

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

Project Type: <u>Widening</u>	P.I. Number: <u>0004455</u>
GDOT District: <u>3</u>	County: <u>Bibb</u>
Federal Route Number: <u>US 41</u>	State Route Number: <u>SR 11/SR 49</u>
Project Number: <u>STP00-0004-00(455)</u>	

The proposed project is to retain the existing typical section of US 41/SR 11/SR 49/Industrial Highway.

Submitted for approval:

<u>C. Andy Curry</u> State Roadway Design Engineer, GDOT Roadway Design	<u>1/21/14</u> DATE
<u>[Signature]</u> State Program Delivery Engineer	<u>1/24/14</u> DATE
<u>[Signature]</u> GDOT Project Manager	<u>1/22/14</u> DATE

Recommendation for approval:

<u>Glenn Bowman</u> State Environmental Administrator	<u>1/30/2014</u> DATE
<u>Kathy Zahul</u> State Traffic Engineer	<u>2/6/2014</u> DATE

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

<u>Cynthia Van Dyke</u> State Transportation Planning Administrator	<u>2/10/2014</u> DATE
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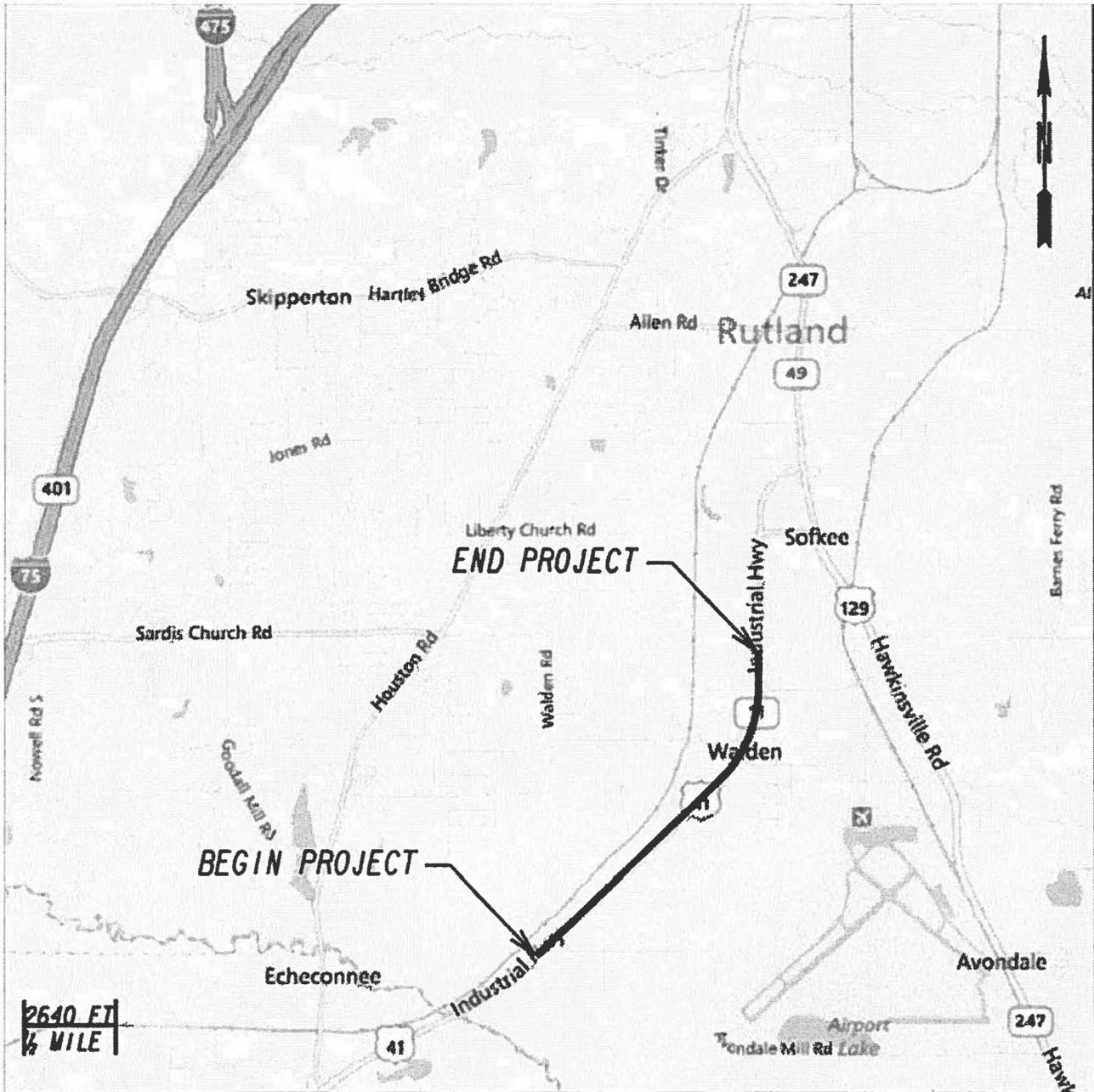
Approval:

Concur: <u>[Signature]</u> GDOT Director of Engineering	<u>2/19/14</u> DATE
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Approve: <u>[Signature]</u> GDOT Chief Engineer	<u>2/20/14</u> DATE
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County: Bibb

PROJECT LOCATION



County: Bibb

PLANNING & BACKGROUND DATA

Project Justification Statement: The following project justification statement was prepared by the Office of the State Transportation Planning Administrator.

State Route 11/State Route 49/US 41/Industrial Highway is currently a two-lane undivided facility, located just south of the City of Macon in Bibb County. This roadway is functionally classified as an urban principal arterial, and is listed as a designated bicycle route. This project was originally added to the Department's Construction Work Program in 2002. This project has also been identified in Macon-Bibb County's 2035 Long Range Transportation Plan.

Based upon existing traffic information obtained from the GDOT STARS database, the 2010 existing Average Annual Daily Traffic (AADT) on SR 11 between Avondale Mill Road and Walden Road is approximately 5,300 vehicles, of which, 15% represents truck traffic. With these current volumes, this route operates at a level of service (LOS) "C," which is considered acceptable based on LOS performance measures set in accordance with the 2035 Statewide Transportation Plan. According to volume projections based upon the last 15 years of historical data, the 2035 traffic volumes on this route are projected to increase to approximately 5,800 AADT, causing the level of service to remain operating at a LOS of "C." The truck percentage is expected to remain a significant proportion of traffic into the future.

The predominant land use along this route within the area of this project is heavy commercial/industrial, as reflected through the relatively high percentage of truck volumes. The presence of trucks, large turning movement volumes into these local industrial facilities, and lack of existing passing opportunities are expected to cause the roadway to experience operational issues in the future.

Between the years 2008 and 2010, the crash rate for this section of roadway was below the statewide average. However, in that same year range (2008 – 2010), "rear end" crashes were the second highest type of crash that occurred. This is indicative of potential operational problems such as lack of sight distance, lack of turn lanes, and high numbers of access points within a short distance. By providing operational improvements on this corridor, traffic operations should improve.

Based on this information, the proposed limits of Avondale Mill Road and Walden Road accommodate the primary purpose of this project, which is to improve future year operational deficiencies through this heavily industrialized area. Beyond these limits, the industrial land uses appear to drop off, and the associated operational issues are not as prevalent. In addition, this project will also improve the operational mobility for all travelers of this corridor within these limits.

Existing conditions: The existing typical section of US 41/SR 11/SR 49/Industrial Highway consists of two 12-foot travel lanes separated by a 12-foot two-way left-turn lane with graded rural shoulders (partially paved, with a width ranging from 5 feet to 10 feet), from the beginning project limits at the first Avondale Mill Road intersection to approximately 1210 feet past the Grace Road intersection (traveling northeast). From this point to the end of the project limits at the second Walden Road intersection, the existing typical section of US 41/SR 11/SR 49/Industrial Highway consists of two 12-foot travel lanes (both concrete) and graded rural shoulders (partially paved, with a width ranging from 5 feet to 10 feet).

Other projects in the area:

- 1) CR 717/Sardis Church Road Extension from east of Skipper Road to SR 247, P.I. Number 0000566, Project Number PESTP-0000-00(566): This project begins approximately 1100 feet east of Skipper Road, where it ties into the I-75/Sardis Church Road Interchange Project, Project Number NH-75-1(246). The project will

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construct a four-lane, divided east-west connector between Skipper Road and SR 247/US 129 (20-foot raised, concrete median, 4-foot bike lanes, curb and gutter, and 5-foot sidewalks on both sides of the roadway). The project widens existing Sardis Church Road from 1100 feet east of Skipper Road towards the east approximately 0.85 miles, turns south on a new location for 3.8 miles, and connects to existing Avondale Mill Road at the southwest corner of the airport. Avondale Mill Road will be widened to match the typical section referenced above for the remaining 1.7 miles of the project. A trumpet interchange will be constructed at the existing intersection of Avondale Mill Road with SR 247/US 129 in order to accommodate the projected heavy northbound afternoon traffic from SR 247/US 129 to westbound Avondale Mill Road. The total length of the project is 6.3 miles.

- 2) The Traffic Operations project, SR 11/US 41 from south of SR 49 to north of CR 535/Houston Lake Road, P.I. Number 0007125 (under construction as of 10/11/2013), proposes to improve the existing “Y” intersection of S.R. 49 with S.R. 11/U.S. 41 by realigning S.R. 11 to create a 90-degree “T” intersection with S.R. 49. The existing intersection of S.R. 11/S.R. 49/U.S. 41 with Houston Lake Road and Houston Road will be reconstructed into two “T” intersections at 90-degree angles. The Houston Road intersection will be relocated 900 feet north of the existing intersection, and the Houston Lake Road intersection will be relocated 1100 feet south of the existing intersection. S.R. 11, Houston Lake Road, and Houston Road would be two-lane roadways with turn lanes at S.R. 49. State Route 49’s proposed typical section consists of four 12-foot travel lanes and a 44-foot depressed median. Left- and right-turn lanes will be provided at the intersections with S.R. 11, Houston Lake Road, and Houston Road.

Description of the proposed project: The preferred alternative for this project is the “No-Build” alternative.

MPO: Macon - Bibb MPO

MPO Project ID: BIBB31

Regional Commission: Middle Georgia RC

RC Project ID: RC06-000019

Congressional District(s): 2

Federal Oversight: Exempt State Funded Other

Projected Traffic: ADT

Current Year (2012): 5900 Open Year (2018): 6450 Design Year (2038): 7900

Traffic Projections Performed by: Office of Planning

Functional Classification (Mainline): Urban Principal Arterial

Complete Streets - Bicycle, Pedestrian, and/or Transit Warrants:

Warrants met: None Bicycle Pedestrian Transit

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DESIGN AND STRUCTURAL

Description of Proposed Project: The "No Build" alternative was selected.

Mainline Design Features: US 41/SR 11/SR 49 (all design features to remain unchanged)

Major Interchanges/Intersections: N/A

Lighting required: No Yes

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

Will Context Sensitive Solutions procedures be utilized? No Yes

Design Exceptions to FHWA/AASHTO controlling criteria anticipated: None anticipated

Design Variances to GDOT Standard Criteria anticipated: None anticipated

UTILITY AND PROPERTY

Temporary State Route Needed: No Yes Undetermined

Railroad Involvement: N/A

Utility Involvements: N/A

SUE Required: No Yes

Public Interest Determination Policy and Procedure recommended (Utilities)? No Yes

Right-of-Way: Existing width: 200 ft Proposed width: N/A
Required Right-of-Way anticipated: No Yes Undetermined
Easements anticipated: None Temporary Permanent Utility Other

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

ENVIRONMENTAL AND PERMITS

Anticipated Environmental Document: N/A – The "No Build" alternative was selected.

GEPA: NEPA: CE PCE

MS4 Compliance – Is the project located in an MS4 area? No Yes

Environmental Permits, Variances, Commitments, and Coordination anticipated: N/A – The "No Build" alternative was selected.

County: Bibb

Air Quality:

- Is the project located in a PM 2.5 Non-attainment area? No Yes
- Is the project located in an Ozone Non-attainment area? No Yes
- Is a Carbon Monoxide hotspot analysis required? No Yes

NEPA/GEPA Comments & Information: N/A – The “No Build” alternative was selected.

COORDINATION, ACTIVITIES, RESPONSIBILITIES, AND COSTS

Project Meetings: Concept Team Meeting held on October 9, 2013. Minutes of the CTM are attached.
Comments: During the Concept Team Meeting, it was noted that trucks are stacking in the roadway while waiting for access to commercial properties. It was noted that these were operational issues with the commercial facilities and not the roadway. The District Traffic Operations office will work with business owners to see what improvements can be made to allow possible storage lanes for the trucks.

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

Other coordination to date: N/A

Project Cost Estimate and Funding Responsibilities:

	Breakdown of PE	ROW	Reimbursable Utility	CST*	Environmental Mitigation	Total Cost
Funded By	GDOT			GDOT		
\$ Amount	\$414,540	None	None	\$0.00	None	\$0.00
Date of Estimate						

*CST Cost includes: Construction, Engineering and Inspection, and Liquid AC Cost Adjustment.

County: Bibb

ALTERNATIVES DISCUSSION

No-Build Alternative (Preferred): Retain the existing typical section of US 41/Industrial Highway, which consists of two 12-foot travel lanes and graded rural shoulders partially paved, ranging in width from 5 feet to 10 feet. A 12-foot two-way left-turn lane has been added from the beginning of the project at the first Avondale Mill Road intersection to approximately 1210 feet past Grace Road (traveling northeast).			
Estimated Property Impacts:	\$0.00	Estimated Total Cost:	\$0.00
Estimated ROW Cost:	\$0.00	Estimated CST Time:	0 months
Rationale: Based on design traffic volumes for 2038, this route is expected to operate at a level of service “C,” which is considered an acceptable level of service for Urban Principal Arterials (see GDOT Design Policy Manual Table 6.6). Although truck traffic is fairly high along this corridor, and there are several commercial and industrial businesses located along this route, these factors have been applied in the capacity analysis. Since an acceptable level of service is maintained in the design year, no capacity improvements are warranted at this time. Comparison of the crash data from years 2010-2012 with statewide averages reveals that this corridor is below statewide averages.			

Alternative 2 - Continuous Three Lanes: The typical section for the three-lane alternative would consist of two 12-foot travel lanes separated by a 12-foot two-way left-turn lane and 10-foot rural shoulders for the entire project length.			
Estimated Property Impacts:	20 parcels	Estimated Total Cost:	\$5,550,000.00
Estimated ROW Cost:	\$800,000.00	Estimated CST Time:	TBD
Rationale: Adding a two-way left-turn lane to the existing two-lane configuration for the length of the project yields a level of service “C,” which is the same level of service attained for the No-Build alternative. This alternative is not recommended because there would be no measurable improvement achieved with the extension of the two-way left-turn lane along the length of the project. See Attachment #6, the Highway Safety Manual (HSM) Statement, for a discussion on safety predictions of adding a two-way left-turn lane.			

Alternative 3 – Right Turn Lanes on Avondale Mill Road and NW Industrial Blvd: The typical section would remain the same, except for a minimum-length right turn lane.			
Estimated Property Impacts:	0 parcels	Estimated Total Cost:	\$100,000.00
Estimated ROW Cost:	\$0.00	Estimated CST Time:	TBD
Rationale: Adding right turn lanes at the intersections of US 41/SR 11 with Avondale Mill Road and NW Industrial Blvd is justified based on the turning volumes at these two intersections. This alternative is not recommended because there would be no measurable improvement achieved with the addition of right turn lanes at these two locations.			

Comments/Additional Information: N/A

LIST OF ATTACHMENTS/SUPPORTING DATA

1. Crash summary
2. Traffic diagrams
3. Capacity analysis summary
4. Minutes of Concept Team Meeting held 10/9/2013
5. Minutes of Project Initiation Meeting held 5/31/2012
6. Highway Safety Manual (HSM) Statement
7. *Existing/No-Build Typical Section*

Bibb County

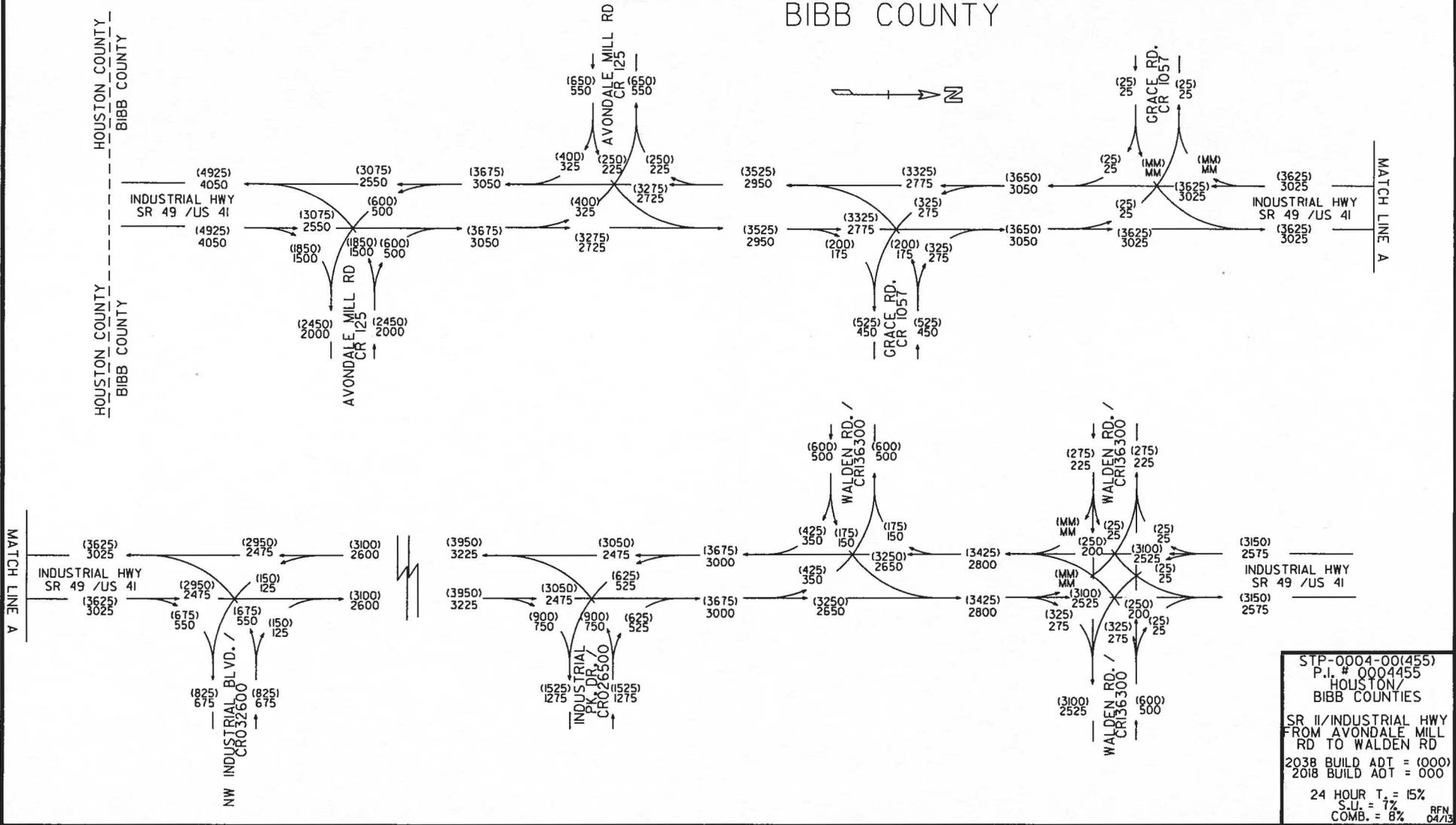
P.I. Number 0004455

Crash Summaries

Crash History:

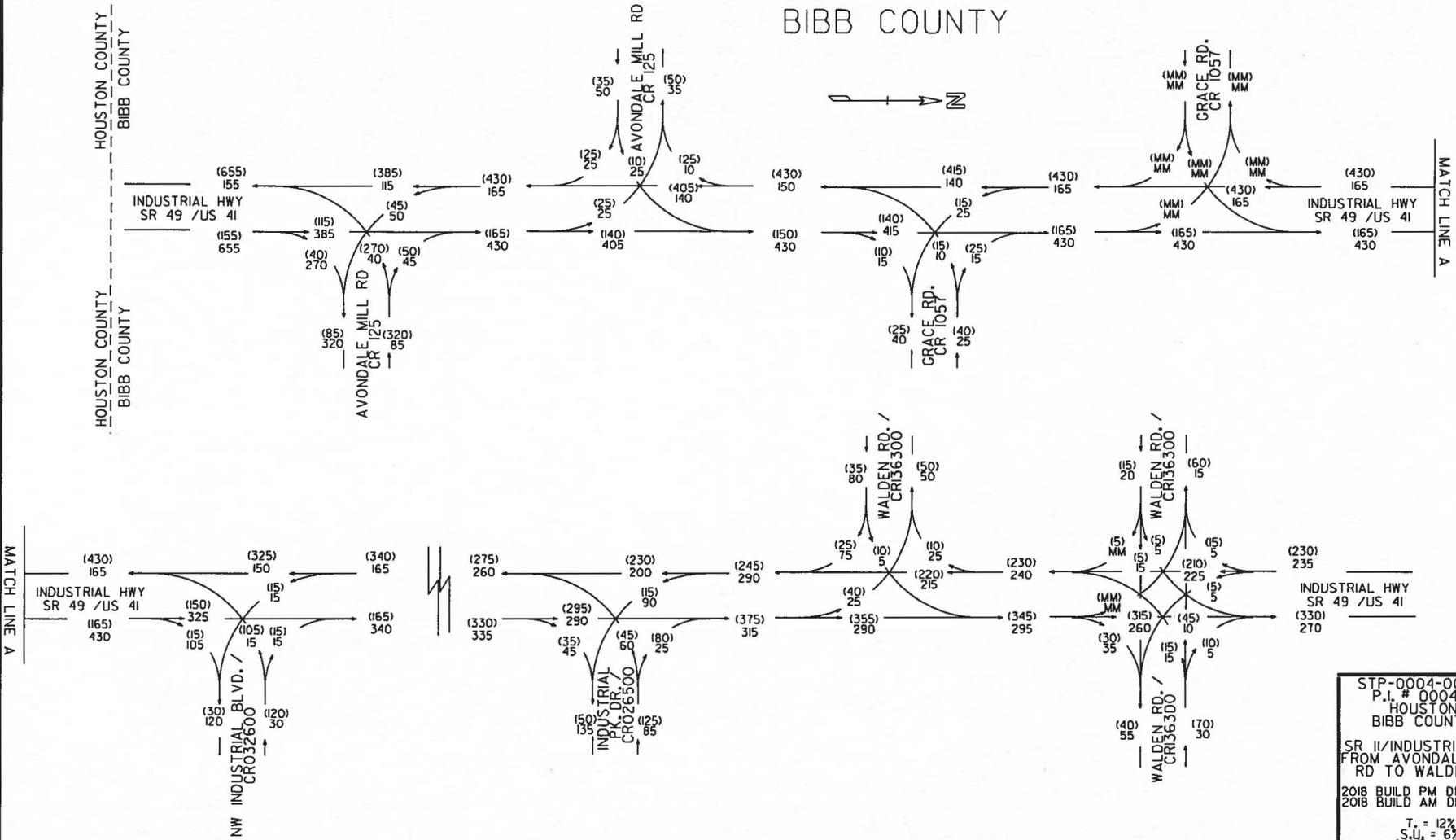
Year	Total Crashes	Crash Types							Severity		
		Angle	Rear End	Head On	Fixed Object	Sideswipe – Same Direction	Sideswipe – Opposite Direction	Other	PDO	Injury	Fatal
2010	1	0	1	0	0	0	0	0	0	3	0
2011	0	0	0	0	0	0	0	0	0	0	0
2012	2	1	0	0	0	0	0	1	0	0	0
Total	3	1	1	0	0	0	0	1	0	3	0

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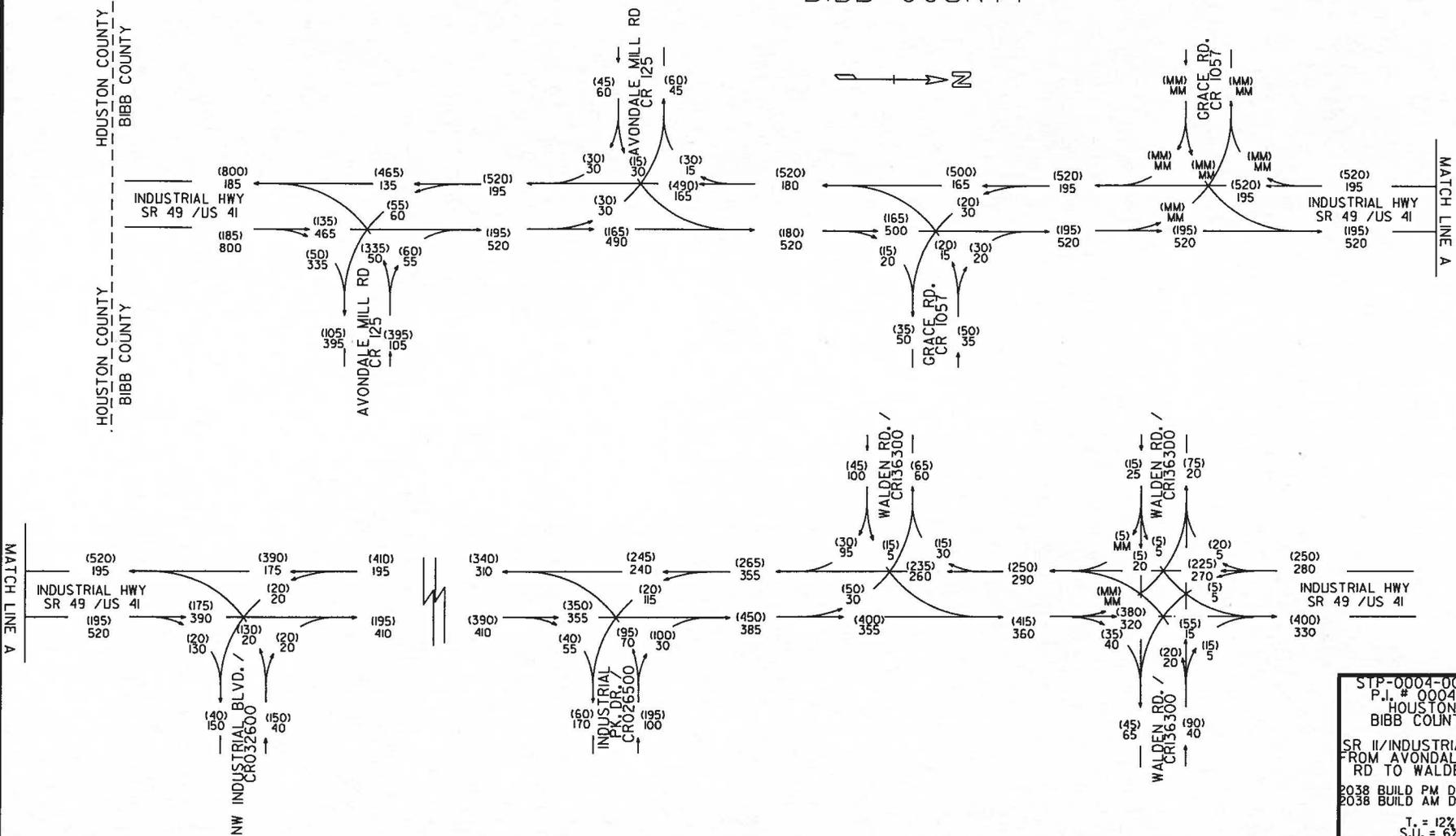
STP-0004-00(455)
P.I. # 0004455
HOUSTON/
BIBB COUNTIES
SR 49/INDUSTRIAL HWY
FROM AVONDALE MILL
RD TO WALDEN RD
2038 BUILD ADT = (000)
2018 BUILD ADT = 000
24 HOUR T₈₅ = 15%
S.U. = 7%
COMB. = 6%
RFN
04/13

BIBB COUNTY



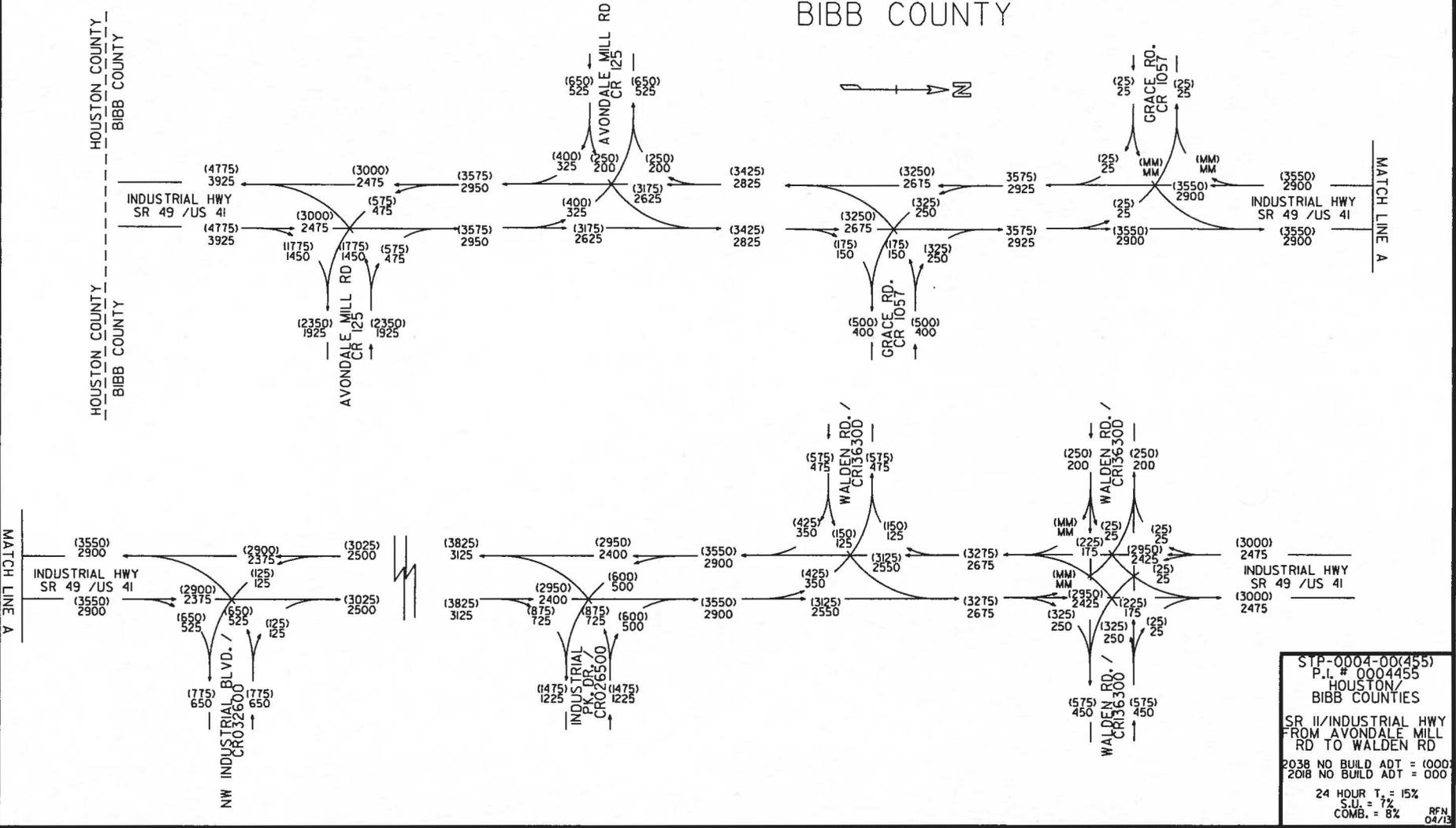
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P.I. # 0004455
HOUSTON/
BIBB COUNTIES
SR 11/INDUSTRIAL HWY
FROM AVONDALE MILL
RD TO WALDEN RD
2018 BUILD PM DHV = 000
2018 BUILD AM DHV = 000
T. = 12%
S.U. = 6%
COMB. = 6%
RFN
04/13

BIBB COUNTY



STP-0004-00(455)
P.I. # 0004455
HOUSTON/
BIBB COUNTIES
SR 11/INDUSTRIAL HWY
FROM AVONDALE MILL
RD TO WALDEN RD
2038 BUILD PM DHV = 1000
2038 BUILD AM DHV = 000
T. = 12%
S.U. = 6%
COMB. = 6%
RFN
04/13

BIBB COUNTY



STP-0004-00(455)
P.L. # 0004455
HOUSTON/
BIBB COUNTIES

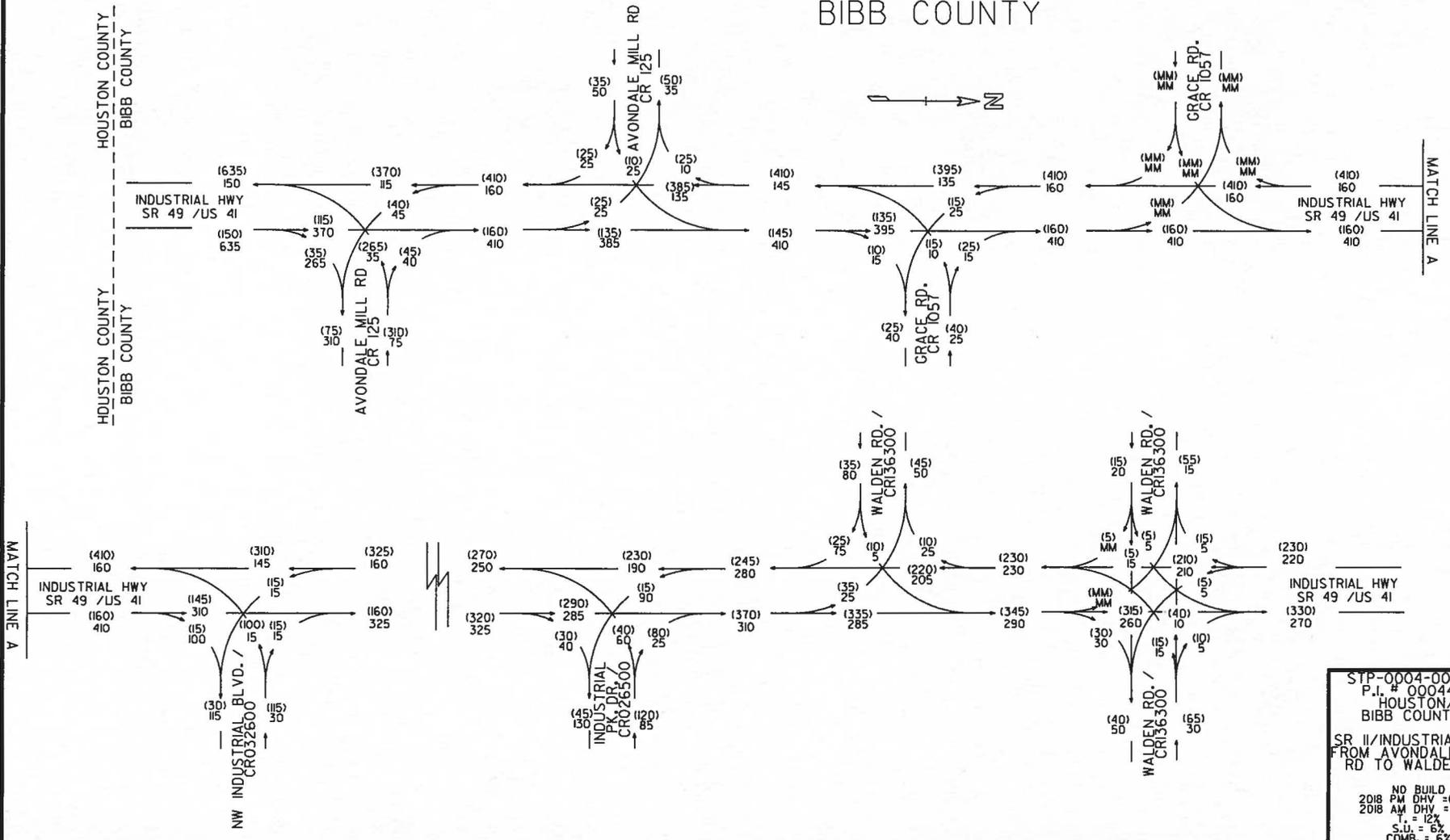
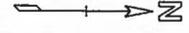
SR 11/INDUSTRIAL HWY
FROM AVONDALE MILL
RD TO WALDEN RD

2038 NO BUILD ADT = 0000
2018 NO BUILD ADT = 000

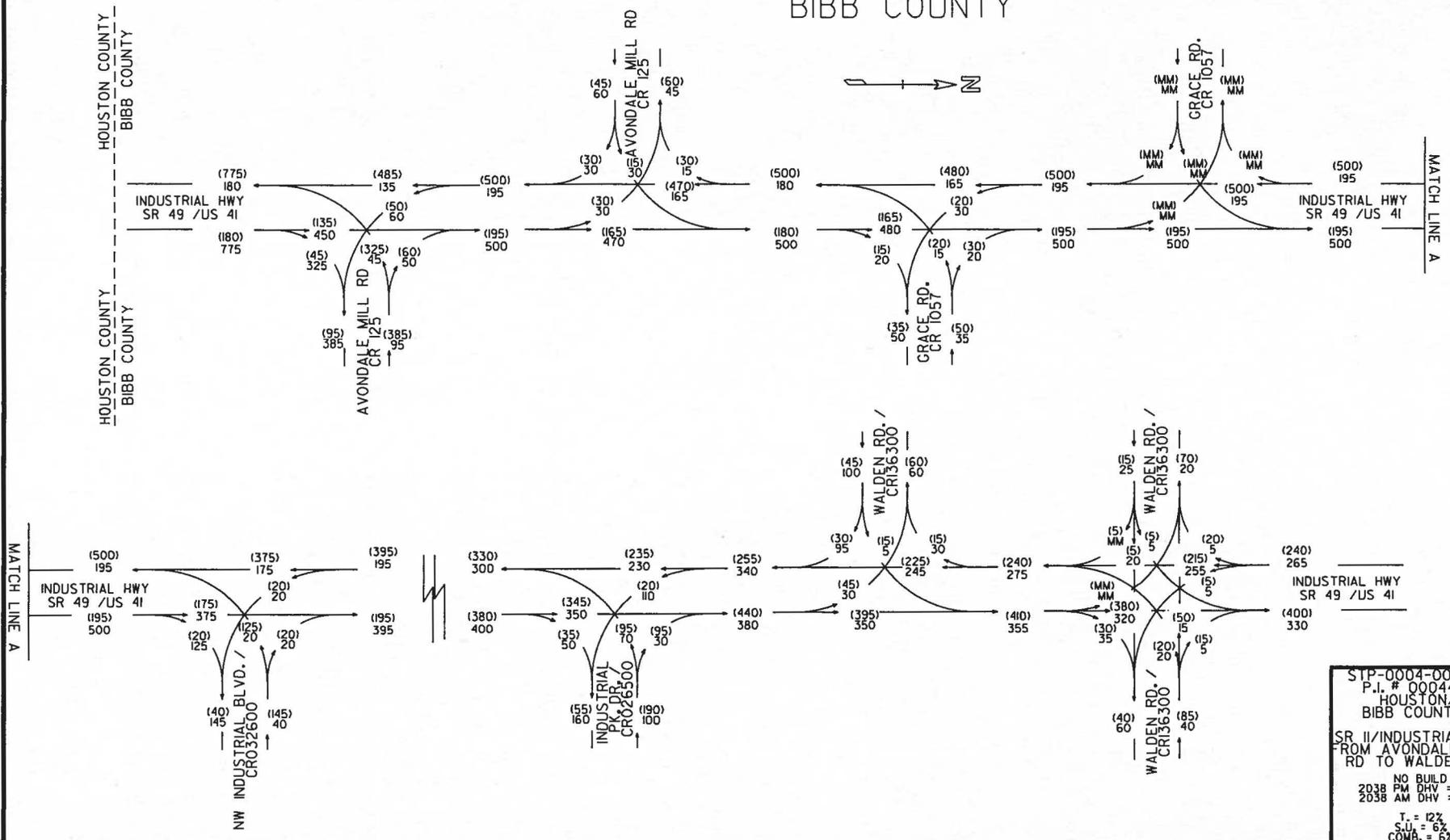
24 HOUR T₄ = 15%
S.U. = 7%
COMB. = 8%

RFN
04/13

BIBB COUNTY

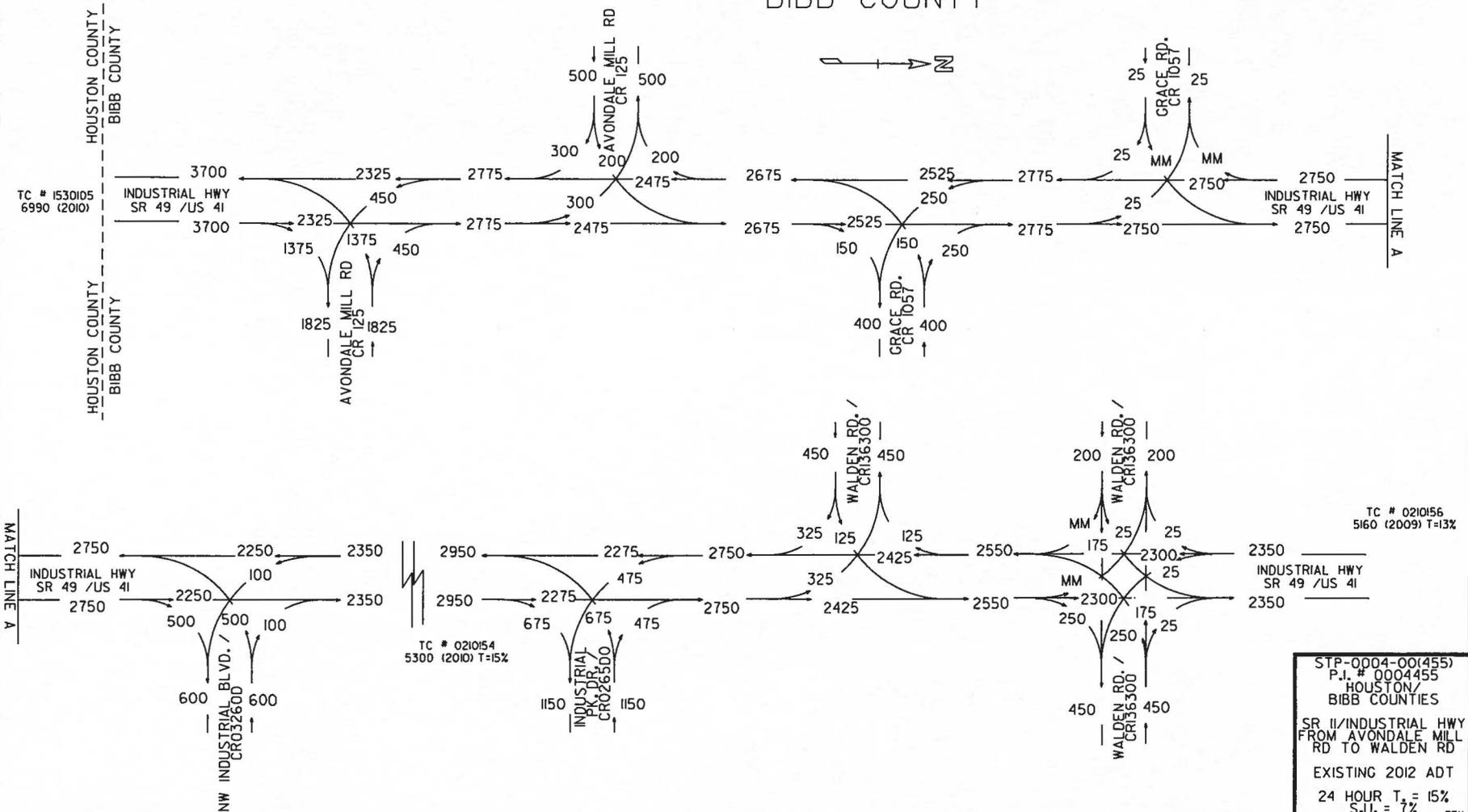
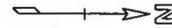


BIBB COUNTY



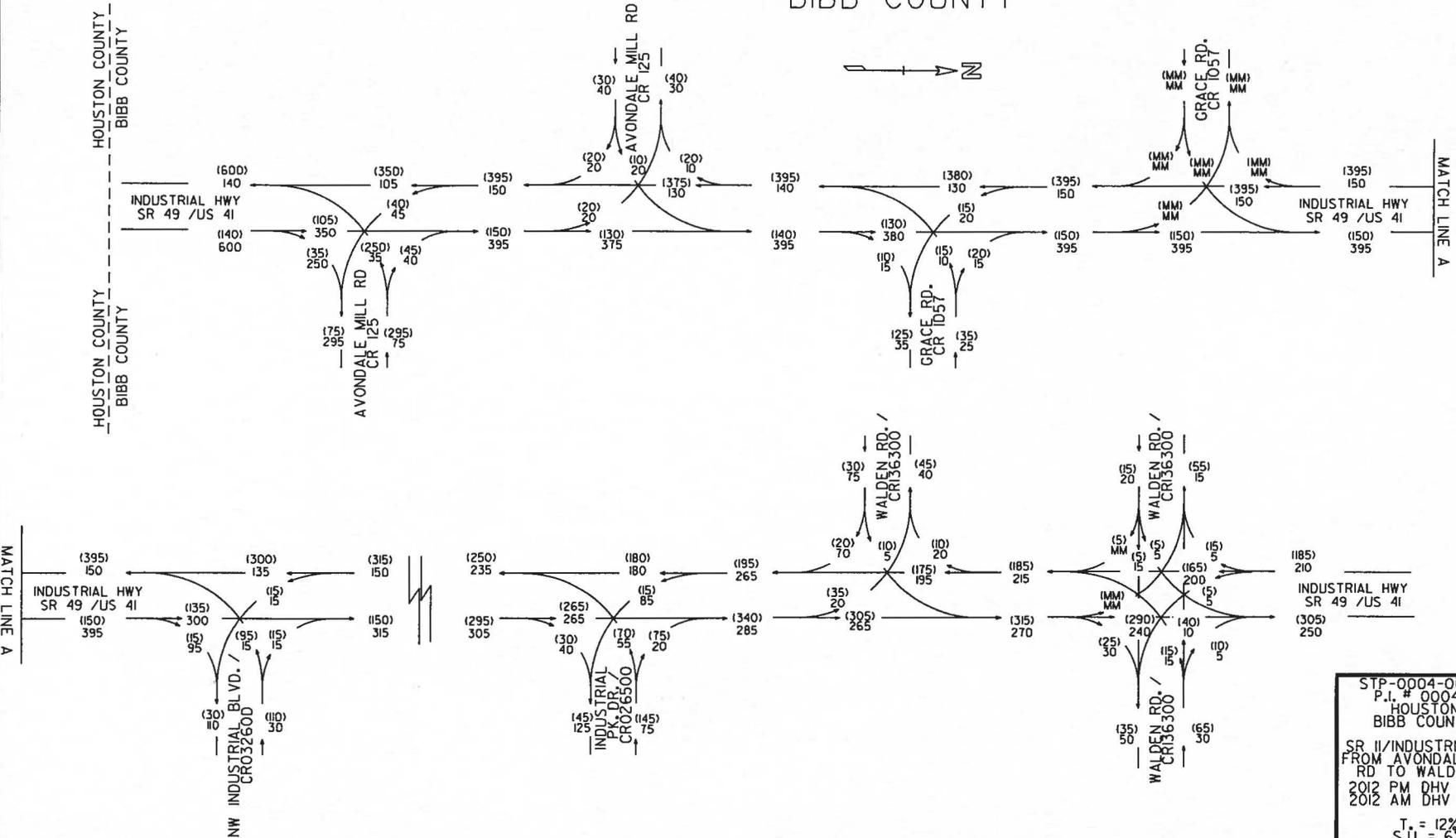
STP-0004-00(455)
P.I. # 0004455
HOUSTON/
BIBB COUNTIES
SR 49 / INDUSTRIAL HWY
FROM AVONDALE MILL
RD TO WALDEN RD
NO BUILD
2038 PM DHV = (000)
2038 AM DHV = 000
T. = 12%
S.U. = 6%
COMB. = 6%
RPN
04/13

BIBB COUNTY



STP-0004-00(455)
P.I. # 0004455
HOUSTON/
BIBB COUNTIES
SR 49 INDUSTRIAL HWY
FROM AVONDALE MILL
RD TO WALDEN RD
EXISTING 2012 ADT
24 HOUR T_{15} = 15%
S.U. = 7%
COMB. = 8%
RFN 05/12

BIBB COUNTY



STP-0004-00(455)
P.I. # 0004455
HOUSTON/
BIBB COUNTIES
SR 11/INDUSTRIAL HWY
FROM AVONDALE MILL
RD TO WALDEN RD
2012 PM DHV = 1000
2012 AM DHV = 000
T. = 12%
S.U. = 6%
C.D.M.B. = 6% R.F.N. 05/12

DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	Chris Rudd	Highway / Direction of Travel	US 41/SR 11/Industrial Hwy
Agency or Company	GDOT	From/To	Avondale Mill Rd to Walden Rd
Date Performed	5/16/2013	Jurisdiction	Bibb County
Analysis Time Period	AM	Analysis Year	2038
Project Description: 0004455 - BUILD YEAR - NO BUILD			
Input Data			
		<input type="checkbox"/> Class I highway <input type="checkbox"/> Class II highway <input checked="" type="checkbox"/> Class III highway Terrain <input type="checkbox"/> Level <input checked="" type="checkbox"/> Rolling Grade Length mi Up/down Peak-hour factor, PHF 0.88 No-passing zone 40% % Trucks and Buses, P _T 12 % % Recreational vehicles, P _R 0% Access points mi 15/mi	
Analysis direction vol., V _d	500veh/h	 Show North Arrow	
Opposing direction vol., V _o	195veh/h		
Shoulder width ft	10.0		
Lane Width ft	12.0		
Segment Length mi	2.3		
Average Travel Speed			
	Analysis Direction (d)	Opposing Direction (o)	
Passenger-car equivalents for trucks, E _T (Exhibit 15-11 or 15-12)	2.0	2.5	
Passenger-car equivalents for RVs, E _R (Exhibit 15-11 or 15-13)	1.1	1.1	
Heavy-vehicle adjustment factor, f _{HV,ATS} = 1 / (1 + P _T (E _T -1) + P _R (E _R -1))	0.893	0.847	
Grade adjustment factor ¹ , f _{g,ATS} (Exhibit 15-9)	0.96	0.77	
Demand flow rate ² , v _i (pc/h) v _i = V _i / (PHF * f _{g,ATS} * f _{HV,ATS})	663	340	
Free-Flow Speed from Field Measurement	Estimated Free-Flow Speed		
Mean speed of sample ³ , S _{FM}	Base free-flow speed ⁴ , BFFS 55.0 mi/h		
Total demand flow rate, both directions, v	Adj. for lane and shoulder width ⁴ , f _{LS} (Exhibit 15-7) 0.0 mi/h		
Free-flow speed, FFS = S _{FM} + 0.00776(v / f _{HV,ATS})	Adj. for access points ⁴ , f _A (Exhibit 15-8) 3.8 mi/h		
Adj. for no-passing zones, f _{np,ATS} (Exhibit 15-15) 2.0 mi/h	Free-flow speed, FFS (FFS = BFFS * f _{LS} * f _A) 51.3 mi/h		
	Average travel speed, ATS _d = FFS * 0.00776(v _{d,ATS} + V _{o,ATS}) - f _{np,ATS} 41.5 mi/h		
	Percent free flow speed, PFFS 80.9 %		
Percent Time-Spent-Following			
	Analysis Direction (d)	Opposing Direction (o)	
Passenger-car equivalents for trucks, E _T (Exhibit 15-18 or 15-19)	1.2	1.7	
Passenger-car equivalents for RVs, E _R (Exhibit 15-18 or 15-19)	1.0	1.0	
Heavy-vehicle adjustment factor, f _{HV} = 1 / (1 + P _T (E _T -1) + P _R (E _R -1))	0.977	0.923	
Grade adjustment factor ¹ , f _{g,PTSF} (Exhibit 15-16 or Ex 15-17)	0.97	0.81	
Directional flow rate ² , v _i (pc/h) v _i = V _i / (PHF * f _{HV,PTSF} * f _{g,PTSF})	600	297	
Base percent time-spent-following ⁴ , BPTSF _d (%) = 100(1 - e ^{-av_d})	54.1		
Adj. for no-passing zone, f _{np,PTSF} (Exhibit 15-21)	25.7		
Percent time-spent-following, PTSF _d (%) = BPTSF _d + f _{np,PTSF} * (v _{d,PTSF} / v _{d,PTSF} + V _{o,PTSF})	71.3		
Level of Service and Other Performance Measures			
Level of service, LOS (Exhibit 15-3)	C		
Volume to capacity ratio, v/c	0.53		

Capacity, $C_{d,ATS}$ (Equation 15-12) pc/h	1246
Capacity, $C_{d,PTSF}$ (Equation 15-13) pc/h	1333
Percent Free-Flow Speed $PFFS_d$ (Equation 15-11 - Class III only)	80.9
Bicycle Level of Service	
Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	568.2
Effective width, W_v (Eq. 15-29) ft	32.00
Effective speed factor, S_f (Eq. 15-30)	4.79
Bicycle level of service score, BLOS (Eq. 15-31)	3.77
Bicycle level of service (Exhibit 15-4)	D
Notes	
<p>1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.</p> <p>2. If v_d (or v_o) $\geq 1,700$ pc/h, terminate analysis—the LOS is F.</p> <p>3. For the analysis direction only and for $v > 200$ veh/h.</p> <p>4. For the analysis direction only</p> <p>5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.</p> <p>6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.</p>	

PI 0004455 Bibb County

SR 11 from Avondale Mill Rd. to Walden Rd.

10/09/13

Concept Team Meeting Minutes

Attendees:

Clinton Ford, Program Delivery /GDOT

Theresa Holder, Road Design /GDOT

Andrea Stramiello, Road Design / GDOT

Jill Franks, Utility Railroad /GDOT

Marcela Coll, Utility / GDOT

Andy Lindsey, Construction /GDOT

Michael Nash, Utility / GDOT

Harland Smith, Utility / GDOT

Dan Woods, District Traffic Operation /GDOT

Jeff Franklin, District Design /GDOT

Keenan Ford, Area Construction /GDOT

Ken Robinson, District Construction /GDOT

Harriet Oxford, Engineering Services / GDOT

Bubber Epps, State Representative

David Fortson, Bibb County Engineer

Don Tussing, Macon MPO

Bob Rychel, Middle GA. Regional Commission

Steve Layson, Bibb County BOC

The meeting was opened by Clinton Ford with introductions by all in attendance. The meeting followed the attached agenda.

Comments received are as follows:

Andrea Stramiello advised all that the preferred alternative was a "no build."

Don Tussing inquired if the Industrial Authority donated all the needed ROW for the project would this help with the advancing of the project. Clinton Ford advised that this would not impact the preferred "no build" alternative. Don Tussing advised that there was a challenge with trucks stacking on the mainline while waiting to enter some of the businesses for loading/ unloading. Ken Robinson advised that the district traffic operation office could investigate this concern if the particular locations are provided. Mr. Tussing advised he would send this information to Clinton.

This concluded all comments received. The meeting was then adjourned.

Action Items:

Don Tussing of Macon MPO is to forward Clinton information on areas in the corridor where truck traffic has queuing challenges.

Clinton will forward this information to the district traffic operation office.

PROJECT TEAM INITIATION MEETING MINUTES

STP00-0004-00(455), Bibb County

P.I. 0004455

SR 11/US 41 from Avondale Mill Road to Walden Road – widening

May 31, 2012 – 10:00 AM

Attendees:

Tyler Peek (PM), Program Delivery	706-741-5309, tpeek@dot.ga.gov
Jonathan Cox, Environmental Services	404-631-1197, jocox@dot.ga.gov
Theresa Holder, Roadway Design	404-631-1604, tholder@dot.ga.gov
Jeff Fletcher, Statewide Location Bureau	404-688-4442, jfletcher@dot.ga.gov
Ben Rabun, Bridge Design	404-631-1008, brabun@dot.ga.gov
Andy Casey, Roadway Design	404-631-1700, acasey@dot.ga.gov

Minutes:

- Tyler began the meeting at approximately 10:00 AM with introductions and began to work through the Agenda (see page 3). Information packets were provided to attendees for their use and reference.
- Discussions followed concerning the proposed typical section. Due to the current traffic data, the group agreed that a two-lane facility with a center turn lane would be the best option – including right turn lanes at intersections. Alternatives that involve a four-lane facility were determined to be unnecessary based on traffic.
- Tyler indicated that railroad coordination would be necessary. He will work with Richard Crowley as soon as possible to get guidance on this coordination.
- Jeff mentioned that mapping had been provided in 2003, but that survey would be required.
- Concerning the design of the project, Andy indicated that he would recommend in-house design. Due to District Three's workload, he indicated that Roadway Design would likely be the in-house designer.
- Jonathan mentioned that they would likely use a Task Order for all or part of the environmental services. The necessity of a PIOH was discussed. Jonathan indicated that a PIOH would probably only be needed if there were displacements. However, he advised to coordinate with David Millen (D3 District Engineer) concerning the need for a PIOH given potential for negative feedback on the part of activist groups such as Caution Macon. Jonathan also indicated that he would need approximately 100K in PE for environmental services.
- The project's logical termini were discussed as were tie-in points to the proposed Sardis Church Road Extension (PI 0000566). Sardis Church Road Extension will bridge-over SR 11 south of the project limits of PI 0004455, with an access road/ramp that will tie-in to SR 11 just north of the overpass. Tyler agreed to verify the proposed typical section of SR 11 under the bridge and at

the intersection of the access road (based on PI 0000566). It was recommended that this project (0004455) be designed to tie-in to the northern limits of SR 11 improvements being proposed as part of PI 0000566. Further discussion was made concerning a left turn lane on SR 11 for southbound traffic to access the Sardis Church Road Extension via the access road.

- Ben indicated that, since we do not propose work under or around the proposed Sardis Church Road Extension overpass, man-hours would not be needed from his office for design or review.
- Andy asked if the preliminary parcel count was correct. Tyler indicated that he felt it was, but would confirm and get an updated count if needed.
- Proposed right of way was discussed and it was mentioned that only a limited amount would likely be needed along SR 11 given the scope of work and the assumption of large existing right of way limits. Realignment/improvements to Walden Road and Avondale Mill Road were discussed and it was determined that there may be a greater need for additional right of way at these locations depending on the level of realignment and improvements required.
- The project schedule was discussed and everyone agreed that they would be better able to determine the feasibility of the schedule once they determine man-hours required by their respective offices.
- The need for an updated cost estimate was discussed as the current construction cost estimate is not sufficient or indicative of this type of project. Tyler indicated that he would follow-up on getting this updated.
- Tyler indicated that he would send out a project-specific MHE worksheet by the end of the week for the respective offices to put in their hours.
- The meeting adjourned at approximately 10:40 AM.

PTIP Meeting Minutes
May 31, 2012
P.I. 0004455

Project Team Initiation Meeting (PI 0004455)

Agenda

May 31, 2012

STP00-0004-00(455)

P.I. 0004455 – Bibb County

State Route 11/US 41 from Avondale Mill Road to Walden Road – widening

- PM begin meeting and start with introductions
- Introduce project
 - Located in Bibb County – concurrent with US 41 and SR 49 for entire project length.
 - SR 11 is an industrial corridor, with several industrial facilities within the proposed project limits. SR 11 is classified as an urban principal arterial.
 - Project is on the TIA list for Bibb County, Middle Georgia RDC
 - Geometry:
 - Alignment would follow existing SR 11. Side roads would be realigned as needed to improve safety at intersections. Specifically, Walden Road and Avondale Mill Road will likely be realigned to improve the intersection sight distance and turning maneuvers.
 - Typical section:
 - Current typical:
 - Two, 12-foot lanes in each direction with a two-way, center turn lane from approximately 100 feet north of the Bibb County line to Grace Road. The northbound and center turn lane are concrete and the southbound lane is asphalt.
 - Two, 12-foot concrete lanes in each direction from Grace Road to Walden Road.
 - 4-foot paved asphalt shoulders exist along the project length.
 - Proposed typical section alternatives:
 - Widen the state route to two, 12-foot lanes in each direction with a 16-foot, two-way, center turn lane along the length of the project and 4-foot paved shoulders. Additionally, right turn lanes would be added at each intersection.
 - Widen the state route to four, 12-foot lanes in each direction for portions of or the entire length of the project, along with a 16-foot, two-way, center turn lane along the project length and 4-foot paved shoulders. Additionally, right turn lanes would be added at each intersection.
 - Intermodal/Traffic Challenges

- Railroad spur crosses state route at approximately the midpoint of the project length. The same rail spur crosses Avondale Mill Road approximately 1800 feet east of its intersection with SR 11.
- Truck traffic is above average in the area due to the industrial facilities. Per the Office of Planning-Traffic, the 24-hour truck percentage is 9%, with 8% occurring during the peak hour.
- Middle Georgia Regional Airport – a regional airport that serves the Macon area – is located east of SR 11 with the main entrance located on SR 247. While SR 11 does not provide direct access to the airport, several of the side roads along the project length are connecting roads to SR 247, and would serve as access points for industrial facilities to the airport.
- Environmental Concerns
 - Ecology:
 - Several ponds and streams are in the general vicinity of the project. Further study will determine specific impacts.
 - The Echeconnee Creek, which forms the southern border of Bibb County, is to the south of the project limits – however, no impact to the creek is expected.
 - Archaeology:
 - No known archaeological resources are in the vicinity of the project. Further study will confirm this assumption.
 - Air/Noise:
 - This project is located in Bibb County and is in a non-attainment area for Ozone and PM 2.5. Air/Noise studies will be required.
 - History:
 - One eligible resource on Walden Road per 2003 survey. Further study will confirm any additional resources.
 - Environmental Justice:
 - Zip code 31216 – estimated 10% below poverty level
 - NEPA:
 - Proposing that a Categorical Exclusion would be appropriate. This will be further determined by OES/FHWA.
- Other projects:
 - PI 0000566 – Sardis Church Road Extension will cross over SR 11 near the southern end of the project limits. Traffic data has been adjusted to consider the impacts of this project on traffic patterns along SR 11.
 - PI 0007125 (under construction) – Houston County: intersection improvement of SR 49/SR 11 with Houston Lake Road. Widening existing roadway to four-lanes, with rural grass median. Ends approximately 2 miles from begin project of PI 0004455.

- Office needs:
 - Survey data is on file but may need to be updated.
 - Design
 - District Three Design, Office of Roadway Design, or Consultant
 - Andy Casey, Russell McMurry to determine man-hours and available resources. Will concur with Jason Mobley if District Three resources are needed and available.
 - No bridge design is required. However, if project limits extend under proposed Sardis Church Road Extension overpass, Office of Bridge Design may need to approve shoulder widths, widening, etc.
 - Environmental Services
 - OES or consultant services required.
 - PIOH?
 - Traffic Operations
 - Traffic studies may be needed at certain intersections to determine if any signals are recommended or required.
 - No existing traffic signals are within the project limits and there are no existing permit requests.
 - Program Delivery will be responsible for project management.
- Project schedule:
 - Schedule template provided by Program Control, based on October NTP for PE.
 - Key Activities:
 - Survey/Database Preparation – 3 months
 - Preliminary Design (including concept development) – 24 months
 - Environmental Studies/Approval – 12 months
 - Utilities 1st/2nd Submission Request/Receive – 5 months
 - R/W Plan Preparation/Approval – 6 months
 - R/W Authorization (from approval date) – 1 month
 - R/W Acquisition – 23 months
 - Final Design – 13 months
 - Project Milestones:
 - NTP for PE – October 2012
 - Concept Report Approval – July 2013
 - CE Approval – July 2014
 - PFPR – December 2014
 - R/W Approval – May 2015
 - R/W Authorization – June 2015
 - FFPR – March 2016
 - Final Plans Submission – March 2017
 - Letting – May 2017

PTIP Meeting Minutes

May 31, 2012

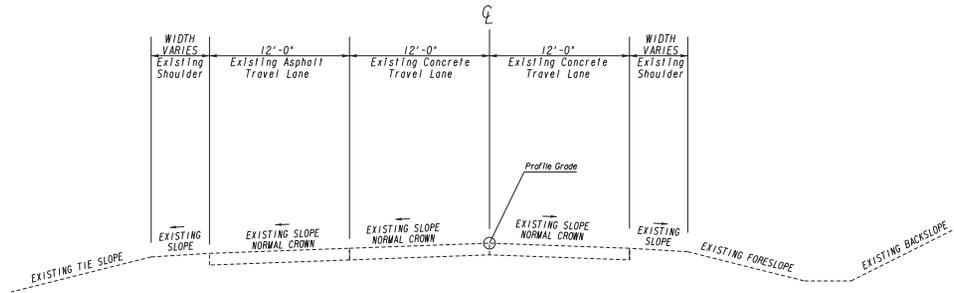
P.I. 0004455

- **Group Discussion**
- **PM will adjourn meeting**

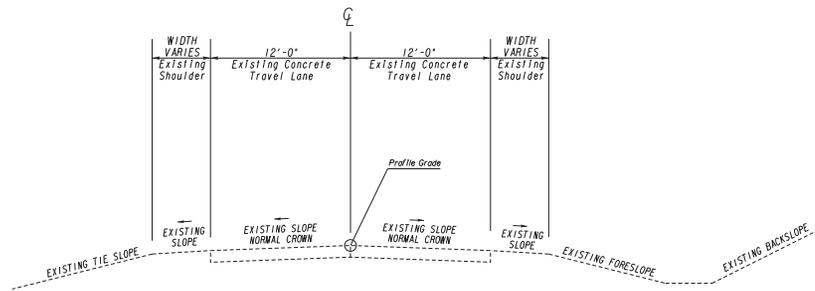
Highway Safety Manual Analysis

The Highway Safety Manual (HSM) has been referenced for the availability of a Predictive Method analysis using a Safety Performance Function (SPF) with associated Crash Modification Factors (CMF) to provide a predicted average crash frequency. The HSM defines the project roadway as an Urban Arterial. Both the existing roadway and proposed roadway include a flush Two-Way-Left-Turn-Lane (TWLTL) median for some portion, if not all, of the project. The HSM does include a Predictive Method for this type of facility, but the CMF to account for the median type and width does not apply to a TWLTL; thus no HSM analysis is included in this Concept Report.

INDUSTRIAL HWY/US 41/SR 11
EXISTING THREE-LANE TANGENT SECTION
FROM AVONDALE MILL ROAD TO GRACE ROAD



INDUSTRIAL HWY/US 41/SR 11
EXISTING TWO-LANE TANGENT SECTION
FROM GRACE ROAD TO WALDEN ROAD



GEORGIA
DEPARTMENT
OF
TRANSPORTATION

NO SCALE

REVISION DATES

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE: ROADWAY DESIGN
TYPICAL SECTIONS

INDUSTRIAL HWY/US 41/SR 11
WIDENING

DRAWING NO.
05-001