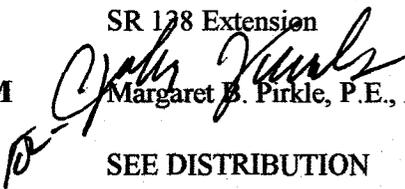


D.O.T. 66

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE P. I. No. 0007103, Walton County **OFFICE** Preconstruction
CSSTP-0007-00(103)
SR 178 Extension **DATE** April 27, 2006

FROM  Margaret B. Pirkle, P.E., Assistant Director of Preconstruction

TO SEE DISTRIBUTION

SUBJECT APPROVED PROJECT CONCEPT REPORT

Attached for your files is the approval for subject project.

MBP/cj

Attachment

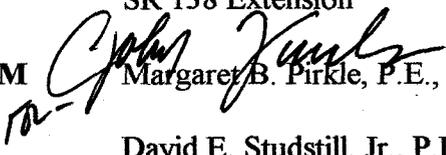
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DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE: P. I. No. 0007103, Walton County **OFFICE** Preconstruction
 CSSTP-0007-00(103)
 SR 138 Extension **DATE** April 18, 2006

FROM  Margaret B. Pirkle, P.E., Assistant Director of Preconstruction

TO David E. Studstill, Jr., P.E., Chief Engineer

SUBJECT PROJECT CONCEPT REPORT

This project comprises the SR 138 extension from its current terminus at the SR 10/US 78 interchange continuing north on new location to SR 11 near the intersection of Double Spring Church Road. The proposed project length is 1.50 miles. The purpose of this project is to provide increased connectivity around the perimeter of the city of Monroe and improve traffic safety by alleviating traffic volumes at the existing SR 10/US 78 interchange. Additionally, this project will provide a more direct access to and from the new Monroe Area High School and the proposed elementary school on Double Springs Church Road. Base year traffic (2008) is 6,431 VPD and the design year (2028) traffic is 13,555 VPD.

The construction proposes one, 12' travel lane in each direction with a 14' auxiliary (center turn lane/flush median). Roadway shoulders will be 24' wide: 22' grassed shoulders and 2' paved shoulders (the additional width of 12' will accommodate future widening) on 150' of minimum proposed right-of-way. Access will be partial limited and the proposed speed design is 45 MPH.

Environmental concerns include requiring a COE 404 Permit; an Environmental Assessment is anticipated; a public hearing open house will be held; time saving procedures are not 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 and inflation)	\$4,920,000	\$4,920,000	L230	2007
Right-of-Way & Utilities*	Local	Local	Local	

*Walton County signed PMA for PE and utilities; right-of-way and construction to be done by future agreements.

David Studstill

Page 2

P. I. No. 0007103, Walton

April 18, 2006

I recommend this project concept be approved.

MBP:JDQ/cj

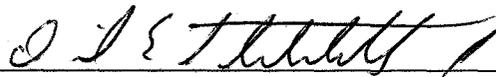
Attachment

CONCUR



Buddy Gratton, P.E., Director of Preconstruction

APPROVE



David E. Studstill, Jr., P.E., Chief Engineer

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

PROJECT CONCEPT REPORT

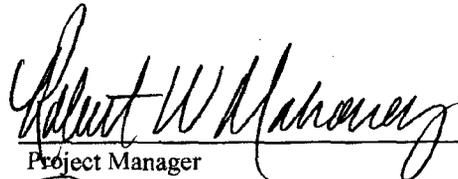
Project Number: CSSTP-0007-00(103)
County: Walton County
P. I. Number: 0007103

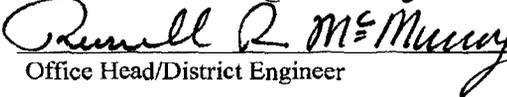
Federal Route Number: N/A
State Route Number: N/A

Recommendation for approval:

3/16/06
Date

3/16/2006
Date


Project Manager


Office Head/District Engineer

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

Date

State Transportation Planning Administrator

Date

State Transportation Financial Management Administrator

Date

State Environmental/Location Engineer

Date

State Traffic Safety & Design Engineer

Date

District Engineer

Date

Project Review Engineer

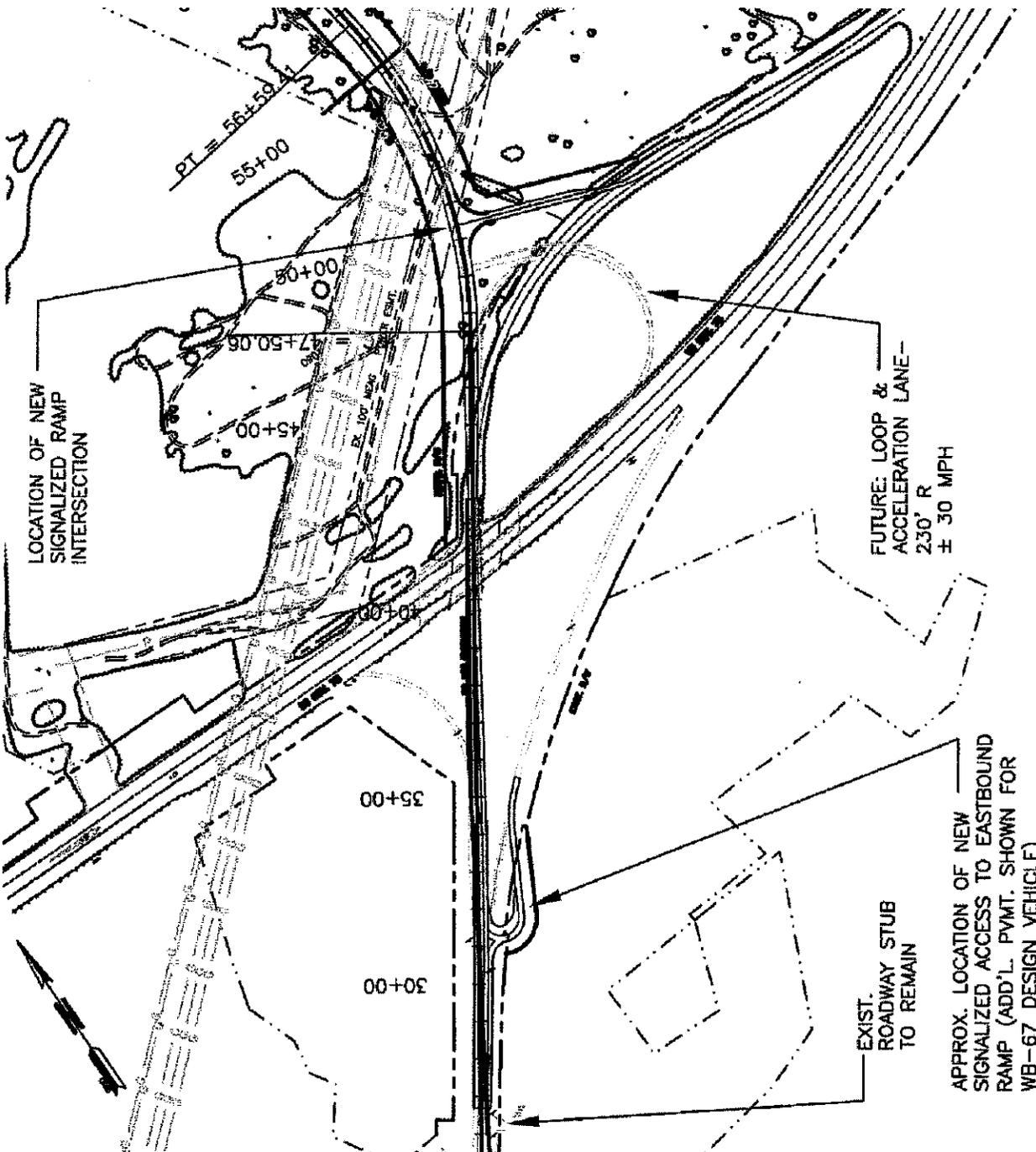
Location Map

End Project PI 0007103



Proposed Two Lane
Rural Arterial

Begin Project PI 0007103



**PROPOSED RURAL HIGHWAY
CONCEPTUAL INTERCHANGE AT
US 78/SR 10
SCALE: 1"=400'**

Need and Purpose Statement:

The proposed project would extend a two-lane rural highway section with a center auxiliary from existing S.R. 138's current terminus at the S.R.10/U.S. 78 interchange. The project would extend north for a distance of 1.5 miles and connecting to S.R. 11 near the current intersection of Double Springs Church Road in Walton County, Georgia. The purpose of this project is to provide increased connectivity around the perimeter of the City of Monroe and improve traffic safety by alleviating traffic volumes at the existing U.S. 78/S.R. 10-S.R. 11 interchange. This project would also satisfy the need in providing a more direct access to and from the new Monroe Area High School and the proposed elementary school on Double Springs Church Road, and enhance the general tax base of Walton County by creating new opportunities for economic development along the S.R. 138 corridor. S.R. 138 is currently classified as a rural arterial.

Background

The project includes the extension of a two lane rural highway from the current terminus of S.R. 138 at the U.S. 78/S.R. 10 interchange north to the current intersection of S.R. 11 and Double Springs Church Road. This project was proposed in 2004 and federal funds were allocated to Walton County under the federally designated Surface Transportation (STP) and subcategory Q23, for non-attainment air quality regions of the State of Georgia. This project is located entirely within Walton County, with a portion of it situated within the City Limits of Monroe, Georgia. The project improvements were proposed to connect existing S.R. 138 directly with S.R. 11 and therefore minimize traffic congestion at the U.S. 78/S.R. 10-S.R. 11 Interchange east of S.R. 138.

The conceptual engineering phase of this project was authorized and began in 2005, with the right-of-way phase scheduled for late 2006. The construction phase is scheduled to begin in 2007.

Existing Conditions

The existing roadway is generally a two-lane rural highway with 12-foot travel lanes and varying shoulder widths. From Spring Street, approximately one quarter mile south of the beginning terminus of the project, the pavement section is widened to provide future south bound-left turn access and right turn deceleration access onto an existing road stub. Beyond the posted end of S.R. 138 to the north the roadway pavement width narrows to one lane under the existing U.S. 78/S.R. 10 bridge. This single lane road is the continuing exit ramp from west bound U.S. 78/S.R. 10, which becomes the southbound lane of S.R. 138.

The existing rural roadway pavement section for S.R. 11 consists of three lanes (two travel lanes and a center turn lane). This section extends south of the proposed project end and continues a short distance north of Double Springs Church Road, then transitions to two travel lanes only near the intersection with Louise Drive. Double Springs Church Road is a two lane paved rural roadway beginning at S.R. 11 and extending west past the existing Monroe High School.

The current posted speeds on S.R. 138, S.R. 11 and Double Springs Church Road at the project site are 55 mph, 45 mph and 25 mph respectively, where the percentage of truck traffic is 8.4%, 6.9% and 3.9% for each of these roads respectively. In addition, there are no existing traffic signals within the limits of the project.

Proposed Improvements

The proposed two lane rural highway will extend north from the current terminus of S.R. 138 1.5 miles, ending at the existing Double Springs Church Road/S.R. 11 intersection. South of U.S. 78/S.R. 10 the state route will continue to exist generally as a two-lane roadway system. Northbound and southbound access onto the existing eastbound on-ramp to U.S. 78/S.R. 10 is also being considered. North of the U.S. 78/S.R. 11 overpass, the two-lane configuration will widen to reflect the proposed typical two-lane pavement section with the center auxiliary and continue to the end of the project at S.R. 11. No change to the overpass structure is included in the project scope. The existing U.S. 78/S.R. 11 westbound exit ramp will be realigned and will end at the new road. Left and right turn lanes will be provided at this intersection. Proposed improvements to S.R. 11 in conjunction with the proposed highway, include a right turn/deceleration lane and associated pavement striping. An additional connecting two-lane rural roadway is planned from the proposed two-lane highway to Double Springs Church Road. The location of the intersection with Double Springs Church Road will align directly opposite the current driveway near the east end of the high school property frontage. Double Springs Church Road will be cut and a cul-de-sac constructed near the east boundary of the Board of Education property. Other improvements to Double Springs Church Road in conjunction with the new road intersection will include a new right turn lane onto the new connector road and new pavement striping. Neither horizontal nor vertical realignment of S.R. 11 or Double Springs Church Road is included in the project scope. Traffic signals are likely required at the following intersections:

- Exit ramp from U.S. 78/S.R. 10 Westbound and the proposed rural highway
- Double Springs Church Road Connector and the proposed rural highway
- S.R. 11 and the proposed rural highway

Traffic Analysis

Currently, within the project corridor, there are no signalized intersections, including S.R. 138 at U.S. 78/S.R. 10 and Double Springs Church Road at S.R. 11. The land use along the new road route is primarily open farmlands with some commercial development at the south end of the project and institutional land uses at the north end of the project.

The center (auxiliary) turn lane along the proposed rural highway will accommodate left turn movements at intersections with Double Springs Church Road Connector and S.R. 11.

The purpose of the study is to evaluate current and design-year traffic conditions and to provide recommendations for intersection improvements.

Existing and Projected Traffic Conditions

Traffic volumes: The most recent traffic volumes available from GDOT count stations in the area are indicated below:

YEAR	<i>U.S. 78 W. of S.R. 138 Station TC 0001 (vpd)</i>	<i>U.S. 78 E. of S.R. 138 Station TC 0003 (vpd)</i>	<i>U.S. 78 E. of S.R. 11 Station TC 0005 (vpd)</i>
2004	10,432	24,674	18,759
2003	8,890	20,841	16,946
2002	8,571	19,167	15,417

S.R. 138 immediately exited on the S.R. 11 off-ramp. Likewise, approximately 60% of vehicles entering U.S. 78 westbound from S.R. 11 immediately exited onto the S.R. 138 off-ramp. From these volumes the number of vehicles which might utilize the proposed rural highway rather than S.R. 11 and U.S. 78 for the year 2008 can be estimated. A growth rate of 2 % per year is applied to these volumes for the base year and 4 percent per year for the design year. Projected volumes for proposed highway at a point midway between S.R. 10/U.S. 78 and S.R. 11 are shown below.

YEAR	Projected Volume
2008	6,431
2028	13,555

Capacity Analysis: Capacity analyses were conducted for each of the intersections along the project route. Further discussion of these intersections is provided later in this report. AM and PM peak hour levels of service for all intersections are provided in the table below.

Intersection	2008		2028	
	AM	PM	AM	PM
Proposed Highway /U.S. 78 Off Ramp	A	A	B	C
Proposed Highway/Double Springs Church Rd. Connector	A	A	B	B
Proposed Highway /S.R. 11	A	A	A	A
Double Springs Ch. Rd./Monroe High School	A	C	A	B

The detailed capacity analysis outputs for each intersection and conditions are provided in the appendix.

Crash Data: Crash data for the years 2002 through 2004 for the intersection of S.R. 11 and Double Springs Church Road was obtained from Georgia DOT. There were three crashes during that period, one in 2003 and two in 2004. One of the crashes in 2004 had injuries and involved a vehicle running off the road. There was one rear end crash and one angle crash. The rear end crash involved a south bound vehicle turning right. The addition of a right turn lane for south bound traffic will help prevent further occurrences of this type of crash. The addition of traffic signals typically helps reduce angle accidents. The other accident was likely caused by something other than roadway deficiencies.

Intersection Recommendations: Discussion of individual major intersections is provided below.

Proposed Highway/U.S. 78 Off Ramp – The WB off ramp from U.S. 78 to S.R. 138 SB is currently a free flowing movement. The off ramp will be realigned and will form a “T” intersection with the proposed two lane highway. Signal Warrant analysis indicates a signal will be needed at this intersection in the base year. In 2008, it is projected that 7 of the required 8 hours of Warrant Number 1A will be met. Warrant Number 2 will be met for 10 hours where only 4 are required. Warrant Number 3 will be met for 3 hours where only 1 hour is required. Therefore, signalization is recommended. Recommended lane configuration is as follows:

WB - 1 Left Lane, 1 Right Lane; NB – 1 Through Lane; SB – 1 Through Lane

With this configuration, the intersection will operate at Level of Service A during the AM and PM peak periods in 2008. In 2028, it will operate at Level of Service B during the AM peak and Level of Service C during the PM peak.

Proposed Highway/Double Springs Connector – This “T” intersection will be formed with the construction of a new connector road between Double Springs Church Road at the Monroe High School driveway and the new rural highway. Signal Warrant analysis indicates a signal will be warranted in 2008 or shortly thereafter. It is projected that the intersection will meet Warrant Number 3, the Peak Hour warrant. Although none of the other warrants are projected to be met on opening day, it is felt that Warrant Number 1A will be met relatively soon after the new road opens and additional development occurs. Therefore, signalization is recommended. In addition, recommended lane configuration is as follows:

EB - 1 Left, 1 Right
NB – 1 Left, 1 Through
SB – 1 Through, 1 Right

With this configuration, the intersection will operate at Level of Service A during the AM and PM peak periods in 2008. In 2028 it will operate at Level of Service B during both peak periods.

Proposed Highway /S.R. 11 – This “T” intersection is planned near the existing intersection of Double Springs Church Road with S.R. 11. Signal Warrant analysis indicates a signal will be warranted in 2008. It is projected that 6 of the required 8 hours of Warrant Number 1A will be met. Warrant Number 1B will be met 13 out of the required 8 hours. Recommended lanes assignments are as follows:

EB - 1 Left, 1 Right
NB – 1 Left, 1 Through
SB – 1 Through, 1 Right

With this configuration, the intersection will operate at Level of Service A during the AM and PM peak periods in 2008. In 2028 it will operate at Level of Service A during the AM peak and Level of Service B during the PM peak.

Double Springs Church Road/Monroe High School – Signal Warrant analysis indicates that a signal will not be warranted at this intersection in the base year. Double Springs Church Road has very light traffic except what goes to the High School. The intersection should be monitored as traffic increases due to development in the area. Capacity analysis was conducted for this intersection as a four way stop. With this configuration, the intersection will operate at Level of Service A during the AM and PM peak periods in 2008. In 2028, it will operate at Level of Service C during the AM peak and Level of Service B during the PM peak.

S.R. 138/ U.S. 78 EB On Ramp – The project will add a left turn lane for south bound traffic near the terminus of S.R. 138 to access the U.S. 78 east bound on-ramp. The north bound S.R. 138 to east bound U.S. 78 movement will be accommodated by a right turn lane at this intersection instead of the current ramp configuration. This intersection will operate at Level of Service A for both peak periods in 2008 and Level of Service B for both periods in 2028. Since the left turns will be the only conflicting movement it does not appear that a traffic signal will be warranted.

Logical Termini

The southern terminus is the end of existing S.R. 138. The project's northern terminus is S.R. 11 at the Double Springs Church Road intersection.

Project Linkage

The project links the south side of U.S. 78/S.R. 10 in the City of Monroe with the north side of the city, and also provides more efficient school traffic circulation along the S.R. 11 roadway system to and from downtown Monroe.

Environmental Justice

(No significant issues found for this project)

Bike and Pedestrian Facilities

There are no proposed bike and pedestrian improvements within this corridor in the GDOT Statewide Bicycle and Pedestrian Plan. In addition, this route is not in any local Bike/Pedestrian Plans.

Accident Data

Accident data is not available for new location.

Need and Purpose

The need for improvements proposed with this project is due to the volume of traffic at the U.S. 78/S.R. 10 interchange with S.R. 11 and the volume of traffic and long queues on S.R. 11 and Double Springs Church Road generated from the high school. The new rural highway will provide an efficient safe route and significant inter-connectivity in the City of Monroe, and will alleviate excessive traffic volumes at these two intersections.

Description of the Proposed Project:

The scope of improvements includes extending a two lane rural highway section with a center auxiliary from existing S.R. 138's current terminus at the S.R.10/U.S. 78 interchange to S.R. 11 at the intersection of Double Springs Church Road. The typical rural roadway section will include a 150-foot right-of-way, two 12-foot through lanes, a 14-foot center turn (auxiliary) lane/flush median and 24-foot shoulders. Design will accommodate for the future widening of two additional lanes. As a result of extending a two-lane rural roadway and adding a center turn lane to the roadway, the operating level of service will be satisfactory until 2028, at which point two additional through lanes, one along each outside edge of pavement, will be required.

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

This project is included in the Atlanta Regional Commission's 2005-2010 Transportation Improvement Program (TIP), with funding allocated also under the Surface Transportation Program

(STP) and subcategory Q23, non-attainment area. The conforming plan's model description is to extend a two lane rural highway section with a center auxiliary from the current end of S.R. 138 at the S.R.10/U.S. 78 interchange north to S.R. 11. The STP lists a programmed construction letting of June 2007.

PDP Classification: Major Minor

Federal Oversight: Full Oversight (), Exempt (), State Funded (), Other ()

Functional Classification: Rural Arterial

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

Traffic (AADT): Current Year: (2008) 6,431 Design Year: (2028) 13,555

Existing design features:

- Typical Section: From West Spring Street to the end of the existing state route, existing S.R. 138 includes one through lane in each direction. Turn lanes are in place at several intersections along the route. The existing rural section does not include sidewalks, but includes curb and gutter along each side adjacent to guardrail and along the pavement edges of the unnamed road stub on the east side.
- Posted speed 55 mph Maximum degree of curvature: (N/A tangent)
- Maximum super-elevation rate for curve: N/A
- Maximum grade: 4.5%
- Width of right-of-way: Varies 100-150 ft.
- Major structures: Existing bridge/underpass at U.S. 78/S.R. 10 (No change proposed)
- Major interchanges or intersections along the project: U.S. 78/S.R. 10 Interchange and S.R. 11 intersection
- Existing length of roadway segment: N/A –New Location
- Beginning and ending mile logs for each county segment.
 - Begin: MP 0-All on new alignment
 - End: MP 0-All on new alignment

Proposed Design Features:

- Proposed typical section(s): The typical sections require a minimum right-of-way width of 150 feet. The section generally includes one 12-foot travel lane in each direction, with a 14-foot auxiliary (center continuous turn lane/flush median). Roadway shoulders shall be 24 feet wide: 22-foot grassed shoulders and 2-foot paved shoulders (the additional width of 12 feet will generally accommodate grading for future pavement widening).
- Proposed Design Speed Mainline 45 mph
- Proposed Posted Speed Mainline 45 mph
- Proposed Maximum grade Mainline 6 % Maximum grade allowable 6 %
- Proposed Maximum grade Side Street 9 % Maximum grade allowable 9 %
- Proposed Maximum grade driveway 16 % Residential, 11% Commercial
- Proposed Minimum radius for curve 1000' Minimum radius allowable 600'

- Proposed Maximum super-elevation rate for curve: 8%
- Right of way
 - Width Varies, 150 ft. minimum
 - Easements: Temporary (X), Permanent (X), Utility (), Other ().
 - Type of access control: Full (X), Partial (), By Permit (), Other ().
(Begin Limited Access at Begin Construction, End Limited Access 600' north of U.S. 78/S.R. 10 westbound off-ramp intersection)
 - Number of parcels: 2 Number of displacements:
 - Business: 0
 - Residences: 0
 - Mobile homes: 0
 - Other: 0

- Structures:
 - Bridges: There are no bridges on the project
 - Culvert: Approximate 18" RCP, 220' in length at Mainline STA 46+50
on unnamed tributary of Mountain Creek
Approximate Double 72" RCP, 140' in length at Mainline STA 60+55
on unnamed tributary of Mountain Creek
Approximate 18" RCP, 140' in length at Mainline STA 75+80
on unnamed tributary of Mountain Creek
Approximate 72" RCP, 120' in length at Mainline STA 83+10
on unnamed tributary of Mountain Creek
Approximate 18" RCP, 75' in length at Connector Road STA 128+80
on unnamed tributary of Mountain Creek
 - Retaining walls: Minor Retaining walls may be required for Right of Way control

- Major intersections and interchanges: The project corridor includes major intersections at the entrance ramp to U.S. 78/S.R. 10 eastbound, the U.S. 78/S.R. 10 westbound exit ramp, Proposed Double Springs Church Road Connector and S.R. 11. Signalization is proposed for all intersections except for the entrance ramp to U.S. 78/S.R. 10 eastbound. Improvements proposed for the entrance ramp to U.S. 78/S.R. 10 eastbound intersection include installing a left-turn lane on the southbound approach and a right-turn lane on the northbound approach. At the U.S. 78/S.R. 10 westbound ramp intersection, right and left-turn lanes will be included in the ramp pavement section. At Double Springs Church Road Connector and S.R. 11 intersections, right-turn lanes will be added to the southbound approaches to the new rural highway with adequate respective storage and taper lengths.
- Traffic control during construction: Traffic control will consist of staged construction and will allow for the roadway (i.e., existing U.S. 78/S.R. 10 westbound off-ramp) to remain open during construction. Staged construction will be divided into phases to allow for partial width construction. Access will be maintained during all phases of construction for this project.

- Design Exceptions to controlling criteria anticipated:

	<u>UNDETERMINED</u>	<u>YES</u>	<u>NO</u>
HORIZONTAL ALIGNMENT:	()	()	(X)
ROADWAY WIDTH:	()	()	(X)
SHOULDER WIDTH:	()	(X)	()
VERTICAL GRADES:	()	()	(X)
CROSS SLOPES:	()	()	(X)

STOPPING SIGHT DISTANCE: () () (X)
SUPERELEVATION RATES: () () (X)
HORIZONTAL CLEARANCE: () () (X)
DESIGN SPEED: () () (X)
VERTICAL CLEARANCE: () () (X)
BRIDGE WIDTH: () () (X)
BRIDGE STRUCTURAL CAPACITY: () () (X)

- Design Variances: None Anticipated

Environmental concerns: An environmental screening was performed for the project. The rural highway mainline and the associated connector road to Double Springs Church Road will cause stream impacts to three small streams and two additional minor drainage courses due to perpendicular crossings along the length of the project. The project consists primarily of new location of roadways through open farmlands, with some existing farm structures and operations outside the project area; environmental screening did not identify any low income or minority populations or communities in the area of the corridor, nor are any displacements expected. An in-depth study of environmental justice communities will be completed as part of the environmental assessment (EA) currently underway. It is anticipated that a Section 404 Nationwide Permit Application from the Corps of Engineers (COE) will be needed for this roadway extension project. The environmental screening also identified several potentially historic structures in the vicinity of the project corridor, which indicates possible Section 106 involvement. These properties will be examined further as part of the Environmental Assessment (EA) that is currently underway.

- Level of environmental analysis:
 - Are Time Savings Procedures appropriate? Yes (), No (x),
 - GEPA Type B Letter ()
 - Categorical exclusion (),
 - Environmental Assessment/Finding of No Significant Impact (FONSI) (X), or Environmental Impact Statement (EIS) ().

Utility Involvements:

The following is a list of utilities and contact person (if available) with facilities within the project area:

Utility	Contact Name	Phone
Monroe Utility Network -Water, Gas, Sewer, Electric, Cable TV, Internet Fiber Optic	Brian Thompson	770 266-5340
Walton EMC	Terry Allgood	770 266-2338
MEAG Power	Art Caldwell	770 563-0382
WGP-Transco (Pipeline)	Khalil Jackson	404 408-6116
City of Buford Gas	Steve Davis	770 932-7981
Alltell Ga, Inc.	Angelyn Shumate	770 267-6800

Project Responsibilities:

- Design: Walton County (100%)
 - The design is being completed by Precision Planning, Inc. (PPI)
 - Environmental analysis and permitting will be performed by Edwards-Pitman Environmental, Inc., a sub-consultant of PPI

- Right of Way Acquisition: Walton County
- Relocation of Utilities: Walton County
- Letting to contract: GDOT
- Supervision of construction: GDOT
- Providing material pits: Contractor (if required)
- Providing detours: N/A

Scheduling – Responsible Parties’ Estimate:

- Time to complete the environmental process: 12 Months.
- Time to complete preliminary construction plans: 6 Months.
- Time to complete right of way plans: 4 Months.
- Time to complete the Section 404 Permit: 3 Months.
- Time to complete final construction plans: 4 Months.
- Time to complete purchasing right of way: 2 Months.

Other Alternates Considered:

No-Build Alternative

S.R. 11/Double Springs Church Road – No Build

S.R. 11 is a two-lane facility with a center auxiliary lane at the intersection with Double Springs Church Road. Just to the north of the intersection, S.R. 11 transitions to auxiliary lane. Double Springs Church Road is a two-lane facility. Traffic counts indicate a majority of the traffic on Double Springs Church Road approaching S.R. 11 turns right to go south on S.R. 11. If the right turns are accounted for the intersection currently has sufficient traffic to meet Signal Warrants 1A and 1B. If the right turns are discounted the signal warrant would not be met until some future date. Capacity analysis indicates the intersection would operate at Level of Service C during the AM and PM Peaks in the base year. In 2028, the intersection would operate at Level of Service E during the AM peak and Level of Service D during the PM peak.

Other Projects in the Area:

- S.R. 138 Milling, Resurfacing and Shoulder Reconstruction
FEDERAL PROJECT CSSTP-M003-00 (268) 01, PI:M003268
11.450 miles of Milling, plant mix resurfacing and shoulder reconstruction on S.R. 138 beginning at the Rockdale County line and extending to S.R. 10 Business.
- SR 81 Resurfacing and Shoulder Reconstruction
STATE PROJECT SAMA0-M003-00 00 (100), PI:M003100
9.221 miles of plant mix resurfacing and shoulder reconstruction on SR 81 beginning at SR 20 and extending to the Barrow County line.
- 12.0 Miles New Construction - S.R. 11/Monroe E. By-Pass from South City Limits of Monroe to U.S. 78 to S.R. 11, Walton County
STP-0000-00 (411)

- Intersection Improvements - S.R. 10/78 @ Spring Street/S.R. 10 Business-add WB Ramps/Upgrade Interchange, Walton County
STP-0000-00 (412)
- Widen S.R. 10/U.S. 78 9.78 Miles from Gwinnett County Line to S.R. 10 Business in Monroe, Walton County
STP-0000-00 (415)
- Realign S.R. 11 & Madison Road 1-Way 1.10 miles between Mill Street and Marble Street in Monroe, Walton County
STP-0000-00 (417)
- Intersection Improvements - SR 81 at Claude and Tom Brewer Roads/CR 88, Walton County
STP-0002-00 (019)
- Bridges/Replacement - S.R. 10/U.S. 78 WBL @ Apalachee River 4 Miles East of Gratis, Walton County
BRST-061-1 (110)
- Bridges/Replacement S.R. 10 Business WBL @ S.R. 10 EBL (U.S. 78) 2 Miles West of Monroe, Walton County
BRST-61-1 (111) LP
- Passing Lanes Along SR 20 – 4-Inters and 2-Passing Lanes from Rockdale County Line to Loganville, Walton County
STP-2584 (9)
- Bridges/Replacement - SR 81 @ Alcovy River 2 Miles Southwest of Bold Springs, Walton County
BRST-1308 (11)
- Bridges/Replacement - SR 81 @ Apalachee River 1.5 Miles Northeast of Bold Springs, Walton County
BRST-1308 (12)

Comments:

- Attachments
Opinion of Probable Construction Costs
Typical Sections
Traffic Diagrams
- See Attached Minutes
Minutes of Initial Concept Kick-off Meeting
Minutes of Initial Concept Team Meeting

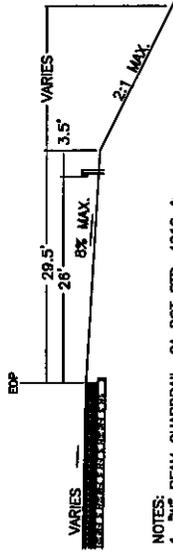
STATE ROUTE 138 EXTENSION (From S.R. 10 to S.R. 11)
Conceptual Engineering - Opinion of Probable Construction Costs
Walton County Board of Commissioners
Revised 02/13/06
(38' PAVEMENT INCLUDING 14' CENTER TURN LANE)

PAY ITEM NO.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT COST	COST
ROADWAY					
150-1000	TRAFFIC CONTROL - PROJECT CSSTP-0007-00(103)	LUMP	1	\$30,000.00	\$30,000.00
201-1500	CLEARING & GRUBBING - PROJECT CSSTP-0007-00(103)	LUMP	1	\$75,000.00	\$75,000.00
207-0203	FOUNDATION BACKFILL MATL, TP II	CY	180	\$37.17	\$6,690.60
210-0100	GRADING COMPLETE - PROJECT CSSTP-0007-00(103)	LUMP	1	\$955,000.00	\$955,000.00
310-1101	GR AGGREGATE BASE COURSE	TN	20523	\$15.31	\$314,207.13
318-3000	AGGR SURFACE COURSE	TN	550	\$16.66	\$9,163.00
402-1802	RECYCLED ASPH CONC PATCHING	TN	150	\$68.05	\$10,207.50
402-1812	RECYCLED ASPH CONC LEVELING	TN	1000	\$41.95	\$41,950.00
402-3113	REC. ASPH CONC 12.5mm	TN	3697	\$70.00	\$258,790.00
402-3121	REC. ASPH CONC 25mm	TN	17794	\$70.00	\$1,245,580.00
402-3190	REC. ASPH CONC 19mm	TN	4929	\$70.00	\$345,030.00
413-1000	BITUM TACK COAT	GL	3400	\$1.05	\$3,570.00
441-0018	DRIVEWAY CONC, 8 IN THK	SY	100	\$36.49	\$3,649.00
441-0204	PLAIN CONC DITCH PAVING, 4 IN	SY	1800	\$27.93	\$50,274.00
500-3800	CLASS A CONC INCL REINF STEEL	CY	51	\$659.38	\$33,628.38
634-1200	RIGHT OF WAY MARKER	EA	48	\$89.69	\$4,305.12
641-1200	GUARDRAIL, TP W	LF	1800	\$13.69	\$24,642.00
641-5001	GUARDRAIL, ANCHORAGE, TP 1	EA	6	\$479.73	\$2,878.38
641-5012	GUARDRAIL, ANCHORAGE, TP 12	EA	6	\$1,553.85	\$9,323.10
DRAINAGE					
550-1180	STORM DRAIN PIPE, 18 IN RCP, H 1-10	LF	305	\$32.88	\$10,028.40
550-1181	STORM DRAIN PIPE, 18 IN RCP, H 10-15	LF	130	\$33.49	\$4,353.70
550-1723	STORM DRAIN PIPE, 72 IN RCP, H 20-25	LF	120	\$175.00	\$21,000.00
550-1724	STORM DRAIN PIPE, 72 IN RCP, H 25-30	LF	280	\$180.00	\$50,400.00
550-2180	SIDE DRAIN PIPE, 18 IN H 1-10	LF	300	\$24.49	\$7,347.00
550-3618	SAFETY END SECTION, 18 IN SIDE DRAIN	EA	6	\$537.78	\$3,226.68
550-4218	FLARED END SECTION, 18 IN STORM DRAIN	EA	6	\$482.38	\$2,894.28
573-2006	UNDERDRAIN PIPE INCL. DRAINAGE AGG., 6 IN.	LF	2000	\$13.38	\$26,760.00
EROSION CONTROL					
163-0240	MULCH	TN	75	\$195.38	\$14,653.50
163-0503	CONSTR & REM. SILT CNTRL GATE, TP 3	EA	4	\$490.56	\$1,962.24
163-0521	CONSTR & REMV. TEMP. DITCH CHECKS	EA	200	\$165.69	\$33,138.00
163-0531	CONSTR. & REMV. SED. BASIN, TP 1	EA	10	\$7,627.31	\$76,273.10
165-0030	MAINT. OF TEMP. SILT FENCE TP. C	LF	5000	\$1.18	\$5,900.00
165-0040	MAINT. OF TEMP. DITCH CHECKS	EA	200	\$69.45	\$13,890.00
165-0060	MAINT. OF SED. BASIN TP. 1	EA	10	\$1,025.73	\$10,257.30
165-0087	MAINT. OF SILT CONTROL GATE	EA	4	\$175.14	\$700.56
171-0030	TEMPORARY SILT FENCE, TYPE C	LF	5000	\$3.19	\$15,950.00
603-2181	STN DUMPED RIP RAP, TP 3, 18 IN	SY	400	\$37.47	\$14,988.00
700-6910	PERMANENT GRASSING	AC	20.00	\$804.69	\$16,093.80
700-7010	LIQUID LIME	GL	70.00	\$19.04	\$1,332.80
710-9000	PERMANENT SOIL REINFORCING MAT	SY	4800	\$4.39	\$21,072.00
716-1000	EROSION CONTROL MATS, WATERWAYS	SY	3800	\$5.95	\$22,610.00
716-2000	EROSION CONTROL MATS, SLOPES	SY	10000	\$1.06	\$10,600.00
SIGNING & MARKING					
636-1020	HIGHWAY SIGNS, TP 1 MATL, REFL SHEETING, TP 3	SF	250	\$13.61	\$3,402.50
636-1031	HIGHWAY SIGNS, TP 1 MATL, REFL SHEETING, TP 6	SF	60	\$16.89	\$1,013.40
636-2030	GALV STEEL POSTS, TP 3	LF	450	\$5.34	\$2,403.00
647-1000	TRAFFIC SIGNAL INSTALLATION COMPLETE - PROJECT CSSTP-0007-00(103)	EA	4	\$55,000.00	\$220,000.00
653-0120	THERMOPLASTIC PVMT MARK, ARROW TP 2	EA	26	\$60.07	\$1,561.82
653-0220	THERMOPLASTIC PVMT MARK, WORD, TP 2	EA	11	\$88.81	\$976.91
653-1501	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN WHITE	LF	23500	\$0.27	\$6,345.00
653-1502	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN YELLOW	LF	22000	\$0.27	\$5,940.00
653-1704	THERMOPLASTIC SOLID TRAF STRIPE, 24 IN WHITE	LF	165	\$3.37	\$556.05
653-1804	THERMOPLASTIC SOLID TRAF STRIPE, 8 IN WHITE	LF	140	\$1.66	\$232.40
653-3501	THERMOPLASTIC SKIP TRAF STRIPING, 5" WHITE	GLF	800	\$0.17	\$136.00
653-6006	THERMOPLASTIC TRAF STRIPING, YELLOW	SY	1500	\$2.71	\$4,065.00
654-1001	RAISED PVMT MARKERS TP 1	EA	100	\$3.51	\$351.00
654-1002	RAISED PVMT MARKERS TP 2	EA	100	\$3.05	\$305.00
654-1003	RAISED PVMT MARKERS TP 3	EA	100	\$3.76	\$376.00
SUB-TOTAL CONSTRUCTION COST					\$4,056,983.65
				E&C RATE	10%
				INFLATION (5% FOR 2 YEARS)	
TOTAL CONSTRUCTION COST					\$4,920,106.92
					\$50,000.00
RIGHT-OF-WAY					
UTILITIES					\$150,000.00
TOTAL PROJECT COST					\$5,120,106.92

STATE	PROJECT NUMBER	SHEET TOTAL NUMBER SHEETS
GEORGIA	CSSTP-0007-00(103)	-

SLOPE CONTROLS

SLOPE	CUT BACK SLOPE	FILL
2:1	9-10'	0-10'
	>10'	>10'



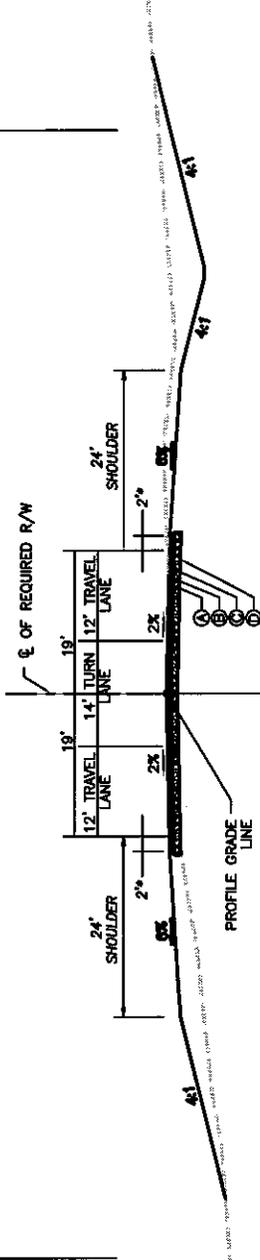
- NOTES:
1. "W" BEAM GUARDRAIL GA DOT STD. 4010 & 4011A. INSTALL PER GADOT STD 4051 & STD. 4052.
 2. A TRANSITION SLOPE OF 3:1 SHALL BE CONSTRUCTED BEHIND W-BEAM GUARDRAIL AT A DISTANCE OF 50' INSIDE OF AND FROM EACH END OF WARRANTED AREA (I.E. 2:1 SLOPE).

TYPICAL GUARDRAIL SECTION FOR MAINLINE ONLY (AS REQ'D-SEE PLAN) N.T.S.

S.E. RATE	SHOULDER SLOPE
2.0% OR 3.0%	4.0%
4.0% OR 5.0%	2.0%
6.0% OR 7.0%	1.0%
8.0% MAX.	MATCH S.E.

FOR MAINLINE ONLY

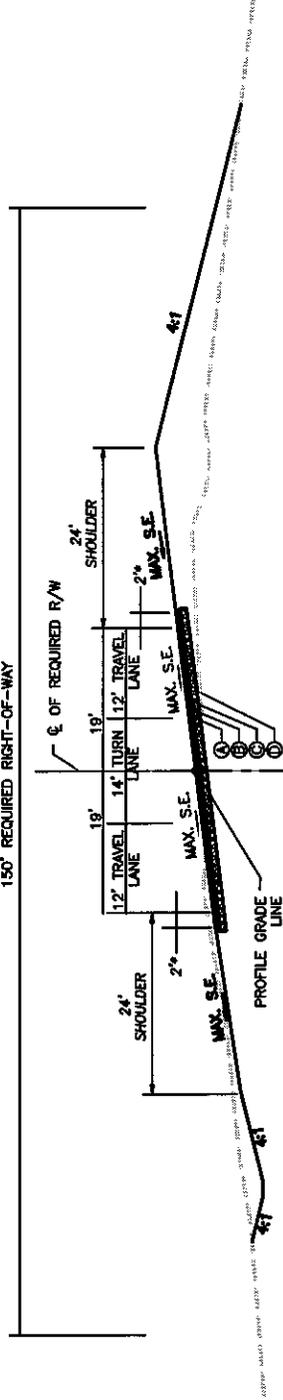
150' REQUIRED RIGHT-OF-WAY



PROPOSED RURAL HIGHWAY T.S. 1 RURAL 3-LANE SECTION (D.S. 45MPH) NORMAL CROWN

- Ⓐ ASPHALTIC CONCRETE 9.5MM SUPERPAVE • 165#/SY (MIX DESIGN LEVEL B)
- Ⓑ ASPHALTIC CONCRETE 19MM SUPERPAVE • 220#/SY (MIX DESIGN LEVEL B)
- Ⓒ ASPHALTIC CONCRETE 25MM SUPERPAVE • 880#/SY (MIX DESIGN LEVEL B)
- Ⓓ 12" GRADED AGGREGATE BASE COURSE

150' REQUIRED RIGHT-OF-WAY



PROPOSED RURAL HIGHWAY T.S. 2 RURAL 3-LANE SECTION (D.S. 45MPH) SUPERELEVATED

- Ⓐ ASPHALTIC CONCRETE 9.5MM SUPERPAVE • 165#/SY (MIX DESIGN LEVEL B)
- Ⓑ ASPHALTIC CONCRETE 19MM SUPERPAVE • 220#/SY (MIX DESIGN LEVEL B)
- Ⓒ ASPHALTIC CONCRETE 25MM SUPERPAVE • 880#/SY (MIX DESIGN LEVEL B)
- Ⓓ 12" GRADED AGGREGATE BASE COURSE

CONCEPTUAL

NO.	DATE	REVISIONS	APPROVED BY	DATE

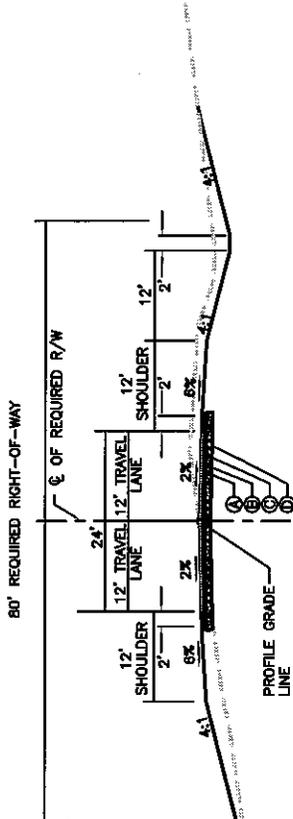
PRECISION PLANNING, INC.
PLANNING, ENGINEERING, ARCHITECTURE
1000 W. BROADWAY, SUITE 200
DALLAS, TEXAS 75203
TEL: 214.760.0000 FAX: 214.760.0001

WALTON COUNTY BOARD OF COMMISSIONERS
APPROVED BY: _____ DATE: _____

PROJECT NUMBER: 0007-00(103) SHEET NUMBER: 5.01

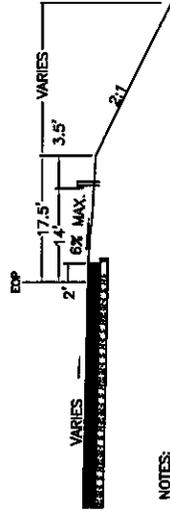
STATE	PROJECT NUMBER	SHEET TOTAL
GEORGIA	0007-0010(S)	10-10

SLOPE CONTROLS		
CUT	BACK SLOPE	FILL
4:1	0-10'	0-10'
2:1	>10'	>10'



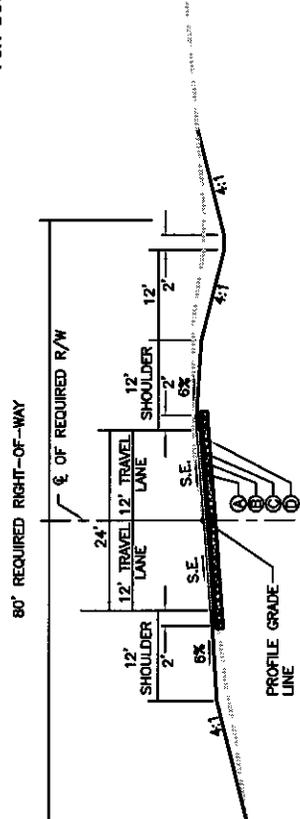
DOUBLE SPRINGS CHURCH ROAD CONNECTOR
T.S. 3
RURAL 2-LANE SECTION
(D.S. 35MPH)
NORMAL CROWN

- Ⓐ ASPHALTIC CONCRETE 12.5MM SUPERPAVE @ 165#/SY (MIX DESIGN LEVEL B)
- Ⓑ ASPHALTIC CONCRETE 19MM SUPERPAVE @ 220#/SY (MIX DESIGN LEVEL B)
- Ⓒ ASPHALTIC CONCRETE 25MM SUPERPAVE @ 440#/SY (MIX DESIGN LEVEL B)
- Ⓓ 10" GRADED AGGREGATE BASE COURSE



- NOTES:**
1. "W" BEAM GUARDRAIL, GA DOT STD. 4010 & 4011A. INSTALL PER GADOT STD 4051 & STD. 4052.
 2. A TRANSITION SLOPE OF 3:1 SHALL BE CONSTRUCTED BEHIND "W-BEAM" GUARDRAIL AT A DISTANCE OF 50' INSIDE OF AND FROM EACH END OF WARRANTED AREA (I.E. 2:1 SLOPE).

TYPICAL GUARDRAIL SECTION
FOR DOUBLE SPGS. CH. RD. CONNECTOR ONLY
(OVER 10' FILL CONDITIONS)
N.T.S.



DOUBLE SPRINGS CHURCH ROAD CONNECTOR
T.S. 4
RURAL 2-LANE SECTION
(D.S. 35MPH)
SUPERELEVATED

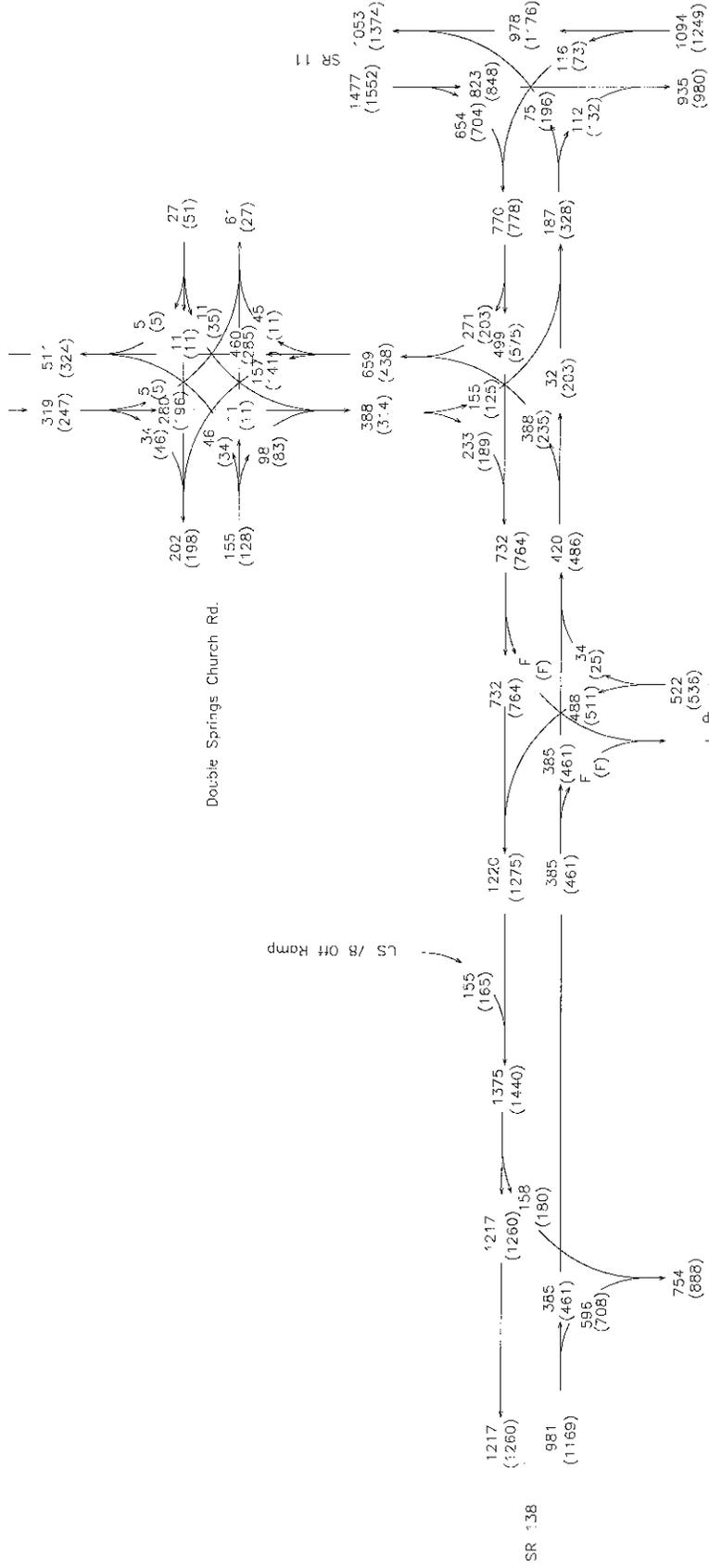
- Ⓐ ASPHALTIC CONCRETE 12.5MM SUPERPAVE @ 165#/SY (MIX DESIGN LEVEL B)
- Ⓑ ASPHALTIC CONCRETE 19MM SUPERPAVE @ 220#/SY (MIX DESIGN LEVEL B)
- Ⓒ ASPHALTIC CONCRETE 25MM SUPERPAVE @ 440#/SY (MIX DESIGN LEVEL B)
- Ⓓ 10" GRADED AGGREGATE BASE COURSE

CONCEPTUAL

PRECISION PLANNING, INC.		WALKEN COUNTY BOARD OF COMMISSIONERS	
PLANNING	DATE	APPROVED BY	DATE
DESIGN	DATE		
CONSTRUCTION	DATE		
REVISIONS	NO.	DATE	DESCRIPTION

PROJECT NUMBER: 0007-0010(S) SHEET TOTAL: 10-10
 DRAWN BY: [Name] CHECKED BY: [Name] DATE: [Date]

Monroe HS





**Precision
Planning,
Inc.**

planners, engineers, architects & surveyors

MEETING MINUTES

DATE OF MEETING: September 6, 2005

LOCATION: Office of GDOT District 1, Gainesville

PROJECT DISCUSSED: SR 138 Extension, Walton County
GDOT PI #0007103, CSSTP-0007-00(103)

ATTENDEES: Robert Mahoney, GDOT
Nathaniel O'Kelley, GDOT Utilities
Kim Coley, GDOT
Kim Byers, GDOT
Russell McMurray, GDOT
Neil Kantner, GDOT
Brent Cook, GDOT Traffic Operations
Steve Worley, City of Monroe
Julian Jackson, City of Monroe
Kevin W. Little, Walton County Board of Commissioners
Asad Hadadzadeh, Precision Planning, Inc.
Bill Crowder, Precision Planning, Inc.

THE FOLLOWING ITEMS WERE DISCUSSED:

1. Walton County will take the lead for plans and engineering for the project.
2. GDOT is requesting that project area allowances be made for a ramp onto west-bound US 78; PPI to leave enough room for possible future footprint.
3. The project will be a "controlled access" roadway.
4. R/W limits for the 45-mph design speed roadway shall be 150 feet.
5. Full PDP process must be followed for this project.
6. The Need and Purpose Statement shall be completed by GDOT.
7. Federal funding for this project will fall under the Q23 category in the amount of \$ 3.2 million through the Atlanta Regional Commission.
8. Funds for the project are allocated for FY2006, and with a June letting for construction.
9. Walton County is fully responsible for R/W acquisition.
10. Limits of access shall extend 600 feet on both sides of ramp at US 78.
11. GDOT requests two (2) drawings at 1"=200' scale.
12. Design to include a left turn lane to join the existing ramp to east bound US 78.
13. Design to include a two-lane roadway, offset to allow future widening, and 12' shoulders.
14. Side road connecting the project to Double Springs Church Road shall be located opposite of and aligned with the new road being planned between the Board of Education facility and the new high school.
15. Use 2008 for current year in the traffic engineering study.
16. Kim Coley will be the environmental coordinator for GDOT.
17. Attendee sign-in list is attached and made part of these minutes.

Meeting Minutes
SR 138 Extension
September 20, 2005
Page 2

If there are any corrections to the above meeting minutes that you consider necessary for the project record, please contact Bill Crowder directly at (770) 338-8188 within 72 hours of the date of receipt. If no response is provided, these minutes will be made part of the project record as written.

c: Mike Alligood, PPI ~~NEA~~
Project File: T05274/360
Attendees

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SR 138 EXTENSION PI # 0007103 WALTON COUNTY
 KICK OFF MEETING (551P-0007-00(103))

<u>NAME</u>	<u>PHONE #</u>	<u>COMPANY</u>	<u>E-MAIL</u>
ROBERT W. MAHONEY	770-532-5520	GDOT	ROBERT.MAHONEY@DOT.GA.GOV henry.okelley@dot.state.ga.us
Nathaniel O'Kelley	770-532-5510	GDOT Utilities	henry.okelley@dot.state.ga.us
Kim Cokley	770.532.5582	GDOT	kim.cokley@dot.state.ga.us
Kim Byers	770-718-5015	GDOT	Kim.byers@dot.state.ga.us
Asad Hadadzadeh	770-338-8151	PPI	288AH@precisionplanning.com
Brian Crowder	770-338-8188	PPI	10560@precisionplanning.com
Steve Worley	770-267-6933	City of Monroe	Steve.W@monroeaccess.net
Julian Jackson	770 267-7536	City of Monroe	citymm@monroeaccess.net
Kevin W. Little	770-267-1301	Walton County	little@co.walton.ga.us
Russell McMuray	770-532-5526		
Neil Kantner	770-532-5530	GDOT	
Brent Cook	770.532.5563	GDOT Traffic Ops	



**Precision
Planning,
Inc.**

planners, engineers, architects & surveyors

MEETING MINUTES

DATE OF MEETING: January 13, 2006

LOCATION: Office of GDOT District 1, Gainesville

PROJECT DISCUSSED: SR 138 Extension, Walton County
GDOT PI #0007103, CSSTP-0007-00(103)

ATTENEDEES: Robert Mahoney, GDOT District 1
Russell McMurray, GDOT District 1
Harold Mull, GDOT District 1
Gary Day, GDOT Utilities
Brent Cook, GDOT Traffic Operations
Jeffrey Nix, GDOT District 1
Kim Coley, GDOT-Environmental
Kim Byers, GDOT-Local Government R/W
Jason Crane, GDOT Planning
Kevin W. Little, Walton County Board of Commissioners
Steve Worley, City of Monroe
Terri Malone, Edwards-Pitman Environmental, Inc.
Jim Pohlman, Pohlman Engineering, Inc.
Jimmy Parker, Precision Planning, Inc.
Bill Crowder, Precision Planning, Inc.
Mike Alligood, Precision Planning, Inc.

THE FOLLOWING ITEMS WERE DISCUSSED:

1. Robert Mahoney opened the Initial Concept Team Meeting with introductions and a general overview of the project.
2. The functional classification of the project is a Rural Arterial.
3. The concept report prepared by Precision Planning, Inc. was discussed beginning with a detailed review of the Need and Purpose Statement.
 - a. The project should be defined as a two-lane roadway with an auxiliary lane.
 - b. Include a note that there is no local pedestrian plan in Walton County.
4. The construction phase has been rescheduled by GDOT to begin no later than June 2007. This date was also accepted in an ARC meeting attended by Walton County on January 12, 2006. R/W needs to be certified by April 2007.
5. Traffic volumes were also discussed. GDOT requested additional traffic counts for S.R. 11 south of U.S. 78/S.R. 10 to be included in the concept.
6. General presentation of proposed road improvements was given.
7. Access onto S.R. 138 will be limited to 600' to 1,000' from the intersection with U.S. 78 off-ramp. The distance will likely be 1,000'; GDOT to confirm.
8. If the property owner desires a portion of the U.S. 78/S.R. 10 off-ramp R/W, GDOT would need to "surplus" this area (shown on the concept layout) by going through the

- Federal D.O.T. It is likely that this would not be allowed for this project. The state prefers to follow the existing off-ramp alignment up to the proposed intersection with the new extension.
9. The roadway section under the U.S. 78/S.R. 10 bridge was discussed in length. The 9-foot dimension between the travel lane and the bridge column would constitute a "design exception". The project may require the use of a Type 7C wall and pipe the adjacent ditch to avoid trapping water. Also, the standard for guardrails located 2 feet from the edge of pavement includes curb and gutter and a sidewalk; the guard rail sections may be shown at this location, but no curb and gutter and sidewalk is proposed. The roadway under the bridge should be addressed as an exception in the concept report.
 10. The existing posted speed limit on S.R. 138 should be verified (45 mph or 55 mph).
 11. New GDOT standard grades for both residential and commercial driveways should be shown for the proposed maximum grade driveway in the report.
 12. Type of access control should be "Full", with a note stating the distance of access control from the interchange; probably 1000', but GDOT will validate the correct distance.
 13. The number of parcels impacted by R/W should be changed from 1 to 2 to reflect the potential impact to the parcel adjacent to the proposed U.S. 78/S.R. 10 eastbound on-ramp intersection.
 14. For environmental permitting, expect a Nationwide Permit No. 14, with an Environmental Assessment. The concept report should clarify the number of "stream" crossings where 18-inch Reinforced Concrete Pipes are proposed. The total length of 360' exceeds the Nationwide Permit threshold for any given stream of 300', indicating that an Individual Permit would be needed. The report should include a breakdown of the individual crossings of this size pipe.
 15. In the utility contact list, Brian Thompson's name should replace Susan Cartwright's name for Monroe Utility Network; the phone number remains the same.
 16. GDOT will be letting the project, not Walton County (Under Project Responsibilities)
 17. In the list of Other Projects in the Area, some projects not in close proximity to S.R. 138 Extension may be removed from the list. The resurfacing of S.R. 11 should be added to the list. GDOT to confirm list of projects to include. This work of adding 1 1/2" to 2" of asphalt is scheduled for next year.
 18. Accident data for the intersection of S.R. 11 and Double Springs Church Road should be added to the report.
 19. The cost estimate should be updated to reflect the latest published unit prices from GDOT. Particularly, the asphalt paving prices should be \$65-\$70 per ton, which are higher than the current GDOT detailed estimate average values.
 20. The existing aerial mapping previously completed for the property owner is acceptable to GDOT.
 21. Walton County will need to host a Public Information Open House for this project.
 22. A current GDOT project includes resurfacing S.R. 11 in the vicinity of the proposed intersection with S.R. 138 Extension, and adding a right-turn deceleration lane now at Double Springs Church Road. This work should be incorporated into the design of S.R. 138 Extension.
 23. The requirement of 2-foot paved shoulders on the mainline typical section will be determined by GDOT.

24. A horizontal alignment change to lengthen the tangent between the first two curves north of the bridge and thereby reflect the super elevation (SE) runoff transitions in the current AASHTO 8% maximum SE chart was presented for review. The first curve north of the bridge was modified with a radius of 1,245' and a design SE of 6.0%. The second curve was modified with a radius of 2,100' and a design SE of 4.2%. These changes were accepted by GDOT.
25. The typical section for the super elevated mainline should still show the shoulders matching the maximum SE (8% implied), even though this SE condition will not occur for this project. It is acceptable to GDOT that all SE design values for the mainline remain under 7%.
26. The typical section sheet for the mainline must include a shoulder slope transition control box (similar to the standard slope control box). The GDOT Microstation cell should be added to show this information; this will establish correct shoulder slopes for each stage of SE transition.
27. *Attendee sign-in list is attached and made part of these minutes.*

If there are any corrections to the above meeting minutes that you consider necessary for the project record, please contact Mike Alligood directly at (770) 338-8184 within 72 hours of the date of receipt. If no response is provided, these minutes will be made part of the project record as written.

c: Project File: T05274/360
Attendees

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