

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

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

**FILE** P.I. # 0010420 **OFFICE** Design Policy & Support  
Fulton County  
GDOT District 7 - Metro Atlanta **DATE** October 29, 2012  
SR 3 @ Moores Mill Road/CS 253

**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.

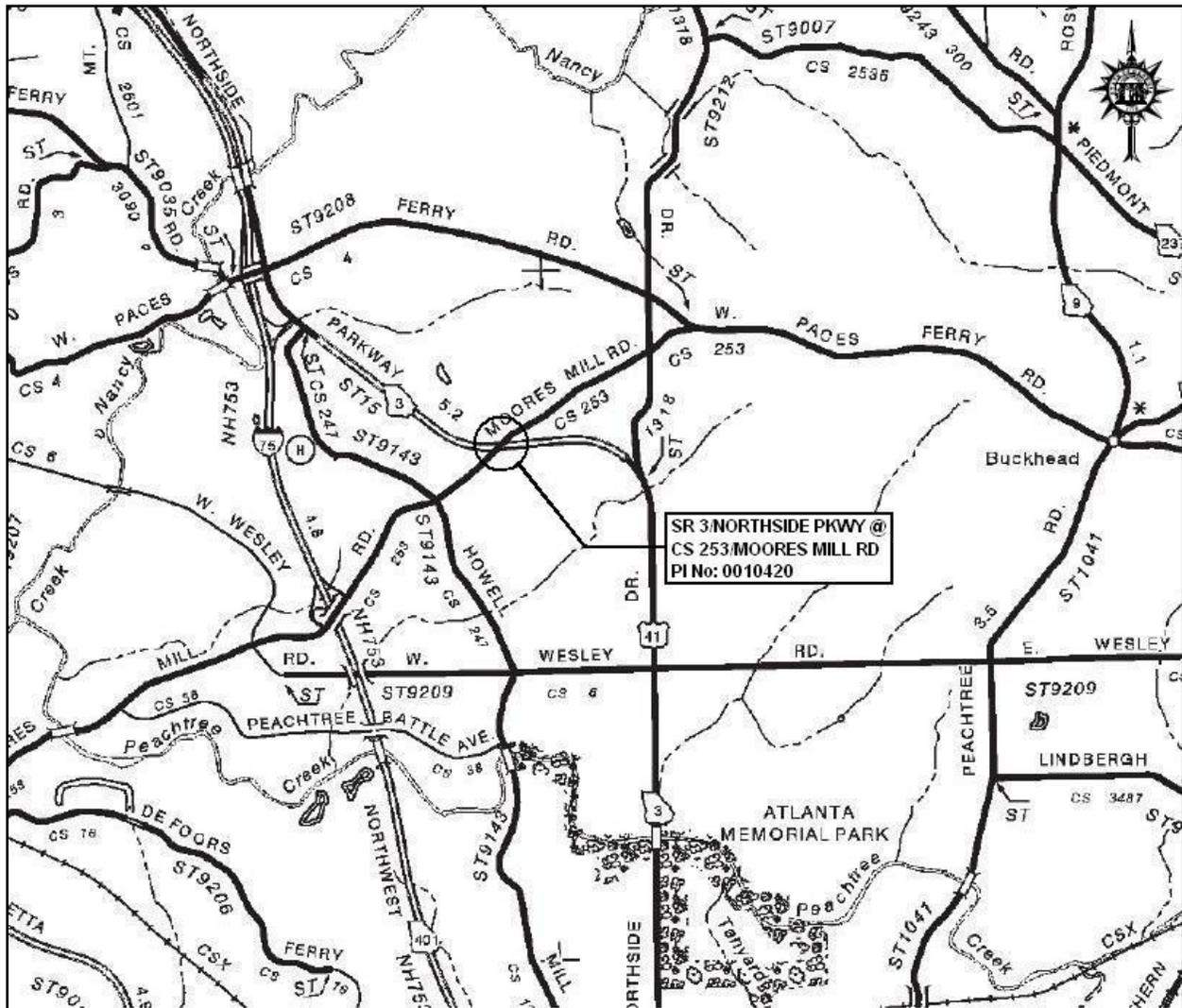
Attachment

**DISTRIBUTION:**

Bobby Hilliard, Program Control Administrator  
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Andy Casey, State Roadway Design Engineer  
Attn: Butch Welch, Design Group Manager  
Rachel Brown, District Engineer  
Scott Lee, District Preconstruction Engineer  
Jonathan Walker, District Utilities Engineer  
Charles Robinson, Project Manager  
BOARD MEMBER - 5th Congressional District



### PROJECT LOCATION MAP



## PLANNING & BACKGROUND DATA

**Project Justification Statement:** The intersection of State Route 3 (SR 3)/Northside Parkway and City Street 253 (CS 253)/Moore's Mill Road in Fulton County was proposed as a minor intersection improvement project. The proposed project is to be included in the GDOT Operational Improvement Lump Sum Program from the Office of Traffic Operations. This proposed project was presented to and approved by the Operational Improvement Committee as a QUICK project.

SR 3/Northside Parkway is a 40 mph urban minor arterial that serves residential communities along I-75, north of downtown Atlanta. At the intersection, Northside Pkwy has four 10-foot lanes (one through-left lane, one through-right lane, and two receiving lanes) with a slightly raised 5-foot median. CS 253/Moore's Mill Road is an urban minor arterial street that connects the residential neighborhoods to I-75 on the west and Buckhead on the east. At the intersection, Moore's Mill Road has two 10-foot lanes in each direction and one 10-foot left turn auxiliary lane. The intersection is currently signalized and has a mainline/side street approach skew of approximately 45 degrees (not to be modified). The project limits should not extend more than 750 feet from the center of the intersection along all approaches.

This project was proposed by the District 7 Traffic Operations staff, which provided a TE Study that captures intersection operations. The lack of dedicated turn lanes on SR 3/Northside Pkwy contribute to routine queuing and higher delays in the shared left-through lanes during peak hours. The project proposes minor improvements that include: installing turn lanes using the existing median and symmetrical widening and adding a southbound left turn phase to the existing signal operations. The proposed improvements will reduce the total intersection delay by 5.6 and 3.0 seconds in the AM and PM peak hour periods respectively; and have a maximum approach queue reduction of 14 and 10 vehicles in the AM and PM peak hour periods respectively<sup>1</sup>. This project will enhance signal operations and reduce routine congestion from through and turning traffic sharing the same lane, with minimal impact to right of way and roadway geometry.

Due to the minor project scope, the right-of-way constraints, existing intersection features (existing median and signal operations) and the scope approved by the Operational Improvement Committee, a roundabout was not recommended for this location.

The project lies within the boundaries of the Atlanta Regional Commission (ARC), Atlanta's Metropolitan Planning Organization (MPO). As an operational improvement project, this project is categorized under the "operational improvement lump sum category" in the MPO's RTP or TIP.

1. This data is based on a Synchro Analysis of the intersection (see TE Study).

**Description of the proposed project:** The project is located in Fulton County at the intersection of SR3/ Northside Parkway and CS253/ Moore's Mill Road. This project consists of the addition of turn lanes and the installation of other operational improvements in order to enhance operations and reduce traffic congestion. The project is approximately 0.40 miles in length.

**Federal Oversight:**  Full Oversight  Exempt  State Funded  Other

**MPO:**  N/A  MPO - Atlanta Regional Commission (ARC)  
MPO Project TIP #: N/A – Lump Sum Category

**Regional Commission:**  N/A  RC – Atlanta Regional Commission  
RC Project ID #: N/A

**Congressional District(s):** 5

**Projected Traffic: ADT**

Current Year (2012): 14,080      Open Year (2013): 16,200      Design Year (2033): 23,400

**Functional Classification (Mainline-SR3):** Urban Minor Arterial Street

**(Side Street-CS253):** Urban Minor Arterial Street

**Is this project on a designated bike route?**       No       YES

Project is located on an ARC regional bike route (ARC 2007). Will provide a 4-foot usable shoulder width to accommodate bicyclists as recommended by the AASHTO Green Book 2011, 6<sup>th</sup> edition; Section 4.4.2 - Width of Shoulders.

**Is this project located on a pedestrian plan?**       No       YES

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

Project is located on Marta Express Bus Route #12.

## CONTEXT SENSITIVE SOLUTIONS

### Issues of Concern:

The landscaped islands at each quadrant of the intersection of SR3/ Northside Parkway and CS253/ Moores Mill Road will be disturbed during construction.

### Context Sensitive Solutions:

The disturbed island landscaping will be addressed by replacing with similar grassing and shrubbery. Every attempt will be made to address this issue in a positive way as opposed to paving over or using concrete paved islands. Also, any other existing landscaping disturbed during construction will be replaced to be consistent with the surrounding area.

## DESIGN AND STRUCTURAL DATA

### Mainline Design Features:

**Roadway Name/Identification:** SR3/ Northside Parkway

Feature	Existing	Standard*	Proposed
<b>Typical Section</b>			
- Number of Lanes	4	N/A	4
- Lane Width(s)	10'	12'	10'
- Median Width & Type	5' Concrete	N/A	None
- Outside Shoulder Width & Type	4' Grass	-	6' (4' Paved)
- Outside Shoulder Slope	-	6%	2%
- Inside Shoulder Width & Type	-	-	-
- Sidewalks	Sidewalk Right	-	TBD
- Auxiliary Lanes	None	-	Left-turn
- Bike Lanes	None	-	TBD
Posted Speed	40 mph		40 mph

<b>Design Speed</b>	<b>Unknown</b>	<b>-</b>	<b>45 mph</b>
<b>Min Horizontal Curve Radius</b>	<b>Unknown**</b>	<b>711'</b>	<b>1450'</b>
<b>Superelevation Rate</b>	<b>-</b>	<b>4%</b>	<b>4%</b>
<b>Grade</b>	<b>Unknown**</b>	<b>7%</b>	<b>Match Exist</b>
<b>Access Control</b>	<b>By Permit</b>	<b>By Permit</b>	<b>By Permit</b>
<b>Right-of-Way Width</b>	<b>100'</b>	<b>N/A</b>	<b>100'</b>
<b>Maximum Grade – Crossroad</b>	<b>-</b>	<b>4% break over</b>	<b>4% break over</b>
<b>Design Vehicle</b>	<b>BUS-40</b>	<b>BUS-40</b>	<b>BUS-40</b>

\*According to current GDOT design policy if applicable

\*\* Information will be available once survey is received

**Side Street Design Features:**

**Roadway Name/Identification:** CS253/ Moores Mill Road

<b>Feature</b>	<b>Existing</b>	<b>Standard*</b>	<b>Proposed</b>
<b>Typical Section</b>			
- <b>Number of Lanes</b>	<b>2</b>	<b>2</b>	<b>2</b>
- <b>Lane Width(s)</b>	<b>15'</b>	<b>12'</b>	<b>15'</b>
- <b>Median Width &amp; Type</b>	<b>None</b>	<b>N/A</b>	<b>None</b>
- <b>Outside Shoulder Width &amp; Type</b>	<b>4' Grass</b>	<b>-</b>	<b>4' (2' Paved)</b>
- <b>Outside Shoulder Slope</b>	<b>-</b>	<b>6%</b>	<b>2%</b>
- <b>Inside Shoulder Width &amp; Type</b>	<b>-</b>	<b>-</b>	<b>-</b>
- <b>Sidewalks</b>	<b>R &amp; L</b>	<b>-</b>	<b>R &amp; L</b>
- <b>Auxiliary Lanes</b>	<b>Left-turn</b>	<b>-</b>	<b>WB Right-turn</b>
- <b>Bike Lanes</b>	<b>None</b>	<b>-</b>	<b>TBD</b>
<b>Posted Speed</b>	<b>35 mph</b>		<b>35 mph</b>
<b>Design Speed</b>	<b>Unknown</b>	<b>-</b>	<b>35 mph</b>
<b>Min Horizontal Curve Radius</b>	<b>Unknown**</b>	<b>371'</b>	<b>N/A</b>
<b>Superelevation Rate</b>	<b>-</b>	<b>4%</b>	<b>4%</b>
<b>Grade</b>	<b>Unknown**</b>	<b>7%</b>	<b>Match Exist</b>
<b>Access Control</b>	<b>By Permit</b>	<b>By Permit</b>	<b>By Permit</b>
<b>Right-of-Way Width</b>	<b>60'</b>	<b>N/A</b>	<b>60'</b>
<b>Maximum Grade – Crossroad</b>	<b>-</b>	<b>4% break over</b>	<b>4% break over</b>
<b>Design Vehicle</b>	<b>BUS-40</b>	<b>BUS-40</b>	<b>BUS-40</b>

\*According to current GDOT design policy if applicable

\*\* Information will be available once survey is received

**Major Structures:** N/A

**Major Interchanges/Intersections:** This project proposes operational improvements at the intersection of SR3/ Northside Parkway and CS253/Moores Mill Road by adding left turn lanes along NB and SB SR3/ Northside Parkway, right turn lane along WB CS253/Moores Mill Road, and signal upgrades (see attachment 1 and 2).

**Utility Involvements:** Atlanta Gas Light Company, AT&T (Formerly Bellsouth), Fulton County Public Works, Time Warner Telecom, Georgia Power Transmission & Distribution, Comcast

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

**SUE Required:**  Yes  No

**Railroad Involvement:** N/A

**Right-of-Way:**

This project consists of minor operational improvements that are to be constructed within the limits of the existing right of way, however, a right of way phase has been added and a right of way cost estimate has been done as a worst case scenario.

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

Anticipated number of impacted parcels: TBD  
 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 checked="" type="checkbox"/>		<input 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 checked="" type="checkbox"/>		<input 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"/>

**Lane Width** – The existing lane width on SR3/ Northside Parkway is 10-ft. This project does not propose to increase the lane width due to right-of-way constraints and will match existing.

**Horizontal Alignment (Intersection Skew Angle)** – Currently, CS253/ Moores Mill Road intersects SR3/ Northside Parkway at an angle of approximately 45 degrees. AASHTO has adopted a 60-degree skew angle as the minimum skew angle at an intersection. This project is programmed as a QUICK project funded for minor intersection improvements and does not propose to correct the

skew angle. Correcting the skew angle will cause substantial utility and right of way impacts thus increasing project cost well above the limits of a QUICK Response project.

**Design Variances to GDOT standard criteria anticipated:**

<b>GDOT Standard Criteria</b>	<b>Reviewing Office</b>	<b>YES</b>	<b>Appvl Date (if applicable)</b>	<b>NO</b>	<b>Undetermined</b>
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 type="checkbox"/>	<input checked="" type="checkbox"/>
5. Intersection Sight Distance	DP&S	<input type="checkbox"/>		<input type="checkbox"/>	<input checked="" type="checkbox"/>
6. Bike & Pedestrian Accommodations	DP&S	<input type="checkbox"/>		<input type="checkbox"/>	<input checked="" 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	DP&S	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
11. Rumble Strips	DP&S	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
12. Safety Edge	DP&S	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Lateral Offset to Obstruction** – Currently, utility poles run along the mainline, approximately 10 feet from edge of pavement and may need a design variance if these poles violate clear zone requirements. Design will verify “Lateral Offset to Obstruction” once survey is received.

**Intersection Sight Distance** – Design will verify “Intersection Sight Distance” once survey is received.

**Bike and Pedestrian Accommodations** – Design will comply with ADA requirements for intersections, however, sidewalks are proposed to be replaced in kind in two of the four quadrants. Also, due to the nature of the project, full bike lanes may not be incorporated but bike-able shoulders may be a feasible option.

**VE Study anticipated:**  No  Yes

**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

This project proposes operational improvements to the intersection of SR3/ Northside Parkway and CS253/Moores Mill Road; there will be no additional capacity as a result of this project; therefore it is exempt from the conforming plan.

**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 type="checkbox"/>	Undetermined
4. Tennessee Valley Authority Permit	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
5. Buffer Variance	<input type="checkbox"/>	<input type="checkbox"/>	Undetermined
6. Coastal Zone Management Coordination	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
7. NPDES	<input type="checkbox"/>	<input type="checkbox"/>	Undetermined
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"/>	Undetermined
11. Other Commitments	<input type="checkbox"/>	<input type="checkbox"/>	Undetermined
12. Other Coordination	<input type="checkbox"/>	<input type="checkbox"/>	Undetermined

Is a PAR required?  No  Yes  Completed – Date:

**NEPA/GEPA:** Categorical Exclusion anticipated.

**Ecology:** Special studies underway.

**History:** Special studies underway.

**Archeology:** Special studies underway.

**Air & Noise:** Will require a full air assessment.

**Public Involvement:** Public Information Meeting anticipated.

**Major stakeholders:** Traveling Public, Local Neighborhood along Moores Mill

**ROUNDBABOUTS**

Due to the minor project scope, right-of-way constraints, existing intersection features (existing median and signal operations) and the scope approved by the Operational Improvement Committee, a roundabout was not recommended for this location.

**CONSTRUCTION**

**Issues potentially affecting constructability/construction schedule:** The staging on this project will consist mainly of lane closure while constructed under traffic. No off site detours are expected. The number of utilities on the south side of SR3/ Northside Parkway may require significant coordination during construction. The intersection of SR3/ Northside Parkway and CS253/ Moores Mill Road services an ADT of 14,080 vehicles per day and will require off-peak construction times.

**Early Completion Incentives recommended for consideration:**  No  Yes

## PROJECT RESPONSIBILITIES

### Project Activities:

Project Activity	Party Responsible for Performing Task(s)
Concept Development	GDOT - Office of Roadway Design
Design	GDOT - Office of Roadway Design
Right-of-Way Acquisition	GDOT (if required) - Office of Right of Way
Utility Relocation	Utility Companies
Letting to Contract	GDOT - Office of Contracts Bidding Administration
Construction Supervision	GDOT - Office of Construction
Providing Material Pits	Contractor
Providing Detours	Contractor
Environmental Studies, Documents, & Permits	GDOT – Office of Environmental Services
Environmental Mitigation	GDOT - Office of Environmental Services
Construction Inspection & Materials Testing	GDOT – Office of Materials & Research

Lighting required:  No  Yes

**Concept Team Meeting:** Held on 5-24-12. Public Involvement recommended by D7. Design to maximize bike/ped accommodations and maintain ADA compliance with minimal impacts to R/W or Utilities. See minutes attached.

**Other projects in the area:** N/A

**Other coordination to date:** N/A

### Project Cost Estimate and Funding Responsibilities:

	Breakdown of PE	ROW	Utility	CST*	Environment al Mitigation	Total Cost
By Whom	State/Federal	GDOT	Non-Reimbursable /Reimbursable	State/Federal		
\$ Amount	\$250,000.00	\$193,000.00	\$760,000.00 /\$0.00	\$620,655.60	TBD	\$1,063,655.60
Date of Estimate	3/28/2011	8/6/2012	5/30/2012	7/20/2012		

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

### ALTERNATIVES DISCUSSION

<b>Preferred Alternative: Operational Improvements to SR3/ Northside Parkway &amp; CS253/Moores Mill Road</b>			
<b>Estimated Property Impacts:</b>	<b>None</b>	<b>Estimated Total Cost:</b>	<b>\$1,164,580</b>
<b>Estimated ROW Cost:</b>	<b>None</b>	<b>Estimated CST Time:</b>	<b>12 – 18 months</b>
<b>Rationale:</b> This alternate was chosen to address the operational improvements needed at this intersection in order to enhance operations and reduce traffic congestion.			

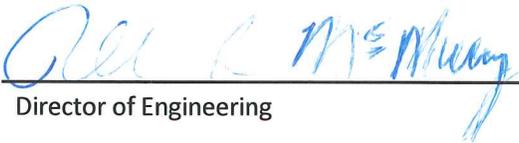
<b>No-Build Alternative: No-build</b>			
<b>Estimated Property Impacts:</b>	<b>None</b>	<b>Estimated Total Cost:</b>	<b>None</b>
<b>Estimated ROW Cost:</b>	<b>None</b>	<b>Estimated CST Time:</b>	<b>None</b>
<b>Rationale:</b> This alternate does not satisfy the Need and Purpose of the project.			

Comments: None.

**Attachments:**

1. Concept Layout
2. Proposed Lane Configuration Layout
3. Typical Sections
4. Construction Cost Estimate
  - a. Construction including Engineering and Inspection
  - b. Completed Fuel & Asphalt Price Adjustment forms
5. Utility Cost Estimate
6. Right of Way Cost Estimate
7. Crash Summaries
8. Traffic Diagrams
9. LOS Analysis Summary
10. Traffic Engineering Report (Summary)
11. Concept Team Meeting Minutes

### APPROVALS

Concur:   
Director of Engineering

10/14/12  
Date

Approve:   
Chief Engineer

10/25/12  
Date

# Concept Layout

**SR 3 @ CS 253/Moores Mill Road**  
**P.I. Number: 0010420**  
**County: Fulton**

**LEGEND**

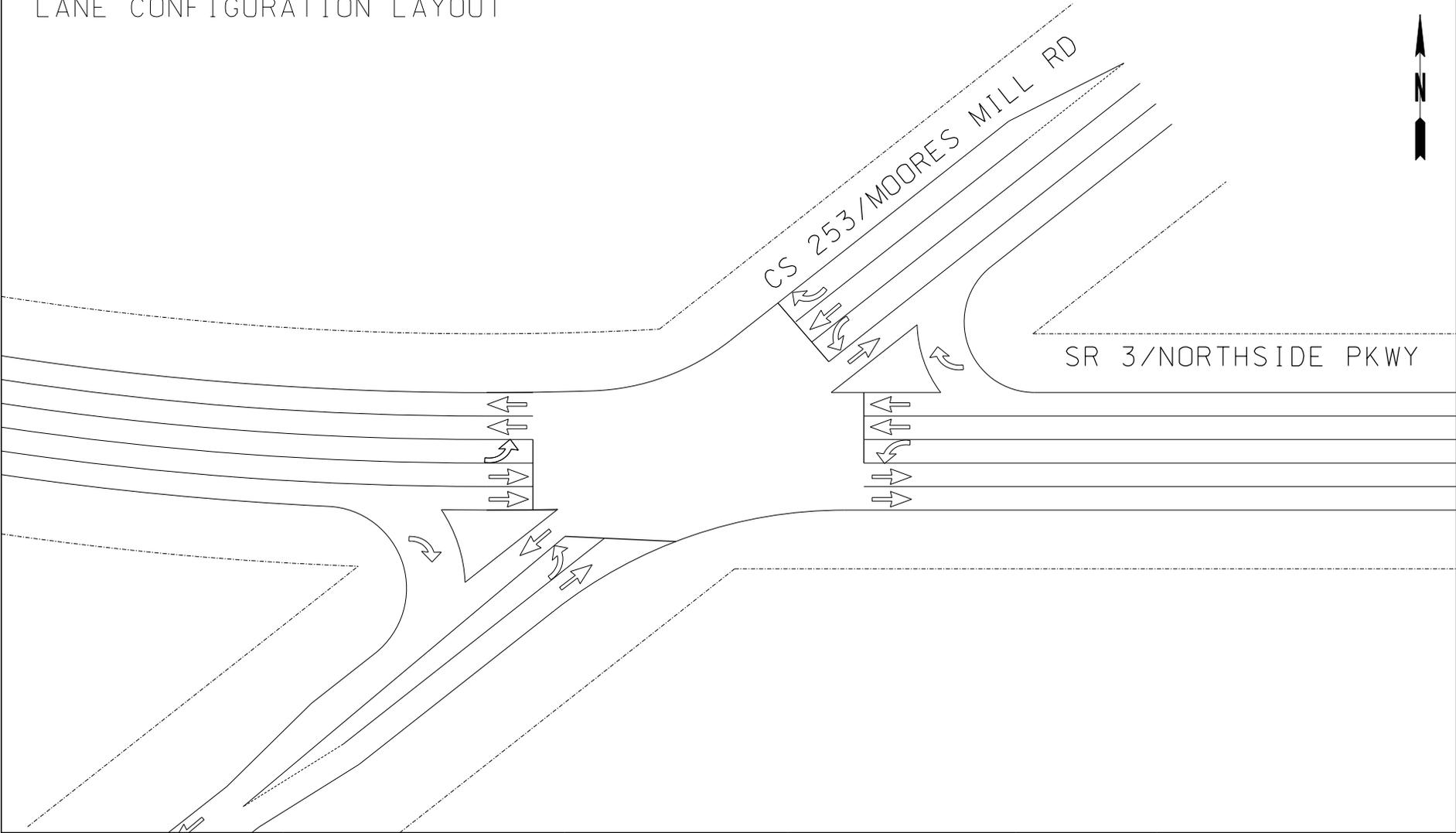
CENTERLINE	—
TRAVEL LANE	—
MEDIAN/STRIPING	—
EXISTING RW (APPROX.)	—



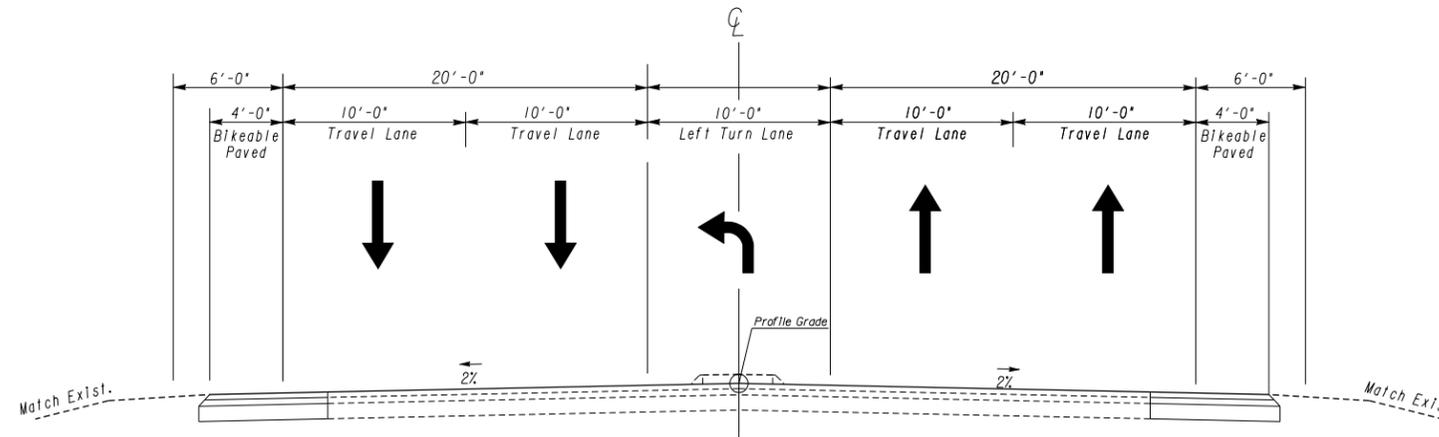
**Date: 6-29-12**

6/29/2012 USER:rlm1ctens	11:45:07 AM CPLOT-V8 gp1otborder-V81-P0_1a1	M:\100510010420 SR3 @ CS253 MOORES MILL ROAD\DWG\10010420LANECONF.G. dgn	STATE GA	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
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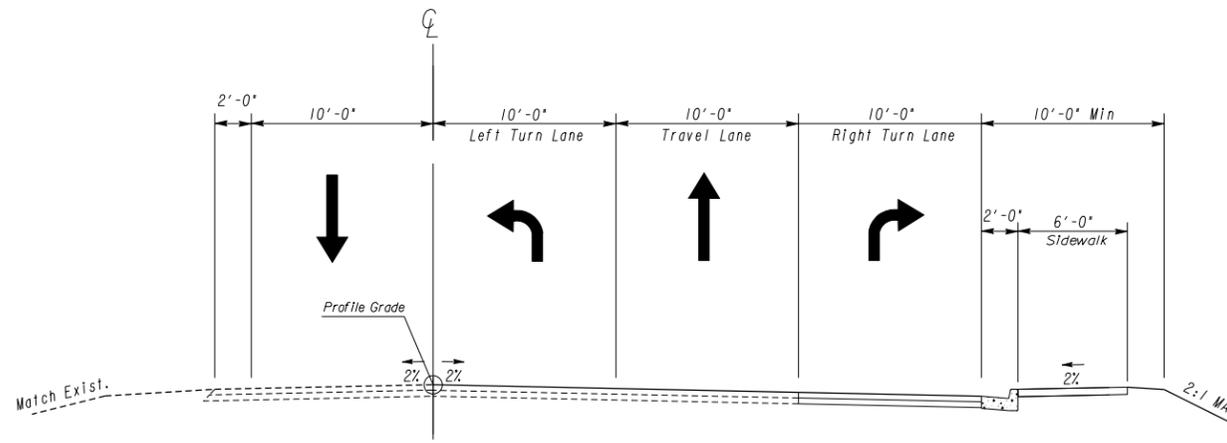
# LANE CONFIGURATION LAYOUT



<p><b>GEORGIA</b> DEPARTMENT OF TRANSPORTATION</p>	REVISION DATES	STATE OF GEORGIA DEPARTMENT OF TRANSPORTATION
		OFFICE: ROADWAY DESIGN
		LANE CONFIGURATION LAYOUT
		SR 3 @ MOORES MILL ROAD
		DRAWING No.



*Proposed Typical*  
SR 3/Northside Parkway Typical Section  
(Median Removal for 400' Left Turn Lanes)



*Proposed Typical*  
CS 253/Moores Mill Road Typical Section - Westbound  
(Additional 125' Right Turn Lane)

**GEORGIA**  
DEPARTMENT  
OF  
TRANSPORTATION

REVISION DATES

STATE OF GEORGIA  
DEPARTMENT OF TRANSPORTATION

OFFICE: ROADWAY DESIGN

**TYPICAL SECTIONS**

SR 3 @ MOORES MILL ROAD  
CONCEPT TYPICAL SECTIONS

DRAWING No.  
**05-01**

**PROJ. NO.:****P.I. NO.** 0010420**DATE:** 7/20/2012

<b>Base Construction Cost</b>		\$	557,290.47
E & I	5%	\$	27,864.52
Construction Contingency	0%	\$	-
<b>Subtotal Construction Cost</b>		\$	585,154.99
Liquid AC Adjustment (50 % cap)		\$	35,500.61
<b>Total Construction Cost</b>		\$	620,655.60

# DETAILED COST ESTIMATE



**Job: 0010420**

JOB NUMBER: 0010420

FED/STATE PROJECT NUMBER CSBRG-0007-00(050)

SPEC YEAR: 01

DESCRIPTION: SR 3 @ CS253/MOORES MILL RD

**ITEMS FOR JOB 0010420**

**0010 - ROADWAY**

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0040	150-1000	1.000	LS	\$100,000.00000	TRAFFIC CONTROL - 0010420	\$100,000.00
0035	210-0100	1.000	LS	\$100,000.00000	GRADING COMPLETE - 0010420	\$100,000.00
0030	310-5120	265.000	SY	\$35.26048	GR AGGR BS CRS 12IN INCL MATL	\$9,344.03
0015	402-3121	58.000	TN	\$81.58337	RECYL AC 25MM SP,GP1/2,BM&HL	\$4,731.84
0005	402-3130	804.000	TN	\$72.74160	RECYL AC 12.5MM SP,GP2,BM&HL	\$58,484.25
0010	402-3190	1072.000	TN	\$71.41860	RECYL AC 19 MM SP,GP 1 OR 2 ,INC BM&HL	\$76,560.74
0020	413-1000	32.000	GL	\$3.74774	BITUM TACK COAT	\$119.93
0045	500-9999	292.000	CY	\$130.30713	CL B CONC,BASE OR PVMT WIDEN	\$38,049.68
<b>SUBTOTAL FOR ROADWAY:</b>						<b>\$387,290.47</b>

**COST GROUP FOR JOB 0010420**

LINE NUMBER	UNIT	CALCULATION RULE	QUANTITY	PRICE	COST GROUP ID	DESCRIPTION	AMOUNT
00000008	EA	NORM	1.000	\$25,000.00	DRNGEA	DRAINAGE (EA)	\$25,000.00
00000009	LS	NORM	1.000	\$75,000.00	SGNL	TRAFFIC SIGNALS (LS)	\$75,000.00
00000010	LS	NORM	1.000	\$40,000.00	UDEF	SIGNING AND STRIPING (LUMP SUM)	\$40,000.00
00000011	LS	NORM	1.000	\$30,000.00	UDEF	EROSION CONTROL	\$30,000.00
<b>SUBTOTAL:</b>							<b>\$170,000.00</b>

**TOTALS FOR JOB 0010420**

<b>ITEMS COST:</b>	<b>\$387,290.47</b>
<b>COST GROUP COST:</b>	<b>\$170,000.00</b>
<b>ESTIMATED COST:</b>	<b>\$557,290.47</b>
<b>CONTINGENCY PERCENT:</b>	<b>0.00</b>
<b>ENGINEERING AND INSPECTION:</b>	<b>0.00</b>
<b>ESTIMATED COST WITH CONTINGENCY AND E&amp;I:</b>	<b>\$557,290.47</b>

<b>PROJ. NO.</b>	
P.I. NO.	0010420
DATE	7/23/2012

CALL NO.

INDEX (TYPE)	DATE	INDEX
REG. UNLEADED	Jul-12	\$ 3.137
DIESEL		\$ 3.602
LIQUID AC		\$ 611.00

Link to Fuel and AC Index:  
<http://www.dot.ga.gov/doingbusiness/Materials/Pages/asphaltcementindex.aspx>

**LIQUID AC ADJUSTMENTS**

$PA = \left( \frac{APM - APL}{APL} \right) \times TMT \times APL$

**Asphalt**

Price Adjustment (PA)				<b>35450.22</b>	\$	<b>35,450.22</b>
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	\$	977.60		
Monthly Asphalt Cement Price month project let (APL)			\$	611.00		
Total Monthly Tonnage of asphalt cement (TMT)				96.7		

ASPHALT	Tons	%AC	AC ton
Leveling		5.0%	0
12.5 OGFC		5.0%	0
12.5 mm	804	5.0%	40.2
9.5 mm SP		5.0%	0
25 mm SP	58	5.0%	2.9
19 mm SP	1072	5.0%	53.6
	<b>1934</b>		<b>96.7</b>

**BITUMINOUS TACK COAT**

Price Adjustment (PA)				\$	<b>50.39</b>	\$	<b>50.39</b>
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	\$	977.60			
Monthly Asphalt Cement Price month project let (APL)			\$	611.00			
Total Monthly Tonnage of asphalt cement (TMT)				0.13744323			

Bitum Tack		
Gals	gals/ton	tons
32	232.8234	0.13744323

PROJ. NO.

[Redacted]

CALL NO.

P.I. NO.

0010420

DATE

7/23/2012

**BITUMINOUS TACK COAT (surface treatment)**

Price Adjustment (PA)						<b>0</b>	<b>\$</b>	<b>-</b>
Monthly Asphalt Cement Price month placed (APM)		Max. Cap	60%	\$		977.60		
Monthly Asphalt Cement Price month project let (APL)				\$		611.00		
Total Monthly Tonnage of asphalt cement (TMT)						0		

Bitum Tack	SY	Gals/SY	Gals	gals/ton	tons
Single Surf. Trmt.	[Redacted]	0.20	0	232.8234	0
Double Surf.Trmt.	[Redacted]	0.44	0	232.8234	0
Triple Surf. Trmt	[Redacted]	0.71	0	232.8234	0
					0

<b>TOTAL LIQUID AC ADJUSTMENT</b>	<b>\$</b>	<b>35,500.61</b>
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# DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

## INTERDEPARTMENT CORRESPONDENCE

**FILE** SR 3 @ CS 253/MOORES MILL ROAD  
P.I. No. 0010420 – Fulton County

**OFFICE** District 7  
Chamblee

**DATE** May 30, 2012

**FROM**



**Jonathan Walker**  
District Utilities Engineer

**TO**  
**ATTN**

**Bobby Hilliard P.E., State Program Delivery Engineer**  
**Charles Robinson**

**SUBJECT** PRELIMINARY UTILITY COST (ESTIMATE)

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

FACILITY OWNER	NON-REIMBURSABLE	REIMBURSABLE	GRAND TOTAL
Atlanta Gas Light Company	\$ 150,000.00	\$ 0.00	
AT&T Formerly BellSouth	\$ 210,000.00	\$ 0.00	
Fulton County Pub. Works	\$ 150,000.00	\$ 0.00	
Time Warner Telecom	\$ 75,000.00	\$ 0.00	
Georgia Power Distribution	\$ 110,000.00	\$ 0.00	
Comcast	\$ 65,000.00	\$ 0.00	
<b>Totals</b>	<b>\$ 760,000.00</b>	<b>\$ 0.00</b>	<b><u>\$760,000.00</u></b>

If you have any questions, please contact Clyde Cunningham at (770)986-1117.

RSB/JW/CAC

C: Jeff Baker, P.E., State Utilities Engineer  
Angela Robinson, Office of Financial Management  
Sebastian Nesbitt, Area Engineer

GEORGIA DEPARTMENT OF TRANSPORTATION  
PRELIMINARY ROW COST ESTIMATE SUMMARY

Date: 1/27/2012 Project: 0010420  
 Revised: 8/6/2012 County: Fulton  
 PI: 0010420

Description: SR 3 @ CS 253/Moores Mill Road  
 Project Termini: SR 3 @ CS 253/Moores Mill Road

Existing ROW: Varies  
 Required ROW: Varies  
 Parcels: 2

Land and Improvements \_\_\_\_\_ \$125,925.00

Proximity Damage \$0.00

Consequential Damage \$0.00

Cost to Cures \$0.00

Trade Fixtures \$0.00

Improvements \$40,000.00

Valuation Services \_\_\_\_\_ \$2,000.00

Legal Services \_\_\_\_\_ \$38,850.00

Relocation \_\_\_\_\_ \$4,000.00

Demolition \_\_\_\_\_ \$0.00

Administrative \_\_\_\_\_ \$21,500.00

TOTAL ESTIMATED COSTS \_\_\_\_\_ \$192,275.00

**TOTAL ESTIMATED COSTS (ROUNDED) \_\_\_\_\_ \$193,000.00**

Preparation Credits	Hours	Signature

Prepared By: Lashone Alexander CG#: 286999 8/16/2012  
 Approved By: [Signature] CG#: 286999 8/16/2012

NOTE: No Market Appreciation is included in this Preliminary Cost Estimate.

**SR 3/Northside Parkway****ACCIDENT RATE CALCULATION 2006**

Year	County	Rt Type	Route Num	Low Milelog	High Milelog	ADT	Distance	Vehicle Miles
2006	Fulton	1	000300	14.44	14.64	14,280	0.20	2,856
2006	Fulton	1	000300	14.64	14.84	9,840	0.20	1,968
Total Vehicle Miles: 4,824		Total Accidents: 17		Accident Rate: 965		Statewide Accident Rate: 531		
Average ADT: 12,060		Total Injuries: 8		Injury Rate: 454		Statewide Injury Rate: 201		
Length in Miles: 0.40		Total Fatalities: 0		Fatality Rate: 0.00		Statewide Fatality Rate: 1.51		

NOTE: Rates are per 100 Million Vehicle Miles

**ACCIDENT RATE CALCULATION 2007**

Year	County	Rt Type	Route Num	Low Milelog	High Milelog	ADT	Distance	Vehicle Miles
2007	Fulton	1	000300	14.44	14.64	10,820	0.20	2,164
2007	Fulton	1	000300	14.64	14.84	13,860	0.20	2,772
Total Vehicle Miles: 4,936		Total Accidents: 24		Accident Rate: 1,332		Statewide Accident Rate: 514		
Average ADT: 12,340		Total Injuries: 6		Injury Rate: 333		Statewide Injury Rate: 190		
Length in Miles: 0.40		Total Fatalities: 0		Fatality Rate: 0.00		Statewide Fatality Rate: 1.47		

NOTE: Rates are per 100 Million Vehicle Miles

**ACCIDENT RATE CALCULATION 2008**

Year	County	Rt Type	Route Num	Low Milelog	High Milelog	ADT	Distance	Vehicle Miles
2008	Fulton	1	000300	14.44	14.64	10,820	0.20	2,164
2008	Fulton	1	000300	14.64	14.84	13,860	0.20	2,772
Total Vehicle Miles: 4,936		Total Accidents: 21		Accident Rate: 1,166		Statewide Accident Rate: 471		
Average ADT: 12,340		Total Injuries: 8		Injury Rate: 444		Statewide Injury Rate: 176		
Length in Miles: 0.40		Total Fatalities: 0		Fatality Rate: 0.00		Statewide Fatality Rate: 1.46		

NOTE: Rates are per 100 Million Vehicle Miles

**CS 253/Moores Mill Road****ACCIDENT RATE CALCULATION 2006**

Year	County	Rt Type	Route Num	Low Milelog	High Milelog	ADT	Distance	Vehicle Miles
2006	Fulton	3	025303	2.98	3.01	18,490	0.03	555
2006	Fulton	3	025303	3.01	3.15	22,130	0.14	3,098
Total Vehicle Miles: 3,653		Total Accidents: 14		Accident Rate: 1,050		Statewide Accident Rate: 510		
Average ADT: 21,488		Total Injuries: 7		Injury Rate: 525		Statewide Injury Rate: 184		
Length in Miles: 0.17		Total Fatalities: 0		Fatality Rate: 0.00		Statewide Fatality Rate: 1.70		

NOTE: Rates are per 100 Million Vehicle Miles

**ACCIDENT RATE CALCULATION 2007**

Year	County	Rt Type	Route Num	Low Milelog	High Milelog	ADT	Distance	Vehicle Miles
2007	Fulton	3	025303	2.98	3.01	11,390	0.03	342
2007	Fulton	3	025303	3.01	3.15	11,030	0.14	1,544
Total Vehicle Miles: 1,886		Total Accidents: 19		Accident Rate: 2,760		Statewide Accident Rate: 475		
Average ADT: 11,094		Total Injuries: 4		Injury Rate: 581		Statewide Injury Rate: 166		
Length in Miles: 0.17		Total Fatalities: 0		Fatality Rate: 0.00		Statewide Fatality Rate: 1.33		

NOTE: Rates are per 100 Million Vehicle Miles

**ACCIDENT RATE CALCULATION 2008**

Year	County	Rt Type	Route Num	Low Milelog	High Milelog	ADT	Distance	Vehicle Miles
2008	Fulton	3	025303	2.98	3.01	11,390	0.03	342
2008	Fulton	3	025303	3.01	3.15	11,030	0.14	1,544
Total Vehicle Miles: 1,886		Total Accidents: 15		Accident Rate: 2,179		Statewide Accident Rate: 443		
Average ADT: 11,094		Total Injuries: 8		Injury Rate: 1,162		Statewide Injury Rate: 154		
Length in Miles: 0.17		Total Fatalities: 0		Fatality Rate: 0.00		Statewide Fatality Rate: 1.12		

NOTE: Rates are per 100 Million Vehicle Miles

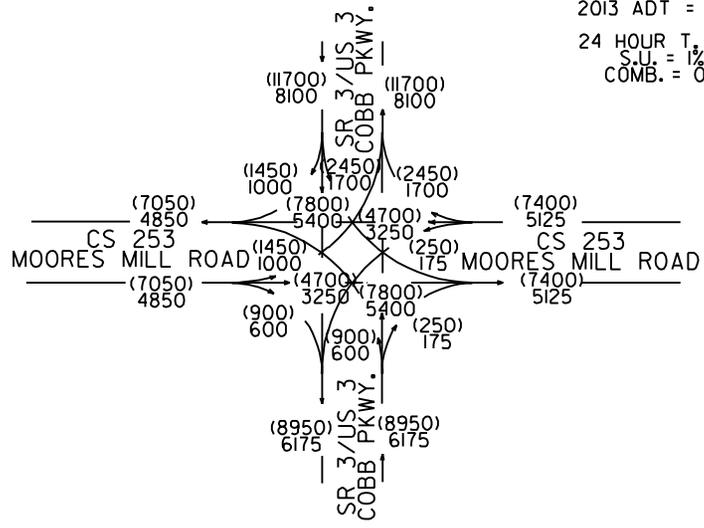
SHEET 1 OF 1

GEORGIA DEPARTMENT OF TRANSPORTATION  
OFFICE OF PLANNING

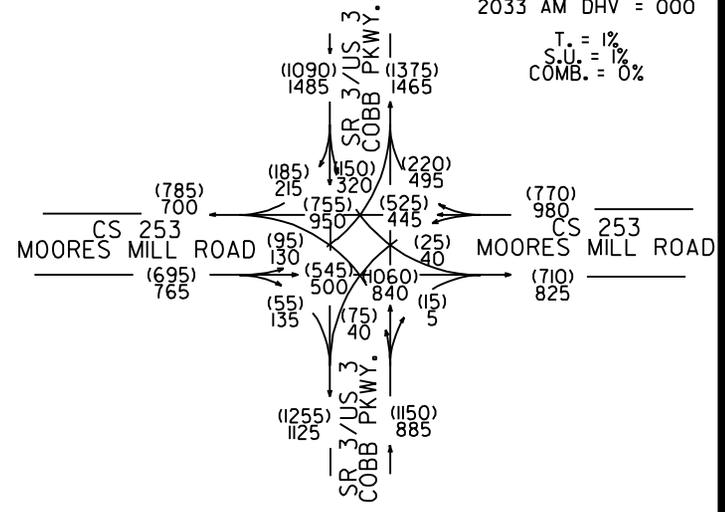
# FULTON COUNTY BUILD = NO BUILD



2033 ADT = (000)  
2013 ADT = 000  
24 HOUR T<sub>90</sub> = 1%  
S.U. = 1 1/2%  
COMB. = 0%



2033 PM DHV = (000)  
2033 AM DHV = 000  
T<sub>90</sub> = 1%  
S.U. = 1 1/2%  
COMB. = 0%



P.I. # 0010420  
FULTON COUNTY  
SR 3/COBB PKWY. @  
CS 253/  
MOORES MILL RD.

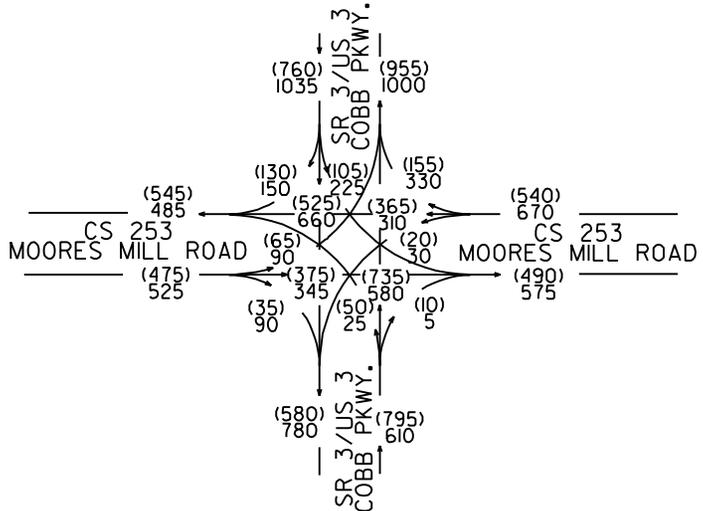
SHEET 1 OF 1

GEORGIA DEPARTMENT OF TRANSPORTATION  
OFFICE OF PLANNING

2013 PM DHV = (000)  
2013 AM DHV = 000

T. = 1%  
S.U. = 1%  
COMB. = 0%

FULTON COUNTY  
BUILD = NO BUILD



P.I. # 0010420  
FULTON COUNTY  
SR 3 @ CS 253  
2009 EXISTING  
TRAFFIC

AFE  
10/21

Project: SR 3/Northside Parkway @ CS 253/Moores Mill Road

PI #: 0010420

Level of Service Analysis Summary

	Existing Traffic (2009)	Design Traffic (2033) No Build	Design Traffic (2033) Added left turn lanes	Design Traffic (2033) Added lt/rt turn lanes
Moores Mill Rd EB Delay/LOS	73.9 / E	187.8 / F	103.2 / F	40.7 / D
Moores Mill Rd WB Delay/LOS	102.5 / F	353.9 / F	208.3 / F	20.1 / C
SR 3/Northside Pkwy NB Delay/LOS	15.0 / B	16.8 / B	40.3 / D	36.8 / D
SR 3/Northside Pkwy SB Delay/LOS	31.3 / C	74.0 / E	61.3 / E	63.4 / E
Intersection Delay	52.6 sec/veh	149.3 sec/veh	99.5 sec/veh	43.2 sec/veh
Level of Service	D	F	F	D

**TRAFFIC ENGINEERING REPORT**

State Route 3 @ Moores Mill Road  
 Fulton County  
 (SR 3 MP 14.64)

**REASON FOR INVESTIGATION:**

To determine the viability of adding left turn lanes for Northside Parkway northbound and southbound.

**TOPOGRAPHY:**

SR 3 (Northside Parkway) is classified as an Urban Minor Arterial. Data obtained from the Department Road Information System comprised that the ADT in 2009 was approximately 11850, and 10810 in 2007. At its intersection with Moores Mill Road, Northside Parkway consists of four general purpose 10 ft. lanes with a slightly raised 5 ft. median. There is approximately 100 feet of right-of-way on Moores Mill Rd. This intersection is part of a coordinated system.

Moores Mill Road is classified as an Urban Minor Collector. Data obtained from the Department Road Information System comprised that the ADT in 2009 was approximately 11850, and 10810 in 2007. Moores Mill Road intersects Northside Parkway at a skew of approximately 45 degrees with Moores Mill Road running roughly north-south and Northside Parkway running east-west. Raised concrete islands separate the right turns onto Moores Mill Road from Northside Parkway, creating a yield condition for the movements. There is approximately 60 feet of right-of-way on Moores Mill Road.

**VEHICLE SPEEDS:**

The posted speed limit on SR 3 is 40 MPH.

The posted speed limit on Moores Mill Road is 35 MPH.

**PEDESTRIAN MOVEMENTS:**

No pedestrians were observed at the intersection.

**EXISTING TRAFFIC CONTROL:**

This intersection is currently controlled by a stop-and-go traffic signal.

**CRASH HISTORY:**

QUERY SUMMARY								
For Year(s): 2007, 2008, 2009								
Year	County	Route Type	Route Number	Milelog	# Crashes	# Vehicles	# Injuries	# Fatalities
2007	Fulton	State Route	3	14.64-14.72	20	41	4	0
2008	Fulton	State Route	3	14.64-14.72	17	37	8	0
2009	Fulton	State Route	3	14.64-14.72	15	32	2	0
<b>All years total</b>					<b>52</b>	<b>110</b>	<b>14</b>	<b>0</b>

SR 3/Northside Pkwy  
 @ Moores Mill Road  
 (SR 3 MP 14.64)  
 Page 2 of 4

**FUTURE PROJECTS:**

There are no long-range or current projects in the area of focus at this present time.

**LEFT TURN PHASE ANALYSIS:**

Based on the current traffic volumes, a southbound left turn phase is warranted with a cross-product of 54200.

TIME	SB LT Volume	NB Thru Volume	# NB Thru Lanes	LT Product Analysis	LT Product Analysis 50000 or Greater?	LT VPH 125 or Greater?	Correctable Crashes Equals or Exceeds 4 in 1 YR or 6 in 2 YR?
7:30am-8:30am	200	542	2	54200	Yes	Yes	No

**OPERATIONAL ANALYSIS:**

Below are 2 charts detailing the potential improvements of the proposed operational project:

AM Peak	NB SR 3		SB SR 3		EB Moores Mill Rd		WB Moores Mill Rd	
	Existing	Proposed	Existing	Proposed	Existing	Proposed	Existing	Proposed
App. Delay (s)	14.9	26.8	26.3	17.1	34.7	27.0	37.6	29.4
LOS	B	C	C	B	C	C	D	C
Back of Queue (veh)	12.1	14.0	26.8	12.8	20.1	17.5	24.1	20.6
Overall Change in Delay (s)	+11.9		-9.2		-7.7		-8.2	
v/c ratio	0.37	0.49	0.81	0.57	0.64	0.58	0.74	0.67

SR 3/Northside Pkwy  
 @ Moores Mill Road  
 (SR 3 MP 14.64)  
 Page 3 of 4

PM Peak	NB SR 3		SB SR 3		EB Moores Mill Rd		WB Moores Mill Rd	
	Existing	Proposed	Existing	Proposed	Existing	Proposed	Existing	Proposed
App. Delay (s)	16.5	22.8	16.9	10.6	29.4	25.9	40.1	25.8
LOS	B	C	B	B	C	C	D	C
Back of Queue (veh)	16.2	15.7	12.3	5.9	12.1	10.8	26.5	16.4
Overall Change in Delay (s)	+6.3		-6.3		-3.5		-14.3	
v/c ratio	0.49	0.56	0.49	0.19	0.40	0.44	0.78	0.64

#### CONCLUSIONS:

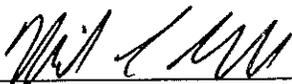
The lack of dedicated left and right turn lanes on the mainline presents both operational and safety issues at this intersection. The combination of heavy mainline volumes and shared through/left and through/right lanes contributes to vehicle stacking and undue delays on Northside Parkway. In addition, a southbound left turn phase, which is warranted in the PM peak, has not been installed. Moores Mill Road westbound suffers excessive delays in peak hours due to heavy through and right turn movements forced to share the same lane.

An operational improvement project would be very beneficial to improving the traffic flow and reducing delays at this location. Adding dedicated right and left turn lanes on Northside Parkway would greatly reduce queues on the mainline. Installing a southbound left turn signal would facilitate the heavy southbound movements. The installation of a dedicated right turn lane on Moores Mill Road westbound would allow for traffic separation and reduce queues on that approach by approximately 200 ft. All of the proposed improvements could be done within existing right-of-way.

SR 3/Northside Pkwy  
@ Moores Mill Road  
(SR 3 MP 14.64)  
Page 4 of 4

**RECOMMENDATIONS:**

1. It is recommended that the following improvements are made at this intersection: a dedicated 400 ft. left turn lane on SR 3 northbound, a dedicated 325 ft. left turn lane on SR 3 southbound, and a dedicated 400 ft. right turn lane on the westbound approach of Moores Mill Road.
2. It is recommended that a left turn signal is installed on SR 3 southbound at Moores Mill Road.

RECOMMENDED BY:   
District Traffic Engineer

DATE: 6/17/11

RECOMMENDED BY: \_\_\_\_\_  
State Traffic Operations Engineer

DATE: \_\_\_\_\_

APPROVED BY: \_\_\_\_\_  
Director of Operations

DATE: \_\_\_\_\_

cc: file

# DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

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## CONCEPT TEAM MEETING MINUTES

PI No. 0010420  
QUICK Project  
SR 3/NORTHSIDE PARKWAY @ CS 253/MOORES MILL ROAD  
May 24, 2012

Meeting Purpose: Concept Team Meeting  
Meeting Location: District 7 Conference Room 144  
5025 New Peachtree Road, Chamblee, GA 30341

### Attendees

Ken Werho	GDOT – Traffic Operations. – TMC
Leisa Jones	GDOT – Roadway Design
Clyde Cunningham	GDOT D7 – Utilities
Ryan Mickens	GDOT – Roadway Design
Albert Welch	GDOT – Roadway Design
Chris Woods	GDOT D7 – Traffic Operations
Lamu Chanthavong	GDOT – Design Policy and Support
Charles A. Robinson	GDOT – Program Delivery
Michelle Pate	GDOT – Engr Services
Vicki Gavalas	GDOT D7 – Planning and Programming
Seth Collins	GA. Power
LaShone Alexander	GDOT - ROW

Charles Robinson, Project Manager, GDOT Office of Program Delivery (ODP):

- Charles Robinson started the meeting with attendee introductions and project identification.
- Schedule was discussed: Let Oct. 2014; ROW Authorization Oct. 2013.
- PFPR is scheduled for June 2013.
- Environmental is expected to be categorical exclusion (CE) or programmatic categorical exclusion (PCE).
- Environmental studies are underway.
- PM to check if the project is located within limits of any Safe Routes to School projects.
- Public Involvement Meeting (discussed below under D7 Planning & Programming Section) suggested to be held in January 2013.
- Congressional District 5 is currently correct for project. Check TPRO to verify in future documentation.
- Project originated in District 7 (D7) Traffic Operations and determined to be candidate for Quick Project (top priority project) and approved as a Quick Project by Operational Improvement Committee.

### Planning and Programming (GDOT District 7):

- Public Involvement Meeting recommended. Good for customer service. Charles Robinson stated that this was also a recommendation in the project scoping meeting by GDOT Environmental Services. The recommendation was to hold a public information meeting (PIM) instead of a public involvement open house (PIOH).
- Design recommended scheduling PIM once survey is completed and a more detailed preliminary engineering design layout is developed including any proposed right of way limits if necessary.
- Chris Woods mentioned that the local residences in the nearby neighborhoods have been inquiring about improvements at the intersection of Northside Parkway/SR3 and Moores Mill Road for a long time. Chris Woods volunteered to assist with setting up a PIM for the project.
- Vicki Gavalas requested calendar anticipated date for the proposed PIM. January 2013 was suggested by Charles Robinson. Chris Woods (D7) – recommended PIM needed to take place before May 2013.
- Ken Werho mentioned that there is a school nearby the project limits.
- Michelle Pate mentioned the existing median islands within the limits of this project are identified as parks on Google Maps. Is this area indeed 4f eligible? Charles Robinson stated that he would inform Environmental Services.
- Instead of bike lanes, bike-able shoulders suggested as a possibility by Design.
- Vicki inquired about need for detour during construction and the construction period duration. Design responded that detour during construction was not anticipated since there would not be a grade change. The suggested construction time at this stage was estimated to be about 18 months, but this time will be reviewed further as the project progresses.

### Roadway Design:

- Design read through the Concept Report and the comments made are as follows:
  - Ken Werho suggested verifying that the design for this project accommodates the Design Vehicle – WB40 or WB 67.
  - Design Exceptions/Variations (see attached comments from Engineering Services dated May 24, 2012): Lane width exception need, Intersection skew angle exception needed, Lateral Offset to Obstruction and Intersection Sight Distance - “undetermined” for design variations. Will need sidewalk design variance if not incorporated into plans as suggested by Engineering Services.
  - A comment was made regarding the consideration of a roundabout for this project. The response was given that due to the minor project scope, the right-of-way constraints, existing intersection features (existing median and signal operations) and the scope approved by the Operational Improvement Committee, a roundabout was not recommended for this location as stated in project justification statement.
  - Michelle Pate stated that a 2-ft paved shoulder needs to be added to typical section 05-02 for structural support of pavement on Moores Mill Road
- Design stated that there is a level of service (LOS) improvement by adding right a turn lane on Moores Mill Road southbound. The extent of right of way impacts to the corner parcel adjacent to the proposed right turn lane would need to be evaluated once survey is obtained.

- It was suggested that construction cost estimate should include Class B concrete widening instead of full depth asphalt pavement for potential cost savings. Design agreed.
- Dual-right turn lanes at Moores Mill Road southbound was mentioned as an option by Traffic Operations by changing proposed thru lane to a right and thru. Design will look at feasibility of this option.
- A statement was made that ADA accommodation must be made for this project. Design confirmed that the project design would be ADA compliant.
- Ken Werho requested a layout once survey is incorporated into design and updated design is available.
- Design discussed sidewalks being replaced in-kind. Engineering Services had comments suggesting adding sidewalks to all quadrants due to observation of foot traffic on shoulders, nearby school, church and parks.

#### Utilities (D7 and Georgia Power):

- Georgia power representative said that distribution poles (2 possibly) would need to be relocated, but no major transmission poles are at the intersection.
- Clyde Cunningham believed that most of the poles were located on the GDOT right of way, but stated that this would be verified by the District Utilities Office.
- Butch Welch mentioned observation of large utility poles.
- Michelle Pate of Engineering Services mentioned design variance due to lateral offset distance to utility poles.

#### Engineering Services:

- Sidewalks, ADA compliance needed.
- Design Variance for lateral offset to obstruction is undetermined at this stage of the project.
- It was noted that landscaping in islands consists of trees and shrubs and could potentially be replaced with shrubbery and grassing.

#### Right of Way:

- LaShone Alexander inquired about accommodation for driveways. Design will accommodate accordingly in the design.

#### Traffic Operations (D7 and TMC):

- Traffic loops preferred at intersection over video detection.

#### Design Policy and Support:

- Submit draft exceptions and variances as soon as possible to Brent Story, CC: Jim Simpson.

#### Construction:

- Staging will consist mainly of lane closure while constructed under traffic. No off site detours are expected. The feasibility of night work to be further investigated due to close proximity of residential areas.

## GEORGIA DEPARTMENT OF TRANSPORTATION MEETING / CONFERENCE RECORD OF ATTENDEES

**PURPOSE:** P.I. # 0010420 - Concept Team Meeting - SR3 @ CS 253/ Moores Mill Road

**LOCATION:** District 7 Office- Conference Room 144

**DATE:** 5/24/2012 **TIME:** 10:00 a.m.

**MODERATOR:** Charles A. Robinson

	NAME	ORGANIZATION	PHONE NO.	GDOT suffix: @dot.ga.gov E-MAIL ADDRESS
1	Ken Werho	GDOT-T.O. TMC	404-635-2859	KWERHO@
2	Leisa Jones	GDOT ROADWAY DESIGN	404 631-1676	leijones@
3	Clare Cunningham	D7 UTILITIES	770-986-1117	CCUNNINGHAM@
4	Ryan Mickens	GDOT-ROADWAY	404-631-1689	rmickens@
5	Albert Welch (Putch)	GDOT-ROADWAY	1690	AWELCH@
6	Chris Woods	GDOT-D7-TO	7 986-1767	cwoods@dot.ga.gov
7	Lana Chanthavong	GDOT-Design Policy & Support	404-631-1926	lchanthavong@dot.ga.gov
8	Charles A. Robinson	GDOT-Program Delivery	404-631-1439	chrabinson@dot.ga.gov
9	Michelle Pate	GDOT-ENGR Services	(404)631-1771	mpate@dot.ga.gov
10	Vicki Gavalas	GDOT D7-PPG	(770) 986-1258	vgavalas@dot.ga.gov
11	Seth Collins	GA. POWER	(770) 716-9500	scollins@southcoast.com
12	Lashone Alexander	GDOT-RW	(478) 353-1569	lalexander@dot.ga.gov
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