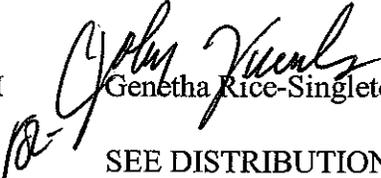


**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE P. I. No. 0006971, Pike County **OFFICE** Preconstruction
CSSTP-0006-00(971)
Intersection Improvement-
SR 18@ CR 51/ County Farm Road **DATE** December 5, 2007

FROM  Genetha Rice-Singleton, Assistant Director of Preconstruction

TO  SEE DISTRIBUTION

SUBJECT APPROVED PROJECT CONCEPT REPORT

Attached for your files is the approval for subject project.

Attachment

DISTRIBUTION:

Brian Summers
Glenn Bowman
Ken Thompson
Michael Henry
Keith Golden
Thomas Howell
Angela Alexander
Paul Liles
Bill Rountree
BOARD MEMBER

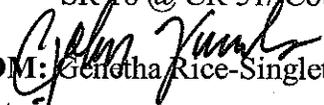
**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENTAL CORRESPONDENCE

FILE: P.I. No. 0006971, Pike County
CSSTP-0006-00(971)
Intersection Improvements-
SR 18 @ CR 51/County Farm Road

OFFICE: Preconstruction

DATE: November 27, 2007

FROM:  Genetha Rice-Singleton, Assistant Director of Preconstruction

TO:  Gerald M. Ross, P.E., Chief Engineer

SUBJECT: PROJECT CONCEPT REPORT

This project is the intersection improvements at SR 18 and CR 51/ County Farm Road, located 1.0 mile west of Zebulon, Georgia. SR 18 within the project limits is a two lane minor arterial with 12' lanes in each direction and a posted speed limit of 55 MPH. CR 51/County Farm Road is a two lane local road with 9.5' lanes in each direction and a posted speed limit of 45 MPH. Currently, County Farm Road terminates at SR 18 at a 55 degree angle and in a curved section of SR 18. In the project area, twelve (12) crashes occurred between 2000 and 2005. Projected traffic volumes for this section of SR 18 are 4250 VPD in the year 2012 and 7200 VPD for the design year 2032. The projected volumes along CR 51/ County Farm Road are 1050 VPD for the year 2012 and 1450 VPD in the design year 2032.

The proposed project will add turn lanes at the intersection of SR 18 and CR 51/County Farm Road. A left turn lane will be added to SR 18 eastbound onto County Farm Road. A right turn lane will be added to SR 18 westbound onto County Farm Road. The project will also tie CR 51/ County Farm Road into SR 18 at or near a 90 degree angle. All improvements will meet the design speed of 55 MPH for SR 18 and 45 MPH for CR 51/ County Farm Road. Traffic will be maintained via staging during construction.

Environmental concerns include requiring a Categorical Exclusion is anticipated; a Public hearing is not required; Time saving procedures is appropriate.

The estimated costs for this project are:

	<u>PROPOSED</u>	<u>APPROVED</u>	<u>FUNDING</u>	<u>PROG DATE</u>
Construction (includes E&C)	\$1,050,000	\$ 250,000	L250	2011
Right-of-way	\$82,000	\$82,000	L250	2009
Utilities *	-0-			

P.I. No. 0006971, Pike County
November 27, 2007

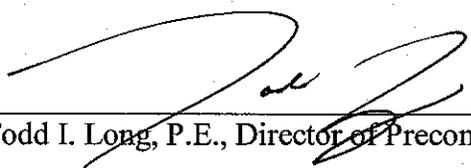
*Notification letter sent to Pike County 12-30-05

I recommend this project concept be approved.

GRS: JDQ

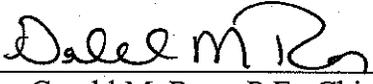
Attachment

CONCUR



Todd I. Long, P.E., Director of Preconstruction

APPROVED

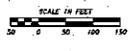


Gerald M. Ross, P.E., Chief Engineer



	CONSTRUCTION CENTERLINE		EXISTING RIGHT OF WAY / PROPERTY LINE
	PROPOSED EDGE OF TRAVEL WAY		PROPOSED RIGHT OF WAY
	PROPOSED EDGE OF PAVED SHOULDER		APPRX. LAND LOT LINE
	EXISTING EDGE OF PAVEMENT		APPRX. GEORGIA MILITARY DISTRICT LINE
			POTENTIAL DISPLACEMENT

CONCEPT LAYOUT
 SR 18 @ CR 51/COUNTY FARM ROAD



CSSTP-0006-00(971)
 P.I. NO. 0006971
 PIKE COUNTY

PRECONSTRUCTION STATUS REPORT

PROJ ID	COUNTY	DESCRIPTION	MGMT. ROW DATE	SCHED DATE	MGMT. LET DATE																						
0006971	Pike	SR 18 @ CR 51/COUNTY FARM ROAD	Nov-08	Mar-11	May-10																						
CSSTP-0006-00(971) FIELD DIST: 3 TIP #: TWIN: US: MPO: Not Urban EST DATE: MODEL YR: PROJ MGR: Rountree, Bill PROJ LENGTH: 0.40 PROG Reconstruction/Rehabilitat TYPE WORK: Intersection TYPE: ion Improvement CONCEPT: LET RESP: DOT Congressional Districts: 3			<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Phase</th> <th>Approved</th> <th>Proposed</th> <th>Cost</th> <th>Fund</th> <th>Status</th> </tr> </thead> <tbody> <tr> <td>PE</td> <td>2007</td> <td>2007</td> <td>50,000.00</td> <td>Q25</td> <td>AUTHORIZED</td> </tr> <tr> <td>ROW</td> <td>2009</td> <td>2009</td> <td>82,000.00</td> <td>L250</td> <td>PRECST</td> </tr> <tr> <td>CST</td> <td>2011</td> <td>2011</td> <td>250,000.00</td> <td>L250</td> <td>PRECST</td> </tr> </tbody> </table>	Phase	Approved	Proposed	Cost	Fund	Status	PE	2007	2007	50,000.00	Q25	AUTHORIZED	ROW	2009	2009	82,000.00	L250	PRECST	CST	2011	2011	250,000.00	L250	PRECST
Phase	Approved	Proposed	Cost	Fund	Status																						
PE	2007	2007	50,000.00	Q25	AUTHORIZED																						
ROW	2009	2009	82,000.00	L250	PRECST																						
CST	2011	2011	250,000.00	L250	PRECST																						

SCHED START	SCHED FINISH	ACTIVITY	ACTUAL START	ACT/EST FINISH	PCT	DISTRICT COMMENTS
10/25/07	2/9/76	Define Project Concept	1/25/07	10/10/07	98	TE STUDY?;NEED SCHED [11-4-05]; TE STUDY RECD 1-30-07 [3-5-07]
2/22/76	2/23/76	Concept Meeting	10/4/07	10/4/07	100	
3/4/76	3/29/76	Concept Submittal and Review	10/10/07	10/10/07	100	
1/17/08	1/30/08	Receive Preconstruction Concept Approval			0	
1/30/08	1/30/08	Management Concept Approval Complete			0	
2/21/08	2/21/08	Public Information Open House Held			0	
1/31/08	9/4/08	Environmental Approval			0	
2/22/08	3/27/08	Field Surveys/SDE			0	
3/28/08	5/7/09	Preliminary Plans			0	
1/31/08	3/6/08	Underground Storage Tanks			0	
6/6/08	8/21/08	404 Permit Obtainment			0	
5/29/09	6/1/09	FFPR Inspection			0	
7/7/09	9/28/09	R/W Plans Preparation			0	
11/24/09	11/27/09	R/W Plans Final Approval			0	
7/7/09	7/9/09	L & D Report Development and Approval			0	
11/30/09	1/24/11	R/W Acquisition			0	
4/22/10	5/5/10	Stake R/W			0	
7/7/09	7/16/09	Soil Survey			0	
7/10/09	5/13/10	Final Design			0	
6/4/10	6/7/10	FFPR Inspection			0	
6/21/10	7/2/10	FFPR Response			0	

BIKE PROVISIONS INCLUDED?: N **MEASUREMENT** E **CONSULTANT:** N **UT EST:**

Bridge: NO BRIDGE REQUIRED
Design: LAYOUT COMPLETE; WORKING ON CONCEPT REP 3-2-07
EIS: PRUITT
LGPA: NOTIFICATION LETTER SENT TO PIKE 12-30-05.
Programming: ADDED BY PNR 8-04
Traffic Op: DISTRICT 3 WILL PROVIDE S/M PLANS-TMC SIGNALS(IF REQD)
EMG: SAFETY (INTERSECTION IMPROVEMENT)

R/W INFORMATION:

PREL PARCEL CT: **TOTAL PARCEL CT:** **ACQUIRED BY:** DOT **ACQ MGR:**
UNDER-REVIEW CT: **RELEASED** **OPT-PEND CT:** **DEEDS CT:** **COND-PEND CT:** **COND-FILED CT:**
RW CERT DT: **ACQUIRED CT:** **RELOCATION CT:**

Recommendation for approval:

DATE 10/9/07

DATE 10/14/07

William J. [unclear]
[unclear] Engineer

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 _____

State Transportation Planning Administrator

DATE _____

State Financial Management Administrator

DATE 10/23/07

State Environmental/Location Engineer

DATE _____

State Traffic Safety and Design Engineer

DATE _____

Project Review Engineer

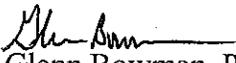
**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE: P.I. No. 0006971

OFFICE: Environment/Location

DATE: October 23, 2007

FROM: 
Glenn Bowman, P.E., State Environmental/Location Engineer

TO: Genetha Rice-Singleton, Assistant Director of Preconstruction

SUBJECT: PROJECT CONCEPT REPORT
CSSTP-0006-00(971) / Pike County

The above subject Concept Report has been reviewed and appears satisfactory subject to the following comments:

- 1) Page 9 – The Concept Report should not assume this will be a PCE. It should be labeled as a CE at this time.
- 2) Page 9 – No data was listed for public involvement and if none is anticipated, that should be stated.
- 3) Project has Nov. '08 ROW authorization date. Therefore, Environmental work should begin soon.

If you have any questions, please contact me at (404) 699-4401.

GB:lc

Attachment

cc: Brian Summers
Jamie Simpson
Keith Golden
Angela Alexander
Thomas Howell

Recommendation for approval:

DATE 10/4/07

DATE 10/4/07

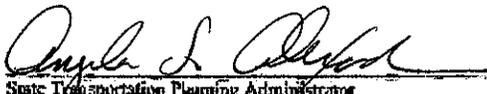


William K. Lawrence - Project Manager


Dennis Howell - District Engineer

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 10/12/07



State Transportation Planning Administrator

DATE _____

State Financial Management Administrator

DATE _____

State Environmental / Location Engineer

DATE _____

State Traffic Safety and Design Engineer

DATE _____

Project Review Engineer

SCORING RESULTS AS PER TOPPS 2440-2

Project Number: CSSTP-0006-00(971)		County: Pike		PI No.: 0006971	
Report Date:		Concept By: DOT Office: District 3 Design			
<input checked="" type="checkbox"/> CONCEPT		Consultant: N/A			
Project Type: Choose One From Each Column		<input type="checkbox"/> Major <input checked="" type="checkbox"/> Minor	<input type="checkbox"/> Urban <input checked="" type="checkbox"/> Rural	<input type="checkbox"/> ATMS <input type="checkbox"/> Bridge <input type="checkbox"/> Building <input type="checkbox"/> Interchange <input checked="" type="checkbox"/> Intersection <input type="checkbox"/> Interstate <input type="checkbox"/> New Location <input type="checkbox"/> Widening & Reconstruction <input type="checkbox"/> Miscellaneous	
FOCUS AREAS	SCORE	RESULTS			
Presentation	100				
Judgment	100				
Environmental	100				
Right of Way	100				
Utility	100				
Constructability	100				
Schedule	100				

NOTICE OF LOCATION AND DESIGN APPROVAL

CSSTP-0006-00(971) Pike County
P. I. Number: 0006971

Notice is hereby given in compliance with Georgia Code 22-2-109 that the Georgia Department of Transportation has approved the Location and Design of the above project.

The date of location approval is DECEMBER 5, 2007

Intersection improvement on State Route 18 at the intersection of County Farm Road located in Pike County, Georgia Militia District 580, Land District 9, and Land Lots 14, 15, 18, & 19.

This project will widen SR 18 to provide left and right turn lanes at its intersection with County Farm Road. The project will also address the skew angle of the intersection.

Drawings, maps or plats of the proposed project, as approved, are on file and are available for inspection at the Georgia Department of Transportation:

Tim Reeves, Area Engineer
Tim.Reeves@dot.state.ga.us
101 Transportation Blvd
Thomaston, GA 30286
706-646-6100

Any interested party may obtain a copy of the drawings, maps or plats, or portions thereof, by paying a nominal fee and requesting in writing to:

William J. Rountree, P.E., District Design Engineer
Department Of Transportation
bill.rountree@dot.state.ga.us
115 Transportation Blvd.
Thomaston, Georgia 30286-4524
(706) 646-6990

Any written request or communication in reference to this project or notice SHOULD include the Project and P.I. Number as noted at the top of this notice.

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
Office of District 3 Design

PROJECT CONCEPT REPORT

Project Number: CSSTP-0006-00(971)

County: Pike

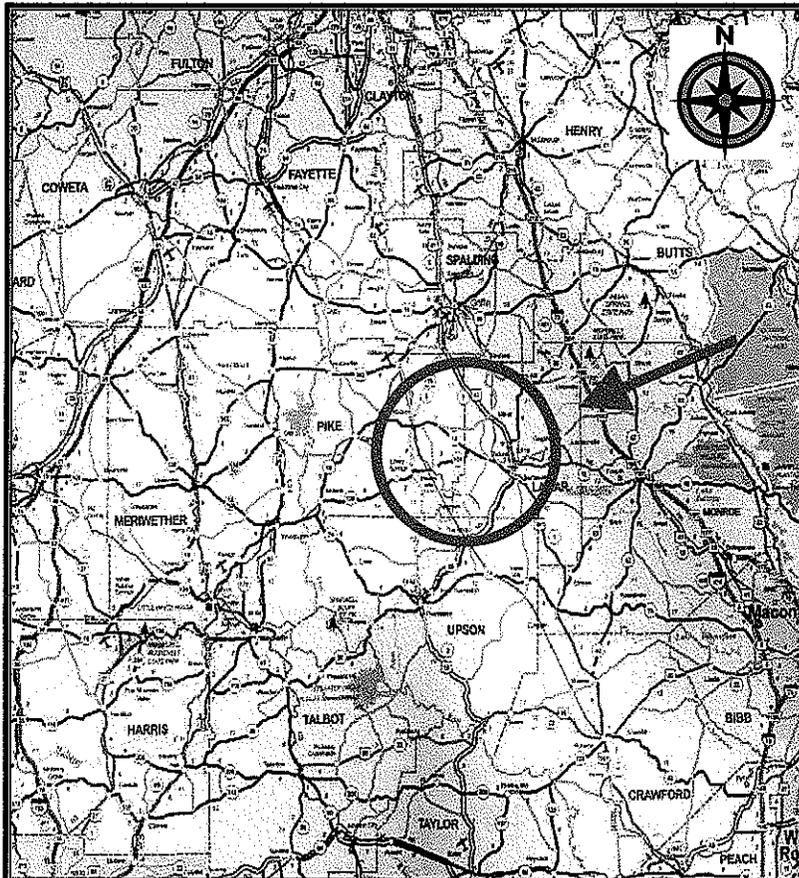
P.I. Number: 0006971

Federal Route Number: N/A

State Route Number: 18

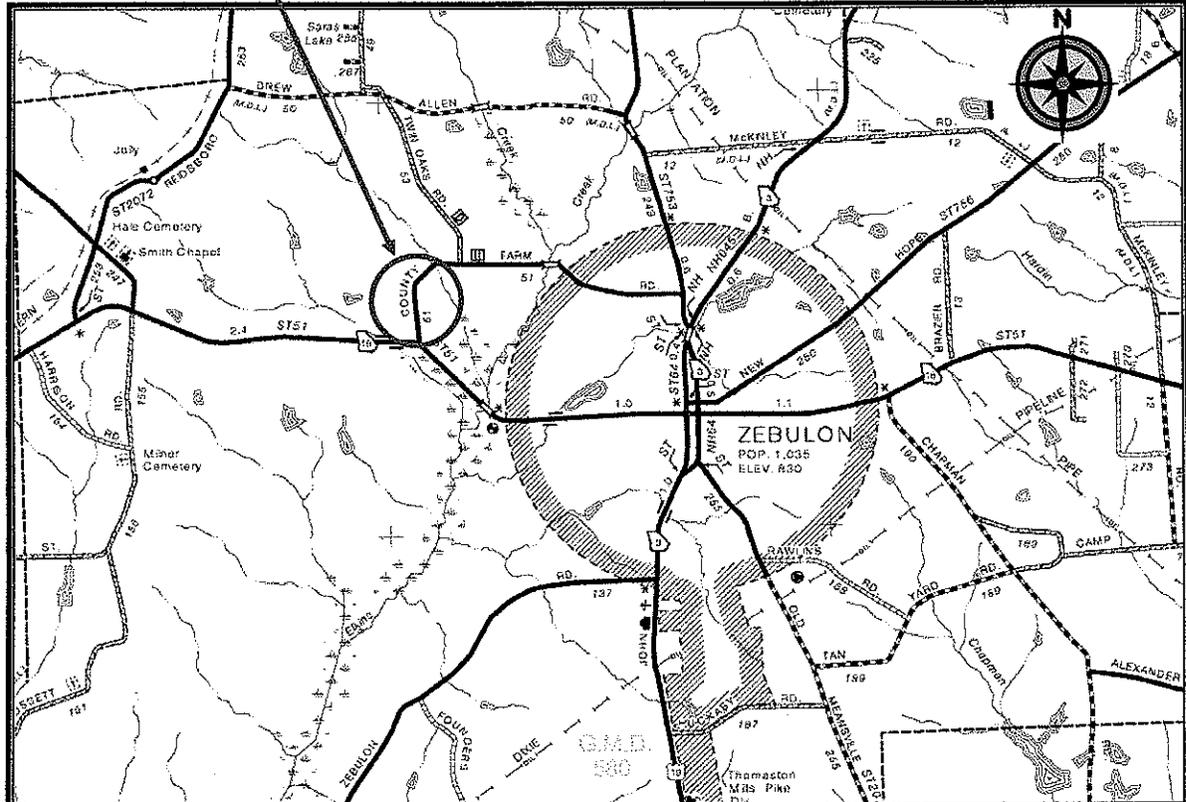
Regional Sketch

Intersection Improvement of State Route 18 at County Road 51 / County Farm Road



PROJECT LOCATION MAP

Project Location



NEED AND PURPOSE STATEMENT

Background

This project was submitted for programming in August 2004 by the Office of Planning as a safety improvement project. This project was recommended in the Pike, Upson, Lamar Regional Transportation Study completed in December 2003. At the time of project programming this project was identified by Pike County as their number 2 priority. This project is located at the intersection of SR 18 and CR 51/County Farm Road and is not part of the National Highway System (NHS). This location was identified because of problems related to side-street skew and sight distance limitations.

Existing Roadway Conditions

SR 18 within the project area is a 2-lane minor arterial with 12 ft. lanes in each direction with a posted speed limit of 55 mph. CR 51/County Farm Road within the project limits is a 2-lane local road with 9.5 feet lanes in each direction and a posted speed limit of 45 mph terminating at SR 18 at a stop sign.

Currently, County Farm Road terminates at SR 18 at a 55 degree angle and in a curved section of SR 18. To improve safety in this area, the proposed improvements to the intersection are a left turn lane on SR 18 eastbound and a right turn lane on SR 18 westbound.

Projects in the Area

There is one project in the area located near this project. Project BRST-005-1(33), PI 333145, this project is a bridge replacement located on SR 18 about 0.2 miles east of the intersection with County Farm Road. This project had construction authorized in 2005 and is currently under construction.

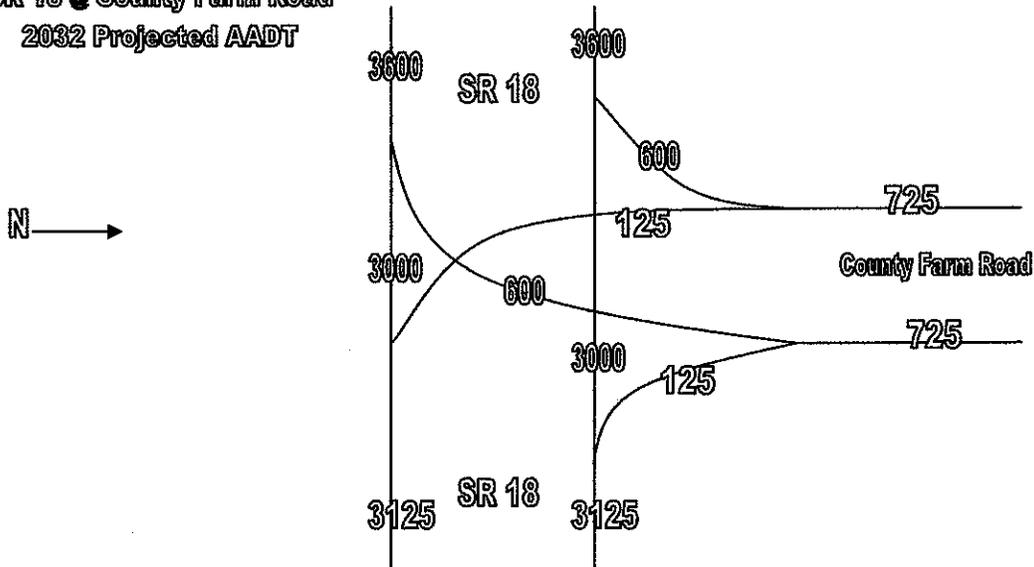
Existing and Projected Traffic Conditions

The 2012 traffic (AADT) for SR 18 in the project area is projected to be 4,250. By 2032 traffic is anticipated to increase to 7,200 AADT. This is an increase of 39% for this section of SR 18. The expected level of service (LOS) in 2012 is C and LOS in 2032 is projected to be LOS C.

The 2012 AADT for County Farm Road in the project area was 1,050. By 2032 traffic is anticipated to increase to 1,450 AADT, representing a 38% increase. The current LOS is A and projected LOS in 2032 is projected to be LOS A.

The turning movement percentages for SR 18 and County Farm Road were calculated for this intersection. Seventeen percent of the eastbound traffic on SR 18 turns left on County Farm Road with four percent of the westbound traffic turning right onto County Farm Road. Similarly, on County Farm Road, 17 percent of the traffic is turning left traveling eastbound on SR 18 and 83 percent is turning right heading westbound on SR 18.

**SR 18 @ County Farm Road
 2032 Projected AADT**



Crash Information

Crash data was taken within the project area for years 2000-2005. For purposes of crash information collection, milelog 14.00 to 15.00 was used to ensure a comprehensive capture of all the crashes located at or very near the intersection of SR 18 with County Farm Road. In 2000 and 2001, there were a significantly higher number of crashes (8 of 12 total) than in following years 2002 to 2005. It was crash information collected in 2000 and 2001 referenced in the Pike, Upson, Lamar Regional Transportation Study completed in December 2003 that identified this intersection for improvement.

All 12 crashes identified at or near this intersection were single car crashes that occurred off the roadway. In fact, only one crash had another vehicle present. The other crashes involved a car striking either an embankment, a tree, deer, guardrail, or ditch. In addition, eight of the 12 (67%) of the crashes occurred at dusk or at nighttime with only four of 12 (33%) occurring during daylight hours. Furthermore, 50% (six of 12) crashes occurred on wet pavement and 50% occurred on dry pavement. Eleven of the single accident vehicle crashes involved the vehicle negotiating a curve. Finally, eight of the 12 crashes (67%) involved a west-bound vehicle, whereas four of 12 (33%) involved an east-bound vehicle.

SR 18 @ CR 51/County Farm Road, Pike County, Milelog 14.00-15.00

	2000	2001	2002	2003	2004	2005
Total Accidents	3	5	1	1	1	1
Accidents Per 100 MVMT	222	342	58	58	58	73
Total Injuries	3	5	1	0	0	2
Injuries Per 100 MVMT	222	342	58	0	0	147

Total Fatalities	0	0	0	0	0	0
------------------	---	---	---	---	---	---

Injuries at this intersection have occurred in 2000, 2001, 2002 and 2005. No fatalities have occurred at this intersection from 2000 to 2005.

Logical Termini

The project's termini are the area immediately adjacent to the intersection of SR 18 and County Farm Road. The improvement of intersection will have no significant adverse effects on the operational conditions of the SR 18 corridor beyond the boundaries of this project. Additionally, this project addresses the immediate safety and operational needs at the intersection.

Pedestrian and Bicycle Facilities/Routes

There are no pedestrian or bicycle facilities/routes in existence or planned at or near the intersection of SR 18 and CR 51/County Farm Road in Pike County.

Community Issues

The project area is contained wholly within one Census Tract, Tract 9801. Based on the 2000 Census, this tract had a population of 5,285 with 16.6 percent of the population being a minority race. In comparison, according to the 2000 Census, 83.6% of the 13,688 residents of Pike County were white and 16.4% were minorities. Census Tract 9801 contains 1,485 family households with 6.3% of those families living below the poverty level. The median household income in Census Tract 9801 was \$45,146 in 2000. By comparison, the median household income for Pike County was \$49,798.

Need & Purpose

An intersection evaluation was completed for this intersection recommending the addition of a left turn lane on SR 18 eastbound and a right turn lane on SR 18 westbound to improve the safety and operations of this intersection. Operational improvements are warranted due to the proximity of this project to the Pike County Recreational Facilities.

Description of the Proposed Project:

The intersection of SR 18 and County Route 51 / County Farm Road is located in Pike County, approximately 0.60 miles from the Zebulon City Limits. The project is approximately 0.35 miles in length and extends from milepost 14.14 to milepost 14.48 on SR 18.

This project includes adding turn lanes at the intersection of SR 18 and County Farm Road/CR 51 in Pike County. A left turn lane will be added to SR 18 eastbound onto County Farm Road. A right turn lane will be added to SR 18 westbound onto County Farm Road. The project will also tie County Farm Road into SR 18 at or near a 90 degree angle. The existing alignment of SR 18 shall remain unaltered. The typical section will be two 12' travel lanes with 2' paved shoulder, 8' grass shoulder, and rural ditches. At the intersection, a 12' left turn lane and a 12'

right turn lane will be added. The existing pavement shall be overlaid. There will be a 660' taper striped out to ensure a safe shift of thru traffic. The turn lanes will provide approximately 300' ft of storage with a 100' taper. The improvements will reduce the number of accidents at this intersection by providing a safer intersecting angle and allowing storage for left and right turns onto County Farm Road.

The termini for this project are based on the distance needed to shift through traffic twelve feet and develop turn lanes, as well as the distance needed to tie the overlay portion of SR 18 into the existing profile grade of SR 18 outside the project limits. The termini for this project are logical because the project can stand on its own. It has no significant adverse effects on the operational conditions of the SR 18 corridor beyond the project limits. This project addresses the immediate safety needs at the intersection.

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

PDP Classification: Major Minor
Federal Oversight: Full Oversight , Exempt , State Funded , or Other

Functional Classification: SR 18 - Minor Arterial
CR 51 - Minor Collector

U. S. Route Number(s): N/A

State Route Number(s): 18

Traffic (AADT):

Current Year: 2012 (4,250 vpd) Design Year: 2032 (7,200 vpd)

K = 12%

D = 58%

T = 8.5 %

24 HR T = 8.5%

Existing Design Features:

- Typical Section: S.R. 18: 2-12 ft. travel lanes, one in each direction with rural shoulders.
County Farm Rd.: 2-12 ft. travel lanes, one in each direction with rural shoulders.
- Posted Speed 55 mph Minimum Radius: 1100 ft.

- Maximum Grade: Mainline 5%, Side Street 8%, Driveway 25%
- Width of Right of Way: 100 ft.
- Major Structures: NONE
- Major Intersections: County Farm Road
- Existing Length of Roadway Segment and the Beginning Mile Logs for Each County Segment:
 S.R. 18: 0.58 mile, from M.P. 14.05 to M.P. 14.63
 County Farm Rd.: 0.1 mile, from M.P. 1.78 to M.P. 1.88

Proposed Design Features:

- Typical Sections: S.R. 18: 2-12 ft. travel lanes with rural shoulders, 1-12 ft. left turn lane, 1-12 ft. right turn lane. County Farm Rd.: 2-12 ft. travel lanes with rural shoulders.
- Proposed Design Speed: SR 18 - 55mph, CR 51 - 45mph
- Proposed Maximum Grade Mainline: 5% Allowable: 5%.
- Proposed Maximum grade Side Street: 8% Allowable: 8%.
- Proposed Maximum grade driveway: 25%
- Proposed Minimum radius: 1100 ft. Allowable: 1065 ft.

- Right of way:
 - Width 120 ft.
 - Easements: Temporary , Permanent , Utility , Other .
 - Type of access control: Full , Partial , By Permit , Other .
 - Number of parcels: 4 Number of displacements:
 - Business: 0
 - Residences: 0
 - Mobile homes: 0
 - Other: 0

- Structures: None
- Major Intersections: County Farm Road
- Traffic Control During Construction: Traffic will be allowed to travel on existing SR 18 while turn lanes are added. No significant staging will be necessary. Appropriate signing and barriers to delineate traffic should be sufficient in controlling traffic. Flagmen may be necessary to control traffic while SR 18 is being overlaid. No road closures are expected.

• Design Exceptions to Controlling Criteria Anticipated:

	<u>UNDETERMINED</u>	<u>YES</u>	<u>NO</u>
HORIZONTAL ALIGNMENT:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ROADWAY WIDTH:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
SHOULDER WIDTH:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
VERTICAL GRADES:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

CROSS SLOPES:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
STOPPING SIGHT DISTANCE:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
SUPERELEVATION RATES:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
HORIZONTAL CLEARANCE:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
SPEED DESIGN:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
VERTICAL CLEARANCE:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
BRIDGE WIDTH:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
BRIDGE STRUCTURAL CAPACITY:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- Design Variances: None Expected
- Environmental Concerns: There is one potential historic resource within the project limits. The proposed concept does not call for significant impacts to this resource. There is also a stream and possibly wetlands that are outside the limits of construction, but in the project vicinity.
- Level of Environmental Analysis:
 - Are Time Savings Procedures appropriate? Yes , No ,
 - Categorical Exclusion , (PCE)
 - Environmental Assessment/Finding of No Significant Impact (FONSI) , or
 - Environmental Impact Statement (EIS) .
- Utility involvements:
 - Power - Georgia Power
 - Water -- City of Zebulon
 - Telephone - BellSouth
 - Cable -- Charter Communications

Project Responsibilities:

- Design, GDOT
- Right of Way Acquisition, GDOT
- Relocation of Utilities, GDOT
- Letting to contract, GDOT
- Supervision of construction, GDOT
- Providing material pits, Contractor
- Providing detours, None Expected

Coordination

- Initial Concept Meeting date and brief summary. Attach minutes.
- Concept meeting date and brief summary. Attach minutes.
- P. A. R. meetings, dates and results.
- FEMA, USCG, and/or TVA
- Public involvement. *(List coordination meetings with citizen groups, public officials, and public hearings and public information meetings. Give a brief summary of the significant meetings and the results and decisions as a result thereof.)* NONE IS ANTICIPATED - JEP 11/13/07
- Local government comments. *(Give a brief summary and attach minutes.)*
- Other projects in the area.

- Other coordination to date.
- Railroads: N/A

Scheduling – Responsible Parties' Estimate

- Time to complete the environmental process: 6 Months.
- Time to complete preliminary construction plans: 6 Months.
- Time to complete right of way plans: 2 Months.
- Time to complete the Section 404 Permit: N/A
- Time to complete final construction plans: 3 Months.
- Time to complete the purchase of right of way: 12 Months.
- List other major items that will affect the project schedule: The City recently installed a new 10" water main on the south side of SR 18 within the project limits. This issue may require some coordination.

Alternates considered:

- No Build: This would not improve the operations of this intersection and would therefore not meet the need and purpose for the project.
- Realign SR 18: Initially, the safety concerns for the intersection were not known. The intersection is in a curve and it was thought that sight distance may be a problem. A filed visit verified that there are no problems with sight distance; therefore there is no need to realign SR 18. There would also be significant environmental impacts.
- Realign CR 51: This alternative would improve the skew angle at the intersection. However, there is sufficient pavement on existing CR 51 to restripe and tie into SR 18 at or near a 90 degree angle. Realigning CR 51 would have significant right of way impacts and possible environmental impacts.
- ✓ Widen existing SR 18: This alternative allows for the addition of turn lanes with minimal right of way and environmental impacts. The skew angle at the intersection can be addressed by utilizing additional pavement on CR 51 to restripe. The operations of the intersection will be improved by adding the left and right turn lanes.

Attachments:

1. Cost Estimates:
 - a. Construction including E&C,
 - b. Right of Way, and
 - c. Utilities.
 2. Sketch location map,
 3. Typical sections,
 4. Capacity analysis,
 5. Concept Team Meeting Minutes
 6. TE Study
- Location and Design Notice (On Minor Projects),

PRELIMINARY COST ESTIMATE

PROJECT NUMBER: CSSTP-0006-00(971) COUNTY: PIKE
 PI #: 0006971 DESCRIPTION: SR 18 @ County Farm Road/CR51
 DATE: 3/8/2007 ESTIMATED LETTING DATE: 2010
 PREPARED BY: Adam Smith PROJECT LENGTH: 0.35 MILE
 PROGRAMMING PROCESS CONCEPT DEVELOPMENT DURING PROJECT DEVELOPMENT

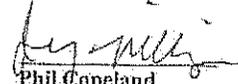
A. RIGHT-OF-WAY:			
1. PROPERTY (LAND & EASEMENT)	1.86 AC	\$10,000.00 PER AC	\$18,590.00
2. DISPLACEMENTS	RES: 0	BUS: 0	M.H.: 0
3. OTHER COST (ADM./COST, INFLATION)			\$63,335.00
SUBTOTAL: A			\$81,925.00
B. REIMBURSABLE UTILITIES:			
1. RAILROAD			\$0.00
2. TRANSMISSION LINES			
3. SERVICES			
SUBTOTAL: B			\$0.00
C. CONSTRUCTION:			
1. MAJOR STRUCTURES			
a. BRIDGES	0 LF	\$0.00 PER LF	\$0.00
b. CONC APPROACH SLAB	0 EA	\$0.00 PER EA	\$0.00
c. CULVERTS			
1) CLASS A CONCRETE	0 CY	\$500.00 PER CY	\$0.00
2) BAR REINF STEEL	0 LB	\$0.80 PER LB	\$0.00
d. RETAINING WALLS	0 SF	\$45.00 PER SF	\$0.00
SUBTOTAL: C-1			\$0.00
2. GRADING AND DRAINAGE			
a. EARTHWORK	30,000 CY	\$10.00 PER CY	\$300,000.00
b. DRAINAGE			
1) CROSS DRAIN PIPE	1 EA	\$11,300.00 PER EA	\$11,300.00
2) SIDE DRAIN PIPE	4 EA	\$6,200.00 PER EA	\$24,800.00
3) CONCRETE V-GUTTER	400 LF	\$20.00 PER LF	\$8,000.00
4) LONGITUDINAL SYSTEM	0 LF	\$79.00 PER LF	\$0.00
SUBTOTAL: C-2			\$344,100.00
3. BASE AND PAVING			
a. AGGREGATE BASE	1,800 TN	\$25.00 PER TN	\$45,000.00
b. ASPHALT PAVING			
1) SURFACE	750 TN	\$100.00 PER TN	\$75,000.00
2) BINDER	310 TN	\$100.00 PER TN	\$31,000.00
3) BASE	1,300 TN	\$100.00 PER TN	\$130,000.00
4) LEVELING	1,000 TN	\$100.00 PER TN	\$100,000.00
SUBTOTAL: C-3.b			\$336,000.00
c. BITUM TACK COAT	200 GAL	\$2.00 PER GAL	\$400.00
d. MILLING	300 SY	\$5.00 PER SY	\$1,500.00
e. CONCRETE PAVING	0 SY	\$75.00 PER SY	\$0.00
f. CONCRETE MEDIAN, 8 IN	0 SY	\$35.00 PER SY	\$0.00
SUBTOTAL: C-3			\$382,900.00

4. LUMP ITEMS:				<i>\$12,000</i>
a. GRASSING	<i>6 3/4 AC</i>	\$2,000.00 PER AC		\$10,000.00
b. CLEARING AND GRUBBING	7 AC	\$5,000.00 PER AC		\$35,000.00
c. LANDSCAPING				\$0.00
d. EROSION CONTROL				\$87,000.00 ✓
e. TRAFFIC CONTROL				\$50,000.00 ✓
f. SIGNAL				\$0.00
g. LIGHTING				\$0.00
h. ATMS				\$0.00
SUBTOTAL: C-4				\$182,000.00
5. MISCELLANEOUS:				
a. SIGNING	20 EA	\$560.00 PER EA		\$11,200.00
b. ASPH PAVEMENT MARKING	8,800 LF	\$0.60 PER LF		\$5,280.00
c. ASPH PAVEMENT HATCHING	940 SY	\$3.50 PER SY		\$3,290.00
d. GUARDRAIL	750 LF	\$30.00 PER LF		\$22,500.00
e. SIDEWALK, 6 IN	0 LF	\$25.00 PER LF		\$0.00
f. RIP RAP, TY 1	50 SY	\$28.00 PER SY		\$1,400.00
SUBTOTAL: C-5				\$43,670.00
6. SPECIAL FEATURES:				
a.	0 UNIT	\$0.00 COST PER UNIT		\$0.00
SUBTOTAL: C-6				\$0.00
ESTIMATE SUMMARY				
A. RIGHT-OF-WAY				\$81,925.00
B. REIMBURSABLE UTILITIES				\$193,000.00
C. CONSTRUCTION				
1. MAJOR STRUCTURES			\$0.00	
2. GRADING AND DRAINAGE			\$344,100.00	
3. BASE AND PAVING			\$382,900.00	
4. LUMP ITEMS			\$182,000.00	
5. MISCELLANEOUS			\$43,670.00	
6. SPECIAL FEATURES			\$0.00	
SUBTOTAL CONSTRUCTION COST				\$952,670.00
E. & C. (10%)				\$95,267.00
TOTAL CONSTRUCTION COST				\$1,047,937.00
GRAND TOTAL PROJECT COST				\$1,322,862.00
This project is 100 % in Congressional District 3				

good upon checking

*954,670
95,467
1,050,037*

Preliminary Right of Way Cost Estimate


Phil Capeland
 Right of Way Administrator
 By: Jerry Milligan

Date: March 7, 2007
 Project: CSSTP-0006-0(971)Pike
 Existing/Required R/W: Varies/Varies
 Project Termini: SR 18 @ CR 51 Intersection Improvement
 Project Description: SR 18 @ CR 51 Intersection Improvement

P.I. Number: 0006971
 No. Parcels: 6

Land: Ag/ Res R/W: 1.86 acres @ \$10,000 / acre	\$ 18,590
Improvements : misc. site improvement	5,000
Relocation: Residential (0) Commercial (0)	0
Damage : Cost to Cure (0) parcel Proximity (0)parcel	0
Net Cost	\$ 23,590
Net Cost	\$ 23,590
Scheduling Contingency 55 %	12,974
Admin/Court Cost 60 %	21,938
Market Appreciation 40 %	23,401
	\$ 81,903

Total Cost \$ 81,925

WJ 3/16/07
AS 3/16/07

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE STP-0006-00(971), Pike County, P.I. # 0006971 OFFICE Thomaston
Intersection Improvement SR-18 @ CR 51
DATE March 13, 2007

FROM Thomas B. Howell, P.E., District Engineer

TO David Millen, District Preconstruction Engineer
Attn: Bill Rountres, District Design Engineer

SUBJECT UTILITY COST ESTIMATE

The following is a ballpark utility cost estimate for facilities located within the scope of the above referenced project.

UTILITY OWNER	PUBLIC OR PRIVATE	TYPE OF UTILITY	REIMBURSABLE	NON-REIMBURSABLE
BellSouth	Private	Telecom	15,000	60,000
Charter Communications	Private	Cable	3,000	10,000
City of Zebulon	Public	Water	0	40,000
Georgia Power (Distribution)	Private	Elec Dist	50,000	10,000
Georgia Power (Transmission)	Private	Elec Trans	125,000	0
TOTAL PROJECT COST			\$193,000	\$120,000

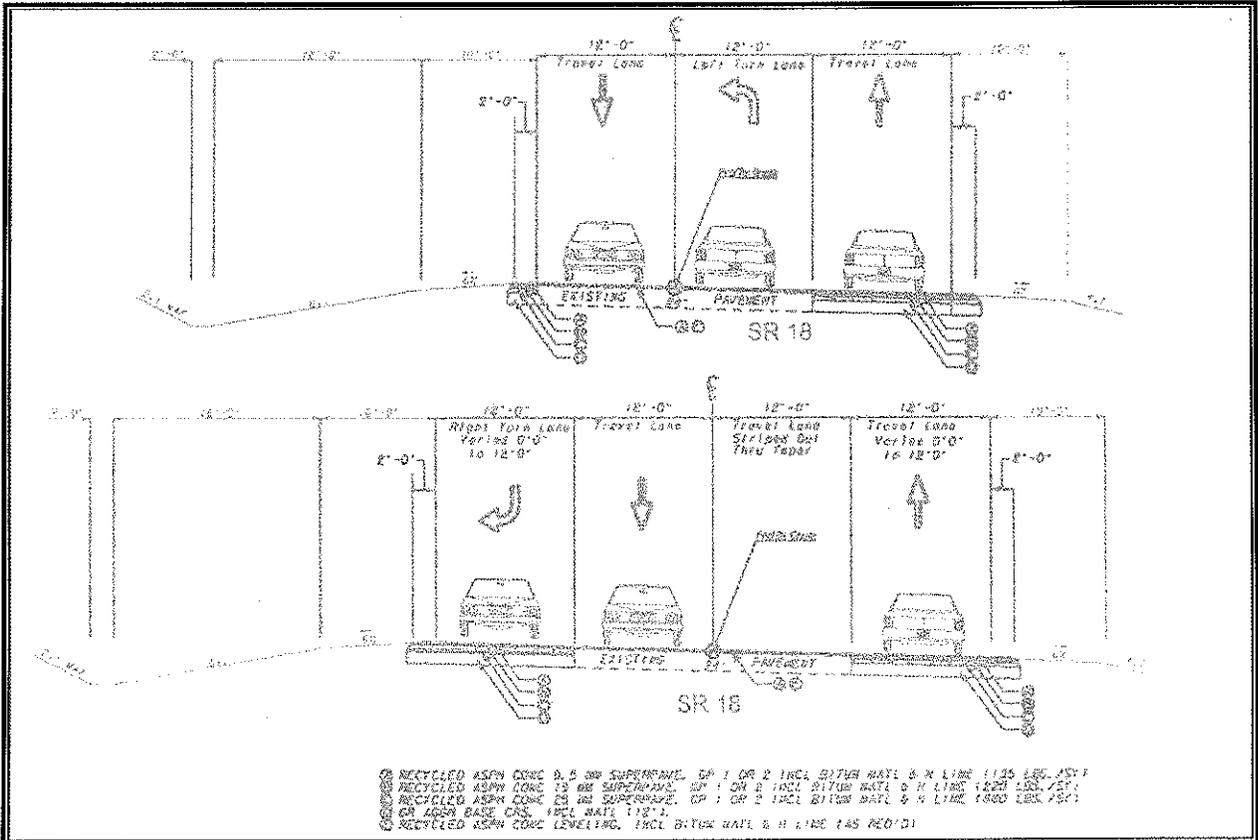
If you have any questions, please call Glenn A. Williams at 706-646-6549.

KMG:GAW:pls

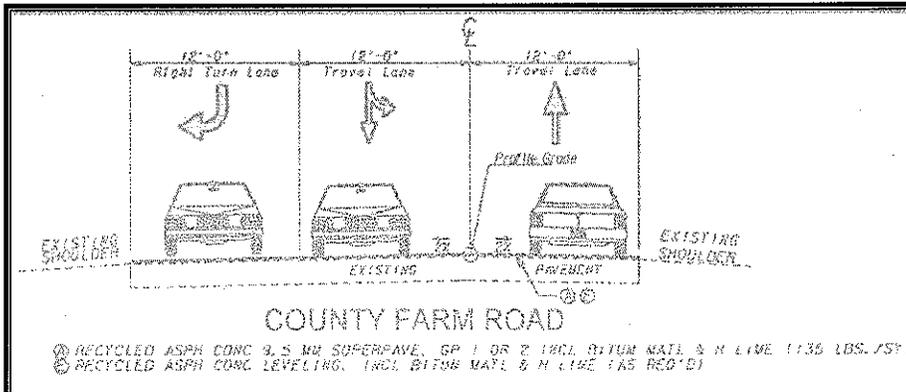
cc: Jeff Baker, P.E., State Utilities Engineer (via: e-mail)
Brent D'Angelo, P.E., Asst. State Utilities Engineer (via: e-mail)
Terry Brigman, State Utilities Preconstruction Engineer (via: e-mail)

TYPICAL SECTIONS

SR 18



COUNTY FARM ROAD



TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst				Intersection			
Agency/Co.				Jurisdiction			
Date Performed	10/4/2007			Analysis Year			
Analysis Time Period							
Project Description							
East/West Street:				North/South Street:			
Intersection Orientation: <i>East-West</i>				Study Period (hrs): 0.25			
Vehicle Volumes and Adjustments							
Major Street	Eastbound			Westbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)	65	260	0	0	335	5	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate (veh/h)	65	260	0	0	335	5	
Proportion of heavy vehicles, P_{HV}	9	--	--	0	--	--	
Median type	<i>Undivided</i>						
RT Channelized?			0				1
Lanes	1	1	0	0	1	1	
Configuration	L	T			T	R	
Upstream Signal		0			0		
Minor Street	Northbound			Southbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)	0	0	0	3	0	90	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate (veh/h)	0	0	0	3	0	90	
Proportion of heavy vehicles, P_{HV}	0	0	0	9	0	9	
Percent grade (%)	0			5			
Flared approach		N			N		
Storage		0			0		
RT Channelized?			0				1
Lanes	0	0	0	1	0	1	
Configuration				L		R	
Control Delay, Queue Length, Level of Service							
Approach	EB	WB	Northbound			Southbound	
Movement	1	4	7	8	9	10	11
Lane Configuration	L					L	R
Volume, v (vph)	65					3	90
Capacity, c_m (vph)	1186					360	691
w/c ratio	0.05					0.01	0.13
Queue length (95%)	0.17					0.03	0.45
Control Delay (s/veh)	8.2					15.1	11.0

LOS	A				C		B
Approach delay (s/veh)	--	--				11.1	
Approach LOS	--	--				B	

HC2000TM

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Version: 4.1d

CONCEPT TEAM MEETING MINUTES

CSSTP-0006-00(971) – Pike County

P.I. 0006971

SR 18 @ County Farm Road

The concept team meeting for Georgia DOT project CSSTP-0006-00(971) Pike County, P.I. 0006971 was held at 9:30 A.M. on Thursday, October 4th, 2007 with Bill Rountree, District 3 Design Engineer, officiating. Team members present were:

Bill Rountree	GDOT, District 3 Design Engineer (706-646-6990)
Adam Smith	GDOT, District 3 Design (706-646-6662)
Todd Goolsby	Pike County Public Works Director (770-567-2005)
Chris Goodman	Pike County Public Works Superintendant (770-567-2005)
Eugene Mayfield	Pike County BOE, Transportation Director (770-550-3658)
Keith Amos	GDOT, Signal Timing Engineer (706-646-6685)
Claude Hollis	City of Zebulon, Director (770-567-8748)
Bobby Blalock	City of Zebulon, Mayor (770-567-8748)
Carol Perry	GDOT, District 3 ROW District Manager (706-646-6990)
Debra Pruitt	GDOT, District 3 Environmentalist (706-646-6990)
Glenn A. Williams	GDOT, District 3 Assistant District Utility Engineer (706-646-6990)
David Millen	GDOT, District 3 Preconstruction Engineer (706-646-6990)
Ray Crutchfield	Right Of Way GO Consultant (706-656-5588)
Thomas B. Howell	GDOT, District 3 District Engineer (706-646-6990)
Kimberly Larson	GDOT, District 3 Communication Specialist (706-646-6990)
W. Tim Reeves	GDOT, District 3 Area Engineer (706-646-6101)
Tom Queen	GDOT, Dist 3 Programming&Planning Engineer (706-646-6990)
Dale Mills	Georgia Power Transmission Engineer (478-784-5872)
Tommy Cleveland	GDOT, District 3 Location Engineer (706-646-6666)

The following constitutes the minutes for the concept team meeting held on Thursday, October 4th, 2007. These minutes are a summary in nature and do not attempt to document every item discussed nor statement made. Should your recollection differ from what is contained herein or you wish to add something, please contact Bill Rountree at 706-646-6990, or via e-mail at bill.rountree@dot.state.ga.us.

- I. The meeting began at approximately 9:30 A.M.
- II. Each member was provided with a concept report draft and meeting agenda. A layout of the concept was displayed on an easel board for visual aid. Introductions were made. It was requested that comments or questions be withheld until after a review of the concept report draft.
- III. Bill Rountree began by giving a project description using the layout.

- IV. Additionally, Bill Rountree led the group through the draft concept report. The project is in the S.T.I.P., but it will shift to Long Range.
- V. Following the concept report draft review, comments and questions were requested from members present. Such comments have been listed below and are categorized by department.
- a. Planning: No one was present from planning. David Millen made the comment that the PFA was current.
 - b. Office of Financial Management: No one was present from OFM. May be able to de-authorize P.E.
 - c. Environmental: Possible history if we move it should not effect 4-F.
 - d. Utilities: Page 7 – 19 check utilities clarify the reimbursable. Georgia Power transmission line crosses on the east side that we need to avoid.
 - e. Right of Way: 10 Foot fence easement will be added for livestock.
 - f. Traffic Operations: No comment see (TE study) include in report.
 - g. Construction: No comments. 2' paved shoulders need to be the same depth consider 4' paved shoulders for consistency w/bridge project.
 - h. Maintenance: Resurface before this project will affect grades additional survey after the maintenance project. Replace x-drains check full length under road.
 - i. Location: Already surveyed need to process the data.
 - j. Pike County: No comment as long as we don't affect school buses.
 - k. City of Zebulon: Water line will be in conflict.
- VI. The overall consensus of the members of the design team was move forward w/ the project as an operation improvement for recreation new housing 166 hours proposed along county from road.
- VII. The meeting was adjourned at approximately 10:00 A.M.

MS 1/30/07
MS 1/30/07

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

OSTD-0006-00 (911) PIKE

P.I. 0006971

FILE: SR 18 @ County Farm Road
Pike County

OFFICE: Traffic Operations
District Three

DATE: January 30, 2007

FROM: ^{ME} Mike England, District Traffic Engineer

TO: ^{DM} David Miller, District Preconstruction Engineer
Attn: BIE Roundtree

SUBJECT: Intersection Evaluation for State Route 18 and County Farm Road

Upon request, the interaction of State Route 18 and County Farm Road was evaluated for possible enhancements. The data collected, counts and collisions, indicated no change in traffic control is needed. The relocation of County Farm Road was evaluated; however, the relocation would be extensive to have County Farm Road intersect State Route 18 on a tangent section with adequate sight distance. Although the intersection is currently located within a curve, the intersection sight distance is more than adequate and relocation is not recommended. The District Traffic Operations recommendations for improvements to the intersection are a left turn lane on State Route 18 eastbound and a right turn lane on State Route 18 westbound.

Attached is a 24 hour count for County Farm Road and a copy of the reported collisions at and adjacent to the intersection.

If you have questions concerning this matter, please contact Scott Parker at (706) 646-6561

ME:SP:sp
Attachment