

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

**OFFICE OF DESIGN POLICY & SUPPORT
INTERDEPARTMENTAL CORRESPONDENCE**

FILE P.I. #0006882 **OFFICE** Design Policy & Support
CSSTP-0006-00(882)
GDOT District 7 - Metro Atlanta
DeKalb County **DATE** 3/3/2011
Bouldercrest Road(CR 5187) Widening

FROM  for Brent Story, State Design Policy Engineer

TO SEE DISTRIBUTION

SUBJECT **APPROVED CONCEPT REPORT**

Attached is the approved Concept Report for the above subject project.

Attachment

DISTRIBUTION:

Genetha Rice-Singleton, Program Control Administrator
Bobby Hilliard, State Program Delivery Engineer
Cindy VanDyke, State Transportation Planning Administrator
Angela Robinson, Financial Management Administrator
Glenn Bowman, State Environmental Administrator
Ben Rabun, State Bridge Engineer
Kathy Zahul, State Traffic Engineer
Georgene Geary, State Materials & Research Engineer
Ron Wishon, State Project Review Engineer
Jeff Baker, State Utilities Engineer
Ken Thompson, Statewide Location Bureau Chief
Michael Henry, Systems & Classification Branch Chief
Bryant Poole, District Engineer
Scott Lee, for District Preconstruction Engineer
Jonathan Walker, District Utilities Engineer
Melvin Waldrop, Project Manager
BOARD MEMBER - 13th Congressional District

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

PROJECT CONCEPT REPORT

Project Number: CSSTP-0006-00(882)
County: DeKalb & Clayton
P. I. Number: 0006882
Federal Route Number: N/A
State Route Number: N/A

CR 5187/Bouldercrest Road from I-285 to Ivey Trace Lane

Submitted for approval:

DATE 5/10/10

DATE 5/5/10

DATE _____

DATE 5/10/10

Recommendation for approval:

DATE 11/09/10

DATE 09/01/10

DATE 11/08/10

DATE _____

DATE 11/08/10

DATE 5/11/10

DATE 02/11/11

DATE _____

[Signature]

Design Consultant: ARCADIS

[Signature]

Local Government: DeKalb County

Design Phase Office Head

[Signature]

Project Manager

Lee Upkins /ARP*

for State Utilities Engineer

Genetha Rice-Singleton /ARP*

Program Control Administrator

Glenn Bowman /ARP*

State Environmental Administrator

State Traffic Operations Engineer

Ren Wishom /ARP

Project Review Engineer

[Signature]

District Engineer

Ben Rabun /ARP*

State Bridge Design Engineer

State Transportation Financial Management Administrator

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

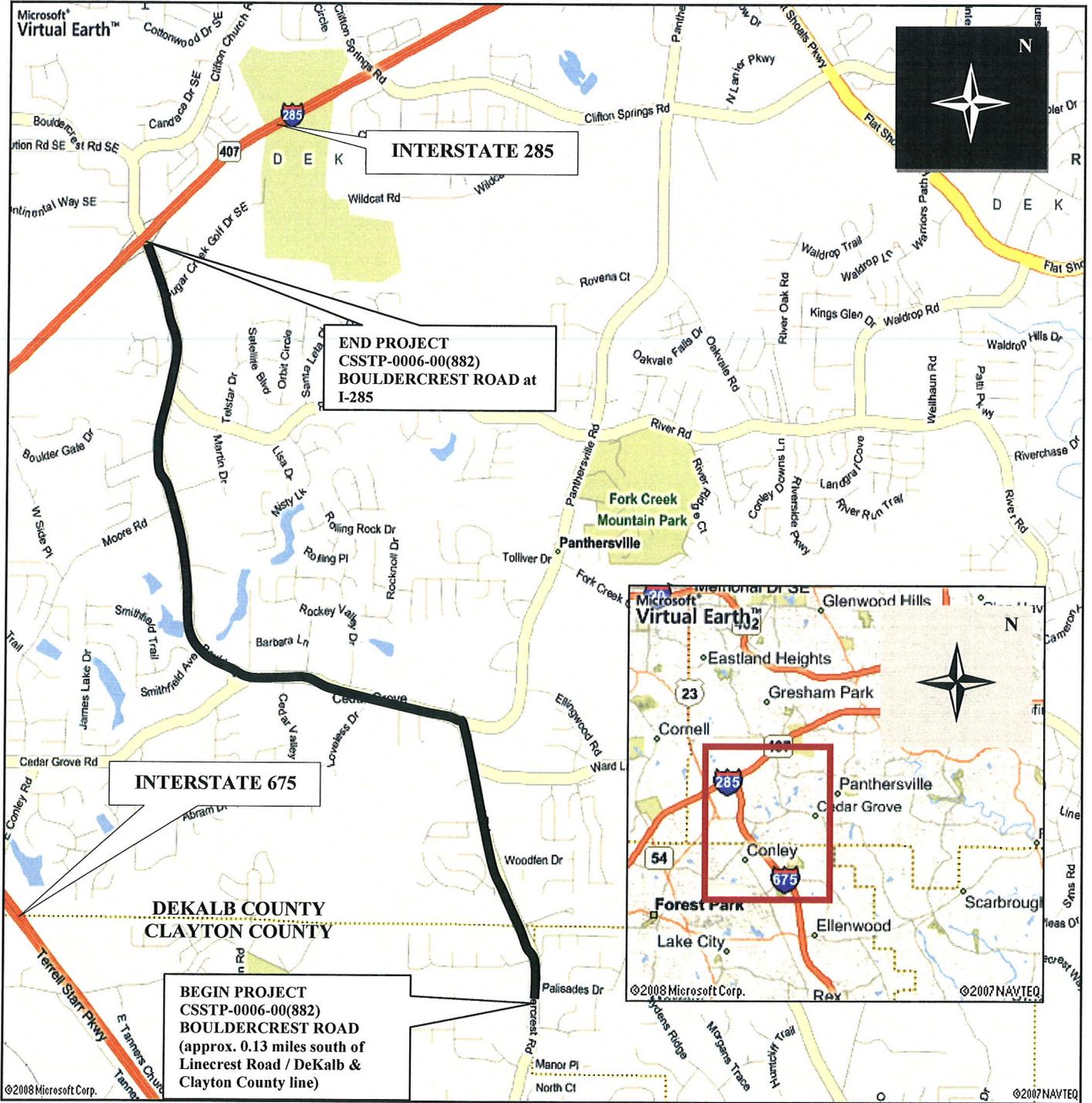
DATE 11/02/10

Angela Alexander /ARP*

State Transportation Planning Administrator

*Recommendation on file

Project Location Map Not to Scale



Need and Purpose:

The purpose of this project is to relieve traffic congestion, reduce crash potential, and improve operational efficiency of the Bouldercrest Road Corridor from Linecrest Road to I-285. The proposed improvements will achieve this purpose by adding capacity, controlling access, and creating improving vehicular movements by providing dedicated turning and through lanes and separate directional traffic along Bouldercrest Road (DeKalb CR 5187, Clayton CR 121).

There are several deficiencies in the Bouldercrest Road Corridor that present a need for these improvements. Within the project area, I-285 operates as an urban interstate and Bouldercrest Road operates as an urban arterial. Improvements are needed due to the high accident and injury rates along the project corridor, compared to statewide averages for similar road types. These high accident and injury rates are compounded by the highly developed nature of the corridor (high access point density), closely spaced intersections, large turning volumes at signalized and unsignalized intersections, and the fact that left-turn movements are allowed at all locations via a center two-way left-turn lane or non existing two-way left turn lane.

The nature of the development in the residential and commercial area (high number of driveways and commercial nodes) has contributed to both the high accident rate and operational deficiencies currently being experienced along Bouldercrest Road in this area, which is further described below.

Traffic Volumes

Table 1 shows the existing and projected average daily traffic (ADT) volumes; including peak morning and evening volumes on Bouldercrest Road for the open year (2015) and design year (2035) under the Build and No Build conditions.

Table 1. Existing and Projected Future Traffic Volumes along Bouldercrest Road within the Project Area under the Build and No Build Conditions						
Year	No-Build Condition			Build Condition		
	ADT Volumes (vpd)	Peak A.M. Volumes	Peak P.M. Volumes	ADT Volumes (vpd)	Peak A.M. Volumes	Peak P.M. Volumes
2007 (Existing)	28,340	1530	1485	28,340	1530	1485
2015 (Open Year)	34,900	1840	1855	34,900	1840	1855
2035 (Design Year)	51,050	2710	2700	51,050	2710	2700

[Note: Historical traffic count data from the Georgia DOT traffic count stations within the study area and the Atlanta Regional Commission (ARC) travel demand model forecast were reviewed and analyzed to determine future traffic growth rates along the Bouldercrest Road corridor for the open year and design year.]

Arterial Analysis

Table 2 reflects the existing and projected Level of Service (LOS) along Bouldercrest Road operates at LOS A and B during peak hours for both directions. Under **no-build** conditions, Bouldercrest Road will operate at LOS D or better for both directions in the open year and will operate at LOS F during the northbound a.m. peak hour and the southbound p.m. peak hour.

In the **build conditions**, Bouldercrest Road will operate at an LOS B or better for both directions during peak hours in the open year and at LOS D or better in the design year, which shows considerable improvement compared to no-build conditions.

Year	Northbound		Southbound	
	Speed (MPH) (AM/PM)	LOS (AM/PM)	Speed (MPH) (AM/PM)	LOS (AM/PM)
Existing Conditions				
2006	31.6/36.6	B/A	38.1/34.8	A/B
No-Build Conditions				
2015	21.2/27.8	D/C	38.6/26.7	C/C
2035	8.2/15.4	F/E	34.8/10.1	B/F
Build Conditions				
2015	34.6/34.4	B/B	35.0/37.4	B/A
2035	25.0/21.3	C/D	33.1/28.5	B/B

Accident History

Parameters, such as total accident rates, fatality rates, and injury rates, were developed for the study of corridor. A comparison was made of the rates along the existing CR5187/Bouldercrest Road project corridor with the corresponding statewide averages. The historical accident data along this corridor for the past three years was obtained from Georgia DOT for similar road types. The results are summarized in Table 3. The results show that the accident rates for Bouldercrest Road for years 2005, 2006, and 2007 are greater than the statewide averages. Non-fatal injury rates are also greater than the statewide averages.

Year	Vehicle Miles Travelled	Total Accidents	Total Fatalities	Total Injuries	Accident Rate*		Fatality Rate*		Injury Rate*	
					Actual	State-wide Average	Actual	State-wide Average	Actual	State-wide Average
2005	52355	142	0	60	743	534	0	1.56	313.95	206
2006	53810	134	0	59	682	531	0	1.51	300.40	201
2007	55340	136	0	53	673	514	0	1.47	262.39	190

*Rate per 100 million vehicle miles (100 MVM)

Crash types were also analyzed for the Bouldercrest Road project corridor. Table 4 presents the number of crashes by accident type for years 2005 through 2007.

Crash Types	Year		
	2005	2006	2007
Angle	52	33	37
Rear End	42	47	43
Sideswipe – Same Direction	10	12	12
Sideswipe – Opposite Direction	9	8	10
Not a Collision With a Motor Vehicle	19	29	28
Head On	10	5	4
Total	142	134	136

As shown in Table 4, the majority of the accidents occurring on Bouldercrest Road within the project area had been angle-type and rear-ends accidents. Typically, high angle-type accident rates are due to a high number of left-turning vehicles, as well as a lack of access management. The high number of rear-end type accidents is likely due to right-turning vehicles slowing down or stopping and being struck by vehicles following them. Access point density along the project corridor is discussed in more detail below.

Crash Rates and Median Types

Daily bi-directional traffic is generally used as one of the main criteria for selecting the appropriate median type for a roadway. Existing average annual daily traffic (AADT) volumes along Bouldercrest Road within the project area are 27,770 vehicles per day (vpd). These volumes are anticipated to increase to 34,900 vpd by the open year (2015) and to 51,050 vpd by the design year (2035) under the No Build scenario.

Per the Georgia DOT Design Policy Manual (Ref: Chapter 6, Table 6.8.2), a 20-foot raised median is recommended for roadways with base year AADT exceeding 18,000 vpd and design year AADT exceeding 24,000 vpd. Two-way left-turn lanes do not function well for roadways with closely spaced intersections and with AADT above 24,000 vpd. Several research studies have indicated that crash rates are generally high for such geometric and traffic conditions—conditions consistent with the proposed project area. Research indicates that raised medians typically have a lower crash frequency and operate better than any other median configurations. Table 5 shows the variation of crash rates as a function of access points and median types.

Total Access Points per Mile	Median Type		
	Undivided	Two-way Left-Turn Lane	Raised Median
Less than or equal to 20	3.8	3.4	2.9
20.01 to 40	7.3	5.9	5.1
40.01 to 60	9.4	7.9	6.8
Greater than 60	10.6	9.2	8.2
All	3	1.4	1.2

Taken from Transportation Research Board, National Research Council, National Cooperative Highway Research Program (NCHRP), NCHRP 420 (*Impacts of Access Management Techniques*), Table 7

Table 5 indicates that for roadways with access point density up to 20 access points per mile, the accident rate associated with raised medians is 0.5 units (15 percent) less than that with two-way left-turn lane medians. Since base year AADT in this corridor is higher than 24,000 vpd and study area crash rates are greater than the statewide averages for similar roads, which puts Bouldercrest Road in the raised median category, it is recommended that the existing two-way left-turn lane median be replaced with a 20-foot Raised Median along Bouldercrest Road within the project limits.

Description of the proposed project:

The proposed project consists of improvements of Bouldercrest Road and the addition of a raised median. These improvements are in two county jurisdictions, in DeKalb County (CR 5187) from the intersection of Interstate 285 Northbound Ramps and Bouldercrest Road (MP 4.33) to the DeKalb County/Clayton County line (MP 0), in Clayton County (CR 121) along Bouldercrest Road at the DeKalb/Clayton county line (MP 2.54) to (MP 2.41).

Bouldercrest Road, within the project area, currently consists of one lane in each direction, with turning bays at some intersections. The proposed project would add one additional through lane in both directions from Linecrest Road to I-285. The project will begin approximately 0.13 miles south of Linecrest Road to allow for turn lane improvements at the Bouldercrest Road at Linecrest Road intersection. Raised medians are proposed through the project limits, with various median opening locations. Left and right turn lanes are proposed at all intersections where median breaks occur. There are also realignment of Flowerwood Trail with Moore Road, Cedar Grove Road, Panthersville Road with Bouldercrest Road, and Ward Lake Road with Frankie Lane. As part of the realignments, new signals will be added at these locations. The existing traffic signals located at the intersections of River Road and Linecrest Road will be upgraded as part of the project.

Various intersections will become right-in and right out only. In addition, Clark Street at Bouldercrest will be closed for access onto Bouldercrest Road.

Logical Termini

Logical termini were established for the project based on the southbound traffic volumes generated at the Interstate 285 interchange at the end of the project, and the subsequent reduction of volumes at the proposed intersection with Linecrest Road at the DeKalb / Clayton County line just north of the beginning of the project. There is a 30 to 35 percent reduction in both ADT and DHV at the proposed intersection of Linecrest Road and Bouldercrest Road.

Is the project located in a PM 2.5 Non-attainment area? Yes No.

Is the project located in an Ozone Non-attainment area? Yes No.

The project (DK-162) is proposed to open to traffic long range and increases the existing two through lanes to four along Bouldercrest Road from Linecrest Road (DeKalb / Clayton County line) to I-285. This is consistent with the conforming Envision6 model.

PDP Classification: Major

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

Functional Classification: Urban Minor Arterial

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

State Route Number(s): N/A

Traffic (AADT): 34,900 (2015)

51,050 (2035)

Existing design features:

- Typical Section:
Bouldercrest Road – The existing typical section consists of 2 - 12' lanes with one lane in each direction, two-way left turn lane, right turn lane(s), and shoulders consisting of curb and gutter with sidewalks at various locations within the project limits.
- Posted speed: 40 & 45 mph along Bouldercrest Road (small stretch near Loveless Drive posted 40)
- Min. Radius of Curve: 600 ft
- Maximum grade: (mainline) 8.0%
(driveway) 28.0%
- Right of Way Width: Varies (60' min, 150' max)
- Existing Major Structures
 1. Bridge – Bouldercrest Road over South River (Structure ID: 089-5157-0)
 2. Culverts:
 - Bouldercrest Road at Conley Creek Bridge Culvert (Structure ID: 089-0120-0)
 - Bouldercrest Road at Blue Creek, 8' x 8' Box Culvert & 16'x10' Box Culvert
- Major Interchanges: I-285 at Bouldercrest Road
- Major Intersections:
 1. Sugar Creek Golf Drive at Bouldercrest Road
 2. River Road at Bouldercrest Road
 3. Moore Road at Bouldercrest Road
 4. Cedar Grove Road at Bouldercrest Road
 5. Panthersville Road at Bouldercrest Road
 6. Ward Lake Road at Bouldercrest Road
- Existing Length of roadway segment: Bouldercrest Road – Approximately 3.68 miles (3.55 miles in DeKalb County, 0.13 miles in Clayton County).

Proposed Design Features:

- Proposed typical section(s):
 Bouldercrest Road – The proposed typical section consists of 2- 4’ Bike Lanes and 4 – 12’ through lanes with a raised median of 20’ width. 12’ right and left turn lanes are also proposed at the various median breaks. Proposed shoulders are 12’ to 16’ wide with curb and gutter and sidewalk. The proposed right-of-way line is at the shoulder break point.

- Proposed Design Speed: Bouldercrest Road – 45 MPH

- Proposed Grade/Maximum Grade Allowable:

	<u>Proposed Max Grade</u>	<u>Maximum Grade Allowable</u>
Bouldercrest Road	8.0%	8.0% 7.0% OKP
Commercial Driveway	11.0%	15.0%
Residential Driveway	16.0%	27.0%

- Proposed Maximum Superelevation Rate: 4.0% (Bouldercrest Road)

- Right of way

- Width:
 Bouldercrest Road – Varies (100’ min, 200’ max)
- Easements: Temporary (x), Permanent (x), Utility (), Other ().
- Type of access control: By County Permit
- Number of parcels: 149
- Number of displacements:
 - Business: 6
 - Residence: 16

- Structures:

- Bridge:
 - Bridge Widening – Bouldercrest Road over South River (Structure ID: 089-5157-0)
- Drainage:
 - Culvert Realignment – Bouldercrest Road at Conley Creek
 - Bridge Culvert (Structure ID: 089-0120-0)
 - Culverts Extension – Bouldercrest Road at Blue Creek
 - 8’ x 8’ Box Culvert
 - 16’ x 10’ Box Culvert

- Traffic control during construction:

I-285 and Bouldercrest Road are to remain open during construction. Reconstruction of Bouldercrest Road Bridge over South River and Culvert over Conley Creek will be staged such that traffic operations are continued throughout construction.

- Design Exceptions to controlling criteria anticipated:

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

- Design Variances: None
- Environmental concerns:

PERMITS REQUIRED (USACE 404, WATER QUALITY): USACE 404 (Individual)

PROBABLE LOCATION OF UST'S:

2680 Bouldercrest Road	2690 Bouldercrest Road
2691 Bouldercrest Road	2710 Bouldercrest Road
2915 Bouldercrest Road	3394 Bouldercrest Road
2136 Cedar Grove Road	2138 Cedar Grove Road
2142 Cedar Grove Road	3794 Bouldercrest Road

PROBABLE LOCATION OF HAZARDOUS WASTE: 3345 Bouldercrest Road, 4211 Clark Street

LEVEL OF ENVIRONMENTAL ANALYSIS: Environmental Assessment Anticipated, and Potential 4F & 6F. Buffer variances and surveys for federally protected and state listed species will be required.

TIME SAVINGS PROCEDURES APPROPRIATE?: _____ YES X NO

- Utility involvements: The following have possible utilities located within the project limits:
 - Electric (Snapping Shoals EMC)
 - Telephones (AT&T)
 - TV (Comcast)
 - Water & Sewer (DeKalb County Water & Sewer)
 - Gas (AGL)
 - Power (Georgia Power Distribution)
 - Telecom

Project Cost Estimate and Funding Responsibilities:

	PE	ROW	UTILITY	CST	MITIGATION
By Whom	FEDERAL / LOCAL	LOCAL	LOCAL / UTILITY OWNER	FEDERAL / LOCAL	LOCAL
\$ Amount	\$497,008 / \$522,000	\$9,250,832	\$3,200,000 / \$3,691,900	\$26,521,673 / \$6,630,418	\$202,020

Project responsibilities:

- Design, DeKalb County
- Environmental Document, DeKalb County
- 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: 3-31-2009
- Concept meeting date: 6-25-2009
- P. A. R. meetings: To Be Determined
- FEMA: N/A
- Public involvement: PIOH and PHOH To Be Held At a Later Date
- Local government comments: N/A
- Other projects in the area:
 - PI #771180; CR 164/Linecrest Road, PI#713300; I-285 at Bouldercrest Road, PI#0006459; I-285 Noise Walls
- VE study: YES (x) NO ()

Scheduling – Responsible Parties’ Estimate

Note: Construction funding is currently scheduled for Long Range and Right-of-way funding is currently local but is requested to be changed to Long Range. Schedule will be determined when funding becomes available.

- Time to complete the environmental process: To Be Determined
- Time to complete preliminary construction plans: To Be Determined
- Time to complete right of way plans: To Be Determined
- Time to complete the Section 404 Permit: To Be Determined
- Time to complete final construction plans: To Be Determined
- Time to complete to purchase right of way: To Be Determined
- List other major items that will affect the project schedule: To Be Determined

Other Alternates Considered:

1. No Build. Alternate was not selected because it does not meet the project need & purpose.

Comments: None

Attachments:

1. Cost Estimates:
 - a. Construction including E&I, fuel and asphalt adjustments
 - b. Right of Way
 - c. Utilities
 - d. Mitigation
2. Typical sections
3. Minutes of Initial Concept and Concept meetings
4. Appendix A, Intersection Analysis
5. Summary of signal warrants
6. Bridge Inventory Sheets
 - a. Structure 089-5157-0
 - b. Structure 089-0120-0
7. Conforming plan's network schematic
8. Traffic Diagrams
9. Minutes of the logical termini meeting
10. Fuel and asphalt adjustment summary
11. VE study implementation report
12. DeKalb County Project Framework Agreement
13. B/C analysis summary

Concur:  _____
Director of Engineering

Approve:  _____
Chief Engineer

Date: 3/2/2011

Estimate Report for file "0006882"

Section Roadway					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
000-0000	1	Lump Sum	1239550.5	Fuel Price Adjustment	1239550.5
150-1000	1	LS	1000000.0	TRAFFIC CONTROL	1000000.0
153-1300	1	EA	68546.71	FIELD ENGINEERS OFFICE TP 3	68546.71
210-0100	1	LS	6000000.0	GRADING COMPLETE	6000000.0
310-1101	94050	TN	18.12	GR AGGR BASE CRS, INCL MATL	1704186.0
402-1812	4595	TN	69.74	RECYCLED ASPH CONC LEVELING, INCL BITUM MATL & H LIME	320455.3
402-3121	57210	TN	62.61	RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	3581918.1
402-3130	10750	TN	64.62	RECYCLED ASPH CONC 12.5 MM SUPERPAVE, GP 2 ONLY, INCL BITUM MATL & H LIME	694665.0
402-3190	28610	TN	67.66	RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	1935752.59
413-1000	21000	GL	2.14	BITUM TACK COAT	44940.0
432-0206	76710	SY	2.42	MILL ASPH CONC PVMT, 1 1/2 IN DEPTH	185638.19
441-0104	37900	SY	34.31	CONC SIDEWALK, 4 IN	1300349.0
441-0108	200	SY	78.24	CONC SIDEWALK, 8 IN	15647.99
441-0748	24700	SY	57.71	CONCRETE MEDIAN, 6 IN	1425437.0
441-5057	36020	LF	15.03	CONC DOWELED INTEGRAL CURB, TP 7, INCL DOWELS	541380.6
441-6222	68500	LF	15.69	CONC CURB & GUTTER, 8 IN X 30 IN, TP 2	1074765.0
Section Sub Total:					\$21,133,232.01

Section Drainage					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
999-9999	1	Lump Sum	2500000.0	Urban Drainage Sytems at \$400000 per mile	2500000.0
999-9999	1	Lump Sum	1000000.0	Culvert Extensions at Various Location	1000000.0
999-9999	27680	SF	115.0	Culvert Extension Over Conley Creek	3183200.0
Section Sub Total:					\$6,683,200.00

Section Signing & Marking					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
999-9999	1	Lump Sum	310000.0	Signing and Marking at \$50000 per mile	310000.0
Section Sub Total:					\$310,000.00

Section Signals					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
639-3014	14	EA	12886.67	STEEL STRAIN POLE, TP IV, INCL LUMINAIRE ARM	180413.38
647-1000	7	LS	100000.0	TRAFFIC SIGNAL INSTALLATION (7 locations)	700000.0
Section Sub Total:					\$880,413.38

Section Erosion Control					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
999-9999	1	Lump Sum	835000.0	Erosion Control at \$135000 per mile	835000.0
999-9999	1	Lump Sum	150000.0	Grassing at \$25000 per mile	150000.0
Section Sub Total:					\$985,000.00

Section Bridges					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
999-9999	11100	SF	115.0	Bridge Over South River	1276500.0
Section Sub Total:					\$1,276,500.00

Section Utilities					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
Section Sub Total:					\$0.00

Section Miscellaneous					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
500-3201	500	CY	610.15	CLASS B CONCRETE, RETAINING WALL	305075.0
Section Sub Total:					\$305,075.00

Total Estimated Cost: \$31,573,420.39

Subtotal Construction Cost	\$31,573,420.39
E&I Rate 5.0 %	\$1,578,671.02
Inflation Rate 0.0 % @ 0 Years	\$0.00
Total Construction Cost	\$33,152,091.41
Right Of Way	9250832.00
ReImb. Utilities	3200000.00
Grand Total Project Cost	\$45,602,923.41

Preliminary Right of Way Cost Estimate

Date: May 28, 2010
 Project: CSSTP-0006-00(882) DeKalb County
 Existing/Required R/W: Varies/Varies
 Project Termini: From I-285 to DeKalb County Line
 Project Description: Bouldercrest Road Widening

P.L. No. 006882
 PARCELS: 149

LAND - (Req. ROW):

Commercial	167,624.23 s.f.	\$670,497	
Residential	730,882.68 s.f.	\$803,971	
Residential Acreage	108,322.52 s.f.	\$144,069	
Total			\$1,618,537

EASEMENTS:

Commercial	45,179.82 s.f.	\$ 72,288	
Residential	282,696.33 s.f.	\$ 124,386	
Residential Acreage	46,923.24 s.f.	\$ 24,963	
Total			\$221,637

IMPROVEMENTS:

Commercial		\$ 350,000	
Residential		\$180,000	
Residential Acreage		\$0	
Total			\$530,000

RELOCATION:

Commercial 6 @ \$25,000/parcel		\$ 150,000.00	
Residential 16 @ \$40,000/parcel		\$ 640,000.00	
Total			\$790,000

Damages:

Proximity		\$ 150,000.00	
Consequential		\$ 100,000.00	
Cost to Cure		\$ 320,000.00	
Total			\$570,000

SUB-TOTAL:

\$3,730,174

Net Cost	\$3,730,174
Scheduling Contingency 55%	\$2,051,596
Admin/Court Cost 60%	\$3,469,062
TOTAL	\$9,250,832

TOTAL COST

\$9,250,832

Prepared By: PBS&J
 3/19/09, updated 5/28/10

Reviewed/Approved: 
 Howard P. Copeland
 R/W Administrator

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE CSSTP-0006-00(882) DeKalb P.I. No. 0006882 **OFFICE** District 7
Chamblee
DATE July 8, 2010

FROM Jonathan Walker
District 7 Utilities Engineer

TO Mike Lobdell, District 7 Preconstruction
ATTN Melvin Waldrop DE2

SUBJECT PRELIMINARY UTILITY COST (ESTIMATE)

As requested by your office, we are furnishing you with a Preliminary Utility Cost estimates for each utility with facilities potentially located within the project limits.

FACILITY OWNER	NON- REIMBURSABLE	REIMBURSABLE
Atlanta Gas Light Company	\$ 322,000.00	\$ 0
AT&T/Formerly BellSouth	\$ 0	\$ 100,000.00
AT&T/Formerly Bellsouth (RTU)	\$ 0	\$ 400,000.00
AT&T/Formerly BellSouth u-verse		\$ 150,000.00
DeKalb County Water	\$ 1,330,560.00	\$ 0
DeKalb County Sewer	\$ 1,795,200.00	\$ 0
DeKalb County Water hydrant	\$ 194,100.00	\$ 0
Comcast Comm.	\$ 50,000.00	\$ 0
Georgia Power Transmission	\$ 0	\$ 150,000.00
Georgia Power Distribution	\$ 0	\$ 2,400,000.00
Totals	\$ 3,691,900.00	\$ 3,200,000.00
Total Non-Reimbursement Cost:	\$ 3,691,900.00	
Total Reimbursement Cost:		\$ 3,200,000.00

Please Note: DeKalb County Water has a 36"inch Transmission Water Line on the West side of Bouldercrest Rd. crossing the creek at the bridge. If this side of the bridge is widen, this will cause the water estimate to up go an extra \$2,000,000.00.

If you have any questions, please contact Wade Woodard at 770-986-1117.

Sincerely,

Bryant Poole
District Engineer


By: Jonathan Walker
District Utilities Engineer

Preliminary Mitigation Cost Estimate

Date: April 27, 2010

Project: CSSTP-0006-00(882)

P.I. Number: 0006882

County: DeKalb

Project Termini: Linecrest Road to I-285

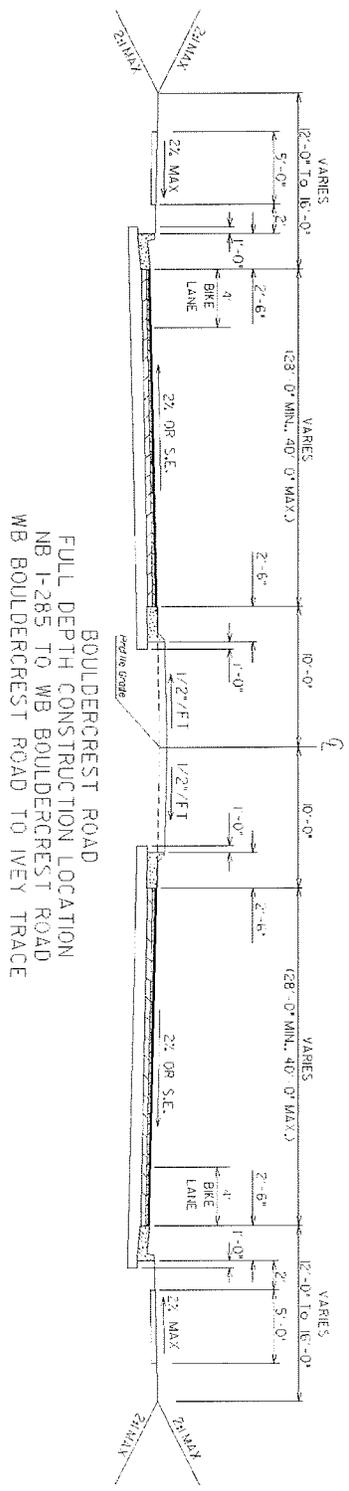
Project Description: Bouldercrest Road Widening

Mitigation estimations were made using calculated lengths of stream crossings, and aerial photograph estimations of potential wetland impact acreages. M-values were derived from the USACE Savannah District's March 2004 *Standard Operating Procedure for Compensatory Mitigation of Wetlands, Open Water and Streams*. A current market value of \$65 per credit was used to calculate estimated stream mitigation costs, and a current market value of \$6,500 per credit was used to calculate estimated wetland mitigation costs. The table below details the estimation process.

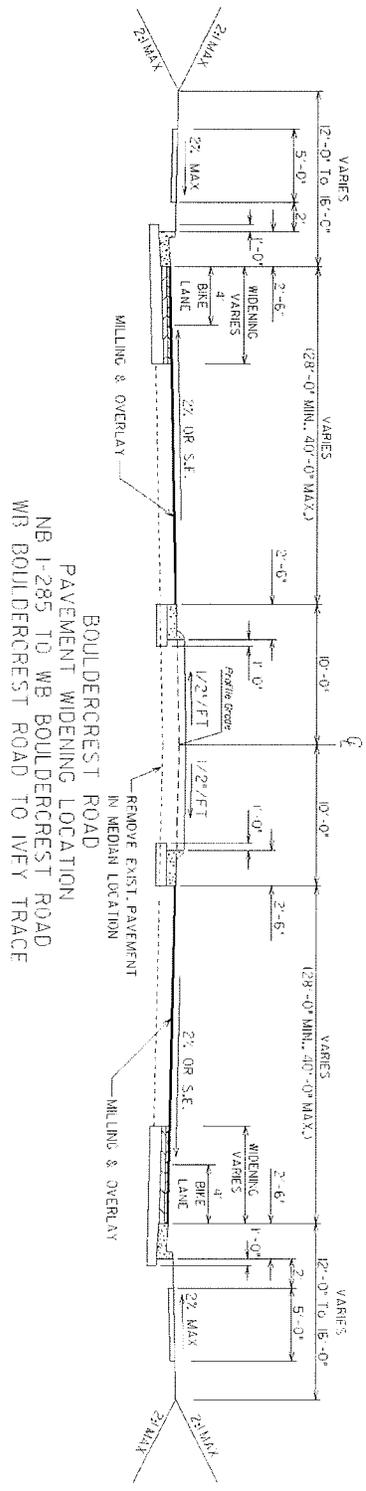
Impact Type	Linear ft / acres	M-value*	Credits Required	Total Estimated Cost
Stream				
culvert	520 lf	3.4	1,768	\$114,920
bridge (incidental fill)	30 lf	3.8	114	\$7,410
Wetland				
fill	1.16 ac	6.1	7.08	\$46,020
Total				\$168,350
Total + 20% contingency				\$202,020

Prepared By: ARCADIS

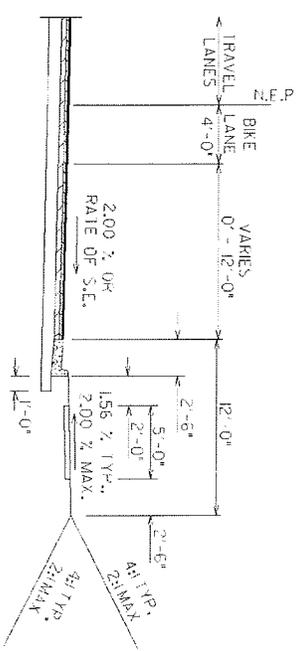
STATE	PROJECT NUMBER	SHEET TOTAL
GA.	CSS/TP-0006-001 882	NO. SHEETS



BOULDERCREST ROAD
 FULL DEPTH CONSTRUCTION LOCATION
 NB I-285 TO WB BOULDERCREST ROAD
 WB BOULDERCREST ROAD TO IVEY TRACE



BOULDERCREST ROAD
 PAVEMENT WIDENING LOCATION
 NB I-285 TO WB BOULDERCREST ROAD
 WB BOULDERCREST ROAD TO IVEY TRACE



DETAIL FOR RIGHT TURN LANE
 WITH BIKE LANE

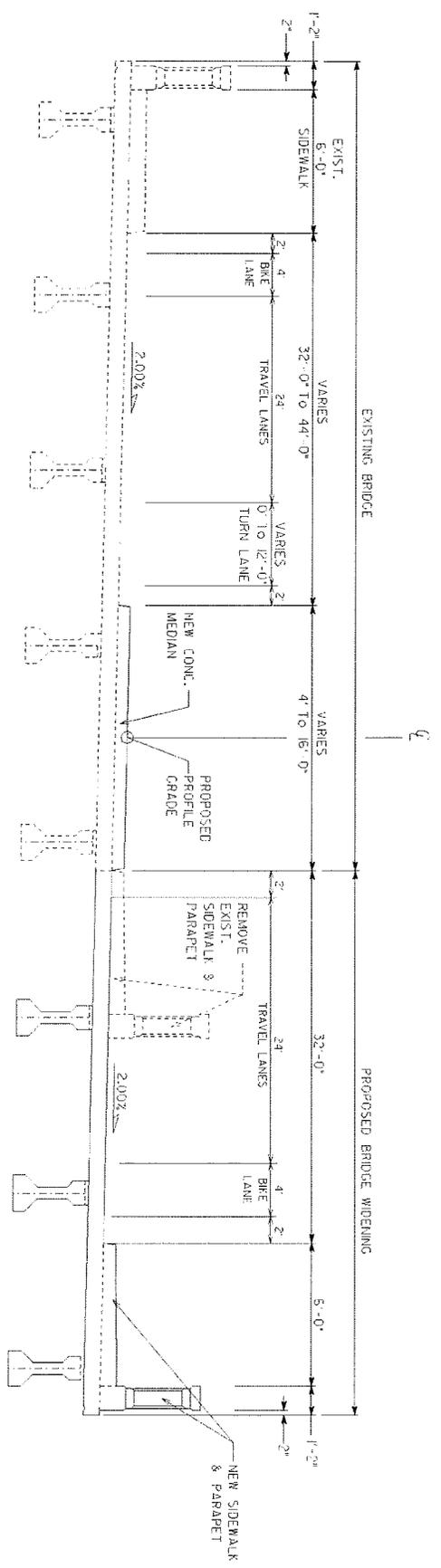
TYPICAL SECTIONS

BOULDERCREST ROAD
 TYPICAL SECTIONS

NOT TO SCALE

SEE PLAN FOR LOCATION

STATE	PROJECT NUMBER	SHEET TOTAL
GA.	CSS/P-0006-001882	NO. SHEETS



BOULDERCREST ROAD
 BRIDGE WIDENING LOCATION
 OVER SOUTH RIVER

TYPICAL SECTIONS

BOULDERCREST ROAD
 TYPICAL SECTIONS

NOT TO SCALE



ARCADIS US, Inc.
2849 Paces Ferry Road
Suite 400
Atlanta
Georgia 30339
Tel 770 431 8666
Fax 770 435 2666

MEETING REPORT

Subject:

Bouldercrest Road
Initial Concept Team Meeting
Proj. No. CSSTP-0006-00(882)
P.I. No. 0006882

Department:

Transportation

ARCADIS Project No.

GA063820

Place/Date of Meeting:

Georgia Department of Transportation
District 7
31 March 2009

Report No.:

Minutes by:

Kevin McKeen

Issue Date:

20 June 2009

Participants:

Mike Lobdell, GDOT Preconstruction
Scott Lee, GDOT Preconstruction
Melvin Waldrop, GDOT Preconstruction
Chartrae Kent, GDOT Preconstruction
Mac Cranford, GDOT Preconstruction
Patrick Robinson, GDOT
Patrick Werho, GDOT Traffic Ops
Kendra Robinson, GDOT Traffic Ops
Melanie Nable, GDOT OEL
Dave Pelton, DeKalb Co.
Steve Lindsey, PBS&J
Nikki Reutlinger, PBS&J
Kevin McKeen, ARCADIS
Johnny Lee, ARCADIS

Copies:

Participants

This meeting was held to discuss the concept report and concept layout for the above referenced project as part of the Initial Concept Team Meeting. The following items were discussed:

1. Johnny Lee presented an overview of the project, which consists of widening existing Bouldercrest Road to a 4 lane section with a 20' raised median from I-285 to Ivey Trace Road at the DeKalb/Clayton County Line. Johnny indicated the concept did not propose improvements at I-285, due to an existing project programmed for the interchange. Mike Lobdell stated he would check on the status of that project. Johnny further went on to discuss the number of historical

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properties located along the corridor. The proposed widening was shifted to one side or the other to minimize impacts to historical properties. However, there is a section of Bouldercrest south of Cedar Grove Road where historical properties are on both sides of the road. Historical impacts are unavoidable in the area. ARCADIS indicated that environmentally, only a screening has been done at this time. Johnny also indicated that Bouldercrest and Panthersville will be realigned to now make Bouldercrest the thru movement.

2. The concept shows Industrial Drive as a right in/right out. Mike Lobdell indicated this will need to have full access due to the trucking facility located off that road. ARCADIS will look at this and revise the concept as needed.
3. The question was posed as to whether a Citizens Advisory Committee (CAC) would be needed for the project. It was agreed to hold the PIOH and based on the communities reaction, determine then, if a CAC is needed.
4. After the presentation, Melvin Waldrop went through the concept report: The following changes will be made:
 - a. Cover sheet; change State Financial Management Administrator to Office of Financial Management Administrator. Also, add State Bridge Engineer.
 - b. Page 2; Add road names to begin and end project
 - c. Page 3; Adjust existing traffic numbers to most current year
 - d. Page 5; Update accident data.
 - e. Page 7; Change Federal Oversight to Exempt.
 - f. Page 7; remove all locations of the raised medians and just use varies.
 - g. Page 7; Add non attainment area statement.
 - h. Page 8; Remove bridge over I-285 from Existing Major Structures.
 - i. Page 9; Remove all locations of the raised medians and just use varies.
 - j. Page 9; Change max grades to max allowable per Green Book.
 - k. Page 10; Add possible 4f and 6f to list of Environmental concerns.
 - l. Page 11; Add initial concept meeting date.
 - m. Page 12; Remove USCG and/or TVA under coordination section.
 - n. Page 12; Change time to complete environmental process and purchase of right of way to 24 months.
5. After going thru the report, Melvin stated he would be sending out official comments on the concept report, in case, anything was missed.



ARCADIS US, Inc.
2849 Paces Ferry Road
Suite 400
Atlanta
Georgia 30339
Tel 770 431 8666
Fax 770 435 2666

MEETING REPORT

Subject:
Bouldercrest Road
Concept Team Meeting
Proj. No. CSSTP-0006-00(882)
P.I. No. 0006882

Department:
Transportation

ARCADIS Project No.:
GA063820

Place/Date of Meeting:
Georgia Department of Transportation
District 7
25 June 2009

Report No.:

Minutes by:
Kevin McKeen

Issue Date:
10 July 2009

Participants:
Scott Lee, GDOT Preconstruction
Melvin Waldrop, GDOT Preconstruction
Chartrae Kent, GDOT Preconstruction
Patrick Richardson, GDOT
Patrick Werho, GDOT Traffic Ops
Kendra Robinson, GDOT Traffic Ops
Sherry Phillips, GDOT
Bobby Dollar, GDOT OEL
Lewis Booker, GDOT
Sharon Witherspoon, GDOT
Tony Belcher, GDOT
Tony Henry, AT&T
Dave Pelton, DeKalb Co.
Tim Sapp, DeKalb Co.
Nikki Reutlinger, PBS&J
Kevin McKeen, ARCADIS
Johnny Lee, ARCADIS
Bonnie Peacock, ARCADIS

Copies:
Participants

This meeting was held to discuss the concept report and concept layout for the above referenced project as part of the Concept Team Meeting. The following items were discussed:

1. Johnny Lee presented an overview of the project, which consists of widening existing Bouldercrest Road to a 4 lane section with a 20' raised median from I-285 to Ivey Trace Road at the DeKalb/Clayton County Line. Johnny indicated the concept did not propose improvements at I-285, due to an existing project programmed for the interchange. Johnny further went on to discuss the number of historical properties located along the corridor. The proposed widening

ARCADIS

was shifted to one side or the other to minimize impacts to historical properties. However, there is a section of Bouldercrest south of Cedar Grove Road where historical properties are on both sides of the road. Historical impacts are unavoidable in the area. There were no comments on the proposed layout.

2. After the presentation, Melvin Waldrop went through the concept report. The following changes will be made:
 - a. Cover sheet; change add Clayton County.
 - b. Page 2; make north area larger.
 - c. Page 3; Add limits of project to the first paragraph.
 - d. Page 5; Change accident years to 2005 through 2007; verify table number in last paragraph.
 - e. Page 6; add category of Bouldercrest per table 3; add TIP # to non-attainment area statement.
 - f. Page 7: Add size of culvert at Conley Creek.
 - g. Page 9: GDOT will verify if 2 separate PIOH's will be required in DeKalb County and Clayton County.
 - h. Page 10; Add concept team meeting date; Add VE study bullet; change time to complete environmental to 36 months; change time to complete right of way purchase to 30 months.
 - i. Page 11: Add structural data sheet (GDOT to provide); add fuel adjustments.
 - j. Detailed estimate: change bridge over Conley creek to culvert.
 - k. Typical Sections: Add bridge typical; add dimensions to raised median.
3. After going through the report, Melvin stated he would be sending out official comments on the concept report, in case, anything was missed.
4. GDOT indicated that a utility cost estimate for the project will be provided.

Appendix A

Intersection Analysis

No Build Intersection Conditions & Build Intersection Condition

No-Build Intersection Conditions

Table 3, shows the results of the capacity analysis for signalized intersections along the Bouldercrest Road/CR 5187 project corridor in the existing and no Build conditions for a.m. and p.m. peak hours. The results of the capacity analysis for unsignalized intersections show that at least four unsignalized intersections currently operate at LOS F with high delay for side street movements. The open year analysis for no-build conditions shows that most of the unsignalized intersections will operate at LOS F. For the design year, all of the unsignalized intersections will be operating at LOS F with high side street delays.

Table 3. Existing and No-Build Capacity Analysis Results for Unsignalized Intersections

Location	Measured Parameters	Existing Year (2006)				Open Year (2015)				Design Year (2035)			
		NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB
Sugar Creek Golf Drive	AM Delay (Sec)	0.2	0.3	72.9	67.2	1.1	0.4	254	219	0.1	2.9	*	*
	PM Delay (Sec)	1	0.5	*	*	19	3	*	*	*	0.1	*	*
	LOS (AM/PM)	A/A	A/A	F/F	F/F	A/C	A/A	F/F	F/F	A/F	A/A	F/F	F/F
Boulder Ridge Parkway	AM Delay (Sec)	0.4	0.8	*	628	1.7	2.4	*	*	0.1	70.6	*	*
	PM Delay (Sec)	0.5	0.3	428	217	1.3	3.6	*	*	39.5	0.2	*	*
	LOS (AM/PM)	A/A	A/A	F/F	F/F	A/A	A/A	F/F	F/F	A/E	F/A	F/F	F/F
Flowerwood Trail	AM Delay (Sec)	0	0.4	-	20.5	0	0.5	-	27.9	0	1.4	-	129
	PM Delay (Sec)	0	0.3	-	24	0	0.4	-	42.5	0	3.5	-	273
	LOS (AM/PM)	-	A/A	-	C/C	-	A/A	-	D/E	-	A/A	-	F/F
Moore Road	AM Delay (Sec)	1.1	0	39.5	-	3.2	0	346	-	20.3	0	*	-
	PM Delay (Sec)	0.6	0	92.5	-	2.4	0	763	-	26.7	0	*	-
	LOS (AM/PM)	A/A	-	E/F	-	A/A	-	F/F	-	C/D	-	F/F	-
Smith Field Avenue	AM Delay (Sec)	0.5	0	18.2	-	0.6	0	36.2	-	4.2	0	*	-
	PM Delay (Sec)	0.9	0	21	-	1.5	0	56.6	-	8.4	0	*	-
	LOS (AM/PM)	A/A	-	C/C	-	A/A	-	E/F	-	A/A	-	F/F	-
Clark Street	AM Delay (Sec)	0.9	0	18.9	-	1.2	0	39.6	-	5.4	0	*	-
	PM Delay (Sec)	0.5	0	24	-	0.7	0	137	-	2.5	0	*	-
	LOS (AM/PM)	A/A	-	C/C	-	A/A	-	E/F	-	A/A	-	F/F	-
Cedar Grove Road/Cedar Grove Place	AM Delay (Sec)	4.3	0.3	14	36	6.1	0.2	21.7	91.7	40.2	0.7	*	*
	PM Delay (Sec)	3.3	0.1	26.8	42.5	4.8	0.1	239	*	26.6	1.5	*	*
	LOS (AM/PM)	A/A	A/A	B/D	E/E	A/A	A/A	C/F	F/F	E/D	A/A	F/F	F/F
Cedar Valley Lane	AM Delay (Sec)	0.3	0	20.7	-	0.7	0	39.1	-	0.2	0	*	-
	PM Delay (Sec)	0.9	0	27.9	-	1.5	0	95.3	-	13.4	0	*	-
	LOS (AM/PM)	A/A	-	C/D	-	A/A	-	E/F	-	A/B	-	F/F	-
Boulder Vista Drive	AM Delay (Sec)	0	0.7	-	19.4	0	1	-	34.7	0	5.4	-	*
	PM Delay (Sec)	0	0.5	-	18.2	0	1.1	-	48.5	0	0.2	-	*
	LOS (AM/PM)	-	A/A	-	C/C	-	A/A	-	D/E	-	A/A	-	F/F
Rocky Valley Drive	AM Delay (Sec)	0	0.9	-	19.7	0	1.2	-	41.6	0	5.5	-	*
	PM Delay (Sec)	0	1.1	-	22	0	2.6	-	107	0	0.6	-	*
	LOS (AM/PM)	-	A/A	-	C/C	-	A/A	-	E/F	-	A/A	-	F/F
Loveless Drive	AM Delay (Sec)	0.1	-	16.5	-	0.3	-	29.5	-	0.1	-	*	-
	PM Delay (Sec)	0.4	-	19.8	-	2.6	-	84.9	-	33	-	*	-
	LOS (AM/PM)	A/A	-	C/C	-	A/A	-	D/F	-	A/D	-	F/F	-
Ward Lake Road	AM Delay (Sec)	0	5.6	-	54.5	0	5.3	-	292	0	242	-	*
	PM Delay (Sec)	0	8.3	-	382	0	19	-	*	0	91.6	-	*
	LOS (AM/PM)	-	A/A	-	F/F	-	A/C	-	F/F	-	F/F	-	F/F
Yolanda Trail	AM Delay (Sec)	0.2	0	12.1	-	0.2	0	31.9	-	0.1	0	*	-
	PM Delay (Sec)	0.2	0	12.9	-	0.3	0	56.5	-	7.2	0	*	-
	LOS (AM/PM)	A/A	-	B/B	-	A/A	-	D/F	-	A/A	-	F/F	-
Boulder Spring Pointe	AM Delay (Sec)	0.3	0	12.7	-	0.4	0	65.6	-	0.2	0	*	-
	PM Delay (Sec)	0.5	0	12.9	-	0.8	0	101	-	11.1	0	*	-
	LOS (AM/PM)	A/A	-	B/B	-	A/A	-	F/F	-	A/B	-	F/F	-

Notes:

- * = Delay is significantly high and no value was calculated.
- = Movement is not applicable to the intersection.
- Delay and LOS are for the lanes with critical movement.
- Northbound and southbound are for Bouldercrest Road and eastbound and westbound are for crossing streets.

The capacity analysis results of signalized intersections summarized in Table 4 indicate that all intersections currently operate at an acceptable LOS (LOS D or above) during both a.m. and p.m. hours. The future year no-build analysis reveals that as volume increases, signalized intersections will start to fail. It is estimated that one of the three intersections within the study corridor will fail in the open year. In the design year, it is estimated that all three signalized intersections will operate at LOS F with tremendously high intersection delay.

Intersection	Existing (2006)		Open Year (2015)		Design Year (2035)	
	A.M. Peak Hour LOS	P.M. Peak Hour LOS	A.M. Peak Hour LOS	P.M. Peak Hour LOS	A.M. Peak Hour LOS	P.M. Peak Hour LOS
At River Road	D	B	F	C	F	F
At Panthersville Road	B	B	B	E	F	F
At Proposed Linecrest Road Extension (PI No. 771180)	-	-	B	A	F	F

Build Condition for Intersections

Based on the results of the no-build analysis, improvements that would provide more efficient operating conditions along the study corridor and at the intersections were identified. Improvements for build conditions include widening the existing two-lane section of Bouldercrest Road between Linecrest Road and Interstate 285 to a four-lane road with median separation.

The intersection of Flowerwood Trail is recommended to be realigned along Moore Road because of the spacing constraints between the two intersections. This modified intersection is recommended to be signalized. It is recommended that the intersections of Bouldercrest Road at Cedar Grove Road, Ward Lake Road, and the proposed Linecrest Road be signalized.

The intersections of Bouldercrest Road at Clark Street and Cedar Grove Road are closely spaced; therefore, it is recommended that Clark Street be closed and Clark Street traffic be routed to Cedar Grove Road.

Table 5 shows the results of the capacity analysis for signalized intersections along the Bouldercrest Road project corridor in the Build condition for the existing, open year (2015), and design year (2035) for a.m. and p.m. peak hours. The side street movements of the intersections of Bouldercrest Road at Sugar Creek Golf Drive, Boulder Vista Drive, and Loveless Drive will operate at LOS F during peak hours in the open year, but it is recommended that these intersections be kept under two-way stop control since they do not meet signal warrant criteria due to low side street volumes. Median closure at the intersection of Bouldercrest Road and Sugar Creek Golf Drive was considered. However, a median opening to accommodate turning traffic between this intersection and the I-285 northbound ramp is not feasible because of the limited space between these two intersections.

Table 5. Build Condition Capacity Analysis for Signalized Intersections						
Intersection	Existing (2006)		Open Year (2015)		Design Year (2035)	
	A.M. Peak Hour LOS	P.M. Peak Hour LOS	A.M. Peak Hour LOS	P.M. Peak Hour LOS	A.M. Peak Hour LOS	P.M. Peak Hour LOS
Bouldercrest Road Signalized Intersections						
At River Road	D	B	C	B	D	C
At Moore Road/Flowerwood Trail	-	-	B	B	C	C
At Cedar Grove Road/Cedar Grove Place	-	-	B	B	B	C
At Panthersville Road	B	B	B	B	C	D
At Ward Lake Road	-	-	B	B	D	C
Proposed Linecrest Road	-	-	B	B	C	F

As shown in Table 5, all signalized intersections along Bouldercrest Road would operate at LOS C or better under build conditions in the open year. In design year conditions, three out of the six analyzed intersections would operate at LOS D or better during both a.m. and p.m. peak hours. The proposed capacity improvements at these three intersections would provide more than 88 percent reduction in delay at various intersections when compared to the no-build design year conditions during both a.m. and p.m. peak hours.

The analysis in Table 6 also suggests that because of high southbound left-turning volumes from Bouldercrest Road to Linecrest Road, the proposed intersection of Linecrest Road at Bouldercrest Road would operate with an intersection delay of 86.3 seconds/vehicle during the p.m. peak hour with a 40 percent reduction in delay compared to the no-build design year p.m. peak hour. During the a.m. peak hour, this intersection would operate at LOS B with a 91.3 percent reduction in delay compared to the no-build design year conditions. It is worth noting that the average vehicular delay at a few signalized intersections along the proposed project corridor would be higher in the Build condition than in the No Build condition. This is mainly because of the additional U-turns that would be introduced at these signalized intersections since there would be no median openings available at mid-block locations.

Table 6. Capacity Analysis Results for Signalized Intersections – Build Conditions

Location	Open Year (2015)			Design Year (2035)			Percentage of Delay Reduction for Design Year (Compared with No-Build)	
	Delay (Sec)		LOS	Delay (Sec)		LOS	AM	PM
	AM	PM	AM/PM	AM	PM	AM/PM		
River Road	21.7	16.6	C/B	37.2	25.0	D/C	89.3%	79.4%
Moore Road/ Flowerwood Trail	15.9	11.8	B/B	25.9	26.6	C/C	-	-
Cedar Grove Road	12.8	10.5	B/B	15.6	22.8	B/C	-	-
Panthersville Road	12.0	13.9	B/B	20.3	46.9	C/D	88.0%	87.6%
Ward Lake Road	11.3	14.0	B/B	44.6	31.6	D/C	-	-
Proposed Linecrest Road	4.3	7.5	B/B	18.6	86.3	C/F	91.3%	40.0%

5. Signal Warrant Analysis

A signal warrant analysis was performed for unsignalized intersections with critical movements operating at LOS F in the open year under build conditions, including the proposed intersection of Bouldercrest Road at Linecrest Road.

Open year hourly volumes for 24 hours were approximated by distributing the open year ADT volumes based on existing hourly volume distribution percentages obtained from tube counts to conduct signal warrant analyses. Signal warrant 1 (eight-hour vehicular volume) and signal warrant 2 (four-hour vehicular volume) were examined for the intersections. Right-turning traffic from minor streets was also adjusted in the analysis. A summary of warrant analysis results is provided in Table 12.

Table 12 Signal Warrant Analysis

Location	Open Year (2015)			Recommend To Be Signalized
	Warrant 1	Warrant 2	Warranted?	
Sugar Creek Golf Drive	No	No	No	No
Moore Road	Yes	Yes	Yes	Yes
Cedar Grove Road	No	Yes	Yes	Yes
Boulder Vista Road	No	No	No	No
Loveless Drive	No	No	No	No
Ward Lake Road	Yes	Yes	Yes	Yes
Proposed Linecrest Road	No	Yes	Yes	Yes

The signal warrant analysis suggests that four intersections meet the warrant criteria in the open year. It is recommended that signals be installed at these intersections by the open year.

BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION

Structure ID: 089-5157-0

DeKalb

SUFF. RATING

73.42

Location & Geography

* Structure ID.No: 089-5157-0

* 200 Bridge Information 02

* 6A Feature Int: SOUTH RIVER

* 6B Critical Bridge: 0

* 7A Route Number Carried: CR05187

* 7B Facility Carried: BOULDERCREST ROAD

* 9 Location: 6.5 MI S OF DECATUR

2 DOT District: 7

207 Year Photo: 2010

* 91 Inspection Frequency: 24 Date: 05/06/2010

* 92A Fract Crit Insp Freq: 00 Date: 02/01/1901

* 92B Underwater Insp Freq: 00 Date: 02/01/1901

* 92C Other Spc. Insp Freq: 00 Date: 02/01/1901

* 4 Place Code: 00000

* 5 Inventory Route (O/U): 1

Type: 4

Designation: 1

Number: 05187

Direction: 0

* 16 Latitude: 33-40.7730 MMS Prefix: 00

* 17 Longitude: 84-18.4610 MMS Suffix: 000 MP: 0.00

* 98 Border Bridge: 000 %Shared: 00

* 99 ID Number: 0000000000000000

* 100 STRAHNET: 0

12 Base Highway Network: 1

13A LRS Inventory Route: 8925

13B Sub Inventory Route: 0

* 101 Parallel Structure: N

* 102 Direction of Traffic: 2

* 264 Road Inventory Mile Post: 004.01

* 208 Inspection Area: 07 Initials: JPD

Engineer's Initial: sgm

* Location I.D. No.: 089-09092M-001.50N

Signs & Attachments

* 104 Highway System: 0

* 26 Functional Classification: 16

* 204 Federal Route Type: M No.: 09092

* 105 Federal Lands Highway: 0

* 110 Truck Route: 0

206 School Bus Route: 1

217 Benchmark Elevation: 0000.00

218 Datum: 0

* 19 Bypass Length: 04

* 20 Toll: 3

* 21 Maintenance: 02

* 22 Owner: 02

* 31 Design Load: 6

37 Historical Significance: 5

205 Congressional District: 04

27 Year Constructed: 2007

106 Year Reconstructed: 0000

33 Bridge Median: 0

34 Skew: 00

35 Structure Flared: 0

38 Navigation Control: 0

213 Special Steel Design: 0

267 Type of Paint: 0

* 42 Type of Service on: 5

214 Movable Bridge: 0

203 Type Bridge: O-O-O-O

259 Pile Encasement: 3

* 43 Structure Type Main: 5 02

45 No. Spans Main: 003

44 Structure Type Appr: 0 00

46 No. Spans Appr: 0000

226 Bridge Curve Horz: 0 Vert: 0

111 Pier Protection: 0

107 Deck Structure Type: 1

108 Wearing Surface Type: 1

M: 8

F: 8

BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION

Structure ID: 089-5157-0

DeKalb

SUFF. RATING

73.42

Programming Data

201 Project No.: BRSLB-9092 (1)
 202 Plans Available: 3
 249 Prop. Proj. No. 000000000000000000
 250 Approval Status: 0000
 251 P.I. No.: 752930-
 252 Contract Date: 02/01/1901
 260 Seismic No.: 00000
 75 Type Work: 00 0
 94 Bridge Imp. Cost: \$ 0
 95 Roadway Imp. Cost: \$ 0
 96 Total Imp Cost: \$ 0
 76 Imp. Length: 000000
 97 Imp. Year: 0000
 114 Future ADT: 029445 Year: 2026

Measurements

* 29 ADT: 019630 Year: 2006
 109 % Trucks: 2
 * 28 Lanes On: 04 Under: 00
 210 No. Tracks On: 00 Under: 00
 * 48 Max. Span Length: 0111
 * 49 Structure Length: 232
 51 Br. Rwdy. Width: 48.00
 52 Deck Width: 62.50
 * 47 Tot. Horz. Cl: 48.00
 50 Curb/Sdewlk Width: 6.00/6.00
 * 32 Approach Rdwy Width: 048
 * 229 Shoulder Width:
 Rear Lt: 6.00 Type: 8 Rt: 6.00
 Fwd Lt: 6.00 Type: 8 Rt: 6.00

Pavement Width:
 Rear: 20.00 Type: 2
 Fwd: 20.00 Type: 2
 Intersection Rear: 0 Fwd: 0
 36 Safety Features Br. Rail: 1
 Transition: 1
 App. G. Rail: 1
 App. Rail End: 1
 53 Minimum Cl. Over: 99 ' 99 "
 Under: N 00 ' 00 "
 * 228 Min. Vertical Cl: 99 ' 99 "
 Act. Odm Dir: 99 ' 99 "
 Oppo. Dir: 99 ' 99 "
 Posted Odm. Dir: 00 ' 00 "
 Oppo. Dir: 00 ' 00 "
 55 Lateral Undercl. Rt: N 0.00
 56 Lateral Undercl. Lt: 0.00
 * 10 Max Min Vert Cl: 99 ' 99 " Dir: 0
 39 Nav Vert Cl: 000 Horz: 0000
 116 Nav Vert Cl Closed: 000
 245 Deck Thickness Main: 8.00
 Deck Thick Approach: 0.00
 246 Overlay Thickness: 0.00
 212 Year Last Painted: Sup: 0000 Sub: 0000

Hydraulic Data

215 Waterway Data
 Highwater Elev.: 0000.0 Year: 0000
 Avg. Streambed Elev.: 0000.0 Freq.: 000
 Drainage Area: 41.5
 Area Of Opening: 1450
 113 Scour Critical: 8
 216 Water Depth: 2.1 Br. Height: 29.5
 222 Slope Protection: 1
 221 Spur Dikes Rear: 0 Fwd: 0
 219 Fender System: 0
 220 Dolphin: 0
 223 Culvert Cover: 000
 Type: 0
 No. Barrels: 00
 Width: 0.00 Height: 0.00
 Length: 0 Apron: 0
 * 265 U/W Insp. Area: 0 Diver: ZZZ

* Location I.D. No.: 089-09092M-001.50N

Ratings

65 Inventory Rating Method: 2
 63 Inventory Rating Method: 2
 66 Inventory Type: 2 Rating: 36
 64 Operating Type: 2 Rating: 60
 231 Calculated Loads
 H-Modified: 20 0
 HS-Modified: 25 0
 Type 3: 28 0
 Type 3s2: 40 0
 Timber: 36 0
 Piggyback: 00 0
 261 H Inventory Rating: 28
 262 H Operating Rating: 46
 67 Structural Evaluation: 8
 58 Deck Condition: 8
 59 Superstructure Condition: 8
 * 227 Collision Damage: 0
 60A Substructure Condition: 8
 60B Scour Condition: 8
 60C Underwater Condition: N
 71 Waterway Adequacy: 8
 61 Channel Protection Cond: 8
 68 Deck Geometry: 2
 69 UnderClr. Horz/Vert: N
 72 Appr. Alignment: 8
 62 Culvert: N

Posting Data

70 Bridge Posting Required: 5
 41 Struct Open, Posted, Cl: A
 * 103 Temporary Structure: 0
 232 Posted Loads H-Modified: 00
 HS-Modified: 00
 Type 3: 00
 Type3s2: 00
 Timber: 00
 Piggyback: 00
 253 Notification Date 02/01/1901
 253 Fed Notify Date: 02/01/1901 0

Bridge Inventory Data Listing



Structure ID: 089-0120-0

SUFF. RATING: 91.41

Location & Geography

Structure ID: 089-0120-0		Dekab		Signs & Attachments	
200 Bridge Information:	07	*104 Highway System:	0	223 Expansion Joint Type:	00
*6A Feature Int:	CONLEY CREEK	*26 Functional Classification:	16	242 Deck Drains:	0
*6B Critical Bridge:	0	*204 Federal Route Type:	M Nbr	243 Parapet Locallot:	0
*7A Route No Carried:	CR05187	105 Federal Lands Highway:	0	Height:	0
*7B Facility Carried:	BOULDERREST RD	*110 Truck Route:	0	Width:	0
9 Location:	7.5 MILES OF DECATUR	2066 School Bus Route:	1	238 Curb Height:	0
2 Dot District:	7	217 Bencitrak Elevation:	0000.00	Curb Material:	0
207 Year Photo:	2010	218 Datum:	0	239 Handrail:	0 0
*91 Inspection Frequency:	24	*19 Bypass Length:	02	*240 Medium Barrier Rail:	0
92A Fract Crit Insp Freq:	0	*20 Toll:	3	241 Bridge Median Height:	0
92B Underwater Insp Freq:	0	*21 Maintenance:	02	* Bridge Median Width:	0
92C Other Spc. Insp Freq:	0	*22 Owner:	02	230 Guardrail Loc. Dir. Rear:	6
*4 Place Code:	00000	*31 Design Load:	2	Fwrd:	6
*5 Inventory Route (OU):	1	37 Historical Significance:	5	Oppo. Dir. Rear:	0
Type:	5	205 Congressional District:	13	Oppo. Fwrd:	0
Designation:	1	27 Year Constructed:	1958	244 Approach Slab:	0
Number:	09394	106 Year Reconstructed:	0000	224 Retaining Wall:	0
Direction:	0	33 Bridge Medium:	0	233 Posted Speed Limit:	45
*16 Latitude:	39.386	34 Skew:	30	236 Warning Sign:	0 00
*17 Longitude:	-117.169	35 Structure Flared:	0	231 Delineator:	0 00
98 Border Bridge:	000% Shared 00	38 Navigation Control:	0	235 Hazard Boards:	0
99 ID Number:	000000000000000	213 Special Steel Design:	0	237 Utilities Gas:	00
*100 STRADNET:	0	267 Type of Paint:	0	Water:	00
12 Base Highway Network:	1	*42 Type of Service On:	1	Electric:	00
13A LRS Inventory Route:	892518700	Type of Service Under:	5	Telephone:	00
13B Sub Inventory Route:	0	214 Movable Bridge:	0	Sewer:	00
101 parcel Structure:	N	203 Type Bridge:	Q	247 Lighting Street:	0
*102 Direction of Traffic:	2	259 Pile Encasement:	3	Navigation:	0
*264 Road Inventory Mile Post:	001.54	*43 Structure Type Main:	1 19	Aerial:	0
*208 Inspection Area:	sgm	45 No Spans Main:	004	*248 County Continuity No.:	00
Engineer's Initials:	089-09394M-001.55N	44 Structure Type Appr:	0 00		
* Location ID No:		46 No Spans Appr:	0000		
		226 Bridge Curve Horiz:	0 Vert 0		
		111 pier Protection:	0		
		107 Deck Structure Type:	N		
		108 Wearing Structure Type:	N		
		Membrane Type:	N		
		Deck Protection:	N		



Bridge Inventory Data Listing

Processed Date: 1/25/2011

Parameters: Bridge Serial Num

Structure ID: 089-0120-0

Parameter Data

200 Project No: UNKNOWN
 202 Plans Available: 0
 249 Prop Proj No: BRZLB-89(7)
 250 Approval Status: 0000
 251 P1 Number: 771180-
 232 Contract Date: 02/01/1901
 260 Status No: 00000
 73 Type Work: 00 0
 94 Bridge Imp Cost: \$0
 95 Roadway Imp Cost: 0
 96 Total Imp Cost: 0
 76 Imp Length: 000000
 97 Imp Year: 0000
 114 Future ADT: 008945 Year: 2027

Hydraulic Data

215 Waterway Data:
 High Water Elev: 0000.0 Year: 1900
 Flood Elev: 0000.0 Freq: 00
 Avg Streambed Elev: 0000.0
 Drainage Area: 00000
 Area of Opening: 000550
 113 Scour Critical: 8
 216 Water Depth: 01.4 Br Height: 10.9
 222 Slope Protection: 0
 221 Slope Protection: 0 Fwd: 0
 219 Tender System: 0
 220 Dolphin: 0
 223 Current Cover: 4

Type: 1
 No. Bards: 5
 * Width: 10.00 Height: 11.00
 * Length: 50 Apron: 0
 265 U/W Imp Area: 0 Driver: ZZZ
 Location ID No: 089-0939414-001.55N

Measurements

*29 ADT: 008630 Year: 2007
 109% Trucks: 0
 *28 Lanes On: 02 Under: 00
 210 No. Tracks On: 00 Under: 00
 *48 Max. Span Length: 0.012
 *49 Structure Length: 62
 51 Br. Rwdy. Width: 0.00
 52 Deck Width: 0.00
 *47 Tot. Horiz. Cl: 20
 50 Cub / Sidewalk Width: 0.00 / 0.00
 020
 32 Approach Rwy. Width: 0.00 Type: 7 Rt: 0.00
 *29 Shoulder Width: 2.00 Type: 8 Rt: 2.00
 Rear Lt:
 Fwd. Lt:

Permanent Width:

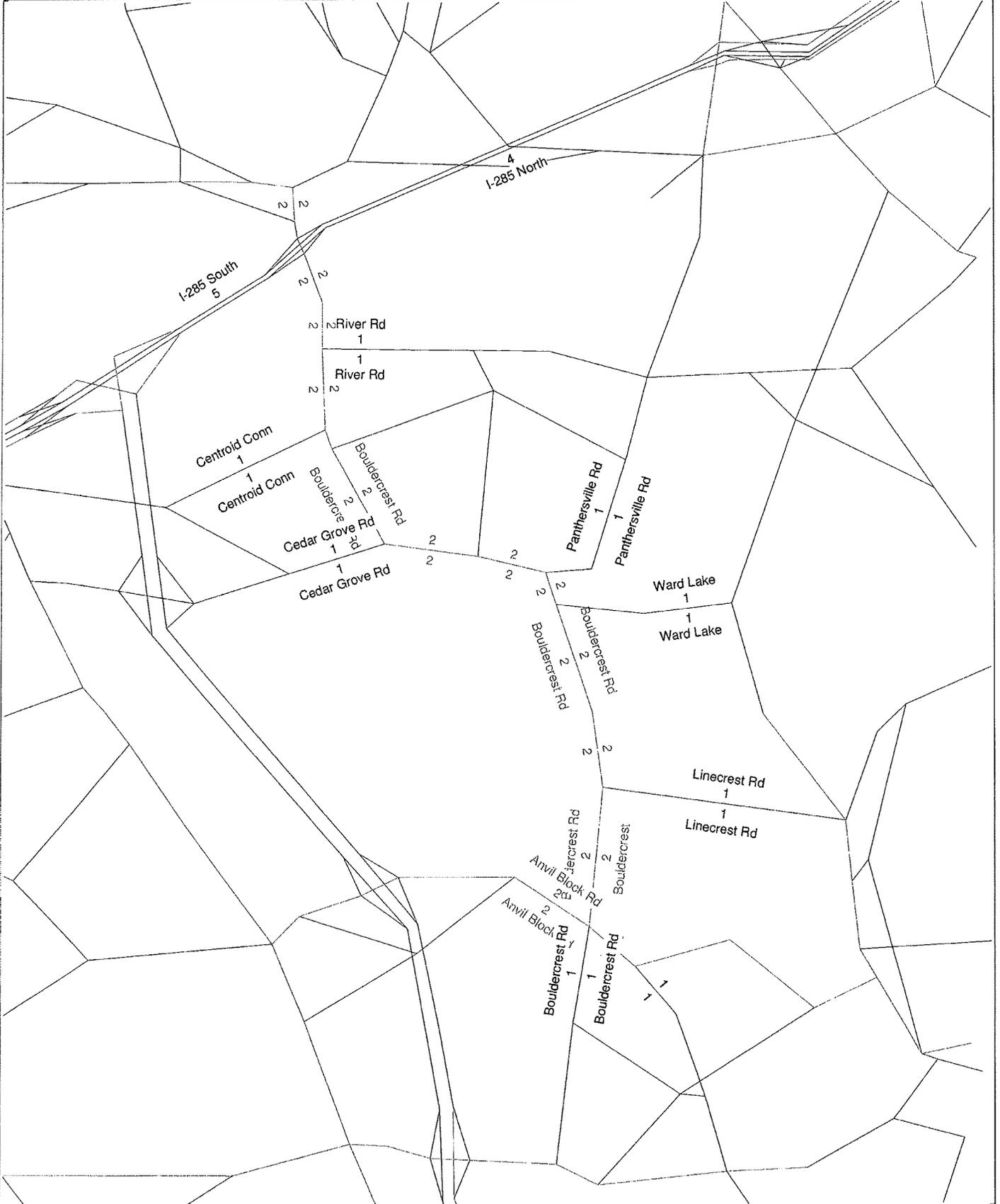
Rear: 20.00 Type: 7
 34.00 Type: 2
 Intersection Rear: 1 Fwd: 1
 36 Safety Features Br. Rail: 1
 Transition: 1
 App. G. Rail: 1
 App. Rail End: 1
 53 Minimum Cl. Over: 99 99*
 Under:

***228 Minimum Vertical C**

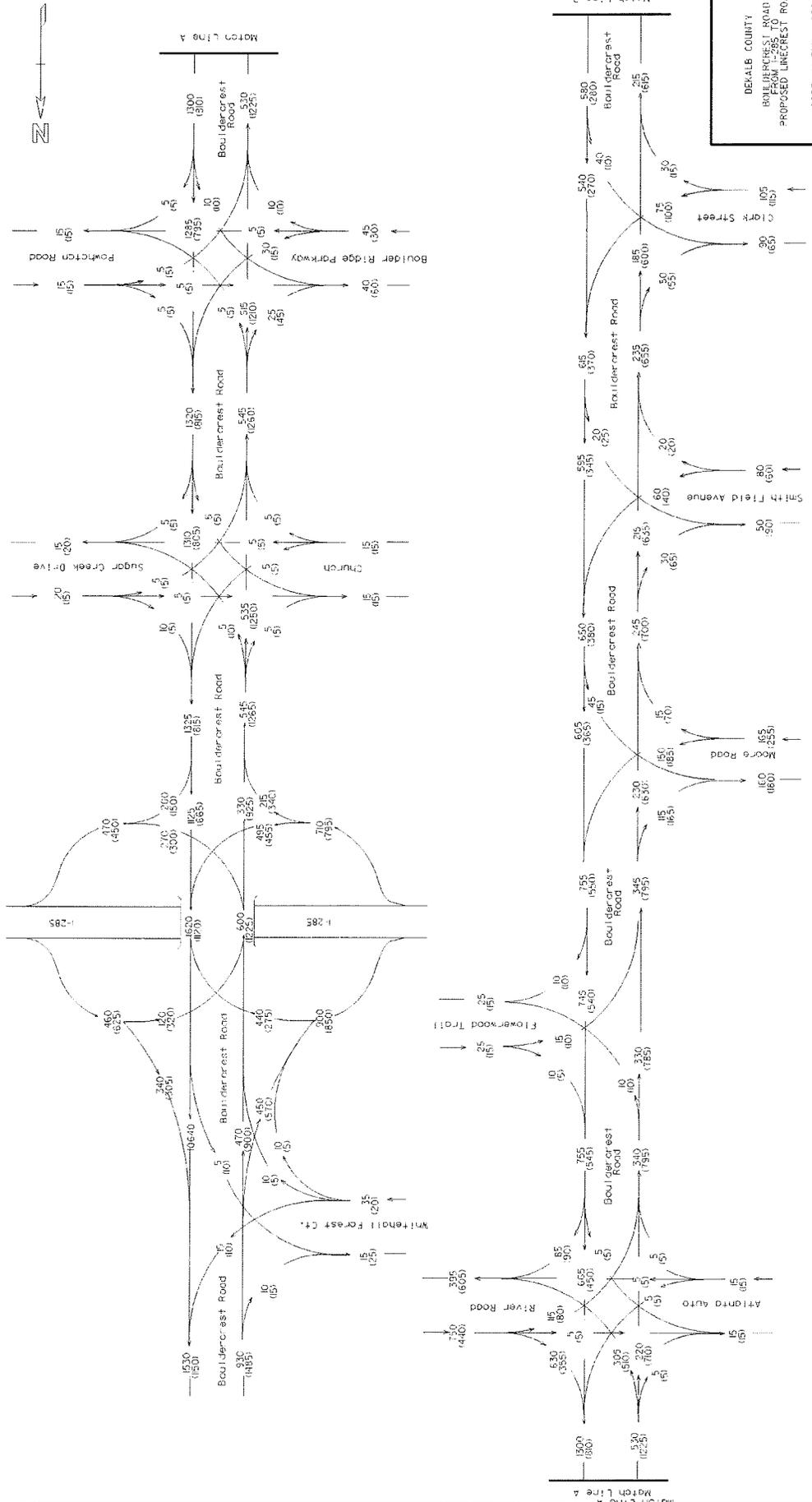
Act. Odsm Dir: 99 99*
 Oppo. Dir: 99 99*
 Posted Odsm. Dir: 00 00*
 Oppo. Dir: 00 00*
 55 Lateral Undercl. Rt: N 0
 56 Lateral Undercl. Lt: 0.00
 10 Max Min Vert Cl: 99 99 Dir: 0
 39 Nav Vert Cl: 000 Horiz: 0000
 116 Nav Vert Cl Closec: 000
 245 Deck Thickness Main Deck Thick Approach: 0.00
 246 Overlay Thickness: 0.00
 212 Year Last Painted: Sup: 0000 Sub: 0000

65 Inventory Rating Method: 5
 63 Operating Rating Method: 5
 66 Inventory Type: 2 Rating: 27
 64 Operating Type: 2 Rating: 27
 231 Calculated Loads:
 H-Modified: 00 0
 HS-Modified: 00 0
 Type 3: 00 0
 Type 3&2: 00 0
 Timber: 00 0
 Piggyback: 00 0
 261 H Inventory Rating: 15
 262 H Operating Rating: 25
 67 Structural Evaluation: 6
 58 Deck Condition: N
 59 Superstructure Condition: N
 *227 Collision Damage: 0
 60A Substructure Condition: N
 60B Scour Condition: 6
 60C Underwater Condition: N
 71 Waterway Adequacy: 9
 61 Channel Protection Cond.: 8
 68 Deck Geometry: N
 69 UnderCl. Horiz/Vert: N
 72 Appr. Alignment: 8
 62 Culvert: 7
 Prethru Data
 70 Bridge Posting Required: 5
 41 Struct Open, Posted, CL: A
 *103 Temporary Structure: 0
 232 Posted Loads
 H-Modified: 00
 HS-Modified: 00
 Type 3: 00
 Type 3&2: 00
 Timber: 00
 Piggyback: 00
 253 Notification Date: 02/01/1901
 256 Fed Notify Date: 2/1/1901 12:00:00AM

2030 Envision6 Network



EXISTING(2007) DHV



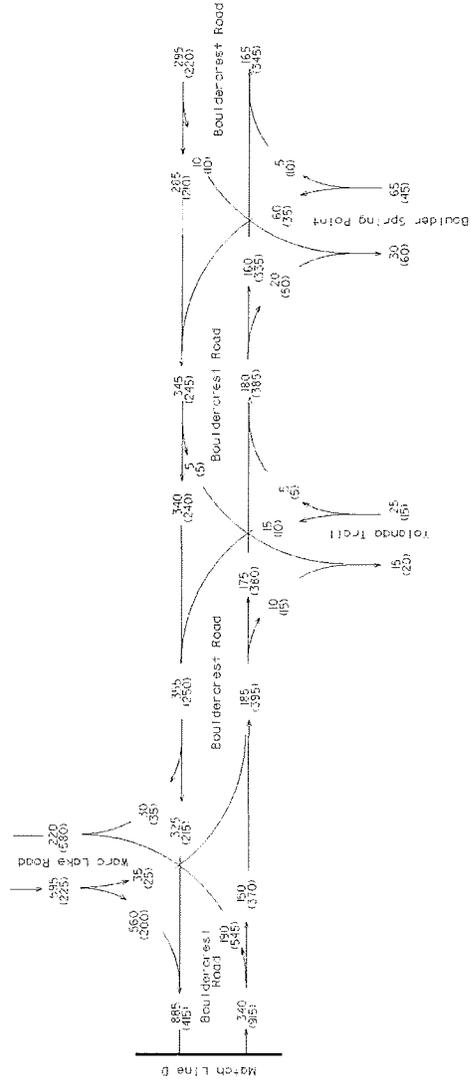
DEKALB COUNTY
 BOWLING GREEN ROAD
 FROM 11285 TO
 PROPOSED LINECREST ROAD

2007 AM DHV = 000
 2007 PM DHV = 000

SU = 7%
 COV = 12%
 T = 10%

ARCADIS
 04/2008

EXISTING(2007) DHV



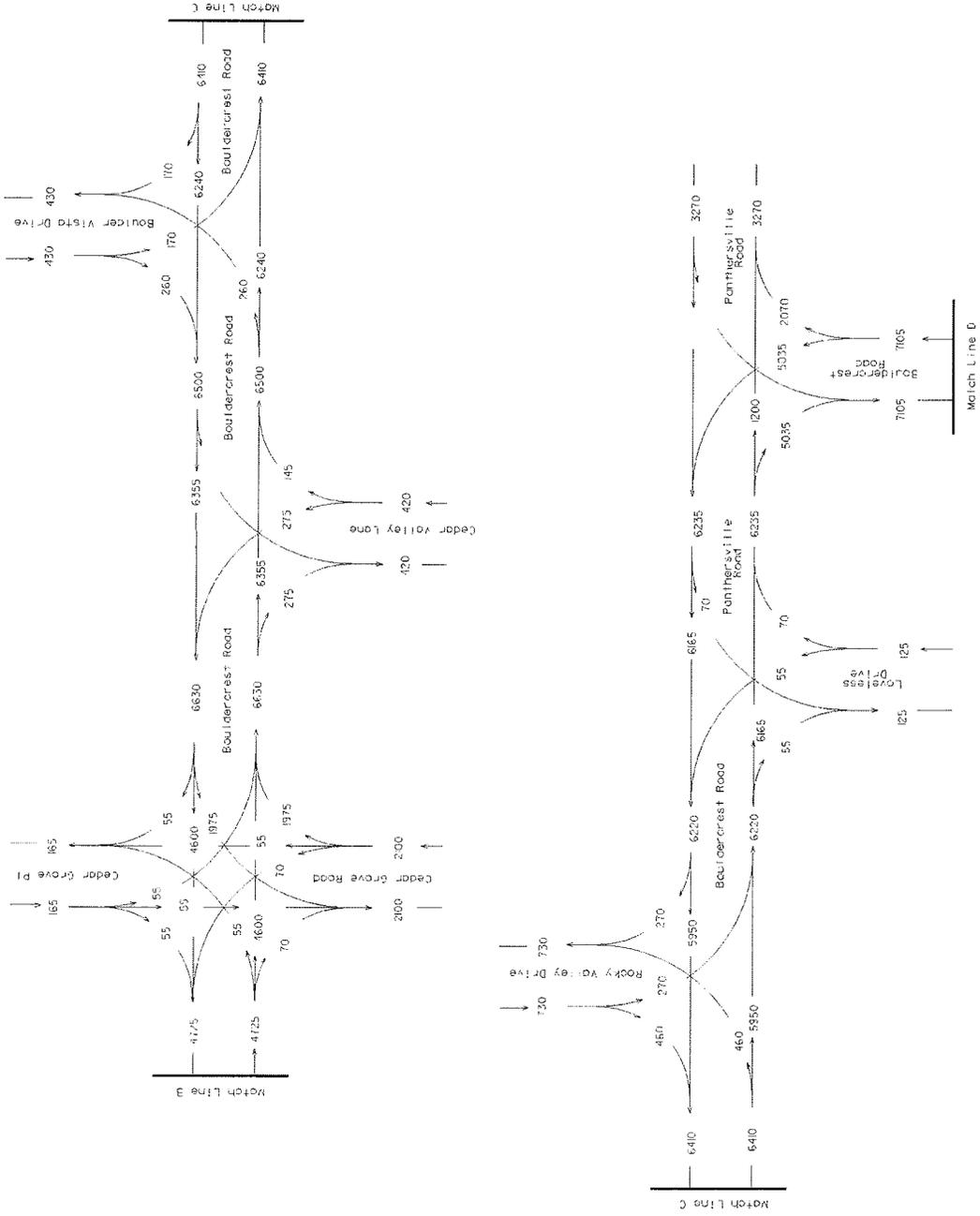
DEKALB COUNTY
 BOULDERCREST ROAD
 FROM 1-385 TO
 PROPOSED LINECREST ROAD

2007 AM DHV = 000
 2007 PM DHV = 0000

SU = 72
 COM = 104
 T = 104

ARCADIS
 04/2009

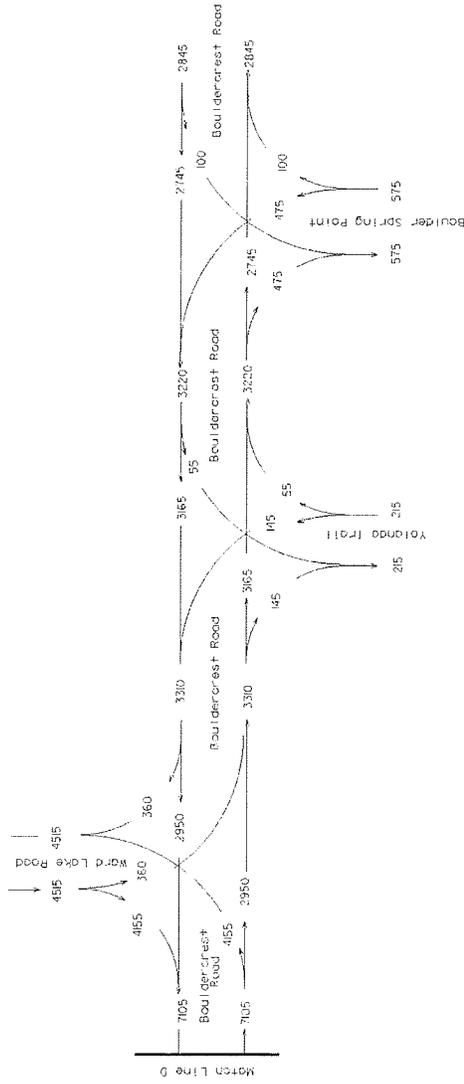
EXISTING(2007) ADT



DEKALB COUNTY
 BOLDERCREST ROAD
 FROM 11355 TO
 PROPOSED LINECREST ROAD

SU = 82
 COM = 42
 T = 112

EXISTING(2007) ADT

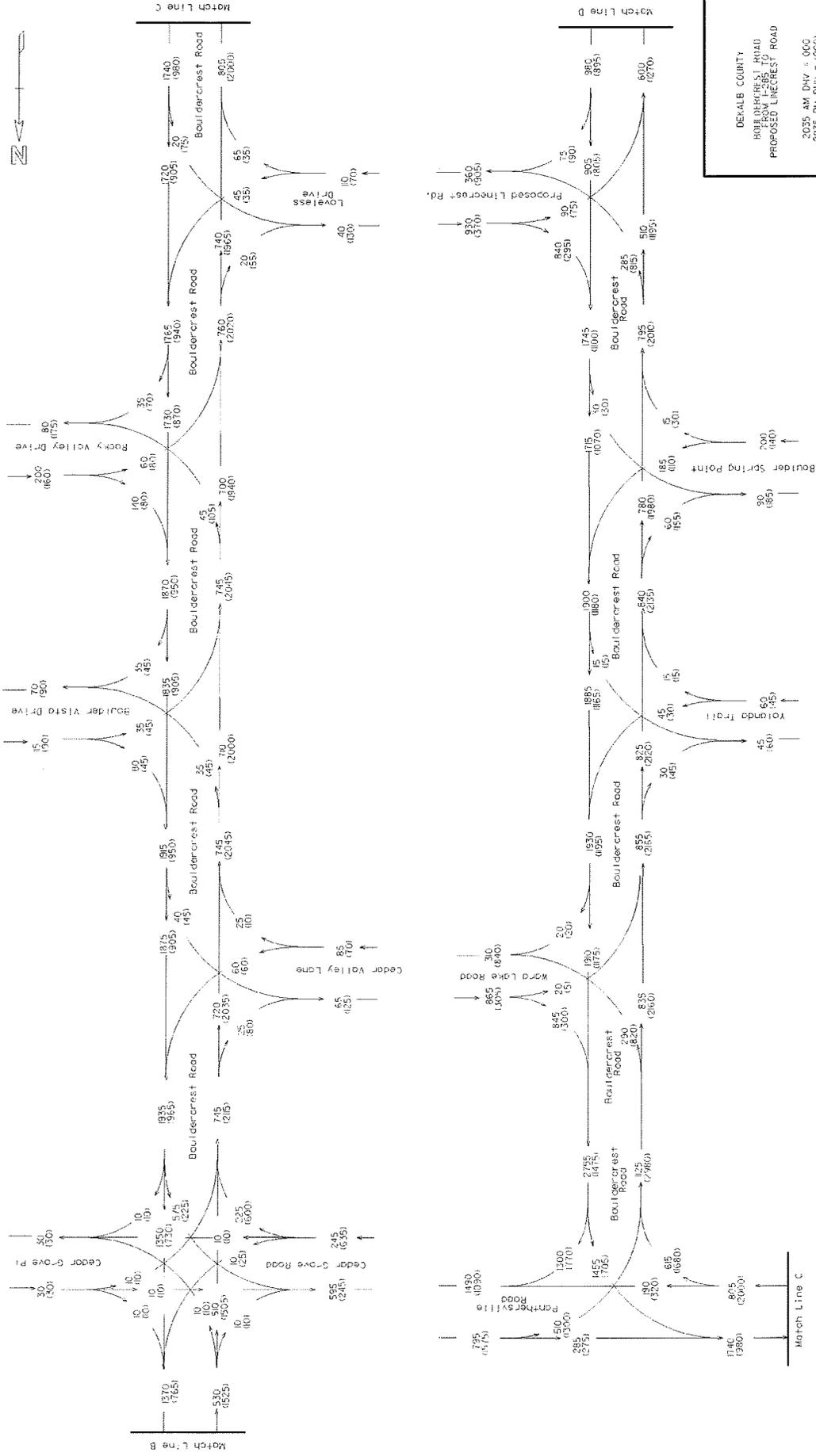


DEKALB COUNTY
ROUTE DEVELOPMENT DIVISION
PROPOSED LINECREST ROAD

50' = 10'
1" = 100'

ARCADIS
04/2009

NO BUILD DESIGN YEAR (2035) DHV



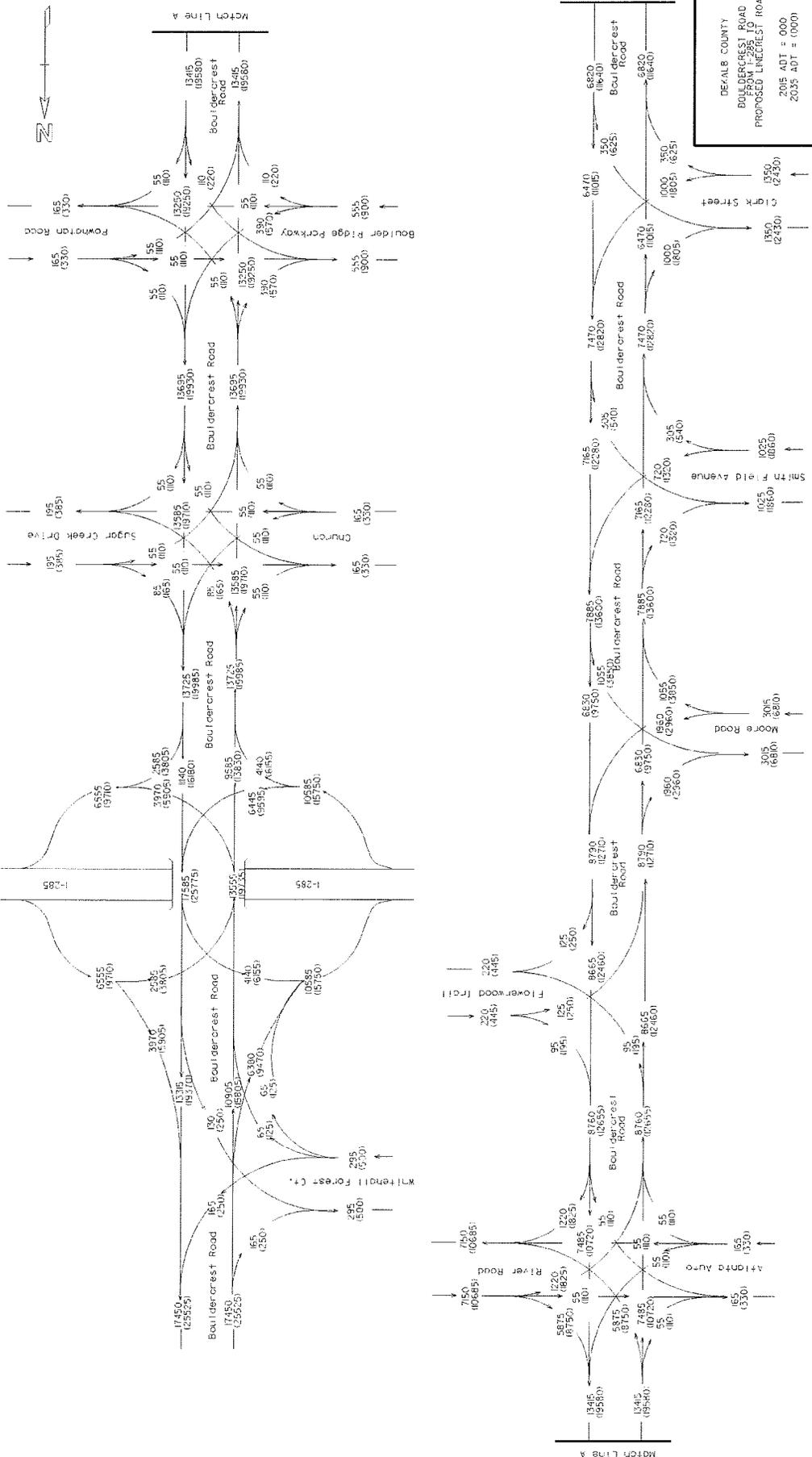
DEKALB COUNTY
 BUREAU OF TRANSPORTATION
 FROM L-1685 TO
 PROPOSED LINECREST ROAD

2035 AM DHV = 060
 2035 PM DHV = 1000

SU = 7%
 COM = 1%
 I = 10%

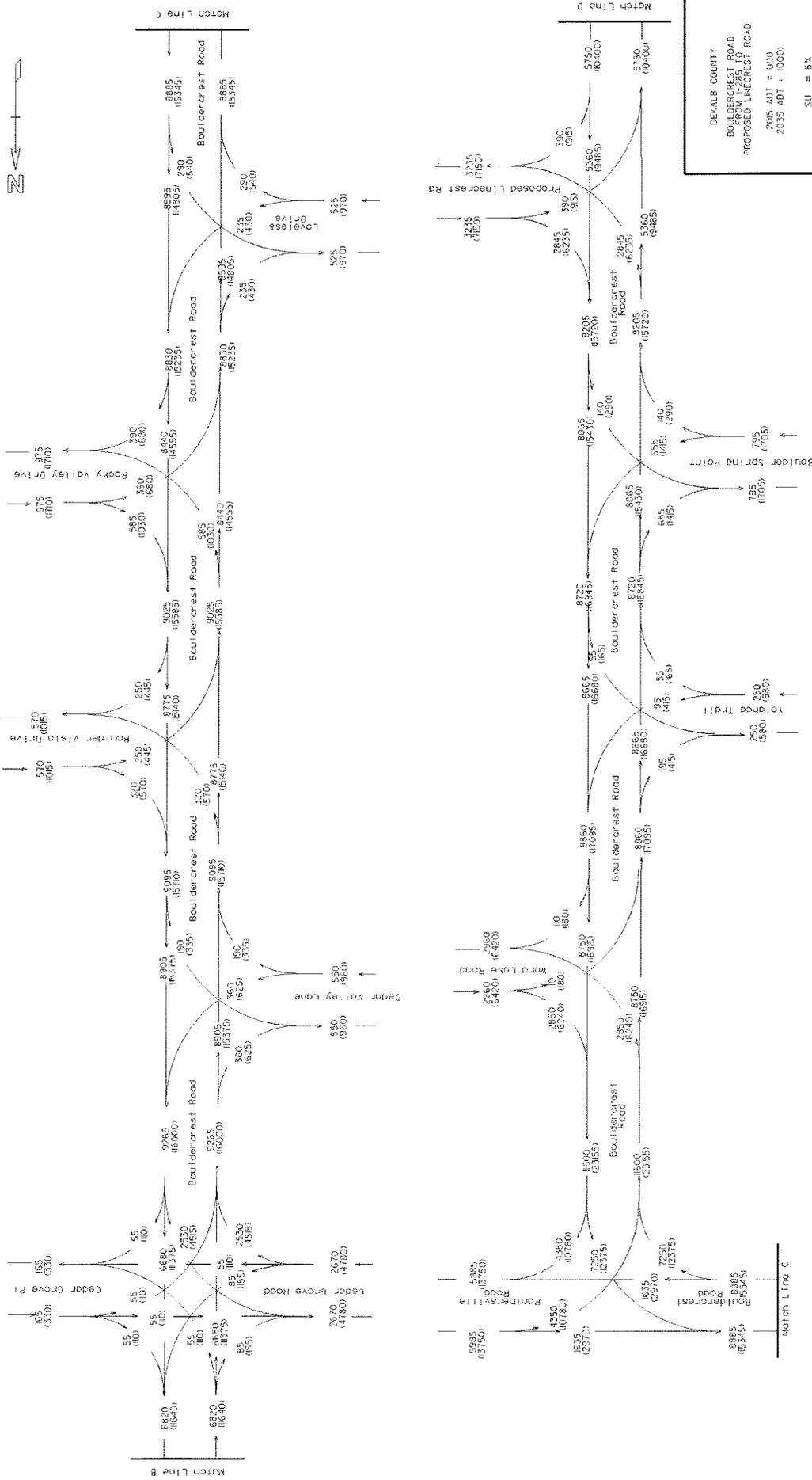
ARCADIS
 03/2008

NO BUILD OPEN YEAR (2015) & DESIGN YEAR (2035) ADT



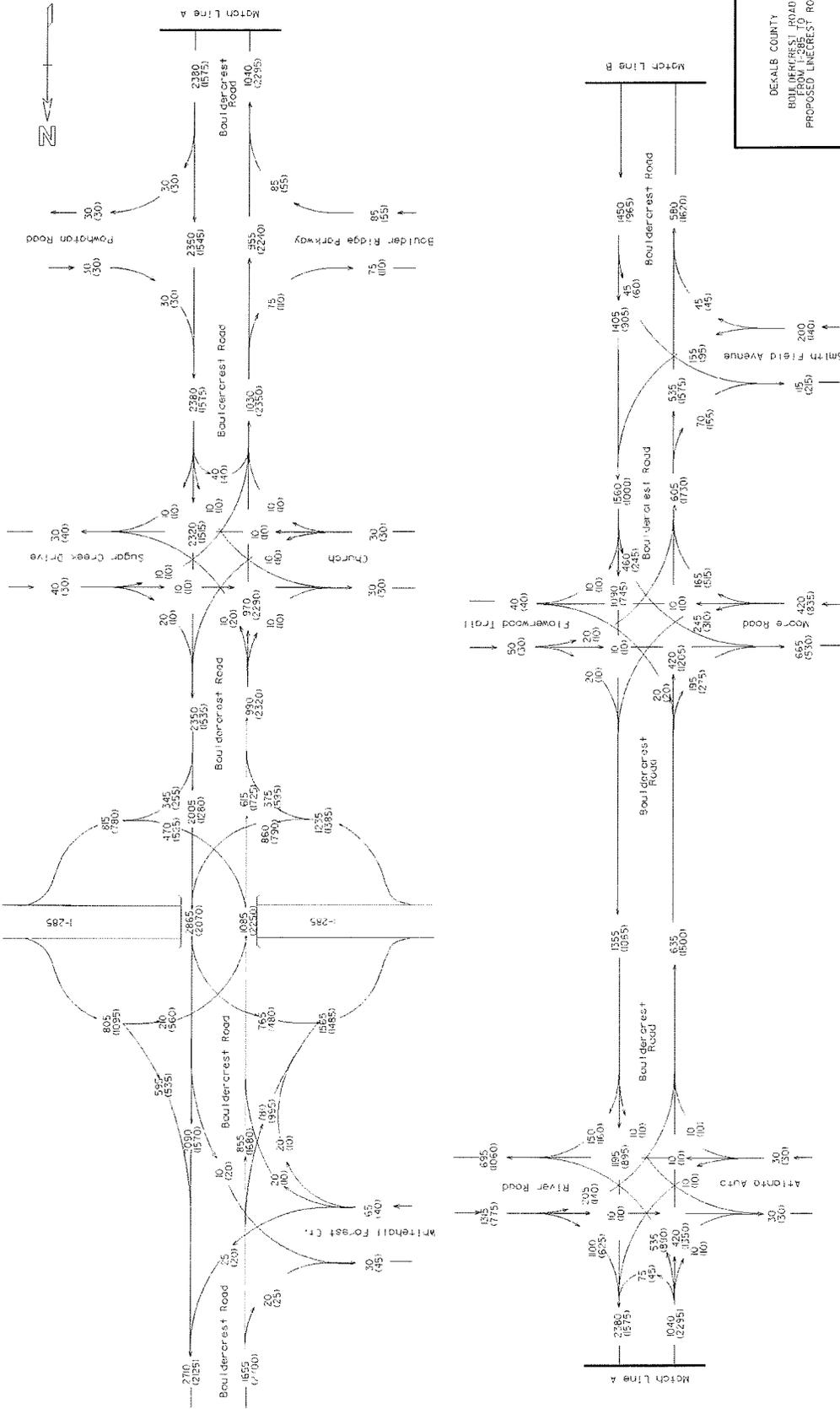
DEKALB COUNTY
BOULDERCREST ROAD
FROM I-285 TO
PROPOSED LINCOLN ROAD
2015 ADT = 000
2035 ADT = 0000
SU = 8%
COM = 3%
I = 11%
8874005
03/2008

NO BUILD OPEN YEAR (2015) & DESIGN YEAR (2035) ADT

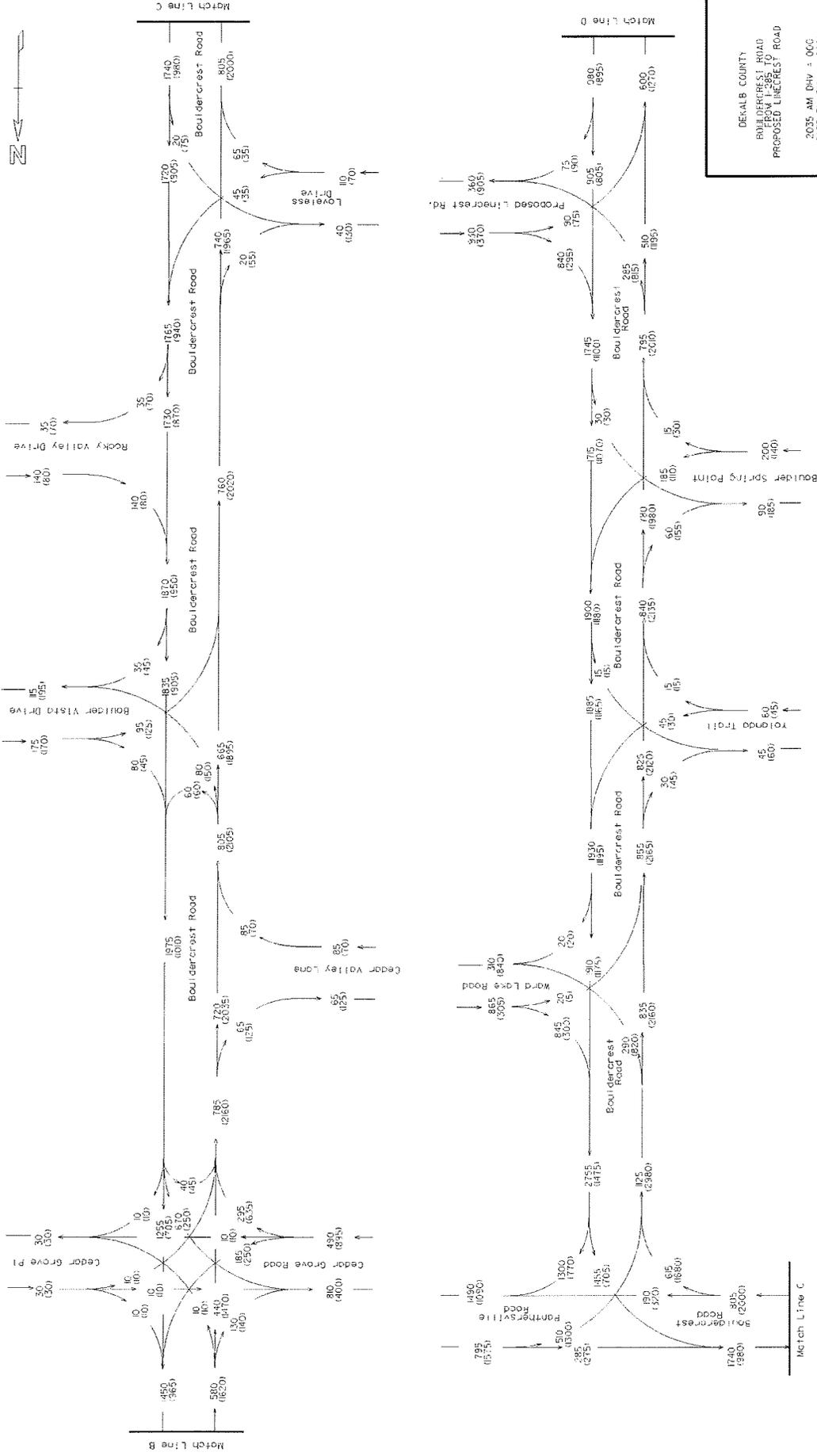


DEKALB COUNTY
BOULDERCREST ROAD
FROM I-285 TO
PROPOSED LINCOLN RD
2015 ADT = 000
2035 ADT = 1000
SU = 8%
CDM = 3%
I = 11%
ARCADIS
05/2/2008

BUILD DESIGN YEAR (2035) DHV

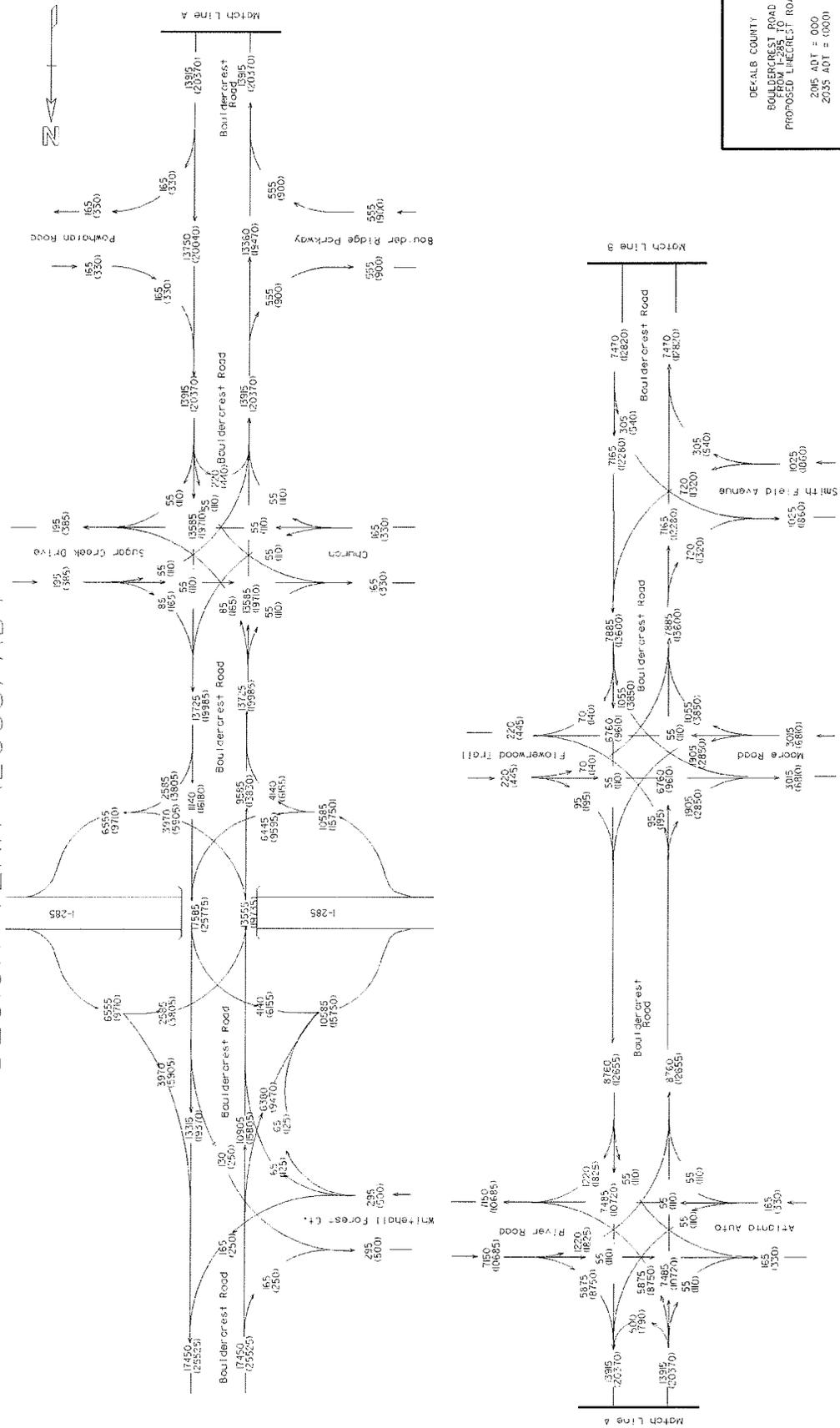


BUILD DESIGN YEAR (2035) DHV



DEKALB COUNTY
 BOULDERCREST ROAD
 FROM I-885 TO
 PROPOSED LINECREST ROAD
 2:03 PM DHV = 0.6C
 2:03 PM DHV = 0.6C
 SU = 7%
 COM = 1%
 I = 10%
 ARCADIS
 03/22/2005

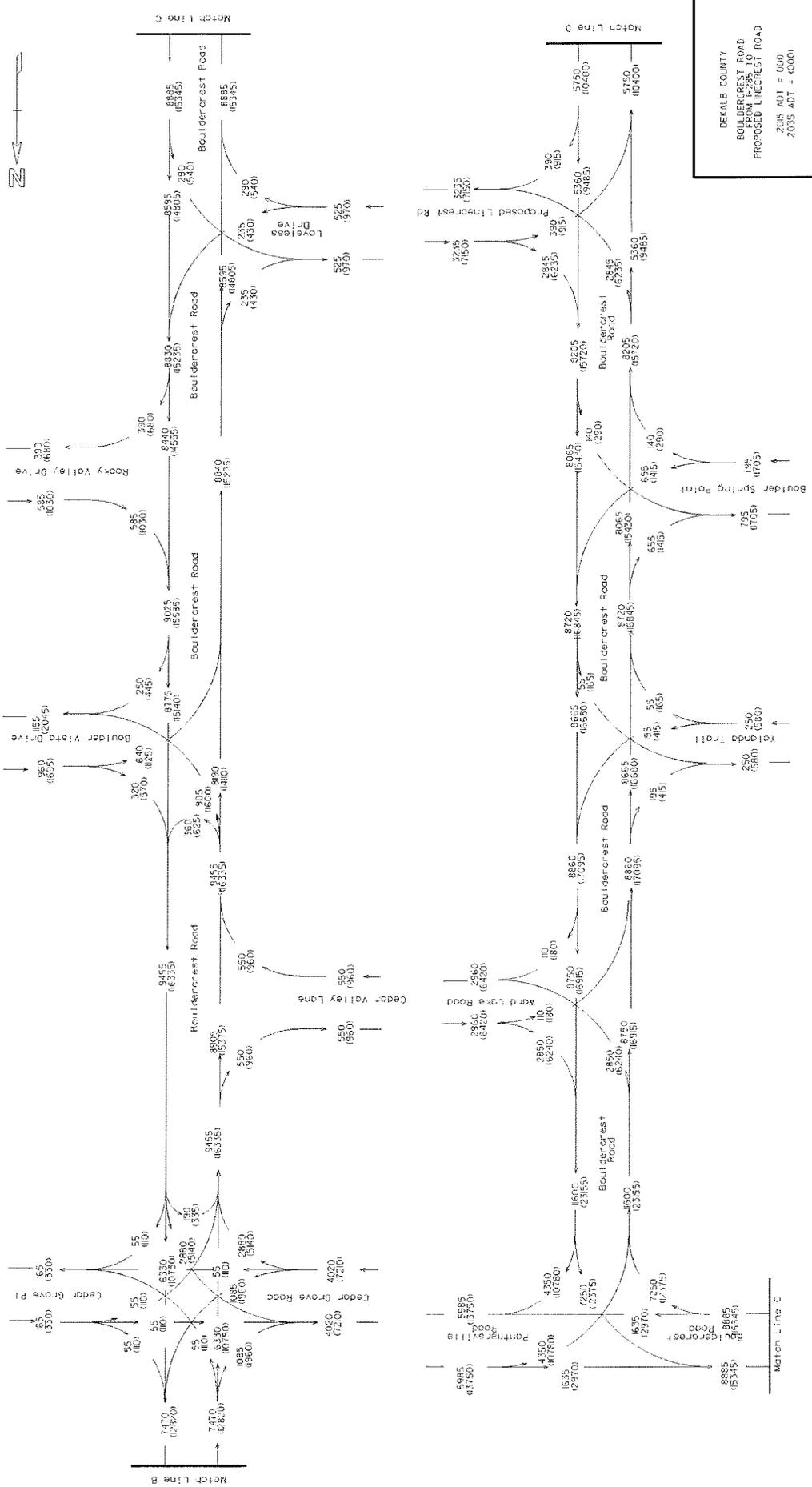
BUILD OPEN YEAR (2015) & DESIGN YEAR (2035) ADT



DEKALB COUNTY
BOULDERCREST ROAD
PROPOSED LIEGELCUT ROAD
2015 ADT = 000
2035 ADT = 0000
SU = 8%
CDM = 3%
I = 11%
ARCADIS
03-2008

BUILD OPEN YEAR (2015) & DESIGN YEAR (2035) ADT

SHEET 2 OF 2



DEKALB COUNTY
BOULDERCREST ROAD
FROM BOWLING GREEN TO
PROPOSED INTERSECT ROAD
2015 ADT = 1000
2035 ADT = 1000
S/U = 8%
C/D = 3%
I = 11%
ARCADIS
05/2008



ARCADIS U.S., Inc.
2849 Paces Ferry Road
Suite 400
Atlanta
Georgia 30339
Tel 770.431.8666
Fax 770.435.2666

MEETING REPORT

Subject:
Bouldercrest Road Widening
PI 0006882 ; CSSTP-0006-00(882)
Logical Termini Review Meeting

Department:
Transportation

ARCADIS Project No.:
GA063820

Place/Date of Meeting:
GDOT General Office
Environmental Services Conference Room
April 20, 2010

Minutes by:
Matt McDow

Issue Date:
April 20, 2010

Participants:
Andrew Heath, GDOT - Planning
Jonathan Cox, GDOT OES
Melvin Waldrop, GDOT - D7 Preconstruction
Bobby Dollar, GDOT - OES
Patrece Keeter, DeKalb County
Chartrae Kent, GDOT - D7 Preconstruction
Nikki Reutlinger, PBS&J
Prasoon Sinha, ARCADIS
Johnny Lee, ARCADIS
Matt McDow, ARCADIS

The participants met to discuss concerns over the logical termini for the Bouldercrest Road Widening (PI 0006882). The project currently begins just south of I-285 and ends just south of the DeKalb / Clayton County line at Ivey Trace Lane. The meeting was called to address concerns regarding whether the southern end of the project meets logical termini requirements. Following is a list of key decisions and discussion points of the meeting:

1. Melvin Waldrop noted that at the County line, the project ties into the Linecrest Road project (PI 771180) which is scheduled to let in November 2010.
2. Prasoon Sinha noted that there is a 35% reduction in AADT south of the proposed intersection of Bouldercrest Road and Linecrest Road. He believed that this, along with other traffic data, justified the logical termini of the project as currently proposed.
3. It was agreed that a section or attachment likely needs to be added to the Concept Report to address the traffic justification of logical termini.

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4. Melvin Waldrop will contact David Peters to determine whether an attachment can be added to the Concept Report to address this issue. It was noted that the signature page of the Concept report would also likely need to be updated.
5. Jonathan Cox recommended having a follow-up meeting with Jennifer Giersch, with FHWA, to confirm that she agrees with the logical termini determination. Bobby Dollar will schedule this meeting at a later date.
6. Jonathan Cox noted that the status of the I-285 at Bouldercrest Road Improvements (PI 713300) could affect the logical termini at the north end of the project as well. He is going to look into the status of this project and respond with his determination following the meeting.

P.I. Number 6882

County DeKalb

Date 9/30/2010

Project Number CSSTP-0006-00(882)

Special Provision, Section 109-Measurement and Payment
FUEL PRICE ADJUSTMENT (ENGLISH 125% MAX)

ENTER FPL DIESEL	2.509
ENTER FPM DIESEL	5.645

ENTER FPL UNLEADED	2.457
ENTER FPM UNLEADED	5.52825

<http://www.dot.ga.gov/doingbusiness/Materials/Pages/asphaltcementindex.aspx>

INCREASE ADJUSTMENT
125.00%

INCREASE ADJUSTMENT
125.00%

ROADWAY ITEMS	QUANTITY	DIESEL FACTOR	GALLONS DIESEL	UNLEADED FACTOR	GALLONS UNLEADED	REMARKS
Excavations paid as specified by Sections 205 (CUBIC YARD)		0.29		0.15		
Excavations paid as specified by Sections 206 (CUBIC YARD)		0.29		0.15		
GAB paid as specified by the ton under Section 310 (TON)	94050.000	0.29	27274.50	0.24	22572.00	Concept Stage of the Project
Hot Mix Asphalt paid as specified by the ton under Sections 400 (TON)		2.90		0.71		
Hot Mix Asphalt paid as specified by the ton under Sections 402 (TON)	101165.000	2.90	293378.50	0.71	71827.15	Concept Stage of the Project
PCC Pavement paid as specified by the square yard under Section 430 (SY)		0.25		0.20		

BRIDGE ITEMS	Quantity	Unit Price	QF/1000	Diesel Factor	Gallons Diesel	Unleaded Factor	Gallons Unleaded	REMARKS
Bridge Excavation (CY) Section 211				8.00		1.50		
Class __Concrete (CY) Section 500	500.00	610.15	305.0750	8.00	2440.60	1.50	457.61	Concept Stage of the Project
Class __Concrete (CY) Section 500				8.00		1.50		
Class __Concrete (CY) Section 500				8.00		1.50		
Superstru Con Class__(CY) Section 500				8.00		1.50		
Superstru Con Class__(CY) Section 500				8.00		1.50		
Superstru Con Class__(CY) Section 500				8.00		1.50		
Concrete Handrail (LF) Section 500				8.00		1.50		
Concrete Barrier (LF) Section 500				8.00		1.50		

BRIDGE ITEMS	Quantity	Unit Price	QF/1000	Diesel Factor	Gallons Diesel	Unleaded Factor	Gallons Unleaded	REMARKS
--------------	----------	------------	---------	---------------	----------------	-----------------	------------------	---------

Stru Steel Plan Quantity (LB) Section 501				8.00		1.50	
Stru Steel Plan Quantity (LB) Section 501				8.00		1.50	
PSC Beams____ (LF) Section 507				8.00		1.50	
PSC Beams____ (LF) Section 507				8.00		1.50	
PSC Beams____ (LF) Section 507				8.00		1.50	
Stru Reinf Plan Quantity(LB) Section 511				8.00		1.50	
Stru Reinf Plan Quantity(LB) Section 511				8.00		1.50	
Bar Reinf Steel (LB) Section 511				8.00		1.50	
Piling____inch (LF) Section 520				8.00		1.50	
Piling____inch (LF) Section 520				8.00		1.50	
Piling____inch (LF) Section 520				8.00		1.50	
Piling____inch (LF) Section 520				8.00		1.50	
Piling____inch (LF) Section 520				8.00		1.50	
Piling____inch (LF) Section 520				8.00		1.50	
Drilled Caisson,____ (LF) Section 524				8.00		1.50	
Drilled Caisson,____ (LF) Section 524				8.00		1.50	
Drilled Caisson,____ (LF) Section 524				8.00		1.50	
Pile Encasement,____(LF) Section 547				8.00		1.50	
Pile Encasement,____(LF) Section 547				8.00		1.50	

SUM QF DIESEL=	323093.60	SUM QF UNLEADED=	94856.76
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DIESEL PRICE ADJUSTMENT(\$)	\$932,238.12
UNLEADED PRICE ADJUSTMENT(\$)	\$268,022.53

ASPHALT CEMENT PRICE ADJUSTMENT FOR BITUMINOUS TACK COAT(Surface Treatment 125% MAX)

APPLICABLE TO CONTRACTS CONTAINING THE 413 SPEC. SECTION 413.5.01 ADJUSTMENTS ASPHALT PRICE ADJUSTMENT FOR BITUMINOUS TACK COAT

<http://www.dot.ga.gov/doingbusiness/Materials/Pages/asphaltcementindex.aspx>

ENTER APL

ENTER APM

125.00% **INCREASE ADJUSTMENT**

Use this side for Asphalt Emulsion Only		
L.I.N.	TYPE	ASPHALT EMULSION (GALLONS)
TMT = <input style="width: 100px;" type="text"/>		
REMARKS: <input style="width: 95%;" type="text"/>		

Use this side for Asphalt Cement Only		
L.I.N.	TYPE	TACK (GALLONS)
TMT = <input style="width: 100px;" type="text"/>		
REMARKS: <input style="width: 95%;" type="text"/>		

MONTHLY PRICE ADJUSTMENT(\$)

ADJUSTMENT SUMMARY

FUEL PRICE ADJUSTMENT (*ENGLISH 125% MAX*)

DIESEL PRICE ADJUSTMENT(\$) \$932,238.12

UNLEADED PRICE ADJUSTMENT(\$) \$268,022.53

ASPHALT CEMENT PRICE ADJUSTMENT (BITUMINOUS TACK COAT 125% MAX) \$39,289.86

400 / 402 ASPHALT CEMENT PRICE ADJUSTMENT 125% MAX

ASPHALT CEMENT PRICE ADJUSTMENT FOR BITUMINOUS TACK COAT(Surface Treatment 125% MAX)

REMARKS:

TOTAL ADJUSTMENTS **\$1,239,550.50**

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE: CSSTP-0006-00(882) DeKalb **OFFICE:** Engineering Services
P.I. No.: 0006882
CR 5187/Bouldercrest Road Widening **DATE:** January 11, 2010

FROM: Ronald E. Wishon, State Project Review Engineer *REN*

TO: Mike Lobdell, PE, District Preconstruction Engineer – Chamblee
Attn.: Melvin Waldrop

SUBJECT: IMPLEMENTATION OF VALUE ENGINEERING STUDY ALTERNATIVES

The VE Study for the above project was held October 19-23, 2009. Responses were received on December 1, 2009. Recommendations for implementation of Value Engineering Study Alternatives are indicated in the table below. The Project Manager shall incorporate the VE alternatives recommended for implementation to the extent reasonable in the design of the project.

ALT #	Description	Potential Savings/LCC	Implement	Comments
A	Reduce ROW by using cable barriers in place of raised median	\$35,537	No	This project is in a highly developed area and the use of cable barriers would make it difficult to provide future median openings or areas for pedestrians to cross. There are a high number of residential properties along the corridor. The VE Team did not include the cost of the anchors for the barrier, or the cost for the pavement that would be used instead of the concrete median. Future maintenance costs would negate any proposed savings.
B	Pavement Design Change	\$1,874,706	Yes	This requires a quantities adjustment rather than a pavement design change.
C	Move taper at Sta. 254+00 and shorten width of culvert over Conley	\$393,755	Yes	A single free-flowing right turn lane from Bouldercrest to Panthersville will be utilized instead of dual right turn lanes. This will reduce the width of the culvert widening by one lane, which will reduce construction and ROW costs. The taper cannot be adjusted completely off

				the culvert because of the storage length required to achieve an acceptable level of service.
D	Move bike lanes to outside curb and gutter	(-\$289,062) Cost increase	No	In addition to an increased initial cost, maintenance costs would be increased due to the addition of the barrier between the sidewalk and the bikeway. Further study would be required in order to determine if this design would be ADA compliant.
E-1	Reduce Median width by using cable barrier	\$792,570	No	See response for A.
F-1	Reduce width of bridge	\$204,560	No	See response for A. The VE Team proposed reducing the width of the bridge by using cable barrier in the median.

Additional information was provided on January 5, 2010.

The Office of Engineering Services concurs with the Project Manager's responses.

Approved:  Date: 1/13/10
 Gerald M. Ross, PE, Chief Engineer

REW/LLM

Attachments

c: Ben Buchan
 Paul Liles/Bill Duvall/Bill Ingalsbe
 Mike Lobdell/Chartrae Kent/Melvin Waldrop
 Mickey McGee
 Ken Werho
 Lisa Myers
 Matt Sanders

VE Team: Walter Burton
 Mauricio Ricks
 Andrea Stramiello
 Bassem Tannir
 Coral Torres
 Shaun L. Williams

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE: CSSTP-0006-00(882), DeKalb County
P.I. No.0006882
Bouldercrest Road Widening

OFFICE: District 7

DATE: November 25, 2009

FROM: Mike Lobdell, PE, District Preconstruction Engineer

TO: Ronald E. Wishon, Project Review Engineer

SUBJECT: **Value Engineering Study-Responses**

Reference is made to the recommendations that were contained in the Value Engineering Report dated November 12, 2009 for the above referenced project.

This project consists of widening Bouldercrest Road from I-285 to Ivey Trace Lane, a distance of 2.64 miles. The proposed project will provide 2-12 ft lanes in each direction separated by a 20 ft raised, concrete median and include sidewalks, drainage and widening of a culvert and bridge. This corridor serves as an important north-south connection in this part of DeKalb County with a mix of commercial and residential properties.

Our responses and recommendations to the VE Recommendations are as follows:

Idea No.	VE Recommendation No. & Description w/ Projected Initial Cost Savings	Recommendation Response	Comments
A	Reduce ROW by changing medians to cable barriers \$35,537	Approval Not Recommended	<ul style="list-style-type: none"> • This project is highly developed and the use of cable barriers would make it difficult to provide future median openings or areas for pedestrians to cross. • These barriers would also be outside the context of design for the road due to the high number of residential properties along the corridor. In addition, due to the urban nature of this corridor, DeKalb County doesn't feel that this is an appropriate use for the cable barriers which are typically used on interstates. • The cost savings to go to cable barriers vs. concrete median didn't include costs to use pavement in this area as opposed to the concrete median or costs for anchors. • Also, maintenance costs for the cable barrier would be considerably higher than that of just a concrete median. DeKalb County doesn't have the ability to maintain the cable barriers. In just a few years the cost of maintaining these could overcome the cost savings for the ROW.
B	Pavement Design Change \$1,874,706	Approval Recommended	<ul style="list-style-type: none"> • OMR will have final approval over a pavement evaluation which will need to be performed to determine whether this pavement can be retained, but DeKalb County will move forward with suggested pavement design change.
C	Move taper and shorten culvert \$393,755	Approval Partially Recommended	<ul style="list-style-type: none"> • A single free-flowing right turn lane from Bouldercrest to Panthersville will be utilized instead of the two right turn lanes. This will reduce the width of widening to the culvert by one lane which will reduce construction and ROW costs. The taper could not be adjusted totally off of the culvert because of the storage length required needed to achieve an acceptable level of service.
D	Move bike lanes outside of curb and gutter Additional costs of \$289,062	Approval Not Recommended	<ul style="list-style-type: none"> • This would actually increase the cost of the project and would require additional study and design to ensure this would be ADA compliant. • This would also require additional costs to maintain the barrier between the sidewalk and bikeway.
E	Reduce Median by changing median to cable barrier \$792,570	Approval Not Recommended	<ul style="list-style-type: none"> • As stated previously the use of cable barriers is an undesirable option to DeKalb County.
F	Reduce width of bridge \$204,559	Approval Not Recommended	<ul style="list-style-type: none"> • As stated previously the use of cable barriers (which is the how the width of the bridge could be reduced) is an undesirable option to DeKalb County.

-End of Responses-



Department of Transportation

State of Georgia

#2 Capitol Square, S.W.

Atlanta, Georgia 30334-1002

February 14, 2007

HAROLD E. LINNENKOHL
COMMISSIONER
(404) 656-5206

DAVID E. STUDSTILL, JR., P.E.
CHIEF ENGINEER
(404) 656-5277

BUDDY GRATTON, P.E.
DEPUTY COMMISSIONER
(404) 656-5212

EARL L. MAHFUZ
TREASURER
(404) 656-5224

Mr. Vernon Jones, CEO
DeKalb County Commission
Manuel J. Maloof CTR.
1300 Commerce Drive - Suite 201
Decatur, Georgia 30030

Attention: Mr. Ted Rhinehart

Dear Mr. Jones:

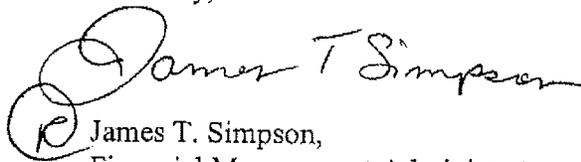
I am returning for your files an executed agreement between the Georgia Department of Transportation and Dekalb County for the following project:

PROJECT#: CSHPP-0008-00(401) Dekalb County, P.I.#0008401

PROJECT#: CSSTO-0006-00(882) Dekalb County, P.I.#0006882

We look forward to working with you on the successful completion of the joint project.
Should you have any questions, please contact the Project Manager Mike Lobdell at (404)463-4947

Sincerely,


James T. Simpson,
Financial Management Administrator

JTS:as

Enclosure

c: Bob Rogers
Bryant Poole - District 7
Jeff Baker - Utilities

AGREEMENT
BETWEEN
DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
AND
DEKALB COUNTY
FOR
TRANSPORTATION FACILITY IMPROVEMENTS

This Framework Agreement is made and entered into this 8th day of February, 2007, by and between the DEPARTMENT OF TRANSPORTATION, an agency of the State of Georgia, hereinafter called the "DEPARTMENT", and the DEKALB COUNTY, acting by and through its ^{CEO} Mayor ^{RS} and/or Board of Commissioners, hereinafter called the "LOCAL GOVERNMENT". _{CR}

WHEREAS, the LOCAL GOVERNMENT has represented to the DEPARTMENT a desire to improve the transportation facility described in Attachment A, attached and incorporated herein by reference and hereinafter referred to as the "PROJECT"; and

WHEREAS, the LOCAL GOVERNMENT has represented to the DEPARTMENT a desire to participate in certain activities including the funding of certain portions of the PROJECT and the DEPARTMENT has relied upon such representations; and

WHEREAS, the DEPARTMENT has expressed a willingness to participate in certain activities of the PROJECT as set forth in this Agreement; and

WHEREAS, the Constitution authorizes intergovernmental agreements whereby state and local entities may contract with one another "for joint services, for the provision of services, or for the joint or separate use of facilities or equipment; but such contracts must deal with activities, services or facilities which the parties are authorized by law to undertake or provide." Ga. Const. Art. IX, §III, ¶1(a).

NOW THEREFORE, in consideration of the mutual promises made and of the benefits to flow from one to the other, the DEPARTMENT and the LOCAL GOVERNMENT hereby agree each with the other as follows:

1. The LOCAL GOVERNMENT shall contribute to the PROJECT by funding all or certain portions of the PROJECT costs for the preconstruction engineering (design), utility relocations, right of way acquisitions and construction, as specified in Attachment A, attached hereto and incorporated herein by reference. Expenditures incurred by the LOCAL GOVERNMENT and eligible for reimbursement by the DEPARTMENT shall not be considered reimbursable to the LOCAL GOVERNMENT until the LOCAL GOVERNMENT receives a written notice to proceed for each phase of the PROJECT.

2. The DEPARTMENT shall contribute to the PROJECT by funding all or certain portions of the PROJECT costs for the preconstruction engineering (design) activities, right of way acquisitions or construction as specified in Attachment A.

3. It is understood and agreed by the DEPARTMENT and the LOCAL GOVERNMENT that the funding portion as identified in Attachment "A" of this Agreement only applies to the Preconstruction Engineering Activities.

4. The LOCAL GOVERNMENT shall be responsible for all costs for the continual maintenance and the continual operations of any and all sidewalks and the grass strip between the curb and gutter and the sidewalk within the PROJECT limits.

5. Both the LOCAL GOVERNMENT and the DEPARTMENT hereby acknowledge that Time is of the Essence. It is agreed that both parties shall adhere to the schedule of activities currently established in the approved Transportation Improvement Program/State Transportation Improvement Program (TIP/STIP). Furthermore, all parties shall adhere to the detailed project schedule as approved by the DEPARTMENT, attached as Attachment B and incorporated herein by reference. In the completion of respective commitments contained herein, if a change in the schedule is needed, the LOCAL GOVERNMENT shall notify the DEPARTMENT in writing of the proposed schedule change and the DEPARTMENT shall acknowledge the change through written response letter; provided that the DEPARTMENT shall have final authority for approving any change.

If, for any reason, the LOCAL GOVERNMENT does not produce acceptable deliverables in accordance with the approved schedule, the DEPARTMENT reserves the right to delay the project's implementation until funds can be re-identified for construction or right of way, as applicable.

6. The LOCAL GOVERNMENT shall certify that they have read and understands the regulations for "CERTIFICATION OF COMPLIANCES WITH FEDERAL PROCUREMENT REQUIREMENTS, STATE AUDIT REQUIREMENTS, AND FEDERAL AUDIT REQUIREMENTS" and will comply in full with said provisions.

7. The LOCAL GOVERNMENT shall accomplish all of the design activities for the PROJECT. The design activities shall be accomplished in accordance with the DEPARTMENT's Plan Development Process, the applicable guidelines of the American Association of State Highway and Transportation Officials, hereinafter referred to as "AASHTO", the DEPARTMENT's Standard Specifications Construction of Transportation Systems, the DEPARTMENT's Plan Presentation Guide, PROJECT schedules, and applicable guidelines of the DEPARTMENT. The LOCAL GOVERNMENT responsibility for design shall include, but is not limited to the following items:

a. Prepare the PROJECT concept report in accordance with the format used by the DEPARTMENT. The concept for the PROJECT shall be developed to accommodate the future traffic volumes as generated by the LOCAL GOVERNMENT as provided for in paragraph 7b and approved by the

DEPARTMENT. The concept report shall be approved by the DEPARTMENT prior to the LOCAL GOVERNMENT beginning further development of the PROJECT plans. It is recognized by the parties that the approved concept may be modified by the LOCAL GOVERNMENT as required by the DEPARTMENT and re-approved by the DEPARTMENT during the course of design due to public input, environmental requirements, or right of way considerations.

b. Develop the PROJECT base year (year facility is expected to be open to traffic) and design year (base year plus 20 years) traffic volumes. This shall include average daily traffic (ADT) and morning (am) and evening (pm) peak hour volumes. The traffic shall show all through and turning movement volumes at intersections for the ADT and peak hour volumes and shall indicate the percentage of trucks expected on the facility.

c. Validate (check and update) the approved PROJECT concept and prepare a PROJECT Design Book for approval by the DEPARTMENT prior to the beginning of preliminary plans.

d. Prepare environmental studies, documentation, and reports for the PROJECT that show the PROJECT is in compliance with the provisions of the National Environmental Protection Act and Georgia Environmental Protection Act, as appropriate to the PROJECT funding. This shall include any and all archaeological, historical, ecological, air, noise, underground storage tanks (UST), and hazardous waste site studies required as well as any environmental reevaluations required. The LOCAL GOVERNMENT shall

submit to the DEPARTMENT all environmental documents and reports for review and approval by the DEPARTMENT and the FHWA.

e. Prepare all public hearing and public information displays and conduct all required public hearings and public information meetings in accordance with DEPARTMENT practice.

f. Perform all surveys, mapping, soil investigation studies and pavement evaluations needed for design of the PROJECT.

g. Perform all work required to obtain project permits, including, but not limited to, US Army Corps of Engineers 404 and Federal Emergency Management Agency (FEMA) approvals. These efforts shall be coordinated with the DEPARTMENT.

h. Prepare the PROJECT drainage design including erosion control plans and the development of the hydraulic studies for the Federal Emergency Management Agency Floodways and acquisition of all necessary permits associated with the drainage design.

i. Prepare traffic studies, preliminary construction plans including a cost estimate for the Preliminary Field Plan Review, preliminary and final utility plans, preliminary and final right of way plans, staking of the required right of way, and final construction plans including a cost estimate for the Final Field Plan Review, erosion control plans, lighting plans, traffic handling plans, and construction sequence plans and specifications including special provisions for the PROJECT.

j. Provide certification, by a Georgia Registered Professional Engineer, that the construction plans have been prepared under the guidance of the

professional engineer and are in accordance with AASHTO and DEPARTMENT guidelines.

k. Failure of the LOCAL GOVERNMENT to follow the DEPARTMENT's Plan Development Process will jeopardize the use of Federal funds in some or all of the categories outlined in this Agreement, and it shall be the responsibility of the LOCAL GOVERNMENT to make up the loss of that funding.

8. All Primary Consultant firms hired by the LOCAL GOVERNMENT to provide services on the PROJECT shall be prequalified with the DEPARTMENT in the appropriate area-classes. The DEPARTMENT shall, on request, furnish the LOCAL GOVERNMENT with a list of prequalified consultant firms in the appropriate area-classes.

9. The PROJECT construction and right of way plans shall be prepared in English units.

10. All drafting and design work performed on the project shall be done utilizing Microstation and CAICE software respectively, and shall be organized as per the Department's guidelines on electronic file management.

11. The DEPARTMENT shall review and has approval authority for all aspects of the PROJECT provided however this review and approval does not relieve the LOCAL GOVERNMENT of its responsibilities under the terms of this

agreement. The DEPARTMENT will work with the FHWA to obtain all needed approvals as deemed necessary with information furnished by the LOCAL GOVERNMENT.

12. The LOCAL GOVERNMENT shall be responsible for the design of all bridge(s) and preparation of any required hydraulic and hydrological studies within the limits of this PROJECT in accordance with the DEPARTMENT's policies and guidelines. The LOCAL GOVERNMENT shall perform all necessary survey efforts in order to complete the design of the bridge(s) and prepare any required hydraulic and hydrological studies. The final bridge plans shall be incorporated into this PROJECT as a part of this Agreement.

13. The LOCAL GOVERNMENT shall follow the DEPARTMENT's procedures for identification of existing and proposed utility facilities on the PROJECT. These procedures, in part, require all requests for existing, proposed, or relocated facilities to flow through the DEPARTMENT's Project Liaison and the District Utilities Engineer.

14. The LOCAL GOVERNMENT shall address all railroad concerns, comments, and requirements to the satisfaction of the DEPARTMENT.

15. If the right of way phase is 100% local funding with no Federal or State reimbursement, upon the DEPARTMENT's approval of the project right of way plans, verification that the approved environmental document is current, which shall

mean that the approval of the environmental document occurred within six (6) months of the approval notice by the DEPARTMENT's for project right of way plans, and delivery of a written notice to proceed, the LOCAL GOVERNMENT may proceed with the acquisition of the necessary right of way for the PROJECT. If the right of way phase involves federal and/or state funding reimbursement, upon the Department's approval of the project right of way plans, the Local Government may proceed with all pre-acquisition right of way activities, however, property negotiation and acquisition cannot commence until right of way funding authorization is approved. Right of way acquisition shall be in accordance with the law and the rules and regulations of the FHWA including, but not limited to, Title 23, United States Code; 23 CFR 710, et. Seq., and 49 CFR Part 24 and the rules and regulations of the DEPARTMENT and in accordance with the "Contract for the Acquisition of Right of Way" to be prepared by the Office of Right of Way and executed between the LOCAL GOVERNMENT and the DEPARTMENT prior to the commencement of any right of way activities. Failure of the LOCAL GOVERNMENT to adhere to the provisions and requirements specified in the acquisition contract may result in the loss of Federal funding for the PROJECT and it will be the responsibility of the LOCAL GOVERNMENT to make up the loss of that funding. In the event the LOCAL GOVERNMENT is to receive reimbursement of all or part of the acquisition funding, reimbursable right of way costs are to include land and improvement costs, property damage values, relocation assistance expenses and contracted property management costs. Non reimbursable costs include administrative expenses such as appraisal, consultant, attorney fees and any in-house property management or staff expenses. All required right of way shall be obtained and cleared of

obstructions, including underground storage tanks, prior to advertising the PROJECT for bids. The LOCAL GOVERNMENT shall further be responsible for making all revisions to the approved right of way plans, as deemed necessary by the DEPARTMENT, for whatever reason, as needed to purchase the required right of way.

16. Upon completion and approval of the PROJECT plans, certification that all needed rights of way have been obtained and cleared of obstructions, and certification that all needed permits for the PROJECT have been obtained by the LOCAL GOVERNMENT the PROJECT shall be let for construction. The DEPARTMENT, unless shown otherwise on Attachment A, shall be solely responsible for securing and awarding the construction contract for the PROJECT.

17. The LOCAL GOVERNMENT shall review and make recommendations concerning all shop drawings prior to submission to the DEPARTMENT. The DEPARTMENT shall have final authority concerning all shop drawings.

18. The LOCAL GOVERNMENT agrees that all reports, plans, drawings, studies, specifications, estimates, maps, computations, computer diskettes and printouts, and any other data prepared under the terms of this Agreement shall become the property of the DEPARTMENT if required. This data shall be organized, indexed, bound, and delivered to the DEPARTMENT no later than the advertisement of the PROJECT for letting. The DEPARTMENT shall have the right

to use this material without restriction or limitation and without compensation to the LOCAL GOVERNMENT.

19. The LOCAL GOVERNMENT shall be responsible for the professional quality, technical accuracy, and the coordination of all designs, drawings, specifications, and other services furnished by or on behalf of the LOCAL GOVERNMENT pursuant to this Agreement. The LOCAL GOVERNMENT shall correct or revise, or cause to be corrected or revised, any errors or deficiencies in the designs, drawings, specifications, and other services furnished for this PROJECT. Failure by the LOCAL GOVERNMENT to address the errors or deficiencies within 30 days shall cause the LOCAL GOVERNMENT to assume all responsibility for construction delays caused by the errors and deficiencies. All revisions shall be coordinated with the DEPARTMENT prior to issuance. The LOCAL GOVERNMENT shall also be responsible for any claim, damage, loss or expense, to the extent allowed by law that is attributable to errors, omissions, or negligent acts related to the designs, drawings, specifications, and other services furnished by or on behalf of the LOCAL GOVERNMENT pursuant to this Agreement.

This Agreement is made and entered into in FULTON COUNTY, GEORGIA, and shall be governed and construed under the laws of the State of Georgia.

The covenants herein contained shall, except as otherwise provided, accrue to the benefit of and be binding upon the successors and assigns of the parties hereto.

IN WITNESS WHEREOF, the DEPARTMENT and the LOCAL GOVERNMENT have caused these presents to be executed under seal by their duly authorized representatives.

RECOMMENDED:

DEKALB COUNTY

Bryant Poole
BRYANT POOLE, DISTRICT ENGINEER

BY: Vernon Jan
Name
Title

Todd Long
TODD LONG, PRECONSTRUCTION ENGINEER

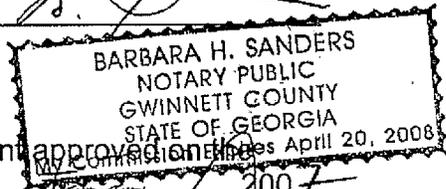
Signed, sealed and delivered this
day of _____,
200_, in the presence of.

David E. Stumbell, Jr.
Chief Engineer

[Signature]
Witness

DEPARTMENT OF
TRANSPORTATION

[Signature]
Notary Public



BY: Buddy A. [Signature]
Commissioner

This Agreement approved on the
9 day of January, 2007.

ATTEST: [Signature]
Treasurer

[Signature]
City/County Clerk (as appropriate)

REVIEWED AS TO LEGAL FORM:
Sandra [Signature] 1-29-07
Office of Legal Services

FEIN: 58-6000814

DEKALB COUNTY

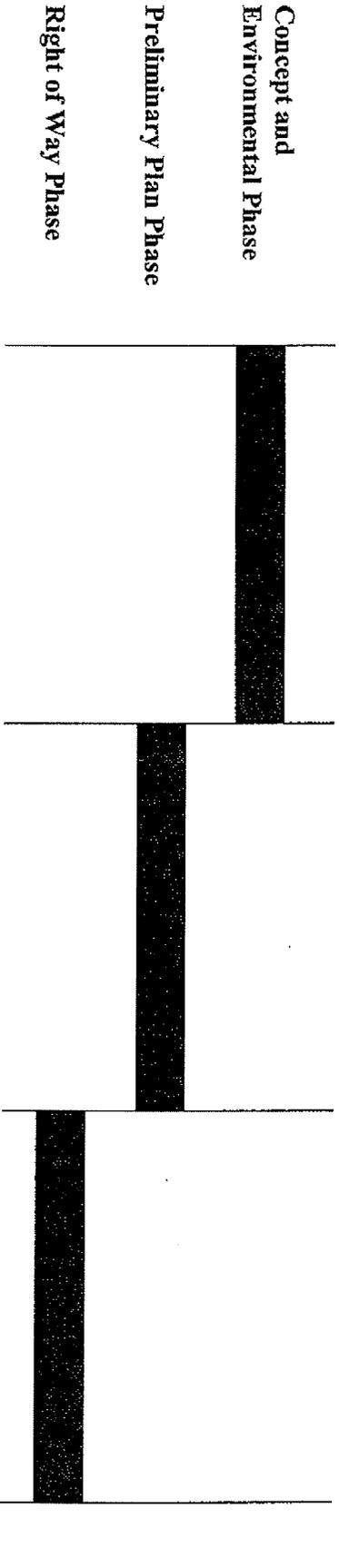
ATTACHMENT "A"
PROJECT NUMBER: CSSTP-0008-00(401) - DEKALB COUNTY
PROJECT NUMBER: CSSTO-0006-00(882) - DEKALB COUNTY

Project (PI#, Project #, Description)	Work Type	Preliminary Engineering		Right of Way		Construction		Utilities	
		Funding	Design	Funding	Acquisition	Funding	Letting	Relocation Costs	
PI# 0008401 CSHP-0008-00(401) CR 7938/ROCKBRIDGE RD FM STONE MT-LITHONIA RD TO SR 10	MISC. IMPV	\$750,000 80% FEDERAL \$187,500 20% LOCAL > \$937,500 100% LOCAL	COUNTY	\$1,250,000 80% FED \$312,500 20% LOCAL > \$1,562,500 100% LOCAL	COUNTY	\$4,500,000 100% LOCAL	COUNTY	COUNTY	
PI# 0006882 CSSTO-0006-00(882) BOULDERCREST ROAD WIDENING FROM I-285 TO LNECREST ROAD		\$496,000 FEDERAL \$522,000 LOCAL > \$1,018,000 100% LOCAL	COUNTY	\$1,044,000 100% LOCAL	COUNTY	\$8,352,000 80% FED \$2,088,000 20% LOCAL	GDOT	COUNTY	

Note: 1. Maximum allowable GDOT reimbursible amount may be shown above in lieu of percentages when applicable. Local Government will only be reimbursed the percentage of the accrued invoiced amounts up to but not to exceed the maximum amount indicated.
 2. Cash participation limits may be shown above in lieu of percentages when applicable.

**ATTACHMENT "B"
0008401 - DEKALB COUNTY**

Proposed Project Schedule



Deadlines for	Execute	Month/Year	Month/Year	Month/Year
Responsible Parties	Agreement	(Approve Concept	(Authorize	(Authorize
		and Env. Documents)01/08	Right of Way)07/08	Construction)03/10

Annual Reporting Requirements

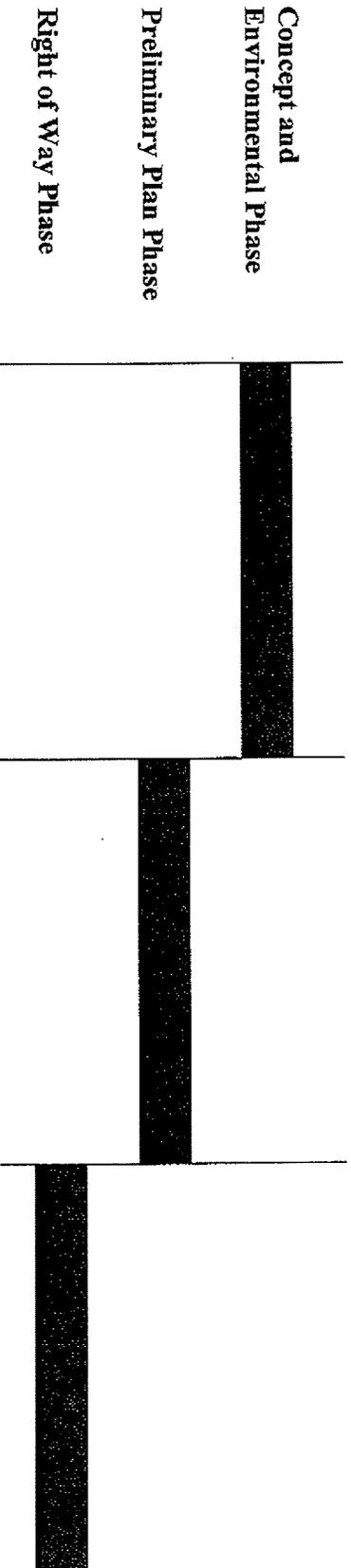
The Local Government shall provide a written status report to the Department's Project Manager with the actual phase completion date(s) and the percent complete/proposed completion date of incomplete phases. The written status report shall be received by the Department no later than the first day of February of every calendar year until all phases have been completed.

Training Certification Requirement

The Local Government shall provide a written certification that all appropriate staff (employees and consultants) involved in the Project have attended or are scheduled to attend the Department's Plan Development Process Training Course. The written certification shall be received by the Department no later than the first day of February of every calendar year until all phases have been completed.

ATTACHMENT "B"
0006882 - DEKALB COUNTY

Proposed Project Schedule



Deadlines for Responsible Parties Agreement	Execute	Month/Year	Month/Year	Month/Year
		(Approve Concept and Env. Documents)	01/08	(Authorize Right of Way)
			07/08	(Authorize Construction)
			03/10	

Annual Reporting Requirements

The Local Government shall provide a written status report to the Department's Project Manager with the actual phase completion date(s) and the percent complete/proposed completion date of incomplete phases. The written status report shall be received by the Department no later than the first day of February of every calendar year until all phases have been completed.

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Benefit/Cost Ratio: Bouldercrest Rd Widening Project

Design Life	Total benefit for 20 Years	Total Cost for 20 Years	Project B/C
20 Years	\$1,074,968,029	\$46,310,088	23

Analysis Year	Annual Vehicle Miles Traveled (VMT)		Annual Vehicle Hours Traveled		Benefits in	
	No-Build	Build	No-Build	Build	Future Year Dollar	Open Year (2015) Dollar
Open Year (2015)	11,203,500	11,772,750	1,407,750	406,500	\$20,768,249	\$20,768,249
Design Year (2035)	18,868,500	19,924,500	19,242,000	3,114,000	\$335,612,138	\$86,728,554
						\$107,496,803

Benefit-Cost Analysis For 20 Year Design Life

