DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE: STP00-0114-01(084) Fulton
P.I. No.: 721780
SR 9/North Main Street Widening

OFFICE: Engineering Services

DATE: December 8, 2009

FROM: Ronald E. Wishon, Project Review Engineer REW

TO: Bobby K. Hilliard, PE, State Program Delivery Engineer
Attn.: Peter Emmanuel

SUBJECT: IMPLEMENTATION OF VALUE ENGINEERING STUDY ALTERNATIVES

The VE Study for the above project was held October 5-9, 2009. Responses were received on December 3, 2009. Recommendations for implementation of Value Engineering Study Alternatives are indicated in the table below. The Project Manager shall incorporate the VE alternatives recommended for implementation to the extent reasonable in the design of the project.

ALT #	Description	Potential Savings/LCC	Implement	Comments
A-1/C-1	Use 14 ft shared lane instead of separate 4 ft bike lane	$450,000	No	The City of Alpharetta LCI study indicates a preference for separated and designated bike lanes wherever there is curb and gutter. This is a 45 mph corridor and tractor trailers using a shared lane as proposed by the VE Study create a safety concern for cyclists. According to GDOT's Bicycle and Pedestrian Coordinator, multi-use paths don't work well in urban areas where the paths cross more than a few driveways and side streets. Given the urban nature of the corridor and the safety benefits and concerns, on-street bike lanes are the better long term option for the area.
A-2	Convert Permanent Easement to Temporary Easement	$488,000	Yes	At the discretion of the ROW Office, this will be done as the ROW acquisition process proceeds.

A-3	Shift alignment slightly to the west around Sta. 269+00	$780,000	No	The VE Team assumed two residences in the vicinity of Sta. 269+00 Rt. would be total takes. Despite the fact that the construction limits are very close to the residences, there will not be displacements in this area. There is no need to shift the alignment at this location.
F-1	Use 8" x 24" TP 2 concrete curb and gutter instead of 8" x 30" concrete curb and gutter throughout the project	$74,000	Yes	This will be done.
G-1	Reduce median width from 17 ft to 8 ft from Sta. 219+00 to Sta. 240+00, Sta. 257+00 to Sta. 273+00 and Sta. 279+50 to Sta. 288+90	$314,000	Yes	This will be done, pending approval by the public at the PIOH. Narrowing the median will eliminate the possibility of future median opening.

The Office of Engineering Services concurs with the Project Manager's responses.

Approved: _____ **Date:** 12/9/09
Gerald M. Ross, PE, Chief Engineer

REW/LLM
Attachments
c: Ben Buchan
Mike Haithcock/Peter Emmanuel
Mickey McGee
Ken Werho
Lisa Myers
Matt Sanders

VE Team: Ted Crabtree
Aghdas Ghazi
Robert Murphy
Sonya Sikes
Eugene Hopkins

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE PEMAS011401084, P.I. 721780, Fulton County **OFFICE** Program Delivery

DATE December 2, 2009

FROM Bobby K. Hilliard, P.E., State Program Delivery Engineer

TO Ron Wishon, Office of Engineering Services
ATTN: Lisa Myers/Matt Sanders

SUBJECT VE Study Recommendation Responses

Attached is the response to the VE Study Recommendations for your further handling for approval in accordance with the Plan Development Process (PDP).

If there are any questions, please contact Peter Emmanuel at (404) 631-1158.

BKH:MAH:pbe

Attachment

Value Engineering Study Recommendations Responses:

Project No. STP00-0114-01(084), Fulton County
PI 721780 – SR 9 from Academy St. to Windward Parkway
Initial Responses to GDOT: 12/03/09
Prepared by: Kevin Skinner & Peter Emmanuel

Subject: This is a response to the VE Study five recommendations for this project.

Recommendation A-1:

1. Change Bike Lanes to Shared Use.

Implementation: No, too many safety concerns. Not in line with City LCI.

Response: Currently, the ARC's 2007 BikePed plan require bike lanes along the SR 9 corridor, however, it does not specify whether to use the full 4' striped lanes, or a 14' shared use lane. However, the general public believed a bike lane to be a separated lane not shared use with a motorized vehicle. Having a designated or separated bike lane is a safety issue aimed at protecting/decreasing the numbers of vehicular encroachment on a bicyclist on bike route roadway. For the shared use lanes recommendation, the 2' paving savings would be in addition to the 2' right of way reduction. Although a shared use lane should be looked at for feasibility, however, common sense and the public perception makes it clear that on a 35 mph to 45 mph roadway, tractor trailers using the 14' shared use lane will most likely not yield for bicyclists without a warning device; this is a clear safety concern. A thorough review of the City of Alpharetta LCI study page 27-30 indicates preference for separated and designated bike lanes wherever there is curb and gutter, and a shared use lane where there is no curb and gutter but paved shoulders. This project proposes an urban typical section with curb and gutter. A thorough assessment and study will have to be made by the City of Alpharetta, GDOT's Office of Planning Bike/Ped Coordinator and the ARC to determine the feasibility and benefit of using Shared Use Lane versus separated Bike Lane on an urban section with curb and gutter – this is beyond the scope of work for this project.

Recommendation A-2:

2. Convert permanent easements to temporary easements.

Implementation: Yes, but only at the discretion of the Office of R/W during R/W acq.

Response: At this initial concept stage of the project, this recommendation violates the Office of R/W standard practices and procedures stated in the March 13, 1998 Memo that states "due to continuing problems with the use of Temporary Easements on our projects, by this memo, Temporary Easements are not to be used in the future during the initial project design, except for driveways, fences, and detours. In rural areas, acquisition, that typically would be an easement, should be designated as Required Right of Way and negotiated to Permanent or Temporary Easements, if necessary. In urban areas, easements should be designated as Permanent and negotiated to Temporary Easements, if necessary. The APPROVAL of the Right of Way Administrator, the Assistant

Right of Way Administrator of Acquisition and the appropriate Design Office is REQUIRED to convert areas to Temporary Easements." As stated in the memo, the recommendation can be looked at for feasibility during the R/W acquisition process, not at the initial project design. This project R/W is in FY 2014 and CST is in FY 2018, a long time from now. Moreover, the conversion from permanent easements to temporary easements (or vice versa) is a cost effective tool useful for the Office of R/W during negotiation/acquisition of land/property and has little bearing on the design and environmental process. The R/W cost estimate that shows permanent easements was generated by the Office of R/W. However, the feasibility and implementation of this recommendation will be evaluated during the acquisition of R/W.

Recommendation A-3:

3. Shift Road to Avoid Total Takes.

Implementation: No, the best alignment is already proposed.

Response: This recommendation involves the shifting of the alignment slightly to the west around station 269+00 to avoid total takes. Despite the construction limits coming very close to 2 residences, the concept deliverable does not show displacements at station 269+00 RT. A gravity wall is proposed in this area to avoid impacts to these residences. The R/W cost estimate does not include cost for total takes at this area. The best possible information available (the completed database) has being used to determine the best alignment suitable for the area around station 269+00, and have being confirmed in CAiCE and on the supplemental black and white plan views that these 2 parcels are not total takes.

Recommendation F-1:

4. Use 24" C&G vs. 30" C&G.

Implementation: Yes, if it does not require design variance, and the unit cost of 24" gutter width remains less than 30".

Response: This recommendation involves using 8"x24", TP 2 concrete curb and gutter instead of 8"x30", TP 2. While this would provide a sizable cost reduction, consideration should be made for adjacent sections of SR 9. A 30" curb and gutter is in place south of Upper Hembree Road, and at least one of the widening projects to the north has an approved concept showing 30" curb and gutter. Maintaining a uniform curb and gutter along SR 9 does have some worth, but is difficult to quantify. Reducing the gutter width by 6" (30" minus 24") is not likely to cause gutter spread issues, since a bike lane is provided. If the variance from the Georgia Standard is allowed, it is worth the effort for such a cost savings – provided that the unit cost of 8"x24" gutter width ($14.51) remains less than 8"x30" gutter width ($16.27) during the design life of the project.

Recommendation G-1:

5. Reduce median to 8'.

Implementation: Yes, if the Public wants it.

Response: This recommendation will decrease the 17' median width at station 219+00 to 240+00, 257+00 to 273+00, 279+50 to 288+90 to a maximum proposed width of 8'. This will save a large amount of money. However, the recommendation limits the possibility of future median openings within this station ranges. The distance between median openings at this area is 2700 feet. If there are no long term needs for a median opening in this area, and the PIOH does not result in a clear public desire for an opening, the recommendation becomes even more justified. There are other benefits to a wide raised median (such as landscape-tree planting) even if median openings are not present, although the case is weaker. The lack of need for a median opening will be addressed during the PIOH so that this recommendation can be implemented.

Attachments:

City of Alpharetta LCI study page 27-30
Bike Lane Issues Email Correspondence
Right of Way Memo 98-4

2.5 *Bicycling Conditions*

Objective: Increase connectivity of bicycle transportation in and around the Study Area

Recommendation: On-Street Facilities and Treatments

Every roadway in downtown Alpharetta is already an on-street bicycle facility, as bicycles are vehicles according to Georgia Law, and none of the roads in the Study Area prohibit bicycles by categorical or specific exclusion. This is not the same as saying that they are accommodating to bicycles, however. High traffic volumes on some of the roadways through downtown and the narrow width of others can induce anxiety in cyclists, and only a select few will overcome their anxiety and assert their rights and privileges as vehicles on a public roadway.

Improvements can be made to roadways that make them more bicycle-friendly. These range from traffic calming measures (to reduce the speeds of motor vehicles of the roadway) to installation of bicycle facilities such as bicycle lanes or paved shoulders. Shared lane symbols and warning devices that remind motorists to be alert for cyclists can also be deployed in areas where the roadway cross section is constrained and geometric alterations are infeasible.

Traffic Calming

Traffic calming measures such as curb extensions, bulb-outs, and speed tables can be very effective in reducing the speeds of motor vehicles on roadways, which makes it less stressful for cyclists. Some of these methods have been described in the section on intersections above. It is important, however, that any traffic calming treatments be carefully designed so as not to impede movement by bicycles along those streets, and leave a clear passage aligned with the area where bicyclists are expected to ride.

Bicycle Lanes

Designated bike lanes should also be considered on roadways where sufficient space is available. The AASHTO *Bike Guide* recommends that designated bike lanes be at least four feet wide, or that the lane stripe be at least five feet from the face of curb in curb-and-gutter cross sections. Research has found that bicyclists experience less stress when provided with at least three feet of shoulder space;[13] accordingly, many communities have striped off shoulders wherever they can provide three feet or more, but have only designated those that meet the AASHTO recommendations (some communities have gone further and designated those roads with shoulders

[13] Landis, B., Vattikutti and Ottenberg,, "Real Time Human Perceptions: toward a Bicycle Level of Service," *Transportation Research Record 1578*, TRB, National Research Council, Washington D.C., 1997.

between three and four feet wide, but that is dependent upon the judgment of the local engineering staff).

Of course, finding room for bicycle lanes also depends on engineering judgment with regard to the minimum width of travel lanes on Alpharetta's roadways. As discussed in the Roadway section above, research indicates that lane widths can be reduced to less than 12 feet without impacting either capacity or safety. If Alpharetta pursues this strategy, a 28-foot wide two-lane, undivided road such as Mayfield Road could be reconfigured from having 14-foot lanes to having 11-foot lanes and three foot shoulders, or depending on the judgment of local engineers, 10-foot lanes and four foot bicycle lanes. If the City wishes to develop a comprehensive network of shoulders and bicycle lanes (which have relatively low construction costs compared to off-street facilities), the City would need to establish what minimum lane widths are reasonable in the judgment of its engineering staff. Once such decisions are made, a data collection effort could reveal opportunities for more on-street bicycle facilities.

Paved Shoulders

For roadway cross sections which do not include curb-and-gutter, but are not wide enough to accommodate re-striping for bicycle lanes, it may be possible to construct new paved shoulders. Ideally, new shoulders should allow for a full four-foot bicycle lane. The constraints of individual corridors (available right-of-way, roadside drainage, etc.), however, may dictate different widths for each corridor. The guidelines described for bicycle lane widths apply here as well: shoulders should be at least three feet wide and travel lanes may be reduced according to the judgment of the City's engineering department.

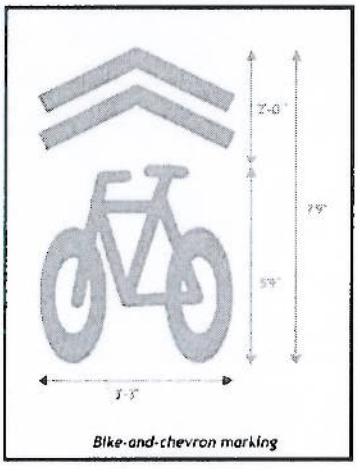


Figure 13
Bike-and-Chevron Symbol

Shared Lane Symbols

For situations where it has been determined to be infeasible to provide a facility (i.e., a bicycle lane or shoulder) for the preferential use of bicyclists, it may be worth considering the use of the shared lane symbol sometimes referred to as the "bike-and-chevron," or "corporal bike" marking (Figure 13) on the roadway surface. This treatment is currently experimental, but has been included in *Notice of Proposed Amendment* to the *MUTCD*, meaning that it is highly likely to become a standard treatment in the 2009 edition. The City may wish to use this symbol to encourage safe passing of bicyclists by motorists on roadways that are too narrow for bike lanes and construction of shoulders is infeasible. The shared lane symbol is intended to assist bicyclists with lateral positioning in lanes that are too narrow to safely accommodate motorists and

bicyclists travelling side by side and also to alert motorists of the position bicyclists are likely to occupy within the roadway. Research has indicated that this treatment is understandable to both motorists and cyclists alike[14], and that it can have an added benefit of reducing the occurrence of bicyclists riding on the sidewalk and against traffic.[15]

Activated Warnings

Another treatment to increase safety for bicyclists riding in the roadway is to deploy detection devices that are linked to flashers affixed to warning signs (such as SHARE THE ROAD, or WATCH FOR BIKES ON BRIDGE), that will flash only when bicycles are detected in the specific zone. As was discussed in the Midblock Crossing section above, real-time activated warnings have been found to gain higher response rates from motorists than both static warnings (signs alone) and continuously flashing warnings. These could be used on very constrained sections of an otherwise accommodating route. For example, certain roadways may have sufficient pavement width for bicycle lanes or new paved shoulders, but become significantly narrower on bridges over SR 400. In these cases, detectors placed in the bicycle lane or shoulder on approaches to the bridge could be activated to begin flashing when a bicyclist passes and be timed to turn off after the amount of time it would take a typical cyclist to cross the bridge. Studies have found inductive loop detectors to be very effective at detecting the presence of most bicycles, with the exception of those which are almost entirely (both wheels and the frame) made of carbon fiber. If the City experiences a high volume of carbon-fiber bicycles at such locations, other technologies such as video and microwave are also effective.

Recommendation: Off-Street Facilities/Shared Use Pathways

There are two strategies that can be recommended with regard to improving the network of off-street bicycling facilities and shared use pathways in downtown Alpharetta, and each takes advantage of existing opportunities. First, the City could improve the wide sidewalks identified in the *Existing Conditions* report to function as shared use paths. Second, the City could develop new pathway connections where land use allows. Each of these strategies is discussed in detail below.

Improve Wide Sidewalks into Pathways

The eight-foot sidewalks identified in the *Existing Conditions* report have the potential to serve as pathways — and provide substantial connectivity into downtown — if important improvements are made to bring them up to AASHTO Guidelines for shared use paths, as described in the *Guide for Development of Bicycle Facilities*. While each potential pathway segment will need to be examined closely, block-by-block, to

[14]San Francisco Department of Planning and Traffic & Alta Planning+Design, *San Francisco's Shared Lane Pavement Markings: Improving Bicycle Safety*, FINAL REPORT, February 2004.
[15]Florida Department of Transportation and UNC-HSRC, *Evaluation of the Shared Lane Arrow*, December, 1999.

determine which specific improvements will need to be made, there are some general improvements that can be named and should be considered for all of them. These improvements include:

- Providing curb ramps that are the same width as the pathway;
- Designing appropriate radii at curves and turns;
- Retrofitting to keep appropriate cross-slopes at driveway crossings;
- Installing appropriate signage and pavement markings to warn and direct pathway users;
- Maximizing visibility between path users and motorists; and,
- Widening the pathways wherever possible.

Each of these recommendations is discussed in detail below. It should also be noted that if improved to function as paths, these facilities will be of a type known as "sidepaths," meaning a shared use path located immediately adjacent to a roadway. The AASHTO *Guide* points out that on sidepaths, *"some operational problems are likely to occur,"* and continues to identify additional problems[16] These operational problems should be considered carefully at the outset of the design process and steps should be taken to minimize the risks associated with these problems. **It must be clear that the conversion of these sidewalks into functional pathways is not just a simple matter of designating them as pathways.**

Full Width Curb Ramps

It was noted during the existing conditions phase of this project that many of the eight-foot sidewalks in Alpharetta constrict into narrower ramps when they come to intersections with cross-streets (Figure 14). If these sidewalks are to be improved into being shared use pathways, these ramps will need to be reconstructed.

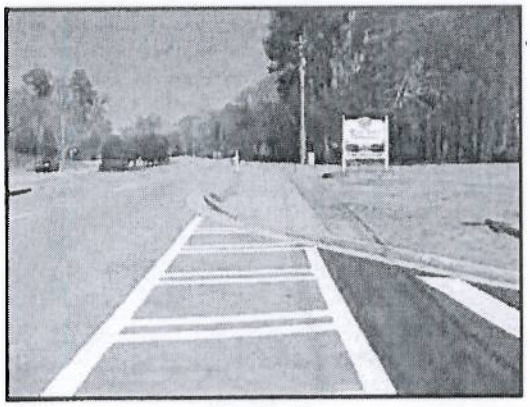


Figure 14
Sidewalk-to-Ramp width inconsistency along Haynes Bridge Road

The AASHTO *Bike Guide* states, *"Ramps for curbs at intersections should be at least the same width as the shared use path."* This is for a number of reasons. The most important is to allow safe passing of pathway users travelling in opposite directions. Sidewalk ramps are constructed to meet the requirements of the Americans with Disabilities Act (ADA), which intends to accommodate the passage of one wheelchair at a time, and so can sometimes be as narrow as 36". Shared use pathways are subject to ADA

[16] AASHTO, *Guide for the Development of Bicycle Facilities*, 1999, p. 33.

Emmanuel, Peter

Subject: SR 9 projects, PI 721780 & 721790, Fulton County, VE Study Recommendations Responses Documentation

From: Rushing, Byron
Sent: Tuesday, October 27, 2009 10:57 AM
To: Emmanuel, Peter; 'Kevin Skinner'
Cc: Hilliard, Bobby
Subject: RE: SR 9, PI 721780 & 721790, Fulton County

Peter and Kevin, after having reviewed the concept report, local plans, and discussed the situation with folks I'm still of the firm opinion that on-street bicycle lanes will be the most beneficial facility for this project. Multi-Use Paths and sidepaths simply don't work well in urban areas where they will cross more than a few driveways and cross streets – each of those crossings is an additional hazard for cyclists, especially those traveling opposite the adjacent traffic flow. Bike lanes better serve the needs of a downtown community, are in line with the recommendations of the area's LCI plan, and will be safer for cyclists in busy areas. Ultimately given the urban nature of the corridor and the safety benefits or concerns, on-street bike lanes will be the better long-term option for the area.

The two plans that I checked were the ARC's 2007 BikePed plan (which calls for paved shoulders or bike lanes along the length of SR 9) and Alpharetta's LCI plan (which recommends bike lanes on any roads with available space and does not include SR 9 in a list of roads needing an MUP facility). Please refer to the AASHTO "Guide for the Development of Bicycle Facilities" for design guidelines. Pages 22-32 have good information on bicycle lane design and Figures 7 and 11 are good illustrations of bicycle lane stripping at intersections and turn lanes – dashing the bike lane stripping approaching intersections is a particularly important element.

--

Byron Rushing
State Bicycle & Pedestrian Coordinator
Georgia Department of Transportation
404-631-1778 phone
404-631-1957 fax
brushing@dot.ga.gov

From: Graves, Eric [mailto:egraves@alpharetta.ga.us]
Sent: Friday, October 23, 2009 4:08 PM
To: Emmanuel, Peter
Cc: Sewczwicz, Peter; Drinkard, James
Subject: RE: SR 9, PI 721780 & 721790, Fulton County

Peter:

When we discussed the identified value engineering options, we can tentatively agree to both. One concern was that if Roswell or Milton end up providing marked bike lanes, Alpharetta would want to be in concert with those efforts.

Also, as discussed previously, Alpharetta will want to closely coordinate the typical section through the historic Alpharetta core (between Marietta Street to Church Street). This section will require a special typical to recognize the downtown core activities with augmented pedestrian facilities, streetscape amenities, and addressing parking needs.

We will work to develop typical section options for the Preliminary Engineering effort.

Best regards,

Eric

From: Rushing, Byron
Sent: Monday, October 19, 2009 4:41 PM
To: Emmanuel, Peter
Subject: RE: SR 9, PI 721780 & 721790, Fulton County

Peter, this corridor is also on the ARC 2007 bike/ped plan that is much more current that the Fulton County plan. I asked the ARC staff if they had a facility recommendation for SR 9 in Alpharetta and they said their plan generally called for on-street bike lanes in any downtown urban area with many driveway cuts. They said they considered sidepaths to be supplemental to on-street improvements:

32 While sidepaths appear to many to be appropriate bicycle facility alternatives, crash statistics and operational challenges from across the United States and around the world provide ample warning that, in many settings, they are not (see AASHTO Guide for the Development of Bicycle Facilities, pp.33-35). Preliminary corridor-specific design is needed for each to determine their feasibility from an operational/safety standpoint. For more information on the design requirements of sidepaths see Petritsch, T.A., B.W. Landis, H.F. Huang, and S. Challa, "Sidepath Safety Model: Bicycle Sidepath Design Factors Affecting Crash Rates." Presented at the 85th Annual Meeting of the Transportation Research Board, Washington, DC, January 26, 2006. Accepted for publication in Transportation Research Record: Journal of the Transportation Research Board.

--
Byron Rushing
State Bicycle & Pedestrian Coordinator
Georgia Department of Transportation
404-631-1778 phone
404-631-1957 fax
brushing@dot.ga.gov

From: Slaughter, Ernest [mailto:Ernest.Slaughter@fultoncountyga.gov]
Sent: Monday, October 19, 2009 4:27 PM
To: Emmanuel, Peter; Howlader, Abul
Cc: Rushing, Byron
Subject: RE: SR 9, PI 721780 & 721790, Fulton County

Peter,

The referenced projects are not located in unincorporated Fulton County. They are located within a city limits. Whatever that jurisdiction opts to do as it relates to their proposed project, is not a decision the County wishes to weigh in on, however; the decision to change the bike width seems attainable.

Ernest Slaughter
Deputy Director Transportation
Fulton County Department of Public Works
Office:404-612-8325
Cell:404-983-7993
Fax:404-893-6231
email: Ernest.Slaughter@FultonCountyGa.Gov

From: Emmanuel, Peter [mailto:pemmanuel@dot.ga.gov]
Sent: Monday, October 19, 2009 10:08 AM
To: Slaughter, Ernest; Howlader, Abul
Cc: Rushing, Byron
Subject: FW: SR 9, PI 721780 & 721790, Fulton County
Importance: High

Ernest & Abul,

Please read the below emails and the attachments, and tell me your opinion on the removal of separated bike lanes from the projects for a multipurpose pad (sidewalk extension from 5' to 8' or 10'). Please note that the bike lane provision is on the 1995 Fulton County Bike and Ped Plan page 17. Your expeditious handling of this request will be appreciated.

Thank you.

Peter B. Emmanuel
Project Manager
Office of Program Delivery
GA. Department of Transportation
One Georgia Center, 25th Floor, Cube 2548
600 West Peachtree St NW
Atlanta, GA 30308
Office: 404-631-1158
Mobile: 404-354-4111 (BlackBerry)
Fax: 404-631-1588
Email: pemmanuel@dot.ga.gov

"The only thing that interferes with my education is my learning…Albert Einstein"
"I do not reject any influences provided that it is pure, fresh, and healthy…Bela Bartok"

From: Emmanuel, Peter
Sent: Monday, October 19, 2009 10:49 AM
To: 'Graves, Eric'; Sewczwicz, Peter
Cc: Haithcock, Michael; Hilliard, Bobby; Rushing, Byron
Subject: RE: SR 9, PI 721780 & 721790, Fulton County

Eric,

Thank you for your prompt response. I know this is too early in the week, but have you had the chance to discuss my request with the department you listed in your email below. Please keep in mind that the request is about the removal of separated bike lanes from the projects for a multipurpose pad (sidewalk extension from 5' to 8' or 10'). Also note that the bike lane provision is on the 1995 Fulton County Bike and Ped Plan page 17. Your expeditious handling of this request will be appreciated. Please let me know when you've reached a decision. Thanks.

Peter B. Emmanuel
Project Manager
Office of Program Delivery
GA. Department of Transportation
One Georgia Center, 25th Floor, Cube 2548
600 West Peachtree St NW
Atlanta, GA 30308
Office: 404-631-1158
Mobile: 404-354-4111 (BlackBerry)
Fax: 404-631-1588
Email: pemmanuel@dot.ga.gov

"The only thing that interferes with my education is my learning…Albert Einstein"
"I do not reject any influences provided that it is pure, fresh, and healthy…Bela Bartok"

From: Graves, Eric [mailto:egraves@alpharetta.ga.us]
Sent: Friday, October 16, 2009 12:46 PM

To: Emmanuel, Peter; Sewczwicz, Peter
Cc: Haithcock, Michael; Hilliard, Bobby
Subject: RE: SR 9, PI 721780 & 721790, Fulton County

Emmanuel:

I've reviewed the options and don't personally have any specific concerns. **HOWEVER...** I need to discuss the matter with our community development department and City Administration. We should be able to meet next week and have formal comments to you shortly thereof.

Best regards,

Eric Graves, P.E.
City of Alpharetta
Senior Engineer-Traffic
1790 Hembree Road
Alpharetta, Georgia 30009

678.297.6200 x 1218
678.297.6201 - FAX

From: Emmanuel, Peter [mailto:pemmanuel@dot.ga.gov]
Sent: Thursday, October 15, 2009 1:52 PM
To: Graves, Eric; Sewczwicz, Peter
Cc: Haithcock, Michael; Hilliard, Bobby
Subject: SR 9, PI 721780 & 721790, Fulton County
Importance: High

Eric & Pete,

The subject projects VE Study was concluded on October 9, 2009, and although, I have not receive the official recommendations yet, the following recommendation was noted at the conclusion of the VE Study:

1. On P.I.# 721780 (SR 9/North Main Street from Academy Street to Windward Parkway)
    a. Recommendation A-1: Reduce project footprint by changing bike lanes to shared use lanes. This would reduce the required R/W and materials for paving, saving the Department $450,000.00 dollars. Please see the attachment "SR9 Proposed & Alternate Typical Section.pdf" to see the result of this suggestion. On P.I.# 721790, the same recommendations of getting rid of the bike lane and using a multi-use trail was suggested.
    Question: This recommendation will eliminate the proposed 4 feet bike lane within the pavement and instead, increased the width of the proposed 5 feet sidewalk to 10 feet sidewalk turning it into a multi-use path. Is your City in favor of the multi-use path instead of the separated bike lane? Moreover, the 10 feet wide multi-use path will reduce R/W width by 4 feet, however for the sake of space/room for utilities company, an 8 feet wide multi-use path would seem appropriate because of the limited space for utilities in the shoulder. The SR 9 widening project P.I.# 121690 concept report was approved with an 8 feet wide multi-use path instead of a 10 feet wide (please see the attachment "Project 121690 Approved Concept Report Typical Section.pdf"). What is your City take on this issues?
    b. Recommendation G-1: Reduce Median Width from 17 feet to 8 feet between Mayfield Road and Canton Street. This would reduce R/W and materials costs, savings the Department $314,000.00 dollars. Please see the attachment "SR9 Proposed & Alternate Typical Section.pdf" to see the result of this suggestion. Question: This recommendation is within your City LCI area, are you in favor of reducing the median width from 17' (currently proposed) to 8' from Mayfield Road to Canton street. If it is reduced, the R/W cost and footprint would be lessened, but this would leave less median space for plantings (as desired in your City LCI study). What is your City take on this issues?

Please advise on the above questions no later than Friday, October 16, 2009 COB. Your response and answer will allow my consultant & I to address the VE Study Recommendations and Implementations, so that the Concept Report can be updated and turn in for Management review and approval. Your expeditious assistance will be appreciated.

Thank you.

Peter B. Emmanuel
Project Manager
Office of Program Delivery
GA. Department of Transportation
One Georgia Center, 25th Floor, Cube 2548
600 West Peachtree St NW
Atlanta, GA 30308
Office: 404-631-1158
Mobile: 404-354-4111 (BlackBerry)
Fax: 404-631-1588
Email: pemmanuel@dot.ga.gov

"The only thing that interferes with my education is my learning…Albert Einstein"
"I do not reject any influences provided that it is pure, fresh, and healthy…Bela Bartok"

Return to me

CC Asst's -
Group Managers
Dist Engineers I, II, III

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE RIGHT OF WAY MEMO 98-4 OFFICE Atlanta, GA

DATE March 13, 1998

FROM David P. Meshberger, Right of Way Administrator

TO See Distribution

SUBJECT **Use of Temporary Easements**

Due to continuing problems with the use of Temporary Easements on our projects, by this memo, Temporary Easements are **NOT** to be used in the future during the initial project design, except for driveways, fences, and detours.

In rural areas, acquisition, that typically would be an easement, should be designated as Required Right of Way and negotiated to Permanent or Temporary Easements, if necessary.

In urban areas, easements should be designated as Permanent and negotiated to Temporary Easements, if necessary.

The **APPROVAL** of the Right of Way Administrator, the Assistant Right of Way Administrator of Acquisition and the appropriate Design Office is **REQUIRED** to convert areas to Temporary Easements.

If there are any questions, please contact Bobby Risper at 404-656-3849 or Harvey Booker at 404-656-3886.

DPM:SCM:HPB:BLR:app

Right of Way Memo 98-4
March 13, 1998

DISTRIBUTION: David Meshberger, Steve Manley, Terry McCollister, Tom Lemaster, Harvey Booker, Bob Bell, Glen Warren, Yvonia Parham, Paul Bryan, Phil Conner, Ronnie Lewis, Dean Williamson, Steve Crawford, Dan Howard, Barry Baynes, Bobby Risper, Bill Saunders; Jim Kennerly; Joe Palladi; Gainesville: Hugh Tyner, Laland Owens, Freddie Law, Harris Wilbanks Neal Watkins; Tennille: Mike Thomas, David Griffith, John McCarty, Larry Graham, Bobby Brantley; Thomaston: Joe Street, Joe Leoni, Terry Miller, Ronny Stubbs, Nancy Jones; Tifton: David Crim, Joe Sheffield, Terry Dunn, Frankie Cottle, Darrell Osborne; Jesup: Craig Brack, Anthony Collins, Karon Ivery, Willie Deloach, Earnest Green; Cartersville: Charles Law, Jim Hullett, Tom Gissy, Jimmy Townsend, Denver Poole; Metro: Mitch Fowler, Danny Godwin, Don Brown, Smoky Butler, Patricia Fitch, Tommy Phillips, Ricky Ford, Gloria Borders.

PRECONSTRUCTION STATUS REPORT FOR PI:721780-,721790-

PROJ ID : 721780-
COUNTY : Fulton
LENGTH (MI) : 1.97
PROJ NO.: STP00-0114-01(084)
PROJ MGR: Emmanuel, Peter B.
AOHD Initials: MAH
OFFICE : Program Delivery
CONSULTANT: Turnkey Consultant, (Contract with GDOT)
SPONSOR : GDOT
DESIGN FIRM: Pond & Company

SR 9/N MAIN ST FM ACADEMY ST TO WINDWARD PKWY

MPO: Atlanta TMA
TIP #: FN-067A
MODEL YR : 2030
TYPE WORK: Widening
CONCEPT: ADD 4U(MED 20)
PROG TYPE: Reconstruction/Rehabilitation
Prov. for ITS: N
BOND PROJ :

PRIORITY CODE:
DOT DIST: 7
CONG. DIST: 6
BIKE: Y
MEASURE: E
NEEDS SCORE: 06
BRIDGE SUFF:

MGMT LET DATE :
MGMT ROW DATE :
BASELINE LET DATE:
SCHED LET DATE :
WHO LETS?: GDOT Let
LET WITH :

BASE START	BASE FINISH	LATE START	LATE FINISH	TASKS	ACTUAL START	ACTUAL FINISH	%
			6/16/2010	Concept Development	8/12/2007		75
				Concept Meeting	3/20/2009	3/20/2009	100
				PM Submit Concept Report	9/16/2009	9/16/2009	100
		12/18/2009	12/31/2009	Receive Preconstruction Concept Approval			0
		12/31/2009	**12/31/2009**	**Management Concept Approval Complete**			**0**
			12/29/2009	Value Engineering Study	9/18/2009		82
		1/15/2010	1/15/2010	Public Information Open House Held			0
		1/1/2010	6/16/2011	**Environmental Approval**			0
		2/18/2011	4/14/2011	Pub Hear Held/Comm Resp (EA/FONSI, GEPA)			0
		2/5/2010	2/25/2010	Mapping			0
		3/1/2010	4/2/2010	Field Surveys/SDE			0
		4/6/2010	**1/11/2011**	**Preliminary Plans**			0

PROGRAMMED FUNDS

Activity	Approved	Proposed	Cost	Fund	Status	Date Auth
PE	2007	2007	925,080.00	Q23	AUTHORIZED	3/18/1993
PE	1993	1993	1,520,000.00	Q24	AUTHORIZED	3/18/1993
ROW	LR	2014	9,659,642.70	L240	PRECST	
CST	LR	2018	14,818,380.20	L240	PRECST	

PE Cost Est Amt:		Date:	
PE Cost Est Amt:		Date:	
ROW Cost Est Amt:	5,622,000.00	Date:	2/21/2006
CST Cost Est Amt:	8,664,000.00	Date:	1/3/2007

STIP AMOUNTS

Activity	Cost	Fund
PE		Q24
PE		Q23
ROW	0.00	L240
CST	0.00	L240

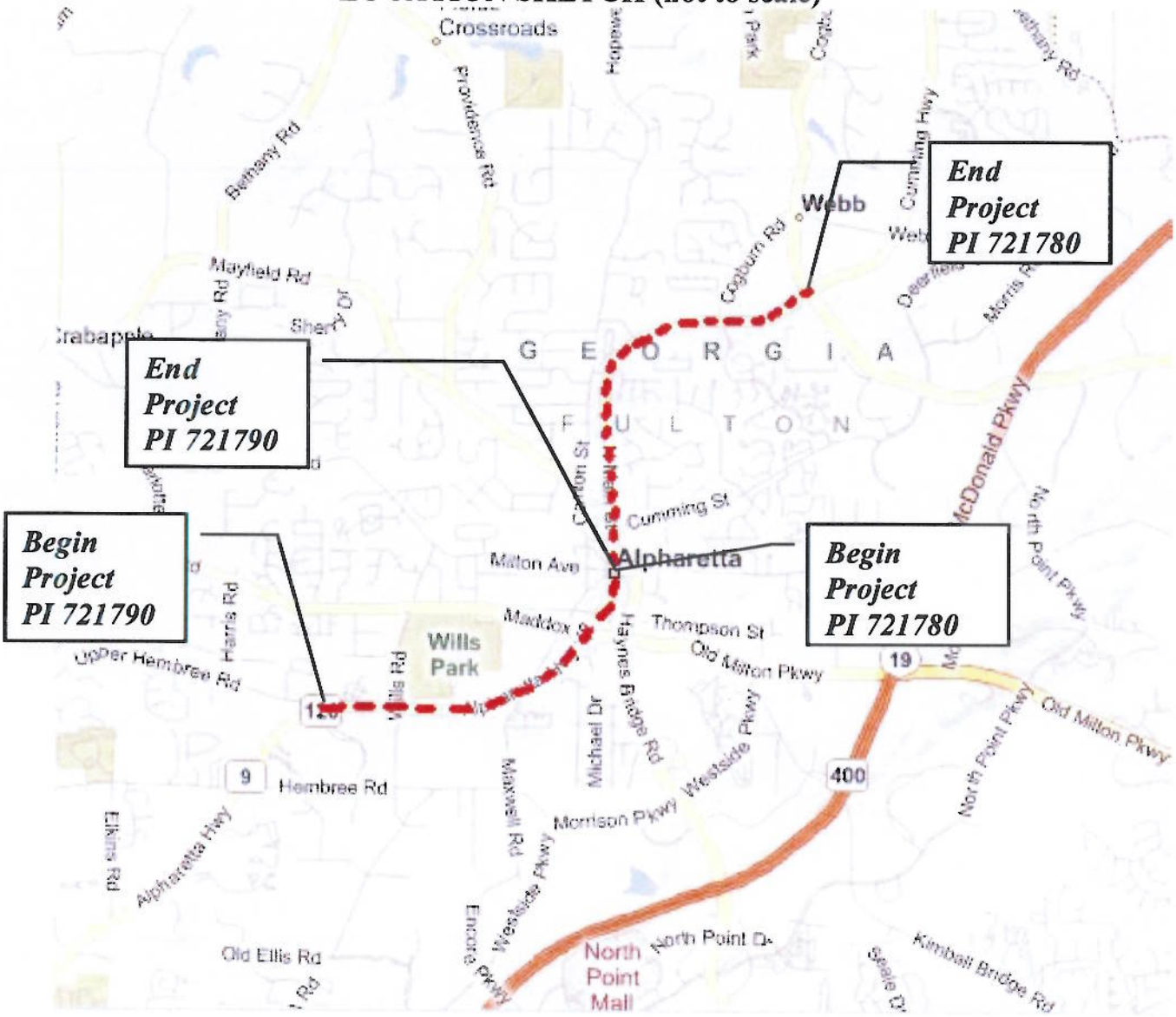
PDD: LEFT IN LR RW & CST @ 11/20 MTG! 11/27/95
Bridge: NO BRIDGE REQUIRED
Design: PROJECT IN CONCEPT/ENVIR PHASE ONLY
EIS: EA/NoSchedule/Phillips(updated 3-3-08)
LGPA: PMA SGN ALPHARETTA DO PE 3-16-06.
Planning: SR 9/N Main St. from Academy St to Windward Pkwy. is on the Fulton Co Bike/Ped Plan (1995) pg 17
Prog. Develop: PE in 2007 was added at the request of Chief Eng
Programming: PE/PR2=5-24-93|#1 2-06|#2 5-07
Traffic Op: SM:SEND PLANS FOR PFPR REVIEW WHEN READY 9-15-06
Utility: CC: NEED PPLANS 02/08;OPD SUE;Tk4,Ct19
EMG: RECST/REHAB(WIDENING);FLY 6474/06;FLOWN 3-22-06;PE BY LOCAL

District Comments

NOTES: Logical Termini?
1) Pond's Database is under review by Location Office
2) Draft Concept Report Submitted on September 16, 2009 & Routed for Review.
3) Concept Team Meeting Held October 6, 2009.
4) VE Study Held October 5 - 9, 2009.
5) Incorporating Recommendations from Concept Team MeetingVE Study to revise Concept Report.
6) Preparing for PIOH once Concept Report is Approved
7) Tier #1, Score #42, B/C Ratio of 3.79, Delay Reduction of 1,092 hrs.
8) Logical Termini issues required MGMT Decision
9) Pond must submit Draft EA prior to contract exp 12/31/09.

Prel. Parcel CT:	110	**Total Parcel in ROW System:**	1	**Cond. Filed:**	0	**Acquired by:**	DOT	***DEEDS CT:*** 0
Under Review:	0	**Options - Pending:**	0	**Relocations:**	0	**Acquisition MGR:**		
Released:	0	**Condemnations- Pend:**	0	**Acquired:**	0	**R/W Cert Date:**		

LOCATION SKETCH (not to scale)



Project Numbers: STP00-0114-01(084), PI 721780
STP00-0114-01(085), PI 721790