

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

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

FILE P.I. # 0013061

OFFICE Design Policy & Support

DeKalb & Fulton Counties
GDOT District 7 - Metro Atlanta
SR 42 Bicycle & Pedestrian Improvements,
From CS 1795/Mansfield Ave. to CS 3694/
DeKalb Ave.

DATE 4/27/2016

FROM  Brent Story, State Design Policy Engineer

TO SEE DISTRIBUTION

SUBJECT APPROVED CONCEPT REPORT

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

Attachment

DISTRIBUTION:

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
Ed David Adams, State Safety Program Manager
Kathy Zahul, District Engineer
Scott Lee, District Preconstruction Engineer
Nicholas Fields, District Utilities Engineer
Xavier James, Project Manager
BOARD MEMBER - 5th Congressional District

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

Project Type:	<u>Bicycle/Pedestrian Facilities Improvement</u>	P.I. Number:	<u>0013061</u>
GDOT District:	<u>7</u>	County:	<u>DeKalb and Fulton</u>
Federal Route Number:	<u>US 23</u>	State Route Number:	<u>SR42</u>
	Project Number:		<u>N/A</u>

This project proposes the reconstruction and enhancement of 0.4 miles of SR 42/Moreland Ave. from CS 3694/DeKalb Ave. to CS 1795/Mansfield Ave. which includes pedestrian and bicycle accommodations.

Submitted for approval:

<u>Shawn Fleet</u> Shawn C. Fleet, Heath & Lineback Engineers, Inc.	<u>1-7-2016</u> Date
<u>Albert V. Shelby</u> Albert V. Shelby, III, State Program Delivery Engineer	<u>1-13-2016</u> Date
<u>Xavier James</u> Xavier James, GDOT Project Manager	<u>1-7-2016</u> Date

Recommendation for approval:

<u>ERIC DUFF*/EKP</u> State Environmental Administrator	<u>1/29/2016</u> Date
<u>KEN WERHO*/EKP</u> FOR State Traffic Engineer	<u>1/26/2016</u> Date

- 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).

<u>CINDY VANDUYKE*/EKP</u> State Transportation Planning Administrator	<u>1/25/2016</u> Date
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PLANNING WILL COORDINATE WITH ATLANTA MPO TO REFLECT THE CHANGE IN # OF LINES ON SR42 IN THE MODEL.

Approval:

<u>Hiard Patel</u> GDOT Director of Engineering	 Date
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<u>Margaret B. Pivello</u> GDOT Chief Engineer	<u>4/22/16</u> Date
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** - RECOMMENDATION ON FILE*

PROJECT LOCATION



Figure 1 – Project Location Map
PI No. 0013061 – DeKalb and Fulton Counties
SR 42/Moreland Ave. from CS 3694/DeKalb Ave. to CS 1795/Mansfield Ave.

PLANNING & BACKGROUND DATA

Project Justification Statement:

The purpose of the proposed project is to reduce crash frequency and severity for the pedestrian and the cycling public along SR 42/Moreland Avenue from CS 3694/DeKalb Ave. to CS 1795/Mansfield Ave. in DeKalb and Fulton County, GA. Studies show that an increase in pedestrian, cycling and vehicular volumes has taken place along the corridor. This subsequently contributes to a need for improved pedestrian and bicycle facilities for this portion of SR 42/Moreland Ave. Crash data from 2008-2013 indicates that approximately 252 crashes occurred along SR 42/Moreland Ave from DeKalb Ave to McClendon Ave. Of these crashes, six were pedestrian injuries and one was a bike fatality. As for the rest of the crashes, the vast majority were the result of poor logistics in regards to access management.

In Georgia, nearly a 9.4 % of people killed in motor vehicle crashes were pedestrians, making pedestrian safety a focus area for the Georgia Department of Transportation. National statistics are relatively higher averaging a rate of 13%. The above mentioned project proposes to construct bike lanes, install pedestrian hybrid beacons, install sidewalks with improved ADA facilities, and consolidate driveways to improve access and mitigate previously existing safety issues. According to the Federal Highway Association's (FHWA) Desktop Reference Manual for Crash Reduction Factors, the implementation of bike lanes should reduce bike/vehicular crashes by 39%. The pedestrian hybrid beacon and corridor access management are two of the nine proven safety countermeasures listed by FHWA. This project is intended to result in a reduction in crash frequency and severity.

Existing conditions:

SR 42/US 23/Moreland Avenue is a 35 mph urban minor arterial street that travels north and south through the City of Atlanta, which coincides with the DeKalb/Fulton County line. Euclid Avenue is a 2-lane collector that runs southwest to northeast and intersects with SR 42/Moreland Ave. in the heart of the Little Five Points District. McLendon Ave. is also a 2-lane collector that runs east to west and forms an additional intersecting leg with SR 42/Moreland Ave. in the Little Five Points District.

SR 42/Moreland Ave. from the DeKalb Ave. ramps up to Euclid Ave. SW has six 11-foot lanes. The west side generally consists of header curb with 4 to 5 foot sidewalks and a 2-foot grass strip. The east side consists of header curb with a 9-foot sidewalk and no grass strip. In some areas the sidewalks and pedestrian ramps are uneven, have lifts and tripping hazards and do not meet ADA requirements. Pedestrian wheel chair ramps in the area of the DeKalb Ave. ramps have already been improved to meet ADA requirements and need no further attention.

SR 42/Moreland Ave. between Euclid Ave. NE and Mansfield Ave. consists of two 10-foot lanes in each direction with header curbs, and 9-foot sidewalks without grass strips. The sidewalks and pedestrian ramps are also uneven, have lifts and tripping hazards that do not meet ADA requirements.

Other projects in the area:

- SR 154/ Memorial Drive from SR 155/Candler Rd. to Mountain Drive - PI No. 0007130
- SR 8 from SR42 to W of North Ponce & from Westchester to N Decatur- PI No. 0009378
- SR 155/Candler Rd. from I-285 to SR 154 – Landscape Enhancement - PI No. 0009567
- Battle of Atlanta Greenway Trail - PI No. 0010642
- CS 520/Boulevard Drive FM SR 8/US 78 to CS 2232/Woodward Ave. - PI No. 0012592

County: DeKalb and Fulton

- SR 42/Moreland Ave. and CS/Arkwright Place and SR 154/Memorial Drive - PI No. 0012596
- SR 154/Memorial Drive from SR 42/Moreland Ave. to SR 155/Candler Rd. - PI No. 0012597
- SR 8/Ponce DeLeon Ave. at 4 Locations in DeKalb - PI No. 0012824
- SR 42 Conn at 1 Location- PI No. 000013214
- SR 42/ Moreland Ave. from near Lynwyn Lane to I-20 - PI No. 780011
- SR 154/Memorial Drive ATMS Arterial Communications Design - PI No. 770419
- SR 42/Moreland Ave. under the DeKalb Ave. Bridge - District 7 Maintenance Project for restriping

Description of the proposed project:

SR 42/Moreland Ave. between the DeKalb Ave. ramps and Euclid Ave. SW is proposed to be reduced to a 5 lane section, consisting of an 11-foot middle turn lane, 2 lanes in each direction with 10-foot-6-inch outside lanes, 10 foot inside lanes, and 5-foot bike lanes with 2-foot buffers. The existing concrete pavement in this area is proposed to be retained. It is proposed to reconstruct the shoulder area on the east side with header curb, a 2-foot grass strip, and a 6-foot sidewalk. On the west side, it is proposed to reconstruct the shoulder area with header curb, a 2-foot grass strip, and a 5-foot sidewalk. In some areas the existing header curbs and sidewalks are to be retained where they are determined to be in good condition. All sidewalks will meet ADA requirements.

A grassed “medianette” is proposed north of the DeKalb Ave. ramps in the area of a future parking deck development. A pedestrian refuge cut-through opening will be provided for a future pedestrian hybrid beacon at this location. A second “medianette” is proposed approximately 300 feet south of the McLendon Ave. intersection. At the intersection of SR 42/Moreland Ave. and Euclid Ave. NE, a “bulb-out” or squaring off of the intersection is proposed to reduce the skew and to eliminate right turn blind spots to the pedestrian crossing area. Northbound cyclist will be directed to Seminole Ave. via the Little 5 Points ally plaza. A green bicycle box will be provided at the Euclid Ave. NE intersection leg left turn lane, for northbound cyclist accessing Seminole Ave. Southbound cyclist will utilize a shared use lane from the Little Five Points plaza alley to Euclid Ave. SW.

In the area between Euclid Ave. NE and Mansfield Ave., the existing lane configuration is proposed to remain with two 10-foot lanes in each direction. It is proposed to replace the header curbs on both sides to provide a proper barrier to pedestrians and traffic, and to replace sidewalk and pedestrian ramps due to unevenness, lifts, tripping hazards and to meet ADA requirements. A 2-foot grass strip and 5 to 8 foot sidewalks are proposed, which will match the existing edge of sidewalk location.

One hybrid pedestrian beacon is proposed to be installed mid-block just south of the US Post Office.

Several redundant driveways along the project corridor will be closed to improve access control.

Utilities are to be relocated through the project to provide acceptable clear zone and to meet ADA requirements.

Drainage structure tops are proposed to be replaced to upgrade them to working condition and to accommodate pedestrian and bicycle facilities.

MPO: Atlanta TMA

TIP #: AR-118-2016

TIA Regional Commission: N/A

MPO Name Congressional District(s): 5

Federal Oversight: Exempt State Funded Other

Projected Traffic: AADT 24 HR T: 2.8%

Current Year traffic obtained from GDOT TPAS Traffic Counts

Current Year (2014): 30,940 Open Year (2020): N/A Design Year (2040): N/A

Traffic Projections: Projected Traffic is not required for concept approval per the Approved Traffic Engineering Study.

Functional Classification (Mainline): Urban Minor Arterial Street

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

Warrants met: None Bicycle Pedestrian Transit

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 Proposed Project:

Major Structures: *N/A*

Mainline Design Features: *Urban Minor Arterial - SR 42/US 23 (Moreland Avenue)*

Feature	Existing	Standard*	Proposed
Typical Section			
- Number of Lanes	4 to 6	4	4
- Lane Width(s)	10'-0" – 11'-0"	11'-0"- 12'-0"	10'-0" – 10'-6"
- Median Width & Type	None to 11'-0" flush	20'-0" raised 14'-0" flush	None, 11'-0" flush & 11'-0" raised
- Outside Shoulder or Border Area Width	6'-0"- 16'-0"	10'-0"- 16'-0"	8'-0"- 16'-0"
- Outside Shoulder Slope	Varies	2%	2%
- Inside Shoulder Width	N/A	N/A	N/A
- Sidewalks	4'-0" – 9'-0"	5'-0"	5'-0" – 8'-0"
- Auxiliary Lanes	N/A	N/A	N/A
- Bike Lanes	N/A	5' w/ header curb	5' with 2' buffer
Posted Speed	35 mph	<i>EXP</i>	35 mph
Design Speed	N/A	45 mph <i>30-60 MPH</i>	35 mph
Min Horizontal Curve Radius	371'	711' <i>371' EXP</i>	371'
Maximum Superelevation Rate	N/A	4%	4%
Maximum Grade	N/A	7%	7%
Access Control	By Permit	By Permit	By Permit
Design Vehicle	N/A	WB-40 / Bus 40	WB-40 / Bus 40
Pavement Type	Asphalt / Concrete	Asphalt / Concrete	Asphalt / Concrete

*According to current GDOT design policy if applicable

County: DeKalb and Fulton

Sideroad Design Features: Collectors - Euclid Ave. and McLendon Ave.

Feature	Existing	Standard*	Proposed
Typical Section			
- Number of Lanes	2 & Left Turn	4	2 & Left Turn
- Lane Width(s)	9'-6" – 14'-0"	11'-0"- 12'-0"	UNCHANGED (EKD)
- Median Width & Type	N/A	N/A	N/A
- Outside Shoulder or Border Area Width	7'-0"- 8'-0"	10'-0"- 16'-0"	UNCHANGED (EKD)
- Outside Shoulder Slope	Varies	2%	2%
- Inside Shoulder Width	N/A	N/A	N/A
- Sidewalks	5'-0" – 8'-0"	5'-0"	5'-0" min (EKD)
- Auxiliary Lanes	On Street Parking	N/A	UNCHANGED (EKD)
- Bike Lanes	N/A	4'-0"	N/A
Posted Speed	30 mph		30 mph
Design Speed	N/A	35 mph	35 mph
Min Horizontal Curve Radius	100'	371'	N/A
Maximum Superelevation Rate	N/A	4%	4%
Maximum Grade	N/A	7%	7%
Access Control	By Permit	By Permit	By Permit
Design Vehicle	N/A	Bus-40 / SU	Bus-40 / SU
Pavement Type	Asphalt / Concrete	Asphalt / Concrete	Asphalt / Concrete

*According to current GDOT design policy if applicable

Major Interchanges/Intersections: SR 42/Moreland Ave. and CS 3694/DeKalb Ave.
 SR 42/Moreland Ave. and CS 2554/Euclid Ave.
 SR 42/Moreland Ave. and CS 2550/McLendon Ave.
 SR 42/Moreland Ave. and CS 1795/Mansfield Ave

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

Context sensitive solutions for the proposed project consist of designing typical sections to accommodate motorist, cyclist and pedestrians while meeting the needs of the Little Five Points Community Improvement District and the City of Atlanta. Additionally, this project proposes the construction of two medianettes. The medianettes are proposed to provide traffic calming and will also provide pedestrian refuge at the future pedestrian hybrid beacon signal.

Design Exceptions to FHWA/AASHTO controlling criteria anticipated: A design exception for lane width is anticipated. The existing 10'-0" lane widths that are to be retained from Euclid Avenue to Mansfield Avenue are less than the standard width of 11'-0" for arterial roadways as indicated in AASHTO A Policy on Geometric Design of Highways and Streets, section 7.3.3. This section only allows 10 ft lanes to be used for speeds less than 35 mph. The design speed for SR 42/Moreland Ave. is proposed as 35 mph. The reduced lane widths are proposed to minimize right-of-way impacts and to avoid impacts to commercial buildings.

County: DeKalb and Fulton

Design Variances to GDOT Standard Criteria anticipated: A design variance for median width is anticipated. The proposed 11’-0” median between the DeKalb Ave. ramps and Euclid Ave. is less than the required minimum median width of 20’-0” as stated in section 6.12.2 of the GDOT Design Policy Manual. A design exception is not needed per AASHTO standards, section 4.11, “Median widths of 3.0 to 4.8 m [10 to 16 ft] provide the optimum design for two-way left-turn lanes.” The reduced median width is proposed to minimize right of way impacts.

UTILITY AND PROPERTY

Temporary State Route Needed: No Yes Undetermined

Railroad Involvement: No

Utility Involvements:

- AT&T Communications
- Atlanta Gas Light
- City of Atlanta Department of Watershed Management
- City of East Point Electric
- City of East Point Water & Sewer
- Comcast Communications
- Georgia Power Company
- Georgia Power Transmission
- Level 3 Communications
- TW Telecom
- MARTA Electric
- Verizon Business
- Interstate Fiber/Delta Com DBA Earthlink

SUE Required: No Yes

Public Interest Determination Policy and Procedure recommended? No Yes

Right-of-Way: Existing width: 55-90ft. Proposed width: N/A

Required Right-of-Way anticipated: No Yes Undetermined

Easements anticipated: None Temporary Permanent Utility Other

Anticipated total number of impacted parcels: 25
 Displacements anticipated: Businesses: 0
 Residences: 0
 Other: 0
 Total Displacements: 0

Location and Design approval: Not Required Required

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:

Preparation of the NEPA document has not yet started. It is anticipated that the project would require use of a categorical exclusion (CE). Two Section 4(f) resources, the Inman Park-Moreland Historic District and the Expanded Candler Park Historic District were identified. While measures to minimize right-of-way/easement impacts to these resources should be integrated into the development of the project concept, it cannot be assumed that impacts to these resources can be completely avoided. Per the June 4, 2013 agreement between FHWA and GDOT, actions processed programmatically as CEs (PCE) shall not involve “any use of a resource protected by Section 4(f) of the DOT Act of 1966 as defined by that Act” (3.b.). In addition, a de minimis use of these resources disqualifies a project from the PCE agreement. Therefore, an assessment of effects to historic resources is required that results in “No Adverse Effect” or “Conditional No Adverse Effect” as well as a determination of no de minimis Section 4(f) uses in order for a PCE to be considered for this project. This effort will be completed after concept approval.

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

Carbon Monoxide hotspot analysis: Required Not Required TBD

PM2.5: It is anticipated that this project, when evaluated by an interagency group consisting of FHWA, EPA, EPD and the MPO, would be Exempt per the Transportation Conformity Rule and thus meet the statutory and regulatory requirements for PM2.5 hotspots without a qualitative analysis.

Ozone: This project is identified in the conforming TIP by reference number AR-118-2016.

CO: Given the project type (road diet), FHWA requires a CO hot-spot analysis. This analysis has not yet been conducted; however, based on the roadway types and current traffic volumes, it is not anticipated that the project would exceed the maximum allowable National Ambient Air Quality Standards (NAAQS) for the one-hour level of 35 parts per million (ppm) and the 8-hour level of 9 ppm.

NEPA/GEPA Comments & Information:

On September 4, 2015, a field survey was conducted for environmental resources located within and immediately adjacent to project.

Ecology: The survey did not identify any jurisdictional wetlands, streams, or open waters.

Additionally as a part of the field survey, the US Fish and Wildlife Service’s (USFWS) Information, Planning, and Conservation System (IPaC) and the Georgia Department of Natural Resource (GADNR) websites were consulted for information regarding potential impacts to federally protected species related to implementation of the proposed project. The USFWS IPaC list identifies three species of concern within DeKalb County, including the little amphianthus (*Amphianthus pusillus*), black spored quillwort (*Isoetes melanospora*), and dwarf sumac (*Rhus michauxii*). The USFWS IPaC list identifies five species of concern within Fulton County, including the Gulf moccasinshell (*Medionidus penicillus*), oval pigtoe (*Pleurobema pyriforme*), purple bankclimber (*Elliptioideus sloatianus*), shinyrayed pocketbook (*Hamiota subangulata*)

County: DeKalb and Fulton

and the Cherokee darter (*Etheostoma scotti*). The GADNR DeKalb County list identifies the federally listed little amphianthus and the black spored quillwort. The GADNR Fulton County list identifies the federally listed dwarf sumac, threatened Cherokee darter, shinyrayed pocketbook, and Gulf moccasinshell.

Since no perennial streams occur within the project area; therefore, the Gulf moccasinshell, oval pigtoe, purple bankclimber, shinyrayed pocketbook, and the Cherokee darter would not be species of concern during project development or construction.

Little amphianthus occurs on shallow, flat bottomed depressions on granite outcrops with thin, gravelly soils and winter-spring inundation. No granite outcrops were observed within the screening area and it does not appear that little amphianthus would be a species of concern during project development.

Dwarf sumac are found in dry, open, rocky, or sandy woodlands over mafic bedrock with high level of calcium, magnesium, or iron; often on ridges and river bluffs. The wooded areas observed within the screening area are within maintained lawns and would not provide suitable habitat for the dwarf sumac.

The black-spored quillwort habitat is restricted to shallow, flat-bottomed depressions on granite outcrops, where water collects after a rain. No granite outcrops were observed within the screening area and it does not appear that little amphianthus would be a species of concern during project development.

History: Two National Register-listed historic properties, the Inman Park-Moreland Historic District and the Expanded Candler Park Historic District, were identified along the survey corridor. As previously noted, while measures to minimize right-of-way/easement impacts to these resources should be integrated into the development of the project concept, it cannot be assumed that impacts to these resources can be completely avoided. Per the June 4, 2013 agreement between FHWA and GDOT, actions processed programmatically as CEs (PCE) shall not involve “any use of a resource protected by Section 4(f) of the DOT Act of 1966 as defined by that Act” (3.b.). In addition, a de minimis use of these resources disqualifies a project from the PCE agreement. Therefore, an assessment of effects to historic resources would be required that resulted in “No Adverse Effect” or “Conditional No Adverse Effect” as well as a determination of no de minimis Section 4(f) uses in order for a PCE to be considered for this project. That effort has not yet been completed.

Archeology: On August 21, 2015, a check of the Georgia Archaeological Site File (GASF) was conducted electronically for this project using the GNAHRGIS database at the University of Georgia in Athens. Eight previously identified archaeological sites are located within a one-kilometer radius of the proposed site; however, no previously recorded archaeological sites fall within the Area of Potential Effect (APE) of the currently proposed site. In addition, a survey of archaeological resources located within the proposed study area did not identify any archaeological resources within the APE of the 100 foot expanded survey corridor. Ground penetrating radar (GPR) survey of the study area indicate the presence of an intact single-track line associated with the Georgia Power (1902-1949) period, as well as additional bedding features from an unknown period. In accordance with the streetcar context, the single-track features are recommended not eligible for the NRHP and no further work is necessary. However, the remaining features may have the potential to yield important information about earlier periods. Therefore, as stipulated in the Programmatic Agreement (PA) Regarding Historic Streetcar Archaeological Sites in Georgia was signed by the Federal Highway Administration (FHWA), the Georgia Department of Transportation (GDOT), and the Georgia State Historic Preservation Office (GASHPO) in 2015, it is recommended that these resources be considered during construction monitoring through archaeological investigation and documentation.

The only below surface construction (other than 1½” milling and inlay) occurring within the two intersections where streetcar features were identified will be along curbs and sidewalks. The “medianettes” that require the removal of pavement are all located south of McLendon Avenue, where no streetcar resources were identified. The planned construction activities will not impact any identified streetcar

County: DeKalb and Fulton

resources. Construction in portions of the APE where tracks and bedding were identified be undertaken with caution, but no further archaeological work is required at this time. Should construction plans result in ground disturbance in the vicinity of unknown streetcar resources identified by the GPR survey, archaeological investigation should consist of sampling methods sufficient to expose and then document potential streetcar features.

Noise Effects: It is anticipated that this project meets the definition of a Type III project and does not require a noise study or abatement of highway noise impacts. This determination is based on FHWA's Highway Traffic Noise: Analysis and Abatement Guidance (revised January 2011) that states a Type III project is "a federal or federal-aid highway project that does not meet the classifications of a Type I (adds capacity or significantly alters the horizontal or vertical alignment) or Type II (abates noise on an existing facility) project.

Public Involvement: Based on the project type, a Public Information Open House (PIOH) is not required. However, given the urbanized nature of the corridor, a PIOH might be considered to solicit public input.

County: DeKalb and Fulton

COORDINATION, ACTIVITIES, RESPONSIBILITIES, AND COSTS

Project Meetings:

Project Activity	Party Responsible for Performing Task(s)
Concept Development	Heath & Lineback Engineers
Design	Jacobs
Right-of-Way Acquisition	GDOT / District 7 Right-of-Way
Utility Coordination (Preconstruction)	Jacobs GDOT
Utility Relocation (Construction)	Utility Owners
Letting to Contract	GDOT
Construction Supervision	GDOT / District 7
Providing Material Pits	Construction Contractor
Providing Detours	N/A
Environmental Studies, Documents, & Permits	GDOT OES Heath & Lineback Engineers Edwards-Pitman Environmental Jacobs
Environmental Mitigation	GDOT
Construction Inspection & Materials Testing	GDOT

Other coordination to date: Kick-Off Meeting held 07-31-2015
 Coordination Meeting with Little Five Points CID on 10-8-2015
 Coordination Meeting with City of Atlanta on 10-15-2015
 Concept Team Meeting on 12-07-2015

Project Cost Estimate and Funding Responsibilities:

	Breakdown of PE	ROW	Reimbursable Utility	CST*	Environmental Mitigation	Total Cost
Funded By	GDOT	GDOT	Pending	GDOT	GDOT	
\$ Amount	\$524,341.20	\$586,000.00	\$375,000.00	\$619,401.43	None Anticipated	\$2,104,742.63
Date of Estimate	08/11/2014	10/28/2015	10/23/2015	2/16/2016		

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

ALTERNATIVES DISCUSSION

Preferred Alternative: *This alternate proposes restriping SR 42/Moreland Ave. between the DeKalb Ave. ramps and Euclid Ave. NE and adding buffered bike lanes and urban shoulders with header curbs and sidewalks. Two “medianettes” are proposed to provide traffic calming as shown on the preferred alternate layout. The southern medianette will also provide a refuge area for a future pedestrian hybrid beacon. At the intersection of SR 42/Moreland Ave. and Euclid Ave. NE, a “bulb-out” or squaring off of the intersection is proposed to eliminate right turn blind spots to the pedestrian crossing area. Bicycle traffic will be directed to Seminole Ave. via the Little Five Points plaza alley. A bicycle box will be provided in the Euclid Ave. NE left turn lane for north bound cyclist accessing Seminole Ave. Southbound cyclist will utilize a shared use lane from the Little Five Points plaza alley to Euclid Ave. SW. SR 42/Moreland Ave. between Euclid Ave. NE and Mansfield Ave. will be milled, overlaid and restriped. The shoulder areas are to be reconstructed with header curb and sidewalk to correct unevenness and bring them up to current ADA standards. The sidewalks will extend to the existing limits. A mid-block crosswalk and pedestrian hybrid beacon will provide an additional*

<i>pedestrian crossing in this area. Several redundant driveways along the project corridor will be closed to improve access control.</i>			
Estimated Property Impacts:	26	Estimated Total Cost:	\$2,104,742.63
Estimated ROW Cost:	\$586,000.00	Estimated CST Time:	12 months
Rationale: <i>This alternate provides improved pedestrian and bicycle facilities along the project corridor and provides an additional protected pedestrian crossing. This alternate requires no additional right of way. Easements may be required where utility relocations are needed.</i>			

No-Build Alternative: <i>This alternate uses the existing lane configurations on SR42/Moreland Avenue and the existing urban shoulders in the project corridor.</i>			
Estimated Property Impacts:	N/A	Estimated Total Cost:	N/A
Estimated ROW Cost:	N/A	Estimated CST Time:	N/A
Rationale: <i>This alternate does not provide pedestrian, cycling, or operational, improvements.</i>			

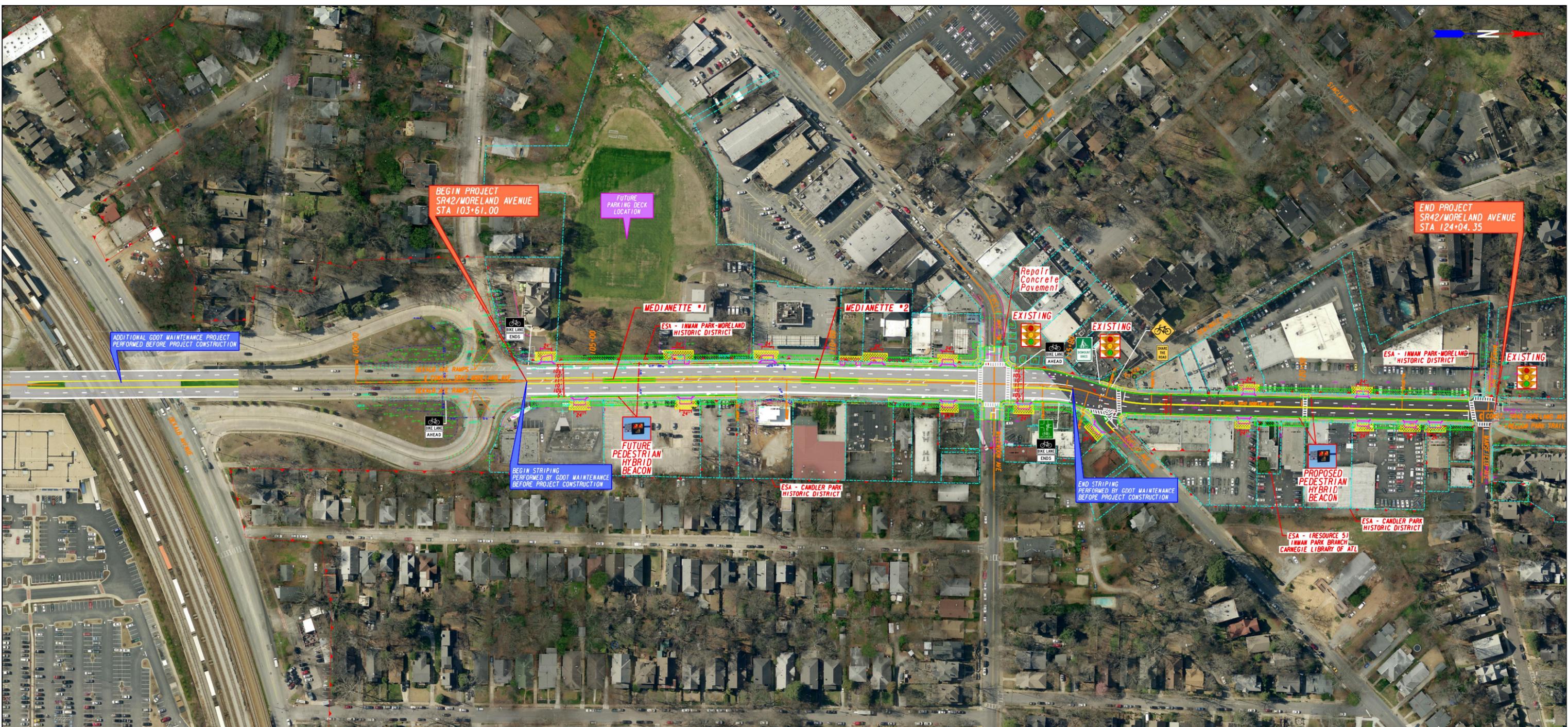
Alternative 1: <i>This alternate proposes the same features as the Preferred Alternate excluding features to provide bike access to Seminole Ave. Instead this alternate proposes shared use lanes for bicycles and vehicular traffic between Euclid Ave. SW and Mansfield Ave.</i>			
Estimated Property Impacts:	N/A	Estimated Total Cost:	N/A
Estimated ROW Cost:	N/A	Estimated CST Time:	N/A
Rationale: <i>This alternate has not been selected, because it requires undesirable shared use lanes between Euclid Ave. SW and Mansfield Ave.</i>			

Comments/Additional Information:

- A 12 foot multi-use path on the east side of the project was considered and studied. It was determined to be infeasible because it requires lane widths less than 10 feet or would cause impacts to existing buildings.

LIST OF ATTACHMENTS/SUPPORTING DATA

1. Concept Layout & Typical Sections
2. Cost Estimates
3. Traffic Engineering (TE) Study
4. Additional Traffic Diagrams
5. Meeting Minutes
 - a. Kick Off Meeting held 07-31-2015
 - b. Coordination Meeting with Little Five Points CID held on 10-8-2015
 - c. Coordination Meeting with the City of Atlanta held on 10-15-2015
 - d. Concept Team Meeting held on 12-7-2015
6. Additional E-mail Comments and Responses



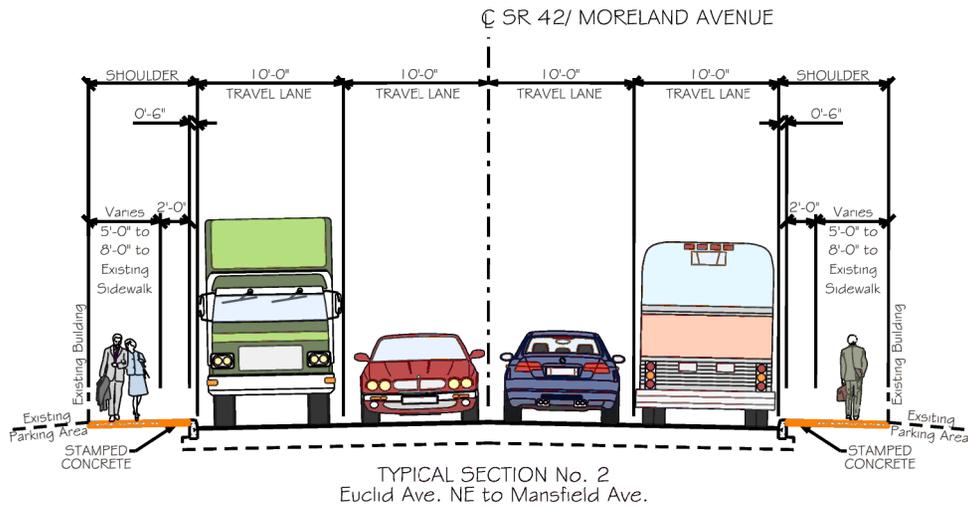
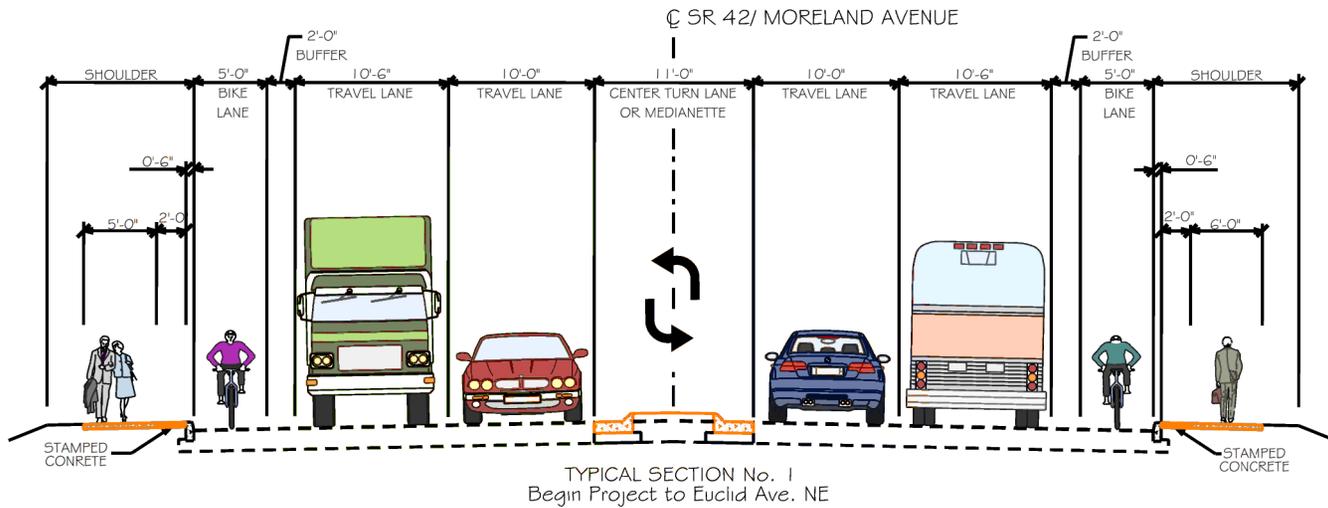
SR 42 / MORELAND AVENUE
SAFETY & OPERATIONAL IMPROVEMENTS
PREFERRED ALTERNATE
 P.I. NO. 0013061

February 15, 2016



GEORGIA
 DEPARTMENT
 OF
TRANSPORTATION


Heath & Lineback Engineers
 INCORPORATED
 2390 CANTON ROAD, BUILDING 200
 MARIETTA, GEORGIA 30066-5393



**SR 42 / MORELAND AVENUE
SAFETY & OPERATIONAL IMPROVEMENTS
PREFERRED ALTERNATE**

P.I. NO. 0013061

February 15, 2016

N.T.S.

GEORGIA
DEPARTMENT
OF
TRANSPORTATION

HL Heath & Lineback Engineers
INCORPORATED
2390 CANTON ROAD, BUILDING 200
MARIETTA, GEORGIA 30066-5393

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE P.I. No. 0013061

OFFICE Program Delivery

PROJECT DESCRIPTION

SR 42 (MORELAND AVE) FROM CS 1795 (MANSFIELD AVE) TO CS3694 (DEKALB AVE)

DATE February 15, 2016

From: Albert V. Shelby III, State 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 11/15/2017

PROGRAMMED COSTS (TPro W/OUT INFLATION)

LAST ESTIMATE UPDATE

CONSTRUCTION \$ 212,713.59

DATE 12/4/2015

RIGHT OF WAY \$ 100,000.00

DATE 12/4/2015

UTILITIES \$

DATE N/A

REVISED COST ESTIMATES

CONSTRUCTION* \$ 619,401.43

RIGHT OF WAY \$ 586,000.00

UTILITIES \$ 375,000.00

*Cost Contains 10 % Contingency

REASONS FOR COST INCREASE AND CONTINGENCY JUSTIFICATION:

Cost based on current Concept Layout and current Utility and Right of Way Cost Estimates.

CONTINGENCY SUMMARY

A. CONSTRUCTION COST ESTIMATE:	\$	532,721.93	Base Estimate From CES	
B. ENGINEERING AND INSPECTION (E & I):	\$	26,636.10	Base Estimate (A) x	5 %
C. CONTINGENCY:	\$	55,935.80	Base Estimate (A) + E & I (B) x	10 %
			See % Table in "Risk Based Cost Estimation" Memo	
D. TOTAL LIQUID AC ADJUSTMENT:	\$	4,107.60	Total From Liquid AC Spreadsheet	
E. CONSTRUCTION TOTAL:	\$	619,401.43	(A + B + C + D = E)	

REIMBURSABLE UTILITY COSTS

UTILITY OWNER	REIMBURSABLE COST
GA Power	\$ 375,000.00
TOTAL	\$ 375,000.00

ATTACHMENTS:

Liquid AC Adjustment Spreadsheet

PROJ. NO. [REDACTED]
 P.I. NO. 0013061
 DATE 2/15/2016

CALL NO.

INDEX (TYPE)	DATE	INDEX
REG. UNLEADED	Feb-16	\$ 1.733
DIESEL		\$ 2.069
LIQUID AC		\$ 369.00

Link to Fuel and AC Index:
<http://www.dot.ga.gov/PS/Materials/AsphaltFuelIndex>

LIQUID AC ADJUSTMENTS

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

Asphalt

Price Adjustment (PA)			\$	3,963.06	\$	3,963.06
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	\$	590.40		
Monthly Asphalt Cement Price month project let (APL)			\$	369.00		
Total Monthly Tonnage of asphalt cement (TMT)				17.9		

ASPHALT	Tons	%AC	AC ton
Leveling	0	5.0%	0
12.5 OGFC	0	5.0%	0
12.5 mm	358	5.0%	17.9
9.5 mm SP	0	5.0%	0
25 mm SP	0	5.0%	0
19 mm SP	0	5.0%	0
	358		17.9

BITUMINOUS TACK COAT

Price Adjustment (PA)			\$	144.54	\$	144.54
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	\$	590.40		
Monthly Asphalt Cement Price month project let (APL)			\$	369.00		
Total Monthly Tonnage of asphalt cement (TMT)				0.65285534		

Bitum Tack

Gals	gals/ton	tons
152	232.8234	0.65285534

BITUMINOUS TACK COAT (surface treatment)

Price Adjustment (PA)			\$	0	\$	-
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	\$	590.40		
Monthly Asphalt Cement Price month project let (APL)			\$	369.00		
Total Monthly Tonnage of asphalt cement (TMT)				0		

Bitum Tack

	SY	Gals/SY	Gals	gals/ton	tons
Single Surf. Trmt.		0.20	0	232.8234	0
Double Surf.Trmt.		0.44	0	232.8234	0
Triple Surf. Trmt		0.71	0	232.8234	0

TOTAL LIQUID AC ADJUSTMENT \$ **4,107.60**

DATE : 02/15/2016
 PAGE : 1

JOB DETAIL ESTIMATE

JOB NUMBER : 0013061 SPEC YEAR: 13
 DESCRIPTION: SR 42/MORELAND AVENUE

ITEMS FOR JOB 0013061

LINE	ITEM	ALT	UNITS	DESCRIPTION	QUANTITY	PRICE	AMOUNT
0001	150-1000		LS	TRAFFIC CONTROL - TRAFFIC CONTROL	1.000	50000.00	50000.00
0002	210-0100		LS	GRADING COMPLETE - GRADING COMPLETE	1.000	75000.00	75000.00
0005	310-1101		TN	GR AGGR BASE CRS, INCL MATL	419.000	30.36	12723.34
0010	402-3130		TN	RECYL AC 12.5MM SP,GP2,BM&HL	358.000	106.54	38142.72
0014	413-1200		GL	NON-TRACKING EMULSIFIED TACK COAT	152.000	2.68	407.36
0015	432-0206		SY	MILL ASPH CONC PVMT/ 1.50 DEP	4343.000	3.51	15253.22
0019	437-1571		LF	ST GRANITE CURB,5 X 17,TP A	60.000	25.00	1500.00
0020	441-0018		SY	DRIVEWAY CONCRETE, 8 IN TK	782.000	43.16	33755.68
0025	441-0104		SY	CONC SIDEWALK, 4 IN	3200.000	29.40	94100.26
0026	441-0108		SY	CONC SIDEWALK, 8 IN	500.000	50.74	25373.67
0031	441-0740		SY	CONC MEDIAN, 4 IN	616.000	25.97	16000.13
0036	441-5002		LF	CONC HEADER CURB, 6, TP 2	3143.000	10.56	33219.06
0041	441-6740		LF	CONC CURB & GUTTER/ 8X30 TP7	505.000	16.28	8221.86
0046	446-1100		LF	PVMT REF FAB STRIPS, TP2,18 INCH WIDTH	10.000	17.43	174.33
0051	500-9999		CY	CL B CONC,BASE OR PVMT WIDEN	2.000	199.06	398.12
0060	611-8040		EA	ADJUST DROP INLET TO GRADE	2.000	882.21	1764.43
0061	163-0232		AC	TEMPORARY GRASSING	1.000	496.84	496.84
0066	163-0240		TN	MULCH	1.000	169.85	169.86
0071	163-0300		EA	CONSTRUCTION EXIT	2.000	1351.83	2703.67
0076	165-0030		LF	MAINT OF TEMP SILT FENCE, TP C	2045.000	0.83	1706.70
0081	165-0101		EA	MAINT OF CONST EXIT	2.000	429.43	858.87
0086	165-0105		EA	MAINT OF INLET SEDIMENT TRAP	20.000	45.67	913.48
0091	167-1000		EA	WATER QUALITY MONITORING AND SAMPLING	2.000	233.85	467.70
0096	167-1500		MO	WATER QUALITY INSPECTIONS	12.000	464.98	5579.84
0101	171-0030		LF	TEMPORARY SILT FENCE, TYPE C	4090.000	3.12	12776.46
0106	700-6910		AC	PERMANENT GRASSING	1.000	996.07	996.08
0111	700-7000		TN	AGRICULTURAL LIME	1.000	136.80	136.80
0116	700-8000		TN	FERTILIZER MIXED GRADE	1.000	635.78	635.78
0121	700-8100		LB	FERTILIZER NITROGEN CONTENT	10.000	5.47	54.79
0130	611-5360		EA	RESET HIGHWAY SIGN	15.000	124.75	1871.26
0131	636-1020		SF	HWY SGN,TP1MAT,REFL SH TP3	200.000	13.85	2770.30
0136	636-2070		LF	GALV STEEL POSTS, TP 7	450.000	7.06	3181.40
0141	652-0094		EA	PVMT MARKING, SYMBOL, TP 4	12.000	50.77	609.28
0150	652-0110		EA	PAVEMENT MARKING, ARROW, TP 1	12.000	47.95	575.49
0159	652-9001		SY	TRAFFIC STRIPE, WHITE	462.000	1.82	841.35
0160	653-0105		EA	PAVEMENT MARKING, BIKE SHARED LN SYM INCLUDES COST OF GREEN BIKE BOX	2.000	200.00	400.00
0161	653-1501		LF	THERMO SOLID TRAF ST 5 IN, WHI	1416.000	0.71	1018.76
0166	653-1502		LF	THERMO SOLID TRAF ST, 5 IN YEL	3710.000	0.61	2264.58
0171	653-1704		LF	THERM SOLID TRAF STRIPE,24,WH	240.000	6.37	1530.17
0176	653-1804		LF	THERM SOLID TRAF STRIPE, 8,WH	3108.000	2.18	6784.70

STATE HIGHWAY AGENCY

DATE : 02/15/2016
 PAGE : 2

2-15-2016
JOB DETAIL ESTIMATE

0181	653-3501	GLF	THERMO SKIP TRAF ST, 5 IN, WHI	3836.000	0.34	1325.53
0186	653-3502	GLF	THERMO SKIP TRAF ST, 5 IN, YEL	1200.000	0.32	394.72
0196	653-6004	SY	THERM TRAF STRIPING, WHITE	30.000	4.76	143.08
0201	654-1001	EA	RAISED PVMT MARKERS TP 1	48.000	5.03	241.62
0206	654-1003	EA	RAISED PVMT MARKERS TP 3	58.000	4.11	238.64
0211	647-1000	LS	TRAF SIGNAL INSTALLATION NO - PEDESTRIAN HYBRID BEACON	1.000	75000.00	75000.00

ITEM TOTAL						532721.92
INFLATED ITEM TOTAL						532721.93

TOTALS FOR JOB 0013061						

ESTIMATED COST:						532721.93
CONTINGENCY PERCENT (10.0):						53272.19
ESTIMATED TOTAL:						585994.12

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

Date: 10/28/2015 Project: Moreland Avenue
 Revised: County: Fulton
 PI: 0013061

Description: SR 42 Moreland Ave to Dekalb Ave
 Project Termini: SR 42 Moreland Ave to Dekalb Ave

Existing ROW: Vary
 Required ROW: Vary
 Parcels: 25

Land and Improvements _____ \$0.00

Proximity Damage	\$0.00
Consequential Damage	\$0.00
Cost to Cures	\$0.00
Trade Fixtures	\$0.00
Improvements	\$0.00

Valuation Services _____ \$156,250.00

Legal Services _____ \$166,875.00

Relocation _____ \$50,000.00

Demolition _____ \$0.00

Administrative _____ \$212,500.00

TOTAL ESTIMATED COSTS _____ \$585,625.00

TOTAL ESTIMATED COSTS (ROUNDED) _____ \$586,000.00

Preparation Credits	Hours	Signature

Prepared By: Dashone Alexander CG#:286999 10/28/2015 (DATE)
 Approved By: Dashone Alexander CG#: 286999 10/28/2015 (DATE)

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

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTER-DEPARTMENT CORRESPONDENCE

FROM:  Nicholas Fields
District Utilities Engineer

DATE: October 23, 2015

TO: Xavier James, Project Manager

SUBJECT: PRELIMINARY UTILITY COST ESTIMATE
0013061/ Fulton/ SR 42 FROM MANSFIELD RD TO DEKALB AVE

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
Atlanta Gas Light Company	\$0.00	\$168,960.00	\$168,960.00
AT&T (Bellsouth)	\$0.00	\$219,520.00	\$219,520.00
City of Atlanta (Water) & Sewer	\$0.00	\$171,840.00	\$171,840.00
City of Atlanta Water & (Sewer)	\$0.00	\$179,885.00	\$179,885.00
DeKalb County (Water) & Sewer	\$0.00	\$171,840.00	\$171,840.00
Dekalb County Water & (Sewer)	\$0.00	\$179,885.00	\$179,885.00
Georgia Power Company (Distrubution)	\$375,000.00	\$525,000.00	\$900,000.00
Georgia Power Company (Transmission)	\$0.00	\$750,000.00	\$750,000.00
Level 3 Communication	\$0.00	\$168,960.00	\$168,960.00
Tower Cloud, Inc Telecom	\$0.00	\$168,960.00	\$168,960.00
Interstate Fiber/Delta Com DBA (Earthlink)	\$0.00	\$168,960.00	\$168,960.00
Marta Electric	\$0.00	\$50,000.00	\$50,000.00
Verizon Business (MCI)	\$0.00	\$168,960.00	\$168,960.00
TOTAL	\$375,000.00	\$3,092,770.00	\$3,467,770.00

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 at 770-986-1117

KZ/NF/SW/LB

Cc: Lee Upkins, State Utilities Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
TRAFFIC ENGINEERING REPORT

Location:

State Route 42/Moreland Avenue

1. Roadway Safety & Operational Improvements (Lane Reconfiguration) – from Dekalb Ave. to Euclid Ave./McLendon Ave.
2. Proposed Mid-block Crossing –from McLendon Ave. to Mansfield Ave.

County of FULTON

At Mile log: 5.35



Report prepared by:
J. Brad Humphrey
Traffic Operations Manager
5025 New Peachtree Rd
Chamblee, GA 30341

Telephone Number: (770)986-1765
FAX Number: 770)770-986-1407
E-mail Address: jhumphrey@dot.ga.gov
Date prepared: 07/05/13
Revised: 08/06/14, 7/29/15

LOCATION:

1. The proposed Roadway Safety & Operational Improvements on State Route 42/Moreland Avenue between the intersections of Moreland Ave. at Dekalb Ave. and Moreland Ave. at McLendon Ave.
2. The proposed mid-block crossing site(s) on State Route 42/Moreland Avenue will be between the intersections of Moreland Ave at Euclid Ave. and Moreland Ave. at Mansfield Ave. This location is in the City of Atlanta in Fulton/Dekalb Counties, in the Little Five Points District.

REASON FOR INVESTIGATION:

The City of Atlanta and the Moreland Corridor Implementation Task Force have requested that GDOT consider the lane utilization and reconfiguration of the lanes between Dekalb Ave. and McLendon Ave. and the placement of a signalized mid-block pedestrian crossing(s) on Moreland Ave. between Euclid Ave. and Mansfield Ave. This request is based on increased pedestrian and vehicle activity on Moreland Ave. in Little Five Points and the desire to increase the safety of all road users in this area. A meeting was held with the City of Atlanta, GDOT, and the Moreland Corridor Implementation Task Force, at which time a concept drawing was presented with improved pedestrian accommodations, lane reconfigurations, signalized mid-block crossings, improved access management, improved streetscape, and various other improvements. GDOT and the City of Atlanta partnered to conduct a pedestrian movement count study and a subsequent traffic engineering study to determine the viability of the lane configurations and the need and location of a signalized pedestrian crossing.

DESCRIPTION OF THE STUDY AREA:

- **State Route 42/Moreland Ave.** is a four lane Urban Minor Arterial that runs North/South in Fulton County, concurrent with US 23, and straddles the Fulton County/Dekalb County Line. The speed limit is 35mph. with 10ft – 11ft lanes with header curb. Data obtained from the Department Transportation Data Viewer System shows that the current AADT 34,640. State Route 42 serves a substantial amount of commuter traffic during the weekdays in both AM and PM peak periods, as well as the regional and local trips throughout the day. Pedestrian volumes are known to be high in the Little Five Points District, through which SR 42 travels.
- **Euclid Ave.** is a two lane Collector that runs northeast to southwest in Fulton and Dekalb Counties, connecting Edgewood Ave. and North Ave. before terminating in the northeast at Oakdale Rd. Data obtained from the Department Transportation Data Viewer System shows that the current AADT 3,640. Euclid Ave. intersects with SR 42/Moreland Ave. in the heart of the Little Five Points District. This intersection, along with Seminole Ave., creates the “Five Point” Intersection this area is known for. Pedestrian activity is heavy along Euclid Ave. in this area.
- **Mansfield Ave.** is a two lane Collector that runs from Seminole Ave. at its western end through Moreland Ave. before terminating in the east at Euclid Ave. The eastern portion of this roadway is two way (from Moreland Ave. to Euclid Ave.) and the western portion of this roadway is one-way westbound (from Moreland Ave. to Seminole Ave.). With the exception of the intersection at Moreland Ave., Euclid Ave. can be considered a residential street.

Pedestrian activity along Mansfield is light, with the exception of the intersection of Moreland Ave., where pedestrian activity becomes heavy.

- **Little Five Points Business District** is a district in Atlanta, Georgia, 2½ miles east of downtown. "Little" Five Points refers to the intersection of Moreland Ave., Euclid Ave., and Seminole Ave. Two points are provided by Moreland Avenue (U.S. 23 and Georgia 42), which runs perfectly north/south, and forms the county line dividing Fulton and DeKalb. Two points are provided by Euclid Avenue, which runs northeast/southwest. The fifth point was originally Seminole Avenue, which met the intersection from the northwest, but the Seminole point was converted to a plaza and there is no longer a five-point intersection, though some regard McLendon Avenue, extending east from Euclid's southern intersection at Moreland, as the new fifth point. Because of the numerous destinations in this area, pedestrian activity and vehicular volumes are very heavy.

TRAFFIC VOLUMES IN VEHICLES PER DAY (vpd):

Year	SR 42 from MP 4.09 to MP 5.1, Count Station 5233 (AADT)
2011	34,640
2010	34,690
2009	34,620
2008	28,800
2007	30,600

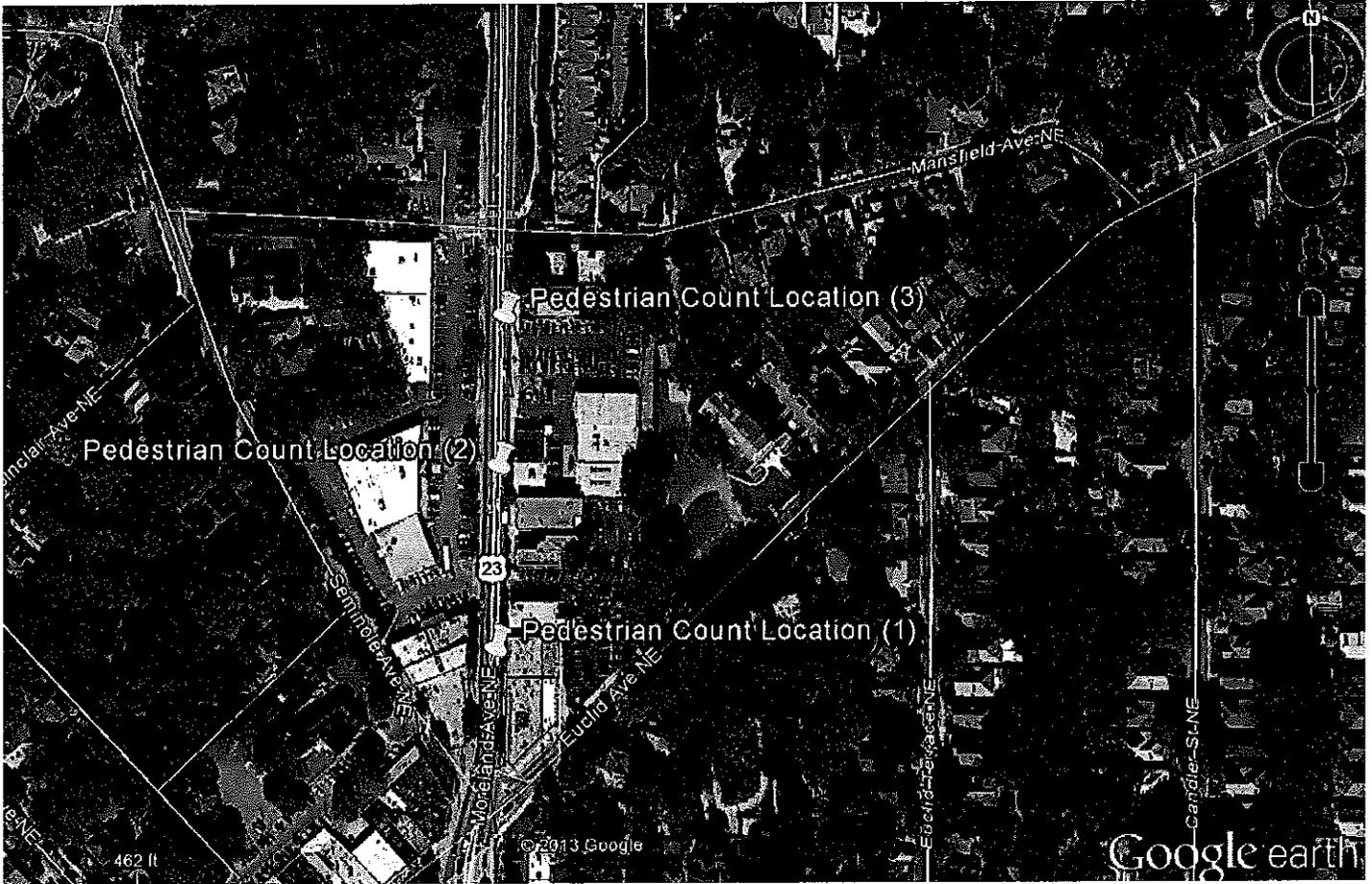
State Route 42 – 24 hour Percent Truck Traffic 2011: 2%

PEAK HOUR VOLUMES (vehicles and pedestrians) – Moreland Ave. from Euclid Ave. to Mansfield Ave.:

The most recent traffic counts (2014) show that the PM peak carries the greatest traffic volumes, 8,700 vehicles (on average).

The peak volume for pedestrians was determined by the City of Atlanta and the Moreland Corridor Implementation Task Force to occur between 4:00pm and 8:00pm. Vehicle and pedestrian volumes were collected during this time period. These volumes were then compared to Figure 4F-1 of the MUTCD, Guidelines for the Installation of Pedestrian Hybrid Beacons on Low-Speed Roadways. Pedestrian counts were taken in three locations:

1. Pedestrian Count Location 1 – SR 42 between Euclid Ave. and the driveway for 438 Moreland Ave. (Vortex Bar & Grill – approximately 230').
2. Pedestrian Count Location 2 – SR 42 between the Vortex driveway and the Aurora Coffee Driveway (approx. 250')
3. Pedestrian Count Location 3 – SR 42 between the Aurora Coffee Driveway and Mansfield Ave. (approx.. 270')
 (see map below)



	SR 42	SR 42	SR 42	Pedestrians (Euclid Ave. to Vortex) – Loc. 1	Pedestrians (Vortex to Aurora) – Loc. 2	Pedestrians (Aurora to Mansfield Ave.) – Loc. 3
TIME	Northbound (thru only)	Southbound (thru only)	TOTAL	East/ Westbound	East/ Westbound	East/ Westbound
4:00PM – 5:00PM	954	1301	2255	80	37	9
5:00PM – 6:00PM	875	1396	2271	66	16	10
6:00PM – 7:00PM	898	1409	2307	45	29	6
7:00PM – 8:00PM	793	1263	2056	31	9	0
TOTAL	3520	5369	8889	222	91	27

PEAK HOUR VOLUMES (vehicles and pedestrians) – Moreland Ave. from Dekalb Ave. to Euclid Ave.:

The section of SR 42 between Dekalb Ave. and Euclid Ave. is being analyzed for a lane reconfiguration. This analysis is based on the current traffic on SR 42. Vehicle counts were taken at the intersection of SR 42 and Euclid Ave. The assumptions were made that the traffic volumes at this intersection give an accurate representation of this section of SR 42 and the side street volumes were minimal and not included in the chart below because they would not impact the decision for lane configurations on SR 42 (full counts are provided in the Appendix). The AM, Midday, and PM peak volumes in this section of SR 42/Moreland Ave. are listed in the table below:

TIME	SR 42 at Euclid Ave.	
	Northbound SR 42 Approach Total	Southbound SR 42 Approach Total
7:00AM – 8:00PM	1704	474
12:00PM – 01:00PM	1010	1046
5:00PM – 6:00PM	1108	1744

EXISTING TRAFFIC CONTROL:

- State Route 42 is currently free-flowing in this section with traffic signals at the intersections of SR 42 & Euclid Ave. and SR 42 & Mansfield Ave.
- There are several curb cuts/driveways in this section that are stop controlled at the respective driveway exit.

VEHICLE SPEEDS:

- The posted speed limit on SR 42 is 35 MPH.

PEDESTRIAN MOVEMENTS:

Pedestrian traffic was heavy on SR 42, with many pedestrians travelling on the sidewalk adjacent to the roadway and many crossing SR 42. There are crosswalks and ADA ramps at the intersections of SR 42 & Euclid Ave. and SR 42 & Mansfield Ave. There are no mid-block crossings.

PARKING:

There was no on-street parking in the study area.

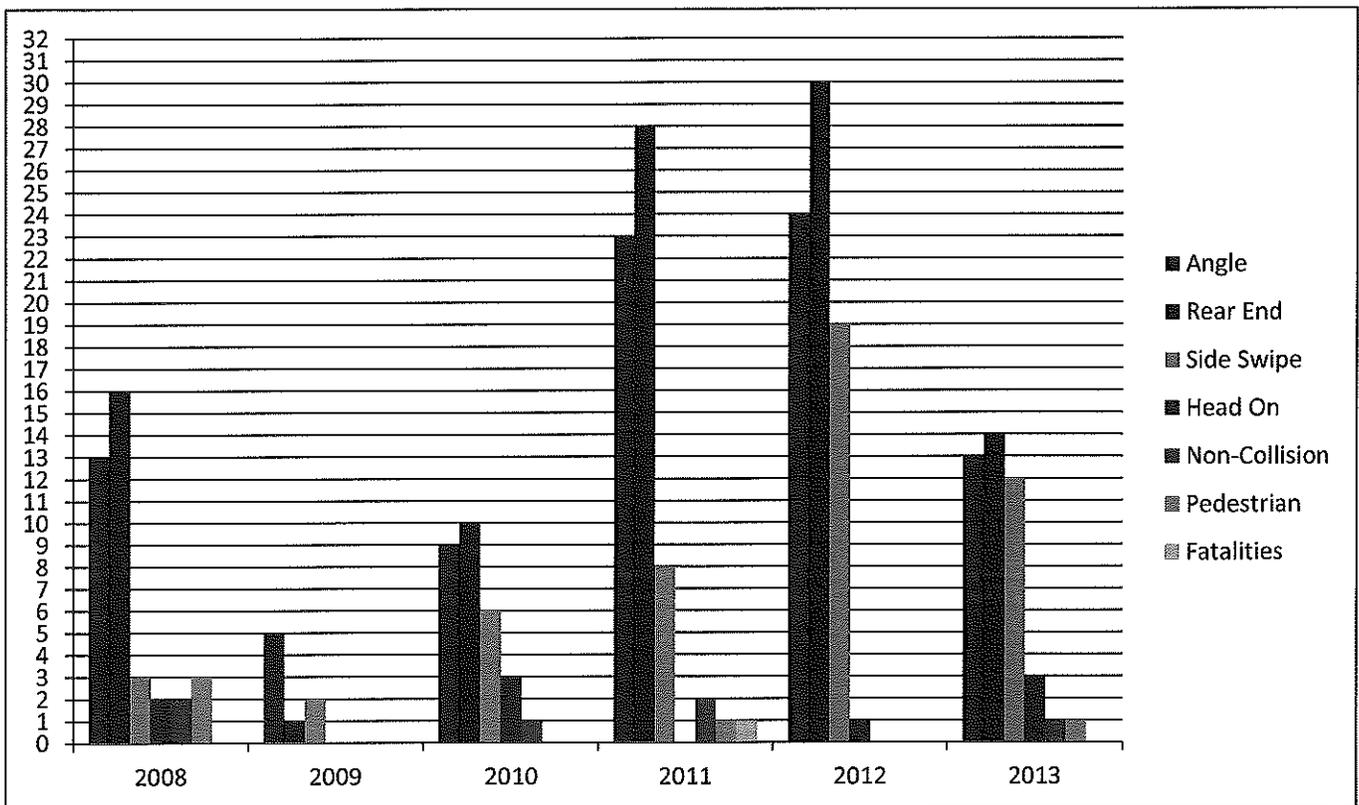
ACCIDENT HISTORY:

For the years 2008-2013*, there were 252 crashes at and between the intersections of Moreland Ave./Euclid Ave. and Moreland Ave./Mansfield Ave. (see table below and attached crash list). There have been 6 crashes involving pedestrians, all of which resulted in injuries. There was one fatal crash as a result of a rear-end collision between a bicyclist and an automobile.

The table and chart below summarizes the crash history from 2008 to 2013 in the study area.

SR 42/Moreland Ave. from intersection with Mansfield Ave. to intersection with Euclid Ave.							
Year	Angle	Rear End	Side Swipe	Head On	Non-Collision	Pedestrian	Fatality
2008	13	16	3	2	2	3	0
2009	5	1	2	0	0	0	0
2010	9	10	6	3	1	0	0
2011	23	28	8	0	2	1	1
2012	24	30	19	1	0	0	0
2013	13	14	12	3	1	1	0

* 2013 data incomplete (01/01/13 - 07/01/13)



SIGHT DISTANCE:

Because this study focuses on the installation of pedestrian crossings and lane reconfiguration, a typical intersection sight distance analysis would not be applicable. However, stopping sight distance is significantly important to the safety and operations of a proposed crossing. The southbound approach of SR 42 has very little vertical or horizontal curvature within a substantial distance. Stopping Sight Distance is approximately at 875 feet. SR 42 northbound shifts horizontally through the intersection of Euclid Rd., causing stopping site distance to be decreased. The Stopping Sight Distance for the northbound approach on SR 42 was measured at 451 feet. Based on AASHTO requirements, The required Stopping

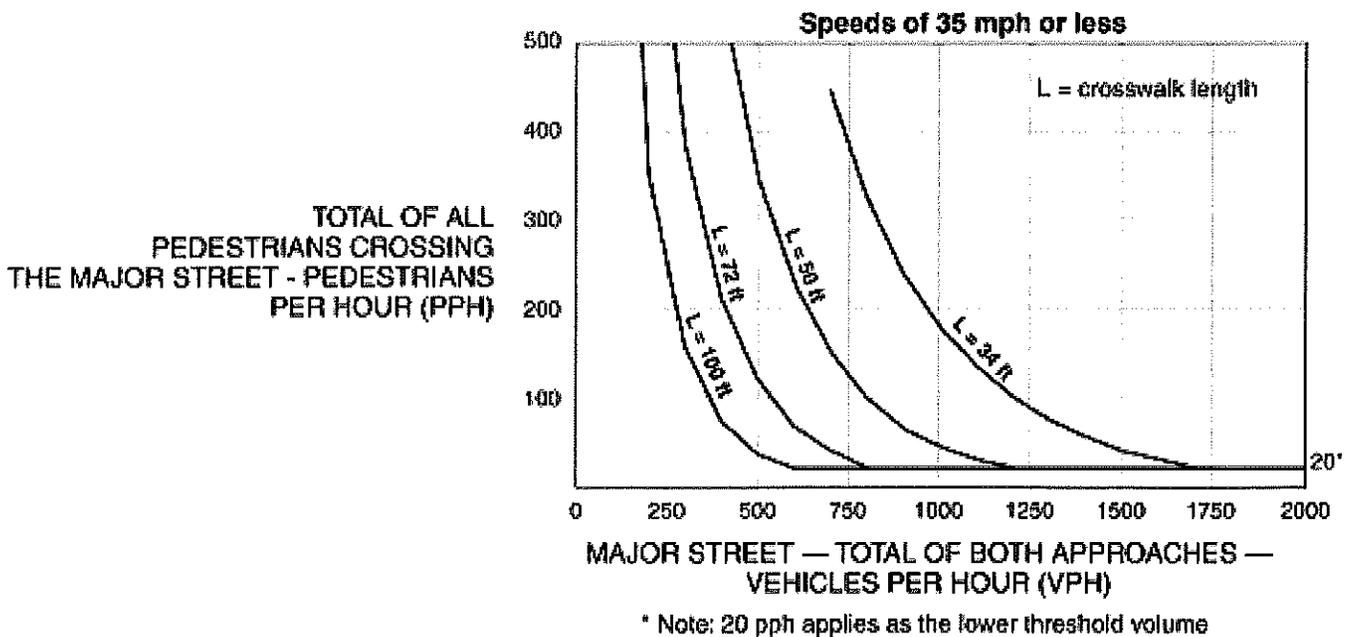
Site Distance for a roadway with minimal vertical grade and 35 MPH is 360ft. This following chart shows acceptable Sight Distance in the Study Area.

Roadway	Arterial Speed (mph)	Existing Southbound SSD (ft.)	Existing Northbound SSD (ft.)	Required SSD (ft.)
SR 42/ Moreland Ave.	35	875	451	360

PEDESTRIAN HYBRID BEACON WARRANT ANALYSIS:

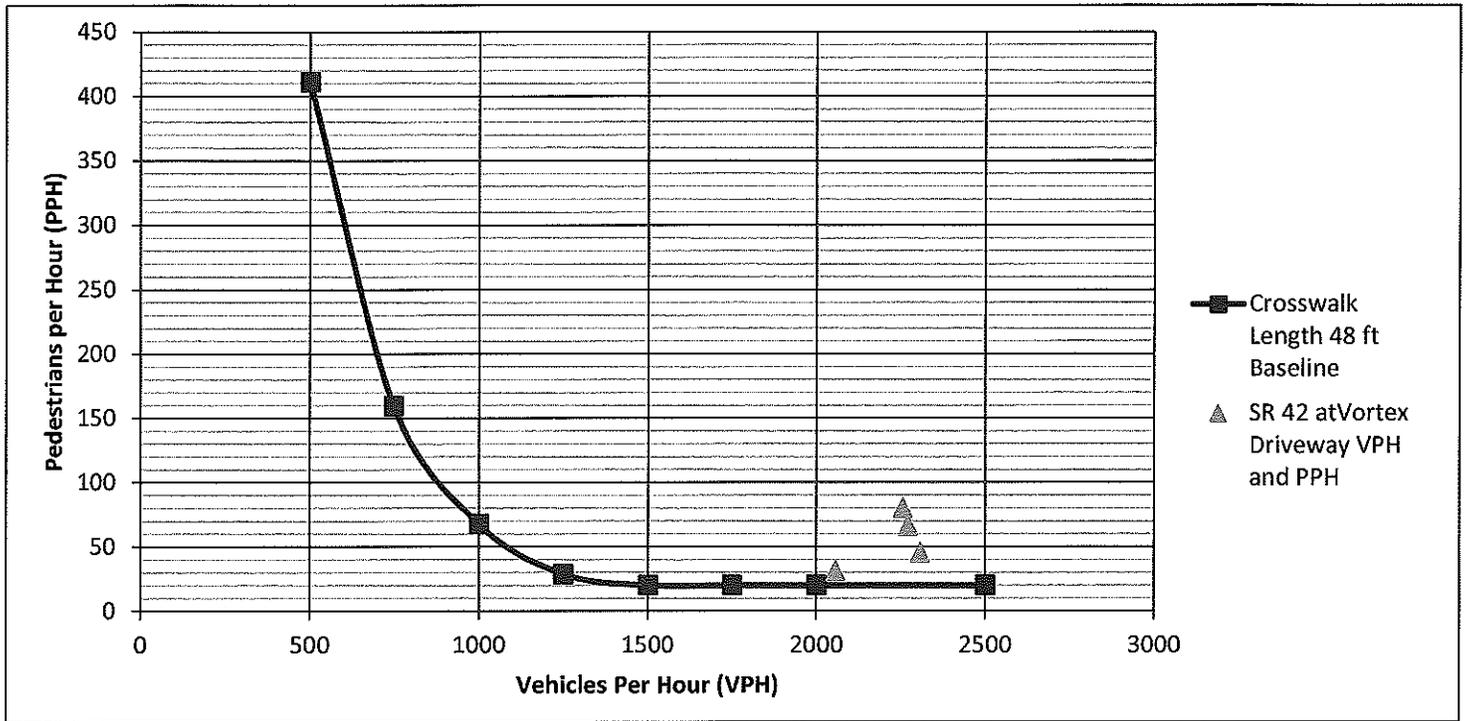
The warrant of a Pedestrian Hybrid Beacon (PHB) is outlined in the MUTCD, Chapter 4, Section F. This section provides the application, design, and operation of PHB. MUTCD guidance states that a pedestrian hybrid beacon may be considered for installation to facilitate pedestrian crossings. The graph in Figure 4F-1 of the MUTCD provides the baseline volume requirements for the consideration of a Pedestrian Hybrid Beacon. According to Section 4F, the need for a pedestrian hybrid beacon should be considered if an engineering study finds that the plotted point representing vehicles per hour on the major street and the corresponding total of all pedestrians crossing the major street for one-hour of an average day falls above the applicable curve in Figure 4F-1 (below) for the length of the crosswalk.

Figure 4F-1. Guidelines for the Installation of Pedestrian Hybrid Beacons on Low-Speed Roadways

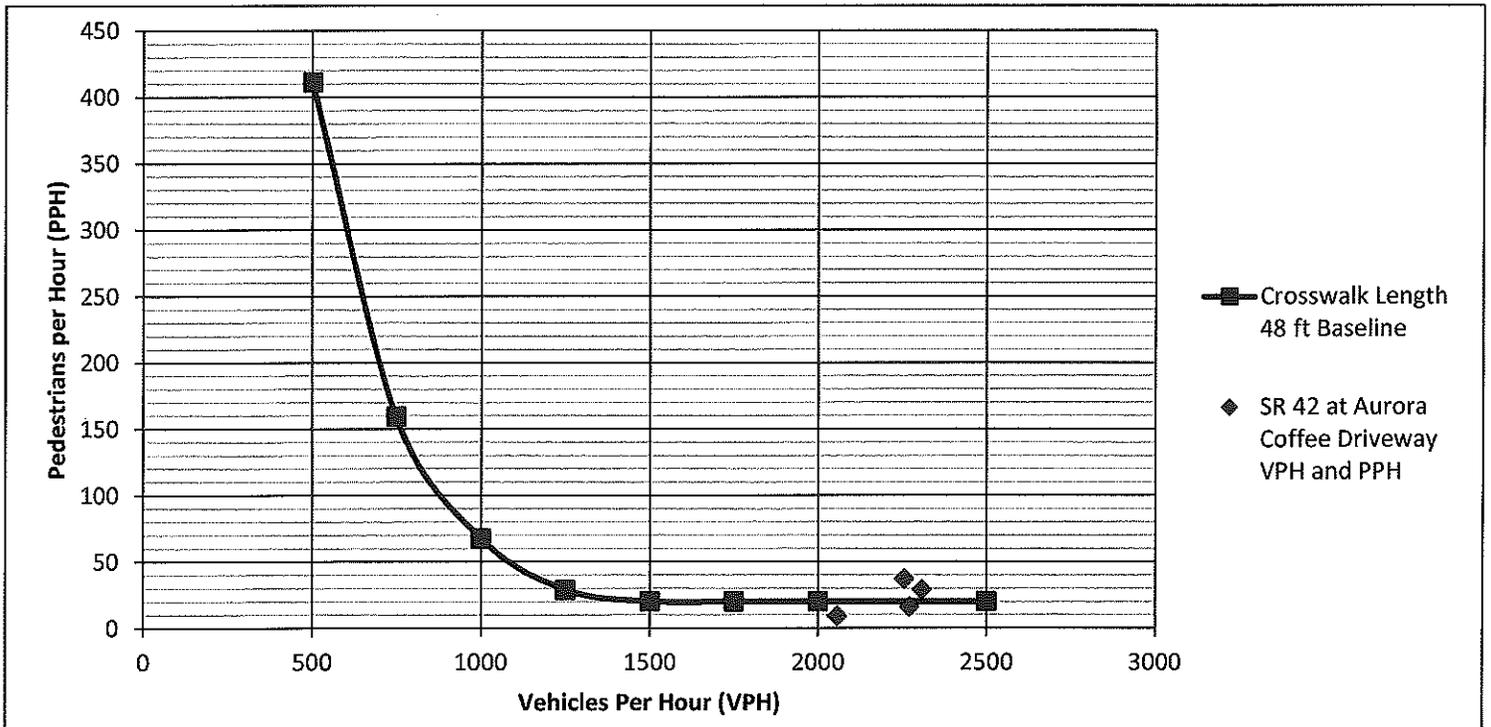


(See charts below)

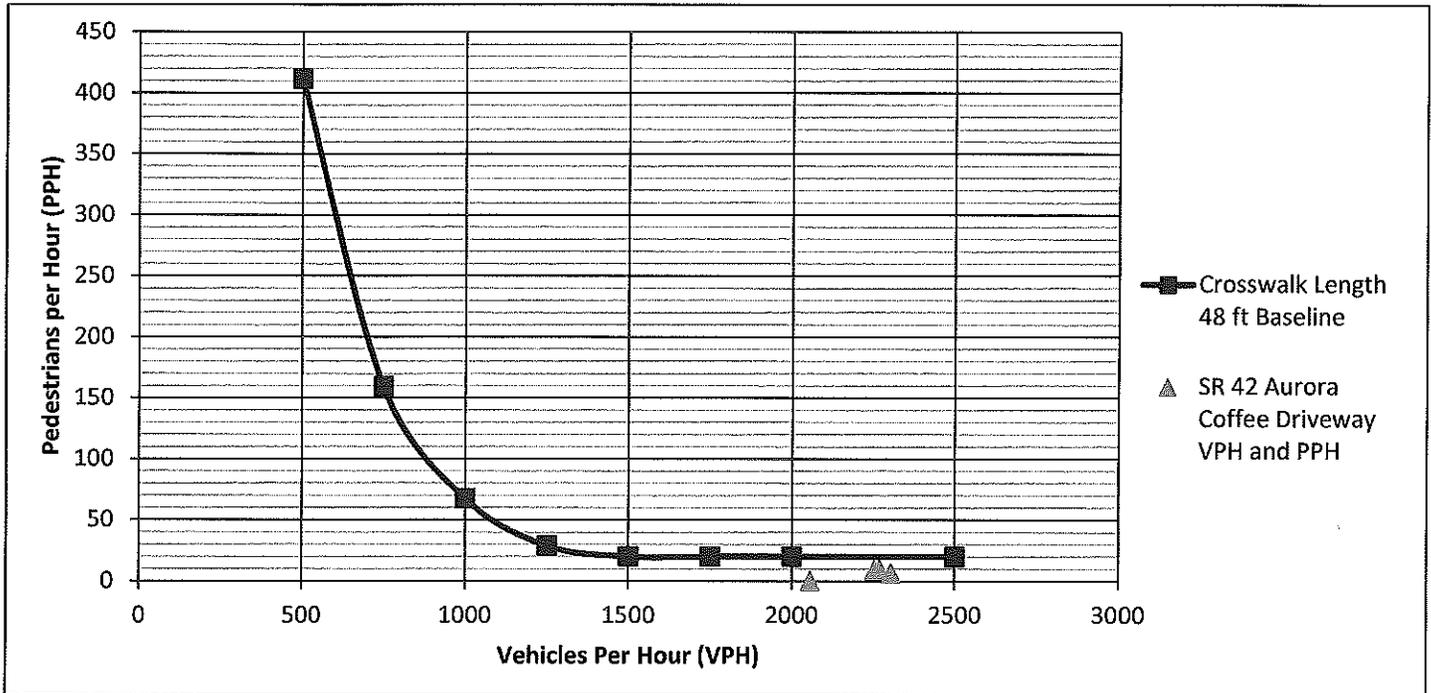
Location 1: SR 42/Moreland Ave. between Euclid Ave. and 438 Moreland Ave. driveway (Vortex Bar & Grill)



Location 2: SR 42/Moreland Ave. between 438 Moreland Ave. driveway (Vortex Bar & Grill) and 468 Moreland Ave. driveway (Aurora Coffee Shop)



Location 3: SR 42/Moreland Ave. between 468 Moreland Ave. driveway (Aurora Coffee Shop) and Mansfield Ave.



CONCLUSIONS:

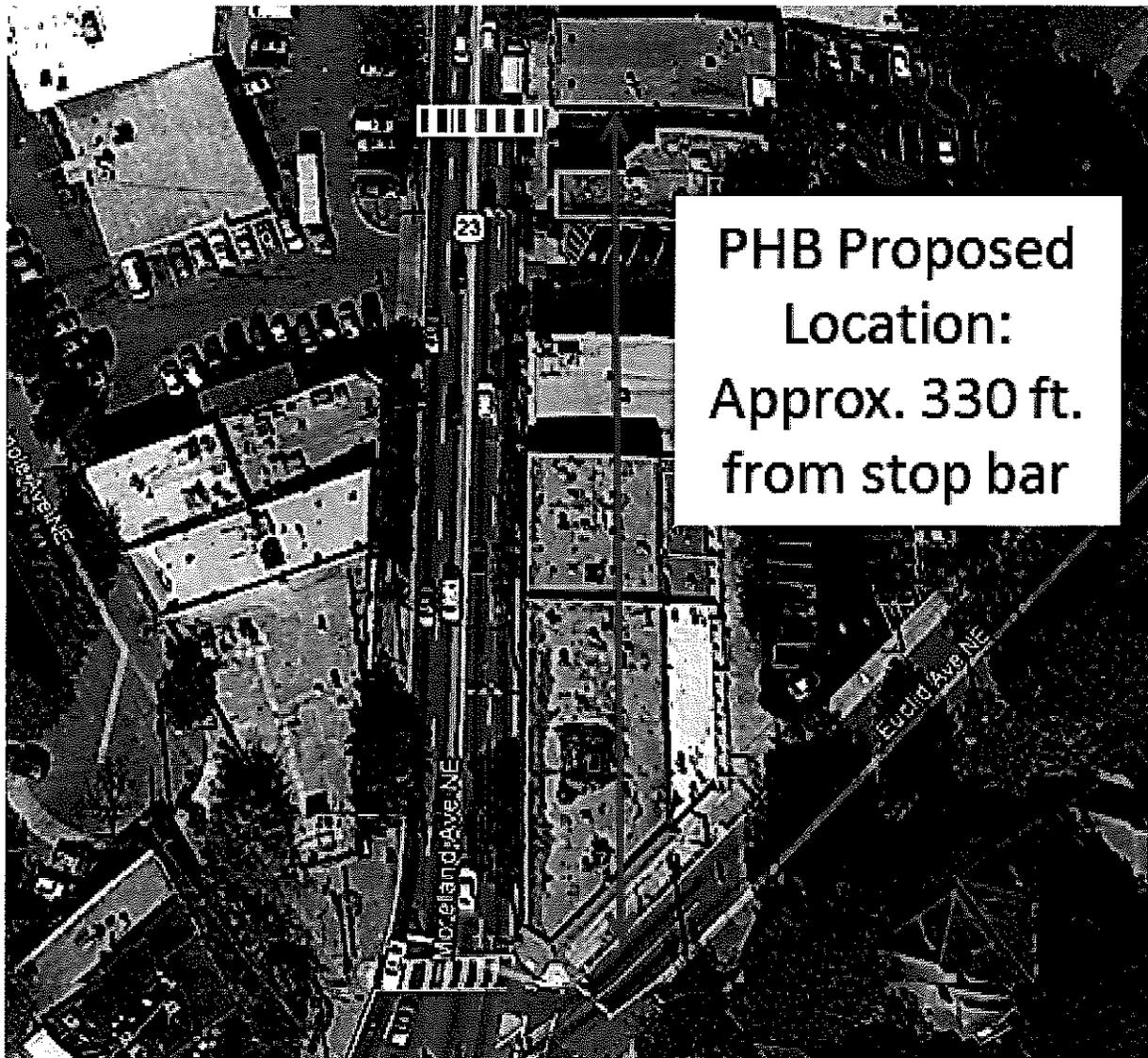
a. PEDESTRIAN HYBRID BEACON

This study was requested due to the increase in pedestrian and vehicular volumes and the subsequent safety concerns along the SR 42/Moreland Ave. Corridor from the intersection of Euclid Ave. to the intersection of Mansfield Ave. In between these intersections, lies a very busy business district that attracts many local and regional customers. This study investigated need and warrant of a Pedestrian Hybrid Beacon by conducting pedestrian counts (the number of pedestrians crossing the roadway) on a typical day at three locations in this area. The pedestrian counts were taken for four consecutive hours (each hour consisting of four 15min. intervals).

- Location 1 focused on the area between Euclid Ave. and the Vortex Bar & Grill driveway (438 Moreland Ave.). The analysis of pedestrian volumes and corresponding vehicle volumes show that a pedestrian hybrid beacon is warranted at this location for all four peak hours.
- Location 2 focused on the area between the driveway at 438 Moreland Ave. and the driveway at 468 Moreland Ave. (Aurora Coffee Shop). The analysis of pedestrian volumes and corresponding vehicle volumes show that a pedestrian hybrid beacon is warranted at this location for two of the four peak hours.
- Location 3 focused on the area between the driveway at 468 Moreland Ave. (Aurora Coffee Shop) and Mansfield Ave. The analysis of pedestrian volumes and corresponding vehicle volumes show that a pedestrian hybrid beacon is not warranted at this location for any of the four peak hours.

While multiple locations met the warrant for Pedestrian Hybrid Beacons the potential constructability challenges due to substandard access management (multiple driveways with close spacing), close proximity of buildings to the roadway, utility conflicts and limited right-of-way would suggest that one strategic location for a Pedestrian Hybrid Beacon would be considered. In addition, consideration should be given to providing improved access management by consolidating and/or closing excessive driveways. Also, utility conflicts exist (mainly aerial) in this area and may impact the Pedestrian Hybrid Beacon installation. Coordination with utility owners will be critical.

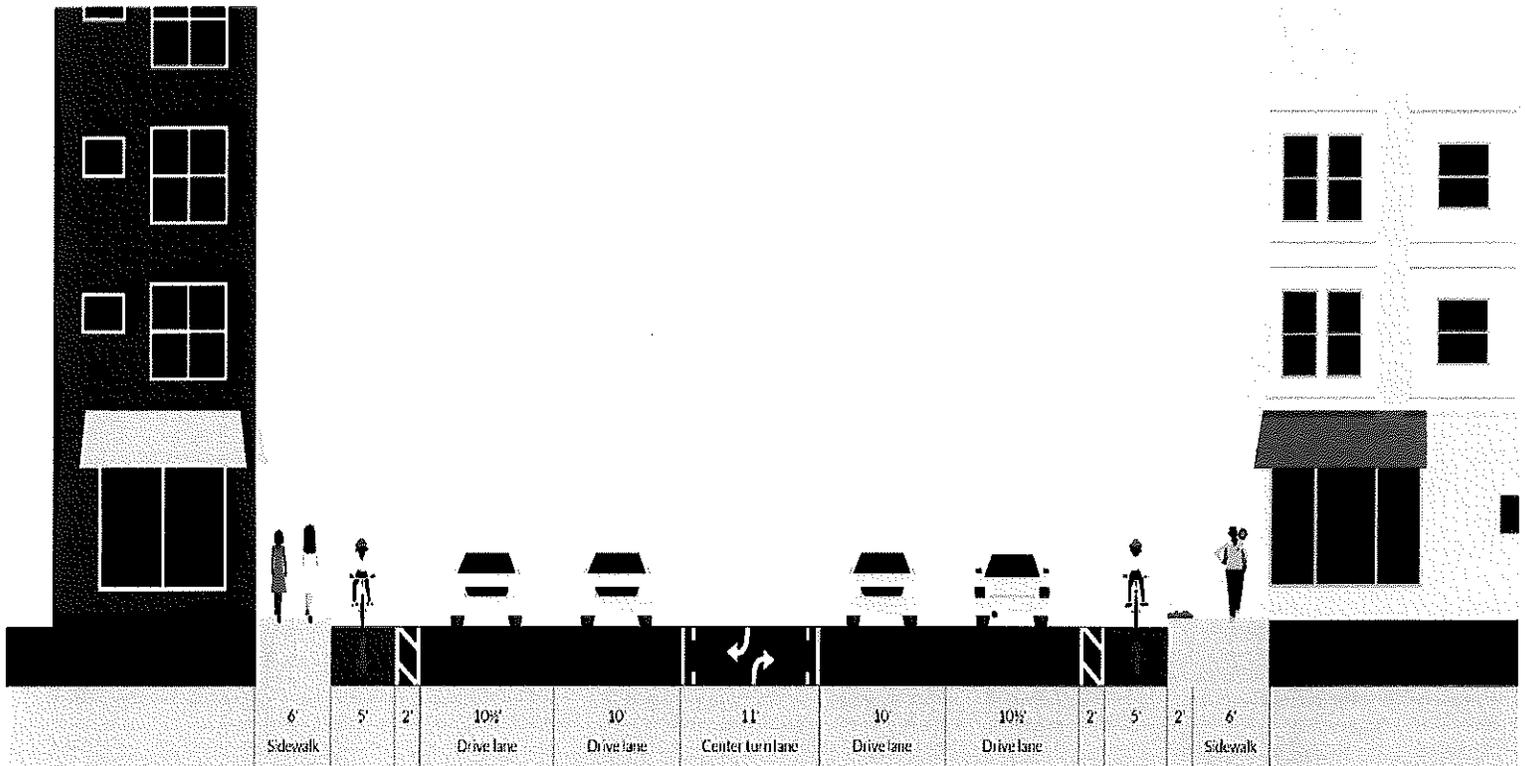
The following figure shows the approximate locations for the Pedestrian Hybrid Beacons.



b. LANE RECONFIGURATION ANALYSIS

Currently, SR 42/Moreland Ave. consists of a 6-lane undivided section between Dekalb Ave. and Euclid Ave. Based on the traffic counts obtained from the Regional Traffic Operations Program (RTOP) and field observations, this section of SR 42/Moreland Ave. is determined to be under capacity, meaning the total lanes exceeds what is necessary to maintain acceptable levels of service for vehicular traffic. However, there are safety concerns in this section due to increased vehicular speeds (45 mph+), high pedestrian activity, lack of safe pedestrian crossings and the overabundance of driveway cuts. The proposed lane reconfiguration would consist of a 4-lane median divided section with a center-turn lane or left turn lane provided at appropriate locations. It is also proposed that bike lanes be added to this section. With the lane reconfiguration, the bike facilities can be provided safely. Conceptually, the new configuration would consist of 2-10'6" through lanes, 2-10' through lanes, 1-11' median or center turn lane/left turn lane, and 2-5' bike lanes with a 2' striped buffer (see conceptual section view below).

SR 42/Moreland Ave - Proposed 5-lane w/bike lanes



RECOMMENDATIONS:

- Install a Pedestrian Hybrid Beacon and all appropriate pedestrian facilities on SR 42/Moreland Ave. at one locations:
 - Approximately 330 ft. north of the intersection of Moreland Ave. and Euclid Ave. (measured from southbound stop bard at intersection) – see figure in conclusions)
- Reconfigure travel lanes between Dekalb Ave. and Euclid Ave. from a 6-lane section to a 5 lane section with bike lanes and median/center turn/left lane (where appropriate) – see figure in conclusions
- Access Control - Close excessive driveways to accommodate Pedestrian Hybrid Beacon installation and facilitate a safer pedestrian environment
- Repair sidewalk and improve ADA facilities throughout this corridor from Dekalb Ave. to Mansfield Ave. and bring to current standards

PREPARED/RECOMMENDED BY: _____



District Traffic Operations Manager

DATE: 7/29/15

RECOMMENDED BY: _____



District Traffic Engineer

DATE: 7/31/15

RECOMMENDED BY: _____

State Traffic Engineer

DATE: _____

RECOMMENDED BY: _____

Director of Operations

DATE: _____

Traffic Engineering Report Appendix

- Traffic Count Summary Sheets
 - Corridor Volumes
 - Pedestrian Counts

Meeting Notes

Project PI No.: 0013061, Fulton & DeKalb Counties

SR 42 from CS 1795 (Mansfield Ave) To CS 3694 (DeKalb Ave)

Date: 8-5-2015

H & L Project Number: 2011.006.033

Attendees: Xavier James, GDOT PM
Michael Turpeau, GDOT Traffic Ops
Shakara Wright, GDOT Traffic Ops
Brad Humphrey, GDOT D7 Traffic Ops
Raymond Chandler, GDOT SUE
Ryan Perry, GDOT OES
Chad Carlson, GDOT OES
Shawn Fleet, H&L PM
Allen Krivsky, H&L
Tim Beck, United Consulting
Russ Danser, Edwards Pitman Environmental
Grey Hunter, McKim & Creed



Minutes By: Shawn Fleet

A Project Team Kickoff Meeting was held on site on July 31, 2015.

The following items were discussed:

- A revised Traffic Study is being provide to specify the location of one Pedestrian Hybrid Beacon at the southern location shown on the site visit layout. The current traffic study provided previously shows two locations.
- H&L to coordinate with RTOP for traffic counts.
- Little 5 Points CID (L5PCID) is looking to close driveways at the north end of the project.
 - The center driveway at the approximate STA 120 Lt shown on the layout and one of the redundant driveways on the right side from STA 121 to Mansfield Ave are to be closed. The L5PCID will clarify the location of the driveways.
- **Project Justification:**
 - Increased pedestrian and vehicle activity, increaseSafety, improved pedestrian accommodations, improved lane configurations, signalized mid-block crossings, access management
 - Will be required and prepared by GDOT Planning Office.
- **Discussion of Description and Project Layout:** This project proposes to construct bike lanes, install a pedestrian hybrid beacon, install sidewalks with improved ADAfacilities, consolidate driveways to reduce/improveaccess points and mitigate existing safety issues along SR42/Moreland Avenue from DeKalb Avenue to McClendonAve in Fulton and DeKalb Counties.
- **SR 42 (Moreland Avenue)** The limits of the project were define during the meeting to be just from north of Mansfield Ave. to just north of the Ramps to DeKalbAve.
- **Mansfield Ave. to Euclid Ave.**

- The existing roadway in this section is a 4 lane section with 10 ft lanes and varying shoulders with sidewalk. This configuration is to remain.
- Per the meeting, one hybrid pedestrian beacon will be proposed just south of Post Office, at approximately STA 120.
- It is proposed to replace sidewalk and pedestrian ramps in this area due to unevenness, lifts, tripping hazards and to meet ADA requirements.
- It is proposed to replace curbs in this area to provide proper barrier to pedestrians and traffic.
- It is proposed to mill in place the existing asphalt in this area.
- Existing landscaping will likely need to be removed to reconstruct sidewalk and curbs in this area.
- Landscaping will not be provided by GDOT.
- Landscaping can be provided by Little 5 Points CID or by "Trees Atlanta."
- GDOT Traffic Ops to verify using "sharrows" or signs only to mark bike facilities in this section.
- **Euclid Ave. to north of DeKalb Ave. Ramps**
 - The existing roadway in this section is a 6 lane section.
 - The proposed roadway is reduced to a 5 lane section with an 11' middle turn lane, 2 lanes in each direction with an outside lane of 10'-6", an inside lane of 11', and 4' bike lanes with a 2' buffer strip.
 - The existing curb that is in good condition will be retained.
 - The existing sidewalk that is in good condition will be retained. It is proposed to replace sidewalk and pedestrian ramps in this area due to unevenness, lifts, tripping hazards and to meet ADA requirements.
 - A "bulb out" should be provided at the Euclid Ave intersection. An example is shown on the L5PCID drawing provided.
 - Reduce bike lane on Moreland Ave. as shown on the project layout to retain the right turn to Euclid Ave west.
 - It is proposed to retain the existing concrete roadway pavement in this area.
 - No lighting will be provided by GDOT.
 - No landscaping will be provided by GDOT. Medians will be grassed.
 - Pedestrian wheel chair ramps in the area of the DeKalb Ave. ramps have already been improved to meet ADA requirements. The project limits will be reduced to north of the ramps since improvements to this area have been completed.
 - A median opening will not be provided at the location of the DeKalb Ave. Ramps along Moreland Ave.
 - Additional median islands were discussed.
 - One "medianette" should be added in the area of the future parking deck development and the future development across Moreland Ave. A cut through opening should be provided for a future hybrid beacon at this location.
 - A second "medianette" should be studied to the north in the area of the filling station, approximately at STA 110.
 - GDOT OES noted that it is preferable to save the existing sidewalks in front of historic structures south of McLendon Ave to avoid impacts to existing walls.
- **Side Roads**
 - Sidewalk improvement limits are to be minimized on side roads.
 - Granite Curbs are to be replaced in kind.
 - Hexagon sidewalk pattern is to be replaced in kind along south west side McLendon Ave.
- **Right of Way**
 - No Right of Way is desired. Driveway Easement and Construction Easements may be required.
 - The project will need to provide flexible designs to avoid right of way.
 - Right of Way Cost Estimate
 - District 7 is to provide Right of Way cost estimates.
 - A detail description of actual proposed construction is required for an accurate cost estimate.
 - Right of Way Cost Estimates can be provided in approximately one month of the request.

- **Utilities:** SUE Level D can be provided in a couple of months
 - The utility cost estimate will be provided by District 7 and is usually estimated as worst case scenario. Utility Cost Estimates can be provided in approximately two weeks.
 - This project is a possible “Clear Side Road Project” Raymond Chandler will verify this with Randy Jones and report back.
- **Drainage:**
 - Some drainage structures looked to be broken and in bad repair. Some were observed to be filled or blocked with sand.
 - The intent of the project is only to replace drainage structure tops to upgrade them to working condition and to accommodate pedestrians and bike facilities.
- **Traffic Signals:**
 - Michael Turpeau noted that the traffic signal should be upgraded to provide flashing yellow left turns and to have back plates. He will verify if this is required.
- **H&L Team Members**
 - Environmental – Edwards Pitman – (Russ Danser)
 - Survey – McKim and Creed – (Grey Hunter)
 - Geotechnical - United Consulting – (Tim Beck)
 - Traffic – Kimley Horn (John Walker) Not Attending and will not be required on this phase since traffic counts will be provided by GDOT.
- **Environmental Document & Studies**
 - The environmental studies will be performed by Edwards-Pitman.
 - They will be performing Ecology, Historic Resources and Archaeological studies and reports.
 - Assessment of Affects will have to be completed in Preliminary Phase of the Project
 - Russ Danser provided a tentative schedule for his work. This will be incorporated into the overall project schedule.
- **Survey Database**
 - The property report is the highest priority so that letters for property access can be distributed ASAP. This task should take two to three weeks.
 - The survey completion schedule will be added to the overall schedule.
 - It was requested to provide curbs, sidewalks and existing right of way as an initial submittal to advance concept layout work.
 - The limits of the survey were discussed. In general 20 ft outside of the curbs and 30 ft outside of the curbs in the location of driveways. 100 ft down each side road will be provided.
 - Tree type and diameter will be provided.
- **Geotechnical** – UST Phase 1 Study will be provided and can be completed by the end of August, pending property owner letters.
- **Locals involved in project:**
 - Little 5 Points CID
 - The city of Atlanta
- **Project Schedule**
 - The project contract will expire on March 7th. All Public Involvement, Concept, Database, and Environmental work will need to be completed by that time.
 - General tentative schedule for the concept submittal. A more detail schedule will be provided per request.
 - Concept Approval by March 7, 2016
 - Final Concept Submittal – January 8, 2016 (or sooner)
(40 Day Prior to Contract End)
 - PIOH – Nov 30, 2015

Project Kickoff Meeting Minutes

SR 42 from CS 1795 (Mansfield Ave) To CS 3694 (DeKalb Ave)

PI No.: 0013061; Fulton & DeKalb Counties

Page | 4

- Concept Team Meeting – November 13, 2015
- Submit Draft Concept Report & Request Team Meeting– October 16, 2015
(30 days Prior to Concept Meeting)
- Request PIOH – September 30, 2015
- Initial Concept Meeting with locals– August 27, 2015

Action Items:

- Raymond Chandler will check to see if this project is a “Clear Side Road Project.”
- Shawn Fleet will provide a more detailed project schedule.
- Michael Turpeau will verify using “sharrows” or signs only to mark bike facilities.
- Michael Turpeau will verify upgrades to signals.

Follow up subsequent to meeting:

- Updated traffic has been received from Ernie Cochran of Arcadis on August 3.

Attachment:

- Attendees List
- Provided CID Notes
- Site Visit Project Layout
- Preconstruction Status Report
- Updated Traffic

SR 42(Moreland Avenue) SIGN-IN SHEET

Subject: Project Team Kickoff Meeting
Date: July 31, 2015
Location: Project Site
Project No.: TOOPDDES110124, PI No.: 0013061, Fulton and DeKalb Counties

Name	Office	Email	Phone
1. SHAWN FLEET	H&L	S.FLEET@HEATH-LINEBACK.COM	770-424-1668
2. Russi Danso	EPEI	rdanso@edwards-pitman.com	770-333-7484
3. Tim Beck	United Consulting	TBeck@Unitedconsulting.com	678-898-6434
4. Xavier James	GDOT-OPD	XJames@dot.ga.gov	(4)631-1583
5. Ryan Perry	GDOT-OES	VPerry@dot.ga.gov	(4)631-1271
6. Chad Carlson	"	CCarlson@dot.ga.gov	4-631-1406
7. MICHAEL TURPEAU	GDOT-Traffic Ops	mturpeau@dot.ga.gov	(4)635-2831
8. Raymond Chandler	GDOT-SUE	rchandler@dot.ga.gov	(4)631-1360
9. Shakara Wright	GDOT-Traffic Ops	shawright@dot.ga.gov	(4)603-8511
10. Brad Humphrey	GDOT-D7 Traffic Ops	bhumphrey@dot.ga.gov	
11. Allen Krivsky	H&L	akrivsky@heath-lineback.com	
12.			
13.			
14.			
15.			

03.05.15

CID

Moreland Avenue Corridor - Little Five Points

Goals of Study Group

1. improve safety for pedestrians and vehicles along corridor and focus on connectivity
2. signalization coordination along corridor
3. facilitate changes that developers in the area are looking for

Note: discussion focuses on defined corridor beginning at the Dekalb Avenue Interchange heading north to Mansfield Avenue

Suggested Improvements

1. Improvements at the Dekalb Avenue / Moreland Avenue Jug Handle

- a. install traffic signal at intersection - remove median on Moreland at intersection
- b. connect proposed bicycle lanes from Dekalb Avenue Corridor to the Moreland Avenue Corridor, via jug handles (see notes below regarding additional bicycle lanes along Moreland Avenue)

2. Improvements between Jug Handle(s) and McLendon Avenue

- a. install hawk signal with pedestrian crossing at mid block, between jug handles and McLendon Avenue (at Bass Recreation Center, future parking deck location)
- b. create double turn lane along corridor, between jug handle(s) and McLendon Avenue, with left turn lanes terminating at intersections, both directions
- c. consider reduced speed limit along this portion of the corridor, as traffic approaches business / retail district and heavier pedestrian use area

3. Improvements at McLendon Intersection

- a. install dedicated left turn lane and signalization at McLendon Avenue heading both east and west bound at Moreland Avenue
- b. southbound on Moreland at this intersection, remove right turn lane

continued

striping

No traffic study done for this.

4. Euclid Avenue (heading north east)

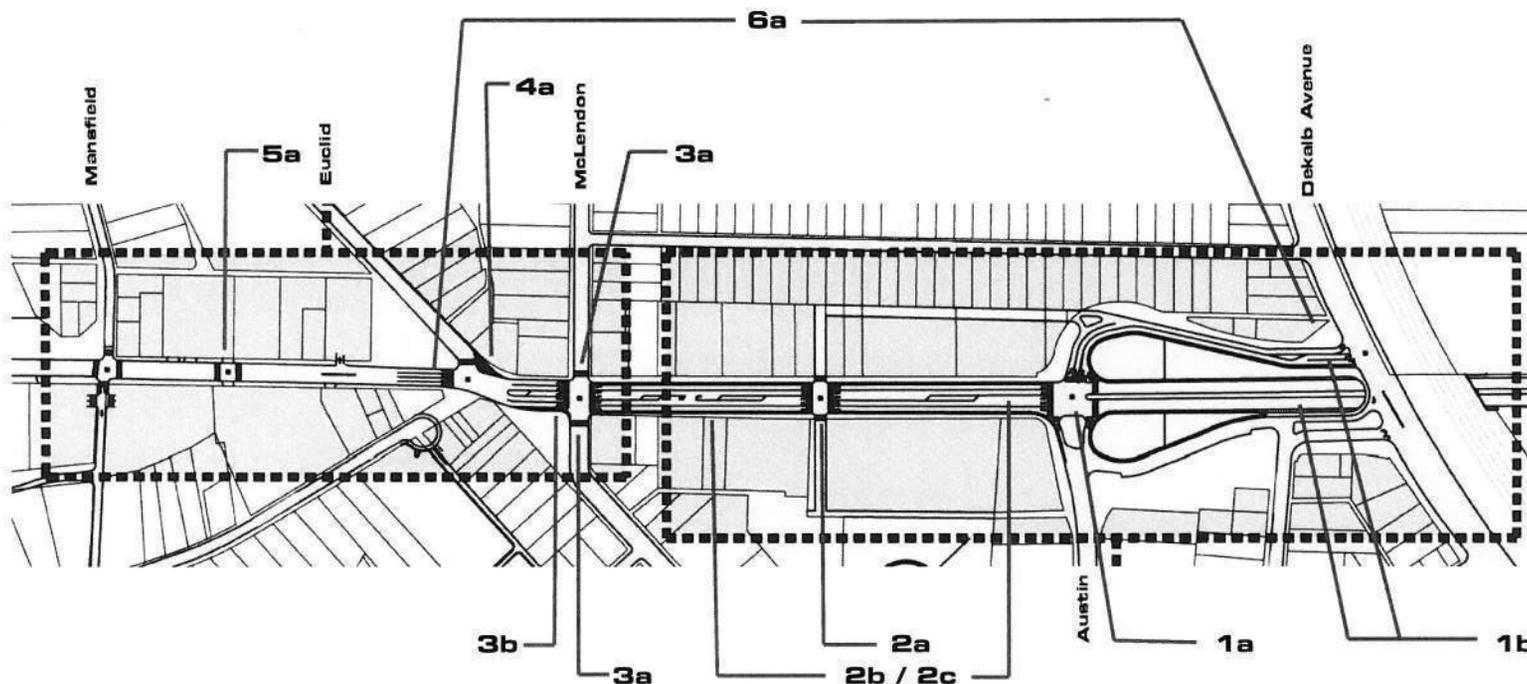
- a. square off intersection to eliminate right turn blind spot and create safer pedestrian crossing area

5. Mid Block Hawk Signal

- a. install a hawk signal between 453 Moreland Avenue (Forty Two Degrees) and 464 Moreland Avenue (Junkman's Daughter) to allow for a safe pedestrian crossing area

6. Corridor Bike Lane Improvements - Striped Bike Lanes

- a. connect the bike lane at Dekalb Avenue, through the jug handles, heading north along both sides of Moreland Avenue to Davis Plaza, where cyclists make their way to Seminole Avenue, and north to the Freedom Park Path



Preconstruction Status Report

PI Number: 0013061

SR 42 FROM CS 1795/MANSFIELD AVE TO CS 3694/DEKALB AVE

COUNTY: Fulton LENGTH (MI): 0.35 PROJ NO: PROJ MGR: James, Xavier AOHD INITIALS: KWN OFFICE: Program Delivery CONSULTANT: Consultant Design (DOT contract) SPONSOR: GDOT	MPD: Atlanta TMA TIP #: MODEL YR: TYPE WORK: Bicycle/Ped. Facility CONCEPT: PROG TYPE: Safety BOND PROJ: DESIGN FIRM: Heath & Lineback Engineers, Inc.	PRIORITY CD: 6133 DOT DIST: 7 CONG. DIST: 5 BIKE: N MEASURE: SUFF:
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BASELINE LET DAT: 3/26/19
SCHED LET DATE: 10/25/19
LIGHTING TYPE: None

MGMT LET DATE: 3/15/19
MGMT ROW DATE: 11/15/17
WHO LETS?: GDOT Let
LET WITH:

Print Date: 7/31/15
Page: 1

BASE START	BASE FINISH	TASKS	ACTUAL START	ACTUAL FINISH	%
8/3/15	7/22/16	Concept Development Summary			0
4/1/16	4/1/16	Concept Meeting			0
7/22/16	7/22/16	Management Concept Approval Complete			0
12/19/16	12/19/16	Public Information Open House Held			0
8/24/15	9/28/17	Environmental Document Approval Summary (11412 through 1810)			0
4/4/16	7/8/16	Database Summary			0
4/4/16	7/8/16	Field Survey Summary			0
7/25/16	2/16/17	Preliminary Roadway Plans (consultant design)			0
4/21/17	4/21/17	PFPR Inspection			0
6/14/17	7/5/17	ROW Plans Preparation			0
8/21/17	10/17/17	ROW Plans Final Approval			0
9/29/17	10/17/17	L & D Approval			0
11/15/17	11/15/17	ROW Authorization			0
9/29/17	2/27/18	Final Construction Plans			0
8/9/18	8/9/18	FFPR Inspection			0
1/15/19	1/15/19	Submit Final Plans			0
2/5/19	2/5/19	Construction Authorization			0

Bridge: NO BRIDGE REQUIRED
Design: *1625 submitted on 8/22/14 requesting additional funds to execute Task Order. xj1-14-15
EIS: No Baseline | Murdoch 29May15
LGPA: TO BE DETERMINED
Programming: CONFIRMED EXEMPT PER FHWA 6-1-2014[LUMP SUM SAFETY]PE LS 0006129#1 6-2015

Phase	Approved	Proposed	Cost	Fund	Status	Date Auth
PE	2014	2014	\$524,341.20	LS30	AUTHORIZED	3/17/14
ROW	LUMP	LUMP	\$100,000.00	MS30	PRECST	
CST	LUMP	LUMP	\$192,937.50	MS30	PRECST	

COST EST AMTS			STIP AMOUNTS		
	Cost		Activity	Cost	Fund
PE	\$524,341.20				
ROW	\$100,000.00	8/22/14	PE	\$0.00	LS30
CST	\$192,937.50	8/8/14	ROW	\$0.00	MS30
			CST	\$0.00	MS30

District Comments

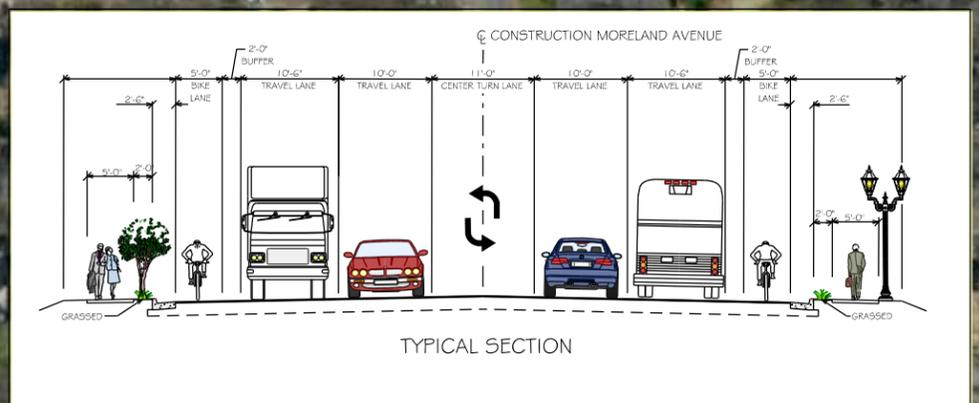
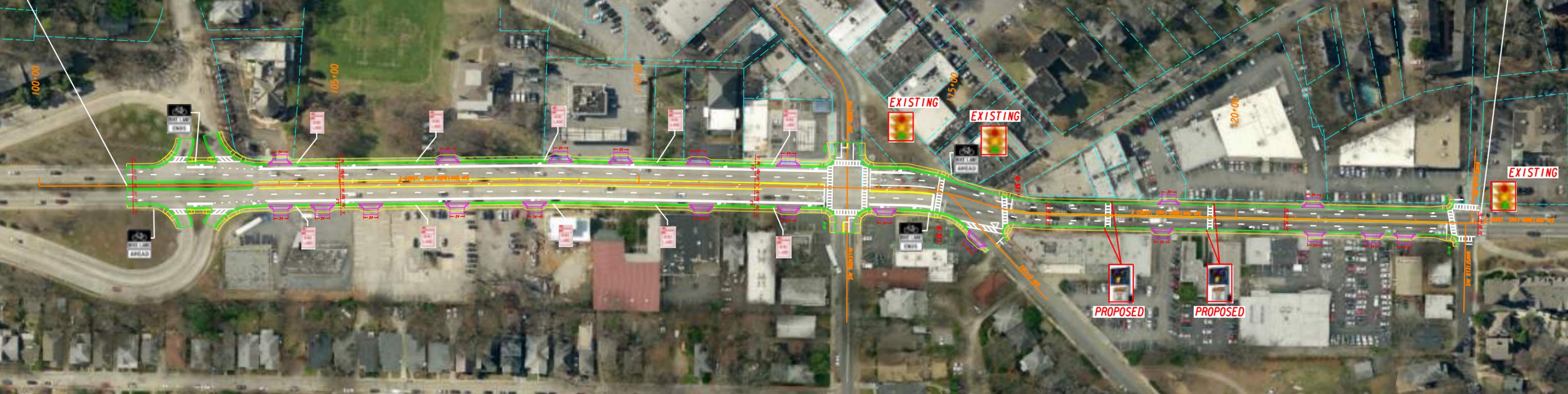
Heath & Lineback Engineers, Inc. - W. Allen Krivsky P# 678.569.2463 Email akrivsky@heath-lineback.com
 *Scope-After NTP Concept phase will begin.
 *Schedule- Once NTP is issued the schedule will be adjusted. Escalation memo submitted 10/20/14.
 Next Milestone- CR Approval
 Budget- *Project has 2015 PE funds that are not available at this time. *1625 submitted on 8/22/14 requesting additional funds to execute Task Order. TOOPDES110124,TO#33 Ex 12-31-18
 xj03-12-15

Pre Parcel CT	Total Parcel in ROW System:	Cond Filed:	Acquired by: DOT	DEEDS CT:
Under Review	Options Pending:	Relocations:	Acquisition MGR:	
Released:	Condemnations - Pend:	Acquired:	R/W Cert Date:	



BEGIN PROJECT
SR42/MORELAND AVENUE
STA 101+46.04

END PROJECT
SR42/MORELAND AVENUE
STA 124+04.35



SR 42 / MORELAND AVENUE SAFETY & OPERATIONAL IMPROVEMENTS

CITY OF ATLANTA

GEORGIA
DEPARTMENT
OF
TRANSPORTATION

H&L Heath & Lineback Engineers
INCORPORATED
2390 CANTON ROAD, BUILDING 200
MARIETTA, GEORGIA 30066-5393

Meeting Notes

Project PI No.: 0013061, DeKalb & Fulton Counties
SR 42 (Moreland Ave) from Mansfield Ave to DeKalb Ave



Date: 11-2-2015

H & L Project Number: 2011.006.033

Attendees: Xavier James, GDOT-OPD, Project Manager
Sue Anne Decker, GDOT TMC
Katelyn DiGioia, GDOT Traffic Operations
Brad Humphrey, GDOT District 7
Scott Pendergrast, L5P CID
Don Bender, L5P CID
Scott Ball, L5P CID
Jeff Rader, L5P CID
Richard Shapiro, L5P CID
Walter Brown, Candler Park-L5P CID
Shawn Fleet, H&L Project Manager
Rana Altinsoy, H&L

Minutes By: Shawn Fleet & Rana Altinsoy

A meeting with Little Five Points Community Improvement District (CID) was held at the GDOT TMC on October 8, 2015. The purpose of this meeting was to update the CID on the progress of the project and gathering input on their needs, desires, and concerns.

Discussion of the project area between Euclid Ave. and Mansfield Ave.:

Drainage:

- The CID is concerned with the drainage problems within this area. There are very few inlets and most are clogged and do not function. Due to the lack of inlet structures in the area, rainfall causes ponding on the road. Vehicles traveling through push ponded drainage onto the sidewalks and into the business entrances facing SR 42(Moreland Ave).
- The CID suggested that it makes sense to improve the drainage systems at the same time as making the improvements to the pedestrian facilities since adding drainage systems in the future requires digging up newly constructed sidewalks.
- The CID also noted that the roadway pavement has been overlaid multiple times leaving almost no curb-face at the sidewalks. The CID suggested milling the roadway to increase curb depth.
- The project proposes milling and overlay for the top 1 ½" of pavement. This action will not improve the curb height situation.
- The replaced header curb can be raised adjacent to parking areas to improve the curb height. However, in locations where curb and sidewalks are adjacent to building and business entrances, it is not possible to raise the replaced curb height.

- A pavement evaluation with pavement coring has been suggested to check the integrity of the existing pavement in order to consider a greater milling depth that would facilitate lowering the top pavement layer grade aiding the storm water conveyance. GDOT has agreed to core the existing pavement to investigate if milling the existing pavement is possible.
- Currently there is not funding to provide drainage improvements within the scope of this project other than to clean out existing structures to bring them to working condition. GDOT has agreed to discuss the project drainage issues internally to reevaluate providing drainage improvements to the project.

Midblock Crossing:

- A midblock crossing with a pedestrian hybrid beacon (HAWK Signal) is proposed at a location between Euclid Ave. and Mansfield Ave. Some driveways were proposed to be closed to increase spacing between the HAWK Signal and the driveways.
- The proposed closing of the driveway midblock on the west side of SR 42/Moreland Ave. would cut off access to Moreland Ave from one of the parcels. Due to this reason the access driveway will be retained.
- According to the *2009 Manual on Uniform Traffic Control Devices (MUTCD)*, HAWK Signals should be installed at least 100 ft from driveways that are controlled by stop signs.
- As currently shown, the HAWK signal is show approximately 50 ft from access driveways to the south and 150 ft from access driveways to the north. The HAWK Signal can be relocated to split the distances to approximately 100 ft to the driveways.
- The CID had requested and still supports a full signalized intersection at the access driveways just north of 455 Moreland Ave. (Post Office). According to GDOT, the traffic volumes using these driveways is not sufficient to meet the warrant requirements for a traffic signal.

Typical Section:

- The typical section GDOT has proposed in this area retains the existing lane and sidewalk configuration.
- The typical section provides shared outside lanes for vehicles and cyclists since there is not adequate space to allow bicycles on the sidewalks within this section of the project.
- The CID expressed concern with the shared lanes and does not want bike traffic to be encouraged to ride in the travel lanes by installing “sharrows”.
- The CID suggested that cyclists could be diverted to Seminole Ave. via the “Seminole Ave. Alley-Plaza” so that they could avoid having to utilize this section of the project. From this route, cyclists can be directed by signs to the Freedom Park Trail or back to the Moreland Ave trail at the Mansfield Ave. intersection.
- This idea was discussed at length due to the complexity of diverting the north bound cyclists across the Moreland Ave intersections to the Seminole Ave. Alley-Plaza.

Options Discussed:

- Provide a left turn “green bike box” on Moreland Ave and sign to Euclid Ave SE, to Colquitt Ave NE, to Sinclair Ave., to Seminole Ave. This route is feasible with concurrence from the City of Atlanta.
- Provide a left turn “green bike box” on Moreland Ave to the Seminole Ave. Alley-Plaza. This option is not feasible since there is not a left turn signal movement for vehicular traffic.

Additional Ideas:

- Sign northbound cyclists to Euclid Ave. NE and then to Mansfield Ave NE and back to the Moreland Ave trail. This route is feasible with concurrence from the City of Atlanta.

- Widen the crosswalk across Euclid Ave. and widen the crosswalk across Moreland Ave. Provide a straight movement “green bike box” on Euclid Ave to the Seminole Ave. Alley-plaza. This route is feasible with concurrence from the City of Atlanta, but requires possible relocation of a signal pole and a streetlight pole near the wheel chair ramp.
- GDOT is meeting with the City of Atlanta on October 13th to discuss rerouting bike traffic onto city streets.

Discussion of the project area between the DeKalb Ave. Ramps and McLendon Ave.:

- The CID is concerned that vehicles travelling through this portion of project corridor have a tendency to speed up in this stretch and affect the safety of pedestrian and bike traffic. The CID wants to reduce the “wide open” feel of the roadway to reduce speeds.
- A suggestion by the CID was to move the header curbs on both sides towards the centerline to provide bike lanes with no striped buffer.
- Another suggestion by the CID was to provide planters, decorative boulders, or delineator posts in the bike buffer. It was also suggested to eliminate buffer area to provide an area for planters along the existing curb line.
- According to GDOT, the 2 ft painted buffers between the vehicle travel lane and the bike lane will be provided with no vertical separation such as the planters, boulders or delineator posts.
- The typical section GDOT has proposed in this area will apply a “road diet.” The existing 6 lane roadway section will be reduced to 2 lanes in each direction with reduced lane width. An 11 ft center turn lane will be provided with small median areas (medianettes) for traffic calming. Bikes lanes with 2 ft buffers are proposed to further constrict the travel lanes.
- An additional suggestion was to eliminate or reduce the 2 ft curbs shown for the medianettes.
- It was discussed that the project scope and funding does not include relocating the curb lines from their current location. The 2 ft curbs areas can be eliminated or reduced at the medianettes.

General Discussions:

- The CID requested that the sidewalk in front of 1174 Euclid Ave. (Little 5 Corner Tavern) be widened by shifting the south bound lanes on the east of SR 42/Moreland Ave. towards the west. As discussed, the project scope and funding does not include relocating the curb lines from their current location.
- The CID expressed concern that the signals within the project area were not timed or sequenced properly and there are significant backups and issues.
- GDOT agreed that the timing of the existing traffic signals can reviewed and adjusted and this action did not need to wait for this project to be addressed. GDOT will look into the possibility of adjusting the timing of the existing traffic signals.
- The CID questions the need and functionality of the new proposed southern most crosswalk shown across Moreland Ave at the intersection with Euclid Ave NE. This crosswalk can be removed so that the signal operations are not hampered by an additional movement.
- The existing drainage inlets at the two west corners of the intersection of SR 42/Moreland Ave. and McLendon Ave. are clogged and are not providing proper drainage, causing the rainwater to pond in the intersection. GDOT will request that these structures be cleaned. This action also does not need to wait for this project to be addressed.
- The CID requested that the project to be extended under the DeKalb Ave bridge. The CID desires that this area of roadway be restriped to reduce the travel lanes to 10 ft to reduce speeds and provide an additional 2 ft of

buffer distance from vehicular traffic and the curb line. It was discussed that the presence of CSX Railroad tracks on the bridge above would require coordination with CSX, which may lengthen the timeline of the project. GDOT will discuss the additional lane reductions internally to see if this can be added to the project scope

Action Items:

- Sue Anne Decker will request an advanced pavement evaluation in order to determine if there is a possibility to lower the roadway grade. **Completed - Sue Ann has requested a pavement core from the Office of Materials.**
- Sue Anne Decker will discuss with Scott Zehngraff the need for a Design Variance or management approval for the location of the Hawk Signal distances from the access driveways. 100 ft can be provided. **Completed - Sue Ann spoke with Scott and they have agreed the Hawk signal should be shifted approximately 50 ft north of the location shown.**
- Sue Anne Decker will request RTOP analyze and optimize the timing and sequencing of the existing traffic signals within the project area. **Completed - Sue Ann spoke with the RTOP manager on October 9th to see if timing can be adjusted.**
- Brad Humphrey will request District 7 maintenance personnel clean clogged drainage inlets along the project corridor. **Completed – Brad Humphrey put in a maintenance request to District 7 Maintenance to clean clogged drainage inlets.**
- GDOT will meet with the City of Atlanta to evaluate possibilities to divert bike traffic to city streets. A meeting is scheduled on 10-15-2015. **Completed - GDOT and the City of Atlanta met on Oct 15th. COA is accepting of diverting bike traffic to Seminole Ave or city streets in general.**
- GDOT will meet internally to discuss including the following items in the project scope.
 - Longitudinal Drainage System improvements. **Completed – GDOT has decided not to include longitudinal drainage system improvements within the scope since this is not a drainage improvement project. A future project could be programmed to address drainage.**
 - Reduced lane widths between the DeKalb Ave Ramps and Seaboard Ave or “under Dekalb Ave/CSX/Marta Bridge”. **District 7 will now restripe the lanes from Euclid Ave to Dekalb Ave. The “road diet” and the reduced lane width under the bridge will be accomplished with this restriping.**
- Attachments
 - Attendees List
 - L5P CID Requests Notes
 - Current Project Layout
 - Current Typical Sections

SR 42(Moreland Avenue)

SIGN-IN SHEET

Subject: Meeting with LSP CID
Date: October 8, 2015
Location: GDOT TMC, 935 E. Confederate Ave., Atlanta, GA 30316
Project No.: TOOPDDES110124, PI No.: 0013061, Fulton and DeKalb Counties

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11.	RICHARD SHAPIRO	LSP	R3SHAPIRO@ATT.NET	
12.	Walter Brown	Conley Park / LSP	wbrown@gspnop.com	
13.				
14.				
15.				

03.05.15

Morland Avenue Corridor - Little Five Points

Goals of Study Group

1. improve safety for pedestrians and vehicles along corridor and focus on connectivity
2. signalization coordination along corridor
3. facilitate changes that developers in the area are looking for

Note: discussion focuses on defined corridor beginning at the Dekalb Avenue Interchange heading north to Mansfield Avenue

Suggested Improvements

1. Improvements at the Dekalb Avenue / Moreland Avenue Jug Handle

- a. install traffic signal at intersection - remove median on Moreland at intersection
- b. connect proposed bicycle lanes from Dekalb Avenue Corridor to the Moreland Avenue Corridor, via jug handles (see notes below regarding additional bicycle lanes along Moreland Avenue)

2. Improvements between Jug Handle(s) and McLendon Avenue

- a. install hawk signal with pedestrian crossing at mid block, between jug handle(s) and McLendon Avenue (at Bass Recreation Center, future parking deck location)
- b. create double turn lane along corridor, between jug handle(s) and McLendon Avenue, with left turn lanes terminating at intersections, both directions
- c. consider reduced speed limit along this portion of the corridor, as traffic approaches business / retail district and heavier pedestrian use area

3. Improvements at McLendon Intersection

- a. install dedicated left turn lane and signalization at McLendon Avenue heading both east and west bound at Moreland Avenue
- b. southbound on Moreland at this intersection, remove right turn lane

continued

4. Euclid Avenue (heading north east)

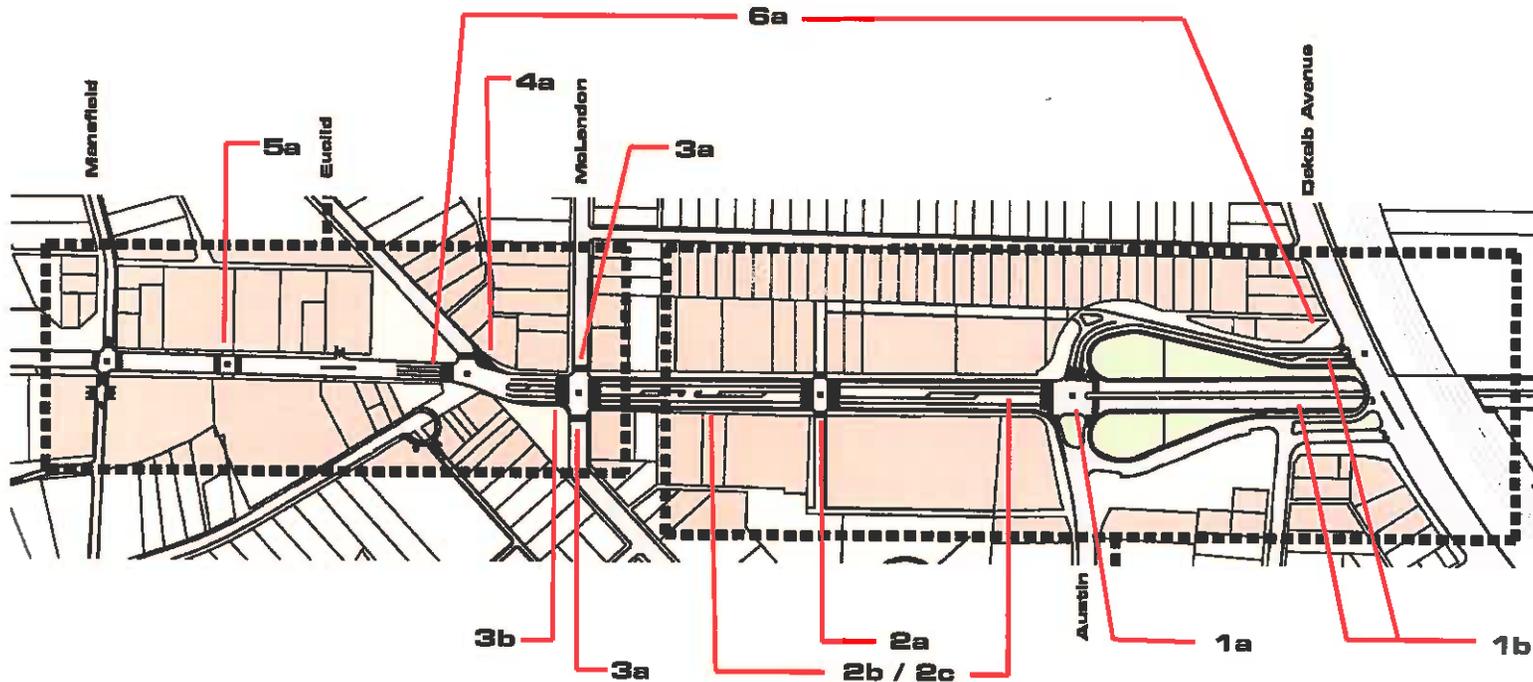
- a. square off intersection to eliminate right turn blind spot and create safer pedestrian crossing area

5. Mid Block Hawk Signal

- a. install a hawk signal between 453 Moreland Avenue (Forty Two Degrees) and 464 Moreland Avenue (Junkman's Daughter) to allow for a safe pedestrian crossing area

6. Corridor Bike Lane Improvements - Striped Bike Lane

- a. connect the bike lane at Dekalb Avenue, through the jug handles, heading north along both sides of Moreland Avenue to Davis Plaza, where cyclists make their way to Seminole Avenue, and north to the Freedom Park Path





BEGIN PROJECT
SR42/MORELAND AVENUE
STA 103+61.00

END PROJECT
SR42/MORELAND AVENUE
STA 124+04.35

MEDIANETTE #1

MEDIANETTE #2

Repair
Concrete
Pavement

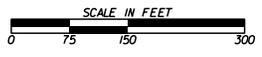
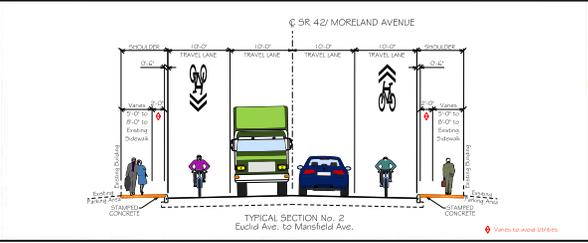
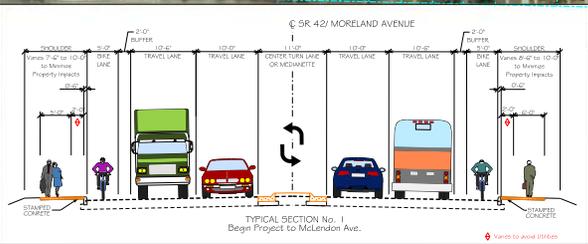
EXISTING

EXISTING

EXISTING

FUTURE

PROPOSED



SR 42 / MORELAND AVENUE SAFETY & OPERATIONAL IMPROVEMENTS

P.I. NO. 0013061

GEORGIA
DEPARTMENT
OF
TRANSPORTATION

H & L Heath & Lineback Engineers
INCORPORATED
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MARIETTA, GEORGIA 30066-5393

Meeting Notes

Project PI No.: 0013061, DeKalb & Fulton Counties
SR 42 (Moreland Ave) from Mansfield Ave to DeKalb Ave



Date: 10-21-2015

H & L Project Number: 2011.006.033

Attendees: Xavier James, GDOT-OPD, Project Manager
Sue Anne Decker, GDOT TMC (Via-Teleconference)
Katelyn DiGioia, GDOT Traffic Operations
Brad Humphrey, GDOT District 7
Johnathan Lewis, COA-PDCD
Becky Katz, COA
Forrest Rose, COA
Shawn Fleet, H&L Project Manager
Rana Altinsoy, H&L

Minutes By: Shawn Fleet & Rana Altinsoy

A meeting was held with the City of Atlanta at the GDOT-General Office on October 15, 2015. The purpose of the meeting was to discuss shifting bicycle traffic off Moreland Ave where shared lanes are proposed and onto Seminole Ave via the Seminole Ave Ally-Plaza.

- Xavier James described the project and the current concept to the City of Atlanta.

Bike Route Discussed:

- The city is accepting of the idea of removing “sharrows” from the proposed Typical Section for the northern section of the project and shifting bicycle traffic through the Seminole Ave Ally-Plaza to Seminole Ave and ultimately to the Freedom Park Trails.
- The challenges of doing this was then discussed.

Northbound Bike Movement:

- Connecting the northbound bike lane on the southern section of the project to the Seminole Ave Ally-Plaza has difficulties.
- Cyclist must cross Moreland Ave at the intersection with Euclid Ave NE.
- The existing sidewalk/ramp area at the Euclid Ave northeast corner is very small for groups of cyclist to wait to cross. Ideas discussed for this are as follows:
 - Plan A is to eliminate the right only lane at Euclid Ave and combine to a single right-left turn lane. The gained space can be used to create a “green bike box area” or a larger sidewalk area for cyclist to wait for the signal to change for crossing.
 - Plan B is to restrict the Euclid Ave movement to left only and eliminate the right turn movement. The gained space can be used to create a “green bike box area” or a larger sidewalk area for cyclist to wait for the signal to change for crossing.

- Turning movements will need to be checked. The COA is accepting of providing turning movement for a small truck such as a FedEx delivery truck. This is a DL-23 Design Vehicle and requires a 23.3 ft turning radius. The current radius is about 16 ft. Currently a truck of this size has to take a wide turn through the gore area to make this turn. Providing a single right/left turn lane will help achieve the 23.3 ft radius and provide an area for cyclists to wait.
- Chevron markings and signage should be used to direct northbound cyclist to the Seminole Ave Ally-Plaza.
- An additional ADA Ramp will be needed for cyclist on the west side of Moreland Ave at Seminole Ave Ally-Plaza to due to conflicts with a signal pole and a light pole in front of the existing ramp.
- GDOT will analyze a single right-left turn lane for Euclid Ave and revise the traffic study accordingly.
- GDOT will discuss and make a decision as whether or not the right turn movement should be restricted if required.

Southbound Bike Movement:

- Connecting the southbound bike lane on the southern section of the project to the Seminole Ave Ally-Plaza has a few problems.
- There is no space to provide a bike lane in the area of the Corner Tavern since the pavement width in this area is approximately 40 ft.
- It was agreed that a “sharrow” would be needed in the area from the Seminole Ave Ally-Plaza ramp to the start of the bike lane.
- It was suggested that the dedicated right turn lane (from southbound Moreland Ave to westbound Euclid Ave) could be eliminated to extend the bike lane northward, closer to the Seminole Ave Ally-Plaza ramp.
- It was also suggested that bike lanes without buffers could possibly fit in this area. The following could possibly be provided: two 4ft bike lanes, two 10 ft lanes in each direction, a 10 ft right turn lane and a 10 ft left turn lane. The existing width between the curbs is approximately 68 ft.
- GDOT will analyze eliminating the right turn lane on Moreland Ave to Euclid Ave SE and revise the traffic study accordingly.

General

- An ADA ramp will be needed at the west side of the Seminole Ave Ally-Plaza. This will not be added to the project since it is not within DOT Right of way.
- The city of Atlanta requested that granite curb to be replaced in kind.
- The city of Atlanta also requested that hexagonal pattern sidewalk be replaced with hexagonal stamped concrete sidewalk.
- Granite curb and hexagonal pattern sidewalk is present within the project area only at the southeast corner of McLendon Ave.

Driveway Closures:

- The City of Atlanta expressed a desire to close and reduce some access driveways along the corridor. The driveways are listed below.
- There was discussion on the difficulties of closing driveways since all are likely to have been permitted in the past.
- It was decided to show them on the project layout as being closed or reduced and the process to close the driveways would be handled in the right of way phase of the project.



The drive currently at the Sherwin Williams Business was requested to be close due to the proximity to the DeKalb Ave Ramp.

Closing this drive will present difficulties for customers to access the parking area and truck access to loading dock area.



The driveway directly in front of the Bass Recreation area was requested to be close.



The driveways on the east side of Moreland Ave and south of Front Page News that are currently closed off by fencing. These are requested to be closed.



One of the driveways to the BP Station was requested to be close.

Closing one of these driveways will present difficulties for fuel delivery trucks to maneuver through the property and access underground storage tanks.



Reduce the width of the Chevron Driveway to 24 ft.

Action Items:

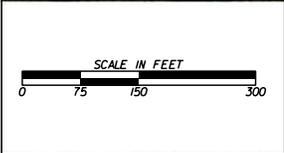
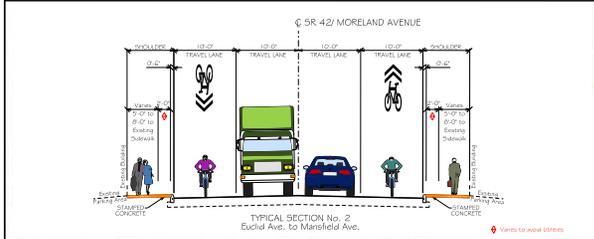
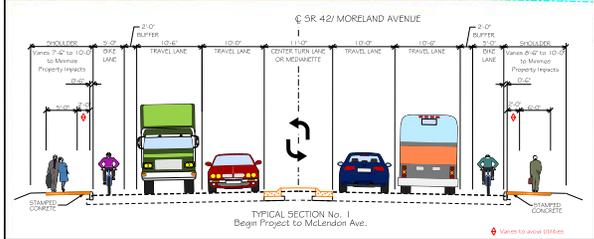
- H&L will update the project concept report and layout per results of the traffic analysis.
- H&L will show the above driveways closed or reduced on the project layout.
- Brad Humphrey will analyze removing the right turn lane on Moreland Ave to Euclid Ave SE and revise the traffic study accordingly.
- Brad Humphrey will analyze the single right-left lane for Euclid Ave and revise the traffic study accordingly.
- GDOT will discuss and make a decision as whether or not the right turn movement should be restricted-eliminated if required.

- Attachments
 - Attendees List
 - Current Project Layout
 - Current Typical Sections

SR 42(Moreland Avenue)
SIGN-IN SHEET

Subject: Meeting with City of Atlanta
Date: October 13, 2015
Location: GDOT OGC, 600 West Peachtree Street, Atlanta, GA 30308 *25CR322*
Project No.: TOOPDDES110124, PI No.: 0013061, Fulton and DeKalb Counties

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SR 42 / MORELAND AVENUE SAFETY & OPERATIONAL IMPROVEMENTS

P.I. NO. 0013061

GEORGIA
DEPARTMENT
OF
TRANSPORTATION

H&L Heath & Lineback Engineers
INCORPORATED
2390 CANTON ROAD, BUILDING 200
MARIETTA, GEORGIA 30066-5393

Concept Team Meeting Notes

Project PI No.: 0013061, DeKalb & Fulton Counties
SR 42 (Moreland Ave) from DeKalb Ave to Mansfield Ave



Date: 12-14-2015

H & L Project Number: 2011.006.033

Attendees: Xavier James, GDOT-OPD, Project Manager
Kathy Zahul, GDOT District 7
Sue Anne Decker, GDOT TMC (Via-Teleconference)
Katelyn DiGioia, GDOT Traffic Operations
Michael Turpeau Jr., GDOT Traffic Operations
Matt Sanders, GDOT Environmental Services
J. Brad Humphrey, GDOT District 7 Traffic Operations
Nicholas Fields, GDOT District 7 Utilities
Tim Jacks, GDOT Utilities
Shun L Pringle, GDOT District 7 Construction
Genetha Rice-Singleton, GDOT, Division P3/Program Delivery
Julia Billings, GDOT Planning
Ryan Perry, GDOT Environmental Services
Raymond Chandler, GDOT Utilities
Shawn Fleet, H&L Project Manager
Rana Altinsoy, H&L
David Adair, Edwards-Pitman Environmental

Minutes By: Shawn Fleet

A Concept Team Meeting was held at the GDOT-General Office on December 7, 2015. The purpose of the meeting was to present and discuss the Limited Scope Concept Report and Concept Layout.

- Shawn Fleet described the project and the current concept layout to the attendees. The major goal of this project is to improve pedestrian and bicyclist safety in the project corridor. The proposed installation of a pedestrian hybrid beacon and a road diet are the major components that will help accomplish this goal.
 - The project will begin with providing a road diet on the south end with two through lanes, a median turn lane with medianettes at two locations, buffered bikes lanes on each side, and reconstruction of damaged sections of header curb and sidewalk. North of the Euclid Avenue intersection, the roadway will continue as two through lanes in each direction with reconstructed header curb and sidewalks.
 - A green bike box on the east leg of the Euclid Avenue intersection is proposed for the cyclists to be redirected to Seminole Avenue and away from the section of SR 42/Moreland Avenue with 10 ft traffic lanes and no bike lanes.
 - The let date for this contract is March 15, 2019.
 - H&L's task order contract for this project expires March 7, 2016. It is important to accomplish concept approval by this date due to contract expiration.

Project Concept Report Discussed:

- The description in the report reads that this project proposes reconstruction and enhancement of 0.4 miles of SR 42/Moreland Avenue from CS 1795/Mansfield Avenue to CS 3694/DeKalb Avenue which includes pedestrian and bicycle accommodations. Kathy Zahul noted that according to the flow of the project from south to north, CS 1795/Mansfield Avenue and CS 3694/DeKalb Avenue should be reversed in order.
- The project justification statement did not include bicyclist in the target group for the enhancements. Kathy Zahul requested that GDOT Office of Traffic Operations revise the statement to include bicyclists.
- A question about the need to evaluate conformity model for the road diet was brought up. The most recent version of the ARC model shows the exact current lane configuration: 6 through lanes from the DeKalb Avenue ramps to McLendon. Therefore, the model *will* have to be updated, but this will not cause any delays. Once the concept report is approved, Planning will submit the change to ARC for the next conformity amendment. When reviewing the concept report, Planning add a note to this effect.

Northbound Bike Movement:

- There was concern about shifting bicycle traffic through the Seminole Avenue Ally-Plaza to Seminole Avenue and ultimately to the Freedom Park Trails. It was noted that having cyclist ride through a pedestrian plaza may be unsafe; therefore, it was suggested to provide signage for cyclist to dismount when travelling through the plaza.

Southbound Bike Movement:

- The elimination of the southbound right turn lane at the intersection of SR 42/Mansfield Avenue with Euclid Avenue SW brought up concern regarding issues with a drop in the Level of Service and increased queueing. It was suggested that Brad Humphrey evaluate these issues. It was further suggested that H&L look into leaving the existing right turn lane and providing only a northbound bike lane (even without a buffer) at this location. For the southbound direction in the area of the right turn lane, a shared lane (with sharrows) would be proposed since a shared lane was previously required between the Seminole Avenue Plaza and the right turn lane.
- It was also pointed out that the bike lane that had been provided in the location of the right turn lane at the intersection of SR 42/Mansfield Avenue with Euclid Avenue SW may give bicyclist a false sense of security due to the right turn movement of vehicles.

Design Exceptions and Variances:

- A design exception is anticipated for the two existing curves with 371 foot radii on SR 42/Moreland Avenue which are less than the required 711 foot minimum.
- A design exception is anticipated for the proposed 10 foot and 10 foot-6 inch travel lanes along the project corridor, which are less than the required minimum of 11 foot to 12 foot.
- A design variance is anticipated for the proposed 11 foot median width on SR/42 Moreland Avenue between the DeKalb Avenue Ramps and Euclid Avenue.
- It was requested that H&L consult with GDOT Office of Design Policy and Support to verify if the design exceptions and variance are required.

Utilities:

- SUE Quality Level B is completed.
- It was noted that utility poles do not meet clear-zone requirements in this area. Leaving utilities poles in their current location may not meet ADA requirements for sidewalks.

- AT&T poles, Georgia Power distribution poles and four Georgia Power Transmission Poles are located on both sides of the SR 42 through the project area. Relocation of these poles will be costly and it was suggested to request a design exception in order to keep the poles in the current locations.
- Another consideration for the relocation of the power poles would be to bury them under the sidewalks that are proposed to be reconstructed. This option may impact the streetcar features that are present north of Euclid Avenue. This option will have to be verified with Environmental as a viable option.
- Providing underground utilities on the project would increase the project cost significantly.
- GDOT will make a determination on how to handle utilities after discussions with management.
- The list of utility owners in the project corridor that were listed in the concept report will be updated according to the letter provided by GDOT District Utilities.

Traffic Study:

- It was noted in the concept report that projected traffic was not provided. It was decided that projected traffic were not required for the concept approval since the Traffic Engineering Report is approved without it. Projected traffic has been requested for preliminary and final design.

Driveway Closures:

- Shawn noted that the City of Atlanta expressed a desire to close and reduce several access driveways along the corridor and pointed out each location. It was agreed that the access to the properties would remain as shown on the concept layout.

General:

- The 9'-6" existing lane width in the Mainline Design Features section was shown in error. It should be 10'.
- It was decided that an existing pavement evaluation is not needed for the project.

GDOT Craft Tool:

- Xavier James and the Concept Team used the GDOT Craft Tool to enter the necessary information for utilities, construction, right-of-way, etc. in order to evaluate the level for risk of the project.

Action Items:

- H&L will update the project concept report and layout as required. **Report has been updated.**
- H&L will investigate if space is available within the existing roadway width to provide a northbound bike lane and a southbound right turn lane through the Euclid Avenue intersection area. **H&L has determined that there is space to provide a northbound bike lane and a southbound right turn lane through the Euclid Avenue intersection area.**
- H&L will consult with GDOT Office of Design Policy & Support to determine if the exception and variances are required. **Coordinated with Walter Taylor on 12-11-2015. Design Exceptions and Variances are required.**
- GDOT will update the Project Justification Statement to include bicyclists. **PJ Statement has been revised.**
- GDOT will determine how to handle proposed utility relocations. **Utilities will be relocated as part of the project. See attached email chain provided below.**
- H&L will consult with environmental to determine if providing underground utilities is a viable option due to the Streetcar features on the project. **H&L has discussed adding underground utilities to the project with GDOT OES. It is viable to relocate the utilities underground within the shoulder areas. The current streetcar survey report will need to be updated or an addendum added to revise the project description. Additional coordination with**

SHPO would be required but it will not delay approval of the Environmental Document. Considerations would be required such as monitoring and documentation of the streetcar features during construction.

Attachments:

- Attendees List
- Meeting Agenda
- Current Project Layout with Current Typical Sections
- Utility Owner List
- Utility Relocation E-mail Chain

SR 42 (Moreland Ave)
from CS 1795 (Mansfield Ave) To CS 3694 (DeKalb Ave)
SIGN-IN SHEET

Subject: Concept Team Meeting
Date: December 7, 2015
Location: GDOT OGC, 600 West Peachtree Street, Atlanta, GA 30308
Project No.: TOOPDDES110124, PI No.: 0013061, Fulton and DeKalb Counties

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AGENDA

Concept Team Meeting

December 7, 2015

PI No.: 0013061, Fulton & DeKalb Counties

SR 42 from CS 1795 (Mansfield Ave) To CS 3694 (DeKalb Ave)

1. Introductions
2. Brief Description of the Proposed Project Layout and Typical Sections
3. Project History & Schedule
4. Discuss Project Concept Report
 - a. Planning & Background Data
 - b. Design and Structural
 - c. Utility and Property
 - d. Environmental and Permits
 - i. Status from Edwards Pitman
 - e. Coordination, Activities, Responsibilities, and Cost
 - f. Alternatives Discussion
 - g. List of Attachments and Supporting Data
5. Additional Items:
 - a. Geotechnical – UST Phase 1 Study Complete
 - b. Survey Status: Topo and DTM complete, Property file Pending
 - c. Utilize Craft Tool
 - d. Schedule moving forward
 - e. Concept Level Plans, Profiles and Cross Sections
 - f. Site Visit?
6. Questions and Comments
7. Adjourn



SR 42 / MORELAND AVENUE
SAFETY & OPERATIONAL IMPROVEMENTS
PREFERRED ALTERNATE
 P.I. NO. 0013061



December 4, 2015

GEORGIA
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Page 4

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Atlanta, GA 30324

John Bachelder
VERIZON BUSINESS
Attention: Investigations
Dept. 42864/107
2400 N. Glenville
Richardson, Texas 75082

Christal Moore
INTERSTATE FIBER/DELTA COM DBA EARTHLINK
1530 Delta Com Drive
Anniston, Alabama 36207

Shawn Fleet

From: Fields, Nicholas <nfields@dot.ga.gov>
Sent: Monday, December 28, 2015 4:51 PM
To: Shawn Fleet
Cc: James, Xavier; Jacks, Tim; Zahul, Kathy; Brooker, Lewis
Subject: RE: PI 0013061, DeKalb & Fulton, SR 42 from DeKalb Ave to Mansfield Ave (Utility Conversation with Andrew)

Thanks Shawn. I realize this is typical practice, but we are beginning to pursue this route to eliminate duplicate easement acquisitions from the property owners and to reduce contract and utility relocation time due to easement acquisition after a project is let to construction. Either way, permanent easements will have to be acquired to relocate utilities. The question is do we do it while GDOT is acquiring R/W or wait until later and let the Utility Owners do it themselves.

Thanks,

Nicholas Fields
District Utilities Engineer
Georgia Department of Transportation
District Seven Utilities
5025 New Peachtree Road, N.E
Chamblee, Georgia 30341
Fax: 770-986-1411
Office: 770-986-1066
Cell: 404-977-8509
nfields@dot.ga.gov

-----Original Message-----

From: Shawn Fleet [mailto:sfleet@heath-lineback.com]
Sent: Monday, December 28, 2015 3:34 PM
To: Fields, Nicholas
Cc: James, Xavier; Jacks, Tim; Zahul, Kathy; Brooker, Lewis
Subject: RE: PI 0013061, DeKalb & Fulton, SR 42 from DeKalb Ave to Mansfield Ave (Utility Conversation with Andrew)

Nicholas,

Our intent for the easements were only for construction. The permanent easements shown on the layout were intended to be changed to temporary easements during Right-of-Way negotiations as GDOT typically does. Also, the easements will likely be reduced during the preliminary design process as actual construction limits are create.

Shawn C. Fleet, P.E., Heath & Lineback Engineers, Inc.
770.424.1668
sfleet@heath-lineback.com
www.heath-lineback.com

-----Original Message-----

From: Fields, Nicholas [mailto:nfields@dot.ga.gov]

Sent: Monday, December 28, 2015 2:22 PM

To: Shawn Fleet

Cc: James, Xavier; Jacks, Tim; Zahul, Kathy; Brooker, Lewis

Subject: RE: PI 0013061, DeKalb & Fulton, SR 42 from DeKalb Ave to Mansfield Ave (Utility Conversation with Andrew)

Hello Paul,

Yes at this point Utility Relocation will be included in the project. I've taken a second look at this, and the majority of the communication and power poles can be relocated as long as the permanent easements reflected in the layout can be purchased with the right install operate and maintain utilities. There are a few distribution poles and one transmission pole that present a relocation challenge. There is really no good way to approach them since they would be right against the building. This something we'll have to solve with Georgia Power but as it stands we can proceed with utility relocation included. We will need a separate utility phase set up since early authorization is something we would most likely entertain.

Thanks,

Nicholas Fields

District Utilities Engineer

Georgia Department of Transportation

District Seven Utilities

5025 New Peachtree Road, N.E

Chamblee, Georgia 30341

Fax: 770-986-1411

Office: 770-986-1066

Cell: 404-977-8509

nfields@dot.ga.gov

-----Original Message-----

From: Shawn Fleet [mailto:sfleet@heath-lineback.com]

Sent: Monday, December 28, 2015 8:40 AM

To: Fields, Nicholas

Cc: James, Xavier; Jacks, Tim; Zahul, Kathy; Brooker, Lewis

Subject: RE: PI 0013061, DeKalb & Fulton, SR 42 from DeKalb Ave to Mansfield Ave (Utility Conversation with Andrew)

Good morning Nicholas,

Has there been any determination on the utility relocations?

We need to submit the finalized concept report for GDOT review on 1-8-2016. I will need a few days for revising the report and our internal review process.

Thank you,

Shawn C. Fleet, P.E., Heath & Lineback Engineers, Inc.
770.424.1668
sfleet@heath-lineback.com
www.heath-lineback.com

-----Original Message-----

From: Fields, Nicholas [mailto:nfields@dot.ga.gov]
Sent: Thursday, December 17, 2015 5:50 PM
To: Shawn Fleet
Cc: James, Xavier; Jacks, Tim; Zahul, Kathy; Brooker, Lewis
Subject: Re: PI 0013061, DeKalb & Fulton, SR 42 from DeKalb Ave to Mansfield Ave (Utility Conversation with Andrew)

Thanks Shawn. We'll put a our heads together to see what needs to be done.

Sent from my iPhone

> On Dec 17, 2015, at 4:18 PM, Shawn Fleet <sfleet@heath-lineback.com> wrote:

>
> Nicholas,
>
> The existing Right of Way is very tight through the project. In most locations, the sidewalks extend to the existing right of way lines. I wanted to make sure this is known and I have attached the current project layout for reference. It has been updated with surveyed existing right of way. Earlier versions of the layout showed wider GIS existing right of way.

>
>
> _____
> Shawn C. Fleet, P.E., Heath & Lineback Engineers, Inc.
> 770.424.1668
> sfleet@heath-lineback.com<mailto:sfleet@heath-lineback.com>
> www.heath-lineback.com<http://www.heath-lineback.com/>

>
> From: Fields, Nicholas [mailto:nfields@dot.ga.gov]
> Sent: Thursday, December 17, 2015 3:12 PM
> To: Shawn Fleet
> Cc: James, Xavier; Jacks, Tim; Zahul, Kathy; Brooker, Lewis
> Subject: Re: PI 0013061, DeKalb & Fulton, SR 42 from DeKalb Ave to Mansfield Ave (Utility Conversation with Andrew)

>
> At the present time Georgia Power is discussing relocating above ground as most feasible. To go underground would mean bringing buildings up to code to service them.

>
> Sent from my iPhone

>
> On Dec 16, 2015, at 9:43 AM, Shawn Fleet <sfleet@heath-lineback.com<mailto:sfleet@heath-lineback.com>> wrote:
> I assume this means relocating above ground. Please confirm. Thanks,

>
>
> _____
> Shawn C. Fleet, P.E., Heath & Lineback Engineers, Inc.
> 770.424.1668
> sfleet@heath-lineback.com<mailto:sfleet@heath-lineback.com>
> www.heath-lineback.com<http://www.heath-lineback.com/>

>
> From: James, Xavier [mailto:xjames@dot.ga.gov]
> Sent: Wednesday, December 16, 2015 9:40 AM

> To: Shawn Fleet
> Cc: Fields, Nicholas; Jacks, Tim; Zahul, Kathy
> Subject: FW: PI 0013061, DeKalb & Fulton, SR 42 from DeKalb Ave to Mansfield Ave (Utility Conversation with Andrew)
>
> Please see below.
>
> Thanks
>
> Xavier M. James
> Project Manager
> Office of Program Delivery
> Georgia Department of Transportation
> 600 West Peachtree Street, 25th Floor
> Atlanta, GA 30308
> Desk: 404-631-1583
> Cell: 404-710-3244
> Fax: 404-631-1588
> E-mail: xjames@dot.ga.gov<mailto:xjames@dot.ga.gov>
>
> From: Turpeau Jr, Michael
> Sent: Wednesday, December 16, 2015 9:22 AM
> To: James, Xavier <xjames@dot.ga.gov<mailto:xjames@dot.ga.gov>>
> Cc: Digioia, Katelyn L <KDigioia@dot.ga.gov<mailto:KDigioia@dot.ga.gov>>; Adams, Ed David (TMC)
<eadams@dot.ga.gov<mailto:eadams@dot.ga.gov>>; Decker, Sue Anne
<sdecker@dot.ga.gov<mailto:sdecker@dot.ga.gov>>
> Subject: RE: PI 0013061, DeKalb & Fulton, SR 42 from DeKalb Ave to Mansfield Ave (Utility Conversation with Andrew)
>
> Yes, I have. We can move forward with relocating the utilities on this project. If there are any other questions or concerns please let us know.
>
> Thanks
>
> Michael D. Turpeau Jr.
> State Safety Program Supervisor
> Georgia Department of Transportation
> Office of Traffic Operations
> *: (404)635-2831
> Fax: (404)635-2960
> mturpeau@dot.ga.gov<mailto:mturpeau@dot.ga.gov>
> <image001.jpg>
>
> From: James, Xavier
> Sent: Wednesday, December 16, 2015 7:51 AM
> To: Turpeau Jr, Michael
> Cc: Digioia, Katelyn L
> Subject: PI 0013061, DeKalb & Fulton, SR 42 from DeKalb Ave to Mansfield Ave (Utility Conversation with Andrew)
>
> Good Morning Michael,
>
> Have you had the utility conversation with Andrew about the above referenced project?
>
> Xavier M. James

> Project Manager
> Office of Program Delivery
> Georgia Department of Transportation
> 600 West Peachtree Street, 25th Floor
> Atlanta, GA 30308
> Desk: 404-631-1583
> Cell: 404-710-3244
> Fax: 404-631-1588
> E-mail: xjames@dot.ga.gov<mailto:xjames@dot.ga.gov>

>

>

> _____

>

> Traffic fatalities are on the rise since the beginning of 2015 and Georgia could see the first increase in nine years! Many of these fatalities are the result of distracted driving. DriveAlert ArriveAlive implores motorists to drive responsibly. 1- buckle up; 2-stay off the phone/no texting; and 3-drive alert. Visit www.dot.ga.gov/DS/SafetyOperation/DAAA<http://www.dot.ga.gov/DS/SafetyOperation/DAAA>. #ArriveAliveGA

>

>

> <PI-0013061_Concept Layout_12-18-2015.pdf>

Shawn Fleet

From: Shawn Fleet
Sent: Monday, February 29, 2016 5:16 PM
To: James, Xavier
Cc: William A. Krivsky; Rana Altinsoy
Subject: RE: PI# 0013061, DeKalb & Fulton Counties - Concept Report Review Comments

Xavier,

I have responded to the comments (excluding Financial Management) per e-mails below and additional discussions in Bold Italic Blue text.

From the Office of Traffic Operations/Ken Werho:

Recommend approval with the following comments:

- **Verify Design Speed, “should” this be designed for 35 due to the modals types of the area. *The design speed has been revised to 35 mph to match the posted speed limit. A design variance is not required per the Office Design Policy and Support.***
- **Utility Involvements: Verify City of East Point has facilities. *The City of East Point is on the list of utilities for the project received from District 7 Utilities Office at the Team Concept Meeting. This will be confirmed during utility coordination.***

From the Office of Design Policy & Support:

Design Policy Group/ Michelle Pate:

The proposed design concerns the Office of Design Policy and Support, policy group. The existing radius does not meet the design speed and is not proposed to be corrected. Mitigation for this is typically to widen where possible, either lane width or shoulder width. This design does the opposite. The design is proposing to reduce the lane width. A reduction in lane width should only be considered on lower speed, lower volume roads when the crash history supports this. In this case, the crash history indicates a problem with side swipes. Lane reduction should not be considered as good engineering judgment. The addition of two way left turn lane and medianettes will potentially help with the sideswipes, but it would be a substantial risk to say that it will solve the problem. It is not typically the departments policy to sacrifice a controlling criteria (lane width) for a preference (2 ft buffer), especially when the crash history, high volumes, and presence of a transit system does not support this decision. My recommendation is to remove the 2 ft buffer and make the lane widths the required 11 ft.

The design speed has been revised to 35 mph to match the posted speed limit. This will eliminate the need for a design exception for the curve radius. A design variance is not required per the Office Design Policy and Support.

The typical section for the southern end of the project will remain with 2ft buffer bike lanes and 10'-6" (outside) and 10' (inside) travel lanes per additional discussions with the Office of Design Policy and Support. A Design Exception will be required for the proposed and existing 10 ft lane widths.

Conceptual Design Group:

In addition to the comments/questions above the Conceptual Design Group offers the following:

- We have the same concerns with the narrowing of the travel lanes as the Design Policy group does, given the accident data for sideswipes in the TE study, speed design, and traffic volumes. We recommend reducing or eliminating the 2ft travel lane-bicycle lane buffer to keep the travel lanes at or near 11 feet. *See response above.*
- Transportation Management Plan (page 6) –this should be listed as yes with at a minimum, TTC listed. The project is federally funded and the cost estimate shows \$50,000 estimated for traffic control. *The TMP requirement has been revised to Yes as a Significant Project with a TTC Component Anticipated.*
- Since ROW is anticipated, recommend mentioning that a Location and Design Report is anticipated. See Appendix A – the Concept Report template on GDOT’s ROADS website for guidance. *A requirement for a Location and Design approval has been added.*
- Concept Layout should be sized to an 11”x17” sheet maximum. *The Concept Layout has been sized as specified.*
- The project Typical Section should be attached separately as a minimum 8.5” x 11 sheet. *The Typical Sections have been separated and sized as specified.*
- The Revisions to Programmed Costs is dated 10 months prior to the mentioned cost estimates? *Updated costs and dates have been used from the latest version of the Preconstruction Status Report.*
- The pavement quantity in the Liquid AC cost sheet does not match the pavement quantity in the construction cost estimate. *The pavement quantity has been corrected on the Liquid AC sheet.*

Let me know if there are any additional comments.

Thanks,

Shawn C. Fleet, P.E., Heath & Lineback Engineers, Inc.
 770.424.1668
sfleet@heath-lineback.com
www.heath-lineback.com

From: Shawn Fleet
Sent: Monday, February 29, 2016 12:06 PM
To: 'Pass, Daniel'; James, Xavier
Cc: Peters, Dave; Pate, Michelle; Posey, Keith; Werho, Ken; William A. Krivsky; Rana Altinsoy
Subject: RE: PI# 0013061, DeKalb & Fulton Counties - Concept Report Review Comments

Dan,

11 ft lanes cannot be provided without eliminating the 2 ft buffers on the bike lanes. Per our phone conversation, we will retain the 2ft buffer bike lanes and 10’-6” (outside) and 10’ (inside) travel lanes. Reasoning discussed:

- Truck volumes are only 2.8%
- Existing lane widths on the northern section will remain 10 ft.
- The proposed typical section has strong support from L5P CID and the City of Atlanta.

We will proceed with updating the concept report for approval.

Thank you for your help.

Shawn,

Shawn C. Fleet, P.E., Heath & Lineback Engineers, Inc.
 770.424.1668
sfleet@heath-lineback.com
www.heath-lineback.com

From: Pass, Daniel [<mailto:dpass@dot.ga.gov>]
Sent: Monday, February 29, 2016 10:43 AM
To: Shawn Fleet
Cc: Peters, Dave; Pate, Michelle; Posey, Keith; James, Xavier; Werho, Ken
Subject: FW: PI# 0013061, DeKalb & Fulton Counties - Concept Report Review Comments

Thanks Shawn.

I agree with reduction of the design speed and no variance is needed. Values in Table 3.1 of the DPM are not standard criteria. The values for arterials, collectors, and local roads are typical only and should not be considered as recommended values for specific roadways. You can find ranges for these in the FHWA Mitigation Strategies book (Table 1 of that publication gives a range from 30 to 60 mph).

AASHTO Green book recommends a median for a 6-lane section and the volumes and the addition of a median can be expected to directly address a crash history. Median width and use of a flush median requires a variance.

The buffer for the bike lane will better accommodate less experienced users and per the DPM should be considered. In some cases a separated bike lane would be appropriate (See [FHWA manual on Separated Bike facilities](#)).

Regarding lane widths, at 35 mph, an exception is required and should be submitted. Can you provide an 11' inside lane considering that this is a transit route?

Hope this helps. This appears to have been a healthy discussion all around.

Daniel G. Pass, P.E.
Assistant State Design Policy Engineer

Georgia Department of Transportation
Office: 404-631-1605, Cell: 404-804-7173
600 W. Peachtree St, Atlanta, 30308 - 26th flr
dpass@dot.ga.gov

From: Shawn Fleet [<mailto:sfleet@heath-lineback.com>]
Sent: Monday, February 29, 2016 8:43 AM
To: Pass, Daniel
Cc: James, Xavier; William A. Krivsky
Subject: FW: PI# 0013061, DeKalb & Fulton Counties - Concept Report Review Comments

Dan,

Below are comments to discuss. I have attached the typical sections for the project. The main items I want to focus on are the 10' lanes and the design speed. The issue is the typical section for the northern section of the project will remain as the existing 10 ft lanes. A design exception will be required for the 10 ft lanes in this area. We will be eliminating the 2 ft buffers and providing 11ft lanes on the southern section.

We are planning to revise the design speed to 35 as Ken Werho has mentioned. This will eliminate the need for a design exception for the curve radius. A design variance will be required to reduce the design speed from 45 MPH to 35 MPH for an Urban Arterial.

I will call in a few to discuss.

Thanks!

Shawn C. Fleet, P.E., Heath & Lineback Engineers, Inc.

770.424.1668

sfleet@heath-lineback.com

www.heath-lineback.com

From: James, Xavier [<mailto:xjames@dot.ga.gov>]

Sent: Wednesday, February 24, 2016 12:44 PM

To: Shawn Fleet; Rana Altinsoy

Subject: FW: PI# 0013061, DeKalb & Fulton Counties - Concept Report Review Comments

Shawn,

Please see the email below and adhere. When do you think you will have the changes to the concept and comments addressed complete?

Thanks

Xavier M. James

Project Manager

Office of Program Delivery

Georgia Department of Transportation

600 West Peachtree Street, 25th Floor

Atlanta, GA 30308

Desk: 404-631-1583

Cell: 404-710-3244

Fax: 404-631-1588

E-mail: xjames@dot.ga.gov

From: Peters, Dave

Sent: Wednesday, February 24, 2016 12:34 PM

To: James, Xavier <xjames@dot.ga.gov>

Cc: Allen, Patrick <paallen@dot.ga.gov>; Shawn Fleet (sfleet@heath-lineback.com) <sfleet@heath-lineback.com>;

Posey, Keith <kposey@dot.ga.gov>; Pate, Michelle <mpate@dot.ga.gov>

Subject: RE: PI# 0013061, DeKalb & Fulton Counties - Concept Report Review Comments

The problem with is that lane width is a FHWA controlling criteria. If I recall, based on the roadway classification the minimum lane width is 11ft, and to go below that would require a design exception. Since what seems to be driving the design exception is the *preference* for a 2ft buffer, it's unlikely that the design exception would ever be approved – especially in an area where there is already a preponderance of sideswipe collisions.

I believe I would list them as 11ft. Listing a range of widths could give the impression that the Department supports the narrow lane width and I would advise against creating that impression.

In the report, you could put an asterisk and state that utilizing narrower lane widths would require the approval of a design exception. Remember, this is information for the future project team, so you don't want to send them forward with any sort of misunderstanding.

If other significant constraints forcing the lane reduction are uncovered, a DE for the lane width could be pursued during preliminary plans when more detailed information is available.

Dave Peters, PE

(404) 631-1738 (26th floor)
(404) 807-5191 (Cell Phone)

From: James, Xavier
Sent: Wednesday, February 24, 2016 9:02 AM
To: Peters, Dave
Cc: Allen, Patrick; Shawn Fleet (sfleet@heath-lineback.com)
Subject: FW: PI# 0013061, DeKalb & Fulton Counties - Concept Report Review Comments

Good Morning Dave,

Please see the email below. Is it possible for the concept to show a range for the lane widths (Ex 10'-11') instead of calling out a specific width? This will allow us to flush out the widths during the design process.

Thanks

Xavier M. James
Project Manager
Office of Program Delivery
Georgia Department of Transportation
600 West Peachtree Street, 25th Floor
Atlanta, GA 30308
Desk: 404-631-1583
Cell: 404-710-3244
Fax: 404-631-1588
E-mail: xjames@dot.ga.gov

From: Shawn Fleet [<mailto:sfleet@heath-lineback.com>]
Sent: Tuesday, February 16, 2016 5:50 PM
To: Humphrey, James <jhumphrey@dot.ga.gov>; Zahul, Kathy <kzahul@dot.ga.gov>; Decker, Sue Anne <sdecker@dot.ga.gov>
Cc: James, Xavier <xjames@dot.ga.gov>
Subject: RE: PI# 0013061, DeKalb & Fulton Counties - Concept Report Review Comments

Kathy, James, Sue Ann,

Please see the comments below from the Office of Design Policy and Support and the Conceptual Design Group. The typical section we are using for the Concept Report was provided in the approved traffic study by District 7. Xavier and I have talked and we would like know your thoughts to help resolve the difference in views between the two offices.

I have attached the Traffic Study and the Concept Layout.

If you need additional information, please let me know.

Unfortunately we are in a time crunch, we are working to have an approved concept report by March 7th. Thanks for your help,

Design Policy Group/ Michelle Pate:

The proposed design concerns the Office of Design Policy and Support, policy group. The existing radius does not meet the design speed and is not proposed to be corrected. Mitigation for this is typically to widen where possible, either lane width or shoulder width. This design does the opposite. The design is proposing to reduce the lane width. A reduction in lane width should only be considered on lower speed, lower volume roads when the crash history supports this. In this case, the crash history indicates a problem with side swipes. Lane reduction should not be considered as good engineering judgment. The addition of two way left turn lane and medianettes will potentially help with the sideswipes, but it would be a substantial risk to say that it will solve the problem. It is not typically the departments policy to sacrifice a controlling criteria (lane width) for a preference (2 ft buffer), especially when the crash history, high volumes, and presence of a transit system does not support this decision. My recommendation is to remove the 2 ft buffer and make the lane widths the required 11 ft.

Conceptual Design Group:

We have the same concerns with the narrowing of the travel lanes as the Design Policy group does, given the accident data for sideswipes in the TE study, speed design, and traffic volumes. We recommend reducing or eliminating the 2ft travel lane-bicycle lane buffer to keep the travel lanes at or near 11 feet.

Shawn C. Fleet, P.E., Heath & Lineback Engineers, Inc.

770.424.1668

sfleet@heath-lineback.com

www.heath-lineback.com

From: James, Xavier [<mailto:xjames@dot.ga.gov>]

Sent: Wednesday, February 10, 2016 1:15 PM

To: Shawn Fleet

Subject: FW: PI# 0013061, DeKalb & Fulton Counties - Concept Report Review Comments

Shawn,

Never mind the comments from the Office of Financial Management/Windy Bickers. I will straighten them out.

Xavier M. James

Project Manager

Office of Program Delivery

Georgia Department of Transportation

600 West Peachtree Street, 25th Floor

Atlanta, GA 30308

Desk: 404-631-1583

Cell: 404-710-3244

Fax: 404-631-1588

E-mail: xjames@dot.ga.gov

From: James, Xavier

Sent: Wednesday, February 10, 2016 1:06 PM

To: 'Shawn Fleet' <sfleet@heath-lineback.com>

Subject: FW: PI# 0013061, DeKalb & Fulton Counties - Concept Report Review Comments

Hello Shawn,

Please see the comments below and make the necessary changes.

Thanks

Xavier M. James
Project Manager
Office of Program Delivery
Georgia Department of Transportation
600 West Peachtree Street, 25th Floor
Atlanta, GA 30308
Desk: 404-631-1583
Cell: 404-710-3244
Fax: 404-631-1588
E-mail: xjames@dot.ga.gov

From: Posey, Keith
Sent: Wednesday, February 10, 2016 11:48 AM
To: James, Xavier <xjames@dot.ga.gov>
Subject: PI# 0013061, DeKalb & Fulton Counties - Concept Report Review Comments

Xavier,

The following is a list of review comment/questions I have received to date:

From the Office of Financial Management/Windy Bickers:

On page 11, RW is showing \$586,000 as of 10-28-2015; however I have a RW estimate of \$100,000 as of 12-4-2015. Which one is correct?

On page 11, CST is showing \$618,782.33 as of 11-6-2015; however I have a CST estimate of \$212,713.59 as of 12-4-2015. Which one is correct?

On page 11, UTL is showing \$375,000 as of 10-23-2015; however I have a UTL estimate of \$0 as of 12-4-2015. Which one is correct?

From the Office of Traffic Operations/Ken Werho:

Recommend approval with the following comments:

- Verify Design Speed, "should" this be designed for 35 due to the modals types of the area.
- Utility Involvements: Verify City of East Point has facilities.

From the Office of Design Policy & Support:

Design Policy Group/ Michelle Pate:

The proposed design concerns the Office of Design Policy and Support, policy group. The existing radius does not meet the design speed and is not proposed to be corrected. Mitigation for this is typically to widen where possible, either lane width or shoulder width. This design does the opposite. The design is proposing to reduce the lane width. A reduction in lane width should only be considered on lower speed, lower volume roads when the crash history supports this. In this case, the crash history indicates a problem with side swipes. Lane reduction should not be considered as good engineering judgment. The addition of two way left turn lane and medianettes will potentially help with the sideswipes,

but it would be a substantial risk to say that it will solve the problem. It is not typically the departments policy to sacrifice a controlling criteria (lane width) for a preference (2 ft buffer), especially when the crash history, high volumes, and presence of a transit system does not support this decision. My recommendation is to remove the 2 ft buffer and make the lane widths the required 11 ft.

Conceptual Design Group:

In addition to the comments/questions above the Conceptual Design Group offers the following:

- We have the same concerns with the narrowing of the travel lanes as the Design Policy group does, given the accident data for sideswipes in the TE study, speed design, and traffic volumes. We recommend reducing or eliminating the 2ft travel lane-bicycle lane buffer to keep the travel lanes at or near 11 feet.
- Transportation Management Plan (page 6) –this should be listed as yes with at a minimum, TTC listed. The project is federally funded and the cost estimate shows \$50,000 estimated for traffic control.
- Since ROW is anticipated, recommend mentioning that a Location and Design Report is anticipated. See Appendix A – the Concept Report template on GDOT’s ROADS website for guidance
- Concept Layout should be sized to an 11”x17” sheet maximum.
- The project Typical Section should be attached separately as a minimum 8.5” x 11 sheet.
- The Revisions to Programmed Costs is dated 10 months prior to the mentioned cost estimates?
- The pavement quantity in the Liquid AC cost sheet does not match the pavement quantity in the construction cost estimate.

Xavier, I understand the time constraint in play here with the consultant developing the concept report. Make whatever changes you/the consultant decide and we can submit it ASAP. We have all the needed recommendation to submit to exec mgmt.

Thanks,

Keith Posey

*Lead Design Engineer
State Conceptual Design Group
Office of Design Policy and Support
Georgia Department of Transportation
26th Floor, One Georgia Center
(404) 631-1219
kposey@dot.ga.gov*

In 2015 there were 1,414 fatalities on Georgia’s roads. That’s the first annual increase in a decade. Many of these deaths are preventable – attributed to distracted driving and failure to wear a seat belt. DriveAlert ArriveAlive implores motorists to drive responsibly. 1—buckle up; 2—stay off the phone/no texting; and 3—drive alert. Take the pledge at www.dot.ga.gov/DAAA. #ArriveAliveGA