

ORIGINAL TO GENERAL FILES

D.O.T. 66

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

**INTERDEPARTMENT CORRESPONDENCE**

**FILE** CM-OOBK(4) Fulton County **OFFICE** Preconstruction  
P. I. No. 770923  
*CWH* **DATE** August 10, 2000  
**FROM** C. Wayne Hutto, Assistant Director of Preconstruction  
**TO** SEE DISTRIBUTION

**SUBJECT PROJECT CONCEPT REPORT APPROVAL**

Attached for your files is the approval for subject project.

CWH/cj

Attachment

**DISTRIBUTION:**

Tom Turner  
David Mulling  
Harvey Keeper  
Jerry Hobbs  
Herman Griffin  
Georgene Geary (ATTN: Michael Henry)  
Marion Waters  
Marta Rosen  
Paul Liles  
Don Mills  
Jimmy Chambers (ATTN: Ted Cashin)  
Steve Henry

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

**INTERDEPARTMENT CORRESPONDENCE**

**FILE** CM-OOBK(4) Fulton County **OFFICE** Preconstruction  
P.I. No. 770923  
**DATE** July 25, 2000

**FROM**   
Thomas L. Turner, P.E., Director of Preconstruction

**TO** J. Tom Coleman, Jr., Commissioner

**SUBJECT** PROJECT CONCEPT REPORT

This project is the construction of a sidewalk, bike lane, and multi-use path on Old Alabama Road from Riverside Drive to Market Boulevard for a total of 0.72 mile. Old Alabama Road provides primary access to Riverside Drive, to the park in the right-of-way under GA 400 adjacent to the river, and to major housing and commercial concentrations in the area. This project will encourage pedestrian travel and multi modal transportation participation by providing safe, clean and functional sidewalks, shared use paths and bike lanes that will link homes and businesses in the area with the MARTA bus system.

Old Alabama Road will consist of four, 11' lanes (two in each direction) with no median, 4' bicycle lanes in each direction, a 5' sidewalk on the east side and a 10' multi-use path on the west side. The project proposes to reduce the speed limit to 30 MPH throughout the corridor from the 35 MPH to 45 MPH posted speed limit. Erosion control protection and regrassing and landscaping of all disturbed areas with permanent seed and plants appropriate to the season is included in the project. Traffic will be maintained during construction.

Environmental concerns include requiring a COE 404 Permit; a Categorical Exclusion will be prepared; a public hearing is not required; time saving procedures are appropriate.

The estimated costs for this project are:

	<u>PROPOSED</u>	<u>APPROVED</u>	<u>PROG DATE</u>	<u>LET DATE</u>
Construction (includes E&C and inflation)	\$713,000	\$332,000	2001	Local
Right-of-Way & Utilities*	Local	Local		

\*Contract sent 9-20-99 requesting City of Roswell be responsible for PE, right-of-way, utilities and 20% of construction costs.

J. Tom Coleman, Jr.  
Page 2

CM-OOBK(4) Fulton  
July 25, 2000

This project is in the STIP. I recommend this project concept be approved.

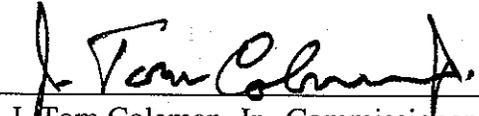
TLT:JDQ/cj

Attachment

CONCUR

  
\_\_\_\_\_  
Frank L. Danchetz, P.E., Chief Engineer

APPROVE

  
\_\_\_\_\_  
J. Tom Coleman, Jr., Commissioner

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

PROJECT CONCEPT REPORT

For

CITY OF ROSWELL  
CMAQ IMPROVEMENTS TO OLD ALABAMA ROAD  
BETWEEN RIVERSIDE DRIVE AND MARKET BOULEVARD  
CM-00BK(4)  
P.I. 770923

PREPARED BY:  
CITY OF ROSWELL DEPARTMENT OF TRANSPORTATION

DATE:	May 15, 2000
FEDERAL SHARE:	\$ 570,213.00
MATCHING SHARE:	\$ 142,553.25
PROPOSED FY:	2001
PROJECT SPONSOR:	City of Roswell
CONTACT PERSON:	John Bishop

THE UNDERSIGNED HAVE REVIEWED THE CONCEPT REPORT AND  
RECOMMEND APPROVAL:

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Marta Rosen Date  
State Transportation Planning Administrator

 7-12-00  
Stephen T. Henry Date  
Metro District Engineer

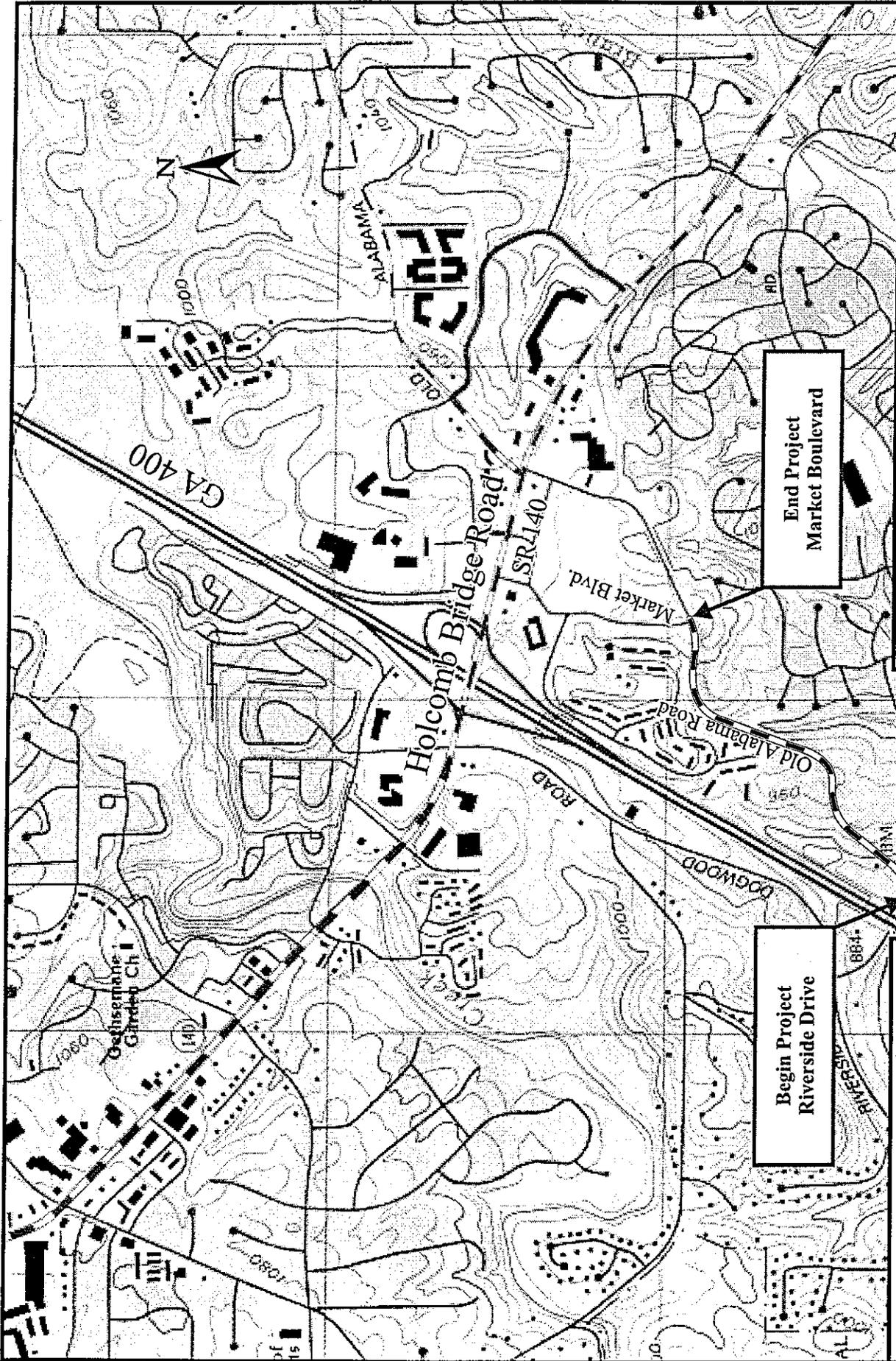
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Harvey Keeper Date  
State Environmental/Location Administrator

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Marion Waters, P.E. Date  
State Traffic Operations Engineer

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



**CMAQ ROADWAY & SIDEWALK IMPROVEMENTS  
 OLD ALABAMA ROAD - RIVERSIDE  
 DRIVE TO MARKET BOULEVARD  
 CM - 00BK(4) / P.I. Number 770923**

**City of Roswell  
 - TRANSPORTATION DEPARTMENT  
 Location Base Map**

Figure  
**1**

## PROJECT CONCEPT REPORT

**Project Number:** CM-00BK(4), Fulton County  
**P.I. Number:** 770923  
**Project Name:** CMAQ Improvements to Old Alabama Road  
City of Roswell

### PROJECT LOCATION AND DESCRIPTION

Proposed Project P.I. Number 770923 consists of the addition of a 4-foot Bicycle Lane in each direction, a 5-foot sidewalk on the east side of the roadway and a 10-foot shared-use path on the west side of the road between Riverside Drive and Market Boulevard on Old Alabama Road.

Approximate Bike Lane Length = 7,325'  
Approximate Sidewalk Length = 3,730'  
Approximate Shared-use Path Length = 3,690'  
Roadway Length = 3,788' = 0.72 Miles

**Total Project Length:** 0.72 Miles

### RELATION TO THE INTERMODAL TRANSPORTATION SYSTEM:

The project will provide access to the Metropolitan Atlanta Rapid Transit Authority (MARTA). The proposed sidewalk, shared-use path and bike lanes will provide local residents with access to MARTA bus routes 140, 141, and 142, which intersect at the Mansell Park/Ride Lot.

**PROJECT CATEGORY:** CMAQ – Congestion Mitigation/Air Quality Program

### PROJECT NEED AND PURPOSE:

The purpose of this CMAQ project is to reduce vehicle trips, provide linkage to MARTA and offer a recreational facility. The proposed project would connect the completed project to pedestrian facilities along Market Boulevard and Holcomb Bridge Road. Old Alabama provides primary access to Riverside Drive, to the park in the right-of-way under GA 400 adjacent to the River, and to major housing and commercial concentrations in the area. The proposed facility will provide access for the 1,200 homes in Martin's Landing to the large commercial concentration adjoining Old Alabama and Holcomb Bridge Road. It will also provide safe pedestrian and bicycle access for MARTA riders and others in the area to the Chattahoochee River and adjoining recreational facilities. The facility will also link to the planned bicycle/pedestrian trail along the Chattahoochee, west of GA 400, and reduce air pollution in the environmentally sensitive Chattahoochee

River area. Existing 1996 traffic volumes along this section of roadway are approximately 9,762 vehicles per day (VPD). Future volumes are expected to be approximately 16,016 VPD in 2021.

## **PROJECT CONSTRUCTION PARAMETERS:**

### **Proposed Typical Section**

The goal of this project is to encourage pedestrian travel and multimodal transportation participation by providing safe, clean and functional sidewalks, shared-use paths and bike lanes that will link homes and businesses in the area with the MARTA bus system.

The proposed typical section for this project includes widening of the existing roadway to provide for a typical section which incorporates 2 ~ 11-foot lanes in each direction with no median, 4-foot bike lanes in each direction, a 5-foot sidewalk on the east side of the roadway and a 10-foot shared-use path on the west side of the road. See Figure 2, Proposed Typical Section.

The proposed typical section will be developed by widening the existing pavement 2 feet to the west, adding a 30-inch type 2 curb and gutter to replace the existing 24-inch curb and gutter, and adding an 18.5-foot shoulder (back of curb to edge of right-of-way) to the west to accommodate the 10-foot shared-use facility. This will result in a centerline shift 2 feet to the west. The widening and 2-foot shift of the existing centerline will require an adjustment of the crown location during pavement overlay.

The shared-use path on the west side of the roadway will be separated from the back of the proposed curb by a 6.5-foot grass strip. This will allow for proper horizontal clearances for roadway signs and provide adequate unpaved areas for utility placement. The shared-use path will be 10 feet wide, and will have an additional 2-foot grass strip adjacent to the right-of-way.

### **Retaining Wall**

A section of Old Alabama Road, Station 25+06 to Station 25+47 shown on the Concept Plans, has an existing retaining wall adjacent to the east side of the roadway. The back of the existing retaining wall is 5 feet from the existing back of curb. Special treatment of this area will be necessary to place an appropriate width sidewalk and to provide appropriate safety measures for protection of both vehicles and pedestrians from the drop-off behind the retaining wall. The proposed design of this location is shown in Figure 3, Typical Section – Retaining Wall.

The placement of a 6-foot wide sidewalk will require an overhang of the existing wall by 1'-4". A structural analysis was performed and found that this amount required no excessive concrete to balance an impact load, and was therefore seen as the best possible solution. Traffic detours and their associated cost would be minimal, limited primarily to the placement of the concrete.

A retaining wall will be required on the west side of Old Alabama Road at Station 27+00. At this location the 10-foot shared-use path is in close proximity to an existing apartment building. The retaining wall is estimated to be 40 feet long and 2.5 feet high.

### **Design Speed**

All existing horizontal curves on this portion of Old Alabama Road have a radius of 350.00 feet. Using a maximum superelevation of 8.0% used in the existing design of the roadway, the design speed for this roadway is between 30 and 35 MPH. This was obtained from Table III-7 of the 1994 AASHTO Green Book (converted to English units).

Using a 30 MPH design speed, the existing roadway design meets desirable vertical curve lengths.

Designing the proposed roadway improvements to meet the current posted speed of 40 MPH would result in very significant changes to the roadway such as horizontal and vertical realignment, purchase of significant additional right-of-way and loss of ability to reuse much of the existing pavement.

It is recommended that the proposed improvements be designed for a 30 MPH design speed and that the posted speed should also be 30 MPH. Reduction in lane width (12 feet to 11 feet), addition of bike lanes, and addition of sidewalks change the character of the existing roadway.

### **Drainage Design**

It will be necessary to replace all catch basins on the west side of the roadway. Existing drainage on the east side of the roadway will be analyzed to determine if additional catch basins will be necessary.

Modifications to the retaining wall mentioned above will have no impact to the existing retention pond in the vicinity of station 27+00.

It will be necessary to extend the existing 54" CMP pipes on the west side of the roadway, due to the amount of fill required for widening the west shoulder.

### **Utilities**

Existing water and sewer will be replaced and redesigned as necessary by Fulton County.

## **ADA REQUIREMENTS**

### **Cross-slope**

Per ADA requirements, cross-slope of the sidewalk or shared-use path should not exceed 0.02 ft/ft.

### **Width**

The recommended width of shared-use facilities varies greatly. Research into this issue included material from AASHTO, FHWA, Georgia Department of Transportation, Florida Department of Transportation, Oregon Department of Transportation and others. Recommended widths varied from 10 feet to 14 feet. It is recommended that the recommendations found in the AASHTO Guide for the Development of Bicycle Facilities (1999) be used. This reference recommends the paved width for a two-directional shared-use path be 10 feet. 2-foot graded areas (less than 6:1 slope) on each side of the shared-use path are recommended with a 3-foot minimum distance from the edge of the path to the edge of signs and other obstructions.

In rare instances, an 8-foot shared-use path is allowed when:

- (1) Bicycle traffic is expected to be low;
- (2) Pedestrian use of the facility is not expected to be more than occasional;
- (3) There will be good horizontal and vertical alignments, promoting many passing opportunities;
- (4) Maintenance operations will not damage the edge of the pathway.

Reviewing these criteria, it was determined that a 10-foot path was most appropriate at this location. This was based on the fact that this could be a well-used facility because of its connectivity with proposed and existing pedestrian and bicycle facilities along Riverside Drive and Azalea Drive, and the location of Don White Memorial Park at the Chattahoochee River.

### **Grade**

Recommended grades for sidewalks and shared-use paths should not regularly exceed 5%. This is also the recommended maximum grade as an ADA requirement.

The U.S. Department of Transportation /Federal Highway Administration publication, Designing Sidewalks and Trails for Access, Part I of II (1999), states the following concerning this issue:

The AASHTO Green Book recommends that the running grade of sidewalks be consistent with the running grade of adjacent roadways. Section 14.2.1 (2a) in ADAAG proposed Section 14 (1994), now reserved, permits the running grade of the sidewalk to be consistent with the grade of adjacent roadways but recommends that the minimum slope be used (U.S. Access Board, 1994b). State guidelines examined concur with the Federal accessibility

Because of the existing terrain of Old Alabama Road, which regularly exceeds a 5% slope, the sidewalk and shared-use path adjacent to the roadway facility cannot feasibly meet the recommended 5% grade requirement. The Preliminary Design Phase will look at the feasibility of placing longitudinal plateaus in the sidewalk and shared-use path to provide rest areas for pedestrians.

### **SPECIFIC ITEMS DISALLOWED UNDER CMAQ FUNDING:**

1. Utility relocation
2. Right-of-Way Acquisition
3. Removal and replacement of traffic signals

**PROPOSED TYPICAL SECTION:**

Attached (See Figures 2 and 3)

**DESIGN VARIANCES REQUIRED:**

None

**DESIGN STANDARDS:**

1. AASHTO Guide for the Development of Bicycle Facilities (1999)
2. Standard Specifications, Construction of Roads and Bridges; Department of Transportation, State of Georgia, 1993 Edition and supplements
4. FHWA Designing Sidewalks and Trails for Access, Part I of II (1999)
5. Manual of Uniform Traffic Control Devices; U.S. Department of Transportation
6. Manual for Erosion and Sediment Control in Georgia; State Soil and Water Conservation Commission, Current Edition
7. Americans with Disabilities Act Handbook; Equal Employment Opportunity Commission and the U.S. Department of Justice
8. Accessibility in Georgia; Governor's Council on Developmental Disabilities for Georgia, 1996

**MAJOR STRUCTURES:**

1. Existing 54" CMP under west edge of existing roadway (Station 32+50)
2. Existing 54" CMP skew crossing of roadway (Station 29+80)
3. Concrete retaining wall and retention pond on east side of roadway

**PERMITS REQUIRED:**

U.S. Army Corps of Engineers – Nationwide 14

**ENVIRONMENTAL ANALYSIS:**

Categorical Exclusion

**SECTION 4(f):**

No. (See Categorical Exclusion)

**SECTION 404:**

No. (See Categorical Exclusion)

**OTHER KNOWN SUSPECTED ENVIRONMENTAL CONCERNS:**

The only environmental consideration in the proposed project corridor may be the potential encroachment of a 100-year floodplain associated with the Chattahoochee River at the corner of Old Alabama and Riverside. Coordination with FEMA and the Army Corps of Engineers would be required.

**LEVEL OF PUBLIC INVOLVEMENT:**

None anticipated.

**RAILROAD INVOLVEMENT:**

None

**OTHER GEORGIA DOT PROJECTS IN VICINITY:**

CM-00SW (4), P.I. 770933, Sidewalk Improvements Holcomb Bridge Road to SR 400.

**CONCEPT TEAM MEETING:**

May 12, 2000

**ATTACHMENTS:**

Figure 1 - Location Map  
Figure 2 - Typical Section  
Figure 3 - Retaining Wall Section  
Cost Estimate  
Concept Meeting Minutes

**PRELIMINARY COST ESTIMATE  
DISTRICT SEVEN DESIGN OFFICE**

**DATE:** 05/15/00      **PREPARED BY:** City of Roswell Dept. of Transportation

**PROJECT NO.** CM-00BK(4) Fulton

**P.I. NO.** 770923      **MILEAGE:** N/A

**PROJECT DESCRIPTION:** Adding a 4-foot Bicycle Lane in each direction, a 5-foot sidewalk on the east side of the roadway and a 10-foot shared use path on the west side of the road between Riverside Drive and Market Boulevard on Old Alabama Road.

**PROPOSED CONCEPT:** See project location and description in Concept Report

**EXISTING ROADWAYS:** Old Alabama Road

**TRAFFIC:**      **Existing:** ADT - 9,762 vpd (1996)  
                   **Design:** AADT - 16,016 vpd (2021)

**ESTIMATE SUMMARY**

<b>RIGHT-OF-WAY</b> (City of Roswell)	<u>LOCAL</u>
<b>REIMBURSABLE UTILITIES</b> (LGPA)	<u>LOCAL</u>

**CONSTRUCTION COST SUMMARY**

<b>GRADING COMPLETE</b>	\$ 150,000.00
<b>PAVING WORK</b> (Paving and Curb & Gutter)	\$ 140,000.00
<b>DRAINAGE</b> (Structures and Pipes)	\$ 118,000.00
<b>CONCRETE WORK</b> (Sidewalk, shared use path and retaining wall improvements)	\$ 133,000.00
<b>SIGNING/STRIPING/SIGNALS</b>	\$ 15,000.00
<b>GUARDRAIL</b>	\$ 11,500.00
<b>TRAFFIC CONTROL</b>	\$ 20,000.00
<b>EROSION CONTROL</b>	\$ 25,000.00
<b>CLEARING AND GRUBBING</b>	\$ 24,000.00
<b>MISCELLANEOUS</b>	\$ 10,000.00
<b>TOTAL CONSTRUCTION ESTIMATES</b>	\$ 646,500.00
<b>5% INFLATION FOR 2 YR(S)</b>	\$ 66,266.25
<b>TOTAL</b>	\$ 712,766.25

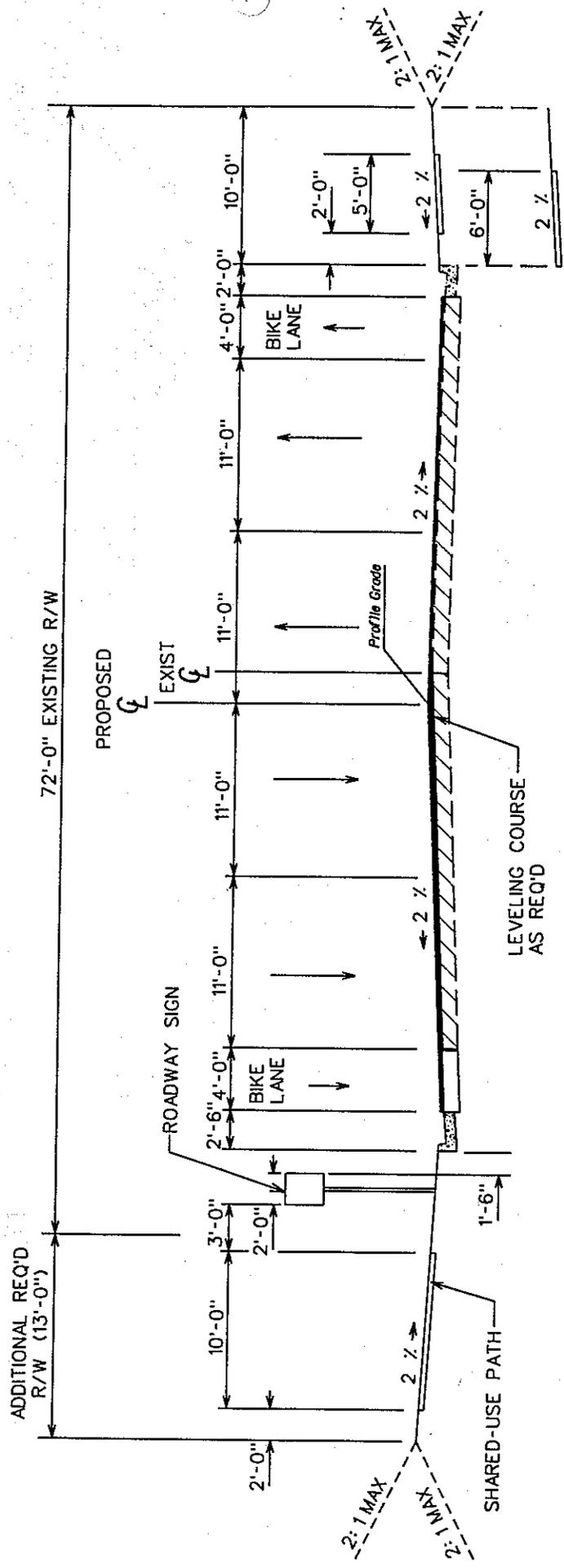
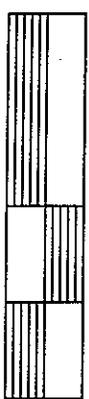


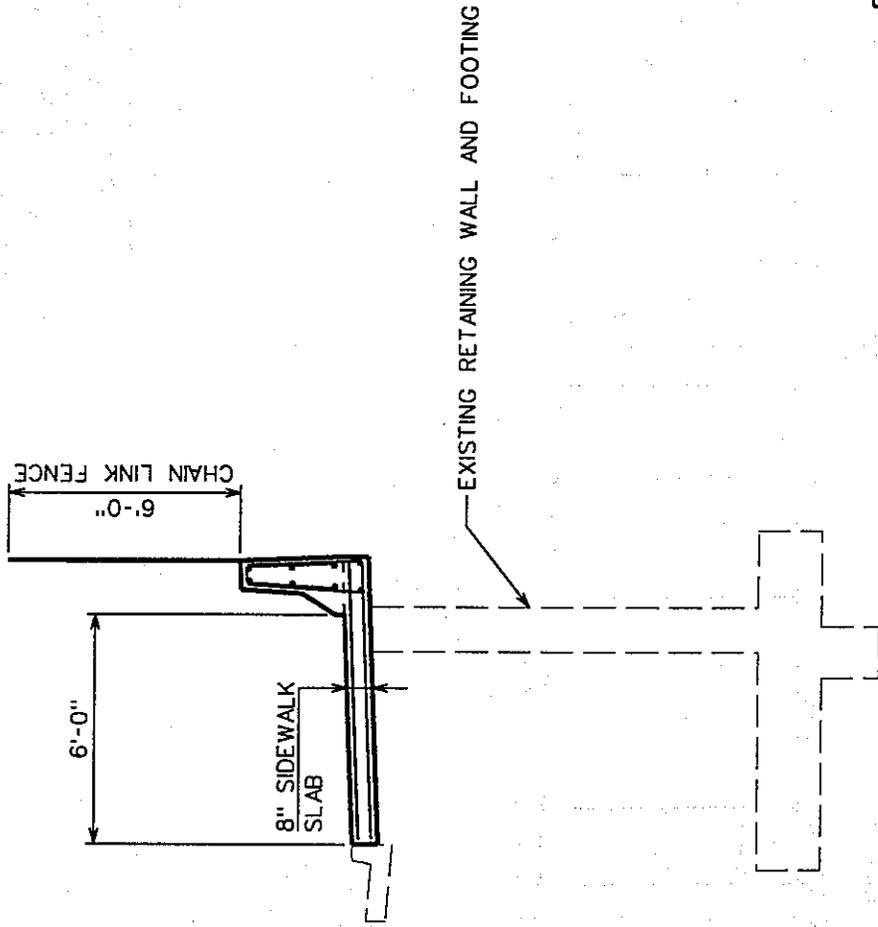
FIGURE 2

PROPOSED TYPICAL SECTION	
CMAQ IMPROVEMENTS TO OLD ALABAMA ROAD BETWEEN RIVERSIDE DRIVE AND MARKET BLVD	
CITY OF ROSWELL DEPARTMENT OF TRANSPORTATION	
	STATE PROJECT * CM-00BK(4)
	P.I. NUMBER 770923

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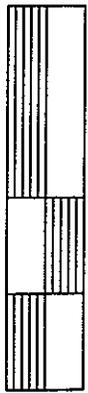


SCALE IN FEET



STA. 25+06 TO STA. 25+47

0 5 10



SCALE IN FEET

FIGURE 3

TYPICAL SECTION - RETAINING WALL

CMAQ IMPROVEMENTS TO OLD ALABAMA ROAD  
BETWEEN RIVERSIDE DRIVE AND MARKET BLVD

CITY OF ROSWELL DEPARTMENT OF TRANSPORTATION



STATE PROJECT • CM-00BK(4)

P.I. NUMBER 770923



**Kisinger Campo and Associates Corp.**

1720 Peachtree Street, N.W. • Suite 1048 • Atlanta, Georgia 30309  
(404) 607-1676 • Fax: (404) 607-1824 • E-Mail: atlanta@kcaeng.com

Allen Kisinger  
1904-1981

engineering • inspection • planning

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**MINUTES OF MEETING**

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DATE: 05/12/00

TIME: 1:00 p.m.

SUBJECT: Project Name: Old Alabama Road Sidewalk Improvement Project

State/City/County Project No: CM-00BK(4)

S.P.N./W.P.I./F.P.N./C.I.P. 770923

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**Old Alabama Road:**

Dan McDuff gave an overview of the project. The sidewalks/bike lanes in the vicinity of the detention pond on the east side of Old Alabama Road were discussed. The recommended alternative proposes that the bike lane and sidewalk would be cantilevered out and a tall metal fence be placed on top of the barrier wall for safety. The District stated that the straight fence is cheaper than the curved type. The District requested a copy of the plans of the detention pond wall to evaluate the structural sufficiency of the proposed cantilevered section – they will submit these plans to GDOT's Structural Department for their review. Narrowing of the sidewalk at this location and use of a T-beam was also discussed as an alternative. However, ADA standards would not be met with this option.

Another item discussed was the original scope in the ARC application for CMAQ funds. The ARC original application was referenced and the general language (bike lanes and sidewalks) would allow for the provisions in the proposed alternative (bike lanes, sidewalks and a multi-use path).

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Page 1 of 2

By: Laura Dawood

REV. 12/95  
FORM #100-18.DOC

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**MINUTES OF MEETING**

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The horizontal clearance for the bike lanes was stated as an issue that needed to be confirmed. KCA referenced the AASHTO Guide for the Development of Bicycle Facilities (1999), which recommends a three-foot minimum distance from the edge of the path to the edge of signs and other obstructions.

The City of Roswell is paying for right-of-way. Several GDOT District representatives stated that 13 feet of right-of-way for a CMAQ project is a significant amount. It is unusual for there to be both bike lanes and a multiuse path. Therefore, it was debated to either choose bike lanes/sidewalk or a multiuse path instead of bike lanes and multiuse path on the west side of the road. Because the right-of-way involved, there was concern that the project might fall outside of the scope of a CMAQ project. The width of the multiuse path was confirmed to be desirable at 10 feet.

KCA recommended that the posted speed be reduced from 40 mph to 30 mph. The existing road vertical alignment meets 35 mph, while the existing roadway horizontal alignment meets 30 mph. Therefore, the speed reduction was recommended. The City of Roswell stated that the posted speed could be reduced to 30 mph, however, they could only enforce posted speeds of 35 mph and greater.

Grade and guardrail issues were also discussed. A warrant study is required to do an evaluation for guardrail. Due to the steep grade of existing Old Alabama (10%), it was recommended that 5 – 10 foot plateaus (i.e., breaks in the grade) and benches be added to the multiuse path and sidewalk as a rest stop for pedestrians.

The OE&L recommended that the environmental document for this project be a regular Categorical Exclusion, not a CMAQ Categorical Exclusion, because of the amount of right-of-way required (13 feet). It was recommended that a CMAQ Concept Report format be used. In addition to the existing information in the Concept Report, it was recommended that a discussion on intermodal transportation be added. A copy of a CMAQ Concept Report was given to KCA by Scott Lee for reference.

The District office stated that only one location map is required in the Concept Report and that existing typical sections are not needed.

-x-



DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

PROJECT CONCEPT REPORT

For

CITY OF ROSWELL  
CMAQ IMPROVEMENTS TO OLD ALABAMA ROAD  
BETWEEN RIVERSIDE DRIVE AND MARKET BOULEVARD  
CM-00BK(4)  
P.I. 770923

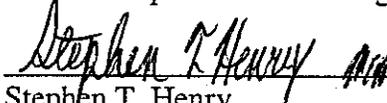
PREPARED BY:  
CITY OF ROSWELL DEPARTMENT OF TRANSPORTATION

DATE:	May 15, 2000
FEDERAL SHARE:	\$ 570,213.00
MATCHING SHARE:	\$ 142,553.25
PROPOSED FY:	2001
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THE UNDERSIGNED HAVE REVIEWED THE CONCEPT REPORT AND  
RECOMMEND APPROVAL:

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Marta Rosen Date  
State Transportation Planning Administrator

 7-12-00  
Stephen T. Henry Date  
Metro District Engineer

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Harvey Keepler Date  
State Environmental/Location Administrator

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