

D.O.T. 66

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE P. I. No. 0006913, Fulton County **OFFICE** Preconstruction
CSSTP-0006-00(913)
Oakley Industrial Boulevard Widening **DATE** March 23, 2006

FROM *Cynthia J. Pirkle*
Margaret B. Pirkle, P.E., Assistant Director of Preconstruction

TO *MBP* SEE DISTRIBUTION

SUBJECT APPROVED PROJECT CONCEPT REPORT

Attached for your files is the approval for subject project.

MBP/cj

Attachment

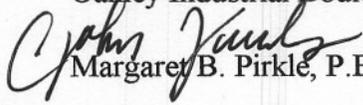
DISTRIBUTION:

Brian Summers
Harvey Keepler
Ken Thompson
Jamie Simpson
Michael Henry
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Paul Liles
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Bryant Poole
BOARD MEMBER

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE P.I. No. 0006913, Fulton County **OFFICE** Preconstruction
 CSSTP-0006-00(913)
 Oakley Industrial Boulevard Widening **DATE** March 20, 2006

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

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

SUBJECT PROJECT CONCEPT REPORT

This project is the widening of Oakley Industrial Boulevard from Fayetteville Road to Jonesboro Road/SR 138 for a total of 1.71 miles. Oakley Industrial Boulevard is located in south Fulton County beginning at Bohannon Road to the west and ending at Jonesboro Road/SR 138 to the east. It provides connectivity from SR 92/Spence Road and Fayetteville Road to SR 138 which has an interchange with I-85. Within the project area, Oakley Industrial Boulevard is functionally classified as an urban collector with one through lane in each direction and numerous right and left turn bays. It has a posted speed of 45 MPH. The area is experiencing substantial residential and commercial growth which adds to the industrial traffic along the corridor. The increasing volume poses a challenge to the safety of drivers along the corridor besides adding to congestion.

The proposed construction will add a two-way left turn lane to the existing two lane section of Oakley Industrial Boulevard and add a traffic signal at Oakley Road intersection. At the eastern terminus with Jonesboro Road/SR 138, Oakley Industrial Boulevard will fare to two lanes in each direction with a 20' raised median to accommodate future potential widening of this roadway beyond three lanes if future traffic warrants.

Environmental concerns include requiring a COE 404 permit; a Categorical Exclusion be prepared; a public information open house is anticipated; time saving procedures are not appropriate.

The estimated costs for this project are:

	<u>PROPOSED</u>	<u>APPROVED</u>	<u>FUNDING</u>	<u>PROG DATE</u>
Construction (includes E&C and inflation)	\$7,142,000	\$7,142,000	L230	2008
Right-of-Way & Utilities*	Local	Local	Local	

David Studstill
Page 2

P. I. No. 0006913, Fulton
March 20, 2006

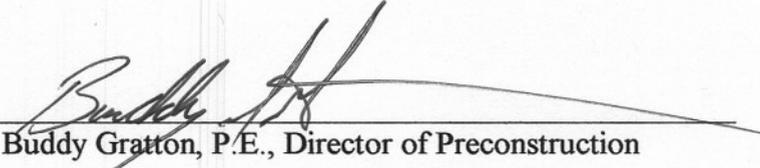
*Fulton County signed PMA for PE and utilities; right-of-way and construction to be done by future agreements.

I recommend this project concept be approved.

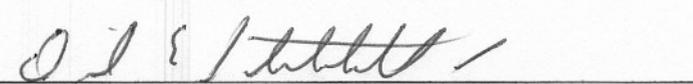
MBP:JDQ/cj

Attachment

CONCUR


Buddy Gratton, P.E., Director of Preconstruction

APPROVE


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

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
District Seven

PROJECT CONCEPT REPORT

OAKLEY INDUSTRIAL BLVD FROM FAYETTEVILLE RD TO JONESBORO RD/SR 138

Project No. STP-0006-00(913)
P.I. No. 0006913
County: FULTON
(LOCATION MAP ON PAGE 2)

FEDERAL ROUTE NO: N/A
STATE ROUTE NO: N/A
COUNTY ROUTE NO: 1505

Recommendation for Approval:

DATE 2/27/06

Mike Soldell
Project Manager

DATE 2/28/06

Buy Pool
District Engineer

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

DATE 3/3/06

Joseph P. McLeod
State Transportation Planning Administrator

DATE _____

State Financial Management Administrator

DATE _____

State Environmental / Location Engineer

DATE _____

State Traffic Safety and Design Engineer

DATE _____

Project Review Engineer

NOTICE OF LOCATION AND DESIGN APPROVAL

**STP-0006-00(913) FULTON COUNTY
P. I. No. 0006913**

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

Date of Location and Design Approval: March 23, 2006

This project proposes to widen 1.71 miles of existing two-lane Oakley Industrial Boulevard (CR 1505) to three lanes, with 2-twelve foot travel lanes and a fourteen foot center two-way left turn lane. The project lies entirely in South Fulton County and within GMD 1065.

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

**Michael Lankford
Area Engineer
Department Of Transportation
940 Virginia Avenue
Hapeville, GA 30354
(404)559-6655**

Any interested party may obtain a copy of the drawings or maps or plats or portions thereof by paying a nominal fee and requesting in writing to:

**Michael A Lobdell, P.E, Preconstruction Engineer
Georgia Department of Transportation
District 7
5025 New Peachtree Road
Chamblee, GA 30341
Phone: (404) 463-4947
michael.lobdell@dot.state.ga.us**

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

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
District Seven

PROJECT CONCEPT REPORT

OAKLEY INDUSTRIAL BLVD FROM FAYETTEVILLE RD TO JONESBORO RD/SR 138

Project No. STP-0006-00(913)
P.I. No. 0006913
County: FULTON
(LOCATION MAP ON PAGE 2)

FEDERAL ROUTE NO: N/A
STATE ROUTE NO: N/A
COUNTY ROUTE NO: 1505

Recommendation for Approval:

DATE 2/27/06

Mike Soldell
Project Manager

DATE 2/28/06

Buy Pool
District Engineer

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

DATE _____

State Transportation Planning Administrator

DATE _____

State Financial Management Administrator

DATE _____

State Environmental / Location Engineer

DATE 3-6-06

Heidi Sells
State Traffic Safety and Design Engineer

DATE _____

Project Review Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
District Seven

PROJECT CONCEPT REPORT

OAKLEY INDUSTRIAL BLVD FROM FAYETTEVILLE RD TO JONESBORO RD/SR 138

Project No. STP-0006-00(913)
P.I. No. 0006913
County: FULTON
(LOCATION MAP ON PAGE 2)

FEDERAL ROUTE NO: N/A
STATE ROUTE NO: N/A
COUNTY ROUTE NO: 1505

Recommendation for Approval:

DATE 2/27/06

Mike Soldell
Project Manager

DATE 2/28/06

Buy Pool
District Engineer

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

DATE _____

State Transportation Planning Administrator

DATE _____

State Financial Management Administrator

DATE 3.08.06

Armen D. D. D.
State Environmental / Location Engineer

DATE _____

State Traffic Safety and Design Engineer

DATE _____

Project Review Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
District Seven

RECEIVED
MAR 09 2006
BY: _____

PROJECT CONCEPT REPORT

OAKLEY INDUSTRIAL BLVD FROM FAYETTEVILLE RD TO JONESBORO RD/SR 138

Project No. STP-0006-00(913)
P.I. No. 0006913
County: FULTON
(LOCATION MAP ON PAGE 2)

FEDERAL ROUTE NO: N/A
STATE ROUTE NO: N/A
COUNTY ROUTE NO: 1505

Recommendation for Approval:

DATE 2/27/06

Mike Soldell
Project Manager

DATE 2/28/06

Ben Hill
District Engineer

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

DATE 3/9/06

Joseph P. Pineda
State Transportation Planning Administrator

DATE _____

State Financial Management Administrator

DATE _____

State Environmental / Location Engineer

DATE _____

State Traffic Safety and Design Engineer

DATE _____

Project Review Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
District Seven

PROJECT CONCEPT REPORT

OAKLEY INDUSTRIAL BLVD FROM FAYETTEVILLE RD TO JONESBORO RD/SR 138

Project No. STP-0006-00(913)
P.I. No. 0006913
County: FULTON
(LOCATION MAP ON PAGE 2)

FEDERAL ROUTE NO: N/A
STATE ROUTE NO: N/A
COUNTY ROUTE NO: 1505

Recommendation for Approval:

DATE 2/27/06

Mike Soldell
Project Manager

DATE 2/28/06

Buy Pool
District Engineer

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

DATE _____

State Transportation Planning Administrator

DATE 3-7-06

James Vinson
State Financial Management Administrator

DATE _____

State Environmental / Location Engineer

DATE _____

State Traffic Safety and Design Engineer

DATE _____

Project Review Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
District Seven

PROJECT CONCEPT REPORT

OAKLEY INDUSTRIAL BLVD FROM FAYETTEVILLE RD TO JONESBORO RD/SR 138

Project No. STP-0006-00(913)
P.I. No. 0006913
County: FULTON
(LOCATION MAP ON PAGE 2)

FEDERAL ROUTE NO: N/A
STATE ROUTE NO: N/A
COUNTY ROUTE NO: 1505

Recommendation for Approval:

DATE 2/27/06

Mike Soddell
Project Manager

DATE 2/28/06

Buy Pool
District Engineer

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

DATE _____

State Transportation Planning Administrator

DATE _____

State Financial Management Administrator

DATE _____

State Environmental / Location Engineer

DATE _____

State Traffic Safety and Design Engineer

DATE _____

Project Review Engineer

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENTAL CORRESPONDENCE

FILE: STP-0006-00(913)
Fulton County
Oakley Industrial Blvd fm Fayetteville Rd
to Jonesboro Rd/SR 138
P.I. # 0006913

OFFICE: Chamblee\Metro

DATE: March 6, 2006

FROM: Bryant Poole, District Engineer

TO: Meg Pirkle, Assistant Director of Preconstruction

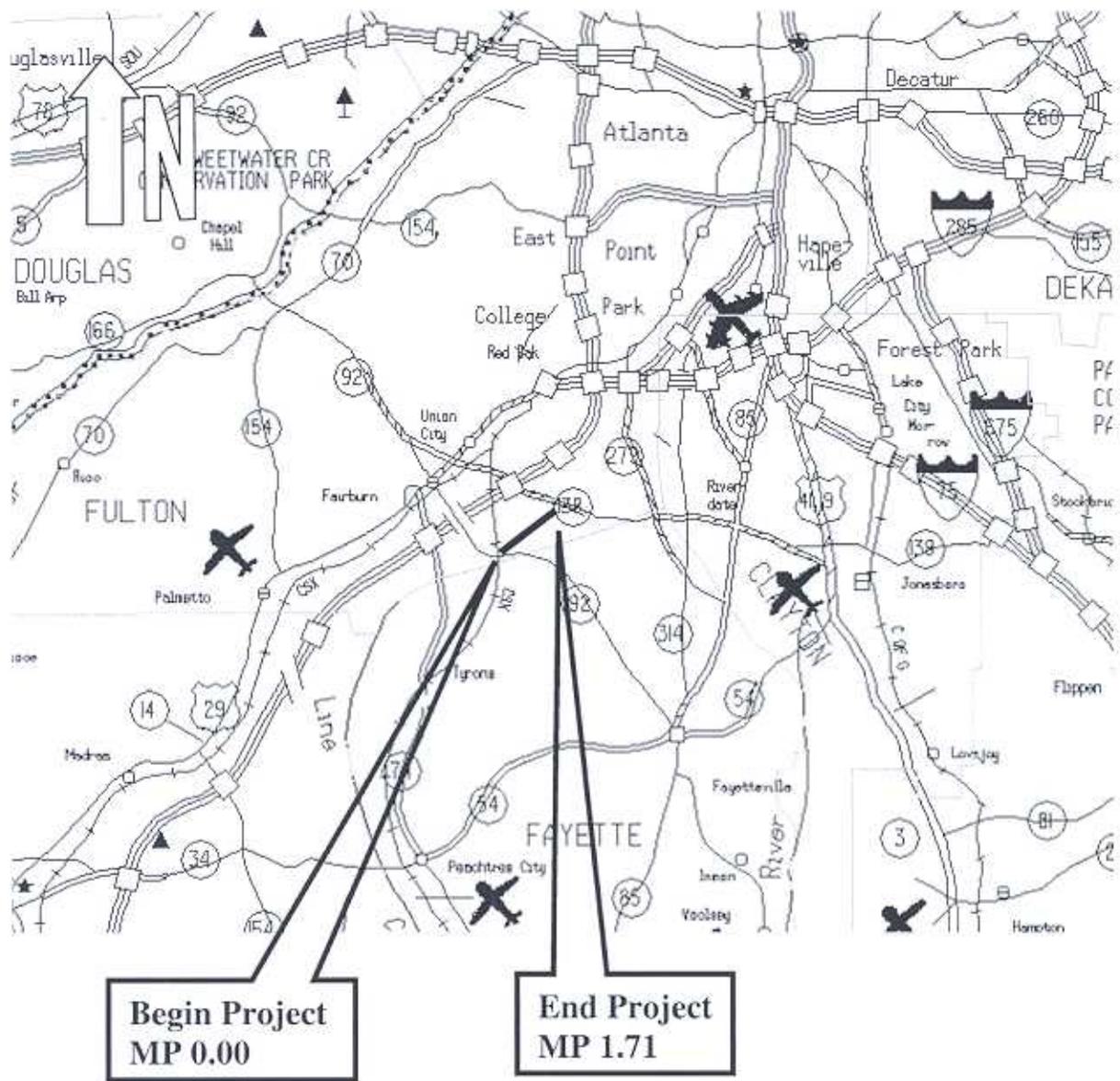
SUBJECT: *PROJECT CONCEPT REPORT*

Attached is the original copy of the concept report for your further handling for approval in accordance with the PDP.

If you have any questions in regards to this concept, please contact Lowell James or Gerald Ford at (404) 463-4947.

BP\MAL\loj

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



Location Map

Project: STP-0006-00(913) Fulton **PI No.:** 0006913

Description: Oakley Industrial Blvd from Fayetteville Rd to Jonesboro Rd/SR 138

Need and Purpose:

This project will add a two-way left turn lane to the existing two lane section of Oakley Industrial Boulevard between Fayetteville Road and Jonesboro Rd/SR 138. It also proposes to add a traffic signal at Oakley Road intersection. At the eastern terminus with Jonesboro Rd/SR 138, Oakley Industrial Boulevard will flare to two lanes in each direction with a 20-foot raised median to accommodate future potential widening of this segment beyond three lanes if future traffic warrants this widening and to allow for future project FS202A, which is the widening of Oakley Industrial Boulevard from Jonesboro Rd/SR 138 to Flat Shoals Road.

Oakley Industrial Boulevard is located in south Fulton County beginning at Bohannon Road to the west and ending at Jonesboro Road/ SR138 to the east. It provides connectivity from SR92/Spence Road and Fayetteville Road to SR138 which has an interchange with I-85. Within the project area, Oakley Industrial Boulevard is functionally classified as an urban collector with one through lane in each direction and numerous right and left turn bays. It has a posted speed of 45 MPH. The area is experiencing substantial residential and commercial growth which adds to the industrial traffic along the corridor. The increasing volume of traffic poses a challenge to the safety of drivers along the corridor besides adding to the congestion.

This is an important and high profile corridor for South Fulton Community Improvement District (CID) who are funding the planning and engineering for this project. As the CID sees growth and development in the area, they are responding by accelerating the project schedule to help accommodate the increase in traffic and the mix of industrial and residential vehicles in this corridor. When the bridge over the CSX railroad opens to traffic, this will allow improved access to I-85 at Jonesboro Rd/SR138 through this section of Oakley Industrial Boulevard, which will accelerate the growth in traffic.

Oakley Industrial Boulevard has been an important corridor for industrial development containing two large industrial parks (Southpoint and Fairburn) and is increasingly giving way to residential developments. As the residential and commercial traffic grows and mixes, provision of exclusive turn lanes becomes more important to separate the commercial and heavy vehicles from the residential commuter traffic. It is important because heavy vehicles and passenger vehicles react differently in terms of accelerating and braking, which is the cause of many accidents. Many Development of Regional Impact (DRI) studies are currently planned for industrial and residential development in the vicinity of this project. Furthermore, as the area continues to grow, it may be necessary to provide a wider roadway section with two travel lanes in each direction and a landscaped raised median with left turn bays.

The western terminus of the proposed project is the newly constructed 3-lane bridge over the railroad and the reconstructed intersection with Fayetteville Road. This GDOT project number STP-9379(1) is currently being constructed to grade separate Oakley Industrial Boulevard over the railroad and to realign its intersection with Fayetteville Road. The eastern terminus is its intersection with Jonesboro Road/SR138. On this side, at Oakley Industrial Boulevard's intersection with SR138, the 5-lane section across the street is proposed to be extended to intersect with Flat Shoals Road. This project has been programmed but is not yet funded in the current TIP.

The following table indicates that accident, injury, and fatality rates from 2001 to 2003 were equal to or

higher than the statewide average for comparable routes. The improvements to this corridor would help eliminate rear end collisions by providing a refuge for left turn vehicles to get out of the through travel lane. Under current conditions, these vehicles have to decelerate in front of through traffic which carries a significant fraction of heavy vehicles. These heavy vehicles take longer to decelerate and accelerate which is a critical factor for safety and efficiency, especially in a 45 mph zone.

Year	2001		2002		2003	
Milepoint 0 to 1.71	OIB	State Avg.	OIB	State Avg.	OIB	State Avg.
Accidents	9		5		9	
Accident Rate	924	540	514	534	924	554
Injuries	1		2		3	
Injury Rate	103	135	205	133	308	135
Fatalities	0		0		0	
Fatality Rate	0	1.58	0	1.22	0	1.40

Intersection OIB and -	2007 Intersection Delay (seconds)				2027 Intersection Delay (seconds)			
	AM		PM		AM		PM	
	No Build	Build	No Build	Build	No Build	Build	No Build	Build
Oakley Road	33	32	30	29	923	40	612	36
Jonesboro Road (SR 138)	43	30	61	41	491	138	473	245

A large amount of traffic is diverted and attracted towards the improved corridor because of better access to and from I-85. As is evident from the attached traffic projections and the table above, the performance of the two intersections deteriorate in the design year. To alleviate that augmented traffic, a fourth lane is planned to be added to the corridor in the late future as discussed earlier in this section. Oakley Road and Oakley Industrial Blvd currently operates as a two-way stop controlled intersection with stop signs on Oakley Road. This intersection is proposed to be signalized in the design year.

This project will assure the safety of road users in this corridor by providing a continuous two-way left turn lane as well as right turn lanes. This will separate the turning vehicles from through traffic. This would also reduce delays caused by turning vehicles impeding through traffic and make this corridor operate more efficiently and safely.

Description of the proposed project:

The proposed project will upgrade Oakley Industrial Boulevard between Fayetteville Road and Jonesboro Rd/SR 138. This project proposes to widen the existing two-lane Oakley Industrial Boulevard to three lanes, with 2-twelve foot travel lanes and a fourteen foot center two-way left turn lane. The shoulder would be a 12-foot urban shoulder with a 5-foot sidewalk. This project would tie to the new bridge over CSX railroad (GDOT Project No. STP-9379(1), PI 752980) to the west and a potential roadway extension of Oakley Industrial Boulevard across Jonesboro Rd to Flat Shoals Road to the east (ARC Project No. FS202A). The length of this project is approximately 1.71 miles, and portions of this corridor lie within the Union City and Fairburn city limits. Some vertical reconstruction is anticipated in the vicinity of the Oakley Road

intersection. This project begins at MP 0.00 and ends at MP 1.71. It is anticipated that traffic volumes will continue to build in this corridor as undeveloped land develops into commercial properties and subdivisions. Because of this development potential, the corridor is planned to be widened to four-lanes with a 20 ft raised median in the future.

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

This project is a non capacity adding project. Improvements are being made to increase efficiency in the corridor.

PDP Classification: Major , or Minor

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

Functional Classification: Urban Collector

U. S. Route Number(s): N/A **State Route Number(s):** N/A **County Route Number(s):** 1505

Traffic (AADT): Base Year: (2007) 12,900 Design Year: (2027) 18,980

Existing design features:

- Typical Section: A 2-lane urban roadway with 24-foot pavement width, 30" curb and gutter and a 5 ft concrete sidewalk with a 2-foot grass strip in places. Limited left turn bays are present along the corridor.
- Posted speed: 45 mph
- Minimum radius for curve: 1280 ft
- Maximum superelevation rate for curve: 5.0%
- Maximum degree of curvature: 2.0°
- Maximum grade: 3.5%
- Width of right of way: 90-100 ft
- Major structures: Double 8' X 8' Box culvert at Graham Drive. Single 6' X 4' box culvert 800' north of Oakley Rd.
- Major intersections: Oakley Road and SR 138
- Existing length of roadway segment: Approximately 1.71 miles in length

Proposed Design Features:

- Proposed typical section(s) (see attached sections): An urban section overlays the existing 24 feet of pavement and adds new pavement to achieve three lanes for a total width of 36 feet, with 12-foot shoulders. New right turn lanes and acceleration lanes that are added will be at a width of 12 feet. The new shoulder will include 30" curb and gutter, a 2' grass strip, and a 5' sidewalk.
- Proposed Design Speed Mainline: 45 mph
- Proposed Maximum grade Mainline: 3.5 %
- Maximum grade allowable: 9.0 %
- Proposed Maximum grade Side Street: 4.0%
- Maximum grade allowable Side Street: 15.0%
- Proposed Maximum grade driveway: 10%
- Proposed Minimum radius of curve: 2900 ft

- Minimum Radius allowable: 660 ft
 - Proposed Superelevation rate for curves: 5.0%
 - Right of way
 - Width: 62 ft. for 3-Lane
 - Easements: Temporary , Permanent , Utility , Other .
 - Type of access control: Full , Partial , By Permit , Other .
 - Number of parcels: 34
- Number of displacements:
- Business: 0
 - Residences: 0
 - Mobile homes: 0
 - Other: 0
- Structures:
 - Bridges: N/A
 - Retaining walls: N/A
 - Box Culverts: Extension of double 8' X 8' and a single 6' x4' box culvert
 - Major intersections: Oakley Road and Jonesboro Road/SR 138
 - Traffic control during construction: Project to be built under traffic
 - Design Exceptions to controlling criteria anticipated:

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

- Design Variances – None expected
- Environmental concerns: Possible wetland impacts and stream relocations, potential for UST and hazardous waste contamination.
- Level of environmental analysis:
 - Are Time Savings Procedures appropriate? Yes , No .
 - Categorical exclusion .
 - Environmental Assessment/Finding of No Significant Impact (FONSI) , or
 - Environmental Impact Statement (EIS) .
- Utility involvements: Power (GA Power -Distribution), Gas (Atlanta Gas Light), Sanitary Sewer (Fulton County Sewer), Water (City of Atlanta Water), Telephone (Bellsouth Telecommunications), Cable (Comcast).

Project responsibilities:

- Design, Local
- Right of Way Acquisition, Local
- Relocation of Utilities, Local

- Letting to contract, Local
- Supervision of construction, Local
- Providing material pits, Contractor

Coordination

- Concept meeting date and brief summary: *Concept team meeting was held at GDOT main office on Sept. 26, 2005. Minutes and sign-in sheet are attached.*
- P. A. R. meetings, dates and results: *Not required*
- FEMA, USCG, and/or TVA: *404 permit possible*
- Public involvement: *Public meeting anticipated*
- Local government comments: *Fulton County has reviewed and approved the improvements*
- Other projects in the area: *Fayetteville Rd/Oakley Industrial Blvd Grade Separation (STP-9379(1)) under construction and the future Oakley Industrial Blvd. Extension to Flat Shoals Road(FS202A)*
- Other coordination to date: *Meetings with South Fulton CID and Fulton County*
- Railroad Coordination: *None*

Scheduling – Responsible Parties’ Estimate

- Time to complete the environmental process: 12 Months
- Time to complete preliminary construction plans: 6 Months
- Time to complete right of way plans: 6 Months
- Time to complete the Section 404 Permit: 6 Months
- Time to complete final construction plans: 3 Months
- Time to purchase right of way: 18 Months
- List other major items that will affect the project schedule: N/A

Other Alternates considered:

1. Four-lane section with 20-foot raised median. This alternate does not comply with the air quality model for this corridor and the future traffic volumes do not currently require this typical section.
2. No build. This option was eliminated because of the safety benefits derived from adding a place for left turn refuge in a corridor that serves residential and industrial traffic and has numerous rear end collisions. This project will continue the current typical section through the corridor to a logical terminus.

Comments:

It was assumed that the pavement would be fully reconstructed due to the heavy truck volumes and the uncertainty of the pavement structure in this corridor. If pavement cores prove the pavement condition favorable to overlay, then the existing pavement will be overlaid at the spread rates called for in the existing pavement evaluation.

Attachments:

1. Cost Estimate
 - a. Construction
 - b. Right of Way
 - c. Utility
2. Typical Sections
3. Concept Team Meeting Minutes
4. Traffic Projections

5. Intersection Capacity Analysis
6. Environmental Screening Memo
7. Location and Design Approval

PRELIMINARY COST ESTIMATE

PROJECT No.: STP-0006-00(913) Fulton

PREPARED BY: Nick Castronova/URS Corporation PROJECT LENGTH: 1.71 miles

ESTIMATED LETTING DATE: None

PROGRAMMING PROCESS CONCEPT DEVELOPMENT DURING PROJECT DEV.

PROJECT COST	
A. RIGHT-OF-WAY (3-lane option):	
1. PROPERTY (LAND & EASEMENT)	\$ 1,246,006.00
2. DISPLACEMENTS: RES: 0 BUS: 0 M.H.: 0	\$ 0.00
3. OTHER COST (ADM./COST, INFLATION)	\$ 1,545,048.00
SUBTOTAL:A	\$ 2,791,054.00
A. RIGHT-OF-WAY (4-lane option):	
1. PROPERTY (LAND & EASEMENT)	\$ 1,938,544.00
2. DISPLACEMENTS: RES: 0 BUS: 0 M.H.: 0	\$ 0.00
3. OTHER COST (ADM./COST, INFLATION)	\$ 2,403,794.00
SUBTOTAL:A	\$ 4,342,338.00
B. REIMBURSABLE UTILITIES:	
1. GEORGIA POWER COMPANY (DISTRIBUTION)	\$ 0.00
2. ATLANTA GAS LIGHT COMPANY	\$ 0.00
3. BELLSOUTH TELECOMMUNICATIONS	\$ 0.00
4. CITY OF ATLANTA WATER	\$ 0.00
5. FULTON COUNTY SEWER	\$ 0.00
3. COMCAST	\$ 0.00
SUBTOTAL:B	\$ 0.00

C. CONSTRUCTION:		
1. MAJOR STRUCTURES		
a. Box Culvert Extension (Double 8' X 8') 40' Extension		\$ 60,000.00
b. Box Culvert Extension (Single 6' X 4') 20' Extension		\$ 10,000.00
	SUBTOTAL:C-1	\$ 70,000.00
2. GRADING AND DRAINAGE:		
a. EARTHWORK (100,000 cy @ \$3.00)		\$ 300,000.00
b. DRAINAGE:		
1) Curb and Gutter (18,000 ft @ \$20.00/ft)		\$ 360,000.00
2) Longitudinal System		
Catch Basins (60 @ \$2000/EA)		\$ 120,000.00
Pipe - 18" (9,500 ft @ \$35/ft)		\$ 332,500.00
Flared End Sections (10 @ \$500/EA)		\$ 5,000.00
	SUBTOTAL:C-2	\$ 1,117,500.00
3. BASE AND PAVING:		
a. AGGREGATE BASE (25,400 tons @ \$20/ton)		\$ 508,000.00
b. ASPHALT PAVING:		
9.5mm Superpave (3,800 tons @ \$60/ton)	\$ 228,000.00	
19mm Superpave (5,000 tons @ \$60/ton)	\$ 300,000.00	
25mm Superpave (7,500 tons @ \$60/ton)	\$ 450,000.00	
	SUBTOTAL:C-3.b	\$ 978,000.00
	SUBTOTAL:C-3	\$ 1,486,000.00
(Asphalt quantities assume full depth reconstruction due to the large truck percentage in the corridor and the uncertainty of the existing pavement structure)		

4. LUMP ITEMS:	
a. GRASSING (6 acre @ \$5,000/acre)	\$ 30,000.00
b. CLEARING AND GRUBBING (10 acres @ \$8,000/acre)	\$ 80,000.00
c. LANDSCAPING	\$ 10,000.00
d. EROSION CONTROL (2 mile @ \$50,000/mile)	\$ 100,000.00
e. TRAFFIC CONTROL	\$ 100,000.00
SUBTOTAL:C-4	\$ 320,000.00
5. MISCELLANEOUS:	
a. SIGNAL	\$ 150,000.00
b. SIGNING - MARKING	\$ 30,000.00
d. SIDEWALK (8100 yd ² @ \$30.00/ yd ²)	\$ 243,000.00
SUBTOTAL:C-5	\$ 423,000.00
6. SPECIAL FEATURES:	
SUBTOTAL:C-6	\$ 0.00

ESTIMATE SUMMARY	
A. RIGHT-OF-WAY (3-lane option)	\$ 2,791,054.00
A. RIGHT-OF-WAY (4-lane option)	\$ 4,342,338.00
B. REIMBURSABLE UTILITIES	\$ 0.00
C. CONSTRUCTION	
1. MAJOR STRUCTURES	\$ 70,000.00
2. GRADING AND DRAINAGE	\$ 1,117,500.00
3. BASE AND PAVING	\$ 1,486,000.00
4. LUMP ITEMS	\$ 320,000.00
5. MISCELLANEOUS	\$ 423,000.00
6. SPECIAL FEATURES	\$ 0.00
SUBTOTAL CONSTRUCTION COST	\$ 3,416,500.00
E. & C. (10%)	\$ 341,650.00
INFLATION (5% PER YEAR)	\$ 592,378.00
NUMBER OF YEARS	3
TOTAL CONSTRUCTION COST	\$ 4,350,528.00
GRAND TOTAL PROJECT COST (3-lane option)	\$ 7,141,582.00
GRAND TOTAL PROJECT COST (4-lane option)	\$ 8,692,866.00

This project is 100% in Fulton County.

MINUTES OF THE CONCEPT TEAM MEETING

The concept meeting for Georgia DOT Project No. STP-0006-00(913), PI No. 0006913, Fulton County was held at the relocated office of GDOT Dist 7 (the State Archive Building). The meeting was held in the preconstruction conference room on Sept. 26, 2005 at 10:30 AM.

The meeting attendees included Scott Lee (GDOT D-7), Lowell James (GDOT D-7), Katie Mullins (GDOT D-7 Traffic Ops), Merishia Robinson (GDOT D-7 Pre-construction), Zanda Montgomery (GDOT D-7 Environmental), Ernest Slaughter (Fulton County), Nick Castronova (URS Corporation), Ali Sayyed (URS Corporation).

Lowell James introduced meeting attendees and gave a brief description of the project. Then Nick Castronova outlined the project limits and geometry. Ernest asked if the bridge being constructed under STP-9379 is 3-lane or 2-lane. Ernest also inquired if both projects are listed with the ARC.

Lowell suggested some minor changes to the Concept Report including adding a note for location map on the cover, increasing the scale of the location map, taking out some redundant text etc. He also suggested to condense the Need and Purpose statement to an essay format and emphasize on the capacity and safety improvements. Also, the capacity needs to be rechecked. At that point Nick stated that because of the large number of rear end collisions, increased truck activity and residential growth, the project is more of a safety improvement effort than a capacity enhancement attempt and this will be explained under Need and Purpose statement.

Scott suggested that under "Existing design features", the report should say "limited left turn bays" and not "many left turn bays". Both Scott and Katie recommended to look closely into the future traffic, considering a rapid truck volume increase from Fayetteville. In Katie's opinion this is probably going to happen because of the fast growth in the City of Fayetteville and the route serves as an alternate for I-85. To address this possibility, URS is going to look into the accident history and analyze capacity of the intersection of Oakley Industrial and SR 138 in detail.

As Lowell walked everybody through the Concept Report, he suggested to add mile post to the project begin and end as well as show city limits. Everybody agreed to show the project in the non-attainment area, and classify it as a minor project.

Scott preferred to overlay the existing pavement and widen to the proposed section for ease in staging. Since the future section of Oakley Industrial is likely to be 4-lane, he asked if sidewalk could be placed only on the side which will not be widened in the future. To save longitudinal drainage pipe, he urged to omit curb and gutter where possible. Nick confirmed, but also said that curb and gutter will be needed from Oakley onwards to the north.

Questions and Comments:

Scott: Will R/W be acquired this year?

Nick: No, next year probably.

Ernest: Will R/W be acquired for three lanes?

Nick: No, four lanes.

Scott: May be it's better to show 3 lanes on plans but run traffic for 4 lane section and explain this in notes.

Ernest: Bounce this off of the CID.

Scott to Lowell: What is the budget on this project?

Lowell: 3.7 million

Scott: Pretty close to the concept report (3.9 mils)

Lowell: Correct the double 10x10 box culvert to a double 8x8 in the report and cost estimate and add the other culvert.

General question: Is it a local let or DOT let project?

Scott: It's DOT let

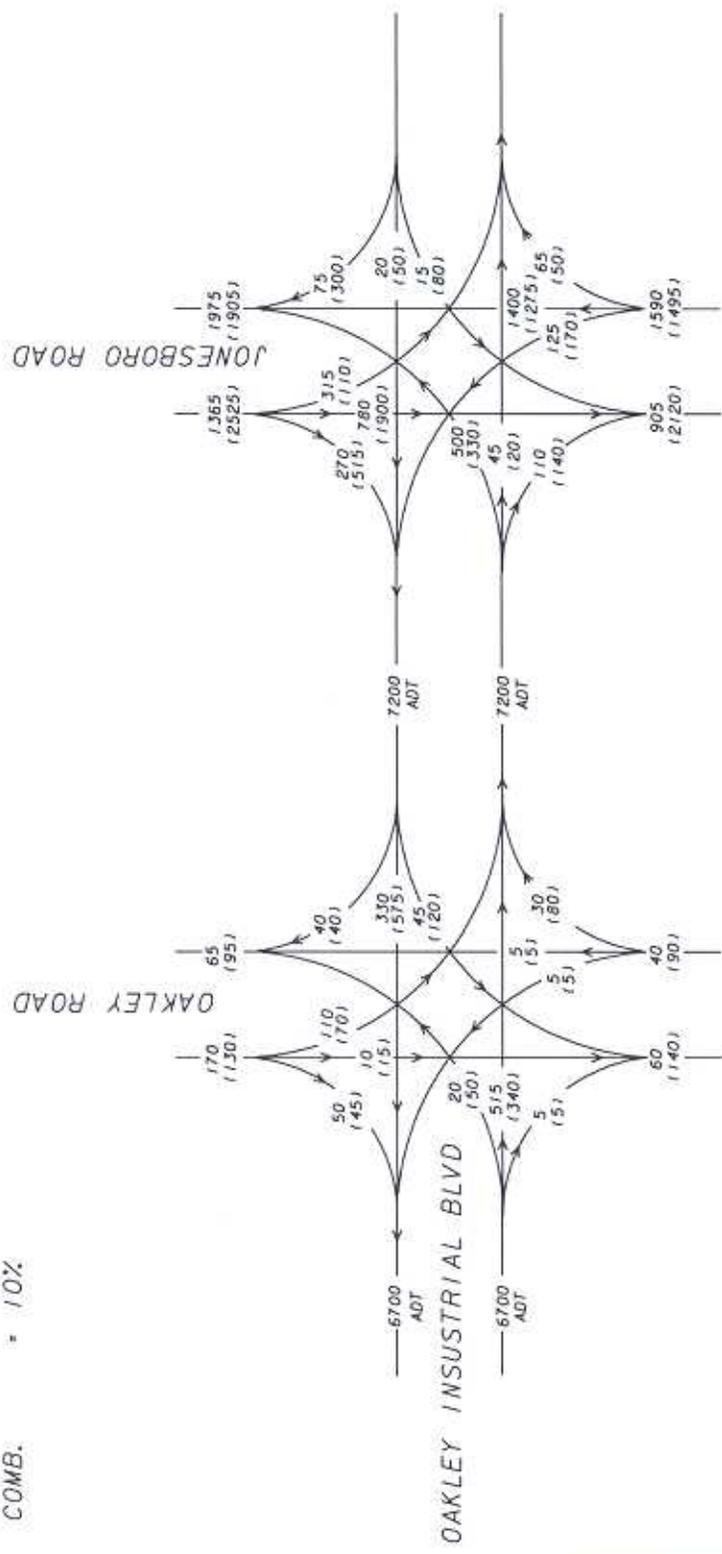
Merishia: Utility companies need to be listed in the report.

Then the project schedule was discussed. It was agreed to allocate 12 months instead of 18 months for completion of environmental process, and less than 12 months for the preliminary construction plans. Project letting date is probably June/July '07, but it had to be verified. According to Scott, GDOT needs commitment from Fulton County and South Fulton CID for R/W acquisition and project construction before letting it in FY '07. It is anticipated that the revised and approved concept report will be submitted at the end of October '05.

Ernest asked for R/W cost. Nick said he is going to get Jerry Milligan at the District Office to get it for him.

Last few comments on the Concept Report were to only list the alternates that were not adopted, and take out the traffic diagrams. Scott asked to add "Public Meeting Anticipated" under Coordination ->Public Involvement meetings.

24 HOUR T • 15%
 S.U. • 5%
 COMB. • 10%



2027 AM
 (2027 PM)

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STATE OF GEORGIA
 DEPARTMENT OF TRANSPORTATION

TRAFFIC FLOW DIAGRAMS
 DESIGN HOURLY VOLUME
 OAKLEY INDUSTRIAL BLVD

NOT TO SCALE

REVISION DATES

10-02