ORIGINAL TO GENERAL FILES

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

OFFICE OF DESIGN POLICY & SUPPORT
INTERDEPARTMENTAL CORRESPONDENCE

FILE P.I. # 0009971 & 0009972
Fayette County
GDOT District 3 - Thomaston
Roundabouts: SR 92 @ CR 138 & CR 308
and SR 92 @ CR 138 & CR 129

OFFICE Design Policy & Support

DATE 09/11/2015

FROM for Brent Story, State Design Policy Engineer

TO SEE DISTRIBUTION

SUBJECT **APPROVED CONCEPT REPORT**

Attached is the approved Concept Report 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
Darryl VanMeter, State Innovative Delivery Engineer
Bobby Hilliard, Program Control Administrator
Cindy VanDyke, State Transportation Planning Administrator
Hiral Patel, State Environmental Administrator
Ben Rabun, State Bridge Engineer
Andrew Heath, State Traffic Engineer
Angela Robinson, Financial Management Administrator
Lisa Myers, State Project Review Engineer
Charles "Chuck" Hasty, State Materials Engineer
Lee Upkins, State Utilities Engineer
Paul Tanner, State Transportation Data Administrator
Attn: Systems & Classification Branch
Richard Cobb, Statewide Location Bureau Chief
Andy Casey, State Roadway Design Engineer
Attn: Justin Lott, District Design Engineer
Ed David Adams, State Safety Program Manager
Michael Presley, District Engineer
Adam Smith, District Preconstruction Engineer
Scott Parker, District Utilities Engineer
Banks Justin, Project Manager
BOARD MEMBER - 3rd Congressional District

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

PROJECT CONCEPT REPORT

Project Type: Roundabouts
GDOT District: 3
Federal Route Number: None

P.I. Numbers: 0009971, 0009972
County: Fayette
State Route Number: 92

Rounabouts
Fayette 0009971 - SR92 @ CR149/Antioch Road and CR308/Lockwood Road
Fayette 0009972 – SR92 @ CR138/Seay Road and CR129/Harp Road

Submitted for approval:

District Engineer — 7/2/15 — Date

State Program Delivery Engineer — Albert Shelby — 7/7/15 — Date

GDOT Project Manager — KGSD — 7/6/15 — Date

Recommendation for approval:

Program Control Administrator — Date

* HIRAL PATEL — State Environmental Administrator — 8/10/2015 — Date

* KEN WERHO — for State Traffic Engineer — 7/17/2015 — Date

* LISA MYERS — Project Review Engineer — 7/10/2015 — Date

* YULONDA PRIDE-FOSTER — for State Utilities Engineer — 7/15/2015 — Date

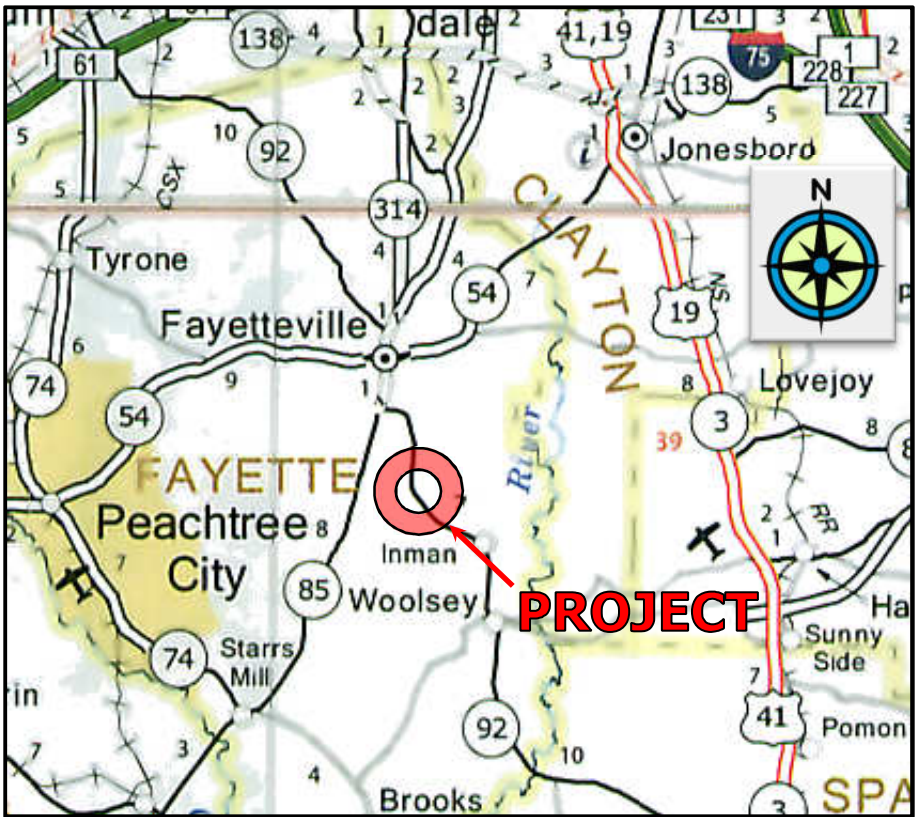
State Transportation Financial Management Administrator — Date

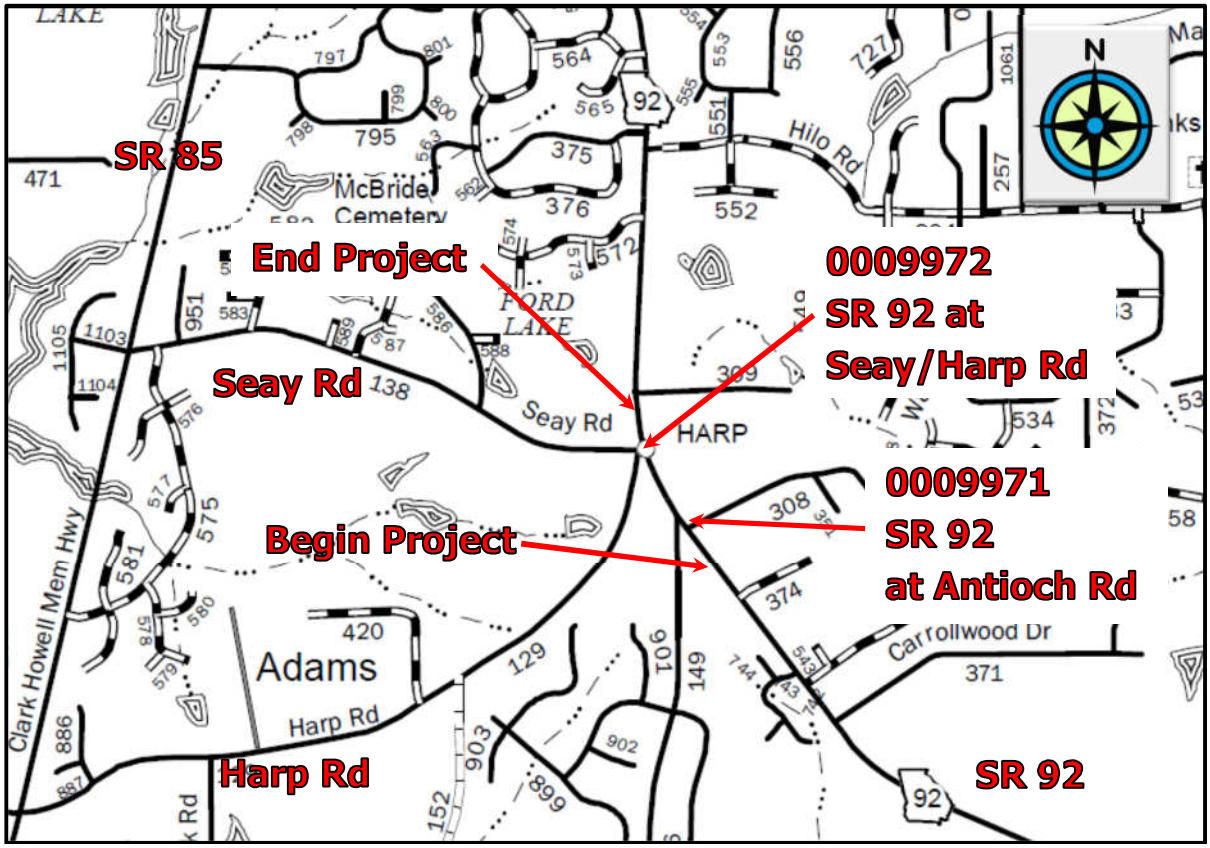
☒ MPO Area: This project is consistent with the MPO adopted Regional Transportation Plan (RTP)/Long Range Transportation Plan (LRTP).

☐ Rural Area: This project is consistent with the goals outlined in the Statewide Transportation Plan (SWTP) and/or is included in the State Transportation Improvement Program (STIP).

* CYNTHIA L VANDIKE — State Transportation Planning Administrator — 7/13/2015 — Date

PROJECT LOCATION MAP





PLANNING AND BACKGROUND

Project Justification Statement:

0009971

The purpose of the proposed project is to reduce crash frequency and severity while improving operational efficiency at the intersection of State Route 92 (SR 92) at CR149/Antioch Road & CR 308/Lockwood Road in Fayette County, GA. Crash data from 2009-2013 indicated that 9 correctable crashes occurred at this intersection resulting in 1 injury and 1 fatality. Of those crashes 36% were angle collisions accounting for 25% of the injuries and fatality.

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. The installation of roundabouts have resulted in a greater reduction in crash frequency and in many instances better operational efficiency; which is the intent of this project.

0009972

This project proposes to reduce the frequency and severity of crashes while improving the operation of the existing intersection of SR 92 at CR 138/Seay Road and CR 129/Harp Road. Crash data from 2009 to 2013 indicated that 9 correctable crashes occurred at this intersection resulting in 5 injuries. Of those crashes, 44% were angle collisions with two resulting in injury. A safety improvement project has been recommended for this intersection to reduce the crash frequency and severity while also reducing congestion.

Statements provided by: GDOT Office of Traffic Operations

Existing conditions:

SR 92 is a two-lane highway with shoulders and no sidewalks traveling from the southeast to the north. There are two major T-intersections within the project limits, SR 92 at Antioch Rd and SR 92 at Seay Rd. Both side roads are to the west of SR 92, and the intersections are approximately 1000’ apart. There are two other T-intersections located at this project location. The first is Harp Rd at Seay Rd approximately 50’ west of SR 92. The other is SR 92 at Lockwood Rd approximately 150’ southeast of Antioch Rd. All the side roads are two lanes with shoulders and no sidewalks.

Mostly residential areas border the projects along the eastern side of SR 92. Whitewater Church is located north of Seay Rd on the east side of SR 92. The western side of SR 92 consists of a mixture of residential and religious buildings. Harp’s Crossing Baptist Church is located between the two major intersections and its facilities border SR 92, Antioch Rd, Seay Rd, and Harp Rd. It has four existing driveway access points: one on SR 92, one on Antioch Rd, and two on Harp Rd. There are several utility distribution lines in the area but no transmission lines.

Other projects in the area:

Fayette 321960 will widen SR 85. Since it is located approximately 1.5 miles away, no impacts are anticipated. M005003 resurfacing project of SR 92 from Westmoreland Rd to SR 85 could affect the project. It currently does not have a let date.

MPO: Atlanta **TIP #:** None

TIA Regional Commission: Atlanta Regional Commission

Congressional District(s): 3

Federal Oversight: ☐ PoDI ☒ Exempt ☐ State Funded ☐ Other

Projected Traffic: ADT (See attached traffic diagrams)

Roadway	Current Year (2014)	Open Year (2019)	Design Year (2039)
SR 92	14,050	15,500	21,300
Antioch Road	4,500	5,000	6,900
Harp Road	1,400	1,550	2,100
Seay Road	800	850	1,200
Lockwood Road	150	150	200

24 HR T: 4.0%

Traffic Projections Provided by: GDOT Office of Planning
Traffic Projections Performed by: Grice Consulting Group

Functional Classification:
SR92 – Urban Minor Arterial
Antioch Road – Urban Major Collector
Harp Road – Urban Major Collector
Seay Road – Urban Local
Lockwood Road – Urban Local

Complete Streets - Bicycle, Pedestrian, and/or Transit Warrants:
Warrants met: ☐ None ☒ Bicycle ☒ Pedestrian ☐ Transit

Fayette County had a transportation plan prepared in 2010 that was used as guidance for complete street accommodations related to these projects. In the transportation plan, Fayette County designated Harp Rd and Antioch Rd as corridors for bicycle accommodations. The accommodations were a multi-use path along Harp Rd and widened shoulders on Antioch Rd. This warrants providing bike-able shoulders along Antioch Rd as part of the project. However, since the multi-use path is off-street, no bicycle accommodations on Harp Rd will be included.

The transportation plan does not include any pedestrian specific facilities near the project area. During site visits, no worn paths along SR 92 or any of the side roads were observed. However, the project is located in a suburban area with residential development, churches, and a business in the vicinity. It was also mentioned by the public that the school bus stops between the two intersections. The roundabout design also includes sidewalks around the intersection. With two roundabouts in close proximity and the school bus stop, a sidewalk will be included between the two intersections along SR 92.

There is currently no public transit system operating in Fayette County. And the transportation plan does not include any recommendations for transit infrastructure. Therefore, no transit accommodations will be included in these projects.

Is this a 3R (Resurfacing, Restoration, & Rehabilitation) Project? ☒ No ☐ Yes

Pavement Evaluation and Recommendations
Initial Pavement Evaluation Summary Report Required? ☒ No ☐ Yes
Initial Pavement Type Selection Report Required? ☒ No ☐ Yes
Feasible Pavement Alternatives: ☒ HMA ☐ PCC ☐ HMA & PCC

DESIGN AND STRUCTURAL

Description of the proposed projects:
The projects will improve the intersections of SR 92 at Antioch Road / Lockwood Road and SR 92 at Seay Road / Harp Road. The proposed length is approximately 0.5 miles. The projects are located approximately 1.5 miles south of the city limits of Fayetteville.

Major Structures: N/A

Mainline Design Features: SR 92 – Urban Minor Arterial (with existing rural cross-section)

Feature	Existing*	Standard**	Proposed
Typical Section			
- **Number of Lanes**	2	N/A	2
- **Lane Width(s)**	12’	11-12’	12’
- **Median Width & Type**	N/A	N/A	N/A
- **Outside Shoulder or Border Area Width**	2’	8-10’	16’
- **Outside Shoulder Slope**	7%	6%	2%
- **Inside Shoulder Width**	N/A	N/A	N/A
- **Sidewalks**	N/A	N/A	5’
- **Auxiliary Lanes**	1-Right Turn Lane	N/A	1-Right Turn Lane
- **Bike Lanes**	N/A	N/A	N/A
Posted Speed	55 mph	N/A	55 mph
Design Speed	45 mph	30-60 mph	55 mph
Min Horizontal Curve Radius	2,865’	> 587’	> 960’
Maximum Superelevation Rate	8%	6 or 8%	8%
Maximum Grade	2%	6%	< 6%
Access Control	Permitted	Permitted	Permitted
Design Vehicle	Unknown	WB-40 or BUS-40	WB-67
Pavement Type	HMA	N/A	HMA

*According to original plans and field measurements

**According to current design policy if applicable

Side Road Design Features: CR 149 / Antioch Road – Urban Major Collector (with existing rural cross-section)
CR 129 / Harp Road – Urban Major Collector (with existing rural cross-section)

Feature	Existing*	Standard**	Proposed
Typical Section			
- **Number of Lanes**	2	N/A	2
- **Lane Width(s)**	Antioch - 11’ Harp – 11.5’	11-12’	12’
- **Median Width & Type**	N/A	N/A	N/A
- **Outside Shoulder or Border Area Width**	2’	8-10’	8’
- **Outside Shoulder Slope**	7%	6%	6%
- **Inside Shoulder Width**	N/A	N/A	N/A
- **Sidewalks**	N/A	N/A	N/A
- **Auxiliary Lanes**	N/A	N/A	N/A
- **Bike Lanes** 6.5 ft shoulder with space for 4 ft bike travel way	N/A	4’	Antioch - 4’ Harp – N/A
Posted Speed	Antioch - -45 mph Harp – 40 mph	N/A	Antioch - 45 mph Harp – 40 mph
Design Speed	Unknown	< 30 mph	45 mph
Min Horizontal Curve Radius	Antioch - -N/A Harp – 2,864’	> 643’	> 643’
Maximum Superelevation Rate	N/A	6%	6%
Maximum Grade	2%	9%	< 9%
Access Control	Permitted	Permitted	Permitted
Design Vehicle	Unknown	BUS-40 or SU	SU
Pavement Type	HMA	N/A	HMA

*According to original plans and field measurements

**According to current design policy if applicable

Side Road Design Features: CR 138 / Seay Road – Urban Local (with existing rural cross-section)

Feature	Existing*	Standard**	Proposed
Typical Section			
- **Number of Lanes**	2	N/A	2
- **Lane Width(s)**	12’	11-12’	12’
- **Median Width & Type**	N/A	N/A	N/A
- **Outside Shoulder or Border Area Width**	2’	8-10’	8’
- **Outside Shoulder Slope**	5.5%	6%	6%
- **Inside Shoulder Width**	N/A	N/A	N/A
- **Sidewalks**	N/A	N/A	N/A
- **Auxiliary Lanes**	N/A	N/A	N/A
- **Bike Lanes**	N/A	N/A	N/A
Posted Speed	35 mph	N/A	35 mph
Design Speed	Unknown	20-30 mph	35 mph
Min Horizontal Curve Radius	N/A	> 340’	> 340’
Maximum Superelevation Rate	N/A	6%	6%
Maximum Grade	3%	11%	< 11%
Access Control	Permitted	Permitted	Permitted
Design Vehicle	Unknown	SU or P	SU
Pavement Type	HMA	N/A	HMA

*According to original plans and field measurements
**According to current design policy if applicable

Side Road Design Features: CR 308 / Lockwood Road – Urban Local

Feature	Existing*	Standard**	Proposed
Typical Section			
- **Number of Lanes**	2	N/A	2
- **Lane Width(s)**	11’	10-12’	11’
- **Median Width & Type**	N/A	N/A	N/A
- **Outside Shoulder or Border Area Width**	Unknown	10-16’	10’
- **Outside Shoulder Slope**	Unknown	2%	2%
- **Inside Shoulder Width**	N/A	N/A	N/A
- **Sidewalks**	N/A	N/A	N/A
- **Auxiliary Lanes**	N/A	N/A	N/A
- **Bike Lanes**	N/A	N/A	N/A
Posted Speed	25 mph	N/A	25 mph
Design Speed	Unknown	20-30 mph	25 mph
Min Horizontal Curve Radius	N/A	> 154’	> 154’
Maximum Superelevation Rate	N/A	4%	4%
Maximum Grade	5%	12%	< 12%
Access Control	Permitted	Permitted	Permitted
Design Vehicle	Unknown	SU or P	P
Pavement Type	HMA	N/A	HMA

*According to original plans and field measurements
**According to current design policy if applicable

Major Interchanges/Intersections:
SR92 @ Antioch Road
SR92 @ Seay Road
Seay Road @ Harp Road
SR92 @ Lockwood Road

Lighting required: ☐ No ☒ Yes

Off-site Detours Anticipated: ☒ No ☐ Undetermined ☐ Yes

Transportation Management Plan [TMP] Required: ☐ No ☒ Yes
Project classified as: ☒ Non-Significant ☐ Significant
TMP Components Anticipated: ☒ TTC ☐ TO ☒ PI

Design Exceptions to FHWA/AASHTO controlling criteria anticipated:

	FHWA/AASHTO Controlling Criteria	No	Undeter-mined	Yes	Appvl Date (if applicable)
1.	Design Speed	☒	☐	☐	
2.	Lane Width	☒	☐	☐	
3.	Shoulder Width	☒	☐	☐	
4.	Bridge Width	☒	☐	☐	
5.	Horizontal Alignment	☒	☐	☐	
6.	Superelevation	☒	☐	☐	
7.	Vertical Alignment	☒	☐	☐	
8.	Grade	☒	☐	☐	
9.	Stopping Sight Distance	☒	☐	☐	
10.	Cross Slope	☒	☐	☐	
11.	Vertical Clearance	☒	☐	☐	
12.	Lateral Offset to Obstruction	☒	☐	☐	
13.	Bridge Structural Capacity	☒	☐	☐	

Design Variances to GDOT Standard Criteria anticipated:

	GDOT Standard Criteria	Reviewing Office	No	Undeter-mined	Yes	Appvl Date (if applicable)
1.	Access Control/Median Openings	DP&S	☒	☐	☐	
2.	Intersection Sight Distance	DP&S	☒	☐	☐	
3.	Intersection Skew Angle	DP&S	☒	☐	☐	
4.	Lateral Offset to Obstruction	DP&S	☒	☐	☐	
5.	Rumble Strips	DP&S	☒	☐	☐	
6.	Safety Edge	DP&S	☒	☐	☐	
7.	Median Usage	DP&S	☒	☐	☐	
8.	Roundabout Illumination Levels	DP&S	☒	☐	☐	
9.	Complete Streets	DP&S	☒	☐	☐	
10.	ADA & PROWAG	DP&S	☒	☐	☐	
11.	GDOT Construction Standards	DP&S	☒	☐	☐	
12.	GDOT Drainage Manual	DP&S	☒	☐	☐	
13.	GDOT Bridge & Structural Manual	Bridge	☒	☐	☐	

VE Study anticipated: ☒ No ☐ Yes ☐ Completed – Data:

UTILITY AND PROPERTY

Temporary State Route needed: ☒ No ☐ Yes ☐ Undetermined

Railroad Involvement: None

Utility Involvements: (See attached concept utility report)

Electric Distribution:	Coweta-Fayette EMC
Cable TV:	Comcast
Telephone:	BellSouth d/b/a AT&T
Gas:	Atlanta Gas Light
Water & Sewer:	Fayette County Water

SUE Required: ☐ No ☒ Yes ☐ Undetermined

Public Interest Determination Policy and Procedure recommended? ☒ No ☐ Yes

Right-of-Way (ROW):

Roadway	Existing Width	Proposed Width
SR92	100’	100’
Antioch Road	80’	80’
Harp Road	80’	80’
Seay Road	80’	80’
Lockwood Road	50’	50’

Required Right-of-Way anticipated: ☐ None ☒ Yes ☐ Undetermined
The width of the roadways is not being widened as part of the project. But ROW is being acquired around the intersections.

Easements anticipated: ☐ None ☒ Temporary ☒ Permanent ☒ Utility ☒ Other

Anticipated total number of impacted parcels:		8
Displacements anticipated:	Businesses:	0
	Residences:	0
	Other:	0
	Total Displacements:	0

Location and Design approval: ☐ Not Required ☒ Required

Impacts to USACE property anticipated? ☒ No ☐ Yes ☐ Undetermined

ROUNDABOUTS

Roundabout Lighting Agreement/Commitment Letter received: ☐ No ☒ Yes (See attached)

Roundabout Feasibility Study:
0009971
Operational analysis was performed on the SR 92 at Antioch Rd intersection for existing conditions and a roundabout using projected traffic volumes. A traffic signal was not included in the analysis because traffic volumes only met signal warrants for peak hour at this location. Results of the analysis showed a roundabout would perform at acceptable levels in the design year. The analysis is attached to the report.

Fayette County, in their letter of support, asked what would happen if SR 92 was widened to 4 lanes in the future. Future expansion of the roundabout will be considered in the design of the roundabout, and it will be built with the diameter of a multilane roundabout but with only a single lane, initially. In the future, the center island can be reduced to add a second lane without additional impacts to property adjacent to the intersection.

The roundabout would also address a severe crash history at this location. Crash data for 2009-2013 shows 9 correctable crashes at this location. The majority of these crashes involve vehicles attempting to complete a left turn. Based on the Crash Modification Factors, a roundabout would provide the greatest reduction in crash rate. A crash diagram is attached to the report.

Since the roundabout is to address a severe crash history, a cost comparison is not necessary. However, an estimated cost for construction was calculated. The construction cost of the roundabout is similar to the construction cost for a traffic signal. The table below is a summary of the alternatives considered.

	No Build	**Traffic Signal**	**Roundabout**
Operation Analysis	Unacceptable levels of service for Antioch Rd	N/A, only met peak hour warrant	Acceptable levels of service for all approaches
Safety	Does not address safety	Moderate safety improvement	Eliminates angle crashes and high speeds
Cost	None	Moderate Cost	Moderate Cost

The Feasibility Study concludes that a roundabout is the most favorable alternative. It addresses the safety issue while providing acceptable levels of service.

0009972

Operational analysis was performed on the SR 92 at Seay Rd intersection for the following alternatives: no build, adding a turn lane, and a roundabout. A traffic signal was not included in the analysis because traffic volumes did not meet signal warrants at this location. Results of the analysis showed a roundabout would perform at acceptable levels in the design year. The analysis is attached to the report.

The roundabout would also address a severe crash history at this location. Crash data for 2009-2013 shows 9 correctable crashes at this location. The majority of these crashes involve vehicles attempting to complete a left turn. Based on the Crash Modification Factors, a roundabout would provide the greatest reduction in crash rate. A summary of the crash history is attached to the report. A crash diagram is attached to the report.

Since the roundabout is to address a severe crash history, a cost comparison is not necessary. However, an estimated cost for construction was calculated. The construction cost of the roundabout is similar to the construction cost for a traffic signal. The table below is a summary of the alternatives considered.

	No Build	**Left Turn Lane**	**Traffic Signal**	**Roundabout**
Operation Analysis	Unacceptable levels of service for Seay Rd	Similar to existing conditions	N/A, did not meet any signal warrants	Acceptable levels of service for all approaches
Safety	Does not address safety	Minimal safety improvement	Moderate safety improvement	Eliminates angle crashes and high speeds
Cost	None	Low Cost	Moderate Cost	Moderate Cost

The Feasibility Study concludes that a roundabout is the most favorable alternative. It addresses the safety issue while providing acceptable levels of service.

Roundabout Peer Review Required: ☐No ☒Yes ☐Completed – Date:
The roundabout peer review will continue through PFPR. For the concept report, the peer review included review of alternatives, capacity, and geometrics. The peer reviewers also supported public outreach efforts.

CONTEXT SENSITIVE SOLUTIONS

Issues of Concern: None

Context Sensitive Solutions Proposed: None

ENVIRONMENTAL & PERMITS

Anticipated Environmental Document:

GEPA: ☐ **NEPA:** ☒ CE ☐ EA/FONSI ☐ EIS

MS4 Permit Compliance – Is the project located in a MS4 area? ☐ No ☒ Yes

This project does not meet any of the project level exclusions and will required BMPs. Water quality is the most critical stormwater criteria with the increase in impervious area for most of the drainage areas. Only Drainage Area 1 has a post construction runoff greater than 2 ft^3/s and will require channel protection. Drainage Area 4 has a negligible increase in impervious area of 0.02 acres and will not require any BMPs. Much of the shoulder is changing from rural to curb and gutter, eliminating BMPs such as a filter strip and bioslope. To minimize cost and avoid relocations, either a grass channel or dry enhanced swale along SR 92 may be used to treat runoff. A map of the outfalls and the calculated measures are attached to the report.

Environmental Permits/Variances/Commitments/Coordination anticipated:

Permit/Variance/Commitment/Coordination Anticipated	No	Yes	Remarks
1. U.S. Coast Guard Permit	☒	☐	
2. Forest Service/Corps Land	☒	☐	
3. CWA Section 404 Permit	☒	☐	
4. Tennessee Valley Authority Permit	☒	☐	
5. 33 USC 408 Decision	☒	☐	
6. Buffer Variance	☒	☐	
7. Coastal Zone Management Coordination	☒	☐	
8. NPDES	☐	☒	
9. FEMA	☒	☐	
10. Cemetery Permit	☒	☐	
11. Other Permits	☒	☐	
12. Other Commitments	☒	☐	
13. Other Coordination	☒	☐	

Is a PAR required? ☒No ☐Yes ☐Completed – Date:

Environmental Comments and Information:

NEPA: CE approval is scheduled for March 2017.

Ecology: The ecology survey was completed April 10, 2015. There is one wetland located in the project study area. There are no Biota Impaired streams located near the project. No fish passage will be required as there are no streams crossing the project.

History: History is clear with a finding of No Historic Properties Affected, as of April 30, 2015.

Archeology: The archeology survey has not been completed.

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

Noise Effects: This project is classified as a Type III project and does not require the preparation of a noise study or abatement of highway noise impacts.

Public Involvement: A PIOH was held April 28, 2015. The project team talked with the public about the project and answered any questions. The response letter for the PIOH meeting is attached. Fayette County Commissioners held a second public meeting on June 2, 2015 and asked GDOT to attend. A presentation on roundabouts was given before opening the floor to questions from the public that were answered by a panel of GDOT personnel.

Major stakeholders:

- Harps Crossing Baptist Church
- Episcopal Church of the Nativity
- St. Gabriel Catholic Church
- Whitewater Church
- Prime Family of Companies
- Fayette County Fire Department
- Fayette County School System
- Local Residents
- Traveling Public
- FAA

CONSTRUCTION

Issues potentially affecting constructability/construction schedule: None

Early Completion Incentives recommended for consideration: ☒ No ☐ Yes

COORDINATION, ACTIVITIES, RESPONSIBILITIES, AND COSTS

Project Team Initiation Process (PTIP) Meeting:

0009971

A PTIP meeting was held March 26, 2014. Items discussed included coordination with project 0009972, the potentially historic property in the south quadrant, utility coordination, resource recommendations, scope, schedule, lighting, and traffic. See the attached minutes.

0009972

A PTIP meeting was held June 24, 2014. Some items discussed during the meeting included twinning the project with 0009971, fence located on parcel at intersection of SR 92 and Seay Rd, utility coordination, and peer review tasks. The minutes are attached.

Initial Concept Meeting: N/A

Concept Meeting: The concept meeting was held for January 27, 2015. A background of the project and the existing conditions were presented to the group before reviewing the alternatives. A separate feasibility study was not required as long as all the components are included in the report. The peer review would aide in selecting the preferred alternative. The minutes are attached.

Other coordination to date: There is an FAA communication tower located south of Harp's Crossing Baptist Church and an airport located within 5 miles of the project, so FAA coordination may be required.

Project Activity	Party Responsible for Performing Task(s)
Concept Development	GDOT – District 3 Design
Design	GDOT – District 3 Design
Right-of-Way Acquisition	GDOT – District 3 Right of Way
Utility Coordination (Preconstruction)	GDOT – District 3 Utilities
Utility Relocation (Construction)	Utility Owners
Letting to Contract	GDOT – Bidding Administration
Construction Supervision	GDOT – District 3 Construction
Providing Material Pits	Contractor
Providing Detours	GDOT and Contractor
Environmental Studies, Documents, & Permits	GDOT – Environmental Services
Environmental Mitigation	GDOT – Environmental Services
Construction Inspection & Materials Testing	GDOT – District 3 Construction & GDOT - Materials

Project Cost Estimate Summary and Funding Responsibilities:

	PE	ROW	Utility*	CST**	Mitigation	Total Cost
Funded By	GDOT	GDOT	GDOT	GDOT	GDOT	
Total $ Amount	$684,052.30	$2,805,000.00	$99,000.00	$5,224,981.31	$0.00	$8,813,033.61
For 0009971	$342,026.30	$1,346,000.00		$2,833,594.92	$0.00	
For 0009972	$342,026.00	$1,459,000.00		$2,391,386.39	$0.00	
Date of Estimate	11/17/2014	6/18/2015	1/22/2015	6/30/2015	5/7/2015	

*Reimbursable Utility Costs only
**CST Cost includes: Construction, Engineering and Inspection, Contingencies Liquid AC Cost Adjustment.

ALTERNATIVES DISCUSSION

Alternative selection:

Preferred Alternative:

0009971: Construct a roundabout at the intersection of SR 92 and Antioch Rd **0009972:** Construct a roundabout at the intersection of SR 92 and Seay Rd			
Estimated Property Impacts:	**8**	**Estimated Total Cost:**	**$8,813,033.61**
Estimated ROW Cost:	**$2,805,000.00**	**Estimated CST Time:**	**30 Months**
Rationale: Providing a roundabout at each location would address the safety issue with angle crashes while improving level of service for the minor streets. Two roundabouts close together would also lower speeds on SR 92 through the area.			

Alternative 1A:

0009971: Construct a roundabout at the intersection of SR 92 and Antioch Rd **0009972:** Add a left turn lane at the intersection of SR 92 and Seay Rd			
Estimated Property Impacts:	**6**	**Estimated Total Cost:**	**$5,010,181.76**
Estimated ROW Cost:	**$1,496,000.00**	**Estimated CST Time:**	**18 Months**
Rationale: This alternative improves the intersection of SR 92 and Antioch Rd with a roundabout, addressing both the safety issues and improves operations. The left turn lane could address rear end crashes at the Seay intersection, but not the angle crashes. The turn lane would not provide the greatest B/C ratio for the Seay intersection.			

Alternative 1B:

0009971: Realign Antioch Rd to intersect SR 92 near Cedar Cove Trail, construct a roundabout at the new intersection, and cul-de-sac Antioch Rd **0009972:** Add a left turn lane at the intersection of SR 92 and Seay Rd			
Estimated Property Impacts:	**7**	**Estimated Total Cost:**	**$7,374,782.80**
Estimated ROW Cost:	**$3,878,572.96**	**Estimated CST Time:**	**24 Months**
Rationale: Similar to Alternative 1A, this alternative would move the intersection further south away from the business and Harp's Crossing church, avoiding their parking lots. But would require a larger amount of land from the Episcopal and Catholic churches to construct the road, and was strongly opposed by the Catholic church. The left turn lane still does not provide the greatest B/C ratio at the Seay intersection.			

Alternative 2A:

0009971: Construct a roundabout at the intersection of SR 92 and Antioch Rd **0009972:** Construct a connecting road between Harp Rd and Antioch Rd and cul-de-sac Harp Rd			
Estimated Property Impacts:	**10**	**Estimated Total Cost:**	**$9,414,061.82**
Estimated ROW Cost:	**$6,039,223.15**	**Estimated CST Time:**	**24 Months**
Rationale: This alternative diverts Harp Rd traffic to Antioch Rd, greatly reducing the number of turning movements at the Seay Intersection. A single roundabout would provide the capacity to handle the combined traffic of Antioch Rd and Harp Rd. However, it does not eliminate the potential for high-speed, angle crashes at the Seay intersection. It would also require a significant amount of ROW, including a displacement.			

Alternative 2B:

0009971: Realign Antioch Rd to intersection SR 92 near Cedar Cove Trail, construct a roundabout at the new intersection, and cul-de-sac Antioch Rd **0009972:** Construct a connecting road between Harp Rd and Antioch Rd and cul-de-sac Harp Rd			
Estimated Property Impacts:	**13**	**Estimated Total Cost:**	**$13,219,258.00**
Estimated ROW Cost:	**$9,677,416.16**	**Estimated CST Time:**	**30 Months**
Rationale: This alternative would locate the roundabout away from Harp's Crossing church and business parking lots to a less developed area. A single roundabout would provide the capacity to handle the combined traffic of Antioch Rd and Harp Rd. But, this alternative does not eliminate the potential for high-speed, angle crashes at the Seay intersection. It also requires significant ROW from the Episcopal and Catholic churches, and was strongly opposed by the Catholic church.			

Alternative 3:

0009971: Construct a connecting road between Harp Rd and Antioch Rd and cul-de-sac Antioch Rd **0009972:** Construct a roundabout at the intersection of SR 92 and Seay Rd			
Estimated Property Impacts:	**8**	**Estimated Total Cost:**	**$8,868,420.47**
Estimated ROW Cost:	**$5,066,995.18**	**Estimated CST Time:**	**24 Months**
Rationale: This alternative would construct the roundabout in the unused north corner of the church's parcel to avoid developed parts of the area. Antioch Rd would be rerouted to Harp Rd and eliminate the skew intersection. But significant Right-of-Way will be necessary to construct the connecting road. It would also create a second intersection with potential traffic issues.			

No-Build Alternative:

0009971: Leave intersection as stop control T-Intersection **0009972:** Leave intersection as stop control T-Intersection			
Estimated Property Impacts:	**0**	**Estimated Total Cost:**	**$0.00**
Estimated ROW Cost:	**$0.00**	**Estimated CST Time:**	**0 Months**
Rationale: There is a history of angle crashes at each intersection that needs to be addressed. Intersection improvement is needed to prevent angle crashes while also improving level of service for the minor street.			

LIST OF ATTACHMENTS/SUPPORTING DATA

1. Concept Layout
2. Typical Sections
3. Detailed Cost Estimates:
    a. Construction including Engineering and Inspection and Contingencies
    b. Completed Liquid AC Cost Adjustment Forms
    c. Right-of-Way
    d. Utilities
4. Crash Diagrams
5. Traffic Diagrams
6. Capacity Analysis Summary
7. Roundabout Data
    a. Number of Entry Lanes Analysis
    b. Fayette County Letters of Support
    c. Peer Review
8. Concept Level Hydrology Study for MS4 Permit
9. Pavement Design
10. Concept Utility Report
11. Project Team Initiation Process (PTIP) Minutes
12. Concept Meeting Minutes
13. PIOH Response Letter

APPROVALS

Concur:

Director of Engineering — Date: 9/3/2015

Approve:

Chief Engineer — Date: 9/3/15

Project Concept Report
Fayette County
PI Numbers: 0009971
0009972

Attachment 1

Concept Layout

6/22/2015 4:29:54 PM	GPLOT-V8	Concept Layout 200 Scale.dgn	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
USER:01021242	gplotborder-V81-PO-color.tbl		GA	FAYETTE 0009971 & 0009972		

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DEPARTMENT OF TRANSPORTATION

SCALE IN FEET
0 200 400 800

REVISION DATES		

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE: DISTRICT 3 DESIGN

CONCEPT LAYOUT

SR92 AT ANTIOCH RD/LOCKWOOD RD & SEAY RD/HARP RD

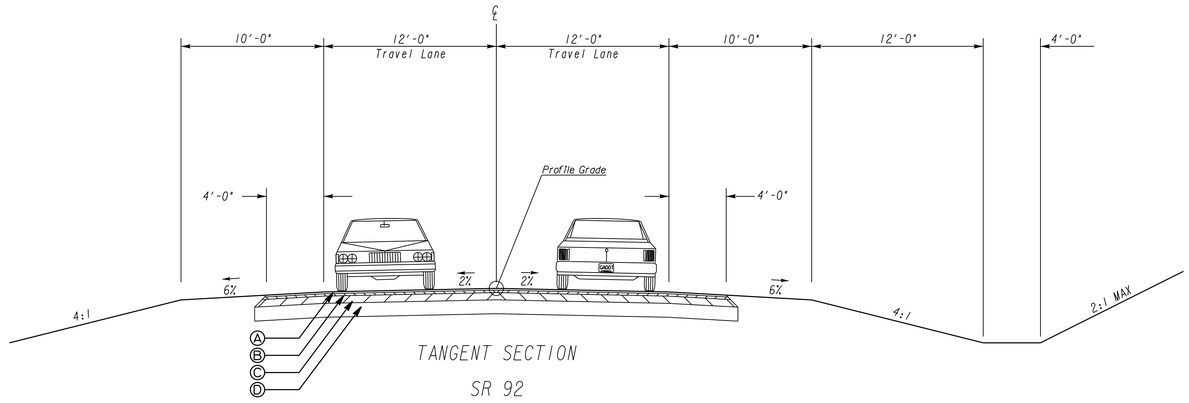
DRAWING No.

12/14/2012 GPLN

Project Concept Report
Fayette County
PI Numbers: 0009971
0009972

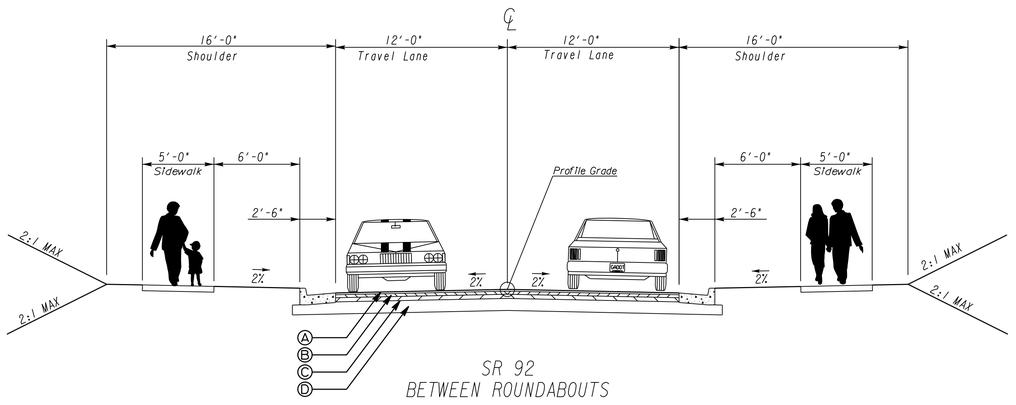
Attachment 2

Typical Sections



TANGENT SECTION

SR 92



SR 92
BETWEEN ROUNDABOUTS

Ⓐ RECYCLED ASPH CONC 12.5 MM SUPERPAVE, INCL BITUM MATL & H LIME (165 LB/SY)
Ⓑ RECYCLED ASPH CONC 19 MM SUPERPAVE, INCL BITUM MATL & H LIME (220 LB/SY)
Ⓒ RECYCLED ASPH CONC 25 MM SUPERPAVE, INCL BITUM MATL & H LIME (330 LB/SY)
Ⓓ GRADED AGGREGATE BASE CRS, INCL MATL, 12 IN

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REVISION DATES

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION

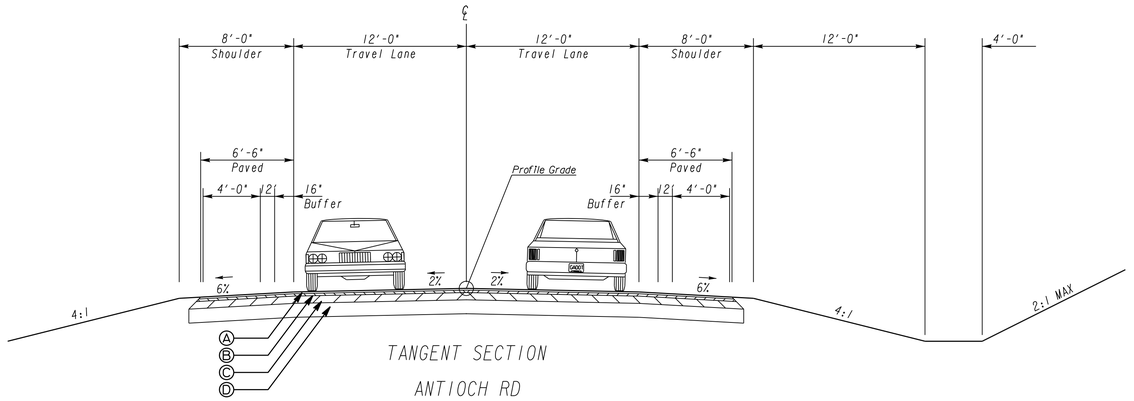
OFFICE: DISTRICT 3 DESIGN

TYPICAL SECTIONS

SR92 AT ANTIOCH RD/LOCKWOOD RD & SEAY RD/HARP RD

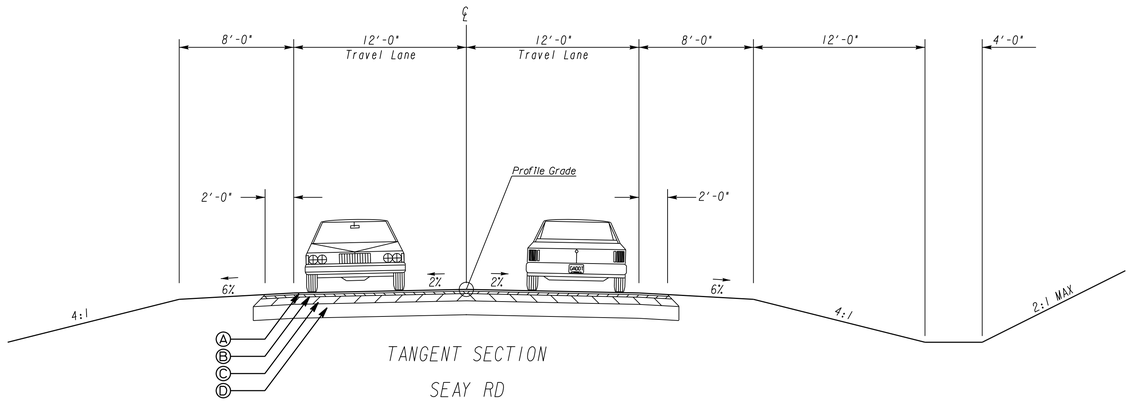
DRAWING No. 05-01

12/14/2012 GPLN



TANGENT SECTION

ANTIOCH RD



TANGENT SECTION

SEAY RD

Ⓐ RECYCLED ASPH CONC 12.5 MM SUPERPAVE, INCL BITUM MATL & H LIME (165 LB/SY)
Ⓑ RECYCLED ASPH CONC 19 MM SUPERPAVE, INCL BITUM MATL & H LIME (220 LB/SY)
Ⓒ RECYCLED ASPH CONC 25 MM SUPERPAVE, INCL BITUM MATL & H LIME (330 LB/SY)
Ⓓ GRADED AGGREGATE BASE CRS, INCL MATL, 12 IN

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DEPARTMENT OF TRANSPORTATION

REVISION DATES		

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION

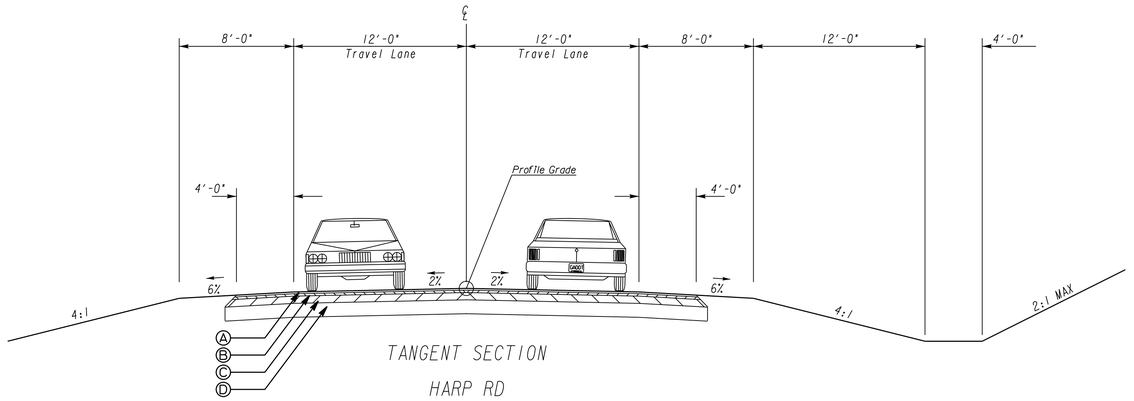
OFFICE: DISTRICT 3 DESIGN

TYPICAL SECTIONS

SR92 AT ANTIOCH RD/LOCKWOOD RD & SEAY RD/HARP RD

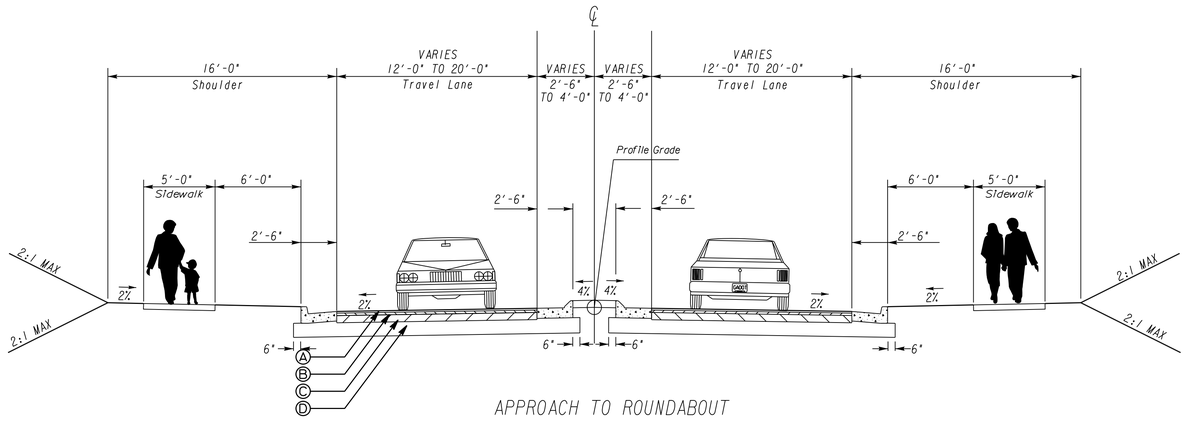
DRAWING No. 05-02

12/14/2012 GPLN



TANGENT SECTION

HARP RD



APPROACH TO ROUNDABOUT

Ⓐ RECYCLED ASPH CONC 12.5 MM SUPERPAVE, INCL BITUM MATL & H LIME (165 LB/SY)
Ⓑ RECYCLED ASPH CONC 19 MM SUPERPAVE, INCL BITUM MATL & H LIME (220 LB/SY)
Ⓒ RECYCLED ASPH CONC 25 MM SUPERPAVE, INCL BITUM MATL & H LIME (330 LB/SY)
Ⓓ GRADED AGGREGATE BASE CRS, INCL MATL, 12 IN

GEORGIA
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REVISION DATES

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION

OFFICE: DISTRICT 3 DESIGN

TYPICAL SECTIONS

SR92 AT ANTIOCH RD/LOCKWOOD RD & SEAY RD/HARP RD

DRAWING No. 05-03

12/14/2012 GPLN

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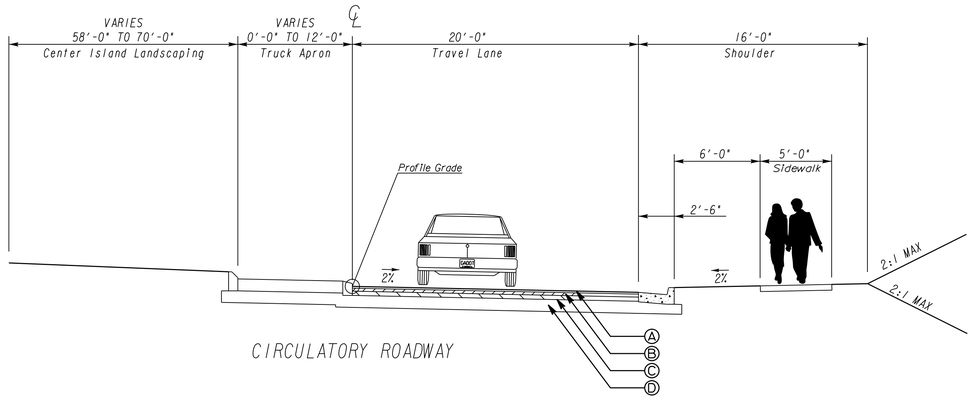
			GA	FAYETTE 0009971 & 0009972		



CIRCULATORY ROADWAY

Ⓐ RECYCLED ASPH CONC 12.5 MM SUPERPAVE, INCL BITUM MATL & H LIME (165 LB/SY)
Ⓑ RECYCLED ASPH CONC 19 MM SUPERPAVE, INCL BITUM MATL & H LIME (220 LB/SY)
Ⓒ RECYCLED ASPH CONC 25 MM SUPERPAVE, INCL BITUM MATL & H LIME (330 LB/SY)
Ⓓ GRADED AGGREGATE BASE CRS, INCL MATL, 12 IN

12/14/2012 GPLN

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REVISION DATES

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION

OFFICE: DISTRICT 3 DESIGN

TYPICAL SECTIONS

SR92 AT ANTIOCH RD/LOCKWOOD RD & SEAY RD/HARP RD

DRAWING No. 05-04

Project Concept Report
Fayette County
PI Numbers: 0009971
0009972

Attachment 3

Detailed Cost Estimates

DETAILED COST ESTIMATE

Georgia Department of Transportation

Job: 0009971

JOB NUMBER *0009971* **FED/STATE PROJECT NUMBER**

SPEC YEAR: *01*

DESCRIPTION: *SR 92 @ ANTIOCH RD/LOCKWOOD ROAD*

ITEMS FOR JOB 0009971

0010 - ROADWAY

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0005	150-1000	1.000	LS	$75,000.00000	TRAFFIC CONTROL - 0009971	$75,000.00
0105	210-0100	1.000	LS	$350,000.00000	GRADING COMPLETE - 0009971	$350,000.00
0110	310-1101	9000.000	TN	$21.80302	GR AGGR BASE CRS, INCL MATL	$196,227.18
0115	318-3000	800.000	TN	$20.71701	AGGR SURF CRS	$16,573.61
0120	402-1812	2500.000	TN	$77.80724	RECYL AC LEVELING,INC BM&HL	$194,518.10
0125	402-3103	1300.000	TN	$77.03423	REC AC 9.5 MM SP,TPII,GP2, INCL BM & H L	$100,144.50
0130	402-3121	2300.000	TN	$70.39060	RECYL AC 25MM SP,GP1/2,BM&HL	$161,898.38
0135	402-3190	1600.000	TN	$78.08338	RECYL AC 19 MM SP,GP 1 OR 2 ,INC BM&HL	$124,933.41
0140	413-1000	1000.000	GL	$3.87519	BITUM TACK COAT	$3,875.19
0145	429-1000	6.000	EA	$582.69729	RUMBLE STRIPS	$3,496.18
0150	430-0200	330.000	SY	$1,200.00000	PLN PC CONC PVMT/CL1C/ 10" TK	$396,000.00
0155	432-5010	1400.000	SY	$10.00000	MILL ASPH CONC PVMT,VARB DEPTH	$14,000.00
0160	441-0016	40.000	SY	$36.92382	DRIVEWAY CONCRETE, 6 IN TK	$1,476.95
0165	441-0050	50.000	SY	$68.11355	CONC SLOPE DRAIN	$3,405.68
0170	441-0104	3000.000	SY	$29.46277	CONC SIDEWALK, 4 IN	$88,388.31
0175	441-0108	80.000	SY	$58.65104	CONC SIDEWALK, 8 IN	$4,692.08
0180	441-0303	8.000	EA	$1,690.75775	CONC SPILLWAY, TP 3	$13,526.06
0185	441-0748	790.000	SY	$46.65909	CONC MEDIAN, 6 IN	$36,860.68
0190	441-4030	20.000	SY	$51.62981	CONC VALLEY GUTTER, 8 IN	$1,032.60
0195	441-5002	924.000	LF	$13.21187	CONC HEADER CURB, 6", TP 2	$12,207.77
0200	441-5008	354.000	LF	$18.00000	CONC HEADER CURB, 6 IN, TP 7	$6,372.00
0205	441-5025	350.000	LF	$17.00000	CONC HEADER CURB, 4", TP 9	$5,950.00
0210	441-6222	3274.000	LF	$17.56768	CONC CURB & GUTTER/ 8"X30"TP2	$57,516.58
0215	446-1100	3700.000	LF	$5.04705	PVMT REF FAB STRIPS, TP2,18 INCH WIDTH	$18,674.09
0220	456-2015	1.000	GLM	$4,794.69720	INDENT. RUMB. STRIPS - GRND-IN-PL (SKIP)	$4,794.70
0235	500-3201	25.000	CY	$695.89312	CL B CONC, RET WALL	$17,397.33
0240	500-9999	32.000	CY	$174.95304	CL B CONC,BASE OR PVMT WIDEN	$5,598.50
0250	550-1180	2057.000	LF	$42.24004	STM DR PIPE 18",H 1-10	$86,887.76
0255	550-1240	200.000	LF	$53.68765	STM DR PIPE 24",H 1-10	$10,737.53
0260	550-2180	300.000	LF	$32.25879	SIDE DR PIPE 18",H 1-10	$9,677.64
0265	550-3618	6.000	EA	$539.84620	SAFETY END SECTION 18",SD,6:1	$3,239.08
0270	550-4218	2.000	EA	$576.91792	FLARED END SECT 18 IN, ST DR	$1,153.84
0290	632-0003	3.000	EA	$7,608.05088	CHANGEABLE MESS SIGN,PORT,TP 3	$22,824.15
0295	634-1200	25.000	EA	$121.31121	RIGHT OF WAY MARKERS	$3,032.78
0340	643-8200	200.000	LF	$1.45173	BARRIER FENCE (ORANGE), 4 FT	$290.35
0385	668-1100	18.000	EA	$2,124.95956	CATCH BASIN, GP 1	$38,249.27
0390	668-2100	3.000	EA	$1,913.71670	DROP INLET, GP 1	$5,741.15
0395	668-2110	2.000	LF	$179.21932	DROP INLET, GP 1, ADDL DEPTH	$358.44
					SUBTOTAL FOR ROADWAY:	**$2,096,751.87**

File Location: Div of Preconstruction > CES

DETAILED COST ESTIMATE

Georgia Department of Transportation

Job: 0009971

0020 - EROSION CONTROL

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0010	163-0232	2.000	AC	$500.00000	TEMPORARY GRASSING	$1,000.00
0015	163-0240	60.000	TN	$250.00000	MULCH	$15,000.00
0020	163-0300	4.000	EA	$1,350.14257	CONSTRUCTION EXIT	$5,400.57
0025	163-0527	20.000	EA	$262.46650	CNST/REM RIP RAP CKDM,STN P RIPRAP/SN BG	$5,249.33
0030	163-0528	1200.000	LF	$4.22317	CONSTR AND REM FAB CK DAM -TP C SLT FN	$5,067.80
0035	163-0529	500.000	LF	$4.67550	CNST/REM TEMP SED BAR OR BLD STRW CK DM	$2,337.75
0040	163-0539	10.000	EA	$1,300.00000	CONST AND REM RETROFIT-SL BD DM/W STN FL	$13,000.00
0045	163-0541	3.000	EA	$774.09080	CONSTR & REM ROCK FILTER DAMS	$2,322.27
0050	163-0550	10.000	EA	$137.09148	CONS & REM INLET SEDIMENT TRAP	$1,370.91
0055	165-0030	2500.000	LF	$1.00000	MAINT OF TEMP SILT FENCE, TP C	$2,500.00
0060	165-0041	800.000	LF	$1.00000	MAINT OF CHECK DAMS - ALL TYPES	$800.00
0065	165-0071	250.000	LF	$1.28866	MAINT OF SEDIMENT BARRIER - BALED STRAW	$322.17
0070	165-0096	31.000	EA	$1,300.00000	MAINT OF RETROFIT-SLOT BD DAM/W ST FLT	$40,300.00
0075	165-0101	4.000	EA	$1,000.00000	MAINT OF CONST EXIT	$4,000.00
0080	165-0105	19.000	EA	$41.61520	MAINT OF INLET SEDIMENT TRAP	$790.69
0085	165-0110	4.000	EA	$244.53381	MAINT OF ROCK FILTER DAM	$978.14
0090	167-1000	4.000	EA	$247.08378	WATER QUALITY MONITORING AND SAMPLING	$988.34
0095	167-1500	18.000	MO	$500.16291	WATER QUALITY INSPECTIONS	$9,002.93
0100	171-0030	7700.000	LF	$3.19967	TEMPORARY SILT FENCE, TYPE C	$24,637.46
0275	603-2024	10.000	SY	$64.61399	STN DUMPED RIP RAP, TP 1, 24"	$646.14
0280	603-2182	200.000	SY	$48.38441	STN DUMPED RIP RAP, TP 3, 24"	$9,676.88
0285	603-7000	210.000	SY	$3.85027	PLASTIC FILTER FABRIC	$808.56
0485	700-6910	4.000	AC	$848.68176	PERMANENT GRASSING	$3,394.73
0490	700-7000	24.000	TN	$180.81822	AGRICULTURAL LIME	$4,339.64
0495	700-8000	6.000	TN	$539.25635	FERTILIZER MIXED GRADE	$3,235.54
0500	700-8100	400.000	LB	$3.27770	FERTILIZER NITROGEN CONTENT	$1,311.08
0530	716-1000	2000.000	SY	$1.89333	EROSION CONTROL MATS,WATERWAYS	$3,786.66
0535	716-2000	3000.000	SY	$1.23268	EROSION CONTROL MATS, SLOPES	$3,698.04
					SUBTOTAL FOR EROSION CONTROL:	**$165,965.63**

0030 - SIGNING AND MARKING

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0230	500-3104	12.000	CY	$410.49780	CL A CONC, SIGNS	$4,925.97
0300	636-1020	170.000	SF	$14.15489	HWY SGN,TP1MAT,REFL SH TP3	$2,406.33
0310	636-1033	200.000	SF	$19.47224	HWY SIGNS, TP1MAT,REFL SH TP 9	$3,894.45
0315	636-1072	510.000	SF	$20.78149	HWY SIGNS,ALUM EXTRD PNLS, RS TP 3	$10,598.56
0320	636-2070	570.000	LF	$6.37258	GALV STEEL POSTS, TP 7	$3,632.37
0325	636-2090	216.000	LF	$7.50974	GALV STEEL POSTS, TP 9	$1,622.10
0330	636-3000	3500.000	LB	$4.46097	GALV STEEL STR SHAPE POST	$15,613.40
0335	636-9094	120.000	LF	$79.29554	P-IN-PL,SIGNS,STL H,HP 12 X 53	$9,515.46
0345	653-1501	11000.000	LF	$0.45425	THERMO SOLID TRAF ST 5 IN, WHI	$4,996.75
0350	653-1502	11000.000	LF	$0.43774	THERMO SOLID TRAF ST, 5 IN YEL	$4,815.14
0355	653-1804	1700.000	LF	$2.26430	THERM SOLID TRAF STRIPE, 8",WH	$3,849.31
0360	653-3501	100.000	GLF	$2.50000	THERMO SKIP TRAF ST, 5 IN, WHI	$250.00
0365	653-4830	240.000	GLF	$1.50000	THER SKIP TRAF ST, 18 IN, WHT	$360.00
0370	653-6004	270.000	SY	$3.66868	THERM TRAF STRIPING, WHITE	$990.54
0375	653-6006	990.000	SY	$3.85786	THERM TRAF STRIPING, YELLOW	$3,819.28
0380	654-1001	110.000	EA	$4.50223	RAISED PVMT MARKERS TP 1	$495.25
					SUBTOTAL FOR SIGNING AND MARKING:	**$71,784.91**

DETAILED COST ESTIMATE

Georgia Department of Transportation

Job: 0009971

0040 - LIGHTING

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0225	500-3101	17.000	CY	$666.29923	CLASS A CONCRETE	$11,327.09
0245	511-1000	4200.000	LB	$1.10927	BAR REINF STEEL	$4,658.93
0400	681-4277	17.000	EA	$5,000.00000	LT STD, 25' MH, 6' ARM	$85,000.00
0405	681-4300	4.000	EA	$5,200.00000	LT STD, 30' MH, 6' ARM	$20,800.00
0410	681-6295	5.000	EA	$850.00000	LUMINAIRE, TP 3, 40 W, LED	$4,250.00
0415	681-6310	2.000	EA	$950.00000	LUMINAIRE,TP 3, 90 W, LED	$1,900.00
0420	681-6315	3.000	EA	$1,100.00000	LUMINAIRE,TP 3, 105 W, LED	$3,300.00
0425	681-6316	2.000	EA	$1,300.00000	LUMINAIRE,TP 3, 130 W, LED	$2,600.00
0430	681-6410	9.000	EA	$1,300.00000	LUMINAIRE,TP 4, 105 W, LED	$11,700.00
0435	682-1405	4400.000	LF	$1.75000	CABLE, TP XHHW, AWG NO 8	$7,700.00
0445	682-1406	2011.000	LF	$2.00000	CABLE, TP XHHW, AWG NO 6	$4,022.00
0450	682-1504	10937.000	LF	$1.10000	CABLE, TP RHH/RHW, AWG NO 10	$12,030.70
0455	682-1505	2400.000	LF	$1.50000	CABLE, TP RHH/RHW, AWG NO 8	$3,600.00
0460	682-1506	2030.000	LF	$1.65000	CABLE, TP RHH/RHW, AWG NO 6	$3,349.50
0465	682-6110	370.000	LF	$12.00000	CONDUIT, RIGID, 1 IN	$4,440.00
0470	682-6219	2600.000	LF	$4.47350	CONDUIT, NONMETL, TP 2, 1 IN	$11,631.10
0475	682-9000	1.000	LS	$10,000.00000	MAIN SVC PICK UP POINT	$10,000.00
0480	682-9022	5.000	EA	$1,200.00000	ELEC JCT BX,REF PLASTIC MORTAR	$6,000.00
					SUBTOTAL FOR LIGHTING:	**$208,309.32**

0050 - LANDSCAPING

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0505	700-9300	600.000	SY	$6.18502	SOD	$3,711.01
0510	702-0212	3.000	EA	$950.00000	CRATAEGUS VIRIDIS - 0009971	$2,850.00
0515	702-0470	240.000	EA	$65.00000	ILEX VOMITORIA NANA - 0009971	$15,600.00
0520	702-9005	700.000	LB	$1.25000	SPRING APPLICATION FERTILIZER	$875.00
0525	702-9025	4300.000	SY	$3.95000	LANDSCAPE MULCH	$16,985.00
					SUBTOTAL FOR LANDSCAPING:	**$40,021.01**

TOTALS FOR JOB 0009971

ITEMS COST:	**$2,582,832.74**
COST GROUP COST:	**$0.00**
ESTIMATED COST:	**$2,582,832.74**
CONTINGENCY PERCENT:	**$0.00**
ENGINEERING AND INSPECTION:	**$129,141.64**
ESTIMATED COST WITH CONTINGENCY AND E&I:	**$2,711,974.38**
LIQUID AC COST ADJUSTMENT:	**$121,620.54**
TOTAL COST:	**$2,833,594.92**

File Location: Div of Preconstruction > CES

DETAILED COST ESTIMATE

Georgia Department of Transportation

Job: 0009972

JOB NUMBER *0009972* **FED/STATE PROJECT NUMBER**

SPEC YEAR: *01*

DESCRIPTION: *SR 92 @ HARP RD/SEAY ROAD*

ITEMS FOR JOB 0009972

0010 - ROADWAY

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0005	150-1000	1.000	LS	$75,000.00000	TRAFFIC CONTROL - 0009971	$75,000.00
0105	210-0100	1.000	LS	$350,000.00000	GRADING COMPLETE - 0009971	$350,000.00
0110	310-1101	8200.000	TN	$21.98415	GR AGGR BASE CRS, INCL MATL	$180,270.03
0115	318-3000	800.000	TN	$20.71701	AGGR SURF CRS	$16,573.61
0120	402-1812	2500.000	TN	$80.00000	RECYL AC LEVELING,INC BM&HL	$200,000.00
0125	402-3103	789.000	TN	$79.00000	REC AC 9.5 MM SP,TPII,GP2, INCL BM & H L	$62,331.00
0130	402-3121	1367.000	TN	$75.00000	RECYL AC 25MM SP,GP1/2,BM&HL	$102,525.00
0135	402-3190	2100.000	TN	$78.00000	RECYL AC 19 MM SP,GP 1 OR 2 ,INC BM&HL	$163,800.00
0140	413-1000	1000.000	GL	$3.87519	BITUM TACK COAT	$3,875.19
0145	429-1000	6.000	EA	$582.69729	RUMBLE STRIPS	$3,496.18
0150	430-0200	330.000	SY	$90.00000	PLN PC CONC PVMT/CL1C/ 10" TK	$29,700.00
0155	432-5010	1400.000	SY	$10.00000	MILL ASPH CONC PVMT,VARB DEPTH	$14,000.00
0160	441-0016	404.000	SY	$35.09764	DRIVEWAY CONCRETE, 6 IN TK	$14,179.45
0165	441-0018	367.000	SY	$40.10659	DRIVEWAY CONCRETE, 8 IN TK	$14,719.12
0170	441-0050	50.000	SY	$68.11355	CONC SLOPE DRAIN	$3,405.68
0175	441-0104	2164.000	SY	$30.82313	CONC SIDEWALK, 4 IN	$66,701.25
0180	441-0108	80.000	SY	$58.65104	CONC SIDEWALK, 8 IN	$4,692.08
0185	441-0303	8.000	EA	$1,690.75775	CONC SPILLWAY, TP 3	$13,526.06
0190	441-0748	790.000	SY	$46.65909	CONC MEDIAN, 6 IN	$36,860.68
0195	441-4030	109.000	SY	$48.45858	CONC VALLEY GUTTER, 8 IN	$5,281.99
0200	441-5002	924.000	LF	$13.21187	CONC HEADER CURB, 6", TP 2	$12,207.77
0205	441-5008	354.000	LF	$17.00000	CONC HEADER CURB, 6 IN, TP 7	$6,018.00
0210	441-5025	350.000	LF	$19.00000	CONC HEADER CURB, 4", TP 9	$6,650.00
0215	441-6222	3274.000	LF	$17.56768	CONC CURB & GUTTER/ 8"X30"TP2	$57,516.58
0220	446-1100	3700.000	LF	$5.04705	PVMT REF FAB STRIPS, TP2,18 INCH WIDTH	$18,674.09
0225	456-2015	1.000	GLM	$4,794.69720	INDENT. RUMB. STRIPS - GRND-IN-PL (SKIP)	$4,794.70
0240	500-3201	25.000	CY	$695.89312	CL B CONC, RET WALL	$17,397.33
0245	500-9999	32.000	CY	$174.95304	CL B CONC,BASE OR PVMT WIDEN	$5,598.50
0255	550-1180	2057.000	LF	$42.24004	STM DR PIPE 18",H 1-10	$86,887.76
0260	550-1240	200.000	LF	$53.68765	STM DR PIPE 24",H 1-10	$10,737.53
0265	550-2180	530.000	LF	$31.12153	SIDE DR PIPE 18",H 1-10	$16,494.41
0270	550-3618	6.000	EA	$539.84620	SAFETY END SECTION 18",SD,6:1	$3,239.08
0275	550-4218	2.000	EA	$576.91792	FLARED END SECT 18 IN, ST DR	$1,153.84
0295	632-0003	3.000	EA	$7,608.05088	CHANGEABLE MESS SIGN,PORT,TP 3	$22,824.15
0300	634-1200	32.000	EA	$119.44402	RIGHT OF WAY MARKERS	$3,822.21
0345	643-8200	200.000	LF	$1.45173	BARRIER FENCE (ORANGE), 4 FT	$290.35
0390	668-1100	18.000	EA	$2,124.95956	CATCH BASIN, GP 1	$38,249.27
0395	668-2100	3.000	EA	$1,913.71670	DROP INLET, GP 1	$5,741.15
0400	668-2110	1.000	LF	$182.58289	DROP INLET, GP 1, ADDL DEPTH	$182.58
					SUBTOTAL FOR ROADWAY:	**$1,679,416.62**

DETAILED COST ESTIMATE

Georgia Department of Transportation

Job: 0009972

0020 - EROSION CONTROL

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0010	163-0232	2.000	AC	$322.09156	TEMPORARY GRASSING	$644.18
0015	163-0240	60.000	TN	$234.50595	MULCH	$14,070.36
0020	163-0300	4.000	EA	$1,350.14257	CONSTRUCTION EXIT	$5,400.57
0025	163-0527	20.000	EA	$262.46650	CNST/REM RIP RAP CKDM,STN P RIPRAP/SN BG	$5,249.33
0030	163-0528	1200.000	LF	$4.22317	CONSTR AND REM FAB CK DAM -TP C SLT FN	$5,067.80
0035	163-0529	500.000	LF	$4.67550	CNST/REM TEMP SED BAR OR BLD STRW CK DM	$2,337.75
0040	163-0539	10.000	EA	$1,300.00000	CONST AND REM RETROFIT-SL BD DM/W STN FL	$13,000.00
0045	163-0541	3.000	EA	$774.09080	CONSTR & REM ROCK FILTER DAMS	$2,322.27
0050	163-0550	10.000	EA	$137.09148	CONS & REM INLET SEDIMENT TRAP	$1,370.91
0055	165-0030	2500.000	LF	$0.65553	MAINT OF TEMP SILT FENCE, TP C	$1,638.83
0060	165-0041	800.000	LF	$0.85637	MAINT OF CHECK DAMS - ALL TYPES	$685.10
0065	165-0071	250.000	LF	$1.28866	MAINT OF SEDIMENT BARRIER - BALED STRAW	$322.17
0070	165-0096	31.000	EA	$1,300.00000	MAINT OF RETROFIT-SLOT BD DAM/W ST FLT	$40,300.00
0075	165-0101	4.000	EA	$1,000.00000	MAINT OF CONST EXIT	$4,000.00
0080	165-0105	19.000	EA	$41.61520	MAINT OF INLET SEDIMENT TRAP	$790.69
0085	165-0110	4.000	EA	$244.53381	MAINT OF ROCK FILTER DAM	$978.14
0090	167-1000	4.000	EA	$500.00000	WATER QUALITY MONITORING AND SAMPLING	$2,000.00
0095	167-1500	18.000	MO	$500.16291	WATER QUALITY INSPECTIONS	$9,002.93
0100	171-0030	7700.000	LF	$3.19967	TEMPORARY SILT FENCE, TYPE C	$24,637.46
0280	603-2024	10.000	SY	$64.61399	STN DUMPED RIP RAP, TP 1, 24"	$646.14
0285	603-2182	200.000	SY	$48.38441	STN DUMPED RIP RAP, TP 3, 24"	$9,676.88
0290	603-7000	210.000	SY	$3.85027	PLASTIC FILTER FABRIC	$808.56
0485	700-6910	4.000	AC	$848.68176	PERMANENT GRASSING	$3,394.73
0490	700-7000	24.000	TN	$180.81822	AGRICULTURAL LIME	$4,339.64
0495	700-8000	6.000	TN	$539.25635	FERTILIZER MIXED GRADE	$3,235.54
0500	700-8100	400.000	LB	$3.27770	FERTILIZER NITROGEN CONTENT	$1,311.08
0530	716-1000	2000.000	SY	$1.89333	EROSION CONTROL MATS,WATERWAYS	$3,786.66
0535	716-2000	3000.000	SY	$1.23268	EROSION CONTROL MATS, SLOPES	$3,698.04
					SUBTOTAL FOR EROSION CONTROL:	**$164,715.76**

0030 - SIGNING AND MARKING

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0235	500-3104	12.000	CY	$410.49780	CL A CONC, SIGNS	$4,925.97
0305	636-1020	170.000	SF	$14.15489	HWY SGN,TP1MAT,REFL SH TP3	$2,406.33
0315	636-1033	200.000	SF	$19.47224	HWY SIGNS, TP1MAT,REFL SH TP 9	$3,894.45
0320	636-1072	630.000	SF	$20.78149	HWY SIGNS,ALUM EXTRD PNLS, RS TP 3	$13,092.34
0325	636-2070	570.000	LF	$6.37258	GALV STEEL POSTS, TP 7	$3,632.37
0330	636-2090	216.000	LF	$7.50974	GALV STEEL POSTS, TP 9	$1,622.10
0335	636-3000	3500.000	LB	$4.46097	GALV STEEL STR SHAPE POST	$15,613.40
0340	636-9094	150.000	LF	$79.29554	P-IN-PL,SIGNS,STL H,HP 12 X 53	$11,894.33
0350	653-1501	10560.000	LF	$0.45757	THERMO SOLID TRAF ST 5 IN, WHI	$4,831.94
0355	653-1502	10560.000	LF	$0.44046	THERMO SOLID TRAF ST, 5 IN YEL	$4,651.26
0360	653-1804	1700.000	LF	$2.26430	THERM SOLID TRAF STRIPE, 8",WH	$3,849.31
0365	653-3501	100.000	GLF	$1.00000	THERMO SKIP TRAF ST, 5 IN, WHI	$100.00
0370	653-4830	240.000	GLF	$5.00000	THER SKIP TRAF ST, 18 IN, WHT	$1,200.00
0375	653-6004	270.000	SY	$4.00000	THERM TRAF STRIPING, WHITE	$1,080.00
0380	653-6006	990.000	SY	$3.85786	THERM TRAF STRIPING, YELLOW	$3,819.28
0385	654-1001	142.000	EA	$4.33990	RAISED PVMT MARKERS TP 1	$616.27
					SUBTOTAL FOR SIGNING AND MARKING:	**$77,229.35**

DETAILED COST ESTIMATE

Georgia Department of Transportation

Job: 0009972

0040 - LIGHTING

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0230	500-3101	17.000	CY	$666.29923	CLASS A CONCRETE	$11,327.09
0250	511-1000	4200.000	LB	$1.10927	BAR REINF STEEL	$4,658.93
0405	681-4277	17.000	EA	$5,000.00000	LT STD, 25' MH, 6' ARM	$85,000.00
0410	681-4300	4.000	EA	$6,500.00000	LT STD, 30' MH, 6' ARM	$26,000.00
0415	681-6295	5.000	EA	$750.00000	LUMINAIRE, TP 3, 40 W, LED	$3,750.00
0420	681-6310	2.000	EA	$850.00000	LUMINAIRE,TP 3, 90 W, LED	$1,700.00
0425	681-6315	3.000	EA	$950.00000	LUMINAIRE,TP 3, 105 W, LED	$2,850.00
0430	681-6316	2.000	EA	$1,150.00000	LUMINAIRE,TP 3, 130 W, LED	$2,300.00
0435	681-6410	9.000	EA	$900.00000	LUMINAIRE,TP 4, 105 W, LED	$8,100.00
0440	682-1405	4400.000	LF	$1.25000	CABLE, TP XHHW, AWG NO 8	$5,500.00
0445	682-1406	2011.000	LF	$1.10000	CABLE, TP XHHW, AWG NO 6	$2,212.10
0450	682-1504	10937.000	LF	$0.95000	CABLE, TP RHH/RHW, AWG NO 10	$10,390.15
0455	682-1505	2400.000	LF	$1.15000	CABLE, TP RHH/RHW, AWG NO 8	$2,760.00
0460	682-1506	2030.000	LF	$1.15000	CABLE, TP RHH/RHW, AWG NO 6	$2,334.50
0465	682-6110	370.000	LF	$9.50000	CONDUIT, RIGID, 1 IN	$3,515.00
0470	682-6219	2600.000	LF	$4.47350	CONDUIT, NONMETL, TP 2, 1 IN	$11,631.10
0475	682-9000	1.000	LS	$11,000.00000	MAIN SVC PICK UP POINT	$11,000.00
0480	682-9022	5.000	EA	$750.00000	ELEC JCT BX,REF PLASTIC MORTAR	$3,750.00
					SUBTOTAL FOR LIGHTING:	**$198,778.87**

0050 - LANDSCAPING

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0505	700-9300	1800.000	SY	$5.59231	SOD	$10,066.16
0510	702-0212	3.000	EA	$400.00000	CRATAEGUS VIRIDIS - 0009971	$1,200.00
0515	702-0470	240.000	EA	$30.00000	ILEX VOMITORIA NANA - 0009971	$7,200.00
0520	702-9005	700.000	LB	$2.25000	SPRING APPLICATION FERTILIZER	$1,575.00
0525	702-9025	4300.000	SY	$5.00000	LANDSCAPE MULCH	$21,500.00
					SUBTOTAL FOR LANDSCAPING:	**$41,541.16**

TOTALS FOR JOB 0009972

ITEMS COST:	**$2,161,681.76**
COST GROUP COST:	**$0.00**
ESTIMATED COST:	**$2,161,681.76**
CONTINGENCY PERCENT:	**$0.00**
ENGINEERING AND INSPECTION:	**$108,084.09**
ESTIMATED COST WITH CONTINGENCY AND E&I:	**$2,269,765.85**
LIQUID AC COST ADJUSTMENT:	**$121,620.54**
TOTAL COST:	**$2,391,386.39**

File Location: Div of Preconstruction > CES

PROJ. NO.		CALL NO.	9/29/2009
P.I. NO.	0009971		
DATE	7/21/2014		

INDEX (TYPE)	**DATE**	**INDEX**
REG. UNLEADED	Jul-14	$ 3.589
DIESEL		$ 3.867
LIQUID AC		$ 596.00

Link to Fuel and AC Index:
http://www.dot.ga.gov/doingbusiness/Materials/Pages/asphaltcementindex.aspx

LIQUID AC ADJUSTMENTS

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

Asphalt

Price Adjustment (PA)			**120797.28**	**$**	**120,797.28**
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	$ 953.60		
Monthly Asphalt Cement Price month project let (APL)			$ 596.00		
Total Monthly Tonnage of asphalt cement (TMT)			337.8		

ASPHALT	**Tons**	**%AC**	**AC ton**
Leveling	2500	5.0%	125
12.5 OGFC		5.0%	0
12.5 mm		5.0%	0
9.5 mm SP	789	5.0%	39.45
25 mm SP	1367	5.0%	68.35
19 mm SP	2100	5.0%	105
	6756		**337.8**

BITUMINOUS TACK COAT

Price Adjustment (PA)			**$ 823.26**	**$**	**823.26**
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	$ 953.60		
Monthly Asphalt Cement Price month project let (APL)			$ 596.00		
Total Monthly Tonnage of asphalt cement (TMT)			2.302174094		

Bitum Tack Gals	gals/ton	tons
536	232.8234	2.30217409

BITUMINOUS TACK COAT (surface treatment)

Price Adjustment (PA)			**0**	**$**	**-**
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	$ 953.60		
Monthly Asphalt Cement Price month project let (APL)			$ 596.00		
Total Monthly Tonnage of asphalt cement (TMT)			0		

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

TOTAL LIQUID AC ADJUSTMENT	**$**	**121,620.54**

PROJ. NO.		CALL NO.	9/29/2009
P.I. NO.	0009972		
DATE	7/21/2014		

INDEX (TYPE)	**DATE**	**INDEX**
REG. UNLEADED	Jul-14	$ 3.589
DIESEL		$ 3.867
LIQUID AC		$ 596.00

Link to Fuel and AC Index:
http://www.dot.ga.gov/doingbusiness/Materials/Pages/asphaltcementindex.aspx

LIQUID AC ADJUSTMENTS

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

Asphalt

Price Adjustment (PA)			**120797.28**	**$**	**120,797.28**
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	$ 953.60		
Monthly Asphalt Cement Price month project let (APL)			$ 596.00		
Total Monthly Tonnage of asphalt cement (TMT)			337.8		

ASPHALT	**Tons**	**%AC**	**AC ton**
Leveling	2500	5.0%	125
12.5 OGFC		5.0%	0
12.5 mm		5.0%	0
9.5 mm SP	789	5.0%	39.45
25 mm SP	1367	5.0%	68.35
19 mm SP	2100	5.0%	105
	6756		**337.8**

BITUMINOUS TACK COAT

Price Adjustment (PA)			**$ 823.26**	**$**	**823.26**
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	$ 953.60		
Monthly Asphalt Cement Price month project let (APL)			$ 596.00		
Total Monthly Tonnage of asphalt cement (TMT)			2.302174094		

Bitum Tack Gals	gals/ton	tons
536	232.8234	2.30217409

BITUMINOUS TACK COAT (surface treatment)

Price Adjustment (PA)			**0**	**$**	**-**
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	$ 953.60		
Monthly Asphalt Cement Price month project let (APL)			$ 596.00		
Total Monthly Tonnage of asphalt cement (TMT)			0		

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

TOTAL LIQUID AC ADJUSTMENT	**$**	**121,620.54**

GEORGIA DEPARTMENT OF TRANSPORTATION
PRELIMINARY ROW COST ESTIMATE SUMMARY

Date: 5/15/2015 Project: 0009971
Revised: 6/18/2015 County: Fayette
PI: 0009971
Description: SR 92 @ CR 149/Antioch Rd & CR 308 Lockwood Rd
Project Termini: Interesection Improvement Roundabout
Existing ROW: varies
Parcels: 6 Required ROW: 120 ft

Land and Improvements		$1,200,000.00
Proximity Damage	*$125,000.00*	
Consequential Damage	*$25,000.00*	
Cost to Cures	*$125,000.00*	
Trade Fixtures	*$0.00*	
Improvements	*$300,000.00*	
Valuation Services		$22,500.00
Legal Services		$41,550.00
Relocation		$12,000.00
Demolition		$17,500.00
Administrative		$52,000.00
TOTAL ESTIMATED COSTS		$1,345,550.00
TOTAL ESTIMATED COSTS (ROUNDED)		***$1,346,000.00***

Preparation Credits	Hours	Signature

Prepared By: LaShone Alexander CG#:286999 06/18/2015 (DATE)
Approved By: LaShone Alexander CG#: 286999 06/18/2015 (DATE)

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

GEORGIA DEPARTMENT OF TRANSPORTATION
PRELIMINARY ROW COST ESTIMATE SUMMARY

Date: 5/15/2015 Project: 0009972
Revised: 6/18/2015 County: Fayette
PI: 0009972
Description: SR 92 @ CR 138 & CR 129/Harp Road
Project Termini: Interesection Improvement Roundabout
Existing ROW: varies
Parcels: 6 Required ROW: 120 ft

Land and Improvements		$1,312,500.00
Proximity Damage	*$125,000.00*	
Consequential Damage	*$25,000.00*	
Cost to Cures	*$125,000.00*	
Trade Fixtures	*$0.00*	
Improvements	*$300,000.00*	
Valuation Services		$22,500.00
Legal Services		$41,550.00
Relocation		$12,000.00
Demolition		$17,500.00
Administrative		$52,000.00
TOTAL ESTIMATED COSTS		$1,458,050.00
TOTAL ESTIMATED COSTS (ROUNDED)		***$1,459,000.00***

Preparation Credits	Hours	Signature

Prepared By: LaShone Alexander CG#: 286999 06/18/2015 (DATE)
Approved By: LaShone Alexander CG#: 286999 06/18/2015 (DATE)

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

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE **N/A, Fayette County, P.I. # 0009971/0009972**
SR 92 @ CR 149/Antioch Road & CR 308/Lockwood Road
SR 92 @ CR 138/Seay Road & CR 129/Harp Road

OFFICE Thomaston

DATE January 22, 2015

FROM Kerry Gore, District Utilities Engineer

TO Justin Banks, 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.

FACILITY OWNER	NON-REIMBURSABLE	REIMBURSABLE
Atlanta Gas Light	55,000	
BellSouth d/b/a AT&T*	68,000	
Comcast	57,000	
Coweta-Fayette EMC	216,000	54,000
Fayette County Water	200,000	45,000
TOTALS	**$ 596,000**	**$ 99,000**

*Cost for BellSouth will increase $100,000 if cross box on Seay Road is disturbed.

Total Preliminary Utility Cost Estimate **695,000**.

If you have any questions, please contact Tyler Peek at 706-646-7605.

KG/TP

cc: Mike Bolden, State Utilities Engineer *(via: e-mail)*
Angela Robinson, Office of Financial Management *(via: e-mail)*
David Neighbors, Area Engineer *(via: e-mail)*

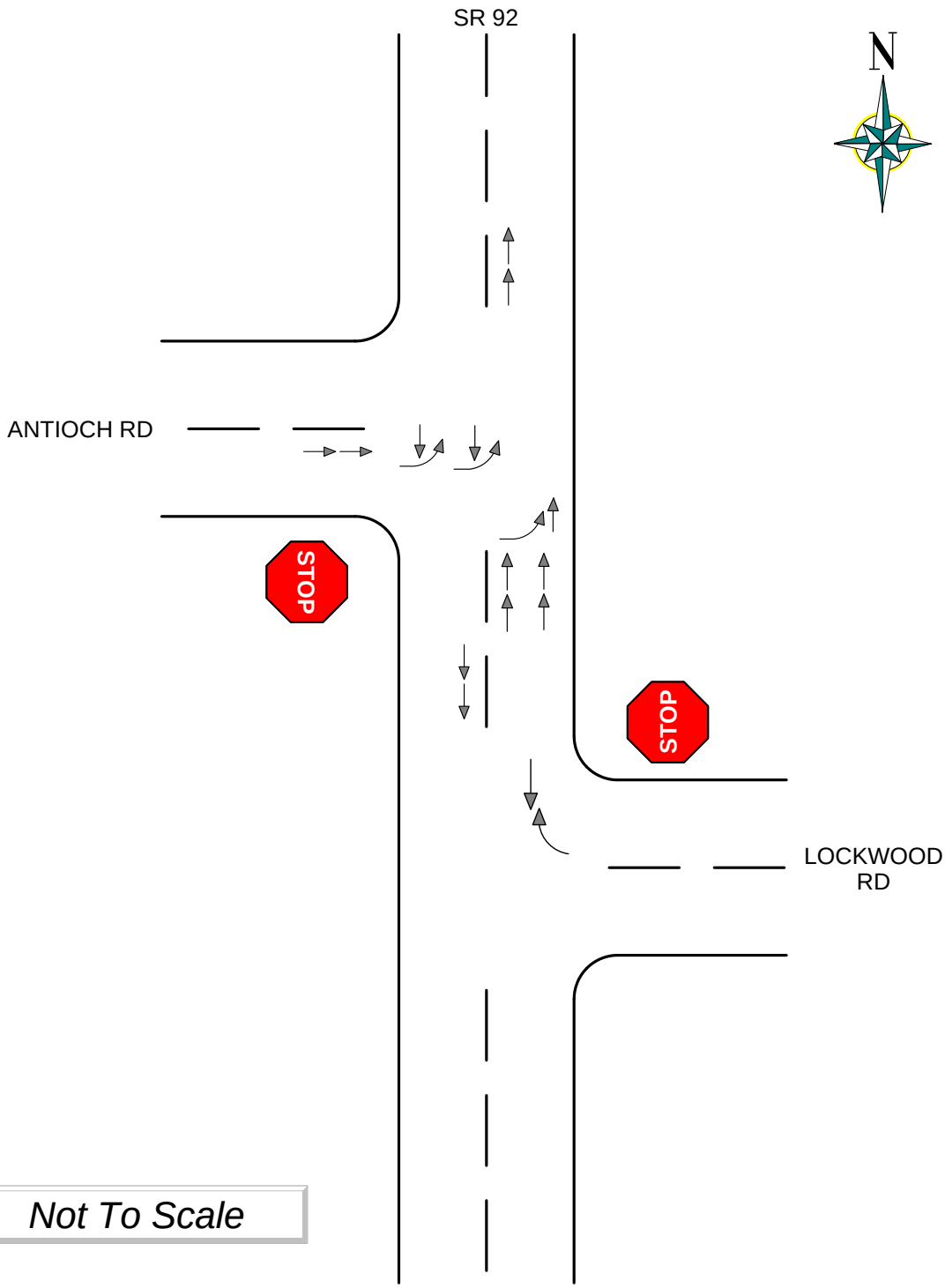
Project Concept Report
Fayette County
PI Numbers: 0009971
0009972

Attachment 4

Crash Diagrams

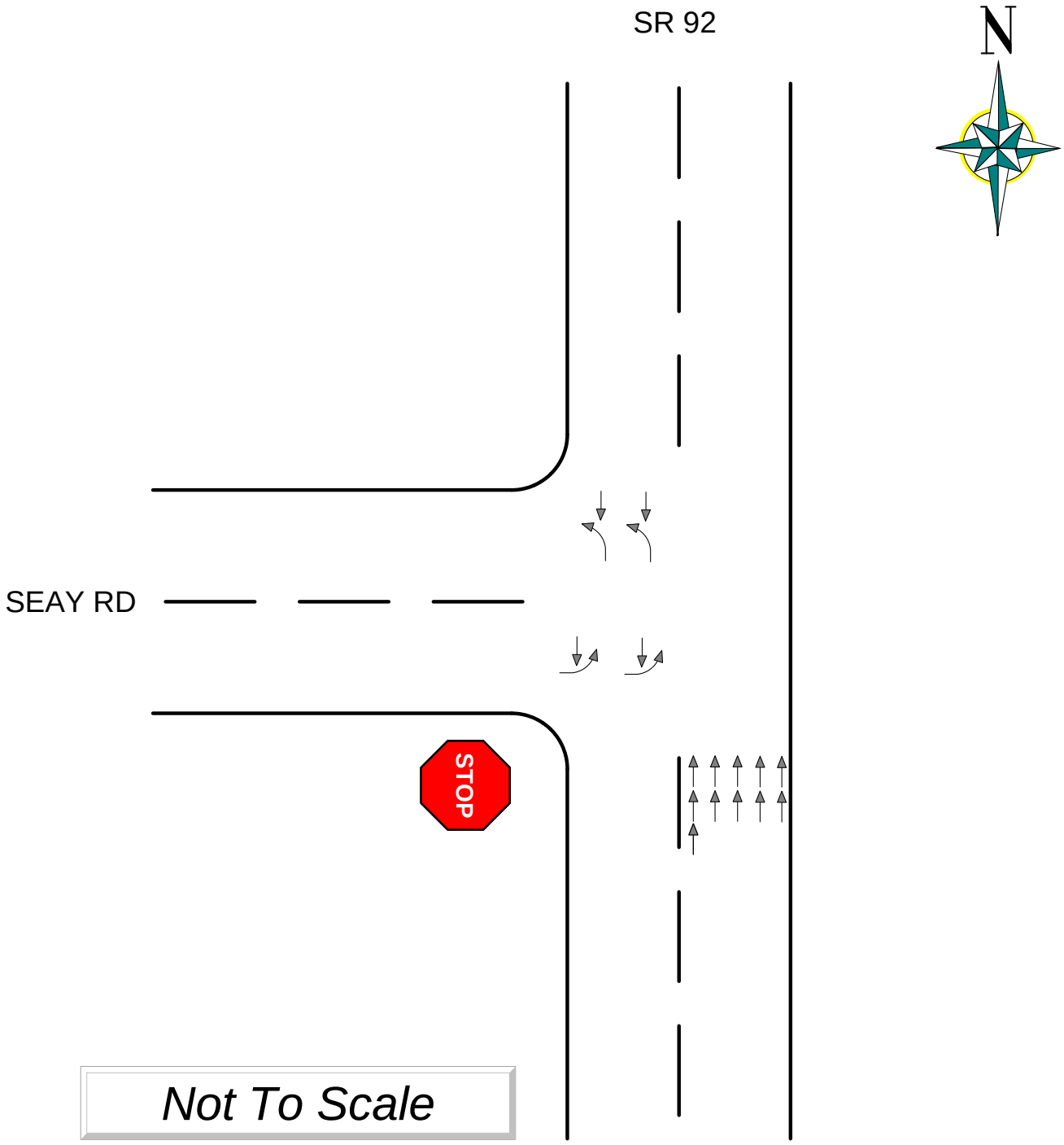
Case Number: 0009971 & 0009972	Date: 3/2/2015
Location: Fayette County	

Description:
SR 92 at Antioch Rd/Lockwood Rd - Diagram of crashes from 2009 to 2013.



Case Number: 0009971 & 0009972	Date: 3/2/2015
Location: Fayette County	

Description:
SR 92 at Seay Rd - Diagram of crashes from 2009 to 2013.

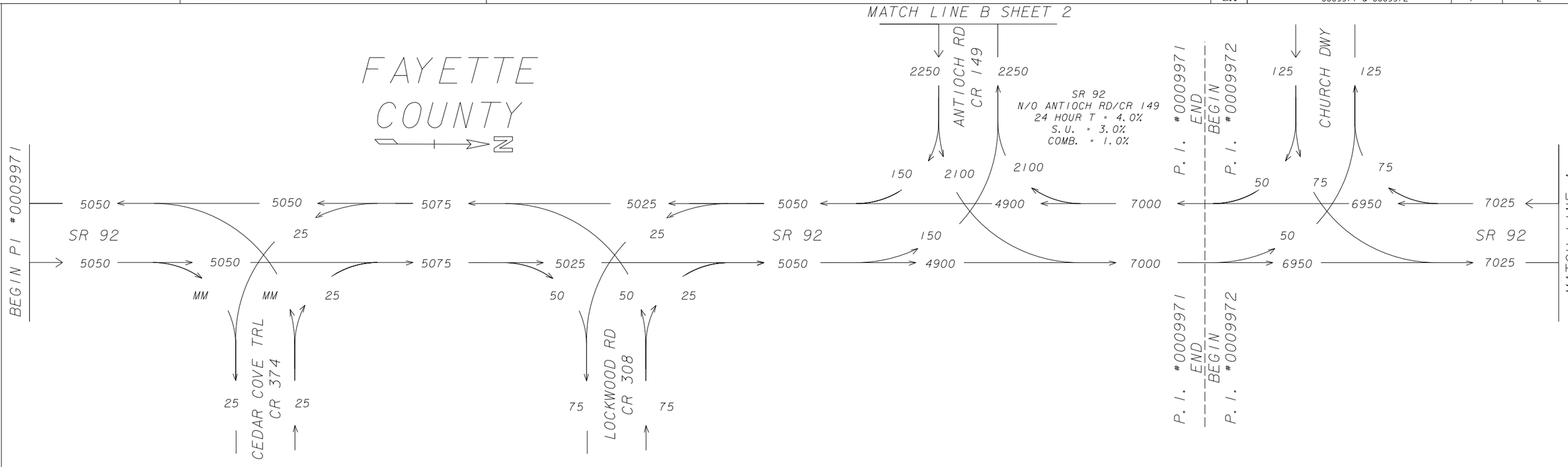


Project Concept Report
Fayette County
PI Numbers: 0009971
0009972

Attachment 5

Traffic Diagrams

DATE$$	TIME$$	$PRF8$	DGN	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
$USER$		$$PENTABLE$$		GA	0009971 & 0009972	1	2



P.I. #0009971
SR 92 @ CR 149/ANTIOCH RD
& CR 308/LOCKWOOD RD
P.I. #0009972
SR 92 @ CR 138/SEAY RD
& CR 129/HARP RD

2014 ADT EXISTING (WEEKDAY)

GRICE CONSULTING GROUP

REVISION DATES		

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE: PLANNING
TRAFFIC DIAGRAM

DRAWING No. 10-1

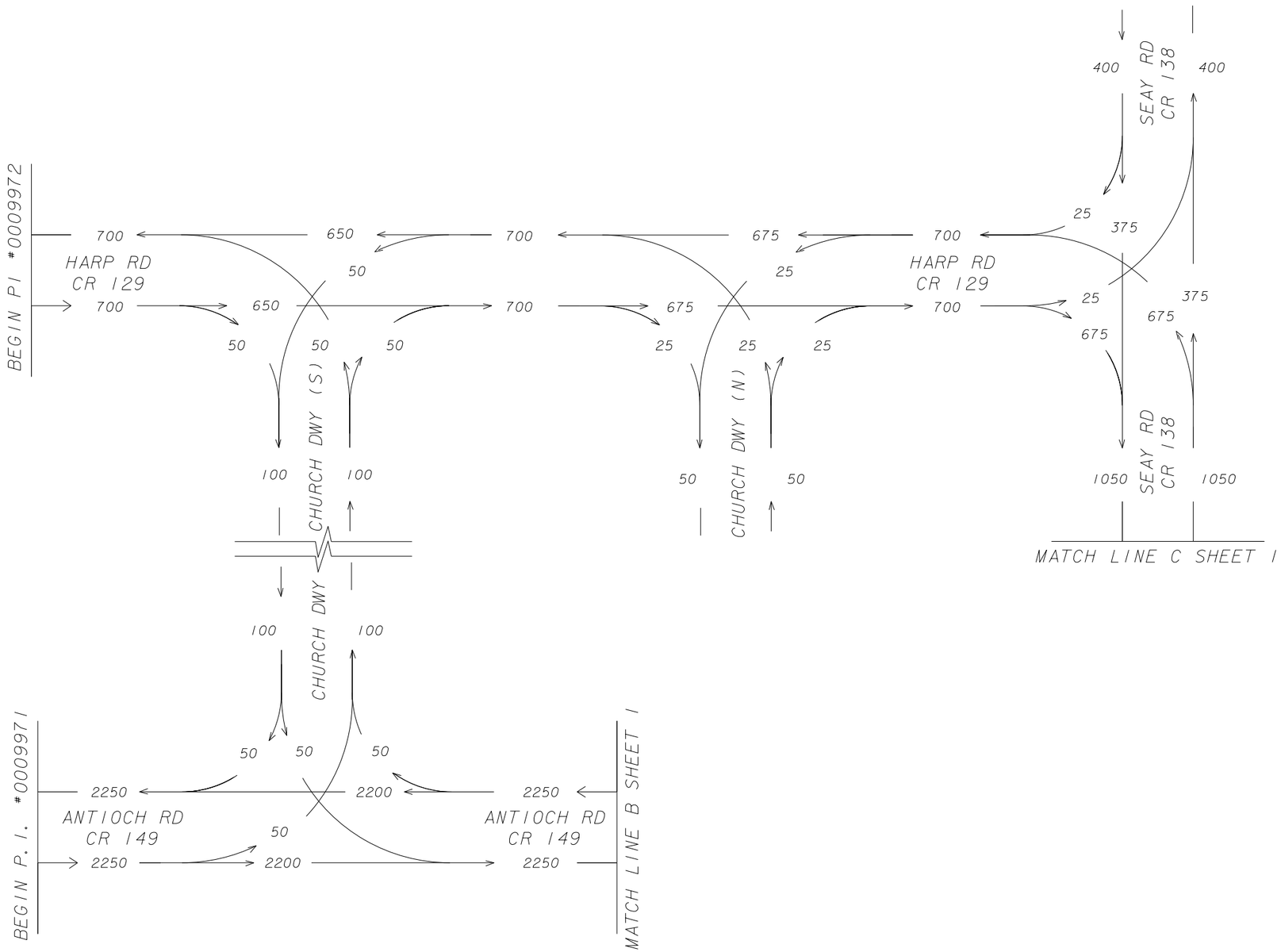
JP 6/14

12/14/2012 GPLN

DATE$$$	TIME$$$	$PRF8$	DGN	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
$USER$		$$PENTABLE$$		GA	0009971 & 0009972	2	2

FAYETTE COUNTY

N



JP
6/14

P.I. #0009971
SR 92 @ CR 149/ANTIOCH RD
& CR 308/LOCKWOOD RD
P.I. #0009972
SR 92 @ CR 138/SEAY RD
& CR 129/HARP RD

2014 ADT EXISTING (WEEKDAY)

GRICE CONSULTING GROUP

REVISION DATES

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE: PLANNING
TRAFFIC DIAGRAM

DRAWING No. 10-2

12/14/2012 GPLN

DATE$$$	TIME$$$	$PRF8$	DGN	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
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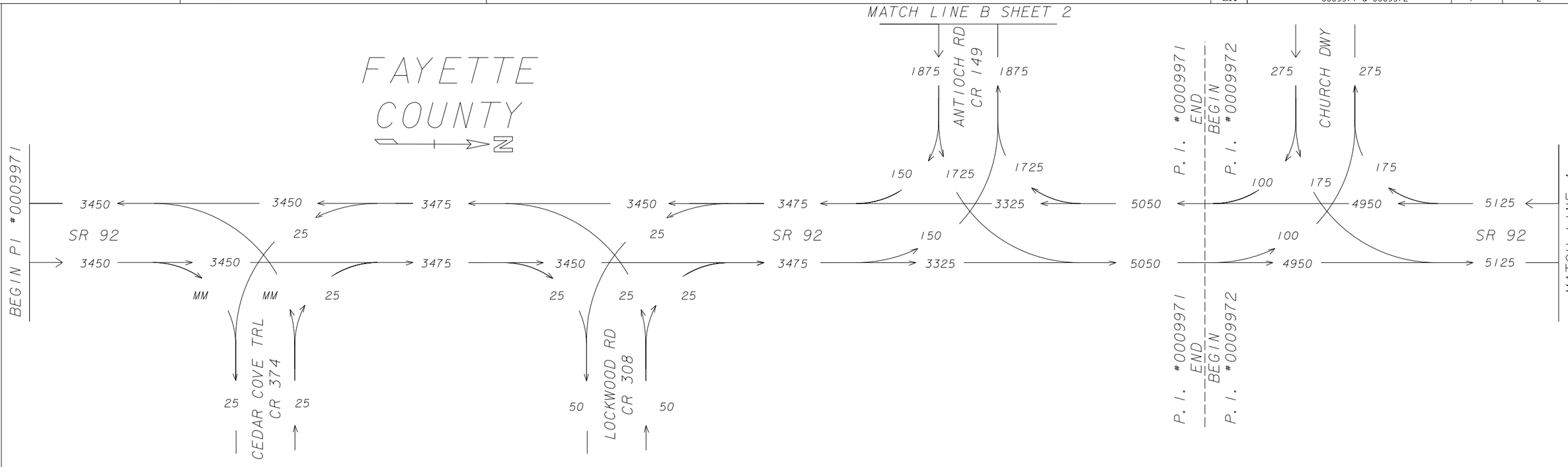
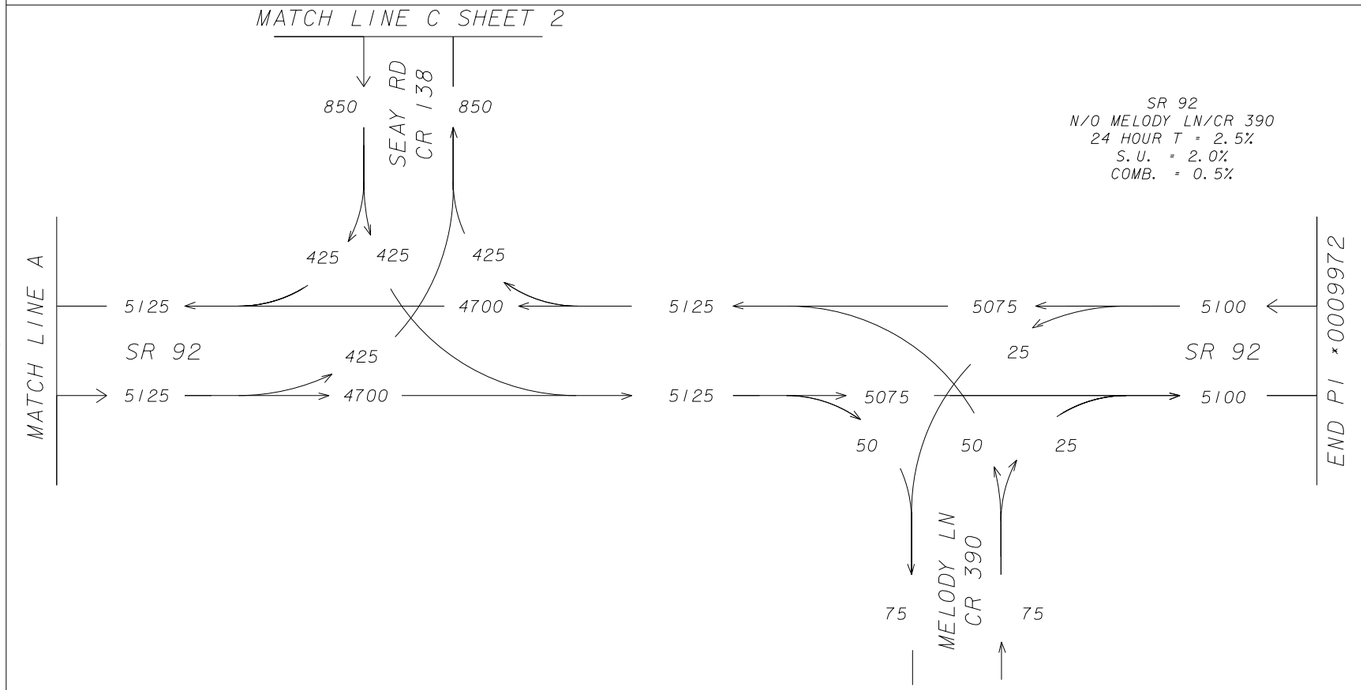




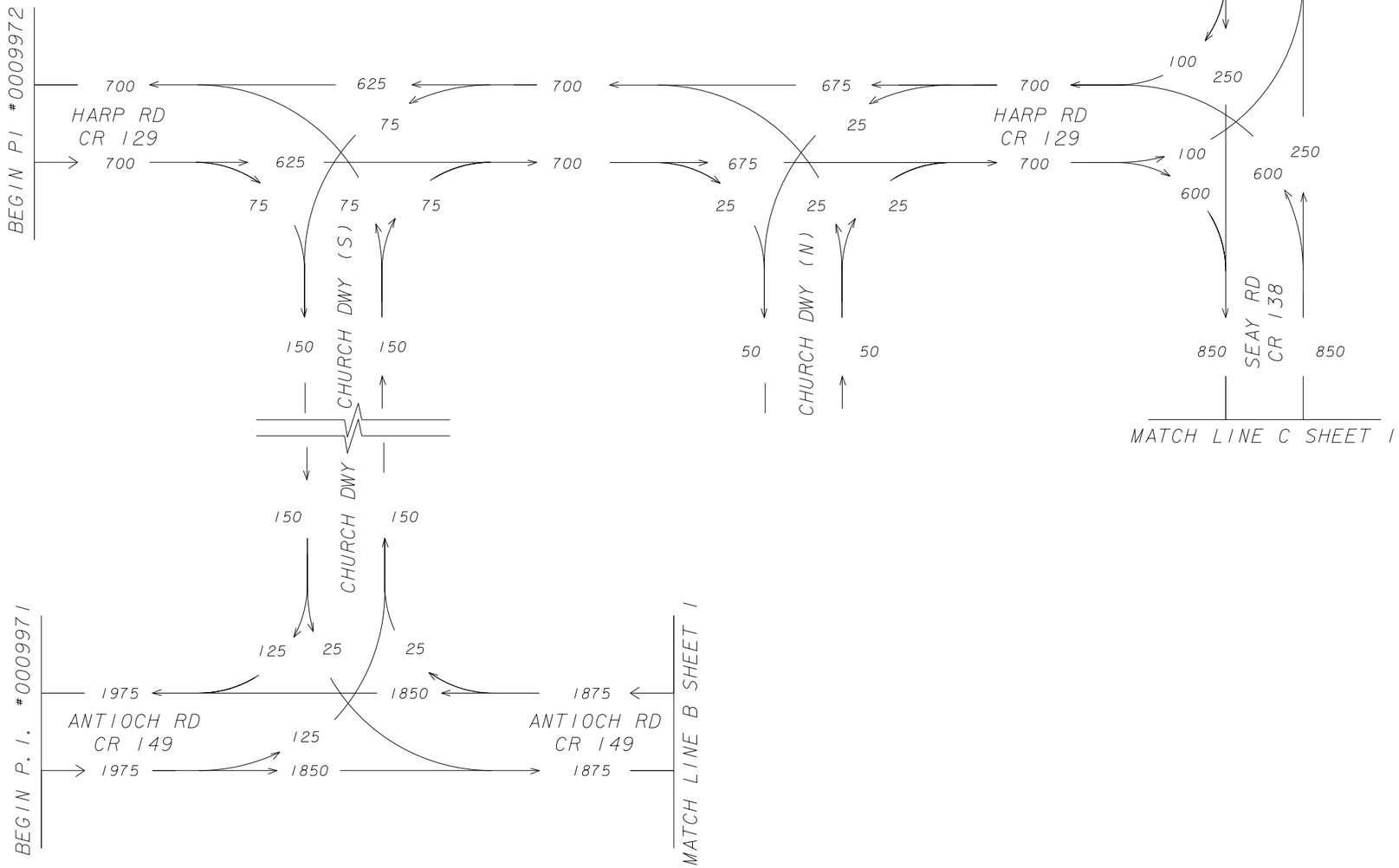
JP
6/14

P.I. #0009971 SR 92 @ CR 149/ANTIOCH RD & CR 308/LOCKWOOD RD P.I. #0009972 SR 92 @ CR 138/SEAY RD & CR 129/HARP RD	2014 ADT EXISTING (SUNDAY)	GRICE CONSULTING GROUP	REVISION DATES	STATE OF GEORGIA DEPARTMENT OF TRANSPORTATION OFFICE: PLANNING TRAFFIC DIAGRAM DRAWING No. 10-3

12/14/2012 GPLN

DATE$$$	TIME$$$	$PRF8$	DGN	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
$USER$		$$PENTABLE$$		GA	0009971 & 0009972	2	2

FAYETTE COUNTY



JP
6/14

P.I. #0009971
SR 92 @ CR 149/ANTIOCH RD
& CR 308/LOCKWOOD RD
P.I. #0009972
SR 92 @ CR 138/SEAY RD
& CR 129/HARP RD

2014 ADT
EXISTING
(SUNDAY)

GRICE CONSULTING GROUP

REVISION DATES		

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE: PLANNING
TRAFFIC DIAGRAM

DRAWING No. 10-4

12/14/2012 GPLN

DATE$$$	TIME$$$	$PRF8$	DGN	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
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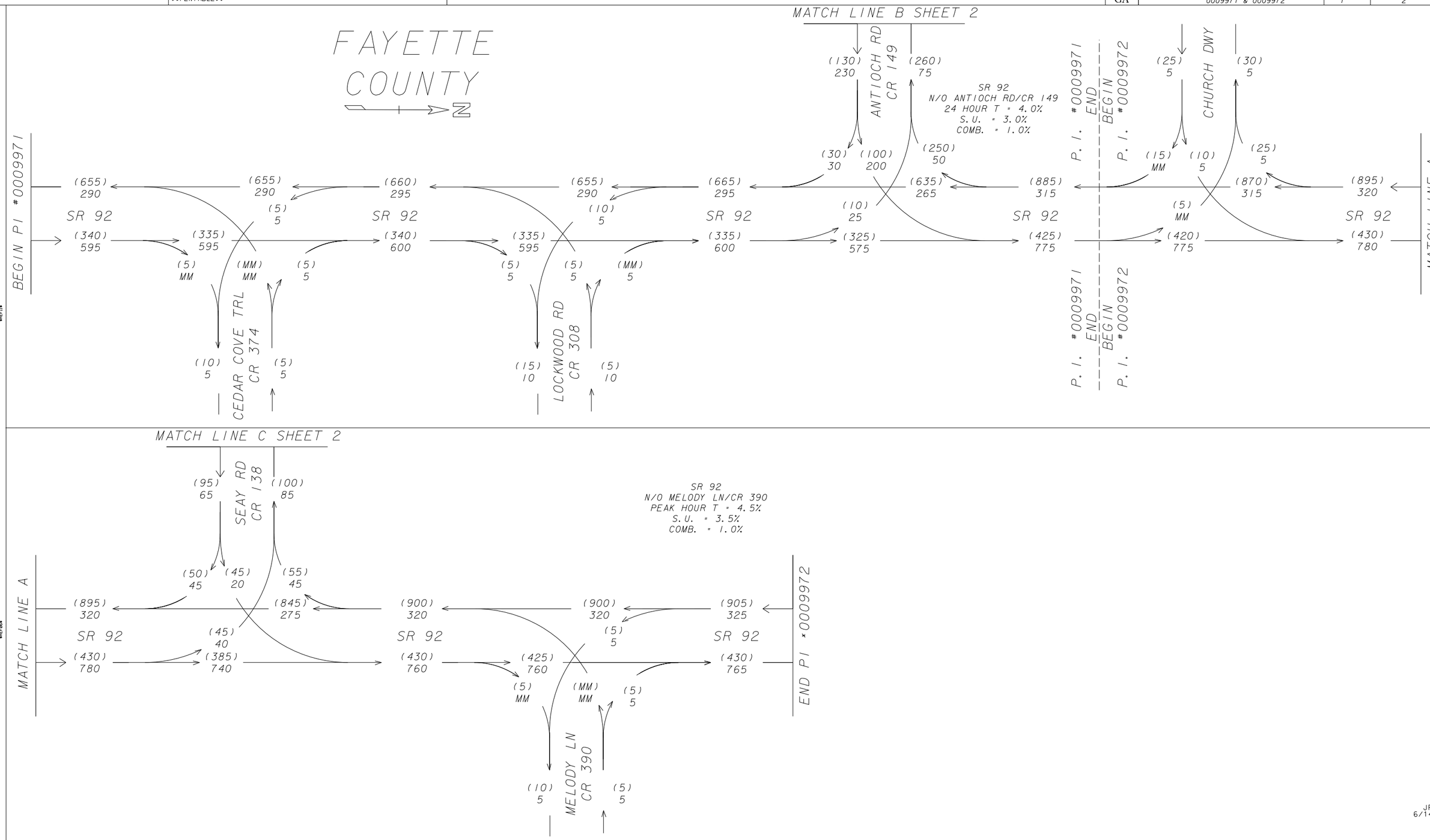


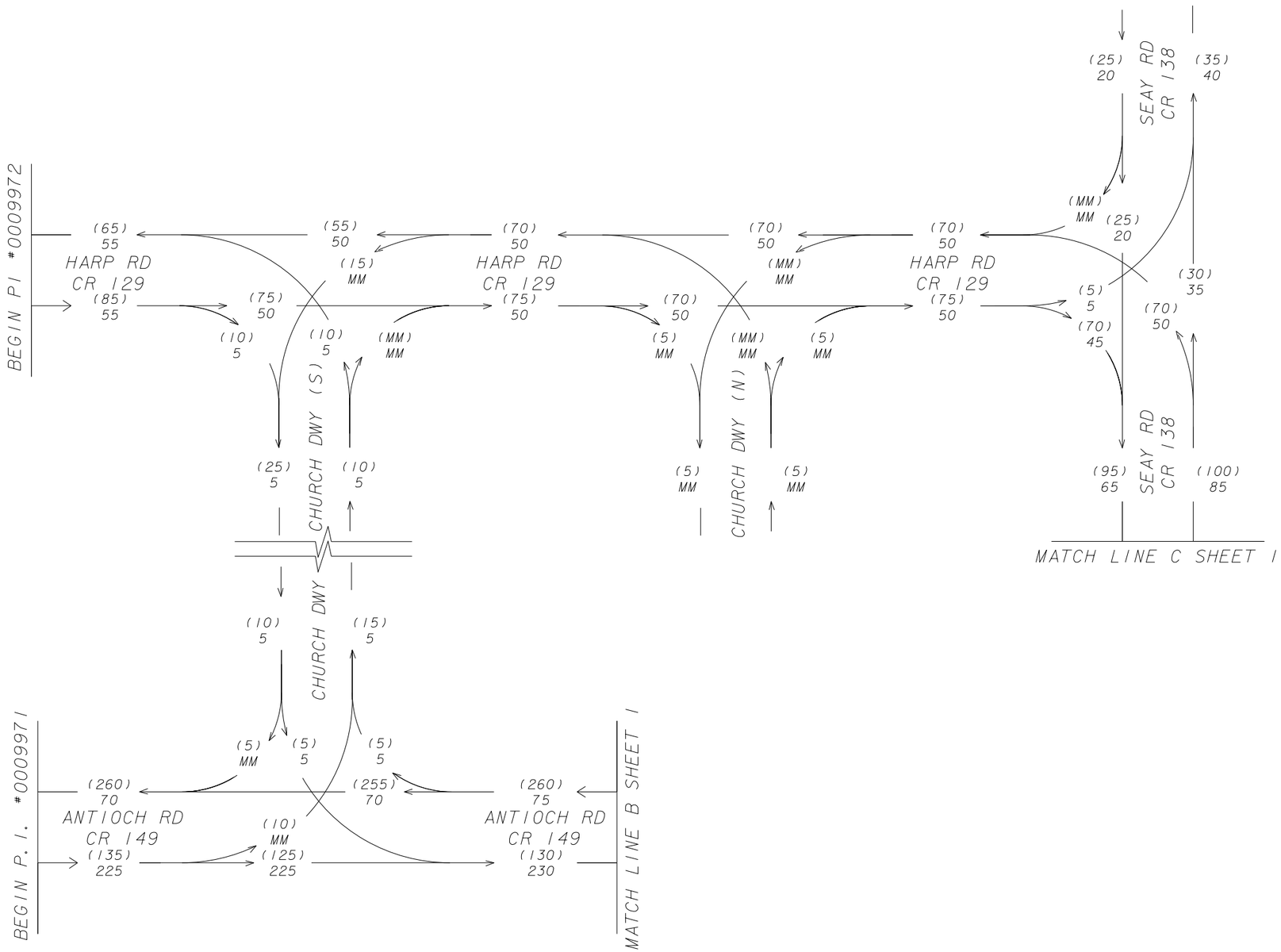
JP
6/14

P. I. #0009971 SR 92 @ CR 149/ANTIOCH RD & CR 308/LOCKWOOD RD P. I. #0009972 SR 92 @ CR 138/SEAY RD & CR 129/HARP RD	2014 PM DHV= (000) 2014 AM DHV= 000 EXISTING (WEEKDAY)	GRICE CONSULTING GROUP	REVISION DATES	STATE OF GEORGIA DEPARTMENT OF TRANSPORTATION OFFICE: PLANNING TRAFFIC DIAGRAM DRAWING No. 10-5

12/14/2012 GPLN

DATE$$$	TIME$$$	$PRF8$	DGN	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
$USER$		$$PENTABLE$$		GA	0009971 & 0009972	2	2

FAYETTE COUNTY

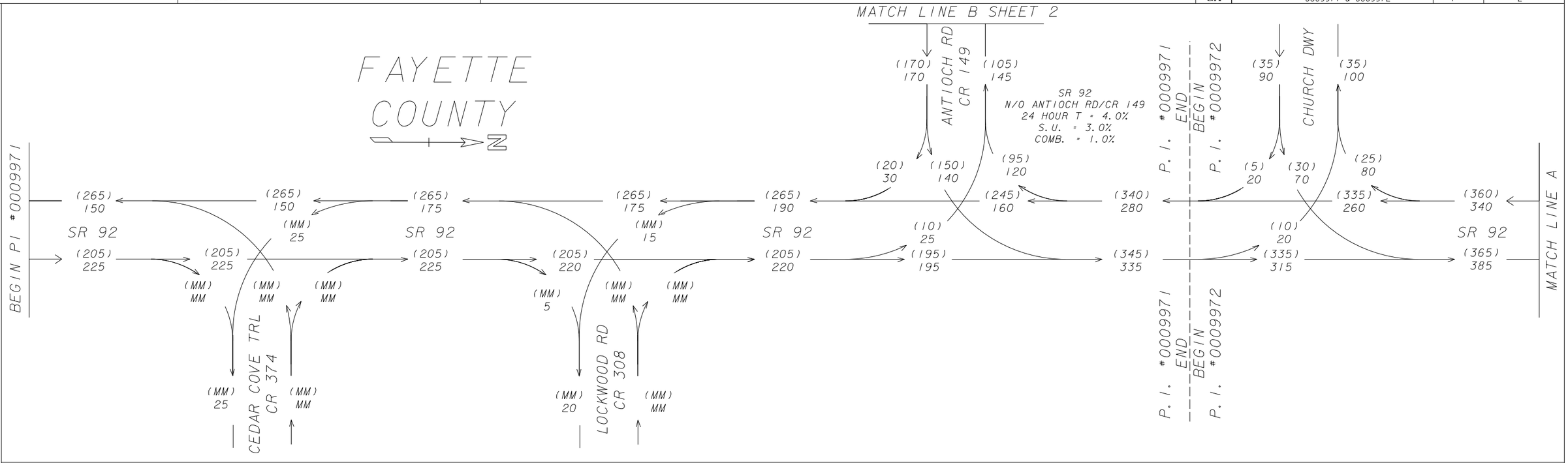


JP
6/14

P.I. #0009971 SR 92 @ CR 149/ANTIOCH RD & CR 308/LOCKWOOD RD P.I. #0009972 SR 92 @ CR 138/SEAY RD & CR 129/HARP RD	2014 PM DHV = (000) 2014 AM DHV = 000 EXISTING (WEEKDAY)	GRICE CONSULTING GROUP	REVISION DATES STATE OF GEORGIA DEPARTMENT OF TRANSPORTATION OFFICE: PLANNING TRAFFIC DIAGRAM DRAWING No. 10-6

12/14/2012 GPLN

DATE$$$	TIME$$$	$PRF8$	DGN	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
$USER$		$$PENTABLE$$		GA	0009971 & 0009972	1	2



6/14 JP

P. I. #0009971
SR 92 @ CR 149/ANTIOCH RD
& CR 308/LOCKWOOD RD
P. I. #0009972
SR 92 @ CR 138/SEAY RD
& CR 129/HARP RD

2014 PM DHV = (000)
2014 AM DHV = 000
EXISTING
(SUNDAY)

GRICE CONSULTING GROUP

REVISION DATES		

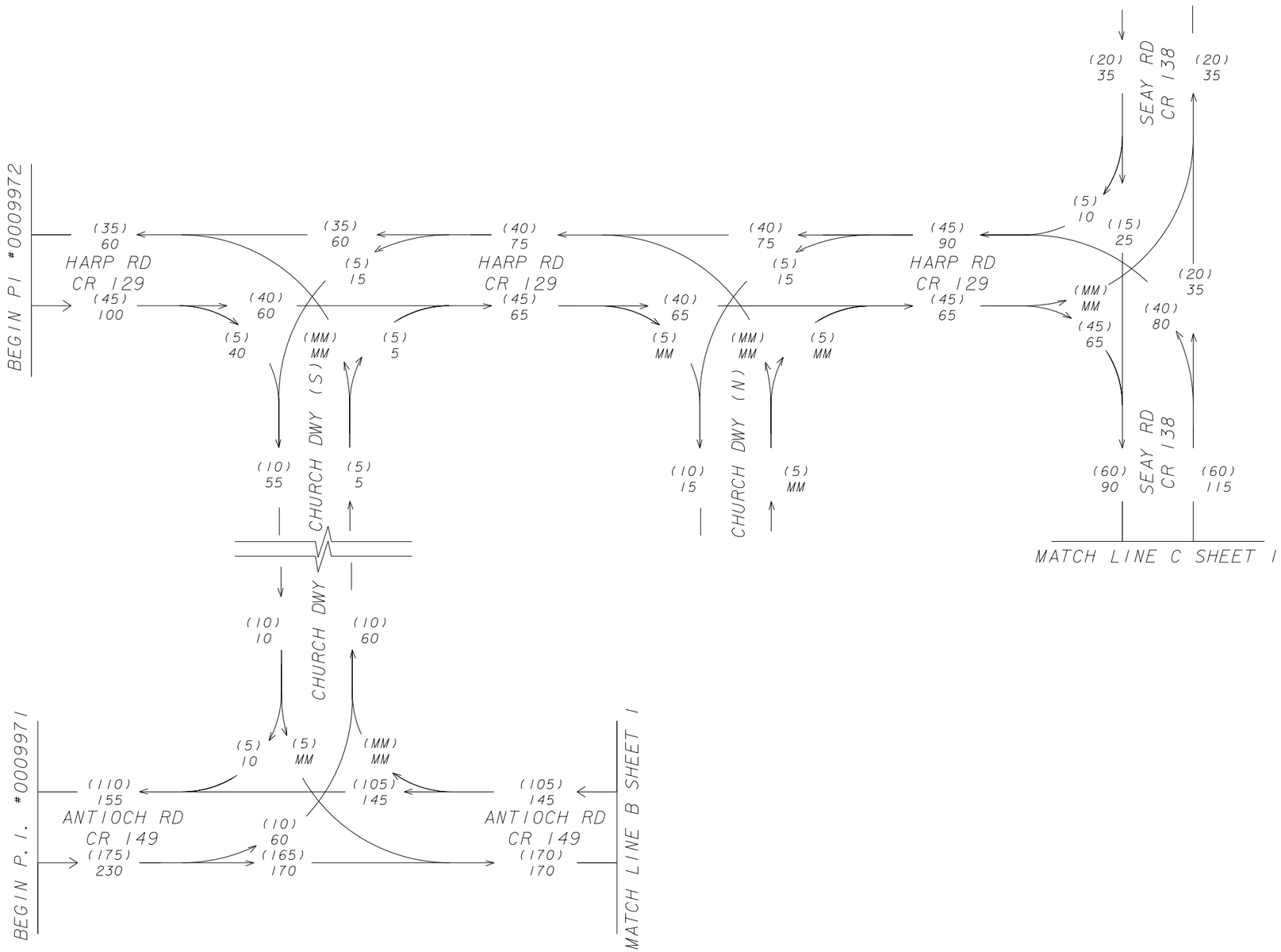
STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE: PLANNING
TRAFFIC DIAGRAM

DRAWING No. 10-7

12/14/2012 GPLN

DATE$$$	TIME$$$	$PRF8$	DGN	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
$USER$		$$PENTABLE$$		GA	0009971 & 0009972	2	2

FAYETTE COUNTY

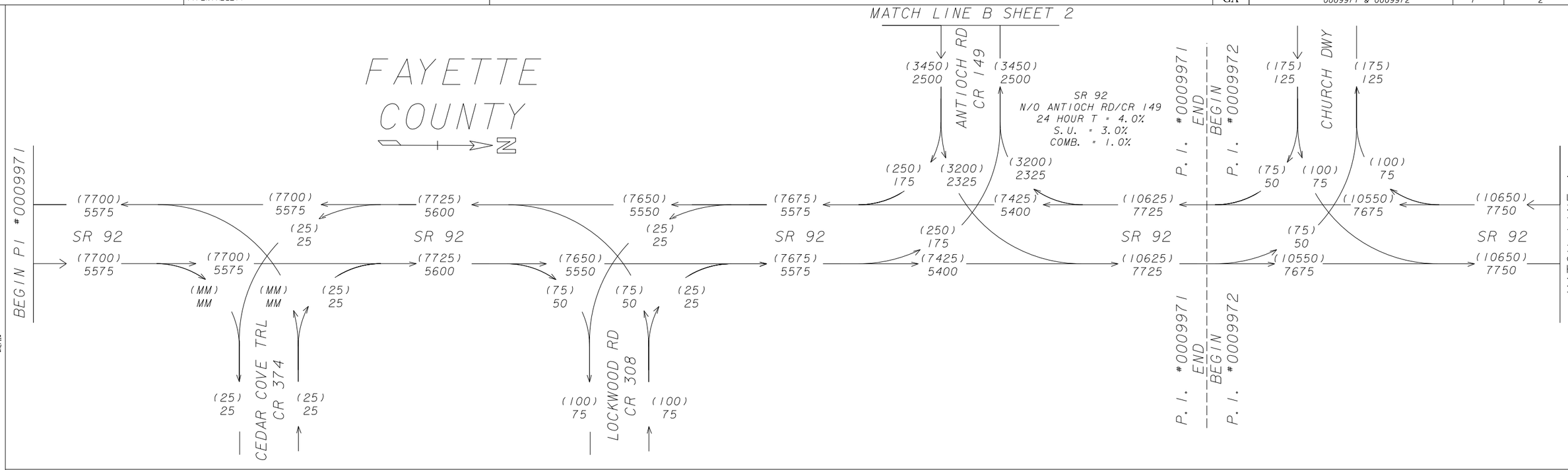


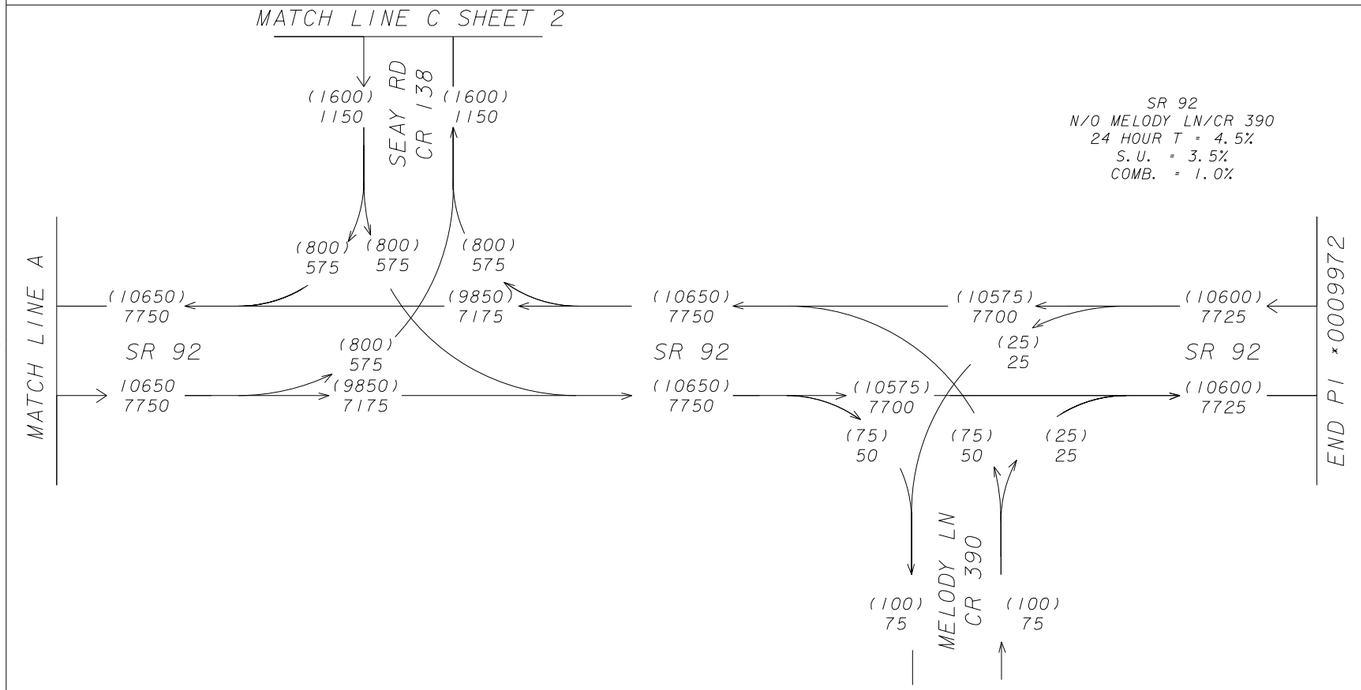
JP
6/14

P.I. #0009971 SR 92 @ CR 149/ANTIOCH RD & CR 308/LOCKWOOD RD P.I. #0009972 SR 92 @ CR 138/SEAY RD & CR 129/HARP RD	2014 PM DHV = (000) 2014 AM DHV = 000 EXISTING (SUNDAY)	GRICE CONSULTING GROUP	REVISION DATES	STATE OF GEORGIA DEPARTMENT OF TRANSPORTATION OFFICE: PLANNING TRAFFIC DIAGRAM DRAWING No. 10-8

12/14/2012 GPLN

DATE$$$	TIME$$$	$PRF8$	DGN	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
$USER$		$$PENTABLE$$		GA	0009971 & 0009972	1	2





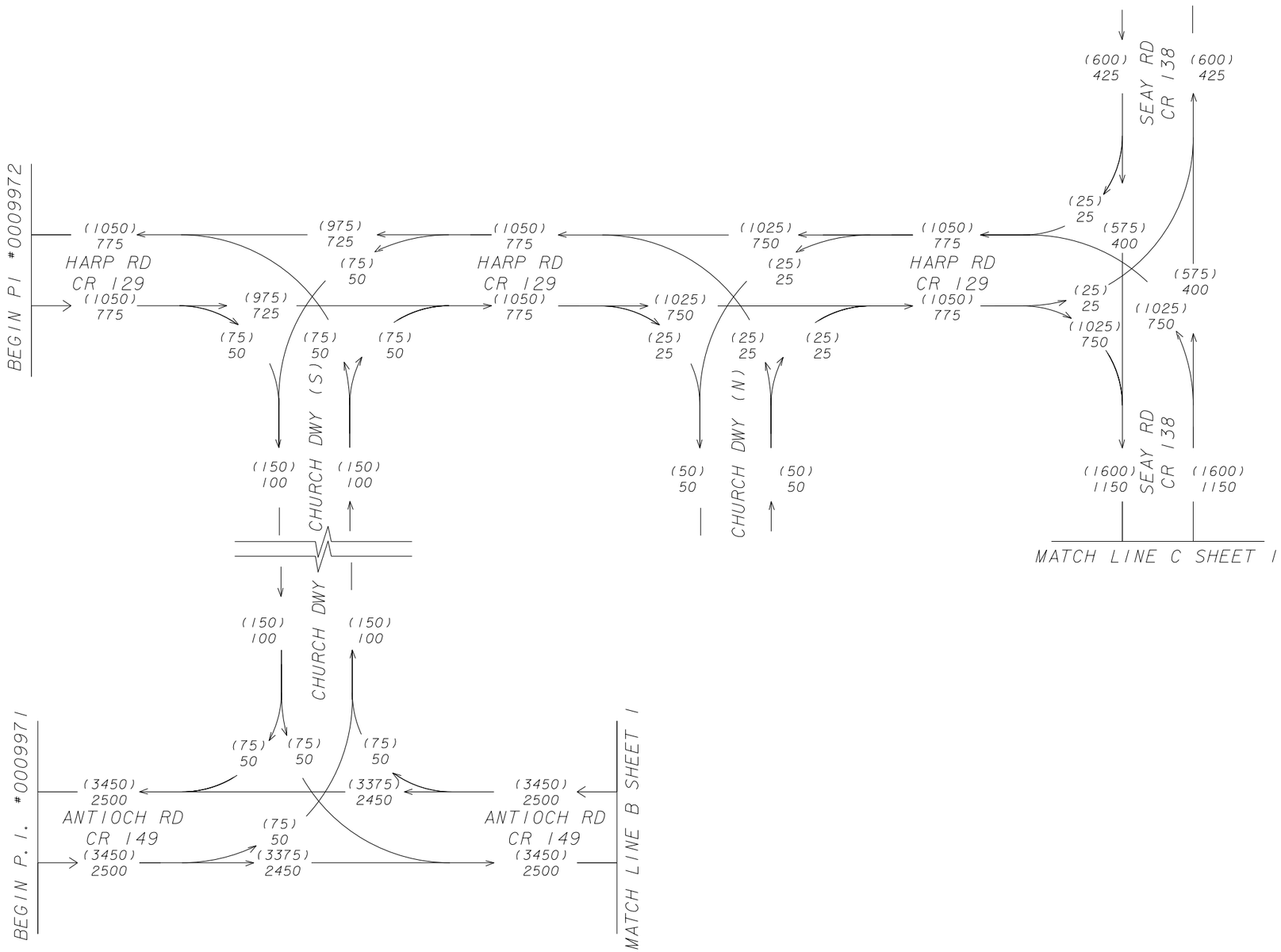
JP
6/14

P. I. #0009971 SR 92 @ CR 149/ANTIOCH RD & CR 308/LOCKWOOD RD P. I. #0009972 SR 92 @ CR 138/SEAY RD & CR 129/HARP RD	2039 ADT = (000) 2019 ADT = 000 NO BUILD	GRICE CONSULTING GROUP	REVISION DATES	STATE OF GEORGIA DEPARTMENT OF TRANSPORTATION OFFICE: PLANNING TRAFFIC DIAGRAM DRAWING No. 10-9

12/14/2012 GPLN

DATE$$$	TIME$$$	$PRF8$	DGN	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
$USER$		$$PENTABLE$$		GA	0009971 & 0009972	2	2

FAYETTE COUNTY



JP
6/14

P.I. #0009971
SR 92 @ CR 149/ANTIOCH RD
& CR 308/LOCKWOOD RD
P.I. #0009972
SR 92 @ CR 138/SEAY RD
& CR 129/HARP RD

2039 ADT = (000)
2019 ADT = 000
NO BUILD

GRICE CONSULTING GROUP

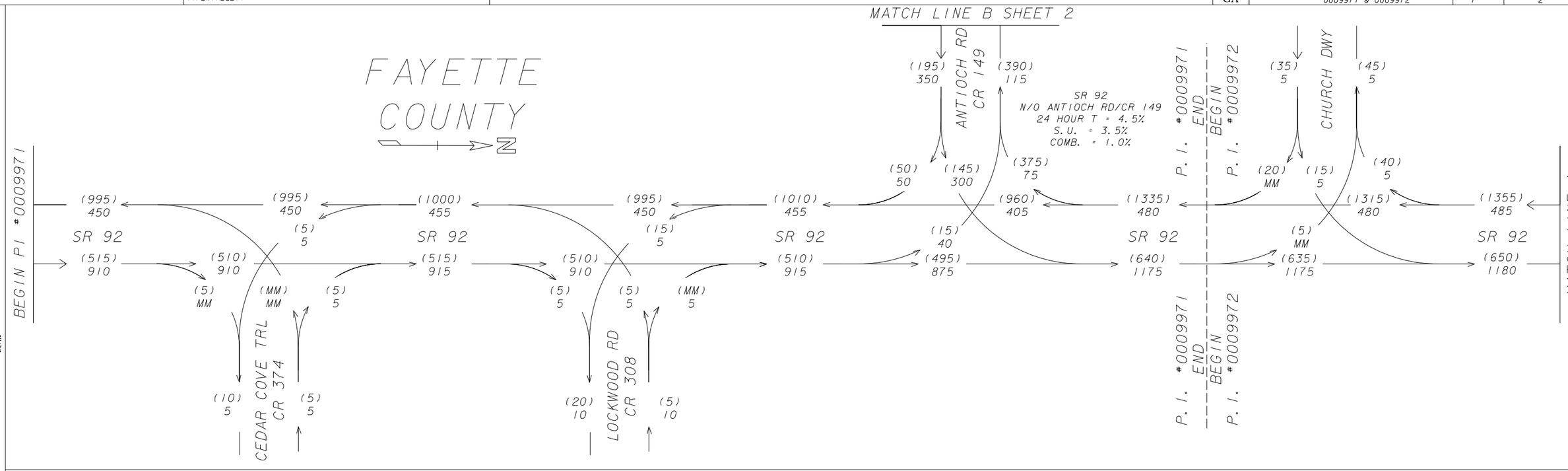
REVISION DATES		

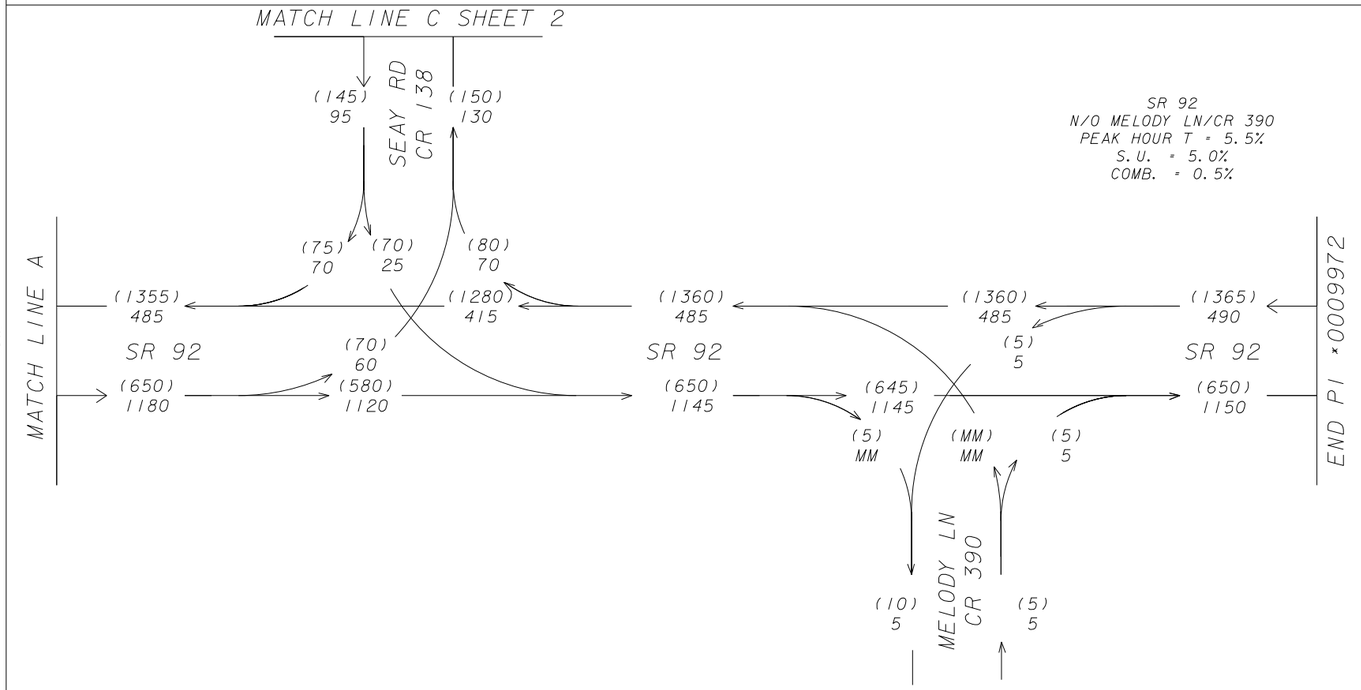
STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE: PLANNING
TRAFFIC DIAGRAM

DRAWING No. 10-10

12/14/2012 GPLN

DATE$$$	TIME$$$	$PRF8$	DGN	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
$USER$		$$PENTABLE$$		GA	0009971 & 0009972	1	2





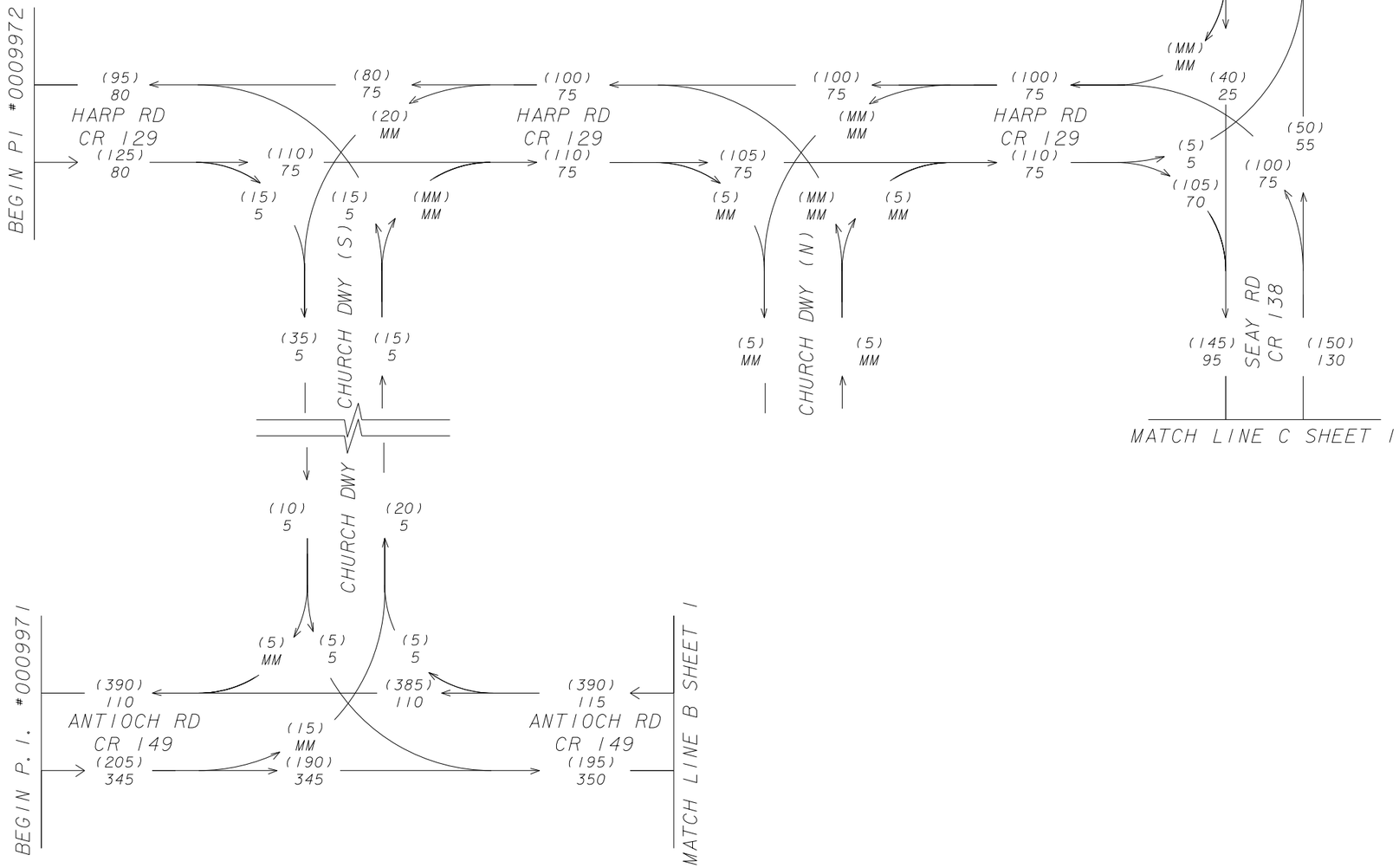
6/14 JP

P.I. #0009971 SR 92 @ CR 149/ANTIOCH RD & CR 308/LOCKWOOD RD P.I. #0009972 SR 92 @ CR 138/SEAY RD & CR 129/HARP RD	2039 PM DHV = (000) 2039 AM DHV = 000 NO BUILD	GRICE CONSULTING GROUP	REVISION DATES	STATE OF GEORGIA DEPARTMENT OF TRANSPORTATION OFFICE: PLANNING TRAFFIC DIAGRAM DRAWING No. 10-11

12/14/2012 GPLN

DATE$$$	TIME$$$	$PRF8$	DGN	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
$USER$		$$PENTABLE$$		GA	0009971 & 0009972	2	2

FAYETTE COUNTY



JP
6/14

P.I. #0009971
SR 92 @ CR 149/ANTIOCH RD
& CR 308/LOCKWOOD RD
P.I. #0009972
SR 92 @ CR 138/SEAY RD
& CR 129/HARP RD

2039 PM DHV = (000)
2039 AM DHV = 000
NO BUILD

GRICE CONSULTING GROUP

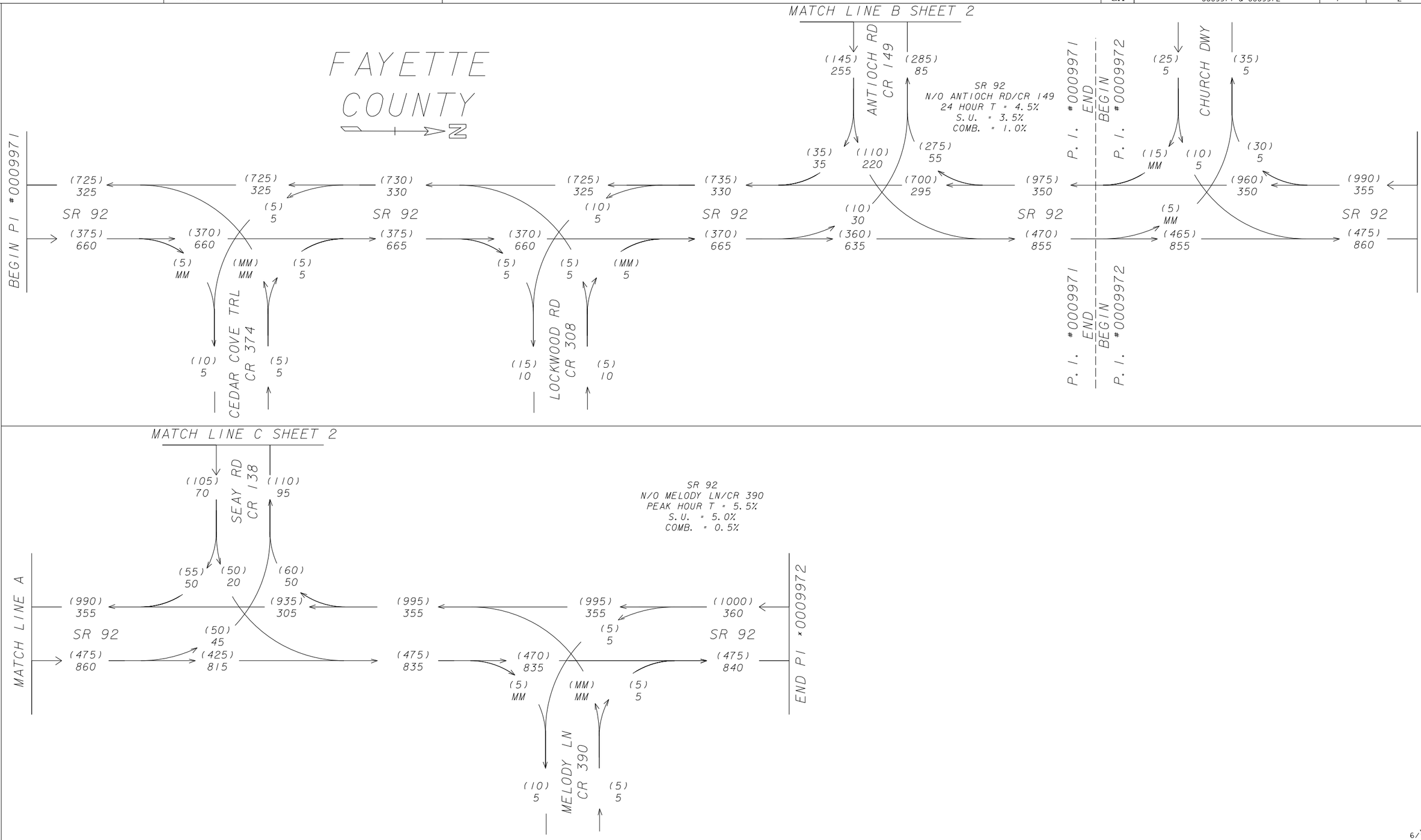
REVISION DATES		

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE: PLANNING
TRAFFIC DIAGRAM

DRAWING No.
10-12

12/14/2012 GPLN

DATE$$	TIME$$	$PRF8$	DGN	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
$USER$		$$PENTABLE$$		GA	0009971 & 0009972	1	2



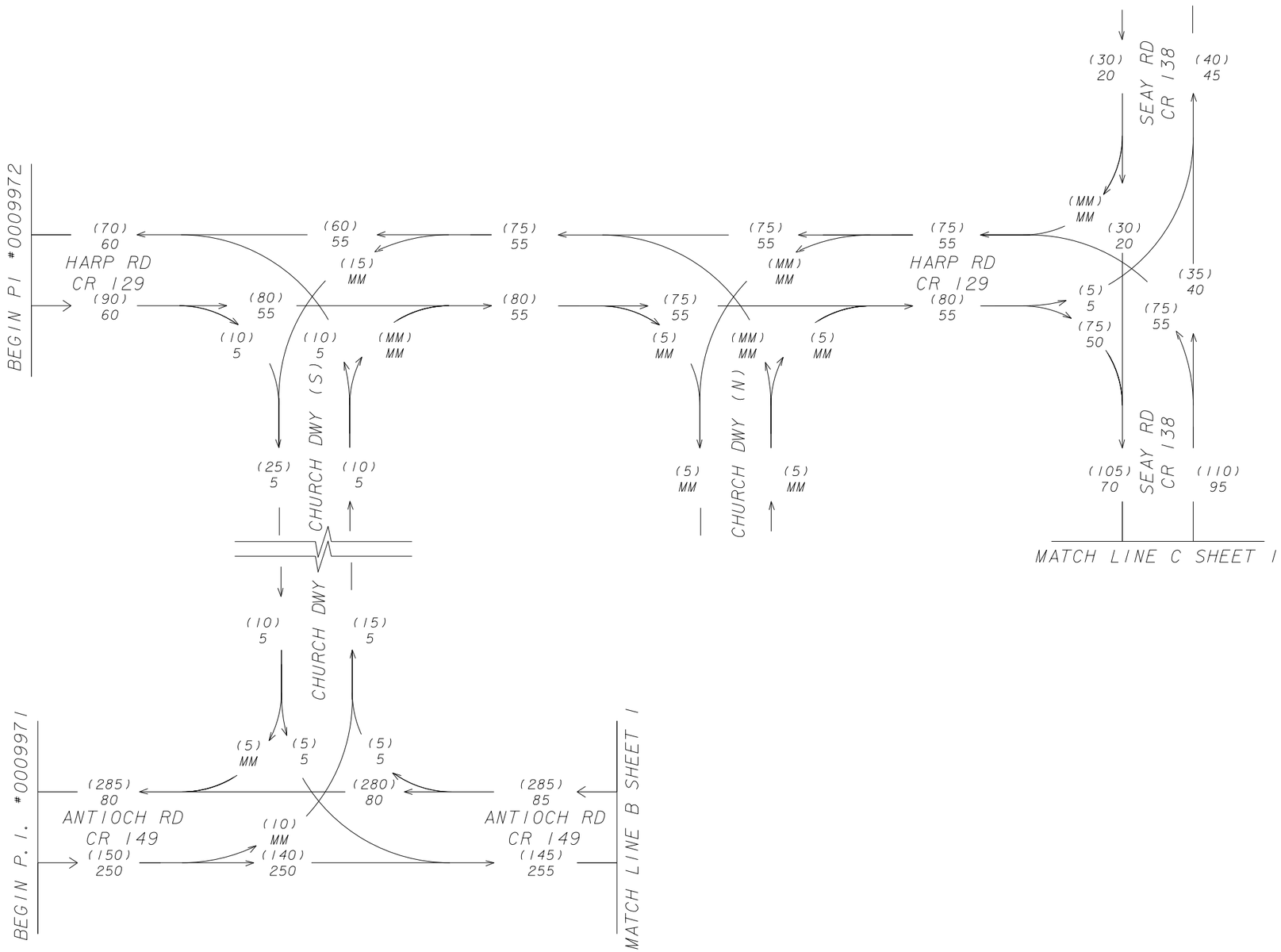
P. I. #0009971 SR 92 @ CR 149/ANTIOCH RD & CR 308/LOCKWOOD RD P. I. #0009972 SR 92 @ CR 138/SEAY RD & CR 129/HARP RD	2019 PM DHV = (000) 2019 AM DHV = 000 NO BUILD	GRICE CONSULTING GROUP	REVISION DATES	STATE OF GEORGIA DEPARTMENT OF TRANSPORTATION OFFICE: PLANNING TRAFFIC DIAGRAM DRAWING No. 10-13

JP
6/14

12/14/2012 GPLN

DATE$$$	TIME$$$	$PRF8$	DGN	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
$USER$		$$PENTABLE$$		GA	0009971 & 0009972	2	2

FAYETTE COUNTY



JP
6/14

P.I. #0009971
SR 92 @ CR 149/ANTIOCH RD
& CR 308/LOCKWOOD RD
P.I. #0009972
SR 92 @ CR 138/SEAY RD
& CR 129/HARP RD

2019 PM DHV = (000)
2019 AM DHV = 000
NO BUILD

GRICE CONSULTING GROUP

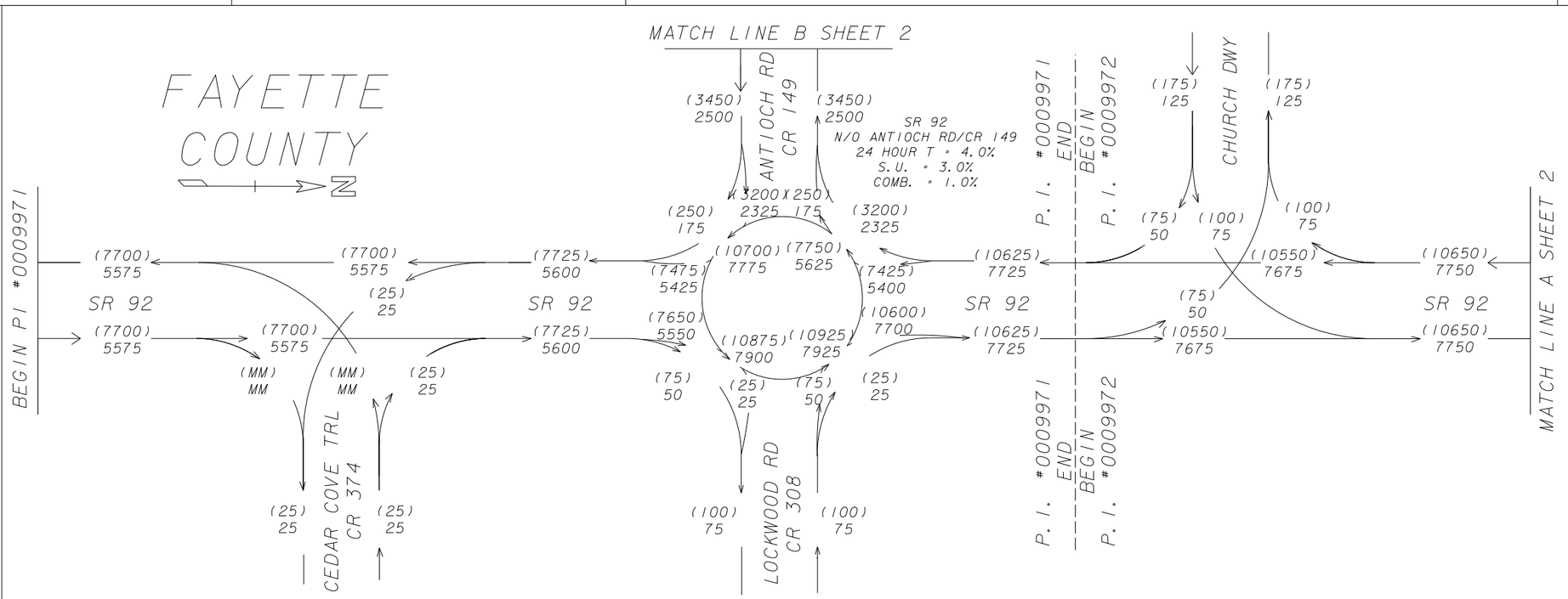
REVISION DATES		

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE: PLANNING
TRAFFIC DIAGRAM

DRAWING No.
10-14

12/14/2012 GPLN

DATE$$$	TIME$$$	$PRF8$	DGN	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
$USER$		$$PENTABLE$$		GA	0009971 & 0009972	1	2

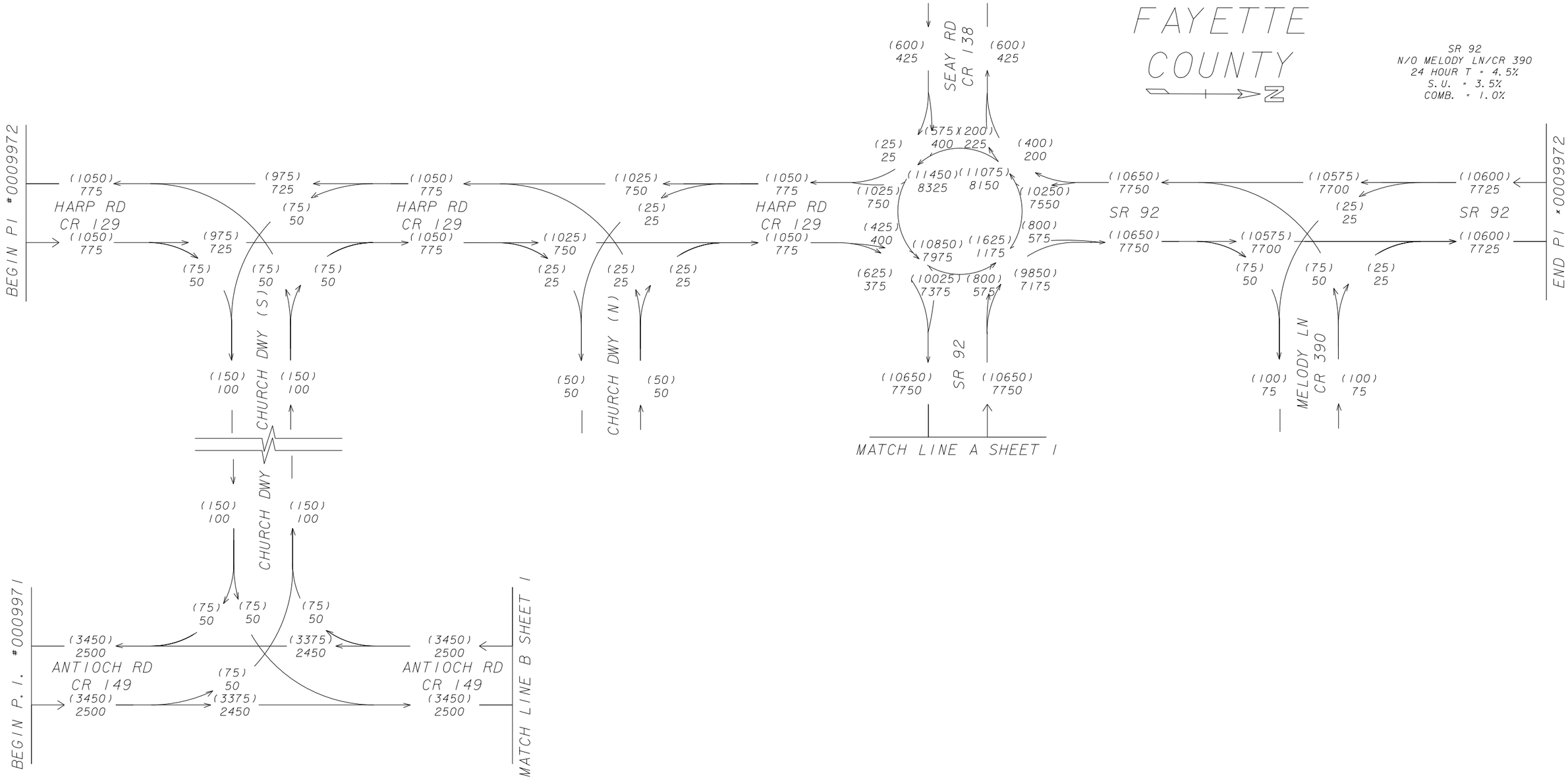


JP
6/14

P.I. #0009971 SR 92 @ CR 149/ANTIOCH RD & CR 308/LOCKWOOD RD P.I. #0009972 SR 92 @ CR 138/SEAY RD & CR 129/HARP RD	2039 ADT = (000) 2019 ADT = 000 BUILD	GRICE CONSULTING GROUP		REVISION DATES	STATE OF GEORGIA DEPARTMENT OF TRANSPORTATION OFFICE: PLANNING TRAFFIC DIAGRAM DRAWING No. 10-15

12/14/2012 GPLN

DATE$$$	TIME$$$	$PRF8$	DGN	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
$USER$		$$PENTABLE$$		GA	0009971 & 0009972	2	2



JP
6/14

P.I. #0009971 SR 92 @ CR 149/ANTIOCH RD & CR 308/LOCKWOOD RD P.I. #0009972 SR 92 @ CR 138/SEAY RD & CR 129/HARP RD	2039 ADT = (000) 2019 ADT = 000 BUILD	GRICE CONSULTING GROUP	REVISION DATES	STATE OF GEORGIA DEPARTMENT OF TRANSPORTATION OFFICE: PLANNING TRAFFIC DIAGRAM DRAWING No. 10-16

12/14/2012 GPLN

DATE$$$	TIME$$$	$PRF8$	DGN	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
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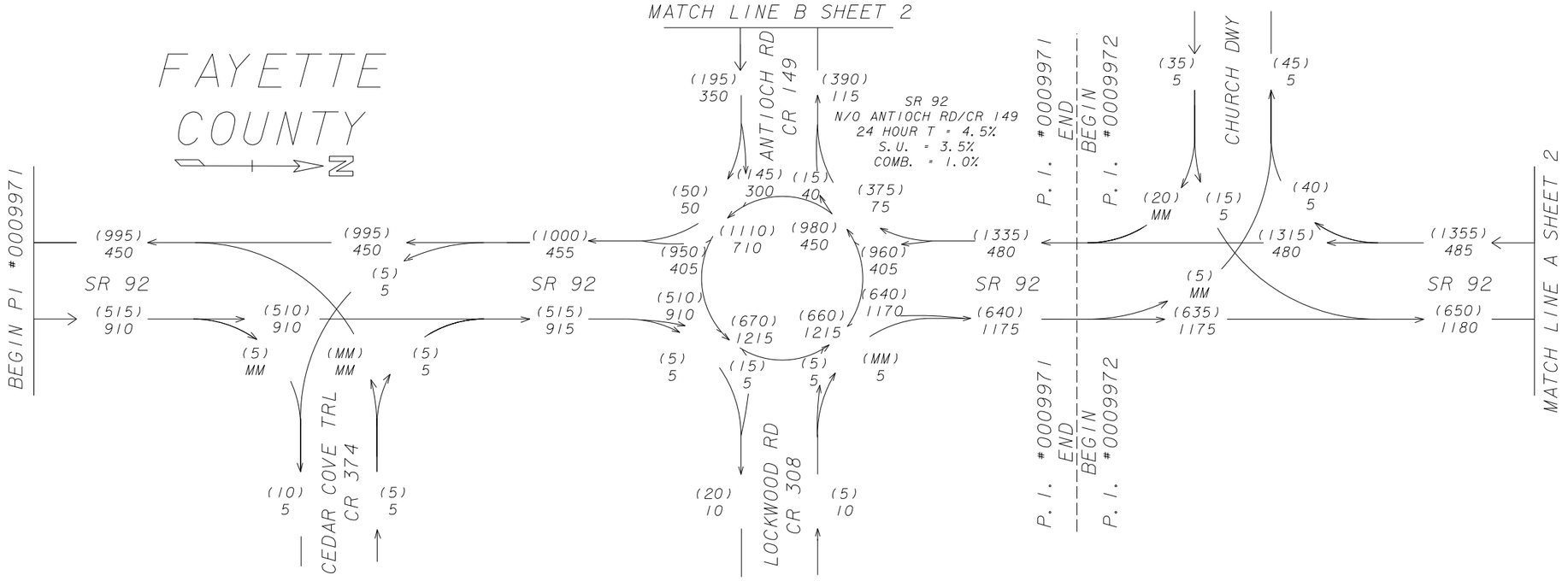


P.I. #0009971 SR 92 @ CR 149/ANTIOCH RD & CR 308/LOCKWOOD RD P.I. #0009972 SR 92 @ CR 138/SEAY RD & CR 129/HARP RD	2039 PM DHV = (000) 2039 AM DHV = 000 BUILD	GRICE CONSULTING GROUP		REVISION DATES	STATE OF GEORGIA DEPARTMENT OF TRANSPORTATION OFFICE: PLANNING TRAFFIC DIAGRAM DRAWING No. 10-17

JP
6/14

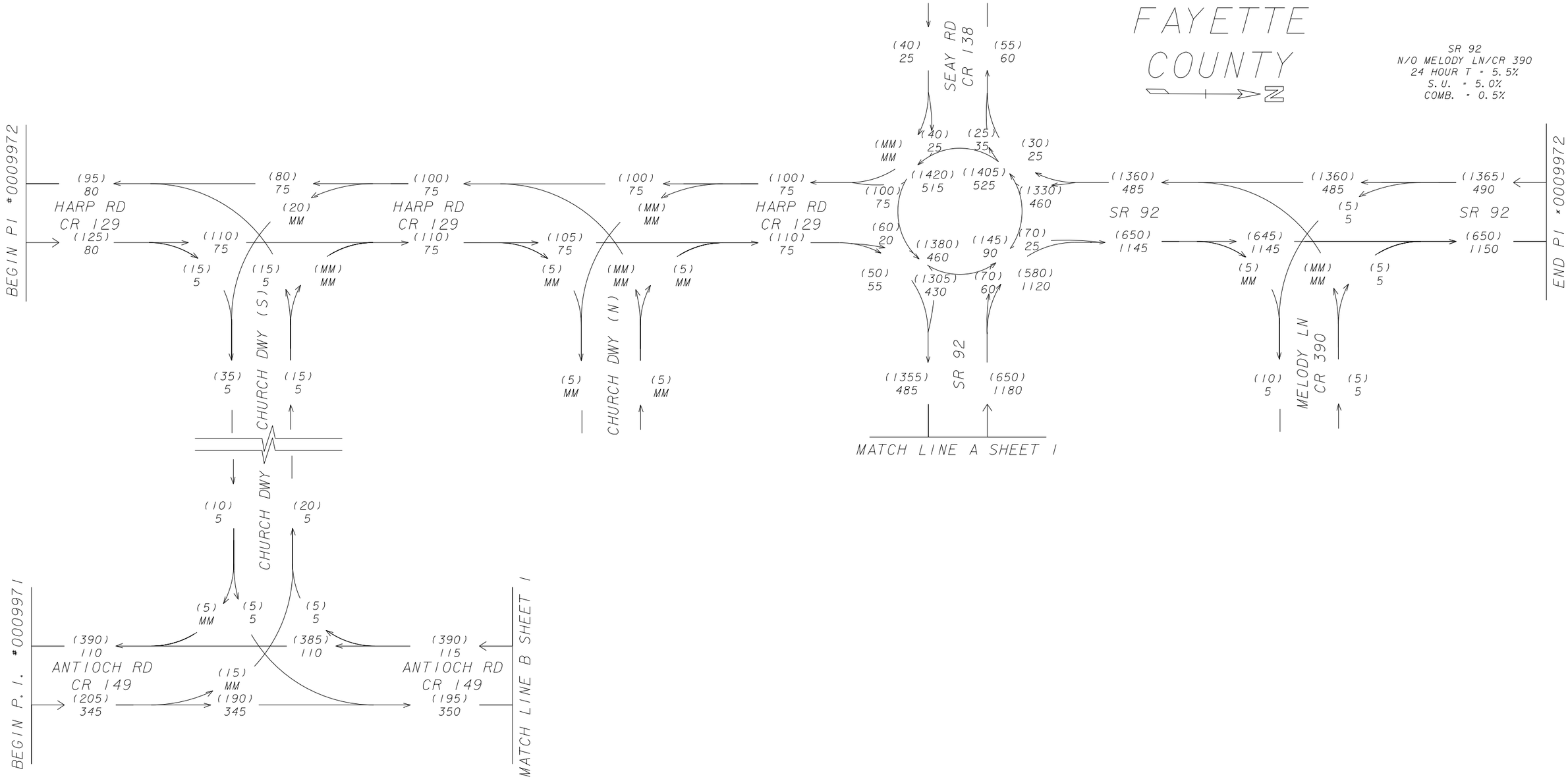
12/14/2012 GPLN

DATE$$S	TIME$$S	$PRF8$	DGN	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
$USER$		$$PENTABLE$$		GA	0009971 & 0009972	2	2

FAYETTE COUNTY

N

SR 92
N/O MELODY LN/CR 390
24 HOUR T = 5.5%
S.U. = 5.0%
COMB. = 0.5%

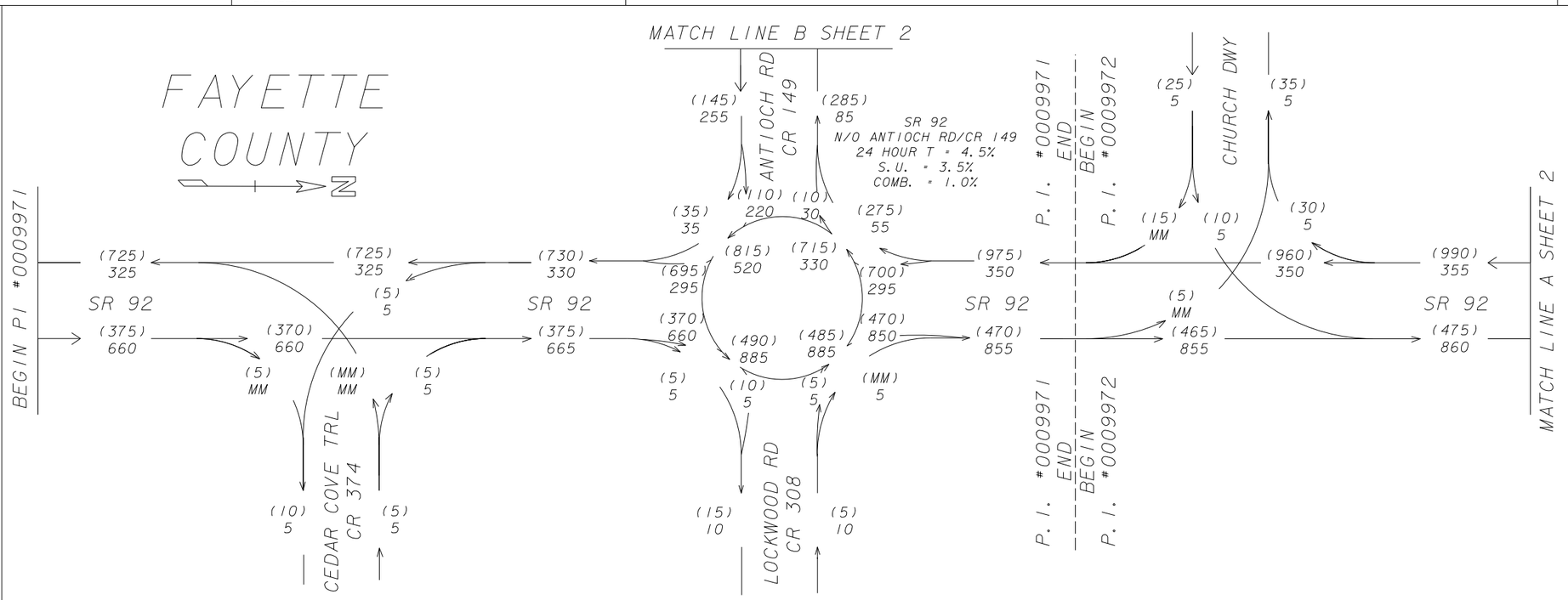


JP
6/14

P.I. #0009971 SR 92 @ CR 149/ANTIOCH RD & CR 308/LOCKWOOD RD P.I. #0009972 SR 92 @ CR 138/SEAY RD & CR 129/HARP RD	2039 PM DHV = (000) 2039 AM DHV = 000 BUILD	GRICE CONSULTING GROUP		REVISION DATES	STATE OF GEORGIA DEPARTMENT OF TRANSPORTATION OFFICE: PLANNING TRAFFIC DIAGRAM DRAWING No. 10-18

12/14/2012 GPLN

DATE$$$	TIME$$$	$PRF8$	DGN	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
$USER$		$$PENTABLE$$		GA	0009971 & 0009972	1	2



P.I. #0009971
SR 92 @ CR 149/ANTIOCH RD
& CR 308/LOCKWOOD RD
P.I. #0009972
SR 92 @ CR 138/SEAY RD
& CR 129/HARP RD

2019 PM DHV = (000)
2019 AM DHV = 000
BUILD

GRICE CONSULTING GROUP

JP
6/14

REVISION DATES		

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE: PLANNING
TRAFFIC DIAGRAM

DRAWING No. 10-19

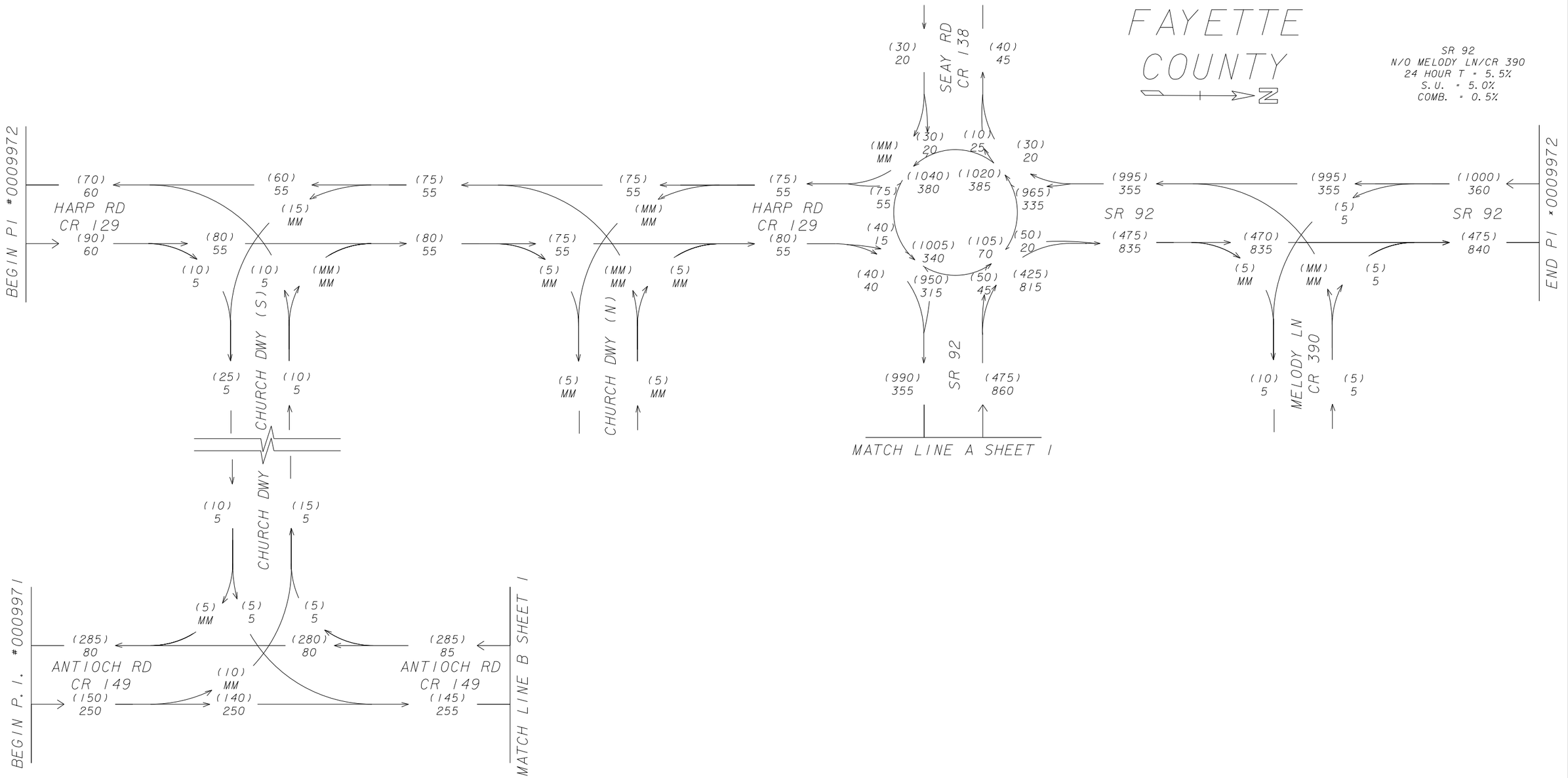
12/14/2012 GPLN

DATE$$	TIME$$	$PRF8$	DGN	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
$USER$		$$PENTABLE$$		GA	0009971 & 0009972	2	2

FAYETTE COUNTY

N

SR 92
N/O MELODY LN/CR 390
24 HOUR T = 5.5%
S.U. = 5.0%
COMB. = 0.5%



JP
6/14

P.I. #0009971
SR 92 @ CR 149/ANTIOCH RD
& CR 308/LOCKWOOD RD
P.I. #0009972
SR 92 @ CR 138/SEAY RD
& CR 129/HARP RD

2019 PM DHV = (000)
2019 AM DHV = 000
BUILD

GRICE CONSULTING GROUP

REVISION DATES		

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE: PLANNING
TRAFFIC DIAGRAM

DRAWING No.
10-20

12/14/2012 GPLN

Project Concept Report
Fayette County
PI Numbers: 0009971
0009972

Attachment 6

Capacity Analysis Summary

Capacity Summary

PI Number: 0009971
County: Fayette
Intersection: SR 92 at Antioch Rd
Model: Single-Lane Roundabout

Base Year - 2019

		AM				PM			
		LOS	Delay (sec/veh)	V/C	95% Queue (ft)	LOS	Delay (sec/veh)	V/C	95% Queue (ft)
Sidra	SR 92 NB	B	19.7	0.77	293.5	B	14.0	0.38	76.5
	SR 92 SB	B	13.2	0.29	58.3	B	13.3	0.71	263.7
	Antioch Rd	B	18.0	0.33	54.0	C	22.0	0.30	46.8
	Lockwood Rd	B	18.6	0.03	5.2	B	14.7	0.01	1.4
GDOT Roundabout Tool (HCM 2010)	SR 92 NB	D	29.0	0.86	282.0	A	9.0	0.43	58.0
	SR 92 SB	A	7.0	0.37	44.0	E	47.0	1.00	515.0
	Antioch Rd	A	9.0	0.36	43.0	B	13.0	0.32	36.0
	Lockwood Rd	A	9.0	0.03	2.0	A	6.0	0.01	1.0
GDOT Roundabout Tool (Calibrated)	SR 92 NB	C	16.0	0.73	175.0	A	7.0	0.37	46.0
	SR 92 SB	A	6.0	0.32	37.0	C	23.0	0.88	340.0
	Antioch Rd	A	7.0	0.30	33.0	A	8.0	0.24	25.0
	Lockwood Rd	A	6.0	0.02	1.0	A	4.0	0.01	0.0

Design Year - 2039

		AM				PM			
		LOS	Delay (sec/veh)	V/C	95% Queue (ft)	LOS	Delay (sec/veh)	V/C	95% Queue (ft)
Sidra	SR 92 NB	C	28.2	0.92	621.5	B	14.2	0.45	101.8
	SR 92 SB	B	13.3	0.40	86.0	B	16.8	0.97	2,174.5
	Antioch Rd	C	20.9	0.52	106.8	E	69.6	0.87	274.9
	Lockwood Rd	C	23.1	0.05	7.0	B	15.7	0.01	1.6
GDOT Roundabout Tool (HCM 2010)	SR 92 NB	F	163.0	1.30	10,004.0	B	13.0	0.62	116.0
	SR 92 SB	A	10.0	0.51	77.0	F	188.0	1.37	1,529.0
	Antioch Rd	B	15.0	0.56	91.0	D	26.0	0.59	93.0
	Lockwood Rd	B	13.0	0.04	3.0	A	7.0	0.01	1.0
GDOT Roundabout Tool (Calibrated)	SR 92 NB	F	71.0	1.07	648.0	A	10.0	0.53	84.0
	SR 92 SB	A	8.0	0.45	61.0	F	117.0	1.21	1,187.0
	Antioch Rd	A	10.0	0.45	62.0	B	14.0	0.42	53.0
	Lockwood Rd	A	8.0	0.02	2.0	A	5.0	0.01	1.0

Note: Additional traffic analyses have shown a single-lane roundabout will provide acceptable service at this intersection for 8-10 years. The roundabout will be designed so additional lanes can be added when necessary.

Capacity Summary

PI Number: 0009971

County: Fayette

Intersection: SR 92 at Antioch Rd

Model: No Build

Base Year - 2019

		AM				PM			
		LOS	Delay (sec/veh)	V/C	95% Queue (veh)	LOS	Delay (sec/veh)	V/C	95% Queue (veh)
HCS	SR 92 NB	A	8.2	0.03	0.1	B	10.7	0.02	0.1
	SR 92 SB	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	Antioch Rd	F	136.9	1.12	12.2	F	77.5	0.83	5.9
Sidra	SR 92 NB	A	4.1	0.41	5.6	A	7.7	0.24	3.5
	SR 92 SB	A	0.0	0.22	0.0	A	0.3	0.61	0.0
	Antioch Rd	F	443.4	1.81	48.2	F	357.5	1.52	24.1

Design Year - 2039

		AM				PM			
		LOS	Delay (sec/veh)	V/C	95% Queue (veh)	LOS	Delay (sec/veh)	V/C	95% Queue (veh)
HCS	SR 92 NB	A	8.6	0.04	0.1	B	13.1	0.03	0.1
	SR 92 SB	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	Antioch Rd	F	840.9	2.71	34.2	F	643.3	2.20	18.6
Sidra	SR 92 NB	A	8.4	0.57	14.3	B	14.7	0.34	7.5
	SR 92 SB	A	0.1	0.30	0.0	A	0.9	0.84	0.0
	Antioch Rd	F	1,982.5	5.14	113.5	F	1,109.1	3.17	55.4

Capacity Summary

PI Number: 0009972
County: Fayette
Intersection: SR 92 at Seay Rd
Model: Single-Lane Roundabout

Base Year - 2019

		AM				PM			
		LOS	Delay (sec/veh)	V/C	95% Queue (ft)	LOS	Delay (sec/veh)	V/C	95% Queue (ft)
Sidra	SR 92 NB	A	6.4	0.65	193.4	A	7.0	0.41	85.6
	SR 92 SB	A	6.1	0.31	50.4	A	6.8	0.81	344.4
	Seay Rd	B	12.4	0.03	3.6	C	23.0	0.11	17.8
	Harp Rd	B	11.4	0.07	9.3	C	22.3	0.26	43.8
GDOT Roundabout Tool (HCM 2010)	SR 92 NB	D	28.0	0.89	335.0	A	10.0	0.51	77.0
	SR 92 SB	A	8.0	0.38	47.0	F	67.0	1.06	644.0
	Seay Rd	A	5.0	0.03	2.0	B	12.0	0.09	8.0
	Harp Rd	A	6.0	0.08	7.0	B	14.0	0.24	24.0
GDOT Roundabout Tool (Calibrated)	SR 92 NB	C	16.0	0.78	226.0	A	8.0	0.44	61.0
	SR 92 SB	A	6.0	0.33	38.0	D	31.0	0.93	419.0
	Seay Rd	A	4.0	0.02	2.0	A	8.0	0.07	6.0
	Harp Rd	A	4.0	0.07	6.0	A	9.0	0.17	16.0

Design Year - 2039

		AM				PM			
		LOS	Delay (sec/veh)	V/C	95% Queue (ft)	LOS	Delay (sec/veh)	V/C	95% Queue (ft)
Sidra	SR 92 NB	A	7.0	0.89	650.6	A	7.4	0.57	146.5
	SR 92 SB	A	6.7	0.20	32.7	A	6.4	0.55	130.3
	Seay Rd	B	11.8	0.04	3.9	B	16.2	0.12	12.1
	Harp Rd	B	11.7	0.12	11.6	B	18.1	0.31	33.4
GDOT Roundabout Tool (HCM 2010)	SR 92 NB	F	127.0	1.23	1,080.0	C	16.0	0.71	164.0
	SR 92 SB	B	10.0	0.52	82.0	F	239.0	1.49	1,795.0
	Seay Rd	A	6.0	0.04	4.0	C	21.0	0.19	18.0
	Harp Rd	A	7.0	0.12	11.0	D	31.0	0.50	66.0
GDOT Roundabout Tool (Calibrated)	SR 92 NB	F	67.0	1.08	769.0	B	11.0	0.62	118.0
	SR 92 SB	A	8.0	0.46	64.0	F	154.0	1.30	1,430.0
	Seay Rd	A	5.0	0.03	3.0	B	12.0	0.12	11.0
	Harp Rd	A	5.0	0.10	9.0	C	15.0	0.33	36.0

Note: Additional traffic analyses have shown a single-lane roundabout will provide acceptable service at this intersection for 8-10 years. The roundabout will be designed so additional lanes can be added when necessary.

Capacity Summary

PI Number: 0009972

County: Fayette

Intersection: SR 92 at Seay Rd

Model: No Build

Base Year - 2019

		AM				PM			
		LOS	Delay (sec/veh)	V/C	95% Queue (veh)	LOS	Delay (sec/veh)	V/C	95% Queue (veh)
HCS	SR 92 NB	A	8.1	0.04	0.1	B	10.5	0.07	0.2
	SR 92 SB	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	Seay Rd	C	15.9	0.17	0.6	E	47.3	0.57	3.0
Sidra	SR 92 NB	A	6.0	0.55	11.1	A	9.5	0.36	5.7
	SR 92 SB	A	0.0	0.22	0.0	A	0.2	0.60	0.0
	Seay Rd	C	23.8	0.34	1.5	F	300.2	1.32	15.0

Design Year - 2039

		AM				PM			
		LOS	Delay (sec/veh)	V/C	95% Queue (veh)	LOS	Delay (sec/veh)	V/C	95% Queue (veh)
HCS	SR 92 NB	A	8.5	0.06	0.2	B	13.1	0.14	0.5
	SR 92 SB	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	Seay Rd	D	27.0	0.37	1.6	F	437.0	1.69	11.9
Sidra	SR 92 NB	C	17.5	0.74	24.1	C	20.1	0.55	11.7
	SR 92 SB	A	0.0	0.30	0.0	A	0.5	0.82	0.0
	Seay Rd	F	127.1	0.90	6.7	F	673.8	2.20	34.0

Project Concept Report
Fayette County
PI Numbers: 0009971
0009972

Attachment 7

Roundabout Data

Analysis for Number of Entry Lanes Based on Sum of Entering and Conflicting Traffic Volumes

SR 92 at Antioch/ Lockwood (2019)

	AM (veh/h)	PM (veh/h)
SR 92 NB	890	495
Lockwood Rd	890	485
SR 92 SB	385	990
Antioch Rd	555	850

SR 92 at Harp/Seay (2019)

	AM (veh/h)	PM (veh/h)
Harp Rd	380	1,045
SR 92 NB	885	530
SR 92 SB	405	1,050
Seay Rd	380	1,040

SR 92 at Antioch/ Lockwood (2039)

	AM (veh/h)	PM (veh/h)
SR 92 NB	1,220	675
Lockwood Rd	1,220	660
SR 92 SB	525	1,355
Antioch Rd	760	1,160

SR 92 at Harp/Seay (2039)

	AM (veh/h)	PM (veh/h)
Harp Rd	515	1,430
SR 92 NB	1,210	725
SR 92 SB	550	1,435
Seay Rd	515	1,420

Volume Range (sum of entering and conflicting volumes)	**Number of Lanes Required**
0 to 1,000 veh/h	Single-lane entry likely to be sufficient
1,000 to 1,300 veh/h	Two-lane entry may be needed Single-lane may be sufficient based upon more detailed analysis
1,300 to 1,800 veh/h	Two-lane entry likely to be sufficient
Above 1,800 veh/h	More than two entering lanes may be required A more detailed capacity evaluation should be conducted to verify lane numbers and arrangements

Source: NCHRP Report 672 Roundabouts: An Informational Guide 2nd Edition

Fayette County

"WHERE QUALITY IS A LIFESTYLE"

PUBLIC WORKS DEPARTMENT
115 McDONOUGH ROAD
FAYETTEVILLE, GEORGIA 30214
PHONE. 770-320-6010
www.fayettecountyga.gov

January 10, 2014

Mr. Michael Presley
District Traffic Engineer
Georgia Department of Transportation, District 3
115 Transportation Boulevard
Thomaston, GA 30286

RE: Fayette County – Support for consideration of a roundabout at SR 92 and Antioch Road

Dear Mr. Presley:

Thank you for identifying the intersection of SR 92 and Antioch Road as a potential safety project.

Through this intersection safety program, we understand that, if determined feasible, the Georgia Department of Transportation would fund all costs associated with project design and construction (i.e., traditional PE, ROW, UTL and CST phases) and Fayette County would be responsible for two specific items:

- The full and entire cost of the electric energy used for any lighting installed as part of the project; and
- Any maintenance costs associated with landscaping of the intersection, post-construction.

Fayette County supports the consideration of a roundabout for this intersection and agrees to the above terms but requests additional information, as it becomes available, to quantify the impacts to traffic on SR 92 and the surrounding properties. The following types of questions related to the feasibility of the project were raised during our consideration of this project:

- What is the project footprint with respect to surrounding buildings and infrastructure;
- What peak-hour delay is expected on SR 92 at the roundabout;
- Will southbound traffic back-up to the Seay Road intersection, causing an access problem;
- Can the Seay/Harp Road intersection be included as part of the project;

- How does the roundabout capacity meet future traffic projections on SR 92; and
- What will happen if SR 92 is widen to four lanes in the future?

I understand the answers to these questions are not currently available but should be addressed as part of the preliminary engineering process. We look forward to working with you as this project advances. We would like to present the results of the study at one of our meetings for public comment and stakeholder property owner comment. If the results of the feasibility study prove there is no merit to using a roundabout at the site, we can suspend the project.

Please contact Mr. Phil Mallon (770-320-6009) if there is anything County staff can do to assist with this project.

Sincerely,

Steve Brown
Chairman

Cc: Board of Commissioners
County Administrator
Director, Public Works

Fayette County

"Where Quality Is A Lifestyle"

Public Works Department
115 McDonough Road
Fayetteville, Georgia 30214
Phone: 770-320-6010
www.fayettecountyga.gov

May 9, 2014

Mr. Michael Presley
District Traffic Engineer
Georgia Department of Transportation, District 3
115 Transportation Boulevard
Thomaston, GA 30286

RE: Fayette County – Project Support for Safety Improvement at SR 92, Seay Road and Harp Road (GDOT PI 0009972)

Dear Mr. Presley,

Thank you for identifying the intersection of SR 92, Seay Road and Harp Road as a potential safety project.

Through this intersection safety program, we understand that, if determined feasible, the Georgia Department of Transportation would fund all costs associated with project design and construction (i.e., PE, ROW, UTL and CST phases) and Fayette County would be responsible for two specific items:

- The full and entire cost of the electric energy used for any lighting installed as part of the project; and
- Any maintenance costs associated with landscaping of the intersection, post-construction.

Fayette County supports the consideration of various safety and operational improvements, including a roundabout, at this location as well as the adjacent intersection of Antioch Road and SR 92 (GDOT PI 0009971). We understand the two projects are being evaluated together to explore comprehensive solutions for the area. Similar to the concerns expressed in previous correspondence, Fayette County asks that the following types of information be provided for local consideration and input before final decisions are made.

- What is the project footprint with respect to surrounding buildings and infrastructure;
- What peak-hour delays are expected with and without the improvements; and
- What will happen if SR 92 is widen to four lanes?

I understand the answers to these questions are not currently available but should be addressed as part of the preliminary engineering process. We look forward to working with you as this project advances. Please contact Mr. Phil Mallon (770-320-6010) if there is anything County staff can do to assist with this project.

Sincerely,

Steve Brown
Chairman, Fayette County Board of Commissioners

Record of Conversation No. 1

RE: PI 0009971 & 0009972, Fayette County
SR 92 at Antioch Rd and SR 92 at Harp/Seay Rd
Peer Review Meeting

Date & Time: March 30, 2015; 1:15 to 2:15 p.m.

Meeting: via webex

Attendees:

Thao Truong	678-280-2107
David Low	678-280-2105
Patrick Weaver	706-646-7575
Jason Mobley	706-646-7571

Purpose:
Get the Roundabout Peer Reviewer up to speed on what the Dept. has done so far with the project. Review alternatives and which alternatives have been discarded.

Minutes:
The PIOH will be the last Tuesday in April, April 28th.

To date there has been no participation in the project by the Environmental office and no input from them on the alternatives.

Patrick presented each alternative as currently labeled, asking for suggestions. Once the alternatives are better set, they will need help with layouts. The capacity analysis has already been done at the TMC. They suggested a hybrid with multilane entries for SR 92 for the design year.

At the Monthly Project meeting on Thursday, April 2nd we are not expected to present.

Look at alternatives, especially variations. Tie in other roads. Are there any fatal flaws? Comments?

Alternative 1A-Roundabout at existing Antioch intersection

David and Thao reviewed the 2009-2013 accident patterns. Of the 9 crashes, 5 are northbound rear-ends which will be resolved by the proposed NB left turn lane.

David asked if it was necessary to prohibit left turns onto SR 92 from Seay Road and require everyone to make a right turn, and to make a U turn at the Antioch roundabout. Three of the nine accidents involved right angles.

There is a slight vertical curve on SR 92 between Seay and the Baptist Church that restricts sight distance. Perhaps the Seay/SR 92 intersection could be raised slightly. The northbound approach to the Seay intersection is in a curve, and drivers can sometimes misperceive the speed of approaching vehicles.

Alternative 1B-Roundabout between churches and realign Antioch

Alternative 2A-Alt. 1A with Harp intersecting Antioch

Alternative 2B-Alt. 1B with Harp intersecting Antioch

David said that cul-de-sacs limit connectivity. Instead could realign Harp to intersect Seay a few hundred feet further west.

Alternative 3-2 roundabouts

Alternative 4-Roundabout at Harp/Seay Rd with Antioch intersecting Harp

Current Schedule:

Antioch, PI 0009971, is the lead project. Plan to hold all meetings for both projects together.

PM to submit the Concept on Friday, June 5, 2015. Concept to obtain approval August 11, 2015.

Request PFPR may 4, 2016. Hold PFPR June 2, 2016.

So far there has been no environmental input, which could affect the schedule.

<u>Action Items:</u>

Patrick:

Send Concept Team Meeting Minutes to GHD.

Forward response on Episcopal Church inquiry about driveway.

Verify that the crash data includes the Harp Rd at Seay Rd intersection.

Send capacity analysis to GHD.

Send Planning Level Assessment.

Send Concept Report.

Forward any relevant emails from Phil Mallon at Fayette County.

GHD to review draft concept to the point GDOT has it right now. There is still an opportunity for input.

Reserve conference and other arrangements for Mark and Thao to attend the team meeting on Thursday, April 2nd.

Roundabout Peer Review:
PI# 0009971 Fayette County, SR 92 at Antioch Road
PI# 0009972 Fayette County, SR 92 at Harp Road/Seay Road

Alternatives Evaluation Criteria Definitions and Details

Improve Intersection Safety (30%)

1. Addresses correctable accident patterns
2. Reduces the severity of accidents (reduce speeds if possible)
3. Minimizes conflict points
4. Provides near 90 degree angle of intersection
5. Provides adequate intersection sight distance
6. Adequate spacing between adjacent intersections (for queuing and driver expectancy)

Cost and Complexity (20%)

1. Cost of construction
2. Staging complexity
3. Right of Way Cost
4. Utility Relocation Cost

Environmental & Community Support (20%)

1. Avoids historic and cultural resources
2. Minimizes effect on streams and wetlands
3. Supports community values; has community support; not controversial

Connectivity & Mobility (15%)

1. Main roads used in the project are the roads that carry the highest AADT
2. Connects Antioch Road and Harp Road directly to SR 92
3. Route connectivity and continuity
    a. Minimizes traffic diversions onto local road network or cutting through properties
    b. Good EMS access (minimize cul-de-sacs or dead ends) to minimize response times
    c. Easy way-finding
4. Includes bike/ped features along Antioch, Harp & SR 92 (Fayette Co. Transportation Plan)
5. Minimizes congestion
6. Accommodates trucks and their turning path demands

Property Access / Business Impacts (15%)

1. Impact on driveways and access
2. Minimal Right of Way acquisition
3. Compatibility with local land use plans

Roundabout Peer Review:
PI# 0009971 Fayette County, SR 92 at Antioch Road
PI# 0009972 Fayette County, SR 92 at Harp Road/Seay Road

Qualitative Comparison of Alternative Roundabout Concepts

Evaluation Criteria (Importance scaled 1 to 5)	Option 1a Antioch Rbt near Lockwood (with Lt Turn Lane at Seay)	Option 2a Antioch Rbt near Lockwood; Swing Harp into Antioch	Option 3 Two Rbts on SR 92 (at Harp and Antioch)
Improve Intersection Safety 1 2 3 **4** 5	Roundabout at Antioch will improve safety, but causes Seay traffic to go out of their way. Doesn't address intersection spacing, sight distance or reduce speeds at Seay.	Roundabout at Antioch will improve safety, but causes Seay traffic to go out of their way. Doesn't address intersection spacing, sight distance or reduce speeds at Seay.	Roundabouts will address correctable accident patterns, reduce accident severity and minimize conflict points.
Cost and Complexity 1 2 **3** 4 5	Construct roundabout utilizing staged construction unless short term detours are an option. Involves no road relocation. Least cost of all options (constructing only one roundabout).	Construct roundabout utilizing staged construction unless short term detours are an option. More expensive than 1a because of relocating Harp.	Even though there is a higher construction cost for two roundabouts, there is a lower cost per roundabout to design and construct them together.
Environmental & Community Support 1 2 **3** 4 5	Consensus that something needs to be done at Antioch/SR 92 intersection. There is some community support for roundabouts.	Relocation of Harp passes through Baptist church septic drain field.	Roundabouts fit road network with less road relocations and may have more support than traditional intersections.
Connectivity & Mobility 1 **2** 3 4 5	Doesn't connect Harp directly to SR 92, and Harp carries more traffic than Seay.	It makes sense to T Harp in because Antioch carries more traffic than Harp. Cul-de-sacing N end of Harp may increase emergency response times. Harp could connect to Seay further from 92.	Excellent connectivity. Connects Antioch and Harp directly to SR 92.
Property Access/Business Impacts 1 **2** 3 4 5	Option 1a creates less impact than Options 1b or 4.	Relocation of Harp passes through Baptist church septic drain field. Find new location for drain field.	Good access. Few impacts.

Qualitative Comparison of Alternative Roundabout Concepts

Evaluation Criteria (Importance scaled 1 to 5)	Option 3a Two Rbts on SR 92 (at Seay and Antioch); Separate Harp further from 92	Option 3b Two Rbts on SR 92 (at Harp and Antioch); Swing Harp into SR 92 & Separate Seay further from 92	Option 3c Two Rbts on SR 92 (at Harp/Seay and Antioch)
Improve Intersection Safety 1 2 3 **4** 5	Roundabouts will address correctable accident patterns, reduce accident severity and minimize conflict points.	Roundabouts will address correctable accident patterns, reduce accident severity and minimize conflict points.	Roundabouts will address correctable accident patterns, reduce accident severity and minimize conflict points.
Cost and Complexity 1 2 **3** 4 5	Construct roundabout utilizing staged construction unless short term detours are an option. Higher construction cost for two roundabouts and relocating Harp.	Construct roundabout utilizing staged construction unless short term detours are an option. Higher construction cost for two roundabouts and relocating Seay.	Construct roundabout utilizing staged construction unless short term detours are an option. Higher construction cost for two roundabouts.
Environmental & Community Support 1 2 **3** 4 5	Roundabouts fit road network with less road relocations and may have more support than traditional intersections.	Roundabouts fit road network with less road relocations and may have more support than traditional intersections.	Roundabouts fit road network with less road relocations and may have more support than traditional intersections.
Connectivity & Mobility 1 **2** 3 4 5	Connects Antioch directly to SR 92.	Connects Antioch and Harp directly to SR 92.	Connects Antioch and Harp directly to SR 92.
Property Access/Business Impacts 1 2 **3** 4 5	Relocation of Harp affects properties.		

GHD, Inc.,
5325 Wall Street, Suite 2305
T 608 249 4545 F 608 249 4402
E madison@ghd.com W www.ghd.com

SR 92 AT ANTIOCH AND HARP

FAYETTE COUNTY

HORIZONTAL LAYOUT (Ellipse 2)

SCALE
0 100 200

Plot Date: $$...plottingdate...$$ File Name: $$....designfile....$$

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SR 92 AT ANTIOCH AND HARP

FAYETTE COUNTY

HORIZONTAL LAYOUT 3c

SCALE
0 100 200

Plot Date: $$...plottingdate...$$ File Name: $$....designfile....$$

APPENDIX B

FAYETTE COUNTY, GEORGIA

Seay Road/Harp Road and SR 92

ARCADY OPERATIONAL ANALYSIS DOCUMENTATION

2029 – AM Peak Period

Volumes

From \ To	1st exit	2nd exit	3rd exit	U-Turn	Total
SR 92 SB	26.000	34.000	360.000	0.000	420.00
Seay EB	0.000	20.000	3.000	0.000	23.00
Harp NB	40.000	18.000	7.000	0.000	65.00
SR 92 WB	969.000	20.000	31.000	0.000	1020.00
Total	1035.00	92.00	401.00	0.00	-

Truck Percentages

From \ To	1st exit	2nd exit	3rd exit	U-Turn	Average
SR 92 SB	5.5	5.5	5.5	5.5	5.50
Seay EB	5.5	5.5	5.5	5.5	5.50
Harp NB	5.5	5.5	5.5	5.5	5.50
SR 92 WB	5.5	5.5	5.5	5.5	5.50
Average	5.50	5.50	5.50	5.50	-

Geometry and Analysis Results

Leg	SR 92 SB	Seay EB	Harp NB	SR 92 WB
V - Approach road half-width (ft)	12.00	12.00	12.00	12.00
E - Entry width (ft)	14.00	14.00	14.00	14.00
l' - Effective flare length (ft)	130.00	130.00	130.00	130.00
R - Entry radius (ft)	75.00	75.00	75.00	75.00
D - Inscribed circle diameter (ft)	145.00	145.00	145.00	145.00
PHI - Conflict (entry) angle (deg)	20.00	20.00	20.00	20.00
Exit Only	☐	☐	☐	☐
Leg Has Bypass	☐	☐	☑	☐
Percentage Intercept Adjustment (%)	90.00	90.00	90.00	90.00
Average Demand (Veh/hr)	420.00	23.00	65.00	1020.00
Max V/C Ratio	0.42	0.03	0.03	1.00
Max Delay (s)	5.60	4.24	4.13	76.39
Max LOS	A	A	A	F
Max 95th percentile Queue (Veh)	1.00	~1	~1	82.00

2029 – PM Peak Period

Volumes

From \ To	1st exit	2nd exit	3rd exit	U-Turn	Total
SR 92 SB	24.000	47.000	1107.000	0.000	1178.00
Seay EB	0.000	19.000	16.000	0.000	35.00
Harp NB	47.000	42.000	7.000	0.000	96.00
SR 92 WB	507.000	17.000	39.000	0.000	563.00
Total	578.00	125.00	1169.00	0.00	-

Truck Percentages

From \ To	1st exit	2nd exit	3rd exit	U-Turn	Average
SR 92 SB	5.5	5.5	5.5	5.5	5.50
Seay EB	5.5	5.5	5.5	5.5	5.50
Harp NB	5.5	5.5	5.5	5.5	5.50
SR 92 WB	5.5	5.5	5.5	5.5	5.50
Average	5.50	5.50	5.50	5.50	-

Geometry and Analysis Results

Leg	SR 92 SB	Seay EB	Harp NB	SR 92 WB
V - Approach road half-width (ft)	12.00	12.00	12.00	12.00
E - Entry width (ft)	14.00	14.00	14.00	14.00
l' - Effective flare length (ft)	130.00	130.00	130.00	130.00
R - Entry radius (ft)	75.00	75.00	75.00	75.00
D - Inscribed circle diameter (ft)	145.00	145.00	145.00	145.00
PHI - Conflict (entry) angle (deg)	20.00	20.00	20.00	20.00
Exit Only	☐	☐	☐	☐
Leg Has Bypass	☐	☐	☑	☐
Percentage Intercept Adjustment (%)	90.00	90.00	90.00	90.00
Average Demand (Veh/hr)	1178.00	35.00	96.00	563.00
Max V/C Ratio	1.18	0.08	0.10	0.56
Max Delay (s)	348.32	7.80	7.59	7.51
Max LOS	F	A	A	A
Max 95th percentile Queue (Veh)	173.00	~1	~1	1.00

APPENDIX A

FAYETTE COUNTY, GEORGIA

Antioch Road and SR 92

ARCADY OPERATIONAL ANALYSIS DOCUMENTATION

2029 – AM Peak Period

Volumes

From \ To	1st exit	2nd exit	3rd exit	U-Turn	Total
SR 92 SB	65.000	345.000	5.000	0.000	415.00
Antioch	43.000	0.000	260.000	0.000	303.00
SR 92 NB	5.000	750.000	35.000	0.000	790.00
Lockwood	5.000	0.000	5.000	0.000	10.00
Total	118.00	1095.00	305.00	0.00	-

Truck Percentages

From \ To	1st exit	2nd exit	3rd exit	U-Turn	Average
SR 92 SB	4.5	4.5	4.5	4.5	4.50
Antioch	4.5	4.5	4.5	4.5	4.50
SR 92 NB	4.5	4.5	4.5	4.5	4.50
Lockwood	4.5	4.5	4.5	4.5	4.50
Average	4.50	4.50	4.50	4.50	-

Geometry and Analysis Results

Leg	SR 92 SB	Antioch	SR 92 NB	Lockwood
V - Approach road half-width (ft)	12.00	12.00	12.00	12.00
E - Entry width (ft)	14.00	14.00	14.00	14.00
l' - Effective flare length (ft)	130.00	130.00	130.00	130.00
R - Entry radius (ft)	75.00	75.00	75.00	75.00
D - Inscribed circle diameter (ft)	145.00	145.00	145.00	145.00
PHI - Conflict (entry) angle (deg)	20.00	20.00	20.00	20.00
Exit Only	☐	☐	☐	☐
Leg Has Bypass	☐	☐	☐	☐
Percentage Intercept Adjustment (%)	90.00	90.00	90.00	90.00
Average Demand (Veh/hr)	415.00	303.00	790.00	10.00
Max V/C Ratio	0.41	0.36	0.88	0.02
Max Delay (s)	5.38	6.06	29.45	7.43
Max LOS	A	A	D	A
Max 95th percentile Queue (Veh)	1.00	1.00	25.00	~1

2029 – PM Peak Period

Volumes

From \ To	1st exit	2nd exit	3rd exit	U-Turn	Total
SR 92 SB	325.000	817.000	13.000	0.000	1155.00
Antioch	43.000	0.000	128.000	0.000	171.00
SR 92 NB	5.000	427.000	13.000	0.000	445.00
Lockwood	0.000	0.000	5.000	0.000	5.00
Total	373.00	1244.00	159.00	0.00	-

Truck Percentages

From \ To	1st exit	2nd exit	3rd exit	U-Turn	Average
SR 92 SB	4.5	4.5	4.5	4.5	4.50
Antioch	4.5	4.5	4.5	4.5	4.50
SR 92 NB	4.5	4.5	4.5	4.5	4.50
Lockwood	4.5	4.5	4.5	4.5	4.50
Average	4.50	4.50	4.50	4.50	-

Geometry and Analysis Results

Leg	SR 92 SB	Antioch	SR 92 NB	Lockwood
V - Approach road half-width (ft)	12.00	12.00	12.00	12.00
E - Entry width (ft)	14.00	14.00	14.00	14.00
l' - Effective flare length (ft)	130.00	130.00	130.00	130.00
R - Entry radius (ft)	75.00	75.00	75.00	75.00
D - Inscribed circle diameter (ft)	145.00	145.00	145.00	145.00
PHI - Conflict (entry) angle (deg)	20.00	20.00	20.00	20.00
Exit Only	☐	☐	☐	☐
Leg Has Bypass	☐	☐	☐	☐
Percentage Intercept Adjustment (%)	90.00	90.00	90.00	90.00
Average Demand (Veh/hr)	1155.00	171.00	445.00	5.00
Max V/C Ratio	1.12	0.28	0.46	0.01
Max Delay (s)	212.88	7.30	6.28	4.56
Max LOS	F	A	A	A
Max 95th percentile Queue (Veh)	137.00	~1	200.00	200.00

Project Concept Report
Fayette County
PI Numbers: 0009971
0009972

Attachment 8

Concept Level Hydrology Study for MS4 Permit

Municipal Separate Storm Sewer System (MS4) Evaluation Form

Project:			
P.I. No.:	**0009971 & 0009972**		
County:	**Fayette**		
Description:	**SR 92 at Antioch Rd/Lockwood Rd & SR 92 at Harp Rd/Seay Rd**		
		Yes	**No**
1. Does the project lie in a Phase I or Phase II MS4 County/Municipality?		Yes	
(if yes, then continue with the check list questions) (if no, then project **does not require** MS4 Post Construction BMP's)			
2. Does the project lie on a State Route facility?		Yes	
(if yes, then project **does require** MS4 Post Construction BMP's)			
3. Does Project disturb less than 1 acre?			No
(if yes, then project **does not require** MS4 Post Construction BMP's)			
4. Does the project discharge water soley as sheet flow?			No
(if yes, then project **does not require** MS4 Post Construction BMP's)			
5. Does the area of impervious surface decrease or remain unchanged?			No
(if yes, then project **does not require** MS4 Post Construction BMP's)			
6. Was the environmental document approved prior to June 30, 2012?			No
(if yes, then project **does not require** MS4 Post Construction BMP's)			
7. Were the R/W plans approved prior to June 30, 2012?			No
(if yes, then project **does not require** MS4 Post Construction BMP's)			

Summary:

This project does not meet any of the project level exclusions and will required BMPs. Water quality is the most critical stormwater criteria with the increase in impervious area for most of the drainage areas. Only Drainage Area 1 has a post construction runoff greater than 2 ft^3/s and will require channel protection. Drainage Area 4 has a negligible increase in impervious area of 0.02 acres and will not require any BMPs. Much of the shoulder is changing from rural to curb and gutter, eliminating BMPs such as a filter strip and bioslope. To minimize cost and avoid relocations, either a grass channel or dry enhanced swale along SR 92 will be used to treat runoff.

Link to MS4 Implementation Letter

Link to MS4 Supplemental Guidelines Letter

Link to MS4 Guidelines

Notes:

Municipal Separate Storm Sewer System (MS4)
Evaluation Form

Project:	
P.I. No.:	**0009971 & 0009972**
County:	**Fayette**
Description:	**SR 92 at Antioch Rd/Lockwood Rd & SR 92 at Harp Rd/Seay Rd**

Symbol	WQ_V	$Cp_v = V_S$	Q_{P25}	Q_f
Storm		(1-Year)	(25-Year)	(100-Year)
Outfall 1				
Pre-developed		0.21	13.50	6.91
Post-developed	0.02	0.20	13.15	6.77
Outfall 2				
Pre-developed		0.19	13.83	6.04
Post-developed	0.03	0.17	12.92	5.77
Outfall 3				
Pre-developed		0.31	19.86	6.88
Post-developed	0.02	0.25	17.43	6.31
Outfall 4				
Pre-developed		0.03	2.24	6.74
Post-developed	0.00	0.02	1.75	5.71
Outfall 5				
Pre-developed		0.15	10.24	6.37
Post-developed	0.05	0.13	9.21	5.91
Outfall 6				
Pre-developed		0.11	7.22	6.61
Post-developed	0.02	0.08	5.91	5.78

Description	**Symbol**
Water Quality Volume (acre-feet)	**WQ_V**
Channel Protection Storage (acre-feet)	**$Cp_v = V_S$**
Overbank Flood Protection (acre-feet)	**Q_{P25}**
Extreme Flood Protection (acre-feet)	**Q_f**

6/22/2015 4:37:32 PM USER:01021242	GPLOT-V8 gplotborder-V8i-PO-color.tbl	Concept Layout 200 Scale.dgn	STATE GA	PROJECT NUMBER FAYETTE 0009971 & 0009972	SHEET NO.	TOTAL SHEETS

GEORGIA
DEPARTMENT OF TRANSPORTATION

SCALE IN FEET
0 200 400 800

REVISION DATES

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE: DISTRICT 3 DESIGN

OUTFALLS

SR92 AT ANTIOCH RD/LOCKWOOD RD & SEAY RD/HARP RD

DRAWING No.

12/14/2012 GPLN

Project Concept Report
Fayette County
PI Numbers: 0009971
0009972

Attachment 9

Pavement Design

Flexible Pavement Design Analysis

PI Number	0009971	**County(s)**	Fayette
Project Number	0009972	**Design Name**	SR 92
Project Description	SR 92 @ Antioch Rd and SR 92 @ Seay/Harp Rd		

Traffic Data (AADTs are one-way)						**Miscellaneous Data**	
Initial Design Year	2019	**Initial AADT, VPD**	7,725	**24 Hour Truck %**	4.00	**Lanes in one direction**	2
Final Design Year	2039	**Final AADT, VPD**	10,625	**SU Truck %**	3.00	**Curb & Gutter/Barrier**	No
		Mean AADT, VPD	9,175	**MU Truck %**	1.00		

Design Data					
Lane Distribution Factor (%)	70.00	**Soil Support Value**	2.50	**Single Unit ESAL**	0.40
Terminal Serviceability Index	2.50	**Regional Factor**	1.60	**Multiple Unit ESAL**	1.50
		User Defined 18-KIP ESAL	0.84	**Calculated 18-KIP ESAL**	0.68
Non-Standard Value Comment					

Design Loading (Calculated 18-KIP ESAL)					
Mean AADT, VPD	**LDF (%)**	**Vehicle Type**	**Volume (%)**	**ESAL Factor**	**Daily ESAL**
9,175	70.00	Single Unit Truck	3.00	0.40	78
		Multi Unit Truck	1.00	1.50	97
				Total Daily ESALs	175
				Total Design Period ESALs	1,277,500

Proposed Flexible Full Depth Pavement Structure				
Course	**Material**	**Thickness (inches)**	**Structural Coefficient**	**Structural Value**
Course 1	12.5 mm Superpave	1.50	0.4400	0.66
Course 2	19 mm Superpave	2.00	0.4400	0.88
Course 3	25 mm Superpave	1.00	0.4400	0.44
		2.00	0.3000	0.60
Course 4	Graded Aggregate Base	12.00	0.1600	1.92

Required SN	4.71	**Proposed pavement is 4.38% Underdesigned**	**Proposed SN**	4.50

Design Remarks	

Prepared By 6/12/2015 1:20 PM

Patrick Weaver, EIT Civil Engineer 2 **Date**

Recommended By

State Roadway Design Engineer **Date**

Approved By

State Pavement Engineer **Date**

Filename: C:\Users\01021242\Desktop\Roadway Design\Fayette 0009971 0009972\Projectwise\Pavement Design Fayette 0009971.xlsm

GDOT Pavement Design Tool - Version 2.0

Flexible Pavement Design Analysis

PI Number	0009971	**County(s)**	Fayette
Project Number	0009972	**Design Name**	Antioch Rd
Project Description	SR 92 @ Antioch Rd and SR 92 @ Seay/Harp Rd		

Traffic Data (AADTs are one-way)						**Miscellaneous Data**	
Initial Design Year	2019	**Initial AADT, VPD**	2,500	**24 Hour Truck %**	4.00	**Lanes in one direction**	1
Final Design Year	2039	**Final AADT, VPD**	3,450	**SU Truck %**	3.00	**Curb & Gutter/Barrier**	No
		Mean AADT, VPD	2,975	**MU Truck %**	1.00		

Design Data					
Lane Distribution Factor (%)	100.00	**Soil Support Value**	2.50	**Single Unit ESAL**	0.40
Terminal Serviceability Index	2.50	**Regional Factor**	1.60	**Multiple Unit ESAL**	1.50
		User Defined 18-KIP ESAL	0.73	**Calculated 18-KIP ESAL**	0.68
Non-Standard Value Comment					

Design Loading (Calculated 18-KIP ESAL)					
Mean AADT, VPD	**LDF (%)**	**Vehicle Type**	**Volume (%)**	**ESAL Factor**	**Daily ESAL**
2,975	100.00	Single Unit Truck	3.00	0.40	36
		Multi Unit Truck	1.00	1.50	45
				Total Daily ESALs	81
				Total Design Period ESALs	591,300

Proposed Flexible Full Depth Pavement Structure				
Course	**Material**	**Thickness (inches)**	**Structural Coefficient**	**Structural Value**
Course 1	12.5 mm Superpave	1.50	0.4400	0.66
Course 2	19 mm Superpave	2.00	0.4400	0.88
Course 3	25 mm Superpave	1.00	0.4400	0.44
		2.00	0.3000	0.60
Course 4	Graded Aggregate Base	10.00	0.1600	1.60

Required SN	4.19	**Proposed pavement is 0.28% Underdesigned**	**Proposed SN**	4.18

Design Remarks	

Prepared By 6/12/2015 1:21 PM

Patrick Weaver, EIT Civil Engineer 2 **Date**

Recommended By

State Roadway Design Engineer **Date**

Approved By

State Pavement Engineer **Date**

Filename: C:\Users\01021242\Desktop\Roadway Design\Fayette 0009971 0009972\Projectwise\Pavement Design Fayette 0009971.xlsm

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Flexible Pavement Design Analysis

PI Number	0009971	**County(s)**	Fayette
Project Number	0009972	**Design Name**	Seay Rd
Project Description	SR 92 @ Antioch Rd and SR 92 @ Seay/Harp Rd		

Traffic Data (AADTs are one-way)						**Miscellaneous Data**	
Initial Design Year	2019	**Initial AADT, VPD**	1,150	**24 Hour Truck %**	4.00	**Lanes in one direction**	1
Final Design Year	2039	**Final AADT, VPD**	1,600	**SU Truck %**	3.00	**Curb & Gutter/Barrier**	No
		Mean AADT, VPD	1,375	**MU Truck %**	1.00		

Design Data					
Lane Distribution Factor (%)	100.00	**Soil Support Value**	2.50	**Single Unit ESAL**	0.40
Terminal Serviceability Index	2.50	**Regional Factor**	1.60	**Multiple Unit ESAL**	1.50
		User Defined 18-KIP ESAL	0.73	**Calculated 18-KIP ESAL**	0.68
Non-Standard Value Comment					

Design Loading (User Provided 18-KIP ESAL Factor)					
Mean AADT, VPD	**LDF (%)**	**Vehicle Type**	**Volume (%)**	**ESAL Factor**	**Daily ESAL**
1,375	100.00	24 Hour Truck	4.00	0.73	41
				Total Design Period ESALs	299,300

Proposed Flexible Full Depth Pavement Structure				
Course	**Material**	**Thickness (inches)**	**Structural Coefficient**	**Structural Value**
Course 1	9.5 mm Type II Superpave	1.25	0.4400	0.55
Course 2	12.5 mm Superpave	2.00	0.4400	0.88
Course 3	25 mm Superpave	1.25	0.4400	0.55
		1.75	0.3000	0.53
Course 4	Graded Aggregate Base	6.00	0.1600	0.96

Required SN	3.76	**Proposed pavement is 7.75% Underdesigned**	**Proposed SN**	3.47

Design Remarks	

Prepared By 6/12/2015 1:24 PM

Patrick Weaver, EIT Civil Engineer 2 **Date**

Recommended By

State Roadway Design Engineer **Date**

Approved By

State Pavement Engineer **Date**

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GDOT Pavement Design Tool - Version 2.0

Flexible Pavement Design Analysis

PI Number	0009971	**County(s)**	Fayette
Project Number	0009972	**Design Name**	Harp Rd
Project Description	SR 92 @ Antioch Rd and SR 92 @ Seay/Harp Rd		

Traffic Data (AADTs are one-way)						**Miscellaneous Data**	
Initial Design Year	2019	**Initial AADT, VPD**	775	**24 Hour Truck %**	4.00	**Lanes in one direction**	1
Final Design Year	2039	**Final AADT, VPD**	1,050	**SU Truck %**	3.00	**Curb & Gutter/Barrier**	No
		Mean AADT, VPD	913	**MU Truck %**	1.00		

Design Data					
Lane Distribution Factor (%)	100.00	**Soil Support Value**	2.50	**Single Unit ESAL**	0.40
Terminal Serviceability Index	2.50	**Regional Factor**	1.60	**Multiple Unit ESAL**	1.50
		User Defined 18-KIP ESAL	0.73	**Calculated 18-KIP ESAL**	0.68
Non-Standard Value Comment					

Design Loading (User Provided 18-KIP ESAL Factor)					
Mean AADT, VPD	**LDF (%)**	**Vehicle Type**	**Volume (%)**	**ESAL Factor**	**Daily ESAL**
913	100.00	24 Hour Truck	4.00	0.73	27
				Total Design Period ESALs	197,100

Proposed Flexible Full Depth Pavement Structure				
Course	**Material**	**Thickness (inches)**	**Structural Coefficient**	**Structural Value**
Course 1	9.5 mm Type I Superpave	1.25	0.4400	0.55
Course 2	19 mm Superpave	2.00	0.4400	0.88
Course 3	25 mm Superpave	1.25	0.4400	0.55
		1.75	0.3000	0.53
Course 4	Graded Aggregate Base	6.00	0.1600	0.96

Required SN	3.51	**Proposed pavement is 1.41% Underdesigned**	**Proposed SN**	3.47

Design Remarks	

Prepared By 6/12/2015 1:21 PM

Patrick Weaver, EIT Civil Engineer 2 **Date**

Recommended By

State Roadway Design Engineer **Date**

Approved By

State Pavement Engineer **Date**

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GDOT Pavement Design Tool - Version 2.0

Flexible Pavement Design Analysis

PI Number	0009971	**County(s)**	Fayette
Project Number	0009972	**Design Name**	Lockwood Rd
Project Description	SR 92 @ Antioch Rd and SR 92 @ Seay/Harp Rd		

Traffic Data (AADTs are one-way)						**Miscellaneous Data**	
Initial Design Year	2019	**Initial AADT, VPD**	75	**24 Hour Truck %**	4.00	**Lanes in one direction**	1
Final Design Year	2039	**Final AADT, VPD**	100	**SU Truck %**	3.00	**Curb & Gutter/Barrier**	No
		Mean AADT, VPD	88	**MU Truck %**	1.00		

Design Data					
Lane Distribution Factor (%)	100.00	**Soil Support Value**	2.50	**Single Unit ESAL**	0.40
Terminal Serviceability Index	2.50	**Regional Factor**	1.60	**Multiple Unit ESAL**	1.50
		User Defined 18-KIP ESAL	0.51	**Calculated 18-KIP ESAL**	0.68
Non-Standard Value Comment					

Design Loading (Calculated 18-KIP ESAL)					
Mean AADT, VPD	**LDF (%)**	**Vehicle Type**	**Volume (%)**	**ESAL Factor**	**Daily ESAL**
88	100.00	Single Unit Truck	3.00	0.40	2
		Multi Unit Truck	1.00	1.50	2
				Total Daily ESALs	4
				Total Design Period ESALs	29,200

Proposed Flexible Full Depth Pavement Structure				
Course	**Material**	**Thickness (inches)**	**Structural Coefficient**	**Structural Value**
Course 1	12.5 mm Superpave	1.50	0.4400	0.66
Course 2	19 mm Superpave	2.00	0.4400	0.88
Course 3	Graded Aggregate Base	6.00	0.1600	0.96

Required SN	2.56	**Proposed pavement is 2.17% Underdesigned**	**Proposed SN**	2.50

Design Remarks	

Prepared By 6/12/2015 1:31 PM

Patrick Weaver, EIT Civil Engineer 2 **Date**

Recommended By

State Roadway Design Engineer **Date**

Approved By

State Pavement Engineer **Date**

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GDOT Pavement Design Tool - Version 2.0

Project Concept Report
Fayette County
PI Numbers: 0009971
0009972

Attachment 10

Concept Utility Report

Original Version: May 24, 2013

Concept Utility Report

Project Number: N/A

District: 3

County: Fayette

Prepared by: Tyler Peek

P.I. # 0009971/0009971

Date: January 23, 2015

Project Description: SR 92 @ CR 149/Antioch Road & CR 308/Lockwood Road; SR 92 @ CR 138/Seay Road & CR 129/Harp Road

The information provided herein has been gathered from Georgia811and/or field visits and serves as an estimate. Nothing contained in this report is to be used as a substitute for 1st Submission or SUE.

Are SUE services recommended? Yes Level: ☐A ☐B ☐C ☒D

Public Interest Determination (PID): ☐ Automatic ☐ Mandatory ☐ Consideration

☒ No Use ☐ Exempt

Is a separate utility funding phase recommended? No

Existing Facilities: Coweta-Fayette EMC, Comcast, BellSouth, Atlanta Gas Light, Fayette County Water

Potential Project (Schedule/Budget) Impacts: Impacts to the BellSouth cross box will cause additional time for relocation and adjustment in construction; additionally, it will cause additional reimbursable cost if the facility is located outside the R/W.

Capital Improvement Projects (Utilities) Anticipated in the Area: N/A

Project Specific Recommendations for Avoidance/Mitigation: Recommend avoiding BellSouth cross box on the north side of Seay Road (across from Harp Road intersection). Recommend avoiding water vault at the church, just north of the driveway at SR 92 - this would be a reimbursable cost.

Right of Way Coordination: Purchase permanent easements with the right to place utilities. Power lines will require 30' of clearing width - which may likely cause power company to obtain easements behind the State Route R/W or permanent easement.

Environmental Coordination: Account for utility relocations in the environmental document and ensure that such activities are permitted within ESAs if necessary.

Original Version: May 24, 2013

The following utilities have facilities within the project limits. Utilities have been located using Georgia811 and/or field visits.

Utility Owner	Existing Facilties/Appurtenances	Approximate Limits (Station/Offset)	Reimbursable cost (est.)	Non-reimbursable cost (est.)	Facilities to Avoid (Station/Offset)	Facility Retention Recommended	Comments
Coweta-Fayette EMC	Overhead power lines/poles	Entire project	**$54,000.00**	**$216,000.00**			
BellSouth d/b/a AT&T	Overhead and underground fiber and cable	Entire project		**$68,000.00**	Cross box on north side of Seay Road		
Comcast	Overhead cable	Entire project		**$57,000.00**			
Atlanta Gas Light	Underground natural gas line	Entire project		**$55,000.00**			
Fayette County Water	Underground water line, water vault at church	Entire project	**$45,000.00**	**$200,000.00**	Vault at church, north of drive at SR 92		

Project Concept Report
Fayette County
PI Numbers: 0009971
0009972

Attachment 11

Project Team Initiation Process (PTIP) Minutes

Georgia Department of Transportation

SUBJECT: SR 92 @ CR 149/Antioch Rd & CR 308/ Lockwood Rd
MEETING DATE: March 26, 2014
LOCATION: G.O. 24th Floor Conference Room
P.I.: 0009971

Name	Organization	Phone No.	Email Address
Justin A. Banks	GDOT – Office of Program Delivery	404-631-1153	jubanks@dot.ga.gov
Jason Mobley	GDOT – District 3 Design	706-646-7571	jmobley@dot.ga.gov
Michael Turpeau Jr	GDOT – Office of Traffic Operations	404-635-2831	mturpeau@dot.ga.gov
Joshua Waddell	GDOT – District 3 Design	706-646-7571	jowaddell@dot.ga.gov
Rich Cobb	GDOT – Survey	404-805-7849	rcobb@dot.ga.gov
Lakeshia Osborn	GDOT – Office of Traffic Operations	404-635-2464	losborn@dot.ga.gov
Eric Duff	GDOT – Office of Environmental Services	404-631-1071	eduff@dot.ga.gov
Rhonda Barnett	GDOT – Office of Right of Way	404-347-0196	rbarnett@dot.ga.gov
Keith Posey	GDOT – Office of Design Policy and Support	404-631-1219	kposey@dot.ga.gov
Glenn Bowman	GDOT –Engineering	404-631-1519	gbowman@dot.ga.gov
Krystal Stovall-Dixon	GDOT – Office of Program Delivery	404-631-1572	kstovall-dixon@dot.ga.gov
Dan Pass	GDOT – District 3 Preconstruction	706-646-6987	dpass@dot.ga.gov
Michael Presley	GDOT – District 3 Traffic Operations	706-646-6676	mpressley@dot.ga.gov
Tyler Peek	GDOT – District 3 Utilities	706-646-7605	tpeek@dot.ga.gov
Greg Smith	GDOT – District 3 Location	706-646-7582	grsmith@dot.ga.gov

MEETING MINUTES

- The Project Manager welcomed all the attendees in the room and video conference.

- The Project Manager initiated attendees to Introduce themselves

- Project Scope - Each office will discuss the major tasks associated with the scope of services and any additional scope required.

  Roadway Design (D3)

  The financial building will be in conflict of the design, the business is concerned
  It would be good to evaluate this project with 0009972. Improving one intersection, could improve the other.
  Peer review will be required for the roundabout

  Environmental

  In NHARGIS, there is a historical property located south of the intersection and if so the building could place Env on the critical path.
  It is dated 1912 and needs to be evaluated.
  Need to speak with the property owners to see if they restored the building, hopefully it will be no adverse effects.

  Right-of-Way

  If there are approximately 4 parcels, acquisition time should take 12 months
  A ROW phase needs to be added to the project

  Survey

  A request letter needs to be sent
  A decision needs to be made to see if this project and 0009972 will be done together. This will allow the crew to only go out once.

  Traffic Operations

  Local support documentation is available for the project.
  A roundabout feasibility study will need to be completed

  Utilities

  There are approximately 7 utilities at the intersection
  Durations for 1st/2nd Submission are appropriate for this type of project.
  We would recommend SUE on this project
  Approximately 8 weeks prior to the PFPR and concurrent with SUE confirmation, we will be requesting a preliminary routing plan from the utilities – not sure if this can be added to the schedule template but that would be preferred.

We would recommend more time (30 days) between 2nd Submission end date and FFPR request date to allow for incorporation of utility files into the FFPR plans.
As it relates to lighting, the 2nd Submission plans must include – at a minimum – proposed lighting pole locations and service points.
Please advise if this project is twinned/let together with PI 0009972. It may be that we could do SUE, preliminary routing, and 2nd Submission on both projects at the same time.

- Initial Recommendations for Consultant/In-House Resources
  - Roadway Design – In-House
  - Environmental - In-House
  - Survey - In-House
  - Right of Way - In-House (could change by acquisition time though)
  - Lighting Plans – consultant
  - Roundabout Peer Review - consultant

- Comments on the Schedule
  - PFPR could be moved up on the schedule to be held before the Environmental Document would be complete.
  - Lighting Plan review time will be needed.
  - A peer review tasks will run concurrent with other tasks. Some items may need to be added.

- Additional Comments & Concerns from Attendees
  - No lighting development of lighting plans have been added to the budget (PE) should be around 30k-40k for one intersection and 50k-60k for both
  - Peak hour counts should take place on Sundays because of the amount of churches located in the area.
  - Traffic Ops was concerned if the projects would still be done in-house if PI 0009972 was twinned with this project. All participants said that it would.
  - Traffic Ops will need Local support for 0009972 since funds are available.

- Expected Deliverables and Timeframe for Receipt
  - Schedule Comments and Man-hours should be received within 3 weeks

SUBJECT: SR 92 @ CR 138/Seay Rd & CR 129/Harp Rd
MEETING DATE: June 24, 2014
LOCATION: G.O. 24th Floor Conference Room
P.I.: 0009972

Name	Organization	Phone No.	Email Address
Justin A. Banks	GDOT – Office of Program Delivery	404-631-1153	jubanks@dot.ga.gov
Jason Mobley	GDOT – District 3 Design	706-646-7571	jmobley@dot.ga.gov
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Eric Duff	GDOT – Office of Environmental Services	404-631-1071	eduff@dot.ga.gov
Ricardo Maxwell	GDOT – Office of Right of Way	404-347-0208	rmaxwell@dot.ga.gov
Kim Phillips	GDOT – Office of Design Policy and Support	404-631-1775	kiphillips@dot.ga.gov
Tyler Peek	GDOT – District 3 Utilities	706-646-7605	tpeek@dot.ga.gov
Jack Reed	GDOT – District 3 Programming and Planning	706-646-7566	jreed@dot.ga.gov
Katrina Anderson	GDOT – Office of Right of Way	404-347-0197	kanderson@dot.ga.gov

MEETING MINUTES

- The Project Manager welcomed all the attendees in the room and video conference.
- The Project Manager initiated attendees to Introduce themselves

- Project Scope - Each office will discuss the major tasks associated with the scope of services and any additional scope required.

  Roadway Design (D3)

  District has begun working on this project and 0009971.
  Site visits and preliminary data have been collected.

  Environmental

  No issues.

  Right-of-Way

  If there are approximately 6 parcels, acquisition time should take 12 months
  Concern is a fence located at intersection of SR 92 and Seay Rd

  Survey

  Survey has been completed for this project and 0009971 previously.
  Not sure if property was included in the data.

  Utilities(comments similar to 0009971)

  There are approximately 7 utilities at the intersection
  Durations for 1st/2nd Submission are appropriate for this type of project.
  We would recommend SUE on this project
  Approximately 8 weeks prior to the PFPR and concurrent with SUE confirmation, we will be requesting a preliminary routing plan from the utilities – not sure if this can be added to the schedule template but that would be preferred.
  We would recommend more time (30 days) between 2nd Submission end date and FFPR request date to allow for incorporation of utility files into the FFPR plans.
  As it relates to lighting, the 2nd Submission plans must include – at a minimum – proposed lighting pole locations and service points.
  Please advise if this project is twinned/let together with PI 0009971. It may be that we could do SUE, preliminary routing, and 2nd Submission on both projects at the same time.

- Initial Recommendations for Consultant/In-House Resources
  - Roadway Design – In-House
  - Environmental - In-House
  - Survey - In-House
  - Right of Way - In-House (could change by acquisition time though)
  - Lighting Plans – consultant
  - Roundabout Peer Review - consultant

- Comments on the Schedule
    - Match 0009971 so projects could be twinned
    - PFPR could be moved up on the schedule to be held before the Environmental Document would be complete.
    - 4F, Public Hearing, 404 Permit and Buffer Variance needs to come out of schedule per OES
    - Lighting Plan review time will be needed.
    - A peer review tasks will run concurrent with other tasks. Some items may need to be added.
    - Survey schedule is good, if additional survey is needed

- Additional Comments & Concerns from Attendees
    - No lighting development of lighting plans have been added to the budget (PE) should be around 30k-40k for one intersection and 50k-60k for both
    - Funds are available for both projects if twinned per Traffic Ops in PTIP minutes for 0009971

- Expected Deliverables and Timeframe for Receipt
    - Schedule Comments and Man-hours should be received within 3 weeks

Project Concept Report
Fayette County
PI Numbers: 0009971
0009972

Attachment 12

Concept Meeting Minutes

Concept Team Meeting Minutes
Fayette 0009971
January 27, 2015
District 3 Office-Thomaston, GA

Justin Banks welcomed everyone to the meeting and had everyone introduce themselves. He stated the purpose of the meeting is to review the concept report and alternatives and answer any questions as they arise. Dan Pass stated that our goal should be to agree on one or two preferred alternatives by the end of the meeting, and eliminate alternatives that are not feasible.

Ken Werho asked if the traffic volumes were counted. He mentioned transportation data shows volumes much higher for Seay Rd than what is in the report, about 2,000 vehicles per day. Dan responded the traffic was counted and Patrick Weaver added that could be the volume for Harp and Seay Rd together. Phil Mallon agreed 2,000 cars seems high from his personal experience. Kerry Gore mentioned the county has a project to install a traffic signal at the intersection of SR 85 and Harp Rd.

Ken mentioned the design vehicle for SR 92 should be a WB-67 for the roundabout.[1] Fayette County raised concern of a bus traveling through the roundabout. Dan responded a bus will be able to stay in its own lane without using the truck apron.

Tyler Peek stated that the alternatives had approximately equal impacts on utilities. Patrick pointed out the utility box north of Seay Rd, which is avoided by all alternatives. Matt Bergen stated there are 4 water mains in the vicinity of the SR 92 and Seay Rd intersection. The cover for the pipes varies from 3 to 6 ft. He added there are two water lines at the intersection of SR 92 and Antioch Rd. Patrick added that SUE is anticipated for the project.

Ken asked if there has been a peer review or if one is planned. Dan responded there is one with GHD but currently waiting on the contract to be approved. Michael Turpeau asked if the feasibility study would be separate from the concept report. Dan answered that in accordance with the GDOT Design Policy Manuel (Chapter 8), no separate feasibility study is required as long as components of the study are included in the concept report – this is the plan.

Jason Mobley stated there should be no expected ecology issues but there is no survey to confirm this statement. He added there is a cemetery behind the Episcopal Church. Dan added that environmental resources need to be identified prior to the PIOH to ensure that impacts are avoided and the best overall alternative presented to the public. Phil mentioned the cemetery was for spreading ashes and may not have permitting issues. Ken pointed out the cemetery may eliminate Alternatives 1B and 2B.

Alternate 1A: He also asked what the options are for minor improvements in Alternative 1A. Dan answered the option is to add a left turn lane on SR 92 and prohibiting left turns from Seay Rd. Phil added that emergency services could have issues with this option. Ken stated to remove "No Build" from the description. He also added Lockwood should be tied directly into the roundabout. Phil asked how

[1] The fastest path of the roundabout should be limited to 25 mph, not the same as the design speed of the highway shown in the design table.

likely is the roundabout going to avoid the parking lot of Prime Financial. Patrick answered we should be able to avoid it. Ken added the driveway to SR 92 may need to be relocated.

Alternate 1B: Phil asked if the utilities impacts for Alternative 1B were similar to Alternative 1A and Tyler confirmed. Dan mentions that if Alternative 1B is selected, a roundabout may be needed at SR 92 and Seay Rd. Kerry asked if left turns would be restricted at this intersection. Patrick responded that left turns would need to be allowed because of the greater distance to the roundabout. Jason mentioned he and Phil met with the two churches between SR 92 and Antioch Rd, and both churches weren't against relocating Antioch Rd since it increased their visibility to SR 92. GDOT also has communicated with Harp's Crossing Baptist Church about a connecting road but they were not in favor of losing their property. Phil asked if the smallest curve was used for Antioch Rd. Patrick answered the radius is the smallest for the design speed. Dan suggested that the radius could be reduced if it's located in the deceleration zone for entry to the roundabout. Jason checked the distance on Google Earth and it is outside this zone.

Alternative 2A: Ken pointed out Alternative 2A would still require improvements at SR 92 and Seay Rd intersection and Dan agreed. Scott Parker mentioned that Alternative 2A does remove most of the traffic from the Seay Rd intersection. Dan said maybe a left turn lane on SR 92 is needed. Tyler added a right turn lane should be included too.

Alternative 2B: Jon Blanchard pointed out emergency services would have issues with Alternative 2B removing the access between Harp and Seay Rd, forcing vehicles to travel through the roundabout. Dan asked for cost comparison of Alternatives 2A and 2B and stated there is no benefit for Alternative 2B. Kerry asked if moving the connecting road south was an option. Patrick answered that would be a variation to explored. Ken pointed out there might be sight distance issues with the new intersections on Harp Rd. Jason said sight distance will be analyzed for that location. Kerry asked if a right turn lane for emergency vehicles only could be provided between Seay and Harp Rd. George Davis and Patrick responded other drivers would use it, and so this would not be advisable.

Alternative 3: Patrick mentioned that Alternative 3 may be difficult to sell to the public. George suggested tying Seay Rd directly into the roundabout. Dan suggested moving the roundabout north. Kerry points out that is a church to the north that could be impacted. He added that BellSouth can be impacted if necessary. Phil pointed out Whitewater Church does not have any development next to road. Dan said Alternative 3 may not be most favorable because it is most expensive, if another lest costly alternative is found to adequately meet the project need. Tyler responded this alternative is construction of 2 roundabouts and price per roundabout is similar to other alternatives with one roundabout. Ken gives multiple cases where multiple roundabouts on a corridor are in use with success and reiterates Lockwood and Seay Rd need to tie into roundabout.

Ken also suggested adding sidewalks between the roundabouts, could get the public involved. Tyler asked if sidewalks were required and Ken responded no but that pedestrian traffic would increase. Phil pointed out that bicyclist would utilize sidewalks. Ken adds to allow bicyclist it would need to be a multi-use path. Tyler asked if this would be outside scope of project. Dan answered it would be within

Complete Streets policy. Ken noticed the land owner north of Seay Rd shares the same name as the church and area and concerned property may be historic. It was reemphasized that a survey for historic resources must be completed as soon as possible for this project to proceed on schedule.

Alternative 4: Patrick pointed out potential conflicts for Alternative 4 with the FAA tower and septic field. Ken mentioned this alternative is not preferred by traffic operations and may create more problems. He also added to ensure cul-de-sacs are 47' in radius.

Ken informed Fayette County that GDOT has increased the advanced warning for roundabouts with rubble strips and warning signs. Rumble strips would last 12-18 months, enough time for locals to adjust to the roundabout.

Justin recapped the meeting, down to three potential alternatives - Alternative 1A, 2A, and 3 - although there are concerns with Alternative 1A and 2A with respect to emergency vehicle access. Jim Hoskins commented that the environmental survey is needed before PIOH and asked if April was feasible. Justin planned to meet with them next week. Phil will contact the county's emergency services for their response to the alternatives. Ken recommended twinning the projects. Currently the projects are twinned but could be let at different points or joined later according to Justin.

Action Items

- Verify traffic counts
- Request SUE
- Request environmental survey
- Contact Fayette County Emergency Services for their response to alternatives

Attendees

Justin Banks	GDOT/OPD	404-631-1153	jubanks@dot.ga.gov
Krystal Stovall-Dixon	GDOT/OPD	404-631-1572	Kstovall-dixon@dot.ga.gov
Daniel Trevorrow	GDOT/D3 Design	706-646-7538	dtrevorrow@dot.ga.gov
Jim Hoskins	GDOT/D3 Design	706-646-7574	jhoskins@dot.ga.gov
Matt Bergen	Fayette Co. Water	706-320-6020	mbergen@fayettecountyga.gov
Phil Mallon	Fayette Co. Public Works	706-320-6010	pmallon@fayettecountyga.gov
Charles Oddo	Fayette Co. Commissioner	770-843-4034	coddo@fayettecountyga.gov
Lea Ward	GDOT	706-646-6690	lward@dot.ga.gov
Kerry Gore	GDOT	706-646-7603	kgore@dot.ga.gov
Guy Blanchard	Coweta Fayette EMC	770-596-0405	glanchard@utility.org
Curtis Camp	CF EMC	770-252-7425	ccamp@utility.org
Scott Parker	GDOT/Traffic Ops	706-646-7589	sparker@dot.ga.gov
Daniel Pass	GDOT/D3	706-646-6987	dpass@dot.ga.gov
Jason Mobley	GDOT	706-646-7571	jmobley@dot.ga.gov
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Lashone Alexander	GDOT/RW GO Cost Estimator	478-232-4045	laalexander@dot.ga.gov
Milton Floyd	AGL Resources	404-584-3598	mfloyd@aglresources.com
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Michael Turpeau	GDOT/TMC	404-635-2831	mturpeau@dot.ga.gov

Project Concept Report
Fayette County
PI Numbers: 0009971
0009972

Attachment 13

PIOH Response Letter

Russell R. McMurry, P.E., Commissioner

GEORGIA DEPARTMENT OF TRANSPORTATION

One Georgia Center, 600 West Peachtree Street, NW
Atlanta, Georgia 30308
Telephone: (404) 631-1000

May 27, 2015

«AddressBlock»

Re: Responses to Open House Comments for PI#: 0009971, Fayette County, State Route (SR) 92 @ County Road (CR) 149/Antioch Road and CR 308/Lockwood Road and PI#: 0009972, Fayette County, SR 92 @ CR 138/Seay Road and CR 129/Harp Road
Project Number: …

«GreetingLine»

Thank you for your comments concerning the proposed project referenced above. We appreciate your participation and all of the input that was received as a result of the *April 28, 2015 Public Information Open House*. Every written comment received and verbal comment given to the court reporter will be made part of the project's official record.

A total of **...** people attended the open house. Of the **one hundred and thirty six** respondents who formally commented, **fourteen** were in **support** of the project, **eighty** were **opposed**, **nine** were **uncommitted**, and **thirty three** expressed **conditional support**.

The attendees of the open house and those persons sending in comments within the comment period raised the following questions and concerns. The Georgia Department of Transportation (GDOT) has 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.

- *Concerned that this project was brought to Fayette County Commissioners to look at, and then be discussed and analyzed by GDOT, but the next thing I am seeing are the plans and we are moving forward. I don't understand why it went from a discussion of whether to do a roundabout or a stop sign to a discussion of which roundabout to do. The County Commissioners don't have a say in this.*

  GDOT has been in close contact with Fayette County and the Board of Commissioners since the beginning of this project as the alternatives have been studied and explored. The Board gave GDOT a conditional letter of support in 2014 for consideration of a roundabout. The Chairman of the Board of Commissioners attended the Concept Team Meeting on January 27, 2015, as did representatives from Fayette County Public Works, Board of Education and Sheriff's Office. At this meeting the alternatives were narrowed down after much discussion from all present.

  GDOT studied, simulated and analyzed various alternatives and found that the most favorable alternatives were roundabouts. The recommended solution was developed and displayed at the public meeting so that the public could bring things to the attention of GDOT that they may not have known about previously. A final decision on the solution will not be made until after the concept report has been approved.

- *Roundabouts are unsafe and will cause crashes here. The roundabouts may reduce the severity of crashes but will increase the number of them, especially with the age of the immediate population. People will think they can drive at 55mph through them (need signage for at least a mile in both directions). It will be very unsafe for bicyclists who now have to navigate two roundabouts with traffic and large vehicles instead of just navigating a shoulder area. It will also be unsafe for our children as school buses stop between where the two roundabouts are proposed.*

  The frequency of crashes at these intersections is related to the number of conflict points. Roundabouts greatly reduce the number of conflict points in comparison to conventional intersections, specifically crossing points, and, therefore, reduce the frequency of crashes. They also significantly reduce the severity of crashes by eliminating right-angle (due to geometry) and left-turn head-on collisions all together, these are the most likely to involve injuries and fatalities.

  The roundabout geometry will not allow vehicles to travel through at 55 mph, but instead force them to travel through at a much lower speed. This will allow more time for drivers to react to potential conflicts. Signage will be included well before the roundabouts to warn drivers they need to slow down. Other features, such as landscaping, curb, and lighting, will also indicate drivers to an intersection ahead. Reducing the speed of vehicles in the roundabouts to below 25 mph would allow bicyclists to travel with the flow of traffic through the intersections.

  Thank you for informing us of the school bus stops, we will certainly take this into account when further considering 4-lanes. Concrete islands will be installed at every entrance/exit to the roundabouts, allowing pedestrians to concentrate on vehicles coming from one direction at a time as they cross the street.

- *Why not use traffic lights instead like at SR 92 @ Hilo Road? 99% of the time they work better in high traffic areas, they are significantly cheaper and less traumatic. Lower the speed limit and put light at one intersection. This light could be standard during high traffic periods and flashing yellow rest of time.*

  Traffic signals were considered initially as improvements to these intersections, but it does not address the safety concern and objective of the project. Traffic signals do not eliminate crossing movements nor force drivers to slow down through the intersection, leaving the potential for high speed, angle crashes. A roundabout eliminates all crossing paths and restricts speeds of traffic to address the safety concerns at these intersections. And the total cost of a roundabout is similar if not less than a traffic signal. For SR 92 and Antioch Rd, the total cost of a roundabout at this location, $2.9 million, is less than the cost of a traffic signal $3.4 million.

  Speed limit on state highways is based on a traffic study conducted periodically. The study determines what speed the majority of traffic travels at and sets the speed limit accordingly. Additionally, a speed study would analyze crash data and geometric characteristics of the corridor to ensure that the posted speed was appropriate. Artificially changing the speed limit could result in a range of travel speeds on the highway and increase difficulty for drivers to merge with traffic.

  Using a traffic signal for a flashing light would not match driver's expectancy and would create confusion, especially for out-of-town travelers. Drivers could interpret the flashing light differently, either as normal operation or faulty signal, and lead to unexpected reactions like a sudden stop. GDOT will not alternate a signal between flash and no flash as part of normal operations.

- *Why not lower the speed limit and use speed traps? Or hire a cop for 3 hours on Sundays? Or have additional lighting and a ticketing machine to help slow people down instead of roundabouts? These are quicker, cheaper and safer solutions than the proposed project and would generate money that would pay for the county. SR 85 and Harp Road is a more dangerous intersection and needs the improvements more than this project.*

  All of these alternatives do not alleviate the safety concerns because they do not reduce/eliminate conflict points nor force drivers to slow down. GDOT also discourages the use of speed traps on highways. Fayette County has requested and received a permit from GDOT to improve the SR 85 and Harp Road intersection. The project, sponsored by Fayette County, is currently under construction.

- *The AM and PM rush hour traffic and Sunday traffic is too heavy for roundabouts. They will require the speed limit to be lowered and there will be large back-ups and delays. People do not always give and take during heavy volume traffic and so it will be especially difficult for people getting out of subdivisions and churches. Emergency services (fire/police) will have significant delays responding to calls south on SR 92.*

  Roundabouts create fewer delays than traffic signals, due to the reduced number of stops and so are a viable solution for both peak and non-peak hours. Drivers will be required to drive slower through them, but lowering the speed limit doesn't cause congestion. Instead it creates a more stable traffic flow, and GDOT modelling and analysis shows that the proposed solution operates efficiently. This slow speed environment will be friendlier for bicyclists and pedestrians and will make it easier for drivers to enter/exit the parking lots and subdivisions. Drivers are ultimately responsibly however for yielding correctly to vehicles in the roundabouts.

- *Concerned about large trucks (logging trucks and 18 wheelers) being so close to cars in such a small area. It is nearly impossible for them to maintain their lane all the way around the circle, and with the roundabouts being so close together it will cause road rage. Side swipes will occur, especially because people will use the second roundabout lane as a passing lane.*

  The roundabouts will be designed with all the vehicles that travel SR 92 in mind. A truck apron will be included to ensure they can make the turns. Modelling and analysis will be run specifically for logging-trucks, 18-wheelers and other large, low-to-the-ground vehicles. The roundabouts will be designed to minimize and eliminate as many collisions as possible. This includes wider lanes in the roundabout, 16 to 20 feet in width. If necessary, trucks may straddle both lanes to travel through the roundabout. Drivers would handle this similar to trucks completing a wide right turn at an intersection.

- *Concerned about the loss of Harp's Crossing Baptist Church property that will prevent future expansion (in the plans for years). Further concerns include a reduction in parking lot, handicapping easy access to and from the property and a reduction in the green out front. This is used for the Harp's Harvest Fall Festival at which there are thousands of attendees annually. Work with Harp's Crossing and other churches to facilitate long-range plans already in place.*

  The solution GDOT intends to move forward with, only affects a small part of the grass alongside SR 92 on the east side of the property and part of the green out front on the north side. There will be no reduction of parking lot or access. Previous alternatives affected Harp's Crossing property to the south, but after communicating with Harp's Crossing these suggestions were rejected, so that their ability to

expand in the future is not affected. GDOT will continue to communicate with Harp's Crossing and other churches in the area, and do all it can to minimize the property affected on the north side.

- *Concerned about unnecessary impacts to the Episcopal Church of the Nativity, St Gabriel Catholic Church and the taking of a pastor's house. Most proposals adversely impact the Catholic Church. GDOT has been communicating with the other churches but has only just included the Catholic Church in their communications.*

  The solution GDOT intends to move forward with does not affect the property of the Episcopal Church of the Nativity, St Gabriel Catholic Church or the pastor's house. Previous alternatives affected all of these properties, and were presented to and discussed with all those affected before the recommended solution was developed, including the Catholic Church. These discussions led us to the current solution which eliminates and minimizes effects to all local properties.

- *Concerned about driveway access to Prime Financials parking lot. Can vehicles make the RT from SR 92 just south of the roundabout at Antioch Road? GDOT personnel were unsure about driveway access from Antioch Road as well. The proposals show a concrete barrier with no LT access southbound on Antioch Road.*

  Yes, vehicles will still be able to make right turns from SR 92 and at all other driveways. There will be a concrete median which will extend from the roundabout on all approaches. It will not be known until the design phase of the project if left turn access will be prohibited or not. Drivers will be able to access the parking lot from all directions by utilizing the roundabout. A driver will exit the roundabout on SR 92 southbound and turn right into Prime Financial. Similarly, drivers will be able to exit onto Antioch Rd and use the roundabout to exit in the desired direction.

- *GDOT should consider the option of purchasing the entire Prime Financial plot, as it would be safer for the employees. Our property is the number one ranked tourist attraction in Fayetteville, so we have a fair amount of traffic coming to that property, and now we have a natural cut through our parking lot because people will avoid the roundabout. They already cut through to avoid that intersection.*

  Purchasing this plot would increase the project cost significantly and is unnecessary in the proposed solution. A roundabout would reduce the queue length at the intersection, which should reduce the cut-throughs.

- *Two lane roundabouts are too confusing and having two is excessive. People here don't understand how to use them. They are also too close together, it will cause congestion.*

  The roundabout at each location will be constructed initially as single lane roundabout. Implementing two roundabouts within such close proximity will create a slow speed environment, as there won't be enough space for vehicles to reach a significant speed before needing to slow down again. GDOT's analysis indicates that congestion will not be an issue here because the roundabouts operate efficiently.

- *Do not see the need to enlarge and destroy the entrance to Lockwood Road. That road and homes were here long before the church and Antioch Road subdivisions. There are only 15 homes down the street. It does not need to be enlarged.*

  It is undesirable to have a left turn access point beyond a roundabout. Vehicles will be accelerating exiting the roundabout and not expecting to stop. It could create a queue that would back into the roundabout and clog the intersection. And the concrete island may block the local street preventing left turns. The entrance would be shift slightly to tie into the roundabout and minimize any enlargement that may occur.

- *GDOT staff said the other options were not completely ruled out. How many times is the design going to change? Is there a section of the website that will promptly show new tweaks or designs? The information was being presented as though a decision has already been made. Why was there so much other information out there prior to this meeting if the one proposed was already in the works?*

  The plan presented at the public meeting is the recommended solution. GDOT considered numerous alternatives to reach this recommendation, hence the variety in information available before the meeting. This project is still within the conceptual phase and new information may still influence changes to the solution.

- *Was not shown why roundabouts are the best solution, no statistical analysis was shown, no comparison to other traffic problem sites in Fayette County where roundabouts have been successful either. Have studies been done? Where can I review your research?*

  National studies have been conducted and proven significant reduction in severe crashes at intersections where roundabouts are constructed. GDOT reviewed these studies and gave careful consideration of practices in other states before initiating our own roundabout policy. GDOT continues to monitor the success and progress of roundabouts in Georgia and make recommendations accordingly. You can find the results from some of these national studies on the Federal Highway Administration website.

- *What happened to the plan to 4-lane Hwy 92 that was approved 30yrs ago? If it happens, and the traffic increases, are the proposed roundabouts practical and? How will four lanes now affect entry to Harp's Crossing parking lot from Hwy 92 northbound?*

  There is no programmed project to expand SR 92 to a four lane highway. Roundabouts have the capability of being expanded to support increases in traffic fairly easily. Access to the Harp's Crossing parking lot will be retained, but whether left-turn movements will be restricted have not been decided and will be worked out during the design phase. If left turns are restricted, drivers could complete a U-turn at the roundabouts to enter the parking lot or travel to Fayetteville from the church.

- *Roundabouts didn't work well in other states (e.g. NJ) and many have been taken out, why try to 'reinvent the wheel' and give it a new name?*

  New Jersey has traffic circles, which are not the same as roundabouts. They have larger diameters and allow vehicles to travel at higher speeds. New Jersey is constructing roundabouts with smaller diameters, similar to these intersections, to prevent drivers from travelling through them quickly.

- *The process of the feasibility study was not followed. The vote was taken all at once for the following: 'Perform Operational Analysis', 'Operational Performance Acceptable?', and 'Cost Significantly Higher than Other Alternatives'?*

  The process of the Roundabout Feasibility Study is not achieved through voting. It is a study performed by GDOT as part of the roundabout validation process. This is done before the public meeting in order to develop a recommended solution to present to the public.

- *Can the roundabout at Harp Road intersection be shifted north, go underground with 92 and tie Seay and Harp Road in with ramps?*

  This alternative would require a vast amount more land than the proposed solution, and would have a much greater effect on a lot more people. This would also require a significant amount more work leading to much greater costs and a much longer construction period.

- *Still not sure what the purpose of this project is. Safety was mentioned – is that the only reason?*

  Improving the safety of the two intersections by reducing crash frequency and severity is the primary objective of this project. But the project aims to also improve the operational efficiency by reducing congestion.

- *St Gabriel Church has been asking for a red light at SR 92 @ Antioch Road for 6 years, why start caring about this intersection now?*

  This intersection was identified by multiple sources, including local officials and residents, as having safety issues and was programed as a project in 2010. Due to financial and time constraints, the first part of the project, the concept development, is just now being completed.

- *It seems to me that putting one roundabout at Seay and Harp roads would be sufficient to solve 99% of the accidents on Hwy 92 and Antioch Roads.*

  While a roundabout at SR 92 and Seay Rd may affect the operations of the SR 92 and Antioch Rd intersection, it does not eliminate the crossing maneuvers that result in angle crashes. These two roundabouts are two separate projects and must address the issues at their respective intersections.

- *Why not move the roundabout at SR 92, Harp Road and Seay Road north, surely Harp Farm could benefit from the sale of a few acres?*

  This is an option still being considered at this stage. GDOT will continue to do all it can to minimize the impact to the green on the north side of Harp's Crossing Baptist Church.

- *The additional RH turn lane from Harp Road to SR 92 for 18 wheelers is completely unwarranted. Harp Road is residential. No large truck traffic through there. That extra lane needs to be revised without the modified approach from Harp Road to the roundabout.*

  The angle between Harp Rd and SR 92 in the roundabout is too sharp for a car to turn. The right turn lane from Harp Rd to SR 92 is for any vehicle to complete this turn without having to travel around the roundabout.

- *Please put a sign saying Lockwood and Keyland are dead end streets. I've lived there for 37yrs and love the quiet, no traffic atmosphere. Do not want it to change.*

  GDOT will consider the dead end sign for Lockwood Rd when the signing and marking plans are developed during the design phase of the project. You would need to make a request to Fayette County for a sign at Keyland.

- *Will Hwy 92 be detoured during construction?*

  Construction is estimated to be 30months. GDOT aims to build this project without the use of a detour and retain traffic flow along SR 92.

- *I don't see how Seay Road and Harp Road enter the roundabout north of Harp's Crossing Baptist Church.*

  Seay Road and Harp Road will be re-aligned to become legs of the roundabout to the north of Harp's Crossing.

- *The roundabouts need to be tastefully and attractively landscaped and a sidewalk needs to be installed.*

  Landscaping will be included in the center of the roundabouts in conjunction with Fayette County. Crosswalks and sidewalk around the roundabout will be included in the design.

Again, thank you for your comments. Should you have further questions, comments or concerns, please call the project manager, Justin Banks, at (404) 631-1153 , or the environmental analyst, …, at (…) …-….

Sincerely,

Hiral Patel, P.E.
State Environmental Administrator

…/…

cc: Justin Banks, GDOT Project Manager (via email)
PDF for Project File; Hardcopy to General Files

Russell R. McMurry, P.E., Commissioner

GEORGIA DEPARTMENT OF TRANSPORTATION

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August 10, 2015

Robert McElroy
120 Dawn Drive
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Re: Responses to Open House Comments for PI#: 0009971, Fayette County, State Route (SR) 92 at County Road (CR) 149/Antioch Road and CR 308/Lockwood Road and PI#: 0009972, Fayette County, SR 92 at CR 138/Seay Road and CR 129/Harp Road

Dear Robert McElroy,

Thank you for your comments concerning the proposed project referenced above. We appreciate your participation and all of the input that was received as a result of the *April 28, 2015 Public Information Open House*. Every written comment received and verbal comment given to the court reporter will be made part of the project's official record.

A total of **244** people attended the open house. Of the **157** respondents who formally commented, **18** were in **support** of the project, **100** were **opposed**, **4** were **uncommitted**, and **35** expressed **conditional support**.

The attendees of the open house and those persons sending in comments within the comment period raised the following questions and concerns. The Georgia Department of Transportation (GDOT) has 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.

- *Concerned that this project was brought to Fayette County Commissioners to look at, and then be discussed and analyzed by GDOT, but the next thing I am seeing are the plans and we are moving forward. I don't understand why it went from a discussion of whether to do a roundabout or a stop sign to a discussion of which roundabout to do. The County Commissioners don't have a say in this.*

  GDOT has been in close contact with Fayette County and the Board of Commissioners (the Board) since the beginning of this project as the alternatives have been studied and explored. The Board gave GDOT a conditional letter of support in 2014 for consideration of a roundabout. Other alternatives considered were traffic signals, left turn lanes, changes to the road network, and no build. These alternatives were evaluated in December 2014. The Chairman of the Board of Commissioners attended the Concept Team Meeting on January 27, 2015, as did representatives from Fayette County Public Works, Board of Education and Sheriff's Office. At this meeting the alternatives were reviewed and discussed about concerns from GDOT and local officials.

  GDOT studied, simulated and analyzed various alternatives and found that the preferred alternative was a roundabout. The roundabout addressed the safety need of both projects. The recommended solution was developed and displayed at the public meeting so that the public could bring things to the attention of GDOT that they may not have known about previously. A final decision on the solution will not be made until after the concept report has been approved and all environmental analysis has been completed.

- *Roundabouts are unsafe and will cause crashes here. The roundabouts may reduce the severity of crashes but will increase the number of them, especially with the age of the immediate population. People will think they can drive at 55mph through them (need signage for at least a mile in both directions). It will be very unsafe for bicyclists who now have to navigate two roundabouts with traffic and large vehicles instead of just navigating a shoulder area. It will also be unsafe for our children as school buses stop between where the two roundabouts are proposed.*
- *Concerned about large trucks and cars being so close in such a small area, side swipes will occur. Concerned about aggressive drivers not being willing to yield to those entering from access roads.*
- *My opinion is that it would be extremely unsafe to construct a roundabout on a state highway let alone two roundabouts so close in proximity. A traffic light would be the most effective and less traumatic choice for the congested traffic in the area.*

The frequency of crashes at these intersections is related to the number of conflict points. Roundabouts greatly reduce the number of conflict points in comparison to conventional intersections, specifically crossing points, and, therefore, reduce the frequency of crashes. They also significantly reduce the severity of crashes by eliminating right-angle (due to geometry) and left-turn head-on collisions all together, these are the most likely to involve injuries and fatalities.

The roundabout geometry will not allow vehicles to travel through at 55 mph, but instead force them to travel through at a much lower speed. This will allow more time for drivers to react to potential conflicts. Signage will be included well before the roundabouts to warn drivers they need to slow down. Other features, such as landscaping, curb, and lighting, will also alert drivers to an intersection ahead. Reducing the speed of vehicles in the roundabouts to below 25 mph would allow bicyclists to travel with the flow of traffic through the intersections.

GDOT will coordinate with Fayette County School Board to address any and all concerns with bus stops with the project limits. Concrete islands will be installed at every entrance/exit to the roundabouts, allowing pedestrians to concentrate on vehicles coming from one direction at a time as they cross the street.

- *Why not use traffic lights instead like at SR 92 at Hilo Road? 99% of the time they work better in high traffic areas, they are significantly cheaper and less traumatic.*
- *Morning and afternoon rush hour will have traffic problems. Both projects/proposals will not solve the problem. The speed limit will have to be lowered, traffic will be backed up as a result. Traffic light just like in Hilo is your best solution-more effective and costs less, much less!*
- *The AM and PM rush hour traffic and Sunday traffic is too heavy for roundabouts. They will require the speed limit to be lowered and there will be large back-ups and delays. People do not always give and take during heavy volume traffic and so it will be especially difficult for people getting out of subdivisions and churches. Emergency services (fire/police) will have significant delays responding to calls south on SR 92.*
- *There is absolutely too much traffic going north and south on Hwy. 92. This will slow or bog down traffic flow. I have never see more than a few cars at either ear Rd. or Antioch backed up.*

Traffic signals were considered initially as improvements to these intersections, but they do not address the safety concern and objective of the project. Traffic signals do not eliminate crossing movements nor force drivers to slow down through the intersection, leaving the potential for high speed, angle crashes.

A roundabout eliminates all crossing paths and restricts speeds of traffic to address the safety concerns at these intersections. Reducing the speed doesn't cause congestion; instead it creates a more stable flow of traffic. Roundabouts create fewer delays than traffic signals due to the reduced number of stops, so they are a viable solution for both peak and non-peak hours. GDOTs modelling and analysis shows that a roundabout will operate efficiently at this location.

The total cost of a roundabout is similar if not less than a traffic signal. The roundabout at SR 92 and Antioch Rd is estimated to cost $2.9 million compared to an estimated $3.4 million for a traffic signal in the same location.

- *I don't see the need for this massive roundabout and think a red light might be much cheaper for the county and safer for all. Lower the speed limit and put light at one intersection. This light could be standard during high traffic periods and flashing yellow rest of time.*
- *Why not lower the speed limit and use speed traps? Or hire a cop for 3 hours on Sundays? Or have additional lighting and a ticketing machine to help slow people down instead of roundabouts? These are quicker, cheaper and safer solutions than the proposed project and would generate money that would pay for the county. SR 85 and Harp Road is a more dangerous intersection and needs the improvements more than this project.*

All of these alternatives do not alleviate the safety concerns because they do not reduce/eliminate conflict points nor force drivers to slow down. GDOT also discourages the use of speed traps on highways. Fayette County has requested and received a permit from GDOT to improve the SR 85 and Harp Road intersection. The project, sponsored by Fayette County, is currently under construction.

- *Concerned about large trucks (logging trucks and 18 wheelers) being so close to cars in such a small area. It is nearly impossible for them to maintain their lane all the way around the circle, and with the roundabouts being so close together it will cause road rage. Side swipes will occur, especially because people will use the second roundabout lane as a passing lane.*

The roundabouts will be designed with all the vehicles that travel SR 92 in mind. A truck apron will be included to ensure they can make the turns. Modelling and analysis will be run specifically for logging-trucks, 18-wheelers and other large, low-to-the-ground vehicles. The roundabouts will be designed to minimize and eliminate as many collisions as possible. This includes wider lanes in the roundabout, 16 to 20 feet in width. If necessary, trucks may straddle both lanes to travel through the roundabout. Drivers would handle this similar to trucks completing a wide right turn at an intersection.

- *Concerned about the loss of Harp's Crossing Baptist Church property that will prevent future expansion (in the plans for years). Further concerns include a reduction in parking lot, handicapping easy access to and from the property and a reduction in the green out front. This is used for the Harp's Harvest Fall Festival at which there are thousands of attendees annually. Work with Harp's Crossing and other churches to facilitate long-range plans already in place.*

The proposed alternative only affects a small part of the grass alongside SR 92 on the east side of the property and part of the green out front on the north side. There will be no reduction of parking lot or access. Previous alternatives affected Harp's Crossing property to the south, but after communicating with Harp's Crossing these suggestions were rejected, so that their ability to expand in the future is not affected. GDOT will continue to communicate with Harp's Crossing and other churches in the area, and do all it can to minimize the property affected on the north side.

- *Concerned about unnecessary impacts to the Episcopal Church of the Nativity, St Gabriel Catholic Church and the taking of a pastor's house. Most proposals adversely impact the Catholic Church. GDOT has been communicating with the other churches but has only just included the Catholic Church in their communications.*

  The proposed alternative does not affect the property of the Episcopal Church of the Nativity, St Gabriel Catholic Church or the pastor's house. Previous alternatives affected all of these properties, and were presented to and discussed with all those affected before the recommended solution was developed, including the Catholic Church. These discussions led us to the current solution which eliminates and minimizes effects to all local properties.

- *Concerned about driveway access to Prime Financials parking lot. Can vehicles make the RT from SR 92 just south of the roundabout at Antioch Road? GDOT personnel were unsure about driveway access from Antioch Road as well. The proposals show a concrete barrier with no LT access southbound on Antioch Road.*

  Vehicles will still be able to make right turns from SR 92 to enter driveways. There will be a concrete median which will extend from the roundabout on all approaches. It will not be known until the design phase of the project if left turn access will be prohibited or not. Drivers will be able to access the parking lot from all directions by utilizing the roundabout. A driver will exit the roundabout on SR 92 southbound and turn right into Prime Financial.

- *GDOT should consider the option of purchasing the entire Prime Financial plot, as it would be safer for the employees. Our property is the number one ranked tourist attraction in Fayetteville, so we have a fair amount of traffic coming to that property, and now we have a natural cut through our parking lot because people will avoid the roundabout. They already cut through to avoid that intersection.*

  Purchasing the Prime Financial plot is unnecessary in the proposed solution. A roundabout would reduce the queue length at the intersection, which should reduce the cut-throughs.

- *Two lane roundabouts are too confusing and having two is excessive. People here don't understand how to use them. They are also too close together, it will cause congestion.*

  The roundabout at each location will be constructed as single lane roundabout. Implementing two roundabouts within such close proximity provides a slow speed environment, as there won't be enough space for vehicles to reach high speeds before needing to slow down again. GDOT's analysis indicates that congestion will not be an issue here because the roundabouts operate efficiently.

- *Do not see the need to enlarge and destroy the entrance to Lockwood Road. That road and homes were here long before the church and Antioch Road subdivisions. There are only 15 homes down the street. It does not need to be enlarged.*

  It is undesirable to have a left turn access point beyond a roundabout. Vehicles will be accelerating exiting the roundabout and not expecting to stop. It could create a queue that would back into the roundabout and clog the intersection. And the concrete island may block the local street preventing left turns. The entrance would be shift slightly to tie into the roundabout and minimize any enlargement that may occur.

- *GDOT staff said the other options were not completely ruled out. How many times is the design going to change? Is there a section of the website that will promptly show new tweaks or designs? The information was being presented as though a decision has already been made. Why was there so much other information out there prior to this meeting if the one proposed was already in the works?*

  The plan presented at the public meeting is the recommended solution. GDOT considered numerous alternatives to reach this recommendation, hence the variety in information available before the meeting. This project is still within the conceptual phase and new information may still influence changes to the solution.

- *Was not shown why roundabouts are the best solution, no statistical analysis was shown, no comparison to other traffic problem sites in Fayette County where roundabouts have been successful either. Have studies been done? Where can I review your research?*

  National studies have been conducted and proven significant reduction in crashes at intersections where roundabouts are constructed. GDOT reviewed these studies and gave careful consideration of practices in other states before initiating our own roundabout policy. GDOT continues to monitor the success and progress of roundabouts in Georgia and make recommendations accordingly. These roundabouts will be monitored and studied as part of GDOT's roundabout program. You can find the results from some of these national studies on the Federal Highway Administration website.

- *What happened to the plan to 4-lane Hwy 92 that was approved 30yrs ago? If it happens, and the traffic increases, are the proposed roundabouts practical and? How will four lanes now affect entry to Harp's Crossing parking lot from Hwy 92 northbound?*

  There is no programmed project to expand SR 92 to a four lane highway. Roundabouts have the capability of being expanded to support increases in traffic fairly easily. Access to the Harp's Crossing parking lot will be retained, but whether left-turn movements will be restricted have not been decided and will be worked out during the design phase. If left turns are restricted, drivers could complete a U-turn at the roundabouts to enter the parking lot or travel to Fayetteville from the church.

- *Roundabouts didn't work well in other states (e.g. NJ) and many have been taken out, why try to 'reinvent the wheel' and give it a new name?*

  New Jersey has traffic circles, which are not the same as roundabouts. They have larger diameters and allow vehicles to travel at higher speeds. New Jersey is constructing roundabouts with smaller diameters, similar to these intersections, to prevent drivers from travelling through them quickly.

- *The process of the feasibility study was not followed. The vote was taken all at once for the following: 'Perform Operational Analysis', 'Operational Performance Acceptable?', and 'Cost Significantly Higher than Other Alternatives'?*

  The process of the Roundabout Feasibility Study is not achieved through voting. It is a study performed by GDOT as part of the roundabout validation process. This is done before the public meeting in order to develop a recommended solution to present to the public.

- *Can the roundabout at Harp Road intersection be shifted north, go underground with 92 and tie Seay and Harp Road in with ramps?*

  This alternative would require a vast amount more land than the proposed solution, and would have a much greater effect on a lot more people. This would also require a significant amount more work leading to much greater costs and a much longer construction period.

- *Still not sure what the purpose of this project is. Safety was mentioned – is that the only reason?*

  Improving the safety of the two intersections by reducing crash frequency and severity is the primary objective of this project. But the project aims to also improve the operational efficiency by reducing congestion.

- *St. Gabriel Church has been asking for a red light at SR 92 at Antioch Road for 6 years, why start caring about this intersection now?*

  This intersection was identified by multiple sources, including residents and local officials in the 2004 SPLOST, as having safety issues and was programed as a GDOT project in 2010. Due to financial and time constraints, the concept development and environmental analysis was delayed.

- *It seems to me that putting one roundabout at Seay and Harp roads would be sufficient to solve 99% of the accidents on Hwy 92 and Antioch Roads.*

  There is no data to suggest any improvements at one intersection will reduce the crash frequency at another intersection. Both intersections have a crash history and a roundabout can only address the issue at its respective location.

- *Why not move the roundabout at SR 92, Harp Road and Seay Road north, surely Harp Farm could benefit from the sale of a few acres?*

  The exact location and geometric dimensions are not final and the roundabout could shift as the design develops. GDOT will do all it can to minimize the impact to the green on the north side of Harp's Crossing Baptist Church.

- *The additional RH turn lane from Harp Road to SR 92 for 18 wheelers is completely unwarranted. Harp Road is residential. No large truck traffic through there. That extra lane needs to be revised without the modified approach from Harp Road to the roundabout.*

  The right turn lane from Harp Rd. to SR 92 is for any vehicle to complete this turn without having to travel around the roundabout.

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- *Will Hwy 92 be detoured during construction?*

  Construction is estimated to be 30 months. GDOT aims to build this project without the use of a detour and retain traffic flow along SR 92.

- *I don't see how Seay Road and Harp Road enter the roundabout north of Harp's Crossing Baptist Church.*

  Seay Road and Harp Road will be re-aligned to become legs of the roundabout to the north of Harp's Crossing.

- *The roundabouts need to be tastefully and attractively landscaped and a sidewalk needs to be installed.*

  Landscaping will be included in the center of the roundabouts in conjunction with Fayette County. Crosswalks and sidewalk around the roundabout will be included in the design.

Again, thank you for your comments. Should you have further questions, comments or concerns, please call the project manager, Justin Banks, at (404) 631-1153 , or the environmental analyst, Shana Miles, at (404) 631-1155.

Sincerely,

Hiral Patel

Hiral Patel, P.E.
State Environmental Administrator

HP/sm

cc: Justin Banks, GDOT Project Manager (via email)
PDF for Project File; Hardcopy to General Files

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