

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

**OFFICE OF DESIGN POLICY & SUPPORT
INTERDEPARTMENTAL CORRESPONDENCE**

FILE P.I. # 0005827 **OFFICE** Design Policy & Support
STP00-0005-00(827)
Carroll County
GDOT District 6 - Cartersville **DATE** 6/15/2015
Intersection Improvement: SR 166 @
Hays Mill Road

FROM  for Brent Story, State Design Policy Engineer

TO SEE DISTRIBUTION

SUBJECT APPROVED CONCEPT REPORT

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

Attachment

DISTRIBUTION:

Glenn Bowman, Director of Engineering
Joe Carpenter, Director of P3/Program Delivery
Genetha Rice-Singleton, Assistant Director of P3/Program Delivery
Albert Shelby, State Program Delivery Engineer
Darryl VanMeter, State Innovative Delivery Engineer
Bobby Hilliard, Program Control Administrator
Cindy VanDyke, State Transportation Planning Administrator
Hiral Patel, State Environmental Administrator
Andrew Heath, State Traffic Engineer
Angela Robinson, Financial Management Administrator
Lisa Myers, State Project Review Engineer
Charles "Chuck" Hasty, State Materials Engineer
Lee Upkins, State Utilities Engineer
Richard Cobb, Statewide Location Bureau Chief
Andy Casey, State Roadway Design Engineer
Attn: Mac Cranford, Design Group Manager
DeWayne Comer, District Engineer
David Ray, District Design Engineer
Jennifer Deems, Assistant District Utilities Engineer
Cynthia Burney, Project Manager
BOARD MEMBER - 3rd Congressional District

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
LIMITED SCOPE PROJECT CONCEPT REPORT

Project Type: Intersection Improvement P.I. Number: 0005827
GDOT District: Six County: Carroll
Federal Route Number: n/a State Route Number: 166
Project Number: STP00-0005-00(827)

Construct left- and right-turn lanes on Hays Mill Road and upgrade the existing traffic signal to provide left-turn phasing.

Submitted for approval:

David W. Ryan DL DESIGN
GDOT Concept/Design Phase Office Lead & Office 11/30/14
DATE
Albert V. Shelby III
State Program Delivery Engineer 1/13/15
DATE
Reig
GDOT Project Manager 12/30/14
DATE

Recommendation for approval:

HIRAL PATEL*/EKP
State Environmental Administrator 1/19/2015
DATE
State Traffic Engineer _____
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).

CINDY VAN DYKE*/EKP
State Transportation Planning Administrator 1/20/2015
DATE

Approval:

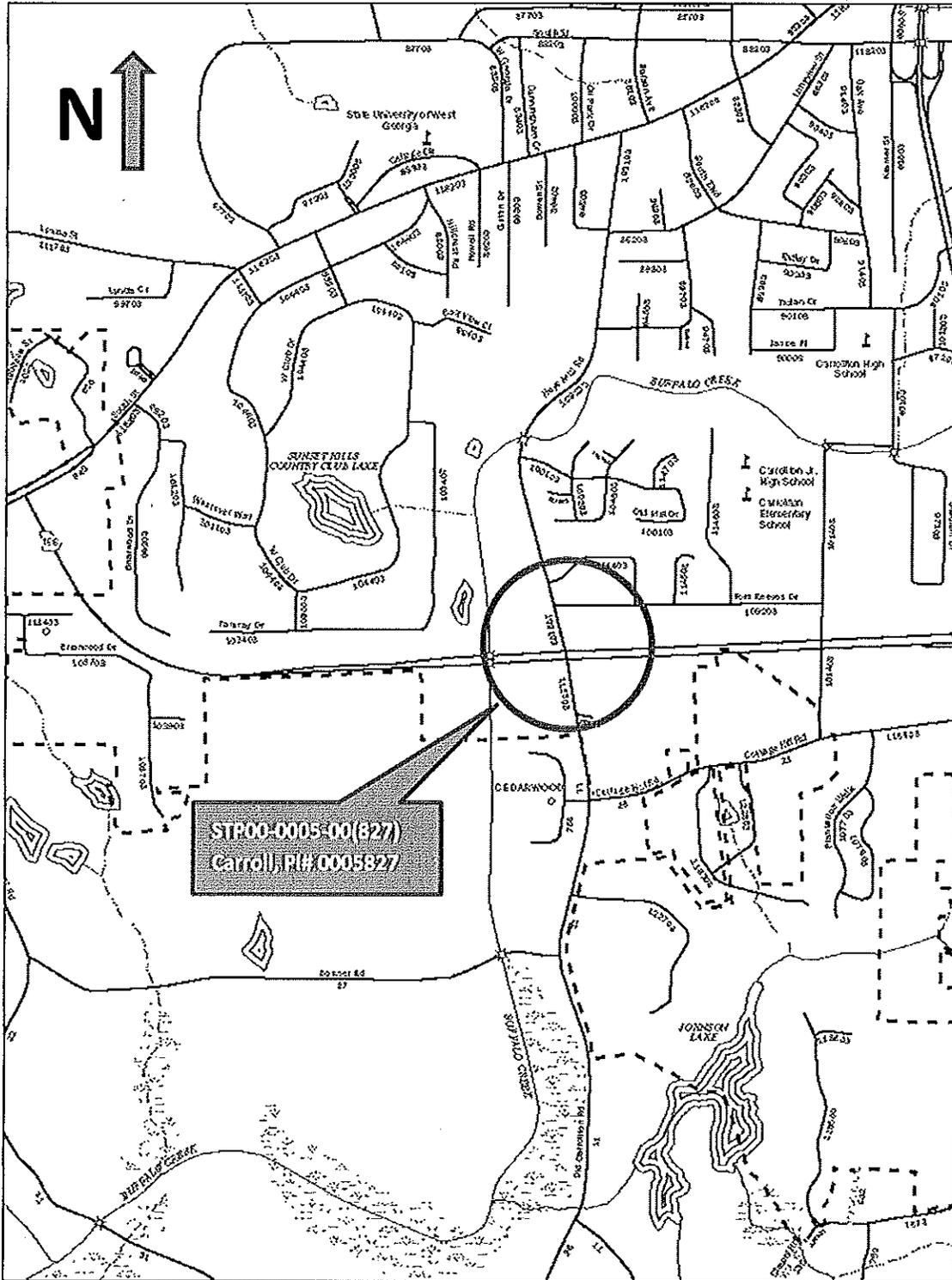
Concur: She Bon
GDOT Director of Engineering 6/1/2015
DATE

Approve: Margaret B. Pinner
GDOT Chief Engineer 4/9/15
DATE

* - RECOMMENDATION ON FILE

County: Carroll

PROJECT LOCATION



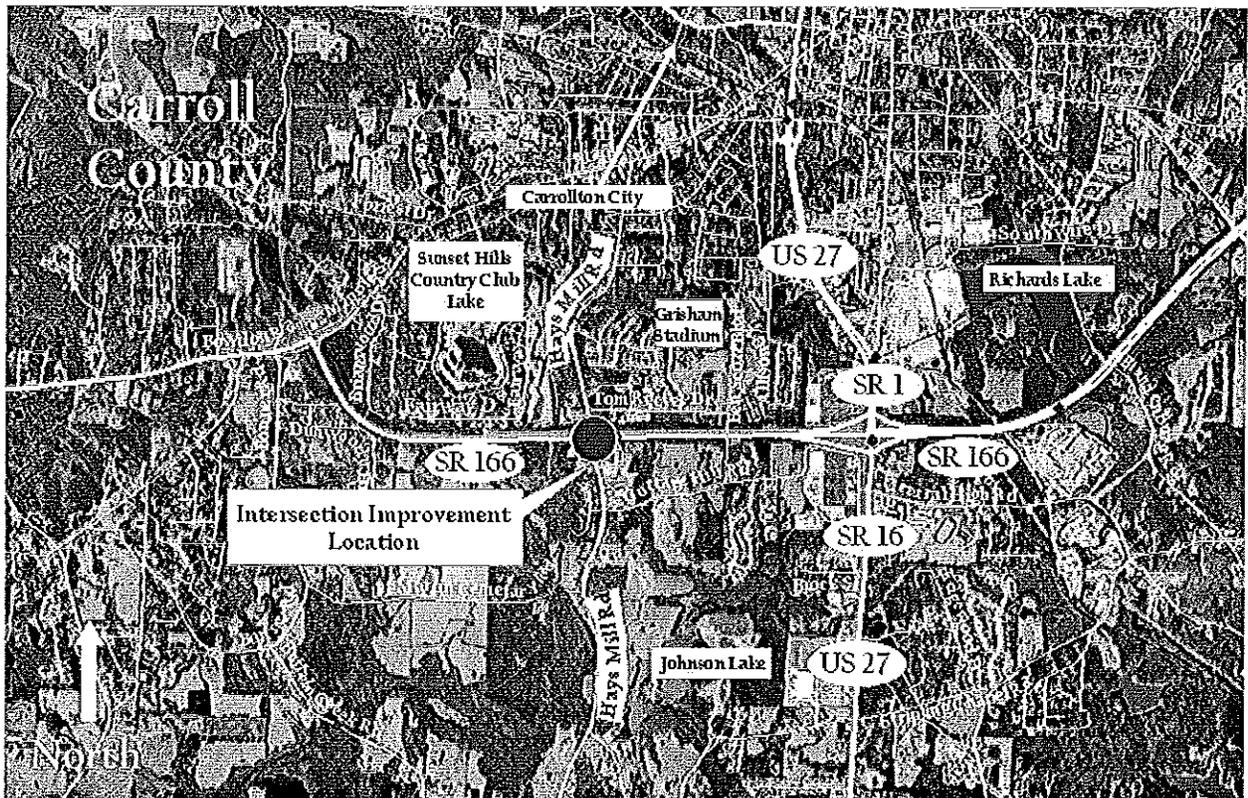
PLANNING & BACKGROUND DATA

Project Justification Statement (from the Office of Planning):

Background

The SR166/Hays Mill Road intersection improvement is programmed as an intersection improvement project in Carroll County. The project is identified in the 2012-2015 State Transportation Improvement Program (STIP). The SR 166 corridor is included as part of an East-West Corridor (Running from SR 61 in Carroll County to SR 92 in Douglas County) in the Atlanta Strategic Truck Route Master Plan (ASTRoMaP). The SR166/Hays Mill Road safety intersection project was recommended by District Six and was initially proposed due to the lack of turning lanes. This project was added to the Construction Work Program on November 10, 2005.

Figure 1: Intersection Improvement at SR166@Hays Mill Rd



Existing and Projected Traffic Conditions

SR 166 is classified as a four-lane urban principal arterial and Hays Mill Road is functionally classified as a two-lane urban collector. The truck percentage¹ for SR 166 is 11 % at the intersection. The posted speed limit is 55 mph for SR 166 and 35 mph for Hays Mill Road. In the year 2012, the intersection’s Level of Service (LOS) B. For 2038, LOS for the intersection is anticipated to drop to D. The 2005-2035 Georgia Statewide Transportation Plan defines LOS D – F as congested.

Table 1: Intersection Traffic Volumes and LOS

Direction (based on location to the intersection)	Road Name	DHV	LOS	DHV	LOS
		2018 PM Peak Hour		2038 AM Peak Hour	
West	SR 166	1,760	F	2,085	F
East	SR 166	1,440	F	2,540	F
North	Hays Mill Rd	565	C	1,020	F
South	Hays Mill Rd	705	C	815	C
Intersection LOS		F		F	

Crash Data

The corridor’s average crash rate, injury rate and fatality rate were not over the statewide average for similar facility types.

Project Justification

The Level of Service (LOS) of F for the year 2038 in an urban area indicates a capacity and/or operational deficiency at the intersection of SR 166/Hays Mills Rd. in Carroll County, therefore needing improvement.

¹Truck percentage is an estimate based on the Georgia DOT Traffic Count Database System (TCDS).

County: Carroll

Other projects in the area:

- PI# 0000312 SR 1/US 27 from CR 526/Central Rd north to Dixie St (Widening)
- PI# 0010948 Carrollton Greenbelt from SR 166 Bypass to east of Strickland Road (TE-Bike/Ped Facility)
- PI# 621990- SR 1/US 27 at SR 166 in Carrollton (Interchange)
- PI# 631300- SR 166 from CR 828/141 to 4-lane/Carrollton including bridges (Widening)
- PI# M004838 SR 1 /US 27 from NS #719232F to SR 166 (resurface and maintenance)

Description of the proposed project:

MPO: N/A

MPO Project ID: CA-006

Regional Commission: Three Rivers RC

RC Project ID: CA-006

Congressional District(s): 3

Federal Oversight: Exempt State Funded Other

Projected Traffic: ADT

Hays Mill Rd (NB approach to SR 166)

Current Year (2013): 5,600 Open Year (2018): 6,100 Design Year (2038): 8,800

Hays Mill Rd (SB approach to SR 166)

Current Year (2013): 7,000 Open Year (2018): 7,600 Design Year (2038): 11,000

Traffic Projections Performed by: Office of Planning

Functional Classification (SR 166): Urban Principal Arterial

Functional Classification (Hays Mill Rd): Urban Collector Street

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

Warrants met: None Bicycle Pedestrian Transit

Pavement Evaluation and Recommendations

Preliminary Pavement Evaluation Summary Report Required? No Yes

Preliminary Pavement Type Selection Report Required? No Yes

Feasible Pavement Alternatives: HMA PCC HMA & PCC

DESIGN AND STRUCTURAL

Description of Proposed Project: The purpose of this project is to construct left- and right-turn lanes on Hays Mill Road, as well as upgrades to the existing traffic signal to provide left-turn phasing.

Major Structures: n/a

Mainline Design Features: *Hays Mill Rd*

Feature	Existing	Standard*	Proposed
Typical Section			
- Number of Lanes	2	2	2 w/ LT & RT
- Lane Width(s)	12 ft	12 ft	12 ft
- Shoulder Width	2 ft	8 ft (2 ft paved)	8 ft (2 ft paved)
- Posted Speed	35 mph		35 mph
- Design Speed	35 mph	35 mph	35 mph
- Maximum Grade	n/a	10% max	10% max
- Access Control	By permit	By permit	By permit
- Design Vehicle	n/a	BUS-40 or SU	BUS-40 or SU

*According to current GDOT design policy if applicable

Major Interchanges/Intersections: *SR 166 at Hays Mill Rd*

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*

Design Variances to GDOT Standard Criteria anticipated: *None*

UTILITY AND PROPERTY

Temporary State Route Needed: No Yes Undetermined

Railroad Involvement: *None*

Utility Involvements:

- Atlanta Gas Light – Natural Gas
- AT&T Georgia – Telecommunications
- Carroll EMC – Power
- Charter – Cable Television
- City of Carrollton – Water
- City of Carrollton – Sewer
- Southern Fiber – Telecommunications (*expected future installment*)

SUE Required: No Yes

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

Right-of-Way: Existing width: 80 ft Proposed width: 100 ft
Required Right-of-Way anticipated: No Yes Undetermined
Easements anticipated: None Temporary Permanent Utility Other

Anticipated number of impacted parcels: 12
Displacements anticipated: Total: 0
Businesses: 12
Residences: 0
Other: 0

ENVIRONMENTAL AND PERMITS

Anticipated Environmental Document:

GEPA: NEPA: CE PCE

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

Environmental Permits, Variances, Commitments, and Coordination anticipated: *USACE Section 404 Nationwide Permit; Buffer Variance.*

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:

- **Floodplains:** There is a Watershed Protection and Floodplain Prevention Act dam more than a mile downstream from the project, but due diligence in erosion and sedimentation control will be employed.
- **USTs:** There appear to be USTs on the Carrollton City Schools parcel. If ROW or permanent easement is required from that parcel, the results of any OMR investigations will be included in the NEPA documentation.
- **Community Resources:** In addition to the school bus parking area, there is also a church in the project area on Tom Reeves Drive. There are also schools west of the project area on Tom Reeves Drive. If a detour is needed for this project, coordination with representatives from these community resources would be required.
- **Section 4(f) Resources:** No potential Section 4(f) Resources have been identified. History fieldwork is complete, and it is anticipated that there are no eligible resources. The Sunset Hills Country Club is not publicly owned, so Section 4(f) would not apply. The Buffalo Creek IT Business Park does appear to be publicly owned, but it is not a recreational facility so Section 4(f) would not apply. The golf course and business park are outside the project impact area.
- **Ecological Resources:** Ecology fieldwork is complete and it was determined that waters are in the area. Consultant ecologist is coordinating a site visit with EPD. Waters and buffers are forthcoming.
- **Archaeological Resources:** To be determined.

COORDINATION, ACTIVITIES, RESPONSIBILITIES, AND COSTS

Project Meetings: PTIP meeting August 28, 2013 (minutes attached)

Project Activity	Party Responsible for Performing Task(s)
Concept Development	GDOT – District Six/Roadway Design
Design	GDOT – Roadway Design
Right-of-Way Acquisition	GDOT – D6 Right-of-Way Office
Utility Relocation	GDOT Utility owners 
Letting to Contract	GDOT
Construction Supervision	GDOT – D6 Construction
Providing Material Pits	Contractor
Providing Detours	n/a
Environmental Studies, Documents, and Permits	GDOT/Environmental Consultant
Environmental Mitigation	n/a
Construction Inspection & Materials Testing	GDOT – D6 Construction

Other coordination to date: None

Project Cost Estimate and Funding Responsibilities:

	Breakdown of PE	ROW	Reimbursable Utility	CST*	Environmental Mitigation	Total Cost
Funded By	GDOT	GDOT	GDOT	GDOT	GDOT	
\$ Amount	\$309,054.83	\$622,000.00	\$100,000.00	\$856,047.37	n/a	\$1,887,102
Date of Estimate	1/1/2003	3/24/2015	3/24/2014	4/6/2015	n/a	

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

ALTERNATIVES DISCUSSION

Preferred Alternative:			
Estimated Property Impacts:	12 Parcels	Estimated Total Cost:	\$1,887,102
Estimated ROW Cost:	\$622,000.00	Estimated CST Time:	12 months
Rationale: The Level of Service (LOS) of D for the year 2032 in a suburban area indicates a capacity and/or operational deficiency at the intersection of SR 166/Hays Mills Rd. in Carroll County, therefore needing improvement.			

No-Build Alternative:			
Estimated Property Impacts:	N/A	Estimated Total Cost:	N/A
Estimated ROW Cost:	N/A	Estimated CST Time:	N/A
Rationale: The Level of Service (LOS) of D for the year 2032 in a suburban area indicates a capacity and/or operational deficiency at the intersection of SR 166/Hays Mills Rd. in Carroll County, therefore needing improvement.			

County: Carroll

Comments/Additional Information: None

LIST OF ATTACHMENTS/SUPPORTING DATA

List and attach as appropriate to project. Please see PDP Appendix A for a more complete list of potential attachment.

1. Concept Layout
2. Typical sections
3. Cost Estimates
4. Crash summaries
5. Traffic diagrams or projections
6. Utility Cost Estimate
7. ~~Concept Team Meeting Minutes~~ *RIGHT OF WAY COST ESTIMATE*

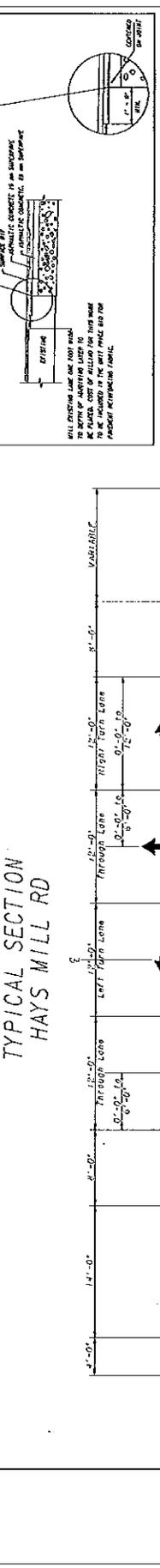
8. CONCEPT TEAM MEETING MINUTES

NOTE:
 PAVED SHOULDERS SHALL BE REMOVED WHERE WIDENING IS OCCURRING. SAW CUT EXISTING PAVEMENT. COST TO BE INCLUDED IN OVERALL BID FOR GRADING COMPLETE. NO SEPARATE PAY ITEM WILL BE MADE.

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TYPICAL SECTION HAYS MILL RD



ALLOWABLE RANGES TABLE

FOR THIS PROJECT, CROSS SLOPES THAT ARE ADJUSTED TO "BEST FIT" EXISTING PAVEMENT SLOPES ARE SUBJECT TO THE FOLLOWING LIMITS:

SECTION WITH BRANES	SECTION WITH BRANES LESS THAN 0.3%
0.010 FEET - MINIMUM	0.010 FEET - MINIMUM
0.020 FEET - MAXIMUM	0.020 FEET - MAXIMUM
0.030 FEET - MAXIMUM	0.030 FEET - MAXIMUM

A. NORMAL CROWN
 S.C. RATE SHOWN ON PLANS OR SE RATE EXISTING IN FIELD.
 SUPERELEVATION TRANSITION LENGTH (LENGTH FROM PLAT POINT TO FULL SET) WHICHEVER IS GREATER.

B. SUPERELEVATION RATE
 RATE OF CHANGE
 MINIMUM 1:150
 MAXIMUM 1:300

C. SUPERELEVATION TRANSITION LENGTH (LENGTH FROM PLAT POINT TO FULL SET) WHICHEVER IS GREATER.
 CORRESPONDING DIFFERENCE IN SUPERELEVATION AT END OF PAVEMENT AND EDGE OF PAVEMENT
 MINIMUM 0.02%
 MAXIMUM 0.30%

D. POSITIONING OF SUPERELEVATION TRANSITION LENGTH ON SIMPLE CURVES
 END OF TRANSITION INSIDE CURVE - MAXIMUM
 END OF TRANSITION INSIDE CURVE - DESIRABLE
 END OF TRANSITION INSIDE CURVE - MINIMUM

NOTE: CROWN WIDE-OUT SHALL BE AT THE SAME RATE AS THE SE TRANSITION.
 SHOULDERING OF BRANES IN EDGE PROFILE AT BEGIN AND END OF TRANSITION SHALL BE ACCOMPLISHED BY VERTICAL CURVE WITH A MINIMUM LENGTH 10 FEET EQUAL TO THE SPEED VECTOR IN MPH.

STATE OF GEORGIA
 DEPARTMENT OF TRANSPORTATION
 OFFICE: DISTRICT SIX - ROAD DESIGN
 TYPICAL SECTION

SR 166 & Hays Mill Rd
 PI# 0005827
 Corroll County

REVISION DATES

SCALE: IN FEET
 0 10 20

GEORGIA DEPARTMENT OF TRANSPORTATION

05-001

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE P.I. No.

OFFICE

PROJECT DESCRIPTION

DATE

From:

To: Lisa L. Myers, State Project Review Engineer

Subject: **REVISIONS TO PROGRAMMED COSTS**

PROJECT MANAGER

MGMT LET DATE

MGMT ROW DATE

PROGRAMMED COSTS (TPro W/OUT INFLATION)

LAST ESTIMATE UPDATE

CONSTRUCTION \$

DATE

RIGHT OF WAY \$

DATE

UTILITIES \$

DATE

REVISED COST ESTIMATES

CONSTRUCTION* \$

RIGHT OF WAY \$

UTILITIES \$

*Cost Contains % Contingency

REASONS FOR COST INCREASE AND CONTINGENCY JUSTIFICATION:

DETAILED COST ESTIMATE



Job: 0005827

JOB NUMBER 0005827

FED/STATE PROJECT NUMBER

SPEC YEAR: 13

DESCRIPTION: CONCEPT COST ESTIMATE 4/1/2015

ITEMS FOR JOB 0005827

01 - ROADWAY

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0005	150-1000	1.000	LS	\$50,000.00000	TRAFFIC CONTROL - STP00-0005-00(827)	\$50,000.00
0010	210-0100	1.000	LS	\$126,000.00000	GRADING COMPLETE - STP00-0005-00(827)	\$126,000.00
0015	310-1101	2000.000	TN	\$25.71587	GR AGGR BASE CRS, INCL MATL	\$51,431.74
0160	402-1812	1390.000	TN	\$86.50470	RECYL AC LEVELING, INC BM&HL	\$120,241.53
0020	402-3121	630.000	TN	\$77.34960	RECYL AC 25MM SP, GP1/2, BM&HL	\$48,730.25
0025	402-3130	490.000	TN	\$104.90669	RECYL AC 12.5MM SP, GP2, BM&HL	\$51,404.28
0030	402-3190	320.000	TN	\$86.04474	RECYL AC 19 MM SP, GP 1 OR 2 , INC BM&HL	\$27,534.32
0035	413-1000	410.000	GL	\$4.30635	BITUM TACK COAT	\$1,765.60
0170	500-9999	100.000	CY	\$173.77963	CL B CONC, BASE OR PVMT WIDEN	\$17,377.96
0040	620-0100	450.000	LF	\$38.78224	TEMP BARRIER, METHOD NO. 1	\$17,452.01
0045	641-1200	713.000	LF	\$19.17411	GUARDRAIL, TP W	\$13,671.14
0050	641-5001	3.000	EA	\$848.94611	GUARDRAIL ANCHORAGE, TP 1	\$2,546.84
0055	641-5012	3.000	EA	\$2,048.30753	GUARDRAIL ANCHORAGE, TP 12	\$6,144.92
SUBTOTAL FOR ROADWAY:						\$534,300.59

02 - SIGNING & MARKING

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0060	636-1033	50.000	SF	\$19.20243	HWY SIGNS, TP1MAT, REFL SH TP 9	\$960.12
0065	636-2070	112.000	LF	\$7.58201	GALV STEEL POSTS, TP 7	\$849.19
0070	653-0120	20.000	EA	\$80.59713	THERM PVMT MARK, ARROW, TP 2	\$1,611.94
0080	653-1501	3900.000	LF	\$0.55983	THERMO SOLID TRAF ST 5 IN, WHI	\$2,183.34
0085	653-1502	600.000	LF	\$0.70069	THERMO SOLID TRAF ST, 5 IN YEL	\$420.41
0075	653-1704	24.000	LF	\$6.41352	THERM SOLID TRAF STRIPE, 24, WH	\$153.92
0090	653-3501	600.000	GLF	\$0.33489	THERMO SKIP TRAF ST, 5 IN, WHI	\$200.93
0095	653-6004	813.000	SY	\$3.70597	THERM TRAF STRIPING, WHITE	\$3,012.95
0100	653-6006	147.000	SY	\$3.83002	THERM TRAF STRIPING, YELLOW	\$563.01
0105	654-1001	40.000	EA	\$5.86827	RAISED PVMT MARKERS TP 1	\$234.73
0110	654-1003	70.000	EA	\$4.87898	RAISED PVMT MARKERS TP 3	\$341.53
SUBTOTAL FOR SIGNING & MARKING:						\$10,532.07

03 - TEMPORARY EROSION CONTROL

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0115	163-0240	8.000	TN	\$325.53206	MULCH	\$2,604.26
0120	171-0030	3000.000	LF	\$2.92764	TEMPORARY SILT FENCE, TYPE C	\$8,782.92
0125	603-2182	60.000	SY	\$50.25829	STN DUMPED RIP RAP, TP 3, 24	\$3,015.50
0130	603-7000	60.000	SY	\$3.93820	PLASTIC FILTER FABRIC	\$236.29
0135	716-2000	12778.000	SY	\$0.97835	EROSION CONTROL MATS, SLOPES	\$12,501.36
SUBTOTAL FOR TEMPORARY EROSION CONTROL:						\$27,140.33

DETAILED COST ESTIMATE



Job: 0005827

04 - PERMANENT EROSION CONTROL

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0140	700-6910	8.000	AC	\$835.70123	PERMANENT GRASSING	\$6,685.61
0145	700-7000	24.000	TN	\$152.71241	AGRICULTURAL LIME	\$3,665.10
0150	700-8000	24.000	TN	\$597.44969	FERTILIZER MIXED GRADE	\$14,338.79
0155	700-8100	400.000	LB	\$2.30168	FERTILIZER NITROGEN CONTENT	\$920.67
SUBTOTAL FOR PERMANENT EROSION CONTROL:						\$25,610.17

05 - TRAFFIC SIGNAL INSTALLATION # 1

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0165	647-1000	1.000	LS	\$125,000.00000	TRAF SIGNAL INSTALLATION NO - 1	\$125,000.00
SUBTOTAL FOR TRAFFIC SIGNAL INSTALLATION # 1:						\$125,000.00

TOTALS FOR JOB 0005827

ITEMS COST:	\$722,583.16
COST GROUP COST:	\$0.00
ESTIMATED COST:	\$722,583.16
CONTINGENCY PERCENT:	0.00
ENGINEERING AND INSPECTION:	0.00
ESTIMATED COST WITH CONTINGENCY AND E&I:	\$722,583.16

CONTINGENCY SUMMARY

A. CONSTRUCTION COST ESTIMATE:	\$	722,583.00	Base Estimate From CES
B. ENGINEERING AND INSPECTION (E & I):	\$	36,129.15	Base Estimate (A) x 5 %
C. CONTINGENCY:	\$	75,871.22	Base Estimate (A) + E & I (B) x 10 % <u>See % Table in "Risk Based Cost Estimation" Memo</u>
D. TOTAL LIQUID AC ADJUSTMENT:	\$	21,464.00	Total From Liquid AC Spreadsheet
E. CONSTRUCTION TOTAL:	\$	856,047.37	(A + B + C + D = E)

REIMBURSABLE UTILITY COSTS

UTILITY OWNER	REIMBURSABLE COST
	\$
	\$
TOTAL	\$

ATTACHMENTS:

- Detailed Cost Estimate Printout From TRAQS
- Liquid AC Adjustment Spreadsheet

PROJ. NO.
P.I. NO. 0005827
DATE 4/6/2015

CALL NO. 9/29/2009

INDEX (TYPE)	DATE	INDEX
REG. UNLEADED	Apr-15	\$ 2.214
DIESEL		\$ 2.788
LIQUID AC		\$ 485.00

Link to Fuel and AC Index:
<http://www.dot.ga.gov/doingbusiness/Materials/Pages/asphaltcementindex.aspx>

LIQUID AC ADJUSTMENTS

PA=(((APM-APL)/APL))xTMTxAPL
Asphalt
Price Adjustment (PA) 20952 \$ 20,952.00
Monthly Asphalt Cement Price month placed (APM) Max. Cap 60% \$ 776.00
Monthly Asphalt Cement Price month project let (APL) \$ 485.00
Total Monthly Tonnage of asphalt cement (TMT) 72

ASPHALT	Tons	%AC	AC ton
Leveling		5.0%	0
12.5 OGFC		5.0%	0
12.5 mm		5.0%	0
9.5 mm SP	490	5.0%	24.5
25 mm SP	630	5.0%	31.5
19 mm SP	320	5.0%	16
	1440		72

BITUMINOUS TACK COAT
Price Adjustment (PA) \$ 512.45 \$ 512.45
Monthly Asphalt Cement Price month placed (APM) Max. Cap 60% \$ 776.00
Monthly Asphalt Cement Price month project let (APL) \$ 485.00
Total Monthly Tonnage of asphalt cement (TMT) 1.760991378

Bitum Tack

Gals	gals/ton	tons
410	232.8234	1.76099138

BITUMINOUS TACK COAT (surface treatment)
Price Adjustment (PA) 0 \$ -
Monthly Asphalt Cement Price month placed (APM) Max. Cap 60% \$ 776.00
Monthly Asphalt Cement Price month project let (APL) \$ 485.00
Total Monthly Tonnage of asphalt cement (TMT) 0

Bitum Tack

	SY	Gals/SY	Gals	gals/ton	tons
Single Surf. Trmt.	0	0.20	0	232.8234	0
Double Surf. Trmt.		0.44	0	232.8234	0
Triple Surf. Trmt		0.71	0	232.8234	0

TOTAL LIQUID AC ADJUSTMENT \$ **21,464.45**

CRASH DATA - HAYS MILL RD NB

QUERY SUMMARY

For Year(s): 2000,2001,2002,2003,2004,2005,2006,2007,2008,2009

Year	County	Route Type	Route Number	Beginning Milelog	Ending Milelog	No. Accidents	No. Vehicles	No. Injuries	No. Fatalities
2000	Carroll	City Street	115803	14.25	14.34	0	0	0	0
2000 SubTotal						0	0	0	0
2001	Carroll	City Street	115803	14.25	14.34	0	0	0	0
2001 SubTotal						0	0	0	0
2002	Carroll	City Street	115803	14.25	14.34	0	0	0	0
2002 SubTotal						0	0	0	0
2003	Carroll	City Street	115803	14.25	14.34	0	0	0	0
2003 SubTotal						0	0	0	0
2004	Carroll	City Street	115803	14.25	14.34	0	0	0	0
2004 SubTotal						0	0	0	0
2005	Carroll	City Street	115803	14.25	14.34	0	0	0	0
2005 SubTotal						0	0	0	0
2006	Carroll	City Street	115803	14.25	14.34	0	0	0	0
2006 SubTotal						0	0	0	0
2007	Carroll	City Street	115803	14.25	14.34	0	0	0	0
2007 SubTotal						0	0	0	0
2008	Carroll	City Street	115803	14.25	14.34	0	0	0	0
2008 SubTotal						0	0	0	0
2009	Carroll	City Street	115803	14.25	14.34	0	0	0	0
2009 SubTotal						0	0	0	0
All Year(s)Total						0	0	0	0

CRASH DATA - HAYS MILL RD SB

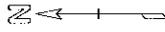
QUERY SUMMARY

For Year(s): 2000,2001,2002,2003,2004,2005,2006,2007,2008,2009

Year	County	Route Type	Route Number	Beginning Milelog	Ending Milelog	No. Accidents	No. Vehicles	No. Injuries	No. Fatalities
2000	Carroll	City Street	109103	14.25	14.34	0	0	0	0
2000 SubTotal						0	0	0	0
2001	Carroll	City Street	109103	14.25	14.34	0	0	0	0
2001 SubTotal						0	0	0	0
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2002 SubTotal						0	0	0	0
2003	Carroll	City Street	109103	14.25	14.34	0	0	0	0
2003 SubTotal						0	0	0	0
2004	Carroll	City Street	109103	14.25	14.34	0	0	0	0
2004 SubTotal						0	0	0	0
2005	Carroll	City Street	109103	14.25	14.34	0	0	0	0
2005 SubTotal						0	0	0	0
2006	Carroll	City Street	109103	14.25	14.34	0	0	0	0
2006 SubTotal						0	0	0	0
2007	Carroll	City Street	109103	14.25	14.34	0	0	0	0
2007 SubTotal						0	0	0	0
2008	Carroll	City Street	109103	14.25	14.34	0	0	0	0
2008 SubTotal						0	0	0	0
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2009 SubTotal						0	0	0	0
All Year(s)Total						0	0	0	0

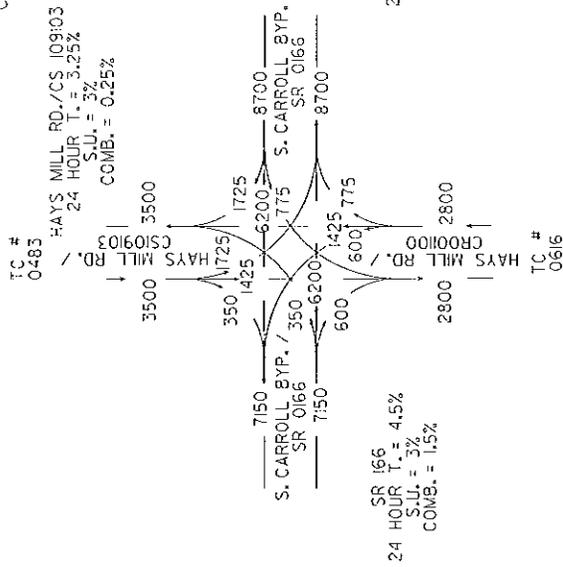
CARROLL COUNTY

GEORGIA DEPARTMENT OF TRANSPORTATION
OFFICE OF PLANNING



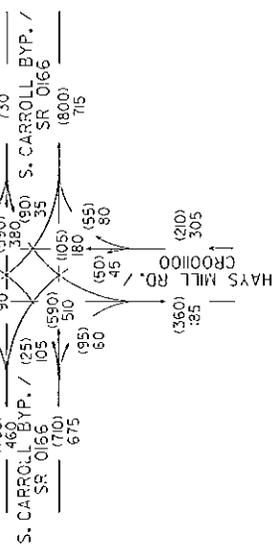
2013 EXISTING
24 HOUR T₁ = %
S.U. = %
COMB. = %

2013 P.M. DHV = (000)
2013 A.M. DHV = 000



T = 3.50%
S.U. = 2.50%
COMB. = 1.00%

T = 4.25%
S.U. = 4.25%
COMB. = 0.10%



T = 4.25%
S.U. = 4.00%
COMB. = 0.25%

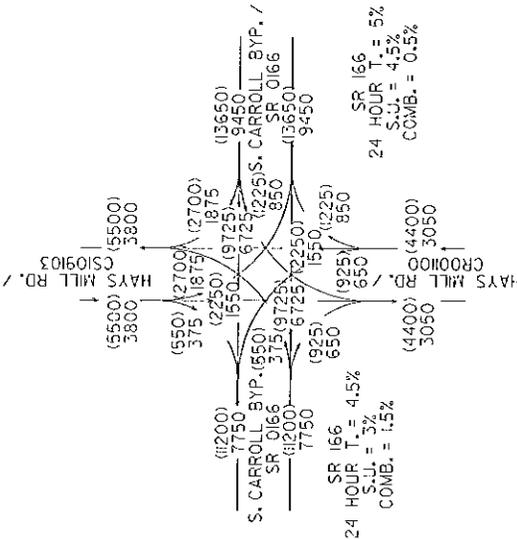
STEP 0005-000827
P.L. # 0006821

CARROLL COUNTY
SR 166 @ HAYS
MILL ROAD IN
CARROLLTON

CARROLL COUNTY
BUILD CONDITION

GEORGIA DEPARTMENT OF TRANSPORTATION
OFFICE OF PLANNING

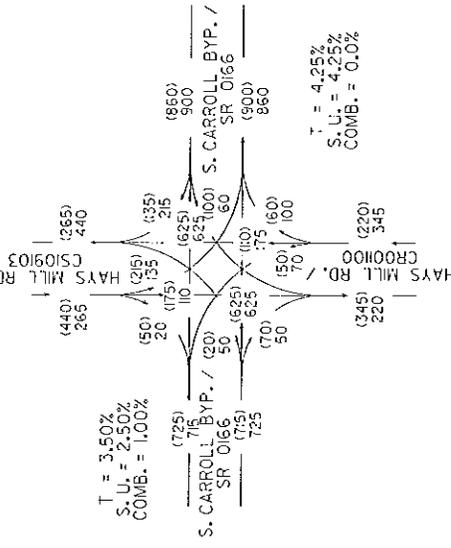
HAYS MILL RD./CS 109103
24 HOUR T = 3.25%
S.U. = 3%
COMB. = 0.25%



HAYS MILL RD./CS 109103
24 HOUR T = 4%
S.U. = 3.5%
COMB. = 0.5%

2038 ADT = (000)
2018 ADT = 000

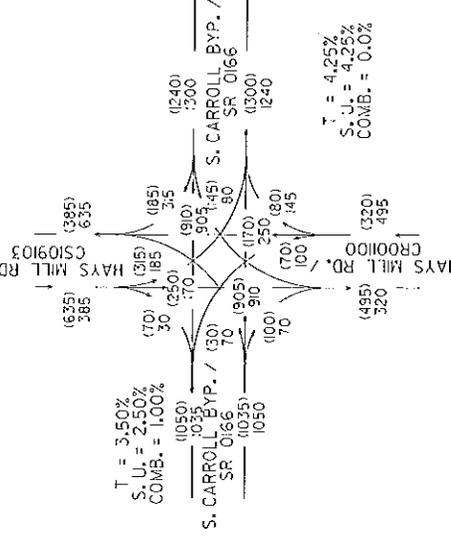
T = 4.00%
S.U. = 4.00%
COMB. = 0.00%



T = 4.25%
S.U. = 4.25%
COMB. = 0.25%

2018 PM DHV = (000)
2018 AM DHV = 000

T = 4.00%
S.U. = 4.00%
COMB. = 0.00%



T = 4.25%
S.U. = 4.25%
COMB. = 0.25%

2038 PM DHV = (000)
2038 AM DHV = 000

STIP00 -0005-001(927)
P.L. # 0005827

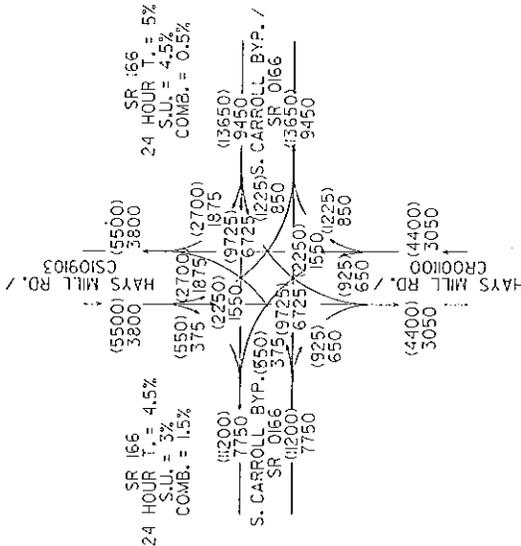
CARROLL COUNTY
SR 166 @ HAYS
MILL ROAD IN
CARROLLTON

CARROLL COUNTY
NO BUILD

GEORGIA DEPARTMENT OF TRANSPORTATION
OFFICE OF PLANNING



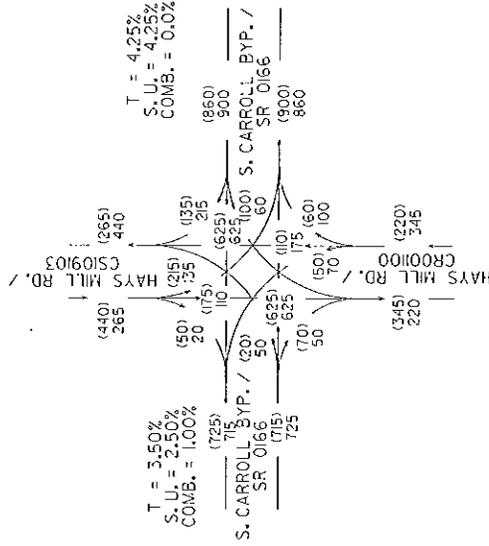
HAYS MILL RD./CS 109103
24 HOUR T = 3.25%
S.U. = 3%
COMB. = 0.25%



HAYS MILL RD./CS 109103
24 HOUR T = 4%
S.U. = 3.5%
COMB. = 0.5%

2038 ADT = (000)
2018 ADT = 000

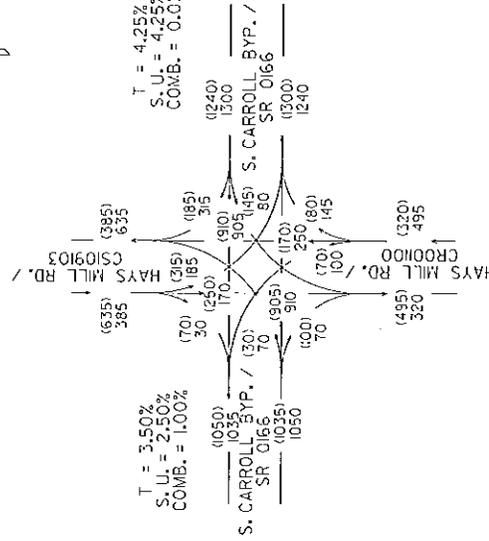
T = 4.00%
S.U. = 4.00%
COMB. = 0.00%



T = 4.25%
S.U. = 4.00%
COMB. = 0.25%

2038 PM DHV = (000)
2018 AM DHV = 000

T = 4.00%
S.U. = 4.00%
COMB. = 0.00%



T = 4.25%
S.U. = 4.00%
COMB. = 0.25%

2038 PM DHV = (000)
2038 AM DHV = 000

STP00_0005-001027)
P.I. # 0005927

CARROLL COUNTY

SR 166 @ HAYS
MILL ROAD IN
CARROLLTON

AFE
P.216

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE STP00-0005-00(827), Carroll County OFFICE Cartersville
SR 166 @ Hays Mill Rd. DATE March 24, 2014
P.J. No. 0005827

FROM Keiry D. Bonner, District Utilities Engineer

TO Albert Shelby, State Program Delivery Engineer

ATTN **Leonora Leigh, Project Manager**

SUBJECT PRELIMINARY UTILITY COST ESTIMATE - UPDATED

We are furnishing you with an Updated Preliminary Utility Cost estimate for each utility with facilities potentially located within the project limits.

FACILITY OWNER	NON-REIMBURSABLE	REIMBURSABLE
Atlanta Gas Light Co.	\$ 407,000.00	
AT&T - Georgia	\$ 225,000.00	
Carroll EMC		\$100,000.00
Charter	\$ 19,099.00	
*City of Carrollton (Water)	\$ 50,000.00	
*City of Carrollton (Sewer)	\$ 25,000.00	
Totals	\$ 726,099.00	\$100,000.00

The total cost for the above project is \$ 826,099.00.

*The reimbursable amount may increase to \$ 175,000.00 if the City of Carrollton was to apply for and is granted utility assistance for the relocation of their facilities.

If you have any questions, please contact Jennifer Deems at 678-721-5323.

CDC/KDB/jd

C: Mike Bolden, State Utilities Engineer
File/Estimating Book

August 29, 2013

MEMORANDUM

TO: Meeting Attendees (see page 2 for the attendee list)
Keisha Jackson, OES

FROM: Jill Brown, EPEI

MEETING DATE: August 28, 2013

SUBJECT: STP00-0005-00(827), Carroll County, P.I. No. 0005827
SR 166 at Hays Mill Road Intersection Improvements

A meeting was held on August 28, 2013 at the Georgia Department of Transportation District 6 Office. A list of meeting attendees is included at the end of this memorandum. The purpose of the meeting was to coordinate the design and environmental efforts.

Project Description:

Project STP00-0005-00(827), Carroll County, P.I. No. 0005827, would consist of intersection improvements at SR 166 and Hays Mill Road in Carrollton. The proposed project would construct left and right turn lanes on Hays Mill Road and would upgrade the existing traffic signal to provide left-turn phasing.

Anticipated Project Activities and Schedule:

No public involvement is anticipated. There are no anticipated displacements. Traffic would be maintained during construction with no detours required.

Survey is being completed by GDOT. Following receipt of the survey, Shane Kidd will further develop the design and determine if right-of-way acquisition will be needed. There is currently not a right-of-way phase programmed for this project. If right-of-way is required, Leonora Leigh will have the right-of-way phase programmed.

The initial environmental fieldwork for the special studies can begin based upon the possible project impact area. No right-of-way or easement and no construction activities are anticipated outside of this area:

- A corridor 400 feet wide (200 feet north and south of the centerline) along SR 166 extending 200 feet east and 200 feet west of Hays Mill Road, and
- A corridor 100 feet wide (50 feet east and west of the centerline) along Hays Mill Road extending 1,000 feet north and 1,000 feet south of SR 166.

Allowing time for the Right of Entry letters to be completed and for agency responses to early coordination requests, Jill Brown anticipates providing the environmental resource delineations to Shane by October or November 2013.

Only one Concept Team Meeting would be needed for this project. The Concept Team Meeting will likely be in October or November 2013.

There is a floodplain near the intersection and a regulatory floodway north of the intersection on Hays Mill Road. The project is not anticipated to impact the regulatory floodway, though fill may be required within the floodplain. The floodplain and floodway will be taken into consideration during design development.

A more developed design will be required to determine the environmental resource impacts. Shane will provide the further developed design and the resource impacts by December 2013 or January 2014.

By December 2013 or January 2014, the project will be underway enough to know if the schedule needs to be changed. The project schedule is to be taken into consideration for the traffic used in the air and noise submittals.

The Baseline Environmental Approval is scheduled for November 2014. If impacts remain below the thresholds, a Programmatic Categorical Exclusion (PCE) may be appropriate for this project.

The Preliminary Field Plan Review (PFPR) is anticipated in January 2015.

The project is currently scheduled for May 15, 2016 Let.

Action Items:

- Jill Brown:
 - Prepare the Right of Entry letters and submit to Leonora for review and signature.
 - Mail the Right of Entry letters to the property owners after receipt of signed letter and Property Statistics Detailed Report.
 - Begin special studies using the general project area description.
 - Provide input to Shane on the Draft Concept Report.
 - Periodically provide Leonora with status updates.
- Leonora Leigh:
 - Provide the Primavera exported schedule to Jill.
 - Provide the Property Statistics Detailed Report or property owner address list to use for Right of Entry letters.
 - After receipt of the Right of Entry letter, review and circulate for signature, then provide to Jill.
 - Send traffic and traffic approval memo to Jill.

MEETING ATTENDEES

Name	Office	Email
Leonora Leigh	GDOT Office of Program Delivery	lleigh@dot.ga.gov
Shane Kidd	GDOT District 6	skidd@dot.ga.gov
David Ray	GDOT District 6	dray@dot.ga.gov
Michael Haithcock	GDOT District 6	mhaithcock@dot.ga.gov
Jennifer Deems	GDOT District 6	jdcems@dot.ga.gov
Jill Brown	Edwards-Pitman	jbrown@edwards-pitman.com