

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE P.I. No. 0007644, Bibb County
CSSTP-0007-00(644)
SR 74/Thomaston Road at CR 61/Lamar Road
Intersection Improvement-Roundabout

OFFICE: Program Control

DATE: September 29, 2009

FROM  Genetha Rice-Singleton, Program Control Administrator

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
Thomas Howell
Paul Liles
David Millen
Bill Rountree
BOARD MEMBER

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENTAL CORRESPONDENCE

FILE: P.I. No. 0007644, Bibb County
CSSTP-0007-00(644)
SR 74/Thomaston Road at CR 61/Lamar Road
Intersection Improvement-Roundabout

OFFICE: Program Control

DATE: August 27, 2009

FROM:  Genetha Rice-Singleton, Program Control Administrator

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

SUBJECT: PROJECT CONCEPT REPORT

This project is the intersection improvements to SR 74/Thomaston Road at CR 61/Lamar Road, 3.6 miles west of I-475 in Bibb County. The improvement includes the creation of a roundabout. Currently, SR 74 intersects Lamar Road in a horizontal curve (approximately 3500' radius), creating an approximate 66 degree angle between the south approach of Lamar Road and the east approach of SR 74. Lower Thomaston Road intersects SR 74 360' to the east of Lamar Road at an approximate 35 degree angle. SR 74/Thomaston Road and CR 61/Lamar Road are currently two lane facilities with no turn lanes at the intersection and narrow shoulders. The area around the intersection has experienced population growth due to development moving westerly in the county. The growth includes Westside High School and Heritage Elementary School as well as residential development around the Lake Tobesofkee Area. This intersection was identified in the 2003 High Accident Location Listing Report for GDOT District 3 region. Collisions reviewed from 2004 to 2008 revealed a total of 46 collisions at this intersection. The prominent type of accident at the intersection is an angle collision which is indicative of heavy congestion and/or significant turning movements along the roadway.

The proposed project consists of reconstructing the two existing intersections, the four-way stop controlled intersection of SR 74 and Lamar Road and the stop controlled intersection of Lower Thomaston Road and Johnson Road, into a modern roundabout with five approaches. The inscribed diameter of the roundabout will be 150' with a 15' travel lane at entry and exit, 20' circulatory lane, and a 14' concrete apron for truck turning movement. All approaches will have two, 12' travel lanes tapering 315' to two 15' lanes separated by a splitter island. This project would include shifting SR 74 slightly south to provide enough distance between each approach. This would also involve constructing a separate right-turn bypass from lower Thomaston Road to Johnson Road as the roundabout would not provide for enough space for school buses to make that turn maneuver. Curb, gutter and sidewalk will be extended approximately 350' back from the roundabout on all approaches. Traffic will be maintained during construction.

Environmental concerns include requiring a Categorical Exclusion be prepared; a public hearing is not required; time saving procedures are appropriate.

The estimated costs for this project are:

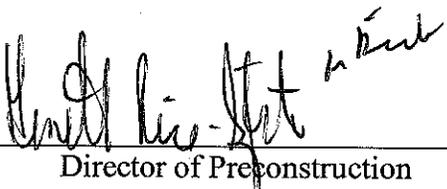
	<u>PROPOSED</u>	<u>APPROVED</u>	<u>FUNDING</u>	<u>PROG DATE</u>
Construction (includes E&C)	\$1,835,668	\$ 718,200	LS30	LUMP
Right-of-way	\$959,760	\$959,760	LS30	LUMP
Utilities*	\$462,800			

* PFA sent 6-10-2009 requesting Bibb County do Utilities and RR funding.

I recommend this project concept be approved.

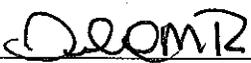
GRS: JDQ
Attachment

CONCUR



Director of Preconstruction

APPROVED



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

PRECONSTRUCTION STATUS REPORT FOR PI:0007644

PROJ ID: 0007644
COUNTY: Bibb
LENGTH (MI): 0.40
PROJ NO.: CSSTP-0007-00(644)
PROJ MGR: Rountree, Bill
AOHD Initials: WJB-TP
OFFICE: District 3
CONSULTANT: No Consultant, GDOT In-House Design
SPONSOR: GDOT
DESIGN FIRM:

SR 74/THOMASTON ROAD @ CR 61/LAMAR ROAD
MPO: Macon
TIP #:
MODEL YR:
TYPE WORK: Intersection Improvement
CONCEPT: ROUNDABOUT
PROG TYPE: Safety
Prov. for ITS: N
BOND PROJ.:

MGMT LET DATE: 12/15/2011
MGMT ROW DATE: 12/15/2010
BASELINE LET DATE: 12/16/2011
SCHED LET DATE: 11/30/2011
WHO LETS?: GDOT Let
LET WITH:

DOT DIST: 3
CONG. DIST: 8
BIKE: Y
MEASURE: E
NEEDS SCORE:
BRIDGE SUFF:

LATE START		LATE FINISH		TASKS		ACTUAL START		ACTUAL FINISH		%	
11/6/2009	10/23/2009	10/22/2009	10/22/2009	Concept Development	7/29/2008	7/29/2008	6/23/2009	96			
10/23/2009	10/23/2009	10/22/2009	10/22/2009	Concept Meeting	6/23/2009	6/23/2009	7/14/2009	100			
10/23/2009	10/23/2009	10/22/2009	10/22/2009	PM Submit Concept Report	7/14/2009	7/14/2009	8/26/2009	100			
10/23/2009	10/23/2009	10/22/2009	10/22/2009	Receive Preconstruction Concept Approval	8/13/2009	8/13/2009		100			
10/23/2009	10/23/2009	10/22/2009	10/22/2009	Management Concept Approval Complete	8/27/2009	8/27/2009		75			
10/23/2009	10/23/2009	10/22/2009	10/22/2009	Public Information Open House Held				0			
10/23/2009	10/23/2009	10/22/2009	10/22/2009	Environmental Approval				0			
10/23/2009	10/23/2009	10/22/2009	10/22/2009	Field Surveys/SDE	4/10/2009	4/10/2009		100			
10/23/2009	10/23/2009	10/22/2009	10/22/2009	Preliminary Plans				0			
10/23/2009	10/23/2009	10/22/2009	10/22/2009	Underground Storage Tanks				0			
10/23/2009	10/23/2009	10/22/2009	10/22/2009	404 Permit Obtainment				0			
10/23/2009	10/23/2009	10/22/2009	10/22/2009	PFPR Inspection				0			
10/23/2009	10/23/2009	10/22/2009	10/22/2009	R/W Plans Preparation				0			
10/23/2009	10/23/2009	10/22/2009	10/22/2009	R/W Plans Final Approval				0			
10/23/2009	10/23/2009	10/22/2009	10/22/2009	L & D Approval	8/27/2009	8/27/2009		75			
10/23/2009	10/23/2009	10/22/2009	10/22/2009	R/W Acquisition				0			
10/23/2009	10/23/2009	10/22/2009	10/22/2009	Stake R/W				0			
10/23/2009	10/23/2009	10/22/2009	10/22/2009	Soil Survey				0			
10/23/2009	10/23/2009	10/22/2009	10/22/2009	Final Design				0			
10/23/2009	10/23/2009	10/22/2009	10/22/2009	PFPR Inspection				0			
10/23/2009	10/23/2009	10/22/2009	10/22/2009	Submit PFPR Responses (OES)				0			

PROGRAMMED FUNDS		STIP AMOUNTS	
Activity	Approved	Proposed	Date
PE	2006	2006	6/15/2009
ROW	LUMP	LUMP	2/11/2008
CST	LUMP	LUMP	
Cost	215,000.00	959,760.00	665,000.00
Fund	LS30	LS30	LS30
Status	AUTHORIZED	PRECST	PRECST
Date Auth	6/30/2006		

District Comments	
WJB-TP [12-11-08 TO 06-04-09] NEED MGMT DATES FOR OEL PARTICIPATION [3-6-07] POTENTIAL FOR ROUND ABOUT [9-1-06] 12/07 FOR RW AUTH BC RATIO ALT 1 = 2.47, ALT 2 = 3.63, ALT 3 = 2.95, ALT 4 = 2.4, ALT 5 = 2.42 3/31/09	

Acquired by:	
DOT	
Acquisition MGR:	
R/W Cert Date:	

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE: P.I. No. 0007644

OFFICE: Environment/Location

PROJECT No. CSSTP-0007-00(644) / BIBB County

DATE: 7/24/09

SR 74 / Thomaston Road @ CR 61 / Lamar Road

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. Two (2) spring-flowering federally protected plants are listed for Bibb County. The proposed area may contain suitable habitat for either species. While it is unlikely that populations of these species would persist in such a small and fragmented parcel, a survey would be warranted. No other ecological concerns appear to be present within the corridor.
2. There is one (1) NRHP eligible historic property located adjacent to the project corridor. If significant impacts to historic 4(f) resources cannot be avoided, the proposed environmental schedule must be revised significantly.

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

GB:lc

cc: Ron Wishon
Angela Whitworth
Keith Golden
Angela Alexander
Thomas Howell
Paul Liles

Recommendation for approval:

DATE

7/8/2009


Project Manager

DATE

7/8/09


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

8/31/09

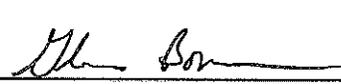

State Transportation Planning Administrator

DATE

State Transportation Financial Management Administrator

DATE

7/24/09


State Environmental/Location Engineer

DATE

State Traffic Operations Engineer

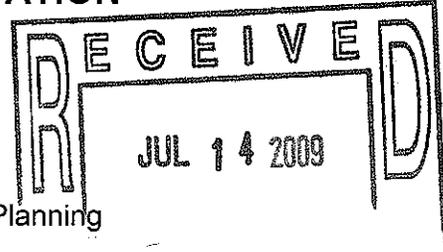
DATE

Project Review Engineer

★ Project was included in prior TIP/STIP and is in the current LRTP. Phases will be added to current/future TIP/STIPs as funding/need become available and upon approval by the Director of Planning.

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

MEMORANDUM



FILE CSSTP – 0007-00(644) Bibb County
P.I. 0007644

OFFICE Planning

DATE 7/13/09

FROM 
Angela T. Alexander, State Transportation Planning Administrator

TO Genetha Rice-Singleton, Assistant Director of Preconstruction

SUBJECT Project Concept Report – Intersection of SR 74/Thomaston Rd @ CR 61/Lamar Rd
CSSTP – 0007-00(644), P.I. 0007644

The Planning Office was requested by Preconstruction to verify if the subject project was identified in the current FY 09-13 MATS Transportation Improvement Program. There are no phases for this project that currently appear in the current FY 09-13 TIP; however, as funding is identified for the project phases by the Office of Financial Management, the Office of Planning will work with the Macon MPO to get the project phases amended into the current FY 09-13 TIP.

ATA:kmg

Attachment

CC: Reading File

Date:

7/13/09


State Transportation Planning Administrator

NOTICE OF LOCATION AND DESIGN APPROVAL

CSSTP-0007-00(644) BIBB
0007644

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 SEPTEMBER 29, 2009

Intersection improvements on State Route 74 located in Bibb County, Georgia Militia District 519, Land District 13, and Land Lots 171 & 204. All numerical units shall be in English units.

This project will combine the intersections of SR 74 at Lamar Road and Johnson Road at Lower Thomaston Road into a single-lane modern roundabout. Roads will be realigned accordingly to accommodate the proposed improvements.

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

David Coleman, Area Engineer
dcoleman@dot.ga.gov
4499 Riverside Dr.
Macon, Georgia 31210
(678) 689-3447

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

William J. Rountree, P.E., District Design Engineer
Department Of Transportation
brountree@dot.ga.gov
115 Transportation Blvd.
Thomaston, Georgia 30286-7000
(706) 646-6990

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.

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

Office of District 3 Design

PROJECT CONCEPT REPORT

Project Number: CSSTP-0007-00(644)

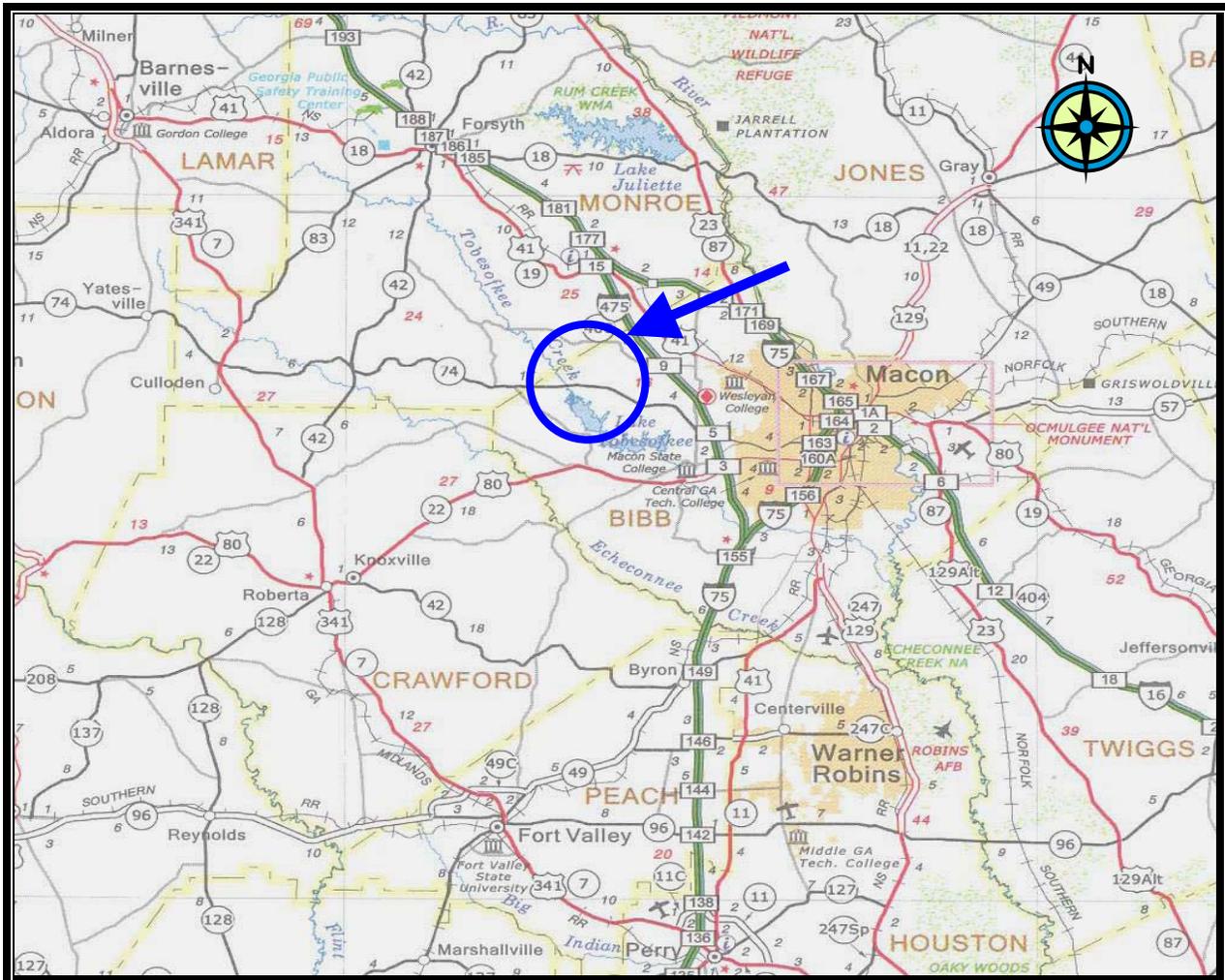
County: Bibb

P. I. Number: 0007644

Federal Route Number: N/A

State Route Number: SR 74

Regional Sketch SR 74/Thomaston Road @ CR 61/Lamar Road

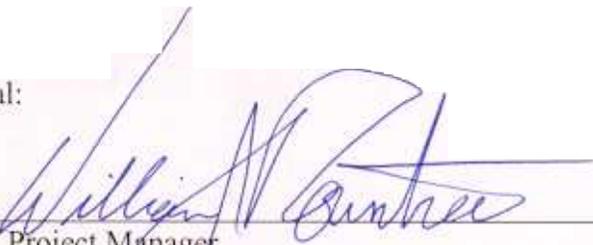


Recommendation for approval:

DATE

7/8/2009

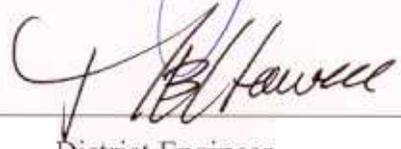
Project Manager



DATE

7/8/09

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

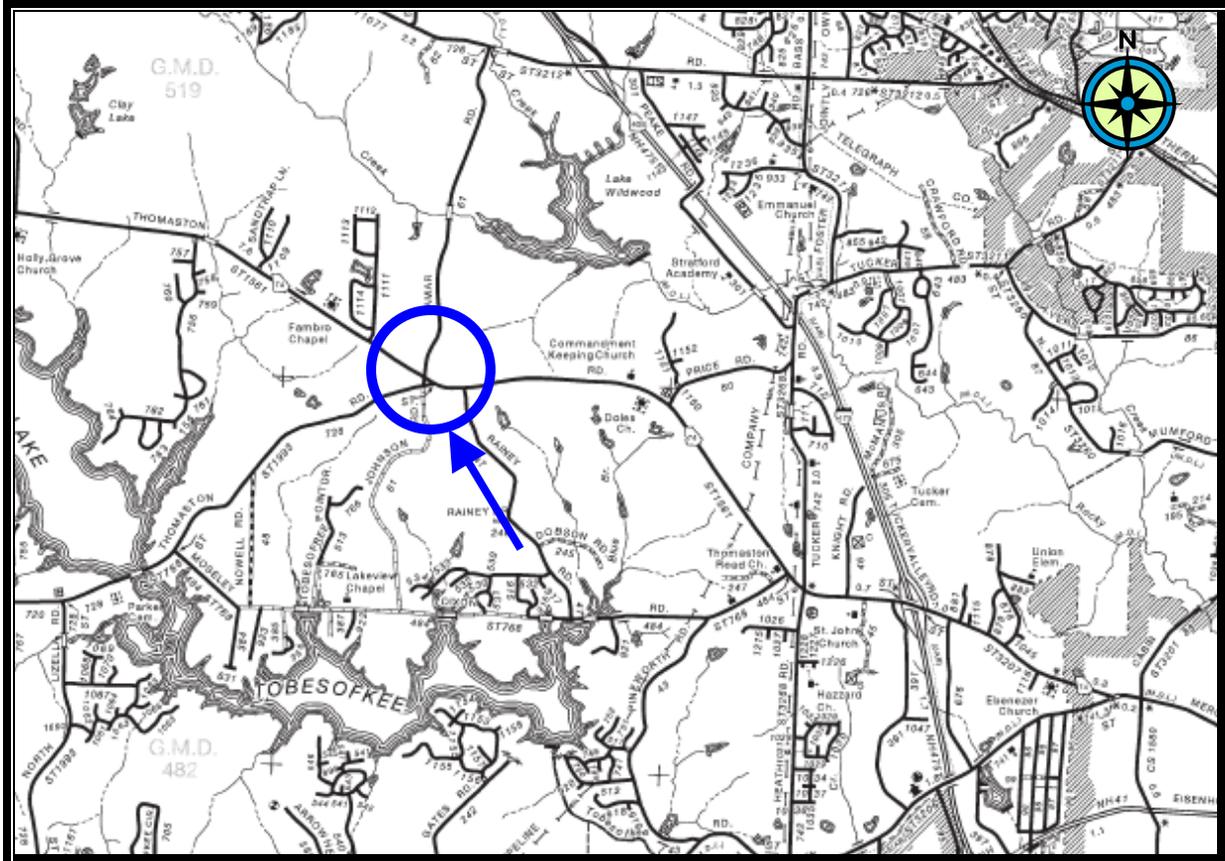
DATE _____

State Traffic Operations Engineer

DATE _____

Project Review Engineer

PROJECT LOCATION MAP



CSSTP-0007-00(644)
BIBB COUNTY
PI# 0007644

SR 74/THOMASTON ROAD @ CR 61/LAMAR ROAD
INTERSECTION IMPROVEMENT
ROUNDAABOUT

Need and Purpose Statement
SR 74/Thomaston Rd @ Lamar Rd/CR 61
CSSTP-0007-00(644) in Bibb County
P. I. No.: 0007644
Intersection Improvement

Background

Bibb County, in the area around the proposed intersection improvement, has experienced population growth due to development moving westerly in the county. Lamar Rd/CR 61 provides a connection to Zebulon Road. (See attachment A) I-475 @ Zebulon Road interchange has a large commercial development on both sides of the interchange attracting vehicles in the area. Additional growth in the vicinity includes Westside High School and Heritage Elementary School as well as residential development around the Lake Tobesofkee Area.

This intersection was identified in the 2003 High Accident Location Listing Report for the GDOT District 3 region. A fatality occurred at the intersection of SR 74 and CR 61 on May 25, 2008. At subsequent Macon Metropolitan Planning Organization's (MPO) Policy Committee meetings, safety improvements for the SR 74 @ CR 61 intersection received positive support from Bibb County officials.

As identified in the planning process, this project consists of intersection improvements to help improve safety at the intersection of SR 74/Thomaston Rd at Lamar Rd/CR 61. The length of the intersection improvement is 0.4 miles long. See location map (Attachment A).

Existing Travel Conditions

SR 74 is classified as a rural minor arterial west of its' intersection with Lamar Road and is classified as an urban minor arterial east of its' intersection with Lamar Road. Lamar Road is classified as an urban local street. The speed limit on SR 74 is 55 mph at its' intersection with Lamar Road, and the speed limit on Lamar Road is 45 mph at its' intersection with SR 74. Both roadways are 2-lane in the vicinity of the intersection.

Logical Termini

Project CCSTP-0007-00(644) focuses on the safety improvements of the intersection of SR 74 and Lamar Road. The logical terminus for this project has been based on the need to improve safety at the existing intersection. The project termini are logical and consist of only enough length to help remedy the existing high number of accidents at SR 74 and Lamar Road. This project has independent utility and is not anticipated to create the need for another project.

Existing and Projected Traffic Conditions

The table on the next page shows existing (2008) and future year (2033) design traffic (dated October 2008) provided by the Office of Environment and Location.

Year	SR 74/Thomaston Rd	CR 61/Lamar Rd
2008	4700 ADT	3700 ADT
2033	<p>% Trucks = 6.5%</p> <p>WEST OF INTERSECTION</p> <p>EB AM DHV = 430</p> <p>EB PM DHV = 220</p> <p>WB AM DHV = 130</p> <p>WB PM DHV = 400</p> <p>EAST OF INTERSECTION</p> <p>EB AM DHV = 435</p> <p>EB PM DHV = 210</p> <p>WB AM DHV = 135</p> <p>WB PM DHV = 420</p>	<p>% Trucks = 4%</p> <p>NORTH OF INTERSECTION</p> <p>NB AM DHV = 295</p> <p>NB PM DHV = 215</p> <p>SB AM DHV = 145</p> <p>SB PM DHV = 235</p> <p>SOUTH OF INTERSECTION</p> <p>NB AM DHV = 185</p> <p>NB PM DHV = 85</p> <p>SB AM DHV = 35</p> <p>SB PM DHV = 135</p>

Projects in the Area

There are currently no planned or programmed projects in the vicinity of this intersection improvement project.

Environmental Justice

Based on 2000 U.S. Census data, PI#0007644 is located in census tract 136.01. The table below shows the demographics for the census tract:

Census Tract	% Minority	\$0-25K Per household	\$25-50K Per household	\$50-75K Per household	\$75-100K Per household	\$100K+ Per household	1990 Pop.	2000 Pop.
136.01	18%	14%	28%	24%	19%	15%	5,913	9,677

*Total percentages may be greater or less than 100% due to rounding

Land Use

The majority of the existing land use is a mix of agricultural/forestry and single and multi-family residential growth, and future land use is planned to be for suburban residential growth for the area of the proposed intersection improvement.

Bike and Pedestrian Facilities

In the vicinity of the proposed project, Lamar Road and Lower Thomaston Road are proposed as a bike route in the 2030 Macon Area Transportation Study Long Range Transportation Plan.

Accident Data

The prominent type of accident at the intersection of SR 74 and Lamar Road is an angle collision which is indicative of heavy congestion and/or significant turning movements along a roadway. The intersection improvement at SR 74 and Lamar Road will help

improve safety by realigning the intersection and reducing speed, in turn, reducing the numbers of accidents at this intersection.

According to the Georgia Department of Transportation's Office of Traffic Safety and Design, the following table compares the SR 74 @ CR 61 accident totals with the statewide critical frequency for a STATE ROUTE WITH OTHER ROUTE, RURAL, UNSIGNALIZED intersection (NOTE: the critical frequency rates are per 1 million vehicles annually):

SR 74/Thomaston Rd @ CR 61/Lamar Rd

	2004	2005	2006
	SR 74 (@ CR 61)	SR 74 (@ CR 61)	SR 74 (@ CR 61)
Accidents	13	11	6
Statewide Critical Frequency	0.99	0.35	0.80
# of Injuries	13	5	0

As shown in the table above, the number of accidents at this intersection exceeded the statewide critical frequency rate for all 3 years. 2007 & 2008 accident data is incomplete; however, from the data compiled thus far, in 2007, there were 8 accidents with 8 injuries and in 2008, there has been 8 accidents with 11 injuries and 1 fatality.

Type of Accident Summary

The table below indicates the type of accidents along the identified segments of the subject area for the five years of 2004, 2005, 2006, 2007 & 2008: (NOTE: 2007 & 2008 accident data is incomplete)

Type of Accident 2004/2005/2006/2007/ 2008	SR 74 @ CR 61	Percent	On Roadway	Off Roadway
Rear End	3	7%	3	0
Angle	35	76%	35	0
Side Swipe	2	4%	2	0
Head On	1	2%	1	0
Not a Collision w/a Vehicle	5	11%	2	3
Sub-total	46	100%	43	3

Need and Purpose

The need and purpose of the project is to help improve existing and future safety conditions at the intersection of SR 74/Thomaston Road and CR 61/Lamar Road.

Description of the Proposed Project:

The intersection of SR 74 with Lamar Road is located at M.P. 4.75, approximately 3.6 miles west of I-475 and approximately 2.1 miles south of Zebulon Road. This project proposes to reconstruct two existing intersections – the four-way stop controlled intersection of SR 74 and Lamar Road and the stop controlled intersection of Lower Thomaston Road and Johnson Road – into a modern roundabout with five approaches. The inscribed diameter of the roundabout will be 150-feet with a 15-foot travel lane at entry and exit, 20-foot circulatory lane, and a 14-foot concrete apron for truck turning movements. All approaches will have two 12-foot travel lanes tapering 315 feet to two 15-foot lanes separated by a splitter island. The interior island and approach islands will be raised and exterior lighting will be provided. Curb, gutter, and sidewalk will be extended approximately 350 feet back from the roundabout on all approaches.

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:

SR 74: Rural/Urban Minor Arterial*

Lamar Road: Urban Local Street

Johnson Road: Rural Local Road

Lower Thomaston Road: Rural Major Collector

*Rural west of intersection and urban east of intersection.

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

State Route Number(s): SR 74

Traffic (AADT):

Traffic(AADT) Two Way Traffic	SR 74	Lamar Road
Current Year: (2013)	5075	2925
Design Year: (2033)	6650	3600
K =	13.0%	16.0%
D =	76.0%	73.0%
T =	6.5%	4.0%
24 HR T =	8.0%	5.0%

Existing Design Features:

- Typical Section:
 - SR 74: 2 – 12’ paved lanes with 2’ paved and 6’ grass shoulders
 - Lamar Road/Johnson Road: 2 – 11’ paved lanes with 6’ grass shoulders
 - Lower Thomaston Road: 2 – 11’ paved lanes with 6’ grass shoulders
- Posted Speed: SR 74: 55 mph
 - Lamar: 45 mph
 - Lower Thomaston: 45 mph
 - Johnson: 35 mph (before intersection with Lower Thomaston)
- Minimum Radius: SR 74: 2700 feet
 - Lamar/Johnson: None
 - Lower Thomaston: 1200 feet
- Maximum Grade: SR 74: 1.2%
 - Lamar: 3.5%
 - Lower Thomaston: 1.2%
 - Johnson: 5.6%
- Total Width of Right of Way: SR 74: 130 to 150 feet
 - Lamar/Johnson: 80 to 100 feet
 - Lower Thomaston: 70 feet
- Major Structures: N/A
- Major Interchanges or Intersections Along the Project: SR 74 at Lamar Road
- Existing Length of Roadway Segment and the Beginning Mile Logs for Each County Segment:
 - SR 74: Begin mile post 4.57 and end mile post 4.92 (Total 0.35 miles)
 - Lamar: Begin mile post 1.48 and end mile post 1.73 (Total 0.25 miles)
 - Lower Thomaston: Begin mile post 4.22 and end mile post 4.32 (Total 0.10 miles)

Proposed Design Features:

- Proposed Typical Section(s): 2 – 12’ paved lanes with curb, gutter, and sidewalk
- Proposed Design Speed: Approaches:
 - SR 74: 45 mph
 - Side Roads: 35 mph
 - Inside Roundabout: 25 mph
- Proposed Maximum Grade SR 74: 5% Maximum Grade Allowable: 5%
- Proposed Maximum Grade Lamar Road: 9% Maximum Grade Allowable: 9%
- Proposed Maximum Grade Lower Thomaston: 8% Maximum Grade Allowable: 8%
- Proposed Maximum Grade Johnson: 10% Maximum Grade Allowable: 10%
- Proposed Maximum Grade Driveway: 10%
- Proposed Minimum Radius of Curve: SR 74: 750 feet
 - Lower Thomaston: 550 feet
- Minimum Radius Allowable: SR 74: 643 feet
 - Side Roads: 340 feet

- Right of Way:
 - Width: Total – 100 to 300* feet
*At the intersection where SR 74 is being realigned.
 - Easements: Temporary , Permanent , Utility , Other .
 - Type of access control: Full , Partial , By Permit , Other .
 - Number of parcels: 11 Number of displacements: 1
 - Businesses: _____
 - Residents: 1
 - Mobile Homes: _____
 - Other: _____

- Structures: N/A
- Major Intersections and Interchanges: SR 74 at Lamar Road
- Traffic Control during Construction: Traffic will be maintained on the existing roadway with stage construction.

- 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: None Expected
- Environmental Concerns:
 - Historic house on the property between Lower Thomaston and Johnson Roads
- 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:
 - AT & T
 - Atlanta Gas Light
 - Cox Communications
 - Georgia Power
 - Macon Water Authority

Project Responsibilities:

- Design: GDOT
- Right of Way Acquisition: GDOT
- Relocation of Utilities: GDOT
- Letting to contract: GDOT
- Supervision of construction: GDOT
- Providing material pits: Contractor

Coordination:

- Concept Meeting Date and Brief Summary. 6-23-09 (see attached minutes)
- Other projects in the Area: None
- Other Coordination to Date: Initial Concept Team Meeting (4-01-09)

Scheduling – Responsible Parties’ Estimate

- Time to Complete the Environmental Process: 6 Months
- Time to Complete the Preliminary Construction Plans: 9 Months
- Time to Complete Right of Way Plans: 2 Months
- Time to Complete the Section 404 Permit: N/A
- Time to Complete Final Construction Plans: 6 Months
- Time to Complete the Purchase of Right of Way: 9 Months
- Time to Complete the Utilities Relocation: 6 Months

Alternates Considered:

- ✓ **Alternate 1 (Preferred):** Construction of a single-lane roundabout with access to each of the five existing approaches. Project would include shifting SR 74 slightly south to provide enough distance between each approach. This would also involve constructing a separate right turn bypass from Lower Thomaston Road to Johnson Road as the roundabout would not provide for enough space for school buses to make that turn maneuver. In addition the radius between Lamar Road and SR 74 W would be extended to accommodate right turns for WB-60 design vehicles.
- **Alternate 2:** Realignment of Lamar Road and Lower Thomaston Road to form a four-way intersection with SR 74 that is less skewed and includes left and right turn lanes for all approaches. Project would include realigning Johnson Road to intersect Lower Thomaston Road at 90° approximately 200 feet south of the proposed intersection and would include the addition a stop and go traffic signal.
- **Alternate 3:** Realignment of SR 74 slightly to the south to maintain a 70° skew angle as well as the addition of left and right turn lanes to all approaches. Project would also involve the realignment of Lower Thomaston Road to intersect Johnson Road approximately 200 feet south of the proposed intersection and would include the addition of a stop and go traffic signal.
- **Alternate 4:** Construction of a single-lane roundabout with access to SR 74, Lamar Road, and Lower Thomaston Road. Lower Thomaston Road would be realigned to accommodate adequate distance between approaches. Project would include realigning Johnson Road to intersect Lower Thomaston Road at 90° approximately 120 feet south of the proposed intersection. A left turn bay on Lower Thomaston Road would be placed in the southern end of the approach median to accommodate left turn storage for Johnson Road.
- **Alternate 5:** Slight realignment of SR 74 to intersect Lamar Road at a 70° skew angle. Realignment of Lower Thomaston Road to intersect Johnson Road at 90° approximately 200 feet south of the proposed intersection. This project would include no addition of right or left turn lanes and would keep the intersection four-way stop-controlled.
- **Alternate 6:** No build. This alternative was rejected because it did not address capacity and safety deficiencies.

Attachments:

1. Cost Estimates:
 - a. Construction including E&C
 - b. Right of Way
 - c. Utilities
2. Layout
3. Typical Sections
4. Capacity Analysis/Traffic Engineering Study
5. Initial Concept Team Meeting Minutes
6. Project Framework Agreement
7. Concept Team Meeting Minutes
8. Notice of Location and Design Approval

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE PROJECT No. CSSTP-0007-00(644), BIBB
SR 74 @ Lamar Road
P.I. No. 0007644

OFFICE D3 Design

DATE 7/9/2009

FROM Tyler Peek, TEA

TO Ronald E. Wishon, Project Review Engineer

SUBJECT REVISIONS TO PROGRAMMED COSTS

PROJECT MANAGER Bill Rountree

MNGT LET DATE 12/15/2011

MNGT R/W DATE 12/15/2010

PROGRAMMED COST (TPro W/OUT INFLATION)

LAST ESTIMATE UPDATE

CONSTRUCTION \$665,000.00

DATE 2/11/2008

RIGHT OF WAY \$300,000.00

DATE 9/13/2005

UTILITIES Enter Utility Cost

DATE Select Date

REVISED COST ESTIMATES

CONSTRUCTION* \$1,835,668.45

RIGHT OF WAY \$959,760.00

UTILITIES** \$462,800.00

* Costs contain 5% Engineering and Inspection and 5% Construction Contingencies and Fuel and Liquid AC Adjustments.

** Costs contain 30% contingency.

REASON FOR COST INCREASE Annual Update with Contingencies and Fuel Cost Adjustments

CONTINGENCY SUMMARY

Construction Cost Estimate:	\$1,549,149.65	(Base Estimate)
Engineering and Inspection:	\$77,457.49	(Base Estimate x 5 %)
Construction Contingency:	\$77,457.49	(Base Estimate x 5 %) (The Construction Contingency is based on the Project Improvement Type in TPro.)
Total Fuel Adjustment	\$45,557.96	(From attached worksheet)
Total Liquid AC Adjustment	\$86,045.86	(From attached worksheet)
Construction Total:	\$1,835,668.45	
Utility Cost Estimate:	\$356,000.00	
Utility Contingency:	\$106,800.00	30 %
Utility Total:	\$462,800.00	

REIMBURSABLE UTILITY COST

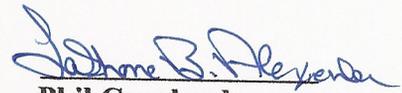
Utility Owner	Reimbursable Costs
Georgia Power Company	\$190,000.00
AT&T	\$166,000.00
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____

Attachments

c: Genetha Rice - Singleton, Assistant Director of Preconstruction

Angela Whitworth, Financial Management Administrator

Preliminary Right of Way Cost Estimate



Phil Copeland
Right of Way Administrator
By: LaShone Alexander

Date: March 12, 2009
Project: CSSTP-0007-00(644) Bibb County
Existing/Required R/W: Varies/Varies
Project Termini : SR74 Thomaston @ C.R 61/Lamar Rd Alternate 1
Project Description: Intersection Improvement Project

P.I. Number: 0007644
No. Parcels: 12

Land:

Residential /Agriculture R/W: 1.940 acre @ \$50,000/acre \$ 97,000.00

Improvements : signs, fencing, residence, landscaping
misc. site improvements \$ 250,000.00

Relocation: Residential (1) \$ 40,000
Commercial (0) \$ _____
\$ 40,000.00

Damage : Proximity (0)
Cost to Cure (0)
\$ _____
0.00
387,000.00

Net Cost \$ 387,000.00

Net Cost \$ 387,000.00
Scheduling Contingency 55 % 212,850.00
Adm/Court Cost 60 % 359,910.00
\$ 959,760.00

Total Cost \$959,760.00

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

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE **STP-0007-00(644), Bibb County, P.I. # 0007644** OFFICE Thomaston
SR-74/Thomaston Road @ CR 61/Lamar Road

FROM Kerry Gore, District Utilities Engineer DATE March 16, 2009

TO Bill Rountree, Project Manager

SUBJECT **PRELIMINARY UTILITY COST (ESTIMATE)**

As requested by your office, we are furnishing you with a Preliminary Utility Cost estimate for each utility with facilities potentially located within the project limits.

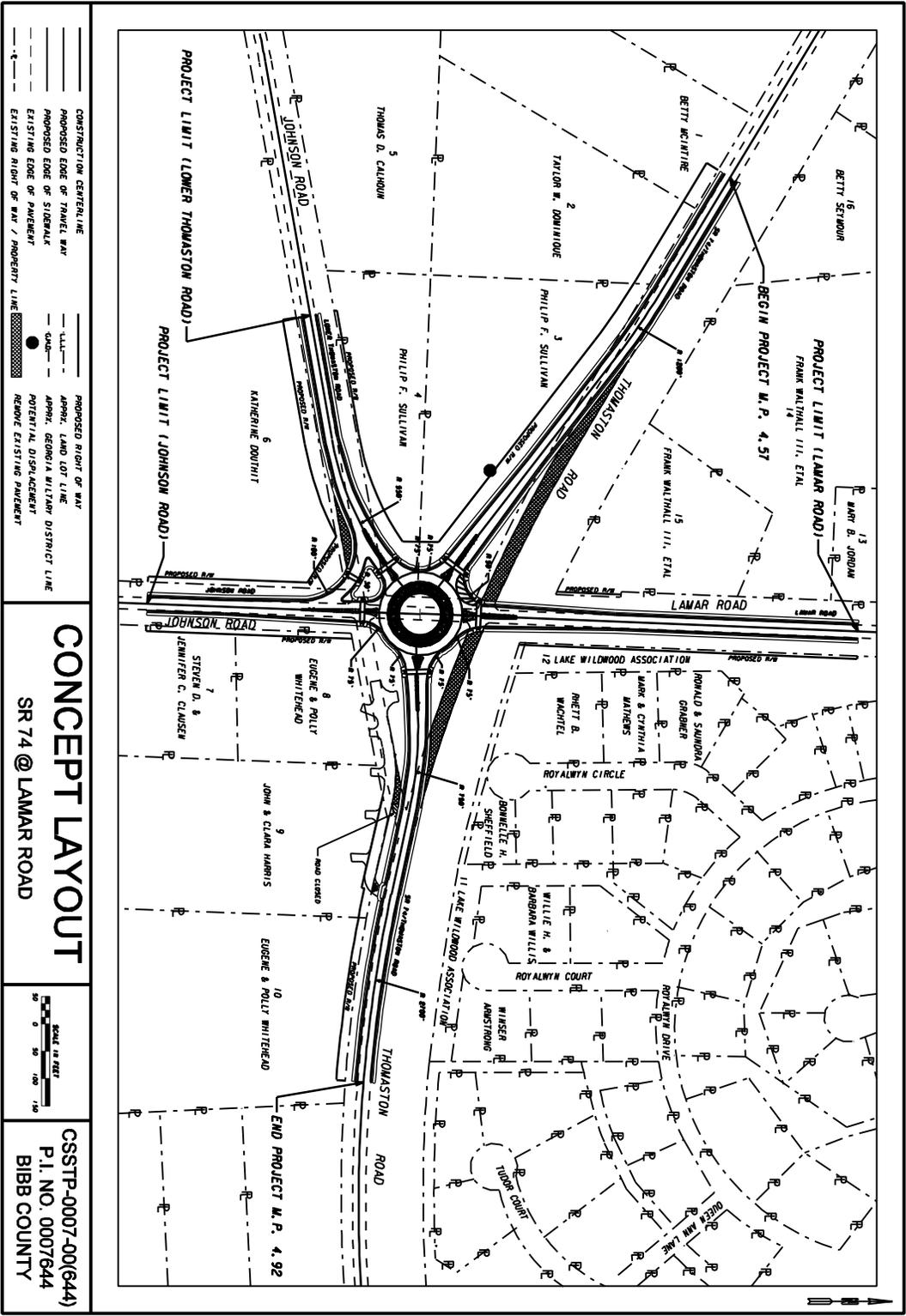
<u>FACILITY OWNER</u>	<u>NON-REIMBURSABLE</u>	<u>REIMBURSABLE</u>
BellSouth d/b/a AT&T Georgia	149,500	166,000
Georgia Power (Distribution)	0	190,000
Macon Water Authority	100,000	0
Atlanta Gas Light	80,000	0
Cox Communications	25,000	0
TOTALS	\$354,500	\$356,000
30% Utilities Contingency		\$106,800
Total Reimbursement Cost		\$462,800

Total Preliminary Utility Cost Estimate **\$817,300**.

If you have any questions, please contact Kerry Gore at 706-646-6692.

KG/pls

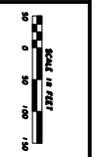
cc: Jeff Baker, P.E., State Utilities Engineer (*via: e-mail*)
Angela Whitworth, Office of Financial Management (*via: e-mail*)
Clinton Ford, Area Engineer (*via: e-mail*)



CONSTRUCTION CENTERLINE
 PROPOSED EDGE OF TRAVEL WAY
 PROPOSED EDGE OF SIDEWALK
 EXISTING RIGHT OF WAY / PROPERTY LINE
 PROPOSED RIGHT OF WAY
 APPOR. LAND LOT LINE
 POTENTIAL DISPLACEMENT
 REMOVE EXISTING PARKMENT

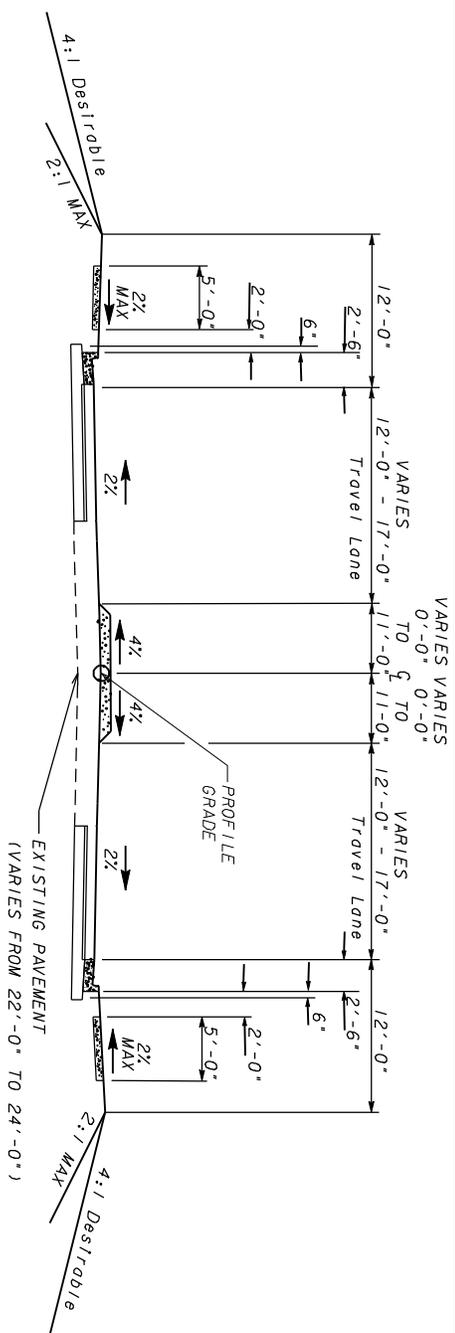
CONCEPT LAYOUT

SR 74 @ LAMAR ROAD

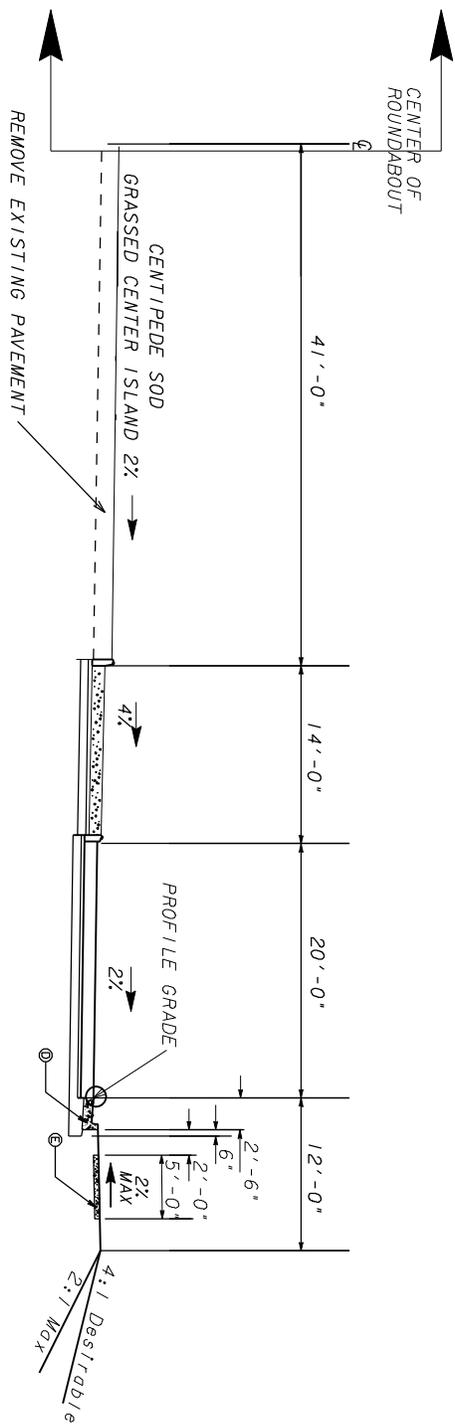


CSSTP-0007-00(644)
 P.I. NO. 0007644
 BIBB COUNTY

ALTERNATE 1



TYPICAL SECTION 1
APPLIES TO ALL APPROACHES TO THE ROUNDABOUT



ROUNDBABOUTS - UNSIGNALIZED INTERSECTIONS WORKSHEET					
General Information			Site Information		
Analyst	Tyler Peek		Intersection	SR 74 @ Lamar Road	
Agency/Co.	GDOT		Jurisdiction	Bibb County	
Date Performed	4/22/2009		Analysis Year	2033	
Time Period	AM peak hour				
Project Description Roundabout					
Volume Adjustments					
		EB	WB	NB	SB
LT Traffic	Volume, veh/h	85	0	15	95
	PHF	0.90	0.90	0.90	0.90
	Flow rate, veh/h	94	0	16	105
TH Traffic	Volume, veh/h	340	95	170	30
	PHF	0.90	0.90	0.90	0.90
	Flow rate, veh/h	377	105	188	33
RT Traffic	Volume, veh/h	5	40	0	20
	PHF	0.90	0.90	0.90	0.90
	Flow rate, veh/h	5	44	0	22
Approach Flow Computation					
Approach Flow (veh/h)			Va (veh/h)		
V _{ae}			476		
V _{aw}			149		
V _{an}			204		
V _{as}			160		
Circulating Flow Computation					
Approach Flow (veh/h)			Vc (veh/h)		
V _{ce}			138		
V _{cw}			298		
V _{cn}			576		
V _{cs}			121		
Capacity Computation					
		EB	WB	NB	SB
Capacity	Upper bound	1243	1096	878	1259
	Lower bound	1032	899	705	1047
v/c Ratio	Upper bound	0.38	0.14	0.23	0.13
	Lower bound	0.46	0.17	0.29	0.15

ROUNDABOUTS - UNSIGNALIZED INTERSECTIONS WORKSHEET					
General Information			Site Information		
Analyst	Tyler Peek		Intersection	SR 74 @ Lamar Road	
Agency/Co.	GDOT		Jurisdiction	Bibb County	
Date Performed	4/22/2009		Analysis Year	2033	
Time Period	PM peak hour				
Project Description Roundabout					
Volume Adjustments					
		EB	WB	NB	SB
LT Traffic	Volume, veh/h	45	0	15	40
	PHF	0.90	0.90	0.90	0.90
	Flow rate, veh/h	50	0	16	44
TH Traffic	Volume, veh/h	170	320	70	130
	PHF	0.90	0.90	0.90	0.90
	Flow rate, veh/h	188	355	77	144
RT Traffic	Volume, veh/h	5	100	0	65
	PHF	0.90	0.90	0.90	0.90
	Flow rate, veh/h	5	111	0	72
Approach Flow Computation					
Approach Flow (veh/h)			Va (veh/h)		
V _{ae}			243		
V _{aw}			466		
V _{an}			93		
V _{as}			260		
Circulating Flow Computation					
Approach Flow (veh/h)			Vc (veh/h)		
V _{ce}			188		
V _{cw}			143		
V _{cn}			282		
V _{cs}			371		
Capacity Computation					
		EB	WB	NB	SB
Capacity	Upper bound	1195	1238	1110	1034
	Lower bound	989	1028	912	844
v/c Ratio	Upper bound	0.20	0.38	0.08	0.25
	Lower bound	0.25	0.45	0.10	0.31

ALL-WAY STOP CONTROL ANALYSIS								
General Information				Site Information				
Analyst	Tyler Peek			Intersection	SR 74 @ Lamar Road			
Agency/Co.	GDOT			Jurisdiction	Bibb County			
Date Performed	4/22/2009			Analysis Year	2033			
Analysis Time Period	AM peak hour							
Project ID <i>All-way stop</i>								
East/West Street: <i>SR 74</i>				North/South Street: <i>Lamar Road/Johnson Road</i>				
Volume Adjustments and Site Characteristics								
Approach	Eastbound			Westbound				
Movement	L	T	R	L	T	R		
Volume (veh/h)	85	340	5	0	95	40		
%Thrus Left Lane								
Approach	Northbound			Southbound				
Movement	L	T	R	L	T	R		
Volume (veh/h)	15	170	0	95	30	20		
%Thrus Left Lane								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	0.90		0.90		0.90		0.90	
Flow Rate (veh/h)	476		149		204		160	
% Heavy Vehicles	7		7		7		7	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	0.25							
Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	0.2		0.0		0.1		0.7	
Prop. Right-Turns	0.0		0.3		0.0		0.1	
Prop. Heavy Vehicle	0.1		0.1		0.1		0.1	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.2		-0.1		0.1		0.2	
Departure Headway and Service Time								
hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.42		0.13		0.18		0.14	
hd, final value (s)	5.51		5.88		6.21		6.34	
x, final value	0.73		0.24		0.35		0.28	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t _s (s)	3.5		3.9		4.2		4.3	
Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	637		399		454		410	
Delay (s/veh)	21.82		10.76		12.53		11.81	
LOS	C		B		B		B	
Approach: Delay (s/veh)	21.82		10.76		12.53		11.81	
LOS	C		B		B		B	
Intersection Delay (s/veh)	16.62							

Intersection LOS	C
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ALL-WAY STOP CONTROL ANALYSIS									
General Information					Site Information				
Analyst	Tyler Peek				Intersection	SR 74 @ Lamar Road			
Agency/Co.	GDOT				Jurisdiction	Bibb County			
Date Performed	4/22/2009				Analysis Year	2033			
Analysis Time Period	PM peak hour								
Project ID <i>All-way stop</i>									
East/West Street: <i>SR 74</i>					North/South Street: <i>Lamar Road/Johnson Road</i>				
Volume Adjustments and Site Characteristics									
Approach	Eastbound			Westbound					
Movement	L	T	R	L	T	R			
Volume (veh/h)	45	170	5	0	320	100			
%Thrus Left Lane									
Approach	Northbound			Southbound					
Movement	L	T	R	L	T	R			
Volume (veh/h)	15	70	0	40	130	65			
%Thrus Left Lane									
	Eastbound		Westbound		Northbound		Southbound		
	L1	L2	L1	L2	L1	L2	L1	L2	
Configuration	<i>LTR</i>		<i>LTR</i>		<i>LTR</i>		<i>LTR</i>		
PHF	<i>0.90</i>		<i>0.90</i>		<i>0.90</i>		<i>0.90</i>		
Flow Rate (veh/h)	<i>243</i>		<i>466</i>		<i>93</i>		<i>260</i>		
% Heavy Vehicles	<i>7</i>		<i>7</i>		<i>7</i>		<i>7</i>		
No. Lanes	<i>1</i>		<i>1</i>		<i>1</i>		<i>1</i>		
Geometry Group	<i>1</i>		<i>1</i>		<i>1</i>		<i>1</i>		
Duration, T	<i>0.25</i>								
Saturation Headway Adjustment Worksheet									
Prop. Left-Turns	<i>0.2</i>		<i>0.0</i>		<i>0.2</i>		<i>0.2</i>		
Prop. Right-Turns	<i>0.0</i>		<i>0.2</i>		<i>0.0</i>		<i>0.3</i>		
Prop. Heavy Vehicle	<i>0.1</i>		<i>0.1</i>		<i>0.1</i>		<i>0.1</i>		
hLT-adj	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	<i>0.2</i>	
hRT-adj	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	<i>-0.6</i>	
hHV-adj	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	<i>1.7</i>	
hadj, computed	<i>0.1</i>		<i>-0.0</i>		<i>0.2</i>		<i>-0.0</i>		
Departure Headway and Service Time									
hd, initial value (s)	<i>3.20</i>		<i>3.20</i>		<i>3.20</i>		<i>3.20</i>		
x, initial	<i>0.22</i>		<i>0.41</i>		<i>0.08</i>		<i>0.23</i>		
hd, final value (s)	<i>6.04</i>		<i>5.50</i>		<i>6.75</i>		<i>6.15</i>		
x, final value	<i>0.41</i>		<i>0.71</i>		<i>0.17</i>		<i>0.44</i>		
Move-up time, m (s)	<i>2.0</i>		<i>2.0</i>		<i>2.0</i>		<i>2.0</i>		
Service Time, t _s (s)	<i>4.0</i>		<i>3.5</i>		<i>4.8</i>		<i>4.1</i>		
Capacity and Level of Service									
	Eastbound		Westbound		Northbound		Southbound		
	L1	L2	L1	L2	L1	L2	L1	L2	
Capacity (veh/h)	<i>493</i>		<i>635</i>		<i>343</i>		<i>510</i>		
Delay (s/veh)	<i>13.13</i>		<i>20.93</i>		<i>11.17</i>		<i>13.96</i>		
LOS	<i>B</i>		<i>C</i>		<i>B</i>		<i>B</i>		
Approach: Delay (s/veh)	<i>13.13</i>		<i>20.93</i>		<i>11.17</i>		<i>13.96</i>		
LOS	<i>B</i>		<i>C</i>		<i>B</i>		<i>B</i>		
Intersection Delay (s/veh)	<i>16.58</i>								

Intersection LOS

C

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Welcome to GDOT's Roundabout Analysis Tool. This tool is designed for the user to determine the functionality of a proposed roundabout. The analysis is based on NCHRP Report 572 and the FHWA's Roundabout Design Guide (2000) standards. Please read the notes in the Instructions tab before using the spreadsheet.

Analyst:	Tyler Peek
Agency/Company:	Georgia Department of Transportation
Date:	May 7, 2009
Project Name or PI#:	PI 0007644
Intersection:	SR 74 @ Lamar Road
Analysis Time Period:	AM
Year:	2033
County/District:	Bibb County

Roundabout Considerations Worksheet

Roundabouts may not operate well if there is too much traffic entering the intersection or if the percentage of traffic on the major road is too high. Candidate intersections shall be analyzed to determine whether a roundabout will perform acceptably. Shown below are thresholds to determine if a roundabout capacity analysis is required:

# of circulatory lanes	ADTs (current/ build year)	% traffic on Major Road
Single Lane	less than 20,000	less than 80%
Multi-Lane	less than 40,000	less than 80%

Other things to consider when evaluating roundabouts as an alternative are Right of Way, sight distance, environmental impacts, and access to adjacent properties.

Volume Information (for Analysis Time Period)

1 Enter the Major/Minor Street ADT Volumes in the Chart below:

	Volumes	Split
Major Street	3,350	58%
Minor Street	2,425	42%
Total volumes	5,775	

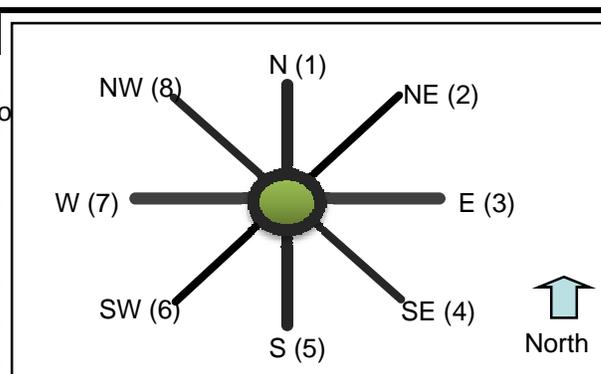
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for
stre

Proximity to Other Intersections

2 How close is the nearest signal (miles or feet)?

3 Is the proposed intersection located within a coordinated signal network?

General & Site Information	
Analyst:	Tyler Peek
Agency/Company:	Georgia Department of Transportation
Date:	1-Jun-09
Project Name or PI#:	PI 0007644
Intersection:	SR 74 @ Lamar Road
Analysis Time Period:	AM
Year:	2033
County/District:	Bibb County



Volumes		Entry Legs (FROM)							
		N (1)	NE (2)	E (3)	SE (4)	S (5)	SW (6)	W (7)	NW (8)
Exit Legs (TO)	N (1), vph			2		48	66	158	
	NE (2), vph								
	E (3), vph	9				19	88	151	
	SE (4), vph								
	S (5), vph	74		46			43	23	
	SW (6), vph	33		21		10		10	
	W (7), vph	0		161		19	22		
	NW (8), vph								
Output	Total Vehicles	116	0	230	0	96	219	342	0

Volume Characteristics	N	NE	E	SE	S	SW	W	NW
% Cars	90%	100%	90%	100%	90%	90%	90%	100%
% SU/ Bus	5%	0%	5%	0%	5%	5%	5%	0%
% Trucks	5%	0%	5%	0%	5%	5%	5%	0%
% Bicycle	0%	0%	0%	0%	0%	0%	0%	0%
PHF	0.88	0.92	0.88	0.92	0.88	0.88	0.88	0.92
F _{HV}	0.930	1.000	0.930	1.000	0.930	0.930	0.930	1.000

Entry/Conflicting Flows	N	NE	E	SE	S	SW	W	NW
Flow to Leg # N (1), pcu/h	0	0	2	0	59	81	193	0
NE (2), pcu/h	0	0	0	0	0	0	0	0
E (3), pcu/h	11	0	0	0	23	108	184	0
SE (4), pcu/h	0	0	0	0	0	0	0	0
S (5), pcu/h	90	0	56	0	0	53	28	0
SW (6), pcu/h	40	0	26	0	12	0	12	0
W (7), pcu/h	0	0	197	0	23	27	0	0
NW (8), pcu/h	0	0	0	0	0	0	0	0
Entry flow, pcu/h	142	0	281	0	117	268	418	0
Conflicting flow, pcu/h	341	0	395	0	603	563	236	0

Roundabout Type	Urban Compact=1	Standard Single Lane =2
-----------------	-----------------	-------------------------

Enter type here...	2
--------------------	---

Results								
NCHRP-572 Model	N	NE	E	SE	S	SW	W	NW
Entry Capacity, pcu/h	804	NA	762	NA	618	643	893	NA
Leg v/c ratio	0.18		0.37		0.19	0.42	0.47	
Control Delay, s/pcu	5.4		7.5		7.2	9.5	7.5	
LOS	A		A		A	A	A	
LOS (signalized)	A		A		A	A	A	
95th % Queue (veh)	1		2		1	2	3	
95th Percentile Queue (ft)	17		46		19	55	68	
FHWA 2000 Model	N	NE	E	SE	S	SW	W	NW
Entry Capacity, pcu/h	1026	NA	997	NA	883	905	1084	NA
Leg v/c ratio	0.14		0.28		0.13	0.30	0.39	
Delay (s/veh)	4		5		5	6	5	
LOS	A		A		A	A	A	
95th % Queue (veh)	0		1		0	1	2	
95th % Queue (ft)	13		31		12	33	49	

Notes:

Default Values:

Equivalency Factors:

Car	1
Single-unit truck or bus	1.5
Truck with trailer	2
Bicycle or motorcycle	0.5

Default Car Length (ft) 25

Welcome to GDOT's Roundabout Analysis Tool. This tool is designed for the user to determine the functionality of a proposed roundabout. The analysis is based on NCHRP Report 572 and the FHWA's Roundabout Design Guide (2000) standards. Please read the notes in the Instructions tab before using the spreadsheet.

Analyst:	Tyler Peek
Agency/Company:	Georgia Department of Transportation
Date:	May 7, 2009
Project Name or PI#:	PI 0007644
Intersection:	SR 74 @ Lamar Road
Analysis Time Period:	PM
Year:	2033
County/District:	Bibb County

Roundabout Considerations Worksheet

Roundabouts may not operate well if there is too much traffic entering the intersection or if the percentage of traffic on the major road is too high. Candidate intersections shall be analyzed to determine whether a roundabout will perform acceptably. Shown below are thresholds to determine if a roundabout capacity analysis is required:

# of circulatory lanes	ADTs (current/ build year)	% traffic on Major Road
Single Lane	less than 20,000	less than 80%
Multi-Lane	less than 40,000	less than 80%

Other things to consider when evaluating roundabouts as an alternative are Right of Way, sight distance, environmental impacts, and access to adjacent properties.

Volume Information (for Analysis Time Period)

1 Enter the Major/Minor Street ADT Volumes in the Chart below:

	Volumes	Split
Major Street	3,350	58%
Minor Street	2,425	42%
Total volumes	5,775	

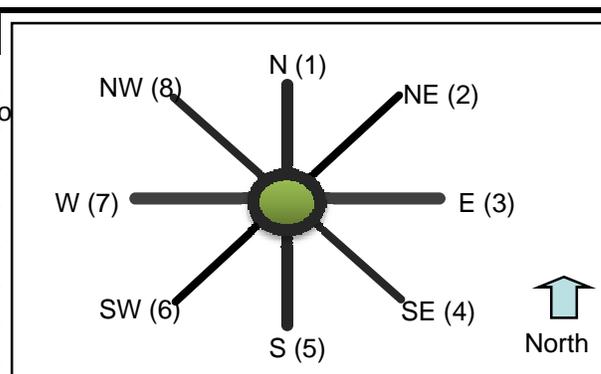
Insert
for
stre

Proximity to Other Intersections

2 How close is the nearest signal (miles or feet)?

3 Is the proposed intersection located within a coordinated signal network?

General & Site Information	
Analyst:	Tyler Peek
Agency/Company:	Georgia Department of Transportation
Date:	1-Jun-09
Project Name or PI#:	PI 0007644
Intersection:	SR 74 @ Lamar Road
Analysis Time Period:	PM
Year:	2033
County/District:	Bibb County



Volumes		Entry Legs (FROM)							
		N (1)	NE (2)	E (3)	SE (4)	S (5)	SW (6)	W (7)	NW (8)
Exit Legs (TO)	N (1), vph			33		73	38	38	
	NE (2), vph								
	E (3), vph	3				30	51	166	
	SE (4), vph								
	S (5), vph	45		47			26	7	
	SW (6), vph	56		57		15		9	
	W (7), vph	167		290		30	13		
	NW (8), vph								
Output	Total Vehicles	271	0	427	0	148	128	220	0

Volume Characteristics	N	NE	E	SE	S	SW	W	NW
% Cars	90%	100%	90%	100%	90%	90%	90%	100%
% SU/ Bus	5%	0%	5%	0%	5%	5%	5%	0%
% Trucks	5%	0%	5%	0%	5%	5%	5%	0%
% Bicycle	0%	0%	0%	0%	0%	0%	0%	0%
PHF	0.88	0.92	0.88	0.92	0.88	0.88	0.88	0.92
F _{HV}	0.930	1.000	0.930	1.000	0.930	0.930	0.930	1.000

Entry/Conflicting Flows	N	NE	E	SE	S	SW	W	NW
Flow to Leg # N (1), pcu/h	0	0	40	0	89	46	46	0
NE (2), pcu/h	0	0	0	0	0	0	0	0
E (3), pcu/h	4	0	0	0	37	62	203	0
SE (4), pcu/h	0	0	0	0	0	0	0	0
S (5), pcu/h	55	0	57	0	0	32	9	0
SW (6), pcu/h	68	0	70	0	18	0	11	0
W (7), pcu/h	204	0	354	0	37	16	0	0
NW (8), pcu/h	0	0	0	0	0	0	0	0
Entry flow, pcu/h	331	0	522	0	181	156	269	0
Conflicting flow, pcu/h	552	0	253	0	377	374	272	0

Roundabout Type	Urban Compact=1	Standard Single Lane =2
-----------------	-----------------	-------------------------

Enter type here...	2
--------------------	---

Results								
NCHRP-572 Model	N	NE	E	SE	S	SW	W	NW
Entry Capacity, pcu/h	651	NA	878	NA	775	778	861	NA
Leg v/c ratio	0.51		0.59		0.23	0.20	0.31	
Control Delay, s/pcu	11.1		9.9		6.1	5.8	6.1	
LOS	B		A		A	A	A	
LOS (signalized)	B		A		A	A	A	
95th % Queue (veh)	3		4		1	1	1	
95th Percentile Queue (ft)	78		108		24	20	36	
FHWA 2000 Model	N	NE	E	SE	S	SW	W	NW
Entry Capacity, pcu/h	911	NA	1074	NA	1006	1008	1064	NA
Leg v/c ratio	0.36		0.49		0.18	0.16	0.25	
Delay (s/veh)	6		6		4	4	5	
LOS	A		A		A	A	A	
95th % Queue (veh)	2		3		1	1	1	
95th % Queue (ft)	45		73		18	15	27	

Notes:

Default Values:

Equivalency Factors:

Car	1
Single-unit truck or bus	1.5
Truck with trailer	2
Bicycle or motorcycle	0.5

Default Car Length (ft) 25

GEORGIA DEPARTMENT OF TRANSPORTATION
Traffic Operations Division
Thomaston



TRAFFIC ENGINEERING STUDY

~~December 12, 2008~~ ^{PDF} MAY 21, 2004

LOCATION: SR 74 @ Lamar Road, M.P. 4.77 near Macon

COUNTY: Bibb

REQUESTED BY: Macon/Bibb Engineering and local residents

REASON FOR STUDY: To determine if a Stop and Go signal is warranted for this location.

FINDINGS

TOPOGRAPHY: State Route 74 is a twenty-four (24) foot wide two (2) lane facility that runs east and west thru Thomaston and Macon relative to the subject intersection. The intersection of S.R. 74 with Lamar Road is a four-way intersection at a sixty-six (66[^]) degree skew approximately 4 miles west of Macon. Lamar Road has two (2) twelve (12) foot lanes that proceeds north to Zebulon Road and I-475. Lamar Road (also known as Johnson Road) also proceeds south of this intersection, with two (2) eleven (11) foot lanes that intersect with Lower Thomaston Road at a four-way stop 180' from the subject intersection. Lamar/Johnson Road continues due south after this intersection for approximately two (2) miles and then intersects with Moseley Dixon Road. Lower Thomaston Road proceeds northeasterly from the four-way stop with Lamar/Johnson Road approximately 375 feet until its intersection with S.R. 74 at a skew of thirty-five (35) degrees. This short stretch of Lower Thomaston Road has two (2) private driveway access points and one (1) access point for a utility service slick site. The southwest quadrant of the subject intersection has a private residence, while all other quadrants consist of woods and field. The northwest quadrant is being used as a cut thru for vehicles queued behind straight and left turning vehicles trying to turn right (west) onto S.R. 74. The profile grade along S.R. 74 is approximately 1% draining to the west, with both approaches of Lamar Road draining away from the intersection at approximately 1% to the north and 4% to the south. Land use in the vicinity consists of medium-density (several subdivisions mixed with single residences) populated residential areas. This includes the Lake Wildwood subdivision, a large fenced subdivision with over 1,700 homes (1828 lots).

EXISTING TRAFFIC CONTROL: *Both approaches to Lamar Road are stop sign controlled.*

VEHICLE VOLUMES: *S.R. 74 E.B. - 2707 V.P.D. S.R. 74 W.B. - 2947 V.P.D.*
Lamar Road S.B. - 2375 V.P.D. Lamar Road N.B. - 1678 V.P.D.**

**The counts for S.R. 74 westbound include the Lower Thomaston Road westbound movement. The counts for Lamar Road include the eastbound and northbound Lower Thomaston Road movements. This assumes that Lower Thomaston Road's access to S.R. 74 will be closed, allowing these motorists to only use Lamar Road.*

PEDESTRIAN MOVEMENTS: *No pedestrian movement has been observed at this intersection after several visits. There are no visible signs of foot paths, but considering the surrounding residential area some pedestrians are to be expected.*

PARKING: *There have been no vehicles observed parking in this area. There is evidence of cut-thru traffic and parking in the northwest quadrant but no evidence in any of the other quadrants or approaches.*

EXISTING SIGNALS IN AREA: *There are no existing signals within the intersection vicinity.*

COLLISION HISTORY: *Collisions reviewed from January 2003 to December 2003 revealed a total of five (5) collisions at this intersection. Of those five (5), four (4) were right angle collisions and one (1) was a left turn type collision. In 2002, there were eight (8) collisions, with six (6) right angle collisions, one (1) left turn type collisions and one (1) rear-end. Finally, in 2001 there were five (5) collisions, with all of these being right angle collisions. This intersection was identified as being in GDOT's Top 300 Adjusted Collision History List for 2002 .*

WARRANT ANALYSIS: *Warrant #1 A was met for eight (8) hours (three vehicles shy of meeting for eight hours), warrant #1 B was met for one (1) hour, and warrants 2, 3 and 7 were met. (See the attached Traffic signal Warrant Evaluation.)*

OTHER INFORMATION:

Currently, S.R. 74 intersects Lamar Road in a horizontal curve (approximately 3500' radius), creating an approximate 66 degree angle between the south approach of Lamar Road and the east approach of S.R. 74. Lower Thomaston Road intersects S.R. 74 360' to the east of Lamar Road at an approximate 35 degree angle. Using the "New Approaches to Highway Safety Analysis" Course book approved by the FHWA (Harwood et al. 2000), a reduction of 13% of future intersection crashes can be expected from only improving the Lamar Road/S.R. 74 skew to a perpendicular intersection.

While gathering peak hour data, several nonstandard traffic patterns were observed. During the A.M. peak hour when there was an existing traffic queue northbound on Lamar Road, several vehicles would bypass this queue by using Lower Thomaston Road, then turning left (westbound) on S.R. 74 and then turning right back onto Lamar Road. Another observation made during P.M. peak hour counts shows that southbound traffic on Lamar Road would use the dirt "cut thru" to turn right onto S.R. 74 westbound if a queue existed on Lamar Road. This created a side-by-side turning movement with impeded sight distance that is only controlled by a stop sign.

CONCLUSION:

It can be concluded from the data gathered for this study and from on site observations that the traffic through this intersection would benefit from the installation of a stop and go signal providing that left turn lanes are installed on S.R. 74 and that the Lower Thomaston Road/S.R. 74 intersection is closed. Also, realigning Lamar Road further to the west as shown on the attached sketch would provide additional safety and improved stop and go signal efficiency.

RECOMMENDATIONS:

It is recommended that a permit to install a Stop and Go Signal be issued to Bibb County for this intersection contingent upon construction of left and right turn lanes and the closing of the S.R. 74/Lower Thomaston Road intersection as shown on the attached sketch. It is further recommended that Lamar Road be realigned to the west to provide a perpendicular intersection with S.R. 74.

District Traffic Operations Manager

Date

District Traffic Engineer

Date

District Engineer

Date

State Traffic Safety and Design Engineer

Date

Director of Operations

Date

INITIAL CONCEPT TEAM MEETING – April 1, 2009

Present: Thomas Howell, David Millen, Tyler Peek, Bill Rountree, Adam Smith

- Discussed the five alternates, comparing costs and benefits – specifically between Alternates 1 and 2.
- Discussed funding considerations for roundabouts as well as future maintenance costs for a traffic signal.
- After discussion of pros and cons a decision was made to proceed with Alternate 1 – a modern roundabout – as the preferred and recommended alternate. Discussion was made concerning the accommodation of right turning traffic from Lamar Road (southbound) to SR 74 (westbound).

AGREEMENT
BETWEEN
DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
AND
BIBB COUNTY
FOR
TRANSPORTATION FACILITY IMPROVEMENTS
SR 74 @ Lamar Road Roundabout

This Framework Agreement is made and entered into this ____ day of _____, 20__, by and between the DEPARTMENT OF TRANSPORTATION, an agency of the State of Georgia, hereinafter called the "DEPARTMENT", and Bibb County, acting by and through its Board of Commissioners, hereinafter called the "LOCAL GOVERNMENT".

WHEREAS, the LOCAL GOVERNMENT has represented to the DEPARTMENT a desire to improve the transportation facility described in Attachment A, attached and incorporated herein by reference and hereinafter referred to as the "PROJECT"; and

WHEREAS, the LOCAL GOVERNMENT has represented to the DEPARTMENT a desire to participate in certain activities including the funding of

certain portions of the PROJECT and the DEPARTMENT has relied upon such representations; and

WHEREAS, the DEPARTMENT has expressed a willingness to participate in certain activities of the PROJECT as set forth in this Agreement; and

WHEREAS, the Constitution authorizes intergovernmental agreements whereby state and local entities may contract with one another “for joint services, for the provision of services, or for the joint or separate use of facilities or equipment; but such contracts must deal with activities, services or facilities which the parties are authorized by law to undertake or provide.” Ga. Constitution Article IX, §III, ¶I(a).

NOW THEREFORE, in consideration of the mutual promises made and of the benefits to flow from one to the other, the DEPARTMENT and the LOCAL GOVERNMENT hereby agree each with the other as follows:

1. The DEPARTMENT shall contribute to the PROJECT by funding all or certain portions of the PROJECT costs for the PE activities, right of way acquisitions or construction as specified in Attachment A.

2. It is understood and agreed by the DEPARTMENT and the LOCAL GOVERNMENT that the funding portion as identified in Attachment “A” of this Agreement only applies to the PE. The Right of Way and Construction funding estimate levels as specified in Attachment “A” are provided herein for planning purposes and do not constitute a funding commitment for right of way and construction. The DEPARTMENT will prepare LOCAL GOVERNMENT Specific

Activity Agreements for funding applicable to Right of Way or Construction when appropriate.

Further, the LOCAL GOVERNMENT shall be responsible for repayment of any expended federal funds if the PROJECT does not proceed forward to completion due to a lack of available funding in future PROJECT phases, changes in local priorities or cancelation of the PROJECT by the LOCAL GOVERNMENT without concurrence by the DEPARTMENT.

3. The LOCAL GOVERNMENT shall be responsible for all costs for the continual maintenance and operations of any and all sidewalks and the grass strip between the curb and the sidewalk within the PROJECT limits.

4. Both the LOCAL GOVERNMENT and the DEPARTMENT hereby acknowledge that Time is of the Essence. It is agreed that both parties shall adhere to the schedule of activities currently established in the approved Transportation Improvement Program/State Transportation Improvement Program, hereinafter referred to as "TIP/STIP". Furthermore, all parties shall adhere to the detailed project schedule as approved by the DEPARTMENT, attached as Attachment B and incorporated herein by reference. In the completion of respective commitments contained herein, if a change in the schedule is needed, the LOCAL GOVERNMENT shall notify the DEPARTMENT in writing of the proposed schedule change and the DEPARTMENT shall acknowledge the change through written response letter; provided that the DEPARTMENT shall have final authority for approving any change.

If, for any reason, the LOCAL GOVERNMENT does not produce acceptable deliverables in accordance with the approved schedule, the DEPARTMENT reserves the right to delay the PROJECT's implementation until funds can be re-identified for construction or right of way, as applicable.

5. The LOCAL GOVERNMENT shall certify that the regulations for "CERTIFICATION OF COMPLIANCES WITH FEDERAL PROCUREMENT REQUIREMENTS, STATE AUDIT REQUIREMENTS, AND FEDERAL AUDIT REQUIREMENTS" are understood and will comply in full with said provisions.

6. The DEPARTMENT shall accomplish all of the PE activities for the PROJECT.

7. The LOCAL GOVERNMENT, unless shown otherwise on Attachment A, shall acquire the Right of way in accordance with the law and the rules and regulations of the FHWA including, but not limited to, Title 23, United States Code; 23 CFR 710, et. Seq., and 49 CFR Part 24 and the rules and regulations of the DEPARTMENT. Upon the DEPARTMENT's approval of the PROJECT right of way plans, verification that the approved environmental document is valid and current, a written notice to proceed will be provided by the DEPARTMENT for the LOCAL GOVERNMENT to stake the right of way and proceed with all pre-acquisition right of way activities. The LOCAL GOVERNMENT shall not proceed to property negotiation and acquisition whether or not the right of way funding is Federal, State or Local, until the right of way agreement named "Contract for the Acquisition of

Right of Way” prepared by the DEPARTMENT’s Office of Right of Way is executed between the LOCAL GOVERNMENT and the DEPARTMENT. Failure of the LOCAL GOVERNMENT to adhere to the provisions and requirements specified in the acquisition contract may result in the loss of Federal funding for the PROJECT and it will be the responsibility of the LOCAL GOVERNMENT to make up the loss of that funding. Right of way costs eligible for reimbursement include land and improvement costs, property damage values, relocation assistance expenses and contracted property management costs. Non reimbursable right of way costs include administrative expenses such as appraisal, consultant, attorney fees and any in-house property management or staff expenses. The LOCAL GOVERNMENT shall certify that all required right of way is obtained and cleared of obstructions, including underground storage tanks, 3 months prior to advertising the PROJECT for bids.

8. The LOCAL GOVERNMENT unless otherwise noted in attachment “A” shall be responsible for funding all LOCAL GOVERNMENT owned utility relocations and all other reimbursable utility/railroad costs. The costs include but are not limited to PE, easement acquisition, and construction activities necessary for the utility/railroad to accommodate the PROJECT. The terms for any such reimbursable relocations shall be laid out in an agreement that is supported by plans, specifications, and itemized costs of the work agreed upon and shall be executed prior to certification by the DEPARTMENT. The LOCAL GOVERNMENT shall certify via written letter to the DEPARTMENT’s Project Manager and District Utilities Engineer that all Utility owners’ existing and proposed facilities are shown on the plans with no conflicts 3 months prior to advertising the PROJECT for bids and that any required agreements for reimbursable utility/railroad costs have been fully

executed. Further, this certification letter shall state that the LOCAL GOVERNMENT understands that it is responsible for the costs of any additional reimbursable utility/railroad conflicts that arise on construction.

9. The DEPARTMENT will be responsible for all railroad coordination on DEPARTMENT Let and/or State Route (On-System) projects; the LOCAL GOVERNMENT shall address concerns, comments, and requirements to the satisfaction of the Railroad and the DEPARTMENT. If the LOCAL GOVERNMENT is shown to LET the construction in Attachment "A" on off-system routes, the LOCAL GOVERNMENT shall be responsible for all railroad coordination and addressing concerns, comments, and requirements to the satisfaction of the Railroad and the DEPARTMENT for PROJECT.

10. The DEPARTMENT, unless otherwise shown in Attachment "A", shall be responsible for Letting the PROJECT to construction, solely responsible for executing any agreements with all applicable utility/railroad companies, and securing and awarding the construction contract for the PROJECT when the certification (that all needed rights of way have been obtained and cleared of obstructions) has been submitted by the LOCAL GOVERNMENT. If the LOCAL GOVERNMENT is shown to LET the construction in Attachment "A", the LOCAL GOVERNMENT shall follow the requirements stated in Chapter 10 of the DEPARTMENT's Local Administered Project Manual.

11. The LOCAL GOVERNMENT agrees that all reports, studies, estimates, maps, computations, computer files and printouts, and any other data prepared under the terms of this Agreement shall become the property of the DEPARTMENT if required. This data shall be organized, indexed, bound, and delivered to the

DEPARTMENT no later than the advertisement of the PROJECT for letting. The DEPARTMENT shall have the right to use this material without restriction or limitation and without compensation to the LOCAL GOVERNMENT.

This Agreement is made and entered into in FULTON COUNTY, GEORGIA, and shall be governed and construed under the laws of the State of Georgia.

The covenants herein contained shall, except as otherwise provided, accrue to the benefit of and be binding upon the successors and assigns of the parties hereto.

IN WITNESS WHEREOF, the DEPARTMENT and the LOCAL GOVERNMENT have caused these presents to be executed under seal by their duly authorized representatives.

DEPARTMENT OF TRANSPORTATION

BIBB COUNTY BOARD OF COMMISSIONERS

BY: _____
Commissioner

BY: _____
Name
Title

ATTEST:

Treasurer

Signed, sealed and delivered this _____ day of _____, 20__, in the presence of:

Witness

Notary Public

This Agreement approved by Local Government, the _____ day of _____, 20__.

Attest

Name and Title

FEIN: _____

ATTACHMENT "A"

Project Number:: CSSTP- 0007-00 (644), Bibb County

Project	Preliminary Engineering		Right of Way				Construction		Utility Relocation	
	Funding	PE Activity by	*Funding of Real Property	Acq. by	Acq. Fund by	*Funding	Letting by	Utility Funding by	Railroad Funding by	
SR 74/Thomaston Road @ CR 61/Lamar Road Roundabout	(80%) Federal (\$193,500) (20%) State (\$21,500)	GDOT	(80%) Federal(\$270,000) (20%) State (\$30,000)	GDOT	GDOT	(80%) Federal (\$646,380) (20%) State (\$71,800)	GDOT	100% Local Gov.	100% Local Gov.	

Note: Maximum allowable GDOT participating amounts for PE category shall be shown above. Local Government will only be reimbursed the percentage of the accrued invoiced amounts up to but not to exceed the maximum amount indicated. *R/W and Construction amounts shown are estimates for budget planning purposes only.

ATTACHMENT "B"
CSSTP-0007-00 (644), Bibb County

Proposed Project Schedule

Deadlines for Responsible Parties	Execute Agreement	08/2009 (Approve Concept)	10/2009 (Approve Env. Document)	02/2010 (Authorize Right of Way funds)	11/2010 (Authorize Const. funds)
Environmental Phase					
Concept Phase					
Preliminary Plan Phase					
Right of Way Phase					

CONCEPT TEAM MEETING MINUTES

CSSTP-0007-00(644) BIBB COUNTY

P.I. No. 0007644

SR 74/Thomaston Road @ CR 61/Lamar Road

The concept team meeting for Georgia DOT Project CSSTP-0007-00(644) P.I. 0007644 Bibb County was held at 10:00 a.m. on Tuesday, June 23, 2009 with Bill Rountree and Tyler Peek officiating. Team members present were:

Bill Rountree	GDOT District 3 Design (706-646-6990)
Tyler Peek	GDOT District 3 Design (706-646-6665)
Dave Fortson	Bibb County, Assistant County Engineer (478-621-6660)
Ken Sheets	Bibb County, County Engineer (478-621-6660)
Michael Presley	GDOT District 3 Traffic Operations (706-975-0382)
Mike England	GDOT District 3 Traffic Operations (706-646-6676)
Jack Reed	GDOT District 3 Design (706-646-6991)
Sue Anne Decker	GDOT Traffic Operations (404-635-8123)
Kim Brown	GDOT District 3 Utilities (706-646-6695)
David Millen	GDOT District 3 Preconstruction (706-646-6987)
Thomas Howell	GDOT District 3 (706-646-6900)
Rep. Tony Sellier	State Representative, District 136, General Assembly (478-747-2068)
Debra Pruitt	GDOT District 3 Environmental (706-646-6984)
Barry Hancock	GDOT District 3 ROW (706-646-706-646-6973)
Cheryl Griffin	GDOT District 3 Preconstruction (706-646-6985)

The following constitutes the minutes for the concept team meeting held on Tuesday, June 23, 2009. These minutes are a summary in nature and do not attempt to document every item discussed nor statement made. Should your recollection differ from what is contained herein or you wish to add something, please contact Bill Rountree at 706-646-6990 (brountree@dot.ga.gov) or Tyler Peek at 706-646-6665 (tpeek@dot.ga.gov).

Alternates: An Initial Concept Team Meeting was held on April 1, 2009. After discussion of pros and cons a decision was made to proceed with Alternate 1 – a modern roundabout – as the preferred and recommended alternate. Discussion was made concerning the accommodation of right turning traffic from Lamar Road (southbound) to SR 74 (westbound). The roundabout choice has a benefit/cost ratio 2.47.

Comments:

A. Planning – Not Present

B. Office of Financial Management – Not Present

C. Environmental – The document will be a CE. A PCE is not feasible because of the displacement and the amount of right of way required. History is complete. Now that we have the dates we will request other studies this week. This should be complete sometime in the fall of this year. We may need to consider a task order for the order studies – Debra Pruitt will get with David Millen about this.

D. Utilities – We need to get information about the easement from Bell South. David Millen will be checking on who is responsible for funding the reimbursable utilities.

E. Right of Way – None

F. Traffic Operations – On the roundabout analysis you should show the cover sheet which shows that volume and volume split are met.

(TMC) – On page 2, change “State Traffic Safety and Design Engineer” to “State Traffic Operations Engineer”. On the cost estimate remove “Acting” from the title for Ron Wishon. Sue Anne Decker will get with Tyler Peek about the roundabout analysis.

G. Construction – It was pointed out that clarification may be needed in the wording on the cost estimate, specifically where it addresses construction contingencies and cost breakdowns for the fuel price index.

H. Maintenance – Not Present

I. Location - Not Present

J. Others – Ken Sheets indicated that the functional classification would be changing for Lamar Road pending MPO updates. Thomas Howell asked about the lighting agreement as it related to Bibb County. Discussion followed and Bibb County indicated no problems with a lighting agreement. It was determined that the lighting design would be completed by GO Road Design following preliminary plan completion. Ken Sheets asked about access to SR 74 by parcels in the southeast quadrant. It was determined that these parcels would have access to SR 74 beyond the splitter island, but would not have access to Johnson Road thus eliminating the possibility of a short cut around the intersection. It was concluded that the Location and Design would be published, but that there would be no PIOH. David Fortson, Representative Sellier, and others discussed the need for bicycle and pedestrian facilities. It was decided that a multi-use path would be shown on the layout and Thomas Howell concluded that this should be 100% federally funded. Tyler Peek commented that the splitter islands on Lower Thomaston Road and Johnson Road would be extended to avoid wrong way maneuvers through the bypass lane. Jack Reed made notes about checking the mile post for the project limits. He also asked about the need to provide reasons for not choosing other alternatives. David Millen indicated that the right of way cost estimate may have changed; Tyler Peek will look into this. David also mentioned that the PFA will need to reflect 100% federal funds. Bill Rountree mentioned that proposed right of way shown in the concept report is the total right of way.

Conclusion: The overall consensus of the members was in favor of building this project as specified by the layout and concept report draft providing minor changes previously discussed are made. The meeting was adjourned at approximately 11:00 a.m.

To recap what will be needed before approval of the concept, please verify and/or provide the following:

- Tyler Peek will edit the concept in general based on information listed above. In addition, a multi-use path will be added to the layout for purposes of showing bicycle and pedestrian accommodations. He will also check on any updates to the right of way cost estimate.

***These items will need to be completed and provided to our office on or before **Thursday, July 9, 2009**.

- All other items discussed above should be addressed as soon as possible and our office will need to be kept abreast of any changes or updates that should follow.