ORIGINAL TO GENERAL FILES

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE P. I. No. 0008911, DEKALB CO.
P. I. No. 0002903, DeKalb County
STP00-0002-00(903); CSSTP-0008-00(911)
Clairmont Road Sidewalks in two Phases

OFFICE Preconstruction

DATE February 22, 2008

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:

Brian Summers
Glenn Bowman
Ken Thompson
Michael Henry
Keith Golden
Angela Alexander
Paul Liles
Bryant Poole
Mike Lobdell
BOARD MEMBER

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENTAL CORRESPONDENCE

FILE: P.I. No. 0002903, DeKalb County
STP00-0002-00(903)
Clairmont Road Sidewalks in two Phases

OFFICE: Preconstruction

DATE: February 3, 2008

FROM: Genetha Rice-Singleton, Assistant Director of Preconstruction

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

SUBJECT: ***PROJECT CONCEPT REPORT***

This project consists of the construction of sidewalks along Clairmont Road from North Druid Hills Road to Buford Highway in two phases. Phase I, Project STP-0002-00(903), P.I. No. 0002903, extends from I-85 to Buford Highway for a total of 1.38 miles. Phase II will begin at North Druid Hills Road and end at I-85 for a total of 1.97 miles. The proposed improvements are part of a larger network of existing, programmed, and planned sidewalks that aim to improve pedestrian safety and mobility and provide alternative modes of transportation in the region. The proposed sidewalks would connect areas of existing sidewalks along Clairmont Road to the north and south of the proposed project corridor.

Sidewalks will be added in areas currently without them and any existing sidewalks in poor condition or have substandard widths would be replaced. The addition of sidewalks along US 23/Clairmont Road within the project area would provide residents and commuters with safe, more direct, and more convenient access to/from existing MARTA bus stops, shopping centers and residences along US 23/Clairmont Road. The proposed typical section will be (from the edge of existing pavement); 0.5' concrete header curb or granite curb, 2' stamped concrete strip, 5' concrete sidewalk, and 1' grass strip before beginning cut/fill slopes. Retaining walls are anticipated in areas where the existing ground adjacent to the sidewalk rises or falls rapidly. Clairmont Road is currently signed at 40 MPH with reduced advisory speed limits near schools and churches.

Environmental concerns include requiring a Categorical Exclusion be prepared; a Public Information Open House will be held; Time saving procedures is appropriate.

The estimated costs for this project are:

Phase I- Project Number STP-0002-00(903), P.I. No. 0002903

	PROPOSED	APPROVED	FUNDING	PROG DATE
Construction (includes E&C)	$1,540,000	$1,663,000	L240	2009
Right-of-way	$1,026,000	$1,026,000	L240	2008
Utilities				

Phase II- Project Number & PI to be assigned by OFM

	PROPOSED	APPROVED	FUNDING	PROG DATE
Construction (includes E&C)	$ 3,257,000	----	L240	~~2010~~ L/R
Right-of-way	$6,703,000	----	L240	~~2009~~ L/R
Utilities				

I recommend this project concept be approved and a new project and PI number be assigned to Phase II.

GRS: JDQ
Attachment

CONCUR_____
Todd J. Long, P.E., Director of Preconstruction

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

PRECONSTRUCTION STATUS REPORT

PROJ ID	COUNTY	DESCRIPTION	MGMT. ROW DATE	SCHED DATE	MGMT. LET DATE
0002903	Dekalb	SR 155/CLAIRMONT RD FROM NORTH DRUID HILLS RD TO BUFORD HWY	May-08	Jul-11	May-09

STP00-0002-00(903) **FIELD DIST:** 7
TIP #: DK-AR-BP055 **TWIN:** **US:** 23
MPO: Atlanta TMA **EST DATE:** 12/20/07
MODEL YR: 2010
PROJ MGR: Lobdell, Mike **PROJ LENGTH:** 3.35
PROG TYPE: Enhancement **TYPE WORK:** Sidewalks
CONCEPT: SIDEWALKS **LET RESP:** DOT Congressional Districts: 4

Phase	Approved	Proposed	Cost	Fund	Status
PE	2006	2006	603,345.55	L240	AUTHORIZED
ROW	2008	2008	7,729,000.00	L240	PRECST
CST	2009	2009	5,180,000.00	L240	PRECST

SCHED START	SCHED FINISH	ACTIVITY	ACTUAL START	ACT/EST FINISH	PCT	DISTRICT COMMENTS
3/14/08	3/27/08	Define Project Concept	11/14/06		18	(3/1/04) NO ACTIVITY. (8/15/05) PROPOSED TURN KEY|Project not listed on FY-06 or FY-07 Approved CAPs(CAH)|. (8/3/07) INITIAL CONCEPT TEAM MEETING HELD. PROJECT OT BE SPLIT INTO 2 PHASES. (9/10/07) NEED TO HAVE PFPR BEFORE ENV. IS CLEARED.
2/1/08	2/1/08	Concept Meeting			0	
2/18/08	3/21/08	Concept Submittal and Review			0	
3/24/08	4/4/08	Receive Preconstruction Concept Approval			0	
4/4/08	**4/4/08**	**Management Concept Approval Complete**			**0**	
4/7/08	7/4/08	Revise or Re-validate Approved Concept			0	
4/21/08	4/21/08	Public Information Open House Held			0	
4/7/08	7/4/08	Environmental Approval			0	
5/26/08	6/13/08	Mapping			0	
2/1/08	3/6/08	Field Surveys/SDE	10/26/06		47	
3/7/08	**7/13/09**	**Preliminary Plans**			**0**	
4/7/08	5/12/08	Underground Storage Tanks			0	TIP
8/12/08	11/24/08	404 Permit Obtainment			0	
8/4/09	8/5/09	PFPR Inspection			0	
9/10/09	12/2/09	R/W Plans Preparation			0	
1/28/10	**2/2/10**	**R/W Plans Final Approval**			**0**	
9/10/09	9/14/09	L & D Report Development and Approval			0	
2/3/10	3/23/11	R/W Acquisition			0	
6/28/10	7/9/10	Stake R/W			0	
9/10/09	9/21/09	Soil Survey			0	
9/15/09	**5/18/10**	**Final Design**			**0**	
6/9/10	6/10/10	FFPR Inspection			0	
6/24/10	7/7/10	FFPR Response			0	

BIKE PROVISIONS INCLUDED?: N **MEASUREMENT** E **CONSULTANT:** T **UT EST:**

PDD: July01 Board add: assigned Dist 7
Bridge: NO BRIDGE REQUIRED
Design: GLF/JG
EIS: CE/Not Aprvd/RT | LF | JC | TREADWAY
LGPA: DOT SPONSOR/CW
Programming: #1 8-06
Traffic Op: SEND PLANS FOR REVIEW 9-29-05
Utility: WW:Need plans 06/2007
EMG: SIDEWALKS ENHANCEMENT

R/W INFORMATION:
PREL PARCEL CT: 49 **TOTAL PARCEL CT:** **ACQUIRED BY:** DOT **ACQ MGR:**
UNDER-REVIEW CT: **RELEASED** **OPT-PEND CT:** **DEEDS CT:** **COND-PEND CT:** **COND-FILED CT:**
RW CERT DT: **ACQUIRED CT:** **RELOCATION CT:**

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENTAL CORRESPONDENCE

RECEIVED
JAN - 4 2008
PRECONSTRUCTION

FILE: STP-0002-00(903) Dekalb
P.I. No. 0002903
SR 155/Clairmont Road/ I-85 to Buford Hwy

OFFICE: Engineering Services

DATE: January 3,2008

FROM: Brian K. Summers, P.E., State Project Review Engineer

TO: Genetha Rice-Singleton, Assistant Director of Preconstruction

SUBJECT: **Concept Report**

We have reviewed the Concept Report received December 20, 2007 from Ted Crabtree, and have the following comments. No approved right of way estimate is included in the Concept Report.

The costs for this project are:

	PHASE I	PHASE II
Construction	$1,399,778	C&I E&C 3,257,000 -
E & C	$139,977	
Reimbursable Utilities	0	
Right of Way	$1,026,000	6,703,000 -

BKS

cc: Bryant Poole, Attn: Ted Crabtree

Rev'd
12/20/07

RECEIVED
JAN - 2008
PRECONSTRUCTION

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
DISTRICT 7

PROJECT CONCEPT REPORT

PROJECT NUMBER: STP00-0002-00(903)
County: DeKalb
Project P.I. Number: 0002903

Federal Route Number: 23
State Route Number: 155

SR 155/Clairmont Road from I-85 to Buford Highway

[see page 2 for site location map]

Recommendation for Approval:

Date: 12/18/07 _____ Project Manager

This 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 Plan (STIP).

Date: _____ State Transportation Planning Administrator

Date: 1-11-08 James T. Simpson Financial Management Administrator

Date: _____ State Environmental/Location Engineer

Date: _____ State Traffic Safety and Design Engineer

Date: 12/20/07 _____ District Engineer

Date: _____ State Project Review Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
DISTRICT 7

PROJECT CONCEPT REPORT

PROJECT NUMBER: STP00-0002-00(903)
County: DeKalb
Project P.I. Number: 0002903

Federal Route Number: 23
State Route Number: 155

SR 155/Clairmont Road from I-85 to Buford Highway

[see page 2 for site location map]

Recommendation for Approval:

Date: 12/18/07 _____ Project Manager

This 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 Plan (STIP).

Date: _____ State Transportation Planning Administrator

Date: _____ State Transportation Financial Management Administrator

Date: _____ State Environmental/Location Engineer

Date: _____ State Traffic Safety and Design Engineer

Date: 12/20/07 _____ District Engineer

Date: 1/3/08 _____ State Project Review Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
DISTRICT 7

PROJECT CONCEPT REPORT

PROJECT NUMBER: STP00-0002-00(903)
County: DeKalb
Project P.I. Number: 0002903

Federal Route Number: 23
State Route Number: 155

SR 155/Clairmont Road from I-85 to Buford Highway

[see page 2 for site location map]

Recommendation for Approval:

Date: 12/18/07 — Project Manager

This 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 Plan (STIP).

Date: _____ State Transportation Planning Administrator

Date: _____ State Transportation Financial Management Administrator

Date: _____ State Environmental/Location Engineer

Date: 12-21-07 State Traffic Safety and Design Engineer

Date: 12/20/07 District Engineer

Date: _____ State Project Review Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE: **P.I. No. 0002903** **OFFICE:** Environment/Location

DATE: January 10, 2008

FROM: Glenn Bowman, P.E., State Environmental/Location Engineer

TO: Genetha-Rice Singleton, State Transportation Planning Administrator

SUBJECT: **PROJECT CONCEPT REPORT**
STP00-0002-00(903) / DeKalb County
SR 155 / Clairmont Rd. from I-85 to Buford Highway

The above subject Concept Report has been reviewed and appears satisfactory for approval.

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

GB/lc

cc: Brian Summers
Jamie Simpson
Angela Alexander
Keith Golden
Bryant Poole

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
DISTRICT 7

PROJECT CONCEPT REPORT

PROJECT NUMBER: STP00-0002-00(903)
County: DeKalb
Project P.I. Number: 0002903

Federal Route Number: 23
State Route Number: 155

SR 155/Clairmont Road from I-85 to Buford Highway

[see page 2 for site location map]

Recommendation for Approval:

Date: 12/18/07 — Mike Lotter
Project Manager

This 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 Plan (STIP).

Date: _____ — State Transportation Planning Administrator

Date: _____ — State Transportation Financial Management Administrator

Date: 1/9/08 — Glen Brown
State Environmental/Location Engineer

Date: _____ — State Traffic Safety and Design Engineer

Date: 12/20/07 — Bill Hall
District Engineer

Date: _____ — State Project Review Engineer

SCORING RESULTS AS PER MOG 2440-2

Project Number:	County:	PI No.:
STP-0002-00(903)	DeKalb	0002903

Report Date:	Concept By:
December 20,2007	DOT Office: District 7
☒ Concept Stage	

Project Type: Choose One From Each Column			
	☐ Major	☒ Urban	☐ ATMS
	☒ Minor	☐ Rural	☐ Bridge Replacement
			☐ Building
			☐ Interchange Reconstruction
			☐ Intersection Improvement
			☐ Interstate
			☐ New Location
			☐ Widening & Reconstruction
			☒ Miscellaneous

FOCUS AREAS	SCORE	RESULTS
Presentation	100	
Judgment	100	
Environmental	100	
Right of Way	100	
Utility	100	
Constructability	100	
Schedule	100	

4/5

RECEIVED
DEC 26 2007
PRECONSTRUCTION

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
DISTRICT 7

PROJECT CONCEPT REPORT

PROJECT NUMBER: STP00-0002-00(903)
County: DeKalb
Project P.I. Number: 0002903

Federal Route Number: 23
State Route Number: 155

SR 155/Clairmont Road from I-85 to Buford Highway

[see page 2 for site location map]

Recommendation for Approval:

Date: 12/18/07 — Mike Lowder
Project Manager

This 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 Plan (STIP).

Date: 12/20/07 — Angela S. Alexander
State Transportation Planning Administrator

Date: _____ — _____
State Transportation Financial Management Administrator

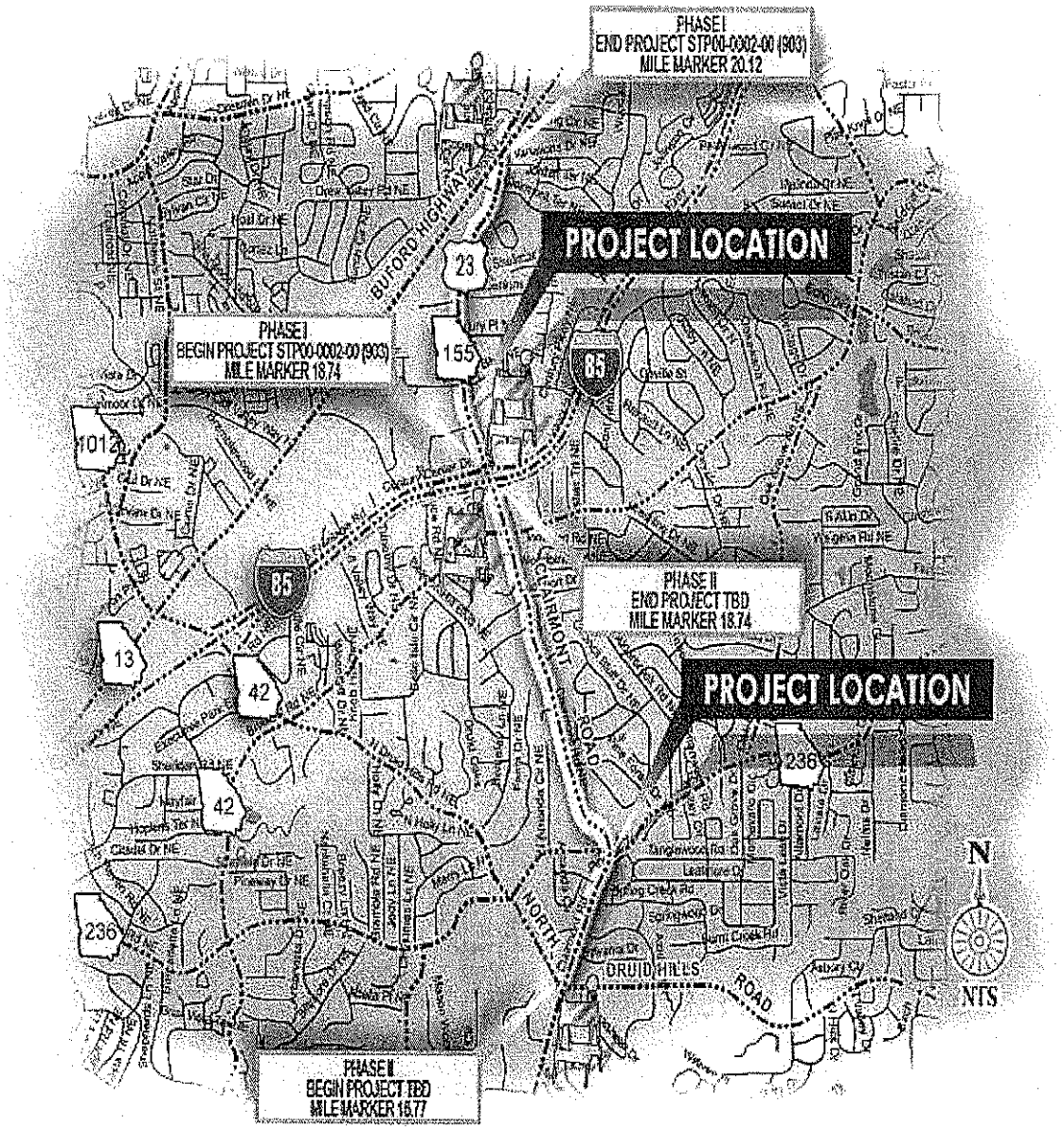
Date: _____ — _____
State Environmental/Location Engineer

Date: _____ — _____
State Traffic Safety and Design Engineer

Date: 12/20/07 — Buy Hobbs
District Engineer

Date: _____ — _____
State Project Review Engineer

SITE LOCATION MAP



Need and Purpose:

The purpose of this project is to increase pedestrian safety and mobility along US 23/ Clairmont Road from its intersection with North Druid Hills Road on the south to its intersection with Buford Highway/State Route (SR) 13 on the north. The proposed sidewalks are part of a larger network of existing, programmed, and planned sidewalks that aim to improve pedestrian safety and mobility, and provide alternative modes of transportation in the region. The proposed project would connect areas of existing sidewalks along US 23/Clairmont Road to the north and south of the proposed project corridor. In addition, the proposed project would connect at its northern terminus to another programmed project [STP00-0002-00(902), DeKalb County, P.I. No. 0002902] to improve pedestrian safety via sidewalk and lighting improvements along SR 13 from North Druid Hills Road to Chamblee-Tucker Road.

Presently, there are sidewalks along one or both sides of US 23/Clairmont Road for a small portion of the project area. Sidewalks would be added in areas currently without them, and any existing sidewalks that have substandard widths or are in poor condition would be replaced. The addition of sidewalks along US 23/Clairmont Road within the project area would provide residents and commuters with safer, more direct, and more convenient access to/from existing MARTA bus stops, shopping centers, and residences along US 23/Clairmont Road. The proposed sidewalks would also provide safer connections between existing commercial, residential, and institutional facilities along US 23/Clairmont Road. In addition, connecting areas of existing sidewalks to the north and south of the project area could facilitate increased pedestrian traffic in the area.

According to GDOT accident data, there were 15 reported accidents (8 between I-85 and Buford Highway) involving pedestrians between the years of 2001 and 2005. There were no fatalities.

This project does not disproportionately burden or benefit any particular community. The project is considered to be a benefit to all of the communities that use the facility because of the improved safety and pedestrian mobility.

The Georgia Department of Transportation (GDOT) wants to divide Project Number STP00-0002-00(903) in DeKalb County into two separate projects. The proposed project, Phase I, starts at I-85 and ends at Buford Highway. Phase II starts at North Druid Hills Road and ends at I-85.

Phase	ROW Funding	Fiscal Year	CST Funding	Fiscal Year
I	$1,026,000.00	2008	$1,539,755.69	2009
II	$6,703,000.00	2009	$3,256,244.31	2010

Description of the Proposed Project:

Existing Clairmont Road (US 23/SR 155) between I-85 and Buford Highway is an urban principal arterial. It carried a two-way Annual Average Daily Traffic (AADT) of 22,300 vehicles in the year 2005. Because this project is a roadside (sidewalk and curb) improvement project, no future traffic projections were made.

This four-lane section of Clairmont Road traverses an area where the land use is mixed residential and commercial. MARTA Bus Route 19 runs the entire length of the project and Route 139 runs between I-85 and Buford Highway, with bus stops or shelters at various locations.

There are sections where no sidewalks exist that show evidence of pedestrian traffic on both sides of the road. Because of safety concerns, GDOT has proposed project STP00-0002-00(903) to add concrete sidewalks on both sides of the road. Concrete header curb will be added where there is no curb. New granite curb will replace existing granite curb. Granite curb exists randomly throughout the entire length of the project. Generally, newer developments have replaced the granite curb with concrete curb and gutter. Improvements to drainage and traffic signals are also needed.

There are seven intersections that are signalized. They are located at the intersections of Clairmont Road with: I-85 Interchange (2), entrance to McDonalds (no City street), Clairmont Way/Century Boulevard, entrance to Extended Stay Hotel (no City street), Clairmont Terrace, and Buford Highway.

The project begins at the I-85 interchange on the south (Mile Marker 18.74) and ends at the north side of the intersection with Buford Highway (US 23/SR 13) on the north (Mile Marker 20.12). The total length of the project is approximately 1.38 miles. An interchange with I-85 exists within the project limits. Just north of the I-85 interchange is a bridge over the North Fork Peachtree Creek. No impacts to this bridge are anticipated. The horizontal and vertical alignments for the four-lane pavement will remain as they exist. No changes will be made to sections where sidewalk and curb and gutter exist, such as at the I-85 interchange. Concrete sidewalks will be added on both sides of the road where no sidewalk exists. New concrete header curb will be added where there is no existing curb. New granite curb will replace existing granite curb. The proposed typical section will be (from the edge of the existing pavement): a 0.5-foot concrete header curb or granite curb, a 2.0-foot stamped concrete strip, a 5.0-foot concrete sidewalk, and a 1.0-foot grass strip before beginning cut/fill slopes. Retaining walls are anticipated in areas where the existing ground adjacent to the road rises or falls rapidly. Where retaining walls are required, they will be located at the back of the sidewalk wherever possible. New retaining walls will be concrete. Clairmont Road is currently signed at 40 mph with reduced advisory speed limits near schools and churches.

It is not the intent of this improvement project to relocate utility facilities as the existing ROW is insufficient for relocations and the funding for additional ROW is limited.

Is the project located in a Non-Attainment area? Yes (X) No ( )
STP00-0002-00(903), the proposed sidewalk improvements along US 23/Clairmont Road, is consistent with the regional transportation model. This project is air-quality exempt because it does not increase capacity.

PDP Classification: Major Project ( ) Minor Project (X)

Project Designation: Full Oversight ( ) Exempt (X) State Funded ( ) Other ( )

Functional Classification: Urban Principal Arterial

U.S. Route Number: 23 **State Route Number:** 155

Existing Design Features:

- Typical Section: four 12-feet through travel lanes with granite curbs or with concrete curb and gutter and sidewalk. Some sections have left turn lanes at intersections, two-way center left turn lanes, and right turn acceleration/deceleration lanes.
- Posted Speed: 40 mph with reduced advisory speed limits near schools and churches
- Minimum Radius: 674 feet
- Maximum Grade (mainline): 6%
- Maximum Grade (driveway): 28%
- Right-Of-Way Width: Varies from 66 feet to 100 feet
- Major Structures: Bridge over North Fork Peachtree Creek, Structure ID 089-0045-0, 166 feet long, 80.20-foot deck width, 74.69 sufficiency rating
- Major interchanges or intersections along the project: Interchange with I-85 on the south and intersection with Buford Highway (US 23/SR 13) on the north
- Existing length of roadway segment: 1.38 miles from Mile Marker 18.74 to Mile Marker 20.12

Proposed Design Features:

- Typical Section: No change to the width or number of through travel lanes. Concrete sidewalk will be placed where no sidewalk exists. Existing granite curb will be replaced with new granite curb. Concrete header curb will be placed where no curb exists. Beyond the granite curb or concrete header curb will be a 2.0-foot stamped concrete strip, a 5.0-foot sidewalk, a 1.0-foot grass strip, and cut/fill slopes. Required retaining walls will be located at the back of the sidewalk wherever possible.
- Speed Design: 40 mph (no change)
- Minimum Radius: 674 (no change)
- Maximum Grade (mainline): 6% (no change)
- Maximum Grade (driveway): 28% (no change)
- Right-of-Way
    - Width: varies from 66 feet to 100 feet (no change) unless retaining walls are needed
    - Easements: Temporary ( ) Permanent (X) Utility ( ) Other ( )
    - Type of access Control: Full ( ) Partial ( ) By Permit (X) Other ( )
    - Number of Parcels: 49
    - Number of Displacements:
        Business: 0
        Residences: 0
        Mobile Homes: 0
        Other: 0
- Structures: No new bridges required and no impacts to bridge over North Fork Peachtree Creek
- Major interchanges or intersections: Interchange with I-85 on the south and intersection with Buford Highway (US 23/SR 13) on the north
- Traffic control during construction: Traffic will be maintained on the existing roadway during the construction of the new granite curb, new concrete header curb, and new concrete sidewalk. All driveway access will be maintained during construction.

- Design Exceptions to controlling criteria anticipated:

	Undetermined	Yes	No
Horizontal Alignment			X
Roadway Width			X
Shoulder Width		X	
Vertical Grades			X
Cross Slopes			X
Stopping Site Distance			X
Superelevation Rates		X	
Horizontal Clearance			X
Speed Design			X
Vertical Clearance			X
Bridge Width			X
Bridge Structural Capacity			X

Existing Superelevation is substandard. Improvements to the road are not part of the Need and Purpose for this project.

- Design Variances: Horizontal clearance for utility poles
- Environmental Concerns: Stream Crossing, Wetland Area, Historical Properties, Mature Trees, Granite Curb
- Level of Environmental Analysis:
  - Are Time Saving Procedures appropriate: Yes (X) No ( )
  - Categorical Exclusion: Yes (X) No ( )
  - Environmental Assessment/Finding of No Significant Impact: Yes ( ) No (X)
  - Environmental Impact Statement: Yes ( ) No (X)
- Utility Involvements:
  - AGL Networks
  - Atlanta Gas Light
  - BellSouth
  - Comcast Communications
  - Comcast Metro
  - DeKalb County Safety, Sewer, Traffic, and Water
  - Georgia Power
  - MCI and Teleport Communications Group

Project Responsibilities:

- Design – GDOT
- Right-of-Way Acquisition – GDOT
- Relocation of Utilities – GDOT
- Letting to Contract – GDOT
- Supervision of Construction – GDOT
- Providing Material Pits – Contractor
- Providing Detours – N/A

Coordination:

- Initial Concept Meeting date: August 3, 2007 (see attachment for meeting notes)
- Concept Report Meeting date: October 5,2007 (see attachment for meeting notes)
- P.A.R. meetings, dates and results: N/A

- FEMA, USCG and/or TVA: TBD

- Public Involvement: Public Involvement Open House (PIOH) date: TBD
- Local Government Comments: TBD
- Other Projects in the area:
  STP00-0002-00(902), DeKalb County, P.I. No. 002902, sidewalk and lighting improvements, Buford Highway from North Druid Hills Road to Chamblee-Tucker Road
  HPP00-0013-01(062), DeKalb, Fulton Counties, P.I. No. 731770, lighting and pedestrian refuge and crossing improvements, Buford Highway from Shallowford Terrace to I-285
  STP00-0002-00(669), DeKalb County, P.I. No. 0002669, traffic signal and pedestrian crosswalk improvements, various locations
- Other Coordination to date: None
- Value Engineering Study: None required

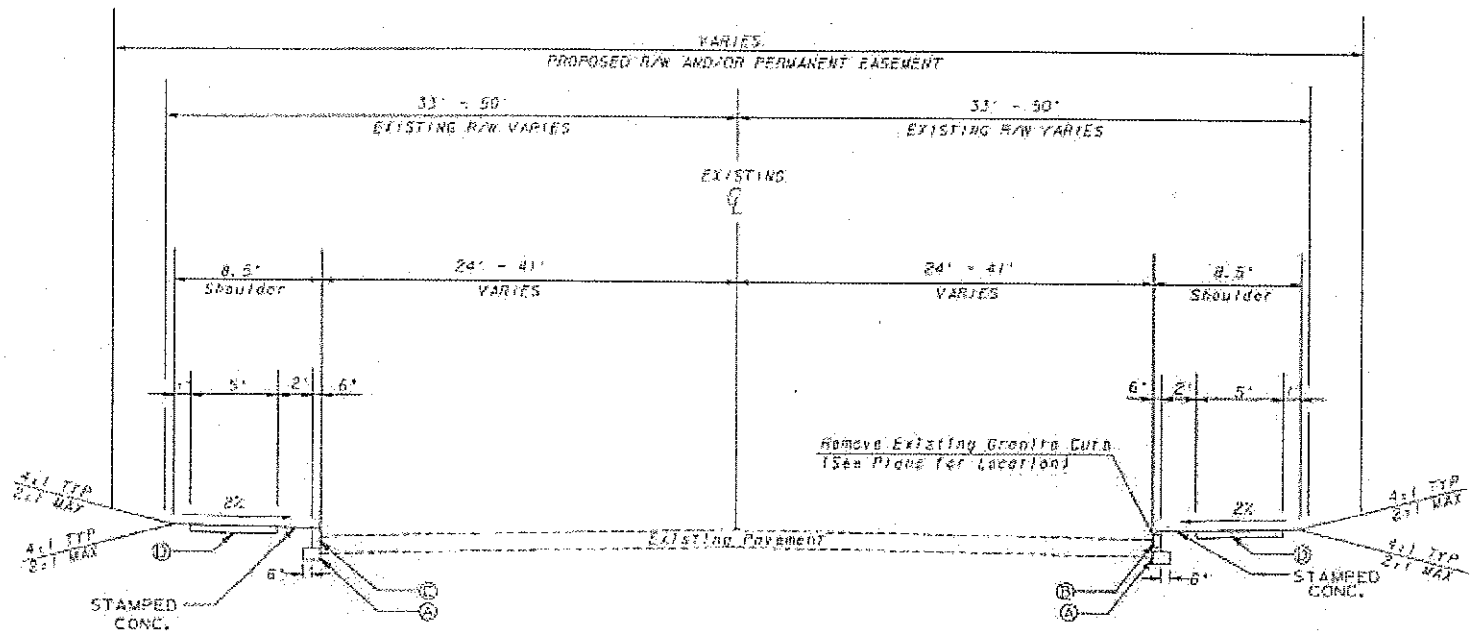
Scheduling – Responsible Parties Estimate
Time to complete environmental process: 9 months
Time to complete preliminary construction plans: 9 months
Time to complete right-of-way plans: 3 months
Time to complete the Section 404 permit: N/A
Time to complete final construction plans: 4 months
Time to complete the purchase of right-of-way: 18 months
List other major items that will affect the project schedule: None

Alternates Considered:

- No Build Alternative: The No Build alternative is not viable since it does not address the safety or pedestrian mobility issues and therefore does not meet the need and purpose of the project.
- Construction Alternative: The construction alternative is as described in this Concept Report.

Attachments:

1. Roadway Typical Section
2. Bridge Inventory Data Listing
3. Cost Estimate
4. Initial Concept Meeting Notes
5. Concept Team Meeting Notes
6. Notice of Location and Design Approval



TYPICAL SECTION

REQUIRED PAVEMENT

Ⓐ GRADED AGGREGATE BASE, 10"
Ⓑ GRANITE HEADER CURB
Ⓒ CONC. HEADER CURB, GA. STD. 9032 B, TYPE 2
Ⓓ 5' SIDEWALK, 4" CONCRETE

Bridge Inventory Data Listing
Georgia Department of Transportation.

Structure ID: 089-0045-0 | Dekalb | SUFF. RATING: 74.69

	Location & Geography					Signs & Attachements	
*	Structure ID:	089-0045-0	* 104	Highway System:	0	225 Expansion Joint Type:	02
200	Bridge Information:	07	* 26	Functional Classification:	14	242 Deck Drains:	1
* 6A	Feature Int:	N FORK PEACHTREE CREEK	* 204	Federal Route Type:	M No. 09014	243 Parapet Location:	3.00
* 6B	Critical Bridge:	0	105	Federal Lands Highway:	0	Height:	1.40
* 7A	Route Number Carried:	SR00155	* 110	Truck Route:	0	Width:	1.00
* 7B	Facility Carried:	CLAIRMONT ROAD	206	School Bus Route:	1	238 Curb Height:	0.8
* 9	Location:	3.6 MI S OF CHAMBLEE	217	Benchmark Elevation:	0000.00	Curb Material:	1
2	DOT District:	7	218	Datum:	0	239 Handrail:	7.7
207	Year Photo:	2006	* 19	Bypass Length:	02	* 240 Median Barrier Rail:	0
* 91	Inspection Frequency	24 Date: 7/19/2006	* 20	Toll:	3	241 Bridge Median Height:	0.0
92A	Fract Crit Insp Freq:	00 Date: 2/1/1901	* 21	Maintenance:	01	* Bridge Median Width:	0.0
92B	Underwater Insp Freq:	00 Date: 2/1/1901	* 22	Owner:	01	230 Guardrail Loc. Dir. Rear:	2
92C	Other Spe. Insp Freq:	00 Date: 2/1/1901	* 31	Design Load:	6	Fwrd:	3
* 4	Place Code:	00000	37	Historical Significance:	5	Oppo. Dir. Rear:	0
* 5	Inventory Route (O/U):	1	205	Congressional District:	05	Oppo. Fwrd:	0
	Type:	2	27	Year Constructed:	1963	244 Approach Slab:	3
	Designation:	1	106	Year Reconstructed:	0000	224 Retaining Wall:	0
	Number:	00023	33	Bridge Median:	0	233 Posted Speed Limit:	40
	Direction:	0	34	Skew:	38	236 Warning Sign:	0
* 16	Latitude:	33 – 50.6 HMMS Prefix: SR	35	Structure Flared:	0	234 Delineator:	1
* 17	Longitude:	84 – 18.9 HMMS Suffix: 00 MP:19.00	38	Navigation Control:	0	235 Hazzard Boards:	0
98	Border Bridge:	000 % Shared: 00	213	Special Steel Design:	0	237 Utilities - Gas:	22
99	ID Number:	000000000000000	267	Type of Paint	2	Water:	00
* 100	STRAHNET:	0	* 42	Type of Service on	5	Electric:	00
12	Base Highway Network:	1		Type of Service under:	5	Telephone:	22
13A	LRS Inventory Route:	891015500	214	Movable Bridge:	0	Sewer:	21
13B	Sub Inventory Route:	0	203	Type Bridge:	Z O M O	247 Lighting - Street	0
101	Parallel Structure:	N	259	Pile Encasement:	3	Navigation:	0
* 102	Direction of Traffic:	2	* 43	Structure Type Main:	3 02	Aerial:	0
* 264	Road Inventory Mile Post:	019.00	45	No. Spans Main:	003	* 248 County Continuity No.:	00
* 208	Inspection Area:	07 Initials: DAS	44	Structure Type Appr:	0 00		
	Engineer's Initial:	Sgm	46	No. Spans Appr:	0000		
			226	Bridge Curve Horz:	0 Vert: 0		
			111	Pier Protection:	0		
			107	Deck Structure Type	1		
*	Location I.D. No.:	089-00155D-019.00N	108	Wearing Surface Type:	1		
				Membrane Type:	0		
				Deck Protection:	8		

Structure ID: 089-0045-0

Programming Data

201	Project No.:	S-US-0865 (2) CT.2
202	Plans Available:	4
249	Prop. Proj. No.	0000000000000000000000000
250	Approval Status:	0 0 0 0
251	P.I. No.:	0000000
252	Contract Date:	2/1/1901
260	Seismic No.:	00000
75	Type Work:	00-0
94	Bridge Imp. Cost:	$0
95	Roadway Imp. Cost:	$0
96	Total Imp Cost:	$0
76	Imp. Length:	000000
97	Imp. Year:	0000
114	Future ADT:	033450 Year: 2025

Hydraulic Data

215	Waterway Data	
	Highwater Elev.:	0000.0 Year: 1900
	Flood Elevation:	0000.0 Freq.: 00
	Avg. Streambed Elev.:	0000.0
	Drainage Area:	00028
	Area of Opening:	001336
113	Scour Critical:	U
216	Water Depth:	01.6 Br. Height: 22.4
222	Slope Protection:	4
221	Spur Dikes Rear:	0 Fwrd: 0
219	Fender System:	0
220	Dolphin:	0
223	Culvert Cover:	000
	Type:	0
	No. Barrels:	0
*	Width:	0.00 Height: 0.00
*	Length:	0 Apron: 0
265	U/W Insp. Area:	0 Diver: ZZZ
	Location I.D. No.:	089-00155D-019.00N

Measurements

* 29	ADT:	022300 Year: 2005
109	% Trucks:	0
* 28	Lanes On:	06 Under: 00
210	No. Tracks On:	00 Under: 00
* 48	Max. Span Length:	0059
* 49	Structure Length:	166
51	Br. Rwdy. Width:	68.00
52	Deck Width:	80.20
* 47	Tot. Horiz. Cl:	68.00
50	Curb / Sidewalk Width:	5.00 / 5.00 ✓
32	Approach Rdwy. Width:	051
* 229	Shoulder Width:	
	Rear Lt:	1.5 Type: 1 Rt: 1.5
	Fwrd Lt:	1.5 Type: 1 Rt: 1.5
	Pavement Width:	
	Rear	68.0 Type: 2
		48.0 Type: 2
	Intersection Rear:	1 Fwrd: 1
36	Safety Features Br. Rail:	1
	Transition:	2
	App. G. Rail:	2
	App. Rail End:	2
53	Minimum Cl. Over:	99' 99"
	Under:	N 00' 00"
* 228	Minimum Vertical Cl	
	Act. Odm. Dir.:	99' 99"
	Oppo. Dir.:	99' 99"
	Posted Odm. Dir.:	00' 00"
	Oppo. Dir.:	00' 00"
55	Lateral Undercl. Rt:	N 0.0
56	Lateral Undercl. Lt:	0.0
* 10	Max Min Vert Cl:	99' 99" Dir: 0
39	Nav Vert Cl.	000 Horiz. 0000
116	Nav Vert Cl Closed:	000
245	Deck Thickness Main:	7.50
	Deck Thick. Approach:	0.00
246	Overlay Thickness:	0.00
212	Year Last Painted:	Sup: 1995 Sub: 0000

Ratings

65	Inventory Rating Method:	2
63	Operating Rating Method:	2
66	Inventory Type:	2 Rating: 36
64	Operating Type:	2 Rating: 51
231	Calculated Loads	
	H-Modified:	20.0
	HS-Modified:	25.0
	Type 3:	28.0
	Type 3s2:	40.0
	Timber:	36.0
	Piggyback:	40.0
261	H Inventory Rating:	20
262	H Operating Rating:	28
67	Structural Evaluation:	7
58	Deck Condition:	7
59	Superstructure Condition	7
* 227	Collision Damage:	0
60A	Substructure Condition	7
60B	Scour Condition:	6
60C	Underwater Condition:	N
71	Waterway Adequacy:	8
61	Channel Protection Cond.:	7
68	Deck Geometry:	2
69	UnderClr. Horz/Vert:	N
72	Appr. Alignment:	8
62	Culvert:	N

Posting Data

70	Bridge Posting Required:	5
41	Struct Open, Posted, CL.:	A
* 103	Temporary Structure:	0
232	Posted Loads	
	H-Modified:	00
	HS-Modified:	00
	Type 3:	00
	Type 3s2:	00
	Timber:	00
	Piggyback:	00
253	Notification Date:	2/1/1901
258	Fed Notify Date:	2/1/1901

PHASE I COST ESTIMATE SUMMARY

Estimate Report for file "Clairmont I-85 to Buford"

Section Roadway

Item Number	Quantity	Units	Unit Price	Item Description	Cost
****	267	SY	75.00	WALLS	20025.00
150-1000	1	LS	60000.00	TRAFFIC CONTROL	60000.00
207-0203	2	CY	57.25	FOUND BKFILL MATL, TP II	114.50
210-0100	1	LS	280000.00	GRADING COMPLETE	280000.00
310-1101	2000	TN	19.24	GR AGGR BASE CRS, INCL MATL	38480.00
318-3000	315	TN	18.83	AGGR SURF CRS	5931.45
437-1571	4140	LF	34.00	STRAIGHT GRANITE CURB, 5 IN X 17 IN, TP A	140760.00
441-0016	1000	SY	41.21	DRIVEWAY CONCRETE, 6 IN TK	41210.00
441-4020	480	SY	40.11	CONC VALLEY GUTTER, 6 IN	19252.80
441-5002	5190	LF	20.80	CONCRETE HEADER CURB, 6 IN, TP 2	107952.00
500-9999	7	CY	160.74	CLASS B CONC, BASE OR PVMT WIDENING	1125.18
550-1180	200	LF	43.65	STORM DRAIN PIPE, 18 IN, H 1-10	8730.00
611-3000	9	EA	1885.73	RECONSTR CATCH BASIN, GROUP 1	16971.57
611-5360	50	EA	581.11	RESET HIGHWAY SIGN	29055.50
634-1200	50	EA	99.14	RIGHT OF WAY MARKERS	4957.00
636-2030	700	LF	9.20	GALV STEEL POSTS, TP 3	6440.00
653-1501	10000	LF	0.67	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, WHITE	6700.00
653-1704	156	LF	5.15	THERMOPLASTIC SOLID TRAF STRIPE, 24 IN, WHITE	803.40
653-1804	325	LF	1.79	THERMOPLASTIC SOLID TRAF STRIPE, 8 IN, WHITE	581.75
				Section Sub Total:	**$789,090.15**

Section Signal

Item Number	Quantity	Units	Unit Price	Item Description	Cost
Clairmont Way, Extended Stay, Clairmont Terrace, Buford Hwy	4	LS	70000.00	MODIFY EXISTING SIGNAL	280000.00
				Section Sub Total:	**$280,000.00**

Section Temp Erosion Control

Item Number	Quantity	Units	Unit Price	Item Description	Cost
163-0232	6	AC	737.55	TEMPORARY GRASSING	4425.30
163-0240	90	TN	161.05	MULCH	14494.50
163-0300	2	EA	1509.46	CONSTRUCTION EXIT	3018.92
163-0550	12	EA	302.10	CONSTRUCT AND REMOVE INLET SEDIMENT TRAP	3625.20
165-0010	10000	LF	0.96	MAINTENANCE OF TEMPORARY SILT FENCE, TP A	9600.00
165-0030	2300	LF	1.65	MAINTENANCE OF TEMPORARY SILT FENCE, TP C	3795.00
165-0101	2	EA	629.39	MAINTENANCE OF CONSTRUCTION EXIT	1258.78
165-0105	9	EA	101.51	MAINTENANCE OF INLET SEDIMENT TRAP	913.59
167-0100	18	MO	955.65	MONITORING	17201.70
167-0200	9	EA	58.24	WATER QUALITY SAMPLING	524.16
171-0010	10000	LF	2.09	TEMPORARY SILT FENCE, TYPE A	20900.00
171-0030	2300	LF	4.05	TEMPORARY SILT FENCE, TYPE C	9315.00
				Section Sub Total:	**$89,072.15**

Section Perm Erosion Control					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
700-6910	4	AC	1061.33	PERMANENT GRASSING	4245.32
700-7000	20	TN	71.92	AGRICULTURAL LIME	1438.40
700-7010	18	GL	21.21	LIQUID LIME	381.78
700-8000	10	TN	346.89	FERTILIZER MIXED GRADE	3468.90
700-9300	4000	SY	5.28	SOD	21120.00
				Section Sub Total:	**$30,654.40**

Section Sidewalk					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
441-0104	6634	SY	31.80	CONC SIDEWALK, 4 IN	210961.20
				Section Sub Total:	**$210,961.20**

Total Estimated Cost: $1,399,777.90

Subtotal Construction Cost	**$1,399,777.90**
E&C Rate 10.0 %	$139,977.79
Inflation Rate 0.0 % @ 0.0 Years	$0.00
Total Construction Cost	**$1,539,755.69**
Right Of Way	$1,026,000.00
ReImb. Utilities	$0.00
Grand Total Project Cost	**$2,565,755.69**

Initial Concept Meeting
Clairmont Road Sidewalks
Project Number STP-0002-00(903)
PI Number 0002903
August 3, 2007

Meeting notes from the August 3, 2007, initial concept meeting at the District 7 office for Clairmont Road Sidewalks

Attendees:

Ted Crabtree	GDOT District 7	770.986.3981
Michael Murdock	GDOT OEL	404.699.4417
Kevin McKeen	ARCADIS	770.739.0281
Robin Olsen	ARCADIS	770.431.8666
Maureen Nerenbaum	Street Smarts	770.813.0882
Ron Ring	Street Smarts	770.813.0882

The purpose of the project is to construct new concrete sidewalks along both sides of Clairmont Road from North Druid Hills Road on the south to Buford Highway on the north. New concrete curb and gutter or new granite curb (replacing existing granite curb) will also be constructed. Improvements to drainage and traffic signals will be made as required.

GDOT will have to get a 3R variance for utilities.

The project is entirely funded by GDOT from L240 money.

Street Smarts has calculated estimated costs for three sections: Buford Highway to I-85; I-85 to Lavista Road; and Lavista Road to North Druid Hills Road.

Because of potential historic properties, ARCADIS indicated that it might be better to split the environmental document into two separate documents.

GDOT would like to have the project split into two phases, with the section from Buford Highway to I-85 being the first phase. Phase one would have the current PI number and a new PI number would have to be used for the second phase. The current concept report will have to change to accommodate this. The "Need and Purpose" will stay the same. After the "Need and Purpose," a table will be inserted (sample provided by GDOT) but nothing should be entered under the funding. The rest of the concept report will just deal with the first phase.

Concept Team Meeting
Clairmont Road Sidewalks
Project Number STP00-0002-00(903)
PI Number 0002903
October 5, 2007

Meeting notes from the October 5, 2007, Concept Team meeting at the District 7 office for Clairmont Road Sidewalks

Attendees:

Mike Lobdell	GDOT District 7	770.986.1258
Ted Crabtree	GDOT District 7	770.986.1260
Scott Lee	GDOT District 7	770.986.1261
Alaina Stewart	GDOT Traffic Ops	770.986.1773
Reuben Woods	GDOT Utilities	770.986.1117
David Pelton	DeKalb County	770.492.5223
Kevin McKeen	ARCADIS	770.431.8666
Robin Olsen	ARCADIS	770.431.8666
Maureen Nerenbaum	Street Smarts	770.813.0882
Ron Ring	Street Smarts	770.813.0882

Ted Crabtree explained that the project will be split into two projects. The first project will be from I-85 on the south to Buford Highway on the north. It will have the same PI Number (0002903) as the initial project and will be the subject of this Concept Report. The second project will be from North Druid Hills Road on the south to I-85 on the north. It will have to have new PI Number and will be a separate Concept Report.

Ron Ring gave a brief description of the project. The purpose of the project is to construct new concrete sidewalks along both sides of Clairmont Road from I-85 on the south to Buford Highway on the north. New concrete curb and gutter will be place where there is no curb. New granite curb will replace existing granite curb. In granite curb sections, the existing pavement will be widen two feet to provide for longitudinal drainage. The total shoulder width will be 10.5 feet; 2.5 feet for curb and gutter or pavement widening and granite curb, 2.0 feet for a grass strip, 5.0 feet for sidewalk, and 1.0 feet for another grass strip before starting cut or fill slopes. Maximum cut/fill slopes are 2:1, with 4:1 desirable. This will mean that about a two-foot wide strip will have to be acquired for right-of-way. Where retaining walls are needed, they will be place at the back of the sidewalk wherever possible. The walls will be concrete with a granite facing. The Concept Report has only one retaining wall planned on the left (west) side of Clairmont Road between Century Boulevard and Wilmont Drive. This is to replace an existing wall that will have to be removed. Existing gutters have been overlaid to get the required lane widths at intersections and other locations. Improvements to drainage and traffic signals will be made as required.

It was decided not to widen the existing pavement where new granite curb is to be placed. Pavement drainage will have to be checked so as not exceed half the outside lane width for ponding. The typical section and cost estimate will be revised to reflect this.

It was decided to use concrete header curb instead of curb and gutter. This change will mean that no right-of-way will be needed, unless we need retaining walls. Permanent easements will be needed for slopes and drainage beyond the right-of-way. The typical section and cost estimate will be revised to reflect this. In areas where there are potential historical properties, reducing or eliminating the two-foot grass strip in back of the curb should be considered to minimize or eliminate adverse impacts to the properties and trees.

It was decided not to remove the asphalt in areas where existing gutters have been overlaid.

It was suggested to look at reducing the lane widths to 11 feet. (Upon further review by Street Smarts after this meeting, it was decided not to do this as it would require additional costs for resurfacing to cover the old striping and for new striping.)

It was mentioned that the initial project limits started on the north side of North Druid Hills Road and ended on the south side of Buford Highway. It was decided that the project should include the entire intersections.

It was agreed that the total project will be split into two environmental documents: I-85 to Buford Highway and North Druid Hills Road to I-85.

The title of the report should be changed to "Revised Concept report."

The Project number has been change to "STP00-0002-00(903)."

The "Site Location Map" will be revised to show two projects.

GDOT will be paying for everything with 2903 funds. In the "box" under "Need and Purpose" on page 3, show $800,000 for construction and $150,000 for right-of-way.

On page 4, it was decided not to mention granite facing for retaining walls.

On page 4, change "utility poles outside the clear zone." to "utility facilities." A design variance will be needed for utilities.

On page 4 under "Is the project located in a non-attainment area," words need to be added about air quality.

GDOT will provide the sufficiency report for the North Fork Peachtree Creek structure to be included in the report.

The "Proposed Design Features" on pages 5and 6 should be reviewed for conformance with current standards. Design exceptions and/or design variances may be needed.

For "Public Involvement" on page 7, add "Public Involvement Open House."

Check TREX for other projects in the area on page 7.

Change the time to complete environmental process to nine months on page 7.

On page 7, there should be two alternatives considered: no build and alternative described in this report. All the rest of write-up referring to funding, costs, phasing, and existing conditions should be deleted.

On the typical section:

- use stamped concrete in lieu of the two-foot grass strip (for quantity/cost calculations, use seven-foot wide sidewalk to cover sidewalk and strip)
- delete the two-foot widening in front of the granite curb
- change concrete curb and gutter to concrete header curb

For the cost estimate:

- delete the Asphalt Concrete quantities
- the unit for Graded Aggregate Base should be tons instead of square yards
- replace concrete curb and gutter with concrete header curb
- delete the Reset Mailbox item as the cost is included in cost-to-cure under right-of-way

There is a new format for the Notice of Location and Design Approval. ARCADIS will send the form to Street Smarts. The limits of the project should be stated on the form.

NOTICE OF LOCATION DESIGN APPROVAL

STP00-0002-00(903), DEKALB COUNTY
P. I. No. 0002903

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

Date of Location Design Approval: FEBRUARY 22, 2008

The project is located in DeKalb County along US 23/SR 155/Clairmont Road between I-85 on the south (Mile Marker 18.74) and Buford Highway on the north (Mile Marker 20.12). It is in the 3rd Congressional District; DeKalb County Land District 18; Land Lots 196, 203, and 236.

The project consists of adding concrete sidewalk on both sides of SR 155. New granite curb will replace existing granite curb. Existing sidewalk that is not ADA compliant and in poor condition will be replaced.

Drawings of 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 C. Parker, Area Engineer
Georgia Department of Transportation
805 George Luther Drive
Decatur, Georgia 30032
E-mail: thom.parker@dot.state.ga.us
Phone: (404) 299-4386

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

Michael Lobdell, P.E., Preconstruction Engineer
Georgia Department of Transportation
District 7
5025 New Peachtree Road
Chamblee, Georgia 30341
E-mail: mike.lobdell@dot.state.ga.us
Phone: (770) 986-1258

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.