



Interoffice Memo
Office of Design Policy & Support

DATE: 4/23/2019

FILE: P.I.# 0013954
Clarke County / GDOT District 1 - Gainesville
Pedestrian Safety - SR 15 ALT/Prince Avenue/CR 1228 From Sunset Drive To S
of Pulaski Street

FROM: *Karl Posey* for Brent Story, State Design Policy Engineer

TO: SEE DISTRIBUTION

SUBJECT: APPROVED CONCEPT REPORT

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

Attachment

Distribution:

Hiral Patel, Director of Engineering
Joe Carpenter, Director of P3
Albert Shelby, Director of Program Delivery
Carol Comer, Director, Division of Intermodal
Darryl VanMeter, Assistant Director of P3/State Innovative Delivery Administrator
Kim Nesbitt, Program Delivery Administrator
Bobby Hilliard, Program Control Administrator
Paul Tanner, State Transportation Planning Administrator
Eric Duff, State Environmental Administrator
Andrew Heath, State Traffic Engineer
Angela Robinson, Financial Management Administrator
Erik Rohde, State Project Review Engineer
Monica Flournoy, State Materials Engineer
Patrick Allen, State Utilities Engineer
Eric Conklin, State Transportation Data Administrator
Attn: Systems & Classification Branch
Benny Walden, Statewide Location Bureau Chief
Ed David Adams, State Safety Program Manager
Brandon Kirby, District Engineer
Justin Lott, District Design Engineer
Lynn Palmer, District Utilities Supervisor
Heidi Schneider, Project Manager
BOARD MEMBER - 10th Congressional District

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

Project Type: Safety	P.I. Number: 0013954
GDOT District: 1	County: Clarke
Federal Route Number: N/A	State Route Number: SR 15 Alt
Project Number: N/A	

This project includes signal upgrades, pedestrian improvements including additional traffic control at midblock crosswalks, as well as the restriping and the addition of medians along the SR 15 Alt./Prince Avenue corridor to improve pedestrian safety and mobility.

Submitted for approval:

CR resubmitted 04/03/2019

L. Chris King
C. Chris King, PE, Atkins
Heidi Shiner De
Heidi Shiner De
GDOT Project Manager

12/21/2018

Date 1/24/19

Date 12/21/18
Date

Recommendation for approval:

* **Eric Duff**
State Environmental Administrator
* **Christopher Raymond**
for State Traffic Engineer
* **Brandon Kirby**
District Engineer

01/29/2019

Date

02/05/2019

Date

03/11/2019

Date

MPO Area: This project is consistent with the MPO adopted Regional Transportation Plan (RTP)/Long Range Transportation Plan (LRTP).
 Rural Area: This project is consistent with the goals outlined in the Statewide Transportation Plan (SWTP) and/or is included in the State Transportation Improvement Program (STIP).

R. Paul Janer
State Transportation Planning Administrator

1-31-19

Date

Approval:

Concur:

Heidi Shiner De
GDOT Director of Engineering

4-17-19

Date

Approve:

Monica B. Pirello
GDOT Chief Engineer

4-23-19

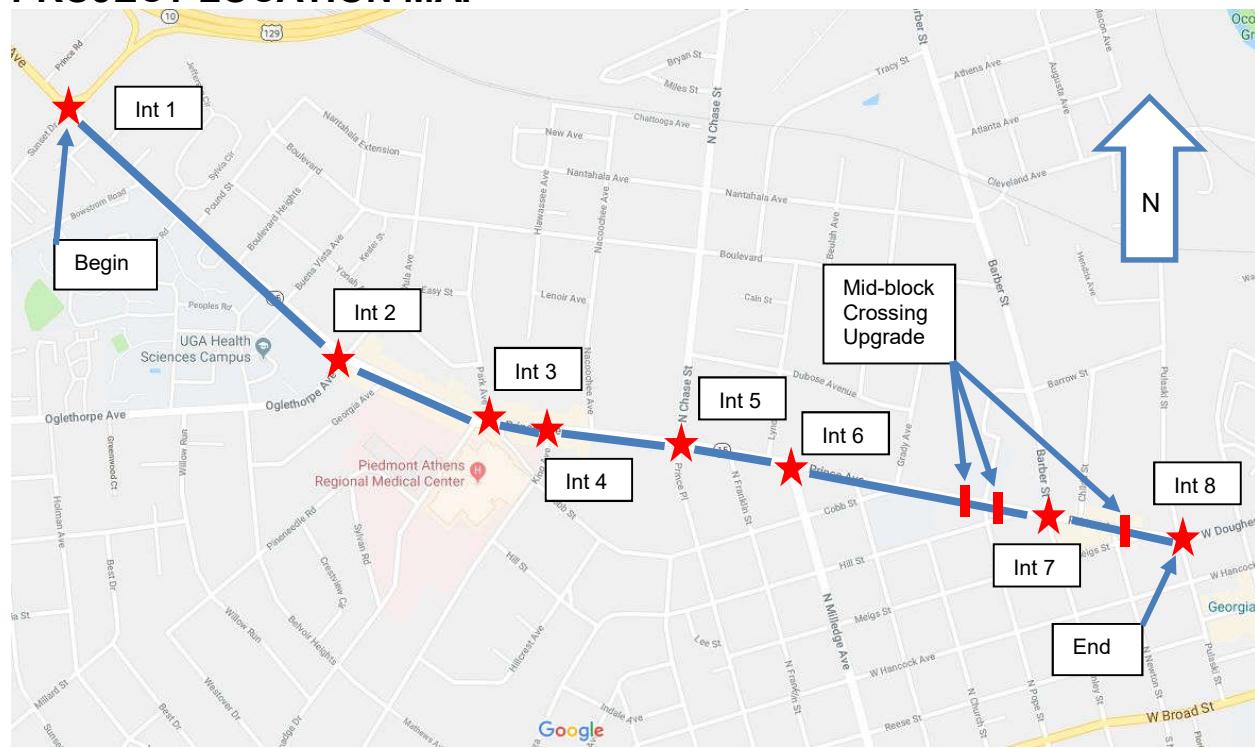
Date

* Notes Recommendations are on File

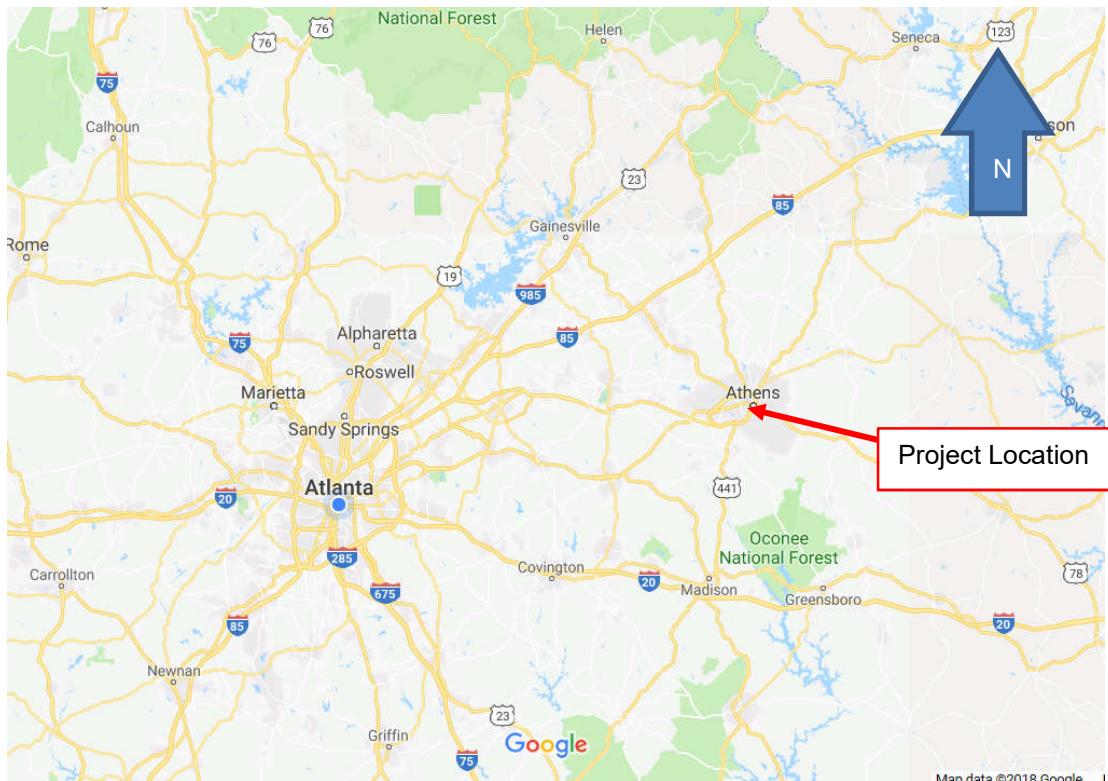
Recommendations received from the following:

* **Monica Flournoy, State Materials Engineer** 02/07/2019
* **Stevonn Dilligard, Utilities Preconstruction Specialist** 03/11/2019
* **Joshua Taylor, Assistant State Project Review Engineer** 03/11/2019

PROJECT LOCATION MAP



SR 15 Alt./Prince Avenue Corridor and Signalized Intersections (Map Not to Scale)- Clarke County



NOT TO SCALE

PLANNING & BACKGROUND DATA

Project Justification Statement (Office of Traffic Operations): GDOT conducted a Road Safety Audit along SR 15 Alt./Prince Avenue from Sunset Drive to Pulaski Street in Clarke County due to concerns about pedestrian mobility along the corridor. The recommendations of the report form the basis of the items within this concept report. This includes the signal and pedestrian upgrades, installation of pedestrian midblock crossings, resurfacing and restriping, and the addition of a median along the SR 15 Alt./Prince Avenue corridor to improve pedestrian mobility.

There are eight (8) signalized intersections along the corridor in need of improvements to address compliance with current GDOT standards and the requirements of the Americans with Disabilities Act (ADA). The proposed project will improve pedestrian mobility at these locations by providing pedestrian platforms, wheelchair ramps, pedestrian signals, and crosswalk striping. Table 1 also shows the reason these intersections need to be upgraded.

Table 1: Intersection Upgrade Needs:

County	City	Primary Route	Intersecting Road	Reason for Upgrade
Clarke	Athens	SR 15 Alt.	Sunset Drive	ADA/Ped Upgrade
Clarke	Athens	SR 15 Alt.	Oglethorpe Ave./Satula Ave.	ADA/Ped Upgrade
Clarke	Athens	SR 15 Alt.	Talmadge Dr./Park Ave.	ADA/Ped Upgrade
Clarke	Athens	SR 15 Alt.	King Avenue	ADA/Ped Upgrade
Clarke	Athens	SR 15 Alt.	N. Chase Street	ADA/Ped Upgrade
Clarke	Athens	SR 15 Alt.	N. Milledge Avenue	ADA/Ped Upgrade
Clarke	Athens	SR 15 Alt.	N. Finley St./Barber St.	ADA/Ped Upgrade
Clarke	Athens	SR 15 Alt.	Pulaski Street	ADA/Ped Upgrade

There are three (3) mid-block crossings also in need of improvements to address compliance with current GDOT standards and the requirements of the Americans with Disabilities Act (ADA). The proposed project will improve pedestrian mobility at these locations by providing pedestrian platforms, wheelchair ramps, and signalized traffic control such as pedestrian hybrid beacons as warranted.

Table 2: Mid-block Crossing Upgrade Needs:

County	City	Primary Route	Nearest Intersecting Driveway or Road	Reason for Upgrade
Clarke	Athens	CS 1228/Prince Ave.	Piedmont College Driveway	ADA/Ped Upgrade
Clarke	Athens	CS 1228/Prince Ave.	N. Pope Street	ADA/Ped Upgrade
Clarke	Athens	CS 1228/Prince Ave.	N. Newton Street	ADA/Ped Upgrade

Existing conditions:

- SR 15 Alt./Prince Avenue at Sunset Drive is a four-lane roadway with 12-foot lanes, dual left turn lanes for the southbound approach, a single left turn lane for the northbound approach and sidewalk on the east, south, and west corners of the intersection.
- SR 15 Alt./Prince Avenue at Oglethorpe Avenue/Satula Avenue is a four-lane roadway with 12-foot lanes, single left turn lanes for the northbound and southbound approaches and sidewalk on the east, south, and west corners of the intersection.
- SR 15 Alt./Prince Avenue at Talmadge Drive/Park Avenue is a four-lane roadway with 12-foot lanes, a single left turn lane for the northbound approach and sidewalk on the east, south, and west corners of the intersection. Parallel space, on-street parking exists just to the north of the intersection on the east side of SR 15 Alt.
- SR 15 Alt./Prince Avenue at King Avenue is a four-lane roadway with 12-foot lanes, single left turn lane for the northbound approach and sidewalk on the east, south, and west corners of the intersection.
- SR 15 Alt./Prince Avenue at N. Chase Street is a four-lane roadway with 12-foot lanes, single left turn lane for the northbound and southbound approaches and sidewalk on the east, south, and west corners of the intersection.

County: Clarke

- SR 15 Alt./Prince Avenue at Milledge Avenue is a four-lane roadway with 12-foot lanes, a single right turn lane for the southbound approach and sidewalk on the east, south, and west corners of the intersection.
- SR 15 Alt./Prince Avenue at N. Finley Street/Barber Street is a four-lane roadway with 12-foot lanes, single left turn lanes for the northbound and southbound approaches and sidewalk on the east, south, and west corners of the intersection.
- SR 15 Alt./Prince Avenue at Pulaski Street is a four-lane roadway with 12-foot lanes, a through-left turn lane for the southbound approach, a single left turn lane for the northbound approach and sidewalk on the east, south, and west corners of the intersection.

Other projects in the area:

- Athens-Clarke County project that will install sidewalk from Sunset Drive to Pound Street and minor upgrades to the signal at SR 15 Alt. and Sunset Drive.

MPO: Athens**TIP #:** N/A**Congressional District(s):** 10**Federal Oversight:** PoDI Exempt State Funded Other

***Projected Traffic:** N/A 24 HR T: N/A %
 Current Year (20WW): N/A Open Year (20XX): N/A Design Year (20YY): N/A
 Traffic Projections Performed by: N/A
 Date approved by the GDOT Office of Planning: N/A

*Traffic to be completed under preliminary design task order as determined by the TMC. Capacity Analysis Summary will also be performed as part of traffic analysis during preliminary design.

Functional Classification (Mainline): Urban Minor Arterial Street**Complete Streets - Bicycle, Pedestrian, and/or Transit Standards Warrants:**Warrants met: None Bicycle Pedestrian Transit**Pavement Evaluation and Recommendations**

Initial Pavement Evaluation Summary Report Required? No Yes
 Feasible Pavement Alternatives: HMA PCC HMA & PCC

DESIGN AND STRUCTURAL

Description of Proposed Project:

This project is located in Athens, Georgia and is approximately 1.75 miles in length along SR 15 Alt./Prince Avenue. As part of this project, SR 15 Alt./Prince Avenue will be resurfaced, restriped, existing signalized intersections upgraded, pedestrian facilities upgraded to meet current ADA standards at the intersections, and Rectangular Rapid Flashing Beacon (RRFB) midblock crossings will be added in three locations. Signal interconnect will be installed from Milledge Avenue to Pulaski Street. This project will also include the resurfacing and restriping of the entire project corridor from Sunset Drive to Pulaski Street. A traffic analysis will be conducted to study the existing lane configuration throughout the corridor. The traffic analysis will consider lane reduction; however, at this time lane reduction will not be included in this project. A raised median will be installed between Oglethorpe Ave/Satula Ave and Talmadge Drive, north of King Avenue, and between King Avenue and N. Chase Street.

Major Structures: N/A

Mainline Design Features: SR15 Alt./Prince Avenue

Feature	Existing	Policy	Proposed
Typical Section			
- Number of Lanes	4		4
- Lane Width(s)	11-12 ft	11-12 ft	11-12 ft
- Median Width & Type	N/A	20 ft raised	12 ft raised (limited locations)
- Border Area Width	10-16 ft	10-16 ft	10-16 ft
- Outside Shoulder Slope	2%	2%	2%
- Inside Shoulder Width	N/A	N/A	N/A
- Sidewalks	5 ft (typical)	5 ft	N/A
- Auxiliary Lanes	12 ft		N/A
- Bike Accommodations	N/A	4-5 ft	**N/A
Posted Speed	35-40 MPH		35-40 MPH
Design Speed	Unknown	45 MPH	45 MPH
Minimum Horizontal Curve Radius	Unknown	711	Match Existing
Maximum Superelevation Rate	Unknown	4%	4%
Maximum Grade	Unknown	6%	6%
Access Control	By Permit	By Permit	By Permit
Design Vehicle	Unknown		WB-67
Pavement Type	HMA		HMA

*According to current GDOT design policy if applicable

**See Design Variances

Is the project located on a NHS roadway? No Yes

Design Exceptions/Design Variances to FHWA or GDOT Controlling Criteria anticipated: None.

Design Variances to GDOT Standard Criteria anticipated:

- Complete Streets Warrant for bicycles
- Median Usage for substandard median width

Lighting required: No Yes

Project will not impact lighting on existing utility poles.

Off-site Detours Anticipated: No Undetermined Yes

Transportation Management Plan [TMP] Required: No Yes

If Yes: Project classified as: Non-Significant

TMP Components Anticipated: TTC

INTERCHANGES AND INTERSECTIONS

Major Interchanges/Intersections:

- SR 15 Alt./Prince Ave @ Sunset Drive
- SR 15 Alt./Prince Avenue at Oglethorpe Avenue/Satula Avenue
- SR 15 Alt./Prince Avenue at Talmadge Drive/Park Avenue
- SR 15 Alt./Prince Avenue at King Avenue
- SR 15 Alt./Prince Avenue at N. Chase Street
- SR 15 Alt./Prince Avenue at Milledge Avenue

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- SR 15 Alt./Prince Avenue at N. Finley Street/Barber Street
- SR 15 Alt./Prince Avenue at Pulaski Street

Intersection Control Evaluation (ICE) Required: No Yes
 ICE Waivers for Intersections SR 15 Alt @ Nacoochee Ave and SR 15 Alt @ Georgia Ave approved on 12/12/2018. A complete ICE Report and updated traffic counts and analysis will be completed as part of Preliminary Engineering.

Roundabout Peer Review Required: No Yes Completed – Date:

UTILITY AND PROPERTY

Railroad Involvement: None.

Utility Involvements:

- Athens Clarke County Sewer
- Athens Clarke County Water
- Atlanta Gas Light
- AT&T Telecom
- Charter Communications Telecom
- Crown Castle
- Georgia Power
- Parker Fibernet LLC Telecom
- University of Georgia Internet

SUE Required: No Yes

Public Interest Determination Policy and Procedure recommended? No Yes

Right-of-Way: Existing width: 65-100 ft. Proposed width: 65-100 ft.
 Required Right-of-Way anticipated: None Yes Undetermined
 Easements anticipated: None Temporary Permanent Utility Other

Anticipated total number of impacted parcels: 13*
 Displacements anticipated: Businesses: 0
 Residences: 0
 Other: 0
 Total Displacements: 0

Permanent Easements will need to be bought with the right to place utilities.

Impacts to USACE property anticipated? No Yes Undetermined

CONTEXT SENSITIVE SOLUTIONS

Issues of Concern: According to Georgia's Natural, Archaeological an Historic Resources GIS (GNAHRGIS) site, the National Register of Historic Places (NRHP), and the Athens-Clarke County Planning Department, the project spans several historic districts: Oglethorpe Avenue Historic District, Buena Vista Heights Historic District, Cobbham Historic District, Boulevard Historic District, Brightwell Shotgun Row District, and Downtown Athens Historic District. Further, several properties along the corridor are specifically listed on the NRHP, including the President's House, the Lumpkin House, and the Sorrells House. Aesthetic features pertaining to the installation of mast arms, lighting, pedestrian accommodations, and potentially the signage would need to be considered to maintain the setting of the historic area.

County: Clarke

Context Sensitive Solutions Proposed: As a means to maintain the potentially historic setting of the area, any lighting and mast arms that would be included in the design may need to be painted or fluted, and lighting may need to be lower, soft lighting, as opposed to bright light-emitting diode (LED) lights. Further, the proposed project may need to include landscaping, sidewalks and crosswalks may need to incorporate brick features to keep with the setting of the corridor, and posted signage stating historic district designation would also need to be considered. Coordination and consultation regarding the design would need to be completed with local government for additional considerations that would need to occur. The local government (Athens-Clarke County) would be responsible for the funding for these project improvements.

ENVIRONMENTAL AND PERMITS

Anticipated Environmental Document:

NEPA:	<input type="checkbox"/> PCE	<input checked="" type="checkbox"/> CE	<input type="checkbox"/> EA-FONSI
GEPA:	<input type="checkbox"/> Type A	<input type="checkbox"/> Type B	<input type="checkbox"/> None

Level of Environmental Analysis:

- The environmental considerations noted below are based on preliminary desktop or screening level environmental analysis and are subject to revision after the completion of resource identification, delineation, and agency concurrence.
- The environmental considerations noted below are based on the completion of resource identification, delineation, and agency concurrence.

Water Quality Requirements:

MS4 Compliance – Is the project located in an MS4 area?	<input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes
Is Non-MS4 water quality mitigation anticipated?	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes

Environmental Permits, Variances, Commitments, and Coordination anticipated: Coordination with local hospitals, Landmark Hospital and Piedmont Athens Regional Medical Center, the University of Georgia (project abuts UGA Health Sciences campus) and Piedmont College would need to occur, as project construction could lead to traffic disruptions.

Air Quality:

Is the project located in an Ozone Non-attainment area?	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes
Carbon Monoxide hotspot analysis required?	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes

NEPA/GEPA Comments & Information:

NEPA/GEPA: Several historic districts, including individual properties listed on the NRHP are located throughout the project corridor. Should the project require a transportation use from a historic resource and the action is determined to be adverse by the SHPO, Section 4(f), which requires the consideration of public recreational lands, wildlife refuges, and historic sites in respect to transportation project development, would be applicable to the project. Further, if any trees located throughout the corridor that are deemed historic or contributing as a historic feature to a district or individually historic property, coordination and consultation with an arborist regarding any impact to the trees, including the critical root zone, would be required. Should ROW be required from any of the gas stations located within the corridor, a Phase I and II Environmental Site Assessment would be anticipated.

Ecology: No ecological resources were observed upon desktop search; however, a field visit would be required to identify potential waters beyond the desktop search.

History: According to GNAHRGIS, the NRHP, and the Athens-Clarke County Planning Department, the project spans several historic districts: Oglethorpe Avenue Historic District, Buena Vista Heights Historic

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District, Chobham Historic District, Boulevard Historic District, Brightwell Shotgun Row District, and Downtown Athens Historic District. Further, several properties along the corridor are specifically listed on the NRHP, including the President's House, the Lumpkin House, and the Sorrells House. Historic markers are also placed at these locations and would need to be maintained or replaced in kind. If any trees located throughout the corridor that are deemed historic or contributing as a historic feature to a district or individually historic property, coordination and consultation with an arborist regarding any impact to the trees, including the critical root zone, would be required. A field survey will be needed to determine if there are additional historic resources in the area beyond the desktop search.

Archeology: According to a desktop survey, the Weir-Archer cemetery is within the project area; however, the cemetery does not abut the project corridor. A field survey will be needed to determine if additional archaeological resources exist in the area.

Air Quality: Due to the project being limited to pedestrian and mast arm upgrades, no CO analysis would be required.

Noise Effects: Due to the project being limited to resurfacing and restriping, and pedestrian and signal upgrades, the proposed project would be a Type III noise project.

Public Involvement: The addition of mid-block crossing signals could be of public interest. Consultation regarding the need for a PIOH would be prudent. Coordination with local hospitals, Landmark Hospital and Piedmont Athens Regional Medical Center, the University of Georgia (project abuts UGA Health Sciences campus) and Piedmont College would need to occur, as project construction could lead to traffic disruptions. The proposed traffic control being considered for these mid-block crossings is Rapid Flashing Beacons (RFBs).

COORDINATION, ACTIVITIES, RESPONSIBILITIES, AND COSTS

Is Federal Aviation Administration (FAA) coordination anticipated? No Yes

Project Meetings:

Coordination meeting with Athens-Clarke County on 3/12/18

Concept Design and Traffic Meeting on 7/11/18

Concept Team Meeting on 9/13/18

Other coordination to date:

Project Activity	Party Responsible for Performing Task(s)
Concept Development	Atkins/GDOT OPD
Design	Atkins/GDOT OPD
Right-of-Way Acquisition	GDOT ROW
Utility Coordination (Preconstruction)	GDOT Utility/Utility Companies
Utility Relocation (Construction)	Utility Companies
Letting to Contract	GDOT Construction
Construction Supervision	GDOT Construction
Providing Material Pits	N/A
Providing Detours	N/A
Environmental Studies, Documents, & Permits	Atkins/GDOT Environmental
Environmental Mitigation	GDOT Environmental
Construction Inspection & Materials Testing	GDOT Construction

Note: Interconnect coordination will be needed as noted by the District.

Project Cost Estimate and Funding Responsibilities:

	PE Activities		ROW	Reimbursable Utilities	CST*	Total Cost
	PE Funding	Section 404 Mitigation				
Funded By	GDOT	N/A	GDOT	GDOT	GDOT	
\$ Amount	\$210,000.00	N/A	\$553,000	\$753,000	\$3,103,643.74	\$4,619,643.74
Date of Estimate	2016	N/A	8/16/18	9/5/18	03/15/2019	

*CST Cost includes: Construction, Engineering and Inspection, Contingencies, and Total Liquid AC adjustment.

ALTERNATIVES DISCUSSION

No-Build Alternative:
Estimated Property Impacts: N/A
Estimated ROW Cost: \$0

Rationale: This alternative does not fulfill the objectives of the Project Justification Statement.

Preferred Alternative: Signal upgrades, pedestrian improvements including additional traffic control at midblock crosswalks, restriping, and the addition of medians along the SR 15 Alt./Prince Avenue corridor
Estimated Property Impacts: 16
Estimated ROW Cost: \$553,000

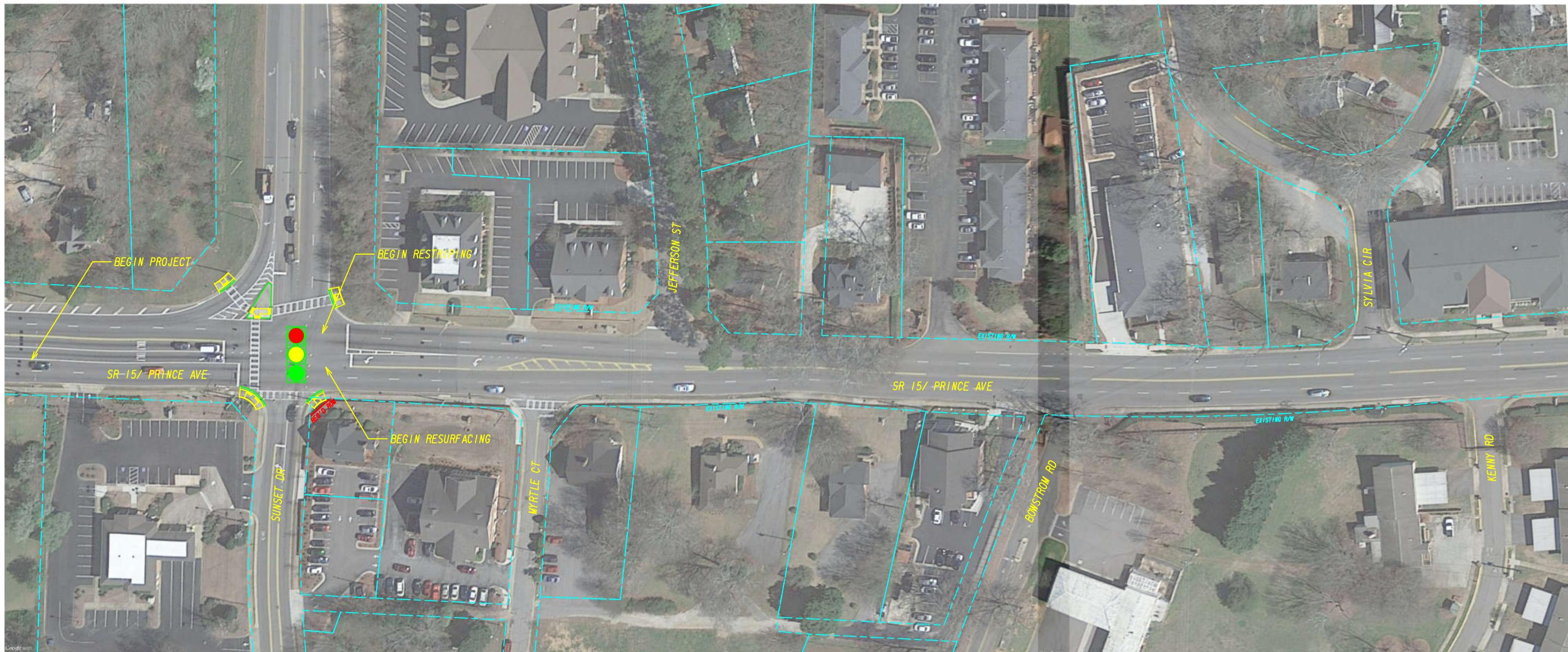
Rationale: Based on the Road Safety Audit along SR 15 Alt./Prince Avenue from Sunset Drive to Pulaski Street in Clarke County, the improvements recommended including signal and pedestrian upgrades, installation of pedestrian midblock crossings, resurfacing and restriping, and the addition of a median along the SR 15 Alt./Prince Avenue corridor will improve pedestrian mobility along the corridor.

Additional Comments/ Information: None.

LIST OF ATTACHMENTS/SUPPORTING DATA

1. Concept Layout
2. Typical sections
3. Cost Estimates
 - a. Revision to Programmed Costs
 - b. Georgia 411 Report
 - c. Preliminary Utility Cost Estimate
 - d. ROW Cost Estimate Summary Page
 - e. Cost Increase Justification Letter
4. Concept Utility Report
5. Crash Summaries
6. Traffic diagrams or projections – Pending Task Order
7. Meeting Minutes
 - a. Concept Team Meeting
 - b. Concept Design and Traffic Meeting
 - c. Athens-Clarke County Coordination Meeting
8. ICE Waivers
 - a. SR 15 at Nacoochee Avenue
 - b. SR 15 at Georgia Avenue
9. MS4 Concept Report Summary

Concept Layout



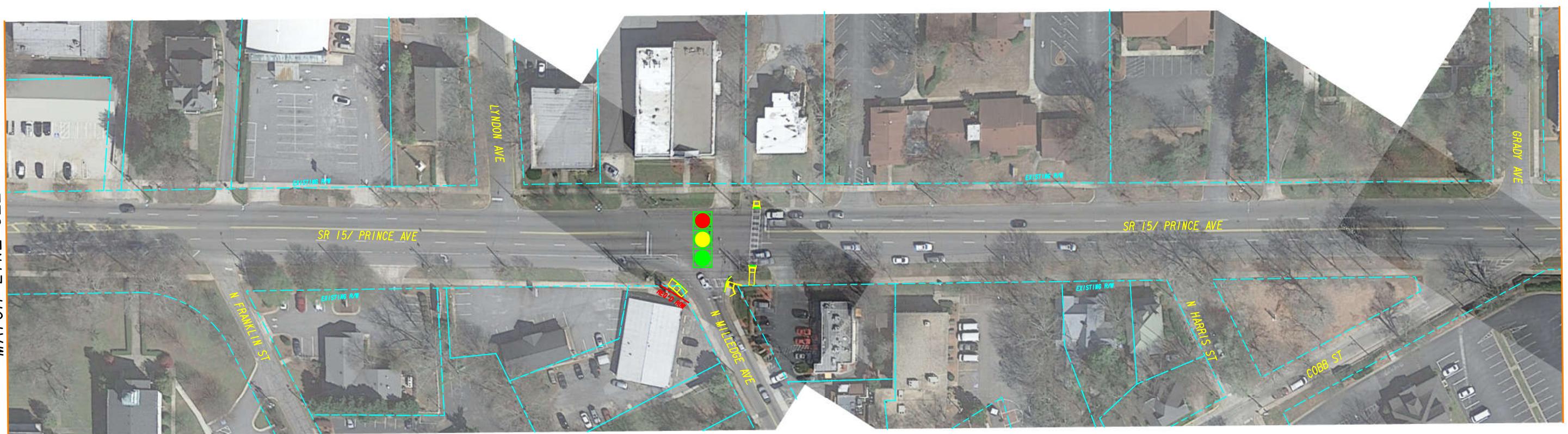
MATCH LINE SEE SHEET 2





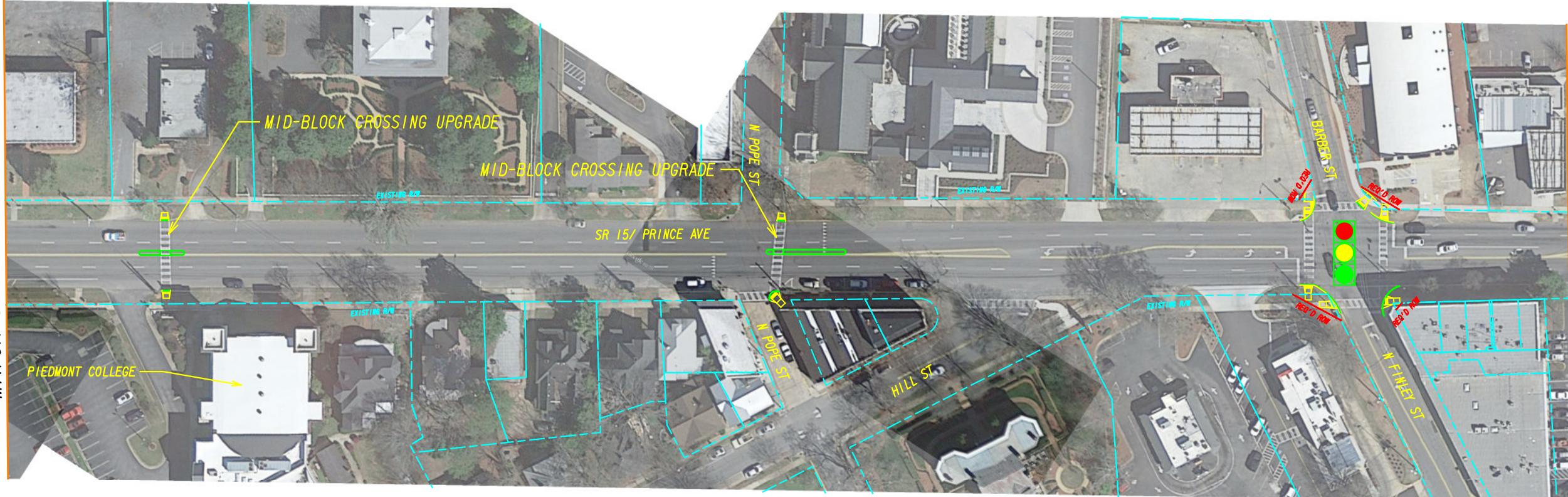


MATCH LINE SEE SHEET 4

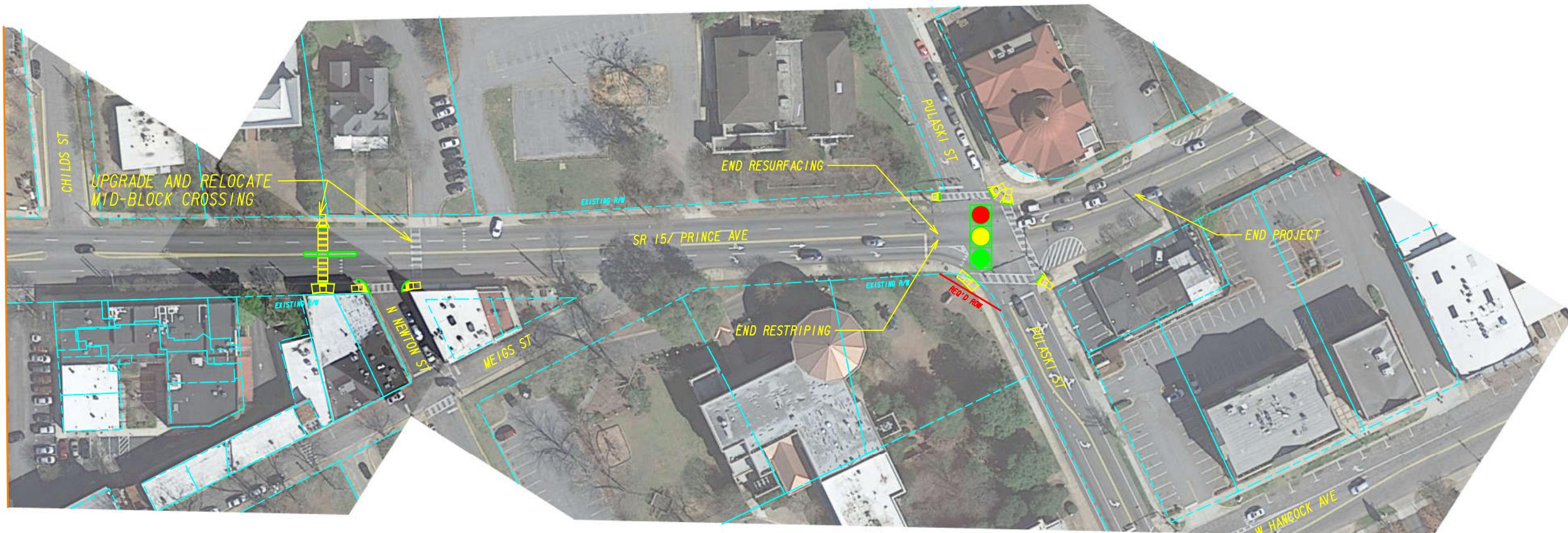


MATCH LINE SEE SHEET 6

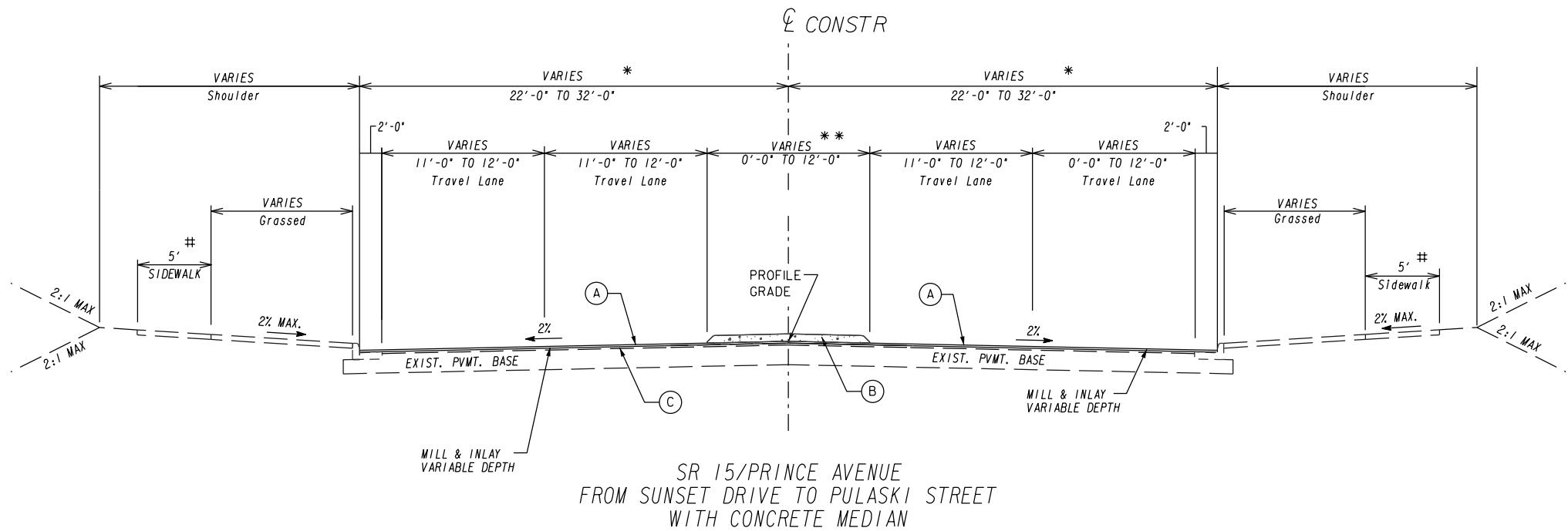
MATCH LINE SEE SHEET 5



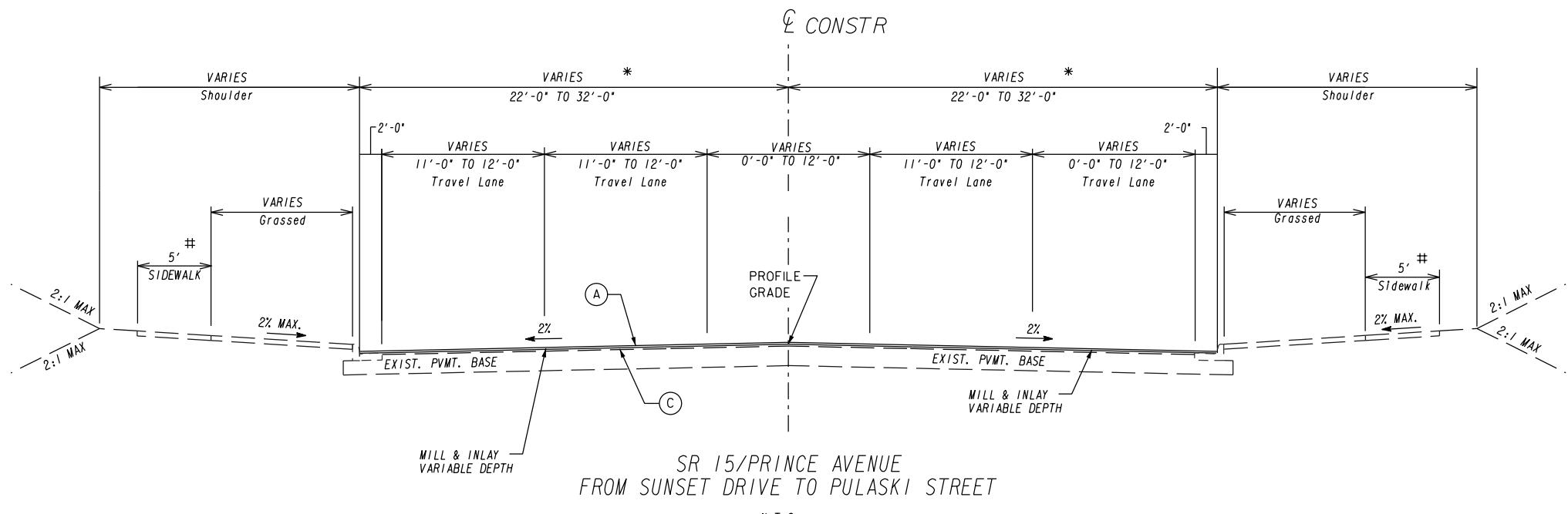
MATCH LINE SEE SHEET 6



Typical Sections



PAVEMENT MATERIAL SCHEDULE		
Ⓐ	RECYCLED ASPH CONC, 12.5 mm SUPERPAVE, 165 LBS./SY	
Ⓑ	6 IN CONCRETE MEDIAN (COLORED, STAMPED CONCRETE)	
Ⓒ	RECYCLED ASPH CONC LEVELING, INCL BITUM MATL & H LIME - AS REQ'D	



Revision to Programmed Cost



Interoffice Memo

FILE P.I. No. 0013954

OFFICE Office Of Program Delivery

PROJECT DESCRIPTION

SR 15 Alt./CR 1228 from Sunset Drive to S of Pulaski Street

DATE March 18, 2019

From: Kimberly W. Nesbitt, State Program Delivery Administrator

Kyystal Stovall-Dixon

To: Erik Rohde, P.E., State Project Review Engineer
via Email Mailbox: CostEstimatesandUpdates@dot.ga.gov

Subject: REVISIONS TO PROGRAMMED COSTS

PROJECT MANAGER Heidi Schneider

MGMT LET DATE February 15, 2022

MGMT ROW DATE February 15, 2021

PROGRAMMED COSTS (TPro W/OUT INFLATION)

LAST ESTIMATE UPDATE

CONSTRUCTION \$ 625,000.00

DATE [REDACTED]

RIGHT OF WAY \$ [REDACTED]

DATE [REDACTED]

UTILITIES \$ [REDACTED]

DATE [REDACTED]

REVISED COST ESTIMATES

CONSTRUCTION* \$ 3,103,643.74

DATE [REDACTED]

RIGHT OF WAY \$ 553,000.00

DATE [REDACTED]

UTILITIES \$ 753,000.00

*Cost Contains 5 % Contingency

REASONS FOR COST INCREASE AND CONTINGENCY JUSTIFICATION:

Concept level cost estimate for construction. Additional scope to the project for resurfacing/restriping the entire length of the project corridor, adding raised median, and adding 3 mid block RRFB crossings per Road Safety Audit (RSA) report recommendations.

CONTINGENCY SUMMARY

A. CONSTRUCTION COST ESTIMATE:	\$ 2,703,676.38	Base Estimate From CES
B. ENGINEERING AND INSPECTION (E & I):	\$ 135,183.82	Base Estimate (A) x 5 %
C. CONTINGENCY:	\$ 141,943.01	Base Estimate (A + B) x 5 % <u>See % Table in "Risk Based Cost Estimation" Memo</u>
D. TOTAL LIQUID AC ADJUSTMENT:	\$ 122,840.53	Total From Liquid AC Spreadsheet
E. CONSTRUCTION TOTAL:	\$ 3,103,643.74	(A + B + C + D = E)

REIMBURSABLE UTILITY COSTS

UTILITY OWNER	REIMBURSABLE COST
AT&T	\$ 88,000.00
Georgia Power	\$ 665,000.00
TOTAL	\$ 753,000.00

ATTACHMENTS: (File Copy in the Project Cost Estimate Folder)

Detailed Cost Estimate Printout From GDOT 411
 Utility Cost Estimate
 ROW Cost Estimate
 Cost increase Letter
 Liquid AC Adjustment Spreadsheet

Consultant Validation of Final QC/QA for Construction Cost Estimate Used in This Revision To Programmed Costs

COMPANY NAME: Atkins North America

VALIDATION OF FINAL QC/QA

PRINTED NAME: C. Chris King

TITLE: Project Manager

SIGNATURE:



DATE: March 18, 2019

PROJ. NO. **N/A**
 P.I. NO. **0013954**
 DATE **3/18/2019**

CALL NO. **0/00/2016**

INDEX (TYPE)	DATE	INDEX
REG. UNLEADED	Mar-19	\$ 2.296
DIESEL		\$ 2.979
LIQUID AC		\$ 503.00

Link to AC Index:
<http://www.dot.ga.gov/PS/Materials/AsphaltFuelIndex>

LIQUID AC ADJUSTMENTS

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

Asphalt

Price Adjustment (PA)							
Monthly Asphalt Cement Price month placed (APM)			Max. Cap	60%	\$	804.80	
Monthly Asphalt Cement Price month project let (APL)					\$	503.00	
Total Monthly Tonnage of asphalt cement (TMT)						395	

ASPHALT	Tons	%AC	AC ton
Leveling	2500	5.0%	125
12.5 OGFC		5.0%	0
12.5 mm	5400	5.0%	270
9.5 mm SP		5.0%	0
25 mm SP		5.0%	0
19 mm SP		5.0%	0
	7900		395

BITUMINOUS TACK COAT

Price Adjustment (PA)							
Monthly Asphalt Cement Price month placed (APM)			Max. Cap	60%	\$	3,629.53	
Monthly Asphalt Cement Price month project let (APL)					\$	804.80	
Total Monthly Tonnage of asphalt cement (TMT)					\$	503.00	
						12.02628258	

Bitum Tack	Gals	gals/ton	tons
	2800	232.8234	12.0262826

BITUMINOUS TACK COAT (surface treatment)

Price Adjustment (PA)							
Monthly Asphalt Cement Price month placed (APM)			Max. Cap	60%	\$	804.80	
Monthly Asphalt Cement Price month project let (APL)					\$	503.00	
Total Monthly Tonnage of asphalt cement (TMT)						0	

	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 **\$ 122,840.53**

Georgia 411 Report

Detailed Cost Estimate

Job ID: 0013954

Detailed Cost Estimate

Time Processed: Mar-18-2019 10:48:58 AM

JOB NUMBER: 0013954

FED/STATE
PROJECT
NUMBER:

SPEC YEAR: 13
ITEM ALL_2018Q3_24MO
HISTORY:
DESCRIPTION: SR 15 ALT/CR 1228 FROM SUNSET DRIVE TO S OF PULASKI STREET
ASSIGNED ATKINS - CONSULTANTS
CONTROL
GROUP:

ITEMS FOR JOB 0013954

Line Number	Item	Quantity	Units	Price	Description	Amount
0005	150-1000	1.00	LS	\$150,000.0000	TRAFFIC CONTROL - 0013954	\$150,000.00
0009	153-1300	1.00	EA	\$90,972.25385	FIELD ENGINEERS OFFICE TP 3	\$90,972.25
0010	210-0100	1.00	LS	\$250,000.0000	GRADING COMPLETE - 0013954	\$250,000.00
0020	432-5010	65000.00	SY	\$2.31099	MILL ASPH CONC PVMT,VARB DEPTH	\$150,214.35
0024	402-1812	2500.00	TN	\$76.64421	RECYL AC LEVELING,INC BM&HL	\$191,610.53
0025	402-4510	5400.00	TN	\$85.32380	RECYL AC 12.5 MM SP,GP2ONLY,INC P-MBM&HL	\$460,748.52
0030	413-0750	2800.00	GL	\$2.25909	TACK COAT	\$6,325.45
0035	441-0108	725.00	SY	\$64.74141	CONC SIDEWALK, 8 IN	\$46,937.52
0040	441-0748	3000.00	SY	\$53.52724	CONC MEDIAN, 6 IN	\$160,581.72
0048	441-6222	1200.00	LF	\$25.31817	CONC CURB & GUTTER/ 8X30TP2	\$30,381.80
0049	653-0120	24.00	EA	\$84.15701	THERM PVMT MARK, ARROW, TP 2	\$2,019.77
0050	653-2501	3.80	LM	\$2,165.23057	THERMO SOLID TRAF ST, 5 IN, WH	\$8,227.88
0055	653-2502	3.80	LM	\$2,155.56222	THERMO SOLID TRAF ST, 5 IN YE	\$8,191.14
0060	653-1704	600.00	LF	\$7.35139	THERM SOLID TRAF STRIPE,24,WH	\$4,410.83
0065	653-1804	2500.00	LF	\$2.36364	THERM SOLID TRAF STRIPE, 8,WH	\$5,909.10
0070	653-4501	3.30	GLM	\$1,293.74849	THERMO SKIP TRAF ST, 5 IN, WHI	\$4,269.37
0074	654-1003	526.00	EA	\$4.19339	RAISED PVMT MARKERS TP 3	\$2,205.72
0105	639-4004	11.00	EA	\$8,404.23132	STRAIN POLE, TP IV	\$92,446.54
0109	639-3014	6.00	EA	\$10,000.0000	STEEL STR POLE,TP 4,LUMIN ARM 50 FT MAST ARM	\$60,000.00
0110	639-3014	1.00	EA	\$10,000.0000	STEEL STR POLE,TP 4,LUMIN ARM 60 FT MAST ARM	\$10,000.00
0114	639-3014	1.00	EA	\$16,000.0000	STEEL STR POLE,TP 4,LUMIN ARM 35 & 45 FT MAST ARMS	\$16,000.00
0115	639-3014	1.00	EA	\$16,000.0000	STEEL STR POLE,TP 4,LUMIN ARM 35 & 50 FT MAST ARMS	\$16,000.00
0119	639-3014	2.00	EA	\$17,000.0000	STEEL STR POLE,TP 4,LUMIN ARM 45 & 50 FT MAST ARMS	\$34,000.00
0120	639-3014	1.00	EA	\$17,000.0000	STEEL STR POLE,TP 4,LUMIN ARM 45 & 65 FT MAST ARMS	\$17,000.00
0125	647-1000	1.00	LS	\$65,000.0000	TRAF SIGNAL INSTALLATION NO - 1	\$65,000.00
0130	647-1000	1.00	LS	\$65,000.0000	TRAF SIGNAL INSTALLATION NO - 2	\$65,000.00
0135	647-1000	1.00	LS	\$65,000.0000	TRAF SIGNAL INSTALLATION NO - 3	\$65,000.00
0140	647-1000	1.00	LS	\$65,000.0000	TRAF SIGNAL INSTALLATION NO - 4	\$65,000.00
0145	647-1000	1.00	LS	\$65,000.0000	TRAF SIGNAL INSTALLATION NO - 5	\$65,000.00
0150	647-1000	1.00	LS	\$65,000.0000	TRAF SIGNAL INSTALLATION NO - 6	\$65,000.00
0155	647-1000	1.00	LS	\$65,000.0000	TRAF SIGNAL INSTALLATION NO - 7	\$65,000.00
0160	647-1000	1.00	LS	\$65,000.0000	TRAF SIGNAL INSTALLATION NO - 8	\$65,000.00
0180	682-6233	6900.00	LF	\$5.00000	CONDUIT, NONMETL, TP 3, 2 IN	\$34,500.00
0185	682-9950	3000.00	LF	\$9.00000	DIRECTIONAL BORE - 3 IN	\$27,000.00
0190	682-9950	600.00	LF	\$13.00000	DIRECTIONAL BORE - 5 IN	\$7,800.00
0195	682-9950	900.00	LF	\$16.00000	DIRECTIONAL BORE - 7 IN	\$14,400.00
0200	935-1116	3440.00	LF	\$2.30000	OUT PLNT FBR OPT CBL,LOOSE TB,SM,72 FBR	\$7,912.00
0205	935-1512	195.00	LF	\$2.10000	OUT PLNT FBR OPT CBL,DROP,SM,12 FBR	\$409.50
0210	935-3502	3.00	EA	\$600.00000	FBR OPTIC CLOSURE,FDC(WALL MTD),12 FBR	\$1,800.00
0215	935-4010	24.00	EA	\$53.65874	FIBER OPTIC SPLICE, FUSION	\$1,287.81
0220	939-2237	6.00	EA	\$200.00000	GBIC, TYPE D	\$1,200.00
0225	939-2300	3.00	EA	\$2,125.54954	FIELD SWITCH, TYPE A	\$6,376.65
0230	163-0232	0.80	AC	\$719.72402	TEMPORARY GRASSING	\$575.78
0235	163-0240	28.00	TN	\$266.95218	MULCH	\$7,474.66
0240	163-0300	4.00	EA	\$1,869.30928	CONSTRUCTION EXIT	\$7,477.24
0245	163-0550	46.00	EA	\$170.58292	CONS & REM INLET SEDIMENT TRAP	\$7,846.81
0250	165-0010	480.00	LF	\$0.79046	MAINT OF TEMP SILT FENCE, TP A	\$379.42

Line Number	Item	Quantity	Units	Price	Description	Amount
0255	165-0030	160.00	LF	\$1.65001	MAINT OF TEMP SILT FENCE, TP C	\$264.00
0260	165-0101	4.00	EA	\$689.51402	MAINT OF CONST EXIT	\$2,758.06
0265	165-0105	46.00	EA	\$62.63813	MAINT OF INLET SEDIMENT TRAP	\$2,881.35
0270	167-1000	8.00	EA	\$248.24898	WATER QUALITY MONITORING AND SAMPLING	\$1,985.99
0275	167-1500	12.00	MO	\$572.69360	WATER QUALITY INSPECTIONS	\$6,872.32
0280	171-0010	960.00	LF	\$2.60039	TEMPORARY SILT FENCE, TYPE A	\$2,496.37
0285	171-0030	320.00	LF	\$3.87186	TEMPORARY SILT FENCE, TYPE C	\$1,239.00
0290	700-6910	1.60	AC	\$535.62033	PERMANENT GRASSING	\$856.99
0295	700-7000	4.00	TN	\$14.77426	AGRICULTURAL LIME	\$59.10
0300	700-8000	1.20	TN	\$781.46513	FERTILIZER MIXED GRADE	\$937.76
0305	700-8100	80.00	LB	\$2.80863	FERTILIZER NITROGEN CONTENT	\$224.69
0310	700-9300	240.00	SY	\$10.07287	SOD	\$2,417.49
0315	668-1100	12.00	EA	\$2,829.40107	CATCH BASIN, GP 1	\$33,952.81
0320	668-4300	6.00	EA	\$2,410.29595	STORM SEW MANHOLE, TP 1	\$14,461.78
0325	550-1180	400.00	LF	\$59.27715	STM DR PIPE 18,H 1-10	\$23,710.86
0330	636-1033	250.00	SF	\$16.88547	HWY SIGNS, TP1MAT,REFL SH TP 9	\$4,221.37
0335	636-2070	80.00	LF	\$9.78364	GALV STEEL POSTS, TP 7	\$782.69
0340	653-1804	6580.00	LF	\$2.35314	THERM SOLID TRAF STRIPE, 8,WH	\$15,483.66
0345	653-6004	120.00	SY	\$5.01547	THERM TRAF STRIPING, WHITE	\$601.86
0350	653-6006	550.00	SY	\$4.68340	THERM TRAF STRIPING, YELLOW	\$2,575.87
0355	999-3800	6.00	EA	\$20,000.00000	RECTANGULAR RAPID BEACON ASSY	\$120,000.00
Total						\$2,703,676.38

TOTALS FOR JOB 0013954

ITEMS COST:	\$2,703,676.38
COST GROUP COST:	\$0.00
ESTIMATED COST:	\$2,703,676.38
CONTINGENCY PERCENT:	0.00%
ENGINEERING AND INSPECTION:	0.00%
ESTIMATED COST WITH CONTINGENCY AND E&I:	\$2,703,676.38

File Location: Div of Preconstruction > CES

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Preliminary Utility Cost Estimate

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE

Project No: n/a Office GAINESVILLE
County Clarke Date: September 5, 2018
P.I.# 0013954

Description: *SR 15 ALT/CR 1228 From Sunset Drive to S of Pulaski Street*

Robby Oliver, District Utilities Manager

TO Heidi Schneider, Project Manager

SUBJECT PRELIMINARY UTILITY COST ESTIMATE

A review of utilities located on the above referenced project has been conducted without a design concept. Listed below is a breakdown of the anticipated reimbursable and non-reimbursable cost.

<u>Utility Owner</u>	<u>Reimbursable</u>	<u>Non-Reimbursable</u>	<u>Estimate Based on</u>
ACC Sewer	** \$0.00	\$6,400.00	Site Visit / Available Drawings
ACC Water	** \$0.00	\$29,200.00	Site Visit / Available Drawings
Atlanta Gas Light	\$0.00	\$1,200.00	Site Visit / Available Drawings
AT &T	\$88,000.00	\$356,200.00	Site Visit / Available Drawings
Charter Communication	\$0.00	\$32,400.00	Site Visit / Available Drawings
Crown Castle	\$0.00	\$11,700.00	Site Visit / Available Drawings
Georgia Power	\$665,000.00	\$0.00	Site Visit / Available Drawings
Parker Fibernet	\$0.00	\$32,400.00	Site Visit / Available Drawings
UGA Internet	\$0.00	\$11,700.00	Site Visit / Available Drawings
Total	100.00%	\$753,000.00	\$481,200.00
Department Responsibility	100.00%	\$753,000.00	
Local Sponsor Responsibility	0.00%	\$0.00	PFA Dated N/A with N/A

** Indicates Potential Utility Aid Request from Local Gov't

Estimate is based on the best available information at the current stage, unforeseen prior rights information may be provided by the Utility Company at a later date that could cause some non-reimbursable costs to shift to the reimbursable cost column.

This estimate is based on the premise that no underground facility will be in conflict, based on the information we have at this time.

If additional information is needed, please contact Robby Oliver at 770-533-8320.

cc: Patrick Allen, State Utilities Administrator

Yulonda Pride-Foster, State Utilities Preconstruction Manager

Ashlyn Morgan (Atkins North America, Inc), Designer

Brandon Kirby, District Preconstruction Engineer

Shannon Giles, Area Manager

File

440

ROW Cost Estimate

GEORGIA DEPARTMENT OF TRANSPORTATION
PRELIMINARY ROW COST ESTIMATE SUMMARY

Date: 8/16/2018 Project: N/A
Revised: County: Clarke
PI: 13954

Description: Intersection-Pedestrian Safety Improvements
Project Termini: Prince Ave. @ Pulaski Street

Existing ROW: Varies
Parcels: 13 Required ROW: Varies

Land and Improvements \$211,500.00

Proximity Damage	\$0.00
Consequential Damage	\$0.00
Cost to Cures	\$0.00
Trade Fixtures	\$0.00
Improvements	\$21,000.00

Valuation Services \$115,500.00

Legal Services \$83,775.00

Relocation \$29,250.00

Demolition \$1,500.00

Administrative \$111,000.00

TOTAL ESTIMATED COSTS \$552,525.00

TOTAL ESTIMATED COSTS (ROUNDED) \$553,000.00

Preparation Credits	Hours	Signature
	10	<u>Michael M. Laine</u>

Prepared By:

Michael M. Laine

CG#: 358998

8-16-18

Approved By:

Valerie Carter

CG#: 261283

(DATE) 8/16/18

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

8/16/18

Cost Increase Justification Letter



Member of the SNC-Lavalin Group

1600 RiverEdge Parkway,
NW, Suite 700
Atlanta, GA 30328-4612
770.933.0280
Atkinsglobal.com
SNCLavalin.com

March 18, 2019

Heidi Schneider
GDOT Project Manager
GDOT OFFICE OF PROGRAM DELIVERY
600 West Peachtree Street
Suite 1550
Atlanta, GA 30308

SUBJECT: Description of Cost Increase for PI No. 0013954; SR 15 ALT/CR 1228 from Sunset Drive to S of Pulaski Street; Clarke County, Georgia

Dear Ms. Schneider:

The intent of this letter is to provide justification to the increased construction cost shown in the current concept report compared to what's shown in GDOT's programmed cost database. The current construction programmed estimate is \$625,000.

Scope was added to the project for resurfacing/restriping the entire length of the project corridor, adding raised median, and adding 3 mid-block crossings per the Road Safety Audit (RSA) report recommendations. Also, as part of the conceptual layout, estimated quantities with associated costs were put into GDOT's Cost Estimating System (CES) using the most recent construction bid item costs. As a result, the estimated construction cost (including E&I and contingencies) comes to \$3,103,643.74.

Sincerely,

ATKINS North America, Inc.

C. Chris King, PE
Project Manager

Concept Utility Report

Concept Utility Report

Project Number: Click here to enter text.

District: 1-Gainesville

County: Clarke

Prepared by: Terri Holbrook

P.I. # 0013954

Date: 09/05/2018

Project Description: SR 15/Prince Avenue from Sunset Drive to Pulaski Street

The information provided herein has been gathered from Georgia811 and/or field visits and serves as an estimate. Nothing contained in this report is to be used as a substitute for 1st Submission or SUE.

Are SUE services recommended? Choose an item.

Level: A B C D

Public Interest Determination (PID):

Automatic Mandatory Consideration No Use Exempt

Is a separate utility funding phase recommended? No

Potential Project (Schedule/Budget) Impacts: N/A

Capital Improvement Projects (Utilities) Anticipated in the Area: N/A

Project Specific Recommendations for Avoidance/Mitigation: N/A

Right of Way Coordination: All easements need to include utilities.

Environmental Coordination: N/A

Additional Remarks: Click here to enter text.

Utilities have facilities within the project limits.

Utilities have been identified using Georgia811 and/or field visits.

Facility Owner	Facility Owner Contact Email Address	Existing Facilities/ Appurtenances	General Description of Location	Facilities to Avoid approx. limits	Facilities Retention Recommended approx. limits	Comments
Athens Clarke County Sewer	Greg Jackson gregory.jackson@athensclarkecounty.com	8 manholes	Throughout project	Click here to enter text.	Click here to enter text.	Click here to enter text.
Athens Clarke County Water	Greg Jackson Gregory.jackson@athensclarkecounty.com	Water valves and hydrants	Throughout project			
Atlanta Gas Light (Southern Company)	Erica Thoman ethoman@southernco.com		Throughout project			
AT & T	Clay E. Johnson, P.E. Cj3079@att.com	17 poles and approx 3900 LF of fiber optic	Throughout project			
Charter Communications	Andy White Andy.white@charter.com	Approx 2700 LF of coax	Throughout project			
UGA	Shane Brown browns@uga.edu	internet	Throughout project			
Georgia Power Distribution	Galen Davis Gdavis@southernco.com	19 pole	Throughout project			
Parker Fibernet	David Parker david@parkersystems.net	Approx. 2700 LF of coax	Throughout project	Click here to enter text.	Click here to enter text.	Click here to enter text.

Note: To add additional rows, click the bottom right corner of the box above, then click the blue + that will appear. Please add additional rows prior to entering text.

Crash Summaries

Crash Summaries

Crash data was pulled from the GEARS website for the eight intersections being evaluated in this project. Data was gathered from January 2014 to December 2018 for each intersection. The majority of crashes during this five year period were rear end or angle crashes. Of the 347 total crashes, 169 were rear end crashes and 97 were angle crashes. Most intersections had a majority of rear end crashes, with the exception of SR 15 Alt. at N. Finley St./Barber St., SR 15 Alt. at King Ave., and SR 15 Alt. at Oglethorpe Ave./Satula Ave., which had mostly angle crashes. Head on collisions, sideswipes combining both same and opposite direction, and accidents that did not involve a collision with a motor vehicle made up the remaining crashes. Of the 24 crashes that did not involve a collision with another motor vehicle, 9 crashes involved a pedestrian and 3 crashes involved a bicyclist. The others were single car accidents. There were 28 crashes that involved injuries for all intersections over the 5 year period, and there were zero fatalities.

At the midblock crossing locations, there was 1 incident of a pedestrian being struck by a car that failed to yield to the pedestrian signal. This incident occurred at the crossing just east of N Pope St.

The tables below display the crash data from the eight intersections being evaluated.

Table 1: Collision History SR 15 Alt. at Sunset Dr.

Year	Angle	Head On	Rear End	Sideswipe	Not a Collision with a Motor Vehicle	Total	Injury	Fatality
2014	0	2	7	1	0	10	1	0
2015	1	0	13	1	0	15	4	0
2016	2	0	11	3	2	18	0	0
2017	5	0	15	1	0	21	1	0
2018	6	0	11	2	0	19	1	0
Total	14	2	57	8	2	83	7	0

Table 2: Collision History SR 15 Alt. at Oglethorpe Ave./Satula Ave.

Year	Angle	Head On	Rear End	Sideswipe	Not a Collision with a Motor Vehicle	Total	Injury	Fatality
2014	0	1	1	0	1	3	2	0
2015	2	0	3	1	0	6	0	0
2016	2	1	0	2	1	6	1	0
2017	3	0	2	2	0	7	0	0
2018	2	0	0	1	1	4	0	0
Total	9	2	6	6	3	26	3	0

Table 3: Collision History SR 15 Alt. at Talmadge Dr./Park Ave.

Year	Angle	Head On	Rear End	Sideswipe	Not a Collision with a Motor Vehicle	Total	Injury	Fatality
2014	0	0	3	3	1	7	2	0
2015	0	0	2	1	0	3	0	0
2016	1	0	4	0	2	7	2	0
2017	3	0	5	0	0	8	0	0
2018	0	0	0	0	0	0	0	0
Total	4	0	14	4	3	25	4	0

Table 4: Collision History SR 15 Alt. at King Ave.

Year	Angle	Head On	Rear End	Sideswipe	Not a Collision with a Motor Vehicle	Total	Injury	Fatality
2014	1	0	0	1	2	4	1	0
2015	5	0	7	1	1	14	0	0
2016	4	0	2	1	0	7	1	0
2017	1	0	4	0	2	7	0	0
2018	4	1	1	1	0	7	0	0
Total	15	1	14	4	5	39	2	0

Table 5: Collision History SR 15 Alt. at N Chase St.

Year	Angle	Head On	Rear End	Sideswipe	Not a Collision with a Motor Vehicle	Total	Injury	Fatality
2014	6	0	3	2	0	11	0	0
2015	5	0	8	0	0	13	2	0
2016	3	0	3	3	0	9	0	0
2017	5	0	9	3	0	17	1	0
2018	3	1	11	2	3	20	3	0
Total	22	1	34	10	3	70	6	0

Table 6: Collision History SR 15 Alt. at N Milledge Ave.

Year	Angle	Head On	Rear End	Sideswipe	Not a Collision with a Motor Vehicle	Total	Injury	Fatality
2014	2	0	5	0	0	7	0	0
2015	3	0	2	1	0	6	0	0
2016	3	1	3	3	0	10	0	0
2017	2	0	7	0	0	9	0	0
2018	1	0	1	0	0	2	0	0
Total	11	1	18	4	0	34	0	0

Table 7: Collision History SR 15 Alt. at N. Finley St./Barber St.

Year	Angle	Head On	Rear End	Sideswipe	Not a Collision with a Motor Vehicle	Total	Injury	Fatality
2014	2	1	5	3	2	13	2	0
2015	4	0	2	1	1	8	1	0
2016	4	1	2	1	1	9	0	0
2017	4	1	2	1	1	9	1	0
2018	5	0	1	0	2	8	2	0
Total	19	3	12	6	7	47	6	0

Table 8: Collision History SR 15 Alt. at Pulaski St.

Year	Angle	Head On	Rear End	Sideswipe	Not a Collision with a Motor Vehicle	Total	Injury	Fatality
2014	0	0	5	3	0	8	0	0
2015	0	0	2	1	1	4	0	0
2016	1	0	2	0	0	3	0	0
2017	2	0	3	0	0	5	0	0
2018	0	0	2	1	0	3	0	0
Total	3	0	14	5	1	23	0	0

Concept Team Meeting Minutes

Meeting Minutes

Project:	PI 0013954, Clarke County SR 15 ALT/CR 1228 from Sunset Drive to Pulaski Street		
Subject:	Concept Team Meeting		
Date and time:	September 13, 2018 - 2:00pm		
Meeting place:	District 1 Office	Minutes by:	C. King <i>Action items in blue</i>
Attendees:	C. Chris King – Atkins PM Heidi Schneider – GDOT PM Drew Raessler – Athens-Clarke Jonathon Dills – GDOT D1 R/W Terri Holbrook – GDOT D1 UTL Bobby Dollar – GDOT OES James Kirby – Spectrum Sue Anne Decker – GDOT D1 TO Omayra Comas – GDOT D1 TO		
	Shane Giles – GDOT D1 Shannon Giles – GDOT D1 Greg Jackson – Athens-Clarke Kelly Hairston – GDOT D1 Brandon Kirby – GDOT D1 Judy Prince – GDOT D1 Harold Mull – GDOT D1 Michael Turpeau – GDOT TMC		

1. Introductions and Project Overview

Heidi began the meeting with introductions and followed up with a brief project overview. The scope of the project is to include signal upgrades, pedestrian improvements including additional traffic control at mid-block crosswalks, as well as the restriping and the addition of medians along the SR 15/Prince Avenue corridor to improve pedestrian and bicycle mobility.

2. Review/Discussion of Concept Report

Chris went through the draft Concept Report. The following items were discussed in broader detail during the meeting:

- a. Other Projects in the area – Chris asked about the status of the Athens sidewalk improvement project and potential impacts to the PI 0013954 project scope. Drew stated that the Athens project is under construction and should not impact scope of this project. Improvements being done at the SR 15 and Sunset Drive intersection are minor. Therefore, a full signal upgrade is still anticipated as a part of PI 0013954 scope.
- b. Projected Traffic – Updated traffic will be provided during preliminary design. The contract for the concept work does not include this work. There was discussion between Drew, Heidi and Brandon proposing the possibility of Athens-Clarke Co. performing the traffic analysis to determine feasibility of road diet along the corridor and proposed roundabouts at certain intersections (these items are not currently a part of PI 0013954 scope). Roundabouts will not be part of PI 0013954. *Further discussion between Athens-Clarke County and GDOT will need to take place after the updated traffic analysis is approved.*
- c. Complete Streets – A comment was made to check the transit warrant box in the concept report since the corridor currently accommodates transit operations.
- d. Description of Proposed project – Chris noted that any reference proposing the addition of bike lanes will be removed from the project description. The existing corridor width will not accommodate bike lanes. Harold asked Athens-Clarke County about their desire for bike lanes along the corridor. Drew confirmed that bike lanes or a multiuse path are desired and could likely be implemented in another project if a traffic analysis

Meeting Minutes

ATKINS

confirmed that a road diet (reducing roadway section from 4 lanes to 2 lanes) would be feasible. Drew also mentioned the possibility of including roundabout intersection control at certain intersections as a part of the future project. However, the scope of this future project would be determined by traffic analysis results. Brandon suggested the possibility of Athens-Clarke County collecting the traffic themselves and doing the analysis to better define their future project scope. This could impact schedule and scope of PI 0013954 going forward. Brandon suggested that PI 0013954 may need to pause design until more is known about the Athens-Clarke County project. **Further discussion between Athens-Clarke County and GDOT will need to take place during preliminary design.**

- e. Context Sensitive solutions proposed – It was suggested to remove certain design features (fluted/painted mast arms, illumination on the mast arms, landscaping, brick features within crosswalks) or specify that these features would need to be paid for by Athens-Clarke County if there is a desire to include them as a part of this project to help maintain the historic setting along the corridor.
- f. Public Involvement – Bobby mentioned that FHWA is requiring public outreach for education on how to operate the Hybrid signals at the proposed mid-block crossings. Therefore, if hybrid signals are installed a Public Information Open House (PIOH) would be required. There was also discussion concerning whether the mid-block crossing should be proposed with Rapid Flashing Beacons (RFBs) or Hybrid Signals (Hawk). **Brandon suggested that a separate discussion/evaluation should take place within GDOT to determine the preferred design during preliminary design.**
- g. Cost Estimate – It was suggested to increase the unit price for Traffic Signal installations (\$65,000/signal seemed low.) **{postscript: Atkins' ITS group reviewed the cost estimate and determined that the unit price for traffic signals was not all inclusive. Poles, mast arms, etc. were itemized out separately. Therefore, the unit price of \$65,000 per signal seems reasonable and will not be modified at this time.}**

h. Concept Display

The below comments were made and will be addressed in the concept report update:

- Add north arrows to displays
- Label all streets
- Add cross walk and wheel chair ramp (WCR) on sheet 7 (north of Newton Street)
- Add proposed refuge islands at the mid-block crossings.

The below comments made will be evaluated during preliminary design phase:

- Harold mentioned that the proposed median areas may have potential drainage concerns. The use of leveling and cross slope correction will be evaluated by Atkins during the preliminary design phase.
- Sue Anne raised concern about ending the medians without allowing for U-turns. This could create illegal U-turns impacting safety. It was suggested to add 2-foot median strips at the left turn bay locations to allow for U-turns. This would require additional width and potential need for additional R/W acquisition. This could also affect on-street parking south of the SR15 @ Oglethorpe Ave./Satula Ave. Atkins was directed to leave on-street parking in current locations for now. This will need further evaluation during design.
- The use of U-turn eyebrows was suggested. However, this was rejected due to additional R/W and a potential for utility relocations needed to accommodate.

Meeting Minutes

ATKINS

- Brandon suggested that Atkins evaluate/implement turn bay storage lengths needed as a part of the traffic analysis.
- Sue Anne mentioned that the mid-block crossings locations do not meet the design criteria requirement of a minimum 300 feet separation from any road or driveway due to right turn conflicts. A 300-foot separation requirement will not be feasible along this corridor. Atkins will verify the minimum requirement and write a design variance for approval as needed during the preliminary design phase.
- A concern was raised about refuge islands not being proposed for the mid-block crossing locations. It was mentioned that these exist at current mid-block crossing locations. {postscript: Atkins investigated the existing refuge islands through google earth and found them using street view. However, the latest overhead aerial photography does not show them. Therefore, the aerials will not be updated on the displays.} However, Atkins will add the proposed refuge islands to the concept displays and evaluate their potential impacts to R/W and utilities during the preliminary design phase. These will be implemented in accordance to latest design standards as feasible during the preliminary design phase.
- Greg Jackson mentioned an existing waterline located in the northbound outside lane between Nacoochee Avenue and N. Chase Street that is planned for relocation. Atkins will consider project impacts for this relocation during the preliminary design phase.

i. ICE Waivers- Heidi to check on approval of waivers for SR15 @ Nacoochee Avenue and SR15 @ Georgia Avenue. {postscript: The review and approval of the ice waivers will occur when the Concept Report is routed for signature/approval.}

j. Other

- Athens-Clarke County has requested that Park Avenue be evaluated for right-in and right-out only access.
- King Avenue and N. Chase Street pedestrian ramps were upgraded to meet ADA requirements as part of the Safe Routes to School program (PI 0009447). Atkins is to verify during preliminary design whether ramp access updates are needed at these locations.

This document represents Atkins' interpretation of the meeting. Please contact the GDOT project manager if you have any questions.

Sincerely,



C. Chris King, P.E.

Atkins

Sign-in sheet

Project: PI 0013954, Clark County
SR 15 ALT/CR 1228 from Sunset Drive to Pulaski Street

Subject: Concept Team Meeting

Date and time: September 13, 2018; 2:30 PM

Location: District 1 Office:
1475 Jesse Jewell Pkwy NE Gainesville, GA 30501
Room 114

Minutes by: C. King

Attendees:

Concept Design and Traffic Meeting Minutes



Meeting Minutes



PROJECT: SR 15 ALT/CR 1228 from Sunset Dr to Pulaski St

PROJECT # & P.I. NO: PI No. 0013954, Clarke Co

PURPOSE: Concept Design & Traffic Meeting

DATE: July 11, 2018

TIME: 10:30 a.m.

LOCATION: Phone conference

ATTENDEES:

<u>Names</u>	<u>Organization / Title</u>	<u>Email Address</u>
Heidi Schneider	OPD/PM	hschneider@dot.ga.gov
Robert Reid	OPD	rreid@dot.ga.gov
Christina Barry	TMC	cbarry@dot.ga.gov
Stenley Mack	TMC	smack@dot.ga.gov
Lakeshia Osborn	TMC	losborn@dot.ga.gov
Ashlyn Morgan	Atkins	ashlyn.morgan@atkinsglobal.com
Chris King	Atkins/PM	Charles.c.king@atkinsglobal.com

I. The purpose of the meeting was to discuss when the traffic study should be done and how it will affect the design of the project. The design should be noted in the concept report.

II. Traffic Study

- a. The traffic study has been requested by TMC/Athens Clarke County (ACC) to analyze whether a road diet is operationally feasible.
- b. Atkins does not have capacity under their current MOS contract to collect the traffic data and analyze it.
 1. Therefore, the traffic work will be done under the task order for preliminary design.
 2. If the traffic analysis changes any of the roadway design (as stated in the approved concept report), a revised concept report would be required.
 - a. The draft scope of work for the preliminary design will be updated to include a task for a revised concept report.
 3. TMC has agreed to this approach to prevent the project schedule from being delayed.



Meeting Minutes



- c. Atkins is going to evaluate, under the Concept Report, whether reducing the lane widths will provide enough space for bike lanes.
 - 1. Atkins will notify the GDOT PM, by Friday, if this is a viable option. If it is, then bike lanes will be added into the description for the concept report.
**The roadway is not wide enough to accommodate the addition of bike lanes.
The project will not include bike lanes.*
- d. The updated draft concept report will be submitted to the GDOT PM by 7/20/18.

III. Action Items

No.	Action	Responsible Party	Due Date
1	Notify PM if the bike lanes can be added to existing roadway	Atkins	7/13/18
2	Revise the TO for preliminary design to include a revised concept report (if needed)	GDOT PM	7/17/18
3	Submit updated concept report to PM	Atkins	7/20/18

**information received after the meeting*

Athens-Clarke County Coordination Meeting Minutes



Meeting Agenda



PROJECT: SR 15 ALT/CR 1228/Prince Ave from Sunset Dr to S of Pulaski St

PROJECT # & P.I. NO: PI No. 0013954, Clarke Co

PURPOSE: Local Coordination & Concept Meeting

DATE: March 12, 2018

TIME: 1:00 p.m.

LOCATION: District 1, Area 2 office

ATTENDEES:

Names

See sign in sheet

Organization / Title

Phone Number

Email Address

I. Proposed Scope of Work for PI 0013954

a. PI 0013954 is in the concept development phase. The scope of work is based upon the recommendations that resulted from a roadside safety audit. The project corridor is located along Prince Avenue/SR 15 ALT/CR 1228 from Sunset Drive to south of Pulaski St. The project is proposing the signal and pedestrian upgrades, installation of the pedestrian midblock crossing, resurfacing (milling and overlay) and restriping and the addition of a median along the SR 15/Prince Avenue corridor to improve pedestrian and bicycle mobility. The intersection upgrades are proposed at:

- i. Sunset Dr @ SR 15 Alt
- ii. Oglethorpe Ave/Satula Ave @ SR 15 Alt
- iii. Talmadge Dr/Park Ave @ SR 15 Alt
- iv. King Ave @ SR 15 Alt
- v. N. Chase St @ SR 15 Alt
- vi. N. Milledge Ave @ SR 15 Alt
- vii. N. Finley St/Barber St @ SR 15 Alt
- viii. Pulaski St @ SR 15 Alt

The midblock crossing are proposed at:

- ix. Piedmont College Driveway @ Prince Ave
- x. N. Pope St @ Prince Ave



Meeting Agenda



- xi. N. Newton St @ Prince Ave
- b. A traffic study to evaluate lane configuration and on-street parking will be prepared by Atkins during the preliminary design phase.
 - i. GDOT will evaluate whether the existing on-street parking should remain or be removed.
 - ii. Athens-Clarke County has requested a copy of the traffic study when it is complete.
- c. No right-of-way acquisition or reimbursable utilities are anticipated to be included with this project.
- d. An Intersection Control Evaluation (ICE) waiver will be requested due to the design not changing any of the existing traffic control.

II. Proposed Local Projects by Athens-Clarke County (ACC)

- a. ACC received approval for T-SPLOST funding in November 2017. The list of T-SPLOST projects includes the Prince Ave corridor.
 - i. A sidewalk project is under design that would overlap PI 0013954. Construction is to be done in 2018. Therefore, the overlapping sections of sidewalk will be removed from PI 0013954's scope of work.
 - ii. ACC needs to prepare a transportation corridor study for Prince Ave to determine the exact type and cost of projects that may be included for the T-SPLOST funding.
 - iii. ACC has suggested the possibility of converting the intersection of N. Milledge Ave @ Prince Ave could be converted to a roundabout.
 - 1. Atkins has offered as part of the GDOT traffic study to analyze whether this would be a feasible design option. However, a roundabout design would not be part of the GDOT project.
 - iv. There is existing signal interconnect from Milledge Ave to Sunset Dr. However, from Milledge Ave to Pulaski St, there isn't any signal interconnect.

III. Other

- a. GDOT and ACC will continue to coordinate as PI 0013954 progresses with the scope and preliminary design.



Georgia Department of Transportation

SIGN-IN SHEET

Please Print

PI 0013954, Clarke Co.

Local Coordination and Concept Meeting

March 12, 2018



Name	Company and/or Address	Phone/E-Mail
Ravi Katraeb	ACC-TPW	706-613-3440
George Spearing	ACC-TPW	706-613-3460
Tim Griffith	ACC-TPW	706-613-3460
MICHAEL TURPEAU Jr.	GDOT-Traffic Ops	(404) 635-2831
Ashlyn Morgan	Atkins	678-247-2414
Drew Rassler	ACC	706-612-8608
Heidi Schneider	GDOT-PM	678-518-3677
Stanley Mack	TMC	
David White	OPD	
Chris King	Atkins	

on phone

Schneider, Heidi

From: Raymond, Christopher
Sent: Thursday, March 7, 2019 2:57 PM
To: Schneider, Heidi; King, Charles C; Zehngraff, Scott E; Pate, Michelle
Cc: Brewer, Ossie; Pass, Daniel; Decker, Sue Anne; Anninos, Jack A; Harris, Darren S
Subject: RE: PI 0013954 Clarke - minimum spacing for mid-block crossing

Hello Heidi,

As Michelle stated below (see highlighted text), a design variance will not be required.

That being said, we would still need to see studies on each of these locations. That is with the assumption that these are to be RRFB crossings.

We would not be in support of these being either uncontrolled or as pedestrian hybrid beacons.

Chris Raymond, PE
State Traffic Operations Manager



Office of Traffic Operations
935 United Avenue
Atlanta, GA, 30316
404.635.2809

From: Schneider, Heidi
Sent: Thursday, March 07, 2019 2:25 PM
To: King, Charles C <charles.c.king@atkinsglobal.com>; Zehngraff, Scott E. <szehngraff@dot.ga.gov>; Pate, Michelle <mpate@dot.ga.gov>
Cc: Brewer, Ossie <OBrewer@dot.ga.gov>; Pass, Daniel <dpass@dot.ga.gov>; Decker, Sue Anne <sdecker@dot.ga.gov>; Anninos, Jack A <JAnninos@dot.ga.gov>; Harris, Darren S <SHarris@dot.ga.gov>; Raymond, Christopher <cdraymond@dot.ga.gov>
Subject: RE: PI 0013954 Clarke - minimum spacing for mid-block crossing
Importance: High

Hi Scott and Michelle,

Design Policy has set a resubmission date of 3/8/19, tomorrow. Can we respond that a DV is not needed for the mid-block crossing? Let us know if there is specific language that you would like to have included in the Concept Report.

Thanks,
Heidi

Heidi Schneider
Senior Project Manager



GDOT | OFFICE OF PROGRAM DELIVERY

600 West Peachtree Street
Suite 1550
Atlanta, GA 30308
678.518.3677 office
678.518.3677 cell

From: King, Charles C <charles.c.king@atkinsglobal.com>

Sent: Wednesday, March 6, 2019 4:12 PM

To: Zehngraff, Scott E. <szehngraff@dot.ga.gov>; Pate, Michelle <mpate@dot.ga.gov>

Cc: Schneider, Heidi <HSchneider@dot.ga.gov>; Brewer, Ossie <OBrewer@dot.ga.gov>; Pass, Daniel <dpass@dot.ga.gov>; Decker, Sue Anne <sdecker@dot.ga.gov>; Anninos, Jack A <JAnninos@dot.ga.gov>; Harris, Darren S <SHarris@dot.ga.gov>; Raymond, Christopher <cdraymond@dot.ga.gov>

Subject: RE: PI 0013954 Clarke - minimum spacing for mid-block crossing

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Scott,
See attached from the draft concept report.

Michelle,

Thank you for the quick response. A lane diet is not proposed. We looked into lane width effected by the mid-block crossings. The N Newton Street crossing (sheet 7) will likely have an issue. The other two locations (sheet 6) should not have any problems. We would restripe and utilize some of the extra existing paved shoulder width along both sides of SR 15. This extra width is currently being utilized for on street parking; unstriped (however, this could pose a problem with City of Athens). Once we get into preliminary design and have survey topo, we can better determine feasibility.

Thanks,

C. Chris King, PE
Project Manager | Sr. Engineer, Transportation Design

ATKINS
Member of the SNC-Lavalin Group
+1 678.247.2434

From: Zehngraff, Scott E. <szehngraff@dot.ga.gov>

Sent: Wednesday, March 6, 2019 3:09 PM

To: Pate, Michelle <mpate@dot.ga.gov>; King, Charles C <charles.c.king@atkinsglobal.com>

Cc: Schneider, Heidi <HSchneider@dot.ga.gov>; Brewer, Ossie <OBrewer@dot.ga.gov>; Pass, Daniel <dpass@dot.ga.gov>; Decker, Sue Anne <sdecker@dot.ga.gov>; Anninos, Jack A <JAnninos@dot.ga.gov>; Harris, Darren S <SHarris@dot.ga.gov>; Raymond, Christopher <cdraymond@dot.ga.gov>

Subject: RE: PI 0013954 Clarke - minimum spacing for mid-block crossing

Charles, can you send us the plans/layout you reference in your email? They were not attached in Michelle's email

Scott E. Zehngraff, PE, PTOE – Assistant State Traffic Engineer – (office)404-635-2848 – (cell)404-673-9521

From: Pate, Michelle <mpate@dot.ga.gov>
Sent: Wednesday, March 6, 2019 2:45 PM
To: King, Charles C <charles.c.king@atkinsglobal.com>
Cc: Schneider, Heidi <HSchneider@dot.ga.gov>; Brewer, Ossie <OBrewer@dot.ga.gov>; Pass, Daniel <dpass@dot.ga.gov>; Zehngraff, Scott E. <szehngraff@dot.ga.gov>; Decker, Sue Anne <sdecker@dot.ga.gov>
Subject: RE: PI 0013954 Clarke - minimum spacing for mid-block crossing

Charles,

I backed check the comment with our concept team to find out the background of the comment. It was originally made by Sue Anne at the CTM and your company's response is as written below. Design Policy questioned the variance need based on a comment from a reviewer referencing the CTM minutes.

This is not a requirement listed in chapter 2 of the Design Policy Manual; therefore, **no design variance is required**. As Jack pointed out this guideline comes from the Pedestrian and Streetscape Guide owned by the Office of Traffic Operations. TMC Traffic Operations will have to make the call on whether the location of the crossing makes sense or not. I am copying in others to let them know I defer to the subject matter experts regarding this comment and to let them know this is not a variance.

- Sue Anne mentioned that the mid-block crossings locations do not meet the design criteria requirement of a minimum 300 feet separation from any road or driveway due to right turn conflicts. A 300-foot separation requirement will not be feasible along this corridor. Atkins will verify the minimum requirement and write a design variance for approval as needed during the preliminary design phase.

I would like to discuss with someone else regarding the variances and what did GDOT intend on chapter 11. (If only to meet AASHTO?) I feel this project would fall under chapter 11 and not the entire DPM. If you do the lane diet, that is another story. I do question your midblock median width effects on lane width. Do the median installations make the lane width not meet AASHTO current standard?

Thanks.

G. Michelle Pate, PE
Senior Policy Engineer



Office of Design Policy and Support
600 West Peachtree St NW
26th Floor
Atlanta, GA, 30308
404.631.1771 office
404.227.1914 cell

From: King, Charles C <charles.c.king@atkinsglobal.com>
Sent: Wednesday, March 6, 2019 5:42 AM
To: Pate, Michelle <mpate@dot.ga.gov>

Cc: Schneider, Heidi <HSchneider@dot.ga.gov>

Subject: RE: PI 0013954 Clarke - minimum spacing for mid-block crossing

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Heidi,

This is good information, but still does not give me definitive direction.

Michelle,

Could you please read the email string below and let me know whether a design variance would be required for mid-block crossings that are proposed within 300 feet of an existing roadway crossing? We are proposing protection (Hybrid Signal or Flashing Beacons) as a part of the subject project at three existing unprotected locations (one slightly relocated).

Attached is the concept layout for your information. The project is in Athens (SR 15/Prince Ave) and includes 8 signal improvements, 3 midblock crossing upgrades (sheets 6 and 7 of attachment 1), median additions, and mill/overlay/restriping.

Would you recommend any other design variances to include as possibilities in our concept report based on a quick look? Intersection skew angle, lateral offset, etc.? This is similar to a project you recently reviewed on Buford Hwy (0009400). I just want to make sure we have all bases covered here so we can properly scope preliminary plans phase. It seems like based on project type, these would not be required, but I thought the same for 0009400.

Thanks,

C. Chris King, PE

Project Manager | Sr. Engineer, Transportation Design

ATKINS

Member of the SNC-Lavalin Group

+1 678.247.2434

From: Schneider, Heidi <HSchneider@dot.ga.gov>

Sent: Tuesday, March 5, 2019 6:23 PM

To: King, Charles C <charles.c.king@atkinsglobal.com>

Subject: FW: PI 0013954 Clarke - minimum spacing for mid-block crossing

Hi Chris,

Does this help? Sorry I was out all afternoon or I would have sent it sooner.

Heidi

Heidi Schneider

Senior Project Manager



GDOT | OFFICE OF PROGRAM DELIVERY

600 West Peachtree Street

Suite 1550
Atlanta, GA 30308
678.518.3677 office
678.518.3677 cell

From: Anninos, Jack A
Sent: Tuesday, March 5, 2019 11:34 AM
To: Schneider, Heidi <HSchneider@dot.ga.gov>; Busby, Jeremy <JBusby@dot.ga.gov>; Reid, Robert <RReid@dot.ga.gov>; Perry, Landon <laperry@dot.ga.gov>; Decker, Sue Anne <sdecker@dot.ga.gov>; Peevy, Jonathan <jpeevy@dot.ga.gov>
Subject: FW: PI 0013954 Clarke - minimum spacing for mid-block crossing

Hello –

Looking at the manuals and guidance the only clarification I could find is in the current (soon to be updated) Pedestrian and Streetscape Guide.

Pedestrian and Streetscape Guide
10. Toolkit 7 – Crossings
Page 10-3

“ Mid-block crosswalks should generally be avoided under the following circumstances (unless they are stop controlled):

- Immediately downstream (less than 300 feet) from a traffic signal or bus stop where motorists are not expecting pedestrians to cross;
- Within 600 feet of another crossing point (Knoblauch et. al.), except in central business districts or other locations where there is a well-defined need. The recommended minimum separation in most cases is 300 feet; and
- On high speed streets with speed limits above 45 mph. ”

This states that is generally bad practice to have midblock less than 300 feet from an intersection because cars are not expected to stop such a short distance before an intersection.

Link to Current Ped Streetscape Guide
<http://www.dot.ga.gov/PartnerSmart/DesignManuals/TrafficOps/GDOT%20Pedestrian%20and%20Streetscape%20Guide.pdf>

Please let me know if you have any further questions!

Best,
Jack Anninos
State Bicycle and Pedestrian Engineer
Traffic Operations
Georgia Department of Transportation
(404) 635-2834 | JAnninos@dot.ga.gov
<image001.png>

From: Zehngraff, Scott E.
Sent: Friday, March 01, 2019 11:37 AM
To: Anninos, Jack A <JAnninos@dot.ga.gov>

Cc: Perry, Landon <laperry@dot.ga.gov>; Harris, Darren S <SHarris@dot.ga.gov>

Subject: Fwd: PI 0013954 Clarke - minimum spacing for mid-block crossing

Another item for you to look for... this one has a more defined timetable (Tuesday).

Sent from my iPhone

Begin forwarded message:

From: "Schneider, Heidi" <HSchneider@dot.ga.gov>

Date: March 1, 2019 at 10:17:06 AM EST

To: "Zehngraff, Scott E." <szehngraff@dot.ga.gov>

Cc: "Reid, Robert" <RReid@dot.ga.gov>, "Busby, Jeremy" <JBusby@dot.ga.gov>, "Perry, Landon" <laperry@dot.ga.gov>

Subject: FW: PI 0013954 Clarke - minimum spacing for mid-block crossing

Hi Scott,

A statement regarding the required minimum distance requirement for a mid-block crossing was recorded during the CTM for PI 0013954. Design Policy has reviewed the report and the meeting minutes and asked if a Design Variance will be needed for this.

The designer has been unable to locate any guidance that states the design distance minimum requirement. Can you please let me know if a Design Variance is required if it is located less than 300' from a driveway or roadway?

If this is the case, please let me know where to direct the designer to this information.

I have to have the report updated by Tuesday. I appreciate your help with this question.

Have a good weekend,
Heidi

Heidi Schneider
Senior Project Manager



GDOT | OFFICE OF PROGRAM DELIVERY

600 West Peachtree Street
Suite 1550
Atlanta, GA 30308
678.518.3677 office
678.518.3677 cell

From: Decker, Sue Anne

Sent: Friday, March 1, 2019 9:24 AM

To: Schneider, Heidi <HSchneider@dot.ga.gov>

Cc: Peevy, Jonathan <jpeevy@dot.ga.gov>; King, Charles C <charles.c.king@atkinsglobal.com>

Subject: RE: PI 0013954 Clarke - minimum spacing for mid-block crossing

Scott Zehngraff or Landon Perry may be able to tell you where it is.

SueAnne Decker, P.E.

District Traffic Engineer



District 1 Office
1475 Jesse Jewell Parkway NE
Suite 100
Gainesville, GA 30501
770.533.8490 office



From: Schneider, Heidi <Hschneider@dot.ga.gov>
Sent: Thursday, February 28, 2019 2:47 PM
To: Decker, Sue Anne <sdecker@dot.ga.gov>
Cc: Peevy, Jonathan <jpeevy@dot.ga.gov>; King, Charles C <charles.c.king@atkinsglobal.com>
Subject: PI 0013954 Clarke - minimum spacing for mid-block crossing

Hi Sue Anne,

When the CTM was held, a statement was made that the proposed midblock crossing may not meet the requirement of 300' from a driveway or roadway due to right turn conflicts. Design Policy made a comment when reviewing the Concept Report asking if a design variance would be needed for the mid-block crossings.

The designer has reviewed PROWAG and was unable to locate a requirement for a mid-block crossing.

Can you please tell the designer where else to look for this requirement?

Thanks,
Heidi

Heidi Schneider
Senior Project Manager



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678.518.3677 office
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Hands-free cell phone use now law when driving in Georgia. When drivers use cell phones and other electronic devices it must be with hands-free technology. It is illegal for a driver to hold a phone in their

ICE Waivers



GDOT INTERSECTION CONTROL EVALUATION (ICE) WAIVER FORM

ICE Version 2.13 | Revised 03/12/2018

Waiver Request - Level 1

In certain circumstances where an ICE would otherwise be required, an ICE may be waived based on appropriate evidence presented with a written request. Scenarios in which an ICE waiver request may be considered include:

1. Proposed improvements do not substantially alter the character of the intersection, and are considered minor in nature, such as extending existing turn lane(s) or modifying signal phasing at an existing traffic signal
2. The intersection consists of a public roadway intersecting a divided, multilane roadway where the access will be limited to a closed median with only right-in/right-out access that will operate acceptably; or
3. The intersection is along an undivided, two-lane roadway that will not be widened and meets the following criteria:
 - Low risk in terms of exposure (total intersection entering volume less than 1,000 vehicles /day)
 - Latest 5 years of crash history is not indicative of a crash problem (no discernible crash patterns coupled with low crash frequency and severity)
 - Layout has no unusual or undesirable geometric features (such as restricted sight distance)
 - The proposed changes are not expected to adversely affect safety

If only one alternative is determined to be feasible from the ICE Stage 1, then a waiver may be submitted in lieu of completing ICE Stage 2. The waiver must clearly explain why there is no other feasible alternative. A Waiver Form should also be submitted to document an agreed upon decision to select a preferred alternative other than the highest scoring alternative in Stage 2.

ICE waiver forms with supporting documentation should be submitted for approval to the Office of Traffic Operations or District Engineer (depending on Waiver level). Questions regarding the waiver process should be routed to the State Traffic Engineer.

Project Information:
Location: SR 15 Alt @ Nacoochee Ave
County: Clarke
GDOT District: 1 - Gainesville
Area Type: Suburb/Transition
Existing Intersection Control: Conventional (Minor Stop)

GDOT PI # (or N/A): 0013954
Requested By: GDOT TMC
Prepared By: Atkins
Analyst: 0
Date: 6/21/2018
Waiver Request Type: GDOT PDP Project

Traffic and Operations Data:¹

Intersection meets signal/AWS warrants?	None	
Traffic Analysis Type:	Intersection Delay	
Existing Avg Daily Traffic (Major Street):	32,500	
Existing Avg Daily Traffic (Minor Street):	1,000	
Analysis Period:	AM Peak	PM Peak
2020 Opening Yr Peak Hour Intersection Delay:	0.0 sec	0.0 sec
2020 Opening Yr Peak Hour Intersection V/C:	0.00	0.00
2040 Design Yr Peak Hour Intersection Delay:	0.0 sec	0.0 sec
2040 Design Yr Peak Hour Intersection V/C:	0.00	0.00

¹Crash data required for all existing intersections. ADT's required if available (from data collected or nearest GDOT count station site). Capacity data is optional unless needed to justify basis of the waiver request.

Crash Data (Required): ¹			
Crash Type	Crash Data :Enter 5 most recent years of intersection crash data		
	PDO	Injury Crash*	Fatal Crash*
Angle	17	11	0
Head-On	0	0	0
Rear End	3	2	0
Sideswipe - same	5	1	0
Sideswipe - opposite	0	0	0
Not Collision w/Motor Veh	3	1	0
TOTALS:	28	15	0

* Number of crashes resulting in injuries / fatalities, not number of persons

Description of Work / Justification for Waiver (Required): Addition of a median along SR 15 will require the modification of the intersection of SR 15 @ Nacoochee Ave to a right in right out intersection. The median will be added to improve pedestrian and vehicle operations and safety along the corridor.

Proposed Intersection Control: RIRO w/down stream U-Turn

REQUESTED BY: _____ **Ashlyn Morgan** **Date:** 6/21/2018

Title: _____ **Project Manager**

APPROVED BY: _____ **Date:** 12/12/18

Name: _____ **Andrew Heath, P.E.**

Chief Engineer or (Approved Delegate)



GDOT INTERSECTION CONTROL EVALUATION (ICE) WAIVER FORM

ICE Version 2.13 | Revised 03/12/2018

Waiver Request - Level 1

In certain circumstances where an ICE would otherwise be required, an ICE may be waived based on appropriate evidence presented with a written request. Scenarios in which an ICE waiver request may be considered include:

1. Proposed improvements do not substantially alter the character of the intersection, and are considered minor in nature, such as extending existing turn lane(s) or modifying signal phasing at an existing traffic signal
2. The intersection consists of a public roadway intersecting a divided, multilane roadway where the access will be limited to a closed median with only right-in/right-out access that will operate acceptably; or
3. The intersection is along an undivided, two-lane roadway that will not be widened and meets the following criteria:
 - Low risk in terms of exposure (total intersection entering volume less than 1,000 vehicles /day)
 - Latest 5 years of crash history is not indicative of a crash problem (no discernible crash patterns coupled with low crash frequency and severity)
 - Layout has no unusual or undesirable geometric features (such as restricted sight distance)
 - The proposed changes are not expected to adversely affect safety

If only one alternative is determined to be feasible from the ICE Stage 1, then a waiver may be submitted in lieu of completing ICE Stage 2. The waiver must clearly explain why there is no other feasible alternative. A Waiver Form should also be submitted to document an agreed upon decision to select a preferred alternative other than the highest scoring alternative in Stage 2.

ICE waiver forms with supporting documentation should be submitted for approval to the Office of Traffic Operations or District Engineer (depending on Waiver level). Questions regarding the waiver process should be routed to the State Traffic Engineer.

Project Information:
Location: SR 15 Alt @ Georgia Ave
County: Clarke
GDOT District: 1 - Gainesville
Area Type: Suburb/Transition
Existing Intersection Control: Conventional (Minor Stop)

GDOT PI # (or N/A): 0013954
Requested By: GDOT TMC
Prepared By: Atkins
Analyst: 0
Date: 6/21/2018
Waiver Request Type: GDOT PDP Project

Traffic and Operations Data:¹

Intersection meets signal/AWS warrants?	None	
Traffic Analysis Type:	Intersection Delay	
Existing Avg Daily Traffic (Major Street):	22,900	
Existing Avg Daily Traffic (Minor Street):	1,000	
Analysis Period:	AM Peak	PM Peak
2020 Opening Yr Peak Hour Intersection Delay:	0.0 sec	0.0 sec
2020 Opening Yr Peak Hour Intersection V/C:	0.00	0.00
2040 Design Yr Peak Hour Intersection Delay:	0.0 sec	0.0 sec
2040 Design Yr Peak Hour Intersection V/C:	0.00	0.00

¹Crash data required for all existing intersections. ADT's required if available (from data collected or nearest GDOT count station site). Capacity data is optional unless needed to justify basis of the waiver request.

Crash Type	Crash Data (Required): ¹		
	Crash Data :Enter 5 most recent years of intersection crash data		
	PDO	Injury Crash*	Fatal Crash*
Angle	11	3	0
Head-On	0	0	0
Rear End	2	2	0
Sideswipe - same	5	0	0
Sideswipe - opposite	1	0	0
Not Collision w/Motor Veh	2	0	0
TOTALS:	21	5	0

* Number of crashes resulting in injuries / fatalities, not number of persons

Description of Work / Justification for Waiver / Addition of a median along SR 15 will require the modification of the intersection of SR 15 @ Georgia Ave to a right in right out intersection. The median will be added to improve pedestrian and vehicle operations and safety (Required): along the corridor.

Proposed Intersection Control: RIRO w/down stream U-Turn

REQUESTED BY: _____ Ashlyn Morgan _____ Date: 6/21/2018

Title: _____ Project Manager _____

APPROVED BY: _____  _____ Date: 12/12/18

Name: _____ Andrew Heath, P.E. _____

Chief Engineer or (Approved Delegate)

MS4 Concept Report Summary

MS4 Concept Report Summary

Attach the following checklist information to the Concept Report Template:

Is there a Project Level Exclusion that applies to this project: No Yes

If yes, please indicate which of the following exclusions apply:

- Roadways that are not owned or operated (maintained) by GDOT may not require post-construction BMPs. Coordinate with the appropriate local government or entity to determine stormwater management requirements.
- The project location is not within a designated MS4 area.
- Maintenance and safety improvement projects whereby the sites are not connected and disturbs less than one acre at each individual site. This includes projects such as repaving, shoulder building, fiber optic line installation, sign addition, and sound barrier installation.
- Projects that have their environmental documents approved or right-of-way plans submitted for approval on or before June 30th, 2012.
- Road projects that disturb less than 1 acre or for site development projects that add less than 5,000 ft² of impervious area.

If the project has a Project Level Exclusion nothing further is needed.

If the project does not have a Project Level Exclusion use the MS4 Concept Level Design Spreadsheet to estimate the treatment volumes and flow rates, size the BMP's, complete the tables below, and include as an attachment to the Concept Report. Add additional rows, if necessary. It is understood that this information will be approximate based on available information at the time of the concept.

In MS4 designated areas, water quantity requirements may be waived for drainage areas that flow directly into surface waters that have a drainage area greater than 5 square miles.

Drainage Area Summary									
Outfall Area	Pre-Development			Post-Development			Water Quality Volume (Cubic Feet)	Channel Protection Volume (Cubic Feet)	Required Detention Volume (Cubic Feet)
	Tc	Weighted CN	Area (Acres)	Tc	Weighted CN	Area (Acres)			
1									
2									
3									

BMP Selection and Feasibility Summary						
Outfall Area	Outfall Level Exclusion?		BMP Selected	Is the BMP Feasible?		
	Y/N	Exclusion No.		Y/N	Infeasibility Criteria No.	¹ Feasibility of an Infiltration BMP
1						
2						
3						

1 - For outfall areas considering an infiltration BMP indicate if an infiltration BMP is well-suited, potentially suitable, has limited suitability, or is unsuitable for the outfall area.

In addition to the above charts, attach the Drainage Area Map, drainage basin summary spreadsheets, and cost estimates (if required) to the Concept Report. For outfall areas considering an infiltration BMP, attach Worksheet J-1. See Appendix J of the GDOT Drainage Design for Highways Manual (Drainage Manual).