

ORIGINAL TO GENERAL FILES

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

OFFICE OF DESIGN POLICY & SUPPORT INTERDEPARTMENTAL CORRESPONDENCE

FILE P.I. #0005939
STP00-0005-00(939)
GDOT District 3 - Thomaston
Sumter County
SR 49 @ Southerfield Road &
District Line Road

OFFICE Design Policy & Support

DATE December 21, 2011

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:

Genetha Rice-Singleton, Program Control Administrator
Bobby Hilliard, State Program Delivery Engineer
Cindy VanDyke, State Transportation Planning Administrator
Angela Robinson, Financial Management Administrator
Glenn Bowman, State Environmental Administrator
Kathy Zahul, State Traffic Engineer
Georgene Geary, State Materials & Research Engineer
Ron Wishon, State Project Review Engineer
Jeff Baker, State Utilities Engineer
Ken Thompson, Statewide Location Bureau Chief
Michael Henry, Systems & Classification Branch Chief
Kerry Gore, District Utilities Engineer
Jack Reed, for District Environmentalist
Bill Rountree, District Preconstruction Engineer
David Millen, District Engineer
Sue Anne Decker, Project Manager
BOARD MEMBER - 2nd Congressional District

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

PROJECT CONCEPT REPORT

Project Number: STP00-0005-00(939)

County: SUMTER

P. I. Number: 0005939

Federal Route Number: N/A

State Route Number: 49

Project STP-0005-00(939) involves adding left turn and auxiliary lanes at the intersections of SR 49 at CR 12/District Line Road and CR 366/South Georgia Tech Parkway, and SR 49 at CR 13/New Era Road.

Submitted for approval:

DATE 9/30/2011

[Signature]
Concept Phase Office Head

DATE 10/19/2011

[Signature]
Office Head

DATE 10/21/2011

[Signature]
Project Manager

Recommendation for approval:

DATE _____

Program Control Administrator

DATE 11/7/2011

[Signature]
State Environmental Administrator

DATE _____

State Traffic Engineer

DATE 10/25/2011

[Signature]
Project Review Engineer

DATE 10/26/2011

[Signature]
State Utilities Engineer

DATE 11/2/2011

[Signature]
District Engineer / District Utilities Engineer

DATE _____

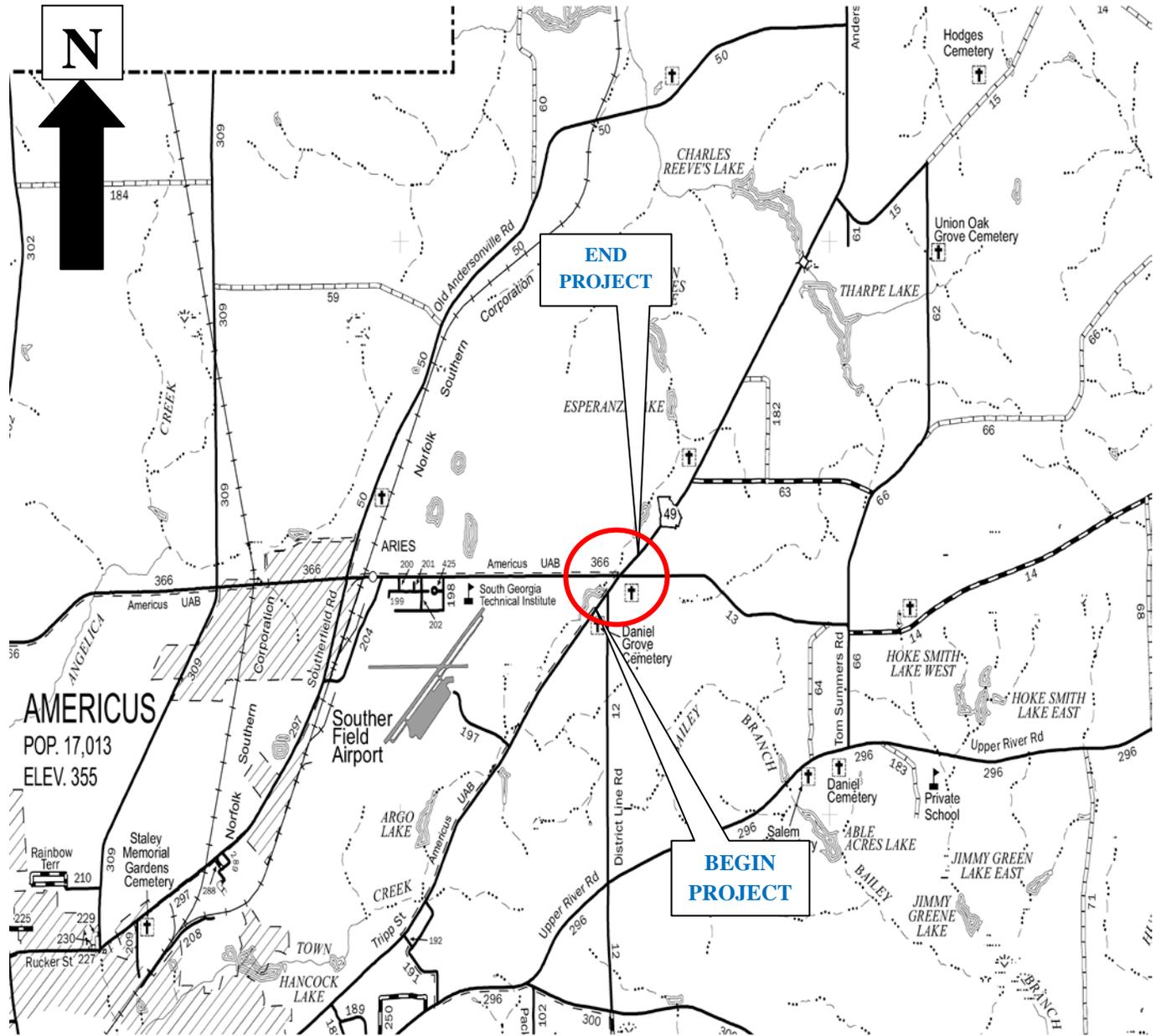
State Transportation Financial Management Administrator

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 Oct 28, 2011

[Signature]
for
State Transportation Planning Administrator

* - RECOMMENDATION ON FILE



Project Justification: The need exists to reduce crash frequency at the intersections of SR 49 at CR 366/South Georgia Tech Parkway and CR 13/New Era Road, and at SR 49 at CR 12/District Line Road. For the 3 most recent years (2006 – 2008) in which complete crash data is available, the crash and injury rates for this section of SR 49 have exceeded the statewide average for similar facilities. For these three years approximately 53% of vehicle crashes were of a single type, namely rear end collisions. Angle collisions were the next highest collision type at 33%.

The purpose of the project is to reduce the crash frequency at these two intersections with improvements that will address rear end and angle collisions.

Description of the proposed project: This project would add single left turn lanes from SR 49 northbound to CR 366/South Georgia Tech Parkway, and from SR 49 southbound to both CR 13/New Era Road and CR 12/District Line Road. Auxiliary deceleration/right turn lanes would be provided for southbound SR 49 at CR 366/South Georgia Tech Parkway, and eastbound CR 366/South Georgia Tech Parkway at SR 49. The 40 degrees substandard intersection angle of CR 12/District Line Road with SR 49 will be reconstructed to approximately 87 degrees. The total length of the project would be approximately 1795 feet, starting at Mile Post 21.12 and ending at Mile Post 21.46 on SR 49, and approximately 475 feet, starting at Mile Post 4.86 and ending at Mile Post 4.95 on CR 366/South Georgia Tech Parkway.

The project limits/logical termini are the locations where the improvements require travel lanes to begin the taper to provide room for dedicated left hand turn lanes at the intersections. This project would achieve independent utility, as the proposed improvements would not add vehicle capacity to the surrounding transportation facilities.

Existing Conditions: SR 49 is functionally classified as a rural minor arterial. This section of SR 49 has a speed limit of 55 mph, consists of two 12-foot lanes, and provides access to Americus, Andersonville, Fort Valley and Macon. CR 366/South Georgia Tech Parkway is functionally classified as an urban minor arterial street with a speed limit of 45 mph and consists of two 12-foot lanes. CR 13/New Era Road is functionally classified as a rural minor collector with a speed limit of 55 mph and consists of two 9-foot lanes. CR 12/District Line Road is functionally classified as a rural local road with a speed limit of 55 mph and consists of two 12-foot lanes. SR 49 and CR 366/South Georgia Tech Parkway are local school bus routes. Presently CR 366/South Georgia Tech Parkway, CR 13/New Era Road, and CR12/District Line Road intersect with SR 49 at skew angles that vary between approximately 40 degrees and 42.5 degrees. At the intersection of SR 49 and CR 13/New Era Road there is a small cemetery located approximately 16 feet from the edge of pavement of SR 49 near the intersection with CR 13/New Era Road.

Is the project located in a PM 2.5 Non-attainment area? _____ Yes No

Is this project located in an Ozone Non-attainment area? _____ Yes No

PDP Classification: Major () Minor (X)

Federal Oversight: Full Oversight () Exempt (X) State Funded () or Other ()

Functional Classification: Rural Minor Arterial - SR 49
Urban Minor Arterial Street - CR 366/South Georgia Tech Parkway
Rural Minor Collector- CR 13/New Era Road
Rural Local Road – CR 12/District Line Road

U. S. Route Number: N/A

State Route Number: 49

Traffic (ADT):

Open Year: (2017) 5400

Design Year: (2037) 7600

Existing Design Features:

- Existing typical section:
 - SR 49: Two 12-foot lanes with variable-width grassed shoulders
 - CR 366/South Georgia Tech Parkway: Two 12-foot lanes with variable-width grassed shoulders
 - CR 13/New Era Road: Two 9-foot lanes with variable-width grassed shoulders
 - CR 12/District Line Road: Two 11-foot lanes with variable-width grassed shoulders
- Posted speed:
 - SR 49: 55 mph
 - CR 366/South Georgia Tech Parkway: 45 mph
 - CR 13/New Era Road: 55 mph
 - CR 12/District Line Road: 55 mph
- Minimum radius for curve:
 - SR 49: 5729 feet
 - CR 366/South Georgia Tech Parkway: N/A
 - CR 13/New Era Road: N/A
 - CR 12/District Line Road: N/A
- Maximum superelevation rate for curve:
 - SR 49: 3.0%
 - CR 366/South Georgia Tech Parkway: N/A
 - CR 13/New Era Road: N/A
 - CR 12/District Line Road: N/A
- Maximum grade:
 - SR 49: 2.2%
 - CR 366/South Georgia Tech Parkway: TBD
 - CR 13/New Era Road: TBD
 - CR12/District Line Road: TBD
- Width of right-of-way:
 - SR 49: 100 feet
 - CR 366/South Georgia Tech Parkway: 60 feet
 - CR 13/New Era Road: 80 feet
 - CR 12/District Line Road: 80 feet
- Major structures: None
- Major interchanges or intersections along the project: None

Existing Design Features - continued:

- Existing length of roadway segment and the beginning mile logs segment:
 - SR 49: The total length is approximately 1795 feet, starting at Mile Post 21.12 and ending at Mile Post 21.46
 - CR 366/South Georgia Tech Parkway: The total length is approximately 475 feet, starting at Mile Post 4.86 and ending at Mile Post 4.95
 - CR 13/New Era Road: The total length is approximately 155 feet, starting at Mile Post 0.00 and ending at Mile Post 0.03
 - CR 12/District Line Road: The total length is approximately 170 feet, starting at Mile Post 5.25 and ending at Mile Post 5.28

Proposed Design Features:

- Proposed typical section*:
 - SR 49: Two 12-foot lanes with left-turn and right-turn lanes, and 10-foot graded shoulder (4-foot paved).
 - CR 366/South Georgia Tech Parkway: Two 12-foot lanes with left-turn and right-turn lanes, and 8-foot graded shoulder (4-foot paved).
 - CR 13/New Era Road: Two 9-foot lanes[§] with a right-turn lane at the intersection, and 8-foot graded shoulder (2-foot paved).
 - CR 12/District Line Road: Two 11-foot lanes with 8-foot graded shoulder (2-foot paved).

* Proposed shoulder would be constructed where turn lanes change the location of the edge of pavement.

§ Existing travel lanes would remain in place.

- Proposed design speed:
 - SR 49: 55 mph
 - CR 366/South Georgia Tech Parkway: 45 mph
 - CR 13/New Era Road: 55 mph
 - CR 12/District Line Road: 55 mph
- Proposed maximum grade, mainline:
 - SR 49: 2.2% (match existing grade)
- Maximum grade allowable, mainline:
 - SR 49: 4.0%
- Proposed maximum grade, side street:
 - CR 366/South Georgia Tech Parkway: To be determined (match existing grade).
 - CR 13/New Era Road: To be determined (match existing grade).
 - CR 12/District Line Road: To be determined (match existing grade).
- Maximum grade allowable, side street:
 - CR 366/South Georgia Tech Parkway: 4.0%
 - CR 13/New Era Road: 6.0%
 - CR 12/District Line Road: 6.0%
- Proposed maximum grade, driveway:
 - SR 49: N/A
 - CR 366/South Georgia Tech Parkway: N/A
 - CR 13/New Era Road: N/A
 - CR 12/District Line Road: N/A

Proposed Design Features - continued:

- Proposed minimum radius of curve:
 - SR 49: 5729 feet (match existing curve centerline)
 - CR 366/South Georgia Tech Parkway: Proposed 50-foot radius (right-turn lane)
 - CR 13/New Era Road: Proposed 55-foot radius (right-turn lane)
 - CR 12/District Line Road: Proposed 60-foot radius (right-turn lane)
- Minimum radius allowable:
 - SR 49: 1060 feet
 - CR 366/South Georgia Tech Parkway: N/A
 - CR 13/New Era Road: N/A
 - CR 12/District Line Road: N/A
- Maximum allowable superelevation rate:
 - SR 49: 6.0%
 - CR 366/South Georgia Tech Parkway: 4%
 - CR 13/New Era Road: 4%
 - CR 12/District Line Road: 4%
- Proposed maximum superelevation rate:
 - SR 49: 3.0% (match existing grade)
 - CR 366/South Georgia Tech Parkway: N/A
 - CR 13/New Era Road: N/A
 - CR 12/District Line Road: N/A
- Right-of-Way:
 - Width: SR 49: Varies, approximately 100 feet – 135 feet
CR 366/South Georgia Tech Parkway: Varies, approximately 60 feet – 100 feet
CR 13/New Era Road: Approximately 80 feet. Additional right of way for intersection miter would be needed.
CR 12/District Line Road: Varies, approximately 80 feet – 90 feet. Additional right-of-way for intersection miter would be needed.
 - Easements: Temporary Permanent () Utility () Other ().
 - Type of access control: Full () Partial () By Permit Other ().
 - Number of parcels: 8 Number of displacements: 0
 - Business: 0
 - Residences: 1*
 - Mobile homes: 0
 - Other: 0

*Additional analysis during the design phase may show that the potential displacement can be avoided.

- Structures:
 - Bridges: None
 - Retaining walls: None anticipated
- Major intersections, interchanges, median openings and signal locations: Same as existing. No median openings or signals are proposed.
- Transportation Management Plan Anticipated: Yes () No

Proposed Design Features - continued:

- Design Exceptions to controlling criteria anticipated:

	<u>YES</u>	<u>NO</u>	<u>UNDETERMINED</u>
1. DESIGN SPEED:	()	(X)	()
2. LANE WIDTH:	()	(X)	()
3. SHOULDER WIDTH:	()	(X)	()
4. BRIDGE WIDTH:	()	(X)	()
5. HORIZONTAL ALIGNMENT:	()	()	(X)
6. SUPERELEVATION:	()	(X)	()
7. VERTICAL CLEARANCE:	()	(X)	()
8. GRADE:	()	(X)	()
9. STOPPING SIGHT DISTANCE:	()	(X)	()
10. CROSS SLOPE:	()	(X)	()
11. VERTICAL CLEARANCE:	()	(X)	()
12. LATERAL OFFSET TO OBSTRUCTION:	()	(X)	()
13. BRIDGE STRUCTURAL CAPACITY:	()	(X)	()

A Design Exception may be required to construct the proposed right hand turn lane parallel to existing CR 366/South Georgia Tech Parkway. South Georgia Tech Parkway currently intersects SR 49 at a substandard angle of approximately 42.5 degrees. As per AASHTO and GDOT policy, intersection skew angles less than 60 degrees are substandard and require a Design Exception.

- Design Variances: A Design Variance for intersection sight distance may be needed for traffic on CR 13/New Era Road approaching the south leg of the intersection with SR 49. Further analysis is recommended during the design phase.
- Environmental concerns: Potential historical boundaries east and west of, and a small cemetery just southeast of the intersection of SR 49 with CR 13/New Era Road.
- Level of environmental analysis:
 - Are Time Savings Procedures appropriate? Yes (X) No ()
 - Categorical exclusion (CE) anticipated: (X)
 - Environmental Assessment/Finding of No Significant Impact (FONSI) anticipated: ()
 - Environmental Impact Statement (EIS) anticipated: ()
- Utility involvements:
 - BellSouth d/b/a AT&T Georgia
 - Citizens Telephone Company
 - Sumter EMC
- VE Study Anticipated: Yes () No (X).

Project Cost Estimate and Funding Responsibilities:

	PE	ROW	UTILITY	CST	MITIGATION
By Whom	GDOT	GDOT	GDOT	GDOT	GDOT
\$ Amount	\$1,599,349.50 [§]	\$731,300.00	\$140,570.00	\$643,551.91*	TBD

* CST Cost includes: Construction, Engineering and Inspection, and Asphalt Cement Cost Adjustment

§ Project was originally scoped as a new intersection alignment with new location approaches.

Project Activities Responsibilities:

- Design: GDOT
- 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: GDOT/Contractor
- Providing detours: N/A
- Environmental Studies/Documents/Permits: GDOT
- Environmental Mitigation: GDOT

Coordination:

- Concept Team Meeting: Held on 9/4/2008 – minutes attached.
- Re-scoped Concept Team Meeting: Held on 4/14/2011 – minutes attached.
- Development of Regional Impacts Coordination Meeting involving STAR Racing and the River Valley Regional Commission: Held on 6/14/2011 – notes attached.
- P A R meetings, dates and results: A PAR is anticipated at this time.
- Public involvement: No Public Involvement is anticipated at this time.
- Other projects in the area:
 - From the River Valley Regional Commission’s Constrained TIA List:
RC08-000084 – Improvements to South Georgia Tech Parkway
RC08-000091 – District Line Road Improvements
- Railroads: No railroad found within project corridor
- Other coordination to date: None at this time

Scheduling – Responsible Parties’ Estimate

- | | | |
|---|-----------------------------|--------------|
| • Time to complete the environmental process: | Begin: 02/2011 | End: 07/2012 |
| • Time to complete preliminary construction plans: | Begin: 12/2011 | End: 07/2012 |
| • Time to complete right-of-way plans: | Begin: 08/2012 | End: 11/2012 |
| • Time to complete the Section 404 Permit: | Begin: 01/2013 | End: 06/2013 |
| • Time to complete final construction plans: | Begin: 11/2012 | End: 06/2013 |
| • Time to complete to purchase right-of-way: | Begin: 05/2013 | End: 05/2014 |
| • List other major items that will affect the project schedule: | None known of at this time. | |

Other Alternates Considered:

The No-Build Alternative:

The No-Build Alternative is one in which the Georgia Department of Transportation would take no action to construct the proposed project. No residential, commercial, historical, cultural, and ecological resources displacements would occur from the implementation of the No-Build Alternative. However, this alternative does not meet the Need and Purpose of the project. For this reason, this alternative was not selected.

Other Alternates Considered - continued:

Realignment Alternative:

Lowe Engineers proposed that District Line Road and South Georgia Tech Parkway be realigned to intersect SR 49 at a new four way intersection approximately 950 feet south of the existing intersection of SR 49 and South Georgia Tech Parkway/New Era Road. New Era Road was also proposed to intersect SR 49 at 90 degrees and approximately 350 feet north of the existing intersection. However, this proposal would likely adversely impact potentially eligible historical resources. For this reason, this alternative was not selected.

The Roundabout Alternative:

A single lane roundabout alternative was considered for this project. The project met the initial screening thresholds established in GDOT's Roundabout Policy. Conceptual analysis indicates potentially higher environmental impacts, higher project costs, and no initial operational benefit when compared to the proposed alternative. No distinct benefit in reducing crash frequency could be determined in comparison to the proposed alternative, due to such a high percentage (53%) of the existing accidents at these locations being rear end collisions. For these reasons, the roundabout alternative was not selected.

Signalized Intersection Alternative:

A signalized intersection alternative was considered for this project. A signal warrant analysis was performed and neither intersection met warrants for signalization. A signalization alternative may also increase the crash frequency at these intersections. Signalizing these intersections would increase the amount of delay on SR 49 at both locations. With such a high percentage (53%) of the existing accidents at these locations being rear end collisions, increasing the amount of stop condition time on SR 49 may increase crash frequency. This would not meet the stated need and purpose of the project. For these reasons, a signalized intersection alternative was not selected.

Comments:

Commercial Development: A local business is proposing the development of a multi-phase motorsports complex on a 450 acre parcel along CR 366/South Georgia Tech Parkway, approximately 1 mile west of the project. The development is projected to break ground with initial construction in late 2011. The complex is planned to include a drag strip, 2.5 mile road racing circuit, racing museum, training facility, and motorsports technology park. The developer's market research indicates that this development will likely influence other motorsports related companies to locate in the immediate area, and the economic impact of the development is expected to be \$75 million annually.

River Valley Regional Commission TIA projects: RC08-000084 and RC08000091 are currently subject to voter approval via the state Transportation Investment Act (TIA) of 2010 Special Purpose Local Option Sales Tax (SPLOST) ballot in November 2012. If the TIA SPLOST is approved, then the concept for this project may need to be re-evaluated.

Environmental Resources: The Office of Environmental Services recommends that the design of this concept should avoid/minimize impacts to the cemetery and history resources in order to keep the project on schedule for a 7/26/2012 environmental document approval date.

PROJ. NO.: STP00-0005-00(939)

P.I. NO. 0005939

DATE: 11/23/2011

Base Construction Cost	\$	566,904.72
E & I	5% \$	28,345.24
Construction Contingency	\$	-
Subtotal Construction Cost	\$	<u>595,249.96</u>
Liquid AC Adjustment (50 % cap)	\$	<u>48,301.95</u>
Total Construction Cost	\$	<u>643,551.91</u>

DETAILED COST ESTIMATE



Job: 0005939 9/2011

JOB NUMBER: 0005939_9/2011

FED/STATE PROJECT NUMBER

SPEC YEAR: 01

DESCRIPTION: SR 49 INTERSECTION IMPROVEMENTS

ITEMS FOR JOB 0005939 9/2011

0010 - ROADWAY

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0015	150-1000	1.000	LS	\$100,000.00	TRAFFIC CONTROL - PI# 0005939	\$100,000.00
0020	210-0100	1.000	LS	\$75,000.00	GRADING COMPLETE - PI# 0005939	\$75,000.00
0025	310-5120	4764.000	SY	\$19.46	GR AGGR BS CRS 12IN INCL MATL	\$92,704.77
0030	402-3121	804.000	TN	\$68.93	RECYL AC 25MM SP,GP1/2,BM&HL	\$55,422.31
0035	402-3130	1052.000	TN	\$71.84	RECYL AC 12.5MM SP,GP2,BM&HL	\$75,579.54
0040	402-3190	536.000	TN	\$71.10	RECYL AC 19 MM SP,GP 1 OR 2 ,INC BM&HL	\$38,111.83
0010	413-1000	5744.000	GL	\$2.39	BITUM TACK COAT	\$13,744.36
0050	432-0206	7705.000	SY	\$2.82	MILL ASPH CONC PVMT/ 1.50" DEP	\$21,751.52
SUBTOTAL FOR ROADWAY:						\$472,314.33

0020 - DRAINAGE

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0060	550-1180	25.000	LF	\$29.16	STM DR PIPE 18",H 1-10	\$728.90
0065	550-1360	75.000	LF	\$58.86	STM DR PIPE 36",H 1-10	\$4,414.78
0055	900-0000	1.000	\$	\$15,800.00	SEC 900 MISCELLANEOUS EXTEND 4'X4' BOX CULVERT	\$15,800.00
SUBTOTAL FOR DRAINAGE:						\$20,943.68

0030 - SIGNING AND MARKING

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0070	636-1041	130.000	SF	\$22.88	HWY SIGNS,TP 2MAT,REFL SH TP 9	\$2,974.60
0075	636-2070	160.000	LF	\$7.47	GALV STEEL POSTS, TP 7	\$1,194.75
0085	653-0120	24.000	EA	\$66.24	THERM PVMT MARK, ARROW, TP 2	\$1,589.68
0090	653-1501	4180.000	LF	\$0.42	THERMO SOLID TRAF ST 5 IN, WHI	\$1,771.02
0110	653-1502	1600.000	LF	\$0.53	THERMO SOLID TRAF ST, 5 IN YEL	\$841.49
0105	653-1704	2016.000	LF	\$2.84	THERM SOLID TRAF STRIPE,24",WH	\$5,716.73
0100	653-1810	2625.000	LF	\$0.90	THER SLD TRAF STRIPE, 10 IN, W	\$2,350.22
0095	653-3501	1060.000	GLF	\$0.38	THERMO SKIP TRAF ST, 5 IN, WHI	\$407.05
SUBTOTAL FOR SIGNING AND MARKING:						\$16,845.54

0040 - EROSION CONTROL

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0115	163-0232	1.050	AC	\$662.81	TEMPORARY GRASSING	\$695.95
0120	163-0240	21.000	TN	\$287.85	MULCH	\$6,044.89
0125	163-0503	6.000	EA	\$389.77	CONSTR AND REMOVE SILT CONTROL GATE,TP 3	\$2,338.62
0130	165-0030	1250.000	LF	\$0.70	MAINT OF TEMP SILT FENCE, TP C	\$880.40
0135	165-0087	6.000	EA	\$6,149.58	MAINT OF SILT CONTROL GATE, TP 3	\$36,897.48
0140	171-0030	1800.000	LF	\$3.25	TEMPORARY SILT FENCE, TYPE C	\$5,848.78
0145	643-8200	650.000	LF	\$1.85	BARRIER FENCE (ORANGE), 4 FT	\$1,205.33
0150	700-6910	1.050	AC	\$1,093.29	PERMANENT GRASSING	\$1,147.95
0155	700-7000	4.500	TN	\$59.97	AGRICULTURAL LIME	\$269.87
0160	700-8000	2.200	TN	\$494.42	FERTILIZER MIXED GRADE	\$1,087.73
0164	700-8100	30.000	LB	\$2.94	FERTILIZER NITROGEN CONTENT	\$88.30
0165	716-2000	235.000	SY	\$1.26	EROSION CONTROL MATS, SLOPES	\$295.87
SUBTOTAL FOR EROSION CONTROL:						\$56,801.17

TOTALS FOR JOB 0005939_9/2011

DETAILED COST ESTIMATE



Job: 0005939 9/2011

ITEMS COST:	\$566,904.72
COST GROUP COST:	\$0.00
ESTIMATED COST:	\$566,904.72
CONTINGENCY PERCENT:	0.00
ENGINEERING AND INSPECTION:	0.00
ESTIMATED COST WITH CONTINGENCY AND E&I:	\$566,904.72

PROJ. NO.

STP00-0005-00(939)

CALL NO.

P.I. NO.

0005939

DATE

11/23/2011

INDEX (TYPE)

REG. UNLEADED
DIESEL
LIQUID AC

DATE	INDEX
Nov-11	\$ 3.353
	\$ 3.847
	\$ 558.00

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)				40042.08	\$	40,042.08
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	\$	892.80		
Monthly Asphalt Cement Price month project let (APL)			\$	558.00		
Total Monthly Tonnage of asphalt cement (TMT)				119.6		

ASPHALT	Tons	%AC	AC ton
Leveling		5.0%	0
12.5 OGFC		5.0%	0
12.5 mm	1052	5.0%	52.6
9.5 mm SP		5.0%	0
25 mm SP	804	5.0%	40.2
19 mm SP	536	5.0%	26.8
	2392		119.6

BITUMINOUS TACK COAT

Price Adjustment (PA)				\$	8,259.87	\$	8,259.87
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	\$	892.80			
Monthly Asphalt Cement Price month project let (APL)			\$	558.00			
Total Monthly Tonnage of asphalt cement (TMT)							24.6710597

Bitum Tack

Gals	gals/ton	tons
5744	232.8234	24.6710597

PROJ. NO.

STP00-0005-00(939)

CALL NO.

P.I. NO.

0005939

DATE

11/23/2011

BITUMINOUS TACK COAT (surface treatment)

Price Adjustment (PA)						0	\$	-
Monthly Asphalt Cement Price month placed (APM)			Max. Cap	60%	\$	892.80		
Monthly Asphalt Cement Price month project let (APL)					\$	558.00		
Total Monthly Tonnage of asphalt cement (TMT)						0		

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

TOTAL LIQUID AC ADJUSTMENT	\$	48,301.95
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DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE **STP00-0005-00(939), Sumter County, P.I. # 0005939**
CR 297/Southerfield Rd @ SR-49 & District Line Road Ext

OFFICE Thomaston

DATE September 15, 2011

FROM Kerry Gore, District Utilities Engineer

TO Sue Anne Decker, Project Manager

SUBJECT **PRELIMINARY UTILITY COST (ESTIMATE)**

As requested by your office, we are furnishing you with a Preliminary Utility Cost estimate for each utility with facilities potentially located within the project limits.

<u>FACILITY OWNER</u>	<u>NON-REIMBURSABLE</u>	<u>REIMBURSABLE</u>
BellSouth d/b/a AT&T Georgia	65,906	144,463
Citizens Telephone Company	97,050	0
Sumter EMC	0	31,250
TOTALS	\$162,956	\$175,713

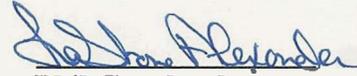
Total Preliminary Utility Cost Estimate **\$338,669**.

If you have any questions, please contact Kim Brown at 706-646-6695.

KG/pls

cc: Jeff Baker, P.E., State Utilities Engineer (*via: e-mail*)
Angela Robinson, Office of Financial Management (*via: e-mail*)
George W. McCarter, Assistant Area Construction Engineer (*via: e-mail*)

Preliminary Right of Way Cost Estimate



Phil Copeland
Right of Way Administrator
By: LaShone Alexander

Date: March 10, 2011

Project: STP00-0005-00(939) Sumter County

Existing/Required R/W: Varies/Varies

Project Termini : Intersection Improvement on SR 49 @ Southerfield Rd

Project Description: Intersection Improvement on SR 49 @ Southerfield Rd

P.I. Number: 0005939

No. Parcels: 7

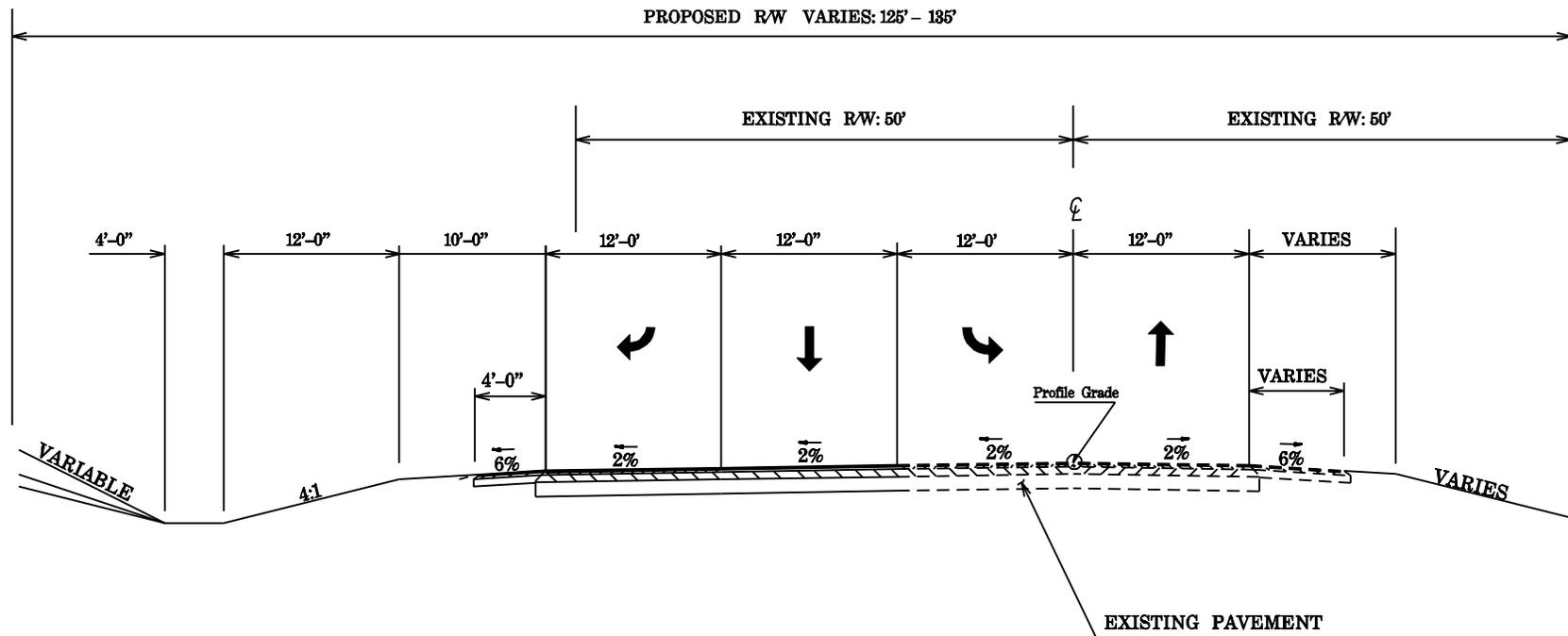
Land: Required Residential R/W: 1.195 acres @ \$ 25,000/acre	\$	29,875
Improvements : misc. site improvement		225,000
Relocation: Commercial (0) Residential (1)		40,000
Damage : Proximity Cost to Cure		0
Net Cost	\$	294,875
Net Cost	\$	294,875
Scheduling Contingency 55 %		162,181
Adm/Court Cost 60 %		274,233
	\$	731,290

Total Cost \$ 731,300

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

STP00-0005-00(939), PI#0005939
SR 49 INTERSECTION IMPROVEMENTS
SUMTER COUNTY

SR 49, APPROXIMATELY 100 FEET NORTH OF
CR 13 NEW ERA ROAD AND CR 366 SOUTH GEORGIA TECH
PARKWAY INTERSECTION



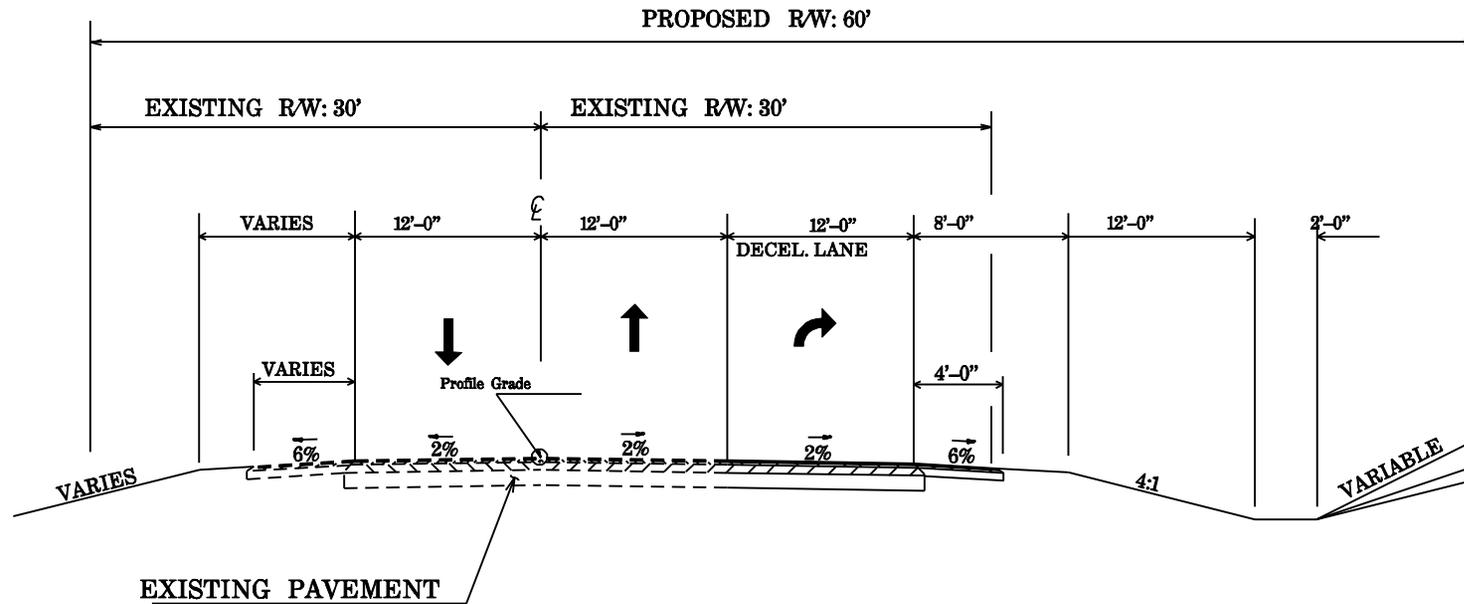
TYPICAL SECTION VIEW: NORTHBOUND

NOT TO SCALE

55 MPH SPEED DESIGN

STP00-0005-00(939), PI#0005939
SR 49 INTERSECTION IMPROVEMENTS
SUMTER COUNTY

CR 366 /SOUTH GEORGIA TECH PARKWAY
APPROXIMATELY 200 FEET WEST OF
SR 49 INTERSECTION



TYPICAL SECTION VIEW: EASTBOUND

NOT TO SCALE

45 MPH SPEED DESIGN

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE STP00-0005-00(939) **OFFICE** Planning
Sumter County **DATE** October 22, 2010

FROM 
Angela T. Alexander, State Transportation Planning Administrator

TO David Millen, District Three Engineer
Attention: Jason Mobley

SUBJECT Need and Purpose Statement for PI# 0005939

The Office of Planning has reviewed and approved the attached need and purpose statement.

If you have any questions or concerns, please contact David Cox at 404-631-1807.

ATA:dec

Attachment

Need and Purpose Statement

STP-0005-00(939) in Sumter County

SR 49 at Southerfield Road/New Era Road and District Line Road P.I. No: 0005939

Project Description

Project STP-0005-00(939) involves the realigning of SR 49 and providing operational improvements at the intersection of CR 12/District Line Road and CR 366/Southerfield Road and CR 13/New Era Road. See project location map (Attachment A). PI# 0005939 was added to the Department's work program in 2003. In the current FY 2011-2014 STIP, this project has a ROW Phase in FY 2012 and the Construction Phase is proposed outside of the FY 2011-2014 STIP.

Existing Route Conditions

SR 49 is functionally classified as a rural minor arterial. CR 366/Southerfield Road is also functionally classified as a rural minor arterial while CR 13/New Era Road is functionally classified as a rural minor collector. CR 12/District Line Road is not functionally classified. This section of SR 49 has a speed limit of 55mph and has two twelve foot lanes and provides access to Americus, Andersonville, Fort Valley and Macon. SR 49 and CR 366/Southerfield Road are local school bus routes.

Existing and Projected Traffic Conditions

The existing (Year 2009) Annual Average Daily Traffic (AADT) along SR49 is 3,820 according to Sumter County Traffic Count (TC) Station #0125. The future year projected 2035 AADT along SR49 is 6,392. The existing truck traffic along SR 49 at CR 12/District Line Road and CR366/Southerfield Road intersections is 10%.

Projects in the Area

There are currently no projects programmed in the immediate area of PI# 0005939 in Northeastern Sumter County.

Land Use

The majority of the existing land use for the area of the proposed improvement is rural farmland and low density residential.

Bike and Pedestrian Facilities

No bike or pedestrian facilities are currently identified along any of the roads in the project area according to the River Valley Regional Commission's latest Bike Plan.

Crash Data

For the years 2006 through 2008 (the most recent years for which complete crash data is available), the crash rates and injury rates on SR 49 have exceeded the statewide average for a similar facility (see table below). There were no fatalities for the years 2006 through 2008, which is less than the state average for a similar facility. The following table compares the SR 49 corridor crash rates with the statewide crash rate for a similar facility (Note: crash rates are per 100 million vehicle miles traveled):

Crash Summary

SR 49	2006		2007		2008*	
	SR 49	State	SR 49	State	SR 49	State
Crash Rate	1,092	548	541	194	1,082	186
Injury Rate	546	137	1,623	66	361	62
Fatality Rate	0.00	1.43	0.00	2.48	0.00	2.41

*2008 is latest available Crash Data that is 100% complete

Type of Crash Summary

The following table summarizes the type of crashes along the identified segments of the subject area for the three years of 2006, 2007, and 2008*:

Type of Crash 2006/2007/2008	SR 49	Percent
Rear End	8	53%
Not a Collision w/a Vehicle	2	13%
Side Swipe	0	0%
Angle	5	33%
Head On	0	0%
Sub-total	15	100%

*2008 is latest available Crash Data that is 100% complete

Need and Purpose

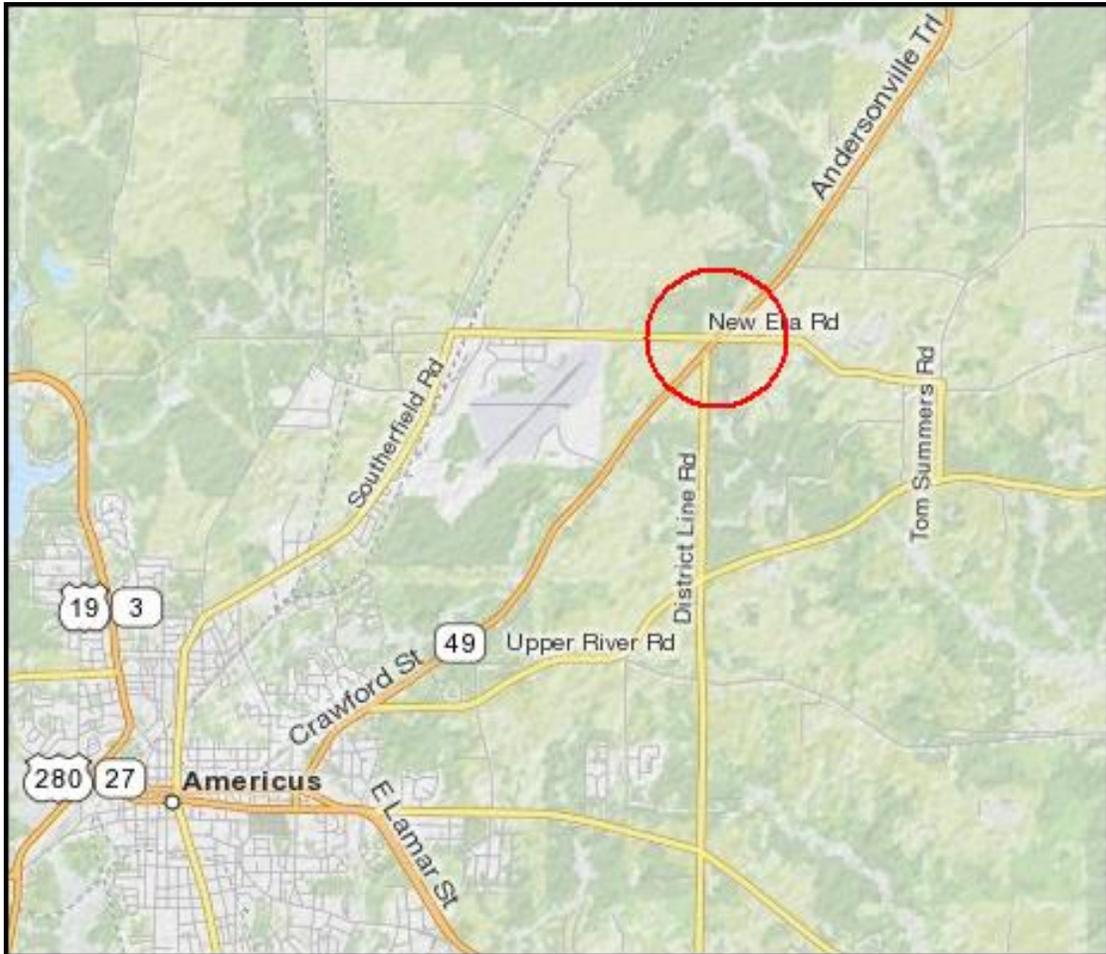
A need exist to reduce the crash frequency at the intersections of Southerfield Road/ District Line Road and New Era Road.

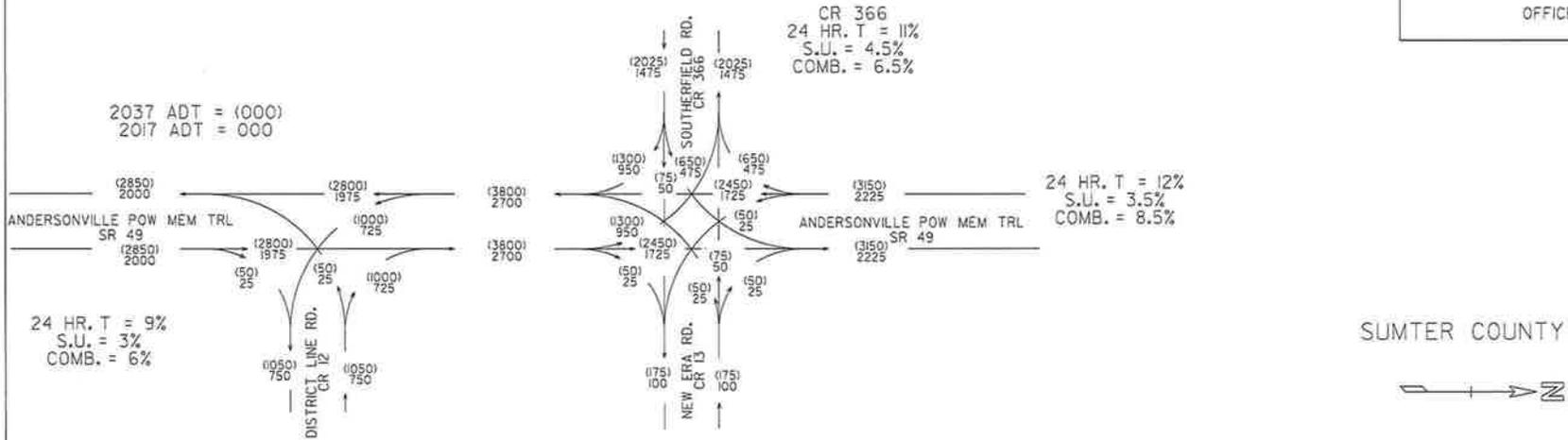
Attachment A

P.I. No: 0005939

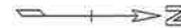
STP-0005-00(939) in Sumter County

SR 49 at District Line Road/Southerfield Road and New Era Road

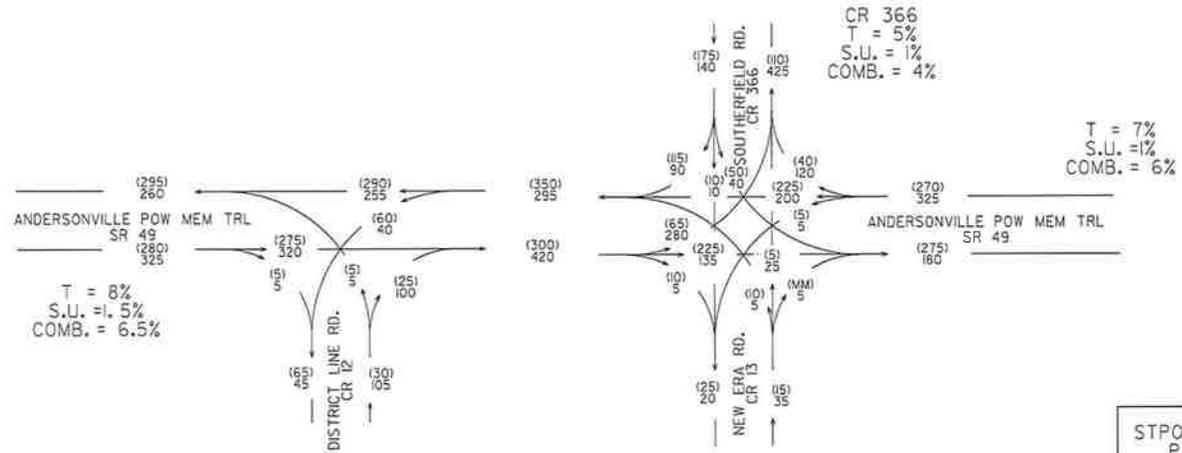




SUMTER COUNTY



2037 PM DHV = (000)
2037 AM DHV = 000



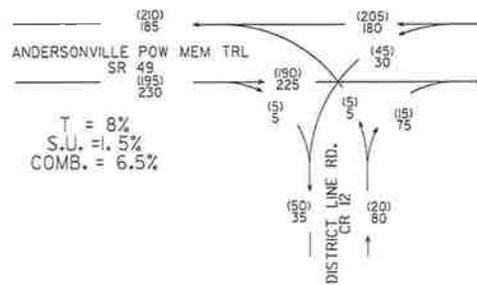
STP00-0005-00(939)
P.I.# 0005939
SUMTER COUNTY

CR 366 & CR 13
@ SR 49 & CR 12
NO BUILD = BUILD

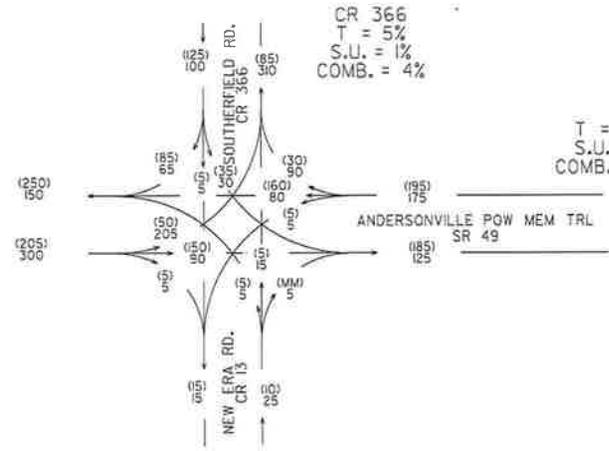
SUMTER COUNTY



2017 PM DHV = (000)
2017 AM DHV = 000



T = 8%
S.U. = 1.5%
COMB. = 6.5%

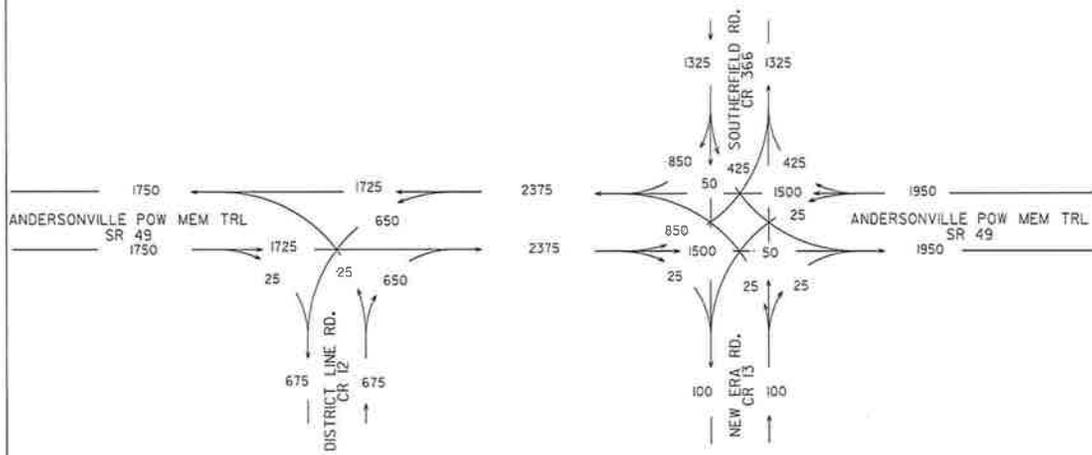


CR 366
T = 5%
S.U. = 1%
COMB. = 4%

T = 7%
S.U. = 1%
COMB. = 6%

STP00-0005-00(939)
P.I.# 0005939
SUMTER COUNTY

CR 366 & CR 13
@ SR 49 & CR 12
NO BUILD = BUILD



SUMTER COUNTY
EXISTING 2010 ADT



STP00-0005-00(939)
P.I.# 0005939
SUMTER COUNTY
CR 366 & CR 13
@ SR 49 & CR 12

Local Government

Meeting Minutes

Location: City Hall, City of Americus, GA

Project No.: 05-0117

Date: October 25, 2007

STP-0005-00(939) Sumter Co ,PI No. 0005939

Prepared By: Tony Edwards

Re: Meeting with City of Americus/Sumter County

Attendees:

Andy Lindsey, Georgia DOT, District 3
Tom Queen, Georgia DOT, District 3
Jack Reed, Georgia DOT, District 3
Bill Rountree, Georgia DOT, District 3
Richard Meehan, Lowe Engineers
Tony Edwards, Lowe Engineers
Charlotte Cotton, City of Americus
Lynn Taylor, Sumter County Board of Commissioners
Bill Bowen, Sumter County Board of Commissioners
Willie Young, Sumter County Public Works

This meeting was held at the request of City of Americus and GDOT to review the proposed project STP-0005-00(939) Sumter Co, PI No. 0005939, the Intersection improvement of CR 297/Southerfield Road @ SR 49 & District Line Road.

Low Engineers has prepared the meeting minutes conducted with the City of Americus & GDOT and are as follows:

- City of Americus commented that getting rid of excessive truck traffic that flows through downtown will help with maintaining existing pavement and relieve traffic, but did not want to make it hard/discourage tourist traffic from going downtown.
 - They like the concept of completing North Bypass which is complete from US 19 over to South Georgia Tech.
 - The East Bypass down District Line Road to SR 280 is desirable for the future, but they were initially looking for just pavement improvements to the existing road.
 - They would like GDOT to ultimately look as a south bypass from US 280 over to US 19.
- GADOT indicated that it desired to have City/County take over SR49 South of Southerfield Road and move SR49 out of town on to the North Bypass to US 19.
- Charlotte commented that the City would have no problem with taking over SR 49, except that they had concerns on the condition of the roadway with regards to safety with utilities close to the road and a large drop off to the ditch.
- To correct these problems sections of roadway may possibly require curb & gutter, additional right-of-way and permanent easements and relocation of existing utilities which would be a concern.
- Bill Bowen would like to see some projected costs to help sell to the City.

- GADOT has a current project to improve Southerfield Road, the intersection with SR 49, and District Line Road (STP-0005-00(939)). The Project is listed as Long Range but has a management R/W date of Sept 2008 and a construction date of Late 2009.
- Lowe Engineers presented the current concept alternates they had developed for the intersection improvements.
 - Alternate 1 would realign Southerfield and District Line to intersect SR 49 south of the existing intersection and keep the through movement on SR 49 into town.
 - Alternate 2 would realign SR 49 north of the intersection to flow directly to Southerfield Road, making the through movement on SR 49 on to the North Bypass and "T"-in existing SR 49 from town into the bypass.
- On Alternate 2 it was suggested that to facilitate a future east bypass down District Line that it would be better to add a connection from District Line Road to Southerfield and eliminate SR 49 North of District Line Road. All agreed that this was the preferred design for this alternate.
- GDOT prefers the Alternate 2 design for moving truck traffic on to the bypass but would only do this alternate if existing SR49 is taken off system and moved to the North Bypass.
- GDOT prefers Alternate 1 if SR49 into town stays on system
- Bill Bowen feels Alternate 2 would be more effective in getting truck traffic around town.
- County reiterated the previous agreement/desire to have turn lanes added at the entrance(s) to South Georgia Tech. Lowe will add these to the concept layouts.
- It was discussed that Alternate 1 could be improved to encourage truck movements on to the bypass by adding a turn lane and a larger (200') radius from SB SR 49 on to the North Bypass.
- Lowe Engineers also presented and discussed the issues with the improvements to District Line Road. There is one place where there are historical properties directly across from each other so that impacts to one or the other could not be avoided which could lead to a longer environmental document process.
- GADOT Suggested possibility would be to do projects in phases by doing the intersection improvement along with Southerfield Road first and split the remaining improvements into a separate project. It is felt that the Environmental Document for the Intersection improvement could stand alone from the East Bypass and could be done quicker since ESA impacts could be avoided/minimized.
- On the South end, District Line Road improvements would tie to the US 280 widening project currently being designed by another office/consultant. Tom is going to check on the status of the US 280 environmental approval.
- City/County agreed to the shifting SR49 on the condition of knowing the comparison cost of upgrades to the new standards which may include updated drainage, utility relocation, drop off and curb & gutter improvements and a commitment from GADOT to help with the improvements.
- Tom also mentioned that a site visits/analysis would be beneficial to get an overall feel for what improvements are needed.
- Andy recommends obtaining traffic accident data from the DOT to help focus of what specific areas need to be fixed in order for county to take over SR49.
- County indicated that through it's SPLOST program, it will have as much as \$12 million allocated for road improvements for the City & County over the 6 years starting in 2009 although they do not desire to use all of it on SR 49 or on District Line Road as they have other needs.
- Tom suggested possibly looking at making SR49 a scenic byway (DOT designator) which would make the corridor eligible for Federal grants. He cautioned that that designation would also bring restrictions to maintain the scenic nature of the route. The request for this designation needs to be initiated at the local level.
- Tom indicated that a multi county Comprehensive Traffic Plan Study, including Sumter County, is being planned by GDOT to start in the first part of 2008.
- The County mentioned the possible need for traffic signals at SR 49 and Southerfield and at the entrances to South GA Tech. GDOT indicated that previous studies don't indicate signal warrants are met. The intersection is being reevaluated by Lowe as part of the concept development process.
- County asked if DOT could assist with a traffic study for Martha Marietta Street and the North Bypass.

Action Items

- City/County will prioritize each of their areas that are of precedence and submit to Andy at GDOT.
- GADOT would provide cost data to the City/County on the requested improvements.
- GADOT will get accident reports for existing SR49 from Southerfield to US280 to Charlotte at the City Office.
- Andy will look at potential problems vs history of problems.

The City of Americus were provided copies of the current layout for their further review and comment. GADOT asked them to provide any additional comments or ideas they have by email/letter. The City/ County indicated that they would do so.

Meeting Minutes

Location: District 3 Office, City of Thomaston, GA

Project No.: 05-0117

Date: September 4, 2008

STP-0005-00(939) Sumter Co ,PI No. 0005939

Prepared By: Lowe Engineers

Re: Concept Team Meeting

Attendees:

Bill Rountree – GDOT (District 3 Design Engineer); brountree@dot.ga.gov
Jack Reed – GDOT (District 3 Design Engineer); jreed@dot.ga.gov
Tom Queen – GDOT (District 3 Planning and Programming); tqueen@dot.ga.gov
Carol Perry – GDOT (District 3 ROW); carol.perry@dot.ga.gov
Debra Pruitt – GDOT (District 3 Environmentalist); dpruitt@dot.ga.gov
Kerry Gore – GDOT (District 3 Utilities); kgore@dot.ga.gov
David B. Millen – GDOT (District 3 Design Plan Engineer); dmillen@dot.ga.gov
Thomas B. Howell – GDOT (District 3 District Engineer); thowell@dot.ga.gov
Mike England – GDOT (District 3 Traffic Operations Engineer); mengland@dot.ga.gov
Willie J. Young – Sumter County Public Works; willie-y@sumterga.com
Stout Powell – Sumter County; bhosborne@bellsouth.net
Nancy McReynolds – Terracon (Environmental Field Study); nkmcreynolds@terracon.com
Courtney Heston – Terracon (Environmental Field Study); clheston@terracon.com
Susan Thomas – Edwards-Pittman (NEPA Planner); sthomas@edwards-pitman.com
Matt Reaves – AT&T (Project Engineer); mr2509@att.com
Rene Smith – Sumter EMC (VP Operations); rene.smith@sumteremc.com
Scott Athey – Lowe Engineers (Project Manager); athey@loweengineers.com
Richard Meehan – Lowe Engineers (Principal In Charge); meehan@loweengineers.com
Tony Edwards – Lowe Engineers (Project Engineer); aedwards@loweengineers.com

Lowe Engineers has prepared the meeting minutes and are as follows:

- *Bill Rountree* – Need and Purpose has not been approved, but will be reviewed by planning.
- *Bill Rountree* – Construction funding is scheduled for long range with no funding identified with the possibility of being cancelled. However, there is funding for Preliminary Engineering (PE), which will allow the project to continue, but this could change in the future.
- *Bill Rountree* – Ask that the cost estimate be revised to reflect the new intersection improvement. Lowe's next invoice should breakdown all phases so that TPRO can be updated.
- *Bill Rountree* – "District Manager" on page 2 of Concept Report should be change to "District Engineer".
- *Bill Rountree* – "See attached need and purpose statement" on page 4 should be changed to "See attachment".
- *Richard Meehan* – Update page 4 to include updated traffic data and add existing design features for Southerfield Road, District Line Road and New Era Road.
- *Richard Meehan* – In response to Mr. Rountree's question, "Traffic volumes were generated using twenty-four hour counts on all four roads and projected forward based on historical growth".
- *Bill Rountree* – Suggested OEL review and approve Lowe Engineers traffic data and projections.
- Lowe Engineers agreed to send traffic analysis to Abbie (OEL) and copy Bill on the transmittal.

- *Thomas B. Howell* – Suggested that 4' paved shoulders be used on Southerfield Road to match the tie-in to the northern bypass and also on State Route 49 and District Line Road.
- *Bill Rountree* – Page 5, under the Proposed Design Features, all three roads Southerfield Road, State Route 49 and District Line Road should have typical section defined.
- *Bill Rountree* – Parcels need to be updated by GDOT based off latest information from Lowe following the approved Concept Report in TPRO.
- *Scott Athey* – No design variance is anticipated.
- *Bill Rountree* – Project will remain as an EA until Federal, SHPO and OEL have a chance to comment on their findings which could warrant downgrading the project to a CE.
- *Rene Smith (Sumer EMC)* – There will be no significant cost associated with relocating a particular pole in the project area.
- *Matt Reaves (AT&T)* – There will be no easement impacts due to Lowe Engineers one siding the cul-de-sac northeast of Daniel Grove Baptist Church.
- *Bill Rountree* – Re-examine the possibility for additional right-of-way at the new intersection to accommodate the proposed right turn lane on the State Route 49 southbound approach.
- *Bill Rountree* – Add “contractor” on page 6 as provider of material pits.
- *Richard Meehan* – Lowe will verify any flight path issues with the FAA, but none are anticipated.
- *Susan Thomas* – In response to the need for Public Meetings, an EA would require a PIOH held at the draft EA stage. Once the draft EA is signed by the Federal Highway Department then a second public meeting would be held.
- *Willie J. Young (Sumter Co. Public Works)* – No local government comments at this time.
- *Carol Perry* – There are two additional projects in the area EDS00-0019-00(50) & EDS00-0019-00(51), Lowe will confirm proximity to project.
- *Bill Rountree* – Add contingency break-out to the cost estimate instead of E&C. Lowe will coordinate this item with GDOT.
- *Bill Rountree* – Confirm cost estimate unit pricing for Asphalt.
- *Bill Rountree* – The classification of the “Project Type” should be changed to “Major” due to the possibility that an EA is required.
- *Richard Meehan* – The project location and Notice of Location and Design Approval description will be verified.
- *Bill Rountree* – On the TOPPS Scoring results add “District 3 Design” as the DOT Office, “Lowe Engineers” under consultant, and also check “Major Intersection”.

Written Comments Received at the Meeting:

- *Mike England* – “Concept illustration shows multilane side street approaches, with stop bar on mainline approaches; SR 49 proposed as through traffic, side streets, southerly of county line should reflect stripping changes to reflect single shared left through with channelized right turn lanes with side streets stop controlled”.
- *David Millen* – “Local concurrence will be needed for proposed relocated alignments and are there any impacts to more than one land district”.

Email Comments Received Prior to the Meeting:

- *Ruksana Az-Zahir (Operations Analyst)* – On behalf of Tom Queen notification to determine how much right-of-way locals are responsible will be placed on hold for concept meeting. Preliminary Engineering (PE) is authorized, right-of-way is scheduled for 2011, construction is long range and latest cost estimate received on 10/05/06.

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

INTERDEPARTMENTAL CORRESPONDENCE

FILE PI# 0005939 Sumter County
STP-0005-00(939)

OFFICE Design Policy & Support

DATE May 4, 2011

FROM Brent Story, P.E., State Design Policy Engineer

TO Distribution Below

SUBJECT: Initial Concept Meeting Minutes – SR 49 Intersection Improvements

Date/Time: Thursday, April 14, 2011, 10:30 a.m.

Place: Thomaston District Office

Attending:

Star Racing: George Bryce

Harrell & Jackson, Inc.: Gary Harrell, Brian Jackson

Americus Construction A.E.: Andy Lindsey

Citizens Telephone: Bill Gregory, Allen Braddy

Sumter EMC: Al Womack, Rene Smith

River Valley Regional Commission: Gerald Mixon - Planning Director

GDOT District 3: Bill Rountree - Preconstruction Engineer; Jason Mobley - District Design Engineer; Allen Gee - Design Engineer; Kerry Gore - District Utilities Engineer; Kim Brown - Utilities Engineer; Ken Robinson - District Construction Engineer; Jack Reed - District Planning & Programming Engineer; Greg Smith - Survey Residency Engineer; Jay Strange - Right of Way Specialist

GDOT Office of Environmental Services: Sean Fox - Ecology Specialist; Matthew Kear - History Specialist

GDOT Office of Design Policy and Support: Dave Peters - Conceptual Design Group Manager; Keith Posey - Lead Design Engineer; Tony Jones - Design Engineer 2; Lamu Chanthavong - Design Engineer 2

GDOT Office of Maintenance: Eric Pitts - State Maintenance Engineer

GDOT Office of Engineering Services: Gene McKissick - Assistant Project Review Engineer, Estimating

GDOT Office of Right of Way: Lashone Alexander - Right of Way Estimator

Jason Mobley opened the meeting by welcoming all attendees and outlining the purpose of the meeting. He explained the meeting agenda and asked all attendees to introduce themselves. After the introductions were made, Jason introduced Keith Posey as the engineer developing the concept. Keith gave a brief summary of the project background (originally proposed as a intersection realignment project to be coupled with two other projects as a north and east bypass of Americus) and mentioned the current Need and Purpose. The current Need and Purpose is to reduce crash frequency at two SR 49 intersections. 53% of crashes at the intersections are rear end type, and 33% of crashes are angle type. Keith introduced Lamu Chanthavong to describe the proposed concept for the project.

Referring to the concept display, Lamu discussed the two intersections (at CR 13/District Line Road and at CR 366/South Georgia Tech Parkway – CR 12/New Era Road) on SR 49 that the project proposes to improve. The improvements would begin approximately xxx feet south of CR 13 and would end approximately xxx feet north of South Georgia Parkway. The project is estimated to be approximately 1790 feet in length.

1 left turn lane south bound, 1 right turn lane north bound, and 1 acceleration lane north bound are proposed for SR 49 at the intersection with CR 13. A dedicated right turn is proposed for CR 13 at the intersection with SR 49. 1 left turn lane north bound and 1 left turn lane south bound are proposed for SR 49 at the intersection with CR 366 and CR 12 respectively. A right turn lane is proposed for CR 366 at the intersection with SR 49. A dedicated right turn is proposed for CR 13 at the intersection with SR 49. Shoulders would be upgraded at all locations where new lanes/pavement is proposed.

The project speed design is proposed to match existing posted speed limits of 45 mph on CR 366 and 55 mph on SR 49, CR 12, and CR 13. Access control for the proposed concept would be by permit. Small amounts of additional right of way are proposed at locations where lane/shoulder improvements would occur. There may be one residential displacement possible near the north end of the project on the west side of SR 49.

Lamu then opened the floor to the different representatives for questions and comments.

QUESTIONS AND COMMENTS BY EACH OFFICE:

Bill Rountree mentioned as part of the project history that Local Officials wanted to move SR 49 through truck traffic out of downtown Americus and onto CR 366. A significant number of truck drivers are reluctant to take CR 366 to SR 49 because the substandard skew of CR 366 with SR 49 creates sight distance issues. The Thomaston District office proposed moving SR 49 onto CR 366 as part of the initial north bypass of Americus proposal. The City and County governments were hesitant to take SR 49 south of CR 366 as a local road. This is what led to a reduced scope to the current intersection improvements.

Mike England: Do we need a design variance for adding a right turn lane from SR 49 southbound onto CR 366/South Georgia Tech Parkway?

Bill Rountree: Is a design exception for intersection of SR 49 and CR 366/South Georgia Tech Parkway skew angle needed?

Keith Posey: Probably a design exception if needed, the skew for CR 366 at SR 49 is slightly less than 45 degrees.

Kerry Gore: The Sumter EMC's utilities pole lines along SR 49 near proposed project will have to be relocated and that may cause additional environmental impacts. The construction staging would be an issue due to box culverts location near the vicinity of the proposed project. Is there is a Project Framework Agreement (PFA) in place for this project?

Bill Rountree: Not at this time.

Kerry Gore: Are we paying for utilities relocation?

Bill Rountree: Yes, it is a state project. Are the streams on the concept layout state buffered waters?

Sean Fox: Not all streams are state buffered waters and NEPA would have to reevaluate before the project concept report is submitted for approval.

Keith Posey: Is a Practical Alternatives Review (PAR) required?

Sean Fox: Not sure at this point. We will have to take a closer look at it once we have a better idea of the impacts to streams and wetlands. The wetland and stream assessments are not final. They can vary during the year and year to year. Ecology would need to take a closer look before the let date and the right of way date.

Keith Posey mentioned the other alternatives considered during concept development, and the reasons they were not selected:

- No-Build (does not meet need and purpose).
- Signalized Intersections (neither intersection met signal warrants).
- New location realignment of CR 366/South Georgia Tech Parkway with CR 12/District Line Road on SR 49 south of the existing CR 12 intersection with SR 49 (adverse impacts to potentially eligible historic resources).
- Roundabout at the existing intersection of CR 366 and CR 13 with SR 49 (higher costs, no discernable reductions in crashes over the proposed alternative, no capacity issues with present or projected traffic).

Sean Fox: There are eligible protected plants and mussels listed for this region, but did not see any potential habitat on the preliminary survey. Prior to the schedule Let date, assessment for aquatic survey would have be completed.

Bill Rountree: A buffer variance would probably be required. The streams are definitely issues for this project.

Keith Posey introduced George Bryce from Star Racing. Star Racing is proposing the development of a multi-phase motorsports complex on a 450 acre parcel along CR 366/South Georgia Tech Parkway, approximately 1 mile west of the project. The complex is planned to include a drag strip, 2.5 mile road racing circuit, racing museum, training facility, and motorsports related technology park.

George Bryce: Construction is scheduled to begin this summer of 2011. The construction for drag strip should be completed summer of 2012 and the road course should be completed summer of 2013. We expect to hold at least 10 major events a year that would attract over 20,000 visitors per day and up to 60,000 visitors over a weekend. We expect that develop business facilities for approximately 50 businesses that would employ approximately 15 to 20 employees each. I also expect additional industry related development in the area around our development, based on what we have seen with 2 other facilities of this type in Mooresville, NC and Brownsburg, IN.

Keith Posey: How many parking spaces are you allotting with the development?

George Bryce: Approximately 12,000 parking spaces will be on the development site. We also have an agreement with South Georgia Tech to use their location for overflow parking. I would guess that traffic would double in the area from our development.

Keith Posey: Any idea on the number of vehicle trips, daily and event-type trips, larger vehicle, truck/RV trips & volumes?

George Bryce: No, we have not done any traffic studies yet. This project has really taken off since the 1st of the year. I expect that we will add as much traffic as South Georgia Tech produces, if not more.

Keith Posey: How long has this development been proposed? We first learned about it several weeks ago.

George Bryce: 6 months ago this was little more than an idea. Things have moved really quickly the last 6 months, so it is very recent. Is there a plan to construct four lanes on SR 49?

Bill Rountree: It has been discussed, but not programmed.

Gerald Mixon: Have you done Development Regional Impact (DRI) studies? If so, I would like to see the studies.

George Bryce: We have not, but will start documentation soon.

Gerald Mixon: Will Development Regional Impact (DRI) studies be required?

Bill Rountree: Yes and the county would have to submit DRI. I would like to be invited to attend to the Star Racing/River Valley Regional Commission meeting. Has the county submitted a TSPLIT project to address this development?

Gerald Mixon: Yes. 4 laning South Georgia Tech Parkway was included.

Mike England: We need to look at Star Racing's traffic studies before we develop a new solution.

Keith Posey: The Design Traffic will need to be revised. It may be that this brings the roundabout back into consideration.

Jason Mobley: The project is not scheduled for construction until 2015. Are there any other funding sources available for this project?

Keith Posey: Not that we are aware of.

Bill Rountree: The previous concept may be more viable. The streams are definitely an issue. In the next few months we should look at other solutions.

Jason Mobley: PM duties are going to be transferred to Program Delivery, District will probably handle the design.

Jay Strange: Schedule 18 months for Right-of-Way acquisition if there is a displacement.

Lashone Alexander: Make sure you make the District Right-of-Way office aware of any changes or additional displacements so that they can revise Right-of-Way Cost Estimates for the project accordingly.

Sean Fox: There could be more wetlands and streams to be identified.

Eric Pitts: Would prefer truck traffic to travel on CR 366/South Georgia Tech Parkway. However, due to skew angle and high speeds at the intersection on SR 49 and CR 366/South Georgia Tech Parkway, a lot of heavy truck traffic prefers traveling through town.

Keith Posey: are there any more comments/questions from any of the attendees?

No other comments or questions were made.

Keith Posey: As far as project assignments go the 1st task is to get the Design Traffic revised. If we need to look at a roundabout further it could require a revision in the schedule. We will type up minutes to the meeting and distribute for review/changes before they are finalized. Thanks for coming.

The meeting was adjourned.

Keith Posey spoke to George Bryce after adjournment of the meeting and asked if he could tell how far along he is with funding the project. Mr. Bryce said that he has over half (53%) of the project funding in hand, a significant amount, with very little of this amount from local sources. The last 6 months have seen a lot of movement on the development activities for the racing facility.

DP/EKP/LC

Distribution:

Ben Buchan, P.E., Director of Engineering
Bill Rountree, P.E., District Preconstruction Engineer, Thomaston
Genetha Rice-Singleton, Program Control Administrator
Cindy VanDyke, State Transportation Planning Administrator
Jason Mobley, P.E., District Design Engineer, Thomaston
Phil Copeland, State Right of Way Administrator
Glenn Bowman, P.E., State Environmental Administrator
Angie Robinson, Financial Management Administrator
Kathy Zahul, State Traffic Engineer
James Magnus, State Construction Engineer
Eric Pitts, State Maintenance Engineer
Georgene Geary, P.E., State Materials and Research Engineer
Jeff Baker, State Utilities Engineer
Kerry Gore, District Utilities Engineer
David Millen, District Engineer
Ron Wishon, Project Review Engineer
Ken Robinson, District Construction Engineer
Mike England, District Traffic Engineer
Carol Comer, Aviation Program Manager
Greg Smith, Survey Resident Engineer
Robert O'Rourke, District R/W Team Manager
Debra Pruitt, District Environmental Planning Specialist

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

INTERDEPARTMENTAL CORRESPONDENCE

FILE PI# 0005939 Sumter County
STP-0005-00(939)

OFFICE Design Policy & Support

DATE June 24, 2011

FROM Keith Posey, Lead Design Engineer

TO Project File

SUBJECT: RVRC-STAR Racing DRI Coordination Meeting Notes

Date/Time: Tuesday, June 14, 2011, 11:00 a.m.

Place: South Georgia Technical College Campus

Attending:

Georgia House of Representatives: Mike Cheokas, District 134

Sumter County Board of Commissioners: Randy Howard, Chairman; Rick Davis, Vice Chairman; Andrea P.F. Brooks.

River Valley Regional Commission: Gerald Mixon, Planning Director

STAR Racing: George Bryce, Owner; Jackie Bryce, Owner.

Americus Sumter Payroll Development Authority: David Garriga, Executive Director

South Georgia Technical College: Sparky Reeves, President; Wally Summers, Administrator; Su Ann Bird, Administrator.

Sumter County Public Works: Willie J. Young, Director

Sumter County Code Enforcement (Permits): Michael Sudduth, Code Enforcement Officer

Sumter County Administrator: Lynn Taylor

Harrell & Jackson, Inc.: Gary Harrell, Owner; Brian Jackson, Owner

Americus Times-Recorder: Lisa Law, Reporter

GDOT Office of Program Delivery: Sue Anne Decker, Project Manager

GDOT District 3: Allen Gee, Design Engineer

GDOT Office of Design Policy and Support: Keith Posey, Lead Design Engineer; Lamu Chanthavong, Design Engineer 2

Mr. Sparky Reeves opened the meeting by welcoming all attendees and shared the excitement about the opportunity for economic growth that Star Racing will bring to the community. He asked all attendees to introduce themselves. After the introductions were made, Mr. Reeves introduced Keith Posey as the engineer developing the concept to present the concept design.

Keith explained that GDOT understood the meeting to be a DRI Coordination Meeting between the RVRC and STAR Racing, but would be happy to discuss the SR 49 intersection improvement project and the concept alternative presented at the April, 2011 CTM at the GDOT district office in Thomaston. Using the CTM concept display, Keith gave a summary of the project history:

- The project was originally planned as part of a north and east bypass corridor around Americus that would change the route of SR 49 from its current location in downtown Americus onto existing South Georgia Tech Parkway. This would re-route regional truck traffic out of downtown Americus. The original proposed concept consisted on a new intersection to align South Georgia Tech Parkway with district line road was put forth by a district managed consultant. This project was planned in conjunction with 2 other projects to widen and improve South Georgia Tech Parkway and District Line Road.
- Issues with that concept (potential history impacts, GDOT budget constraints, locals hesitant to take existing SR 49 south of the intersection as a local road) slowed the concept development. The district decided to re-scope the project to reduce accidents because the current accident rate is above the statewide average.
- The concept presented at the April, 2011 CTM was presented to the participants. They were told this concept did not take into account the proposed motorsports complex, or the desire for additional improvements to South Georgia Tech Parkway and District Line Road. At the CTM, GDOT district personnel asked if the Department could attend any coordination meetings between the developer and the RVRC.
- Gerald Mixon mentioned the traffic at SR 49 and South Georgia Tech is currently a problem. The projected traffic needs to be revised due to the Motorsports complex proposed by Star Racing. Keith agreed stating that the department needs this info before the concept development to continue. The DRI study would be the best information to use to revise the projected traffic.
- The projects to widen and improve both South Georgia Tech Parkway and District Line Road were discussed. Keith mentioned both are on the unconstrained list that ultimately will be pared down (constrained) for the statewide regional TSPLOST vote in the fall of 2012. That list will be finalized by the RVRC Regional Roundtable in October, 2011. There is tremendous local support for both projects. Local consensus is a desire to widen South Georgia Tech Parkway to 4 lanes. STAR Racing mentioned the need for improvements from I-75 to the motorsports complex via US 280 from Cordele and District Line Road. Keith and Sue Anne reiterated the importance to integrate the intersection project to these two projects if the project timeframes allow.
- Keith and Sue Anne discussed possible alternatives for the intersection once the proposed traffic is revised. Local officials mentioned the current problems with trucks using the intersection (many truck drivers have sight distance concerns), turning radius/grade problems, and morning/evening commute traffic. A realigned intersection with stop control or signal, and a roundabout solution was discussed. Sue Anne explained that the current funds budgeted would probably not be enough to construct anything more than the minor improvements (left turn and auxiliary accel/decel lanes) currently proposed, and the schedule & scope would also require revisions. This would require approval from executive management and could change the timeframe for the project.
- Funding for both the intersection project and the 2 widening projects was discussed. Attendees were told that the intersection project consisted of 80% federal/20% state funds. Local officials asked what would be the best way to fund the widening projects, the quickest way to get the projects done. Keith and Sue Anne both felt the TSPLOST route currently has the potential to get the projects constructed sooner. Local officials planned on discussing the funding possibilities with Todd Long, Director of Planning, and possibly Gerald Ross, Chief Engineer.

- Sparky Reeves, President of South Georgia Technical College, discussed the past and future growth of the College, and the opportunities that the motorsports complex will bring to the area. Mr. Reeves estimated that the motorsports complex will account for an enrollment increase of 500 students to the college, in addition to the growth already projected. Sue Anne asked if the college had some past and future growth data that the department could reference for determining future growth. The college said yes and agreed to provide said data. Keith agreed that the motorsports complex, South Georgia Tech, the industrial park, and the regional airport all benefit and enhance each other as resources. All parties agreed that additional development potential for food and lodging establishments will result of a successful motorsports complex.
- Sue Anne and Keith asked about the timeframe for the DRI study. Mr. Mixon and Mr. Bryce said that they would get moving on it immediately. Mr. Mixon stated he was looking for the developer to be a little further along before completing the DRI study. When asked when they expected to have the DRI completed, Mr. Mixon said 30 days after they have all the data. Asked if 45 days from now would be sufficient, Mr. Mixon and Mr. Bryce said yes. Sue Anne said that the DRI study is crucial for the concept on the intersection project to move forward.
- Mr. Bryce was asked about the timeframes for the motorsports complex. Mr. Bryce mentioned that a written agreement between STAR Racing and the Americus Sumter Payroll Development Authority gives a deadline to begin construction of July 8, 2012. According to a June 7, 2011 newspaper article in the Americus Times-Recorder, the agreement requires that funding be in place by May, 8 2012. Mr. Bryce has already done some engineering work to the project layout to mitigate wetland impacts for the required permit, and expects that construction to begin no later than the end of summer, 2011. Mr. Bryce has some funding in place, and is finalizing other funding,
- Sue Anne mentioned that as project manager she is the point of contact for the project and gave her contact info to all relevant parties. She also mentioned that a roundabout would require lighting and that locals would need to sign a Project Framework Agreement to pay maintenance and operational costs for the lighting. She also said once we have a better idea about the DRI/ revised traffic, she will discuss project schedule/scope/budget options with Todd Long and/or Gerald Ross.
- Several participants had questions about the projected traffic, commenting that there are current traffic issues at the intersection. STAR racing has difficulty negotiating the intersection with their large trucks. George Bryce asked if South Georgia Tech Parkway could be realigned to intersect with SR 49 closer to 90 degrees.

Sparky Reeves: Closed the meeting.

Attachments: Meeting Sign-In Sheet

SOUTH GEORGIA

Continuing Education
Contract Training
Special Event
Sign-in Sheet

TECHNICAL COLLEGE

Date 6/14/11 Organization RVRC / SUMTER CO. Employees _____

Class/Course/Activity _____ Hours _____

Instructor/Presenter _____ Phone _____

NAME	COMPANY/GROUP/ORGANIZATION
1. Michael Sudduth ✓	Sumter County
2. Wally Summers ✓	SBTC
3. Sr Ann Bird ✓	SGTC
4. DAVID GARRIB A ✓	PDA
5. Jackie Bryce	Star Racing
6. Remond Howard ✓ CDR	Sumter Co Commissioner
7. Sparky Reeves ✓	SGTC
8. GEORGE BRYCE ✓	STAR RACING AMC
9. GERALD MIXON ✓	RIVER VALLEY REG. GUN
10. Lamu Chanthavong ✓	GDOT
11. KEITH ROSE ✓	GDOT
12. Brian Jackson ✓	Harrell & Jackson Inc
13. Gary Harrell ✓	" "
14. Willie J. Young ✓	Sumter County Public Work
15. Sue Anne Decker ✓	GDOT - project manager
16. ALLEN GEE ✓	GDOT - DESIGN - DISTRICT 3
17. Claudia P. Brooks ✓	Sumter County Commissioner
18. RICH DAVIS ✓	Sumter County Commissioner
19. Lynn Taylor ?	Sumter Co. Mer
20. MIKE CHEKAR ✓	STATE REPRESENTATIVE
21.	

**SR 49 INTERSECTION
IMPROVEMENTS
STP00-0005-00(939)
SUMTER COUNTY
P.I. # 0005939**

