

ORIGINAL TO GENERAL FILES

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

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

FILE P.I. #0007632 **OFFICE** Design Policy & Support
CSHPP-0007-00(632)
GDOT District 7 - Metro Atlanta
DeKalb County **DATE** February 1, 2011
Greenway Trail Projects in DeKalb County
South Fork Peachtree Creek Trail Phase IV

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:

Genetha Rice-Singleton, Program Control Administrator
Ron Wishon, State Project Review Engineer
Glenn Bowman, State Environmental Administrator
Ken Thompson, Statewide Location Bureau Chief
Kathy Zahul, State Traffic Engineer
Cindy VanDyke, State Transportation Planning Administrator
Ben Rabun, State Bridge Engineer
Bobby Hilliard, State Program Delivery Engineer
Georgene Geary, State Materials & Research Engineer
Angela Robinson, Financial Management Administrator
Jeff Baker, State Utilities Engineer
Jonathan Walker, District Utilities Engineer
Scott Lee, for District Preconstruction Engineer
Bryant Poole, District Engineer
Melvin Waldrop, Project Manager
BOARD MEMBER - 4th Congressional District

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
District 7

PROJECT CONCEPT REPORT

Project Number: CSHPP-0007-00(632)

County: DeKalb

P. I. Number: 0007632

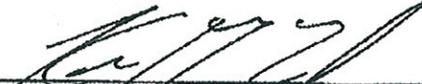
Federal Route Number: N/A

State Route Number: N/A

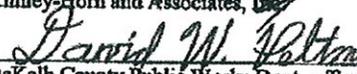
South Fork Peachtree Creek Trail Phase IV (From Mason Mill Park to North Druid Hills Road)

Submitted for approval:

DATE July 15, 2010


Kinley-Horn and Associates, Inc.

DATE July 16, 2010


DeKalb County Public Works Dept. - Transportation Div.

DATE 10/8/2010


Project Manager

Recommendation for approval:

DATE _____

Program Control Administrator

DATE 11-22-10


Glenn Bowman (Recommendation on file) LC
State Environmental Administrator

DATE _____

State Traffic Engineer

DATE 11-15-10


Ron Wishon (Recommendation on file) LC
Project Review Engineer

DATE _____

State Utilities Engineer

DATE 10/12/10


District Engineer

DATE 1/12/11


Ben Rabun (Recommendation is on file) LC
State Bridge Design Engineer

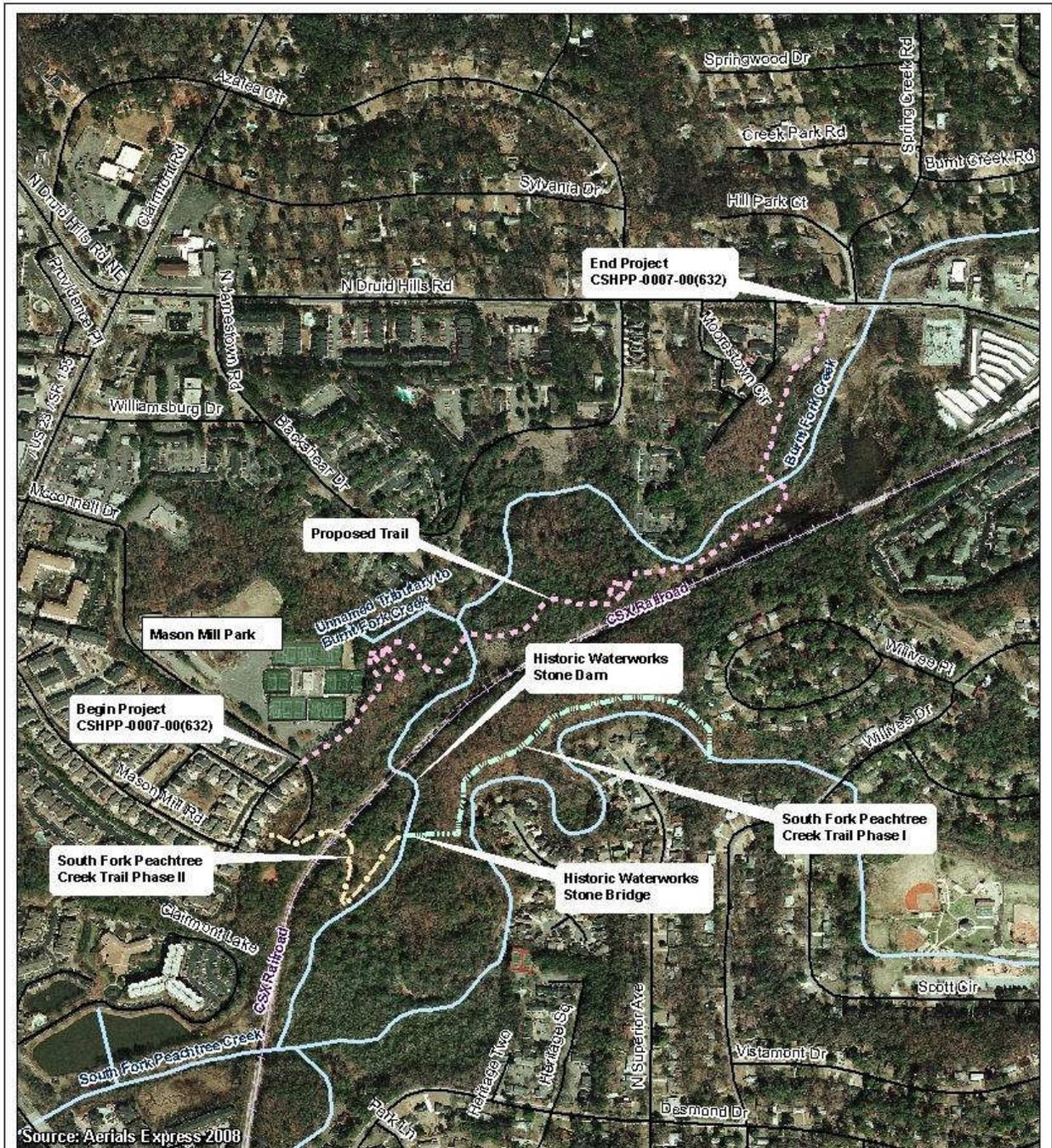
DATE _____

State Transportation Financial Management Administrator

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

DATE 11/12/10


State Transportation Planning Administrator



Source: Aerials Express 2008



Figure 1: Project Location Map

Project Number CSHPP-0007-00(632)
 P.I. No. 0007632
 DeKalb County, Georgia

South Fork Peachtree Creek Trail Phase IV
 (from Mason Mill Park to North Druid Hills Road)



1 Inch = 667 Feet
 0 155 310 620 Feet

Need and Purpose

Background

The proposed project is part of a constructive effort by the DeKalb County Department of Public Works to provide connectivity throughout the county for pedestrians and cyclists. Expanding the existing network of trails in the Mason Mill Park area of Atlanta, Georgia is one such area that would provide connectivity for alternative modes of transportation from residential neighborhoods north of North Druid Hills Road to Mason Mill Park, Medlock Park, and the new public library on McConnell Drive. This project (the South Fork Peachtree Creek Trail Phase IV) is a part of the DeKalb County Parks and Recreation Division's "Overall Master Plan for Mason Mill Park." Additionally, this project is shown in "DeKalb's Greenway Trails: A Master Plan for Multi-Use Trails in DeKalb County, Georgia" as prepared by the PATH Foundation for DeKalb County. This document depicts a future tie-in with the proposed Sagamore Trail at the North Druid Hills Road trailhead. Sagamore Trail is proposed to run parallel to and east of Clairmont Road and eventually tie into the North Fork Peachtree Creek Trail system.

This project is currently shown in the Fiscal Year (FY) 2008-2013 Transportation Improvement Program (TIP) under the Atlanta Regional Commission (ARC) Project Number DK-352. It has been determined that DeKalb County will provide funding for engineering, right-of-way (ROW), utilities, environmental permits, and environmental mitigation. It has been determined that the Georgia Department of Transportation (GDOT) will provide funding via earmark monies (this is a High Priority Project) for project construction. This project is scheduled for FY 2012 ROW acquisition, FY 2013 construction, and is anticipated to open in calendar year 2014.

Existing Conditions

The existing conditions in the area are as follows:

- No existing design features, the trail is to be constructed on new alignment.

Logical Termini

Logical Termini are defined as rational endpoints for a transportation improvement and rational endpoints for a review of the environmental impacts. In order to ensure meaningful evaluation of alternatives and to avoid commitments to transportation improvements before they are fully evaluated, the action evaluated shall

- (1) connect logical termini and be of sufficient length to address environmental matters on a broad scope;
- (2) have independent utility or independent significance, i.e. be usable and be a reasonable expenditure even if no additional transportation improvements in the area are made; and
- (3) not restrict consideration of alternatives for other reasonably foreseeable transportation improvements.

The project limits for Phase IV of the South Fork Peachtree Creek Trail are of a sufficient length to provide the desired connectivity between the neighborhoods north of North

Druid Hills Road to Mason Mill Park and McConnell Drive. While this project does not directly tie into Phases I through III of the South Fork Peachtree Creek Trail, Phase II does link the southern portion of McConnell Drive to Mason Mill Park in Phase I. At this connection, proposed parking improvements at the Mason Mill Park trailhead for Phase II will allow direct access between Phases II and IV of the trail. Additionally, documentation prepared for DeKalb County (referenced above) shows a future tie-in with the proposed Sagamore Trail at the North Druid Hills Road trailhead. Even though Phase IV of the South Fork Peachtree Creek Trail project is part of an overall trail system planned by DeKalb County, the preferred alternative would have independent utility and would not require additional transportation improvements and is not dependant on any other phases of the trail to provide the desired connectivity. Additionally, the preferred alternative would not restrict consideration of reasonably foreseeable transportation improvements.

Environmental Justice

The project does not disproportionately burden or benefit any particular community. The project is considered a benefit to all of the communities in this area. The proposed project is located in one census tract (216.02) and one census block group (216.02-02) within the tract. Table 1 (below) provides select demographic data for the census block group as well as for the Census Tract and DeKalb County for the purposes of comparison.

TABLE 1
Project Area Demographic Data
2000 U.S. Census

	Total Population	Percent Minority	Median Household Income	1999 Family Income for Household (percent of total households)				
				\$0 to 25,000	\$25,000 to 50,000	\$50,000 to 75,000	\$75,000 to 100,000	\$100,000 or more
DeKalb County	665,865	64	49,117	17.3	28.3	22.4	13.2	18.8
Tract 216.02	3,719	9	53,688	4.9	17.1	15.9	15.8	46.3
216.02-02	1,574	14	39,242	14.1	25.8	10.9	15.0	34.2

Land Use

Located near Mason Mill Park, the land use in this project area is entirely undeveloped. Surrounding areas are primarily residential with some commercial.

Need and Purpose

The purpose of this project is to provide connectivity for pedestrians and cyclists in DeKalb County by providing connectivity for alternative modes of transportation from residential neighborhoods north of North Druid Hills Road to Mason Mill Park, Medlock Park, and the new public library on McConnell Drive.

Description of the proposed project

The project would begin at the proposed trailhead at the intersection of McConnell Drive and the southern corner of the Mason Mill Park tennis court parking lot. The trail would continue in a northeasterly direction to a proposed trailhead along North Druid Hills Road near the existing intersection of North Druid Hills Road and Spring Creek Drive. The proposed design for Phase IV of the South Fork Peachtree Trail includes 0.86 mile (4,565 linear feet) of multiuse trail. Approximately 0.5 mile of the trail (2,620 linear feet) would be constructed as a 12-foot wide boardwalk, and 0.36 mile (1,880 linear feet) would be a 10-foot wide concrete paved trail with 2-foot shoulders. A total of three bridges will be constructed, including one timber bridge over an Unnamed Tributary to Burnt Fork Creek, and two steel bridges over Burnt Fork Creek. Handicap parking spaces are proposed to be added to the Mason Mill Park parking lot adjacent to the proposed trail head. Additionally, several “switchbacks” will be incorporated in order to allow for the construction of Americans with Disabilities Act (ADA) compliant vertical grades before crossing perpendicular to an Unnamed Tributary to Burnt Fork Creek. The Concept Layout Attachment shows in more detail the nature of the proposed trail.

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

Is this project located in an Ozone Non-attainment area? Yes No
Exempt from conformity modeling.

PDP Classification: Major () Minor (X)

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

Functional Classification: N/A

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

Existing design features:

- No existing design features; trail to be constructed on new alignment

Proposed Design Features

- Proposed Typical Section (at Grade): One 10-foot wide multiuse trail with 2-foot minimum graded shoulders on each side
- Proposed Typical Section (Boardwalk): One 12-foot wide multiuse timber structure
- Proposed Design Speed: 12 mph
- Proposed Maximum grade: 8.33% Maximum grade allowable 12.50%.
- Prop. Minimum Curve Radius: 36'
- Right of Way
 - Width: N/A – Project located entirely on existing Right of Way or on DeKalb County property
 - Temporary Easement acquisition is anticipated for construction access between the Unnamed Tributary to Burnt Fork Creek and

bicycle facility design. Pending the outcome of these changes, it may not be necessary to treat this criteria as a design exception in the future.

- Design Variances:
 - None
- Environmental concerns:
 - One wetland is located within the project limits. It is anticipated that the trail will be on boardwalk inside and in the vicinity of the wetland.
 - Two blue-line streams, Burnt Fork Creek and an Unnamed Tributary to Burnt Fork Creek, are located within the project limits.
 - A large portion of the project is located within a Flood Zone AE along Burnt Fork Creek.
 - No listed historic properties expected in the project area.
 - One park/recreational area, Mason Mill Park, was identified within the project area.
 - No protected species or habitats were identified in the project area.
 - No churches or cemeteries were identified in the project area.
 - No community or land use constraints were identified in the project area.
 - No hazardous material sites were identified in the project area.
- Anticipated Level of environmental analysis:
 - Are Time Savings Procedures appropriate? Yes (**X**), No (),
 - Categorical exclusion anticipated (**X**)
 - Environmental Assessment/Finding of No Significant Impact(FONSI) ()
 - Environmental Impact Statement (EIS) ().
- Utility involvements
 - Utility facilities located within the project limits include:
 - CSX Railroad
 - Atlanta Gas Light
 - AT&T Telephone
 - DeKalb County Water and Sewer
 - DeKalb County Traffic (signal fiber)
 - Georgia Power Company
 - Georgia Power Transmission
- VE Study Anticipated: Yes () No (**X**)
- Benefit/Cost Ratio: N/A

Project Cost Estimate and Funding Responsibilities:

	PE	ROW	Utility	CST	Mitigation
By Whom	DeKalb County (Kimley-Horn)	DeKalb County	DeKalb County	GDOT	DeKalb County
\$ Amount	\$563,498	\$36,550	\$15,000	*\$2,605,274	\$12,000

*CST Cost includes: Construction, Engineering and Inspection, Fuel Cost Adjustment, and Asphalt Cement Cost Adjustment

Project Activities Responsibilities:

- Design: DeKalb County, Consultant (Kimley-Horn and Associates, Inc.)
- Right-of-Way Acquisition: DeKalb County
- Right-of-Way funding (real property): DeKalb County
- Relocation of Utilities: DeKalb County
- Letting to contract: DeKalb County
- Supervision of construction: DeKalb County
- Providing material pits: Responsibility of the Construction Contractor
- Providing detours: No temporary detours are anticipated
- Environmental Studies/Documents/Permits: DeKalb County
- Environmental Mitigation: DeKalb County

Coordination

- Initial Concept Meeting date and brief summary: A local concept team meeting was held on October 20, 2009 between DeKalb County, including representatives from Transportation, Park Planning and Development, and Greenspace Program; and Kimley-Horn (in conjunction with discussions of other projects). Meeting minutes are attached.
- Concept meeting date and summary: May 26, 2010. A concept team meeting was held at GDOT's District 7 Office in Chamblee. See the attached minutes for summary and details.
- P. A. R. meetings, dates and results: None required
- FEMA, USCG, and/or TVA: No-rise certification required for the crossing of an Unnamed Tributary to Burnt Fork Creek and two crossings of Burnt Fork Creek
- Public involvement: Public Information Open House ("PIOH") - TBD
- Local government comments: None
- Other projects in the area:
 - South Fork Peachtree Creek Trail, Phase II (County Funded)
 - South Fork Peachtree Creek Trail, Phase III (County Funded)
 - North Druid Hills Road at Spring Creek Road Signal Improvements (GDOT P.I. No. 0007004)
- Railroads: CSX railroad runs parallel to this project. Encroachment may be necessary during construction in order to access the site. Future use for this rail line includes continued use as normal rail service. In addition, an additional parallel commuter line may be added to form the Atlanta to Athens line.
- Other coordination to date:
 - An invitation to attend both the July 1, 2009 site visit and the October 20, 2009 local concept team meeting was extended to the PATH Foundation. Though a representative did not attend either, documentation of each was forwarded to the PATH Foundation.
 - An arborist has been retained to document the location and health of specimen trees along the proposed trail corridor.
 - A follow-up design discussion meeting was held on June 17, 2010 at GDOT's District 7 Office in Chamblee. See the attached minutes for summary and details.

- A follow-up design discussion meeting was held on July 7, 2010 at the proposed project site at Mason Mill Park. See the attached minutes for summary and details

Scheduling – Responsible Parties’ Estimate

- Time to complete the environmental process: Begin: 11/2010 End: 12/2011
- Time to complete preliminary construction plans: Begin: 02/2011 End: 05/2011
- Time to complete right of way plans: Begin: 01/2012 End: 04/2012
- Time to complete the Section 404 Permit: N/A
- Time to complete final construction plans: Begin: 02/2012 End: 03/2013
- Time to complete to purchase right of way: Begin: 06/2012 End: 03/2013
- List other major items that will affect the project schedule:
 - The ability to perform a geotechnical investigation at the proposed bridge foundation locations. Currently, access is severely limited to the site and the equipment necessary to perform the borings will require clearing and/or minor grading to be properly set up for the investigation.

Other alternates considered:

(1) Construct multi-use facility beginning at the proposed trailhead at the intersection of McConnell Drive and the southern corner of the Mason Mill Park tennis court parking lot and continues in a northeasterly direction to a proposed trailhead along North Druid Hills Road near the existing intersection of North Druid Hills Road and Spring Creek Drive. A total of three bridges, one timber bridge over an Unnamed Tributary to Burnt Fork Creek and two steel bridges over Burnt Fork Creek, are proposed.

(2) No Build.

Comments:

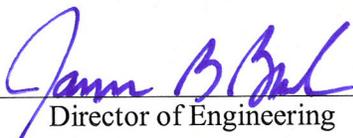
Comparison Summary of Alternates 1-2

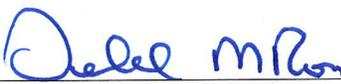
Alternate (1) is recommended for this concept.

Alternate (2) is not recommended for this concept. The no-build alternate would not provide the needed connections between existing trails in the area, and would not meet the need and purpose of improving bicycle and pedestrian accessibility in the area.

Attachments

1. Detailed Cost Estimates:
 - a. Construction including Engineering and Inspection.
 - b. Completed Fuel & Asphalt Price Adjustment forms.
 - c. Right-of-Way.
 - d. Utilities.
 - e. Environmental Mitigation.
2. Concept Layout
3. Typical Sections.
4. Minutes of Concept Meetings.
5. Minutes of Design Discussion Meetings.

Concur: 
Director of Engineering

Approve: 
Chief Engineer

Date: 1/27/11

Construction Cost Estimate - Concept Level

South Fork Peachtree Creek Trail Phase IV

PI No. 0007632, CSHP-0007-00(632)

Prepared by Kimley-Horn and Associates, Inc. - July 7, 2010

ITEM #	ITEM DESCRIPTION	UNITS	QUANTITY	UNIT PRICE	COST
ROADWAY/TRAIL ITEMS					
009-3500	MISCELLANEOUS LANDSCAPE ITEMS - TIMBER BOARDWALK - 31,440 SF @ \$50/SF	LS	LUMP	1572000.00	1572000.00
210-0100	GRADING COMPLETE - PROJECT NO. CSHP-0007-00(632)	LS	LUMP	125000.00	125000.00
310-1101	GR AGGR BASE CRS, INCL MATL	TN	870	14.88	12945.60
318-3000	AGGREGATE SURFACE COURSE	TN	500	18.95	8475.00
441-0106	CONC SIDEWALK, 6 IN	SY	2442	23.06	56312.52
500-3200	CLASS B CONCRETE	CY	22	331.60	7295.20
543-9000	CONSTRUCTION OF BRIDGE COMPLETE - 12' X 30' TIMBER BRIDGE @ \$50/SF	LS	LUMP	18000.00	18000.00
543-9000	CONSTRUCTION OF BRIDGE COMPLETE - 12' X 80' PRE-FABRICATED STEEL TRUSSS BRIDGE @ \$200/SF	LS	LUMP	192000.00	192000.00
543-9000	CONSTRUCTION OF BRIDGE COMPLETE - 12' X 90' PRE-FABRICATED STEEL TRUSSS BRIDGE @ \$200/SF	LS	LUMP	216000.00	216000.00
				SECTION SUB TOTAL	\$2,208,028.32
PERMANENT EROSION CONTROL ITEMS					
603-2181	STN DUMPED RIP RAP, TP 3, 18 IN	SY	30	33.11	993.30
603-7000	PLASTIC FILTER FABRIC	SY	30	3.31	99.30
700-6910	PERMANENT GRASSING	AC	2	661.11	1322.22
700-7000	AGRICULTURAL LIME	TN	3	53.27	159.81
700-7010	LIQUID LIME	GL	4	16.21	64.84
700-8000	FERTILIZER MIXED GRADE	TN	2	349.47	698.94
700-8100	FERTILIZER NITROGEN CONTENT	LB	75	2.22	166.50
710-9000	PERMANENT SOIL REINFORCING MAT	SY	250	2.36	590.00
716-2000	EROSION CONTROL MATS, SLOPES	SY	4500	0.94	4230.00
				SECTION SUB TOTAL	\$8,324.91
TEMPORARY EROSION CONTROL ITEMS					
163-0232	TEMPORARY GRASSING	AC	1	283.12	283.12
163-0240	MULCH	TN	38	140.83	5351.54
163-0300	CONSTRUCTION EXIT	EA	4	929.07	3716.28
163-0527	CONSTRUCT AND REMOVE RIP RAP CHECK DAMS, STONE PLAIN RIP RAP/SAND BAGS	EA	5	169.39	846.95
163-0529	CONSTRUCT AND REMOVE TEMPORARY SEDIMENT BARRIER OR BALED STRAW CHECK DAM	LF	5500	2.93	16115.00
163-0541	CONSTRUCT AND REMOVE ROCK FILTER DAMS	EA	5	578.42	2892.10
163-0542	CONSTRUCT AND REMOVE STONE FILTER RING	EA	6	956.25	5737.50
165-0030	MAINTENANCE OF TEMPORARY SILT FENCE, TP C	LF	5500	0.63	3465.00
165-0041	MAINTENANCE OF CHECK DAMS - ALL TYPES	LF	500	1.66	830.00
165-0071	MAINTENANCE OF SEDIMENT BARRIER - BALED STRAW	LF	2750	0.94	2585.00
165-0101	MAINTENANCE OF CONSTRUCTION EXIT	EA	4	426.77	1707.08
165-0110	MAINTENANCE OF ROCK FILTER DAM	EA	5	143.14	715.70
165-0111	MAINTENANCE OF STONE FILTER RING	EA	6	137.69	826.14
167-1000	WATER QUALITY MONITORING AND SAMPLING	EA	3	398.13	1194.39
167-1500	WATER QUALITY INSPECTIONS	MO	36	506.81	18245.16
171-0030	TEMPORARY SILT FENCE, TP C	LF	11000	2.66	29260.00
				SECTION SUB TOTAL	\$93,770.96
SIGNING & MARKING ITEMS					
636-1020	HIGHWAY SIGNS, TP1 MATL, REFL SHEETING, TP 3	SF	130	13.48	1752.40
				SECTION SUB TOTAL	\$1,752.40
DRAINAGE ITEMS					
550-1180	STORM DRAIN PIPE, 18 IN, H 1-10	LF	150	29.16	4374.00
550-4218	FLARED END SECTION 18 IN, STORM DRAIN	EA	12	447.41	5368.92
				SECTION SUB TOTAL	\$9,742.92
LANDSCAPING ITEMS					
009-3500	MISCELLANEOUS LANDSCAPE ITEMS	LS	LUMP	35000.00	35000.00
754-4000	WASTE RECEPTACLE UNIT	EA	6	750.00	4500.00
754-5000	BENCH	EA	6	1000.00	6000.00
				SECTION SUB TOTAL	\$45,500.00

TOTAL \$2,367,119.51

SUBTOTAL CONSTRUCTION COST \$2,367,120

E & C RATE 10.0% \$236,712

TOTAL CONSTRUCTION COST \$2,603,831

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

ENTER FPL DIESEL	2.881
ENTER FPM DIESEL	6.482

ENTER FPL UNLEADED	2.532
ENTER FPM UNLEADED	5.697

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

INCREASE ADJUSTMENT
125.00%

INCREASE ADJUSTMENT
125.00%

ROADWAY ITEMS	QUANTITY	DIESEL FACTOR	GALLONS DIESEL	UNLEADED FACTOR	GALLONS UNLEADED	REMARKS
Excavations paid as specified by Sections 205 (CUBIC YARD)		0.29		0.15		
Excavations paid as specified by Sections 206 (CUBIC YARD)		0.29		0.15		
GAB paid as specified by the ton under Section 310 (TON)	870.000	0.29	252.30	0.24	208.80	
Hot Mix Asphalt paid as specified by the ton under Sections 400 (TON)		2.90		0.71		
Hot Mix Asphalt paid as specified by the ton under Sections 402 (TON)		2.90		0.71		
PCC Pavement paid as specified by the square yard under Section 430 (SY)		0.25		0.20		

BRIDGE ITEMS	Quantity	Unit Price	QF/1000	Diesel Factor	Gallons Diesel	Unleaded Factor	Gallons Unleaded	REMARKS
Bridge Excavation (CY) Section 211				8.00		1.50		
Class __ Concrete (CY) Section 500				8.00		1.50		
Class __ Concrete (CY) Section 500				8.00		1.50		
Class __ Concrete (CY) Section 500				8.00		1.50		
Superstru Con Class__(CY) Section 500				8.00		1.50		
Superstru Con Class__(CY) Section 500				8.00		1.50		
Superstru Con Class__(CY) Section 500				8.00		1.50		
Concrete Handrail (LF) Section 500				8.00		1.50		
Concrete Barrier (LF) Section 500				8.00		1.50		

BRIDGE ITEMS	Quantity	Unit Price	QF/1000	Diesel Factor	Gallons Diesel	Unleaded Factor	Gallons Unleaded	REMARKS
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Stru Steel Plan Quantity (LB) Section 501				8.00		1.50	
Stru Steel Plan Quantity (LB) Section 501				8.00		1.50	
PSC Beams_____(LF) Section 507				8.00		1.50	
PSC Beams_____(LF) Section 507				8.00		1.50	
PSC Beams_____(LF) Section 507				8.00		1.50	
Stru Reinf Plan Quantity(LB) Section 511				8.00		1.50	
Stru Reinf Plan Quantity(LB) Section 511				8.00		1.50	
Bar Reinf Steel (LB) Section 511				8.00		1.50	
Piling____inch (LF) Section 520				8.00		1.50	
Piling____inch (LF) Section 520				8.00		1.50	
Piling____inch (LF) Section 520				8.00		1.50	
Piling____inch (LF) Section 520				8.00		1.50	
Piling____inch (LF) Section 520				8.00		1.50	
Piling____inch (LF) Section 520				8.00		1.50	
Drilled Caisson,____(LF) Section 524				8.00		1.50	
Drilled Caisson,____(LF) Section 524				8.00		1.50	
Drilled Caisson,____(LF) Section 524				8.00		1.50	
Pile Encasement,____(LF) Section 547				8.00		1.50	
Pile Encasement,____(LF) Section 547				8.00		1.50	

SUM QF DIESEL=	252.30	SUM QF UNLEADED=	208.80
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DIESEL PRICE ADJUSTMENT(\$)	\$835.91
UNLEADED PRICE ADJUSTMENT(\$)	\$607.98

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

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

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

ENTER APL

ENTER APM

125.00%	INCREASE ADJUSTMENT
---------	---------------------

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

Use this side for Asphalt Cement Only		
L.I.N.	TYPE	TACK (GALLONS)
	PG 64-22*	
TMT =		<input style="width: 100px;" type="text"/>
REMARKS:		

MONTHLY PRICE ADJUSTMENT(\$)	
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ADJUSTMENT SUMMARY

FUEL PRICE ADJUSTMENT (*ENGLISH 125% MAX*)

DIESEL PRICE ADJUSTMENT(\$) \$835.91

UNLEADED PRICE ADJUSTMENT(\$) \$607.98

ASPHALT CEMENT PRICE ADJUSTMENT (*BITUMINOUS TACK COAT 125% MAX*)

400 / 402 ASPHALT CEMENT PRICE ADJUSTMENT *125% MAX*

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

REMARKS:	
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TOTAL ADJUSTMENTS	\$1,443.89
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Preliminary Right of Way Cost Estimate

Date: September 3, 2010
Project: CSHPP-0007-00(632)
Existing/Required R/W: NA

P.I. Number: 0007632
No. Parcels: 1

Project Termini: Mason Mill Park to North Druid Hill Rd.
Project Description: South Fork Peachtree Creek Trail Phase IV
Land:

Mixed (Res/Comm).

Temp. Esmt. 5,307 s.f @ \$12.00 /s.f x 20% = \$12,737

TOTAL		\$ 12,737
Improvements: NA		\$ 0
Relocation:		
Commercial @ \$25,000/parcel	=	\$ 0
Residential @ \$40,000/parcel	=	\$ 0
TOTAL		\$ 0
Damages: Proximity	\$	
Consequential	\$	
Cost to Cure	\$ 2,000	
TOTAL		\$ 2,000
SUB-TOTAL:		\$ 14,737

Net Cost		\$ 14,737
Scheduling Contingency 55 %		\$ 8,105
Adm/Court Cost 60 %		\$ 13,705
TOTAL		\$ 36,547

Total Cost **\$ 36,550**

Prepared By: Chris Payne

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

Note: Accuracy of estimate is the sole responsibility of the Preparer.
Note: The Market Appreciation(40%) is not included in this Preliminary Cost Estimate.

REVISED: 2-8-08

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE CSHHP-0007-00(632), DeKalb Co.
 P.I. No. 0007632
 South Fork Peachtree Creek Trail Phase IV

OFFICE District #7 Office
DATE September 29, 2009

FROM Jonathan Walker
 District Utilities Engineer

TO
ATTN Scott Lee, Assistant Preconstruction Engineer
 Melvin Waldrop

SUBJECT PRELIMINARY UTILITY COST (ESTIMATE)

As requested by your office, we are furnishing you with a Preliminary Utility Cost estimates for each utility with facilities potentially located within the project limits of McConnell Drive and the southern corner of the Mason Mill Park tennis court parking lot and continues in a northeasterly of North Druid Hills Road and Spring Creek Drive.

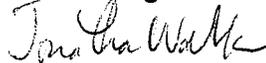
FACILITY OWNER	NON- REIMBURSABLE	REIMBURSABLE
Georgia Power Co. Power Pole		\$15,000.00
Totals	\$0.00	\$15,000.00

Total reimbursable cost for the above project is \$15,000.00

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

Sincerely,

Bryant R. Poole
District Engineer



By: Jonathan Walker
District Utilities Engineer

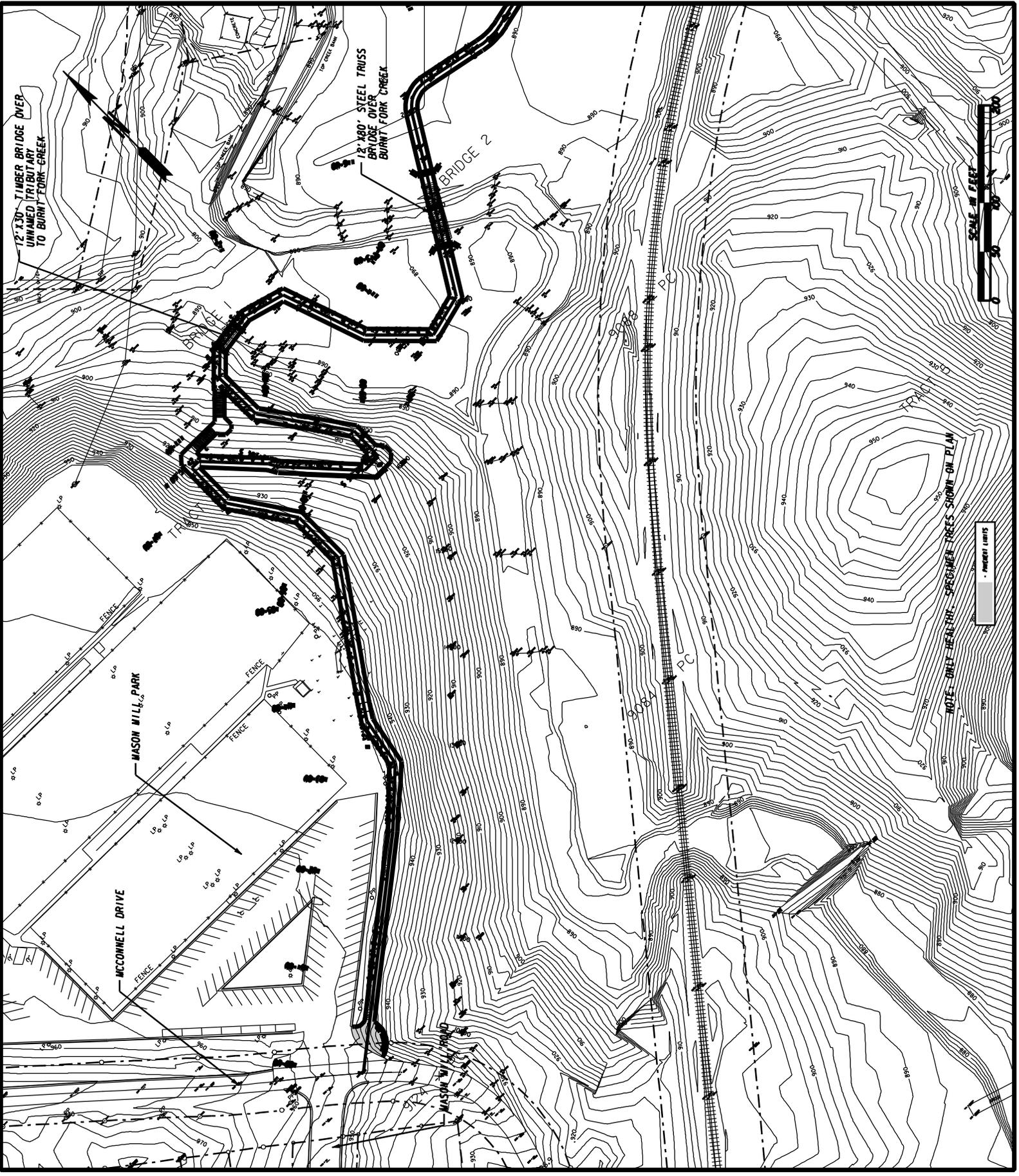
RB: JW: WW
Attachments
C: Jeff Baker P.E. / Utilities (O.G.C. 10th Floor)
File

**WETLANDS AND OPEN WATERS
MITIGATION WORKSHEETS**

ADVERSE IMPACT FACTORS							
Factor	Options						
Dominant Effect	Fill 2.0	Dredge 1.8	Impound 1.6	Drain 1.4	Flood 1.2	Clear 1.0	Shade 0.5
Duration of Effects	7+ years 2.0	5-7 years 1.5	3-5 years 1.0	1-3 years 0.5	< 1 year 0.1		
Existing Condition	Class 1 2.0	Class 2 1.5	Class 3 1.0	Class 4 0.5	Class 5 0.1		
Lost Kind	Kind A 2.0	Kind B 1.5	Kind C 1.0	Kind D 0.5	Kind E 0.1		
Preventability	High 2.0	Moderate 1.0	Low 0.5	None 0			
Rarity Ranking	Rare 2.0	Uncommon 0.5	Common 0.1				
† These factors are determined on a case-by-case basis.							

REQUIRED MITIGATION CREDITS WORKSHEET						
HUC	03070103					
Factor	Wetland 1					
Dominant Effect	1.0					
Duration of Effect	2.0					
Existing Condition	1.5					
Lost Kind	2.0					
Preventability	1.0					
Rarity Ranking	0.1					
Sum of r Factors	$R_1 = 7.6$					
Impacted Area	$AA_1 = 0.15$					
$R \times AA =$	1.14					
Total Required Credits = $\sum (R \times AA) =$						1.14

- Assuming a wetland credit cost of \$8,000.00 per credit, the compensatory mitigation credit fee estimate is \$12,000.00.
- This estimate is based on a March 2010 conceptual design and assumes 1.5 credits would be purchased.



12' X 80' TIMBER BRIDGE OVER UNNAMED TRIBUTARY TO BURNT FORK CREEK

12' X 80' STEEL TRUSS BRIDGE OVER BURNT FORK CREEK

BRIDGE 2

MASON MILL PARK

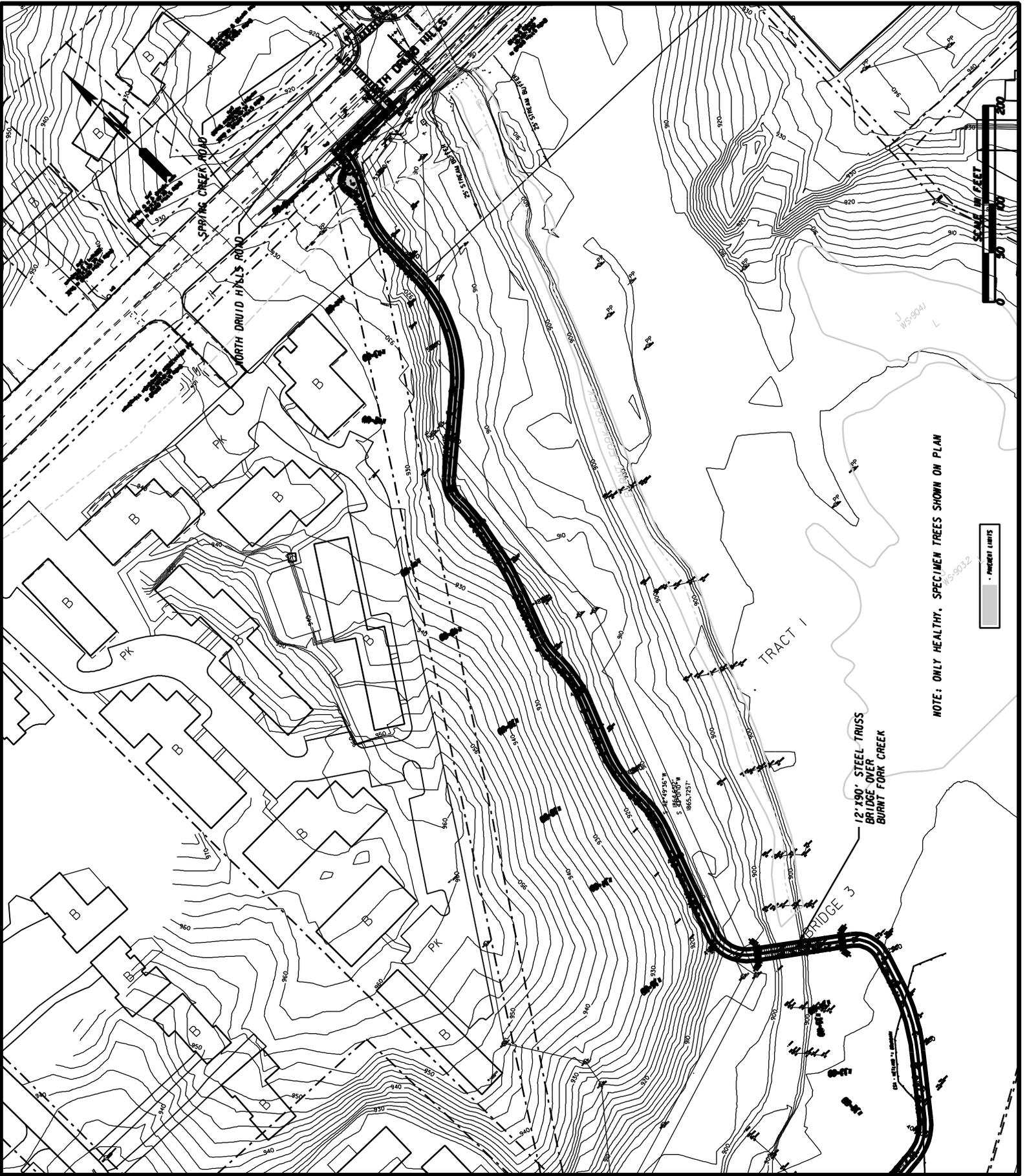
MCCONNELL DRIVE

NOTE - ONLY HEALTHY SPECIEM TREES SHOWN ON PLAN



PREVIOUS LIMITS





NOTE: ONLY HEALTHY SPECIMEN TREES SHOWN ON PLAN

SCALE IN FEET
0 50 100 200

12' X 90' STEEL TRUSS
BRIDGE OVER
BURNT FORK CREEK

TRACT I

BRIDGE 3

864.7257'
S
864.9236'
W

SPRING CREEK ROAD

NORTH DRUID HILLS ROAD

NORTH DRUID HILLS

DRUID HILLS

**Dresden Drive Street Tree Concept / South Fork Peachtree Creek Trail Phase IV /
Rock Chapel YMCA**
DeKalb County Transportation Division Conference Room
Contract No. 07-900712
October 20, 2009 – 2:00 PM

I. People Present

- John Gurbal – DeKalb County Transportation
- Dave Pelton – DeKalb County Transportation
- Revonda Moody – DeKalb County Park Planning & Development
- Dave Butler - DeKalb County Greenspace Program
- Jason Dunn – Silverman Construction Program Management
- Mark Kilby – Kimley-Horn and Associates
- Ray Strychalski – Kimley-Horn and Associates
- Shannon Skinner – Kimley-Horn and Associates
- Kevin Ergle – Kimley-Horn and Associates

Dresden Drive Street Tree Replacement Concept

II. Materials Utilized

- Renderings of two proposed solutions
- Photographs and information on trees that could potentially be used on this project
- Existing Conditions - Site Photos
- Handouts detailing the two options

III. Discussion

This meeting was to discuss two possible tree replacement alternatives along Dresden Drive and gather input from the County as to other potential solutions.

1. Prior to the presentation, it was announced that the Public Meeting to discuss this project would occur on October 26, 2009 at 6:30 p.m. at 2980 Redding Road. There would be 10 tables and 40-50 chairs set up.
2. Mrs. Skinner and Mr. Strychalski reviewed two potential solutions for tree replacement along the frontage of this site, current site conditions, and characteristics of trees that would be suitable for use on this project.
3. Handouts were provided to Mr. Gurbal and Mr. Pelton that outlined these options.
4. After reviewing the site photos, it was agreed that another option utilizing understory trees may be necessary due to the presence of Georgia Power lines in the immediate vicinity.
5. All three options will be brought to the Public Meeting for review

IV. Follow-up/Action Items

6. KHA to provide hardcopies and PDF's of the tree replacement concept to Commissioner Rader so that he can review and comment prior to the Public Meeting.

**Dresden Drive Street Tree Concept / South Fork Peachtree Creek Trail Phase IV /
Rock Chapel YMCA**
DeKalb County Transportation Division Conference Room
Contract No. 07-900712
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7. Mr. Gurbal will check on the meeting announcements and will verify if KHA will need to provide handouts at the meeting.
8. KHA to contact Georgia Power and determine criteria for trimming of trees at this location.

South Fork Peachtree Creek Trail Phase IV

V. Materials Utilized

- 30-scale roll plot of the concept horizontal alignment
- 50-scale sheets showing the concept vertical profile
- Scratch paper to detail possible changes to the trail
- Site Photos

VI. Discussion

This meeting was to present the concept layout as it currently stands and receive feedback from the County regarding the horizontal and vertical alignment, other design features of the trail, and the schedule moving forward.

9. Mr. Ergle and Mr. Kilby discussed the general layout of the alignment and profile and notated where the alignment differed from the previous MACTEC Master Plan.
10. Mr. Strychalski discussed possible alternatives to the portion of the trail between Mason Mill Park and the first bridge. Possible solutions included tighter “switchback” curves (that would not accommodate a truck) and staircases to allow pedestrians to bypass the switchback areas.
 - a. The “switchback” curves could be shown widened to allow a “gator” or similar vehicle to access.
 - b. The staircases could have running boards adjacent to the steps to help bicyclists transport their bicycles up and down the stairs.
11. The County would like all of the trail to remain ADA accessible throughout the project.
12. The County also noted that it was okay for maintenance trucks and emergency vehicles not to be able to access the portion of the trail between Mason Mill Park and the first bridge.
13. Mr. Ergle noted that additional geotechnical work will need to be performed to determine the design of the bridge foundations. Hand auger borings were taken, but an ATV-mounted rig will be necessary due to the inability of the hand auger to properly capture the site conditions.
14. The County expressed their concerns that tree protection measures be utilized and that a realistic expectation of trees impacted by this project be captured in the construction documents.

**Dresden Drive Street Tree Concept / South Fork Peachtree Creek Trail Phase IV /
Rock Chapel YMCA**

DeKalb County Transportation Division Conference Room
Contract No. 07-900712
October 20, 2009 – 2:00 PM

- a. A color scheme denoting tree health should be shown to the public to help them understand the project impacts.
 - b. ArborGuard should be kept on this project throughout its construction.
15. Mr. Butler asked that deeper round footings be used to support the trail posts instead of the boxier spread style being utilized on the current trail due to impacts to trees.
16. Construction access to the site was discussed.
- a. It was decided that Mr. Pelton, Mr. Butler and a representative from KHA should perform a site visit to verify potential access points at the LeCraw property and the CSX Railroad. If the Railroad construction access is utilized, coordination will be necessary with CSX and a flagman will be required during construction.
17. An update of this Phase IV project will not be included in the South Fork Peachtree Creek Trail Phase II information meeting to the public on November 19, 2009 due to limited timeframe and Phase II material to be covered.
18. KHA should present this information to GDOT sometime in November, to the oversight committee in December, and plan a public meeting in January 2010.
19. Arboguard will need to update their tree survey prior to the meeting with GDOT.

VII. Follow-up/Action Items

20. KHA to coordinate with DeKalb County on who to coordinate with at GDOT.
21. KHA to revise the horizontal and vertical alignment per the discussions held at this meeting. Also, some means of turnaround will need to be provided since vehicles will only be able to enter and leave the trail via the North Druid Hills Road trailhead.
22. KHA to set up time with Mr. Pelton and Mr Butler to visit the site and determine the validity of using the LeCraw property or CSX Railroad as a construction access point.
23. KHA to provide an updated schedule to Mr. Pelton outlining the coordination discussed at this meeting.
24. KHA to submit a Work Authorization request to DeKalb County for preliminary and final design services for this project. DeKalb County has an internal deadline of November 6, 2009, so KHA will submit prior to this time.
25. KHA will verify the location of wetlands and show those on the plans.
26. KHA to email Mr. Dunn a PDF of the current layout by noon on October 21, 2009.

Rock Chapel YMCA: Soap Box Derby

VIII. Materials Utilized

- Proposed layout of YMCA

**Dresden Drive Street Tree Concept / South Fork Peachtree Creek Trail Phase IV /
Rock Chapel YMCA**
DeKalb County Transportation Division Conference Room
Contract No. 07-900712
October 20, 2009 – 2:00 PM

- A photo board showing soap box derby races at other locations.

IX. Discussion

This meeting was to present the concept layout of the YMCA versus the existing site conditions and receive feedback from the County regarding driveway entrances, parking lots, facilities locations.

27. Mrs. Skinner and Mr. Kilby discussed the general layout of the site, identifying current and proposed locations of horse corral, riding area and barn. Also discussed were the proposed roundabout; the proposed soap box derby track; and the proposed buildings, including, a proposed maintenance building for the soap box cars, parking for cars and trailers and a proposed concession/restroom building. A second entrance/exit onto Rock Chapel Road is also proposed.
28. Mrs. Skinner indicated that the drainage feature closest to the track had been observed by a KHA biologist and confirmed to be a stream with associated State and County buffers.
29. In order to construct a return lane outside of the three racing lanes and stay outside of the DeKalb County stream buffer additional property would need to be acquired.
30. The bleachers would be collapsible aluminum.
31. The need for lighting was discussed.
32. A rusted gate currently blocks a previous entrance into the property. There was some discussion as to whether or not this could be used as a future drive way entrance.

X. Follow-up/Action Items

33. KHA to attend a concept review meeting with Marvin Billups and the YMCA to obtain the YMCA's acceptance of the concept.
34. KHA to incorporate a return lane in the current concept.
35. KHA to estimate the quantity of additional property needed to incorporate the proposed Soap Box Derby track between the stream/lake and the adjacent property. This estimate will be sent to Dave Butler and Marvin Billups for their use in researching the potential purchase of land.
36. KHA to research existing zoning and see what "buffers" there might be.
37. KHA to perform additional online research for the Soap Box Derby user groups.
38. After approval of the YMCA and once the direction of land acquisition has been established, KHA will complete the scope of work including the preparation of a final Master Plan and an associated cost estimate.

**Dresden Drive Street Tree Concept / South Fork Peachtree Creek Trail Phase IV /
Rock Chapel YMCA**
DeKalb County Transportation Division Conference Room
Contract No. 07-900712
October 20, 2009 – 2:00 PM

This is the understanding of the Kimley-Horn attendees of the meeting. If you have any questions or concerns, please contact Kevin Ergle at (770) 825-0744 or kevin.ergle@kimley-horn.com .



Suite 600
3169 Holcomb Bridge Road
Norcross, Georgia
30071

To: Attendees

From: Kevin Ergle, P.E.
Kimley-Horn and Associates, Inc.

Subject: South Fork Peachtree Creek Trail Phase IV
CSHPP-0007-00(632), P.I. No. 0007632, DeKalb County
Design Discussion Meeting

Date: June 17, 2010

A meeting was held on June 17, 2010 at 1:30 PM in Conference Room 144 of GDOT's District Seven Office. The following is a list of attendees (see attachment for e-mail addresses & phone numbers):

Chartrae Kent (Moderator)	GDOT
Melvin Waldrop	GDOT
Scott Lee	GDOT
David Pelton	DeKalb County
Nikki Reutlinger	PBS&J
Jerry Brooks	Kimley-Horn (KHA)
Ray Strychalski	Kimley-Horn (KHA)
Kevin Ergle	Kimley-Horn (KHA)

The meeting was held to discuss the proposed design parameters and construction issues for the South Fork Peachtree Creek Trail Phase IV project. Kimley-Horn and Associates is the design consultant and PBSJ is the Program Manager for DeKalb County.

The following items were discussed:

- Chartrae Kent welcomed the attendants and announced the purpose of the meeting.
- Kevin Ergle gave an overview of the guidelines listed in the AASHTO "Guide for the Development of Bicycle Facilities" that are applicable to the proposed design, including minimum radii and design speed. The horizontal alignment features, including the switchback, as well as the vertical compliance with ADA were also discussed.
- Kevin Ergle asked what level of documentation would be required for the switchback alignment since it did not meet the criteria suggested in the AASHTO guide.

- Scott Lee said that GDOT is currently in the process of revising the GDOT Policy Manual to include a chapter on the design of trails which would probably clarify some of the design requirements. Scott did not have an estimated time for when this would be published.
- Later in the meeting, Scott asked to keep a copy of the project layout to discuss what type of design documentation (design exception/design variance/documentation memo) would be needed for this alignment. He anticipated working with his colleagues over the next few days and respond with an answer after that time
- Kevin discussed the potential use of signage at either approach to the switchback area to warn bicyclists to dismount and use caution. Scott p. 39 of the AASHTO guide, which details this option.
- Ray Strychalski used scratch paper to show the impacts of designing a 225' radius curve in the area of the trail between Mason Mill Park and the first bridge. The curve would cause significantly increased elevation of the boardwalk and bridge in order to comply with ADA vertical grade requirements.
- Kevin and Ray also discussed how the 36' curve radius was examined, but that it would require removal of a majority of the healthy specimen trees along the hillside behind the tennis courts. Nikki Reutlinger noted that the property owners in the area were upset during previous phases of the trail construction due to what they considered to be excessive removal of trees.
- A question was asked as to whether there were any other local examples where a switchback was used on a trail.
 - Kevin mentioned the Suwanee Greenway project, specifically near McGinnis Ferry Road.
- Kevin and Ray then discussed options for constructing the trail including suggestions made by a contractor they met with that morning.
 - The use of the LeCraw property would allow concrete to be pumped up to 300' out to the proposed paved area between the second and third creek crossings. It would also allow for temporary access to install the pre-fabricated bridge at the second stream crossing.
 - From the North Druid Hills Road trailhead, the paved area could be constructed and a crane brought in to set the third bridge crossing.
 - During this previous meeting, the contractor noted that they had used a helicopter to install two similar bridges in one day. They estimated the cost to be about \$30,000.
- Dave Pelton asked about pumping concrete through a culvert under the railroad.
- Nikki asked Kevin the group if temporary easement should be acquired now to provide the contractor a way to build the project or if that should wait.
 - It was generally agreed on that the temporary easement should be acquired as part of this project.

- Nikki asked Kevin to work on an easement size estimate for her to use in generating a cost.
- Nikki asked Melvin Waldrop to submit a letter to the GDOT Utility Coordinator requesting a cost estimate for utilities.
- Nikki asked the GDOT personnel if the previous May 26, 2010 meeting on this project could count as the Concept Team Meeting. The GDOT personnel agreed that it could be considered the Concept Team Meeting.
- Nikki asked Kevin to generate a bullet-form memo documenting the design criteria used in this project.

This document represents Kimley-Horn's interpretation of the meeting. Please contact Kevin Ergle at kevin.ergle@kimley-horn.com or at 678-533-3930 if you have any questions, comments or concerns.



Suite 600
3169 Holcomb Bridge Road
Norcross, Georgia
30071

To: Attendees

From: Kevin Ergle, P.E.
Kimley-Horn and Associates, Inc.

Subject: South Fork Peachtree Creek Trail Phase IV
CSHPP-0007-00(632), P.I. No. 0007632, DeKalb County
Project Site Visit

Date: July 7, 2010

A site visit was held on July 7, 2010 at 9:00 AM at the proposed South Fork Peachtree Creek Trail Phase IV trailhead at Mason Mill Park. The following is a list of attendees:

Mike Lobdell	GDOT
Melvin Waldrop	GDOT
David Pelton	DeKalb County
Nikki Reutlinger	PBS&J
Shannon Skinner	Kimley-Horn (KHA)
Kevin Ergle	Kimley-Horn (KHA)

The meeting was held to discuss the proposed design parameters and construction issues for the South Fork Peachtree Creek Trail Phase IV project from Mason Mill Park to Bridge Crossing #1. Kimley-Horn and Associates is the design consultant and PBSJ is the Program Manager for DeKalb County.

The following items were discussed:

- The attendees met in the Mason Mill Park tennis court parking lot to discuss the proposed alignment from Mason Mill Park to the crossing over the unnamed tributary to Burnt Fork Creek (bridge crossing #1). Concept drawings and photos from the Suwanee Creek Greenway, a similar trail project, were used during this discussion.
- The attendees walked the approximate proposed trail centerline from Mason Mill Park to the crossing over the unnamed tributary to Burnt Fork Creek, using a combination of project concept drawings, existing surveying flagging, tree tags, and topographic features as guidance.
- Due to the excessive terrain relief, the number and density of healthy specimen trees, and overall constructability of the project, it was agreed by the group that the proposed “switchback” alignment would be the best alignment alternative for this project and that this design should be carried forward.

- The attendees walked out of the proposed trail area using a narrow, existing trail that had originally been proposed to be widened to accommodate this project. The trail was found to be too close in proximity to multiple established, specimen trees and was therefore considered not to be a good option.

This document represents Kimley-Horn's interpretation of the meeting. Please contact Kevin Ergle at kevin.ergle@kimley-horn.com or at 678-533-3930 if you have any questions, comments or concerns.