ORIGINAL TO GENERAL FILES

D.O.T. 66

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE STP-OOMS(387) Fulton County
P. I. No. 762590

OFFICE Preconstruction

DATE September 26, 2000

FROM C. Wayne Hutto, Assistant Director of Preconstruction

TO SEE DISTRIBUTION

SUBJECT **PROJECT CONCEPT REPORT APPROVAL**

Attached for your files is the approval for subject project.

CWH/cj

Attachment

DISTRIBUTION:

Tom Turner
David Mulling
Harvey Keepler
Jerry Hobbs
Herman Griffin
Michael Henry
Marion Waters
Marta Rosen
Paul Liles
Jimmy Chambers (ATTN: Ted Cashin)
Steve Henry
Joe Palladi

D.O.T. 66

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE STP-OOMS(387) Fulton County
P.I. No. 762590

OFFICE Preconstruction

DATE September 13, 2000

FROM Thomas L. Turner, P.E., Director of Preconstruction

TO J. Tom Coleman, Jr., Commissioner

SUBJECT PROJECT CONCEPT REPORT

This project is the reconfiguration of the existing five-leg signalized intersection at SR 54/University Avenue/McDonough Boulevard at Hank Aaron Drive/Ridge Avenue/Gammon Avenue. Four Norfolk Southern Railroad tracks cross at-grade through this intersection. Local, state, and federal governments have recognized this intersection of five roads and two railroad crossings at-grade as a safety hazard intersection. This project was identified as a safety improvement project due to its designation in the top ten (listed #8) most hazardous railroad crossing sites in the state. When approaching the intersection, the driver is required to look for not only train traffic on the two railroad crossings through the intersection, but also must be aware of vehicles turning from both the right and left. The intersecting five roads and railroad tracks approach the intersection at obscure angles to each other. The existing typical sections are as follows:

SR 54/University Avenue: four, 11' lanes, two in each direction, with 8' shoulders

SR 54/McDonough Boulevard: one, 10' lane northbound, one, 10' center turn lane, and one, 15' lane southbound

Hank Aaron Drive: four, 10' lanes, two in each direction, with 10' shoulders

Gammon Avenue: two, 9' lanes, one in each direction, with 15' shoulders on both sides

Ridge Avenue: two, 15' lanes, one in each direction, with 11' shoulders

Projected design traffic (2023) on SR 54, University Avenue, Hank Aaron Drive, and Gammon Avenue approaching the intersection is 32,100, 27,000, 11,300, and 800 respectively.

The proposed construction will align SR 54/University Avenue with Hank Aaron Drive. State Route 54/McDonough Boulevard will then intersect SR 54/University Avenue/Hank Aaron Drive at approximately 75 degrees to form a signalized "T" intersection. The Ridge Avenue approach will be removed and a cul-de-sac installed, and Gammon Avenue will be relocated approximately

240' to the east away from the "T" intersection. This is to be done to make placement of railroad crossing gates possible to supplement the existing lights and bells. The proposed typical sections are as follows:

SR 54/University Avenue/Hank Aaron Drive: four, 11' lanes with 10' shoulders with granite curb and 5' sidewalk on both sides

SR 54/McDonough Boulevard: two, 11' lanes and a 12' left turn lane approaching SR 54/University Avenue/Hank Aaron Drive and 5' sidewalk on both sides

Gammon Avenue: two 11' lanes with 10' shoulders, granite curb and 5' sidewalk on both sides

Traffic will be maintained on the existing roadway during construction.

Environmental concerns include requiring a Categorical Exclusion be prepared; a public hearing will be held; time saving procedures are not appropriate.

The estimated costs for this project are:

	PROPOSED	APPROVED	PROG DATE	LET DATE
Construction (includes E&C and inflation)	$656,000	$399,000	2001	01-03
Right-of-Way & Utilities*	Local	Local		

*LGPA sent 12-8-98 requesting the City of Atlanta be responsible for right-of-way and utilities.

While the proposed concept addresses the safety and operational issues identified in the need and purpose statement, it does not satisfy the anticipated 20-year travel demand. Therefore, I recommend this project concept be approved as an interim solution and that a planning study be performed that would identify possible future projects that will address the 20-year demand.

TLT:JDQ/cj

Attachment

CONCUR _____
Frank L. Danchetz, P.E., Chief Engineer

APPROVE _____
J. Tom Coleman, Jr., Commissioner

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENTAL CORRESPONDENCE

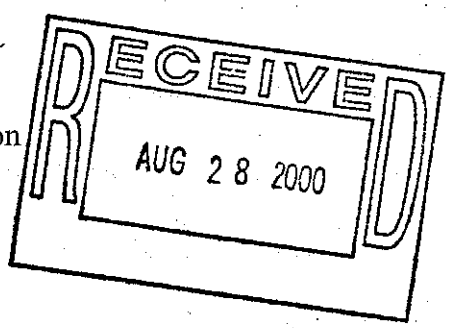
FILE: STP-00MS(387) Fulton
P.I. Number 762590

OFFICE: Atlanta, Georgia

DATE: August 25, 2000

FROM: David Mulling, Project Review Engineer DTM

TO: Wayne Hutto, Assistant Director of Pre-construction



SUBJECT: **CONCEPT REPORT**

We have reviewed the concept report submitted August 24, 2000 by the letter from Joseph P. Palladi dated August 21, 2000, and have the following comment:

1. Estimated costs for reimbursable utilities were not provided.

The costs for the project are:

Construction	$573,000
Inflation	$ 23,000
E&C	$ 60,000
Reimbursable Utilities	$?
Right of Way	$149,000

DTM

c: Joe Palladi – Attention: Glenn Bowman

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF URBAN DESIGN

PROJECT CONCEPT REPORT

STP-00MS(387)
FULTON COUNTY
P.I. NO.: 762590

S.R. 54/University Ave./McDonough Blvd. @
Hank Aaron Drive/Ridge Ave./Gammon Ave.

U.S. Route No.: N/A
State Route No.: 54

(SEE ATTACHED LOCATION SKETCH)

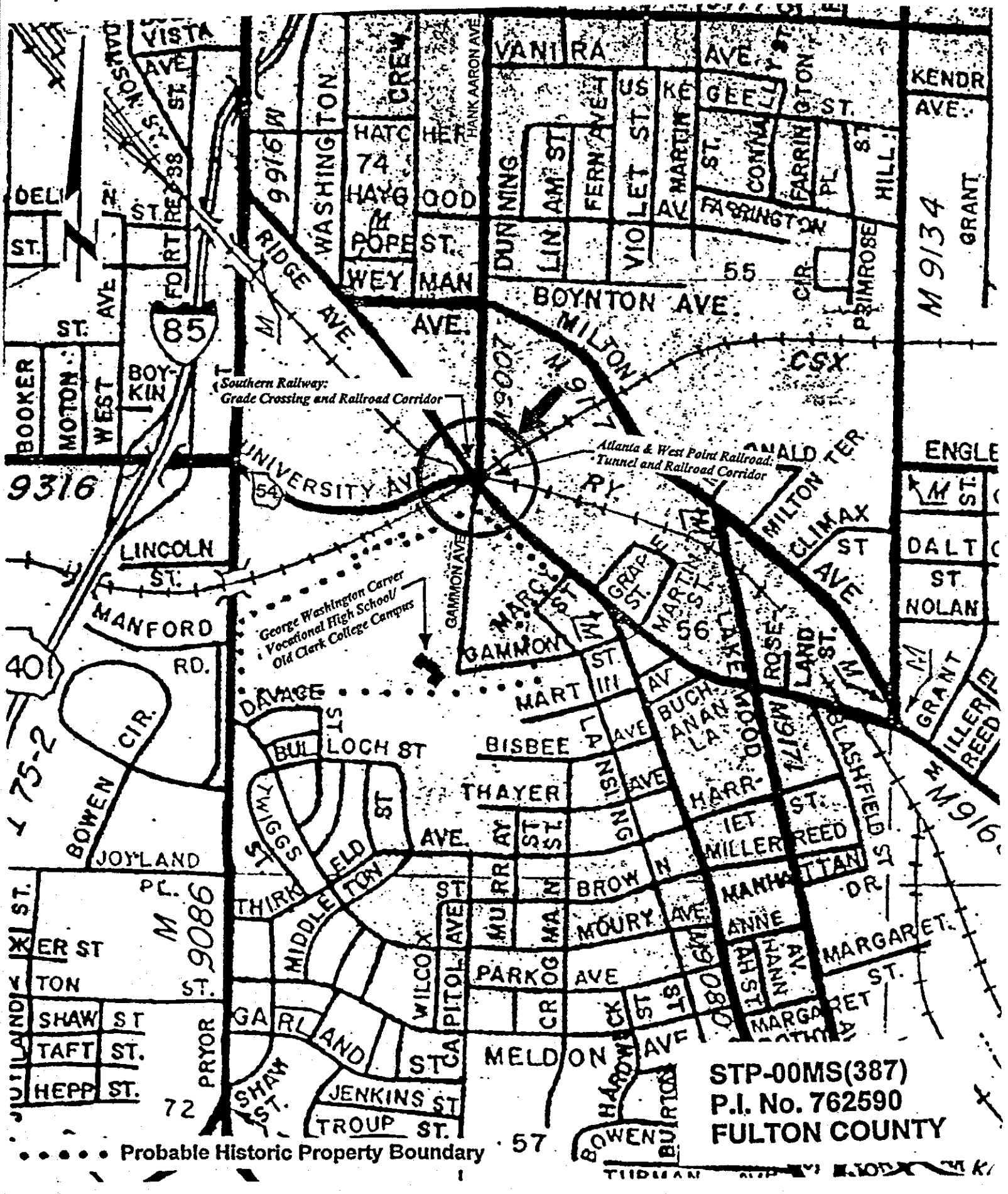
Date of Report: August 21, 2000

RECOMMENDATION FOR APPROVAL

8/22/00	State Urban Design Engineer
Date	State Environmental/Location Engineer
Date	State Traffic Operations Engineer
Date	District Engineer
Date	Project Review Engineer
Date	State Transportation Engineering Administrator
Date	State Transportation Planning Administrator

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

PROJECT LOCATION SKETCH



STP-00MS(387)
P.I. No. 762590
FULTON COUNTY

Probable Historic Property Boundary

PROJECT CONCEPT REPORT

Date: August 21, 2000
Prepared by: Jim Perdue

PROJECT NO.: STP-00MS(387) **P.I. NO.:** 762590

PROJECT DESCRIPTION:
This project proposes to reconfigure the existing 5-leg signalized intersection at S.R. 54/University Ave./McDonough Blvd. at Hank Aaron Drive/Ridge Ave./Gammon Ave. Four Norfolk Southern railroad tracks cross at-grade through this intersection. The 5-leg intersection will be reconfigured by aligning S.R. 54/University Ave. with Hank Aaron Drive. S.R. 54/McDonough Blvd. would then intersect S.R. 54/University Ave./Hank Aaron Drive at approximately 75 degrees to form a signalized T-intersection. The Ridge Avenue approach will be removed and a cul-de-sac installed, and Gammon Avenue will be relocated approximately 240 feet to the east away from the T-intersection. These measures will make it possible to incorporate railroad crossing gates to supplement the existing lights and bells.

FEDERAL ROUTE NO.: N/A **STATE ROUTE NO.:** 54

LOCATION: Fulton County - City of Atlanta

PROJECT LENGTH: 0.14 miles

NEED AND PURPOSE OF PROJECT: See attached Need and Purpose Statement.

FUNCTIONAL CLASS:
S.R. 54/University Ave.....Urban Collector Street
S.R. 54/McDonough Blvd. .....Urban Minor Arterial
C.S. 1409/Hank Aaron Drive .....Urban Minor Arterial
C.S. 1408/Gammon Ave. ..... Urban Local Street
C.S. 3482/Ridge Ave. .....Urban Minor Arterial

TRAFFIC PROJECTIONS: (two-way ADT)

	2003	2023
S.R. 54/McDonough Blvd.	17,850	32,100
S.R. 54/University Ave.	15,000	27,000
Hank Aaron Drive	6,280	11,300
Gammon Ave.	450	800
Ridge Ave. (1997 = 4000 ADT)	N/A	N/A

PDP CLASS: Major project on existing location.

OVERSIGHT: Full Oversight ( ) Exempt (X) S.F. ( ) Other ( )

EXISTING CONDITIONS

TYPICAL SECTIONS:

S.R. 54/University Ave.: Four 11-ft. travel lanes, two in each direction, and granite curb/no gutter with 8-ft. shoulders. The shoulder on the westbound side includes a 4-ft. concrete sidewalk with 2-ft. grass strip between the curb and sidewalk. The eastbound shoulder has no sidewalk.

S.R. 54/McDonough Blvd: One 10 ft. travel lane northbound, one 10 ft. center turn lane, and one 15 ft. travel lane southbound with an 8.5 ft. shoulder on the northbound side including granite curb/no gutter and 6 ft. sidewalk. There is a 10-ft. shoulder on the southbound side including a 4-ft. sidewalk.

Hank Aaron Drive.: Four 10 ft. travel lanes, two in each direction, with a 10 ft. shoulder on the southbound side including a 9.5 ft. concrete sidewalk and granite curb/no gutter. The northbound side has a 10-ft. shoulder with granite curb/no gutter and no sidewalk.

Gammon Ave.: Two 9 ft. travel lanes, one in each direction, with 15 ft. shoulders with granite curb/no gutter on both sides. There is a 5-ft. concrete sidewalk on the southbound side separated by a variable width grass strip. There is a 4-ft. asphalt paved sidewalk on the northbound side and a 6-ft. grassed strip between the granite curb and sidewalk.

Ridge Ave.: Two 15 ft. travel lanes, one in each direction, with a 11 ft. shoulders including 9 ft. sidewalks with granite curb/no gutter on both sides.

POSTED SPEED LIMIT: SR/54 McDonough Blvd.-30 mph
S.R. 54/University Ave.- 30 mph
Hank Aaron Drive-30 mph
Gammon Ave.- 20 mph
Ridge Ave.-20 mph

MAX. DEGREE OF CURVE: 57 deg 30 min (S.R. 54/University Ave. to Hank Aaron Drive)
S.R. 54/McDonough Blvd: No Curve
Gammon Ave.: No Curve
Ridge Ave: No Curve

MAXIMUM GRADE: S.R. 54/McDonough Blvd: 2%
S.R. 54/University Ave.: 3%
Hank Aaron Drive: 2%
Gammon Ave.: 6%
Ridge Ave.: 2%

MAJOR STRUCTURES: CSX railroad tunnel under Norfolk Southern Railroad

EXISTING RIGHT OF WAY: S.R. 54/University Ave.-60 ft. +/-
S.R. /54 McDonough Blvd.-50 ft. +/-
Hank Aaron Drive- 60 ft. +/-
Gammon Ave.-50 ft. +/-
Ridge Ave.-50 ft. +/-

ACCIDENT HISTORY:
The following is a summary of accidents at the intersection of SR 54 & Hank Aaron Drive.

	1995	1996	1997
Total Accidents:	10	14	8
Total Fatalities:	0	0	0
Total Injuries	1	9	4

Statewide rates* for intersection (Urban Signalized) of a State Road with a Non-State Road as follows:

	1995	1996	1997
Accident Rate:	16.4	16.6	14.1
Injury Rate:	7.7	7.8	6.4
Fatalities:	0.01	0.02	0.02

*Note: Rates are expressed as the average number per intersection.

PROPOSED DESIGN

SPEED DESIGN: S.R./54 McDonough Blvd.-30 mph /no change
S.R. 54/University Ave.- 30 mph /no change
Hank Aaron Drive-30 mph /no change
Gammon Ave.- 20 mph /no change
Ridge Ave.-20 mph /no change

MAXIMUM DEGREE OF CURVE: 17.5 deg (S.R. 54/University Ave./Hank Aaron)
3 deg (S.R. 54/McDonough Blvd.)
23 deg (Gammon Ave.)
No Curve (Ridge Ave)

MAXIMUM GRADE: 6% (Gammon Ave.)
3% (S.R. 54/University Ave./Hank Aaron Drive)
2.5% (S.R. 54/McDonough Blvd)
2% (Ridge Ave.)

TYPICAL SECTIONS: (See attached typical sections)

S.R. 54/University Ave./Hank Aaron Drive: Four 11-ft. travel lanes, two in each direction, with granite curb and 2-ft. gutter. The shoulders will be 10 ft.

wide and include 5-ft. wide sidewalks on both sides.

S.R. 54/McDonough Blvd: Two 11 ft. travel lanes, one in each direction, and a 12 ft. left-turn lane approaching S.R. 54/University Ave./Hank Aaron Drive with granite curb and 2 ft. gutter. The shoulders will be 10 ft. wide and include 5-ft. wide sidewalk on both sides.

Gammon Ave.: Two 11-ft. travel lanes, one in each direction, with granite curb and 2-ft. gutter. The shoulders will be 10 ft. wide and include 5-ft. sidewalk on both sides.

Ridge Ave.: No change to the typical section. However, the Ridge Avenue approach will be removed and a cul-de-sac with a 50-ft. radius will be installed.

MAJOR STRUCTURES: None affected

TYPE OF ACCESS: By Permit

TRAFFIC CONTROL DURING CONSTRUCTION: Traffic will be maintained during construction.

DESIGN EXCEPTIONS:	NO	YES	UNDETERMINED
1. Horizontal alignment	(X)	( )	( )
2. Lane width	(X)	( )	( )
3. Shoulder width	(X)	( )	( )
4. Vertical grades	(X)	( )	( )
5. Cross slopes	(X)	( )	( )
6. Stopping sight distance	(X)	( )	( )
7. Superelevation rates	(X)	( )	( )
8. Horizontal clearance	(X)	( )	( )
9. Speed design	(X)	( )	( )
10. Vertical clearance	(X)	( )	( )
11. Bridge width	(X)	( )	( )
12. Bridge structural capacity	(X)	( )	( )

DESIGN VARIANCES: None anticipated

RIGHT-OF-WAY WIDTH:	
S.R. 54/University Ave./Hank Aaron Drive	68-ft. min.
S.R. /54 McDonough Blvd.	58 ft. min.
Gammon Ave.	46 ft. min.

DISPLACEMENTS: None anticipated. However, total acquisition of abandoned parcel in northwest corner of Ridge Ave. & Hank Aaron Drive is anticipated.

PERMITS REQUIRED: None anticipated

LEVEL OF ENVIRONMENTAL ANALYSIS: Categorical Exclusion.

LEVEL OF PUBLIC INVOLVEMENT: A Public Hearing or an opportunity for a Public Hearing is required.

TIME SAVING PROCEDURES APPROPRIATE: No. Time saving procedures are not appropriate due to the proposed closure of Ridge Avenue and because right-of-way requirements are significant.

OTHER PROJECTS IN AREA: None identified.

CONCEPT TEAM MEETING DATE: June 13, 2000

LOCATION INSPECTION DATE: Sight visit prior to preparation of report.

RAILROAD INVOLVEMENT: Improve at-grade railroad crossing at Norfolk Southern railroad at S.R. 54/University Ave./Hank Aaron Drive including installation of gates to supplement the existing lights and bells.

HISTORICAL CONCERNS: Three potential historic resources have been identified within the probable Area of Potential Effects for this project:

1. George Washington Carver Vocational High School
2. Atlanta & West Point Railroad Tunnel
3. Southern Railway Grade Crossing and Railroad Corridor

POSSIBLE UNDERGROUND STORAGE TANK SITES: Acquisition of an abandoned lot located in the northwest corner of Ridge Ave and Hank Aaron Drive that may possibly contain up to 8 storage tanks.

POSSIBLE HAZARDOUS WASTE SITES: None identified.

OTHER ALTERNATES CONSIDERED:

1. No build.

2. A concept report to improve this intersection was submitted and approved on November 16, 1998. The concept proposed a few minor changes to the geometry of the existing intersection including a cul-de-sac of Ridge Avenue and the installation of gates at the railroad crossing. However, the concept did not meet speed design for the roadways, it did not provide a useable shoulder along the eastbound side of University Avenue/McDonough Boulevard for pedestrians, and numerous procedures outlined in the Plan Development Process were not followed during its development. The concept proposed herein appropriately addresses these issues and is being resubmitted to supercede the above concept.

3. Various alternatives were explored to minimize right of way acquisition including flattening the curve between University Avenue and McDonough

Boulevard, installation of a traffic circle/roundabout, and relocation of various roadways. All of these alternatives were found to have significant impacts to the historical resources in the area (the railroad tunnel and Carver High School.) As interim safety improvement projects, these alternatives could not be justified due to time and regulatory requirements of 4f procedures.

4. Other alternatives have also been explored that would satisfy 20-year traffic demand as well as eliminate the hazards associated with the at-grade railroad crossing (grade separation.) Any such alternative will require significant amounts of right of way and community impacts and, most significantly, impacts to surrounding historic properties and features. As a result, the recommended concept is a feasible interim (see comments below) solution that will satisfy the identified need and purpose.

ESTIMATED COST:

RIGHT OF WAY	$ 149,000	
UTILITIES (Reimbursable)	$	0 (Not determined yet)
UTILITIES (Non-Reimbursable)	$	0 (Not determined yet)
CONSTRUCTION	$ 572,674	
INFLATION (1 YR @ 4%)	$ 22,907	
10% E & C	$ 59,558	
TOTAL CONSTRUCTION	$ 655,139	

COMMENTS: This project was identified as a safety improvement project due to its designation in the top 10 (listed 8th) most hazardous railroad crossing sites in the state. While the proposed concept addresses the safety and operational issues identified in the Need and Purpose Statement, it does not satisfy the anticipated 20-year travel demand. Therefore, the concept team recommends that a planning study be performed that would identify possible future projects that would address the 20-year demand.

ATTACHMENTS: Need and Purpose Statement, Typical Sections, Traffic Diagrams, Cost Estimate Summary, Concept Team Meeting Minutes, Project Location Sketch, Concept Layout Sketch

Need and Purpose Statement

STP-00MS(387), 762590 - CITY OF ATLANTA / FULTON COUNTY

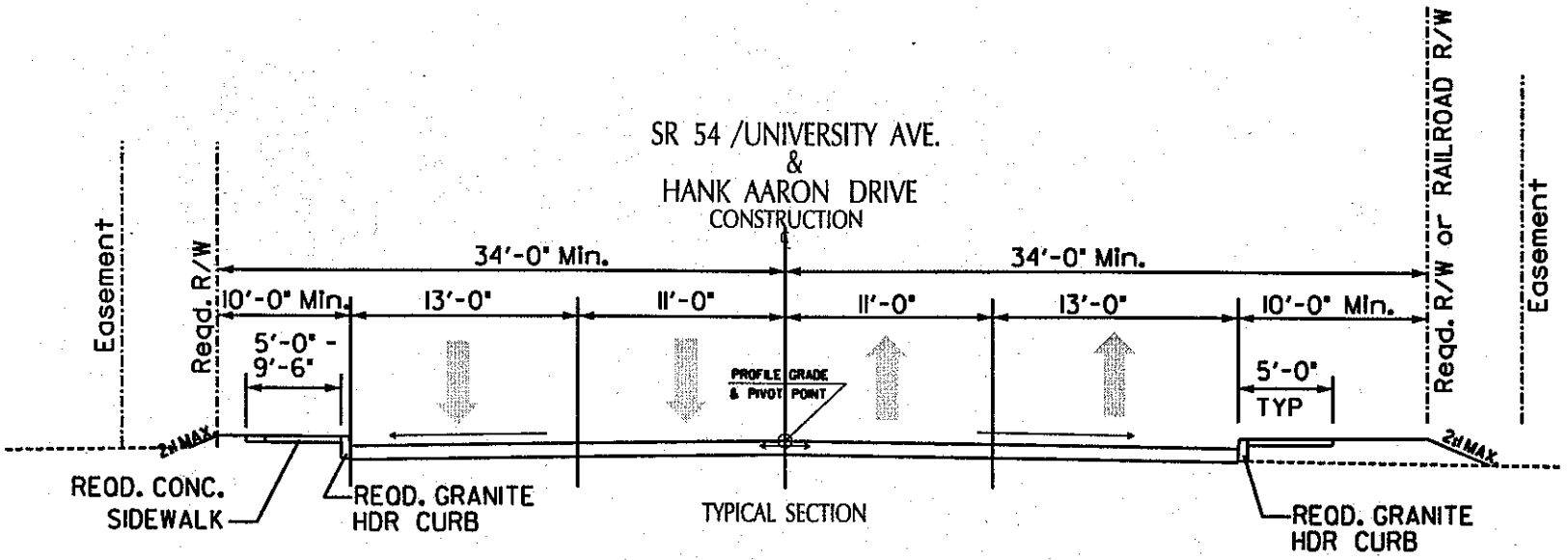
SR 54/McDonough Blvd., Gammon Ave., University Ave., Ridge Ave.
and
Hank Arron Drive
@
CSX & Norfork Southern Railroads

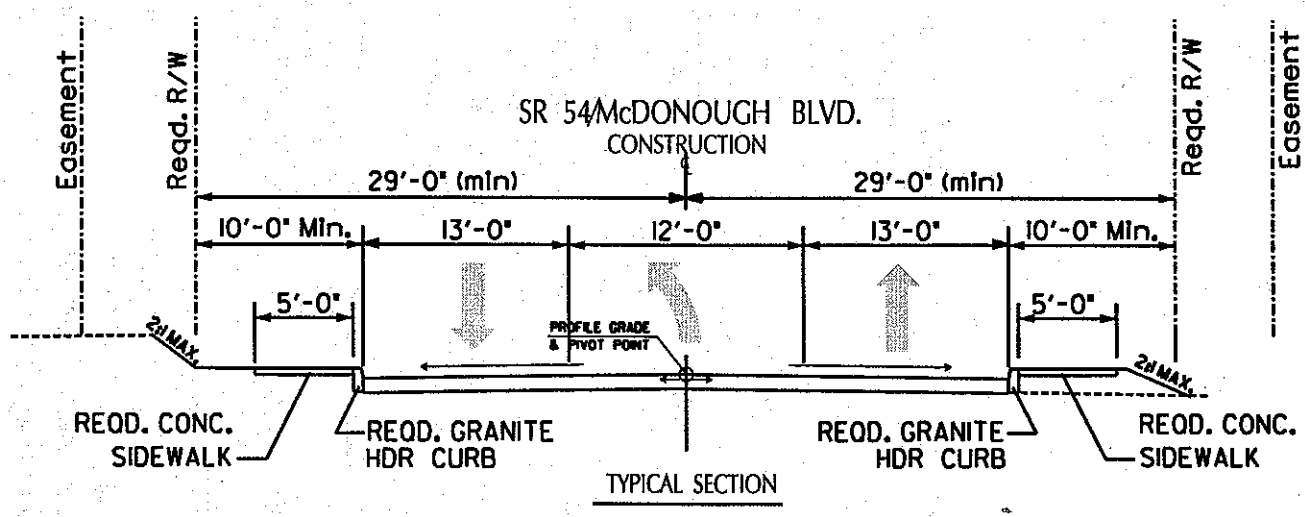
The proposed project would reconstruct and rehabilitate the intersection of SR 54/McDonough Boulevard, Gammon Avenue, University Avenue, Ridge Avenue, Hank Arron Drive and two railroad tracks, which are located in the intersection. Local, State and Federal governments have recognized this intersection of five roads and two railroad crossings at grade as a safety hazard intersection. When approaching the intersection, the driver is required to look for not only train traffic on the two railroad crossings through the intersection, but also must be aware of vehicles turning from both the right and left. The intersecting five roads and railroad tracks approach the intersection at obscure angles to each other. Current average daily traffic on SR 54, Gammon Ave., University Ave., Ridge Ave. and Hank Arron Drive approaching the intersection is 13,500, 2,500, 12,300, 16,300 and 6,400 respectively. Major functions of the intersection are connecting Turner Field, SR 54, SR 42, I-75, J. M. Jones Pre-School, Slater Elementary School, Carver High School and other movements traversing to and from a north-south direction.

The purpose of this project is to correct intersection deficiencies, serve the transportation demand generated by the increase in through and turning traffic, and improve the safety of both the roadway and railroad.

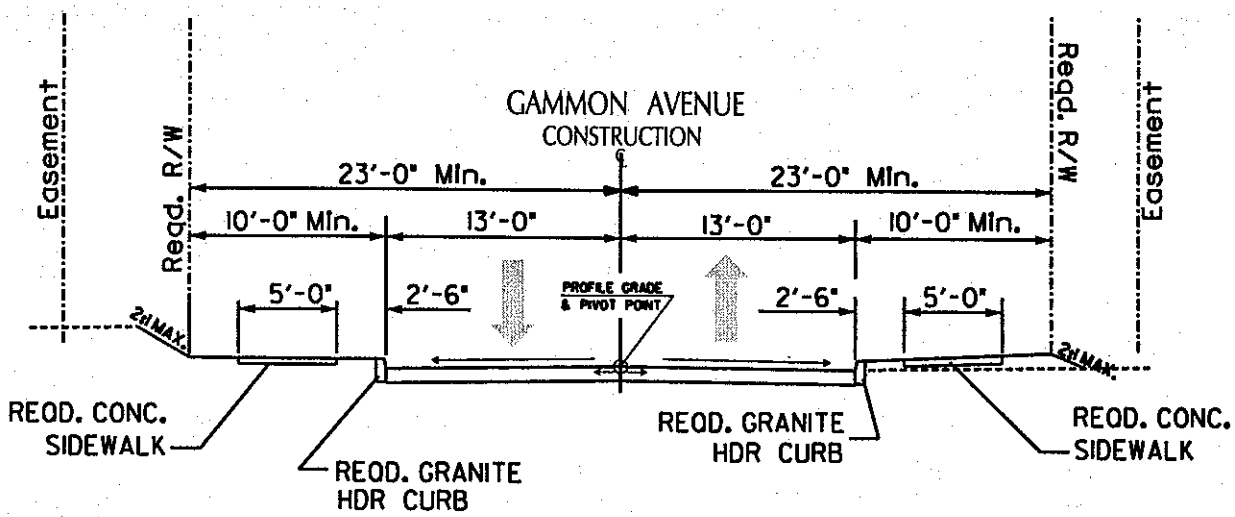
The project (AR 157) is included in the approved State Transportation Improvement Program (FY 2001-2003) and the Transportation Improvement Program (FY 2001-2003) of the adopted Atlanta Regional Transportation Plan (FY 2001-2025).

This project is committed to a safe, efficient and sustainable transportation system for all users and support economic development, environmental sensitivity and an improved quality of life for all.


SR 54 /UNIVERSITY AVE.
&
HANK AARON DRIVE
CONSTRUCTION
Easement
Reqd. R/W
34'-0" Min.
34'-0" Min.
Reqd. R/W or RAILROAD R/W
Easement
10'-0" Min.
13'-0"
11'-0"
11'-0"
13'-0"
10'-0" Min.
5'-0" -
9'-6"
PROFILE GRADE
& PIVOT POINT
5'-0"
TYP
2% MAX.
2% MAX.
REQD. CONC.
SIDEWALK
REQD. GRANITE
HDR CURB
TYPICAL SECTION
REQD. GRANITE
HDR CURB


SR 54/McDONOUGH BLVD.
CONSTRUCTION
Easement
Reqd. R/W
29'-0" (min)
29'-0" (min)
Reqd. R/W
Easement
10'-0" Min.
13'-0"
12'-0"
13'-0"
10'-0" Min.
5'-0"
5'-0"
PROFILE GRADE
& PIVOT POINT
2% MAX.
2% MAX.
REQD. CONC.
SIDEWALK
REQD. GRANITE
HDR CURB
REQD. GRANITE
HDR CURB
REQD. CONC.
SIDEWALK
TYPICAL SECTION

NO SCALE



TYPICAL SECTION

NO SCALE

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SHEET 1 OF 1

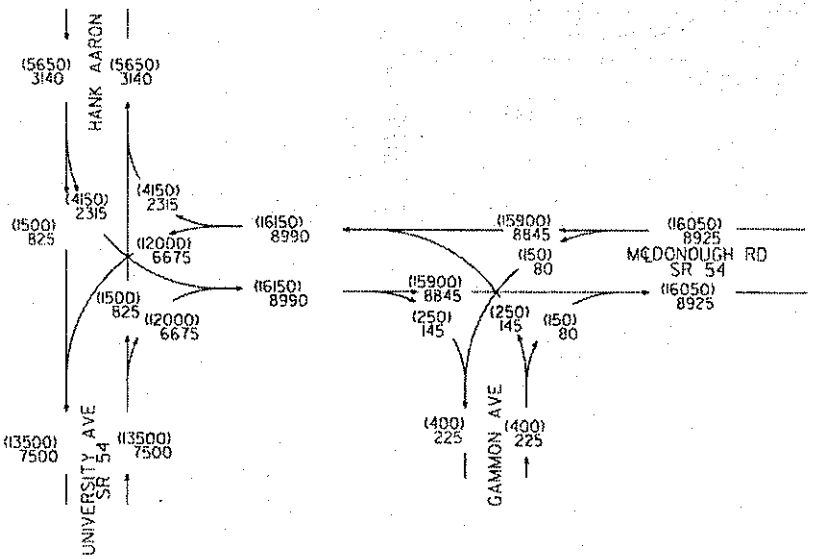
FULTON COUNTY

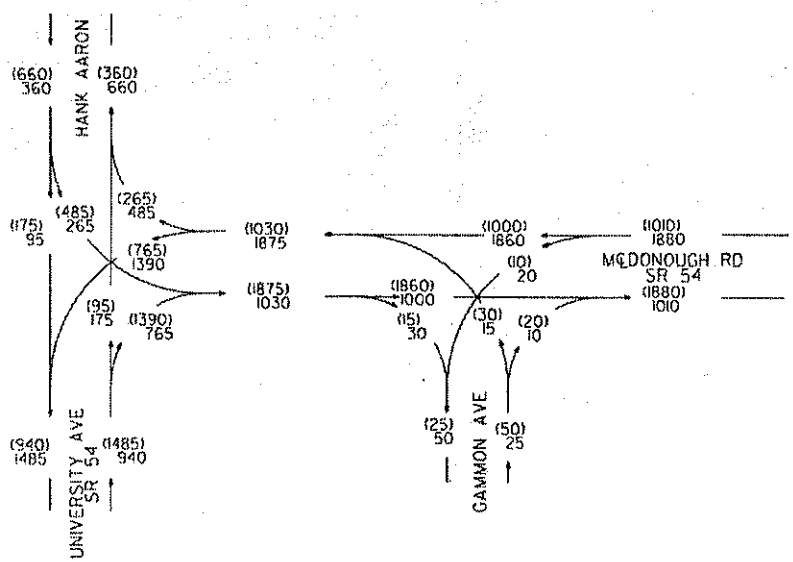
GEORGIA DEPARTMENT OF TRANSPORTATION
OFFICE OF ENVIRONMENT/LOCATION

2023 ADT = (000)
2003 ADT = 000

N

2023 PM DHV = (000)
2003 AM DHV = 000





STP- 00MS(387)
PI# 762590
FULTON COUNTY

SR 54

T = 2%
24 HR T = 3%
SU = 2%
COMB= 1%

DRF
5/00

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PRELIMINARY COST ESTIMATE
URBAN DESIGN OFFICE

DATE: 08/10/00

PREPARED BY: Daveitta Jenkins & Jim Perdue

PROJECT NO: STP-00MS(387)

FILE NAME: 762590ce

P.I. NO: 762590

MILEAGE: 0.14

PROJECT DESCRIPTION/CONCEPT: S.R. 54/University Ave./McDonough Blvd. at Hank

EXISTING ROADWAY: S.R. 54/University Ave.,McDonough Blvd. @ Capitol/Ridge/Gam

TRAFFIC:	CURRENT ADT	PROJECTED ADT
University Ave.	15,000 (2003)	27,000 (2023)
Hank Aaron Av	6,280 (2003)	11,300 (2023)
McDonough Bl	17,850 (2003)	32,100 (2023)
Gammon Ave.	450 (2003)	800 (2023)

( ) PROGRAMMING PROCESS
(X) CONCEPT DEVELOPMENT
( ) DURING PROJECT DEVELOPMENT

PROJECT COSTS

A. RIGHT OF WAY	lump sum		$148,900.00
		SUBTOTAL	**$148,900.00**
B. UTILITIES (Reimbursable)	lump sum		$0.00
	lump sum		$0.00
		SUBTOTAL	**$0.00**
C. CLEARING AND GRUBBING	0 acres @	$5,000.00	$0.00
		SUBTOTAL	**$0.00**

D. EARTHWORK

Embankment			
Grading Complete (incl. clear & grubbing)	lump sum		$50,000.00
In-Place Embankment	0 cubic yards @	$5.00	$0.00
Excavation			
Soil	0 cubic yards @	$2.75	$0.00
Rock	0 cubic yards @	$10.00	$0.00
		SUBTOTAL	**$50,000.00**

E. BASE AND PAVING

Aggregate Base			
Graded Aggregate 6"	50 square yards @	$5.70	$285.00
Graded Aggregate 12"	1,937 square yards @	$8.75	$16,948.75
Asphalt Paving			
9.5mm Superpave	381 tons @	$28.50	$10,858.50
19mm Superpave	213 tons @	$29.20	$6,219.60
25mm Superpave	320 tons @	$33.00	$10,560.00
Leveling	100 tons @	$35.00	$3,500.00
Tack Coat	265 gallons @	$0.90	$238.50
		SUBTOTAL	**$48,610.35**

F. CONCRETE WORK

Approach Slabs	0 square yards @	$90.00	$0.00
Median Barrier	0 linear feet @	$35.00	$0.00
Granite Header Curb	1,537 linear feet @	$9.30	$14,294.00
Curb and Gutter (Type 7)	0 linear feet @	$8.80	$0.00
Valley Gutter	35 square yards @	$30.00	$1,050.00
Conc. Median Barrier, Method 2	0 linear feet @	$20.00	$0.00
Median Paving	90 square yards @	$34.00	$3,060.00
Conc. Sidewalk	995 square yards @	$34.00	
		SUBTOTAL	**$18,404.00**

G. TRAFFIC CONTROL	lump sum		$50,000.00
		SUBTOTAL	**$50,000.00**

H. EROSION CONTROL	lump sum		$5,000.00
		SUBTOTAL	**$5,000.00**

I. GUARDRAIL

W-Beam Rail	0 linear feet @	$10.50	$0.00
T-Beam Rail	0 linear feet @	$28.00	$0.00
Type 1 Anchors	0 each @	$425.00	$0.00
Type 12 Anchors	0 each @	$1,610.00	$0.00
		SUBTOTAL	**$0.00**

J. SIGNS, STRIPING, SIGNALS, LIGHTING			
Striping	lump sum		$10,000.00
Roadside Signs	lump sum		$10,000.00
Overhead Signs w/ Lights	0 each @	$0.00	$0.00
Traffic Signals	1 each @	$40,000.00	$40,000.00
Lighting	lump sum		$0.00
		SUBTOTAL	**$60,000.00**
K. GRASSING/LANDSCAPING	lump sum		$10,000.00
		SUBTOTAL	**$10,000.00**
L. MISCELLANEOUS			
Field Engineer Office	0 each @	$24,000.00	$0.00
Fencing	0 linear feet @	$10.00	$0.00
Right-of-Way Markers	11 each @	$60.00	$660.00
RR crossing gates, lights & bells	3 each @	$110,000.00	$330,000.00
		SUBTOTAL	$330,660.00
M. MAJOR STRUCTURES			
Bridges	0 square feet @	$60.00	$0.00
Removing Bridge	0 square feet @	$15.00	$0.00
Box Culverts			
Concrete	0 cubic yards @	$282.00	$0.00
Bar Reinf. Steel	0 pounds @	$0.55	$0.00
Walls	0 square feet @	$45.00	$0.00
		SUBTOTAL	**$0.00**

ESTIMATE SUMMARY

A. Right of Way	$148,900.00
B. Reimbursable Utilities	$0.00
CONSTRUCTION COST SUMMARY	
C. Clearing and Grubbing	$0.00
D. Earthwork (incl. clear & grubbing)	$50,000.00
E. Base and Paving	$48,610.00
F. Concrete Work	$18,404.00
G. Traffic Control	$50,000.00
H. Erosion Control	$5,000.00
I. Guardrail	$0.00
J. Signs, Striping, Signals, Lighting	$60,000.00
K. Grassing/Landscaping	$10,000.00
L. Miscellaneous	$330,660.00
SUBTOTAL CONSTRUCTION	**$572,674.00**
M. Major Structures	$0.00
SUBTOTAL	**$572,674.00**
1 Years of Inflation at 4 %	$22,907.00
10 % E & C	$59,558.00
TOTAL CONSTRUCTION ESTIMATE	**$655,139.00**

CONCEPT TEAM MEETING MINUTES
JULY 6, 2000

Project: STP-00MS(387)
P.I. Number 762590
Fulton County
S.R.54/University Ave./McDonough Blvd./Hank Aaron Drive/Ridge Ave./Gammon Ave.

Daveitta Jenkins (GDOT-Urban Design)

- Welcome and Introductions
- Orientation of All Streets, Railroads and Railroad Tunnel
- Project Description
- Safety Improvement Project/Need and Purpose

  The need and purpose statement provided by planning is included in the concept report. This project is identified as a safety improvement project due to its designation in the Federal Railroad's Top 30 (listed 16th) most hazardous crossing sites in the state. (The Federal Railroad designation for this project has since been updated to the top 10 (listed 8th) most hazardous crossing sites in the state per a letter dated June 29, 2000 from the Federal Railroad Administration.
- Traffic Data
- Oversight-Exempt
- Existing typical sections
- Speeds and Grades
- Safety and Operations

  The proposed concept addresses the safety and operational issues identified, it does not satisfy the 20-year traffic demand.

Jim Perdue (GDOT-Urban Design)

- Discussed concept and constraints
- Discussed alternate concept $400K
- Discussed 20-year alternate

  It is recommended that an additional project be programmed through the normal planning procedures that addresses the 20-year traffic demand.

Daveitta Jenkins (GDOT-Urban Design)

- The proposed concept fails in 2010-2013.
- Need
- No Design Exceptions/Variances anticipated
- R/W Acquisitions

  There are no displacements anticipated. However, total acquisition of an abandoned parcel in the northwest corner of Ridge Ave. and Hank Aaron Drive is anticipated.
- Environmental Concerns (OEL)-

  - Acquisition of a abandoned lot located in the northwest corner of Ridge Ave. and Hank Aaron Drive that may contain up to eight Underground Storage Tanks (UST's).
  - Historical Resources- Railroad Tunnel and Carver High School Property
  - A Categorical Exclusion is anticipated.
- Time saving procedures are not appropriate.

COMMENTS

Norfolk Southern Railroad

19 at grade automobile/train collisions since 1993

Engineering Services

Are there impacts to the tunnel? No

Will new signals be required? Yes

Traffic Operations

Radius Improvements

Environment/Location

No additional comment

Programming

Is March 2001 let date realistic? Very optimistic

Planning

The City of Atlanta currently has a project to reconstruct the Lakewood Ave bridge. The COA would like to let this project for construction in the next three months. COA must still ask for exemptions.

City of Atlanta (COA)

- Request GDOT to submit a revised LGPA with funding for R/W by GDOT and Utilities by COA.
- Suggest coordination with the City of Atlanta School Board. Carver High School may be closed in two years.

District 7

Will we need to acquire R/W?

District 7 Utilities

Anticipate reimbursable cost from Railroad

City of Atlanta

- Coordinate the realignment of driveway with Carver High School
- GDOT requests COA request future project that would address the 20-year traffic demand through planning process.
- Request 8-ft. sidewalk (COA is placing 5-6-ft. sidewalks elsewhere).

Joe Palladi – the proposed concept will include 5-ft. sidewalks. The typical section will be revised if the COA provides a pedestrian study that warrants a wider sidewalk. GDOT is trying to compress the layout and pedestrian crossing.

- Is there a bike route within the project limits? The COA indicated there are proposed facilities in the local plan on Ridge Ave. and Hank Aaron Drive. GDOT stated these must be included on the ARC bike plan, for inclusion in this project. The project designer will investigate the bike lane issue with the State Bicycle and Pedestrian Coordinator.
- Check the turning radii for emergency vehicles and tractor-trailers. Especially at Weyman Ave. and NB on University Ave. to McDonough Blvd.
- Joe Palladi- GDOT – The project designer will check the turning radii to insure they are adequate. No drainage structures will be located in the radii.
- A COA representative expressed a desire to proceed with the grade separation project that addresses the 20-year traffic demand up to R/W plans. (Joe Palladi commented that the grade separation project is a capacity project that is not in the ARC plan, therefore we cannot proceed with project development for that project.

Norfolk Southern Railroad

- Norfolk Southern would prefer the railroad crossing be closed, but also supports the proposed concept to reconfigure the existing intersection.
- Norfolk Southern would assist with funding a project to close the railroad crossing. (Per a letter dated July 11, 2000 from Danny Gilbert of Norfolk Southern, he would request Norfolk Southern management to contribute funding for closure of the railroad crossing or the construction of a grade separation project. Although funding of the proposed concept was not discussed at the concept meeting, Danny would request Norfolk Southern funds be allocated to the project if it can be completed by December 31, 2001.)
- Add an additional $300,000 to the cost estimate for lights, gates and bells

GDOT

- A recommendation is needed from the COA on the preferred turning radii.
- A letter is needed from Norfolk Southern Railroad stating preference of alternatives and funding possibilities.

GDOT - Tim Smith, Traffic Operations

The alternative proposal, closing the railroad crossing is not an option due to traffic diversion. Also, Tim explained to representatives of the COA regarding the bridge replacement on Lakewood Ave: Even if the COA is not using federal funding to replace the bridge, this does not mean the project is exempt from the present air quality restrictions. The COA would need to determine if this bridge would be considered a significant bridge.

GDOT - Glenn Bowman, Urban Design

- Glenn reiterated that a project that satisfies the 20-year traffic demand adds capacity.
- Will attempt FY2001 for R/W. (Don Mills - The R/W for this project is currently not in the TIP. If GDOT is to fund the R/W, R/W funds will need to be programmed.)
- Urban Design will proceed with the project development of the proposed concept.

MEETING/CONFERENCE RECORD OF ATTENDEES

PURPOSE: Concept Team Meeting - STP-00MS(387), Fulton County

LOCATION: URBAN DESIGN CONFERENCE ROOM

DATE: 6/07/00 HOUR: 10:00 A.M.

MODERATOR: Daveitta Jenkins

	NAME	ORGANIZATION	TELEPHONE NO.
1.	Jim Pettue	Ga. DOT-URBAN	6-5441
2.	GLENN BOWMAN	"	"
3.	Daveitta Jenkins	GDOT Urban	6-5441
4.	STEVE WALKER	GDOT - PLANNING	463-0694
5.	DONALD MILLS	" "	657-6912
6.	TIM SMITH	GDOT - TRAFFIC OPERATIONS	4-635-8126
7.	ADE ADAM	COA / DPW	4-853-7511
8.	DEON FRANKLIN	COA/ DPW	4-330-6249x5782
9.	CLYDE CUNNINGHAM	GDOT - UTILITIES	770 986-1090
10.	Richard J. Williams	GDOT - OEL	404 699-4409
11.	MIKE MALCOM	GDOT - D7 PRECON	770-986-1050
12.	KEY PHILLIPS	GDOT - D7 DESIGN	7-986-1050
13.	MIKE MAHAY	GDOT - UTILITIES - RR	404-657-6951
14.	Phil Decker	N.S. Rwy. Co.	404/658-2282
15.	JAMES R SALVADOR	GA. DOT RAILROAD SECTION (TMC)	404/635-8122
16.	Katie Mullins	GDOT office of Programming	404-651-7043
17.	Richard H. Ray	N.S. Rwy Co.	404/529-1234
18.	[illegible]	NS Corp BC-Safety	540-981-4053
19.	JOEL HARRELL	N.S. CORP.	404-897-3131
20.	John Krueger	CoA - Traffic	4/330-6501

REMARKS:

MEETING/CONFERENCE RECORD OF ATTENDEES

PURPOSE: Concept Team Meeting - STP-00MS(387), Fulton Co.

LOCATION:

DATE: HOUR:

MODERATOR:

	NAME	ORGANIZATION	TELEPHONE NO.
1.	Nursef Kedir	COA - Traffic	4/330-6501
2.	BEN BUCHAN	GDOT- URBAN	404-656-5454
3.	Joe Pallad,	GDOT- Urban	4-656-5436
4.	IRENE STEPHENS	GDOT- URBAN	4.656.5441
5.	David Mulling	GDOT-Eng. Services	4-656-6846
6.	Harry Boxler	COA	4/330-6911
7.	Beverly Dockeray Ojo	COA	4/330-6348
8.	KENNETH ALLEN	ATLANTA FCRC	4-853-6041
9.	LADUN ESAN	COA/DPW	4-330-6739
10.	PETER AYENI	COA/DPW	4-330-6739.
11.			
12.			
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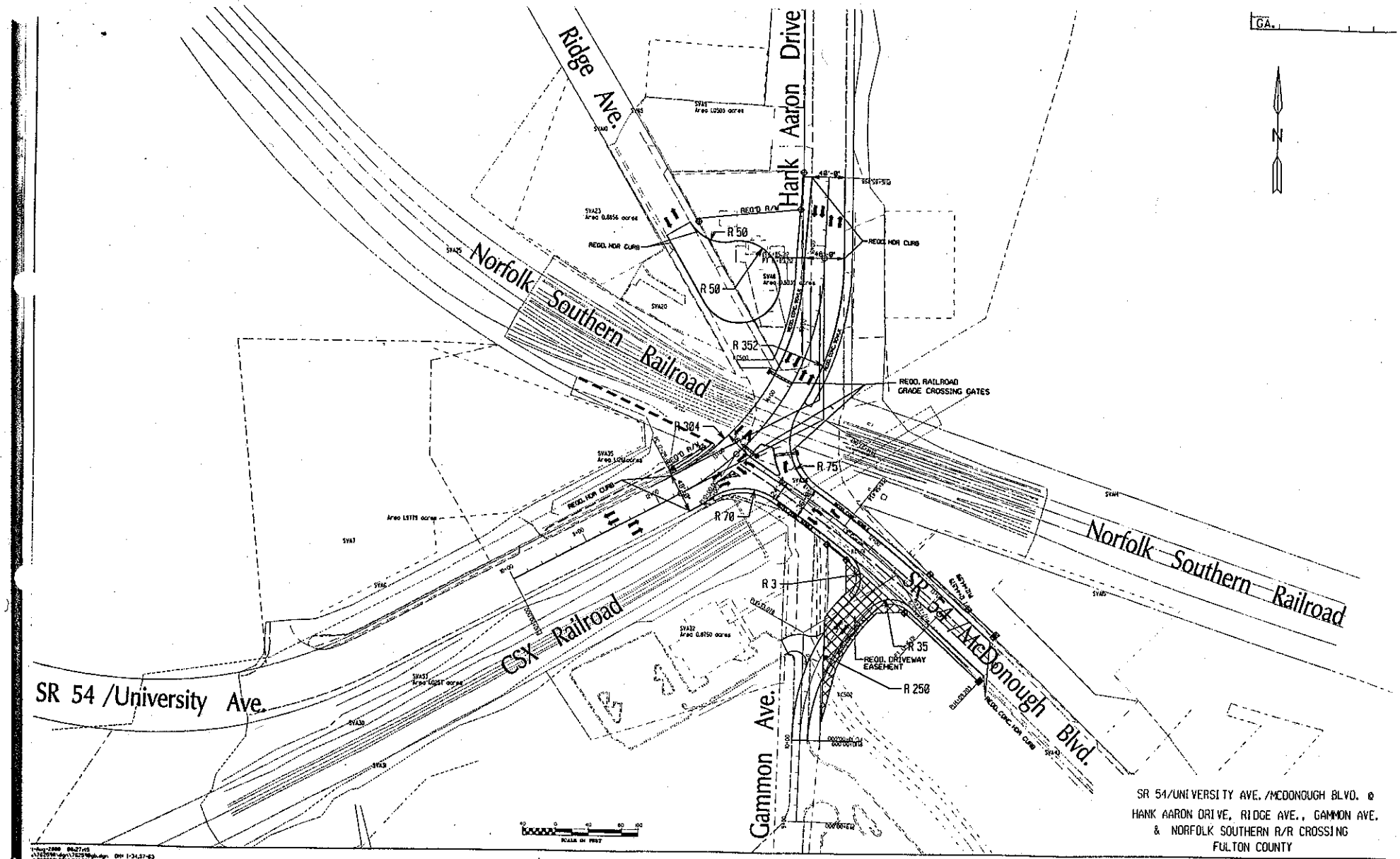
REMARKS:

Urban Design - Ga DOT



SR 54/UNIVERSITY AVE. /MCDONOUGH BLVD. @
HANK AARON DRIVE, RIDGE AVE., GAMMON AVE.
& NORFOLK SOUTHERN R/R CROSSING
FULTON COUNTY

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF URBAN DESIGN

PROJECT CONCEPT REPORT

STP-00MS(387)
FULTON COUNTY
P.I. NO.: 762590

S.R. 54/University Ave./McDonough Blvd. @
Hank Aaron Drive/Ridge Ave./Gammon Ave.

U.S. Route No.: N/A
State Route No.: 54

(SEE ATTACHED LOCATION SKETCH)

Date of Report: August 21, 2000

RECOMMENDATION FOR APPROVAL

8/22/00	State Urban Design Engineer
Date	State Environmental/Location Engineer
Date	State Traffic Operations Engineer
Date	District Engineer
8/24/00	Project Review Engineer
Date	State Transportation Engineering Administrator
Date	State Transportation Planning Administrator

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

Department of Transportation
State of Georgia

INTERDEPARTMENTAL CORRESPONDENCE

RECEIVED
SEP 11 2000

File: STP-00MS(387)/Fulton County
P.I. No. 762590

Office: Traffic Operations
Atlanta, Georgia
Date: August 30, 2000

From: M.G. Waters, III, P.E., State Traffic Operations Engineer

To: Wayne Hutto, Assistant Director of Preconstruction

Subject: Project Concept Report Review

We have reviewed the concept report on the above project for the improvements to the SR 54/University Avenue/McDonough Boulevard intersection with Hank Aaron Drive, Gammon Avenue and Ridge Avenue. This is a "five-legged" intersection that also includes a Norfolk-Southern at-grade railroad crossing. Due to the many conflicting movements of vehicles, trucks, pedestrians and railroad traffic, this project proposes to reconfigure the intersection.

SR 54/University Avenue will be aligned with Hank Aaron Drive. SR 54/McDonough Blvd. will then intersect SR 54/University Ave./Hank Aaron Drive at approximately 75 degrees to form a signalized "T" intersection. The Ridge Avenue approach will be removed and a cul-de-sac installed. Gammon Avenue will be relocated approximately 240 feet east from he "T" intersection. This is to be done to make placement of railroad crossing gates possible. The typical section for SR 54 will consist of 10 foot shoulders, curb and gutter, and 5 foot sidewalks on both sides. A left turn lane approaching the intersection, on SR 54/McDonough Blvd., will be incorporated. The posted and design speed for SR 54 is 30mph. Traffic is to be maintained on the existing roadway during construction.

This project was identified as a safety improvement project due to its designation in the top 10(listed 8th) most hazardous railroad crossing sites in the state.

We believe this concept will improve safety and traffic operations along this section of roadway.

We therefore find this report satisfactory for approval.

MGW:TWS

Attachment (signature page)

c: Harvey Keepler
Joseph P. Palladi, P.E., State Urban Design Engineer
Attention: Glenn Bowman or Daveitta Jenkins
David Mulling, w/ attachment
Marta Rosen
Chuck Hasty, TMC
Otis Hammock, TMC
Mark Demidovich, TMC
General Files

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF URBAN DESIGN

PROJECT CONCEPT REPORT

STP-00MS(387)
FULTON COUNTY
P.I. NO.: 762590

S.R. 54/University Ave./McDonough Blvd. @
Hank Aaron Drive/Ridge Ave./Gammon Ave.

U.S. Route No.: N/A
State Route No.: 54

(SEE ATTACHED LOCATION SKETCH)

Date of Report: August 21, 2000

RECOMMENDATION FOR APPROVAL

8/22/00	State Urban Design Engineer
Date	State Environmental/Location Engineer
9/6/2000	State Traffic Operations Engineer
Date	District Engineer
Date	Project Review Engineer
Date	State Transportation Engineering Administrator
Date	State Transportation Planning Administrator

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