

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

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

FILE P.I. # 0013141 **OFFICE** Design Policy & Support
Fulton County
GDOT District 7 - Metro Atlanta **DATE** 7/23/2015
ITS System Expansion at 7 Locations
in Sandy Springs

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:

Glenn Bowman, Director of Engineering
Joe Carpenter, Director of P3/Program Delivery
Genetha Rice-Singleton, Assistant Director of P3/Program Delivery
Albert Shelby, State Program Delivery Engineer
Darryl VanMeter, State Innovative Delivery Engineer
Bobby Hilliard, Program Control Administrator
Cindy VanDyke, State Transportation Planning Administrator
Hiral Patel, State Environmental Administrator
Andrew Heath, State Traffic Engineer
Angela Robinson, Financial Management Administrator
Lisa Myers, State Project Review Engineer
Charles "Chuck" Hasty, State Materials Engineer
Lee Upkins, State Utilities Engineer
Richard Cobb, Statewide Location Bureau Chief
Kathy Zahul, District Engineer
Scott Lee, District Preconstruction Engineer
Perry Black, Project Manager
BOARD MEMBER - 6th Congressional District

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

Project Type: ITS/Reconstruction/ Rehabilitation	P.I. Number: 0013141
GDOT District: District 7	County: Fulton
Federal Route Number: N/A	State Route Number: N/A
Project Number: _____	N/A

This project will provide system detection and an adaptive traffic signal control system tool for 30 intersections along Hammond Drive, Peachtree Dunwoody Road, Johnson Ferry Road, Glenridge Connector, Glenridge Drive, and Meridian Mark Road to optimize signal timings and reduce delay.

Submitted for approval:

<u>Michael R. Holt</u> Michael R. Holt, PE, PTOE – Parsons Brinckerhoff	<u>4/23/15</u> DATE
<i>(if applicable)</i> <u>Brad Edwards</u> Brad Edwards, PE City of Sandy Springs, Traffic Engineer	<u>4/23/15</u> DATE
<u>Albert Shelby</u> State Program Delivery Engineer	<u>4/30/15</u> DATE
<u>[Signature]</u> GDOT Project Manager	<u>4/29/15</u> DATE

Recommendation for approval: (Delete any inapplicable signature lines)

* <u>HIRAL PATEL</u> State Environmental Administrator	<u>4/9/2015</u> DATE
* <u>ANDREW HEATH</u> State Traffic Engineer	<u>5/22/2015</u> DATE
* <u>BEN RABUN</u> State Bridge Engineer	<u>4/3/2015</u> DATE

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

* <u>CYNTHIA VANDYKE</u> State Transportation Planning Administrator	<u>5/26/2015</u> DATE
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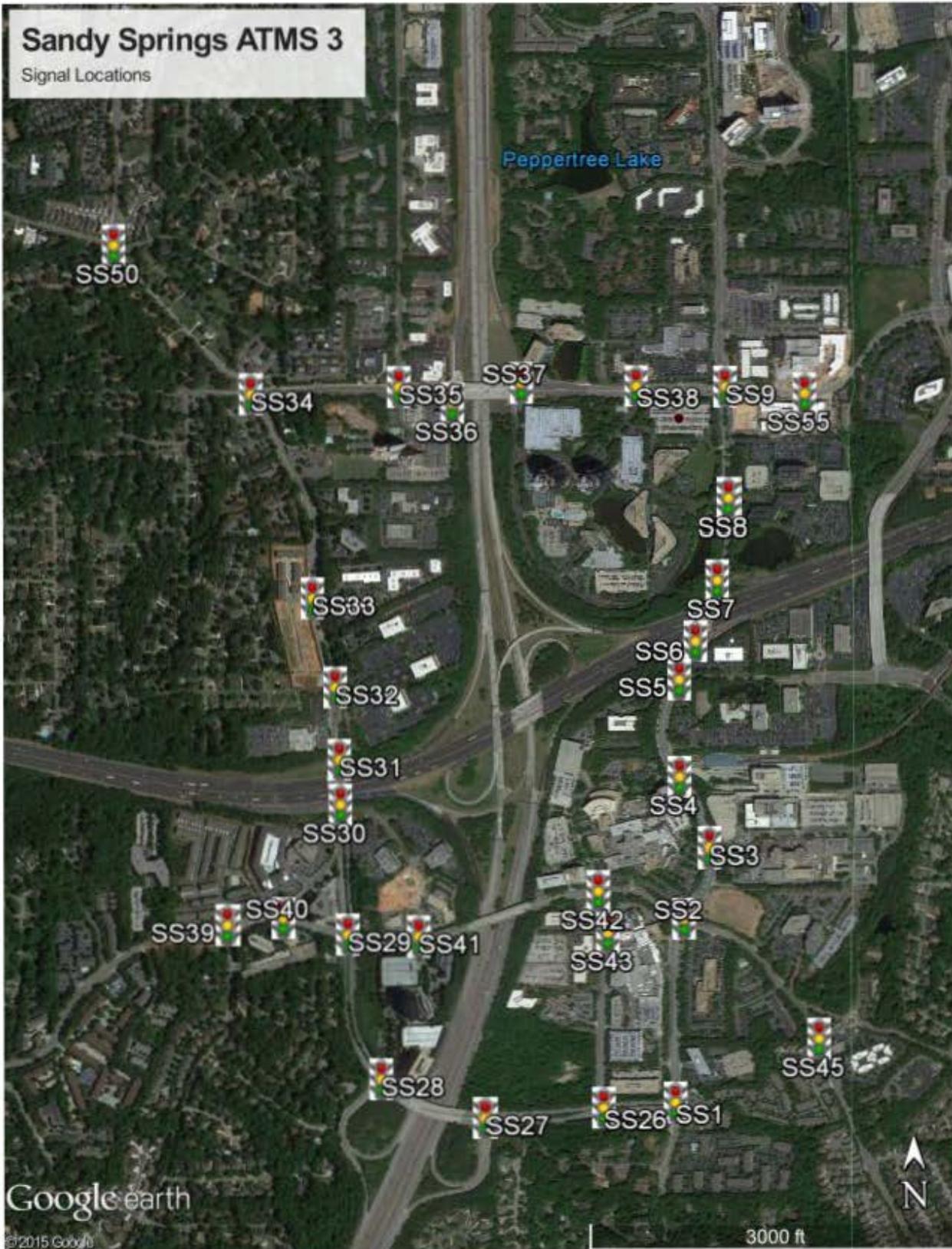
Approval:

Concur: <u>[Signature]</u> GDOT Director of Engineering	<u>7/10/2015</u> DATE
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Approve: <u>[Signature]</u> GDOT Chief Engineer	<u>7/17/15</u> DATE
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PROJECT LOCATION

Signal No.	Primary Route	Secondary Route
SS34	Hammond Drive	Glenridge Drive
SS35	Hammond Drive	Barfield Road
SS36	Hammond Drive	GA-400 SB Off-Ramp
SS37	Hammond Drive	Concourse Parkway / GA-400 NB On-Ramp
SS38	Hammond Drive	Concourse Development
SS9	Hammond Drive	Peachtree Dunwoody Road
SS55	Hammond Drive	Citizen Apartment Complex
SS8	Peachtree Dunwoody Rd	Concourse Parkway
SS7	Peachtree Dunwoody Rd	I-285 WB Off-Ramp
SS6	Peachtree Dunwoody Rd	I-285 EB On-Ramp
SS5	Peachtree Dunwoody Rd	Lake Hearn Drive
SS4	Peachtree Dunwoody Rd	Hollis Cobb Circle / MARTA Station Entry
SS3	Peachtree Dunwoody Rd	St. Joseph's Hospital / Northside Hospital
SS2	Peachtree Dunwoody Rd	Johnson Ferry Road
SS42	Johnson Ferry Road	Hollis Cobb Circle / Meridian Mark Drive
SS43	Meridian Mark Road	Children's Hospital Loading Dock
SS26	Glenridge Connector	Meridian Mark Road
SS1	Peachtree Dunwoody Rd	Glenridge Connector
SS27	Glenridge Connector	GA-400 NB Ramps
SS45	Johnson Ferry Road	Old Johnson Ferry Road
SS28	Glenridge Connector	GA-400 SB Ramps
SS29	Glenridge Connector	Johnson Ferry Road
SS39	Glenridge Drive	High Point Road
SS40	Johnson Ferry Road	Glenridge Drive
SS41	Johnson Ferry Road	Glenridge Point Parkway
SS30	Glenridge Drive	I-285 EB Off-Ramp
SS31	Glenridge Drive	I-285 WB On-Ramp
SS32	Glenridge Drive	Glenforest Road
SS33	Glenridge Drive	Wellington Trace Road
SS50	Glenridge Drive	Johnson Ferry Road



PLANNING & BACKGROUND DATA

Project Justification Statement:

ITS Upgrades and System Expansion: The purpose of the project is to provide Advanced Transportation Management System (ATMS) upgrades within the Perimeter Center region on the Hammond Drive, Peachtree Dunwoody Road, Johnson Ferry Road, Glenridge Connector, Glenridge Drive, and Meridian Mark corridors near the GA-400 at I-285 interchange in order to enhance the capabilities of the Perimeter Traffic Operations Program (PTOP), to further reduce delays and increase efficiency. The proposed project is to be funded by the Congestion Mitigation and Air Quality Improvement Program (CMAQ).

Existing conditions:

- Hammond Drive at Glenridge Drive (SS34) is a two lane road with a left turn lane separated by hatching in the eastbound direction and a single lane roadway with dual left turn lanes in the westbound direction. Glenridge Drive is a two lane road with a left turn lane in the northbound and southbound direction.
- Hammond Drive at Barfield Drive (SS35) is a three lane road with single right and left turn lanes in the eastbound direction and is a three lane road with a left turn lane in the westbound direction.
- Hammond Drive at the GA-400 SB off-ramp (SS36) is a three lane road with single right and left turn lanes in the eastbound direction and is a three lane road in the westbound direction.
- Hammond Drive at GA-400 NB on-Ramp / Concourse Parkway (SS37) is a three lane road with a single right turn lane and dual left turn lanes in the eastbound direction and a three lane road with a right and left turn lane in the westbound direction.
- Hammond Drive at Concourse Parkway (SS38) is a three lane road with single right and left turn lanes in both the eastbound and westbound direction.
- Each of the four approaches at the Hammond Drive at Peachtree Dunwoody Road intersection (SS9) are two lane roads with single right and left turn lanes.
- Hammond Drive at the Citizen Apartment Complex (SS55) is a two lane roadway with single right and left turn lanes in both the eastbound and westbound direction.
- Peachtree Dunwoody Rd at Concourse Parkway (SS8) is a two lane road with single right and left turn lanes in both the northbound and southbound direction.
- Peachtree Dunwoody Rd at the I-285 WB off-ramp (SS7) is a two lane road in both the northbound and southbound direction.
- Peachtree Dunwoody Rd at the I-285 EB on-ramp (SS6) is a two lane road in the northbound direction and is a two lane road with a left-turn lane in the southbound direction.
- Peachtree Dunwoody Rd at Lake Hearn Drive (SS5) is a two lane road with single right and left turn lanes in both the northbound and southbound direction.
- Peachtree Dunwoody Rd at the Hollis Cobb Circle / MARTA Station (SS4) is a two lane road with single right and left turn lanes in both the northbound and southbound direction.
- Peachtree Dunwoody Rd at St. Joseph's Hospital / Northside Hospital (SS3) is a two lane road with single right and left turn lanes in both the northbound and southbound direction.
- Peachtree Dunwoody Rd at Johnson Ferry Road (SS2) is a two lane road with a single right turn lane and dual left turn lanes in the northbound direction and is a two lane road with single right and left turn lanes in the southbound direction. Johnson Ferry has a through-right lane with dual left turn lanes in the eastbound direction and has a through, through-right, and dual left turn lanes in the westbound direction.
- Johnson Ferry Road at Hollis Cobb Circle / Meridian Mark Road (SS42) has a through-left lane and right and left turn lanes in the northbound direction and has a through-left and a right turn lane in the southbound direction.
- Meridian Mark Road at the Children's Hospital loading dock (SS43) is two lanes in the northbound direction and one lane in the southbound direction. Glenridge Connector at Meridian Mark Road (SS25) is a three lane road with a left turn lane in the eastbound

direction and is a three lane road in the westbound direction. Meridian Mark Road has two left turn lanes and two right two lanes on its southbound approach at this intersection.

- Glenridge Connector at Peachtree Dunwoody Road (SS1) is a single lane road with a single right turn lane and two left turn lanes on the eastbound approach. On the westbound approach exiting a small office complex it has a through-right and a single left turn lane. Peachtree Dunwoody Road is a one lane road with a single right turn lane and dual left turn lanes in the northbound direction and is a one lane road with single right and left turn lanes in the southbound direction.
- Glenridge Connector at the GA-400 NB ramps (SS27) is three lanes with a U-turn lane in the eastbound direction and is three lanes with dual left turn lanes in the westbound direction.
- Johnson Ferry Road at Old Johnson Ferry Road (SS45) is two lanes in the northbound direction and one lane with a full left-turn lane in the southbound direction.
- Glenridge Connector at the GA-400 SB ramps (SS28) is three lanes with a right and left turn lane in the eastbound direction and is three lanes with a right turn lane and dual left turn lanes in the eastbound direction.
- Glenridge Connector at Johnson Ferry Road (SS29) is a three lane road with a right and left turn lane in the northbound direction and is a two lane road with dual left lanes in the southbound direction. Johnson Ferry Road is a two lane road with single right and left turn lanes in the eastbound direction and is a single lane road with single right and left turn lanes in the westbound direction.
- Glenridge Drive at High Point Road (SS39) is one lane with a left turn lane in the eastbound direction and is two lanes with single right and left turn lanes in the westbound direction.
- Johnson Ferry Road at Glenridge Drive (SS40) is a two lane road with a left turn lane in both the eastbound and westbound direction. Glenridge Drive has a through-left lane and a right turn lane in the southbound direction.
- Johnson Ferry Road at Glenridge Point Parkway (SS41) is a two lane road with single right and left turn lanes in both the eastbound and westbound direction.
- Glenridge Drive at the I-285 EB off-ramp (SS30) is a three lane road (two continuing to Glen Forest Drive and one providing access to I-285 WB) in the northbound direction and is a two lane road in the southbound direction.
- Glenridge Drive at the I-285 WB on-ramp (SS31) is a three lane road (two on the east side of the concrete barrier) with one left turn lane providing access to the I-285 WB on-ramp.
- Glenridge Drive at Glenforest Road (SS32) is a two lane road with a left turn lane in both the northbound and southbound directions.
- Glenridge Drive at Wellington Trace Road (SS33) is a two lane road with a left turn lane in both the northbound and southbound directions.
- Glenridge Drive at Johnson Ferry Road (SS50) is one lane without turn lanes in both the northbound and southbound direction. Johnson Ferry Road is also one lane on its eastbound approach.

Other projects in the area:

- PI 0000784: Reconstruction of I-285 at GA-400 interchange and associated HOV system.
- PI 0009981: CR 262/Hammond Drive from Mt. Vernon Hwy to DeKalb County line
- PI 0013141: ITS System Expansion at 7 locations in Sandy Springs
- PI 0013138: Ashford Dunwoody Road and Dresden Drive – ITS Expansion – Project will expand the ITS along Ashford Dunwoody Road from Perimeter Summit Parkway to SR 141 (Peachtree Road) and Dresden Drive from SR 141 to Clairmont Road.
- PI 0721850: SR 400 from at Hammond/Abernathy to North of Spalding including CD System. Project adds two collector distributor lanes (plus auxiliary lanes) on SR 400 NB and SB from I-285 to Spalding Drive.

County: Fulton

- PI 0012631: Additional ATMS upgrades within the perimeter area, including Ashford Dunwoody Road, Hammond Drive, and Perimeter Center West.

Description of the proposed project:

The Glenridge-Hammond-Peachtree Dunwoody ATMS project will add the system detection needed to expand an adaptive traffic signal control system to include an additional 30 intersections along 5 major corridors in the Perimeter Center region. While the project includes the necessary equipment and software needed to implement adaptive signal management, including vehicle count stations and detection, the intersection upgrades will be limited only to the controller equipment needed to operate the adaptive signal control application. It is expected that this work will all be conducted within right-of-way limits, aside from needing permanent easements to install system detection in select private driveways. This project will include the necessary hardware and software components and software licensing, equipment calibration, and training, as well as management of the construction, engineering, and inspection phase of the project.

Table 1: Signal Equipment Upgrade Needs

County	City	Primary Route	Intersecting Route	Reason for Upgrade
Fulton	Sandy Springs	Hammond Drive	Glenridge Drive	System Detection, ACM
Fulton	Sandy Springs	Hammond Drive	Barfield Road	System Detection, ACM
Fulton	Sandy Springs	Hammond Drive	GA-400 SB Off-Ramp	System Detection, ACM
Fulton	Sandy Springs	Hammond Drive	Concourse Pkwy / GA-400 NB ONR	System Detection, ACM
Fulton	Sandy Springs	Hammond Drive	Concourse Parkway	System Detection, ACM
Fulton	Sandy Springs	Hammond Drive	Peachtree Dunwoody Road	System Detection, ACM
Fulton	Sandy Springs	Hammond Drive	Citizen Apartments	System Detection, ACM
Fulton	Sandy Springs	Peachtree Dunwoody Rd	Concourse Parkway	System Detection, ACM
Fulton	Sandy Springs	Peachtree Dunwoody Rd	I-285 WB Off-Ramp	System Detection, ACM
Fulton	Sandy Springs	Peachtree Dunwoody Rd	I-285 EB On-Ramp	System Detection, ACM
Fulton	Sandy Springs	Peachtree Dunwoody Rd	Lake Hearn Drive	System Detection, ACM
Fulton	Sandy Springs	Peachtree Dunwoody Rd	Hollis Cobb Circle (N) / MARTA	System Detection, ACM
Fulton	Sandy Springs	Peachtree Dunwoody Rd	St. Joseph’s & Northside Hospitals	System Detection, ACM
Fulton	Sandy Springs	Peachtree Dunwoody Rd	Johnson Ferry Road	System Detection, ACM
Fulton	Sandy Springs	Johnson Ferry Road	Hollis Cobb Circle	System Detection, ACM
Fulton	Sandy Springs	Meridian Mark Road	Children's Hospital Loading	System Detection, ACM
Fulton	Sandy Springs	Glenridge Connector	Meridian Mark Road	System Detection, ACM
Fulton	Sandy Springs	Johnson Ferry Road	Old Johnson Ferry Road	System Detection, ACM
Fulton	Sandy Springs	Peachtree Dunwoody Rd	Glenridge Connector	System Detection, ACM
Fulton	Sandy Springs	Glenridge Connector	GA-400 NB Ramps	System Detection, ACM
Fulton	Sandy Springs	Glenridge Connector	GA-400 SB Ramps	System Detection, ACM
Fulton	Sandy Springs	Glenridge Connector	Johnson Ferry Road	System Detection, ACM
Fulton	Sandy Springs	Glenridge Drive	High Point Road	System Detection, ACM
Fulton	Sandy Springs	Johnson Ferry Road	Glenridge Drive	System Detection, ACM
Fulton	Sandy Springs	Johnson Ferry Road	Glenridge Point Parkway	System Detection, ACM
Fulton	Sandy Springs	Glenridge Drive	I-285 EB Off-ramp	System Detection, ACM

Fulton	Sandy Springs	Glenridge Drive	I-285 WB On-ramp	System Detection, ACM
Fulton	Sandy Springs	Glenridge Drive	Glenforest Road	System Detection, ACM
Fulton	Sandy Springs	Glenridge Drive	Wellington Trace Road	System Detection, ACM
Fulton	Sandy Springs	Glenridge Drive	Johnson Ferry Road	System Detection, ACM

ACM = Adaptive Control Module

MPO: Atlanta TMA

TIP #: FN-298

TIA Regional Commission: Not a TIA Project

Congressional District(s): 6

Federal Oversight: Exempt State Funded Other

Projected Traffic: N/A

Current Year (20WW): N/A Open Year (20XX): N/A Design Year (20YY): N/A

Traffic Projections Performed by: N/A

Functional Classification (Mainline):

COMPLETE FUNCTIONAL CLASSIFICATION FOR EACH OF THE FOLLOWING ROADWAY SEGMENTS:

Hammond Drive: Urban Minor Arterial Street
Peachtree Dunwoody Road: Urban Minor Arterial Street
Meridian Mark Road: Urban Local Road
Johnson Ferry Road: Urban Collector Street
Glenridge Connector: Urban Minor Arterial Street
Glenridge Drive: Urban Minor Arterial Street

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

Warrants met: None Bicycle Pedestrian Transit

DESIGN AND STRUCTURAL

Description of Proposed Project: Installation of vehicle detection and intersection signal communications will not modify existing lane dimensions or geometric design. Project may include timber or steel poles (<35') on which radio repeater devices would be utilized to relay detection and count information to controllers. These poles would be installed within existing right of way.

Major Structures: N/A

Mainline Design Features: No design features are planned.

Major Interchanges/Intersections:

Glenridge Drive at Hammond Drive
Hammond Drive at GA-400 NB
Hammond Drive at Peachtree Dunwoody Road
Peachtree Dunwoody Road at I-285
Peachtree Dunwoody Road at Johnson Ferry Road
Peachtree Dunwoody Road at Glenridge Connector
Glenridge Connector at GA-400

Glenridge Drive at Johnson Ferry Road
Glenridge Connector at I-28

Lighting required: No Yes

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

Will Context Sensitive Solutions procedures be utilized? No Yes

Design Exceptions to FHWA/AASHTO controlling criteria anticipated: None

Design Variances to GDOT Standard Criteria anticipated: None

UTILITY AND PROPERTY

Temporary State Route Needed: No Yes Undetermined

Railroad Involvement: None

Utility Involvements: Utility companies are as follows:

- AT&T - Communications
- Atlanta Gas Light Resources - Gas
- City of Sandy Springs Public Works: Stormwater Division
- City of Sandy Springs, Fiber
- Comcast, Inc. - Communications
- Zayo Fiber Solutions – Communications
- Level 3 - Communications
- Fulton County Public Works
- Georgia Power Company – Electric (Distribution)
- Georgia Power Transmission - Electric

SUE Required: No Yes

Public Interest Determination Policy and Procedure recommended? No Yes

Right-of-Way: Existing width: [varies] Proposed width: maintain existing
Required Right-of-Way anticipated: No* Yes Undetermined
Easements anticipated: None Temporary Permanent Utility Other

*The project may need easement agreements from private properties to install wireless detection magnetometers in driveways to provide advance detection. No other expected encroachment onto private right of way.

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

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: No permits, variances, commitments, or environmental coordination is expected.

Air Quality:

Is the project located in a PM 2.5 Non-attainment area? No Yes
 Is the project located in an Ozone Non-attainment area? No Yes
 Is a Carbon Monoxide hotspot analysis required? No Yes
(if any of the above are answered “Yes”, additional analysis may be required)

NEPA/GEPA Comments & Information:

Based on the nature of the project, impacts to history, archaeology, ecology, air and noise are expected to be minimal to none.

COORDINATION, ACTIVITIES, RESPONSIBILITIES, AND COSTS

Project Meetings:

The project kickoff meeting was held on February 6, 2015 at 10:00 a.m. at the City of Sandy Springs offices, during which the scope of services for each team and the schedule were discussed. Parsons Brinckerhoff, Georgia DOT, and Sandy Springs staff were in attendance at the kickoff meeting. The first monthly progress meeting was held March 31, 2015 at 10:30 a.m. at the City of Sandy Springs office; Parsons Brinckerhoff, City of Sandy Springs, and Temple, Inc. staff were present. The meeting minutes for both meetings are included in the list of attachments.

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

Other coordination to date: N/A

Project Cost Estimate and Funding Responsibilities:

	Breakdown of PE	ROW	Reimbursable Utility	CST*	Environmental Mitigation	Total Cost
Funded By	Sandy Springs	Sandy Springs	Sandy Springs	80% Federal 20% Local		
\$ Amount	\$224,968	N/A	N/A	\$ 1,336,951.99		\$ 1,561,919.99
Date of Estimate	3/27/2015			4/14/2015		

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

ALTERNATIVES DISCUSSION

Preferred Alternative: Implement SCOOT Adaptive Traffic Control System			
Estimated Property Impacts:	N/A	Estimated Total Cost:	\$ 1,561,919.99
Estimated ROW Cost:	N/A	Estimated CST Time:	N/A
Rationale: This project provides the desired benefits in the project description without any property or ROW impacts and is compatible with the city's existing ATCS deployment along SR 9 / Roswell Road.			

No-Build Alternative:			
Estimated Property Impacts:	N/A	Estimated Total Cost:	None
Estimated ROW Cost:	N/A	Estimated CST Time:	
Rationale: This alternative was not selected because it would not facilitate the desired congestion and travel time benefits prescribed in the RFP.			

Comments/Additional Information:

LIST OF ATTACHMENTS/SUPPORTING DATA

1. Concept Construction Cost Estimate (Trns•port CES)
2. Concept Cost Estimate (Temple, Inc.)
3. Kick-off meeting minutes (2/6/2015)

CONTINGENCY SUMMARY

A. CONSTRUCTION COST ESTIMATE:	\$	1,336,952.00	Base Estimate From CES	
B. ENGINEERING AND INSPECTION (E & I):	\$	66,847.60	Base Estimate (A) x	5 %
C. CONTINGENCY:	\$	70,189.98	Base Estimate (A) + E & I (B) x	5 %
			See % Table in "Risk Based Cost Estimation" Memo	
D. TOTAL LIQUID AC ADJUSTMENT:	\$	0.00	Total From Liquid AC Spreadsheet	
E. CONSTRUCTION TOTAL:	\$	1,473,989.58	(A + B + C + D = E)	

REIMBURSABLE UTILITY COSTS

UTILITY OWNER	REIMBURSABLE COST
TOTAL	\$ -

ATTACHMENTS:

Detailed Cost Estimate Printout From TRAQS
Liquid AC Adjustment Spreadsheet

STATE HIGHWAY AGENCY

DATE : 04/14/2015
 PAGE : 1

JOB ESTIMATE REPORT

JOB NUMBER : 0013141 SPEC YEAR: 13
 DESCRIPTION: ITS SYSTEM EXPANSION @ 30 LOCS IN SANDY SPRINGS

ITEMS FOR JOB 0013141

LINE	ITEM	ALT	UNITS	DESCRIPTION	QUANTITY	PRICE	AMOUNT
0005	639-1235		EA	TREATED TIMBER POLE, CL 2, 35'	12.000	500.00	6000.00
0010	647-1000		LS	TRAF SIGNAL INSTALLATION NO - 1	1.000	38166.67	38166.67
0015	647-1000		LS	TRAF SIGNAL INSTALLATION NO - 2	1.000	38166.67	38166.67
0020	647-1000		LS	TRAF SIGNAL INSTALLATION NO - 3	1.000	38166.67	38166.67
0025	647-1000		LS	TRAF SIGNAL INSTALLATION NO - 4	1.000	38166.67	38166.67
0030	647-1000		LS	TRAF SIGNAL INSTALLATION NO - 5	1.000	38166.67	38166.67
0035	647-1000		LS	TRAF SIGNAL INSTALLATION NO - 6	1.000	38166.67	38166.67
0040	647-1000		LS	TRAF SIGNAL INSTALLATION NO - 7	1.000	38166.67	38166.67
0045	647-1000		LS	TRAF SIGNAL INSTALLATION NO - 8	1.000	38166.67	38166.67
0050	647-1000		LS	TRAF SIGNAL INSTALLATION NO - 9	1.000	38166.67	38166.67
0055	647-1000		LS	TRAF SIGNAL INSTALLATION NO - 10	1.000	38166.67	38166.67
0060	647-1000		LS	TRAF SIGNAL INSTALLATION NO - 11	1.000	38166.67	38166.67
0065	647-1000		LS	TRAF SIGNAL INSTALLATION NO - 12	1.000	38166.67	38166.67
0070	647-1000		LS	TRAF SIGNAL INSTALLATION NO - 13	1.000	38166.67	38166.67
0075	647-1000		LS	TRAF SIGNAL INSTALLATION NO - 14	1.000	38166.67	38166.67
0080	647-1000		LS	TRAF SIGNAL INSTALLATION NO - 15	1.000	38166.67	38166.67
0085	647-1000		LS	TRAF SIGNAL INSTALLATION NO - 16	1.000	38166.67	38166.67
0090	647-1000		LS	TRAF SIGNAL INSTALLATION NO - 17	1.000	38166.67	38166.67
0095	647-1000		LS	TRAF SIGNAL INSTALLATION NO - 18	1.000	38166.67	38166.67
0100	647-1000		LS	TRAF SIGNAL INSTALLATION NO - 19	1.000	38166.67	38166.67
0105	647-1000		LS	TRAF SIGNAL INSTALLATION NO - 20	1.000	38166.67	38166.67
0110	647-1000		LS	TRAF SIGNAL INSTALLATION NO - 21	1.000	38166.67	38166.67
0115	647-1000		LS	TRAF SIGNAL INSTALLATION NO - 22	1.000	38166.67	38166.67
0120	647-1000		LS	TRAF SIGNAL INSTALLATION NO - 23	1.000	38166.67	38166.67
0125	647-1000		LS	TRAF SIGNAL INSTALLATION NO - 24	1.000	38166.67	38166.67
0130	647-1000		LS	TRAF SIGNAL INSTALLATION NO - 25	1.000	38166.67	38166.67
0135	647-1000		LS	TRAF SIGNAL INSTALLATION NO - 26	1.000	38166.67	38166.67
0140	647-1000		LS	TRAF SIGNAL INSTALLATION NO - 27	1.000	38166.67	38166.67
0145	647-1000		LS	TRAF SIGNAL INSTALLATION NO - 28	1.000	38166.67	38166.67
0150	647-1000		LS	TRAF SIGNAL INSTALLATION NO - 29	1.000	38166.67	38166.67
0155	647-1000		LS	TRAF SIGNAL INSTALLATION NO - 30	1.000	38166.67	38166.67
0160	150-1000		LS	TRAFFIC CONTROL - COMPLETE	1.000	50000.00	50000.00
0165	647-2120		EA	PULL BOX, PB-2	30.000	326.76	9802.80
0170	682-6222		LF	CONDUIT, NONMETL, TP 2, 2 IN	900.000	5.12	4608.00

ITEM TOTAL 1215410.90
 INFLATED ITEM TOTAL 1215410.90

TOTALS FOR JOB 0013141

ESTIMATED COST: 1215410.90
 CONTINGENCY PERCENT (10.0): 121541.09

STATE HIGHWAY AGENCY

DATE : 04/14/2015
PAGE : 2

JOB ESTIMATE REPORT

=====

ESTIMATED TOTAL:

1336951.99

TEMPLE, INC.

P.O. Box 2066 / 50 Davis Street
Decatur, AL 35602
Phone: 800/633-3221
Fax: 256/353-4578

1954 - 2015
Serving the South's
Traffic Needs
for over 60 Years

TO: Parsons Brinckerhoff
3340 Peachtree Road NE
Suite 2400, Tower Place 100
Atlanta, GA 30326
ATTN: Chris Rome, PE
(CONCEPT QUOTE ONLY)

DATE: 9-Apr-15
TERMS: Not Applicable
DELIVERY: 0
Temple Contact: Forrest Temple

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CONDITIONS: The prices and terms on this quotation are subject to verbal changes or other agreements unless approved in writing by Temple, Inc. All quotations and agreements are contingent upon strikes, accidents, fires, availability of materials and all other causes beyond our control. Prices are based on cost and conditions existing on the date of the quotation and are subject to changes by Temple, Inc. before final acceptance.

Quantity	Description	Price	Extended
1	CONCEPT QUOTE - SCOOT	\$1,145,000.00	\$1,145,000.00
	Concept Quote Includes Following Estimates		
3	978-0020 SCOOT System Add-On (10 Intersections)	\$80,000.00	\$240,000.00
30	978-0040 SCOOT Intersection Detection (Includes Estimated Contractor Installation)	\$25,000.00	\$750,000.00
30	978-0030 SCOOT Field Validation and Field Tuning	\$2,500.00	\$75,000.00
1	978-8000 Testing CSMQ-006-00(820)	\$10,000.00	\$10,000.00
1	978-8500 Training CSMQ-006-00(820)	\$30,000.00	\$30,000.00
1	2 Years of SCOOT Maintenance	\$40,000.00	\$40,000.00

notes: 1) Cost does not include taxes, which are applicable for this project
2) Cost does not include additional material such as SEPAC upgrades, 8mb CPU board swap outs, repeater poles (if not existing)
3) Detector Survey not completed and project is not bid-ready so this price is not valid but only should be used as budgetary only.

Quote Not Valid - Concept Only

Forrest Temple

**Sandy Springs ATMS 3
Kickoff Meeting Minutes
March 6, 2015**

Meeting Date:

February 6 @ 10:00, Glenridge Connector meeting room

In Attendance: Georgia DOT, City of Sandy Springs, Parsons Brinckerhoff

1. Team Structure:
 - a. PB (Project Management, Environmental, Design, CEI)
 - b. Temple (Detector Survey)
 - c. Edwards-Pitman (History/Archaeology)
 - d. Southeastern Engineering (Survey/ROW)
2. Staffing:
 - a. Project Manager – Mike Holt
 - b. Senior Traffic Engineer – Paul Slone
 - c. Project Engineer – Chris Rome
 - d. Environmental Task Manager – Alison Nichols
 - e. CEI/Program Management Task Manager – Nate Marini
3. Scope of services:
 - a. Concept:
 - i. Use ATMS 2 CR as template
 - ii. Update SEMP document – **City to provide current SEMP document**
 - iii. Concept cost estimate in CES
 - b. Database preparation:
 - i. Import GIS/aerials from City – **City to provide GIS/aerials**
 - ii. Cut base mapping sheets (1" = 100' scale, 11" x 17" plans)
 - c. Environmental:
 - i. Environmental screening/Hazmat review
 - ii. Field surveys
 - iii. Special studies
 - iv. Air/noise analysis – anticipate write-offs
 - v. PCE preparation
 - vi. Public involvement (2 meetings)
 - d. Preliminary plans:
 - i. Field review
 - ii. Utility submittal/coordination
 - iii. Detector survey:
 1. Temple led task
 2. PB personnel to accompany Temple
 3. No fiber/ITS devices required
 - iv. Preliminary design:
 1. **City will furnish General Notes/Special Provisions for 8 Mb engine boards**
 2. **City to check on need to upgrade server or CPAC software**
 - v. Preliminary cost estimate
 - vi. Traffic Operations submittal/review meeting
 - vii. PFPR submittal/review meeting
 - e. ROW (not anticipated) – will plan to use existing poles and cabinets within existing ROW
 - f. Final design
 - i. Address PFPR comments

Sandy Springs ATMS 3
Kickoff Meeting Minutes

March 6, 2015

- ii. Final design
 - iii. Final cost estimate
 - iv. FFPR submittal/review meeting
 - v. Address FFPR comments
 - vi. PS&E submittal
 - vii. Bid package preparation – City will prepare bid documents
 - g. Program Management
 - i. Contract start-up
 - ii. Contract administration
 - iii. Contract close-out
- 4. Schedule review
 - a. Review submittal dates
 - b. Key dates affecting schedule completion:
 - i. GDOT reviews (shown as 4 weeks)
 - ii. Utility mark-ups (separate submittals or combined 1st/2nd)
- 5. Establish meeting schedule
 - a. Monthly progress meeting – 2nd week of the month (time TBD)
 - b. Weekly conference calls – Monday morning
- 6. Invoicing
 - a. Invoices will be submitted as % complete, per task, per month
 - b. Submit invoices by the 5th of the month
- 7. Questions/concerns
 - a. Brad requested contact list – ***PB to provide contact list to team***