Georgia Department of Transportation

Interoffice Memo
Office of Design Policy & Support

DATE: **5/5/2023**

FILE: P.I.# 0016056
DeKalb County / GDOT District 7 - Metro Atlanta
CS 127/ASHFORD DUNWOODY ROAD @ CS 145/WINDSOR PKWY

FROM: Dave Peters for R. Christopher Rudd, PE, 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
Clement Solomon, Director, Division of Intermodal
Darryl VanMeter, Assistant Director of P3/State Innovative Delivery Administrator
Matthew Markham, Deputy Director of Planning
Kim Nesbitt, Program Delivery Administrator
Bobby Hilliard, Program Control Administrator
Eric Duff, State Environmental Administrator
Alan Davis, State Traffic Engineer
Angela Robinson, Financial Management Administrator
Erik Rohde, State Project Review Engineer
Patrick Allen, State Materials Engineer
Nick Fields, State Utilities Administrator
Eric Conklin, State Transportation Data Administrator
Attn: Systems & Classification Branch
Lee Howell, Statewide Location Bureau Chief
Paul DeNard, District 7 District Engineer
Landon Perry, District 7 Preconstruction Engineer
Shun Pringle, District 7 Utilities Manager
Felecia Basolo, Project Manager

Limited Scope Project Concept Report

Project Type:	Intersection Improvement	P.I. Number:	0016056
GDOT District:	7	County:	DeKalb
Federal Route Number:	N/A	State Route Number:	N/A
Project Number:	*N/A*		

This project supports regional mobility and safety goals by implementing operational and safety improvements to the intersection of Ashford Dunwoody Road at Windsor Parkway. The project also includes approximately 0.2 miles of complete street improvements to Ashford Dunwoody Road between Oglethorpe Drive and 0.1 miles north of the intersection. Recommended improvements include a single lane roundabout.

12/13/2022 Submittal

Submitted for approval:

Brian J. Miller — 12/9/2022
Brian Miller, PE, CPL — Date

4/13/2021
Don Sherrill Local Government Sponsor – City of Brookhaven — Date

Kimberly W. Nesbitt — 6/7/2021
State Program Delivery Administrator — Date

Felecia Basolo — 12/13/2022
GDOT Project Manager — Date

Recommendation for approval:

Eric Duff/EKP* — *1/20/2023*
State Environmental Administrator — Date

Oladimeji Onabanjo/EKP* — *2/6/2023*
for State Traffic Engineer — Date

Landon Perry/EKP* — *8/26/2021*
for District Engineer — 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).

Matt Markham/EKP* — *7/8/2021*
State Transportation Planning Administrator — Date

Approval:

Concur: Hiral Patel — 05/04/2023
GDOT Director of Engineering — Date

Approve: Meg Pirkle AJH — 5/5/2023
GDOT Chief Engineer — Date

Digitally signed by Andrew Heath
DN: C=US, E=aheath@dot.ga.gov, O=Georgia DOT, OU=Chief Engineer Office, CN=Andrew Heath
Date: 2023.05.05 14:12:35-04'00'

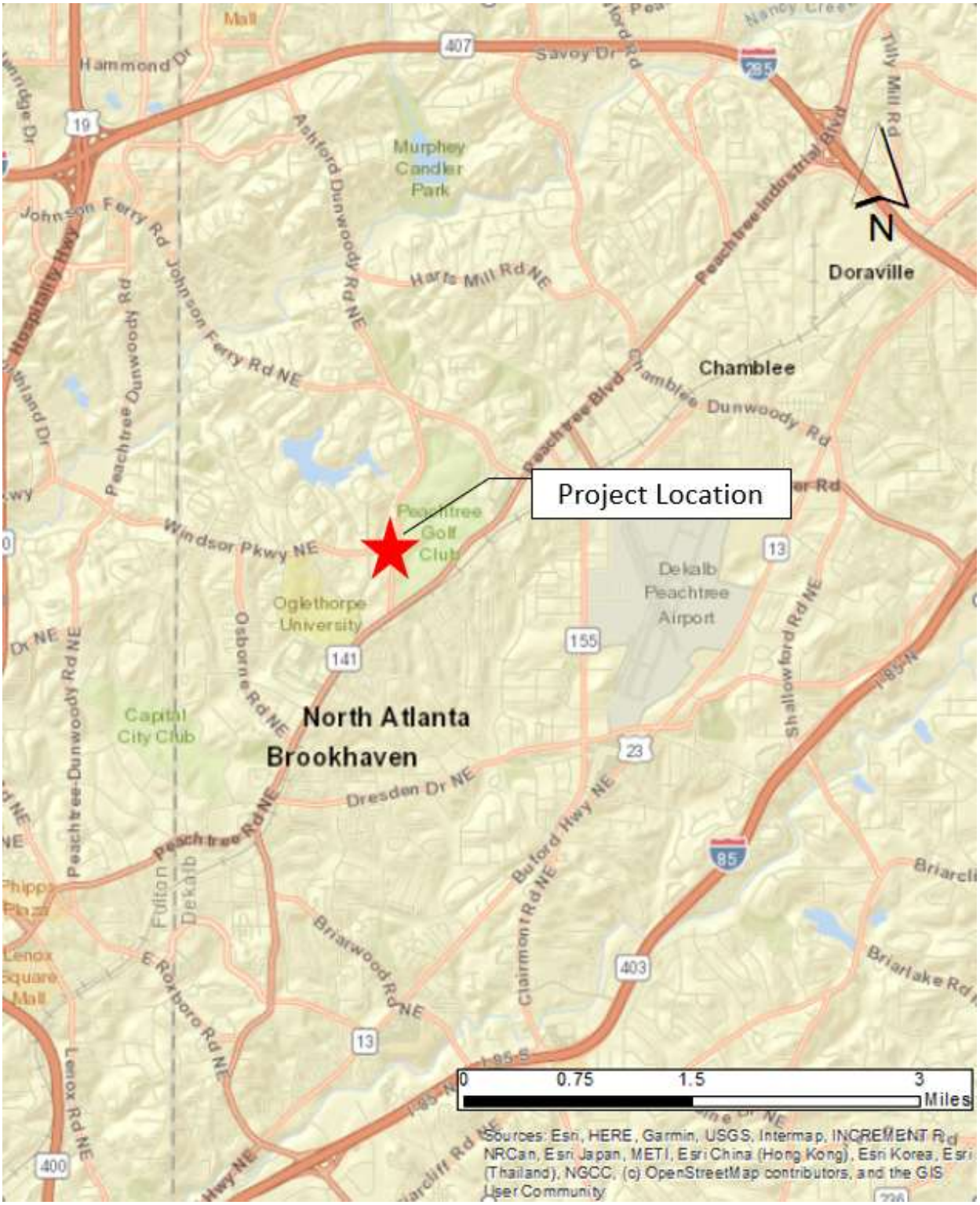
**- Recommendation on file*

Additional Recommendations
for State Project Review Engineer/Joshua Taylor 2/2/2023*
for State Utilities Engineer/Marcela Coll 1/24/2023*
Airport Safety Program Manager/Alan Hood 7/6/2021*

Template Version: 2020.11.20

PROJECT LOCATION MAP

PI 0016056 – CS 127/ Ashford Dunwoody Road @ CS 145/Windsor Parkway




N
Project Intersection
Windsor Parkway
Ashford Dunwoody Road
Peachtree Golf Club
St. Martins Episcopal Church and School
Sanctuary at Oglethorpe Apartment Complex
Approx. Construction Limits
0
0.05
0.1
0.2
Miles

PLANNING & BACKGROUND DATA

Prepared By: CPL **Date:** 12/9/2022
Project Justification Statement:

The CS 127/Ashford Dunwoody Road at CS 145/Windsor Parkway intersection improvement project (PI# 0016056) was initiated on July 8, 2020 to improve traffic operations and safety conditions at this location. This project is located within DeKalb County and the City of Brookhaven. The project extents are the Ashford Dunwoody Road at Windsor Parkway intersection and approximately 0.2 miles along Ashford Dunwoody Road between Oglethorpe Drive and 0.1 miles north of Windsor Parkway. This was recommended as a short-term project (ST-08) in the City of Brookhaven's 2017 City of Brookhaven's Ashford Dunwoody Road Corridor Study.

PI# 0016056 supports city, county, and regional mobility and safety goals by improving traffic flow, traffic operations (level of service), and by reducing vehicular conflicts. The improvements that were studied included no build, a traffic signal with left turn/right turn lanes, and a single lane roundabout. The recommendation for this location is a single lane roundabout.

The proposed single lane roundabout would have an Intersection LOS of A in the AM with a delay of 7.3 seconds & B in the PM with a delay of 10.6 seconds. By comparison, the No-Build Alternative would have an Intersection LOS of B in the AM with a delay of 13.6 seconds & F in the PM with a delay of 101.4 seconds.

Crash data was compiled for the intersection from the years 2016 to 2020. The intersection experienced 27 total crashes, 12 of which resulted in injury and the remaining 15 resulted in property damage only (PDO). The proposed single lane roundabout is expected to reduce fatal/injury crashes by 78% and PDO crashes by 39%.

The project also increases non-motorized travel options and national and statewide Safe Routes to Schools programs with a planned shared-use path on the south side of Windsor Parkway that extends 750 feet from the intersection.

Existing conditions:

St. Martins in the Fields Episcopal Church and K-8th grade school are located at Ashford Dunwoody Road and Windsor Parkway with ingress/egress along Ashford Dunwoody Road. The Peachtree Golf Club is located on the eastern side of Ashford Dunwoody Road across from Windsor Parkway.

Ashford Dunwoody Road: This section of Ashford Dunwoody Road connects Johnson Ferry Road on the northern end with Peachtree Road on the southern end. The intersection of Ashford Dunwoody Road and Peachtree Road is 0.4 miles south of the PI# 0016065 project intersection and is currently being improved as part of the City of Brookhaven's MT-01 project.

Ashford Dunwoody Road is a minor arterial with one lane in each direction. The posted speed limit is 40 miles per hour but reduces to 25 miles per hour near Windsor Parkway as it is a school zone. Sidewalks and crosswalks are located on the western side of Ashford Dunwoody Road.

Windsor Parkway: Windsor Parkway is a major collector that connects Ashford Dunwoody Road to Lanier Drive and residential neighborhoods. Windsor Parkway has one lane in each direction and a sidewalk and residential properties on the northern side. Several St. Martin's Episcopal School buildings are sited on the southern side. The posted speed limit is 30 miles per hour, and there is a one way controlled stop for vehicles turning from CS 145/Windsor Parkway onto CS 127/Ashford Dunwoody Road.

Other projects in the area:

- MT-01: Ashford Dunwoody/Peachtree Road Intersection Improvements (City of Brookhaven)
- 740210-: Traffic OPS Improvements @ Ashford Dunwoody and Johnsons Ferry
- 0013138: Ashford Dunwoody Road & Dresden Drive-ITS Expansion
- 0015361: SR 141 @ CS 127/Ashford Dunwoody Road

MPO: Atlanta TMA **TIP #:** DK-452

Congressional District(s): 6

Federal Oversight: ☐ **PoDI** ☒ **Exempt** ☐ **State Funded** ☐ **Other**

Projected Traffic: 24 HR T: 3.5% Current Year (2021): 13,275
Open Year (2028): 14,250 Design Year (2048): 17,400
Traffic Projections Performed by: CPL
Date approved by the GDOT Office of Planning: 10/03/2022

AASHTO Functional Classification (Mainline): Minor Arterial
AASHTO Context Classification (Mainline): Suburban
AASHTO Project Type (Mainline): Construction on existing roads
Is the project located on a NHS roadway? ☒ No ☐ Yes

Complete Streets - Bicycle, Pedestrian, and/or Transit Standards Warrants:
Warrants met: ☐ None ☒ Bicycle ☒ Pedestrian ☐ Transit
Pedestrian Standard Warrants: 1, 4
Bicycle Standard Warrants: 1, 2 and 3

The proposed shared-use path satisfies the requirements of the Complete Streets Warrants.

Is this a 3R (Resurfacing, Restoration, & Rehabilitation) Project? ☒ No ☐ Yes

Pavement Evaluation and Recommendations
Initial Pavement Evaluation Summary Report Required? ☒ No ☐ Yes
Feasible Pavement Alternatives: ☒ HMA ☐ PCC ☐ HMA & PCC

Is the project located on a Special Roadway or Network? ☒ No ☐ Yes

Do the limits of the project include one or more signalized intersections? ☒ No ☐ Yes

Is Federal Aviation Administration coordination anticipated? ☒ No ☐ Yes

DESIGN AND STRUCTURAL

Description of the proposed project: The proposed project is located at the intersection of Ashford Dunwoody Road and Windsor Parkway in the City of Brookhaven located in the northwest corner of DeKalb County. The preferred alternative will convert the conventional minor stop intersection into a single lane roundabout that ties into the adjacent MT-01 project to the south with an 8 to 10 foot shared use path on the east side of Ashford Dunwoody Road along approximately 0.2 miles of the Peachtree Golf Club property. Additional complete street elements are planned for the western side of Ashford Dunwoody between Oglethorpe Drive and 0.1 miles north of Windsor ParkwayThe project will also tie into Lanier Drive on the west with a proposed 10 foot shared use path on the south side of Windsor Parkway.

Major Structures:

Structure	Existing	Proposed
Parapet Wall	N/A: This is a proposed Structure	Approximately 215’ of parapet wall along the eastern side of Ashford Dunwoody Road up to 8 feet tall.

Mainline Design Features:

Ashford Dunwoody Road	**Functional Classification:** *Minor Arterial*		
Feature	**Existing**	***Policy**	**Proposed**
Typical Section:			
- Number of Through Lanes	2 (EKP)		2 (EKP)
- **Lane Width(s) (-ft)**	**10 ft**	**11-12 ft**	**11-12 ft**
- **Median Width (-ft) & Type**	**N/A**	**N/A**	**0-23.25 ft Splitter Island**
- **Border Area Width (-ft)**	**5-10 ft**	**10-16 ft**	**12 - 28.5 ft (EKP)**
- **Outside Shoulder Slope (%)**	**Unknown**	**2%**	**2%**
- **Sidewalks (-ft)** (Concrete)	**5 ft**	**5 ft**	**5-10 ft**
- Auxiliary Lanes (# LTL, RTL or TWLTL / -ft width)	RTL-Unknown Width		No changes (EKP)
- **Bike Accommodations**	**N/A**	**Shared-Use Path**	**Shared-Use Path**
Posted Speed (mph)	40/25 mph		40/25 mph
Design Speed (mph)	**40 mph**	**45/25 mph**	**45/25 mph**
Minimum Horizontal Curve Radius (-ft)	**Unknown**	**711/154 ft**	**350 ft**
Maximum Superelevation Rate (%)	**Unknown**	**4%**	**4%**
Maximum Grade (%)	Unknown (EKP)	6% - Rolling (EKP)	≤ 6% (EKP)
Access Control	**Permit**	**Permit**	**Permit**
Design Vehicle	WB-40/BUS -40		WB-40/BUS -40
Check Vehicle	WB-50	WB-40/BUS -40	WB-50/OSOW-DDT
Pavement Type	Asphalt		Asphalt

**According to current GDOT Design Policy if applicable*

Windsor Parkway	**Functional Classification:** *Major Collector*		
Feature	**Existing**	***Policy**	**Proposed**
Typical Section:			
- Number of Through Lanes	2 (EKP)		2 (EKP)
- **Lane Width(s) (-ft)**	**10 ft**	**11-12 ft**	**11-12 ft**
- **Median Width (-ft) & Type**	**N/A**	**N/A**	**0-23.25 ft Splitter Island**
- **Border Area Width (-ft)**	**5-10 ft**	**10-16 ft**	**10-19.5 ft**
- **Outside Shoulder Slope (%)**	**Unknown**	**2%**	**2%**
- **Sidewalks (-ft)** (Concrete)	**5 ft**	**5 ft**	**5-10 ft**
- Auxiliary Lanes (# LTL, RTL or TWLTL / -ft width)	N/A		None
- **Bike Accommodations**	**N/A**	**Shared-Use Path**	**Shared-Use Path**
Posted Speed (mph)	30 mph		30 mph
Design Speed (mph)	**30 mph**	**35/25 mph**	**35/25 mph**
Minimum Horizontal Curve Radius (-ft)	Unknown (EKP)	**371 ft**	**2000 ft**
Maximum Superelevation Rate (%)	Unknown (EKP)	**4%**	**4%**
Maximum Grade (%)	Unknown (EKP)	**10% (Rolling)**	**10%**
Access Control	**Permit**	**Permit**	**Permit**
Design Vehicle	BUS -40/SU		BUS -40/SU
Check Vehicle	WB-50	BUS -40/SU	WB-50/OSOW-DDT
Pavement Type	Asphalt		Asphalt

**According to current GDOT Design Policy if applicable*

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

Design Variances to GDOT Standard Criteria anticipated: None

Lighting Required: ☐ No ☒ Yes (Required by City of Brookhaven)

Off-site Detours Anticipated: ☒ No ☐ Undetermined ☐ Yes
If yes: Roadway type to be closed: ☐ Local Road ☐ State Route
Detour Route selected: ☐ Local Road ☐ State Route
District Concurrence w/Detour Route: ☐ No/Pending ☐ Received

Transportation Management Plan [TMP] Required: ☐ No ☒ Yes
If Yes:Project classified as: ☒ Non-Significant
TMP Components Anticipated: ☒ TTC

INTERCHANGES AND INTERSECTIONS

Interchanges/Major Intersections: N/A

Intersection Control Evaluation (ICE) Required: ☐ No ☒ Yes

Roundabout Concept Validation Required: ☐ No ☐ Yes ☒ Completed *9/19/2022*

UTILITY AND PROPERTY

Railroad Involvement: None

Utility Involvements: DeKalb County Watershed, Georgia Power, Google Fiber, Southern Company Gas (AGL), AT&T, ANSCO & Associates (AT&T Mobility), Comcast and Crown Castle.

SUE Required: ☐ No ☒Yes

Public Interest Determination Policy and Procedure recommended: ☒ No ☐ Yes

Right-of-Way (ROW): Existing width: 40-80 ft. Proposed width: 55-90 ft.
Required Right-of-Way anticipated: ☐ None ☒ Yes ☐ Undetermined
Easements anticipated: ☐ None ☐ Temporary ☒ Permanent * ☐ Utility ☐ Other
** Permanent easements include the right to place utilities.*

Anticipated total number of impacted parcels:		9
Displacements anticipated:	Businesses:	0
	Residences:	0
	Other:	0
Total Displacements:		0

Location and Design approval: ☐ Not Required ☒ Required

Impacts to USACE property anticipated: ☒ No ☐ Yes ☐ Undetermined

ENVIRONMENTAL AND PERMITS

Anticipated Environmental Document: *NEPA ~ CE*

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.

MS4 Permit Compliance – Is the project located in a MS4 area? ☐ No ☒ Yes

If yes, is the GDOT MS4 Permit anticipated to apply to all or part of this project? ☒ No ☐ Yes

Is Non-MS4 water quality mitigation anticipated? ☒ No ☐ Yes

Environmental Permits, Variances, Commitments, and Coordination anticipated: A NPDES permit is anticipated for the project.

Air Quality:

Is the project located in an Ozone Non-attainment area? ☐ No ☒ Yes

The project has been programmed in the Atlanta Regional Commission's FY 2020-2025 Transportation Improvement Plan (TIP). According to the FY 2020-2025 TIP, the project is exempt from transportation conformity per 40 CFR 93.

Is a Carbon Monoxide hotspot analysis required? ☒ No ☐ Yes

NEPA/GEPA Comments & Information:

NEPA: The anticipated environmental document for the project is a Categorical Exclusion. Early coordination has been conducted.

Ecology: An ecology report has not been finalized. However, early coordination with the Georgia Department of Natural Resources (GADNR) and US Fish and Wildlife (USFWS) has been conducted. Field surveys have also been completed. During the field survey, two Non-Buffered State Waters (NBSW) were identified. A draft Ecology Resource Survey Report is currently being prepared.

History: A Historic Resources Survey Report has been prepared and received concurrence from the State Historic Preservation Office (SHPO). Three resources (the Richardson House, Peachtree Golf Club, and St. Martin in the Fields) have been determined eligible for the National Register of Historic Places (NRHP). It should be noted that historic resources are also considered Section 4(f) resources. There are no adverse impacts to the resources.

Archaeology: An Archaeology report has not been finalized. However, the field survey did not result in the discovery of any archaeological sites that would be determined eligible for the NRHP.

Noise: A noise study has not been prepared. It is anticipated that a noise impact assessment will be prepared due to the project being classified as a Type I noise project.

Public Involvement: Early coordination letters were sent to stakeholders on 3/2/2021**.** No public involvement has taken place. A public information open house (PIOH) is anticipated for the project. The PIOH date has yet to be determined, anticipated Spring 2023.

Major stakeholders: City of Brookhaven, St. Martin in the Field's Episcopal Church, Peachtree Golf Club

COORDINATION, ACTIVITIES, RESPONSIBILITIES, AND COSTS

Constructability/Construction:

Project Meetings: Concept Meeting – May 10, 2021

Other coordination to date: N/A

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

Project Cost Estimate Summary and Funding Responsibilities:

	PE Activities		ROW	Reimbursable Utilities	CST*	Total Cost
	PE Funding	Section 404 Mitigation				
Date of Estimate:	2019		3/16/2023(EKP)		12/09/2022	
Funded By:	Federal/ City of Brookhaven	City of Brookhaven	Federal/ City of Brookhaven	Federal/ City of Brookhaven	City of Brookhaven	
Programmed Cost:	$700,000(EKP)		$400,000	$0	$1,900,000	$3,000,000(EKP)
Estimated Cost:	$700,000(EKP)	**N/A	***$1,096,000	$0	$2,473,546.07	$4,269,546.07(EKP)
Total Cost Difference:						$1,269,546.07

*CST Cost includes: Construction, Engineering and Inspection, Contingencies and Liquid AC Cost Adjustment.
**No Section 404 Mitigation cost due to there being no Jurisdictional Waters of the US in the ESB.
*** ROW Cost Estimate completed by Colliers Engineering and Design.

ALTERNATIVES DISCUSSION

Alternative selection:

Preferred Alternative: Single Lane Roundabout			
Estimated Property Impacts:	**9 Parcels**	**Estimated Total Cost:**	**$4,269,546.07(EKP)**
Estimated ROW Cost:	$1,096,000	**Estimated CST Time:**	**12 months**
Rationale: The single lane roundabout is the preferred alternative because it addresses all of the City of Brookhaven's needs for the intersection improvement. This alternative will improve the intersection operationally with peak hour delay between 9.7 and 17.8 seconds and from a safety perspective with fewer conflict points. The roundabout's slower design speeds allow pedestrians to easily cross all legs 1 lane/1 vehicular movement at a time. This alternative is the preferred intersection type based on ICE with a Stage 2 score of 6.7. The single lane roundabout will impact utilities along all approaches and will need to account for 2 non-buffered state waters that have been identified in the environmental screening. The roundabout will have a bigger footprint and require more ROW impacting 9 parcels. It will have a greater impact on St. Martin's Episcopal Church and School and a smaller impact on the Peachtree Golf Club than the signal discussed in Alternative 1.			

No-Build Alternative: Conventional Minor Stop Intersection			
Estimated Property Impacts:	**0 Parcels**	**Estimated Total Cost:**	**$0**
Estimated ROW Cost:	**$0**	**Estimated CST Time:**	**N/A**
Rationale: The City of Brookhaven has identified that this intersection is in need of roadway, operations, and safety improvements in the Ashford Dunwoody Corridor Study (April 2017).			

Alternative 1: Signalized Intersection with right turn lanes on Windsor Parkway and Ashford Dunwoody Road southbound and a left turn lane on Ashford Dunwoody Road northbound.			
Estimated Property Impacts:	**3 Parcels**	**Estimated Total Cost:**	**$1,143,000**
Estimated ROW Cost:	$712,000	**Estimated CST Time:**	**3 months**
Rationale: The signalized intersection was not chosen as the preferred alternative with an ICE Stage 2 score of 6.2. The signal will improve the intersection operationally with peak hour delay between 10.6 and 15.9 seconds and allows traffic along Ashford Dunwoody Road to travel at the 40 mph design speed during green phases. It also requires pedestrians to cross 3 lanes at a time with multiple vehicular movements on all legs. The signalized intersection will have similar utility impacts and will need to account for the same non-buffered state waters identified in the environmental screening as the single lane roundabout (Preferred Alternative). The signal will impact 3 parcels but will have a greater impact on Peachtree Golf Club with a smaller impact to St. Martin's Episcopal Church and School as compared with the single lane roundabout.			

*Estimated ROW cost by design team.

Comments: None

LIST OF ATTACHMENTS/SUPPORTING DATA

1. Concept Layout
2. Typical sections
3. Detailed Cost Estimates:
    a. Construction Estimate including Engineering and Inspection and Contingencies
    b. Revisions to Programmed Costs forms, & Liquid AC Cost Adjustment forms
    c. Right-of-Way
    d. Utilities
4. Concept Utility Report
5. Crash summaries and diagrams

6. Traffic diagrams or projections
    a. Design Traffic Forecasts Approval Letter
    b. Concept Traffic Diagrams
7. Capacity analysis summary
8. ICE Report
    a. Stage 1 Screening Decision Record
    b. Concurrence Memo
    c. Stage 2 Alternative Selection Decision Record
9. Roundabout Data
    a. Concept validation – Geometric & Performance checks (Fastest Paths, Design vehicle swept paths, Sight distance checks)
10. MS4 Concept Report Summary
11. Minutes
    a. Concept Meeting – May 10, 2021

Attachment 1
Concept Layout

12/9/2022 1:50:01 PM JDominesey	GPLOT-V8 gplotborder-ORD-PO-color.tbl	0016056_Concept Layout.dgn		P.I. No. 0016056

PROPERTY AND EXISTING R/W LINE	
REQUIRED ROW LINE	
CONSTRUCTION LIMITS	
EASEMENT FOR CONSTR & MAINTENANCE OF SLOPES	
EASEMENT FOR CONSTR OF SLOPES	
EASEMENT FOR CONSTR OF DRIVES	

BEGIN LIMIT OF ACCESS	BLA
END LIMIT OF ACCESS	ELA
REQ'D LIMIT OF ACCESS	
REQ'D LIMIT OF ACCESS & R/W	
ORANGE BARRIER FENCE	
ESA - ENV. SENSITIVE AREA (SEE ERIT TABLE)	

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SCALE IN FEET
0 50 100 200

REVISION DATES

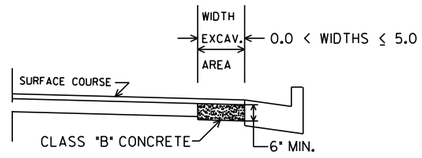
CONCEPT LAYOUT

ASHFORD DUNWOODY RD AT WINDSOR PKWY

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		
CORRECTED:		DATE:		
VERIFIED:		DATE:		

10/23/2015 GPLN

Attachment 2
Typical Sections



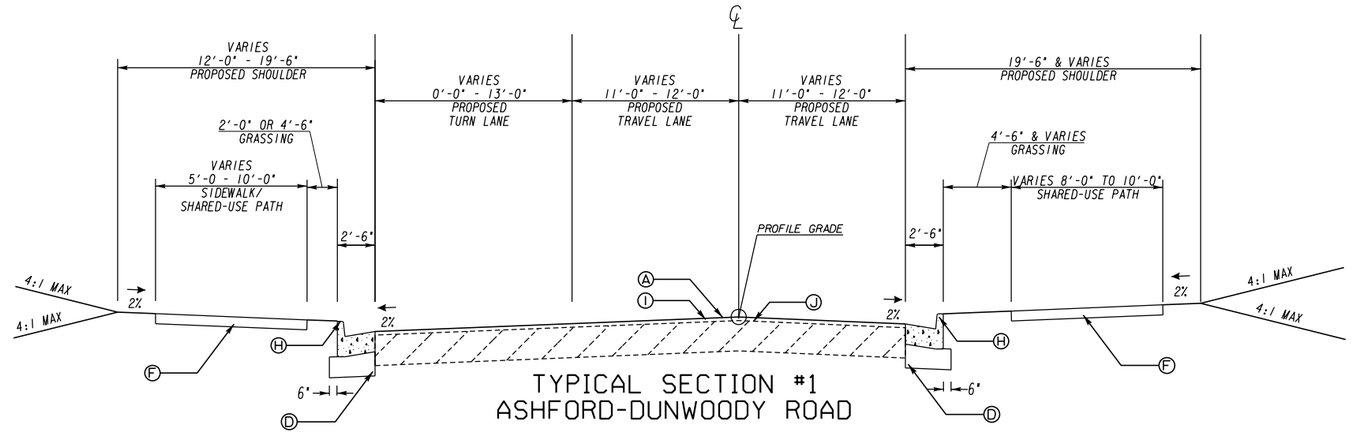
NO SCALE
CLASS "B" CONCRETE BASE OR PAVEMENT WIDENING
Item Code 500-9999 - Cu. Yds.

In excavated areas between the existing paving and new curb and gutter that are 5'-0" or less in width, Class "B" concrete shall be placed in lieu of the base and paving specified by the typical section. Payment will be made under "Class B Concrete Base and Pavement Widening".

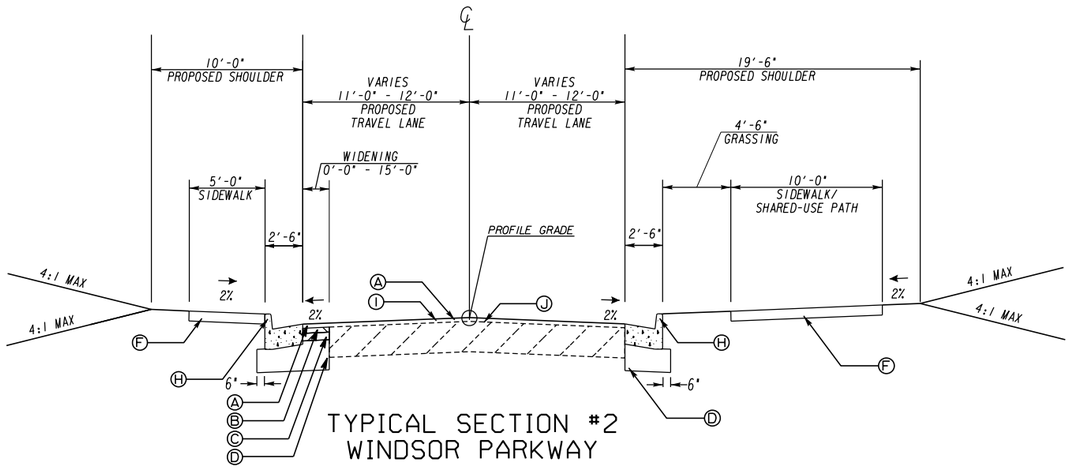
In excavated areas greater than 5'-0" in width, the Contractor shall place base and paving as specified on the typical section.

See plans for details of curb and gutter construction.

CLASS "B" CONCRETE BASE OR WIDENING DETAIL



TYPICAL SECTION #1
ASHFORD-DUNWOODY ROAD



TYPICAL SECTION #2
WINDSOR PARKWAY

- (A) RECYCLED ASPH CONC 12.5 MM SUPERPAVE, GP 2 ONLY, INCL POLYMER-MODIFIED BITUM MATL & H LIME, 165 LB/SY
- (B) RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME, 220 LB/SY
- (C) RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME, 330 LB/SY
- (D) GRADED AGGREGATE BASE, 12"
- (E) CONCRETE MEDIAN, 7-1/2", TP 7 CURB FACE
- (F) SIDEWALK, 4"
- (G) PLAIN PC CONC PVMT, CL 3 , 10", COLORED AND STAMP WITH MONOLITHIC TP 9 CURB
- (H) CONCRETE CURB & GUTTER, GA STD 9032B, TYPE 2, 8"x30"
- (I) ASPH CONC LEVELING
- (J) MILLING

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SCALE IN FEET VERT
0 2 4 8

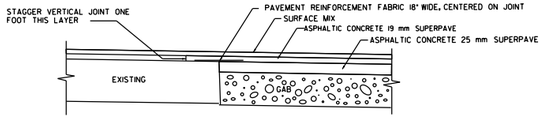
SCALE IN FEET HORIZ
0 5 10 20

REVISION DATES

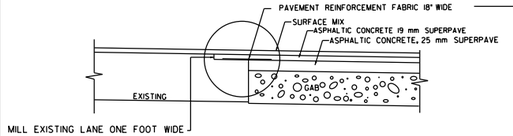
TYPICAL SECTIONS
ASHFORD DUNWOODY RD AT WINDSOR PKWY

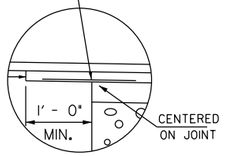
CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		05-0001
CORRECTED:		DATE:		
VERIFIED:		DATE:		

TYPICAL SECTION DETAIL TO BE USED WHEN
EXISTING PAVEMENT IS TO BE RESURFACED WITH
TWO INCHES OR MORE OF ASPHALTIC CONCRETE

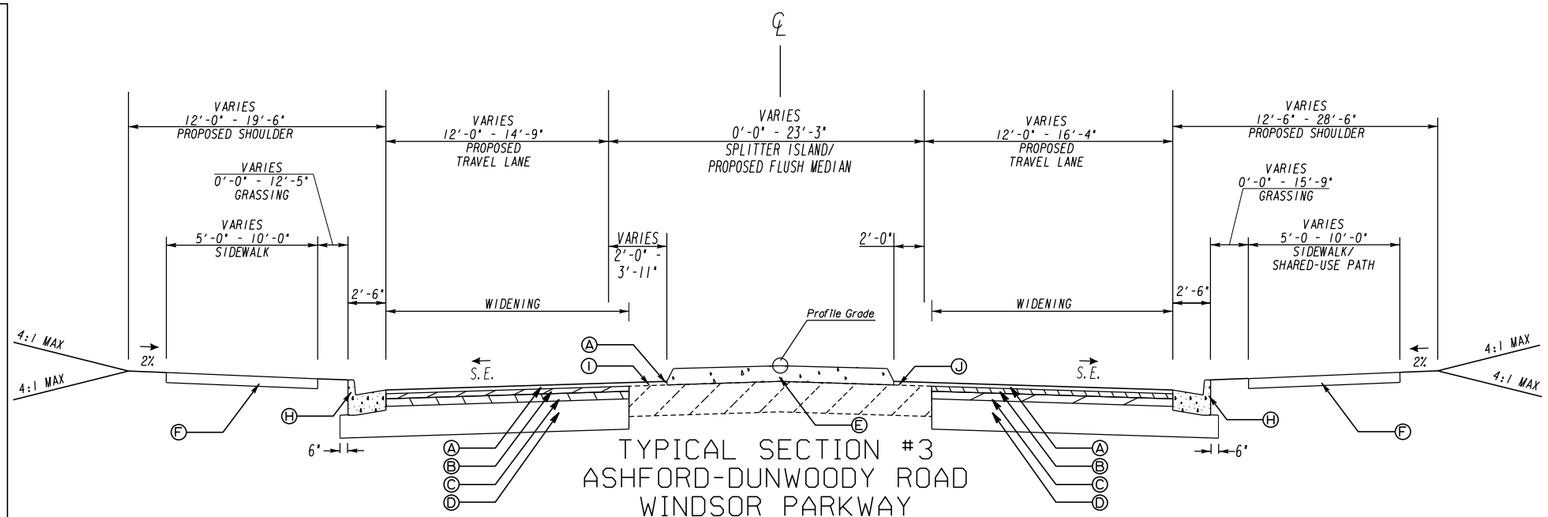


TYPICAL SECTION DETAIL TO BE USED WHEN
EXISTING PAVEMENT IS TO BE RESURFACED WITH
LESS THAN TWO INCHES OF ASPHALTIC CONCRETE

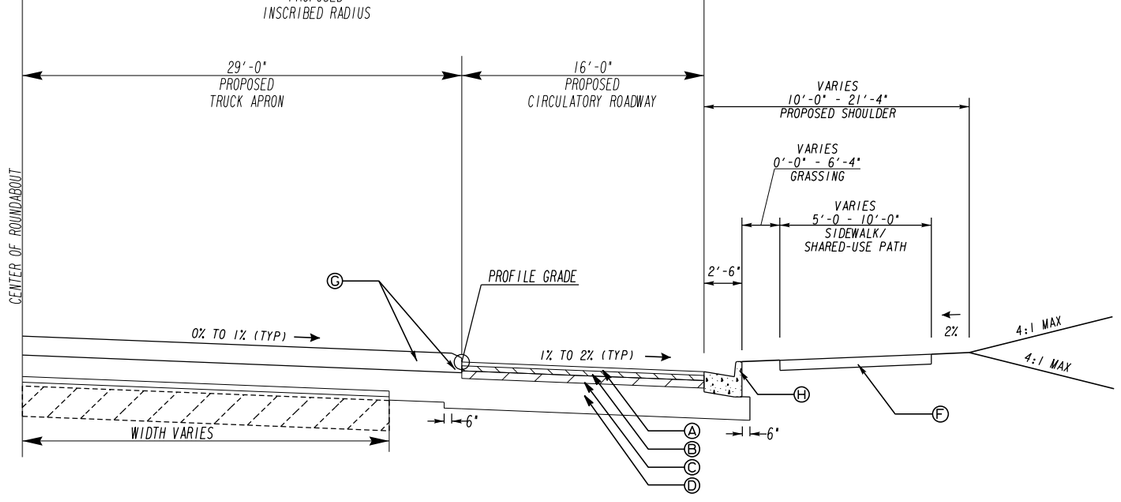




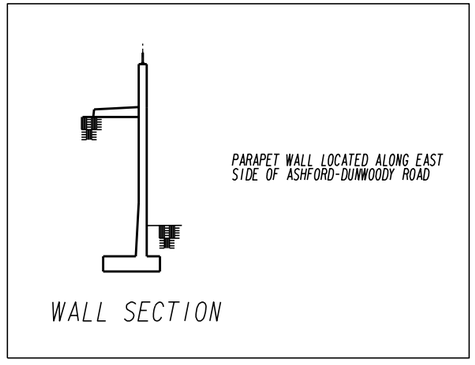
PAVEMENT REINFORCEMENT FABRIC (NTS)



TYPICAL SECTION #3 ASHFORD-DUNWOODY ROAD WINDSOR PARKWAY



TYPICAL SECTION #4 ROUNDABOUT TYPICAL



WALL SECTION

Ⓐ RECYCLED ASPH CONC 12.5 MM SUPERPAVE, GP 2 ONLY, INCL POLYMER-MODIFIED BITUM MATL & H LIME, 165 LB/SY
Ⓑ RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME, 220 LB/SY
Ⓒ RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME, 330 LB/SY
Ⓓ GRADED AGGREGATE BASE, 12"
Ⓔ CONCRETE MEDIAN, 7-1/2", TP 7 CURB FACE
Ⓕ SIDEWALK, 4"
Ⓖ PLAIN PC CONC PVMT, CL 3 , 10", COLORED AND STAMP WITH MONOLITHIC TP 9 CURB
Ⓗ CONCRETE CURB & GUTTER, GA STD 9032B, TYPE 2, 8"x30"
Ⓘ ASPH CONC LEVELING
Ⓙ MILLING

3011 SUTTON GATE DRIVE, SUITE 130
SUWANEE, GEORGIA 30024
TEL (800) 274-9000
FAX (770) 831-9243
www.clarkpatterson.com
Clark Patterson Lee
ARCHITECTURE | ENGINEERING | PLANNING

SCALE IN FEET VERT
0 2 4 8

SCALE IN FEET HORIZ
0 5 10 20

REVISION DATES

TYPICAL SECTIONS
ASHFORD DUNWOODY RD AT WINDSOR PKWY

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		05-0002
CORRECTED:		DATE:		
VERIFIED:		DATE:		

Attachment 3
Detailed Cost Estimates

Georgia Department of Transportation

Interoffice Memo

FILE

PI NUMBER	0016056	PROJECT DESCRIPTION	CS 127/ASHFORD DUNWOODY ROAD @ CS 145/WINDSOR PKWY
OFFICE	Office of Program Delivery		
DATE	Friday, December 9, 2022		

From: Kimberly Nesbitt, State Program Delivery Administrator

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

Subject: **REVISIONS TO PROGRAMMED COSTS**

Project Manager:	Felicia Basolo
Management Let Date:	4/15/2024
Management Right of Way Date:	1/17/2023

Cost Estimate Review Iteration

Date of Submittal #1	
Date of Submittal #2	
Date of Submittal #3	

Summary of Programmed Costs and Proposed Revised Costs:

Estimate Type	Cost Estimate Amounts (T-Pro Without Inflation)	Last Estimate Date	Revised Cost Estimate
CONSTRUCTION	$1,900,000.00	N/A	$2,473,546.07
RIGHT OF WAY	$400,000.00	N/A	$1,096,000.00
UTILITIES	N/A	N/A	

Explanation for Cost Change and Contingency Justification:

The concept cost estimate for Ashford Dunwoody Road at Windsor Parkway intersection is the first construction cost estimate created using the anticipated design features as shown on the concept layouts and has produced a cost estimate that is 20% higher than the original programmed cost. The design features that have increased the cost include converting the intersection into a roundabout instead of installing traffic signals. The ROW cost is over 2x higher than the programmed cost due to Peachtree Golf Club owning a large portion of land along the project that will need to be acquired. A contingency of 10% has been used for the concept cost estimate.

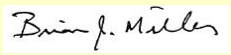
Attachments:

Project Status Report, 20% Cost Increase, AASHTOWare Printout, ROW Cost Estimate Worksheet, and Utility Cost Estimate Worksheet

Georgia Department of Transportation

Interoffice Memo

Design Phase Leader Validation of Final QC/QA for Construction Cost Estimate Used In This Revision to Programmed Costs:

Consultant Company or GDOT Design Office:	CPL
Printed Name:	Brian Miller, P.E.
Title:	Senior Associate
Signature:	
Date:	12/9/2022

FOR PROJECTS WITH A LOCAL SPONSOR	
If the project has a local sponsor, the project manager should ensure that the local authority completes the following validation indicating that it has reviewed the construction cost estimate and whether it is in concurrence with the construction costs presented.	
Please select the appropriate validation below upon review of the cost estimate: ☐ I acknowledge that I have reviewed the project construction cost estimate and concur with the costs presented. ☐ I acknowledge that I have reviewed the project construction cost estimate but do not concur with the costs presented.	
Please provide an explanation for non-concurrence.	
Local Authority Name and Title:	City of Brookhaven
Local Authority Signature:	Don Sherrill
Date:	

Georgia Department of Transportation

Interoffice Memo

Cost Estimate Worksheet:

CONSTRUCTION COST ESTIMATE (Required base estimate entered from AASHTOWare Project Estimation and should not include E&I). →	**A**	$ 2,100,608.72
ENGINEERING AND INSPECTION (The default E&I percentage is 5.0%, but may be adjusted per project scope.) →	**D**	$ 105,030.44

Construction Cost	E&I Percentage	E&I Cost
B	C	D = B x C
$ 2,100,608.72	5%	$ 105,030.44

CONTINGENCY (Refer to the Risk and Contingencies Table included in GDOT Policy 3A-9 Cost Estimating Purpose) →	**I**	$ 220,563.92

Construction Cost	E&I Cost	Construction + E&I	Contingency Percentage	Contingency Cost
E	F	G = E + F	H	I = G x H
$ 2,100,608.72	$ 105,030.44	$ 2,205,639.16	10%	$ 220,563.92

ASPHALT FUEL PRICE ADJUSTMENT (Leave blank if not applicable) →	**Q**	$ 47,342.99

Date	Dec 2022
Regular Unleaded	$3.001/ GAL
Diesel	$4.879/ GAL
Liquid AC	$665.00/ TON

Current Asphalt Fuel Index Prices can be found at the link below:

http://www.dot.ga.gov/PS/Materials/AsphaltFuelIndex

		Tons	Percentage of Asphaltic Concrete	Tons of Asphaltic Concrete	Total Monthly Tonnage of Asphalt Cement (TMT)	Monthly Asphalt Cement Price month project let (APL)	Max. Cap	Monthly Asphalt Cement Price month placed (APM)	Price Adjustment (PA)
Liquid AC	Description	J	K	L = J x K	M = Sum of Columns L, T & W	N	O	P = (N x O)+N	Q = [((P - N) / N)] x M x N
	Leveling	1060.00 TN	5.00%	53.00 TN	118.65 TN	$665.00/ TON	60%	$ 1,064.00	$ 47,342.99
	Patching								
	9.5 mm SP								
	12.5 OGFC								
	12.5 PEM								
	12.5 mm SP	630.00 TN	5.00%	31.50 TN					
	19 mm SP	230.00 TN	5.00%	11.50 TN					
	25 mm SP	350.00 TN	5.00%	17.50 TN					
Bituminous Tack Coat		Tack Coat	GL/TN	Tons					
	Description	R	S	T = R/S					
	Tack Coat	1200.00 GL	232.8234 GL/TN	5.15 TN					
Bituminous Tack Coat (Surface Treatment)		SY	GL/SY	TN					
	Description	U	V	W = (U x V) / (232.8234 GL/TN)					
	Single Surface Treatment		0.20 Gl/SY						
	Double Surface Treatment		0.44 Gl/SY						
	Triple Surface Treatment		0.71 Gl/SY						

CONSTRUCTION TOTAL COST →	**X = A+D+I+Q**	$ 2,473,546.07
RIGHT OF WAY COST →	**Y**	$ 1,096,000.00
UTILITIES COST (Provided by Utility Office) →	**Z = Sum of Reimbursable Costs**	$ -

Utility Owner	Reimbursable Cost	Utility Owner	Reimbursable Cost
Dekalb County Watershed	N/A		
Georgia Power	N/A		
Google Fiber	N/A		
Southern Company Gas (AGL)	N/A		
AT&T	N/A		
ANSCO & Associates (AT&T mobility)	N/A		
Comcast	N/A		
Crown Castle	N/A		

Ms. Felicia Basolo
Project Manager
Georgia Department of Transportation
Office of Program Delivery
600 W. Peachtree St. N.W. 25th Floor
Atlanta, Georgia 30308

December 9, 2022

Re: P.I. 0016056 Ashford Dunwoody Road at Windsor Parkway Intersection
Construction Cost Estimate Increase

Dear Ms. Basolo:

The purpose of this letter is to detail why the proposed construction cost estimate is more than 20% higher than the initial programmed construction cost estimate.

The concept cost estimate for Ashford Dunwoody Road at Windsor Parkway intersection is the first construction cost estimate created using the anticipated design features as shown on the concept layouts and has produced a cost estimate that is 20% higher than the original programmed cost. The design features that have increased the cost include converting the intersection into a roundabout instead of installing traffic signals. The ROW cost is over 2x higher than the programmed cost due to Peachtree Golf Club owning a large portion of land along the project that will need to be acquired.

Should you have any questions or require additional information, please do not hesitate to contact me at 678.318.1008 or BMiller@CPLteam.com.

Very truly yours,
CPL

Brian J. Miller

Brian Miller, P.E.
Senior Associate

Project Cost Estimate

Processed on: 12/9/2022 10:55:17 AM

Concept Name:	0016056	**Cost Estimate Name:**	0016056
Concept Description:	CS 127/Ashford Dunwoody Road @ CS 145/Windsor F	**Adhoc Pricing Total:**	$0.00
Spec Year:	21	**Typical Section Total:**	$0.00
Item History:	BHP-ALL	**Estimate Total:**	$2,100,608.72
Cost Estimate Phase:	2-DE		

ITEMS FOR CONCEPT NAME 0016056

0100 - Roadway

Line Number	Item	Quantity	Units	Price	Description	Amount
0005	150-1000	1	LS	200,000.00	TRAFFIC CONTROL - - PI 0016056	$200,000.00
0010	210-0100	1	LS	400,000.00	GRADING COMPLETE - - PI 0016056	$400,000.00
0015	634-1200	24	EA	170.90	RIGHT OF WAY MARKERS	$4,101.64
0380	641-5012	1	EA	3,015.40	GUARDRAIL ANCHORAGE, TP 12	$3,015.40
0210	643-8200	200	LF	3.42	BARRIER FENCE (ORANGE), 4 FT	$684.62
0100 Total						$607,801.66

0110 - Pavement

Line Number	Item	Quantity	Units	Price	Description	Amount
0020	310-1101	2470	TN	42.38	GR AGGR BASE CRS, INCL MATL	$104,685.10
0025	318-3000	200	TN	39.27	AGGR SURF CRS	$7,854.78
0035	402-1812	1060	TN	134.56	RECYCLED ASPH CONC LEVELING, INCL BITUM MATL & H LIME	$142,632.90
0040	402-3121	350	TN	152.80	RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	$53,479.90
0045	402-3190	230	TN	162.64	RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2,INCL BITUM MATL & H LIME	$37,406.90
0030	402-4510	630	TN	179.28	RECYCLED ASPH CONC 12.5 MM SUPERPAVE, GP 2 ONLY, INCL POLYMER-MODIFIED BITUM MATL & H LIME	$112,949.01
0050	413-0750	1200	GL	3.78	TACK COAT	$4,530.19

0110 - Pavement

Line Number	Item	Quantity	Units	Price	Description	Amount
0055	429-1000	6	EA	1,172.94	RUMBLE STRIPS	$7,037.64
0060	432-5010	5480	SY	7.55	MILL ASPH CONC PVMT, VARIABLE DEPTH	$41,377.56
0065	439-0022	300	SY	176.91	PLAIN PC CONC PVMT, CL 3 CONC, 10 INCH THK	$53,074.10
0080	441-0016	80	SY	71.86	DRIVEWAY CONCRETE, 6 IN TK	$5,748.44
0070	441-0104	2500	SY	42.46	CONC SIDEWALK, 4 IN	$106,161.52
0075	441-0108	400	SY	85.47	CONC SIDEWALK, 8 IN	$34,187.60
0085	441-0754	120	SY	89.91	CONCRETE MEDIAN, 7 1/2 IN	$10,788.64
0090	441-4020	130	SY	68.34	CONC VALLEY GUTTER, 6 IN	$8,884.54
0095	441-6222	3650	LF	25.77	CONC CURB & GUTTER, 8 IN X 30 IN, TP 2	$94,060.65
0100	446-1100	1200	LF	10.16	PVMT REINF FABRIC STRIPS, TP 2, 18 INCH WIDTH	$12,193.07
0105	500-9999	20	CY	360.45	CLASS B CONC, BASE OR PVMT WIDENING	$7,209.08
0110 Total						$844,261.62

0200 - Drainage

Line Number	Item	Quantity	Units	Price	Description	Amount
0110	550-1180	200	LF	99.06	STORM DRAIN PIPE, 18 IN, H 1-10	$19,812.02
0115	550-1240	200	LF	129.48	STORM DRAIN PIPE, 24 IN, H 1-10	$25,896.68
0120	550-4218	2	EA	1,412.08	FLARED END SECTION 18 IN, STORM DRAIN	$2,824.16
0125	550-4224	2	EA	1,244.13	FLARED END SECTION 24 IN, STORM DRAIN	$2,488.26
0130	668-1100	4	EA	4,534.81	CATCH BASIN, GP 1	$18,139.22
0135	668-2100	8	EA	3,879.89	DROP INLET, GP 1	$31,039.11
0200 Total						$100,199.45

0300 - Temporary Erosion Control

Line Number	Item	Quantity	Units	Price	Description	Amount
0140	163-0232	2	AC	622.09	TEMPORARY GRASSING	$1,244.18

0300 - Temporary Erosion Control

Line Number	Item	Quantity	Units	Price	Description	Amount
0145	163-0240	50	TN	273.08	MULCH	$13,654.14
0150	163-0301	2	EA	2,397.15	CONSTRUCT AND REMOVE CONSTRUCTION EXITS	$4,794.31
0155	163-0503	3	EA	658.29	CONSTRUCT AND REMOVE SILT CONTROL GATE, TP 3	$1,974.87
0160	163-0528	2500	LF	13.08	CONSTRUCT AND REMOVE FABRIC CHECK DAM - TYPE C SILT FENCE	$32,698.45
0165	163-0550	12	EA	269.61	CONSTRUCT AND REMOVE INLET SEDIMENT TRAP	$3,235.30
0170	165-0030	2900	LF	1.01	MAINTENANCE OF TEMPORARY SILT FENCE, TP C	$2,933.87
0175	165-0041	2500	LF	3.51	MAINTENANCE OF CHECK DAMS - ALL TYPES	$8,786.05
0180	165-0087	3	EA	145.91	MAINTENANCE OF SILT CONTROL GATE, TP 3	$437.72
0185	165-0101	2	EA	913.69	MAINTENANCE OF CONSTRUCTION EXIT	$1,827.37
0190	165-0105	12	EA	121.66	MAINTENANCE OF INLET SEDIMENT TRAP	$1,459.90
0375	165-0310	2	EA	827.59	MAINTENANCE OF CONSTRUCTION EXIT TIRE WASH AREA (PER EACH)	$1,655.19
0195	167-1000	2	EA	385.44	WATER QUALITY MONITORING AND SAMPLING	$770.88
0200	167-1500	12	MO	738.51	WATER QUALITY INSPECTIONS	$8,862.12
0205	171-0030	5800	LF	4.02	TEMPORARY SILT FENCE, TYPE C	$23,339.49
0300 Total						$107,673.84

0400 - Permanent Erosion Control

Line Number	Item	Quantity	Units	Price	Description	Amount
0215	603-2181	40	SY	88.21	STN DUMPED RIP RAP, TP 3, 18 IN	$3,528.32
0220	603-7000	40	SY	8.40	PLASTIC FILTER FABRIC	$336.00
0225	700-6910	2	AC	2,143.19	PERMANENT GRASSING	$4,286.38
0230	700-7000	6	TN	297.61	AGRICULTURAL LIME	$1,785.69
0235	700-8000	2	TN	772.61	FERTILIZER MIXED GRADE	$1,545.22
0240	700-8100	102	LB	3.75	FERTILIZER NITROGEN CONTENT	$382.76
0245	716-2000	600	SY	1.75	EROSION CONTROL MATS, SLOPES	$1,051.69
0400 Total						$12,916.06

0600 - Signing

Line Number	Item	Quantity	Units	Price	Description	Amount
0255	632-0003	3	EA	8,967.01	CHANGEABLE MESSAGE SIGN, PORTABLE, TYPE 3	$26,901.02
0260	636-1033	300	SF	23.08	HIGHWAY SIGNS, TP 1 MATL, REFL SHEETING, TP 9	$6,923.03
0265	636-1036	250	SF	23.72	HIGHWAY SIGNS, TP 1 MATL, REFL SHEETING, TP 11	$5,929.28
0270	636-2070	150	LF	11.41	GALV STEEL POSTS, TP 7	$1,712.19
0275	636-2080	150	LF	16.51	GALV STEEL POSTS, TP 8	$2,476.49
0600 Total						$43,942.01

0610 - Pavement Marking

Line Number	Item	Quantity	Units	Price	Description	Amount
0280	653-0120	3	EA	128.98	THERMOPLASTIC PVMT MARKING, ARROW, TP 2	$386.93
0285	653-0130	3	EA	268.08	THERMOPLASTIC PVMT MARKING, ARROW, TP 3	$804.23
0290	653-0296	3	EA	213.29	THERMOPLASTIC PVMT MARKING, WORD, TP 15	$639.86
0295	653-1501	4150	LF	0.82	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, WHITE	$3,389.26
0300	653-1502	3600	LF	0.73	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, YELLOW	$2,642.08
0305	653-1704	40	LF	8.43	THERMOPLASTIC SOLID TRAF STRIPE, 24 IN, WHITE	$337.30
0310	653-1804	790	LF	3.51	THERMOPLASTIC SOLID TRAF STRIPE, 8 IN, WHITE	$2,772.02
0315	653-4830	100	GLF	3.63	THERMOPLASTIC SKIP TRAF STRIPE, 18 IN, WHITE	$363.50
0320	653-6006	300	SY	6.76	THERMOPLASTIC TRAF STRIPING, YELLOW	$2,026.89
0325	654-1003	80	EA	7.65	RAISED PVMT MARKERS TP 3	$612.19
0610 Total						$13,974.26

0901 - Wall 1

Line Number	Item	Quantity	Units	Price	Description	Amount
0365	500-3110	100	LF	729.03	CLASS A CONCRETE, TYPE P1, RETAINING WALL	$72,902.69
0370	500-3115	315	LF	399.35	CLASS A CONCRETE, TYPE P2, RETAINING WALL	$125,795.86
0901 Total						$198,698.55

1000 - Lighting

Line Number	Item	Quantity	Units	Price	Description	Amount
0330	500-3800	60	CY	1,543.83	CLASS A CONCRETE, INCL REINF STEEL	$92,630.00
0340	680-4140	12	EA	3,800.00	LIGHTING STD, 26-30 FT MH, POST TOP	$45,600.00
0335	680-6140	12	EA	1,000.00	LUMINAIRE, TP 4, LED	$12,000.00
0345	682-1406	1025	LF	1.17	CABLE, TP XHHW, AWG NO 6	$1,199.25
0350	682-6222	25	LF	9.43	CONDUIT, NONMETL, TP 2, 2 IN	$235.82
0355	682-6233	1000	LF	8.53	CONDUIT, NONMETL, TP 3, 2 IN	$8,528.07
0360	682-9950	650	LF	15.00	DIRECTIONAL BORE - - To be determined	$9,750.00
1000 Total						$169,943.14

1300 - Landscaping

Line Number	Item	Quantity	Units	Price	Description	Amount
0250	700-9300	110	SY	10.89	SOD	$1,198.13
1300 Total						$1,198.13

ADHOC PRICING FOR CONCEPT NAME 0016056

TYPICAL SECTIONS FOR CONCEPT NAME 0016056

TOTALS FOR CONCEPT NAME 0016056

ITEMS COST:	$2,100,608.72
TYPICAL SECTION:	$0.00
AD-HOC PRICING:	$0.00
ESTIMATED COST:	$2,100,608.72
CONTINGENCY PERCENT:	
ENGINEERING AND INSPECTION:	
ESTIMATED COST WITH CONTINGNECY AND E&I:	

GEORGIA DEPARTMENT OF TRANSPORTATION
PRELIMINARY ROW COST ESTIMATE SUMMARY

Date: 11/30/2022 Project:
Revised: County: DeKalb
PI: 16056
Description: Ashford Dunwoody @ Windsor Parkway Roundabout
Project Termini:

Existing ROW: Varies
Parcels: 9 Required ROW: Varies

Land and Improvements		$852,900.00
Proximity Damage	*$0.00*	
Consequential Damage	*$0.00*	
Cost to Cures	*$75,000.00*	
Trade Fixtures	*$0.00*	
Improvements	*$50,000.00*	
Valuation Services		$52,500.00
Legal Services		$81,075.00
Relocation		$27,000.00
Demolition		$1,500.00
Administrative		$80,500.00
TOTAL ESTIMATED COSTS		$1,095,475.00
TOTAL ESTIMATED COSTS (ROUNDED)		***$1,096,000.00***

Prepared By: Jared Fikes 11/30/2022
Print Name Signature Date

Cost Estimation Supervisor : Valencia Carter Valencia Carter 3/16/2023
Print Name Signature Date

NOTE: Superviser is only attesting that the estimate was completed using the correct information provided for the the project. The Supervisor is not attesting to property values or the accuracy of the market value estimations provided in this report. No Market Appreciation is included in this Preliminary Cost Estimate.

Comments:

0016056 Dekalb Preliminary Utility Cost Estimate

Utility Owner	Reimbursable	Non-Reimbursable	In Contract/CIA (Non-Rimbursable)	Estimate Based on
AT&T	$0.00	$45,000.00	NA	Site Visit/Available Drawings
ANSCO & Associates (not a utility owner)	*	*	*	*
Comcast	$0.00	$34,000.00	NA	Site Visit
Crown Castle	$0.00	$0.00	NA	No Facilities confirmed by Owner
Dekalb County Watershed	$0.00	$45,000.00	NA	Site Visit/Available Drawings
Georgia Power Company (Distribution)	$0.00	$350,000.00	NA	Site Visit/Available Drawings
Google Fiber	$0.00	$41,000.00	NA	Site Visit
Southern Company Gas (AGL)	$0.00	$60,000.00	NA	Information from Owner

Attachment 4
Concept Utility Report

Original Version: May 24, 2013
Revision: Feb. April 5, 2018

Concept Utility Report

Project Number: N/A

District: 7

County: DeKalb

Prepared by: CPL

P.I. # 0016056

Date: March 25, 2021

Project Description: CS 127/Ashford Dunwoody Road @ CS 145/Windsor Parkway

The information provided herein has been gathered from Georgia811and/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? Yes

Level: ☐A ☐B ☐C ☒D

Public Interest Determination (PID):

☐Automatic ☐Mandatory ☐Consideration ☐No Use ☒Exempt

Is a separate utility funding phase recommended? Yes

Potential Project (Schedule/Budget) Impacts: City of Brookhaven is responsible for utility coordination.

Capital Improvement Projects (Utilities) Anticipated in the Area: The City of Brookhaven is currently installing fiber for signals on the east side of Ashoford Dunwoody.

Project Specific Recommendations for Avoidance/Mitigation: None

Right of Way Coordination: Purchase easements with the right to place utilities

Environmental Coordination: None

Additional Remarks: None

Original Version: May 24, 2013
Revision: Feb. March 8, 2018

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**
DeKalb County Watershed	Edmond Killingbeck Eckillingbck@dekalbcountyga.gov	Sanitary Sewer Water	Click here to enter text.	Click here to enter text.	Click here to enter text.	Click here to enter text.
Georgia Power	Lamonte Waslien lwaslien@southernco.com	Electric Overhead and Underground	Click here to enter text.	Click here to enter text.	Click here to enter text.	Click here to enter text.
Google Fiber	John Trowbridge fiber-construction-support@google.com	Underground Communication	Click here to enter text.	Click here to enter text.	Click here to enter text.	Click here to enter text.
Southern Company Gas (AGL)	Ashley J. DeLoney jaaking@southernco.com	Gas	Click here to enter text.	Click here to enter text.	Click here to enter text.	Click here to enter text.
AT&T	Terri Rosamond tr8628@att.com	Buried Cable Telephone	Click here to enter text.	Click here to enter text.	Click here to enter text.	Click here to enter text.
ANSCO & Associates (AT&T Mobility)	Jose Roberto Mallmann jose.mallmann@anscollc.com	Buried Cable Communication	Click here to enter text.	Click here to enter text.	Click here to enter text.	Click here to enter text.
Comcast	Ansley Johnson Ansley_Johnson@comcast.com	Buried Cable Communication	Click here to enter text.	Click here to enter text.	Click here to enter text.	Click here to enter text.
Crown Castle	Tami Jackson tami.jackson@crowncastle.com	Unknown Communication	Click here to enter text.	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.*

Attachment 5
Crash Summaries

PI 0016056 – Ashford Dunwoody Rd at Windsor Parkway

GDOT District 7 – DeKalb County, GA

2016-2021 Crash Data

Crash Data: Enter most recent 5 years of crash data	Crash Severity			
Crash Type	PDO	Injury Crash*	Fatal Crash*	
Angle	2	5	0	26%
Head-On	0	1	0	4%
Rear End	9	4	0	48%
Sideswipe - same	1	0	0	4%
Sideswipe - opposite	0	0	0	0%
Not Collision w/Motor Veh	3	2	0	19%
TOTALS:	15	12	0	27

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

Case Numl	Date of Collision	Fatalities Count	Injured Count	xAlcoholIn	xBikeInd	xCommerc	xLightCondition(	xMannerOfCollisionCde	xMostSeve	xPrivPrope	xWeatherC
16000285	1/13/2016 17:02	0	2				01	01	03	N	01
16006196	8/30/2016 11:10	0	1			Y	01	03	03	N	01
16007898	10/27/2016 0:09	0	0	Y			04	06	00	N	01
16008141	11/4/2016 17:37	0	0				01	03	00	N	01
17000504	1/22/2017 23:20	0	1	Y			04	06	03	N	03
17001142	2/20/2017 18:12	0	0				01	03	00	N	02
17001268	2/26/2017 17:23	0	0				01	03	00	N	01
17001899	3/27/2017 13:00	0	1				01	01	04	N	01
17003326	5/29/2017 16:10	0	0				01	03	00	N	03
17005488	8/24/2017 18:45	0	0				01	01	00	N	01
17007080	10/25/2017 15:12	0	1				01	03	04	N	01
17007508	11/10/2017 18:52	0	1				05	03	04	N	01
18000267	1/13/2018 16:52	0	0				01	06	00	N	01
18005199	7/23/2018 22:45	0	0				05	06	00	N	03
18006110	8/24/2018 20:45	0	1				05	02	04	N	01
18006766	9/19/2018 15:42	0	0				01	03	00	N	01
18008084	11/8/2018 15:47	0	0				01	03	00	N	02
18008110	11/9/2018 18:05	0	0				05	03	00	N	03
18008151	11/11/2018 18:14	0	1				05	01	04	N	01
19000452	1/17/2019 16:32	0	1				01	03	04	N	03
19002752	4/11/2019 21:12	0	0				05	01	00	N	01
19004244	6/4/2019 19:30	0	0				02	03	00	N	01
19006125	8/11/2019 16:48	0	0				01	04	00	N	01
20000404	1/14/2020 17:33	0	2				05	01	04	N	03
20001738	3/4/2020 16:42	0	1				01	01	03	N	03
20004176	7/6/2020 16:07	0	1				01	06	03	N	02
20006388	10/5/2020 16:29	0	0				01	03	00	N	01

Attachment 6
Traffic Diagrams

Georgia Department of Transportation

Interoffice Memo

FILE: DeKalb County
P.I. # 16056

DATE: October 3, 2022

FROM: Matt Markham, Deputy Director of Planning

TO: Kimberly Nesbitt, State Program Delivery Administrator
Attention: Felecia Basolo

SUBJECT: **Design Traffic Forecasts** for CS 127/ASHFORD DUNWOODY ROAD @ CS 145/WINDSOR PKWY

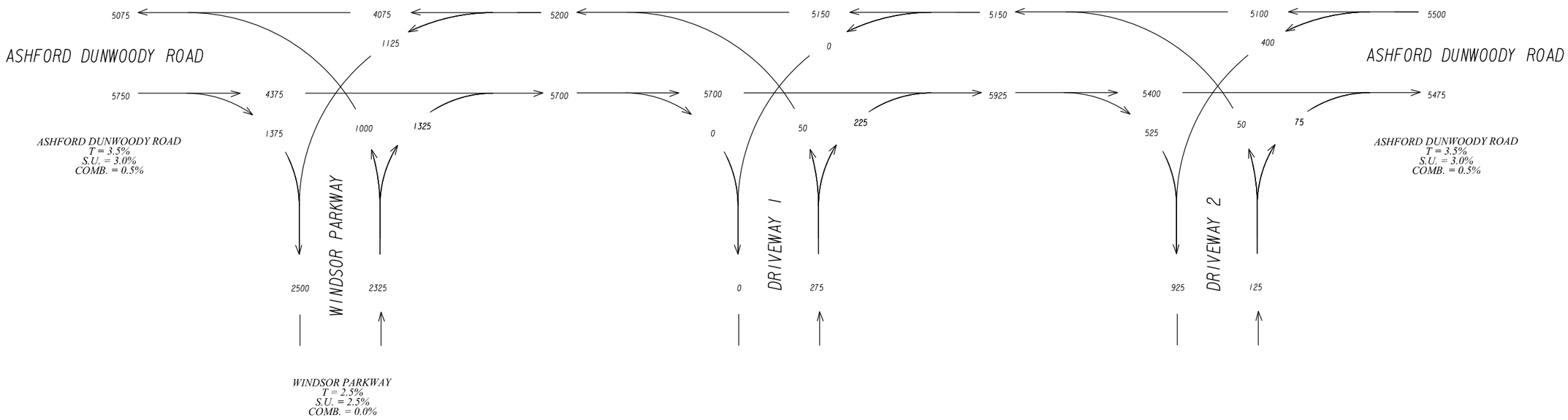
Per request, we have reviewed the consultant's design traffic forecasts for the above project. Based on the information furnished, we find the design traffic forecasts to be satisfactory, and the design traffic forecasting task to be complete for the above project. The reviewed and approved design traffic forecasts for the above project is attached in 0016056_10.pdf and 0016056_10.dgn.

If you have any questions concerning this information, please contact Andre Washington at 404-631-1925.

Divya Kolasani
Gresham Smith
Design Traffic Review Consultant to GDOT
502-627-8925

MM/DVK

COUNTS COLLECTED DURING COVID-19 AND
ADJUSTED PER GDOT FORECASTING GUIDANCE



AADT TRAFFIC VOLUMES
EXISTING YEAR (2021)
AADT = XXX

2021
EXISTING
AADT

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Georgia Department of Transportation

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REVISION DATES

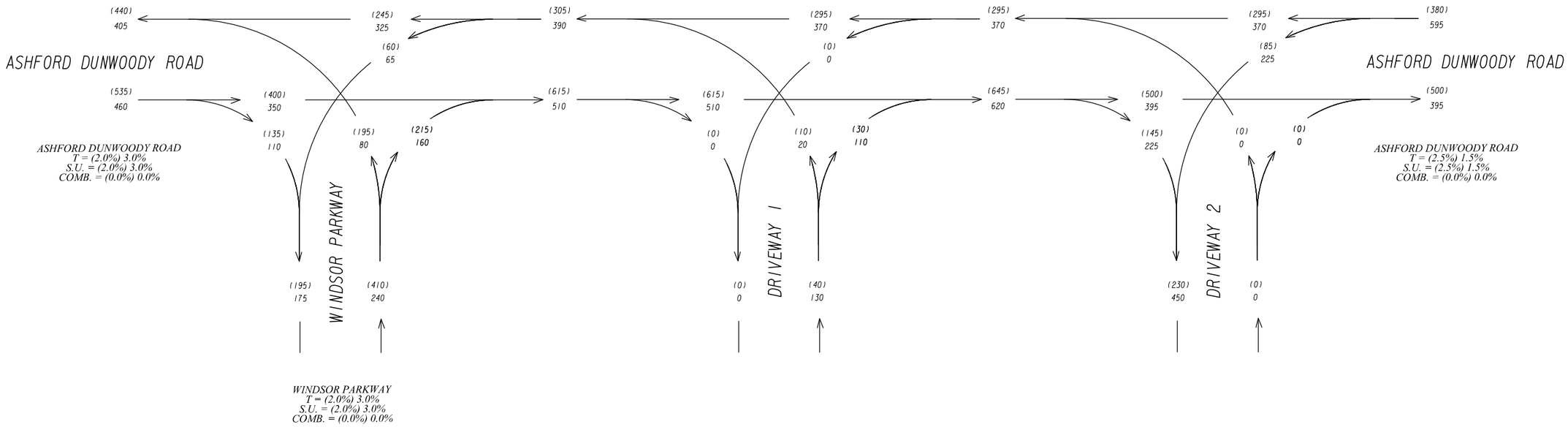
TRAFFIC DIAGRAM

ASHFORD DUNWOODY RD AT WINDSOR PKWY

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		10-0001
CORRECTED:		DATE:		
VERIFIED:		DATE:		

GPLN-CE

COUNTS COLLECTED DURING COVID-19 AND
ADJUSTED PER GDOT FORECASTING GUIDANCE



DHV TRAFFIC VOLUMES
EXISTING YEAR (2021)
PM DHV = (XXX)
AM DHV = XXX

2021
EXISTING
DHV

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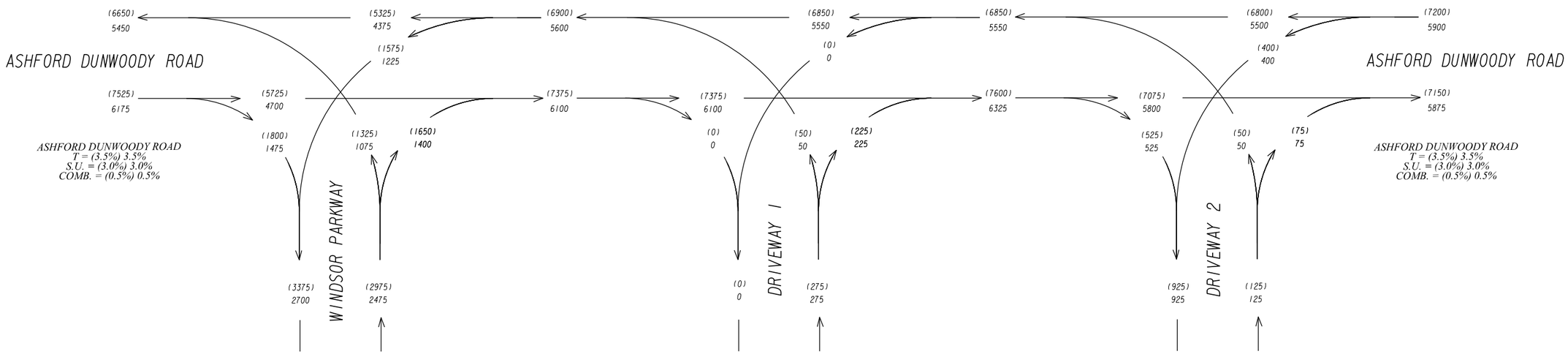
ASHFORD DUNWOODY RD AT WINDSOR PKWY

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		10-0002
CORRECTED:		DATE:		
VERIFIED:		DATE:		

GPLN-CE

COUNTS COLLECTED DURING COVID-19 AND
ADJUSTED PER GDOT FORECASTING GUIDANCE



AADT TRAFFIC VOLUMES
2048 AADT = (XXX)
2028 AADT = XXX

2028/2048
NO-BUILD
AADT

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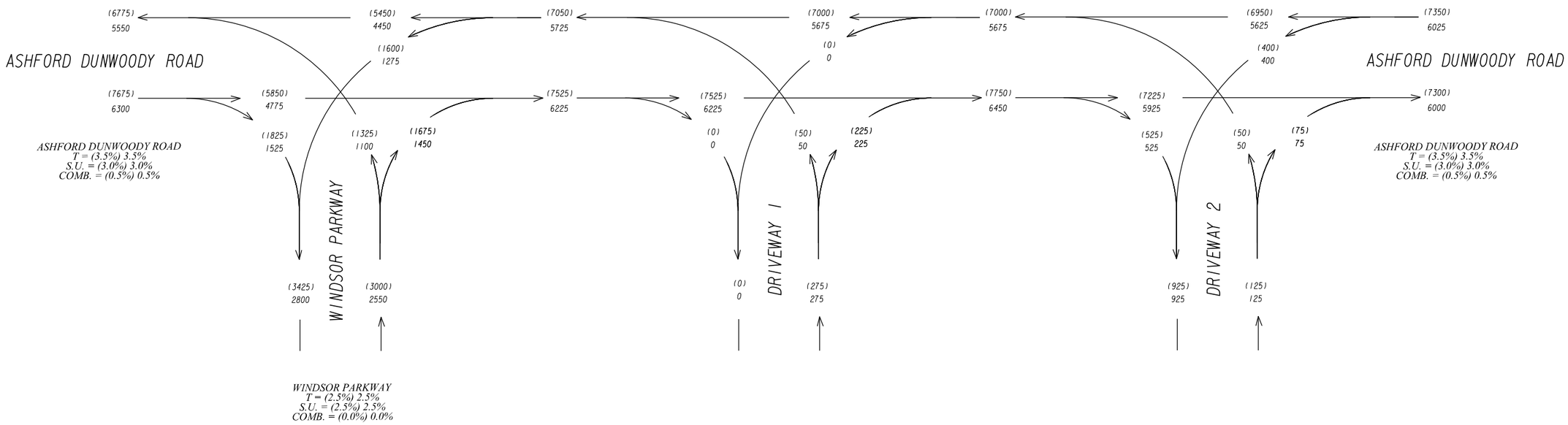
TRAFFIC DIAGRAM

ASHFORD DUNWOODY RD AT WINDSOR PKWY

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		
CORRECTED:		DATE:		10-0003
VERIFIED:		DATE:		

GPLN-CE

COUNTS COLLECTED DURING COVID-19 AND
ADJUSTED PER GDOT FORECASTING GUIDANCE



AADT TRAFFIC VOLUMES
2050 AADT = (XXX)
2030 AADT = XXX

2030/2050 (+2)
NO-BUILD
AADT

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ASHFORD DUNWOODY RD AT WINDSOR PKWY

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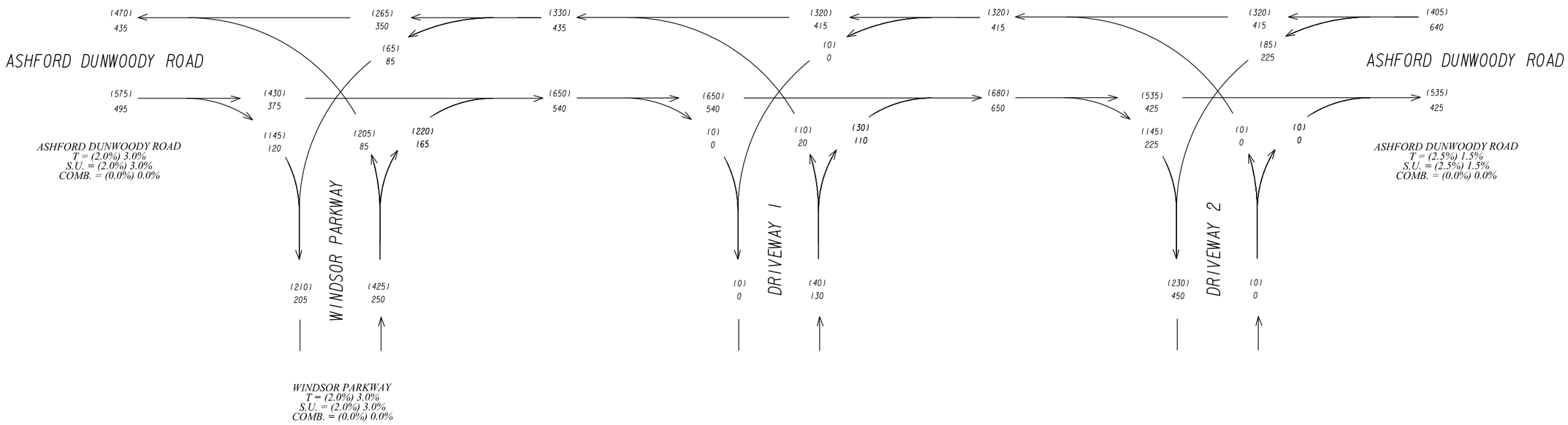
BACKCHECKED:		DATE:		
CORRECTED:		DATE:		10-0004
VERIFIED:		DATE:		

GPLN-CE

COUNTS COLLECTED DURING COVID-19 AND
ADJUSTED PER GDOT FORECASTING GUIDANCE



DHV TRAFFIC VOLUMES
2028 PM DHV = (XXX)
2028 AM DHV = XXX

2028
NO-BUILD
DHV

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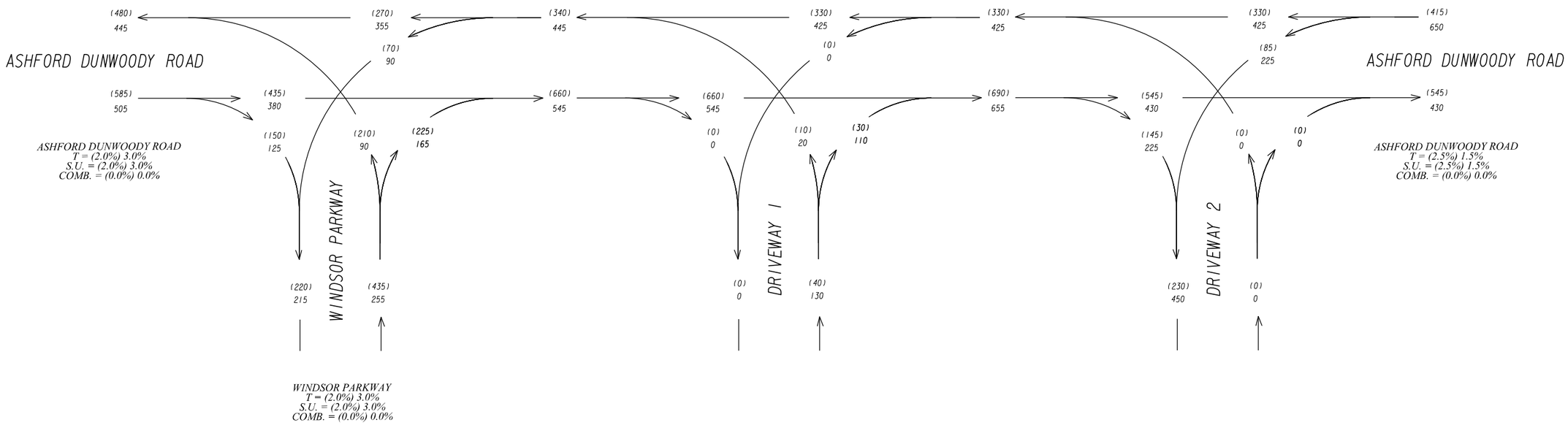
ASHFORD DUNWOODY RD AT WINDSOR PKWY

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		10-0005
CORRECTED:		DATE:		
VERIFIED:		DATE:		

GPLN-CE

COUNTS COLLECTED DURING COVID-19 AND
ADJUSTED PER GDOT FORECASTING GUIDANCE



DHV TRAFFIC VOLUMES
2030 PM DHV = (XXX)
2030 AM DHV = XXX

2030 (+2)
NO-BUILD
DHV

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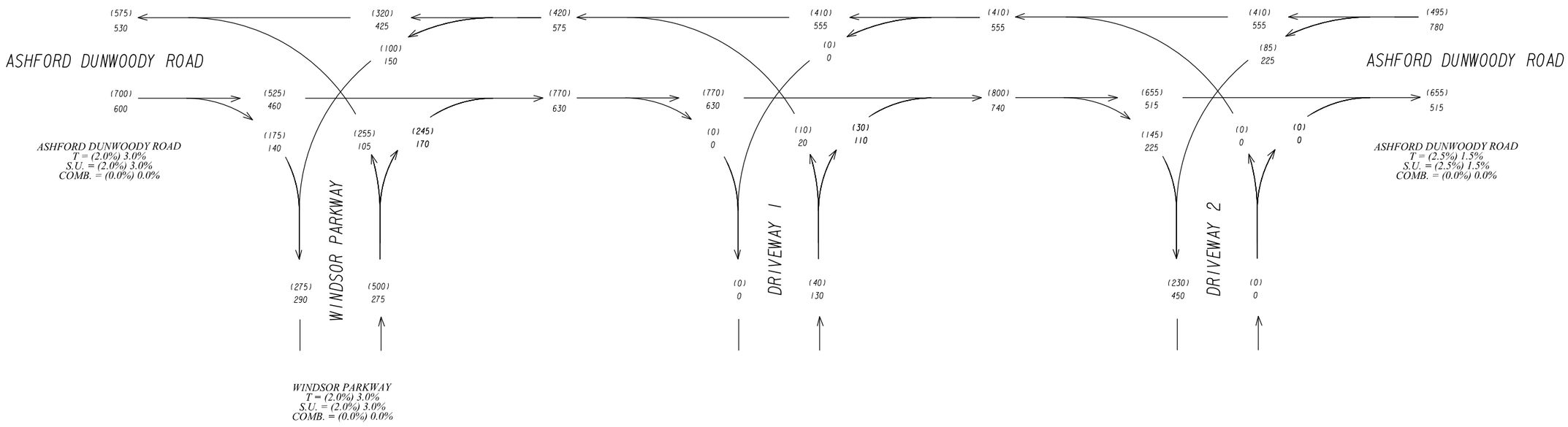
ASHFORD DUNWOODY RD AT WINDSOR PKWY

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		10-0006
CORRECTED:		DATE:		
VERIFIED:		DATE:		

GPLN-CE

COUNTS COLLECTED DURING COVID-19 AND
ADJUSTED PER GDOT FORECASTING GUIDANCE



DHV TRAFFIC VOLUMES
2048 PM DHV = (XXX)
2048 AM DHV = XXX

2048
NO-BUILD
DHV

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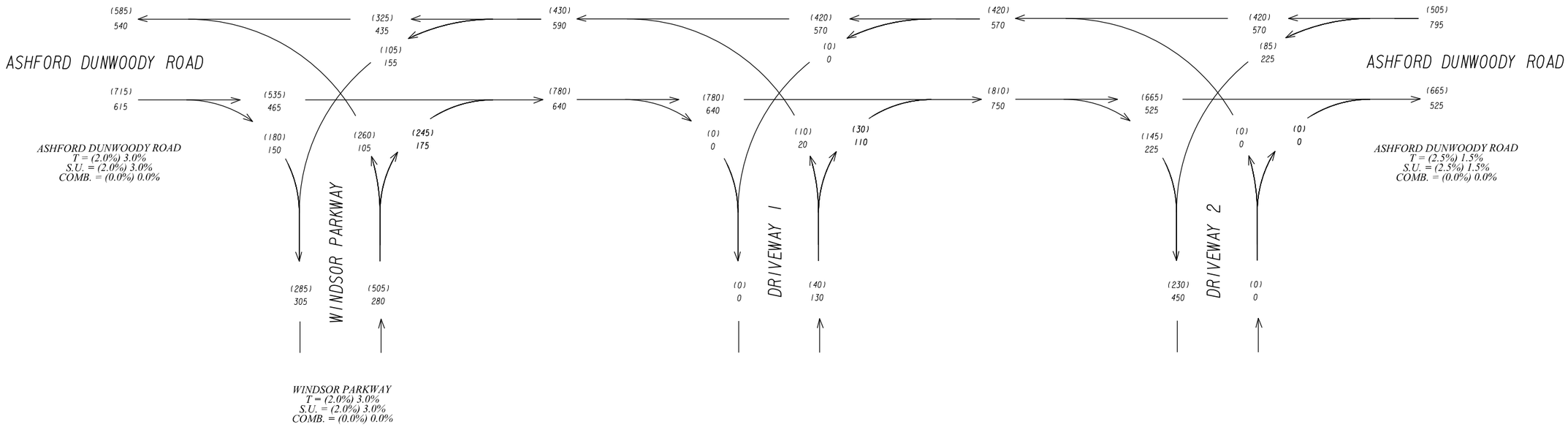
ASHFORD DUNWOODY RD AT WINDSOR PKWY

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		10-0007
CORRECTED:		DATE:		
VERIFIED:		DATE:		

GPLN-CE

COUNTS COLLECTED DURING COVID-19 AND
ADJUSTED PER GDOT FORECASTING GUIDANCE



DHV TRAFFIC VOLUMES
2050 PM DHV = (XXX)
2050 AM DHV = XXX

2050 (+2)
NO-BUILD
DHV

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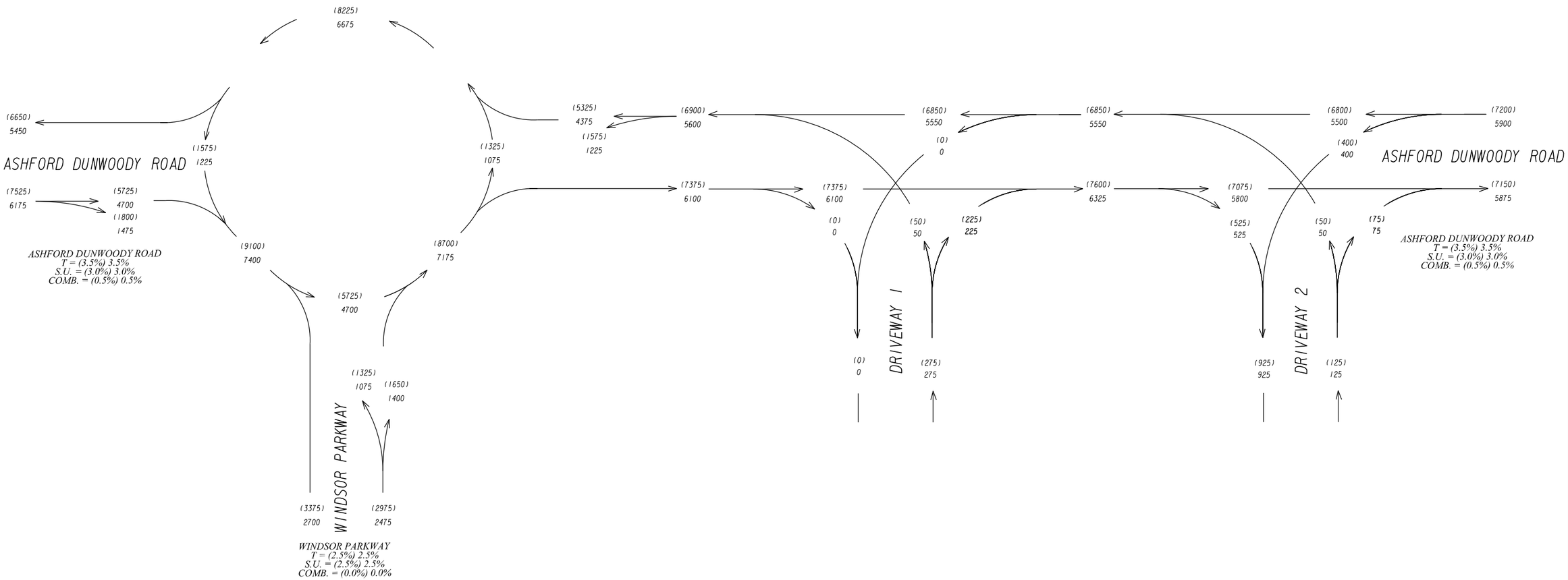
ASHFORD DUNWOODY RD AT WINDSOR PKWY

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		10-0008
CORRECTED:		DATE:		
VERIFIED:		DATE:		

GPLN-CE

COUNTS COLLECTED DURING COVID-19 AND ADJUSTED PER GDOT FORECASTING GUIDANCE



AADT TRAFFIC VOLUMES
2048 AADT = (XXX)
2028 AADT = XXX

2028/2048
BUILD
AADT

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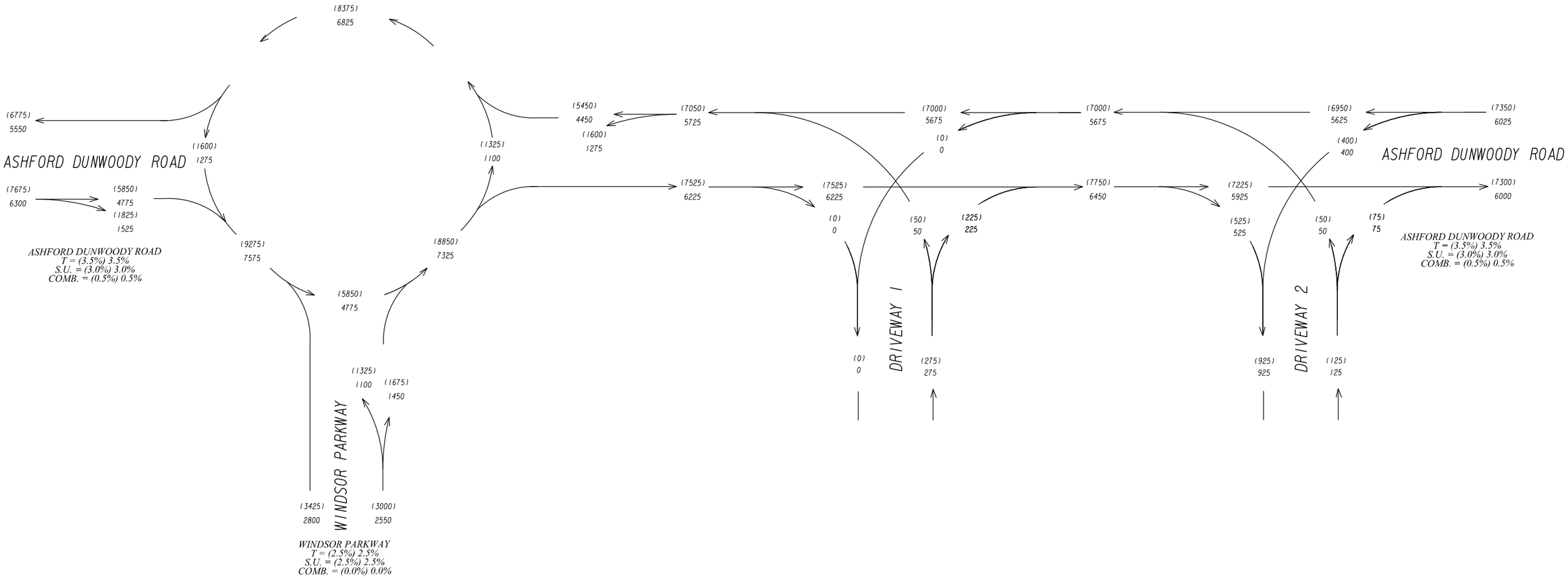
CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		10-0009
CORRECTED:		DATE:		
VERIFIED:		DATE:		

GPLN-CE

COUNTS COLLECTED DURING COVID-19 AND ADJUSTED PER GDOT FORECASTING GUIDANCE



AADT TRAFFIC VOLUMES
2050 AADT = (XXX)
2030 AADT = XXX

2030/2050 (+2)
BUILD
AADT

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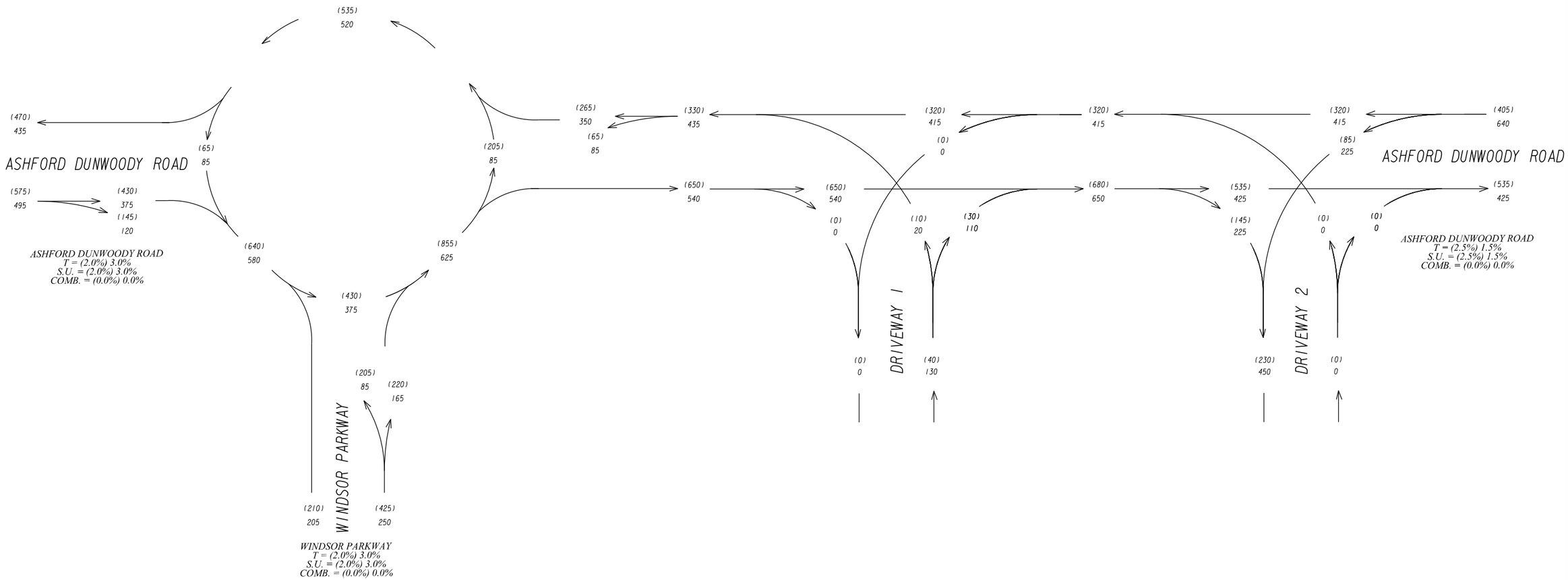
BACKCHECKED:		DATE:		10-0010
CORRECTED:		DATE:		
VERIFIED:		DATE:		

GPLN-CE

COUNTS COLLECTED DURING COVID-19 AND ADJUSTED PER GDOT FORECASTING GUIDANCE



DHV TRAFFIC VOLUMES
2028 PM DHV = (XXX)
2028 AM DHV = XXX

2028
BUILD
DHV

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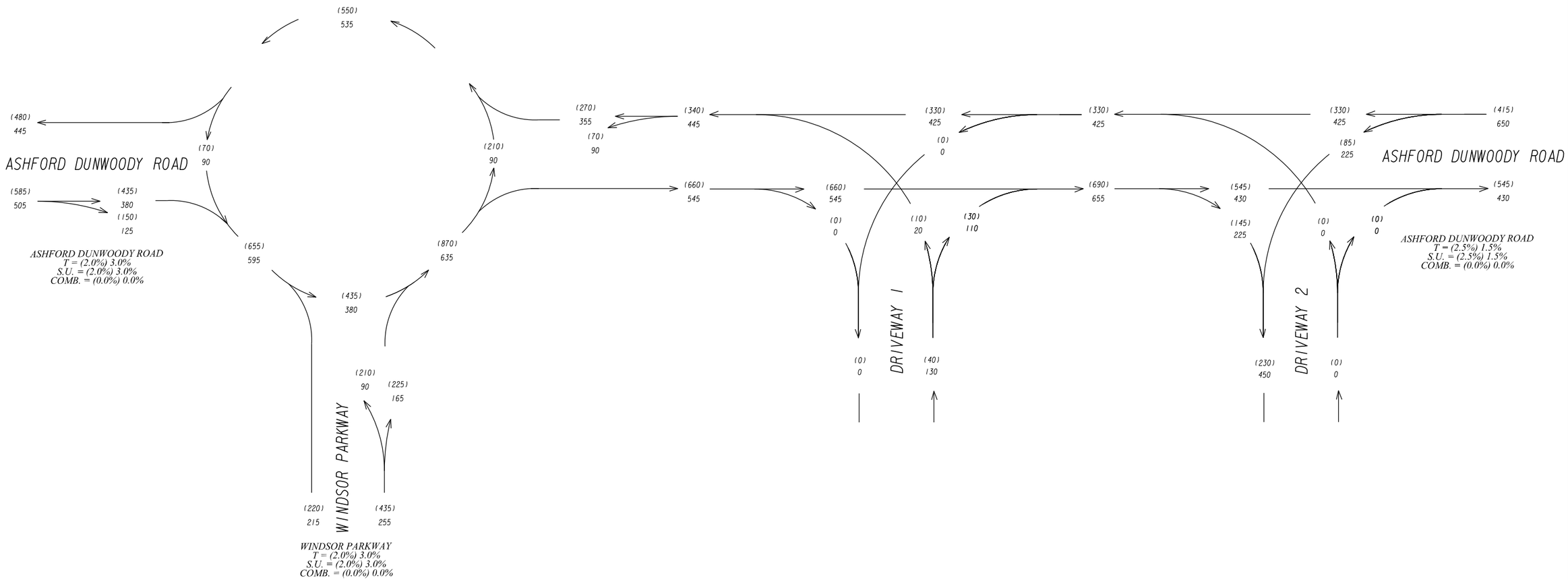
TRAFFIC DIAGRAM

ASHFORD DUNWOODY RD AT WINDSOR PKWY

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		10-0011
CORRECTED:		DATE:		
VERIFIED:		DATE:		

GPLN-CE

COUNTS COLLECTED DURING COVID-19 AND ADJUSTED PER GDOT FORECASTING GUIDANCE



ASHFORD DUNWOODY ROAD
T = (2.0%) 3.0%
S.U. = (2.0%) 3.0%
COMB. = (0.0%) 0.0%

ASHFORD DUNWOODY ROAD
T = (2.5%) 1.5%
S.U. = (2.5%) 1.5%
COMB. = (0.0%) 0.0%

WINDSOR PARKWAY
T = (2.0%) 3.0%
S.U. = (2.0%) 3.0%
COMB. = (0.0%) 0.0%

DHV TRAFFIC VOLUMES
2030 PM DHV = (XXX)
2030 AM DHV = XXX

2030 (+2)
BUILD
DHV

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REVISION DATES

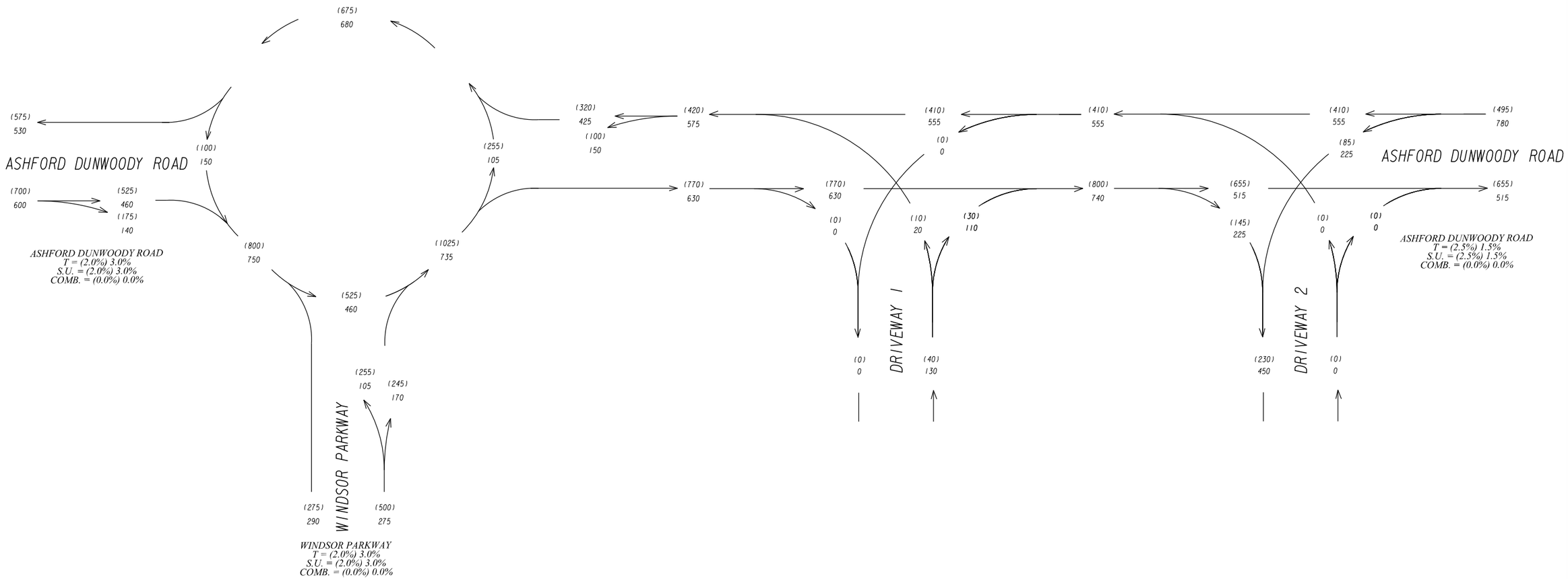
TRAFFIC DIAGRAM

ASHFORD DUNWOODY RD AT WINDSOR PKWY

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		10-0012
CORRECTED:		DATE:		
VERIFIED:		DATE:		

GPLN-CE

COUNTS COLLECTED DURING COVID-19 AND ADJUSTED PER GDOT FORECASTING GUIDANCE



DHV TRAFFIC VOLUMES
2048 PM DHV = (XXX)
2048 AM DHV = XXX

2048
BUILD
DHV

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REVISION DATES

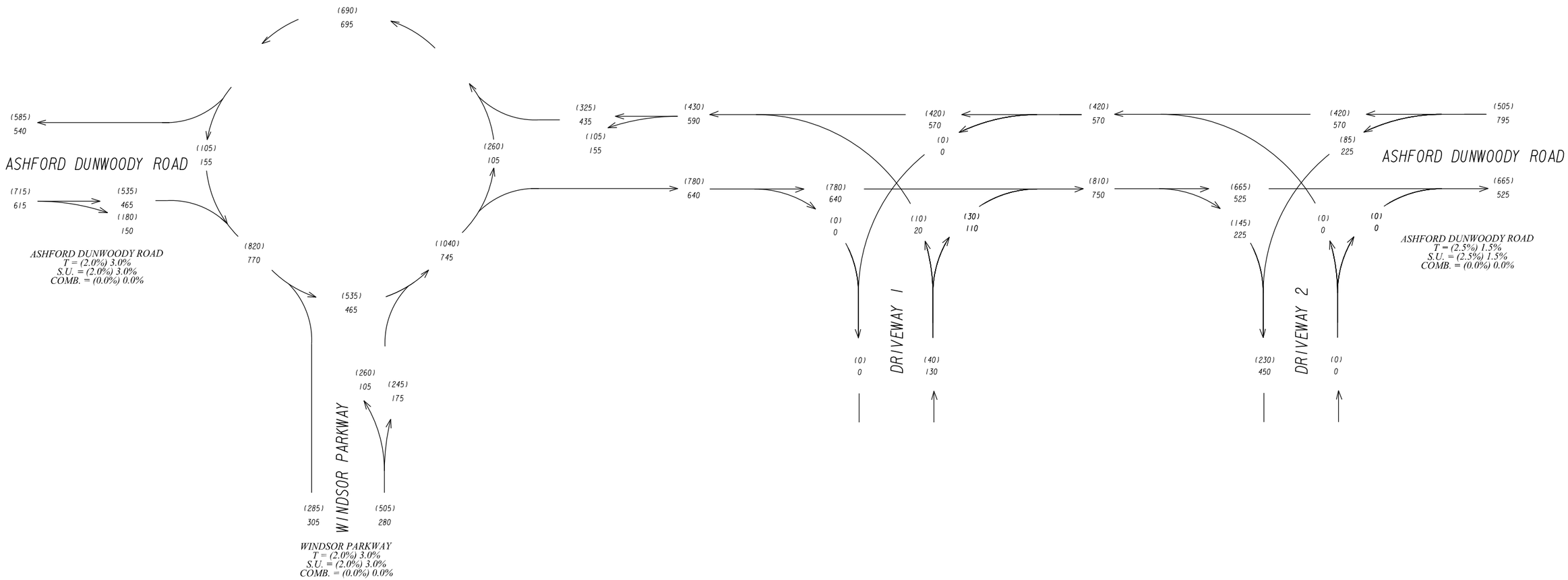
TRAFFIC DIAGRAM

ASHFORD DUNWOODY RD AT WINDSOR PKWY

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		10-0013
CORRECTED:		DATE:		
VERIFIED:		DATE:		

GPLN-CE

COUNTS COLLECTED DURING COVID-19 AND ADJUSTED PER GDOT FORECASTING GUIDANCE



DHV TRAFFIC VOLUMES
2050 PM DHV = (XXX)
2050 AM DHV = XXX

2050 (+2)
BUILD
DHV

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REVISION DATES

TRAFFIC DIAGRAM

ASHFORD DUNWOODY RD AT WINDSOR PKWY

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		10-0014
CORRECTED:		DATE:		
VERIFIED:		DATE:		

GPLN-CE

Attachment 7
Capacity Analysis Summary

PI 0016056 – Ashford Dunwoody Rd at Windsor Parkway

GDOT District 7 – DeKalb County, GA

Capacity Analysis Summary

1. No Build

2028 No Build					
		EB Windsor	NB Ashford Dunwoody	SB Ashford Dunwoody	Intersection
AM	LOS	F	A	-	B
	Delay	53.5	8.8	-	13.6
PM	LOS	F	A	-	F
	Delay	309.1	9.3	-	101.4

2048 No Build					
		EB Windsor	NB Ashford Dunwoody	SB Ashford Dunwoody	Intersection
AM	LOS	F	A	-	F
	Delay	331.9	9.6	-	73.2
PM	LOS	F	B	-	F
	Delay	863.9	10.2	-	273.4

2. Roundabout

2028 Roundabout					
		EB Windsor	NB Ashford Dunwoody	SB Ashford Dunwoody	Intersection
AM	LOS	A	A	A	A
	Delay	8.0	7.1	7.2	7.3
PM	LOS	C	A	A	B
	Delay	15.4	6.8	9.0	10.6

2048 Roundabout					
		EB Windsor	NB Ashford Dunwoody	SB Ashford Dunwoody	Intersection
AM	LOS	A	A	A	A
	Delay	9.8	9.7	9.8	9.7
PM	LOS	D	A	B	C
	Delay	31.3	8.9	13.0	17.8

3. Traffic Signal

2028 Signal					
		EB Windsor	NB Ashford Dunwoody	SB Ashford Dunwoody	Intersection
AM	LOS	B	A	A	A
	Delay	15.4	4.9	9.2	7.7
PM	LOS	B	A	B	B
	Delay	17.5	6.1	11.5	11.1

2048 Signal					
		EB Windsor	NB Ashford Dunwoody	SB Ashford Dunwoody	Intersection
AM	LOS	B	A	B	A
	Delay	19.1	5.8	10.3	8.9
PM	LOS	C	A	B	B
	Delay	22.7	8.2	17.4	15.5

Attachment 8
ICE Report

GDOT INTERSECTION CONTROL EVALUATION (ICE) TOOL

ICE Version 2.22 | Revised 5/6/2022

GDOT PI#:	0016056	Request By:	City of Brookhaven		
County:	DeKalb	GDOT District:	7 - Metro Atlanta		
Major Road:	Ashford Dun. Rd	Road Class:	Minor Arterial	Speed Limit:	40 mph
Crossing Road:	Windosr Pkwy	Road Class:	Major Collector	Speed Limit:	< 35 mph
Major Rd Direction:	North/South	Area Type:	Urban		
Intersection Control:	Conventional (Minor Stop)	Project ID:			
Prepared By:	CPL	Date:	10/27/2022		
Project Purpose:	Improve safety and operations at the intersection.				

Existing Data Year:	2021
Project Opening Year:	2028
Project Design Year:	2048
Annual Growth Rate:	1.0%
K Factor*:	9%

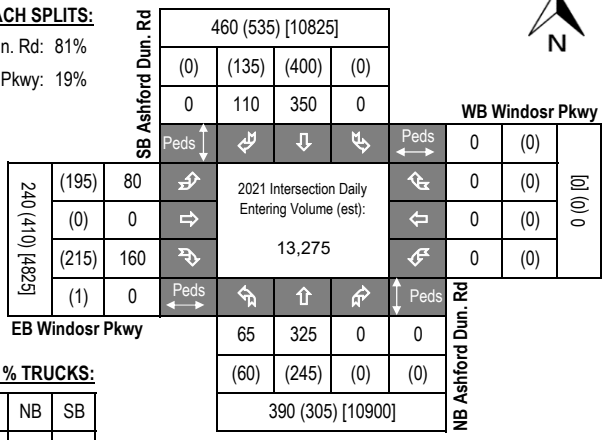
* K Factor = Proportion of average annual daily traffic occurring in the highest one hour of the day

APPROACH SPLITS:

Ashford Dun. Rd: 81%

Windosr Pkwy: 19%

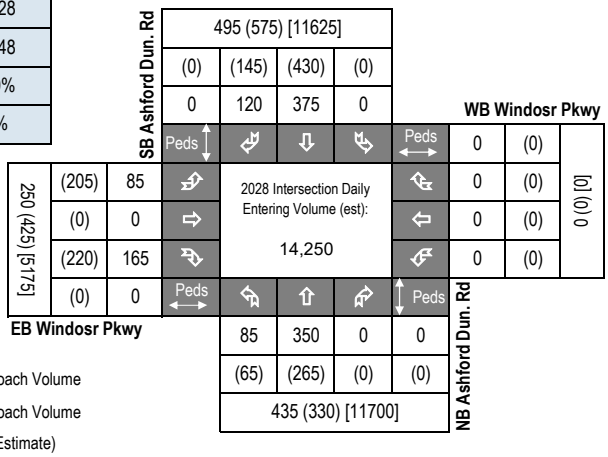
2021 EXISTING YEAR VOLUMES



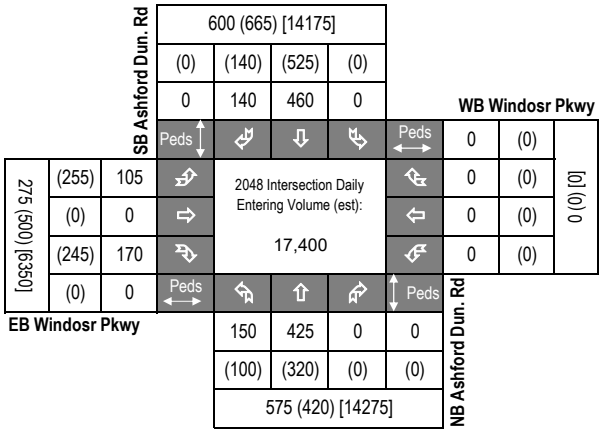
PEAK HR % TRUCKS:

EB	WB	NB	SB
1%	1%	2%	2%

2028 OPENING YEAR VOLUMES



2048 DESIGN YEAR VOLUMES



LEGEND:

000 = AM Peak Approach Volume

(000) = PM Peak Approach Volume

[000] = ADT Volume (Estimate)

Introduction: In 2005, SAFETEA-LU established the Highway Safety Improvement Program (HSIP) and mandated that each state prepare a Strategic Highway Safety Plan (SHSP) to prioritize safety funding investments. Intersections quickly became a common component of most states' SHSP emphasis areas and HSIP project lists, including Georgia's SHSP. Intersection Control Evaluation (ICE) policies and procedures represent a traceable and transparent procedure to streamline the evaluation of intersection control alternatives, and further leverage safety advancements for intersection improvements beyond just the safety program. Approximately one-third of all traffic fatalities and roughly seventy five percent of all traffic crashes in Georgia occur at or adjacent to intersections. Accordingly, the Georgia SHSP includes an emphasis on enhancing intersection safety to advance the *Toward Zero Deaths* vision embraced by the Georgia Governor's Office of Highway Safety (GOHS). This ICE tool was developed to support the ICE policy, developed and adopted to help ensure that intersection investments across the entire Georgia highway system are selected, prioritized and implemented with defensible benefits for safety towards those ends.

Tool Goal: The goal of this ICE tool is to provide a simplified and consistent way of importing traffic, safety, cost, environmental impact and stakeholder posture data to assess and quantify intersection control improvement benefits. The tool supports the ICE policy and procedures to provide traceability, transparency, consistency and accountability when identifying and selecting an intersection control solution that both meets project purpose and reflects overall best value in terms of specific performance-based criteria.

Requirements: An ICE is required for any intersection improvement (e.g. new or modified intersection, widening/reconstruction or corridor project, or work accomplished through a driveway or encroachment permit that affects an intersection) where: **1)** the intersection includes at least one roadway designated as a State Route (State Highway System) or as part of the National Highway System; or **2)** the intersection will be designed or constructed using State or Federal funding. In certain circumstances where an ICE would otherwise be required, the requirement may be waived based on appropriate evidence presented with a written request. (See the "**Waiver**" tab to review criteria that may make a project waiver eligible and for instructions to submit a waiver request to the Department). An ICE is not required when the proposed work does not include any changes to the intersection design, involves only routine traffic signal timing and equipment maintenance, or for driveway permits where the driveway is not a new leg to an already existing intersection on either 1) a divided, multi-lane highway with a closed median and only right-in/right-out access or 2) an undivided roadway where the development is not required to construct left and/or right turn lanes (as per the Driveway Manual and District Traffic Engineer).

Two-Stage Process: A complete ICE process consists of two (2) distinct stages, and it is expected that the respective level of effort for completing both stages of ICE will correspond to the magnitude and complexity of the intersection. Prior to starting an ICE, the District Traffic Engineer and/or State Traffic Engineer should be consulted for advice on an appropriate level of effort. The Stage 1 and Stage 2 ICE forms are designed minimize required data inputs using drop-down menu choices and limiting text entry. All fields shaded grey include drop down menu choices and all fields shaded blue require data entry. All other cells in the worksheet are locked.

Stage 1: Screening Decision Record Stage 1 should be conducted early in the project development process and is intended to inform which alternatives are worthy of further evaluation in Stage 2. Stage 1 serves as a screening effort meant to *eliminate* non-competitive options and identify which alternatives merit further considerations based on their practical feasibility. Users should use good engineering judgement in responding to the seven policy questions by selecting "Yes" or "No" in the drop-down boxes. Alternatives should not be summarily eliminated without due consideration, and reasons for eliminating or advancing an alternative should be documented in the "Screening Decision Justification" column.

Stage 2: Alternative Selection Decision Record Stage 2 involves a more detailed and familiar evaluation of the alternatives identified in Stage 1 in order to support the selection of a preferred alternative that may be advanced to detailed design. Stage 2 data entry may require the use of external analysis tools to determine costs, operations and/or safety data that, combined with environmental and stakeholder posture data, form the basis of the ICE evaluation. A separate "CostEst" worksheet tab helps users develop pre-planning-level cost estimates for each Stage 2 alternative evaluated, and a separate Users Guide has been prepared to give guidance on Stage 1 and Stage 2 data entry. Once all data is entered, each alternative is scored and ranked, with the results reported at the bottom of the Stage 2 worksheet to inform on the best of the intersection controls evaluated for project recommendation.

Documentation: A complete ICE document consists of the combination of the outputs from either a completed and signed waiver form or both Stage 1 and Stage 2 worksheets (along with supporting costing and/or environmental documentation), to be included in the approved project Concept Report (or equivalent) or as a stand-alone document.

GDOT ICE STAGE 1: SCREENING DECISION RECORD

ICE Version 2.22 | Revised 5/6/2022

GDOT PI #	0016056
Project Location:	Ashford Dun. Rd @ Windosr Pkwy
Existing Control:	Conventional (Minor Stop)
Prepared by:	CPL
Date:	10/27/2022

Answer "Yes" or "No" to each policy question for each control type to identify which alternatives should be evaluated in the Stage 2 Decision Record; enter justification in the rightmost column

Note: Up to 5 alternatives may be selected and evaluated; Use this ICE Stage 1 to screen 5 or fewer alternatives to evaluate in Stage 2

	Intersection Alternative (see "Intersections" tab for detailed description of intersection/interchange type)	1. Does alternative address the project need in a balanced manner and in scale with the project?	2. Does alternative improve safety performance in terms of reducing severe crashes?	3. Does alternative incorporate safety, convenience and accessibility for pedestrians and/or bicyclists?	4. Does alternative improve (or preserve) traffic operations (congestion, delay, reliability, etc.)?	5. Does alternative appear feasible given the site characteristics, constrains & location context?	6. Does alternative appear feasible with respect to other project factors?	7. Overall feasible alternative (select alternative for further evaluation in Stage 2)?	**Screening Decision Justification:**
Unsignalized Intersections	Conventional (Minor Stop)	No	No	No	No	No	No	No	No Build
	Conventional (All-Way Stop)	No	No	**Yes**	No	**Yes**	No	No	AWS would not improve operations or capcity of intersection
	Mini Roundabout	**Yes**	**Yes**	**Yes**	**Yes**	No	**Yes**	No	40mph appraoch speed too high for this alternative
	Single Lane Roundabout	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	Potential solution to consider
	Multilane Roundabout	No	**Yes**	**Yes**	**Yes**	No	No	No	Approaches are all single lane
	RCUT (stop control)	No	**Yes**	No	**Yes**	No	No	No	Approaches are two lanes with no median. No room for u-turns.
	RIRO w/down stream U-Turn	No	**Yes**	No	**Yes**	No	No	No	Approaches are two lanes with no median. No room for u-turns.
	High-T (unsignalized)	No	No	No	**Yes**	**Yes**	No	No	Not suitable for neighborhood.
	Offset-T Intersections	No	No	No	No	No	No	No	This is a single T intersection
	Diamond Interch (Stop Control)	No	No	No	No	No	No	No	Interchange not justified at this location
	Diamond Interch (RAB Control)	No	No	No	No	No	No	No	Interchange not justified at this location
	No LT Lane Improvements No RT Lane Improvements	No	No	No	No	No	No	No	
	Other unsignalized (provide description):	No	No	No	No	No	No	No	
Signalized Intersections	Traffic Signal	**Yes**	**No**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	Potential solution to consider
	Median U-Turn (Indirect Left)	No	No	No	No	No	No	No	No median.
	RCUT (signalized)	No	No	No	No	No	No	No	Approaches are two lanes with no median. No room for u-turns.
	Displaced Left Turn (CFI)	No	No	No	No	No	No	No	Approaches are two lanes with no median.
	Continuous Green-T	No	No	No	No	No	No	No	Due to ROW impacts, would not be preffered over a regular traf. signal
	Jughandle	No	No	No	No	No	No	No	Not appropriate for this location
	Quadrant Roadway	No	No	No	No	No	No	No	Not appropriate for this location
	Diamond Interch (Signal Control)	No	No	No	No	No	No	No	Interchange not justified at this location
	Diverging Diamond	No	No	No	No	No	No	No	Interchange not justified at this location
	Single Point Interchange	No	No	No	No	No	No	No	Interchange not justified at this location
	No LT Lane Improvements No RT Lane Improvements	No	No	No	No	No	No	No	
	Other Signalized (provide description):	No	No	No	No	No	No	No	

= Intersection type selected for more detailed analysis in Stage 2 Alternative Selection Decision Record

GDOT ICE STAGE 2: ALTERNATIVE SELECTION DECISION RECORD

ICE Version 2.22 | Revised 5/6/2022

Project Location: Ashford Dun. Rd @ Windosr Pkwy
Existing Intersection Control: Conventional (Minor Stop)
Type of Analysis: Conventional Non-Safety Funded Project

District: 7 - Metro Atlanta
County: DeKalb
Area: Urban

GDOT PI #: 0016056
Prepared by: CPL
Date: 10/27/2022

Opening / Design Year Traffic Operations

Intersection meets signal/AWS warrants?	Meets Signal Warrants	
Traffic Analysis Measure of Effectiveness	Intersection Delay	
Traffic Analysis Software Used	Synchro	
Analysis Time Period	AM Peak Hr	PM Peak Hr
2028 Opening Yr No-Build Peak Hr Intersection Delay	13.6 sec	101.4 sec
2028 Opening Yr No-Build Peak Hr Intersection V/C	0.87	1.59
2048 Design Yr No-Build Peak Hr Intersection Delay	73.2 sec	273.4 sec
2048 Design Yr No-Build Peak Hr Intersection V/C ratio	1.61	2.82

Complete Streets Warrants Met?

- [x] PEDESTRIANS
- [x] BICYCLES
- [ ] TRANSIT

Crash Data: Enter most recent 5 years of crash data	*Crash Severity* K*	A*	B*	C*	O	Years: 5
Crash Type: Angle	0	0	0	5	2	26%
Head-On	0	0	0	1	0	4%
Rear End	0	0	0	4	9	48%
Sideswipe - same	0	0	0	0	1	4%
Sideswipe - opposite	0	0	0	0	0	0%
Not Collision w/Motor Veh	0	0	0	2	3	19%
TOTALS:	0	0	0	12	15	27

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

Alternatives Analysis:

	Alternative 1	Alternative 2	Alternative 3	Alternative 4	Alternative 5
Proposed Control Type/Improvement:	Single Lane Roundabout	Traffic Signal	N/A	N/A	N/A
Project Cost: (From CostEst Worksheet)	*Additional description here*	*Add LT bays all approaches*	*Additional description here*	*Additional description here*	*Additional description here*
Construction Cost	$1,875,000	$544,000			
ROW Cost	$408,000	$408,000			
Environmental Cost	$135,000	$100,000			
Reimbursable Utility Cost	$53,000	$27,000			
Design & Contingency Cost	$567,000	$225,000			
Cost Adjustment (justification req'd)	0%	0%			
Total Cost	$3,038,000	$1,304,000			
Traffic Operations:					
Traffic Analysis Software Used	Synchro	Synchro			
Analysis Period	AM Peak Hr / PM Peak Hr	AM Peak Hr / PM Peak Hr			
2048 Design Yr Build Intersection Delay	9.7 sec / 17.8 sec	10.6 sec / 15.9 sec			
2048 Design Yr Build Intersection V/C	0.57 / 0.85	0.64 / 0.82			
Safety Analysis:					
Predefined CRF: PDO	39%	39%			
Predefined CRF: Fatal/Inj	78%	40%			
Predefined CRF Source:	FHWA Clearinghouse #s 233 / 234	FHWA Clearinghouse #s 7982 / 7984			
User Defined CRF: PDO					
User Defined CRF: Fatal/Inj					
User Defined CRF Source (write in if applicable):					
Environmental Impacts:[1]					
Historic District/Property	Minimal	Minimal			
Archaeology Resources	None	None			
Graveyard	None	None			
Stream	Minimal	Minimal			
Underground Tank/Hazmat	None	None			
Park Land	None	None			
EJ Community	None	None			
Wooded Area	None	None			
Wetland	None	None			
Stakeholder Posture:					
Local Community Support	Supportive	Neutral			
GDOT Support	Neutral	Neutral			
Final ICE Stage 2 Score:	6.7	6.2			
Rank of Control Type Alternatives:	1	2			
Final Intersection Control Selection:	1 - Single Lane Roundabout				

*Note: If environmental impact is significant (**RED**), provide justification impact won't jeopardize project delivery using "Env" worksheet*

[1] *Environmental impacts are only preliminary estimates; detailed environmental impact documentation will be included with project concept report*

Note: Stage 2 score is not given (shown as "-") if signal or AWS is selected as control type but respective warrants are not met

Provide additional comments and/or explain any unique analysis inputs, or results (as necessary): Signal would require left turn lane on ADR NB and right turn lanes on Windsor EB and ADR SB.

GDOT ICE TOOL: COST ESTIMATING AID

ICE Version 2.22 | Revised 5/6/2022

Project Information

Location:	Ashford Dun. Rd @ Windosr Pkwy	County:	DeKalb	Project#:	0016056
Existing Intersection Control:	Conventional (Minor Stop)	GDOT District:	7 - Metro Atlanta	Date:	10/27/2022
Type of Analysis:	Conventional Non-Safety Funded Project	Area Type:	Urban	Preparer:	CPL

Table 1: Existing Conditions

	NB Ashford Dun. Rd			SB Ashford Dun. Rd			EB Windosr Pkwy			WB Windosr Pkwy		
Movement	Left Turn	Thru	Right Turn	Left Turn	Thru	Right Turn	Left Turn	Thru	Right Turn	Left Turn	Thru	Right Turn
Number of Lanes	0	1	0	0	1	0	0	1	0	0	0	0
Lane Widths*	0'	10'	0'	0'	10'	0'	0'	10'	0'	0'	0'	0'
Bay Length**	0'		0'	0'		0'	0'		0'	0'		0'
Median Width		0'			0'			0'			0'	
Right-of-Way	0'						0'					

Table 2: Proposed Conditions

	Single Lane Roundabout	Traffic Signal	N/A	N/A	N/A
Proposed Pavement Type	F.D. Asphalt	F.D. Asphalt	F.D. Asphalt	F.D. Asphalt	F.D. Asphalt
Reimbursable Utility:	Moderate	Moderate	Minimal	Minimal	Minimal
# of Driveway(s) Impacted	8	8	0	0	0
Modify/Replace Traffic Signal*	0	0	0	0	0
Lighting Poles (ea)	10	10	0	0	0
Flashing Beacons (ea)	0	0	0	0	0
RFB/PHB Ped Crossings (ea)	0	0	0	0	0
New/Replace Sidewalks (LF)	2500'	2000'	0'	0'	0'
New/Replace Cross Drains (LF)	0'	0'	0'	0'	0'
New/Replace Guardrail (LF)	0'	0'	0'	0'	0'
New Retaining Wall (LF)	210'	0'	0'	0'	0'
Bridge:New/Widen/Replace (sqft)	0	0	0	0	0
Add'l ROW/Easements/Demolition	$0	$0	$0	$0	$0

Site Context

Topography:	Rolling
Traffic Mgmt Plan:	Maintain Traffic
Project Size:	Single Intersection

Intersections

Signal Poles	Mast Arm
Design Vehicle	WB-50
Existing Interchange?	No

Roundabouts

Inscribed DIA - Mini	80
Inscribed DIA - Single	112
Inscribed DIA - Multi	200
Circulating Lane Width	16

Cost Multipliers

Grading Complete:	20%
Reimbursable Utility:	5%
Traffic Control:	20%
Project Size:	0%
Prelim Engineering:	15%
Project Contingency:	20%

ROW Costs

Prevalent ROW Type:	Mixed (Average)
ROW Cost/Acre:	$510,770
ROW Multiplier:	1.6

Table 3: Control Type Cost Breakdown

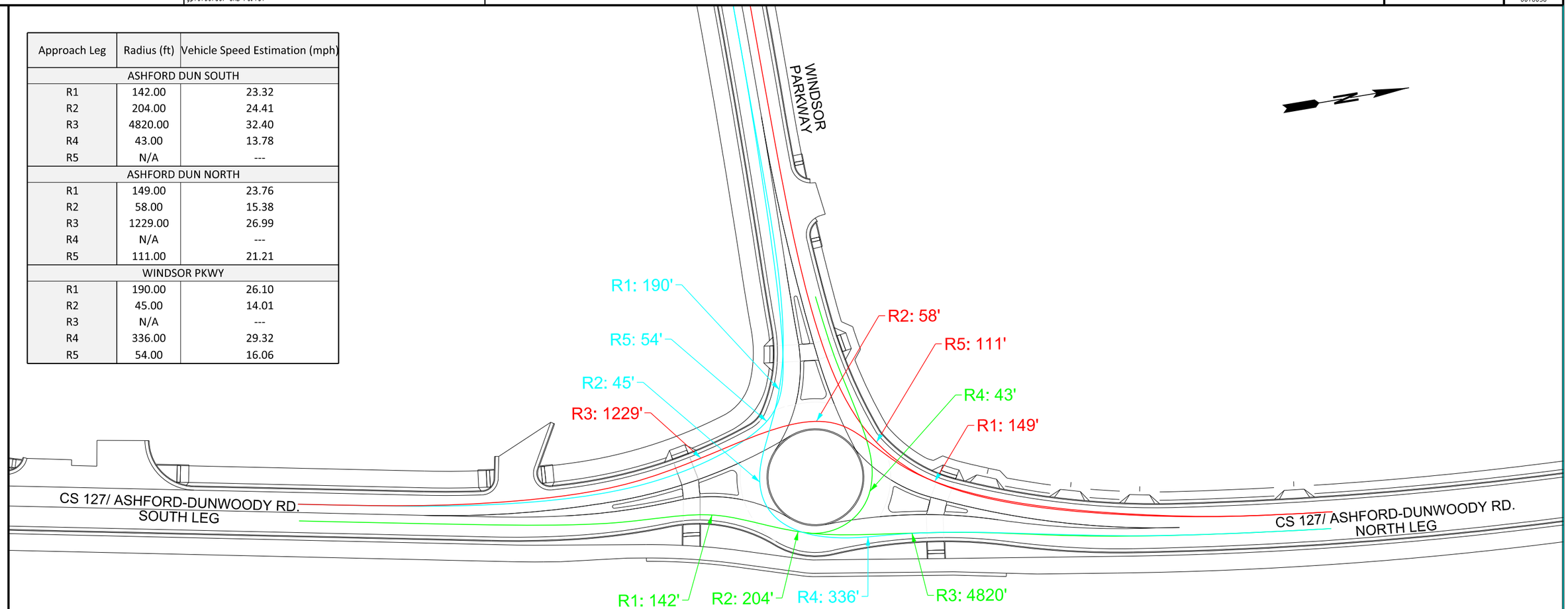
Pay Item	Per Ln Mi Unit Cost	Unit Cost	Single Lane Roundabout		Traffic Signal		N/A		N/A		N/A	
			Quantity	Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost
New Construction (Base & Pave)	$500K/LM	$9.47/sqft	20,426	$261,125	16,000	$151,515						
Roadway Mill and Overlay	$64K/LM	$1.21/sqft	0	$0	0	$0						
Urban C&G/Drainage - both sides	441-6720	$22.00/LF	3603	$107,016	4,000	$88,000						
Rural Typ Drainage - both sides	$150K/LM	$2.84/LF	0	$0	0	$0						
Concrete Island (sqyd)	n/a	$75.49/syd	360	$36,688	0	$0						
Median Landscaping	$100K/LM	$1.89/LF	4500	$11,506	0	$0						
Typical Driveways Impacted (ea)	n/a	$7,500 ea	8	$81,000	8	$60,000						
Typical E&S Control Temp/Perm	$150K/LM	$34.09/LF	1500	$69,034	2,000	$68,182						
Roundabout Truck Apron (sqft)	n/a	$23.00/sqft	2199	$68,287	0	$0						
Signing & Marking	$0	$22.73/LF	1,500	$46,028	2,000	$45,460						
Flashing Beacon (ea)	n/a	$20,000 ea	0	$0	0	$0						
New Traffic Signal (Mast Arms)	674-1000	$182,575	0	$0	0	$0						
Lighting (per pole)	n/a	$4,700 ea	10	$63,450	10	$47,000						
Signalized Ped Crossings (ea)	n/a	$5,782 ea	0	$0	0	$0						
6' Sidewalk (LF)	n/a	$41.95/LF	2,500	$141,581	2,000	$83,900						
New/replace cross drains (LF)	n/a	$56.37/LF	0	$0	0	$0						
Typical Guardrail (LF)	n/a	$70.00/LF	0	$0	0	$0						
Retaining Wall (LF)	n/a	$633.25/LF	210	$179,526	0	$0						
Bridge widen/replace (SF)	n/a	$210/sqft	0	$0	0	$0						
Env Costs (from Stage 2 impacts)	n/a	n/a	0	$135,000	0	$100,000						
Grading Complete - 20%	n/a	n/a		$486,098		$0						
Traffic Control - 20%	n/a	n/a		$324,065		$0						
Reimbursable Utility	n/a	n/a		$53,262		$27,203						
Preliminary Engineering - 15%	n/a	n/a		$243,049		$96,609						
Contigency - 20%	n/a	n/a		$324,065		$128,811						
ROW Cost/Acre: Mixed (Average)	n/a	$510,770ac		$255,385		$255,385						
Add'l ROW / Displacement / Demo	n/a	n/a		$0		$0						
ROW Multiplier - 1.6	n/a	n/a		$153,231		$153,231						
Project Scale Reduction - 0.0%	n/a	n/a		$0		$0						
Grand Total Costs				**$3,039,000**		**$1,305,000**						

Table 4: Assumption Adjustments/Quantity Overrides

Alternative Evaluated	Assumptions:	Pavement	Calculated ROW (ac)	User Override*	Calculated Pavement	User Override*	Major ST Const Limits	User Override*	Minor ST Const Limits	User Override*
Single Lane Roundabout	Low Approach Speeds	F.D. Asphalt	0.40	0.5	20,426	0.0	500	1,000.0	500	0.0
Traffic Signal	Pave/Overlay Intersection	F.D. Asphalt	0.00	0.5	16,000	0.0	1,000	0.0	1,000	0.0
N/A	#N/A	F.D. Asphalt	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
N/A	#N/A	F.D. Asphalt	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A
N/A	#N/A	F.D. Asphalt	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A

Attachment 9
Roundabout Data

Approach Leg	Radius (ft)	Vehicle Speed Estimation (mph)
ASHFORD DUN SOUTH		
R1	142.00	23.32
R2	204.00	24.41
R3	4820.00	32.40
R4	43.00	13.78
R5	N/A	---
ASHFORD DUN NORTH		
R1	149.00	23.76
R2	58.00	15.38
R3	1229.00	26.99
R4	N/A	---
R5	111.00	21.21
WINDSOR PKWY		
R1	190.00	26.10
R2	45.00	14.01
R3	N/A	---
R4	336.00	29.32
R5	54.00	16.06



NOTE: LINEWORK REFLECTS THE EDGE OF PAVEMENT, FACE OF CURB, OR EDGE OF LANE. FASTEST PATHS ARE MEASURED 5' FROM THE FACE OF CURB, 5' FROM THE CENTERLINE, OR 3' FROM OTHER PAVEMENT MARKINGS.

ADR SOUTH LEG PATHS
ADR NORTH LEG PATHS
WINDSOR LEG PATHS

3011 SUTTON GATE DRIVE, SUITE 130
SUWANEE, GEORGIA 30024
TEL (800) 274-9000
FAX (770) 831-9243
www.clarkpatterson.com
Clark Patterson Lee
ARCHITECTURE I ENGINEERING I PLANNING

SCALE IN FEET
0 30 60 120

REVISION DATES

FASTEST PATHS
ASHFORD DUNWOODY @ WINDSOR PARKWAY
CITY OF BROOKHAVEN

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		
CORRECTED:		DATE:		FP
VERIFIED:		DATE:		

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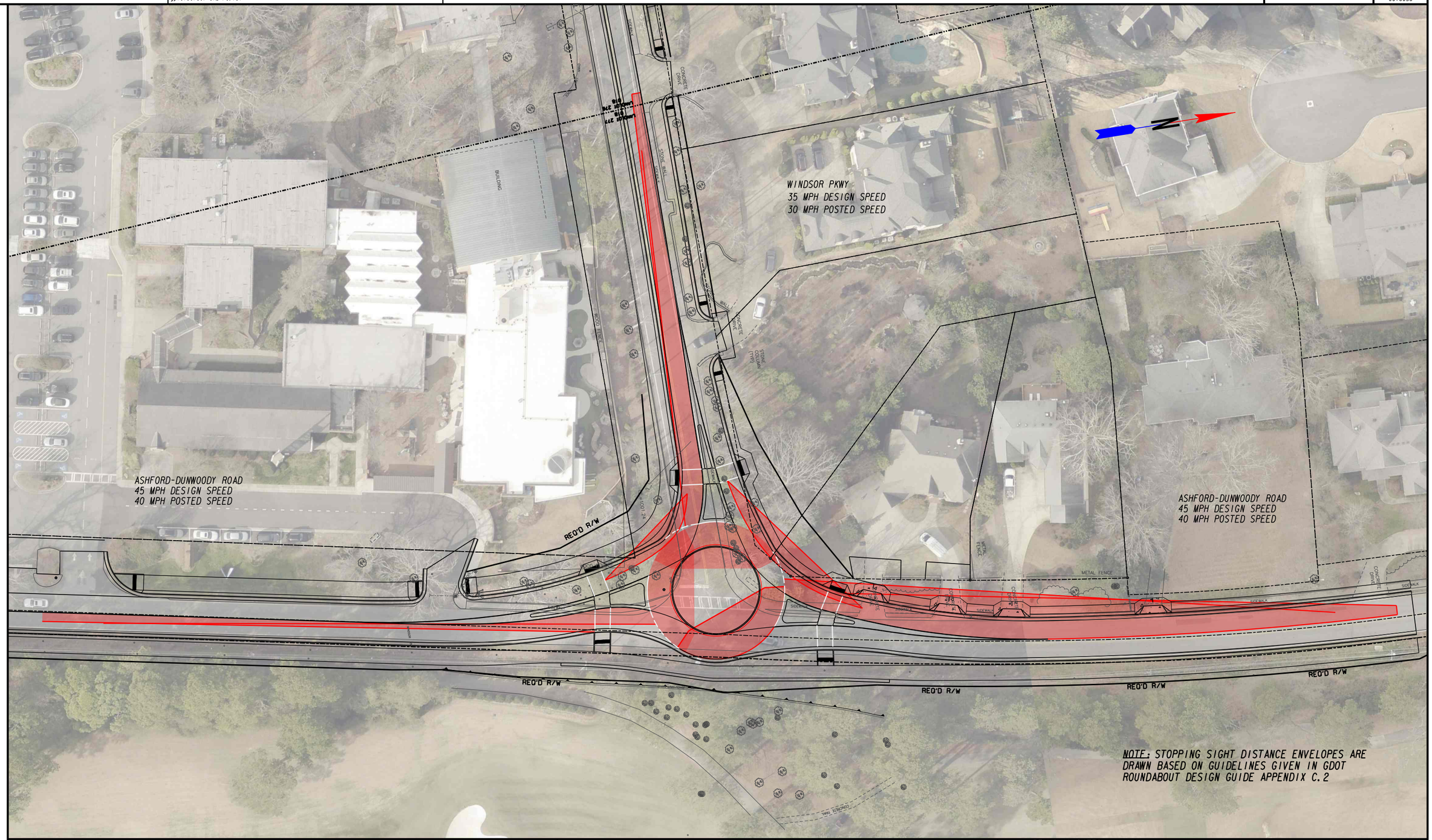
JDominesey	gplotborder-ORD-P0.tbl			0016056



STOPPING SIGHT DISTANCE ENVELOPE
DRIVER'S EYE = 3.5' AND OBJECT HEIGHT = 2.0'

3011 SUTTON GATE DRIVE, SUITE 130
SUWANEE, GEORGIA 30024
TEL (800) 274-9000
FAX (770) 831-9243
www.clarkpatterson.com

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ARCHITECTURE | ENGINEERING | PLANNING

SCALE IN FEET
0 30 60 120

REVISION DATES		

SIGHT DISTANCE ENVELOPES

ASHFORD DUNWOODY @ WINDSOR PARKWAY

CITY OF BROOKHAVEN

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		
CORRECTED:		DATE:		SD-1
VERIFIED:		DATE:		

10/23/2015 GPLN

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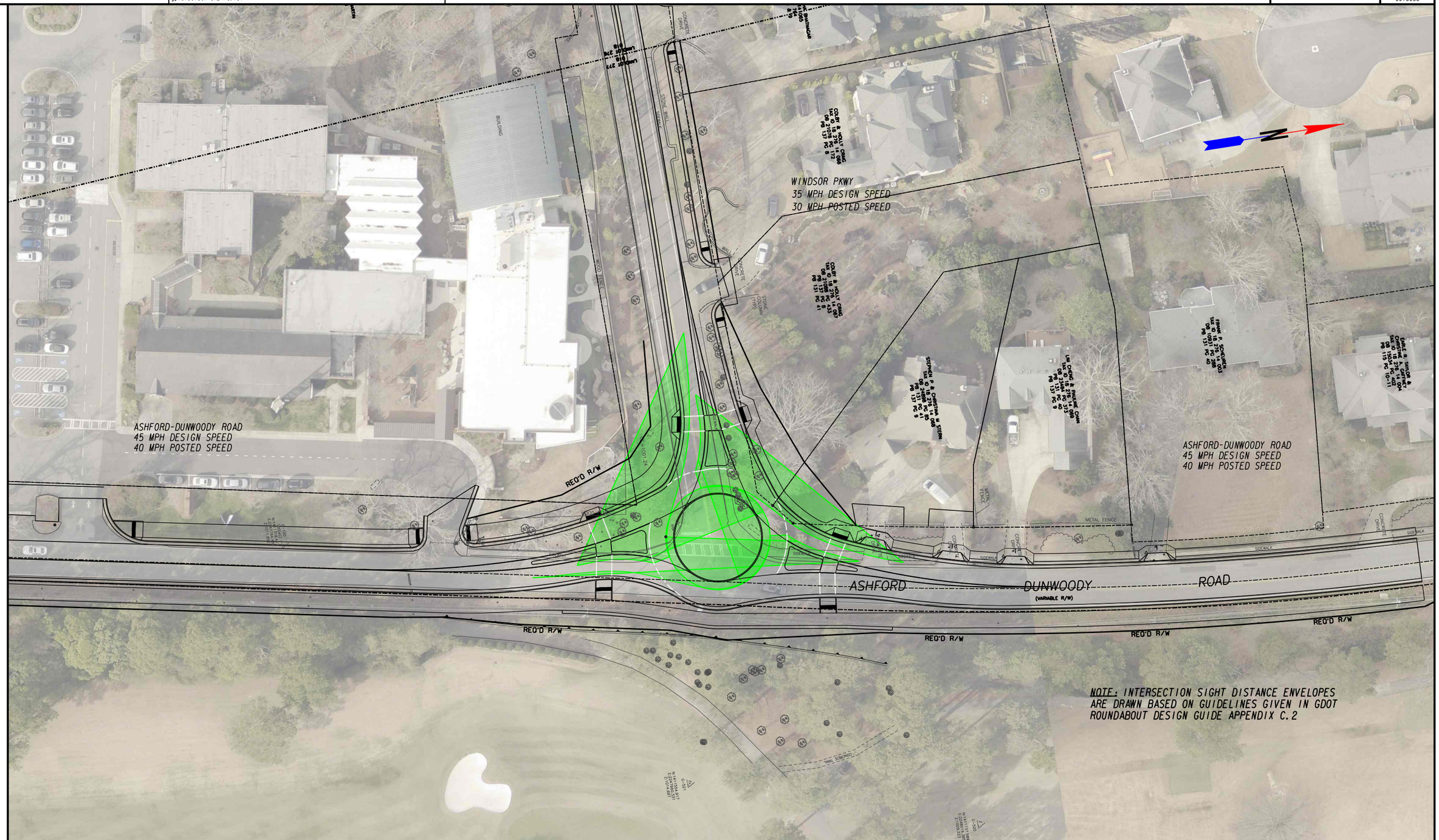


INTERSECTION SIGHT DISTANCE ENVELOPE
DRIVER'S EYE = 3.5' AND OBJECT HEIGHT = 3.5'

3011 SUTTON GATE DRIVE, SUITE 130
SUWANEE, GEORGIA 30024
TEL (800) 274-9000
FAX (770) 831-9243
www.clarkpatterson.com
Clark Patterson Lee
ARCHITECTURE | ENGINEERING | PLANNING

SCALE IN FEET
0 30 60 120

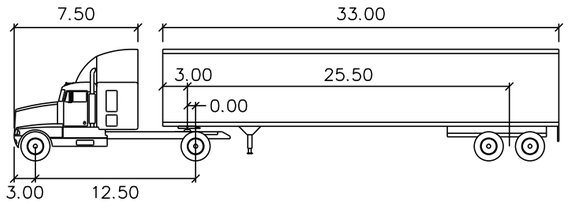
REVISION DATES

SIGHT DISTANCE ENVELOPES

ASHFORD DUNWOODY @ WINDSOR PARKWAY
CITY OF BROOKHAVEN

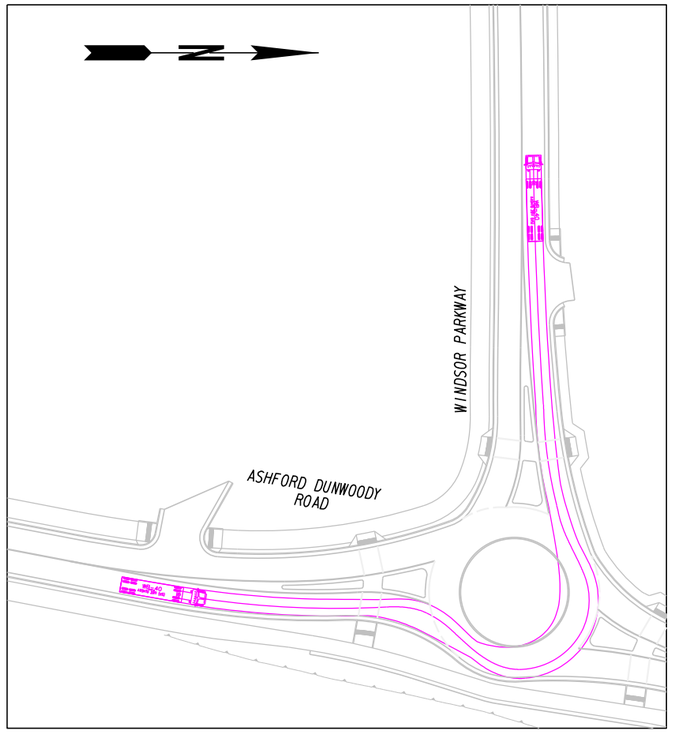
CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		
CORRECTED:		DATE:		SD-2
VERIFIED:		DATE:		

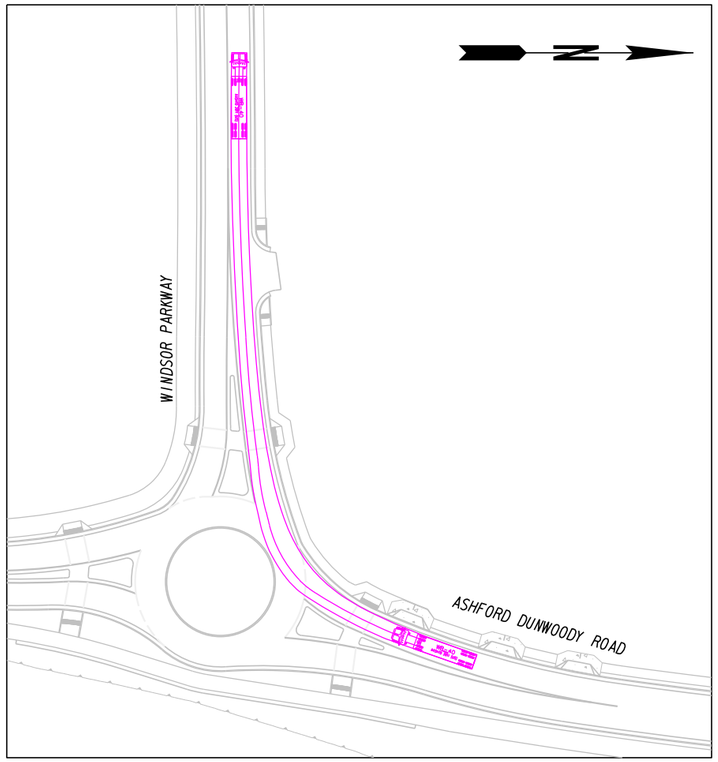
10/23/2015 GPLN

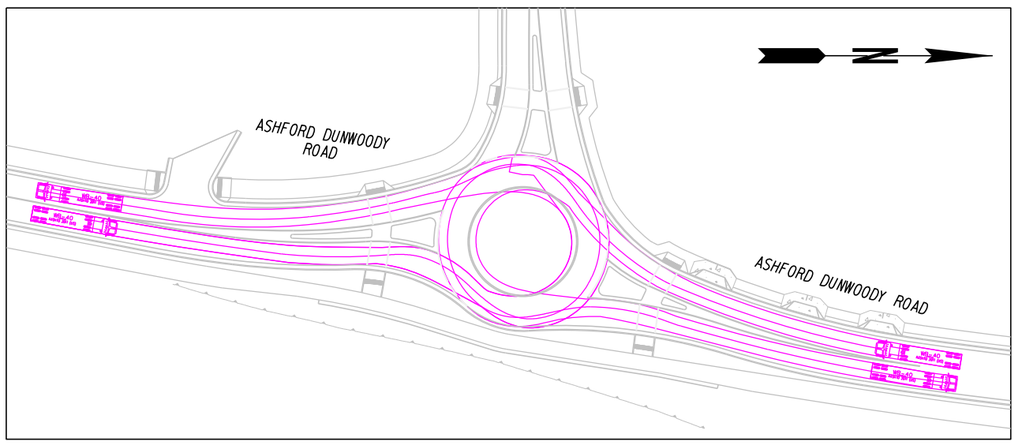


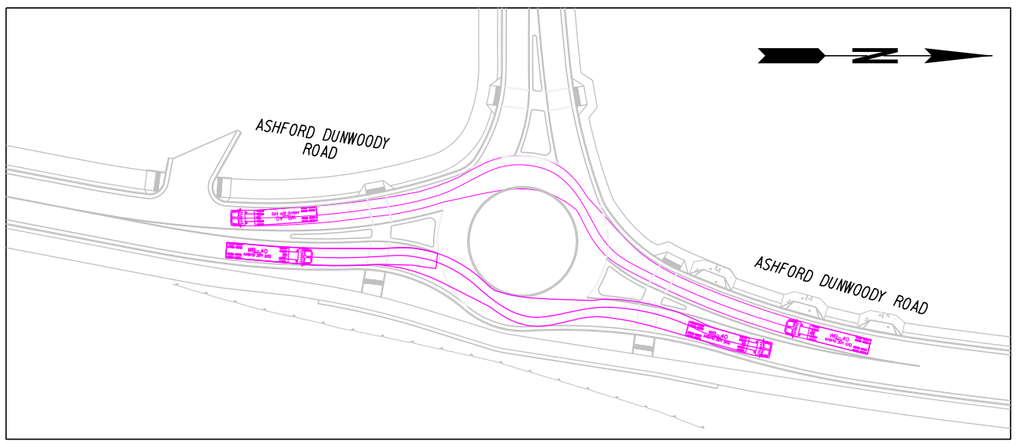
WB-40

	feet		
Tractor Width	: 8.00	Lock to Lock Time	: 6.0
Trailer Width	: 8.00	Steering Angle	: 20.3
Tractor Track	: 8.00	Articulating Angle	: 70.0
Trailer Track	: 8.00		









LEGEND

WHEEL PATH

VEHICLE BODY ENVELOPE

3011 SUTTON GATE DRIVE, SUITE 130
SUWANEE, GEORGIA 30024
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FAX (770) 831-9243
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Clark Patterson Lee
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SCALE IN FEET
0 40 80 160

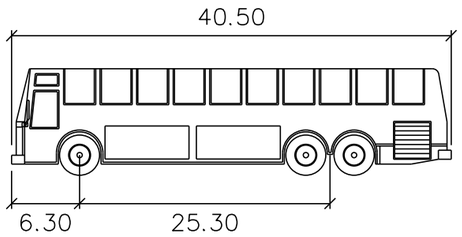
REVISION DATES

AUTOTURN- DESIGN VEHICLE (WB-40)

ASHFORD DUNWOODY ROAD @ WINDSOR PARKWAY

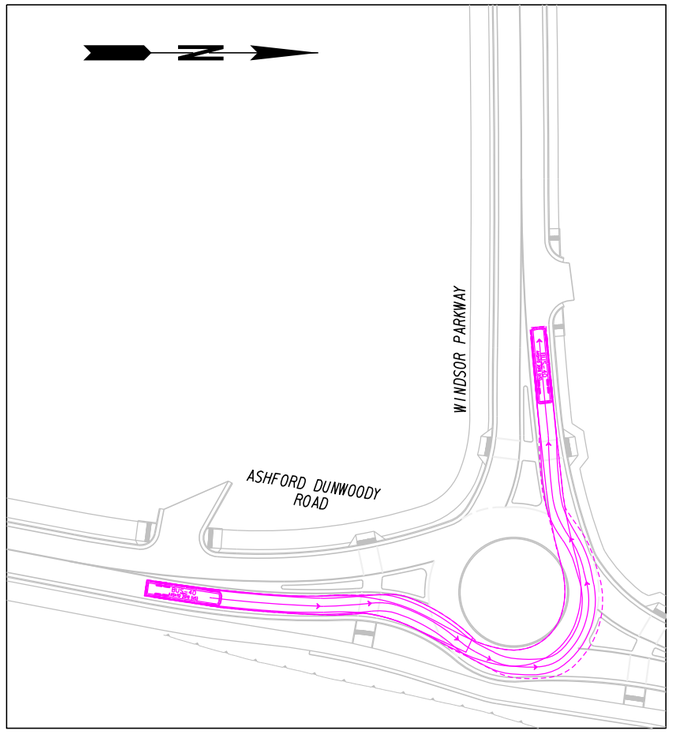
CITY OF BROOKHAVEN

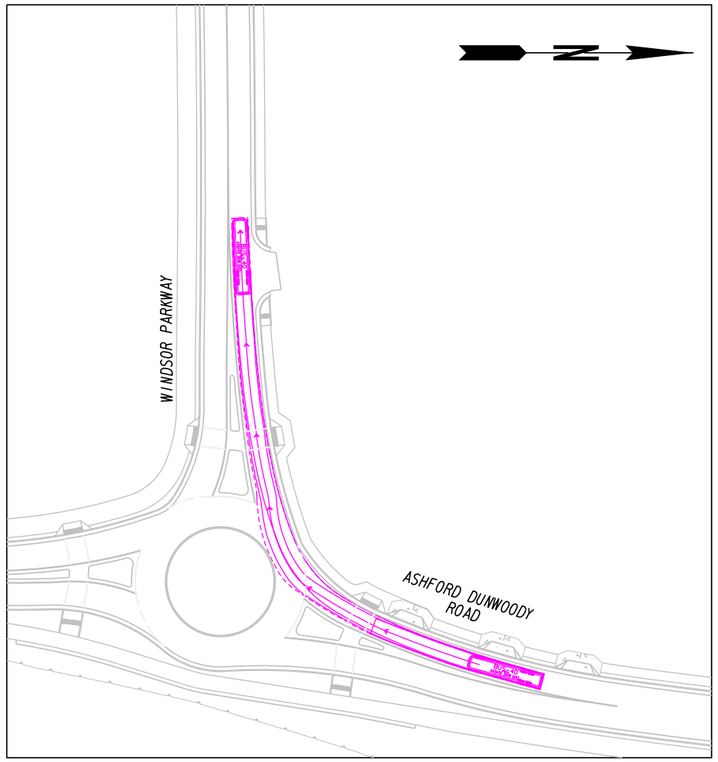
CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		AT-0001
CORRECTED:		DATE:		
VERIFIED:		DATE:		

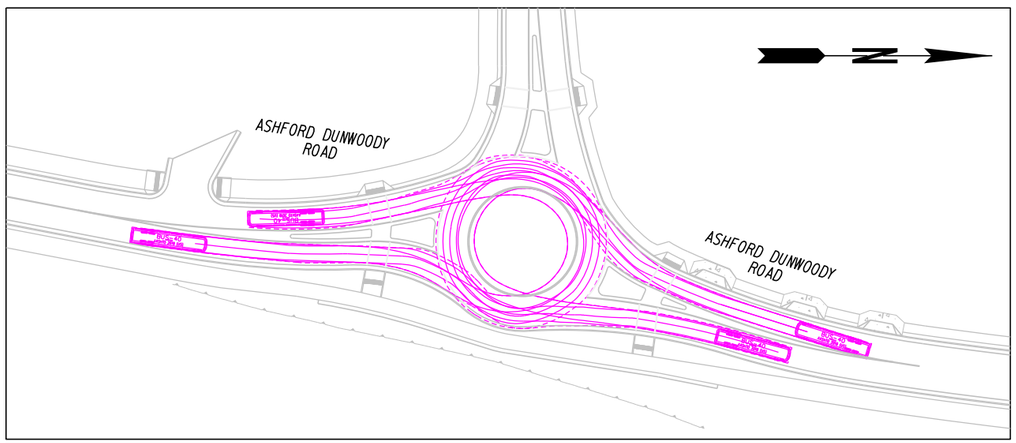


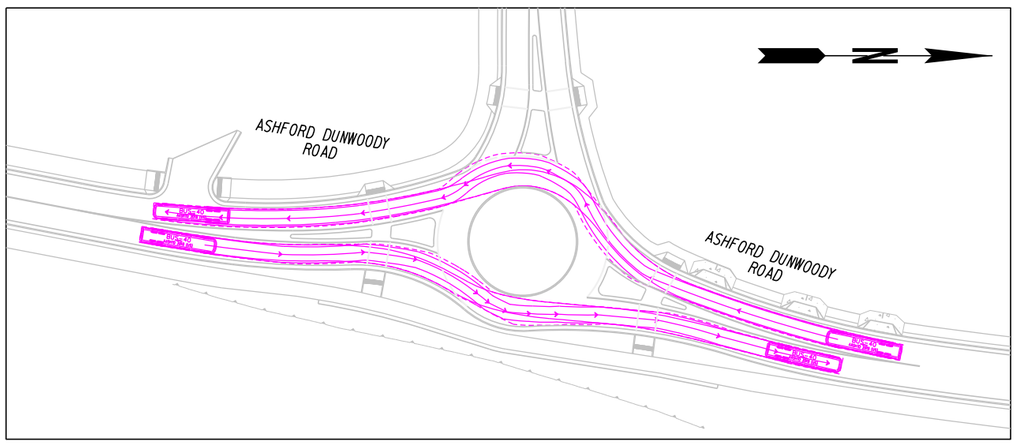
BUS–40

	feet
Width	: 8.50
Track	: 8.50
Lock to Lock Time	: 6.0
Steering Angle	: 41.9









LEGEND
WHEEL PATH
VEHICLE BODY ENVELOPE

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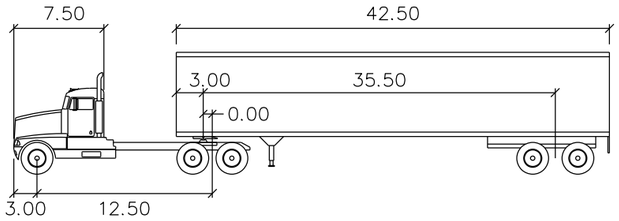
SCALE IN FEET
0 40 80 160

REVISION DATES

AUTOTURN- DESIGN VEHICLE (BUS-40)
ASHFORD DUNWOODY ROAD @ WINDSOR PARKWAY
CITY OF BROOKHAVEN

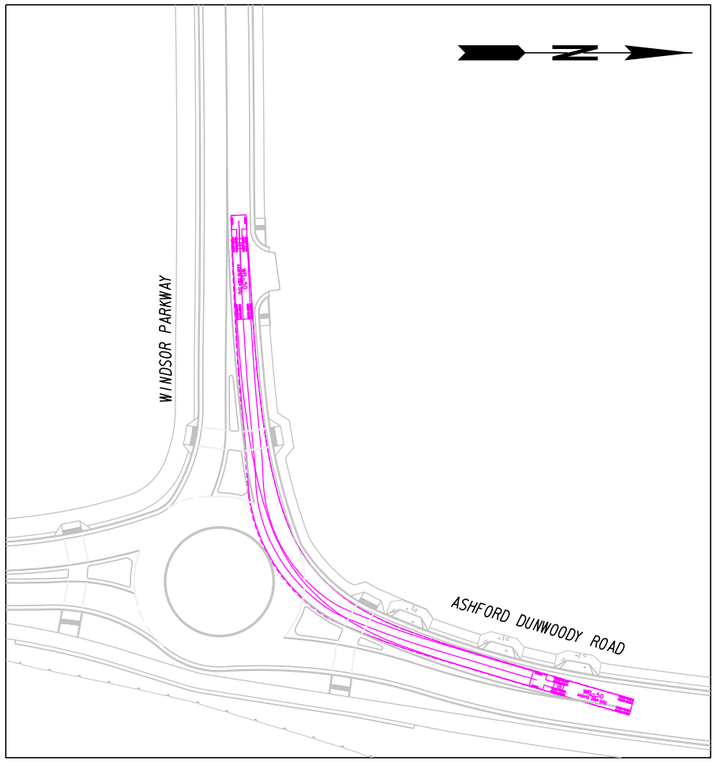
CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		
CORRECTED:		DATE:		AT-0002
VERIFIED:		DATE:		

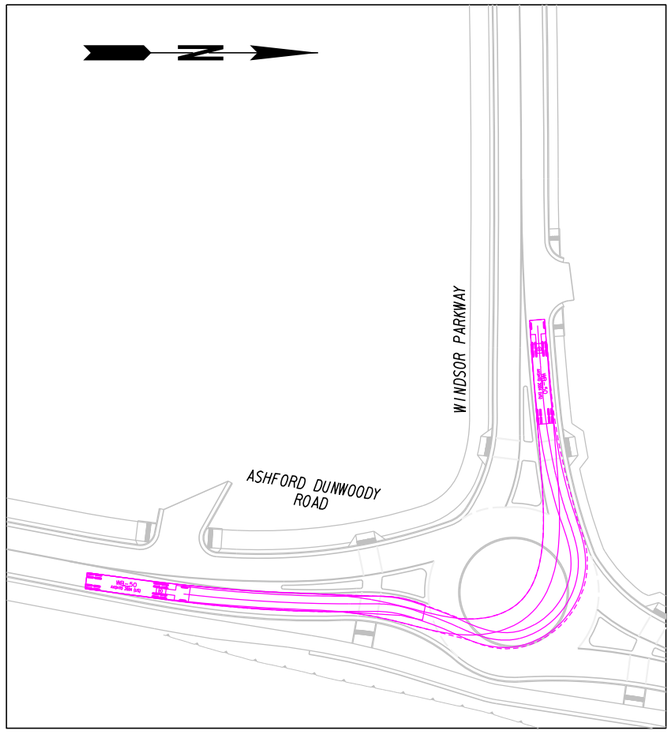


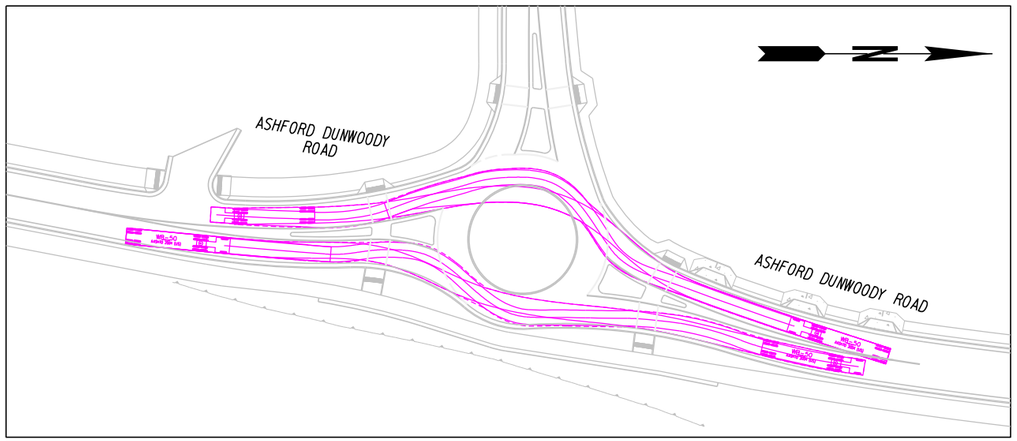
WB-50

feet

Tractor Width	: 8.00	Lock to Lock Time	: 6.0
Trailer Width	: 8.50	Steering Angle	: 17.7
Tractor Track	: 8.00	Articulating Angle	: 70.0
Trailer Track	: 8.50		







LEGEND

WHEEL PATH

VEHICLE BODY ENVELOPE

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SCALE IN FEET

0 40 80 160

REVISION DATES

AUTOTURN- CHECK VEHICLE (WB-50)

ASHFORD DUNWOODY ROAD @ WINDSOR PARKWAY

CITY OF BROOKHAVEN

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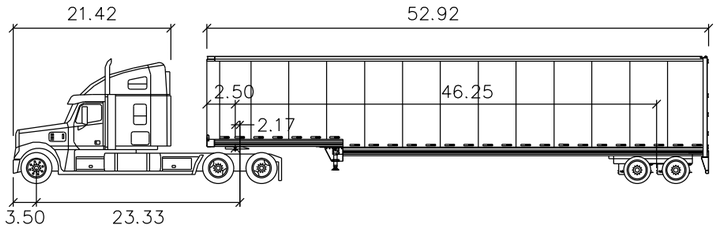
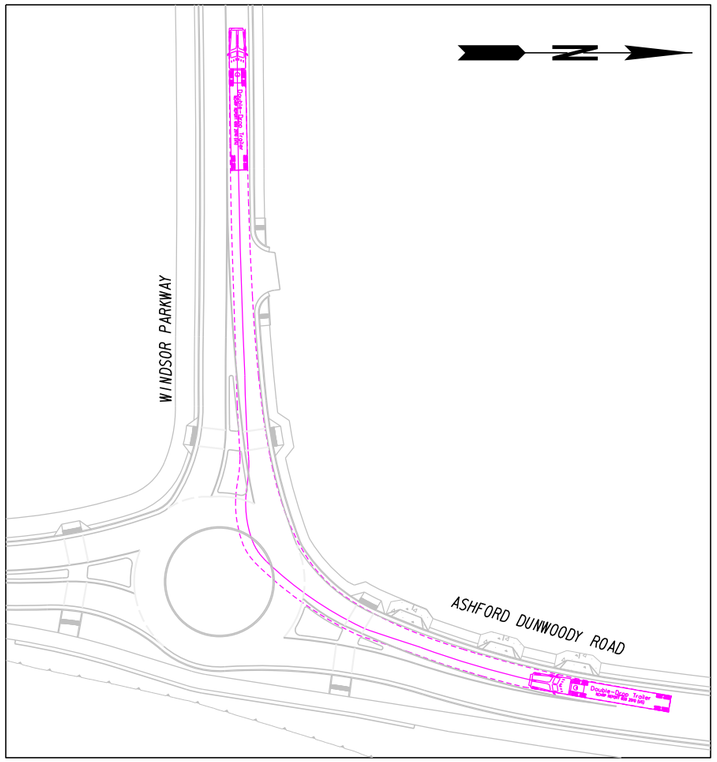
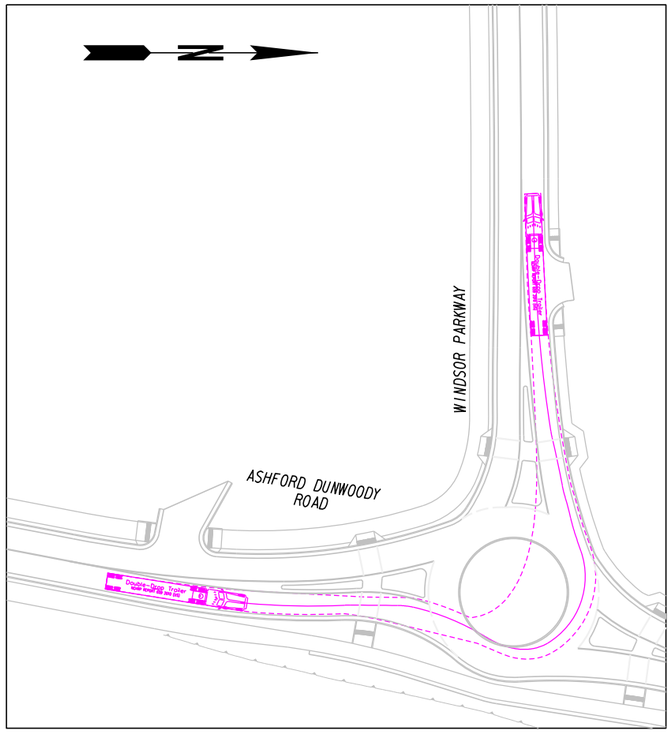
BACKCHECKED:		DATE:		
CORRECTED:		DATE:		AT-0003
VERIFIED:		DATE:		

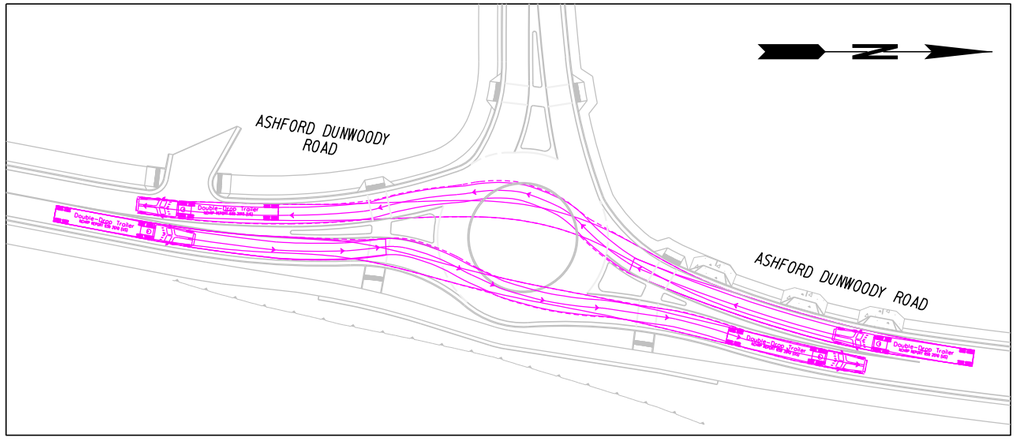


Double–Drop Trailer

	feet		
Tractor Width	: 8.50	Lock to Lock Time	: 6.0
Trailer Width	: 8.50	Steering Angle	: 34.7
Tractor Track	: 8.50	Articulating Angle	: 75.0
Trailer Track	: 8.50		







LEGEND

WHEEL PATH

VEHICLE BODY ENVELOPE

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SCALE IN FEET
0 40 80 160

REVISION DATES

AUTOTURN- CHECK VEHICLE (OSOW-DDT)

ASHFORD DUNWOODY ROAD @ WINDSOR PARKWAY

CITY OF BROOKHAVEN

		DATE:		DRAWING No.
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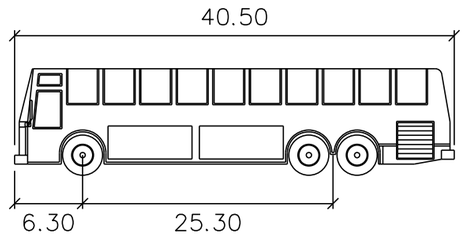
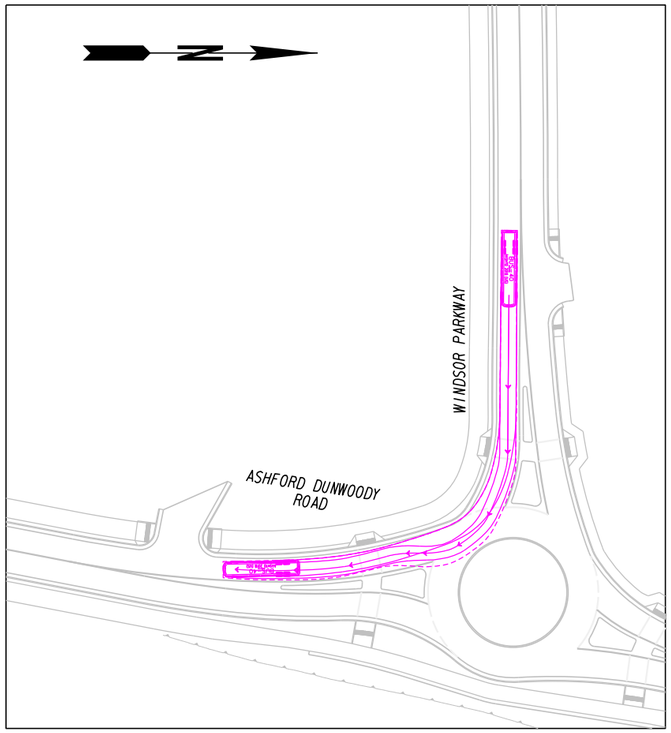
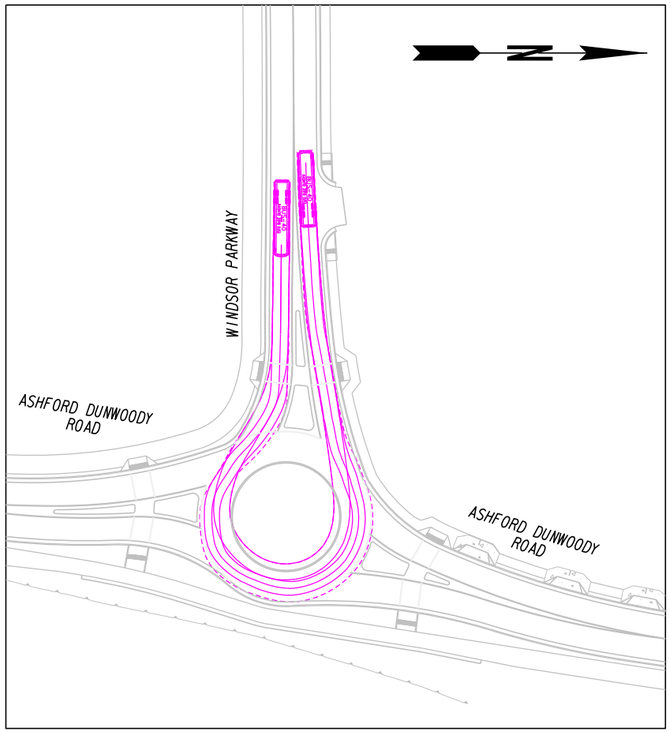
BACKCHECKED:		DATE:		
CORRECTED:		DATE:		
VERIFIED:		DATE:		

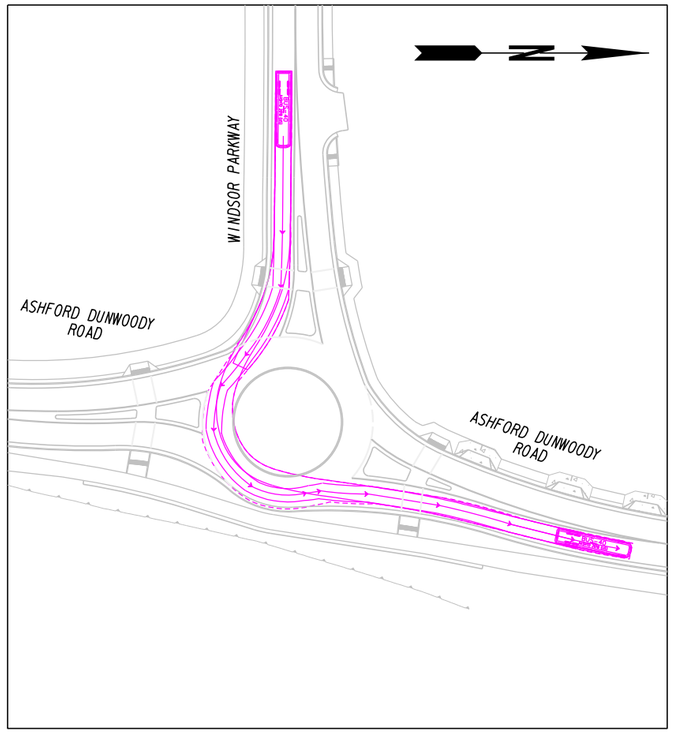


BUS–40

	feet
Width	: 8.50
Track	: 8.50
Lock to Lock Time	: 6.0
Steering Angle	: 41.9







LEGEND

WHEEL PATH

VEHICLE BODY ENVELOPE

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SCALE IN FEET
0 40 80 160

REVISION DATES

AUTOTURN- DESIGN VEHICLE (BUS-40)

ASHFORD DUNWOODY ROAD @ WINDSOR PARKWAY

CITY OF BROOKHAVEN

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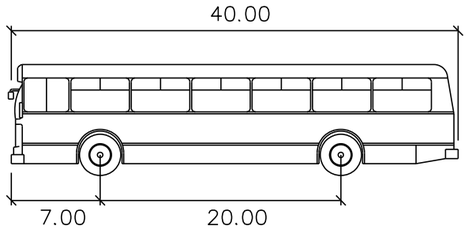
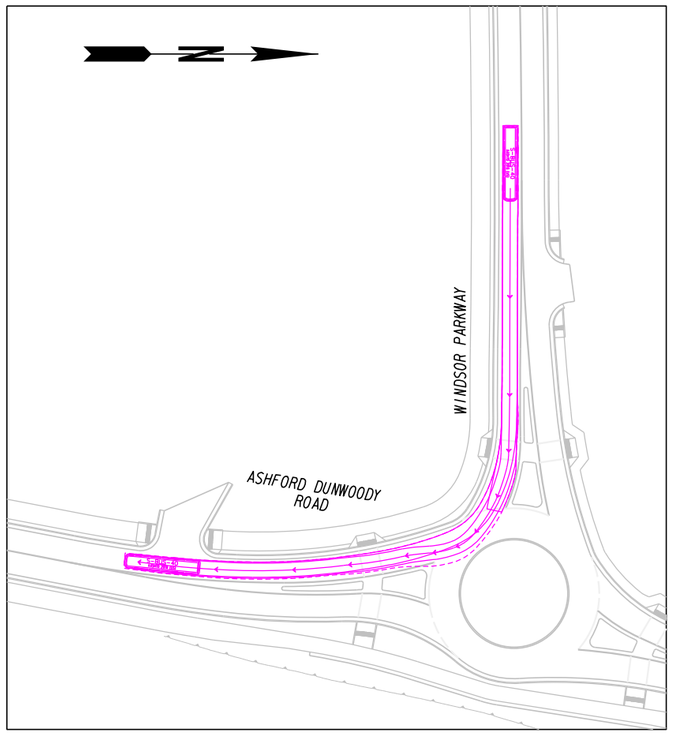
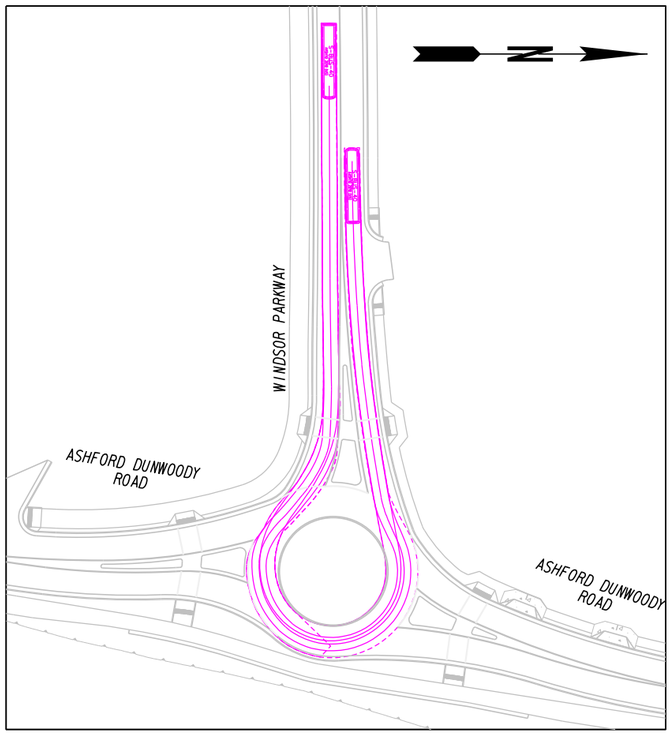
BACKCHECKED:		DATE:		AT-0005
CORRECTED:		DATE:		
VERIFIED:		DATE:		

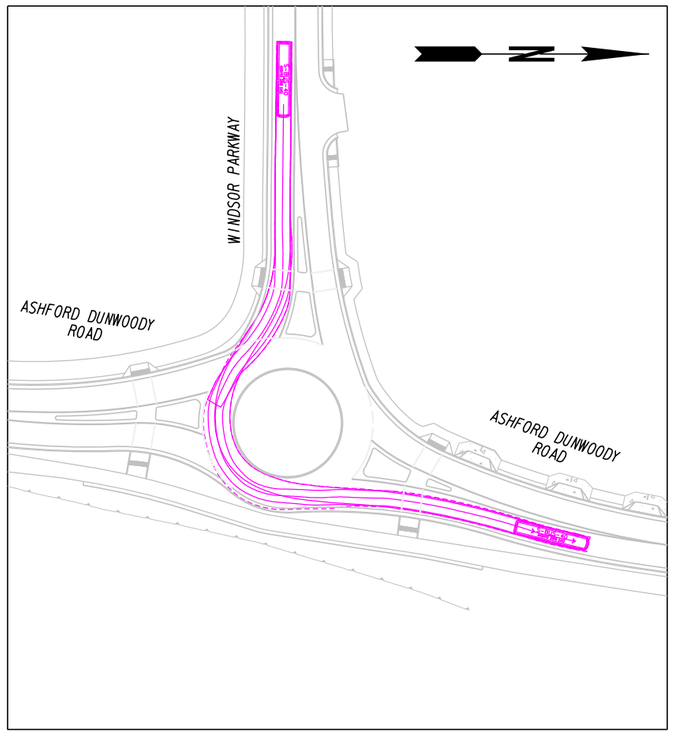


S-BUS-40
feet

Width	: 8.00
Track	: 8.00
Lock to Lock Time	: 6.0
Steering Angle	: 34.4







LEGEND
WHEEL PATH
VEHICLE BODY ENVELOPE

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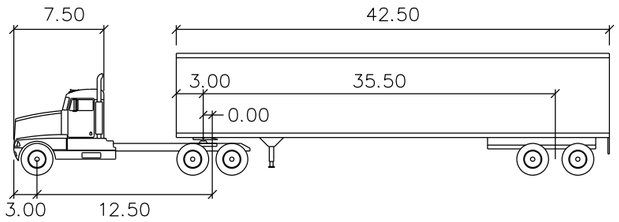
SCALE IN FEET
0 40 80 160

REVISION DATES

AUTOTURN- DESIGN VEHICLE (S-BUS-40)
ASHFORD DUNWOODY ROAD @ WINDSOR PARKWAY
CITY OF BROOKHAVEN

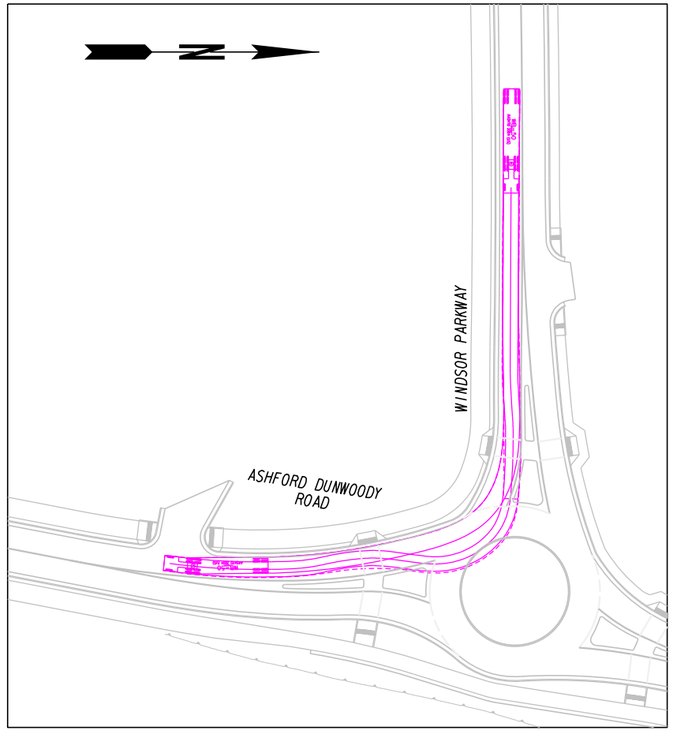
CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		AT-0006
CORRECTED:		DATE:		
VERIFIED:		DATE:		

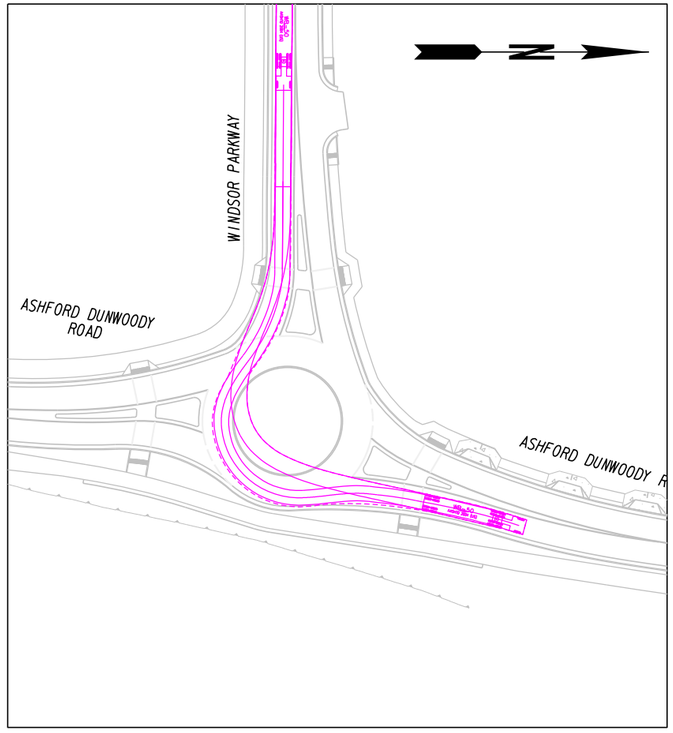
10/23/2015 GPLN



WB-50

	feet		
Tractor Width	: 8.00	Lock to Lock Time	: 6.0
Trailer Width	: 8.50	Steering Angle	: 17.7
Tractor Track	: 8.00	Articulating Angle	: 70.0
Trailer Track	: 8.50		





LEGEND

WHEEL PATH

VEHICLE BODY ENVELOPE

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SCALE IN FEET
0 40 80 160

REVISION DATES

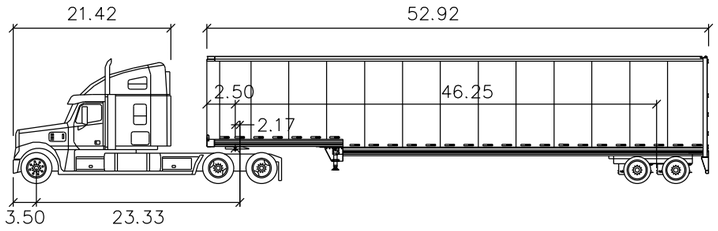
AUTOTURN- CHECK VEHICLE (WB-50)

ASHFORD DUNWOODY ROAD @ WINDSOR PARKWAY

CITY OF BROOKHAVEN

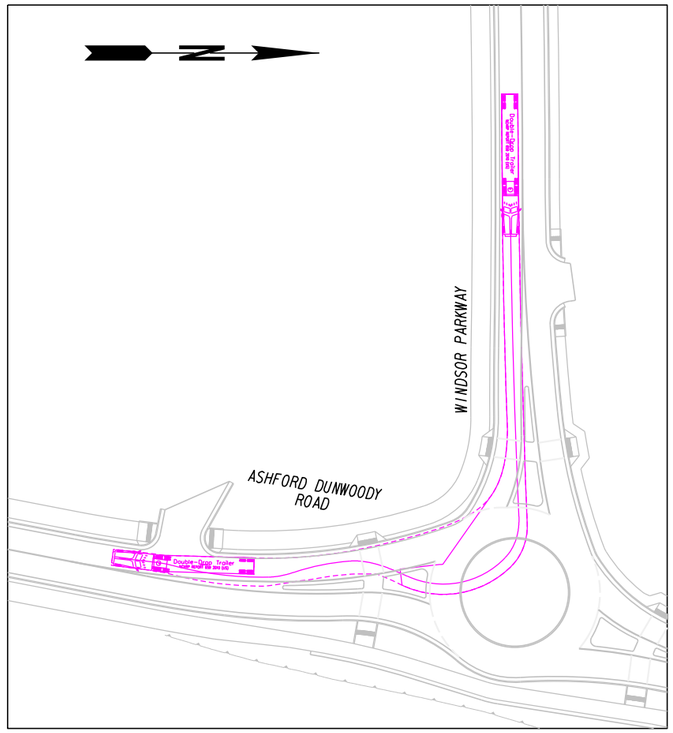
		DATE:	
CHECKED:		DATE:	
BACKCHECKED:		DATE:	
CORRECTED:		DATE:	
VERIFIED:		DATE:	

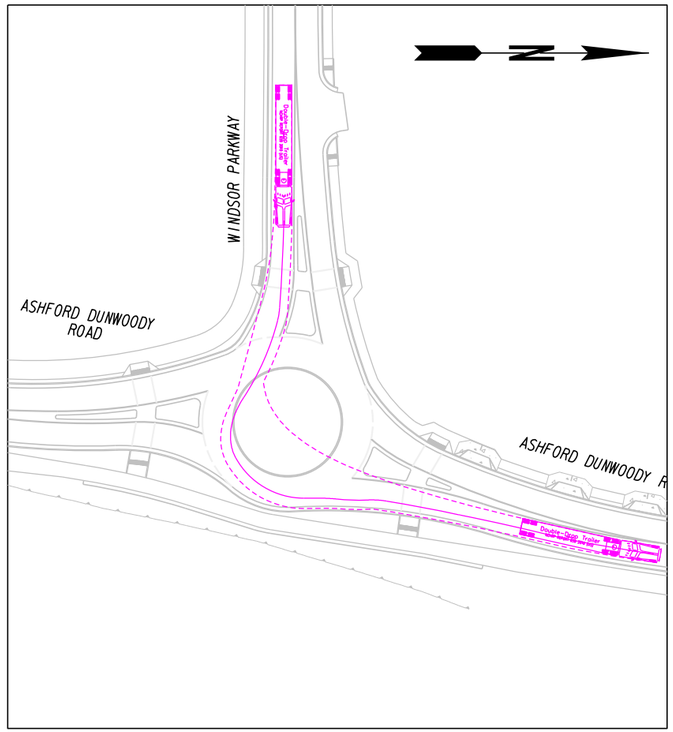
DRAWING No. AT-0007



Double–Drop Trailer

	feet		
Tractor Width	: 8.50	Lock to Lock Time	: 6.0
Trailer Width	: 8.50	Steering Angle	: 34.7
Tractor Track	: 8.50	Articulating Angle	: 75.0
Trailer Track	: 8.50		





LEGEND

WHEEL PATH

VEHICLE BODY ENVELOPE

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SCALE IN FEET
0 40 80 160

REVISION DATES

AUTOTURN- CHECK VEHICLE (OSOW DDT)

ASHFORD DUNWOODY ROAD @ WINDSOR PARKWAY

CITY OF BROOKHAVEN

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		AT-0008
CORRECTED:		DATE:		
VERIFIED:		DATE:		

Felecia Basolo

From: RoundAbouts <RoundAbouts@dot.ga.gov>
Sent: Monday, September 19, 2022 3:30 PM
To: Felecia Basolo; RoundAbouts
Cc: Brian Miller
Subject: [EXTERNAL] RE: 0016056

Good afternoon Felecia,

Thank you for the information! We do not need additional information at this time.

Thanks,

Laura Nesbitt, EIT – RAID Team
Roundabout & Alternative Intersection Design
Office of Traffic Operations
404.635.2926

From: Felecia Basolo <Felecia.Basolo@oneatlas.com>
Sent: Wednesday, September 7, 2022 3:35 PM
To: RoundAbouts <RoundAbouts@dot.ga.gov>
Cc: Brian Miller <bmiller@cplteam.com>
Subject: RE: 0016056

Hello RAID!

Please see the files within the following link and let us know if the Roundabout design could be validated. If any additional information could be helpful, please let us know.

http://files.maai.net/filevista/link/9bdd268ced9146379a4396b21232fd7b.zip

Thank you,

Felecia Basolo
Local Administered Projects
Senior Project Manager
GDOT Office of Program Delivery
O: 770.263.5945

From: RoundAbouts <RoundAbouts@dot.ga.gov>
Sent: Wednesday, September 7, 2022 3:07 PM

December 17, 2021

Mark Lawing
Local Administered Projects Program Manager
Office of Program Delivery
Georgia Department of Transportation
One Georgia Center – 25th Floor
600 West Peachtree St. NW
Atlanta, GA 30308

RE: PI 0016056 Preferred Improvement Alternative

The City of Brookhaven has great interest in the CS 127/Ashford Dunwoody Road at CS 145/Windsor Parkway intersection improvement project (PI# 0016056). This intersection was recommended as a priority project by the 2017 Ashford Dunwoody Road Corridor Study. The City is in support of the roundabout alternative as the preferred improvement for this project.

Sincerely,

Patrice S. Ruffin

Patrice Ruffin,
City of Brookhaven, GA
Assistant City Manager

City of Brookhaven
4362 Peachtree Road, Atlanta, GA 30319
Phone: 404-637-0500 • Fax: 404-637-0501
www.brookhavenga.gov

Attachment 10
MS4 Concept Summary Report

Georgia Department of Transportation

MS4 POST-CONSTRUCTION STORMWATER REPORT

PI Number: 0016056
Project Name: _____
City/County: DeKalb
District: 7

Submittal Date: _____
Agency/Company: CPL
Let Date: 04/15/2024
Contact Phone: 678.318.1008
Contact Email: BMiller@CPLteam.com

Milestone Submittal Design-Bid-Build: ☐ PFPR ☐ FFPR ☐ Addendum

Milestone Submittal Design-Build: ☐ Costing Plans ☐ Final Plans ☐ Addendum

General Project Information:

Is there a Project Level Exclusion that applies to this project: ☒ Yes ☐ No
If yes, please indicate which of the following exclusions apply:

- ☒ Roadway not owned or operated by GDOT
- ☐ Maintenance or safety project (multiple unconnected sites disturbing < 1 acre)
- ☐ Project with environmental documents approved or R/W plans submitted on or before June 30th, 2012
- ☐ Road project disturbing < 1 acre or site development project adding < 5,000 ft² of impervious area
- ☐ Project in MS4 area added to the 2017 MS4 permit with concept approval before 1/3/2018

Is there an Outfall Level Exclusion that applies to this project: ☐ Yes ☐ No
If yes, please indicate in Attachments B and C

Disturbed Area of Site: 1.95 **acres** **Existing Typical : Urban*** ☒ **Rural** ☐ **No. Lanes** 2
Impervious Area Added: 0.67 **acres** **Proposed Typical: Urban*** ☒ **Rural** ☐ **No. Lanes** 2
Net Length of Project: 0.38 **miles** *In this instance, "urban" means curb and/or gutter.

Discharge Information:

Yes / No
☐ ☒ Does the project discharge to a trout stream?

Submittal Requirements:

Yes / No
☐ ☐ GDOT LID / GI Checklist (Attachment A)
☐ ☐ GDOT Post-Construction BMP Summary (Attachment B)
☐ ☐ Pre- vs Post-Development Drainage Area Summary (Attachment B-1)
☐ ☐ Post-Construction Stormwater BMP Documentation (Attachment C)
☒ ☐ Milestone Plan Submittal Checklist (Attachment D)

PE Seal, Signature, & Date
Note: Not required if report is prepared by GDOT

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 ft^2 of impervious area.

Attachment 11
Concept Team Meeting Minutes

ARCHITECTURE
ENGINEERING
PLANNING
CPLteam.com

May 10, 2021

PI 0016056 DeKalb County
CS 127/Ashford Dunwoody Road @ CS 145/Windsor Parkway
Concept Meeting Minutes

Attendees:

Clark Kennedy	CPL	CKennedy@CPLteam.com
Olivia Lobban	CPL	OLobban@CPLteam.com
Jennifer Harper	CPL	JHarper@CPLteam.com
Lauren Leary	CPL	LLeary@CPLteam.com
George Baldwin	GDOT OPD	GBaldwin@dot.ga.gov
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Meeting Minutes:

Welcome

- GDOT PM George Baldwin opened the meeting and provided an overview of the Concept Meeting agenda.

Introductions

- GDOT PM George Baldwin asked each attendee to introduce themselves by company/team.

Project Schedule

- PI 0016056 has a Management ROW date of January 2023.
- PI 0016056 has a Management Let date of April 2024.

Powerpoint Presentation

- CPL PM Clark Kennedy walked through the Concept Report Powerpoint Presentation. The presentation focused on the following items:

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- Existing Conditions
  - Crash Summary
  - Traffic Volumes
  - Roadway
  - Utilities/ROW
  - Environmental
  - Planning Data
- Alternatives Analysis – Preferred Solution
  - Roadway
  - Utilities/ROW
  - Environmental
  - Construction
  - Project Management

Discussion

- GDOT PM George Baldwin opened the floor for discussion and questions.
  - GDOT NEPA Jerry Guo noted that a 3rd potential history resource had been identified through coordination with SHPO. St. Martin's Episcopal Church and School needs to be identified as an eligible resource.
  - GDOT Bridge Donn Digamon asked about the proposed wall along the golf course. Donn Digamon stressed that the wall, including its footings, will need to be located within the Required ROW. In addition, there is an existing ephemeral stream in the location of the proposed wall that will need to be considered during the design phase.
    - This discussion also noted that there are utilities along all legs of the proposed roundabout that will likely need to be relocated.
  - GDOT OPD AOH Krystal Stovall-Dixon pointed out that there is a proposed 8-10 foot shared-use path located along the south side of Windsor Parkway that may have impacts to the newly acknowledged historic St. Martin's Episcopal Church and School property. She noted that it may be necessary to reduce the shared-use path down to a 5-foot sidewalk depending on coordination with SHPO.
    - Brookhaven Director of Public Works Don Sherrill asked that the project team be mindful that the City of Brookhaven has a master plan that includes a 10-foot shared use path on the south side of Windsor Parkway corridor from Ashford Dunwoody Road to the City Sandy Springs.
      - The City's commitment to the master plan includes sponsoring this project (PI 0016056) and another shared-use path on the south side of the Windsor Parkway.
    - CPL and Edwards-Pitman looked over the updated History Report after the meeting and found that only a portion of St. Martin's Episcopal Church and School property is eligible. That portion is located along Ashford Dunwoody Road and is not likely to be affected by the

proposed shared-use path on the south side of Windsor Parkway. CPL has updated the Concept Layout to identify the boundary of this eligible resource.

- GDOT OPD AOH Krystal Stovall-Dixon asked CPL when the final Concept Report would be ready to submit to GDOT.
  - CPL PM Clark Kennedy confirmed via follow up email that the final Concept Report will be submitted to GDOT no later than COB on Wednesday May 19, 2021.
- After the Concept Meeting, Volkert, through coordination with the GDOT ecologist, updated the designation of the two ephemeral channels to non-buffered state waters.

Meeting Adjourned

- GDOT PM George Baldwin adjourned the Concept Meeting.