

ORIGINAL TO GENERAL FILES

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

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

FILE P.I. #0007457 **OFFICE** Design Policy & Support
CSSTP-0007-00(457)
GDOT District 1 - Gainesville
Franklin, Hart, Madison Counties **DATE** August 18, 2011
I-85; SR 8; SR 17 & SR 72 Ped Upgrades

FROM  for Brent Story, State Design Policy Engineer

TO SEE DISTRIBUTION

SUBJECT APPROVED CONCEPT REPORT

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

Attachment

DISTRIBUTION:

Genetha Rice-Singleton, Program Control Administrator
Bobby Hilliard, State Program Delivery Engineer
Cindy VanDyke, State Transportation Planning Administrator
Angela Robinson, Financial Management Administrator
Glenn Bowman, State Environmental Administrator
Kathy Zahul, State Traffic Engineer
Georgene Geary, State Materials & Research Engineer
Ron Wishon, State Project Review Engineer
Jeff Baker, State Utilities Engineer
Ken Thompson, Statewide Location Bureau Chief
Michael Henry, Systems & Classification Branch Chief
Todd McDuffie, District Engineer
Robert Mahoney, District Preconstruction Engineer
Allen Ferguson, District Utilities Engineer
Sue Anne Decker, Project Manager
BOARD MEMBER - 10th Congressional District

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

PROJECT CONCEPT REPORT

Project Number: CSSTP-0007-00(457)

County: Franklin, Hart and Madison

P. I. Number: 0007457

Federal Route Number: 29, I-85

State Route Number: 8, 17, 51, 59, 72, 98, 106, 145, 403

I-85; SR 8; SR 17 & SR 72 IN FRANKLIN; HART & MADISON CO

Submitted for approval:

DATE 6-20-11

[Signature]
Design Consultant Name and Firm Name
WOLVERTON ASSOCIATES INC.

DATE 6-23-11

[Signature]
Office Head (Project Manager's Office)

DATE 6/23/11

Sue Anne Decker
Project Manager

Recommendation for approval:

DATE 7/11/2011

* Genetha Rice-Singleton /CMO
Program Control Administrator

DATE 7/5/2011

* Glenn Bowman /CMO
State Environmental Administrator

DATE 6/29/2011

* Kathy Zahul /CMO
State Traffic Engineer

DATE 6/29/2011

* Ron Wishon /CMO
Project Review Engineer

DATE 7/1/2011

* C. Andrew Hoenig /CMO
for State Utilities Engineer

DATE 6/29/2011

* Todd McDuffie /CMO
District Engineer/District Utilities Engineer

DATE _____

State Transportation Financial Management Administrator

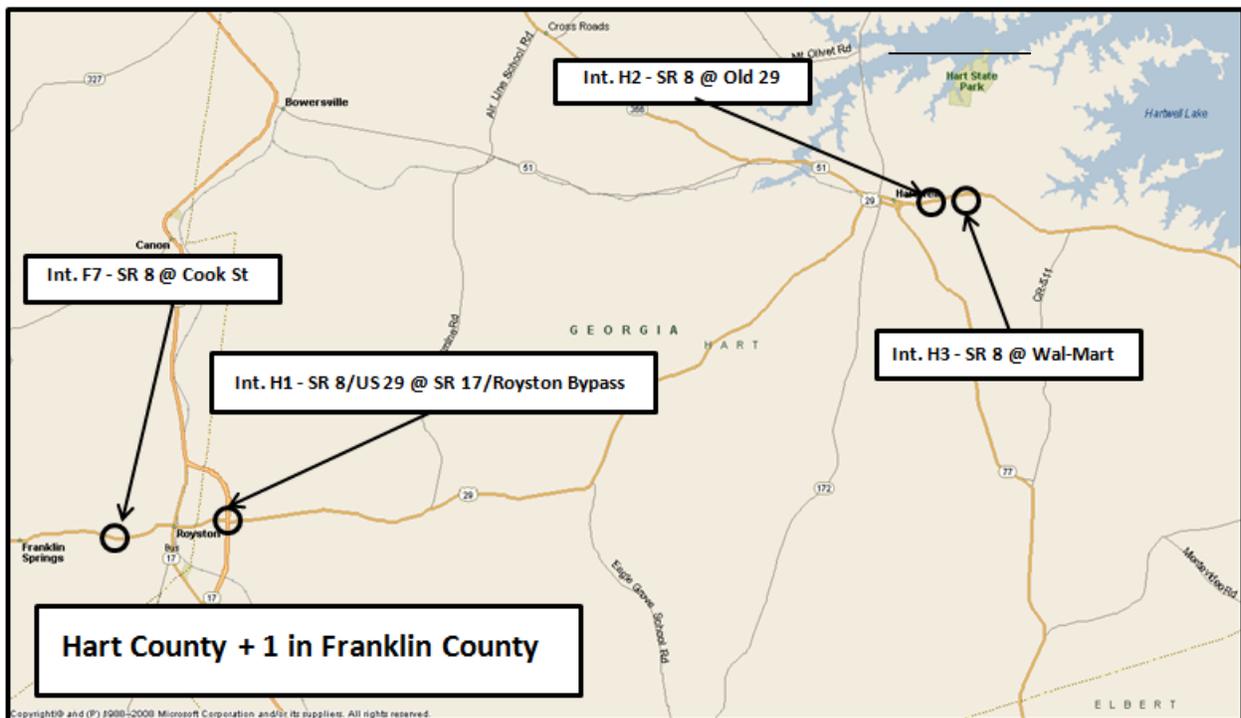
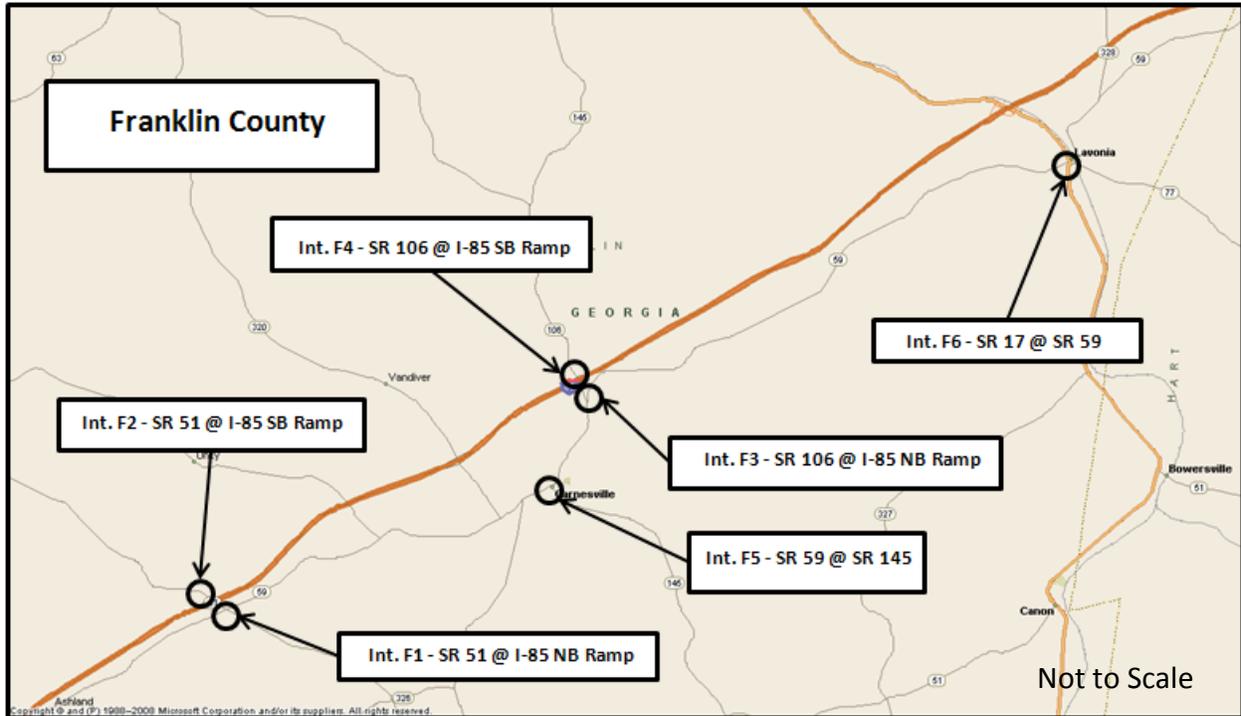
The concept as presented herein and submitted for approval is consistent with that which is included in the Regional Transportation Program (RTP) and/or the State Transportation Improvement Program (STIP).

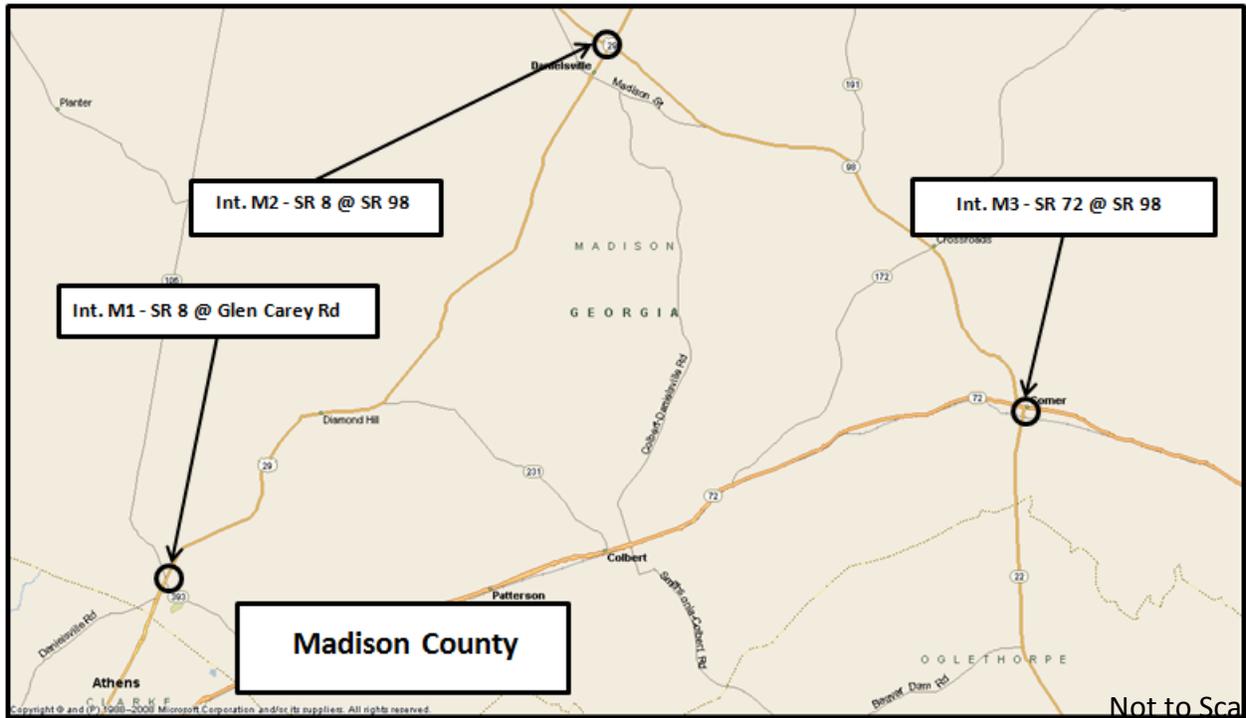
DATE 7/13/2011

* Cindy VanDyke /CMO
State Transportation Planning Administrator

Page 1
* Recommendations on file - Melani D. Hale

Project Location Maps





Need and Purpose: Signals at intersections in Franklin, Hart and Madison Counties have been identified as not meeting current design standards outlined in the Manual of Uniform Traffic Control Devices (MUTCD) and the requirements of the American with Disabilities Act (ADA). The identified signals require upgrading to be in compliance with current standards and requirements.

Description of the proposed project: The proposed project is located in Franklin County (54%), Hart County (23%) and Madison County (23%). The project's thirteen (13) locations consist of traffic signalization upgrades using the latest pedestrian facility improvements to include countdown pedestrian signals, ADA wheel chair ramps, and cross walk striping. The project will end with volume data collection to develop and install signal coordination and timing.

These improvements will be made to the following signalized intersections:

Franklin County

- F1. SR 51 @ I-85 NB Ramp, MP 4.70
- F2. SR 51 @ I-85 SB Ramp, MP 4.80
- F3. SR 106 @ I-85 NB Ramp, MP 11.14
- F4. SR 106 @ I-85 SB Ramp, MP 11.24
- F5. SR 59 @ SR 145/Royston Street, MP 9.73
- F6. SR 17 @ SR 59, MP 10.95
- F7. SR 8 @ Cook Street, MP 5.66

Hart County

- H1. SR 8/US 29 @ SR 17/Royston Bypass, MP 0.44
- H2. SR 8 @ Old US 29, MP 13.18
- H3. SR 8 @ Walmart, MP 13.70

Madison County

- M1. SR 8 @ Glenn Carey Road, MP 0.49
- M2. SR 8 @ SR 98, MP 9.96
- M3. SR 72 @ SR 98, MP 10.69

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

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

PDP Classification: Major _____ Minor

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

Functional Classification:

Franklin County

- F1. SR 51 @ I-85 NB Ramp, MP 4.70
SR 51 – Rural Major Collector
SR 403 – Rural Interstate Principal Arterial

- F2. SR 51 @ I-85 SB Ramp, MP 4.80
SR 51 – Rural Minor Arterial
SR 403 – Rural Interstate Principal Arterial

- F3. SR 106 @ I-85 NB Ramp, MP 11.14
SR 106 – Rural Major Collector
SR 403 – Rural Interstate Principal Arterial

- F4. SR 106 @ I-85 SB Ramp, MP 11.24
SR 106 – Rural Minor Arterial
SR 403 – Rural Interstate Principal Arterial

- F5. SR 59 @ SR 145/Royston Street, MP 9.73
SR 59 – Rural Minor Arterial
SR 145 – Rural Major Collector

- F6. SR 17 @ SR 59, MP 10.95
SR 17 – Rural Principal Arterial
SR 59 – Rural Major Collector

- F7. SR 8 @ Cook Street, MP 5.66
SR 8 – Rural Minor Arterial
Cook Street – Rural Local Road
Franklin Springs Circle – Rural Local Road

Hart County

- H1. SR 8/US 29 @ SR 17/Royston Bypass, MP 0.44
SR 8 – Rural Minor Arterial
SR 17 – Rural Principal Arterial

- H2. SR 8 @ Old US 29, MP 13.18
SR 8 – Rural Minor Arterial
Old 29 – Rural Major Collector
Ingles Driveway – Private Driveway

- H3. SR 8 @ Walmart, MP 13.70
SR 8 – Rural Minor Arterial
Walmart – Private Driveway
Cornerstone Baptist Church – Private Driveway

Madison County

- M1. SR 8 @ Glenn Carey Road, MP 0.49
SR 8 (northside of Glenn Carey Road) – Rural Minor Arterial
SR 8 (southside of Glenn Carey Road) – Urban Minor Arterial
SR 106 (northside of SR 8) – Rural Major Collector
Glenn Carey Road (southside of SR 8) – Urban Minor Arterial
- M2. SR 8 @ SR 98, MP 9.96
SR 8 – Rural Minor Arterial
SR 98 – Rural Minor Arterial
- M3. SR 72 @ SR 98, MP 10.69
SR 72 – Rural Principal Arterial
SR 98 – Rural Minor Arterial
Gholston Street (southside of SR 72) – Rural Local Road

U. S. Route Number(s): 29 **State Route Number(s):** 8, 17, 51, 59, 72, 98, 106, 145, 403

Traffic (AADT):

Base Year: (20XX) _____ Design Year: (20YY) _____
(This project does not add capacity.)

Existing design features:

- Typical Section:

Franklin County

- F1. SR 51 @ I-85 NB Ramp, MP 4.70
SR 51 – 1-12 foot lane in each direction with an eastbound left turn lane and
a westbound right turn lane
SR 403 Ramp – 1-12 foot lane left turn and one right turn lane
- F2. SR 51 @ I-85 SB Ramp, MP 4.80
SR 51 – 1-12 foot lane in each direction with a westbound left turn lane and
an eastbound right turn lane
SR 403 Ramp – 1-12 foot lane left turn and one right turn lane

- F3. SR 106 @ I-85 NB Ramp, MP 11.14
SR 106 – 1-12 foot lane in each direction with an eastbound left turn lane and
a westbound right turn lane
SR 403 Ramp – 1-12 foot lane left turn and one right turn lane
- F4. SR 106 @ I-85 SB Ramp, MP 11.24
SR 106 – 1-12 foot lane in each direction with a westbound left turn lane and
a eastbound right turn lane
SR 403 Ramp – 1-12 foot lane left turn and one right turn lane
- F5. SR 59 @ SR 145/Royston Street, MP 9.73
SR 59 – 1-12 foot lane in each direction
SR 145 – 1-12 foot lane westbound lane
- F6. SR 17 @ SR 59, MP 10.95
SR 17 – 1-12 foot lane in each direction with left turn lanes in each direction
SR 59 – 1-12 foot lane in each direction at its intersection and an eastbound
right turn lane
- F7. SR 8 @ Cook Street, MP 5.66
SR 8 – 1-12 foot lane in each direction with left turn lanes in each direction
Cook Street – 1-12 foot lane in each direction at its intersection
Franklin Springs Circle – 1-12 foot lane in each direction at its intersection

Hart County

- H1. SR 8/US 29 @ SR 17/Royston Bypass, MP 0.44
SR 8 – 1-12 foot lane in each direction with left turn lanes in each direction
SR 17 – 2-12 foot lanes in each direction with left turn and right turn lanes in
each direction
- H2. SR 8 @ Old US 29, MP 13.18
SR 8 – 1-12 foot lane in each direction with left turn lanes in both directions
and an eastbound right turn lane
Old 29/Ingles – 1-12 foot lane and a right turn lane in each direction

- H3. SR 8 @ Walmart, MP 13.70
 - SR 8 – 1-12 foot lane in each direction with left turn and right lanes in both directions
 - Walmart – 1-12 foot lane and a right turn lane in each direction and a northbound left turn lane
 - Cornerstone Baptist Church – 1-12 foot lane and a right turn lane in each direction and a southbound left turn lane

Madison County

- M1. SR 8 @ Glenn Carey Road, MP 0.49
 - SR 8 – 2-12 foot lane in each direction with left turn and right turn lanes in each direction
 - SR 106/Glenn Carey Road – 1-12 foot lane in each direction and an eastbound right turn lane
- M2. SR 8 @ SR 98, MP 9.96
 - SR 8 – 1-12 foot lane in each direction
 - SR 98 1-12 foot lane in each direction
- M3. SR 72 @ SR 98, MP 10.69
 - SR 72 – 1-12 foot lane in each direction
 - SR 98/Gholston Street – 1-12 foot lane in each direction

- Posted speed:

Franklin County

- F1. SR 51 @ I-85 NB Ramp, MP 4.70
 - SR 51 – 55 MPH
 - SR 403 Ramp – 45 MPH
- F2. SR 51 @ I-85 SB Ramp, MP 4.80
 - SR 51 – 55 MPH
 - SR 403 Ramp– 45 MPH
- F3. SR 106 @ I-85 NB Ramp, MP 11.14
 - SR 106 – 45 MPH
 - SR 403 Ramp– 45 MPH
- F4. SR 106 @ I-85 SB Ramp, MP 11.24
 - SR 106 – 45 MPH
 - SR 403 Ramp– 45 MPH

- F5. SR 59 @ SR 145/Royston Street, MP 9.73
SR 59 – 25 MPH
SR 145 – 25 MPH
- F6. SR 17 @ SR 59, MP 10.95
SR 17 – 35 MPH
SR 59 – 35 MPH
- F7. SR 8 @ Cook Street, MP 5.66
SR 8 – 35 MPH
Cook Street – 25 MPH
Franklin Springs Circle – 25 MPH

Hart County

- H1. SR 8/US 29 @ SR 17/Royston Bypass, MP 0.44
SR 8 – 45 MPH
SR 17 – 55 MPH
- H2. SR 8 @ Old US 29, MP 13.18
SR 8 – 45 MPH
Old 29 – 55 MPH
Ingles Driveway – 25 MPH
- H3. SR 8 @ Walmart, MP 13.70
SR 8 – 55 MPH
Walmart – 25 MPH
Cornerstone Baptist Church – 25 MPH

Madison County

- M1. SR 8 @ Glenn Carey Road, MP 0.49
SR 8 – 55 MPH
SR 106 (northside of SR 8) – 55 MPH
Glenn Carey Road (southside of SR 8) – 55 MPH
- M2. SR 8 @ SR 98, MP 9.96
SR 8 – 35 MPH
SR 98 – 45 MPH

M3. SR 72 @ SR 98, MP 10.69
SR 72 – 35 MPH
SR 98 – 35 MPH
Gholston Street (southside of SR 72) – 25 MPH

- Minimum radius for curve: NA
- Maximum super-elevation rate for curve: NA
- Maximum grade: NA %
- Width of right-of-way: Varies from 50 to 100 ft.
- Major structures: NA
- Major interchanges or intersections along the project. I-85 at SR 51 and I-85 at SR 106
- Existing length of roadway:
 - SR 8 (Hart Co.) – MP 0.42 to 0.46, 13.16 to 13.20 and 13.68 to 13.72
 - SR 8 (Franklin Co.) – MP 5.64 to 5.68
 - SR 8 (Madison Co.) – MP 0.47 to 0.51 and 9.94 to 9.98
 - SR 17 (Franklin Co.) – MP 10.93 to 10.97
 - SR 51 (Franklin Co.) - MP 4.68 to MP 4.72 and 4.78 to 4.82
 - SR 59 (Franklin Co.) - MP 9.71 to MP 9.75
 - SR 72 (Madison Co.) – MP 10.67 to MP 10.71
 - SR 106 (Franklin Co.) – MP 11.12 to MP 11.16 and 11.22 to 11.26
- ITS: None

Proposed Design Features:

- Proposed typical section(s): Same as existing for all intersections
- Proposed Design Speed Mainline NA mph
- Proposed Maximum grade Mainline NA %
- Maximum grade allowable NA %
- Proposed Maximum grade Side Street NA %
- Maximum grade allowable NA %
- Proposed Maximum grade driveway NA %
- Proposed Maximum degree of curve NA
- Maximum degree allowable NA
- Maximum superelevation rate NA
- Proposed maximum superelevation rate NA

- Right-of-Way:
 - Width Corner Miters Only (if needed)
 - Easements: Temporary () Permanent () Utility () Other ().
 - Type of access control: Full () Partial () By Permit (X) Other ().
 - Number of parcels: Unknown Number of displacements: 0
 - Business: 0
 - Residences: 0
 - Mobile homes: 0
 - Other: 0
- Structures:
 - Bridges (NA)
 - Retaining walls (NA)
- Major intersections, interchanges, median openings and signal locations.
 - Hart County
 - SR 8/US 29 @ SR 17/Royston Bypass
 - SR 8 @ Old US 29
 - SR 8 @ Walmart
 - Franklin County
 - SR 51 @ I-85 NB Ramp
 - SR 51 @ I-85 SB Ramp
 - SR 106 @ I-85 NB Ramp
 - SR 106 @ I-85 SB Ramp
 - SR 59 @ SR 145/Royston Street
 - SR 17 @ SR 59
 - SR 8 @ Cook Street
 - Madison County
 - SR 8 @ Glenn Carey Road
 - SR 8 @ SR 98
 - SR 72 @ SR 98
- ITS: None
- Transportation Management Plan Anticipated: Yes () No (X)

- Design Exceptions to controlling criteria anticipated:

	<u>YES</u>	<u>NO</u>	<u>UNDETERMINED</u>
HORIZONTAL ALIGNMENT:	()	(X)	()
LANE WIDTH:	()	(X)	()
SHOULDER WIDTH:	()	(X)	()
VERTICAL GRADES:	()	(X)	()
CROSS SLOPES:	()	(X)	()
STOPPING SIGHT DISTANCE:	()	(X)	()
SUPERELEVATION RATES:	()	(X)	()
VERTICAL ALIGNMENT:	()	(X)	()
SPEED DESIGN:	()	(X)	()
VERTICAL CLEARANCE:	()	(X)	()
BRIDGE WIDTH:	()	(X)	()
BRIDGE STRUCTURAL CAPACITY:	()	(X)	()
LATERAL OFFSET TO OBSTRUCTION:	()	(X)	()

- Design Variances: None anticipated

- Environmental concerns:

Section 404 not anticipated.

Water quality impacts are not anticipated at any of the intersections.

UST's are present at various intersections.

Historical and/or archaeological sites are anticipated. SR 17 at SR 59, SR 59 at SR 145 and SR 72 at SR 98 in historic districts.

- Anticipated Level of environmental analysis:

- o Are Time Savings Procedures appropriate? Yes (X) No ()

- o Categorical exclusion anticipated (X).

- o Environmental Assessment/Finding of No Significant Impact anticipated (FONSI)().

- o Environmental Impact Statement (EIS) ().

- Utility involvements: Communications, Power, Gas, Water, Television

- VE Study Anticipated Yes () No (X)

- Benefit/Cost Ratio NA

Project Cost Estimate and Funding Responsibilities:

	PE	ROW	UTILITY	CST*	MITIGATION
By Whom	GDOT	GDOT	GDOT	GDOT	NA
\$ Amount	\$444,194.32	348,000.00	0.00	\$ 1,746,122.35	NA

*Cost contains Engineering and Inspection.

Project Activities Responsibilities:

- Design: GDOT
- Right-of-Way Acquisition: GDOT (if needed)
- Right-of-Way funding (real property): GDOT (if needed)
- Relocation of Utilities: GDOT
- Letting to contract: GDOT
- Supervision of construction: GDOT
- Providing material pits: GDOT
- Providing detours: GDOT
- Environmental Studies/Documents/Permits: GDOT
- Environmental Mitigation: NA

Traffic Signal Timing and Coordination: Traffic signals will be timed to maintain coordinated traffic flow progression through the synchronized intersections. The signal timing will be designed to minimize the overall total delay of the roadway segment. The major street typically carries the larger volumes, thus the signal timing will provide the majority of the green time to the major roadway approaches. The progression of vehicles along the major roadway will be given the priority even when the characteristics of the roadway traffic flow and control changes. Once a signal timing plan has been completed to optimize traffic flow, any modification to the signal timing to increase green time on minor streets will not adversely affect the traffic flow progression on the major roadway.

Coordination

- Initial Concept Meeting date and brief summary. (NA)
- Concept meeting date and brief summary. (Held 4/12/2011)
- P A R meetings, dates and results. (NA)
- FEMA, USCG, and/or TVA. (NA)
- Public involvement. (NA)
- Local government comments. (NA)
- Other projects in the area. (None)
- Railroads. (NA)
- Peer Review documentation. (NA)
- Other coordination to date. (NA)

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE PROJECT No. CSSTP-0007-00(457), All Counties
SR 2; SR 8; SR 13; SR 17; SR 53; SR 72; & SR 105
in Dist 1
P.I. No. 0007457

OFFICE Program Delivery

DATE 6/21/2011

FOR Sue Anne Decker
FROM Michael Haithcock, P.E., Assistant Office Head, Office of Program Delivery

TO Ron Wishon, Project Review Engineer

SUBJECT REVISIONS TO PROGRAMMED COSTS

PROJECT MANAGER Sue Anne Decker, P.E.

MNGT LET DATE 3/1/2014

MNGT R/W DATE 3/1/2013

PROGRAMMED COST (TPro W/OUT INFLATION)

LAST ESTIMATE UPDATE

CONSTRUCTION \$255,000.00

DATE 5/31/2005

RIGHT OF WAY \$n/a

DATE n/a

UTILITIES \$n/a

DATE n/a

REVISED COST ESTIMATES

CONSTRUCTION* \$1,746,122.35

RIGHT OF WAY \$348,000.00

UTILITIES \$0.00

*** Cost contains Engineering and Inspection.**

REASON FOR COST INCREASE Several intersections were added to this project to include all the intersections that needed upgrading in District 1 Area 3.

CONTINGENCY SUMMARY

Construction Cost Estimate:	\$1,662,973.66	(Base Estimate)
Engineering and Inspection:	\$83,148.69	(Base Estimate x 5 %)
Total Fuel Adjustment	\$ Enter Value	(From attached worksheet)
Total Liquid AC Adjustment	\$ Enter Value	(From attached worksheet)
Construction Total:	\$1,746,122.35	
Utility Cost Estimate:	\$0.00	
Utility Total:	\$0.00	

REIMBURSABLE UTILITY COST

Utility Owner	Reimbursable Costs
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Attachments

cc: Kathy Zahul, Office of Traffic Operations
Attn: Traffic Signal Upgrade Program Manager

JOB ESTIMATE REPORT

JOB NUMBER : 0007457 SPEC YEAR: 01
 DESCRIPTION: I-85; SR 8; SR 17& SR 72 IN FRANKLIN; HART & MADISON CO
 PEDESTRIAN UPGRADES

ITEMS FOR JOB 0007457

LINE	ITEM	ALT	UNITS	DESCRIPTION	QUANTITY	PRICE	AMOUNT
0005	150-1000		LS	TRAFFIC CONTROL - (CSSTP-0007-00(457))	1.000	50000.00	50000.00
0008	163-0240		TN	MULCH	10.000	300.42	3004.29
0009	163-0232		AC	TEMPORARY GRASSING	1.000	381.81	381.82
0010	163-0550		EA	CONS & REM INLET SEDIMENT TRAP	13.000	167.54	2178.02
0015	210-0100		LS	GRADING COMPLETE - (CSSTP-0007-00(457))	1.000	25000.00	25000.00
0020	441-0108		SY	CONC SIDEWALK, 8 IN	1300.000	54.17	70425.62
0030	441-5002		LF	CONC HEADER CURB, 6", TP 2	2080.000	11.19	23288.20
0035	441-6222		LF	CONC CURB & GUTTER/ 8"X30"TP2	1950.000	16.47	32119.23
0039	615-1200		LF	DIRECTIONAL BORE - 5 INCH	2000.000	13.71	27422.08
0040	634-1200		EA	RIGHT OF WAY MARKERS	26.000	95.60	2485.80
0045	636-1041		SF	HWY SIGNS,TP 2MAT,REFL SH TP 9	325.000	38.89	12640.09
0050	639-3004		EA	STEEL STRAIN POLE, TP IV	20.000	12484.64	249692.84
0055	639-4004		EA	STRAIN POLE, TP IV	32.000	5662.40	181197.01
0060	647-1000		LS	TRAF SIGNAL INSTALLATION NO - INT 1	1.000	65689.00	65689.00
0065	647-1000		LS	TRAF SIGNAL INSTALLATION NO - INT 2	1.000	65689.00	65689.00
0070	647-1000		LS	TRAF SIGNAL INSTALLATION NO - INT 3	1.000	65689.00	65689.00
0075	647-1000		LS	TRAF SIGNAL INSTALLATION NO - INT 4	1.000	65689.00	65689.00
0080	647-1000		LS	TRAF SIGNAL INSTALLATION NO - INT 5	1.000	60159.00	60159.00
0085	647-1000		LS	TRAF SIGNAL INSTALLATION NO - INT 6	1.000	60159.00	60159.00
0090	647-1000		LS	TRAF SIGNAL INSTALLATION NO - INT 7	1.000	60159.00	60159.00
0095	647-1000		LS	TRAF SIGNAL INSTALLATION NO - INT 8	1.000	65689.00	65689.00
0100	647-1000		LS	TRAF SIGNAL INSTALLATION NO - INT 9	1.000	65689.00	65689.00
0105	647-1000		LS	TRAF SIGNAL INSTALLATION NO - INT 10	1.000	65689.00	65689.00
0110	647-1000		LS	TRAF SIGNAL INSTALLATION NO - INT 11	1.000	65689.00	65689.00
0115	647-1000		LS	TRAF SIGNAL INSTALLATION NO - INT 12	1.000	60159.00	60159.00
0120	647-1000		LS	TRAF SIGNAL INSTALLATION NO - INT 13	1.000	60159.00	60159.00
0125	653-0120		EA	THERM PVMT MARK, ARROW, TP 2	52.000	75.51	3926.67
0130	653-1501		LF	THERMO SOLID TRAF ST 5 IN, WHI	2600.000	0.51	1336.50
0135	653-1502		LF	THERMO SOLID TRAF ST, 5 IN YEL	13000.000	0.39	5138.25
0140	653-1704		LF	THERM SOLID TRAF STRIPE,24",WH	1300.000	4.08	5306.90
0145	653-1804		LF	THERM SOLID TRAF STRIPE, 8",WH	7800.000	2.11	16523.44
0160	653-6006		SY	THERM TRAF STRIPING, YELLOW	1300.000	3.48	4526.43
0165	654-1001		EA	RAISED PVMT MARKERS TP 1	312.000	4.11	1282.71
0170	654-1003		EA	RAISED PVMT MARKERS TP 3	130.000	4.72	613.81
0175	687-1000		LS	TRAFFIC SIGNAL TIMING - (CSSTP-0007-00(457))	1.000	70000.00	70000.00
0179	700-6910		AC	PERMANENT GRASSING	1.000	417.95	417.96
0180	700-7010		GL	LIQUID LIME	13.000	16.03	208.44
0185	700-8000		TN	FERTILIZER MIXED GRADE	1.000	411.09	411.10
0190	700-8100		LB	FERTILIZER NITROGEN CONTENT	1.000	2.84	2.85
0195	713-3001		SY	WOOD FIBER BLANKET,TP I,SLOPES	650.000	0.61	401.95
0200	927-0300		EA	2070 MNT SPRD SPEC WIRE. TRANS. W/ RS	4.000	2196.76	8787.08

JOB ESTIMATE REPORT

JOB NUMBER : 0007457 SPEC YEAR: 01
 DESCRIPTION: I-85; SR 8; SR 17& SR 72 IN FRANKLIN; HART & MADISON CO
 PEDESTRIAN UPGRADES

ITEM	DESCRIPTION	EA	LS	707.65	2830.61
0205	DIRECTIONAL RADIO ANT AND CONNECT CABLE	EA	4.000	707.65	2830.61
0210	SPREAD SPECTRUM WIRELESS RADIO SURVEY	EA	4.000	4904.23	19616.96
0215	SPREAD SPECTRUM WIRELESS TRAINING	LS	1.000	4500.00	4500.00
0220	TESTING RADIO	LS	1.000	5000.00	5000.00
0225	TESTING VIDEO DETECTION	LS	1.000	6000.00	6000.00

ITEM TOTAL 1,662,973.64
 INFLATED ITEM TOTAL 1,662,973.66

TOTALS FOR JOB 0007457

ESTIMATED COST: 1,662,973.66
 CONTINGENCY PERCENT (0.0) : 0.00
 ESTIMATED TOTAL: 1,662,973.66

Preliminary Right of Way Cost Estimate



Phil Copeland
Right of Way Administrator
By: LaShone Alexander

Date: May 12, 2011

Project: CSSTP-0007-00(457) Franklin, Hart & Madison

Existing/Required R/W: Varies/Varies

Project Termini : I-85; SR 8; SR 17 @ SR 72 in Franklin; Hart & Madison County

Project Description: Upgrading Traffic Signal Equipment and installing pedestrian accommodation at 13 existing traffic signals

P.L Number: 0007457

No. Parcels:

Land: Commercial R/W: 0.75 @ \$ 100,000/acre	\$	75,000
Improvements : landscaping misc. site improvements		65,000
Relocation: Commercial (0) Residential (0)		0
Damage : Proximity (0) Consequential Cost to Cure (0)		
Net Cost	\$	140,000
Net Cost	\$	140,000
Scheduling Contingency 55 %		77,000
Adm/Court Cost 60 %		130,200
	\$	347,200

Total Cost \$348,000

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

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE CSSTP-0007-00(457) Franklin, Hart, Madison Co.
PI No. 0007457
Upgrade Traffic Signal Equipment and
Pedestrian Accommodations

OFFICE Gainesville

DATE May 31, 2011

FROM 
Allen Ferguson
District Utilities Engineer

TO Sue Anne Decker, Project Manager

SUBJECT PRELIMINARY UTILITY COST (ESTIMATE)

As requested by your office, we are furnishing you with a Preliminary Utility Cost estimate for the subject project.

Due to the scope of the project we anticipate no utility costs at this time.

If you have any questions, please contact Allen Ferguson at 770-532-5510.

RAF

C: Jeff Baker, State Utilities Engineer
Angie Robinson, Office of Financial Management
Todd Wood, Area Engineer
File

CONCEPT TEAM MEETING MINUTES

SUBJECT: Concept Team Meeting
CSSTP-0007-00(495), P.I. No. 0007495
Lumpkin, Towns, Union and White
and CSSTP-0007-00(457), P.I. No. 0007457
Franklin, Hart and Madison

MEETING DATE: April 12, 2011

TODAY'S DATE: May 18, 2011

PREPARED BY: Todd DeVos, Wolverton & Associates, Inc. (W&A)

ATTENDEES: Sue Anne Decker (GDOT PM), Ken Werho (GDOT- Traffic Ops), Billy Cantrell (GDOT Dist. 1 Area Eng A4), Todd Wood (GDOT Dist. 1 Area Eng A3), Steve Jones (GDOT Dist. 1 Traffic Ops), Kim Coley (GDOT Dist. 1 Planning and Programming), Billy Parham (City of Royston), Larry Reiter (Lumpkin County), Ricky Stewart (City of Dahlonega), Mayor David McMickle (City of Comer), Todd DeVos (W&A)

LOCATION: GDOT District 1 Office

The meeting began at 10:00 AM at the District 1 office in Gainesville. Both of these projects are signal design projects, so the overall description and objective of the type of work conducted at the intersections was discussed. The schedule including proposed PFPF, ROW and letting of the projects was also discussed. After the general comments concerning both projects were discussed, each intersection was discussed in detail. The details included the potential for mast arms or span wire, how pedestrians would be accommodated and potential design challenges. Maps showing the location of each intersection were shown and photos of each intersection were displayed (ground and aerial) and utilized in the discussion.

CSSTP-0007-00(457), PI # 0007457 Franklin, Hart and Madison Counties

Since PI No. 0007457 was smaller the details for each intersection were discussed first. The following items were discussed at each intersection:

1. Description of Project

The overall objective of the Design Project is to upgrade the traffic signals at each of these locations. This upgrade would include:

- new signal heads
- new signal poles (strain or mast arm)
- new pedestrian facilities (buttons, countdown signals and ramps)
- new 332 signal cabinet and 2070 controller
- new striping including stop bar and crosswalks
- new detection (inductance or video)

Concept Team Meeting Minutes

April 12, 2011

CSSTP-0007-00(457), PI # 0007457, Franklin, Hart and Madison

CSSTP-0007-00(495), PI # 0007495, Lumpkin, Towns, Union and White

- new street name signage

Mast arms will be the standard GDOT round galvanized (silver) mast arms. If the signals are located in historic districts the mast arms will be painted a dark color of the local jurisdiction's choice (typically to match an existing color of street light poles or other street furniture). If the local jurisdiction wants a decorative style of mast arm such as fluting, it can be added, however the cost upgrade to be paid by the local jurisdiction.

Wolverton & Associates, Inc (W&A) will be the design engineers for both projects. The base drawings will be conducted from the survey and right of way data collected by W&A. In some locations shoulder and or ditch work may be required to accommodate the pedestrian ramps to meet ADA requirements. The signal phasing will not be revised under this project. If the District submits and receives approval of a phasing change the revision may be added. Geometric improvements are not part of this project. Neither lane nor radius improvements will be made. Refuge islands may be added for pedestrian accommodations. Wireless communication for signal coordination purposes will be added at some locations where the signals are closely spaced such as the northbound and southbound ramps on I-85. W&A is designing the signals included in this task order. The following is a list of the intersections to be upgraded under this project:

Franklin County

- F1. SR 51 @ I-85 NB Ramp
- F2. SR 51 @ I-85 SB Ramp
- F3. SR 106 @ I-85 NB Ramp
- F4. SR 106 @ I-85 SB Ramp
- F5. SR 59 @ SR 145/Royston Street
- F6. SR 17 @ SR 59
- F7. SR 8 @ Cook Street

Hart County

- H1. SR 8/US 29 @ SR 17/Royston Bypass
- H2. SR 8 @ Old US 29
- H3. SR 8 @ Walmart

Madison County

- M1. SR 8 @ Glenn Carey Road
- M2. SR 8 @ SR 98
- M3. SR 72 @ SR 98

2. Other Planned Projects

An intersection project upgrading the pedestrian facilities at intersection F6 (SR 17 @ SR 59) is planned. Some intersection work is also planned for M1 (SR 8 at Glenn Carey Road).

3. Detailed Intersection Discussion

F1. SR 51 @ I-85 NB Ramp

Spanwire signal design, pedestrians will cross north, south and west legs of the intersection. New concrete islands in the NE and SW corners. Communication between this intersection and the SB ramp will be maintained.

F2. SR 51 @ I-85 SB Ramp

Spanwire signal design, pedestrians will cross north, south and east legs of the intersection. New concrete islands in the NE and SW corners. Communication between this intersection and the NB ramp will be maintained.

F3. SR 106 @ I-85 NB Ramp

Spanwire signal design, pedestrians will cross north, south and east legs of the intersection. New concrete islands in the NE and SE corners. Communication between this intersection and the SB ramp will be maintained.

F4. SR 106 @ I-85 SB Ramp

Spanwire signal design, pedestrians will cross east, west and south legs of the intersection. New concrete islands in the NW and SW corners. Communication between this intersection and the NB ramp will be maintained.

F5. SR 59 @ SR 145/Royston Street

Mast arm signal design, pedestrians will cross north, south and west legs of the intersection. The curb on the SE corner will be reestablish to provide a safe pedestrian refuge area

F6. SR 17 @ SR 59

Mast arm signal design, pedestrians will cross all four approaches of the intersection. Pedestrian ramps to be constructed to allow access to the sidewalk in front of the stores.

It was mentioned that another project is upgrading the pedestrian facilities at this intersection. Coordination will be required between that project and this to avoid duplicate work on this project.

Concept Team Meeting Minutes

April 12, 2011

CSSTP-0007-00(457), PI # 0007457, Franklin, Hart and Madison

CSSTP-0007-00(495), PI # 0007495, Lumpkin, Towns, Union and White

F7. SR 8 @ Cook Street

Mast arm signal design, pedestrians will cross all four approaches of the intersection. Placing pedestrian facilities on the NW corner will be a challenge.

It was mentioned that there are some safety concerns for the side street traffic.

Hart County

H1. SR 8/US 29 @ SR 17/Royston Bypass

Spanwire signal design, pedestrians will cross all legs of the intersection. New concrete islands in the NW and SE corners. Ditch work to be conducted on the NW and NE corners.

Traffic volume was mentioned as equal on SR 17 and SR 8, upgrade the detection in the same locations (set back versus stop bar).

H2. SR 8 @ Old US 29

Spanwire signal design, pedestrians will cross all legs of the intersection.

H3. SR 8 @ Walmart

Spanwire signal design, pedestrians will cross all legs of the intersection. New concrete islands in the NE and SW corners.

Madison County

M1. SR 8 @ Glenn Carey Road

Spanwire signal design, pedestrians will cross all legs of the intersection. Ditch work to be conducted on the NW corner.

M2. SR 8 @ SR 98

Mast arm signal design, pedestrians will cross all four approaches of the intersection. Establishing pedestrian areas on the NE and NW corners will be challenging. Some narrowing of driveways may be necessary.

It was mentioned that any upgrade work at this intersection should include some left turn lane additions. Additional turn lanes are not part of this project and could not be added. If turn lanes are to be added in the near future, the new mast arm locations and pedestrian facilities would have to be reconstructed with the addition later of left turn lanes. The coordination of a left turn lane project and this project will need to take place.

M3. SR 72 @ SR 98

Mast arm signal design, pedestrians will cross all four approaches of the intersection. Drainage will need to be reconstructed on the SE and SW corners.

It was mentioned that a SR 72 bypass will be constructed in the future; however, that project would not change the need for this project to upgrade this signal.

CSSTP-0007-00(495), PI # 0007495 Lumpkin, Towns, Union and White Counties

1. Description of Project

After a short break the signals from project 0007495 were discussed. The overall objective of the Design Project is to upgrade the traffic signals at each of these locations. This upgrade would include:

- new signal heads
- new signal poles (strain or mast arm)
- new pedestrian facilities (buttons, countdown signals and ramps)
- new 332 signal cabinet and 2070 controller
- new striping including stop bar and crosswalks
- new detection (inductance or video)
- new street name signage

Mast arms will be the standard GDOT round galvanized (silver) mast arms. If the signals are located in historic districts the mast arms will be painted a dark color of the local jurisdiction's choice (typically to match an existing color of street light poles or other street furniture). If the local jurisdiction wants a decorative style of mast arm such as fluting, it can be added, however the cost upgrade to be paid by the local jurisdiction.

In some locations shoulder and or ditch work may be required to accommodate the pedestrian ramps to meet ADA requirements. The signal phasing will not be revised under this project. If the District submits and receives approval of a phasing change the revision may be added. Geometric improvements are not part of this project. Neither lane nor radius improvements will be made. Refuge islands may be added for pedestrian accommodations. Wireless communication for signal coordination purposes will be added at some locations where the signals are closely spaced such as in Dahlonega and Blairsville. Advance flashing warning signs will be maintained as necessary. W&A is designing the signals included in this task order. The following is a list of the intersections to be upgraded under this project:

Concept Team Meeting Minutes

April 12, 2011

CSSTP-0007-00(457), PI # 0007457, Franklin, Hart and Madison

CSSTP-0007-00(495), PI # 0007495, Lumpkin, Towns, Union and White

Lumpkin County

- L1. SR 52 @ SR 115/Longbranch Road
- L2. SR 60 @ SR 400
- L3. SR 400 @ Burnt Stand Road
- L4. SR 9 / 52 @ W. Main Street
- L5. SR 60 @ SR 9 / 52 / Morrison Moore Parkway
- L6. SR 9/52/60 @ E. Memorial Dr./Pinetree Way
- L7. SR 9 @ SR 52 (Walmart)
- L8. SR 9 / 52 @ SR 9/52/60
- L9. SR 9 / 52 / 60 @ SR 60 Bus.

Towns County

- T1. SR 2 @ SR 66
- T2. SR 2 @ SR 17
- T3. SR 2 @ SR 288
- T4. SR 2 @ SR 75
- T5. SR 2 @ River Street

Union County

- U1. SR 2 / 515 @ SR 11 / US 129
- U2. SR 2 @ Young Harris Street
- U3. SR 2 @ Industrial Boulevard
- U4. SR 11 @ SR 325

White County

- W1. SR 11 / US 129 @ Westmoreland Road
- W2. SR 115 @ SR 384

2. Other Planned Projects

An intersection project upgrading the pedestrian facilities at intersection L7 (SR 9 @ SR 52 Walmart) is planned to be let by the City of Dahlonega. Intersection L1 (SR 52 at SR 115) is considered for a roundabout. Coordination between these projects will be necessary. The potential SR 2 bypass of Young Harris will not affect intersection T1 (SR 2 @ SR 66).

3. Detailed Intersection Discussion

Lumpkin County

- L1. SR 52 @ SR 115/Longbranch Road
Spanwire signal design, pedestrians will cross all legs of the intersection. Ditch work will be conducted on the NW and SW corners.

This intersection is being considered for a roundabout. If a roundabout is constructed this intersection would be removed from this project.

Concept Team Meeting Minutes

April 12, 2011

CSSTP-0007-00(457), PI # 0007457, Franklin, Hart and Madison

CSSTP-0007-00(495), PI # 0007495, Lumpkin, Towns, Union and White

L2. SR 60 @ SR 400

Spanwire signal design, pedestrians will cross all legs of the intersection. Ditch work will be conducted on the NW corner.

L3. SR 400 @ Burnt Stand Road

Spanwire signal design, pedestrians will cross all legs of the intersection. New concrete islands in the NW and SE corners. The advanced warning signs for the NB and SB approaches will be included in the signal design.

L4. SR 9 / 52 @ W. Main Street

Mast arm signal design, pedestrians will cross all four approaches of the intersection. Wireless communication will be established to the other signals along SR 9.

L5. SR 60 @ SR 9 / 52 / Morrison Moore Parkway

Mast arm signal design, pedestrians will cross all four approaches of the intersection. There are some pedestrian concerns of how to establish a safe pedestrian refuge on the SE corner due to sight distance. Wireless communication will be established to the signals along SR 9.

L6. SR 9/52/60 @ E. Memorial Dr./Pinetree Way

The existing mast arms will be maintained. Pedestrians will cross all legs of the intersection. There may be some right of way needs on the SE corner in front of Zaxby's. Wireless communication will be established to the other signals along SR 9.

L7. SR 9 @ SR 52 (Walmart)

Mast arm signal design, pedestrians will cross all four approaches of the intersection. Wireless communication will be established to the other signals along SR 9.

L8. SR 9 / 52 @ SR 9/52/60

Spanwire signal design, pedestrians will cross the north and east legs of the intersection. Wireless communication will be established to the other signals along SR 9.

L9. SR 9 / 52 / 60 @ SR 60 Bus.

The existing mast arms will be maintained. Pedestrians will cross all legs of the intersection. The curb line on the NW and SW corners will need to be re-established to define the corners. Parking and signs may need to be relocated to better define the NW corner.

Concept Team Meeting Minutes

April 12, 2011

CSSTP-0007-00(457), PI # 0007457, Franklin, Hart and Madison

CSSTP-0007-00(495), PI # 0007495, Lumpkin, Towns, Union and White

Towns County

T1. SR 2 @ SR 66

Mast arm signal design, pedestrians will cross all four approaches of the intersection.

T2. SR 2 @ SR 17

Spanwire signal design, pedestrians will cross all legs of the intersection. The south leg of the intersection will be signalized. Video detection will be necessary on the south leg of the intersection due to restricted right of way. An advanced warning sign for the EB approach will be included in the signal design.

T3. SR 2 @ SR 288

Spanwire signal design, pedestrians will cross the east, west and south legs of the intersection. Ditch work will be conducted on the SW corner.

T4. SR 2 @ SR 75

Spanwire signal design, pedestrians will cross the north and west legs of the intersection. New concrete islands in the NE and NW corners.

T5. SR 2 @ River Street

Mast arm signal design, pedestrians will cross all four approaches of the intersection. A new curb line will be established on the SE and SW corners to narrow the south leg of the intersection.

Union County

U1. SR 2 / 515 @ SR 11 / US 129

Spanwire signal design, pedestrians will cross all four approaches of the intersection.

U2. SR 2 @ Young Harris Street

Spanwire signal design, pedestrians will cross all four approaches of the intersection. The end of the guardrail will need to be reconstructed to allow for the pedestrian access to the Home Depot. There are some environmental concerns due to the stream located along the north side of the intersection. Wireless communication will be established to the Ingles and Industrial Boulevard signals along SR 2.

U3. SR 2 @ Industrial Boulevard

Spanwire signal design, pedestrians will cross the south and east legs of the intersection. Ditch work will be conducted on the SE corner. There are some environmental concerns due to the stream located along the west side of the intersection. Wireless communication will be established to the Ingles and Young Harris Street signals along SR 2.

Concept Team Meeting Minutes

April 12, 2011

CSSTP-0007-00(457), PI # 0007457, Franklin, Hart and Madison

CSSTP-0007-00(495), PI # 0007495, Lumpkin, Towns, Union and White

U4. SR 11 @ SR 325

Spanwire signal design, pedestrians will cross all four approaches of the intersection. Ditch work will be conducted on the NE corner.

White County

W1. SR 11 / US 129 @ Westmoreland Road

Spanwire signal design, pedestrians will cross all four approaches of the intersection.

W2. SR 115 @ SR 384

Spanwire signal design, pedestrians will cross all four approaches of the intersection. Ditch work will be conducted on the NW corner.