

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

PROJECT NUMBER: STP00-0001-00(420)

County: Lee

Project P.I. Number: 0001420

Federal Route Number: 19

State Route Number: 3, 195

Leesburg North Bypass; From SR 3/US 19 to SR 195

Submitted for Approval:

Date: 4/21/2010

Margen Newbaum, Street Smarts
Design Consultant Name and Firm Name

Date: 4/22/10

[Signature]
Office Head (Project Manager's Office)

Date: 4-22-10

[Signature]
Project Manager

Recommendation for Approval:

Date: _____

State Design Policy Engineer

Date: _____

Program Control Administrator

Date: 5/19/2010

Glenn Bowman *
State Environmental Administrator

Date: 5/3/2010

Kathy Zahal *
State Traffic Operations Engineer

Date: 4/22/2010

Ron Dishon *
Project Review Engineer

Date: 5/3/2010

Joe W. Sheffield *
District Engineer

Date: 4/29/2010

Paul Liles *
State Bridge Design Engineer

Date: _____

State Transportation Financial Management Administrator

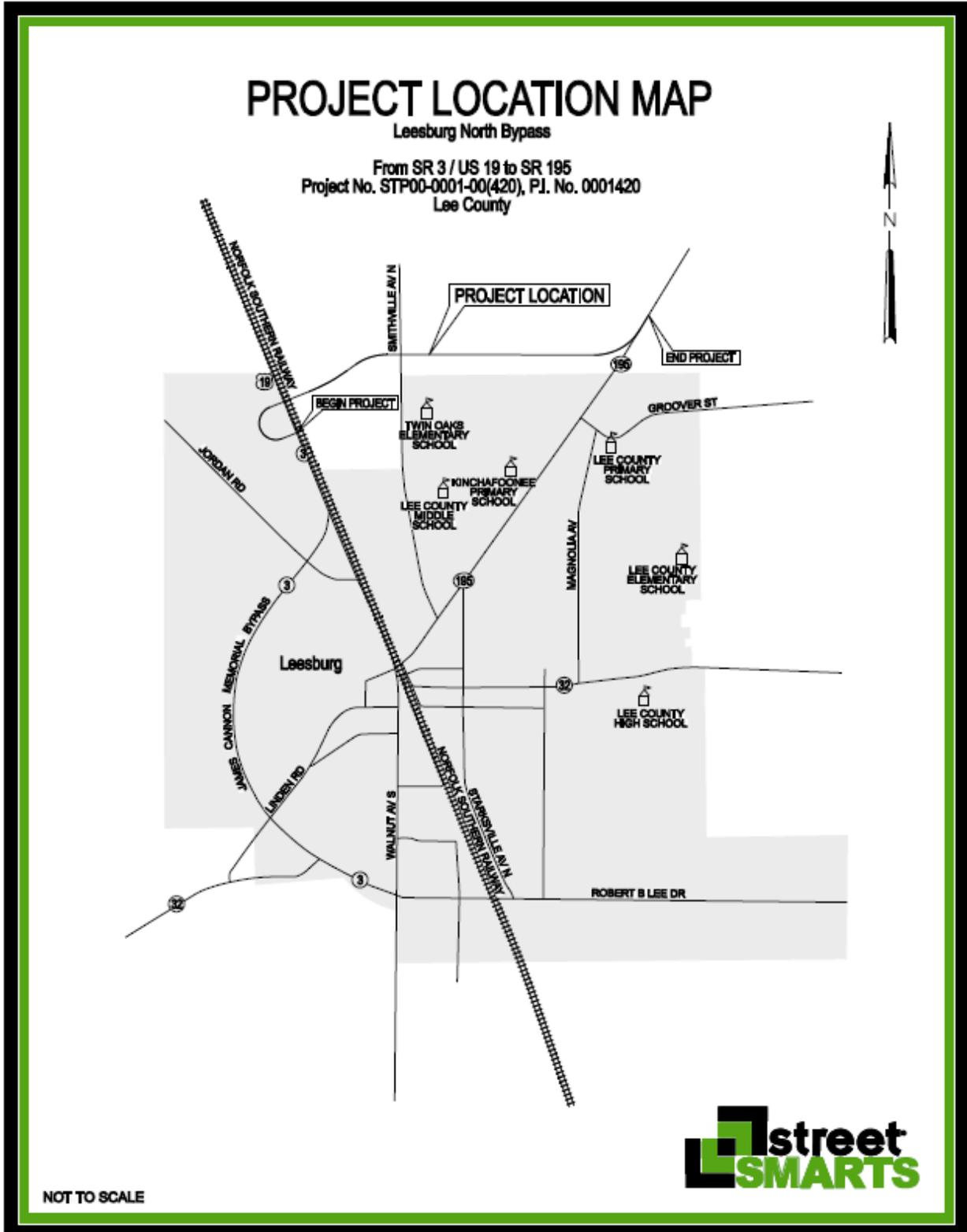
The concept as presented herein and submitted for approval is consistent with that which is included in the Regional Transportation Program (RTP) and/or the State Transportation Improvement Program (STIP).

DATE 5/13/2010

[Signature]
State Transportation Planning Administrator

* Recommendations are on file. IKKF

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Need and Purpose: See attached Need and Purpose Statement

DESCRIPTION OF THE PROPOSED PROJECT

The proposed Leesburg North Bypass project consists of the construction of a new two lane facility with turn lanes at intersections from US-19/SR-3 eastward to SR-195 north of Leesburg, Georgia. Side roads would be improved and re-aligned as needed. The project would also include a grade-separated crossing of the Norfolk-Southern railroad and US-19/SR-3.

The project would consist of a two-lane facility with two twelve-foot travel lanes and 6.5 foot paved shoulders. Since the proposed project is entirely on new location, no existing right-of-way is present. It is anticipated that the proposed right-of-way will generally range from 110 feet to 225 feet (or 55 feet to 115 feet along each side of the proposed centerline). More right-of-way may be necessary at the approaches to the grade-separated railroad crossing or at cross street intersections. The project length is 1.78 miles.

Is the project located in a Non-Attainment area? No.

PDP Classification: Major Project (X) Minor Project ()

Project Designation: Full Oversight () Exempt (X) State Funded () Other ()

Functional Classification: Rural Minor Arterial

U.S. Route Number: Begins at US 19 **State Route Number:** Begins at SR 3 &
 Ends at SR 195

**Traffic Projections (AADT) - Base Year 2012 – 4,300 v.p.d. West of Smithville Road
 3,400 v.p.d East of Smithville Road**

**Traffic Projections (AADT) - Design Year 2032 – 6,300 v.p.d West of Smithville Road
 5,000 v.p.d East of Smithville Road**

Existing Design Features:

- SR 195 is a two-lane rural roadway with both 45 mph and 55 mph speed limit in the vicinity where the proposed bypass ties in to SR 195. The adjacent land use is forested with a school and some residential structures.
- US 19/SR 3 is a four-lane roadway with a 44-foot depressed median that transitions out of the city of Leesburg. The speed limit is 55 mph. The adjacent land use is agricultural

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with some development along the corridor. The roadway also runs parallel with the Norfolk Southern Railroad.

- Typical Section: SR 195: Two 12-foot travel lanes with 2-foot unpaved shoulders. Slopes vary from 2:1 to 4:1. US 19/SR 3: Two 12-foot lanes in each direction with 4-foot paved shoulders and a 44-foot grass median. Slopes vary from 2:1 to 4:1.
- Posted Speed: 55 mph on US 19/SR 3 & 45 mph and 55 mph SR 195
- Maximum Radius: N/A
- Maximum Grade (mainline): less than 2% on US 19/SR 3 & SR 195
- Maximum Grade (driveway): less than 10%
- Width of Right-Of-Way: Varies
- Major Structures: None
- Major interchanges or intersections along the project: US 19/SR 3 at SR195
- Existing length of roadway segment: N/A new alignment

Proposed Design Features:

- Proposed Typical Sections: One 12-foot through lane in each direction with a 10-foot shoulder, 6.5-foot paved and 3.5-foot grassed. Slopes will vary from 2:1 in areas with guardrail to 4:1 in areas without guardrail.
- Proposed Design Speed: 55 mph; 35 mph ramp design
- Proposed Maximum Grade: 3%
- Maximum Grade Allowable: 3%
- Proposed Maximum Grade (Driveway): 11% Commercial, 15% Residential
- Proposed Minimum Radius: 1,060' (55 mph); 680' (35 mph)
- Minimum Radius Allowable: 1,060' (55 mph); 680' (35 mph)
- Right of Way
 - Width: varies from 110' to 225'
 - Easements: Temporary () Permanent (X) Utility () Other ()
 - Type of access Control: Full () Partial () By Permit (X) Other ()
 - Number of Parcels: 6
 - Number of Displacements:
 - Business: 0
 - Residences: 0
 - Mobile Homes: 0
 - Other: 0
- Structures: Bridge over US 19 and Norfolk-Southern railroad approximately 300 feet long and 40 feet wide
- Major intersections and interchanges: US 19/SR 3 at SR 195

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- Traffic control during construction: Traffic will be maintained on the existing alignment during the construction of the new alignment. All driveway access will be maintained during construction.
- Design Exceptions to controlling criteria anticipated:

	<u>Undetermined</u>	<u>Yes</u>	<u>No</u>
Horizontal Alignment			X
Roadway Width			X
Shoulder Width			X
Vertical Grades			X
Cross Slopes			X
Stopping Site Distance			X
Super Elevation Rates			X
Horizontal Clearance			X
Speed Design			X
Vertical Clearance			X
Bridge Width			X
Bridge Structural Capacity			X

- Design Variances: None
- Environmental Concerns: See Environmental Concerns section of the attached Need & Purpose Statement
- Level of Environmental Analysis:
 - Are Time Saving Procedures appropriate? Yes () No (X)
 - Categorical Exclusion? Yes () No (X)
 - Environmental Assessment/Finding of No Significant Impact – Yes (X)
 - Environmental Impact Statement – N/A
- Utility Involvements:
 - Norfolk Southern Railroad
 - Albany Water, Gas, Light & Telecommunications
 - ATT Georgia
 - Georgia Power
 - Georgia Power Transmission Corporation
 - Qwest Communications
 - Sumter EMC
 - Mediacom
- VE Study Anticipated Yes (X) No ()
- Benefit/Cost Ratio 1.92

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Project Cost Estimate and Funding Responsibilities:

	PE	ROW	UTILITY	CST*	MITIGATION
By Whom	GDOT	GDOT	GDOT	GDOT	GDOT
\$Amount	\$1,403,388.79	\$1,302,000.00	\$307,500.00	\$5,356,583.00	0

*CST Cost include: Construction, Engineering and Inspection, Fuel Cost Adjustment, and Asphalt Cement Cost Adjustment.

Project Responsibilities:

- Design – Street Smarts
- Right-of-Way Acquisition – GDOT
- Right-of-Way Funding (real property) – GDOT
- Relocation of Utilities – GDOT
- Letting to Contract – GDOT
- Supervision of Construction – GDOT
- Providing Material Pits – Contractor
- Providing Detours – GDOT
- Environmental Studies/Documents/Permits – Volkert, Inc.
- Environmental Mitigation – TBD

Coordination

- Initial Concept Team Meeting Date: February 29, 2008
- Concept Team Meeting date: November 5, 2009
- P.A.R meetings, dates and results: TBD
- FEMA, USCG and/or TVA: TBD
- Public Involvement: PIOH February 25, 2010
- Local Government Comments: See Stakeholder meeting minutes
- Other Projects in the area: None
- Southwestern Railroad, operated by Norfolk-Southern Railway Corporation – existing single track with provisions for an additional track to the east
- Other Coordination to date: Stakeholder meetings, April 09, 2008, and June 18, 2008 (meeting minutes attached)
- Agreement required with Local Government to have the existing portion of SR 195, south of the bypass, turned over to Local Jurisdiction. (Local Government Responsibilities Letter Attached)

Scheduling – Responsible Parties Estimate

Time to complete environmental process: 15 months

Time to complete preliminary construction plans: 9 months

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Time to complete right-of-way plans: 6 months
 Time to complete the Section 404 permit: 3 months
 Time to complete the purchase of right-of-way: 12 months
 List other major items that will affect the project schedule: None

Other Alternates Considered:

1. No Build.
2. Tie the Northern bypass into the SR 3 Bypass with an interchange at US 19. This would involve ending the project to tie to the SR 3 Bypass and an interchange for access on and off the project at US 19. This would add additional construction costs for the interchange as well as additional cost for Right of Way to construct it.
3. Tie this Northern bypass into the SR 3 Bypass without an interchange with some intersection improvements at Jordan Road. This would add additional construction costs and additional Right of Way costs because of the additional length.

Attachments:

1. Need and Purpose Statement
2. Typical Sections
3. Concept Plan
4. Traffic Information, including Traffic Diagrams
5. Cost Estimates
6. Initial Concept Team Meeting Minutes; Concept Team Meeting Minutes; & SUE Kickoff Meeting Minutes
7. Stakeholder meeting minutes
8. Local Government Responsibilities Letter
9. Benefit Cost Analysis
10. Scoring Sheet

Concur:



Director of Engineering

Approve:



Chief Engineer

Date:

7/7/2010

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Attachment #1

Need and Purpose

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
Office of Program Delivery and Consultant Design**

Need and Purpose

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County: Lee

Project P.I. Number: 0001420

Federal Route Number: 19

State Route Number: 3, 195

Leesburg North Bypass; From SR 3/US 19 to SR 195

Project Justification

Several county and city community assets, most notably several schools, currently exist or are planned for undeveloped land located adjacent to the Leesburg North Bypass study corridor between Smithville Avenue North and SR-195. The existing facilities in this area include the Lee County Middle School, the Kinchafoonee Primary School, an existing baseball field, two (2) soccer fields, an athletic field maintenance building, a cross country running trail for the high school, and several parking lots. Two (2) small family cemeteries are also located in the area close to the Kinchafoonee Primary School parking lots. Twin Oaks Elementary School, the Lee County Primary School and a county highway department maintenance facility are located along SR-195. In addition to the above mentioned facilities, the County has also recently built a new elementary school with a track-and-field facility along Smithville Avenue North.

The commitment to the development of these community resources can be attributed to the projected growth expected to occur in the Leesburg area. The *Joint Lee County and the Cities of Leesburg and Smithville 2026 Comprehensive Plan* (herein referred to as the Comprehensive Plan) describes Lee County as “the 8th fastest growing community in Georgia” and “the 43rd fastest growing in the nation” with the majority of the new residents relocating to the area “being young and middle age families with school-aged children”. This influx of people is anticipated to continue through the projected future evaluated in the Comprehensive Plan.

The Comprehensive Plan designates several undeveloped areas in and around the City of Leesburg as areas “requiring special attention” as a result of the future projected development. Residential development is projected to occur on agricultural lands west and east of the existing Leesburg West Bypass (US-19/SR-3 Bypass) and northward along the US-19/SR-3 corridor.

Commercial development is expected to occur immediately adjacent to and along both sides of the bypass and rapid mixed development is forecast along Robert Lee Drive.

The current and projected demographic and development trends signal the need for a safer and more efficient transportation corridor north of Leesburg. The existing transportation network

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requires traffic, including school buses, traveling to and from the before-mentioned areas to travel through downtown Leesburg or along local streets to reach destinations south of town or to access US-19/SR-3. The current conditions also require traffic and school buses to cross an at-grade and high-traffic Norfolk-Southern Railroad crossing located at the highly-congested signalized US-19/SR-32/SR-195 & 4th Street intersection in downtown Leesburg. A December 2007 Leesburg Traffic Study conducted by GCA, Inc. and EMC Engineering Services, Inc. indicated that the existing 2007 level of service for some movements through the intersection are already approaching failure. Also noted during the traffic study was that each bus as required by law must stop completely before crossing the railroad tracks. The buses must stop at the railroad tracks even if given a green-light by the traffic signal which causes further delay at the intersection. Future planned development and population growth is expected to further exacerbate the existing congestion and safety problems at this intersection and in downtown Leesburg.

It is anticipated that the proposed Leesburg North Bypass project would improve the transportation network of Leesburg community in several ways. The bypass would divert traffic from downtown Leesburg and should help alleviate some of the congestion at the US-19/SR-32/SR-195 & 4th Street intersection and railroad crossing by routing through-traffic around the City. Access to the new roadway will be granted at local and collector streets. The bypass would also improve safety by providing a grade-separated crossing of the Norfolk-Southern Railroad tracks. No grade-separated railroad crossings currently exist near Leesburg. It is expected that traffic, especially bus traffic, would benefit significantly from the increased safety and efficiency of the new bypass.

Logical Termini

The proposed begin point for the Leesburg Bypass project is located along the US-19/SR-3 in the vicinity of the Leesburg West Bypass (US-19/SR-3 Bypass) northern terminus. The proposed project end-point is located at the southwest-to-northeast trending two-lane SR-195 corridor. The begin point is logical because US-19/SR-3 is a four-lane divided roadway at the conceptual corridor crossing and Leesburg West Bypass intersects US-19/SR-3 nearby. The end-point is logical because SR-195 is a major arterial highway north of Leesburg.

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Traffic Data and Level of Service (LOS)

Traffic volumes were developed for the study intersections for the opening year 2012 and the design year 2032 assuming the Leesburg North Bypass is constructed. These Future Build traffic volumes were developed based on the following:

- Future No Build traffic volumes, Appendix G from this report
- The Comprehensive Plan
- Conversations with a representative of the Lee County Board of Education
- Lee County School System Website
- Georgia Department of Education Website
- Census data provided by Lee County and the Georgia Department of Labor
- GDOT Design Policy Manual, GDOT, June 1, 2007

Future Lee County schools should not increase the traffic volumes along the proposed Leesburg North Bypass. The majority of the existing Lee County schools are located within Leesburg or just outside of the city limits on the northern edge. Future schools, however, will not be located within the same proximity. Based on conversations with a representative of the Lee County Board of Education, future schools will likely be located southwest of the existing SR 3 Bypass or southeast of the City of Leesburg within the vicinity of SR 32 and Lover's Lane or Robert Lee Parkway & Lover's Lane. Thus the Future Build daily traffic volumes are a redistribution of the No Build traffic volumes.

The table below summarizes, for the Leesburg North Bypass, the design year 2032 anticipated average daily traffic volumes (ADT's), the design hourly volume (DHV), the directional distribution of traffic during the peak hour, and percentage of trucks for roadway/pavement design purposes. The Leesburg North Bypass, in the design year 2032, is anticipated to carry an ADT of 6,300 vehicular trips on the section running between SR 3/US 19 and Smithville Road. The Leesburg North Bypass, in the design year 2032, is anticipated to carry an ADT of 5,000 vehicular trips on the section running between Smithville Road and SR 195.

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2032 Design Year Traffic Volume Data Summary

	Leesburg North Bypass Between SR 3/US 19 and Smithville Road	Leesburg North Bypass Between Smithville Road and SR 195
ADT	6,300 (Design Year 2032)	5,000 (Design Year 2032)
DHV	490 (Design Year 2032)	405 (Design Year 2032)
Directional Distribution (D-Factor)	57%	57%
% Trucks – Design Hour	17% (14% SU/3% Combo)	17% (14% SU/3% Combo)
% Trucks – 24 Hour	17% (14% SU/3% Combo)	17% (14% SU/3% Combo)

Using the methodologies described in the Appendix of the Traffic Report, the results of the capacity analysis for the Future Build conditions for the year 2012 and the year 2032 are summarized in the tables below.

2012 Future Build Levels of Service (LOS)

Intersection		Control	Approach	LOS	
#	Name			AM	PM
1	SR 3/US 19 at SR 3 Bypass (north end)	Side Street STOP Sign	SR 3/US 19 NB	A	A
			SR 3 Bypass (north end) EB	B	B
5	Leesburg North Bypass at Smithville Road	Side Street STOP Sign	Smithville Rd NB	B	B
			Smithville Rd SB	B	B
			Leesburg N Bypass EB	A	A
			Leesburg N Bypass WB	A	A
6	Leesburg North Bypass at SR 195	Side Street STOP Sign	SR 195 NB	A	A
			Leesburg N Bypass WB	A	A
7	Leesburg North Bypass Ramps at SR 3/US 19	Side Street STOP Sign	SR 3/US 19 NB	A	A
			Leesburg N Bypass Off Ramps EB	A	A

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2032 Future Build Levels of Service (LOS)

Intersection		Control	Approach	LOS	
#	Name			AM	PM
1	SR 3/US 19 at SR 3 Bypass (north end)	Side Street STOP Sign	SR 3/US 19 NB	A	A
			SR 3 Bypass (north end) EB	C	D
5	Leesburg North Bypass at Smithville Road	Side Street STOP Sign	Smithville Rd NB	B	B
			Smithville Rd SB	B	B
			Leesburg N Bypass EB	A	A
			Leesburg N Bypass WB	A	A
6	Leesburg North Bypass at SR 195	Side Street STOP Sign	SR 195 NB	B	B
			Leesburg N Bypass WB	A	A
7	Leesburg North Bypass Ramps at SR 3/US 19	Side Street STOP Sign	SR 3 /US 19 NB	A	A
			Leesburg N Bypass Ramps EB	A	B

As can be seen in the tables above all of the study intersections operate at LOS D or better in 2012 and 2032 for Build conditions.

2032 Future Build Roadway Segment Levels of Service

Using the Highway Capacity Manual and the *Highway Capacity Software* (HCS) the Leesburg North Bypass was analyzed as two segments, the portion of roadway between SR 3/US 19 and Smithville Road and the portion of roadway between Smithville Road and SR 195. The two lane HCS analysis for 2032 Build conditions on Leesburg North Bypass from SR 3/US 19 to Smithville Road is expected to operate at LOS B. The two lane HCS analysis for 2032 Build conditions on Leesburg North Bypass from Smithville Road to SR 195 is expected to operate at LOS B.

Accident Data

The Critical Analysis Reporting Environment (CARE) program was used to find the crash history for the Years 2005, 2006, and 2007 along the following roadway segments:

- **SR 3/US 19 between 1150' north of SR 3 Bypass (north end) and SR 3 Bypass (north end)**
- **SR 3/US 19 between the SR 3 Bypass (north end) and 4th Street**
- **SR 3/US 19 between 4th Street and SR 3 Bypass (south end)**
- **SR 195 between 1600' north of Groover Street and Groover Street**
- **SR 195 between Groover Street and Smithville Road**
- **SR 195 between Smithville Road and 4th Street**
- **4th Street between SR 3/US 19 and SR195 NB/SR 32 NB**

A summary of the crashes in the study area is shown in the table below.

Crash Summary

Roadway Section/ Intersection	Year	Total Accidents	Injuries/ Fatalities	Average Rate	State Average
SR 3/US 19 between SR 3 Bypass (north end) and 115' north of SR 3 Bypass (north end)	2006	1	0/0	2.3	5.48
	2007	0	0/0	0.0	5.13
	2008	0	0/0	0.0	4.69
SR 3/US 19 between 4th St and SR 3 Bypass (north end)	2006	3	0/0	2.0	5.48
	2007	1	0/0	0.9	5.13
	2008	2	0/0	3.5	4.69
SR 3/US 19 between SR 3 Bypass (south end) and 4th St	2006	21	7/0	6.4	5.48
	2007	30	8/0	8.6	5.13
	2008	31	15/0	11.1	4.69
SR 195 between 1600' north of Groover St and Groover St	2006	0	0/0	0.0	5.48
	2007	0	0/0	0.0	5.13
	2008	1	0/0	4.0	4.69
SR 195 between Groover St and Smithville Rd	2006	5	0/0	5.1	5.48
	2007	2	0/0	2.6	5.13
	2008	4	0/0	6.8	4.69
SR 195 between Smithville Rd and 4th Street	2006	2	0/0	7.2	5.48
	2007	2	1/0	9.0	5.13
	2008	1	1/0	6.0	4.69
4th Street between SR 3/US 19 and SR 195 NB	2006	6	2/0	12.1	5.48
	2007	2	0/0	3.3	5.13
	2008	3	2/0	16.3	4.69

The 4th Street segment included in this study is several times above the state average in 2006 and 2008.

ENVIRONMENTAL CONCERNS

Historical Sites

Historic records research found no previously recorded National Register of Historic Places (NRHP) listed sites within the potential effect (APE) for the proposed project.

Two (2) potentially eligible resources have been identified within the APE. The resources include the Twin Oaks Elementary School, and the Southwestern Railroad (currently Norfolk Southern). The preliminary NRHP boundaries have been established for these properties. No work, including the parking of vehicles during construction, should take place within established NRHP boundaries. Descriptions of these resources and their preliminary boundaries are provided below.

- Potential Resource 1: The Twin Oaks Elementary School. Contributing elements to the school include five (5) historic detached classroom buildings, one historic gymnasium, and four (4) detached non-historic buildings. The proposed NRHP boundary is a visual boundary containing approximately 5.6 acres. The boundary limits are described as the existing right-of-way along Leslie Highway for the western boundary, the existing right-of-way along Groover Street for the southern boundary, a driveway for the eastern boundary, and a line of trees as the northern boundary.
- Potential Resource 2: The Southwestern Railroad (Central of Georgia/Norfolk Southern). The railroad parallels Highway 19 on the east side. No structures associated with the railroad were located within the APE for the project. Contributing elements of the railroad include the ballast roadbed, track, and railroad ties. The proposed NRHP boundary for the Southwestern Railroad runs north and south along the rail bed for a width of approximately 20 feet and a distance of the view shed from the proposed project.

Archaeological Impacts

Archaeological records research found no previously recorded NRHP listed or potentially eligible sites within the APE for the proposed project.

Relocations

None anticipated.

Neighborhoods

No neighborhoods will be bisected by the proposed project.

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Special Interest Groups

To date, no special interest groups have been identified for the proposed project.

Context Sensitive Design

Context sensitive design will be consistently evaluated during the early development phases of the project.

Cemeteries

No marked cemeteries are located within the APE for the project. Two (2) cemeteries are located south of the APE in the vicinity of Kinchafoonee Primary School. It is anticipated that the project will not impact any cemeteries.

Parks and Recreation

No designated public parks or recreation facilities are located within the APE for the proposed project. However, several recreational facilities exist along the southern side of the APE between Smithville Avenue North and SR-195. The existing facilities in this area include an existing baseball field, two (2) soccer fields, and a cross-country jogging trail.

Wetlands and Streams, including PAR's

The proposed project is located entirely within Hydrologic Unit Code (HUC) unit HUC03130007, Kinchafoonee-Muckalee Watershed. It is anticipated that the project will impact more than 0.5 acre total of wetland/open water but will not impact more than 300 linear feet of stream at any single crossing. It is also anticipated that the project will not impact more than 10 acres of wetland/open water and 1,500 feet of stream within the HUC03130007 HUC unit. The proposed project also will not impact any U.S. Army Corps of Engineers' approved mitigation sites. Since the project will impact more than 0.5 acre of wetland/open water an Individual Permit / Practical Alternatives Report (PAR) will be necessary for the proposed project. Approximately eleven (11) wetland sites were identified within the APE. Approximately six (6) stream sites were identified within the APE for the project.

Threatened and Endangered Species (USFWS & GaDNR)

The US Fish and Wildlife Service and the Georgia Department of Natural Resources currently lists five (5) species of plants and animals as protected or endangered in the vicinity of the project's APE in Lee County, Georgia. The species are listed below. "US" = Federally Protected, Candidate or Partial Status species. "GA" = Georgia Protected Species.

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<u>ANIMALS NEAR / WITHIN APE</u>		
Genus & Species	Common Name	Status
<i>Elliptio purpurella</i>	Inflated Spike	GA
<i>Hamiota subangulata</i>	Shinyrayed Pocketbook	US
<i>Medionidus penicillatus</i>	Gulf Moccasinshell	US
<i>Pleurobema pyriforme</i>	Oval Pigtoe	US

<u>PLANTS NEAR / WITHIN APE</u>		
Genus & Species	Common Name	Status
<i>Oldenlandia boscii</i>	Bluets	Unknown

The Georgia Department of Natural Resources Wildlife Resources Division (Ga. DNR) currently lists no Georgia protected species as occurring within three-miles of the Leesburg North Bypass project study area. However, the Ga. DNR added that the project occurs within three (3) miles of locations where federally listed species of mussels are know to occur. As a result, the Ga. DNR emphasized that stringent erosion control practices be implemented during construction and that vegetation be re-established on disturbed areas as quickly as possible.

Erosion and Sediment Control / Water Quality

No State listed 303(d) water bodies are located within the APE for the project. Localized temporary water quality impacts will be minimized during construction by the use of Best Management Practices (BMPs). The Ga. DNR emphasized that stringent erosion control practices be implemented during construction and that vegetation be re-established on disturbed areas as quickly as possible.

Air Quality

No impacts anticipated. The project is located in an area designated as being in attainment for ozone and PM 2.5.

Noise

Several noise sensitive land uses (residences, schools, etc.) are located within the APE for the proposed project. Therefore, it is anticipated that noise impacts will occur at isolated receivers within the project study area. It is also anticipated that abatement will not be reasonable or feasible.

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Possible Permits Required

- U.S. Army Corps of Engineers Section 404 – Individual Permit.
- Federal Emergency Management Agency (FEMA)
FEMA designated floodplains are located within the APE for the proposed project. However, no impact is anticipated to occur. Therefore, no FEMA coordination is expected to be required.
- Tennessee Valley Authority (TVA)
No waters regulated by the Tennessee Valley Authority are within the APE for the proposed project.
- U.S. Coast Guard (USCG)
No navigable waters are within the APE for the proposed project. Therefore, no USCG permit will be necessary.

Underground Storage Tanks (USTs) & Leaking Underground Storage Tanks (LUSTs)

None identified at this time.

Hazardous Waste Sites

None identified at this time.

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Attachment #2

Typical Section

PROJECT CONCEPT REPORT

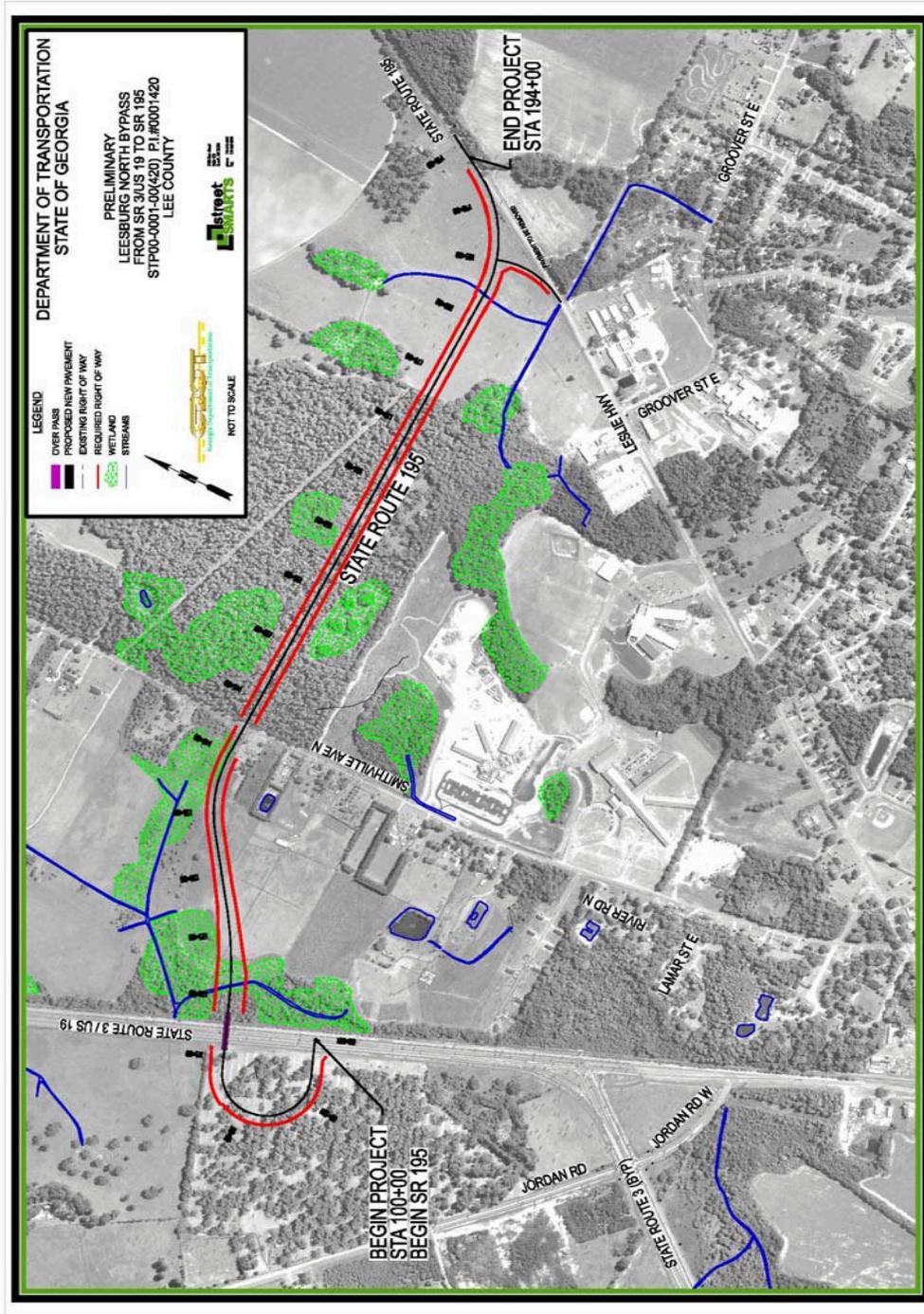
Project Number: STP00-0001-00(420)

County: Lee County

P. I. Number: 0001420

Attachment #3

Concept Plan



Concept Plan



Leesburg North Bypass
Lee County, Georgia

PROJECT CONCEPT REPORT

Project Number: STP00-0001-00(420)

County: Lee County

P. I. Number: 0001420

Attachment #4

Traffic Information including Traffic Diagrams

Traffic Information

Capacity Analysis: Existing Conditions

Using the methodologies described in the Appendix, the results of the capacity analysis for existing conditions are presented in Table 1. At unsignalized intersections, the LOS is provided for left turns from the STOP controlled approach(es) and for left turns from the major street. As is shown in Table 1, the left turn movements at the intersection of **SR 3/US 19 at SR 3 Bypass (north end)** are operating at LOS B or better. The analysis printouts are provided in the Appendix.

Table 1. Existing Levels of Service (LOS)

Intersection		Control	Approach/ Movement	LOS	
#	Name			AM	PM
1	SR 3/US 19 at SR 3 Bypass (north end)	Side Street STOP Sign	SR 3/US 19 NB: L	A	A
			SR 3 Bypass (north end) EB: L	B	B
			SR 3 Bypass (north end) EB	B	B

Crash Data

The Critical Analysis Reporting Environment (CARE) program was used to find the crash history for the Years 2006, 2007, and 2008 along the following roadway segments:

- **SR 3/US 19 between 1150' north of SR 3 Bypass (north end) and SR 3 Bypass (north end)**
- **SR 3/US 19 between the SR 3 Bypass (north end) and 4th Street**
- **SR 3/US 19 between 4th Street and SR 3 Bypass (south end)**
- **SR 195 between 1600' north of Groover Street and Groover Street**
- **SR 195 between Groover Street and Smithville Road**
- **SR 195 between Smithville Road and 4th Street**
- **4th Street between SR 3/US 19 and SR195 NB/SR 32 NB**

A summary of the crashes in the study area is shown in Table 2.

Table 2. Crash Summary

Roadway Section/ Intersection	Year	Total Accidents	Injuries/ Fatalities	Average Rate	State Average
SR 3/US 19 between SR 3 Bypass (north end) and 115' north of SR 3 Bypass (north end)	2006	1	0/0	2.3	5.48
	2007	0	0/0	0.0	5.13
	2008	0	0/0	0.0	4.69
SR 3/US 19 between 4th St and SR 3 Bypass (north end)	2006	3	0/0	2.0	5.48
	2007	1	0/0	0.9	5.13
	2008	2	0/0	3.5	4.69
SR 3/US 19 between SR 3 Bypass (south end) and 4th St	2006	21	7/0	6.4	5.48
	2007	30	8/0	8.6	5.13
	2008	31	15/0	11.1	4.69
SR 195 between 1600' north of Groover St and Groover St	2006	0	0/0	0.0	5.48
	2007	0	0/0	0.0	5.13
	2008	1	0/0	4.0	4.69
SR 195 between Groover St and Smithville Rd	2006	5	0/0	5.1	5.48
	2007	2	0/0	2.6	5.13
	2008	4	0/0	6.8	4.69
SR 195 between Smithville Rd and 4th Street	2006	2	0/0	7.2	5.48
	2007	2	1/0	9.0	5.13
	2008	1	1/0	6.0	4.69
4th Street between SR 3/US 19 and SR 195 NB	2006	6	2/0	12.1	5.48
	2007	2	0/0	3.3	5.13
	2008	3	2/0	16.3	4.69

The 4th Street segment included in this study is several times above the state average in 2006 and 2008.

Future No Build Traffic Volumes

The Future No Build 2012 and 2032 traffic volumes were developed for the following existing study intersections:

- **SR 3/US 19 at SR 3 Bypass (north end) (Int. #1)**
- **SR 3/US 19/SR 32 at 4th Street/SR 32 (Int. #2)**
- **4th Street/SR 32 at SR 32 SB/SR 195 SB (Int. #3)**
- **4th Street/SR 32 at SR 32 NB/SR 195 NB (Int. #4)**

Future No Build 2012 and 2032 through traffic volumes were also developed for Smithville Road and SR 195 near the future Leesburg North Bypass crossing/termination. These volumes were developed assuming the Leesburg North Bypass would not be developed, thus they are considered “No Build” volumes. The following sources were used to develop the 2012 and 2032 Future No Build traffic volumes:

- Joint Lee County and the Cities of Leesburg and Smithville 2026 Comprehensive Plan (Comprehensive Plan), Southwest Georgia Regional Development Center, November 2006
- Leesburg Traffic Study, US 19, SR 32, SR 195 & 4th Street, GCA, December 2006
- Dougherty Area Regional Transportation Study (DARTS), 2030 Transportation Plan, PBS&J and MPH and Associates, December 2004
- GDOT Design Policy Manual, GDOT, June 1, 2007
- Conversations with a representative of the Lee County Board of Education
- Lee County School System Website
- Georgia Department of Education Website
- 24-Hour Traffic Counts, Reliable Traffic Data Services, LLC, October 25, 2007
- GDOT Historical Traffic Volumes, GDOT website

More specifically, based on information provided in the Comprehensive Plan, Lee County has been identified as the 8th fastest growing community in Georgia and the 43rd fastest growing in the nation. Population projections show growth at a rate greater than 5% per year. Non-school related traffic, and locations with little influence from existing schools were increased with a 2% per year growth rate.

At locations within close proximity to Lee County schools, the 2% per year growth rate was applied to the estimated non-school as a base traffic volume and the school related traffic added. Currently, four (4) of the existing six (6) Lee County schools are located within the vicinity of the proposed Leesburg North Bypass. A seventh Lee County School currently under construction is also located near the proposed bypass location. School capacity data is provided in the Appendix. It was assumed that the schools would reach their capacities by opening year of the North Leesburg Bypass.

The 2012 and 2032 Future No Build traffic volumes were developed utilizing a combination of traffic volumes related to student capacity projections for schools within the study area and the 2% background growth rate for non-school related traffic volumes. The Future No Build daily traffic volumes and the peak hour traffic volumes are provided in the Appendix.

Capacity Analysis: Future No Build Conditions

Using the methodologies described in the Appendix, the results of the capacity analysis for the Future No Build conditions for the opening year 2012 are summarized in Table 3 and the design year 2032 in Table 4. At unsignalized intersections, the LOS is provided for left turns from the stop controlled approach(es) and for left turns from the major street. The analysis reports are provided in the Appendix.

Table 3. 2012 Future No Build Levels of Service (LOS)

Intersection		Control	Approach/ Movement	LOS	
#	Name			AM	PM
1	SR 3/US 19 at SR 3 Bypass (north end)	Side Street STOP Sign	SR 3/US 19 NB: L	A	A
			SR 3 Bypass (north end) EB: L	B	B
			SR 3 Bypass (north end) EB	B	B

As summarized in Table 3, the **SR 3/US 19 at SR 3 Bypass (north end) (Int. #1)** intersection operates with acceptable LOS.

Table 4. 2032 Future No Build Levels of Service (LOS)

Intersection		Control	Approach/ Movement	LOS	
#	Name			AM	PM
1	SR 3/US 19 at SR 3 Bypass (north end)	Side Street STOP Sign	SR 3/US 19 NB: L	A	A
			SR 3 Bypass (north end) EB: L	C	D
			SR 3 Bypass (north end) EB	C	D

As summarized in Table 4, the **SR 3/US 19 at SR 3 Bypass (north end) (Int. #1)** intersection operates with acceptable LOS.

Future Build Traffic Volumes

Traffic volumes were developed for the study intersections for the opening year 2012 and the design year 2032 assuming the Leesburg North Bypass is constructed. These Future Build traffic volumes were developed based on the following:

- Future No Build traffic volumes, Appendix G from this report
- The Comprehensive Plan
- Conversations with a representative of the Lee County Board of Education
- Lee County School System Website
- Georgia Department of Education Website
- Census data provided by Lee County and the Georgia Department of Labor
- GDOT Design Policy Manual, GDOT, June 1, 2007

Future Lee County schools should not increase the traffic volumes along the proposed Leesburg North Bypass. The majority of the existing Lee County schools are located within Leesburg or just outside of the city limits on the northern edge. Future schools, however, will not be located within the same proximity. Based on conversations with a representative of the Lee County Board of Education, future schools will likely be located southwest of the existing SR 3 Bypass or southeast of the City of Leesburg within the vicinity of SR 32 and Lover's Lane or Robert Lee Parkway & Lover's Lane. Thus the Future Build daily traffic volumes are a redistribution of the No Build traffic volumes.

Table 5 summarizes, for the Leesburg North Bypass, the design year 2032 anticipated average daily traffic volumes (ADT's), the design hourly volume (DHV), the directional distribution of traffic during the peak hour, and percentage of trucks for roadway/pavement design purposes. The Leesburg North Bypass, in the design year 2032, is anticipated to carry an ADT of 6,300 vehicular trips on the section running between SR 3/US 19 and Smithville Road. The Leesburg North Bypass, in the design year 2032, is anticipated to carry an ADT of 5,000 vehicular trips on the section running between Smithville Road and SR 195.

Table 5. 2032 Design Year Traffic Volume Data Summary

	Leesburg North Bypass Between SR 3/US 19 and Smithville Road	Leesburg North Bypass Between Smithville Road and SR 195
ADT	6,300 (Design Year 2032)	5,000 (Design Year 2032)
DHV	490 (Design Year 2032)	405 (Design Year 2032)
Directional Distribution (D-Factor)	57%	57%
% Trucks – Design Hour	17% (14% SU/3% Combo)	17% (14% SU/3% Combo)
% Trucks – 24 Hour	17% (14% SU/3% Combo)	17% (14% SU/3% Combo)

The Future Build daily traffic volumes, the opening year 2012 AM and PM peak hour traffic volumes, and the design year 2032 AM and PM peak hour traffic volumes are provided in the Appendix.

Capacity Analysis: Future Build Conditions

Using the methodologies described in the Appendix, the results of the capacity analysis for the Future Build conditions for the year 2012 are summarized in Table 6 and the year 2032 in Table 7.

Table 6. 2012 Future Build Levels of Service (LOS)

Intersection		Control	Approach	LOS	
#	Name			AM	PM
1	SR 3/US 19 at SR 3 Bypass (north end)	Side Street STOP Sign	SR 3/US 19 NB	A	A
			SR 3 Bypass (north end) EB	B	B
5	Leesburg North Bypass at Smithville Road	Side Street STOP Sign	Smithville Rd NB	B	B
			Smithville Rd SB	B	B
			Leesburg N Bypass EB	A	A
			Leesburg N Bypass WB	A	A
6	Leesburg North Bypass at SR 195	Side Street STOP Sign	SR 195 NB	A	A
			Leesburg N Bypass WB	A	A
7	Leesburg North Bypass Ramps at SR 3/US 19	Side Street STOP Sign	SR 3/US 19 NB	A	A
			Leesburg N Bypass Off Ramps EB	A	A

Table 7. 2032 Future Build Levels of Service (LOS)

Intersection		Control	Approach	LOS	
#	Name			AM	PM
1	SR 3/US 19 at SR 3 Bypass (north end)	Side Street STOP Sign	SR 3/US 19 NB	A	A
			SR 3 Bypass (north end) EB	C	D
5	Leesburg North Bypass at Smithville Road	Side Street STOP Sign	Smithville Rd NB	B	B
			Smithville Rd SB	B	B
			Leesburg N Bypass EB	A	A
			Leesburg N Bypass WB	A	A
6	Leesburg North Bypass at SR 195	Side Street STOP Sign	SR 195 NB	B	B
			Leesburg N Bypass WB	A	A
7	Leesburg North Bypass Ramps at SR 3/US 19	Side Street STOP Sign	SR 3 /US 19 NB	A	A
			Leesburg N Bypass Ramps EB	A	B

As can be seen in Tables 6 and 7 all of the study intersections operate at LOS D or better in 2012 and 2032 for Build conditions.

2032 Future Build Roadway Segment Levels of Service

Using the Highway Capacity Manual and the *Highway Capacity Software* (HCS) the Leesburg North Bypass was analyzed as two segments, the portion of roadway between SR 3/US 19 and Smithville Road and the portion of roadway between Smithville Road and SR 195. The two lane HCS analysis for 2032 Build conditions on Leesburg North Bypass from SR 3/US 19 to Smithville Road is expected to operate at LOS B. The two lane HCS analysis for 2032 Build conditions on Leesburg North Bypass from Smithville Road to SR 195 is expected to operate at LOS B.

Requirements for Installation of Dedicated Turn Lanes

The Georgia Department of Transportation (GDOT) Regulations for Driveway and Encroachment Control (Regulations) provides requirements for minimum required storage lengths. The minimum storage length requirements are based on a combination of the posted speed limit, average daily traffic volumes (ADT) of the overall roadway, as well as either the left turn or right turn movement ADT, and the number of travel lanes. Table 8 includes the turn lanes that meet these GDOT minimum requirements. Alternative calculations for storage lengths are also provided.

At unsignalized intersections the calculated queue is based on the total volume of peak hour vehicles arriving during a two-minute period. Turn lane requirements were calculated based upon design year 2032 traffic volumes. Table 8 provides a summary of GDOT minimum turn lane storage lengths, calculated storage lengths, and recommended storage lengths for each of the proposed intersections.

In addition to the turn lanes listed in Table 8, it is suggested that a westbound left turn lane be constructed at the intersection of Smithville Road and the Leesburg North Bypass. The turn lane is a safety recommendation that would provide left turning vehicles with refuge from the through traffic on the bypass. Similarly, it is recommended that an southbound left turn lane be constructed at this intersection for safety and intersection symmetry.

The Levels of Service for the intersection of the Leesburg North Bypass at Smithville Road with the additional southbound and westbound left turn lanes is expected to be the same as without them; however the southbound and westbound delay is slightly reduced.

Table 8. 2032 Dedicated Turn Lane Requirements (feet)

Intersection		Approach and Turn Lane	GDOT Min. Length	Calculated Length	Length to Provide
#	Name				
5	Leesburg N Bypass at Smithville Rd	Leesburg N Bypass NB: L	310	50	310
		Leesburg N Bypass EB: R	250	50	250
		Leesburg N Bypass WB: L	310	minimum	310
6	Leesburg N Bypass at SR 195 (east end)	SR 195 NB: L	235	50	235
		Leesburg N Bypass WB: L	310	50	310
		Leesburg N Bypass EB: R	250	50	250
7	SR 3/US 19 at Leesburg N Bypass Ramps	SR 3/US 19 NB: L	235	225	235
		Leesburg N Bypass EB: L	310	minimum	310

DOWNTOWN LEESBURG

Typically the purpose of a bypass is to alleviate traffic congestion elsewhere, such as a downtown area. As part of this report operational analysis was conducted for downtown Leesburg to determine to what extent the proposed Leesburg North Bypass will alleviate congestion. In downtown Leesburg there are three closely spaced (all located within roughly 300 feet) intersections (one signalized and two unsignalized) where essentially SR 3/US 19, SR 195, and SR 32 all intersect. There is also an at-grade railroad crossing located between two of the intersections.

The three intersections include:

- **SR 3/US 19/SR 32 at 4th Street/SR 32 (Int. #2)** - Signalized
- **4th Street/SR 32 at SR 32 SB/SR 195 SB (Int. #3)** - Unsignalized
- **4th Street/SR 32 at SR 32 NB/SR 195 NB (Int. #4)** - Unsignalized

The Leesburg North Bypass project limits do not include improvements to downtown Leesburg, however, its construction will reduce traffic volumes through the center of the City. As part of this study, we have conducted operation analysis for the three intersections for opening year (2012) and design year (2032) No Build and Build traffic volume conditions. The analysis assumes the following improvements to downtown, as provided by Lee County:

- **SR 3/US 19/SR 32 at 4th Street/SR 32 (Int. #2)** – An additional westbound left turning lane and a channelized westbound right turning lane.
- **4th Street/SR 32 at SR 32 SB/SR 195 SB (Int. #3)** – An additional eastbound through lane with shared right turn, an additional westbound through lane, and a dedicated southbound channelized right turning lane.
- **4th Street/SR 32 at SR 32 NB/SR 195 NB (Int. #4)** – A dedicated eastbound left turning lane, stop sign control for the eastbound approach, the removal of all westbound movements, and the removal of one northbound through lane to become a dedicated left turning lane.

Tables 9 and 10 summarize the results of the operational analysis and compare No Build and Build results. The Leesburg North Bypass will have a grade-separated intersection with SR 3/US 19 due to the railroad line that runs parallel with SR 3/US 19 on the eastern side. This will provide a route for traffic, including school traffic and buses, to travel across Leesburg without having to cross an at-grade intersection, such as the one in downtown Leesburg.

Table 9. 2012 Future Downtown Levels of Service (LOS)

Intersection		Approach or Movement	AM Peak Hour		PM Peak Hour	
#	Name		No Build	Build	No Build	Build
2	SR 3/US 19/SR 32 at 4 th Street/SR 32	Overall Intersection	B	B	B	B
3	4 th Street/SR 32 at SR 32 SB/ SR 195 SB	SR 195 SB	C	B	C	B
		4 th St WB	A	A	A	A
4	4 th Street/SR 32 at SR 32 NB/ SR 195 NB	SR 32 NB	E	C	D	B
		4 th St EB	C	B	C	B

Table 10. 2032 Future Downtown Levels of Service (LOS)

Intersection		Approach or Movement	AM Peak Hour		PM Peak Hour	
#	Name		No Build	Build	No Build	Build
2	SR 3/US 19/SR 32 at 4 th Street/SR 32	Overall Intersection	C	B	D	B
3	4 th Street/SR 32 at SR 32 SB/ SR 195 SB	SR 195 SB	E	D	E	D
		4 th St WB	A	A	A	A
4	4 th Street/SR 32 at SR 32 NB/ SR 195 NB	SR 32 NB	F	F	F	E
		4 th St EB	F	C	F	C

As can be seen in Tables 9 and 10, the downtown LOS improve when the Leesburg North Bypass is built for the design year 2012 and the horizon year 2032.

CONCLUSIONS

The purpose of this study was to provide an operational analysis of the projected traffic conditions with and without construction of the proposed Leesburg North Bypass in the opening year (2012) and the design year (2032). Traffic volumes were developed without and with construction of the bypass for a typical weekday when schools are in session. Analysis was conducted during the weekday AM and PM peak hours. Recommendations include intersection geometries and traffic controls, as well as lengths of proposed auxiliary turning lanes. Three downtown intersections were also analyzed to determine the impact of the Leesburg North Bypass.

The proposed bypass segment between SR 3/US 19 and Smithville Road is projected to carry an average daily traffic volume (ADT) of 6,300 vehicular trips. The segment between Smithville Road and SR 195 is projected to carry an ADT of 5,000 vehicular trips.

The recommended intersection geometries and traffic controls are summarized in Table 11. Table 12 summarized the results of the signal warrant evaluation. Given these traffic controls and lane configurations, for intersections along the proposed Leesburg North Bypass, all approaches are expected to operate with LOS B or better in 2012 and 2032 for Build conditions. Figures of the proposed intersection traffic controls and lane configurations are provided in the Executive Summary of the Traffic Report.

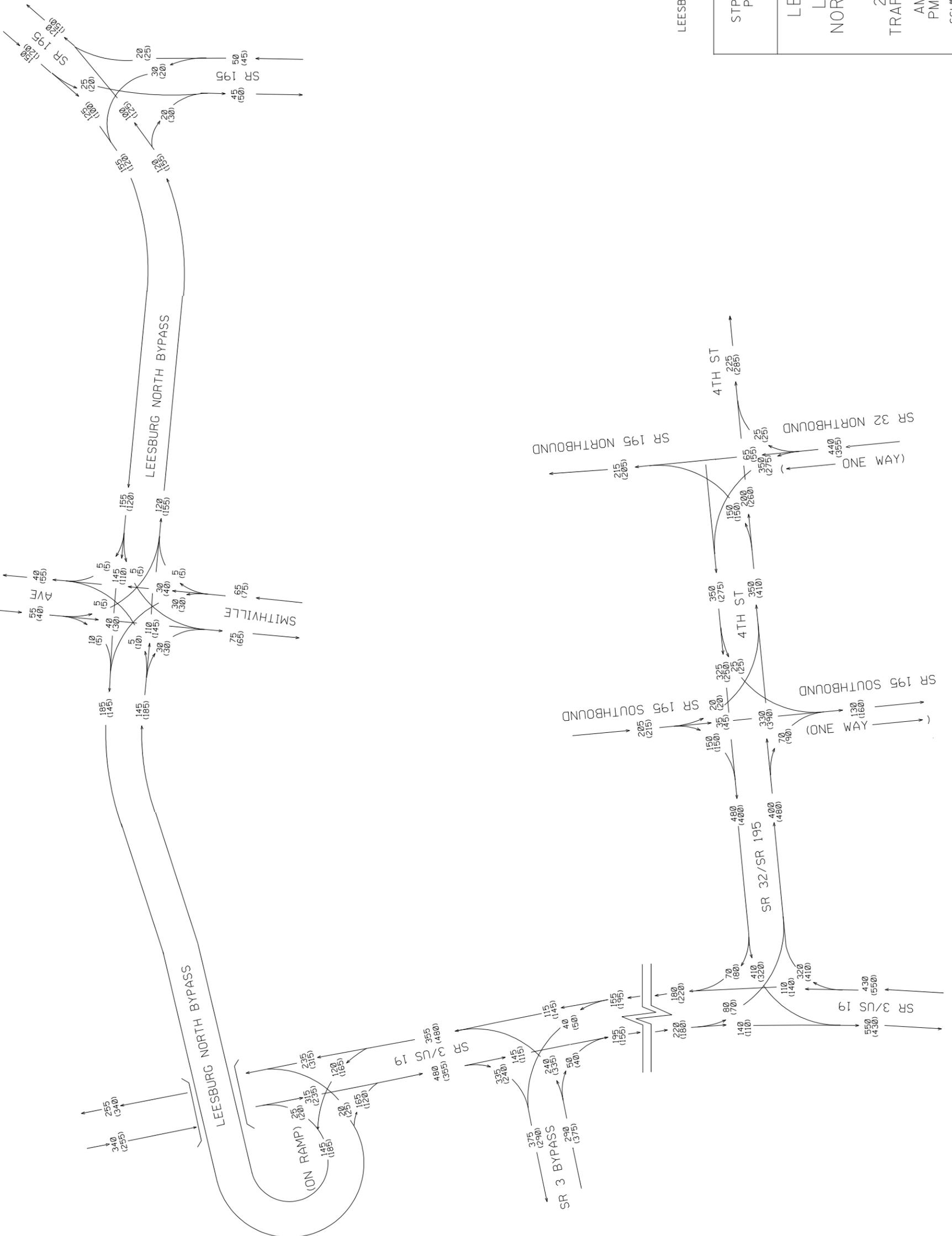
The downtown analysis results are expected to be better with the bypass than without it at all three intersections for both opening year and design year conditions. The downtown analysis assumes the improvements provided by Lee County. The analysis is provided only to illustrate the alleviation of congestion.

Table 11. Intersection Traffic Control and Lane Configurations

Intersection	Existing Conditions	Build Conditions
SR 3/US 19 at SR 3 Bypass (north end) (Int. #1)	Existing Unsignalized Intersection	<ul style="list-style-type: none"> ▪ No improvements are needed.
Leesburg N Bypass at Smithville Road (Int. #5)	N/A	<ul style="list-style-type: none"> ▪ Bypass creates 4 legged intersection with Smithville Rd, ▪ Make intersection 2-way stop controlled with stop signs on Smithville Rd NB and SB approaches, ▪ Install EB left and right turn lanes, ▪ Install NB left turn lane, ▪ Install WB left turn lane and SB left turn lane for design safety.
Leesburg North Bypass at SR 195 (Eastern Terminus) (Int. #6)	N/A	<ul style="list-style-type: none"> ▪ Bypass continues through to become SR 195, ▪ NB SR 195 “T’s” into the bypass as stop sign controlled, ▪ EB on the bypass provide dedicated right turn lane, ▪ SB on SR 195 provide dedicated left turn lane, ▪ NB on SR 195 provide dedicated left turn lane.
Leesburg N Bypass Ramps at SR 3/US 19 (Int. #7)	N/A	<ul style="list-style-type: none"> ▪ NB on SR 3/US 19, add left turn lane, ▪ SB on SR 3/US 19, make free flow right turn onto the North Bypass, ▪ EB on Off Ramp, provide separate left and free flow right turn lanes.

Table 12. Results of Signal Warrant Evaluation

Warrant Number	Title of Warrant	Warrant Satisfied? (Hours Satisfied)	
		SR 3/US 19 at SR 3 Bypass (north end) (Int. #1)	Leesburg N Bypass Ramps at SR 3/US 19 (Int. #7)
1A	Eight-Hour Vehicular Volume –Intersecting Traffics	No (0)	No (0)
1B	Eight-Hour Vehicular Volume –Interruption of Continuous Traffic	No (0)	No (0)
2	Four-Hour Vehicular Volume	No (2)	No (0)
7	Crash History	No	No

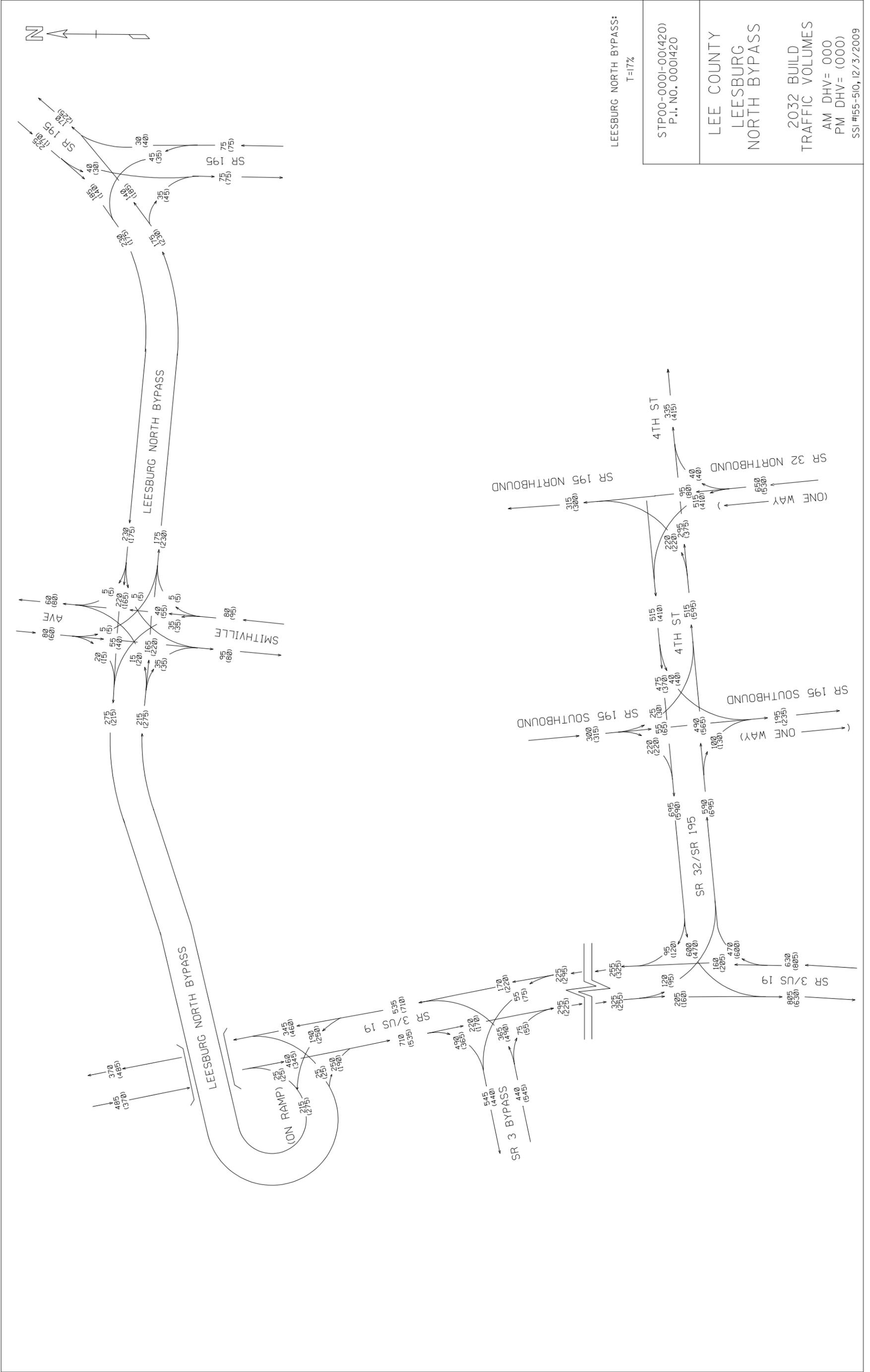


LEESBURG NORTH BYPASS:
T=17%

STP00-0001-00(420)
P.I. NO. 0001420

LEE COUNTY
LEESBURG
NORTH BYPASS

2012 BUILD
TRAFFIC VOLUMES
AM DHV= 000
PM DHV= (000)
SSI #155-510, 12/3/2009



PROJECT CONCEPT REPORT

Project Number: STP00-0001-00(420)

County: Lee County

P. I. Number: 0001420

Attachment #5

Cost Estimates

Estimate Report STP00-0001-00(420)_2010-03-16

Section Roadway					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
150-1000	1	LS	10000	TRAFFIC CONTROL -	10000.00
201-1500	1	LS	175000	CLEARING & GRUBBING -	175000.00
205-0001	50000	CY	2.96	UNCLASS EXCAV	148000.00
206-0002	140000	CY	3.79	BORROW EXCAV, INCL MATL	530600.00
310-1101	26600	TN	14.88	GR AGGR BASE CRS, INCL MATL	395808.00
318-3000	200	TN	16.95	AGGR SURF CRS	3390.00
402-3121	16000	TN	54.73	RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	875680.00
402-3130	3800	TN	60.09	RECYCLED ASPH CONC 12.5 MM SUPERPAVE, GP 2 ONLY, INCL BITUM MATL & H LIME	228342.00
402-3190	3600	TN	57.86	RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	208296.00
413-1000	1700	GL	1.74	BITUM TACK COAT	2958.00
429-1000	2	EA	665.02	RUMBLE STRIPS	1330.04
433-1000	267	SY	137.19	REINF CONC APPROACH SLAB	36629.73
550-2180	200	LF	21.7	SIDE DRAIN PIPE, 18 IN, H 1-10	4340.00
550-3318	1	EA	616.83	SAFETY END SECTION 18 IN, STORM DRAIN, 4:1 SLOPE	616.83
550-4218	10	EA	447.41	FLARED END SECTION 18 IN, STORM DRAIN	4474.10
641-1100	200	LF	41.3	GUARDRAIL, TP T	8260.00
641-1200	3500	LF	14.52	GUARDRAIL, TP W	50820.00
641-5001	2	EA	628.02	GUARDRAIL ANCHORAGE, TP 1	1256.04
641-5012	4	EA	2225.97	GUARDRAIL ANCHORAGE, TP 12	8903.88

Section Sub Total: \$2,694,704.62

Section Signing & Marking					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
636-1020	6000	SF	13.48	HIGHWAY SIGNS, TP 1 MATL, REFL SHEETING, TP 3	80880.00
636-2070	3000	LF	6.91	GALV STEEL POSTS, TP 7	20730.00
652-6501	2000	GLF	0.09	SKIP TRAFFIC STRIPE, 5 IN, WHITE	180.00
652-6502	500	GLF	0.07	SKIP TRAFFIC STRIPE, 5 IN, YELLOW	35.00
653-0120	6	EA	68.28	THERMOPLASTIC PVMT MARKING, ARROW, TP 2	409.68
653-0170	6	EA	97.77	THERMOPLASTIC PVMT MARKING, ARROW, TP 7	586.62
653-1501	19000	LF	0.31	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, WHITE	5890.00
653-1502	19000	LF	0.33	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, YELLOW	6270.00
653-6006	500	SY	2.58	THERMOPLASTIC TRAF STRIPING, YELLOW	1290.00
654-1001	50	EA	2.96	RAISED PVMT MARKERS TP 1	148.00
654-1003	20	EA	3.29	RAISED PVMT MARKERS TP 3	65.80
657-1054	600	LF	4.13	PREFORMED PLASTIC SOLID PVMT MKG, 5 IN, WHITE, TP PB	2478.00
657-6054	600	LF	3.86	PREFORMED PLASTIC SOLID PVMT MKG, 5 IN, YELLOW, TP PB	2316.00

Section Sub Total: \$121,279.10

Section Erosion Control					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
163-0232	18	AC	283.12	TEMPORARY GRASSING	5096.16
163-0240	105	TN	140.83	MULCH	14787.15
163-0503	8	EA	369.61	CONSTRUCT AND REMOVE SILT CONTROL GATE, TP 3	2956.88
163-0531	4	EA	5414.56	CONSTRUCT AND REMOVE SEDIMENT BASIN, TP 1, STA NO -	21658.24
165-0010	8000	LF	0.43	MAINTENANCE OF TEMPORARY SILT FENCE, TP A	3440.00
165-0030	3200	LF	0.63	MAINTENANCE OF TEMPORARY SILT FENCE, TP C	2016.00
165-0060	4	EA	1283.8	MAINTENANCE OF TEMPORARY SEDIMENT BASIN, STA NO -	5135.20
165-0087	8	EA	99.75	MAINTENANCE OF SILT CONTROL GATE, TP 3	798.00
171-0010	8000	LF	1.32	TEMPORARY SILT FENCE, TYPE A	10560.00
171-0030	3200	LF	2.66	TEMPORARY SILT FENCE, TYPE C	8512.00
603-2012	100	SY	24.98	STN DUMPED RIP RAP, TP 1, 12 IN	2498.00
603-7000	100	SY	3.31	PLASTIC FILTER FABRIC	331.00
700-6910	35	AC	661.11	PERMANENT GRASSING	23138.85
700-7000	100	TN	53.27	AGRICULTURAL LIME	5327.00
700-7010	88	GL	16.21	LIQUID LIME	1426.48
700-8000	21	TN	349.47	FERTILIZER MIXED GRADE	7338.87
700-8100	1750	LB	2.22	FERTILIZER NITROGEN CONTENT	3885.00
715-2100	1000	SY	1.25	BITUMINOUS TREATED ROVING, SLOPES	1250.00
716-2000	500	SY	0.94	EROSION CONTROL MATS, SLOPES	470.00

Section Sub Total: \$120,624.83

Section Bridge					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
543-1100	1	LS	1200000	Bridge over US 19/SR 3 and RR	1200000.00

Section Sub Total: \$1,200,000.00

Total Estimated Cost: \$4,136,608.55

TOTAL COST SUMMARY

Subtotal Construction Cost:	\$4,136,609.00
Engineering and Inspection @ 5%:	\$206,830.00
Fuel Adjustment:	\$315,240.00
Liquid AC Adjustment:	<u>\$697,904.00</u>
Total Construction Cost:	\$5,356,583.00
Right of Way:	\$1,302,000.00
Reimbursible Utilities:	<u>\$307,500.00</u>
Grand Total Project Cost	\$6,966,083.00

P.I. Number **1420**

County **Lee**

Project Number **STP00-0001-00(420)**

Special Provision, Section 109-Measurement and Payment
FUEL PRICE ADJUSTMENT (ENGLISH 125% MAX)

ENTER FPL DIESEL	2.814
ENTER FPM DIESEL	6.332

ENTER FPL UNLEADED	2.647
ENTER FPM UNLEADED	5.95575

<http://www.dot.ga.gov/doingbusiness/Materials/Pages/asphaltcementindex.aspx>

INCREASE ADJUSTMENT
125.00%

INCREASE ADJUSTMENT
125.00%

ROADWAY ITEMS	QUANTITY	DIESEL FACTOR	GALLONS DIESEL	UNLEADED FACTOR	GALLONS UNLEADED	REMARKS
Excavations paid as specified by Sections 205 (CUBIC YARD)		0.29		0.15		
Excavations paid as specified by Sections 206 (CUBIC YARD)		0.29		0.15		
GAB paid as specified by the ton under Section 310 (TON)	27000.000	0.29	7830.00	0.24	6480.00	
Hot Mix Asphalt paid as specified by the ton under Sections 400 (TON)		2.90		0.71		
Hot Mix Asphalt paid as specified by the ton under Sections 402 (TON)	23400.000	2.90	67860.00	0.71	16614.00	
PCC Pavement paid as specified by the square yard under Section 430 (SY)		0.25		0.20		

BRIDGE ITEMS	Quantity	Unit Price	QF/1000	Diesel Factor	Gallons Diesel	Unleaded Factor	Gallons Unleaded	REMARKS
Bridge Excavation (CY) Section 211				8.00		1.50		
Class __ Concrete (CY) Section 500				8.00		1.50		
Class __ Concrete (CY) Section 500				8.00		1.50		
Class __ Concrete (CY) Section 500				8.00		1.50		
Superstru Con Class __ (CY) Section 500				8.00		1.50		
Superstru Con Class __ (CY) Section 500				8.00		1.50		
Superstru Con Class __ (CY) Section 500				8.00		1.50		
Concrete Handrail (LF) Section 500				8.00		1.50		
Concrete Barrier (LF) Section 500				8.00		1.50		

BRIDGE ITEMS	Quantity	Unit Price	QF/1000	Diesel Factor	Gallons Diesel	Unleaded Factor	Gallons Unleaded	REMARKS
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Stru Steel Plan Quantity (LB) Section 501				8.00		1.50		44 of 80
Stru Steel Plan Quantity (LB) Section 501				8.00		1.50		
PSC Beams_____(LF) Section 507				8.00		1.50		
PSC Beams_____(LF) Section 507				8.00		1.50		
PSC Beams_____(LF) Section 507				8.00		1.50		
Stru Reinf Plan Quantity(LB) Section 511				8.00		1.50		
Stru Reinf Plan Quantity(LB) Section 511				8.00		1.50		
Bar Reinf Steel (LB) Section 511				8.00		1.50		
Piling____inch (LF) Section 520				8.00		1.50		
Piling____inch (LF) Section 520				8.00		1.50		
Piling____inch (LF) Section 520				8.00		1.50		
Piling____inch (LF) Section 520				8.00		1.50		
Piling____inch (LF) Section 520				8.00		1.50		
Piling____inch (LF) Section 520				8.00		1.50		
Drilled Caisson,____(LF) Section 524				8.00		1.50		
Drilled Caisson,____(LF) Section 524				8.00		1.50		
Drilled Caisson,____(LF) Section 524				8.00		1.50		
Pile Encasement,____(LF) Section 547				8.00		1.50		
Pile Encasement,____(LF) Section 547				8.00		1.50		

SUM QF DIESEL=	75690.00	SUM QF UNLEADED=	23094.00
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DIESEL PRICE ADJUSTMENT(\$)	\$244,940.41
UNLEADED PRICE ADJUSTMENT(\$)	\$70,299.29

ASPHALT CEMENT PRICE ADJUSTMENT (BITUMINOUS TACK COAT 125% MAX)

APPLICABLE TO CONTRACTS/PROJECTS CONTAINING THE 413 SPECIFICATION, SECTION 413.5.01 ADJUSTMENTS
ASPHALT PRICE ADJUSTMENT FOR BITUMINOUS TACK COAT

<http://www.dot.ga.gov/doingbusiness/Materials/Pages/asphaltcementindex.aspx>

ENTER APL

494

ENTER APM

1111.5

125.00%

INCREASE ADJUSTMENT

L.I.N.	TYPE	TACK (GALLONS)	TACK (TONS)	REMARKS
413-1000	PG 58-22	1700	7.3017	
			TMT =	7.3017

PRICE ADJUSTMENT(\$)

\$4,328.43

400 / 402 ASPHALT CEMENT PRICE ADJUSTMENT 125% MAX

ENTER APL

494

ENTER APM

1111.5

<http://www.dot.ga.gov/doingbusiness/Materials/Pages/asphaltcementindex.aspx>

125.00%

INCREASE ADJUSTMENT

L.I.N. / Spec Number	MIX TYPE	HMA	JMF AC%	AC	REMARKS
402-3121	25 mm SP	16000	5.00	800.00	
402-3130	12.5 mm SP	3800	5.00	190.00	
402-3190	19 mm SP	3600	5.00	180.00	
			5.00		
			5.00		
			5.00		
			5.00		
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			5.00		
			5.00		
			5.00		
			5.00		
			5.00		
			5.00		
			TMT =	1170.00	

PRICE ADJUSTMENT(\$)

\$693,576.00

ASPHALT CEMENT PRICE ADJUSTMENT FOR BITUMINOUS TACK COAT(Surface Treatment 125% MAX)

46 of 80

APPLICABLE TO CONTRACTS CONTAINING THE 413 SPEC. SECTION 413.5.01 ADJUSTMENTS ASPHALT PRICE ADJUSTMENT FOR BITUMINOUS TACK COAT

<http://www.dot.ga.gov/doingbusiness/Materials/Pages/asphaltcementindex.aspx>

ENTER APL

ENTER APM

125.00%	INCREASE ADJUSTMENT
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Use this side for Asphalt Emulsion Only		
L.I.N.	TYPE	ASPHALT EMULSION (GALLONS)
TMT =		<input style="width: 100px;" type="text"/>
REMARKS:		

Use this side for Asphalt Cement Only		
L.I.N.	TYPE	TACK (GALLONS)
TMT =		<input style="width: 100px;" type="text"/>
REMARKS:		

MONTHLY PRICE ADJUSTMENT(\$)	
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ADJUSTMENT SUMMARY

FUEL PRICE ADJUSTMENT (*ENGLISH 125% MAX*)

DIESEL PRICE ADJUSTMENT(\$) \$244,940.41

UNLEADED PRICE ADJUSTMENT(\$) \$70,299.29

ASPHALT CEMENT PRICE ADJUSTMENT (*BITUMINOUS TACK COAT 125% MAX*) \$4,328.43

400 / 402 ASPHALT CEMENT PRICE ADJUSTMENT *125% MAX* \$693,576.00

ASPHALT CEMENT PRICE ADJUSTMENT FOR BITUMINOUS TACK COAT(*Surface Treatment 125% MAX*)

REMARKS:	
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TOTAL ADJUSTMENTS	\$1,013,144.13
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Preliminary Right of Way Cost Estimate

Date: January 7, 2010
Project: STP00-0001-00(420)
Existing/Required R/W: Varies/Varies
Project Termini: From SR 3 / US 19 to SR 195
Project Description: Leesburg North Bypass

P.I. Number: 001420
No. Parcels: 6

Land:

Agricultural/Residential	35 acres	@ \$15,000 /acre	=	\$ 525,000
TOTAL				\$ 525,000

Improvements:

Relocation:

Commercial @	0 / parcel	=	\$ 0
Residential @	0 / parcel	=	\$ 0
TOTAL			\$ 0

Damages:

Proximity -	=	\$ 0
Consequential -	=	\$ 0
Cost to Cure -	=	\$ 0

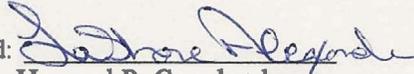
TOTAL		\$ 0
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SUB-TOTAL:		\$ 525,000
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Net Cost		\$ 525,000
Scheduling Contingency 55 %		\$ 288,750
Adm/Court Cost 60 %		\$ 488,250
TOTAL		\$ 1,302,000

Total Cost	\$ 1,302,000
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Prepared By: Maureen Nerenbaum, P.E.
 Street Smarts, Inc.

Reviewed / Approved: 
 Howard P. Copeland
 R/W Administrator

Note: Accuracy of estimate is the sole responsibility of the Preparer.

Note: The Market Appreciation(40%) is not included in this Preliminary Cost Estimate.

REVISED: 12-8-06

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE STP00-0001-00(420), Lee County OFFICE: State Utilities Office
P.I. No. 0001420

FROM  DATE: November 3, 2009
Jeff Baker, State Utilities Engineer

TO Bobby Hilliard, State Program Delivery Engineer
ATTN: Douglas Fadool

SUBJECT PRELIMINARY RAILROAD COST FOR SURFACE WORK (CONCEPT ESTIMATE)

A review of railroads located within the project limits on the above referenced project has been conducted based on the proposed concept report provided. Listed below is a breakdown of the estimated railroad costs:

FACILITY OWNER	NON-REIMBURSABLE	REIMBURSABLE
Norfolk Southern	\$0.00	\$175,000.00
Totals	\$0.00	\$175,000.00
30% Utilities Contingency:	\$0.00	\$52,500.00
Total Reimbursement Cost:	\$0.00	\$227,500.00

Total railroad surface work reimbursable cost for the above project is estimated to be:
\$227,500.00

Please note that this amount does not include other reimbursable utility and railroad warning device costs that may be associated with this project. Please keep the railroad costs separate from other utilities in your designer's cost estimate.

If you have any questions, please contact Richard Crowley, (404)631-1372, rcrowley@dot.ga.gov.

JB:RLC

cc: Lee Upkins, State Utilities Preconstruction Engineer
Angela Whitworth, State Financial Management Administrator
Tim Warren, District 4 Utilities Engineer
Key Phillips, Railroad Crossing Program Manager

PROJECT CONCEPT REPORT

Project Number: STP00-0001-00(420)

County: Lee County

P. I. Number: 0001420

Attachment #6

Initial Concept Team Meeting Minutes

Concept Team Meeting Minutes

SUE Kickoff Meeting Minutes

**Initial Concept Team Meeting Minutes
 Leesburg North Bypass –
 From SR 3/Us 19 to SR 195
 Project Number STP00-0001-00(420)
 PI Number 0001420**

The initial concept team meeting was held at 10:00 AM, February 29, 2008 in GDOT District 4 office in Tifton. The following is a list of attendees: (sign in sheet attached)

Attendees:

David Norwood	GDOT Consultant Design	404.463.3829
Brent Thomas	GDOT District 4	229.386.3300
Larry Thomas	GDOT District 4	229.430.4198
Tim Warren	GDOT District 4	229.386.3288
Fay Forrester	GDOT District 4	229.430.4198
Joe Cowan	GDOT District 4	229.386.3304
Van Mason	GDOT District 4	229.386.3435
Danny P. Gay	GDOT District 4	229.386.3435
Shane Pridgen	GDOT District 4	229.386.3045
Alexis John	GDOT OEL	404.699.4409
Pat Walsh	City of Leesburg	229.759.6464
Jim Quinn	City of Leesburg	229.759.6464
Sidney Johnson	City of Leesburg	229.759.6464
Casey Moore	City of Leesburg	229.759.6464
Gary Kelly	Lee County Schools	229.903.2100
Alan Ours	Lee County	229.759.6203
Bob Alexander	Lee County	229.759.6000
Jim Aitken	ARCADIS	770.431.8666
Jason Goffinet	Volkert & Assoc.	770.298.9709
Steve Bitney	Street Smarts	770.813.0882
William Dial	Street Smarts	770.813.0882
Maureen Nerenbaum	Street Smarts	770.813.0882
Kim Mullins	Street Smarts	770.813.0882
Henry Studdard	Property owner	229.759.6892

David Norwood kicked the meeting off. Then everyone introduced themselves including the company or agency they represented.

William Dial gave an overview of the project and the alternatives Street Smarts evaluated during this stage of the project. The aerial display shows Street Smart’s preferred alignment as well as an alternative the tee’s into US 19.

William Dial gave an overview of the project team and their responsibilities for the project. He then gave the floor to Jason Goffinet who is responsible for the environmental document for this project.



Jason briefly discussed the draft Need & Purpose statement for the project and then discussed in more detail the environmental concerns with the project. At this time there does not appear to be any major environmental concerns for the current alignments. There are streams and wetlands in the vicinity but care will be given to minimize impacts. There are two potential eligible historical resources near the project; the Twin Oaks Elementary School which we is not affected and The Southwestern Railroad which the proposed alignment will bridge over.

Next William went through the public involvement process. Last year there were some initial meetings with the county, city and school board. Next will be scheduling of stakeholders meetings, public information open house, and finalizing the concept report which incorporates comments from all the previous meetings. That would lead to Preliminary Plan development for the chosen alternative and design criteria.

The design criteria proposed for this project will be for 55 MPH design speed. The design speed will be the same as the posted speed of the facility. The typical section will be the four lane rural section divided by a 44' grassed median. The proposed interchange, including the ramps, would be Full Limited Access with the remainder of the project to the east having Partial Limited Access.

Next the overall project schedule was discussed with some of the intermediate dates being adjusted but the overall let date of 2012 is still valid.

The meeting was then opened for questions and comments. Below is a list of comments:

- There is plenty of time in the schedule for all coordination with the Railroad.
- Project currently has funding through Right of Way (FY 2009).
- Smithville Road will be an at grade intersection. Analysis still to be done to see if it warrants a signal or two-way stop controlled.
- The display showed Jordan Road with a cul-de-sac there by cutting off access with current bypass. However, Jordan Road needs to be investigated further to insure that this is a viable option. Traffic counts will be ordered and alternatives developed for potential access to US 19. Possible access through Lagg Drive. Need to verify is Lagg Drive is paved or dirt. In addition, need to verify if there is a median opening on US 19 at Lagg Drive.
- The city limits are incorrectly shown on project location map. City will send us the corrected limits.
- There is a large planned housing development within the City of Leesburg. The traffic report needs to insure that it has included these trips into the report.
- For future displays, coverage to the north needs to be expanded to at least show existing Lagg Drive.
- The proposed bus road shown on the display needs to be removed. Lee County Schools is no longer constructing that road.
- The eastern tie with SR 195 needs to be studied further. An alternative needs to be evaluated which aligns the proposed bypass so that it free flows into the north leg of SR 195. Then re-align the existing south leg of SR 195 to tie into the bypass at 90 degrees.



This could potentially remove the state route designation south of the bypass and the SR 195 designation could be added to the proposed bypass.

The meeting was adjourned at 11:50 AM

The above represents our understanding of the items discussed. Please notify Maureen Nerenbaum of any discrepancies or questions as soon as possible.

SIGN IN

Name	Company	Phone	Email
Maureen Nerenbaum	Streetsmart	770-8130882	maureen@streetsmart.us
KIMBERLY MULLINS	STREET SMARTS	770-813-0882	Kimm@STREETSMARTS.US
Steve Bitney	street Smarts	"	steveb@streetsmarts.us
Pat Walter	City of Lee County	229-759-6444	leedistrict@bellouth.net
Julie Quinn	"	"	"
Sedree Johnson	"	"	ComSJohnson@yahoo.com
Cacey Mayo	"	"	CaceyWMayo@mchsi.com
Tim WARREN	GDOT	229-386-3288	TWARREN@DOT.GA.GOV
Fay Forrester	GDOT	(229) 430-4198	fforrester@dot.ga.gov
LARRY THOMAS	GDOT	(229) 430-4198	lathomas@dot.gov
JASON GOFFINET	VOLKERT + ASSOC.	(770) 299-9709	jgoffinet@VOLKERT.CO
CARLY KELLEY	LC Schools	(229) 903-2100	Kelleyg@lee.k12.ga.gov
Alan Ours	Lee County	229-759-6203	aours@lee.ga.gov
BOB ALEXANDER	LEE COUNTY	229-759-6800	BOB BALEXANDER@LEE.GA.US
JOE COWAN	GDOT	229 386 3304	JCOWAN@DOT.GA.GOV
Van Mason	GDOT	229-386-3435	Vmason@dot.ga.gov
Danny P. Gay	GDOT	229-386-3435	dgay@dot.ga.gov
Shane Pridgen	GDOT	229-386-3045	SPridgen@ "
DAVID NORWOOD	GDOT	404-463-3824	dnorwood@dot...
BRENT THOMAS	GDOT	229-386-3300	bthomas@dot.ga.gov
HENRY STODARO	PROPERTY OWNER	229 759 6892	"
Jim Aiken	ARCADIS	770 431 8666	Jaitken@arcadis-us.com
Alexis John	GDOT-CEL	404-699-4409	ajohn@dot.ga.gov
William Dial	Street Smarts	770-813-0882	williamd@streetsmarts.us



**Concept Team Meeting Minutes
Leesburg North Bypass –
From SR 3/US 19 to SR 195
Project Number STP00-0001-00(420)
PI Number 0001420
November 5, 2009, 10:00 A.M.**

The concept team meeting was held at 10:00 AM, November 5, 2009 at T. Page Tharp Governmental Building in Leesburg, Georgia.

Attendees: see attached sign in sheet

Doug Fadool, GDOT's project manager, started the meeting off by introducing himself and explained that this project was a consultant design project. He then gave an overview of the meeting format before introducing the design consultant Street Smarts. After Street Smarts introduced the design team, including sub consultants present, the rest of the attendees introduced themselves and if any elected officials or board members could not stay for the entire meeting they were given the opportunity to comment on the project. All attendees stayed for the entire meeting.

Utilizing the display which showed the conceptual alignment on aerial mapping, Maureen Nerenbaum from Street Smarts described the proposed project. The proposed project begin point is at SR 3/US 19. From the west side of SR 3/US 19 the proposed conceptual alignment begins on new location with a semi-loop ramp. From the semi-loop ramp the conceptual alignment proposes a new grade separated bridge that crosses over SR 3/US 19 and Norfolk-Southern railroad. The conceptual alignment continues east crossing Smithville Road at an at-grade intersection and ends at SR 195 with a tee intersection. It was explained that the conceptual display and typical section showed two travel lanes; however the right of way limits shown would accommodate a four lane divided typical section.

Doug Fadool read aloud the Draft Concept Report and the following items were discussed: (I have also included some comments received after the meeting.)

- Page 2: On the Project Location Map, the Mayor requested that correct Leesburg City Limits need to be shown.
- Page 3: Under the description of the project, the discussion about the future need for four lane versus a two lane road was brought up. If a four lane road is never warranted then why are we showing right of way for a four lane section? Once the traffic projections are modified and a revised Need and Purpose is submitted to GDOT's Planning Department, the typical section and right of way requirements can be determined by GDOT. Add that the shoulders also include 3.5' of grass in addition to the 6.5' paved. Ensure that the Typical Section attachment matches the description in this section.



- Page 3: Currently this bypass is not a US Route or State Route and begins at US 19 and terminates at SR 195. If GDOT decides to re-designate the bypass as SR 195 then this SR number can be noted. This re-designation has been brought up previously and if it occurs then the tie on the east side may be modified such that the bypass continuously flows to and from SR 195. The existing portion of SR 195 would tee into this bypass. GDOT would then pursue an agreement with the local government to have the existing portion of SR 195 turned over to local jurisdiction.
- Page 3: Update traffic projections based on previous comments from GDOT's review of the draft traffic report. The Albany MPO recently used a 2.6% yearly growth rate for long range projections.
- Pages 3 & 4: Completely fill in the existing design features: maximum radius and grades, width of right of way. Correct the railroad name to Norfolk Southern in the section describing US 19. The existing length of roadway should be zero since it is a new corridor.
- Page 4: Need to verify the type of access control for this project. The preference by the local representatives is for partial limited access; however, utilities cannot be placed in limited access and would require purchasing easements to accommodate utilities.
- Page 4: Add Smithville Road as a major intersection.
- Page 5: Under the utility involvement, correct the railroad to Norfolk Southern, add GA and Bellsouth to ATT, add Georgia Transmission Corporation and Albany Water, Gas & Light to the list.
- Page 5: Under Coordination, add date for concept team meeting, add dates for Stake-holders meetings.
- Page 6: For the No Build option, state that this option does not meet the Need & Purpose of the project.
- Page 7: Typical section needs to match the description on page 3, 6.5' paved and 3.5' grassed shoulder.
- Page 8: Put a Title on the bottom of this sheet. Label Begin Project and End Project. Remove alternate #2 from the display. Highlight or darken the project so that it stands out. Remove the typical section from this display.
- Pages 9 – 17: The Need and Purpose Statement needs to be updated and resubmitted to GDOT's Planning Department once the revised traffic report is completed. Specific items mentioned during this meeting that need to be revised include: clarify that the nature walking trail is a cross county running trail for the high school; the County, not the City, has recently built the elementary school on the school property.
- Page 18: Cost estimate will need to be revised once a decision is made by GDOT as to requiring right of way for a two lane or a four lane section. Currently shows the costs right of way costs for a four lane section.



After review of the Draft Concept Report, the meeting was opened to questions or comments from the attendees and the items brought up include:

- Bob Alexander with Lee County stated that they had a local informal meeting on Monday, November 2, 2009 to present this project. The citizen's in the area would like some type of traffic control for the new intersection of Smithville Road and the Bypass and do not want rumble strips in advance of the stop signs. In addition, they have requested some type of vegetative buffer between the residents and the road.
- Radney Simpson with GDOT Planning had several insightful comments concerning the Need and Purpose Statement. After the meeting, Mr. Simpson sent an e-mail with items that need to be addressed in the revised Need and Purpose Statement. These items will be addressed along with the adjusted traffic volumes when the revised Need and Purpose Statement is submitted to Planning for approval.
- Alan Ours with Lee County wanted to insure that the property lines shown on this display are preliminary and will be updated once our database is complete.
- Brent Thomas, GDOT District 4 Preconstruction Engineer, sent an email stating: There will have to be a determination to add a new median crossing on US 19, where the new roadway intersects, as part of the scope of the project. This will allow proper tie-in of highway with state route system and give it access with northbound US 19 direction. Some type of warning system may have to be included in the scope, due to the 55 MPH speed westbound approach to the 35 MPH designed loop ramp.

The meeting was adjourned at 11:05 AM.

CONCEPT TEAM MEETING SIGN-IN SHEET, NOVEMBER 5, 2009

NAME	ORGANIZATION	PHONE	EMAIL ADDRESS
Douglas Fadeol	GDOT	404-308-1353	dfadeol@dot.ga.gov
JASON COFFINET	VOLKERT + ASSOC.	770-298-9709	jgoffinet@volkert.com
RENE SMITH	SUNTER EMC	229-924-8041	rene.smith@sunteremc.com
AL IVOMACK	SUNTER EMC	229-924-8041	al.ivomack@sunteremc.com
ED DUFFY	LEE CO CHAIR	229 435-4327	ED DUFFY 44@G.MAIL.COM
Alan Ours	Lee County	229-759-6203	aours@lee.ga.us
Casey W Moore	Leesburg	229-759-6465	moore-leesburgga@att.net
Jim Quinn	Leesburg	229-759-2413	jim@leecountyledger.com
JOE W. SARGFIELD	STDOT-TIFTON	229-386-3280	
BRENT A. THOMAS	GDOT - TIFTON	229-386-3300	bthomas@dot.ga.gov
Van Mason	GDOT - Tifton Traffic Eng.	229-386-3935	vmason@dot.ga.gov

CONCEPT TEAM MEETING SIGN-IN SHEET, NOVEMBER 5, 2009

NAME	ORGANIZATION	PHONE	EMAIL ADDRESS
John D. Crosby	Dist. 13 STATE Senate	229-382-6716	Senator.Crosby @Yahoo.com
BOBALEXANDER	LEE COUNTY	229-759-6000	B.ALEXANDER.LEE.GA.US
Bill Cooper	GPOT Utilities	229-386-3298	wcooper@dot.ga.gov
Tim Warren	GPOT UTILITIES	229-386-3288	TWARREN@DOT.GA.GOV
DONNA GARRISON	GPOT ENG. SERVICES	229-386-3466	dgarrison@dot.ga.gov
E. LEON JACKSON	Norfolk Southern	404 529-1251	ERNEST.JACKSON@ NS CORP.COM
STEVE HUNTER	STEVEN SON + PALMER ENG.	229-983-0332	shunter@speng.com
JUDY BAILEY	AT&T	229 432-2800	JF0522@ATT.COM

Leesburg North Bypass - From SR 3/US 19 to SR 195
 Project STP00-0001-00(420); PI Number 0001420



CONCEPT TEAM MEETING SIGN-IN SHEET, NOVEMBER 5, 2009

NAME	ORGANIZATION	PHONE	EMAIL ADDRESS
JEFF DOUBRAVA	GORE	770-815-8343	j.doubrava@gore.net
RONNY DUDLEY	STEVENSON & PALMER	229-317-2293	R.DUDLEY@SPENK.COM
Shane Pridgen	GDOT Dist #4	229-386-3045	spridsen@dot.ga.gov
Jabari Perker	GDOT Planning/Dtc		j.perker@dot.ga.gov
Kelly Gwin	GDOT Planning	(41) 631-1808	k.gwin@dot.ga.gov
Robert Usry	Lee Co Utility Authority	2298741426	u.Usry@LeeCoGA.net
GENO HASTY	GDOT-Traffic OPS	229 386-3435	ghasty@dot.ga.gov

Leesburg North Bypass – From SR 3/US 19 to SR 195
 Project STP00-0001-00(420); PI Number 0001420



CONCEPT TEAM MEETING SIGN-IN SHEET, NOVEMBER 5, 2009

NAME	ORGANIZATION	PHONE	EMAIL ADDRESS
RAONEY SIMPSON	GoD - Planning	404-631-1782	
Maureen Nerenbam	StreetSmarts	770-813-0882	maureen@streetsmarts.us
Erika Becker	Street Smarts	770 813 0882	Erikab@streetsmarts.us
Mallory Brewer	Streetsmarts	770 813 0882	Malloryb@streetsmarts.us



MEETING MINUTES

LEESBURG NORTH BYPASS

GDOT Project No. STP-0001-00(420)

GDOT PI No. 0001420

Lee County

Date: November 10, 2009

Location/Time: GDOT Floor 10 Conference Room/ 10:00 AM

Attendees:

Jun Birnkammer	GDOT SSUE	404-631-1360	jbirnkammer@dot.ga.gov
Raymond Chandler	GDOT SURE	404-631-1356	rhandler@dot.ga.gov
Jan Phelps	GDOT SURE	404-631-1358	japhelps@dot.ga.gov
Douglas Fadool	GDOT PM	404-631-1353	dfadool@dot.ga.gov
Tim Warren	DUE	229-386-3288	twarren@dot.ga.gov
Shane Haniford	Street Smarts	770-813-0882	shaneh@streetsmarts.us
Kelvin Tyler	Street Smarts	770-813-0882	kelvint@streetsmarts.us
Maureen Nerenbaum	Street Smarts	770-813-0882	maureenn@streetsmarts.us

Purpose: SUE Kick-Off Meeting for Leesburg North Bypass Project - PI No. 0001420

RECORDED BY: Kelvin Tyler (Street Smarts)

MEETING MINUTES:

Jun Birnkammer began the meeting with introductions. Jun then described the SUE requirements for the project. Quality Level "B" will be the final deliverable. Quality Level "B" includes Level "D", records research and Level "C", visible above ground utilities.

Maureen Nerenbaum provided a brief overview of the project. The proposed project begin point is at SR 3/US 19. From the west side of SR 3/US 19 the proposed conceptual alignment begins on new location with a semi-loop ramp. From the semi-loop ramp the conceptual alignment proposes a new grade separated bridge that crosses over SR 3/US 19 and Norfolk-Southern railroad. The conceptual alignment continues east crossing Smithville Road at an at-grade intersection and ends at SR 195 with a tee intersection. It was explained that the conceptual display and typical section showed two travel lanes; however the right of way limits shown would accommodate a four lane divided typical section.

The project drawing scale will be 1"=50'.

The electronic plans will be submitted in Microstation version 7.

Plans shall be submitted according to the current EDG.

GDOT Project No. STP-0001-00(420)
Leesburg North Bypass
Meeting Minutes
November 10, 2009

SUE scope includes quality level "D" and quality level "B", no UIA. Quality level "A" will be after PFPR.

SUE limits are as follows: From new alignment tie in on SR 195, along SR 195, 1000' North, and South to Grover Street. From new alignment tie in on US 19, along US 19, 500' North, and South to existing bypass. From intersection of new alignment and Smithville Ave., along Smithville Ave., 500' North and 500' South. And along new alignment from west side of SR 3/US 19, cross over SR 3/US 19 and Norfolk-Southern railroad, continues east crossing Smithville Road at and ends at SR 195.

Quality level "D" submittal is slated for January 2010. No GDOT approval will be required.

Quality level "B" submittal is slated for August 2010.

Since Street Smarts is doing the design and SUE, it is pertinent as to not duplicate the surveying of above ground features.

Jun stressed the importance of contacting railroad owners as some utilities might be present in the existing right-of-way.

Permits will be required to gain access to railroad right-of-way.

School system will need to be contacted to obtain utility records, as they may own utilities within the limits of the project.

It will not be required to locate utilities on school grounds, since they are outside of the project limits.

Jun gave the notice to proceed with records research and quality level "D" plans.

Quality level "B" shall be required in all realignment area.

Georgia Power Transmission lines are present on the West side of US 19, within the project limits. This may require relocation the transmission lines. Costs will need to be added to concept cost estimate as a guide, approximately \$50k to \$75k to relocate transmission poles.

Ramp to US 19 may have clearance issues due to existing transmission line. The Concept Approval is anticipated March 18, 2010.

LOS will be submitted for approval after concept approval. No meeting shall be required.

District 4 Utilities Office requests hard copy plans with proper screening so the utilities stand out on the plans.

GDOT Project No. STP-0001-00(420)

Leesburg North Bypass

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This is our understanding of items discussed and decisions reached. If there are changes required please submit requests to Kelvin Tyler no later than seven days after distribution.

Respectfully submitted,

Kelvin Tyler, Street Smarts

PROJECT CONCEPT REPORT

Project Number: STP00-0001-00(420)

County: Lee County

P. I. Number: 0001420

Attachment #7

Stakeholder Meeting Minutes

Leesburg North Bypass Project
Stakeholder Meeting

Minutes

Date: 4-9-08

Location: Multi-purpose room of the Lee County Governmental Building

Attendees:

Bob Alexander	- Lee County Planning Department
Albert & Teri Austin	- Property Owner
Joe & Nancy Banker	- Property Owner
Sonya & Todd Bateman	- Property Owner
Adron & Mary Bennett	- Property Owner
Dan Bollinger	- Southwest Georgia RDC
Earl Bryant	- Property Owner
David Byrd	- Michigan Construction Co C/O Oakhill Farms
The Cravey Family	- Property Owner
Anthony Todd Espy	- Property Owner
Michael Espy	- Property Owner
Calvin & Leslie Eubanks	- Property Owner
Alice Joyce Griffith	- Property Owner
Clay Griffith	- Planning Comm. Board, Cenury
Jay Griffith	- Property Owner
Pete Griffith	- Property Owner
David Hamilton	- City of Albany
Jim & Kathy Henderson	- Property Owner
Brian Henderson	- Property Owner
Katherine Russett	- GDOT OEL
William Sydney Johnson	- City of Leesburg
Gary Kelley	- Lee County Board of Education
Eddie & Carol Lisenby	- Property Owner
James & Anita Moody	- Property Owner
Jack & Sandra Nichols	- Property Owner
David Norwood	- GDOT Office of Consultant Design
Alan Ours	- Lee County
Jim Quinn	- Lee County Ledger
Dennis Roland	- Property Owner
Hattie & Charlie Rivers	- Property Owner
Mark Stuckey	- Property Owner
Brent Thomas	- GDOT, District 4
Lawrence Walters	- Lee County Board of Education
Steve Bitney	- Street Smarts
Marsha Anderson Bomar	- Street Smarts
Erika Becker	- Street Smarts
William Dial	- Street Smarts
Kimberly Mullins	- Street Smarts

- Marsha Anderson Bomar began at 6:25 PM by welcoming everyone to the meeting.
- Self Introductions were made and everyone was encouraged to add any additional stakeholders that might need to be contacted to the potential stakeholders list.
- William Dial gave a brief overview of the project. Additionally he noted that we are in the beginning of the process and more meetings are to come.
- **Input form #1** was passed out and discussed (What are your issues with the present transportation system?). The top concerns were:
 - High traffic volumes during school hours;
 - Other school related traffic;
 - Presence of school buses; and
 - Congestion from local traffic.
- **Question:** Is Street Smarts a part of the DOT?
 - **Comment:** We are consultants hired to do public involvement and design.
- **Question:** How did the request of this project come about?
 - **Comment:** Some requests come from citizens and public officials. Additionally this project is a part of the Governors Road Improvement Program (GRIP).
- **Input form #2** was passed out and discussed (What are our concerns if the bypass is not extended across the north side of town?). The top concerns were:
 - Increased traffic congestion;
 - Safety with respect to school buses crossing (railroad tracks); and
 - Improve access to schools.
- **Input form #3** was passed out and discussed (What benefits will result from the Leesburg North Bypass construction?). The top concerns were:
 - Safer vehicular movement;
 - Better emergency access; and
 - New business development areas.
- **Question:** Is there any consideration of access along the proposed road?
 - **Comment:** Yes, we have to take ramps and distances with respect to the ramps into consideration.
- **Input form #4** was passed out and discussed (What are your concerns regarding the construction of US 19/ SR 3, Smithville Avenue and SR 195?). The top concerns were:
 - Impact on local neighborhoods;
 - Cost; and
 - Acquiring Right of Way.
- The floor was opened to discussion and the following Questions (Q) and Comments (C) were brought up:
 - **C:** There was a request to not have the future meetings on Wednesdays.
 - **C:** One property owner noted that he can't speak for everyone but he is not interested in this having this project built.
 - **Q:** Who determines the need for the road?
 - **C:** Part of what happens is that some GDOT representatives such as traffic engineers, etc. may be under pressure to rectify high accident numbers or at-grade railroad crossings.

- Many property owners expressed how they felt overall including:
 - This project is a bit of a nightmare.
 - Never experienced anything similar to the way he found out about this project; resents this project.
 - Found out by newspaper ad.
 - Feels left out.
 - Property value has already gone down.
 - The process has already started and doesn't feel as his voice will change anything.
 - The bypass will not solve problem. It may free up traffic in the downtown area but may create problems along Smithville Road or other areas.
 - This project is nothing new and was discussed 10 years ago.
 - Presently, no one uses the bypass. Creating the intersection on the north end will force people to slow down and deter them from using it.
 - At the intersection of US 19/SR 3 and Lumpkin Road, due to the median, if you want to come south, you have to go north and make a u-turn. If the median were open, this could make about as much difference in traffic as the proposed bypass.
- **Q:** Money is tight right now, what is the cost of this project?
 - **C:** Close to \$20 Million.
- More comments from the property owners including:
 - It would be more economical to fix US 19 at Lumpkin and US 19 at the existing bypass. We should try quick fixes into phases and could possibly spend less money.
 - This bypass won't help people because they won't use it.
 - The problem downtown is a space issue there is such a high volume of traffic on court days.
 - If the road is built and people do some and use it, the downtown will be killed.
 - The issue at Lumpkin Road has been brought up, however it has no results.
 - Time is not an issue. People will wait ½ to 1 hour to pick up their kids. (Invited Street Smarts and GDOT to come for 1 week and observe traffic)
 - Is there any Consideration to go further north and avoid fewer property owners
- **Q:** Is there any consideration to go further north and avoid fewer property owners?
 - **C:** To go out that far makes the project more expensive and people are less likely to travel on it.
- The Mayor suggested the following alternative:
 - Make 4th street a one way going east all the way to Starksville.
 - Make SR 195 a one ways going west from Starksville to Leesburg.
 - Maybe in the future make the bypass go along the southern part of the city.

- **Q:** When were the aerial taken? Who knew about the project?
 - **C:** The aerials were taken last year and there was an initial team concept meeting held on February 29, 2008. Additionally the alignment has changed and the new property owners that were affected were not notified.
- More comments from the property owners including:
 - Not against progress but feels as if he should be notified early on.
 - Feels like the railroad crossings in Leesburg are probably the safest in the state.
 - Consider if their comments are falling on deaf ears. Is there a real possibility of relocating the bypass to the south end of town.
 - Could parent be asked to reroute when taking kids to school.
 - Consider the number of trucks traveling east going straight through downtown.
 - The city should consider using police officers to direct traffic at 4th Street and US 19.
 - Putting the bypass at the south end or town may be a better option.
- **Q:** What ever happened to connecting SR 32 and Robert B. Lee as possibly a truck route?
 - **C:** There was a theoretical plan to make that connection on the south side of the city.
- **Q:** Would it be possible to make the bypass go along the south side of town? Is it an option?
 - **C:** That is outside of the scope of Street Smarts' work. The GDOT planning department would have to make that consideration.
- More comments from the property owners including:
 - The traffic is only an issue for 2 hours/day, 9 months/year. This projects seems like a bit of a overkill.
 - The present and future school locations should also be taken into consideration.
 - A fix for now should be considered.
- The stakeholders we notified that is the money for this project is taken away, there is a possibility that it may not come back.
- The stakeholders were assured that Street Smarts will talk to GDOT and find out if they will consider studying the possibility of a bypass on the south end. Additionally the public will be better notified of future meeting.
- The meeting closed at 8:30PM.

Leesburg North Bypass
Project Status Meeting

Minutes

Date: 6-18-08

Location: Conference room of the Lee County Administration Building, 10:00 AM

Attendees:

Chairman Morris Leverett	- Lee County Commission
Vice-Chairman Wally Roberts	- Lee County Commission
Jim Quinn	- Leesburg City Council
Steve Kitchens	- Leesburg City Council
Bob Alexander	- Lee County Planning Department
Steve Bitney	- Street Smarts
Erika Becker	- Street Smarts
Maureen Nerenbaum	- Street Smarts

- Steve Bitney began by welcoming everyone to the meeting.
- Self introductions were made and Mr. Bitney gave a brief overview of the project.
- Maureen Nerenbaum presented three (3) conceptual designs and discussed modifications that had been made to the design based on comments received from the April stakeholders meeting. Specifically, the cloverleaf ramp design at Jordan Road has been redesigned to reduce impact on adjacent properties.
- Mr. Bitney discussed the status of the project and explained that GDOT is in the process of project prioritization, which is expected to be complete in late fall of 2008. Additional public meetings will not be held for this project until GDOT project prioritization is complete.
- Ms. Nerenbaum discussed the project concept report process, the need and purpose statement, and preliminary construction cost estimates.
- A participant asked if the subdivision proposed at Old Smithville Road and Lumpkin Road would be affected by this project. Ms. Nerenbaum stated that it will not be affect as it is located north of the proposed bypass.
- A participant stated that trucks are not using the existing bypass and that they still go through town to access SR 32. Mr. Bitney stated that the proposed bypass would provide better access for the trucks and would likely take a number of them off of the local roads.
- Bob Alexander recommended that the Commissioners and Council members contact their GDOT board member to express support for this project.
- Mr. Bitney stated their GDOT board member recently retired, but that he would provide the group with the new board member's contact information.
- Mr. Alexander further explained that this is an important project for the community and that it would be a missed opportunity if the project does not move forward. If development continues as projected, land constraints may make it impossible to build this roadway in the future.
- The meeting concluded at 10:45PM.

Leesburg North Bypass
Project Status Meeting

Minutes

Date: 6-18-08

Location: Conference room of the Lee County Administration Building, 2:00 PM

Attendees:

Mr. Ed Duffy	- Lee County Commission
Acting Mayor Sidney Johnson	- Leesburg City Council
Mayor Pro Tem Richard Bush	- Leesburg City Council
Bob Alexander	- Lee County Planning Department
Steve Bitney	- Street Smarts
Erika Becker	- Street Smarts
Maureen Nerenbaum	- Street Smarts

- Steve Bitney began by welcoming everyone to the meeting.
- Self introductions were made and Mr. Bitney gave a brief overview of the project. He also discussed the status of the project and explained that GDOT is in the process of project prioritization, which is expected to be complete in late fall of 2008. Additional public meetings will not be held for this project until GDOT project prioritization is complete.
- Maureen Nerenbaum presented three (3) conceptual designs and discussed modifications that had been made to the design based on comments received from the April stakeholders meeting. Specifically, the cloverleaf ramp design at Jordan Road has been redesigned to reduce impact on adjacent properties. The revised design will also eliminate the need to cul-de-sac Jordan Road.
- Acting Mayor Sidney Johnson asked if surrounding properties would have direct access to the proposed bypass. Mr. Bitney explained that a GDOT connection permit would be required.
- Ms. Nerenbaum discussed the project concept report process, the need and purpose statement, and preliminary construction cost estimates.
- Bob Alexander stated that, based on future traffic projections, the bypass will serve approximately 17,000 vehicles per day. He also stated that this project does not require a local match in funds.
- The participants asked about compensation for the properties that would be affected by the proposed bypass. Mr. Bitney stated that GDOT would provide fair market value for the required right of way from the properties along the project.
- The participants were asked if they favored the project. Mayor Johnson and Mayor Pro Tem Richard Bush both agreed that they favored the project as long as everyone is treated fairly. Mr. Ed Duffy stated that he also favored the project based on the information that had been presented.
- Mr. Duffy asked Mr. Alexander if he thought the project would benefit the community. Mr. Alexander explained that this is an important project for the community and that it would be a missed opportunity if the project does not

move forward. If development continues as projected, land constraints may make it impossible to build this roadway in the future.

- Mr. Alexander also recommended that the Commissioners and Council members contact their GDOT board member to express support for this project.
- Mr. Bitney stated their GDOT board member recently retired, but that he would provide the group with the new board member's contact information.
- The meeting concluded at 3:15PM.

Leesburg North Bypass
Project Status Meeting

Minutes

Date: 6-18-08

Location: Lee County Chamber of Commerce, 12:00 PM

Attendees:

Winston Oxford

Becky Belcher

Mike Lyons

Robert Clay

Opal Cannon

Troy Golden

Claire Leavy

Gail Melvin

Bob Alexander, Lee County Planning Dept

Steve Bitney, Street Smarts

Scott Johnson

Judy Powell

Gary Kelley

Lawrence T. Walters

Jason Miller

Peter Ngwafu

Eddie Hinman

Casey W. Moore

Maureen Nerenbaum, Street Smarts

Erika Becker, Street Smarts

- Steve Bitney began by welcoming everyone to the meeting.
- Project team introductions were made and Mr. Bitney gave a brief overview of the project and its history. He also discussed the status of the project and explained that GDOT is in the process of project prioritization, which is expected to be complete in late fall of 2008.
- Maureen Nerenbaum discussed the project concept report process, presented three (3) conceptual designs and discussed modifications that had been made to the design based on comments received from the April stakeholders meeting. Specifically, it was explained that the cloverleaf ramp design at Jordan Road has been redesigned to reduce impact on adjacent properties and that the revised design will eliminate the need to cul-de-sac Jordan Road.
- A participant asked about the location of the bypass. Mr. Bitney explained that the bypass is being designed to minimize impacts to the environment, which includes avoiding wetlands.
- A participant stated that the Lee County has a wetlands bank with an approximate rate of 3 to 1.
- A participant asked about the project timeline. Mr. Bitney stated that if the project moves forward construction would not take place until 2010/2011, at the earliest, with at 2012 design year.
- A participant stated that they thought the bypass was too far north of the schools and that drivers may not use it.
- Project staff stated that the bypass is only a quarter of a mile from the schools. Other participants stated that the distance would not be an issue if the bypass saves them time and they are able to avoid the congestion in downtown Leesburg that is caused by school traffic.
- Bob Alexander discussed the project with the group and stated that, based on future traffic projections, the bypass will serve approximately 17,000 vehicles per day. He also stated that this project does not require a local match.

- A participant stated that the group needed to educate the public and talk to their elected officials to make sure that this project moves forward.
- Mr. Alexander also discussed safety improvements that will be made as a result of the bypass project by providing a grade separated railroad crossing, as opposed to the existing at-grade crossing that is located in front of the courthouse.
- The meeting concluded at 1:00 PM.

PROJECT CONCEPT REPORT

Project Number: STP00-0001-00(420)

County: Lee County

P. I. Number: 0001420

Attachment #8

Local Government Responsibilities Letter



Department of Transportation

HAROLD E. LINNENKOHL
COMMISSIONER
(404) 656-5206

DAVID E. STUDSTILL, JR., P.E.
CHIEF ENGINEER
(404) 656-5277

State of Georgia
#2 Capitol Square, S.W.
Atlanta, Georgia 30334-1002

LARRY E. DENT
DEPUTY COMMISSIONER
(404) 656-5212

EARL L. MAHFUZ
TREASURER
(404) 656-5224

November 02, 2005

Ms. Jackie Sizemore
Commission Chairman, Lee County
P.O. Box 889
Leesburg, GA 31763

Dear Chairman Sizemore:

Subject: Local Government Responsibilities

Project No. STP-0001-00(420) Lee Co. PI# 0001420
LEESBURG NORTH BYPASS-SR RELOC FM SR 3/US 19 EAST TO SR 195

The Office of Financial Management has added the subject project to the Department's Construction Work Program.

In an effort to improve project delivery, the Department has decided to adopt a new policy in regards to Local Government responsibility and commitment requirements. For projects generated by a State Highway System need, the Department will no longer request upfront Local Government commitments nor require Local Governments to bear costs for third parties. These projects will be classified as "Department Projects" hereon. The Department will assume the eligible costs for all utilities and railroads holding a property interest.

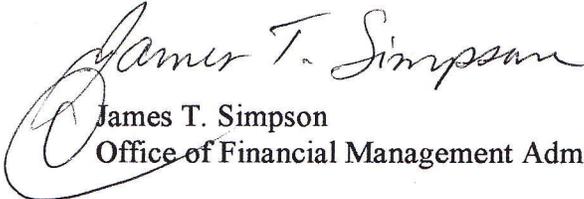
However, utility adjustment / relocation costs associated with any utility that was originally installed within a public right of way shall remain the responsibility of each respective utility owner (Office Code of Georgia Annotated 32-6-171). Please ensure that adequate funding is budgeted for the adjustment / relocation of such utility facilities owned by your Local Government (including any associated Authority's facilities). The Department's District Utilities Office will contact you to determine the potential impacts to your facilities.

Also, in an effort to improve project coordination, the Department strongly urges all Local Governments and associated Authorities that own water and sewer facilities to include such relocation work in the project by notifying the Department's District Utilities Office as early as possible in the project's development.

We hope this new policy will eliminate some of the uncertainties for Local Governments when making early commitments for often unknown costs; and the scheduled delivery of each project will be more reliable.

If you have any questions, feel free to call me at (404) 463-0966 or Joe Sheffield, District Engineer in Tifton at your convenience.

Sincerely yours,

A handwritten signature in cursive script that reads "James T. Simpson". The signature is written in black ink and is positioned above the printed name and title.

James T. Simpson
Office of Financial Management Administrator

JTS:RR:kp

- cc: Joe Sheffield - District 4 Engineer
- cc: Tim Warren - District 4 Utilities Engineer
- cc: Jeff Baker - State Utilities Engineer
- cc: David Norwood - Project Manager, Consultant Design

PROJECT CONCEPT REPORT

Project Number: STP00-0001-00(420)

County: Lee County

P. I. Number: 0001420

Attachment #9

Benefit Cost Analysis

GDOT Benefit-Cost Calculator

enter information in green cells

Project Information

ID	0001420
Description	Leesburg North Bypass; From SR3/US 19 to SR 195

Cost Estimate

Date of estimate	June 2010
PE cost	\$ 1,403,389
ROW cost	\$ 1,302,000
CST cost	\$5,356,583
Total	\$ 8,061,972

Traffic in 2032

Source of traffic data	Reliable traffic counts, October 2007
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Without project (nobuild)	
Annual VMT	6,203,859
Annual VHT	132,494
Average speed (mph)	47

With project (build)	
Annual VMT	4,180,909
Annual VHT	89,591
Average speed (mph)	47

Parameters	Default	Override	Used
Analysis year	2035	2032	2032
Discount rate	7.0%		7.0%
Design life (years)	25	25	25
Fuel price (\$/gallon)	3.22	2.93	2.93
Fuel economy (mpg)	18.03		18.03
Value of auto travel (\$/hr)	13.75		13.75
Value of truck travel (\$/hr)	72.65		72.65
Percent trucks	12%	17%	17%
Include GSP benefits	No	No	No

Costs

Total cost	\$	8,061,972
Annualized cost	\$	691,802

Auto Delay Costs

Nobuild	\$	1,512,088
Build	\$	1,022,457
Auto delay savings	\$	489,630

Truck Delay Costs

Nobuild	\$	1,636,367
Build	\$	1,106,494
Truck delay savings	\$	529,874

Fuel Costs

Nobuild	\$	1,008,170
Build	\$	679,427
Fuel cost savings	\$	328,743

Change in GSP

Auto delay cost adjustment	NA
Truck delay cost adjustment	NA
Fuel cost adjustment	NA
Total benefit adjustment	NA

Benefits in 2032

	\$	1,348,247
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Benefit-Cost Ratio

	1.95
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Notes

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PROJECT CONCEPT REPORT

Project Number: STP00-0001-00(420)

County: Lee County

P. I. Number: 0001420

Attachment #10

Scoring Sheet

SCORING SHEET

Project Number: STP00-0001-00(420)		County: Lee		PI No.: 0001420	
Report Date: 12/24/2009		Concept By: DOT Office: Office of Program Delivery and Consultant Design			
<input checked="" type="checkbox"/> CONCEPT		Consultant: Street Smarts			
Project Type: Choose One From Each Column		<input checked="" type="checkbox"/> Major <input type="checkbox"/> Minor	<input type="checkbox"/> Urban <input checked="" type="checkbox"/> Rural	<input type="checkbox"/> ATMS <input type="checkbox"/> Bridge <input type="checkbox"/> Building <input type="checkbox"/> Interchange <input type="checkbox"/> Intersection <input type="checkbox"/> Interstate <input checked="" type="checkbox"/> New Location <input type="checkbox"/> Widening & Reconstruction <input type="checkbox"/> Miscellaneous	
FOCUS AREAS	SCORE	RESULTS			
Presentation					
Judgment					
Environmental					
Right of Way					
Utility					
Constructability					



June 16, 2010

Mr. Douglas Fadool, AVS
Project Manager
Georgia Department of Transportation
One Georgia Center
600 West Peachtree Street, NW
25th Floor
Atlanta, Georgia 30308

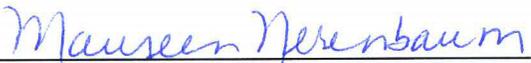
**RE: Project No. STP00-0001-00(420), Lee County, P.I. No. 0001420, Leesburg North Bypass
– SR Relocation from SR 3/US 19 East to SR 195**

Dear Mr. Fadool:

Street Smarts, Inc certifies, in our professional opinion, that the Concept Report for the above referenced project has been prepared in general accordance with current Georgia Department of Transportation standards and that the presentation and information being submitted is accurate based on our internal Quality Control and Quality Assurance policies, procedures and practices. Such certification is not intended as a guarantee or warranty of quality, and is subject only to the standard of care as outlined in our Professional Service Agreement.

The following personnel performed the review:

Concept Report
Project No. STP00-0001-00(420)


Maureen Nerenbaum, P.E.

If you have any questions or comments about this report, please do not hesitate to call.

Sincerely,

STREET SMARTS, INC.


Steven S. Bitney, P.E.
Vice President

cc: File 155-510