



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

Project Type: <u>Shared use path</u>	P.I. Number: <u>0012874</u>
GDOT District: <u>Seven</u>	County: <u>Cobb</u>
Federal Route Number: <u>N/A</u>	State Route Number: <u>N/A</u>
Project Number: _____	N/A

The Town Center/KSU/Noonday Creek Trail Pedestrian Bicycle Connector will be a shared use path facility used to connect pedestrian traffic from the Noonday Creek Trail just north of Town Center Mall northwards to the Skip Span Connector.

**Submitted for approval:**

<u>W. Heath</u> HEATH + LINEDACK ENGINEERS, INC.	<u>4/24/2015</u>
Consultant Designer & Firm	Date
<u>Chris Pratt</u>	<u>2/19/15</u>
Local Government Sponsor	Date
<u>Albert Shelby</u>	<u>4/28/15</u>
State Program Delivery Engineer	Date
<u>Meristha Robinson</u> (S.H.) KUN	<u>4/21/15</u>
GDOT Project Manager	Date

*\* Recommendation on file*

**Recommendation for approval:**

<i>*</i> <u>HIRAL PATEL</u>	<u>5/26/2015</u>
State Environmental Administrator	Date
<i>*</i> <u>ANDREW HEATH</u>	<u>5/12/2015</u>
State Traffic Engineer	Date
<i>*</i> <u>Ben Rabun</u>	<u>5/13/2015</u>

- MPO Area: This project is consistent with the MPO adopted Regional Transportation Plan (RTP)/Long Range Transportation Plan (LRTP).
- Rural Area: This project is consistent with the goals outlined in the Statewide Transportation Plan (SWTP) and/or is included in the State Transportation Improvement Program (STIP).

<i>*</i> <u>CHRISTINA L. VANDYKE</u>	<u>5/20/2015</u>
State Transportation Planning Administrator	Date

**Approval:**

Concur: <u>John Bonn</u>	<u>6/23/2015</u>
GDOT Director of Engineering	Date

Approve: <u>Margaret B. Purkel</u>	<u>6-25-15</u>
GDOT Chief Engineer	Date

*— NOTE THAT SCP PHASE WAS AUTHORIZED IN ARC'S TIP (ID # CO-449), BUT THERE ARE NO OTHER PHASES IN THE TIP AT THIS TIME*

### PROJECT LOCATION



## PLANNING & BACKGROUND DATA

### Project Justification Statement:

Mobility options between Town Center Mall and Kennesaw State University (KSU) are limited due to the constrictions imposed by I-75 and I-575. However, this area is a highly trafficked area due to the presence of KSU and the Town Center Mall. This project will enhance the connectivity between these two prominent locations while also providing access for Kennesaw State Students to The KSU Sports Complex and the present Noonday Creek Trail. The present pedestrian facilities are not adequate to provide bike and pedestrian access. There are currently no bike lanes or paths on the east side of I-75 which connects KSU, Cobb Community Transit (CCT), Georgia Regional Transportation Authority (GRTA), KSU Center, KSU athletic fields, and the Town Center Mall. The proposed shared use path would provide ~~safe~~ alternative transportation for students, shoppers, employees, and residents within the area. Furthermore, connection would be established to CCT, GRTA, and the KSU Center for area residents.

The project is a part of the Town Center Area Community Improvement District's (TCACID) Master Plan and was part of the TCACID 2004 LCI Study. The project was programmed in ARC's TIP under ARC ID# CO-449.

### Existing conditions:

The Noonday Creek Trail currently travels along the southern portion of the Town Village Development. This is a 12' wide shared use path that the Town Center/KSU/Noonday Creek Trail Pedestrian Bicycle Connector shared use path will tie into. From the Noonday Creek Trail tie-in, the proposed shared use path alignment will travel along a 14' shared use path consisting of a 6' landscape strip, an 8' bicycle lane and a 6' pedestrian lane through the Town Village Development until reaching Big Shanty Road. The alignment will cross Big Shanty Road, a four lane divided highway, at a currently un-signalized intersection before tying into an existing 10' shared use path on the northern side of Big Shanty Road. The shared use path alignment then travels west before crossing six lanes of George Busbee Parkway at a signalized intersection and turning north. The alignment will travel north along the existing west shoulder of George Busbee Parkway which consists of a 2' grass strip and a 5' sidewalk. Existing utilities and light poles are located immediately behind the existing sidewalk. Before reaching Busbee Drive, the alignment turns west and travels through CCT, GRTA, and The Ice Forum property along existing landscaped slopes. After traveling west through the GRTA property, the alignment will run along existing grassed slopes of the 3305 Busbee Parkway property. The alignment then turns east before quickly turning north to run along the west side of Busbee Parkway. The existing west shoulder of Busbee Parkway consists of a 2' grass strip and a 5' sidewalk. The alignment will run north along the west side of Busbee Pkwy eventually crossing nine lanes of Chastain Road at a signalized intersection. Once across Chastain Road, the alignment will continue north on the west side of Busbee Parkway and tie-in to the Skip Spann Connector 10' pedestrian facility at the round-about currently under construction. The existing shoulder of the northern portion of Busbee Parkway also consists of a 2' grass strip and a 5' sidewalk. Existing utilities and lighting is present directly behind the existing sidewalk.

**Other projects in the area:** Skip Spann Connector (GDOT PI #0010157), Big Shanty Road (GDOT PI#0006869), Northwest Corridor (GDOT PI#0008256)

**Description of the proposed project:** The proposed project is a shared use path facility used to connect pedestrian traffic from the Noonday Creek Trail just north of the Town Center Mall northwards to the Skip Spann Connector just north of Chastain Road. The proposed typical section consists of a 13' wide shared use path consisting of an 8' bicycle lane and a 5' pedestrian lane with a 3' grass strip behind existing curb and a 2' grass shoulder on the back side of the path. Beginning

at the Noonday Creek Trail, the proposed path will be constructed by others through a planned development under construction. The proposed path in this area will be 14 feet wide. The shared use path construction under this project will begin north of the new development. The existing 10' asphalt path along Big Shanty Road will be reconstructed per the proposed typical section.

In the area of Cobb Community Transit Station, the proposed path will vary in width in order to minimize right-of-way and utility impacts while still maintaining minimum American Association of State Highway and Transportation Officials (AASHTO) recommended widths.

Since the shared use path is located in a highly developed area along existing roads, cameras, posted hours of operation, emergency phones, and other security enhancements are not proposed.

**MPO:** Atlanta Regional Commission

**TIP #:** CO-449

**Congressional District(s):** 11

**Federal Oversight:**  Exempt  State Funded  Other

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

Warrants met:  None  Bicycle  Pedestrian  Transit

## DESIGN AND STRUCTURAL

**Description of Proposed Project:** The proposed project is a shared use path facility used to connect pedestrian traffic from the Noonday Creek Trail just north of the Town Center Mall northwards to the Skip Spann Connector just north of Chastain Road. The typical section consists of a 13' wide path consisting of an 8' bicycle lane and a 5' pedestrian lane with a 3' grass strip behind existing curb and a 2' grass shoulder on the back side of the path.

**Major Structures:** Retaining walls

**Mainline Design Features:** Town Center/KSU/Noonday Creek Trail Pedestrian Bicycle Connector, Hidden Forest Ct, Big Shanty Rd, George Busbee Pkwy, Busbee Dr

Feature	Existing	Standard*	Proposed
<b>Typical Section</b>			
- Bike/Pedestrian Lane	N/A	10-14'	13'
- Outside Shoulder	N/A	2'	2'
- Outside Shoulder Slope	N/A	6:1 min.	50:1 (2%)
<b>Posted Speed (Roadway)</b>	Varies 35-40 MPH	N/A	N/A
<b>Design Speed</b>	N/A	18 mph	18 mph
<b>Min Horizontal Curve Radius</b>	N/A	60'	25'
<b>Maximum Superelevation Rate</b>	N/A	2%	2%
<b>Maximum Grade</b>	N/A	5%	7%
<b>Design Vehicle</b>	N/A	Bicycle	Bicycle

\*According to current AASHTO Guide for the Development of Bicycle Facilities

**Major Interchanges/Intersections:** Big Shanty Road, George Busbee Parkway, Chastain Road

**Lighting required:**  No  Yes

**Transportation Management Plan [TMP] Required:**  No  Yes

If Yes: Project classified as:  Non-Significant  Significant

TMP Components Anticipated:  TTC  TO  PI

Will Context Sensitive Solutions procedures be utilized?  No  Yes

Design Exceptions to FHWA/AASHTO controlling criteria anticipated: None anticipated

Design Variances to GDOT Standard Criteria anticipated: None anticipated

**UTILITY AND PROPERTY**

Temporary State Route Needed:  No  Yes  Undetermined

<b>Utility Involvements:</b> AT&T	– Telephone
Atlanta Gas & Light	– Gas
Charter Communications	– Cable
Cobb County Water	– Water
Cobb DOT Traffic	– Fiber
Cobb EMC	– Electric
Comcast	– Cable
Georgia Power	– Electric
Marietta Power	– Electric

SUE Required:  No  Yes

Public Interest Determination Policy and Procedure recommended?  No  Yes

Right-of-Way: Existing width: Varies 60' to 215' Proposed width: Varies 20' to 215'  
 Required Right-of-Way anticipated:  No  Yes  Undetermined  
 Easements anticipated:  None  Temporary  Permanent  Utility  Other

Anticipated number of impacted parcels:	10
Displacements anticipated: 0	Total: 0
	Businesses: 0
	Residences: 0
	Other: 0

**ENVIRONMENTAL AND PERMITS**

Anticipated Environmental Document:  
GEPA:  NEPA:  CE  PCE

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

Environmental Permits, Variances, Commitments, and Coordination anticipated: None

**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

**NEPA/GEPA Comments & Information:**

- Ecology: Number of streams and jurisdictional waters in study area. Depending on alignment, potential exists for CWA/404 wetlands permit from USACE and SBV from GADNR EPD
- History: No structure 50+ years in age identified within study area.

- Archaeology: Number of archeological sites and surveys previously identified within study area. Survey of proposed corridor will be required to determine presence/lack of archaeological resources.
- Air: PM 2.5 Determination required. No CO analysis required. Project in TIP and consistent with ozone goals for region.
- Noise: Type III Letter anticipated given project type.
- Public Involvement: Targeted outreach with stakeholders anticipated (for example, CID)
- Environmental document: CE

**COORDINATION, ACTIVITIES, RESPONSIBILITIES, AND COSTS**

**Project Meetings:**

Meeting with Town Center Area CID Quality of Life	6-18-14
Meeting with KSU Planning Department	6-27-14
Meeting with Town Center Area CID Planning and Infrastructure	7-10-14
Town Center Area CID Presentation	7-22-14
Concept Team Meeting	9-16-14

Project Activity	Party Responsible for Performing Task(s)
Concept Development	Heath & Lineback Engineers, Cobb DOT
Design	Heath & Lineback Engineers
Right-of-Way Acquisition	Cobb DOT
Utility Relocation (Construction)	Utility Owner
Letting to Contract	Cobb DOT
Construction Supervision	Cobb DOT
Providing Material Pits	Contractor
Providing Detours	N/A
Environmental Studies, Documents, & Permits	Edwards-Pitman Environmental
Environmental Mitigation	Cobb DOT
Construction Inspection & Materials Testing	Cobb DOT
Utility Coordination (Pre-Let)	Cobb DOT

**Other coordination to date:** Location of existing utilities requested from utility owners 5-6-14

**Project Cost Estimate and Funding Responsibilities:**

	Breakdown of SCP/PE	ROW	Reimbursable Utility	CST*	Environmental Mitigation	Total Cost
Funded By	Federal & Local	Local	Local	Local	N/A	
\$ Amount	\$250,000	\$783,000	\$0	\$990,021	\$0	\$2,023,021
Date of Estimate	7/30/2014	1/14/2015		1/14/2015		

\*CST Cost includes: Construction and 5% Engineering and Inspection Contingency.

**ALTERNATIVES DISCUSSION**

<b>Preferred Alternative: Preferred Alternate 1 – See page 8</b>			
<b>Estimated Property Impacts:</b>	<b>10</b>	<b>Estimated Total Cost:</b>	<b>\$2.42 million</b>
<b>Estimated ROW Cost:</b>	<b>\$783,000</b>	<b>Estimated CST Time:</b>	<b>6 months</b>
<b>Rationale:</b> This alternative provides the most direct route from Town Center Mall to the Skip Spann Connector while minimizing right-of-way impacts. It utilizes trail currently under construction through Town Village and already in place at The KSU Sports Complex. This path also runs adjacent to the KSU Continuing Education building.			

<b>Alternative 2: See page 9</b>			
<b>Estimated Property Impacts:</b>	<b>7</b>	<b>Estimated Total Cost:</b>	<b>\$2.21 million</b>
<b>Estimated ROW Cost:</b>	<b>\$752,000</b>	<b>Estimated CST Time:</b>	<b>6 months</b>
<b>Rationale:</b> This route does not provide the required direct route from Town Center Mall to the Skip Spann Connector. It also does not connect with the Kennesaw Continuing Education building and would require construction of several walls.			

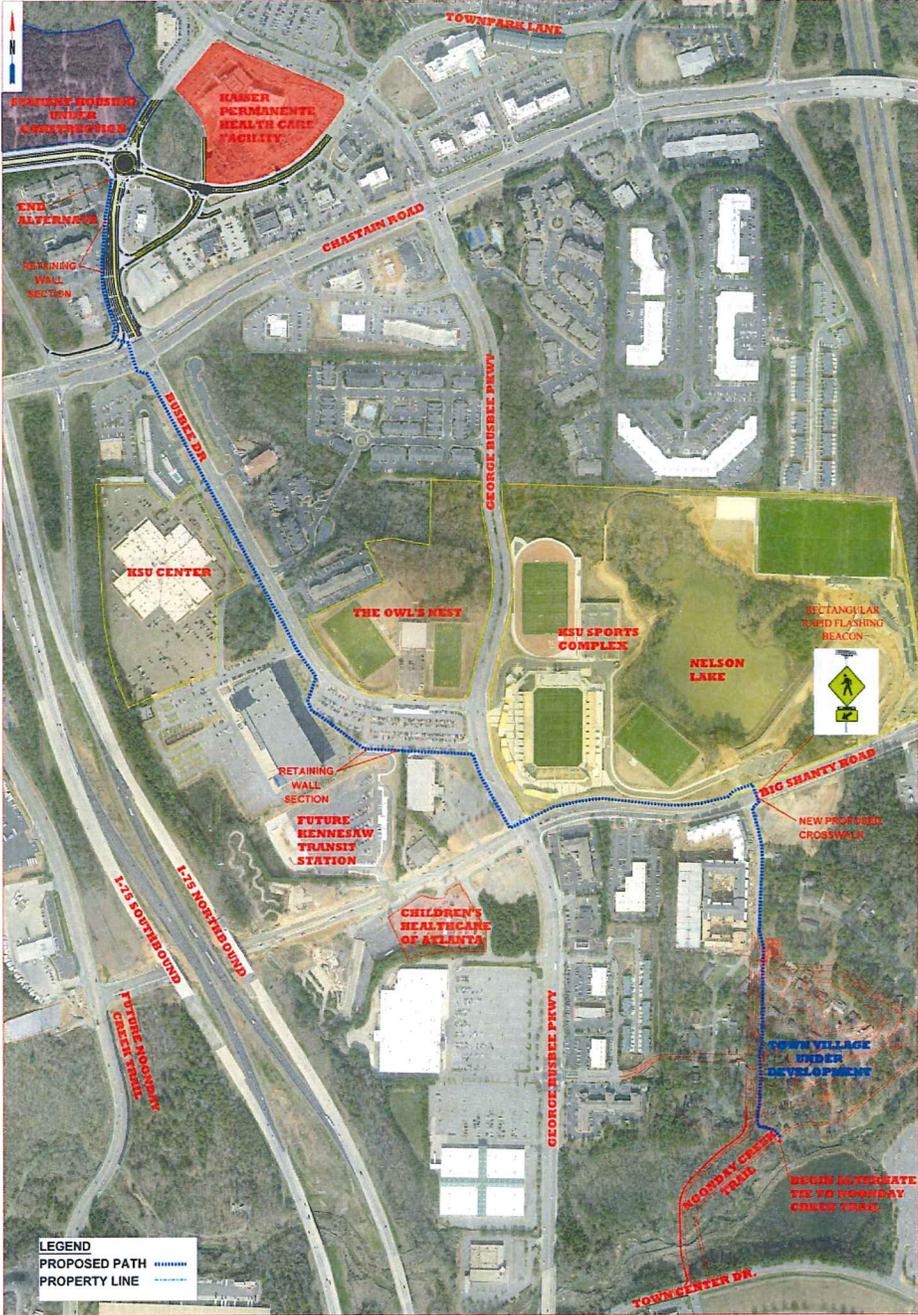
<b>Alternative 3: See page 10</b>			
<b>Estimated Property Impacts:</b>	<b>12</b>	<b>Estimated Total Cost:</b>	<b>\$2.78 million</b>
<b>Estimated ROW Cost:</b>	<b>\$1.32 million</b>	<b>Estimated CST Time:</b>	<b>6 months</b>
<b>Rationale:</b> This route does not provide the required direct route from Town Center Mall to the Skip Spann Connector. It requires more right-of-way acquisition and is the longest alternate. It also does not connect with the Kennesaw Continuing Education building and would require construction of several walls.			

<b>No-Build Alternative:</b>			
<b>Estimated Property Impacts:</b>	<b>0</b>	<b>Estimated Total Cost:</b>	<b>0</b>
<b>Estimated ROW Cost:</b>	<b>0</b>	<b>Estimated CST Time:</b>	<b>0</b>
<b>Rationale:</b> This alternative does not provide a separate path for pedestrians and bicyclists seeking to travel to and from the Town Center Mall and Kennesaw State University.			

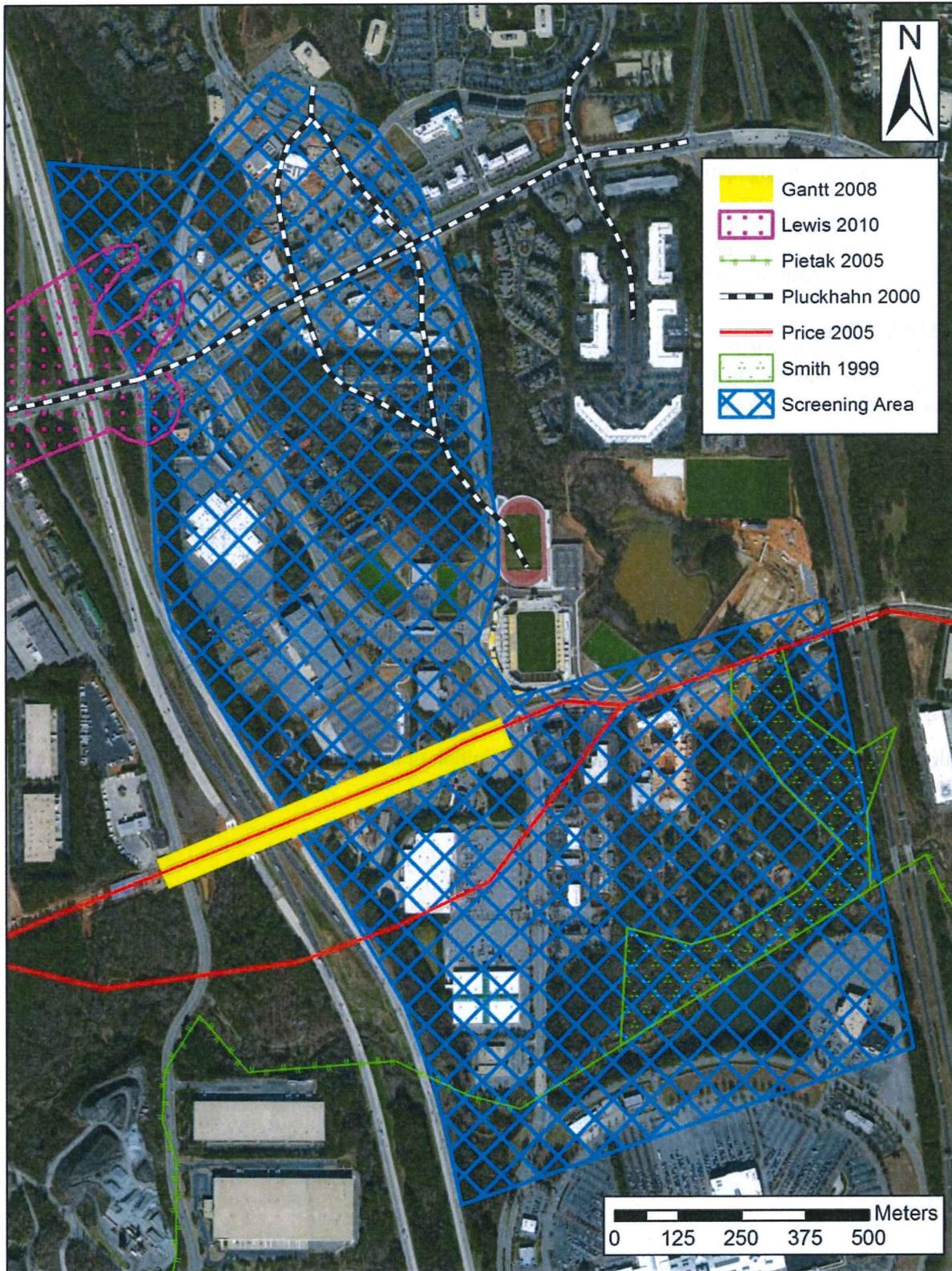
**LIST OF ATTACHMENTS/SUPPORTING DATA**

1. Concept Layouts
2. Typical section
3. Cost Estimates
  - a. Construction
  - b. Right-of-way
  - c. Utility
4. Meeting Minutes
5. Environmental Screening
6. Stakeholder Comments

**Alternate 1 - Preferred**



The figure below provides information related to archaeological surveys that have previously conducted within the screening area. The information includes the names of the surveys' authors as well as the date of the publication of each survey.



**History:**

*Author:* Leslie Brown

*Date Surveyed:* May 14, 2014

*Structures 50+ year Identified:*

Within Survey Boundary:      Yes          No          Number of Sites: 0

In order to identify any properties 50 years of age or older within the APE of the proposed site, several sources were consulted. In addition to GNAHRGIS, the National Register of Historic Places (NRHP) listed properties, properties pending NRHP nomination, National Historic Landmarks, bridges determined eligible for inclusion in the NRHP in the updated Georgia Historic Bridge Survey, the Cobb County Tax Assessor's Records, historic aerial photography, topographic quadrangle maps, and modern aeriels and street views were also consulted.

A survey of the tax assessor's records for Cobb County indicates there are no structures greater than 50 years of age in the screening area and an online survey of historic resources was conducted using the GNAHRGIS database, which identified no historic properties within the APE.

**Air Quality/Noise:**

*Author:* Russ Danser, AICP

*Date Surveyed:* May 14, 2014

*Impacts Anticipated:*    Yes          No   

**Ozone:** This project is identified in the conforming TIP by reference number #CO-449.

**CO:** Given the project type (multi use path), it is not anticipated that this project would significantly impact CO concentrations and would, therefore, not require a CO hot-spot analysis.

**PM<sub>2.5</sub>:** It is anticipated that this project, when evaluated by an interagency group consisting of FHWA, EPA, EPD and the MPO, would be Exempt per the Transportation Conformity Rule and thus meet the statutory and regulatory requirements for PM<sub>2.5</sub> hotspots without a qualitative analysis.

**MSAT:** It is anticipated that the proposed project would be classified as a project with *No Potential MSAT Effects*.

**Noise:** It is anticipated that this project meets the definition of a Type III project and does not require a noise study or abatement of highway noise impacts.

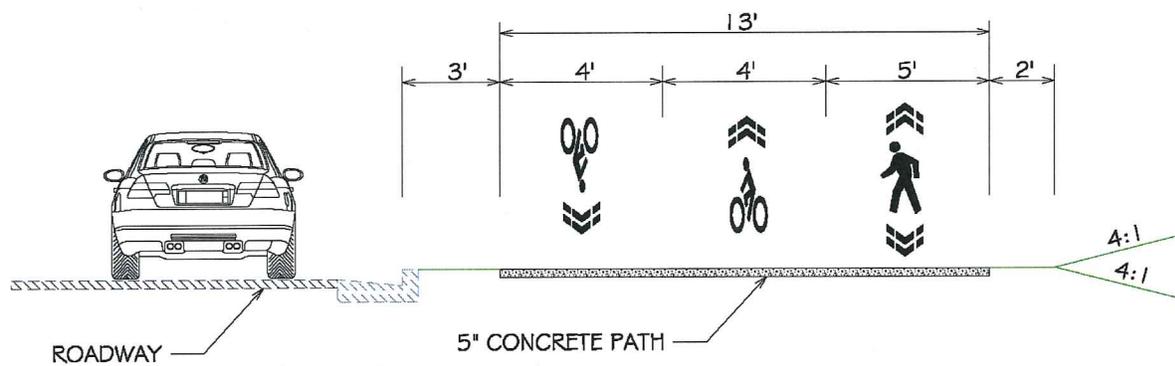
**Alternate 2**



**Alternate 3**



**Typical Section**



JOB ESTIMATE REPORT

JOB NUMBER : 0012874  
DESCRIPTION: TOWN CENTER/KSU/NOONDAY CREEK TRAIL PED/BIKE CONNECTOR  
SHARED USE PATH

SPEC YEAR: 13

ITEMS FOR JOB 0012874

LINE	ITEM	ALT	UNITS	DESCRIPTION	QUANTITY	PRICE	AMOUNT
0015	009-2000	LS		LANDSCAPING WITH IRRIGATION	1.000	250000.00	250000.00
0020	210-0100	LS		GRADING COMPLETE - SHARED USE PATH	1.000	300000.00	300000.00
0025	441-0106	SY		CONC SIDEWALK, 6 IN	6709.000	30.92	207494.14
0030	500-3201	CY		CL B CONC, RET WALL	281.000	479.64	134778.90
0035	515-2020	LF		GALV STEEL PIPE HDRAIL, 2, ROUD	950.000	28.55	27123.18
0040	610-0200	LF		REM CH LK FENCE, ALL SIZES&TYPE	525.000	7.50	3937.50
0045	611-5551	EA		RESET SIGN	20.000	99.02	1980.57
0050	636-1041	SF		HWY SIGNS, TP 2MAT, REFL SH TP 9	80.000	33.62	2690.10
0055	636-2070	LF		GALV STEEL POSTS, TP 7	97.000	10.33	1002.71
0060	641-1200	LF		GUARDRAIL, TP W	175.000	21.04	3682.62
0065	641-5012	EA		GUARDRAIL ANCHORAGE, TP 12	2.000	1872.80	3745.61
0070	643-1152	LF		CH LK FEN, ZC COAT, 6, 9 GA	1400.000	25.27	35378.06
0075	652-5452	LF		SOLID TRAF STRIPE, 5 IN, YELLO	5458.000	0.20	1112.23
0080	652-6501	GLF		SKIP TRAF STRIPE, 5 IN, WHITE	5458.000	0.06	344.02
0085	999-3800	EA		RECTANGULAR RAPID BEACON ASSY	2.000	15000.00	30000.00
0090	150-0001	LS		TRAFFIC CONTROL, NON-REFUNDABLE DEDUCT	1.000	50000.00	50000.00
0095	163-0001	LS		EROSION CONTROL, NON-REFUNDABLE DEDUCT	1.000	52381.55	52381.55
0100	647-1000	LS		TRAF SIGNAL INSTALLATION NO - SIGNAL	1.000	10000.00	10000.00
0105	653-1804	LF		MODIFICATION	5430.000	2.36	12823.54
0110	653-0105	EA		THERM SOLID TRAF STRIPE, 8, WH	24.000	100.00	2400.00
0115	653-0110	EA		PAVEMENT MARKING, BIKE SHARED LN SYM	24.000	76.70	1840.92
0120	900-0526	EA		THERM PVMT MARK, ARROW, TP 1	10.000	553.40	5534.00
0125	163-0300	EA		BOLLARDS	8.000	1300.92	10407.37
0130	165-0101	EA		CONSTRUCTION EXIT	8.000	629.80	5038.41
0135	171-0030	LF		MAINT OF CONST EXIT	12000.000	2.69	32301.36
0140	163-0030	LF		TEMPORARY SILT FENCE, TYPE C	6000.000	0.58	3514.56
0145	716-2000	SY		MAINT OF TEMP SILT FENCE, TP C	5440.000	1.03	5609.08
0150	163-0232	AC		EROSION CONTROL MATS, SLOPES	1.000	450.41	450.41
0155	163-0240	TN		TEMPORARY GRASSING	29.000	281.64	8167.75
0160	163-0550	EA		MULCH	30.000	117.06	3511.84
0165	165-0105	EA		CONS & REM INLET SEDIMENT TRAP	30.000	35.54	1066.47
0170	700-6910	AC		MAINT OF INLET SEDIMENT TRAP	2.000	1186.25	2372.51
0175	700-7000	TN		PERMANENT GRASSING	6.000	131.00	786.05
0180	700-8000	TN		AGRICULTURAL LIME	2.000	534.14	1068.30
0185	700-8100	LB		FERTILIZER MIXED GRADE	100.000	3.33	333.14
				FERTILIZER NITROGEN CONTENT			
ITEM TOTAL							942876.89

JOB ESTIMATE REPORT

===== INFLATED ITEM TOTAL ===== 942876.89

TOTALS FOR JOB 0012874

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ESTIMATED COST: 942876.89  
CONTINGENCY PERCENT ( 5.0 ): 47143.84  
ESTIMATED TOTAL: 990020.73  
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**From:** [Cunningham, Clyde](#)  
**To:** [Robinson, Merishia](#)  
**Cc:** [Witherspoon, Sharon](#); [Allen, Patrick](#)  
**Subject:** RE: Cobb - 0012874 - Utility Cost Estimate (Reply by 1/27/15)  
**Date:** Wednesday, January 21, 2015 1:11:31 PM

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I have reviewed the Utility Cost Estimate and concur with the amounts shown.

Thanks,  
Clyde

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**From:** Robinson, Merishia  
**Sent:** Wednesday, January 21, 2015 11:41 AM  
**To:** Cunningham, Clyde  
**Cc:** Witherspoon, Sharon; Allen, Patrick  
**Subject:** Cobb - 0012874 - Utility Cost Estimate (Reply by 1/27/15)  
**Importance:** High

Please review and provide your approval/concurrence for the attached utility cost estimate submitted by Cobb County. This estimate will be included within the Concept Report.

If you have any questions/comments, please feel free to contact me.

Thank you,

Merishia Robinson, E.I.T.  
Project Manager  
Georgia Dept. of Transportation  
Office of Program Delivery - District 7 Projects  
Desk (404) 631-1151  
Mobile (404) 938-9802  
Fax (404) 631-1588

600 West Peachtree Street N.W., 25th Floor  
Atlanta, Georgia 30308  
Office of Program Delivery Clerk (404) 631-1527

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During inclement winter weather, Georgia DOT commits to achieve and maintain passable road conditions on two lanes of interstates first and then state routes from the most heavily traveled to the least traveled. The Department urges travelers to exercise caution, be patient, and call 511 for updated information on roadway conditions before getting on the road during a winter weather event. Visit us at <http://www.dot.ga.gov/winterweather>; or follow us on <http://www.facebook.com/GeorgiaDOT> and <http://twitter.com/gadepotrans>

## PRELIMINARY UTILITY COST ESTIMATE

PI No. 0012874 Cobb County  
Town Center/Noonday Creek Trail/KSU Bike/Ped Connector Trail

FACILITY OWNER	NON-REIMBURSABLE	REIMBURSABLE	GRAND TOTAL
AT&T	\$10,000.00	\$0.00	\$10,000.00
Atlanta Gas & Light	\$0.00	\$0.00	\$0.00
Charter Communications	\$0.00	\$0.00	\$0.00
Cobb County Water	\$26,098.00	\$0.00	\$26,098.00
Cobb DOT Traffic	\$7,500.00	\$0.00	\$7,500.00
Cobb EMC	\$100,000.00	\$0.00	\$100,000.00
Comcast	\$0.00	\$0.00	\$0.00
Georgia Power	\$255,000.00	\$0.00	\$255,000.00
Marietta Power	\$0.00	\$0.00	\$0.00
<b>Totals</b>	<b>\$398,598.00</b>	<b>\$0.00</b>	<b>\$398,598.00</b>

## DETAILED ESTIMATE

<u>Pay Item</u>	<u>Description</u>	<u>Unit</u>	<u>Quantity</u>	<u>Assumed Price per Unit</u>	<u>Cost</u>
670-9710	RELOCATE EXIST FIRE HYDRANT	EA	3	\$1,340.00	\$4,020.00
611-3020	RECONSTR SAN SEW MANHOLE, TYPE 1	EA	2	\$4,665.00	\$9,330.00
611-5592	RELOCATE WATER METER	EA	3	\$741.00	\$2,223.00
611-8140	ADJUST WATER VALVE BOX TO GRADE	EA	5	\$305.00	\$1,525.00
NONE	Transformer Relocation	EA	2	\$50,000.00	\$100,000.00
NONE	Relocate Power Pole	EA	5	\$35,000.00	\$175,000.00
NONE	Relocate Light Pole	EA	8	\$10,000.00	\$80,000.00
NONE	relocate SS manhole	EA	1	\$4,000.00	\$4,000.00
NONE	relocate telecommunication pedestal	EA	1	\$10,000.00	\$10,000.00
668-3300	SAN SEWER MANHOLE, TP 1	EA	1	\$5,000.00	\$5,000.00
647-6057	PEDESTAL POLE	EA	1	\$7,500.00	\$7,500.00
<b>TOTAL</b>					<b>\$398,598.00</b>

# Meeting Minutes

DATE: June 18, 2014

SUBJECT: TCACID Quality of Life Committee - Town Center/Noonday Creek Trail/KSU Bike/Ped Connector

LOCATION: Town Center Area CID Office

Attendees: Kelly Keappler – TCACID Board Member  
Dan Buyers – TCACID Board Member  
Ed Allen – TCACID Board Member  
Lanie Shipp – TCACID Staff  
Mary Lou Stephens – TCACID Staff  
Russ – Cobb DOT  
Allen Krivsky–H&L  
Patrick Peters – H&L  
Brandon Kelley – H&L

## Purpose

This meeting was held to discuss the Town Center/Noonday Creek Trail/KSU Bike/Pedestrian Connector and the project background with the Town Center Area Community Improvement District's Quality of Life Committee.

- The Noonday Creek Trail bridge will allow the connection from Town Center Mall to the KSU sports complex.
- The TCACID has coordinated with Woody Snell and his development will build the trail adjacent to his development as each phase is constructed – must go through.
- The intent of the project is to provide the most direct, unimpeded, non-conflicting route from the Town Center Mall to the Skip Spann Connector trail – think cyclists.
- The preferred alignment should minimize required right-of-way; keep ease of procurement in mind (CCT, GRTA).
- Typical sections should be uniform unless a good reason is given – minimizing right-of-way; avoiding utilities.
- There will need to be a signalized crossing at Big Shanty Road.

# Meeting Minutes

DATE: June 27, 2014

SUBJECT: Kennesaw State Input for Town Center/Noonday Creek Trail/KSU  
Bike/Ped Connector

LOCATION: KSU Facility Design & Construction Services Office

Attendees: Mark Lawson - KSU  
Andrew Yakimovich - KSU  
Craig VanDevere - KSU  
Russ – Cobb DOT  
Allen Krivsky–H&L  
Patrick Peters – H&L  
Brandon Kelley – H&L

## Purpose

This meeting was held to discuss the Town Center/Noonday Creek Trail/KSU Bike/Pedestrian Connector and the concerns and ideas that Kennesaw State has regarding the project.

- There are concerns with the crossing at Chastain Road
- Old Brand Smart property may be developed for KSU band/music facilities
  - Crossing property does not appear to be a concern
- Carefully study the CCT area
- Students probably will look for access to businesses at The Village at Town Park
  - Spur (red alternative) to businesses in addition to blue route
- Cobb County BRT Route coordination suggested
- Include Mark and Craig on future emails and coordination
- Auto dealership (KIA) to construct Noonday Creek Connector to Big Shanty?

# MEETING MINUTES



**Heath & Lineback Engineers, Inc.**  
2390 Canton Rd. Building 200  
Marietta, GA 30066

**DATE:** July 10, 2014

**SUBJECT:** Town Center / Noonday Creek Trail / KSU Pedestrian/Bike Connector Trail

**LOCATION:** Town Center Area CID- Planning & Infrastructure Committee

**ATTENDEES: Committee Members:** Ed Allen (Chairman), Kerry O'Brien, Kelly Keappler and Dan Buyers; Mason Zimmerman, Ex-Officio

**Staff:** Lanie Shipp, Mary Lou Stephens, and Jennine Duelge

**Guests:** Allen Krivsky, Heath-Lineback Engineers; and, Russ Ford, CCDOT

**Purpose:** The meeting was held to updated the TCACID Planning & Infrastructure Committee on the status of the project and seek their input in order to complete the concept report.

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Allen updated the committee on activity and meetings since meeting with the Quality of Life Committee. H&L and Russ Ford met with KSU Facility Design and Planning Group, Mark Lawson, Andrew Yakimovich, and Craig VanDevere. They agreed that the route provided the most direct connection between the Skip Spann Connector roundabout and Town Center was preferable. They expressed concerns with the crossing at Chastain Road but understood that crossing at Chastain was necessary. They commented that a trail spur from the roundabout east into the restaurant section is desired.

H&L has developed a GDOT Draft Concept Report. Allen distributed copies of the draft report to the committee.

Allen described details about the trail beginning at the Noonday Creek Trail. The layout depicted the phase 1 plan of the Town Village development. The plan reflects a 10 foot multi-use path on the east side of the road and we understand bike lanes will be on the road. We measured the width of the roadway curb and gutter in the field and we are not sure there is sufficient width for bike lanes. The main roadway through the development is constructed.

CID staff will research the commitments and agreements made with the developer, Woody Snell, and H&L will assist with coordinating and understanding the trail through the development.

Details on the trail typical section were discussed. The CID desired a separate bike lane and pedestrian path. After discussion, H&L understands the desired typical section from the back of curb is a 8 ft bike path adjacent to a 5 ft pedestrian path. The pedestrian path was depicted to vary from 3.5 feet to 5 feet to limit impacts in constrained areas. H&L will evaluate the desired typical section with bicycle and pedestrian guides and study concepts to meet the desires of the CID.

H&L requests the TAP Grant Application that provides details on the desired trail. H&L requested Woody Snell's development zoning and permit plans that depict trail details. The CID and Russ Ford will formally request this information.

Allen asked whether lighting and landscaping is desired. We will check the TAP Grant Application. H&L will evaluate the existing lighting along the existing roads, research a potential KSU lighting district

# MEETING MINUTES



**Heath & Lineback Engineers, Inc.**  
2390 Canton Rd. Building 200  
Marietta, GA 30066

plan along Big Shanty, and address lighting in the concept study. Consider KSU working students in the area and KSU's desire for lighting.

Landscaping at some level is desired. H&L will address in the concept study. The CID desires benches, trash cans, and rest areas along the trail.

The next step is to develop the concept further with typical section options and amenities, develop cost estimates to determine necessary funding and present to the TCACID Board tentatively on July 22<sup>nd</sup>.

SUBJECT: Presentation and discuss of PI 0012874 Town Center/Noonday/KSU Bike/Ped. Concept Report to TCACID Board at their monthly meeting.

**Town Center Area CID Regular  
Meeting July 22, 2014  
7:30: a.m.  
245 Town Park Drive, Kennesaw, GA**

**Attendance**

**Board Members:** Mason Zimmerman, Kelly Keappler, Dan Buyers, and Dan Styf  
**County:** Commissioner Helen Goreham, David Montanye, Jim Willgus, Mike Wright, and Russ Ford  
**Staff:** Lanie Shipp, Jennine Duelge, and Lynn Rainey  
**Guests:** James Hudgins, ARCADIS; Chris Rideout, Croy Engineering; Richy Stephens, Newport Development; Allen Krivsky, Patrick Peters and Brandon Kelley, Heath & Lineback Engineers; Heidi Isom, Marietta Power; and Allie Velleca, GA Commute Options

**Purpose:** The meeting was held to present and discuss the concept report, including displays and alternates, to the TCACID Board.

**Project Reports:**

**TAP Bike---Ped Trail Update** - Lanie introduced **Allen Krivsky of Heath and Lineback**. Allen further introduced Patrick Peters and Brandon Kelley also of Heath & Lineback and project team members. Allen presented an a/v update on the project.

H & L has looked at several alternates for the trail. The recommended route is:

- Start at the back of the mall as planned, go over the Noonday Ped Bridge/through the Hidden Forest development,
- Cross Big Shanty to an existing asphalt trail (needing possible upgrade) and on to George Busbee Parkway
- Go behind the GRTA/CCT lots and up the west side of Busbee Drive (good area for extra enhancements)
- Cross Chastain Road at the Skip Spann Connector Slip Ramp and finish at the Skip Spann Connector Roundabout via Busbee Drive. (This section is tight/narrow.)

The cross at Big Shanty and Hidden Forest will require a pedestrian signal/rapid---flashing beacon. However, once the development is complete it will warrant a traffic signal. The cross at Chastain Road/Slip Ramp will require a signal upgrade/change that is not currently in the Skip Spann Connector plan. The type of signal recommended/needed is already in use at the Barrett Parkway/Mall Blvd Slip Ramp (changing only when pedestrian crossing is initiated).

H&L recommends a 3---foot section from the curb/travel---way, with 2---way bike section at 4 feet each way and a 5---foot pedestrian section. Total width of 13 feet. Bike and Ped are separated by painted lines with pedestrian and cycling symbols painted along the path. Section behind GRTA/CCT to be 12 feet wide.

The Hidden Forest section is planned/permitted at 15 feet wide in total (5, 5 and 5) with a 6---foot grass section. The area directly east of the existing apartments, just north of Woody's development, is not part of the current development. This section of the trail would not be constructed by Woody/TV Holdings.

Mason asked if the section at the Skip Spann Connector could go behind the Hotels. H & L will look into moving this section to the back of the property line. It was also recommended that one side (either bike or ped) of the path be stained concrete to show clear differentiation.

**The County will look at the free flow light at the Slip Ramp.** David Montanye recommended we look into asphalt, as it is preferred by runners/pedestrians. Commissioner Goreham recommended bike racks be available at points in the trail. A Rental Bike program was also recommended.

# Meeting Minutes

DATE: September 16, 2014

SUBJECT: P.I. No. 0012874 – Cobb County, Town Center/Noonday Creek Trail/KSU Bike/Ped Connector Concept Team Meeting

LOCATION: GDOT General Office, Room 402

Attendees: Merishia Robinson – GDOT, ODP, Project Manager  
Jean Hee Barrett – ARC  
Matt Sanders – GDOT, Engineering Services  
Steve Sander – GDOT, Engineering Services  
Julia Billings – GDOT, Planning  
David Borchardt – GDOT, Environmental Services  
Chandria Brown – GDOT, District Program Manager  
Katrina Anderson – GDOT, Right-of-Way  
Ashley Ikpelue – GDOT, District 7 Traffic Operations  
Kathy Zahul – GDOT, TMC  
Jennine Duelge – TCACID Staff  
Russ Ford – Cobb DOT  
Josh Winter – Winter Design  
Allen Krivsky – H&L  
Patrick Peters – H&L

**Purpose:**

This Concept Team Meeting was held to review and finalize the concept/scope for the Town Center/Noonday Creek Trail/KSU Bike/Pedestrian Connector.

- Merishia opened the meeting by going over the meeting agenda and had all attendees introduce themselves.
- Allen read the project justification statement and then presented the concept presentation that was originally given to the Town Center Area Community Improvement District (TCACID), which included the following:
  - Project Background Information
  - Existing Conditions
  - Project Alternates
  - Typical Sections
- Merishia led a discussion of the submitted concept report.
  - General Comments
    - Consider adding a median on the southern Busbee Drive approach to Chastain Road that would limit vehicles exiting driveway to right out.
    - Consider median islands adjacent to bus stops along Busbee Drive where traffic generators are located.
    - Clarify references to a trail or a path and be consistent with the terminology.

## Heath & Lineback Engineers, Inc.

- Verify that existing facilities connecting to the project comply with PROWAG/ADA and upgrade any that do not.
- Coordinate further with Cobb County and the Skip Spann Connector design consultant for current construction at the intersection of Busbee Drive and Chastain Road specifically regarding the west roadway shoulder, slip lane to I-75 north, and traffic signal.
- Merishia will email additional comments she has received.
- Cover/Signature Page and Location Map
  - Remove the county project number.
- Planning and Background Data
  - Note the plan that the project originated from in the project justification statement.
  - Briefly expand on the existing facilities and why they are inadequate for bicyclists.
  - Use alternate wording in lieu of “safety”.
- Context Sensitive Solutions – No Comments
- Design and Structural Data – No Comments
- Environmental Data
  - The project qualifies for a Programmatic Categorical Exclusion (PCE).
  - PCE box is checked under anticipated environmental document, but a CE with potential for a PCE is mentioned later in the section – clarify.
- Cost Estimate
  - Project funding needs to be determined/clarified.
  - Use CES for construction cost estimate.
  - Use the GDOT’s form for the right-of-way cost estimate.
  - Verify that utility cost estimate shows reimbursable and non-reimbursable costs correctly.
- Additional Comments
  - ARC
    - The new call is scheduled for next month. The new application is extensive. There will be some questions relating to design. The level of information provided in the concept report is appropriate for the application.
    - TCACID and Cobb County need to have funding contingency plans.
  - District 7 Traffic Operations
    - The rapid flashing pedestrian beacon may require permitting and warrant study. Ashley will verify since it is an off-system route.
  - GDOT PM
    - Finalize the project schedule based on current concept scope and project understanding and current funds available from TAP. Funding application decisions will occur in spring of 2015 and the schedule will be modified if funding dictates.
  - Emailed Comments
    - Steve Sander
      - A traffic control pay item needs to be added.
      - The Class B Concrete (500-3200) should be replaced with Class B Concrete, Retaining Wall (500-3201) if the quantity refers to retaining walls.
    - Patrick Allen
      - Note that the local government is funding the utilities costs in the concept report if this is the case.

## Heath & Lineback Engineers, Inc.

- The utility estimate should reflect the general rule of thumb that utilities within the existing ROW are non-reimbursable and only the pole owner is reimbursable where multiple utilities are attached aerially.
- Verify whether this is a GDOT or local let.
- Kim Phillips
  - Please be sure to use the correct terminology for the pedestrian facility.
  - Please ensure the submitting team signs the document prior to submitting the concept report.
  - A legend would be useful to include on the maps.
  - Placement of items such as flashing beacons, proposed crosswalks and proposed wall sections should be shown on the maps.
  - Does the “trail” have logical termini?
  - Why does the “trail” not tie to the proposed student housing?
  - Will comparable pedestrian facilities to the “trail” be provided when the student housing project is complete?
  - Less subjective wording is recommended in place of “safe”.
  - Will the lighting be adequate throughout the proposed “trail”?
  - It is recommended to provide a comment with regards to maintaining security. Will cameras, patrol, set hours of operation, or emergency phones be present?
  - Why is the “trail” not matching the 14’ existing section? Why is not represented on the typical?
  - It is recommended to clarify where the “trail” ties and whether the structure of existing facilities will be used or replaced? The existing description make it sound like the “trail” will run beside the existing facilities. The typical section may somewhat support this (it only shows new concrete). Will there be a buffer or will the new trail incorporate the old? Will the old pedestrian facility be torn out or utilized to help comprise the new “trail”?
  - The table should be clear whether is describing the neighboring roadways or the proposed “trail”. If items don’t apply, the table may be greatly simplified even down to a statement. Items in the table actually look incorrect. Five lanes for the trail?
  - Remove instructions.
  - CES format and current format required by Engineering Services should be used (accessible at ROADS).
  - Engineering and contingencies should not be included in the base cost.
  - Only show the preferred costs in the attachments.
  - Should erosion, signage (word and markings), crosswalks, reflectors, thermoplastic, and other items be included?
  - Will there be mitigation costs?
  - All ROW costs should be approved by GDOT.
  - Include range with proposed ROW varies.

## Heath & Lineback Engineers, Inc.

- Depending on the type and size wall, the Bridge engineer's recommendation may be needed.
  - For RRFBs, traffic studies, sight distance considerations and traffic counts may be needed and may need to be documented in the report.
  - The attachments show signed agreements but none were attached.
- Actions Items
    - Draft meeting minutes to be distributed by 9-23-14.
    - Final meeting minutes to be distributed by 9-30-14.
    - Final Concept Report will be submitted by 9-30-14.

## Environmental Screening Survey

**Site Name:** Kennesaw State University (KSU)/Noonday Creek/Town Center Trail  
**County:** Cobb  
**GDOT P.I. No.:** 0012874  
**Consultant Firms:** Edwards-Pitman Environmental, Inc. for Heath & Lineback Engineers  
**Date:** May 27, 2014

**Site Description:** The proposed project would involve construction of a multi-use path that would provide bike and pedestrian connectivity between the areas of Kennesaw State University, Town Center Mall, and Noonday Creek Trail (currently under construction). The study area for this environmental screening is bordered by Interstate 75 (I-75) to the west, I-575 to the east, Town Center Mall to the south and an area north of Chastain Road to the north. The approximate limits of this survey area (as provided by Heath & Lineback Engineers) are provided in the orange outline on the aerial photograph below.



**General Land Use Description:**

The land within the screening area is predominantly densely developed commercial properties. The vegetative communities are generally manicured landscapes. Small forested pockets persist between developed properties, within the Interstate 75 (I-75) or I-575 right-of-way, or along riparian corridors within the screening area. Due to the development density, the natural topography in the area has largely been altered.

**Ecology:**

Author: Collin Lane

Date Surveyed: May 16, 2014

Ecological Resource(s) Identified:	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>		
Resource Type:	Stream	<input checked="" type="checkbox"/>	Wetland	<input checked="" type="checkbox"/>	Open Water	<input checked="" type="checkbox"/>
Any State Buffered Waters?	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>		
Any Jurisdictional Waters?	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>		

**Streams/Wetlands:**

On May 16, 2014, Collin Lane, an Edwards-Pitman Environmental, Inc. (EPEI) Senior Ecologist, performed a screening survey for environmental resources located within and immediately adjacent to the screening area depicted on the attached *State and Federal Waters Map*.

The screening survey identified a total of 10 jurisdictional wetlands, 13 jurisdictional intermittent or perennial streams, two jurisdictional open waters, ten non-jurisdictional non-buffered state waters (NBSW) (three gullies, seven detention basins), and three non-jurisdictional buffered state waters (detention ponds). These resources were not delineated and are only approximately located on the attached *State and Federal Waters Maps* (Maps A1, B1 and B2, pages 3 through 5). This information is for planning purposes only and a full delineation of the waters of the US should be performed prior to project permitting and construction.

**Protected Species:**

Additionally as a part of the environmental screening, the US Fish and Wildlife Service’s (USFWS) Information, Planning, and Conservation System (IPaC) and the Georgia Department of Natural Resource (GADNR) websites were consulted for information regarding potential impacts to federally protected species related to implementation of the proposed project. The USFWS IPaC list identifies three species of concern within Cobb County, including the federally threatened Cherokee darter (*Etheostoma scotti*) and little amphianthus (*Amphianthus pusillus*), and the proposed federally endangered northern long-eared bat (*Myotis septentrionalis*). The GADNR Cobb County list identifies the federally threatened Cherokee darter, federally endangered Gulf moccasinshell (*Medionidus penicillatus*) and dwarf sumac (*Rhus michauxii*), and two federal candidate species, the monkeyface orchid (*Platanthera integrilabia*) and Georgia aster (*Symphytichum georgianum*) as having known occurrences within Cobb County. In addition to the above mentioned federally protected species, three state protected species are listed on the GADNR quarter-quad lists within three miles of the proposed project including the sun-loving draba (*Draba aprica*), delicate spike (*Elliptio arctata*), and Chattahoochee crayfish (*Cambarus howardi*).

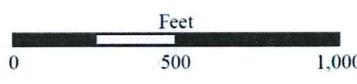
The proposed project occurs within the Etowah River watershed [Hydrologic Unit Code (HUC) 03150104]. One federally protected species, Gulf moccasinshell, and two state protected species, delicate spike and Chattahoochee crayfish, do not occur within the same watershed as the proposed project; therefore, would not be a species of concern during project development or construction.

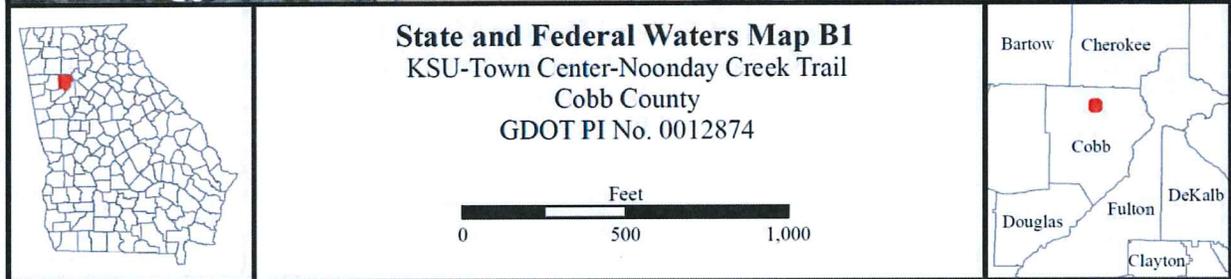
**Little Amphianthus – Federally Threatened**

Little amphianthus occurs on shallow, flat bottomed depressions (vernal pools) on granite outcrops with thin, gravelly soils and winter-spring inundation. No granite outcrops were observed within the screening area. More intensive field surveys may identify habitat for this species; however, based on the screening survey it does not appear that little amphianthus would be a species of concern during project development.



**State and Federal Waters Map A1**  
 KSU-Town Center-Noonday Creek Trail  
 Cobb County  
 GDOT PI No. 0012874



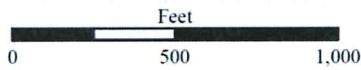




Source: ESRI Aerial Imagery 2014



**State and Federal Waters Map B2**  
 KSU-Town Center-Noonday Creek Trail  
 Cobb County  
 GDOT PI No. 0012874



#### Cherokee Darter – Federally Threatened

Cherokee darters typically inhabit small to medium sized streams and are found in association with gravel and cobble substrate. They are not found in streams with moderate or thick deposits of silt and sediment, as they require clean bed sediment for spawning. The majority of streams identified within the screening area had substantial sediment loads; however, areas of thinner sediment deposits and gravel/cobble substrates were observed. A protected aquatic species survey would potentially be required, depending on the project alignment.

#### Dwarf Sumac – Federally Endangered

Dwarf sumac are found in dry, open, rocky, or sandy woodlands over mafic bedrock with high level of calcium, magnesium, or iron; often on ridges and river bluffs. The wooded areas observed within the screening area were generally too densely vegetated to support the dwarf sumac. More intensive surveys may identify pockets of suitable habitat for this species; however, based on the screening survey it does not appear that dwarf sumac would be a species of concern during project development.

#### Northern Long-Eared Bat – Proposed Endangered

The northern long-eared bat relies on dense areas of forest for maternity and day roosts. During the day, this species may roost in cavities in trees or in crevices under loose bark. It may also roost in buildings and other man-made structures. The northern long-eared bat is known to forage along forest edges, on hillsides and ridges, in clearings, canopies, and over water. The northern long-eared bat hibernates in small groups in caves and abandoned mines from late autumn to early spring. No caves or abandoned mines were observed during the screening survey; however, forested habitats within the screening area provide potential roosting habitat, flyways, and foraging habitat. Due to the significant fragmentation of habitat within the screening area, it is unlikely that northern long-eared bats would utilize the area; however, utilization of the area cannot be ruled out. Once the project alignment is determined, a more detailed analysis of the habitat within the survey area can be performed and the need for further studies can be assessed.

#### Monkeyface Orchid – Federal Candidate

Monkeyface orchids are found in seepage sphagnum bogs, near springheads, on seepy stream banks, or in red maple (*Acer rubrum*) – blackgum (*Nyssa sylvatica*) swamps. It often is found growing with primrose-leafed violet (*Viola primulifolia*), green woodland orchid (*Platanthera clavellata*), cowbane (*Cicuta virosa*), and grass-of-Parnassus (*Parnassia* spp.). Seepy wetlands were observed within the screening area and further examination of these habitats would be warranted during project development in order to determine the suitability of these areas as habitat for monkeyface orchids.

#### Georgia Aster – Federal Candidate

Georgia aster are found at the edges and openings in rocky, upland oak (*Quercus* spp.)-hickory (*Carya* spp.)-pine (*Pinus* spp.) forests, and rights-of-way through these habitats, usually with circumneutral soils. The majority of the screening area consisted of highly manicured and maintained landscapes, which would not provide suitable habitat for Georgia aster. However, portions of the screening area do contain utility line rights-of-way and road rights-of-way which are less manicured and warrant a more detailed analysis during project development, in order to determine the suitability of these areas for Georgia aster.

#### Sun-loving Draba – State Endangered

Sun-loving draba are found in areas of shallow soils, on and around granite outcrops, usually near the edges of “islands” of eastern red cedar (*Juniperus virginiana*) trees. No granite outcrops or areas of shallow soils were observed within the screening area. More intensive field surveys may identify habitat for this species; however, based on the screening survey it does not appear that sun-loving draba would be a species of concern during project development.

**Archaeology:**

Author: Andrew Carbo

Date Surveyed: May 14, 2014

Archaeological Resource(s) Identified:

Within One Kilometer: Yes  No  Number of Sites: 18

Within Survey Boundary: Yes  No  Number of Sites: 5

On May 14, 2014, a check of the Georgia Archaeological Site File (GASF) was conducted electronically for this project using the GNAHRGIS database at the University of Georgia in Athens. Eighteen previously identified archaeological sites are located within a one-kilometer radius of the proposed site. Summary information of these 18 sites is provided in the table, below:

**Previously Recorded Sites Within 1-Kilometer Of Screening Area:**

<u>Site #</u>	<u>UTM Easting</u>	<u>UTM Northing</u>	<u>NRHP Eligibility</u>	<u>Description</u>
9CO96	723648	3768324	Unknown	Lithic scatter
9CO111	725465	3767360	Unknown	Lithic scatter
9CO112	724276	3767180	Unknown	Lithic scatter
9CO113	725824	3766804	Unknown	Lithic scatter, possible quarry
9CO114	725020	3766700	Unknown	Lithic scatter
9CO265	723440	3766815	Unknown	Multicomponent artifact scatter
9CO267	723710	3766450	Unknown	Quarry site, possibly Archaic
9CO268	723660	3766730	Unknown	Civil War artifact scatter
9CO279	723710	3767230	Unknown	Prehistoric artifact scatter
9CO280	723710	3767790	Recommended Ineligible	Lithic scatter
9CO292	723850	3767150	Unknown	Early Archaic quarry
9CO441	724460	3767000	Unknown	Lithic scatter
9CO446/9CO125	723300	3768050	Unknown	Lithic scatter & historic house site
9CO487	725240	3767900	Unknown	Multicomponent artifact scatter
9CO501	724380	3768580	Recommended Ineligible	Chimney stack
9CO502	724520	3767720	Recommended Ineligible	Historic artifact scatter
9CO669	723549	3767178	Recommended Eligible	Middle Woodland artifact scatter
9CO705	725945	3767840	Unknown	No Info other than location

Furthermore, five previously recorded archaeological sites fall within the Area of Potential Effect (APE) of the currently proposed site. Summary information of these five sites is provided in the table, below:

**Previously Recorded Sites Within APE/Screening Area:**

<u>Site #</u>	<u>UTM Easting</u>	<u>UTM Northing</u>	<u>NRHP Eligibility</u>	<u>Description</u>
9CO112	724276	3767180	Unknown	Lithic scatter
9CO114	725020	3766700	Unknown	Lithic scatter
9CO441	724460	3767000	Unknown	Lithic scatter
9CO501	724380	3768580	Recommended Ineligible	Chimney stack
9CO502	724520	3767720	Recommended Ineligible	Historic artifact scatter

The locations of these sites relative to the survey are boundaries are provided in the graphic on page 8.

