

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

OFFICE OF DESIGN POLICY & SUPPORT INTERDEPARTMENTAL CORRESPONDENCE

FILE P.I. # 0012671
Fulton County
GDOT District 7 - Metro Atlanta
Signal Upgrades: SR 6 – 4 Locations;
SR 14 – 2 locations; and SR 14 ALT –
3 Locations

OFFICE Design Policy & Support
DATE 11/26/2014

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
Bobby Hilliard, Program Control Administrator
Cindy VanDyke, State Transportation Planning Administrator
Hiral Patel, State Environmental Administrator
Kathy Zahul, State Traffic Engineer
Angela Robinson, Financial Management Administrator
Lisa Myers, State Project Review Engineer
Charles "Chuck" Hasty, State Materials Engineer
Mike Bolden, State Utilities Engineer
Richard Cobb, Statewide Location Bureau Chief
Rachel Brown, District Engineer
Scott Lee, District Preconstruction Engineer
Patrick Allen, District Utilities Engineer
Carleton Fisher, Project Manager
BOARD MEMBER - 5th and 13th Congressional Districts

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

Project Type: <u>Reconstruction/ Rehabilitation</u>	P.I. Number: <u>0012671</u>	
GDOT District: <u>7</u>	County: <u>Fulton</u>	
Federal Route Number: <u>29</u>	State Route Number: <u>6, 14, 14 Alt, 70</u>	

SR 6 @ 4 LOC; SR 14 @ 2 LOC & SR 14 ALT @ 3 LOC IN FULTON CO

Submitted for approval:

Michael R. Holt, PE <u><i>Michael R. Holt</i></u>	<u>8.29.14</u> DATE
Parsons Brinckerhoff, Inc.	
State Program Delivery Engineer <u><i>Albert Shelby</i></u> <i>KWN</i> <i>(SR)</i>	<u>9.29.14</u> DATE
GDOT Project Manager <u><i>[Signature]</i></u>	<u>9-8-14</u> DATE

Recommendation for approval:

* <u><i>HIRAL PATEL</i></u> State Environmental Administrator	<u>10/8/2014</u> DATE
State Traffic Engineer	DATE

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

* <u><i>CHLOTHIA L. VANDYKE</i></u> State Transportation Planning Administrator	<u>10/8/2014</u> DATE
--	--------------------------

Approval:

Concur: <u><i>[Signature]</i></u> GDOT Director of Engineering	<u>11/17/14</u> DATE
Approve: <u><i>[Signature]</i></u> GDOT Chief Engineer	<u>11/19/14</u> DATE

PLANNING & BACKGROUND DATA

Project Justification Statement: The following intersections located in Fulton County have been identified by The Office of Traffic Operation as high priority for minor intersection improvements. The proposed project is to be included in the Regionwide Signal Upgrade Program Lump Sum. The original scope of work included nine intersections but has since been reduced and changed to the following eight:

- SR 14 / Roosevelt Hwy @ Gresham Street
- SR 14 / Roosevelt Hwy @ Ben Hill Road
- SR 6 / Camp Creek Pkwy @ SR 70 / Fulton Industrial Blvd
- SR 6 / Camp Creek Pkwy @ Enon Road
- SR 6 / Camp Creek Pkwy @ Merk Road
- SR 6 / Camp Creek Pkwy @ Butner Road
- SR 14 / Roosevelt Hwy @ Welcome All Road
- SR 14 Alt / S Fulton Pkwy @ Stone Wall Tell Road

The District has noted obsolete equipment and ADA compliance as reason to upgrade each intersection. The project will upgrade equipment, accommodate pedestrians, and update pedestrian facilities to meet current ADA standards. The Office of Traffic Operations has justified these upgrades based on the following deficiencies: pedestrian accommodations, ADA compliance, old conductor cable, 332 cabinet w/2070, support poles/mast arms, utility issues, and signal interconnect.

The standard project limits will be 200 feet from the center point of the intersection; should setback loops need replacement, the project limits will be 500 feet from the center point of the intersection. If setback loops are present, the survey should include the edge of pavement and property lines to the setback loop. Standard erosion control details should be used. Traffic studies are not needed for this project. The scope of this project will be limited to equipment upgrades, pedestrian accommodations, and updating pedestrian facilities to meet ADA standards. Funding is provided by ARC. All communications and meetings involving this project should include the Office of Traffic Operations.

Existing conditions:

Mainline Design Features: SR 14 / US 29 / Roosevelt Hwy from Gresham St to Ben Hill Rd

SR 14 / Roosevelt Hwy is an undivided roadway with two 11 foot lanes in each direction, and left-turn lanes at most intersections along the segment. A 14 foot flush two-way left-turn lane starts near Fairburn Ave and continues north to South Fulton Pkwy. The speed limit is 45 mph along this segment. East of the interchange with South Fulton Pkwy, SR 14 merges to one 11 foot lane in each direction, and continues as such through its intersection with Ben Hill Rd. There are no exclusive left or right-turn lanes at the intersection of Ben Hill Rd. Limited segments of sidewalk exist on SR 14, but no sidewalks exist at the intersections of the planned signal upgrades. The traffic signals are currently strain pole and spanwire construction.

Mainline Design Features: SR 14 Alt / South Fulton Pkwy @ Stonewall Tell Rd

SR 14 Alt / South Fulton Pkwy is a median separated roadway with two 12 foot lanes in each direction that runs eastbound and westbound, and a 44 foot depressed grass median. Left and right-turn lanes exist at the intersection of Stonewall Tell Rd. The speed limit along this segment is

County: Fulton

55 mph and no sidewalks exist at the intersection. The traffic signals are currently strain pole and spanwire construction.

Mainline Design Features: SR 6 / Camp Creek Pkwy from Enon Rd to Butner Rd

SR 6 / Camp Creek Pkwy is a median separated roadway with two 12 foot lanes in each direction that runs eastbound and westbound, with a 44 foot depressed grass median. Left and right-turn lanes exist at the intersections along the segment. The speed limit along this segment is 55 mph and no sidewalks exist at the intersections. On the northeast corner of the intersection of SR 6 and Butner Rd, a 10 foot bicycle trail starts approximately 120 feet to the north. The traffic signals are currently strain pole and spanwire construction.

Mainline Design Features: SR 6 / Camp Creek Pkwy @ SR 70 / Fulton Industrial Blvd

SR 6 / Camp Creek Pkwy is a median separated roadway with two 12 foot lanes in each direction, with a 44 foot depressed grass median. Dual left and single right-turn lanes exist at the intersection of SR 70. The speed limit along this segment is 55 mph. No sidewalks exist along this segment of SR 6. The traffic signal is currently strain pole and spanwire construction, with horizontal signal heads.

Side Road Design Features: Gresham St @ SR 14 / US 29 / Roosevelt Hwy

Gresham St is an undivided roadway with one 12 foot lane in each direction. No turn lanes exist at the intersection of Roosevelt Hwy. The south leg of the intersection has a gated at-grade railroad crossing. A 5 foot sidewalk extends from the northeast corner of the intersection to the north. The speed limit of Gresham Rd is 25 mph. Crosswalks exist across the north and west legs of the intersection.

Side Road Design Features: Ben Hill Rd @ SR 14 / US 29 / Roosevelt Hwy

Ben Hill Rd is an undivided roadway with one 11 foot lane in each direction. No turn lanes exist at the intersection of Roosevelt Hwy. Sidewalks extends to the north starting about 125 feet north of the intersection. The east sidewalk is 10 feet wide, and the west sidewalk is 5 feet wide. The posted speed limit of Ben Hill Rd is 35 mph. Crosswalks exist across the north and west legs of the intersection.

Side Road Design Features: SR 70 / Fulton Industrial Blvd (N-S) @ SR 6 / Camp Creek Pkwy (E-W)

SR 70 / Fulton Industrial Blvd is a median separated roadway with three 12 foot lanes in each direction. Just past the intersection of SR 6, one of the lanes in each direction becomes a right-turn only lane into a side road. Dual left and single right-turn lanes exist at the SR 6 intersection. The speed limit along this segment is 45 mph. 5 foot sidewalks exist in the northwest corner and northeast corner of the intersection and extend to the north. A 6 foot sidewalk exists on the southwest corner of the intersection and extends to the south. No crosswalks exist at this intersection.

Side Road Design Features: Enon Rd @ SR 6 / Camp Creek Pkwy

Enon Rd is an undivided roadway with one 11 foot lane in each direction. A southbound right-turn lane exists at the intersection with SR 6. No sidewalks exist along this segment and the speed limit is 45 mph. A crosswalk with no pedestrian signals exists across the west leg of the intersection.

Side Road Design Features: Merk Rd @ SR 6 / Camp Creek Pkwy

Merk Rd is an undivided roadway with one 11 foot lane in each direction. No sidewalks exist along Merk Rd along this segment and the speed limit is 35 mph. Crosswalks with no pedestrian signals exist along the north, east, and west legs of the intersection.

Side Road Design Features: Butner Rd @ SR 6 / Camp Creek Pkwy

Butner Rd is an undivided roadway with one 11 foot lane in each direction. No sidewalks exist along Butner Rd along this segment and the speed limit is 45 mph. Crosswalks exist across all legs of the intersection. A narrow bridge with a posted weight limit exists immediately to the south of the intersection. A separate local project plans to widen the bridge to add an additional lane and sidewalks.

Side Road Design Features: Welcome All Rd @ SR 14 / US 29 / Roosevelt Hwy

Welcome All Rd is an undivided roadway with one 11 foot lane in each direction, and a southbound left-turn lane at the intersection of Roosevelt Hwy. A 4 foot sidewalk at the northeast corner of the intersection along this segment and the speed limit is 40 mph. A crosswalk exists across the west leg of the intersection; pedestrian signals with no crosswalks exist across the east leg of the intersection.

Side Road Design Features: Stonewall Tell Rd @ SR 14 Alt / South Fulton Pkwy

Stonewall Tell Rd is an undivided roadway with one 12 foot lane in each direction, and a southbound left-turn lane at the intersection of SR 14 Alt. No sidewalks exist along this segment and the speed limit is 35 mph. No crosswalks exist at this intersection.

Other projects in the area:

PI # 0002101 - SR 70;SR 154; SR 166;CR 4797&CR 4798-ENHANCED RECOVERY AREA

The project proposes to construct enhanced recovery areas in district 7 on SR 70, SR 154 and SR 166.

PI # 720960- SR 70 FROM CAMP CK PKWY TO SCL RR

No project description is available on TransPi. Construction is listed as long range (LR1).

PI # 751710- SR 70/FUL IND FM CR 869/INTERCHANGE DR TO SR 8/INCL CRK BR

Project MLP-70(25) Fulton County consists of widening and reconstructing SR 70/Fulton Industrial Boulevard from existing two and four lanes to four and six lanes with a 20 foot wide raised median. The typical section also consists of curb & gutter and sidewalks on both sides with left and right turn lanes as required. In addition, the existing bridge at Sandy Creek will be replaced. The proposed bridge will be stage constructed to maintain traffic. The project is listed as under construction, but the punch list completion date was 11/30/2010. The site visit revealed the work as complete.

PI # 752700- SR 6 FROM CHATTAHOOCHEE RIVER E TO I-285

No project description is available on TransPi. Construction is listed as long range (LR2).

PI # 742890- SR 14 FROM SR 14 SPUR TO OLD NATIONAL HWY

No project description is available on TransPi. Construction is listed as long range (LR2).

PI # M004693 - SR 6/CAMP CREEK PKWY NB@SR70/FULTON IND BLVD INSTALL MEDIAN

No project description is available on TransPi. Construction was listed as 2013, but construction status report is incomplete. A site visit revealed that a concrete median has been constructed on the south leg of the intersection, and construction of the project may be complete.

PI # M004931 - SR 70 FROM SR 154 TO SR 139

No project description or other information is available on TransPi.

PI # M004540 - SR 14 FM 0.04 MI S OF CR 541/ORCHARD DR TO 0.14 MI N OF SR 6

This project is the resurfacing of S.R. 14. This section of S.R. 14 needs resurfacing because the existing pavement is deteriorating. S.R. 14 was last resurfaced in 1997. Construction is listed as 95.72% complete with a completion date of 1/31/2014. The site visit revealed the work as complete.

Description of the proposed project:

The purpose of this task order consists of developing traffic signal plans for the upgrade of eight (8) existing traffic signal installations in Fulton County. The work shall consist of concept development, database preparation, environmental documentation (including re-evaluation), development and submission of preliminary construction plans, final construction plans, right-of-way (ROW) plans, utility plans, and final plans documents. The intersections are listed below:

1. SR 14/ US 29/ Roosevelt Hwy @ Gresham Street
2. SR 14/ US 29/ Roosevelt Hwy @ Ben Hill Road
3. SR 6/Camp Creek Pkwy @ SR 70/ Fulton Industrial Blvd
4. SR 6/Camp Creek Pkwy @ Enon Road
5. SR 6/Camp Creek Pkwy @ Merk Road
6. SR 6/Camp Creek Pkwy @ Butner Road
7. SR 14/ US 29/ Roosevelt Hwy @ Welcome All Road
8. SR 14 Alt/ South Fulton Pkwy @ Stonewall Tell Road

MPO: Atlanta Regional Commission (ARC)

TIP #: N/A

TIA Regional Commission: Not a TIA Project

Congressional District(s): 5, 13

Federal Oversight: Exempt State Funded Other

Projected Traffic: N/A

Current Year (20WW): N/A Open Year (20XX): N/A Design Year (20YY): N/A
Traffic Projections Performed by: N/a

Functional Classification (Mainline): Urban Principal Arterial

- **SR 6 / Camp Creek Pkwy at**
 - SR 70 / Fulton Industrial Blvd
 - Enon Rd
 - Merk Rd
 - Butner Rd
- **SR 14 / US 29 / Roosevelt Hwy at**
 - Gresham St
 - Welcome All Rd
- **SR 14 Alt / South Fulton Pkwy at**
 - Stonewall Tell Rd

Functional Classification (Mainline): Urban Minor Arterial Street

- **SR 14 / US 29 / Roosevelt Hwy at**
 - Ben Hill Rd

Functional Classification (Side Street): Urban Principal Arterial

- **SR 70 Fulton Industrial Blvd at SR 6 / Camp Creek Pkwy**

Functional Classification (Side Street): Urban Minor Arterial Street

- **Welcome All Rd at SR 14 / US 29 / Roosevelt Hwy**
- **Butner Rd at SR 6 / Camp Creek Pkwy**
- **Stonewall Tell Rd at SR 14 Alt / South Fulton Pkwy at**

Functional Classification (Side Street): Urban Collector Street

- **Enon Rd** at SR 6 / Camp Creek Pkwy

Functional Classification (Side Street): Urban Local Road

- **Ben Hill Rd** at SR 14 / US 29 / Roosevelt Hwy
- **Gresham St** at SR 14 / US 29 / Roosevelt Hwy
- **Merk Rd** at SR 6 / Camp Creek Pkwy

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

Warrants met: None Bicycle Pedestrian Transit

DESIGN AND STRUCTURAL

Mainline Design Features: SR 14 / US 29 / Roosevelt Hwy from Gresham St to Ben Hill Rd

Feature	Existing	Standard*	Proposed
Typical Section			
- Number of Lanes	2-4		N/A
- Lane Width(s)	11'		N/A
- Median Width & Type	14' Flush		N/A
- Outside Shoulder or Border Area Width	N/A		N/A
- Outside Shoulder Slope	N/A		N/A
- Inside Shoulder Width	N/A		N/A
- Sidewalks	Limited Segments		N/A
- Auxiliary Lanes	Yes (Left and Right Turn Lanes)		N/A
- Bike Lanes	None		N/A
Posted Speed	45 mph		N/A
Design Speed	N/A		N/A
Min Horizontal Curve Radius	N/A		N/A
Maximum Superelevation Rate	N/A		N/A
Maximum Grade	N/A		N/A
Access Control	N/A		N/A
Design Vehicle	N/A		N/A
Signal Design	Spanwire		Mast Arm

*According to current GDOT design policy if applicable

Mainline Design Features: SR 14 Alt / South Fulton Pkwy @ Stonewall Tell Rd

Feature	Existing	Standard*	Proposed
Typical Section			
- Number of Lanes	4		N/A
- Lane Width(s)	12'		N/A
- Median Width & Type	44' Depressed Grass		N/A
- Outside Shoulder or Border Area Width	N/A		N/A
- Outside Shoulder Slope	N/A		N/A
- Inside Shoulder Width	N/A		N/A
- Sidewalks	None		N/A
- Auxiliary Lanes	Yes (Left and Right Turn Lanes)		N/A
- Bike Lanes	None		N/A
Posted Speed	55 mph		N/A
Design Speed	N/A		N/A
Min Horizontal Curve Radius	N/A		N/A
Maximum Superelevation Rate	N/A		N/A
Maximum Grade	N/A		N/A
Access Control	N/A		N/A
Design Vehicle	N/A		N/A
Signal Design	Spanwire		Spanwire

Mainline Design Features: SR 6 / Camp Creek Pkwy from Enon Rd to Butner Rd

Feature	Existing	Standard*	Proposed
Typical Section			
- Number of Lanes	4		N/A
- Lane Width(s)	12'		N/A
- Median Width & Type	44' Depressed Grass		N/A
- Outside Shoulder or Border Area Width	N/A		N/A
- Outside Shoulder Slope	N/A		N/A
- Inside Shoulder Width	N/A		N/A
- Sidewalks	None		N/A
- Auxiliary Lanes	Yes (Left and Right Turn Lanes)		N/A
- Bike Lanes	None		N/A
Posted Speed	55 mph		N/A
Design Speed	N/A		N/A
Min Horizontal Curve Radius	N/A		N/A
Maximum Superelevation Rate	N/A		N/A
Maximum Grade	N/A		N/A
Access Control	N/A		N/A
Design Vehicle	N/A		N/A
Signal Design	Spanwire		Spanwire

*According to current GDOT design policy if applicable

Mainline Design Features: SR 6 / Camp Creek Pkwy @ SR 70 / Fulton Industrial Blvd

Feature	Existing	Standard*	Proposed
Typical Section			
- Number of Lanes	6		N/A
- Lane Width(s)	12'		N/A
- Median Width & Type	44' Depressed Grass		N/A
- Outside Shoulder or Border Area Width	N/A		N/A
- Outside Shoulder Slope	N/A		N/A
- Inside Shoulder Width	N/A		N/A
- Sidewalks	None		N/A
- Auxiliary Lanes	Yes (Left and Right Turn Lanes)		N/A
- Bike Lanes	None		N/A
Posted Speed	55 mph		N/A
Design Speed	N/A		N/A
Min Horizontal Curve Radius	N/A		N/A
Maximum Superelevation Rate	N/A		N/A
Maximum Grade	N/A		N/A
Access Control	N/A		N/A
Design Vehicle	N/A		N/A
Signal Design	Spanwire		Spanwire

*According to current GDOT design policy if applicable

Major Interchanges/Intersections:

Lighting required: No Yes

Transportation Management Plan [TMP] Required: No Yes
 If Yes: Project classified as: Non-Significant Significant
 TMP Components Anticipated: TTC TO PI

Will Context Sensitive Solutions procedures be utilized? No Yes

Design Exceptions to FHWA/AASHTO controlling criteria anticipated: None

Design Variances to GDOT Standard Criteria anticipated: None

UTILITY AND PROPERTY

Temporary State Route Needed: No Yes Undetermined

Railroad Involvement: At-grade railroad crossing at the intersection of SR 14 / US 29 / Roosevelt Hwy and Gresham St, pre-emption design and coordination with CSX required. Coordination with CSX may also be needed at the at intersections of SR 14 at Ben Hill Road and SR 14 at Welcome All Road depending on the amount of Right-of-Way that CSX owns. If any improvements are made on CSX property, an easement will be needed.

Utility Involvements:

- Fulton County Department of Public Works
- Atlanta Gas Light - Gas
- AT&T – Telecommunication
- Charter Communications - Telecommunication
- Georgia Power - Electrical
- Verizon – Telecommunication
- Qwest Communications – Telecommunication

TW Telecom - Telecommunication
Zayo Fiber Solutions – Telecommunication
Dukenet Communications – Telecommunication
American Traffic Solutions - Electrical
Comcast – Cable Television

SUE Required: No Yes

Public Interest Determination Policy and Procedure recommended? No Yes

Right-of-Way: Existing width: _____ft Proposed width: _____ft
Required Right-of-Way anticipated: No Yes Undetermined
Easements anticipated: None Temporary Permanent Utility Other

Anticipated number of impacted parcels: 0
Displacements anticipated: Total: 0
Businesses:
Residences:
Other:

It is unknown at this time which type of easement CSX may require.

ENVIRONMENTAL AND PERMITS

Anticipated Environmental Document:

GEPA: NEPA: CE PCE

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

Environmental Permits, Variances, Commitments, and Coordination 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
Is a Carbon Monoxide hotspot analysis required? No Yes

Project is located in a non-attainment area for PM2.5 and Ozone. CO hotspot analysis not required. Project exempt from PM2.5

NEPA/GEPA Comments & Information:

Noise: Type III noise assessment is anticipated.

Historic Resources: Section 106 Notification begun. Historian completed a desktop survey for historic properties based on property tax records, Georgia NARGHIS (Natural, Archaeological, and Historic Resources GIS) research, and aerial maps. Results are pending. Field survey pending completion of 30 day response period. Preliminary screening identified seven potentially eligible resources and/or historic districts, including the bridge on Butner Rd., rail lines, and historic Bail Bonds building. A Historic Resources Survey Report and Assessment of Effects documentation are anticipated. Potential Section 4(f) resources at several intersections.

Archaeological Resources: EPEI's staff archaeologist requested a Georgia Site File and NARGHIS review for any potential archaeological sites in the project area. Results are pending. A short form of findings is expected.

Community Resources or Institutions

- Walton Communities Nature Trail at Butner and Camp Creek Pkwy.
- Union City entrance features at South Fulton and Stonewall Tell Rd.
- MARTA bus stops, Ronald Bridges Park (on Gresham) at Gresham and Roosevelt.
- Red Oak Animal Clinic at Ben Hill and Roosevelt.

Impacts to public parks, playgrounds, trails, etc. would require review under Section 4(f) of the U.S. Department of Transportation Act. Based on research from the environmental screening, several parks, trails, and similar facilities qualify as Section 4(f) public recreation resources in the project area. Minor impacts, from the proposed project implementation, to the Section 4(f) resources may qualify for a *de minimis* determination by Federal Highway Administration (FHWA) and in consultation with the resources' officials with jurisdiction. Major impacts to the Section 4(f) recreation resources would require a full Section 4(f) Evaluation and intensive alternatives analysis.

Potential Underground Storage Tanks (USTs) and Hazardous Waste Sites

- QT Gas Station, Ryder Truck Facility at Fulton Industrial Blvd. and Camp Creek Pkwy.
- Citgo Gas Station, Shell Gas Station, Transmission & Auto Sales Store at Ben Hill and Roosevelt.
- Texaco Gas Station, Package Store (possible former gas station) at Roosevelt and Welcome All Rd.

Ecological Resources

- Due to the nature and scope of the project, a combined Ecology Resource/AOE is anticipated. Department of Natural Resources and United States Fish & Wildlife Service coordination in process. Field survey to be completed upon response from DNR and USFWS. Design will avoid any impacts.
- Preliminary surveys identified several Waters of the U.S. at the intersections, including 11 possible streams, ephemeral streams, and wetlands.
 - The stream at Fulton Industrial Blvd. and Camp Creek Parkway drains diagonally across intersection.
 - Several ephemeral ditches at Camp Creek and Enon Rd.
 - Concrete drainage ditch along Camp Creek Pkwy. and a culvert under Merk at Camp Creek Pkwy. and Merk.
 - Bridge crossing and deep drainages along Butner Rd. at Camp Creek Pkwy.
 - Possible wetland at Ben Hill and Roosevelt.

Crossings and ditches require further evaluation by a qualified ecologist.

- The potential protected species in the area will be determined by coordination with Georgia Department of Natural Resources and U.S. Fish and Wildlife Service.
- A survey for federally-protected bats that exists within the area may be required. The bat survey would be required to receive Ecology Report approval.
- Migratory bird habitat possible at bridge locations over Butner.
- Deer observed at Camp Creek and Enon Rd.

- A Section 404 Permit would be required if USACE-jurisdictional waters are impacted by the proposed project. Mitigation credits would be required to be purchased if the impacts exceeded 100 linear feet for streams or 0.1 acre for wetlands.
- A stream buffer variance would be required for any impacts within 25-foot of top of bank at USACE-jurisdictional streams or state buffered waters. Stream buffer credits may be required based on the type of impact.
- A National Pollutant Discharge Elimination System (NPDES) permit would be required for greater than 1.0 acre of disturbance for the proposed project.

Other Resources

- Major transmission line at Camp Creek Pkwy. and Enon.
- GDOT District 7 Office at SR 14 / Roosevelt Hwy and Welcome All Rd.
- Large water feature in front of Lakeview business complex.

COORDINATION, ACTIVITIES, RESPONSIBILITIES, AND COSTS

Project Meetings:

Project Activity	Party Responsible for Performing Task(s)
Concept Development	<i>Parsons Brinckerhoff, Inc.</i>
Design	<i>Parsons Brinckerhoff, Inc.</i>
Right-of-Way Acquisition	<i>GDOT</i>
Utility Relocation	<i>Utility Owners</i>
Letting to Contract	<i>GDOT</i>
Construction Supervision	<i>GDOT</i>
Providing Material Pits	<i>N/A</i>
Providing Detours	<i>N/A</i>
Environmental Studies, Documents, & Permits	<i>Edwards-Pitman Environmental, Inc</i>
Environmental Mitigation	<i>GDOT</i>
Construction Inspection & Materials Testing	<i>GDOT</i>

Other coordination to date:

Project Cost Estimate and Funding Responsibilities:

	Breakdown of PE	ROW	Reimbursable Utility	CST*	Environmental Mitigation	Total Cost
Funded By	GDOT	GDOT	GDOT	GDOT		
\$ Amount	\$330,123	\$0	\$213,715	\$1,889,585		\$2,433,423
Date of Estimate						

*CST Cost includes: Construction, Engineering and Inspection, and Liquid AC Cost Adjustment, AND CONTINGENCY - *OPB*

Comments/Additional Information:

LIST OF ATTACHMENTS/SUPPORTING DATA

- CES Cost Estimates
- Parsons Brinckerhoff Kickoff Meeting Minutes – revised 08/25/2014
- Utility Cost Estimates
- Revisions to Programmed Costs Workbook

JOB NUMBER : 0012671 SPEC YEAR: 13
DESCRIPTION: SR 6 @ 4 LOC; SR 14 @ 2 LOC & SR 14ALT @ 3 LOC IN FULTON CO

ITEMS FOR JOB 0012671

LINE	ITEM	ALT	UNITS	DESCRIPTION	QUANTITY	PRICE	AMOUNT
0005	150-1000		LS	TRAFFIC CONTROL - PI NO 0012671	1.000	45000.00	45000.00
0010	441-0104		SY	CONC SIDEWALK, 4 IN	670.000	34.87	23363.19
0015	441-0748		SY	CONC MEDIAN, 6 IN	175.000	62.46	10931.42
0020	441-6222		LF	CONC CURB & GUTTER/ 8X30TP2	490.000	28.30	13867.25
0025	550-1240		LF	STM DR PIPE 24,H 1-10	200.000	43.48	8696.13
0026	550-4224		EA	FLARED END SECT 24 IN, ST DR	2.000	670.89	1341.79
0034	610-2815		SY	REM CONC SIDEWALK	670.000	10.00	6700.00
0035	639-3004		EA	STEEL STRAIN POLE, TP IV W 65' TANDEM MAST ARMS	1.000	21500.00	21500.00
0040	639-3004		EA	STEEL STRAIN POLE, TP IV W 55' TANDEM MAST ARMS	1.000	20500.00	20500.00
0045	639-3004		EA	STEEL STRAIN POLE, TP IV W 50' TANDEM MAST ARMS	1.000	20000.00	20000.00
0050	639-3004		EA	STEEL STRAIN POLE, TP IV W 40' MAST ARM	1.000	14000.00	14000.00
0055	639-3004		EA	STEEL STRAIN POLE, TP IV W 35' MAST ARM	2.000	13500.00	27000.00
0060	639-3004		EA	STEEL STRAIN POLE, TP IV W 25' MAST ARM	1.000	12500.00	12500.00
0065	639-4004		EA	STRAIN POLE, TP IV	20.000	6842.00	136840.04
0070	647-1000		LS	TRAF SIGNAL INSTALLATION NO - 1	1.000	59000.00	59000.00
0075	647-1000		LS	TRAF SIGNAL INSTALLATION NO - 2	1.000	41000.00	41000.00
0080	647-1000		LS	TRAF SIGNAL INSTALLATION NO - 3	1.000	90000.00	90000.00
0085	647-1000		LS	TRAF SIGNAL INSTALLATION NO - 4	1.000	59000.00	59000.00
0090	647-1000		LS	TRAF SIGNAL INSTALLATION NO - 5	1.000	53000.00	53000.00
0095	647-1000		LS	TRAF SIGNAL INSTALLATION NO - 6	1.000	57000.00	57000.00
0100	647-1000		LS	TRAF SIGNAL INSTALLATION NO - 7	1.000	44000.00	44000.00
0105	647-1000		LS	TRAF SIGNAL INSTALLATION NO - 8	1.000	54000.00	54000.00
0110	647-2140		EA	PULL BOX, PB-4	53.000	1363.00	72239.00
0115	647-2150		EA	PULL BOX, PB-5	14.000	1737.00	24318.00
0130	653-0120		EA	THERM PVMT MARK, ARROW, TP 2	32.000	88.13	2820.33
0135	653-1501		LF	THERMO SOLID TRAF ST 5 IN, WHI	3300.000	0.74	2455.46
0140	653-1502		LF	THERMO SOLID TRAF ST, 5 IN YEL	2100.000	0.77	1625.46
0145	653-1704		LF	THERM SOLID TRAF STRIPE,24,WH	1750.000	5.63	9858.33
0150	653-1706		LF	THERM SLD TRAF STRP,24 IN,YLW	1200.000	5.63	6760.00
0155	653-1804		LF	THERM SOLID TRAF STRIPE, 8,WH	9000.000	2.27	20443.41
0160	653-3501		GLF	THERMO SKIP TRAF ST, 5 IN, WHI	1200.000	0.56	678.82
0165	682-6233		LF	CONDUIT, NONMETL, TP 3, 2 IN	97200.000	2.47	240559.31
0170	682-9950		LF	DIRECTIONAL BORE - 5 IN	6320.000	8.47	53568.51
0175	687-1000		LS	TRAFFIC SIGNAL TIMING - PI NO 0012671	1.000	36000.00	36000.00
0180	700-7000		TN	AGRICULTURAL LIME	1.000	127.13	127.13
0185	700-8000		TN	FERTILIZER MIXED GRADE	1.000	617.04	617.05
0190	700-8100		LB	FERTILIZER NITROGEN CONTENT	75.000	3.53	265.34
0195	700-9300		SY	SOD	165.000	6.17	1018.06

STATE HIGHWAY AGENCY

JOB ESTIMATE REPORT

DATE : 08/29/2014
PAGE : 2

ITEM	LF	OUT PLNT	FBR OPT	CBL, LOOSE	TB, SM, 96	FBR	2.75	154440.00
0200	935-1117							
0205	935-1512	OUT PLNT	FBR OPT	CBL, DROP, SM, 12	FBR		5.00	10000.00
0210	935-3103	FIBER	OPTIC CLOSURE, UNDRGRD, 24	FBR			674.00	6740.00
0215	935-3107	FIBER	OPTIC CLOSURE, UNDRGRD, 96	FIBER			875.00	8750.00
0225	935-3402	FBR	OPTIC CLOSURE, FDC(RACK MTD), 12	FBR			615.70	6157.00
0230	935-4010	FIBER	OPTIC SPLICE, FUSION				34.00	30192.00
0235	935-5050	FIBER	OPTIC PATCH CORD, SM				74.00	5920.00
0240	935-6562	EXT	TRNSCVR, DRP&RPT, 1310SM, (SIGNAL				1616.00	16160.00
0245	935-8000	TESTING						
0247	937-6050	INT	VIDEO DET SYS ASMBLY, TP A				3188.00	3188.00
0248	937-6150	PROGRAMMING	MONITOR, TP A				5583.00	167490.00
0249	937-8030	TESTING -	INTERSECTION VIDEO DETECTION				289.00	1734.00
0250	937-8530	TRAINING -	INTERSECTION VIDEO DETECTION				2142.00	2142.00
0255	999-5200	DETECTABLE	WARNING SURFACE				3160.00	3160.00
							16.13	5242.25

ITEM TOTAL 1713909.26
INFLATED ITEM TOTAL 1713909.28

TOTALS FOR JOB 0012671
ESTIMATED COST: 1713909.28
CONTINGENCY PERCENT (5.0): 85695.46
ESTIMATED TOTAL: 1799604.74



3340 Peachtree Road, NE
Suite 2400, Tower Place 100
Atlanta, Georgia 30326-1087
404-237-2115
Fax: 404-237-3015

GDOT Signal Design, Task Order #2
PI 0012671, Fulton County
Field Visit/Kickoff Meeting Minutes
August 4, 2014
Revised August 25, 2014

Meeting Date:
Tuesday, July 29th 8:30 AM

Participants:

Carleton Fisher, GDOT
Edlin Regis, GDOT
Lewis Brooker, GDOT
Wyvern Budram, Fulton County DOT
Carly Jackson, Georgia Power
Heather Perrin, Edwards-Pitman Environmental
Katie Head, Edwards-Pitman Environmental
Mike Holt, Parsons Brinckerhoff
Chris Rome, Parsons Brinckerhoff

General Comments:

- Fulton County to provide all ATMS and communication plans to PB as available
- All protected permissive left-turn signals currently with the 5-section "doghouse" configuration will be converted to 4-section flashing yellow arrow (FYA) heads
- All permissive left-turn movements opposite protected-permissive signals will have 3-section FYA heads installed
- Existing CCTV cameras on separate poles to remain
- Mast arms to be powder-coated black, unless specified otherwise

Intersection Design:

1. SR 14/Roosevelt Hwy (E-W) @ Gresham St (N-S)

- New signal cabinet on SW corner
- New railroad blank-out signs and pre-emption/coordination
- Tandem mast arm on SW corner for WB and SB approaches
- Tandem mast arm on NE corner, or single mast arms on NE/SE corners for the NB and EB approaches
- Video detection
- Pedestrian signals/ADA ramps/sidewalk on all corners

~~2. SR 14/Roosevelt Hwy @ Highpoint Rd~~

- Intersection removed from scope due to being recently upgraded to mast arm installation
- At the request of Fulton County, intersection to be replaced in task order with SR 14 / Roosevelt Hwy @ Ben Hill Rd

2. SR 14 / Roosevelt Hwy (E-W) @ Ben Hill Rd (SB)

- New signal cabinet on SE corner
- Tandem mast arm on SE corner
- Single mast arm on NW corner
- Video detection

Kickoff Meeting Minutes

PI 0012671, Fulton County

August 4, 2014

- Retain existing crosswalk striping on north and west legs
 - Add ramps on NW corner
 - Add pedestrian landing on SW and SE corners
 - Add detectable warning surface on NE corner
 - Replace existing pedestrian signals on NE corner utility pole (no room for pedestal pole)
 - Relocate existing wireless radio antennas to new strain pole on SE corner; relocate radio to new cabinet
3. SR 6/Camp Creek Pkwy (E-W) @ SR 70/Fulton Ind Blvd (N-S)
- Fulton County to provide existing fiber plans along SR 70
 - Relocate existing FLIR cameras to new signal pole for phase 2/6 detection on SR 70
 - New wireless (Sensys) detection for left turns and presence loops (Phases 1, 3, 4, 5, 7, 8)
 - Georgia Power transmission line runs along east side of SR 70
 - Greystone Power distribution line runs along west side of SR 70
 - Electrical service is from Greystone Power, need separate meter
 - Pedestrian signals/ADA ramps/sidewalk on all corners
 - SW corner:
 - New signal cabinet, including BBS
 - Retain existing CCTV pole and camera
 - Relocate existing Bluetooth detector to new signal pole
 - Connect to existing sidewalk to south (west side of SR 70), new ped landings/crosswalks
 - Existing concrete island likely to be removed due to 10' offset to travel lane requirement
 - SE corner:
 - Consider removing wood pole
 - Remove existing strain poles
 - Relocate street light to new signal pole
 - Remove existing painted island
 - New ped landings/crosswalks
 - Raising neutral service lines on transmission pole is desired, but may not be an option
 - NE corner:
 - Connect to existing sidewalk to north (east side of SR 70); add storm water pipe for drainage
 - Remove existing painted island
 - New ped landings/crosswalks
 - Raising neutral service lines on transmission pole is desired, but may not be an option
 - NW corner:
 - Connect to existing sidewalk to north (west side of SR 70)
 - Existing span appears to have adequate clearance from Georgia Power's neutral line
 - Rebuild concrete island to provide 10' offset to travel lane
 - Add pedestrian pedestal in rebuilt raised concrete island
 - New curb ramps/crosswalks
 - Span Wire Design Option
 - Significant utility conflicts; need to raise Georgia Power's neutral wire on three of four corners to achieve clearance
 - Raising transmission line poles would be cost-prohibitive

Kickoff Meeting Minutes

PI 0012671, Fulton County

August 4, 2014

- **PB obtained cost estimate of \$144,715 from GP to relocate existing power lines underground (both sides of SR 70)**
 - Mast Arm Design Option
 - Consider tandem mast arms in median design to alleviate potential expensive utility relocations
 - Protecting mast arms would be a critical design feature
 - Mike to coordinate design alternatives with Alan Davis at GDOT
4. SR 6/Camp Creek Pkwy (E-W) @ Enon Rd (N-S)
- New signal cabinet with BBS in NE corner
 - New strain poles/span wire
 - Remove existing wooden poles
 - Video detection mounted on strain poles
 - Pedestrian signals/ADA ramps/sidewalk landings on all corners
 - Add nearside signal head for NB approach
 - Remove existing painted islands
 - Stripe new crosswalks to edge of pavement
 - Relocate existing street light on NW corner to new strain pole
5. SR 6/Camp Creek Pkwy (E-W) @ Merk Rd(NB)
- New signal cabinet with BBS in NW corner
 - New strain poles/span wire
 - Video detection mounted on strain poles
 - Pedestrian signals/ADA ramps/sidewalk landing on all corners
 - Remove existing painted island
 - Stripe new crosswalks to edge of pavement
 - Relocate existing street lights on NW and SE corners to new strain pole
6. SR 6/Camp Creek Pkwy (E-W) @ Butner Rd (N-S)
- Intersection will be widened as part of bridge project on Butner Rd; Fulton County to provide new intersection design plans and NEPA documentation
 - New cabinet with BBS in NW corner
 - New strain poles/span wire; set new strain poles outside of proposed construction limits
 - Video detection mounted on strain poles
 - Pedestrian signals/ADA ramps/sidewalk on all corners
 - Remove existing striped islands
 - Stripe new crosswalks to edge of pavement
 - **Multi-use trail along east side of Butner Road will not be extended to intersection**
 - Relocate existing street light on NW corner to new strain pole
- ~~7. SR 14 Alt/S Fulton Pkwy @ Mason Rd/Hunter Rd~~
- Intersection removed from scope due to being recently upgraded
 - At the request of Fulton County, intersection to be replaced in task order with SR 14 / Roosevelt Hwy @ Welcome All Rd

Kickoff Meeting Minutes
PI 0012671, Fulton County
August 4, 2014

7. SR 14 / Roosevelt Hwy (E-W) @ Welcome All Rd (SB)

- New signal cabinet in NE corner
- Tandem mast arm on SE corner
- Single mast arm on NW corner; 21.5' clearance to existing telecom line, may need parabolic mast arm detail to avoid conflict
- Video detection mounted on strain poles
- New crosswalks on west and north legs (relocate existing crosswalk from east leg due to MARTA stop on SW corner)
- Pedestrian signals/ADA ramps/sidewalk landings on NE, NW, SW corners
- Remove pedestrian signals on east leg
- Relocate existing wireless radio to new strain pole

8. SR 14 Alt/S Fulton Pkwy (E-W) @ Stonewall Tell Rd (N-S)

- New cabinet on NW corner
- New strain poles/span wire
- Possible joint-use pole on SW corner
- New detection using inductive loops
- Pedestrian signals/ADA ramps/sidewalk on all corners
- Crosswalks across north, east, and south legs (to avoid median nose relocation on west leg)
- Remove existing striping and raised pavement markers on NB approach, stripe new 100' NB left turn lane
- Add 3-section flashing yellow arrow head for the NB approach
- Wire existing advanced warning flashers into new signal cabinet
- Underground fiber communications east to Mason Rd/Hunter Rd

Communications Design:

Communications to be designed along the following corridors:

- SR 6/Camp Creek Pkwy (Riverside Pkwy/Douglas County to Welcome All Road)
 - Underground fiber in shoulder, on north or east side of SR 6
 - Pull boxes typically outside sidewalk, within ROW
 - Splice to existing fiber trunk line at Welcome All Road
 - Conduit to be trenched/plowed (typ.), boring where required
- SR 14 Alt/South Fulton Pkwy. (Stonewall Tell Road to Mason/Hunter Road)
 - Underground fiber in shoulder, on north side of SR 14 Alt
 - Conduit to be trenched/plowed (typ.), boring where required

August 21, 2014

RE: Fulton County
GDOT Signal Design TO #2
PI 0012671



Mr. Mike Holt
Senior ITS/Traffic Engineering Manager
Parsons Brinckerhoff
3340 Peachtree Rd NE
Suite 2400, Tower Place 100
Atlanta, GA 30326

Dear Mr. Holt,

Georgia Power Company has reviewed the plans for the above referenced project. The estimated cost to relocate the Georgia Power Company facilities in conflict with the project is \$144,715.

The information that Georgia Power Company has at this time indicates that the relocations will be 100% reimbursable.

GDOT will need to confirm that you wish for Georgia Power Company to proceed with the relocation of our distribution facilities. Once notified that GDOT wishes to proceed with this project, Georgia Power Company will prepare a relocation agreement. This agreement must be executed by GDOT prior to the relocation of Georgia Power Company's distribution facilities. Please give me a call if you wish to review the current relocation design.

If you have any questions or need additional information, please call me at (404) 395-1216.

Sincerely,

Carly Jackson
Engineer II
Centralized Engineering Services

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTER-DEPARTMENT CORRESPONDENCE

FROM: Patrick Allen, P.E.
District Utilities Engineer

DATE: September 15, 2014

TO: Carleton Fisher, Project Manager

SUBJECT: PRELIMINARY UTILITY COST ESTIMATE – PI# 0012671
SR 6 @ 4 LOC; SR 14 @ 2 LOC & SR 14ALT @ 3 LOC IN FULTON CO

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

FACILITY OWNER	REIMBURSABLE	NON-REIMBURSABLE	TOTAL
City of Atlanta Water and Sewer	\$0.00	\$7,000.00	\$7,000.00
Fulton County Water and Sewer	\$0.00	\$7,000.00	\$7,000.00
Georgia Power Distribution/Transmission	\$188,715.00	\$0.00	\$188,715.00
Atlanta Gas Light	\$0.00	\$0.00	\$0.00
Comcast	\$0.00	\$86,829.00	\$86,829.00
AT&T	\$0.00	\$86,829.00	\$86,829.00
Greystone Power	\$25,000.00	\$0.00	\$25,000.00
			\$0.00
			\$0.00
TOTAL	\$213,715.00	\$187,658.00	\$401,373.00

This estimate is based upon the current information. We will provide an updated estimate when the plans are further developed.

If you have any questions, please contact Lewis Brooker or Patrick Allen at 770-986-1117

RSB/PA

Cc: Michael J. Bolden, State Utilities Engineer

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE P.I. No. 0012671

OFFICE Program Delivery

PROJECT DESCRIPTION

SR 6 @ 4 LOC; SR 14 @ 2 LOC & SR 14 ALT @ 3 LOC IN FULTON CO

DATE September 26, 2014

From: Albert V. Shelby III, Program Delivery Engineer

To: Lisa L. Myers, State Project Review Engineer

Subject: **REVISIONS TO PROGRAMMED COSTS**

PROJECT MANAGER Carleton Fisher

MGMT LET DATE

MGMT ROW DATE

PROGRAMMED COSTS (TPro W/OUT INFLATION)

LAST ESTIMATE UPDATE

CONSTRUCTION \$ 975,000.00

DATE ---

RIGHT OF WAY \$ 450,000.00

DATE ---

UTILITIES \$ -

DATE ---

REVISED COST ESTIMATES

CONSTRUCTION* \$ 1,889,584.98

RIGHT OF WAY \$ -

UTILITIES \$ 213,715.00

*Cost Contains 5 % Contingency

REASONS FOR COST INCREASE AND CONTINGENCY JUSTIFICATION:

This project is a signal (Reconstruction/Rehabilitation) project and is at low risk. The contingency chosen is 5% because it is currently in the concept phase.

CONTINGENCY SUMMARY

A. CONSTRUCTION COST ESTIMATE:	\$	1,713,909.28	Base Estimate From CES
B. ENGINEERING AND INSPECTION (E & I):	\$	85,695.46	Base Estimate (A) x 5 %
C. CONTINGENCY:	\$	89,980.24	Base Estimate (A) + E & I (B) x 5 % See % Table in "Risk Based Cost Estimation" Memo
D. TOTAL LIQUID AC ADJUSTMENT:	\$		Total From Liquid AC Spreadsheet
E. CONSTRUCTION TOTAL:	\$	1,889,584.98	(A + B + C + D = E)

REIMBURSABLE UTILTY COSTS

UTILITY OWNER	REIMBURSABLE COST
Georgia Power	\$ 188,715.00
Greystone Power	\$ 25,000.00
TOTAL	\$ 213,715.00

ATTACHMENTS:



Georgia Department of Transportation
Office of Design Policy and Support

Date: 11/14/2014

ROUTING SLIP

TO:

	Room No.	Initials	Date Forward
(1) Dave Peters / Gabrielle Williams	26 th	<i>DP</i>	11/14
(2) Jim Simpson / Brent Story - Design Policy	26 th	<i>JS</i>	11/14
(3) Glenn Bowman - Director of Engineering (Concur)	25 th	<i>GB</i>	11/17
(4) Russell McMurry - Chief Engineer (Approve)	22 nd	<i>RM</i>	11/15
(5) Jim Simpson - Design Policy	26 th	<i>JS</i>	11/24
(6) Dave Peters	26 th		

TO FORWARD, STRIKE YOUR NAME, INITIAL AND DATE

- | | |
|--|--|
| <input checked="" type="checkbox"/> FOR SIGNATURE | <input type="checkbox"/> AS REQUESTED |
| <input checked="" type="checkbox"/> FOR APPROVAL | <input type="checkbox"/> PREPARE REPLY |
| <input type="checkbox"/> FOR INFORMATION | <input type="checkbox"/> FILE |
| <input type="checkbox"/> FOR REVIEW/COMMENT
OR RECOMMENDATION | <input type="checkbox"/> MAIL |
| <input type="checkbox"/> FOR ACTION | <input type="checkbox"/> PLEASE ANSWER |
| <input type="checkbox"/> FOR DISCUSSION ON _____ BY _____ | _____ (Date) |
| _____ (Date) | _____ (Date) |

Comments:
 Concept Report - PI #0012671 in Fulton County
 Signal Upgrades: SR6 and SR14
 (8 total locations)

FROM: Brent A. Story, P.E., State Design Policy Engineer

Georgia Department of Transportation
Project Financial Report (PFR)

Project: 0012671

Description: SR 6 @ 4 LOC; SR 14 @ 2 LOC & SR 14 ALT @ 3 LOC IN FULTON CO
 Project Manager Name: Fisher, Carleton
 Office: Program Delivery
 Counties: Fulton

Engineer Estimates

Activity	Original	Current	Change	% Change	Original Cost Est Date	Current Cost Est Date
ROW	\$450,000.01	\$450,000.00	(\$0.01)	0.00 %	09/26/2014	09/26/2014
CST	\$975,000.00	\$1,889,584.98	\$914,584.98	93.80 %	09/26/2014	09/26/2014
TOTALS	\$1,425,000.01	\$2,339,584.98	\$914,584.97	64.18 %		

Programmed Funds

Activity	Fund Code	Activity Status	Approved Program Date	Federal Funding	AC Funding	State Funding	Local Funding	Total Funding
UTL	M400S	PRECST	LUMP	\$170,972.00	\$0.00	\$42,743.00	\$0.00	\$213,715.00
			UTL Subtotal	\$170,972.00	\$0.00	\$42,743.00	\$0.00	\$213,715.00
PE	M400	AUTHORIZED	2013	(\$260,000.00)	\$0.00	(\$65,000.00)	\$0.00	(\$325,000.00)
PE	H400	AUTHORIZED	2013	(\$44,098.45)	\$0.00	(\$11,024.62)	\$0.00	(\$55,123.07)
			PE Subtotal	(\$304,098.45)	\$0.00	(\$76,024.62)	\$0.00	(\$380,123.07)
ROW	M400S	PRECST	LUMP	\$360,000.00	\$0.00	\$90,000.00	\$0.00	\$450,000.00
			ROW Subtotal	\$360,000.00	\$0.00	\$90,000.00	\$0.00	\$450,000.00
CST	M400S	PRECST	LUMP	\$1,511,667.98	\$0.00	\$377,917.00	\$0.00	\$1,889,584.98
			CST Subtotal	\$1,511,667.98	\$0.00	\$377,917.00	\$0.00	\$1,889,584.98
			TOTALS	\$1,738,541.53	\$0.00	\$434,635.38	\$0.00	\$2,173,176.91

Project Accounting

Activity*	CONTINGENCY			CONTRACT			INHOUSE / OVERHEAD / GENERAL FUNDS**														
	Amount	Allotted	Unearned	Unearned	Unearned	Unearned	Allotted	Unearned	Unearned	Unearned	Unearned	Unearned	Unearned	Allotment Balance	Unearned	Unearned	Unearned	Allotment Balance			
PE	\$0.00	\$330,123.07	\$307,123.57	\$22,999.50	\$0.00	\$50,000.00	\$749.96	\$6,581.47	\$42,668.57												
TOTALS	\$0.00	\$330,123.07	\$307,123.57	\$22,999.50	\$0.00	\$50,000.00	\$749.96	\$6,581.47	\$42,668.57												

http://myteams.dot.ga.gov/reports/reportslibrary/projects/financial_report.rdl

Page 1 of 2

Report Date: 11/12/2014

The information contained in this File/Report is the property of GDOT and may not be released to any other party without the written consent of the Data Custodian. Please dispose of this information by shredding or other confidential method. *Please contact the Office of Financial Management for incorrect data. **Non-capital contracts and contracts funded using Overhead Funds are allotted in the INHOUSE/OVERHEAD/GENERAL FUNDS section.

Project Financial Report (PFR)

Project Accounting Summary

Activity*	Alloted	Unearned	Earned	Allotment Balance	% Earned	Last Activity Date
PE	\$380,123.07	\$307,873.53	\$29,580.97	\$42,668.57	7.78 %	11/30/2014
TOTALS	\$380,123.07	\$307,873.53	\$29,580.97	\$42,668.57	7.78 %	

PROJECT LOCATION MAP



