

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

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

**FILE** P.I. # 0007949 **OFFICE** Design Policy & Support  
CSMSL-0007-00(949)  
Fulton County  
GDOT District 7 - Metro Atlanta **DATE** 11/7/2013  
Hapeville Rail Facilities & Corridor

**FROM**  for Brent Story, State Design Policy Engineer

**TO** SEE DISTRIBUTION

**SUBJECT** APPROVED CONCEPT REPORT

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

Attachment

**DISTRIBUTION:**

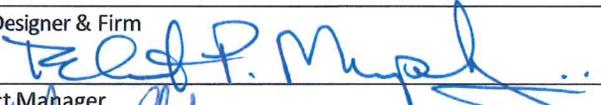
Bobby Hilliard, Program Control Administrator  
Genetha Rice-Singleton, State Program Delivery Engineer  
Glenn Bowman, State Environmental Administrator  
Cindy VanDyke, State Transportation Planning Administrator  
Ben Rabun, State Bridge Engineer  
Kathy Zahul, State Traffic Engineer  
Angela Robinson, Financial Management Administrator  
Lisa Myers, State Project Review Engineer  
Charles "Chuck" Hasty, State Materials Engineer  
Mike Bolden, State Utilities Engineer  
Nancy Cobb, State Intermodal Administrator  
Jeff Fletcher, Statewide Location Bureau Chief  
Rachel Brown, District Engineer  
Scott Lee, District Preconstruction Engineer  
Patrick Allen, District Utilities Engineer  
Robert Murphy, Project Manager  
BOARD MEMBER - 5th Congressional District

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

Project Type: <u>Reconst/Rehab</u>	P.I. Number: <u>0007949</u>
GDOT District: <u>7</u>	County: <u>Fulton</u>
Federal Route Number: <u>19 / 41</u>	State Route Number: <u>3</u>

Hapeville Rail Facilities & Corridor  
North Central Avenue (SR-3, US-19 & 41) / Railroad Corridor / South Central Avenue  
from I-75 to Dogwood Drive  
See Location Sketch on Page 2

**Submitted for approval:**

<u>City of Hapeville</u>	<u>2/18/13</u>
Local Government	DATE
<u>Keck &amp; Wood, Inc.</u>	<u>2/18/13</u>
Consultant Designer & Firm	DATE
	<u>4/11/2013</u>
GDOT Project Manager	DATE
	<u>4/18/2013</u>
State Program Delivery Engineer	DATE

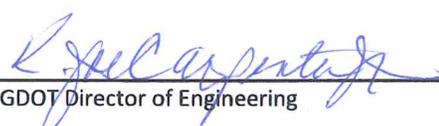
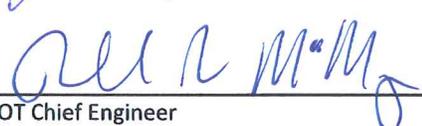
**Recommendation for approval:**

<u>GREEN BOWMAN*/EKP</u>	<u>5/5/2013</u>
State Environmental Administrator	DATE
<u>KATHY ZOHUZ*/EKP</u>	<u>5/3/2013</u>
State Traffic Engineer (required for roundabout projects)	DATE
<u>BEN ROBUN*/EKP</u>	<u>5/23/2013</u>
State Bridge Design Engineer (required for projects with major structures)	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>CINDY VANDYKE*/EKP</u>	<u>4/29/13</u>
State Transportation Planning Administrator	DATE
<u>* - RECOMMENDATION ON FILE</u>	

**Approval:**

Concur: 	<u>10/31/2013</u>
GDOT Director of Engineering	DATE
Approve: 	<u>11/5/13</u>
GDOT Chief Engineer	DATE

### PROJECT LOCATION



County: Fulton

## PLANNING & BACKGROUND DATA

**Project Justification Statement:** The City of Hapeville is a compact community of some 2 square miles located in South Fulton County. The city limits are generally defined by Atlanta’s southern city limits, Interstates 75 and 85 on the east and west, and Hartsfield Jackson Atlanta International Airport on the south. Aside from being characterized as a “near the airport” city, Hapeville’s most distinguishing transportation characteristic must be the Norfolk Southern rail line. This rail corridor traverses the city from east to west, dividing the downtown and imposing a defined edge on neighborhoods to the north and south. The corridor is also characterized by numerous vehicle and truck surface street crossings and a single, pedestrian crossing. The City of Hapeville has long desired to improve the safety along the railroad corridor within the City limits. The railroad corridor generally consists of North Central Avenue and South Central Avenue, between Interstate 85 (to the west) and Interstate 75 (to the east). Both of these roadways are divided by and run parallel to an existing Norfolk Southern railroad segment. At grade railroad crossings exist at South Street, Perkins Court, Dogwood Drive, Virginia Avenue and Sylvan Road. When constructed, the Hapeville Rail Facilities & Corridor Project will vastly improve safety for pedestrians, vehicular traffic along the railroad facilities and corridor. *mobility exp*

### Description of the proposed project:

The proposed improvements for project 0007949, Fulton are as follows: 1) New flashing-light signals and gates at South Street crossing. 2) New curb & gutter along railroad track side of North Central Avenue and South Central Avenue, beginning I-75 and ending at Dogwood Drive. 3) Remove existing curb along railroad track side of North Central Avenue and South Central Avenue. (These locations include North Central Avenue, from Sunset Avenue to Dogwood Drive and South Central Avenue, from I-75 to Perkins Court). 4) Gravity retaining wall (with fence) along railroad track side of North Central Avenue and South Central Avenue, beginning I-75 and ending at Dogwood Drive. 5) Remove existing at-grade pedestrian crossing near pedestrian bridge at intersection of North Fulton Avenue and North Central Avenue. 6) New drainage improvements will include new drainage structures, storm drainage piping and re-grading of existing drainage areas. These improvements are proposed along North Central Avenue and South Central Avenue. North Central Ave, from Sunset Avenue to Dogwood Drive. South Central Ave, from I-75 to Perkins Court. 7) New asphalt pavement resurfacing & leveling on South Central Avenue, from I-75 to Perkins Court, and as-needed on North Central Avenue from I-75 to Perkins Court. 8) Site work includes grading, erosion control, grassing, traffic control, adjusting utilities to grade, etc. 9) New railroad crossing standard concrete surface installation at all remaining railroad crossings, including pedestrian sidewalk. 10) Close existing Perkins Street railroad crossing by removing existing asphalt, signage, etc. 11) Remove railroad spurs at Elm Street and South Street. 12) New guardrail as-needed for vehicular safety. 13) New handrail or fence on top of new gravity retaining wall for pedestrian safety. All work would be performed within public right-of-way and NS Corporation right-of-way. The city has existing leases with NS Corp, and the work would be performed under those leases. Therefore, no right-of-way acquisition or easements are anticipated. All work would comply with ADA requirements.

County: Fulton

**Federal Oversight:**  Exempt  State Funded  Other**MPO:** Atlanta Regional Commission (ARC)

MPO Project ID: FS-226

**Regional Commission:** Atlanta Regional Commission (ARC)

RC Project ID: FS-226

**Congressional District(s):** 5**Projected Traffic:** AADT

North Central Avenue (SR-3, US-19 &amp; 41):

Current Year (2013): 17,957 Open Year (2017): 19,438 Design Year (2037): 28,883

South Central Avenue:

Current Year (2013): 5,608 Open Year (2017): 6,070 Design Year (2037): 9,020

Traffic Projections Performed by: 2011 GDOT Stars Data, assumed 2% growth per year

**Functional Classification (North Central Avenue (SR-3, US-19 & 41)):** Urban Minor Arterial Street**Functional Classification (South Central Avenue):** Urban Collector Street**Is this a 3R (Resurfacing, Restoration, & Rehabilitation) Project?**  No  Yes**Will Context Sensitive Solutions procedures be utilized?**  No  Yes**DESIGN AND STRUCTURAL DATA** – N/A. Roadway reconfigurations are not anticipated. Improvements to the railroad corridor are anticipated, with the addition of retaining walls.**Major Structures:** Retaining walls: To the extent possible, existing retaining walls will remain in place. Should existing retaining walls need to be replaced or new retaining be added, either GDOT Standard Gravity Retaining walls or special design brick veneer retaining walls will be specified. GDOT Office of Bridge Design is to approve plans for only those walls having a special design. Information to be sent is to include the wall envelope and design calculations sealed by a P.E. Structural. If the wall design uses 9031L or has a standard design then the design need not be sent to the Bridge Design Office.**Major Interchanges/Intersections:**

- North Central Avenue @ I-75 Ramp (3-way intersection, traffic signal)
- North Central Avenue @ Sunset Avenue (3-way intersection, traffic signal)
- North Central Avenue @ South Street RR Crossing (3-way intersection, 2-way stop)
- North Central Avenue @ Perkins Court RR Crossing (3-way intersection, 2-way stop)
- North Central Avenue @ North Fulton Avenue (3-way intersection, traffic signal)
- North Central Avenue @ Dogwood Drive RR Crossing (4-way intersection, 3-way stop)
- South Central Avenue @ I-75 Ramp (3-way intersection, traffic signal)
- South Central Avenue @ South Street RR Crossing (3-way intersection, 2-way stop)
- South Central Avenue @ Elm Street (3-way intersection, 2-way stop)
- South Central Avenue @ Perkins Court RR Crossing (3-way intersection, 2-way stop)

County: Fulton

**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

**Public Interest Determination Policy and Procedure recommended (Utilities)?**  No  Yes

**SUE Required:**  No  Yes

**Railroad Involvement:** Norfolk Southern Railroad - All work to be performed within public right-of-way and NS Corporation right-of-way. The city has existing leases with Norfolk Southern Corporation, and the work would be performed under those leases. Therefore, no right-of-way acquisition or easements are anticipated.

**Complete Streets - Bicycle, Pedestrian, and/or Transit Warrants:**

Warrants met:  None  Bicycle  Pedestrian  Transit

**Right-of-Way:**

Required Right-of-Way anticipated:  No  Yes  Undetermined

Easements anticipated:  None  Temporary  Permanent  Utility  Other

Anticipated number of impacted parcels: 0

Displacements anticipated: Total: 0

Businesses: 0

Residences: 0

Other: 0

**Transportation Management Plan [TMP] Required:**  No  Yes <sup>EKP</sup>

If Yes: Project classified as:  Non-Significant  Significant

TMP Components Anticipated:  TTC  TO  PI

**Design Exceptions to FHWA/AASHTO controlling criteria anticipated:** None

**Design Variances to GDOT Standard Criteria anticipated:** None

**ENVIRONMENTAL DATA**

**Anticipated Environmental Document:**

GEPA:  NEPA:  CE  PCE

**Project 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  
 Is a Carbon Monoxide hotspot analysis required?  No  Yes

**MS4 Compliance – Is the project located in an MS4 area?**  No  Yes

This project is considered a “Maintenance and Safety Improvements” project, and is therefore exempt from complying with MS4 requirements. Refer to Section 4.2.5.1(a) of the General NPDES Stormwater Permit No. GAR041000, page 19 of 39.

**Environmental Permits/Variations/Commitments/Coordination anticipated:** The project may be above one (1) acre of disturbance, requiring NPDES coordination. Some kind of public involvement, possibly a PIOH, must be held to inform the public and receive feedback on the closing of the railroad crossing.

**NEPA/GEPA Comments & Information:** A Categorical Exclusion (CE) 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:** The project would be constructed within a NRHP-listed historic district. SHPO concurrence is required. 106 studies are currently underway. **Archeology:** An archeology study is currently underway. No impacts are anticipated. An archeology 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 has been 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.

**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, Consultant
Utility Relocation	Utility Provider, City of Hapeville, Contractor
Letting to Contract	City of Hapeville
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

**Other projects in the area:**

- PI 0005748 – CS 6022/Henry Ford II Ave @ NS#717993W - This project includes the installation of Train Activated Warning Devices in the form of gates, flashing lights and bells at the intersection of Henry Ford II Avenue/CS 6022 in Hapeville at NS. RR Inv. No. 717993W – Project Status: Construction Work Program
- M003943 – SR 3/US 19 From I-285 to CS 3096/Cleveland Ave - This is a maintenance construction project in Clayton and Fulton Counties. This project is the milling and resurfacing of SR 3/US 19 from Interstate 285 to City Street 3096/Cleveland Avenue. This section of SR 3 needs resurfacing because the existing pavement is deteriorating. SR 3 was last resurfaced in 1987. – Project Status: Complete
- PI 0008903 – SR 3/CS 8023/N Central fm N Whitney Ave to Dearborn Plaza – This is an enhancement project on the non-railroad side of N Central Ave. – Project Status: Construction Work Program
- PI 0010647 – Hapeville Streetscape Enhancements @ 5 Locs – This is an enhancement project on the North Fulton Avenue, from North Central Avenue to King Arnold Street. – Project Status: Construction Work Program

**Other coordination to date:** Initial kickoff meetings were held with the Consultant / GDOT and Consultant / Norfolk Southern Corporation. The Consultant / GDOT kickoff meeting was held on 1/15/13 (see attached meeting minutes). The Consultant / Norfolk Southern Corporation kickoff meeting was held on 1/23/13 (see attached meeting minutes).

**Project Cost Estimate and Funding Responsibilities:**

	Breakdown of PE	ROW	Reimbursable Utility	CST*	Environmental Mitigation	Total Cost
By Whom	Federal	Federal	Federal	Federal	Federal	
\$ Amount	\$425,000	\$0	\$0	\$2,521,000	\$0	\$2,946,000
Date of Estimate	11/30/2012	11/30/2012	11/30/2012	2/7/2013	11/30/2012	

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

**ALTERNATIVES**

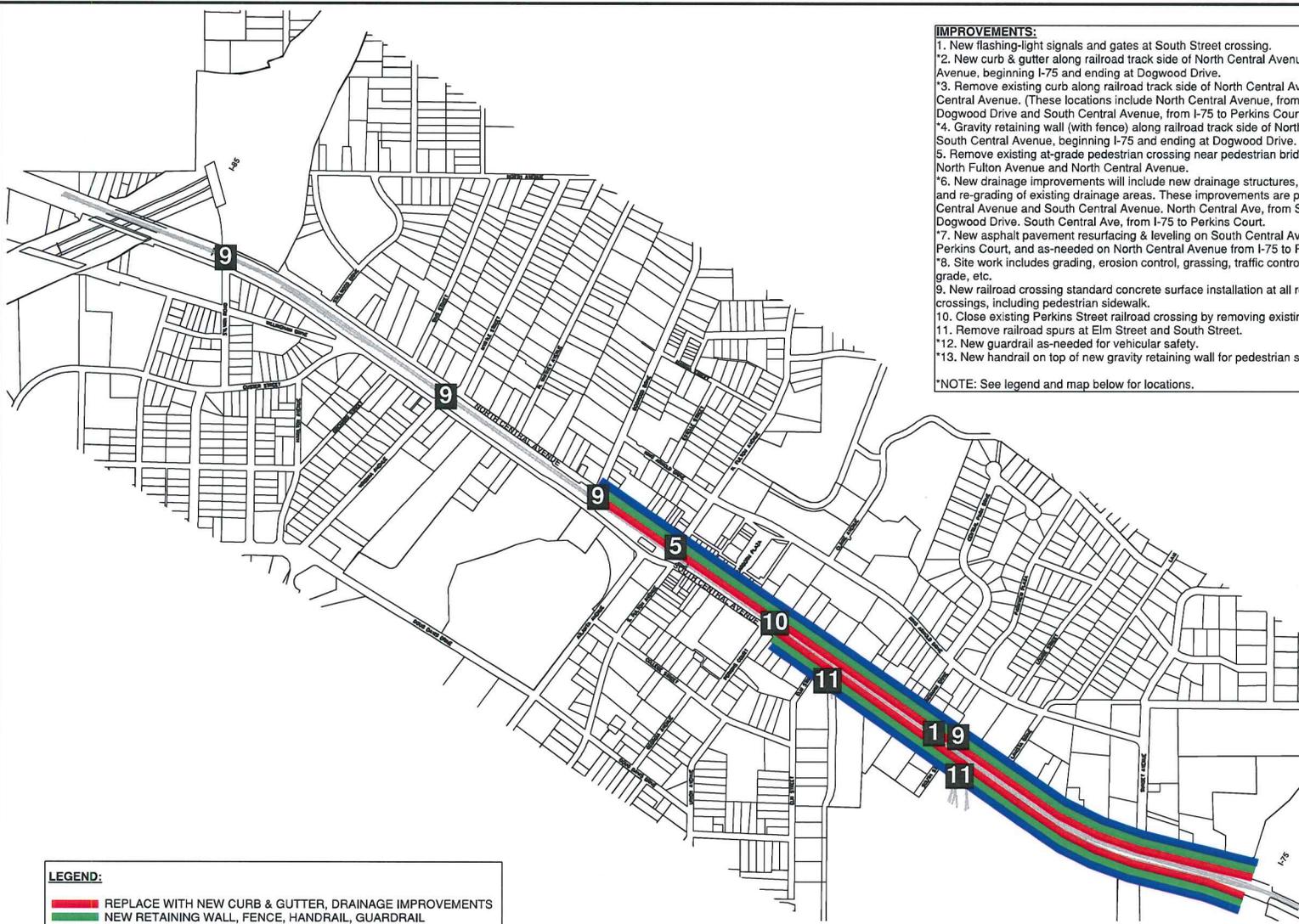
<b>Preferred Alternative:</b> As discussed above.			
<b>Estimated Property Impacts:</b>	None	<b>Estimated Total Cost:</b>	\$2,946,000
<b>Estimated ROW Cost:</b>	\$0	<b>Estimated CST Time:</b>	1 year
<b>Rationale:</b> This alternative meets the project goals with the least impacts and is within the project budget.			

<b>No-Build Alternative:</b>			
<b>Estimated Property Impacts:</b>	None	<b>Estimated Total Cost:</b>	\$0
<b>Estimated ROW Cost:</b>	\$0	<b>Estimated CST Time:</b>	0 months
<b>Rationale:</b> This alternative does not meet the goals of the project.			

**Comments/additional information:** None

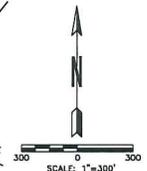
**Attachments:**

1. Concept Layout
2. Typical sections
3. Cost Estimates
4. Crash summaries
5. Meeting Minutes



- IMPROVEMENTS:**
- \*1. New flashing-light signals and gates at South Street crossing.
  - \*2. New curb & gutter along railroad track side of North Central Avenue and South Central Avenue, beginning I-75 and ending at Dogwood Drive.
  - \*3. Remove existing curb along railroad track side of North Central Avenue and South Central Avenue. (These locations include North Central Avenue, from Sunset Avenue to Dogwood Drive and South Central Avenue, from I-75 to Perkins Court).
  - \*4. Gravity retaining wall (with fence) along railroad track side of North Central Avenue and South Central Avenue, beginning I-75 and ending at Dogwood Drive.
  5. Remove existing at-grade pedestrian crossing near pedestrian bridge at intersection of North Fulton Avenue and North Central Avenue.
  - \*6. New drainage improvements will include new drainage structures, storm drainage piping and re-grading of existing drainage areas. These improvements are proposed along North Central Avenue and South Central Avenue. North Central Ave, from Sunset Avenue to Dogwood Drive. South Central Ave, from I-75 to Perkins Court.
  - \*7. New asphalt pavement resurfacing & leveling on South Central Avenue, from I-75 to Perkins Court, and as-needed on North Central Avenue from I-75 to Perkins Court.
  - \*8. Site work includes grading, erosion control, grassing, traffic control, adjusting utilities to grade, etc.
  9. New railroad crossing standard concrete surface installation at all remaining railroad crossings, including pedestrian sidewalk.
  10. Close existing Perkins Street railroad crossing by removing existing asphalt, signage, etc.
  11. Remove railroad spurs at Elm Street and South Street.
  - \*12. New guardrail as-needed for vehicular safety.
  - \*13. New handrail on top of new gravity retaining wall for pedestrian safety.
- \*NOTE: See legend and map below for locations.

- LEGEND:**
- █ REPLACE WITH NEW CURB & GUTTER, DRAINAGE IMPROVEMENTS
  - █ NEW RETAINING WALL, FENCE, HANDRAIL, GUARDRAIL
  - █ PAVEMENT RESURFACING, SITE WORK



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NO.	DATE	REVISION

**RAILROAD CORRIDOR IMPROVEMENTS**  
 FOR THE CITY OF HAVESVILLE, GEORGIA

This plan is  
 1"=100'  
 PLOTTED FULL SCALE

Project Manager:  
 SAM SERIO

Drawn By: BMD      Checked By: SJS

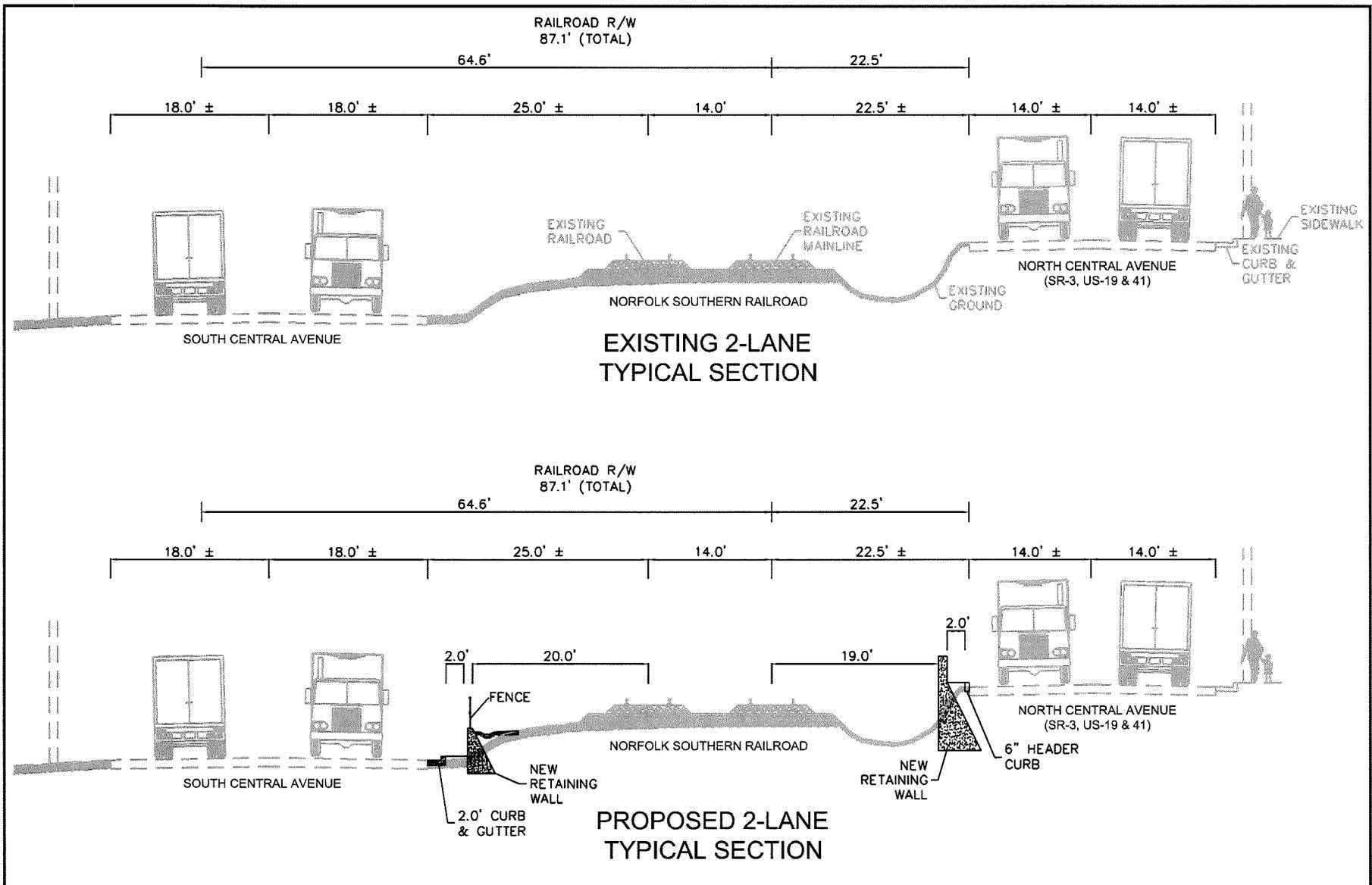
Date: 11-10-10 (H)

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Project No.:

Drawing No.:

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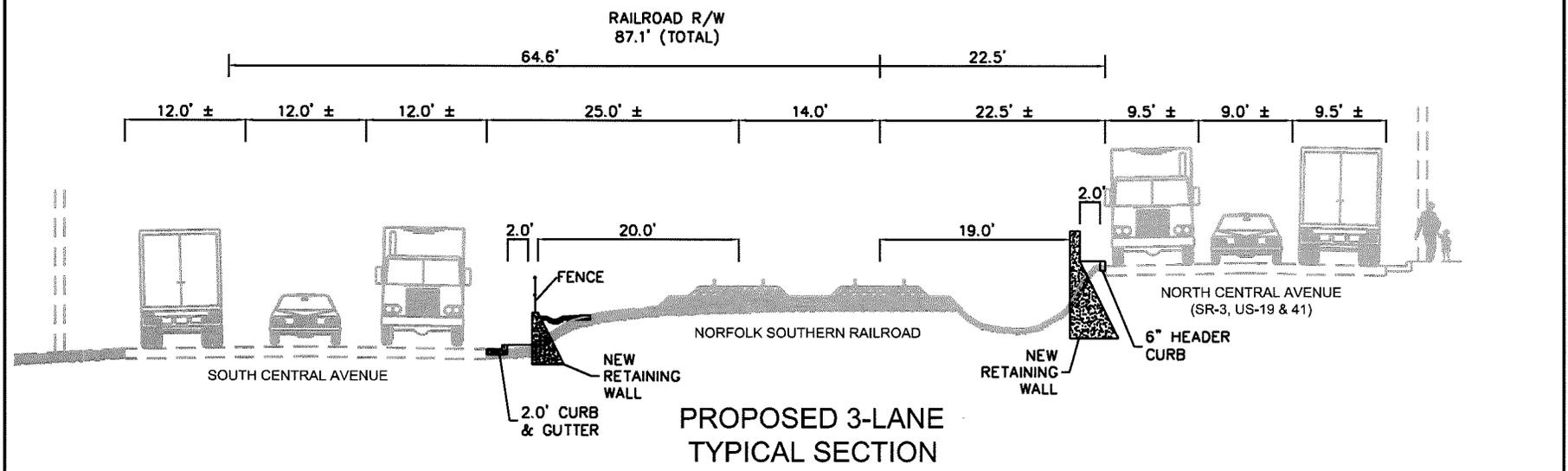
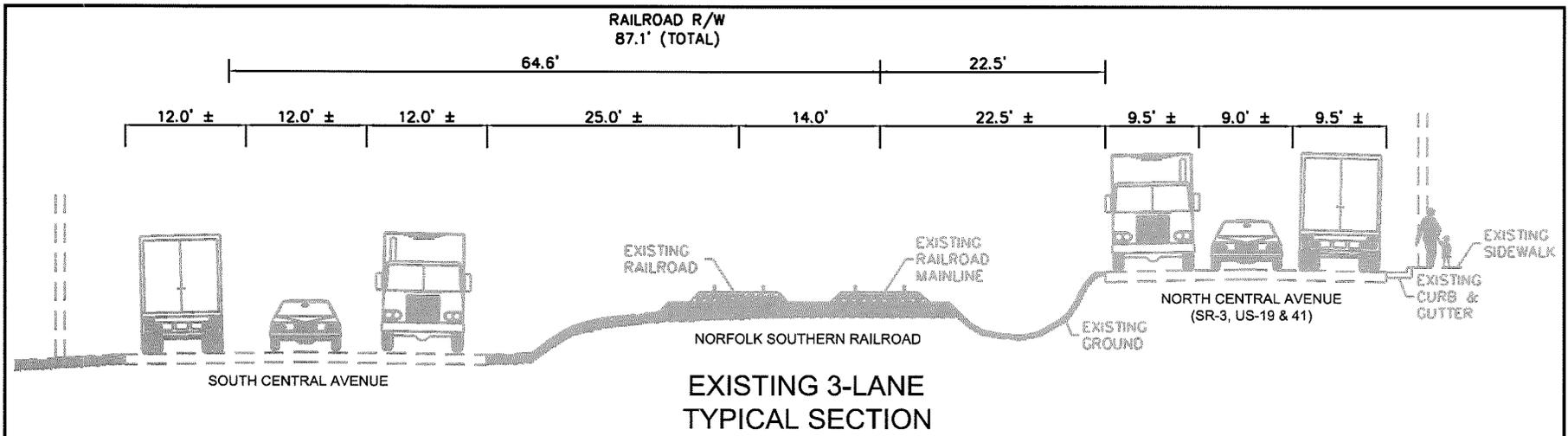


**Keck & Wood, Inc.** ENGINEERS SURVEYORS PLANNERS  
 2750 PREMIERE PARKWAY SUITE 900  
 DULUTH, GEORGIA 30097 (678) 417-4055

**CITY OF HAPEVILLE, GEORGIA**

TYPICAL SECTIONS  
 for  
 HAPEVILLE RAIL FACILITIES AND  
 CORRIDOR IMPROVEMENTS PROJECT

**2-LANE TYPICAL SECTIONS**  
 NOT TO SCALE



 **Keck & Wood, Inc.** ENGINEERS SURVEYORS PLANNERS  
2750 PREMIERE PARKWAY SUITE 900  
DULUTH, GEORGIA 30097 (678) 417-4055

**CITY OF HAPEVILLE, GEORGIA**

TYPICAL SECTIONS  
for  
HAPEVILLE RAIL FACILITIES AND  
CORRIDOR IMPROVEMENTS PROJECT

**3-LANE TYPICAL SECTIONS**  
  
**NOT TO SCALE**

# DETAILED COST ESTIMATE



**Job: 0007949**

JOB NUMBER 0007949

FED/STATE PROJECT NUMBER

SPEC YEAR: 01

DESCRIPTION: HAPEVILLE RAIL FACILITIES & CORRIDOR

ITEMS FOR JOB 0007949

**1 - ALL ITEMS**

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0005	150-1000	1.000	LS	\$58,070.81000	TRAFFIC CONTROL - PI 0007949	\$58,070.81
0010	163-0232	3.000	AC	\$228.82729	TEMPORARY GRASSING	\$686.48
0014	163-0240	15.000	TN	\$188.54988	MULCH	\$2,828.25
0015	163-0300	3.000	EA	\$1,239.62451	CONSTRUCTION EXIT	\$3,718.87
0019	163-0550	15.000	EA	\$99.89475	CONS & REM INLET SEDIMENT TRAP	\$1,498.42
0020	165-0010	1000.000	LF	\$0.45949	MAINT OF TEMP SILT FENCE, TP A	\$459.49
0024	165-0101	3.000	EA	\$565.75710	MAINT OF CONST EXIT	\$1,697.27
0025	165-0105	15.000	EA	\$31.83040	MAINT OF INLET SEDIMENT TRAP	\$477.46
0030	171-0010	2000.000	LF	\$1.62762	TEMPORARY SILT FENCE, TYPE A	\$3,255.24
0035	210-0100	1.000	LS	\$400,000.00000	GRADING COMPLETE - PI 0007949	\$400,000.00
0040	232-8998	140.000	LF	\$500.00000	GRADE CROSSING, PRECAST CONCRETE	\$70,000.00
0045	310-1101	500.000	TN	\$24.17539	GR AGGR BASE CRS, INCL MATL	\$12,087.70
0050	402-1812	600.000	TN	\$84.86560	RECYL AC LEVELING, INC BM&HL	\$50,919.36
0055	402-3130	1400.000	TN	\$84.32813	RECYL AC 12.5MM SP, GP2, BM&HL	\$118,059.38
0060	432-5010	7000.000	SY	\$2.97828	MILL ASPH CONC PVMT, VARB DEPTH	\$20,847.96
0065	441-0018	500.000	SY	\$42.90296	DRIVEWAY CONCRETE, 8 IN TK	\$21,451.48
0069	441-0104	1000.000	SY	\$25.00000	CONC SIDEWALK, 4 IN	\$25,000.00
0075	441-5002	800.000	LF	\$17.89972	CONC HEADER CURB, 6", TP 2	\$14,319.78
0078	441-6012	2700.000	LF	\$12.00000	CONC CURB & GUTTER/ 6"X24"TP2	\$32,400.00
0080	441-6223	3000.000	LF	\$15.00000	CONC CURB & GUTTER/ 8"X30"TP3	\$45,000.00
0090	500-3201	60.000	CY	\$487.52064	CL B CONC, RET WALL	\$29,251.24
0085	500-3800	550.000	CY	\$950.00000	CL A CONC, INCL REINF STEEL	\$522,500.00
0095	500-9999	350.000	CY	\$135.85693	CL B CONC, BASE OR PVMT WIDEN	\$47,549.93
0100	550-1180	1000.000	LF	\$36.13752	STM DR PIPE 18", H 1-10	\$36,137.52
0105	636-1033	100.000	SF	\$18.59651	HWY SIGNS, TP1MAT, REFL SH TP 9	\$1,859.65
0110	636-2070	100.000	LF	\$7.55041	GALV STEEL POSTS, TP 7	\$755.04
0115	641-1200	100.000	LF	\$20.37544	GUARDRAIL, TP W	\$2,037.54
0120	643-8300	7860.000	LF	\$45.00000	ORNAMENTAL FENCE	\$353,700.00
0125	647-1000	1.000	LS	\$275,000.00000	TRAF SIGNAL INSTALLATION NO - RR FLASHING LIGHT SIGNALS AND GATES	\$275,000.00
0130	653-1501	10000.000	LF	\$0.43964	THERMO SOLID TRAF ST 5 IN, WHI	\$4,396.40
0135	653-1502	10000.000	LF	\$0.40446	THERMO SOLID TRAF ST, 5 IN YEL	\$4,044.60
0140	653-1704	500.000	LF	\$5.94498	THERM SOLID TRAF STRIPE, 24", WH	\$2,972.49
0145	668-2100	10.000	EA	\$1,743.90323	DROP INLET, GP 1	\$17,439.03
0150	668-4300	5.000	EA	\$1,701.17598	STORM SEW MANHOLE, TP 1	\$8,505.88
0155	700-7000	3.000	TN	\$125.16958	AGRICULTURAL LIME	\$375.51
0160	700-8000	3.000	TN	\$457.44869	FERTILIZER MIXED GRADE	\$1,372.35
0165	700-8100	150.000	LB	\$1.92593	FERTILIZER NITROGEN CONTENT	\$288.89
0170	700-9300	9000.000	SY	\$3.90448	SOD	\$35,140.32
0175	900-0037	12500.000	SF	\$12.00000	CONCRETE PAVERS	\$150,000.00
<b>SUBTOTAL FOR ALL ITEMS:</b>						<b>\$2,376,104.34</b>

# DETAILED COST ESTIMATE



Job: 0007949

## TOTALS FOR JOB 0007949

ITEMS COST:	\$2,376,104.34
COST GROUP COST:	\$0.00
ESTIMATED COST:	\$2,376,104.34
CONTINGENCY PERCENT:	0.00
ENGINEERING AND INSPECTION:	0.00
ESTIMATED COST WITH CONTINGENCY AND E&I:	\$2,376,104.34

PROJ. NO.

CMSL-0007-00(949)

CALL NO.

P.I. NO.

0007949

DATE

2/7/2013

INDEX (TYPE)	DATE	INDEX
REG. UNLEADED	Feb-13	\$ 3.463
DIESEL		\$ 3.981
LIQUID AC		\$ 565.00

Link to Fuel and AC Index:

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

**LIQUID AC ADJUSTMENTS**

PA=[((APM-APL)/APL)]xTMTxAPL

**Asphalt**

Price Adjustment (PA)				<b>25848.75</b>	\$	<b>25,848.75</b>
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	\$	904.00		
Monthly Asphalt Cement Price month project let (APL)			\$	565.00		
Total Monthly Tonnage of asphalt cement (TMT)				<b>76.25</b>		

ASPHALT	Tons	%AC	AC ton
Leveling	305	5.0%	15.25
12.5 OGFC	0	5.0%	0
12.5 mm	1220	5.0%	61
9.5 mm SP	0	5.0%	0
25 mm SP	0	5.0%	0
19 mm SP	0	5.0%	0
	<b>1525</b>		<b>76.25</b>

**BITUMINOUS TACK COAT**

Price Adjustment (PA)				\$	<b>241.70</b>	\$	<b>241.70</b>
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	\$	904.00			
Monthly Asphalt Cement Price month project let (APL)			\$	565.00			
Total Monthly Tonnage of asphalt cement (TMT)							0.712986753

Bitum Tack

Gals	gals/ton	tons
166	232.8234	0.71298675

PROJ. NO.

CMSL-0007-00(949)

CALL NO.

P.I. NO.

0007949

DATE

2/7/2013

**BITUMINOUS TACK COAT (surface treatment)**

Price Adjustment (PA)					0	\$	-
Monthly Asphalt Cement Price month placed (APM)		Max. Cap	60%	\$	904.00		
Monthly Asphalt Cement Price month project let (APL)				\$	565.00		
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

<b>TOTAL LIQUID AC ADJUSTMENT</b>						\$	<b>26,090.45</b>
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### Crash Summaries

<b>North Central Avenue (SR-3, US-19 &amp; 41) Accident Summary (2006-2009)</b>		
<b>Accident Type</b>	<b>Number of Accidents</b>	<b>Percentage of Total</b>
Angle	53	29.94%
Head On	6	3.39%
Not a Collision With A Motor Vehicle	18	10.17%
Rear End	63	35.59%
Sideswipe - Opposite Direction	12	6.78%
Sideswipe - Same Direction	25	14.12%
<b>Total</b>	<b>177</b>	<b>100.00%</b>

<b>South Central Avenue Accident Summary (2006-2009)</b>		
<b>Accident Type</b>	<b>Number of Accidents</b>	<b>Percentage of Total</b>
Angle	16	29.63%
Head On	4	7.41%
Not a Collision With A Motor Vehicle	16	29.63%
Rear End	9	16.67%
Sideswipe - Opposite Direction	1	1.85%
Sideswipe - Same Direction	8	14.81%
<b>Total</b>	<b>54</b>	<b>100.00%</b>

NOTE: Accident data received from GDOT Office of Traffic Safety and Design.



## KECK & WOOD, INC.

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Fax (678) 417-4055  
www.keckwood.com

# MEETING MINUTES

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**WHAT:** Initial Meeting between Keck & Wood, Inc. and GDOT

**DATE/TIME:** January 15, 2013/2:00 PM

**WHERE:** One Georgia Center, 24<sup>th</sup> Floor Conference Room

**PROJECT:** PI 0007949, Fulton County, Hapeville Rail Facilities & Corridor

### PERSONNEL PRESENT:

NAME	COMPANY	PHONE #	EMAIL
Robert Murphy	GDOT	(404) 631-1586	romurphy@dot.ga.gov
Mike Murdoch	GDOT		mmurdoch@dot.ga.gov
Stenley Mack	GDOT		smack@dot.ga.gov
Richard Crowley	GDOT		rcrowley@dot.ga.gov
Jill Franks	GDOT	(404) 631-1370	jfranks@dot.ga.gov
Sam Serio	Keck & Wood, Inc.	(678) 417-4023	sserio@keckwood.com
Robert Renwick	Keck & Wood, Inc.	(678) 417-4017	rrenwick@keckwood.com

### KEY TOPICS:

- PE funds have been authorized. PE funds are federal funds.
- Construction funding has yet to be identified.
- There will be no local match for this project. The City of Hapeville will be reimbursed 100%.
- Robert Murphy stated that he thinks this project is a GDOT let, but will verify. (He later discovered that it is a local let)
- Sam Serio stated that Keck & Wood plans to meet with Norfolk Southern in the near future. Robert Murphy and Jill Franks asked to receive a copy of the minutes from that meeting.
- If the project is a GDOT let, then GDOT is the liaison with Norfolk Southern.
- If the project is a GDOT let, then all official correspondence and submittals will go through GDOT to Norfolk Southern.
- Keck & Wood can coordinate directly with Norfolk Southern on front end design questions and design details.
- If the project is a GDOT let, then GDOT will set up a force account to pay Norfolk Southern for plan reviews.
- Richard stated that the design would have to accommodate Norfolk Southern's future track requirements.
- The flashing gate signal will be designed and installed by Norfolk Southern. Keck & Wood will locate the signal foundations on the plans.
- Norfolk Southern will determine who will remove the railroad spurs.
- Robert Murphy believes that the abbreviated concept report format can be used, but will verify this.
- A PCE is expected to be used for the environmental document.

- Some kind of public involvement, possibly a PIOH, must be done in order to inform the public and receive feedback on the closing of the railroad crossing.
- The Hapeville city council may have to vote on and have a resolution on file for the closure of the crossing.
- The installation of the concrete panels at the railroad crossings will require at least a 3 day road closure and a signed detour.
- Richard recommended that SUE be performed to locate the utilities.
- Robert Murphy stated that utilities located at the back of the right-of-way must be relocated by the utility company at no cost to GDOT. Utility companies would not relocate facilities located in Norfolk Southern right-of-way at no cost.
- Robert Murphy will send a copy of the PFA to Sam Serio.
- The intermodal office may have right-of-way maps for Norfolk Southern.
- Sam stated that the City of Hapeville may be interested in adding a flush median along North Central Avenue. This will be included in the concept report for approval if it is geometrically feasible.
- Norfolk Southern may require permanent easements for any work inside the railroad right-of-way. Sam stated that the current plan was to modify existing lease agreement between the Hapeville and Norfolk Southern.
- There is currently no right-of-way acquisition phase. It will have to be added if right-of-way or easements are needed.
- Richard stated that each concrete railroad crossing usually costs approximately \$250,000 and each flashing gate also costs \$250,000.
- Robert Murphy and Keck & Wood will evaluate the PFA project schedule to see if changes are needed.
- GDOT will not submit plans to Norfolk Southern until after the PFPR.
- Railroad coordination, from PFPR to FFPR, usually takes 18 to 24 months.
- Robert Murphy will set up the concept team meeting. Sam asked that the meeting take place after survey has been completed.

**ACTION ITEMS:**

- Keck & Wood will meet with Norfolk Southern.
- Keck & Wood will obtain a field survey.
- Keck & Wood and Robert Murphy will evaluate the project schedule.
- Robert Murphy will determine if abbreviated concept report is acceptable.
- Robert Murphy will send Keck & Wood a copy of the PFA.
- Robert Murphy will set up a concept team meeting once the survey is complete.

**DISTRIBUTION:** To above listed personnel present.

Notes by:  / Robert Renwick, P.E. (Keck & Wood, Inc.)



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# MEETING MINUTES

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**WHAT:** Initial Meeting between Keck & Wood, Inc. and Norfolk Southern

**DATE/TIME:** January 23, 2013/2:00 PM

**WHERE:** Norfolk Southern office, Atlanta, Georgia

**PROJECT:** PI 0007949, Fulton County, Hapeville Rail Facilities & Corridor

### PERSONNEL PRESENT:

NAME	COMPANY	PHONE #	EMAIL
Leon Jackson	Norfolk Southern	(404) 529-1251	ernest.jackson@nscorp.com
Sam Serio	Keck & Wood, Inc.	(678) 417-4023	sserio@keckwood.com
Robert Renwick	Keck & Wood, Inc.	(678) 417-4017	rrenwick@keckwood.com

### KEY TOPICS:

- Leon Jackson stated that he would try to locate the valuation maps for the project area and send them to Sam Serio.
- Leon stated that there are no design standards for this type of project. The railroad superintended would have to review and approve all design features. Ideally, the design should not move the edge of pavement closer to the railroad, unless safety measures are also being proposed.
- Norfolk Southern would likely remove the railroad spurs with their own crews through a force account.
- AECOM is responsible for permitting all utilities for Norfolk Southern. Paul Kaufmann ([paul.kaufmann@aecom.com](mailto:paul.kaufmann@aecom.com)) is a contact with AECOM who may be able to assist with determining the locations of existing utilities.
- Leon stated that the tracks at some of the crossings are not at the same elevations, and therefore upgrading to concrete crossings might not be feasible.
- Leon stated that asphalt crossings usually cost about \$150/LF, and concrete crossings cost about \$190 to \$210/LF. These estimates are for material only, not labor.
- Norfolk Southern usually performs maintenance on the tracks about every two years. This includes resurfacing the at-grade crossings. It may be possible to coordinate this maintenance work with the construction of this project.
- Leon was unsure about future track requirements. If Norfolk Southern were to add tracks, it would be on the south side.
- Leon was unsure if the existing beautification lease could be modified. The real estate department would determine this. Robert Williams will be the NS contact in the real estate department. He will likely not get involved until the final plans have been prepared and approved.

- Drainage in the railroad right-of-way shall be designed to accommodate the 100 year frequency storm event.

**DISTRIBUTION:** To above listed personnel present, Lee Sudduth, Jack Burnside, Jill Franks, and Robert Murphy.

Notes by: Robert Renwick / Robert Renwick, P.E. (Keck & Wood, Inc.)