

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

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

FILE P.I. #0009953

OFFICE Design Policy & Support

Walton County
GDOT District 1 - Gainesville
Roundabout – SR 81 @ CR 461/CR 462

DATE September 3, 2014

FROM  for Brent Story, State Design Policy Engineer

TO SEE DISTRIBUTION

SUBJECT APPROVED LOCATION & DESIGN REPORT

Attached is the approved Location and Design Report with Notice of Location & Design Approval for the above subject project.

Attachment

DISTRIBUTION:

Glenn Bowman, Director of Engineering
Joe Carpenter, Director of P3/Program Delivery
Genetha Rice-Singleton, Assistant Director of P3/Program Delivery
Albert Shelby, State Program Delivery Engineer
Bobby Hilliard, Program Control Administrator
Cindy VanDyke, State Transportation Planning Administrator
Hiral Patel, State Environmental Administrator
Kathy Zahul, State Traffic Engineer
Angela Robinson, Financial Management Administrator
Lisa Myers, State Project Review Engineer
Andy Casey, State Roadway Design Engineer
Attn: Joshua Taylor, Design Group Manager
Jeff Fletcher, Location Bureau Chief
Bayne Smith, District Engineer
Brent Cook, District Preconstruction Engineer
Kim Coley, District Planning & Programming Engineer
Dana Garrison, Area Engineer - D1, A2
Charles Robinson, Project Manager
BOARD MEMBER - 10th Congressional District

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE P.I. No. 0009953, Walton County OFFICE Program Delivery
SR 81 @ CR 461/CR 462/BOLD SPRINGS RD DATE August 21, 2014

FROM Albert V. Shelby III, State Program Delivery Engineer 
TO Brent Story, State Design Policy Engineer
Attention: Dave Peters

SUBJECT Request for Location and Design Approval

Description and Project Proposal: This project proposes to construct a roundabout at the intersection of SR 81 and CR 461/CR 462/Bold Springs Road, which is located in the community of Bold Springs which is 8.2 miles northeast of the city of Loganville in Walton County, Georgia. The proposed project length is approximately 0.26 miles.

The purpose of the project is to improve the operation of the existing intersection of State Route 81 (SR 81) and CR 461/CR 462/Bold Springs Road while reducing the frequency and severity of crashes at the intersection. In Georgia, nearly a third of fatal crashes occur at intersections making intersection safety a focus area for the Georgia Department of Transportation (GDOT). Nationally, intersection crashes account for 40% of all reported crashes and approximately 20% of traffic fatalities. Of those fatalities, nearly 50% are the result of angle collisions. Angle collisions are often high speed, high impact crashes which often result in serious injuries or fatalities.

SR 81 and Bold Springs Road are both two lane rural major collectors with a posted speed limit of 45 mph and an average annual daily traffic (AADT) of 7,660 and 3,810 vehicles per day respectively. Currently, the intersection is stop controlled with a right turn lane on the southbound leg of SR 81.

Crash data from 2005-2011 indicated that 56 crashes occurred at this intersection resulting in 15 total injuries. Of those crashes 64% were angle collisions accounting for 67% of the injuries.

Concept Approval Date: April 10, 2013

Environmental Document Type, Approval Date & any Reevaluations: Categorical Exclusion (CE) Approved June 13, 2014

Temporary State Route Needed: No Yes Undetermined

Public Involvement: Public Information Open House held April 11, 2013. The PIOH summary and responses are as follows:

A total of 41 people attended the PIOH. Of the 15 respondents who formally commented, 1 was in support of the project, 11 were opposed, 2 were uncommitted, and 1 expressed conditional support.

The attendees of the PIOH and those persons sending in comments afterwards collectively raised the following questions and concerns. We have prepared this one response letter that addresses all

comments received so that everyone can be aware of the concerns raised and the responses given. Please find the comments summarized below (in italics) followed by our response.

- *"Do not like dead space center"*

In order to reduce crash frequency and severity at the intersection, the central island, in conjunction with the circulatory roadway, creates a curved path that results in reduced operating speeds and speed consistency for motorists. The central island is designed to increase overall driver recognition and to discourage motorists from driving across the roundabout. The area in the center would be raised and either landscaped with hearty plant species that can withstand seasonal variations, or hardscaped with material that requires minimal maintenance. We believe a proper treatment for the central island can enhance the aesthetics of the intersection.

- *"Central island landscape should be tall enough to obscure oncoming traffic from the other side."*

In accordance with the Georgia Department of Transportation's (GDOT's) design policy, the central island would be adequately landscaped to increase driver awareness of the roundabout, obscure excess sight distance of oncoming traffic, and encourage slower speeds.

- *"How are semi-trucks going to use the roundabout?"*

Roundabouts are designed to allow larger vehicles, such as semi-trucks, to adequately navigate through circular intersections. The proposed roundabout at SR 81 at CR 461/CR 462/Bold Springs Road would include a special concrete truck apron located around the central island that would allow larger vehicles to safely manage the turning movement.

- *"Provide access for left turn into driveway with semi-tractor trailer."*

All permitted left-turn movements into driveways will be verified for accommodation of large vehicles if large vehicles are expected to frequently use the driveway.

- *"A traffic light is preferred due to a limited amount of experience with roundabouts and a concern about the level of traffic at this intersection."*

During the concept phase of the project, an in-depth traffic study was conducted to determine current and future traffic volumes, and several alternatives, including the use of a traffic signal, were considered as possible solutions for improving operations at this intersection. The results of that analysis recommended a roundabout over a traditional signaled intersection based on its ability to handle present and future traffic levels, reduce crash frequency, and improved operations. With regard to the general safety benefits of roundabouts compared to other types of intersections, a before-after study at 55 intersections conducted by the National Cooperative Highway Research Program (NCHRP) showed that, compared to other types of intersections, roundabouts resulted in a 35 percent decrease in overall crashes, a 76 percent decrease in injury crashes, and a 71 percent decrease in fatal/incapacitating crashes for single lane roundabouts.

The video "Modern Roundabouts: A Safer Choice" provides general information about roundabouts including guidance on how to navigate through roundabouts. To view this video, scroll down to Resources and click on the WMV or MOV file on the Federal Highway Administration's Roundabouts website: <http://safety.fhwa.dot.gov/intersection/roundabouts/>. This website also includes additional information regarding roundabouts.

- *"Traffic increases on side roads (including residential roads) which may result in motorists choosing an alternate route."*

Traffic along the corridor was analyzed and several alternatives were considered to determine the level of improvement required at this intersection to address safety and operational needs. The results of this analysis determined that the proposed roundabout would reduce traffic delay overall. Based on our experiences with roundabouts and once people become accustomed to their use within the first few weeks, we do not believe traffic would divert to other routes in order to avoid this intersection.

- *"It will be difficult to enter the roundabout from Bold Springs Road due to heavy traffic from SR 81."*

Based on current and future traffic volumes, the proposed roundabout is designed to provide higher capacity, lower delays, and slower speeds for vehicles entering the intersection.

- *"There are a lot of elderly people in this area and they will not understand how to maneuver through the roundabout."*

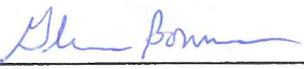
Roundabouts are designed to slow down vehicles entering the intersection which allows drivers more time for assessing and reacting to potential traffic conflicts. Slower speeds are also generally safer for pedestrians, including elderly pedestrians. Additionally, the roundabout would reduce the number of directions which a driver needs to watch for conflicting traffic. Clear and visible signing and marking would be provided to assist drivers with safe navigation through the roundabout.

- *"More research should have been done and residents should have been notified individually about the project so that they could have a say or vote for this."*

Several engineering studies were conducted to identify the most favorable intersection improvement for this location. The results of those studies determined that a single-lane roundabout would improve safety and operations the most. Also, as part of our effort to encourage and solicit input from the public during planned project meetings, we published advertisements in the local newspaper, placed informational signs along the project corridor, and posted meeting events on social media to reach and inform the communities within the project area.

Consistency with Approved Planning: The design description as presented herein and submitted for approval is consistent with the approved Concept Report.

Recommendations: Recommend that the location and design for the project be approved and that the attached Notice be approved for advertising.

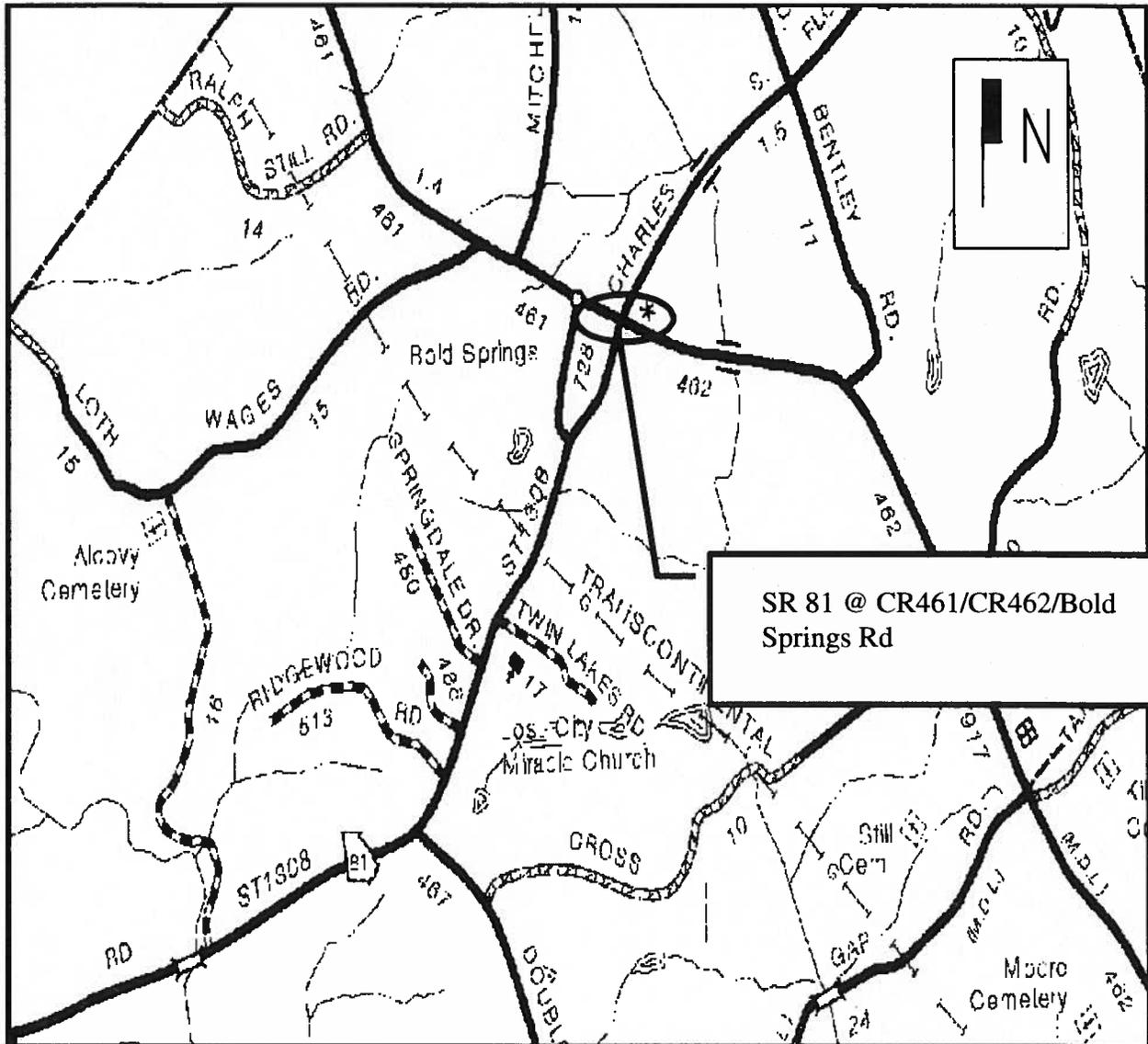
Concur: 
GDOT Director of Engineering

Approve:  A-11
GDOT Chief Engineer

DATE OF LOCATION AND DESIGN APPROVAL: September 3, 2014

- Attachments:
Sketch Map
Construction Cost Estimate
Typical Sections
Notice of Location and Design Approval

P.I. No. 0009953, Walton County
Sketch Map



DETAILED COST ESTIMATE



Job: 0009953-ALT 1

JOB NUMBER 0009953-ALT 1

FED/STATE PROJECT NUMBER

SPEC YEAR: 01

DESCRIPTION: SINGLE LANE

ITEMS FOR JOB 0009953-ALT 1

0010 - ROADWAY ITEMS

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0030	150-1000	1.000	LS	\$5,000.00000	TRAFFIC CONTROL - 0009953	\$5,000.00
0035	210-0100	1.000	LS	\$15,000.00000	GRADING COMPLETE - 0009953	\$15,000.00
0235	310-5060	1308.000	SY	\$13.21685	GR AGGR BS CRS 6IN INCL MATL	\$17,287.64
0020	310-5120	14870.000	SY	\$30.17849	GR AGGR BS CRS 12IN INCL MATL	\$448,769.02
0275	310-7060	320.000	SY	\$17.00000	GR AGGR SHLDR CRS 6IN IN MATL	\$5,440.00
0015	402-3121	3130.000	TN	\$81.82502	RECYL AC 25MM SP,GP 1/2,BM&HL	\$193,512.31
0405	402-3133	2348.000	TN	\$79.08000	RECYL AC 12.5 MM SP,GP2,INCL BM	\$186,678.84
0010	402-3190	2348.000	TN	\$62.71761	RECYL AC 19 MM SP,GP 1 OR 2 ,INC BM&HL	\$147,280.95
0025	413-1000	1469.000	GL	\$2.26790	BITUM TACK COAT	\$3,331.55
0260	430-0600	640.000	SY	\$53.00000	PLN PC CONC PVM/THES/ 10" TK	\$33,920.00
0265	432-0206	1332.000	SY	\$7.22234	MILL ASPH CONC PVM/THES/ 1.50" DEP	\$9,620.16
0240	436-1000	856.000	LF	\$14.84755	ASPH CONC CURB - 0009953	\$12,709.50
0255	441-0104	1723.000	SY	\$30.63915	CONC SIDEWALK, 4 IN	\$52,791.26
0210	441-0748	1040.000	SY	\$43.37175	CONC MEDIAN, 6 IN	\$45,106.62
0230	441-4050	1385.000	SY	\$42.19136	CONC VALLEY GUTTER,W/CURB,8"	\$58,435.03
0105	441-5002	4081.000	LF	\$10.38138	CONC HEADER CURB, 6", TP 2	\$42,366.41
0245	441-5008	263.000	LF	\$11.78161	CONC HEADER CURB, 6 IN, TP 7	\$3,098.56
0250	441-5010	389.000	LF	\$16.00000	CONC HDR CURB, 6 IN, TP 9	\$6,224.00
0270	634-1200	26.000	EA	\$88.43862	RIGHT OF WAY MARKERS	\$2,559.40
0215	641-1200	856.000	LF	\$17.79281	GUARDRAIL, TP W	\$15,230.85
0220	641-5001	2.000	EA	\$667.68651	GUARDRAIL ANCHORAGE, TP 1	\$1,335.37
0225	641-5012	1.000	EA	\$1,719.76471	GUARDRAIL ANCHORAGE, TP 12	\$1,719.76
SUBTOTAL FOR ROADWAY ITEMS:						\$1,306,398.03

DETAILED COST ESTIMATE



Job: 0009953-ALT 1

0020 - EROSION CONTROL

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0295	163-0300	4.000	EA	\$1,279.42061	CONSTRUCTION EXIT	\$5,117.68
0300	163-0527	17.000	EA	\$240.38590	CNST/REM RIP RAP CKDM,STN P RIPRAP/SN BG	\$4,086.56
0315	163-0550	15.000	EA	\$150.82634	CONS & REM INLET SEDIMENT TRAP	\$2,262.40
0075	165-0030	2791.000	LF	\$0.93104	MAINT OF TEMP SILT FENCE, TP C	\$2,598.53
0280	165-0030	700.000	LF	\$1.12840	MAINT OF TEMP SILT FENCE, TP C	\$789.88
0305	165-0041	170.000	LF	\$1.51603	MAINT OF CHECK DAMS - ALL TYPES	\$257.73
0325	165-0101	8.000	EA	\$457.09833	MAINT OF CONST EXIT	\$3,656.79
0320	165-0105	15.000	EA	\$81.39519	MAINT OF INLET SEDIMENT TRAP	\$1,220.93
0330	167-1000	2.000	EA	\$646.66667	WATER QUALITY MONITORING AND SAMPLING	\$1,293.33
0335	167-1500	24.000	MO	\$597.77718	WATER QUALITY INSPECTIONS	\$14,346.65
0080	171-0030	5582.000	LF	\$3.30822	TEMPORARY SILT FENCE, TYPE C	\$18,472.07
0285	171-0030	1400.000	LF	\$3.59480	TEMPORARY SILT FENCE, TYPE C	\$5,032.44
0310	218-1000	4821.000	CY	\$15.00000	BLANKET FOR FILL SLOPES	\$72,315.00
0395	603-2181	30.000	SY	\$43.29384	STN DUMPED RIP RAP, TP 3, 18"	\$1,298.82
0290	643-8200	200.000	LF	\$2.48380	BARRIER FENCE (ORANGE), 4 FT	\$496.76
0340	700-6910	3.000	AC	\$486.24892	PERMANENT GRASSING	\$1,464.75
0345	700-7000	9.000	TN	\$50.65956	AGRICULTURAL LIME	\$455.94
0350	700-8000	3.000	TN	\$384.01811	FERTILIZER MIXED GRADE	\$1,152.05
0355	700-8100	147.000	LB	\$2.22355	FERTILIZER NITROGEN CONTENT	\$326.86
SUBTOTAL FOR EROSION CONTROL:						\$136,645.17

0030 - SIGNING AND MARKING

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0090	636-1020	136.000	SF	\$14.48072	HWY SGN,TP1MAT,REFL SH TP3	\$1,969.38
0085	636-1033	108.000	SF	\$21.25320	HWY SIGNS, TP1MAT,REFL SH TP 9	\$2,295.35
0095	636-2070	468.000	LF	\$8.64718	GALV STEEL POSTS, TP 7	\$4,046.88
0040	653-0120	8.000	EA	\$71.89908	THERM PVMT MARK, ARROW, TP 2	\$575.19
0045	653-1501	7482.000	LF	\$0.36880	THERMO SOLID TRAF ST 5 IN, WHI	\$2,759.36
0050	653-1502	4916.000	LF	\$0.25000	THERMO SOLID TRAF ST, 5 IN YEL	\$1,229.00
0070	653-1804	96.000	LF	\$2.13444	THERM SOLID TRAF STRIPE, 8",WH	\$204.91
0060	653-1810	160.000	LF	\$3.30682	THER SLD TRAF STRIPE, 10 IN, W	\$529.09
0055	653-3501	150.000	GLF	\$0.34480	THERMO SKIP TRAF ST, 5 IN, WHI	\$51.72
0065	653-3810	120.000	GLF	\$0.70000	THER SKIP TRAF ST, 10 IN, WHT	\$84.00
0059	653-6004	1482.000	SY	\$2.78506	THERM TRAF STRIPING, WHITE	\$4,127.46
SUBTOTAL FOR SIGNING AND MARKING:						\$17,872.34

0040 - LANDSCAPING ITEMS

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0110	700-9300	588.000	SY	\$27.00000	SOD	\$15,876.00
0115	702-0212	3.000	EA	\$291.00000	CRATAEGUS VIRIDIS - 0009953	\$873.00
0120	702-0469	101.000	EA	\$33.00000	ILEX VOMITORIA SCHILLINGS - 0009953	\$3,333.00
0125	702-9005	8.000	LB	\$80.00000	SPRING APPLICATION FERTILIZER	\$640.00
0130	702-9025	114.000	SY	\$20.00000	LANDSCAPE MULCH	\$2,280.00
SUBTOTAL FOR LANDSCAPING ITEMS:						\$23,002.00

DETAILED COST ESTIMATE



Job: 0009953-ALT 1

0050 - LIGHTING ITEMS

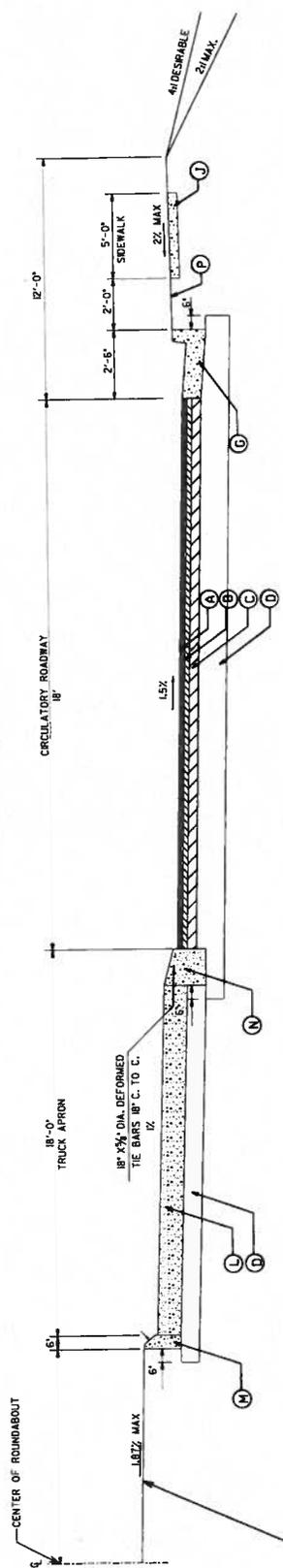
Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0135	500-3101	13.000	CY	\$358.08031	CLASS A CONCRETE	\$4,655.04
0140	511-1000	2600.000	LB	\$1.00206	BAR REINF STEEL	\$2,605.36
0145	615-1200	380.000	LF	\$14.85101	DIRECTIONAL BORE - 0009953	\$5,643.38
0150	647-2130	5.000	EA	\$391.00000	PULL BOX, PB-3	\$1,955.00
0155	647-2140	1.000	EA	\$1,402.61586	PULL BOX, PB-4	\$1,402.62
0160	681-4220	20.000	EA	\$3,113.33333	LT STD, 40' MH, POST TOP	\$62,266.67
0165	681-6315	8.000	EA	\$975.00000	LUMINAIRE, TP 3, 105 W, LED	\$7,800.00
0170	681-6316	1.000	EA	\$1,050.00000	LUMINAIRE, TP 3, 130 W, LED	\$1,050.00
0175	681-6318	3.000	EA	\$350.00000	LUMINAIRE, TP 3, 150 W, LED	\$1,050.00
0180	681-6410	1.000	EA	\$975.00000	LUMINAIRE, TP 4, 105 W, LED	\$975.00
0185	682-1504	9335.000	LF	\$0.80000	CABLE, TP RHH/RHW, AWG NO 10	\$7,468.00
0190	682-6219	2454.000	LF	\$4.36617	CONDUIT, NONMETL, TP 2, 1 IN	\$10,714.58
0195	682-6222	21.000	LF	\$9.69197	CONDUIT, NONMETL, TP 2, 2 IN	\$203.53
0200	682-9000	1.000	LS	\$12,500.00000	MAIN SVC PICK UP POINT	\$12,500.00
0205	999-3800	2.000	EA	\$4,000.00000	TUBULAR EXTENSION	\$8,000.00
SUBTOTAL FOR LIGHTING ITEMS:						\$128,289.18

0060 - DRAINAGE

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0360	441-0303	2.000	EA	\$1,873.59778	CONC SPILLWAY, TP 3	\$3,747.20
0365	550-1180	2938.000	LF	\$31.43449	STM DR PIPE 18",H 1-10	\$92,354.53
0370	550-1240	228.000	LF	\$44.42141	STM DR PIPE 24",H 1-10	\$10,128.08
0375	550-2180	30.000	LF	\$31.95160	SIDE DR PIPE 18",H 1-10	\$958.55
0380	550-4118	2.000	EA	\$410.67279	FLARED END SECT 18 IN, SIDE DR	\$821.35
0385	550-4218	1.000	EA	\$568.88901	FLARED END SECT 18 IN, ST DR	\$568.89
0390	550-4218	1.000	EA	\$568.88901	FLARED END SECT 18 IN, ST DR	\$568.89
0400	668-2100	23.000	EA	\$2,167.41935	DROP INLET, GP 1	\$49,850.65
SUBTOTAL FOR DRAINAGE:						\$158,998.14

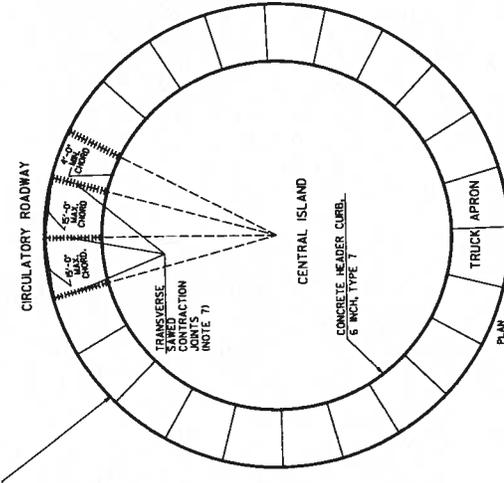
TOTALS FOR JOB 0009953-ALT 1

ITEMS COST:	\$1,771,204.86
COST GROUP COST:	\$0.00
ESTIMATED COST:	\$1,771,204.86
CONTINGENCY PERCENT:	0.05
ENGINEERING AND INSPECTION:	0.00
ESTIMATED COST WITH CONTINGENCY AND E&I:	\$1,859,765.10



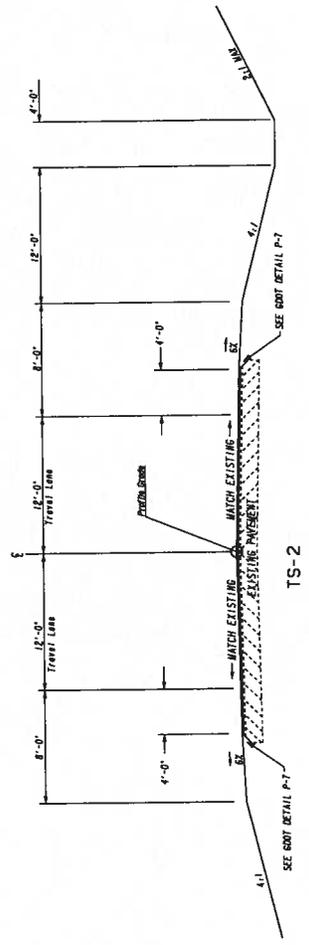
TS-1
 CIRCULATORY LANE
 STA. 10+00.00 TO STA. 14+14.55

- REQUIRED PAVEMENT
- (A) RECYCLED ASPHALTIC CONCRETE 12.5 mm, SUPERPAVE, 165 lb/sy, GP 2 ONLY, INCL BITUM MATL & H LIME
 - (B) RECYCLED ASPHALTIC CONCRETE 19 mm, SUPERPAVE, 220 lb/sy, GP 1 OR 2, INCL BITUM MATL & H LIME
 - (C) RECYCLED ASPHALTIC CONCRETE 25 mm, SUPERPAVE, 440 lb/sy, GP 1 OR 2, INCL BITUM MATL & H LIME
 - (D) GRADED AGGREGATE BASE COURSE, 12", INCL MATL
 - (E) 8" x 30" CONC. CURB & GUTTER, GA. STD. 9032 B, TYPE 2
 - (F) 4" CONC SIDEWALK
 - (G) PLAIN PC CONC PVMT, CL HES CONC, 10" THK
 - (H) 6" x 8" CONC. HEADER CURB, GA. STD. 9032 B, TYPE 7
 - (I) 8" x 12" CONC. HEADER CURB, GA. STD. 9032 B, TYPE 9
 - (J) BLOCK SOD



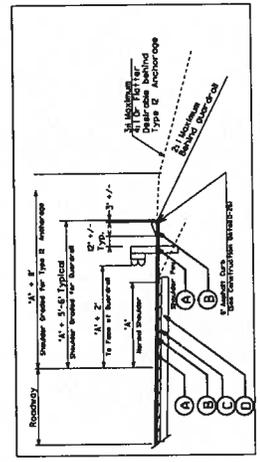
*NOTE: SEE G. A CONSTRUCTION DETAIL RA-2 FOR FURTHER DETAIL

STATE OF GEORGIA DEPARTMENT OF TRANSPORTATION OFFICE: ROADWAY DESIGN		REVISION DATES
TYPICAL SECTIONS		
WALTON COUNTY SR 81 @ GOLD SPRINGS RD		
DRAWING NO. 05-001		

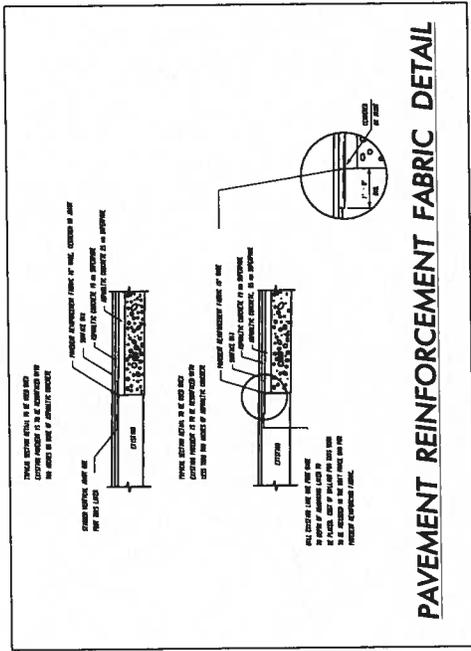


SR 81
 STA. 400+00.00 TO STA. 402+00.00
 MATCH EXISTING AND RESTRIPE

- NOTE: FOR METHOD OF REPRESENTATION SEE CONSTRUCTION PLAN SHEETS, NOTES, DATA, AND SPECIFICATIONS AND A.I.C. BUILT ON CONSTRUCTION CENTRAL.
- NOTE: SURVEY HAS BEEN PLATTED CONDITIONS. SEE EXHIBITS 1-5C.
- NOTE: THE ALLEGED DIFFERENCE IN SPACING AND SHOULDER SLOPE SHALL NOT EXCEED 0.05.



TYPICAL SHOULDER DETAIL FOR GUARDRAIL
 SEE PLAN FOR LOCATION
 NOTE: ASPHALT CONCRETE CURB SHALL NOT BE USED WITH IN THE LIMITS OF THE TP 12 ANCHORAGE
 N.T.S.

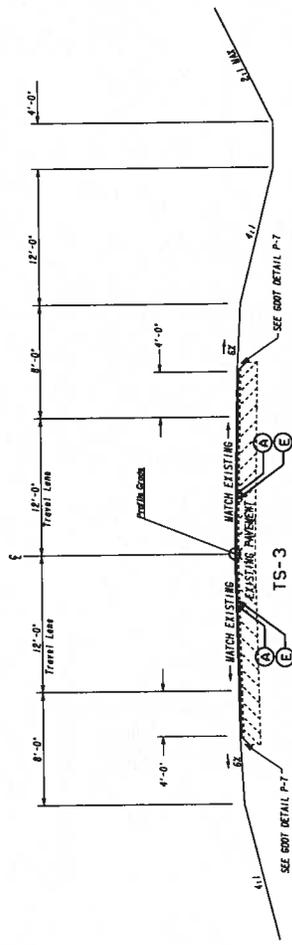


PAVEMENT REINFORCEMENT FABRIC DETAIL

STATE OF GEORGIA DEPARTMENT OF TRANSPORTATION OFFICE: ROADWAY DESIGN		TYPICAL SECTIONS	
		WALTON COUNTY SR 81 @ BOLD SPRINGS RD	
REVISION DATES		DRAWING NO. 05-002	

GEORGIA
 DEPARTMENT
 OF
 TRANSPORTATION

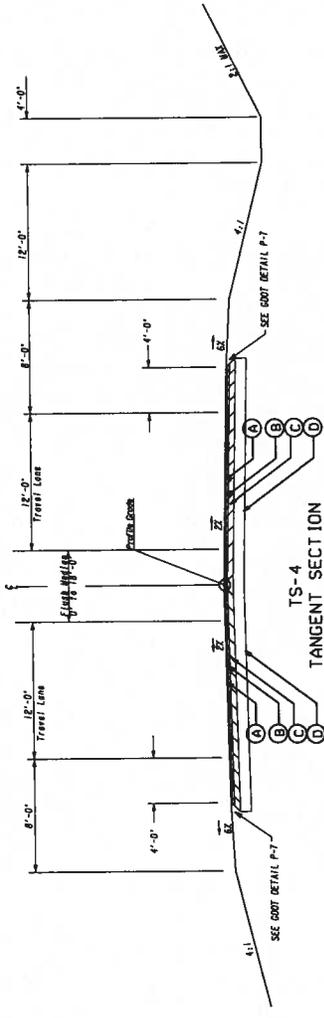
NOTE: FOR METHOD OF SUPERELEVATION SEE
 CONTRACT OR PLAN SHEET 05-001. SEE
 REVERSE SIDE OF THIS SHEET FOR
 REVERSE SLOPE AND FALL E.C. NOTED ON
 CONSTRUCTION DETAIL SHEET.
 * NOTE: SLOPE SHALL BE IN FIELD CONDITIONS.
 SEE LAYDOWN 1-SEC.
 Δ NOTE: THE ALGEBRAIC DIFFERENCE IN PAVERS SLOPE
 AND SHOULDER SLOPE SHALL NOT EXCEED 0.05



SR 81
 STA. 417+00.00 TO STA. 419+11.57
 CR 461/CR462/BOLD SPRINGS RD
 STA. 200+00.00 TO STA. 202+00.00
 STA. 215+00.00 TO STA. 216+00.00

REQUIRED PAVEMENT

- Ⓐ RECYCLED ASPHALTIC CONCRETE 12.5 mm, SUPERPAVE, 165 lb/sy, GP 2 ONLY, INCL BITUM MATL & H LIME
- Ⓑ RECYCLED ASPHALTIC CONCRETE 19 mm, SUPERPAVE, 220 lb/sy, GP 1 OR 2, INCL BITUM MATL & H LIME
- Ⓒ RECYCLED ASPHALTIC CONCRETE 25 mm, SUPERPAVE, 440 lb/sy, GP 1 OR 2, INCL BITUM MATL & H LIME
- Ⓓ GRADED AGGREGATE BASE COURSE, 12", INCL MATL
- Ⓔ MILL ASPH CONC PVMT. 1 1/2" IN DEPTH



SR 81
 STA. 402+00.00 TO STA. 408+00.00
 CR 461/CR462/BOLD SPRINGS RD
 STA. 202+00.00 TO STA. 204+16.00

N.T.S.

GEORGIA DEPARTMENT OF TRANSPORTATION	REVISION DATES	STATE OF GEORGIA DEPARTMENT OF TRANSPORTATION OFFICE: ROADWAY DESIGN	WALTON COUNTY SR 81 @ BOLD SPRINGS RD
		TYPICAL SECTIONS	
		DRAWING NO. 05-003	

NOTICE OF LOCATION AND DESIGN APPROVAL
P.I. No. 0009953, WALTON COUNTY

Notice is hereby given in compliance with Georgia Code 22-2-109 and 32-3-5 that the Georgia Department of Transportation has approved the Location and Design of this project.

The date of location and design approval is: September 3, 2014

This project proposes to construct a roundabout at the intersection of SR 81 and CR 461/CR 462/Bold Springs Road, which is located in the community of Bold Springs which is 8.2 miles northeast of the city of Loganville in Walton County, Georgia. This project is located entirely in Walton County within land district five and includes land lots 51, 52, 321, 329, 349, and 350. The proposed project length is approximately 0.26 miles. The purpose of the project is to improve the operation of the existing intersection of State Route 81(SR 81) and CR 461/CR 462/Bold Springs Road while reducing the frequency and severity of crashes at the intersection.

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

Area Engineer's Name: Dana Garrison
E-mail Address: dagarrison@dot.ga.gov
Street Address: 450 Old Hull Road, Athens, GA 30601
Telephone number: 706-583-2644

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

Office Head's Name: Albert V. Shelby, III, State Program Delivery Engineer
Office Name: Office of Program Delivery
Attn: Charles A. Robinson, Project Manager
E-mail Address: chrobinson@dot.ga.gov
Mailing Address: 600 West Peachtree Street, Floor 25
Telephone number: 404-631-1439

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.