

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

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

FILE P.I. # 0012637 **OFFICE** Design Policy & Support
Fulton County
GDOT District 7 - Metro Atlanta **DATE** 8/6/2015
Bike/Ped Facility: CR 1393 from SR
166 to CR 3343

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:

Glenn Bowman, Director of Engineering
Joe Carpenter, Director of P3/Program Delivery
Genetha Rice-Singleton, Assistant Director of P3/Program Delivery
Albert Shelby, State Program Delivery Engineer
Darryl VanMeter, State Innovative Delivery Engineer
Bobby Hilliard, Program Control Administrator
Cindy VanDyke, State Transportation Planning Administrator
Hiral Patel, State Environmental Administrator
Ben Rabun, State Bridge Engineer
Andrew Heath, State Traffic Engineer
Angela Robinson, Financial Management Administrator
Lisa Myers, State Project Review Engineer
Charles "Chuck" Hasty, State Materials Engineer
Lee Upkins, State Utilities Engineer
Kathy Zahul, District Engineer
Scott Lee, District Preconstruction Engineer
Xavier James, Project Manager
BOARD MEMBER - 5th Congressional District

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

Project Type: Sidewalks P.I. Number: 0012637
 GDOT District: 7 County: Fulton
 Federal Route Number: None State Route Number: N/A
 Project Number: None Available

The project will construct new sidewalks on both sides of New Hope Road between Campbellton Road and Danforth Road in Fulton County. The project length is approximately 1.8 miles.

Submitted for approval:

 D&A, Inc. 5-22-2015
 Consultant Designer & Firm Date

Local Government Sponsor 5.28.2015
 Date

Albert V. Shelby 6-3-15
 State Program Delivery Engineer Date

Xavier James 5-29-15
 GDOT Project Manager Date

Recommendation for approval:

* HIRAL PATEL 6/12/2015
 State Environmental Administrator Date

* ANDREW HEATH 6/10/2015
 State Traffic Engineer Date

* LISA MYERS 6/10/2015
 Project Review Engineer Date

* JUN BIENKAMMER _____
 State Utilities Engineer Date

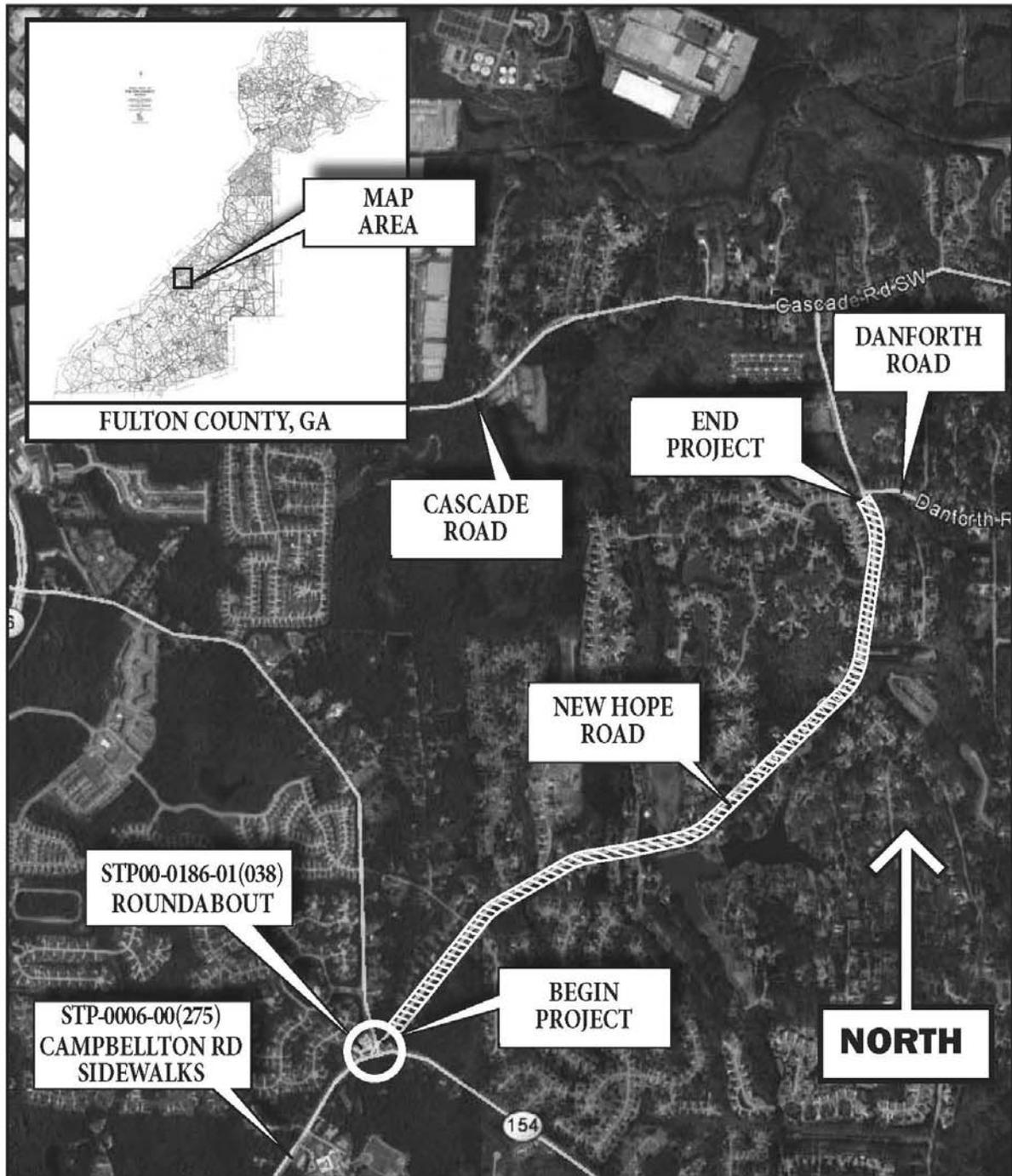
_____ Date
 District Engineer

- MPO Area: This project is consistent with the MPO adopted Regional Transportation Plan (RTP)/Long Range Transportation Plan (LRTP).
- Rural Area: This project is consistent with the goals outlined in the Statewide Transportation Plan (SWTP) and/or is included in the State Transportation Improvement Program (STIP).

* CYNTHIA L. VASILEKIS 6/11/2015
 State Transportation Planning Administrator Date

* RECOMMENDATION ON FILE - 

PROJECT LOCATION MAP



New Hope Road Sidewalks
Fulton County Project No. T162-3
PI 0012637

PLANNING AND BACKGROUND

Project Justification Statement: The project will construct new sidewalks on both sides of New Hope Road between Danforth Road to the north and the eastern project limits of STP00-0186-01(038) to the south and west. This is an approximate distance of 1.8 miles.

This project is located in southwestern Fulton County, approximately 4 miles west of the Campbellton Road (SR 154/166) interchange with I-285. The southwest project limit is also less than two miles from the intersection of Campbellton Road @ Camp Creek Parkway. The predominant land use throughout the project limits is single-family residential.

North of this project, there are already continuous sidewalks located along both sides of New Hope Road between Danforth Road and Cascade Road. Southwest of this project, both the ongoing projects STP00-0186-01(038) and STP-0006-00(275) will provide new sidewalks on both sides of Campbellton Road for a distance of 2.2 miles and sidewalks through the proposed roundabout intersection of Campbellton Road with Boat Rock Road and New Hope Road. A single LCI study has been prepared that included both above projects as well as this project.

This project will provide continuous pedestrian connectivity along New Hope Road between the existing sidewalks north of Danforth and the proposed sidewalks to the south and west. This project is part of a larger Sandtown Pedestrian Network, which will connect pedestrians along New Hope Road and Campbellton Road to an elementary and middle school and Sandtown Park, all of which are located on Campbellton Road.

There are several sections of existing sidewalks along New Hope Road within the project limits, with the longest sections located along the west side of New Hope Road between Danforth Road and Guilford Forest Drive, and in front of the Bethel Church, also on the west side of the roadway. Existing sidewalk sections within the project limits will be retained with new construction concentrating on gaps between the existing sidewalk sections.

Existing conditions: New Hope Road is a two-lane facility with minimum 10.5-foot wide lanes for the entire project length. There is no left-turn storage lane provided at any intersections, but there are short sections right-turn lanes provided at many of the intersections with subdivision streets. The roadway has a 35 MPH speed limit throughout the project limit with relatively flat vertical alignment and five horizontal curves.

The majority of the project length has rural shoulders on one or both sides of the roadway. In areas that near newer subdivision streets, there is existing curb and gutter and (as mentioned above), isolated sections of existing sidewalk. The section of New Hope Road between Guilford Forest Drive and Danforth Road has continuous curb and gutter on both sections of the roadway, with a sidewalk on the west side of the roadway and no sidewalk on the east side.

Other projects in the area: There are two other projects in the vicinity of this project. The Campbellton Road Sidewalks project (STP-0006-00(275) / PI#0006275) will add 10-foot sidewalks along both sides of Campbellton Road for a distance of 2.2 miles.

The Campbellton Road/Boat Rock Road / New Hope Road intersection project (STP00-0186-01(038) / PI#731830) will reconfigure the two existing intersections of Campbellton Road @ Boat Rock Road and Boat Rock Road @ New Hope Road into a single multi-lane roundabout. The New Hope Road approach on that project will tie directly into this project.

MPO: Atlanta Regional Commission (ARC)

TIP #: FS-235

TIA Regional Commission: N/A

Congressional District(s): 5

Federal Oversight: PoDI Exempt State Funded Other

Projected Traffic: ADT 24 HR T: 2%
 Current Year (2015): 3800 Open Year (2018): 4200 Design Year (2038): 6800
 Traffic Projections Performed by: Qk4

Functional Classification (Mainline): Urban Collector Street

Complete Streets - Bicycle, Pedestrian, and/or Transit Standard Warrants:

Warrants met: None Bicycle Pedestrian Transit

Is this a 3R (Resurfacing, Restoration, & Rehabilitation) Project? No Yes

Pavement Evaluation and Recommendations

Preliminary Pavement Evaluation Summary Report Required? No Yes
 Preliminary Pavement Type Selection Report Required? No Yes
 Feasible Pavement Alternatives: HMA PCC HMA & PCC

DESIGN AND STRUCTURAL

Description of the proposed project: The project is located in the Sandtown Community in Southwest Fulton County. The project length is approximately 9500 feet and will connect/complete the sidewalks along both sides of New Hope Road from east of Boat Rock Road to Danforth Road. The shoulder typical section will be to add 24" curb and gutter, a two-foot grass strip, and a 5-foot wide sidewalk.

The existing standard lane widths are approximately 10.5-feet, and this project will widen any lanes to that width if they are found to be substandard. The project posted speed is 35 mph, and no improvements to the vertical or horizontal alignments will be made as part of this project.

The project has two stream crossings which join and become a tributary to Utoy Creek.

Major Structures:

Structure	Existing	Proposed
Double 8'x7' Box Culvert	An approximately 46' long Box Culvert just north of Loch Lomond Trail. Culvert is full ¾ full of silt	The Culvert will remain intact and not be extended or modified. Walls will be installed behind the sidewalk in order to avoid impacts to the stream.
Single 8'x6' Box Culvert	An approximately 30' long Box Culvert just north of Versailles Road	The Culvert will remain intact and not be extended or modified. Walls will be installed behind the sidewalk in order to avoid impacts to the stream.

Mainline Design Features: New Hope Road between Boat Rock Road and Danforth Road – Urban Collector Street

Feature	Existing	Standard*	Proposed
Typical Section			
- Number of Lanes	2	2	2
- Lane Width(s)	10.5'	11' to 12'	10.5' min
- Median Width & Type	None		None
- Outside Shoulder or Border Area Width	2'	10'	10'-13'
- Outside Shoulder Slope	2:1	4:1	4:1
- Inside Shoulder Width			
- Sidewalks	varies	5-foot	5-foot
- Auxiliary Lanes	None	None	None
- Bike Lanes	None	None	None
Posted Speed	35 MPH		35 MPH
Design Speed	35 MPH		35 MPH
Min Horizontal Curve Radius			
Maximum Superelevation Rate			
Maximum Grade			
Access Control	None	None	None
Design Vehicle			
Pavement Type	Asphalt	Asphalt	Asphalt

*According to current GDOT design policy if applicable

Major Interchanges/Intersections: No interchanges. Major at-grade intersections include Bruce Place, Versailles Drive, Briarwood Court, Loch Lomond Trail, Heatherland Drive, Guilford Forest Drive, Birdie Lane, and Danforth Road. All intersections are stop-sign controlled with New Hope Road having the right-of-way, except for Danforth Road, which has multi-way stop-sign controlled.

Lighting required: No Yes

Off-site Detours Anticipated: No Yes Undetermined

Transportation Management Plan [TMP] Required: No Yes

If Yes: Project classified as: Non-Significant Significant

TMP Components Anticipated: TTC TO PI

Design Exceptions to FHWA/AASHTO controlling criteria anticipated:

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

CONTEXT SENSITIVE SOLUTIONS

Issues of Concern: Potential environmental issues such as historic properties, wetlands, and stream buffers may be impacted.

Context Sensitive Solutions Proposed: The project design will adjust the typical section (if necessary) in environmentally sensitive areas in order to reduce or eliminate impacts.

ENVIRONMENTAL & PERMITS

Anticipated Environmental Document:

GEPA: NEPA: CE EA/FONSI EIS

MS4 Permit Compliance – Is the project located in a MS4 area? No Yes

Environmental Permits/Variations/Commitments/Coordination anticipated: *List all anticipated permits, variances, commitments, and coordination needed –Section 404, TVA, Water Quality, etc.*

Permit/ Variance/ Commitment/ Coordination Anticipated	No	Yes	Remarks
1. U.S. Coast Guard Permit	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
2. Forest Service/Corps Land	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
3. CWA Section 404 Permit	<input type="checkbox"/>	<input checked="" type="checkbox"/>	NWP #14
4. Tennessee Valley Authority Permit	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
5. Buffer Variance	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
6. Coastal Zone Management Coordination	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
7. NPDES	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
8. FEMA	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
9. Cemetery Permit	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
10. Other Permits	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
11. Other Commitments	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
12. Other Coordination	<input checked="" type="checkbox"/>	<input type="checkbox"/>	

Is a PAR required? No Yes Completed – Date:

Environmental Comments and Information:

NEPA: Environmental studies have begun.

Ecology: Ecology survey to be completed. No protected species are anticipated.

History: Potential resources exist along the corridor. Right-of-Way and/or easements may be required. New sidewalks will be visible from potentially historic properties.

Archeology: A phase I study will be completed, no Archeological impacts are anticipated.

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

Noise Effects: The project is considered a Type III project, and qualifies for a noise screening.

Public Involvement: Two Public Information Open Houses (PIOH) have been held for the Sandtown Community Sidewalks LCI study projects. These project corridors included: Campbellton Road sidewalks, Campbellton/Boat Rock Road/ New Hope Road intersection, and New Hope Road sidewalks.

The first PIOH was held August 4th, 2005 at the Southwest Fulton Arts Center on New Hope Road. From this meeting, it was determined that the Campbellton Road Corridor should be built first with New Hope Road and Boat Rock Road following. Campbellton Road is scheduled to begin construction in early 2015.

The second PIOH was held on December 15th 2005 with more detailed information presented. From this meeting, it was determined that the New Hope Road Sidewalks only need to be 5-foot wide, and not 8-feet as presented.

The County anticipates one additional public meeting will be held in conjunction with project STP00-0186-01(038) Roundabout at Campbellton Road/Boat Rock Road/New Hope Road sometime in July, 2015.

Major stakeholders: Traveling Public and Community Residences.

CONSTRUCTION

Issues potentially affecting constructability/construction schedule: There is a possible issue with construction with regard to the existing lane widths. When one lane is closed to traffic during construction, there may not be enough room in the other lane and temporary pavement may be required.

The project is in a predominately residential area, night construction will be prohibited and construction will occur during non-peak hours with flagman. A detour is not anticipated.

Early Completion Incentives recommended for consideration: No Yes

COORDINATION, ACTIVITIES, RESPONSIBILITIES, AND COSTS

Initial Concept Meeting: A meeting was held to discuss the Concept and for GDOT to provide a courtesy review of the draft concept report. The meeting was attended by the GDOT project manager (Xavier James), GDOT Office of Design Policy & Support (Gabrielle Williams), Fulton County (Ernest Slaughter), and the design Consultant Qk4 (Andrew Ballerstedt). The minutes from this meeting are attached.

Concept Meeting: A concept team meeting was held on April 9th, 2015 along with a follow up field meeting on April 16th, 2015. The primary concerns resulting from the meetings were construction and environmental impacts and schedule. The minutes from both meetings are attached.

Other coordination to date: None

Project Activity	Party Responsible for Performing Task(s)
Concept Development	Qk4, Inc.
Design	Qk4, Inc.
Right-of-Way Acquisition	Fulton County
Utility Relocation	Fulton County/Individual Utility Companies
Letting to Contract	Fulton County
Construction Supervision	Fulton County
Providing Material Pits	Contractor
Providing Detours	Contractor
Environmental Studies, Documents, & Permits	Qk4, Inc.
Environmental Mitigation	Fulton County
Construction Inspection & Materials Testing	Fulton County

Project Cost Estimate Summary and Funding Responsibilities:

	Breakdown of PE	ROW	Reimbursable Utility	CST*	Environmental Mitigation	Total Cost
Funded By	Fulton County	GDOT/Fulton County	GDOT/Fulton County	GDOT	Fulton County	
\$ Amount	248,354.54	1,837,000	100,000	2,188,731.58	0	4,374,086.12
Date of Estimate	6/23/2014	3/13/2015	2/23/2015	4/13/2015		

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

ALTERNATIVES DISCUSSION

Alternative selection:

Preferred Alternative: New 5-foot sidewalks constructed on both sides of New Hope Road from Campbellton Road to Danforth Road where they currently don't exist. Construction of curb and gutter with urban shoulder included. Existing sidewalks will remain.

Estimated Property Impacts:	\$100,000.00	Estimated Total Cost:	\$4,125,731.58 \$4,374,086.12
Estimated ROW Cost:	\$1,837,000.00	Estimated CST Time:	18 months

Rationale: This Alternative was selected because it will connect residential properties and new sidewalks on Danforth Road to the Campbellton Road sidewalks that will soon be under construction. This project will meet the communities overall goal of connectivity to the Sandtown Park, an Elementary School, and a Middle School on Campbellton Road.

No-Build Alternative: This alternative would not construct new sidewalks anywhere in the project corridor, effectively eliminating the New Hope sidewalk project from the Sandtown Community Sidewalk Plan and place them entirely on Campbellton Road and Boat Rock Road.

Estimated Property Impacts:	\$0	Estimated Total Cost:	\$0
Estimated ROW Cost:	\$0	Estimated CST Time:	0 months

Rationale: Due to public input and the amount of residential properties, the No-Build alternative for New Hope Road was not considered further.

Alternative 1: New 5-foot sidewalks constructed on both sides of New Hope Road from Campbellton Road to Versailles Road where they currently don't exist. Construction of curb and gutter with urban shoulders included. Existing sidewalks will remain.

Estimated Property Impacts:	\$50,000	Estimated Total Cost:	\$1,782,256
Estimated ROW Cost:	\$800,000	Estimated CST Time:	12 months

Rationale: This alternative was not selected because it will not create connectivity to Danforth Road, and as a result excluded a large residential area from connectivity to the Sandtown Park, an Elementary School, and a Middle School on Campbellton Road.

Comments: No other further comments.

LIST OF ATTACHMENTS/SUPPORTING DATA

1. Concept Layout
2. Typical sections
3. Detailed Cost Estimates:
 - a. Construction including Engineering and Inspection and Contingencies
 - b. Completed Liquid AC Cost Adjustment forms (N/A – Sidewalk Only)
 - c. Right-of-Way
 - d. Utilities
 - e. Revisions to Programmed Cost
4. Minutes of Initial Project meeting
5. Minutes of Concept Team Meeting
6. Minutes of Concept Team Field Meeting (Hydrology and Environmental)

APPROVALS

Concur:



Director of Engineering

Approve:



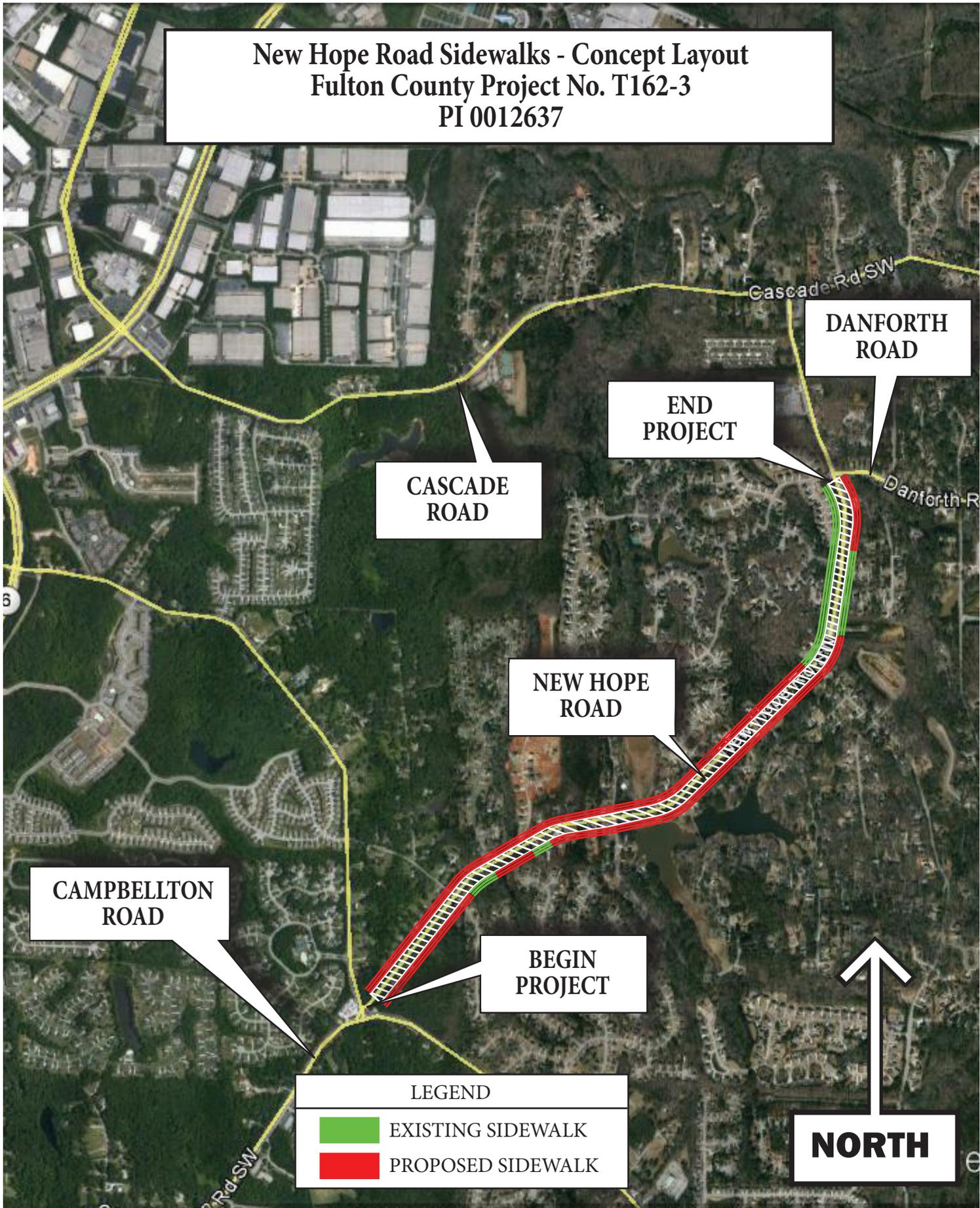
Chief Engineer



Date

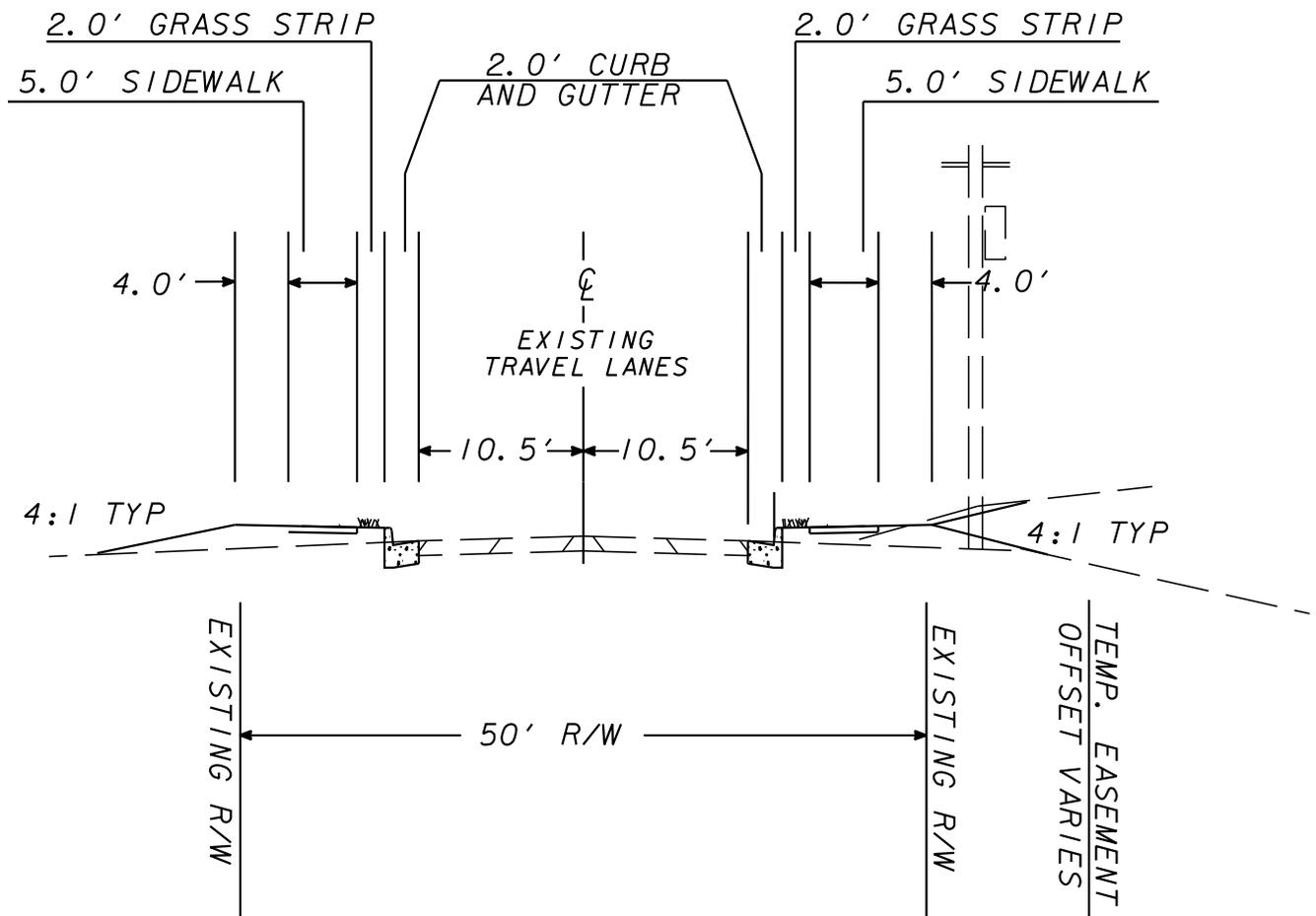
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New Hope Road Sidewalks - Concept Layout
Fulton County Project No. T162-3
PI 0012637



Fulton County, GA
Sandtown Community Streetscape
P.I. # 0012637
New Hope Road

TYPICAL SECTION
NOT TO SCALE



NEW HOPE ROAD

New Hope Road Sidewalks
Fulton County Project No. T162-3
Concept Cost Estimate

Pay Item	Unit	Description	Quantity	Price	Total	
150-1000	LS	TRAFFIC CONTROL - STP-0006-00(275)	1	400,000	400000	
210-0100	LS	GRADING COMPLETE - STP-0006-00(275)	1	350,000	350000	
310-1101	TN	GR AGGR BASE CRS, INCL MATL	360	19.19	6908.4	
400-3130	TN	ASPH CONC 12.5 MM SP,GP1OR2,INCL	90	67.75	6097.5	
402-4514	TN	RECYL AC 19 MM SP,GP 1OR2,INCL PMBM&HL	45	81.84	3682.8	
413-1000	GL	BITUM TACK COAT	75	4	300	
441-0016	SY	DRIVEWAY CONCRETE, 6 IN TK	255	37	9435	
441-0018	SY	DRIVEWAY CONCRETE, 8 IN TK	45	45	2025	
441-0104	SY	CONC SIDEWALK, 4 IN	7800	20	156000	
441-4020	SY	CONC VALLEY GUTTER, 6 IN	1050	30	31500	
441-4030	SY	CONC VALLEY GUTTER, 8 IN	200	51	10200	
441-5002	LF	CONC HEADER CURB, 6", TP 2	155	14	2170	
441-6012	LF	CONC CURB & GUTTER, 6"X24"TP2	14000	15	210000	
500-3107	CY	CL A CONC, RET WALL	26	490	12740	
550-1180	LF	STM DR PIPE 18",H 1-10	7880	30	236400	
550-1240	LF	STM DR PIPE 24",H 1-10	630	35	22050	
550-2180	LF	SIDE DR PIPE 18",H 1-10	160	28	4480	
550-4118	EA	FLARED END SECT 18 IN, SIDE DR	7	335	2345	
550-4218	EA	FLARED END SECT 18 IN, ST DR	7	455	3185	
550-4224	EA	FLARED END SECT 24 IN, ST DR	6	503	3018	
603-2182	SY	STN DUMPED RIP RAP, TP 3, 24"	200	40	8000	
603-7000	SY	PLASTIC FILTER FABRIC	200	4	800	
611-5551	EA	RESET SIGN	12	385	4620	
611-8010	EA	ADJUST HYDRANT TO GRADE	7	530	3710	
611-8120	EA	ADJUST WATER METER BX TO GRADE	32	325	10400	
611-8140	EA	ADJUST WATER VALVE BX TO GRADE	9	690	6210	
634-1200	EA	RIGHT OF WAY MARKERS	50	95	4750	
636-1020	SF	HWY SGN,TP1MAT,REFL SH TP3	58	15	870	
636-1033	SF	HWY SIGNS, TP1MAT,REFL SH TP 9	190	18	3420	
636-2070	LF	GALV STEEL POSTS, TP 7	540	8	4320	
641-1100	LF	GUARDRAIL, TP T	104	35	3640	
641-5012	EA	GUARDRAIL ANCHORAGE, TP 12	2	1820	3640	
643-1132	LF	CH LK FEN,ZC COAT, 4', 9 GA	200	30	6000	
653-1704	LF	THERM SOLID TRAF STRIPE,24",WH	60	4	240	
653-1804	LF	THERM SOLID TRAF STRIPE, 8",WH	1350	2	2700	
668-1100	EA	CTCH BASIN, GP 1	40	2030	81200	
668-1110	LF	CATCH BASIN, GP 1, ADDL DEPTH	17	168	2856	
668-2100	EA	DROP INLET, GP 1	3	1711	5133	
668-2110	LF	DROP INLET, GP 1, ADDL DEPTH	1	166	166	
668-5000	EA	JUNCTION BOX	5	1740	8700	
611-3000	EA	RECONSTR CATCH BASIN, GROUP 1	1	1743	1743	
682-9020	EA	ELEC JCT BOX	145	821	119045	
682-6222	LF	CONDUIT, NONMETL, TP 2, 2 IN	11100	6	66600	
700-6910	AC	PERMANENT GRASSING	6	588	3528	
163-0232	AC	TEMPORARY GRASSING	3	435	1305	
700-8000	TN	FERTILIZER MIXED GRADE	5	375	1875	
163-0240	TN	MULCH	90	237	21330	
700-8100	LB	FERTILIZER NITROGEN CONTENT	40	1	40	
700-7000	TN	AGRICULTURAL LIME	10	69	690	
702-7501	LF	TREE PROTECTION BARRIER,TP 1	16	2	32	
163-0528	LF	CONSTR AND REM FAB CK DAM -TP C SLT FN	800	3	2400	
163-0300	EA	CONSTRUCTION EXIT	4	1250	5000	
163-0503	EA	CONSTR AND REMOVE SILT CONTROL GATE,TP	3	367	1101	
165-0010	LF	MAINT OF TEMP SILT FENCE, TP A	5000	0.48	2400	
165-0041	LF	MAINT OF CHECK DAMS - ALL TYPES	200	1.26	252	
165-0087	EA	MAINT OF SILT CONTROL GATE, TP 3	3	124	372	
165-0101	EA	MAINT OF CONST EXIT	4	539	2156	
167-1000	EA	WATER QUALITY MONITORING AND SAMPLING	4	460	1840	
167-1500	MO	WATER QUALITY INSPECTIONS	18	956	17208	
171-0010	LF	TEMPORARY SILT FENCE, TYPE A	10000	0.85	8500	
163-0550	EA	CONS & REM INLET SEDIMENT TRAP	4	112	448	
165-0105	EA	MAINT OF INLET SEDIMENT TRAP	4	51	204	
716-2000	SY	EROSION CONTROL MATS, SLOPES	1500	0.95	1425	
710-9000	SY	PERM SOIL REINFORCING MAT	400	4	1600	
				Total	\$	1,895,005.70

**GEORGIA DEPARTMENT OF TRANSPORTATION
PRELIMINARY ROW COST ESTIMATE SUMMARY**

Date: 3/13/2015 Project: New Hope Road
 Revised: County: Fulton
 PI: 12637

Description: Add curb and gutter on both sides of New Hope Road
 Project Termini: From Boat Rock Road to Danforth Road

Existing ROW: 50
 Parcels: 80 Required ROW: 50

Land and Improvements _____ \$201,562.50

Proximity Damage	\$0.00
Consequential Damage	\$5,000.00
Cost to Cures	\$0.00
Trade Fixtures	\$0.00
Improvements	\$40,000.00

Valuation Services _____ \$301,250.00

Legal Services _____ \$504,000.00

Relocation _____ \$160,000.00

Demolition _____ \$0.00

Administrative _____ \$670,000.00

TOTAL ESTIMATED COSTS _____ \$1,836,812.50

TOTAL ESTIMATED COSTS (ROUNDED) _____ \$1,837,000.00

Preparation Credits	Hours	Signature

Prepared By: Deshone Alexander CG#: 286999 05/05/2015 (DATE)

Approved By: Deshone Alexander CG#: 286999 05/05/2015 (DATE)

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

Preliminary Utility Cost Estimate

Date: 2/23/2015
Project: New Hope Road Sidewalks
Project No. N/A

P.I. Number: 0012637
Project Termini: SR 155/Campbellton Rd to Danforth Road

Project Description: The project will add curb and gutter, a 2-foot grass strip, and a 6-foot sidewalk on both sides of New Hope Road from the current GDOT Roundabout Project (PI 731830) at the intersection of Campbellton Road and extend to the New Hope intersection with Danforth Road.

Facility Owner	Non-Reimbursable	Reimbursable
Fulton County Sewer	\$ 0,000 *	
ATT	\$20,000	
Georgia Power		\$100,000
Atlanta Gas Light	\$ 0,000	
Comcast	\$20,000	
Atlanta Water	\$ 0,000 *	

*Atlanta Water and Fulton County Sewer adjustments will be made as part of the construction contract.

The Total reimbursable Utility Cost Estimate (Concept) = \$100,000

Ballerstedt, Andy

From: Brooker, Lewis <lbrooker@dot.ga.gov>
Sent: Tuesday, March 17, 2015 2:02 PM
To: James, Xavier; Allen, Patrick
Cc: Witherspoon, Sharon; Allen, Patrick
Subject: RE: PI 0012637 CR 1393/NEW HOPE ROAD FROM SR 166 TO CR 3343/VERSAILLES ROAD (Utility Cost Estimate Request Update)

Xavier, I concur with the utility cost estimate in the concept report.

From: James, Xavier
Sent: Tuesday, March 17, 2015 12:36 PM
To: Allen, Patrick; Brooker, Lewis
Subject: RE: PI 0012637 CR 1393/NEW HOPE ROAD FROM SR 166 TO CR 3343/VERSAILLES ROAD (Utility Cost Estimate Request Update)

Lewis,

Attached is the concept report for the project Mr. Allen referenced.

Thanks

Xavier M. James
Project Manager
Office of Program Delivery
Georgia Department of Transportation
600 West Peachtree Street, 25th Floor
Atlanta, GA 30308
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From: Allen, Patrick
Sent: Tuesday, March 17, 2015 12:00 PM
To: Brooker, Lewis
Cc: James, Xavier
Subject: RE: PI 0012637 CR 1393/NEW HOPE ROAD FROM SR 166 TO CR 3343/VERSAILLES ROAD (Utility Cost Estimate Request Update)

Lewis,

The consultant should've included an estimate in the Concept Report- we need to review and provide comment or concurrence. If you need additional info reach out to Xavier.

Patrick Allen, P.E.
District Traffic Engineer/Asst District Engineer
District 7
5025 New Peachtree Rd
Chamblee, GA 30341
770-986-1765

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE P.I. No. **0012637** OFFICE **Program Delivery**

PROJECT DESCRIPTION

CR 1393/NEW HOPE ROAD FROM SR 166 TO DANFORTH ROAD

DATE **May 28, 2015**

From: **Albert V. Shelby III, Program Delivery Engineer**

To: Lisa L. Myers, State Project Review Engineer

Subject: **REVISIONS TO PROGRAMMED COSTS**

PROJECT MANAGER **Xavier James** MGMT LET DATE **3/15/2019**
MGMT ROW DATE **12/15/2016**

PROGRAMMED COSTS (TPro W/OUT INFLATION)

LAST ESTIMATE UPDATE

CONSTRUCTION	\$	2,000,000.00	DATE	12/23/2014
RIGHT OF WAY	\$	300,000.00	DATE	12/23/2014
UTILITIES	\$	100,000.00	DATE	1/17/2014

REVISED COST ESTIMATES

CONSTRUCTION*	\$	2,188,731.58
RIGHT OF WAY	\$	1,837,000.00
UTILITIES	\$	100,000.00

*Cost Contains **10** % Contingency

REASONS FOR COST INCREASE AND CONTINGENCY JUSTIFICATION:

A 10% contingency was used, which represents the high end of the Bicycle/Pedestrian project type range in the concept stage. The high range was chosen due to the complexity of the project construction with narrow roadway travel lanes and additional urban drainage.

CONTINGENCY SUMMARY

A. CONSTRUCTION COST ESTIMATE:	\$	1,895,005.70	Base Estimate From CES	
B. ENGINEERING AND INSPECTION (E & I):	\$	94,750.29	Base Estimate (A) x	5 %
C. CONTINGENCY:	\$	198,975.60	Base Estimate (A) + E & I (B) x	10 %
			See % Table in "Risk Based Cost Estimation" Memo	
D. TOTAL LIQUID AC ADJUSTMENT:	\$	-	Total From Liquid AC Spreadsheet	
E. CONSTRUCTION TOTAL:	\$	2,188,731.58	(A + B + C + D = E)	

REIMBURSABLE UTILITY COSTS

UTILITY OWNER	REIMBURSABLE COST
Georgia Power	\$ 100,000.00
TOTAL	\$ 100,000.00

ATTACHMENTS:

MEETING MINUTES

Project: PI 0012637 New Hope Sidewalks
Purpose: Review Schedule and Draft Concept Report
Place: GDOT – 25th Floor
Meeting Date: January 22nd, 2015
Prepared By: Andrew Ballerstedt

In Attendance: Andrew Ballerstedt – Qk4
Ernest Slaughter – Fulton County
Gabrielle Williams – GDOT Office of Design Policy & Support
Xavier James – GDOT Project Manager

Xavier began the meeting by discussing the project schedule. We can use this as a base to develop our schedule.

Next, we began to review the Draft Concept Report developed by Qk4.

- Gabrielle mentioned that the GDOT roundabout project should be shown on the map.
- Ernest mentioned the area near the lake, that impacts should be kept to a minimum by reducing the shoulder width and using guardrail and/or possibly shifting the alignment to only impact one side of the road.
- Gabrielle said we should show a range on the typical sections for shoulder width and cut/fill slopes.
- Gabrielle asked Ernest if the project is part of the Fulton County Bike Plan – he will check with Roussan Francois, with the County Planning Department.
- Gabrielle questioned there would be no FHWA design exception, asked to double check to be sure we would not need a shoulder width exception.
- Gabrielle mentioned that a zero needed to be added to the GDOT PI number and that the pages need to be numbered. She will send a copy of an approved concept report for reference.
- Gabrielle said that the GDOT D7 office utility engineer will develop the utility cost estimate and the GDOT R/W office will develop the right of way cost estimate.
- Ernest mentioned they may want to move some poles to avoid clutter with possible proposed pedestrian lighting that may come after this project.
- Gabrielle mentioned that the environmental CE document must be approved before the L&D can be submitted.

MEETING MINUTES

- Ernest asked what type III project meant and why it qualifies for noise screening. Andy will check with their environmental sub-consultant. (note: Todd Hill has responded that a noise screening memo will be required as part of the environmental studies - no noise increase is anticipated since the project is non-motorized).
- Gabrielle mentioned that there is a specific format for the cost estimate and to look under Engineering Services on the GDOT web site to find the template
- Andy asked about the MS4 hydro requirement for the concept report and what they would be looking for. Gabriel said she would check into that and try to find an example.
- Gabrielle mentioned that the concept report is far enough along that we should send in an official submittal and she will review and comment on it. We should submit to Xavier.

MEETING MINUTES

Project: PI 0012637, New Hope Sidewalks
Purpose: Concept Team Meeting
Place: GDOT – Room 409
Meeting Date: April 9, 2015, 10:00am
Prepared By: Andrew Ballerstedt
In Attendance: Xavier James – GDOT Project Manager
Andrew Ballerstedt – Qk4
Roger Wade – Qk4
Ernest Slaughter – Fulton County
Katelyn DiGioia – GDOT Traffic Operations
Tim Evans – GDOT District 7 Construction
Tanisha Georges – GDOT
Ken Werho – GDOT TC/TMC
Chris Raymond – GDOT
Ryan Handley – GDOT
Matt Sanders – GDOT Value Engineering
Quinton L. Spann – GDOT Planning
Bobby Hilliard – GDOT Program Control

The meeting began with Mr. James introducing himself and giving an overview of the project scope, which is to add curb and gutter and sidewalks on New Hope Road, and the project limits, which are from Campbellton Road to Danforth Road. He then asked for everyone at the meeting to introduce themselves.

After the introductions, Mr. Ballerstedt passed out the draft concept report and supplemental material while Mr. Wade brought the project up on Google Streetview.

Mr. Ballerstedt then gave an overview of the project's primary challenges, which will be to avoid impacts to the brick mailboxes near the road and to the two stream crossings with box culverts.

Mr. Werho asked how we were going to handle the driveways in conjunction with the mailboxes. He stated that the Department has had some difficulty constructing the curb required for the A2 Valley Gutter driveway apron as it will have no curb to tie-in to on the driveway. The A1 Dustpan Valley Gutter detail will also pose challenges in the tight rolling terrain. He suggested that we bring the roadway curb down to grade at the point where the sidewalk ties into the driveway and eliminate the ramp and reconstructing the driveway with valley gutters. The result would be simpler construction and reduced costs.

Qk4 agreed that this would be a good solution, and there was further discussion on how to incorporate that into the design. The driveways would be reconstructed to meet ADA standards as required.

MEETING MINUTES

There was also further discussion about the driveway widths. It was determined that new Valley Gutter driveways would be 14' maximum, and that existing driveways would remain at their current width if no Valley Gutter was used.

Mr. Werho asked about the required 4' shoulder behind the sidewalk, as described in the GDOT Pedestrian Guide. Mr. Ballerstedt stated that with the rolling topography, this would significantly add to the easement areas. Mr. Slaughter asked if we would need to request a design variance for a reduced shoulder. Mr. Werho stated that this would not be a design variance situation, but we need to make this the project typical section and expect a comment at PFPR in areas where it is not met.

The discussion then turned to examining the conditions as displayed on streetview. The project will begin at the tie-in of a GDOT roundabout project at the Cambellton Road/Boat Rock Road/New Hope Road intersection. Mr. James mentioned that we are holding a Public Information Open House in conjunction with the roundabout project. He also mentioned that the programmed limits are only up to Versailles Road and will be updated to Danforth Road once the concept report is approved.

Mr. Wade highlighted some areas of interest on streetview where there may be impact challenges, including mailboxes and walls. One property has a large iron and brick fence parallel to the road, where a wall may be required to avoid impacts to the fence. Another property has a brick entrance wall that extends up to the edge of pavement and will be impossible to avoid. The wall has the mailbox incorporated into the structure.

The discussion then turned to the box culverts and the potential impacts. Mr. Ballerstedt stated that it is Qk4's desire to construct walls over the culverts to avoid extending them. One crossing would require the sidewalk to be reduced to approximately 4.5-feet, and the other crossing could have the full 6-foot wide sidewalk. Mr. Sanders questioned that the concept report included extending the culverts, and Mr. Ballerstedt explained that the decision to construct walls instead was a late development and is not yet reflected on the current draft Concept Report.

Mr. Werho stated that he would prefer the sidewalk did not go behind the guardrail and that the wall serve as the barrier. He and Mr. Wade discussed further the detail on how this could be accomplished.

Mr. Sanders asked if the sidewalk would be 6' or 5' wide, the concept report shows both. Mr. Ballerstedt responded that the County requested that the sidewalks be changed to 6' and, again, the concept report has not been completely updated. Mr. Sanders questioned the need for the 6' sidewalk. Mr. Slaughter responded that the community wants the 6' sidewalks, and that the sidewalks will tie-in to 6' sidewalks on Danforth Road. Mr. Ballerstedt mentioned that to the south, the Campellton Road sidewalks will be 10' wide, and the roundabout sidewalks will be 8' wide.

Public Input to date

Mr. Ballerstedt spoke about the public input to date, which included two open house meetings in 2005 for the Campbellton Road, Boat Rock Road, and New Hope Road Sidewalks. Qk4 also conducted a PIOH for the roundabout project in 2010. Mr. James said that a dual PIOH for both the roundabout and New Hope sidewalks will be held in July.

MEETING MINUTES

Environmental

Mr. James noted that no one from the environmental office was present and that we would need to meet with them to discuss impacts. Mr. Ballerstedt stated that Qk4's subconsultant, GT Hill, expects the project to be a Categorical Exclusion and does not expect any significant impacts. Mr. Hilliard stated that the project may not be a Categorical Exclusion.

It was agreed that a field meeting should be conducted next week with OEL and the environmental consultant.

The team discussed the possibility of the project being split if it is determined that the environmental process will take an excessive amount of time. One section of the project could be built immediately. Bobby Hilliard indicated that the project may require an approved Environmental Assessment.

Right-of-Way

Mr. Werho stated that the typical should be a 4' shoulder behind the sidewalk with a 4:1 tie-in slope and temporary easement. He added that this needs to be addressed early for environmental impacts.

Utilities

Mr. James then went over the utility comments, stating that enough right-of-way should be purchased for the utilities.

Maintenance of Traffic & Constructability

Mr. Werho discussed the difficulty of constructing this project with such narrow lanes. With barrels and flagmen, the one lane width could be significantly reduced and temporary pavement may be required. This will create additional difficulty with the presence of brick mail boxes close to the road, where temporary pavement width will not work.

Mr. Werho asked if construction could be performed at night. Mr. Ballerstedt stated it could not be performed at night due to the residential nature of the project area.

Mr. Werho stated that the construction hours should be between 9:00am to 2:00pm because of the presence of two schools.

Construction Cost Estimate

Mr. Sanders noted that the amounts shown in the Funding Responsibilities Table do not add up to the amounts in the cost estimate. Mr. Ballerstedt responded that the amounts in the table are the current programmed amounts for the shorter limits from Campbellton Road to Versailles Road. Mr. Sanders explained that this did not matter, the remainder should be shown as the County's contribution, and, once the concept report is approved, the programmed limits of the project will be updated.

Mr. Sanders also asked Qk4 to confirm that all descriptions of the concept report, once updated, involving the construction of the culverts and/or walls are reflected in the cost estimate. The cost estimate shows no extension of the culverts, but it is still mentioned in the concept report.

MEETING MINUTES

Mr. Sanders questioned the Rationale of not implementing Alternative 1, and thought the wording was confusing. He said it sounds like we are not replacing the existing sidewalk for connectivity reasons and this section should be rewritten.

Project Schedule

Mr. James said that the overall project schedule will be driven by the environmental approval and right-of-way acquisition. Mr. Ballerstedt mentioned that the project has up to 80 parcels that will require property acquisition.

Mr. Hilliard mentioned using the GDOT risk management tool to help assess risks based on historical data, and to contribute to the historical data for future projects.

As the meeting wrapped up, Mr. Slaughter requested that the minutes from the environmental meeting be included with this meeting's minutes. It was decided that the draft meeting minutes from this concept team meeting would be sent out for comments prior to the field meeting next week, then both the meeting minutes from that meeting and comments from this meetings attendees would be addressed in the final meeting minutes.

MEETING MINUTES

Project: New Hope Road Sidewalks

Purpose: Concept field meeting to discuss potential environmental and hydrologic issues

Place: Project Site

Meeting Date: 04/16/2015

Prepared By: Andrew Ballerstedt

In Attendance: Andrew Ballerstedt – Qk4
Erin Murphy – GT Hill Planners
Ernest Slaughter – Fulton County
Xavier James- Georgia DOT
Bobby Dollar – Georgia DOT
Tshiamala Katala – Georgia DOT
Sharilyn Meyers – Georgia DOT

The group met at the Citgo gas station at the southern end of the project and then moved to the stream crossing at station 140+00.

Mr. Ballerstedt explained that the goal is to install walls with parapet barriers at the back of the sidewalk on each side to avoid extending the culvert. A 5' wide sidewalk with no grass strip can be placed here using this method.

Mr. Slaughter noted a tree close to the culvert that may require removal. Mr. Ballerstedt agreed that the tree could not be worked around and would almost certainly need to be removed. Ms. Murphy stated that the area had many potentially historic properties and could be classified as a historic district. Tree removal on historic properties should be kept to a minimum. Although an arborist was not at the meeting, the team agreed that the tree did not look to be in good shape.

Ms. Murphy reminded us that tree removal will be a factor in the environmental document, especially for the southern portion due to the number of potentially historic properties.

Mr. Slaughter noted that the walls will need to be extended past the limits of the culvert in order to avoid impacts to the lake.

Mr. Katala noted that, if the culvert is not extended, then it will not need to be included in the hydrology report. Outfalls for the drainage system will occur on the downstream side of the roadway. Provisions in the walls will be required in case stream overtopping of the road occurs.

The group noted a drainage ditch at the north side of the culvert that may be used as the outfall for the drainage system on that side. Ms. Murphy noted that EPD would need to verify if it should be classified as an intermittent stream or ephemeral channel, she anticipates a stream buffer variance will be required and not a 404 permit.

MEETING MINUTES

The group then moved to the stream crossing at station 122+60.

Mr. Ballerstedt noted that this culvert is slightly longer than the first culvert and that 6' wide sidewalks could be achieved with the same walls described for the culvert crossing at station 140+00.

Mr. Katala noted that this stream crossing is not a FEMA studied stream.

The team noted significant erosion at the downstream outlet of the culvert. Water is currently dropping approximately 2' from the outlet invert of the culvert, and there is no base across the entire box, nor along most of the wingwalls. It cannot be determined how far back the erosion has occurred, but it appears very significant.

Mr. Slaughter agreed that this situation needed to be fixed soon and wouldn't be included as part of this project. This will be treated as a maintenance project for Fulton County.