

D.O.T. 66

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE P. I. No. 762527-, Fulton County **OFFICE** Preconstruction
CM-00BK(42)
Danforth Road Sidewalks **DATE** July 20, 2006

FROM *Cybil Kunkle*
Margaret B. Pirkle, P.E., Assistant Director of Preconstruction

TO SEE DISTRIBUTION

SUBJECT APPROVED PROJECT CONCEPT REPORT

Attached for your files is the approval for subject project.

MBP/cj

Attachment

DISTRIBUTION:

Brian Summers
Harvey Keeper
Ken Thompson
Jamie Simpson
Michael Henry
Keith Golden
Joe Palladi (file copy)
Paul Liles
Babs Abubakari
Bryant Poole
BOARD MEMBER

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE: P. I. No. 762527-, Fulton County **OFFICE** Preconstruction
 CM-00BK(42)
 Danforth Road Sidewalks **DATE** July 18, 2006

FROM *[Signature]* Margaret B. Firkle, P.E., Assistant Director of Preconstruction

TO *[Signature]* David E. Studstill, Jr., P.E., Chief Engineer

SUBJECT PROJECT CONCEPT REPORT

This project is the construction of sidewalks along both sides of Danforth Road from New Hope Road to 400± east of Regency Center Drive for a total of 0.60 miles. Danforth Road is a well traveled roadway due to the fact that it is a conduit for the area residents to access I-285 from Cascade Road. The new subdivisions under construction along Danforth Road will have sidewalks on both sides of the entrance and the proposed sidewalks along Danforth Road will tie to those to facilitate the pedestrians residing in the area. In addition, the South Fulton community is experiencing growth with development within walking distance of the residential community along Danforth Road. The proposed sidewalks will provide local residents and employees in the area with safe pedestrian access to the MARTA bus routes along Cascade Road. Moreover, the sidewalks will provide for safer pedestrian access to the commercial facilities on Cascade Road.

The project consists of the construction of 12' shoulders from edge of existing pavement that will include 24" curb and gutter, 2' (minimum) grassed strip, 5' wide concrete sidewalk, and the rest of the shoulder width to be grassed area along both sides of Danforth Road in the area of the project. As a result of the sidewalk construction, the drainage conditions will be evaluated and updated, and appropriate drainage structures and piping will be included to improve the drainage characteristics of the area. The existing 8' x 10' reinforced concrete box culvert at Niskey Creek will need to be extended on both sides of Danforth Road to accommodate the addition of the shoulders and construction slopes in the area. Gravity wall construction will be required to reduce impacts on the properties in some areas along the project.

Environmental concerns include requiring a Categorical Exclusion be prepared; a public hearing open house is not required; time saving procedures are appropriate.

The estimated costs for this project are:

	<u>PROPOSED</u>	<u>APPROVED</u>	<u>FUNDING</u>	<u>PROG DATE</u>
Construction (includes E&C and inflation)	\$816,000	\$816,000	L400	2008
Right-of-Way & Utilities*	Local	Local		

David Studstill

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P. I. No. CM-00BK(42), Fulton

July 18, 2006

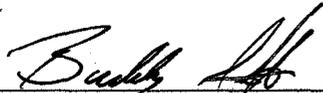
*Fulton County signed PMA on 6-16-00 for PE, right-of-way, utilities and 20% of construction costs.

I recommend this project concept be approved.

MBP:JDQ/cj

Attachment

CONCUR



Buddy Gratton, P.E., Director of Preconstruction

APPROVE



David E. Studstill, Jr., P.E., Chief Engineer

6/29/06
WFB

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**
District Seven

Project Number: CM-00BK(42)
County: Fulton
P. I. Number: 762527

Project Concept Report

Federal Route Number: N/A
State Route Number: N/A

Danforth Road Transit Oriented Sidewalks

Location Sketch is on the next page.

Recommended for approval:

DATE: 6/28/06

Neil Sullivan
Project Manager

DATE: 6/28/06

Bay Hinkle
District Engineer

This 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).

DATE: _____

State Transportation Planning Administrator

DATE: _____

State Environment/Location Engineer

DATE: 7/3/06

James T. Simpson
Office of Financial Planning Administrator

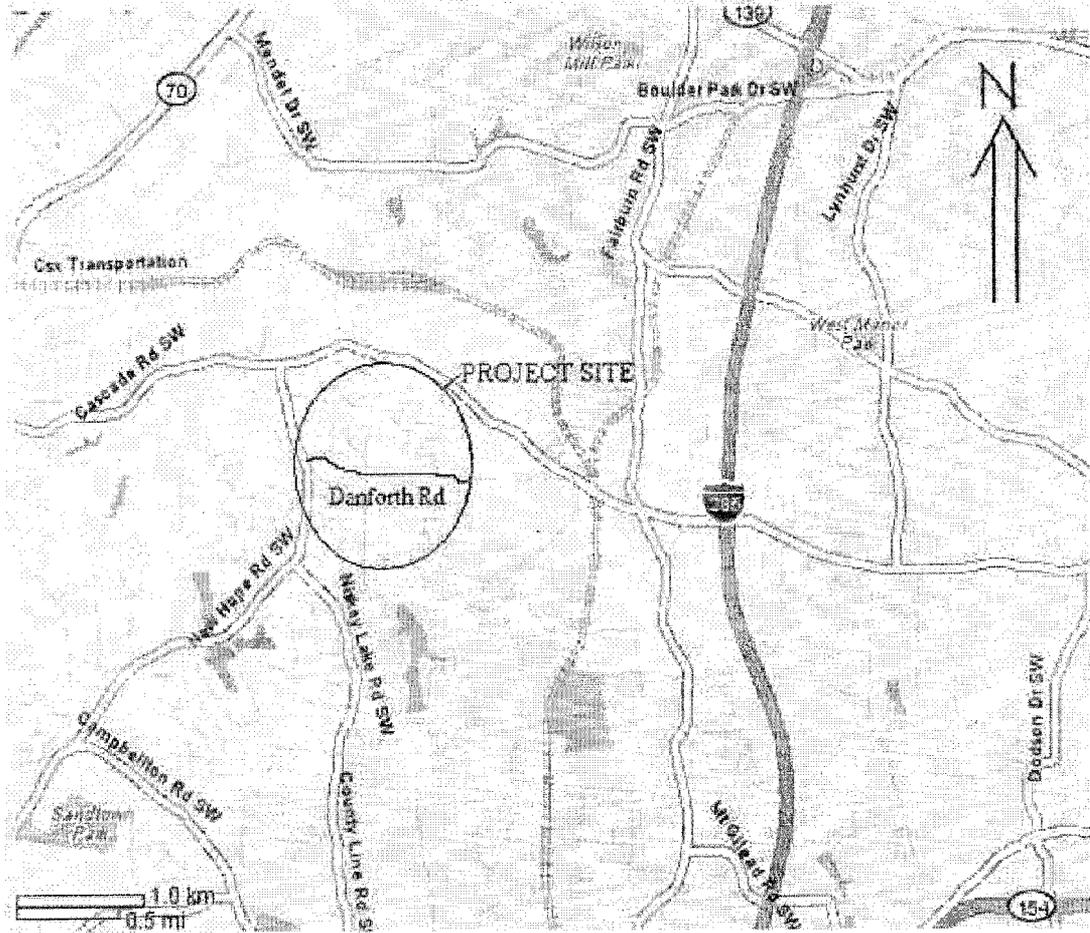
DATE: _____

State Traffic Safety & Design Engineer

DATE: _____

Project Review Engineer

LOCATION SKETCH



Danforth Road Transit Oriented Sidewalks

CM-00BK(42), Fulton County

20 June, 2006
Project Number: CM-00BK(42)
P. I. Number: 762527
County: Fulton

State of Georgia
Department of Transportation

ATTACHMENT 2

NOTICE OF LOCATION AND DESIGN APPROVAL

CM-00BK(42), Fulton County
P.I. No. 762527

Notice is hereby given in compliance with Georgia code 22-2-109 that the Georgia Department of Transportation has approved the Location and Design of this project.

The date of location approval is July 20, 2006.

The project is located in Fulton County on Danforth Road from New Hope Road to 400 ft. past Regency Center Drive. The project is located in Land District 14 in Land Lots 67 and 47.

The project consists of the addition of curb & gutter and five foot wide sidewalks along both sides of Danforth Road and intersection improvement at Danforth Road, New Hope Road and Bethany Forest Drive including signalization.

Drawings or maps or plats of the proposed project, as approved, are on file and are available for inspection at the Georgia Department of Transportation:

Mr. Mike Langford, Area Engineer
Georgia Department of Transportation
21 Claire Drive, SW
Atlanta, GA 30315
Email: mike.langford@dot.state.ga.us
Tel: (404) 624-2440
Fax: (404) 624-2433

Any interested party may obtain a copy of the drawings or maps or plats or portions thereof by paying a nominal fee and requesting in writing to:

Mr. Michael Lobdell, Project Manager
Georgia Department of Transportation
District 7
5025 New Peachtree Road
Chamblee, Ga. 30341
Email: mike.lobdell@dot.state.ga.us
Tel: (404) 463-4947

Any written requests in reference to this project or notice MUST include the Project and P.I. Numbers as noted at the top of this notice.

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

District Seven

Project Number: CM-00BK(42)

County: Fulton

P. I. Number: 762527

Project Concept Report

Federal Route Number: N/A

State Route Number: N/A

Danforth Road Transit Oriented Sidewalks

Location Sketch is on the next page.

Recommended for approval:

DATE: 6/28/06

DATE: 6/28/06

Neil Sun
Project Manager
Ben Hinkle
District Engineer

This 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).

DATE: _____

State Transportation Planning Administrator

DATE: _____

State Environment/Location Engineer

DATE: _____

Office of Financial Planning Administrator

DATE: _____

State Traffic Safety & Design Engineer

DATE: _____

Project Review Engineer

Project Concept Report Page: 3
Project Number: CM-00BK(42)
P. I. Number: 762527
County: Fulton

Need and Purpose:

The purpose of this project is to provide functional, aesthetic sidewalks that will encourage pedestrians to travel safely along Danforth Road to access points including existing and new subdivisions, local churches, the Southwest Fulton Arts Center, and MARTA Bus Routes. A Traffic Study performed on the New Hope Road/Danforth Road intersection indicates the need for improvement of this intersection by the addition of left turn lanes northbound and southbound as well as right turn lane northbound from New Hope to Danforth Road. These proposed intersection improvements, in conjunction with the sidewalks, will help reduce delays. Encouraging pedestrian usage of the corridor, will help to alleviate air pollution. Along with the addition of curb and gutter will come the necessity to also improve the storm drainage system through the addition of inlets and longitudinal drainage along Danforth Road.

As stated above, there is a need to reduce traffic emissions at the intersection of New Hope Road and Danforth Road. New Hope Road has 2 southbound lanes, one 12-ft. shared through and left turn travel lane, and a 12-ft. right turn lane with 64 feet of storage, the northbound direction has 2 lanes, one 12-ft. shared through and left turn lane, and a right turn lane. Danforth Road is composed of one 12-ft. shared through, left, and right turn travel lane in each direction. Bethany Forest Drive is composed of one 12-ft. shared through, left, and right turn travel lane eastbound and westbound with a 24 feet planted median. As a result of the capacity analysis discussed in the traffic study report, performed by Grice & Associates dated October 2005, eastbound, northbound and southbound approaches operate at level of service (LOS) C or better and Danforth Road westbound operates at LOS E. The lack of left turn lanes and adequate storage capacity, contribute directly to high emission levels. As is indicated in the traffic report, the planned improvement to the intersection will improve the level of service, for both AM and PM traffic, on all legs of the intersection to a minimum of B through the design year (2027), with level of service A on all legs during the AM peak.

Danforth Road is a well traveled roadway because of the fact that it is a conduit for the area residents to access I-285 from Cascade Road. The new subdivisions under construction along Danforth Road will have sidewalks on both sides of the entrance and the proposed sidewalks along Danforth Road will tie to those to facilitate the pedestrian residing in the area. In addition, the South Fulton community is experiencing growth with development within walking distance of the residential community along Danforth Road. The proposed sidewalks will provide local residents and employees in the area with safe pedestrian access to the MARTA Bus Routes along Cascade Road. Moreover, the sidewalks will provide for safer pedestrian access to the commercial facilities on Cascade Road.

Description of the project:

The project consists of the construction of 12 ft. shoulders from edge of existing pavement that will include 24" curb & gutter, 2 ft. (minimum) grassed strip, 5-ft. wide concrete sidewalk, and the rest of the shoulder width to be grassed area along both sides of Danforth Road from New Hope Road to approximately 400 ft. east of Regency Center Drive. As a result of the sidewalks construction the drainage conditions will be evaluated, and updated; and appropriate drainage structures and piping will be included to improve the drainage characteristics of the area. The existing 8'x10' reinforced concrete box culvert at Niskey creek will need to be extended on both sides of the Danforth Road to accommodate the addition of the shoulders

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and construction slopes in the area. Gravity wall construction will be required to reduce impacts on the properties in some areas along the project.

The Report also includes a traffic engineering study, a signal warrant analysis and recommendations for improvement of the existing Danforth Road/Bethany Forest Drive/New Hope Road intersection, including signalization. These improvements include, but are not limited to, a left turn lane from Danforth Road west to New Hope Road south, a left turn lane from New Hope Road south to Danforth Road east, a right turn lane from New Hope Road north to Danforth Road east; pedestrian cross-walks, wheel chair ramps, traffic signals, and pedestrian signals. Approximate project length is 0.60 miles.

Is the project located in a Non-attainment area? Yes No

This project is designed to encourage the pedestrians to use sidewalks and hence to reduce the emissions in the air. This project is not intended to add the capacity to Danforth Road.

PDP Classification: Major , Minor

Federal Oversight: Full Oversight , Exempt , State Funded , or Others

Functional Classification: Danforth Rd - Minor Urban Collector, New Hope Road - Minor Urban Collector

U. S. Route Number(s): N/A State Route Number(s): N/A

Traffic (AADT):
Current Year: (2007) 8,937 Design Year: (2027) 16,141

Existing Design Features:

- Typical Section: two approx. 12 ft. lanes with curb in some sections
- Posted Speed 35 mph Maximum degree curvature 22
- Maximum Grade: 9.7 %
- Width of right of way: Varies from 40 ft. to 60 ft.
- Major structures: 8'x10' Box Culvert
- Major interchanges or intersections along the project: New Hope Road and Danforth Road
- Existing length of roadway segment: 0.60 miles

Proposed Design Features:

- Proposed typical section(s): New Hope Rd. Northbound - 3-12 ft. lanes, left turn, thru, right turn

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County: Fulton

New Hope Rd. Southbound – 3 -12 ft. lanes, left turn, thru and right turn. Danforth Rd. Eastbound and Westbound – 1-12 ft. shared left turn, thru and right turn lane in each direction. New curb and gutter will be provided along with a 2 ft. grass strip and 5 ft. wide sidewalk. A retaining wall will be required in certain areas in order to limit the amount of right of way required.

- Proposed Design Speed Mainline 35 mph
- Proposed Maximum grade Mainline 9.7 % Maximum grade allowable N/A %
- Proposed Maximum grade Side Street N/A % Maximum grade allowable N/A %
- Proposed Maximum grade driveway N/A %
- Proposed Maximum degree of curve N/A Maximum degree allowable N/A .
- Right of way
 - ⇒ Width 50' (minimum)
 - ⇒ Easements: Temporary , Permanent , Utility , Others
 - ⇒ Type of access control: Full , Partial , By Permit , Others
 - ⇒ Number of parcels 33 Number of displacements:
 - ⇒ Business: 0
 - ⇒ Residents: 0
 - ⇒ Mobile homes: 0
 - ⇒ Others: 0
- Structures:
 - ⇒ Bridges: None
 - ⇒ Retaining walls: None
 - ⇒ Culverts: Extension of existing 8'x10' box culvert and wing walls as required
- Major intersections and interchanges: New Hope Road and Danforth Road
- Traffic control during construction: Traffic will be maintained on existing facility
- Design Exceptions to controlling criteria anticipated:

<u>CONTROLLING CRITERIA</u>	<u>UNDETERMINED</u>	<u>YES</u>	<u>NO</u>
HORIZONTAL ALIGNMENT:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ROADWAY WIDTH :	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
SHOULDER WIDTH :	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
VERTICAL GRADES:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
CROSS SLOPES :	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
STOPPING SIGHT DISTANCE:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
SUPERELEVATION RATES:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
HORIZONTAL CLEARANCE:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
SPEED DESIGN :	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
VERTICAL CLEARANCE:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
BRIDGE WIDTH :	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
BRIDGE STRUCTURAL CAPACITY:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- Design Variances: None
- Environmental concerns: Stream buffer variance may be required.
- Level of environmental analysis:
 - ⇒ Are Time Saving Procedures appropriate? Yes , No

20 June, 2006

State of Georgia
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- ⇒ Categorical Exclusion:
- ⇒ Environmental Assessment/Finding of No Significant Impact (FONSI) , or
- ⇒ Environmental Impact Statement (EIS) .
- Utility involvement: Power, Water, Sewer, Gas, Telephone

Project responsibilities:

- ⇒ Design, Fulton County
- ⇒ Right of Way Acquisition, Fulton County
- ⇒ Relocation of Utilities, Fulton County
- ⇒ Letting to contract, Fulton County
- ⇒ Supervision of construction, Fulton County
- ⇒ Providing material pits, N/A
- ⇒ Providing on-site detour, N/A

Coordination:

- Concept Meeting Date October 03, 2005
- P. A. R. Meeting Date None
- Public involvement: PIOH Meeting held on August 04, 2005
- Local government commitments: PE, Right-of-Way Acquisition, Utility Reimbursement, LGPA signed June 16, 2000.
- Other projects in area: Project No. CM-7532-00(750), P.I. No. 753275 – Cascade Road Sidewalks from Danforth Road to Fulton Industrial Boulevard; Project No. CM-7532-00(800), P.I. No. 753280 – New Hope Road Sidewalk Enhancement; and P.I. No. 0006275 - Sandtown Sidewalks Project.
- Other coordination to date: None
- Railroads: None

Scheduling – Responsible Parties' Estimate

- Time to complete environmental process: 6-9 Months.
- Time to complete preliminary construction plans: 4 Months.
- Time to complete right of way plans: 3 Month.
- Time to complete the Section 404 Permit: 6 Months.
- Time to complete final construction plans: 2 Month.
- Time to complete to purchase right of way: 14-18 Months.
- List other major items that will affect the project schedule: None.

Selected Alternate:

Selected alternative includes the widening of the Danforth Road on the south side to facilitate the addition of the left turn lane from Danforth Road to New Hope Road; widening of New Hope Road on east side to facilitate addition of left turn lane from New Hope Road south and right turn lane from New Hope Road north to Danforth Road east. Following design features will be included for the project:

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County: Fulton

- Construct 5' wide concrete sidewalks along both sides of Danforth Road from New Hope Road to 400 ft. past Regency Center Drive.
- Provide exclusive left turn lane from Danforth Road West Bound to New Hope Road South Bound, exclusive right turn lane from New Hope Road North Bound to Danforth Road East Bound, and exclusive left turn lane from New Hope Road South Bound to Danforth Road East Bound.
- Provide pedestrian cross-walks and wheel chair ramps; and install traffic and pedestrian signals at the intersection of Danforth Rd/Bethany Forest Drive at New Hope Rd.
- Relocation of Power/utility poles will be kept at minimum as much as possible; however there will be relocation of hydrants, water meters, etc. to stay out of the clear zone.

Other Alternates Considered:

A total of three alternatives were developed as part of the Concept Submittal. In accordance with the Traffic Study Report the addition of the left turn lane from Danforth Road to the south on New Hope Rd, left turn lane from New Hope Road south to east on Danforth Road and right turn lane from New Hope Road North to east on Danforth Road are included as part of the Concept Plans. The first alternative includes widening of Danforth Road on the North side at the intersection of the New Hope Road to add the left turning lane, the second alternative includes widening of Danforth on the south side to add left turning lane, and third alternative calls for doing nothing on the Danforth Rd. Addition of left turn and right turn lanes on New Hope Road is accomplished by widening New Hope Road on the east side. The cost will not be much different for the first and second alternatives. However, widening on the south side will work better with the existing skew angle of the intersection.

Attachments:

1. Cost Estimates
2. Location Design Approval
3. Typical Sections
4. Summary of Traffic Engineering Study

20 June, 2006
 Project Number: CM-00BK(42)
 P. I. Number: 762527
 County: Fulton

State of Georgia
 Department of Transportation

ATTACHMENT 1

PRELIMINARY COST ESTIMATE

PROJECT NUMBER: CM-00BK(42)

COUNTY: Fulton

DATE: August 09, 2005

ESTIMATED LETTING DATE: FY 2006

PREPARED BY: BPA

PROJECT LENGTH: 0.60 miles

PROGRAMMING
 PROCESS

CONCEPT
 DEVELOPMENT

DURING PROJECT
 DEVELOPMENT

PROJECT COST	
A. RIGHT-OF-WAY: (LGPA)	
1. PROPERTY (LAND & EASEMENT)	\$250,000
2. DISPLACEMENTS; RES:0, BUS:0, M.H.:0	\$0
3. OTHER COST (ADM./COST, INFLATION)	\$0
SUBTOTAL A:	(Local) \$250,000
B. REIMBURSABLE UTILITIES: (LGPA)	
1. RAILROAD	\$0
2. MISC. UTILITIES	\$100,000
3. SERVICES	\$0
SUBTOTAL B:	(Local) \$100,000
CONSTRUCTION	
C. MAJOR STRUCTURES:	
1. RETAINING WALLS	\$0
2. BRIDGES	\$0
3. EXISTING CULVERT EXTENSION	\$50,000
SUBTOTAL C:	\$50,000

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D. GRADING AND DRAINAGE		
1. EARTHWORK		
a. GRADING COMPLETE		\$50,000
SUBTOTAL D-1:		\$50,000
2. DRAINAGE		
a. STORM DRAIN PIPE (320 LF of 24 in @ \$44/LF)		\$14,080
b. CATCH BASINS (10 EA @ \$1800/EA)		\$18,000
SUBTOTAL D-2:		\$32,080
SUBTOTAL D:		\$82,080
E. BASE AND PAVING		
1. AGGREGATE BASE (1400 SY of 8" @ \$8/SY)		\$11,200
2. ASPHALT PAVING		
a. SURFACE (100 tons @ \$40/ton)		\$4,000
b. BINDER (110 tons @ \$52/ton)		\$5,720
SUBTOTAL E-2:		\$9,720
3. CONCRETE PAVING		
a. CONCRETE VALLEY GUTTER - 8"		\$0
b. CONCRETE SIDEWALK - 4" (3100 SY @ \$42/SY)		\$130,200
c. CONCRETE CURB & GUTTER (6250 ft. @ \$25)		\$156,250
d. CLASS "B" CONC. BASE ON PVMT WIDENING		\$0
SUBTOTAL E-3:		\$286,450
SUBTOTAL E:		\$307,370
F. LUMP ITEMS		
1. TRAFFIC CONTROL		\$15,000
2. GRASSING		\$5,000
3. EROSION CONTROL		\$10,000
4. TEMP. EROSION CONTROL		\$10,000
SUBTOTAL F:		\$40,000

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G. MISCELLANEOUS	
1. SIGNING	
a. SIGNS	\$1,000
b. POSTS	\$1,000
c. SIGNALS	\$125,000
	SUBTOTAL G-1:
	\$127,000
2. STRIPING	\$1,000
3. GUARDRAIL (500 LF @ \$12.00/LF)	\$6,000
4. LANDSCAPING	\$5,000
	SUBTOTAL G:
	\$139,000

ESTIMATE SUMMARY	
A. RIGHT-OF-WAY	(Local) \$250,000
B. REIMBURSABLE UTILITIES	(Local) \$100,000
CONSTRUCTION	
C. MAJOR STRUCTURES	\$50,000
D. GRADING AND DRAINAGE	\$82,080
E. BASE AND PAVING	\$307,370
F. LUMP ITEMS	\$40,000
G. MISCELLANEOUS	\$139,000
SUBTOTAL CONSTRUCTION COST	\$618,450
INFLATION (5% PER YEAR)	\$61,845
NUMBER OF YEARS	2
E. & C. (20%)	\$136,059
TOTAL CONSTRUCTION COST	\$816,354