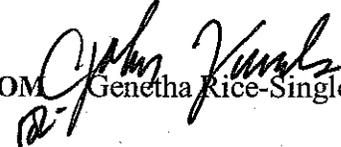


**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

**INTERDEPARTMENT CORRESPONDENCE**

**FILE** P. I. No. 751650-, Fulton County **OFFICE** Preconstruction  
STP00-9408-00(003)  
Widening of SR 961/Old Alabama Road  
From SR 140/Holcomb Bridge Road to Jones Bridge Road **DATE** May 4, 2009

**FROM**  Genetha Rice-Singleton, Assistant Director of Preconstruction

**TO** SEE DISTRIBUTION

**SUBJECT** APPROVED PROJECT CONCEPT REPORT

Attached for your files is the approval for subject project.

Attachment

**DISTRIBUTION:**

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

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

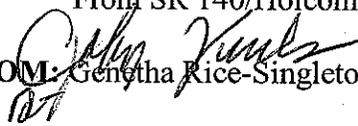
**INTERDEPARTMENTAL CORRESPONDENCE**

**FILE:** P.I. No. 751650-, Fulton County  
STP00-9408-00(003)

**OFFICE:** Preconstruction

Widening of SR 961/Old Alabama Road -  
From SR 140/Holcomb Bridge Road to Jones Bridge Road

**DATE:** April 23, 2009

**FROM:**  Genetha Rice-Singleton, Assistant Director of Preconstruction

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

**SUBJECT: PROJECT CONCEPT REPORT**

This project proposes to widen and reconstruct SR 961/ Old Alabama Road from SR 140/ Holcomb Bridge Road to Jones Bridge Road, for a total of 4.60 miles. The purpose of this project is to provide improvements along the Old Alabama corridor to improve mobility, decrease travel time delays, improve signal operations, enhance safety, reduce congestion and improve bike and pedestrian accommodations. Old Alabama Road is an urban minor arterial, and the existing roadway varies from a minimum of two travel lanes (one in each direction) and a maximum of five lanes, including two travel lanes in each direction with a center turn lane. In addition to the through lanes, some right turn lanes are provided at intersections, commercial establishments, and subdivisions. The posted speed along the majority of the corridor is 45 MPH with a short section posted at 40 MPH. The existing traffic on Old Alabama Road range from 14,000 to 27000 VPD and the highest volumes are between Nesbit Ferry Road and Jones Bridge Road. Future traffic projections (18,000-36,000 VPD) reveal that traffic will continue to increase on an already congested roadway. Crash data also reveals that along Old Alabama Road within the project limits, crash and injury rates exceeded the statewide averages for 2003 and 2005. The current lane configuration is inadequate to handle the projected traffic volumes. In the year 2032, eleven of fifteen intersections are projected to operate at Level of Service (LOS) "E" or "F" during one or both peak time periods, and all but one roadway segment in one direction will operate at LOS "E" or worse.

The project proposes to widen Old Alabama Road to two, 11' lanes in each direction divided by a 20' raised median as well as curb and gutter and 5' sidewalks from Holcomb Bridge Road to Big Creek Park. This typical section continues to Rouse Lane with the exception of the 5' sidewalk on the north side which changes to a 10' multi-purpose path to accommodate bicycles as well as pedestrians. Roswell has a designated bicycle route, The Roswell Loop, which begins at Big Creek Park and continues along Old Alabama Road to Nesbit Ferry Road where it turns south on Nesbit Ferry Road. The typical section transitions at Rouse Lane to a five lane section with two 11' lanes in each direction and a 14' raised or flush median as needed to accommodate left turn lanes. This section continues to Hunters Cove where it transitions and ties to four 11' lanes with a raised median being constructed under Project HPP-0005-00(428) and continues 600' past Jones Bridge Road. At this point, the improvements will tie into Project CSSTP-0008-00(425).

Along the entire length from Big Creek Park to 600' east of Jones Bridge Road, a 10' multi-purpose path on the north side and a 5' sidewalk on the south side will be provided. Traffic will be maintained via staging during construction.

Environmental concerns include requiring a COE 404 permit; An Environmental Assessment is anticipated; a Public Hearing Open House will be held; Time saving procedures are not appropriate.

The estimated costs for this project are:

	<u>PROPOSED</u>	<u>APPROVED</u>	<u>FUNDING</u>	<u>PROG DATE</u>
Construction (includes E&C)	\$13,064,000	\$20,355,138	L240	LR
Right-of-way	\$3,816,000	\$5,000,000	L240	LR
Utilities*	\$3,840,000			

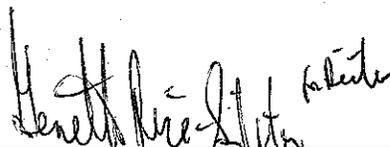
\*Agreement sent requesting Fulton County be responsible for Utilities and ROW/GDOT funds not to exceed \$5 Million.

I recommend this project concept be approved.

GRS: JDQ

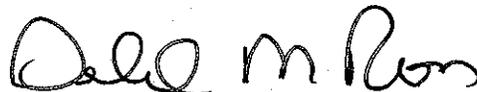
Attachment

CONCUR



Director of Preconstruction

APPROVED



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

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA  
OFFICE OF CONSULTANT DESIGN

PROJECT CONCEPT REPORT

Project Number: STP-9408(3)  
County: Fulton  
P.I. Number: 751650

Federal Route Number: N/A  
State Route Number: 961

Improvements to SR 961/Old Alabama Road from SR 140/Holcomb Bridge Road to Jones Bridge Road

Recommendation for approval:

12/12/2008  
DATE

12-16-08  
DATE

Kimberly W. Nesbitt  
Project Manager

Michael A. Hitchcock  
State Program Delivery & Consultant Design Engineer

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

\_\_\_\_\_  
DATE

\_\_\_\_\_  
State Transportation Planning Administrator

\_\_\_\_\_  
DATE

\_\_\_\_\_  
State Transportation Financial Management Administrator

\_\_\_\_\_  
DATE

\_\_\_\_\_  
State Environmental / Location Engineer

\_\_\_\_\_  
DATE

\_\_\_\_\_  
State Traffic Safety and Design Engineer

\_\_\_\_\_  
DATE

\_\_\_\_\_  
District Engineer

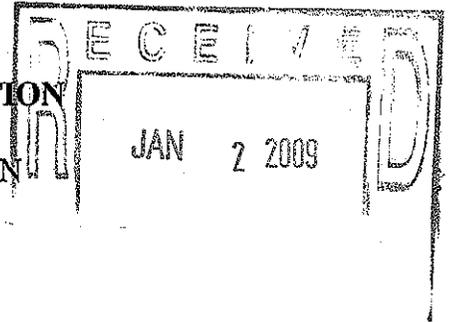
\_\_\_\_\_  
DATE

\_\_\_\_\_  
Project Review Engineer

\_\_\_\_\_  
DATE

\_\_\_\_\_  
State Bridge & Structural Design Engineer

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA  
OFFICE OF CONSULTANT DESIGN



PROJECT CONCEPT REPORT

Project Number: STP-9408(3)  
County: Fulton  
P.I. Number: 751650

Federal Route Number: N/A  
State Route Number: 961

Improvements to SR 961/Old Alabama Road from SR 140/Holcomb Bridge Road to Jones Bridge Road

Recommendation for approval:

12/12/2008  
DATE

Kimberly W. Nesbitt  
Project Manager

12-16-08  
DATE

Michael A. Hitchcock  
State Program Delivery & Consultant Design Engineer

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

12/29/08  
DATE

Angela S. Alexander  
State Transportation Planning Administrator

\_\_\_\_\_  
DATE

\_\_\_\_\_  
State Transportation Financial Management Administrator

\_\_\_\_\_  
DATE

\_\_\_\_\_  
State Environmental / Location Engineer

\_\_\_\_\_  
DATE

\_\_\_\_\_  
State Traffic Safety and Design Engineer

\_\_\_\_\_  
DATE

\_\_\_\_\_  
District Engineer

\_\_\_\_\_  
DATE

\_\_\_\_\_  
Project Review Engineer

\_\_\_\_\_  
DATE

\_\_\_\_\_  
State Bridge & Structural Design Engineer

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA  
OFFICE OF CONSULTANT DESIGN

PROJECT CONCEPT REPORT

Project Number: STP-9408(3)  
County: Fulton  
P.I. Number: 751650

Federal Route Number: N/A  
State Route Number: 961

**Improvements to SR 961/Old Alabama Road from SR 140/Holcomb Bridge Road to Jones Bridge Road**

Recommendation for approval:

\_\_\_\_\_  
DATE Project Manager

\_\_\_\_\_  
DATE State Program Delivery & Consultant Design Engineer

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

\_\_\_\_\_  
DATE State Transportation Planning Administrator

\_\_\_\_\_  
DATE State Transportation Financial Management Administrator

\_\_\_\_\_  
DATE State Environmental/Location Engineer

12-22-08  
\_\_\_\_\_  
DATE State Traffic Safety and Design Engineer

\_\_\_\_\_  
DATE District Engineer

\_\_\_\_\_  
DATE Project Review Engineer

\_\_\_\_\_  
DATE State Bridge & Structural Design Engineer

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

**INTERDEPARTMENT CORRESPONDENCE**

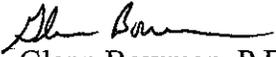
**FILE: P.I. No. 751650**

**OFFICE: Environment/Location**

**PROJECT No. STP-9408(3) / FULTON County**

**DATE: 1/21/09**

**Improvements to SR 961/Old Alabama Rd. from SR 140/Holcomb Bridge Rd. to Jones Bridge Rd.**

**FROM:**   
Glenn Bowman, P.E., State Environmental/Location Engineer  
**TO:** Genetha Rice-Singleton, Assistant Director of Preconstruction  
**SUBJECT: PROJECT CONCEPT REPORT REVIEW**

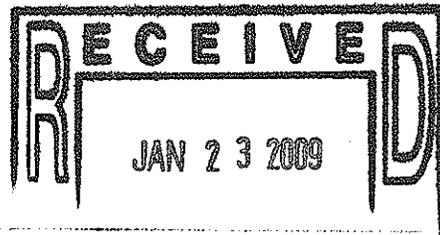
The Concept Report for the above project has been reviewed and appears satisfactory for approval with the following comment:

1. The concept report shows a twelve (12) month schedule for the EA/FONSI. The project is currently scheduled for right of way authorization in July 2009 which does not allow enough time for development and approval of the environmental document.

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

GB:lc

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



**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA  
OFFICE OF CONSULTANT DESIGN**

**PROJECT CONCEPT REPORT**

Project Number: STP-9408(3)  
County: Fulton  
P.I. Number: 751650

Federal Route Number: N/A  
State Route Number: 961

<b>Improvements to SR 961/Old Alabama Road from SR 140/Holcomb Bridge Road to Jones Bridge Road</b>
---

Recommendation for approval:

\_\_\_\_\_  
DATE

\_\_\_\_\_  
Project Manager

\_\_\_\_\_  
DATE

\_\_\_\_\_  
State Program Delivery & Consultant Design Engineer

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

\_\_\_\_\_  
DATE

\_\_\_\_\_  
State Transportation Planning Administrator

\_\_\_\_\_  
DATE

\_\_\_\_\_  
State Transportation Financial Management Administrator

\_\_\_\_\_  
DATE

*1/21/09*

*Sh Bonn*  
\_\_\_\_\_  
State Environmental / Location Engineer

\_\_\_\_\_  
DATE

\_\_\_\_\_  
State Traffic Safety and Design Engineer

\_\_\_\_\_  
DATE

\_\_\_\_\_  
District Engineer

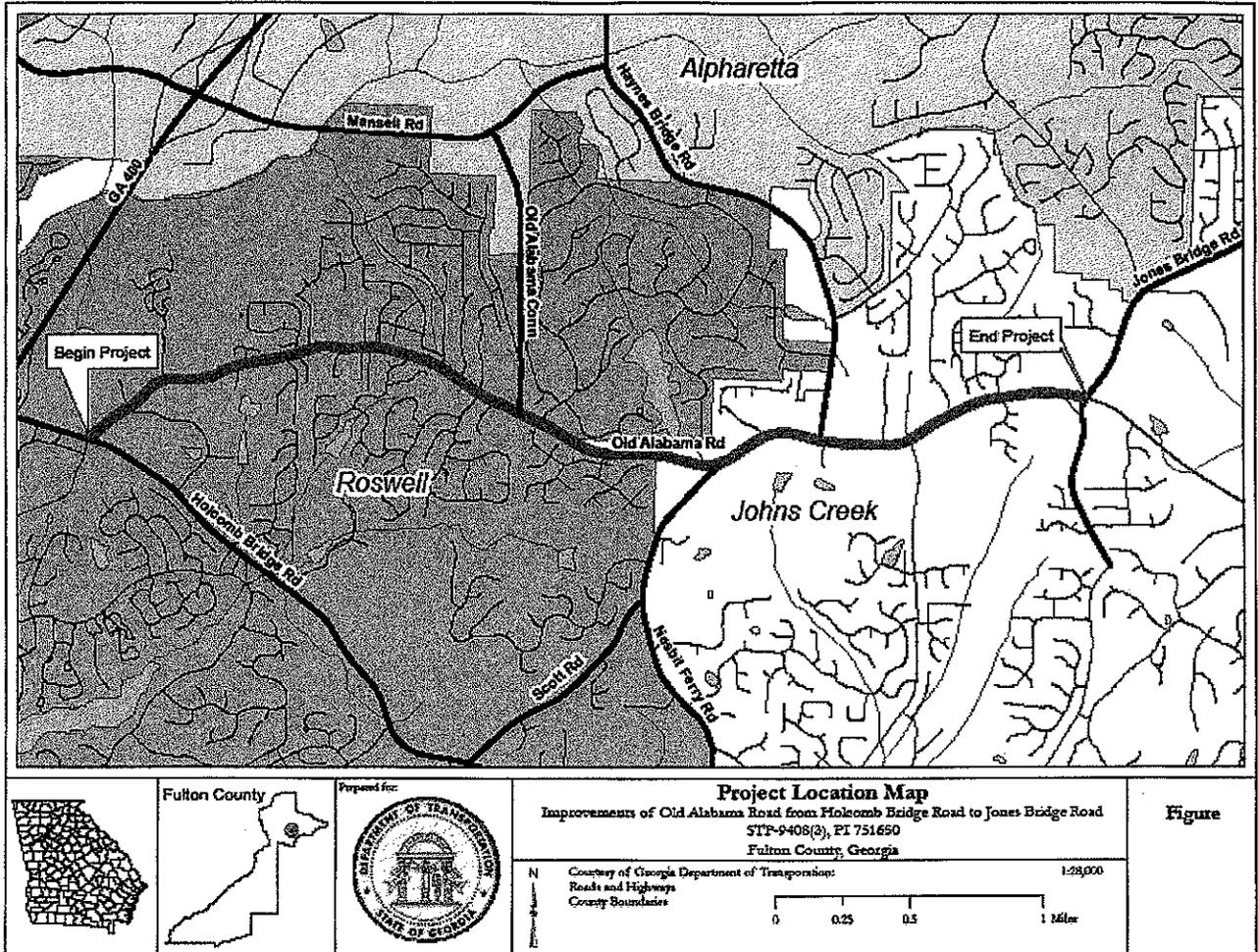
\_\_\_\_\_  
DATE

\_\_\_\_\_  
Project Review Engineer

\_\_\_\_\_  
DATE

\_\_\_\_\_  
State Bridge & Structural Design Engineer

Project Concept Report Page 2  
 Project Number: STP-9408(3)  
 P.I. Number: 751650  
 County: Fulton



## **NEED AND PURPOSE**

### **A. Introduction**

The Georgia Department of Transportation (GDOT) proposes to improve SR 961/Old Alabama Road from Holcomb Bridge Road to Jones Bridge Road within the cities of Roswell and Johns Creek. GDOT references the project as Project STP-9408(3), P.I. No.751650. The total project length is approximately 4.6 miles.

Old Alabama Road is an urban minor arterial, and the existing roadway varies from a minimum of two travel lanes (one in each direction) and a maximum of five lanes, including two travel lanes in each direction with a center left turn lane. In addition to the through lanes, some right and left turn lanes are provided at intersections, commercial establishments, and subdivisions.

The posted speed limit along the majority of Old Alabama Road is 45 miles per hour. A short section from Holcomb Bridge Road (SR 140) to just east of the Holcomb Woods Parkway/Sun Trust Driveway has a posted speed limit of 40 miles per hour. Sidewalks are provided inconsistently and are usually located in front of subdivisions, and there are long stretches without any sidewalks.

Old Alabama Road serves local and regional traffic for up to 27,000 vehicles per day. Old Alabama Road locally serves people with direct access to and within the cities of Roswell and Johns Creek, and indirectly to the City of Alpharetta with several intersecting roadways such as Old Alabama Connector, Haynes Bridge Road, and Jones Bridge Road. Many single-family residential neighborhoods are located along the corridor and have direct access with Old Alabama Road. Commercial development is located from Holcomb Bridge Road to Rouse Lane, near the intersection with Roxburgh Drive, from Nesbit Ferry Road to Newtown Park, and then scattered from Newtown Park to Jones Bridge Road. Institutions, such as parks, schools, churches, and libraries, are found throughout the corridor and are located adjacent to both residential and commercial areas.

### **B. Planning Basis for the Action**

Old Alabama Road is part of the Atlanta Regional Commission's (ARC) Mobility 2030 Regional Transportation Plan and is classified as a minor arterial. The City of Roswell maintains the need for improvements to Old Alabama Road within their 2006 Transportation Master Plan. The City of Johns Creek is currently developing their transportation plan, and the draft plan has identified the Old Alabama Road corridor as a high priority corridor in need of improvement.

### **C. Deficiencies in the System**

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

- **Capacity and Operational Deficiencies:** The existing traffic volumes on Old Alabama Road range from approximately 14,000 to 27,000 vehicles per day. Sections of the corridor with the highest daily traffic volumes occur between Nesbit Ferry Road and Jones Bridge Road. To evaluate the roadway conditions during the most congested times or peak hours in the day, an operational analysis was conducted for both the morning (am) and evening (pm) peak hourly traffic volumes. Based on this analysis, the Levels of Service (LOS) currently range from LOS B

to LOS F. The existing signalized intersections were evaluated and found to range from LOS B to LOS F, with the worst operations occurring at the major intersections with SR 140/Holcomb Bridge Road, the Old Alabama Connector, Nesbit Ferry Road, and Haynes Bridge Road. In 2032, the traffic volumes were projected to range from approximately 18,000 to approximately 36,000 vehicles per day. Like the existing conditions, sections of the corridor with the highest daily traffic volumes in 2032 occur between Nesbit Ferry Road and Jones Bridge Road. Given the increase in traffic volumes, the operational services provided by Old Alabama Road will continue to deteriorate. In the year 2032, eleven of fifteen intersections will operate at LOS E or LOS F during one or both peak time periods, and all but one roadway segment in one direction will operate at LOS E or poorer. The segment from Holcomb Woods Parkway to the Old Alabama Connector in the eastbound direction will operate at a LOS of D or better.

- **Turn Lanes:** The lack of appropriate turn lanes along SR 961/Old Alabama Road at side streets, driveways, and shopping center intersections impedes traffic flow and contributes to driver frustration, higher accident rates, and delays. Further, turn lanes are too narrow and lengths are too short to accommodate existing traffic volumes.
- **Substandard Geometry:** Substandard horizontal and vertical curvature creates hazardous sight distance problems along the corridor. Geometrical deficiencies identified by the project team and the public include sight distance at the crest curve near Belcourt Parkway, poor horizontal and vertical decision sight distance for vehicles turning onto Old Alabama Road from subdivision entrances, and poor storm drainage.
- **Access Deficiencies:** Major deficiencies identified include left turns causing backups at intersections, school traffic causing delays along the mainline (buses stopping and turning, and vehicles entering/exiting schools), vehicles slowing for right turns and through vehicles using the center turn lane to bypass slowing vehicles (in three lane sections), and drivers blocking intersections (likely caused by backups at major signalized intersections).
- **Ineffective Traffic Signals:** Ineffective traffic signals can often contribute to an increase in congestion, particularly near major intersections. The project team and the public identified three deficiencies regarding signalization including poor timing, inadequate synchronization, and difficulties making right and left turns.
- **Accidents and Safety:** Based on the GDOT accident data for this corridor, much of the Old Alabama Road study corridor experienced accidents at a rate greater than the statewide average rate for an Urban Minor Arterial. Four-year accident histories for SR 961/Old Alabama Road are summarized in Table 1. Accident rates for all years along the corridor are higher than comparable statewide rates, and injury accident rates exceed statewide rates between 2003 and 2005. Particular types of accidents occur more frequently than others along different segments of the corridor and highlight the existing deficiencies. Overall, rear end and angle accidents accounted for the highest percentage of accidents along the corridor, occurring in 86 percent of cases during the years 2003 to 2006. Other types of accidents occur less often along the corridor and include sideswipes and non-vehicle accidents, or collisions with objects other than motor vehicles. These accidents account for only 12 percent of all accidents along SR 961/Old Alabama Road

**Table 1: Accident History of SR 961/Old Alabama Road from SR 140/Holcomb Bridge Road to Jones Bridge Road Compared to Statewide\* Accident Rates**

Year	Accidents/Accident Rate*	Injury Crashes/Injury Accident Rate*	Statewide Accident Rate/ Injury Accident Rate
2003	<b>255/7.7*</b>	<b>55/1.7</b>	5.9/1.5
2004	<b>252/7.9</b>	<b>72/2.2</b>	5.1/1.3
2005	<b>325/9.9</b>	<b>78/2.5</b>	5.5/1.4
2006	<b>241/7.1</b>	40/1.2	5.5/1.4

\*All rates are per 100 million vehicle miles.

\*There was one fatal accident and fatality in 2004 along the corridor so the rate was not reported or compared to the state.

\*Bolted exceeds statewide rates

\*Urban minor arterial

- Bicycle and Pedestrian Accommodation:** Even though sidewalks currently exist along several segments of the existing roadway, they provide deficient connectivity between parks, neighborhoods, schools, and churches and do not accommodate bicycles. The City of Roswell provides for multi-use paths, bicycle lanes, and/or sidewalks in their local planning document, and recognizes the need for more connectivity with the area's recreational and community facilities. The Roswell Loop is a designated multi-modal system route which includes a dedicated multi-use trail along Old Alabama Road and begins at Big Creek Park, just east of Belcourt Parkway, and continues along Old Alabama Road to Nesbit Ferry Road where it turns and heads south. The September 2006 Johns Creek Greenway Master Plan does not identify the need for multi-use trails along Old Alabama Road from Nesbit Ferry Road to Jones Bridge Road; however, the city and the public have expressed a strong desire for having a multi-purpose path along the entire length of Old Alabama Road to accommodate both pedestrians and bicycles.

#### **D. Independent Utility and Logical Termini**

While this project corridor is approximately 4.6 miles long, the proposed project ties into Project CSSTP-0008-00(425) to improve Old Alabama Road between Jones Bridge Road and Buice Road, and forms an approximate 8-mile long study corridor. Two other projects proposed directly within the project limits include two GDOT high priority projects to improve safety (identified as Project STP-2868(1) along Old Alabama Road from Buice Road to SR 141/Medlock Bridge Road, and Project HPP-0005-00(428) at the Old Alabama Road and the Old Alabama Connector intersection). Together, the projects address the local needs in the study area and also terminate at major roadways to address the regional traffic demands.

The study limits defined for this transportation improvement project are Holcomb Bridge Road, an urban major arterial, and Medlock Bridge Road, an urban minor arterial. These two roadways are major north-south roadways in the region and provide both independent utility and logical termini. In addition, the

project has independent utility since it is not dependent on the implementation of other projects and will not initiate the need or prevent other projects from being fully evaluated or implemented. Construction of intersection improvements would not preclude improvements along Old Alabama Road since they would tie back into the existing corridor and independently enhance operations at those intersections. Finally, studying the Old Alabama Road corridor between two major facilities does not require that the entire project be constructed at once; construction for the projects could be staged based on funding availability.

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

- Excessive time delays
- Reduced mobility at access points
- Ineffective roadway geometry
- Inadequate turning movement accommodations
- Inefficient traffic signals
- Inconsistency in sidewalk locations and a lack of bicycle and pedestrian accommodations

**Purpose:** With or without improvements, travel demands are projected to increase up to 36,000 vehicles per day by the year 2032. Therefore, level of service on Old Alabama Road will continue to further deteriorate in the future. The purpose for the project is to provide improvements along the Old Alabama Road Corridor to:

- Improve mobility
- Decrease travel time delays
- Improve signal operations
- Enhance safety
- Reduce congestion
- Improve bicycle and pedestrian accommodations

## **DESCRIPTION OF THE PROPOSED PROJECT**

**Old Alabama Road:** The proposed project consists of the reconstruction and widening of SR 961/Old Alabama Road from the intersection with SR 140/Holcomb Bridge Road to Jones Bridge Road in the cities of Roswell and Johns Creek, Fulton County. The project length is approximately 4.6 miles (see location map). The Fulton County beginning mile log is 0.0. The project proposes to widen Old Alabama Road to two-11 foot lanes in each direction divided by a 20 foot raised median as well as curb and gutter and 5 foot sidewalks from Holcomb Bridge Road to Big Creek Park (just east of Belcourt Parkway). This typical section continues to Rouse Lane with the exception of the 5 foot sidewalk on the north side which changes to a 10 foot multi-purpose path to accommodate bicycles as well as pedestrians. Roswell has a designated bicycle route, The Roswell Loop, which begins at Big Creek Park and continues along Old Alabama Road to Nesbit Ferry Road where it turns and heads south on Nesbit

Ferry Road. The typical section transitions at Rouse Lane to a five lane section with two-11 foot lanes in each direction and a 14 foot raised or flush median as needed to accommodate left turn lanes. This section continues to Hunters Cove where it transitions and ties to four-11 foot lanes with a raised median which is being constructed under Project HPP-0005-00(428) PI 0005428. This four lane section with a 20 foot raised median will begin again approximately 500 feet east of the intersection with Roxburgh Drive where it ties to the east end of Project HPP-0005-00(428) and continues to Jones Bridge Road. This section will continue approximately 600 feet east of Jones Bridge Road to complete the intersection improvements. At this point, the improvements will transition back to the existing roadway which consists of a single 12 foot eastbound and westbound lane at Foxworth Drive. Along the entire length from Big Creek Park to 600 feet east of Jones Bridge Road, a 10 foot multi-purpose path on the north side and a 5 foot sidewalk on the south side will be provided.

Right turn/decel lanes will be provided if they exist or do not require significant impacts to adjacent properties. In locations where right turn lanes can not be accommodated, the outside lane serves as a shared through/right turn lane.

**Nesbit Ferry Road Intersection:** The intersection of Old Alabama Road and Nesbit Ferry Road will be reconfigured to create Old Alabama Road as the through movement. Nesbit Ferry Road will intersect Old Alabama Road as a "T" intersection. This will be reconfigured to create continuity for Old Alabama Road, improve efficiency of the intersection, as well as meet the desires of the public which overwhelmingly preferred this realignment. The improvements include providing dual northbound to westbound left turn lanes on Nesbit Ferry Road, dual westbound to southbound left turn lanes from Old Alabama Road. The outside southbound receiving lane will continue and end as a right turn lane into the southern most driveway to the Mt. Pisgah School South Campus, approximately 1100 feet south of the intersection. In addition, the existing driveway to the Mt. Pisgah School East Campus, the eastern leg of the existing signalized intersection, will be relocated south to align opposite of the northern most driveway of the Mt. Pisgah School South Campus to create a new 4-leg signalized intersection. This was coordinated with Mt. Pisgah. This new signalized intersection will provide a safe pedestrian cross walk location to accommodate pedestrians between the two campuses. The improvements to Nesbit Ferry Road continue approximately 1100 feet south of the existing signal to the south side of the Mt. Pisgah Campus which is just north of the cemetery where it ties back into existing. Mt Pisgah United Methodist Church requested the addition of a pedestrian/shuttle tunnel between the East and North campuses of Mt Pisgah to pass under Old Alabama Road just south of the northern most driveway to the Mt. Pisgah North Campus (church). Mt. Pisgah would consider trading required R/W for the cost of the tunnel.

**Haynes Bridge Road Intersection:** The intersection with Haynes Bridge Road will provide dual left turns for the eastbound to northbound movement from Old Alabama Road. Dual left turns will be provided for the southbound to eastbound movement from Haynes Bridge Road with the outside left lane serving as a shared left and through lane. An exclusive right turn lane will also be provided on Haynes Bridge Road. Exclusive left and right turn lanes will be provided for Old Alabama Road westbound traffic. The improvements will tie to existing approximately 1100 feet north of the intersection with Old Alabama Road.

**Jones Bridge Road Intersection:** The intersection with Jones Bridge Road will provide dual left turns for the eastbound to northbound movement from Old Alabama Road as well as an exclusive right. Exclusive left and right turns are placed on all other legs of the intersection. In addition dual through lanes will be provided both northbound and southbound on Jones Bridge Road. The improvements will tie back into existing 750 feet north of Old Alabama Road and 950 feet south of Old Alabama Road.

Project Concept Report Page 8  
Project Number: STP-9408(3)  
P.I. Number: 751650  
County: Fulton

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

The proposed improvements are consistent with the conforming plan's model which consists of widening from 2 to 4 lanes with a median from SR 140/Holcomb Bridge Road to Jones Bridge Road, currently scheduled as long range (2012-2020).

**PDP Classification:** Major  Minor

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

**Functional Classification:** Urban Minor Arterial

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

**State Route Number(s):** 961 (Temporary)

**Traffic (AADT):**

**Current Year:** 27,000 (2007)

**Design Year:** 36,500 (2032)

**Existing design features:**

- Typical Section:

- 2 – 11 foot lanes in each direction from Holcomb Bridge Road to Holcomb Woods Pkwy. with curb and gutter and sidewalks on most of both sides.
- 3- lane section (varies 10-11 foot lanes) from Holcomb Woods Parkway to just east of Roxburgh Drive/Pinebloom Drive with curb and gutter (both sides) and sidewalk on at least one side.
- 1- 12 foot lane in each direction from just east of Roxburgh Drive/Pinebloom Drive to signal at entrance to Mt. Pisgah church and school with curb and gutter (one side) and sidewalk on one side.
- 4-lane section (2- eastbound, 1 westbound, 1 auxiliary lane) from the entrance to Mt. Pisgah church and school to Nesbitt Ferry Road with curb and gutter (both sides) and sidewalk on one side.
- 1 – lane (varies 12-15 feet) in each direction plus turn lanes from Nesbitt Ferry Road to Ivey Ridge Lane. This section has a mix of curb and gutter and sidewalks on both sides with a 230 foot section of rural shoulder and no sidewalk on one side.
- 4 – lane section (2 eastbound, 1 westbound, 1 auxiliary lane) from Ivey Ridge

Lane to the signal at the driveways to the Kroger /Walgreens shopping centers; approximately 350 feet. This section has curb and gutter and sidewalk on one side and a rural shoulder on the other.

- 5-lane section (12 foot lanes) from the Kroger/Walgreens driveways to Haynes Bridge Road with curb and gutter and sidewalks on both sides.
- 4 – lane section from 300 feet east of Haynes Bridge Road to Feather Sound Court/Brumbelow Road with a mixture of curb and gutter and sidewalk and rural shoulders, there is only one eastbound lane for the first 300 feet beginning at Haynes Bridge Road.
- 5 - lane section from Feather Sound Court/Brumbelow Road to Breckenridge Close/Preston Oaks Drive with curb and gutter and sidewalk on both sides.
- 4 - lane section from Breckenridge Close/Preston Oaks Drive to Jones Bridge Road with curb and gutter on both sides and a sidewalk on most of one side.
- Posted Speed: 40 mph from Holcomb Bridge Road to Holcomb Woods Parkway  
45 mph from Holcomb Woods Parkway to Jones Bridge Road
- Minimum Radius: R = 700 ft
- Maximum grade: Mainline 8.3%      Cross roads 13.8%      Driveways 15%
- Width of right of way: Varies 60 ft to 120 ft
- Major structures: None.
- Major intersections along the project:
  - SR 140/Holcomb Bridge Road
  - Holcomb Woods Parkway
  - Wooten Road
  - Old Alabama Connector
  - Nesbitt Ferry Road
  - Haynes Bridge Road
  - Brumbelow Road/Feather Sound Court
  - Jones Bridge Road
- Existing Signalized Intersections:
  - SR 140/Holcomb Bridge Road
  - Holcomb Woods Parkway
  - Rouse Lane/Lake at Northpoint
  - Wooten Road

- Old Alabama Connector
- Roxburgh Drive/Pinebloom Drive
- Entrance to Mt. Pisgah Church and Mt. Pisgah School
- Nesbitt Ferry Road
- Kroger/Walgreen Driveways
- Haynes Bridge Road
- Newtown Park/Fire Station 8
- Brumbelow Road/Feather Sound Court
- Timberstone Road/St. Brigid Church
- Breckenridge Close/Preston Oaks Drive
- Jones Bridge Road
- Existing length of roadway segment: 4.06 Miles
- Beginning mile log for Fulton County segment: beginning at 0.00, ending at 4.06

**Proposed Design Features:**

- Proposed typical section(s):
  - Holcomb Bridge Road to Big Creek Park: 4-11 foot lanes (two lanes in each direction) with a 20 foot raised median, curb and gutter, and 5 foot sidewalks on both sides.
  - Big Creek Park to Rouse Lane: 4-11 foot lanes (two lanes in each direction) with a 20 foot raised median, curb and gutter, a 5 foot sidewalk on the south side and a 10 foot multi-purpose path on the north side.
  - Rouse Lane to Hunters Cove: 4-11 foot lanes with a 14 foot raised or flush median depending on need for left turn lanes. Curb and gutter and a 5 foot sidewalk on the south side and a 10 foot multi-purpose path on the north side.
  - 500 feet east of Roxburgh Drive/Pinebloom Drive to Newtown Park: 4-11 foot lanes with a 20 foot raised median, curb and gutter, a 5 foot sidewalk on the south side and a 10 foot multi-purpose path on the north side.
  - Newtown Park to Anaheim Drive: 4-11 foot lanes with a 20 foot flush median, curb and gutter, a 5 foot sidewalk on the south side and a 10 foot multi-purpose path on the north side.
  - Anaheim Drive to 500 feet east of Jones Bridge Road: 4-11 foot lanes with a 20 foot raised median, curb and gutter, a 5 foot sidewalk on the south side and a 10 foot multi-purpose path on the north side.
- Proposed Design Speed Mainline: 35 mph (Holcomb Bridge Road to Nesbit Ferry Road)  
45 mph (Nesbit Ferry Road to Jones Bridge Road)
- Proposed Maximum grade Mainline: 8.3% (in the 35mph zone) Maximum allowable grade:  
8% (35mph) 7%(45mph)

Project Concept Report Page 11  
 Project Number: STP-9408(3)  
 P.I. Number: 751650  
 County: Fulton

- Proposed Maximum grade Side Streets:
  - Old Alabama Connector, Haynes Bridge Road, Jones Bridge Road  
 (Urban Minor Arterials): 4%      Maximum allowable grade: 7%
  - Nesbitt Ferry Road, Barnwell Road (Jones Bridge Road south of Old Alabama Road)  
 (Urban Collector): 6.4%      Maximum grade allowable: 9%
  - All others are Urban Local Roads (35 mph): 13.8% Maximum grade allowable: 15%
- Proposed Maximum grade driveway: Commercial 11% Residential 27%
- Proposed Minimum Radii of curve:      1840 ft      Minimum Allowable Radii: 711 ft
- Proposed e-max: 4% (urban/suburban)
- Right of Way
  - Width: Varies from 90 ft to 130 ft
  - Easements: Temporary ( ), Permanent(**X**), Utility (**X**), Other ( ).
  - Type of access control: Full ( ), Partial ( ), By Permit(**X**), Other ( ).
  - Number of affected parcels: 102
  - Number of displacements:
    - Businesses: 0
    - Residences: 0
    - Mobile Homes: 0
    - Other: 0
- Structures: None
- Proposed New Signalized Intersections: None.
- Traffic control during construction: One lane of traffic will be maintained in each direction throughout project.
- Design Exceptions to controlling criteria anticipated:

	<u>UNDETERMINED</u>	<u>YES</u>	<u>NO</u>
HORIZ ALIGNMENT:	( )	( )	(X)
ROADWAY WIDTH:	(X)	( )	( )
SHOULDER WIDTH:	( )	( )	(X)
VERTICAL GRADES	(X)	( )	( )
CROSS SLOPES:	( )	( )	(X)
STOPPING SIGHT DISTANCE:	( )	( )	(X)
SUPERELEVATION RATES:	( )	( )	(X)
HORIZONTAL CLEARANCE:	( )	( )	(X)
SPEED DESIGN:	( )	( )	(X)
VERTICAL CLEARANCE:	( )	( )	(X)
BRIDGE WIDTH:	( )	( )	(X)
BRIDGE STRUCTURAL CAPACITY:	( )	( )	(X)

\* VE STUDY REQUIRED? (✓) YES

- Design Variances:
  - Lane widths; The Variance is needed in accordance with Section 6.2.1 Lane Widths of the GDOT Design Policy Manual for an Urban Area Type B. 11 foot lanes are shown to be acceptable by AASHTO's Geometric Design of Highways and Streets, 2004 edition page 312 2<sup>nd</sup> paragraph under the section of Lane Widths.
  - The existing grades would not be changed so as to minimize impacts to adjacent properties and utilities. The widening would occur at the current profile. The speed limit is being dropped to 35 mph from Holcomb Bridge Road to Nesbit Ferry Road to slow traffic and to accommodate existing vertical sight distance.
  
- Environmental Concerns: (Approximations from conceptual construction limits)
  - 1 Historic Resource located along the project corridor – no impacts anticipated
  - No wetlands impacted
  - No ponds impacted
  - No streams impacted
  
- Level of Environmental Analysis:
  - Are Time Saving Procedures Appropriate? Yes ( ), No (X)
  - Categorical Exclusion Anticipated? Yes ( ), No (X)
  - Environmental Assessment/Finding of No Significant Impact: Yes (X), No ( )
  - Environmental Impact Statement (EIS): Yes ( ), No (X)
  
- Utility Involvements:
  - Telephone: AT&T, MCI, AGL Networks, Fiberlight, XO Communications
  - Power: Georgia Power, Sawnee EMC
  - Gas: Atlanta Gas Light
  - Cable TV: Comcast Communications
  - Water: City of Atlanta, Fulton County

**Project Responsibilities:**

- Design: Mulkey Engineers & Consultants
- Right of way acquisition: Mulkey Engineers & Consultants
- Relocation of utilities: Utility Companies
- Letting to contract: GDOT
- Supervision of construction: GDOT
- Providing material pits: Contractor
- Providing detours: GDOT

**Coordination:**

- Initial Concept Meeting date(Minutes Attached): 8/16/07
- Concept meeting date and brief summary (Minutes Attached): 4/15/08

Project Concept Report Page 13  
Project Number: STP-9408(3)  
P.I. Number: 751650  
County: Fulton

- P.A.R. meetings, dates, and results: *No stream impacts. None anticipated*
- FEMA, USCG and/or TVA: *None*
- Public involvement:
  - Public Workshop #1 held June 6, 2007
  - Public Workshop #2 held October 23, 2007 – multiple alternatives were presented and the comments led to the decision to select the features of the current concept layout. The majority of respondents were in favor of improvements through the city of Roswell.
  - Roswell Public Meeting held February 7, 2008 – the current design was presented and overwhelmingly approved by the attendants.
  - PIOH held March 27, 2008 – the current design was presented and comments overwhelmingly favored the current concept layout.
- Local government comments:
  - The city of Johns Creek is in agreement with the proposed improvements.
  - The city of Johns Creek prefers a 10 foot multi-purpose path in lieu of exclusive bicycle lanes.
  - The city of Johns Creek prefers the entire roadway to have curb and gutter along with the multi-purpose path on the north side and a 5 foot sidewalk on the south side throughout the corridor.
  - Johns Creek stated that this roadway is considered a gateway to their city and it is very important to them that is appropriately landscaped and have other decorative features such as decorative mast arms, etc. to enhance the appearance of this roadway. The City would like to continue to work with the Department in developing the appearance and desired appurtenances along the roadway throughout the plan development process.
  - The City of Roswell prefers the 10 foot multi-purpose path over exclusive bicycle lanes.
  - The City of Roswell passed a resolution on March 20, 2006 opposing any improvements to Old Alabama Road west of the Old Alabama Connector. This resolution was passed prior to this project beginning the Concept Phase. The citizens directly affected as well as the users which attended the public involvement meetings overwhelmingly approved of the proposed improvements in contradiction to the City Council Resolution.

Other Projects in the Area –

- Project HPP-0005-00(428), P.I. 0005428 - Improvement to the Old Alabama Connector intersection with SR 961 (Old Alabama Road).
- Project CSSTP-0008-00(425), PI 0008425 – Widening and Reconstruction of Old Alabama Road from Jones Bridge Road to Buice Road (R/W & Construction are Long Range).
- Project CSSTP-0006-00(054) PI 0006054 – Capacity improvements to Haynes Bridge Road from Mansell Road to Old Alabama Road (R/W & Construction are Long Range).
- Project MSL-0002-00(649), P.I. 0002649 - Includes the Phase One construction of the Johns Creek Greenway, a multi-use trail stretching from Finley Road and SR 141 to Old Alabama Road

- Project STP-2361(2), P.I. 752640 - Improvement to Jones Bridge Road from Old Alabama Road to SR 120 (Abbott Bridge Road/Kimball Bridge Road)
- Project STP-2868(1), P.I. 752660 - Improvement to Old Alabama Road from Buice Road to Medlock Bridge Road

Other coordination to date: Coordination with:

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

#### Scheduling – Responsible Parties' Estimate

Time to complete the environmental process:	12 Months
Time to complete preliminary construction plans:	12 Months
Time to complete right of way plans:	3 Months
Time to complete the section 404 permit:	7 Months
Time to complete final construction plans:	12 Months
Time to complete the purchase right-of-way:	18 Months
Other major items that will affect project schedule:	

#### Other alternates considered:

**Alternate 1:** Minimal Improvements (M1 & M2): This consisted of optimizing signal timing, coordination of signals, and the addition of turn lanes at intersections. This was eliminated as it did not provide enough capacity to provide the acceptable LOS D or better in the design year.

**Alternate 2:** Traditional Improvements (T): This consisted of widening and improving the roadway based on GDOT policy for traffic volumes. This consisted of widening to two-12 ft lanes in each direction with a 20 foot raised median or 14 foot flush median with curb & gutter, a 5 foot sidewalk on one side, and a 10 foot multi-purpose path on the other to accommodate bicycles. This alternate was eliminated because it required additional right-of-way and pavement thereby increasing impacts and costs over the preferred concept.

**Alternate 3:** Context Sensitive Design (C3): This alternative is similar to the current concept with the exception of the segment from Holcomb Woods Pkwy to Hunters Cove. This alternative proposed to maintain a single lane in each direction and provide exclusive left and right turn lanes at all major driveways and side roads. This alternative was eliminated because this segment failed to meet the desired LOS D in the design year for the westbound direction in the am peak period.

Project Concept Report Page 15  
Project Number: STP-9408(3)  
P.L. Number: 751650  
County: Fulton

**Alternate 4:** Bicycle lanes were considered in lieu of the 10 ft multi-purpose path. This was eliminated as the cities of Roswell and Johns Creek as well as the majority of respondents at the Public Workshop #1 expressed desire to have the multi-purpose path rather than the dedicated bike lanes.

**Alternative 5:** No build.

**Comments:**

**Attachments:**

1. Cost Estimates:
  - a. Construction including E&C - ~~\$15,805,100~~
  - b. Right of Way - \$3,814,500
  - c. Utilities - \$6,000,000 (Reimbursable – Fulton County, District 7)  
\$3,500,000(Non-Reimbursable – Fulton County, District 7)
2. Typical sections
3. Capacity Analysis (Pending)
4. Minutes of Initial Concept Team Meeting (8/16/07)
5. Minutes of Concept Team Meeting (to be included later)
6. ARC Fact Sheet – FN-123A – shows conformance to Atlanta Region – Mobility 2030 Transportation Plan

# DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

-----  
INTERDEPARTMENT CORRESPONDENCE

FILE PROJECT No. STP00-9408-00(003)/Fulton County  
SR 961/Old Alabama Rd from SR 140/Holcomb  
Bridge Rd. to Jones Bridge Rd.

OFFICE Program Delivery

P.I. No. 751650

DATE March 23, 2009

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

TO Ronald E. Wishon, Acting Project Review Engineer

SUBJECT REVISIONS TO PROGRAMMED COSTS

PROJECT MANAGER Kimberly W. Nesbitt

MNGT LET DATE

MNGT R/W DATE 7/15/2009

PROGRAMMED COST (TPro W/OUT INFLATION)

LAST ESTIMATE UPDATE

CONSTRUCTION \$ 12,496,289.00

DATE 6/20/2008

RIGHT OF WAY \$ 5,000,000.00

DATE 1/10/1992

UTILITIES \$ N/A

DATE N/A

## REVISED COST ESTIMATES

CONSTRUCTION\* \$11,257,918.00

RIGHT OF WAY \$ 3,815,500.00

UTILITIES\*\* \$ 3,840,000.00

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

\*\* Costs contain 4% contingency.

REASON FOR COST INCREASE Change due to contingencies

### CONTINGENCY SUMMARY

Construction Cost Estimate:	\$ 11,257,918.42	(Base Estimate)
Engineering and Inspection:	\$ 1,125,791.84	(Base Estimate x 10%)
Construction Contingency:	\$ 450,316.73	(Base Estimate x 4%) (The Construction Contingency is based on the Project Improvement Type in TPro.)
Total Fuel Adjustment	\$ 217,870.57	(From attached worksheet)
Total Liquid AC Adjustment	\$ 11,596.77	(From attached worksheet)
Construction Total:	\$ 13,063,494.33	
Utility Cost Estimate:	\$ 2,688,000.00	
Utility Contingency:	\$ 1,152,000.00	(Contingency 30%)
Utility Total:	\$ 3,840,000.00	

### REIMBURSABLE UTILITY COST

Utility Owner	Reimbursable Costs
Georgia Power Company (Transmission)	1,700,000.00
Georgia Power Company (Distribution)	940,000.00
AT&T (Bellsouth)	1,200,000.00

#### Attachments

c: Genetha Rice - Singleton, Assistant Director of Preconstruction

Angela Whitworth, Financial Management Administrator

**Estimate Report for file "Old Alabama Road - P.I. 751650"**

<b>Section ROADWAY</b>					
<b>Item Number</b>	<b>Quantity</b>	<b>Units</b>	<b>Unit Price</b>	<b>Item Description</b>	<b>Cost</b>
150-1000	1	LS	30000.00	TRAFFIC CONTROL -	30000.00
153-1300	1	EA	80000.00	FIELD ENGINEERS OFFICE TP 3	80000.00
210-0100	1	LS	165000.00	GRADING COMPLETE -	165000.00
310-5100	44600	SY	16.46	GR AGGR BASE CRS, 10 INCH, INCL MATL	734116.00
402-1812	1000	TN	69.22	RECYCLED ASPH CONC LEVELING, INCL BITUM MATL & H LIME	69220.00
402-3121	9900	TN	63.93	RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	632907.00
402-3130	3700	TN	65.23	RECYCLED ASPH CONC 12.5 MM SUPERPAVE, GP 2 ONLY, INCL BITUM MATL & H LIME	241351.00
402-3190	5000	TN	63.61	RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	318050.00
413-1000	5000	GL	1.93	BITUM TACK COAT	9650.00
432-5010	3000	SY	1.83	MILL ASPH CONC PVMT, VARIABLE DEPTH	5490.00
441-0016	2000	SY	39.85	DRIVEWAY CONCRETE, 6 IN TK	79700.00
441-0104	30300	SY	33.95	CONC SIDEWALK, 4 IN	1028685.00
441-0740	6900	SY	33.48	CONCRETE MEDIAN, 4 IN	231012.00
441-4020	300	SY	41.31	CONC VALLEY GUTTER, 6 IN	12393.00
441-6222	29300	LF	19.52	CONC CURB & GUTTER, 8 IN X 30 IN, TP 2	571936.00
441-6740	23700	LF	15.60	CONC CURB & GUTTER, 8 IN X 30 IN, TP 7	369720.00
500-3201	1100	CY	546.55	CLASS B CONCRETE, RETAINING WALL	601205.00
500-9999	250	CY	175.09	CLASS B CONC, BASE OR PVMT WIDENING	43772.50
620-0100	4000	LF	30.94	TEMPORARY BARRIER, METHOD NO. 1	123760.00
634-1200	150	EA	103.44	RIGHT OF WAY MARKERS	15516.00
643-8200	4000	LF	3.00	BARRIER FENCE (ORANGE), 4 FT	12000.00
<b>Section Sub Total:</b>					<b>\$5,645,483.50</b>

<b>Section Erosion Control</b>					
<b>Item Number</b>	<b>Quantity</b>	<b>Units</b>	<b>Unit Price</b>	<b>Item Description</b>	<b>Cost</b>
163-0232	24	AC	734.02	TEMPORARY GRASSING	17616.48
163-0240	1080	TN	184.73	MULCH	199508.40
163-0300	138	EA	1687.20	CONSTRUCTION EXIT	232833.60
163-0503	188	EA	538.91	CONSTRUCT AND REMOVE SILT CONTROL GATE, TP 3	101315.08
163-0530	25000	LF	4.26	CONSTRUCT AND REMOVE BALED STRAW EROSION CHECK	106500.00
165-0010	7500	LF	0.80	MAINTENANCE OF TEMPORARY SILT FENCE, TP A	6000.00
165-0030	20000	LF	1.60	MAINTENANCE OF TEMPORARY SILT FENCE, TP C	32000.00
165-0070	12500	LF	1.80	MAINTENANCE OF BALED STRAW EROSION CHECK	22500.00
165-0087	200	EA	150.75	MAINTENANCE OF SILT CONTROL GATE, TP 3	30150.00
165-0101	141	EA	557.45	MAINTENANCE OF CONSTRUCTION EXIT	78600.45
167-1000	1	EA	1162.23	WATER QUALITY MONITORING AND SAMPLING	1162.23
167-1500	36	MO	993.57	WATER QUALITY INSPECTIONS	35768.52
171-0010	15000	LF	1.72	TEMPORARY SILT FENCE, TYPE A	25800.00
171-0030	40000	LF	3.92	TEMPORARY SILT FENCE, TYPE C	156800.00
603-2018	700	SY	57.06	STN DUMPED RIP RAP, TP 1, 18 IN	39942.00
700-6910	14	AC	1078.44	PERMANENT GRASSING	15098.16
700-7000	50	TN	59.99	AGRICULTURAL LIME	2999.50
700-8000	20	TN	294.72	FERTILIZER MIXED GRADE	5894.40
716-2000	40000	SY	1.20	EROSION CONTROL MATS, SLOPES	48000.00
<b>Section Sub Total:</b>					<b>\$1,158,488.82</b>

<b>Section Drainage</b>					
<b>Item Number</b>	<b>Quantity</b>	<b>Units</b>	<b>Unit Price</b>	<b>Item Description</b>	<b>Cost</b>
550-1180	13000	LF	45.55	STORM DRAIN PIPE, 18 IN, H 1-10	592150.00
550-1181	400	LF	58.65	STORM DRAIN PIPE, 18 IN, H 10-15	23460.00
550-1240	4300	LF	50.63	STORM DRAIN PIPE, 24 IN, H 1-10	217709.00
550-1241	300	LF	61.28	STORM DRAIN PIPE, 24 IN, H 10-15	18384.00

550-1360	2100	LF	85.04	STORM DRAIN PIPE, 36 IN, H 1-10	178584.00
550-1361	100	LF	93.51	STORM DRAIN PIPE, 36 IN, H 10-15	9351.00
550-2180	500	LF	29.93	SIDE DRAIN PIPE, 18 IN, H 1-10	14965.00
550-2240	500	LF	34.66	SIDE DRAIN PIPE, 24 IN, H 1-10	17330.00
550-3318	15	EA	575.88	SAFETY END SECTION 18 IN, STORM DRAIN, 4:1 SLOPE	8638.20
550-3324	22	EA	926.46	SAFETY END SECTION 24 IN, STORM DRAIN, 4:1 SLOPE	20382.12
550-4218	35	EA	664.67	FLARED END SECTION 18 IN, STORM DRAIN	23263.45
550-4224	15	EA	776.31	FLARED END SECTION 24 IN, STORM DRAIN	11644.65
550-4236	10	EA	1241.13	FLARED END SECTION 36 IN, STORM DRAIN	12411.30
610-6015	92	EA	0.00	REM DROP INLET	0.00
615-1000	200	LF	450.00	JACK OR BORE PIPE - 36", 1/2 THK STEEL PIPE	90000.00
615-1000	300	LF	250.00	JACK OR BORE PIPE - 24", 1/2 THK STEEL PIPE	75000.00
615-1000	400	LF	200.00	JACK OR BORE PIPE - 18", 1/2THK STEEL PIPE	80000.00
668-1100	100	EA	2853.52	CATCH BASIN, GP 1	285352.00
668-1110	250	LF	297.02	CATCH BASIN, GP 1, ADDL DEPTH	74255.00
668-2100	57	EA	3123.36	DROP INLET, GP 1	178031.52
668-2110	100	LF	371.52	DROP INLET, GP 1, ADDL DEPTH	37152.00
668-4300	10	EA	2562.98	STORM SEWER MANHOLE, TP 1	25629.80
<b>Section Sub Total:</b>					<b>\$1,993,693.04</b>

**Section Signing and Marking**

Item Number	Quantity	Units	Unit Price	Item Description	Cost
610-6515	136	EA	88.20	REM HIGHWAY SIGN, STD	11995.20
611-5360	10	EA	645.86	RESET HIGHWAY SIGN	6458.60
632-0003	6	EA	15535.23	CHANGEABLE MESSAGE SIGN, PORTABLE, TYPE 3	93211.38
636-1033	1100	SF	19.17	HIGHWAY SIGNS, TP 1 MATL, REFL SHEETING, TP 9	21087.00
636-2070	1800	LF	8.05	GALV STEEL POSTS, TP 7	14490.00
653-0120	296	EA	73.99	THERMOPLASTIC PVMT MARKING, ARROW, TP 2	21901.04
653-0170	110	EA	85.55	THERMOPLASTIC PVMT MARKING, ARROW, TP 7	9410.50
653-0210	220	EA	120.09	THERMOPLASTIC PVMT MARKING, WORD, TP 1	26419.80
653-1501	71200	LF	0.53	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, WHITE	37736.00
653-1502	42700	LF	0.53	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, YELLOW	22631.00
653-3501	45000	GLF	0.51	THERMOPLASTIC SKIP TRAF STRIPE, 5 IN, WHITE	22950.00
653-6004	14900	SY	2.93	THERMOPLASTIC TRAF STRIPING, WHITE	43657.00
653-6006	2600	SY	2.96	THERMOPLASTIC TRAF STRIPING, YELLOW	7696.00
654-1001	300	EA	3.10	RAISED PVMT MARKERS TP 1	930.00
654-1003	1900	EA	3.76	RAISED PVMT MARKERS TP 3	7144.00
<b>Section Sub Total:</b>					<b>\$347,717.52</b>

**Section GUARDRAIL**

Item Number	Quantity	Units	Unit Price	Item Description	Cost
641-1200	1500	LF	15.62	GUARDRAIL, TP W	23430.00
641-5001	20	EA	626.15	GUARDRAIL ANCHORAGE, TP 1	12523.00
641-5012	20	EA	1816.20	GUARDRAIL ANCHORAGE, TP 12	36324.00
<b>Section Sub Total:</b>					<b>\$72,277.00</b>

**Section PED CULVERT**

Item Number	Quantity	Units	Unit Price	Item Description	Cost
207-0203	270	CY	54.57	FOUND BK FILL MATL, TP II	14733.90
500-3101	300	CY	448.66	CLASS A CONCRETE	134598.00
511-1000	3500	LB	0.92	BAR REINF STEEL	3220.00
<b>Section Sub Total:</b>					<b>\$152,551.90</b>

**Section CULVERT LIGHTING**

Item Number	Quantity	Units	Unit Price	Item Description	Cost
681-4120	4	EA	2975.81	LIGHTING STD, 12 FT MH, POST TOP	11903.24
681-6520	4	EA	727.01	LUMINAIRE, TP 5, 150 W, HP SODIUM	2908.04
681-6850	12	EA	603.00	LUMINAIRE, LOW MOUNTING, 150W, HP SODIUM	7236.00
682-1404	6200	LF	1.29	CABLE, TP XHHW, AWG NO 10	7998.00
682-1407	1800	LF	1.53	CABLE, TP XHHW, AWG NO 4	2754.00
682-6108	500	LF	15.00	CONDUIT, RIGID, 3/4 IN	7500.00
682-6219	300	LF	4.93	CONDUIT, NONMETL, TP 2, 1 IN	1479.00
682-9000	1	LS	16437.44	MAIN SERVICE PICK UP POINT	16437.44
<b>Section Sub Total:</b>					<b>\$58,215.72</b>

**Section SIGNAL**

Item Number	Quantity	Units	Unit Price	Item Description	Cost
639-4004	52	EA	7490.21	STRAIN POLE, TP IV	389490.92
647-1000	12	LS	120000.00	TRAFFIC SIGNAL INSTALLATION NO - 1-17	1440000.00
<b>Section Sub Total:</b>					<b>\$1,829,490.92</b>

**Total Estimated Cost: \$11,257,918.42**

P.I. Number 751650

County Fulton

Project Number STP00-9408-00(003)

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

ENTER FPL DIESEL	2.373
ENTER FPM DIESEL	5.339

ENTER FPL UNLEADED	1.566
ENTER FPM UNLEADED	3.5235

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

<b>INCREASE ADJUSTMENT</b>
125.00%

<b>INCREASE ADJUSTMENT</b>
125.00%

ROADWAY ITEMS	QUANTITY	DIESEL FACTOR	GALLONS DIESEL	UNLEADED FACTOR	GALLONS UNLEADED	REMARKS
Excavations paid as specified by Sections 205 (CUBIC YARD)	31655.000	0.29	9179.95	0.15	4748.25	
Excavations paid as specified by Sections 206 (CUBIC YARD)		0.29		0.15		
GAB paid as specified by the ton under Section 310 (TON)	3345.000	0.29	970.05	0.24	802.80	
Hot Mix Asphalt paid as specified by the ton under Sections 400 (TON)		2.90		0.71		
Hot Mix Asphalt paid as specified by the ton under Sections 402 (TON)	19600.000	2.90	56840.00	0.71	13916.00	
PCC Pavement paid as specified by the square yard under Section 430 (SY)		0.25		0.20		

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

BRIDGE ITEMS	Quantity	Unit Price	QF/1000	Diesel Factor	Gallons Diesel	Unleaded Factor	Gallons Unleaded	REMARKS
Stru Steel Plan Quantity (LB) Section 501				8.00		1.50		
Stru Steel Plan Quantity (LB) Section 501				8.00		1.50		
PSC Beams____ (LF) Section 507				8.00		1.50		
PSC Beams____ (LF) Section 507				8.00		1.50		
PSC Beams____ (LF) Section 507				8.00		1.50		
Stru Reinf Plan Quantity(LB) Section 511				8.00		1.50		
Stru Reinf Plan Quantity(LB) Section 511				8.00		1.50		
Bar Reinf Steel (LB) Section 511				8.00		1.50		
Piling____ inch (LF) Section 520				8.00		1.50		
Piling____ inch (LF) Section 520				8.00		1.50		
Piling____ inch (LF) Section 520				8.00		1.50		
Piling____ inch (LF) Section 520				8.00		1.50		
Piling____ inch (LF) Section 520				8.00		1.50		
Piling____ inch (LF) Section 520				8.00		1.50		
Drilled Caisson,____ (LF) Section 524				8.00		1.50		
Drilled Caisson,____ (LF) Section 524				8.00		1.50		
Drilled Caisson,____ (LF) Section 524				8.00		1.50		
Pile Encasement,____(LF) Section 547				8.00		1.50		
Pile Encasement,____(LF) Section 547				8.00		1.50		

<b>SUM QF DIESEL=</b>	<b>66990.00</b>	<b>SUM QF UNLEADED=</b>	<b>19467.05</b>
-----------------------	-----------------	-------------------------	-----------------

<b>DIESEL PRICE ADJUSTMENT(\$)</b>	<b>\$182,812.36</b>
<b>UNLEADED PRICE ADJUSTMENT(\$)</b>	<b>\$35,058.21</b>



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

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

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

ENTER APL

ENTER APM

<b>125.00%</b>	<b>INCREASE ADJUSTMENT</b>
----------------	----------------------------

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

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

<b>MONTHLY PRICE ADJUSTMENT(\$)</b>	
-------------------------------------	--

### ADJUSTMENT SUMMARY

FUEL PRICE ADJUSTMENT ( <i>ENGLISH 125% MAX</i> )	
DIESEL PRICE ADJUSTMENT(\$)	<u>\$182,812.36</u>
UNLEADED PRICE ADJUSTMENT(\$)	<u>\$35,058.21</u>
ASPHALT CEMENT PRICE ADJUSTMENT (BITUMINOUS TACK COAT 125% MAX)	<u>\$11,596.77</u>
400 / 402 ASPHALT CEMENT PRICE ADJUSTMENT 125% MAX	
ASPHALT CEMENT PRICE ADJUSTMENT FOR BITUMINOUS TACK COAT(Surface Treatment 125% MAX)	

REMARKS:	
----------	--

<b>TOTAL ADJUSTMENTS</b>	<b>\$229,467.34</b>
--------------------------	---------------------

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE

OFFICE District Seven Utilities  
DATE February 3, 2009

FROM Jonathan Walker, District Utilities Engineer

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

SUBJECT **Preliminary Utility Cost Estimate**  
**P.I. No. 751650 (SR961/OLD ALABAMA RD FM HOLCOMB BRIDGE RD TO JONES**  
**BRIDGE) STP00-9408-00(003) Fulton County**

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

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

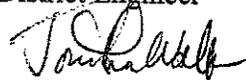
The following utility companies could potentially have prior rights on this project and may have reimbursable costs:

<b>Georgia Power Company (Transmission)</b>	<b>\$1,700,000.00</b>
<b>Georgia Power Company (Distribution)</b>	<b>940,000.00</b>
<b>AT&amp;T (BellSouth)</b>	<b>1,200,000.00</b>
<b>Total Reimbursable Costs:</b>	<b>\$3,840,000.00</b>

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

Sincerely,

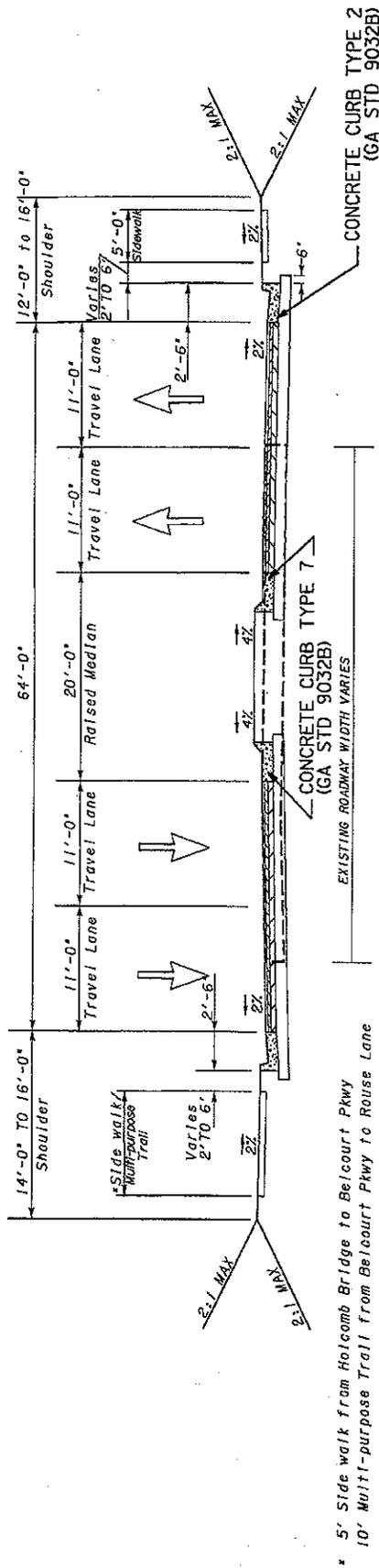
Bryant Poole  
District Engineer



By: Jonathan Walker  
District Utilities Engineer

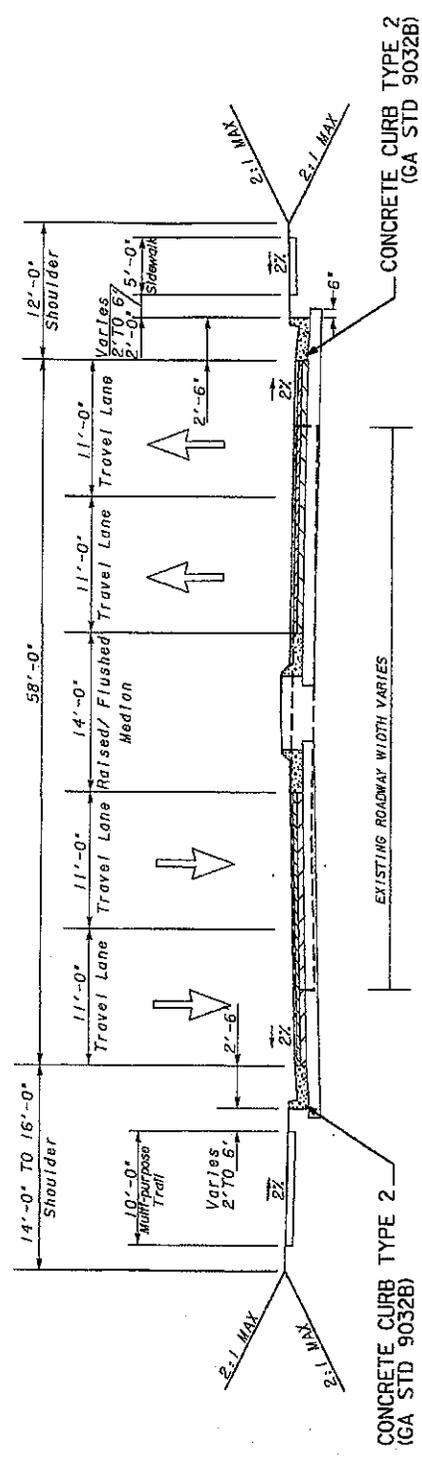
BP:JW:CAC

c: Jeff Baker, P.E.  
File



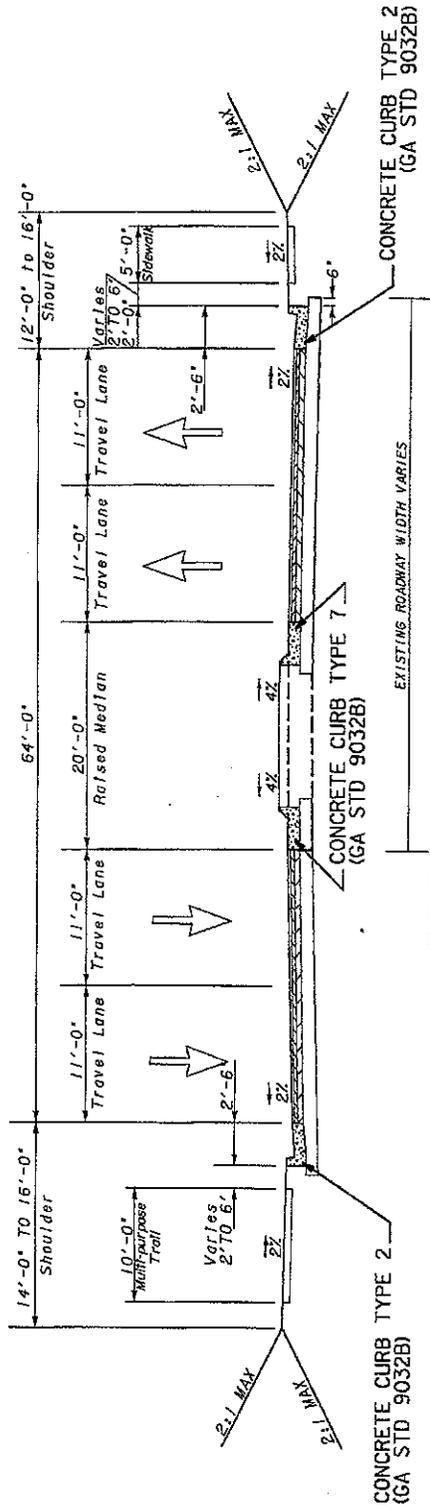
TYPICAL TANGENT SECTION

HOLCOMB BRIDGE TO ROUSE LANE



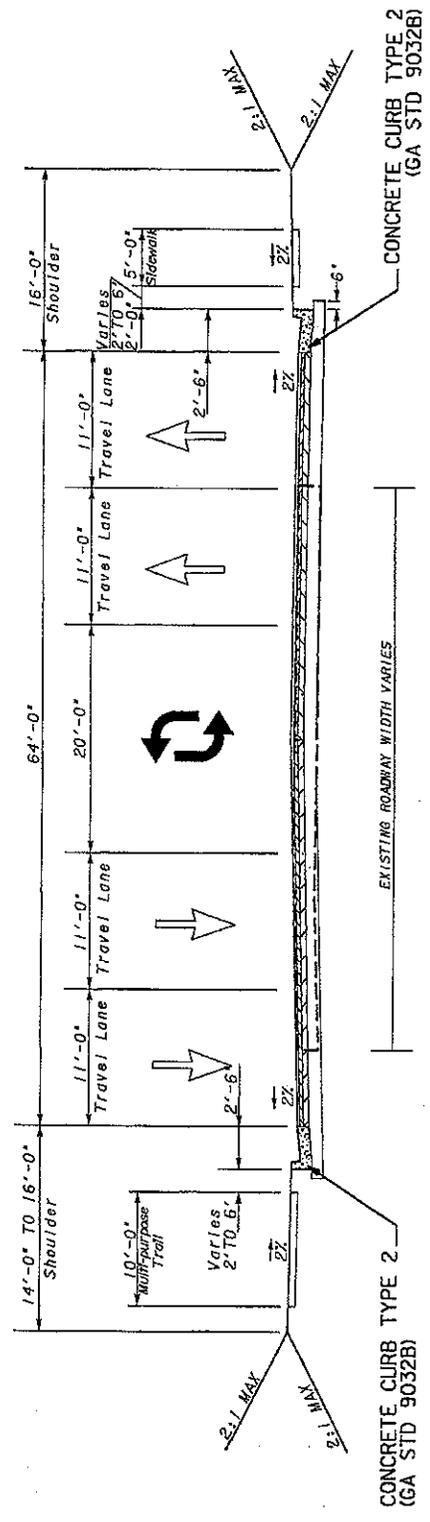
TYPICAL TANGENT SECTION

ROUSE LANE TO HUNTERS COVE



TYPICAL TANGENT SECTION

HUNTERS COVE TO NEWTOWN PARK  
ANAHEIM DR TO JONES BRIDGE RD



TYPICAL TANGENT SECTION

NEWTOWN PARK TO ANAHEIM DRIVE

### **Traffic Analysis (Pending)**

Upon approval of Concept and notice to proceed into the Preliminary Plan Phase, the project team will analyze the current design in the Final Traffic Study.



## INITIAL CONCEPT TEAM MEETING MINUTES

SR 961/Old Alabama Road Projects  
Fulton County

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

STP-9408(3) Holcomb Bridge to Jones Bridge

CSSTP-0008-00(425) Jones Bridge to Buice Rd

HPP-0005-00(428) Intersection at Old Alabama Connector

*File: 2006335.9*

**DATE:** August 16, 2007 1:00 pm

**SUBJECT:** Initial Concept Team Meeting

**LOCATION:** Mulkey Conference Room

**ATTENDEES:**

Babs Abubakari	State Program Delivery & Consultant Design Engineer
Michael Haithcock	GDOT-OCD
Amber Perkins	GDOT-OEL
Mike Lobdell	GDOT-Dist 7 Preconstruction Engineer
Terry McCollister for Jerry Milligan	GDOT-R/W
Scott Gero	Mulkey Project Manager
Neil Davis	Mulkey Project Principal
Michelle Fishburne	Mulkey NEPA
Kristina Nash	Mulkey NEPA
Shane Haniford	Mulkey SUE
Gene Baumgaertner	Street Smarts

### 1) INTRODUCTIONS

### 2) ROLES AND RESPONSIBILITIES – *TURN KEY Project*

#### a) **GDOT:**

- i) **OCD** – Michael Haithcock, Project Manager/Liaison
- ii) **OEL** – Amber Perkins, Environmental Liaison

#### b) **Mulkey Engineers & Consultants** – Prime

- i) Neil Davis – Project Principal
- ii) Scott Gero – Project Manager/Senior Engineer

#### c) Database –

- i) **3DS** – Mapping – from aerials flown in February/March 2006
- ii) **Mulkey Engineers & Consultants** – field enhancements and database
- iii) **Mulkey Engineers & Consultants** – R/W Staking

#### d) Subsurface Utility Engineering (SUE) – **Mulkey Engineers & Consultants**

#### e) Environmental –

- i) **NEPA** – **Mulkey Engineers & Consultants** – Michelle Fishburne, Kristina Nash
- ii) **History** – **Mulkey Engineers & Consultants**
- iii) **Ecology** – **Mulkey Engineers & Consultants**
- iv) **Air & Noise** – **Mulkey Engineers & Consultants**
- v) **Archaeology** – **Terracon**



## INITIAL CONCEPT TEAM MEETING MINUTES

SR 961/Old Alabama Road Projects

Fulton County

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

STP-9408(3) Holcomb Bridge to Jones Bridge

CSSTP-0008-00(425) Jones Bridge to Buice Rd

HPP-0005-00(428) Intersection at Old Alabama Connector

- vi) UST Investigations – **Terracon**
  - f) Traffic Engineering – **Street Smarts**
  - g) Geotechnical – **Terracon**
  - i) Drilling – **Ranger Consulting**
  - h) Design –
    - i) Roadway - **Mulkey Engineers & Consultants**
    - ii) Bridge – **Heath & Lineback**
  - i) Right-of-Way – Estimates and Acquisition – **Moreland Altobelli Associates, Inc.**
- 3) **PROJECT BACKGROUND & HISTORY** –
- 2/27/95 – GDOT sends ltr to Fulton Co which states concept to widen Old AL to a 4-lane divided w/ 44' depressed median on 140' R/W. Fulton Co to be responsible for Eng & Utilities
  - 7/16/97 – Commissioner creates Old AL as a temp state route 961 (Holcomb Bridge Rd to Medlock Bridge Rd)
  - 11/17/97 Concept Report Approved for STP-2868(1) PI 752660 – Widen Old Alabama from Jones Bridge to Medlock Bridge to a 4-lane with a 20' raised Med & bike lanes with c&g and sidewalks.
  - 1/16/98 – FHWA signs FONSI for Jones to Medlock
  - 4/12/99 – Commissioner Shackelford advises staff not to be concerned with 54" water line if it falls under proposed pavement as this road will revert to local jurisdiction.
  - 5/12&13/99 PFPR held for Jones to Medlock
  - 1/26/05 – Roswell sends ltr to GDOT expressing desire to NOT widen between Holcomb Bridge Rd and Haynes Bridge Rd.
  - 6/7/05 – Fulton Co requests and GDOT accepts responsibility for managing improvement projects from Holcomb Bridge Rd to Medlock Bridge Rd. Local Municipalities remain responsible for utility relocations.
  - 12/06 – Roswell City Council approves a resolution opposing widening of Old Alabama Rd from Holcomb Bridge Rd to the Old Alabama Connector.
  - 12/15/06 – Mulkey receives NTP and is directed to start from scratch on improvements to Old Alabama Rd from Holcomb Bridge Rd to Medlock Bridge Rd.
  - 7/10/07 – a supplemental agreement was approved to remove the portion of Old Alabama Road from Buice Rd to Medlock Bridge Rd which will be handled by GDOT-Dist 7. In exchange, Mulkey will prepare plans for an Interim Intersection Improvement Project of Old Alabama Rd at the Old Alabama Connector, Project HPP-0005-00(428) PI 0005428.



## INITIAL CONCEPT TEAM MEETING MINUTES

SR 961/Old Alabama Road Projects  
Fulton County

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

STP-9408(3) Holcomb Bridge to Jones Bridge

CSSTP-0008-00(425) Jones Bridge to Buice Rd

HPP-0005-00(428) Intersection at Old Alabama Connector

#### 4) DATA COLLECTED TO DATE –

- a) **Survey** – preliminary database based on mapping completed. Currently enhancing survey with field run as well as picking up property and existing R/W.
- b) **Bridges** – two bridges will be replaced:
  - i) Old Alabama over Johns Creek - sufficiency rating of 43.89 (3/23/07)
  - ii) Old Alabama over Johns Creek Tributary – sufficiency rating of 40.04 (3/23/07)
- c) **SUE – QL-D complete** – Shane noted that there are a significant number of utilities along this corridor especially in the Roswell portion. Shane noted that there are several utilities, in particular water lines as well as others, which have been located that were not recorded and which the utility companies were not aware even existed.
- d) **Environmental** – Scott noted that there are very few Environmental Resources along this corridor considering it is approximately 8 miles long.
  - i) **History** – only one resource along Old Alabama Rd at Newtown Park. Two other resources have been identified down side roads but should not be affected.
  - ii) **Ecology** – The survey/delineations are complete. Once the concept alternatives are developed and impacts calculated for each, the report will be submitted to GDOT for review. Scott noted that the majority of the streams are east of Jones Bridge Rd although there is one stream in Roswell that will most likely not be affected.
  - iii) **PAR** – is not anticipated as this project will most likely have a Nationwide 404 Permit.
  - iv) **Archaeology** – holding off on field work pending approval of the concept alignment
  - v) **UST's** - holding off on field work pending approval of the concept alignment
  - vi) **Social/Economic** –
    - (1) **Parks** – several along corridor
      - (a) Big Creek Mountain Bike Park (east of Belcourt Pkwy in Roswell) – It is anticipated that there will be some impacts to the footpath that runs through the woods parallel to Old Alabama Road. This will most likely be mitigated by the installation of a multi-purpose path as part of this project. A 4f impact assessment will most likely occur here but should not be a significant problem.
      - (b) Newtown Park (east of Haynes Bridge Rd in Johns Creek)
      - (c) Autry Mill Nature Preserve (east of Autry Mill Middle School)
      - (d) River Pines Golf Course (Public golf course at Spruill Mill Rd, Johns Creek). This golf course charges the public to play so it should not be a potential 4f situation if encroachment occurs.
    - (2) No low income identified.
    - (3) No minority communities identified.



## INITIAL CONCEPT TEAM MEETING MINUTES

SR 961/Old Alabama Road Projects

Fulton County

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

STP-9408(3) Holcomb Bridge to Jones Bridge

CSSTP-0008-00(425) Jones Bridge to Buice Rd

HPP-0005-00(428) Intersection at Old Alabama Connector

- vii) Public Involvement Plan (PIP) – a draft plan has been prepared and agreed to by GDOT-OEL. This plan is a living document which will be modified depending on how the project progresses. Public Involvement is critical to this project as it is a very high profile and controversial project.
- viii) Possible Permits required:
  - US Army Corp of Engineers Section 404 Permit
- e) **Traffic Data** – Initial Conditions Assessment Report complete and includes:
  - i) Accident Data
  - ii) Existing Traffic Volumes (DHV & AADT)
  - iii) Projected volumes for the Build Year of 2012 and Design Year of 2032.
  - iv) Analysis of existing signals and roadway segments for LOS.
  - v) Analysis of signalized intersections and roadway segments for the No-Build option for the Build Year of 2012 and Design Year of 2032.
  - vi) Traffic counts.

Scott noted that the existing roadway configuration meets LOS of D or better in 2032 for approximately 2.2 miles from Hunts Pointe Dr/Southwick Pass (Country Club of the South Main Entrance) to Buice Road. This section may not need to be widened but would benefit from some configuration improvements (striping).

### 5) **COORDINATION** –

#### a) **Meetings to date** –

- |                             |         |  |
|-----------------------------|---------|--|
| (1) GDOT Kick Off Mtg –     | 2/2/07  |  |
| (2) GDOT SUE Kick Off Mtg - | 3/14/07 |  |
| (3) Introduction to FHWA    | 5/3/07  | It was noted that at this meeting FHWA agreed with our Logical Termini (Holcomb Bridge Rd to Medlock Bridge Road) and public involvement approach. |

#### b) **Developments/Other Projects** –

- i) STP-2868(1) PI 752660 - Working with GDOT-District 7 as they complete intersection improvements to Old Alabama Road from Buice Rd to SR 141/Medlock Bridge Rd.
- ii) HPP-0005-00(428) PI 0005428 – Interim intersection improvement project for the intersection of Old Alabama Rd at the Old Alabama Connector. Mulkey is studying and preparing construction documents for this project.
- c) **Utility** – Mulkey SUE met with GDOT-SUE on 3/14/07 and has been in continual coordination through monthly status meetings in GDOT-OCD.

#### d) **Public Involvement** –



## INITIAL CONCEPT TEAM MEETING MINUTES

SR 961/Old Alabama Road Projects  
Fulton County

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

STP-9408(3) Holcomb Bridge to Jones Bridge

CSSTP-0008-00(425) Jones Bridge to Buice Rd

HPP-0005-00(428) Intersection at Old Alabama Connector

- i) Meetings to date:
    - (1) Introduction to Roswell - 3/8/07
    - (2) Introduction to Johns Creek - 3/14/07
    - (3) Introduction to Alpharetta - 4/19/07
    - (4) Introduction to North Fulton CID & Greater North Fulton Chamber of Commerce (GNFCC) 5/8/07
    - (5) Public Workshop 6/7/07
    - (6) Project Introduction to the North Fulton CID 8/14/07
  - ii) We are talking with three groups for history of the project and area as well as their vision for the project. We want to find out what promises or perceived promises may have been made in the past as relates to roadway improvements to see if we can accommodate some of these desires into this project. Mike Lobdell confirmed that he has encountered hearing from the public of previous promises and that they are not always true or sometimes contradicts other versions of the story. These groups include:
    1. Community Group – Dale Nesbitt (leader or member)
    2. Homeowner's Association Group
    3. Newtown Park Foundation
  - iii) We plan to present at least 3 concept alternatives at a Public Workshop in October.
- 6) **NEED & PURPOSE** – See attached. Scott asked Mike Haithcock if he had received any comments on the Draft N&P that was given to him to send out with the invitation to this meeting. Mike stated that he did not receive any comments. Michelle stated that she would continue to refine this N&P and will submit to GDOT-Planning for approval.
- 7) **APPROACH**
- a) Context Sensitive Solutions (CSS) – Scott stated that they are taking a CSS approach to this project and are using the five Guiding Principles that define and promote good CSS practices from the GDOT website as a method of ensuring that CSS are being appropriately applied.
  - b) Design Criteria –
    - (1) Functional Classification: Urban Minor Arterial
    - (2) Design Speed: 35, 45 mph. The existing Roswell portion of the project (Holcomb Bridge Rd to Nesbitt Ferry Rd) has a vertical profile that has several 30-35 mph crest and sag curves. The existing profile east of Nesbitt Ferry Rd to Medlock Bridge Rd generally has a profile which meets a 45 mph design speed with the exception of one of two locations. Scott suggests moving forward with a Design



## INITIAL CONCEPT TEAM MEETING MINUTES

SR 961/Old Alabama Road Projects  
Fulton County

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

STP-9408(3) Holcomb Bridge to Jones Bridge

CSSTP-0008-00(425) Jones Bridge to Buice Rd

HPP-0005-00(428) Intersection at Old Alabama Connector

Speed of 35 mph for the roadway west of Nesbitt Ferry Rd and 45 mph east of Nesbitt Ferry Rd. This would minimize impacts by reducing the amount of profile grade reconstruction needed.

- (3) Emax: 4%
  - (4) Existing R/W:
    - (a) West of Jones Bridge Rd varies 50' – 120'
    - (b) East of Jones Bridge Rd varies 60' – 110'
  - (5) R/W Width: Varies Approx. 100' – generally 16' shoulders with R/W 1-5' outside the shoulder break.
  - (6) Lane widths of 11' to minimize impacts
  - (7) Sidewalk width of 5'
  - (8) Multi-purpose path on one side ranging from 8-12 ft depending on impacts
  - (9) Medians consist of 12-14' flush medians or 4-20 ft raised medians
  - (10) Curb and gutter (urban minor arterial)
- c) Alternatives to be studied: Context Sensitive Design
- (1) Minimization alternative M1 & M2 –
    - (a) M1 would include signal timing improvements and synchronization modifications only.
    - (b) M2 would be M1 plus adding necessary turn/through lanes at the intersections.
  - (2) Traditional alternative T1 – to include widening to four lanes with a flush or raised median based on AADT's and GDOT's Design Policy Manual section 6.8.2. This would provide 12' lanes and would have the most significant impacts
  - (3) Combination alternatives C1 & C2 –
    - (a) C1 would be the traffic engineer's design which would include M2 plus additional lanes, turn lanes throughout the corridor in order to achieve an acceptable level of service in the Design Year. This would also include a multi-purpose path on one side of the roadway and a sidewalk on the other.
    - (b) C2 would include M2 plus a multi-purpose path on one side of the roadway and a 5' sidewalk on the other side and:
      - (i) In the Roswell portion: additional right turn/decel lanes at all side roads and major driveways. Conversion to a raised median of the center dual left turn lane in three lane section of Roswell outside of areas needed for left turn lanes or access to driveways. This will be considered to calm traffic, too soften the look and feel (aesthetics) and to prevent usage of center turn lane as a thru lane (as reported by several people at the Public Workshop).



## INITIAL CONCEPT TEAM MEETING MINUTES

SR 961/Old Alabama Road Projects  
Fulton County

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

STP-9408(3) Holcomb Bridge to Jones Bridge

CSSTP-0008-00(425) Jones Bridge to Buice Rd

HPP-0005-00(428) Intersection at Old Alabama Connector

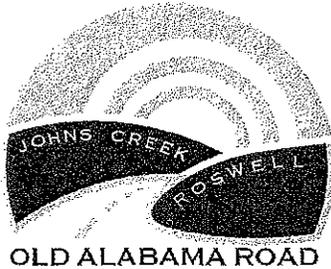
- (ii) From Old Alabama Connector to just east of Jones Bridge Rd (high volume area) would have M2 plus the additional lanes/auxiliary lanes to create two lanes in each direction and a raised median varying in width to minimize impacts but control access.
- (iii) From Foxworth Dr to the east would be M2 plus right turn/decel lanes at subdivisions and major driveways, center dual left turn lane conversion to raised median in sections outside of the areas needed for left turn lanes and driveway access.

This alternative takes into consideration C1's recommendations as well as the Resolution of opposition Roswell has passed to widening Old Alabama Rd from Holcomb Bridge Rd to the Old Alabama Connector.

These alternatives will be analyzed for ability to meet or improve LOS and reduction in travel time/delays.

#### d) Public Involvement –

- (1) Present 3 alternatives in October (M2, C2, T1) to the public. The alternatives will include information to explain to the public the results and impacts expected by each alternative along with renderings (similar to attached) along select locations to better help the public understand the proposed improvements along with their resultant impacts and benefits. The idea will be to allow the public to pick and choose from each of the alternatives, their preference for individual segments of the project. Ultimately, the goal will be to go back and piece together the segments of M2, C2, and T1 that meet the goals of this project and develop a combination C3 that may be the preferred concept alternative to advance through to the approved concept design.
- (2) Possibly meet with individual groups along the corridor to fine tune the preferred alternate in the areas of their concern (this process may not occur until the Preliminary Plans Phase) November 2007 – May 2008
- (3) PIOH to present preferred concept – Spring 2008
- (4) Public Hearing – Fall 2008 (this could be the preferred alternative with some additional fine tuning from the individual group meetings)
- (5) Babs suggested that Mulkey present this approach to the cities of Roswell and Johns Creek as soon as possible so they understand the approach Mulkey is taking to developing the improvements and to quell some of the fears that GDOT is just planning on forcing 4-lanes with medians through the entire corridor.
- (6) Scott explained that since this project has developed into much more of an operations type project, that the original scope and budget for the traffic analysis is being exceeded. Babs said that this CSS approach is the appropriate way to



## INITIAL CONCEPT TEAM MEETING MINUTES

SR 961/Old Alabama Road Projects  
Fulton County

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

STP-9408(3) Holcomb Bridge to Jones Bridge

CSSTP-0008-00(425) Jones Bridge to Buice Rd

HPP-0005-00(428) Intersection at Old Alabama Connector

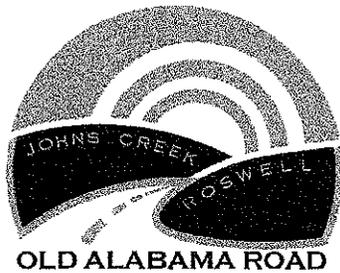
move forward and that we need to devote resources to continue this process as described. He stressed that it is important that all appropriate analysis be conducted to ensure the best solution. It was agreed that moving funds from later phases (Final Plans Phase) may be appropriate.

### 8) **SCHEDULE** –

- 2<sup>nd</sup> Public Workshop – This fall (Mid October)
- Concept Team Meeting – shooting for 12/18/07 (depends on public reception in October)
- PIOH – present preferred alternative if different than concepts shown in October
- Begin Preliminary Plans – January/February 2008
- Public Hearing – June/July 2008
- Complete EA (FONSI) – 12/5/08
- PFPR – 2/4/09
- R/W Plans – 12/3/09 – R/W Authorization is Long Range (2012-2020)
- FFPR – 8/26/10
- Let – Long Range (2012-2020)

### **Attachments:**

- Draft Need & Purpose Statement
- 3d typical section sketch



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

*File: 2006336.22B*

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

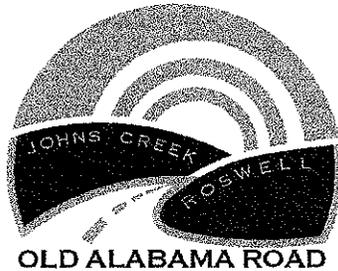
---

**INTRODUCTIONS –**

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

**DRAFT CONCEPT REPORT –**

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



## CONCEPT TEAM MEETING MINUTES

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

and PFPR back in the mid 1990's. This project was completed for Fulton County.

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

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



## CONCEPT TEAM MEETING MINUTES

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

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

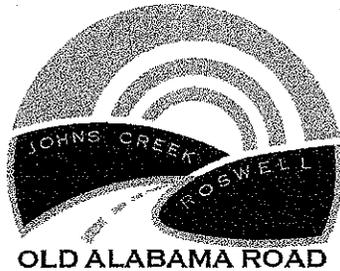


## CONCEPT TEAM MEETING MINUTES

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

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

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



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

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



## CONCEPT TEAM MEETING MINUTES

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

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

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



## CONCEPT TEAM MEETING MINUTES

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

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

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



## CONCEPT TEAM MEETING MINUTES

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

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

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



## CONCEPT TEAM MEETING MINUTES

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

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

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

#### 4. **COMMENTS FROM LOCAL GOVERNMENTS –**

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

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



## CONCEPT TEAM MEETING MINUTES

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

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

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



## CONCEPT TEAM MEETING

Projects STP-9408(3) & CSSTP-0008-00(426)  
 PI Nos. 751650 & 0008425  
 4/15/2008, 10:00 am  
 Old Alabama Road Improvements

## SIGN-IN SHEET

	NAME	COMPANY / AGENCY	E-MAIL
1	Scott Gero	Mulkey	sgero@mulkeyinc.com
2	Heather Perrin	Mulkey	hperrin@mulkeyinc.com
3	Amber Perkins	GDOT -OEL	aperkins@dot.ga.gov
4	Kimberly Nesbitt	GDOT - OCD	knesbitt@dot.ga.gov
5	Pete Hughes	Sawnee EMC	pete.hughes@sawnee.com
6	Tim Kohler	Sawnee EMC	tim.kohler@sawnee.com
7	Kristen Kasmire	Heath-Lineback	kkasmire@heath-lineback.com
8	Jeff Woodward	GDOT - Const.	jwoodward@dot.ga.gov
9	Clyde Cunningham	District 7 - Utilities	ccunningham@dot.ga.gov
10	Lisa Slonus	Street Smarts	lisas@streetsmarts.us
11	Xavier James	GDOT	xjames@dot.ga.gov
12	Edlin Regis	GDOT - D7 Traffic OPS	eregis@dot.ga.gov
13	Robin Rosen	Mulkey	rrosen@mulkeyinc.com
14	John Simshauser	Moreland Altobelli	jsimshauser@mail.net
15	Muhammad Rauf	City of Roswell	mrauf@roswellgov.com
16	Ken Hildebrandt	City of Johns Creek	ken.hildebrandt@johnscreekga.gov
17	Peter Ayeni	City of Atlanta	paveni@atlantaga.gov
18	Mike Lobdell	GDOT-D7 Preconstruction Engineer	mlobdell@dot.ga.gov
19	Todd Long	GDOT - Preconstruction Engineer	tlong@dot.ga.gov
20			
21			
22			
23			
24			
25			
26			
27			
28			
29			
30			
31			

May 14, 2008

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

Dear Mr. Ross:

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

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

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

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

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

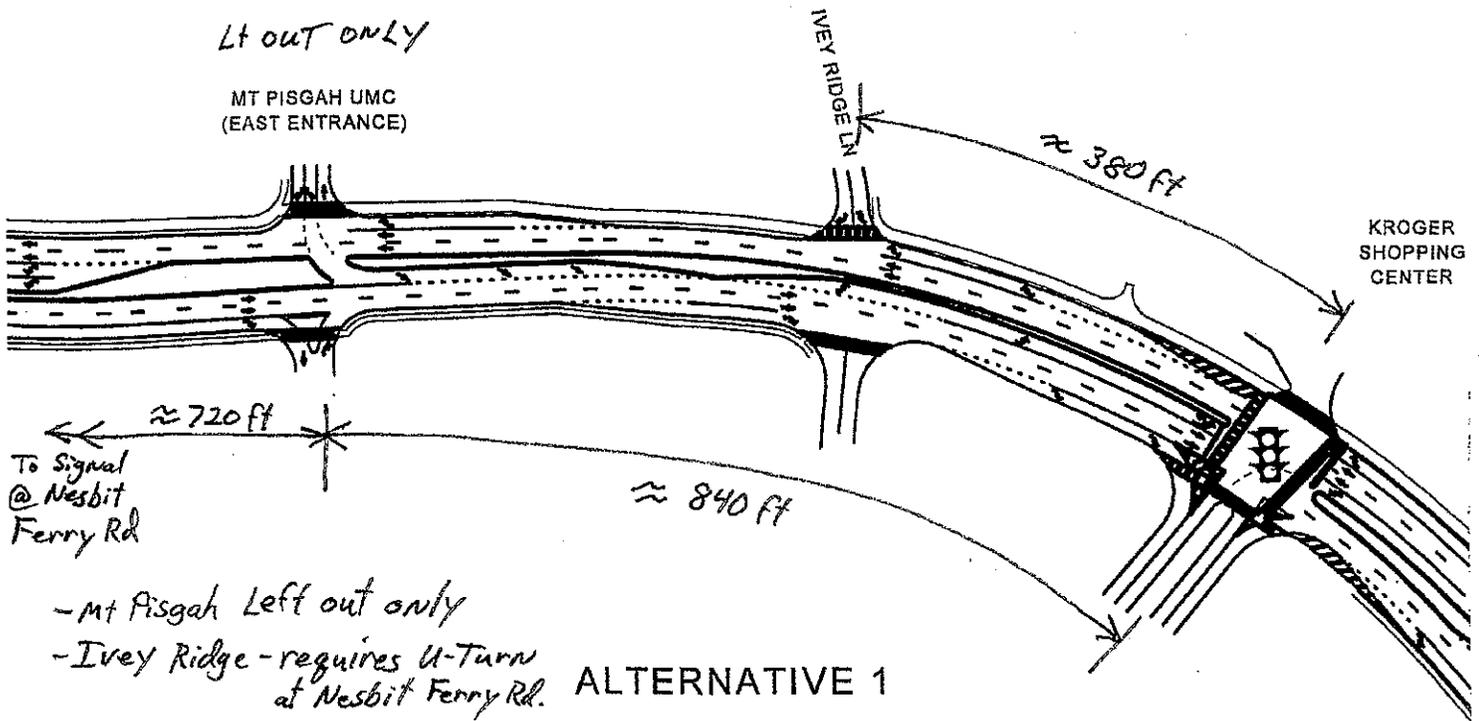
We are prepared to answer any questions you may have. Please feel free to contact me on my cell at 678-469-0620 or email me at [ferler@mountpisgah.org](mailto:ferler@mountpisgah.org).

Sincerely,

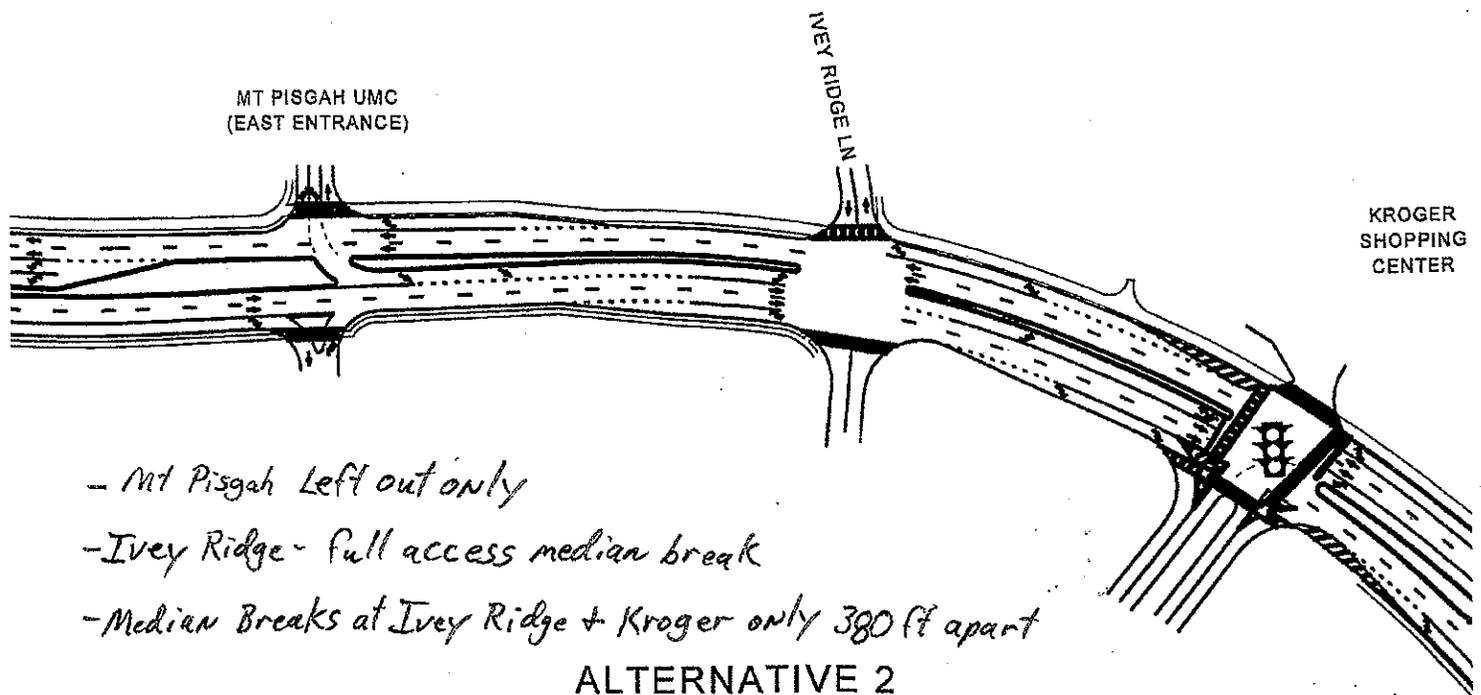
Fred C. Erler

Executive Pastor  
Mount Pisgah United Methodist Church

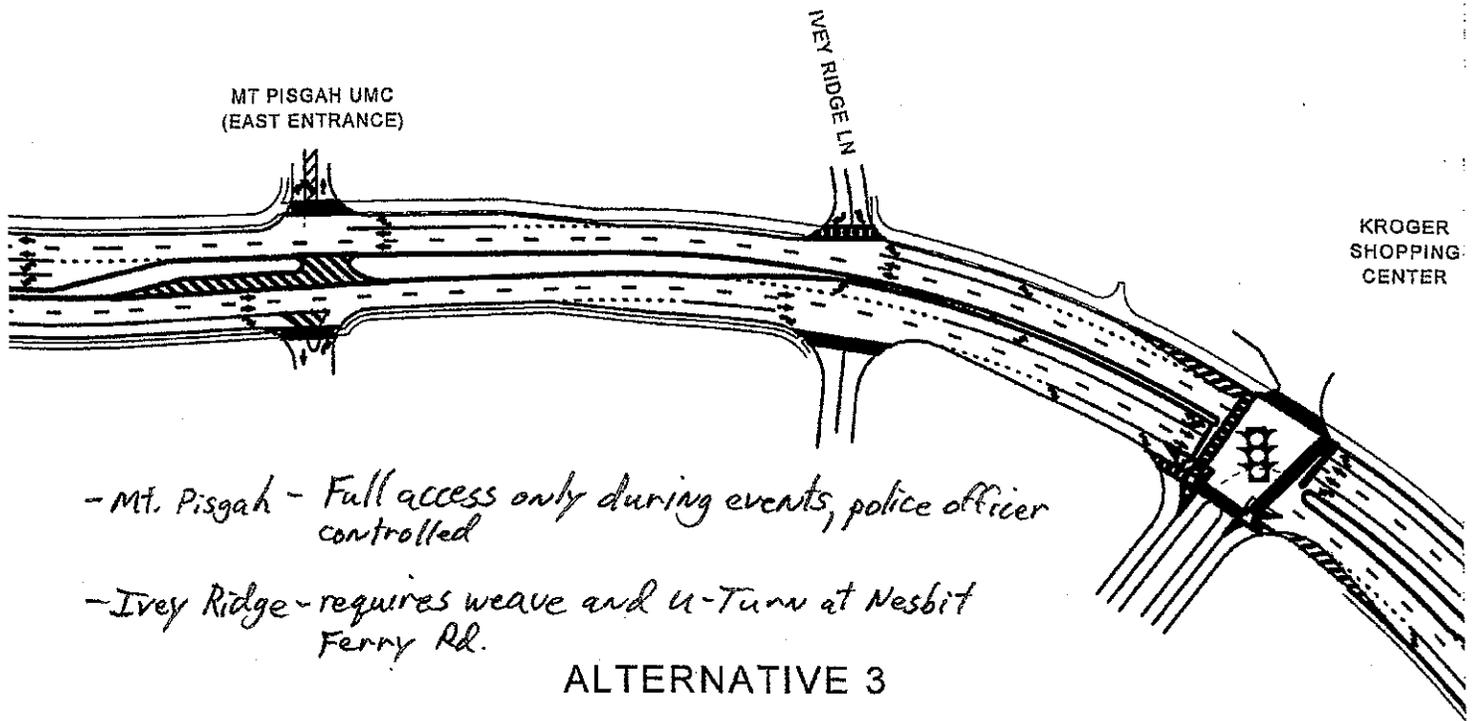
Copy: Mayor Mike Bodker, City of Johns Creek  
Mr. Randall Johnson, Johns Creek Councilman  
Liz Hausmann, Johns Creek Councilwoman  
Ivan Figueroa, Johns Creek Councilman  
Ken Hildebrandt, Manager of Public Works  
Johns Kachmar, Johns Creek City Manager



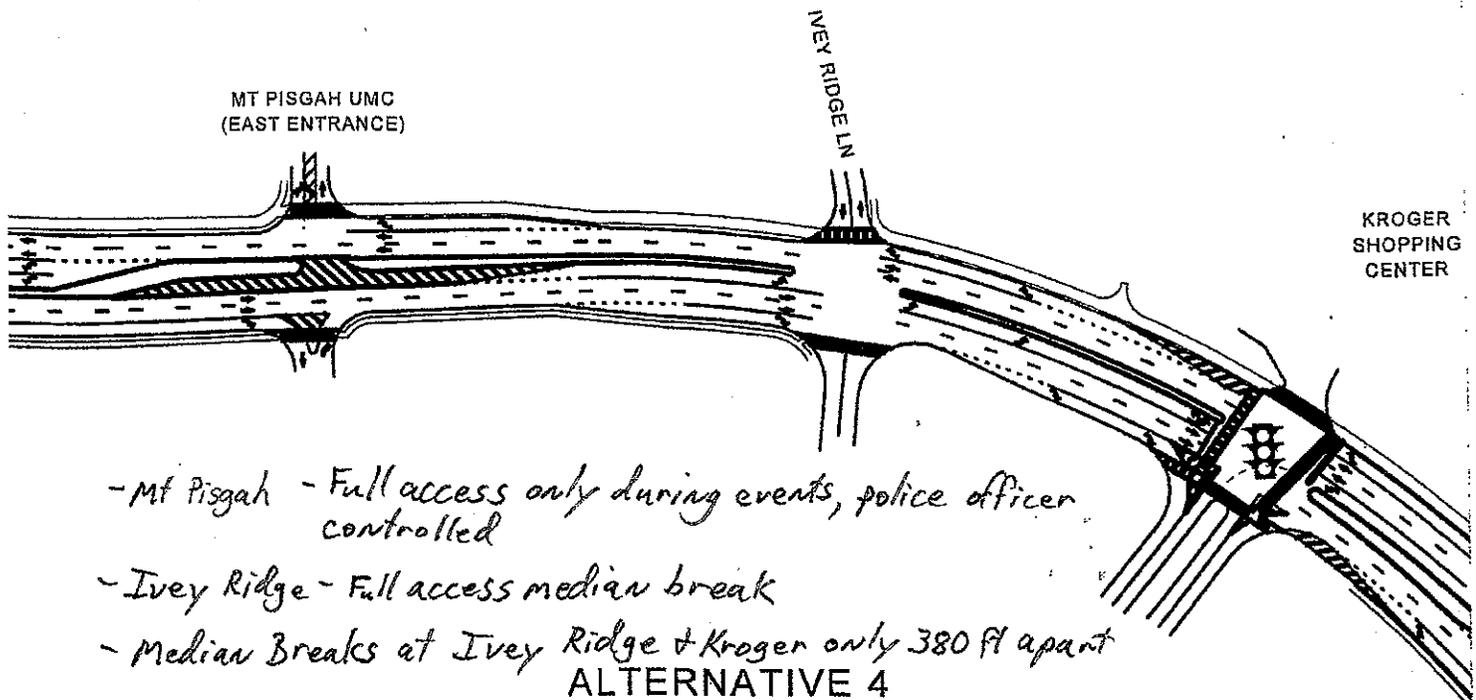
...751650MAIN - Mt Pisgah 1.dgn 4/16/2008 10:11:42 AM



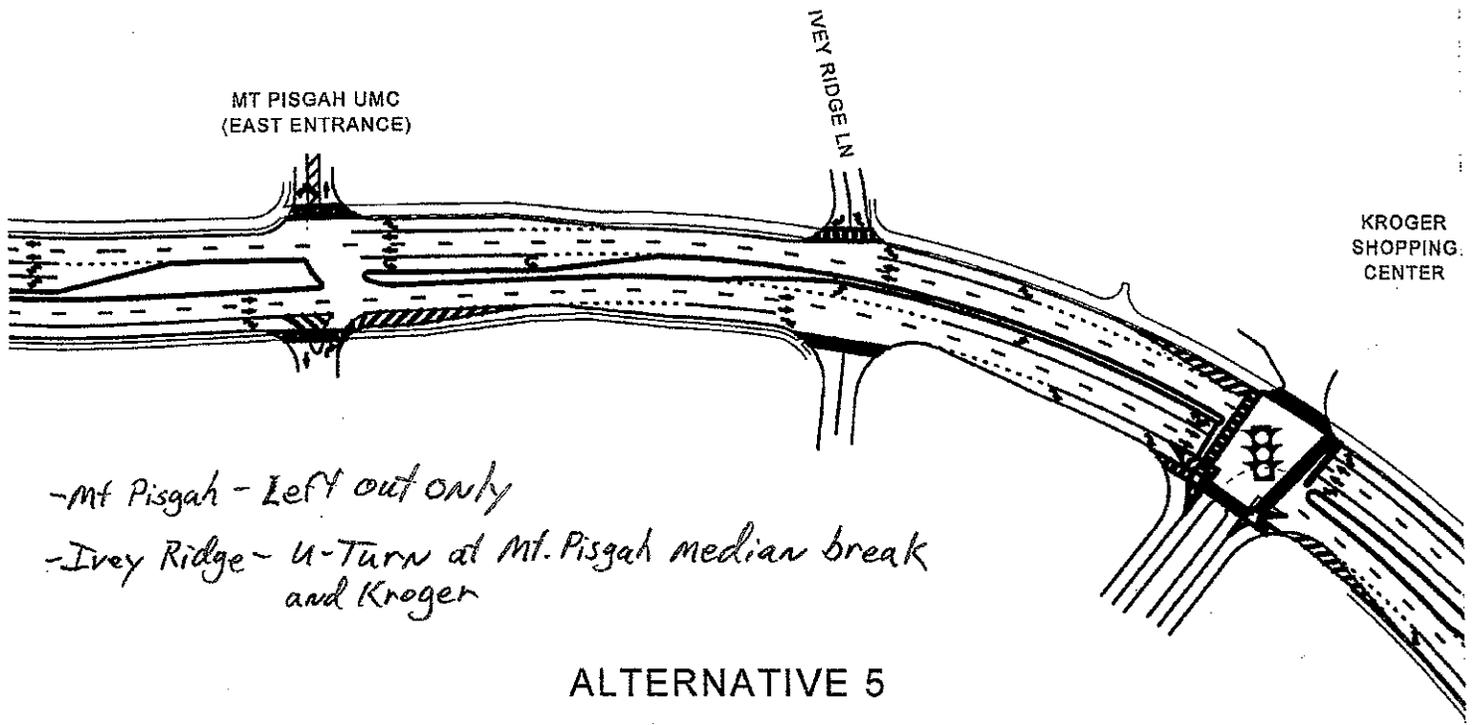
...751650MAIN - Mt Pisgah 2.dgn 4/16/2008 10:10:12 AM



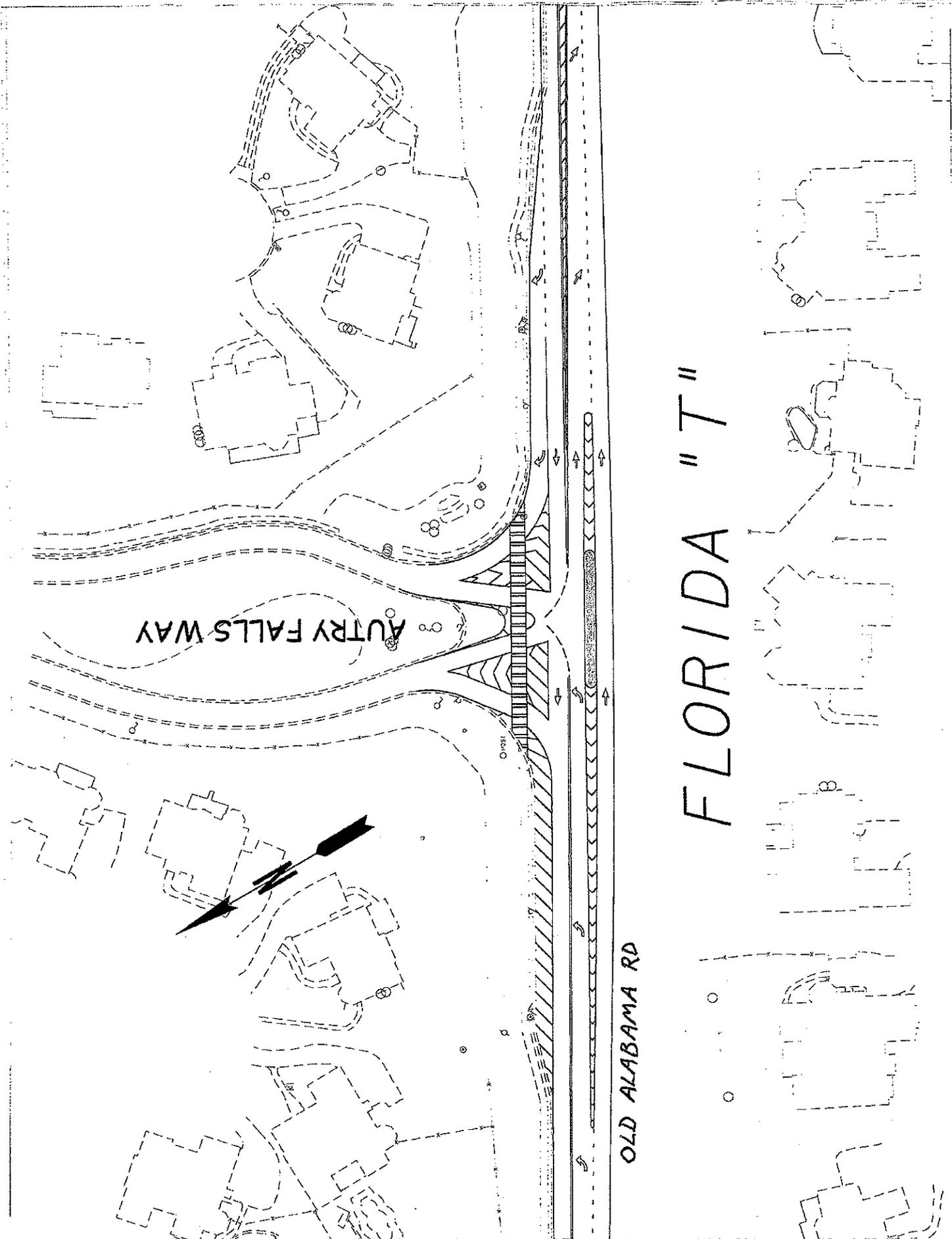
..1751650MAIN - Mt Pisgah 3.dgn 4/16/2008 10:23:04 AM



..1751650MAIN - Mt Pisgah 4.dgn 4/16/2008 10:14:14 AM



ALTERNATIVE 5

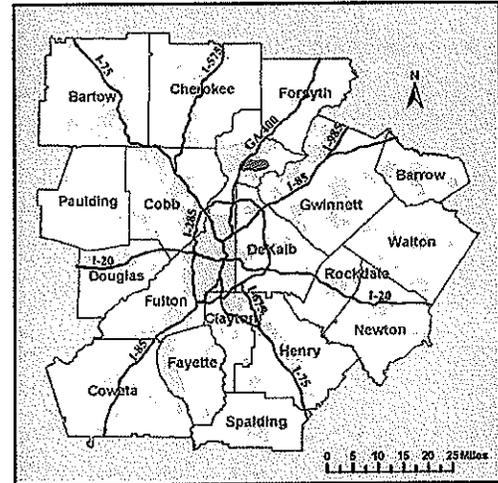
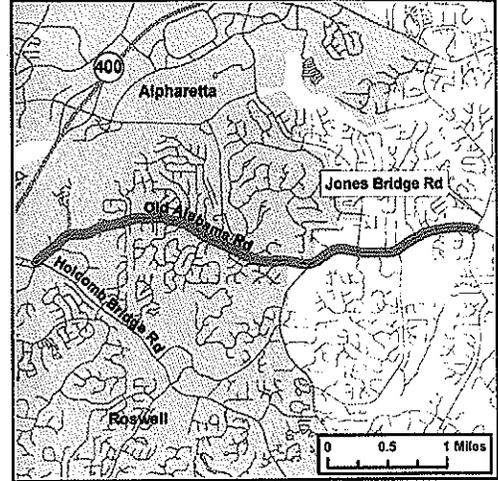


AURY FALLS WAY

OLD ALABAMA RD

FLORIDA "T"

<b>Short Title</b>	OLD ALABAMA ROAD: SEGMENT 1 FROM SR 140 (HOLCOMB BRIDGE ROAD) TO JONES BRIDGE ROAD
<b>GDOT Project No.</b>	751650-
<b>Federal ID No.</b>	STP-9408(3)
<b>Status</b>	Long Range
<b>Detailed Description and Justification</b>	This project includes widening Old Alabama Road from SR 140 (Holcomb Bridge Road) to Medlock Bridge Road from 2 to 4 lanes, as well as adding a median and bike lanes. See FN-123B for Phase 2.
<b>Service Type</b>	General Purpose Roadway Capacity
<b>Sponsor</b>	GDOT
<b>Jurisdiction</b>	Fulton (North)
<b>Existing Thru Lane</b>	2 <i>(applicable for road projects only)</i>
<b>Planned Thru Lane</b>	4 <i>(applicable for road projects only)</i>
<b>Corridor Length</b>	4.1 miles <i>(not applicable for all project types)</i>
<b>Network Year</b>	2020 <i>(required if modeled for conformity)</i>
<b>Completion Date</b>	2020
<b>Analysis Level</b>	In the Region's Air Quality Conformity Analysis



Phase Status & Funding Information for 06-11 TIP		FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
				FEDERAL	STATE	BONDS	LOCAL/OTHER
PE	STP - Statewide Flexible (GDOT)	2006	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000
ROW	General Federal Aid - 2014-2030	LR 2014-2020	\$5,000,000	\$4,000,000	\$1,000,000	\$0,000	\$0,000
CST	General Federal Aid - 2014-2030	LR 2014-2020	\$33,921,000	\$27,136,800	\$6,784,200	\$0,000	\$0,000
				\$31,136,800	\$7,784,200	\$0,000	\$0,000

PE: Preliminary Engineering / Design / Study

ROW: Right-of-way Acquisition

CST: Construction / Implementation



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

