

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

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

FILE P.I. #0010164

OFFICE Design Policy & Support

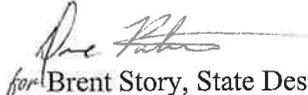
GDOT District 7 - Metro Atlanta

DeKalb County

DATE March 16, 2011

Lake Hearn Dr, Parkside Place & Perimeter Summit

Pkwy(Streetscapes)

FROM  Brent Story, State Design Policy Engineer

TO SEE DISTRIBUTION

SUBJECT APPROVED CONCEPT REPORT

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

Attachment

DISTRIBUTION:

Genetha Rice-Singleton, Program Control Administrator
Bobby Hilliard, State Program Delivery Engineer
Cindy VanDyke, State Transportation Planning Administrator
Angela Robinson, Financial Management Administrator
Glenn Bowman, State Environmental Administrator
Kathy Zahul, State Traffic Engineer
Georgene Geary, State Materials & Research Engineer
Ron Wishon, State Project Review Engineer
Jeff Baker, State Utilities Engineer
Ken Thompson, Statewide Location Bureau Chief
Bryant Poole, District Engineer
Scott Lee, for District Preconstruction Engineer
Jonathan Walker, District Utilities Engineer
Melvin Waldrop, Project Manager
BOARD MEMBER - 6th Congressional District

DEPARTMENT OF TRANSPORTATION

STATE OF GEORGIA

PROJECT CONCEPT REPORT

Project Number: N/A
County: DeKalb
P. I. Number: 0010164
Federal Route Number: N/A
State Route Number: N/A

Streetscape Design Services: Lake Hearn Drive, Parkside Place, and Perimeter Summit Parkway

Submitted for approval:

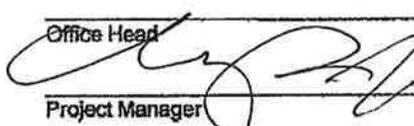
DATE 11/08/2010



Kimley-Horn and Associates, Inc.
David W. Helton
DeKalb County Public Works Dept. - Transportation Div.

DATE 11/16/2010

DATE _____

Office Head


Project Manager

DATE 1/24/2011

Recommendation for approval:

DATE 2/23/2011

Genethia Rice-Singleton *
Program Control Administrator

DATE 3/2/2011

Glenn Bowman *
State Environmental Administrator

DATE _____

State Traffic Engineer

DATE 2/10/2011

Ron V. Shan *
Project Review Engineer

DATE 2/10/2011

For _____
Andrew Haenig *
State Utilities Engineer

DATE 1/25/11

Brynn Poole
District Engineer

DATE _____

State Transportation Financial Management Administrator

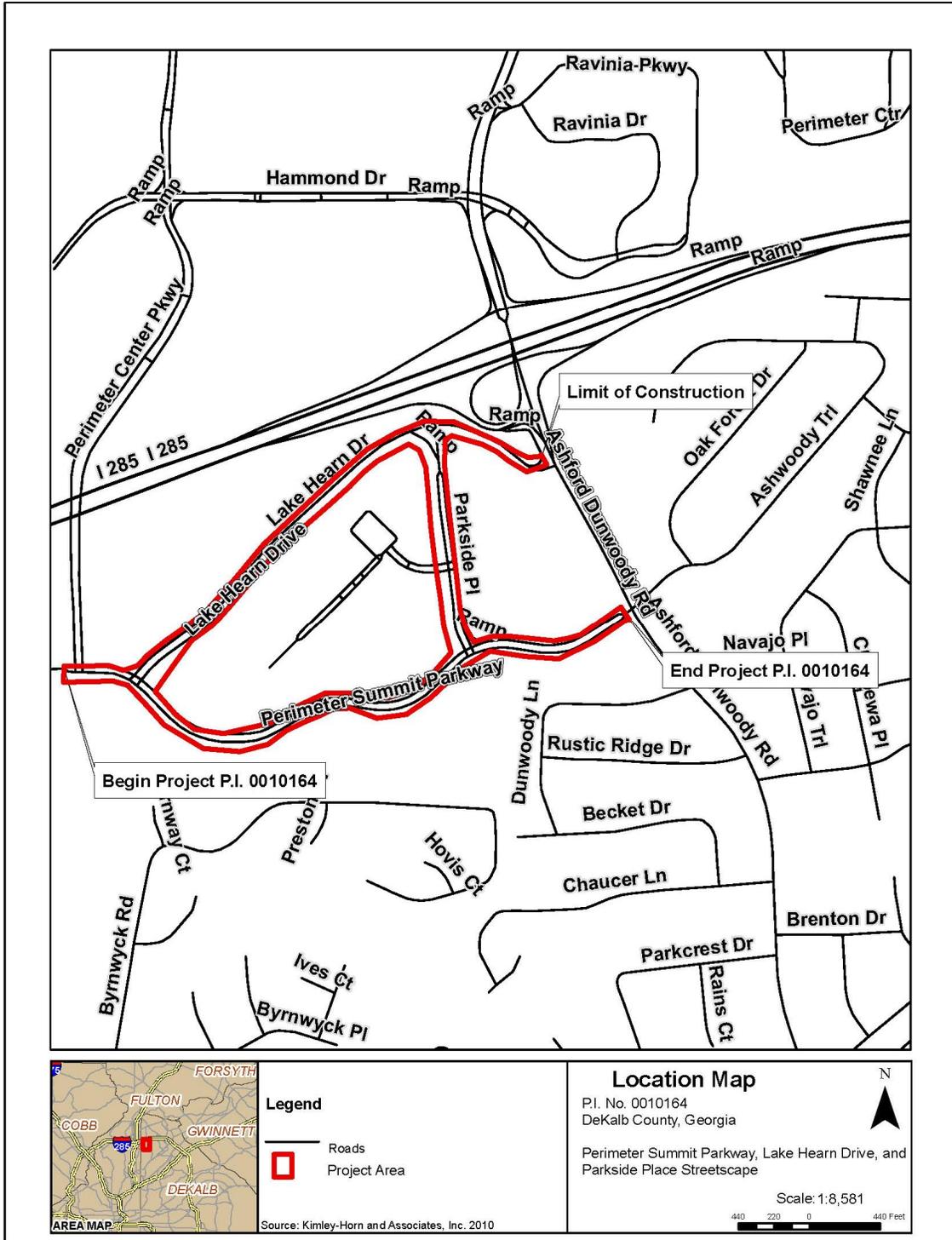
The concept as presented herein and submitted for approval is consistent with that which is included in the Regional Transportation Plan (RTP) and/or the State Transportation Improvement Program (STIP).

DATE 2/17/2011

Cindy VanDyke *
State Transportation Planning Administrator

* Recommendations on file. KCF

PROJECT LOCATION MAP



Need and Purpose:

Planning Background and Project History:

The Perimeter Community Improvement Districts (PCID) Livable Centers Initiative (LCI) study and concept plan identified the need for improvements to further develop the Perimeter Summit Parkway area in Northern DeKalb County. The area is approximately 85 acres bounded to the north by Interstate 285, to the east by Ashford Dunwoody Road, to the south by Perimeter Summit Parkway and to the west by Perimeter Center Parkway. Due to this project's close proximity to major employers, including Perimeter Mall, Northside Hospital, Saint Joseph's Hospital, and Children's Healthcare of Atlanta at Scottish Rite, the area is well positioned for urban mixed use development in the near future. The Perimeter Area has the lowest ratio of residential units to jobs of any major employment center in the Atlanta Metropolitan area; thus the residential component of future mixed use development is anticipated to increase.

The planned improvements will help encourage pedestrian circulation, urban living and minimize sprawl development. This, in turn, will reduce the amount of vehicle miles driven and reduce overall pollution improving air and water quality. Redevelopment within urban areas will mitigate traffic congestion as the need for long, tedious, interstate commutes will be reduced. This project will encourage and promote future redevelopment projects within the area as more residents and citizens will find these locations to be attractive and convenient to live and work while businesses will view these areas as prime and lucrative.

As multiple modes of transportation increase, there is a need for traffic calming measures to be applied along Lake Hearn Drive where most of the pedestrian and on-road bicycle traffic are anticipated. Currently, eastbound existing traffic from I-285 has an unrestricted travel lane directly onto Lake Hearn Drive. The gradient of Lake Hearn Drive westbound is conducive to higher speeds as well. The only entrance/exit to the Hilton Garden Inn hotel is via the one way portion of Lake Hearn Drive and guests often attempt to retrace their entry path and travel the wrong way along this one-way segment. The combination of these factors and the potential for increased pedestrian/bicycle/vehicular conflicts promote the application of a road diet, raised intersections and introduction of landscape islands to reduce vehicular speeds. The proposed road diet will also preserve mature street trees along the south side of Lake Hearn Drive.

The intersection of Lake Hearn Drive and Parkside Place, where Lake Hearn Drive changes from one-way to two-way traffic, is a wide expanse of pavement lacking clear direction for the eastbound Lake Hearn motorist. The addition of a landscaped island to channel vehicles and provide pedestrian refuge is proposed at this location.

Description of the proposed project:

Proposed streetscape construction along Perimeter Summit Parkway (0.74 miles), Lake Hearn Drive (0.61 miles), and Parkside Place (0.27 miles) includes overall pedestrian access improvements that include the addition and/or renovation of sidewalks, Americans with Disabilities Act (ADA) compliant facilities, street and pedestrian lighting, street furniture, landscape improvements including new/larger medians and islands, and restriping and/or addition of crosswalks. Lane widths will be narrowed on Lake Hearn Drive, Perimeter Summit Parkway (from Parkside Place to Ashford Dunwoody Road), and Parkside Place for traffic calming and to accommodate the landscape and pedestrian improvements. Furthermore, the driveway for the Hilton Garden Inn hotel on the one way portion of Lake Hearn Drive will be modified to restrict exiting traffic to turning movements in one direction only. To promote bicycle usage, “share the road” signage will be added to Lake Hearn Drive and Parkside Place.

Vehicular, bicycle and pedestrian circulation improvements are proposed at the intersections of Perimeter Summit Parkway and Parkside Place, Lake Hearn Drive and Parkside Place, and Lake Hearn Drive at the Cox Enterprises, Inc. main entrance. Intersection improvements will consist of traffic signal upgrades to mast arm type installations at the intersections of Perimeter Summit Parkway and Parkside Place and Lake Hearn Drive and Parkside Place. The intersections of Lake Hearn Drive and Parkside Place and Lake Hearn Drive at the Cox Enterprises, Inc. driveway will be raised to help mitigate excessive vehicle speed along Lake Hearn Drive.

Seating benches, single-trunk flowering trees, general landscaping, light poles, and trash receptacles are proposed within a 5’ furniture zone along all streets and intersections within the project limits. Break-away light poles will be used in the event of vehicular accidents. Special brick paving will be used within the furniture zone to add aesthetic appeal and character.

An 8 foot to 10 foot wide concrete multi-use trail is proposed on the south side of Lake Hearn Drive/Perimeter Summit Parkway extending from Perimeter Center Parkway to Ashford Dunwoody Road. The north side of Perimeter Summit Parkway consist of steep topography, mature vegetation and stormwater management facilities. As discussed in more detail under Land-Use and Development Trends, future development is not anticipated to front on the north side of Perimeter Summit Parkway; therefore there would be no demand for pedestrian circulation. In order to minimize impacts to the existing mature vegetation, the north side of Perimeter Summit Parkway, from Lake Hearn Drive to Parkside Place, will be left in its current natural state. The only improvement will be providing sidewalk connectivity from the intersection of Perimeter Summit Parkway and Parkside Place to an existing sidewalk spur coming from the adjacent buildings, approximately 200 feet from this intersection. This minimization of impacts will also encourage pedestrians and bicyclists to use the proposed multi-use trail the south side of Perimeter Summit Parkway.

The multi-use trail along the south side of Lake Hearn Drive/Perimeter Summit Parkway is adjacent to a conservation easement along the majority of the trail alignment. An 8 to 10 foot trail width is recommended as appropriate per AASHTO Design Guide for Development of Bicycle Facilities (in addition to a 2 foot wide offset from a lateral obstruction for a total trail width of 10 to 12 feet) due to the anticipated low bicycle traffic volume, the good horizontal and vertical alignment that follows Perimeter Summit Parkway alignment and lack of maintenance vehicle traffic required. By limiting the trail width to 8 to 10 feet, only minimal additional right-of-way is required; thus minimizing the need to disturb the mature vegetation and steep topography within the conservation easement.

Logical Termini:

The streetscape/multi-use trail improvements along Perimeter Summit Parkway begin at the intersection of Lake Hearn Drive and Perimeter Center Parkway where previously constructed vehicular/pedestrian/bicycle improvements end today. The multi-use trail extension from this point to its terminus at Ashford Dunwoody Road will complete another link in the Perimeter Area Multi-Use Trail System Master Plan that is planned to eventually extend along Ashford Dunwoody Road to the south. Streetscape improvements along Lake Hearn Drive begin at the intersection at Perimeter Summit Parkway and extend to Ashford Dunwoody Road where intersection improvements including pedestrian circulation upgrades are anticipated to be constructed in 2011. Streetscape improvements along Parkside Place from Perimeter Summit Parkway to Lake Hearn Drive provide the connecting link that forms a loop for pedestrian circulation on all three streets. These logical termini were selected in order to target the area adjacent to and within the proposed project limits as a means of enhancing pedestrian operations, promoting future residential and business growth, and improving inter-parcel access for pedestrians, bicyclists, and vehicles.

Land Use and Development Trends:

The existing land uses adjacent to this project is predominantly suburban office space with one hotel, some retail space and one multi-family residential development. The Perimeter Summit Development is partially built-out and has a distinctive inward focus; with buildings facing an internal private drive/pedestrian mall elevated above Lake Hearn Drive and Perimeter Summit Parkway. Further development of Perimeter Summit is anticipated to be a dense, urban mixed-use development with a significant percentage of mid to high rise residential. Due to the topography, location of stormwater management facilities and development trends in place it is anticipated that further development will continue the current development patterns; which dictate that buildings and associated pedestrian circulation will front on the interior private street and pedestrian podium and will not front on Perimeter Summit Parkway. The north side frontage of Perimeter Summit Parkway, from Lake Hearn Drive to Parkside Place, will remain in a natural state in order to preserve existing mature vegetation and the steep topography. The area around Perimeter Summit Parkway contains hotel, residential condominium, and office uses. In

addition, the area is in close proximity to a MARTA rail line and the Medical Center and Perimeter Center MARTA Stations.

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

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

PDP Classification: Major () Minor (X)

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

Functional Classification:

- Perimeter Summit Parkway – Urban Collector Street
- Lake Hearn Drive – Urban Local Street (Currently in the process of being reclassified as an Urban Collector)
- Parkside Place – Urban Local Street

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

State Route Number(s): N/A

Traffic (AADT):

Perimeter Summit Parkway

Base Year (2012): 4,420

Design Year (2032): 10,665

Lake Hearn Drive

Base Year (2012): 7,255

Design Year (2032): 15,400

Parkside Place

Base Year (2012): 3,885

Design Year (2032): 7,390

Existing design features:

- Typical Section:
 - Perimeter Summit Parkway – 4 lane roadway section with a 20' raised median consisting of:
 - Westbound – 24" Curb & Gutter; 2 – 12' travel lanes
 - 16-foot landscaped median with 24" Curb & Gutter
 - Eastbound – 6' sidewalk; 2' planter strip; 24" Curb & Gutter; 2 – 12' travel lanes
 - Lake Hearn Drive (Parkside Place to Ashford Dunwoody Road) – 2 lane one directional roadway section consisting of:
 - Westbound – 30" Curb & Gutter (outside); 2 – 12' travel lanes; 24" Curb & Gutter (inside); 6' sidewalk

- Lake Hearn Drive (Perimeter Summit Parkway to Parkside Place) – 5 lane roadway section consisting of:
 - Westbound – 24” Curb & Gutter; 2 – 12’ travel lanes
 - 12’ shared left turn lane
 - Eastbound – 5’ sidewalk; 1.5’ planter strip; 24” Curb & Gutter; 2 – 12’ travel lanes
- Lake Hearn Drive (Perimeter Center Parkway to Perimeter Summit Parkway) – 8 lane roadway section consisting of:
 - Westbound – 6’ sidewalk; 2’ planter strip; 30” Curb & Gutter; 2 – 12’ travel lanes; 2 – 12’ right turn lanes
 - 8’ center median with 4’ raised area
 - Eastbound – 5’-6’ sidewalk; 2’ planter strip; 30” Curb & Gutter; 2 – 12’ left turn lanes; 2 – 12’ travel lanes
- Parkside Place – 5 lane roadway section consisting of:
 - Northbound – 4’ sidewalk; 2’ planter strip; 24” Curb & Gutter; 2 – 12’ travel lanes
 - 12’ shared left turn lane
 - Southbound – 5’ sidewalk; 1.5’ planter strip; 24” Curb & Gutter; 2 – 12’ travel lanes
- Posted speed:
 - Perimeter Summit Parkway – 35 mph
 - Lake Hearn Drive – 35 mph
 - Parkside Place – N/A
- Minimum radius for curve:
 - Perimeter Summit Parkway – 400’
 - Lake Hearn Drive – 512’
 - Parkside Place – 600’
- Maximum superelevation rate for curve:
 - Perimeter Summit Parkway – 5%
 - Lake Hearn Drive – 6%
 - Parkside Place – 4%
- Maximum grade:
 - Perimeter Summit Parkway – 8%
 - Lake Hearn Drive – 10%
 - Parkside Place – 8%
 - Driveways – 15%
- Width of right of way:
 - Perimeter Summit Parkway - 100 feet
 - Lake Hearn Drive (Ashford Dunwoody Road to Parkside Place)- 50 feet
 - Lake Hearn Drive (Parkside Place to Perimeter Summit Parkway)- 100 feet
 - Parkside Place - varies 80-90 feet
- Major structures: MARTA aerial bridge piers
- Major interchanges or intersections along the project: None

- Existing length of roadway segment:
 - Perimeter Summit Parkway – 3,880’
 - Lake Hearn Drive – 3,210’
 - Parkside Place – 1,440’

Proposed Design Features:

- Proposed typical sections:
 - Perimeter Summit Parkway (West of Parkside Place) – 4 lane roadway with 20’ raised median consisting of:
 - Westbound – Existing 24” Curb & Gutter; 2 – 12’ travel lanes
 - Existing 16-foot landscaped median with 24” Curb & Gutter
 - Eastbound – 10’ multi-use trail; 3’ planter strip; Existing 24” Curb & Gutter; 2 – 12’ travel lanes
 - Perimeter Summit Parkway (East of Parkside Place) – 4 lane roadway with 20’ raised median consisting of:
 - Westbound – 5’ sidewalk; 24” Curb & Gutter; 2 – 11’ travel lanes
 - Existing 16-foot landscaped median with 24” Curb & Gutter
 - Eastbound – 8’ multi-use trail; various width planter strip; Existing 24” Curb & Gutter; 2 – 12’ travel lanes
 - Lake Hearn Drive (Parkside Place to Ashford Dunwoody Road) – 2 lane one directional roadway section consisting of:
 - Westbound – Existing 30” Curb & Gutter (outside); 2 – 11’ travel lanes; 24” Curb & Gutter (inside); 2’ planter strip and 6’ sidewalk (southern shoulder)
 - Lake Hearn Drive (Perimeter Summit Parkway to Parkside Place)
 - Westbound – 6’ sidewalk; 2’ planter strip; Existing Curb & Gutter; 2 – 11’ travel lanes
 - 8” Header Curb; 11’ landscaped median; 8” Header Curb
 - Eastbound – 6’ sidewalk; 4’ planter strip; 24” Curb & Gutter; 2 – 11’ travel lanes
 - Roadway alignment shifted to avoid conflict with MARTA aerial bridge pier
 - Lake Hearn Drive (Perimeter Center Parkway to Perimeter Summit Parkway) – 8 lane roadway section consisting of:
 - Westbound – 6’ sidewalk; 2’ planter strip; 30” Curb & Gutter; 2 – 12’ travel lanes; 2 – 12’ right turn lanes
 - 8’ center median with 4’ raised area
 - Eastbound – 8’-10’ multi-use trail; 2.5’ planter strip; Existing 30” Curb & Gutter; 2 – 12’ left turn lanes; 2 – 12’ travel lanes
 - Parkside Place
 - Northbound – 6’ sidewalk; 2’ planter strip; Existing 24” Curb & Gutter; 2 – 11’ travel lanes
 - 8” Header Curb; 11’ landscaped median; 8” Header Curb
 - Southbound – 6’ sidewalk; various width planter strip; 24” Curb &

Gutter; 2 – 11' travel lanes

- Proposed Design Speed: 35 mph (all roads)
- Proposed Maximum grade Mainline (Perimeter Summit Pkwy): 10%
- Maximum grade allowable: 10% (urban collector/rolling terrain/35 mph)
- Proposed Maximum grade Mainline (Lake Hearn Drive): 10%
- Maximum grade allowable: 10% (urban collector/rolling terrain/35 mph)
- Proposed Maximum grade Mainline (Parkside Place): 10%
- Maximum grade allowable: 11% (local urban street/rolling terrain/35 mph)
- Proposed Maximum grade driveway: 20%
- Proposed Minimum radius of curve:
 - Perimeter Summit Pkwy – 400'
 - Lake Hearn Drive – 512'
 - Parkside Place – 600'
- Minimum radius allowable – 371'
- Maximum allowable superelevation rate – 4%
- Proposed maximum superelevation rate:
 - Perimeter Summit Parkway – Match Existing (5%)
 - Lake Hearn Drive – Match Existing (6%)
 - Parkside Place – Match Existing (4%)
- Right of way:
 - Width: Varies, additional 0' to 11'
 - Easements: Temporary (), Permanent (X), Utility (), Other ()
 - Type of access control: Full (), Partial (), By Permit (X), Other ()
 - Number of affected properties: 9 Number of displacements: 0
 - Business: 0
 - Residences: 0
 - Mobile homes: 0
 - Other: N/A
- Structures:
 - Culvert(s): None anticipated.
 - Retaining walls:
 - Two gravity walls anticipated on the south side of Perimeter Summit Parkway.
 - One gravity wall anticipated on the south side of Lake Hearn Drive.
- Proposed intersections:
 - Lake Hearn Drive at Perimeter Center Parkway (existing signal)
 - New multi-use trail
 - Perimeter Summit Parkway at Lake Hearn Drive (existing signal)
 - New sidewalks
 - Perimeter Summit Parkway at Parkside Place (existing signal)
 - New sidewalks, crosswalks, pedestrian crossing lights, and traffic signal
 - Lake Hearn Drive at Hilton Garden Inn Hotel

- Driveway alignment reconfigured to force a left-hand turn exit onto the one way portion of Lake Hearn Drive
 - Lake Hearn Drive at Parkside Place (existing signal)
 - New sidewalks, crosswalks, pedestrian crossing lights, and traffic signal
 - Intersection raised to help alleviate excessive drive speeds along Lake Hearn Drive
 - Landscape median added to separate North and South bound traffic on Parkside Place
 - Eastbound Lake Hearn Drive traffic merged into one lane for right turn onto Parkside Place resulting in an enlarged landscape island
 - Lake Hearn Drive at Cox Enterprises, Inc. Driveway
 - New sidewalks and crosswalks
 - Intersection raised to help alleviate excessive drive speeds along Lake Hearn Drive and to encourage pedestrian crossing between adjacent business centers
 - Parkside Place at Summit Boulevard
 - New sidewalks and crosswalks
- Proposed median opening:
 - Opening and left turn lane for future development driveway along north side of Perimeter Summit Parkway, approximately 800' east of the intersection with Lake Hearn Drive.
- Transportation Management Plan Anticipated: ___Yes X No
- Design Exceptions to controlling criteria anticipated:

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

- Design Exceptions:
 - Length of curve less than 15 times the design speed in mph. This design criteria is stated under the “General Controls for Horizontal Alignment” section, Chapter 3, pp. 229-230 of the AASHTO publication “*A Policy on Geometric Design of Highways and Streets, 2004.*” The proposed alignments for Perimeter Summit Parkway, Lake Hearn Drive, and Parkside Place include multiple curves less than the 525 ft. length required. The proposed horizontal curves represent a best-fit of the

existing alignments altered to allow for the necessary roadway improvements while minimizing impacts to adjacent properties. Since the existing geometric issues are outside the scope of work for this project, a design exception is not anticipated. This project only consists of minor laneage changes along with milling and inlaying of pavement and not a full depth reconstruction.

- An elevated MARTA track crosses Lake Hearn Drive approximately 375' northeast from the intersection with Perimeter Summit Parkway. The existing flyover bridge deck and corresponding bridge column cantilever arms have not been surveyed to determine their elevations and corresponding vertical clearance. However, this project does not propose to modify the vertical profile of Lake Hearn Drive. The only changes will be slope projections of the existing road due to widening towards the median. If a vertical clearance deficiency is present, correcting this deficiency is beyond the scope of this project.
- Design Variances:
 - The existing north side of Perimeter Summit Parkway between Lake Hearn Drive and Parkside Place consists of curb and gutter and no sidewalk. The proposed improvements do not include adding a sidewalk at this location and therefore, a design variance will likely be necessary. Sidewalk is not proposed here as it would result in the removal of mature, specimen trees as well as result in the need for significant grading and/or walls. A multi-use trail is provided on the south side of Perimeter Summit Parkway and can be accessed at the intersections with Lake Hearn Drive and Parkside Place.
 - The installation of trees is proposed throughout this project as part of the streetscape improvements. Per the June 2010 version of the GDOT Design Policy Manual, an 8 foot offset is required from the face of curb to the center of the tree, both on the shoulders and in the medians. PCID standards recommend 4" caliper trees planting within the planting strip, which does not meet the 8 foot offset requirement. Additionally, PCID standards specify tree plantings in the medians. The existing and proposed median widths are narrower than 16' from face of curb to face of curb and therefore, cannot meet the 8 foot offset requirement.
 - The installation of street and pedestrian lighting is proposed throughout this project as part of the streetscape improvements. Per the June 2010 version of the GDOT Design Policy Manual, a 6 foot offset is required from the face of curb to the light standard. PCID standards recommend placing of lighting standards between the street trees, which also do not meet the 6 foot offset requirement. Where practical, pedestrian light standards will be moved behind the sidewalks to meet this requirement. However, there are several locations where this is not possible due the placement of sidewalk/trail immediately in front of an existing or proposed retaining wall. Also, some of the existing and proposed median widths are narrower than 12' from face of curb to face of curb and

therefore, cannot meet the 6 foot offset requirement. All lighting standards will be installed with breakaway mounting.

- Environmental concerns:
 - One UST, in an undetermined location on the Cox Enterprises, Inc. property; and one LUST, in an undetermined location on at the Ashford Green property; were identified in a database search in the vicinity of the proposed project limits. While no right-of-way or easement is anticipated to be acquired from the Ashford Green property, right-of-way and easement are proposed to be acquired from the Cox Enterprises, Inc. property. As a result of this anticipated acquisition, a Phase I study is anticipated.
- Anticipated Level of environmental analysis:
 - Are Time Savings Procedures appropriate? Yes (X), No ()
 - Categorical exclusion anticipated (X)
 - Environmental Assessment/Finding of No Significant Impact (FONSI) ()
 - Environmental Impact Statement (EIS) ()
- Utility involvements: Overhead and underground utilities such as storm drain, gas, water, sanitary sewer, electric, cable TV, and telephone are anticipated. Existing landscaping (trees, bushes, sod) must also be removed or relocated. Utility relocations are anticipated and may be relocated within proposed furniture zone or immediately on the other side of proposed pedestrian walk away from the street depending on the location of existing features.
- VE Study Anticipated: Yes () No (X)
- Benefit/Cost Ratio: N/A

Project Cost Estimate and Funding Responsibilities:

	PE	ROW	Utility	CST	Mitigation
By Whom	DeKalb County/Perimeter CID (Kimley-Horn)	DeKalb County/Perimeter CID	DeKalb County	DeKalb County	N/A
\$ Amount	\$527,309	\$582,559	TBD	\$4,138,430	N/A

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

Project Activities Responsibilities:

- Design: Perimeter CID Consultant (Kimley-Horn and Associates, Inc.)
- Right-of-Way Acquisition: DeKalb County Dept of Public Works
- Right-of-Way funding (real property): DeKalb County Dept of Public Works

- Relocation of Utilities: DeKalb County Dept of Public Works /Utility Owners
- Letting to contract: DeKalb County Dept of Public Works
- Supervision of construction: DeKalb County Dept of Public Works
- Providing material pits: Contractor as specified in contract
- Providing detours: N/A
- Environmental Studies/Documents/Permits: Perimeter CID Consultant (Kimley-Horn and Associates, Inc.)
- Environmental Mitigation: N/A

Coordination:

- Kickoff Meeting: April 30, 2009 at PCID office, One Ravinia Place, Suite 1125
Summary: The purpose was to receive the input of the Perimeter Community Improvement District. Topics regarding streetscape improvements, possible additions, design standards, adjacent projects, project management coordination, schedule, and project conformity were discussed.
- Concept meeting date and summary: A concept team meeting was held on July 1, 2010. See attached minutes for a summary of this meeting.
- P. A. R. meetings, dates and results: None required
- FEMA, USCG, and/or TVA: None anticipated.
- Public involvement:
 - Stakeholders Meeting #1: June 16, 2009
General Summary: The purpose of the meetings was to receive feedback from PCID and the PCID stakeholders regarding the proposed streetscape improvements. Some areas of concern noted were:
 - Excessive speeds along Lake Hearn Drive (speed table at Lake Hearn Drive / Parkside Place was proposed by design team)
 - Confusing exit onto the one way Lake Hearn Drive from the Hilton Garden Inn Hotel (a left-in, left-out option was proposed by the design team)
 - Potential need for a signal / roundabout at Cox Enterprises, Inc. main entrance (design team noted signal did not appear to be warranted and the roundabout would be revisited at a later date)
 - Bike accommodations through the corridor.
 - Upgraded pedestrian facilities throughout.
 - Stakeholders Meeting #2: August 7, 2009
General Summary: This meeting was a follow up to the previous Stakeholders meeting held on June 16. An overview of the traffic report and the concept plan was given and several issues were discussed as outlined below:
 - Look at curb/median cuts for Perimeter Summit as well as a service entrance for the future Hotel south of Lake Hearn Drive.
 - The horizontal alignment needs to be adjusted around the MARTA aerial bridge piers to avoid conflict with sidewalk area and small

- retaining walls may be needed.
 - Design schedule is roughly 8-12 months.
 - PCID would like construction to begin in approximately 1 year.
 - New signals will include new mast arms as well as new controller cabinets.
 - The project is pre-qualified as a LCI project through ARC.
- Local Government Comments:
 - Meeting with DeKalb County Staff: August 11, 2009
General Summary: The purpose of this meeting was to receive feedback from DeKalb County regarding this project. An overview of the project was given and the following were discussed in greater detail:
 - Speed control on Lake Hearn Drive
 - Raised intersection at Lake Hearn Drive and Parkside Place (DeKalb County has not constructed one but did not object to the concept.)
 - Road diet along Lake Hearn Drive (County did not object.)
 - Lake Hearn Drive alignment adjustment at MARTA pier (County did not object as long as it meets AASHTO requirements.)
 - Multi-use Trail connectivity to Perimeter Center Parkway (County desires extension for connectivity with existing bike lanes on Perimeter Center Parkway. Indicated GDOT plans to sign Perimeter Center Parkway to restrict bike traffic to the outside bike lane at the intersection with Perimeter Summit Parkway.)
 - Construction/Maintenance easement for construction of Multi-use trail retaining wall within Conservation Easement (County did not object to the property owner granting a permanent construction / maintenance easement within the Conservation Easement for the proposed multi-use trail retaining wall along Perimeter Summit Parkway.)
- Other Projects in the Area:
 - CSSTP-0006-00(884): Sidewalks, Johnson Ferry Road from Fulton County line to Ashford Dunwoody Road
 - CSSTP-0006-00(267): Streetscape on Medical Center from I-285 to Glenridge Connector
 - CSNHS-M002-00(967): Resurface and Maintenance, I-285 from Ashford Dunwoody Road to Chamblee Tucker Road
 - P.I. No. 714000-: I-285 North, from SR 400 to North Shallowford Road – Includes Ashford-Dunwoody Road Interchange
 - P.I. No. 0009725: I-285 at Ashford-Dunwoody Rd – Interchange Modifications (diverging diamond)
 - P.I. No. 0004409: Ashford-Dunwoody Road at Perimeter Summit Parkway, Roadway Operational Upgrades

- P.I. No. 0004410: Ashford-Dunwoody Road at Ashford Green, Roadway Operational Upgrades
- P.I. No. 0004413: Ashford-Dunwoody Road at Lake Hearn Drive, Roadway Operational Upgrades
- Railroads: None
- Other Coordination to date: Perimeter Community Improvement Districts

Scheduling – Responsible Parties’ Estimate:

- Time to complete the environmental process: Begin: 05/2010 End: 04/2011
- Time to complete preliminary construction plans: Begin: 09/2010 End: 02/2011
- Time to complete right-of-way plans: Begin: 05/2011 End: 06/2011
- Time to complete the Section 404 Permit: N/A
- Time to complete final construction plans: Begin: 06/2011 End: 08/2011
- Time to complete to purchase right of way: Begin: 06/2011 End: 05/2012
 - Any right-of-way revisions could add 4 months per occurrence
- List other major items that will affect the project schedule: N/A

Alternates Considered:

- Eastbound Lake Hearn Drive typical section alternate considered:
 - 5’ sidewalk adjacent to ROW and a 4’ planter strip with no lane narrowing. Would create the need of retaining walls and removal of mature street trees. (Does not meet the projects design intent of maximizing green space while creating minimal impacts on established vegetation.)
- Parkside Place typical section alternates considered:
 - 5’ sidewalk adjacent to existing retaining wall, 4’ planter strip, and no lane narrowing (Does not meet the projects design intent of maximizing green space.)
 - 5’ sidewalk adjacent to existing retaining wall, 4’ planter strip, no lane narrowing, and a landscaped median (Does not meet the projects design intent of maximizing green space.)

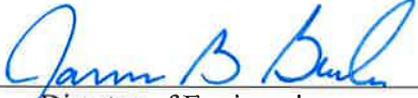
Project Concept Report page 16
Project Number: N/A
P. I. Number: 0010164
County: DeKalb

Comments:

- None

Attachments:

1. Detailed Cost Estimates:
 - a. Construction including Engineering and Inspection.
 - b. Completed Fuel & Asphalt Price Adjustment Forms.
 - c. Right-of-Way.
 - d. Utilities.
2. Typical sections.
3. Accident summaries.
4. Traffic diagrams.
5. Minutes of Concept meetings.

Concur: 
Director of Engineering

Approve: 
Chief Engineer

Date: 3/16/11

Construction Cost Estimate - Concept Level

Streetscape Design Services: Lake Hearn Drive and Parkside Place

PI No. 0010164, DeKalb County

Prepared by Kimley-Horn and Associates, Inc. - July 14, 2010

ITEM #	ITEM DESCRIPTION	UNITS	QUANTITY	UNIT PRICE	COST
	ROADWAY ITEM				
150-1000	TRAFFIC CONTROL - 0010164	LS	LUMP	30000.00	30000.00
210-0100	GRADING COMPLETE - 0010164	LS	LUMP	165000.00	165000.00
310-1101	GR AGGR BASE CRS, INCL MATL	TN	550	14.96	8228.00
318-3000	AGGREGATE SURFACE COURSE	TN	200	17.12	3424.00
402-3130	RECYCLED ASPH CONC 12.5 MM SUPERPAVE, GP 2 ONLY, INCL BITUM MATL & H LIME (1.5 IN)	TN	2000	59.93	119860.00
402-3190	RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME (2 IN)	TN	61	57.93	3533.73
413-1000	BITUM TACK COAT	GL	900	1.72	1548.00
432-0206	MILL ASPH CONC PVMT, 1 1/2 IN DEPTH	SY	23500	1.25	29375.00
441-0016	DRIVEWAY CONCRETE, 6 IN TK	SY	1800	36.21	65178.00
441-0104	CONC SIDEWALK, 4 IN	SY	4975	23.65	117658.75
441-0108	CONC SIDEWALK, 8 IN	SY	275	54.83	15078.25
441-5003	CONCRETE HEADER CURB, 8 IN, TP 3	SY	3500	12.52	43820.00
441-6012	CONC CURB & GUTTER, 6 IN X 24 IN, TP 2	LF	5600	9.39	52584.00
610-1055	REM GUARDRAIL	LF	150	2.30	345.00
610-1075	REM GUARDRAIL ANCH, ALL TYPES	EA	2	128.06	256.12
611-5480	RESET LIGHTING STANDARD	EA	1	969.53	969.53
611-8055	ADJUST MINOR STRUCTURE TO GRADE	EA	2	852.39	1704.78
611-8120	ADJUST WATER METER BOX TO GRADE	EA	2	197.26	394.52
627-1000	MSE WALL FACE, 0 - 10 FT HT, WALL NO	SF	500	32.25	16125.00
641-1100	GUARDRAIL, TP T	LF	150	42.45	6367.50
641-5001	GUARDRAIL ANCHORAGE, TP 1	EA	2	636.40	1272.80
641-5012	GUARDRAIL ANCHORAGE, TP 12	EA	3	2275.34	6826.02
754-4000	WASTE RECEPTACLE UNIT	EA	23	967.59	22254.57
754-5000	BENCH	EA	3	2201.98	6605.94
900-0039	BRICK PAVERS	SF	125	8.44	1055.00
999-2002	PEDESTRIAN LIGHT	EA	95	3500.00	332500.00
999-2003	LIGHT POLE	EA	85	6367.00	541195.00
				SECTION SUB TOTAL	\$1,593,159.51
	RAISED INTERSECTION: LAKE HEARN DR AT PARKSIDE PL				
439-0018	PLAIN PC CONC PVMT, CL 3 CONC, 8 INCH THK	SY	436	41.62	18146.32
500-3900	CLASS B CONCRETE, INCL REINF STEEL	CY	16	439.31	7028.96
607-3000	STONE FACING	SF	700	16.00	11200.00
900-0039	BRICK PAVERS	SF	1467	8.44	12381.48
900-0526	BOLLARDS	EA	30	565.00	16950.00
				SECTION SUB TOTAL	\$65,706.76
	RAISED INTERSECTION: LAKE HEARN DR AT COX DRIVEWAY				
439-0018	PLAIN PC CONC PVMT, CL 3 CONC, 8 INCH THK	SY	1197	41.62	49819.14
900-0039	BRICK PAVERS	SF	1188	8.44	10026.72
900-0526	BOLLARDS	EA	24	565.00	13560.00
				SECTION SUB TOTAL	\$73,405.86
	PERMANENT EROSION CONTROL				
702-0542	LAGERSTROEMIA INDICA	EA	20	103.11	2062.20
702-0875	QUERCUS ACUTISSIMA	EA	40	475.00	19000.00
999-2002	LANDSCAPING	SF	120000	2.50	300000.00
				SECTION SUB TOTAL	\$321,062.20
	TEMPORARY EROSION CONTROL				
163-0232	TEMPORARY GRASSING	AC	4	296.36	1185.44
163-0300	CONSTRUCTION EXIT	EA	6	922.26	5533.56
163-0550	CONSTRUCT AND REMOVE INLET SEDIMENT TRAP	EA	50	142.47	7123.50
165-0030	MAINTENANCE OF TEMPORARY SILT FENCE, TP C	LF	7500	0.68	5100.00
165-0101	MAINTENANCE OF TEMPORARY CONSTRUCTION EXIT	EA	6	441.53	2649.18
165-0105	MAINTENANCE OF INLET SEDIMENT TRAP	EA	50	53.08	2654.00
167-1000	WATER QUALITY MONITORING AND SAMPLING	EA	2	412.56	825.12
167-1500	WATER QUALITY INSPECTIONS	MO	6	511.37	3068.22
171-0030	TEMPORARY SILT FENCE, TYPE C	LF	7500	2.84	21300.00
702-7501	TREE PROTECTION BARRIER, TYPE 1	LF	7000	2.26	15820.00
				SECTION SUB TOTAL	\$65,259.02
	SIGNING & MARKING				
611-5551	RESET SIGN	EA	10	440.00	4400.00
636-1020	HIGHWAY SIGNS, TP 1 MATL, REFL SHEETING, TP 3	SF	81	13.46	1090.26
636-1033	HIGHWAY SIGNS, TP 1 MATL, REFL SHEETING, TP 9	SF	13	18.19	236.47
636-2070	GALV STEEL POSTS, TP 7	LF	445	6.94	3088.30
653-0110	THERMOPLASTIC PVMT MARKING, ARROW, TP 1	EA	20	71.14	1422.80
653-1501	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, WHITE	LF	8500	0.31	2635.00
653-1502	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, YELLOW	LF	8000	0.32	2560.00
653-3501	THERMOPLASTIC SKIP TRAF STRIPE, 5 IN, WHITE	GLF	8500	0.22	1870.00
				SECTION SUB TOTAL	\$17,302.83

SIGNAL ITEMS					
639-4004	STRAIN POLE, TP IV, WITH 40' MAST ARM	EA	1	5407.03	5407.03
639-4004	STRAIN POLE, TP IV, WITH 40' & 50' MAST ARMS	EA	1	5407.03	5407.03
639-4004	STRAIN POLE, TP IV, WITH 45' MAST ARM	EA	1	5407.03	5407.03
639-4004	STRAIN POLE, TP IV, WITH 50' MAST ARM	EA	1	5407.03	5407.03
647-1000	TRAFFIC SIGNAL INSTALLATION NO - 1	LS	1	125000.00	125000.00
647-1000	TRAFFIC SIGNAL INSTALLATION NO - 2	LS	1	125000.00	125000.00
647-6090	LOOP DETECTOR	EA	6	730.66	4383.96
682-6110	CONDUIT, RIGID, 1 IN	LF	750	6.04	4530.00
682-6120	CONDUIT, RIGID, 2 IN	LF	750	7.45	5587.50
				SECTION SUB TOTAL	\$286,129.58
DRAINAGE ITEMS					
550-1180	STORM DRAIN PIPE, 18 IN, H 1-10	LF	130	29.26	3803.80
611-3000	RECONSTR CATCH BASIN, GROUP 1	EA	20	1593.17	31863.40
611-3030	RECONSTR STORM SEW MANHOLE, TYPE 1	EA	20	1281.70	25634.00
668-1100	CATCH BASIN, GP 1	EA	5	2112.83	10564.15
				SECTION SUB TOTAL	\$71,865.35

TOTAL \$2,493,891.11

SUBTOTAL CONSTRUCTION COST \$2,493,891

E&I RATE 5.0% \$124,695

TOTAL CONSTRUCTION COST \$2,618,586

Construction Cost Estimate - Concept Level

Streetscape Design Services: Perimeter Summit Parkway

PI No. 0010164, DeKalb County

Prepared by Kimley-Horn and Associates, Inc. - July 14, 2010

ITEM #	ITEM DESCRIPTION	UNITS	QUANTITY	UNIT PRICE	COST
	ROADWAY ITEM				
150-1000	TRAFFIC CONTROL - 0010164	LS	LUMP	30000.00	30000.00
210-0100	GRADING COMPLETE - 0010164	LS	LUMP	75000.00	75000.00
310-5080	GR AGGR BASE CRS, 8 INCH, INCL MATL	TN	300	11.03	3309.00
402-3130	RECYCLED ASPH CONC 12.5 MM SUPERPAVE, GP 2 ONLY, INCL BITUM MATL & H LIME (1.5 IN)	TN	1800	59.93	107874.00
402-3190	RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME (2 IN)	TN	33	57.93	1911.69
413-1000	BITUM TACK COAT	GL	800	1.72	1376.00
432-0206	MILL ASPH CONC PVMT, 1 1/2 IN DEPTH	SY	21000	1.25	26250.00
441-0016	DRIVEWAY CONCRETE, 6 IN TK	SY	400	36.21	14484.00
441-0104	CONC SIDEWALK, 4 IN	SY	3500	23.65	82775.00
441-0108	CONC SIDEWALK, 8 IN	SY	55	54.83	3015.65
441-6012	CONC CURB & GUTTER, 6 IN X 24 IN, TP 2	LF	250	9.39	2347.50
500-3201	CLASS B CONCRETE, RETAINING WALL	CY	245	397.72	97441.40
607-3000	STONE FACING	SF	3100	16.00	49600.00
611-5480	RESET LIGHTING STANDARD	EA	2	969.53	1939.06
611-8055	ADJUST MINOR STRUCTURE TO GRADE	EA	3	852.39	2557.17
611-8120	ADJUST WATER METER BOX TO GRADE	EA	3	197.26	591.78
754-4000	WASTE RECEPTACLE UNIT	EA	25	967.59	24189.75
754-5000	BENCH	EA	6	2201.98	13211.88
900-0039	BRICK PAVERS	SF	4000	8.44	33760.00
999-2002	PEDESTRIAN LIGHT	EA	55	3500.00	192500.00
999-2003	LIGHT POLE	EA	45	6367.00	286515.00
				SECTION SUB TOTAL	\$1,050,648.88
	PERMANENT EROSION CONTROL				
702-0542	LAGERSTROEMIA INDICA	EA	10	103.11	1031.10
702-0875	QUERCUS ACUTISSIMA	EA	10	475.00	4750.00
999-2002	LANDSCAPING	SF	55000	2.50	137500.00
				SECTION SUB TOTAL	\$143,281.10
	TEMPORARY EROSION CONTROL				
163-0232	TEMPORARY GRASSING	AC	2	296.36	592.72
163-0300	CONSTRUCTION EXIT	EA	6	922.26	5533.56
163-0550	CONSTRUCT AND REMOVE INLET SEDIMENT TRAP	EA	40	142.47	5698.80
165-0030	MAINTENANCE OF TEMPORARY SILT FENCE, TP C	LF	7500	0.68	5100.00
165-0101	MAINTENANCE OF TEMPORARY CONSTRUCTION EXIT	EA	6	441.53	2649.18
165-0105	MAINTENANCE OF INLET SEDIMENT TRAP	EA	40	53.08	2123.20
167-1000	WATER QUALITY MONITORING AND SAMPLING	EA	2	412.56	825.12
167-1500	WATER QUALITY INSPECTIONS	MO	6	511.37	3068.22
171-0030	TEMPORARY SILT FENCE, TYPE C	LF	7500	2.84	21300.00
702-7501	TREE PROTECTION BARRIER, TYPE 1	LF	7000	2.26	15820.00
				SECTION SUB TOTAL	\$62,710.80
	SIGNING & MARKING				
611-5551	RESET SIGN	EA	5	440.00	2200.00
636-1020	HIGHWAY SIGNS, TP 1 MATL, REFL SHEETING, TP 3	SF	47	13.46	632.62
636-1033	HIGHWAY SIGNS, TP 1 MATL, REFL SHEETING, TP 9	SF	7	18.19	127.33
636-2070	GALV STEEL POSTS, TP 7	LF	218	6.94	1512.92
653-0110	THERMOPLASTIC PVMT MARKING, ARROW, TP 1	EA	20	71.14	1422.80
653-1501	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, WHITE	LF	8000	0.31	2480.00
653-1502	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, YELLOW	LF	8000	0.32	2560.00
653-3501	THERMOPLASTIC SKIP TRAF STRIPE, 5 IN, WHITE	GLF	8000	0.22	1760.00
				SECTION SUB TOTAL	\$12,695.67
	DRAINAGE ITEMS				
611-3000	RECONSTR CATCH BASIN, GROUP 1	EA	2	1593.17	3186.34
611-3030	RECONSTR STORM SEW MANHOLE, TYPE 1	EA	1	1281.70	1281.70
				SECTION SUB TOTAL	\$4,468.04

TOTAL \$1,273,804.49

SUBTOTAL CONSTRUCTION COST \$1,273,804

E&I RATE 5.0% \$63,690

TOTAL CONSTRUCTION COST \$1,337,495

P.I. Number _____

County **DeKalb**

Project Number _____

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

ENTER FPL DIESEL	2.877
ENTER FPM DIESEL	6.473

ENTER FPL UNLEADED	2.716
ENTER FPM UNLEADED	6.111

<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)	3894.000	2.90	11292.60	0.71	2764.74	
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=	11539.10	SUM QF UNLEADED=	2968.74
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DIESEL PRICE ADJUSTMENT(\$)	\$38,177.69
UNLEADED PRICE ADJUSTMENT(\$)	\$9,272.56

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

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

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

ENTER APL

ENTER APM

125.00%	INCREASE ADJUSTMENT
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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:		

Use this side for Asphalt Cement Only		
L.I.N.	TYPE	TACK (GALLONS)
413-1000	PG 64-22*	3300
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REMARKS:		

MONTHLY PRICE ADJUSTMENT(\$)	\$8,572.33
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ADJUSTMENT SUMMARY

FUEL PRICE ADJUSTMENT (<i>ENGLISH 125% MAX</i>)	
DIESEL PRICE ADJUSTMENT(\$)	<u>\$38,177.69</u>
UNLEADED PRICE ADJUSTMENT(\$)	<u>\$9,272.56</u>
ASPHALT CEMENT PRICE ADJUSTMENT (<i>BITUMINOUS TACK COAT 125% MAX</i>)	<u>\$8,572.33</u>
400 / 402 ASPHALT CEMENT PRICE ADJUSTMENT <i>125% MAX</i>	<u>\$117,754.56</u>
ASPHALT CEMENT PRICE ADJUSTMENT FOR BITUMINOUS TACK COAT(<i>Surface Treatment 125% MAX</i>)	<u>\$8,572.33</u>

REMARKS:	
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TOTAL ADJUSTMENTS	\$182,349.48
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**Streetscape Design Services: Lake Hearn Drive, Perimeter Summit Parkway, and Parkside Place
DeKalb County; P.I. No. 0010164**

Anticipated Cost Estimate for Acquisition of Right of Way and Permanent Easement

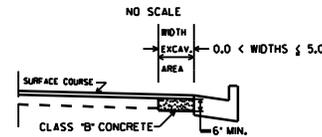
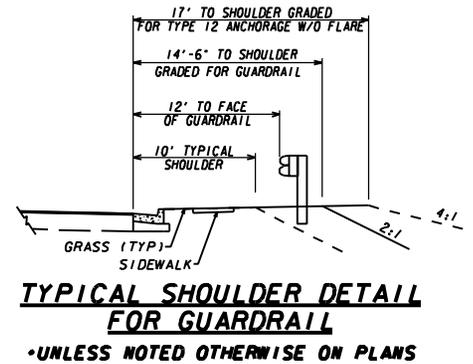
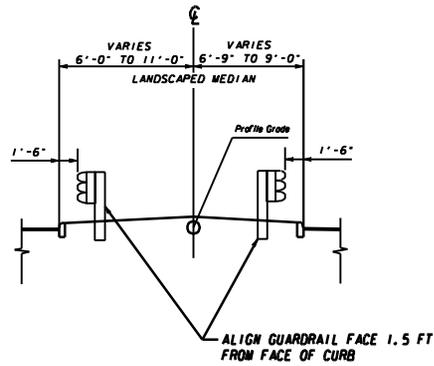
Prepared by Kimley-Horn and Associates, Inc. on November 19, 2010

Property Owner	Property ID	Required R/W		Permanent Easement	
		Area (SF)	Estimated Cost ¹	Area (SF)	Estimated Cost ²
20 PERIMETER SUMMIT LLC	18 329 07 124 SVA 5	0	\$0	1437	\$8,620
BRIAN REALTY CORPORATION	18 329 07 117 SVA 14	0	\$0	7487	\$44,919
BRIAN REALTY CORPORATION	18 329 07 117 SVA 6	0	\$0	7229	\$43,375
BRIAN REALTY CORPORATION	18 329 08 002 SVA 4	0	\$0	4916	\$29,499
BRIAN REALTY CORPORATION	18 329 09 002 SVA 16	7200	\$86,400	23555	\$141,329
CPI-SAGE HOTELS	18 329 08 003 SVA 2	10	\$122	4136	\$24,815
DEVELOPMENT AUTHORITY OF DEKALB COUNTY	18 329 07 121 SVA 10	0	\$0	491	\$2,946
GEORGIA POWER CO.	18 330 16 015 SVA 19	2274	\$27,288	3250	\$19,501
JMC-LH1, LLC	18 329 02 005 SVA 15	1301	\$15,614	22513	\$135,078
VILLA SONOMA LLC	18 329A 10 322 SVA 9	0	\$0	509	\$3,053
Totals =		10785	\$129,424	75523	\$453,136
Estimated Overall Cost for Acquisition of Right of Way and Permanent Easement =					\$582,559

1. Estimate of \$12 per SF for Right of Way Acquisition

2. Estimate of \$6 per SF for Permanent Easement Acquisition

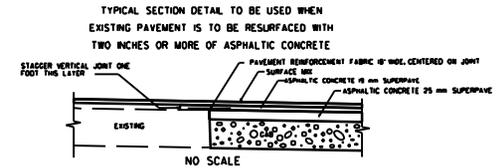
Item	Qty	Unit Price	Total
<u>Water/Sewer</u>			
Adjust Manhole	22	1000	\$22,000
Adjust Valve Box to Grade	40	500	\$20,000
Adjust/Relocate Valve Marker	19	525	\$9,975
Adjust/Relocate Existing Hydrant	9	2000	\$18,000
Adjust Water Meter to Grade	2	420	\$840
Reconstruct Manhole	1	1640	\$1,640
Sub Total			\$72,455
<u>Gas</u>			
<<No items>>			
<u>Electric</u>			
Adjust Manhole	13	1000	\$13,000
Re-set Electric Box	3	4000	\$12,000
Adjust Meter to Grade	2	520	\$1,040
Re-locate Power Pole	3	10000	\$30,000
Sub Total			\$56,040
<u>Telephone/Communication/Cable</u>			
Adjust Pedestal to Grade	8	1000	\$8,000
Adjust/Relocate Utility Marker	14	500	\$7,000
Adjust Manhole	15	1000	\$15,000
Sub Total			\$30,000
Estimated Utility Costs			\$158,495



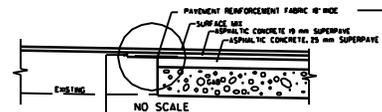
NO SCALE
CLASS 'B' CONCRETE BASE OR PAVEMENT WIDENING
Item Code 500-9999 - Cu. Yds.

In excavated areas between the existing paving and new curb and gutter that are 5'-0" or less in width, Class 'B' concrete shall be placed in lieu of the base and paving as specified by the typical section. Payment will be made under "Class B Concrete Base and Pavement Widening".

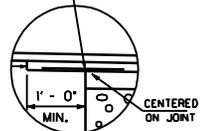
In excavated areas greater than 5'-0" in width, the Contractor shall place base and paving as specified on the typical section. See plans for details of curb and gutter construction.



TYPICAL SECTION DETAIL TO BE USED WHEN EXISTING PAVEMENT IS TO BE RESURFACED WITH TWO INCHES OR MORE OF ASPHALTIC CONCRETE



TYPICAL SECTION DETAIL TO BE USED WHEN EXISTING PAVEMENT IS TO BE RESURFACED WITH LESS THAN TWO INCHES OF ASPHALTIC CONCRETE



REQUIRED PAVEMENT

- ① RECYCLED ASPHALTIC CONCRETE 12.5 mm SUPERPAVE, 165 LBS./S.Y.
- ② MILLING, 1.5" DEPTH
- ③ GRADED AGGREGATE BASE, 6"
- ④ EXISTING ROADWAY
- ⑤ 8"X24" CONC. CURB & GUTTER, GA. STD. 9032 B, TYPE 2 (SIMILAR)
- ⑥ 8" CONC. HEADER CURB, GA. STD. 9032 B, TYPE 7
- ⑦ RECYCLED ASPHALTIC CONCRETE LEVELING AS REQUIRED
- ⑧ 4" CONCRETE SIDEWALK
- ⑨ RECYCLED ASPHALTIC CONCRETE 19.0 mm SUPERPAVE, 220 LBS./S.Y.
- ⑩ RECYCLED ASPHALTIC CONCRETE 25.0 mm SUPERPAVE, 440 LBS./S.Y.
- ⑪ GRADED AGGREGATE BASE, 10"
- ⑫ 8"X24" CONC. CURB & GUTTER, GA. STD. 9032 B, TYPE 7 (SIMILAR)

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Norcross, Georgia 30092

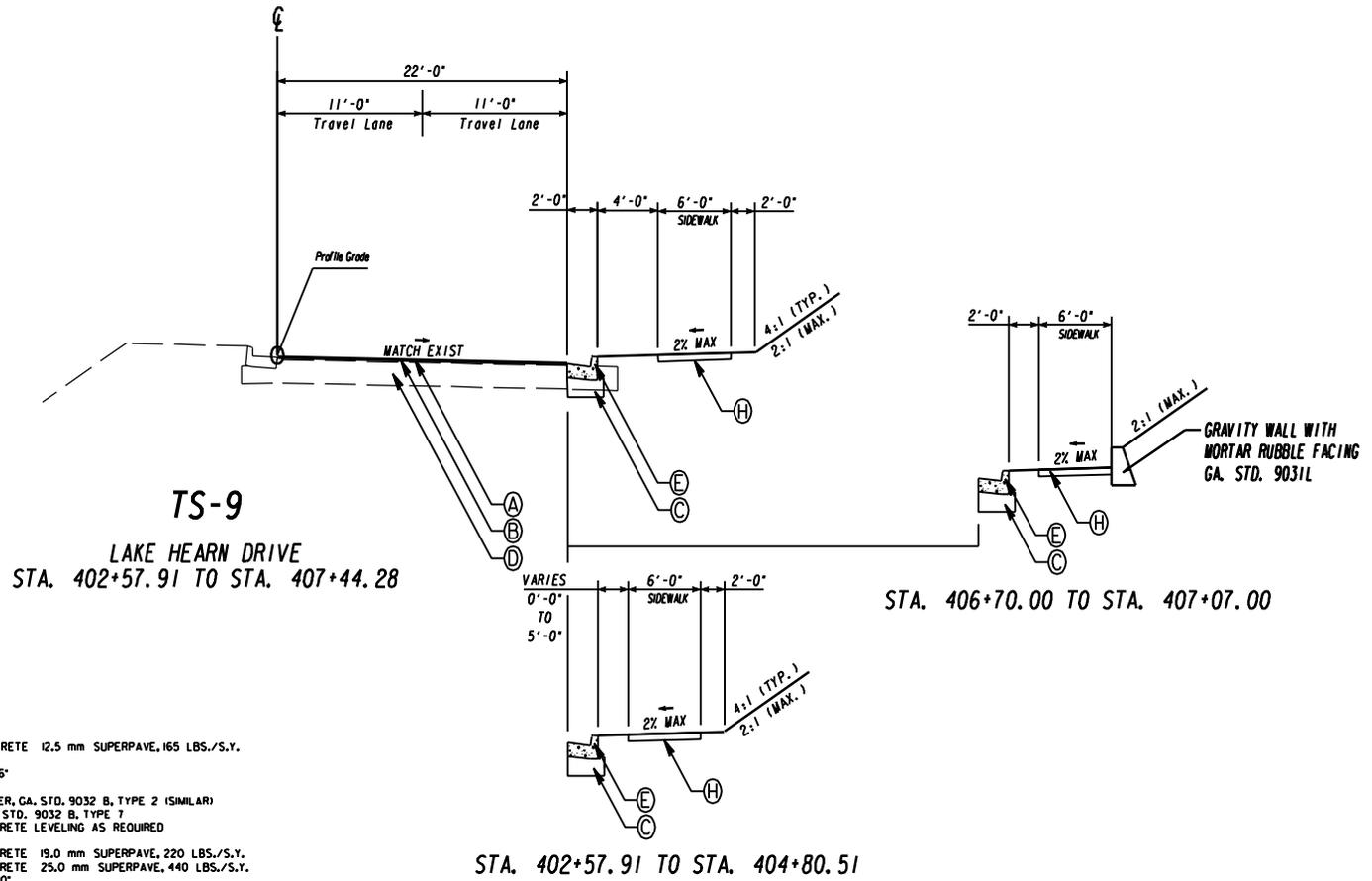
REVISION DATES

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

LAKE HEARN DR.
PERIMETER SUMMIT PKWY
AND PARKSIDE PL

DRAWING NO.
5-01



SLOPE CONTROLS		
SLOPE	CUT	FILL
4:1	2:1	2:1
3:1	6'-10"	--
2:1	LOWER 10' OVER 10'	--

*GUARDRAIL IS REQUIRED ON ALL SLOPES OVER 6' IN HEIGHT

- REQUIRED PAVEMENT**
- (A) RECYCLED ASPHALTIC CONCRETE 12.5 mm SUPERPAVE, 165 LBS./S.Y.
 - (B) MILLING, 1.5" DEPTH
 - (C) GRADED AGGREGATE BASE, 6"
 - (D) EXISTING ROADWAY
 - (E) 8"x24" CONC. CURB & GUTTER, GA. STD. 9032 B, TYPE 2 (SIMILAR)
 - (F) 8" CONC. HEADER CURB, GA. STD. 9032 B, TYPE 7
 - (G) RECYCLED ASPHALTIC CONCRETE LEVELING AS REQUIRED
 - (H) 4" CONCRETE SIDEWALK
 - (I) RECYCLED ASPHALTIC CONCRETE 19.0 mm SUPERPAVE, 220 LBS./S.Y.
 - (J) RECYCLED ASPHALTIC CONCRETE 25.0 mm SUPERPAVE, 440 LBS./S.Y.
 - (K) GRADED AGGREGATE BASE, 10"
 - (L) 8"x24" CONC. CURB & GUTTER, GA. STD. 9032 B, TYPE 7 (SIMILAR)

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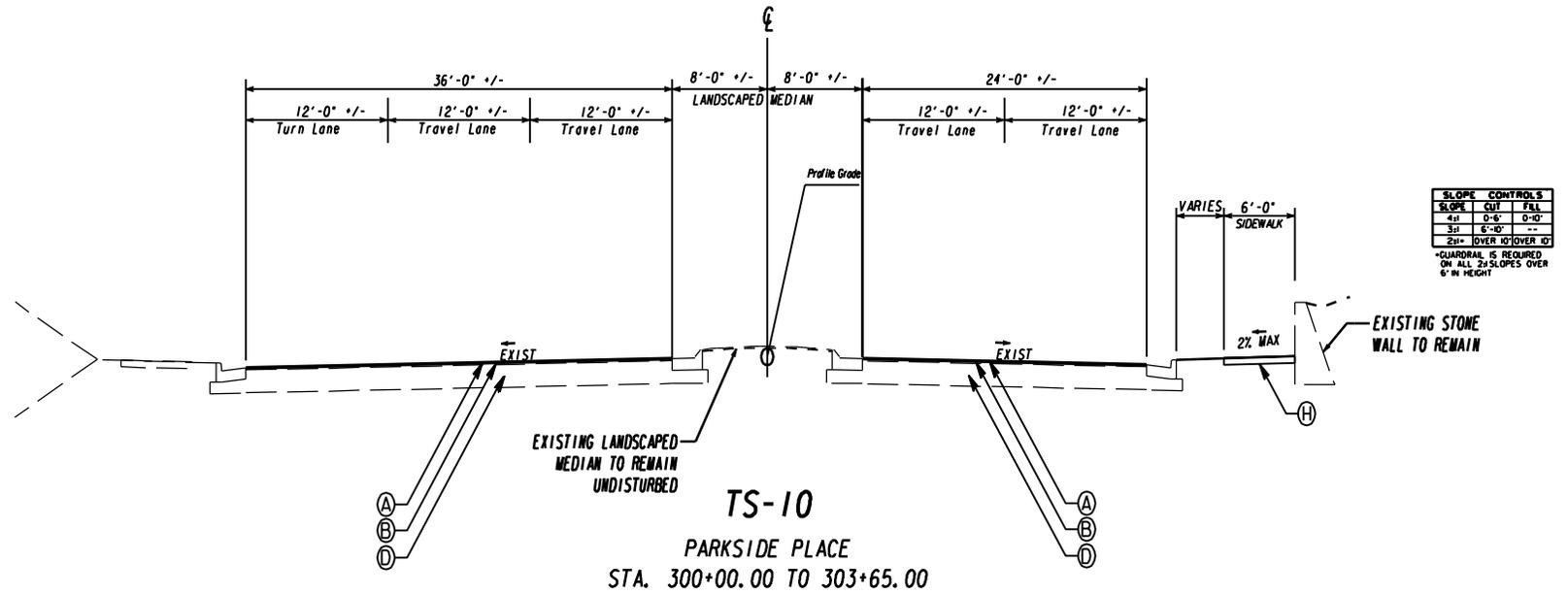
REVISION DATES

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

LAKE HEARN DR.
PERIMETER SUMMIT PKWY
AND PARKSIDE PL

DRAWING NO.
5-10



SLOPE CONTROLS		
SLOPE	CUT	FILL
4:1	0'-6"	0'-10"
3:1	6'-10"	--
2:1	OVER 10' OVER 10'	--

*GUARDRAIL IS REQUIRED ON ALL 2% SLOPES OVER 6' IN HEIGHT

- REQUIRED PAVEMENT**
- Ⓐ RECYCLED ASPHALTIC CONCRETE 12.5 mm SUPERPAVE, 165 LBS./S.Y.
 - Ⓑ MILLING, 1.5" DEPTH
 - Ⓒ GRADED AGGREGATE BASE, 6"
 - Ⓓ EXISTING ROADWAY
 - Ⓔ 8"x24" CONC. CURB & GUTTER, GA. STD. 9032 B, TYPE 2 (SIMILAR)
 - Ⓕ 8" CONC. HEADER CURB, GA. STD. 9032 B, TYPE 7
 - Ⓖ RECYCLED ASPHALTIC CONCRETE LEVELING AS REQUIRED
 - Ⓖ 4" CONCRETE SIDEWALK
 - Ⓘ RECYCLED ASPHALTIC CONCRETE 19.0 mm SUPERPAVE, 220 LBS./S.Y.
 - Ⓚ RECYCLED ASPHALTIC CONCRETE 25.0 mm SUPERPAVE, 440 LBS./S.Y.
 - Ⓛ GRADED AGGREGATE BASE, 10"
 - Ⓜ 8"x24" CONC. CURB & GUTTER, GA. STD. 9032 B, TYPE 7 (SIMILAR)

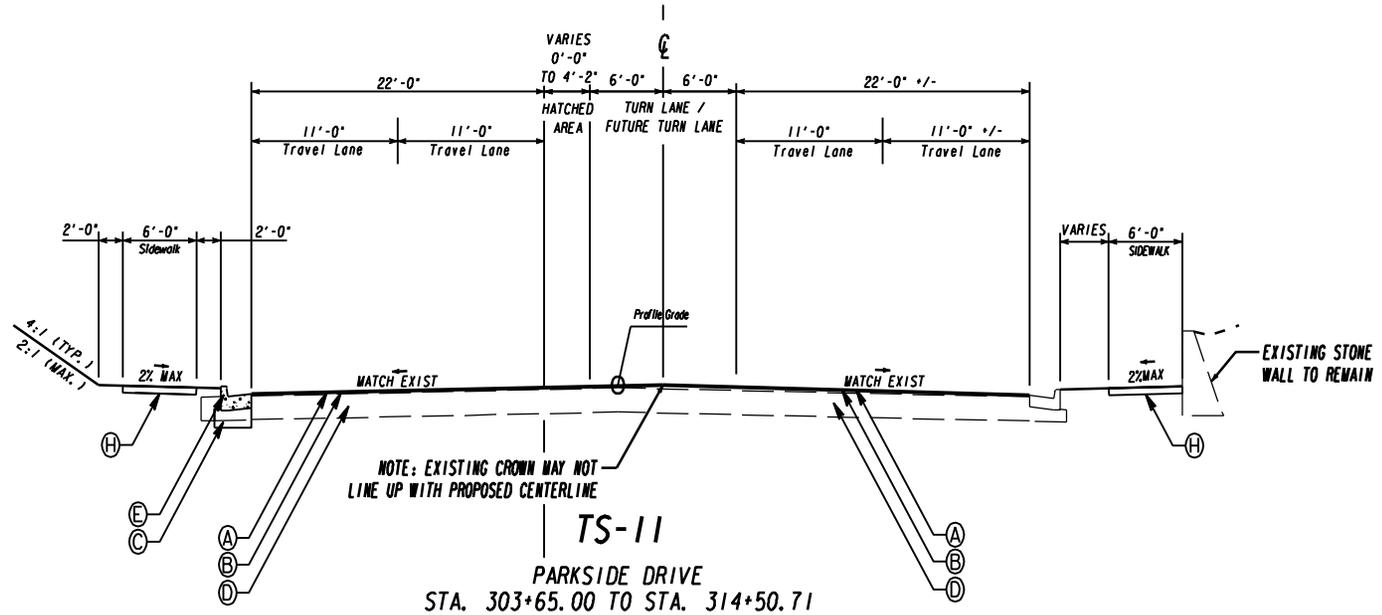


REVISION	DATE	BY	CHKD

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

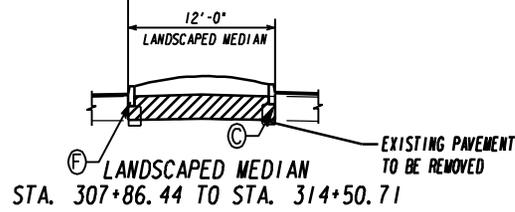
LAKE HEARN DR.
PERIMETER SUMMIT PKWY
AND PARKSIDE PL



SLOPE CONTROLS		
SLOPE	CUT	FILL
4:1	0:5	0:10
3:1	6:10	1:1
2:1	OVER 10	OVER 10

*QUADRANT IS REQUIRED ON ALL 2:1 SLOPES OVER 6' IN HEIGHT

- REQUIRED PAVEMENT**
- Ⓐ RECYCLED ASPHALTIC CONCRETE 12.5 mm SUPERPAVE, 165 LBS./S.Y.
 - Ⓑ MILLING, 1.5" DEPTH
 - Ⓒ GRADED AGGREGATE BASE, 6"
 - Ⓓ EXISTING ROADWAY
 - Ⓔ 8"x24" CONC. CURB & GUTTER, GA. STD. 9032 B, TYPE 2 (SIMILAR)
 - Ⓕ 8" CONC. HEADER CURB, GA. STD. 9032 B, TYPE 7
 - Ⓖ RECYCLED ASPHALTIC CONCRETE LEVELING AS REQUIRED
 - Ⓖ 4" CONCRETE SIDEWALK
 - Ⓗ RECYCLED ASPHALTIC CONCRETE 19.0 mm SUPERPAVE, 220 LBS./S.Y.
 - Ⓗ RECYCLED ASPHALTIC CONCRETE 25.0 mm SUPERPAVE, 440 LBS./S.Y.
 - Ⓗ GRADED AGGREGATE BASE, 10"
 - Ⓗ 8"x24" CONC. CURB & GUTTER, GA. STD. 9032 B, TYPE 7 (SIMILAR)



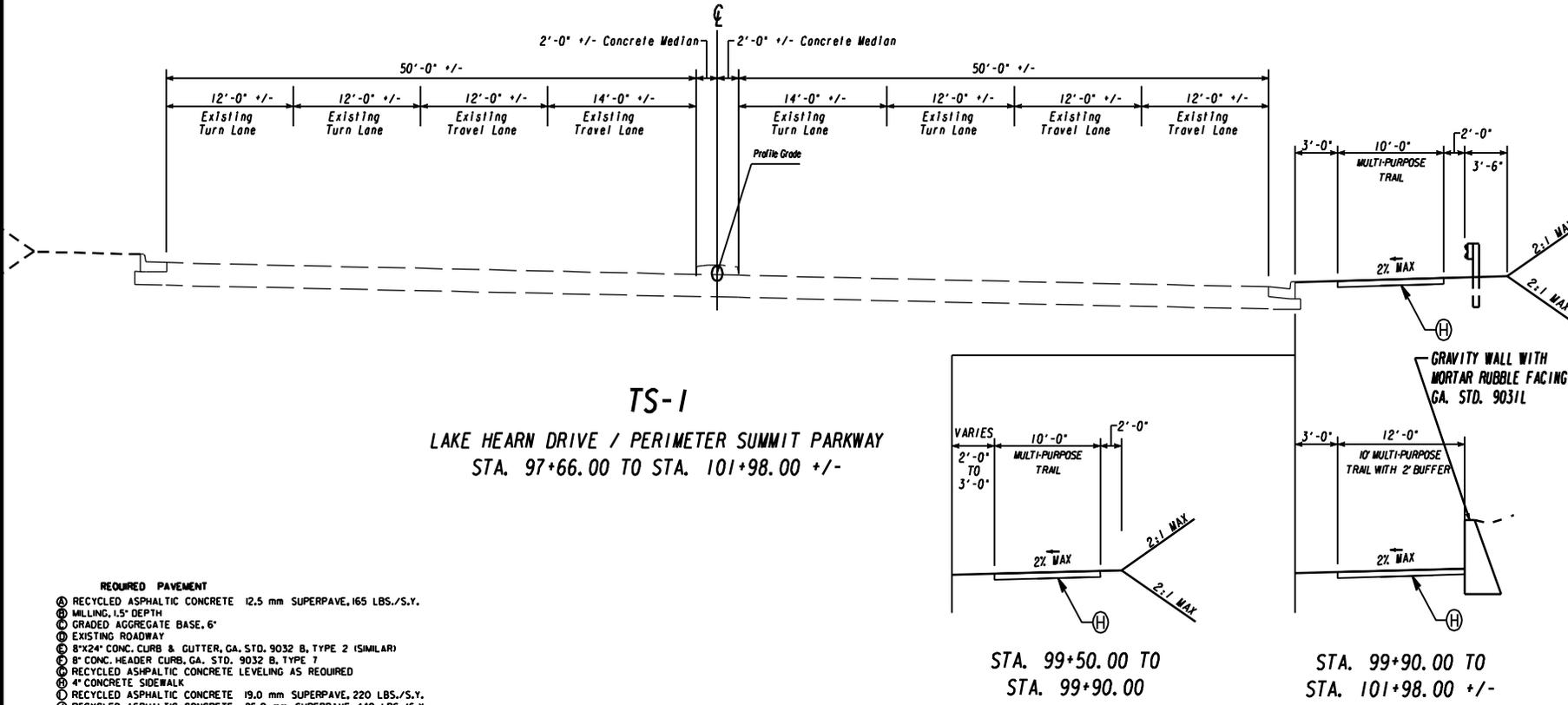
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Engineering, Planning, and Environmental Consultants
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Norcross, Georgia 30092

REVISION DATES

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

LAKE HEARN DR.
PERIMETER SUMMIT PKWY
AND PARKSIDE PL



TS-1
LAKE HEARN DRIVE / PERIMETER SUMMIT PARKWAY
STA. 97+66.00 TO STA. 101+98.00 +/-

- REQUIRED PAVEMENT**
- ① RECYCLED ASPHALTIC CONCRETE 12.5 mm SUPERPAVE, 165 LBS./S.Y.
 - ② MILLING, 1.5" DEPTH
 - ③ GRADED AGGREGATE BASE, 6"
 - ④ EXISTING ROADWAY
 - ⑤ 8"x24" CONC. CURB & GUTTER, GA. STD. 9032 B, TYPE 2 (SIMILAR)
 - ⑥ 8" CONC. HEADER CURB, GA. STD. 9032 B, TYPE 7
 - ⑦ RECYCLED ASPHALTIC CONCRETE LEVELING AS REQUIRED
 - ⑧ 4" CONCRETE SIDEWALK
 - ⑨ RECYCLED ASPHALTIC CONCRETE 19.0 mm SUPERPAVE, 220 LBS./S.Y.
 - ⑩ RECYCLED ASPHALTIC CONCRETE 25.0 mm SUPERPAVE, 440 LBS./S.Y.
 - ⑪ GRADED AGGREGATE BASE, 10"
 - ⑫ 8"x24" CONC. CURB & GUTTER, GA. STD. 9032 B, TYPE 7 (SIMILAR)

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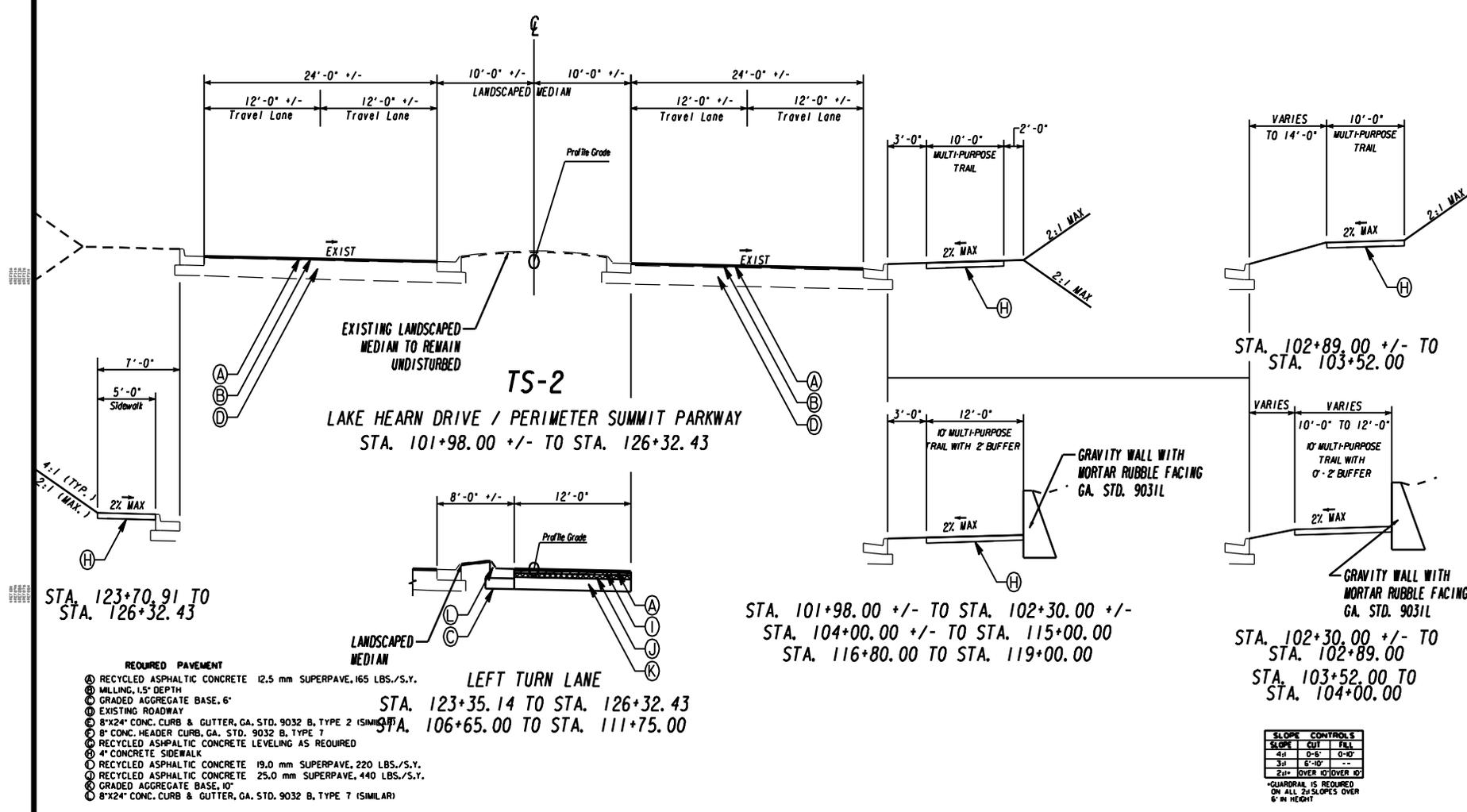
REVISION DATES

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

LAKE HEARN DR.
PERIMETER SUMMIT PKWY
AND PARKSIDE PL

DRAWING NO. 5-02



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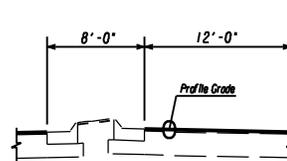
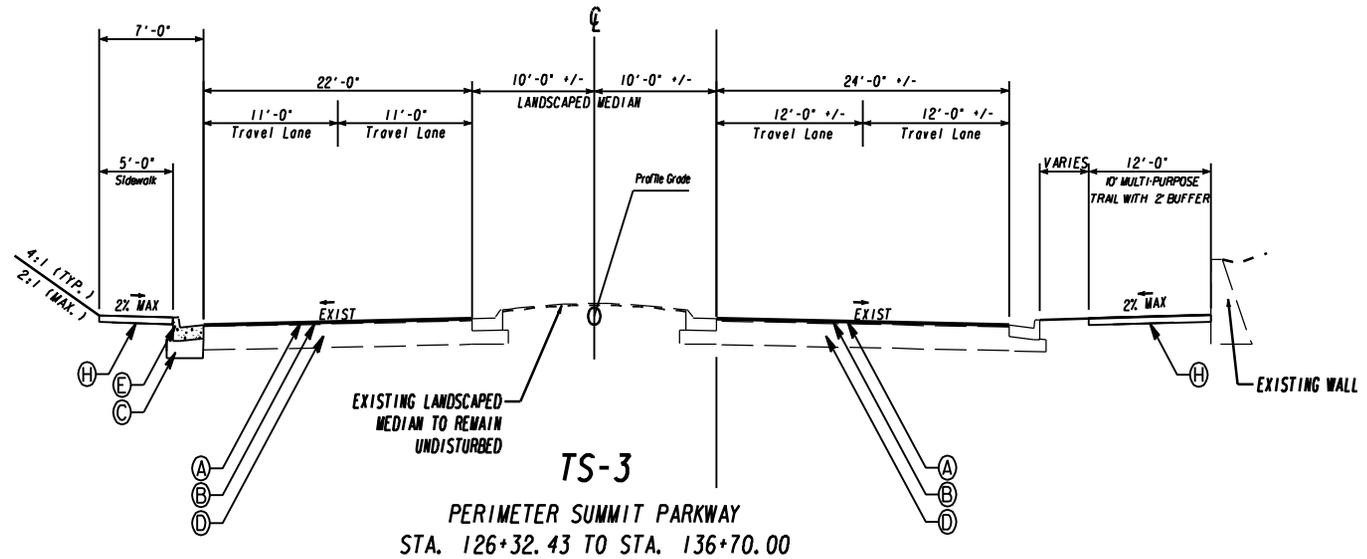
REVISION	DATE

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

LAKE HEARN DR.
PERIMETER SUMMIT PKWY
AND PARKSIDE PL

DRAWING NO.
5-03



- REQUIRED PAVEMENT**
- Ⓐ RECYCLED ASPHALTIC CONCRETE 12.5 mm SUPERPAVE, 165 LBS./S.Y.
 - Ⓑ MILLING, 1.5" DEPTH
 - Ⓒ GRADED AGGREGATE BASE, 6"
 - Ⓓ EXISTING ROADWAY
 - Ⓔ 8"x24" CONC. CURB & GUTTER, GA. STD. 9032 B, TYPE 2 (SIMILAR)
 - Ⓕ 8" CONC. HEADER CURB, GA. STD. 9032 B, TYPE 7
 - Ⓖ RECYCLED ASPHALTIC CONCRETE LEVELING AS REQUIRED
 - Ⓗ 4" CONCRETE SIDEWALK
 - Ⓚ RECYCLED ASPHALTIC CONCRETE 19.0 mm SUPERPAVE, 220 LBS./S.Y.
 - Ⓛ RECYCLED ASPHALTIC CONCRETE 25.0 mm SUPERPAVE, 440 LBS./S.Y.
 - Ⓜ GRADED AGGREGATE BASE, 10"
 - Ⓝ 8"x24" CONC. CURB & GUTTER, GA. STD. 9032 B, TYPE 7 (SIMILAR)

SLOPE CONTROLS		
SLOPE	CUT	FILL
4:1	0'-5"	0'-10"
3:1	6'-10"	--
2:1	OVER 10'	OVER 10'

*GUARDRAIL IS REQUIRED ON ALL SLOPES OVER 6" IN HEIGHT

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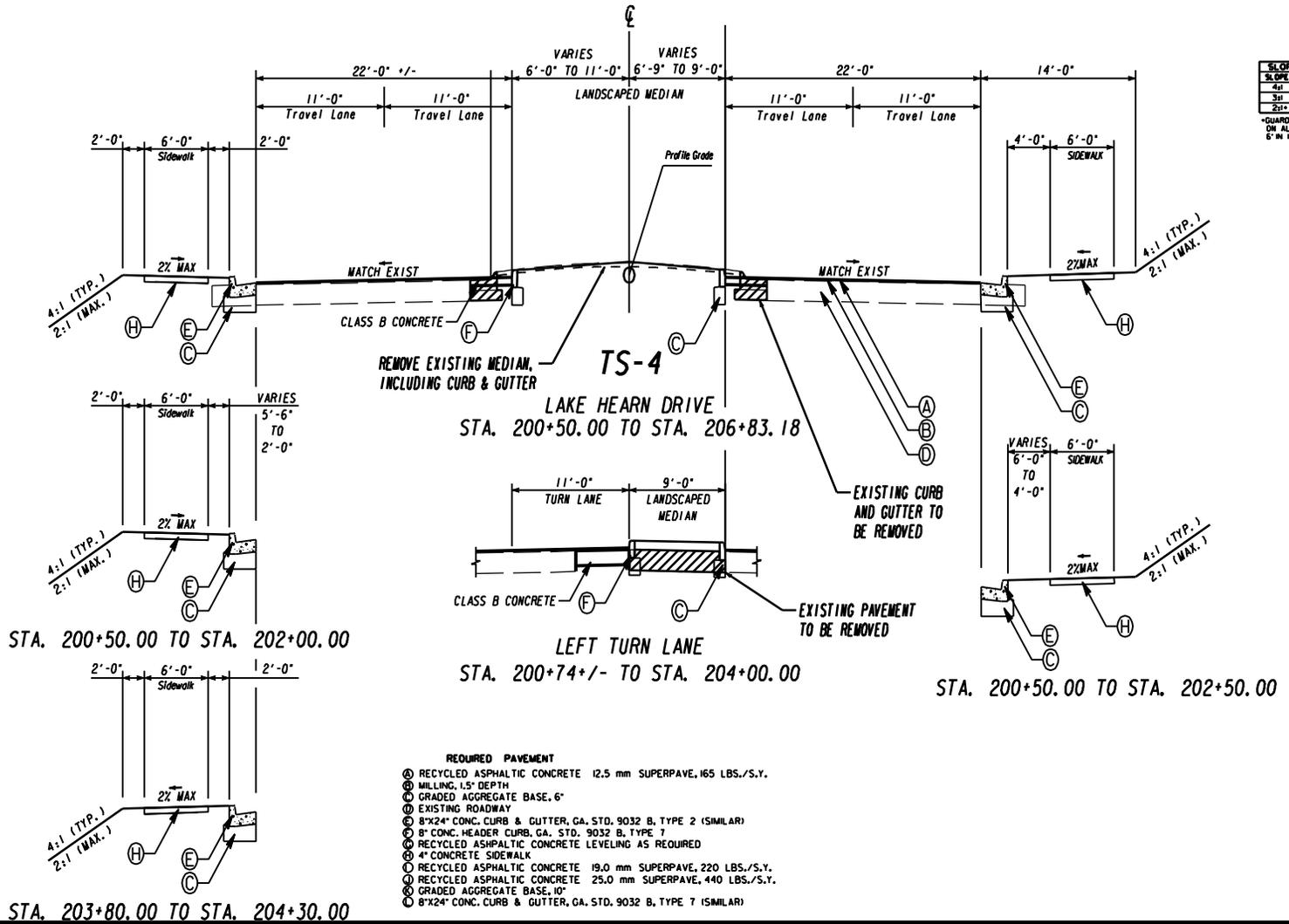
REVISION DATES

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

LAKE HEARN DR.
PERIMETER SUMMIT PKWY
AND PARKSIDE PL

DRAWING NO.
5-04



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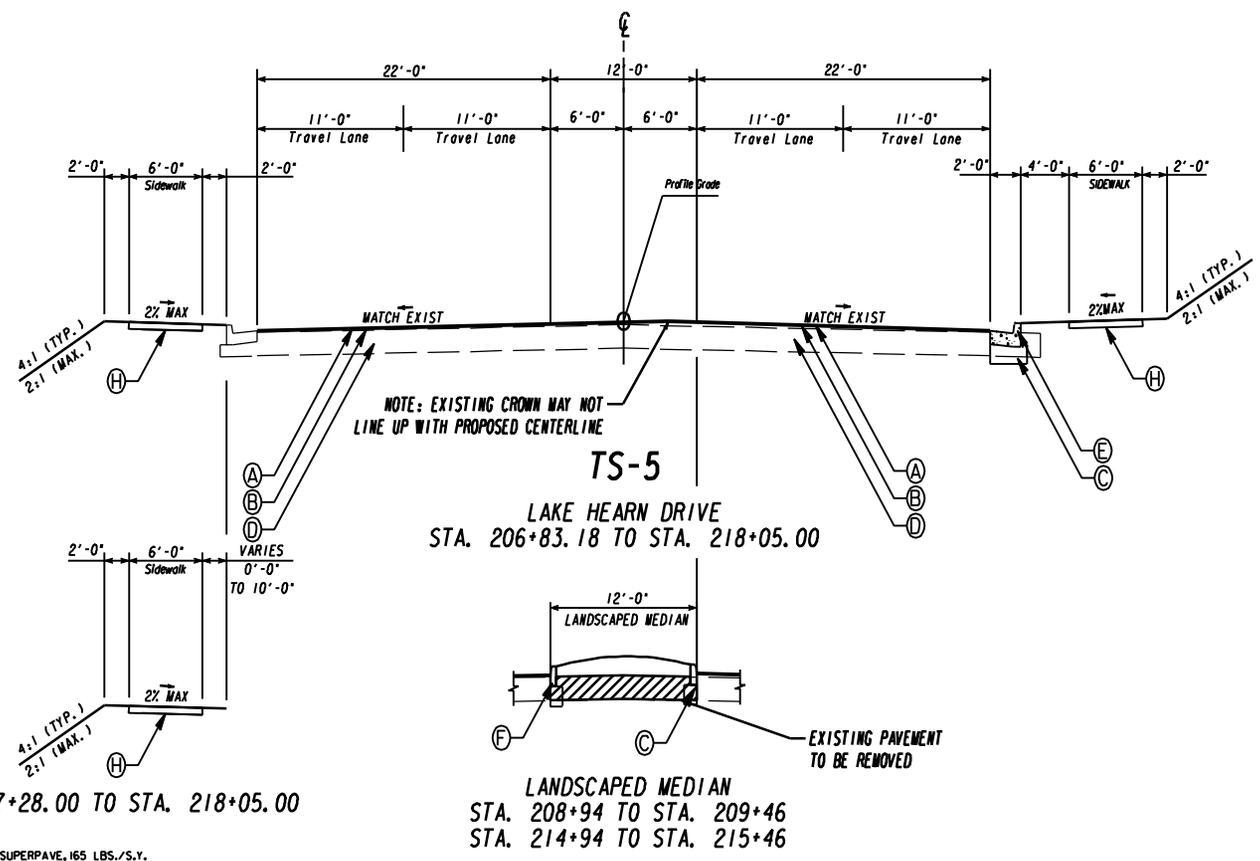
REVISION	DATE	BY	APP'D

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

LAKE HEARN DR.
PERIMETER SUMMIT PKWY
AND PARKSIDE PL

DRAWING NO. 5-05



SLOPE CONTROLS		
SLOPE	CUT	FILL
4:1	0'-6"	0'-10"
3:1	6'-10"	--
2:1	OVER 10' OVER 10'	

*GUARDRAIL IS REQUIRED ON ALL 2:1 SLOPES OVER 6' IN HEIGHT

- REQUIRED PAVEMENT**
- Ⓐ RECYCLED ASPHALTIC CONCRETE 12.5 mm SUPERPAVE, 165 LBS./S.Y.
 - Ⓑ MILLING, 1.5" DEPTH
 - Ⓒ GRADED AGGREGATE BASE, 6"
 - Ⓓ EXISTING ROADWAY
 - Ⓔ 8"x24" CONC. CURB & GUTTER, GA. STD. 9032 B, TYPE 2 (SIMILAR)
 - Ⓕ 8" CONC. HEADER CURB, GA. STD. 9032 B, TYPE 7
 - Ⓖ RECYCLED ASPHALTIC CONCRETE LEVELING AS REQUIRED
 - Ⓗ 4" CONCRETE SIDEWALK
 - Ⓚ RECYCLED ASPHALTIC CONCRETE 19.0 mm SUPERPAVE, 220 LBS./S.Y.
 - Ⓛ RECYCLED ASPHALTIC CONCRETE 25.0 mm SUPERPAVE, 440 LBS./S.Y.
 - Ⓜ GRADED AGGREGATE BASE, 10"
 - Ⓝ 8"x24" CONC. CURB & GUTTER, GA. STD. 9032 B, TYPE 7 (SIMILAR)

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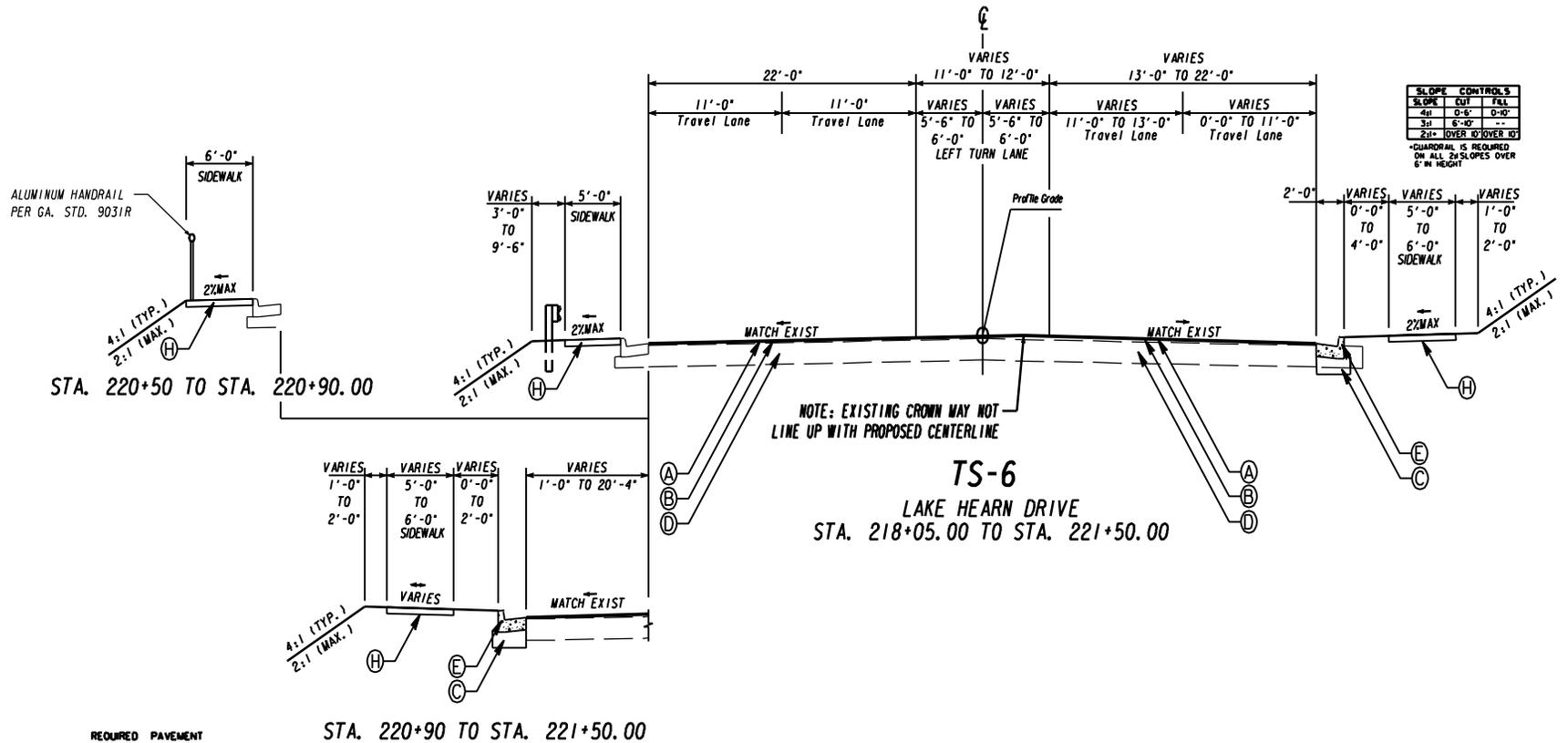
REVISION DATES

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

LAKE HEARN DR.
PERIMETER SUMMIT PKWY
AND PARKSIDE PL

DRAWING NO. 5-06



SLOPE CONTROLS		
SLOPE	CUT	FILL
4:1	0'-5"	0:1:2
3:1	6'-0"	--
2:1	OVER 10' OVER 10'	--

*GUARDRAIL IS REQUIRED ON ALL SLOPES OVER 6' IN HEIGHT

- REQUIRED PAVEMENT**
- ① RECYCLED ASPHALTIC CONCRETE 12.5 mm SUPERPAVE, 165 LBS./S.Y.
 - ② MILLING, 1.5" DEPTH
 - ③ GRADED AGGREGATE BASE, 6"
 - ④ EXISTING ROADWAY
 - ⑤ 8"x24" CONC. CURB & GUTTER, GA. STD. 9032 B, TYPE 2 (SIMILAR)
 - ⑥ 8" CONC. HEADER CURB, GA. STD. 9032 B, TYPE 7
 - ⑦ RECYCLED ASPHALTIC CONCRETE LEVELING AS REQUIRED
 - ⑧ 4" CONCRETE SIDEWALK
 - ⑨ RECYCLED ASPHALTIC CONCRETE 19.0 mm SUPERPAVE, 220 LBS./S.Y.
 - ⑩ RECYCLED ASPHALTIC CONCRETE 25.0 mm SUPERPAVE, 440 LBS./S.Y.
 - ⑪ GRADED AGGREGATE BASE, 10"
 - ⑫ 8"x24" CONC. CURB & GUTTER, GA. STD. 9032 B, TYPE 7 (SIMILAR)

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REVISION DATES

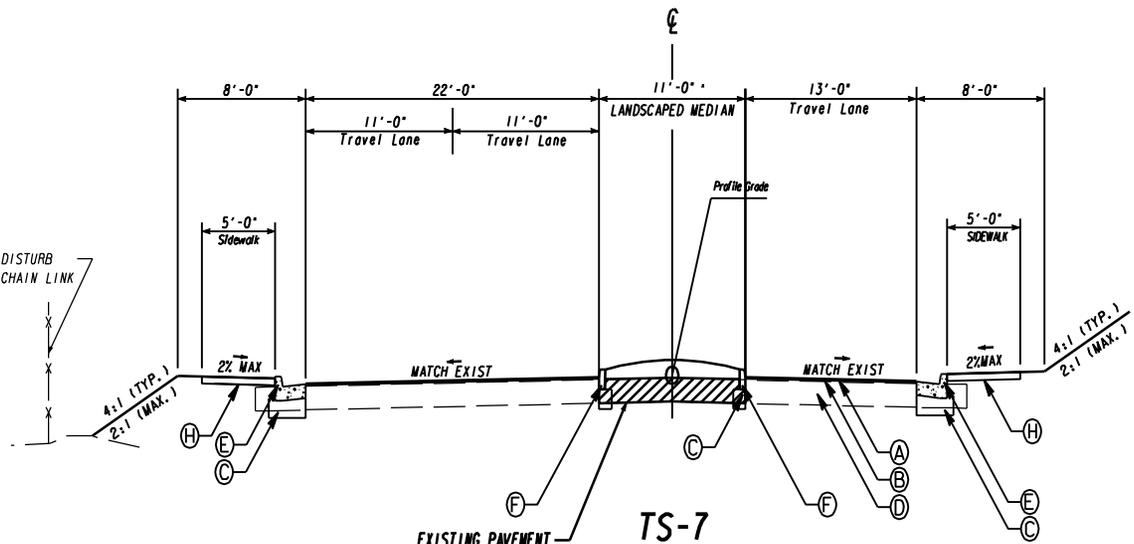
STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

LAKE HEARN DR.
PERIMETER SUMMIT PKWY
AND PARKSIDE PL

DRAWING NO. 5-07

DO NOT DISTURB
EXIST. CHAIN LINK
FENCE



EXISTING PAVEMENT
TO BE REMOVED

TS-7

LAKE HEARN DRIVE
STA. 221+50.00 TO STA. 224+67.41

* NOTE: AT STA. 223+26.12, THE MEDIAN
TRANSITIONS INTO A RAISED,
LANDSCAPED ISLAND

SLOPE CONTROLS		
SLOPE	CUT	FILL
4:1	0'-8"	0'-10"
3:1	6'-10"	--
2:1	OVER 10' OVER 10'	OVER 10'

* GUARDRAIL IS REQUIRED
ON ALL 2:1 SLOPES OVER
6' IN HEIGHT

- REQUIRED PAVEMENT**
- Ⓐ RECYCLED ASPHALTIC CONCRETE 12.5 mm SUPERPAVE, 165 LBS./S.Y.
 - Ⓑ MILLING, 1.5" DEPTH
 - Ⓒ GRADED AGGREGATE BASE, 6"
 - Ⓓ EXISTING ROADWAY
 - Ⓔ 8"x24" CONC. CURB & GUTTER, GA. STD. 9032 B, TYPE 2 (SIMILAR)
 - Ⓕ 8" CONC. HEADER CURB, GA. STD. 9032 B, TYPE 7
 - Ⓖ RECYCLED ASPHALTIC CONCRETE LEVELING AS REQUIRED
 - Ⓗ 4" CONCRETE SIDEWALK
 - Ⓚ RECYCLED ASPHALTIC CONCRETE 19.0 mm SUPERPAVE, 220 LBS./S.Y.
 - Ⓛ RECYCLED ASPHALTIC CONCRETE 25.0 mm SUPERPAVE, 440 LBS./S.Y.
 - Ⓜ GRADED AGGREGATE BASE, 10"
 - Ⓝ 8"x24" CONC. CURB & GUTTER, GA. STD. 9032 B, TYPE 7 (SIMILAR)

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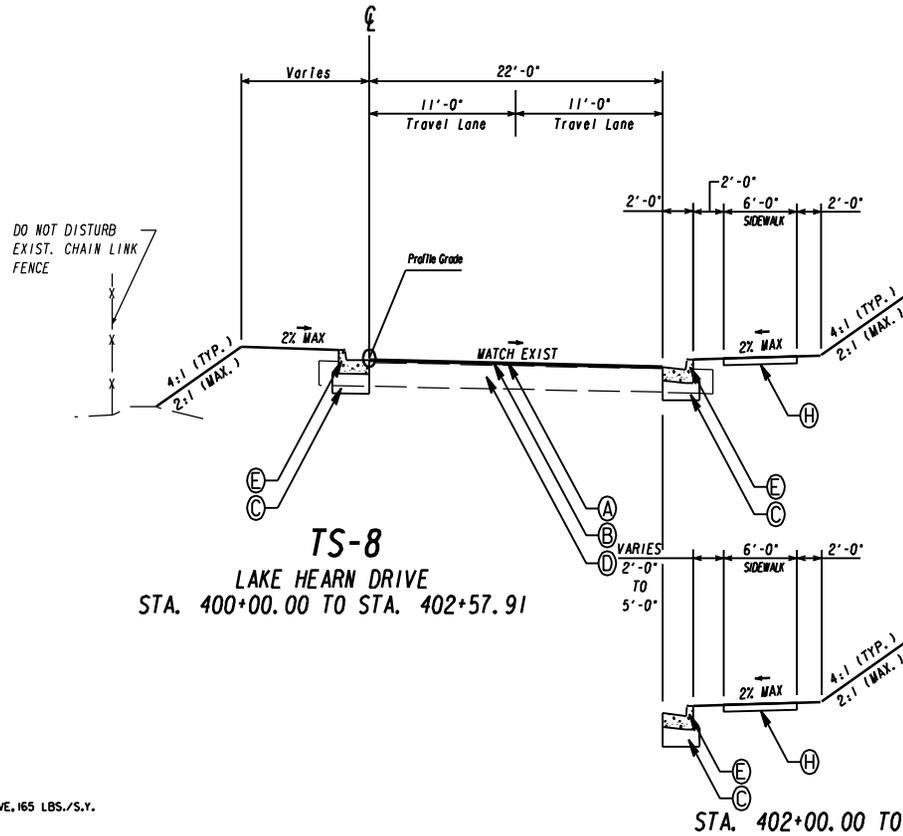
REVISION DATES

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

LAKE HEARN DR.
PERIMETER SUMMIT PKWY
AND PARKSIDE PL

DRAWING NO.
5-08



SLOPE CONTROLS		
SLOPE	CUT	FILL
4:1	0'-5"	0'-0"
3:1	6'-0"	--
2:1	OVER 10' OVER 10'	--

* GUARDRAIL IS REQUIRED ON ALL SLOPES OVER 6' IN HEIGHT

- REQUIRED PAVEMENT**
- Ⓐ RECYCLED ASPHALTIC CONCRETE 12.5 mm SUPERPAVE, 165 LBS./S.Y.
 - Ⓑ MILLING, 1.5" DEPTH
 - Ⓒ GRADED AGGREGATE BASE, 6"
 - Ⓓ EXISTING ROADWAY
 - Ⓔ 8"X24" CONC. CURB & GUTTER, GA. STD. 9032 B, TYPE 2 (SIMILAR)
 - Ⓕ 8" CONC. HEADER CURB, GA. STD. 9032 B, TYPE 7
 - Ⓖ RECYCLED ASPHALTIC CONCRETE LEVELING AS REQUIRED
 - Ⓗ 4" CONCRETE SIDEWALK
 - Ⓘ RECYCLED ASPHALTIC CONCRETE 19.0 mm SUPERPAVE, 220 LBS./S.Y.
 - Ⓚ RECYCLED ASPHALTIC CONCRETE 25.0 mm SUPERPAVE, 440 LBS./S.Y.
 - Ⓛ GRADED AGGREGATE BASE, 10"
 - Ⓜ 8"X24" CONC. CURB & GUTTER, GA. STD. 9032 B, TYPE 7 (SIMILAR)

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REVISION DATES	

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

LAKE HEARN DR.
PERIMETER SUMMIT PKWY
AND PARKSIDE PL

DRAWING NO.
5-09

ACCIDENT SUMMARIES

Streetscape Design Services: Lake Hearn Drive, Parkside Place, and Perimeter Summit Parkway
DeKalb County, P.I. Number: 0010164

- Accident Information Data:
 - Perimeter Summit Parkway:

GDOT Accident History Perimeter Summit Parkway (Urban Local Street)									
Year	Study Corridor Quantity			Study Corridor Rates			Georgia Statewide Average Rates		
	Accidents	Injuries	Fatalities	Accidents	Injuries	Fatalities	Accidents	Injuries	Fatalities
2005	2	0	0	180	0	0	388	130	0.98
2006	2	1	0	180	90	0	382	124	1.15
2007	1	1	0	90	90	0	407	128	1.01
2008	3	0	0	270	0	0	317	98	1.06
Total	8	2	0						

NOTE: Segment accident rates are number of accidents per 100 million vehicle miles

- Lake Hearn Drive:

GDOT Accident History Lake Hearn Drive (Urban Local Street)									
Year	Study Corridor Quantity			Study Corridor Rates			Georgia Statewide Average Rates		
	Accidents	Injuries	Fatalities	Accidents	Injuries	Fatalities	Accidents	Injuries	Fatalities
2005	13	2	0	854	131	0	388	130	0.98
2006	14	3	0	919	197	0	382	124	1.15
2007	16	2	0	1051	131	0	407	128	1.01
2008	14	1	0	919	66	0	317	98	1.06
Total	57	8	0						

NOTE: Segment accident rates are number of accidents per 100 million vehicle miles

- Parkside Place:

GDOT Accident History Parkside Place (Urban Local Street)									
Year	Study Corridor Quantity			Study Corridor Rates			Georgia Statewide Average Rates		
	Accidents	Injuries	Fatalities	Accidents	Injuries	Fatalities	Accidents	Injuries	Fatalities
2005	3	0	0	831	0	0	388	130	0.98
2006	2	0	0	554	0	0	382	124	1.15
2007	2	1	0	554	277	0	407	128	1.01
2008	0	0	0	0	0	0	317	98	1.06
Total	7	1	0						

NOTE: Segment accident rates are number of accidents per 100 million vehicle miles

- Traffic Impact Study Summary:

The traffic study evaluated the intersections of Perimeter Summit Parkway/Lake Hearn Drive, Lake Hearn Drive/Parkside Place, and Perimeter Summit Parkway/Parkside Place. Intersection capacity analyses were performed at the referenced intersections for AM and PM peaks. The following scenarios were analyzed: Existing 2009, No-Build 2012, No-Build 2032, Base 2012, and Design 2032.

The results of the capacity analyses are as indicated below:

<u>Intersection</u>	Overall Intersection LOS									
	Existing 2009		No-Build 2012		No-Build 2032		Base 2012		Design 2032	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Perimeter Summit Parkway at Lake Hearn Drive	B	A	B	A	D	F	B	A	C	D
Lake Hearn Drive at Parkside Place	A	A	A	A	E	A	A	A	D	A
Perimeter Summit Parkway at Parkside Place	A	B	A	B	B	B	A**	B**	B**	B**

**No Intersection Improvements Proposed

The following improvements are proposed to enhance the overall operation of the intersections:

Perimeter Summit Parkway at Lake Hearn Drive

- Restripe the southbound approach along Lake Hearn Drive to operate as 1 left-turn lane and 2 right-turn lanes. This may only require re-striping the middle approach lane.

NOTE: This improvement is recommended because of the increase in the southbound right-turn traffic volumes that is anticipated to be generated by future developments in the area. Therefore, this improvement is not needed as part of the proposed streetscape improvements.

- Restripe the westbound approach along Perimeter Summit Parkway to operate as 1 through lane and 1 shared through/right-turn lane. This may only require re-striping the existing right-turn lane.

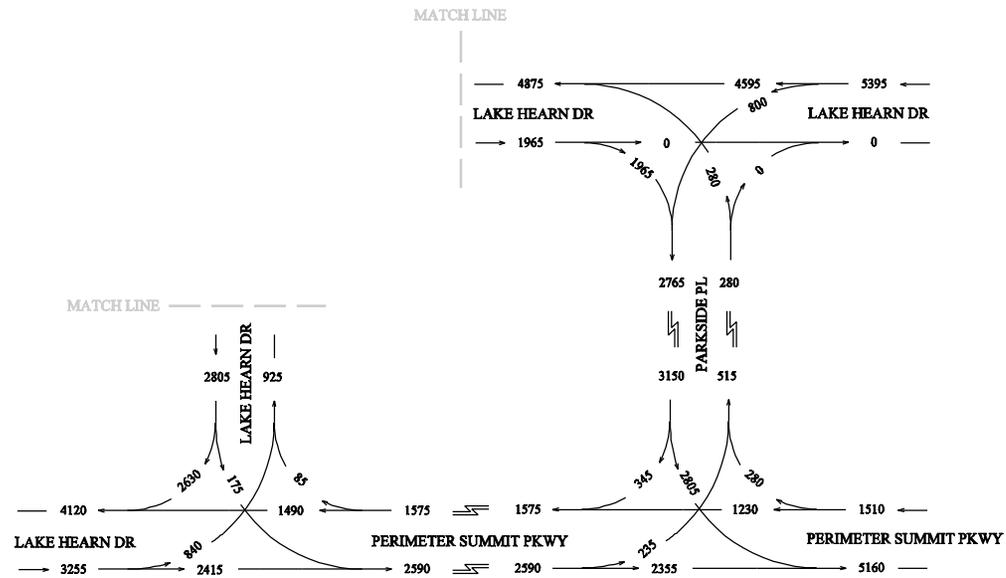
Lake Hearn Drive at Parkside Place

- Remove one of the eastbound free-flow right-turn lanes along Lake Hearn Drive at its intersection with Parkside Place. One eastbound free-flow right-turn lane will remain along Lake Hearn Drive.
- Restripe Parkside Place such that vehicles making a westbound left-turn movement from Lake Hearn Drive onto Parkside Place will now have a dedicated receiving lane.
- Improve future signal timings, particularly for the AM peak hour, to minimize delays for westbound vehicles along Lake Hearn Drive.

Perimeter Summit Parkway at Parkside Place

- No improvements are recommended at this intersection.

ADT TRAFFIC VOLUMES
EXISTING YEAR 2009 = 000



DEKALB COUNTY
 LAKE HEARN DRIVE
 PERIMETER SUMMIT PARKWAY
 PARKSIDE PLACE
 01/10

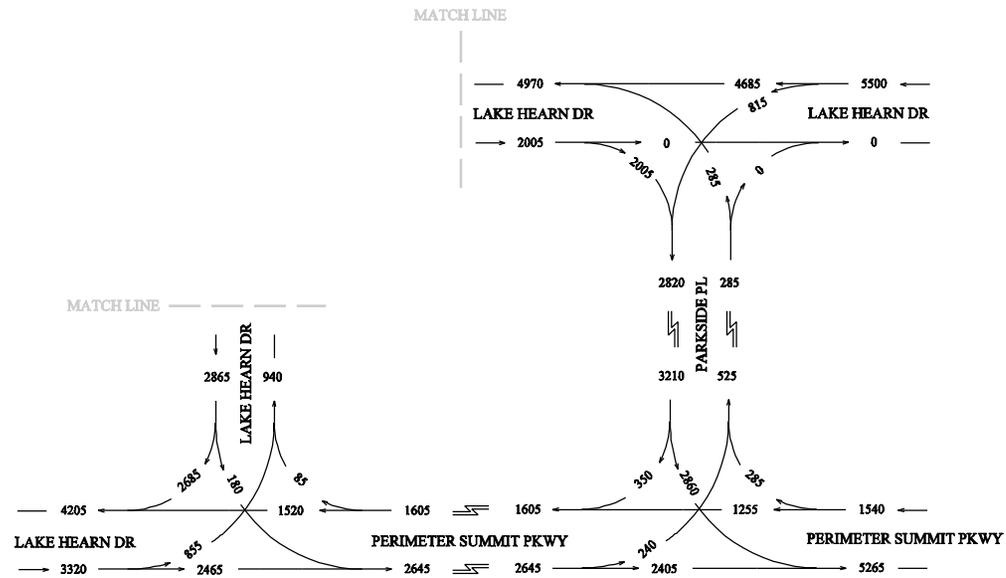
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 Engineering, Planning, and Environmental Consultants
 600, 3168 Halcomb Bridge Road
 Norcross, Georgia 30071

REVISION DATES		

STATE OF GEORGIA
 DEPARTMENT OF TRANSPORTATION
 OFFICE: URBAN DESIGN
TRAFFIC DIAGRAM

DRAWING NO.
10-01

ADT TRAFFIC VOLUMES
 BASE YEAR 2010 = 000



DEKALB COUNTY
 LAKE HEARN DRIVE
 PERIMETER SUMMIT PARKWAY
 PARKSIDE PLACE
 01/10

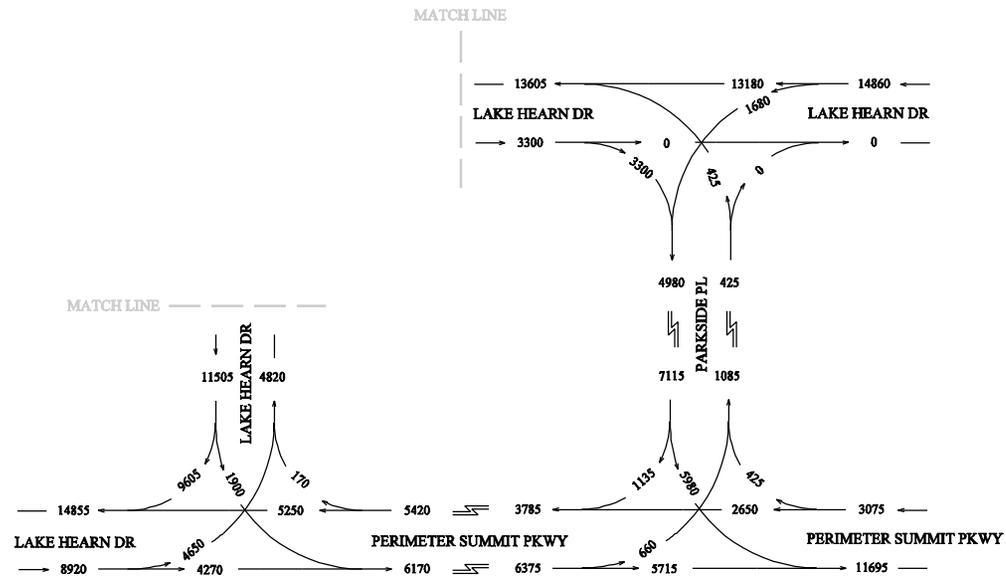
Kimley-Horn and Associates, Inc.
 Engineering, Planning, and Environmental Consultants
 Suite 600, 3169 Halcomb Bridge Road
 Norcross, Georgia 30071

REVISION DATES

STATE OF GEORGIA
 DEPARTMENT OF TRANSPORTATION
 OFFICE: URBAN DESIGN
TRAFFIC DIAGRAM

DRAWING NO.
10-02

ADT TRAFFIC VOLUMES
 DESIGN YEAR 2030 = 000



DEKALB COUNTY
 LAKE HEARN DRIVE
 PERIMETER SUMMIT PARKWAY
 PARKSIDE PLACE
 01/10

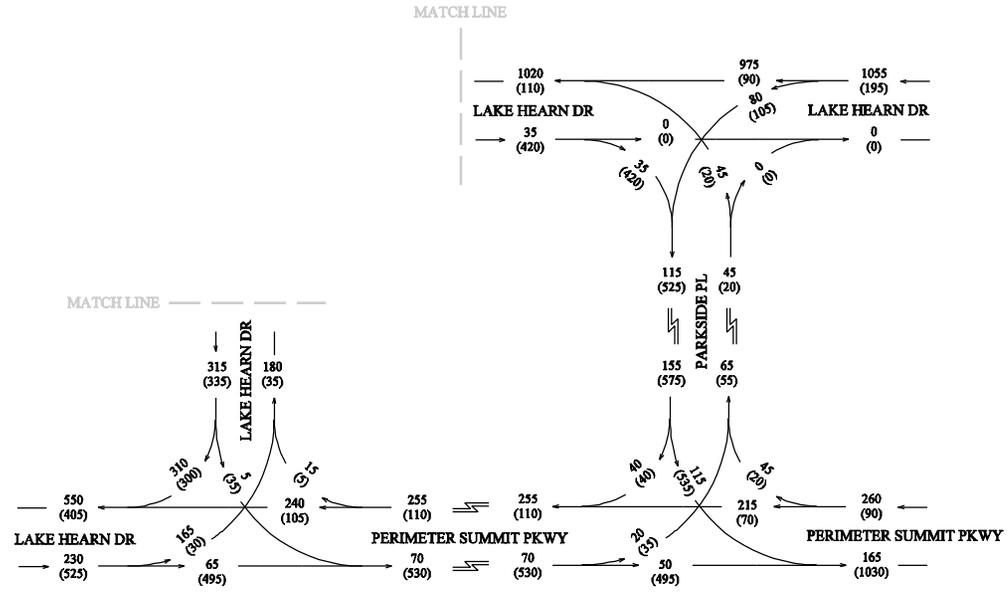
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REVISION DATES

STATE OF GEORGIA
 DEPARTMENT OF TRANSPORTATION
 OFFICE: URBAN DESIGN
TRAFFIC DIAGRAM

DRAWING NO.
10-03

ADT TRAFFIC VOLUMES
 EXISTING YEAR 2009
 AM PEAK HOUR = 000
 PM PEAK HOUR = (000)



DEKALB COUNTY
 LAKE HEARN DRIVE
 PERIMETER SUMMIT PARKWAY
 PARKSIDE PLACE
 01/10

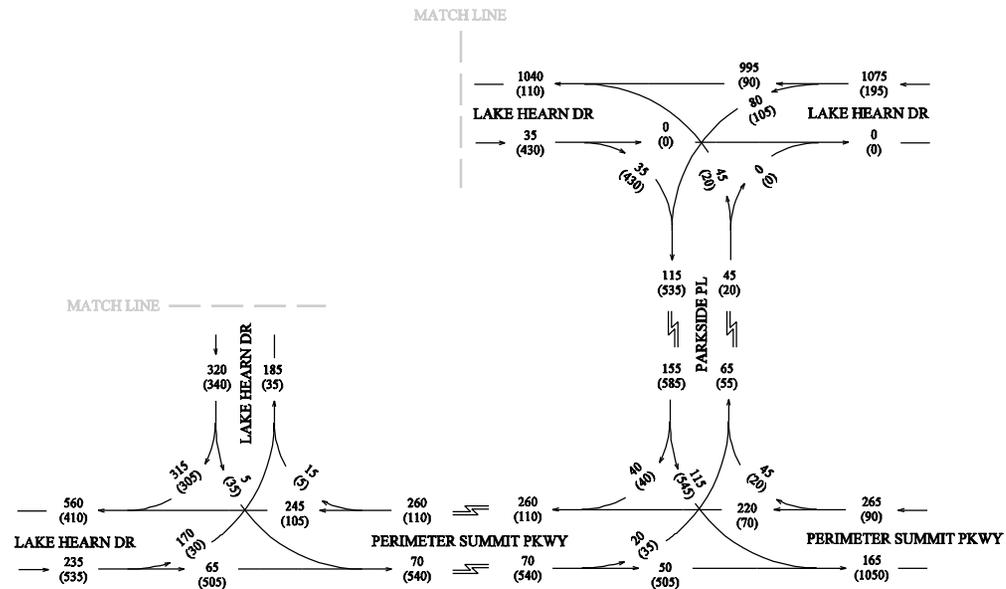
Kimley-Horn and Associates, Inc.
 Engineering, Planning, and Environmental Consultants
 Suite 600, 3166 Halcomb Bridge Road
 Norcross, Georgia 30071

REVISION DATES

STATE OF GEORGIA
 DEPARTMENT OF TRANSPORTATION
 OFFICE: URBAN DESIGN
TRAFFIC DIAGRAM

DRAWING NO.
10-04

ADT TRAFFIC VOLUMES
BASE YEAR 2010
AM PEAK HOUR = 000
PM PEAK HOUR = (000)



DEKALB COUNTY
LAKE HEARN DRIVE
PERIMETER SUMMIT PARKWAY
PARKSIDE PLACE
01/10

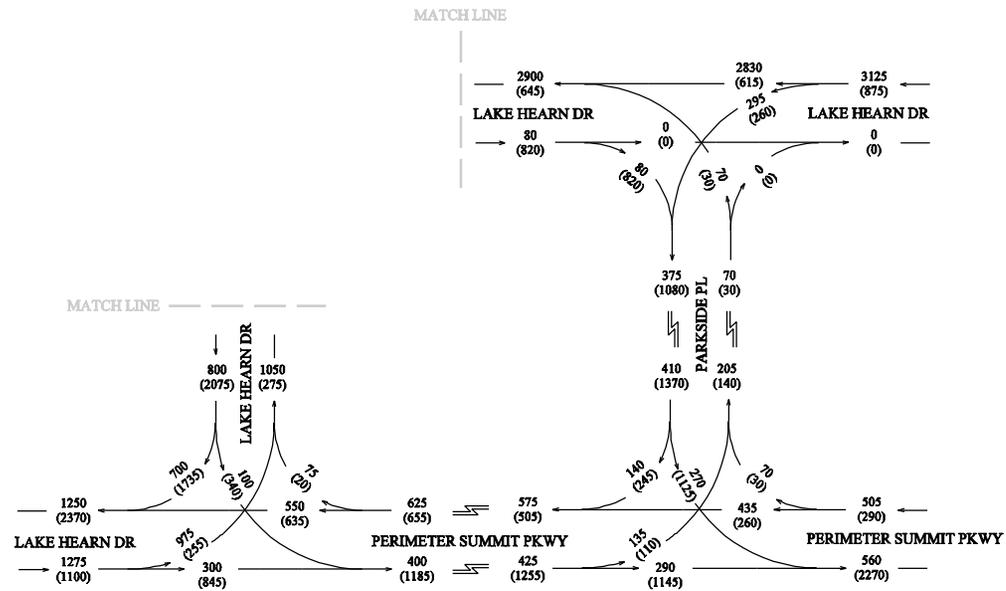
Kimley-Horn and Associates, Inc.
Engineering, Planning, and Environmental Consultants
800, 3168 Holcomb Bridge Road
Norcross, Georgia 30071

REVISION DATES

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE: URBAN DESIGN
TRAFFIC DIAGRAM

DRAWING NO.
10-05

ADT TRAFFIC VOLUMES
DESIGN YEAR 2030
AM PEAK HOUR = 000
PM PEAK HOUR = (000)



DEKALB COUNTY
LAKE HEARN DRIVE
PERIMETER SUMMIT PARKWAY
PARKSIDE PLACE
01/10

Kimley-Horn and Associates, Inc.
Engineering, Planning, and Environmental Consultants
800, 3168 Holcomb Bridge Road
Norcross, Georgia 30071

REVISION DATES		

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE: URBAN DESIGN
TRAFFIC DIAGRAM

DRAWING NO.
10-06



Meeting Minutes

Meeting: Kick off Meeting

Project: Southside Streetscapes

Description: Lake Hearn Drive from Perimeter Summit Parkway to Ashford-Dunwoody Road
Perimeter Summit Parkway from Lake Hearn Drive to Ashford-Dunwoody Road
Parkside Place from Perimeter Summit Parkway to Lake Hearn Drive

Date: April 30th, 2009

Location: PCID Office, One Ravinia Place, Suite 1125

Attendees:

Tony Peters	PCID
Peter Armstrong	PCID
Scott Athey	Lowe Engineers
Chris Owens	Lowe Engineers
Mark Kilby	Kimley-Horn
Kenn Fink	Kimley-Horn
Raymond Strychalski	Urban Resource Group
Gabriel Hogan	Urban Resource Group

The meeting was initiated with an opening statement by Ms Yvonne Williams, CEO of the Perimeter Community Improvement Districts. Ms. Williams stressed the importance of the project and the excitement of the PCID and its Board in regards to the design team.

Mr. Tony Peters served as the coordinator of the meeting. The following items were discussed:

Accounting:

- The official charge code for the project will be furnished by Mr. Peters for invoicing purposes.
- Kimley Horn to submit their invoices to Lowe Engineers for review. Lowe will forward invoices to PCID for payment directly to Kimley Horn.
- Invoices are to be prepared and processed every two weeks and formatted into a lump-sum, percent complete style based upon progress to date.

Adjacent Projects/ Coordination:

- The two Intersections which tie to this project; Ashford-Dunwoody at Lake Hearn Drive and Ashford-Dunwoody at Perimeter Summit Parkway, are completely designed. Mr. Peters will furnish the intersection design plans to assure a clean tie between projects.
- The Environmental Document for the intersections will also be furnished for reference.
- Mr. Peters provide ownership contact information and any future development plans for the undeveloped parcels within the project limits.

Lessons Learned:

- The PCID reinforced the fact that the design team should approach any required right-of-way as donated and not acquired through negotiation. Therefore, creativity and a study of alternatives should be evaluated to take the minimum amount of right-of-way necessary.



- The PCID stresses the importance of reviewing and performing QC on the survey database. Ensure that the field data and deed/ plat research agrees.

Design/Concept

- There exist some challenging slopes adjacent to the project shoulder areas. Refer to the “Lessons Learned” points of emphasis above as well as developing feasible options to deal with such situations. The design team should develop options that create a balance between operations, safety, cost, right of way impacts, and context sensitive design.
- Medians should be studied and/ or implemented along Lake Hearn between Parkside Place and the main Cox driveway entrance. Also along Parkside Place from Lake Hearn Drive to the Perimeter Summit development entrance.
- There is a need to study and evaluate the current absence and possible future addition of sidewalk from the intersection on Parkside Place leading to the HP building. Presently, there is a block/stacked stone wall in the area that will need to be considered in regard to workable area. The design of such a pedestrian connection through private property is currently not included in Consultants scope of services.
- The new Cox entrance drive intersection should be studied in relation to construction of a new signal. The intersection is unlikely to meet a signal warrant based upon current volume totals. However, there does exist concerns in the A.M. peak hour with speeds and volumes. Furthermore, the area is a concern for pedestrian crossing traffic. Field observations will be made on what solution is the most feasible for evaluation. Allowances for the eventual installation of a future signal will be made in the design of streetscape components, if applicable. The design of a new traffic or pedestrian signal is currently not included in Consultants scope of services.
- New signal mast arms and heads will be installed at Lake Hearn Drive/Parkside Place and Perimeter Summit Parkway/Parkside Place to comply with PCID’s design guidelines. With the addition of new signal equipment, these two signals will be examined to meet current traffic flow..

Other Possible Design Additions:

- The Board wants to evaluate the possibility of a trail system within the Conservation Easement on the south side of Perimeter Summit Parkway.
- The land is owned by GE and any such addition will have to go before the homeowners association of the residents to the south of the easement.
- Mr. Chris Owens and Mr. Tony Peters will retrieve the easement from Mr. Bob Voyles and review. Future coordination is anticipated with the homeowners association on this issue.

Schedule:

- Kimley-Horn will furnish a MS Project generated project schedule.
- The schedule needs to be realistic in regards to the overall schedule and expectations of the PCID.
- Kimley-Horn and Lowe will coordinate and decide an acceptable frequency for status meetings.

Design Standards:

- The PCID published design standards are rather dated.
- It is the desire of the PCID to use the standards as a guide, but show flexibility to achieve the overall project purpose and produce a cost effective design solution.
- The PCID is working with Sandy Springs, Dekalb County and Dunwoody going forward in relation or ordinances and getting an updated guide for design and aesthetics.

Intersections:



- The decorative crosswalks used by the PCID have been a maintenance issue lately and should be examined for alternatives.
- The design team pointed out that the issue is most likely caused by the practice of completing this task with two separate pours for concrete construction.
- Kimley-Horn, with assistance from Lowe if needed, will evaluate other options such as stamped concrete and also help review and develop a new standard to solve the problem.

Project Conformity:

- The project will be completed following the Plan Development Process (PDP) developed by the Georgia Department of Transportation (GDOT) in order to utilize possible future funding sources outside the PCID.
- The project has no federal or state funding identified at the current time.
- The next "Call for Projects" by the ARC was discussed. A new list of projects may be developed in August for another amendment to the Transportation Improvement Program (TIP).

Schedule:

- Kimley-Horn will complete and submit a schedule by May 6, 2009.
- The NTP date should be reflected as April 30, 2009 and the duration should be reflected as 4 months.
- This dictates an anticipated finish date of approximately September 01, 2009.

Project Management (PM) Coordination:

- Everything should be submitted through Lowe Engineers for review and approval prior to necessary coordination with the PCID.
- This coordination procedure also applies to invoicing
- The PCID desires a bi-weekly invoicing cycle, from both Lowe Engineers and Kimley-Horn.
- Invoices are permitted to be submitted electronically.
- Lowe Engineers will request permission from Cox Enterprises for the release of survey database and aerial photography of the areas near their property.

Meeting Adjourned.

SMA



Meeting Minutes

Meeting: Initial Stakeholders Meeting

Project: Southside Streetscapes

Description: Lake Hearn Drive from Perimeter Summit Parkway to Ashford-Dunwoody Road
Perimeter Summit Parkway from Lake Hearn Drive to Ashford-Dunwoody Road
Parkside Place from Perimeter Summit Parkway to Lake Hearn Drive

Date: June 16th, 2009

Location: PCID Office, One Ravinia Place, Suite 1125

Attendees:

Tony Peters	PCID
Yvonne Williams	PCID
Scott Athey	Lowe Engineers
Chris Owens	Lowe Engineers
Mark Kilby	Kimley-Horn
Alvin James	Kimley-Horn
Raymond Strychalski	Urban Resource Group
Gabriel Hogan	Urban Resource Group
Nancy Elliot	GE
Bob Voyles	GE
Cody xxxxx	Cox
Jon Gurbal	Dekalb County

The meeting was initiated with an opening statement by Ms Yvonne Williams, CEO of the Perimeter Community Improvement Districts. Ms. Williams stressed the importance of the project and the excitement of the PCID and its Board in regards to the design team.

Mr. Tony Peters served as the coordinator of the meeting and introduced the Project Management and Design Teams. An agenda for the meeting is attached to these meeting notes. The following items were discussed:

General

Mark Kilby: Conducted a brief overview of the project limits, scope, and overall concept.

Ray Strychalski: Gave a quick summation of the different alternatives, the current traffic and pedestrian flow patterns, and the existing characteristics of each corridor.

After the overview and introduction of alternatives, each individual corridor and the specific concept alternatives were discussed in more detail. The following presents a list of the items presented by the design team.



Lake Hearn Drive

Signals and Speed Control

The design team visited the field during a period of high traffic to observe volumes along Lake Hearn Drive. At the current time, there does not appear to be a need for any type of signal at the Cox main entrance. This will be further evaluated once the “full build out” conditions are analyzed based off expansion of Cox facilities, GE Capital future development and Ashford Green future development. However, there does appear to be a problem with motorists traveling at excessive speeds down the hill from Ashford-Dunwoody and along the straightaway. The concept will work towards implementing different measures of traffic calming to slow traffic down.

Hilton Garden Inn

Near the intersection with Ashford-Dunwoody, the existing driveway for the Hilton Garden Inn is constructed at an undesirable skew with Lake Hearn Drive. The one-way condition for Lake Hearn has caused confusion for motorists exiting the hotel and creates a dangerous condition of wrong-way drivers. The concept will introduce the idea of correcting the skew and creating a left-in/ left-out condition that directs drivers in a southwest direction.

Intersection with Parkside Place

Speed Table: Another measure of controlling speeds and calming traffic was introduced with the concept of a “raised table” intersection at Parkside Place. The proposed concept would raise the intersection approximately 6” above the approach grades. This would create the atmosphere of entering an urban pedestrian area where low speeds are desired. The county expressed no problems with this concept.

Bob Voyles: Introduced the question of a harmonious tie to the intersections at Ashford-Dunwoody and also whether the raised table would introduce any problems for left turn movements onto Parkside Place.

Tony Peters: Explained that the design and construction of the intersections with Ashford-Dunwoody were under separate designs and would tie-in directly to this project in regards to construction and overall concept.

Mark Kilby: The left turn movement is very small in regards to Parkside Place. However, the idea of having to navigate the turn more slowly is what the raised table is intended to do.

Island/ Median: The existing island at the corner of Parkside Place and Lake Hearn will be altered. Because Lake Hearn previously existed as a two-way facility, there exists excess pavement in this area which is currently striped out. The concept will expand the existing island to cover the excess pavement. The new island will create more area for landscape/ hardscape design, increase the safety of drivers heading north along Lake Hearn Drive, and narrow the corridor for traffic calming. The newly expanded island will also shorten the distance for pedestrians in regards to crosswalks. One alternative presented will also reduce the northbound free flow right turn to one lane. This will further widen the island and allow more streetscape design. The capacity of this single lane will be confirmed based upon Build-out conditions.

Road Diet

Both sides of Lake Hearn Drive have limited R/W. The goal of the project is to do as much work as possible within that R/W. Due to this fact, the concept of reducing the existing typical section has been evaluated. By reducing the lane widths to 11’, an extra 4’ could be created for streetscape elements along the shoulders. This concept would shift the existing curb and gutter (south/east side) towards the existing



centerline. This concept would allow construction of standard sidewalk/ beauty strip without affecting the existing treeline. The lane width reduction would also aid in the overall goal of traffic calming.

Old Cox Entry Drive

Removal of the old entry drive will be further evaluated and coordinated with Cox. Their current master plan has future development planned near this area that may utilize this drive. Cox gave permission for Lowe Engineers to release their master plan to the design team.

Cox Main Entry

The main entrance for Cox, as previously stated, was evaluated in the field in regards to the need for a traffic signal and will be further evaluated against the future build out traffic for this area.

John Gurbal: Introduced the idea of a round-a-bout for the Cox entrance in the future. Dekalb County has implemented several of these recently.

The round-a-bout will be re-visited in the future once traffic analysis is complete. However, a two lane round-a-bout is not necessarily desirable and a reduction in lanes may be problematic. This issue will be a follow up action item for future meetings.

Intersection with Perimeter Summit Parkway

This intersection will be upgraded with hardscape features and upgraded pedestrian features.

John Gurbal: Pointed out that MARTA has development plans for the parcel near the intersection of Lake Hearn Drive and Perimeter Summit. The new facility was planned to construct a drive which will form a fourth leg with the existing intersection.

This issue will be investigated with MARTA.

Parkside Place

The Parkside Place corridor appears to be the most urban of the three corridors. This will be important in making sure the concept reflects this fact.

Median

The concept presented will add a center median along the roadway where feasible. This will help aid the urban theme along the corridor.

Road Diet

The road diet concept will also be implemented along Parkside Place. This will help to facilitate more streetscape design features along a very tight corridor. The west side of the roadway, which contains many residential units, will be investigated once the field survey is complete in regards to any walls that may be necessary to reduce R/W impacts.

Development

There currently exists an open/ undeveloped parcel at the corner of Parkside Place and Perimeter Summit Parkway on the north side. This parcel will be further researched in regards to future development of Ashford Green. Any development plans, if available, will help to ensure the proper location of curb cuts and other design aspects.



Intersection of Parkside Place and Perimeter Summit Parkway

This intersection will be upgraded with hardscape features, mast arms, island modifications, and upgraded pedestrian features.

Perimeter Summit Parkway

Sidewalk

The corridor presently lacks sidewalk along the north side of the roadway. Sidewalk will be added. There may exist segments where walls will need to be evaluated in regards to R/W and tie slopes.

Conservation Easement

The concept approach for the south/ east side of Perimeter Summit Parkway will need to closely coordinate with the existing conservation easement.

John Gurbal: Stated the easement should be on file with the county.

Mark Kilby: The design team did review the easement and the wording in relation to construction.

John Gurbal: Explained that he thought the easement language could probably be modified without too much of a problem depending on the cooperation of the residents.

Bike Lanes

The design team has researched the corridor and discovered that Perimeter Summit Parkway is a bike route. The county and the CID were both in support of this idea. Three different alternatives will be evaluated. The first concept is to construct a wider shared lane for motorists and bikers. The second alternative will evaluate a multi-use trail. The third concept entails dedicated bike lanes on both sides of the road. Both the trail concept will likely require R/W and will need to be further evaluated once the field survey is completed and the easement issue is further coordinated.

General Discussion

Costs and schedule

The current cost estimate, which was submitted to ARC for a project update on June 12, 2009, has construction costs estimated at \$4.7 million. Total cost, including Preliminary Engineering, will be approximately \$5.2 million.

The PCID currently has \$1.4 million available from the county for the project. The consensus among the meeting participants was to use that money to proceed forward with construction plans. The current concept design is scheduled to be completed around the first of September. Prior to that date a fee estimate and scope will be coordinated between Lowe Engineers, Kimley-Horn, and the PCID.

Action Items

Any and all comments will be implemented or further investigated. A follow up stakeholders meeting will take place prior to the August board meeting, in order for Bob Voyles to be involved this follow up stakeholders meeting needs to occur prior to July 17th due to personal conflict.

Meeting Adjourned.



SMA



Meeting Minutes

Meeting: Follow Up Stakeholders Meeting

Project: Southside Streetscapes

Description: Lake Hearn Drive from Perimeter Summit Parkway to Ashford-Dunwoody Road
Perimeter Summit Parkway from Lake Hearn Drive to Ashford-Dunwoody Road
Parkside Place from Perimeter Summit Parkway to Lake Hearn Drive

Date: August 07, 2009

Location: PCID Office, One Ravinia Place, Suite 1125

Attendees:

Tony Peters	PCID
Yvonne Williams	PCID
Scott Athey	Lowe Engineers
Mark Kilby	Kimley-Horn
Raymond Strychalski	Urban Resource Group
Gabriel Hogan	Urban Resource Group
Ken Fink	Kimley-Horn
Bob Voyles	Seven Oaks
Cody Partin	Cox

Minutes:

Welcome – Tony Peters, Program Director

Project Introduction – Mark Kilby, Project Manager

Traffic Report – Ken Fink

- Performed for full build out traffic (2020)
- Existing & Proposed analyzed
- Changes (w/i report)
- Future issues - @ Lake Hearn/ Parkside Place. This timing will need to be examined in the future.
- Curb cuts for future not shown right now
- Any changes recommended for striping are applicable when full build out occurs.

Summation of Concept Plan – Ray Strychalski

Lake Hearn Drive

- Connecting to URS Intersection Projects.
- Segment from Ashford Dunwoody past the hotel not addressed as a pedestrian area.
- Connect Hotel entrance (Discuss R/W acquisition and donation of R/W)
- @ Parkside Place new medians in place of existing excess pavement.
- Along Lake Hearn (North and South – 6 foot sidewalk, 2 foot buffer)



Parkside Place

- Parkside Place (East side) – The new concept will place sidewalk against face of the retaining wall.
 - Approx. 1 foot of R/W required along east side.
- Parkside Place (west side) → utilize the road diet philosophy with a 2 foot reduction.

Perimeter Summit

- North side (5 foot sidewalk)
- No disturbance of trees
- South (10' Multi-use trail)
- Some walls
- Some easements (temp) for const.
- Permanent easement if no walls

Comments and Other Issues:

- Look at curb cuts & median cuts for Perimeter Summit (request from Bob Voyles)
- Service Entrance for future Hotel S. of Lake Hearn (request from Bob Voyles)

Marta Support Pier

- Revise horizontal at this location to avoid the support with sidewalk area.
- A second support on the south and east side of Lake Hearn may be affected as well. Small retaining walls will be studied in this area.

Cost Estimate

- The next step is to get a more refined cost estimate for the project.
- \$5.2 million was turned in early in the concept phase.
- 2 weeks to be complete with the concept report and cost estimate.

Schedule

- Construction Plans (Design) schedule should be roughly 8-12 months.
- Funding: \$1.2 million in-house for the design phase and/ or construction.
- PCID would like to be to construction in around a year.
- The Fee Proposal and Scope for design will be completed and submitted immediately following the meeting.

Signals

- New Mast Arms
- New controller cabinet also

Future Outlook

- The project is Pre-qualified as LCI project through ARC
- There is scheduled to be a call for projects this fall



- PCID would request that a small presentation be given to the Dekalb Board Mtg (coordinate w/ Tony).

Meeting Adjourned.

SMA



Meeting Summary

Project: Perimeter Summit Streetscape

County: DeKalb

Meeting Date: August 11, 2009

Meeting Time: 1:00 PM

Attendees: John Gurbal – Director Transportation Division

Dave Pelton – Transportation Division

Mark Kilby – Kimley-Horn and Associates

Meeting Summary: Mark described the proposed improvements for Lake Hearn Drive, Perimeter Summit Parkway and Parkside Drive, the results of the Traffic Impact Study, the anticipated right-of-way requirements, the conceptual intersection/signal plans for all three intersections within the project limits, limits of road diet on Lake Hearn Drive and Parkside Drive, limits of drainage system extensions anticipated, proposed street cross-sections for all three streets, limits of sidewalk/multi-use trail, and limits of milling/resurfacing/restriping.

Copies of the overall conceptual Streetscape Plan, enlarged conceptual Intersection Plan(3), Traffic Impact Study and Environmental Screening were provide to DeKalb County at the meeting.

The following issues were discussed in more detail:

- **Speed control on Lake Hearn Drive**
- **Raised intersection at Lake Hearn Drive and Parkside Drive**
- **Road diet along Lake Hearn Drive**
- **Lake Hearn Drive alignment adjustment at MARTA pier**
- **Multi-use Trail connectivity to Perimeter Center Parkway**
- **Construction/Maintenance easement for construction of Multi-Use Trail retaining wall within Conservation Easement**

DeKalb County has not constructed a raised intersection, but did not object to this concept in conjunction with Road Diet for speed control on Lake Hearn Drive. DeKalb county did not object to an alignment shift on Lake Hearn Drive at the MARTA pier as long as it meet AASHTO requirements. DeKalb County desires that the multi-use trail be extended to Perimeter



Center Parkway to provide connectivity with the existing bike lanes on Perimeter Center Parkway. DeKalb County indicated that GDOT plans to sign Perimeter Center Parkway to restrict bike traffic to the outside bike lane (i.e. not the inside southbound left turn lane) at the intersection with Perimeter Summit Parkway. DeKalb County did not object to the property owner granting a permanent construction / maintenance easement within the Conservation Easement for the proposed Multi-Use Trail retaining wall along Perimeter Summit Parkway.



To: Attendees

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

Subject: Streetscape Design Services: Lake Hearn Drive, Perimeter
Summit Parkway, and Parkside Place
P.I. No. 0010164, DeKalb County
Concept Team Meeting

Date: July 1, 2010

■
Suite 600
3169 Holcomb Bridge Road
Norcross, Georgia
30071

A meeting was held on July 1, 2010 at 10:00 AM in Conference Room 144 of GDOT's District Seven Office. The following is a list of attendees (see attachment for e-mail addresses & phone numbers):

Melvin Waldrop (Moderator)	GDOT
Chartrae Kent	GDOT
Mike Lobdell	GDOT
Scott Lee	GDOT
Patrick Werho	GDOT
Mac Cranford	GDOT
Pam Hooks	GDOT
Alex Laffey	GDOT
David Pelton	DeKalb County
Jerry Brooks	Kimley-Horn (KHA)
J. Mark Kilby	Kimley-Horn (KHA)
Ray Strychalski	Kimley-Horn (KHA)
Gabe Hogan	Kimley-Horn (KHA)
Kevin Ergle	Kimley-Horn (KHA)

The meeting was held to discuss the proposed design parameters and construction issues for the "Streetscape Design Services: Lake Hearn Drive, Perimeter Summit Parkway, and Parkside Place" project. Kimley-Horn and Associates is the design consultant.

The following items were discussed:

- Melvin Waldrop welcomed the attendants and announced the purpose of the meeting. The attendees then introduced themselves.

- Ray Strychalski and Kevin Ergle used display boards to give an overview of the proposed project, including the existing conditions and the proposed improvements.
- It was noted that three items of work have been added or deleted since the current concept report was submitted to GDOT as follows; a proposed raised intersection at Lake Hearn Drive and the Cox driveway entrance; removal of the sidewalk and shoulder improvements along the entire north side of Perimeter Summit Parkway; and the adding of “share the road” signage for bicyclists along Parkside Place and Lake Hearn Drive.
- Concerning the removal of the sidewalk on the north side of Perimeter Summit Parkway, GDOT indicated that normally sidewalk would be provided on both sides of the street. Scott Lee asked if the removal of the outside WB through lane on Perimeter Summit Parkway from Ashford-Dunwoody Road to Lake Hearn Drive had been investigated. His review of the traffic projections on Perimeter Summit Parkway lead him to believe that this lane was not necessary and that the additional right-of-way gained could be used for a sidewalk facility.
- Mike Lobdell stated that GDOT would prefer to maintain sidewalks on both sides of Perimeter Summit Parkway, but is open to removing one side if properly justified.
- Mac Cranford asked if the DDI was considered when accounting for traffic. It was agreed upon at the meeting that the slip ramp from I-285 EB to Lake Hearn Drive would remain and therefore, would not impact traffic.
- Mike Lobdell stated that conversations with the property owners must follow the Uniform Act criteria for usage of federal money. This is particularly important in the case of donated property
- A question was raised as to what the actual vertical clearance was between Lake Hearn Drive and the MARTA flyover rail. One of the cantilever supports crosses overhead of Lake Hearn Drive and should be investigated to determine what vertical clearance is present.
- The draft project concept report was discussed. The following comments were made regarding the project concept and the project concept report:

- Melvin Waldrop stated that even though this meeting will be considered the Concept Team Meeting and not an Initial Concept Team Meeting, there may be more comments made to the Concept Report before approval.
- A comment was made to remove all references to “Project Number.” GDOT will only be using PI Numbers for projects starting in FY10.
- Mac Cranford asked if a PFA was needed. The group decided that some type of formal agreement between DeKalb County and GDOT would be needed for the Environmental Review.
- It was asked that the project location map be improved, possibly using Google Maps.
- Scott Lee asked that the document be word-smithed, citing grammatical errors on Page 3.
- A comment was made to add a line to the logical termini portion stating why these locations were chosen as logical termini.
- A comment was made to move the “Logical Termini” and “Land Use and Development Trends” paragraphs to the project description area.
- A comment was made to mention the usage of ADA compliant ramps/pedestrian facilities in the project description.
- Regarding the functional classification of the alignments, it was asked that KHA verify these classifications are correct. If so, the project is currently not eligible for federal funding. To be eligible, at least one of the alignments will need to be reclassified as a “minor collector” or greater. This reclassification would need to come from DeKalb County.
- Under the existing design features, a maximum curve radius should be provided (instead of degree of curvature).
- If the sidewalk on the north side of Perimeter Summit Parkway is removed, reflect that change in the Proposed Design Features.
- Under the Proposed Design Features, verify and call out the appropriate curb and gutter total width (24” vs. 30”).
- Scott Lee asked that the Horizontal Clearance criteria be verified. He stated that this is different from clear zone. The

horizontal clearance criteria for landscaping is 18” from the face of curb.

- Mac Cranford asked that the UST and LUST locations be detailed as to where on the property they are located. It was stated that the UST is located on the Cox property and the LUST is located on the Ashford Green property. Mac stated that if right-of-way is being acquired from either or both of these properties, a Phase I environmental assessment will need to be completed and submitted to him.
- On page 10, remove the term “bike lanes” and replace with “bicycle accommodations.”
- Mac Cranford asked that the Ashford-Dunwoody DDI be added to the list of “Other Projects in the Area.” Mike Lobdell stated that this project is scheduled for FY2011 construction.
- A comment was made to verify the name of the Sidewalks and Intersections project. It may be Ashford-Dunwoody instead of Perimeter Center South.
- Scott Lee commented that the environmental process would take 12 months instead of 7.
- Scott Lee commented that the right-of-way purchasing phase would take 9-12 months based on similar experience. Scott stated that the property owner would have the right to request an appraisal.
- Pam Hooks stated that plan revisions would add approximately 4 months to the schedule.
- Mike Lobdell asked that the crash and injury rates be added and compared with the state average for the appropriate functional classifications
- A comment was made to add the Project LOS for 2030 (2020 can be kept).
- Scott Lee asked that the strain pole and mast arm quantities be verified. Strain poles are not included in the traffic signal installation pay item.
- Patrick Werho commented that signs must be upgraded to the new specifications and will need new post as well.

- Melvin Waldrop asked that the GAB be reported in tons instead of square yards.
- Patrick Werho made the following comments regarding the cost estimate:
 - Add pavement thicknesses in inches to the 402- pay item descriptions
 - Ensure that the type 12 guardrail anchors are accounted for
 - Use pay item #440-0108 – 8” concrete for the pedestrian ramps.
 - Ensure that the brick pavers are set in mortar (not sand) joints
- Scott Lee asked that pay item numbers 999-2000 and 999-2001 be broken out into individual pay items instead of having one lump sum. The sign relocation will be handled under right-of-way negotiations.
- Mac Cranford asked that the MSE wall pay item be removed and replaced with gravity walls.
- A comment was made to use the current GDOT email domain on the Notice of Location and Design Approval.
- Mike Lobdell’s contact information should replace Bryant Poole’s contact information on the Notice of Location and Design Approval.

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