

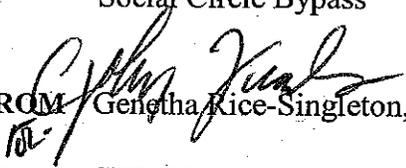
**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE P. I. No. 0007217, Walton/Newton Counties
CSSTP-0007-00(217)
Social Circle Bypass

OFFICE Program Control

DATE September 18, 2009


FROM Genetha Rice-Singleton, Program Control Administrator

TO SEE DISTRIBUTION

SUBJECT APPROVED REVISED PROJECT CONCEPT REPORT

Attached for your files is the approval for subject project.

Attachment

DISTRIBUTION:

Ron Wishon
Glenn Bowman
Ken Thompson
Michael Henry
Keith Golden
Paul Liles
Anthony Collins
Bobby Hilliard
George Brewer
BOARD MEMBER

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE: CSSTP-0007-00(217), Walton/Newton County OFFICE: Program Delivery
P.I. No. 0007217
Social Circle Bypass
SR 11 to E. Hightower Trail DATE: August 11, 2009

FROM: Bobby Hilliard, PE, State Program Delivery Engineer *Bobby Hilliard*

TO: Genetha Rice-Singleton, Acting Assistant Director of Preconstruction

SUBJECT: Revised Project Concept Report

Attached is the original copy of the Revised Concept Report for your further handling for approval in accordance with the Plan Development Process (PDP).

The concept report was revised to remove the horizontal design exception on the mainline, update the typical section shoulder widths, replace the culverts with bridges over streams 3 and 8 and add a 3-sided culvert at stream 16.

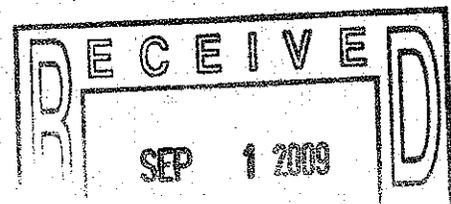
The revised concept as presented herein and submitted for approval is consistent with that which is included in the Regional Transportation Program (RTP) and/or the State Transportation Improvement Program (STIP).

DATE *8/25/09*

Angela S. Alexander
State Transportation Planning Administrator

S.A.

Distribution: Glenn Bowman, State Environment/Location Engineer
Keith Golden, State Traffic Safety and Design Engineer
Angela Alexander, State Transportation Planning Administrator
Angela Whitworth, State Transportation Financial Management Administrator
Russell McMurry, District 1 Engineer
Tony Collins, District 2 Engineer
Paul Liles, State Bridge Design Engineer



REVISED PROJECT CONCEPT REPORT

Need and Purpose: From original Approved Concept Report (see Attachment 3)

Project location: The proposed Social Circle Bypass project is to construct a new location roadway extending approximately 2.8 miles north and east from SR 11/S. Cherokee Road just south of the Newton/Walton County line (mile log 13.00 in Newton County) and connecting to the existing Social Circle Bypass at East Hightower Trail in Walton County.

Description of the approved concept:

The concept is a new location roadway with two 12-foot lanes with 10-foot rural shoulders and a 65 mph speed design. The limits of the new location roadway extend approximately 2.8 miles north and east from SR 11/S. Cherokee Road just south of the Newton/Walton County line (mile log 13.00 in Newton County) and connect to the existing Social Circle Bypass at East Hightower Trail in Walton County. This project will complete the eastern Bypass around downtown Social Circle.

The existing SR 11 roadway at the Walton/Newton County line is classified as a Rural Minor Arterial with two (2) 12-foot wide travel lanes. The existing northern portion of the Social Circle Bypass is a Rural Local Road with two (2) 12-foot wide travel lanes and right of way to accommodate a future four lane roadway section; there are no existing shoulders.

The proposed new location roadway is to provide a facility that will adequately and safely serve current and future travel demand and provide interregional travel continuity for through traffic.

PDP Classification: Major Minor

Federal Oversight:

Full Oversight (), Exempt(X), State Funded(), or Other ()

Functional Classification:

<u>Proposed Social Circle Bypass</u>	<u>Rural Major Collector</u>
<u>State Route 11/S. Cherokee Road</u>	<u>Rural Minor Arterial</u>
<u>Existing Social Circle Bypass</u>	<u>Rural Local Road</u>
<u>E. Hightower Trail</u>	<u>Rural Major Collector</u>
<u>Cannon Drive/CR-195</u>	<u>Rural Local Road</u>
<u>Thurman Baccus Road</u>	<u>Rural Local Road</u>

The Office of Transportation Data, Federal Highway Coordinator will recommend to the Federal Highway Administration that the proposed Social Circle Bypass be functionally classified as a Rural Major Collector and that the existing section of the Bypass be modified to a functional classification of Rural Major Collector. If State Route 11 were

exception for Curve #1 based on a design speed of 65mph. Based on the geometric constraints and the adjacent historical property, the radius of Curve #1 is 1060 feet. This radius does not meet the 65mph requirements ($R_{min}=1660$ ft) but does meet a design speed of 55mph ($R_{min}=1060$ ft). Therefore Curve #1 will have both a design and posted speed of 55mph and will not require a design exception.

- Replace box culverts at streams 3 and 8 with bridges and stream 16 with a 3-sided culvert:
Box culverts with walls were initially designed for streams 3 and 8 to limit the amount of required stream relocation. The required retaining wall height, resulting from limiting linear stream impacts, resulted in a system that was less economical than bridges. Stream 16 was reclassified from ephemeral to perennial stream, requiring a higher level of environmental consideration. The approved environmental document requires a 3-sided culvert.
 - 180'x43'-3" two-lane bridge over the Little River, also known as stream 3.
 - 181'x43'-3" two-lane bridge over an unnamed tributary to the Little River, also known as stream 8.
 - 219'x36" three sided culvert over an unnamed tributary to the Little River, also known as stream 16.

Updated traffic data (AADT): N/A

Programmed/Schedule:

P.E.: 2005

R/W: 2010

Construction: 2011

VE Study Required Yes(X) No() Date Held: Feb 25, 2008

Revised cost estimates: See Attachment #2

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

This project is part of the Atlanta Regional Commission's (ARC's) Envision 6 plan and the current State Transportation Improvement Program. The projects in these plans have been modeled collectively to show a benefit to the Atlanta region's air quality. The project limits and description of the proposed Social Circle Bypass project are the same as those used for modeling purposes. Because of its inclusion in the above mentioned models, this project is expected to contribute to improvement in the Atlanta region's overall air quality.

Recommendation: Recommend that the proposed revision to the concept be approved for implementation.

Attachments:

1. Sketch
2. Cost Estimate:
 - a. Construction including E&C

- b. Right-of-Way, and
- c. Utilities
- 3. Need and Purpose
- 4. Typical Section
- 5. Concept Layouts of Curve 1

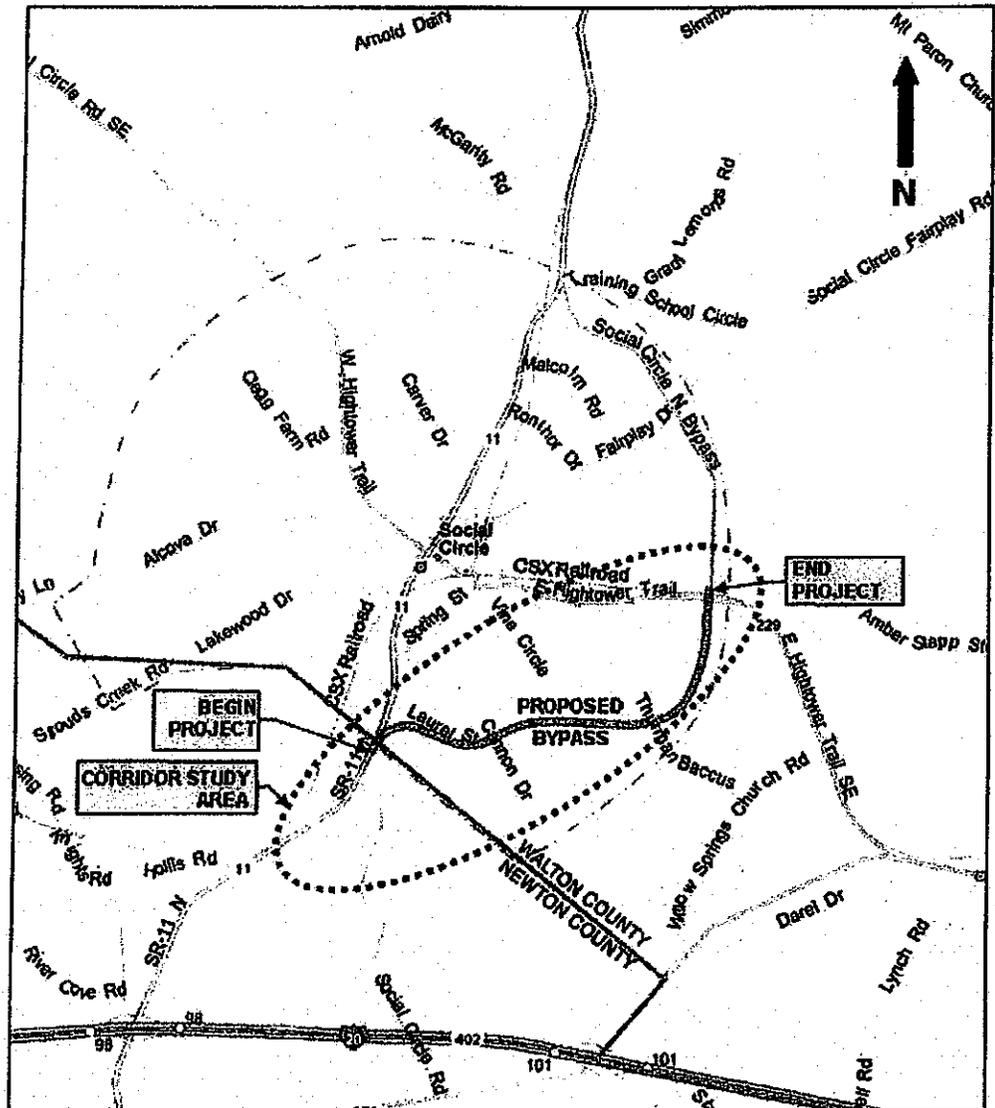
• Exempt projects
Concur: *Herbert Rice - JH for Director*
Director of Preconstruction

Approve: *David M. Ryan*
Chief Engineer

Revised Project Concept Report Attachments
Project Number: CSSTP-0007-00(217)
P. I. Number: 0007217
County: Walton/ Newton Counties

Attachment #1

Sketch



LOCATION

Project Location Map
NOT TO SCALE

CSSTP-0007-00(217)
SOCIAL CIRCLE BYPASS
NEWTON & WALTON COUNTIES
P.I. # 0007217

Revised Project Concept Report Attachments
Project Number: CSSTP-007-00(217)
P. I. Number: 0007217
County: Walton/ Newton Counties

Attachment #2

Cost Estimate

CONTINGENCY SUMMARY

Construction Cost Estimate:	\$	<input type="text" value="15,687,019"/>	(Base Estimate)
Engineering and Inspection:	\$	<input type="text" value="784,351"/>	(Base Estimate x <input type="text" value="5"/> %)
Construction Contingency:	\$	<input type="text" value="470,611"/>	(Base Estimate x <input type="text" value="3"/> %)
			(The Construction Contingency is based on the Project Improvement Type in TPro.)
Total Fuel Adjustment	\$	<input type="text" value="987,126"/>	(From attached worksheet)
Total Liquid AC Adjustment	\$	<input type="text" value="848,457"/>	(From attached worksheet)
Construction Total:	\$	<input type="text" value="18,777,564"/>	
Utility Cost Estimate:	\$	<input type="text" value="287,561"/>	
Utility Contingency:	\$	<input type="text" value="86,268"/>	<input type="text" value="30"/> %
Utility Total:	\$	<input type="text" value="373,829"/>	

REIMBURSABLE UTILITY COST

Utility Owner	Reimbursable Cost
Georgia Power Company	\$48,720
City of Social Circle - Gas	\$61,263
Bellsouth/AT&T	\$25,034
Verizon	\$1,044
Comcast Communications	\$1,485
City of Social Circle - Water	\$150,013

Estimate Report for file "PI 0007217 Social Circle Bypass Final"

Section Roadway

Item Number	Quantity	Units	Unit Price	Item Description	Cost
310-1101	87300	TN	24.80	GR AGGR BASE CRS, INCL MATL	2165040.00
402-3121	15292	TN	75.00	RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	1146900.00
402-3130	7646	TN	78.49	RECYCLED ASPH CONC 12.5 MM SUPERPAVE, GP 2 ONLY, INCL BITUM MATL & H LIME	600134.54
402-3190	12744	TN	75.00	RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	958800.00
641-1200	7367	LF	17.00	GUARDRAIL, TP W	125239.00
641-5001	16	EA	631.99	GUARDRAIL ANCHORAGE, TP 1	10111.84

Section Sub Total: \$5,003,225.38

Section Earthwork

Item Number	Quantity	Units	Unit Price	Item Description	Cost
201-1500	1	LS	3800000.00	CLEARING & GRUBBING -	3800000.00
205-0001	375200	CY	5.55	UNCLASS EXCAV	2082360.00

Section Sub Total: \$5,882,360.00

Section Signing and Marking

Item Number	Quantity	Units	Unit Price	Item Description	Cost
610-6560	1	EA	1021.56	REMOVE HISTORIC MARKER, STONE	1021.56
611-5420	1	EA	2810.00	RESET HISTORIC MARKER, STONE	2810.00
636-1020	320	SF	16.00	HIGHWAY SIGNS, TP 1 MATL, REFL SHEETING, TP 3	5120.00
636-1029	24	SF	22.50	HIGHWAY SIGNS, TP 2 MATL, REFL SHEETING, TP 3	540.00
636-2070	510	LF	12.00	GALV STEEL POSTS, TP 7	6120.00
636-2090	160	LF	10.06	GALV STEEL POSTS, TP 9	1609.60
653-0100	2	EA	414.89	THERMOPLASTIC PVMT MARKING, RR/HWY CROSSING SYMBOL	829.78
653-0120	70	EA	75.00	THERMOPLASTIC PVMT MARKING, ARROW, TP 2	5250.00
653-1501	43400	LF	0.53	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, WHITE	23002.00
653-1502	16500	LF	0.53	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, YELLOW	8745.00
653-1704	290	LF	3.15	THERMOPLASTIC SOLID TRAF STRIPE, 24 IN, WHITE	913.50
653-1804	1400	LF	2.13	THERMOPLASTIC SOLID TRAF STRIPE, 8 IN, WHITE	2982.00
653-3501	2600	GLF	0.51	THERMOPLASTIC SKIP TRAF STRIPE, 5 IN, WHITE	1326.00
653-3502	6310	GLF	0.51	THERMOPLASTIC SKIP TRAF STRIPE, 5 IN, YELLOW	3218.10
653-6004	2500	SY	2.93	THERMOPLASTIC TRAF STRIPING, WHITE	7325.00
653-6006	870	SY	3.32	THERMOPLASTIC TRAF STRIPING, YELLOW	2888.40
654-1001	420	EA	5.25	RAISED PVMT MARKERS TP 1	2205.00
654-1003	360	EA	5.25	RAISED PVMT MARKERS TP 3	1890.00

Section Sub Total: \$77,795.94

Section TRAFFIC CONTROL

Item Number	Quantity	Units	Unit Price	Item Description	Cost
150-1000	1	LS	354100.00	TRAFFIC CONTROL -	354100.00
153-1300	1	EA	67749.00	FIELD ENGINEERS OFFICE TP 3	67749.00
310-5080	16400	SY	18.13	GR AGGR BASE CRS, 8 INCH, INCL MATL	297332.00
400-3130	970	TN	101.47	ASPH CONC 12.5 MM SUPERPAVE, GP 1 OR 2, INCL POLYMER-MODIFIED BITUM MATL & H LIME	98425.90
400-3604	1610	TN	101.43	ASPH CONC 12.5 MM SMA, GP 2 ONLY, INCL POLYMER-MODIFIED BITUM MATL & H LIME	163302.30
500-2100	10300	LF	55.00	CONCRETE BARRIER	566500.00

Section Sub Total: \$1,547,409.20

Section DRAINAGE

Item Number	Quantity	Units	Unit Price	Item Description	Cost
550-1180	190	LF	45.00	STORM DRAIN PIPE, 18 IN, H 1-10	8550.00
550-1240	120	LF	55.00	STORM DRAIN PIPE, 24 IN, H 1-10	6600.00
550-1300	520	LF	68.83	STORM DRAIN PIPE, 30 IN, H 1-10	35791.60
550-1361	190	LF	96.59	STORM DRAIN PIPE, 36 IN, H 10-15	18352.10
550-1423	180	LF	161.00	STORM DRAIN PIPE, 42 IN, H 20-25	28980.00
550-4118	4	EA	664.67	FLARED END SECTION 18 IN, SIDE DRAIN	2658.68

550-4124	2	EA	776.31	FLARED END SECTION 24 IN, SIDE DRAIN	1552.62
550-4230	4	EA	945.11	FLARED END SECTION 30 IN, STORM DRAIN	3780.44
550-4236	2	EA	1246.55	FLARED END SECTION 36 IN, STORM DRAIN	2493.10
550-4242	2	EA	1575.36	FLARED END SECTION 42 IN, STORM DRAIN	3150.72
550-9999	1	Lump Sum	768500.00	Contech 3-Sided Culvert	768500.00

Section Sub Total: \$880,409.26

Section EROSION CONTROL

Item Number	Quantity	Units	Unit Price	Item Description	Cost
163-0232	30	AC	734.02	TEMPORARY GRASSING	22020.60
163-0240	250	TN	250.00	MULCH	62500.00
163-0300	2	EA	1500.00	CONSTRUCTION EXIT	3000.00
163-0521	100	EA	384.18	CONSTRUCT AND REMOVE TEMPORARY DITCH CHECKS	38418.00
165-0010	34400	LF	1.00	MAINTENANCE OF TEMPORARY SILT FENCE, TP A	34400.00
165-0040	100	EA	85.00	MAINTENANCE OF EROSION CONTROL CHECKDAMS/DITCH CHECKS	8500.00
165-0101	2	EA	600.00	MAINTENANCE OF CONSTRUCTION EXIT	1200.00
171-0010	34400	LF	2.00	TEMPORARY SILT FENCE, TYPE A	68800.00
700-6910	54	AC	1078.44	PERMANENT GRASSING	58235.76
700-7000	250	TN	100.00	AGRICULTURAL LIME	25000.00
700-7010	210	GL	18.60	LIQUID LIME	3906.00
700-8000	6	TN	324.00	FERTILIZER MIXED GRADE	1944.00
700-8100	2700	LB	2.00	FERTILIZER NITROGEN CONTENT	5400.00

Section Sub Total: \$333,324.36

Section BRIDGES

Item Number	Quantity	Units	Unit Price	Item Description	Cost
433-1000	585	SY	170.00	REINF CONC APPROACH SLAB	99450.00
500-0000	9453	SF	95.00	BRIDGE #1	898035.00
500-0001	10158	SF	95.00	BRIDGE #2	965010.00

Section Sub Total: \$1,962,495.00

Total Estimated Cost: \$15,687,019.14

P.I. Number 0007217

County Newton/Walton

Date 8/6/2009

Project Number CSSTP-0007-00(217) Social Circle Bypass - SR 11 to E. Hightower Trail

Special Provision, Section 109-Measurement and Payment
FUEL PRICE ADJUSTMENT (ENGLISH 125% MAX)

ENTER FPL DIESEL	2.506
ENTER FPM DIESEL	5.639

ENTER FPL UNLEADED	2.436
ENTER FPM UNLEADED	5.481

<http://www.dot.ga.gov/doingbusiness/Materials/Pages/asphaltcementindex.aspx>

INCREASE ADJUSTMENT
125.00%

INCREASE ADJUSTMENT
125.00%

ROADWAY ITEMS	QUANTITY	DIESEL FACTOR	GALLONS DIESEL	UNLEADED FACTOR	GALLONS UNLEADED	REMARKS
Excavations paid as specified by Sections 205 (CUBIC YARD)	375200.000	0.29	108808.00	0.15	56280.00	
Excavations paid as specified by Sections 206 (CUBIC YARD)		0.29		0.15		
GAB paid as specified by the ton under Section 310 (TON)	87300.000	0.29	25317.00	0.24	20952.00	
Hot Mix Asphalt paid as specified by the ton under Sections 400 (TON)		2.90		0.71		
Hot Mix Asphalt paid as specified by the ton under Sections 402 (TON)	35682.000	2.90	103477.80	0.71	25334.22	
PCC Pavement paid as specified by the square yard under Section 430 (SY)		0.25		0.20		

BRIDGE ITEMS	Quantity	Unit Price	QF/1000	Diesel Factor	Gallons Diesel	Unleaded Factor	Gallons Unleaded	REMARKS
Bridge Excavation (CY) Section 211	104.00	48.59	5.0534	8.00	40.43	1.50	7.58	
Class __Concrete (CY) Section 500	142.00	551.00	78.2420	8.00	625.94	1.50	117.36	
Class __Concrete (CY) Section 500				8.00		1.50		
Class __Concrete (CY) Section 500				8.00		1.50		
Superstru Con Class __ (CY) Section 500	240.00	550.00	132.0000	8.00	1056.00	1.50	198.00	
Superstru Con Class __ (CY) Section 500				8.00		1.50		
Superstru Con Class __ (CY) Section 500				8.00		1.50		
Concrete Handrail (LF) Section 500				8.00		1.50		
Concrete Barrier (LF) Section 500	365.00	43.92	16.0308	8.00	128.25	1.50	24.05	

BRIDGE ITEMS	Quantity	Unit Price	QF/1000	Diesel Factor	Gallons Diesel	Unleaded Factor	Gallons Unleaded	REMARKS
Stru Steel Plan Quantity (LB) Section 501				8.00		1.50		
Stru Steel Plan Quantity (LB) Section 501				8.00		1.50		
PSC Beams____ (LF) Section 507	905.00	205.00	185.5250	8.00	1484.20	1.50	278.29	
PSC Beams____ (LF) Section 507				8.00		1.50		
PSC Beams____ (LF) Section 507				8.00		1.50		
Stru Reinf Plan Quantity(LB) Section 511				8.00		1.50		
Stru Reinf Plan Quantity(LB) Section 511				8.00		1.50		
Bar Reinf Steel (LB) Section 511	104000.00	0.87	90.4800	8.00	723.84	1.50	135.72	
Piling____ inch (LF) Section 520	640.00	70.00	44.8000	8.00	358.40	1.50	67.20	
Piling____ inch (LF) Section 520				8.00		1.50		
Piling____ inch (LF) Section 520				8.00		1.50		
Piling____ inch (LF) Section 520				8.00		1.50		
Piling____ inch (LF) Section 520				8.00		1.50		
Piling____ inch (LF) Section 520				8.00		1.50		
Drilled Caisson____ (LF) Section 524				8.00		1.50		
Drilled Caisson____ (LF) Section 524				8.00		1.50		
Drilled Caisson____ (LF) Section 524				8.00		1.50		
Pile Encasement____(LF) Section 547				8.00		1.50		
Pile Encasement____(LF) Section 547				8.00		1.50		
SUM QF DIESEL=				242019.85	SUM QF UNLEADED=		103394.42	
DIESEL PRICE ADJUSTMENT(\$)					\$697,477.00			
UNLEADED PRICE ADJUSTMENT(\$)					\$289,649.12			

ASPHALT CEMENT PRICE ADJUSTMENT FOR BITUMINOUS TACK COAT(Surface Treatment 125% MAX)

APPLICABLE TO CONTRACTS CONTAINING THE 413 SPEC. SECTION 413.5.01 ADJUSTMENTS ASPHALT PRICE ADJUSTMENT FOR BITUMINOUS TACK COAT

<http://www.dot.ga.gov/doingbusiness/Materials/Pages/asphaltcementindex.aspx>

ENTER APL

ENTER APM

125.00% **INCREASE ADJUSTMENT**

Use this side for Asphalt Emulsion Only		
L.I.N.	TYPE	ASPHALT EMULSION (GALLONS)
TMT = <input style="width: 150px;" type="text"/>		
REMARKS: <input style="width: 100%;" type="text"/>		

Use this side for Asphalt Cement Only		
L.I.N.	TYPE	TACK (GALLONS)
TMT = <input style="width: 150px;" type="text"/>		
REMARKS: <input style="width: 100%;" type="text"/>		

MONTHLY PRICE ADJUSTMENT(\$)

ADJUSTMENT SUMMARY

FUEL PRICE ADJUSTMENT (ENGLISH 125% MAX)	
DIESEL PRICE ADJUSTMENT(\$)	<u>\$697,477.00</u>
UNLEADED PRICE ADJUSTMENT(\$)	<u>\$289,649.12</u>
ASPHALT CEMENT PRICE ADJUSTMENT (BITUMINOUS TACK COAT 125% MAX)	<u>\$15,638.63</u>
400 / 402 ASPHALT CEMENT PRICE ADJUSTMENT 125% MAX	<u>\$832,817.88</u>
ASPHALT CEMENT PRICE ADJUSTMENT FOR BITUMINOUS TACK COAT(Surface Treatment 125% MAX)	

REMARKS:	<input style="width: 100%;" type="text"/>
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TOTAL ADJUSTMENTS **\$1,835,582.63**

Department of Transportation State of Georgia

Interdepartmental Correspondence

FILE R/W Cost Estimate **OFFICE** Atlanta
DATE August 4, 2009
FROM Phil Copeland, Right of Way Administrator
LaShone Alexander, Right of Way Cost Estimator
TO Harvey P. Brooker, Consultant
Brooker Real Estate Services, LLC
SUBJECT Preliminary Right of Way Cost Estimate
Project: CSSTP-0007-00(217) Walton County
P.I. No.: 0007217
Description: From SR11 to East Hightower Trail Social Circle Bypass

As per your request, attached is a copy of the approved Preliminary Right of Way Cost Estimates on the above referenced projects.

Please note the area of Required R/W was furnished with your request.
Please include total Required R/W areas for the entire corridor in all future requests.

If you have any questions, please contact LaShone Alexander at One Georgia Center 600 West Peachtree Street, NW Atlanta, GA 30308, Right of Way Office at (478) 553-1569 or (478) 232-4045.

PC:LA
Attachments
c: File

**Preliminary Right of Way Cost Estimate
REVISED**

Date: January 31, 2008 Updated 8/4/2009 **P.I. Number:** 0007217
Project: CSSTP-0007-00(217) Walton **No. Parcels:** 36
Existing/Requiring R/W: Varies/Varies
Project Termini: From SR11 to East Hightower Trail
Project Description: Social Circle Bypass

Land:

Industrial
707,909 s.f. @ \$1.15/s.f. = \$814,095
Residential
1,190,937 s.f. @ \$0.69/s.f. = \$821,747
Agricultural
902,114 s.f. @ \$0.30/s.f. = \$270,634
TOTAL \$1,906,476

Improvements:

None

Relocation:

Commercial @ \$25,000/parcel N/A
Residential @ \$40,000/parcel N/A
TOTAL \$0

Damages:

Proximity - \$ 0
Consequential \$ 0
Cost To Cure \$ 0
TOTAL \$ 0

SUB-TOTAL \$1,906,476

Net Cost \$ 1,906,476
Scheduling Contingency 55% \$ 1,048,562
Adm/Court Cost 60% \$ 1,773,023
 \$ 4,728,061

Total Cost

\$4,728,100

Prepared By: 
Harvey P. Booker, Consultant
Booker Real Estate Services, LLC

Approved: 
GDOT RW

Utility Cost Estimate
 Project Number: CSSTP-0007-00(217)
 P.I. Number: 0007247
 County: Newton/Hilton Counties

SECTION	SECTION	SECTION	SITE	UTILITY OWNER	UTILITY	QTY	UNIT COST 2007	UTILITY ADJUSTMENT COST	ENGINEER NG BY (15%)	Fuel Cost Surcharge (%)	Total	Utility Comments
	E	CP01	SR11	Georgia Power	single phase pole	2	\$2,900.00	\$5,800	\$870	\$280	\$6,980	
	E	CP02	Laurel St	Georgia Power	single phase pole	3	\$2,900.00	\$8,700	\$1,305	\$435	\$10,440	
	E	CP03	Laurel St	Georgia Power	single phase pole	3	\$2,900.00	\$8,700	\$1,305	\$435	\$10,440	
	E	CP11	E Hightower Trail	Georgia Power	single phase pole	6	\$2,900.00	\$17,400	\$2,510	\$870	\$20,880	
	G	CP11	E Hightower Trail	City of Social Circle Gas	4" High Pressure Gas Main	891.5	\$48.72	\$41,484	\$6,223	\$2,074	\$49,780	
	G	CP12	Exist SC Bypass	City of Social Circle Gas	4" High Pressure Gas Main	186.4	\$48.72	\$9,570	\$1,435	\$478	\$11,483	
	T	CP01	SR11	Bellsouth	pr phone	558	\$8.48	\$3,063	\$459	\$163	\$3,876	
	T	CP02	Laurel St	Bellsouth	pr phone	689.1	\$5.48	\$3,667	\$550	\$183	\$4,400	
	T	CP03	Laurel St	Bellsouth	pr phone	1547	\$5.48	\$8,476	\$1,271	\$424	\$10,172	
	T	CP04	Cannon Dr	Bellsouth	pr phone	400	\$5.48	\$2,192	\$329	\$110	\$2,830	
	T	CP08	Thurman Baucus Rd	Bellsouth	pr phone	150	\$5.48	\$822	\$123	\$41	\$988	
	T	CP11	E Hightower Trail	Bellsouth	pr phone	482	\$5.48	\$2,642	\$388	\$132	\$3,170	
	T	CP11	E Hightower Trail	Verizon (formerly MCI)	fiber optic cable	150	\$5.80	\$870	\$131	\$44	\$1,044	
	TV	CP01	SR11	Comcast Communications	Coax Cable TV	244.3	\$2.32	\$567	\$85	\$28	\$680	
	TV	CP02	Laurel St	Comcast Communications	Coax Cable TV	289.3	\$2.32	\$671	\$101	\$34	\$805	
	W	CP01	SR11	City of Social Circle Water	6" Water Main	789.2	\$30.30	\$23,882	\$3,582	\$1,194	\$28,859	
	W	CP02	Laurel St	City of Social Circle Water	6" Water Main	766.7	\$30.30	\$23,232	\$3,485	\$1,152	\$27,878	
	W	CP03	Laurel St	City of Social Circle Water	6" Water Main	1514	\$30.30	\$45,863	\$6,879	\$2,293	\$55,036	
	W	CP11	E Hightower Trail	City of Social Circle Water	6" Water Main	860.6	\$30.30	\$26,075	\$3,911	\$1,304	\$31,290	
	W	CP12	Exist SC Bypass	City of Social Circle Water	6" Water Main	186.7	\$30.30	\$5,958	\$894	\$298	\$7,150	

Sum \$287,561
 Contingency (30%) \$86,268

TOTAL UTILITY ESTIMATE \$373,829

Prepared By: Eric W. Seckinger
 Reynolds, Smith & Hills, Inc

Reviewed By: 
 GDOT Utilities Engineer

Revised Project Concept Report Attachments
Project Number: CSSTP-007-00(217)
P. I. Number: 0007217
County: Walton/Newton Counties

Attachment #3

Need and Purpose

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

Office of Program Delivery

Need and Purpose

Project Number: CSSTP-0007-00(217)

County: Newton/Walton Counties

P. I. Number: 0007217

**Social Circle Bypass
from SR 11/S. Cherokee Road northeasterly to East Hightower Trail**

Background

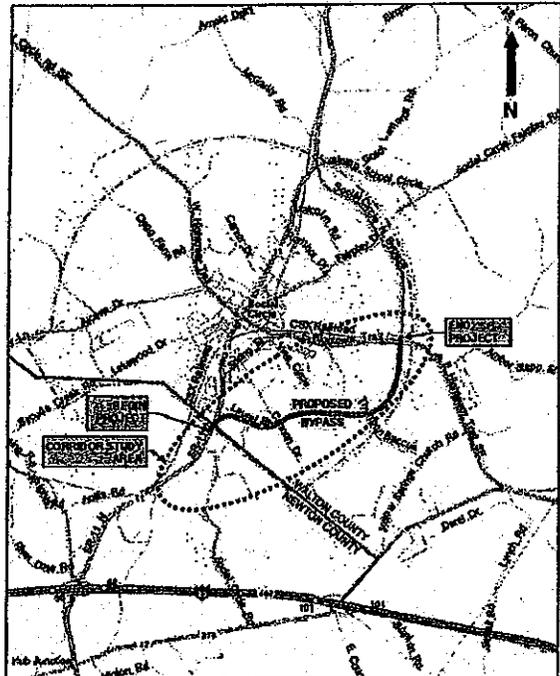
The City of Social Circle requested a bypass project to relieve traffic in historic downtown, in particular truck traffic. Walton County constructed the northern portion of the Social Circle Bypass and the Georgia Department of Transportation (GDOT) programmed the remainder of the bypass. Previously GDOT conceptually designed the bypass linking the existing bypass northeast of the city with SR 11 giving access to I-20. A conceptual redesign was needed to account for the industrial developments along the proposed corridor. The State Transportation Improvement Program (STIP) recommends the Social Circle Bypass from E. Hightower Trail to SR 11. The concept phase kicked off in January 2006. In May 2006, an early coordination Public Involvement Open House (PIOH) was held. In addition to the PIOH, coordination with officials from the City of Social Circle, Walton County and Newton County led to a consensus on the proposed alignment.

Proposed Improvement

Project CSSTP-0007-00(217), P.I. No. 0007217 proposes to construct a new location roadway extending approximately 2.8 miles north and east from SR 11/S. Cherokee Road at the Newton/Walton County line and connecting to the existing Social Circle Bypass at E. Hightower Trail in Walton County. This project will complete the eastern bypass around downtown Social Circle.

The existing SR 11 roadway at the Walton/Newton County line is a rural arterial with two (2) 12-foot wide travel lanes. The existing northern portion of the Social Circle Bypass is a rural local road with two (2) 12-foot wide travel lanes and right of way to accommodate a future four lane roadway section.

The proposed new location roadway is to provide a facility that will adequately and safely serve current and future travel demand and provide interregional travel continuity for through traffic.



Logical termini

The proposed roadway should reasonably bypass traffic around the developed downtown City of Social Circle, while facilitating the movement of through traffic efficiently around the city. The logical terminus begins by tying into SR 11 south of downtown Social Circle in the vicinity of Laurel Street and ends by connecting to the existing northern Social Circle Bypass at E. Hightower Trail. These termini

Need and Purpose page 2
 Project Number: CSSTP-0007-00(217)
 P. I. Number: 0007217
 County: Newton/Walton Counties

will complete the eastern bypass of Social Circle and will fulfill the need to route traffic around historic downtown. At a length of nearly 3 miles, this project is of sufficient length and would serve an independent utility. At this time industrial businesses located east of downtown Social Circle are unable to utilize existing roadways west to SR 11 because of roadway geometry and load restricted bridges along the route. The proposed project will provide a usable alternate route and assist in economic development of the area by providing a more direct path to SR 11 and I-20. The completion of the Social Circle Bypass is not anticipated to cause the need for additional improvements to the existing SR 11 roadway corridor.

Projects in the vicinity of the proposed project

No impacts or conflicts between this proposed new location roadway project and the following projects are anticipated.

Walton County:

- P.I. No. 0000413, SR 11 from North of the City of Social Circle to Barrow County Line.
- P.I. No. 0000414, SR 138 from Miller Bottom Rd to SR10/US 78, Preliminary Engineering (PE) is scheduled 2008, ROW and Construction is scheduled after 2009. The project is a widening project.
- P.I. No. 0004708, Social Circle Pedestrian and Bicycle Trailways.

Newton County:

- P.I. No. 0006022, SR 11/I-20 Relocate Close Frontage Rd – River Rd Extension, Preliminary Engineering (PE) is scheduled 2009, ROW and Construction is scheduled after 2009. The project is a new construction project.
- P.I. No. 231630, SR 12/US 278 from CR 653/Covington Bypass East to SR 142, Preliminary Engineering (PE) is underway, ROW is scheduled 2007-2008 and Construction is scheduled 2008. The project is a widening project.
- P.I. No. 242230, SR 142 from I-20 to Alcovy Rd in Covington, Preliminary Engineering (PE) is underway, ROW is scheduled 2007 and Construction is scheduled 2009. The project is a widening project.

Traffic Data, Capacity and Level of Service (LOS)

In 2005, GDOT took a classification count on SR 11. This count showed a total truck percentage of 14% and a volume count of 8,900 vpd. GDOT then determined the diverted volumes for the proposed Bypass by making the following assumptions:

- The number of trucks being diverted to the Bypass would be 95% of the existing truck traffic.
- An additional 18% of the remaining traffic on SR 11 would be diverted to the Bypass.

The year the project is anticipated to be open for traffic use is the base year, 2011. Therefore, the project will be designed to accommodate traffic growth thru 2031.

Traffic Data:	Current Year	Base Year	Design Year
Annual Average Daily Traffic (AADT)	2005	2011	2031
Proposed Social Circle Bypass:	5,400	7,070	11,370

Need and Purpose page 3
 Project Number: CSSTP-0007-00(217)
 P. I. Number: 0007217
 County: Newton/Walton Counties

Existing N.E. Social Circle Bypass (Build):	5,200	6,450	10,650
Existing N.E. Social Circle Bypass (No-Build):	1,400	1,770	2,800
SR11 North of Social Circle/North of Bypass (Build):	4,800	6,000	10,000
SR11 North of Social Circle/North of Bypass (No-Build):	8,600	10,870	18,000
SR 11 South of Social Circle/North of Bypass (Build):	4,000	5,000	8,300
SR 11 South of Social Circle/South of Bypass (No-Build):	9,150	11,770	19,170
E. Hightower Trail (Build):	2,750	3,450	5,700
E. Hightower Trail (No-Build):	2,750	3,450	5,700

State Route 11, a Rural Minor Arterial, connects I-85 to I-20 and essentially serves as a bypass to the Atlanta Metro area. Of the traffic passing through downtown Social Circle, 12% is truck traffic that originates north of Social Circle from major industrial/commercial businesses, such as the Wal-Mart Distribution Center in Monroe. Due to the restriction of the load limited bridge over the CSX railroad on E. Hightower Trail at E Willow Drive, truck traffic generated east of downtown Social Circle travel west on E. Hightower Trail to US 278 to access I-20 or north on the northern bypass to SR 11 to access I-85. Ultimately, the destination of the traffic in this area is south to access I-20 and north to access I-85. The bypass completion will reroute this truck traffic around historic downtown Social Circle and the load restricted bridge as well as provide a continuous north-south corridor for accessing I-20 and I-85.

	<u>Truck Percentage on SR 11</u>	
	South of Social Circle	North of Social Circle
T	12%	9%
24 T	14%	13%
SU	7%	8%
COMB.	7%	5%

The average daily volume on the proposed Social Circle Bypass is 11,370 in design year 2031. The proposed bypass was divided into four segments for HighPlan analysis. The operational level of service (LOS) analysis was conducted for both the corridor and study intersections to determine LOS in design year 2031. The objective was to determine appropriate lane configurations for the proposed bypass and study intersections that provided an overall LOS of "C" or better for the corridor and a LOS of "D" or better for the intersections.

Design Year (2031) Corridor Operational Analysis Summary

Segment	AADT	# of Lanes	v/c* Ratio	LOS
E. Hightower Tr. to Thurman Baccus Rd	10,160	2	0.43	C
Thurman Baccus Rd to Cannon Dr.	10,670	2	0.45	C
Cannon Dr. to Social Circle Rd (CR 114)	10,870	2	0.46	C
Social Circle Rd to SR 11/ S. Cherokee Rd.	11,370	2	0.48	C

Need and Purpose page 4
 Project Number: CSSTP-0007-00(217)
 P. I. Number: 0007217
 County: Newton/Walton Counties

*v/c = volume over capacity

Operational analysis results show the proposed bypass will operate at acceptable LOS "C" in design year 2031 as a 2-lane roadway. If traffic grows at a similar rate beyond year 2031, the Social Circle Bypass will need to be 4-laned in year 2043 to maintain the acceptable LOS of "C". All the study intersections operate at an acceptable LOS in the Design Year 2031.

Design Year 2031 Intersection Operational Analysis Summary

Intersection	Signal	AM Peak		PM Peak	
		Delay*	LOS	Delay*	LOS
Social Circle Bypass @ E. Hightower Rd	Yes	19.5	B	18.0	B
Social Circle Bypass @ Thurman Baccus Rd	No	24.9	C	19.9	C
Social Circle Bypass @ Cannon Dr.	No	28.5	D	25.8	D
Social Circle Bypass @ Social Circle Rd	No	31.6	D	31.5	D
Social Circle Bypass @ SR 11/South Cherokee Rd	Yes	21.0	C	21.1	C

*Delay = Average Delay measured in seconds per vehicle

Two alternates for crossing E. Hightower Trail and the CSX Railroad will be considered during the Concept Development. If the proposed bypass is at grade at E. Hightower Trail and the CSX railroad, the intersections of Social Circle Bypass at E. Hightower Trail and Social Circle Bypass at SR 11/S. Cherokee Road will require signals in the design year 2031. If the proposed bypass overpasses E. Hightower Trail and the CSX railroad and all other connections are retained then only the intersection of the bypass with SR 11/S. Cherokee Road would need to be signalized.

According to the GDOT funded Critical Analysis Reporting Environment (CARE) data analysis software system, the accident, injury, and fatality rates are above the statewide average along SR 11 from I-20 to Training School Circle (the northern terminus of the existing northern Social Circle Bypass). The tables below are the accident summaries for the years 2000 to 2005.

Accident, Injury, and Fatality Data

SR 11 from I-20 to Training School Circle

Year	Accidents		Injuries		Fatalities	
	Number	Rate	Number	Rate	Number	Rate
2000	59	337	33	188	0	0
2001	45	225	22	110	0	0
2002	33	175	13	69	0	0
2003	33	174	18	95	0	0
2004	66	328	24	119	0	0
2005	58	302	29	151	0	0

Statewide Accident, Injury, and Fatality Rate Comparison

SR 11 from I-20 to Training School Circle

Year	Accident Rate	Injury Rate	Fatality Rate
------	---------------	-------------	---------------

Need and Purpose page 5
 Project Number: CSSTP-0007-00(217)
 P. I. Number: 0007217
 County: Newton/Walton Counties

		Statewide Rate		Statewide Rate		Statewide Rate
2000	337	182	188	99	0	2.06
2001	225	190	110	101	0	2.26
2002	175	199	69	110	0	2.50
2003	174	212	95	113	0	2.56
2004	328	243	119	134	0	2.77
2005	302	181	151	103	0	2.77

General land use in the project area

According to the Future Land Use Plans for Newton County most of the industrial development will be located around the eastern edge of Newton County along I-20. Based on of the Walton County Comprehensive Plan, the future land use plan is focusing on developing communities within compact areas to deter continuing sprawl patterns. These sprawl patterns decrease the economic feasibility of public agencies (schools, libraries etc), infrastructure, and public safety. The location and type of compact development will be based on the real estate market and infrastructure.

Identification of any known Environmental Justice or other community concerns

- It has been determined, through coordination with local officials and citizens that attended the Early Coordination PIOH, that there is an Environmental Justice (EJ) community within the Corridor Study Area along Scott Terrace (CR 432). FHWA states that the local residents define their own community; if proposed alignments are considered in this area close coordination will need to take place with the residents in delineating the EJ boundary.
- Level of environmental analysis: Environmental Assessment/Finding of No Significant Impact (FONSI)
- Utility involvements: CSX Railroad, Bellsouth, Comcast Communications, Georgia Power, City of Madison Gas, MCI, City of Monroe CATV, Newton County Water, City of Social Circle Sewer, City of Social Circle Water, City of Social Circle Gas, Snapping Shoals EMC, Walton EMC
- Estimate of potential relocations is unknown at this time.
- GDOT expects impacts to waters and wetlands of the US, but the exact impact has not been calculated at this time. It is anticipated that a Nationwide Permit (NWP) will be required.
- Historic Resources are present, but impacts are unknown.
- Archaeological Resources may be present and impacts are unknown.

Safety

The high truck/train conflict potential and emergency vehicles access to properties north of E. Hightower are main concerns for safety. The Georgia Department of Transportation Office of Traffic and Safety Design (OTSD) has confirmed that 16 trains run daily along the CSX Rail: 8 daytime trains, 6 night trains and 2 switching (stop in a local yard and unload/reload and continue back to using the same crossing again. Based on this information, OTSD has requested a grade separated railroad overpass alternative be considered. The overpass will provide a separation of vehicle and rail traffic, reduce delay at the intersection by providing continuous movement, and ensure that emergency vehicles always have access to areas north of E. Hightower regardless of train presence.

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Project Number: CSSTP-0007-00(217)
P. I. Number: 0007217
County: Newton/Walton Counties

By allowing vehicle and trucks access from I-20 using SR 11 in Newton County to the industrial area in Walton County, the bypass will alleviate the impacts (noise, area, surface, etc) to historic Social Circle. This decreased vehicle count will positively affect the local citizens by improving their quality of life, safety conditions, and economic growth. It is anticipated that these improvements from a new location bypass will help enhance the safety and operational characteristics of the surrounding area for trucks and passenger vehicles. This project will satisfactorily accommodate existing and future demands along the bypass with the industrial development and economic growth.

Need and Purpose

The purpose of the Social Circle Bypass is to alleviate traffic in historic downtown Social Circle, promote economic development for the city, and to complete the eastern bypass of Social Circle.

Current traffic through historic downtown Social Circle is an estimated 9,150 vehicles per day (vpd). The bypass would reroute approximately 5,150 vpd around the east side of the city; thereby reducing the downtown area traffic. The project will be designed to accommodate traffic growth until 2031. In that year the bypass will handle 11,370 vpd and the existing SR 11 through downtown will handle 8,300 vpd. The traffic passing through the existing SR 11, if the bypass is not constructed, would be over 19,000 vpd through the historic area. This volume of traffic could not be handled by the existing 2-lane roadway; widening the existing SR 11 would cause extensive detrimental impacts to the historic area.

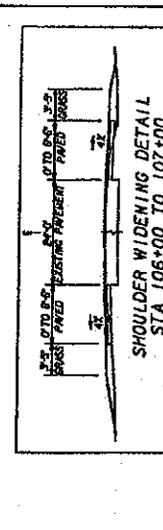
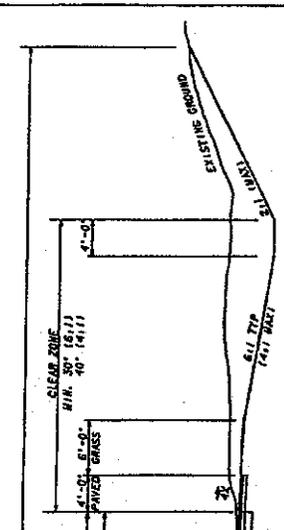
The proposed project will also provide an added benefit to industry north and east of the City of Social Circle. The new roadway will connect the existing northern bypass to SR 11 south of Social Circle. Truck traffic from the industries will be rerouted from passing through the historic area to the newly constructed bypass.

Revised Project Concept Report Attachments
Project Number: CSSTP-007-00(217)
P. I. Number: 0007217
County: Walton/Newton Counties

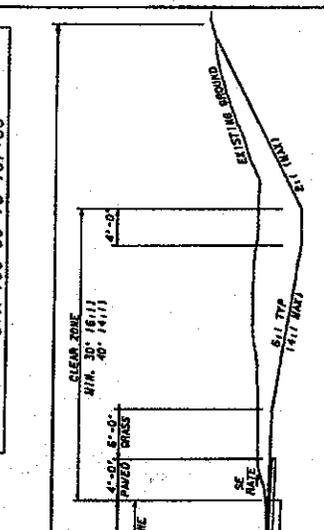
Attachment #4

Typical Section

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 DRAWING OFFICE: 0323-000-004(11)

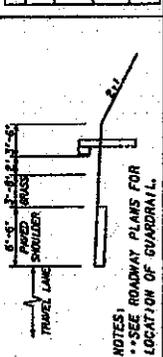


SOCIAL CIRCLE BYPASS
 NEW LOCATION
 TWO-LANE SECTION
 STA 107+00 TO 258+27.49



SOCIAL CIRCLE BYPASS
 NEW LOCATION
 SUPERELEVATED SECTION
 SEE ROADWAY PLANS FOR SE
 STATIONS, RATES, AND TRANSITIONS

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% +	0.0%



NOTES:
 **SEE ROADWAY PLANS FOR LOCATION OF GUARDRAIL.
 PROPERTY AND EXISTING R/W LINE
 REQUIRED R/W LINE
 CONSTRUCTION LIMITS
 EASEMENT FOR CONSTR
 & MAINTENANCE OF SLOPES
 EASEMENT FOR CONSTR OF SLOPES
 EASEMENT FOR CONSTR OF DRIVES

NOTES:
 *SHOULDER MAY BE GRADED AWAY FROM ROADWAY TO FACILITATE THE SLOPE TIE TO EXISTING GROUND.

REVISION DATES

NO.	DATE	DESCRIPTION

NOT TO SCALE

STATE OF GEORGIA
 DEPARTMENT OF TRANSPORTATION
 OFFICE PROGRAM DELIVERY
 TYPICAL SECTIONS

STA 107+00 TO 258+27.49

SOCIAL CIRCLE BYPASS

05-001

REVISIONS TO STANDARD SPECIFICATIONS:
 (1) RECYCLED ASPHALTIC CONCRETE (RAC) SUPERPAVE, - STREETS/ST
 (2) RECYCLED ASPHALTIC CONCRETE (RAC) SUPERPAVE, - STREETS/ST
 (3) RECYCLED ASPHALTIC CONCRETE (RAC) SUPERPAVE, - STREETS/ST
 (4) RECYCLED ASPHALTIC CONCRETE (RAC) SUPERPAVE, - STREETS/ST
 (5) OVERLAY, RECYCLED ASPHALTIC CONCRETE (RAC) SUPERPAVE, - STREETS/ST
 (6) MILLING (DEPTH 1.5 INCH)

SEE THE PLAN FOR:
 1. MATERIALS, MIXTURES, FINISHES
 2. CONSTRUCTION METHODS AND SEQUENCES TO BE FOLLOWED
 3. SPECIAL NOTES

1. MATERIALS, MIXTURES, FINISHES
 2. CONSTRUCTION METHODS AND SEQUENCES TO BE FOLLOWED
 3. SPECIAL NOTES

1. MATERIALS, MIXTURES, FINISHES
 2. CONSTRUCTION METHODS AND SEQUENCES TO BE FOLLOWED
 3. SPECIAL NOTES

1. MATERIALS, MIXTURES, FINISHES
 2. CONSTRUCTION METHODS AND SEQUENCES TO BE FOLLOWED
 3. SPECIAL NOTES

1. MATERIALS, MIXTURES, FINISHES
 2. CONSTRUCTION METHODS AND SEQUENCES TO BE FOLLOWED
 3. SPECIAL NOTES

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 2. CONSTRUCTION METHODS AND SEQUENCES TO BE FOLLOWED
 3. SPECIAL NOTES

1. MATERIALS, MIXTURES, FINISHES
 2. CONSTRUCTION METHODS AND SEQUENCES TO BE FOLLOWED
 3. SPECIAL NOTES

1. MATERIALS, MIXTURES, FINISHES
 2. CONSTRUCTION METHODS AND SEQUENCES TO BE FOLLOWED
 3. SPECIAL NOTES

Revised Project Concept Report Attachments
Project Number: CSSTP-007-00(217)
P. I. Number: 0007217
County: Walton/ Newton Counties

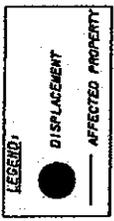
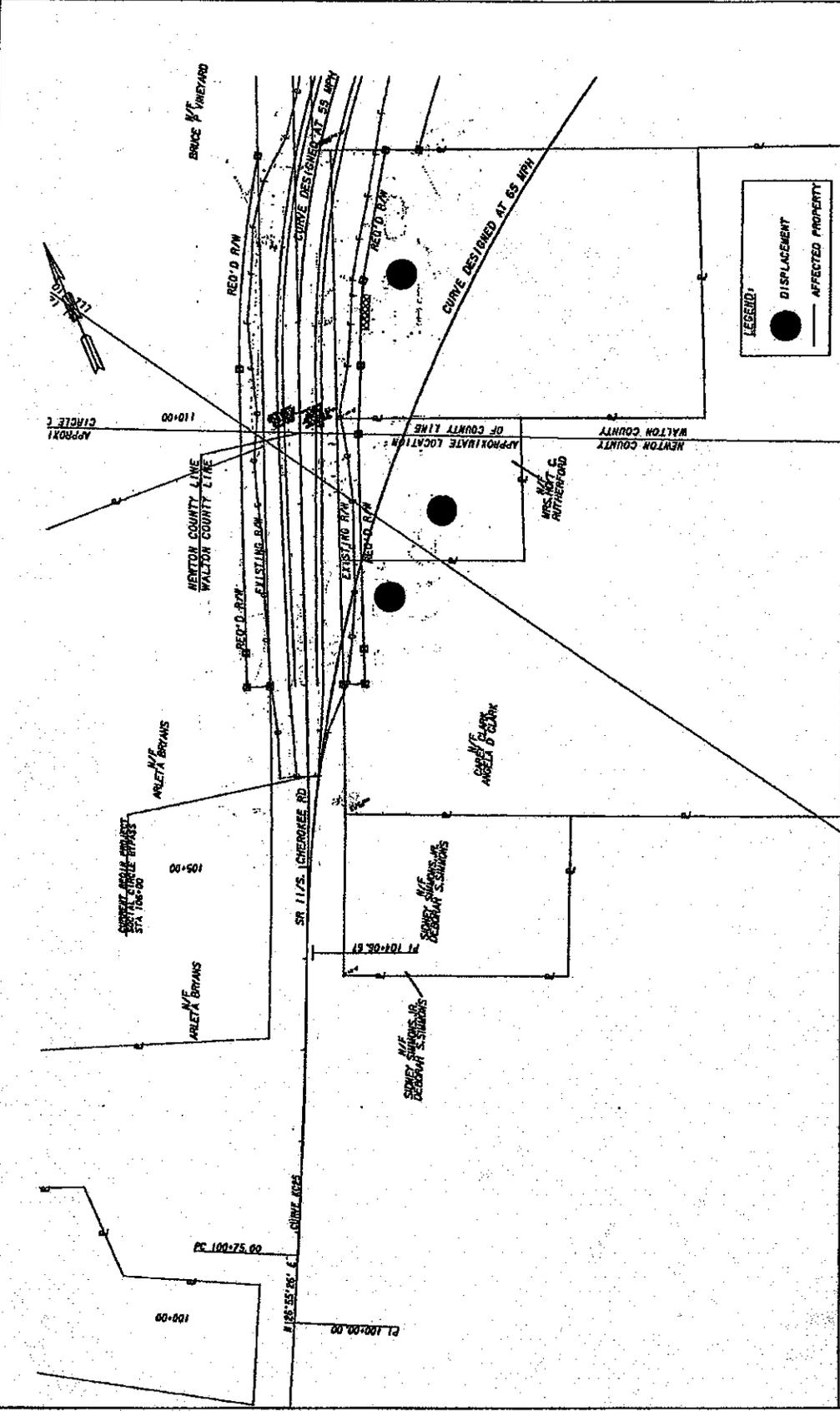
Attachment #5

Concept Layouts of Curve 1

PROJECT NUMBER: 2017-001-001-01
 COUNTY: WALTON
 SHEET NO.: 13-001

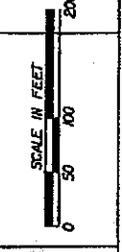
STATE OF GEORGIA
 DEPARTMENT OF TRANSPORTATION
 OFFICE: CONSULTANT DESIGN

MAINLINE PLAN W/ 65 MPH CURVE
 SOCIAL CIRCLE BYPASS
 13-001



REVISION DATES

NO.	DATE	DESCRIPTION

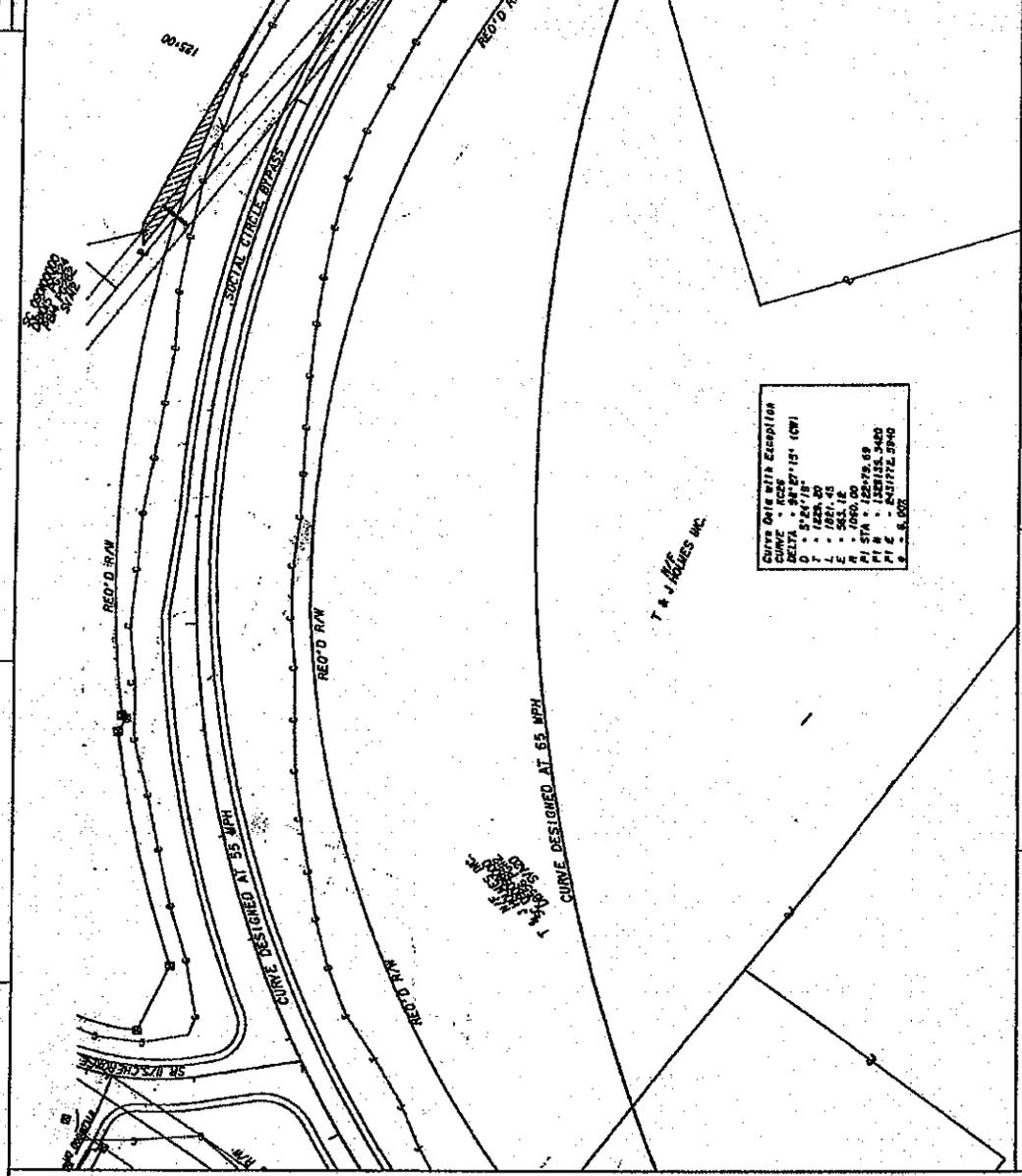


BS&H
 APPROVED YOUR PROJECT
 730 PLOUNDER STREET, SUITE 400
 GAITHERSBURG, MD 20878-4000
 410-441-8828 FAX

BEGIN LIMIT OF ACCESS.....ELA
 END LIMIT OF ACCESS.....ELA
 LIMIT OF ACCESS.....ELA
 R/W AND LIMIT OF ACCESS.....ELA
 EXISTING R/W LINE.....ELA

PROPERTY AND EXISTING R/W LINE.....ELA
 REQUIRED R/W LINE.....ELA
 CONSTRUCTION LIMITS.....ELA
 EASEMENT FOR CONSTR.....ELA
 @ MAINTENANCE OF SLOPES.....ELA
 EASEMENT FOR CONSTR OF SLOPES.....ELA
 EASEMENT FOR CONSTR OF DRIVES.....ELA

PROJECT NUMBER: 2007-000-000171
 COUNTY: MITCHELL COUNTY
 SHEET NO.: 13-002
 TOTAL SHEETS: 10

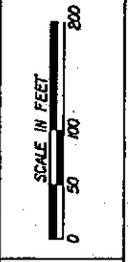


Curve Data with Exception
 DATE: 04/27/15 (CPI)
 D: 5' 24" / 15'
 T: 1428.20'
 L: 1821.45'
 W: 1050.00'
 P.I. STA: 122+75.69
 P.T. STA: 128135.3463
 P.E. STA: 131772.0940
 P. S. 8.00%

STATE OF GEORGIA
 DEPARTMENT OF TRANSPORTATION
 OFFICE/CONSULTANT DESIGN
 MAINLINE PLAN W/ 65 MPH CURVE
 SOCIAL CIRCLE BYPASS

REVISION DATES

NO.	DATE	DESCRIPTION

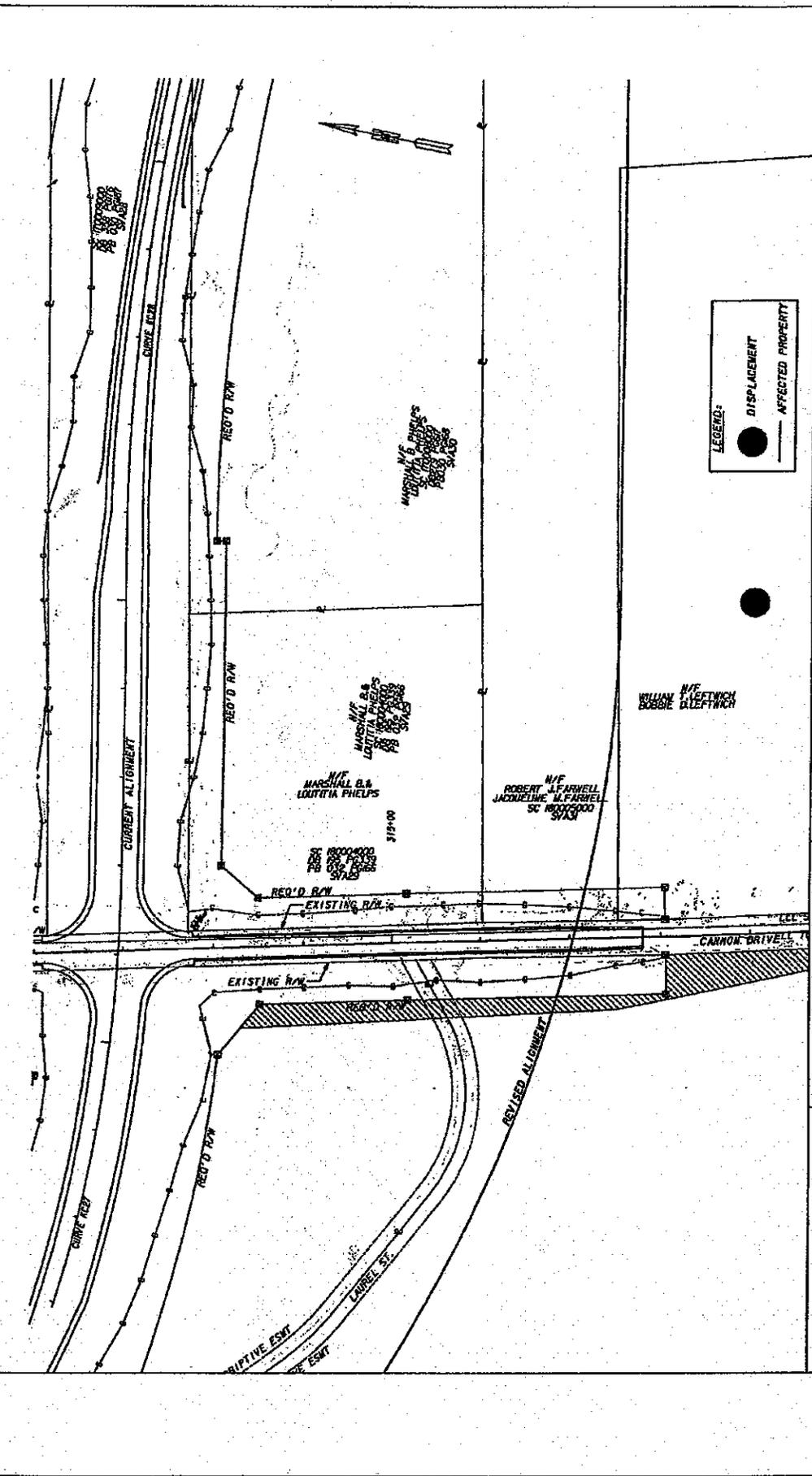


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 SUITE 200
 ATLANTA, GA 30328
 404-525-7000 (TEL) 404-525-7000 (FAX)

BEGIN LIMIT OF ACCESS.....BLA
 END LIMIT OF ACCESS.....ELA
 LIMIT OF ACCESS AND LIMIT OF
 EXISTING R/W LINE

PROPERTY AND EXISTING R/W LINE
 PROTECTIVE LINE
 EASEMENT FOR CONSTR.
 & MAINTENANCE OF SLOPES
 EASEMENT FOR CONSTR. OF SLOPES
 EASEMENT FOR CONSTR. OF DRAINS

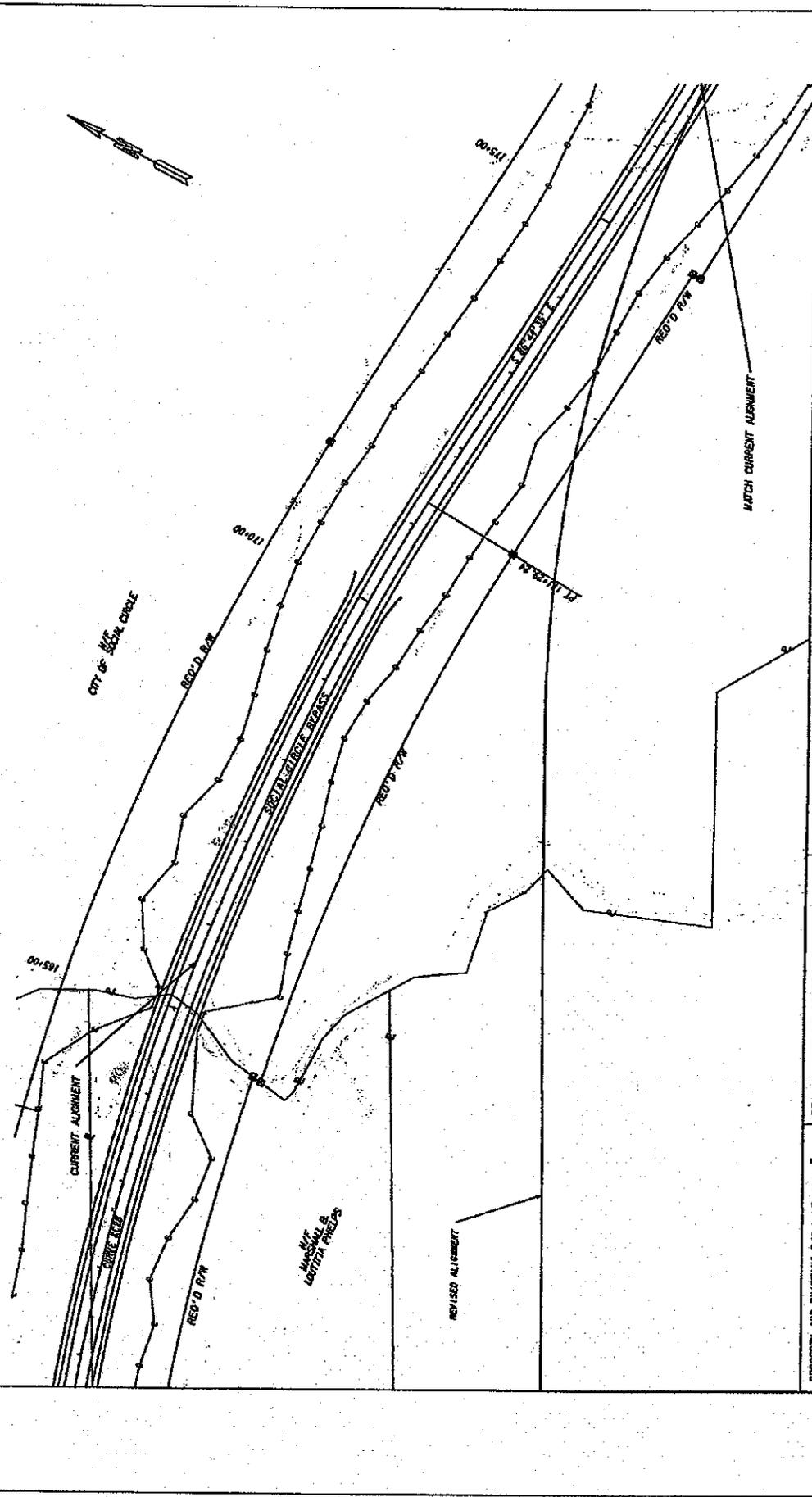
13-002



LEGEND:
 ● DISPLACEMENT
 — AFFECTED PROPERTY

STATE OF GEORGIA DEPARTMENT OF TRANSPORTATION OFFICE OF CONSULTANT DESIGN MAINLINE PLAN W/ 65 MPH CURVE	
SOCIAL CIRCLE BYPASS	
DRAWING NO. 13-004	
REVISION DATES	SCALE IN FEET 0 50 100 200
BEGIN LIMIT OF ACCESS END LIMIT OF ACCESS LIMIT OF ACCESS LIMIT OF ACCESS EXISTING ROW LINE	BEGIN LIMIT OF ACCESS END LIMIT OF ACCESS LIMIT OF ACCESS LIMIT OF ACCESS EXISTING ROW LINE
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PROJECT NUMBER: 13-005
 COUNTY: DEKALB
 SHEET NO.: 13-005
 TOTAL SHEETS: 200



<p>STATE OF GEORGIA DEPARTMENT OF TRANSPORTATION OFFICE OF CONSULTANT DESIGN MAINLINE PLAN W/ 65 MPH CURVE</p>		<p>13-005</p>
<p>REVISION DATES</p>		<p>SCALE IN FEET</p>
<p>PROPERTY AND EXISTING ROW LINE REQUIRED ROW LINE LIMITS FOR LIMITS EASEMENT ROW LIMITS EASEMENT FOR CONSTR. OF SLOPES EASEMENT FOR CONSTR. OF DRIVES</p>		
<p>BEGIN LIMIT OF ACCESS.....BLA END LIMIT OF ACCESS.....ELA LIMIT OF ACCESS.....ELA ROW AND LIMIT OF ACCESS EXISTING ROW LINE</p>		<p>BS&H BURNS & MCKEE, INC. 700 PEACOCK STREET, SUITE 400 ATLANTA, GA 30309 404-525-1100 (TOL 404-525-1100 FAX)</p>