

ORIGINAL TO GENERAL FILES

D.O.T. 66

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

**INTERDEPARTMENT CORRESPONDENCE**

**FILE** CM-OOSW(4) Fulton County **OFFICE** Preconstruction  
P. I. No. 770933  
*CWH* **DATE** December 5, 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

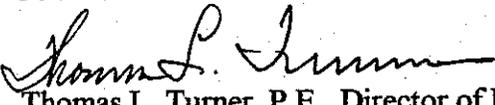
**DISTRIBUTION:**

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

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

**INTERDEPARTMENT CORRESPONDENCE**

**FILE** CM-OOSW(4) Fulton County **OFFICE** Preconstruction  
P.I. No. 770933  
**DATE** October 17, 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 sidewalks on both sides of SR 140/Holcombe Bridge Road between Old Holcombe Bridge Road and the southbound ramps of SR 400 for a total of 0.49 mile. This project will provide access for pedestrians to area businesses, MARTA, the Chattahoochee River and other adjoining recreational facilities. Existing traffic volumes along this section of roadway are approximately 73,250 VPD. Future volumes are expected to be 92,087 VPD in 2021.

The construction proposes to add 5' sidewalks 2' behind the back of the existing curb on both sides of Holcombe Bridge Road between the above mentioned limits. At the Holcombe Bridge Road Bridge over Big Creek, a pedestrian bridge will be constructed on both sides of the existing bridge (Alternative 2). ADA approved wheel chair ramps will be installed at all intersections and driveways. 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)	\$522,000	\$385,000	2004	Local
Right-of-Way & Utilities*	Local	Local		

J. Tom Coleman, Jr.

Page 2

CM-OOSW(4) Fulton

October 17, 2000

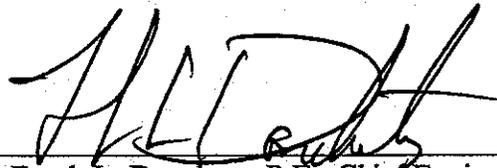
\*LGPA sent requesting the City of Roswell do PE, right-of-way, utilities, and 20% of construction costs.

I recommend this project concept be approved.

TLT:JDQ/cj

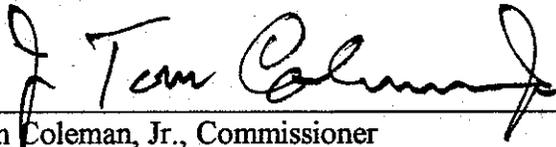
Attachment

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 HOLCOMB BRIDGE ROAD (SR 140)  
BETWEEN OLD HOLCOMB BRIDGE ROAD AND THE SB RAMPS AT GA 400  
CM-00S(4)  
P.I. 770933

PREPARED BY:  
CITY OF ROSWELL DEPARTMENT OF TRANSPORTATION

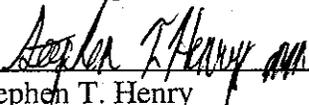
DATE:	September 7, 2000
FEDERAL SHARE:	\$ 417,415.60
MATCHING SHARE:	\$ 104,362.65
PROPOSED FY:	2001
PROJECT SPONSOR:	City of Roswell
CONTACT PERSON:	John Bishop

THE UNDERSIGNED HAVE REVIEWED THE CONCEPT REPORT AND  
RECOMMEND APPROVAL:

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Marta Rosen Date  
State Transportation Planning Administrator

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Stephen T. Henry Date  
Metro District Engineer

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Harvey Keepler 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.

## PROJECT CONCEPT REPORT

**Project Number:** CM-00SW(4), Fulton County  
**P.I. Number:** 770933  
**Project Name:** CMAQ Improvements to Holcomb Bridge Road (SR 140)  
City of Roswell

### PROJECT LOCATION AND DESCRIPTION

Proposed Project P.I. Number 770933 consists of the addition of 5-foot sidewalks 2 feet behind the back of the existing curb, on both sides of Holcomb Bridge Road between Old Holcomb Bridge Road and the SB ramps to GA 400.

Approximate Sidewalk Length = 4,514'  
Roadway Length = 2,597' = 0.49 Miles

**Total Project Length:** 0.49 Miles

### RELATION TO THE INTERMODAL TRANSPORTATION SYSTEM:

The project will provide access to the Metropolitan Atlanta Rapid Transit Authority (MARTA). The proposed sidewalks 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 project is to mitigate congestion by reducing vehicle trips and providing linkage to MARTA. The proposed project would improve pedestrian traffic along Holcomb Bridge Road. The proposed facility will provide access to the large commercial concentration along 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. Existing 1998 traffic volumes along this section of roadway are approximately 73,250 vehicles per day (VPD) respectively. Future volumes are expected to be approximately 92,087 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 that will link homes and businesses in the area with the MARTA bus system.

The proposed typical section for this project includes adding 5-foot sidewalks 2 feet behind the back of the existing curb, on both sides of Holcomb Bridge Road. See Figure 2, Proposed Typical Section. On the south side of Holcomb Bridge Road from approximately station 26+00 to station 33+50 the typical section is altered due to the existing cut slope. In this area a 6' sidewalk will be constructed adjacent to the back of the existing curb. Existing guardrail adjacent to the bridge over Big Creek will be removed and replaced. All existing sidewalk within the project limits will be removed and replaced.

### **Pedestrian Bridge Alternative Evaluations**

At the Holcomb Bridge Road bridge over Big Creek, a pedestrian crossing must be constructed on both sides of the existing bridge. The existing bridge is 102 feet wide, and has a raised median that separates three twelve foot lanes of traffic in each direction. The outside shoulders are two feet wide and are inadequate for pedestrian traffic to safely use. It is proposed to provide a six-foot wide sidewalk, which will satisfy ADA requirements by allowing two wheelchairs to pass one another.

Six alternatives were evaluated based on economic considerations, structural and aesthetic qualities, and constructability issues in order to determine the most feasible alternative to carry through to final design. The alternatives consisted of 1) widening of the existing bridge, 2) adding a separate three span bridge with a similar superstructure to the existing bridge, 3) fabrication of a unique single span truss bridge, 4) purchase of a prefabricated truss bridge, 5) providing one single span truss bridge along the south side of Holcomb Bridge Road, and 6) reducing the existing median on the bridge over Big Creek to provide sidewalks on the existing structure.

#### **Alternative 1**

The widening alternative consists of removing the existing barrier and deck to the existing exterior beam on both sides of the existing bridge, then adding a new beam, and reconstructing the deck and a six foot wide sidewalk, and a pedestrian railing on the outside of the pedestrian walkway (see Figure 3).

The superstructure would be supported on separate intermediate bents and end bents that would be attached to the existing end bents. To construct the end bents, the site would need to be cleared and excavated to reach the appropriate elevation. The existing end bent would remain in place, the existing wingwalls would be removed and the new end

bent cap would be doweled into the existing bent caps. Each new end bent would be supported on two steel HP piles, similar to the existing end bents, with one pile supporting a new wingwall.

Because intermediate piers would need to be constructed in the basin of Big Creek, a hydraulic investigation would be necessary to determine if the two intermediate supports affect the stream flow. According to existing plans, bent 3 lies in the flow of the stream and would require the use of a cofferdam during the placement of the footing concrete. In addition, turbidity barriers would need to be used to keep construction debris from accumulating in the stream.

Due to the topography of the site, pile driving and construction of the substructure would most likely be done from the existing bridge deck. Temporary lane closures would be necessary as well as temporary traffic barriers.

### **Alternative 2**

The separate bridge alternative is similar to the widening alternative except that the pedestrian bridge would not be attached to the existing bridge. This alternative requires two steel beams supported on end bents and two intermediate bents on each side of the existing bridge, similar to the widening alternative. The deck would be placed adjacent to the existing deck, with a 1" joint between the two. The joint would be filled with a high-modulus silicone seal with a backer rod, and drainage would continue across the pedestrian bridge through scuppers in the deck and/or barrier. A pedestrian barrier and railing would be placed at the exterior of the deck and the existing Jersey barrier would serve as the inside rail separating the pedestrians from vehicular traffic (see Figure 4). The advantage of this alternative is that the existing bridge deck and barrier would not have to be removed, thus minimizing construction time, cost, and inconvenience to vehicular traffic.

The substructure units of this alternative would be constructed in a fashion similar to that of the widening alternative, utilizing the existing bridge to drive piles, thus requiring some lane closures. Turbidity barriers, cofferdams, and seal concrete would again be necessary for the intermediate bents due to the proximity to Big Creek.

### **Alternative 3**

The third alternative considered was the use of a single span steel truss bridge on each side of the existing bridge. This alternative would not require intermediate bents, limiting construction activity in the stream basin. The substructure would consist of two end bents, each requiring two wingwalls to contain the fill. The end bents would be supported on seven steel HP piles, with the wingwalls supported by an additional pile. During driving of the piles and placement of the concrete, lane closures would be minimal, as construction equipment could be placed adjacent to the roadway.

Once the substructure was complete, the truss could be assembled in a staging area near the bridge site. After coordinating staging and MOT with the GDOT Office of Construction, the entire assembled bridge (without the concrete sidewalk slab) could then be set on the end bents utilizing a crane at both ends. This could be done at night during periods of low vehicular traffic. After the bridge was in place, the slab reinforcement and lightweight concrete could be placed.

It should be noted that the design criteria for this alternative and Alternative 4 varied from Alternatives 1 and 2, due to the increased span length. Various AASHTO requirements, including vibration control, governed the design, adding increased width and depth, and consequently, cost to the structure.

#### **Alternative 4**

The fourth alternative considered was the use of a prefabricated, single span bridge, designed and supplied by an independent company specializing in prefabricated steel pedestrian bridges on each side of the existing bridge. The bridge would be shipped in pieces, and after coordinating staging and MOT with the GDOT Office of Construction, assembled on site, and placed on end bents. The alternative is similar to Alternative 3, but leaves the design to the supplier. Preliminary investigations with a regional supplier have yielded a design using an eleven-foot wide bridge and 18 foot high truss. This width was required by the supplier to limit vibrations based on the span length and other design parameters. In addition, the truss would extend well above the top of the road.

#### **Alternative 5**

The fifth alternative considered was a single crossing on the south side of the existing bridge. This alternative uses a single span steel truss pedestrian bridge identical to those in Alternative 3, but with only one bridge the cost would be half that of Alternate 3. The south crossing selection is based on the apparent pedestrian generation of the apartments and commercial development on the south side of Holcomb Bridge Road. As with Alternatives 3 and 4 the single span will limit construction activity in the stream basin, which will significantly reduce the permitting issues related to the project. The detrimental effect of this Alternative is that pedestrians will be required to cross Holcomb Bridge Road if their departure or destination is on the north side of Holcomb Bridge Road. Extensive and highly visible signing and marking would be necessary to encourage pedestrians to use the single crossing. This would be achieved by placing highly visible pedestrian walkways and signals at the intersection of Holcomb Bridge Road and Dogwood Road, and the intersection of Holcomb Bridge Road and Old Holcomb Bridge Road/Riverwood Lane.

#### **Alternative 6**

The final alternative considered reducing the median width on the existing bridge and adding header curb and a 6-foot sidewalk adjacent to the barrier wall on the existing bridge (see Figure 5). This alternative eliminates the need for any new structures and

their associated costs. By removing the construction activity from the stream basin, permitting issues related to the project will be significantly reduced. Maintenance of traffic will be more involved with this alternative due to the amount of work to be done in or adjacent to the travel lanes. The detrimental effects of this Alternative are that it would result in an unnatural shift of the traffic lanes and that the left turn lanes in the median adjacent to the bridge will be shortened by as much as 100 feet.

### **Pedestrian Bridge Cost Comparisons**

Costs were estimated for each alternative based on approximate quantities and average unit costs.

- The cost for Alternative 1 is estimated at \$302,000, or \$75.44 per square foot.
- The cost for Alternative 2 is estimated at \$346,000, or \$106.00 per square foot.
- The cost for Alternative 3, the single span bridge, is estimated at \$604,000, or \$167.51 per square foot.
- The cost for Alternative 4, based on a preliminary quote, the prefabricated bridge, is estimated to be \$693,000.00, including the end bents and deck.
- The cost for Alternative 5, one single span bridge, is estimated at \$302,000, or \$167.51 per square foot.
- The cost for Alternative 6, no additional structure, is \$0.00.

Maintenance of Traffic cost associated with each alternative are estimated as:

- Alternative 1 - \$36,000
- Alternative 2 - \$10,000
- Alternative 3 - \$5,000
- Alternative 4 - \$2,000
- Alternative 5 - \$3,000
- Alternative 6 - \$50,000

### **Pedestrian Bridge Conclusions**

A prefabricated bridge is the most costly of all the alternatives evaluated. The single span truss bridge has a similar cost, as would be expected, due to similar design criteria. Alternatives 3 and 4 have similar initial costs, with the widening being the most economical. Based on long-term costs, a single span truss bridge will require the most maintenance, due to the greatest surface area to be painted. The widening alternative will only require the maintenance of one beam, while the separate bridge will require the painting of two beams. Adding the sidewalk to the existing structure has the least impact on maintenance since there is no additional structure.

Based on constructability, the single span truss bridge imposes the least impact on vehicular traffic during construction. The lane closures for this alternative could be limited to night detours to set the bridge and pour the deck. In addition, construction activity would be limited in the basin of Big Creek. The widening alternative would

impose more constraints to traffic on Holcomb Bridge Road. During the removal and replacement of the deck, lane and shoulder widths would be reduced. Construction activity would also be required in the basin of the creek. Alternative 2, the three span, separate bridge alternative, would also require activity in the basin of the creek, but lane closures would be less than that of the widening alternative. Alternative 6, while imposing the most constraints to the traffic on Holcomb Bridge Road, with work in the median as well as on the shoulders, will be the quickest to construct. This alternative will require no activity in the creek basin.

### **Preferred Pedestrian Bridge Alternative**

*In terms of aesthetics, all the alternatives are similar. Pedestrian restraint is required at the exterior of the sidewalk. In the case of a widening or separate three span bridge, a pedestrian railing, GDOT Standard 3632, will be used on the outside of the pedestrian walkway. In the case of a single span truss, a truss height of twelve to eighteen feet will be used. In the case of adding sidewalk to the existing structure, a vertical extension of the barrier wall will be used. For the truss bridge, aesthetic considerations would be made in the selection and orientation of the truss members. Thus, the aesthetics are not a consideration in the selection.*

*From this analysis, it is our recommendation that a three span separate bridge be utilized to carry pedestrian traffic across Big Creek along Holcomb Bridge Road (Alternative 2). While the cost of this bridge is slightly higher than the widening, the ease of construction as well as the limited impact on vehicular traffic make it more desirable than widening. While adding sidewalks to the existing structure impose the least amount of impact on the stream basin, this alternative was not recommended due to safety issues raised by decreasing the width of the median in the high traffic volume area.*

*Due to the requirements of additional piers, a hydraulic study may be necessary for Big Creek. The depth of the superstructure members could also be reduced if the elevation encroached on the minimum elevation required, as determined by the hydraulic study.*

### **Drainage Design**

It will be necessary to replace two catch basins at station 24+00, and one catch basin at station 25+40; all three are on the south side of the roadway. These structures will be moved to allow construction of curb cut ramps and sidewalks. Some additional piping will be necessary to reconnect these catch basins to the existing drainage system.

No additional drainage structures should be impacted.

## Utilities

Several power poles, fire hydrants and traffic signs will need to be moved to place the proposed sidewalk. There are a number of places in which it will be necessary to locate the sidewalk directly adjacent to the existing curb and widen the sidewalk to 6 feet.

Several manholes (sanitary and utility) are located in or near the existing sidewalk. These manholes need to be adjusted so that their tops are flush with the proposed sidewalk.

## 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 ADA requirement for sidewalk width is 5 feet. The proposed typical section for this project meets or exceeds this requirement.

### Grade

Recommended grades for sidewalks should not regularly exceed 5%. This is also the ADA recommended maximum grade.

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 Holcomb Bridge Road, which in some areas exceeds a 5% slope, the sidewalk cannot feasibly meet the recommended 5% grade requirement. Consistent with the AASHTO Green Book recommendation, the profile for the proposed sidewalk will be consistent with that of the adjacent roadway.

## 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, 3 and 4)

**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
9. AASHTO Standard Specifications for Highway Bridges Sixteenth Edition, 1996, with Interim Specifications

**MAJOR STRUCTURES:**

Pedestrian Bridges over Big Creek

**PERMITS REQUIRED:**

Army Corps of Engineers – Nationwide 25

**ENVIRONMENTAL ANALYSIS:**

Categorical Exclusion

**SECTION 4(f):**

No. (See Categorical Exclusion)

**SECTION 404:**

U.S. Army Corps of Engineers – Nationwide 25 (See Categorical Exclusion)

**OTHER KNOWN SUSPECTED ENVIRONMENTAL CONCERNS:**

The environmental impacts that require the Nationwide Permit are potential discharges into Big Creek during the construction activity on the existing bridge. Coordination with FEMA and the Army Corps of Engineers will be required.

**DESIGN VARIANCES REQUIRED:**

None

**LEVEL OF PUBLIC INVOLVEMENT:**

Not Applicable

**RAILROAD INVOLVEMENT:**

None

**OTHER GEORGIA DOT PROJECTS IN VICINITY:**

None

**FIELD REVIEW:**

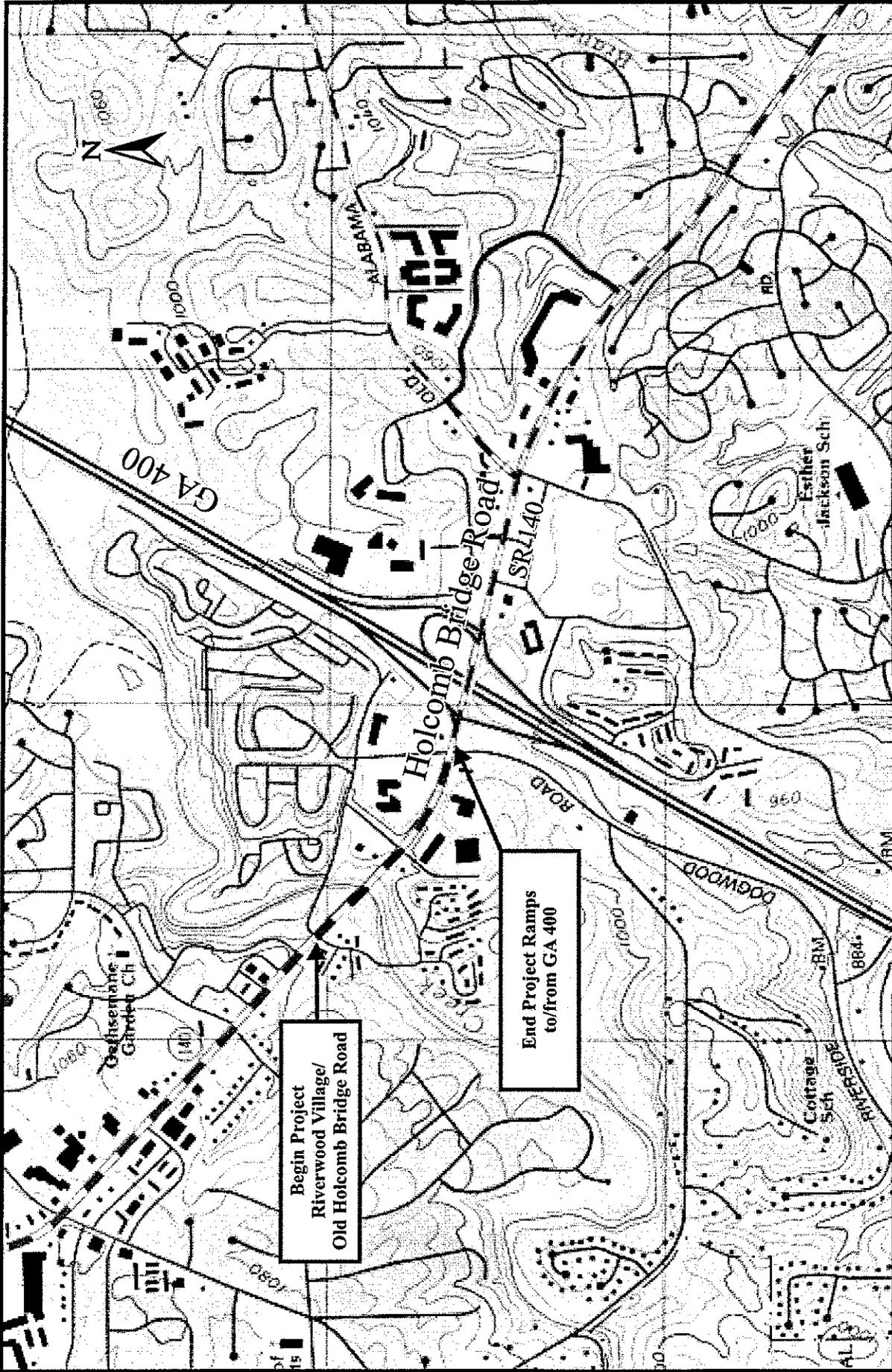
Pending

**PERSONS PRESENT:**

N/A

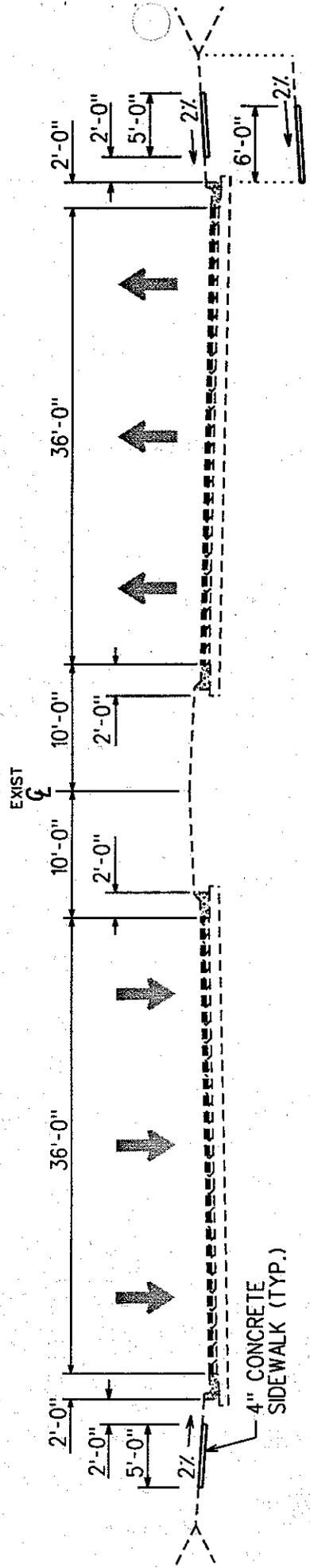
**ATTACHMENTS:**

Figure 1 - Location Map  
Figure 2 - Typical Section  
Figure 3, 4 & 5 – Pedestrian Bridge Alternatives  
Cost Estimate  
Concept Meeting Minutes

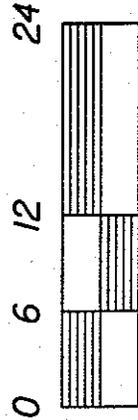


City of Roswell  
 TRANSPORTATION DEPARTMENT  
**Location Base Map**

**CMAQ SIDEWALK IMPROVEMENTS AND PEDESTRIAN BRIDGES FOR HOLCOMB BRIDGE ROAD (SR 140)**  
 CM - 00SW(4) / P.I. Number 770933



4" CONCRETE  
SIDEWALK (TYP.)



SCALE IN FEET

FIGURE 2

PROPOSED TYPICAL SECTION	
CMAQ SIDEWALK IMPROVEMENTS AND PEDESTRIAN BRIDGES FOR HOLCOMB BRIDGE ROAD (SR 140)	
CITY OF ROSWELL DEPARTMENT OF TRANSPORTATION	
	
STATE PROJECT • CM-00SW(4)	
P.I. NUMBER 770933	

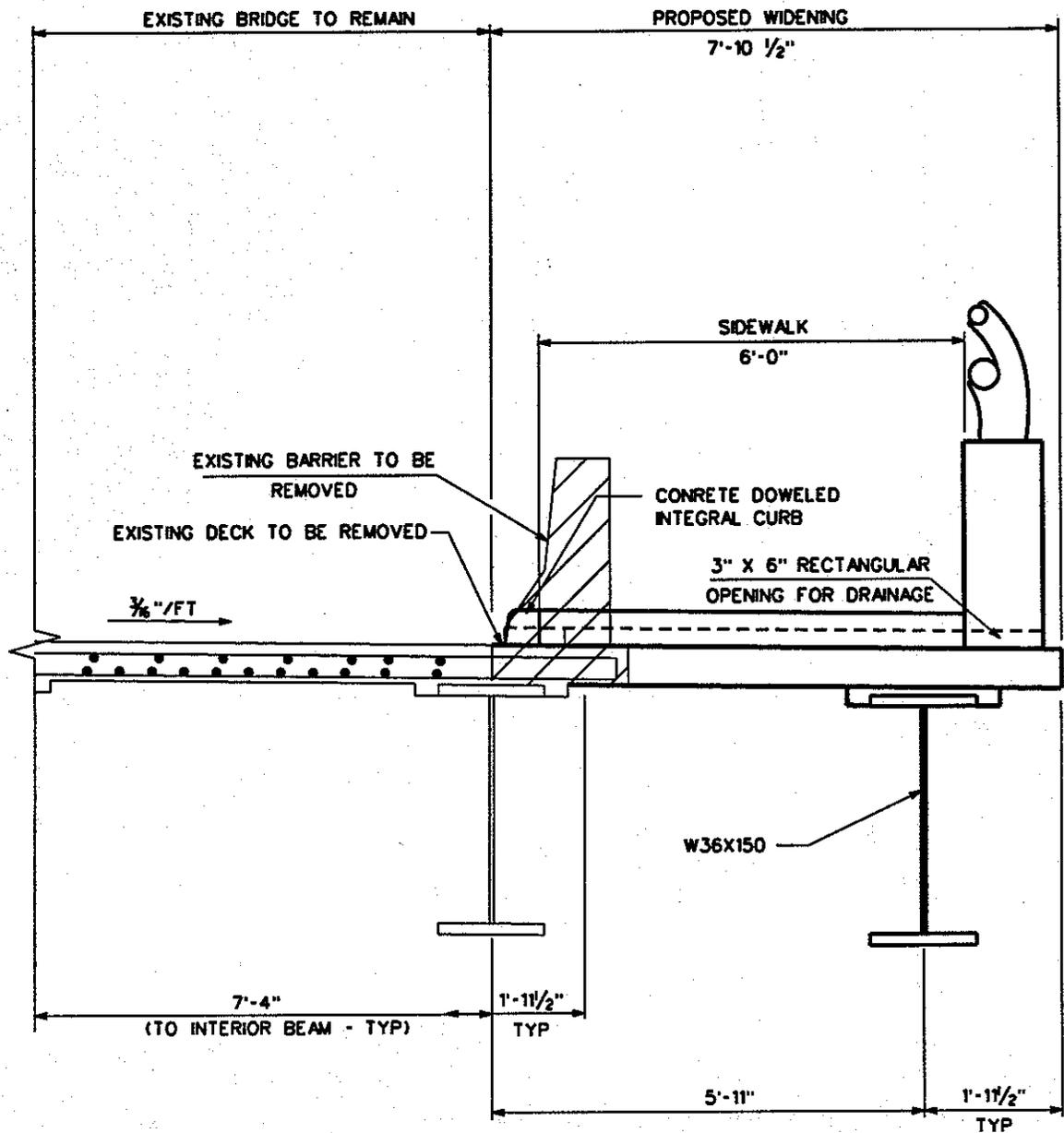


FIGURE 3

ALTERNATIVE 1 - PEDESTRIAN BRIDGE  
 CMAQ SIDEWALK IMPROVEMENTS AND PEDESTRIAN  
 BRIDGES FOR HOLCOMB BRIDGE ROAD (SR 140)  
 CITY OF ROSWELL DEPARTMENT OF TRANSPORTATION



STATE PROJECT • CM-00SW(4)  
 P.I. NUMBER 770933

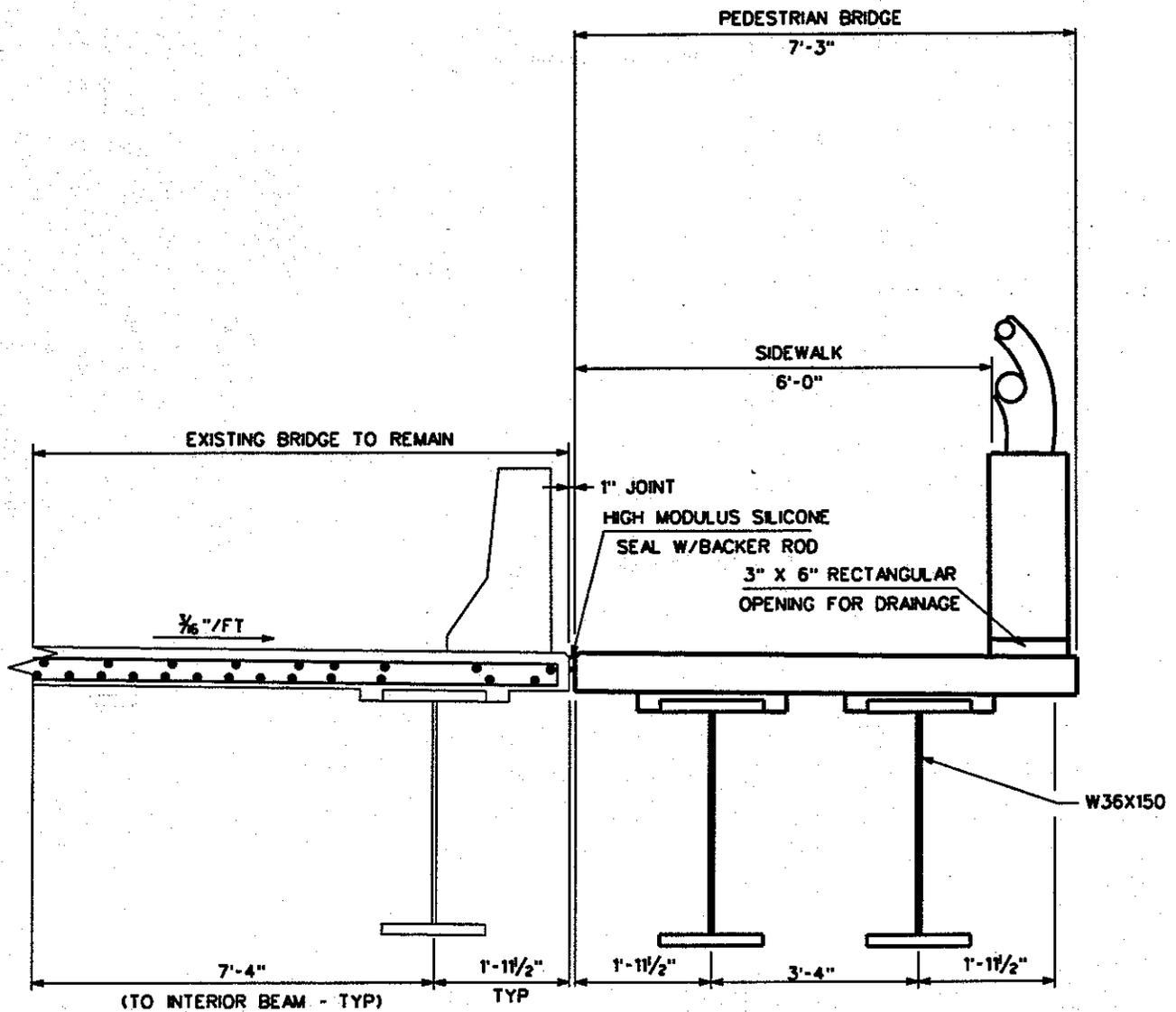


FIGURE 4

ALTERNATIVE 2 - PEDESTRIAN BRIDGE

CMAQ SIDEWALK IMPROVEMENTS AND PEDESTRIAN  
BRIDGES FOR HOLCOMB BRIDGE ROAD (SR 140)

CITY OF ROSWELL DEPARTMENT OF TRANSPORTATION



STATE PROJECT • CM-00SW(4)  
P.I. NUMBER 770933

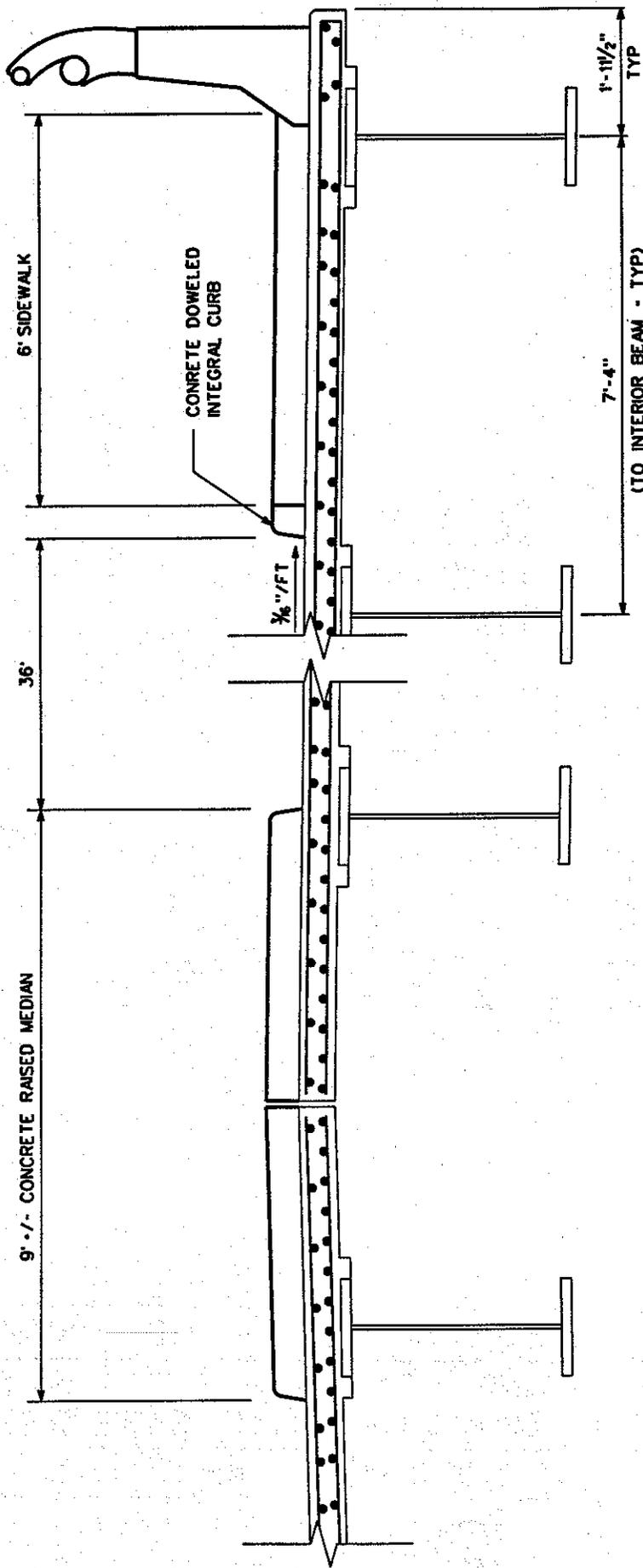


FIGURE 5

ALTERNATIVE 6 - PEDESTRIAN BRIDGE

CMAQ SIDEWALK IMPROVEMENTS TO  
HOLCOMB BRIDGE ROAD (SR 140)

CITY OF ROSWELL DEPARTMENT OF TRANSPORTATION



STATE PROJECT • CM-00SW(4)

P.I. NUMBER 770933

**PRELIMINARY COST ESTIMATE  
DISTRICT SEVEN DESIGN OFFICE**

**DATE:** 09/07/00                      **PREPARED BY:** City of Roswell Dept. of Transportation

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

**P.I. NO.** 770933                      **MILEAGE:** N/A

**PROJECT DESCRIPTION:** Adding a 5-foot sidewalk, and pedestrian bridge over Big Creek, on both sides of Holcomb Bridge Road between Old Holcomb Bridge Road and the SB Ramps at GA 400

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

**EXISTING ROADWAYS:** Holcomb Bridge Road

**TRAFFIC: Existing:** ADT - 73,250 vpd (1998)

**Design:** AADT - 92,087 vpd (2021)

**ESTIMATE SUMMARY**

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

**CONSTRUCTION COST SUMMARY**

<b>GRADING COMPLETE</b>	\$ 2,000.00
<b>DRAINAGE</b> (Structures and Pipes)	\$ 8,200.00
<b>CONCRETE WORK</b> (Sidewalk and Curb & Gutter)	\$ 59,600.00
<b>PEDESTRIAN BRIDGES</b>	\$ 346,000.00
<b>SIGNING/STRIPING/SIGNALS</b>	\$ 3,000.00
<b>GUARDRAIL</b>	\$ 14,500.00
<b>TRAFFIC CONTROL</b>	\$ 15,000.00
<b>EROSION CONTROL</b>	\$ 10,000.00
<b>CLEARING AND GRUBBING</b>	\$ 5,000.00
<b>MISCELLANEOUS</b>	\$ 10,000.00
<b>TOTAL CONSTRUCTION ESTIMATES</b>	\$ 473,300.00
<b>5% INFLATION FOR 2 YR(S)</b>	\$ 48,513.25
<b>TOTAL</b>	\$ 521,813.25



**Kisinger Campo and Associates Corp.**  
1720 Peachtree Street, N.W. · Suite 425 · Atlanta, Georgia 30309  
(407) 607-1676 · Fax: (407) 607-1824 · E-Mail: atlanta@kcaeng.com

Allen Kisinger  
1904-1981

engineering • inspection • planners

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## MINUTES OF MEETING

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DATE: May 25, 1999

TIME: 8:30 A.M.

SUBJECT: Project Name: Holcomb Bridge Road / Old Alabama Improvements

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

P.I. No.: 770933 / 770923

Project File – 110.50/Route: LGK, JET, BM

Path: *G:\Roswell\Holcomb-Old Alabama\Final Correspondence\KCA\Meeting Minutes\Minutes of Meeting 5-25-99*

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This meeting was held in the conference room of the Transportation Department for the City of Roswell. Attendees are noted at the end of the meeting minutes.

The purpose of this meeting was to discuss the different options available to us along Old Alabama Road. KCA presented six options, which are described below:

### OPTION 1:

#### **No Bike Lanes, 5' Sidewalks on both shoulders**

This option will resurface the existing roadway, leaving the existing lanes as they currently are. Five (5) foot concrete sidewalks will be constructed on both of the existing shoulders. There may be some minor drainage improvements and guardrail improvements.

**ADVANTAGES:** No reconstruction of roadway, only repaving and restriping

Sidewalks will fit on existing shoulder, minor regrading will be required to meet 1/4"/foot slopes required by ADA on sidewalks

Improvements represent minimal cost

No additional R/W will be required

**DISADVANTAGES:** Lack of bicycle facilities

May not meet the requirements of the TIP for this project

## **OPTION 2:**

### **10' Wide Lanes, 4' Bike Lanes, 5' Sidewalks on both shoulders**

This option will resurface the existing roadway, restriping the roadway to allow for four (4) ten foot travel lanes, and two (2) four (4) foot bike lanes on each side of the roadway. Five (5) foot concrete sidewalks will be constructed on both of the existing shoulders. There may be some minor drainage improvements and guardrail improvements.

#### **ADVANTAGES:**

No reconstruction of roadway, only repaving and restriping

Sidewalks will fit on existing shoulder, minor regrading will be required to meet 1/4"/foot slopes required by ADA on sidewalks

Improvements represent minimal cost

No additional R/W will be required

#### **DISADVANTAGES:**

10' travel lanes may not be adequate for ADT given the design speed and geometry of the roadway

May not meet the requirements of the TIP for this project

## **OPTION 3:**

### **12' Travel Lanes, 9' Ped/Bike Joint-Use on both Shoulders**

This option will resurface the existing roadway, leaving the existing lanes as they currently are. Nine (9) foot concrete sidewalks will be constructed on both of the existing shoulders. This will be a joint-use facility for pedestrians and bicycles. There may be some minor drainage improvements and guardrail improvements.

#### **ADVANTAGES:**

No reconstruction of roadway, only repaving and restriping

Sidewalks will fit on existing shoulder, minor regrading will be required to meet 1/4"/foot slopes required by ADA on sidewalks

Improvements represent minimal cost

No additional R/W will be required

Bicycles and pedestrians are accommodated

**DISADVANTAGES:**

Joint use facility adjacent to roadway is undesirable

May not meet the requirements of the TIP for this project

9' Sidewalks overlay the existing facilities; fire hydrants may require the purchase of additional R/W

Construction of 9' walk over retaining wall will be expensive

**OPTION 4:**

**11' Travel Lanes, 4' Bike Lanes and 5' Sidewalk on East, 9' Bike/Ped Joint-Use on West**

This option will resurface the existing roadway, restriping the roadway to allow for the reduced lane width and a bicycle lane on the east side of the roadway. The west shoulder will contain a nine (9) foot concrete sidewalk to accommodate bicycles and pedestrians. Additionally, during resurfacing, leveling course will be required in normal crown or transition sections to place the roadway crown at the centerline of the two inside travel ways. There may be some minor drainage improvements and guardrail improvements.

**ADVANTAGES:**

No reconstruction of roadway, only repaving and restriping.

Sidewalks will fit on existing shoulder, minor regrading will be required to meet 1/4"/foot slopes required by ADA on sidewalks

Improvements represent minimal cost

No additional R/W will be required

11' foot lanes much more acceptable than 10' lanes from a safety standpoint

Impacts to redesign at retaining wall is reduced by putting 9 foot joint-use facility on the west side

**DISADVANTAGES:**

Joint-use facility is undesirable adjacent to travel lanes

Leveling course will be required in normal crown or transition sections to put the crown of the roadway between the two inside travel lanes

May not meet the requirements of the TIP for this project

9' sidewalks overlay existing utilities; maintenance issues

## **OPTION 5:**

### **Widen 4.5' to West, 11' Lanes, 4' Bike Lanes, 5' Sidewalks on Shoulders, Acquire Additional R/W**

This option will widen the roadway to the west 4.5 feet. This will remove the existing 24" curb and gutter, widen the roadway 4', and add 30" type 2 curb and gutter. The roadway will be restriped for 11' travel lanes, 4' bike lanes, with 5' sidewalks on the shoulders. There may be some minor drainage improvements and guardrail improvements.

**ADVANTAGES:** Sidewalks will fit on existing shoulder, minor regrading will be required to meet 1/4"/foot slopes required by ADA on sidewalks

Will meet typical section found in the TIP

**DISADVANTAGES:** Reconstruction of roadway will be required. Repaving and restriping will be necessary.

Crown correction will be necessary

Additional R/W will be required

Construction easements will be required

Improvements represent significantly higher cost than improvements proposed in Options 1 through 4

## **OPTION 6:**

### **Widen 8.5' to West, 12' Lanes, 4' Bike Lanes, 5' Sidewalks on Shoulders, Acquire Additional R/W**

This option will widen the roadway to the west 8.5 feet. This will remove the existing 24" curb and gutter, widen the roadway 8', and add 30" type 2 curb and gutter. The roadway will be restriped for 12' travel lanes, 4' bike lanes, with 5' sidewalks on the shoulders. There may be some minor drainage improvements and guardrail improvements.

**ADVANTAGES:** Sidewalks will fit on existing shoulder, minor regrading will be required to meet 1/4"/foot slopes required by ADA on sidewalks

Will meet typical section found in the TIP

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

PROJECT CONCEPT REPORT

For

CITY OF ROSWELL  
CMAQ IMPROVEMENTS TO HOLCOMB BRIDGE ROAD (SR 140)  
BETWEEN OLD HOLCOMB BRIDGE ROAD AND THE SB RAMPS AT GA 400  
CM-00S(4)  
P.I. 770933

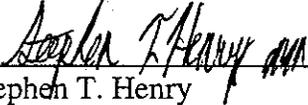
PREPARED BY:  
CITY OF ROSWELL DEPARTMENT OF TRANSPORTATION

DATE:	September 7, 2000
FEDERAL SHARE:	\$ 417,415.60
MATCHING SHARE:	\$ 104,362.65
PROPOSED FY:	2001
PROJECT SPONSOR:	City of Roswell
CONTACT PERSON:	John Bishop

THE UNDERSIGNED HAVE REVIEWED THE CONCEPT REPORT AND  
RECOMMEND APPROVAL:

\_\_\_\_\_  
Marta Rosen  
State Transportation Planning Administrator

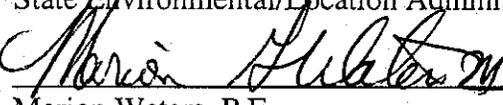
Date

  
\_\_\_\_\_  
Stephen T. Henry  
Metro District Engineer

Date

\_\_\_\_\_  
Harvey Keepler  
State Environmental/Location Administrator

Date

  
\_\_\_\_\_  
Marion Waters, P.E.  
State Traffic Operations Engineer

9/29/2000  
Date

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.

**DISADVANTAGES:**

Reconstruction of roadway will be required. Repaving and restriping will be necessary.

Crown correction will be necessary

Additional R/W will be required

Construction easements will be required

Improvements represent significantly higher cost than improvements proposed in Options 1 through 4

Lori Kennedy and Dan McDuff presented the above options. In particular, they explained the advantages and disadvantages of each section and then discussed the difficulties involved with the retaining wall on the east side of the road. KCA's structural group has evaluated the existing retaining wall plans and determined that a 6' sidewalk directly adjacent to the curb with a Jersey barrier at the edge of the sidewalk with a 6' high chain link fence can be adequately supported with a cantilevered section over the wall. This alternative will cost approximately \$8,000, while an option to place a 9' walk behind the curb will cost in excess of \$22,000 because of the additional measure that will need to be taken to counterweight the structure that will overhang the existing retaining wall. The typical sections and cost estimates are included in the attachments to these minutes.

Dan McDuff said that he had talked with the Bicycle Coordinator from GDOT's Department of Planning. The Coordinator said that it would be very undesirable to place a 9' joint-use facility directly adjacent to the roadway. He said this application was intended for use in paths that were not adjacent to roadways like railroad beds, wetland paths, etc. Dan also said that the Coordinator had warned him that they could not stray from the typical section originally mentioned in the TIP, because this would not be allowed as part of CMAQ funding.

Lori said that she would track down the wording of the TIP today from the Atlanta Regional Commission, and send to the City of Roswell. Also, Dan will get the GDOT Bike Coordinator's name and phone number, so that the City of Roswell can discuss some of the options with him.

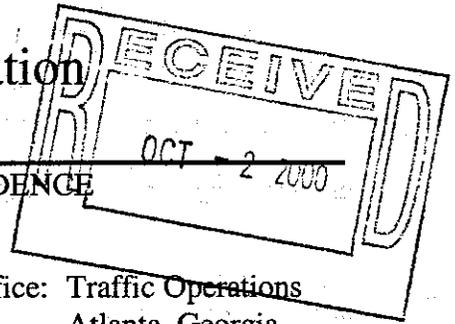
The City of Roswell staff will talk about the options with GDOT's Bicycle Coordinator and with GDOT's District 7 office. KCA and the City of Roswell will meet sometime next week to discuss the direction that we should take for the Old Alabama Road project.

John Bishop delivered to Lori all of the traffic accident data for Holcomb Bridge Road and Old Alabama Road. John said that the traffic data would follow shortly.

Lori told John that she had gone to GDOT and got prints of the structural plans for the bridge on Holcomb Bridge Road over Big Creek.

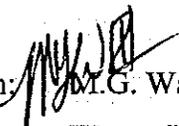
Department of Transportation  
State of Georgia

INTERDEPARTMENTAL CORRESPONDENCE



File: CM-00SW(4)/Fulton County  
P.I. No. 770933

Office: Traffic Operations  
Atlanta, Georgia  
Date: September 26, 2000

From:  M.G. Waters, III, P.E., State Traffic Operations Engineer  
To: Wayne Hutto, Assistant Director of Preconstruction

Subject: Project Concept Report Review

We have reviewed the concept report on the above project for the installation of 5 foot sidewalks, 2 feet behind existing curb, on both sides of SR 140(Holcomb Bridge Road) between Old Holcomb Bridge Road and the SB ramps of SR 400, a distance of .49 miles.

This project will provide access for pedestrians to area businesses, MARTA, the Chattahoochee River and other adjoining recreational facilities.

We believe this concept will improve safety and traffic operations along this section of roadway.

We therefore find this report satisfactory for approval.

MGW:TWS

Attachment (signature page)

c: Harvey Keeper  
Stephen T. Henry, District Engineer, Chamblee  
Attention: Wm. Scott Lee  
David Mulling, w/ attachment  
Marta Rosen  
Yancy Bachmann, District Traffic Operations Engineer, Chamblee  
Chuck Hasty, TMC  
General Files

PROJECT NUMBER/COUNTY: CM-005(4), FULTON

P.I. NUMBER: 770933

This project is not shown in the STIP because the phase(s) PE, ROW and CST are outside the three (3) year range of the STIP. This project will be added to the STIP when appropriate.

*Martin Rauer*

STATE TRANSPORTATION PLANNING ADMINISTRATOR

DATE: 11/3/00

