

ORIGINAL TO GENERAL FILES

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

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

FILE P.I. # 0010385 **OFFICE** Design Policy & Support
Fulton County
GDOT District 7 - Metro Atlanta **DATE** November 6, 2012
CR 243/Sandy Springs Circle from CR
262/Hammond Drive to SR 9 – Phase II

FROM  for Brent Story, State Design Policy Engineer

TO SEE DISTRIBUTION

SUBJECT APPROVED CONCEPT REPORT

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

Attachment

DISTRIBUTION:

Bobby Hilliard, Program Control Administrator
Genetha Rice-Singleton, State Program Delivery Engineer
Glenn Bowman, State Environmental Administrator
Cindy VanDyke, State Transportation Planning Administrator
Kathy Zahul, State Traffic Engineer
Angela Robinson, Financial Management Administrator
Lisa Myers, State Project Review Engineer
Charles "Chuck" Hasty, State Materials Engineer
Jeff Baker, State Utilities Engineer
Ken Thompson, Statewide Location Bureau Chief
Tamaya Huff, State Pedestrian and Bicycle Coordinator
Rachel Brown, District Engineer
Scott Lee, District Preconstruction Engineer
Jonathan Walker, District Utilities Engineer
Merishia Robinson, Project Manager
BOARD MEMBER - 6th Congressional District
FHWA – attn: Rodney Barry, Georgia Division

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

Project Type: <u>Sidewalk Enhancement</u>	P.I. Number: <u>0010385</u>
GDOT District: <u>Seven</u>	County: <u>Fulton</u>
Federal Route Number: <u>N/A</u>	State Route Number: <u>9</u>

Sandy Springs Circle Streetscape - Phase II

Submitted for approval:

<u>Beth Ann Schwartz</u> Beth Ann Schwartz, PE - The LPA Group Incorporated	<u>2/14/2012</u> DATE
<u>Andrew Thompson</u> Andrew Thompson, PE - City of Sandy Springs	<u>2/14/2012</u> DATE
<u>Robby Hillard</u> Office Head	<u>2-21-2012</u> DATE
<u>Wendie Robinson</u> GDOT Project Manager	<u>2/21/2012</u> DATE

Recommendation for approval:

<u>GLENN BOWMAN*/EKP</u> Program Control Administrator	<u>2-27-2012</u> DATE
<u>KATHY ZAHUL*/EKP</u> State Environmental Administrator	<u>3-7-2012</u> DATE
<u>LISA MYERS*/EKP</u> State Traffic Engineer	<u>2-27-2012</u> DATE
<u>PATRICK SLEN*/EKP</u> Project Review Engineer	<u>2-27-2012</u> DATE
<u>Bryant Poole*/NCP</u> for State Utilities Engineer District Engineer	<u>4-12-2012</u> 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>CINDY VANDYKE*/EKP</u> State Transportation Planning Administrator	<u>2-27-2012</u> DATE

** - RECOMMENDATION ON FILE*

PROJECT LOCATION



PLANNING & BACKGROUND DATA

Project Justification Statement:

The Sandy Springs Circle Streetscape Phase II project will incorporate infrastructure improvements to the existing pedestrian sidewalk and fill in the gaps to provide a continuous Americans with Disabilities Act (ADA) pedestrian path along Sandy Springs Circle between Hammond Drive, milepost 0.40 and Roswell Road (SR 9), milepost 1.14. The improvements shall address new ADA compliant concrete sidewalks, new concrete curb and gutter, ADA compliant curb ramps, brick paver strips, street lighting, and street landscaping along both sides of the corridor. This project is similar in scope and will connect to the Phase I project which is currently under construction. This area is considered the downtown central business district for the City of Sandy Springs and in the future the City intends to relocate City Hall to recently purchased property along Sandy Springs Circle and make this area the city center. The land use along this road is primarily commercial development with a mixture of residential development and churches which all generate pedestrian traffic. These sidewalks will encourage pedestrians to travel along Sandy Springs Circle to access points on Metropolitan Atlanta Rapid Transit Authority (MARTA) bus routes on Roswell Road, as well as access local shopping districts and places of employment.

The City of Sandy Springs needs this Livable Centers Initiative (LCI) project in order to continue to develop a pedestrian friendly environment for persons in the downtown or central business district. Currently this corridor is lacking sidewalk connectivity, uniformity, and ADA access including adequate crosswalks, therefore the need for this project is to provide pedestrian mobility and to provide a continuous ADA path for all pedestrians. The sidewalk will accommodate existing and future pedestrian traffic and will create connectivity to the mixed-use development. The proposed improvements do meet the Regional Transportation Program (RTP)/State Transportation Improvement Program (STIP). This project is Phase II of the proposed Sandy Springs Circle Streetscape project and will thus complete the full streetscape design along Sandy Springs Circle. These enhancements will also connect to the proposed sidewalk project along Roswell Road (SR 9).

Description of the proposed project:

This project is the construction of a 2-foot curb and gutter, a 2-foot brick paver/stamped concrete strip adjacent to Sandy Springs Circle, 9-foot wide concrete ADA compliant sidewalks and a 3-foot wide tree/utility strip to create a 16-foot shoulder. Canopy street trees will be spaced 30 to 40 feet, and light fixtures with brick panels spaced 90 to 100 feet. The project is located along Sandy Springs Circle from north of Hammond Drive (MP 0.40) to Roswell Road/SR 9 (MP 1.14) in the City of Sandy Springs. From Hammond Dr to Hilderbrand Drive, the proposed shoulder on the east side of Sandy Springs Circle will be constructed with 2-foot curb and gutter, 5-foot sidewalk, and 1-foot utility/tree strip to minimize impacts. These proposed Phase II improvements will tie into the Phase I improvements from Cliftwood Drive to Hammond Drive along Sandy Springs Circle which is currently under construction. The proposed typical section will provide a consistent streetscape that will conform to a 10 year old established zoning overlay standard. Utility relocation, other than when a direct conflict exists, is not within the scope of work of this project. The proposed sidewalks will be constructed to provide an ADA accessible path along both sides of the roadway. The existing curb and gutter and drainage will be replaced. The length of the proposed project along Sandy Springs Circle is approximately 0.74 miles. There are two local proposed intersection improvement projects along Sandy Springs Circle at Johnson Ferry Road and at Mount Vernon Highway. The sidewalk improvements will tie into these intersection improvement projects which will include pedestrian crosswalks, ramps and pedestrian signals at these intersections. Also the intersection of Sandy Springs Circle and Hammond Drive are included in the Sandy Springs Circle Phase I project therefore the proposed improvements associated with phase II

project will tie into the sidewalk improvements at Hammond Drive currently being constructed in the phase I projects. The existing properties along Sandy Springs Circle contain parking facilities therefore the need for on-street parking is not warranted.

Federal Oversight: Full Oversight Exempt State Funded Other

MPO: N/A MPO - Choose an item.
MPO Project TIP #

Regional Commission: N/A RC – Choose an item.
RC Project ID # FN-275

Congressional District(s): 6

Projected Traffic ADT (For Informational Purposes Only)

Current Year (2012): 21,545 Open Year (2015): 22,420 Design Year (2032): 26,290
Percent Trucks (%): 1.0% (negligible)

Projected Pedestrian/Bicycle ADT (For Informational Purposes Only)

Current Year (2012): 710 Open Year (2015): 738 Design Year (2032): 867

The current City of Sandy Springs Comprehensive Transportation plan addresses the needs for pedestrian mobility through the use of 5 qualitative features. Projects are then prioritized based on the number of qualitative features the project would provide. While independent pedestrian traffic counts were not obtained, the Comprehensive Transportation Plan does illustrate pedestrian traffic as a percentage of total trips. Vehicle trips account for 91% of total trips where walking/bicycles account for 3%. In addition, GDOT’s Design Policy Manual Section 9.4.1 states – Pedestrian accommodations shall be considered in all planning studies, and be included in all reconstruction, new construction, and capacity-adding projects which include curb and gutter as part of an urban border area (See Figure 9.7) or are located in areas with any of the following conditions:

- along corridors with pedestrian travel generators and destinations (i.e. residential neighborhoods, commercial areas, schools, public parks, transit stops and stations, etc), or areas where such generators and destinations can be expected prior to the design year of the project;
- where there is evidence of pedestrian traffic (e.g., a worn path along roadside);
- where pedestrian crashes equal or exceed a rate of ten for a ½-mile segment of roadway, over the most recent three years for which crash data is available; and
- where a need is identified by a local government, MPO or regional commission through an adopted planning study.

And should be considered in areas with the following conditions:

- within close proximity (i.e., 1 mile) of a school, college, university, or major public institution (e.g., hospital, major park, etc,...);
- within an urbanized area; or area projected to be urbanized by an MPO, regional commission, or local government prior to the design year of the project;
- where there is an occurrence of pedestrian crashes; and
- any location where engineering judgment, planning analysis, or the public involvement process indicates a need.

Functional Classification (Mainline): Urban Collector Street

Is this project on a designated bike route? No YES

ARC has requested that the project provide minor provisions to accommodate bike facilities where possible

Is this project located on a pedestrian plan? No YES

Is this project located on or part of a transit network? No YES

CONTEXT SENSITIVE SOLUTIONS

Issues of Concern: None

Context Sensitive Solutions: None

DESIGN AND STRUCTURAL DATA

Mainline Design Features: Sandy Springs Circle

Feature	Existing	Standard*	Proposed
Typical Section			
- Number of Lanes	4		4
- Lane Width(s)	12-ft	12-ft	12-ft
- Median Width & Type	None		None
- Outside Shoulder Width & Type	Urban Shoulder 10-foot incl. 2-ft curb/gutter, 8-ft grass & sidewalk in various locations		Urban Shoulder 16-foot incl. 2-ft curb/gutter, 2-ft brick pavers, 9-ft sidewalk, 3-ft grass
- Outside Shoulder Slope	Varies 2.00%-6.00%		2.00%
- Inside Shoulder Width & Type	None		None
- Sidewalks	Varies 0-ft to 5-ft		9-ft
- Auxiliary Lanes	None		None
- Bike Lanes	None		None – Accommodated on 9-ft sidewalk
Posted Speed	35 MPH		35 MPH
Design Speed	35 MPH	35 MPH	35 MPH
Min Horizontal Curve Radius	150-ft	375- ft	150-ft (shoulder upgrade only)
Superelevation Rate	4%	4% max	4%
Grade	8%	9%	8%
Access Control	n/a	n/a	n/a
Right-of-Way Width	75-ft	80-ft	80-ft
Maximum Grade – Crossroad	7%	9%	7%
Design Vehicle	n/a	n/a	n/a (shoulder upgrade only)

*According to current GDOT design policy if applicable

Major Structures: None

Major Interchanges/Intersections: N/A

Utility Involvements: Overhead power and telephone utilities and underground water, power, and telephone utilities are located on both sides of the road and the proposed shoulder may conflict.

- AT&T
- Georgia Power
- Atlanta Gas Light
- Zayo Fiber
- Comcast
- MCI
- City of Atlanta Water and Sewer
- City of Sandy Springs Traffic
- Fulton County Sewer

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

SUE Required: Yes No

Railroad Involvement: N/A

Right-of-Way:

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

Anticipated number of impacted parcels: 31
 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	Appvl Date (if applicable)		
		YES	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 type="checkbox"/>	<input checked="" 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"/>

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

The proposed project includes the addition of sidewalk only and not any additional pavement or travel lanes. The existing curb and gutter will be upgraded but the drainage system will be maintained and upgraded only as necessary.

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

The proposed project includes the addition of sidewalk only and not any additional pavement or travel lanes. The existing curb and gutter will be upgraded but the drainage system will be maintained and upgraded only as necessary.

Environmental Permits/Variations/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 checked="" type="checkbox"/>	<input type="checkbox"/>	Disturbed area will be greater than 1.0 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 type="checkbox"/>	
11. Other Commitments	<input type="checkbox"/>	<input type="checkbox"/>	
12. Other Coordination	<input type="checkbox"/>	<input type="checkbox"/>	

Is a PAR required? No Yes Completed – Date:

NEPA/GEPA: A National Environmental Policy Act (NEPA) Categorical Exclusion is anticipated for this project. Heritage Green is a Section 4(f) resource located on land owned by the City of Sandy Springs. The proposed project would have a *de minimis* impact on Heritage Green. Coordination with the City has been completed.

Ecology: An Ecology Assessment is underway. No habitat for protected species was identified.

History: A historic resource survey report has been prepared. No resources have been recommended eligible; however, State Historic Preservation Officer (SHPO) concurrence on these recommendations has not yet been obtained.

Archeology: An archaeological short form for negative findings was approved October 28, 2011.

Air & Noise: This project does not require a noise study or abatement of highway noise impacts. A Type III noise screening assessment will be prepared. An air assessment will be required. No Carbon Monoxide (CO) modeling will be required due to project type.

Public Involvement: No public information open house would be required. The City of Sandy Springs will add the project to an upcoming City Council Meeting Agenda in order to provide the public to provide any comments.

Major stakeholders: GDOT, City of Sandy Springs, Citizens of Sandy Springs, Atlanta Regional Commission (ARC)

CONSTRUCTION

Issues potentially affecting constructability/construction schedule: None

Early Completion Incentives recommended for consideration: No Yes

PROJECT RESPONSIBILITIES

Project Activities:

Project Activity	Party Responsible for Performing Task(s)
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Concept Development	City of Sandy Springs (LPA Group Incorporated)
Design	City of Sandy Springs (LPA Group Incorporated)
Right-of-Way Acquisition	City of Sandy Springs
Utility Relocation	City of Sandy Springs
Letting to Contract	City of Sandy Springs
Construction Supervision	City of Sandy Springs
Providing Material Pits	Contractor
Providing Detours	Contractor
Environmental Studies, Documents, and Permits	City of Sandy Springs (LPA Group Incorporated)
Environmental Mitigation	City of Sandy Springs (LPA Group Incorporated)
Construction Inspection & Materials Testing	Contractor and City of Sandy Springs

Lighting required: No Yes

The contractor will install the proposed lighting and the City of Sandy Springs will be responsible for the maintenance of the lighting. A lighting commitment letter is attached to the concept report.

Concept Meeting: October 24, 2011

Other projects in the area:

- PI 0005910, STP00-0005-00(910), City of Sandy Springs Project # T-0006, Streetscape Sandy Springs Circle – Phase I (Cliftwood Drive to Hammond Drive & Hammond Drive from Sandy Springs Circle to Roswell Road)
 - City of Sandy Springs Project # T-0009 - Johnson Ferry Road Pedestrian Link (Abernathy Road to Sandy Springs Circle)
 - City of Sandy Springs Project # T-0008 - Roswell Road Streetscape Cliftwood Drive to Hammond Drive
 - PI 0006911, CSSTP-0006-00(911), CR 655/Johnson Ferry Road at CR 243/Sandy Springs Circle, City of Sandy Springs Project # T-0010
 - PI 0006728, CSSTP-0006-00(728)/PI 0009058, CSTE-0009-00(058), SR 9/Roswell Road from Johnson Ferry Road to Abernathy Road Streetscapes, City of Sandy Springs Project # T-0012
 - PI 751420, STP00-9252-00(007), Johnson Ferry Road/Glenridge from Abernathy to Hammond, City of Sandy Springs Project # T-0011
 - PI 751310, STP00-9250-00(001), Abernathy Road from Johnson Ferry Road to Roswell Road
 - City of Sandy Springs Project # T-0015 – Sandy Springs Circle at Mt. Vernon Highway Intersection Improvement
- **Other coordination to date:** Scoping Phase Kick-off Meeting between ARC, City of Sandy Springs and The LPA Group held on July 21, 2010.

Project Cost Estimate and Funding Responsibilities:

	Breakdown of PE	ROW	Utility	CST*	Environmental Mitigation	Total Cost
By Whom	City of Sandy Springs	City of Sandy Springs	City of Sandy Springs	GDOT and City of Sandy Springs	City of Sandy Springs	
\$ Amount	\$241,706 (Funded by Locals)	\$1,984,498 (Funded by Locals)	\$550,000 (Funded by Locals)	\$2,359,801.00 (\$1,887,840.80 Federal Funds and \$485,593.09 Local Funds)	Not Anticipated	\$5,136,005
Date of Estimate	7/1/2010	1/30/2012	1/30/2012	1/30/2012		

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

ALTERNATIVES DISCUSSION

Alternative selection:

Preferred Alternative: 2-foot curb and gutter, 2-foot wide brick paver section with a 9-foot wide concrete shared use path will be constructed for a total shoulder width of 16 feet for approximately 0.74 miles on both sides. The City will sign the shared use path to denote bikes are allowed after the completion of the construction project. The existing sidewalk will be replaced with a nine-foot wide shared use path to provide a continuous ADA path. The existing curb and gutter will be upgraded and the existing drainage will be updated as necessary.

Estimated Property Impacts:	31 parcels	Estimated Total Cost:	\$2,359,801
Estimated ROW Cost:	\$1,984,498	Estimated CST Time:	12 months

Rationale: Alternate (1) was chosen because it provides a continuous ADA path on both sides, and will accommodate bicyclist within the 9-ft wide sidewalks. Since the existing travel lanes are not being re-stripped, 12-ft lanes will be maintained throughout the limits of the project

No-Build Alternative: Maintain the existing travel lanes and existing shoulder which includes intermittent sections of sidewalk along Sandy Springs Circle.

Estimated Property Impacts:	None	Estimated Total Cost:	\$0
Estimated ROW Cost:	\$0	Estimated CST Time:	0 months

Rationale: An ADA compliant path would not be created along Sandy Springs Circle. Also the Phase I project along Sandy Springs Circle would contain a different typical section, and thus not provide consistency along the same road in the central business district.

Alternative 2: The existing travel lanes will be resurfaced to accommodate four 11-foot lanes and 2-foot wide bike friendly pavement between the edge of travel way and the existing curb and gutter on both sides, the 2-foot curb and gutter will be replaced on both sides. There will be a 16-foot wide shoulder accommodating a 2-foot curb and gutter, 2-foot wide brick paver section, a 9-foot wide concrete sidewalk, and a 3-foot wide utility/tree strip for approximately 0.74 miles. The existing sidewalk will be replaced with a 9-foot wide sidewalk to provide a continuous Americans with Disabilities Act (ADA) path. The existing drainage will be updated as necessary.

Estimated Property Impacts:	31 parcels	Estimated Total Cost:	\$2,373,433
Estimated ROW Cost:	\$1,984,498	Estimated CST Time:	12 months
Rationale: Alternate (2) was not chosen as the preferred Alternate because, while both sides of the road will have sidewalk and a continuous ADA path and these proposed Phase II improvements will tie into the Phase I improvements from Cliftwood Drive to Hammond Drive along Sandy Springs Circle which is currently under construction, the additional 2-ft wide bike-friendly pavement does not meet current GDOT standard.			

Alternative 3: The existing travel lanes will be resurfaced to accommodate four 11-foot lanes and 2-foot wide bike friendly pavement between the edge of travel way and the existing curb and gutter on both sides. A 6-foot wide grass strip and a 5-foot wide sidewalk will be added on both sides for approximately 0.74 miles. The existing curb and gutter will be upgraded and the existing drainage will be updated as necessary.			
Estimated Property Impacts:	31 parcels	Estimated Total Cost:	\$2,235,256
Estimated ROW Cost:	\$1,984,498	Estimated CST Time:	12 months
Rationale: Alternate (2) was not chosen because it even though it provides a continuous ADA path on both sides it does not meet the established overlay standard. Since Sandy Springs Circle is the central business district and future town center, a 5-foot wide sidewalk is not desirable.			

Alternative 4: 2-foot curb and gutter, 2-foot wide brick paver section with a 10-foot wide concrete multi use path will be constructed for a total shoulder width of 17 feet for approximately 0.74 miles on both sides. The existing sidewalk will be replaced with a 10-foot wide multi use path to provide a continuous ADA path. The existing curb and gutter will be upgraded and the existing drainage will be updated as necessary.			
Estimated Property Impacts:	31 parcels	Estimated Total Cost:	\$1,915,000
Estimated ROW Cost:	\$2,257,748	Estimated CST Time:	12 months
Rationale: Alternate (4) was not chosen even though it provides a continuous ADA path on both sides; it does not meet the established overlay standard. It is not the intention of the overlay standard in a central business district and future town center to provide a multi use path to accommodate recreational bicyclists. The extra cost associated with purchasing additional right of way to accommodate the 10-foot path will impart a burden on the City in the approximate amount of \$273,250.			

Comments: City of Sandy Springs fully supports the preferred alternative.

Attachments:

1. Concept Layout
2. Typical section
3. Detailed Cost Estimates:
 - a. Construction including Engineering and Inspection
 - b. Liquid AC Adjustment
 - c. Right-of-Way
 - d. Utilities
4. Crash summary
5. Minutes of Concept meeting
6. Lighting Commitment Letter

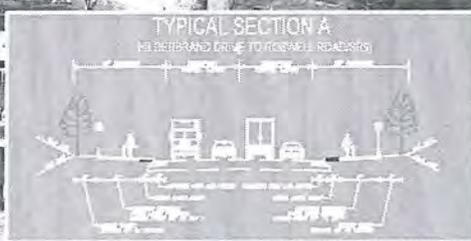


BEGIN PROJECT
STA 72+75

BEGIN PROJECT EXCEPTION
COSS PROJECT NO. T-0015
STA 87+50

LEGEND

- CONCRETE CURB & BUTTER OR ISLAND
- BRICK PAVEMENT
- CONCRETE SIDEWALK/DRIVEWAY
- EXISTING RW
- REQUIRED RW
- CONSTRUCTION LIMITS
- PROPOSED WALL
- TEMPORARY EASEMENT
- CANOPY STREET TREE
- LIGHT FIXTURE WITH BRICK PANEL



Sandy Springs Circle Streetscape - Phase II
(Hammond Drive to Roswell Road/SR 9)
City of Sandy Springs
COSS No. T-0014
GDOT PI No. 0010385

LPA
LANDSCAPE PLANNING ASSOCIATES
INC.

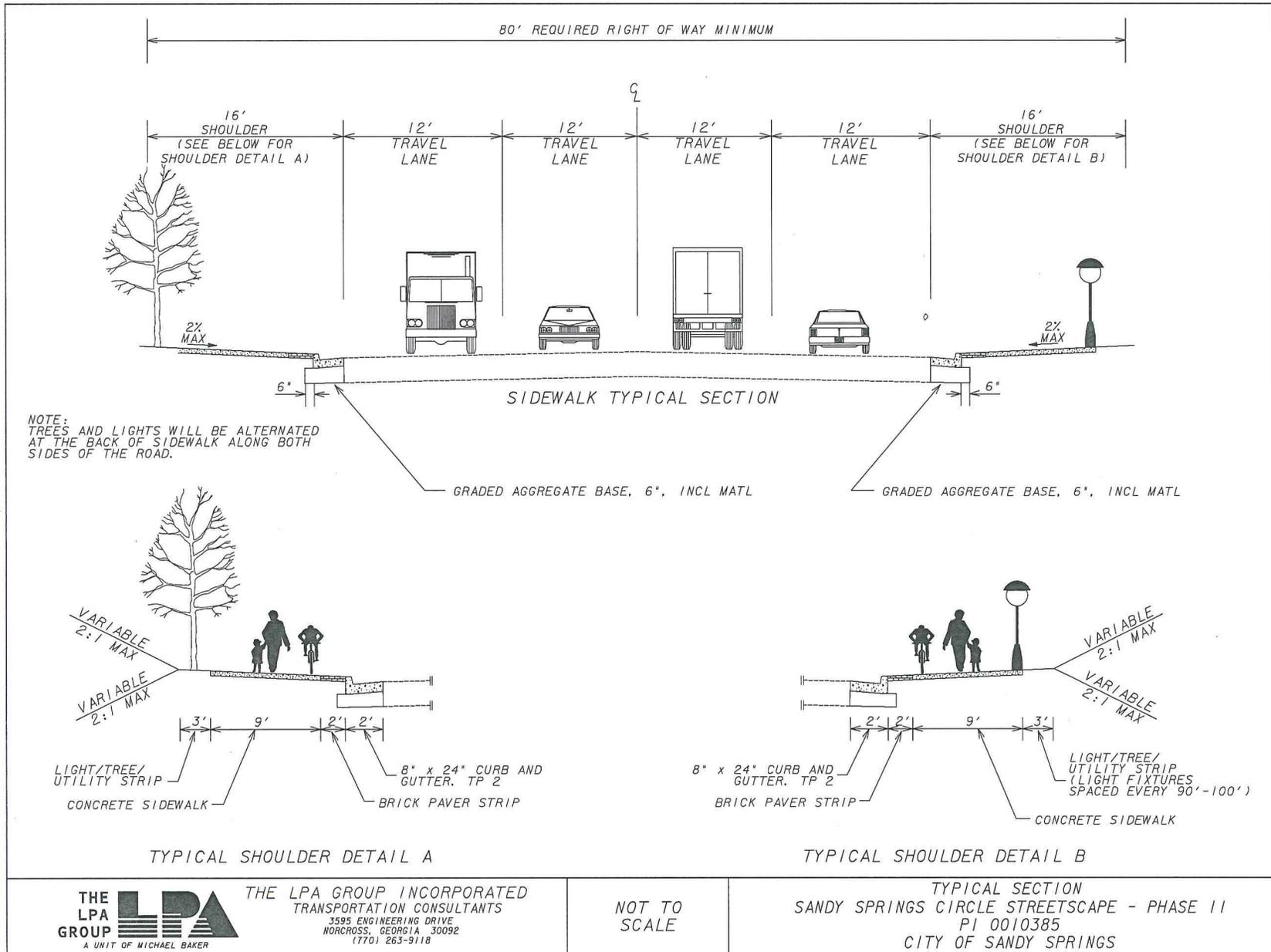


END PROJECT EXCEPTION
CROSS PROJECT NO. T-00 5
STA 93+00

BEGIN PROJECT
EXCEPTION
STA 98+00

END PROJECT
EXCEPTION
STA 107+75

END PROJECT
STA 11+65



THE LPA GROUP INCORPORATED
TRANSPORTATION CONSULTANTS
3595 ENGINEERING DRIVE
NORCROSS, GEORGIA 30092
(770) 263-9118

NOT TO SCALE

DATE : 09/27/2012
 PAGE : 1

JOB DETAIL ESTIMATE

JOB NUMBER : 0010385 SPEC YEAR: 01
 DESCRIPTION: CR 243/SANDY SPRINGS CIR FM CR 262/HAMMOND DR TO SR 9-PH 2

ITEMS FOR JOB 0010385

LINE	ITEM	ALT	UNITS	DESCRIPTION	QUANTITY	PRICE	AMOUNT
0005	009-2000		LS	LANDSCAPING WITH IRRIGATION	1.000	250000.00	250000.00
0010	150-1000		LS	TRAFFIC CONTROL - 0010385	1.000	250000.00	250000.00
0015	210-0100		LS	GRADING COMPLETE - 0010385	1.000	500000.00	500000.00
0020	310-1101		TN	GR AGGR BASE CRS, INCL MATL	700.000	22.13	15496.24
0025	318-3000		TN	AGGR SURF CRS	500.000	16.80	8400.34
0030	402-3130		TN	RECYL AC 12.5MM SP,GP2,BM&HL	60.000	89.93	5396.04
0035	441-0104		SY	CONC SIDEWALK, 4 IN	5000.000	21.08	105447.00
0040	441-0018		SY	DRIVEWAY CONCRETE, 8 IN TK	1200.000	41.98	50378.71
0045	441-4030		SY	CONC VALLEY GUTTER, 8 IN	35.000	44.99	1574.75
0050	441-5002		LF	CONC HEADER CURB, 6", TP 2	100.000	14.24	1424.81
0055	441-6216		LF	CONC CURB & GUTTER/ 8"X24"TP2	6000.000	11.13	66825.48
0060	500-9999		CY	CL B CONC,BASE OR PVMT WIDEN	125.000	136.37	17046.84
0065	550-1180		LF	STM DR PIPE 18",H 1-10	500.000	34.34	17174.16
0070	573-2006		LF	UNDDR PIPE INCL DRAIN AGGR 6"	500.000	14.72	7363.96
0075	607-1000		CY	MORTAR RUBBLE MASONRY	550.000	500.00	275000.00
0080	611-5550		LS	RESET SIGN, STA - 0010385	1.000	1500.00	1500.00
0085	611-8000		EA	ADJUST CATCH BASIN TO GRADE	12.000	1397.83	16774.01
0090	611-8050		EA	ADJUST MANHOLE TO GRADE	2.000	860.55	1721.11
0095	634-1200		EA	RIGHT OF WAY MARKERS	34.000	94.92	3227.50
0100	668-1100		EA	CATCH BASIN, GP 1	6.000	2239.14	13434.87
0104	681-3600		EA	LIGHTING STD, SPCL DES	60.000	5000.00	300000.00
0105	682-6222		LF	CONDUIT, NONMETL, TP 2, 2 IN	15000.000	3.29	49392.00
0109	702-0886		EA	QUERCUS LYRATA - 0010385	112.000	600.00	67200.00
0110	900-0039		SF	BRICK PAVERS	8500.000	10.00	85000.00
0114	652-0105		EA	PAVEMENT MARKING, BIKE SHARED LN SYM	6.000	500.00	3000.00
0115	652-5801		LF	SOLID TRAF STRIPE, 8 IN, WHITE	5200.000	0.87	4574.23
0120	163-0232		AC	TEMPORARY GRASSING	1.000	334.40	334.41
0125	163-0240		TN	MULCH	100.000	190.00	19000.94
0130	163-0300		EA	CONSTRUCTION EXIT	1.000	1263.51	1263.51
0135	163-0520		LF	CONSTR AND REMOVE TEMP PIPE SLOPE DRAIN	100.000	12.28	1228.15
0140	163-0550		EA	CONS & REM INLET SEDIMENT TRAP	20.000	120.08	2401.63
0145	165-0030		LF	MAINT OF TEMP SILT FENCE, TP C	1800.000	0.71	1291.00
0150	165-0101		EA	MAINT OF CONST EXIT	1.000	567.21	567.22
0155	165-0105		EA	MAINT OF INLET SEDIMENT TRAP	20.000	54.72	1094.55
0160	167-1000		EA	WATER QUALITY MONITORING AND SAMPLING	1.000	72.11	72.11
0165	167-1500		MO	WATER QUALITY INSPECTIONS	24.000	384.05	9217.28
0170	171-0030		LF	TEMPORARY SILT FENCE, TYPE C	3600.000	2.69	9700.67
0175	700-6910		AC	PERMANENT GRASSING	2.000	937.89	1875.78
0180	700-7000		TN	AGRICULTURAL LIME	6.000	95.24	571.45
0185	700-8000		TN	FERTILIZER MIXED GRADE	1.000	439.75	439.75
0190	700-8100		LB	FERTILIZER NITROGEN CONTENT	100.000	2.19	219.69
0195	700-9300		SY	SOD	4500.000	3.54	15930.72
0200	716-2000		SY	EROSION CONTROL MATS, SLOPES	1500.000	0.96	1450.28
0205	515-2020		LF	GALV STEEL PIPE HDRAIL,2",ROUD	500.000	25.24	12622.78
ITEM TOTAL							2196633.95
INFLATED ITEM TOTAL							2196633.97

0010385 Cost Estimate_09-27-12.txt

TOTALS FOR JOB 0010385

ESTIMATED COST:	2196633.97
CONTINGENCY PERCENT (0.0):	0.00
ESTIMATED TOTAL:	2196633.97

PROJ. NO.

CALL NO.

P.I. NO.

DATE

INDEX (TYPE)	DATE	INDEX
REG. UNLEADED	Aug-12	\$ 3.431
DIESEL		\$ 3.786
LIQUID AC		\$594

Link to Fuel and AC Index:

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

LIQUID AC ADJUSTMENTS

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

Asphalt

Price Adjustment (PA)				1069.2	\$	1,069.20
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	\$	950.40		
Monthly Asphalt Cement Price month project let (APL)			\$	594.00		
Total Monthly Tonnage of asphalt cement (TMT)				3		

ASPHALT	Tons	%AC	AC ton
Leveling		5.0%	0
12.5 OGFC		5.0%	0
12.5 mm	60	5.0%	3
9.5 mm SP		5.0%	0
25 mm SP		5.0%	0
19 mm SP		5.0%	0
	60		3

BITUMINOUS TACK COAT

Price Adjustment (PA)			\$	-	\$	-
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	\$	950.40		
Monthly Asphalt Cement Price month project let (APL)			\$	594.00		
Total Monthly Tonnage of asphalt cement (TMT)				0		

Bitum Tack

Gals	gals/ton	tons
<input type="text"/>	232.8234	0

PROJ. NO.

CALL NO.

P.I. NO.

00103085

DATE

9/27/2012

BITUMINOUS TACK COAT (surface treatment)

Price Adjustment (PA)					0	\$	-
Monthly Asphalt Cement Price month placed (APM)		Max. Cap	60%	\$	950.40		
Monthly Asphalt Cement Price month project let (APL)				\$	594.00		
Total Monthly Tonnage of asphalt cement (TMT)					0		

Bitum Tack	SY	Gals/SY	Gals	gals/ton	tons
Single Surf. Trmt.	<input type="text"/>	0.20	0	232.8234	0
Double Surf.Trmt.	<input type="text"/>	0.44	0	232.8234	0
Triple Surf. Trmt	<input type="text"/>	0.71	0	232.8234	0
					0

TOTAL LIQUID AC ADJUSTMENT						\$	1,069.20
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PROJ. NO.: 0
P.I. NO. 00103085
DATE: 9/27/2012

Base Construction Cost	\$	2,196,633.97
E & I	5% \$	109,831.70
Construction Contingency	3% \$	65,899.02
Subtotal Construction Cost	\$	<u>2,372,364.69</u>
Liquid AC Adjustment (60 % cap)	\$	1,069.20
Total Construction Cost	\$	<u>2,373,433.89</u>

Preliminary Right of Way Cost Estimate

Date: 1/6/2012

Project: Sandy Springs Circle Streetscape – Phase 2

P.I. Number: 00103085

Existing/Required R/W: 80 ft minimum

No. Parcels: 31

Project Termini: From Hammond Drive to Roswell Road/SR9

Project Description: Sandy Springs Circle Streetscape – Phase 2

Land:

Commercial	25,434 s.f @ \$ 50 /s.f. = \$ 1,271,700	
Industrial	s.f @ \$ /s.f. = \$	
Residential	s.f @ \$ /s.f. = \$	
Agricultural	s.f @ \$ /s.f. = \$	
TOTAL		\$ <u>1,271,700</u>

Easement:

Commercial	42,895 s.f @ \$ 10 /s.f. = \$ 428,950	
Industrial	s.f @ \$ /s.f. = \$	
Residential	s.f @ \$ /s.f. = \$	
Agricultural	s.f @ \$ /s.f. = \$	
TOTAL		\$ <u>428,950</u>

Improvements:

Relocation:

Commercial @ \$25,000/parcel	=	\$
Residential @ \$40,000/parcel	=	\$

TOTAL \$ _____

Damages: Proximity	\$	
Consequential	\$	
Cost to Cure	\$ <u>25,000</u>	\$ <u>25,000</u>

TOTAL \$ 25,000

SUB-TOTAL: \$ 1,725,650

Contingency & Court Costs 15 % \$ 258,848

Total Cost \$ **1,984,498**

Prepared By: Beth Ann Schwartz
 Beth Ann Schwartz
 The LPA Group Incorporated

Reviewed / Approved: Andrew Thompson
 Andrew Thompson
 City of Sandy Springs

Concept Utility Cost Estimate
Sandy Springs Circle Streetscape Phase 2
PI 0010385

<u>Facility</u>	<u>Number</u>	<u>Cost</u>	<u>Total</u>
Relocate Utility Pole	34	\$10,000.00	\$340,000.00
Relocate Power Boxes	2	\$3,000.00	\$6,000.00
Adjust Electrical Vault to Grade	1	\$6,000.00	\$6,000.00
Adjust Phone Manhole to Grade	1	\$3,000.00	\$3,000.00
Relocate Various Fire Hydrants and Meter Boxes	10	\$2,000.00	\$20,000.00
Relocate Electrical Transformer	1	\$75,000.00	\$75,000.00
Gas Main/Service Relocations	Lump Sum	\$50,000.00	\$50,000.00
Relocate Phone/Cable to Relocated Power Poles	Lump Sum	\$50,000.00	\$50,000.00
			<hr/> <hr/>
	TOTAL		\$550,000.00

Accident Summary

Sandy Springs Circle Streetscape – Phase II (Hammond Drive to Roswell Road)
County: Fulton
P. I. Number: 0010385

Based upon the accident data listed below, the accidents at Mount Vernon Highway appear to be due to congestion due to the even distribution amongst the type of accidents. There were no pedestrian crashes within this three year period.

<i>Sandy Springs Circle at Mount Vernon Highway</i>									
Year	Rear-end	Side Swipe	Angle	Object	Other	Head On	Total	Injury	Fatal
2008	2	3	2	1	0	0	8	0	0
2009	3	2	3	0	0	0	8	0	0
2010	1	0	0	0	2	0	3	0	0

<i>Sandy Springs Circle at Johnson Ferry Road*</i>									
Year	Rear-end	Side Swipe	Angle	Object	Other	Head On	Total	Injury	Fatal
2008	7	1	3	0	0	0	11	0	0
2009	8	3	5	0	0	0	16	0	0
2010	6	1	2	0	0	0	9	0	0

* Intersection will be modified in the Johnson Ferry Road at Sandy Springs Circle Project, PI#0006911

Kick-off Meeting
Sandy Springs Circle Streetscape – Phase II
(Roswell Road to Hammond Drive)
City of Sandy Springs
P. I. Number: 0010385
Fulton County

October 24, 2011

Concept Team meeting notes from the October 24, 2011 concept meeting at the GDOT District 7 Conference Room for the Sandy Springs Circle Streetscape-Phase II project from Roswell Road (SR 9) to Hammond Drive.

Attendees:

Garrin Coleman	City of Sandy Springs	GColeman@SandySpringsga.gov
Clyde Cunningham	GDOT - Utilities	ccunningham@dot.ga.gov
Vicki Gavalas	GDOT	vgavalas@dot.ga.gov
Phillip Jackson	GDOT	pjackson@dot.ga.gov
Joe Palladi	ARC	jpalladi@atlantaregional.com
Drew Pitman	Edwards Pitman	dpitman@edwards-pitman.com
Merishia Robinson	GDOT	mrobinson@dot.ga.gov
Beth Ann Schwartz	The LPA Group	bschwartz@lpagroup.com
Andrew Thompson	City of Sandy Springs	ATHompson@SandySpringsga.gov
Linda Washington	GDOT – R/W	lwashington@dot.ga.gov

Meeting Notes:

- Beth Ann Schwartz gave an overview of the project layout and intent of the project. Sandy Springs Circle Phase II includes sidewalk construction on both sides of Sandy Springs Circle from Roswell Road (SR 9) to Hammond Drive which will meet City of Sandy Springs Overlay Standard and will tie to Phase I construction.
- The existing format of the concept report is acceptable and will not need to be upgraded to the new format GDOT released in October 2011.
- Below are comments on the concept report.

Page 1 – Cover

- Add SR 9 to State Route line
- Add District Utilities to District Engineer signature line

Page 3 – Need and Purpose

- Remove the word “safe” from the N&P statement and rephrase accordingly.
- Add a statement that this project will tie into the Phase I project which is under construction.

Page 4

- Change Federal Oversight to Full Oversight from Exempt

- Change the Function Classification from Urban Collector Road to Urban Collector Street.
- Add SR 9 to State Route Number
- Add Truck % to traffic data
- Clarify existing and proposed right of way widths
- Add the word "be" to the following sentence in the Proposed Typical Section.
The existing roadway which contains four 12-foot travel lanes will "be" maintained but the curb and gutter will be replaced on both sides.

Page 5

- Clarify existing and proposed right of way widths

Page 6

- On the Design Exception Chart change the Lane Widths and Lateral Offsets to "No".
- GDOT requested a UST Phase 1 investigation for the Sandy Springs Circle corridor since the corridor is commercial and not residential. GDOT will determine if the UST Phase I investigation is required for City owned parcels.

Page 7

- Update the coordination section to remove the Initial Concept Team Meeting because not necessary and add the date of the concept team meeting.
- A public meeting is not necessary for the environmental document but ARC suggests the City notify the public that a project is proposed. The City will add the project to an upcoming City Council meeting agenda therefore the public will have the option to provide comments

Page 8

- Update the proposed schedule to reflect the first submission date to OEL as the Beginning Date for the environmental process not the start of the environmental studies. Adjust the End date accordingly.
- Separate each alternative so the Alternatives Considered section is more readable.

Page 9

- Separate each alternative so the Comments section is more readable.
- Add a right of way and utility cost estimate to the attachments.
- GDOT will provide the template for the right of way cost estimate.
- The utility cost estimate does not require a specific format.

Page 10

- Add the APPROVE signature line for Division Administrator of FHWA.

Cost Estimate

- Add pay items for crosswalks, handrails, underdrain pipe, paint for sharrows, signage, and irrigation lines.
- Update the cost estimate to the CES format and GDOT will create the project and then provide LPA access to populate the cost estimate.

Fuel Adjustment

- Update the fuel adjustment sheet and GDOT will send a link the latest version.

Typical Section

- Add 4:1 desirable slopes to the shoulder details.

Accident Summary

- LPA will verify the accident data but it is LPA's understanding that the police reports note the closest intersection for the location of an accident rather than specifying a location along the corridor.
- LPA will verify if traffic accident diagrams are available and if available they will be included.

Miscellaneous Items

- GDOT states the proposed schedule should note 12 months for right of way acquisition.
- LPA will verify if the proposed street trees will require a lateral offset variance.
- LPA will verify if the utilities will be relocated and if they will require a lateral offset variance.
- A TIP modification will be required for the proposed right of way because the existing right of way date is programmed for 2013 instead of 2014.
- The City considering advancing constructing the proposed sidewalk along the City owned property containing the non-profit Heritage Green. The City will submit a letter to ARC requesting this piece be removed from the Sandy Springs Circle project.
- LPA will verify the proposed concrete islands will not be a hazard and there have not been accidents in this area. There is an existing striped island and LPA intends to replace the striped islands with raised concrete medians.
- ARC requested the project accommodate bicyclists and sharrows and signage should be added to the project to notify vehicles there are bicyclists in the area.



March 26, 2012

Merishia Robinson, E.I.T.
GDOT District 7 - Office of Program Delivery
5025 New Peachtree Rd
Chamblee, GA 30341
(404) 631-1151

RE: Lighting Commitment, Sandy Springs Circle Sidewalk Project, PI# 0010385

Dear Ms. Robinson:

The City will agree to be responsible for installing, locating, providing energy, operating, maintaining and designing the proposed pedestrian lighting associated with the Sandy Springs Circle Sidewalk Project, PI# 0010385.

If you have any questions, please call Andrew Thompson, Project Engineer Manager at 770-206-2556.

Sincerely,

A handwritten signature in blue ink that reads "Andrew Thompson".

Andrew Thompson, P.E.
Project Engineer Manager
Sandy Springs Public Works
athompson@sandyspringsga.gov
770-206-2556 (office)
404-985-7058 (cell)

cc: Kevin Walters, Director of Public Works
Chet Welch, P.E., Manager of CIP / Stormwater Services
Garrin Coleman, P.E., Capital Program Manager