

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

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

FILE P.I. #0010329

OFFICE Design Policy & Support

GDOT District 7 - Metro Atlanta
Fulton County
SR 3 from CS 8028/South Central Ave to
CS 3118/North Ave - LCI

DATE March 14, 2011

FROM  for Brent Story, State Design Policy Engineer

TO SEE DISTRIBUTION

SUBJECT APPROVED CONCEPT REPORT

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

Attachment

DISTRIBUTION:

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
Lisa Myers, State Project Review Engineer
Jeff Baker, State Utilities Engineer
Ken Thompson, Statewide Location Bureau Chief
Bryant Poole, District Engineer
Scott Lee, District Preconstruction Engineer
Jonathan Walker, District Utilities Engineer
Merishia Robinson, Project Manager
BOARD MEMBER - 5th Congressional District

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

Project Type:	<u>Enhancement</u>	P.I. Number:	<u>0010329</u>
GDOT District:	<u>7</u>	County:	<u>Fulton</u>
Federal Route Number:	<u>US 41/ US 19</u>	State Route Number:	<u>SR 3</u>

Dogwood Drive Pedestrian Improvements
South Central Avenue to North Avenue
See Location Sketch on Page 2

Submitted for approval:

<u><i>[Signature]</i></u> Consultant Designer & Firm	Keck & Wood, Inc.	<u>12/01/2011</u> DATE
<u><i>[Signature]</i></u> Local Government		<u>12/01/2011</u> DATE
<u><i>[Signature]</i></u> Office Head		<u>12/19/2011</u> DATE
<u><i>[Signature]</i></u> GDOT Project Manager		<u>12/14/2011</u> DATE

Recommendation for approval:

Program Control Administrator	<u><i>[Signature]</i></u>	<u>1/18/2012</u> DATE
* Glenn Bowman / <i>[Signature]</i> State Environmental Administrator		<u>2/2/2012</u> DATE
* Kathy Zahul / <i>[Signature]</i> State Traffic Engineer		<u>1/9/2012</u> DATE
* Ron Wishon / <i>[Signature]</i> Project Review Engineer		<u>1/9/2012</u> DATE
* Patrick Allen / <i>[Signature]</i> for State Utilities Engineer		<u>1-9-12</u> DATE
District Engineer		DATE
State Transportation Financial Management Administrator		DATE

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

<u><i>[Signature]</i></u> State Transportation Planning Administrator	<u>1-9-12</u> DATE
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* Recommendation on file - *[Signature]*.

PROJECT LOCATION



* See RC Info printouts attached

PLANNING & BACKGROUND DATA

Project Justification Statement: The Dogwood Drive Pedestrian & Transportation Improvement Project will incorporate infrastructure improvements to the existing pedestrian sidewalk that has currently deteriorated to a less than desirable passageway from South Central Avenue to North Avenue. The improvements shall address new ADA complaint concrete sidewalks, new concrete header curb, ADA compliant curb ramps, a new pedestrian crossing at the Norfolk Southern railroad consisting of a flush concrete sidewalk within the limits of the existing pavement, pavement markings, bike lanes, bike sharrow markings, asphalt overlay, brick paver strip, street lighting, signal upgrades, and street landscaping along both sides of the corridor. In addition to expanding the pedestrian/bicycle improvements along Dogwood Drive, the proposed improvements would provide pedestrian connection to North and South Central Avenue and the store fronts, within the downtown district. The City of Hapeville needs this LCI project in order to continue developing a pedestrian friendly environment for persons in the downtown district. The City's Downtown District has seen a recent revitalization and growth of small businesses and restaurants and consequently this area is in need of traffic improvements and pedestrian upgrades. The proposed project will provide these traffic and pedestrian improvements as well as traffic calming, including reduction of travel lane width and access management.

Description of the proposed project: The proposed streetscape and sidewalk improvement extend along Dogwood Drive approximately 2,300 linear feet from its intersection with South Central Avenue (just south of MP 1.44) to North Avenue (MP 1.81), perpendicular to the City's main business corridor. The project will consist of replacement of non-ADA compliant sidewalks and ramps, construction of new sidewalks where none exist, concrete header curb, bike lanes, bike sharrow markings, improvement of existing street crossings and pedestrian crosswalks, and a new pedestrian crossing of Norfolk Southern Railroad consisting of a flush concrete sidewalk within the limits of the existing pavement. Secondary improvements will also consist of ornamental pedestrian lighting, brick paver strip, street furniture, bicycle parking racks, and street landscaping along the corridor. The proposed streetscape will include a 5-ft. minimum sidewalk, a 5-ft. wide bike lane (in the 2-lane sections), bike sharrow markings (in the 3-lane sections), and street furniture with pedestrian scale lighting. Proposed street crossing improvements will include restriping of existing crosswalks, addition of crosswalks at intersections that are currently not striped for pedestrian travel in all four directions, and the addition of pedestrian crossing signals at main intersections (North Avenue and King Arnold Street). Improvements will also include new at grade sidewalks and crosswalks crossing the Norfolk Southern railroad from North Central Avenue to South Central Avenue. The aforementioned improvements will improve mobility and connectivity, and provide an aesthetically pleasing passageway for pedestrians to travel from North Avenue to South Central Avenue.

Federal Oversight: Full Oversight Exempt State Funded Other

MPO: N/A MPO - Atlanta
MPO Project TIP # FS-220

Regional Commission: N/A RC – Atlanta Regional Commission
RC Project ID # FS-220

Congressional District(s): 5

Projected Traffic:

Current Year (2011): 5,930* Open Year (2014): 6,293* Design Year (2034): 9,351*

*Assumed 2%/yr growth from 2009 AADT

Truck %: 5%

Functional Classification (Mainline): Urban Minor Arterial Street

Is this project on a designated bike route? No YES

Is this project located on a pedestrian plan? No YES

CONTEXT SENSITIVE SOLUTIONS

Issues of Concern: None.

Context Sensitive Solutions: None.

DESIGN AND STRUCTURAL DATA

Mainline Design Features: *Dogwood Drive, Typical section 1 (two-lane section)*

Feature	Existing	Standard*	Proposed
Typical Section			
- Number of Lanes	2	4	2
- Lane Width(s)	15'	11' to 12'	11'
- Median Width & Type	None	N/A	None
- Outside Shoulder Width & Type	None	N/A	4.0', Paved, Bike Lane
- Outside Shoulder Slope	None	N/A	2.0%
- Inside Shoulder Width & Type	None	N/A	None
- Sidewalks	5' wide, both sides	5' wide	9.5' wide, both sides
- Auxiliary Lanes	None	N/A	None
- Bike Lanes	None	4' wide	4.0' wide, both sides
Posted Speed	35 mph		35 mph
Design Speed	35 mph	45 mph to 55 mph	35 mph
Min Horizontal Curve Radius	500 ft	371 ft	371 ft
Superelevation Rate	4.0%	4.0%	4.0%
Grade	5.0%	7.0%	5.0%
Access Control	Permitted Access	N/A	Permitted Access
Right-of-Way Width	50 ft	N/A	50 ft
Maximum Grade – Crossroad	5.0%	7.0% to 10.0%	5.0%
Design Vehicle	N/A	WB-40 or	BUS-40

		BUS-40	
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*According to current GDOT design policy if applicable

Mainline Design Features: *Dogwood Drive, Typical section 2 (three-lane section)*

Feature	Existing	Standard*	Proposed
Typical Section			
- Number of Lanes	2	4	2
- Lane Width(s)	11'	11' to 12'	10'
- Median Width & Type	None	N/A	None
- Outside Shoulder Width & Type	None	N/A	None
- Outside Shoulder Slope	None	N/A	None
- Inside Shoulder Width & Type	None	N/A	None
- Sidewalks	5' wide, both sides	5' wide	9.5' wide, both sides
- Auxiliary Lanes	1, 10' wide	N/A	1, 10' wide
- Bike Lanes	None	4' wide	None
Posted Speed	35 mph		35 mph
Design Speed	35 mph	45 mph to 55 mph	35 mph
Min Horizontal Curve Radius	500 ft	371 ft	371 ft
Superelevation Rate	4.0%	4.0%	4.0%
Grade	5.0%	7.0%	5.0%
Access Control	Permitted Access	N/A	Permitted Access
Right-of-Way Width	50 ft	N/A	50 ft
Maximum Grade – Crossroad	5.0%	7.0% to 10.0%	5.0%
Design Vehicle	BUS-40	WB-40 or BUS-40	BUS-40

*According to current GDOT design policy if applicable

Major Structures: .

- o Bridges: None
- o Retaining walls: To the extent possible, existing retaining walls will remain in place. Should existing retaining walls need to be replaced or new retaining be added, either GDOT Standard Gravity Retaining walls or special design retaining walls will be specified. GDOT Office of Bridge Design is to approve plans for only those walls having a special design. Information to be sent is to include the wall envelope and design calculations sealed by a P.E. Structural. If the wall design uses 9031L or has a standard design then the design need not be sent to the Bridge Design Office.

Major Interchanges/Intersections:

- o Dogwood Drive @ South Central Avenue (3-way intersection, 2-way stop sign)
- o Dogwood Drive @ North Central Avenue (4-way intersection, 3-way stop sign)
- o Dogwood Drive @ King Arnold Street (3-way intersection, traffic signal)
- o Dogwood Drive @ North Avenue (4-way intersection, traffic signal)

Utility Involvements:

- Gas – Atlanta Gas Light
- Water – City of Atlanta, City of Hapeville
- Telephone – AT&T
- Cable – Comcast Communications
- Power – Georgia Power
- Sewer – City of Hapeville
- Fiber Optic – Verizon Business, Qwest Communications, Telecom, Zayo Fiber Solutions

Public Interest Determination Policy and Procedure recommended (Utilities)? YES NO

SUE Required: Yes No

Railroad Involvement: Norfolk Southern Railroad – At this time, this project proposes a pedestrian crossing from North Central Avenue to South Central Avenue, along Dogwood Drive.

Right-of-Way: Refer to Chapter 3 of GDOT’s Design Policy Manual for guidance.

Required Right-of-Way anticipated: YES NO Undetermined
 Easements anticipated: Temporary Permanent Utility Other

Anticipated number of impacted parcels: 52±
 Anticipated number of displacements (Total): 0
 Businesses: 0
 Residences: 0
 Other: 0

Location and Design approval: Not Required Required

Off-site Detours Anticipated: No Yes Undetermined

Transportation Management Plan Anticipated: YES NO

Design Exceptions to FHWA/AASHTO controlling criteria anticipated:

FHWA/AASHTO Controlling Criteria	YES	Appvl Date (if applicable)	NO	Undetermined
1. Design Speed	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Lane Width	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Shoulder Width	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. Bridge Width	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
5. Horizontal Alignment	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
6. Superelevation	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
7. Vertical Alignment	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
8. Grade	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
9. Stopping Sight Distance	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
10. Cross Slope	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
11. Vertical Clearance	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
12. Lateral Offset to Obstruction	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
13. Bridge Structural Capacity	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>

Design Variances to GDOT standard criteria anticipated:

GDOT Standard Criteria	Reviewing Office	YES	Appvl Date (if applicable)	NO	Undetermined
1. Access Control - Median Opening Spacing	DP&S	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Median Usage & Width	DP&S	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Intersection Skew Angle	DP&S	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. Lateral Offset to Obstruction	DP&S	<input checked="" type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>
5. Intersection Sight Distance	DP&S	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
6. Bike & Pedestrian Accommodations	DP&S	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
7. GDOT Drainage Manual	DP&S	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
8. Georgia Standard Drawings	DP&S	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
9. GDOT Bridge & Structural Manual	Bridge Design	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
10. Roundabout Illumination - (if applicable)	DP&S	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
11. Rumble Strips/Safety Edge	DP&S	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>

Lateral Offset to Obstruction - Existing utility poles are located at the edge of travel lane. A design variance will be needed for any existing utility poles that are greater than 1.5' but less than 8' from the face of curb to the face of pole.

VE Study anticipated: No Yes Completed – Date:

ENVIRONMENTAL DATA

Anticipated Environmental Document:

GEPA: NEPA: Categorical Exclusion EA/FONSI EIS

Air Quality:

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

The project would enhance an existing facility by adding streetscape improvements, upgrades to drainage, lighting, and landscaping, and would not have significant air quality effects. An “exempt” finding is anticipated upon submittal of the Air Quality Impact Assessment. The project is consistent with the State Implementation Plan for the attainment of clean air quality in Georgia and is in compliance with both state and federal air quality standards.

Environmental Permits/Variances/Commitments/Coordination anticipated:

Permit/ Variance/ Commitment/ Coordination Anticipated	YES	NO	Remarks
1. U.S. Coast Guard Permit	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
2. Forest Service/Corps Land	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
3. CWA Section 404 Permit	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

4. Tennessee Valley Authority Permit	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
5. Buffer Variance	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
6. Coastal Zone Management Coordination	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
7. NPDES	<input type="checkbox"/>	<input type="checkbox"/>	TBD if project is above 1 acre.
8. FEMA	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
9. Cemetery Permit	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
10. Other Permits	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
11. Other Commitments	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
12. Other Coordination	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The project will be reviewed for UST involvement.

Is a PAR required? No Yes Completed – Date:

NEPA/GEPA: A Programmatic Categorical Exclusion (PCE) is anticipated for this project. No 4(f) effects are anticipated.

Ecology: An ecology study is currently underway. No significant resources are anticipated, and no adverse effects are anticipated. An ecology report will be submitted for GDOT approval and FHWA concurrence.

History: The project would be constructed with a NRHP-listed historic district. SHPO concurrence on is required. 106 studies are currently underway.

Archeology: An archaeology study is currently underway. No impacts are anticipated. An archaeology worksheet identifying findings will be submitted for GDOT approval and SHPO concurrence.

Air & Noise:

A Noise Screening Assessment for Type III Projects will be submitted for GDOT approval. A PM2.5 exemption request has been submitted for interagency review and concurrence. An Air Quality Impact Assessment will be submitted for review and approval. It is anticipated the project will be found in compliance with both state and federal air quality standards for exempt projects.

Public Involvement: No public meetings or hearings are anticipated.

Major stakeholders: GDOT (state highway involvement).

PROJECT RESPONSIBILITIES

Project Activities:

Project Activity	Party Responsible for Performing Task(s)
Concept Development	City of Hapeville, Consultant
Design	City of Hapeville, Consultant
Right-of-Way Acquisition	City of Hapeville
Utility Relocation	Owner, City of Hapeville, Contractor
Letting to Contract	City of Hapeville
Construction Supervision	City of Hapeville, Consultant

Providing Material Pits	Contractor
Providing Detours	Contractor
Environmental Studies, Documents, and Permits	City of Hapeville, Consultant
Environmental Mitigation	N/A
Construction Inspection & Materials Testing	Consultant, Contractor

Lighting required: No Yes

It has yet to be determined who will be responsible for installation and maintenance of the pedestrian level lighting.

Concept Meeting: November 4, 2011. See attached minutes.

Other projects in the area:

- o CSSTP-0008-00(903), PI 0008903 – “SR 3/CS 8028/N CENTRAL FM N WHITNEY AVE TO DEARBORN PLAZA”, Enhancement Project, Bicycle/Ped Facility
- o CSTEE-0009-00(052), PI 0009052 – “HAPEVILLE DEPOT MUSEUM”, Enhancement Project, Historic Preservation
- o CSSTP-0006-00(273), PI 0006273 – “VIRGINIA AVE STREETSCAPE FM W CITY LIMITS TO DOUG DAVIS- LCI”, Enhancement Project, Sidewalks
- o CSTEE-0008-00(137), PI 0008137 – “CS 6000/DOUG DAVIS DR/VIRGINIA AVE STREETSCAPES IN HAPEVILLE”, Enhancement Project, Landscape/Beautify
- o CSHPP-0007-00(532), PI 0007532 – “AIRPORT LOOP ROAD ACCESS ROADS IN HAPEVILLE”, New Construction, Roadway Project
- o PI 0007949 – Rail Facilities Project

Other coordination to date: Public involvement – The City of Hapeville completed a LCI Study in December of 2005. The Dogwood Drive Pedestrian Improvements project originated from the five year implementation plan in this LCI Study. As required by the LCI process, several coordination meetings with citizen groups and public hearings were held to seek input from the public regarding the scope of this project.

Project Cost Estimate and Funding Responsibilities:

	Breakdown of PE	ROW	Utility	CST*	Environmental Mitigation	Total Cost
By Whom	SPONSOR/ FEDERAL	SPONSOR	SPONSOR	SPONSOR/FEDERAL	-	
\$ Amount	\$50,000/ \$200,000	\$153,000	\$0	\$250,000/\$1,000,000	-	\$1,653,000
Date of Estimate	7/5/2011	4/26/2011	7/5/2011	7/19/2011	-	

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

** Utility relocation costs (if any) are the responsibility of the Sponsor.

ALTERNATIVES DISCUSSION

Alternative selection:

Preferred Alternative: Bike lanes, where possible, wide sidewalks, pedestrian lighting. As discussed above.			
Estimated Property Impacts:	52±	Estimated Total Cost:	\$1,653,000
Estimated ROW Cost:	\$153,000	Estimated CST Time:	1 year
Rationale:			

No-Build Alternative: No-Build.			
Estimated Property Impacts:	\$0	Estimated Total Cost:	\$0
Estimated ROW Cost:	\$0	Estimated CST Time:	0 months
Rationale: This alternative does not meet the goals of the project.			

Alternative 1: Eliminate Bike lanes, add sharrow markings, increase sidewalk width.			
Estimated Property Impacts:	52±	Estimated Total Cost:	\$1,800,000
Estimated ROW Cost:	\$153,000	Estimated CST Time:	1 year
Rationale: Not selected due to lack of bike lanes.			

Alternative 2: Construct off-street cycle tracks and sidewalks.			
Estimated Property Impacts:	52±	Estimated Total Cost:	\$2,500,000
Estimated ROW Cost:	\$500,000	Estimated CST Time:	1 year
Rationale: Not selected due to right-of-way costs and costs to relocate utility poles.			

Alternative 3: Reduce pavement width to allow for off-street multi-use trails.			
Estimated Property Impacts:	52±	Estimated Total Cost:	\$2,500,000
Estimated ROW Cost:	\$500,000	Estimated CST Time:	1 year
Rationale: Not selected due to right-of-way costs and costs to relocate utility poles.			

Comments: None.

Attachments:

1. Detailed Cost Estimates: Construction & Right-of-Way.
2. Typical sections.
3. Traffic Accident Data.
4. Concept Team Meeting Minutes.
5. RC Information Printouts.
6. Georgia Non-attainment Area Map
7. Project Area Map

CONSTRUCTION COST ESTIMATE
Dogwood Drive Pedestrian Improvements - Hapeville, GA
Project No. CSSTP-0010-00(329)
P.I. Number 0010329

GA. DOT ITEM NO.	PAY ITEMS DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	PRICE
150-1000	TRAFFIC CONTROL -	LS	\$ 28,000.00	1	\$ 28,000.00
163-0232	TEMPORARY GRASSING	LS	\$ 277.63	1	\$ 277.63
163-0529	CONSTRUCT AND REMOVE TEMPORARY SEDIMENT BARRIER	LF	\$ 3.76	4400	\$ 16,544.00
163-0550	CONSTRUCT AND REMOVE INLET SEDIMENT TRAP	EA	\$ 177.15	10	\$ 1,771.50
171-0010	TEMPORARY SILT FENCE, TYPE A	LF	\$ 1.90	4400	\$ 8,360.00
210-0100	GRADING COMPLETE -	LS	\$ 117,432.00	1	\$ 117,432.00
310-1101	GR AGGR BASE CRS, INCL MATL	TN	\$ 23.04	102	\$ 2,350.08
402-1812	RECYCLED ASPH CONC LEVELING, INCL BITUM MATL & H LI	TN	\$ 68.16	200	\$ 13,632.00
402-3130	RECYCLED ASPH CONC 12.5 MM SUPERPAVE, GP 2 ONLY, IN	TN	\$ 69.41	645	\$ 44,769.45
432-0206	MILL ASPH CONC PVMT, 1 1/2 IN DEPTH	SY	\$ 3.19	8070	\$ 25,743.30
441-0016	DRIVEWAY CONCRETE, 6 IN TK	SY	\$ 32.70	2500	\$ 81,750.00
441-0104	CONC SIDEWALK, 4 IN	SY	\$ 40.67	2500	\$ 101,675.00
441-0303	CONC SPILLWAY, TP 3	EA	\$ 1,626.92	2	\$ 3,253.84
441-0304	CONC SPILLWAY, TP 4	EA	\$ 1,600.00	2	\$ 3,200.00
441-5002	CONCRETE HEADER CURB, 6 IN, TP 2	LF	\$ 16.37	3700	\$ 60,569.00
441-6022	CONC CURB & GUTTER, 6 IN X 30 IN, TP 2	LF	\$ 29.41	200	\$ 5,882.00
500-9999	CLASS B CONC, BASE OR PVMT WIDENING	CY	\$ 165.80	50	\$ 8,290.00
550-1240	STORM DRAIN PIPE, 24 IN, H 1-10	LF	\$ 42.30	1500	\$ 63,450.00
636-1033	HIGHWAY SIGNS, TP 1 MATL, REFL SHEETING, TP 9	SF	\$ 19.70	100	\$ 1,970.00
636-2070	GALV STEEL POSTS, TP 7	LF	\$ 7.98	100	\$ 798.00
647-1000	TRAFFIC SIGNAL INSTALLATION NO -	LS	\$ 100,000.00	2	\$ 200,000.00
653-1501	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, WHITE	LF	\$ 0.57	6000	\$ 3,420.00
653-1502	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, YELLOW	LF	\$ 0.50	4400	\$ 2,200.00
653-1704	THERMOPLASTIC SOLID TRAF STRIPE, 24 IN, WHITE	LF	\$ 4.18	200	\$ 836.00
654-1001	RAISED PVMT MARKERS TP 1	EA	\$ 3.55	80	\$ 284.00
654-1010	RAISED PVMT MARKERS TP 10	EA	\$ 36.02	10	\$ 360.20
668-2100	DROP INLET, GP 1	EA	\$ 1,790.56	15	\$ 26,858.40
681-1150	LIGHTING STD, ALUM, 14 FT MH, POST TOP	EA	\$ 5,000.00	30	\$ 150,000.00
700-9300	SOD	LS	\$ 2,651.46	1	\$ 2,651.46
702-9999	LANDSCAPING	LS	\$ 50,000.00	1	\$ 50,000.00
900-0039	BRICK PAVERS	SF	\$ 10.00	11000	\$ 110,000.00
999-9997	BIKE RACKS	EA	\$ 800.00	11	\$ 8,800.00
999-9998	STREET FURNITURE	EA	\$ 1,500.00	11	\$ 16,500.00
999-9999	PAVER TREE-GRATES	EA	\$ 500.00	30	\$ 15,000.00
-	UTILITY POLE RELOCATION	EA	\$ 50,000.00	0	\$ -

Roadway Subtotal =	\$ 1,176,627.86
Utilities Subtotal (Utility costs cannot be paid for using Federal Transportation Funds) =	\$ -
E&I Rate 5.0% =	\$ 58,831.39
Liquid AC Adjustment =	\$ 14,540.75
Subtotal =	\$ 1,250,000.00
Right of Way =	\$ 153,000.00
Total =	\$ 1,403,000.00

PROJ. NO. CSSTP-0010-00(329) **CALL NO.**
P.I. NO. 0010329
DATE 11/8/2011

INDEX (TYPE) **DATE** **INDEX**
 REG. UNLEADED Nov-11 \$ 3.353
 DIESEL \$ 3.847
 LIQUID AC \$ 558.00

LIQUID AC ADJUSTMENTS
PA=[((APM-APL)/APL)]xTMTxAPL
Asphalt
 Price Adjustment (PA) **14145.3** \$ **14,145.30**
 Monthly Asphalt Cement Price month placed (APM) Max. Cap 60% \$ 892.80
 Monthly Asphalt Cement Price month project let (APL) \$ 558.00
Total Monthly Tonnage of asphalt cement (TMT) 42.25

ASPHALT	Tons	%AC	AC ton
Leveling	200	5.0%	10
12.5 OGFC	0	5.0%	0
12.5 mm	645	5.0%	32.25
9.5 mm SP	0	5.0%	0
25 mm SP	0	5.0%	0
19 mm SP	0	5.0%	0
	845		42.25

BITUMINOUS TACK COAT
 Price Adjustment (PA) \$ **395.45**
 Monthly Asphalt Cement Price month placed (APM) \$ 892.80
 Monthly Asphalt Cement Price month project let (APL) \$ 558.00
Total Monthly Tonnage of asphalt cement (TMT) 1.181152754

Bitum Tack
 Gals 232.8234 tons 1.18115275
275

PROJ. NO.

CSSTP-0010-00(329)

CALL NO.

P.I. NO.

0010329

DATE

11/8/2011

BITUMINOUS TACK COAT (surface treatment)

Price Adjustment (PA)

0

\$

-

Monthly Asphalt Cement Price month placed (APM)

892.80

\$

60%

Max. Cap

Monthly Asphalt Cement Price month project let (APL)

558.00

\$

Total Monthly Tonnage of asphalt cement (TMT)

0

Bitum Tack

SY

Gals/SY

Gals

tons

gals/ton

Single Surf. Trmt.

0

0.20

0

0

232.8234

Double Surf. Trmt.

0

0.44

0

0

232.8234

Triple Surf. Trmt

0

0.71

0

0

232.8234

0

TOTAL LIQUID AC ADJUSTMENT

\$

14,540.75

Preliminary Right of Way Cost Estimate

Date: February 1, 2012

Project: Dogwood Drive LCI Project

P.I. Number: 0010329

Existing/Required R/W: Required

No. Existing Parcels: 52 (+/-)

Project Termini: Dogwood Drive (State Route 3) from South Central Avenue to North Avenue located entirely in the City of Hapeville, Fulton County

Project Description: Pedestrian and Streetscape Improvements

Land:

Estimated Required ROW

Commercial	0 sf	@ \$12.00 / sf	= \$0
Industrial	0 sf	@ \$0 / sf	= \$0
Residential	0 sf	@ \$8 / sf	= \$0
Agricultural	0 sf	@ \$0 / sf	= \$0

Estimated Easements for Construction and Maintenance

Commercial	10,000 sf	@ \$6.00 / sf	= \$60,000
Industrial	0 sf	@ \$0 / sf	= \$0
Residential	0 sf	@ \$4 / sf	= \$0
Agricultural	0 sf	@ \$0 / sf	= \$0

\$60,000

Improvements:

0 businesses, 0 houses, 0 mobile homes, curbing, paving, signs, fencing and site improvements = \$0

\$0

Relocation:

0 Commercial	@	\$ 25,000 / parcel	= \$0
0 Residential	@	\$ 20,000 / parcel	= \$0

\$0

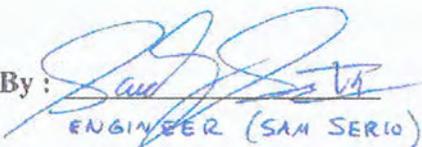
Damages:

Proximity	= \$0
Consequential	= \$0
Cost To Cure	= \$0

\$0

Net Cost		<u>\$60,000</u>
Scheduling Contingency	55 %	<u>\$33,000</u>
Adm/Court Cost	60 %	<u>\$36,000</u>
Inflation Factor	40 %	<u>\$24,000</u>

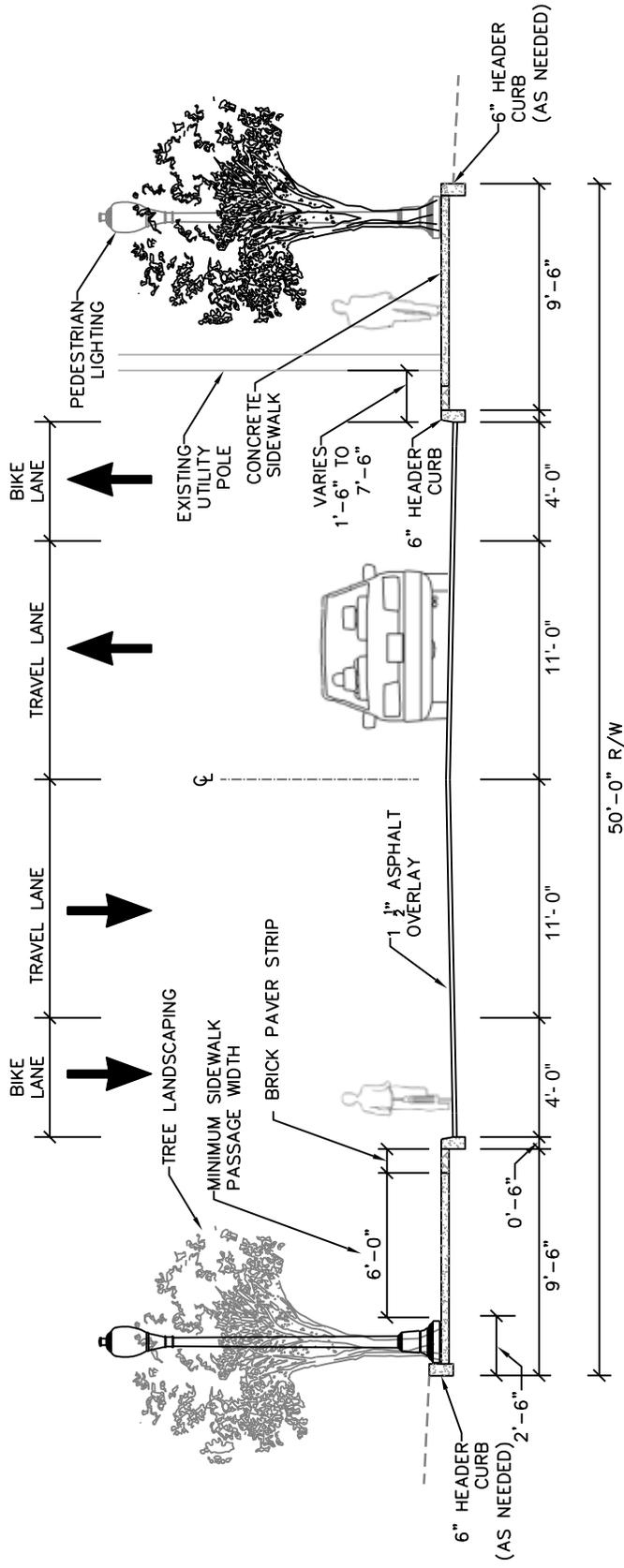
Total Cost \$153,000

Prepared By:  ENGINEER (SAM SERIO)

Reviewed By:  Sponsor

2 LANES WITH BIKE LANES

**300' NORTH OF KING ARNOLD ST. TO 300' SOUTH OF NORTH AVENUE
400' NORTH OF NORTH AVE. TO COLEMAN STREET**



- NOTES:
 1. EXISTING RIGHT-OF-WAY ALONG DOGWOOD DRIVE (SR 3) IS 50 LINEAR FEET. THEREFORE BIKE LANES CAN ONLY BE INCORPORATED IN THE PORTIONS OF DOGWOOD DRIVE THAT HAVE 2 LANES.

FIGURE 1

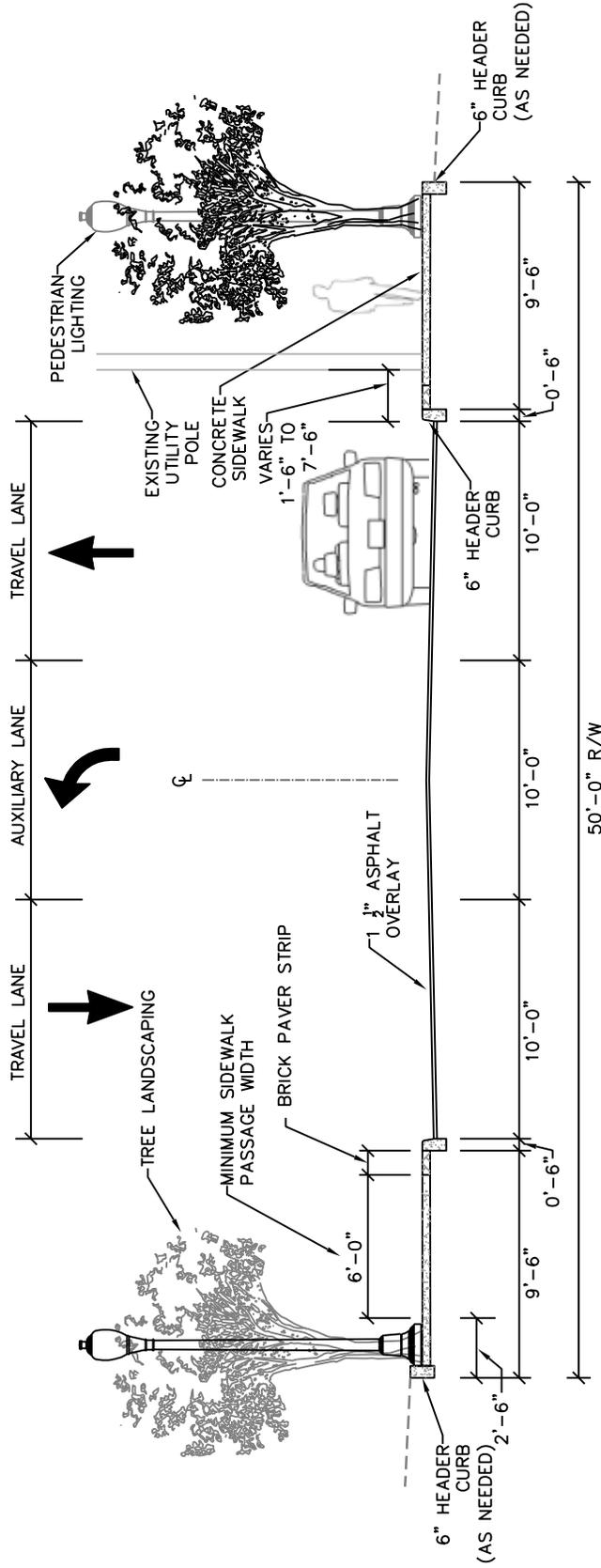


Keck & Wood, Inc.
 ENGINEERS SURVEYORS
 PLANNERS
 2750 PREMIERE PARKWAY SUITE 900
 DULUTH, GEORGIA 30097
 (678) 417-4055

**DOGWOOD DRIVE
 TYPICAL SECTIONS**
 for
**DOGWOOD DRIVE PEDESTRIAN &
 TRANSPORTATION IMPROVEMENTS**

CITY OF HAPEVILLE, GEORGIA

2 THROUGH LANES WITH AUXILIARY LANE
NORTH CENTRAL AVE. TO 300' NORTH OF KING ARNOLD ST.
300' SOUTH OF NORTH AVE. TO 400' NORTH OF NORTH AVE.



NOTES:
 1. EXISTING RIGHT-OF-WAY ALONG DOGWOOD DRIVE (SR 3) IS 50 LINEAR FEET. THEREFORE BIKE LANES CAN ONLY BE INCORPORATED IN THE PORTIONS OF DOGWOOD DRIVE THAT HAVE 2 LANES. SHARROW MARKINGS WILL BE INCORPORATED INTO 3-LANE SECTIONS.

FIGURE 2

Keck & Wood, Inc.
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DOGWOOD DRIVE
TYPICAL SECTIONS
 for
**DOGWOOD DRIVE PEDESTRIAN &
 TRANSPORTATION IMPROVEMENTS**

CITY OF HAPEVILLE, GEORGIA

Accident Data

Dogwood Drive LCI Project
P.I. Number: 0010329

Dogwood Drive (SR 3) – Hapeville, Georgia **				
	2006	2007	2008	2009
Crashes	17	14	29	20
Injuries	8	4	7	6
Fatalities	0	0	0	0

**Accidents occurred at or between Milepost 1.44 and 1.81 (for more detail, see attachment)

Dogwood Drive (SR 3) – Hapeville, Georgia ***		
Accident Type	Total	% of Overall Total
Angle	25	31.25%
Head On	3	3.75%
Not A Collision With A Motor Vehicle	6	7.50%
Rear End	26	32.50%
Sideswipe – Opposite Direction	5	6.25%
Sideswipe – Same Direction	15	18.75%

***According to traffic data provided by GDOT, no accidents involved pedestrians

Note: See the following page for more detailed accident data.

Traffic Accident Data

FULTON COUNTY, Dogwood Drive (SR 3) from North Central Avenue to North Avenue								
Date	Time	Milelog	Injuries	Fatalities	Harmful Event	Collision	MnvrVeh1	MnvrVeh2
1/26/2006	2:15 PM	1.44	0	0	Motor Vehicle in Motion	Sideswipe - Opposite Direction	Backing	Straight
2/19/2006	1:40 PM	1.44	0	0	Motor Vehicle in Motion	Sideswipe - Same Direction	Changing Lanes	Changing Lanes
3/4/2006	9:57 AM	1.81	2	0	Motor Vehicle in Motion	Rear End	Straight	Stopped
3/13/2006	5:21 PM	1.81	0	0	Other Post	Not A Collision With A Motor Vehicle	Straight	
3/24/2006	5:26 PM	1.44	2	0	Motor Vehicle in Motion	Rear End	Straight	Stopped
3/25/2006	8:33 PM	1.46	1	0	Motor Vehicle in Motion	Rear End	Straight	Turning Right
3/27/2006	5:00 PM	1.81	0	0	Motor Vehicle in Motion	Rear End	Straight	Straight
5/17/2006	11:05 AM	1.47	0	0	Motor Vehicle in Motion	Sideswipe - Same Direction	Straight	Straight
5/24/2006	3:24 PM	1.44	0	0	Motor Vehicle in Motion	Sideswipe - Opposite Direction	Straight	Turning Right
7/15/2006	5:25 PM	1.44	0	0	Motor Vehicle in Motion	Rear End	Straight	Stopped
7/28/2006	11:49 AM	1.44	2	0	Motor Vehicle in Motion	Angle	Making U-Turn	Turning Left
8/7/2006	3:30 PM	1.81	0	0	Motor Vehicle in Motion	Sideswipe - Same Direction	Straight	Changing Lanes
8/18/2006	12:18 PM	1.44	0	0	Motor Vehicle in Motion	Angle	Straight	Straight
9/5/2006	7:51 PM	1.44	1	0	Motor Vehicle in Motion	Rear End	Stopped	Stopped
9/10/2006	10:03 AM	1.81	0	0	Motor Vehicle in Motion	Angle	Straight	Straight
9/13/2006	12:44 AM	1.81	0	0	Other Non-Collision	Angle	Straight	Straight
12/12/2006	1:45 PM	1.47	0	0	Fence	Not A Collision With A Motor Vehicle	Making U-Turn	
3/1/2007	1:08 PM	1.44	0	0	Motor Vehicle in Motion	Angle	Turning Left	Straight
3/10/2007	12:54 PM	1.44	0	0	Motor Vehicle in Motion	Sideswipe - Same Direction	Turning Left	Stopped
4/21/2007	7:20 PM	1.81	0	0	Motor Vehicle in Motion	Rear End	Turning Left	Straight
5/6/2007	6:33 PM	1.81	0	0	Motor Vehicle in Motion	Sideswipe - Opposite Direction	Turning Left	Straight
5/24/2007	12:34 PM	1.44	0	0	Motor Vehicle in Motion	Angle	Straight	Straight
5/24/2007	1:18 PM	1.47	0	0	Motor Vehicle in Motion	Angle	Turning Left	Straight
5/25/2007	1:22 PM	1.44	0	0	Motor Vehicle in Motion	Sideswipe - Same Direction	Straight	Straight
6/1/2007	1:32 PM	1.81	3	0	Motor Vehicle in Motion	Rear End	Straight	Stopped
6/20/2007	8:44 AM	1.44	0	0	Motor Vehicle in Motion	Rear End	Straight	Stopped
11/2/2007	4:28 PM	1.44	0	0	Motor Vehicle in Motion	Rear End	Straight	Straight
12/13/2007	9:00 PM	1.81	0	0	Motor Vehicle in Motion	Head On	Straight	Straight
12/20/2007	8:25 AM	1.81	1	0	Motor Vehicle in Motion	Rear End	Straight	Stopped
12/24/2007	3:15 PM	1.44	0	0	Motor Vehicle in Motion	Rear End	Straight	Stopped
12/26/2007	6:09 PM	1.44	0	0	Motor Vehicle in Motion	Angle	Turning Left	Turning Left
1/4/2008	11:21 PM	1.81	0	0	Motor Vehicle in Motion	Sideswipe - Same Direction	Changing Lanes	Turning Left
1/13/2008	1:30 PM	1.81	0	0	Motor Vehicle in Motion	Angle	Negotiating a Curve	Straight
4/1/2008	6:54 AM	1.44	0	0	Motor Vehicle in Motion	Angle	Turning Left	Straight
4/5/2008	11:45 PM	1.81	0	0	Motor Vehicle in Motion	Sideswipe - Same Direction	Changing Lanes	Negotiating a Curve
4/22/2008	5:05 PM	1.48	0	0	Other Non-Collision	Not A Collision With A Motor Vehicle	Turning Right	
5/1/2008	12:20 PM	1.81	1	0	Motor Vehicle in Motion	Angle	Straight	Turning Right
5/12/2008	9:00 AM	1.44	0	0	Motor Vehicle in Motion	Rear End	Straight	Stopped
5/18/2008	5:45 PM	1.81	0	0	Motor Vehicle in Motion	Rear End	Straight	Stopped
5/27/2008	7:04 PM	1.44	1	0	Utility Pole	Not A Collision With A Motor Vehicle	Straight	
5/29/2008	4:17 AM	1.53	1	0	Utility Pole	Not A Collision With A Motor Vehicle	Straight	
6/21/2008	5:35 PM	1.81	1	0	Motor Vehicle in Motion	Rear End	Straight	Stopped
6/24/2008	6:33 PM	1.81	0	0	Motor Vehicle in Motion	Angle	Turning Left	Turning Left
7/25/2008	7:44 AM	1.44	0	0	Motor Vehicle in Motion	Rear End	Straight	Stopped
8/19/2008	1:41 PM	1.49	0	0	Motor Vehicle in Motion	Angle	Turning Left	Turning Left
8/26/2008	5:23 PM	1.44	0	0	Motor Vehicle in Motion	Sideswipe - Same Direction	Turning Right	Turning Left
8/26/2008	5:14 PM	1.81	0	0	Motor Vehicle in Motion - In Other Roadway	Angle	Straight	Straight
9/14/2008	2:32 PM	1.47	0	0	Motor Vehicle in Motion	Angle	Turning Right	Turning Left
9/16/2008	11:50 AM	1.44	0	0	Motor Vehicle in Motion	Head On	Straight	Straight
9/20/2008	10:58 PM	1.44	0	0	Motor Vehicle in Motion	Sideswipe - Opposite Direction	Straight	Straight
10/17/2008	8:42 PM	1.81	0	0	Motor Vehicle in Motion	Rear End	Straight	Stopped
10/20/2008	10:32 AM	1.44	0	0	Motor Vehicle in Motion	Angle	Straight	Straight
11/3/2008	9:19 AM	1.44	0	0	Motor Vehicle in Motion	Sideswipe - Same Direction	Turning Right	Straight
11/9/2008	12:43 AM	1.75	0	0	Motor Vehicle in Motion	Sideswipe - Same Direction	Entering/Leaving Driveway	Straight
11/16/2008	9:45 AM	1.81	2	0	Motor Vehicle in Motion	Rear End	Straight	Stopped
11/23/2008	9:54 PM	1.81	0	0	Pedalcycle	Angle	Straight	Straight
12/10/2008	9:30 AM	1.44	0	0	Motor Vehicle in Motion	Sideswipe - Opposite Direction	Straight	Straight
12/13/2008	9:49 PM	1.79	1	0	Motor Vehicle in Motion	Angle	Straight	Changing Lanes
12/16/2008	1:07 PM	1.72	0	0	Motor Vehicle in Motion	Sideswipe - Same Direction	Passing	Turning Left
12/28/2008	6:37 AM	1.81	0	0	Motor Vehicle in Motion	Rear End	Straight	Stopped
1/1/2009	11:30 AM	1.81	1	0	Motor Vehicle in Motion	Angle	Straight	Straight
1/20/2009	2:58 PM	1.44	0	0	Motor Vehicle in Motion	Rear End	Straight	Stopped
2/11/2009	2:40 PM	1.44	0	0	Motor Vehicle in Motion	Angle	Straight	Turning Left
2/27/2009	2:56 PM	1.81	0	0	Motor Vehicle in Motion	Rear End	Straight	Straight
3/2/2009	8:10 AM	1.81	0	0	Motor Vehicle in Motion	Sideswipe - Same Direction	Turning Right	Straight
3/7/2009	3:27 PM	1.81	1	0	Motor Vehicle in Motion	Sideswipe - Same Direction	Changing Lanes	Straight
3/14/2009	1:38 PM	1.44	0	0	Motor Vehicle in Motion	Rear End	Straight	Straight
6/5/2009	9:20 AM	1.46	1	0	Motor Vehicle in Motion	Angle	Straight	Straight
6/9/2009	6:04 AM	1.81	0	0	Highway Traffic Sign Post	Not A Collision With A Motor Vehicle	Turning Right	
6/10/2009	10:39 AM	1.71	2	0	Motor Vehicle in Motion	Rear End	Straight	Stopped
6/13/2009	3:20 AM	1.49	0	0	Motor Vehicle in Motion	Head On	Parked	Straight
6/22/2009	1:15 PM	1.49	0	0	Motor Vehicle in Motion	Angle	Changing Lanes	Straight
6/22/2009	10:00 AM	1.49	0	0	Motor Vehicle in Motion	Angle	Backing	Stopped
7/18/2009	2:00 PM	1.81	0	0	Motor Vehicle in Motion	Angle	Straight	Straight
8/6/2009	8:52 AM	1.81	0	0	Motor Vehicle in Motion	Sideswipe - Same Direction	Changing Lanes	Changing Lanes
8/18/2009	11:17 PM	1.81	0	0	Motor Vehicle in Motion	Rear End	Stopped	Stopped
9/14/2009	5:45 PM	1.44	0	0	Motor Vehicle in Motion	Rear End	Straight	Stopped
9/27/2009	2:50 PM	1.81	1	0	Motor Vehicle in Motion	Sideswipe - Same Direction	Changing Lanes	Changing Lanes
10/18/2009	5:15 PM	1.81	0	0	Motor Vehicle in Motion	Angle	Passing	Straight
10/30/2009	3:20 PM	1.81	0	0	Motor Vehicle in Motion	Rear End	Negotiating a Curve	Stopped



KECK & WOOD, INC.

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MEETING Minutes

WHAT: Concept Team Meeting

DATE/TIME: November 4, 2011 9:30 AM

WHERE: GDOT District 7 Office, Conference Room 144

PROJECT: P.I. 0010329 Dogwood Drive Pedestrian Improvements

PERSONNEL PRESENT:

NAME	COMPANY	PHONE #	EMAIL
Lee Sudduth	City of Hapeville	404-669-2124	lsudduth@hapeville.org
Merishia Robinson	GDOT	404-631-1151	mrobinson@dot.ga.gov
Ted Crabtree	GDOT	404-631-1767	tcrabtree@dot.ga.gov
Richard Crowley	GDOT (Utilities)	404-631-1372	rcrowley@dot.ga.gov
Mac Cranford	GDOT (District 7)	770-986-1260	mcranford@dot.ga.gov
Lewis Brooker (on behalf of Yulonda Pride-Foster)	GDOT (District 7 Utilities)	770-986-1117	ypride@dot.ga.gov
Alania Stewart	GDOT (Traffic Ops)	770-986-1773	alstewart@dot.ga.gov
Linda Washington	GDOT (District 7)	770-986-1555	lwashington@dot.ga.gov
Melanie Hale	GDOT	404-631-1542	mhale@dot.ga.gov
Amy Goodwin	ARC	404-463-3311	agoodwin@atlantaregional.com
Joe Palladi	ARC	404-261-5788	jpalladi@atlantaregional.com
Jack Burnside	CCEC, LLC	770-241-8677	jackburnside@bellsouth.net
Sam Serio	Keck & Wood, Inc.	678-417-4023	sserio@keckwood.com
Rick Gurney	Keck & Wood, Inc.	678-417-4008	rgurney@keckwood.com
Robert Renwick	Keck & Wood, Inc.	678-417-4017	rrenwick@keckwood.com

KEY TOPICS:

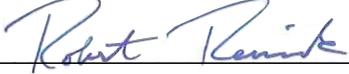
- The meeting opened with introductions of those present.
- Sam Serio gave an overview of the project.
- Merishia Robinson led a page by page review of the concept report.
- Melanie Hale stated that “safe passageway” should not be used in the project description, as safety cannot be guaranteed. She suggested that the improvements may improve mobility and connectivity for pedestrians.
- The left turn lanes should be referred to as “Auxiliary Lanes”, because “Turning Lane” indicates two-way left turn lanes.
- The two foot wide gutter in the bike lane is not ideal, therefore the proposed curb and gutter is change to header curb.
- Sam Serio indicated that the required right-of-way included the report is the worst case scenario. Merishia Robinson said to leave it as is in the report.

- Keck & Wood should determine if the lateral offsets to utility poles will require a Design Variance or Design Exception. The concept report should not indicate both will be needed.
- There is no design variance for lane width. 10' auxiliary lane and travel lanes are fine if truck traffic is reasonably low.
- GDOT will want to see a conceptual layout in the concept report.
- Sam Serio brought up the idea of possibly removing auxiliary lanes if it can be determined that they are not warranted.
- Amy Goodwin indicated that elimination of auxiliary lanes to create bike lanes would better meet the need of the project.
- GDOT would need a traffic study to determine if elimination of auxiliary lanes is feasible.
- It was determined that the concept report will not include removal of auxiliary lanes. The concept report can be revised at a later date if it is determined that auxiliary lanes are not warranted.
- The concept report should compare accident data to statewide averages, and should describe predominant accident type.
- The right-of-way estimate must be approved by GDOT. Sam Serio gave Merishia Robinson a signed copy of the right-of-way estimate to forward to the appropriate person.
- Keck & Wood to remove 8/10/2010 Kickoff Meeting, add this Concept Team Meeting to the coordination section of the concept report.
- Keck & Wood to update the fuel price adjustment sheet to the new format.
- Amy Goodwin asked if there would be any more public involvement required. GDOT recommended obtaining public input if auxiliary lanes were to be removed. Joe Polladi suggested having a public meeting to discuss the driveway access control.
- Keck & Wood to ensure correct design vehicle is being used since it is a MARTA bus route. Either a bus or tractor trailer should be design vehicle.
- Railroad coordination was discussed. It was decided that the city of Hapeville is responsible for railroad coordination, and will keep GDOT up to date in case they need to get involved for any reason. Keith Phillips with GDOT will decide if modifications need to be made to railroad crossing gates. Modifications should not be needed if existing pavement width at the crossing can be maintained.
- Keck & Wood to omit schedule from concept report.
- Amy Goodwin suggested that another team meeting should take place if the number of concept report revisions start to add up.
- Keck & Wood to send the Concept Report to Merishia Robinson for cursory review before the formal submittal.
- Keck & Wood to include a cost estimate for any utility pole relocations. (None are anticipated.)
- Keck & Wood to correct cost estimate as the 5% E&I inappropriately includes fuel and asphalt.
- Keck & Wood to show a summation of all project costs in the cost estimate.
- Lighting and landscape plans will have to be reviewed by GDOT.

- The use of proprietary items will have to be approved by FHWA. Keck & Wood to send a request letter to Merishia Robinson for any proprietary items.
- Georgia Power will need a permit to install pedestrian lights on GDOT right-of-way. The lighting can be paid for through a force account.
- The environmental start date should match the date of the first submittal to GDOT.
- Melanie Hale stated that the existing retaining walls may need to be reviewed in the historical report.
- Keck & Wood to add truck traffic data, if available.
- Keck & Wood to revise heading of Typical Section (Figure 2) to be “2 Lanes with Auxiliary Lane”.
- Keck & Wood to add directional arrows to lanes in Typical Sections.

ATTACHMENT: None

DISTRIBUTION: To above listed personnel present.

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

RC * Web* INFO

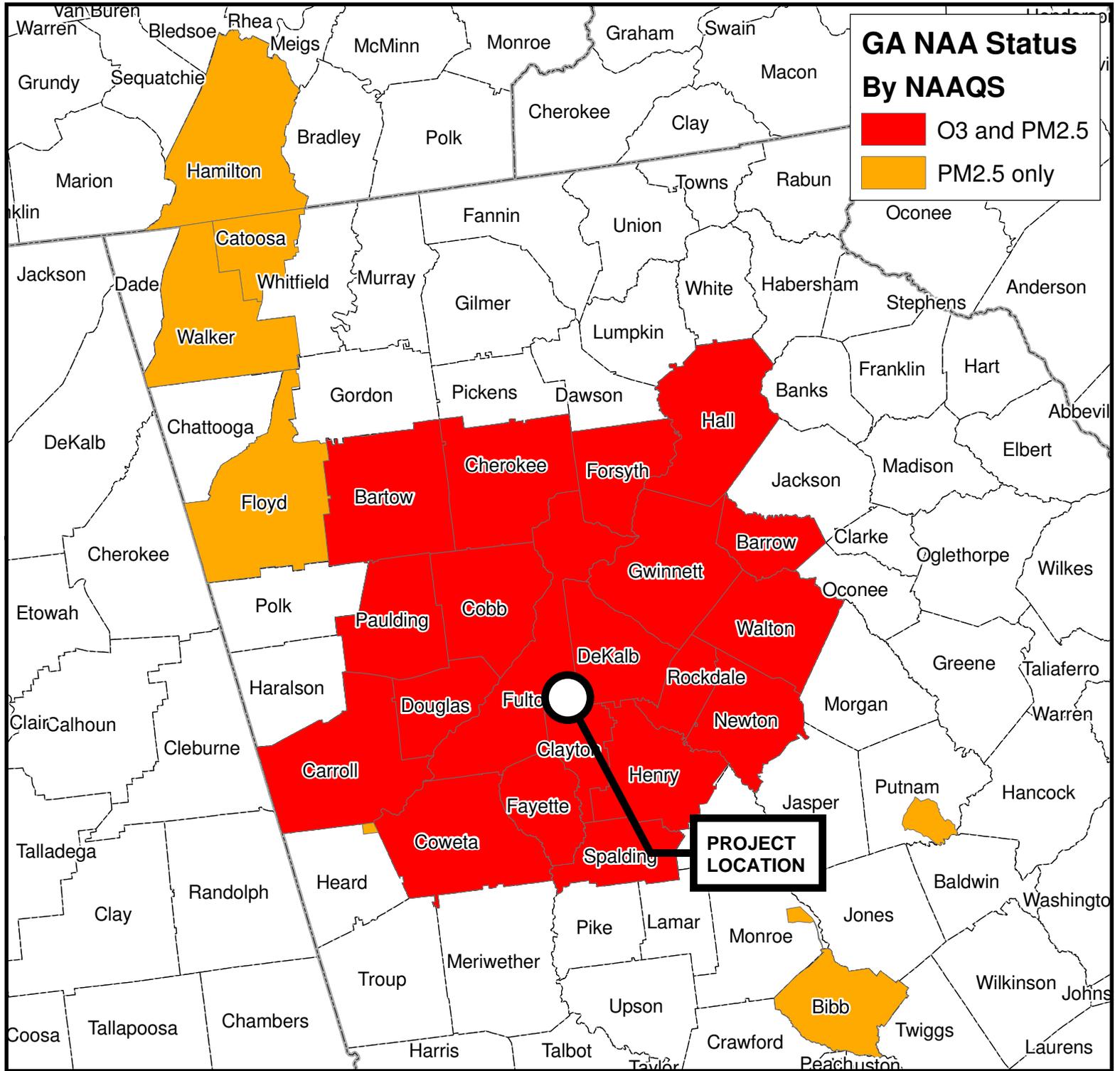
Requested Information for **Fulton** County

Route Type **1**

Route Number **000300**

County Code	Route Type	Route Number	Begin Measure	Description	Intersect Road 1	Intersect Road 2
121	1	000300	1.28	CST 805911 R		N FULTON AVE
121	1	000300	1.44	CSY 802811LCS8088L	N CENTRAL AVE	DOGWOOD DR
121	1	000300	1.47	CST 807811 R		KING ARNOLD ST
121	1	000300	1.5			
121	1	000300	1.58	CST 809011 R		MARINA ST
121	1	000300	1.81	CSX 311811	NORTH AVE	
121	1	000300	1.91	CST 803511 L	COLEMAN ST	

Georgia NAAQS Non-attainment Status Map As of 2008-04-29



**GA NAA Status
By NAAQS**

- O3 and PM2.5
- PM2.5 only

**PROJECT
LOCATION**



NOTE: This map uses US Census and USGS boundary files that are based on NAD83 but treats them as if they are based on air quality model sphere (R=6370997m) for the projection purpose. The projection is the Lambert Conformal Conic Projection for GA SIP modeling domain. The details of projections parameters are following: False_Easting = 0., False_Northing = 0., Central_Meridian = 97W, Standard_Parallel_1 = 33N, Standard_Parallel_2 = 45N, Latitude_of_Origin = 40N

Created by Byeong-Uk Kim (2008-04-29)
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