ORIGINAL TO GENERAL FILES

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

OFFICE OF DESIGN POLICY & SUPPORT
INTERDEPARTMENTAL CORRESPONDENCE

FILE P.I. #751650-
STP00-9408-00(003)
GDOT District 7 - Metro Atlanta
Fulton County
SR 961/Old Alabama Road Improvements

OFFICE Design Policy & Support

DATE May 9, 2012

FROM Kim Phillips for Brent Story, State Design Policy Engineer

TO SEE DISTRIBUTION

SUBJECT **APPROVED REVISED CONCEPT REPORT**

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

Attachment

DISTRIBUTION:

Genetha Rice-Singleton, Program Control Administrator
Bobby Hilliard, State Program Delivery Engineer
Cindy VanDyke, State Transportation Planning Administrator
Angela Robinson, Financial Management Administrator
Glenn Bowman, State Environmental Administrator
Ben Rabun, State Bridge Engineer
Kathy Zahul, State Traffic Engineer
Georgene Geary, State Materials & Research Engineer
Lisa Myers, State Project Review Engineer
Jeff Baker, State Utilities Engineer
Ken Thompson, Statewide Location Bureau Chief
Bryant Poole, District Engineer
Scott Lee, District Preconstruction Engineer
Jonathan Walker, District Utilities Engineer
Kimberly Nesbitt, Project Manager
BOARD MEMBER - 6th Congressional District

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
REVISED PROJECT CONCEPT REPORT

Project Type:	Widening / Reconstruction	P.I. Number:	751650
GDOT District:	District 7	County:	Fulton
Federal Route Number:	N/A	State Route Number:	SR 961

Attached is the original copy of the Revised Concept Report for your further handling for approval in accordance with the Plan Development Process (PDP).
The proposed change to the approved concept is the project termini. The new project limits would extend along Old Alabama Road from 2500 feet west of Nesbit Ferry Road to Buice Road. The project length is revised to 5.3 miles. The western project limit was revised from SR140 / Holcomb Bridge Road to the new project limit to begin at Nesbit Ferry Road, and the eastern project limit was revised from Jones Bridge Road to Buice Road. (The previous project limits for P.I. No. 751650, STP00-9408-00(003) extended from Holcomb Bridge to Jones Bridge Road. The previous project limits for P.I. No. 0008425, CSSTP-0008-00(425) extended from Jones Bridge to Buice Road)

Submitted for approval:

Alexander Stone, P.E. – Mulkey Engineers and Consultants — DATE 12/12/11

Bobby Hilliard, P.E., State Program Delivery Engineer — DATE 12/13/2011

Kimberly Nesbitt, GDOT Project Manager — DATE 12/12/11

Recommendation for approval:

* GLENN BOWMAN for — State Environmental Administrator — DATE 1/18/2012

* BEN RABUN for — State Bridge Design Engineer — DATE 1/19/2012

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).

* CYNTHIA L. VANDIKE for — State Transportation Planning Administrator — DATE 2/6/2012

* RECOMMENDATION ON FILE

PLANNING, APPROVED CONCEPT, & BACKGROUND DATA

Project Justification Statement:

GDOT and Fulton County have identified the Old Alabama Road corridor as a candidate for improvements since 1995. In 2005 a LGPA was signed between Fulton County and GDOT in order to proceed with design of the project. Mulkey was contracted by GDOT in 2006 to lead the design activities.

The major issues that will be addressed by the project include improvements to mobility and access, improvements of signals at intersections to operate more efficiently, reconstruction and enhancements of bridges, improvements to bicycle and pedestrian accommodations, as well as providing a consistent typical section that will better match driver expectations. Through travel lanes and turn lanes are often disconnected or lacking and typical sections vary considerably within short distances – particularly between Nesbit Ferry Road and Jones Bridge Road. Sidewalks are similarly disconnected or lacking entirely in many locations along the road, and the public identified the lack of bicycle and pedestrian accommodations as a problem at public meetings and workshops.

Local traffic further experiences delays related to access in and out of residential and commercial developments along the roadway due to traffic backing up in front of driveways and entrances/exits to subdivisions, commercial areas, schools, and churches, etc. In some locations, turning onto Old Alabama Road is difficult due to fast-moving traffic that has small gaps between vehicles. The public identified traffic signal timing as another source of frustration that contributes to delays and limits mobility. In some cases, turn lanes are too short and cause backups and delays into through lanes. Two bridges, one over Johns Creek and the other over Autrey Mill Creek, do not meet current standards and are structurally deficient and in need of replacement. Finally, all the deficiencies noted above have combined to create crash rates between Nesbit Ferry Road and Jones Bridge Road that exceed statewide rates for similar roadways.

The western terminus is the Old Alabama Road intersection with Nesbit Ferry Road. The 4-lane improvements would tie into a two-lane typical section 2,500 feet west of Nesbit Ferry Road near Woodfall Drive in order to provide sufficient notice for motorists to merge from two lanes to a single lane westbound. The merge lane lengths are based on the GDOT Design Policy Manual, Version 2, Section 4.2.5, which suggests carrying additional through lanes a minimum of 800 feet beyond an intersection. The Nesbit Ferry Road intersection was also chosen as the western terminus since there are no other projects planned along Old Alabama Road to the west of Nesbit Ferry Road in the foreseeable future.

The eastern terminus is the Old Alabama Road intersection with Buice Road where the proposed roadway would tie into improvements currently proposed under project STP00-2868-00(001), P.I. 752660 from Buice Road to SR 141/Medlock Bridge Road (see Table 6). That project would provide a four-lane section on Old Alabama Road with a 20-foot raised median and turn lanes to improve operations and capacity at the intersection.

Description of the approved concept:

P.I. No. 751650, STP00-9408-00(003)

The project proposes to widen and reconstruct SR 961 / Old Alabama Road from SR 140 / Holcomb Bridge Road to Jones Bridge Road, for a total of 4.60 miles. The purpose of this project is to provide improvements along the Old Alabama corridor to improve mobility, decrease travel time delays, improve signal operations, enhance safety, reduce congestion and improve bike and pedestrian accommodations. Old Alabama Road is an urban minor arterial, and the existing roadway varies from a minimum of two travel lanes (one in each direction) and a maximum of five lanes, including two travel lanes in each direction with a center turn lane. In addition to the through lanes, some right turn lanes are provided at intersections, commercial establishments, and subdivisions. The posted speed along the majority of the corridor is 45 MPH with a short section posted at 40 MPH.

The project proposes to widen Old Alabama Road to two, 11' lanes in each direction divided by a 20' raised median as well as curb and gutter and 5' sidewalks from Holcomb Bridge Road to Big Creek Park. This typical section continues to Rouse Lane with the exception of the 5' sidewalk on the north side which changes to a 10' multi-purpose path to accommodate bicycles as well as pedestrians. Roswell has a designated bicycle route, The Roswell Loop, which begins at Big Creek Park and continues along Old Alabama Road to Nesbit Ferry Road where it turns south on Nesbit Ferry Road. The typical section transitions at Rouse Lane to a five lane section with two 11' lanes in each direction and a 14' raised or flush median as needed to accommodate left turn lanes. This section continues to Hunters Cove where it transitions and ties to four 11' lanes with a raised median being constructed under Project HPP-0005-00(428) and continues 600' past Jones Bridge Road. At this point, the improvements will tie into Project CSSTP-0008-00(425).

P.I. No. 0008425, CSSTP-0008-00(425)

The project proposes to widen and reconstruct SR 961 / Old Alabama Road from CR 65/ Jones Bridge Road to CR 111/Buice Road, for a total of 3.40 miles. The purpose of this project is to provide improvements along the Old Alabama corridor to improve mobility, decrease travel time delays, improve signal operations, enhance safety, reduce congestion and improve bike and pedestrian accommodations. Old Alabama Road is an urban minor arterial, and the existing roadway varies from a minimum of two travel lanes (one in each direction) and a maximum of five lanes, including two travel lanes in each direction with a center turn lane (1800' long). In addition to the through lanes, some turn lanes are provided at intersections, commercial establishments, and subdivisions. The posted speed along the majority of the corridor is 45 MPH.

The project proposes to tie into the improved intersection at Jones Bridge Road under Project STP-00-9408-00(003), P.I. No. 751650. Beginning at Foxworth Drive to Autry Mill Road the typical section will consist of one, 12' lane in each direction with a 12' raised median. From Autry Mill Road to 550' west of Spruill Road the improvements will consist of two, 12' lanes with no median. From there, the typical section will transition back to one 12' lane in each direction separated by a 12' raised median to the end of the project. Along the entire project length, a 10' multi-purpose path on the north side and a 5'

sidewalk on the south side will be provided. The existing bridges over Autry Mill Creek (Structure ID 121-0291-0) and Johns Creek (Structure ID 121-0292-0) will be replaced. The proposed bridge over Johns Creek will span a 10' multi-purpose trail which will pass under Old Alabama Road adjacent to the creek. Traffic will be maintained via staging during construction.

PDP Classification: ☒ Major ☐ Minor

Federal Oversight: ☐ Full Oversight ☒ Exempt ☐ State Funded ☐ Other

Projected Traffic AADT as shown in the approved Concept Report:

Base Year (2007): 27,000 Design Year (2032): 36,500

Updated Traffic AADT:

Open Year (2020): 30,250 Design Year (2040): 37,700

Functional Classification (Mainline): Urban Minor Arterial Street

VE Study anticipated: ☐ No ☐ Yes ☒ Completed – Date: 12/17/2009

PROPOSED REVISIONS

Approved Features:	Proposed Features:
Project termini: 751650 – Old Alabama Road from the intersection with SR 140/Holcomb Bridge Road (mile log 0.0) to Jones Bridge Road (mile log 4.06). The project length is approximately 4.6 miles. 0008425 – Old Alabama Road from the intersection with Jones Bridge Road (mile log 4.06) to Buice Road (mile log 7.52). The project length is approximately 3.4 miles.	Project termini: The western terminus of these projects is revised. The new project limits for PI 751650 would extend along Old Alabama Road from Nesbit Ferry Road (mile log 2.56) to Buice Road (mile log 7.52). Note that in order to tie into the existing roadway, the proposed project would begin 2,500 feet west of Nesbit Ferry Road. The proposed project length (including the west tie-in) would be approximately 5.4 miles. Project 008425 will be deleted from the program.

Reason(s) for change: The Nesbit Ferry Road intersection was chosen as the western terminus since there are no other projects planned along Old Alabama Road to the west of Nesbit Ferry Road in the foreseeable future. Even though the city of Roswell maintains a need for improvements to Old Alabama Road in their 2006 Transportation Master Plan, the Roswell city council passed a resolution opposing widening of Old Alabama Road west of the Old Alabama Connector. In 2010, city of Roswell representatives requested that the GDOT remove the improvements to Old Alabama Road within the Roswell city limits (between Holcomb Bridge Road and near Woodfall Drive) from the Transportation Improvement Program (TIP). Also, even though the city of Roswell provided strong support for the intersection project to improve the Old Alabama Connector and Roxburgh Drive (Project HPP-0005-00(428), P.I. 0005428) throughout project studies, they ultimately did not secure Right of Way funds to construct the project.

In addition, a Design Exception is required for the existing grades over 7%, located within the original PI #008425. The proposed profile would not change these grades in order to minimize impacts to adjacent properties and utilities. A Design Variance is required for the median width that is less than 20' per the Design Manual, also located within the original PI #008425. These reports will be addressed and submitted for approval under the updated project number.

ENVIRONMENTAL

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

Nesbit Ferry to Jones Bridge Road

The proposed improvements are not consistent with the conforming plan's model which consists of general roadway widening from 2 to 4 lanes with a median from Nesbit Ferry Road to Jones Bridge Road, currently scheduled as long range (2018-2040). However, the existing roadway is 4 lanes from Haynes Bridge Road, east to Jones Bridge Road, and this project, while adding a through lane from west of Haynes Bridge to Nesbit Ferry, has a primary need to improve traffic operations along the corridor.

Jones Bridge Road to Buice Road

The proposed improvements are not consistent with the conforming plan's model which does not include this section of roadway.

Air / Noise Studies:

The Air Quality Impact Assessement will need to be updated with an addendum. The modeling will need to be modified based on updated traffic data. The Noise Impact Assessment (Phase I) and Noise Barrier Assessment (Phase II) will need to be updated. Mitigation measures required are unknown until the assessments are completed and approved.

Potential environmental impacts of proposed revision:

By revising the termini of the two original projects, the overall project footprint, and thus environmental impacts, will be reduced.

The original Environmental Assessment will need to be updated with the new project limits. Ecology, protected species, and historic resources special studies will need to be updated, based on the schedule delays since these studies were last completed, and new requirements. The EA /FONSI will be completed and approved 12 to 18 months from project re-programming and concept revision approval.

Have proposed revisions been reviewed by environmental staff? ☐ No ☒ Yes

Environmental responsibilities (Studies/Documents/Permits):

Mulkey is responsible for revising the environmental document and special studies.

PROJECT COST & ADDITIONAL INFORMATION

Updated Cost Estimate		Date of Estimate
Base Construction Cost:	$23,973,328.00	10/21/11
Engineering and Inspection:	$1,198,666.40	10/21/11
Liquid AC Adjustment:	$1,693,926.45	10/21/11
Total Construction Cost:	$26,865,920.85	10/21/11
Right-of-Way:	$9,751,000.00	8/19/11
Utilities (reimbursable costs):	$2,290,000.00	11/21/11
Environmental Mitigation:	$66,000.00	10/21/11
TOTAL PROJECT COST:	**$38,972,920.85**	**11/21/11**

Recommendation: Recommend that the proposed revision to the concept be approved for implementation.

Comments:

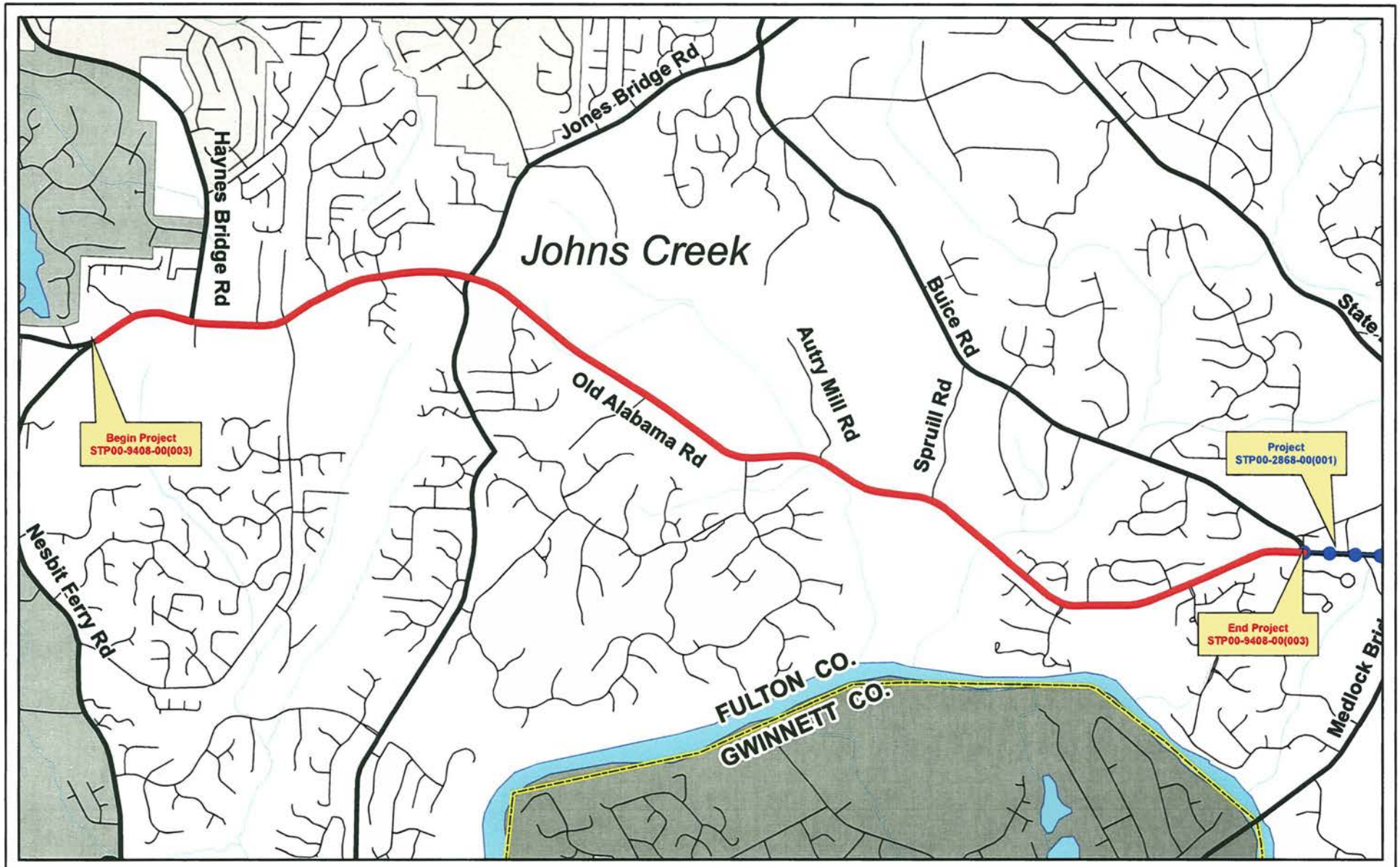
Attachments:

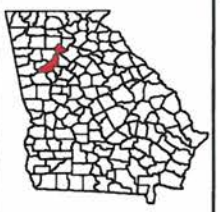
1. Sketch map
2. Typical Sections
3. Cost Estimate(s)
4. Conforming plan's network schematics showing thru lanes *(required for projects in non-attainment areas only)*
5. Bridge Inventory Data Listing Reports
6. VE Implementation Letter
7. Logical Termini Letter

APPROVALS

Concur: _____
Director of Engineering

Approve: _____ 5/7/2012
Chief Engineer Date





N

Prepared For:

REVISED PROJECT LOCATION MAP - 3/24/11

Improvements of Old Alabama Road
STP00-9408-00(003) PI 751650
City of Johns Creek, Fulton County, Georgia

0 0.25 0.5 1 1.5 2 Miles

1:30,000

Figure 1

Print Form

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE PROJECT No. STP00-9408-00(003) , Fulton County **OFFICE** Preconstruction

Widening of SR 961 / Old Alabama Road from Nesbit Ferry Road to Buice Road

DATE 11/21/11

P.I. No. 751650

FROM Bobby Hilliard, State Program Delivery Engineer

TO Ronald E. Wishon, Project Review Engineer

SUBJECT REVISIONS TO PROGRAMMED COSTS

MNGT LET DATE Long Range

PROJECT MANAGER Kimberly W. Nesbitt

MNGT R/W DATE Long Range

PROGRAMMED COST (TPro W/OUT INFLATION)

LAST ESTIMATE UPDATE

CONSTRUCTION	$ 13,064,000.00	DATE 5/4/2009
RIGHT OF WAY	$ 3,816,000.00	DATE 5/4/2009
UTILITIES	$ 3,840,000.00	DATE 5/4/2009

REVISED COST ESTIMATES

CONSTRUCTION*	$ 26,865,920.85
RIGHT OF WAY	$ 9,751,000.00
UTILITIES	$ 2,290,000.00

* Costs contain 5 % Engineering and Inspection

REASON FOR COST INCREASE

Revised Project Termini

Revised: September 6, 2011

CONTINGENCY SUMMARY

Construction Cost Estimate:	$ 23,973,328.00	(Base Estimate)
Engineering and Inspection:	$ 1,198,666.40	(Base Estimate x 5 %)
Total Liquid AC Adjustment	$ 1,693,926.45	(From attached worksheet)
Construction Total:	$ 26,865,920.85	

REIMBURSABLE UTILITY COST

Utility Owner	Reimbursable Cost
Georgia Power Distribution	$400,000
AT&T formerly BellSouth	$510,000
Georgia Power Transmission	$1,150,000
Sawnee EMC	$230,000

Attachments

JOB DETAIL ESTIMATE

JOB NUMBER : 751650 SPEC YEAR: 01
DESCRIPTION: OLD ALABAMA WIDENING FROM NESBIT FERRY RD TO BUICE RD

ITEMS FOR JOB 751650

LINE	ITEM	ALT	UNITS	DESCRIPTION	QUANTITY	PRICE	AMOUNT
SECTION 1: ROADWAY							
0005	150-1000		LS	TRAFFIC CONTROL - STP00-9408-00(003)	1.000	2518000.00	2518000.00
0010	150-5010		EA	TRAF CTRL,PORTABLE IMPACT ATTN	2.000	7752.30	15504.61
0015	153-1300		EA	FIELD ENGINEERS OFFICE TP 3	1.000	54211.49	54211.50
0025	210-0100		LS	GRADING COMPLETE - STP00-9408-00(003)	1.000	1650000.00	1650000.00
0030	310-1101		TN	GR AGGR BASE CRS, INCL MATL	201234.000	13.03	2622529.78
0035	402-1811		TN	RECYL AC LEVELING, INCL BM	100.000	70.00	7000.00
0040	402-3121		TN	RECYL AC 25MM SP,GP1/2,BM&HL	51987.000	59.00	3067233.00
0045	402-3130		TN	RECYL AC 12.5MM SP,GP2,BM&HL	19718.000	61.23	1207344.58
0050	402-3190		TN	RECYL AC 19 MM SP,GP 1 OR 2 ,INC BM&HL	27065.000	74.66	2020672.90
0055	413-1000		GL	BITUM TACK COAT	16550.000	1.97	32653.32
0060	432-5010		SY	MILL ASPH CONC PVMT,VARB DEPTH	100.000	8.22	822.77
0065	500-9999		CY	CL B CONC,BASE OR PVMT WIDEN	150.000	165.79	24868.88
0070	634-1200		EA	RIGHT OF WAY MARKERS	331.000	80.39	26611.56
0075	643-8200		LF	BARRIER FENCE (ORANGE), 4 FT	4000.000	1.71	6874.52
0080	648-1350		EA	IMPACT ATT UNIT, TP-P-STP00-9408-00(003)	1.000	19858.49	19858.50
SECTION 2: GUARDRAIL							
0085	641-1100		LF	GUARDRAIL, TP T	338.000	48.97	16554.62
0090	641-1200		LF	GUARDRAIL, TP W	4046.000	15.54	62899.68
0095	641-5001		EA	GUARDRAIL ANCHORAGE, TP 1	16.000	614.12	9825.95
0100	641-5012		EA	GUARDRAIL ANCHORAGE, TP 12	19.000	1649.00	31331.00
SECTION 3: CONCRETE							
0105	433-1000		SY	REINF CONC APPROACH SLAB	540.000	164.31	88729.20
0110	441-0016		SY	DRIVEWAY CONCRETE, 6 IN TK	370.000	26.83	9928.19
0115	441-0104		SY	CONC SIDEWALK, 4 IN	16721.000	23.34	390415.95
0120	441-0106		SY	CONC SIDEWALK, 6 IN	31296.000	38.15	1193942.40
0125	441-0204		SY	PLAIN CONC DITCH PAVING, 4 IN	50.000	24.48	1224.28
0130	441-0740		SY	CONC MEDIAN, 4 IN	2974.000	19.50	57993.00
0135	441-0754		SY	CONC MEDIAN, 7 1/2 IN	471.000	43.75	20607.82
0140	441-4020		SY	CONC VALLEY GUTTER, 6 IN	380.000	34.76	13209.86
0145	441-5057		LF	CONC DWL INT CURB, TP 7,DOWELS	486.000	11.00	5346.00
0150	441-6222		LF	CONC CURB & GUTTER/ 8"X30"TP2	63573.000	16.11	1024485.89
0155	441-6740		LF	CONC CURB & GUTTER/ 8"X30" TP7	28550.000	19.19	547953.01
0160	620-0100		LF	TEMP BARRIER, METHOD NO. 1	4340.000	24.64	106962.29
SECTION 4: DRAINAGE							

0165	207-0203	CY	FOUND BKFILL MATL, TP II	10.000	40.34	403.48
0170	441-0301	EA	CONC SPILLWAY, TP 1	1.000	1594.00	1594.00
0175	500-3800	CY	CL A CONC, INCL REINF STEEL	20.000	928.33	18566.67
0180	500-3900	CY	CL B CONC, INCL REINF STEEL	7.000	774.59	5422.18
0185	550-1180	LF	STM DR PIPE 18",H 1-10	25718.000	28.54	734158.12
0190	550-1181	LF	STM DR PIPE 18",H 10-15	71.000	60.18	4272.78
0195	550-1240	LF	STM DR PIPE 24",H 1-10	2977.000	30.40	90502.17
0200	550-1300	LF	STM DR PIPE 30",H 1-10	270.000	44.39	11987.99
0205	550-1301	LF	STM DR PIPE 30",H 10-15	30.000	46.94	1408.20
0210	550-1361	LF	STM DR PIPE 36",H 10-15	192.000	103.22	19818.24
0215	550-1362	LF	STM DR PIPE 36",H 15-20	17.000	118.00	2006.00
0220	550-4218	EA	FLARED END SECT 18 IN, ST DR	6.000	405.96	2435.78
0225	550-4224	EA	FLARED END SECT 24 IN, ST DR	4.000	497.22	1988.90
0230	550-4242	EA	FLARED END SECT 42 IN, ST DR	1.000	952.49	952.49
0235	603-2181	SY	STN DUMPED RIP RAP, TP 3, 18"	112.000	30.04	3364.48
0240	603-2182	SY	STN DUMPED RIP RAP, TP 3, 24"	768.000	37.27	28625.10
0245	611-4003	EA	RECONSTR MISC DRAINAGE STR	1.000	1198.36	1198.37
0250	611-8000	EA	ADJUST CATCH BASIN TO GRADE	8.000	1402.61	11220.88
0255	611-8040	EA	ADJUST DROP INLET TO GRADE	2.000	691.87	1383.75
0260	611-8050	EA	ADJUST MANHOLE TO GRADE	2.000	778.92	1557.84
0265	668-1100	EA	CATCH BASIN, GP 1	237.000	1907.50	452078.29
0270	668-1110	LF	CATCH BASIN, GP 1, ADDL DEPTH	92.000	140.91	12963.91
0275	668-2100	EA	DROP INLET, GP 1	19.000	1826.61	34705.72
0280	668-2110	LF	DROP INLET, GP 1, ADDL DEPTH	9.000	166.95	1502.59
0285	668-4300	EA	STORM SEW MANHOLE, TP 1	39.000	1543.53	60197.67
0290	668-4311	LF	ST SEW MANHOLE,TP 1,A DEP,CL 1	105.000	156.24	16405.51

SECTION 5: SIGNING AND MARKING

0295	610-6515	EA	REM HIGHWAY SIGN, STD	143.000	46.36	6629.48
0300	632-0003	EA	CHANGEABLE MESS SIGN,PORT,TP 3	9.000	632.74	5694.69
0305	636-1020	SF	HWY SGN,TP1MAT,REFL SH TP3	875.000	12.79	11197.68
0310	636-1029	SF	HWY SGN,TP2 MATL,REFL SH TP 3	219.000	13.37	2928.36
0315	636-1033	SF	HWY SIGNS, TP1MAT,REFL SH TP 9	1250.000	17.04	21306.54
0320	636-2070	LF	GALV STEEL POSTS, TP 7	1900.000	6.37	12103.29
0325	636-2080	LF	GALV STEEL POSTS, TP 8	115.000	9.30	1070.62
0330	636-2090	LF	GALV STEEL POSTS, TP 9	115.000	6.82	784.88
0335	639-2002	LF	STEEL WIRE STRAND CABLE, 3/8"	1000.000	3.01	3013.50
0340	639-4003	EA	STRAIN POLE, TP III	10.000	5412.14	54121.45
0345	652-6502	GLF	SKIP TRAF STRIPE, 5 IN, YELLOW	28645.000	0.05	1536.52
0350	653-0110	EA	THERM PVMT MARK, ARROW, TP 1	194.000	67.21	13038.90
0355	653-0120	EA	THERM PVMT MARK, ARROW, TP 2	238.000	64.46	15342.23
0360	653-0130	EA	THERM PVMT MARK, ARROW, TP 3	26.000	75.00	1950.00
0365	653-0160	EA	THERM PVMT MARK, ARROW, TP 6	5.000	89.33	446.67
0370	653-0170	EA	THERM PVMT MARK, ARROW, TP 7	2.000	83.00	166.01
0375	653-1704	LF	THERM SOLID TRAF STRIPE,24",WH	1735.000	3.03	5268.00
0380	653-2501	LM	THERMO SOLID TRAF ST, 5 IN, WH	15.000	1242.64	18639.62
0385	653-2502	LM	THERMO SOLID TRAF ST, 5 IN YE	12.000	1285.95	15431.44
0390	653-2804	LM	THERM SOLID TRAF STRIPE, 8",WH	7.000	8375.00	58625.00
0395	653-4501	GLM	THERMO SKIP TRAF ST, 5 IN, WHI	6.000	630.99	3785.99
0400	653-6004	SY	THERM TRAF STRIPING, WHITE	4293.000	2.60	11167.34
0405	653-6006	SY	THERM TRAF STRIPING, YELLOW	2130.000	2.66	5682.44
0410	654-1001	EA	RAISED PVMT MARKERS TP 1	398.000	3.12	1243.69
0415	654-1003	EA	RAISED PVMT MARKERS TP 3	3405.000	2.79	9532.50
0420	657-1085	LF	PRF PL SD PVT MKG,8",B/W,TP PB	590.000	5.86	3459.93
0425	657-6085	LF	PRF PL SD PVMT MKG,8",B/Y,TPPB	480.000	5.70	2736.87
0430	657-8054	GLF	PRF PL SK PVMT MKG,5",YE,TP PB	260.000	3.40	885.30

SECTION 6: SIGNALS

0435	615-1200	LF	DIRECTIONAL BORE - STP00-9408-00(003)	28374.000	3.18	90472.49
0440	639-4004	EA	STRAIN POLE, TP IV	48.000	5521.88	265050.67
0445	647-1000	LS	TRAF SIGNAL INSTALLATION NO - INCLUDES SIGNALS 1 TO 13	1.000	1560000.00	1560000.00

SECTION 7: EROSION CONTROL

0450	163-0232	AC	TEMPORARY GRASSING	45.000	61.81	2781.65
0455	163-0240	TN	MULCH	157.000	186.02	29205.40
0460	163-0300	EA	CONSTRUCTION EXIT	27.000	1143.75	30881.25
0465	163-0520	LF	CONSTR AND REMOVE TEMP PIPE SLOPE DRAIN	50.000	12.74	637.38
0470	163-0527	EA	CNST/REM RIP RAP CKDM,STN P RIPRAP/SN BG	30.000	206.58	6197.59
0475	163-0529	LF	CNST/REM TEMP SED BAR OR BLD STRW CK DM	90192.000	3.21	289600.20
0484	163-0531	EA	CONSTR & REM SEDIMENT BASIN,TP 1,STA NO- STP00-9408-00(003)	2.000	4995.00	9990.00
0485	163-0542	EA	CONSTR & REM STONE FILTER RING	8.000	261.00	2088.00
0490	163-0550	EA	CONS & REM INLET SEDIMENT TRAP	262.000	140.70	36864.50
0495	165-0010	LF	MAINT OF TEMP SILT FENCE, TP A	275.000	1.56	430.53
0500	165-0020	LF	MAINT OF TEMP SILT FENCE, TP B	390.000	4.22	1645.80
0505	165-0030	LF	MAINT OF TEMP SILT FENCE, TP C	19504.000	0.43	8475.66
0514	165-0060	EA	MAINT OF TEMP SEDIMENT BASIN,STA NO -	2.000	705.21	1410.43
0515	165-0071	LF	MAINT OF SEDIMENT BARRIER - BALED STRAW	45096.000	0.68	31022.44
0520	165-0101	EA	MAINT OF CONST EXIT	27.000	319.14	8616.93
0525	165-0105	EA	MAINT OF INLET SEDIMENT TRAP	262.000	52.74	13818.73
0530	165-0111	EA	MAINT OF STONE FILTER RING	8.000	80.29	642.32
0535	167-1000	EA	WATER QUALITY MONITORING AND SAMPLING	4.000	50.75	203.00
0540	167-1500	MO	WATER QUALITY INSPECTIONS	48.000	691.55	33194.40
0545	171-0010	LF	TEMPORARY SILT FENCE, TYPE A	550.000	3.25	1788.45
0550	171-0020	LF	TEMPORARY SILT FENCE, TYPE B	780.000	4.22	3291.60
0555	171-0030	LF	TEMPORARY SILT FENCE, TYPE C	38108.000	2.52	96329.78
0560	603-2182	SY	STN DUMPED RIP RAP, TP 3, 24"	79.000	37.27	2944.51
0565	603-7000	SY	PLASTIC FILTER FABRIC	79.000	4.48	354.62
0570	700-6910	AC	PERMANENT GRASSING	35.000	513.16	17960.72
0575	700-7000	TN	AGRICULTURAL LIME	105.000	68.96	7241.41
0580	700-8000	TN	FERTILIZER MIXED GRADE	35.000	398.51	13948.00
0585	700-8100	LB	FERTILIZER NITROGEN CONTENT	1753.000	1.65	2905.11
0590	716-2000	SY	EROSION CONTROL MATS, SLOPES	6350.000	0.88	5609.15

SECTION 8: WALLS

0595	500-3110	LF	CLASS A CONCRETE, TYPE P1, RETAINING WAL	691.000	350.91	242478.81
0600	500-3115	LF	CLASS A CONCRETE, TYPE P2, RETAINING WAL	1073.000	424.94	455960.62
0605	500-3120	LF	CLASS A CONCRETE, TYPE P3, RETAINING WAL	376.000	540.82	203348.32
0610	500-3201	CY	CL B CONC, RET WALL	164.000	423.11	69390.59
0615	621-4060	LF	CONCRETE SIDE BARRIER, TY 6	105.000	568.20	59661.00
0620	000-0000	LS	SPECIAL DESIGN WALLS	1.000	72800.00	72800.00

SECTION 9: PED CULVERT

0625	207-0203	CY	FOUND BKFILL MATL, TP II	270.000	39.70	10719.65
0630	500-3101	CY	CLASS A CONCRETE	300.000	441.09	132327.62
0635	511-1000	LB	BAR REINF STEEL	3500.000	0.75	2645.90

SECTION 10: BRIDGES

0640	540-1102	LS	REM OF EX BR, BR NO - 1	1.000	33000.00	33000.00
0645	540-1102	LS	REM OF EX BR, BR NO - 2	1.000	56580.00	56580.00
0650	543-9000	LS	CONSTR OF BRIDGE COMPLETE - 1	1.000	673261.00	673261.00
0655	543-9000	LS	CONSTR OF BRIDGE COMPLETE - 2	1.000	721447.00	721447.00

ITEM TOTAL	23973328.26
INFLATED ITEM TOTAL	23973328.26

TOTALS FOR JOB 751650

ESTIMATED COST:	23973328.34
CONTINGENCY PERCENT (0.0):	0.00
ESTIMATED TOTAL:	23973328.34

PROJ. NO.	STP00-9408-00(003)
P.I. NO.	751650
DATE	10/21/2011

CALL NO.

INDEX (TYPE)	DATE	INDEX
REG. UNLEADED	Oct-11	$ 3.258
DIESEL		$ 3.769
LIQUID AC		$ 563.00

Link to Fuel and AC Index:
http://www.dot.ga.gov/doingbusiness/Materials/Pages/asphaltcementindex.aspx

LIQUID AC ADJUSTMENTS

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

Asphalt

Price Adjustment (PA)				**1669914.3**	**$ 1,669,914.30**
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	$	900.80	
Monthly Asphalt Cement Price month project let (APL)			$	563.00	
Total Monthly Tonnage of asphalt cement (TMT)				4943.5	

ASPHALT	Tons	%AC	AC ton
Leveling	100	5.0%	5
12.5 OGFC		5.0%	0
12.5 mm	19718	5.0%	985.9
9.5 mm SP		5.0%	0
25 mm SP	51987	5.0%	2599.35
19 mm SP	27065	5.0%	1353.25
	98870		**4943.5**

BITUMINOUS TACK COAT

Price Adjustment (PA)			**$**	**24,012.15**	**$ 24,012.15**
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	$	900.80	
Monthly Asphalt Cement Price month project let (APL)			$	563.00	
Total Monthly Tonnage of asphalt cement (TMT)				71.08392026	

Bitum Tack Gals	gals/ton	tons
16550	232.8234	71.0839203

PROJ. NO.	STP00-9408-00(003)		CALL NO.
P.I. NO.	751650		
DATE	10/21/2011		

BITUMINOUS TACK COAT (surface treatment)

Price Adjustment (PA)				**0**	**$ -**
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	$	900.80	
Monthly Asphalt Cement Price month project let (APL)			$	563.00	
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
					0

TOTAL LIQUID AC ADJUSTMENT	**$**	**1,693,926.45**

GEORGIA DEPARTMENT OF TRANSPORTATION
PRELIMINARY ROW COST ESTIMATE SUMMARY

Date: 8/18/2011
Revised:

Project: STP00-9408-00(003)
County: Fulton County
PI: 751650

Description: City of Johns Creek, Fulton Creek
Project Termini: City of Johns Creek, Fulton Creek

Existing ROW: Varies
Required ROW: Varies

Parcels: 187

Land and Improvements		$6,275,475.00
Proximity Damage	$0.00	
Consequential Damage	$0.00	
Cost to Cures	$0.00	
Trade Fixtures	$0.00	
Improvements	***$345,000.00***	
Valuation Services		$316,250.00
Legal Services		$1,213,725.00
Relocation		$374,000.00
Demolition		$0.00
Administrative		$1,571,500.00
TOTAL ESTIMATED COSTS		$9,750,950.00
TOTAL ESTIMATED COSTS (ROUNDED)		***$9,751,000.00***

Preparation Credits	Hours	Signature

Prepared By: LaStrae Alexander CG#: 286999 8/19/11
Approved By: Sandra Floyd CG#: 286999 8/19/11

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

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE P.I. No. 751650 Fulton County
SR961/OLD ALABAMA RD FM HOLCOMB BRIDGE RD
TO JONES BRIDGE) STP00-9408-00(003)

OFFICE District 7
Chamblee

DATE November 21, 2011

FROM Jonathan Walker
District Utilities Engineer

TO Bobby Hilliard P.E., State Program Delivery Engineer
ATTN Kimberly Nesbitt, Project Manager

SUBJECT PRELIMINARY UTILITY COST (ESTIMATE)

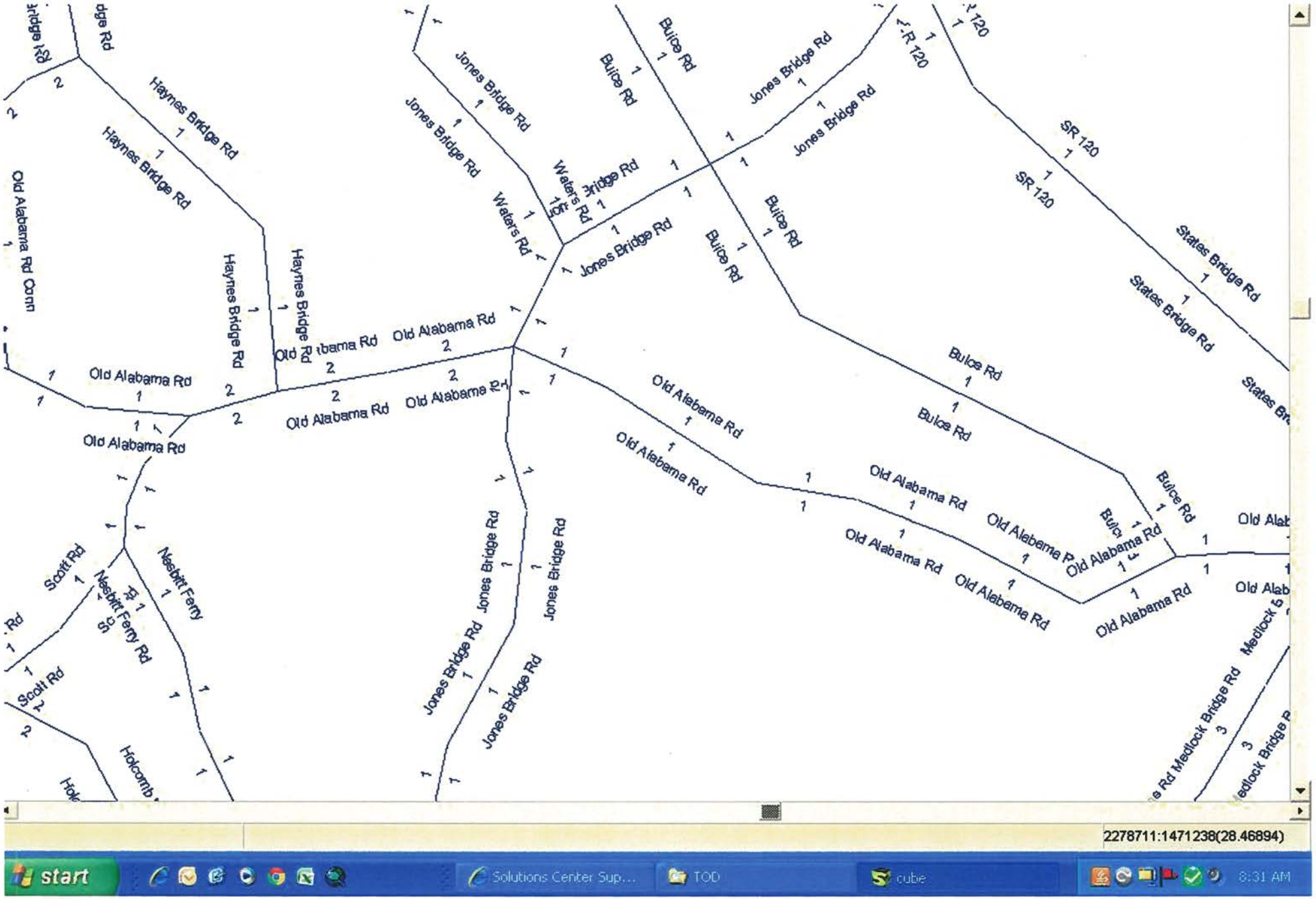
As requested by your office, we are furnishing you with a Preliminary Utility Cost Estimate for each utility with facilities potentially located within the project limits.

FACILITY OWNER	NON-REIMBURSABLE	REIMBURSABLE	GRAND TOTAL
Atlanta Gas Light Company	$ 175,000.00	$ 0.00	
AT&T Formerly BellSouth	$ 1,050,000.00	$ 510,000.00	
Fulton County Pub. Works	$ 23,000.00	$ 0.00	
Georgia Power Distribution	$ 505,000.00	$ 400,000.00	
Georgia Power Transmission	$ 0.00	$1,150,000.00	
Sawnee EMC	$ 0.00	$ 230,000.00	
AGL Networks	$ 130,000.00	$ 0.00	
Comcast	$ 270,000.00	$ 0.00	
Totals	**$2,153,000.00**	**$2,290,000.00**	**$ 4,443,000.00**

If you have any questions, please contact Clyde Cunningham at 770-986-1117.

BRP/JW/CAC

C: Jeff Baker, P.E., State Utilities Engineer
Angela Robinson, Office of Financial Management
Sebastian Nesbitt, Area Engineer


Haynes Bridge Rd
Old Alabama Rd Conn
Old Alabama Rd
Jones Bridge Rd
Waters Rd
Bulce Rd
SR 120
States Bridge Rd
Scott Rd
Nesbitt Ferry Rd
Holcomb
Medlock Bridge Rd
2278711:1471238(28.46894)
start
Solutions Center Sup...
TOD
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8:31 AM

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE: CSSTP-0008-00(425) Fulton
STP00-9408-00(003)
P.I. Nos.: 0008425 & 751650
SR 961/Old Alabama Road Widening

OFFICE: Engineering Services

DATE: February 10, 2010

FROM: Ronald E. Wishon, State Project Review Engineer REW

TO: Bobby K. Hilliard, PE, State Program Delivery Engineer
Attn.: Kimberly Nesbitt

SUBJECT: IMPLEMENTATION OF VALUE ENGINEERING STUDY ALTERNATIVES

The VE Study for the above projects was held December 14-17, 2009. Responses were received on February 9, 2010. 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
RD-6	Use asphalt in lieu of concrete for multi-use trail	$1,220,660	No	Context Sensitive Design has been a major tool in the development of this project since it was previously rejected due to strong public opposition. Public input has been utilized in the development of this project to regain trust and support for the proposed improvements. The visual aesthetics of the project have been a significant issue raised at public meetings. Johns Creek is using 6" concrete on their path system, and this path will become a part of that system.
RD-7	Use modular block walls in lieu of cast-in-place walls	$341,888	No	Fabric/Geogrid wall reinforcement will conflict with the multiple existing underground utilities. Future utility maintenance may damage wall reinforcing and compromise the integrity of the walls. More excavation is required for the construction of the block walls than for the originally proposed cast-in-place walls. The additional excavation will impact construction and staging, and increase ROW impacts. The Bridge Office indicated that they only allow modular block walls to retain fill slopes up to 20 ft and do not intend to use them to support a roadway section.

RD-10	Utilize existing pavement from Sta. 138+40 to Sta. 184+34	Proposed = $555,042 Actual = $4,307,675	Yes, with modifications	The soil survey and pavement evaluation were completed after the VE Study was held. Based on the actual soil support value provided in the soil survey and the pavement evaluation, the Design Consultant was able to provide a more acceptable pavement design that can be used throughout the project corridor. The Project Manager indicated that OMR has concurred with this new pavement design. This will provide $4,307,675 in savings.
RD-14	Provide a median from Autry Mill Road to Spruill Road	Design Suggestion	No	The median was eliminated in this area because there are no driveways and there will be no turning vehicles. There are two stream crossings in this section of the project, as well as a flood plain on the south side of the road. The median was eliminated to minimize impacts to the stream and flood plain.
RD-23	Eliminate 20 ft wide two way left turn lane east of the fire station	Design Suggestion	No	The traffic volumes in this area would typically require a raised median to control access. The entrance to the fire station (Newtown Park) is too close to the intersection at Anaheim Drive to allow for median openings at both locations. If a raised median was added from the fire station to the next signal at Feathersound Ct./Brumbelow Rd., then additional pavement for U-turns would be needed at Newtown Park. This would adversely impact the park property. By using the flush median in this area, NEPA impacts are avoided, and access to both Newtown Park and the fire station is provided.
RD-26	Eliminate two way left turn lanes and add raised medians or left turn lanes	Design Suggestion	No	Where the traffic volumes require a flush median, a flush median has been shown. Raised landscaped medians have been added in areas that do not require accommodating left turn lanes as part of the context sensitive design approach to this roadway.
RD-30	Delete new entrance south of Belcourt Parkway into commercial area	$180,001	Yes	This will be done.

BR-1	Construct separate bike/pedestrian bridge to the south of Bridge No. 2 and provide 2 foot shoulder on new bridge	$149,063	No	The VE Team indicated that existing abandoned abutments could be used for the new bike/pedestrian bridge. These abutments will not meet the hydraulic requirements of the site. The use of a pre-fabricated structure as proposed by the VE Team would require that the bridge be bolted together on site and lifted into place. There is an existing overhead transmission line that would greatly complicate the placement of the bridge. If a separate structure was used for cyclists and pedestrians. the multi-use path ramps would be required to cross from the north path under both ends of the bridges and loop back to tie into the south sidewalk. The west ramp would conflict with the adjacent power station. The east ramp would conflict with the adjacent commercial driveway. Maintaining the multi-use path in a continuous route along the north side of the road and bridge would provide preferred continuity for cyclists and pedestrians. The VE Team used a pedestrian bridge cost of $54 per SF. Experience with similar bridges recently let by the PATH foundation indicates that $80 per SF is more realistic. This would reduce the savings to $108,763 before accounting for the additional ramp costs discussed above.
BR-5	Reduce length of Bridge No. 2 to 110 ft and use a single span	$295,547	No	The existing bridge is 120 ft long and requires channel protection. The hydraulic study indicates that a 130 ft bridge is required to meet velocity, backwater and freeboard requirements and to ensure that the required FEMA No-Rise Certification can be obtained. Since the bridge cannot be shortened, a single span structure would require the use of 63" Bulb-Tee beams. Use of these beams would require raising the profile 15 ft which would greatly increase roadway costs and impacts. The placement of 130 ft 63" Bulb-Tee beams would be difficult due to the existing transmission lines and the load rating of the existing bridge.

BR-6	Use a single span structure at Bridge No. 1 by using 54" Bulb-Tee beams	$159,240	No	The use of 54" Bulb-Tee beams will require raising the profile 6 ft to meet GDOT hydraulic requirements. The roadway profile at the bridge is in long and shallow sag curve, thus a significant length of profile would be affected. This would increase roadway construction costs. Raising the profile would increase impacts to the 4(f) resource (Autry Mill Nature Preserve). The VE Team indicated that a majority of the savings ($150,000) are due to reduced construction time. This was based on a reduction in schedule of 10 days at $15,000 per day. While both of these assumptions are difficult to confirm or refute, implementation of BR-6 will not significantly reduce the time associated with constructing the superstructure. Bridge construction is not on the critical path and it does not control the schedule of the project.

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

Approved: _____ **Date:** 2/17/10

Gerald M. Ross, PE, Chief Engineer

REW/LLM
Attachments
c: Ben Buchan
Bobby Hilliard/Michael Haithcock/Kimberly Nesbitt
Paul Liles/Bill Duvall/Bill Ingalsbe/Lyn Clements
Keisha Jackson
Mickey McGee
Ken Werho
Lisa Myers
Matt Sanders

U.S. Department of Transportation
Federal Highway Administration

Georgia Division

61 Forsyth Street
Suite 17T100
Atlanta, Georgia 30303
Phone: 404-562-3630
Fax: 404-562-3703
GA.fhwa@dot.gov

October 12, 2011

In Reply Refer To:
HPD-GA

Mr. Keith Golden, P.E.
Interim Commissioner
Georgia Department of Transportation
One Georgia Center, 600 West Peachtree St, NW
Atlanta, GA 30308

Dear Mr. Golden:

We are in receipt of your correspondence dated September 14, 2011 requesting our review of the Logical Termini Justification for Project STP00-9408-00(003) (P.I. 751650), the proposed improvements to Old Alabama Rd. in Fulton County, Georgia. The proposed western terminus for the project presented is 2,200 feet west of the intersection of Nesbit Ferry Road and Old Alabama Rd. and the proposed eastern terminus is at the intersection of Old Alabama Rd. with Buice Rd.

To support your planning and programming efforts, we have reviewed the information provided for the subject project. We are unable to provide you with the formal concurrence you have requested at this time because there is no project that meets the description or this project, even in the long range plan. However, from the information presented, the termini proposed for a project are potentially logical and would be appropriate to utilize in the planning/programming process.

At such time as you require our formal concurrence, this analysis will need to be updated to reflect updated conditions and appropriate years for the traffic analyses.

We hope that this information will assist you in your planning/programming efforts. If you have any questions, please contact Katy Allen, P.E. at 404-562-3657.

Sincerely,

Katy L Allen, P.E.

for Rodney N. Barry, P.E.
Division Administrator