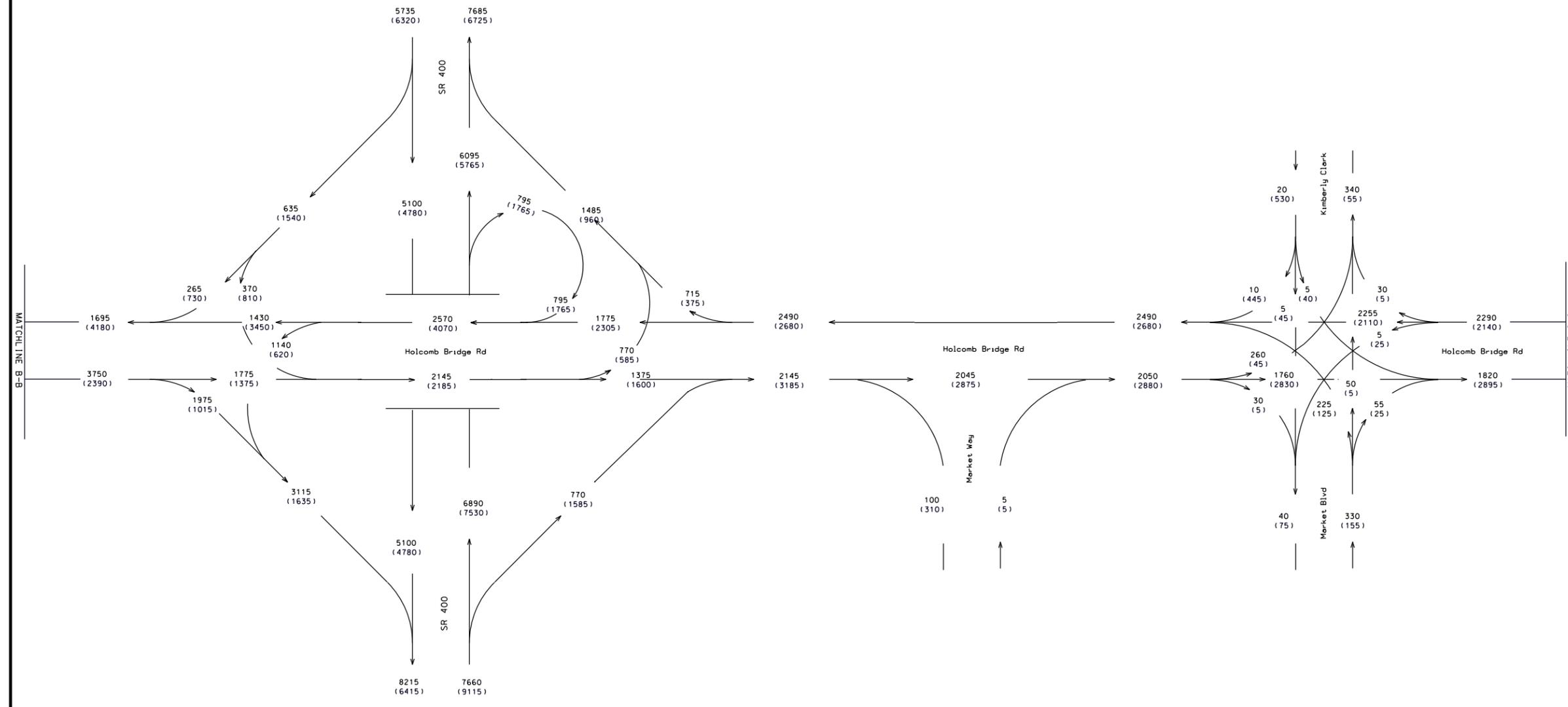


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 FULTON COUNTY, GEORGIA
 MAY 2013

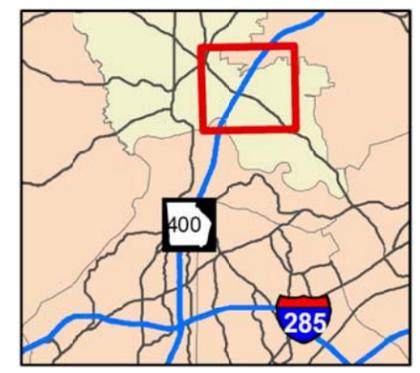
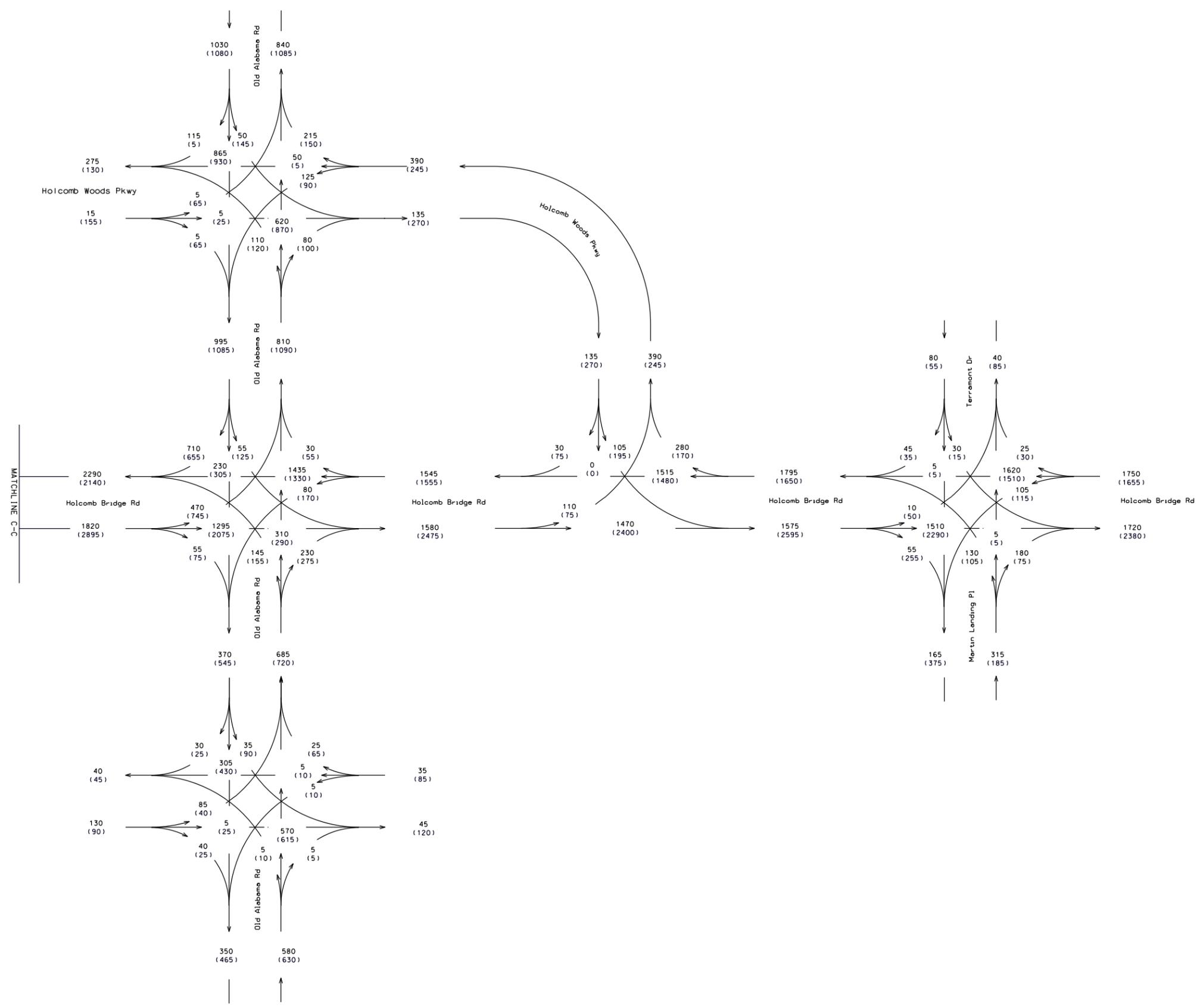
DESIGN HOURLY VOLUME
 NO-BUILD/BUILD
 YEAR 2025
 SHEET: 11 OF 15

VOLUME LEGENDS
 AM PEAK HOUR: XX VOL/HR
 PM PEAK HOUR: (XX) VOL/HR

PEAK HOUR TRUCK PERCENTAGES
 S.U. TRUK: 6.0%
 COM. TRUCKS: 3.7%
 TOTAL TRUCK: 9.7%



CREATED BY: SM
 CHECKED BY: PS



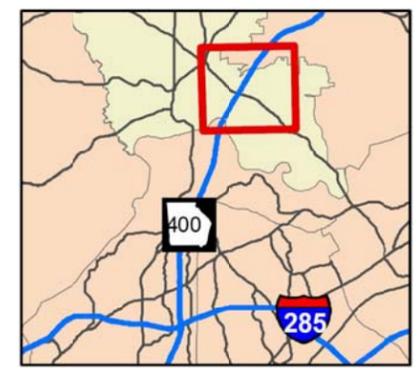
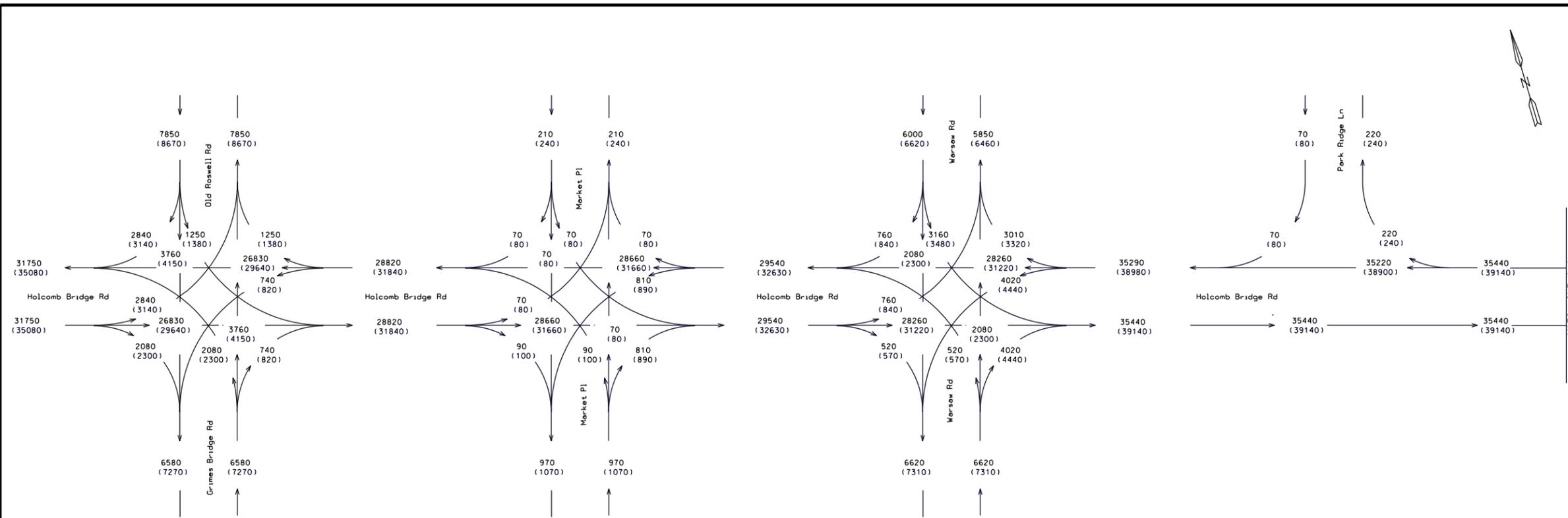
PI# 0010880, PI#0010866, AND PI#0010858
 FULTON COUNTY, GEORGIA
 MAY 2013

DESIGN HOURLY VOLUME
 NO-BUILD/BUILD
 YEAR 2025
 SHEET: 12 OF 15

VOLUME LEGENDS
 AM PEAK HOUR: XX VOL/HR
 PM PEAK HOUR: (XX) VOL/HR

PEAK HOUR TRUCK PERCENTAGES
 S.U. TRUK: 6.0%
 COM. TRUCKS: 3.7%
 TOTAL TRUCK: 9.7%

CREATED BY: SM
 CHECKED BY: PS

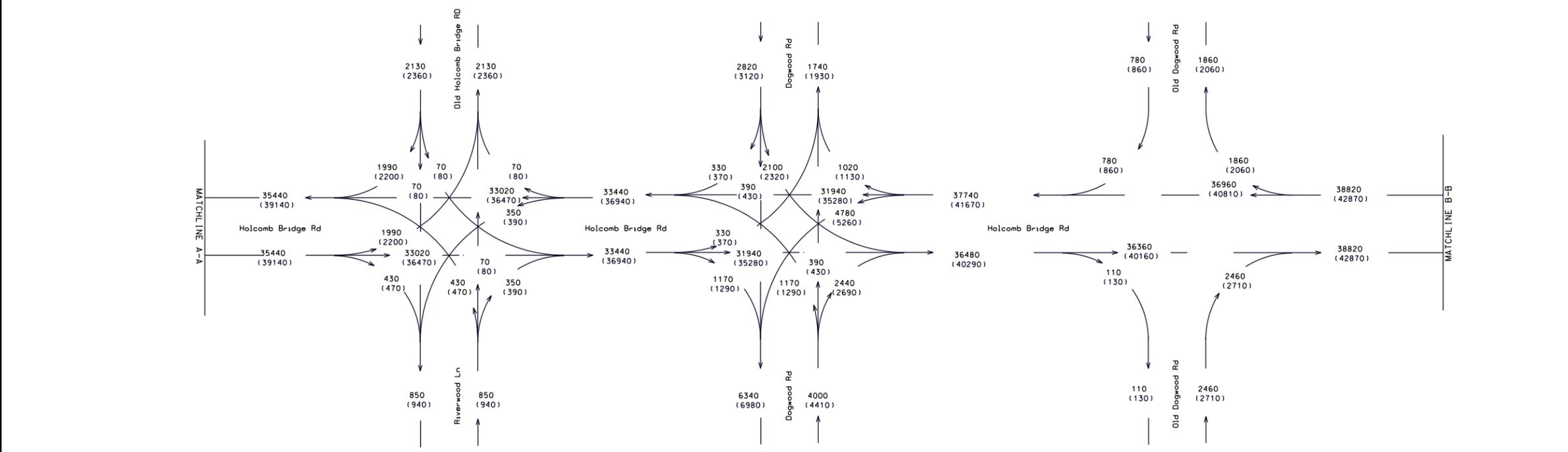


PI# 0010880, PI#0010866, AND PI#0010858
 FULTON COUNTY, GEORGIA
 MAY 2013

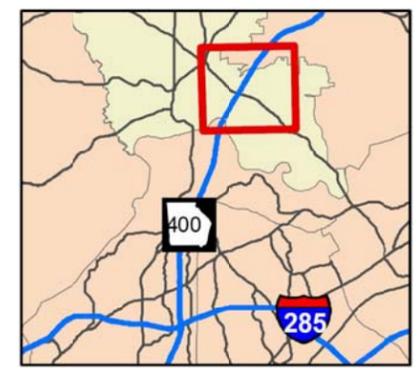
AVERAGE DAILY VOLUME NO-BUILD/BUILD YEAR 2015 & 2025 SHEET: 13 OF 15

VOLUME LEGENDS
 ADT 2015: XX VOL/HR
 ADT 2025: (XX) VOL/HR

DAILY TRUCK PERCENTAGES
 S.U. TRUK: 6.3%
 COM. TRUKS: 3.3%
 TOTAL TRUK: 9.6%



CREATED BY: SM
 CHECKED BY: PS

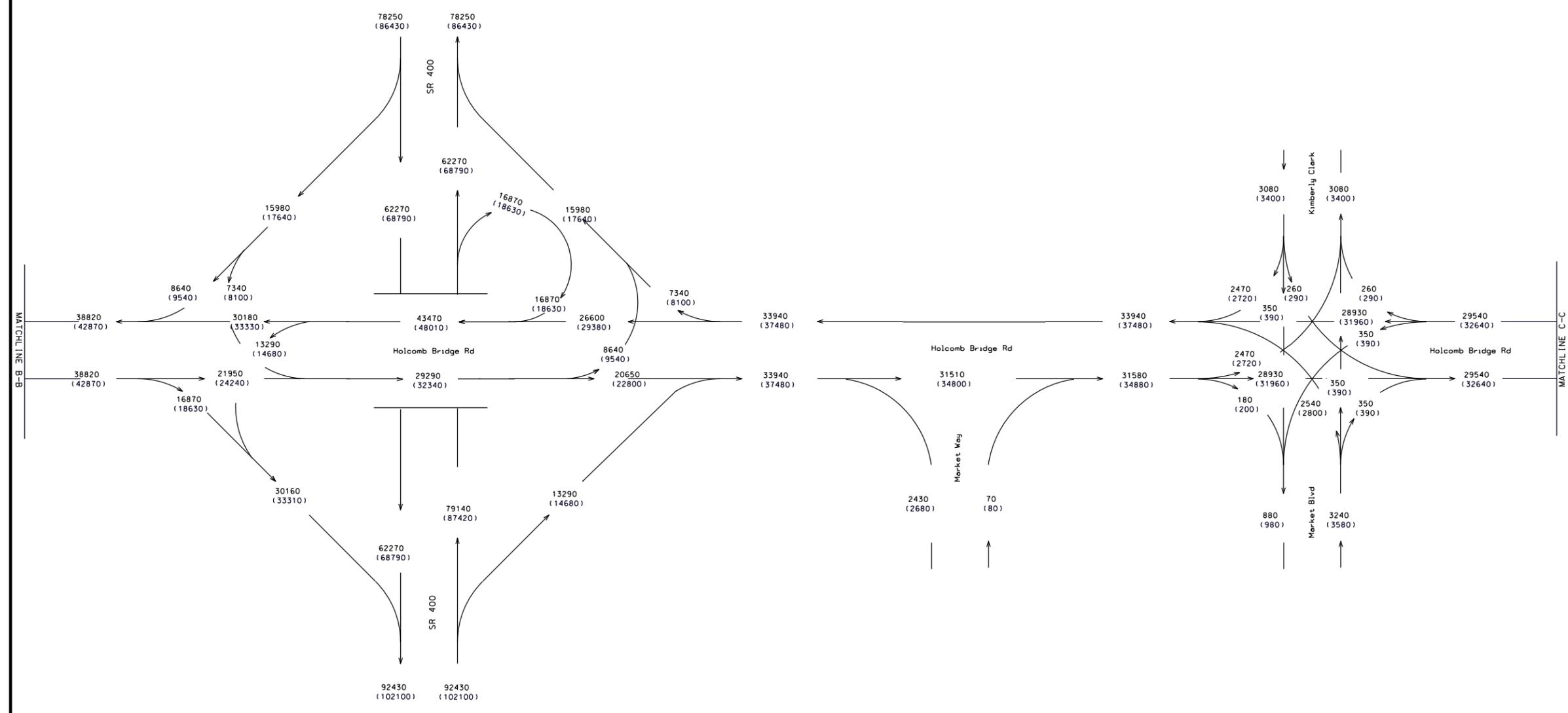


PI# 0010880, PI#0010866, AND PI#0010858
 FULTON COUNTY, GEORGIA
 MAY 2013

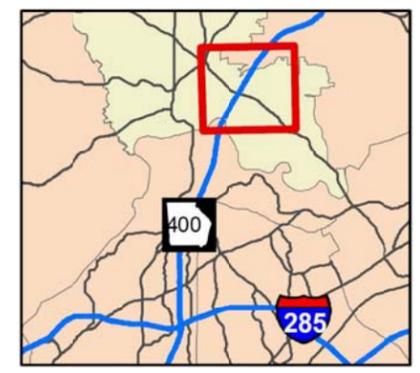
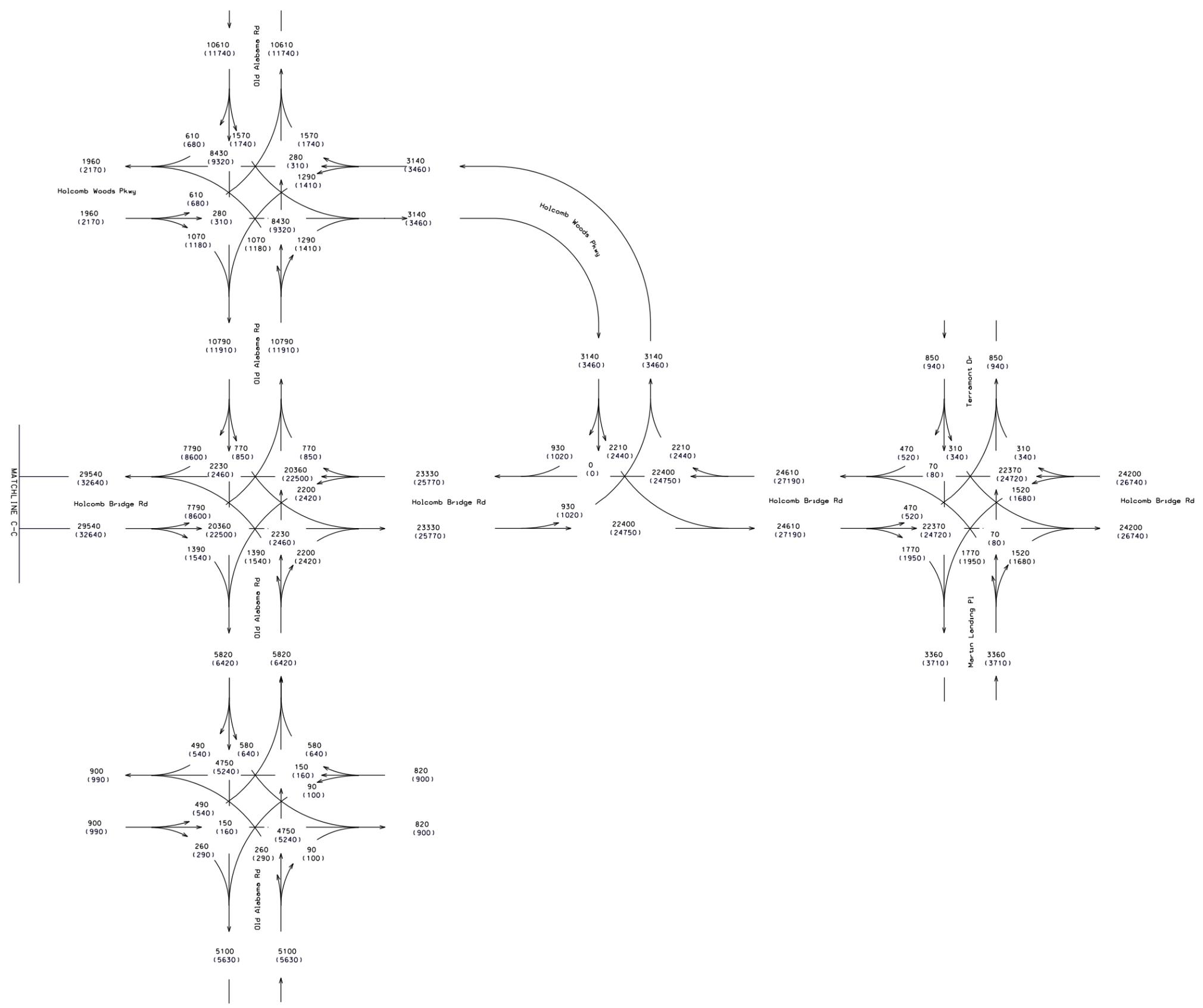
AVERAGE DAILY VOLUME NO-BUILD/BUILD YEAR 2015 & 2025 SHEET: 14 OF 15

VOLUME LEGENDS
 ADT 2015: XX VOL/HR
 ADT 2025: (XX) VOL/HR

DAILY TRUCK PERCENTAGES
 S.U. TRUK: 6.3%
 COM. TRUCKS: 3.3%
 TOTAL TRUCK: 9.6%



CREATED BY: SM
 CHECKED BY: PS



PI# 0010880, PI#0010866, AND PI#0010858
 FULTON COUNTY, GEORGIA
 MAY 2013

AVERAGE DAILY VOLUME NO-BUILD/BUILD YEAR 2015 & 2025 SHEET: 15 OF 15

VOLUME LEGENDS
 ADT 2015: XX VOL/HR
 ADT 2025: (XX) VOL/HR

DAILY TRUCK PERCENTAGES
 S.U. TRUK: 6.3%
 COM. TRUKS: 3.3%
 TOTAL TRUK: 9.6%

CREATED BY: SM
 CHECKED BY: PS

Department of Transportation State of Georgia

INTERDEPARTMENT CORRESPONDENCE

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

FROM Cynthia L. VanDyke, State Transportation Planning Administrator

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

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

We reviewed the Design Traffic for the above project.

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

CLV/AFE



Pond & Company, Inc.

Architects
Engineers
Planners

3500 Parkway Lane
Suite 600
Norcross, GA 30092

P 678.336.7740
F 678.336.7744
www.pondco.com

MEETING MINUTES

Project : PI No 0010880 – SR 140 from SR 400 NB Ramps to Old Alabama Road
Pond Project No. : 1130281
Meeting : City of Roswell – Initial Concept Team Meeting
Meeting Location : City of Roswell City Hall, Suite 235 Conference Room **Meeting Date :** 4/24/13

Minutes prepared by : Bryon Letourneau
Prepared on : May 1, 2013

Copies: File
Attendees

Attendees:

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

PURPOSE OF MEETING:

This meeting was the Initial Concept Team Meeting for the above GDOT funded project, PI No. 0010880.

MEETING PROCEEDINGS:

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

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

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

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

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

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

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



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

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

It was determined that no additional crosswalks would be necessary at the project intersection. The City of Roswell will provide justification from earlier studies to be included in the Concept Report.

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

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

The attached Initial Project Layout was reviewed as a part of the meeting. The quick operational improvement project consists of adding a right turn lane to the existing SR 400 northbound ramp 7A, extending the westbound left-turn lane to southbound SR 400, and install/modify the existing traffic signal at the northbound ramp terminus. The project will also reconfigure the existing pavement and median to remove the "trap" lane on the eastbound SR 140 approach to the Old Alabama Road intersection. The main revision discussed was the exact location of the exit ramp will be determined in order to meet the required intersection sight distance to allow both right-turn exit lanes to turn right on red.

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

Depending on the signal LOS for the exit ramp, an air quality "Hot Spot" analysis may be required as part of the environmental documentation.

The existing noise wall along SR 400 will not be impacted as a part of this project.

This project will require both a Preliminary and Final Field Plan Review.

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

Queuing details will be required for the exit ramp to show GDOT that this project will not cause traffic to back up onto SR 400.



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ACTION ITEMS:

City of Roswell:

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

Pond & Company:

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

GDOT - Program Delivery:

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

ATTACHMENTS:

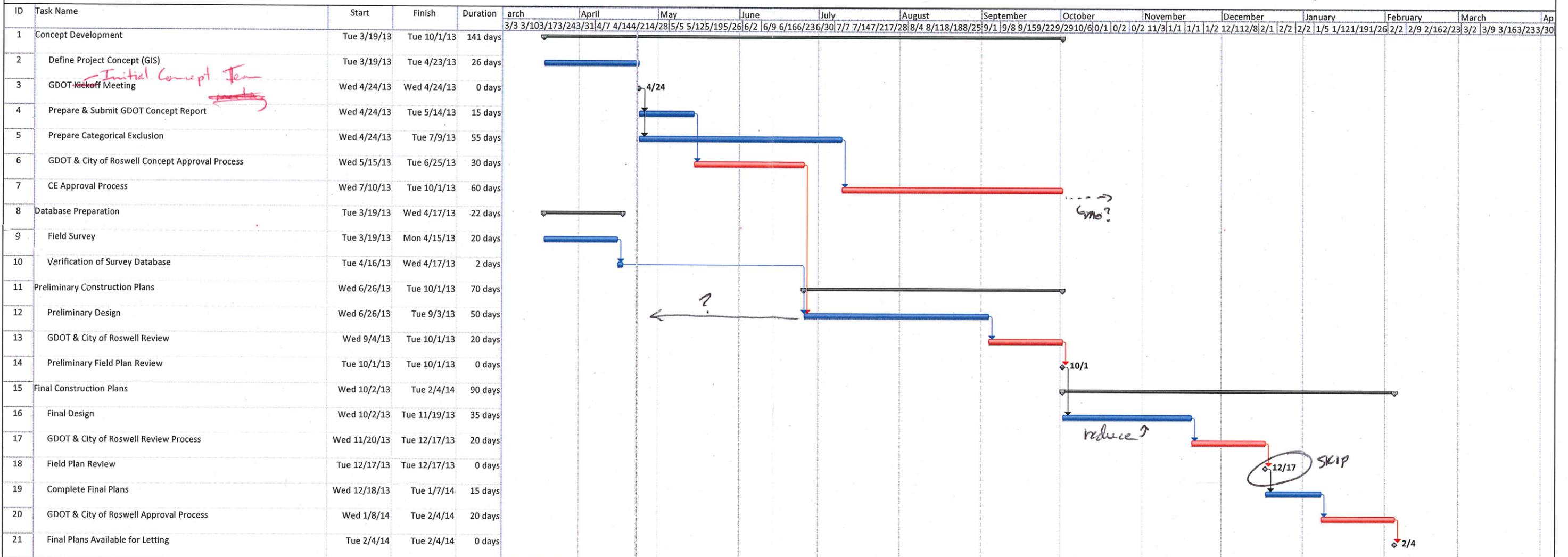
Marked Draft Project Schedule
Initial Project Layout

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

END OF MEETING MINUTES

ADDITIONAL COMMENTS:

SR 140/Holcomb Bridge Road at SR 400 Northbound Ramp Intersection
PI No. 10880



In 9/6/12 letter, stated const. start by summer 2014
 PFA schedule, - Enviro by Dec 2013
 Const by Jun 2014



CONCEPT – APRIL 2013
 SR140/HOLCOMB BRIDGE ROAD
 FROM SR400 NB RAMPS TO
 OLD ALABAMA ROAD
 CITY OF ROSWELL

LEGEND

	EXISTING R / W - PROPERTY LINE
	EXISTING SIGNAL
	PROPOSED MEDIAN
	PROPOSED SIDEWALK
	PROPOSED SIGNAL



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 Architects-Engineers-Planners
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 Norcross, Ga. 30092
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 Fax 678-336-7744
 Web www.pondco.com



REVISION DATES	

CITY OF ROSWELL
 GEORGIA DOT
 SR140/HOLCOMB BRIDGE ROAD FROM
 SR400 NB RAMPS TO
 OLD ALABAMA ROAD

ALT
 1

Scanned copy to
Keith Golden

Keith Golden, Interim Commissioner



GEORGIA DEPARTMENT OF TRANSPORTATION

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

February 11, 2013

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

Dear Mr. Wood:

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

Fulton County, PI# 0010866

Fulton County, PI# 0010880 *SP140 from UCO to Old ACL*

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

Sincerely,

A handwritten signature in cursive script that reads "Angela Robinson".

Angela Robinson,
Financial Management Administrator

AR:kp

Enclosure

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

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

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

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

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

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

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

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

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

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

Revised: 12/2011

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

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

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

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

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

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

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

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

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

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

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 has attended or are scheduled to attend the Department's PDP Training Course. The written certification shall be received by the Department no later than the first day of February of every calendar year until all phases have been completed.

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

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

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

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

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

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

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

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

Revised: 12/2011

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

DEPARTMENT OF
TRANSPORTATION

CITY OF ROSWELL

BY: [Signature]
Commissioner

BY: [Signature]
Jere Wood
Mayor

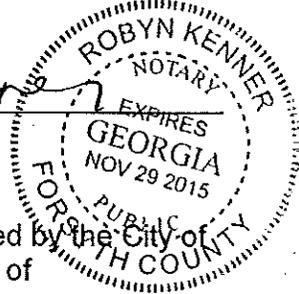
ATTEST:
[Signature]
Treasurer

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

[Signature]
Witness



[Signature]
Notary Public



This Agreement approved by the City of
Roswell, the 26th day of
Nov, 2012

Attest

[Signature]
Marlee Press, City Clerk

FEIN: 58-6000655

Attachment "A" Funding Sources and Distribution
Project No.: 0010880 Sponsor: City of Roswell

Attach "Project Manager" Project Charging Form for Approval

Preliminary Engineering Phase I	Preliminary Engineering - Phase I ¹				GDOT Oversight for PE (Phase I) ²			Preliminary Engineering Grand Total (Phase I)		
	Percentage	PE Amount	Maximum PE Participation Amount (\$)	Participant	PE Activity Sponsor	Percentage	Amount	Participant	Percentage	Amount
1	80%	\$182,400.00	\$182,400.00	Federal	Local Government	80%	\$48,000.00	Federal	80%	\$230,400.00
2	20%	\$45,600.00	\$45,600.00	State		20%	\$12,000.00	State	20%	\$57,600.00
3	0%	\$0.00	N/A	Local		0%	\$0.00	Local	0%	\$0.00
4	0%	\$0.00	\$0.00	Other		0%	\$0.00	Other	0%	\$0.00
Total	100%	\$228,000.00				100%	\$60,000.00		100%	\$288,000.00

Right of Way Phase II	Right of Way - Phase II ³				Acquisition Fund By:
	Percentage	ROW Amount	Maximum ROW Participation Amount (\$)	Participant	
1	80%	\$69,600.00	\$69,600.00	Federal	GDOT
2	20%	\$17,400.00	\$17,400.00	State	
3	0%	\$0.00	N/A	Local	
4	0%	\$0.00	\$0.00	Other	
Total	100%	\$87,000.00			

Utility Phase IV		Utility Relocation - Phase IV	
Utility Funding By:	Percentage	Utility Funding By:	Percentage
GDOT	100%	GDOT	100%
GDOT		Railroad Funding By:	
		GDOT	
			100%

Construction Phase III	Construction - Phase III ³				Letting By:
	Percentage	CST Amount	Maximum CST Participation Amount (\$)	Participant	
1	80%	\$600,000.00	\$600,000.00	Federal	Local Government
2	20%	\$150,000.00	\$150,000.00	State	
3	0%	\$0.00	N/A	Local	
4	0%	\$0.00	\$0.00	Other	
Total	100%	\$750,000.00			

Phases V & VI		GDOT Oversight for CST (Phase III) ²	
Testing (Phase V) Funding By:	Percentage	Testing (Phase V) Funding By:	Percentage
GDOT	100%	GDOT	100%
GDOT		Inspection (Phase VI) Funding By:	
		GDOT	
			100%

Summary of Phases I Through III	Grand Total - All Phases I through III		
	Percentage	Total Amount	Participant
1	80%	\$900,000.00	Federal
2	20%	\$225,000.00	State
3	0%	\$0.00	Local
4	0%	\$0.00	Other
Total	100%	\$1,125,000.00	

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

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

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

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

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

ATTACHMENT "B" Project Timeline

PI # 0010880 – City of Roswell

Proposed Project Timeline

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

Deadlines for Responsible Parties	Execute Agreement	Month/Year (Approve Concept)	Month/Year (Approve Env. Document)	Month/Year (Authorize Right of Way funds)	Month/Year (Authorize Const. funds)
NTP		APRIL 2013	DEC 2013	JAN 2014	JUNE 2014
JAN 2013					

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 every calendar year until all phases have been completed.

ATTACHMENT "B" Project Timeline

PI # 0010880 – City of Roswell

Proposed Project Timeline

Environmental Phase					
Concept Phase					
Preliminary Plan Phase					
Right of Way Phase					

Deadlines for Responsible Parties	Execute Agreement	Month/Year (Approve Concept)	Month/Year (Approve Env. Document)	Month/Year (Authorize Right of Way funds)	Month/Year (Authorize Const. funds)
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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 every calendar year until all phases have been completed.

ATTACHMENT "C"

10010880 City of Roswell
September 18, 2012

D.O.T. 68

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENTAL CORRESPONDENCE

FILE OFFICE Planning
DATE September 17, 2010
FROM  Angela T. Alexander, State Transportation Planning Administrator
TO Todd I. Long, PE, PTOE, Director of Planning
Gerald M. Ross, PE, Chief Engineer/Deputy Commissioner
SUBJECT Preliminary Engineering Oversight for Project Managers/Project Delivery Staff

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

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

GDOT Funds PE Oversight with Federal-Aid:

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

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

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

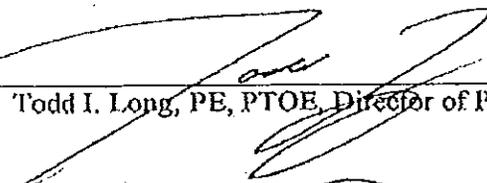
GDOT Requests Local Government/Project Sponsor to Fund PE Oversight:

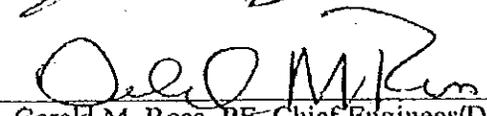
The Department will request that the local government fund PE oversight with 100% local funds under the following conditions:

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

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

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

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

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

GDOT Oversight Estimate for Locally Administered Project

Monday, October 01, 2012 12:43 PM

PI Number	0010880	Project Number	
County	Fulton	Project Length	0.300 Miles
Project Manager	Emmanuel, Peter	Project Cost	\$ 1,125,000.00
Project Type	Urban Arterial/Collector (Widen/Reconstruct/New)		
Project Description	SR 140 from SR 400 NB Ramps to Pld Alabama Road		
Expected Life of Project	1.00 Years		

Project Phase	Oversight Hours	Oversight Cost
1. Project Initiation	92	\$ 5,000.00
2. Concept Development	97	\$ 4,000.00
3. Database Preparation	90	\$ 4,000.00
4. Preliminary Design	377	\$ 17,000.00
5. Environmental	308	\$ 11,000.00
6. Final Design	412	\$ 19,000.00
Travel Expenses	-	\$ -
Total Oversight Estimate	1,376	\$ 60,000.00
Percentage of Project Cost	5.33 %	

W:\DPP\APFA'S\LOCAL PE PFA\ROSWELL\Oversight Estimate 0010880 ammended.xlsm

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

Name of Contracting Entity: City of Roswell Georgia

Contract No. and Name: PI 0010880

SR140 from SR100 DB Ramp to Old Al Road

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

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

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

47127
E-Verify / Company Identification Number

[Signature]
Signature of Authorized Officer or Agent

July 11, 2007
Date of Authorization

Jere Wood
Printed Name of Authorized Officer or Agent

Mayor
Title of Authorized Officer or Agent

12/21/12
Date

SUBSCRIBED AND SWORN
BEFORE ME ON THIS THE

21st DAY OF December, 2012

[Signature]
Notary Public
My Commission Expires: _____



Revised: 12/2011

ATTACHMENT "F"

TITLE VI INTRODUCTION

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

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

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

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

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

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

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

ATTACHMENT "F"

TITLE VI ACKNOWLEDGEMENT FORM

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

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

Official Name and Title

12/21/12
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)