

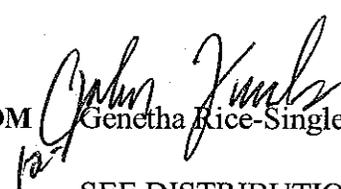
**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

**INTERDEPARTMENT CORRESPONDENCE**

**FILE** P. I. No. 0007561, Clarke County  
CSHPP-0007-00(561)  
Rails-To-Trails Project

**OFFICE** Preconstruction

**DATE** February 27, 2009

**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:**

Ron Wishon  
Glenn Bowman  
Ken Thompson  
Michael Henry  
Keith Golden  
Russell McMurry  
Paul Liles  
Robert Mahoney  
Neil kantner  
BOARD MEMBER

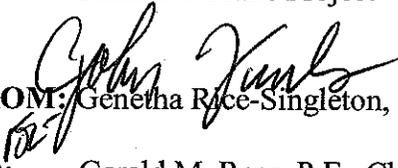
**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

**INTERDEPARTMENTAL CORRESPONDENCE**

**FILE:** P.I. No. 0007561, Clarke County  
CSHPP-0007-00(561)  
Rails-To-Trails Project

**OFFICE:** Preconstruction

**DATE:** February 3, 2009

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

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

**SUBJECT: PROJECT CONCEPT REPORT**

This project is the Rails-To-Trails Multi-Use Trail which encompasses the use of an abandoned railroad bed located from the intersection of Old Winterville Road and ultimately ending on East Broad Street. It will establish a convenient accessible non-automotive alternative and high quality recreational experience for residents and visitors. The multi-use path will provide access to Dudley Park, an in-town Athens green space, and a connection to the North Oconee River Greenway, an expansive trail way that follows the river.

The construction proposes a 14' wide pedestrian/multi-use/alternative transportation link between Athens Park and Ride facility and the Athens Multi-Modal Transportation Center. The trail will begin at grade from Old Winterville Road and follow along the abandoned railroad bed to Peters Street. A single span prefabricated pedestrian bridge structure will be used to cross Peters Street. The existing structure crossing Trail Creek will be either utilized for the foundation or a new bridge installed after it is inspected for structural soundness. The trail then returns to grade and continues to the North Oconee River Crossing. This project will include the design and construction of a pedestrian bridge utilizing the existing piers to span the North Oconee River and Wilkerson Street, and then the trail will come back on grade for a short section before the end of the project at East Broad Street.

Environmental concerns include requiring a Categorical Exclusion be prepared; a Public Information Open House will be held; Time saving procedures is appropriate.

The estimated costs for this project are:

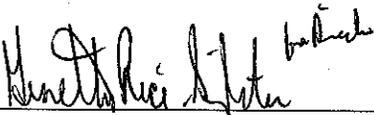
	<u>PROPOSED</u>	<u>APPROVED</u>	<u>FUNDING</u>	<u>PROG DATE</u>
Construction (includes E&C)	\$ 5,148,000	\$6,069,695	LY10	2011(proposed)
Right-of-way	\$ 2,500,000	\$1,608,000	LY10	2010(proposed)
Utilities	Local	Local	Local	Local

\*Athens-Clarke County signed PFA for PE, utilities, 20% ROW & 20% CST/100% over \$378,000

P.I. No. 0007561, Clarke County  
Page 2  
February 3, 2009

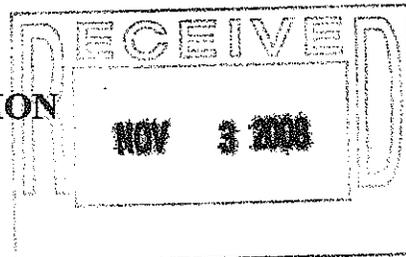
I recommend this project concept be approved.

GRS: JDQ  
Attachment

CONCUR   
Director of Preconstruction

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

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA



INTERDEPARTMENT CORRESPONDENCE

FILE CSHPP-0007-00(561), Clarke County  
PI #0007561  
Rails to Trails Project

OFFICE Gainesville

DATE October 29, 2008

*RM*  
FROM Robert Mahoney, P.E., District Preconstruction Engineer

TO Genetha Rice-Singleton, Assistant Director of Preconstruction

SUBJECT Project Concept Report

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

The one mile project consists of a 14 foot wide pedestrian/multi-use/alternative transportation link between the proposed Athens Park and Ride facility and the Athens Multi-Modal Transportation Center.

This project would encourage bicycle and pedestrian usage as an alternate mode of transportation; and would provide educational opportunities with interpretative signage along the path. The multi-use path will also provide access to Dudley Park and a connection to the North Oconee River Greenway project that follows the river.

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

DATE 10/31/2008

*Angela S. Alexander*  
State Transportation Planning Administrator

RWM:wac

Distribution:

Glenn Bowman, State Environmental/Location Engineer  
Angela Alexander, State Transportation Planning Administrator  
Jamie Simpson, State Financial Management Administrator  
Brian Summers, Project Review Engineer  
Paul Liles, State Bridge Design Engineer  
Keith Golden, State Traffic Safety and Design Engineer

7592  
7639  
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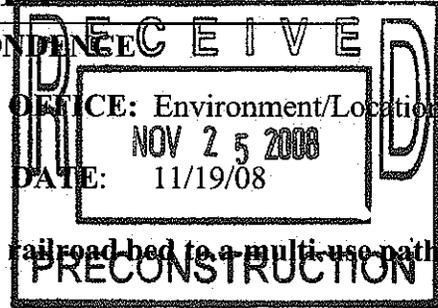
DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

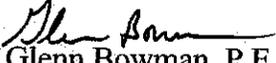
INTERDEPARTMENT CORRESPONDENCE

FILE: P.I. No. 0007561

PROJECT No. CSHPP-0007-00(561) / ATHENS-  
CLARKE County

Rails to Trails project -- The conversion of an abandoned railroad bed to a multi-use path.



FROM:   
Glenn Bowman, P.E., State Environmental/Location Engineer  
TO: Genetha Rice-Singleton, Assistant Director of Preconstruction  
SUBJECT: PROJECT CONCEPT REPORT REVIEW

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

1. National Register eligibility for the old rail bed and its associated features (i.e. Murrum Trestle) are currently under review. The State Historic Preservation Officer has not concurred to date with the recommendation of ineligible. There are also several historic structures located in the project corridor. If significant impacts to historic (4f) resources cannot be avoided, then the proposed environmental schedule must be revised significantly.
2. This CE should not take eighteen (18) to twenty-four (24) months to complete unless adverse impacts are unavoidable on 4(f) resources as noted above. Otherwise, the estimated time frame should be nine (9) to twelve (12) months.

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

GB:lc

cc: Brian Summers  
Keith Golden  
Angela Whitworth  
Angela Alexander  
Russell M<sup>c</sup>Murry  
Paul Liles



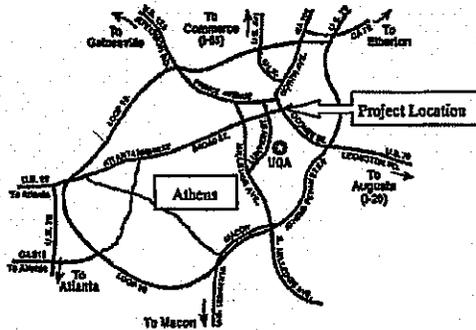
**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

*District 1*

**PROJECT CONCEPT REPORT**  
Project Number: CSHPP-0007-00(561)  
County: Athens-Clarke  
P. I. Number: 0007561

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

DESCRIPTION: Rails to Trails project – the conversion of an abandoned railroad bed to a multi-use path.



Recommendation for approval:

DATE 10/3/08

DATE 10/21/08

Billy Cantrell

Project Manager

Russell R. McManis

District Engineer

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

DATE \_\_\_\_\_

\_\_\_\_\_  
State Transportation Planning Administrator

DATE \_\_\_\_\_

\_\_\_\_\_  
Office of Financial Management Administrator

DATE \_\_\_\_\_

\_\_\_\_\_  
State Environment/Location Engineer

DATE \_\_\_\_\_

\_\_\_\_\_  
State Traffic Engineer

DATE 4/21/09

Paul V. Telle Jr.

\_\_\_\_\_  
State Bridge & Structural Design Engineer

DATE \_\_\_\_\_

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

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

District 1

PROJECT CONCEPT REPORT

Project Number: CSHPP-0007-00(561)

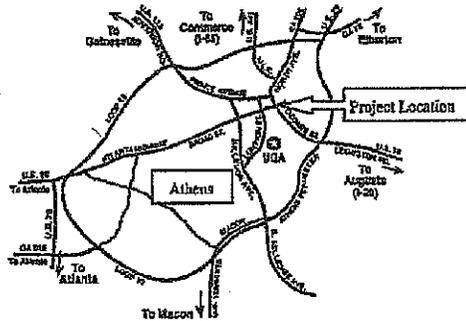
County: Athens-Clarke

P. I. Number: 0007561

Federal Route Number: N/A

State Route Number: N/A

DESCRIPTION: Rails to Trails project – the conversion of an abandoned railroad bed to a multi-use path.



Recommendation for approval:

DATE 10/3/08

DATE 10/21/08

Billy Cantrell  
Project Manager  
Russell R. McWherry  
District Engineer

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

DATE \_\_\_\_\_

\_\_\_\_\_  
State Transportation Planning Administrator

DATE \_\_\_\_\_

\_\_\_\_\_  
Office of Financial Management Administrator

DATE \_\_\_\_\_

\_\_\_\_\_  
State Environment/Location Engineer

DATE \_\_\_\_\_

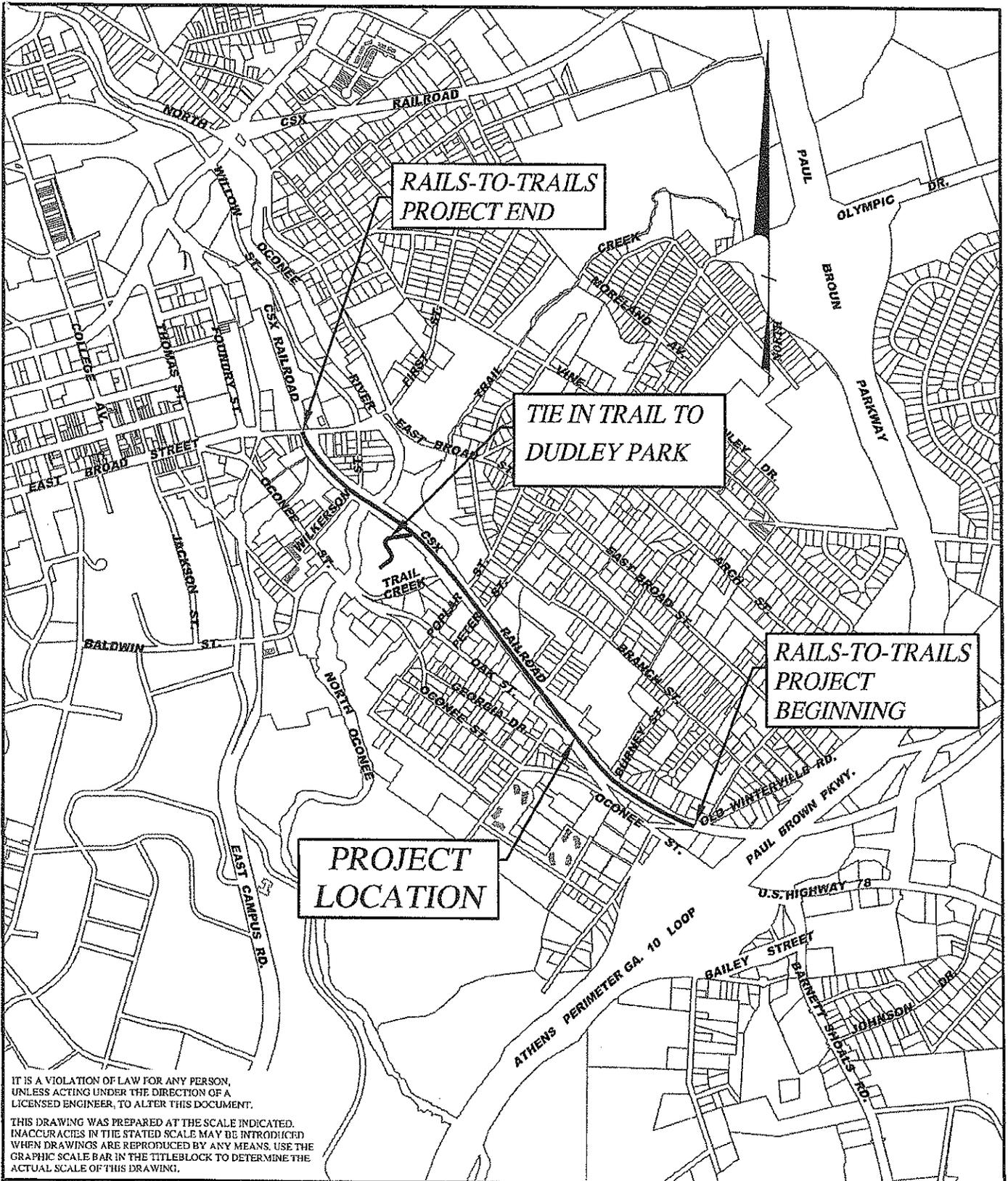
\_\_\_\_\_  
State Traffic Engineer

DATE \_\_\_\_\_

\_\_\_\_\_  
State Bridge & Structural Design Engineer

DATE \_\_\_\_\_

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



IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS ACTING UNDER THE DIRECTION OF A LICENSED ENGINEER, TO ALTER THIS DOCUMENT.

THIS DRAWING WAS PREPARED AT THE SCALE INDICATED. INACCURACIES IN THE STATED SCALE MAY BE INTRODUCED WHEN DRAWINGS ARE REPRODUCED BY ANY MEANS. USE THE GRAPHIC SCALE BAR IN THE TITLEBLOCK TO DETERMINE THE ACTUAL SCALE OF THIS DRAWING.



**O'BRIEN & GERE**  
Engineering and Project Delivery

2500 Atlanta Hwy., Suite 510  
Athens, GA. 30606

SCALE: 1" = 1200'

PAGE 2

CSHPP-0007-00(561)  
ATHENS-CLARKE COUNTY  
RAILS-TO-TRAILS PROJECT  
LOCATION MAP

### **Need and Purpose:**

The need for this project is to provide the Athens community with a vibrant upscale pedestrian facility/destination area connecting two important transportation links, and at the same time preserve and enhance a piece of the community's history while providing the community with a recreation facility. A Citizens-Advisory group from the local community has been working on making this trail a reality for a number of years, and this project has been identified as one of the projects in the Athens-Clarke County 2005 SPLOST Program. This project would also fulfill the need for connectivity in the overall Athens-Clarke County Pedestrian/Bicycle Corridor (see map attachment at end of document). This path would connect users to Dudley Park, an in-town park, and the North Oconee Greenway Trail, which connects downtown Athens and UGA (University of Georgia) to the Sandy Creek Nature Center (north of Athens).

The corridor currently consists of an abandoned railroad bed, and part of existing bridge supports. The remains of the old railroad bridges include existing piers over the North Oconee Bridge, and an existing wood trestle. The estimated age of these structures is early 1900's.

The purpose of this corridor is three-fold: to be a pedestrian/multi-use/alternative transportation link between the proposed Athens Park and Ride facility (Project No. MTA00-T001-00(904)) and the Athens Multi-Modal Transportation Center; to encourage bicycle and pedestrian usage as an alternate mode of transportation; and to provide educational opportunities with interpretative signage (provide historic data about the area). It will establish a convenient accessible non-automotive alternative and high quality recreational experience for residents and visitors. The multi-use path will provide access to Dudley Park, an in-town Athens greenspace, and a connection to the North Oconee River Greenway (Project No. CSHPP-0007-00(637)), an expansive trail way that follows the river.

The construction and completion of the Athens Multi-Modal Transportation Center was a major catalyst for the redevelopment of the area. This redevelopment has resulted in the construction of new office buildings and condominiums in the area. Currently there is no direct access from this area of Athens to the in-town Dudley Park. This trail would provide access to this park. It would also provide a link to a future Park and Ride facility, which is located on a major transportation corridor - U.S. 78 and the 10 Loop around the City of Athens.

The ultimate goal of this project is the completion of construction of the full length trail from the Park and Ride facility to the Multi-Modal Center. The availability of funding for the overall construction may require the project to be built in phases. The anticipated first phase would start at the project beginning at Old Winterville Road and proceed at grade to a new pedestrian bridge over Peter Street and then tie in at grade at Poplar Street with access to the entrance to Dudley Park. The next anticipated phase would be the construction of the bridge crossing Poplar Street and Trail Creek (Murmur Trestle) and then at grade to the end of this section at the North Oconee River. This section would also have a tie point to the North Oconee Greenway Trail. The final phase to be constructed would be the North Oconee River Bridge to the end of the project at East Broad Street and the Multi-Modal Center.

### Logical Termini

The proposed multi-use path from Old Winterville Road through Dudley Park along the CSX railroad bed and ending at East Broad Street has logical termini. At the beginning of the multi-use trail at Old Winterville Road the proposed Athens Park and Ride facility is to be located. Also the proposed extension of the North Oconee Greenway Trail will tie in at this location as well.

Project Concept Report Page : 4  
Project Number: CSHPP-0007-00(561)  
P. I. Number: 0007561  
County: Athens-Clarke

The proposed project would end at East Broad Street, within walking distance of the new Multi-modal facility. The proposed project also has access to Dudley Park, located midway along the multi-use path.

The project's southern terminus located at Old Winterville Road will provide access for pedestrians from outside the Athens Perimeter, who park at the proposed Park and Ride facility, and for those pedestrians using the new adjoining North Oconee Greenway Trail extension project. The project's northern terminus connects with East Broad Street, which is one of the main streets through downtown Athens, and within walking distance of the Athens Multi-Modal Center.

#### **Description of the proposed project:**

The project is located in Downtown Athens and traverses westerly approximately 1(one) mile. The entire project is within Athens-Clarke County. The project encompasses the use of an abandoned railroad bed located from the intersection with Old Winterville Road and ultimately ending on East Broad Street. The trail will begin at grade from Old Winterville Road and follow along the abandoned railroad bed to Peter Street. A single span prefabricated pedestrian bridge structure will be used to cross Peter Street and then the path follows a short distance at grade to another single span prefabricated pedestrian bridge over Poplar Street. The existing structure crossing Trail Creek is a wooden trestle better known locally as the Murrur Trestle which begins at Poplar Street (the trestle used to cross this street). The trestle will be inspected for structural soundness and will either be utilized for the foundation for the pedestrian trail decking to traverse over, or if found unsuitable a new bridge will be required to span the roadway and creek. The trail then returns to grade for a short distance to the North Oconee River crossing. This abandoned section of the railroad contains existing piers of a bridge over the North Oconee River and Wilkerson Street. The project will include the design and construction of a pedestrian bridge utilizing the existing piers to span the North Oconee River and Wilkerson Street, then the trail will come back on grade for a short section before the end of the project at East Broad Street. By utilizing the existing structures where feasible this allows the minimization of environmental disturbance to construct new foundations. It will also allow for faster installation, which will significantly shorten the construction time.

The project beginning is at the location of the proposed Athens Park and Ride Lot and ends within walking distance of the Athens Multi-Modal Transportation Center. The project also includes the construction of a tie in point for Dudley Park (near the Poplar Street crossing) and a tie in point to the North Oconee Greenway (between Trail Creek and the North Oconee River). The transportation facilities located at both ends of this project will allow accessibility to users outside of the neighboring community.

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

PDP Classification: Minor

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

Functional Classification: N/A

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

Traffic (AADT): Traffic on trail will be limited to bicycle and pedestrian traffic.

**Existing design features:**

- Typical Section: existing railroad bed.
- Major structures: trestle structure over Trail Creek, existing piers for crossing over the North Oconee River & Wilkerson Street,
- This is a new location project, therefore existing length is zero (0).

**Proposed Design Features:**

- Proposed typical section(s): 14' wide paved multi-use path
- Proposed Design Speed Mainline: N/A
- Proposed Maximum grade: 3%-5%
- Proposed Minimum curve radius: main path - 725' radius, Dudley Park tie in -90' radius
- Right-of-Way: existing CSX Railroad right-of-way to be purchased for project, CSX Railroad right-of-way width varies from 100' to 200'. At this time no temporary or permanent easement is expected.
- Structures:
  - Bridges
    - Peter Street Bridge: construct a single span prefabricated pedestrian structure over Peter Street.
    - Trail Creek (Murmur Trestle) & Poplar Street Bridge: The existing trestle will be inspected for structural soundness and environmental impacts. If the superstructure is sound then it will be utilized to support the pedestrian deck of the bridge; otherwise it may have to be removed.
    - Wilkerson Street and the North Oconee River Bridge: construct a new superstructure (consisting of new rolled steel beams or plate girders) above the existing piers. The remainder of the bridge span, which has no existing piers would be constructed of concrete.
    - All existing bridge structures will be inspected for structural integrity and the proper configuration for the new superstructure.
- Major intersections and interchanges: Poplar Street and Peter Street are crossed with a grade separation structure. Inglewood Road is an "at grade" crossing.
- Traffic control during construction: Possible detour of traffic during construction of bridges over Poplar Street and Peter Street. The construction of these bridges will be done separately to allow detour traffic to utilize the other street as a detour. Detour length is less then 0.10 mile.

- Design Exceptions to controlling criteria anticipated:

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

- Design Variances: None
- Environmental concerns: Hazardous waste investigation is anticipated due to the heavy creosote timbers used for the existing trestle.
- Level of environmental analysis:
  - Are Time Savings Procedures appropriate? Yes (X), No ( ),
  - Categorical exclusion (X), Anticipated
- Utility involvements: Georgia Power – Transmission & Distribution, Atlanta Gas Light, AT&T, Charter Communications, Athens-Clarke County
- VE Study: Yes ( ), No (X)

**Project responsibilities:**

- Design – Athens-Clarke County
- Right-of-Way Acquisition – Athens-Clarke County
- Relocation of Utilities – none anticipated
- Letting to contract - Athens-Clarke County
- Providing material pits – Construction Contractor
- Supervision of construction - Athens-Clarke County

**Coordination:**

- Initial Concept Meeting Date January 29, 2008 Minutes attached
- Concept Meeting Date June 11, 2008 Minutes attached
- PIOH Meeting Date to be determined
- FEMA
- Public involvement: meetings with the local Rails to Trail (R2T) committee/citizens group (will be in the environmental document)
- Local government comments.
- Other projects in the area: North Oconee River Greenway Project CSHPP-0007-000(637) P.I. No.0007636, Athens Park & Ride Project MTA00-T001-000(904).
- Railroads: The trail will be along an existing abandoned railroad bed. The county will purchase the right-of-way for the trail from CSX Railroad.
- FTA grant (MTG00-0136-00-001) for the acquisition of railroad right of way from Wilkerson Street to East Broad Street
- Other coordination to date: None

**Scheduling – Responsible Parties' Estimate:**

- Time to complete the environmental process: 18-24 Months.
- Time to complete preliminary construction plans: 12 Months.
- Time to complete right-of-way plans: 5 Months.
- Time to complete the Section 404 Permit: N/A Months.
- Time to complete final construction plans: 5 Months.
- Time to complete to purchase right-of-way: 12 Months.
- List other major items that will affect the project schedule: None.

**Alternates considered:**

1. **Preferred Alternate:** *Construct multi-use path along existing railroad bed and bridge system* to provide a facility for a transportation link as well as a recreational destination and an educational opportunity on the history of the area. This alternative was chosen because it avoids additional environmental impacts by utilizing existing structures, maintains historic integrity of the railroad, and provides a key link between transportation facilities.
2. *Construct a multi-use path along existing railroad bed at grade only.* This alternative was eliminated because it would involve extensive environmental work to build new structures over the North Oconee River and Trail Creek. It would also be difficult to build a useable trail due to drastic grade changes that would be at unacceptable grades for pedestrian and bicyclist use.
3. *No Build* – This alternative was eliminated due to the need for this facility to provide a needed link between the two (2) transportation facilities, and the community support for this type of facility in this corridor.

**Comments:** None

**Attachments:**

1. Cost Estimates – PE, ROW, Utilities, Construction
2. Typical sections,
3. Minutes of Initial Concept Meeting and Concept Meeting
4. North Oconee River Greenway Map
5. Location & Design Approval

# Summary of Costs

Project P.I. No.0007561

<b>Subtotal Construction Cost</b>	<b>\$4,730,714.38</b>
• Engineering & Inspection 5%	\$236,535.72
• Construction Contingency 3%	\$149,017.50
• Total Fuel Adjustment	\$9,904.84
• Total Liquid AC Adjustment	<u>\$21,601.77</u>
<b>Total Construction Cost</b>	<b>\$5,147,774.21</b>
• Right-of-Way	\$2,500,000.00
• Reimbursable Utilities	<u>\$80,000.00</u>
<b>Total Project Cost</b>	<b>\$7,727,774.21</b>

ATHENS-CLARKE COUNTY  
 Rail to Trail Project P.I. No. 0007561  
 Opinion of Probable Construction Cost  
 Prepared by: O'Brien & Gere Engineers, Inc.  
 July 2008

Section: GRADING					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
210-0100	1	LS	\$150,000	GRADING COMPLETE	\$150,000.00
<b>Section Sub Total:</b>					<b>\$150,000.00</b>

Section: ASPHALT PAVEMENT					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
310-5060	7000	SY	\$11.68	GR AGGR BASE CRS, 6 INCH, INCL MATL	\$81,760.00
				RECYCLED ASH CONC 9.5 MM SUPERPAVE, GP 1	
402-3110	770	TN	\$90.00	OR 2, INCL BITUM MATL & H LIME	\$69,300.00
413-1000	350	GL	\$1.87	BITUM TACK COAT	\$654.50
444-1000	100	LF	\$10.00	SAWED JOINTS IN EXIST PAVEMENTS-PCC	\$1,000.00
<b>Section Sub Total:</b>					<b>\$152,714.50</b>

Section: DRAINAGE					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
550-1180	200	LF	\$75.00	STORM DRAIN PIPE, 18 IN, H 1-10	\$15,000.00
550-1240	200	LF	\$98.00	STORM DRAIN PIPE, 24 IN, H 1-10	\$19,600.00
550-4218	2	EA	\$750.00	FLARED END SECTION 18 IN, STORM DRAIN	\$1,500.00
550-4224	2	EA	\$900.00	FLARED END SECTION 24 IN, STORM DRAIN	\$1,800.00
603-2012	200	SY	\$45.00	STN DUMPED RIP RAP, TP 1, 12 IN	\$9,000.00
868-2100	2	EA	\$3,000.00	DROP INLET, GP 1	\$6,000.00
868-4300	1	EA	\$2,700.00	STORM SEWER MANHOLE, TP 1	\$2,700.00
<b>Section Sub Total:</b>					<b>\$55,600.00</b>

Section: TRAFFIC CONTROL					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
150-1000	1	LS	\$10,000.00	TRAFFIC CONTROL	\$10,000.00
<b>Section Sub Total:</b>					<b>\$10,000.00</b>

Section: BRIDGES					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
000-0000	1	LS	\$1,975,000.00	NORTH O'CONNOR - WILKERSON STR. BRIDGE	\$1,975,000.00
000-0001	1	LS	\$120,000.00	PETER STREET BRIDGE - PREFAB	\$120,000.00
000-0002	1	LS	\$1,765,000.00	MURMUR TRESTLE AND POPLAR STR. BRIDGE	\$1,765,000.00
<b>Section Sub Total:</b>					<b>\$3,860,000.00</b>

Section: EROSION CONTROL					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
163-0232	1	AC	\$778.51	TEMPORARY GRASSING	\$778.51
163-0240	15	TN	\$400.00	MULCH	\$6,000.00
163-0300	6	EA	\$1,773.05	CONSTRUCTION EXIT	\$10,638.30
165-0010	2200	LF	\$1.50	MAINTENANCE OF TEMPORARY SILT FENCE, TP A	\$3,300.00
165-0030	200	LF	\$3.00	MAINTENANCE OF TEMPORARY SILT FENCE, TP C	\$600.00
165-0101	6	EA	\$528.06	MAINTNANCE OF CONSTRUCTION EXIT	\$3,168.36
167-1000	4	EA	\$1,500.00	WATER QUALITY MONITORING AND SAMPLING	\$6,000.00
167-1500	6	MO	\$991.11	WATER QUALITY INSPECTIONS	\$5,946.66
171-0010	4400	LF	\$5.00	TEMPORARY SILT FENCE, TYPE A	\$22,000.00
171-0030	400	LF	\$8.00	TEMPORARY SILT FENCE, TYPE C	\$3,200.00
603-2181	100	SY	\$40.19	STN DUMPED RIP RAP, TP 3, 18 IN	\$4,019.00
700-6910	1	AC	\$1,054.05	PERMANENT GRASSING	\$1,054.05
700-7000	3	TN	\$95.00	AGRICULTURAL LIME	\$285.00
700-8000	1	TN	\$320.00	FERTILIZER MIXED GRADE	\$320.00
700-8100	30	LB	\$3.00	FERTILIZER NITROGEN CONTENT	\$90.00
<b>Section Sub Total:</b>					<b>\$67,399.88</b>

Section: MISCELLANEOUS					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
516-1100	8700	LF	\$50.00	ALUM HANDRAIL, STD 3626	\$435,000.00
<b>Section Sub Total:</b>					<b>\$435,000.00</b>

Sub Total: \$4,730,714.38

Prepared by: O'Brien & Gere Engineers, Inc.  
 Date: July 2008  
 Project No: 0007561  
 Project Name: Rail to Trail Project

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

ENTER FPL DIESEL	2.373
ENTER FPM DIESEL	5.339

ENTER FPL UNLEADED	1.566
ENTER FPM UNLEADED	3.5235

<b>INCREASE ADJUSTMENT</b>
125.00%

<b>INCREASE ADJUSTMENT</b>
125.00%

ROADWAY ITEMS	QUANTITY	DIESEL FACTOR	GALLONS DIESEL	UNLEADED FACTOR	GALLONS UNLEADED	REMARKS
Excavations paid as specified by Sections 205 (CUBIC YARD)		0.29		0.15		
Excavations paid as specified by Sections 206 (CUBIC YARD)		0.29		0.15		
GAB paid as specified by the ton under Section 310 (TON)	2310.000	0.29	669.90	0.24	554.40	7000 SY @ 6"
Hot Mix Asphalt paid as specified by the ton under Sections 400 (TON)		2.90		0.71		
Hot Mix Asphalt paid as specified by the ton under Sections 402 (TON)	770.000	2.90	2233.00	0.71	546.70	9.5 mm SP
PCC Pavement paid as specified by the square yard under Section 430 (SY)		0.25		0.20		

BRIDGE ITEMS	Quantity	Unit Price	QF/1000	Diesel Factor	Gallons Diesel	Unleaded Factor	Gallons Unleaded	REMARKS
Bridge Excavation (CY) Section 211				8.00		1.50		
Class __ Concrete (CY) Section 500				8.00		1.50		
Class __ Concrete (CY) Section 500				8.00		1.50		
Class __ Concrete (CY) Section 500				8.00		1.50		
Superstru Con Class __ (CY) Section 500				8.00		1.50		
Superstru Con Class __ (CY) Section 500				8.00		1.50		
Superstru Con Class __ (CY) Section 500				8.00		1.50		
Concrete Handrail (LF) Section 500				8.00		1.50		
Concrete Barrier (LF) Section 500				8.00		1.50		

BRIDGE ITEMS	Quantity	Unit Price	QF/1000	Diesel Factor	Gallons Diesel	Unleaded Factor	Gallons Unleaded	REMARKS
Stru Steel Plan Quantity (LB) Section 501				8.00		1.50		
Stru Steel Plan Quantity (LB) Section 501				8.00		1.50		
PSC Beams _____ (LF) Section 507				8.00		1.50		
PSC Beams _____ (LF) Section 507				8.00		1.50		
PSC Beams _____ (LF) Section 507				8.00		1.50		
Stru Reinf Plan Quantity(LB) Section 511				8.00		1.50		
Stru Reinf Plan Quantity(LB) Section 511				8.00		1.50		
Bar Reinf Steel (LB) Section 511				8.00		1.50		
Piling _____ inch (LF) Section 520				8.00		1.50		
Piling _____ inch (LF) Section 520				8.00		1.50		
Piling _____ inch (LF) Section 520				8.00		1.50		
Piling _____ inch (LF) Section 520				8.00		1.50		
Piling _____ inch (LF) Section 520				8.00		1.50		
Piling _____ inch (LF) Section 520				8.00		1.50		
Drilled Caisson, _____ (LF) Section 524				8.00		1.50		
Drilled Caisson, _____ (LF) Section 524				8.00		1.50		
Drilled Caisson, _____ (LF) Section 524				8.00		1.50		
Pile Encasement, _____ (LF) Section 547				8.00		1.50		
Pile Encasement, _____ (LF) Section 547				8.00		1.50		

<b>SUM QF DIESEL=</b>	<b>2902.90</b>	<b>SUM QF UNLEADED=</b>	<b>1101.10</b>
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<b>DIESEL PRICE ADJUSTMENT(\$)</b>	<b>\$7,921.87</b>
<b>UNLEADED PRICE ADJUSTMENT(\$)</b>	<b>\$1,982.97</b>

**ASPHALT CEMENT PRICE ADJUSTMENT  
(BITUMINOUS TACK COAT 125% MAX)**

APPLICABLE TO CONTRACTS/PROJECTS CONTAINING THE 413 SPECIFICATION, SECTION 413.5.01 ADJUSTMENTS  
ASPHALT PRICE ADJUSTMENT FOR BITUMINOUS TACK COAT

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

ENTER APL

ENTER APM

**125.00% INCREASE ADJUSTMENT**

L.I.N.	TYPE	TACK (GALLONS)	TACK (TONS)	REMARKS
		<input type="text" value="350"/>	<input type="text" value="1.5033"/>	
			TMT = <input type="text" value="1.5033"/>	

**PRICE ADJUSTMENT(\$)**

**400 / 402 ASPHALT CEMENT PRICE ADJUSTMENT 125% MAX**

ENTER APL

ENTER APM

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

**125.00% INCREASE ADJUSTMENT**

L.I.N. / Spec Number	MIX TYPE	HMA	JMF AC%	AC	REMARKS
402-3110	9.5 mm SP	770	5.00	38.50	
			5.00		
			5.00		
			5.00		
			5.00		
			5.00		
			5.00		
			5.00		
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			5.00		
			5.00		
			5.00		
			5.00		
			5.00		
			TMT =	<input type="text" value="38.50"/>	

**PRICE ADJUSTMENT(\$)**

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

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

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

ENTER APL

ENTER APM

<b>125.00%</b>	<b>INCREASE ADJUSTMENT</b>
----------------	----------------------------

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

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

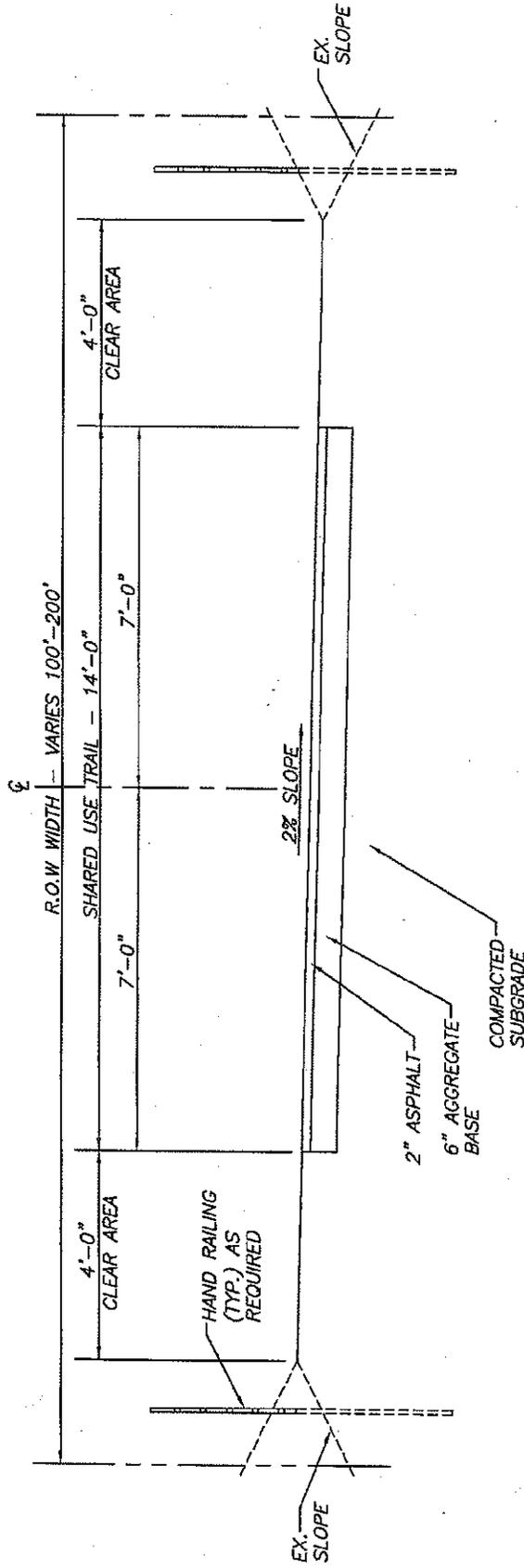
<b>MONTHLY PRICE ADJUSTMENT(\$)</b>	
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### ADJUSTMENT SUMMARY

FUEL PRICE ADJUSTMENT ( <i>ENGLISH 125% MAX</i> )	
DIESEL PRICE ADJUSTMENT(\$)	<u>\$7,921.87</u>
UNLEADED PRICE ADJUSTMENT(\$)	<u>\$1,982.97</u>
ASPHALT CEMENT PRICE ADJUSTMENT (BITUMINOUS TACK COAT 125% MAX)	<u>\$811.77</u>
400 / 402 ASPHALT CEMENT PRICE ADJUSTMENT 125% MAX	<u>\$20,790.00</u>
ASPHALT CEMENT PRICE ADJUSTMENT FOR BITUMINOUS TACK COAT(Surface Treatment 125% MAX)	

REMARKS:	
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<b>TOTAL ADJUSTMENTS</b>	<b>\$31,506.61</b>
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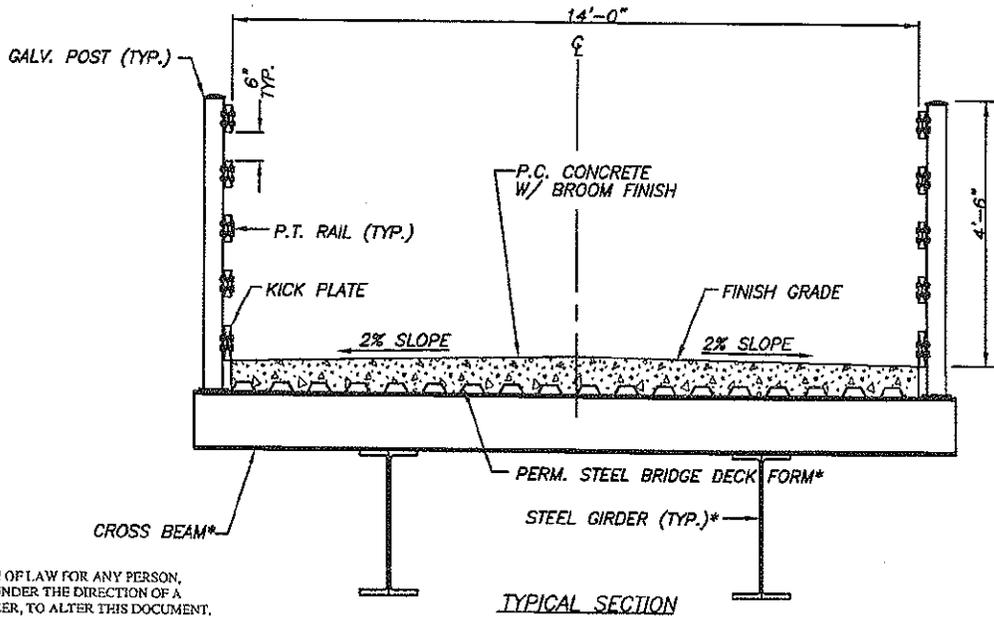
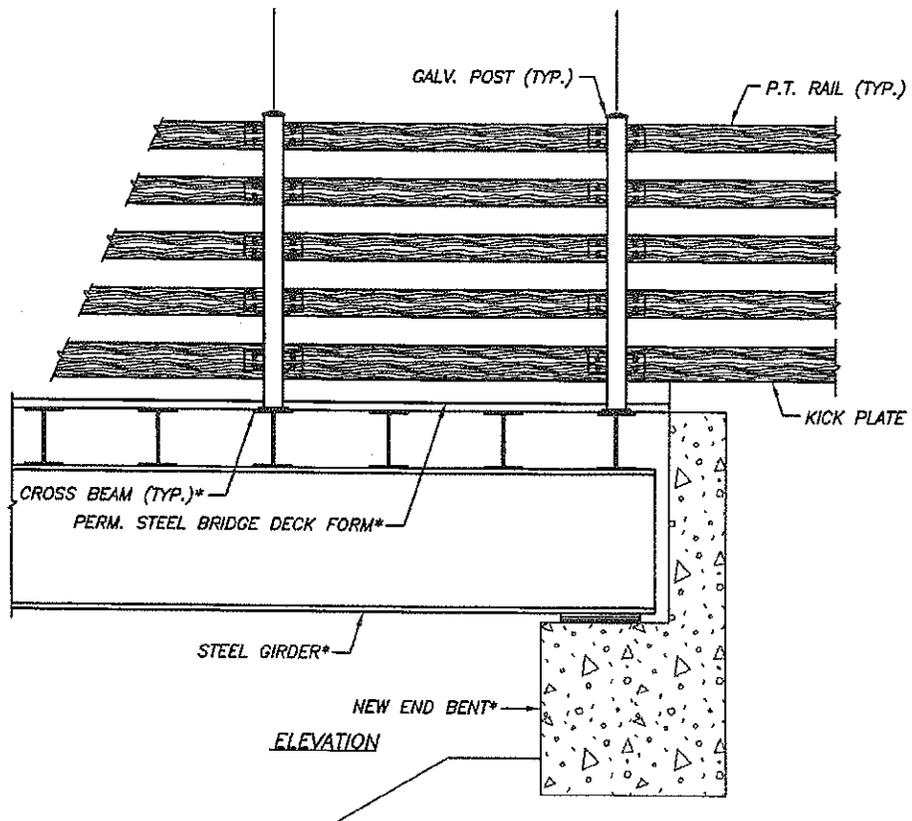
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**O'BRIEN & GERE**  
 Engineering and Project Delivery  
 2500 Atlanta Hwy., Suite 510  
 Athens, GA 30606

NOT TO SCALE

CSHPP-0007-00(561)  
 ATHENS-CLARKE COUNTY  
 RAILS-TO-TRAILS  
 TRAIL  
 TYPICAL SECTION



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\*FINAL BRIDGE SUPPORT CONFIGURATIONS TO BE DESIGNED IN PRELIMINARY DESIGN PHASE



**O'BRIEN & GERE**  
Engineering and Project Delivery

2500 Atlanta Hwy., Suite 510  
Athens, GA. 30605

NOT TO SCALE

CSHPP-0007-00(561)  
ATHENS-CLARKE COUNTY  
RAILS-TO-TRAILS

BRIDGE  
ELEVATION AND TYPICAL SECTION

## MEETING MINUTES

**PROJECT: CSHPP-0007-00(561), P.I. No. 007561  
RAIL TO TRAIL PROJECT**

**Meeting Date: 1/29/08, 1:30 p.m.**

**Attendees:** Derek Doster, ACC- SPLOST Administrator  
Robert Mahoney, GDOT – District 1 Preconstruction Engineer  
Maureen O'Brien, O'Brien & Gere – Rail to Trail Project Manager  
Sean Johnston, Kimley-Horn – North Oconee Greenway Project Manager

1. Right of Way is scheduled for Fiscal Year 2009. \$1,022,000 ear mark funds for right of way, \$378,000 for construction.
2. Mr. Mahoney reviewed some of the highlights of a typical Concept Report:
  - a. Requires a scaled detailed layout.
  - b. Need & Purpose statement.
  - c. ROW and Construction cost estimate.
  - d. Utilities reimbursable cost.
  - e. Concept Team Meeting – stressed that this should be scheduled as soon as the Concept Report is completed.
  - f. Georgia DOT's PDP Manual details the requirements for a Concept Report.
3. Right of way and construction costs have been underestimated by as much as 20%. Accurate construction costs are critical.
4. Bill Cantrell – District Planning Engineer. Kim Coley – District Environmentalist. Kelly Wade is the NEPA Environmentalist for the District.
5. There will be one Public Information Open House (PIOH) meeting for this project. There will not be a separate meeting required for the Environmental Document (CE), the meeting can be held in conjunction with the concept phase PIOH.
6. Mr. Mahoney provided a concept plan drawing of the proposed Park and Ride at the end of the project (Old Winterville Road). He will email a copy of this plan to O'Brien & Gere.

**Athens-Clarke County Rail to Trail (R2T) Project [CSHPP-0007-00(561)]  
&  
Athens-Clarke County Greenway (NORG) Project [CSHPP-0007-00(637)]**

**CONCEPT TEAM MEETING MINUTES:**

**Meeting Date:** Wednesday, June 11, 2008, 1:30 pm  
**Location:** GDOT District 1 Office

**Minutes Issued:** July 17, 2008

**Attendees:**

Neil Kantner, GDOT/District 1  
Bill Cantrell, GDOT/District 1  
Kim Byers, GDOT ROW  
Nathaniel O'Kelley, GDOT Utilities  
Jack Dokter, Georgia Power  
Mike Alexander, AGL  
Michael D. Johnson, GDOT TO  
Brent Cook, GDOT District Traffic Eng.  
Sean Johnston, Kimley-Horn  
Sherry Moore, ACC  
Mike Wharton, ACC  
Derek Doster, ACC  
Gary Newton, Kimley-Horn  
Jerry Oberholtzer, OBG  
Maureen O'Brien, OBG

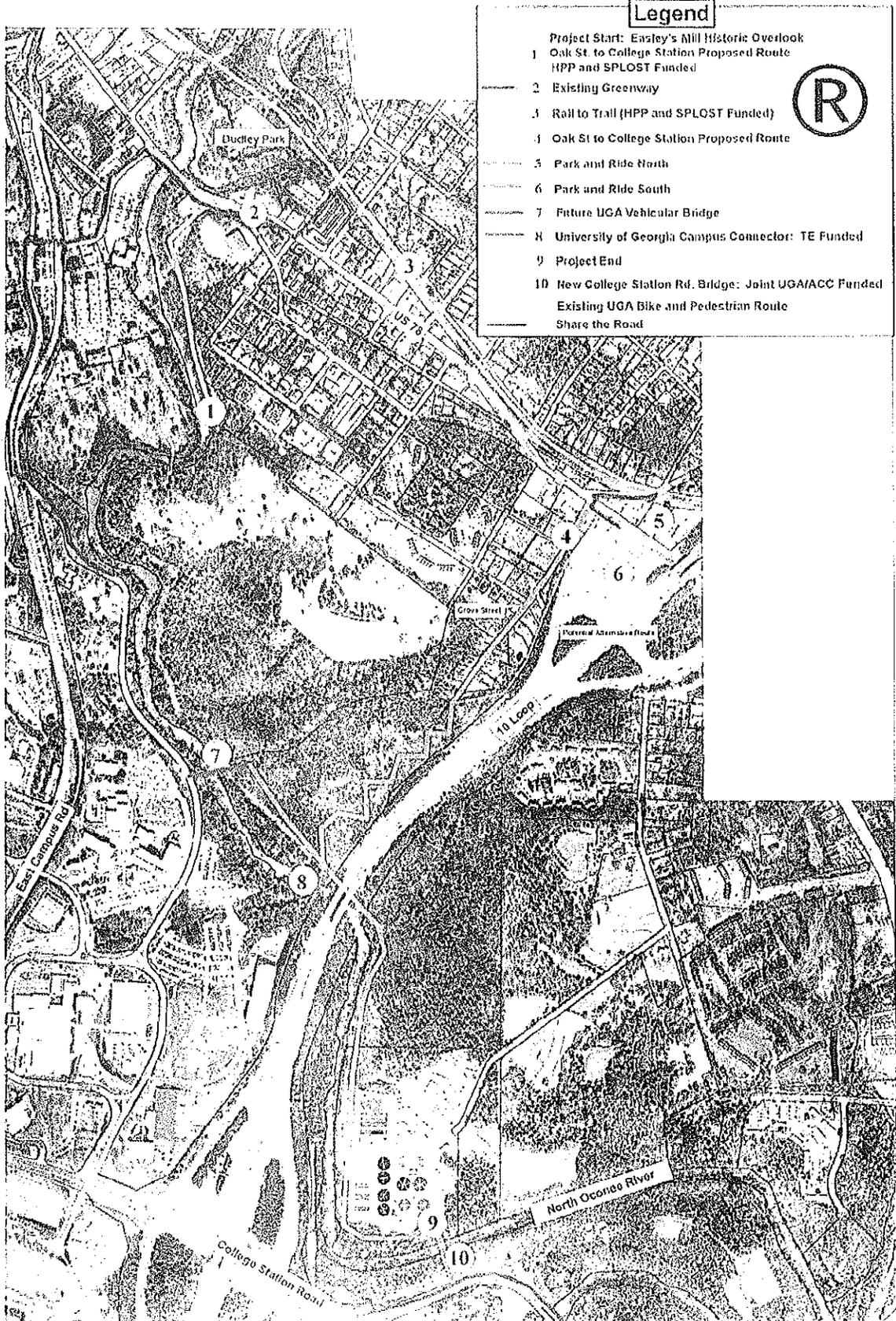
**Meeting Overview:**

- 1) Billy Cantrell defined the purpose of the meeting and then introductions of attendees.
- 2) Introduction of Projects:
  - a) Maureen O'Brien gave a brief description of the Rail to Trail Project.
    - The bike trail will be constructed in one segment to combine the park and ride, the proposed greenway trail, Dudley Park, and existing trails to provide enhanced bike and pedestrian connectivity east of downtown Athens.
  - b) Sean Johnston gave a brief description of the Greenway project.
    - The greenway trail will be constructed in two segments, providing destination overlooks along the N. Oconee River, and combine with the existing greenway, the proposed Rails to Trails project, park and ride, and UGA pedestrian and vehicle bridges to provide enhanced bike and pedestrian connectivity east of downtown Athens.
- 3) It was noted that both projects provide connectivity for the Athens-Clarke County pedestrian/bicycle corridor plan for the area.

- 4) Nathaniel O'Kelley, GDOT utilities coordinator, said he would follow up after the meeting to give OBG and Kimley-Horn a list of utility owners on each of the projects.
- 5) Georgia Power noted that coordination with an existing overhead power line would be required near the beginning of the first segment of the Greenway project, in the vicinity of the existing Greenway parking lot on Oak Street and other locations with Georgia Power facilities.
- 6) Kim Coley said that because the rail to trail project is on an abandoned rail bed that the project would be a Section 4(f) and possibly an EA document versus a CE. All railroad beds, tracks, etc. are considered a historic resource. Ms. Coley is going to set up a meeting with FHWA at GDOT's OEL office as soon as possible to discuss this matter. The other 4(f) issue is the Dudley Park tie in to the new multi-use trail. Any park property used for the project would make this a Section 4(f). Suggested that if this was separate from this project, in other words if the Park built the tie in under separate funding or its own funds then this would not be an issue.
- 7) Neil Kantner discussed the bridge requirements. GDOT Bridge Department would need to review the plans for the bridges. Also inquired about any sufficiency rating from CSX railroad on these bridges. OBG will inquire to CSX about any ratings they may have on these bridges.
- 8) Neil Kantner reviewed comments for each project report. Notable comments include:
  - a) Improve location map graphics
  - b) Revise need and purpose section to identify the specific need for the project and how the project purpose fits that need.
  - c) Explain that traffic data is not applicable because the trail is intended for bike and pedestrian use only.
  - d) Remove existing design features and note that the trail is to be constructed on new alignment.
  - e) Ensure that proposed design features meet AASHTO, GDOT and ADA guidelines for bike and pedestrian facilities.
  - f) OBG and Kimley-Horn will coordinate on the Concept Reports formatting and consistency.
- 9) Billy Cantrell noted he would provide Derek Doster with of copies of the reviewed report comments.
- 10) Any prior public involvement completed by Athens Clarke County for the Greenway master plan should be included in the environmental document.
- 11) Neil Kantner suggested that a Public Information Open House may be needed to satisfy the environmental process. While public involvement is not typically required for a Categorical Exclusion, holding a PIOH will help earn FHWA approval.

End of Document

**UNIFIED GOVERNMENT OF ATHENS-CLARKE COUNTY  
PEDESTRIAN/BICYCLE CORRIDOR MAP  
for the Easley's Mill Area**



(FOR INFORMATIONAL PURPOSES ONLY)

# NOTICE OF LOCATION AND DESIGN APPROVAL

## RAILS TO TRAILS PROJECT IN ATHENS-CLARKE COUNTY Project Number CSHP-0007-00(561) Clarke County P. I. No. 0007561

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

The date of location approval is: FEBRUARY 27, 2009

The project is located in Downtown Athens (Athens-Clarke County) and traverses westerly approximately one (1) mile. The entire project lies within Athens-Clarke County. The project encompasses the use of an abandoned railroad bed located from the intersection with Old Winterville Road and ultimately ending on East Broad Street. The trail will begin at grade from Old Winterville Road and follow along the abandoned railroad bed to Peter Street. A single span prefabricated pedestrian bridge structure will be used to cross Peter Street and then the path follows a short distance at grade to another pedestrian bridge to cross over Poplar Street and Trail Creek. The trail then returns to grade for a short distance to the North Oconee River crossing. This abandoned section of the railroad contains existing piers of a bridge over the North Oconee River and Wilkerson Street. These existing piers will be inspected for soundness and utility. The project will include the design and construction of a pedestrian bridge utilizing the existing piers (if found useable) to span the North Oconee River and Wilkerson Street, then the trail will come back on grade for a short section before the end of the project at East Broad Street. By utilizing the existing structures where feasible this allows the minimization of environmental disturbance to construct new foundations. It will also allow for faster installation, which will significantly shorten the construction time.

The project is to be built on the existing rail bed with minor adjustments to grade. The horizontal alignment will follow the existing railroad bed. All construction will take place within the existing railroad's right-of-way. The project construction will begin at the southern end and proceed to the northern project end. The path will be a base and paving project with three (3) pedestrian bridges.

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

Johnny Emmett  
Area Engineer  
450 Old Hull Road  
Athens, GA 30601  
706-369-5627  
[johnny.emmett@dot.state.ga.us](mailto:johnny.emmett@dot.state.ga.us)

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

Russell McMurry, P.E., District Engineer  
Georgia Department of Transportation  
2505 Athens Highway, S.E.  
Gainesville, GA 30503  
770-532-5526  
[russell.mcmurry@dot.state.ga.us](mailto:russell.mcmurry@dot.state.ga.us)

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