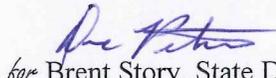


**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

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

FILE P.I. # 0007532 **OFFICE** Design Policy & Support
CSHPP-0007-00(532)
Fulton County
GDOT District 7 - Metro Atlanta **DATE** January 15, 2013
Airport Loop Access Roads - Hapeville

FROM  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:

Bobby Hilliard, Program Control Administrator
Genetha Rice-Singleton, State Program Delivery Engineer
Glenn Bowman, State Environmental Administrator
Cindy VanDyke, State Transportation Planning Administrator
Kathy Zahul, State Traffic Engineer
Angela Robinson, Financial Management Administrator
Lisa Myers, State Project Review Engineer
Charles "Chuck" Hasty, State Materials Engineer
Jeff Baker, State Utilities Engineer
Ken Thompson, Statewide Location Bureau Chief
Tamaya Huff, State Pedestrian and Bicycle Coordinator
Rachel Brown, District Engineer
Scott Lee, District Preconstruction Engineer
Jonathan Walker, District Utilities Engineer
Darrell DeJean, Project Manager
BOARD MEMBER - 5th Congressional District

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
PROJECT CONCEPT REPORT**

Project Type: <u>HPP</u>	P.I. Number: <u>0007532</u>
GDOT District: <u>7</u>	County: <u>Fulton</u>
Federal Route Number: <u>N/A</u>	State Route Number: <u>N/A</u>

Project Description: The proposed project would add new sidewalks and curb & gutter and replace damaged sidewalks, curb & gutter, and drainage where necessary. The project would include new pedestrian level lighting, decorative sign posts, landscaping/ street trees, handicap access ramps, street furniture, and improved street crossings. Road circulation will also be reviewed and adjusted as necessary. See page 2 for project location.

Submitted for approval:

<u>Sara W. Kim - CENTRICITY, LLC for HGOR, INC.</u>	<u>5.22.12</u>
Consultant Designer & Firm or GDOT Concept/Design Phase Office Head & Office	DATE
<u>[Signature]</u>	<u>5-21-12</u>
Local Government	DATE
<u>Bobby Halbard</u>	<u>4-16-2012</u>
Office Head	DATE
<u>[Signature]</u>	<u>4-16-2012</u>
GDOT Project Manager	DATE

Recommendation for approval:

Program Control Administrator	DATE
<u>GLENN BOWMAN*/EKP</u>	<u>6/22/2012</u>
State Environmental Administrator	DATE
<u>KATHY ZAHUL*/EKP</u>	<u>6/29/2012</u>
State Traffic Engineer	DATE
<u>LISA MYERS*/EKP</u>	<u>6/22/2012</u>
Project Review Engineer	DATE
State Utilities Engineer	DATE
<u>RACHEL BROWN*/EKP</u>	<u>7/2/2012</u>
District Engineer	DATE
<u>BEN RABUN*/EKP</u>	<u>6/27/2012</u>
State Bridge Design Engineer	DATE
State Transportation Financial Management Administrator	DATE

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).

<u>MATTHEW FOWLER*/EKP</u>	<u>6/26/2012</u>
FOR State Transportation Planning Administrator	DATE

**RECOMMENDATION ON FILE*

PROJECT LOCATION



Rainey Avenue - Urban Local Road, Begin STA 200+00.00 End STA 204+50.00

Oakridge Avenue - Urban Collector Street, Begin STA 300+00.00 End STA 304+00.00

Atlanta Avenue - Urban Local Road, Begin STA 400+00.00 End STA 416+75.00

South Fulton Avenue - Urban Local Road, Begin STA 500+75.00 End STA 505.00.00

Oak Street - Urban Local Road, Begin STA 600+00.00 End STA 615+58.10

Forrest Avenue - Urban Local Road, Begin STA 700+00.00 End STA 703+17.49

Union Avenue - Urban Local Road, Begin STA 800+25.00 End STA 813+50.00

Chestnut Street - Urban Local Road, Begin STA 950+00.00 End STA 956+40.14

Elm Street - Urban Local Road, Begin STA 1000+50.00 End STA 1021+25.00

PLANNING & BACKGROUND DATA

Project Justification Statement: The proposed project which originated with Congressman John Lewis and City of Hapeville would add new sidewalks, reconstruct substandard sidewalks, and add handicap improvements, streetscaping and landscaping to eleven (11) street corridors in Hapeville. The Hapeville area currently lacks adequate or enhanced pedestrian facilities, handicap access, and improved linkage to the multimodal system. The completed project would make Hapeville substantially more pedestrian oriented and improve safety. The project would comply with all ADA requirements.

Due to its location within the greater Atlanta Metropolitan Statistical Area (MSA), the City of Hapeville is expected to remain a high growth area well into the future. The demands created by population and economic growth will require expansion of the transportation network. Due to the poor air quality of the region, alternatives to polluting, auto-oriented transportation are mandated by the United States Environmental Protection Agency (USEPA). The proposed project would provide an environmentally benign alternative to auto travel.

A mixture of single family residences, multi-family residences, retail stores, and public institutions are located along the project corridors. The destinations located within the project limits are within a walkable distance to each other. However, due to the limited sidewalk network, awkward crosswalks, and increasing traffic on local roads, access to these destinations can be difficult for pedestrians.

The City of Hapeville is within the 13 County Atlanta non-attainment area for air quality. The proposed project would support efforts to reduce dependence upon automobile-oriented development by investing in a developed area and providing connections to neighborhoods, schools, businesses, and parks via a local street network. The proposed project would support Atlanta Regional Commission (ARC), USEPA, and regional efforts to “foster greater livability in activity and employment centers in our region.” The project would provide funding to enhance livability and mobility for residents, and support the fundamental concepts of:

- Connecting homes, shops, and offices;
- Enhancing streetscapes and sidewalks; and
- Emphasizing the pedestrian.

In accordance with the Georgia Planning Act, the improvements are consistent with the City Comprehensive Plan and approved by the City Council. The proposed improvements have been added to the five year Short Term Work Program (STWP). The Comprehensive Plan policies provide a framework to facilitate and encourage coordinated comprehensive planning and development. The City of Hapeville Comprehensive Plan currently calls for institutional, residential, retail, services, and office uses in the project area and community facilities where the institutional uses are located. These uses would be accentuated by the implementation of the proposed project, which would provide substantial improvement to the pedestrian network and would support the density and development types the city desires for the area.

Description of the proposed project: The approximate length of the entire project is 2.75 miles. The project limits include the following corridors: 1) Gateway sign/landscaping: I-85 ramp shoulder; 2) Rainey Avenue: begin Loop Road, end Virginia Avenue; 3) Oakridge Avenue (close south end of Oakridge Avenue): begin Loop Road, end Virginia Avenue; 4) Atlanta Avenue: begin Loop Road, end S. Central Avenue; 5) Oak Street: begin Atlanta Avenue, end Union Avenue; 6) S. Fulton Avenue: begin College Street, end S. Central Avenue; 7) Delta Boulevard @ Virginia Avenue: replace traffic signal; 8) Forrest Avenue: begin Oak Street, end Union Avenue; 9) Union Avenue: begin Loop Road, end College Street; 10) Chestnut Street: begin Georgia Avenue, end Elm Street; and, 11) Elm Street: begin Loop Road (at gateway monument), end Henry Ford II Avenue. The proposed project would add new sidewalks and curb & gutter drainage where none exists. Sidewalks and curb & gutter drainage would be replaced where necessary. Resurfacing would be performed where necessary. Utility poles would be relocated where necessary. The city’s existing gateway entry sign at Loop Road would be replaced with a

monument sign. The project would add the following new improvements: pedestrian level lighting, decorative sign posts, landscaping/street trees, handicap access ramps, and improved street crossings. Decorative traffic light mast arms will be added where needed. Drainage improvements or replacements will be made where necessary. The connection of Elm Street to Loop Road may be re-established to improve access to this area of Hapeville. The City would construct the following improvements to improve access, aesthetics and mobility: parking, sidewalks, pedestrian-level lighting, landscaping (trees, shrubs, planters, irrigation), street furniture (benches, trash receptacles, kiosk), signs (safety, directional, information), covered pedestrian refuge, and bicycle parking racks.

Federal Oversight: Full Oversight Exempt State Funded Other

MPO: N/A MPO - Atlanta
MPO Project TIP # FS-213

Regional Commission: N/A RC – Atlanta Regional Commission
RC Project ID # FS-213

Congressional District(s): 5

Projected Traffic:

Rainey Ave (combined)

Current Year (2012): 2532 Open Year (2014) 2634 Design Year (2034): 3914

Atlanta Avenue

Current Year (2012): 3460 Open Year (2014) 3600 Design Year (2034): 5349

Functional Classification (Mainline): Urban Local Street

Is this project on a designated bike route? No YES

The proposed improvements would reconstruct sidewalks and add sidewalks where they do not already exist. No bike routes are planned as a part of this project. The project is consistent with city bike/pedestrian plans and goals.

Is this project located on a pedestrian plan? No YES

Is this project located on or part of a transit network? No YES

The MARTA route 172 services part of the project area.

CONTEXT SENSITIVE SOLUTIONS

Issues of Concern: None.

Context Sensitive Solutions: The context sensitive solutions will include improved pedestrian sidewalks and crosswalks, landscaping, gateway signage, pedestrian lighting and traffic lighting on decorative mast arms.

DESIGN AND STRUCTURAL DATA

Mainline Design Features: *Rainey Avenue, typical section*

Feature	Existing	Standard*	Proposed
Typical Section			
- Number of Lanes	2	2	2
- Lane Width(s)	14'	10' to 12'	10'
- Median Width & Type	None	N/A	None
- Outside Shoulder Width & Type	Urban	N/A	Urban
- Outside Shoulder Slope	None	N/A	None
- Inside Shoulder Width & Type	None	N/A	None
- Sidewalks	5' wide, East side	5' wide	6' wide, both sides
- Auxiliary Lanes	None	N/A	None
- Bike Lanes	None	N/A	None
Posted Speed	25 mph		25 mph
Design Speed	25 mph	25 mph	25 mph
Min Horizontal Curve Radius	N/A	N/A	N/A
Superelevation Rate	N/A	N/A	N/A
Grade	N/A	N/A	N/A
Access Control	Permitted Access	N/A	Permitted Access
Right-of-Way Width	60 ft	N/A	60 ft
Maximum Grade – Crossroad	N/A	N/A	N/A
Design Vehicle	N/A	N/A	N/A

*According to current GDOT design policy if applicable

Mainline Design Features: *Oakridge Avenue, typical section A*

Note: This section of Oakridge will remain open for access to remain for the businesses on Virginia Avenue.

Feature	Existing	Standard*	Proposed
Typical Section			
- Number of Lanes	2	2	2
- Lane Width(s)	13'	10' to 12'	10'
- Median Width & Type	None	N/A	None
- Outside Shoulder Width & Type	Urban	N/A	Urban
- Outside Shoulder Slope	None	N/A	None
- Inside Shoulder Width & Type	None	N/A	None
- Sidewalks	None	5' wide	None
- Auxiliary Lanes	None	N/A	None
- Bike Lanes	None	N/A	None
Posted Speed	25 mph		25 mph
Design Speed	25 mph	25 mph	25 mph
Min Horizontal Curve Radius	N/A	N/A	N/A

Superelevation Rate	N/A	N/A	0
Grade	N/A	N/A	0
Access Control	Permitted Access	N/A	Permitted Access
Right-of-Way Width	40 ft	N/A	40 ft
Maximum Grade – Crossroad	N/A	N/A	N/A
Design Vehicle	N/A	N/A	N/A

*According to current GDOT design policy if applicable

Mainline Design Features: *Oakridge Avenue, typical section B*

Note: This section will be closed to prevent thru traffic from Loop Road.

Feature	Existing	Standard*	Proposed
Typical Section			
- Number of Lanes	2	2	0
- Lane Width(s)	13'	10' to 12'	0
- Median Width & Type	None	N/A	None
- Outside Shoulder Width & Type	Urban	N/A	Urban
- Outside Shoulder Slope	None	N/A	None
- Inside Shoulder Width & Type	None	N/A	None
- Sidewalks	None	5' wide	None
- Auxiliary Lanes	None	N/A	None
- Bike Lanes	None	N/A	None
Posted Speed	25 mph		N/A
Design Speed	25 mph	25 mph	N/A
Min Horizontal Curve Radius	N/A	N/A	N/A
Superelevation Rate	N/A	N/A	N/A
Grade	N/A	N/A	N/A
Access Control	Permitted Access	N/A	N/A
Right-of-Way Width	40 ft	N/A	40 ft
Maximum Grade – Crossroad	N/A	N/A	N/A
Design Vehicle	N/A	N/A	N/A

*According to current GDOT design policy if applicable

Mainline Design Features: *Atlanta Avenue, typical section A*

Feature	Existing	Standard*	Proposed
Typical Section			
- Number of Lanes	2	2	2
- Lane Width(s)	15'	10' to 12'	12'
- Median Width & Type	None	N/A	None
- Outside Shoulder Width & Type	Urban	N/A	Urban
- Outside Shoulder Slope	None	N/A	None
- Inside Shoulder Width & Type	None	N/A	None
- Sidewalks	8' wide, Both sides	5' wide	7.5' west side, 5' east side
- Auxiliary Lanes	None	N/A	None

- Bike Lanes	None	N/A	None
Posted Speed	25 mph		25 mph
Design Speed	25 mph	25 mph	25 mph
Min Horizontal Curve Radius	N/A	N/A	N/A
Superelevation Rate	N/A	N/A	N/A
Grade	N/A	N/A	N/A
Access Control	Permitted Access	N/A	Permitted Access
Right-of-Way Width	50 ft	N/A	50 ft
Maximum Grade – Crossroad	N/A	N/A	N/A
Design Vehicle	N/A	N/A	N/A

*According to current GDOT design policy if applicable

Mainline Design Features: Atlanta Avenue, typical section B

Feature	Existing	Standard*	Proposed
Typical Section			
- Number of Lanes	2	2	2
- Lane Width(s)	15'	10' to 12'	12'
- Median Width & Type	None	N/A	None
- Outside Shoulder Width & Type	Urban	N/A	Urban
- Outside Shoulder Slope	None	N/A	None
- Inside Shoulder Width & Type	None	N/A	None
- Sidewalks	5' west side, 7' east side	5' wide	7.5' west side, 5' east side
- Auxiliary Lanes	None	N/A	None
- Bike Lanes	None	N/A	None
Posted Speed	25 mph/ 15 mph school zone		25 mph/ 15 mph school zone
Design Speed	25 mph/ 15 mph school zone	25 mph/ 15 mph school zone	25 mph/ 15 mph school zone
Min Horizontal Curve Radius	N/A	N/A	N/A
Superelevation Rate	N/A	N/A	N/A
Grade	N/A	N/A	N/A
Access Control	Permitted Access	N/A	Permitted Access
Right-of-Way Width	50 ft	N/A	50 ft
Maximum Grade – Crossroad	N/A	N/A	N/A
Design Vehicle	N/A	N/A	N/A

*According to current GDOT design policy if applicable

Mainline Design Features: Atlanta Avenue, typical section C

Feature	Existing	Standard*	Proposed
Typical Section			
- Number of Lanes	3	2	3
- Lane Width(s)	10'	10' to 12'	10'
- Median Width & Type	None	N/A	None
- Outside Shoulder Width & Type	Urban	N/A	Urban
- Outside Shoulder Slope	None	N/A	None
- Inside Shoulder Width & Type	None	N/A	None
- Sidewalks	5' west side, 7' east side	5' wide	7.5' west side, 5' east side
- Auxiliary Lanes	None	N/A	None
- Bike Lanes	None	N/A	None
Posted Speed	25 mph/ 15 mph school zone		25 mph/ 15 mph school zone
Design Speed	25 mph/ 15 mph school zone	25 mph/ 15 mph school zone	25 mph/ 15 mph school zone
Min Horizontal Curve Radius	N/A	N/A	N/A
Superelevation Rate	N/A	N/A	N/A
Grade	N/A	N/A	N/A
Access Control	Permitted Access	N/A	Permitted Access
Right-of-Way Width	50 ft	N/A	50 ft
Maximum Grade – Crossroad	N/A	N/A	N/A
Design Vehicle	N/A	N/A	N/A

*According to current GDOT design policy if applicable

Mainline Design Features: Oak Street, typical section A

Feature	Existing	Standard*	Proposed
Typical Section			
- Number of Lanes	2	2	2
- Lane Width(s)	12'-3"	10' to 12'	12'-3"
- Median Width & Type	None	N/A	None
- Outside Shoulder Width & Type	Urban	N/A	Urban
- Outside Shoulder Slope	None	N/A	None
- Inside Shoulder Width & Type	Urban	N/A	Urban
- Sidewalks	None	5' wide	None
- Auxiliary Lanes	None	N/A	None
- Bike Lanes	None	N/A	None
Posted Speed	25 mph		25 mph
Design Speed	25 mph	25 mph	25 mph
Min Horizontal Curve Radius	N/A	N/A	N/A

Superelevation Rate	N/A	N/A	N/A
Grade	N/A	N/A	N/A
Access Control	Permitted Access	N/A	Permitted Access
Right-of-Way Width	20' Existing Plus shared ROW with North Inner Loop Road	N/A	20' Existing Plus shared ROW with North Inner Loop Road
Maximum Grade – Crossroad	N/A	N/A	N/A
Design Vehicle	N/A	N/A	N/A

*According to current GDOT design policy if applicable

Mainline Design Features: *Oak Street, typical section B*

Feature	Existing	Standard*	Proposed
Typical Section			
- Number of Lanes	2	2	2
- Lane Width(s)	11'-3"	10' to 12'	11'-3"
- Median Width & Type	None	N/A	None
- Outside Shoulder Width & Type	Urban	N/A	Urban
- Outside Shoulder Slope	None	N/A	None
- Inside Shoulder Width & Type	None	N/A	None
- Sidewalks	5' wide North side	5' wide	5' wide North side
- Auxiliary Lanes	None	N/A	None
- Bike Lanes	None	N/A	None
Posted Speed	25 mph		25 mph
Design Speed	25 mph	25 mph	25 mph
Min Horizontal Curve Radius	N/A	N/A	N/A
Superelevation Rate	N/A	N/A	N/A
Grade	N/A	N/A	N/A
Access Control	Permitted Access	N/A	Permitted Access
Right-of-Way Width	20' Existing Plus shared ROW with North Inner Loop Road	N/A	20' Existing Plus shared ROW with North Inner Loop Road
Maximum Grade – Crossroad	N/A	7.0% to 10.0%	N/A
Design Vehicle	N/A	WB-40 or BUS-40	N/A

*According to current GDOT design policy if applicable

Mainline Design Features: *Oak Street, typical section C*

Feature	Existing	Standard*	Proposed
Typical Section			
- Number of Lanes	2	2	2
- Lane Width(s)	12'-3"	10' to 12'	11'-3"
- Median Width & Type	None	N/A	None
- Outside Shoulder Width & Type	Urban	N/A	Urban
- Outside Shoulder Slope	None	N/A	None
- Inside Shoulder Width & Type	None	N/A	None
- Sidewalks	None	5' wide	5' wide North side
- Auxiliary Lanes	None	N/A	None
- Bike Lanes	None	N/A	None
Posted Speed	25 mph		25 mph
Design Speed	25 mph	25 mph	25 mph
Min Horizontal Curve Radius	N/A	N/A	N/A
Superelevation Rate	N/A	N/A	N/A
Grade	N/A	N/A	N/A
Access Control	Permitted Access	N/A	Permitted Access
Right-of-Way Width	20' Existing Plus shared ROW with North Inner Loop Road	N/A	20' Existing Plus shared ROW with North Inner Loop Road
Maximum Grade – Crossroad	N/A	N/A	N/A
Design Vehicle	N/A	N/A	N/A

*According to current GDOT design policy if applicable

Mainline Design Features: *South Fulton Avenue, typical section A*

Feature	Existing	Standard*	Proposed
Typical Section			
- Number of Lanes	1	2	1
- Lane Width(s)	13'	10' to 12'	13'
- Median Width & Type	None	N/A	None
- Outside Shoulder Width & Type	Urban	N/A	Urban
- Outside Shoulder Slope	None	N/A	None
- Inside Shoulder Width & Type	None	N/A	None
- Sidewalks	12' wide east side, 5.5' wide west side	5' wide	12' wide east side, 5.5' wide west side
- Auxiliary Lanes	None	N/A	None
- Bike Lanes	None	N/A	None
Posted Speed	15 mph		15 mph
Design Speed	15 mph	15 mph	15 mph
Min Horizontal Curve Radius	N/A	N/A	N/A

Superelevation Rate	N/A	N/A	N/A
Grade	N/A	N/A	N/A
Access Control	Permitted Access	N/A	Permitted Access
Right-of-Way Width	40'	N/A	40'
Maximum Grade – Crossroad	N/A	N/A	N/A
Design Vehicle	N/A	N/A	N/A

*According to current GDOT design policy if applicable

Mainline Design Features: *South Fulton Avenue, typical section B*

Feature	Existing	Standard*	Proposed
Typical Section			
- Number of Lanes	1	2	1
- Lane Width(s)	13'	10' to 12'	11'-3"
- Median Width & Type	None	N/A	None
- Outside Shoulder Width & Type	Urban	N/A	Urban
- Outside Shoulder Slope	None	N/A	None
- Inside Shoulder Width & Type	None	N/A	None
- Sidewalks	5.5' wide east side, 5' wide west side	5' wide	5' wide east side, 5' wide west side
- Auxiliary Lanes	None	N/A	None
- Bike Lanes	None	N/A	None
Posted Speed	15 mph		15 mph
Design Speed	15 mph	15 mph	15 mph
Min Horizontal Curve Radius	N/A	N/A	N/A
Superelevation Rate	N/A	N/A	N/A
Grade	N/A	N/A	N/A
Access Control	Permitted Access	N/A	Permitted Access
Right-of-Way Width	40'	N/A	40'
Maximum Grade – Crossroad	N/A	N/A	N/A
Design Vehicle	N/A	N/A	N/A

*According to current GDOT design policy if applicable

Mainline Design Features: *Forrest Avenue, typical section*

Feature	Existing	Standard*	Proposed
Typical Section			
- Number of Lanes	2	2	2
- Lane Width(s)	12'	10' to 12'	10'
- Median Width & Type	None	N/A	None
- Outside Shoulder Width & Type	Urban	N/A	Urban
- Outside Shoulder Slope	None	N/A	None
- Inside Shoulder Width & Type	None	N/A	None
- Sidewalks	5.5' wide	5' wide	5' wide

	Both sides		Both sides
- Auxiliary Lanes	None	N/A	None
- Bike Lanes	None	N/A	None
Posted Speed	25 mph		25 mph
Design Speed	25 mph	25 mph	25 mph
Min Horizontal Curve Radius	N/A	N/A	N/A
Superelevation Rate	N/A	N/A	N/A
Grade	N/A	N/A	N/A
Access Control	Permitted Access	N/A	Permitted Access
Right-of-Way Width	40'	N/A	40'
Maximum Grade – Crossroad	N/A	N/A	N/A
Design Vehicle	N/A	N/A	N/A

*According to current GDOT design policy if applicable

Mainline Design Features: *Union Avenue, typical section*

Feature	Existing	Standard*	Proposed
Typical Section			
- Number of Lanes	2	2	2
- Lane Width(s)	12'-8"	10' to 12'	10'
- Median Width & Type	None	N/A	None
- Outside Shoulder Width & Type	Urban	N/A	Urban
- Outside Shoulder Slope	None	N/A	None
- Inside Shoulder Width & Type	None	N/A	None
- Sidewalks	5' wide Both sides	5' wide	5' wide Both sides
- Auxiliary Lanes	None	N/A	None
- Bike Lanes	None	N/A	None
Posted Speed	25 mph		25 mph
Design Speed	25 mph	25 mph	25 mph
Min Horizontal Curve Radius	N/A	371 ft	N/A
Superelevation Rate	N/A	N/A	N/A
Grade	N/A	N/A	N/A
Access Control	Permitted Access	N/A	Permitted Access
Right-of-Way Width	40'	N/A	40'
Maximum Grade – Crossroad	N/A	N/A	N/A
Design Vehicle	N/A	N/A	N/A

*According to current GDOT design policy if applicable

Mainline Design Features: *Elm Street, typical section A*

Feature	Existing	Standard*	Proposed
Typical Section			
- Number of Lanes	2	4	2
- Lane Width(s)	12'	10' to 12'	10'
- Median Width & Type	None	N/A	None
- Outside Shoulder Width & Type	Urban	N/A	Urban
- Outside Shoulder Slope	None	N/A	None
- Inside Shoulder Width & Type	None	N/A	None
- Sidewalks	None	5' wide	5' wide West side
- Auxiliary Lanes	None	N/A	None
- Bike Lanes	None	N/A	None
Posted Speed	25 mph		25 mph
Design Speed	25 mph	25 mph	25 mph
Min Horizontal Curve Radius	N/A	N/A	N/A
Superelevation Rate	N/A	N/A	N/A
Grade	N/A	N/A	N/A
Access Control	Permitted Access	N/A	N/A
Right-of-Way Width	40'	N/A	40'
Maximum Grade – Crossroad	N/A	N/A	N/A
Design Vehicle	N/A	N/A	N/A

*According to current GDOT design policy if applicable

Mainline Design Features: *Elm Street, typical section B*

Feature	Existing	Standard*	Proposed
Typical Section			
- Number of Lanes	2	2	2
- Lane Width(s)	12'	10' to 12'	10'
- Median Width & Type	None	N/A	None
- Outside Shoulder Width & Type	Urban	N/A	Urban
- Outside Shoulder Slope	None	N/A	None
- Inside Shoulder Width & Type	None	N/A	None
- Sidewalks	None	5' wide	5' wide Both sides
- Auxiliary Lanes	None	N/A	None
- Bike Lanes	None	N/A	None
Posted Speed	25 mph		25 mph
Design Speed	25 mph	25 mph	25 mph
Min Horizontal Curve Radius	N/A	N/A	N/A
Superelevation Rate	N/A	N/A	N/A
Grade	N/A	N/A	N/A
Access Control	Permitted Access	N/A	Permitted Access
Right-of-Way Width	40'	N/A	40'
Maximum Grade – Crossroad	N/A	N/A	N/A

Design Vehicle	N/A	N/A	N/A
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*According to current GDOT design policy if applicable

Mainline Design Features: *Chestnut Street, typical section A*

Feature	Existing	Standard*	Proposed
Typical Section			
- Number of Lanes	2	2	2
- Lane Width(s)	11'-6"	10' to 12'	10'
- Median Width & Type	None	N/A	None
- Outside Shoulder Width & Type	Urban	N/A	Urban
- Outside Shoulder Slope	None	N/A	None
- Inside Shoulder Width & Type	None	N/A	None
- Sidewalks	5' wide Both sides	5' wide	5' wide Both sides
- Auxiliary Lanes	None	N/A	None
- Bike Lanes	None	N/A	None
Posted Speed	25 mph		25 mph
Design Speed	25 mph	25 mph	25 mph
Min Horizontal Curve Radius	N/A	N/A	N/A
Superelevation Rate	N/A	N/A	N/A
Grade	N/A	N/A	N/A
Access Control	Permitted Access	N/A	Permitted Access
Right-of-Way Width	40'	N/A	40'
Maximum Grade – Crossroad	N/A	N/A	N/A
Design Vehicle	N/A	N/A	N/A

*According to current GDOT design policy if applicable

Mainline Design Features: *Chestnut Street, typical section B*

Feature	Existing	Standard*	Proposed
Typical Section			
- Number of Lanes	2	2	2
- Lane Width(s)	12'	10' to 12'	11'
- Median Width & Type	None	N/A	None
- Outside Shoulder Width & Type	Urban	N/A	Urban
- Outside Shoulder Slope	None	N/A	None
- Inside Shoulder Width & Type	None	N/A	None
- Sidewalks	None	5' wide	5' wide North side
- Auxiliary Lanes	None	N/A	None
- Bike Lanes	None	N/A	None
Posted Speed	25 mph		25 mph
Design Speed	25 mph	25 mph	25 mph
Min Horizontal Curve Radius	N/A	N/A	N/A
Superelevation Rate	N/A	N/A	N/A
Grade	N/A	N/A	N/A
Access Control	Permitted	N/A	Permitted

	Access		Access
Right-of-Way Width	40'	N/A	40'
Maximum Grade – Crossroad	N/A	N/A	N/A
Design Vehicle	N/A	N/A	N/A

*According to current GDOT design policy if applicable

Major Structures: N/A.

Major Interchanges/Intersections:

- Rainey Avenue/Oakridge Avenue @ Loop Road (5-way intersection, traffic signal)
- Virginia Avenue @ Delta Boulevard (4-way intersection, traffic signal)
- Atlanta Avenue @ Loop Road (3-way intersection, traffic signal)
- Union Avenue @ Loop Road (4-way intersection, 2 way stop sign)

Utility Involvements:

- Gas – Atlanta Gas Light
- Water – City of Atlanta, City of Hapeville
- Telephone – AT&T
- Cable – Comcast Communications
- Power – Georgia Power
- Sewer – City of Hapeville
- Fiber Optic – Verizon Business, Qwest Communications, Telecom, Zayo Fiber Solutions
- Note: The utilities listed are within the project limits. Relocation of some utility poles may be necessary to accommodate proposed improvements.

Public Interest Determination Policy and Procedure recommended (Utilities)? YES NO

SUE Required: Yes No

Railroad Involvement: None.

Right-of-Way:

Required Right-of-Way anticipated: YES NO Undetermined
 Easements anticipated: Temporary Permanent Utility Other (Driveway)

Anticipated number of impacted parcels: 19 +/-
 Anticipated number of displacements (Total): 0
 Businesses: 0
 Residences: 0
 Other: 0

Location and Design approval: Not Required Required

Off-site Detours Anticipated: No Yes Undetermined

Transportation Management Plan Anticipated: YES NO

Design Exceptions to FHWA/AASHTO controlling criteria anticipated:

FHWA/AASHTO Controlling Criteria	YES	Appvl Date (if applicable)	NO	Undetermined
1. Design Speed	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Lane Width	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Shoulder Width	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. Bridge Width	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
5. Horizontal Alignment	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
6. Superelevation	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
7. Vertical Alignment	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
8. Grade	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
9. Stopping Sight Distance	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
10. Cross Slope	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
11. Vertical Clearance	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
12. Lateral Offset to Obstruction	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
13. Bridge Structural Capacity	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>

Design Variances to GDOT standard criteria anticipated:

GDOT Standard Criteria	Reviewing Office	YES	Appvl Date (if applicable)	NO	Undetermined
1. Access Control - <i>Median Opening Spacing</i>	DP&S	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Median Usage & Width	DP&S	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Intersection Skew Angle	DP&S	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. Lateral Offset to Obstruction	DP&S	<input checked="" type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>
5. Intersection Sight Distance	DP&S	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
6. Bike & Pedestrian Accommodations	DP&S	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
7. GDOT Drainage Manual	DP&S	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
8. Georgia Standard Drawings	DP&S	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
9. GDOT Bridge & Structural Manual	Bridge Design	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
10. Roundabout Illumination - <i>(if applicable)</i>	DP&S	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
11. Rumble Strips/Safety Edge	DP&S	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>

A design variance will be needed for lateral offset to obstructions, such as existing utility poles, proposed pedestrian lights, and proposed street trees. There are no plans to relocate existing utility pole within the project limits. Proposed lights and trees may be placed close to the travel lanes in order to maintain adequate pedestrian widths.

VE Study anticipated: No Yes Completed – Date:

ENVIRONMENTAL DATA

Anticipated Environmental Document:

GEPA: NEPA: Categorical Exclusion EA/FONSI EIS

County: Fulton

Air Quality:

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

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

The project would enhance an existing facility by replacing existing pole & wire traffic signal supports with mast arms, add streetscape improvements, upgrades to curb & gutter drainage, paving, lighting, and landscaping, and would not have significant air quality effects. An “exempt” finding is anticipated upon submittal of the Air Quality Impact Assessment. The project is consistent with the State Implementation Plan for the attainment of clean air quality in Georgia and is in compliance with both state and federal air quality standards.

Environmental Permits/Variations/Commitments/Coordination anticipated:

Permit/ Variance/ Commitment/ Coordination Anticipated	YES	NO	Remarks
1. U.S. Coast Guard Permit	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
2. Forest Service/Corps Land	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
3. CWA Section 404 Permit	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
4. Tennessee Valley Authority Permit	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
5. Buffer Variance	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
6. Coastal Zone Management Coordination	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
7. NPDES	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
8. FEMA	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
9. Cemetery Permit	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
10. Other Permits	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
11. Other Commitments	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
12. Other Coordination	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

Is a PAR required? No Yes Completed – Date:

NEPA/GEPA: A Programmatic Categorical Exclusion (PCE) is anticipated for this project. No 4(f) effects are anticipated.

Ecology: An ecology study is currently underway. No significant resources are anticipated, and no adverse effects are anticipated. An ecology report will be submitted for GDOT approval and FHWA concurrence.

History: A portion of the project would be constructed with a NRHP-listed historic district. SHPO concurrence on is required. 106 studies are currently underway.

Archeology: An archaeology study is currently underway. No impacts are anticipated. An archaeology worksheet identifying findings will be submitted for GDOT approval and SHPO concurrence.

Air & Noise:

A Noise Screening Assessment for Type III Projects will be submitted for GDOT approval. A PM2.5 exemption request will be submitted for interagency review and concurrence. An Air Quality Impact Assessment will be submitted for review and approval. It is anticipated the project will be found in compliance with both state and federal air quality standards for exempt projects.

Public Involvement: A public meeting/ notification will be required for the closure of Oakridge Avenue. The meeting/ notification date will be coordinated with GDOT and the City.

Major stakeholders: City of Hapeville.

CONSTRUCTION

Issues potentially affecting constructability/construction schedule: *None*

Early Completion Incentives recommended for consideration: No Yes

PROJECT RESPONSIBILITIES

Project Activities:

Project Activity	Party Responsible for Performing Task(s)
Concept Development	City of Hapeville, Consultant
Design	City of Hapeville, Consultant
Right-of-Way Acquisition	City of Hapeville
Utility Relocation	Owner, City of Hapeville, Contractor
Letting to Contract	Georgia Department of Transportation
Construction Supervision	City of Hapeville, Consultant
Providing Material Pits	Contractor
Providing Detours	Contractor
Environmental Studies, Documents, and Permits	City of Hapeville, Consultant
Environmental Mitigation	N/A
Construction Inspection & Materials Testing	Consultant, Contractor

Lighting required: No Yes

All lighting will occur on local streets and will be owned, maintained and operated by the City of Hapeville. A lighting agreement is not required.

Concept Meeting: January 25, 2012. See attached minutes.

Other projects in the area:

- CSSTP-0008-00(903), PI 0008903 – “SR 3/CS 8028/N CENTRAL FM N WHITNEY AVE TO DEARBORN PLAZA”, Enhancement Project, Bicycle/Ped Facility
- CSTEE-0009-00(052), PI 0009052 – “HAPEVILLE DEPOT MUSEUM”, Enhancement Project, Historic Preservation
- CSSTP-0006-00(273), PI 0006273 – “VIRGINIA AVE STREETScape FM W CITY LIMITS TO DOUG DAVIS- LCI”, Enhancement Project, Sidewalks
- CSTEE-0008-00(137), PI 0008137 – “CS 6000/DOUG DAVIS DR/VIRGINIA AVE STREETScaPES IN HAPEVILLE”, Enhancement Project, Landscape/Beautify
- CSSTP-0010-00(329), PI 0010329 – “US 19/41/SR 3/DOGWOOD DRIVE STREETScape”, New Enhancement Project, Sidewalks
- PI 0007949 – Rail Facilities Project - Project status undetermined at this time.

Other coordination to date: None.

Project Cost Estimate and Funding Responsibilities:

Note: The original PFA list project numbers 0008819 (construction phase: Federal = \$1,439,840 local = \$359,960) and 0007532 (construction phase: Federal = \$1,970,000 local = \$492,500). Project number 0008819 was earmark funds that have been reallocated to 0007532. Project number 0008819 has been canceled. The totals below reflect what is listed in the current TIP.

	Breakdown of PE	ROW	Utility	CST*	Environmenta l Mitigation	Total Cost
By Whom	SPONSOR/ FEDERAL	SPONSOR/ FEDERAL	SPONSOR	SPONSOR/FEDERAL	-	
\$ Amount	\$750,000	\$331,000	\$1,628,820	\$3,778,814.82	-	\$6,488,634.82
Date of Estimate	9/14/2009	3/31/2012	10/12/2012	8/23/2012	-	

*CST Cost includes: Construction, Engineering and Inspection, and Liquid AC Cost Adjustment.

** Utility Cost Estimate: The estimate is preliminary and based on relocating everything within the project area. It is the intent of the City to avoid utility relocations as much as possible. The City anticipates the final estimate will be significantly less.

ALTERNATIVES DISCUSSION

Alternative selection:

No-Build Alternative: No-Build.			
Estimated Property Impacts:	\$0	Estimated Total Cost:	\$0
Estimated ROW Cost:	\$0	Estimated CST Time:	0 months
Rationale: This alternative does not meet the goals of the project.			

Comments:

The No Build Alternative is one in which the City of Hapeville would take no action to construct the proposed project. This was the only alternative considered. The No Build alternative would not provide any pedestrian, lighting, or handicap access improvements in the project area. This alternative would not provide the social, economic, environmental and alternative transportation improvements provided by the build alternative.

Attachments:

1. Detailed Cost Estimates: Construction, Fuel Adjustment Worksheet, Right of Way, & Utilites
2. Typical sections
3. Concept Team Meeting Minutes
4. Project Framework Agreement
5. Traffic Analysis
6. Georgia Non-attainment Area Map
7. Project Layout

APPROVALS

Concur: N.A.
 Director of Engineering

Approve: [Signature] 1/14/13
 Chief Engineer Date

Estimate	Date of Estimate	Amount	By Whom	ROW	USWB	CST	Location	Total Cost
	3/17/2012	\$2,578,822	SPONSOR	SPONSOR	SPONSOR	SPONSOR		\$2,578,822
	10/12/2012	\$2,578,822	FEDERAL	FEDERAL	FEDERAL	FEDERAL		\$2,578,822
	3/17/2012	\$2,578,822	SPONSOR	SPONSOR	SPONSOR	SPONSOR		\$2,578,822

** Utility Cost Estimate: The estimate is preliminary and based on relocating everything within the project area. It is the intent of the City to avoid utility relocations as much as possible. The City anticipates the final estimate will be significantly less.

ALTERNATIVES DISCUSSION

Alternative	Estimated ROW Cost	Estimated CST Total	Estimated Total Cost
Build Alternative	\$0	\$0	\$0
Rebuild Alternative	\$0	\$0	\$0

Comments:
 The No-Build Alternative is one in which the City of Hapeville would take no action to construct the proposed project. This was the only alternative considered. The No-Build alternative would not provide any pedestrian lighting or handicap access improvements in the project area. The alternative would not provide the social, economic, environmental and alternative transportation improvement provided by the build alternative.

Attachments:

1. Detailed Cost Estimate: Construction, Fuel
2. Adjustment Worksheet: Right of Way & Utilities
3. Typical Sections
4. Concept Team Meeting Minutes
5. Project Framework Agreement
6. Traffic Analysis
7. Georgia Non-Examination Area Map
8. Project Layout

JOB NUMBER : 0007532
DESCRIPTION: CITY OF HAPEVILLE STREETSCAPE PROJECT

SPEC YEAR: 01

ITEMS FOR JOB 0007532

LINE	ITEM	ALT	UNITS	DESCRIPTION	QUANTITY	PRI CE	AMOUNT
0005	005-0023		EA	ADA RAMPS	53.000	700.00	37100.00
0010	150-1000		LS	TRAFFIC CONTROL - CSHPP-0007-00(532)	1.000	89000.00	89000.00
0015	210-0100		LS	GRADING COMPLETE - CSHPP-0007-00(532)	1.000	282000.00	282000.00
0020	310-1101		TN	GR AGGR BASE CRS, INCL MATL	2470.000	25.00	61750.00
0025	402-3103		TN	REC AC 9.5 MM SP, TPI1, GP2, INCL BM & H	240.000	90.00	21600.00
0030	402-3190		TN	RECYL AC 19 MM SP, GP 1 OR 2, INC BM&HL	160.000	90.00	14400.00
0034	413-1000		GL	BITUM TACK COAT	300.000	6.00	1800.00
0035	441-0104		SY	CONC SIDEWALK, 4 IN	6900.000	45.00	310500.00
0040	441-4030		SY	CONC VALLEY GUTTER, 8 IN	1290.000	45.00	58050.00
0045	441-6222		LF	CONC CURB & GUTTER/ 8"X30"TP2	12980.000	20.00	259600.00
0050	500-9999		CY	CL B CONC,BASE OR PVMT WIDEN	480.000	170.00	81600.00
0055	610-0355		LF	REM CONC CURB & GUTTER ALL SZ	8235.000	15.00	123525.00
0060	610-2815		SY	REM CONC SIDEWALK	5764.000	10.00	57640.00
0065	627-1000		SF	MSE WALL FACE, 0 - 10 FT HT, WALL NO -	2030.000	50.00	101500.00
0070	703-1000		CY	STONE RETAINING WALL	750.000	100.00	75000.00
0075	550-1180		LF	RUBBLE MASON TREE WELLS & WALL MOTOR	4150.000	45.00	186750.00
0080	550-1240		LF	RUBBLE MASONRY-MONUMENT SIGN WALL	1950.000	45.00	87750.00
0085	550-3524		EA	STM DR PIPE 18", H 1-10	13.000	800.00	10400.00
0090	573-2006		LF	SAFETY END SECTION 24", STD, 6:1	1400.000	15.00	21000.00
0095	603-2181		SY	UNDR PIPE INCL DRAIN AGGR 6"	150.000	45.00	6750.00
0100	603-7000		SY	STN DUMPED RIP RAP, TP 3, 18"	170.000	5.00	850.00
0105	611-8000		EA	PLASTIC FILTER FABRIC	8.000	1900.00	15200.00
0110	668-1100		EA	ADJUST CATCH BASIN TO GRADE	61.000	2300.00	140300.00
0115	636-1020		SF	CATCH BASIN, GP 1	535.000	20.00	10700.00
0120	636-1033		SF	HWY SGN, TP1MAT, REFL SH TP 9	315.000	25.00	7875.00
0125	636-2070		LF	HWY SIGNS, TP1MAT, REFL SH TP 9	1140.000	30.00	34200.00
0130	653-1501		LF	GALV STEEL POSTS, TP 7 DECORATIVE SIGN	15550.000	1.00	15550.00
0135	653-1804		LF	POSTS (SPECIAL PROVISION	12900.000	2.00	25800.00
0136	636-1041		SF	THERMO SOLID TRAF ST 5 IN, WHI	40.000	40.00	1600.00
0137	639-3004		EA	THERM SOLID TRAF STRIPE, 8", WH	4.000	10000.00	40000.00
0138	647-1000		LS	HWY SIGNS, TP 2MAT, REFL SH TP 9	1.000	100000.00	100000.00
0140	163-0232		AC	STEEL STRAIN POLE, TP IV STEEL STRAIN	8.250	500.00	4125.00
0145	163-0240		TN	POLE, TYPE IV, W/ MAST ARM	58.000	300.00	17400.00
0150	163-0550		EA	TRAF, SIGNAL INSTALLATION NO - TRAFFIC	71.000	200.00	14200.00
0155	165-0030		LF	SIGNAL ELECTRICAL	5500.000	2.00	11000.00
0160	165-0105		EA	TEMPORARY GRASSING	71.000	100.00	7100.00
0165	167-1000		EA	MULCH	7.000	600.00	4200.00
				CONS & REM INLET SEDIMENT TRAP			
				MAINT OF TEMP SILT FENCE, TP C			
				MAINT OF INLET SEDIMENT TRAP			
				WATER QUALITY MONITORING AND SAMPLING			

PROJ. NO. CSHPP-0007-00(532) **CALL NO.**
P.I. NO. 0007532
DATE 3/19/2012

INDEX (TYPE) **DATE** **INDEX**
 REG. UNLEADED Mar-12 \$ 3.679
 DIESEL \$ 4.070
 LIQUID AC \$ 602.00

LIQUID AC ADJUSTMENTS
PA=[((APM-APL)/APL)]xTMTxAPL

Asphalt
 Price Adjustment (PA) **7224** \$ **7,224.00**
 Monthly Asphalt Cement Price month placed (APM) \$ 963.20
 Monthly Asphalt Cement Price month project let (APL) \$ 602.00
Total Monthly Tonnage of asphalt cement (TMT) **20**

ASPHALT	Tons	%AC	AC ton
Leveling	0	5.0%	0
12.5 OGFC	0	5.0%	0
12.5 mm	0	5.0%	0
9.5 mm SP	240	5.0%	12
25 mm SP	0	5.0%	0
19 mm SP	160	5.0%	8
	400		20

BITUMINOUS TACK COAT
 Price Adjustment (PA) \$ **465.42**
 Monthly Asphalt Cement Price month placed (APM) \$ 963.20
 Monthly Asphalt Cement Price month project let (APL) \$ 602.00
Total Monthly Tonnage of asphalt cement (TMT) **1.288530277**

Bitum Tack
 Gals 232.8234 1.28853028
300

PROJ. NO.

CSHPP-0007-00(532)

CALL NO.

P.I. NO.

0007532

DATE

3/19/2012

BITUMINOUS TACK COAT (surface treatment)

Price Adjustment (PA)

0

\$

-

Monthly Asphalt Cement Price month placed (APM)

963.20

\$

60%

Max. Cap

963.20

Monthly Asphalt Cement Price month project let (APL)

602.00

\$

60%

Max. Cap

602.00

Total Monthly Tonnage of asphalt cement (TMT)

0

Bitum Tack

SY

Gals/SY

Gals

gals/ton

tons

Single Surf. Trmt.

0

0.20

0

232.8234

0

Double Surf. Trmt.

0

0.44

0

232.8234

0

Triple Surf. Trmt

0

0.71

0

232.8234

0

0

TOTAL LIQUID AC ADJUSTMENT

\$

7,689.42

**GEORGIA DEPARTMENT OF TRANSPORTATION
PRELIMINARY ROW COST ESTIMATE SUMMARY**

Date: 3/31/2012 Project: Loop Road
 Revised: County: Fulton
 PI: 7532

Description: Pedestrian and Streetscape Improvements
 Project Termini: See Attached

Existing ROW:
 Required ROW: 19
 Parcels: 19

Land and Improvements \$0.00

Proximity Damage	\$0.00
Consequential Damage	\$0.00
Cost to Cures	\$0.00
Trade Fixtures	\$0.00
Improvements	\$0.00

Valuation Services \$7,000.00

Legal Services \$125,325.00

Relocation \$38,000.00

Demolition \$0.00

Administrative \$160,500.00

TOTAL ESTIMATED COSTS \$330,825.00

TOTAL ESTIMATED COSTS (ROUNDED) \$331,000.00

Preparation Credits	Hours	Signature

Prepared By: Lashone Alexander CG#: 256 999 4/19/2012
 Approved By: John Alex de CG#: 256 999 4/19/2012

NOTE: No Market Appreciation is included in this Preliminary Cost Estimate



October 12, 2012

Mr. Darrell DeJean
Georgia Department of Transportation
5025 New Peachtree Road
Chamblee, Georgia 30341

RE: Utilities Estimate Submittal
Fulton County - P.I. # 0007532
Sponsor: City of Hapeville

Dear Mr. DeJean:

On behalf of the City of Hapeville I am sending you a general estimate for utility relocation for PI #0007532. As detailed in the Concept Report, the proposed design includes new sidewalks and curb and gutter and replaces damaged sidewalks, curb and gutter, and drainage where necessary. The project will include new pedestrian level lighting, decorative sign posts, landscaping/ street trees, handicap access ramps, street furniture, and improved street crossings. Utilities in the immediate area along with their estimated cost for relocations are as follows:

Georgia Power	\$1,092,000.00
Atlanta Gas Light	\$536,820.00
AT&T	\$0.00
TOTAL	\$1,628,820.00

Attached are copies of the cost estimates provided by the companies listed above. These estimates are preliminary and are based on relocating everything within the project area. It is the intent of the City to avoid utility relocations as much as possible. The City anticipates the final utility relocation costs will be significantly less.

If you have any questions please call me at 404-669-2120 or Susan Keller at 404-432-0190.

Sincerely,

Lee Sudduth,
Director of Community Services

Attachments:

GA Power estimate, AGL estimate, AT&T email cc

Yulonda Price-Foster - GDOT District 7 Utilities

Jack Burnside

Susan Keller, Centricity, LLC

Matt Hoffman - HGOR, Inc.

3468 North Fulton Avenue, Hapeville, Georgia 30354
City Hall 404.669.2100 · www.hapeville.org

ALAN HALLMAN
MAYOR

ANN RAY
ADLERMAN AT LARGE

RICHARD MURRAY
COUNCILMAN AT LARGE

JIMMY LOVERN
COUNCILMAN WARD I

H. LEW VALERO
COUNCILMAN WARD II

1704 Noah's Ark Road
Bin# 79611
Jonesboro, Ga. 30236
(770) 603-5407

September 19, 2012

RE: City of Hapeville
Airport Loop Road Access Roads
PI# 0007532
Proj# CSHPP-0007-00(532)



Mr. Edgardo Aponte
Development Planning & Engineering, Inc.
5074 Bristol Industrial Way
Buford, Ga. 30518

Dear Sir:

Georgia Power Company has reviewed the preliminary information for the above referenced projects. Based on this information, a preliminary cost estimate for the relocation of Georgia Power Company's distribution facilities has been completed and is detailed below:

**Airport Loop Road Access Roads
Pedestrian Improvements**

Estimated Distribution Cost		
Location	# Pole Relocated	Cost
Elm Street	19	\$280,000.00
Chestnut Street	4	128,000.00
Union Avenue	4	160,000.00
Forrest Avenue	2	28,000.00
Oak Street	12	192,000.00
Fulton Avenue	3	48,000.00
Atlanta Avenue	15	224,000.00
Rainey Avenue	2	32,000.00
Total	61	\$1,092,000.00

Georgia Power Company has not completed a prior rights research on this project in order to give a prompt response for this project. The results of this research may alter the reimbursable cost as outlined in the above table.

- Georgia Power Company has Street Lights fed by Underground facilities in the area of this project that may be impacted.
- Georgia Power Company has Network Underground facilities in the area of this project that may be impacted.
- Georgia Power Company has Transmission facilities in the area of this project that may be impacted.

If you have any questions or need additional information, please call me at 770-603-5407.

Sincerely,

Robert S. (Bobby) Plunkett
Engineer Rep Sr
Centralized Engineering Services

Cc: John Wisehart
Steve Holder
Files

PRELIMINARY UTILITY COST ESTIMATE

PROJECT# 0007532

COUNTY FULTON

PI# 0007532

DESCRIPTION Pedestrian Improvements for Airport Loop Rd Access Roads

UTILITY OWNER	DESCRIPTION OF FACILITY	SIZE	LENGTH	COST PER FOOT	REIMBURSABLE COST	NON-REIMBURSABLE COST	R/W COST	TOTAL COST
AGL Resources	Location # 1 I-85 Ramp Shoulder	0	0	\$0	\$0	\$0	\$0	\$0
AGL Resources	Location # 2 Rainey Avenue Crossing 4 Inch MP Plastic	4	60	\$54	\$0	\$3,240	\$0	\$3,240
AGL Resources	Location # 3 Oakridge Avenue Crossing 4 MP Plastic	4	60	\$54	\$0	\$3,240	\$0	\$3,240
AGL Resources	Location # 4 Atlanta Avenue NW Side Of Road 6 inch HP Steel	6	1624	\$135	\$0	\$219,240	\$0	\$219,240
AGL Resources	Location # 4 Crossing Atlanta Avenue 4 inch MP Steel	4	140	\$93	\$0	\$13,020	\$0	\$13,020
AGL Resources	Location # 4 Atlanta Avenue S/E Side Of Road 2 Inch MP plastic	2	940	\$45	\$0	\$42,300	\$0	\$42,300
AGL Resources	Location # 5 S. Fulton Avenue S/E 2 inch MP plastic	2	490	\$45	\$0	\$22,050	\$0	\$22,050
AGL Resources	Location # 5 S. Fulton Avenue S/E 3 inch MP Steel	3	60	\$93	\$0	\$5,580	\$0	\$5,580
AGL Resources	Location # 5 S. Fulton Avenue S/E 4 inch MP Steel	4	165	\$93	\$0	\$15,345	\$0	\$15,345
AGL Resources	Location # 5 S. Fulton Avenue S/E 2 inch MP Steel	2	70	\$45	\$0	\$3,150	\$0	\$3,150
AGL Resources	Location # 6 Oak Street South Side 6 Inch HP Steel	6	235	\$135	\$0	\$31,725	\$0	\$31,725
AGL Resources	Location # 7 Forrest Avenue NW 2 Inch MP Plastic	2	270	\$45	\$0	\$12,150	\$0	\$12,150
AGL Resources	Location # 8 Union Avenue West 2 Inch MP Steel	2	1200	\$45	\$0	\$54,000	\$0	\$54,000
AGL Resources	Location # 9 Chestnut Street North 2 Inch MP Plastic	2	734	\$45	\$0	\$33,030	\$0	\$33,030
AGL Resources	Location # 10 Elm Street East 2 Inch MP Plastic	2	990	\$45	\$0	\$44,550	\$0	\$44,550
AGL Resources	Location # 11 Intersection Of Delta Boulevard And Virginia Avenue South 6" HP Steel	6	150	\$135	\$0	\$20,250	\$0	\$20,250
AGL Resources	Location # 11 Intersection Of Delta Boulevard And Virginia Avenue South 4" MP plastic	4	150	\$93	\$0	\$13,950	\$0	\$13,950

ESTIMATE PREPARED BY: Milton Floyd

DATE: Sep 19, 2012

REMARKS: Total Cost of Relocation: \$536,820

From: Edgardo Aponte [eaponte@dpengr.com]
Sent: Wednesday, October 03, 2012 4:11 PM
To: Susan Keller
Cc: Matt Hoffman
Subject: FW: AIRPORT LOOP ACCESS ROADS

Susan,

Below is the email from AT&T.

Thanks,

EDGARDO E. APONTE, P.E.
Main (770) 271-2868 ext. 1873
Direct (678) 730-1873
Fax (770) 271-0779
e-mail eaponte@dpengr.com

DEVELOPMENT PLANNING & ENGINEERING, INC.
5074 Bristol Industrial Way
Suite A
Buford, GA 30518
www.dpengr.com

? Please consider the environment before printing this email.

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Thank you.

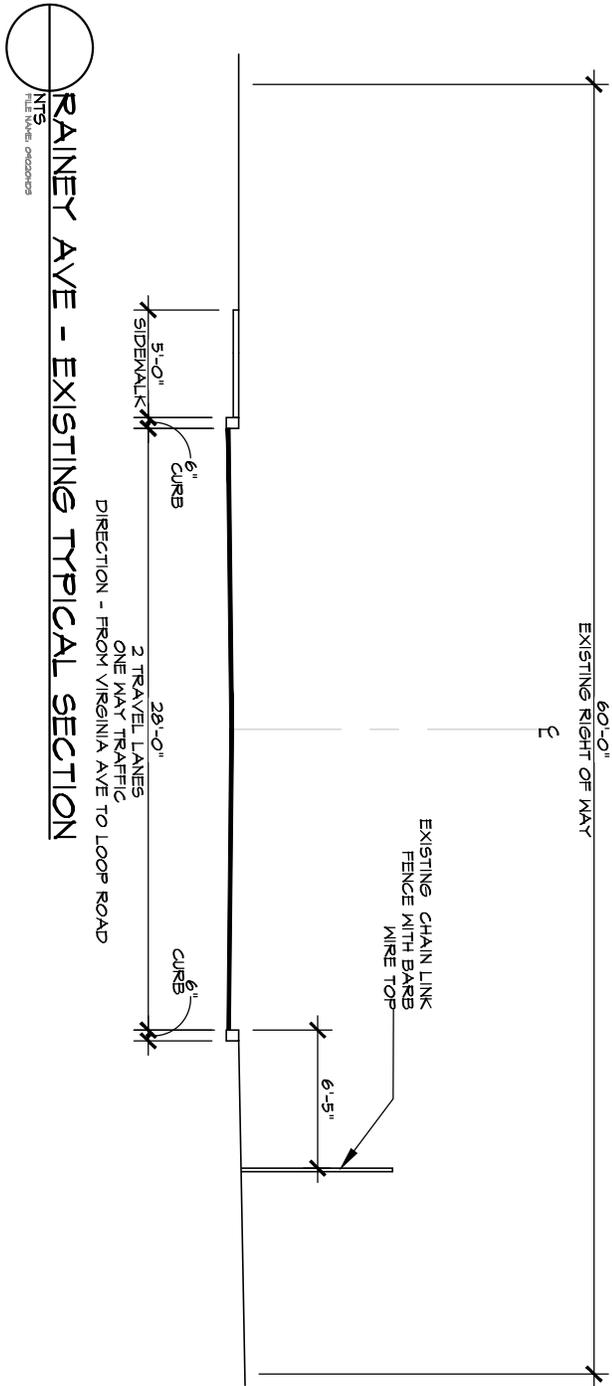
-----Original Message-----

From: MCGEE, AL [mailto:am4974@att.com]
Sent: Wednesday, October 03, 2012 10:08 AM
To: Edgardo Aponte
Subject: AIRPORT LOOP ACCESS ROADS

Edgardo, I have looked at the plans for this project and I have determined that AT&T does have aerial cable on a Power Co pole line that runs along Atlanta Ave, South Fulton Ave, Forrest Ave, Union Ave, Chestnut St, and Elm ST. We also have some buried cable along Atlanta Ave and Rainey Ave and in some of the intersections where the aerial cable ends and goes buried. There will be no cost for relocation for the existing AT&T plant within the right of way of the roads on this project . If you have any questions please contact me at 770-429-8107.

Thanks, AI

SPEED LIMIT: 25 MPH
 FUNCTION: URBAN LOCAL ROAD

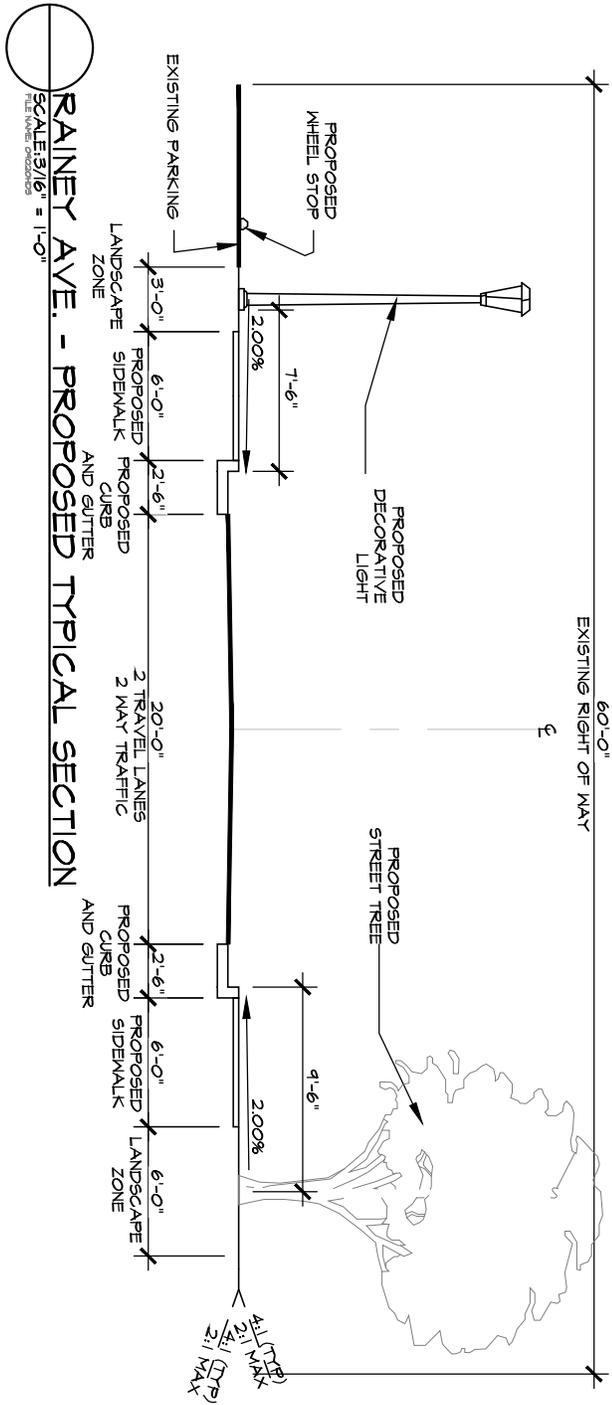


RAINEY AVE - EXISTING TYPICAL SECTION

NTS
 NOT IN SCALE

DIRECTION - FROM VIRGINIA AVE TO LOOP ROAD

DRAWING NO.	DRAWING NAME			 <small>6 Executive Park Drive Suite 300 Atlanta, GA 30329 www.hgor.com p. 404.248.1960 f. 404.248.1092</small>	
SCALE	DATE	REV. NO.	REV. TO		
NTS	03/27 /2011				

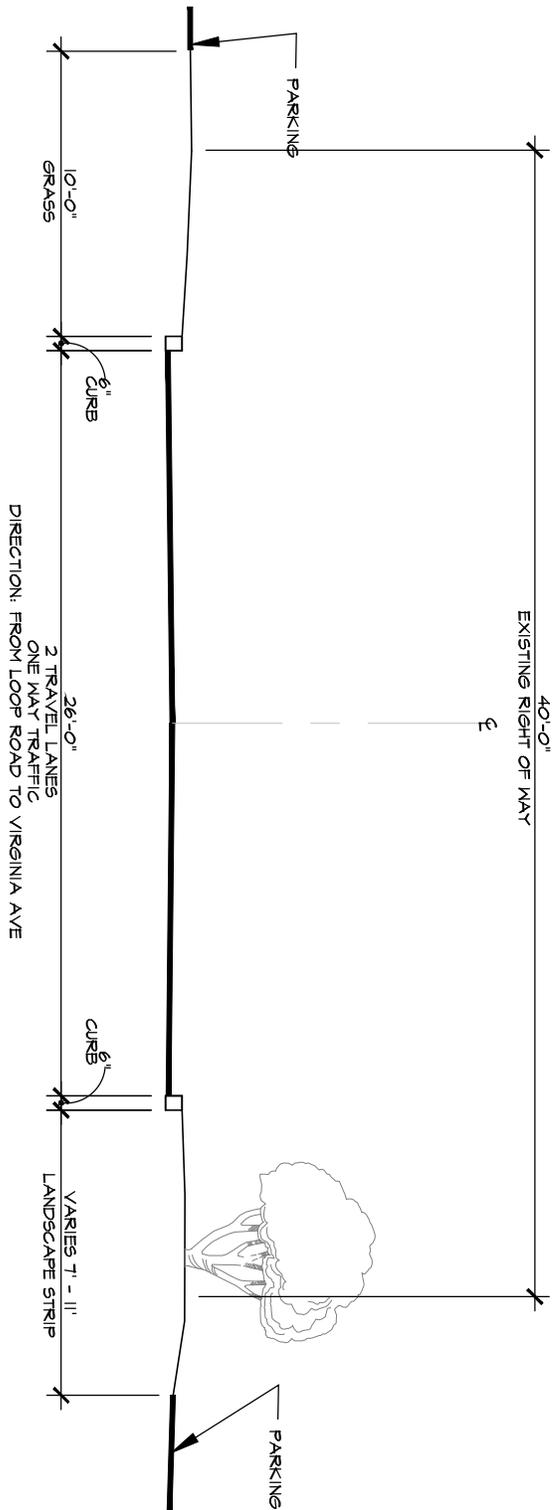


RAINEY AVE. - PROPOSED TYPICAL SECTION

SCALE: 3/8" = 1'-0"

DRAWING NO.	DRAWING NAME					6 Executive Park Drive Suite 300 Atlanta, GA 30329 www.hgor.com p. 404.248.1960 f. 404.248.1092
	RAINEY AVE - PROPOSED TYPICAL SECTION					
SCALE	DATE	REV. NO.	REV. TO	PROJECT NO.		
N.T.S.	03/27 /2011					

SPEED LIMIT: 25 MPH
 FUNCTION: URBAN COLLECTOR STREET

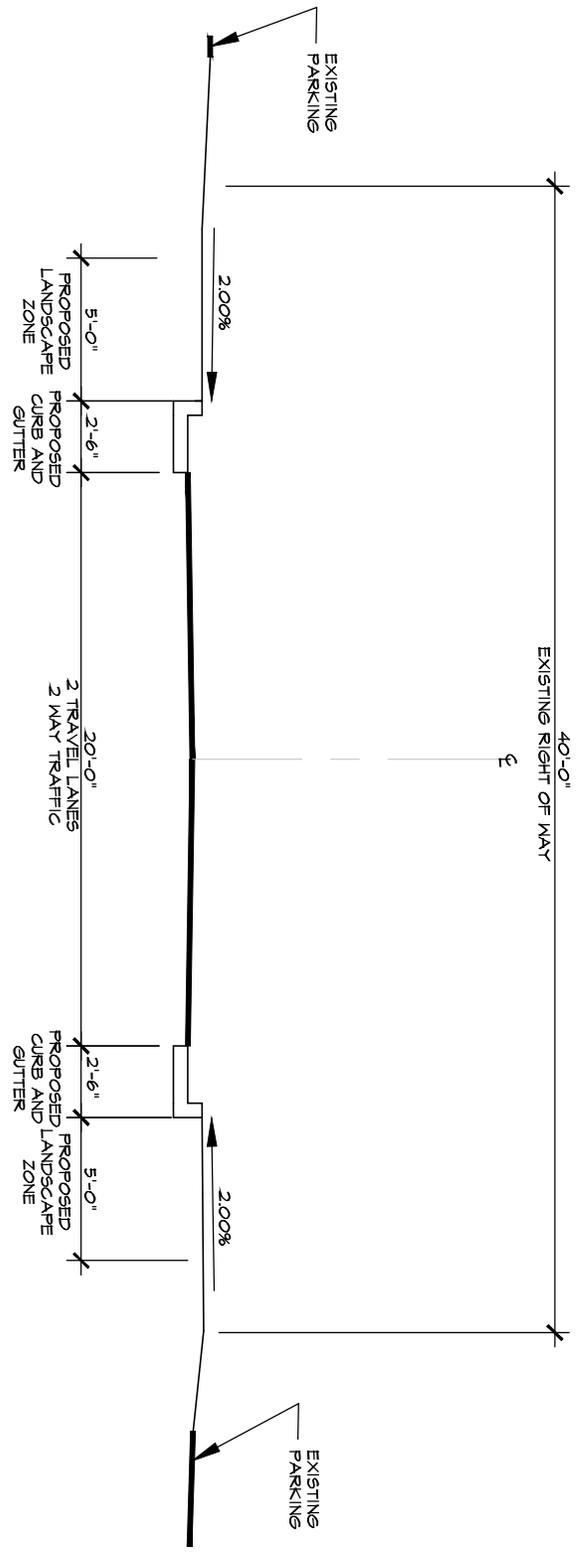


A OAKRIDGE AVE. - EXISTING TYPICAL SECTION

DRAWING NO.	DRAWING NAME					6 Executive Park Drive Suite 300 Atlanta, GA 30329 www.hgor.com p. 404.248.1960 f. 404.248.1092
	OAKRIDGE AVE. - EXISTING TYPICAL SECTION - A					
SCALE	DATE	REV. NO.	REV. TO	PROJECT NO.		
N.T.S.	03/27 /2011					

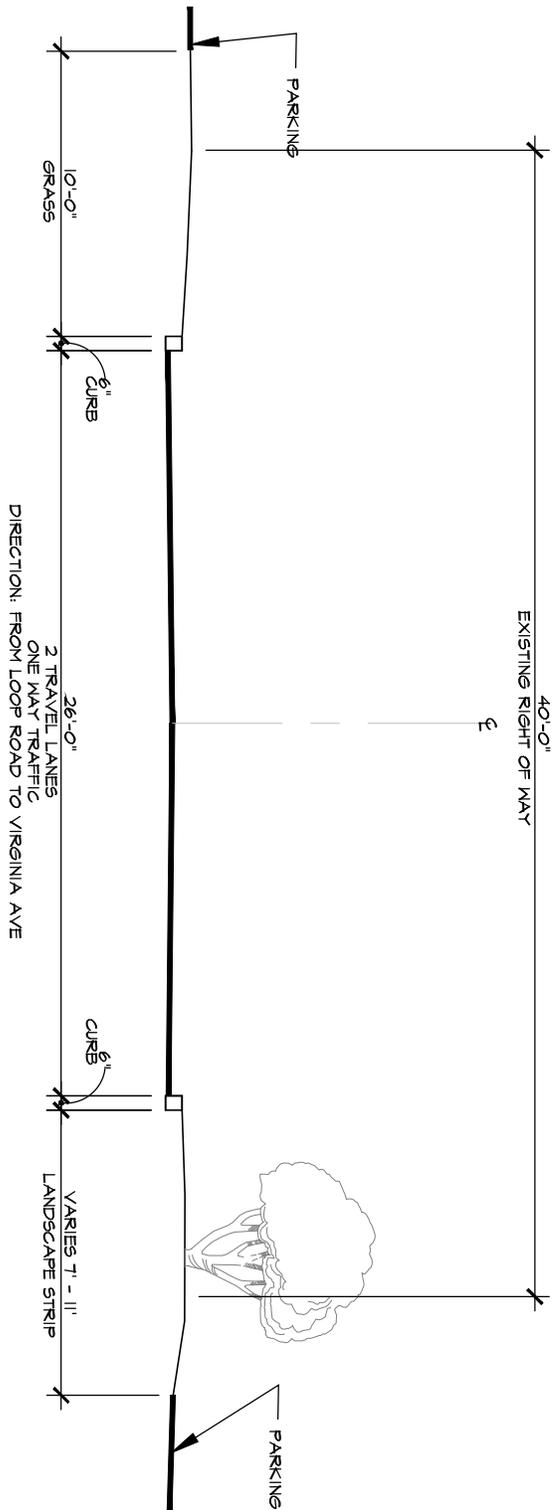
A
NTS
FILE NUMBER

OAKRIDGE AVE. - PROPOSED TYPICAL SECTION



DRAWING NO.	DRAWING NAME				 <small>6 Executive Park Drive Suite 300 Atlanta, GA 30329 www.hgor.com p. 404.248.1960 f. 404.248.1092</small>
	OAKRIDGE AVE. - PROPOSED TYPICAL SECTION - A				
SCALE	DATE	REV. NO.	REV. TO	PROJECT NO.	
N.T.S.	03/27 /2011				

SPEED LIMIT: 25 MPH
 FUNCTION: URBAN COLLECTOR STREET

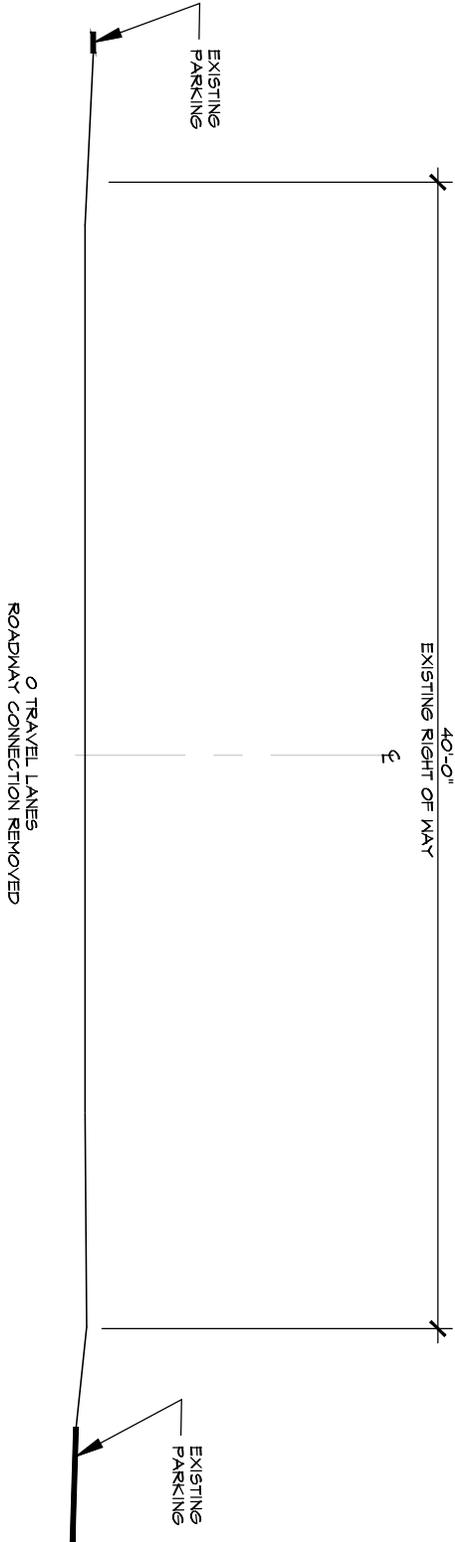


B OAKRIDGE AVE. - EXISTING TYPICAL SECTION
 N.T.S.
 FILE NUMBER

DRAWING NO.	DRAWING NAME					6 Executive Park Drive Suite 300 Atlanta, GA 30329 www.hgor.com p. 404.248.1960 f. 404.248.1092
	OAKRIDGE AVE. - EXISTING TYPICAL SECTION - B					
SCALE	DATE	REV. NO.	REV. TO	PROJECT NO.		
N.T.S.	03/27 /2011					

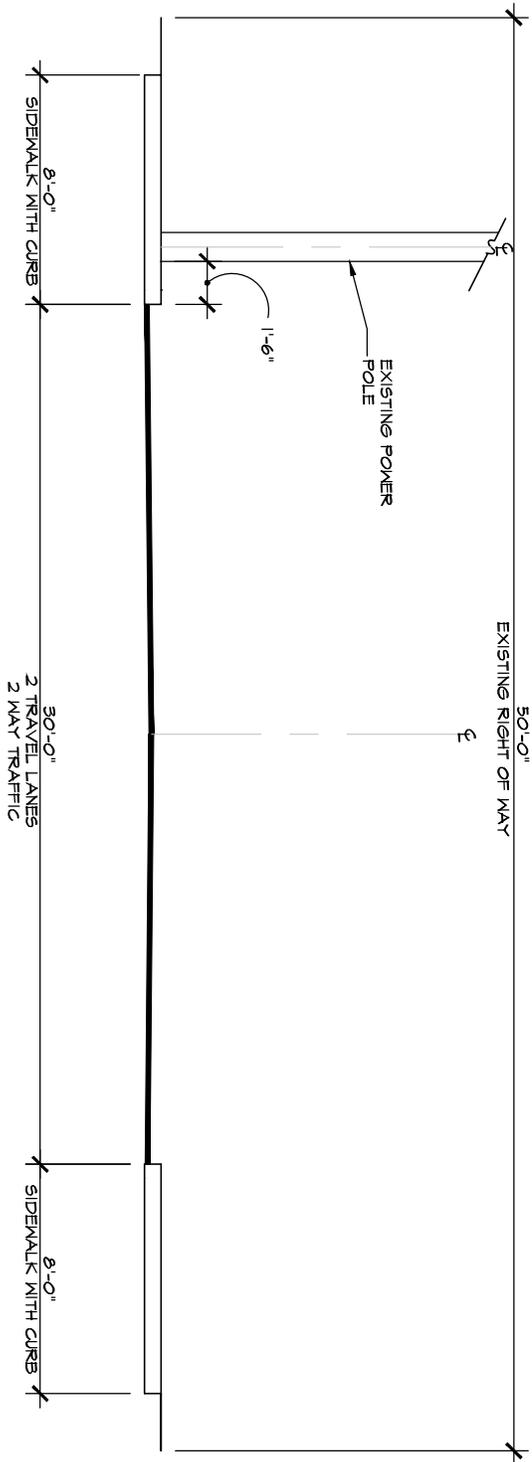
B
N.T.S.
FILE NUMBER

OAKRIDGE AVE. - PROPOSED TYPICAL SECTION



DRAWING NO.	DRAWING NAME				 <small>6 Executive Park Drive Suite 300 Atlanta, GA 30329 www.hgor.com p. 404.248.1960 f. 404.248.1092</small>
	OAKRIDGE AVE. - PROPOSED TYPICAL SECTION - B				
SCALE	DATE	REV. NO.	REV. TO	PROJECT NO.	
N.T.S.	03/27 /2011				

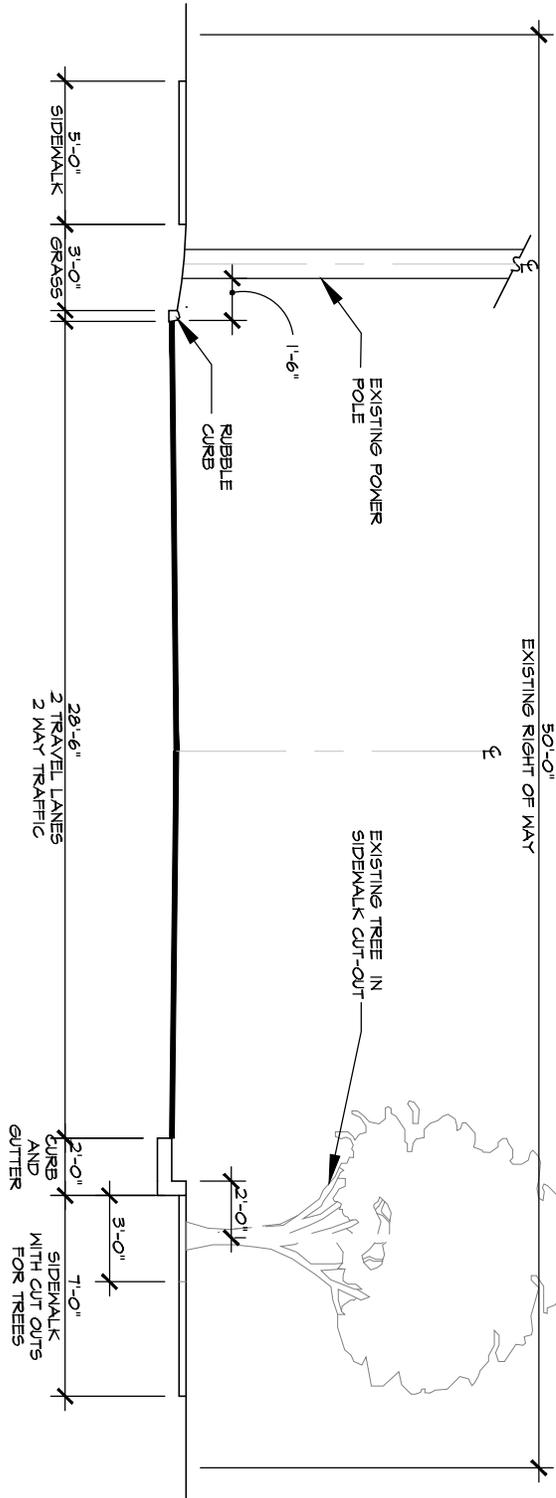
SPEED LIMIT: 25 MPH, 15 MPH IN SCHOOL ZONE
 FUNCTION: URBAN LOCAL ROAD



A
 N.T.S.
 ATLANTA AVE. - EXISTING TYPICAL SECTION A

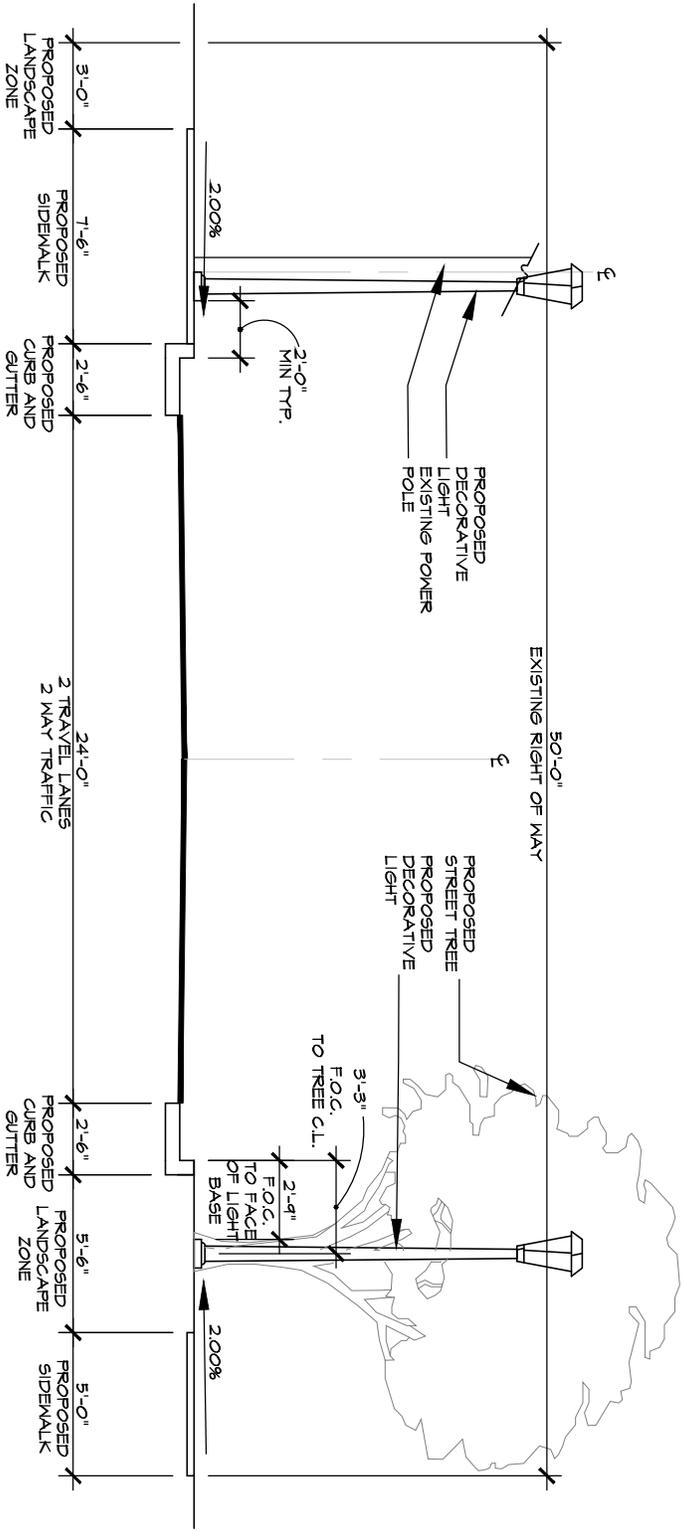
DRAWING NO.	DRAWING NAME			 <small>6 Executive Park Drive Suite 300 Atlanta, GA 30329 www.hgor.com P. 404.248.1960 F. 404.248.1092</small>
	ATLANTA AVE. - EXISTING TYPICAL SECTION - A			
SCALE	DATE	REV. NO.	REV. TO	PROJECT NO.
N.T.S.	03/27 /2011			

SPEED LIMIT: 25 MPH, 15 MPH IN SCHOOL ZONE
 FUNCTION: URBAN LOCAL ROAD



B ATLANTA AVE. - EXISTING TYPICAL SECTION B
 N.T.S.
NOT TO SCALE

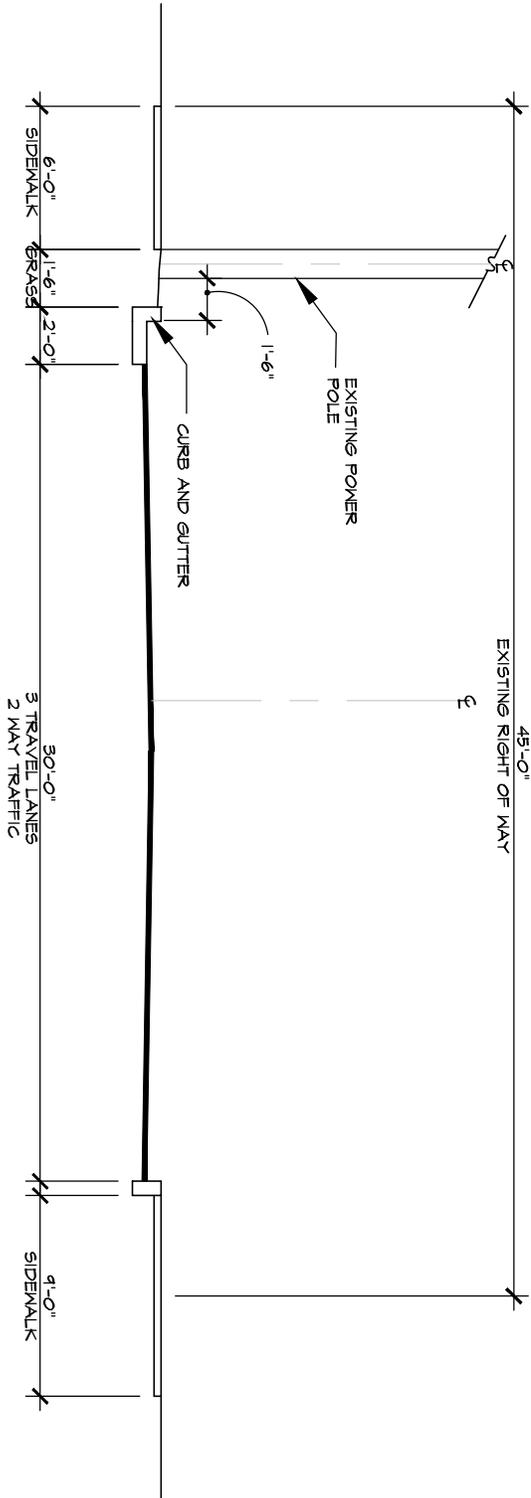
DRAWING NO.	DRAWING NAME			 <small>6 Executive Park Drive Suite 300 Atlanta, GA 30329 www.hgor.com p. 404.248.1960 f. 404.248.1092</small>
	ATLANTA AVE. - EXISTING TYPICAL SECTION - B	SCALE	DATE	
	N.T.S.		03/27 /2011	REV. TO
				PROJECT NO.



B ATLANTA AVE. - PROPOSED TYPICAL SECTION B
 N.T.S.
NOT TO SCALE

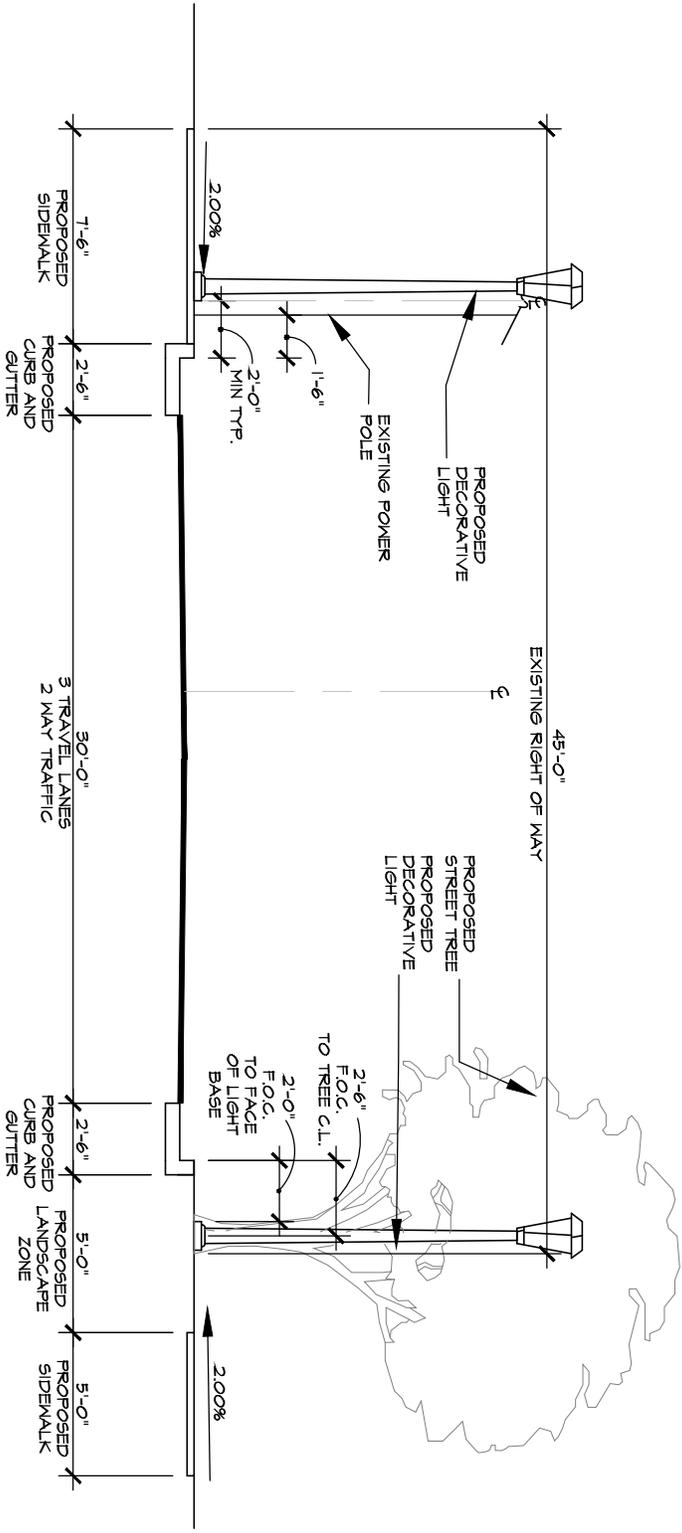
DRAWING NO.	DRAWING NAME			 <small>6 Executive Park Drive Suite 300 Atlanta, GA 30329 www.hgor.com p. 404.248.1960 f. 404.248.1092</small>
	ATLANTA AVE. - PROPOSED TYPICAL SECTION - B			
SCALE	DATE	REV. NO.	REV. TO	PROJECT NO.
N.T.S.	03/27 /2011			

SPEED LIMIT: 25 MPH, 15 MPH IN SCHOOL ZONE
 FUNCTION: URBAN LOCAL ROAD



ATLANTA AVE. - EXISTING TYPICAL SECTION C

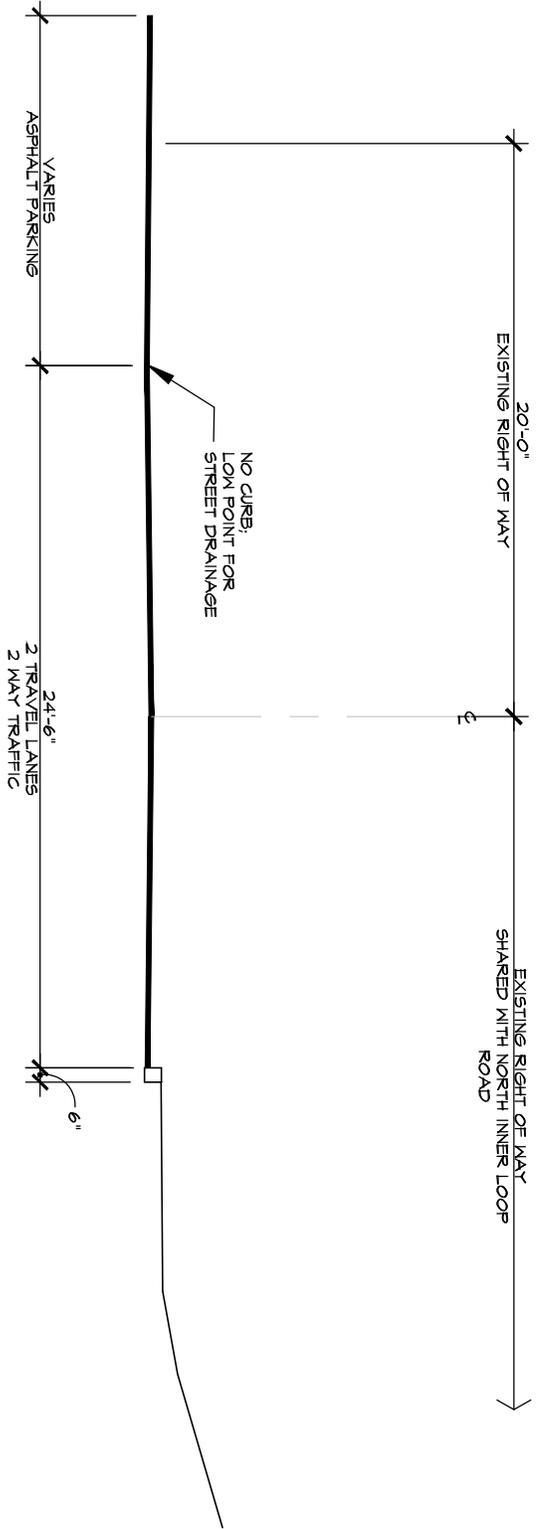
DRAWING NO.	DRAWING NAME			PROJECT NO.		 <p>6 Executive Park Drive Suite 300 Atlanta, GA 30329 www.hgor.com p. 404.248.1960 f. 404.248.1092</p>
SCALE	DATE	REV. NO.	REV. TO			
N.T.S.	03/27 /2011					



ATLANTA AVE. - PROPOSED TYPICAL SECTION C

DRAWING NO.	DRAWING NAME					6 Executive Park Drive Suite 300 Atlanta, GA 30329 www.hgor.com p. 404.248.1960 f. 404.248.1092
	ATLANTA AVE. - PROPOSED TYPICAL SECTION - C					
SCALE	DATE	REV. NO.	REV. TO	PROJECT NO.		
N.T.S.	03/27 /2011					

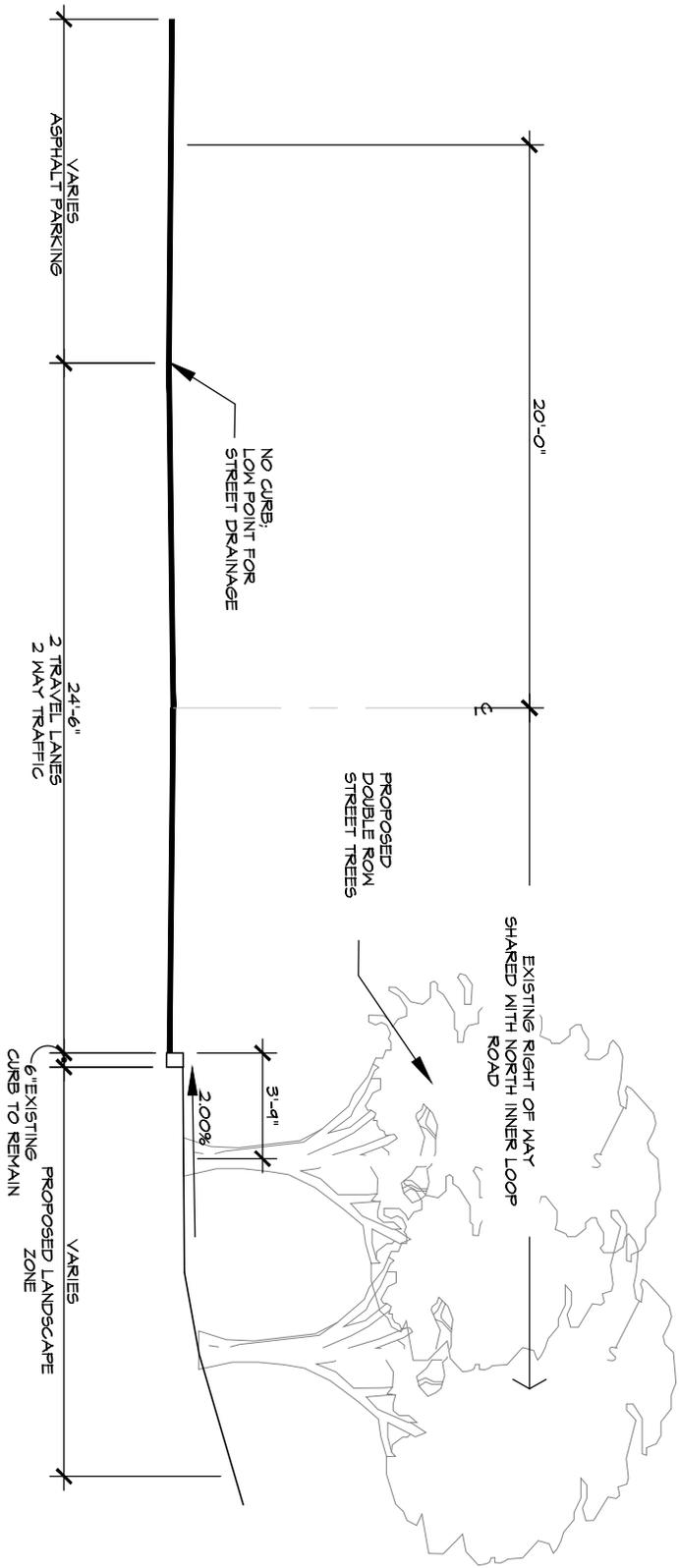
SPEED LIMIT: 25 MPH
 FUNCTION: URBAN LOCAL ROAD



A
 N.T.S.
 FILE NUMBER

OAK ST. - EXISTING TYPICAL SECTION A

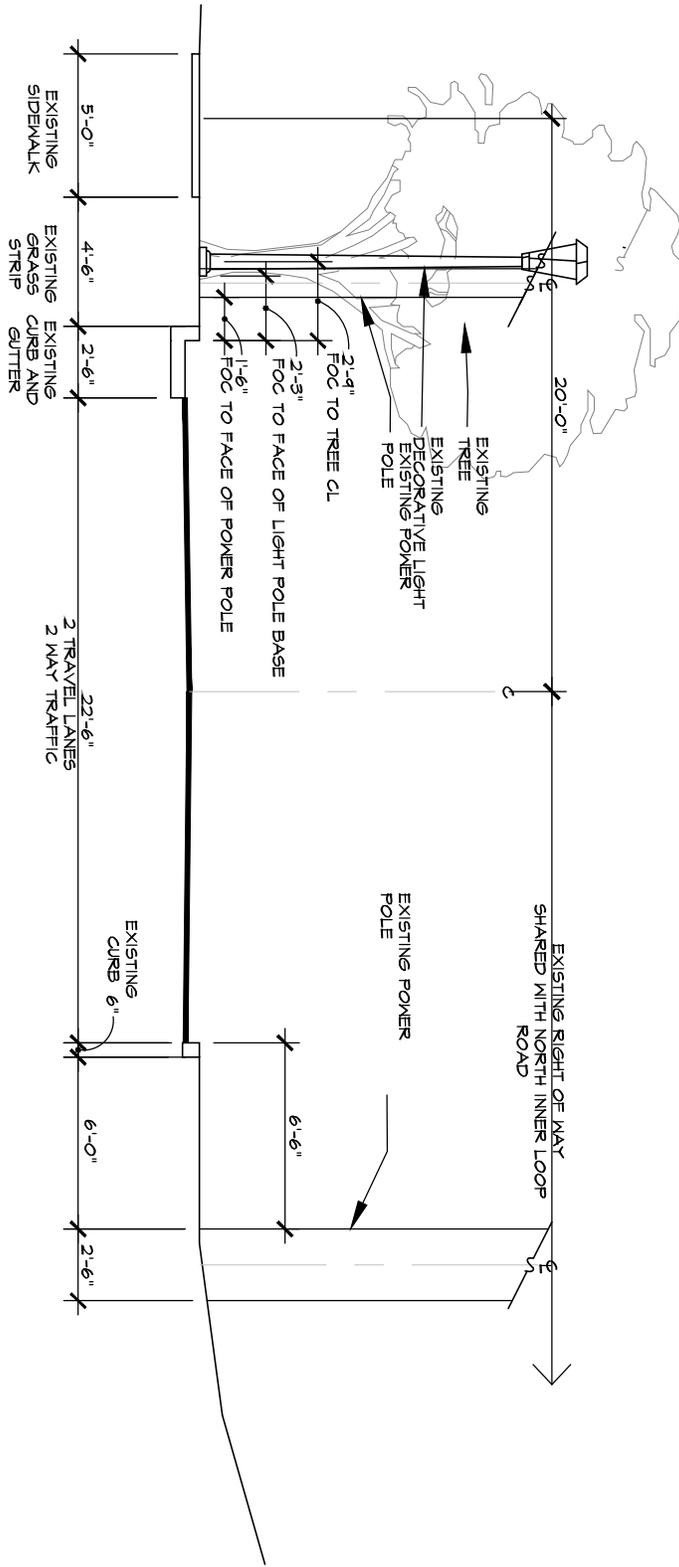
DRAWING NO.	DRAWING NAME				 6 Executive Park Drive Suite 300 Atlanta, GA 30329 www.hgor.com p. 404.248.1960 f. 404.248.1092
	OAK STREET - EXISTING TYPICAL SECTION - A				
SCALE	DATE	REV. NO.	REV. TO	PROJECT NO.	
N.T.S.	03/27 /2011				



A
 N.T.S.
OAK ST. - PROPOSED TYPICAL SECTION A

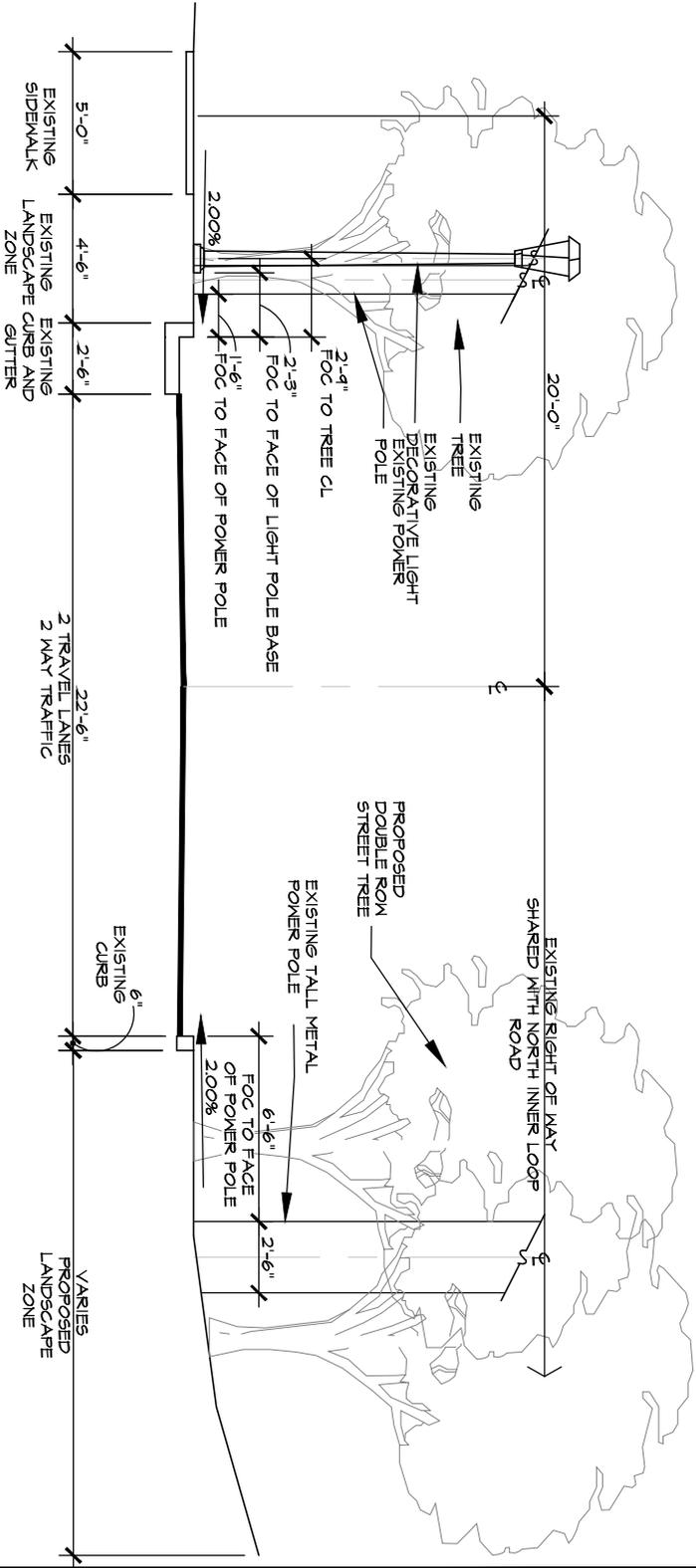
DRAWING NO.	DRAWING NAME					6 Executive Park Drive Suite 300 Atlanta, GA 30329 www.hgor.com p. 404.248.1960 f. 404.248.1092
	OAK STREET - PROPOSED TYPICAL SECTION - A					
SCALE	DATE	REV. NO.	REV. TO	PROJECT NO.		
N.T.S.	03/27 /2011					

SPEED LIMIT: 25 MPH
 FUNCTION: URBAN LOCAL ROAD



B OAK ST. - EXISTING TYPICAL SECTION B
 N.T.S.
 FILE NUMBER

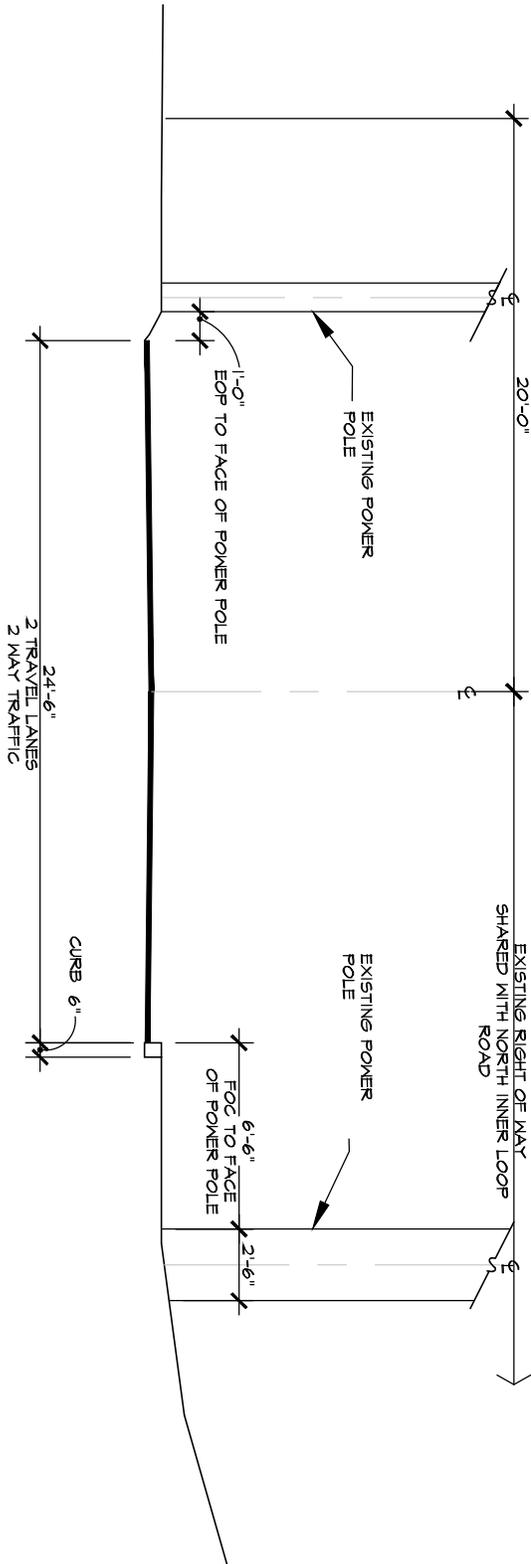
DRAWING NO.	DRAWING NAME			PROJECT NO.		 6 Executive Park Drive Suite 300 Atlanta, GA 30329 www.hgor.com p. 404.248.1960 f. 404.248.1092
	OAK STREET - EXISTING TYPICAL SECTION - B					
SCALE	DATE	REV. NO.	REV. TO			
N.T.S.	03/27 /2011					



B
 N.T.S.
OAK ST. - PROPOSED TYPICAL SECTION B

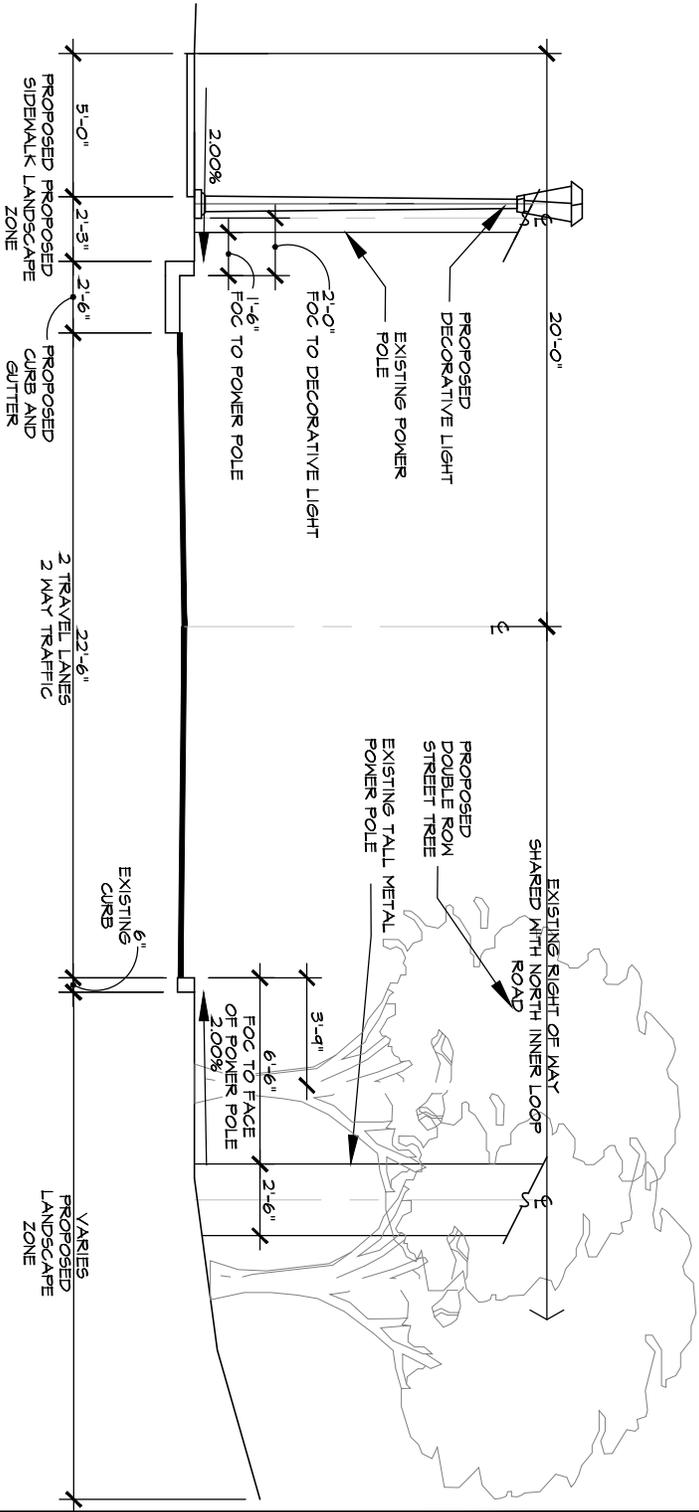
DRAWING NO.	DRAWING NAME				 6 Executive Park Drive Suite 300 Atlanta, GA 30329 www.hgor.com p. 404.248.1960 f. 404.248.1092
	OAK STREET - PROPOSED TYPICAL SECTION - B				
SCALE	DATE	REV. NO.	REV. TO	PROJECT NO.	
N.T.S.	03/27 /2011				

SPEED LIMIT: 25 MPH
 FUNCTION: URBAN LOCAL ROAD



C
 N.T.S.
OAK ST. - EXISTING TYPICAL SECTION C

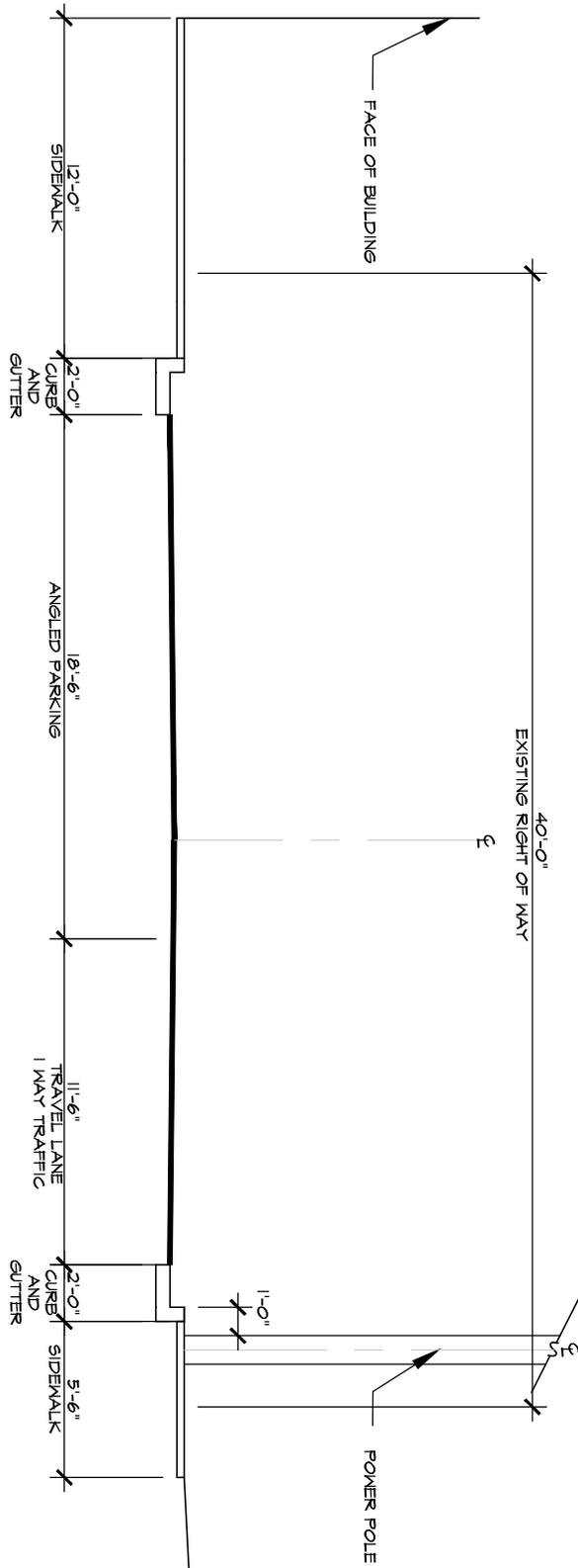
DRAWING NO.	DRAWING NAME				 <small>6 Executive Park Drive Suite 300 Atlanta, GA 30329 www.hgor.com p. 404.248.1960 f. 404.248.1092</small>
	OAK STREET - EXISTING TYPICAL SECTION - C				
SCALE	DATE	REV. NO.	REV. TO	PROJECT NO.	
N.T.S.	03/27 /2011				



C
 OAK ST. - PROPOSED TYPICAL SECTION C
 N.T.S.
NOT TO SCALE

DRAWING NO.	DRAWING NAME					 <small>6 Executive Park Drive Suite 300 Atlanta, GA 30329 www.hgor.com p. 404.248.1960 f. 404.248.1092</small>
	OAK STREET - PROPOSED TYPICAL SECTION - C					
SCALE	DATE	REV. NO.	REV. TO	PROJECT NO.		
N.T.S.	03/27 /2011					

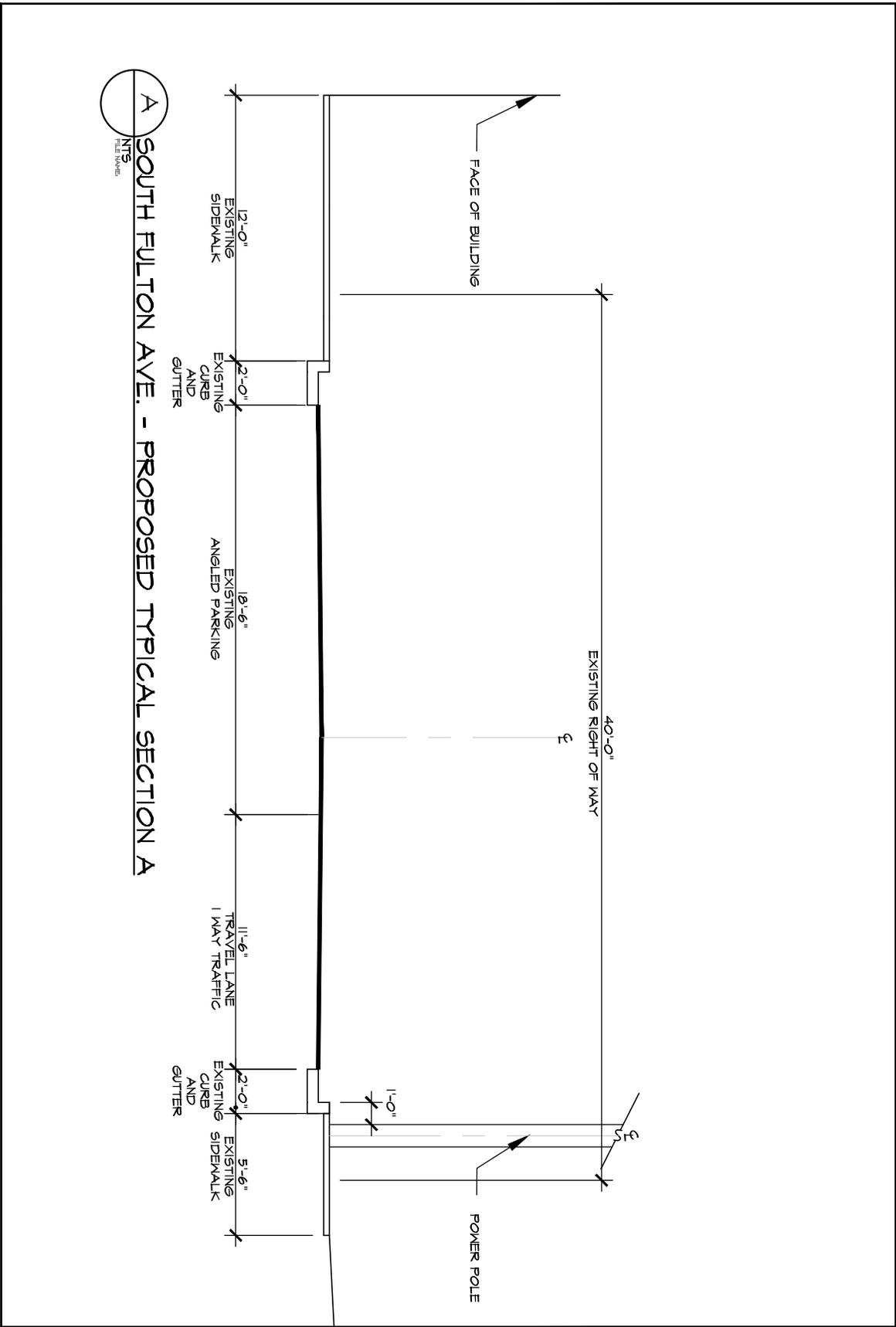
SPEED LIMIT: 15 MPH (SCHOOL ZONE)
 FUNCTION: URBAN LOCAL ROAD



A SOUTH FULTON AVE. - EXISTING TYPICAL SECTION A

N.T.S.
NOT TO SCALE

DRAWING NO.	DRAWING NAME				 <small>6 Executive Park Drive Suite 300 Atlanta, GA 30329 www.hgor.com p. 404.248.1960 f. 404.248.1092</small>
	SOUTH FULTON AVE - EXISTING TYPICAL SECTION - A				
SCALE	DATE	REV. NO.	REV. TO	PROJECT NO.	
N.T.S.	03/27 /2011				

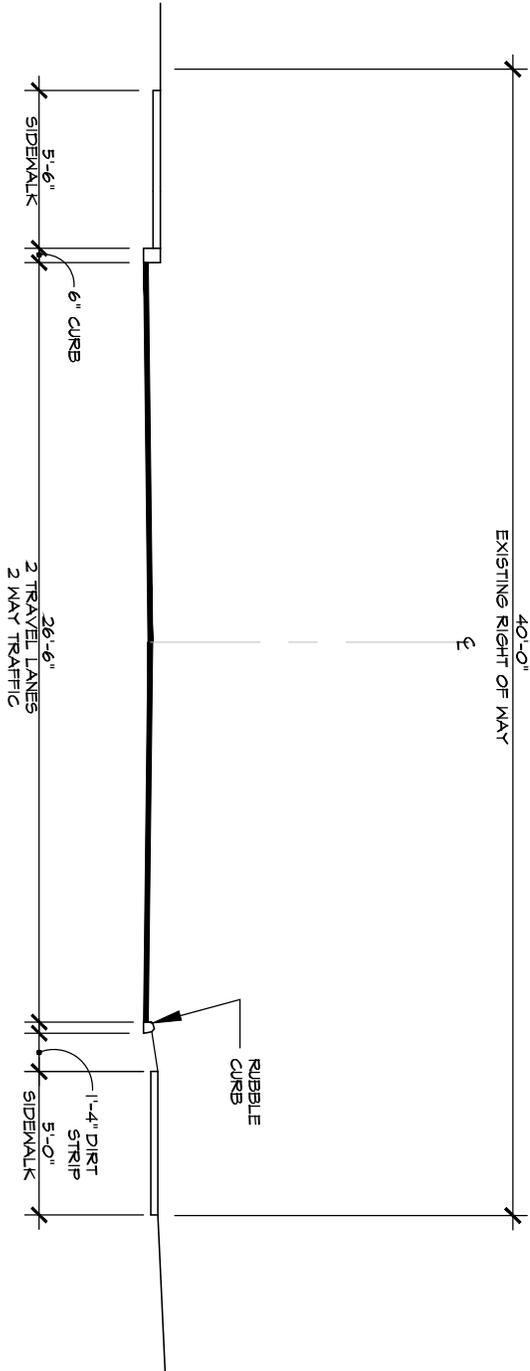


A
N.T.S.
FILE NUMBER

SOUTH FULTON AVE. - PROPOSED TYPICAL SECTION A

DRAWING NO.	DRAWING NAME				 <p>6 Executive Park Drive Suite 300 Atlanta, GA 30329 www.hgor.com p. 404.248.1960 f. 404.248.1092</p>
	SOUTH FULTON AVE - PROPOSED TYPICAL SECTION - A				
SCALE	DATE	REV. NO.	REV. TO	PROJECT NO.	
N.T.S.	03/27 /2011				

SPEED LIMIT: 15 MPH (IN SCHOOL ZONE)
 FUNCTION: URBAN LOCAL ROAD

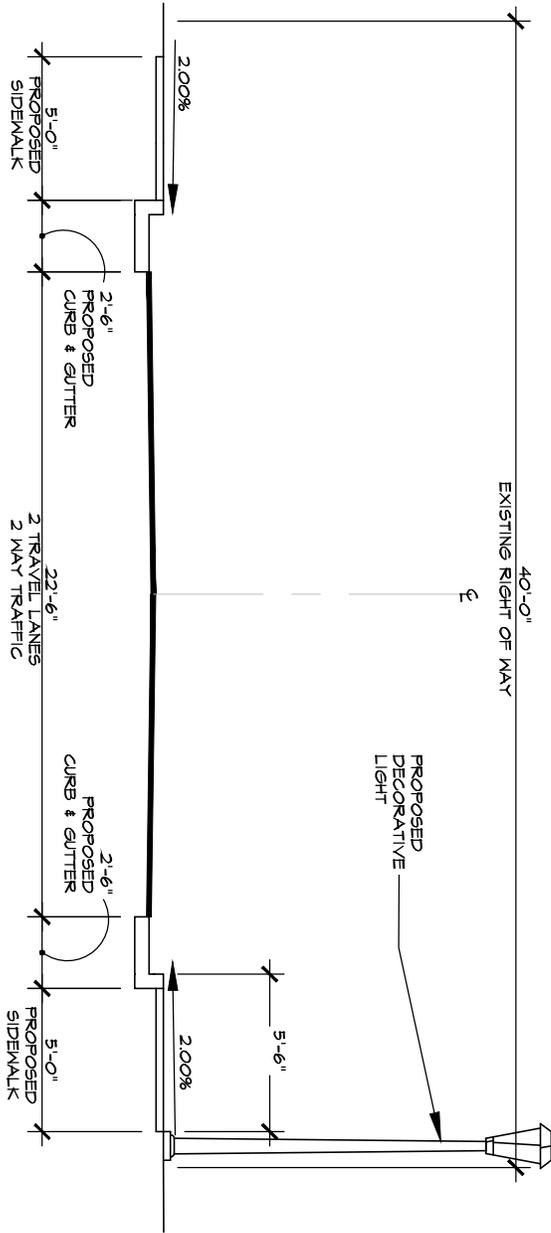


B SOUTH FULTON AVE. - EXISTING TYPICAL SECTION B
 N.T.S.
NOT TO SCALE

DRAWING NO.	DRAWING NAME				 <small>6 Executive Park Drive Suite 300 Atlanta, GA 30329 www.hgor.com p. 404.248.1960 f. 404.248.1092</small>
	SOUTH FULTON AVE - EXISTING TYPICAL SECTION - B				
SCALE	DATE	REV. NO.	REV. TO	PROJECT NO.	
N.T.S.	03/27 /2011				

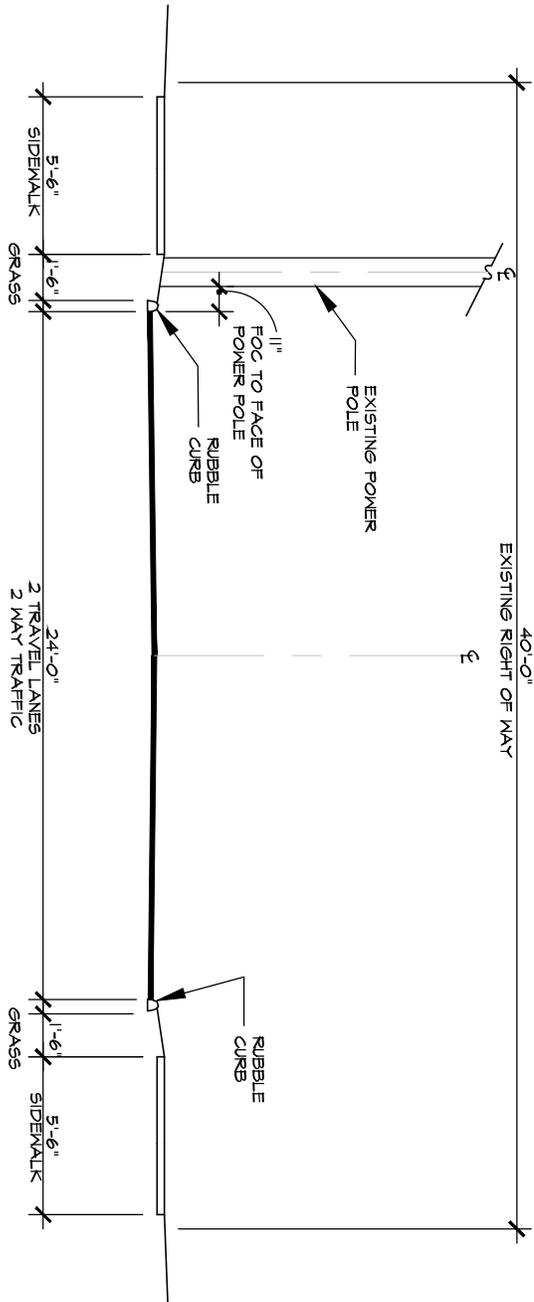
B
 N.T.S.
 FILE NUMBER

SOUTH FULTON AVE. - PROPOSED TYPICAL SECTION B



DRAWING NO.	DRAWING NAME				 <small>6 Executive Park Drive Suite 300 Atlanta, GA 30329 www.hgor.com p. 404.248.1960 f. 404.248.1092</small>
	SOUTH FULTON AVE - PROPOSED TYPICAL SECTION - B				
SCALE	DATE	REV. NO.	REV. TO	PROJECT NO.	
N.T.S.	03/27 /2011				

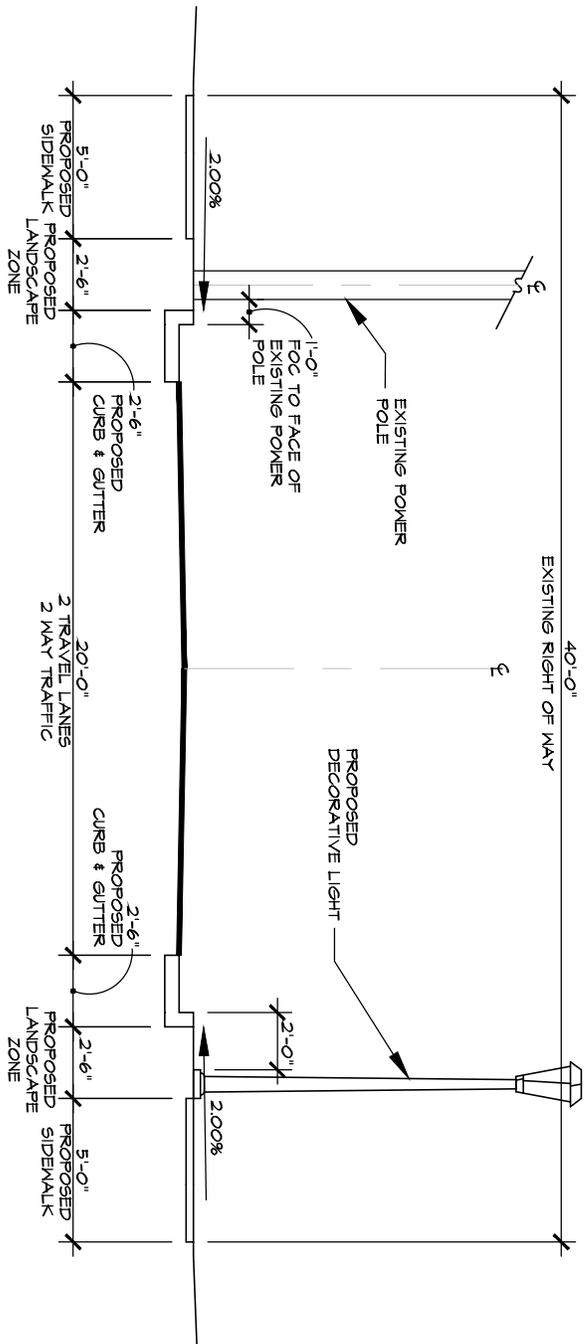
SPEED LIMIT: 25 MPH
 FUNCTION: URBAN LOCAL ROAD



FOREST AVE. - EXISTING TYPICAL SECTION



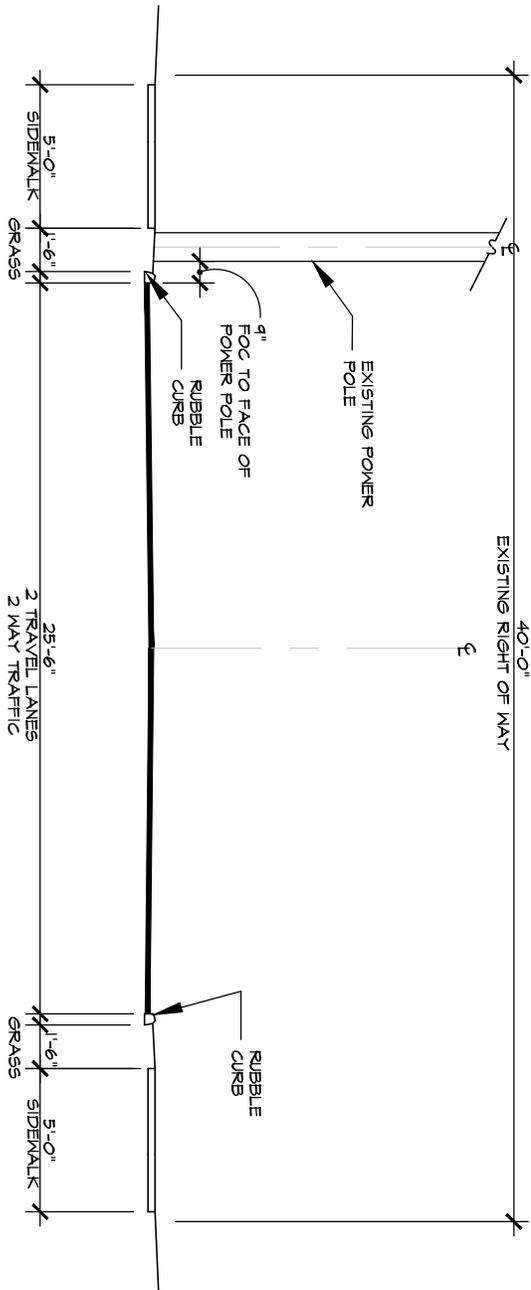
DRAWING NO.	DRAWING NAME				 <small>6 Executive Park Drive Suite 300 Atlanta, GA 30329 www.hgor.com p. 404.248.1960 f. 404.248.1092</small>
	GEORGIA AVE - EXISTING TYPICAL SECTION				
SCALE	DATE	REV. NO.	REV. TO	PROJECT NO.	
N.T.S.	03/27 /2011				



FOREST AVE. - PROPOSED TYPICAL SECTION

DRAWING NO.	DRAWING NAME				 6 Executive Park Drive Suite 300 Atlanta, GA 30329 www.hgor.com p. 404.248.1960 f. 404.248.1092
	GEORGIA AVE - PROPOSED TYPICAL SECTION				
SCALE	DATE	REV. NO.	REV. TO	PROJECT NO.	
N.T.S.	03/27 /2011				

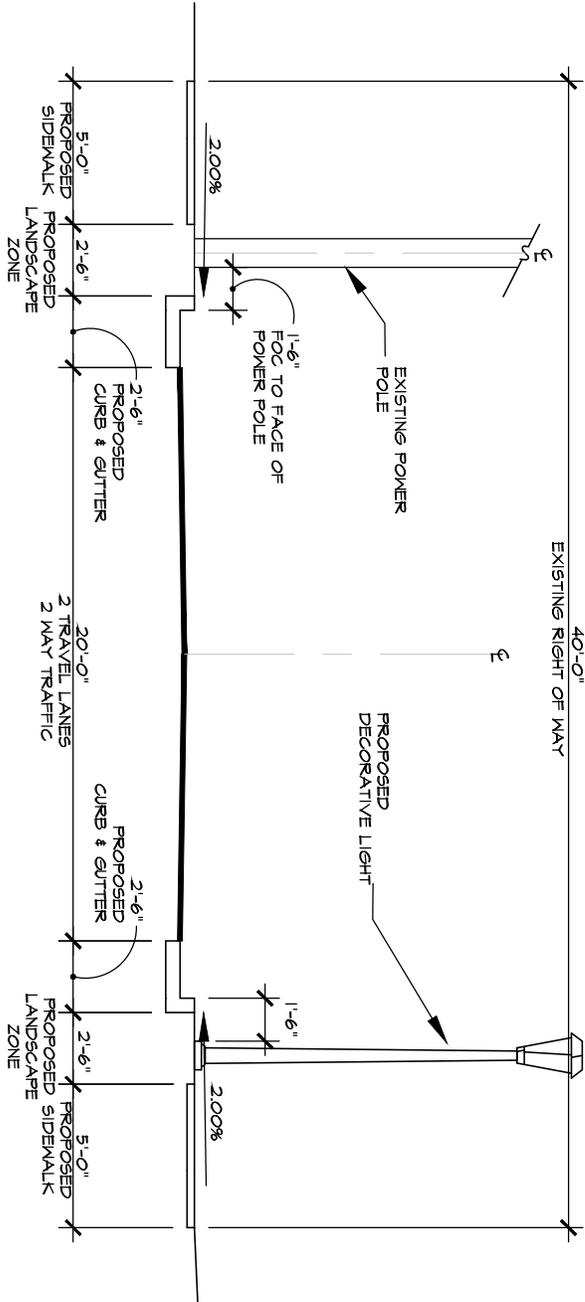
SPEED LIMIT: 25 MPH
 FUNCTION: URBAN LOCAL ROAD



UNION AVE. - EXISTING TYPICAL SECTION



DRAWING NO.	DRAWING NAME				 <small>6 Executive Park Drive Suite 300 Atlanta, GA 30329 www.hgcor.com p. 404.248.1960 f. 404.248.1092</small>
	UNION AVE - EXISTING TYPICAL SECTION - A				
SCALE	DATE	REV. NO.	REV. TO	PROJECT NO.	
N.T.S.	03/27 /2011				

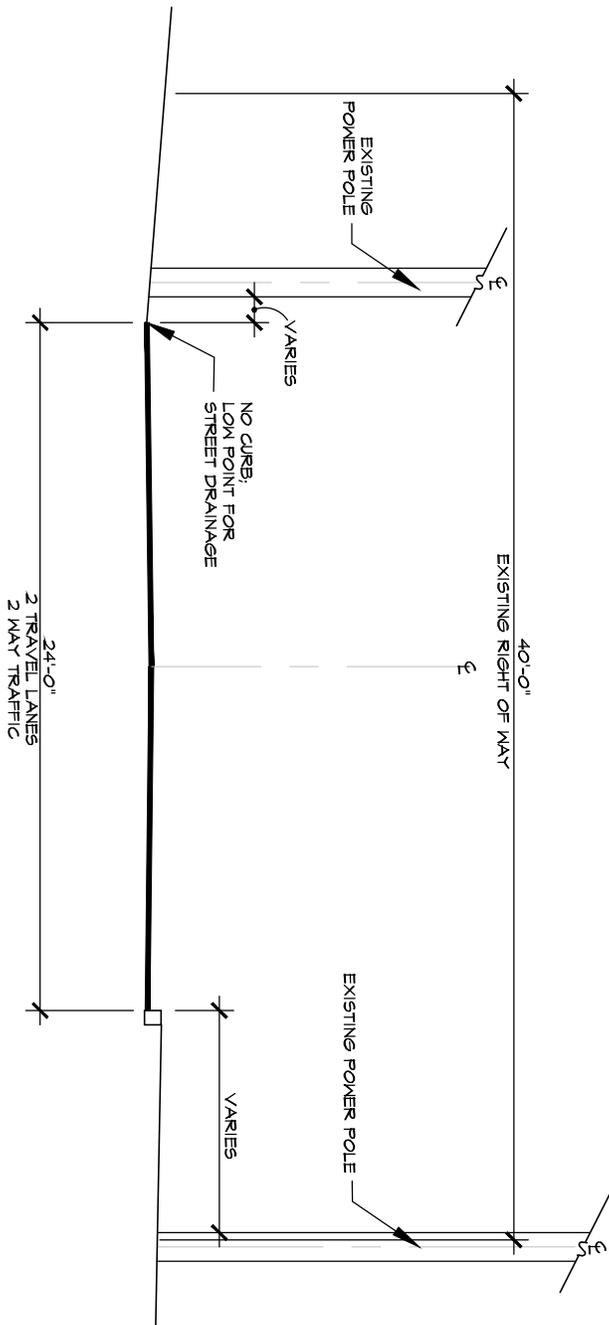


UNION AVE. - PROPOSED TYPICAL SECTION



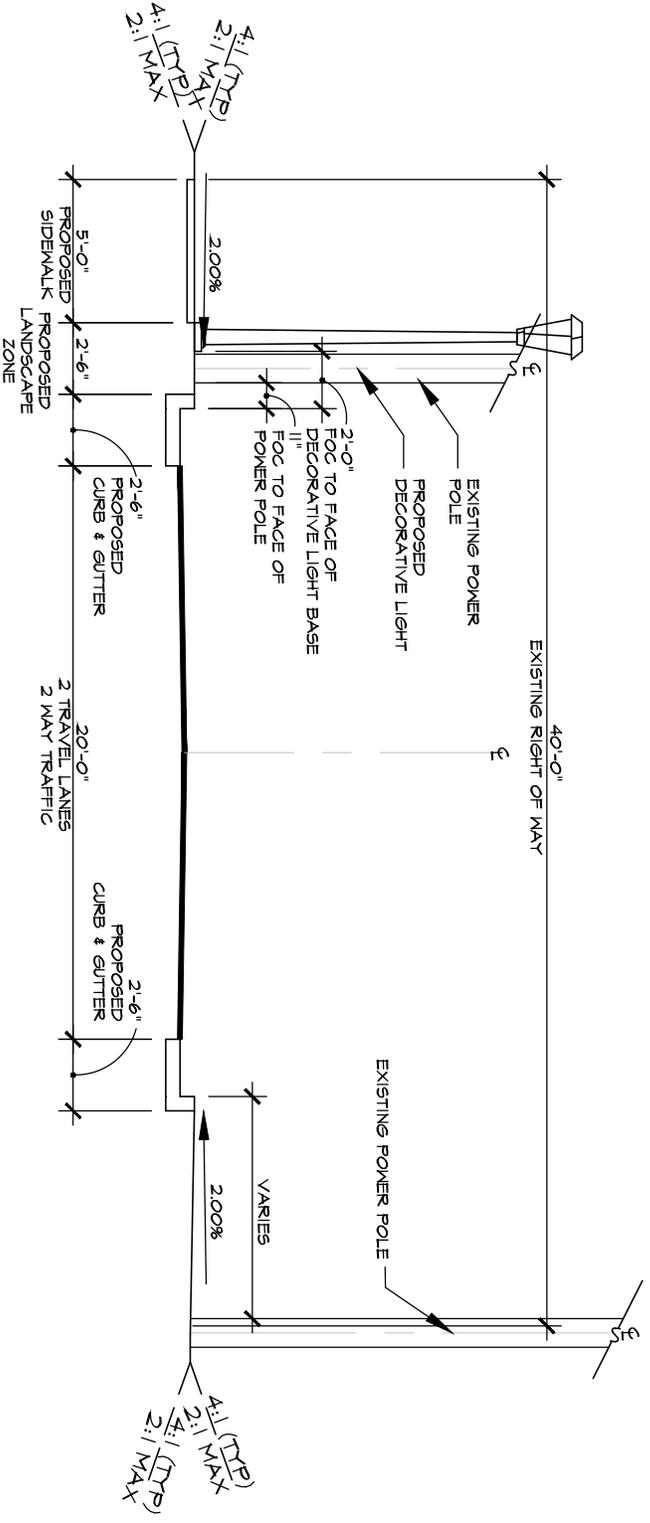
DRAWING NO.	DRAWING NAME				 <small>6 Executive Park Drive Suite 300 Atlanta, GA 30329 www.hgor.com p. 404.248.1960 f. 404.248.1092</small>
	UNION AVE - PROPOSED TYPICAL SECTION - A				
SCALE	DATE	REV. NO.	REV. TO	PROJECT NO.	
N.T.S.	03/27 /2011				

SPEED LIMIT: 25 MPH
 FUNCTION: URBAN LOCAL ROAD



A
 N.T.S.
ELM ST. - EXISTING TYPICAL SECTION A

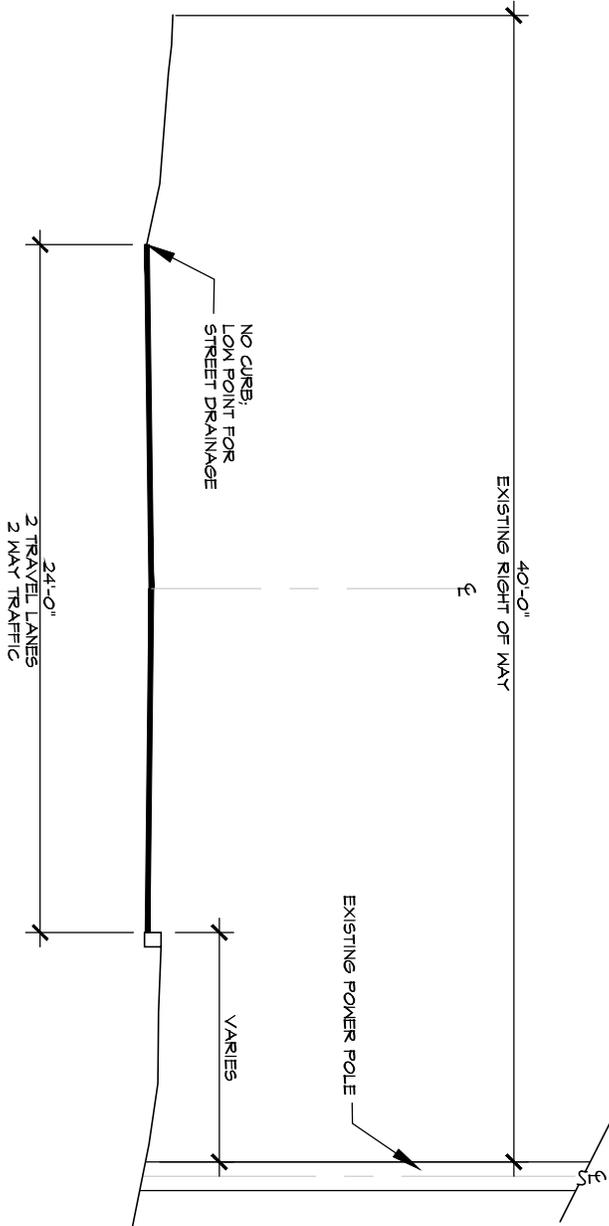
DRAWING NO.	DRAWING NAME				 <p>6 Executive Park Drive Suite 300 Atlanta, GA 30329 www.hgor.com P. 404.248.1960 F. 404.248.1092</p>
	ELM STREET - EXISTING TYPICAL SECTION - A				
SCALE N.T.S.	DATE 03/27 /2011	REV. NO.	REV. TO	PROJECT NO.	



A
 ELM ST. - PROPOSED TYPICAL SECTION A
N.T.S.

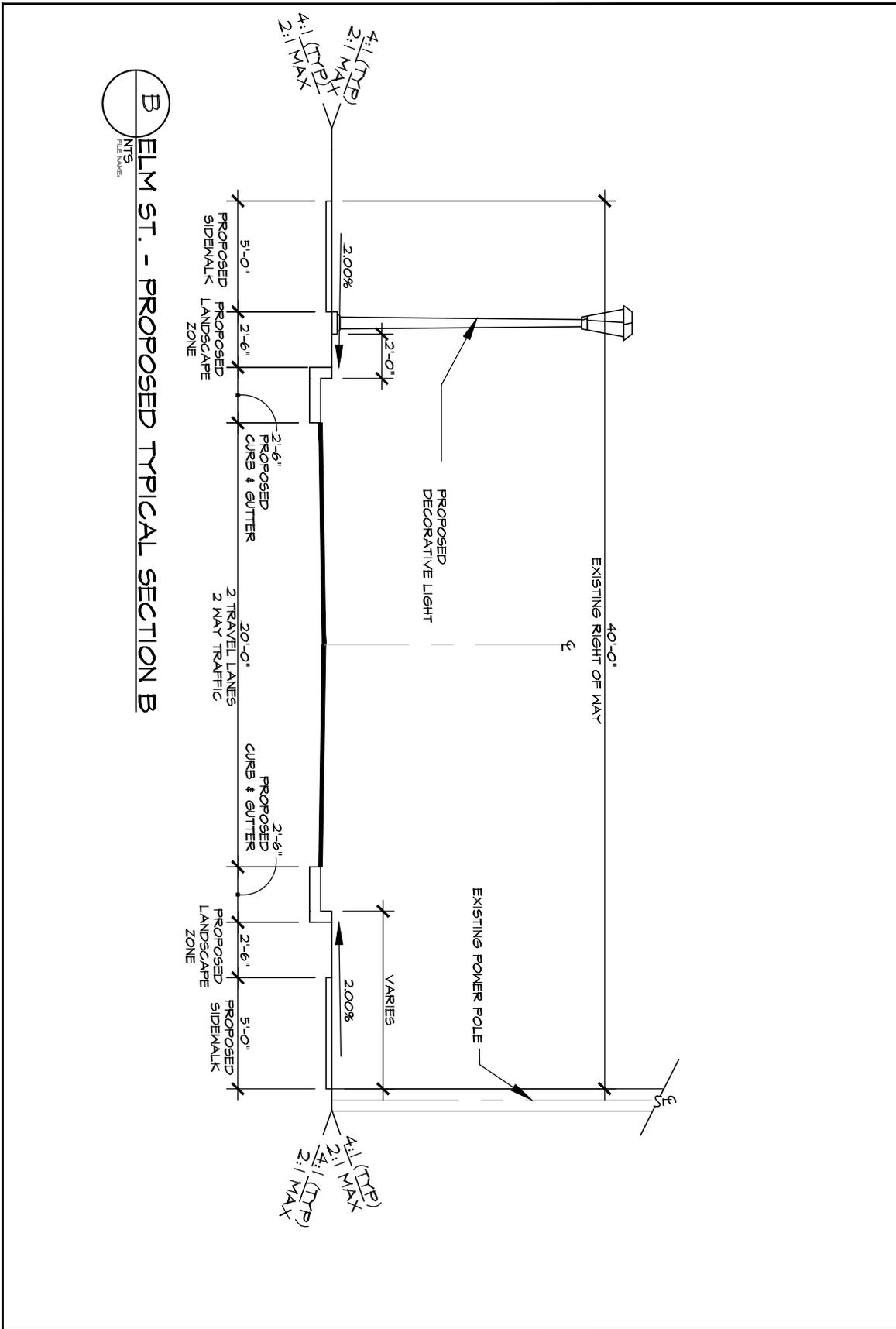
DRAWING NO.	DRAWING NAME				 <small>6 Executive Park Drive Suite 300 Atlanta, GA 30329 www.hgor.com p. 404.248.1960 f. 404.248.1092</small>
SCALE	ELM STREET - PROPOSED TYPICAL SECTION - A				
N.T.S.	DATE	REV. NO.	REV. TO	PROJECT NO.	
	03/27 /2011				

SPEED LIMIT: 25 MPH
 FUNCTION: URBAN LOCAL ROAD



B **ELM ST. - EXISTING TYPICAL SECTION B**
 N.T.S.
NOT TO SCALE

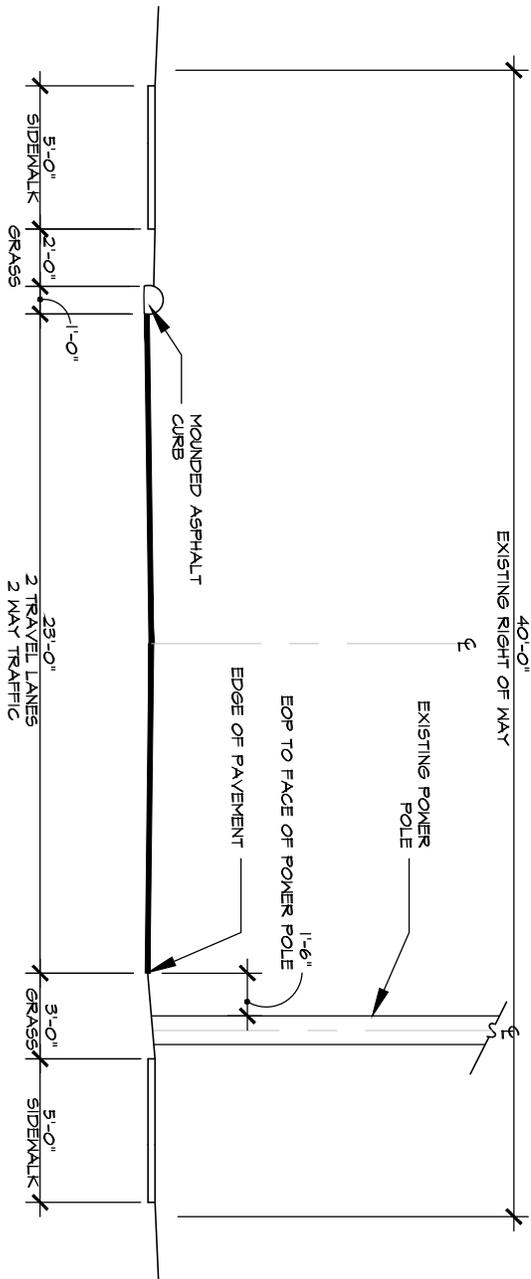
DRAWING NO.	DRAWING NAME				 <small>6 Executive Park Drive Suite 300 Atlanta, GA 30329 www.hgor.com p. 404.248.1960 f. 404.248.1092</small>
	ELM STREET - EXISTING TYPICAL SECTION - B				
SCALE	DATE	REV. NO.	REV. TO	PROJECT NO.	
N.T.S.	03/27 /2011				



B ELM ST. - PROPOSED TYPICAL SECTION B
N.T.S.

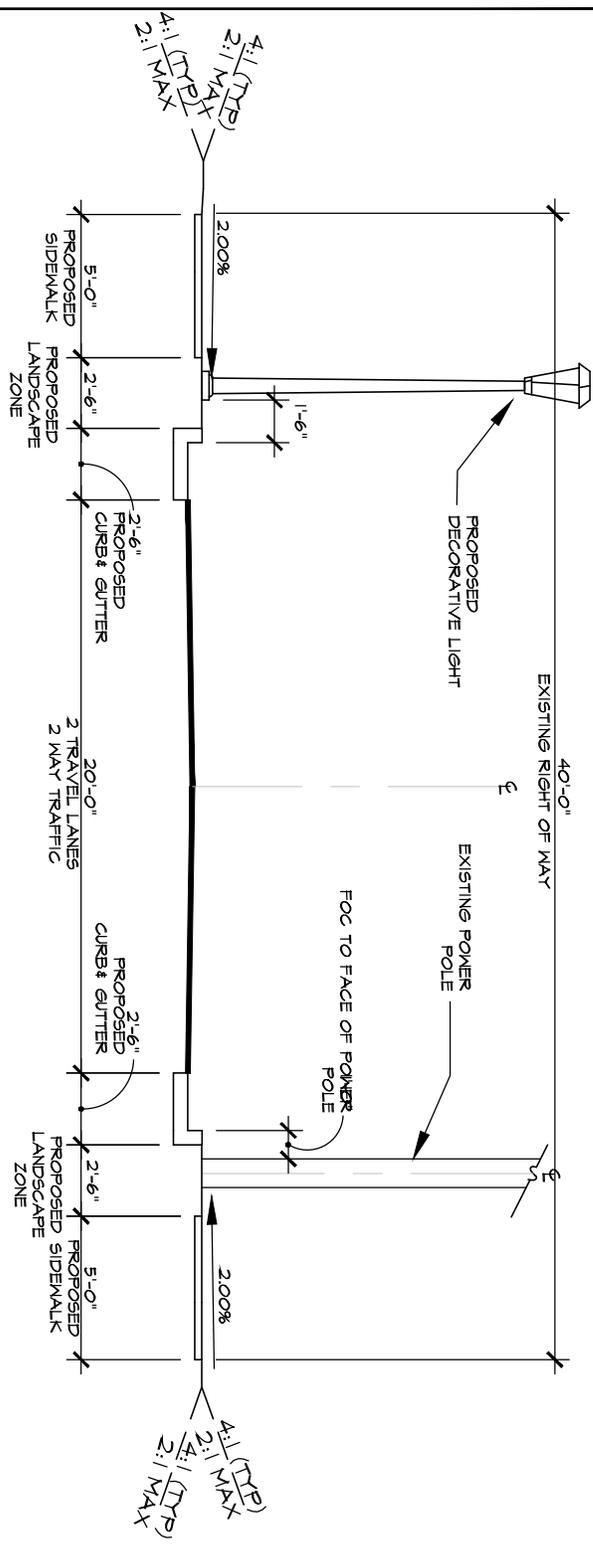
DRAWING NO.	DRAWING NAME				 <p>6 Executive Park Drive Suite 300 Atlanta, GA 30329 www.hgor.com p. 404.248.1960 f. 404.248.1092</p>
SCALE	ELM STREET - PROPOSED TYPICAL SECTION - B				
N.T.S.	DATE	REV. NO.	REV. TO	PROJECT NO.	
	03/27 / 2011				

SPEED LIMIT: 25 MPH
 FUNCTION: URBAN LOCAL ROAD



A
 N.T.S.
CHESTNUT ST. - EXISTING TYPICAL SECTION A

DRAWING NO.	DRAWING NAME				 <small>6 Executive Park Drive Suite 300 Atlanta, GA 30329 www.hgor.com P. 404.248.1960 F. 404.248.1092</small>
	CHESTNUT STREET - EXISTING TYPICAL SECTION - A				
SCALE	DATE	REV. NO.	REV. TO	PROJECT NO.	
N.T.S.	03/27 /2011				

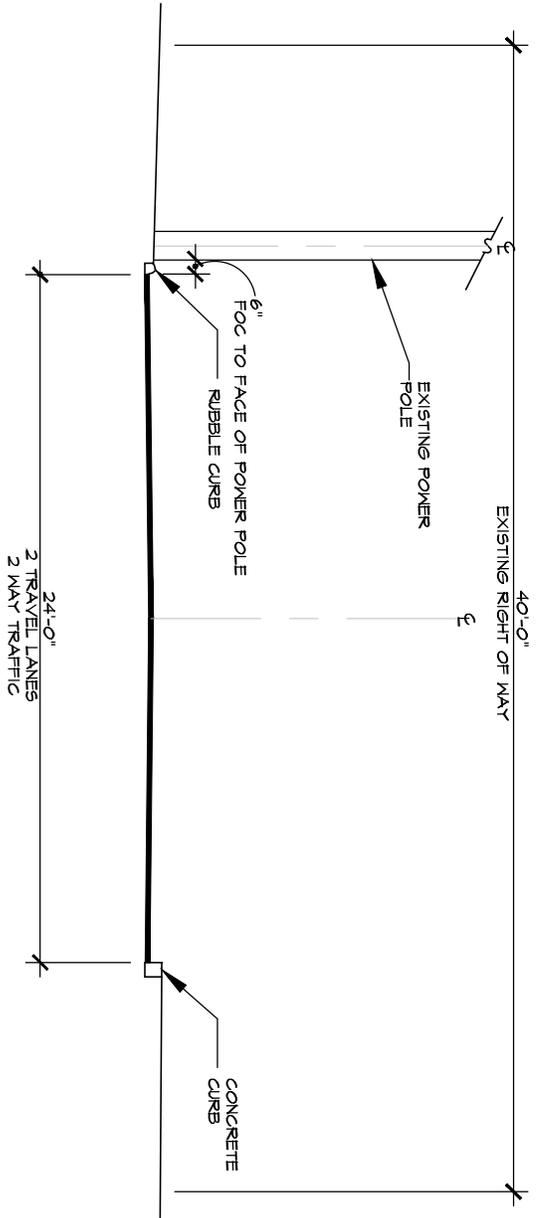


A
NTS
FILE NUMBER

CHESTNUT ST. - PROPOSED TYPICAL SECTION A

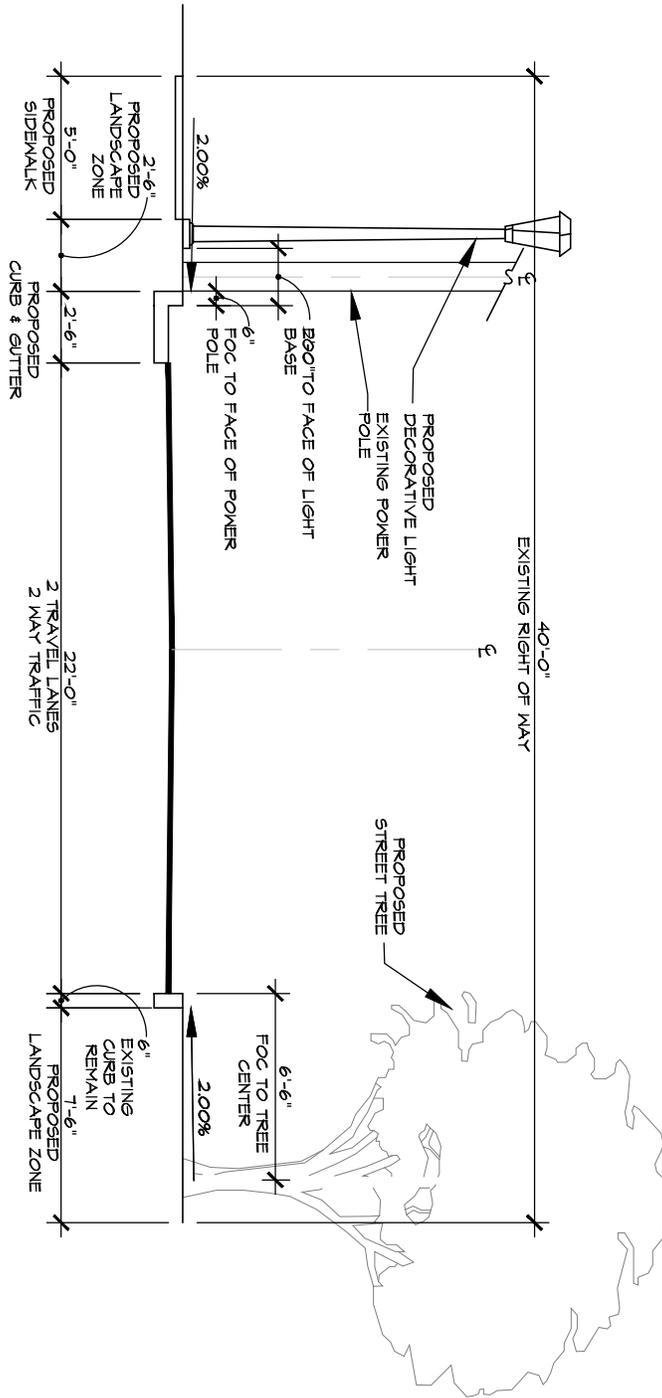
DRAWING NO.	DRAWING NAME				 <p>6 Executive Park Drive Suite 300 Atlanta, GA 30329 www.hgor.com p. 404.248.1960 f. 404.248.1092</p>
	CHESTNUT STREET - PROPOSED TYPICAL SECTION - A				
SCALE	DATE	REV. NO.	REV. TO	PROJECT NO.	
N.T.S.	03/27 /2011				

SPEED LIMIT: 25 MPH
 FUNCTION: URBAN LOCAL ROAD



B CHESTNUT ST. - EXISTING TYPICAL SECTION B
 N.T.S.
 FILE NUMBER

DRAWING NO.	DRAWING NAME			PROJECT NO.		HGOR <small>PLANNED & LANDSCAPE ARCHITECTS</small> 6 Executive Park Drive Suite 300 Atlanta, GA 30329 www.hgcor.com p. 404.248.1960 f. 404.248.1092
SCALE	DATE	REV. NO.	REV. TO	PROJECT NO.		
N.T.S.	03/27 /2011					



B CHESTNUT ST. - PROPOSED TYPICAL SECTION B

N.T.S.
FILE NUMBER

DRAWING NO.	DRAWING NAME				 6 Executive Park Drive Suite 300 Atlanta, GA 30329 www.hgor.com p. 404.248.1960 f. 404.248.1092
SCALE	CHESTNUT STREET - PROPOSED TYPICAL SECTION - B				
N.T.S.	DATE	REV. NO.	REV. TO	PROJECT NO.	
	03/27 /2011				

January 26, 2012

To: Darrell DeJean, Project Manager
Georgia Department of Transportation
Office of Program Delivery

Re: Concept Meeting Minutes
Loop Road Access Roads Project
CSHPP-0007-00(532), P.I.# 0007532
CSHPP-0008-00(819), P.I.# 0008819
Fulton County
Sponsor: City of Hapeville

Concept team meeting held at Hapeville City Hall on 1/25/12, 9:00 am – council meeting room.

Attendees	Org.	Phone	E-mail
Jack Burnside	Project Admin./Consultant	770-241-8677	jackburnside@bellsouth.net
Lee Sudduth	Hapeville		lsudduth@hapeville.org
Susan Keller	Centricity, LLC	404-432-0190	Susan.Keller@mindspring.com
Todd Fuller	Hughes, Good, O'Leary & Ryan, Inc.	404-248-7960	tfuller@hgor.com
Robert Ryan	Hughes, Good, O'Leary & Ryan, Inc.	404-929-3380	rryan@hgor.com
Linda Washington	GDOT - Local Govt.	770-986-1555	lwashington@dot.ga.gov
Darrell DeJean	GDOT - P.M.	404-631-1567	ddejean@dot.ga.gov
Yulonda Pride-Foster	GDOT - Utilities	770-986-1117	ypride@dot.ga.gov
Alania Stewart	GDOT - Traffic Ops.	770-986-1773	alstewart@dot.ga.gov

Key topics discussed:

- Project 0007532 includes PE phase for associated project 0008819. Concept covers both projects.
- Need & Purpose Statement - expect comments from GDOT.
- Environmental: CE or PCE to be determined.
- Context sensitive design should be “context sensitive” not “N.A.”
- Atlanta Ave. narrowing sidewalks from 8' to 7.5/5.0 to allow for buffer, landscaping, power poles (p.7)?
- Atlanta Ave 15 MPH school zone? Is this accurate? (p.8) YES.
- South Fulton Ave. (p. 12) proposed lanes should be 2.
- Chestnut St. connecting to existing/new sidewalk

Jack Burnside
(770)241-8677, FAX (770)445-3030
240 Northshore Crossing, GA 30157 jackburnside@bellsouth.net

- Variances may be required for utility poles to remain in place.
- Remove programmatic – use C.E. (p.17)
- Send utility cost estimates to Darrell.
- Send right-of-way cost estimates to Darrell.
- Public meeting on closure of Oakridge Avenue?
- Lighting agreement & pre-approval of lighting plans to GDOT.
- p.18: Add concept meeting date
- p.18: Cost estimates appear to be incorrect.
- Determine if utility access necessary after Oakridge Avenue closure.
- Public meeting/notification to public of closure of Oakridge Avenue necessary?
- Oakridge Avenue – Clarify proposed typical section.
- Elm Street to connect w/Loop Road. Right in, right out w/deceleration lane necessary?
- Landscape agreement for proposed landscaping (grass buffer between curb & sidewalk) in city right-of-way?
- Check TIP on appropriate funding amounts for each phase (p.18).
- Local Government Agreement for 0008819 should be included.
- Remove L&D document from concept attachments. To be advertised after CE approval.
- Schedule to be revised w/Darrell.
- Note: City has discontinued traffic signal at Oakridge Avenue/Virginia Avenue intersection. Now has stop sign for northbound Oakridge traffic.

Distribution: To above listed persons.

Notes by: Jack Burnside, Project Administrator

Vance C. Smith, Jr., Commissioner



GEORGIA DEPARTMENT OF TRANSPORTATION

One Georgia Center, 600 West Peachtree Street, NW
Atlanta, Georgia 30308
Telephone: (404) 631-1000

September 14, 2009

Mr. Lee Sudduth, Dir. Of P.W.
The City of Hapeville
3468 N. Fulton Ave.
Hapeville, GA 30354

Re: **PROJECT: CSHPP-0007-00(532) THE CITY OF HAPEVILLE, P.I. #0007532**

Dear Mr. Sudduth:

I am returning for your files an executed agreement between the Georgia Department of Transportation and The City of Hapeville for the above-referenced project.

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 770-986-1257.

Sincerely,

A handwritten signature in cursive script that reads "Rachel S. Brown".

Rachel S. Brown
Metro District Engineer

RSB/ML/BGH

Enclosure

CC: Bob Rogers, O.F.M.
Lisa English, Contracts Payable
Jeff Baker, Utilities

AGREEMENT
BETWEEN
DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
AND
THE CITY OF HAPEVILLE
FOR
TRANSPORTATION FACILITY IMPROVEMENTS

This Framework Agreement is made and entered into this _____ day of _____, 20__, by and between the DEPARTMENT OF TRANSPORTATION, an agency of the State of Georgia, hereinafter called the "DEPARTMENT", and the THE CITY OF HAPEVILLE, acting by and through its Mayor and City Council or Board of Commissioners, hereinafter called the "LOCAL GOVERNMENT".

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. Constitution Article IX, §III, ¶I(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 by following the procedures in the DEPARTMENT's Local Administered Project Manual contribute to the PROJECT by funding all or certain portions of the PROJECT costs for the preconstruction engineering (design) activities, hereinafter referred to as "PE", all reimburseable utility relocations, all non-reimburseable utilities owned by the LOCAL GOVERNMENT, railroad costs, right of way acquisitions and construction, as specified in Attachment A, attached hereto and incorporated herein by reference. Expenditures incurred by the LOCAL GOVERNMENT prior to the execution of this AGREEMENT or subsequent funding agreements shall not be considered for reimbursement by the DEPARTMENT. PE expenditures incurred by the LOCAL

GOVERNMENT after execution of this AGREEMENT shall be reimbursed by the DEPARTMENT once a written notice to proceed is given by the DEPARTMENT.

2. The DEPARTMENT shall contribute to the PROJECT by funding all or certain portions of the PROJECT costs for the PE, right of way acquisitions, reimbursable utility relocations, railroad costs, 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 PE. The Right of Way and Construction funding estimate levels as specified in Attachment "A" are provided herein for planning purposes and do not constitute a funding commitment for right of way and construction. The DEPARTMENT will prepare LOCAL GOVERNMENT Specific Activity Agreements for funding applicable to Right of Way or Construction when appropriate.

Further, the LOCAL GOVERNMENT shall be responsible for repayment of any expended federal funds if the PROJECT does not proceed forward to completion due to a lack of available funding in future PROJECT phases, changes in local priorities or cancellation of the PROJECT by the LOCAL GOVERNMENT without concurrence by the DEPARTMENT.

4. The LOCAL GOVERNMENT shall be responsible for all costs for the continual maintenance and operations of any and all sidewalks and the grass strip between the curb and 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, hereinafter referred to as "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 right of way or construction, as applicable.

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

7. The LOCAL GOVERNMENT shall accomplish the PE activities for the PROJECT. The PE activities shall be accomplished in accordance with the DEPARTMENT's Plan Development Process hereinafter referred to as "PDP", 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, and all applicable design guidelines and policies of the DEPARTMENT to produce a cost effective PROJECT. Failure to follow the PDP and all applicable guidelines and policies will jeopardize the use of Federal Funds in some or all categories outlined in this agreement, and it shall be the responsibility of the LOCAL GOVERNMENT to make up the loss of that funding. The LOCAL GOVERNMENT's responsibility for PE activities shall include, but is not limited to the following items:

a. Prepare the PROJECT Concept Report and Design Data Book 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 updated or modified by the LOCAL GOVERNMENT as required by the DEPARTMENT and re-approved by the DEPARTMENT during the course of PE due to updated guidelines, public input, environmental requirements, Value Engineering recommendations,

Public Interest Determination (PID) for utilities, utility/railroad conflicts, or right of way considerations.

b. Prepare a Traffic Study for the PROJECT that includes Average Daily Traffic, hereinafter referred to as "ADT", volumes for the base year (year the PROJECT is expected to be open to traffic) and design year (base year plus 20 years) along with Design Hour Volumes, hereinafter referred to as "DHV", for the design year. DHV includes morning (AM) and evening (PM) peaks and other significant peak times. The Study shall show all through and turning movement volumes at intersections for the ADT and DHV volumes and shall indicate the percentage of trucks on the facility. The Study shall also include signal warrant evaluations for any additional proposed signals on the PROJECT.

c. Prepare environmental studies, documentation, reports and complete Environmental Document for the PROJECT along with all environmental re-evaluations required that show the PROJECT is in compliance with the provisions of the National Environmental Policy Act or the Georgia Environmental Policy Act as per the DEPARTMENT's Environmental Procedures Manual, as appropriate to the PROJECT funding. This shall include any and all archaeological, historical, ecological, air, noise, community involvement, environmental justice, flood plains, underground storage tanks, and hazardous waste site studies required. The completed Environmental Document approval shall occur prior to Right of Way funding authorization. A re-evaluation is required for any design change as described in Chapter 7 of the Environmental Procedures Manual. In addition, a re-

evaluation document approval shall occur prior to any Federal funding authorizations if the latest approved document is more than 6 months old. The LOCAL GOVERNMENT shall submit to the DEPARTMENT all studies, documents and reports for review and approval by the DEPARTMENT, the FHWA and other environmental resource agencies. The LOCAL GOVERNMENT shall provide Environmental staff to attend all PROJECT related meetings where Environmental issues are discussed. Meetings include, but are not limited to, concept, field plan reviews and value engineering studies.

d. Prepare all PROJECT public hearing and public information displays and conduct all required public hearings and public information meetings with appropriate staff in accordance with DEPARTMENT practice.

e. Perform all surveys, mapping, soil investigations and pavement evaluations needed for design of the PROJECT as per the appropriate DEPARTMENT Manual.

f. Perform all work required to obtain all applicable PROJECT permits, including, but not limited to, Cemetery, TVA and US Army Corps of Engineers permits, Stream Buffer Variances and Federal Emergency Management Agency (FEMA) approvals. The LOCAL GOVERNMENT shall provide all mitigation required for the project, including but not limited to permit related mitigation. All mitigation costs are considered PE costs. PROJECT permits and non-construction related mitigation must be obtained and completed 3 months prior to the scheduled let date. These efforts shall be coordinated with the DEPARTMENT.

g. Prepare the storm water drainage design for the PROJECT and any required hydraulic studies for FEMA Floodways within the PROJECT limits. Acquire of all necessary permits associated with the Hydraulic Study or drainage design.

h. Prepare utility relocation plans for the PROJECT following the DEPARTMENT's policies and procedures for identification, coordination and conflict resolution of existing and proposed utility facilities on the PROJECT. These policies and procedures, in part, require the Local Government to submit all requests for existing, proposed, and relocated facilities to each utility owner within the project area. Copies of all such correspondence, including executed agreements for reimbursable utility/railroad relocations, shall be forwarded to the DEPARTMENT's Project Manager and the District Utilities Engineer and require that any conflicts with the PROJECT be resolved by the LOCAL GOVERNMENT. If it is determined that the PROJECT is located on an on-system route or is a DEPARTMENT LET PROJECT, the LOCAL GOVERNMENT and the District Utilities Engineer shall ensure that permit applications are approved for each utility company in conflict with the project. If it is determined through the DEPARTMENT's Project Manager and State Utilities Office during the concept or design phases the need to utilize Overhead/Subsurface Utility Engineering, hereinafter referred to as "SUE", to obtain the existing utilities, the LOCAL GOVERNMENT shall be responsible for acquiring those services. SUE costs are considered PE costs.

i. Prepare, in English units, Preliminary Construction plans, Right of Way plans and Final Construction plans that include the appropriate sections listed in the Plan Presentation Guide, hereinafter referred to as "PPG", for all phases of the PDP. All drafting and design work performed on the project shall be done utilizing Microstation and CAiCE software respectively using the DEPARTMENT's Electronic Data Guidelines. The LOCAL GOVERNMENT shall further be responsible for making all revisions to the final right of way plans and construction plans, as deemed necessary by the DEPARTMENT, for whatever reason, as needed to acquire the right of way and construct the PROJECT.

j. Prepare PROJECT cost estimates for construction, Right of Way and Utility/railroad relocation along with a Benefit Cost, hereinafter referred to as "B/C ratio" at the following project stages: Concept, Preliminary Field Plan Review, Right of Way plan approval (Right of Way cost only), Final Field Plan Review and Final Plan submission using the applicable method approved by the DEPARTMENT. The cost estimates and B/C ratio shall also be updated yearly if the noted project stages occur at a longer frequency. Failure of the LOCAL GOVERNMENT to provide timely and accurate cost estimates and B/C ratio may delay the PROJECT's implementation until additional funds can be identified for right of way or construction, as applicable.

k. Provide certification, by a Georgia Registered Professional Engineer, that the Design and Construction plans have been prepared under the guidance of the professional engineer and are in accordance with AASHTO and DEPARTMENT Design Policies.

l. Provide certification, by a Level II Certified Design Professional that the Erosion Control Plans have been prepared under the guidance of the certified professional in accordance with the current Georgia National Pollutant Discharge Elimination System.

m. 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 PDP Training Course and Local Administered Project Training. 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.

8. The Primary Consultant firm or subconsultants 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. The LOCAL GOVERNMENT shall comply with all applicable state and federal regulations for the procurement of design services and in accordance with the Brooks Architect-Engineers Act of 1972, better known as the Brooks Act, for any consultant hired to perform work on the PROJECT.

9. 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.

10. 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 hydraulic and hydrological studies and the design of the bridge(s). The final bridge plans shall be incorporated into this PROJECT as a part of this Agreement.

11. The LOCAL GOVERNMENT unless otherwise noted in attachment "A" shall be responsible for funding all LOCAL GOVERNMENT owned utility relocations and all other reimbursable utility/railroad costs. The costs include but are not limited to PE, easement acquisition, and construction activities necessary for the utility/railroad to accommodate the PROJECT. The terms for any such reimbursable relocations shall be laid out in an agreement that is supported by plans, specifications, and itemized costs of the work agreed upon and shall be executed prior to certification by the DEPARTMENT. The LOCAL GOVERNMENT shall certify via written letter to the DEPARTMENT's Project Manager and District Utilities Engineer that all Utility owners' existing and proposed facilities are shown on the

plans with no conflicts 3 months prior to advertising the PROJECT for bids and that any required agreements for reimbursable utility/railroad costs have been fully executed. Further, this certification letter shall state that the LOCAL GOVERNMENT understands that it is responsible for the costs of any additional reimbursable utility/railroad conflicts that arise on construction.

12. The DEPARTMENT will be responsible for all railroad coordination on DEPARTMENT Let and/or State Route (On-System) projects; the LOCAL GOVERNMENT shall address concerns, comments, and requirements to the satisfaction of the Railroad and the DEPARTMENT. If the LOCAL GOVERNMENT is shown to LET the construction in Attachment "A" on off-system routes, the LOCAL GOVERNMENT shall be responsible for all railroad coordination and addressing concerns, comments, and requirements to the satisfaction of the Railroad and the DEPARTMENT for PROJECT.

13. The LOCAL GOVERNMENT shall be responsible for acquiring a Value Engineering Consultant for the DEPARTMENT to conduct a Value Engineering Study if the total estimated PROJECT cost is \$10 million or more. The Value Engineering Study cost is considered a PE cost. The LOCAL GOVERNMENT shall provide project related design data and plans to be evaluated in the study along with appropriate staff to present and answer questions about the PROJECT to the study team. The LOCAL GOVERNMENT shall provide responses to the study recommendations indicating whether they will be implemented or not. If not, a valid

response for not implementing shall be provided. Total project costs include PE, right of way, and construction, reimbursable utility/railroad costs.

14. The LOCAL GOVERNMENT, unless shown otherwise on Attachment A, shall acquire the Right of way 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. Upon the DEPARTMENT's approval of the PROJECT right of way plans, verification that the approved environmental document is valid and current, a written notice to proceed will be provided by the DEPARTMENT for the LOCAL GOVERNMENT to stake the right of way and proceed with all pre-acquisition right of way activities. The LOCAL GOVERNMENT shall not proceed to property negotiation and acquisition whether or not the right of way funding is Federal, State or Local, until the right of way agreement named "Contract for the Acquisition of Right of Way" prepared by the DEPARTMENT's Office of Right of Way is executed between the LOCAL GOVERNMENT and the DEPARTMENT. 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. Right of way costs eligible for reimbursement include land and improvement costs, property damage values, relocation assistance expenses and contracted property management costs. Non reimbursable right of way costs include administrative expenses such as appraisal, consultant, attorney fees and any in-house property management or staff expenses. The LOCAL GOVERNMENT shall

certify that all required right of way is obtained and cleared of obstructions, including underground storage tanks, 3 months prior to advertising the PROJECT for bids.

15. The DEPARTMENT unless otherwise shown in Attachment "A" shall be responsible for Letting the PROJECT to construction, solely responsible for executing any agreements with all applicable utility/railroad companies and securing and awarding the construction contract for the PROJECT when the following items have been completed and submitted by the LOCAL GOVERNMENT:

a. Submittal of acceptable PROJECT PE activity deliverables noted in this agreement.

b. Certification that all needed rights of way have been obtained and cleared of obstructions.

c. Certification that the environmental document is current and all needed permits and mitigation for the PROJECT have been obtained.

d. Certification that all Utility/Railroad facilities, existing and proposed, within the PROJECT limits are shown, any conflicts have been resolved and reimbursable agreements, if applicable, are executed.

If the LOCAL GOVERNMENT is shown to LET the construction in Attachment "A", the LOCAL GOVERNMENT shall provide the above deliverables and certifications and shall follow the requirements stated in Chapter 10 of the DEPARTMENT's Local Administered Project Manual.

16. The LOCAL GOVERNMENT shall provide a review and recommendation by the engineer of record concerning all shop drawings prior to the DEPARTMENT

review and approval. The DEPARTMENT shall have final authority concerning all shop drawings.

17. The LOCAL GOVERNMENT agrees that all reports, plans, drawings, studies, specifications, estimates, maps, computations, computer files and printouts, and any other data prepared under the terms of this Agreement shall become the property of the DEPARTMENT if the PROJECT is being let by the DEPARTMENT. 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.

18. The LOCAL GOVERNMENT shall be responsible for the professional quality, technical accuracy, and the coordination of all reports, 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 reports, designs, drawings, specifications, and other services furnished for this PROJECT. Failure by the LOCAL GOVERNMENT to address the errors or deficiencies within 30 days of notification 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.

DEPARTMENT OF TRANSPORTATION

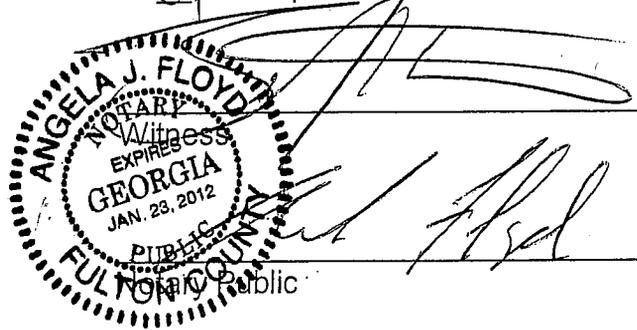
THE CITY OF HAPEVILLE

BY: *Vann Smith*
Commissioner

BY: *Al Hill*
Name
Title Mayor

ATTEST:
[Signature]
Treasurer

Signed, sealed and delivered this
21st day of July,
2011, in the presence of:



This Agreement approved by THE CITY OF HAPEVILLE, the 21st day of July, 2011.

Attest
Alicia Shepard
Name and Title City Clerk

FEIN: 58-6000589

Approved as to form:
Paul R. Korte
City Attorney

ATTACHMENT "A"
Project Number: CSHPP-0007-00(532) The City of Hapeville

Project (PI#, Project #, Description)	Preliminary Engineering		Right of Way		Construction		Utility Relocation		
	Funding	PE Activity by	*Funding of Real Property	Acq. by	Acq. Fund by	*Funding	Letting by	Utility Funding by	Railroad Funding by
PI # 00007532, CSHPP-0007- 00(532) AIRPORT LOOP ROAD IN HAPEVILLE	(80%) Federal (\$600,000) (20%) LCL GOV (\$150,000) > (\$750,000) 100% Local Gov.	Local Gov.	(100%) LCL GOV (\$100,000) >(\$100,000) 100% Local Gov.	Local Gov.	Local Gov.	(80%) Federal (\$2,070,000) (20%) LCL GOV (\$517,500) >(\$2,587,500) 100% Local Gov.	GDOT	100% Local Gov.	100% Local Gov.

Note: Maximum allowable GDOT participating amounts for PE category shall be shown above. Local Government will only be reimbursed the percentage of the accrued invoiced amounts up to but not to exceed the maximum amount indicated. *R/W and Construction amounts shown are estimates for budget planning purposes only.

ATTACHMENT "B"
0007532 – The City of Hapeville

Proposed Project Schedule

Environmental Phase Concept Phase Preliminary Plan Phase Right of Way Phase									

Deadlines for Responsible Parties	Execute Agreement	5/2010 (Approve Concept)	Month 10/2010/Year (Approve Env. Document)	Month 3/2011/Year (Authorize Right of Way funds)	Month 1/2012/Year (Authorize Const. funds)
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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.

**GEORGIA
DEPARTMENT OF TRANSPORTATION**

Office of Traffic Operations
District 7

ENGINEERING and TRAFFIC INVESTIGATION REPORT

Oakridge Avenue and Rainey Avenue
One-Way Pair Reconfiguration

Atlanta Avenue Narrowing

Prepared for:
City of Hapeville, Georgia
May 9, 2012

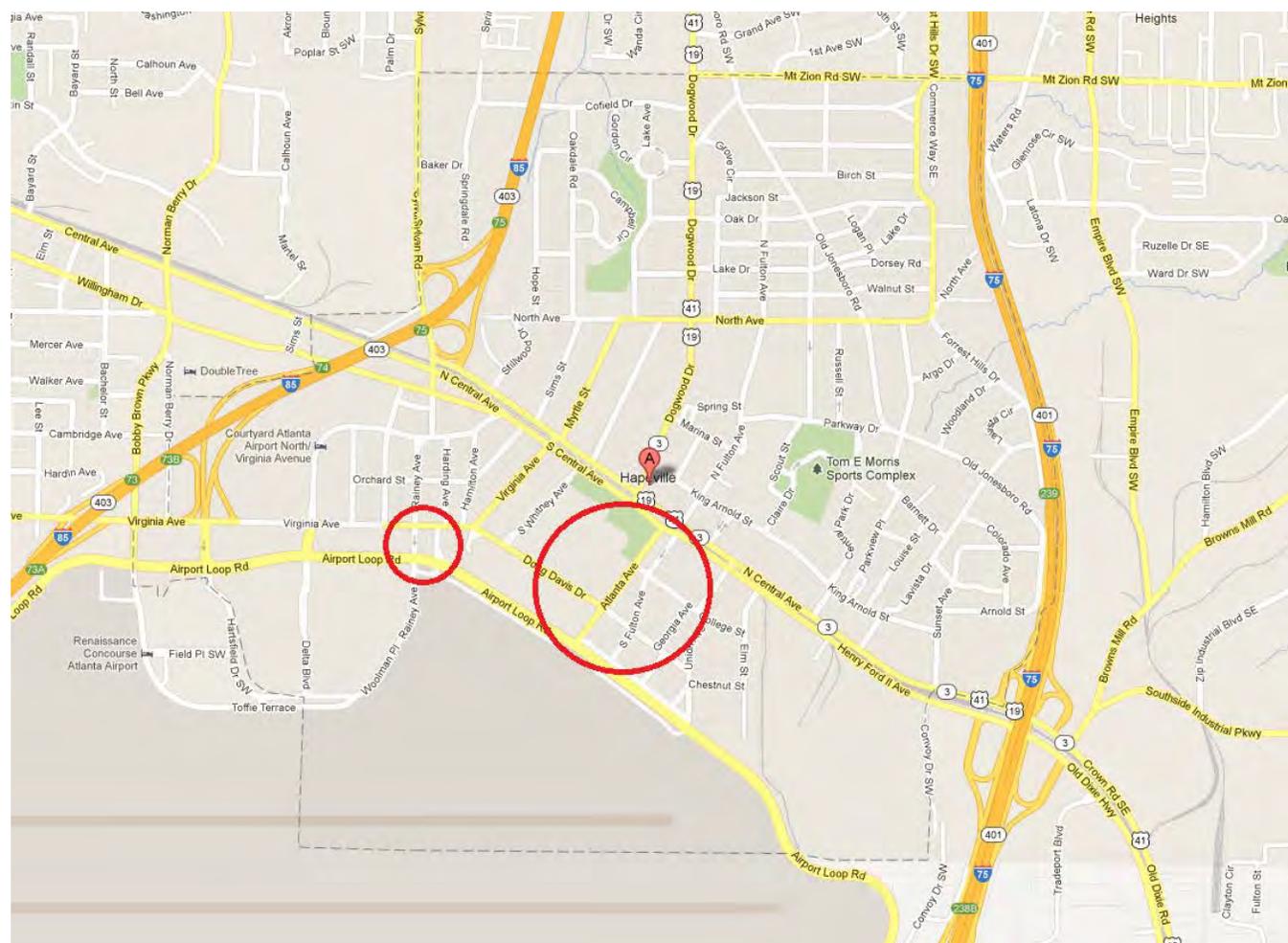
Prepared By:
Southeastern Engineering, Inc.
2470 Sandy Plains Road
Marietta, GA 30066

EXECUTIVE SUMMARY

Currently, several roadways in the City of Hapeville, Georgia, are in design for pedestrian facilities as part of the federally funded High Priority Project (HPP) PI#0007532 Airport Loop Road Access Roads in Hapeville, GA. The proposed project would add new sidewalks, curb & gutter and replace damaged sidewalks, curb & gutter, and drainage where necessary. The project would include new pedestrian level lighting, decorative sign posts, landscaping, street trees, handicap access ramps, street furniture, and improved street crossings.

This study considers the impacts of reconfiguring several roadways and the impacts to circulating traffic in Hapeville. Oakridge Avenue and Rainey Avenue currently operate as a one-way pair that connects the Airport Loop Road and Virginia Avenue. The project proposes to close Oakridge Avenue and change Rainey Avenue to two-way traffic operation and add pedestrian facilities. Atlanta Avenue is a wide two-way street that connects the Airport Loop Road and Central Avenue. The project proposes to narrow the roadway from 15-foot lanes to 12-foot lanes with pedestrian facilities on both sides of the road.

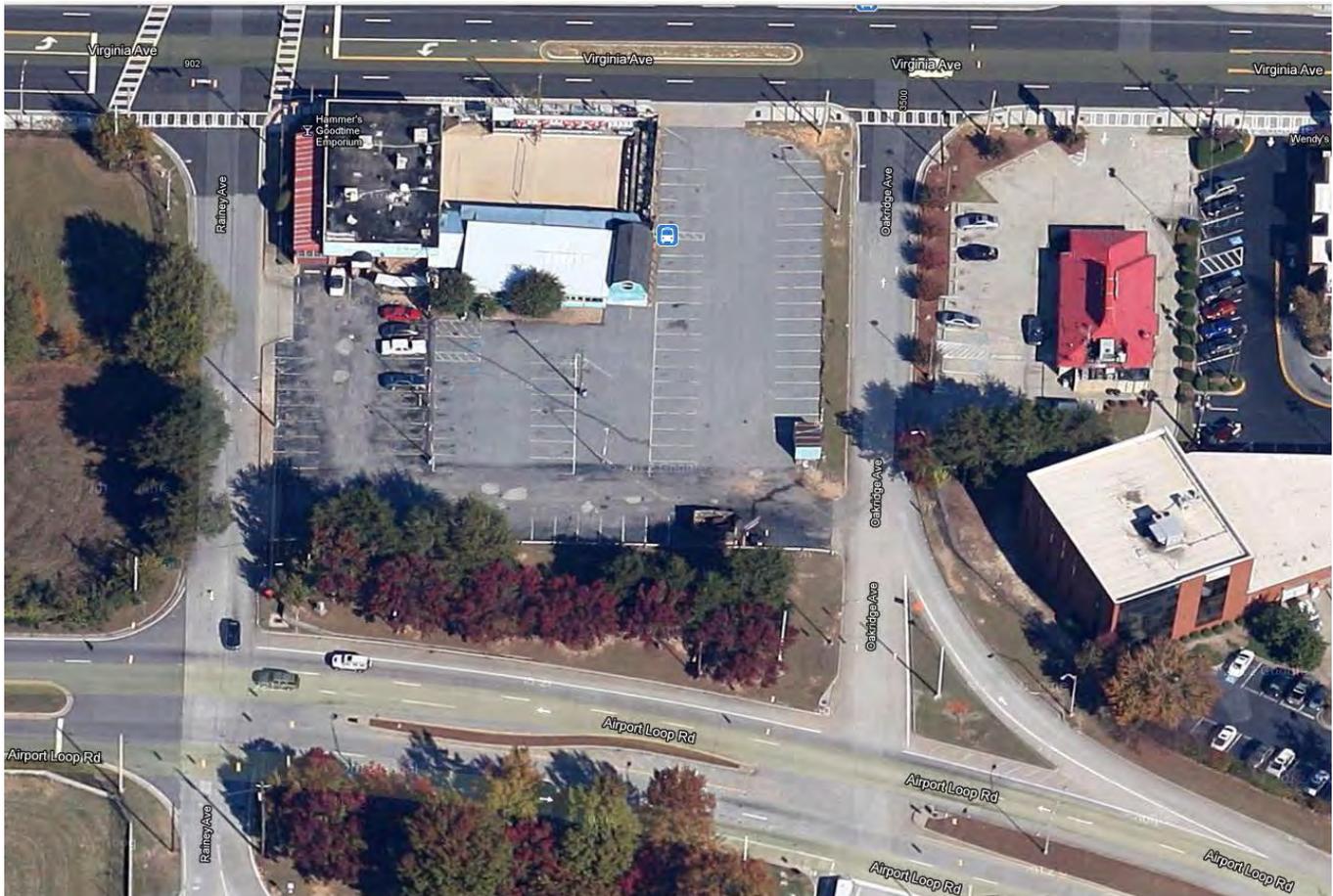
This study shows that the proposed geometric changes have no significant adverse impact to the operation of the traffic in Hapeville, and that the proposed modifications to Oakridge Avenue, Rainey Avenue, and Atlanta Avenue be approved for PI#0007532 Airport Loop Road Access Roads in Hapeville.



OAKRIDGE AVENUE AND RAINEY AVENUE

BACKGROUND CONDITIONS

LOCATION: Oakridge Avenue and Rainey Avenue currently operate as a one-way pair that connects the Airport Loop Road and Virginia Avenue, City of Hapeville, Fulton County, Georgia.



EXISTING TRAFFIC CONTROL: Oakridge Avenue is one-way north, with yield-controlled entry from Airport Loop Road, and exiting traffic is controlled with a traffic signal at Virginia Avenue. Rainey Avenue is one-way south, with traffic signal control at both Virginia Avenue and the Airport Loop Road.

EXISTING SHOULDER: Oakridge Avenue has relatively flat shoulders with no sidewalks. Rainey Avenue currently has relatively flat shoulders with a 5-foot wide sidewalk against the back of the curb on the east side. There are sidewalks on both sides of Virginia Avenue to the north.

ROADWAY CHARACTERISTICS: Oakridge Avenue is a one-way two-lane 25 mph facility approximately 300 feet in length, and is classified by GDOT as an Urban Collector Street. It connects the Airport Loop Road to Virginia Avenue, which are significant two-way east-west facilities in the City of Hapeville. There is a sweeping westbound right turn from the Airport Loop Road to Oakley Avenue resulting in a substantial raised island.

Rainey Avenue is a one-way two-lane 25 mph facility approximately 800 feet in length, and is classified by GDOT as an Urban Local Road. It connects the Airport Loop Road to Virginia Avenue, which are substantial two-way east-west facilities in the City of Hapeville. It also extends across Virginia Avenue to the north to provide access to a residential neighborhood.

TRANSPORTATION ANALYSIS

MARTA BUS ROUTE 172: MARTA Bus Route 172 connects the College Park Rail Station and the Oakland City Rail Station with the core of the City of Hapeville along Virginia Avenue. There are eastbound and westbound stops on Virginia Avenue at Oakridge Avenue. With the closure of Oakridge Avenue, it would be worth considering the relocation of the bus stops to Rainey Avenue.



Route Segment	Trip Direction	No. of Trips along Virginia Ave		
		Weekdays	Saturdays	Sundays
Route 172 Sylvan Road/Virginia Ave	Eastbound	27	26	26
	Westbound	26	24	24

PEDESTRIAN ACTIVITY: Currently, several roadways in the City of Hapeville, Georgia, are in design for pedestrian facilities as part of the federally funded High Priority Project PI#0007532 Airport Loop Road Access Roads in Hapeville. The proposed project would add new sidewalks and curb & gutter and replace damaged sidewalks, curb & gutter, and drainage where necessary. The project would include new pedestrian level lighting, decorative sign posts, landscaping, street trees, handicap access ramps,

street furniture, and improved street crossings.

As part of this project, road diet and other techniques that alter some of the roadway segments are being considered. The changes are being made to provide emphasis and primacy for pedestrians, but the impacts to vehicular traffic are being considered.

VOLUME: Volume data that was collected in April 2012 indicates an Average Daily Traffic of just under 1,600 vehicles on Oakridge Avenue and just under 1,000 vehicles on Rainey Avenue. Closing Oakridge Road and diverting all that traffic to Rainey Avenue would result in an ADT of just under 2,550 vehicles. Full volume data is located in the appendix.

2012 ADT on Oakridge Ave and Rainey Ave				
Direction	Daily	AM	Midday	PM
Oakridge Avenue (Northbound)	1,571	276	271	145
Rainey Avenue (Southbound)	961	51	138	96
Combined	2,532	327	409	241

OPERATIONAL ANALYSIS

Both Oakridge Avenue and Rainey Avenue are currently one-way two-lane facilities. Oakridge Avenue is proposed to be closed as part of the pedestrian project. The future condition considers a single two-way two-lane facility to carry the traffic of both Oakridge Avenue and Rainey Avenue. In addition, the project proposes a lane width of 10 feet for both directions of Rainey Avenue. For the purposes of the analysis of this impact, all the northbound traffic on Oakridge Avenue was diverted to Rainey Avenue. Although a portion of the traffic on Oakridge Avenue will remain as local trips to and from the adjacent properties, relocating all the trips provides a conservative, worst case scenario.

The new combined traffic on Rainey Avenue was considered using multiple methodologies available in the Highway Capacity Manual. Both the methodology set forth for Urban Streets and Two-Lane Highways was considered, as each has different constraints and limitations. Although both methodologies are used, neither is truly appropriate for this location, nor is there a perfect methodology available. The Urban Streets methodology is limited for use in this analysis, as it is intended to focus on the mobility of long coordinated and signalized arterials. The Two-Lane Highway methodology is limited for use in this analysis as it is intended for facilities with speeds above 25 mph. All calculations are performed using the HCS+ software and the appropriate worksheets have been included in the appendix.

The Two-Lane Highways methodology is intended to consider the flow of traffic along two-lane highways. In addition, other factors such as lane width and shoulder characteristics are considered as factors that impact the capacity of the roadway. When considering Class 2 Highways, this methodology grants that access is given primacy over mobility. For Class 2 Highways, the LOS is defined in terms of time spent following without consideration of average travel speed. As the volumes are very low on Rainey Avenue, even once the traffic is added from Oakridge Avenue, the amount of time spent following on this roadway is very low. Considering that the capacity of a two-lane highway is 1,700 passenger cars per hour for each direction of travel, and that the highest single hour has 276 vehicles heading in a single direction, this roadway segment is operating with a significant amount of available capacity. The Two-Lane Highway methodology LOS is B with a volume to capacity ratio of 0.14.

The Urban Streets methodology is intended to consider the flow of traffic along a signalized arterial street. The methodology focuses upon mobility, typically on corridors of one to two miles in length. Rainey Avenue is approximately 800 feet in length, and Oakley Avenue is approximately 300 feet in length. Although the Urban Streets Methodology can be used to analyze streets like these, it has limited applicability when the corridor's primary function is access rather than mobility. Using this methodology, the Urban Street LOS is shown to be E with an average travel speed of 7.8 mph. However, considering the current traffic and alignment, the Urban Street LOS is shown to be E with an average travel speed of 8.5 mph. The primary reason for the poor level of service is that the analysis reflects that the road is focused on access over mobility.

Regardless of which methodology is considered, the combined traffic on Rainey Avenue is not significantly worse than the existing condition. When considering the Two-Lane Highway methodology, the roadway operates at a more than acceptable level of service.

It is worth noting that the traffic signal at the intersection of Virginia Avenue and Rainey Avenue will need to be modified. Although northbound traffic would be added to the signal, this should be able to run concurrently with southbound traffic. In addition, the existing pedestrian crossing time will be the limiting factor for the amount of green time that will need to be assigned to north-south traffic, so the addition of the additional phase should have no significant adverse impact to the intersection.

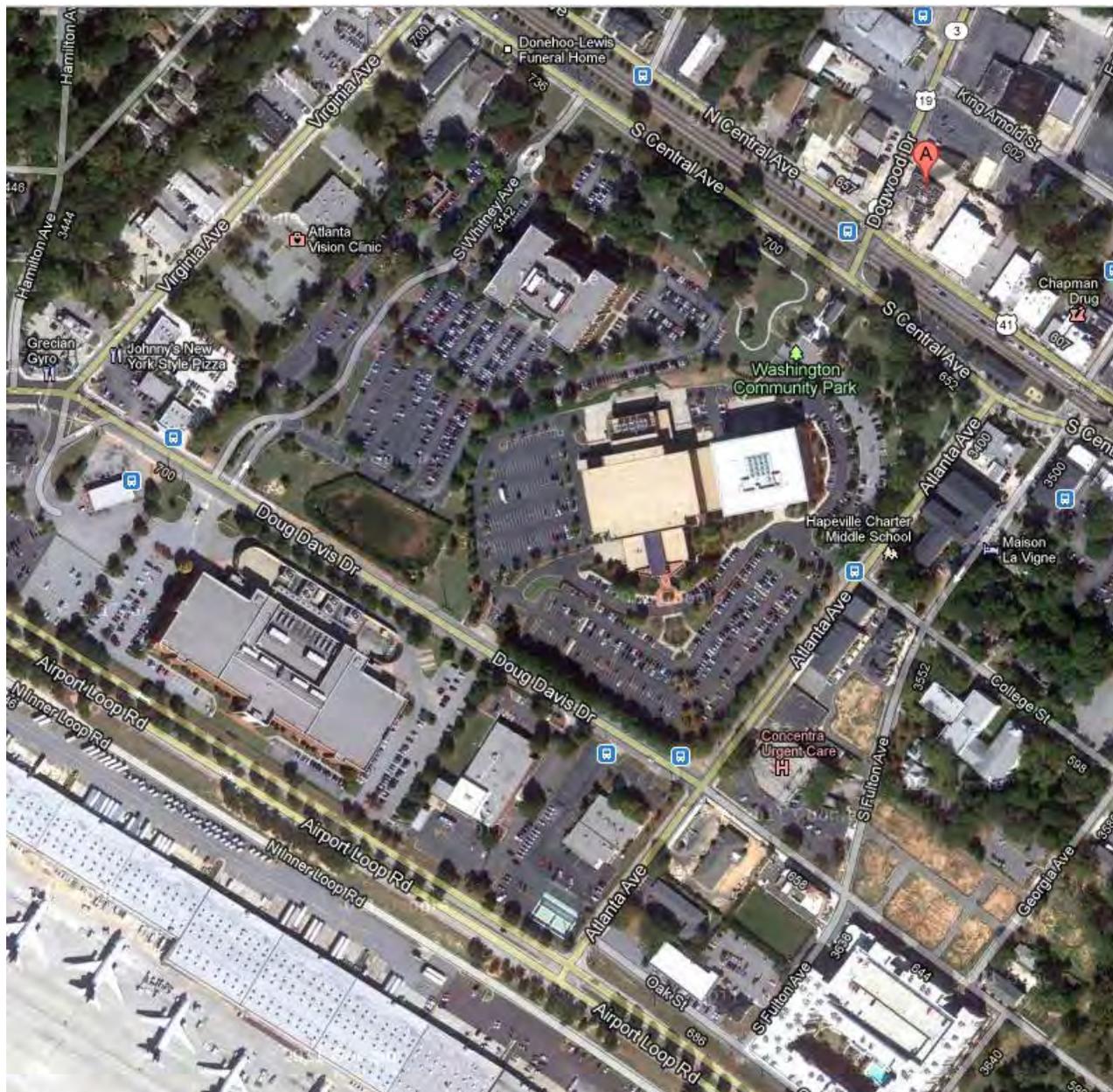
It is also worth noting that the traffic signal at the intersection of Virginia Avenue and Oakridge Avenue is unlikely to be needed once Oakridge Avenue is closed. A study should formalize this conclusion, and the necessary steps should be taken for its removal as part of the project. By removing a traffic signal on the Virginia Avenue corridor that is within 500 feet of another traffic signal will significantly improve the flow of traffic on the main street. This is likely the greatest operational benefit to be realized as part of this capital project.

Once Oakridge Road is closed, it should be functionally reclassified by the State as an Urban Local Road, while other functional classifications in the immediate vicinity should remain. The other half of the existing one-way pair is currently classified as an Urban Local Road. In addition, an AADT of just over 2,500 vpd does not rise to the level of an Urban Collector Street.

ATLANTA AVENUE

BACKGROUND CONDITIONS

LOCATION: Atlanta Avenue currently operates as a two-way two-lane street that connects the Airport Loop Road and South Central Avenue in the City of Hapeville, Fulton County, Georgia.



EXISTING TRAFFIC CONTROL: The intersections at either end of Atlanta Avenue at the Airport Loop Road and South Central Avenue are controlled by traffic signals. All other intersections along Atlanta Avenue are side-street stop controlled with Atlanta Avenue serving as the main street.

EXISTING SHOULDER: Atlanta Avenue has sidewalk on both shoulders against the back of curb along the entire length. The sidewalks range in width from five feet to eight feet.

ROADWAY CHARACTERISTICS: Atlanta Avenue is a two-way two-lane 25 mph facility approximately 1,500 feet in length, and is classified by GDOT as an Urban Local Road. It connects the Airport Loop Road and South Central Avenue, which are substantial two-way east-west facilities in the City of Hapeville.

TRANSPORTATION ANALYSIS

MARTA BUS ROUTE 172: MARTA Bus Route 172 connects the College Park Rail Station and the Oakland City Rail Station with the core of the City of Hapeville along Virginia Avenue, turns onto Atlanta Avenue, and then onto South Central Avenue. There are northbound and southbound stops at multiple locations on Atlanta Avenue.



Route Segment	Trip Direction	No. of Trips along Virginia Ave		
		Weekdays	Saturdays	Sundays
Route 172 Sylvan Road/Virginia Ave	Eastbound	27	26	26
	Westbound	26	24	24

PEDESTRIAN ACTIVITY: Currently, several roadways in the City of Hapeville, Georgia, are in design for pedestrian facilities as part of the federally funded High Priority Project PI#0007532 Airport Loop Road

Access Roads in Hapeville. The proposed project would add new sidewalks and curb & gutter and replace damaged sidewalks, curb & gutter, and drainage where necessary. The project would include new pedestrian level lighting, decorative sign posts, landscaping, street trees, handicap access ramps, street furniture, and improved street crossings.

As part of this project, road diet and other techniques that alter some of the roadway segments are being considered. The changes are being made to provide emphasis and primacy for pedestrians, but the impacts to vehicular traffic are being considered.

VOLUME: Volume data that was collected in April 2012 indicates an Average Daily Traffic of just under 3,500 vehicles on Atlanta Avenue. Full volume data is located in the appendix.

OPERATIONAL ANALYSIS

Atlanta Avenue is a two-way two-lane facility with 15-foot wide lanes. The future condition considers a two-way two-lane facility with 12-foot lanes. The traffic on Atlanta Avenue was considered using multiple methodologies available in the Highway Capacity Manual. Both the methodology set forth for Urban Streets and Two-Lane Highways was considered, as each has different constraints and limitations. Although both methodologies are used, neither is truly appropriate for this location, nor is there a perfect methodology available. The Urban Streets methodology is limited for use in this analysis, as it is intended to focus on the mobility of long coordinated and signalized arterials. The Two-Lane Highway methodology is limited for use in this analysis as it is intended for facilities with speeds above 25 mph. All calculations are performed using the HCS+ software and the appropriate worksheets have been included in the appendix.

The Two-Lane Highways methodology is intended to consider the flow of traffic along two-lane highways. In addition, other factors such as lane width and shoulder characteristics are considered as factors that impact the capacity of the roadway. When considering Class 2 Highways, this methodology grants that access is given primacy over mobility. For Class 2 Highways, the LOS is defined in terms of time spent following without consideration of average travel speed. As the volumes are very low on Atlanta Avenue, the amount of time spent following on this roadway is very low. Considering that the capacity of a two-lane highway is 1,700 passenger cars per hour for each direction of travel, and that the highest single hour has 193 vehicles heading in a single direction, this roadway segment is operating with a significant amount of available capacity. The Two-Lane Highway methodology LOS is B with a volume to capacity ratio of 0.11.

The Urban Streets methodology is intended to consider the flow of traffic along a signalized arterial street. The methodology focuses upon mobility, typically on corridors of one to two miles in length. Atlanta Avenue is approximately 1,500 feet in length. Although the Urban Streets Methodology can be used to analyze streets like these, it has limited applicability when the corridor's primary function is access rather than mobility. Using this methodology, the Urban Street LOS is shown to be F with an average travel speed of 4.4 mph. As lane width and shoulder width are not considered as part of this methodology, the LOS is the same for both the existing and proposed condition. The primary reason for the poor level of service is that the analysis reflects that the road is focused on access over mobility. In addition, the methodology does not allow for consideration that the traffic signals are on either end of the roadway segment.

Regardless of which methodology is considered, the traffic on Atlanta Avenue is not significantly worse than the existing condition. When considering the Two-Lane Highway methodology, the roadway operates at a more than acceptable level of service.

CONCLUSIONS

Based on the results of the study, the following can be concluded:

- Closing Oakridge Avenue and diverting all northbound traffic to Rainey Avenue will have no adverse impact on the level of service of Rainey Avenue.
- Narrowing the lanes on Rainey Avenue from 14 feet to 10 feet will have no significant adverse impact on the level of service of the roadway.
- The traffic signal at Virginia Avenue and Rainey Avenue will need to be modified. This modification will have no significant adverse impact on the level of service of the intersection.
- Closing Oakridge Avenue is likely to result in the removal the traffic signal at the intersection of Virginia Avenue and Oakridge Avenue. This modification will have a significant positive impact on the level of service and flow of the Virginia Avenue corridor.
- Closing Oakridge Avenue should include the functional reclassification from Urban Collector Street to Urban Local Road.
- Narrowing the lanes on Atlanta Avenue from 15 feet to 12 feet will have no significant adverse impact on the level of service of the roadway.

RECOMMENDATIONS

We recommend that Oakridge Avenue be closed and its traffic diverted to Rainey Avenue. We recommend that Rainey Avenue be converted to two-way traffic with one lane in each direction with the lanes widths reduced from 14 feet to 10 feet. We recommend that the traffic signal at Virginia Avenue and Rainey Avenue be modified, and the traffic signal at Virginia Avenue and Oakridge Avenue be considered for removal. We recommend that Oakridge Avenue be functionally reclassified from Urban Collector Street to Urban Local Road.

We recommend that the lane widths on Atlanta Avenue be reduced from 15 feet to 12 feet.

RECOMMENDED BY: B. Alexander Hoffelich Date: 5/9/12
SEI, Inc. B. ALEXANDER HOFFELICH, PE, PTOE

RECOMMENDED BY: _____ Date: _____
City of Hapeville Public Works Director

RECOMMENDED BY: _____ Date: _____
District Traffic Engineer

RECOMMENDED BY: _____ Date: _____
State Traffic Operations Engineer

APPROVED BY: _____ Date: _____
State Traffic Safety & Design Engineer



APPENDIX
TRAFFIC COUNT DATA
HCS+ WORKSHEETS

Reliable Traffic Data Services, LLC

Tel: (770) 578-8158 Fax: (770) 578-8159
 info@reliabletraffic.org | www.reliabletraffic.org

ADT Data

Site Code: 32130101
 Rainey Ave South of Virginia Ave

Start Time	25-Apr-12 Wed	Southbound		Hour Totals	
		Morning	Afternoon	Morning	Afternoon
12:00		1	22		
12:15		2	37		
12:30		10	29		
12:45		4	35	17	123
01:00		2	37		
01:15		2	14		
01:30		0	14		
01:45		2	15	6	80
02:00		1	18		
02:15		4	9		
02:30		2	21		
02:45		1	18	8	66
03:00		2	19		
03:15		6	18		
03:30		4	20		
03:45		6	14	18	71
04:00		0	15		
04:15		2	13		
04:30		6	20		
04:45		0	22	8	70
05:00		2	26		
05:15		5	28		
05:30		5	13		
05:45		8	12	20	79
06:00		5	15		
06:15		4	16		
06:30		10	19		
06:45		8	9	27	59
07:00		7	11		
07:15		11	9		
07:30		5	9		
07:45		8	7	31	36
08:00		13	11		
08:15		9	8		
08:30		14	2		
08:45		13	5	49	26
09:00		15	6		
09:15		6	4		
09:30		7	5		
09:45		10	6	38	21
10:00		5	4		
10:15		7	3		
10:30		8	2		
10:45		7	5	27	14
11:00		8	5		
11:15		12	3		
11:30		15	2		
11:45		22	0	57	10
Total		306	655		
Percent		31.8%	68.2%		
Grand Total		306	655		
Percent		31.8%	68.2%		
ADT		ADT 961		AADT 961	

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ADT Data

Site Code: 32130102
 Oakridge Ave South of Virginia Ave

Start Time	25-Apr-12 Wed	Northbound		Hour Totals	
		Morning	Afternoon	Morning	Afternoon
12:00		7	64		
12:15		6	44		
12:30		15	29		
12:45		6	31	34	168
01:00		4	19		
01:15		2	25		
01:30		0	20		
01:45		5	22	11	86
02:00		2	18		
02:15		1	22		
02:30		6	18		
02:45		4	23	13	81
03:00		0	17		
03:15		3	18		
03:30		3	21		
03:45		6	21	12	77
04:00		1	20		
04:15		4	23		
04:30		0	19		
04:45		9	19	14	81
05:00		0	24		
05:15		9	17		
05:30		4	16		
05:45		8	21	21	78
06:00		4	18		
06:15		19	15		
06:30		34	21		
06:45		28	17	85	71
07:00		24	19		
07:15		30	15		
07:30		30	11		
07:45		47	17	131	62
08:00		43	13		
08:15		25	14		
08:30		17	10		
08:45		27	8	112	45
09:00		24	20		
09:15		9	9		
09:30		16	6		
09:45		8	10	57	45
10:00		7	15		
10:15		11	10		
10:30		12	6		
10:45		23	16	53	47
11:00		30	12		
11:15		39	17		
11:30		42	5		
11:45		37	5	148	39
Total		691	880		
Percent		44.0%	56.0%		
Grand Total		691	880		
Percent		44.0%	56.0%		
ADT		ADT 1,571			AADT 1,571

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ADT Data

Site Code: 32130103
 WB Right turn Slip Lane from
 Airport Loop Rd

Start Time	25-Apr-12 Wed	WB Right		Hour Totals	
		Morning	Afternoon	Morning	Afternoon
12:00		6	31		
12:15		4	18		
12:30		9	12		
12:45		5	12	24	73
01:00		1	7		
01:15		1	14		
01:30		0	11		
01:45		0	13	2	45
02:00		0	12		
02:15		0	10		
02:30		2	18		
02:45		2	9	4	49
03:00		0	7		
03:15		2	12		
03:30		3	14		
03:45		5	11	10	44
04:00		1	8		
04:15		2	18		
04:30		0	15		
04:45		5	11	8	52
05:00		1	16		
05:15		8	13		
05:30		4	6		
05:45		8	19	21	54
06:00		4	4		
06:15		11	9		
06:30		19	14		
06:45		23	13	57	40
07:00		20	14		
07:15		19	6		
07:30		29	9		
07:45		38	6	106	35
08:00		39	10		
08:15		20	6		
08:30		16	1		
08:45		20	3	95	20
09:00		10	6		
09:15		7	5		
09:30		13	5		
09:45		5	8	35	24
10:00		6	13		
10:15		13	3		
10:30		9	2		
10:45		22	5	50	23
11:00		22	5		
11:15		18	5		
11:30		22	1		
11:45		12	1	74	12
Total		486	471		
Percent		50.8%	49.2%		
Grand Total		486	471		
Percent		50.8%	49.2%		
ADT		ADT 957		AADT 957	

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ADT Data

Site Code: 32130104
 Atlanta Ave North of Doug Davis Dr

Start Time	25-Apr-12 Wed	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		4	52			2	39				
12:15		8	23			1	52				
12:30		3	37			3	53				
12:45		4	42	19	154	2	49	8	193	27	347
01:00		2	31			3	51				
01:15		8	31			3	42				
01:30		2	25			4	31				
01:45		3	21	15	108	3	47	13	171	28	279
02:00		0	27			1	28				
02:15		3	23			3	18				
02:30		3	22			4	34				
02:45		1	31	7	103	5	23	13	103	20	206
03:00		3	31			2	23				
03:15		0	38			2	24				
03:30		1	27			5	25				
03:45		2	26	6	122	4	27	13	99	19	221
04:00		0	32			2	28				
04:15		1	21			2	32				
04:30		2	34			3	37				
04:45		2	29	5	116	3	30	10	127	15	243
05:00		3	47			6	52				
05:15		4	28			5	26				
05:30		4	19			10	24				
05:45		10	25	21	119	15	21	36	123	57	242
06:00		7	31			11	21				
06:15		4	17			10	20				
06:30		16	23			15	17				
06:45		11	18	38	89	30	20	66	78	104	167
07:00		25	21			13	9				
07:15		37	14			20	16				
07:30		53	17			24	18				
07:45		45	17	160	69	43	17	100	60	260	129
08:00		28	20			31	16				
08:15		20	24			27	14				
08:30		20	14			23	8				
08:45		18	12	86	70	30	8	111	46	197	116
09:00		17	10			27	12				
09:15		12	11			30	12				
09:30		23	9			22	10				
09:45		16	8	68	38	29	8	108	42	176	80
10:00		15	11			23	9				
10:15		24	9			24	7				
10:30		14	14			16	2				
10:45		19	7	72	41	19	4	82	22	154	63
11:00		34	17			15	5				
11:15		39	6			32	3				
11:30		34	8			33	6				
11:45		45	3	152	34	26	4	106	18	258	52
Total		649	1063			666	1082			1315	2145
Percent		37.9%	62.1%			38.1%	61.9%			38.0%	62.0%
Grand Total		649	1063			666	1082			1315	2145
Percent		37.9%	62.1%			38.1%	61.9%			38.0%	62.0%
ADT		ADT 3,460				ADT 3,460					

Traffic Projections

Roadway	Year		
	2012	2014	2034
Rainey Ave (Combined)	2532	2634	3914
Atlanta Ave	3460	3600	5349

HCS+: Two-Lane Highways Release 5.5

Phone: Fax:
E-Mail:

Two-Way Two-Lane Highway Segment Analysis

Analyst Alex Hofelich
Agency/Co. SEI
Date Performed 4/27/2012
Analysis Time Period April 25
Highway Rainey Ave
From/To Virginia Ave to Airport Lp Rd
Jurisdiction City of Hapeville
Analysis Year 2012
Description Closing half of a one-way pair and converting the other half

Input Data

Highway class Class 2
Shoulder width 6.0 ft Peak-hour factor, PHF 0.93
Lane width 10.0 ft % Trucks and buses 2 %
Segment length 0.2 mi % Recreational vehicles 0 %
Terrain type Level % No-passing zones 100 %
Grade: Length mi Access points/mi 20 /mi
 Up/down %

Two-way hourly volume, V 409 veh/h
Directional split 66 / 34 %

Average Travel Speed

Grade adjustment factor, fG 1.00
PCE for trucks, ET 1.7
PCE for RVs, ER 1.0
Heavy-vehicle adjustment factor, 0.986
Two-way flow rate,(note-1) vp 446 pc/h
Highest directional split proportion (note-2) 294 pc/h

Free-Flow Speed from Field Measurement:

Field measured speed, SFM 30 mi/h
Observed volume, Vf 409 veh/h
Estimated Free-Flow Speed:
Base free-flow speed, BFFS - mi/h
Adj. for lane and shoulder width, fLS - mi/h
Adj. for access points, fA - mi/h

Free-flow speed, FFS	33.2	mi/h
Adjustment for no-passing zones, fnp	4.4	mi/h
Average travel speed, ATS	25.4	mi/h

Percent Time-Spent-Following

Grade adjustment factor, fG	1.00
PCE for trucks, ET	1.1
PCE for RVs, ER	1.0
Heavy-vehicle adjustment factor, fHV	0.998
Two-way flow rate,(note-1) vp	441 pc/h
Highest directional split proportion (note-2)	291
Base percent time-spent-following, BPTSF	32.1 %
Adj.for directional distribution and no-passing zones, fd/np	22.4
Percent time-spent-following, PTSF	54.5 %

Level of Service and Other Performance Measures

Level of service, LOS	B
Volume to capacity ratio, v/c	0.14
Peak 15-min vehicle-miles of travel, VMT15	22 veh-mi
Peak-hour vehicle-miles of travel, VMT60	82 veh-mi
Peak 15-min total travel time, TT15	0.9 veh-h

Notes:

1. If $vp \geq 3200$ pc/h, terminate analysis-the LOS is F.
2. If highest directional split $vp \geq 1700$ pc/h, terminate analysis-the LOS is F.

HCS+: Urban Streets Release 5.5

Phone: Fax:
E-Mail:

PLANNING ANALYSIS

Analyst: Alex Hofelich
Agency/Co.: SEI
Date Performed: 5/8/2012
Analysis Time Period: 2012
Urban Street: Rainey Avenue
Direction of Travel:
Jurisdiction: City of Hapeville
Analysis Year: 2012
Project ID: Rainey Ave existing conditions

Traffic Characteristics

Annual average daily traffic, AADT 951 vpd
Planning analysis hour factor, K 0.100
Directional distribution factor, D 1.000
Peak-hour factor, PHF 0.930
Adjusted saturation flow rate 1800 pcphgpl
Percent turns from exclusive lanes 0 %

Roadway Characteristics

Number of through lanes one direction, N 2
Free flow speed, FFS 30 mph
Urban class 4
Section length 0.20 miles
Median No
Left-turn bays No

Signal Characteristics

Signalized intersections 2
Arrival type, AT 1
Signal type (k = 0.5 for planning) Actuated
Cycle length, C 90.0 sec
Effective green ratio, g/C 0.400

Results

Annual average daily traffic, AADT 951 vpd
Two-way hourly volume 95 vph
Hourly directional volume 95 vph
Through-volume 15-min. flow rate 102 v
Running time 36.0 sec
v/c ratio 0.09
Through capacity 1151 vph

Progression factor, PF	1.445	
Uniform delay	16.8	sec
Filtering/metering factor, I	0.999	
Incremental delay	0.2	sec
Control delay	24.4	sec/v
Total travel speed, Sa	8.5	mph
Total urban street LOS	E	

HCS+: Urban Streets Release 5.5

Phone: Fax:
E-Mail:

PLANNING ANALYSIS

Analyst: Alex Hofelich
Agency/Co.: SEI
Date Performed: 5/8/2012
Analysis Time Period: 2012
Urban Street: Rainey Avenue
Direction of Travel:
Jurisdiction: City of Hapeville
Analysis Year: 2012
Project ID: Closing half of a one-way pair and converting to 2-way op

Traffic Characteristics

Annual average daily traffic, AADT 2532 vpd
Planning analysis hour factor, K 0.100
Directional distribution factor, D 0.660
Peak-hour factor, PHF 0.930
Adjusted saturation flow rate 1800 pcphgpl
Percent turns from exclusive lanes 0 %

Roadway Characteristics

Number of through lanes one direction, N 1
Free flow speed, FFS 30 mph
Urban class 4
Section length 0.20 miles
Median No
Left-turn bays No

Signal Characteristics

Signalized intersections 2
Arrival type, AT 1
Signal type (k = 0.5 for planning) Actuated
Cycle length, C 90.0 sec
Effective green ratio, g/C 0.400

Results

Annual average daily traffic, AADT 2532 vpd
Two-way hourly volume 253 vph
Hourly directional volume 166 vph
Through-volume 15-min. flow rate 178 v
Running time 36.0 sec
v/c ratio 0.31
Through capacity 575 vph

Progression factor, PF	1.445
Uniform delay	18.5 sec
Filtering/metering factor, I	0.961
Incremental delay	1.3 sec
Control delay	28.1 sec/v
Total travel speed, Sa	7.8 mph
Total urban street LOS	E

HCS+: Two-Lane Highways Release 5.5

Phone: Fax:
E-Mail:

Two-Way Two-Lane Highway Segment Analysis

Analyst Alex Hofelich
Agency/Co. SEI
Date Performed 4/27/2012
Analysis Time Period April 25
Highway Atlanta Avenue
From/To Doug Davis Dr and College St
Jurisdiction City of Hapeville
Analysis Year 2012
Description Narrowing lane width from 15 ft to 12 ft

Input Data

Highway class Class 2
Shoulder width 7.5 ft Peak-hour factor, PHF 0.96
Lane width 12.0 ft % Trucks and buses 2 %
Segment length 0.3 mi % Recreational vehicles 0 %
Terrain type Level % No-passing zones 100 %
Grade: Length mi Access points/mi 24 /mi
 Up/down %

Two-way hourly volume, V 347 veh/h
Directional split 62 / 38 %

Average Travel Speed

Grade adjustment factor, fG 1.00
PCE for trucks, ET 1.7
PCE for RVs, ER 1.0
Heavy-vehicle adjustment factor, 0.986
Two-way flow rate,(note-1) vp 367 pc/h
Highest directional split proportion (note-2) 228 pc/h

Free-Flow Speed from Field Measurement:

Field measured speed, SFM 30 mi/h
Observed volume, Vf 347 veh/h
Estimated Free-Flow Speed:
Base free-flow speed, BFFS - mi/h
Adj. for lane and shoulder width, fLS - mi/h
Adj. for access points, fA - mi/h

Free-flow speed, FFS	32.7	mi/h
Adjustment for no-passing zones, fnp	4.3	mi/h
Average travel speed, ATS	25.5	mi/h

Percent Time-Spent-Following

Grade adjustment factor, fG	1.00
PCE for trucks, ET	1.1
PCE for RVs, ER	1.0
Heavy-vehicle adjustment factor, fHV	0.998
Two-way flow rate,(note-1) vp	362 pc/h
Highest directional split proportion (note-2)	224
Base percent time-spent-following, BPTSF	27.3 %
Adj.for directional distribution and no-passing zones, fd/np	22.7
Percent time-spent-following, PTSF	50.0 %

Level of Service and Other Performance Measures

Level of service, LOS	B
Volume to capacity ratio, v/c	0.11
Peak 15-min vehicle-miles of travel, VMT15	27 veh-mi
Peak-hour vehicle-miles of travel, VMT60	104 veh-mi
Peak 15-min total travel time, TT15	1.1 veh-h

Notes:

1. If $vp \geq 3200$ pc/h, terminate analysis-the LOS is F.
2. If highest directional split $vp \geq 1700$ pc/h, terminate analysis-the LOS is F.

HCS+: Urban Streets Release 5.5

Phone: Fax:
E-Mail:

PLANNING ANALYSIS

Analyst: Alex Hofelich
Agency/Co.: SEI
Date Performed: 5/8/2012
Analysis Time Period: 2012
Urban Street: Atlanta Avenue
Direction of Travel:
Jurisdiction: City of Hapeville
Analysis Year: 2012
Project ID: Atlanta Avenue LOS

Traffic Characteristics

Annual average daily traffic, AADT 3460 vpd
Planning analysis hour factor, K 0.100
Directional distribution factor, D 0.620
Peak-hour factor, PHF 0.930
Adjusted saturation flow rate 1800 pcphgpl
Percent turns from exclusive lanes 0 %

Roadway Characteristics

Number of through lanes one direction, N 1
Free flow speed, FFS 30 mph
Urban class 4
Section length 0.30 miles
Median No
Left-turn bays No

Signal Characteristics

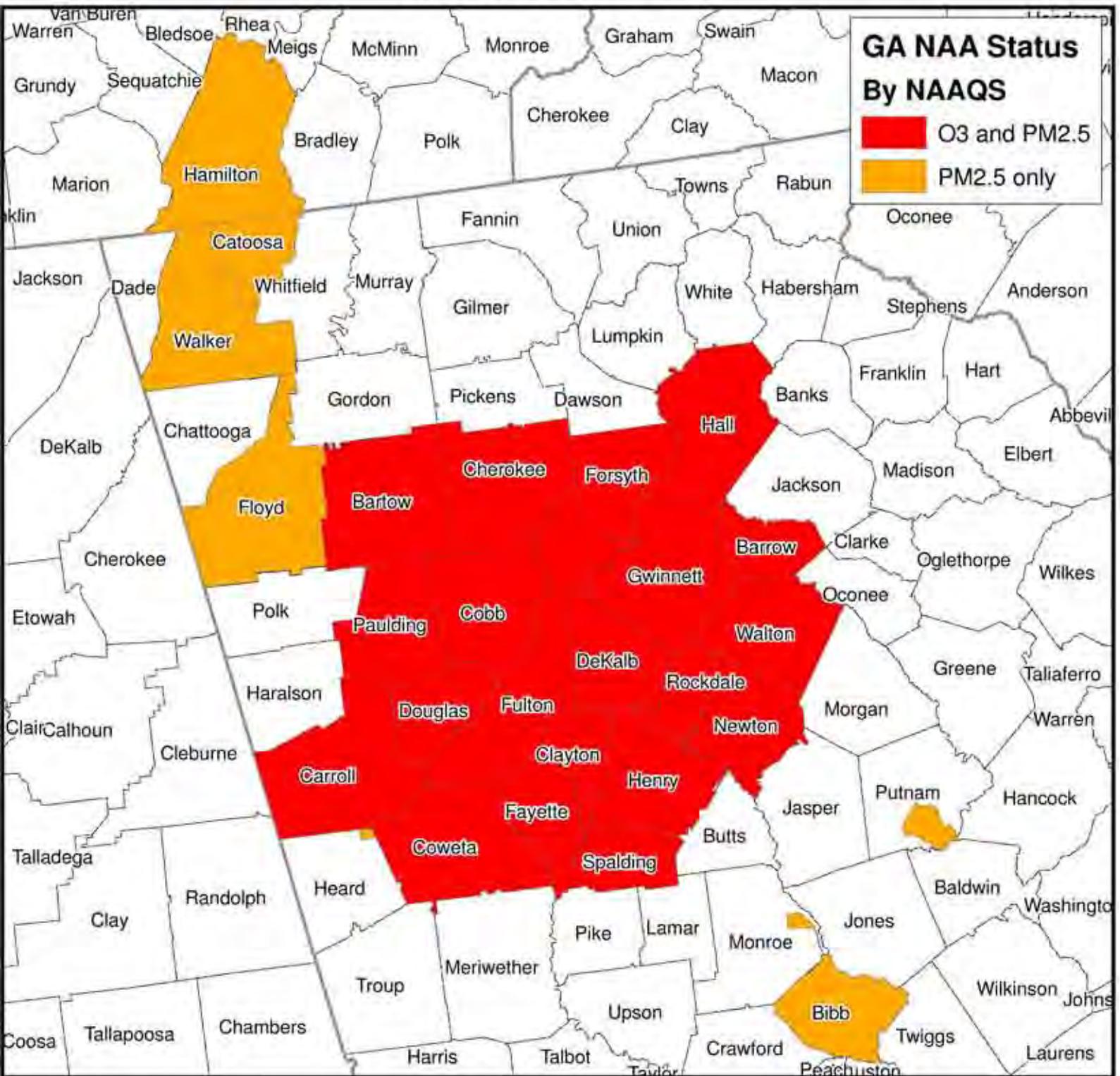
Signalized intersections 6
Arrival type, AT 1
Signal type (k = 0.5 for planning) Actuated
Cycle length, C 90.0 sec
Effective green ratio, g/C 0.400

Results

Annual average daily traffic, AADT 3460 vpd
Two-way hourly volume 346 vph
Hourly directional volume 214 vph
Through-volume 15-min. flow rate 230 v
Running time 68.1 sec
v/c ratio 0.40
Through capacity 575 vph

Progression factor, PF	1.445	
Uniform delay	19.3	sec
Filtering/metering factor, I	0.922	
Incremental delay	1.9	sec
Control delay	29.8	sec/v
Total travel speed, Sa	4.4	mph
Total urban street LOS	F	

Georgia NAAQS Non-attainment Status Map As of 2008-04-29



**GA NAA Status
By NAAQS**

- O3 and PM2.5
- PM2.5 only



NOTE: This map uses US Census and USGS boundary files that are based on NAD83 but treats them as if they are based on air quality model sphere (R=6370997m) for the projection purpose. The projection is the Lambert Conformal Conic Projection for GA SIP modeling domain. The details of projections parameters are following: False_Easting = 0., False_Northing = 0., Central_Meridian = 97W, Standard_Parallel_1 = 33N, Standard_Parallel_2 = 45N, Latitude_of_Origin = 40N

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