



DEPARTMENT OF TRANSPORTATION

STATE OF GEORGIA

REVISED PROJECT CONCEPT REPORT

Project Type: Minor
GDOT District: 3
Federal Route Number: NA
Project Number: CSSTP-0008-00(237)

P.I. Number: 0008237
County: Spalding
State Route Number: NA

The significant change to the project and the reason for the changes are as follows:
(1) The Intersection located at West Poplar Street and Meriwether Street/New Orleans/10th Street has been removed from project due to historical environmental impacts and to prevent the need for a Section 4(f) document.

Submitted for approval:
Consultant Designer
Local Government
Office Head (GDOT Project Manager's Office)
GDOT Project Manager

4/1/13
DATE
03/22/13
DATE
4/11/2013
DATE
4/3/2013
DATE

\*\* Recommendation on file - M.D.H.

Recommendation for approval:

\*\* Glenn Bowman
State Environmental Administrator (recommendation required)
\*\* Kathy Zahul
State Traffic Engineer (if applicable - recommendation required for roundabout)

4/19/13
DATE
4/18/13
DATE

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).

Cynthia L. Vaupe
State Transportation Planning Administrator (recommendation required)

4-16-13
DATE

\*PSS updated to reflect PLAN 2040 AND 2012-2017 TIP (Sust. change references to these documents)

## PLANNING, APPROVED CONCEPT & BACKGROUND DATA

The Concept Report was approved September 2011. The following item from the approved Concept Report has changed. The intersection located at West Poplar Street and Meriwether Street/New Orleans/10<sup>th</sup> Street has been removed from project due to environmental (history) issues and to prevent a 4(f) for the project.

**Project Justification Statement for Intersection Improvements:** The City of Griffin, located in Spalding County, has experienced significant increases in traffic flow through and within the City and anticipates continued growth in the future. The City's 2002 Long-Range Comprehensive Transportation Plan identified needs, improvements, and deficiencies of five intersections located on local streets. Atlanta Regional Commission (ARC) includes this project in Plan 2040 Regional Transportation Plan and FY 2012-2017 Transportation Improvement Program (TIP);(ARC project number SP-069A). The purpose of this project to improve local traffic operations to meet transportation goals, achieve economic development, and improve the quality of life by enhancing the movement of people, goods, and services within the City of Griffin. This project is needed to reduce current and future problems by improving the system levels of service and to reduce crash frequency and severity.

**Project Justification Statement for Signal Upgrades:** Signal deficiencies are characterized by the needs and improvements to meet current design standards outlined in the Manual on Uniform Traffic Control Devices (MUTCD) and the American with Disabilities Act (ADA) requirements. These specific needs for signalized upgrade improvements will aid in maximizing efficiency and effectiveness and include the following: modernization for cost effective maintenance and communication capability.

The proposed project locations are as follows: See the attached approved Need and Purpose for detail traffic data (existing and future Levels of Service (LOS)) and recent crash history for each intersection.

1. Experiment Street and Broad Street and 10<sup>th</sup> Street: Intersection Improvement.  
The intersection is currently operating with acceptable LOS (LOS C or better). However, traffic conditions are expected to degrade under No Build conditions to unacceptable LOS (LOS F) by 2035. For this intersection segment, crash rate has historically exceeded the statewide average for similar type facilities with angle crashes being the most commonly recorded crash type at the intersection from 2006-2008.
2. West Broad Street and 8<sup>th</sup> Street: Signal Upgrade Only.
3. West College Street and 8<sup>th</sup> Street: Signal Upgrade Only.
4. West College Street and 9<sup>th</sup> Street: Signal Upgrade Only.

**Description of the approved concept:**

The proposed project is entirely located in Spalding County, City of Griffin. The project's five locations consist of two (2) intersection improvements and three (3) signal upgrades. The proposed descriptions for the five locations are as follows:

1. Experiment Street and West Broad Street and 10<sup>th</sup> Street: The proposed improvements consist of realigning Experiment Street to intersect Broad Street at an angle closer to 90 degrees. At the intersection of Broad Street and 10<sup>th</sup> Street, a left-turn lane and right-turn lane would be added in the westbound direction. This will prevent blockage of the westbound through traffic on Broad Street.

2. West Poplar Street and Meriwether Street/New Orleans/10<sup>th</sup> Street: The New Orleans Street and Meriwether Street intersection is located between two traffic signals and is often blocked due to the queued westbound traffic on Poplar Street turning south on Meriwether Street. The proposed improvement would eliminate access of New Orleans Street at West Poplar Street and would eliminate the skewed intersection of Meriwether Street at West Poplar Street. The improvement would add a westbound left-turn lane on Poplar Street at 10<sup>th</sup> Street intersection and a northbound right-turn lane on 10<sup>th</sup> Street at Poplar Street.

3. West Broad Street and 8<sup>th</sup> Street: Traffic signalization upgrades will consist of using the latest GDOT 2070 controller hardware and software platforms, interconnected communication between intersections using fiber optics, mast arm poles, energy-saving LED signal heads, pedestrian facility improvements to include countdown pedestrian signals, ADA wheel chair ramps, and cross walk striping.

4. West College Street and 8<sup>th</sup> Street: Traffic signalization upgrades will consist of using the latest GDOT 2070 controller hardware and software platforms, interconnected communication between intersections using fiber optics, mast arm poles, energy-saving LED signal heads, pedestrian facility improvements to include countdown pedestrian signals, ADA wheel chair ramps, and cross walk striping.

5. West College Street and 9<sup>th</sup> Street: Traffic signalization upgrades will consist of using the latest GDOT 2070 controller hardware and software platforms, interconnected communication between intersections using fiber optics, mast arm poles, energy-saving LED signal heads, pedestrian facility improvements to include countdown pedestrian signals, ADA wheel chair ramps, and cross walk striping.

**PDP Classification:**     Major                       Minor

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

**Projected Traffic as shown in the approved Concept Report: ADT or AADT**

|                     |                         |                            |
|---------------------|-------------------------|----------------------------|
| Experiment Street   | Open Year (2015): 7,000 | Design Year (2035): 10,800 |
| West Broad Street   | Open Year (2015): 2,150 | Design Year (2035): 3,300  |
| West Poplar Street  | Open Year (2015): 6,650 | Design Year (2035): 10,250 |
| Meriwether Street   | Open Year (2015): 4,600 | Design Year (2035): 7,100  |
| West College Street | Open Year (2015): 2,100 | Design Year (2035): 3,400  |

**Updated Traffic: ADT or AADT**

|                     |                         |                            |
|---------------------|-------------------------|----------------------------|
| Experiment Street   | Open Year (2015): 7,000 | Design Year (2035): 10,800 |
| West Broad Street   | Open Year (2015): 2,150 | Design Year (2035): 3,300  |
| West College Street | Open Year (2015): 2,100 | Design Year (2035): 3,400  |

**Functional Classification (Mainline):**

Experiment Street: Urban Minor Arterial  
 West Broad Street: Urban Minor Arterial  
 West College Street: Urban Collector Street  
 10<sup>th</sup> Street: Urban Minor Arterial  
 8<sup>th</sup> Street: Urban Collector Street  
 9<sup>th</sup> Street: Urban Local Road

VE Study anticipated:  No       Yes       Completed – Date:  
 If VE Study has been completed, attach VE Implementation letter.

**PROPOSED REVISIONS**

| Approved Features:  | Proposed Features:   |
|---|--|
| The approved design features will remain the same for Experiment Street and West Broad Street and 10 <sup>th</sup> Street intersection improvement. The approved design features will remain the same for the signal upgrade intersections (West Broad and 8 <sup>th</sup> St, West College and 8 <sup>th</sup> St, and West College and 9 <sup>th</sup> St). | The intersection of West Poplar Street and Meriwether Street/New Orleans/10 <sup>th</sup> Street will be removed from the project. |
| <b>Reason(s) for change:</b> The intersection will be removed due to environmental history issues (impacts to resources and Section 4(f)). Resolving the Section 4(f) issues would delay overall project schedule and ARC funds would be lost.  |  |

**ENVIRONMENTAL**

**Project Air Quality:**

Is the project located in a PM 2.5 Non-attainment area?       No       Yes  
 Is the project located in an Ozone Non-attainment area?       No       Yes  
 Is a Carbon Monoxide hotspot analysis required?       No       Yes

Spalding County is located in a Non-attainment for ozone. All appropriate modeling and evaluations were performed for the project environmental document which was all completed after it was determined that the intersection would be removed. The proposed project concept will not change the conforming plan's model description.

**Potential environmental impacts of proposed revision:** There are no expected environmental impacts due to the removal of the intersection. The proposed environmental changes have been documented and included in all submittals to GDOT OES and will not impact the project schedule.

**Have proposed revisions been reviewed by environmental staff?**  No  Yes

**Environmental responsibilities (Studies/Documents/Permits):** The City and Consultant are responsible for environmental studies, documents, and permits.

**Environmental impacts by section:**

- NEPA:** The proposed change was included in document and has been submitted.
- Ecology:** No impacts and no additional surveys required.
- Archeology:** No impacts and no additional surveys required.
- History:** No impacts and no additional surveys required.
- Air & Noise:** No impacts and no additional surveys required.
- Public Involvement:** No impacts and no additional surveys required.

**PROJECT COST & ADDITIONAL INFORMATION**

| Updated Cost Estimate           |                       | Date of Estimate |
|---------------------------------|-----------------------|------------------|
| Base Construction Cost:         | \$1,460,750.56        | January 2013     |
| Engineering and Inspection:     | \$73,037.53           |                  |
| Liquid AC Adjustment:           | \$32,527.72           |                  |
| <b>Total Construction Cost:</b> | <b>\$1,566,315.81</b> |                  |
|                                 |                       |                  |
| Right-of-Way:                   | \$596,300             | February 2013    |
|                                 |                       |                  |
| Utilities (reimbursable costs): | \$132,000             | February 2013    |
|                                 |                       |                  |
| Environmental Mitigation:       | None                  |                  |
|                                 |                       |                  |
| <b>TOTAL PROJECT COST:</b>      | <b>\$2,294,615.81</b> |                  |

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

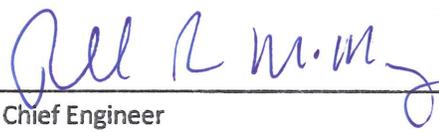
**Comments:** None

**Attachments:**

1. Sketch map
2. Cost Estimate(s)
3. Email form ARC (for project in non-attainment areas)

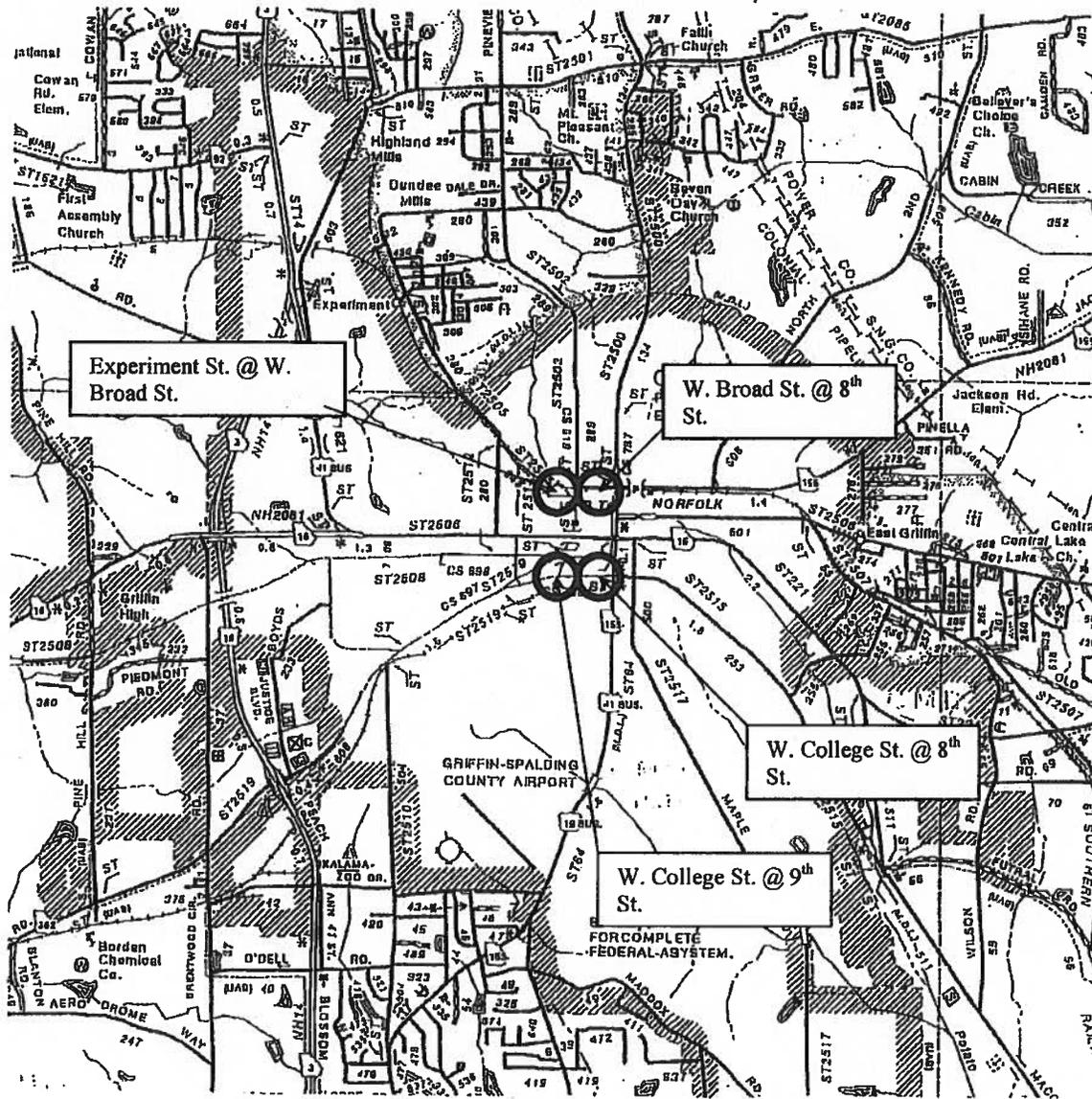
**APPROVALS**

Concur:  5-7-13  
Director of Engineering

Approve:   
Chief Engineer

5/13/13  
Date

# Project Location Map



NOT TO SCALE

JOB NUMBER : 008237COMBINED SPEC YEAR: 01  
DESCRIPTION: 008237 GDOT COST ESTIMATE

ITEMS FOR JOB 008237COMBINED

| LINE | ITEM     | ALT | UNITS | DESCRIPTION                                    | QUANTITY | PRICE     | AMOUNT    |
|------|----------|-----|-------|--|----------|-----------|-----------|
| 0005 | 310-1101 |     | TN    | GR AGGR BASE CRS, INCL MATL                    | 2116.000 | 19.58     | 41436.72  |
| 0010 | 402-1812 |     | TN    | RECYL AC LEVELING, INC BM&HL                   | 110.000  | 73.63     | 8099.74   |
| 0015 | 402-3121 |     | TN    | RECYL AC 25MM SP, GP1/2, BM&HL                 | 1004.000 | 67.36     | 67636.29  |
| 0020 | 402-3130 |     | TN    | RECYL AC 12.5MM SP, GP2, BM&HL                 | 418.000  | 70.68     | 29545.90  |
| 0025 | 402-3190 |     | TN    | RECYL AC 19 MM SP, GP 1 OR 2 , INC BM&HL       | 335.000  | 60.30     | 20203.79  |
| 0030 | 432-0206 |     | SY    | MILL ASPH CONC PVMT/ 1.50" DEP                 | 2871.000 | 3.24      | 9308.50   |
| 0040 | 441-0104 |     | SY    | CONC SIDEWALK, 4 IN                            | 444.000  | 40.57     | 18014.92  |
| 0045 | 441-0748 |     | SY    | CONC MEDIAN, 6 IN                              | 111.000  | 40.49     | 4495.12   |
| 0050 | 441-6012 |     | LF    | CONC CURB & GUTTER/ 6"X24"TP2                  | 2505.000 | 14.00     | 35070.00  |
| 0060 | 210-0100 |     | LS    | GRADING COMPLETE - LS                          | 1.000    | 50000.00  | 50000.00  |
| 0065 | 005-0002 |     | LS    | INSTALL/LIGHTING FACILITIES LS                 | 1.000    | 32500.00  | 32500.00  |
| 0070 | 009-3500 |     | LS    | MISC LANDSCAPE ITEMS                           | 1.000    | 37500.00  | 37500.00  |
| 0077 | 647-1000 |     | LS    | TRAF SIGNAL INSTALLATION NO - NEW SIGNAL       | 1.000    | 150000.00 | 150000.00 |
| 0078 | 647-1000 |     | LS    | TRAF SIGNAL INSTALLATION NO - NEW SIGNAL       | 1.000    | 150000.00 | 150000.00 |
| 0083 | 647-1000 |     | LS    | TRAF SIGNAL INSTALLATION NO - NEWSIGNAL        | 1.000    | 150000.00 | 150000.00 |
| 0088 | 647-1000 |     | LS    | TRAF SIGNAL INSTALLATION NO - SIGNAL MOD       | 1.000    | 100000.00 | 100000.00 |
| 0093 | 647-1000 |     | LS    | TRAF SIGNAL INSTALLATION NO - SIGNAL MOD       | 1.000    | 100000.00 | 100000.00 |
| 0098 | 232-0001 |     | LS    | RAILROAD CONSTRUCTION                          | 1.000    | 200000.00 | 200000.00 |
| 0103 | 009-3000 |     | LS    | MISCELLANEOUS CONSTRUCTION EC, S&M             | 1.000    | 50000.00  | 50000.00  |
| 0108 | 150-1000 |     | LS    | TRAFFIC CONTROL - LS                           | 1.000    | 90000.00  | 90000.00  |
| 0113 | 441-5002 |     | LF    | CONC HEADER CURB, 6", TP 2                     | 428.000  | 13.05     | 5588.28   |
| 0118 | 700-6910 |     | AC    | PERMANENT GRASSING                             | 1.000    | 585.39    | 585.39    |
| 0123 | 413-1000 |     | GL    | BITUM TACK COAT                                | 527.000  | 2.84      | 1499.36   |
| 0133 | 441-0018 |     | SY    | DRIVEWAY CONCRETE, 8 IN TK                     | 75.000   | 42.53     | 3189.91   |
| 0138 | 444-1000 |     | LF    | SAWED JTS IN EXIST PVMTS - PCC                 | 2422.000 | 4.92      | 11936.51  |
| 0143 | 446-1100 |     | LF    | PVMT REF FAB STRIPS, TP2, 18 INCH WIDTH        | 834.000  | 4.85      | 4053.00   |
| 0148 | 500-9999 |     | CY    | CL B CONC, BASE OR PVMT WIDEN                  | 18.000   | 173.20    | 3117.68   |
| 0158 | 643-8200 |     | LF    | BARRIER FENCE (ORANGE), 4 FT                   | 2568.000 | 1.29      | 3337.24   |
| 0163 | 900-0039 |     | SF    | BRICK PAVERS ASSUMED UNIT PRICE                | 166.000  | 25.00     | 4150.00   |
| 0168 | 550-1180 |     | LF    | STM DR PIPE 18", H 1-10                        | 1368.000 | 30.07     | 41140.52  |
| 0173 | 611-4001 |     | EA    | RECONSTR MINOR DRAINAGE STR ASSUMED UNIT PRICE | 2.000    | 1500.00   | 3000.00   |
| 0178 | 668-1100 |     | EA    | CATCH BASIN, GP 1                              | 11.000   | 1964.53   | 21609.89  |
| 0183 | 668-1110 |     | LF    | CATCH BASIN, GP 1, ADDL DEPTH                  | 11.000   | 195.68    | 2152.52   |
| 0188 | 668-2100 |     | EA    | DROP INLET, GP 1                               | 1.000    | 1847.32   | 1847.33   |
| 0193 | 668-4300 |     | EA    | STORM SEW MANHOLE, TP 1                        | 5.000    | 1746.52   | 8732.63   |
| 0198 | 668-3311 |     | LF    | SS MANHOLE, TP 1, A DEPTH, CL 1                | 7.000    | 142.75    | 999.31    |

STATE HIGHWAY AGENCY

DATE : 01/29/2013  
PAGE : 2

JOB ESTIMATE REPORT

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|                     |            |
|---------------------|------------|
| ITEM TOTAL          | 1460750.56 |
| INFLATED ITEM TOTAL | 1460750.56 |

TOTALS FOR JOB 0008237COMBINED

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|                               |            |
|-------------------------------|------------|
| ESTIMATED COST:               | 1460750.55 |
| CONTINGENCY PERCENT ( 0.0 ) : | 0.00       |
| ESTIMATED TOTAL:              | 1460750.55 |

NOTE: The item totals include all alternate items. The estimated totals include only the low cost alternate items.



PROJ. NO. CSSTP-0008-00(237)  
 P.I. NO. 0008237  
 DATE 3/21/2013

CALL NO.

**BITUMINOUS TACK COAT (surface treatment)**

Price Adjustment (PA) 0 \$

Monthly Asphalt Cement Price month placed (APM) 907.20

Monthly Asphalt Cement Price month project let (APL) 567.00

Total Monthly Tonnage of asphalt cement (TMT) 0

60%

Max. Cap

| 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    |

**TOTAL LIQUID AC ADJUSTMENT \$ 32,527.72**



# CITY OF GRIFFIN

SINCE 1840

## Commission Members

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Chairperson

Cynthia Reid Ward  
Vice Chairperson

William Evans

Douglas S. Hollberg

Ryan McLemore

Dick Morrow

Shaheer Beyah

Kenny L. Smith  
City Manager

Director Public Works  
and Utilities  
Brant D. Keller PhD

February 8, 2013

JACOBS  
Mr. Michael Francis  
Project Manager  
6801 Governors Lake Parkway  
Bldg 200  
Norcross, GA 30071

RE: PI 0008237 Right Of Way Cost Estimate

Mr. Francis:

The City of Griffin estimates the right-of-way costs of \$596,300 for the project. This cost includes land cost, relocations, damages, and acquisitions service cost. Should you have questions please contact Steve Manley at 770 228 0013.

Brant D. Keller PhD  
Director Public Works and Utilities



"The Iris City"

One Griffin Center \* 100 South Hill Street \* Griffin, Georgia 30223 \* Tel. 770-229-6603 \* FAX 678-692-0930

Post Office Box T \* Griffin, Georgia 30224

Web Site: [www.cityofgriffin.com](http://www.cityofgriffin.com)



# CITY OF GRIFFIN

SINCE 1840

## Commission Members

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Dick Morrow

Shaheer Beyah

Kenny L. Smith  
City Manager

Director Public Works  
and Utilities  
Brant D. Keller PhD

February 8, 2013

JACOBS  
Mr. Michael Francis  
Project Manager  
6801 Governors Lake Parkway  
Bldg 200  
Norcross, GA 30071

RE: PI 0008237 Utility Cost Estimate

Mr. Francis:

The City of Griffin anticipates approximately 17 utility power poles to be impacted and relocated for the project. For this LOCAL project, the reimbursable utility cost is estimated to be \$132,000.

The power utility poles are located at the following intersections:

- Experiment Street and Broad Street and 10<sup>th</sup> Street (6 poles)

Brant D. Keller PhD  
Director Public Works and Utilities



"The Iris City"

One Griffin Center ✪ 100 South Hill Street ✪ Griffin, Georgia 30223 ✪ Tel. 770-229-6603 ✪ FAX 678-692-0930

Post Office Box T ✪ Griffin, Georgia 30224

Web Site: [www.cityofgriffin.com](http://www.cityofgriffin.com)

**Francis, Michael L.**

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**From:** Guy Rousseau [GRousseau@atlantaregional.com]  
**Sent:** Tuesday, March 26, 2013 2:58 PM  
**To:** Francis, Michael L.  
**Subject:** RE: SP-069A (Griffin Intersection Improvement)

Hi Michael, so typically, for transition tapers, auxiliary, acceleration and deceleration lanes, those are perceived as pavement transitions for our regional travel demand model. Transitions for lane additions, either for left or right turns, or to add a lane to a ramp, should occur over a length of at least 1,000 feet to ¼ mile in order to warrant detailed coding attention from the ARC.

That being said, in your case, currently, SP-069A involves 5 intersection improvements and is exempt, so not coded, which means it is not considered adding capacity, see attached. Furthermore, the "Conforming Plan's Network Schematics showing thru lanes" is not required. So feel free to provide to your client, the City of Griffin, the attached coding diagrams, depicting the ARC coding of your study area, as well as the aforementioned explanation.

Thanks,

Guy

Guy Rousseau  
Travel Surveys & Transportation Model Development Manager

Atlanta Regional Commission  
regional impact + local relevance

40 Courtland Street, NE  
Atlanta, Georgia 30303-2538

P | 404.463.3274

M | 678.986.4344

F | 404.463.3254

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[atlantaregional.com](http://atlantaregional.com)

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**From:** Francis, Michael L. [mailto:Michael.Francis@jacobs.com]  
**Sent:** Tuesday, March 26, 2013 11:11 AM  
**To:** Guy Rousseau  
**Subject:** SP-069A (Griffin Intersection Improvement)

See attachment for the intersection improvement.

The right turn lane length is shown in red and measures approximately 800' (taper included). Also, we are adding a new leg to the intersection as shown (highlighted in orange). Please advise if this is considered adding capacity and also if the "Conforming Plan's Network Schematics showing thru lanes" is

4/2/2013

required. Thanks.

**Michael Francis, P.E.**

Project Manager, JACOBS

6801 Governors Lake Parkway Building 200

Norcross, GA 30071

678.333.0505 (direct)

770.455.8555 (main)

678.333.0324 (fax)

[michael.francis@jacobs.com](mailto:michael.francis@jacobs.com)

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**2015 ARC Highway Network**  
**Street Name and Number of Lanes**

