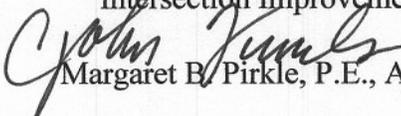


D.O.T. 66

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE P. I. No. 0003765, Fulton County **OFFICE** Preconstruction
HPP-0003-00(765)
Bell Road/Rogers Circle
Intersection Improvements **DATE** September 26, 2005

FROM  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

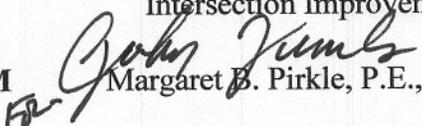
DISTRIBUTION:

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

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE P.I. No. 0003765, Fulton County **OFFICE** Preconstruction
HPP-0003-00(765)
Bell Road/Rogers Circle Road
Intersection Improvements **DATE** September 14, 2005

FROM  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 intersection improvements on Bell Road at Rogers Circle Road in Fulton County. Bell Road consists of two, 11'± lanes, two-way traffic with right turn lanes but no left turn lanes, two runs of curb and gutter and sidewalks on the west side. Rogers Circle Road consists of a two, 10'± lanes, two-way traffic with right turn lane at the proposed church site. Traffic projections for the intersection project substantial growth and the need for flow and capacity improvements. This intersection serves Shakerag Elementary School and River Trail Middle School, as well as Chattahoochee Christian Church. Goodnews Church is currently under construction at the intersection. 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, walking, and biking environment.

The intersection will be realigned to the southwest. The realignment will eliminate a sight distance problem for traffic attempting a left turn from Bell Road onto Rogers Circle Road, and will minimize conflict with the multi-use trail being developed as part of the Rogers Bridge Multi-use Trail project, GDOT project number STP-0000-00(103). This project is presently nearing the construction phase. As part of the realignment, the angle of intersection will be improved from its present 48° angle. Bell Road will be widened on the left (west) side to provide a southbound left turn lane onto Rogers Circle. To provide tapers for the widening of Bell Road, the right turn lanes for Bellemont Ridge Road and the Chattahoochee Christian Church entrance will be widened as much as 8' to maintain a 12' right turn lane width.

The unsignalized "T" intersection will be converted to a signalized intersection, with dedicated right and left turn lanes from Rogers Circle Road onto Bell Road, a dedicated right turn lane from Bell Road onto Rogers Circle Road, and a dedicated left turn lane from Bell Road onto Rogers Circle Road. The signal will provide priority to through traffic on Bell Road, with left turning movements from Bell Road onto Rogers Circle Road and from Rogers Circle Road onto Bell Road receiving a dedicated turn arrow on demand. A dedicated left turn lane will be provided from Bell Road onto Bellemont Ridge Road. The total project length along Bell Road will be 1,080' with an additional 620' of work along Rogers Circle Road.

David Studstill

Page 2

P. I. No. 0003765, Fulton

September 14, 2005

Environmental concerns include requiring a Categorical Exclusion be prepared; a public information open house is required; time saving procedures are 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)	\$765,000	\$1,500,000	Q92	2007
Right-of-Way & Utilities*	Local	Local	Q92	2006

*Fulton County responsible for PE, right-of-way, and utilities; DOT will reimburse 80% of PE.

I recommend this project concept be approved.

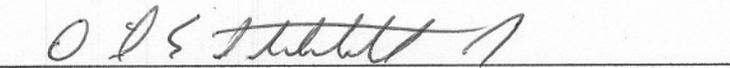
MBP:JDQ/cj

Attachment

CONCUR

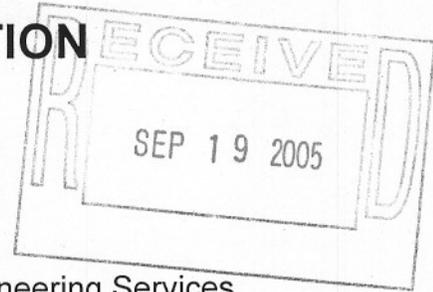

Buddy Gratton, P.E., Director of Preconstruction

APPROVE


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

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENTAL CORRESPONDENCE



FILE: HPP-0003-00(765) Fulton
P.I. No. 0003765
Bell Road at Rogers Circle Road

OFFICE: Engineering Services

DATE: September 19, 2005

FROM: Brian K. Summers, P.E., Project Review Engineer *REW*

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

SUBJECT: CONCEPT REPORT

We have reviewed the Concept Report submitted September 13, 2005 from Bryant Poole, and have no comments.

The costs for this project are:

Construction	\$662,332
Inflation (1 year)	\$33,117
E & C	\$69,545
Reimbursable Utilities	\$21,435
Right of Way	\$135,000

REW

c: Bryant Poole, Attn.: Keith Murphy

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENTAL CORRESPONDENCE

FILE: HPP-0003-00(765), Fulton County
Bell Road at Rogers Circle Road
Intersection Improvements
P.I. # 0003765

OFFICE: Chamblee\Metro

DATE: September 13, 2005

FROM: Bryant Poole, District 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 PDP.

If you have any questions in regards to this concept, please contact Keith Murphy at (404) 463-4947.

BP\WSL\km



cc: Keith Golden
Brian Summers
Harvey Keepler
Joe Palladi
Jamie Simpson
File

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

PROJECT CONCEPT REPORT

Project Number: HPP-0003-00(765)

County: Fulton

P. I. Number: 0003765

Federal Route Number: N/A

State Route Number: N/A

Recommendation for approval:

DATE 9/2/05

Mike Lamm

Project Manager

DATE 9/8/05

Ray Hoyle
District 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 _____

State Transportation Planning Administrator

DATE _____

State Transportation Financial Management Administrator

DATE _____

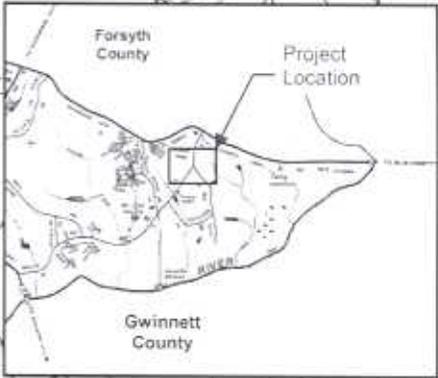
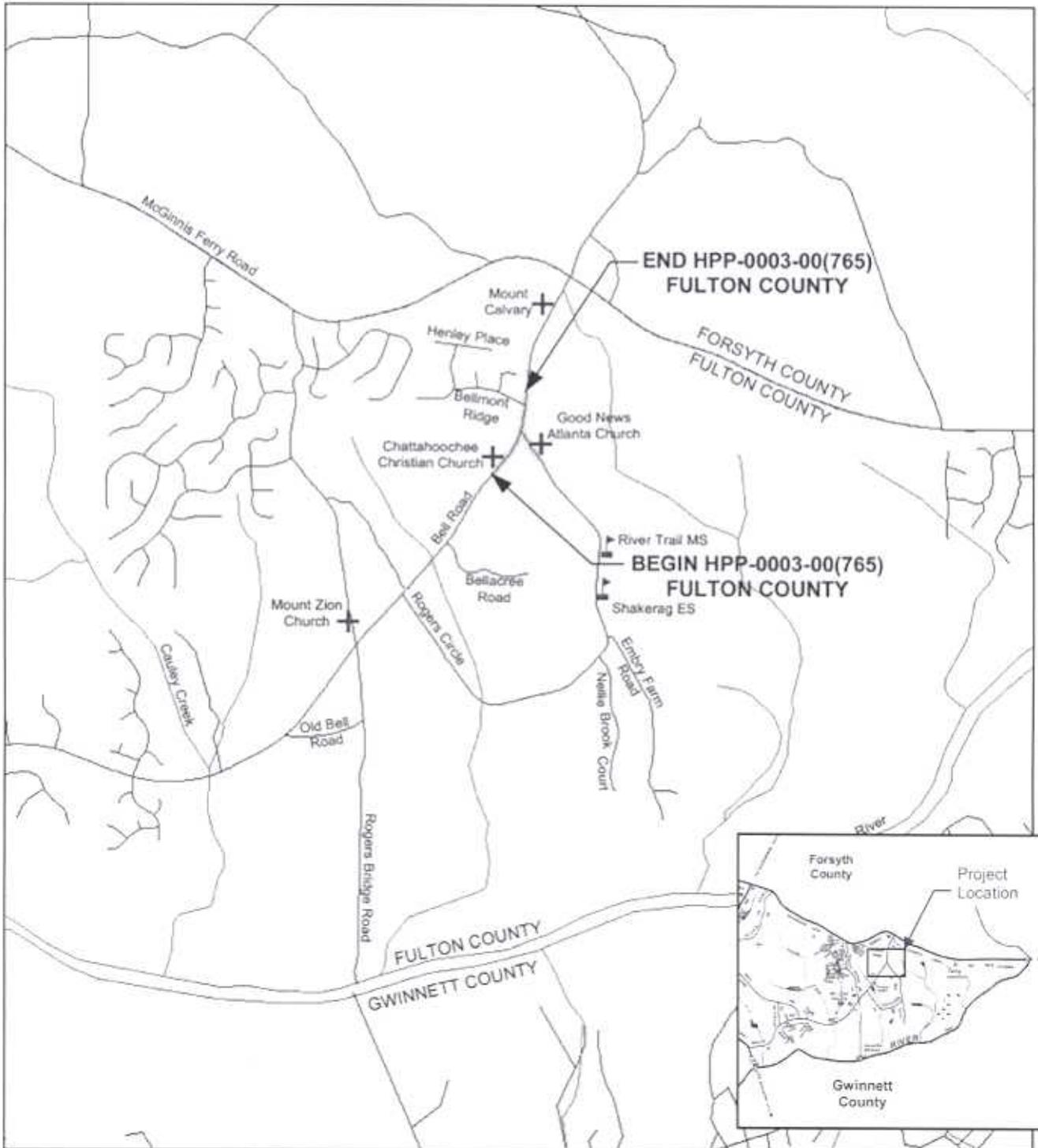
State Environmental/Location Engineer

DATE _____

State Traffic Safety & Design Engineer

DATE _____

Project Review Engineer



Legend

- Church
- School
- Streams
- Roads
- Wetlands
- Project Corridor



PROJECT LOCATION MAP
BELL ROAD AT ROGERS CIRCLE ROAD (T151)
PROJECT NUMBER: HPP-0003-00(765); PI NUMBER: 0003765
FULTON COUNTY

Bell Road (CR-72) @ Rogers Circle (CR-73): T151
HPP-0003-00(765); P. I. No. 0003765
Fulton County

Need and Purpose: The purpose of this high priority project (HPP) is to improve both the operation and safety of the northernmost intersection of Bell Road and Rogers Circle Road. Traffic projections for the intersection project substantial growth and the need for flow and capacity improvements. This intersection serves Shakerag Elementary School and River Trail Middle School, as well as Chattahoochee Christian Church. Goodnews Church is currently under development at the intersection.

The intersection will be realigned to the southwest. The realignment will eliminate a sight distance problem for traffic attempting a left turn from Bell Road onto Rogers Circle Road, and will minimize conflict with the multiuse trail being developed as part of the Rogers Bridge Multi-use Trail project, GDOT Project No. STP-0000-00(103). Turn lanes will provide safer operating conditions for traffic while sidewalks from this project coupled with the development the Rogers Bridge Multi-use Trail project will improve pedestrian access and safety.

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, walking, and biking environment. Existing and proposed Level of Service & Delay times are shown below in Tables 1 & 2.

Table 1						
Level of Service						
	2006 (no build)		2026 (no build)		2026 (with build)	
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
Bell Road	A	A	B	B	B	C
Rogers Circle Road	C	C	F	F	B	D

Table 2						
Delay Times						
	2006 (no build)		2026 (no build)		2026 (with build)	
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
Bell Road	8.1sec	8.5sec	10.6sec	11.2sec	15.6sec	32.4sec
Rogers Circle Road	16.8sec	15.0sec	---	395.6sec	13.4sec	38.4sec

A two-year history of accidents at this intersection is shown in Table 3. This provides the number of total accidents at this intersection, per type and per year between 2003 and 2004.

Table 3						
Accident History for Bell road & Rogers Circle						
Year	Type of Accident					
	Angle	Sideswipe	Rear End	Head On	Other	Total
2003	1	0	0	0	2	3
2004	0	0	2	0	0	2
Total	1	0	2	0	2	5

Description of the proposed project: The project Bell Road at Rogers Circle Road Intersection Improvements, Fulton County Project No. T151, GDOT Project No. HPP-0003-00(765), P.I. No. 0003765 begins 540 feet south of the northernmost intersection of these two roads, extends along Bell Road to a point 540 feet north of the intersection, and extends along Rogers Circle Road to a point 620 feet southeast of the intersection. The project is located in northeast Fulton County, near the Fulton County – Forsyth County line. The termini for the project have been selected to ensure adequate corridor length along all legs of the intersection to complete required improvements and tie into existing roadway.

The intersection will be realigned to the southwest. The realignment will eliminate a sight distance problem for traffic attempting a left turn from Bell Road onto Rogers Circle Road, and will minimize conflict with the multiuse trail being developed as part of the Rogers Bridge Multi-use Trail project, GDOT Project No. STP-0000-00(103). This project is presently nearing the construction phase. As part of the realignment, the angle of intersection will be improved from its present 48° angle to a 90° angle. Bell Road will be widened on the left (West) side to provide a southbound left turn lane onto Rogers Circle. To provide tapers for the widening of Bell Road, the right turn lanes for Bellemont Ridge Road and the Chattahoochee Christian Church entrance will be widened as much as 8 feet to maintain a 12 foot right turn lane width.

The unsignalized 'T' intersection will be converted to a signalized intersection, with dedicated right and left turn lanes from Rogers Circle Road onto Bell Road, a dedicated right turn lane from Bell Road onto Rogers Circle Road, and a dedicated left turn lane from Bell Road onto Rogers Circle Road. The signal will provide priority to through traffic on Bell Road, with left turning movements from Bell Road onto Rogers Circle Road and from Rogers Circle Road onto Bell Road receiving a dedicated turn arrow on demand. A dedicated left turn lane will be provided from Bell Road onto Bellemont Ridge Road. The total project length along Bell Road will be 1080 feet, with an additional 620 feet of work along Rogers Circle Road.

Is the project located in a Non-attainment area? Yes No.
 Project conforms to what is currently programmed in 2005-2010 TIP.

PDP Classification: Major Minor

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

Functional Classification: Collector (Bell Road); Local (Rogers Circle)

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

County Route Number(s): 72 and 73

Traffic (AADT):

Table 4							
Bell Road				Rogers Circle			
Existing		Future		Existing		Future	
2005		2026		2005		2026	
NB	SB	NB	SB	WB	EB	WB	EB
5530	4930	12602	11234	1940	-	4421	-

Existing design features:

- **Typical Section:**
 - *Bell Road:* Two-Lane (11'+/-) two-way traffic with right turn lanes but no left turn lanes, two runs of curb, gutter and sidewalks on left/west side with a 370' gap in between the Chattahoochee Christian Church development and the Belmont Ridge Subdivision.
 - *Rogers Circle:* Two-Lane (10'+/-) two-way traffic with right turn lane at Church site (under construction) – March, 2005
- **Posted speed:**
Bell Road: 45 mph
Rogers Circle: 35 mph
- **Minimum Radii:**
Bell Road: 1065'
Rogers Circle: N/A (Tangent Section)
- **Maximum grade:** 3.4% (Bell Road); 5.9% (Rogers Circle)
- **Width of right of way:** 60' & Varies (Bell Road); 60' (Rogers Circle)
- **Major structures:** N/A
- **Major interchanges or intersections along the project:**
 - Bell Road and Belmont Ridge; Bell Road and Rogers Circle
- **Existing length of roadway segment and the beginning mile logs for each county segment.** 1080' (Bell Road); 620' (Rogers Circle)

Proposed Design Features:

- **Proposed typical section:**
Bell Road: Two 12' travel lanes, 12' right and left turn lanes, 5' sidewalk, 10' trail, 2.5' curb and gutter.
Rogers Circle: Two 12' travel lanes with 12' right turn lane onto Bell Road, 5' sidewalk to the west, 10' trail to the east, 2.5' curb and gutter
- **Proposed Design Speed Mainline:** *Bell Road:* 45 mph
Rogers Circle: 35 mph
- **Proposed Minimum Radii:** *Bell Road:* 1065'
Rogers Circle: 441'
- **Proposed Maximum grade Mainline** 3.4% **Maximum grade allowable** 7.5 %.
- **Proposed Maximum grade Side Street** 6.5% **Maximum grade allowable** 9.5 %.
- **Proposed Maximum grade driveway** 11 %
- **Right of way**
 - **Width** Varies (Bell Road), 60' & Varies (Rogers Circle)
 - **Easements:** Temporary (X), Permanent (), Utility (), Other ().
 - **Type of access control:** Full (), Partial (), By Permit (X), Other ().
 - **Number of parcels:** 7 **Number of displacements:**
 - Business: 0
 - Residences: 0
 - Mobile homes: 0
 - Other: 0
- **Structures:** N/A
- **Major intersections and interchanges.**
The Bell Road and Bellemont Ridge Road intersection: The intersection will be improved by adding a left turn lane for northbound Bell Road traffic, and will undergo minor reconstruction to allow for the realignment of Bell Road.
The Bell Road and Rogers Circle intersection: The intersection will be improved by adding turn lanes for northbound and southbound Bell Road traffic to turn onto Rogers Circle.
- **Traffic control during construction:** Two-way two-lane traffic will be maintained at all times.
- **Design Exceptions to controlling criteria anticipated:**

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

- **Design Variances:** No variances are anticipated.
- **Environmental concerns:** A historic resource has been located on the south side of Bell Road near the intersection with Rogers Circle. Invasive species may be located within the project area based on observations for adjacent project STP-0000-00(13), Rogers Bridge Multiuse Trail.
- **Level of environmental analysis:**
 - Are Time Savings Procedures appropriate? Yes (X), No (),
 - Categorical exclusion (X),
 - Environmental Assessment/Finding of No Significant Impact (FONSI) (), or
 - Environmental Impact Statement (EIS) ().
- **Utility involvements:** Water: Fulton County Public Works
Telephone: BellSouth
Power: Suwannee EMC
Gas: AGL
Cable: Level 3 Communications, Comcast

Project responsibilities:

- Design – Fulton County & USI (Consultant)
- Right of Way Acquisition – Fulton County
- Relocation of Utilities – Fulton County
- Letting to contract – GDOT
- Supervision of construction – GDOT
- Providing material pits – Contractor
- Providing detours – Contractor

Coordination

- A meeting to discuss the concept was held with Fulton County on February 17th, 2005. Representatives for the consultant USI were present, as well as Sponsor representatives. Discussions were held regarding design parameters, anticipated Right-of-Way requirements, and a draft Concept Plan, Profile and Typical Section were presented for discussion.
- An Initial Concept Team Meeting was held on July 6th with representatives from the consultant, sponsor representatives, and GDOT representatives. Recommendations from this meeting have been incorporated into the Concept Plans and this Concept Report.
- Concept Meeting date: TBD
- P. A. R. meetings, dates and results: None
- FEMA, USCG, and/or TVA: None
- Public involvement: Public Information Open House will be held at adjacent school at later date.
- Other Coordination: This project is being coordinated with T139 – Rogers Bridge Multiuse Trail, STP-0000-00(103), which has overlap with this project area. Utility questionnaires have been distributed to 19 utility owners. Nine utilities have responded to date, and five of these have facilities on the project.

Scheduling – Responsible Parties’ Estimate

- Time to complete the environmental process: 6 Months.
- Time to complete preliminary construction plans: 5 Months.
- Time to complete right of way plans: 5 Months.
- Time to complete the Section 404 Permit: N/A
- Time to complete final construction plans: 4 Months.
- Time to complete right of way acquisition: 6 Months.

Other alternates considered:

No Build Alternate:

This alternative does not address the safety and operational needs of the intersection.

Attachments:

1. Cost Estimates:
 - a. Construction including E&C,
 - b. Right of Way, and
 - c. Utilities.
2. Typical sections,
3. Traffic analysis,
4. Location and Design Notice (On Minor Projects).

PRELIMINARY COST ESTIMATE

PROJECT NUMBER : HPP-0003-00(765)

COUNTY: FULTON

DATE: MARCH 2005

ESTIMATED LETTING DATE: 2007

PREPARED BY: USInfrastructure, Inc.

PROJECT LENGTH (MILES): 0.2(Bell),
 0.11(RC)

() PROGRAMMING PROCESS (X) CONCEPT DEVELOPMENT () DURING PROJECT DEV.

ESTIMATE SUMMARY		
A. RIGHT-OF-WAY	\$	135,000
B. REIMBURSEMENT UTILITIES	\$	21,434
C. CONSTRUCTION		
1. MAJOR STRUCTURES	\$	0
2. GRADING AND DRAINAGE	\$	181,500
3. BASE AND PAVING	\$	206,792
4. LUMP ITEMS	\$	195,000
5. MISCELLANEOUS	\$	79,040
6. SPECIAL FEATURES	\$	0
SUBTOTAL CONSTRUCTION COST	\$	662,332
E. & C. (10%)	\$	66,233
INFLATION (5% PER YEAR)	\$	36,428
NUMBER OF YEARS: 1		1
TOTAL CONSTRUCTION COST	\$	764,993
GRAND TOTAL PROJECT COST	\$	921,428

Estimate Report for file "BellRoad"

Section Entire Project					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
150-1000	1	LS	40000.00	TRAFFIC CONTROL -	40000.00
158-1000	1000	HR	0.80	TRAINING HOURS	800.00
163-0232	1	AC	900.00	TEMPORARY GRASSING	900.00
163-0240	9	TN	500.00	MULCH	4500.00
163-0300	1	EA	1099.25	CONSTRUCTION EXIT	1099.25
163-0520	45	LF	20.00	CONSTRUCT AND REMOVE TEMPORARY PIPE SLOPE DRAIN	900.00
163-0530	150	LF	3.50	CONSTRUCT AND REMOVE BALED STRAW EROSION CHECK	525.00
163-0550	10	EA	200.00	CONSTRUCT AND REMOVE INLET SEDIMENT TRAP	2000.00
165-0010	1800	LF	1.50	MAINTENANCE OF TEMPORARY SILT FENCE, TP A	2700.00
165-0070	1800	LF	1.60	MAINTENANCE OF BALED STRAW EROSION CHECK	2880.00
165-0101	1	EA	350.26	MAINTENANCE OF CONSTRUCTION EXIT	350.26
171-0010	1800	LF	3.00	TEMPORARY SILT FENCE, TYPE A	5400.00
201-1500	1	LS	75000.00	CLEARING & GRUBBING -	75000.00
205-0001	1000	CY	5.00	UNCLASS EXCAV	5000.00
206-0002	7000	CY	8.00	BORROW EXCAV, INCL MATL	56000.00
310-1101	3000	TN	15.00	GR AGGR BASE CRS, INCL MATL	45000.00
318-3000	200	TN	18.00	AGGR SURF CRS	3600.00
402-1812	200	TN	55.00	RECYCLED ASPH CONC LEVELING, INCL BITUM MATL & H LIME	11000.00
402-3121	700	TN	50.00	RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM	35000.00
402-3130	700	TN	50.00	RECYCLED ASPH CONC 12.5 MM SUPERPAVE, GP 2 ONLY, INCL BITUM	35000.00
402-3190	850	TN	50.00	RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2, INCL BITUM	42500.00
413-1000	200	GL	0.96	BITUM TACK COAT	192.00
441-0104	1000	SY	23.00	CONC SIDEWALK, 4 IN	23000.00
441-4020	15	SY	35.00	CONC VALLEY GUTTER, 6 IN	525.00
441-6022	3000	LF	13.00	CONC CURB & GUTTER, 6 IN X 30 IN, TP 2	39000.00
446-1002	2200	LF	15.00	PVMT REINF FABRIC STRIPS, TP 2, INCL BITUM BINDER	33000.00
500-9999	10	CY	150.00	CLASS B CONC. BASE OR PVMT WIDENING	1500.00
550-1150	1000	LF	40.00	STORM DRAIN PIPE, 15 IN, H 1-10	40000.00
550-1180	250	LF	45.00	STORM DRAIN PIPE, 18 IN, H 1-10	11250.00
550-4118	5	EA	450.00	FLARED END SECTION 18 IN, SIDE DRAIN	2250.00
611-8050	2	EA	700.00	ADJUST MANHOLE TO GRADE	1400.00
611-8120	4	EA	300.00	ADJUST WATER METER BOX TO GRADE	1200.00
611-8140	6	EA	302.06	ADJUST WATER VALVE BOX TO GRADE	1812.36
634-1200	30	EA	100.00	RIGHT OF WAY MARKERS	3000.00
636-1020	150	SF	13.15	HIGHWAY SIGNS, TP 1 MATL, REFL SHEETING, TP 3	1972.50
636-2070	7	LF	10.00	GALV STEEL POSTS, TP 7	70.00
636-2080	7	LF	13.00	GALV STEEL POSTS, TP 8	91.00
641-1200	540	LF	15.00	GUARDRAIL, TP W	8100.00
641-5001	1	EA	575.00	GUARDRAIL ANCHORAGE, TP 1	575.00
641-5012	1	EA	1700.00	GUARDRAIL ANCHORAGE, TP 12	1700.00
647-1000	1	LS	80000.00	TRAFFIC SIGNAL INSTALLATION NO -	80000.00
653-0120	12	EA	80.00	THERMOPLASTIC PVMT MARKING, ARROW, TP 2	960.00
653-1501	4200	LF	0.45	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, WHITE	1890.00
653-1502	2700	LF	0.45	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, YELLOW	1215.00
653-1704	70	LF	3.50	THERMOPLASTIC SOLID TRAF STRIPE, 24 IN, WHITE	245.00
653-6006	180	SY	3.50	THERMOPLASTIC TRAF STRIPING, YELLOW	630.00
654-1001	120	EA	5.00	RAISED PVMT MARKERS TP 1	600.00
654-1003	40	EA	5.00	RAISED PVMT MARKERS TP 3	200.00
668-1100	12	EA	2000.00	CATCH BASIN, GP 1	24000.00
668-4300	2	EA	2000.00	STORM SEWER MANHOLE, TP 1	4000.00

Detail Estimate: Cost Estimate Report

700-6910	2	AC	1300.00	PERMANENT GRASSING	2600.00
700-7000	6	TN	200.00	AGRICULTURAL LIME	1200.00
716-2000	2000	SY	2.00	EROSION CONTROL MATS, SLOPES	4000.00
Section Sub Total:					\$662,332.37

Total Estimated Cost: \$662,332.37

Subtotal Construction Cost	\$662,332.37
E&C Rate 10.0 %	\$66,233.24
Inflation Rate 5.0 % @ 1.0 Years	\$36,428.28
	<hr/>
Total Construction Cost	\$764,993.89
Right Of Way	\$135,000.00
ReImb. Utilities	\$21,434.39
	<hr/>
Grand Total Project Cost	\$921,428.28

Bell Rd / Rogers Circle Rd Intersection Analysis Existing Conditions Level of Service Analysis

2006 no build

Unsignalized			AM Peak Hour			PM Peak Hour		
Roadway	Approach Direction	Turn Movement	Volume	Control Delay	LOS	Volume	Control Delay	LOS
Bell Road	NB	RT	30	8.1	A	14	8.5	A
		THRU	119			507		
	SB	LT	274			18		
		THRU	474			158		
		<i>Total</i>	897	8.1	A	697	8.5	A
Rogers Circle Road	WB	LT	40	16.8	C	36	15.0	C
		RT	177			120		
			<i>Total</i>	217	16.8	C	156	15.0

2011 no build

Unsignalized			AM Peak Hour			PM Peak Hour		
Roadway	Approach Direction	Turn Movement	Volume	Control Delay	LOS	Volume	Control Delay	LOS
Bell Road	NB	RT	37	8.4	A	17	8.8	A
		THRU	145			617		
	SB	LT	334			22		
		THRU	577			193		
		<i>Total</i>	1093	8.4	A	849	8.8	A
Rogers Circle Road	WB	LT	49	30.0	D	44	19.5	C
		RT	216			146		
			<i>Total</i>	265	30.0	D	190	19.5

2016 no build

Unsignalized			AM Peak Hour			PM Peak Hour		
Roadway	Approach Direction	Turn Movement	Volume	Control Delay	LOS	Volume	Control Delay	LOS
Bell Road	NB	RT	45	8.8	A	21	9.4	A
		THRU	177			751		
	SB	LT	407			27		
		THRU	702			235		
		<i>Total</i>	1331	8.8	A	1034	9.4	A
Rogers Circle Road	WB	LT	60	146.0	F	54	32.8	D
		RT	263			178		
			<i>Total</i>	323	146.0	F	232	32.8

2021 no build

Unsignalized			AM Peak Hour			PM Peak Hour		
Roadway	Approach Direction	Turn Movement	Volume	Control Delay	LOS	Volume	Control Delay	LOS
Bell Road	NB	RT	55	9.4	A	26	10.1	B
		THRU	216			914		
	SB	LT	496			33		
		THRU	854			286		
		<i>Total</i>	<i>1621</i>	<i>9.4</i>	<i>A</i>	<i>1259</i>	<i>10.1</i>	<i>B</i>
Rogers Circle Road	WB	LT	73	677.5	F	66	104.0	F
		RT	320			217		
			<i>Total</i>			<i>393</i>		

2026 no build

Unsignalized			AM Peak Hour			PM Peak Hour		
Roadway	Approach Direction	Turn Movement	Volume	Control Delay	LOS	Volume	Control Delay	LOS
Bell Road	NB	RT	70	10.6	B	32	11.2	B
		THRU	263			1112		
	SB	LT	604			40		
		THRU	1039			348		
		<i>Total</i>	<i>1976</i>	<i>10.6</i>	<i>B</i>	<i>1532</i>	<i>11.2</i>	<i>B</i>
Rogers Circle Road	WB	LT	89		F	81	395.6	F
		RT	390			264		
			<i>Total</i>			<i>479</i>		

2026 with build

Signalized			AM Peak Hour			PM Peak Hour		
Roadway	Approach Direction	Turn Movement	Volume	Control Delay	LOS	Volume	Control Delay	LOS
Bell Road	NB	RT	70	4.6	A	32	1.8	A
		THRU	263	16.5	B	1112	33.3	C
	SB	LT	604	15.3	B	40	6.5	A
		THRU	1039	15.8	B	348	3.2	A
		<i>Total</i>	<i>1976</i>	<i>15.6</i>	<i>B</i>	<i>1532</i>	<i>32.4</i>	<i>C</i>
Rogers Circle Road	WB	LT	89	28.0	C	81	41.4	D
		RT	390	10	B	264	37.5	D
			<i>Total</i>	<i>479</i>	<i>13.4</i>	<i>B</i>	<i>345</i>	<i>38.4</i>

NOTICE OF LOCATION AND DESIGN APPROVAL

Memo

To: Ron Morris PBSJ

From: Carson Spencer USI

CC: Antonio Valenzuela Fulton County Ray McEachern, Jr. GDOT
Van Johnson Fulton County Lisa Favors GDOT
Mark Haldane Fulton County Fred Hawkins USI
Clyde Cunningham GDOT Wayne Gault USI
Scott Lee GDOT

Date: 07/12/05

Re: Bell Road At Rogers Circle Intersection Improvements (T151) – Initial Concept Team Minutes
7/06/05

Mr. Scott Lee opened the meeting by asking everyone to introduce themselves. He indicated that the format of the meeting would be discussion of the Concept Plan followed with a page-by-page review of the Concept Report. Mr. Ron Morris then requested Mr. Carson Spencer to present the Concept Plan, which he did. Discussion of the Plan and Report followed. A summary of the actions resulting from this review are documented below. These are actions for USInfrastructure, Inc. (USI) to take unless otherwise indicated:

Actions from the review of the Concept Plan:

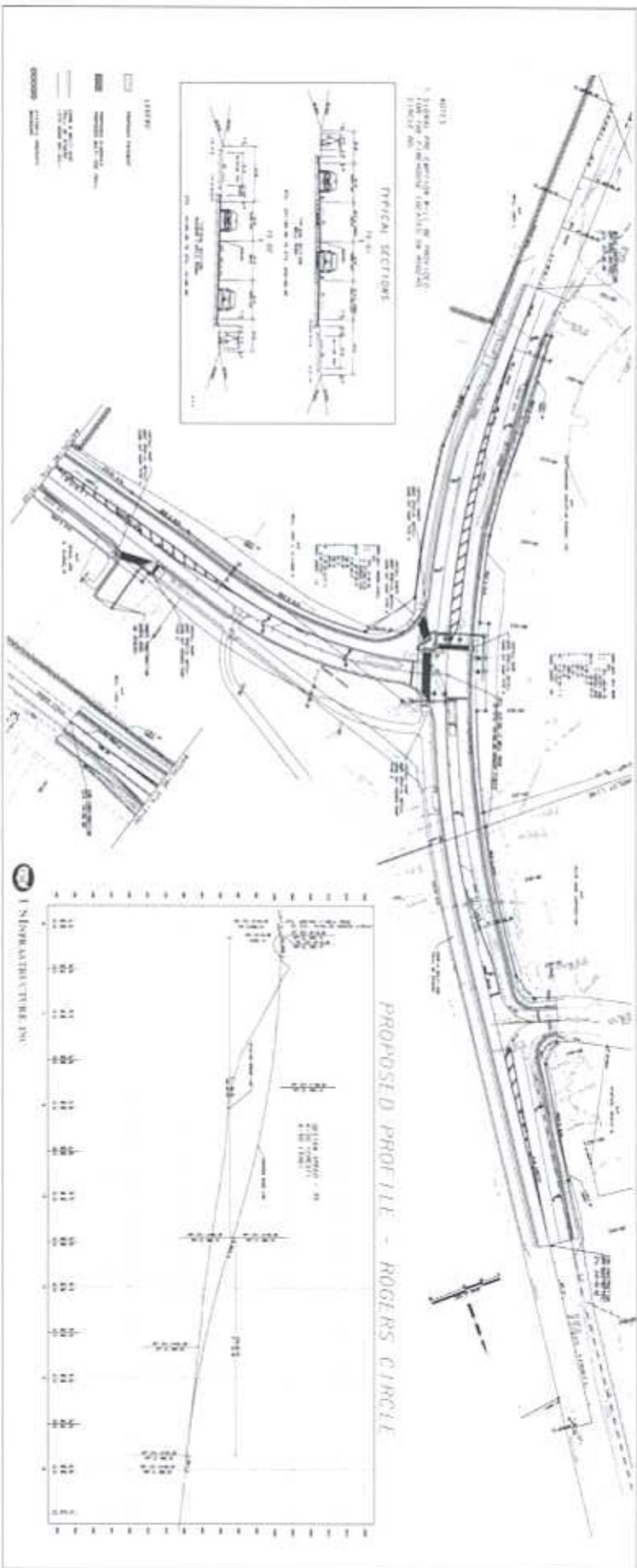
- 1) Investigate adding a left turn lane onto Belmont Ridge Road from Bell Road
- 2) Develop a Project Schedule supporting ROW in 2006 and Construction in December 2006
- 3) Provide a copy of the correspondence sent to the Utility Owners to Mr. Morris, who will forward to Mr. Clyde Cunningham.
- 4) Indicate that signal pre-emption will be provided for the firehouse located on Rogers Circle Road.
- 5) Provide traffic counts for the signal warrant and methodology to Mr. Ray McEachern, Jr.
- 6) Provide a .pdf of the final Concept Plan for inclusion as an Attachment with the Concept Report.
- 7) Provide a .pdf of the Concept Plan submitted for the Initial Concept Team Meeting to Mr. Morris for Mr. Lee's use.
- 8) Examine the crosswalk configuration to determine if the crosswalk across Bell Road can be moved north to avoid interference with the left turn movement from Rogers Circle Road onto Bell Road.
- 9) Relocate driveway left at approximately STA 10+05 to a location further away from the intersection.

Actions from the review of the Concept Report:

- 1) Cover: Change wording to Regional Transportation Plan.

- 2) Page 3: List the names of the schools and churches in the immediate vicinity of the project in the Need and Purpose statement.
- 3) Page 3: Mention the need for the realignment in the Need and Purpose statement.
- 4) Page 4: 0° degree skew angle should be revised to 90° degree angle of intersection.
- 5) Page 5: Mr. Scott Lee indicated that, based on AADT, he would confirm whether a Soil Survey and Pavement Analysis would be required for this project.
- 6) Page 6: Indicate design exception required for shortened left turn lane onto Rogers Circle Road to accommodate a left turn onto Bellemont Ridge Road (as required after study).
- 7) Page 7: Indicate DOT to Let and Supervise Construction of this project.
- 8) Page 7: Indicate duration of six months for the environmental process.
- 9) Page 9: Move the Estimate Summary from page 11 to this page.
- 10) Page 10: Try to combine the Cost Estimate Report from pages 10 and 11 on one page, and move to an Attachment page.
- 11) Page 12: Remove this page, and enlarge the project location map on page 2. This page 12 map could be used as a blow-up to accomplish this end. In addition, provide a larger scale map showing the location of the project within the County.
- 12) Typical Sections: Provide a 2'0" offset from sidewalk to ROW by changing curb and gutter to 24" throughout. Maintain the required 5' offset from edge of pavement to multiuse trail.
- 13) Page 15: Provide a more detailed project description on the L&D Approval.

Additional discussion centered on the need to close Rogers Circle Road for the staging of this project. Mr. Morris indicated that he did not feel that this would be necessary. Mr. McEachern indicated that it would be preferable to leave the intersection open as the fire department would be inconvenienced. USI was also instructed to be careful with the signing and advertising for the public meetings for this project, and to coordinate with the appropriate County and GDOT representatives.



Project Concept Report Page 15
Project Number HPP-0003-00(765)
P. I. Number: 0003765
Fulton County

Project No. HPP-0003-00(765) – Fulton County
P.I. Number 0003765

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 this project.

The date of location approval is SEPTEMBER 26, 2005

The project consists of improvements of Bell Road @ Rogers Circle Road, located in Fulton County, 3rd district, Land Lots 461, 473, & 474.

The intersection will be realigned to the southwest. The realignment will eliminate a sight distance problem for traffic attempting a left turn from Bell Road onto Rogers Circle Road, and will minimize conflict with the multiuse trail being developed as part of the Rogers Bridge Multi-use Trail project, GDOT Project No. STP-0000-00(103). Turn lanes will provide safer operating conditions for traffic while sidewalks from this project coupled with the development the Rogers Bridge Multi-use Trail project will improve pedestrian access and safety.

Drawings or maps or plats of the proposed project, as approved, are on file and are available for inspection at the Georgia Department of Transportation.

Jeff Woodward
jeff.woodward@dot.state.ga.us
862 Barnes Mill Road
Marietta, Georgia 30062
(770) 528-3238

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 Lobdell
District Preconstruction Engineer
mike.lobdell@dot.state.ga.us
5025 New Peachtree Road, N.E.
Chamblee, GA 30341
(404) 463-4947

Any written requests 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.