

D.O.T. 66

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

**FILE** P. I. No. 0001814, DeKalb County **OFFICE** Preconstruction  
STP-0001-00(814)  
Montreal Road Grade Separation at CSX Railroad **DATE** January 12, 2006

**FROM** *Cybil Juals*  
Margaret B. Pirkle, P.E., Assistant Director of Preconstruction

**TO** SEE DISTRIBUTION

**SUBJECT APPROVED PROJECT CONCEPT REPORT**

Attached for your files is the approval for subject project.

MBP/cj

Attachment

DISTRIBUTION:

Brian Summers  
Harvey Keeper  
Ken Thompson  
Jamie Simpson  
Michael Henry  
Keith Golden  
Joe Palladi (file copy)  
Paul Liles  
Babs Abubakari  
Bryant Poole  
BOARD MEMBER  
FHWA

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

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**INTERDEPARTMENT CORRESPONDENCE**

**FILE** P.I. No. 0001814, DeKalb County **OFFICE** Preconstruction  
 STP-0001-00(814)  
 Montreal Road Grade Separation at CSX Railroad **DATE** January 3, 2006

**FROM** *Cyber Jumps*  
 Margaret B. Pirkle, P.E., Assistant Director of Preconstruction

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

**SUBJECT** PROJECT CONCEPT REPORT

This project is the grade separation of Montreal Road over the CSX Railroad approximately 0.6 miles south of Lavista Road/SR 236 in DeKalb County. The crossing is currently at-grade with flashers and automated gates. The existing roadway consists of two, 12' lanes in each direction with 5' grass shoulders on a variable 60'-80' of existing right-of-way. The posted speed limit is 35 MPH and the maximum grade for the roadway is 5%. County Road 1130/Montreal Road is classified as an urban collector. This route is used by school buses and is not part of the National Highway System. The existing 2003 traffic volume on CR 1130/Montreal Road ranges from 10,000 to 10,700 VPD. Future volumes are projected to range from 12,400 to 13,200 VPD in 2010 and 16,700 to 17,700 VPD in 2030. The current and future levels of service (LOS) along this corridor are acceptable (LOS D/E) during normal operations but are negatively affected by the interruption caused by rail travel which causes stoppage of traffic and delays in travel. The stoppage reduces the LOS until the stopped traffic has time to clear once service is continued. Providing the grade separation will remove these delays and improve the overall operation of the roadway. The projected LOS without improvements to Montreal Road is LOS "F."

The project proposes a grade separation with the construction of a bridge over the CSX Railroad. The proposed road will include two travel lanes, one in each direction, and one continuous center left turn lane. Bike lanes, curb and gutter, and sidewalk will be added on both sides. The CR 1130/Montreal Road at CSX Railroad intersection will be improved by grade separating the intersection. The project will begin near the Kennersly Close intersection and end near the intersection with Manitoba Trail. The total length of this project is approximately .69 mile (from MP .23 to MP .92). Montreal Circle will be relocated south of the existing creek and intersect with Montreal Road approximately 200' south of the existing intersection. The intersection of Simpson Drive and Montreal Road will be relocated approximately 250' south to improve the skew angle at the intersection. To accommodate the construction of the proposed improvements along CR 1130/Montreal Road, a right-of-way of 78 to 102' will be required. Slope easements will be required for the construction of the side slopes. DeKalb County will be responsible for the signing and maintenance of detour routes.

David Studstill

Page 2

P. I. No. 0001814, DeKalb County

January 3, 2006

Environmental concerns include requiring a Categorical Exclusion be prepared; a public hearing open house was held December 2, 2004; 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)	\$6,184,000	\$5,280,000	L240	2009
Right-of-Way & Utilities*	Local	Local	Local	

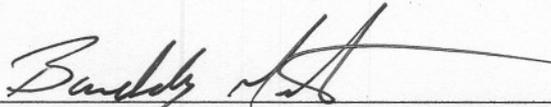
DeKalb County signed LGPA for rights-of-way, utilities and detours; recission letter sent 4-6-05.

The proposed grade separation is needed to eliminate conflicts between Montreal Road traffic and the CSX Railroad. I recommend this project concept be approved.

MBP:JDQ/cj

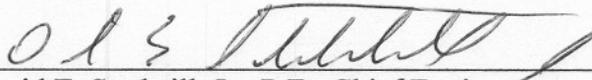
Attachment

CONCUR



Buddy Gratton, P.E., Director of Preconstruction

APPROVE



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

Project Concept Report Page 1  
Project Number: STP-0001-00(814)  
P.I. Number: 0001814  
County: DeKalb

11/29/05

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA  
OFFICE OF URBAN DESIGN

PROJECT CONCEPT REPORT

STP-0001-00(814)  
DEKALB COUNTY  
P.I. Number: 0001814  
Montreal Road Grade Separation at CSX RR  
FEDERAL ROUTE NO: N/A  
STATE ROUTE NO: N/A  
COUNTY ROAD 1130

PREPARED BY:

Gresham, Smith and Partners

Consultant

DATE 11-30-05

William N. O'Brien Jr.  
Project Manager

DATE 11-30-05

James B. Bush  
State Urban Design Engineer

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

DATE  
12-14-05  
DATE  
DATE  
DATE  
DATE  
DATE  
DATE

State Transportation Planning Administrator  
James V. Vignati  
State Transportation Financial Management Administrator  
State Environmental / Location Engineer  
Project Review Engineer  
State Traffic Safety and Design Engineer  
State Bridge & Structural Design Engineer  
District Engineer

Project Concept Report Page 1  
Project Number: STP-0001-00(814)  
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County: DeKalb

11/29/05



DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA  
OFFICE OF URBAN DESIGN

PROJECT CONCEPT REPORT

STP-0001-00(814)  
DEKALB COUNTY  
P.I. Number: 0001814  
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FEDERAL ROUTE NO: N/A  
STATE ROUTE NO: N/A  
COUNTY ROAD 1130

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Jamie B. Bush  
State Urban Design Engineer

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12/02/05  
DATE

Joseph P. Pledzi  
State Transportation Planning Administrator

DATE

State Transportation Financial Management Administrator

DATE

State Environmental / Location Engineer

DATE

Project Review Engineer

DATE

State Traffic Safety and Design Engineer

DATE

State Bridge & Structural Design Engineer

DATE

District Engineer

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

**PROJECT CONCEPT REPORT**

**STP-0001-00(814)  
DEKALB COUNTY  
P.I. Number: 0001814  
Montreal Road Grade Separation at CSX RR  
FEDERAL ROUTE NO: N/A  
STATE ROUTE NO: N/A  
COUNTY ROAD 1130**

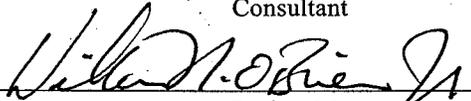
PREPARED BY:

Gresham, Smith and Partners

Consultant

DATE

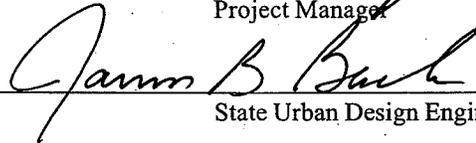
11-30-05



Project Manager

DATE

11-30-05



State Urban Design Engineer

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DATE

State Transportation Planning Administrator

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State Transportation Financial Management Administrator

DATE

State Environmental / Location Engineer

DATE

Project Review Engineer

DATE

State Traffic Safety and Design Engineer

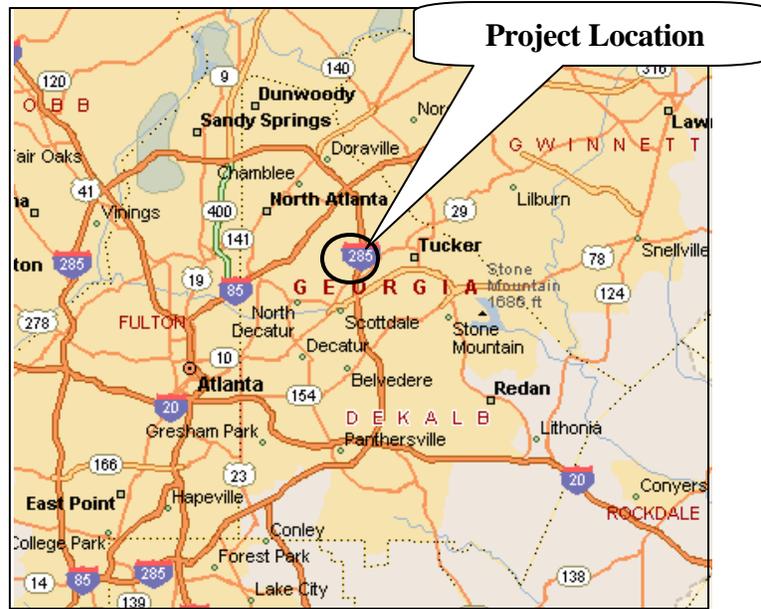
DATE

State Bridge & Structural Design Engineer

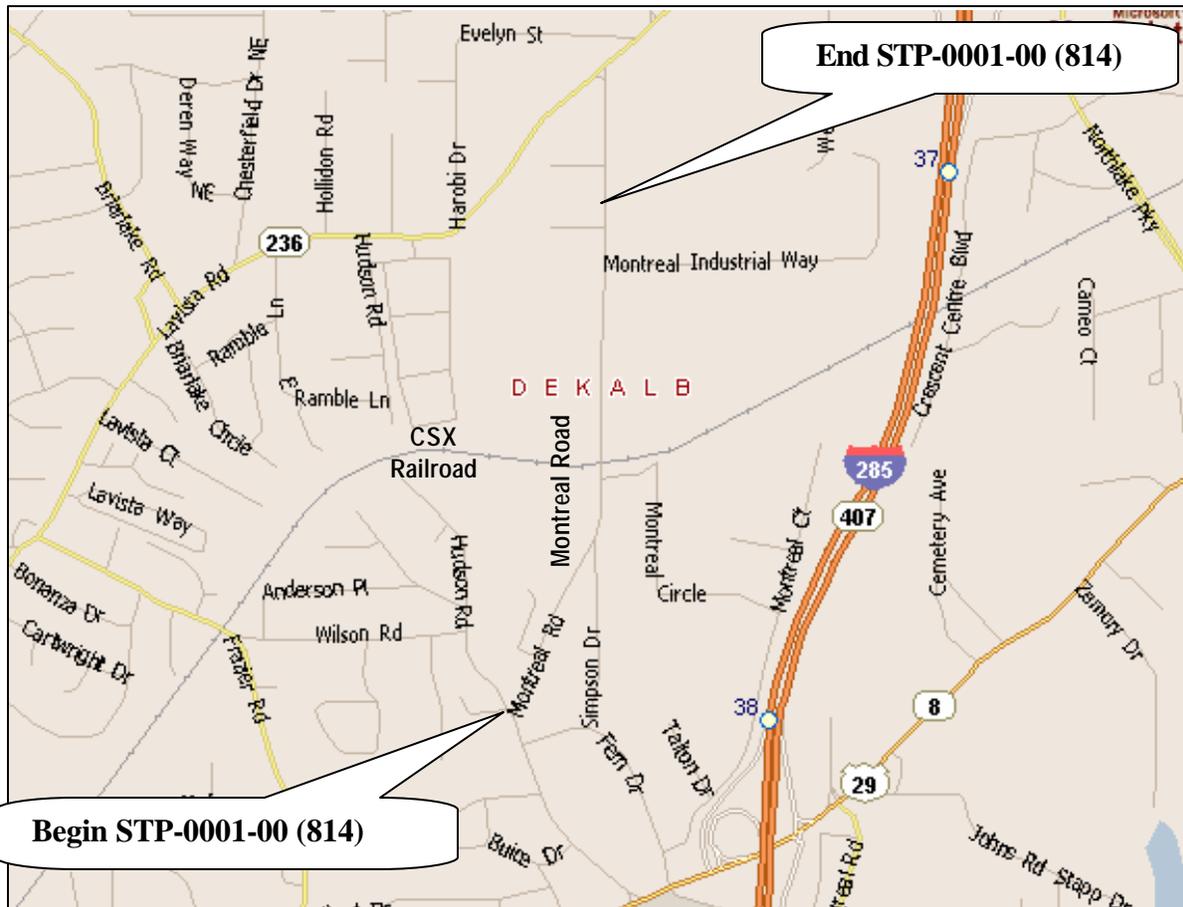
DATE

District Engineer

### PROJECT LOCATION MAP



DeKalb County



Location of Project in DeKalb County

## Need and Purpose

**Background:** The Atlanta Regional Commission (ARC) adopted the 2025 Regional Transportation Plan (RTP) for the 13-county Atlanta Metropolitan area in April 2000. The Plan addresses travel needs through the year 2025. The RTP is the direct result of a comprehensive, cooperative, and continuous planning process conducted by ARC, local governments and the Georgia Department of Transportation in cooperation with the Federal Highway and Federal Transit Administrations. CR 1130 / Montreal Road provides a connection between US 29 / SR 8 / Lawrenceville Highway and SR 236 / Lavista Road. There are limited numbers of railroad crossings in the area. The project is needed because of the delays encountered on CR 1130 / Montreal Road when traffic is stopped waiting for rail traffic to pass. The Transportation Improvement Program (TIP)/RTP recommends grade-separating Montreal Road over the CSX RR.

**Community Issues:** DeKalb County is part of the Atlanta metropolitan area and is a rapidly growing residential area. The 2000 Census listed the population in DeKalb County as 622,300. During the 1990 Census year, DeKalb County had a population of 553,800. Between 1990 and 2000, DeKalb County gained 68,500 residents, a 12.4 percent increase. DeKalb County is the most urban county in the Atlanta region with 86% of DeKalb's 2000 population living in unincorporated areas. The 2010 population projection for DeKalb County is 759,963.

**Existing Roadway Characteristics:** The existing roadway on Montreal Road consists of two approximately 12' travel lanes in each direction. The posted speed limit is 35 mph and the maximum grade for the roadway is 5 %. CR 1130 / Montreal Road is classified as an Urban Collector. This route is used by school buses and is not part of the National Highway System. CR 1130/Montreal Road is a south-north collector route in DeKalb County. This route begins at US 29 / SR 8 / Lawrenceville Highway and runs northerly to SR 236 / Lavista Road. The percentage of truck traffic is 3 percent. The existing land use within the limits of the project is a mixture of industrial and single-family residences. The major land use is industrial. Single family residences are located at the north and south ends of the project. Limited retail business is located north of the project at the intersection of Montreal Road and Lavista Road. The existing right of way varies from 60 to 80 feet wide along CR 1130 / Montreal Road.

**Operational Analysis:** Level of service (LOS) is defined as a qualitative measure describing operational conditions within a traffic stream. There are six identified LOS with letters 'A' through 'F'. LOS 'A' represents the best operating conditions and LOS 'F' represents the worst. LOS 'C' is considered as acceptable and marks the beginning of a range of traffic flow in which level of driving comfort declines noticeably on the roadway. LOS 'E' represents at or near full capacity for traffic flow. LOS 'F' represents heavily congested flow with traffic demands exceeding capacity.

The existing 2003 traffic volume on CR 1130 / Montreal Road between CR 1129 / Simpson Drive and CR 2123 / Montreal Industrial Way ranged from 10,000 to 10,700 vehicles per day (VPD). Future volumes are projected to range from 12,400 to 13,200 VPD in 2010 and 16,700 to 17,700 VPD in 2030.

The current and future levels of service along this corridor are acceptable (LOS D/ E) during normal operations but are negatively affected by the interruption caused by rail travel which causes stoppage of traffic and delays in travel. This stoppage reduces the LOS until the stopped traffic has time to clear once service is continued. Providing the grade separation will remove these delays and improve the overall operation of the roadway. Providing a continuous center left turn lane will also improve the operation of the roadway by removing turning vehicles from the through lanes. The projected Level of Service without improvements to Montreal Rd is LOS F. The following table describes existing and future average annual daily traffic (AADT) and LOS:

CR 1130 / Montreal Road Roadway Segment	2003 AADT/LOS	2010 AADT / LOS Build	2030 AADT / LOS Build
Simpson Drive to Montreal Circle	10,000 / D	12,400 / D	16,700 / E
Montreal Circle to Montreal Industrial Way	10,700 / D	13,200 / E	17,700 / E

**Projects In Area:** The following projects are located within the area and are programmed in the Department's Construction Work Program and Long Range Program:

Project Number(s)	Project Description	Project Schedule
IM-NH-285-1(347) P.I. No. 713320 DK-AR-185	Reconstruction of the interchange at I-285 at SR 8 / US 29 / Lawrenceville Highway	CST - 2006

**Safety:** In 2000, 2001, and 2002, the last three years accident data is available, there were 36 accidents reported along Montreal Road. For 2000 the total number of accidents was 15, with 2 injuries and no fatalities. For 2001, the total number of accidents was 13 with 6 injuries and no fatalities. For 2002, the total number of accidents was 8 with 3 injuries and no fatalities. The majority of the accidents were classified as "angle intersecting" and "rear end". The addition of the turn lane should contribute to safer turning movements and fewer opportunities for "rear end" collisions. There have not been any accidents reported during the past three years involving a train at this crossing, however, the grade separation of the road from the railroad should provide a roadway with no opportunities for accidents with trains. Montreal road is classified as an urban collector. The rates below are compared to the statewide average for an urban collector.

Year Comparison	2000		2001		2002	
	CR 1130	Statewide	CR 1130	Statewide	CR 1130	Statewide
Accidents	15	-	13	-	8	-
Accident Rate	496	515	429	540	265	534
Injuries	2	-	6	-	3	-
Injury Rate	6.6	127	19.8	135	9.9	133
Fatalities	0	-	0	-	0	-
Fatality Rate	0.0	1.48	0	1.58	0.0	1.22

**Need and Purpose Statement:** The purpose of this project is to improve roadway geometrics, operations, and safety of the roadway. Montreal Road is on a bike route and is on a designated school bus route. The grade separation of the roadway will provide a roadway without conflicts with trains for safer operating conditions. Turn lanes in the corridor will provide safer operating conditions for through traffic. This project will increase connectivity for both pedestrian and vehicular traffic from surrounding neighborhoods and the commercial districts on Lavista Road and I-285. This project will provide local and through traffic with a facility that will serve current and future travel demand and provide the public with a safer driving environment. In addition, train horns will not need to be used in the future at the crossing due to the grade separation.

**Description of the Proposed Project:** This project is located on CR 1130 / Montreal Road in DeKalb County. The proposed road would include two travel lanes, one in each direction and one continuous center left turn lane. Bike lane, curb, gutter and sidewalk will be added on both sides. The CR 1130 / Montreal Road at CSX Railroad intersection will be improved by grade separating the intersection. The project will begin near the Kennersly Close intersection and ends near the intersection with Manitoba Trail. The total length of this project is approximately .69 miles (from mile log .23 to mile log .92). Montreal Circle will be relocated south of the existing creek and intersect with Montreal Road approximately 200 feet south of the existing intersection. The intersection of Simpson Drive and Montreal Road will be relocated approximately 250 feet south to improve the skew angle at the intersection. To accommodate the construction of the proposed improvements along CR 1130 / Montreal Road a right-of-way of 78 to 102 feet will be required. Slope easements will be required for the construction of the side slopes.

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

The proposed typical section and roadway improvements for this project are consistent with the regional model.

**PDP Classification:** Major , or Minor

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

**Functional Classification:** *Urban Collector*

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

**State Route Number(s):** *N/A*

**Traffic (AADT):**

*CR 1130 / Montreal Road:* Current Year: (2010) 13,200 Design Year: (2030) 17,700

**Existing design features:**

- Typical Section: 2-12 ft. travel lanes, one in each direction, with 5 ft. grass shoulders.
- Posted speed: 35mph Maximum degree of curvature: 8.00
- Maximum grade: 5.00% (CR 1130)
- Width of right of way: Varies: 60' - 80'
- Major structures: 1 – Double 10' x 6.5' RC Box Culvert
- Intersections along the project: *Kennersly Close, Simpson Drive, Montreal Circle, Montreal Industrial Way, and Manitoba Trail*
- Existing length: 0.69 miles

**Proposed Design Features:**

- Proposed typical section(s): *2-12 ft. travel lanes, one in each direction, and 1-14 ft. continuous center left turn lane, 4' bike lane in each direction, and 16' shoulders, with curb and gutter and sidewalks on both sides of the roadway.*
- Proposed design speed mainline: 35 mph
- Proposed maximum grade mainline: 6.0 % Maximum grade allowable: 9.0%.
- Proposed maximum grade side street: 3.0% Maximum grade allowable: 9.0%
- Proposed maximum grade driveway: 15% Residential, 11% Commercial
- Proposed maximum degree of curve: 8.00 Maximum degree allowable: 15.00
- Right of way
  - Width: 78 to 102 ft
  - Easements: Temporary , Permanent , Utility , Other .
  - Type of access control: Full , Partial , By Permit , Other .
  - Number of parcels: 30 Number of displacements: 1
    - Business: 1
    - Residences: 0
    - Mobile homes: 0
    - Other: 0
- Structures:
  - Bridges: *Over CSX Railroad*
  - Culvert: *1-Double 10' x 6.5' RC Box Culvert*
  - Retaining walls: *Proposed walls in the northeast, southeast, and southwest quadrants of the proposed bridge, near the DeKalb Board of Education Facility, and near the Kennersly Close Development*
- Intersections along the project: *Kennersly Close, Simpson Drive, Montreal Circle, Montreal Industrial Way, and Manitoba Trail.*
- Traffic control during construction: *The following alternatives are being considered for the project. 1) To be constructed under traffic. Temporary pavement widening and traffic shifts would allow partial construction of the proposed Montreal Roadway and new bridge structure while maintaining existing traffic patterns. 2) A second option would consist of utilizing Frazier Road as a detour route.*

- Design Exceptions to controlling criteria anticipated:

	<u>UNDETERMINED</u>	<u>YES</u>	<u>NO</u>
HORIZONTAL ALIGNMENT:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ROADWAY WIDTH:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
SHOULDER WIDTH:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
VERTICAL GRADES:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
CROSS SLOPES:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
STOPPING SIGHT DISTANCE:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
SUPERELEVATION RATES:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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BRIDGE WIDTH:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
BRIDGE STRUCTURAL CAPACITY:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- Design Variances: *None Anticipated*

**Environmental concerns:**

- **Archaeological/Historical:** In accordance with Section 106 of the National Historic Preservation Act of 1966 and amendments thereto, the project corridor will need to be surveyed for archaeological and historical resources. A cursory review of the project corridor noted several residences exceeding fifty years in age but none that met the requirements for listing on the National register.
- **Endangered Species:** It is anticipated that this project will have no adverse effects on threatened or endangered species and associated habitat.
- **Floodplain:** There is one blue line stream crossings along the project corridor. The stream crossing has a small associated floodplain. The proposed improvements cross at ninety degrees. The proposed grade is 34.5 feet above the existing road. The existing box culvert will be required to be lengthened and possibly replaced. A floodplain study may be needed to determine the effects of the culvert extension.
- **Wetland:** The blue line stream crossing may have small pockets of wetlands. A wetland survey will need to be accomplished along the project corridor based on Corps of Engineer requirements to determine if hydrology, soil, and vegetation are present to indicate the presence of wetlands. Overall wetland impacts are anticipated to be minimal to none and may only require a nationwide 404 permit.
- **Noise:** Existing noise levels at the scattered residences along the project will need to be determined. The noise levels will need to be predicted using accepted methods and a determination made of the traffic noise impacts using Noise Abatement Criteria (NAC) in 23 CFR 772. In general, projects of this type will have small incremental increases of future noise levels over existing noise levels however, the total noise level for the proposed facility should not exceed NAC. Noise impacts are expected to be minimal to none.

- **Prime Farmland:** No concerns.
- **UST/Landfill/Haz Mat:** It is not anticipated that this project will have any Underground storage tanks or hazardous material sites. There were no landfills observed near the project.
- **Level of environmental analysis:**
  - Are Time Savings Procedures appropriate? Yes , No ,
  - Categorical exclusion ,
  - Environmental Assessment/Finding of No Significant Impact (FONSI) , or
  - Environmental Impact Statement (EIS) .
- **Utility involvements:** *Comcast, Bellsouth Telecommunications, Atlanta Gas Light Company, Atlanta Gas Network, DeKalb Water & Sewer, Georgia Power Distribution, Georgia Power Transmission, CSX Railroad*

#### **Project responsibilities:**

- Design: *GDOT*
- Right of Way Acquisition: *DeKalb County*
- Relocation of Utilities: *DeKalb County*
- Letting to contract: *GDOT*
- Supervision of construction: *GDOT*
- Providing material pits: *Contractor*
- Providing detours: *Contractor*

#### **Coordination**

- Initial Concept Meeting date and brief summary. *Held on April 27, 2004*
- Concept meeting date and brief summary. *Held on October 20, 2005*
- P. A. R. meetings, dates and results. *Will be Coordinated*
- FEMA. *Will be Coordinated*
- Public involvement *Held on December 2, 2004*
- Local government comments: *See "Initial Concept" and "Concept" Team Meeting Minutes*
- Other projects in the area. *See Need and Purpose*
- Other coordination to date. *Coordinated with DeKalb County See Initial Concept Team Meeting Minutes*

#### **Scheduling – Responsible Parties' Estimate**

- Time to complete the environmental process: 12 Months.
- Time to complete preliminary construction plans: 9 Months.
- Time to complete right of way plans: 2 Months.
- Time to complete the Section 404 Permit: 6 Months.
- Time to complete final construction plans: 4 Months.
- Time to complete purchase of right of way: 18 Months.

**Other alternates considered:**

1. *No Build*
2. *Symmetrical Widening of Montreal Road.*
3. *Asymmetrical Widening of Montreal Road to the West.*
4. *Asymmetrical Widening of Montreal Road to the East.*
5. *Elimination and Relocation of Montreal Circle.*
6. *Relocation of Simpson Drive.*

**Comments:**

**Attachments:**

1. Cost Estimates:
  - a. Construction including E&C,
  - b. Right of Way, and
  - c. Utilities
2. Typical sections
3. Accident Summaries
4. Meeting Minutes
5. Local Government Project Agreement
6. Preliminary Right of Way Cost Estimate Backup
7. Utility Cost Estimate Backup
8. Plan Layouts
9. Concept Report Rating Form

PROJECT NO. STP-0001-00(814)

PREPARED BY: Gresham, Smith and Partners

PROJECT LENGTH: 0.69 miles

ESTIMATED LETTING DATE: July 2008

PROGRAMMING PROCESS  CONCEPT DEVELOPMENT  DURING PROJECT DEV.

### Estimate Report for file "Montreal Road"

#### Section Roadway Items

Item Number	Quantity	Units	Unit Price	Item Description	Cost
150-1000	1	LS	400000.00	TRAFFIC CONTROL	400,000.00
202-2100	1	LS	20000.00	CLEARING & GRUBBING	20,000.00
205-0001	1000	CY	3.00	UNCLASS EXCAV	3,000.00
206-0002	110000	CY	5.80	BORROW EXCAV, INCL MATL	638,000.00
207-0203	10000	CY	36.00	FOUND BK FILL MATL, TP II	360,000.00
310-XXXX	5000	TN	13.00	AGGREGATE BASE	65,000.00
402-XXXX	2000	TN	40.00	ASPHALT SURFACE COURSE	80,000.00
402-XXXX	1500	TN	48.00	ASPHALT BINDER COURSE	72,000.00
402-XXXX	3000	TN	43.00	ASPHALT BASE COURSE	129,000.00
413-1000	5000	GL	1.00	BITUM TACK COAT	5,000.00
433-1000	500	SY	150.00	REINF CONC APPROACH SLAB	75,000.00
441-0106	5000	SY	32.00	CONC SIDEWALK	160,000.00
441-6022	11000	LF	23.00	CONC CURB & GUTTER	253,000.00
441-7014	100	EA	500.00	CURB CUT WHEELCHAIR RAMP, TYPE D	50,000.00
550-XXXX	1	LS	243500.00	STORM DRAINAGE	243,500.00
634-1200	100	EA	100.00	RIGHT OF WAY MARKERS	10,000.00
641-1200	2000	LF	24.00	GUARDRAIL, TP W	48,000.00
653-XXXX	1	LS	60000.00	SIGNING & PAVEMENT MARKING	60,000.00
700-6910	5	AC	1000.00	PERMANENT GRASSING	5,000.00
716-XXXX	1	LS	100000.00	EROSION CONTROL	100,000.00
<b>Section Sub Total:</b>					<b>\$2,776,500.00</b>

#### Section Major Structures

Item Number	Quantity	Units	Unit Price	Item Description	Cost
543-XXXX	1	LS	1520000.00	SHORING & BRIDGE OVER RAILROAD	1,520,000.00
550-XXXX	1	LS	75000.00	RC BOX CULVERT	75,000.00
627-XXXX	25000	SF	50.00	RETAINING WALLS	1,250,000.00
<b>Section Sub Total:</b>					<b>\$2,845,000.00</b>

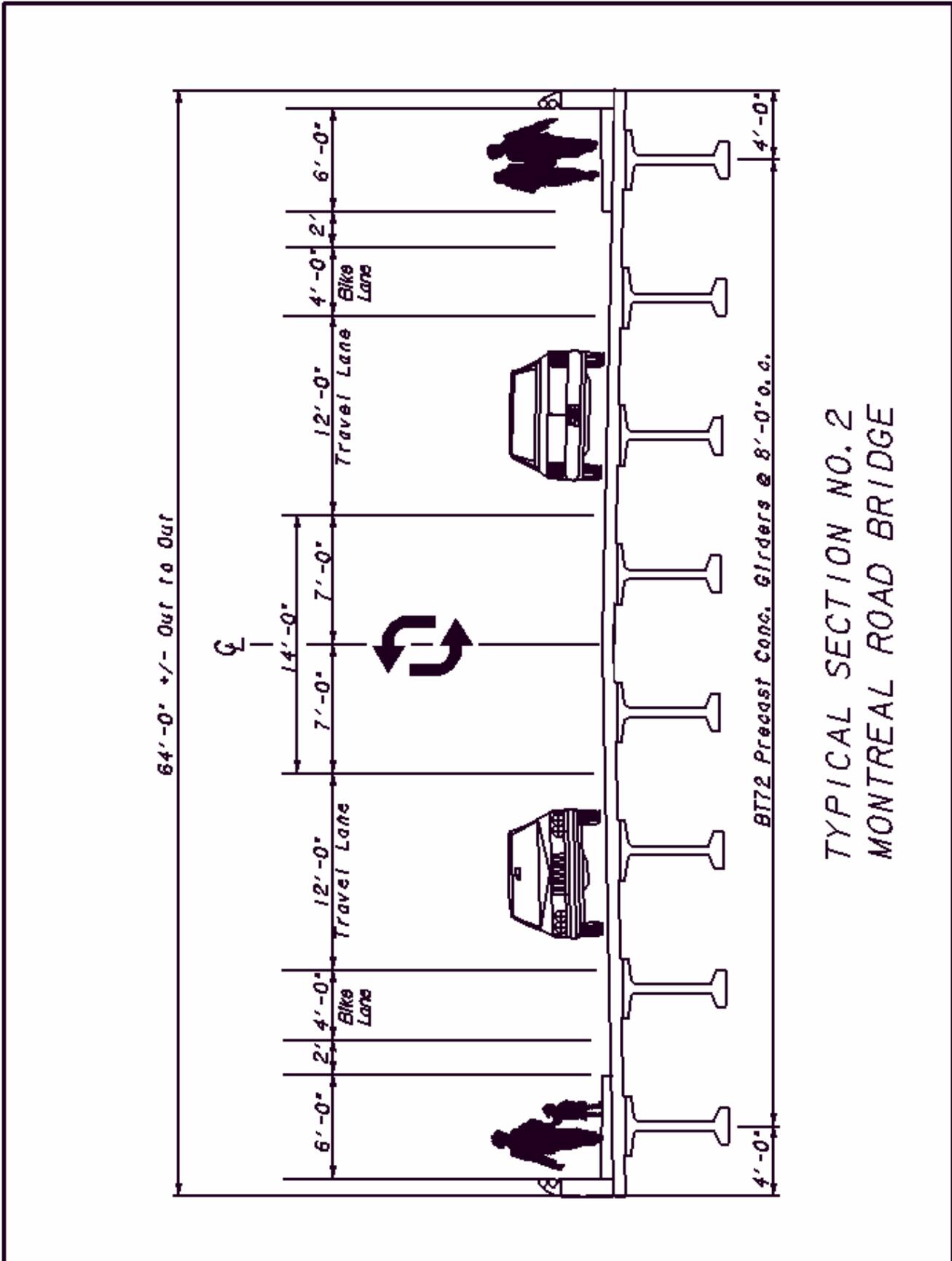
**Total Estimated Cost: \$5,621,500.00**

<b>Subtotal Construction Cost</b>	<b>\$5,621,500.00</b>
E&C Rate 10.0 %	\$562,150.00
<hr/>	
<b>Total Construction Cost</b>	<b>\$6,183,650.00</b>

<b>Right Of Way</b>	\$6,815,291.00
<b>ReImb. Utilities</b>	\$0.00
<b>Non Reimbursable Utilities:</b>	
COMCAST	\$150,000.00
BELLSOUTH TELECOMMUNICATIONS	\$150,000.00
ATLANTA GAS LIGHT	\$346,000.00
ATLANTA GAS NETWORK	\$145,000.00
DEKALB WATER & SEWER	\$138,000.00
GEORGIA POWER	\$168,000.00
GEORGIA POWER TRANSMISION	\$100,000.00
<b>Estimated Cost for Non Reimbursable Utilities</b>	<b>\$1,197,000.00</b>
<hr style="width: 10%; margin-left: auto; margin-right: 0;"/>	
<b>Grand Total Project Cost (without Non Reimb. Utilities)</b>	<b>\$12,998,941.00</b>

This project is 100 percent in Congressional District 4.





TYPICAL SECTION NO. 2  
MONTREAL ROAD BRIDGE

### ANALYSIS REPORT 3

#### DeKalb Co., CR 1130

Number of Records: 36												
Accident #	Date/Time	County	Rt Type	Route	Mile	Ramp	Int Rt	Int Rt Type	Manner of Collision	First Harmful Event	Inj	Fatal
03040283	2000-08-11 00:00:00.0	DeKalb	County Road	112700	0.00		113000	2	Angle	Motor Vehicle in Motion	0	0
02910543	2000-09-01 00:00:00.0	DeKalb	County Road	112700	0.00		113000	2	Rear End	Motor Vehicle in Motion	0	0
03480919	2000-10-16 00:00:00.0	DeKalb	County Road	112900	0.29		113000	2	Not A Collision With A Motor Vehicle	Ditch	0	0
02670347	2000-10-30 00:00:00.0	DeKalb	County Road	113000	0.07				Rear End	Motor Vehicle in Motion	1	0
00090093	2000-01-03 00:00:00.0	DeKalb	County Road	113000	0.28		212300	2	Sideswipe - Same Direction	Motor Vehicle in Motion	0	0
03700210	2000-11-21 00:00:00.0	DeKalb	County Road	113000	0.28		212300	2	Rear End	Motor Vehicle in Motion	0	0
01980649	2000-06-22 00:00:00.0	DeKalb	County Road	113000	0.31				Angle	Motor Vehicle in Motion	0	0
02340131	2000-07-20 00:00:00.0	DeKalb	County Road	113000	0.52				Rear End	Motor Vehicle in Motion	0	0
01640546	2000-05-11 00:00:00.0	DeKalb	County Road	113000	0.90		606400	2	Angle	Motor Vehicle in Motion	0	0
01660588	2000-05-31 00:00:00.0	DeKalb	County Road	113000	0.98				Head On	Motor Vehicle in Motion	0	0
01640688	2000-05-13 00:00:00.0	DeKalb	County Road	113000	0.98				Not A Collision With A Motor Vehicle	Ditch	0	0
00340138	2000-02-02 00:00:00.0	DeKalb	County Road	113000	1.00		519900	2	Rear End	Motor Vehicle in Motion	0	0
02400207	2000-04-24 00:00:00.0	DeKalb	County Road	113000	1.00		519900	2	Not A Collision With A Motor Vehicle	Overturn	0	0
01640329	2000-05-09 00:00:00.0	DeKalb	County Road	113000	1.00		519900	2	Sideswipe - Opposite Direction	Motor Vehicle in Motion	0	0
02130111	2000-07-05 00:00:00.0	DeKalb	County Road	113000	1.00		519900	2	Head On	Motor Vehicle in Motion	1	0
13630216	2001-12-21 00:00:00.0	DeKalb	County Road	113000	0.03				Angle	Motor Vehicle in Motion	0	0
13470044	2001-11-26 00:00:00.0	DeKalb	County Road	113000	0.04				Angle	Motor Vehicle in Motion	0	0
11470373	2001-07-27 00:00:00.0	DeKalb	County Road	113000	0.12				Rear End	Motor Vehicle in Motion	0	0
11410445	2001-06-27 00:00:00.0	DeKalb	County Road	113000	0.28		212300	2	Sideswipe - Same Direction	Motor Vehicle in Motion	0	0
11330554	2001-05-07 00:00:00.0	DeKalb	County Road	113000	0.28		212300	2	Rear End	Motor Vehicle in Motion	1	0
10300222	2001-01-24 00:00:00.0	DeKalb	County Road	113000	0.28		212300	2	Angle	Motor Vehicle in Motion	1	0
13170547	2001-10-27 00:00:00.0	DeKalb	County Road	113000	0.29				Angle	Motor Vehicle in Motion	0	0
10740353	2001-03-19 00:00:00.0	DeKalb	County Road	113000	1.00		519900	2	Angle	Motor Vehicle in Motion	0	0
12660516	2001-09-07 00:00:00.0	DeKalb	County Road	113000	1.00		519900	2	Angle	Motor Vehicle in Motion	0	0
10640198	2001-01-04 00:00:00.0	DeKalb	County Road	113000	1.00		519900	2	Angle	Motor Vehicle in Motion	0	0
13620341	2001-12-14 00:00:00.0	DeKalb	County Road	113000	1.00		519900	2	Not A Collision With A Motor Vehicle	Other Fixed Object	1	0

11280314	2001-04-15 00:00:00.0	DeKalb	County Road	113000	1.00		519900	2	Rear End	Motor Vehicle in Motion	1	0
11390091	2001-06-01 00:00:00.0	DeKalb	County Road	113000	1.00		519900	2	Angle	Motor Vehicle in Motion	0	0
21340632	2002-05-03 00:00:00.0	DeKalb	County Road	112900	0.29		113000	2	Not A Collision With A Motor Vehicle	Pedestrian	1	0
23470813	2002-08-22 00:00:00.0	DeKalb	County Road	113000	0.04				Rear End	Motor Vehicle in Motion	0	0
23730291	2002-11-05 00:00:00.0	DeKalb	County Road	113000	0.14		113100	2	Rear End	Motor Vehicle in Motion	0	0
21350536	2002-05-14 00:00:00.0	DeKalb	County Road	113000	0.24				Rear End	Motor Vehicle in Motion	2	0
22720908	2002-09-14 00:00:00.0	DeKalb	County Road	113000	0.37				Not A Collision With A Motor Vehicle	Curb	0	0
21640659	2002-06-21 00:00:00.0	DeKalb	County Road	113000	0.53				Rear End	Motor Vehicle in Motion	0	0
20060859	2002-01-11 00:00:00.0	DeKalb	County Road	113000	0.53				Rear End	Motor Vehicle in Motion	0	0
22730236	2002-09-16 00:00:00.0	DeKalb	County Road	113000	1.00		519900	2	Rear End	Motor Vehicle in Motion	0	0
		<b>Total Accidents: 36</b>			<b>Total Injuries: 9</b>				<b>Total Fatalities: 0</b>			

## MEETING NOTES

Montreal Road Grade Separation  
STP-0001-00(814) DeKalb County  
P.I. NO. 0001814  
GS&P Project No. 21826.49

MEETING DATE: January 07, 2004

PARTICIPANTS:

Neal O'Brien (GDOT)	Tom Ziegler (GS&P)
Sal Pirzad (GDOT)	Tom Goodwin (GS&P)
Jill Franks (GDOT)	Scott Clark (GS&P)
Mohsen Tehrani (GDOT)	

DISCUSSION: PROGRESS OF MONTREAL ROAD PROJECT

After initial introductions, Tom Ziegler opened the meeting by discussing the purpose of the meeting, which was to inform GDOT on the progress of the project. Tom Goodwin discussed the project in detail using the following outline:

1) Typical Section

It was determined that a three lane facility would be sufficient at this point. Neal suggested that we use a 14 foot center turn-lane.

2) Vertical Alignment

The vertical alignment was presented with little or no comments.

3) Horizontal Alignment - Tom Goodwin discussed in detail the four alternatives that were studied.

a) *Alternate 1*

- i) Montreal Road will begin and end at the profile limits.
- ii) Simpson Drive is to be realigned to provide a perpendicular intersection.
- iii) The driveway to the business in SW Quad will be tied down using a 15% grade. The addition inter-parking connection may have to be terminated based on the grades.
- iv) Montreal Circle will have cul-de-sac termination in this option.
- v) Traffic will have to use alternative routes to access Montreal Road.

b) *Alternate 2*

This alternative leaves Montreal Road as it is in Alt 1. However, Montreal Circle / Simpson Drive has been realigned in this option. Montreal Circle was presented as a road to run along-side of an existing business and to tie into Montreal Road just north of the existing Simpson Drive. Simpson Drive would then be divided and connected perpendicular to the realigned Montreal Circle. Tom noted the potential grade problems and right-of-way issues present with this option.

c) *Alternate 3*

- i) This alternative also leaves Montreal Road as it is in Alt 1. It shows Montreal Circle being relocated alongside the creek between Montreal Circle and Montreal Road. Tom discussed the potential wetland conflicts with this option. It was also discussed about the possibility of eliminating the "T" intersection with Montreal Circle with a continuous curve. It was determined that the "T" intersection is probably the most feasible option in this case.
- ii) Simpson Road will be aligned as it was presented in Alt 1.

d) *Alternate 4*

This option extends Montreal Road on the north side to the adjoining proposed project and ties to the existing 3-lane section on the south end.

e) *Additional Alternates considered*

Tom discussed some of the other options that GS&P considered but did not recommend as feasible or realistic at the time.

4) *Historic / Wetland Areas*

Tom noted his need for more survey information for the area by the creek to determine wetland boundaries. It is assumed that there are no historic properties of concern within the limits of the project along Montreal Road.

5) *Summary*

Tom summarized our findings and our recommendations. Neal agreed that we should use Alt. 4(extend both ends of project on Montreal) but to combine the relocation of Montreal Circle from Alt. 3(along the creek).

This represents our understanding of the items discussed at this meeting. If you have any questions or comments concerning any of the information contained herein, please contact me.

## **INITIAL CONCEPT REVIEW MEETING NOTES**

Montreal Road Grade Separation at CSX Railroad  
STP-0001-00(814), DeKalb County  
PI No. 0001814  
GS&P Project No. 21826.49

MEETING DATE: April 27, 2004

### PARTICIPANTS:

Glenn Bowman	GDOT - Urban Design
Lisa Favors	GDOT – OEL
Jerry Milligan	GDOT – R/W
Neal O’Brien	GDOT - Urban Design
Sal Pirzad	GDOT – Urban Design
Moshen Tehrani	GDOT – Urban Design
Steve Walker	GDOT – Planning
Hal Wilson	GDOT - Intermodal
Ron Wishon	GDOT – Eng. Services
Wade Woodard	GDOT – Utilities, District 7
Steve Yost	GDOT – Rail
Scott Zehngraft	GDOT – OTS&D
Reginald Anderson	DeKalb County
Tony Guilford	DeKalb County
Patrice Keeter	DeKalb County
Bill McCombs	Georgia Rail Consultants
Steve Robins	Georgia Rail Consultants
Eddie King	Bellsouth
Tom Goodwin	Gresham, Smith and Partners
Tom Ziegler	Gresham, Smith and Partners

### DISCUSSION:

1. Following introductions, Neal O’Brien presented a brief summary of the project which included the following:
  - a. The primary “need and purpose” is to provide a grade separation of Montreal Road with the railroad tracks.
  - b. Right of way acquisition is scheduled for 2005.

- c. Construction is scheduled for 2006.
2. Tom Goodwin presented the concepts currently being considered. He noted that the typical section and horizontal and vertical alignments for Montreal Road in the two alternatives are virtually the same. The primary question/difference is concerning how to reconnect Montreal Circle to Montreal Road
3. Scott Zehngraff requested that right turn lanes be added where existing right turn lanes currently exist.
4. The traffic projections provided by GDOT were discussed. GDOT will review the methodology for determining the traffic projections. Concern was raised that significantly more traffic will use this facility once the grade separation is in place. Applying a standard growth rate to the existing traffic volume will probably not accurately reflect the traffic volume that will use the new facility.
5. Lisa Favors indicated that there were probably not any historic resources identified to be eligible but the final determination has not been made. Two properties at the beginning of the project were noted to be possibly eligible, however, these appeared to be on an adjacent project.
6. Concern was expressed with the impact of the embankment on Burnt Fork Creek. The railroad representatives indicated that a neighborhood group has been very active in the rail study and concerned about the impact on the creek.
7. An ecologist has not formally looked at the project to determine if any natural systems resources would be affected by either alternative.
8. A rail capacity study is currently in progress. Railroad representatives indicated that the railway study will probably recommend adding a parallel track on the north side of the existing rails. GS&P has anticipated and included this additional track on the typical section and concept plans.
9. Railroad representatives indicated that the Environmental Impact Statement for the additional rail line stated that there would be 9 additional rail trips through this corridor a day, however, actual trips may only be 6.
10. GDOT indicated that there is a signed LPGA for the existing public utilities.
11. The County asked if Montreal Road was given a temporary State Route status. GDOT staff will confirm the status with District 7.
12. GDOT staff requested/recommended sixteen (16) foot shoulders.
13. GDOT staff requested that a detour plan be developed and shown at the public information meeting.

14. GDOT requested that GS&P staff investigate the grades further on the relocated Montreal Circle alternative(s) and make adjustments to the horizontal alignment and the driveway on the opposite side of Montreal Road.
15. DeKalb County will review/investigate Montreal Circle and make a recommendation whether or not they would like Montreal Circle terminated at Montreal Road or if they prefer it to be relocated as shown in Alternate 1 or 2.
16. DeKalb County will notify GDOT whether or not they prefer Simpson Road to be connected to the relocated Montreal Circle Road in Alternate 2 or a cul-de-sac provided.
17. The initial concept team participants agreed that the two Montreal Road alternatives would be presented at a Public Information Meeting.

This represents our understanding of the items discussed at this meeting. If you have questions or comments concerning any information contained herein, please contact Gresham, Smith and Partners.

Prepared by: Tom Goodwin

## **CONCEPT REVIEW MEETING NOTES**

Montreal Road Grade Separation at CSX Railroad  
STP-0001-00(814), DeKalb County  
PI No. 0001814  
GS&P Project No. 21826.49

MEETING DATE: October 20, 2005

### PARTICIPANTS:

Neal O'Brien	GDOT – Urban Design
Sal Pirzad	GDOT – Urban Design
Mohsen Tehrani	GDOT – Urban Design
Christa Wilkinson	GDOT – OEL
Michael Adams	GDOT – Planning
Steve Yost	GDOT - Intermodal
Sharon Witherspoon	GDOT – Utilities, District 7
Mike Maloy	GDOT – Utilities, District 7
Michael Anderson	DeKalb County
Sylvia Smith	DeKalb County
Patrice Keeter	DeKalb County
Timothy Smith	TS & D
Mike Lobdell	GDOT – Preconstruction, District 7
David Williams	GA Power - Transmission
Scott Morgan	GA Power – Transmission
Dale Petticord	GA Power - Distribution
Tom Ziegler	Gresham, Smith and Partners

### DISCUSSION:

1. Neal O'Brien started the meeting by presenting the following brief summary of the project and asking everyone to introduce themselves:
  - a. The primary “need and purpose” is to provide a grade separation of Montreal Road with the railroad tracks.
  - b. Right of way acquisition is scheduled for 2007.
  - c. Construction is scheduled for 2008.

2. Tom Ziegler presented a more detailed description of the project including project limits, key design/construction elements, and the concept currently being considered. He noted that there are four primary changes in the concept that have been made since the public information meeting (PIM). They include the following:
  - a. 4' Bike lanes were added on both sides of the road.
  - b. An onsite staging plan has been developed to reduce the need for the offsite detour which utilized Frazier Road.
  - c. GDOT plans to cul-de-sac Fern Drive at Relocated Montreal Circle under project IM-NH-285-1(347), PI# 713320
  - d. Sixteen-foot shoulders are proposed
3. Tom Ziegler led a review and discussion of the draft concept report. Minor changes were identified for the report and will be incorporated.
4. After the concept report was reviewed, Neal O'Brien asked for comments from each of the stakeholders present.
5. Patrece Keeter from DeKalb County made the following comments:

Requested that GDOT adopt Montreal Road as a temporary state route since the estimated Right of Way cost has increased to \$6.5 million. Neal O'Brien recommended that County representatives meet with the GDOT Commissioner or their County Commissioners to discuss this issue.

  - a. Ms. Keeter asked where the two displacements are on the project. After a discussion it was decided that only one commercial business would be displaced. The concept report will be changed to reflect this number.
  - b. Utility companies must supply DeKalb County with "prior rights" well ahead of time so county can purchase the necessary easements.
  - c. She commented that the county is very happy with the new proposed onsite detour.
6. There were no comments from GDOT's Office of Planning.

7. Steve Yost from GDOT Intermodal Programs commented:
  - a. The Need and Purpose Statement could be modified to reflect that train horns will not need to be used in the future at the crossing due to the grade separation.
  - b. Recommended that the Need and Propose Statement indicate that there have not been any accident's reported during the past three years involving a train at this crossing.
8. There were no comments from GDOT's Office of Environment and Location.
9. Mike Maloy from GDOT Utilities stated the following:
  - a. A fence along the bridge will be necessary.
  - b. Because of the onsite detour and additional temporary pavement, the "lights, bells and arms" will probably need to be moved and reinstalled. This will constitute a reimbursable utility to CSX.
  - c. The preliminary bridge plans will take approximately 12 months for approval by CSX.
  - d. Need to confirm whether or not any additional utilities exist (including fiber optics), especially along the railroad right of way.
  - e. Recommended that we contact Mike Shostak with HDR Engineering, Inc. to confirm the number of rail lines planned for this corridor.
  - f. Special provisions will be required in the construction plans to address railroad issues.
10. GA Power commented that the distance from transmission lines to the edge of construction easement must be a minimum of 25'. In another words, the swing of the crane must be 25' away from transmission lines. They need the plans and staging early in design to locate their poles to provide the proper clearance.
11. There were no representatives or comments from the Office of Right of Way, however, the consensus of the group was that another PIM may be necessary because of the displacement that has been identified. Also, Right of Way acquisition will take approximately 18 months.
12. There were no representatives or comments from GDOT's Office of Construction.
13. There were no representatives or comments from GDOT's Office of Maintenance.

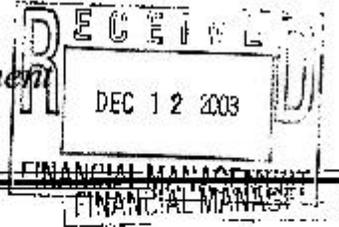
Prepared by: Tom Ziegler

Project Concept Report Page 24  
Project Number: STP-0001-00(814)  
P.I. Number: 0001814  
County: DeKalb

11/29/05



*DeKalb County*  
**Public Works Department**  
1300 Commerce Drive, Room 201  
Decatur, Georgia 30030  
Phone: 404-371-4778



December 5, 2003

Mr. Percy Middlebrooks, P.E.  
Office of Financial Management Administrator  
Georgia Department of Transportation  
#2 Capitol Square, S.W.  
Atlanta, GA 30334

Dear Mr. Middlebrooks:

Attached is a signed Local Government Project Agreement for Project No. STP-0001-00(814), PI #0001814, Railroad Crossing on Montreal Road/CR 1130 Grade Separation at CSX Railroad, signed by the County's Chief Executive Officer.

We look forward to working with the DOT on this project.

With Best Regards,

Ted Rhinehart  
Director of Public Works

Enclosure

c: Ben Rabun, District Engineer, Chamblee District, 5025 New Peachtree Road NE,  
Chamblee, Georgia 30341  
John Gurbat, Associate Director/Public Works/Transportation  
David Felton, Engineering Supervisor/Transportation



## Department of Transportation

HAROLD E. LANNENKOHLE  
COMMISSIONER  
(404) 658-5208

PAUL V. MULLINS  
CHIEF ENGINEER  
(404) 658-5277

State of Georgia  
#2 Capitol Square, S.W.  
Atlanta, Georgia 30334-1002

LARRY E. DENT  
DEPUTY COMMISSIONER  
(404) 658-5212

EARL L. MAHFUZ  
TREASURER  
(404) 658-0224

November 21, 2003

Mr. Vernon Jones, CEO  
DEKALB County Commission  
Manuel J. Maloof Center  
1300 Commerce Drive - Suite 201  
Decatur, GA 30030

Dear Mr. Jones:

**SUBJECT: LOCAL GOVERNMENT PROJECT AGREEMENT**

Project No. STP-0001-00(814) DeKalb Co. PI# 0001814  
RAILROAD CROSSING MONTREAL RD/CR 1138 GRADE SEPARATION AT CSX RR

The Office of Financial Management has added the subject project to the Department's Construction Work Program. DEKALB County is requested to indicate support of this project by executing the attached Local Government Agreement and returning it to this office.

Any project not contained in the Transportation Improvement Plan (TIP) for your area and/or the Statewide Plan (STIP) will be submitted for addition. This action is required by Federal law in the Transportation Equity Act for the 21st Century (TEA-21). TEA-21 also requires that the cost of the projects in the TIP/STIP be balanced with available Federal funds.

If you choose not to commit to this project it may be delayed until additional funding can be found. If you commit but later are unable to keep this commitment or if you do not respond, this project will be delayed until it can be rescheduled in the TIP/STIP. The longer you wait to commit, the longer the project will be delayed. TEA-21 requires long range planning.

If you have any questions, feel free to call me at (404) 463-0966 or Ben Rabun, District Engineer in Chamblee at your convenience.

Sincerely yours,

A handwritten signature in cursive script, appearing to read "Percy Middlebrooks".

Percy Middlebrooks P. E.  
Office of Financial Management Administrator

PKM/hp  
Attachment  
cc: Ben Rabun  
Chamblee District



## Department of Transportation

HAROLD E. LINNENKOHL  
COMMISSIONER  
(404) 858-5208

PAUL V. MULLINS  
CHIEF ENGINEER  
(404) 858-5277

State of Georgia  
#2 Capitol Square, S.W.  
Atlanta, Georgia 30334-1002

LARRY E. DENT  
DEPUTY COMMISSIONER  
(404) 858-5212

EARL L. MAHFUZ  
TREASURER  
(404) 858-5224

November 21, 2003

### LOCAL GOVERNMENT PROJECT AGREEMENT

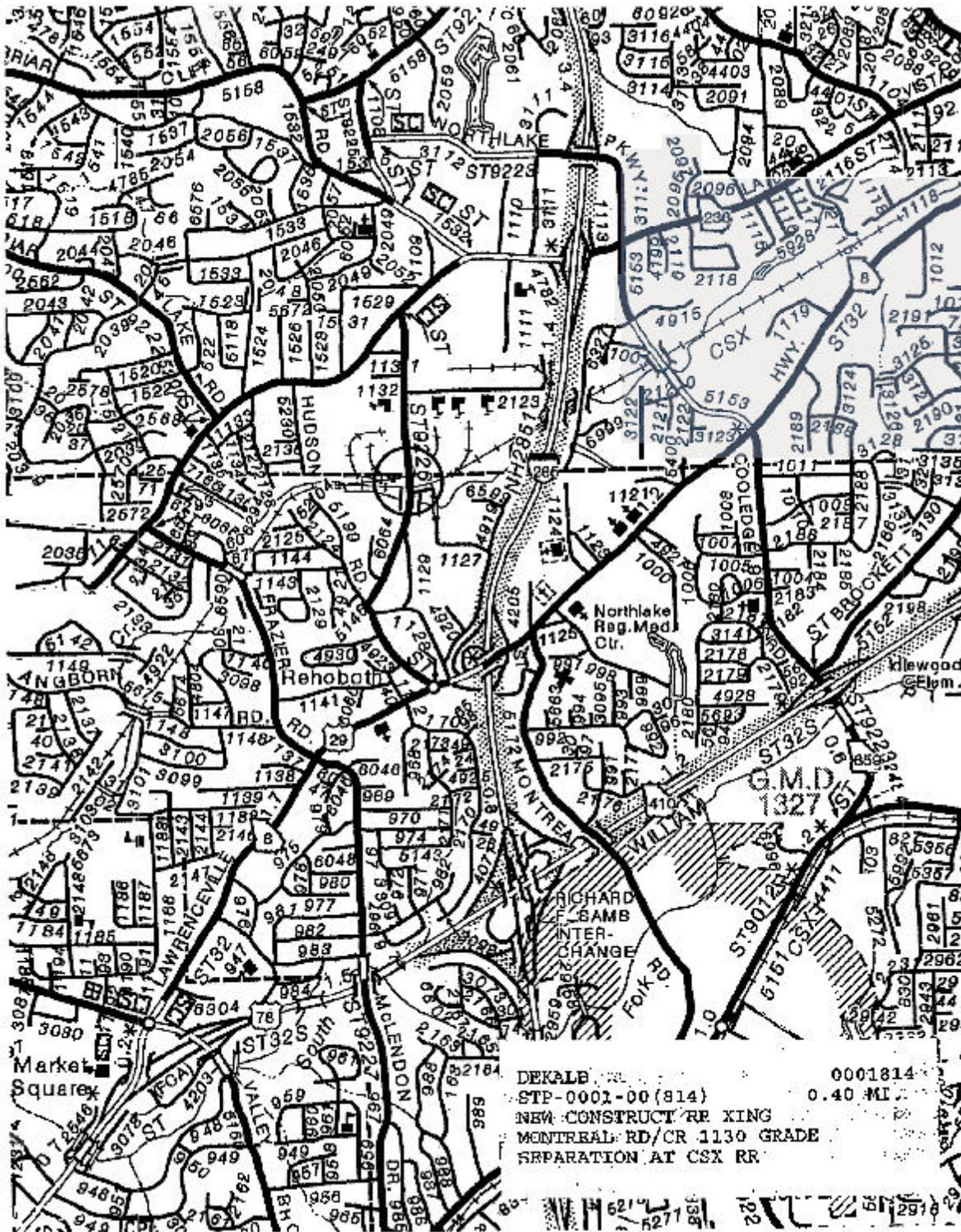
In consideration of the proposed improvements, DEKALB County agrees to provide or perform the following at no cost to the Georgia D.O.T. for project STP-0001-00(814) DeKalb Co., PI # 0001814:  
**RAILROAD CROSSING MONTREAL RD/CR 1130 GRADE SEPARATION AT CSX RR**

- Provide all rights-of-way and/or easements needed for the construction of the project and remove existing structures or obstructions within the rights-of-way.
- Make all utility relocations, adjustments or betterments of publicly owned utilities that are in conflict with construction of this project. Reimburse Georgia D.O.T. for any damages paid to the contractor for delay of construction caused by a delay in relocating the publicly owned utilities.
- Relocate or adjust all privately owned utilities to clear construction of this project, including adjustments at railroad crossings if required.
- Furnish detours, local borrow and waste pits as needed.
- We support this project but choose not to commit any funding, realizing this may delay the project until additional funding can be found.

This 3<sup>rd</sup> day of December, 2003

APPROVED: [Signature]

City/County Official



BUCHAN Ben (Mohsen)  
BOWMAN Ben (Mohsen)  
RICHARDSON \_\_\_\_\_  
WATERMETER \_\_\_\_\_  
OTHER \_\_\_\_\_  
GROUPS \_\_\_\_\_  
FILE \_\_\_\_\_  
\_\_\_\_\_

## Department of Transportation State of Georgia

-----  
Interdepartmental Correspondence



**FILE** R/W Cost Estimate **OFFICE** Atlanta  
*DR / van* **DATE** August 23, 2005  
**FROM** Don Brown, Right of Way Administrator  
**TO** Ben Buchan, State Urban Design Engineer  
**ATTN: Mohsen Tehrani**  
**SUBJECT** **Preliminary Right of Way Cost Estimate**  
Project: STP-0001-00(814)DeKalb Revised  
P.I. No.: 0001814  
**Description: Montreal Road Grade Separation @ CSX Railroad**

Per your request, attached is a copy of the approved Preliminary Right of Way Cost Estimate on the above referenced project

Please note the area of Required R/W was furnished with your request.

If you have any questions, please contact Jerry Milligan at the West Annex Right of Way Office at (770) 986-1541.

DB::GAM:jm

Attachments

c: Brian Summers, Engineering Services  
Wilhelmina Mueller, R/W  
Windy Bickers, Financial Management  
File

## Preliminary Right of Way Cost Estimate



**Don Brown**  
 Right of Way Administrator  
 By: Larry Milligan

Date: August 23, 2005  
 Project: STP-0001-00(814)DeKalb **Revised**  
 Existing/Required R/W: Varies/Varies  
 Project Termini: Montreal Road Grade Separation @ CSX Railroad  
 Project Description: Montreal Road Grade Separation @ CSX Railroad

P.I. Number: 0001814  
 No. Parcels: n/a

<b>Land:</b>			
Commercial: 2.43 acres @ \$ 179,000 / acre	\$ 434,970		
Residential : 1.46 acres @ \$ 26,000 / acre	<u>37,960</u>	\$	472,930
<b>Improvements : Signs, walls, landscaping, misc. site improvements, and business</b>			<u>350,000</u>
<b>Relocation: Residential (0)</b>			
Commercial(1)			25,000
<b>Damage : Proximity (4) parcel</b>		\$ 70,000	
Cost to Cures ( 1 )	<u>15,000</u>		<u>85,000</u>
<b>Net Cost</b>			<b>\$ 1,962,930</b>
<b>Net Cost</b>			<b>\$ 1,962,930</b>
<b>Scheduling Contingency</b> 55 %			1,079,611
<b>Adm/Conrt Cost</b> 60 %			1,825,524
<b>Inflation Factor</b> 40 %			<u>1,947,226</u>
		\$	<b>6,815,291</b>

**Total Cost                    \$ 6,815,300**

## DeKalb County Land Sales

<u>Highest &amp; Best Use</u>	<u>Size (acres)</u>	<u>Value/ac</u>	<u>Sales price</u>
Residential	0.580	\$ 24,600	\$ 14,268
	0.654	\$ 23,000	\$ 16,350
	0.789	\$ 26,000	\$ 20,514
	1.034	\$ 25,000	\$ 25,850
Commercial	1.560	\$ 175,000	\$ 273,000
	1.765	\$ 155,000	\$ 273,575
	1.851	\$ 179,000	\$ 331,329
	6.156	\$ 152,819	\$ 940,754

*See Map/Motion RT Rev*



DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA  
INTERDEPARTMENT CORRESPONDENCE

BUCHAN	<i>Ben</i>
BOWMAN	<i>Neal</i>
RICHARDSON	_____
OTHER	_____
GROUPS	_____
FILE	<i>0001814</i>

FILE STP-001-00(814) DeKalb County  
Montreal Road Grade Separation @CSX Railroad  
P.I. 0001814

OFFICE District Seven  
Chamblee, Georgia  
DATE November 19, 2004

FROM Buddy Gratton, P.E., District Engineer

TO Ben Buchan, P.E., Urban Design  
Attention: Neil O'Brien

SUBJECT COST ESTIMATE

A field inspection was conducted on the above project. As requested, we have provided a preliminary cost estimate for each utility to relocate. The following companies have facilities that occupy the public Right-of-way and should be relocated at no cost to the Department of Transportation or the local government:

Comcast	\$150,000.00
BellSouth Telecommunications	\$150,000.00
Atlanta Gas Light Company	\$346,000.00
Atlanta Gas Network	\$145,000.00
DeKalb Water & Sewer	\$138,000.00
Georgia Power	\$168,000.00
Georgia Power Transmission	<u>\$100,000.00</u>
	\$1,197,000.00

If you have any questions please contact Ms. Sharon A. Witherspoon at 770-986-1090.

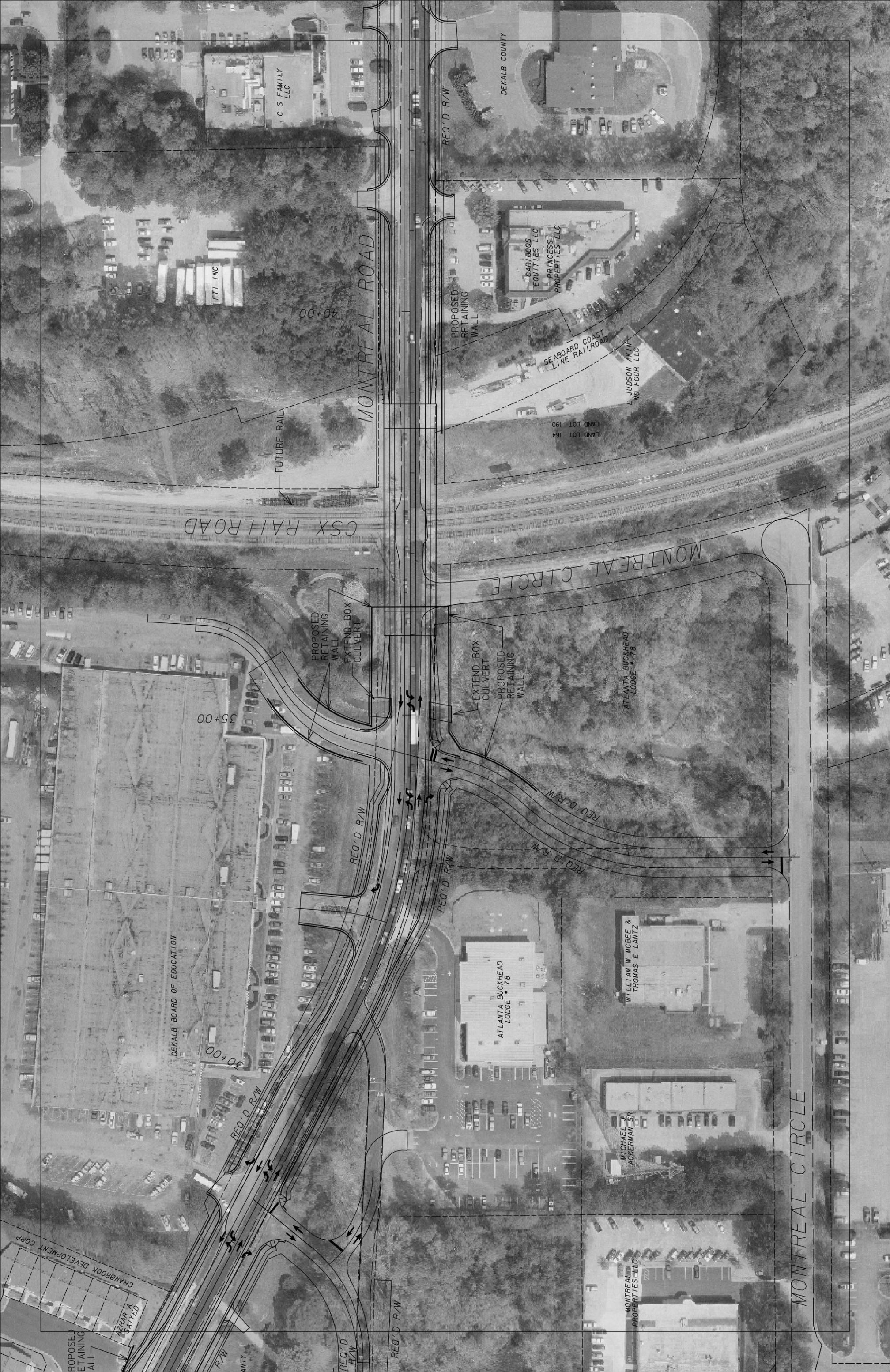
Sincerely,

Buddy Gratton  
District Engineer

*Jonathan Walker*  
By: Jonathan Walker  
District Utilities Engineer

BG:JW:SAW:ypf  
Attachments  
cc: Jeff Baker, P.E.  
File





MONTREAL ROAD

CSX RAILROAD

MONTREAL CIRCLE

MONTREAL CIRCLE

40+00

35+00

30+00

FUTURE RAIL

REQ'D R/W

PROPOSED RETAINING WALL

CARIBOOS EQUITABLES LLC  
PRINCESS PROPERTIES LLC

SEABOARD COAST LINE RAILROAD

L. JUDSON AKIN  
NO FOUR LLC

LAND LOT 190  
LAND LOT 164

PROPOSED RETAINING WALL  
EXTEND BOX CULVERT

EXTEND BOX CULVERT  
PROPOSED RETAINING WALL

REQ'D R/W

REQ'D R/W

REQ'D R/W

REQ'D R/W

DEKALB BOARD OF EDUCATION

REQ'D R/W

ATLANTA BUCKHEAD LODGE # 78

WILLIAM W. MCBEE & THOMAS E. LANTZ

MICHAEL J. ACKERMAN SR.

MONTREAL PROPERTIES LLC

CRANBROOK DEVELOPMENT CORP.  
AZHAR A. SAIED

PROPOSED RETAINING WALL

R/W

REQ'D R/W

DEKALB COUNTY



MANTLOBA TRAIL

MONTREAL INDUSTRIAL WAY

MONTREAL ROAD

ATLANTA NORTHLAKE FLEXSPACE

CARRPRO INC  
50+00

CARRPRO INC

GREGORY K GROVE  
45+00

C S FAMILY LLC

DEKALB COUNTY

A IVERSON MEANS LLC

ROBERT REYNOLDS

KEARNEY INC

HELEN C WILLIAMS

JAMES T & PATRICIA C COBB SR

JAMES A RILEY

JEFFERY S GARTZMAN OR  
HAYELY M ALLGOOD

WESLEY EUGENE MASSEY

FREEMONT TITTLE & GUAR INC TRS