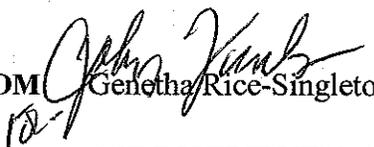


**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE P. I. No. 0008374, DeKalb County **OFFICE** Preconstruction
CSSTP-0008-00(374)
Lavista Road/SR 236 at Oak Grove Rd/Oak Grove Drive
Intersection Improvements **DATE** March 10, 2009

FROM  Genetha Rice-Singleton, Assistant Director of Preconstruction
TO SEE DISTRIBUTION

SUBJECT APPROVED PROJECT CONCEPT REPORT

Attached for your files is the approval for subject project.

Attachment

DISTRIBUTION:

Ron Wishon
Glenn Bowman
Ken Thompson
Michael Henry
Keith Golden
Bryant Poole
Paul Liles
Mike Lobdell
Scott Lee
BOARD MEMBER

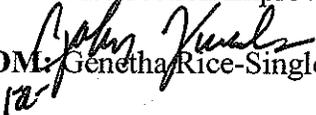
**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENTAL CORRESPONDENCE

FILE: P.I. No. 0008374, DeKalb County
CSSTP-0008-00(374)
Lavista Road/SR 236 at Oak Grove Road/Oak Grove Drive
Intersection Improvements

OFFICE: Preconstruction

DATE: March 2, 2009

FROM: 
Genetha Rice-Singleton, Assistant Director of Preconstruction

TO: Gerald M. Ross, P.E., Chief Engineer

SUBJECT: *PROJECT CONCEPT REPORT*

This project is the Lavista Road/SR 236 @ Oak Grove Road/Oak Grove Drive intersection improvements in, DeKalb County, Georgia. Lavista Road/SR 236 is a major east/west thoroughfare that connects surface streets and provides access to I-285. Lavista Road is an urban minor arterial, which runs from Tucker through North Decatur. The current configuration of the traffic flow at the proposed project site is a combination of two "T" intersections along Lavista Road within 100' of each other. The first intersection is Oak Grove Road, which intersects at a 50-degree skew angle. The second intersection, Oak Grove Drive, intersects at a 75 degree skew angle. Because these two intersections are so close in proximity to one another and they are on opposite sides of Lavista Road, they mimic the conventional four way intersection, using a single controller. Some of the problems with the existing intersection include inadequate signalization (split phase), improper alignment of opposing minor roads and unconventional traffic stripping for turn lanes onto minor streets. The accident information from 2004 to 2006 has a total of 35 accidents within the project limits. Eighteen of the accidents were right angle accidents, twelve were rear end collisions, and five were a side-swipe.

The proposed project include realigning the Oak Grove Road and Oak Grove Drive intersections at Lavista Road to a common intersection, adding auxiliary turn lanes, improving traffic and pedestrian control, and adding sidewalk along the approaches. The new intersection location will be approximately twenty feet east of the existing Oak Grove Road intersection. Traffic will be maintained during construction.

Environmental concerns include requiring a Categorical Exclusion be prepared; a Public hearing is not required; Time saving procedures is appropriate.

The estimated costs for this project are:

	<u>PROPOSED</u>	<u>APPROVED</u>	<u>FUNDING</u>	<u>PROG DATE</u>
Construction (includes E&C)	\$1,051,000	\$ 370,000	L240	LUMP
Right-of-way	Local	Local	Local	Local
Utilities	\$260,000			

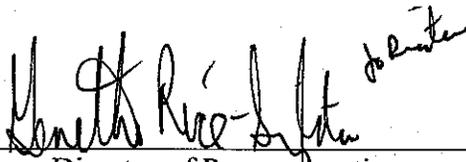
* PFA sent on 9-7-2007 requesting DeKalb County be responsible for right-of-way acquisition.

I recommend this project concept be approved.

GRS: JDQ

Attachment

CONCUR


Director of Preconstruction

APPROVED


Gerald M. Ross, P.E., Chief Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

District Seven

PROJECT CONCEPT REPORT

Project Number: CSSTP-0008-00(374)

County: DeKalb

P. I. Number: 0008374

Federal Route Number: N/A

State Route Number: 236

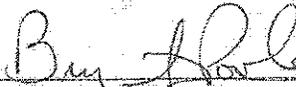
*Intersection Improvements at Lavista Road (SR 236)
and Oak Grove Road
See Location Sketch on Page 2*

Recommendation for approval:

DATE 1/14/09


Project Manager

DATE 1/13/09


District Engineer

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

DATE _____

State Transportation Planning Administrator

DATE _____

Office of Financial Management Administrator

DATE _____

State Environment/Location Engineer

DATE 1-16-09

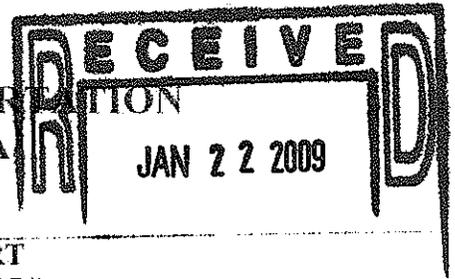


State Traffic Safety and Design Engineer

DATE _____

Project Review Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
District Seven



PROJECT CONCEPT REPORT
Project Number: CSSTP-0008-00(374)
County: DeKalb
P. I. Number: 0008374

Federal Route Number: N/A
State Route Number: 236

*Intersection Improvements at Lavista Road (SR 236)
and Oak Grove Road
See Location Sketch on Page 2*

Recommendation for approval:

DATE 1/14/09

Mark L. ...
Project Manager

DATE 1/13/09

Ben ...
District Engineer

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

DATE 1-21-09

Angela T. Alexander
State Transportation Planning Administrator

DATE _____

Office of Financial Management Administrator

DATE _____

State Environment/Location Engineer

DATE _____

State Traffic Safety and Design Engineer

DATE _____

Project Review Engineer

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE: P.I. No. 0008374

OFFICE: Environment/Location

**PROJECT No. CSSTP-0008-00(374) / DEKALB
County**

DATE: 2/9/09

Intersection Improvements at Lavista Rd. (SR 236) and Oak Grove Rd.

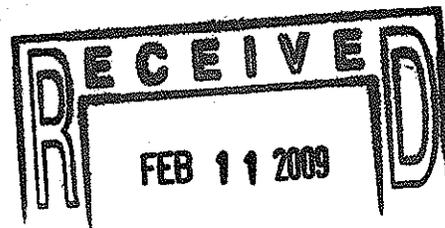
FROM: 
Glenn Bowman, P.E., State Environmental/Location Engineer
TO: Genetha Rice-Singleton, Assistant Director of Preconstruction
SUBJECT: PROJECT CONCEPT REPORT REVIEW

The Concept Report for the above project has been reviewed and it appears satisfactory for approval.

If you have any questions, please contact Glenn Bowman at (404) 699-4401.

GB:lc

cc: Ron Wishon
Angela Whitworth
Keith Golden
Angela Alexander
Bryant Poole
Paul Liles



DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
District Seven

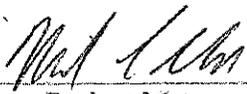
PROJECT CONCEPT REPORT
Project Number: CSSTP-0008-00(374)
County: DeKalb
P. I. Number: 0008374

Federal Route Number: N/A
State Route Number: 236

*Intersection Improvements at Lavista Road (SR 236)
and Oak Grove Road
See Location Sketch on Page 2*

Recommendation for approval:

DATE 1/12/09


Project Manager

DATE 1/13/09


District Engineer

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

DATE _____

State Transportation Planning Administrator

DATE _____

Office of Financial Management Administrator

DATE 2/6/09

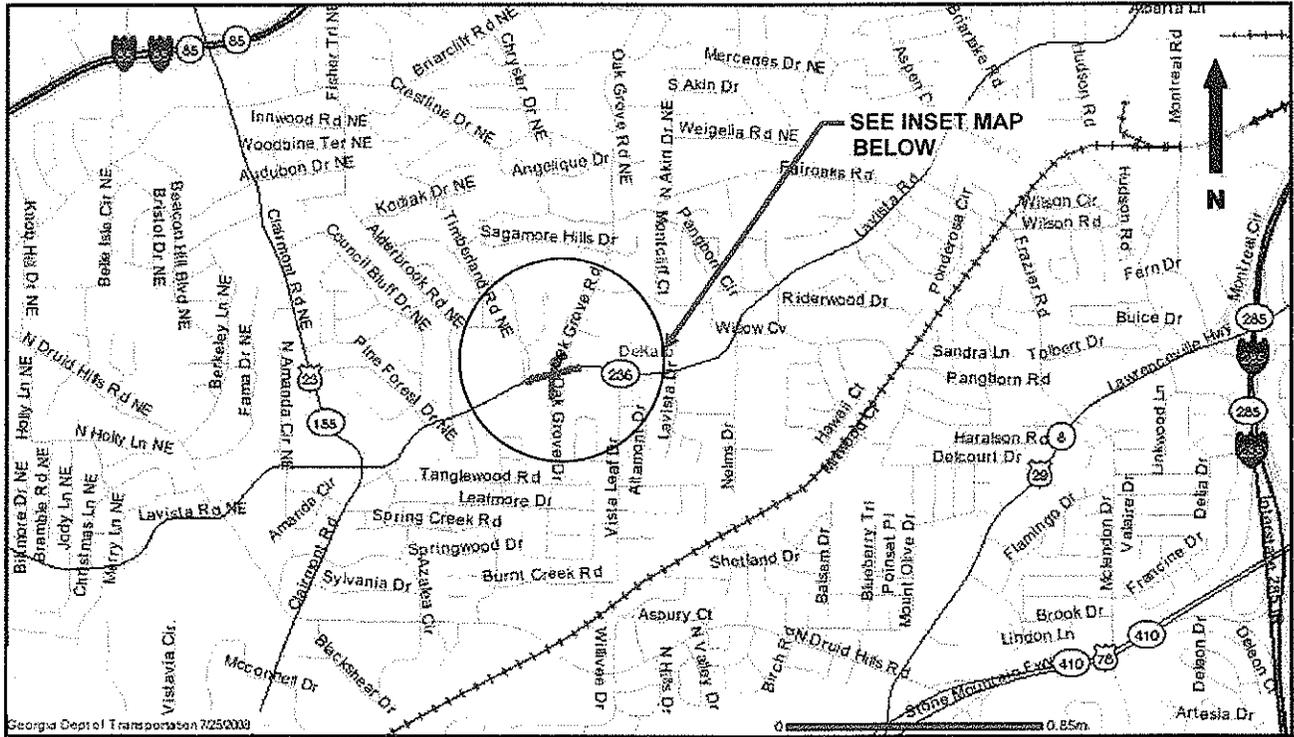

State Environment/Location Engineer

DATE _____

State Traffic Safety and Design Engineer

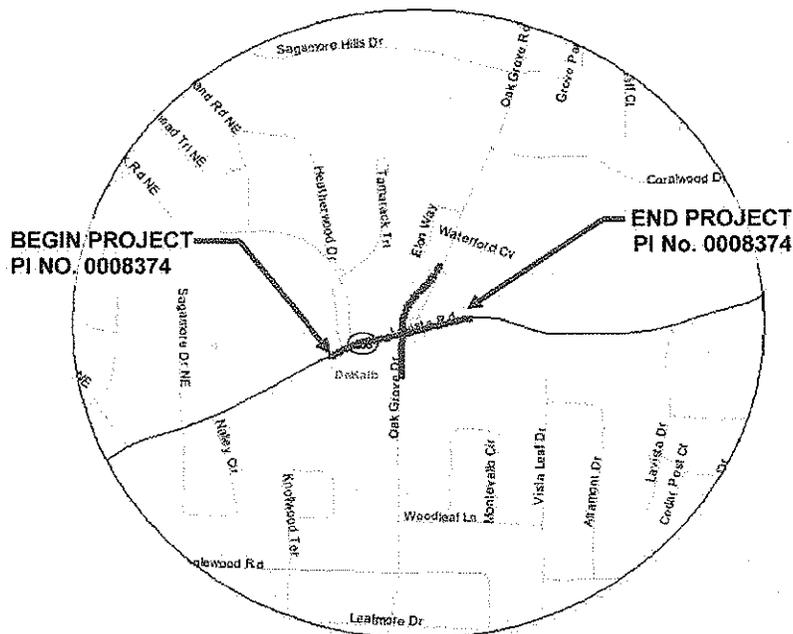
DATE _____

Project Review Engineer



Project Location Map

**Lavista Road (SR 236) at Oak Grove Road and Oak Grove Drive
 CSSTP-0008-00(374), PI No. 0008374**



Need and Purpose:

State Route 236 (Lavista Road) is a major east/west thoroughfare that connects surface streets and provides access to I-285. Lavista Road is an urban minor arterial, which runs from Tucker through North Decatur. The intersection of interest involves three roadways: Lavista Road, Oak Grove Road (County Road 5174), and Oak Grove Drive (County Road 1159). The current configuration of the traffic flow at the proposed project site is a combination of two "T" intersections along Lavista Road within approximately 100 feet of each other. The first intersection is Oak Grove Road, which intersects at a 50-degree skew angle. The second intersection, Oak Grove Drive, intersects at a 75-degree skew angle. Because these two intersections are so close in proximity to one another and they are on opposite sides of Lavista Road, they mimic the conventional four-way intersection, using a single controller. There are several problems with the existing intersection configurations:

- Unconventional traffic striping for turn lanes onto the minor roads
- Inadequate signalization/split phase
- Improper alignment of the opposing minor roads
- 50-degree skew angle at the intersection of Oak Grove Road with Lavista Road which creates an inadequate turning radius and sight distances

This intersection has been identified as an operational improvement project mainly because the minor roads that intersect with the major road are currently misaligned.

Level of Service and Delay Summary (Existing Conditions)

Time of Day	2010 LOS/Delay	2030 LOS/Delay
AM Peak Hour	F/ 115 Sec	F/ 290 Sec
PM Peak Hour	D/ 43 Sec	E/69 Sec

Level of Service and Delay Summary (Proposed Improvements)

Time of Day	2010 LOS/Delay	2030 LOS/Delay
AM Peak Hour	D/ 46 Sec	F/ 87 Sec
PM Peak Hour	D/ 40 Sec	D/ 50 Sec

The latest year accident data is available is 2006. There were three injury accident and no fatalities in the three year history. Below is a summary of the prior three year accident history for the intersection area:

ACCIDENT HISTORY

Year*	Total # of Collisions	Type of Collision (# - Injuries)				Accident Rates
		Angle	Rear End	Sideswipe (Same Direction)	Sideswipe (Opposite Direction)	
2004	9	4 (1)	3	1	1	1.49
2005	16	9 (2)	6 (1)	1	0	2.24
2006	10	5 (4)	3	1	1	1.84

* 2007 and 2008 Data is Incomplete at time of Concept Report

The latest year statewide Accident Rates are provided is 2004. The statewide accident rate data does not define accident rates at intersections but the statewide accident rate for Minor Urban Arterial is 4.9 per million vehicle miles, in 2004. The accident rate for the existing intersection in 2004 is 1.49 per million vehicles entering.

There is a public demand for sidewalk, bicycle and other pedestrian friendly elements to the Lavista Road corridor. There are currently no bike lanes on Lavista Road and it is not an existing state bicycle route, but is on the DeKalb County Bike Master Plan as a bicycle route. The proposed project would provide a bicycle friendly footprint so that if additional corridor improvements are constructed along Lavista Road, it could accommodate future bicycle lanes.

This intersection will require new crosswalk striping, ADA-compliant wheelchair ramps, and new pedestrian signals.

Description of the proposed project:

State Route 236 (Lavista Road) is a major east/west thoroughfare that connects surface streets and provides access to I-285. Lavista Road is an urban minor arterial, which runs from Tucker through North Decatur. The proposed project is the improvement of Lavista Road at the intersections of Oak Grove Road (County Road 5174) and Oak Grove Drive (County Road 1159). The proposed improvements include realigning the two intersecting side roads (Oak Grove Road and Oak Grove Drive) to meet at a common intersection point along Lavista Road. The improvements also include adding appropriate auxiliary lanes at the new intersection approaches, improving existing safety conditions at the intersection, improving traffic and pedestrian control. The realignment of Oak Grove Road and Oak Grove Drive will eliminate the approximate 100 foot separation between the intersection points and provide a minimum intersection angle of 70 degrees for both approaches. Due to existing land use constraints, the majority of the side road realignment will be on the Oak Grove Road approach (see attached concept plan sketch).

The project is located entirely within DeKalb County, in Land District 18, Land Lot 149. The project is also 100 percent within Congressional District 4.

Is the project located in a Non-attainment area? X Yes No. The proposed intersection improvement concept plan meets the conforming plan's model. No additional through lanes are included in the proposed concept

PDP Classification: Major Minor X

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

Functional Classification: Lavista Road (S.R. 236) – Urban Minor Arterial
Oak Grove Road – Urban Collector Street
Oak Grove Drive – Urban Local Street

U.S. Route Number(s): n/a **State Route Number(s):** 236

Traffic (AADT):

Lavista Road –	Current Year:	<u> (2010) 18,400 ADT </u>	Design Year:	<u> (2030) 22,500 ADT </u>
Oak Grove Road –	Current Year:	<u> (2010) 5,090 ADT </u>	Design Year:	<u> (2030) 6,200 ADT </u>
Oak Grove Drive –	Current Year:	<u> (2010) 2,050 ADT </u>	Design Year:	<u> (2030) 2,500 ADT </u>

Existing design features:

- Typical Section: Lavista Road is a two lane arterial road with approximately 12 foot travel lanes and urban shoulders with curb and gutter. Oak Grove Road serves as an urban collector street and Oak Grove Drive serves as an urban local street and both consist of two 12 foot lanes with urban (curb and gutter) shoulders. All four roadway approaches to the intersection include approximately 12 foot left turn lanes. The approaching left turn lanes are all substandard in geometry and length. Outside of the intersection footprint, Lavista Road also includes an approximately 14 foot center two way left turn lane. The offset of the existing intersections, along Lavista Road, of Oak Grove Drive and Oak Grove Road is approximately 100 feet. The surrounding properties are generally commercial and residential and have large driveways with limited control of access to the adjoining roads. These driveways vary from 60 to 100 feet in width. Sidewalks are located intermittently along the existing roadways.
- Posted speed: $\frac{35}{\text{mph}}$ Minimum radius for curve: $\frac{790'}{\text{(Lavista Road)}}$
 Posted speed: $\frac{35}{\text{mph}}$ Minimum radius for curve: $\frac{371'}{\text{(Oak Grove Road)}}$
 Posted speed: $\frac{25}{\text{mph}}$ Minimum radius for curve: $\frac{154'}{\text{(Oak Grove Drive)}}$
- Maximum super-elevation rate for curve: $\frac{4.0\%}{\text{}}$
- Maximum grade:

Mainline:	$\frac{6\%}{\text{}}$
Cross Roads:	$\frac{9\%}{\text{}}$
Driveways:	$\frac{15\%}{\text{}}$
- Width of right-of-way:

Lavista Road:	$\frac{60'-75'}{\text{}}$
Oak Grove Road:	$\frac{60'}{\text{}}$
Oak Grove Drive:	$\frac{60'}{\text{}}$
- Major structures: None
- Major interchanges or intersections along the project: None
- Existing length of roadway segment and the beginning mile logs for each county segment.

Begin Mile Log (Lavista Road):	$\frac{3.47}{\text{}}$
End Mile Log (Lavista Road):	$\frac{3.67}{\text{}}$
Length of Roadway (Lavista Road):	$\frac{0.20}{\text{}}$

Proposed Design Features:

- Proposed typical section(s): Please see attachments for proposed typical sections of Lavista Road, Oak Grove Road and Oak Grove Drive. See below for a description of the respective sections:
 - Lavista Road:
 - 2 – 14' travel lanes (one in each direction), which are striped as an 11' travel lane with 3' of additional bicycle friendly pavement
 - 1 – 12' left turn lane (on approach from each direction)
 - 12' wide raised landscaped median in locations where left turn lanes are not required.
 - 1 – 12' right turn lanes (on approach from each direction)
 - 12' wide shoulders with 30" curb and gutter, 2' landscape strip and 5' concrete sidewalk. Shoulders include landscaping and pedestrian lighting behind the sidewalk.
 - Oak Grove Road:
 - 2 – 12' travel lanes (one in each direction)
 - 1 – 12' left turn lane
 - 1 – 12' right turn lane
 - 12' wide shoulders with 30" curb and gutter, 2' landscape strip and 5' concrete sidewalk.

Oak Grove Drive:

- 2 – 12’ travel lanes (one in each direction)
- 1 – 12’ left turn lane
- 1 – 12’ right turn lane
- 12’ wide shoulders with 30” curb and gutter, 2’ landscape strip and 5’ concrete sidewalk.

• Proposed Design Speed:

Lavista Road: 35 mph

Oak Grove Road: 35 mph

Oak Grove Drive: 25 mph

- Proposed Maximum grade Mainline: 4 % Maximum grade allowable: 6 %
- Proposed Maximum grade Side Street: 4 % Maximum grade allowable: 9 %
- Proposed Maximum grade driveway: 15 %
- Proposed Maximum radii of curve: 371’ (35mph) Maximum radii allowable: 371’ (35 mph)
- Proposed Minimum radii of curve: 154’ (25mph) Minimum radii allowable: 154’ (25 mph)

• Right-of-Way (Early Acquisition)

- Width Varies 60 to 80 feet
- Easements: Temporary (X), Permanent (X), Utility (), Other ()
- Type of access control: Full (), Partial (), By Permit (X), Other ()
- Number of parcels: 12 Number of displacements: 1
 - Business: 1 *
 - Residences: 0
 - Mobile homes: 0
 - Other: 0

* Parcel is being acquired through the Early Acquisition process.

• Structures:

- Bridges: not applicable
- Retaining walls: Retaining walls may be utilized to minimize right of way impacts to adjacent properties.

• Major intersections and interchanges: None

• Traffic control during construction: Traffic will be maintained throughout construction.

• Design Exceptions to controlling criteria anticipated:

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

A Design Exception is anticipated at the approach of Oak Grove Road to Lavista Road. The realignment of the road will require two horizontal curves (“S” curves) and the curve closest to the intersection will need to be designed to 25 mph (154’ radius) to reduce construction costs, minimize relocations and impacts to adjacent properties. Mitigation will be proposed to defer the

impacts of the design exception and shall include lighting, signing as well as other improvements. Also the design and posted speed of Oak Grove Drive, on the other side of Lavista Road, is 25 mph. The design exceptions will be limited to approaching County Roads and the county may elect to reduce the posted speed on Oak Grove Road, in the vicinity of the intersection.

- Design Variance: In addition to the Design Exceptions listed above, a Design Variance may be requested for providing a 12 foot center two way left turn. The current criteria requires a 14 foot wide two way left turn lane. Also existing utility poles will be relocated where possible, but a design variance may be required for horizontal clearance of existing utility poles within the shoulder.
- Environmental Concerns: Other than possible UST's located at an adjacent existing gas station, there is no other anticipated environmental concerns associated with the proposed improvements. This includes impacts to any potential historical, archeological, cultural or ecological resources. Since no additional through lanes are included in the proposed improvements, there are no additional air or noise impacts anticipated with the proposed improvements. Early Acquisition is underway for an affected parcel on the northwest corner of the intersection. This parcel is currently serving as a service station and the current owner has been pursuing redevelopment of the parcel. Since the parcel will result as a displacement and a separate Early Acquisition Categorical Exclusion for the individual parcel is being conducted.
- Level of environmental analysis:
 - Are Time Savings Procedures appropriate? Yes (X), No (),
 - Categorical Exclusion (CE) (X),
 - Environmental Assessment/Finding of No Significant Impact (FONSI) (), or
 - Environmental Impact Statement (EIS) ().
- Utility involvements: Several utility companies are noted within the area. A Subsurface Utility Engineering (SUE) survey will be conducted as part of the design development and will indicate the existing utilities and required relocations in the project vicinity. Existing utilities include both above ground and underground facilities. There will be no railroad involvement/impact associated with this project. Utility Companies anticipated within the project area include the following:
 - Georgia Power
 - Georgia Power Transmission
 - Atlanta Gas and Light Company
 - AGL Networks
 - DeKalb County Water and Sewer
 - Comcast Communications
 - AT&T Communications
 - MCI Worldcom
 - DeKalb County Traffic Engineering

VE Study Required Yes() No(X)

Project responsibilities:

- Design – Dekalb County (Pond and Company)
- Right-of-Way Acquisition – Dekalb County
- Relocation of Utilities – Dekalb County
- Letting to contract – Georgia Department of Transportation
- Supervision of construction – Georgia Department of Transportation
- Providing material pits – Contractor
- Providing detours – Contractor

Coordination

- Concept meeting was held on August 25th, 2008. The meeting discussed the proposed concept layout and cost estimate as well as a draft of the concept report. No major objections were presented at the meeting. See attached meeting minutes for more information.
- Public involvement. A Public Information Open House (PIOH) was held on this project on November 8, 2007. A concept drawing of the proposed improvements was presented at the meeting and comments were received and recorded. Of the comments received in response to the PIOH, 76 were in support of the project, 58 were opposed, 4 were uncommitted, and 20 expressed conditional support for the project.
- Local government comments. DeKalb County is in support of this project and is providing the design and Right of Way acquisition, to assist the Georgia Department of Transportation in their efforts to expedite the project.
- There are no other Georgia Department of Transportation projects located in the project area. DeKalb County is currently in the process of providing a similar upgrade to the intersection of Lavista Road and Fair Oaks/Frazier Road approximately 1 mile west of the proposed project intersection. The proposed typical section on Lavista Road will be similar for both projects.
- There is no railroad in the vicinity of this project.

Scheduling – Responsible Parties' Estimate

- Time to complete the environmental process: 6-8 Months.
- Time to complete preliminary construction plans: 6 Months.
- Time to complete right-of-way plans: 3 Months.
- Time to complete the Section 404 Permit: N/A Months.
- Time to complete final construction plans: 3 Months.
- Time to complete to purchase right-of-way: 9 Months.

Other alternates considered: No Build

Comments: None

Attachments:

1. Cost Estimates:
 - a. Construction including E&C,
 - b. Right-of-Way, and
 - c. Utilities.
2. B/C Ratios,
3. Concept Plan,
4. Typical sections,
5. Minutes of Concept Team Meeting (8/25/08)
6. Location and Design Notice

Estimate Report for file "0008374"

Section Roadway Items					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
150-1000	1	LS	80000.00	TRAFFIC CONTROL -	80000.00
210-0100	1	LS	100000.00	GRADING COMPLETE -	100000.00
310-1101	850	TN	18.73	GR AGGR BASE CRS, INCL MATL	15920.50
402-1802	40	TN	84.20	RECYCLED ASPH CONC PATCHING, INCL BITUM MATL & H LIME	3368.00
402-1812	100	TN	80.00	RECYCLED ASPH CONC LEVELING, INCL BITUM MATL & H LIME	8000.00
402-3121	520	TN	90.00	RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	46800.00
402-3130	830	TN	100.00	RECYCLED ASPH CONC 12.5 MM SUPERPAVE, GP 2 ONLY, INCL BITUM MATL & H LIME	83000.00
402-3190	260	TN	100.00	RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	26000.00
413-1000	1170	GL	2.20	BITUM TACK COAT	2574.00
432-5010	1200	SY	1.41	MILL ASPH CONC PVMT, VARIABLE DEPTH	1692.00
441-0104	1200	SY	56.58	CONC SIDEWALK, 4 IN	67896.00
441-0748	26	SY	75.80	CONCRETE MEDIAN, 6 IN	1970.80
441-4020	300	SY	38.76	CONC VALLEY GUTTER, 6 IN	11628.00
441-6222	2720	LF	26.80	CONC CURB & GUTTER, 8 IN X 30 IN, TP 2	72896.00
446-1100	600	LF	6.50	PVMT REINF FABRIC STRIPS, TP 2, 18 INCH WIDTH	3900.00
500-9999	13	CY	210.00	CLASS B CONC, BASE OR PVMT WIDENING	2730.00
550-1180	500	LF	46.60	STORM DRAIN PIPE, 18 IN, H 1-10	23300.00
550-1240	200	LF	58.50	STORM DRAIN PIPE, 24 IN, H 1-10	11700.00
550-4218	1	EA	685.50	FLARED END SECTION 18 IN, STORM DRAIN	685.50
603-2181	5	SY	56.68	STN DUMPED RIP RAP, TP 3, 18 IN	283.40
603-7000	5	SY	5.36	PLASTIC FILTER FABRIC	26.80
611-3000	3	EA	1820.50	RECONSTR CATCH BASIN, GROUP 1	5461.50
634-1200	30	EA	117.92	RIGHT OF WAY MARKERS	3537.60
668-1100	7	EA	2558.98	CATCH BASIN, GP 1	17912.86
668-4300	2	EA	2243.70	STORM SEWER MANHOLE, TP 1	4487.40
Section Sub Total:					\$595,770.36

Section Erosion Control - Permanent					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
700-6910	1	AC	987.95	PERMANENT GRASSING	987.95
700-7000	4	TN	61.37	AGRICULTURAL LIME	245.48
700-7010	4	GL	20.24	LIQUID LIME	80.96
700-8000	1	TN	350.95	FERTILIZER MIXED GRADE	350.95
700-8100	60	LB	2.25	FERTILIZER NITROGEN CONTENT	135.00
Section Sub Total:					\$1,800.34

Section Erosion Control - Temporary					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
163-0232	1	AC	566.25	TEMPORARY GRASSING	566.25
163-0240	30	TN	301.08	MULCH	9032.40
163-0300	1	EA	2821.82	CONSTRUCTION EXIT	2821.82
163-0503	1	EA	572.24	CONSTRUCT AND REMOVE SILT CONTROL GATE, TP 3	572.24
163-0550	12	EA	301.53	CONSTRUCT AND REMOVE INLET SEDIMENT TRAP	3618.36
165-0020	1000	LF	1.00	MAINTENANCE OF TEMPORARY SILT FENCE, TP B	1000.00
165-0087	1	EA	230.30	MAINTENANCE OF SILT CONTROL GATE, TP 3	230.30
165-0101	1	EA	666.44	MAINTENANCE OF CONSTRUCTION EXIT	666.44
165-0105	12	EA	112.96	MAINTENANCE OF INLET SEDIMENT TRAP	1355.52
167-1000	1	EA	1291.40	WATER QUALITY MONITORING AND SAMPLING	1291.40

Summary of Costs

Project P.I. No.0008374

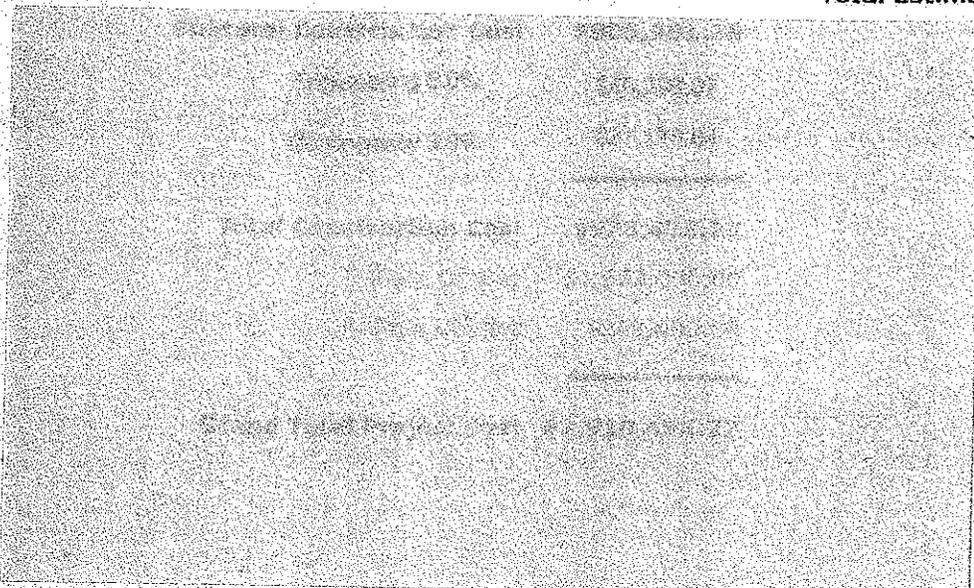
Subtotal Construction Cost	\$905,161.36
• Engineering & Inspection 5%	\$45,298.07
• Construction Contingency 3%	\$27,178.84
• Total Fuel Adjustment	\$18,122.03
• Total Liquid AC Adjustment	<u>\$53,573.03</u>
Total Construction Cost	\$1,050,133.33
• Right-of-Way	\$1,672,000.00
• Reimbursable Utilities	<u>\$260,000.00</u>
Total Project Cost	\$2,982,133.33

167-1500	6	MO	1069.02	WATER QUALITY INSPECTIONS	6414.12
171-0620	2000	LF	1.90	TEMPORARY SILT FENCE, TYPE B	3800.00
Section Sub Total:					\$31,368.85

Section Signing and Marking/Signal Items					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
611-5360	2	EA	406.07	RESET HIGHWAY SIGN	812.14
615-1200	200	LF	21.99	DIRECTIONAL BORE -	4398.00
636-1033	150	SF	22.25	HIGHWAY SIGNS, TP I MATL, REFL SHEETING, TP 9	3337.50
636-2070	250	LF	9.05	GALV STEEL POSTS, TP 7	2262.50
639-4999	4	EA	11900.00	STEEL STRAIN POLE, TP IV 55FT MAST ARM	47600.00
647-1000	1	LS	50000.00	TRAFFIC SIGNAL INSTALLATION NO -	50000.00
653-0120	20	EA	79.15	THERMOPLASTIC PVMT MARKING, ARROW, TP 2	1583.00
653-0210	2	EA	125.09	THERMOPLASTIC PVMT MARKING, WORD, TP 1	250.18
653-1501	6100	LF	0.80	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, WHITE	4880.00
653-1502	6200	LF	0.80	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, YELLOW	4960.00
653-1704	120	LF	6.85	THERMOPLASTIC SOLID TRAF STRIPE, 24 IN, WHITE	822.00
653-1804	610	LF	1.98	THERMOPLASTIC SOLID TRAF STRIPE, 8 IN, WHITE	1207.80
653-3501	1100	GLF	0.64	THERMOPLASTIC SKIP TRAF STRIPE, 5 IN, WHITE	704.00
653-3502	3100	GLF	0.45	THERMOPLASTIC SKIP TRAF STRIPE, 5 IN, YELLOW	1395.00
653-6004	30	SY	3.28	THERMOPLASTIC TRAF STRIPING, WHITE	98.40
653-6006	320	SY	3.55	THERMOPLASTIC TRAF STRIPING, YELLOW	1136.00
654-1001	100	EA	4.00	RAISED PVMT MARKERS TP 1	400.00
654-1003	65	EA	4.00	RAISED PVMT MARKERS TP 3	260.00
Section Sub Total:					\$126,106.52

Section Streetscapes					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
681-4120	33	EA	3616.13	LIGHTING STD, 12 FT MH, POST TOP	119332.29
682-6120	500	LF	11.44	CONDUIT, RIGID, 2 IN	5720.00
682-6222	1700	LF	6.36	CONDUIT, NONMETL, TP 2, 2 IN	10812.00
700-9300	2900	SY	5.19	SOD	15051.00
Section Sub Total:					\$150,915.29

Total Estimated Cost: \$905,961.36



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

ENTER FPL DIESEL	2.732
ENTER FPM DIESEL	6.147

ENTER FPL UNLEADED	1.729
ENTER FPM UNLEADED	3.89025

<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)	850.000	0.29	246.50	0.24	204.00	
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)	1610.000	2.90	4669.00	0.71	1143.10	
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 <u>Plan Quantity</u> (LB) Section 501				8.00		1.50	
Stru Steel <u>Plan Quantity</u> (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 <u>Plan Quantity</u> (LB) Section 511				8.00		1.50	
Stru Reinf <u>Plan Quantity</u> (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=		4915.50		SUM QF UNLEADED=		1347.10	
DIESEL PRICE ADJUSTMENT(\$)				\$15,443.52			
UNLEADED PRICE ADJUSTMENT(\$)				\$2,678.51			

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 API

ENTER ADM

125.00%	INCREASE ADJUSTMENT
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Use this side for Asphalt Emulsion Only		
L.I.N.	TYPE	ASPHALT EMULSION (GALLONS)
TMT = <input style="width: 100px;" type="text"/>		
REMARKS: <input style="width: 95%;" type="text"/>		

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

MONTHLY PRICE ADJUSTMENT(\$)	
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ADJUSTMENT SUMMARY

FUEL PRICE ADJUSTMENT (ENGLISH 125% MAX)

DIESEL PRICE ADJUSTMENT(\$) \$15,443.52

UNLEADED PRICE ADJUSTMENT(\$) \$2,678.51

ASPHALT CEMENT PRICE ADJUSTMENT (BITUMINOUS TACK COAT 125% MAX) \$3,147.83

400 / 402 ASPHALT CEMENT PRICE ADJUSTMENT 125% MAX \$50,425.20

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

REMARKS:	<input style="width: 85%;" type="text"/>
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TOTAL ADJUSTMENTS	\$71,695.05
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Preliminary Right of Way Cost Estimate

Date: November 24, 2008
 Project: La Vista Road (SR236) at Oak Grove Road/Oak Grove Drive
 Existing/Required R/W: Required 22,900 s.f.
 Project Terminal: Intersection involves 3 roadways: Lavista Road, Oak Grove Road and Oak Grove Drive, located entirely in DeKalb Co.
 Project Description: Intersection Improvements

P.I. Number: 008374

Parcels: 9 +/-

LAND:

Estimated Required ROW:

Commercial/Office	22,500 s.f. @ \$18.40	<u>\$414,000</u>
Industrial	0 s.f. @ NA	<u>\$0</u>
Residential	400 s.f. @ \$6.00	<u>\$2,400</u>
Agricultural	0 s.f. @ NA	<u>\$0</u>

Estimated Easements for construction and maintenance:

Commercial/Office	11,500 s.f. @ \$7.85	<u>\$90,275</u>
Industrial	0 s.f. @ NA	<u>\$0</u>
Residential	700 s.f. @ \$1.00	<u>\$840</u>
Agricultural	0 s.f. @ NA	<u>\$0</u>

TOTAL \$507,515

IMPROVEMENTS:

Commercial/Office	<u>\$46,500</u>
Residential	<u>\$0</u>

TOTAL \$46,500

RELOCATION: (Including Consequential Displacements)

Commercial (0 Displaced x \$25,000/parcel):	<u>\$0</u>
Residential (0 Displaced x \$40,000/parcel):	<u>\$0</u>

TOTAL \$0

Damages: Proximity

Consequential	<u>\$0</u>
Cost to Cure	<u>\$120,000</u>

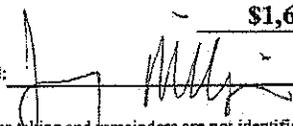
TOTAL \$120,000

SUB-TOTAL: \$674,015

Net Cost	<u>\$674,015</u>
Scheduling Contingency 55%	<u>\$370,708</u>
Admin/Court Cost 60%	<u>\$626,834</u>
TOTAL	<u>\$1,671,557</u>

TOTAL COST (ROUNDED) \$1,672,000

Prepared by: Debra Reddick **PBSJ**

Reviewed/Approved: 

Note: R/W Maps and individual parcel areas are extremely preliminary. Parcels, the utility and remainders are not identified. This may be a conceptual alignment or a corridor line only. Market data and impact analysis will be very limited.

Note: Accuracy of estimate is the sole responsibility of the Preparer.

Note: The Market Appreciation (40%) is not included in this Preliminary Cost Estimate.

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE CSSTP-0008-00(374) Rockdale Co. OFFICE District #7 Office
P.I. No. 0008374 DATE October 20, 2008

FROM Jonathan Walker
District Utilities Engineer

TO Mike Lobdell P.E. Preconstruction Engineer
ATTN Melvin Waldrop, DE2

SUBJECT PRELIMINARY UTILITY COST (ESTIMATE)

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

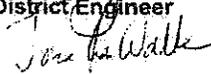
FACILITY OWNER	NON-REIMBURSABLE	REIMBURSABLE
Georgia Power Co.	Power Pole 14 x \$8,750.00 = \$122,500.00	
AT&T of Georgia	Slick Site	\$200,000.00
DeKalb County Water,	Fire Hydrant 1 x \$2,700.00 = \$2,700.00	
DeKalb County Water,	Water main \$63.00ft x 500 = \$31,500.00	
DeKalb County Sewer	Sewer main \$85.00ft x 500 = \$42,500.00	
Totals	\$199,200.00	\$200,000.00
30% Utilities Contingency:		\$60,000.00
Total Reimbursement Cost:		\$260,000.00

Total reimbursable cost for the above project is \$260,000.00.

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

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

Benefit Cost Analysis Work Sheet
CONGESTION Investment Strategy Projects

CSSTIP-0008-00(374)

PI 0008374

DeKalb County

*Intersection Improvements of La Vista Road at
Oak Grove Road and Oak Grove Drive*

Congestion Benefit = Tb + CMb + Ab

Time Benefit (Tb)

Db (hrs)	0.056
ADT	22,500.00
Tb (\$s)	\$42,367,500.00

Commercial Benefit (CMb)

Db (hrs)	0.056
% Truck Traffic	0.02
ADT	22,500.00
CMb	\$4,476,150.00

Total Congestion Benefit	\$46,843,650.00
Construction Cost	\$1,665,000.00
B/C Ratio	28.13



Pond & Company, Inc.

Architects
Engineers
Planners

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MEETING MINUTES

Project : Intersection Improvements at LaVista Road (SR 236) and Oak Grove Road

Pond Project No. : 1060216

Meeting : Concept Team Meeting

Meeting Location : GDOT District 7 Office, Chamblee

Meeting Date : August 25, 2008

Minutes prepared by : Kevin Skinner

Prepared on : September 4, 2008

Copies: File
Attendees

ATTENDEES:

Name	Company / Dept / Branch	Address	Email
Amber Phillips	GDOT OEL	3993 Aviation Circle, Atlanta 30336	aphillips@dot.ga.gov
Scott Lee	GDOT District 7 Preconstruction	5025 New Peachtree Road, Chamblee 30341	slee@dot.ga.gov
Mae Cranford	GDOT District 7	5025 New Peachtree Road, Chamblee 30341	mcranford@dot.ga.gov
Terri Rosemond	AT&T	2310 Parklake Drive, Rm 118 Atlanta 30345	tr8628@att.com
David Andrews	USS/GPC		dandrews@utilitysys.com
Alan Thomas	USS/GPC		athomas@utilitysys.com
Patrick Werno	GDOT	5025 New Peachtree Road, Chamblee 30341	pwerno@dot.ga.gov
Kevin Skinner	Pond & Company	3500 Parkway Lane, St. 600, Norcross 30092	skinnerk@pondco.com
Ron Osterloh	Pond & Company	3500 Parkway Lane, St. 600, Norcross 30092	osterloh@pondco.com
Nikki Reutlinger	PBS&J	5665 New Northside Dr, St 400 Atlanta 30328	ngreutlinger@pbsj.com
Taylor Wright	PBS&J	5665 New Northside Dr, St 400 Atlanta 30328	tpwright@pbsj.com
David Pelton	DeKalb County	1950 West Exchange Place, Tucker 30084	dwpelton@dekalb.ga.us
Wade Woodard	GDOT - Utilities	5025 New Peachtree Road, Chamblee 30341	wwoodard@dot.ga.gov

PURPOSE OF MEETING:

A concept team meeting for the Intersection Improvements at LaVista Road and Oak Grove Road was held at the GDOT District Seven office on August 25th, 2008. The meeting began at 10:00 am and was attended by the above listed. The following items were discussed:

Pond & Company is under contract with DeKalb County to provide engineering design. DeKalb is responsible for utility relocations, R/W, and engineering. Ron Osterloh gave an overview of the project and presented a concept layout. The intersection is on SR 236 (LaVista Road) approximately 3 miles inside I-285 in central DeKalb County. The project area is within a heavily traveled corridor and a neighborhood hub of shopping and dining. The existing intersection is a two-signal, disjointed intersection, with Oak Grove Road extending northward, Oak Grove Drive extending southward, and LaVista Road stretching east/west. The phasing is confusing and awkward, given the close proximity of the signals and excessive access



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points to LaVista Road near the intersection. Turn lane additions and lane shifts have added to the confusion as development has increased.

The project consists of realigning Oak Grove Road to connect with Oak Grove Drive at a single point. A single signal will replace the two signals and traffic will consist of 11' travel lanes, 3' bike-friendly pavement, 12' urban shoulders with lighting and landscaping, and a 5' sidewalk.

The concept report was begun by GDOT, but transferred to Pond & Company when DeKalb County took over the design. Specific cosmetic changes, typos, and label changes within the concept report have been provided to Pond & Company by the District and these changes have been addressed.

As part of the project, DeKalb County is proposing a raised, landscaped median as well as landscaping and lighting along the shoulders, and limited grassed islands to improve aesthetics and increase green space. The community group, Alliance for a Livable LaVista (ALL), is very involved in the area and is pressing for such additions. District Seven representatives noted that per the governor's directive, no landscaping will be paid for by state funds. DeKalb County has agreed that if provided, landscaping will be entirely the responsibility of the County.

Ron, Mike, and Dave have all received calls from residents and community groups regarding this corridor. Public interest was very high at the public meeting held 11/08/07. OEL disputed the "overwhelming support" statement and Pond has since reviewed the summary of public comments from District Seven. Per Bryan Poole's letter, 5/27/08, the PIOH held 11/08/07 received 158 responses, with only 58 responses opposed to the project. (76 supported the project, 20 expressed conditional support, 4 were uncommitted, and 58 were opposed).

A cost estimate was prepared for the project, totaling \$1.7M. GDOT has requested the inclusion of milling, sod and asphalt patching and the elimination of escalation to the construction cost estimate.

Mike expressed the need for a left turn lane to access Regency Walk Drive and the condominiums opposite LaVista Road. Pond will convert the dedicated left turn lane to a two-way left turn lane. In addition, this would avoid left turn movements from the condos having to cross a yellow gore area.

GDOT also had concerns about the unbroken median cutting off access to the pet hospital and liquor store (the second and third parcels east of the intersection, on the north side of LaVista. The raised median will be pulled back to maintain left turns to and from these businesses. This adjustment to the raised median will also allow left turn movements into and out of the townhouses on the south side of LaVista. It was noted that a second access point to the dry cleaner on the NE quadrant corner was missing along LaVista. This will be replaced.

Ron mentioned that an environmental screening has been completed and there are a few potentially historical properties on the corridor. The environmental document is underway and will determine exactly which parcels may be deemed historical. Wherever possible, the design will attempt to avoid impacts to historical parcels in order to avoid delays. GTHill Planners is providing environmental services. A Categorical Exclusion is the anticipated level of documentation.

GDOT will need to see accident data, including injuries/fatalities on the project corridor.



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GDOT has requested that the specific design exceptions be determined and submitted as soon as possible. Unless the center turn lane is widened to 14' a design exception will be needed, even to maintain the 12' lane. Also, a Design exception will likely be needed for the radius Oak Grove Road closet to LaVista Road. A Design Variance may be required for the horizontal clearance of utility poles located within the existing shoulder.

GDOT will need to request a pavement evaluation from the lab.

A Benefit/Cost analysis and a traffic study will need to be completed before the concept report is approved. A traffic study of the area was completed by Carter Burgess in October 2007 and will be referred to by the concept report.

Mike stated that the concept report needs an approved R/W and utility relocation cost estimate. GDOT will do a utility relocation cost estimate and DeKalb County will provide a R/W cost estimate for GDOT to approve.

The meeting was concluded at approximately 11:00 am.

END OF MEETING MINUTES

NOTICE OF LOCATION AND DESIGN APPROVAL

Project Number CSSTP-0008-00(374), Dekalb County
P. I. No. 0008374

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

The date of location approval is MARCH 10, 2009.

The project consists of the safety and operational improvements of the intersections of State Route 236 (Lavista Road) at Oak Grove Road and Oak Grove Drive. The project is located entirely within DeKalb County, in Land District 18, Land Lot 149. The project is also 100 percent within Congressional District 4.

The proposed improvements include upgrades to the intersections of Lavista Road at Oak Grove Road and Oak Grove Drive. The upgrades include realigning the Oak Grove Road and Oak Grove Drive intersections at Lavista Road to a common intersection, adding auxiliary turn lanes, improving traffic and pedestrian control, and adding sidewalk along the approaches. The new intersection location will be approximately twenty feet east of the existing intersection of Lavista Road and Oak Grove Drive.

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

Thomas Parker, Area 1 Engineer
Georgia Department of Transportation
District Seven Area One Office
805 George Luther Drive
Decatur, Georgia 30032
Telephone: (404) 299-4386/4389
Facsimile: (404) 299-4387
tparker@dot.ga.gov

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

Mike Lobdell, P.E., District 7 Preconstruction Engineer
Georgia Department of Transportation
District Seven Office
5025 New Peachtree Road
Chamblee, Georgia 30341
Telephone: 770-986-1258
Facsimile: 770-986-1406
mlobdell@dot.ga.gov

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