

D.O.T. 66

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE P. I. No. 0000608, DeKalb County **OFFICE** Preconstruction
 CM-0000-00(608)
 Memorial Drive Sidewalks **DATE** April 4, 2005

FROM *for John Yumls* Margaret B. Pirkle, P.E., Assistant Director of Preconstruction

TO SEE DISTRIBUTION

SUBJECT PROJECT CONCEPT REPORT APPROVAL

Attached for your files is the approval for subject project.

MBP/cj

Attachment

DISTRIBUTION:

- David Mulling
- Harvey Keepler
- Ken Thompson
- Jamie Simpson
- Michael Henry
- Keith Golden
- Joe Palladi (file copy)
- Paul Liles
- Babs Abubakari
- Mike Thomas
- BOARD MEMBER

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE P.I. No. 0000608 / DeKalb County **OFFICE** Preconstruction
 CMM-0000-00(608)
 Memorial Drive Sidewalks **DATE** March 31, 2005

FROM *John Finkle*
 Margaret B. Finkle, P.E., Assistant Director of Preconstruction

TO *Fai* David E. Studstill, Jr., P.E., Chief Engineer

SUBJECT PROJECT CONCEPT REPORT

This project is the construction of sidewalks along both sides of Memorial Drive between Moreland Avenue and Candler Road for a total of 3.32 miles. This project will encourage pedestrians to travel safely by foot to access points on MARTA bus and train routes and to local shopping districts, places of employment, as well as midday access to area restaurants and commercial facilities.

The construction will provide continuous ADA accessible sidewalks along both sides of Memorial Drive between Moreland Avenue and Candler Road with one exception. Sidewalks will not be provided on the south side of Memorial Drive between East Lake Boulevard and 2nd Avenue (Charlie Yates Golf Course) for a distance of 1,450'. Existing sidewalks in the corridor will be upgraded to ADA standards and new ADA accessible sidewalks will be installed in locations where sidewalks do not currently exist. Existing curb is to remain where possible and where possible, a 2' wide strip will be installed between the new sidewalk and the existing curb. Traffic will be maintained during construction.

Environmental concerns include requiring a COE 404 Permit; a Categorical Exclusion will be prepared; 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 and inflation)	\$930,000	\$512,000	Q40	2006
Right-of-Way & Utilities*	Local	Local		

David Studstill

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P. I. No. 0000608 / DeKalb

March 31, 2005

*City of Atlanta signed PMA on 2-4-05 for PE, right-of-way, utilities and 20% of construction costs.

I recommend this project concept be approved.

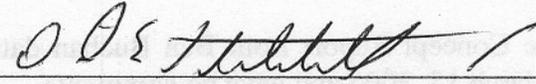
MBP:JDQ/cj

Attachment

CONCUR

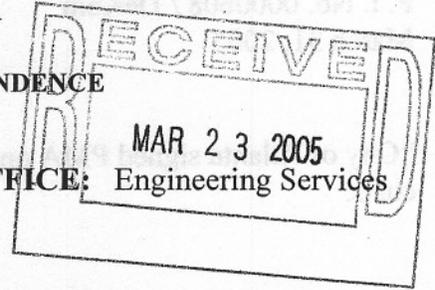

Buddy Gratton, P.E., Director of Preconstruction

APPROVE


David E. Studstill, Jr., P.E., Chief Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENTAL CORRESPONDENCE



FILE: CM-0000-00(608) DeKalb
P.I. No. 0000608
Memorial Drive Sidewalks

OFFICE: Engineering Services

DATE: March 21, 2005

FROM: David Mulling, Project Review Engineer *DM*

TO: Meg Pirkle, Assistant Director of Preconstruction

SUBJECT: CONCEPT REPORT

We have reviewed the Concept Report from Ben Buchan dated March 8, 2005 that was received on March 15, 2005 and have no comments.

The costs for the project are:

Construction	\$805,081
Inflation	\$40,254
E&C	\$84,534
Reimbursable Utilities	By locals
Right of Way	By locals

REW

c: Ben Buchan, Attn.: Albert Shelby

SCORING RESULTS AS PER MOG 2440-2

Project Number: CM-0000-00(608)		County: DeKalb		PI No.: 0000608	
Report Date: March 14, 2005		Concept By: DOT Office: Urban Design			
<input checked="" type="checkbox"/> Concept Stage		Consultant: HDR Engineering, Inc.			
Project Type: Choose One From Each Column		<input type="checkbox"/> Major	<input checked="" type="checkbox"/> Urban	<input type="checkbox"/> ATMS	<input type="checkbox"/> Bridge Replacement
		<input checked="" type="checkbox"/> Minor	<input type="checkbox"/> Rural	<input type="checkbox"/> Building	<input type="checkbox"/> Interchange Reconstruction
				<input type="checkbox"/> Intersection Improvement	<input type="checkbox"/> Interstate
				<input type="checkbox"/> New Location	<input type="checkbox"/> Widening & Reconstruction
				<input checked="" type="checkbox"/> Miscellaneous	
FOCUS AREAS	SCORE	RESULTS			
Presentation	100				
Judgement	100				
Environmental	100				
Right of Way	100				
Utility	100				
Constructability	100				
Schedule	100				

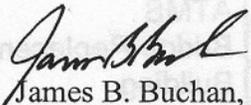
**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENTAL CORRESPONDENCE

FILE: CM-0000-00(608), Dekalb County
Memorial Drive Sidewalks
P.I. No. 0000608

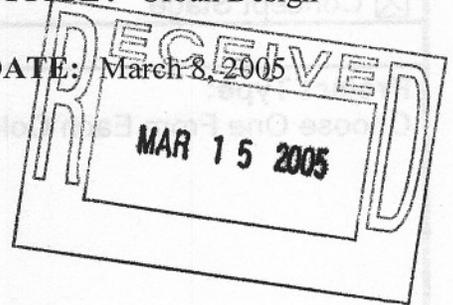
OFFICE: Urban Design

DATE: March 8, 2005

FROM: 
James B. Buchan, P.E., State Urban Design Engineer

TO: Meg Pirkle, P.E., Assistant Director of Preconstruction

SUBJECT: Project Concept Report



Attached is the original copy of the Concept Report for your further handling for approval in accordance with the Plan Development Process (PDP).

JBB:MTW AV 
Attachment

- C: Joseph P. Palladi, State Transportation Planning Administrator, w/ attachment
Jamie Simpson, State Financial Management Administrator, w/attachment
David Mulling, State Project Review Engineer, w/ attachment
Harvey Keepler, State Environmental/Location Engineer, w/ attachment
Keith Golden, State Traffic Safety & Design Engineer, w/ attachment
Bryant Poole, District 7 Engineer, w/ attachment

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

PROJECT CONCEPT REPORT

Project Number: CM-0000-00(608)

County: DeKalb

P. I. Number: 0000608

DESCRIPTION: Memorial Drive Sidewalk

Federal Route Number: None

State Route Number: 154

3-8-05

Albert Shelby

DATE

PROJECT MANAGER - Albert V. Shelby III, Urban Design

3-14-05

James B. Buchan

DATE

STATE URBAN DESIGN ENGINEER - James B. Buchan

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

DATE

STATE TRANSPORTATION PLANNING ADMINISTRATOR - Joseph P. Palladi

DATE

STATE FINANCIAL MANAGEMENT ADMINISTRATOR - Jamie Simpson

DATE

STATE ENVIRONMENTAL/LOCATION ENGINEER - Harvey Keeper

DATE

STATE TRAFFIC SAFETY AND DESIGN ENGINEER - Keith Golden

DATE

PROJECT REVIEW ENGINEER - David Mulling

DATE

DISTRICT ENGINEER - Bryant Poole, District 7

1/20/05

HDR Engineering, Inc.

DATE

CONSULTANT

PI No. 0000608

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
PROJECT CONCEPT REPORT

DATE: 01/20/05

PROJECT NUMBER: CM-0000-00(608)

COUNTY: DeKalb

DESCRIPTION:

The project will provide continuous ADA accessible sidewalks along both sides of Memorial Drive (S.R. 154) between Moreland Avenue and Candler Road with one exception. Sidewalks will not be provided on the south side of Memorial Drive between East Lake Boulevard and 2nd Avenue (Charlie Yates Golf Course) for a distance of 1450 feet. Existing sidewalks in the corridor will be upgraded to ADA standards and new ADA accessible sidewalks will be installed in locations where sidewalks do not currently exist. Some replacement of existing sidewalks may be necessary, but the majority of the work to existing sidewalks will be rehabilitation and repair including the retrofit of drive aprons and the installation of ramps. In some locations, the installation of new sidewalks will occur within the existing right-of-way, while, in other locations, the installation of new sidewalks will require the acquisition of additional right-of-way. Most upgrades to existing sidewalks will occur within the existing right-of-way with minor exceptions where existing sidewalks occur completely or partially outside the existing right-of-way (see comments). Proposed sidewalks are 5 feet wide and all construction will conform to ADA regulations. Existing curb is to remain where possible and where possible a 2-foot wide planting strip will be installed between the new sidewalks and the existing curb.

LENGTH: 3.32 miles

P.I. NUMBER: 0000608

U.S. ROUTE NO.: None **STATE ROUTE NO.:** 154

LOCATION: Memorial Drive (S.R. 154) from Moreland Avenue to Candler Road

MILE POINT REFERENCE: BEGIN MP 0 END MP 3.32

PDP CLASSIFICATION Major () Minor (x)

Federal Oversight: Full Oversight () Exempt (x) State Funded () Other ()

FUNCTION CLASSIFICATION: Urban Minor Arterial Street

EXISTING ROADWAY

EXISTING ROADWAY TYPICAL SECTION: Seven existing typical sections are attached:

- Typical Section, Condition 1 exists between Eleanor Street and East Lake Boulevard. Condition 1 is typified by four 10-foot wide vehicular lanes, monolithic curbs, adjacent 5-foot wide concrete

PI No. 0000608

sidewalks on the north side of the road (which are located outside of the existing right-of-way), and a 40-foot right-of-way.

- Typical Section, Condition 2 exists between Warren Street and Eleanor Street. Condition 2 is typified by four 10-foot wide vehicular lanes, monolithic curbs, some adjacent 5-foot wide concrete sidewalks, and a 50-foot right-of-way.
- Typical Section, Condition 3 exists between just east of Wyman Street and Warren Street and between Patterson Avenue and Montgomery Street. Condition 3 is typified by four 10-foot wide vehicular lanes, monolithic curbs, 2-foot wide planting strips between the curb and sidewalk, some 5-foot wide concrete sidewalks, and a 60-foot right-of-way.
- Typical Section, Condition 4 exists between Third Avenue and Candler Road, and between Moreland Avenue and Patterson Avenue. Condition 4 is typified by three 10-foot wide vehicular lanes, monolithic curbs, 2-foot wide planting strips between the curb and sidewalk, some 5-foot wide concrete sidewalks, and a 50-foot right-of-way.
- Typical Section, Condition 5 exists between Second Avenue and Third Avenue. Condition 5 is typified by three 11-foot wide vehicular lanes, monolithic curbs, no sidewalks, and a 40-foot right-of-way.
- Typical Section, Condition 6 exists between Montgomery Street to just east of Wyman Street. Condition 6 is typified by four 10-foot wide vehicular lanes, monolithic curbs, adjacent 5-foot wide sidewalks that are located completely or partially outside the existing right-of-way, and a 50- to 60-foot variable right-of-way.
- Typical Section, Condition 7 exists between East Lake Boulevard and Second Avenue. Condition 7 is typified by four 10-foot wide vehicular lanes, monolithic curbs, an adjacent 5-foot wide sidewalk located on the north side of the road that is completely or partially outside the existing right-of-way, no sidewalk on the south side of the road, and a 40-foot right-of-way.

MAX. EXISTING GRADE: 9 percent (see comments)

EXISTING MAJOR STRUCTURES:

- Stream crossing between Dahlgren Street and Ericson Street utilizing a 4.7 x 4.7 foot concrete box culvert. Existing sidewalk on north side narrows to 4'-2" over storm catch basin inlet. There is no obstruction to prevent widening the sidewalk in this location, and no improvement to the culvert would be necessary. There are existing sidewalks on the south side of the road. The stream appears to be piped on the south side of the road, and there are no obstructions to prevent sidewalk improvements on the south side of the road in this location.
- Stream crossing between Lamson Avenue and Dixie Street utilizing a double arched 9' wide x 6.5' tall concrete culvert with wing walls. Existing sidewalks on the north side of the road are 5'-6" and existing sidewalks on the south side of the road are 5'-0". There appear to be no obstructions in this location to sidewalk improvements.
- Stream crossing between Clay Street and Wilkinson Drive utilizing an 8' x 8' concrete arched culvert. Existing sidewalks on the north and south side of the road are 6'-0". The sidewalk on the south side of the road is undermined and will require repair and rehabilitation on the south side of the road. Work would consist of repair and rehabilitation of the existing culvert system.
- Stream crossing between Howard Street and Palatka Street utilizing a 36" diameter concrete pipe with headwall. A double wing catch basin/concrete flume highway drainage structure is located above the concrete pipe. On the north side of the street an existing 5'-0" sidewalk bridges the drainage flume. A design variance is requested to retain the existing sidewalk design in this location. No sidewalk exists on the south side of the street in this location; however, there are no obstructions to prevent the installation of a new sidewalk over the existing culvert.
- Stream crossing between Douglas Street and Watson Circle utilizing a 10' wide x 8.5' tall concrete box culvert with wing wall. Existing sidewalk on north side narrows to 5'-6" over storm

catch basin inlet. Iron 2" Hand Rails exist on both sides of the sidewalk in this location and a design variance is requested, if necessary, to retain the existing design. No sidewalk exists on the south side of the street in this location. Adequate space exists to install a new sidewalk on the south side of the street without modifying the existing culvert; however, the existing storm drainage structure may need redesign.

- Stream crossing between 3rd Avenue and 4th Avenue utilizing a 48" diameter concrete pipe with no headwall. There are existing sidewalks on the north side of the road. The stream appears to be piped on the north side of the road, and there are no obstructions to prevent sidewalk improvements on the north side of the road in this location. No sidewalks exist on the south side of the road; however, there are no obstructions to prevent the installation of a new sidewalk over the existing culvert.
- Stream crossing between Green Avenue and Daniel Avenue utilizing a 7' wide x 3.5' tall concrete box culvert. The stream banks on both sides are channelized with rock wall/concrete on the north and south of the road. There are existing 5'-6" sidewalks on the north side of the road and a design variance, if necessary, is requested to retain the existing sidewalk design in this location. No sidewalk exists on the south side of the road in this location. It is 5'-6" on top of the existing culvert from the front of the existing curb to an existing hand rail, and a design variance is requested, if necessary, to install a 5'-6" sidewalk in this location between the existing curb and handrail.
- Retaining wall located between East Lake Boulevard and 1st Avenue on the south side of the road. This retaining wall varies from 4 to 6 feet in height. The retaining wall would not be disturbed because no sidewalk is proposed to be installed in this location.

EXISTING RIGHT OF WAY WIDTH:

- Approximately 50 feet between Moreland Avenue and Patterson Avenue
- Approximately 60 feet between Patterson Avenue and Montgomery Street
- Approximately 50-60 feet between Montgomery Street and Wyman Street
- Approximately 60 feet between Wyman Street and Warren Street
- Approximately 50 feet between Warren Street and Eleanor Street
- Approximately 40 feet between Eleanor Street and Third Avenue
- Approximately 50 feet between Third Avenue and Candler Road

PROJECT NEED & PURPOSE:

The purpose of the project is to provide continuous ADA accessible sidewalks along both sides of Memorial Drive between Moreland Avenue and Candler Road. Continuous ADA accessible sidewalks are needed along both sides of Memorial Drive between Moreland Avenue and Candler Road for several reasons: 1) to provide accessibility in accordance with ADA, 2) to encourage pedestrian trips as an alternative to motorized trips which will improve the Atlanta Region's air quality, 3) to provide intermodal connectivity via sidewalks to MARTA bus routes utilizing Memorial Drive, which in turn connect passengers to MARTA rail stations and destinations throughout the Atlanta Region, 4) to provide pedestrian connectivity to the following destinations in the Memorial Drive corridor: residential neighborhoods, shopping centers and commercial districts, Crim High School, Drew Elementary School, East Lake Elementary School, two city parks and one public golf course, and one public housing community, 5) to improve safety conditions for pedestrians in the Memorial Drive corridor, and 6) to achieve the goals of the Atlanta Regional Transportation Plan of which this project is a part.

PROPOSED DESIGN

PROPOSED TYPICAL SECTION: New and retrofitted sidewalks, drive aprons, and ADA accessible ramps will be constructed according to the proposed typical sections (attached). Proposed sidewalks are 5 feet wide and existing curb is to remain where possible. The seven proposed typical sections are described as follows:

- Typical Section, Condition 1 is proposed between Eleanor Street and East Lake Boulevard. Condition 1 is typified by four 10-foot wide vehicular lanes, monolithic curbs, adjacent 5-foot wide concrete sidewalks, and a 50-foot proposed right-of-way (40-foot existing right-of-way). The existing sidewalks on the north side of the road would remain outside of the right-of-way while the right-of-way would be widened on the south side of the road to accommodate the installation of new sidewalks.
- Typical Section, Condition 2 is proposed between Warren Street and Eleanor Street. Condition 2 is typified by four 10-foot wide vehicular lanes, monolithic curbs, some adjacent 5-foot wide concrete sidewalks, and a 50-foot right-of-way.
- Typical Section, Condition 3 is proposed between just east of Wyman Street and Warren Street and between Patterson Avenue and Montgomery Street. Condition 3 is typified by four 10-foot wide vehicular lanes, monolithic curbs, 2-foot wide planting strips between the curb and sidewalk, some 5-foot wide concrete sidewalks, and a 60-foot right-of-way.
- Typical Section, Condition 4 is proposed between Third Avenue and Candler Road, and between Moreland Avenue and Patterson Avenue. Condition 4 is typified by three 10-foot wide vehicular lanes, monolithic curbs, 2-foot wide planting strips between the curb and sidewalk, some 5-foot wide concrete sidewalks, and a 50-foot right-of-way.
- Typical Section, Condition 5 is proposed between Second Avenue and Third Avenue. Condition 5 is typified by three 11-foot wide vehicular lanes, monolithic curbs, 2-foot wide planting strips between the curb and sidewalk, 5-foot wide sidewalks, and a 50-foot proposed right-of-way (40-foot existing right-of-way).
- Typical Section, Condition 6 is proposed between Montgomery Street to just east of Wyman Street. Condition 6 is typified by four 10-foot wide vehicular lanes, monolithic curbs, adjacent existing 5-foot wide sidewalks that are located completely or partially outside the existing right-of-way, and a 50- to 60-foot variable right-of-way.
- Typical Section, Condition 7 is proposed between East Lake Boulevard and Second Avenue. Condition 7 is typified by four 10-foot wide vehicular lanes, monolithic curbs, an adjacent 5-foot wide sidewalk located on the north side of the road that is completely or partially outside the existing right-of-way, no sidewalk on the south side of the road, and a 40-foot right-of-way.

PROPOSED RIGHT-OF-WAY WIDTH: The right-of-way is proposed to be widened as follows: 1) between Maynard Terrace and Clay Street (from existing 60' to variable width of 60' to 67'), 2) between Howard Street and East Lake Boulevard (from existing 40' to uniform width of 50'), 3) between 2nd Avenue and 3rd Avenue (from existing 40' to variable width of 50' to 54'), and 4) between Carter Avenue and East Lake Drive (from existing 50' to variable width of 50' to 56').

Easement width: No easements are proposed.

TRAFFIC CONTROL DURING CONSTRUCTION: Vehicular and pedestrian traffic will be maintained at all times. All temporary striping and signage necessary to maintain safe vehicular and pedestrian traffic flow during construction will be furnished, installed, and maintained by the contractor. A traffic control plan will be submitted for approval with construction drawings.

PROPOSED STRUCTURES:

- The existing stream crossing between Clay Street and Wilkinson Drive would be repaired and rehabilitated on the south side of the road. Work would consist of repair and rehabilitation of the existing culvert system.
- A retaining wall, approximately 5 feet tall, will likely be installed on the south side of the road between Douglas Street and East Lake Boulevard.

DESIGN VARIATIONS REQUESTED

<u>CONTROLLING CRITERIA</u>	<u>UNDETERMINED</u>	<u>YES</u>	<u>NO</u>
SIDEWALK WIDTH (5' min):	()	()	(x)
SHOULDER WIDTH (10' min):	()	(x)	()
VERTICAL CLEARANCE (8'4" min):	()	()	(x)
BRIDGE SIDEWALK WIDTH (6' min):	()	(x)	()
SIDEWALK CROSS SLOPE (1/4" per foot max):	()	()	(x)

- A design variation is needed between Eleanor Street and East Lake Boulevard (see typical proposed section, condition 1) to maintain no shoulder on the north side of the road where sidewalks currently exist outside of the right-of-way and to widen the right-of-way to create a shoulder of 10 feet on the south side of the road. The utilities are located on the north side of the road where overhead power lines are located at the back of the sidewalk.
- A design variation is needed between Warren Street and Eleanor Street (see typical proposed section, condition 2) to match the existing typical condition by maintaining 5' shoulders on the north side of the road. The existing utilities on the north side are overhead power lines located on the back of the existing sidewalk, but vary along the shoulder between the back of the sidewalk and 5' from the back of the sidewalk. Gas and telephone utilities run parallel under the existing sidewalk.
- A design variation is needed between Second Avenue and Third Avenue (see typical proposed section, condition 5) to provide an 8.5' shoulder on each side of the road which is adequate to accommodate a 5-foot wide sidewalk and planting strip adjacent to the existing curb. The design variation is requested to minimize right-of-way takes to properties protected under Section 4(f) of 49 USC 303(c) (formerly USDOT Act of 1966, as amended). Underground telephone lines run underground approximately 5' to 6' from the back of the curb for the north side. Gas lines run underground on the south side parallel to the road at approximately 5' from the back of the curb. Overhead power lines run primarily parallel with the road on the south side approximately 7' to 8' from the back of the curb. The power lines cross the road at several locations.
- A design variation is needed between Montgomery Street to just east of Wyman Street (see typical proposed section, condition 6) to maintain the existing condition of a zero to 10-foot variable shoulder in some locations where sidewalks currently exist outside the right-of-way. Several utilities are located under the existing sidewalk and the overhead power lines are located at the back of the existing sidewalk, with occasional poles built within the sidewalks.
- A design variation is anticipated between East Lake Boulevard and Second Avenue (see typical proposed section, condition 7) to maintain the existing condition of no shoulder on either side of the road with an existing sidewalk located outside of the right-of-way on the north side of the road. The design variation is requested to minimize right-of-way takes to properties protected on both sides of the road under Section 4(f) of 49 USC 303(c) (formerly USDOT Act of 1966, as amended). The overhead utilities run parallel along the road primarily 2' to 3' from the back of the curb along the south side.
- A design variation is needed to retain the existing sidewalk design at the stream crossing between Howard Street and Palatka Street on the north side of the street. An existing 5'-0" sidewalk bridges a drainage structure which empties into the creek in this location.

- A design variation needed to retain the existing sidewalk design at the stream crossing between Douglas Street and Watson Circle on the north side of the road. The existing sidewalk narrows to 5'-6" over a catch basin inlet located above the existing culvert, and rails exist on both sides of the sidewalk.
- A design variation is needed to retain the existing sidewalk design at the stream crossing between Green Avenue and Daniel Avenue on the north side of the street. The existing sidewalks are 5'-6" over the existing culvert. To expand the sidewalk width would involve extension of the culvert.
- A design variation is anticipated at the stream crossing between Green Avenue and Daniel Avenue on the south side of the street. In this location, it is 5'-6" on top of the existing culvert from the front of the existing curb to an existing rail. A design variation is needed to install a new 5'-6" sidewalk on top of the existing culvert between the existing curb and handrail in this location. To install a wider sidewalk would involve extension of the culvert.

NUMBER OF RIGHT OF WAY PARCELS: 30

DISPLACEMENTS: None

COORDINATION AND SCHEDULING

CONCEPT TEAM MEETING DATE (if required): Waived by the GDOT project manager.

CONFORMS TO TIP/STIP? Yes No

MEETS LOGICAL TERMINI REQUIREMENTS? Yes No

LEVEL OF ENVIRONMENTAL ANALYSIS: Categorical Exclusion EA

PUBLIC INVOLVEMENT (if required): Yes No

PERMITS REQUIRED (COE 404, WATER QUALITY, TVA) LIST:

The existing culvert system on the south side of Memorial Drive between Clay Street and Wilkinson Drive would be repaired and rehabilitated. This repair and rehabilitation work would fall under COE 404 Nationwide Permit 3.

TIME SAVING PROCEDURES APPROPRIATE: Yes No

SCHEDULING CONSIDERATIONS

TIME TO COMPLETE ENVIRONMENTAL: 2 WEEKS

TIME TO COMPLETE RIGHT OF WAY PLANS (if required): 1 MONTH

TIME TO COMPLETE 404 PERMIT: 2 WEEKS

TIME TO COMPLETE CONSTRUCTION PLANS: 2 MONTHS

TIME TO BUY RIGHT OF WAY (if required): 6 MONTHS

PI No. 0000608

LOCAL GOVERNMENT COMMITMENTS:

Preliminary Engineering, right-of-way, utilities, and 20% of construction costs

OTHER PROJECTS IN THE AREA:

- Memorial Drive (S.R. 154) at Moreland Avenue [P.I.# 752870; Project No. STP-9124(11)]
- SR 154-Memorial Drive at Candler Road [P.I.# 752880; Project No. STP-9124(12) & HPP-STP-9124(12)]

PROBABLE LOCATIONS OF USTS:

A search of available environmental records revealed the following list of known USTs within the project area. The search meets the government records search requirements of ASTM Standard Practices for Environmental Site Assessments. If USTs or related contamination were identified within the construction work zone, they would be removed, disposed, or treated in accordance with State Environmental Regulations.

- BP Oil/Moreland Texaco at 1176 Memorial Drive (4 USTs removed 1987, 3 USTs installed 1987, no overfill protection or spill protection reported, confirmed past UST release reported)
- Bay Co. Enterprises/Amoco Station #60087 at 1675 Memorial Drive (4 USTs installed in 1988 with cathodic protection, automatic tank gauging, automatic line leak detection, 2 suspected UST releases and 1 confirmed release reported)
- Unocal Station #9023-211 at 1655 Memorial Drive (past UST release reported)
- Crown Central Petroleum at 225 Clifton St., S.E. (4 USTs removed 1991, 3 USTs installed 1991 with automatic line leak detection, 1 suspected UST release and 1 confirmed release reported)
- Kwik Stop/FINA at 1860 Memorial Drive (3 USTs removed 1998, 2 USTs installed 1998 with double walled tanks, automatic tank gauging, automatic line leak detection, past UST release reported)
- SuperThrift at 1895 Memorial Drive (7 USTs removed in 2000, 1 confirmed UST release reported)

PROBABLE LOCATION OF HAZARDOUS WASTE:

A search of available environmental records revealed the following known potential hazardous waste locations within the project area. The search meets the government records search requirements of ASTM Standard Practices for Environmental Site Assessments. If hazardous waste were encountered within the construction work zone, the hazardous waste site would be treated in accordance with State Environmental Regulations.

- BP Oil/Moreland Texaco at 1176 Memorial Drive (Small Quantity Generator – no violations found)
- Bay Co. Enterprises/Amoco Station #60087 at 1675 Memorial Drive (Small Quantity Generator – no violations found)
- Crown Central Petroleum at 225 Clifton St., S.E. (GA Spills Database, Gasoline spill in catch basin – 6/7/99; Small Quantity Generator – no violations found)
- Private Residence at 2733 Memorial Drive (ERNS Database listing for release of oil or hazardous substance)
- City of Atlanta at 1462 Memorial Drive (GA Spills Database, Sewage Overflow into Sugar Creek- 04/17/99)

- City of Atlanta at 1460 Memorial Drive (GA Spills Database, Sewage Overflow into Sugar Creek - 02/22/94 and other unlisted dates)
- City of Atlanta at 1495 Memorial Drive (GA Spills Database, Sewage Overflow into Sugar Creek- 01/31/99 and other unlisted date)
- City of Atlanta at 1560 Memorial Drive (GA Spills Database, Sewage Overflow into Sugar Creek - 02/23/99)
- City of Atlanta at Dixie St. at Memorial Drive (GA Spills Database, Sewage Overflow into Sugar Creek - multiple unlisted dates)
- City of Atlanta at 1559 Memorial Drive (GA Spills Database, Sewage Overflow - 11/05/92 and other unlisted dates)
- City of Atlanta at 1765 Memorial Drive (GA Spills Database, Sewage Overflow into Sugar Creek - 12/12/99 and other unlisted dates)
- City of Atlanta at 2012 Memorial Drive (GA Spills Database, Sewage Overflow into No Name Creek - multiple unlisted dates)
- City of Atlanta at Memorial Drive at East Lake Drive (GA Spills Database, Sewage Overflow into Sugar Creek - unlisted date)
- City of Atlanta at 2029 Memorial Drive (GA Spills Database, Sewage Overflow into Sugar Creek - unlisted date)
- City of Atlanta at 2618 Memorial Drive (GA Spills Database, Sewage Overflow - 06/03/97, 12/05/95 and other unlisted dates)

OTHER ALTERNATES CONSIDERED: None.

COMMENTS:

- Some sidewalks exist in the project area.
- A design exception is needed to install new sidewalks and to retain existing sidewalks in the project area that do not meet current ADA grade criteria. The maximum existing and proposed grade would be 9 percent. Sidewalks are proposed to match the grade of the road and to be installed directly adjacent to the road due to right-of-way constraints. In some locations this design exception would avoid or minimize takes of historic properties protected under Section 4(f) of 49 USC 303(c) (formerly USDOT Act of 1966, as amended).
- No sidewalk is proposed on the south side of the road between East Lake Boulevard and 2nd Avenue (Charlie Yates Golf Course). This design exception is proposed to avoid right-of-way takes from the property, a public resource protected under Section 4(f) of 49 USC 303(c) (formerly USDOT Act of 1966, as amended). The project would meet logical termini requirements without the installation of sidewalks in this location.
- Existing sidewalks lie completely or partially outside the existing right-of-way in the following locations: 1) on the north side of the road between Montgomery Street and Wyman Street, 2) on the south side of the street from Lamon Avenue to Clifton Street, 3) on the north side of the street just east of Wyman Street, and 4) on the north side of the street between Eleanor Street and 2nd Avenue.
- The project will be constructed in two phases. Phase 1 construction will occur in the following locations: 1) on the north side of the road between Moreland Avenue and Wyman Street, 2) on the south side of the road between Maynard Terrace and Warren Street, 3) on the north side of the road between Warren Street and 2nd Avenue, 4) on the north side of the road between 3rd Avenue and Candler Road. No right-of-way acquisition is required prior to Phase 1 construction. Phase 2 construction will occur in the following locations: 1) on the south side of the road between Moreland Avenue and Maynard Terrace, 2) on the north side of the road between Wyman Street and Warren Street, 3) on the north side of the road between 2nd Avenue and 3rd Avenue, 4) on the south side of the road between Warren Street and East Lake Boulevard, and 5)

PRELIMINARY COST ESTIMATE -- PHASE ONE

SITWORK ITEMS	UNIT COST		OVERALL AREA		ITEM TOTALS	SECTION SUB-TOTALS
			QTY.	COST		
General						
Mobilization	\$15,000.00	LS	1	\$15,000.00	\$15,000	\$15,000
Erosion Control						
Silt Fence Type C	\$4.00	LF	2,620	\$4.00	\$10,480	
Grassing	\$0.05	SF	7,860	\$0.05	\$393	
Fencing - Orange Polyethylene	\$4.00	LF	1,000	\$4.00	\$4,000	
						\$14,873
Clearing & Demolition						
Clearing & Grubbing	\$4,500.00	AC	1	\$4,500.00	\$4,500	
Remove Concrete Paving	\$3.00	SF	2,000	\$3.00	\$6,000	
Remove Concrete Curb & Gutter	\$3.50	LF	500	\$3.50	\$1,750	
Haul-off construction debris	\$15.00	CY	50	\$15.00	\$750	
						\$13,000
Earthwork						
Cut/Fill & Compaction	\$1.10	CY	0	\$1.10	\$0	
Finish Grading	\$2,000.00	AC	1	\$2,000.00	\$2,000	
Curb & Gutter Backfill	\$1.50	LF	2,620	\$1.50	\$3,930	
						\$5,930
Concrete						
Conc. Curb & Gutter - 24"	\$7.00	LF	500	\$7.00	\$3,500	
Concrete Drive Aprons	\$1,000.00	EA	30	\$1,000.00	\$30,000	
Conc. Sidewalk	\$3.50	SF	15,666	\$3.50	\$54,831	
Accessible Ramps	\$150.00	EA	54	\$150.00	\$8,100	
						\$96,431
Granite Curb						
Replace Granite Curb	\$18.00	LF	0	\$18.00	\$0	
						\$0
Pavement Marking/Traffic Signage						
Crosswalk Striping	\$1,000.00	EA	13	\$1,000.00	\$13,000	
Vehicular Signage	\$400.00	EA	26	\$400.00	\$10,400	
						\$23,400
Landscaping						
4" Caliper Shade Tree	\$400.00	EA	0	\$400.00	\$0	
2" Caliper Flowering Tree	\$175.00	EA	0	\$175.00	\$0	
Bermuda Sod	\$0.35	SF	5,222	\$0.35	\$1,828	
						\$1,828
Utilities						
Utility Relocation	\$95,000.00	LS	1	\$95,000.00	\$95,000	
						\$95,000

SUBTOTAL	\$265,462
5% INFLATION=	\$13,273
CONST. TOTAL=	\$278,735
10% CONTINGENCY=	\$27,873
TOTAL COST =	\$306,608

PRELIMINARY COST ESTIMATE -- PHASE TWO

PRELIMINARY COST ESTIMATE -- PHASE TWO

SITWORK ITEMS	UNIT COST		OVERALL AREA		ITEM TOTALS	SECTION SUB-TOTALS
			QTY.	COST		
General						
Mobilization	\$15,000.00	LS	1	\$15,000.00	\$15,000	\$15,000
Erosion Control						
Silt Fence Type C	\$4.00	LF	10,105	\$4.00	\$40,420	
Grassing	\$0.05	SF	29,335	\$0.05	\$1,467	
Fencing - Orange Polyethylene	\$4.00	LF	2,860	\$4.00	\$11,440	
						\$53,327
Clearing & Demolition						
Clearing & Grubbing	\$4,500.00	AC	1	\$4,500.00	\$4,500	
Remove Concrete Paving	\$3.00	SF	48,000	\$3.00	\$144,000	
Remove Concrete Curb & Gutter	\$3.50	LF	1,000	\$3.50	\$3,500	
Haul-off construction debris	\$15.00	CY	500	\$15.00	\$7,500	
						\$159,500
Earthwork						
Cut/Fill & Compaction	\$1.10	CY	0	\$1.10	\$0	
Finish Grading	\$2,000.00	AC	2	\$2,000.00	\$4,000	
Curb & Gutter Backfill	\$1.50	LF	10,245	\$1.50	\$15,368	
						\$19,368
Concrete						
Conc. Curb & Gutter - 24"	\$7.00	LF	1,140	\$7.00	\$7,980	
Concrete Drive Aprons	\$1,000.00	EA	59	\$1,000.00	\$59,000	
Conc. Sidewalk	\$3.50	SF	60,770	\$3.50	\$212,695	
Accessible Ramps	\$150.00	EA	50	\$150.00	\$7,500	
						\$287,175
Granite Curb						
Replace Granite Curb	\$18.00	LF	0	\$18.00	\$0	
						\$0
Pavement Marking/Traffic Signage						
Crosswalk Striping	\$1,000.00	EA	0	\$1,000.00	\$0	
Vehicular Signage	\$400.00	EA	0	\$400.00	\$0	
						\$0
Landscaping						
4" Caliper Shade Tree	\$400.00	EA	0	\$400.00	\$0	
2" Caliper Flowering Tree	\$175.00	EA	0	\$175.00	\$0	
Bermuda Sod	\$0.35	SF	15,000	\$0.35	\$5,250	
						\$5,250

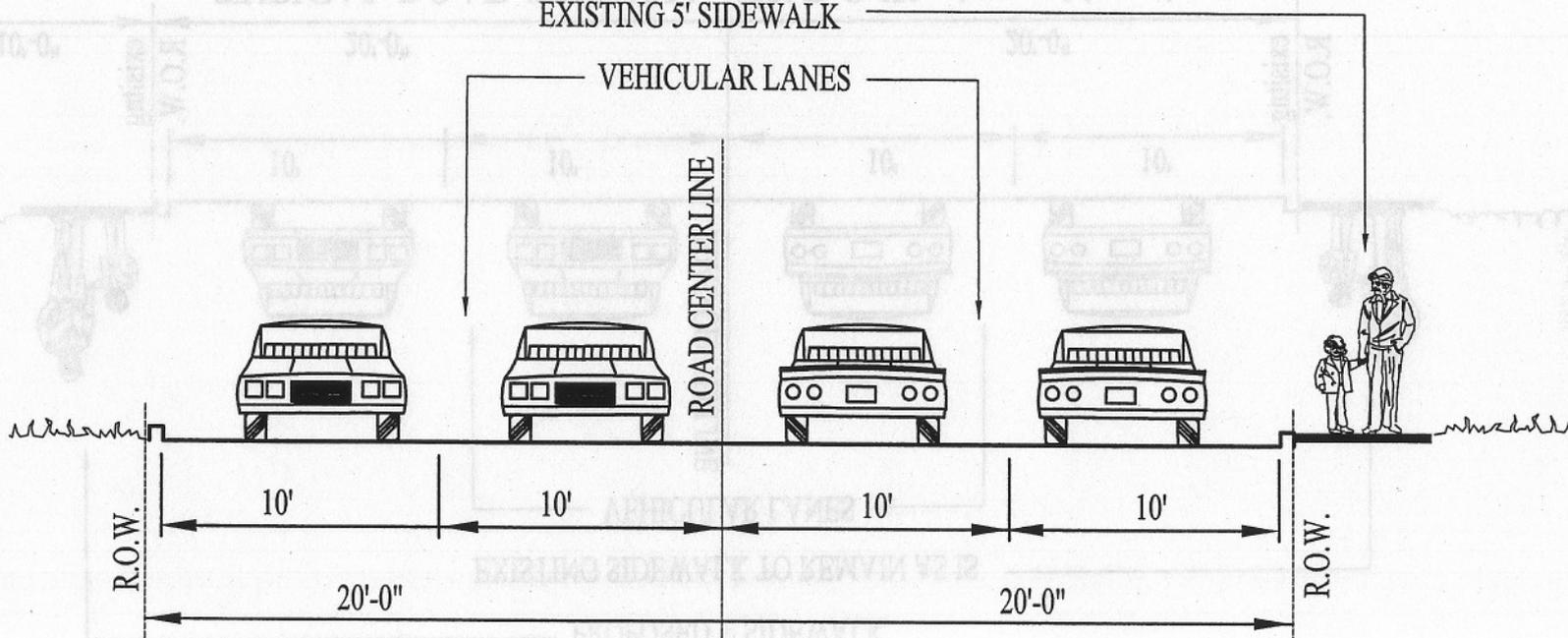
SUBTOTAL	\$539,619
5% INFLATION=	\$26,981
CONST. TOTAL=	\$566,600
10% CONTINGENCY=	\$56,660
TOTAL COST =	\$623,260

condition 1

EXISTING 5' SIDEWALK

VEHICULAR LANES

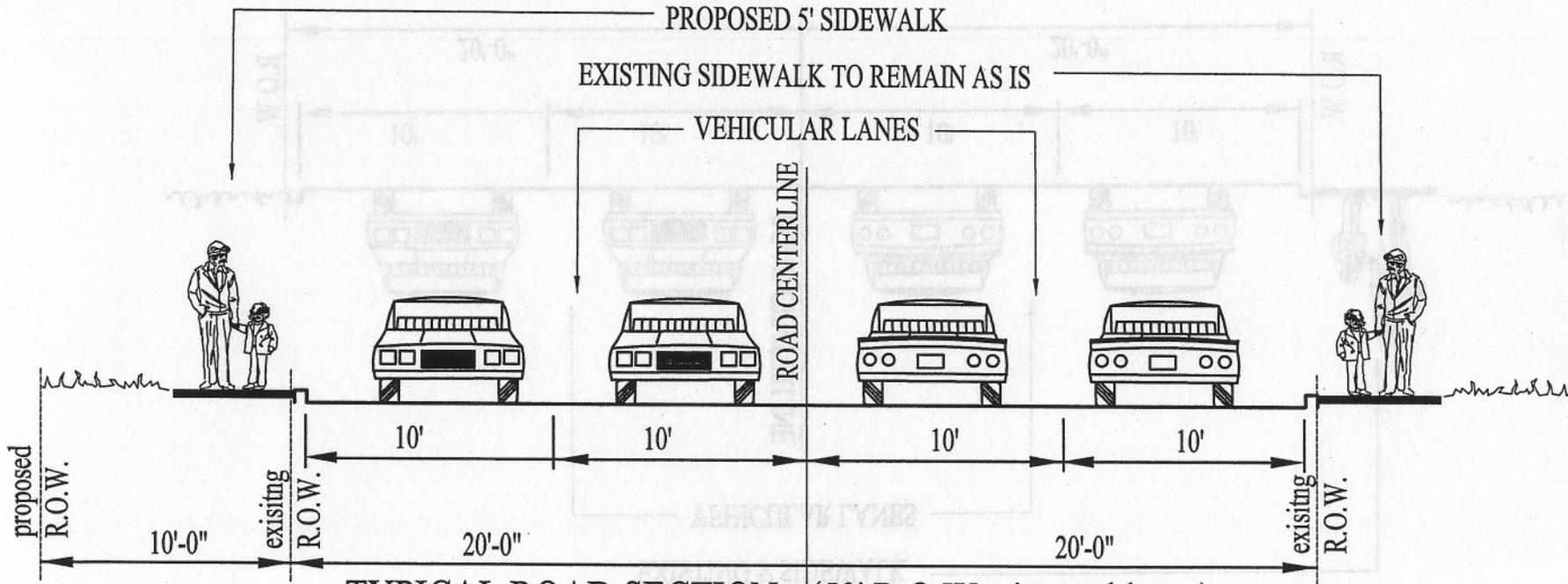
ROAD CENTERLINE



TYPICAL ROAD SECTION - (40' R.O.W., 4 travel lanes)
EXISTING

NOT TO SCALE

condition 1



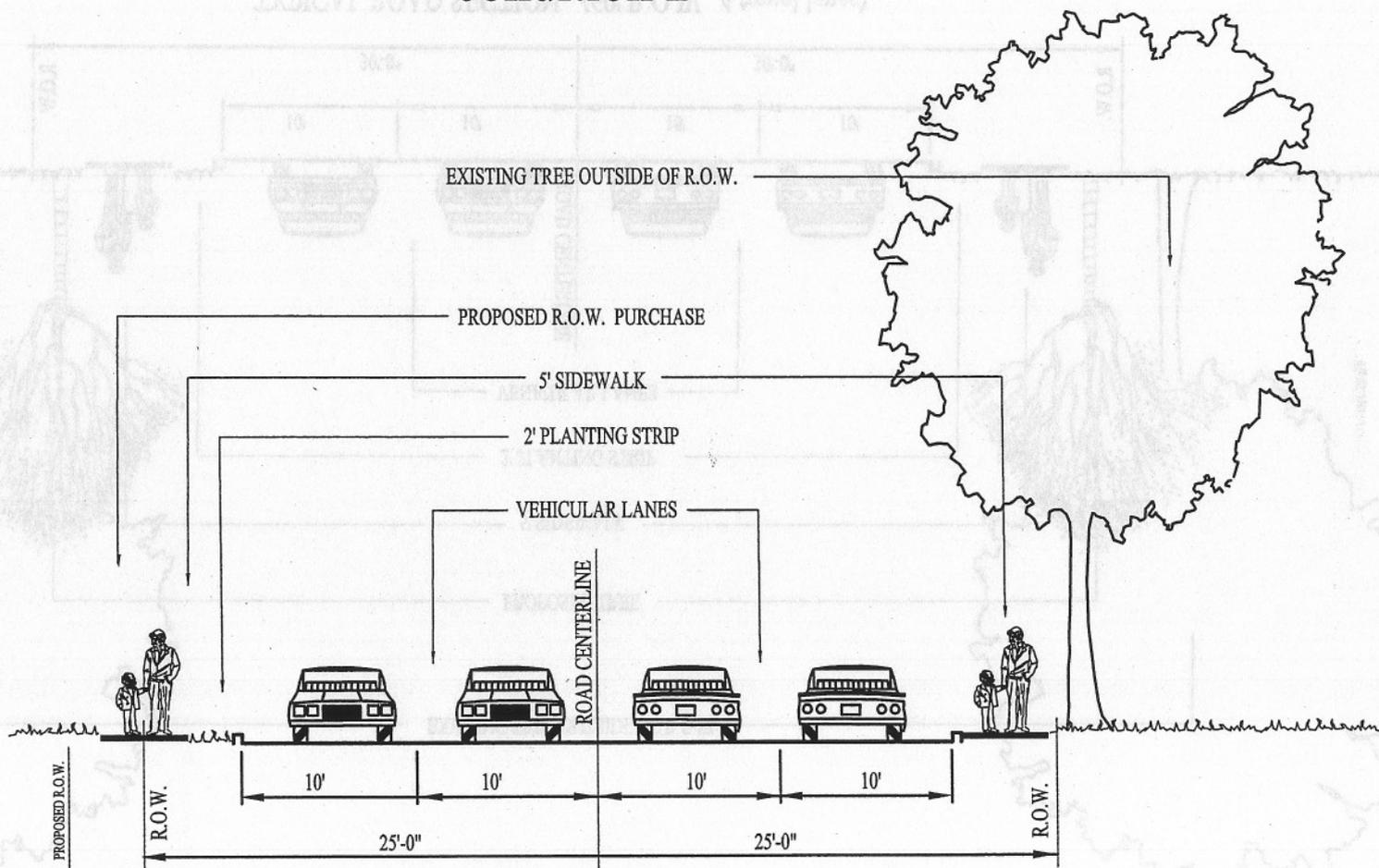
TYPICAL ROAD SECTION - (50' R.O.W., 4 travel lanes)

PROPOSED
BETWEEN ELEANOR ST & EAST LAKE BLVD
APPROXIMATE STATION 75+80 - 106+70

NOT TO SCALE

TYPICAL SECTION - CONDITION TWO (EXISTING AND PROPOSED)

condition 2



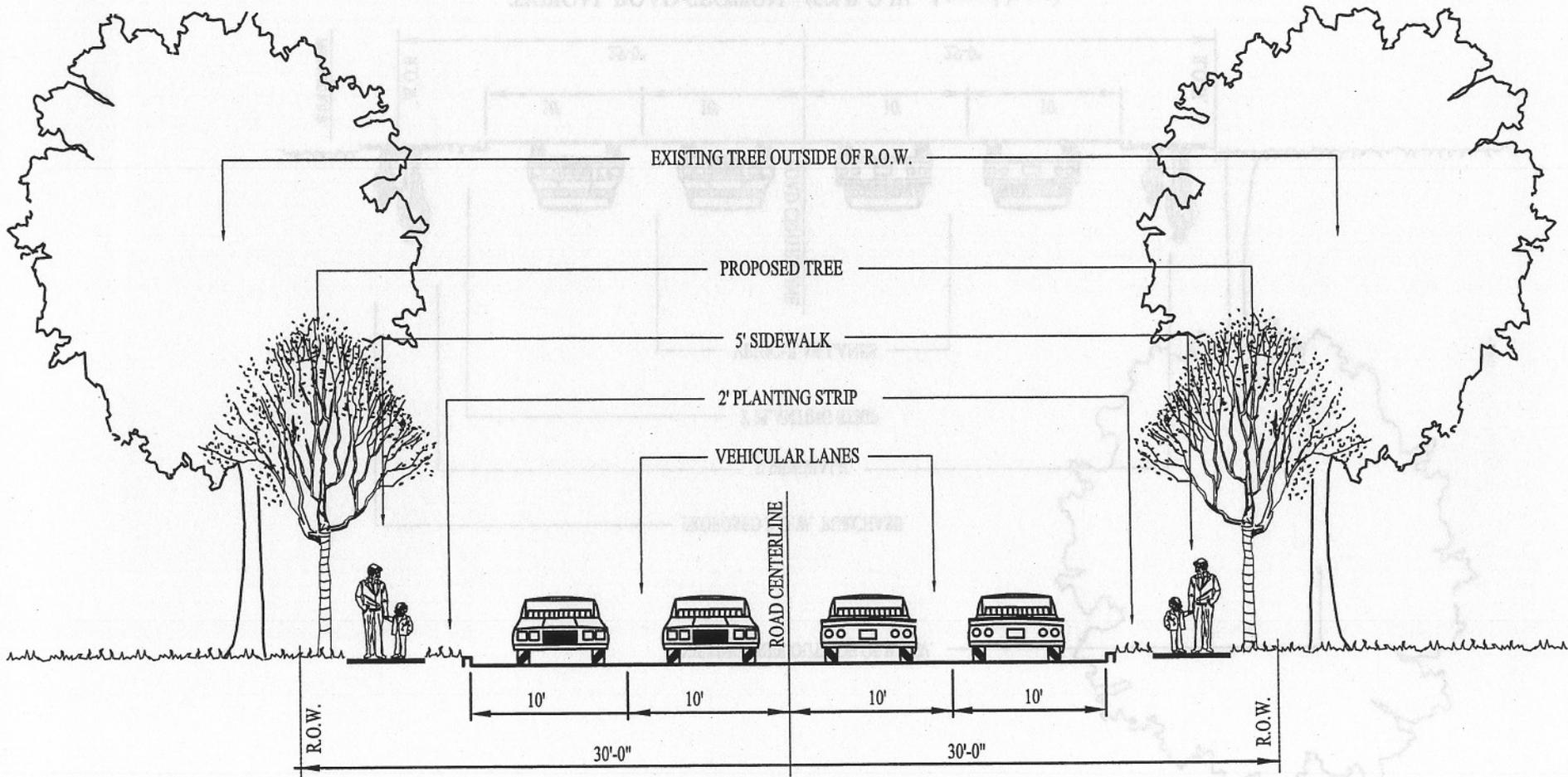
TYPICAL ROAD SECTION - (50' R.O.W., 4 travel lanes)

EXISTING AND PROPOSED
BETWEEN WARREN ST & ELEANOR ST
APPROXIMATE STATION 69+70 - 75+80

NOT TO SCALE

TYPICAL SECTION - CONDITION THREE (EXISTING AND PROPOSED)

condition 3



TYPICAL ROAD SECTION - (60' R.O.W., 4 travel lanes)

EXISTING AND PROPOSED

BETWEEN WYMAN ST & WARREN ST

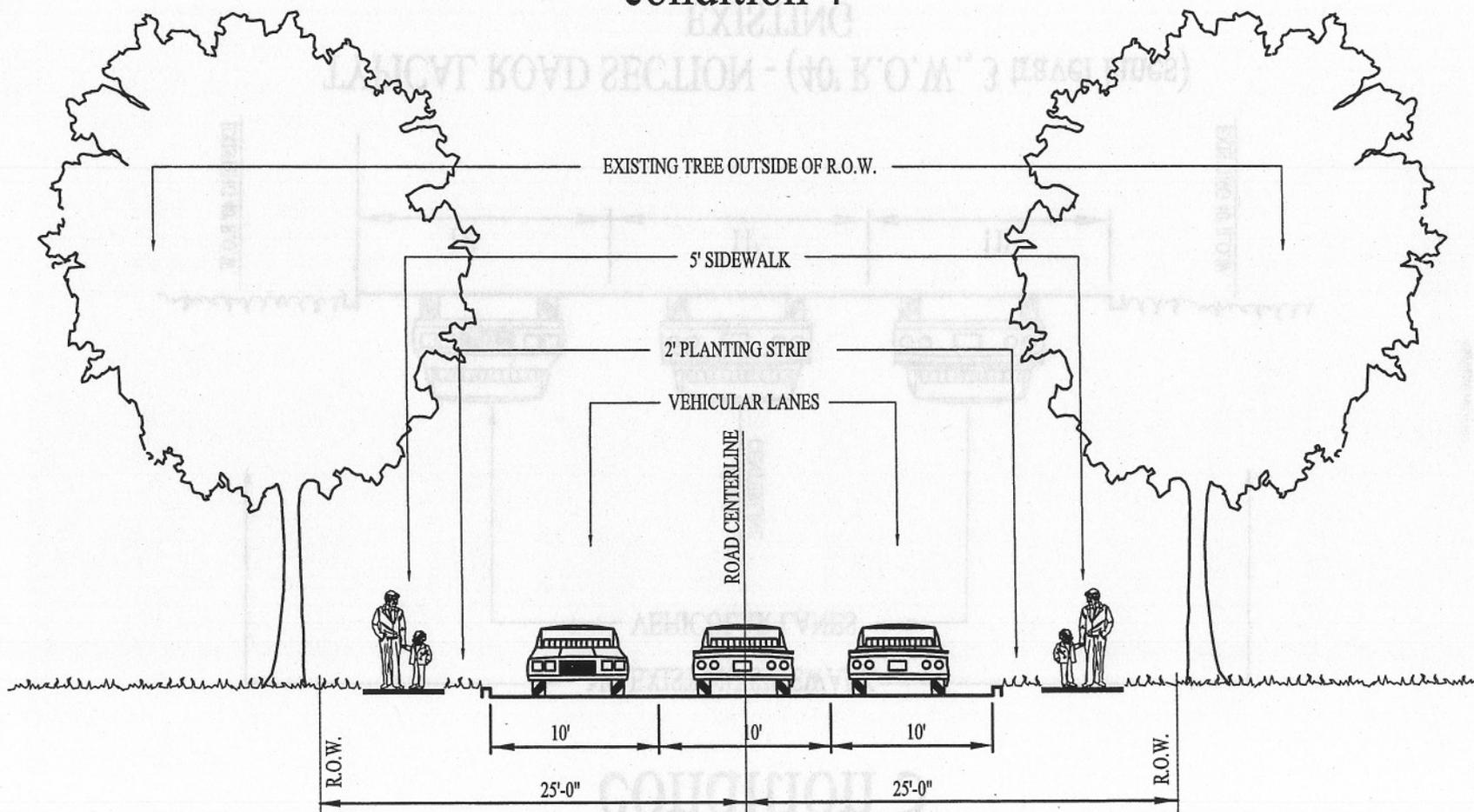
& BETWEEN PATTERSON AVE & MONTGOMERY ST

APPROXIMATE STATIONS 18+30 - 29+00 & 49+00 - 69+70

NOT TO SCALE

TYPICAL SECTION - CONDITION FOUR (EXISTING AND PROPOSED)

condition 4



TYPICAL ROAD SECTION - (50' R.O.W., 3 travel lanes)

EXISTING AND PROPOSED

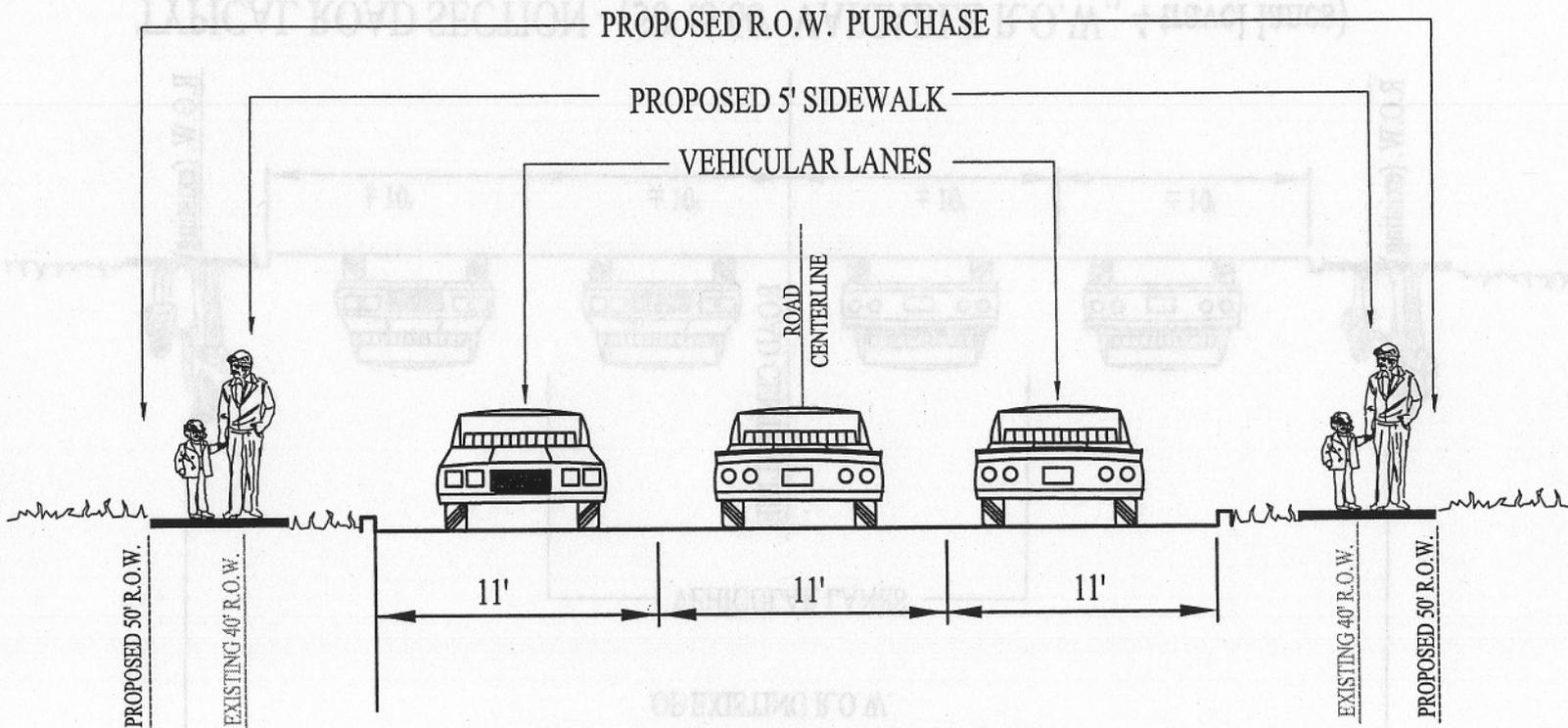
BETWEEN THIRD AVE & CANDLER RD

& BETWEEN MORELAND AVE & PATTERSON AVE

APPROXIMATE STATIONS 0+00 - 18+30 & 124+10 - 171+78

NOT TO SCALE

condition 5



TYPICAL ROAD SECTION - (50' R.O.W., 3 travel lanes)

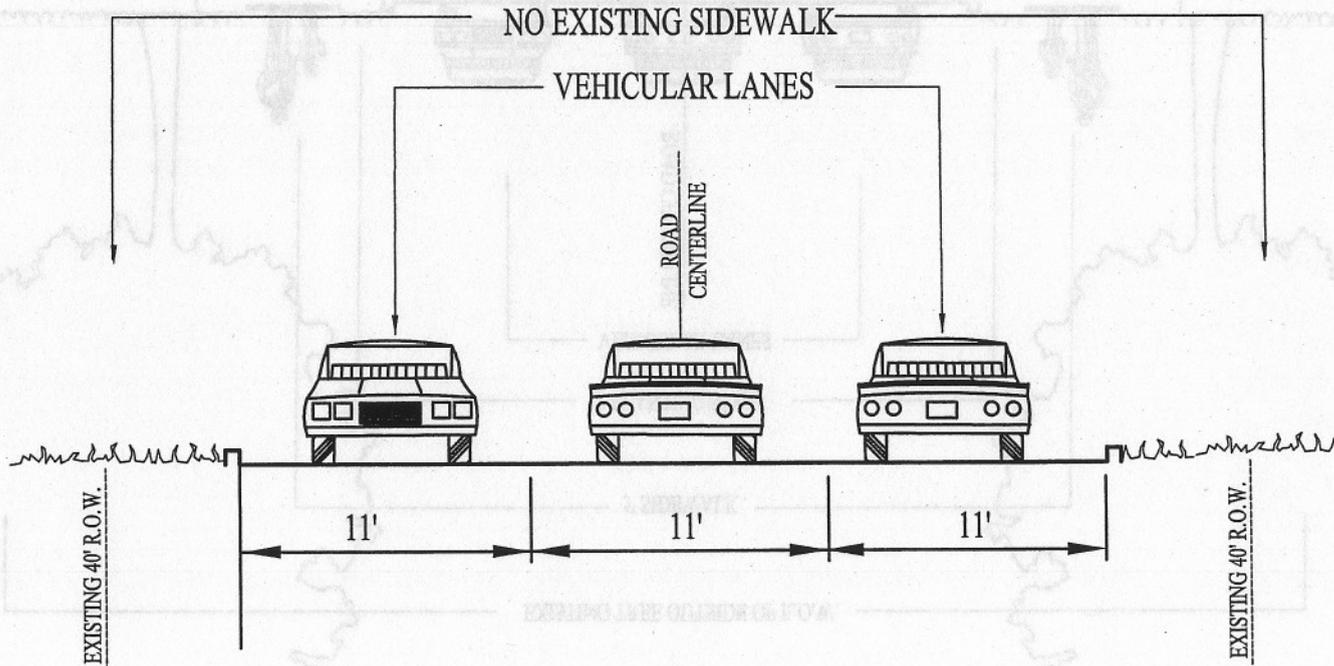
PROPOSED

BETWEEN SECOND AVE & THIRD AVE
APPROXIMATE STATION 120+00 - 124+10

NOT TO SCALE

TYPICAL SECTION - CONDITION FIVE (EXISTING)

condition 5

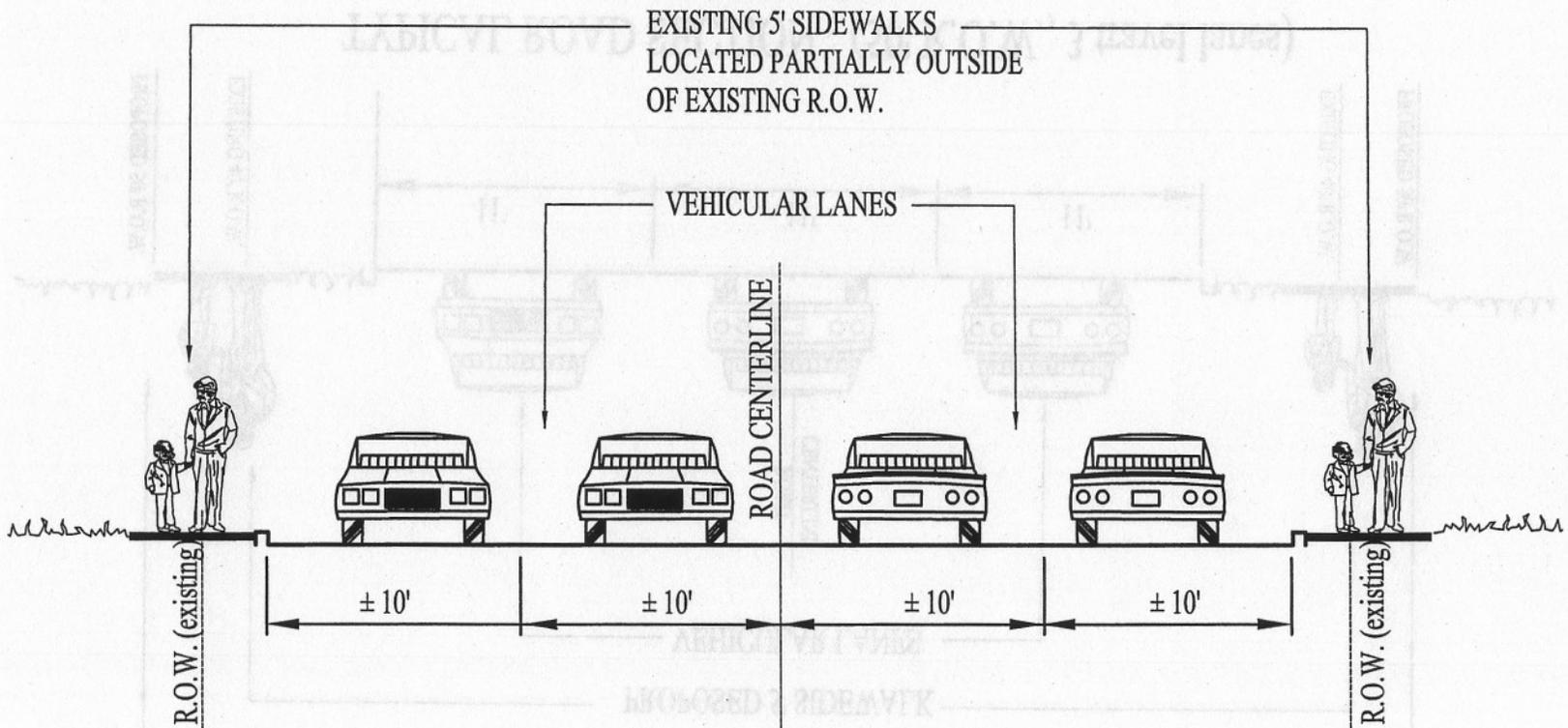


TYPICAL ROAD SECTION - (40' R.O.W., 3 travel lanes)
EXISTING

NOT TO SCALE

TYPICAL SECTION - CONDITION SIX (EXISTING AND PROPOSED)

condition 6



TYPICAL ROAD SECTION - (50' to 60' VARIABLE R.O.W., 4 travel lanes)

EXISTING AND PROPOSED

BETWEEN MONTGOMERY ST & EAST OF WYMAN ST

APPROXIMATE STATION 29+00 - 49+00

NOT TO SCALE

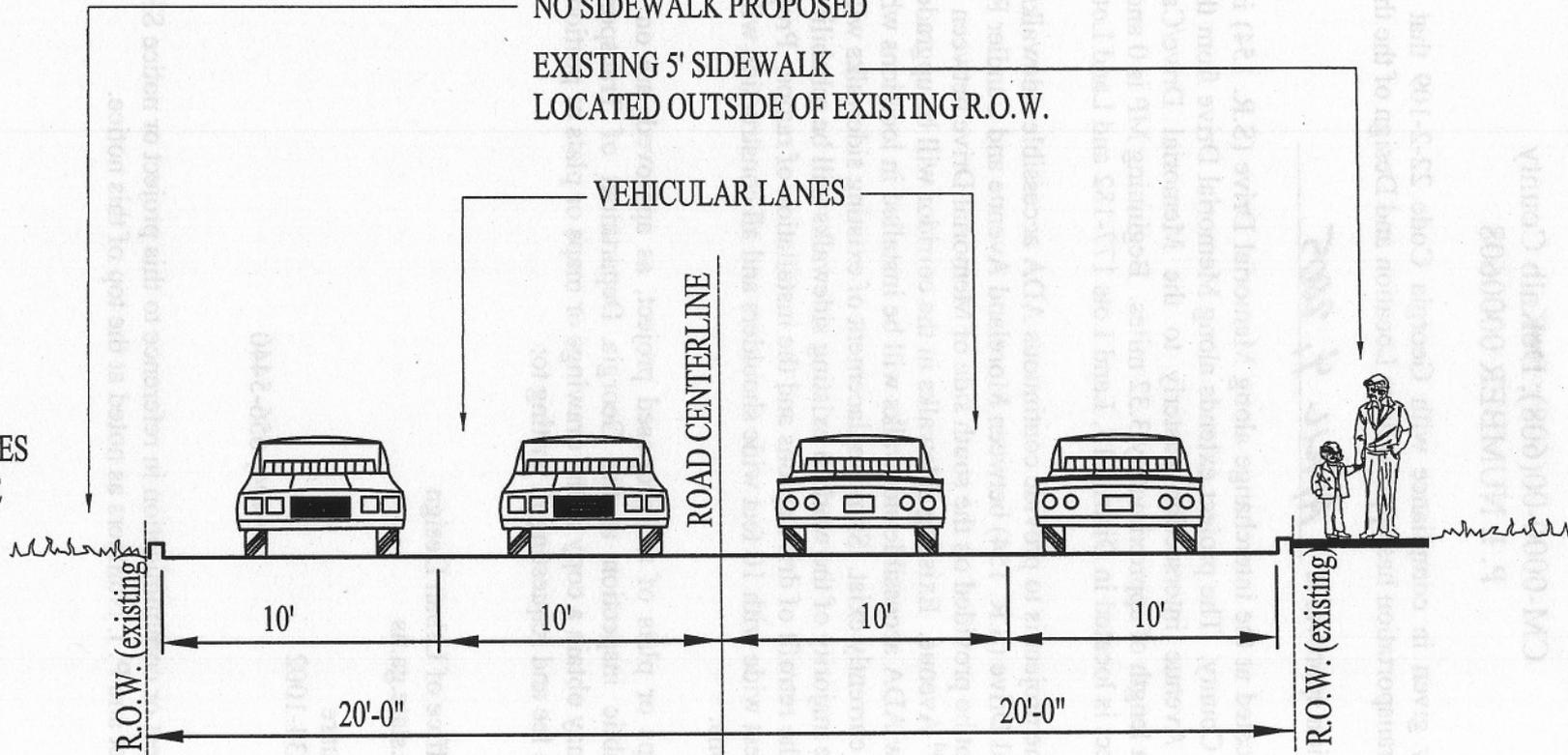
condition 7

NO SIDEWALK PROPOSED

EXISTING 5' SIDEWALK

LOCATED OUTSIDE OF EXISTING R.O.W.

CHARLIE YATES
GOLF COURSE



TYPICAL ROAD SECTION - (40' R.O.W., 4 travel lanes)

EXISTING AND PROPOSED

BETWEEN EAST LAKE BLVD & SECOND AVE

APPROXIMATE STATION 106+70 - 120+00

NOT TO SCALE

NOTICE OF LOCATION AND DESIGN APPROVAL

CM-0000-00(608), DeKalb County
P. I. NUMBER 0000608

Notice is hereby given in compliance with Georgia Code 22-2-109 that the Georgia Department of Transportation has approved the Location and Design of the this project.

The date of location approval is APRIL 4, 2005

The project is located at the interchange along Memorial Drive (S.R. 154) in the city of Atlanta, DeKalb County. The project extends along Memorial Drive from the Memorial Drive/Moreland Avenue intersection easterly to the Memorial Drive/Candler Road intersection, for a length of approximately 3.32 miles. Beginning MP is 0 and ending MP is 3.32. The project is located in District 15, Land Lots 177-182 and Land Lots 203-208..

The purpose of the project is to provide continuous ADA accessible sidewalks along both sides of Memorial Drive (S.R. 154) between Moreland Avenue and Candler Road. Sidewalks will not be provided on the south side of Memorial Drive between East Lake Boulevard and 2nd Avenue. Existing sidewalks in the corridor will be upgraded to ADA standards and new ADA accessible sidewalks will be installed in locations where sidewalks do not currently exist. Some replacement of existing sidewalks will be necessary, but the majority of the work to existing sidewalks will be rehabilitation and repair including the retrofit of drive aprons and the installation of ramps. Proposed sidewalks are 5 feet wide with 10 feet wide shoulders and all construction will conform to ADA regulations.

Drawings or maps or plats of the proposed project, as approved, are on file and are available for public inspection at the Georgia Department of Transportation. Any interested party may obtain a copy of the drawings or maps or plats or portions thereof by paying a nominal fee and requesting in writing to:

Mike Word
Georgia DOT, Office of Urban Design
Mike.Word@dot.state.ga.us
Room 356
No. 2 Capitol Square
Atlanta, GA 30334-1002

(404) 656-5440

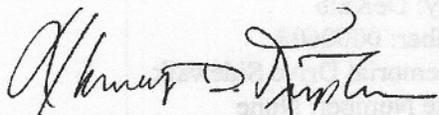
Any written request or communication in reference to this project or notice SHOULD include the Project and P. I. Numbers as noted at the top of this notice.

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE: P.I. No. 0000608 OFFICE: Environment/Location

DATE: March 18, 2005

FROM: 
Harvey D. Keeper, State Environmental/Location Engineer

TO: Meg Pirkle, Assistant Director of Preconstruction

**SUBJECT: PROJECT CONCEPT REPORT
CM-0000-00(608) / Dekalb County
Memorial Drive Sidewalks**



The above subject concept report has been reviewed. CE was approved on April 13, 2004. No time needed to complete environmental. No 404 permit is required. Public involvement for projects of this type is not required.

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

HDK/lc

Attachment

cc: David Mulling, P.E., Project Review Engineer
Ben Buchan, P.E., State Urban Design Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

PROJECT CONCEPT REPORT

Project Number: CM-0000-00(608)

County: DeKalb

P. I. Number: 0000608

DESCRIPTION: Memorial Drive Sidewalk

Federal Route Number: None

State Route Number: 154

3-8-05

DATE

Albert Shelby

PROJECT MANAGER - Albert V. Shelby III, Urban Design

3-14-05

DATE

James B. Buchan

STATE URBAN DESIGN ENGINEER - James B. Buchan

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

DATE

STATE TRANSPORTATION PLANNING ADMINISTRATOR - Joseph P. Palladi

DATE

STATE FINANCIAL MANAGEMENT ADMINISTRATOR - Jamie Simpson

3.18.05

DATE

Harvey D. Kepler

STATE ENVIRONMENTAL LOCATION ENGINEER - Harvey Kepler

DATE

STATE TRAFFIC SAFETY AND DESIGN ENGINEER - Keith Golden

DATE

PROJECT REVIEW ENGINEER - David Mulling

DATE

DISTRICT ENGINEER - Bryant Poole, District 7

1/20/05

DATE

HDR Engineering, Inc.

CONSULTANT

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

PROJECT CONCEPT REPORT

Project Number: CM-0000-00(608)

County: DeKalb

P. I. Number: 0000608

DESCRIPTION: Memorial Drive Sidewalk

Federal Route Number: None

State Route Number: 154

3-8-05

DATE

Albert Shelby

PROJECT MANAGER - Albert V. Shelby III, Urban Design

3-14-05

DATE

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DATE

STATE TRANSPORTATION PLANNING ADMINISTRATOR - Joseph P. Palladi

3-21-05

DATE

Jamie Simpson

STATE FINANCIAL MANAGEMENT ADMINISTRATOR - Jamie Simpson

DATE

STATE ENVIRONMENTAL/LOCATION ENGINEER - Harvey Keeper

DATE

STATE TRAFFIC SAFETY AND DESIGN ENGINEER - Keith Golden

DATE

PROJECT REVIEW ENGINEER - David Mulling

DATE

DISTRICT ENGINEER - Bryant Poole, District 7

1/20/05

DATE

HDR Engineering, Inc.

CONSULTANT

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

PROJECT CONCEPT REPORT

Project Number: CM-0000-00(608)

County: DeKalb

P. I. Number: 0000608

DESCRIPTION: Memorial Drive Sidewalk

Federal Route Number: None

State Route Number: 154

3-8-05

DATE

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PROJECT MANAGER - Albert V. Shelby III, Urban Design

3-14-05

DATE

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STATE TRANSPORTATION PLANNING ADMINISTRATOR - Joseph P. Palladi

DATE

STATE FINANCIAL MANAGEMENT ADMINISTRATOR - Jamie Simpson

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STATE ENVIRONMENTAL/LOCATION ENGINEER - Harvey Keeper

DATE

STATE TRAFFIC SAFETY AND DESIGN ENGINEER - Keith Golden

DATE

PROJECT REVIEW ENGINEER - David Mulling

DATE

DISTRICT ENGINEER - Bryant Poole, District 7

1/20/05

DATE

HDR Engineering, Inc.

CONSULTANT

PI No. 0000608

DEPARTMENT OF TRANSPORTATION
Department of Transportation
State of Georgia

INTERDEPARTMENTAL CORRESPONDENCE

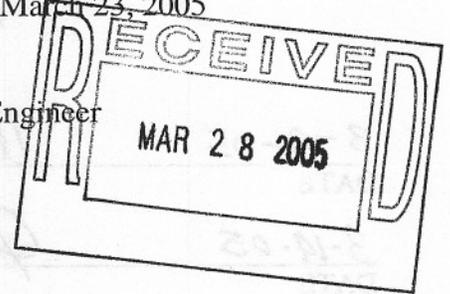
File: CM-0000-00(608), DeKalb County
P.I. No. 0000608

Office: Traffic Safety & Design
Atlanta, Georgia
Date: March 23, 2005

From: ^{KG} Keith Golden, P.E., State Traffic Safety and Design Engineer

To: Meg Pirkle, Assistant Director of Preconstruction

Subject: Project Concept Report Review



We have reviewed the above referenced concept report for the proposed construction of sidewalks, drive aprons and ADA accessible ramps in DeKalb County.

The Office of Traffic Safety and Design finds this report satisfactory for approval because it will improve safety and traffic operations within this area.

KG/SZ/nr

Attachment (signature page)

Cc: Harvey Keeper, State Environment /Location Engineer
David Mulling, State Review Engineer
Bryant Poole, District 7 Engineer
Attn.: Mike Lobdell, District Preconstruction Engineer
Joe Palladi, State Transportation Planning Administrator
Jamine Simpson, Financial Management Administrator
James Buchan, State Urban Design Engineer
Attn.: Albert Shelby, Project Manager
General Files
Office Files

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

PROJECT CONCEPT REPORT

Project Number: CM-0000-00(608)

County: DeKalb

P. I. Number: 0000608

DESCRIPTION: Memorial Drive Sidewalk

Federal Route Number: None

State Route Number: 154

3-8-05

DATE

Albert Shelby

PROJECT MANAGER - Albert V. Shelby III, Urban Design

3-14-05

DATE

James B. Buchan

STATE URBAN DESIGN ENGINEER - James B. Buchan

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STATE TRANSPORTATION PLANNING ADMINISTRATOR - Joseph P. Palladi

DATE

STATE FINANCIAL MANAGEMENT ADMINISTRATOR - Jamie Simpson

DATE

STATE ENVIRONMENTAL/LOCATION ENGINEER - Harvey Keeper

3-24-05

DATE

Keith Golden
STATE TRAFFIC SAFETY AND DESIGN ENGINEER - Keith Golden

DATE

PROJECT REVIEW ENGINEER - David Mulling

DATE

DISTRICT ENGINEER - Bryant Poole, District 7

1/20/05

DATE

HDR Engineering, Inc.
CONSULTANT

PI No. 0000608

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

PROJECT CONCEPT REPORT

Project Number: CM-0000-00(608)

County: DeKalb

P. I. Number: 0000608

DESCRIPTION: Memorial Drive Sidewalk

Federal Route Number: None

State Route Number: 154

3-8-05

DATE

Albert Shelby

PROJECT MANAGER - Albert V. Shelby III, Urban Design

3-14-05

DATE

James B. Buchan

STATE URBAN DESIGN ENGINEER - James B. Buchan

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DATE STATE TRANSPORTATION PLANNING ADMINISTRATOR - Joseph P. Palladi

DATE STATE FINANCIAL MANAGEMENT ADMINISTRATOR - Jamie Simpson

DATE STATE ENVIRONMENTAL/LOCATION ENGINEER - Harvey Keeper

DATE STATE TRAFFIC SAFETY AND DESIGN ENGINEER - Keith Golden

3-21-05

DATE

David J. Mulling

PROJECT REVIEW ENGINEER - David Mulling

DATE DISTRICT ENGINEER - Bryant Poole, District 7

1/20/05 HDR Engineering, Inc.

DATE

CONSULTANT