

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

**FILE** P. I. No. S006134, 0007549, Houston County **OFFICE** Preconstruction  
PRC10-S006-00(134) & CSHP-0007-00(549)  
Ball Street Extension **DATE** March 6, 2008

**FROM**  Genetha Rice-Singleton, Assistant Director of Preconstruction  
**TO**  SEE DISTRIBUTION

**SUBJECT** APPROVED PROJECT CONCEPT REPORT

Attached for your files is the approval for subject project.

Attachment

**DISTRIBUTION:**

Brian Summers  
Glenn Bowman  
Ken Thompson  
Michael Henry  
Keith Golden  
Angela Alexander  
Paul Liles  
Thomas Howell  
David Millen  
Terry Gable  
BOARD MEMBER

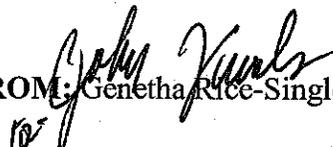
**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

**INTERDEPARTMENTAL CORRESPONDENCE**

**FILE:** P.I. No. S006134, 0007549, Houston County  
PRC10-S006-00(134) & CSHPP-0007-00(549)  
Ball Street Extension

**OFFICE:** Preconstruction

**DATE:** February 13, 2008

**FROM:**  Genetha Rice-Singleton, Assistant Director of Preconstruction

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

**SUBJECT:** *PROJECT CONCEPT REPORT*

These combined projects comprise the Ball Street Extension from SR 224/ Golden Isle Parkway at Limerock Road north on new location to Duncan Avenue in Perry, Georgia for a total of 1.07 miles. The purpose of this project is to improve congestion and address the truck safety issues within the downtown Perry area. The trucks currently travel through the downtown area of the city of Perry to access a lumber company near downtown. This project would provide an alternative route for trucks to reach the lumber yard from the interstate or from the Golden Isle Parkway, alleviating congestion and improving safety in the residential and commercial areas currently experiencing the truck traffic. Additionally, this direct link between downtown Perry to SR 224 serves the purpose of connecting the city to SR 224 which leads west to I-75 and east to the ports at Brunswick.

The construction proposes two, 12' lanes with 10' shoulders extending from the beginning of the project approximately 0.71 miles. At this point, the rural section will transition to an urban section consisting of two, 12' lanes with 2.5' curb and gutter with 5' grassed shoulder. The urban section will continue for an additional 0.36 miles until the end of the project at Duncan Avenue. At-grade intersections are proposed at SR 224/ Golden Isle Parkway, Tucker Road, Jernigan Street and Duncan Avenue. A new 426' x 34' bridge will be constructed over Big Indian Creek. Traffic will be maintained on existing streets during construction. Access control will be by permit with a speed design of 35 MPH.

Environmental concerns include requiring a COE 404 permit; possible wetland impacts; A Categorical Exclusion is anticipated; a Public Information Open house was held 12/14/07; Time saving procedures is appropriate.

The estimated costs for this project are:

**PRC10-S006-00(134), Houston County—roadway portion**

	<u>PROPOSED</u>	<u>APPROVED</u>	<u>FUNDING</u>	<u>PROG DATE</u>
Construction (includes E&C)	\$ 2,924,000	\$ 440,000	PR	2006
Right-of-way & Utilities	Local	Local	Local	Local

*State-Aid capped at \$440k per Terry Gable.*

**CSHPP-0007-00(549), Houston County—bridge over Big Indian Creek**

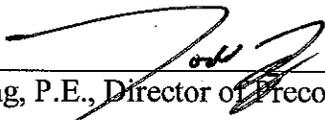
	<u>PROPOSED</u>	<u>APPROVED</u>	<u>FUNDING</u>	<u>PROG DATE</u>
Construction (includes E&C)	\$ 1,650,000	\$ 1,125,000	LY10	2010
Right-of-way & Utilities	Local	Local	Local	Local

I recommend this project concept be approved.

GRS: JDQ

Attachment

CONCUR

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

APPROVED

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

# PRECONSTRUCTION STATUS REPORT

PROJ ID	COUNTY	DESCRIPTION	MGMT. ROW DATE	SCHED DATE	MGMT. LET DATE
0007549	Houston	BIG INDIAN CREEK BRIDGE IN PERRY		Apr-11	

**CSHPP-0007-00(549)**      **FIELD DIST: 3**  
**TIP #: 2006-3**              **TWIN:**                              **US:**  
**MPO: Warner Robins**                              **EST DATE: 10/20/05**  
**MODEL YR:**  
**PROJ MGR:** Rountree, Bill      **PROJ LENGTH: 0.00**  
**PROG:** New Construction      **TYPE WORK: Bridges**  
**TYPE:**  
**CONCEPT:**                              **LET RESP: DOT**                              Congressional Districts: 8

Phase	Approved	Proposed	Cost	Fund	Status
<b>PE</b>	2008	2008	125,000.00	HY10	AUTH-PEND
<b>ROW</b>	LOCL	LOCL	100,000.00	LOC	PRECST
<b>CST</b>	2010	2010	1,125,000.00	LY10	PRECST

SCHED START	SCHED FINISH	ACTIVITY	ACTUAL START	ACT/EST FINISH	PCT	DISTRICT COMMENTS
		Define Project Concept	11/7/07	11/28/07	73	D3 to cmplt PE activities in-house (CAH) 022306;PFA SENT TO CITY OF PERRY [8-21-06]; CONGRESSMAN LOOKING @ SHIFTING PROJ TO THE INTERSECTION NORTH OF THE BRIDGE. CURRENT PROJECT LOCATION IS ALONG AN OLD RAIL CORRIDOR AND WAS PROGRESSING WITH A GEPA DOCUMENT. EARMARK ON THE BRIDGE PROJECT WOULD REQUIRE NEPA AND SLOW PROGRESS ON THIS PROJECT [9-1-06];LCL'S TAKN OVER PROJ;DELETE?[3-5-07]; LOCALS TO PURSUE EARMARK FUNDS; NEPA UNDERWAY [1-30-08]
		Concept Meeting	11/7/07	11/7/07	100	
		Concept Submittal and Review	1/8/08	1/8/08	100	
2/1/08	2/14/08	Receive Preconstruction Concept Approval			0	
2/14/08	2/14/08	Management Concept Approval Complete			0	
4/24/76	4/25/76	Public Information Open House Held	12/11/07	12/11/07	100	
2/15/08	9/19/08	Environmental Approval			0	
		Field Surveys/SDE	5/1/06	6/1/06	100	
2/1/08	5/22/09	Preliminary Plans	6/15/06		10	
6/6/08	10/2/08	Preliminary Bridge Design			0	
2/15/08	3/21/08	Underground Storage Tanks			0	
6/23/08	9/5/08	404 Permit Obtainment			0	
6/15/09	6/16/09	PFPR Inspection			0	
7/22/09	10/13/09	R/W Plans Preparation			0	
12/9/09	12/14/09	R/W Plans Final Approval			0	
7/22/09	7/24/09	L & D Report Development and Approval			0	
12/15/09	2/8/11	R/W Acquisition			0	
5/7/10	5/20/10	Stake R/W			0	
7/22/09	7/31/09	Soil Survey			0	
7/22/09	8/26/09	Bridge Foundation Investigation			0	
7/27/09	5/28/10	Final Design			5	
8/25/09	2/8/10	Final Bridge Plans Preparation			0	
6/21/10	6/22/10	FFPR Inspection			0	
7/6/10	7/19/10	FFPR Response.			0	

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

**Bridge:** BRIDGE REQUIRED  
**Design:** BRIDGE/HYDRAULICS UNDER REVIEW [1-28-08]  
**EIS:** PRUITT  
**LGPA:** REV PFA SGN PERRY DO ROW|UTIL|100% PE OVER \$125K & 20% CST/100% OVER \$1,125,000 7-10-07.  
**EMG:** BRIDGES

**R/W INFORMATION:**

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

**PRECONSTRUCTION STATUS REPORT**

<b>PROJ ID</b>	<b>COUNTY</b>	<b>DESCRIPTION</b>	<b>MGMT. ROW DATE</b>	<b>SCHED DATE</b>	<b>MGMT. LET DATE</b>
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S006134    Houston    BALL STREET EXTENSION IN PERRY

PRC10-S006-00(134)    **FIELD DIST:** 3    **Phase**    **Approved**    **Proposed**    **Cost**    **Fund**    **Status**  
**TIP #:**    **TWIN:**    **US:**    **CST**    2006    2006    440,000.00    PR    AUTHORIZED  
**MPO:** Warner Robins    **EST DATE:**

**MODEL YR:**  
**PROJ MGR:** Gable, Terry    **PROJ LENGTH:** 1.00  
**PROG:** New Construction    **TYPE WORK:** Grade, Drain, Base & Surface  
**TYPE:**  
**CONCEPT:**    **LET RESP:** DOT    Congressional Districts: 8

<b>SCHED START</b>	<b>SCHED FINISH</b>	<b>ACTIVITY</b>	<b>ACTUAL START</b>	<b>ACT/EST FINISH</b>	<b>PCT</b>	<b>DISTRICT COMMENTS</b>

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

**LGPA:** NOT APPLICABLE

**R/W INFORMATION:**

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

## Quarles, Johnny

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**From:** Rountree, Bill  
**Sent:** Wednesday, January 30, 2008 10:02 AM  
**To:** Quarles, Johnny  
**Cc:** Rice-Singleton, Genetha; Millen, David; Smith, Adam  
**Subject:** RE: Concept Report Comments---Project PRC10-S006-00(134) & CSHPP-0007-00(549), Houston County

1. This has already been discussed with FHWA and they agreed to do the project as a CE in order to expedite it.
2. The wetland involvement is relatively low due building the road on an old railroad bed and coordination has already been made with GDOT OEL.
3. This is what the environmental folks agreed to Edward Pitman, GDOT OEL, and FHWA.

I agree this is not normal for this type project, but Mr. Walker indicated that he wanted us to do everything we could to expedite and that's currently what's happening.

*Bill Rountree, P.E.  
District 3 Design Engineer  
115 TRANSPORTATION BLVD  
THOMASTON, GA 30286-7000  
706-646-6990  
FAX 706-646-6722*

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**From:** Quarles, Johnny  
**Sent:** Wednesday, January 30, 2008 9:45 AM  
**To:** Smith, Alan  
**Cc:** Rice-Singleton, Genetha; Rountree, Bill  
**Subject:** Concept Report Comments---Project PRC10-S006-00(134) & CSHPP-0007-00(549), Houston County

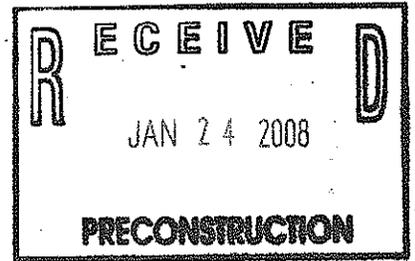
Adam,

I have reviewed the concept report and have the following comments:

1. In the report the PDP classification is listed as "minor" ...Is this correct?
2. The report indicates A CE will be required, however, the project is on new location with major impacts to wetlands. Please communicate with the Office of Environment/Location to determine the level of environmental analysis.
3. 6 months for environmental analysis....please verify

Johnny Quarles  
Office of Preconstruction  
404.657.0771

Project Concept Report Page 2  
Project Number(s): PRC10-S006-00(134) & CSHPP-0007-00(549)  
P.I. Number(s): S006134 & 0007549  
County: Houston



Recommendation for approval:

DATE 1-8-08   
Project Manager

DATE 01-08-08   
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 1-17-08   
State Traffic Safety & Design Engineer

DATE \_\_\_\_\_  
State Structural and Bridge Design Engineer

DATE \_\_\_\_\_  
Project Review Engineer

Project Concept Report Page 2  
Project Number(s): PRC10-S006-00(134) & CSHPP-0007-00(549)  
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County: Houston

Recommendation for approval:

DATE 1-8-08   
Project Manager

DATE 01-08-08   
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 1/24/08   
State Environmental/Location Engineer

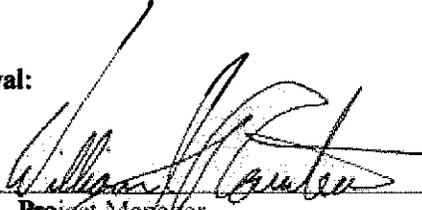
DATE \_\_\_\_\_  
State Traffic Safety & Design Engineer

DATE \_\_\_\_\_  
State Structural and Bridge Design Engineer

DATE \_\_\_\_\_  
Project Review Engineer

Project Concept Report Page 2  
Project Number(s): PRC10-S006-00(134) & CSHPP-0007-00(549)  
P.I. Number(s): S006134 & 0007549  
County: Houston

Recommendation for approval:

DATE 1-8-08   
Project Manager

DATE 01-08-08   
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 1-28-08   
State Transportation Planning Administrator

DATE \_\_\_\_\_  
State Transportation Financial Management Administrator

DATE \_\_\_\_\_  
State Environmental/Location Engineer

DATE \_\_\_\_\_  
State Traffic Safety & Design Engineer

DATE \_\_\_\_\_  
State Structural and Bridge Design Engineer

DATE \_\_\_\_\_  
Project Review Engineer

# DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

*Office of District 3 Design*

## PROJECT CONCEPT REPORT

Project Number(s): PRC10-S006-00(134) & CSHPP-0007-00(549)

County: Houston

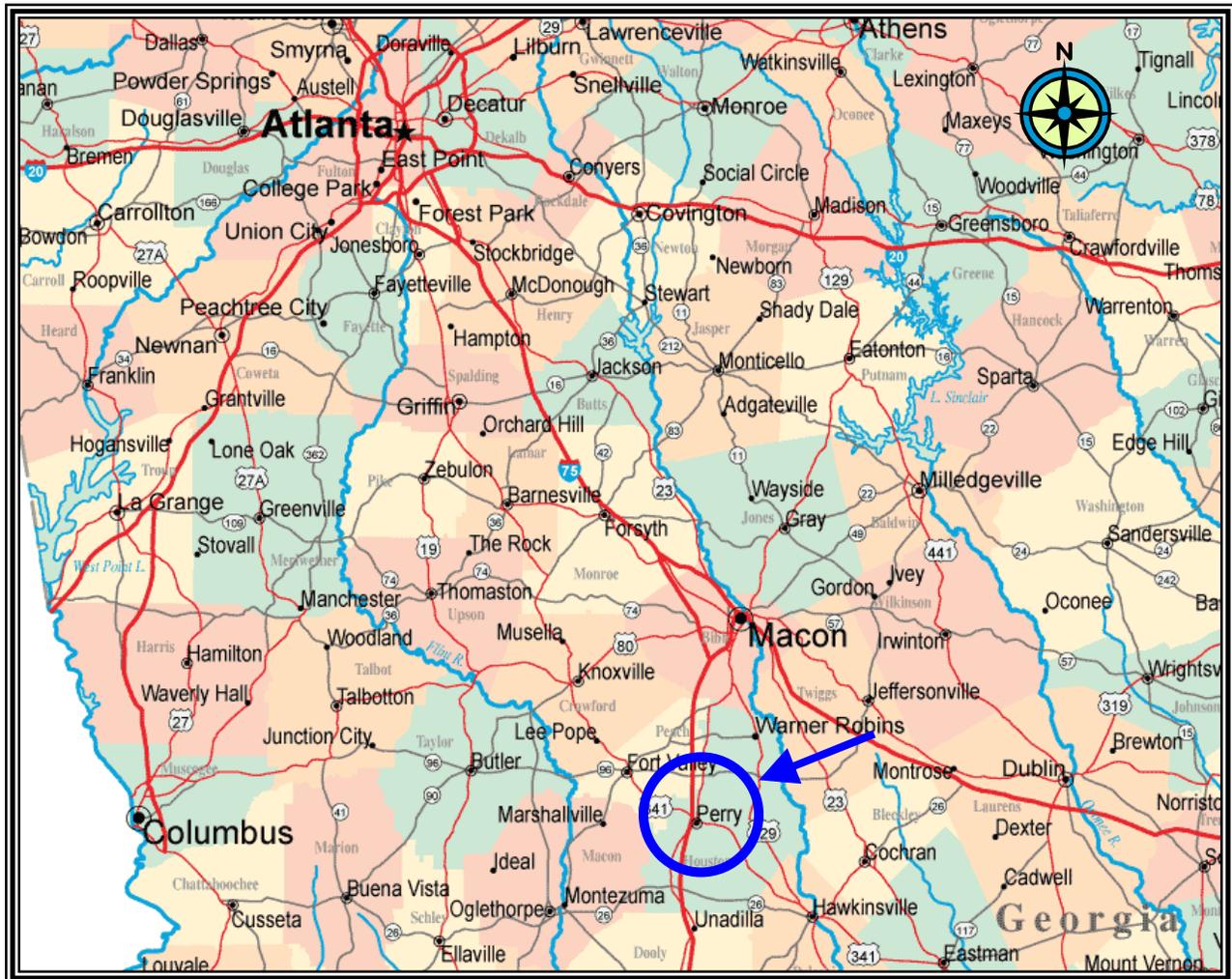
P. I. Number(s): S006134 & 0007549

Federal Route Number: N/A

State Route Number: SR 224

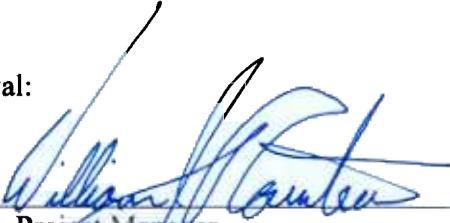
*Regional Sketch:*

*Extension of Ball Street from Duncan Ave. to SR 224 in Perry, GA*



Project Concept Report Page 2  
Project Number(s): PRC10-S006-00(134) & CSHPP-0007-00(549)  
P.I. Number(s): S006134 & 0007549  
County: Houston

Recommendation for approval:

DATE 1-8-08   
Project Manager

DATE 07-0-08   
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

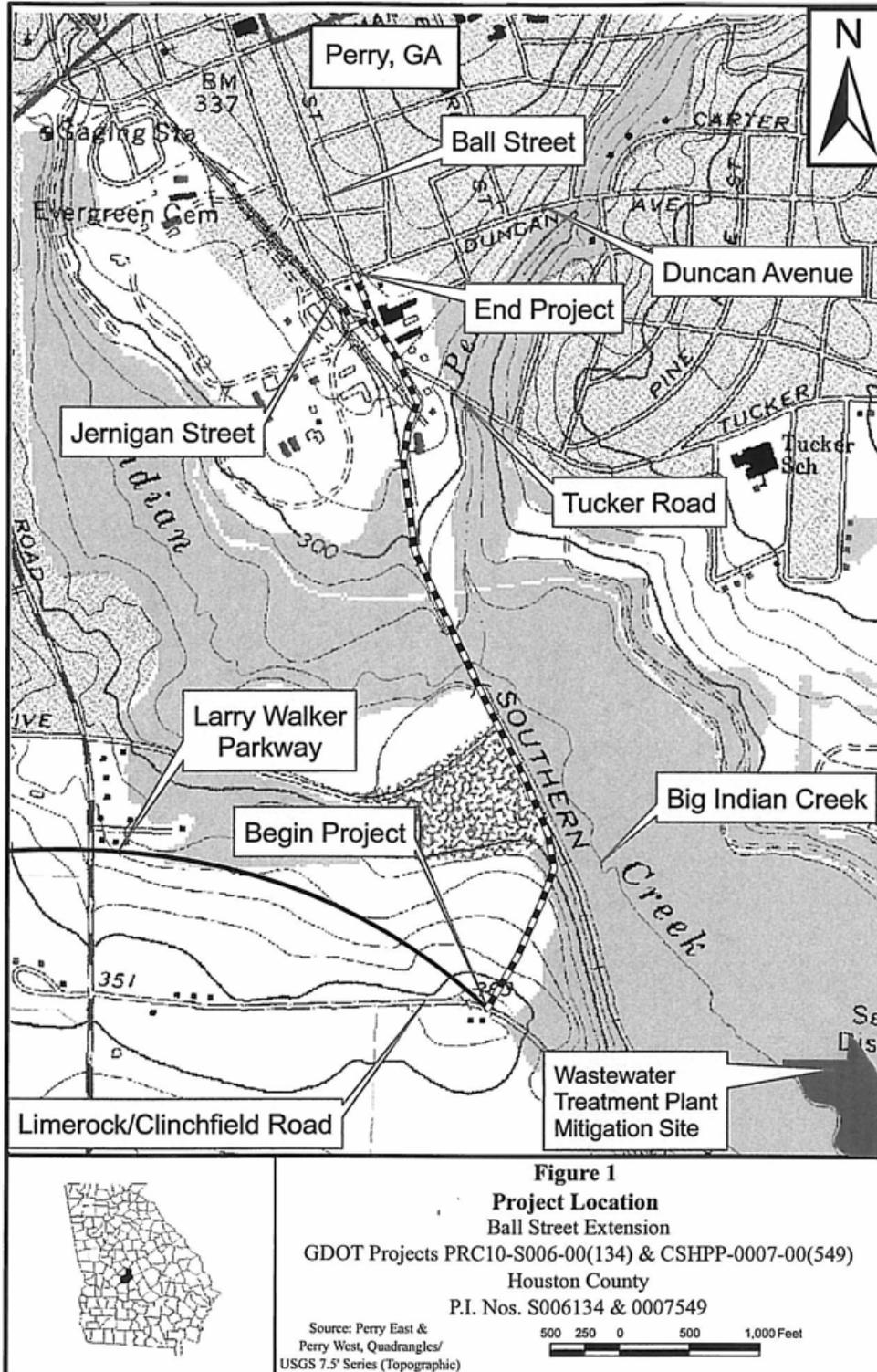
DATE \_\_\_\_\_  
State Traffic Safety & Design Engineer

DATE \_\_\_\_\_  
State Structural and Bridge Design Engineer

DATE \_\_\_\_\_  
Project Review Engineer

*Project Location Map:*

*Extension of Ball Street from Duncan Ave. to SR 224 in Perry, GA*



## NEED AND PURPOSE STATEMENT

### Background

The City of Perry originally retained a third party firm in 2003 to evaluate the design concept, cost estimate, regulatory issues, and other factors affecting the proposed Ball Street Extension project. The proposed construction limits begin at the existing Ball Street intersection with Duncan Avenue on the north, and they end at the Larry Walker Parkway (SR 224) on the south. The tie-in point at the Larry Walker Parkway is directly across from Limerock Road. State Route 224 is classified as a truck route. It leads west to Interstate 75 and east to the ports at Brunswick, Georgia. The project is located entirely within the City of Perry, Houston County, Georgia.

The roadway portion of the Ball Street extension project is included in the PRC10-S006-00(134) project number. The Ball Street extension project will require the construction of a bridge which will span Big Indian Creek near the midpoint of the Ball Street extension project. The construction of the bridge is included under a separate GDOT project number. The GDOT project number for the construction of the Big Indian Creek Bridge is CSHPP-0007-00(549).

### Existing Roadway Conditions / Proposed Improvements

Existing Ball Street adjacent to the project limits is a two (2) lane local street with 9± ft. lanes in each direction without curb and gutter. The shoulders are 2± ft. of grass with a roadside ditch. There is no median along the existing Ball Street adjacent to the project area. The posted speed limit is 25 mph.

The proposed improvements will extend Ball Street to intersect SR224 directly across from Limerock Road, creating a more direct route from SR224 to downtown Perry. A deceleration lane will be added on SR224 to accommodate right turns from SR224 onto the Ball Street extension. The Ball Street extension will contain a rural typical section along with an urban typical section. The rural typical section has 12 ft lanes in each direction without curb and gutter. The shoulders are 10 ft of grass with 4:1 ties slopes and 2 ft roadside ditch. The rural typical section will start at the intersection of SR224 and extend approximately 0.71 miles. At this point, the rural section will transition to an urban section. The urban section has 12 ft lanes in each direction with 30 inch (type 2) curb and gutter. The shoulders are 5 ft of grass with 2:1 tie slopes. The urban section will continue for an additional 0.36 miles until the end of the project at Duncan Avenue. The extension of Ball Street will require the realignment of Tucker Road, the Tolleson entrance and Jernigan Street at their respective intersections with Ball Street.

### Projects in the Area

- PI #362713, GIP00-0341-00(021), Houston County, from Elko Rd / Perry SE on Limerock Rd and new location to S/Hayneville. ~~Widening project under construction.~~  
*OPEN TO TRAFFIC 10/11*

### **Existing and Projected Traffic Conditions**

The Ball Street Extension will be classified as a 2-lane urban arterial. It will be able to safely accommodate in excess of 5,000 vehicles per day at a Level of Service of B or greater in the design year of 2032. Level of Service B (LOS B) represents reasonable unimpeded operations. The ability to maneuver within the traffic stream is only slightly restricted and stopped delays are not bothersome. Drivers are not generally subjected to appreciable tension.

### **Logical Termini**

The Ball Street extension is located entirely within the city limits of Perry, Georgia, Houston County. The project's southern terminus is located at the intersection of SR224 at Limerock Road, approximately 0.50 miles northwest of the Perry City Limits along SR224. The project's northern terminus is located at the intersection of Ball Street and Duncan Avenue.

### **Project Linkage**

This project will produce a more direct link from SR 224 on the south side of the City of Perry to the downtown Perry area. State Route 224 is classified as a truck route. It leads west to Interstate 75 and east to the ports at Brunswick, Georgia.

### **Bike and Pedestrian Facilities**

There are no pedestrian or bicycle facilities/routes in existence or planned at or near the Ball Street Extension project limits in Houston County according to ARC, GDOT, or in any local plans.

### **Need and Purpose**

The need was identified to improve congestion and to address truck safety issues within downtown Perry. The trucks currently travel through the downtown area of the City of Perry to access a lumber company near downtown. The projects would provide an alternate route for trucks to reach the lumber company from the interstate or from the Golden Isles Parkway, alleviating congestion and improving safety in the residential and commercial areas currently experiencing the truck traffic.

The City of Perry is working to revitalize the downtown area. The truck traffic damages the pavement and adds difficulty to the revitalization efforts.

The City of Perry maintenance facilities are located at the northern project terminus. The proposed projects would allow the City of Perry to more efficiently access the southern portion of the service area.

The new roadway would improve access between downtown Perry and the Agricultural Center located off of Larry Walker Parkway. There are plans to expand the Agricultural Center. The proposed projects would serve as a gateway from the Agricultural Center to the City of Perry.

This direct link between downtown Perry to SR 224 serves the purpose of connecting the City to SR 224 which leads west to Interstate 75 and east to the ports at Brunswick, GA.

**Description of the Proposed Project:**

The Ball Street extension is located entirely within the city limits of Perry, Georgia, Houston County. The project beginning is located at the intersection of SR224 at Limerock Road, approximately 0.50 miles northwest of the Perry City Limits along SR224. The project is approximately 1.07 miles in length and extends from SR 224 to Duncan Avenue.

This project will extend Ball Street to intersect SR224 directly across from Limerock Road, creating a more direct route from SR224 to downtown Perry. A deceleration lane will be added on SR224 to accommodate right turns from SR224 onto the Ball Street extension. The Ball Street extension will contain a rural typical section along with an urban typical section. The rural typical section will start at the intersection of SR224 and extend approximately 0.71 miles. At this point, the rural section will transition to an urban section. The urban section will continue for an additional 0.36 miles until the end of the project at Duncan Avenue. The extension of Ball Street will require the realignment of Tucker Road and Jernigan Street at their respective intersections with Ball Street.

The roadway portion of the Ball Street extension project is included in the PRC10-S006-00(134) project number. The Ball Street extension project will require the construction of bridge which will span Big Indian Creek near the midpoint of the Ball Street extension project. The construction of the bridge is included under a separate GDOT project number. The GDOT project number for the construction of the Big Indian Creek Bridge is CSHPP-0007-00(549).

This project addresses the operational needs for a more direct route to the city of Perry from SR224.

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

**PDP Classification:** Major  Minor

**Federal Oversight:** Full Oversight , Exempt , State Funded , or Other

**Functional Classification:** Ball Street - Urban Local Street  
Jernigan Street - Urban Collector Street  
Tucker Road - Urban Collector Street  
SR224/Larry Walker Parkway - Urban Principal Arterial

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

**State Route Number(s):** N/A

**Traffic (AADT):**

<b>Traffic(AADT) Two Way Traffic</b>	<b>Ball Street Extension</b>
<b>Build Year: (2012)</b>	<b>3000</b>
<b>Design Year: (2032)</b>	<b>5000</b>

- Trucks: 10%
- K Value: 10%
- D = 50%
- DHV = 250 (veh/h)
- 24T = 13%
- MU = 4%
- SU = 6%

**Existing Design Features:**

- Typical Section: Ball Street – 2 9'± lanes with grass shoulder
- Posted Speed: Ball Street – 25 mph
- Minimum Radius: N/A
- Maximum Grade: Ball Street – 1%
- Total Width of Right of Way: Ball Street – 45'
- Major Structures: None
- Major Interchanges or Intersections Along the Project: None
- Existing Length of Roadway Segment and the Beginning Mile Logs for Each County Segment: N/A

**Proposed Design Features:**

- Proposed Typical Section(s): Ball Street (rural section) – 2 12' lanes with 10' grass shoulder, Ball Street (urban section) – 2 12' lanes with 2.5' curb and gutter with 5' grassed shoulder.
- Proposed Design Speed: 35 mph (urban section), 45 mph (rural section)
- Proposed Maximum Grade Mainline: 6.00 %      Maximum Grade Allowable: 6.00 %
- Proposed Maximum Grade side roads: 6.00 %      Maximum Grade Allowable: 6.00 %
- Proposed Maximum Grade Driveway: 17.6 %
- Proposed Minimum Radius of Curve: Ball Street – 800 ft, Tucker Road – 371 ft, Tolleson Entrance – 300 ft
- Minimum Radius Allowable: Ball Street – 800 ft, Tucker Road – 371 ft, Tolleson Entrance – 300 ft

- **Right of Way:**
  - Width: Ball Street - 100 ft
  - Easements: Temporary , Permanent , Utility , Other .
  - Type of access control: Full , Partial , By Permit , Other .
  - Number of parcels: 10      Number of displacements: 0
    - Businesses: 0
    - Residents: 0
    - Mobile Homes: 0
    - Other: 0
- Structures: Proposed Big Indian Creek Bridge (approximately 426' long x 34' wide x 25' high)
- Major Intersections: Intersection of Ball Street and SR224
- Traffic Control during Construction: Traffic will be maintained during construction through staging. Traffic will continue as normal while portions of the project that do not interfere with the current traffic are constructed. Traffic will be shifted to newly constructed portions which may include some temporary pavement, and the remaining portions of the roadway will be constructed. Traffic will be moved to its final location and finishing work will be completed. No road closures are expected.
- Design Exceptions to Controlling Criteria Anticipated:

	<u>UNDETERMINED</u>	<u>YES</u>	<u>NO</u>
○ HORIZONTAL ALIGNMENT:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
○ ROADWAY WIDTH:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
○ SHOULDER WIDTH:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
○ VERTICAL GRADES:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
○ CROSS SLOPES:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
○ STOPPING SIGHT DISTANCE:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
○ SUPERELEVATION RATES:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
○ HORIZONTAL CLEARANCE:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
○ SPEED DESIGN:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
○ VERTICAL CLEARANCE:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
○ BRIDGE WIDTH:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
○ BRIDGE STRUCTURAL CAPACITY:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
- Design Variances: The portions of this project with no sidewalk within the curb and gutter sections may require a design variance.
- Environmental Concerns:
  - The Peach Barn at the northern project terminus. The alignment has been modified to avoid adversely affecting this historically eligible resource.
  - The Norfolk Southern Railroad at the northern project terminus. A finding of no adverse effect is anticipated for this historically eligible resource. The State Historic Preservation Officer (SHPO) concurrence that the project would result in a *de minimus* impact would be requested if any right-of-way is required from within the eligible boundary.
  - Archaeological Site 9HT194. Phase II investigations identified that the portion of the site within the project area does not contribute to the site's eligibility.

- Waters of the U.S. The anticipated impacts would fall within the threshold for a US Army Corps of Engineers Section 404 Nationwide Permit.
- The Big Indian Creek 100-year floodplain. The use of the bed for the former railroad spur would minimize encroachment upon the floodplain.
- Probable Underground Storage Tanks.
- Level of Environmental Analysis:
  - Are Time Savings Procedures appropriate? Yes , No .
  - Categorical Exclusion
  - Environmental Assessment/Finding of No Significant Impact (FONSI)
  - Environmental Impact Statement (EIS)
- Utility Involvements:
  - Telephone - Alltel Communications – Allen McEver – (478) 988-4042
  - Cable – ComSouth – Ray Trice – (478) 987-0172
  - Gas – City of Perry – Harold Deal – (478) 988-2733
  - Power – Georgia Power – David Bon Aire – (478) 784-5003
  - Water – City of Perry – Ronnie Jones – (478) 988-2729
  - Sewer – City of Perry – Ronnie Jones – (478) 988-2729

**Project Responsibilities:**

- Design: Local Consultant (Keck & Wood, Inc.)
- Right of Way Acquisition: Locals
- Relocation of Utilities: Locals
- Letting to contract: GDOT
- Supervision of construction: GDOT and Local
- Providing material pits: Contractor

**Coordination:**

- Concept Meeting Date and Brief Summary. 11/7/07 - See attached minutes
- Other projects in the Area: Project #: GIP00-0341-00(021) PI #: 362713
- Other Coordination to Date: Presented project to FHWA on 11/13/07 – See attached
- PFA: PFA executed with local government on 7/10/07
- Public Involvement: Public Information Open House – 12/14/07 – See attached summary

**Scheduling – Responsible Parties' Estimate**

- Time to Complete the Environmental Process: ~~12~~ Months
- Time to Complete the Preliminary Construction Plans: 2 Months
- Time to Complete Right of Way Plans: 4 Months
- Time to Complete the Section 404 Permit: 6 Months
- Time to Complete Final Construction Plans: 3 Months
- Time to Complete the Purchase of Right of Way: 12 Months
- Time to Complete the Utilities Relocation: 3 Months

**Alternates Considered:**

- **Alternate 1:** No Build – This alternative was rejected because it would be detrimental to the City of Perry. The City has identified a need to extend Ball Street from the industrial area near the Tolleson Lumber Yard (and ultimately from the downtown area) to the Larry Walker Parkway (SR 224). The no-build alternative does not satisfy the City's need to connect the two (2) areas.

- **Alternate 2:** Differing Alignment Alternative – Different alignments were considered, but none were selected. The identified alignment is the most direct, and thus most cost-effective alignment available. In addition, the proposed roadway section in the former railroad right-of-way is in a traditional transportation corridor that once carried train traffic. The beginning point cannot be adjusted because the tie-in point is at Larry Walker Parkway (SR 224) at an existing median opening across from Limerock Road. The existing median openings on SR 224 are at approximate  $\frac{1}{2}$  to  $\frac{3}{4}$  mile intervals, so the beginning limits were selected for the nearest opening. Similarly, the end limits must intersect Ball Street in its current location near Duncan Avenue.
- ✓ **Alternate 3:** Extension of Ball Street to SR224 – This alternative was chosen due to low impacts to adjacent properties, economic benefits and its execution of the need and purpose for the project.
- **Alternate 4:** Curb and Gutter Alternative – The curb and gutter alternative was analyzed, but not selected because of economic reasons. The cost of the storm drainage collection system can increase 3-fold or more as compared to rural ditches. The cost of R/W is relatively small in comparison to the curb and gutter alternative. Therefore, the curb and gutter alternative for the entire project was not selected.
- **Alternate 5:** Two-Way Center Left-Turn Lane Alternative – The alternative to construct a two-way left turn lane (TWLTL) was considered but not selected. It is felt that initial traffic volumes will not be great enough to warrant the added expense of constructing the lane. In addition, much of the adjacent property is in floodplain or wetland and is unlikely to develop densely. The better plan is to construct left-turn lanes as conditions warrant in the future.
- **Alternate 6:** Leave Existing Utilities In-place – The alternative of leaving existing utilities in-place does not seem feasible because of the potential conflicts. Some conflicts are horizontal (i.e., fire hydrants or power poles in the road alignment, lines under the new pavement, etc.) and must be relocated. Other conflicts are vertical (i.e., depth of water main, height of power line, etc.) and must be relocated. It is good practice to relocate the potentially conflicting utilities outside of the proposed road, so leaving them in-place is not recommended.

**Attachments:**

1. Cost Estimates:
  - a. Construction including E&C
  - b. Right of Way
  - c. Utilities
2. Typical Sections
3. Layout
4. Capacity Analysis
5. Concept Team Meeting Minutes
6. PIOH Summary

## Estimate Report for file "PI S006134 - 0007549"

<b>Section ROADWAY</b>					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
205-0001	12225	CY	4.67	UNCLASS EXCAV	57090.75
206-0002	98194	CY	6.76	BORROW EXCAV, INCL MATL	663791.44
210-0250	2756	CY	16.00	UNDERCUT EXCAVATION	44096.00
212-1000	850	CY	14.21	GRANULAR EMBANKMENT, INCL MATL & HAUL	12078.50
310-5120	18546	SY	21.12	GR AGGR BASE CRS, 12 INCH, INCL MATL	391691.52
400-3605	2041	TN	100.00	ASPH CONC 19MM SUPERPAVE, GP 1 OR 2, INCL POLYMER MODIFIED BITUM MATL & H LIME	204100.00
402-1812	40	TN	100.00	RECYCLED ASPH CONC LEVELING, INCL BITUM MATL & H LIME	4000.00
402-3113	1786	TN	100.00	RECYCLED ASPH CONC 12.5 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	178600.00
402-3121	4081	TN	100.00	RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	408100.00
413-1000	2707	GL	1.96	BITUM TACK COAT	5305.72
433-1000	222	SY	152.70	REINF CONC APPROACH SLAB	33899.40
441-0016	1150	SY	41.89	DRIVEWAY CONCRETE, 6 IN TK	48173.50
441-6022	4268	LF	20.68	CONC CURB & GUTTER, 6 IN X 30 IN, TP 2	88262.24
446-1100	1905	LF	3.21	PVMT REINF FABRIC STRIPS, TP 2, 18 INCH WIDTH	6115.05
500-9999	13	CY	173.86	CLASS B CONC, BASE OR PVMT WIDENING	2260.18
634-1200	48	EA	101.14	RIGHT OF WAY MARKERS	4854.72
641-1100	83	LF	48.31	GUARDRAIL, TP T	4009.73
641-1200	3752	LF	16.01	GUARDRAIL, TP W	60069.52
641-5001	7	EA	635.33	GUARDRAIL ANCHORAGE, TP 1	4447.31
641-5012	7	EA	1778.08	GUARDRAIL ANCHORAGE, TP 12	12446.56
<b>Section Sub Total:</b>					<b>\$2,233,392.14</b>

<b>Section DRAINAGE</b>					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
441-0600	11	CY	834.18	CONC HEADWALLS	9175.98
550-1180	768	LF	46.84	STORM DRAIN PIPE, 18 IN, H 1-10	35973.12
550-1240	486	LF	53.16	STORM DRAIN PIPE, 24 IN, H 1-10	25835.76
550-1360	786	LF	87.01	STORM DRAIN PIPE, 36 IN, H 1-10	68389.86
550-2240	62	LF	37.65	SIDE DRAIN PIPE, 24 IN, H 1-10	2334.30
668-1100	13	EA	2745.73	CATCH BASIN, GP 1	35694.49
668-2100	1	EA	3010.82	DROP INLET, GP 1	3010.82
<b>Section Sub Total:</b>					<b>\$180,414.33</b>

<b>Section EROSION CONTROL</b>					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
999-9999	1	Lump Sum	220000.00	LUMP SUM EROSION CONTROL	220000.00
<b>Section Sub Total:</b>					<b>\$220,000.00</b>

<b>Section SIGNING AND MARKING</b>					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
636-1020	63	SF	15.11	HIGHWAY SIGNS, TP 1 MATL, REFL SHEETING, TP 3	951.93
636-1033	10	SF	19.64	HIGHWAY SIGNS, TP 1 MATL, REFL SHEETING, TP 9	196.40
636-2070	192	LF	8.09	GALV STEEL POSTS, TP 7	1553.28
653-0120	15	EA	72.77	THERMOPLASTIC PVMT MARKING, ARROW, TP 2	1091.55
653-1501	12994	LF	0.69	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, WHITE	8965.86
653-1502	11474	LF	0.65	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, YELLOW	7458.10
653-1704	105	LF	4.19	THERMOPLASTIC SOLID TRAF STRIPE, 24 IN, WHITE	439.95
				THERMOPLASTIC SKIP TRAF STRIPE, 5 IN,	

653-3502	350	GLF	0.43	YELLOW	150.50
653-6004	238	SY	2.84	THERMOPLASTIC TRAF STRIPING, WHITE	675.92
653-6006	805	SY	3.06	THERMOPLASTIC TRAF STRIPING, YELLOW	2463.30
<b>Section Sub Total:</b>					<b>\$23,946.79</b>

<b>Section BRIDGE</b>					
<b>Item Number</b>	<b>Quantity</b>	<b>Units</b>	<b>Unit Price</b>	<b>Item Description</b>	<b>Cost</b>
999-9999	1	Lump Sum	1500000.00	BRIDGE OVER BIG INDIAN CREEK	1500000.00
<b>Section Sub Total:</b>					<b>\$1,500,000.00</b>

**Total Estimated Cost: \$4,157,753.26**

<b>Subtotal Construction Cost</b>	<b>\$4,157,753.26</b>
E&C Rate 10.0 %	\$415,775.33
Inflation Rate 0.0 % @ 0.0 Years	\$0.00
	<hr/>
<b>Total Construction Cost</b>	<b>\$4,573,528.59</b>
Right Of Way	\$3,499,500.00
ReImb. Utilities	\$35,000.00
	<hr/>
<b>Grand Total Project Cost</b>	<b>\$8,108,028.59</b>

# Preliminary Right of Way Cost Estimate

**Phil Copeland**  
 Right of Way Administrator  
 By: Jerry Milligan

**Date:** December 27, 2007  
**Project:** PRC10-5006-00(134)Houston  
**Existing/Required R/W:** Varies/Varies  
**Project Termini :** Ball Street Extension in Perry  
**Project Description:** Ball Street Extension

**P.I. Number:** 0006134  
**No. Parcels:** 10

<b>Land: Commercial:</b> 2.37 acres @ \$150,000/acre	\$	355,500	
<b>Industrial:</b> 5.97 acres @ \$ 75,000/acre		418,650	
<b>Residential:</b> 3.86 acres @ \$ 15,000 / acre		<u>57,400</u>	\$ 832,500

**Improvements :** Metal Building, signs, fencing, misc. site improvements 100,000

**Relocation:** None 0

<b>Damage :</b> Proximity	\$	50,000	
Cost to Cure		<u>25,000</u>	<u>75,000</u>

Net Cost \$ 1,007,050

<b>Net Cost</b>		\$	1,007,050
<b>Scheduling Contingency</b> 55 %			553,877
<b>Adm/Court Cost</b> 60 %			936,556
<b>Market Appreciation</b> 40 %			<u>998,993</u>
		\$	3,499,476

**Total Cost \$3,499,500**

# DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

## INTERDEPARTMENT CORRESPONDENCE

FILE **CSHPP-0007-00(549), Houston County, P.I.# 0007549** OFFICE Thomaston  
*Big Indian Creek Bridge in Perry*

DATE January 2, 2008

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

TO Bill Rountree, District Design Engineer  
*Attn: Adam G. Smith, EIT, Design Squad Leader*

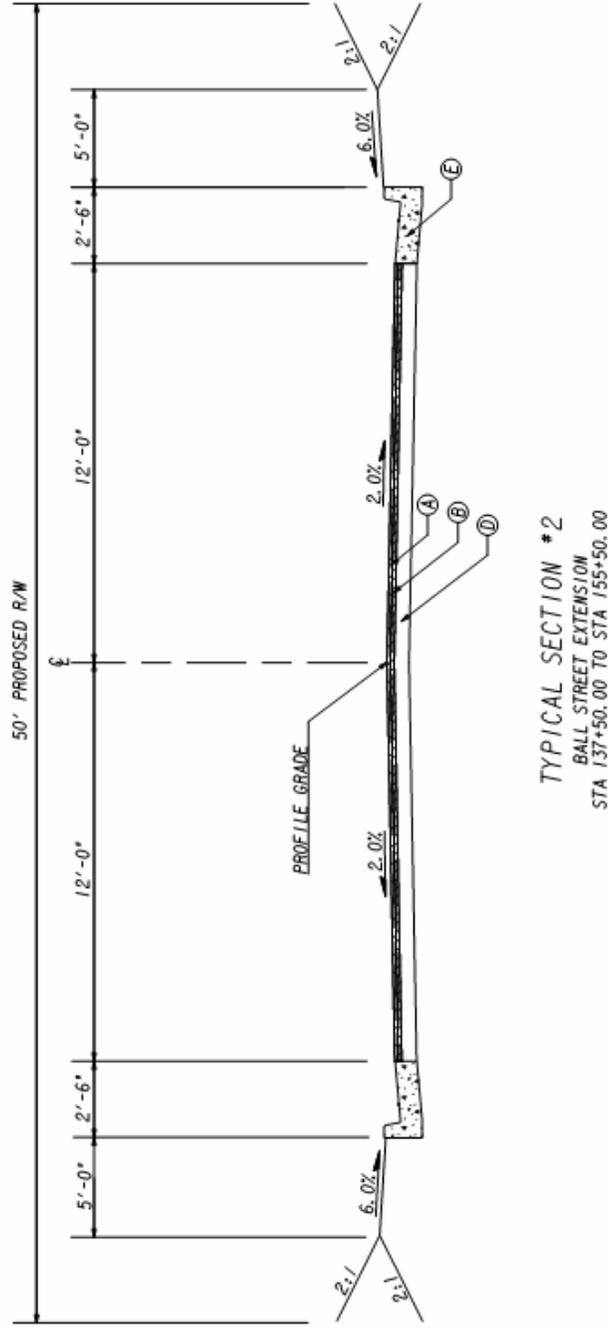
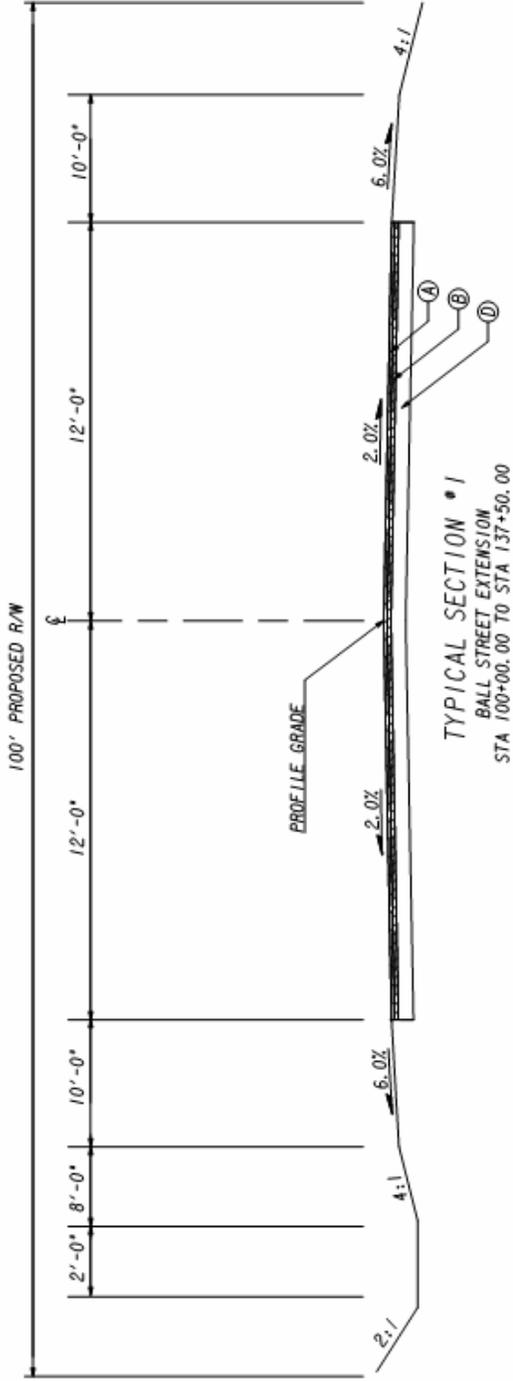
SUBJECT **UTILITY COST ESTIMATE**

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

UTILITY OWNER	PUBLIC OR PRIVATE	TYPE OF UTILITY	REIMBURSABLE	NON-REIMBURSABLE
Georgia Power (Distribution)	Private	Electrical	35,000	20,000
Windstream	Private	Telecomm	0	30,000
City of Perry	Public	Water Sewer	0	45,000
ComSouth	Private	Telecomm	0	25,000
<b>TOTAL PROJECT COST</b>			<b>\$35,000</b>	<b>\$120,000</b>

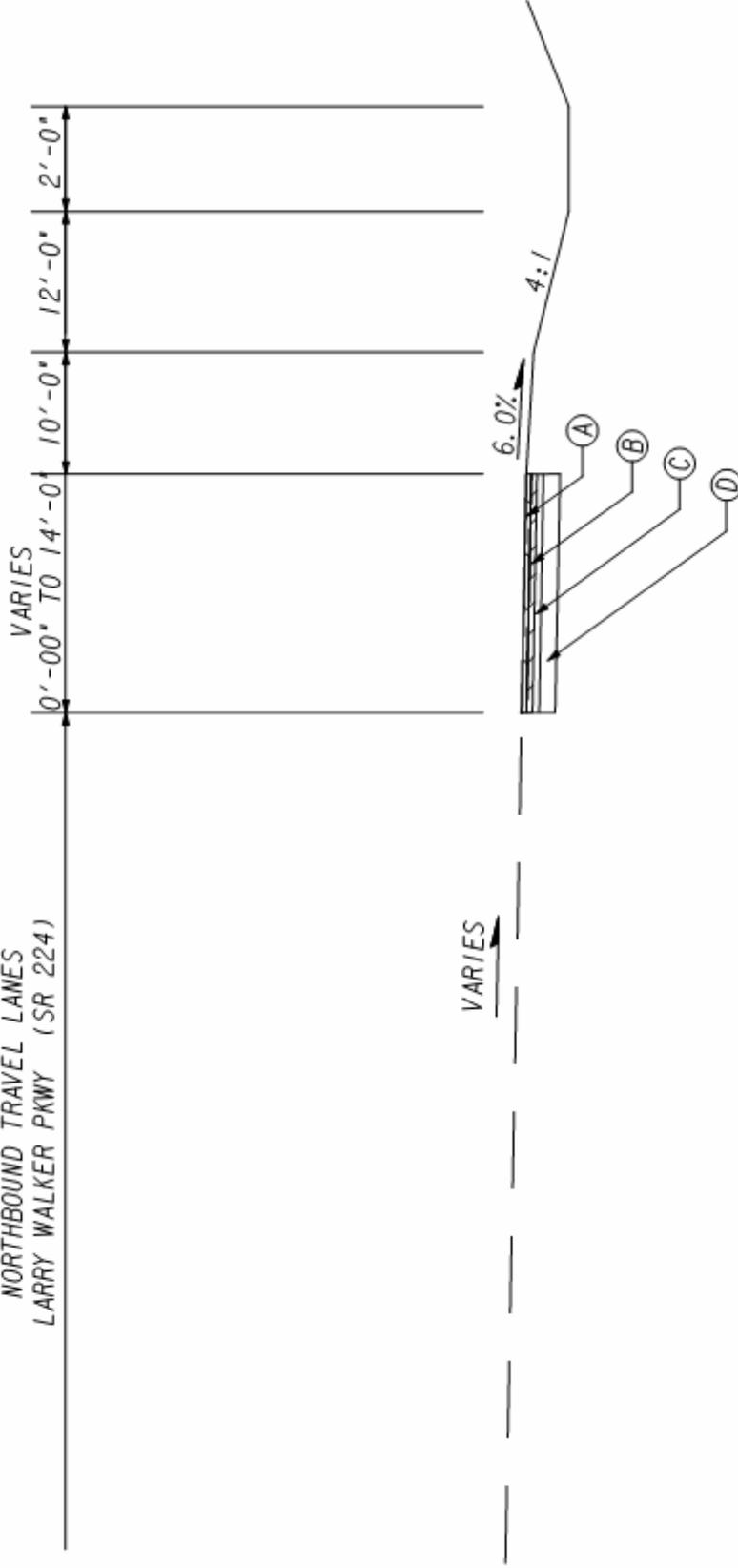
If you have any questions, please call Glenn A. Williams at 706-646-6696.

KMG:GAW:pls



- (A) 1 1/2" 12.5 mm RECYCLED ASPHALTIC CONCRETE SUPERPAVE (165\*/SY) - SUPERPAVE MIX DESIGN LEVEL A
- (B) 2" 19 mm ASPHALTIC CONCRETE SUPERPAVE (330\*/SY) - SUPERPAVE MIX DESIGN LEVEL B
- (C) 4" 25mm ASPHALTIC CONCRETE SUPERPAVE (440\*/SY) - SUPERPAVE MIX DESIGN LEVEL B
- (D) 8" GRADED AGGREGATE BASE
- (E) 30" CURB AND GUTTER 6A, DOT STANDARD 9032B (TYPE 2)

NORTHBOUND TRAVEL LANES  
LARRY WALKER PKWY (SR 224)



TYPICAL SECTION # 3

SR 224/LARRY WALKER PARKWAY  
TURN LANE

STA 13+28.04 TO STA 16+50.74

- (A) 1/4" 12.5 mm RECYCLED ASPHALTIC CONCRETE SUPERPAVE (165\*/SY) - SUPERPAVE MIX DESIGN LEVEL A
- (B) 2" 19 mm ASPHALTIC CONCRETE SUPERPAVE (330\*/SY) - SUPERPAVE MIX DESIGN LEVEL B
- (C) 4" 25mm ASPHALTIC CONCRETE SUPERPAVE (440\*/SY) - SUPERPAVE MIX DESIGN LEVEL B
- (D) 8" GRADED AGGREGATE BASE

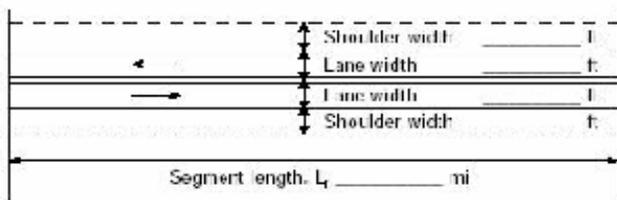


## TWO-WAY TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	Sam Serlo	Highway	Ball Street Extension
Agency or Company	Keck & Wood, Inc.	From/To	Duncan Ave to SR 224
Date Performed	12/14/2007	Jurisdiction	City of Perry / GDOT
Analysis Time Period	n/a	Analysis Year	2032

Project Description: Extends Ball Street from Duncan Ave. to SR 224.

### Input Data

 <p style="text-align: center;">Segment length, <math>L_1</math> _____ mi</p>	<table style="width: 100%; border-collapse: collapse;"> <tr> <td><input type="checkbox"/> Class I highway</td> <td><input checked="" type="checkbox"/> Class II highway</td> </tr> <tr> <td>Terrain <input type="checkbox"/> Level</td> <td><input checked="" type="checkbox"/> Rolling</td> </tr> <tr> <td>Two-way hourly volume</td> <td>210 veh/h</td> </tr> <tr> <td>Directional split</td> <td>50 / 50</td> </tr> <tr> <td>Peak-hour factor, PHF</td> <td>0.88</td> </tr> <tr> <td>No-passing zone</td> <td>0</td> </tr> <tr> <td>% Trucks and Buses, <math>P_T</math></td> <td>10 %</td> </tr> <tr> <td>% Recreational vehicles, <math>P_R</math></td> <td>4%</td> </tr> <tr> <td>Access points/ mi</td> <td>1</td> </tr> </table> <div style="text-align: center; margin-top: 10px;">  <p>Show North Arrow</p> </div>	<input type="checkbox"/> Class I highway	<input checked="" type="checkbox"/> Class II highway	Terrain <input type="checkbox"/> Level	<input checked="" type="checkbox"/> Rolling	Two-way hourly volume	210 veh/h	Directional split	50 / 50	Peak-hour factor, PHF	0.88	No-passing zone	0	% Trucks and Buses, $P_T$	10 %	% Recreational vehicles, $P_R$	4%	Access points/ mi	1
<input type="checkbox"/> Class I highway	<input checked="" type="checkbox"/> Class II highway																		
Terrain <input type="checkbox"/> Level	<input checked="" type="checkbox"/> Rolling																		
Two-way hourly volume	210 veh/h																		
Directional split	50 / 50																		
Peak-hour factor, PHF	0.88																		
No-passing zone	0																		
% Trucks and Buses, $P_T$	10 %																		
% Recreational vehicles, $P_R$	4%																		
Access points/ mi	1																		

Average Travel Speed	
Grade adjustment factor, $f_G$ (Exhibit 20-7)	0.71
Passenger-car equivalents for trucks, $E_T$ (Exhibit 20-9)	2.5
Passenger-car equivalents for RVs, $E_R$ (Exhibit 20-9)	1.1
Heavy-vehicle adjustment factor, $f_{HV} = 1 / (1 + P_T(E_T - 1) + P_R(E_R - 1))$	0.867
Two-way flow rate <sup>1</sup> , $v_p$ (pc/h) = $V / (PHF * f_G * f_{HV})$	388
$v_p$ * highest directional split proportion <sup>2</sup> (pc/h)	194
Free-Flow Speed from Field Measurement	Estimated Free-Flow Speed
Field Measured speed, $S_{FM}$ _____ mi/h	Base free-flow speed, $BFFS_{FM}$ _____ 45.0 mi/h
Observed volume, $V_f$ _____ veh/h	Adj. for lane width and shoulder width <sup>3</sup> , $f_{LS}$ (Exhibit 20-5) _____ 0.0 mi/h
Free-flow speed, $FFS = S_{FM} + 0.00776(V_f / f_{HV})$ _____ mi/h	Adj. for access points, $f_A$ (Exhibit 20-6) _____ 0.3 mi/h
	Free-flow speed, $FFS = BFFS - f_{LS} - f_A$ _____ 44.8 mi/h
Adj. for no-passing zones, $f_{np}$ (mi/h) (Exhibit 20-11)	0.0
Average travel speed, $ATS$ (mi/h) $ATS = FFS - 0.00776 v_p f_{np}$	41.7

Percent Time Spent Following	
Grade Adjustment factor, $f_G$ (Exhibit 20-8)	0.77
Passenger-car equivalents for trucks, $E_T$ (Exhibit 20-10)	1.8
Passenger-car equivalents for RVs, $E_R$ (Exhibit 20-10)	1.0
Heavy-vehicle adjustment factor, $f_{HV} = 1 / (1 + P_T(E_T - 1) + P_R(E_R - 1))$	0.926
Two-way flow rate <sup>1</sup> , $v_p$ (pc/h) = $V / (PHF * f_G * f_{HV})$	335
$v_p$ * highest directional split proportion <sup>2</sup> (pc/h)	168
Base percent time-spent-following, $BPTSF(\%) = 100(1 - e^{-0.000879 v_p})$	25.5
Adj. for directional distribution and no-passing zone, $f_{dnp}(\%)(\text{Exh. 20-12})$	0.0
Percent time-spent-following, $PTSF(\%) = BPTSF + f_{dnp}$	25.5

Level of Service and Other Performance Measures	
Level of service, LOS (Exhibit 20-3 for Class I or 20-4 for Class II)	A
Volume to capacity ratio, $v/c = V_p / 3,200$	0.12
Peak 15-min veh-miles of travel, $VMT_{15} (\text{veh-mi}) = 0.25 L_1 (V / PHF)$	42
Peak-hour vehicle-miles of travel, $VMT_{80} (\text{veh-mi}) = V * L_1$	147
Peak 15-min total travel time, $TT_{15} (\text{veh-h}) = VMT_{15} / ATS$	1.0

**Notes**  
 1. If  $V_p \geq 3,200$  pc/h, terminate analysis-the LOS is F.  
 2. If highest directional split  $V_p \geq 1,700$  pc/h, terminated analysis-the LOS is F.

**DATE & TIME:** November 7, 2007 10:00 A.M.

**WHERE:** Perry City Hall Conference Room

**PROJECT:** City of Perry  
 PRC10-5006-00(134); Ball Street Extension  
 CSHPP-0007-00(549); P.I. No. 0007549; Bridge over Big Indian Creek  
 Houston County

**PERSONNEL PRESENT:**

NAME	COMPANY	PHONE #	EMAIL
Rick Gurney	Keck & Wood, Inc.	678-417-4008	<a href="mailto:rgurney@keckwood.com">rgurney@keckwood.com</a>
Lee Gilmour	City of Perry	478-988-2703	<a href="mailto:lee.gilmour@perry-ga.gov">lee.gilmour@perry-ga.gov</a>
Jim Worrall	City of Perry		
Bill Rountree	GDOT	706-646-6990	<a href="mailto:bill.rountree@dot.state.ga.us">bill.rountree@dot.state.ga.us</a>
Adam Smith	GDOT	706-646-6662	<a href="mailto:adam.smith@dot.state.ga.us">adam.smith@dot.state.ga.us</a>
Jill Baur	Edwards-Pitman	770-333-9484	<a href="mailto:jbaur@edwards-pitman.com">jbaur@edwards-pitman.com</a>
Harold Deal	City of Perry	478-988-2733	<a href="mailto:harold.deal@perry-ga.com">harold.deal@perry-ga.com</a>
Ronnie T. Jones	City of Perry	478-988-2729	<a href="mailto:ronnie.jones@perry-ga.com">ronnie.jones@perry-ga.com</a>
Tom Queen	GDOT	706-646-6982	<a href="mailto:tom.queen@dot.state.ga.us">tom.queen@dot.state.ga.us</a>
Eddie Williams	Keck & Wood, Inc.	678-417-4010	<a href="mailto:ewilliams@keckwood.com">ewilliams@keckwood.com</a>
Larry Walker	GDOT Board Member	478-987-1415	<a href="mailto:walker@whgb-law.com">walker@whgb-law.com</a>

**KEY TOPICS:**

- Meeting opened with introduction of all personnel present.
- Purpose of this meeting – to discuss the responsibilities of parties in the project as outlined in the agreement between the City and the State.
- Mr. Rountree stated that the project will be required to follow the Department’s Plan Development Process (PDP).
- Mr. Gurney presented the draft set of plans for the project.
- Initial discussion was the requirement for a Concept Report. This should be done as soon as possible. The current design plans can be used for the concept report.
- Mr. Rountree recommended the plans be submitted to GDOT’s Utility Engineer, Mr. Kerry Gore. He will submit them to the utility owners. Can send PDF files to GDOT.
- Mr. Rountree recommended a site inspection for the bridge be scheduled. The bridge layout will need to be staked prior to the inspection.
- The Bridge Foundation Investigation (BFI) will need to be submitted to GDOT’s material laboratory.
- An underground storage tanks (UST) survey will be needed.
- Public displays will be required for the public hearing/public information open house.
- The required environmental document was discussed. Currently the plan is to prepare an Environmental Assessment (EA) since the project is on new location; however the possibility of utilizing a Categorical Exclusion (CE) will be explored. The FHWA will provide guidance on this issue. A CE has one less review phase and requires less documentation and can shorten the time frame from 12 to 6 months.
- Traffic Counts will be required. Contact Abby in the OEL office for help on this item.

- Erosion control design will need to be done by a Certified Designer; contact Eugene Hopkins for information.
- GDOT needs a schedule of activities. Adam Smith will send Rick Gurney the list of activities that need to be scheduled for the Department to put in their database. GDOT will then need monthly schedule updates.
- Right of Way Acquisition will need to follow the Federal Regulations. Audrey Gooch can be contacted for help with this.
- The certainty of the entire project being let by GDOT or the City was undecided.

Meeting adjourned at 11:30 A.M.

**ATTACHMENT:** None

**DISTRIBUTION:** to those present

Notes by: Rick Gurney / Keck & Wood, Inc.

**DATE & TIME:** November 13, 2007 9:30 A.M.

**WHERE:** GDOT Macon Area Office Conference Room

**PROJECT:** City of Perry  
 PRC10-S006-00(134); P.I. No. S006134; Ball Street Extension  
 CSHPP-0007-00(549); P.I. No. 0007549; Bridge over Big Indian Creek  
 Houston County

**PERSONNEL PRESENT:**

NAME	COMPANY	PHONE #	EMAIL
Rick Gurney	Keck & Wood, Inc.	678-417-4008	<a href="mailto:rgurney@keckwood.com">rgurney@keckwood.com</a>
Jill Baur	Edwards-Pitman	770-333-9484	<a href="mailto:jbaur@edwards-pitman.com">jbaur@edwards-pitman.com</a>
Ronnie T. Jones	City of Perry	478-988-2729	<a href="mailto:ronnie.jones@perry-ga.gov">ronnie.jones@perry-ga.gov</a>
Bill Rountree	GDOT	706-646-6990	<a href="mailto:bill.rountree@dot.state.ga.us">bill.rountree@dot.state.ga.us</a>
Adam Smith	GDOT	706-646-6662	<a href="mailto:adam.smith@dot.state.ga.us">adam.smith@dot.state.ga.us</a>
Katy Allen	FHWA	404-562-3657	<a href="mailto:katy.allen@fhwa.dot.gov">katy.allen@fhwa.dot.gov</a>
Tom Queen	GDOT	706-646-6982	<a href="mailto:tom.queen@dot.state.ga.us">tom.queen@dot.state.ga.us</a>

**KEY TOPICS:**

- Meeting opened with introduction of all personnel present.
- Purpose of this meeting – to introduce the project to FHWA and discuss the required environmental documents.
- Project includes funds earmarked in the SAFETE-LU (FY 10).
- A brief description of the project was presented along with the project displayed on an aerial photograph.
- Logical Termini was discussed – project begins at Larry Walker Parkway and ends at the current southern end of Ball Street.
- Ms. Allen asked what was the need & purpose.
- Mr. Gurney responded that the project will provide access for trucks to this area of town that currently must go through downtown Perry. It also will provide a new gateway into Perry from the south.
- Ms. Allen asked about environmental concerns.
- Jill Baur responded that the creek is 35 feet wide by 1 to 2 feet deep. No adverse affects to know species in Georgia. The historic resource known as the Old Peach Barn has been avoided by shifting the alignment.
- Railroad Right of way will be required – suggested to request *de minimis* impact.
- An archaeological site was identified during studies. A Phase 2 investigation was performed and the results were that the portion of the site within the project was determined to be non-contributing.
- Ms. Allen asked if there had been any public meetings.
- Mr. Jones responded that there had been multiple discussions at mayor and council meeting which are open to the public.
- Ms. Allen asked about property impacts. The response was there are 3 major property owners involved; City of Perry, Tolleson Lumber Co., and Beckham Family.
- Ms. Allen recommended a PIOH (Public Information Open House) be held to provide an opportunity for public comment, which is a part of the NEPA process.

- Ms. Allen cautioned that local government must follow the Federal rules and regulation when acquiring right of way, even when the land is donated. If the rules are not followed the federal funds will be lost.
- Need to schedule the PIOH. Tom Queen will take care of sending PIOH notification letters to property owners. He will need a list. Mr. Gurney will provide the list.
- Need & Purpose will need to be prepared and submitted to GDOT for review.
- Check project for stream buffer variance.
- Discussion on what type of environmental document would be needed. After discussing the results of the environmental surveys and studies, it was determined that a Categorical Exclusion (CE) would be appropriate unless issues were identified during the PIOH.
- UST (Underground Storage Tank) survey will be needed.
- L&D (Location & Design) will occur when the concept report is approved.
- December 13<sup>th</sup> was selected for the PIOH, 5-7 P.M. Location will be City Hall. Legal advertisement will need to be prepared. Ms. Baur will prepare.
- PIOH notification signs will be made by the City. Will need 10-12 signs. White background with black letters. GDOT will provide a template.
- Signs need to go up around 2 weeks prior to the PIOH, which would be November 29<sup>th</sup>.
- Need to schedule a PIOH dry run no later than 1 week prior to the meeting.
- Public displays – can use what was provided today, except change to color elements and provide a legend explaining the elements. Add typical section and project description.
- Send description to Ronnie Jones to add to utility bills.

Meeting adjourned at 12:00 A.M.

**ATTACHMENT:** None

**DISTRIBUTION:** to those present and the following:  
Lee Gilmour  
Harold Deal

Notes by: Rick Gurney / Keck & Wood, Inc.

# DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

## INTERDEPARTMENT CORRESPONDENCE

FILE P. I. Nos. S006134 & 0007549 OFFICE Environmental/Location  
DATE December 14, 2007  
FROM Glenn Bowman, P.E., State Environmental/Location Engineer  
TO Distribution Below  
SUBJECT PUBLIC INFORMATION OPEN HOUSE SYNOPSIS

PROJECT Nos. & COUNTY: PRC10-S006-00(134) & CSHPP-0007-00(549), Houston  
PROJECT DESCRIPTION: The proposed Ball Street Extension and the construction of a new bridge over Big Indian Creek in the City of Perry.  
DATE: December 13, 2007  
NUMBER IN ATTENDANCE: 50  
FOR: 1  
CONDITIONAL: 0  
UNCOMMITTED: 0  
AGAINST: 0  
OFFICIALS IN ATTENDANCE: Brian Bowen, Perry City Councilman; Riley Hunt, Perry City Councilman; Willie King, Perry City Councilman; James Moore, Perry City Councilman; Ned Sanders, Houston County Board of Commissioners Chairman; Larry Walker, State Transportation Board Member; James Worrall, City of Perry Mayor  
ADDITIONAL COMMENTS: Accelerating the project schedule was suggested in the written comment and in several verbal comments to DOT representatives. Other verbal comments regarded the old city dump on a privately-owned parcel and the possible interest by the property owner in converting this to parkland, the impacts to business parking that would result from avoiding the historic resource at the northern project terminus, the amount of time the project would save those traveling in the area, and the loss of traffic to businesses on Courtney Hodges Boulevard.  
PREPARED BY: Debra Pruitt  
TELEPHONE No.: (706) 646-6984  
cc: Gerald M. Ross, P.E., Buddy Gratton, P.E., Thomas Howell, P.E., Jonathan Cox, Bill Rountree, P.E., Kimberly Larson