

ORIGINAL TO GENERAL FILES

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

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

**FILE** P.I. # 0007561  
CSHPP-0007-00(561)  
Clarke County  
GDOT District 1 - Gainesville

**OFFICE** Design Policy & Support

**DATE** November 6, 2012

**FROM**  for Brent Story, State Design Policy Engineer

**TO** SEE DISTRIBUTION

**SUBJECT** APPROVED REVISED CONCEPT REPORT

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

Attachment

**DISTRIBUTION:**

Bobby Hilliard, Program Control Administrator  
Genetha Rice-Singleton, State Program Delivery Engineer  
Glenn Bowman, State Environmental Administrator  
Cindy VanDyke, State Transportation Planning Administrator  
Ben Rabun, State Bridge Engineer  
Kathy Zahul, State Traffic Engineer  
Angela Robinson, Financial Management Administrator  
Lisa Myers, State Project Review Engineer  
Charles "Chuck" Hasty, State Materials Engineer  
Jeff Baker, State Utilities Engineer  
Ken Thompson, Statewide Location Bureau Chief  
Tamaya Huff, Pedestrian & Bicycle Coordinator  
Bayne Smith, District Engineer  
Brent Cook, District Preconstruction Engineer  
Jason Dykes, Asst. District Utilities Engineer  
Lisa Deaton, District Environmentalist  
Charles Robinson, Project Manager  
BOARD MEMBER - 10th Cong. District

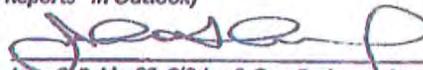
DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA  
REVISED PROJECT CONCEPT REPORT

Project Number: CSHP-0007-00(561)  
County: Athens-Clarke  
P. I. Number: 0007561  
Federal Route Number: N/A  
State Route Number: N/A

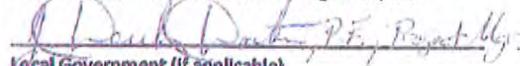
Revised trail alignment to avoid directly impacting the remaining remnants of the former Trail Creek Trestle located within a historically designated railroad corridor.

Submitted for approval: (Submit to "Concept Reports" in Outlook)

DATE 01/26/12

  
John G. Reidy, PE, O'Brien & Gere Engineers, Inc.

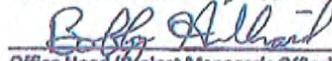
DATE 3-29-2012

  
Local Government (if applicable)

DATE \_\_\_\_\_

Design Phase Office Head (if applicable)

DATE 2/23/2012

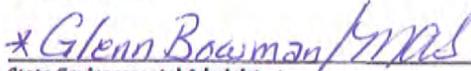
  
Office Head (Project Manager's Office)

DATE 2/7/2012

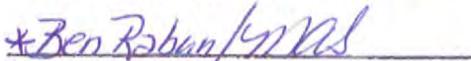
  
Project Manager

Recommendation for approval:

DATE 05/04/2012

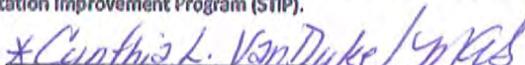
\*   
State Environmental Administrator

DATE 05/09/2012

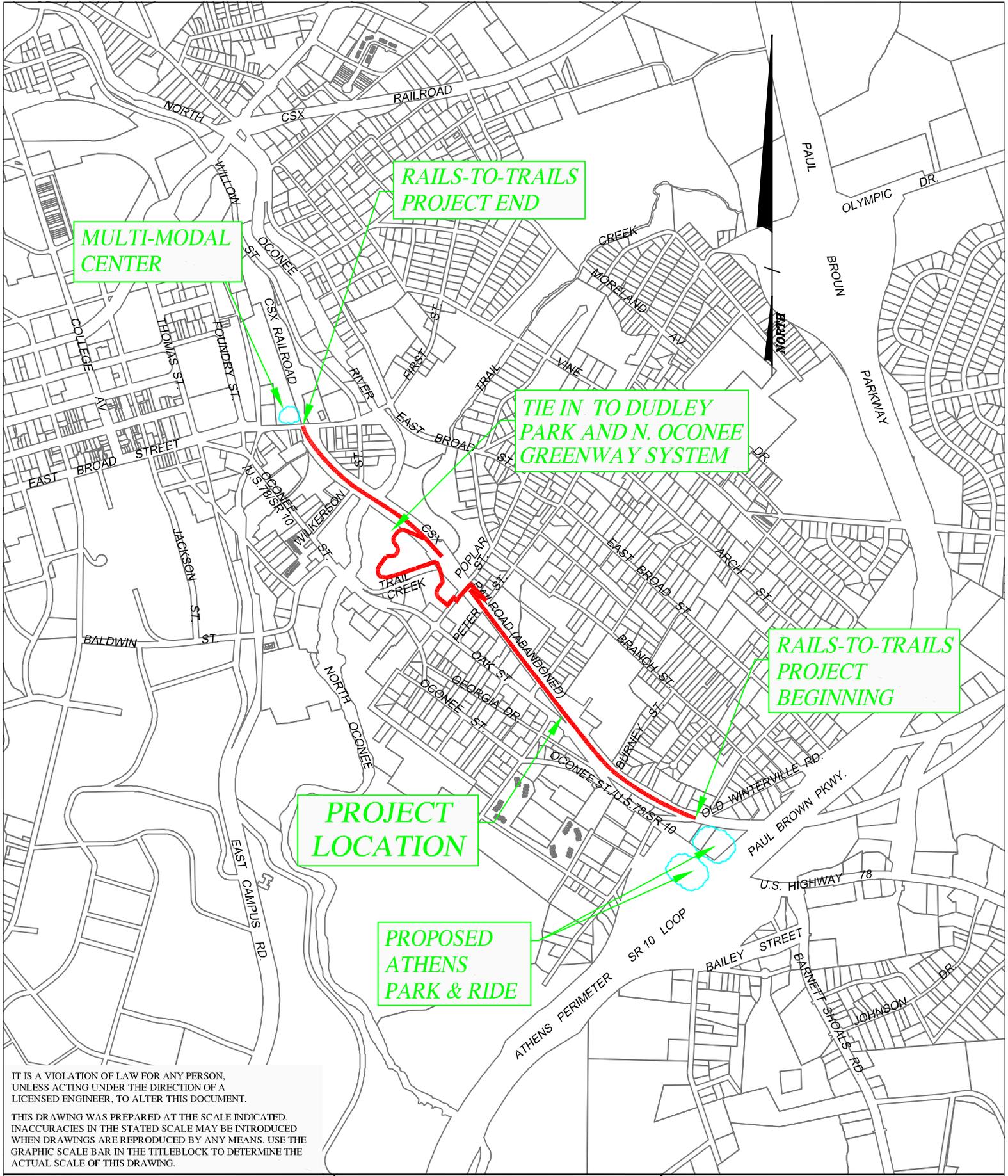
\*   
State Bridge Design Engineer (if applicable)

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

DATE 05/04/2012

\*   
State Transportation Planning Administrator

\* Recommendation on file.



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.



**OBRIEN & GERE**

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8200 Roberts Drive Suite 450  
Atlanta, Georgia 30350

SCALE: 1" = 1200'

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

### 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. A proposed Athens Park and Ride facility is to be located at the beginning of the multi-use trail at Old Winterville Road. The proposed project would end at East Broad Street, within walking distance of the new Multi-modal facility. The proposed project includes travel through Dudley Park, located midway along the multi-use path and provides access to the proposed extension of the North Oconee Greenway Trail (Project No. CSHPP-0007-00(637)) via the tie-in to the existing Dudley Park walking trail system.

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. Pedestrians using the North Oconee Greenway Trail can access the trail at the midpoint via the Dudley Park tie-in or from the existing parking facilities local to Dudley Park. 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.

### **Project location:**

The project is located in Downtown Athens and traverses approximately 1 (one) mile. The entire project is within Clarke County.

### **Description of the revised concept:**

The project generally encompasses the use of an abandoned railroad bed to create a 14-foot wide pedestrian/bicycle trail starting from the intersection of Old Winterville Road and ultimately ending on East Broad Street. The following project description describes the trail from east to west.

The trail will begin at grade from Old Winterville Road and will traverse the existing abandoned railroad bed westward to Peter Street. A single span prefabricated pedestrian bridge structure will be used to cross Peter Street. The trail will continue along the abandoned railroad bed until it reaches the east side of Poplar Street where it will traverse to grade and connect to an existing sidewalk. The path of travel will follow the existing sidewalk system and crosswalk of Poplar Street for a short distance connecting to the existing walkway system into Dudley Park.

The path of travel will follow the existing walkway system through Dudley Park until a new section of trail is constructed to re-traverse from grade back to the abandoned railroad bed on the west side of Trail Creek. This proposed trail alignment and use of the existing walkway system through Dudley Park will avoid the existing structure crossing Trail Creek, the Trail Creek Trestle, which lies within a designated historic railroad corridor. Connection to the existing greenway and walkway systems will also provide users another alternative to reach the Multi-modal station at East Broad Street.

The trail will continue along the abandoned railroad bed west of Trail Creek for a short distance prior to the North Oconee River crossing. The abandoned North Oconee River crossing 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. The trail then returns to grade along the abandoned railroad bed west of the North Oconee River and Wilkerson Street and continue west until terminating at East Broad Street, the end of the project.

Utilizing the existing structures and trails where feasible allows the minimization of environmental disturbance associated with the construction of new foundations and avoids constructing on/at the Trail Creek Trestle. This approach will also allow for faster installation, which will significantly shorten the construction time and cost.

The project beginning is at the location of the proposed Athens Park and Ride Lot and ultimately ends within walking distance of the Athens Multi-Modal Transportation Center. The project includes a tie in point to the existing Dudley Park greenspace and walking trails that provide interconnection to 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.

**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) as shown in the approved concept:** Traffic on trail will be limited to bicycle and pedestrian traffic.

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

**Approved Programmed/Schedule:**

- Time to complete the environmental process: 10-12 Months.
- Time to complete preliminary construction plans: 12-14 Months.
- Time to complete right-of-way plans: 6 Months.
- Time to complete the Section 404 Permit: N/A Months.
- Time to complete final construction plans: 9 Months.
- Time to complete to purchase right-of-way: 6 Months.
- List other major items that will affect the project schedule: None.

**VE Study Required** Yes ( ) No ( X )

**Benefit/Cost Ratio:** Not Applicable

**Is the project located in an Ozone Non-attainment area?** Yes ( ) No ( X ) N/A – Bicycle & Pedestrian Traffic only. No increase in emissions; marginal positive improvement expected.

**Is the project in a PM2.5 Non-Attainment area?** Yes ( ) No ( X ) N/A – Bicycle & Pedestrian Traffic only. No increase in emissions; marginal positive improvement expected.

<p><b>Approved Features to Be Changed:</b></p> <p>1. <b>Alignment:</b> As described in the previously approved concept report, the trail alignment was proposed to follow the former rail bed alignment in the area of Trail Creek.</p>	<p><b>Proposed Feature:</b></p> <p>1. <b>Revised Preferred Alternative Alignment:</b> The trail will follow the former railroad bed until it reaches the east side of Poplar Street where it will traverse to grade via an ADA compliant ramp and connect to an existing sidewalk. The path of travel will be to follow the existing sidewalk system and crosswalk of Poplar Street for a short distance, connecting to the existing Dudley Park walkway system at the Poplar Street park entrance. The path of travel will follow the existing walkway system through Dudley Park, crossing Trail Creek via an existing pedestrian bridge, and continuing until a new section of trail is constructed to interconnect with the existing walkway system and re-traverse from grade back to the former railroad bed on the west side of Trail Creek. This proposed trail alignment and use of the existing walkway system through Dudley Park will avoid directly impacting the existing Trail Creek Trestle.</p>
<p><b>Reason for Change:</b> The appearance of the Trail Creek Trestle structure was determined to be a contributing element to the Georgia Railroad Corridor and contributing properties that were previously determined eligible for the National Registry of Historic Places. Rehabilitating or replacing the existing trestle with a structure that maintained the appearance of the existing trestle structure was found to be not the most prudent and feasible approach of avoiding a direct impact to the historic resource. FHWA cannot fund a program that directly impacts a section 4(f) resource unless there is no prudent and feasible alternative. The proposed alternative alignment was found to be a prudent and feasible alternative that will avoid directly impacting the historic resource.</p> <p>It is noted FHWA has determined that transfer of ownership of the Trail Creek Trestle to Athens-Clarke County would result in an <u>indirect</u> adverse effect to the resource since the local government could not take on the burden of the expense and liability of maintaining the trestle and would at some point in the future remove the structure. It is anticipated that this indirect adverse effect can be appropriately mitigated through archival photography, historic markers, and interpretive signage. Existing barriers and warning signs will be maintained to prohibit access to the trestle structure remnants until their removal as a separate project in the future.</p> <p>This alternative also includes the construction of tie-in points at Poplar Street and Dudley Park, which would require cut and fill activity along the historic rail bed. It was determined that the cut and fill activity would not alter the character of the rail bed significantly and would not result in adverse effects.</p>	

## **Potential Environmental Impacts of Proposed Revision:**

### **1. Public Park Resources [Section 4(f)]:**

The Preferred Alternative avoids negative environmental impacts by utilizing existing structures and provides the positive benefit of providing a key link between transportation and recreational facilities per the Need and Purpose. The proposed project provides improved access to existing recreational areas (Dudley Park and the North Oconee River Greenway) in a way that is integral to the existing master plan. However, the Dudley Park spur connection to the rail R/W would remove approximately 0.1 acre of a successional wooded area.

### **2. Cultural Resources [Section 4(f); Section 106]:**

The Preferred Alternative maintains the historic integrity of the railroad corridor. No specific archeological site within the railroad corridor was deemed eligible for the National Register of Historic Places. The appearance of the Trail Creek Trestle structure was deemed a contributing element to the broader railroad corridor and contributing properties that were deemed eligible for the National Register of Historic Places. The proposed alternative alignment would not directly impact the appearance of the Trail Creek Trestle structure remnants. The only direct impact from the Preferred Alternative will be to minor associated elements along the rail corridor.

### **3. Wetlands and Streams [Section 404/10; E.O 11988]:**

The Preferred Alternative avoids impacts to Wetlands and Other Waters of the U.S. since no new work will occur below Ordinary High Water of Trail Creek or the North Oconee River. Four streams and one ephemeral channel also exist within the project corridor, but would not be impacted by the proposed project. Neither biota-impacted streams, nor tributaries to such streams, are present. There are no longitudinal stream buffer impacts and construction will remain within the 100-foot square buffers granted for bridge abutment work. The project does cross streams on the 303(d) list of impaired waters, but the proposed project will be carefully designed to have no negative effect on storm water inputs into Trail Creek or the North Oconee River. The proposed project is not anticipated to result in net fill within the 100-year floodplain of either the Trail Creek or the North Oconee River.

### **4. Endangered Species and Wildlife [Section 7; et seq.]:**

Seven state-listed species range within the project area, including one that is a federal candidate species (Georgia Aster). There is potential habitat in the corridor for five state-listed species. The project will have no significant adverse effect on any species either because their habitats will not be affected by the proposed project or because no individuals or populations were found during targeted surveys for the species. No essential fish habitat exists within the project corridor. The project will not increase the amount of edge habitat that could negatively impact nesting migratory birds nor will it affect habitats used by bald eagles that could forage along the North Oconee River because Special Provision 107.23G will be applied to construction. There will be the removal of 0.1 acre of young to medium aged forest adjacent the railroad R/W as part of the reconnecting trail from Dudley Park to the rail corridor. There are a number of invasive species on the corridor, but measures will be taken to not hasten their spread due to construction of the project.

**5. Hazardous Waste [ CERCLA / RCRA ]**

The Preferred Alternative avoids the majority of recognized environmental conditions identified by the Phase I Environmental Site Assessment performed to all appropriate inquiry (AAI) standards. Two iron pipes that may represent an underground storage tank exist in the southern half of the corridor and are common to all build alternatives. Creosote piers and asphalt waste piles that would be affected by the Trail Creek Trestle option are avoided by the Preferred Alternative Alignment. Also, we now understand that several other areas of known or suspected contaminated soils in the northernmost segment of the project have been further investigated as part of a partial acquisition of the corridor by Athens-Clarke County. Based on these investigations, Georgia EPD issued a No Further Action letter on June 19, 2009.

**6. Noise Impacts/ Air Quality Impacts [FHWA/ CAA]:**

The project is an alternative use and recreational corridor that will have no net increase in noise or negative air quality elements. It is possible that operation of the project could result in slightly fewer noise and air quality impacts from the traffic on nearby roadways such as US Highway 78/SR 10. However, these improvements would be negligible and immeasurable.

**7. Socio-Economic Impacts [NEPA; EO 12898; et seq.]:**

The Preferred Alternative would involve change of land use within an existing, but abandoned transportation corridor. The historical transportation use of the corridor would be maintained, but the historic rail use would be replaced by pedestrians and bicycles. There would be no new bifurcation of land uses and community cohesion could be improved over the previous use of the corridor. The proposed project would require no relocations and would have no negative effects on access to churches, schools, hospitals or other institutions. There would be no disproportional adverse impact to low-income or minority populations within the project corridor. Access to recreational resources would be improved. Potential for public controversy is likely confined to the lack of restoration of the Trail Creek Trestle structure or duplicative replacement.

**Have proposed Revisions Been Reviewed by Environmental Staff?    ( X ) Yes ( ) No**

**Environmental Responsibilities (Studies/Documents/Permits): N/A – Environmental impacts are not anticipated to be increased.**

<b>Updated Cost Estimate</b>	
Base Construction Cost	\$3,352,437
Engineering and Inspection	\$167,622
Fuel & Asphalt Adjustment	\$15,193
<u>Total Construction Cost:</u>	\$3,535,252
Fuel Adjustment	\$0
Right-of-Way	\$4,309,000
Utilities (reimbursable)	\$25,000
Utility Contingencies	\$0
Environmental Mitigation	\$0
Grand Total Project Cost	\$7,869,252

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

Attachments:

1. Cost Estimate
2. Typical Sections
3. Revised Preferred Alternate Alignment Plan Sketch
4. A-CC Pedestrian & Bicycle Corridor Map (For Informational Purposes)

Revised Project Concept Report Page: 8  
Project Number: CSHPP-0007-00(561)  
P. I. Number: 0007561  
County: Clarke

**Exempt projects**

Concur:   
Director of Engineering

Approve:   
Chief Engineer

Date: 11/6/12

ATHENS-CLARKE COUNTY  
 Rail to Trail Project P.I. No. 0007561  
 Opinion of Probable Construction Cost  
 Prepared by: O'Brien & Gere Engineers, Inc.  
 October 2012

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>					\$150,000.00

Section: ASPHALT PAVEMENT					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
310-5060	7000	SY	\$11.11	GR AGGR BASE CRS, 6 INCH, INCL MATL	\$77,770.00
402-3110	770	TN	\$90.00	RECYCLED ASH CONC 9.5 MM SUPERPAVE, GP 1	\$69,300.00
413-1000	350	GL	\$4.76	OR 2, INCL BITUM MATL & H LIME	\$1,666.00
444-1000	100	LF	\$4.00	BITUM TACK COAT	\$400.00
				SAWED JOINTS IN EXIST PAVEMENTS-PCC	\$400.00
<b>Section Sub Total:</b>					\$149,136.00

Section: DRAINAGE					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
550-1180	200	LF	\$34.05	STORM DRAIN PIPE, 18 IN, H 1-10	\$6,810.00
550-1240	200	LF	\$42.35	STORM DRAIN PIPE, 24 IN, H 1-10	\$8,470.00
550-4218	2	EA	\$495.89	FLARED END SECTION 18 IN, STORM DRAIN	\$991.78
550-4224	2	EA	\$580.47	FLARED END SECTION 24 IN, STORM DRAIN	\$1,160.94
603-2012	200	SY	\$58.90	STN DUMPED RIP RAP, TP 1, 12 IN	\$11,780.00
668-2105	2	EA	\$3,000.00	DROP INLET, (Bicycle Safe Grate)	\$6,000.00
668-4300	1	EA	\$1,820.36	STORM SEWER MANHOLE, TP 1	\$1,820.36
<b>Section Sub Total:</b>					\$37,033.08

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>					\$10,000.00

Section: BRIDGES					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
501-3001	1	LS	\$1,975,000.00	NORTH OCONEE - WILKERSON STR. BRIDGE	\$1,975,000.00
501-3002	1	LS	\$120,000.00	PETER STREET BRIDGE - PREFAB	\$120,000.00
501-3003	1	LS	\$300,000.00	Poplar Street ADA Ramp	\$300,000.00
<b>Section Sub Total:</b>					\$2,395,000.00

Section: EROSION CONTROL					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
163-0232	1	AC	\$290.95	TEMPORARY GRASSING	\$290.95
163-0240	15	TN	\$266.45	MULCH	\$3,996.75
163-0300	6	EA	\$1,164.94	CONSTRUCTION EXIT	\$6,989.64
165-0010	2200	LF	\$0.82	MAINTENANCE OF TEMPORARY SILT FENCE, TP A	\$1,804.00
165-0030	200	LF	\$0.70	MAINTENANCE OF TEMPORARY SILT FENCE, TP C	\$140.00
165-0101	6	EA	\$460.40	MAINTNANCE OF CONSTRUCTION EXIT	\$2,762.40
167-1000	4	EA	\$309.15	WATER QUALITY MONITORING AND SAMPLING	\$1,236.60
167-1500	6	MO	\$586.95	WATER QUALITY INSPECTIONS	\$3,521.70
171-0010	4400	LF	\$1.58	TEMPORARY SILT FENCE, TYPE A	\$6,952.00
171-0030	400	LF	\$2.77	TEMPORARY SILT FENCE, TYPE C	\$1,108.00
603-2181	100	SY	\$42.30	STN DUMPED RIP RAP, TP 3, 18 IN	\$4,230.00
700-6910	1	AC	\$729.40	PERMANENT GRASSING	\$729.40
700-7000	3	TN	\$82.46	AGRICULTURAL LIME	\$247.38
700-8000	1	TN	\$463.07	FERTILIZER MIXED GRADE	\$463.07
700-8100	30	LB	\$3.35	FERTILIZER NITROGEN CONTENT	\$100.50
<b>Section Sub Total:</b>					\$34,572.39

Section: MISCELLANEOUS					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
516-1100	8700	LF	\$65.08	ALUM HANDRAIL, STD 3626	\$566,196.00
009-3500	3	EA	\$2,500.00	Interpretive Trail Signage	\$7,500.00
009-3500	4	EA	\$750.00	General Trail Signage	\$3,000.00
<b>Section Sub Total:</b>					\$576,696.00

Construction SubTotal:	\$3,352,437.47
Engineering and Inspection:	\$167,621.87
AC & Fuel Adjustment	\$15,193.25
<b>Total Construction Cost:</b>	<b>\$3,535,252.59</b>
Right of Way:	\$4,309,000.00
Reimbursable Utilities:	\$25,000.00
<b>Grand Total Project Cost:</b>	<b>\$7,869,252.59</b>

PROJ. NO.	CSHPP-0007-00(561)
P.I. NO.	0007561
DATE	6/25/2012

CALL NO.

INDEX (TYPE)	DATE	INDEX
REG. UNLEADED	Jun-12	\$ 3.345
DIESEL		\$ 3.808
LIQUID AC		\$ 633.00

Link to Fuel and AC Index:

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

**LIQUID AC ADJUSTMENTS**

PA=[((APM-APL)/APL)]xTMTxAPL

**Asphalt**

Price Adjustment (PA)				<b>14622.3</b>	<b>\$</b>	<b>14,622.30</b>
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	\$	1,012.80		
Monthly Asphalt Cement Price month project let (APL)			\$	633.00		
Total Monthly Tonnage of asphalt cement (TMT)				38.5		

ASPHALT	Tons	%AC	AC ton
Leveling		5.0%	0
12.5 OGFC		5.0%	0
12.5 mm		5.0%	0
9.5 mm SP	770	5.0%	38.5
25 mm SP		5.0%	0
19 mm SP		5.0%	0
	<b>770</b>		<b>38.5</b>

**BITUMINOUS TACK COAT**

Price Adjustment (PA)				<b>\$ 570.95</b>	<b>\$</b>	<b>570.95</b>
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	\$	1,012.80		
Monthly Asphalt Cement Price month project let (APL)			\$	633.00		
Total Monthly Tonnage of asphalt cement (TMT)				1.503285323		

Bitum Tack	Gals	gals/ton	tons
	350	232.8234	1.50328532

**BITUMINOUS TACK COAT (surface treatment)**

Price Adjustment (PA)				<b>0</b>	<b>\$</b>	<b>-</b>
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	\$	1,012.80		
Monthly Asphalt Cement Price month project let (APL)			\$	633.00		
Total Monthly Tonnage of asphalt cement (TMT)				0		

Bitum Tack	SY	Gals/SY	Gals	gals/ton	tons
Single Surf. Trmt.		0.20	0	232.8234	0
Double Surf.Trmt.		0.44	0	232.8234	0
Triple Surf. Trmt		0.71	0	232.8234	0
					0

**TOTAL LIQUID AC ADJUSTMENT \$ 15,193.25**

**GEORGIA DEPARTMENT OF TRANSPORTATION  
PRELIMINARY ROW COST ESTIMATE SUMMARY**

Date: 9/12/2012 Project: CSHPP-0007-00(561)  
 Revised: County: Clarke  
 PI: 0007561

Description: Rail to Trail Georgia Railroad Project  
 Project Termini: Old Winterville Road to Broad Street

Existing ROW:  
 Required ROW:  
 Parcels: 2

Land and Improvements \$4,213,362.00

Proximity Damage	\$0.00
Consequential Damage	\$0.00
Cost to Cures	\$0.00
Trade Fixtures	\$0.00
Improvements	\$0.00

Valuation Services \$15,000.00

Legal Services \$38,850.00

Relocation \$4,000.00

Demolition \$16,000.00

Administrative \$21,500.00

TOTAL ESTIMATED COSTS \$4,308,712.00

**TOTAL ESTIMATED COSTS (ROUNDED) \$4,309,000.00**

Preparation Credits	Hours	Signature

Prepared By: [Signature] CG#: 9/12/12  
 Approved By: [Signature] CG#: 254999 9/12/12

**NOTE: No Market Appreciation is included in this Preliminary Cost Estimate**

**GEORGIA DEPARTMENT OF TRANSPORTATION  
PRELIMINARY ROW COST ESTIMATE SUMMARY**

Date: 9/12/2012 Project: CSHPP-0007-00(561)  
 Revised: County: Clarke  
 PI: 0007561

Description: Rail to Trail Georgia Railroad Project  
 Project Termini: Old Winterville Road to Broad Street

Parcels: 2 Existing ROW:  
 Required ROW:

Land and Improvements \$4,213,362.00

Proximity Damage	\$0.00
Consequential Damage	\$0.00
Cost to Cures	\$0.00
Trade Fixtures	\$0.00
Improvements	\$0.00

Valuation Services \$15,000.00

Legal Services \$38,850.00

Relocation \$4,000.00

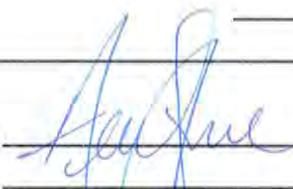
Demolition \$16,000.00

Administrative \$21,500.00

**TOTAL ESTIMATED COSTS \$4,308,712.00**

**TOTAL ESTIMATED COSTS (ROUNDED) \$4,309,000.00**

Preparation Credits	Hours	Signature

Prepared By:  CG#: \_\_\_\_\_  
 Approved By: \_\_\_\_\_ CG#: \_\_\_\_\_ 9/12/12  
 (DATE)

**NOTE: No Market Appreciation is included in this Preliminary Cost Estimate**

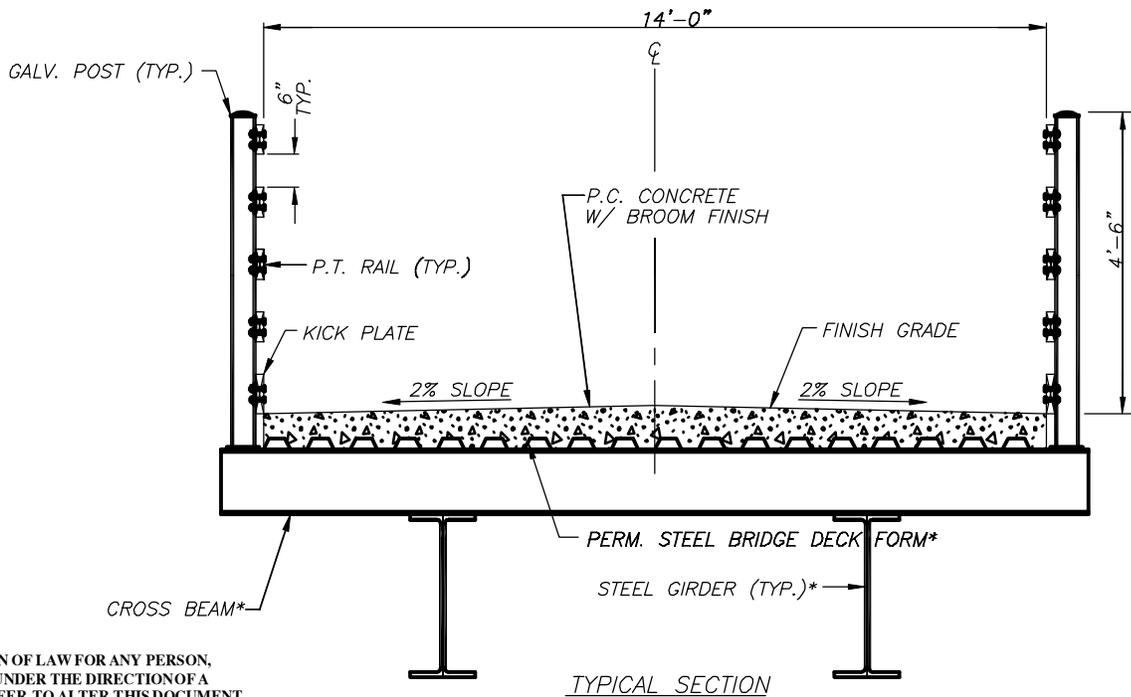
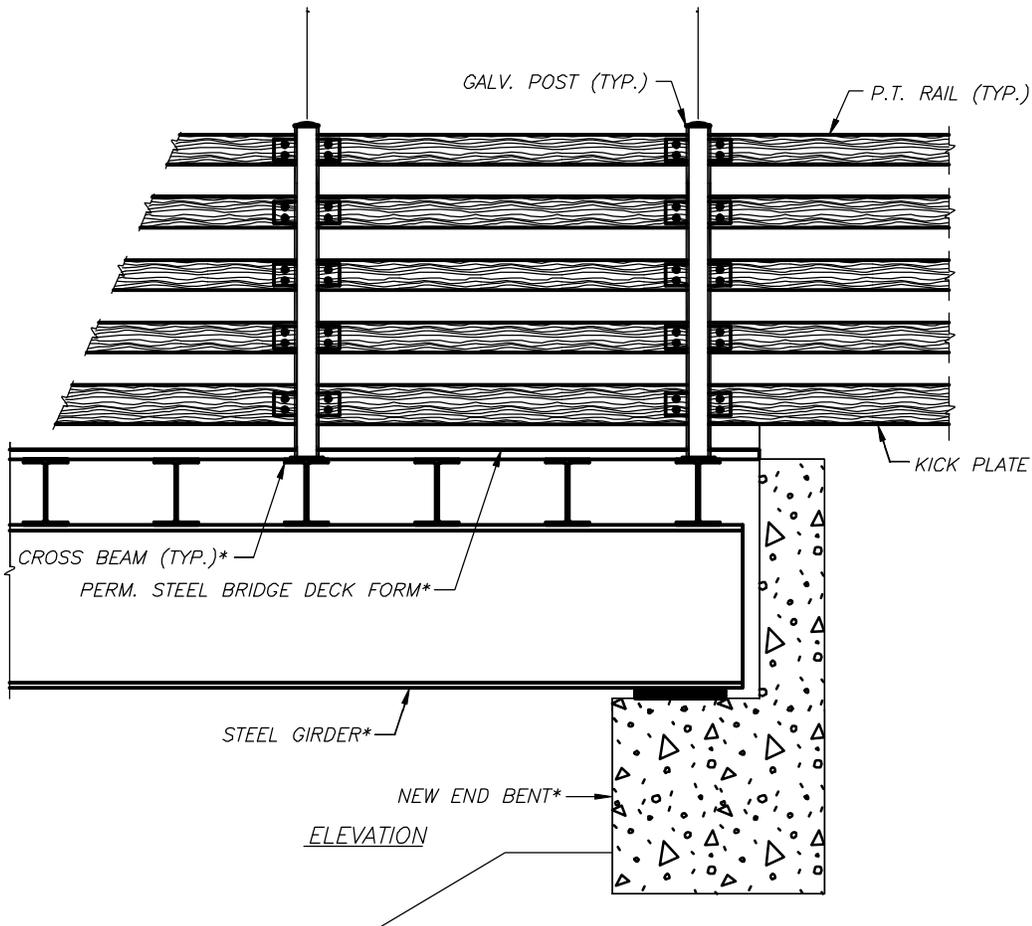
**TO:** John Boneberg  
**FROM:** Pedro Pacheco  
**RE:** A-CC PI-0007561 Rails to Trails Project - Conceptual  
 Utility Relocation Cost Estimate  
**FILE:** A-CC/42799 N&D Cost Estimate  
**DATE:** October 17, 2012

**cc:** Derek Doster - A-CC  
 Justin Lott - GDOT District 1  
 Charles Robinson - GDOT  
 District 1

As requested by GDOT for the Conceptual Engineering Report associated with the above reference project, this memorandum documents the coordination with contact utility owners in the area of the subject project regarding potential utility relocations associated with the construction of the proposed multi-use trail. Based on the current conceptual design and our discussion with utility owners, the following reimbursable costs for utility relocations were identified:

Utility Owner	Estimated Non-Reimbursable Relocation Cost	Estimated Reimbursable Relocation Cost
Georgia Power	\$0	\$25,000
<b>TOTAL</b>	<b>\$0</b>	<b>\$25,000</b>

The above estimated costs are associated with relocating an existing street light on Poplar Street based on the revised preferred path of travel identified in the Conceptual Engineering Report. The new path of travel now includes travel along existing trails through Dudley Park to cross Trail Creek. The proposed pole relocation is conceptually required to improve the path of travel from the proposed trail to/from Dudley Park along Poplar Street.



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



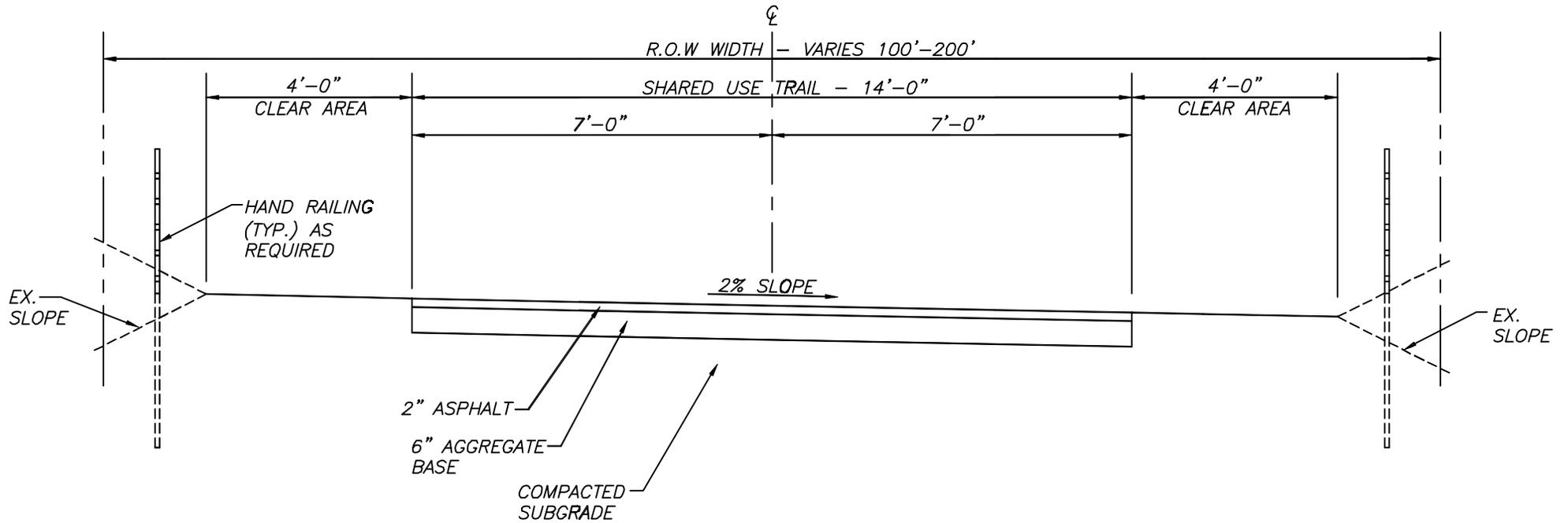
**OBRIEN & GERE**  
Engineering and Project Delivery

5895 Shiloh Road - Suite 113  
Alpharetta, Georgia 30005

NOT TO SCALE

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

**BRIDGE**  
ELEVATION AND TYPICAL SECTION



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NOT TO SCALE

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

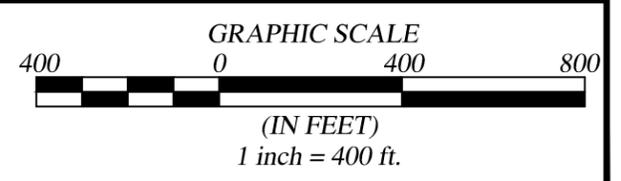
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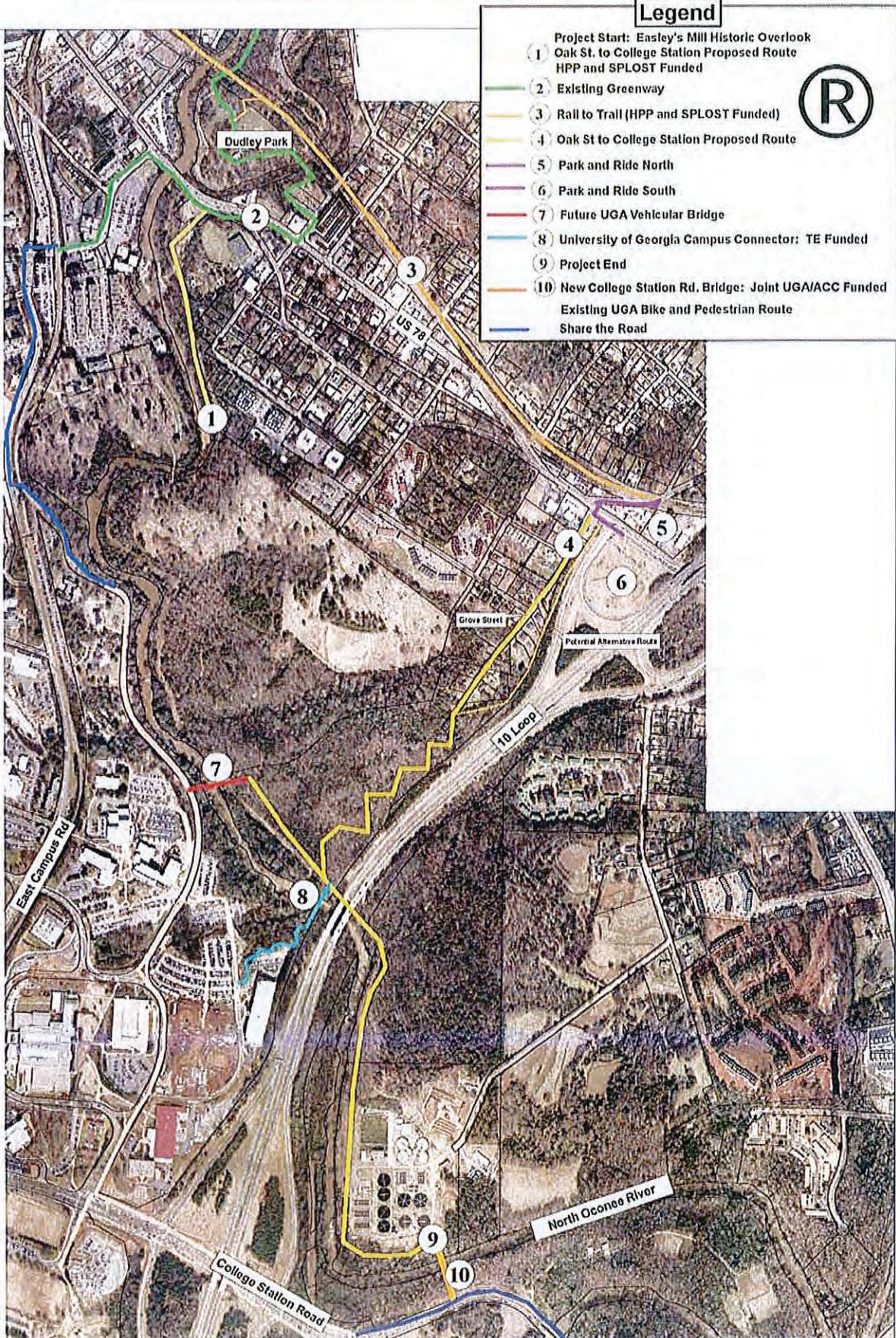
**O'BRIEN & GERE**  
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 Charleston, SC 2170 Ashley Phosphate Road, Suite 504 Charleston, SC 29406 (843)553-6670 FAX: (843)553-0755

REVISED PREFERRED ALTERNATE  
 ALIGNMENT  
 OCTOBER 27, 2010



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



(FOR INFORMATIONAL PURPOSES ONLY)