

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

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

**FILE** P.I. # 0012825

**OFFICE** Design Policy & Support

Fulton County

GDOT District 7 - Metro Atlanta

**DATE** 6/16/2016

Signal Upgrades: SR 237 @ 10 Locations

**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:**

Hiral Patel, 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

Eric Duff, State Environmental Administrator

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

Richard Cobb, Statewide Location Bureau Chief

Kathy Zahul, District Engineer

Scott Lee, District Preconstruction Engineer

Nicholas Fields, District Utilities Engineer

Carleton Fisher, Project Manager

BOARD MEMBER - 5th Congressional District

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

Project Type: Signal Upgrade  
GDOT District: 7  
Federal Route Number: \_\_\_\_\_

P.I. Number: 0012825  
County: Fulton  
State Route Number: 237

**SR 237 @ 10 LOCS IN FULTON COUNTY**

**Submitted for approval:**

Michael R. Holt, PE	<u>Michael R. Holt</u>	01/22/16
WSP   Parsons Brinckerhoff, Inc.		DATE
<u>Albert Shelby</u>		<u>2-17-16</u>
State Program Delivery Engineer		DATE
<u>[Signature]</u>		<u>2-5-16</u>
GDOT Project Manager		DATE

**Recommendation for approval:**

State Environmental Administrator	<u>ERIC DUFF*/EKP</u>	<u>3/17/2016</u>
		DATE
<u>for</u> State Traffic Engineer	<u>CHRISTOPHER RAYMOND*/EKP</u>	<u>3/29/2016</u>
		DATE
<p>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).</p>		
State Transportation Planning Administrator	<u>CINDY VANDYKE*/EKP</u>	<u>5/3/2016</u>
		DATE

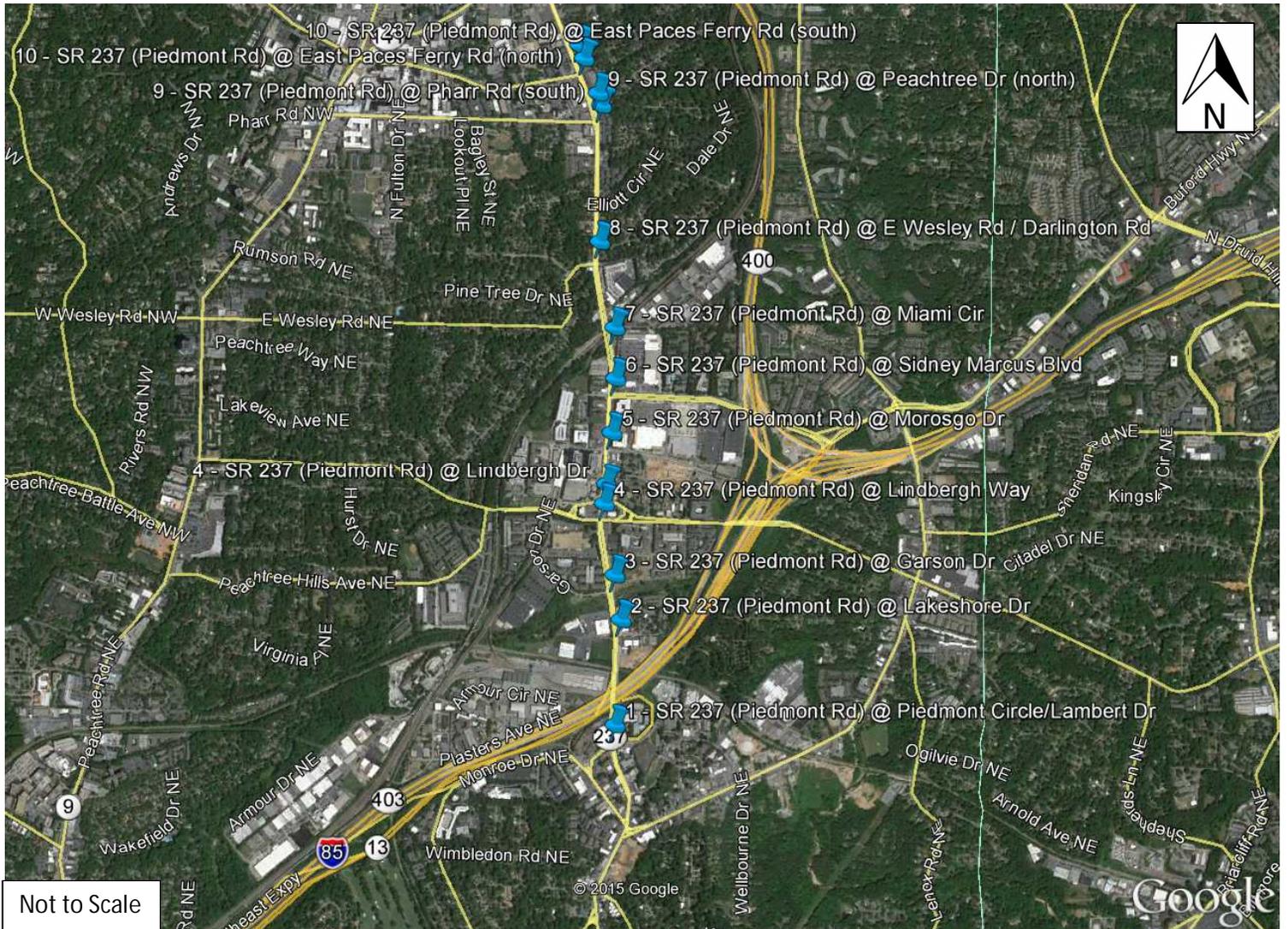
**Approval:**

Concur: <u>[Signature]</u>	<u>5/31/16</u>
GDOT Director of Engineering	DATE

Approve: <u>Margaret B. Pivels</u>	<u>6-1-16</u>
GDOT Chief Engineer	DATE

*\* - RECOMMENDATION ON FILE*

### PROJECT LOCATION MAP



## **PLANNING & BACKGROUND DATA**

### **Project Justification Statement:**

The following intersections located in Fulton County have been identified by District 7 as high priority for minor intersection improvements. Installation of fiber optic communications will improve network efficiency for the signal system. The proposed project is to be included in the GDOT Statewide Traffic Signal Maintenance and Upgrade Lump Sum Program from the Office of Traffic Operations.

1. SR 237 (Piedmont Road) @ Piedmont Circle/Lambert Drive
2. SR 237 @ Lakeshore Drive
3. SR 237 @ Garson Drive
4. SR 237 @ Lindbergh Way/Lindbergh Drive (split intersection)
5. SR 237 @ Morosgo Drive
6. SR 237 @ Sidney Marcus Boulevard
7. SR 237 @ Miami Circle
8. SR 237 @ E Wesley Road/Darlington Road
9. SR 237 @ Pharr Road/Peachtree Drive (split intersection)
10. SR 237 @ East Paces Ferry Road (split intersection)

The project is to upgrade equipment, accommodate pedestrians, and to bring intersections to ADA standards. The District has given the following reasons for these intersections to be upgraded: pedestrian accommodations including countdown pedestrian signals, ADA compliance, replace old conductor cable, install 332 cabinet w/2070 controller and battery backup power, replace support poles (mast arms preferred), address utility issues, and upgrade to fiber optic communications.

The project limits will be 200 feet from the center of the intersection, unless a setback loop needs to be replaced where the project limit will be up to 500 feet from the center of the intersection. With this being a minor improvement, traffic studies were not needed for this project. The scope of this project will be limited to equipment upgrades, pedestrian accommodations, and bringing intersection to ADA standards. With the project funding coming from the Statewide Traffic Signal Maintenance and Upgrade Lump Sum Program, it is included in the STIP.

### **Existing conditions:**

**Mainline Design Features:** SR 237 / Piedmont Rd from Piedmont Circle/Lambert Drive to East Paces Ferry Road:

SR 237 is a six-lane, median divided, urban arterial roadway with a curb and gutter drainage system. The lanes are 10 feet wide and the mountable concrete median is 4 feet wide for a total paved width of 64 feet.

The sidewalks are variable from 4 to 7 feet throughout the project. There are blocks in recently developed areas (Lindbergh Center area) where the side walk exceeds 10 feet in width. Most intersections utilize the left most lane as a shared through and left turn combination lane. In some cases the left most lane is used as an exclusive left turn lane.

The speed limit on SR 237 / Piedmont Rd is 40 mph. The existing signal installations include span wire installations, 12-inch vehicular signal heads, crosswalks, and pedestrian signals on pedestals or poles near each crosswalk landing.

Three signal locations are two closely spaced intersections controlled by a single cabinet. See intersections 4, 9 and 10 in the above list. Finally, there are system detectors at various locations in the project corridor.

**Side Road Design Features: Piedmont Circle / Lambert Drive**

Piedmont Circle approaches the intersection from the west. It is a two-lane local street that is 30 feet wide and connects Piedmont Road to Monroe Dr. and Buford Highway/I-85 northbound. The posted speed limit is 35 mph.

Lambert Drive approaches the intersection from the east. This approach is combined with a northbound off-ramp from Buford Highway/I-85 northbound. Lambert Dr. may turn right or left and the off-ramp is restricted to turning right. Lambert Dr. is a two-lane local street with a 24-foot wide cross section. The speed limit is not posted.

Both Piedmont Cir. and Lambert Dr. intersect Piedmont Rd. at different angles and offset from each other. There is also a commercial entrance on the east side of the intersection within the limits of the intersection.

**Side Road Design Features: Lakeshore Drive**

Lakeshore Dr. is a 28-foot wide, two-lane local street approaching Piedmont Rd from the east. Street parking is permitted on the south side beginning 50 feet from the intersection in a recessed parking lane. The speed limit is unposted.

The west approach is a commercial entrance for a parking lot and multiple office buildings. This entrance is offset from Lakeshore Dr.

**Side Road Design Features: Garson Drive**

Garson Dr. approaches both sides of Piedmont Dr. with varying cross sections: From the west with four 11-foot lanes (two eastbound and two westbound) and from the east three 12-foot lanes (two westbound and one eastbound). The posted speed limit is 25 mph and there are sidewalks on both sides on Garson Dr.

**Side Road Design Features: Lindbergh Way/Lindbergh Drive**

These two signalized intersections are operated by the same control cabinet located at Lindbergh Way.

Lindbergh Way is an eastbound one-way roadway that is four lanes wide. At the intersection, Lindbergh Way has a left-turn lane, a through/left-turn lane, a through lane, and a through/right-turn lane. The total width of the four lanes at the intersection is 44 feet.

Lindbergh Drive is a westbound one-way roadway with three 12-foot lanes including a through/left-turn lane, a through lane and a through/right-turn lane.

The speed limit of Lindbergh Way and Lindbergh Drive is 35 mph. There are sidewalks on all sides of Lindbergh Drive and Lindbergh Way.

**Side Road Design Features: Morosgo Drive**

Morosgo Drive is an undivided, four lane roadway that is 48 feet wide and slightly offset at Piedmont Road. The eastbound approach to Piedmont Road consists of a left-turn only lane, one through lane, a right-turn only lane and one departure lane. The westbound approach to Piedmont Road consists of a left-turn lane, a through/right-turn lane, and two departure lanes. There are sidewalks on all sides of Morosgo Drive.

**Side Road Design Features: Sidney Marcus Boulevard**

The east approach is comprised of six 12-foot lanes (four approaching and two departing the intersection) with a ten-foot median, for a total street width of 82 feet. There are two left-turn only lanes, one through lane, and one right-turn only lane. The west approach is undivided and consists of three 10-foot lanes that approach the intersection, and one 20-foot departure lane. There is one left-turn only lane, one through lane and one right turn lane. The speed limit is not posted. There are sidewalks on all sides of Sidney Marcus Boulevard.

**Side Road Design Features: Miami Circle**

The intersection is in the sag point of a vertical curve on Piedmont Road. Miami Circle forms a “T” intersection with an approach on the east side of Piedmont Road. There is a 10 foot left-turn lane and a 30-foot right turn lane that is separated by a 11-foot concrete island. There is a 28-foot departure lane. Between the left-turn lane and the departure lane is a 6-foot median. The total width of the intersection is 90 feet, and flares to 100 feet due to Miami Circle’s curved approach. There is no posted speed limit. There are sidewalks on the north and south sides of Miami Circle.

**Side Road Design Features: E Wesley Road/Darlington Road**

This is a five legged intersection that consists of a commercial driveway, the westbound approach of East Wesley Road, and the eastbound approach of Darlington Road. The commercial driveway is south of Darlington Road and is 65 feet wide. East Wesley Road is an undivided roadway with a ten-foot lane in both directions. The posted speed limit for East Wesley Road is 35 mph. There is sidewalk on the north side of East Wesley Road.

Darlington Road is an undivided, residential roadway that is 28 feet wide and flares into 100 feet at the intersection. There is a left-turn lane and a right-turn lane that are separated by a 35-foot painted island. The speed limit not posted. There is no sidewalk on Darlington Road.

**Side Road Design Features: Pharr Road/Peachtree Drive**

These two signalized intersections are operated by the same control cabinet located at Pharr Rd.

Pharr Road is an undivided roadway that has five 10-foot lanes. There are three eastbound lanes which lanes consist of a left turn lane, a through/right lane, a right turn only lane, and two departure lanes. There are 8-foot sidewalks on each side of the roadway. The westbound approach is an office development entrance/exit. There are two lanes approaching the intersection and one departure lane with a 3-foot median. The posted speed limit on Pharr Road is 35 mph. There are sidewalks on the north and south sides of the roadway.

Peachtree Drive is an undivided roadway that forms a “T” intersection with an approach on the east side of Piedmont Road, with two 12-foot lanes. There is a 5-foot sidewalk on the north side of the roadway and a 6-foot sidewalk on the south side. The speed limit is not posted.

**Side Road Design Features: East Paces Ferry Road**

These two signalized intersections are operated by the same control cabinet located at the southern intersection of East Paces Ferry Rd.

The southern leg of East Paces Ferry Road is an undivided roadway that forms a “T” intersection with an approach on the west side of Piedmont Road. There are five 10-foot lanes, including a left-turn only lane, right/left turn lane and a right turn only lane. There are 6-foot sidewalks on the north and south sides of the roadway behind the grass strips. The posted speed limit is 35 mph.

The northern leg of East Paces Ferry Road is an undivided roadway that approaches the intersection from the east with two 12-foot lanes. There are sidewalks on the north and south side

of the roadway. The sidewalk at the curb is 12 feet wide. The posted speed limit is 25 mph. A 30-foot commercial entrance forms the western approach of the intersection.

**Other projects in the area:**

N/A

**Description of the proposed project:**

The purpose of this project consists of developing traffic signal plans for the upgrade of ten (10) existing traffic signal installations and signal communications in the City of Atlanta, Fulton County. The intersections are listed below:

1. SR 237 (Piedmont Road) @ Piedmont Circle/Lambert Drive
2. SR 237 @ Lakeshore Drive
3. SR 237 @ Garson Drive
4. SR 237 @ Lindbergh Way/Lindbergh Drive (split intersection)
5. SR 237 @ Morosgo Drive
6. SR 237 @ Sidney Marcus Boulevard
7. SR 237 @ Miami Circle
8. SR 237 @ E Wesley Road/Darlington Road
9. SR 237 @ Pharr Road/Peachtree Drive (split intersection)
10. SR 237 @ East Paces Ferry Road (split intersection)

**MPO:** Atlanta Regional Commission

**TIP #:**

*AT-289 KLP*

**TIA Regional Commission:** Not a TIA Project

**Congressional District(s):** 5 & 6

**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 237 (Piedmont Rd)

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

Warrants met:  None  Bicycle  Pedestrian  Transit

*EKP*

## DESIGN AND STRUCTURAL

**Mainline Design Features:** Piedmont Rd. from Piedmont Circle/ Lambert Dr. to East Paces Ferry Rd.

Feature	Existing	Standard*	Proposed
<b>Typical Section</b>			
- Number of Lanes	6		N/A
- Lane Width(s)	10 ft.		N/A
- Median Width & Type	N/A		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	4'-7' both sides		N/A
- Auxiliary Lanes	No		N/A
- Bike Lanes	None		N/A
Posted Speed	40 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	Span Wire		Span Wire / Mast Arm

\*According to current GDOT design policy if applicable

**Major Interchanges/Intersections:** None

**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:** None

### Utility Involvements:

Georgia Power - Electrical  
 Atlanta Gas Light - Gas  
 AT&T - Communications  
 Level 3 – Communications  
 MCI  
 Comcast



## COORDINATION, ACTIVITIES, RESPONSIBILITIES, AND COSTS

### Project Meetings:

Kickoff Meeting: Thursday, October 15<sup>th</sup>, 2015 @ 9:00 AM

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

Other coordination to date: N/A

### Project Cost Estimate and Funding Responsibilities:

	Breakdown of PE	ROW	Reimbursable Utility	CST*	Environmental Mitigation	Total Cost
Funded By	GDOT	GDOT	GDOT	GDOT	N/A	
\$ Amount	\$318,978	\$500,000	\$320,000	\$1,543,184	\$1,697,503	\$2,362,162
Date of Estimate	9/11/2015	Programmed	3/2/2016	12/1/2015	ERP	\$2,836,481 ERP

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

### Comments/Additional Information:

### LIST OF ATTACHMENTS/SUPPORTING DATA

1. Cost Estimates
2. Parsons Brinckerhoff Kickoff Meeting Minutes
3. Revisions to Programmed Costs Workbook

## STATE HIGHWAY AGENCY

DATE : 12/15/2015

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## JOB ESTIMATE REPORT

JOB NUMBER : 0012825                      SPEC YEAR: 13  
 DESCRIPTION: SR 237 @ 10 LOCS IN FULTON

## ITEMS FOR JOB 0012825

LINE	ITEM	ALT	UNITS	DESCRIPTION	QUANTITY	PRICE	AMOUNT
0005	150-1000		LS	TRAFFIC CONTROL - COMPLETE	1.000	50000.00	50000.00
0010	163-0232		AC	TEMPORARY GRASSING	1.000	420.63	420.64
0015	163-0240		TN	MULCH	1.000	193.96	193.97
0020	163-0550		EA	CONS & REM INLET SEDIMENT TRAP	74.000	125.63	9296.93
0025	165-0030		LF	MAINT OF TEMP SILT FENCE, TP C	500.000	1.48	743.55
0030	165-0105		EA	MAINT OF INLET SEDIMENT TRAP	37.000	65.66	2429.44
0035	171-0030		LF	TEMPORARY SILT FENCE, TYPE C	500.000	3.41	1707.51
0040	441-0104		SY	CONC SIDEWALK, 4 IN	480.000	50.83	24402.41
0045	441-0108		SY	CONC SIDEWALK, 8 IN	3120.000	56.48	176219.82
0050	441-0748		SY	CONC MEDIAN, 6 IN	30.000	62.57	1877.37
0055	441-6222		LF	CONC CURB & GUTTER/ 8X30TP2	400.000	24.43	9772.28
0060	610-6874		EA	REM WOOD POLE	2.000	500.00	1000.00
0065	636-1077		SF	HWY SIGN,ALUM EXT PL,REFL SHT,TP 9	180.000	39.60	7128.00
0070	636-2070		LF	GALV STEEL POSTS, TP 7	240.000	7.96	1911.13
0075	639-3004		EA	STEEL STRAIN POLE, TP IV W 65' MAST ARM	1.000	12955.28	12955.29
0080	639-3004		EA	STEEL STRAIN POLE, TP IV W 60' AND 55' MAST ARMS	1.000	12955.28	12955.29
0085	639-3004		EA	STEEL STRAIN POLE, TP IV W 60' MAST ARM	4.000	10601.81	42407.25
0090	639-3004		EA	STEEL STRAIN POLE, TP IV W 55' MAST ARM	1.000	12955.28	12955.29
0095	639-3004		EA	STEEL STRAIN POLE, TP IV W 55' AND 40' MAST ARMS	9.000	11217.77	100959.97
0100	639-3004		EA	STEEL STRAIN POLE, TP IV W 50' MAST ARM	5.000	11217.77	56088.87
0105	639-3004		EA	STEEL STRAIN POLE, TP IV W 45' MAST ARM	4.000	10601.81	42407.25
0110	639-3004		EA	STEEL STRAIN POLE, TP IV W 40' MAST ARM	5.000	11217.77	56088.87
0115	639-3004		EA	STEEL STRAIN POLE, TP IV W 35' MAST ARM	2.000	10601.81	21203.62
0120	639-3004		EA	STEEL STRAIN POLE, TP IV W 30' MAST ARM	2.000	10601.81	21203.62
0125	639-3004		EA	STEEL STRAIN POLE, TP IV W 25' MAST ARM	1.000	12955.28	12955.29
0130	647-1000		LS	TRAF SIGNAL INSTALLATION NO - 1	1.000	59800.00	59800.00
0135	647-1000		LS	TRAF SIGNAL INSTALLATION NO - 2	1.000	60100.00	60100.00
0140	647-1000		LS	TRAF SIGNAL INSTALLATION NO - 3	1.000	57500.00	57500.00
0145	647-1000		LS	TRAF SIGNAL INSTALLATION NO - 4	1.000	64200.00	64200.00
0150	647-1000		LS	TRAF SIGNAL INSTALLATION NO - 5	1.000	52400.00	52400.00
0155	647-1000		LS	TRAF SIGNAL INSTALLATION NO - 6	1.000	56000.00	56000.00
0160	647-1000		LS	TRAF SIGNAL INSTALLATION NO - 7	1.000	53000.00	53000.00
0165	647-1000		LS	TRAF SIGNAL INSTALLATION NO - 8	1.000	55700.00	55700.00

## STATE HIGHWAY AGENCY

DATE : 12/15/2015  
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## JOB ESTIMATE REPORT

0170	647-1000	LS	TRAF SIGNAL INSTALLATION NO - 9	1.000	73300.00	73300.00
0175	647-1000	LS	TRAF SIGNAL INSTALLATION NO - 10	1.000	70200.00	70200.00
0180	653-0120	EA	THERM PVMT MARK, ARROW, TP 2	20.000	79.76	1595.27
0185	653-1704	LF	THERM SOLID TRAF STRIPE, 24, WH	365.000	7.84	2861.98
0190	653-1804	LF	THERM SOLID TRAF STRIPE, 8, WH	6267.000	2.32	14598.48
0195	682-6233	LF	CONDUIT, NONMETL, TP 3, 2 IN	12835.000	2.46	31574.10
0200	682-9950	LF	DIRECTIONAL BORE - 5 IN	3700.000	9.02	33374.00
0205	682-9950	LF	DIRECTIONAL BORE - 7 IN	1060.000	9.02	9561.20
0210	687-1050	LS	TRAFFIC SIGNAL DATABASE CONVERSION	1.000	5000.00	5000.00
0215	700-6910	AC	PERMANENT GRASSING	1.000	1016.78	1016.79
0220	700-7000	TN	AGRICULTURAL LIME	1.000	128.52	128.53
0225	700-8000	TN	FERTILIZER MIXED GRADE	1.000	653.45	653.46
0230	700-8100	LB	FERTILIZER NITROGEN CONTENT	75.000	3.84	288.25
0235	700-9300	SY	SOD	150.000	6.47	971.88
0240	935-1511	LF	OUT PLNT FBR OPT CBL, DROP, SM, 6 FBR	1500.000	1.57	2362.20
0245	935-4010	EA	FIBER OPTIC SPLICE, FUSION	60.000	49.79	2987.70
0250	935-5050	EA	FIBER OPTIC PATCH CORD, SM	10.000	74.00	740.00
0255	937-6000	EA	MICROWAVE RADAR DETECTION ASSEMBLY	47.000	2500.00	117500.00
0260	939-2230	EA	GBIC, TYPE A	1.000	150.00	150.00
0265	939-2300	EA	FIELD SWITCH, TYPE A	10.000	1698.08	16980.89
0270	999-5200	SF	DETECTABLE WARNING SURFACE	1200.000	16.13	19356.00

ITEM TOTAL

1543184.35

INFLATED ITEM TOTAL

1543184.35

TOTALS FOR JOB 0012825

ESTIMATED COST:

1543184.39

CONTINGENCY PERCENT ( 10.0 ):

154318.44

ESTIMATED TOTAL:

1697502.83



GDOT Signal Design, Task Order #10  
PI 0012825, SR 237 (PIEDMONT ROAD) Fulton County  
Field Visit/Kickoff Meeting Minutes  
January 22, 2016

Meeting Date:  
Thursday, October 15, 2015 9:00 AM

**Participants:**

Carleton Fisher, GDOT  
Sam Harris, GDOT  
Wade Woodard, GDOT  
Jason Taylor, Arcadis  
Jill Brown, Edwards Pitman  
Mike Holt, Parsons Brinckerhoff  
Chris Rome, Parsons Brinckerhoff  
Paul Slone, Parsons Brinckerhoff  
Marian Diamond, Parsons Brinckerhoff

General Comments:

- This is an RTOP corridor
- The project team will coordinate with local departments to determine pole preference. First priority is to design for mast arm poles. Depending upon location restrictions, strain poles with aerial spans may be used.
- Battery backups for all cabinets.
- Radar detection assemblies will provide setback and stopbar detection where feasible.
- All protected permissive left-turn signals currently with the 5-section "doghouse" configuration will be converted to 4-section flashing yellow arrow (FYA) heads for dedicated left turn lanes and bimodal FYA heads for shared through and left lanes.
- All permissive left-turn movements opposite protected permissive signals will have 3-section FYA heads installed.
- Existing CCTV cameras on separate poles to remain
- Project team will coordinate with City of Atlanta and/or Buckhead CID regarding color of poles
- Parabolic Mast arms will be designed where needed to avoid utility conflicts.
- 40-foot poles will be designed where possible for relocating RTOP cameras.
- RTOP corridor manager (Jason Taylor, Arcadis) will provide plans of fiber optic routing. New fiber optic drop cables will be designed to splice to existing trunk cable.

Intersection Comments:

1. SR 237 (PIEDMONT ROAD) @ Piedmont Circle / Lambert Drive
  - Offset intersection.
  - Commercial entrance within limits of intersection, Buckhead Plating, will have to be included in the signal.
  - Pedestrian signals, detectors, at six corners.
  - Northside of intersection: add pedestrian crossing with ADA ramps or landings, signals, & markings as appropriate. Remove no ped x-ing signs
  - NE corner: Tandem mast arm
  - NW corner: Tandem mast arm, cabinet, supplemental head for Piedmont Circle approach
    - Design alternative – SW corner - Tandem mast arm here in lieu of NW corner. Otherwise ped pedestal only.
  - Upper NW corner: Single mast arm facing Lambert Dr. and off-ramp

- SE corner: Ped pedestal
  - New cabinet, drop cable to closure currently located on signal span
2. SR 237 (PIEDMONT ROAD) @ Lakeshore Drive
- Left turn phases on Piedmont use bimodal FYA (5-section)
  - NE corner: USTs present, Tandem mast arm, cabinet, add pedestrian landing
  - NW corner: Historic Resource (identified after field visit) Single mast arm, pedestrian landing
  - SW corner: Ped pedestal, island modifications, remove no ped crossing sign
  - SE corner: Ped pedestal, cabinet, pedestrian ADA ramps or landings
  - Pedestrian signals, detectors, ADA ramps or landings on all four corners as appropriate.
  - Pedestrian crosswalks on all four legs, add crosswalk on south side.
  - Relocate CCTV camera to new signal pole.
3. SR 237 (PIEDMONT ROAD) @ Garson Drive
- NB LT phase on Piedmont use bimodal FYA (5-section) – Right turn overlap facing EB approach
  - NE corner: Tandem mast arm or optional single arm (current construction zone – apartments), ped landing
  - NW corner: Ped pedestal, ped landing
  - SW corner: Tandem mast arm (preferred)
  - SE corner: Ped pedestal and/or optional single mast arm
  - Pedestrian signals, detectors, ADA ramps or landings on four corners as appropriate.
  - Pedestrian crosswalks on all four legs.
  - RTOP to provide LT warrant analysis for SB LT
- 4a. SR 237 (PIEDMONT ROAD) @ Lindbergh Way (one-way EB)
- 2 intersections paired on 1 controller
  - SB LT 5-section bimodal FYA
  - Use through lane (straight) arrows NB and SB approach to reinforce the one-way turn restrictions. Add R3-2 signs as appropriate.
  - Pedestrian signals, detectors, ADA ramps or landings on all four corners as appropriate.
  - Potential UST/HazWaste sites in NE and SW corners
  - NE corner: Tandem mast arm, cabinet, relocated CCTV, pedestrian landing
  - NW corner: Ped pedestal, ped landing
  - SW corner: Single mast arm, relocate BlueToad receiver, ped landing
  - SE corner: Ped pedestal, add ped landing
- 4b. SR 237 (PIEDMONT ROAD) @ Lindbergh Drive (one-way WB)
- 2 intersections paired on 1 controller
  - NB LT 5-section bimodal FYA
  - Use through lane (straight) arrows NB and SB approach to reinforce the one-way turn restrictions. Add R3-2 signs as appropriate.
  - Pedestrian signals, detectors, ADA ramps or landings on all four corners as appropriate
  - NE corner: USTs present, Cabinet, add pedestrian ramps
  - NW corner: Rework semi-depressed island, add curb ramps
  - SW corner: Tandem mast arm, add curb ramps
  - SE corner: Ped pedestal, add curb ramp
  - Cabinet located at 4a on NE corner

5. SR 237 (PIEDMONT ROAD) @ Morosgo Drive
  - NB & SB LT 4-Section FYA (dedicated LT lanes)
  - Remove old wood poles in existing islands
  - NE corner: Single mast arm, add pedestrian ramps
  - NW corner: Single mast arm, rework semi-depressed island, add curb ramps, ped pedestal in island
  - SW corner: Single mast arm, rework semi-depressed island, add curb ramps, ped pedestal in island
  - SE corner: USTs present, Single mast arm, add curb ramp
  - Update ADA ramps
  
6. SR 237 (PIEDMONT ROAD) @ Sidney Marcus Boulevard
  - NB LT 4-Section T (double red) protected only
  - RT overlap facing WB approach
  - NE corner: Single mast arm, relocate CCTV, add pedestrian ramps
  - NW corner: Single mast arm, add curb ramps,
  - SW corner: Single mast arm, add curb ramps,
  - SE corner: Single mast arm, cabinet, ped landing
  
7. SR 237 (PIEDMONT ROAD) @ Miami Circle
  - Relocate SB supplemental signal head to stop bar, possible pedestal mounting
  - Advance warning flasher system for SB approach
  - SB heads hung horizontally for sight distance under bridges. Will specify mast arm attachment height.
  - Pedestrian signals, detectors, ADA ramps on three corners & island
  - Rework island on east side for ADA ramps and straighten crosswalk alignment
  - SB LT 4-section FYA, horizontal arrangement
  - NE corner: Single mast arm
  - NW corner: Single mast arm, nearside head for SB traffic
  - SW corner: Single mast arm
  - SE corner: Cabinet
  
8. SR 237 (PIEDMONT ROAD) @ E Wesley Road / Darlington Road
  - Pedestrian signals, detectors, ADA ramps on all seven corners, Historic district on west side
  - Straighten crosswalk on north side
  - Add crosswalk to south side
  - Pedestrian crosswalks on all four legs
  - Maintain SB LT restriction.
  - Traffic Ops expressed a desire to remove the Darlington approach from the signal. RTOP to provide analysis. Final decision as design process evolves.
  - Pedestal mounted signals for Darlington Road or Option for a third single mast arm on east side of intersection
  - NE corner: Ped pedestal, add curb ramps
  - NW corner: Ped pedestal, add curb ramps
  - SW corner: Single mast arm for commercial entrance, add curb ramps
  - SE corner: Single mast arm for EB Wesley and big single mast arm for NB & SB Piedmont, cabinet add curb ramps
  
- 9a. SR 237 (PIEDMONT ROAD) @ Pharr Road (southern T)
  - 2 intersections paired on 1 controller
  - NB LT 5-section bimodal FYA
  - WB RT overlap
  - Pedestrian signals, detectors, ADA ramps or landings on four corners

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- Add crosswalk to north side of intersection
- NE corner: Tandem mast arm, add pedestrian ramps, relocate CCTV camera
- NW corner: Cabinet, add curb ramps
- SW corner: USTs present, Tandem mast arm, relocate luminaire to pole, add curb ramp
- SE corner: Ped pedestal, pedestrian landing

9b. SR 237 (PIEDMONT ROAD) @ Peachtree Drive (northern T)

- 2 intersections paired on 1 controller
- Pedestrian signals, detectors, ADA ramps or landings on four corners
- Move SB stopbar closer to the crosswalk
- Add crosswalk to south side of intersection
- NE corner: Single mast arm, add pedestrian ramps,
- NW corner: Ped pedestal, add curb ramps
- SW corner: Tandem mast arm, relocate overhead lane assignment signs to arm
- SE corner: Ped pedestal, add curb ramp
- Cabinet at 9a.

10a. SR 237 (PIEDMONT ROAD) @ East Paces Ferry Road (southern T)

- 2 intersections paired on 1 controller
- Pedestrian signals, detectors, ADA ramps on western & southern crossings
- Relocate overhead signs on EB approach
- NB LT 5-Section bimodal head
- Pedestrian crosswalks on all four legs
- NE corner: Tandem mast arm, cabinet
- NW corner: Ped pedestal, add curb ramps
- SW corner: Single mast arm, Add curb ramps
- SE corner: Ped pedestal, add curb ramp

10b. SR 237 (PIEDMONT ROAD) @ East Paces Ferry Road (northern T)

- 2 intersections paired on 1 controller
- Pedestrian signals, detectors, ADA ramps on all eastern & northern crossings
- Pedestrian crosswalks on all four legs
- NE corner: Tandem mast arm, add curb ramps
- NW corner: Ped pedestal, add curb ramp
- SW corner: Tandem mast arm
- SE corner: Ped pedestal, add curb ramps
- Cabinet at 10a.

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

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**INTERDEPARTMENT CORRESPONDENCE**

**FILE** P.I. No. 0012825

**OFFICE** Program Delivery

**PROJECT DESCRIPTION**

SR 237 @ 10 LOCS IN FULTON

**DATE** January 22, 2016

**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 \$ 1,300,000.00

DATE ---

RIGHT OF WAY \$ 500,000.00

DATE ---

UTILITIES \$ -

DATE ---

**REVISED COST ESTIMATES**

CONSTRUCTION\* \$ 1,701,360.36

RIGHT OF WAY \$ 500,000.00

UTILITIES \$ -

\*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 preliminary plans phase. The increase is due to the design detailing from concept phase to preliminary plans.

# CONTINGENCY SUMMARY

<b>A. CONSTRUCTION COST ESTIMATE:</b>	\$	1,543,184.00	Base Estimate From CES
<b>B. ENGINEERING AND INSPECTION (E &amp; I):</b>	\$	77,159.20	Base Estimate (A) x <span style="border: 1px solid black; padding: 2px 5px;">5</span> %
<b>C. CONTINGENCY:</b>	\$	81,017.16	Base Estimate (A) + E & I (B) x <span style="border: 1px solid black; padding: 2px 5px;">5</span> % <a href="#">See % Table in "Risk Based Cost Estimation" Memo</a>
<b>D. TOTAL LIQUID AC ADJUSTMENT:</b>	\$		Total From Liquid AC Spreadsheet
<b>E. CONSTRUCTION TOTAL:</b>	\$	1,701,360.36	(A + B + C + D = E)

## REIMBURSABLE UTILITY COSTS

UTILITY OWNER	REIMBURSABLE COST
Georgia Power	\$ -
TOTAL	\$ -

ATTACHMENTS: