

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
TIA PROJECT CONCEPT REPORT



Project Type: Passing Lanes
GDOT District: 3
Federal Route Number: N/A
State Route Number: 224

P.I. Number: 0011431
County: Macon
MPO ID Number: RC08-000032

Construct passing lanes on SR 224 from SR 26 to Houston County Line

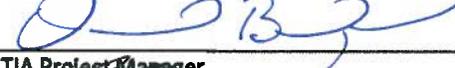
Submitted for approval:



Consultant Firm: Infrastructure Consulting and Engineering, PLLC

1/26/2016

DATE



TIA Project Manager

2/1/2016

DATE



GDOT TIA Regional Coordinator

2/8/2016

DATE



TIA Program Manager

2/5/2016

DATE



GDOT State TIA Administrator

2/9/2016

DATE

Approval:

Concur: 

GDOT Director of Engineering

2/9/2016

DATE

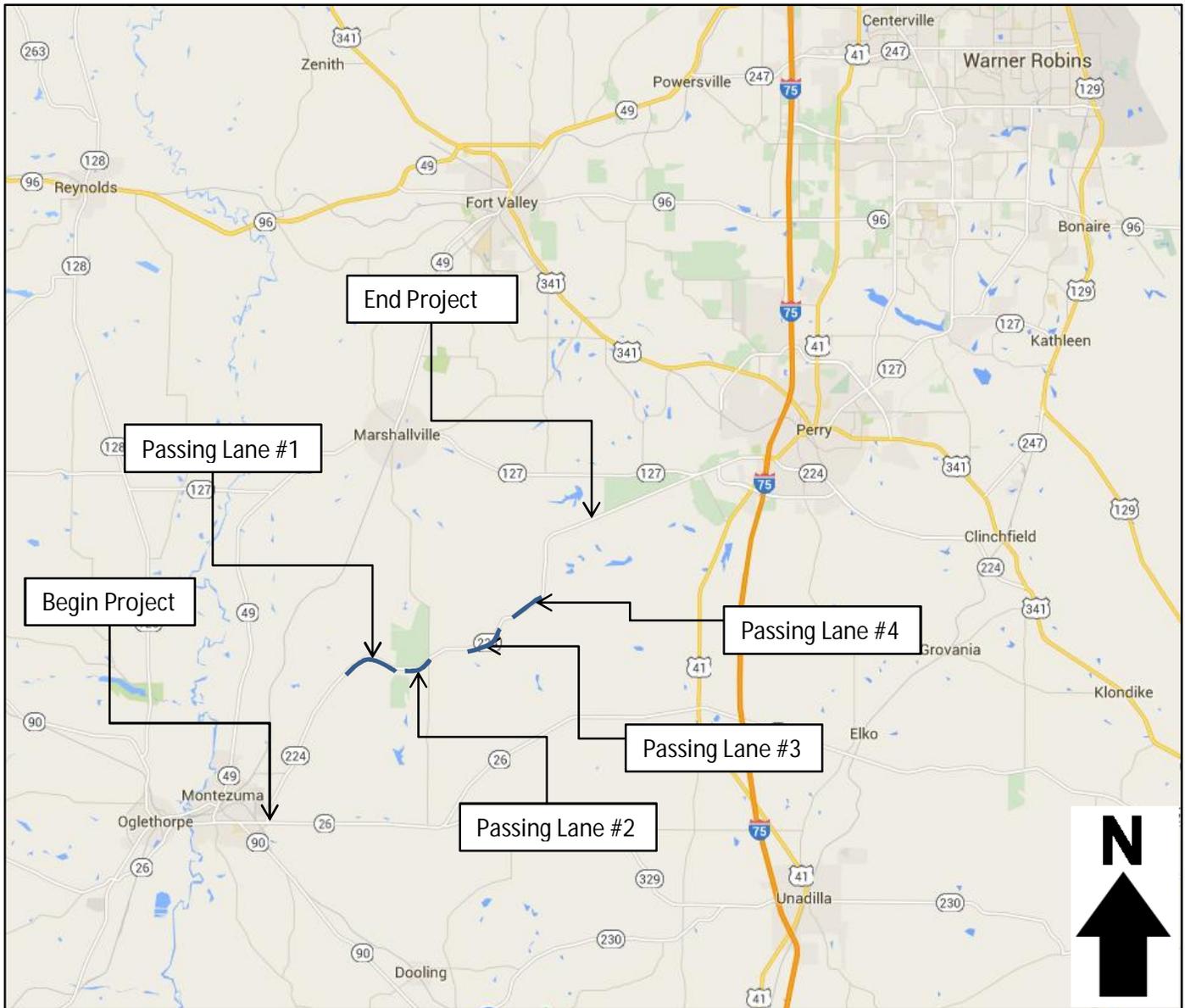
Approve: 

GDOT Chief Engineer

2.11.16

DATE

PROJECT LOCATION



PLANNING & BACKGROUND DATA

Project Intended Benefit:

This project would benefit the public by potentially reducing the incidence of crashes along this roadway corridor. It would potentially maximize the full utility of this transportation facility by mitigating congestion and optimizing capital asset management along this roadway segment. Additionally, this project would benefit the travelling public by providing passing opportunities through rolling terrain with limited sight distance for passing. The benefit will be providing a smoother surface for travel and assisting the movement of cars and freight from Montezuma to Interstate 75 and points north.

Description of the proposed project:

The Passing Lanes for State Route 224 project in Macon County, GA, proposes to construct passing lanes along SR 224 from the intersection of SR 26 to the Macon County Line to facilitate the movement of cars and freight from Montezuma to I-75 and additional points north. The corridor has a posted speed limit of 45 mph from SR 26 to E Railroad Street East, and 55 mph from E Rail Road Street East to the Houston County line. The total project length is approximately 3.75 miles. The existing roadway consists of two 11-foot travel lane with a 6-foot outside shoulder, 1-foot of which is paved. The proposed project would overlay the existing travel lanes and widen the roadway by twelve feet and would include an 8-foot wide outside shoulder, 4-feet of which are to be paved. Four locations were selected for passing lanes:

Location #1: Southbound passing lane that begins just south of CR 283/Barrons Lane Road and continues north for approximately 5,400 feet to just south of Rumph Road. SR 224 is widened to the southbound side to avoid the overhead power line locations.

Location #2: Northbound passing lane that begins just north of CR 24/Mennonite Church Rd/Will Miller Rd and continues north for approximately 5,000 feet to just south of CR 289/Flint River School Rd. SR 224 is widened to the southbound side to avoid the overhead power line locations.

Location #3: Southbound passing lane that begins just south of CR 136/Derrick Irby Rd and continues north for approximately 4,900 feet to just south of the intersection with Sam Batton Rd. SR 224 is widened to the southbound side to minimize impacts to environmentally sensitive areas.

Location #4: Northbound passing lane that begins just north of Sam Batton Rd. and continues north for approximately 4500 feet and is terminated approximately 2,000 feet north of Brown's Chapel Road SR 224 is widened to the northbound side to minimize impacts to right-of-way and to avoid the overhead power lines.

Federal Oversight: Exempt State Funded TIA Other

Regional Commission: **River Valley RC**

RC Project ID RC08-000032

Congressional District(s): **2**

Projected Traffic: (if necessary) ADT or AADT
 Current Year (2015): 3,048 Open Year (2017): 3,400 Design Year (2037): 5,050
 Traffic Projections Performed by: Southeastern Engineering, Inc.

Functional Classification (Mainline): Rural Major Collector

Complete Streets - Bicycle, Pedestrian, and/or Transit Warrants:

Warrants met: None Bicycle Pedestrian Transit

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 DATA

Mainline Design Features: SR 224

Feature	Existing	Standard*	Proposed
Typical Section			
- Number of Lanes	2	2	2
- Lane Width(s)	11 ft.	11-12 ft.	11/12 ft.
- Median Width & Type	N/A	N/A	N/A
- Outside Shoulder or Border Area Width	6 ft.	8 ft.	8 ft.
- Outside Shoulder Slope	6%	6%	6%
- Inside Shoulder Width	N/A	N/A	N/A
- Sidewalks	N/A	N/A	N/A
- Auxillary Lanes	N/A	1	1
- Bike Lanes	N/A	N/A	N/A
Posted Speed	45/55 mph		45/55 mph
Design Speed	Varies	55 mph	55 mph
Min Horizontal Curve Radius	1146	960	1146
Maximum Superelevation Rate	8%	8%	8%
Maximum Grade	2.80%	6%	2.80%
Access Control	By Permit	By Permit	By Permit
Design Vehicle	Varies	SU	SU/WB-67
Pavement Type	HMA	HMA	HMA
Additional Items as warranted			

*According to current GDOT design policy if applicable

Major Structures: *N/A*

Major Interchanges/Intersections: *None*

Lighting required: No Yes

Off-site Detours Anticipated: No Yes Undetermined

Transportation Management Plan [TMP] Required: No Yes

If Yes: Project classified as: Non-Significant Significant

TMP Components Anticipated: TTC TO PI

Design Exceptions to FHWA/AASHTO controlling criteria anticipated: No Yes

Design Variances to GDOT Standard Criteria anticipated: No Yes

Intersection Skew Angle

Utility Involvements:

<u>Service Area</u>	<u>Facility Type</u>	<u>Impacts</u>
ATLANTA GAS LIGHT	Gas	No Facilities within proposed passing lane limits
AT&T	Telecom	No Facilities within proposed passing lane limits
FLINT EMC	Aerial Power – Distribution	Facilities located at back or outside of ROW
GEORGIA POWER	Aerial Power – Distribution	No Facilities within proposed passing lane limits
CITY OF MONTEZUMA WATER	Water Distribution	No Facilities within proposed passing lane limits
CITY OF MONTEZUMA SEWER	Sewer	No Facilities within proposed passing lane limits
WINDSTREAM DALTON TELECOM	Telecom	Facilities located within back 5' of ROW

There are no reimbursable facilities impacted by this project

SUE Required: No Yes

Public Interest Determination Policy and Procedure recommended (utilities)?: No Yes

Railroad Involvement: *None Anticipated*

Right-of-Way (ROW): Existing width: 100 ft. Proposed width: 110 ft.

Refer to Chapter 3 of GDOT's Design Policy Manual for guidance.

Required Right-of-Way anticipated: None Yes Undetermined

Easements anticipated: None Temporary Permanent Utility Other

Check all easement types that apply.

Anticipated total number of impacted parcels:	13
Displacements anticipated:	Businesses: 0
	Residences: 0
	Other: 0
Total Displacements:	0

ENVIRONMENTAL DATA

Anticipated Environmental Document:

GEPA: Type A Letter

Type B Letter

NEPA: CE

EA/FONSI

Project Air Quality: *(On-system projects only)*

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

MS4 Compliance – Is the project located in an MS4 area?

No

Yes

Environmental Permits/Variations/Commitments/Coordination Anticipated *(Include description of potential for 404 Permit, Stream Buffer Variance, and Section 4(f))*:

The initial ecology findings indicate the presence of several waters of the US and state waters; there is no habitat for Federal or State-listed species. Intermittent and Perennial Streams would be buffered and a 404 permit would be needed for any fill within the Waters of the U.S. It is not anticipated that a stream buffer variance will be required for this project.

NEPA/GEPA Comments & Information: *(Describe anticipated effects to ecology, history, archeology, air & noise, public involvement, etc. & the effect on the environmental document)*

A Historic Resource field survey has been completed. A total of 6 resources 50 years of age or older were identified within the proposed project's APE. Based on preliminary findings and assessment, none of the identified resources appear eligible for listing in the National Register of Historic Places. An archaeology survey and air assessment will be completed as applicable once the concept is approved. Ecology resources are discussed in the paragraph above, "Environmental Permits/Variations/Commitments/Coordination Anticipated." No public involvement is anticipated for this GEPA Type B project.

Other projects in the area:

M005300 – SR 224 from SR 26 to 0.16 MI N of CR 30/Perkins Farm Road Maintenance and Resurfacing Project

Other coordination to date: Local government coordination meeting was held on 7/9/2015, follow up coordination meetings were held and the local government has agreed with the location of the passing lanes as presented in this concept report

Project Cost Estimate and Funding Responsibilities:

	Breakdown of PE	Breakdown of ROW	Breakdown of Reimbursable Utilities	Breakdown of CST	Total Cost
TIA Programmed Budget					\$6,875,000
Funded By	TIA	TIA	TIA	TIA	
Date of Estimate					
Estimated Amount	\$627,000	\$367,217	\$0	\$4,926,200	
Budget Contingency	\$60,382	\$0	\$0	\$523,992	
Total Estimated Cost	\$687,382	\$367,217	\$0	\$5,450,192	\$6,504,791

Note: 1. Budget Contingency includes project contingency, program contingency, and program level of effort costs.
 2. Construction Phase Includes Construction, 5% CEI, Env. Mitigation (As Applicable) and Liquid AC Cost Adjustment (as applicable)

ALTERNATIVES DISCUSSION

Alternative selection:

Preferred Alternative: <i>Locations 1, 2, 3, 4</i>			
Estimated Property Impacts:	13 Parcels	Estimated Total Cost:	\$6,504,791
Estimated ROW Cost:	\$367,217	Estimated CST Time:	18 Mos.
Rationale: <i>This alternate was selected based on coordination meetings with the local government in which they described where along the corridor the passing lanes would likely provide the most benefit. These locations were selected based on likely locations of heavy truck entrances and exits onto SR 224. The road was widened to the side that caused the least environmental, utility, and right-of-way impacts.</i>			

No-Build Alternative: <i>No-Build</i>			
Estimated Property Impacts:	0	Estimated Total Cost:	\$0
Estimated ROW Cost:	\$0	Estimated CST Time:	0 Mo.
Rationale: <i>The No-build alternate does not provide the public benefit established for this corridor under the TIA Administration.</i>			

Alternative 1: <i>Various Locations of Passing Lanes</i>			
Estimated Property Impacts:	Varies 13-20	Estimated Total Cost:	\$6,504,791
Estimated ROW Cost:	\$367,217	Estimated CST Time:	18 Mos
Rationale: <i>Various locations along the corridor were analyzed for installation of the passing lanes. However, alternate locations were not selected due to either increased Utility impacts, environmental</i>			

impacts, right-of-way impacts or the location did appear to provide the same level of benefit as the selected locations in regards to heavy vehicle routes along the corridor.

Comments/additional information:

Attachments:

1. TIA Project Sheet
2. Passing Lane Schematic
3. Concept Layout
4. Typical sections
5. Cost Estimates
6. Traffic Memo
7. Local Government Coordination Meeting Minutes
8. Local Government Coordination Email Acceptance
9. Concept Team Meeting Minutes

Project Sheet

Project Number: RC08-000032 **Project Name:** Passing Lanes for State Route 224

GDOT ID: 0011431

Project Description: Construct passing lanes on SR 224 from SR 26 to Houston County Line

Regional Commission: River Valley

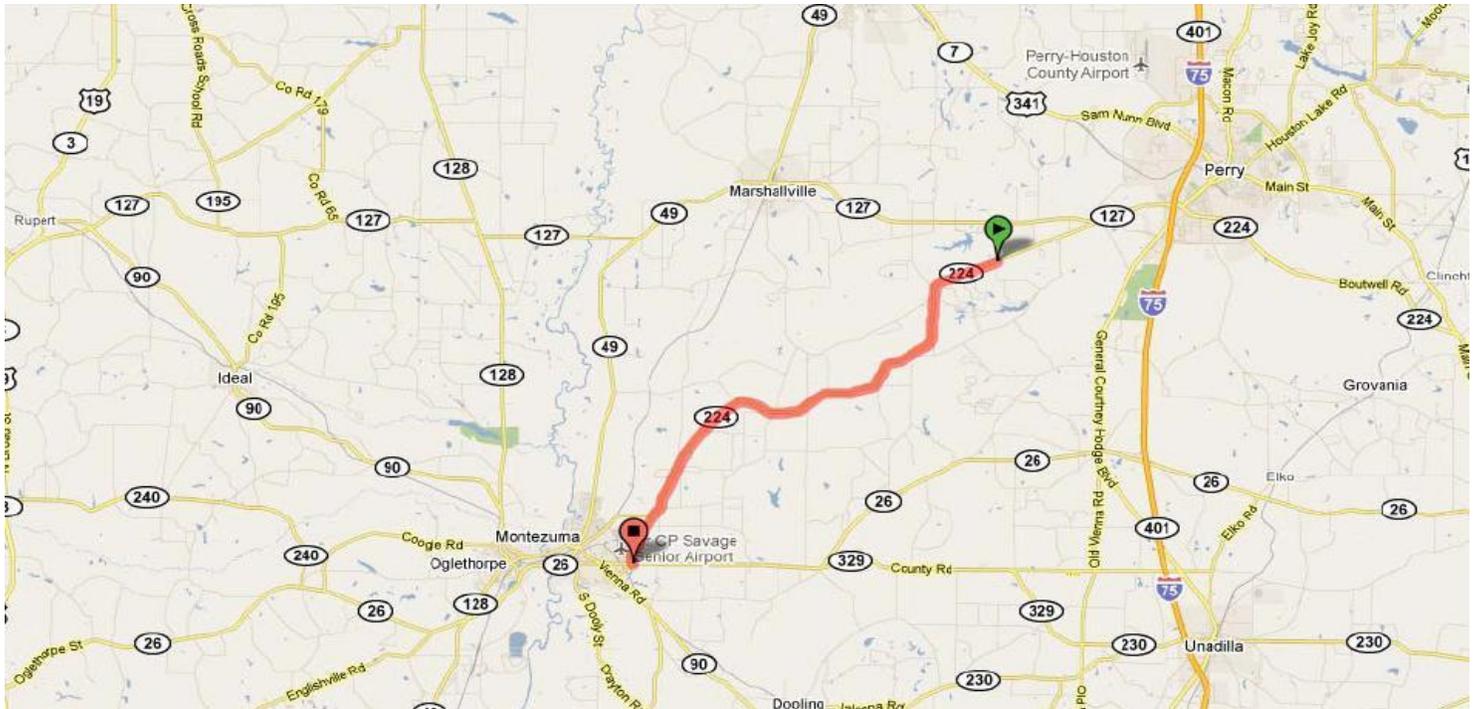
County: Macon County

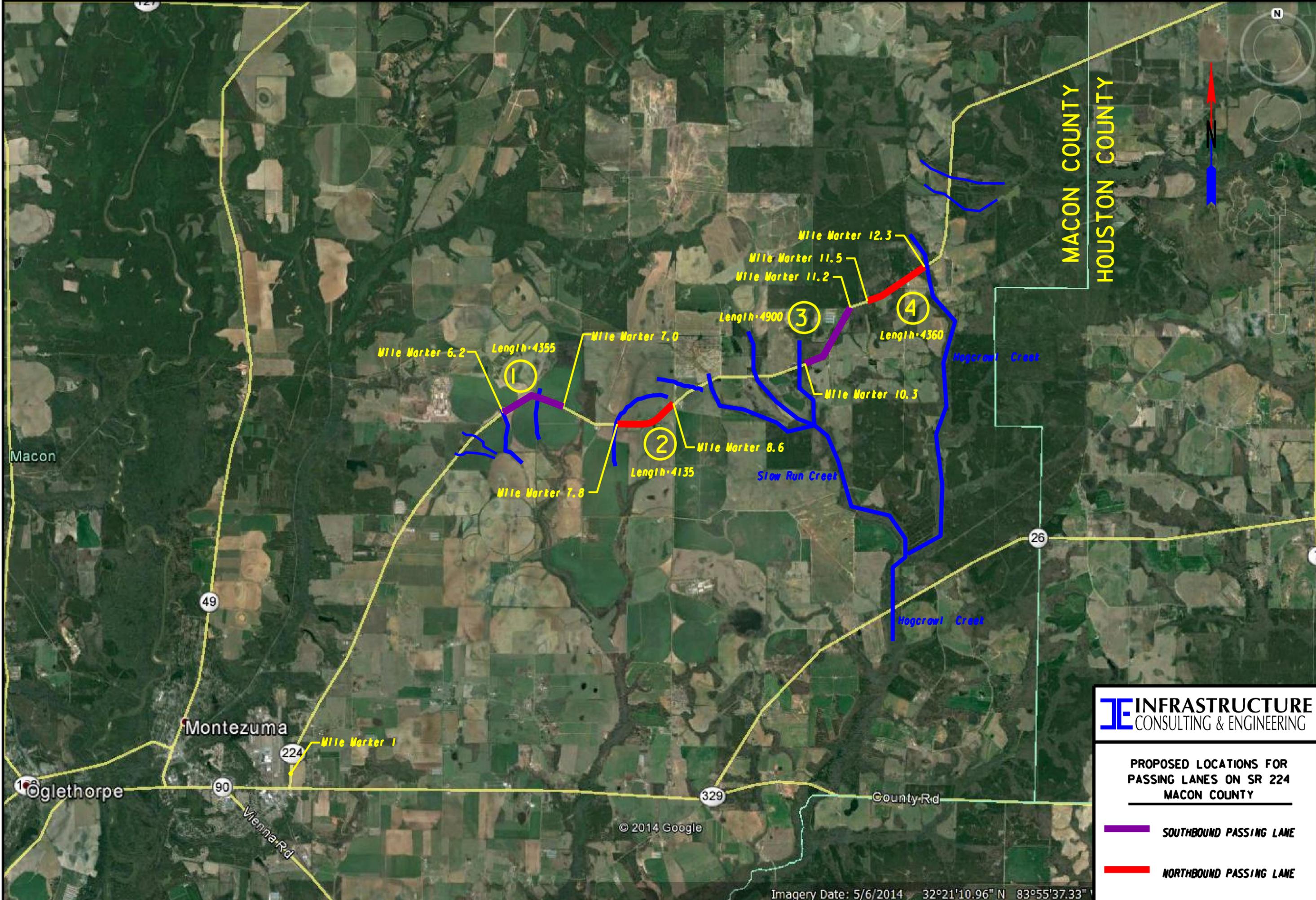
Phase	Total Project Cost	Total TIA Amount	Comments (Please note all cost estimates are in 2011 dollars and actual costs for all phases at year of expenditure will be higher):
PE	\$625,000	\$625,000	
CST	\$6,250,000	\$6,250,000	
Total	\$6,875,000	\$6,875,000	

Public Benefit	Notes
Ensuring Safety and Security	This project would benefit the public by potentially reducing the incidence of crashes along this roadway segment, corridor, and/or intersection.
Maximizing the value of Georgia's Assets	This project could potentially maximize the full utility of an existing transportation facility(s). In some cases, bypasses will be necessary. Example benefits could be: mitigating congestion (e.g. operational improvements) and optimizing capital asset management (e.g. resurfacing, rehabilitation). The impacts would apply to this roadway segment, corridor, and/or intersection.

Additional Benefits	This project would benefit the traveling public by decreasing the frequency and severity of crash incidents. The benefit will be providing a smoother surface for travel, along with optimizing capital asset management. The project would also assist the movement of cars and freight from Montezuma to Interstate 75 and points north.
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Project Location





JE INFRASTRUCTURE
CONSULTING & ENGINEERING

**PROPOSED LOCATIONS FOR
PASSING LANES ON SR 224
MACON COUNTY**

- SOUTHBOUND PASSING LANE
- NORTHBOUND PASSING LANE

© 2014 Google

Imagery Date: 5/6/2014 32°21'10.96" N 83°55'37.33" W

SR 224 PASSING LANES
MACON COUNTY
GDOT PI NO. 0011431
SHEET 1 OF 4

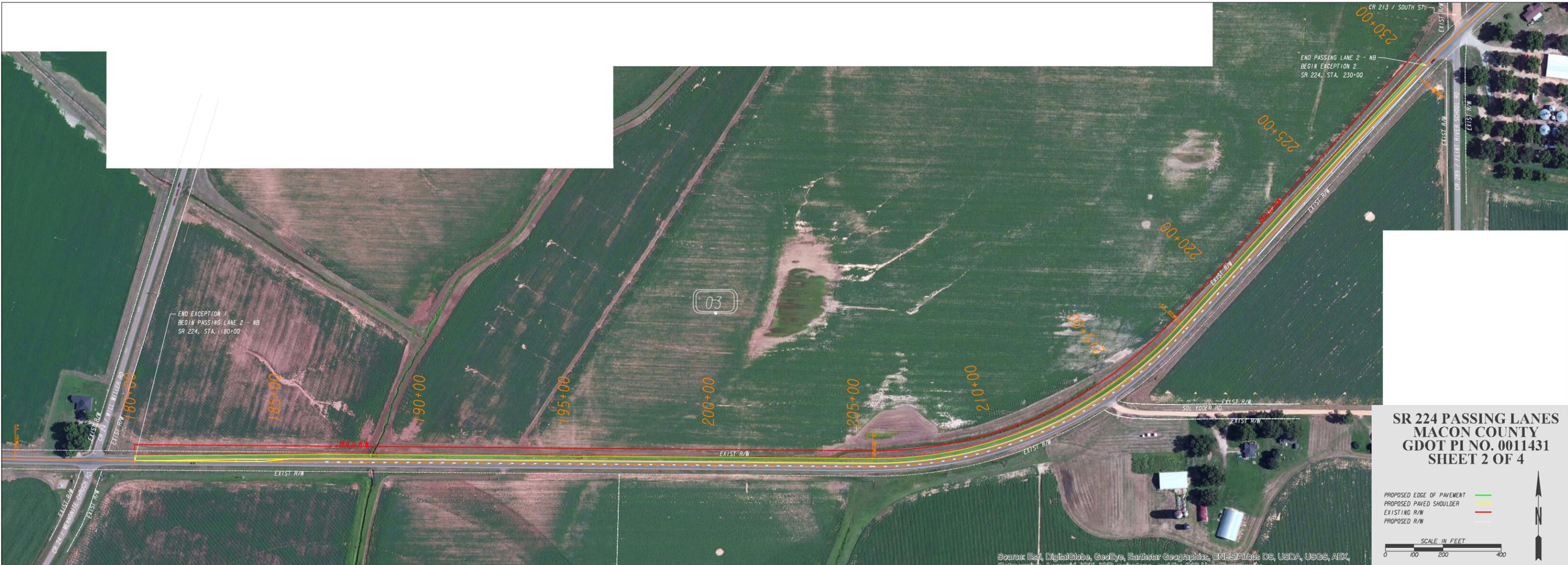
PROPOSED EDGE OF PAVEMENT
PROPOSED PAVED SHOULDER
EXISTING R/W
PROPOSED R/W

SCALE IN FEET
0 100 200 400



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community



END EXCEPTION 1
 BEGIN PASSING LANE 2 - NB
 SR 224, STA. 180+00

END PASSING LANE 2 - NB
 BEGIN EXCEPTION 2
 SR 224, STA. 230+00

**SR 224 PASSING LANES
 MACON COUNTY
 GDOT PI NO. 0011431
 SHEET 2 OF 4**

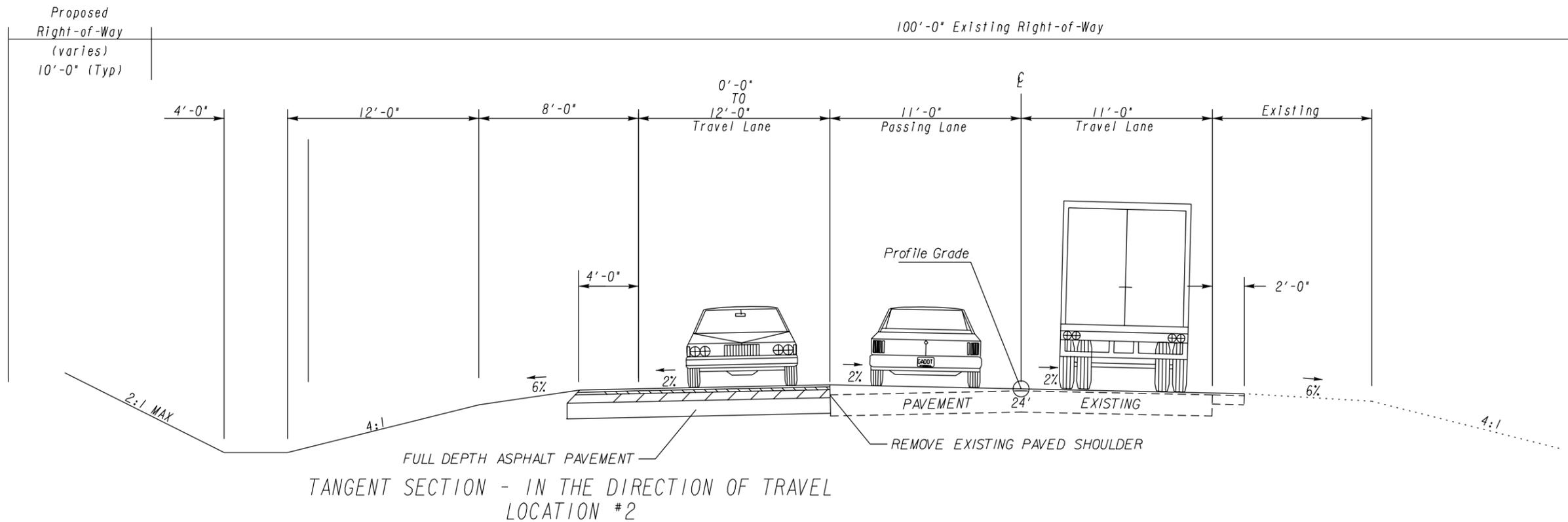
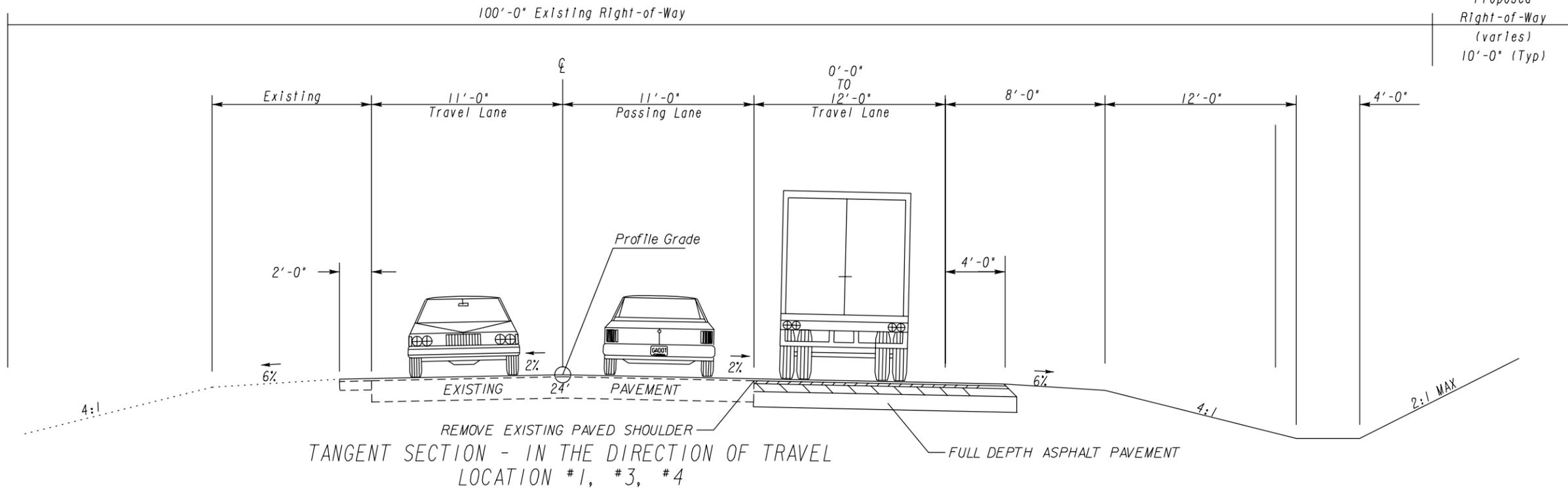
- PROPOSED EDGE OF PAVEMENT
- PROPOSED PAVED SHOULDER
- EXISTING R/W
- PROPOSED R/W



SR 224 PASSING LANES
MACON COUNTY
GDOT PI NO. 0011431
SHEET 3 OF 4

PROPOSED EDGE OF PAVEMENT
PROPOSED PAVED SHOULDER
EXISTING R/W
PROPOSED R/W





REVISION DATES

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE:
TYPICAL SECTIONS
SR 224 PASSING LANES

STATE HIGHWAY AGENCY

DATE : 12/08/2015

PAGE : 1

JOB ESTIMATE REPORT

JOB NUMBER : 0011431_CONCEPT SPEC YEAR: 13
 DESCRIPTION: SR 224 PASSING LANES - CONCEPT ESTIMATE

ITEMS FOR JOB 0011431_CONCEPT

LINE	ITEM	ALT	UNITS	DESCRIPTION	QUANTITY	PRICE	AMOUNT
0001	150-1000		LS	TRAFFIC CONTROL - 0011431	1.000	125000.00	125000.00
0002	163-0232		AC	TEMPORARY GRASSING	13.500	597.57	8067.26
0003	163-0240		TN	MULCH	675.000	197.45	133283.01
0004	163-0300		EA	CONSTRUCTION EXIT	8.000	1458.27	11666.22
0006	163-0541		EA	CONSTR & REM ROCK FILTER DAMS	8.000	882.13	7057.05
0008	165-0030		LF	MAINT OF TEMP SILT FENCE, TP C	19800.000	0.25	5019.30
0010	165-0101		EA	MAINT OF CONST EXIT	8.000	487.09	3896.77
0011	165-0110		EA	MAINT OF ROCK FILTER DAM	8.000	182.05	1456.46
0013	167-1000		EA	WATER QUALITY MONITORING AND SAMPLING	8.000	401.10	3208.82
0014	167-1500		MO	WATER QUALITY INSPECTIONS	18.000	771.10	13879.85
0015	171-0030		LF	TEMPORARY SILT FENCE, TYPE C	19800.000	3.55	70340.89
0017	210-0100		LS	GRADING COMPLETE - 0011431	1.000	1000000.00	1000000.00
0019	310-1101		TN	GR AGGR BASE CRS, INCL MATL	20592.000	28.33	583573.16
0021	402-1812		TN	RECYL AC LEVELING,INC BM&HL	1452.000	79.66	115667.82
0022	402-3121		TN	RECYL AC 25MM SP,GP1/2,BM&HL	8390.000	68.43	574198.60
0023	402-3130		TN	RECYL AC 12.5MM SP,GP2,BM&HL	6873.000	77.70	534095.26
0024	402-3190		TN	RECYL AC 19 MM SP,GP 1 OR 2 ,INC BM&HL	3356.000	76.75	257580.62
0027	446-1100		LF	PVMT REF FAB STRIPS, TP2,18 INCH WIDTH	19800.000	2.63	52223.49
0031	550-1180		LF	STM DR PIPE 18,H 1-10	500.000	49.39	24698.74
0032	550-1240		LF	STM DR PIPE 24,H 1-10	200.000	64.62	12924.27
0033	550-2180		LF	SIDE DR PIPE 18,H 1-10	500.000	29.49	14749.80
0034	550-3618		EA	SAFETY END SECTION 18,SD,6:1	20.000	522.28	10445.60
0035	550-4218		EA	FLARED END SECT 18 IN, ST DR	20.000	599.31	11986.26
0036	550-4224		EA	FLARED END SECT 24 IN, ST DR	8.000	790.94	6327.55
0037	603-2180		SY	STN DUMPED RIP RAP, TP 3, 12	135.000	59.66	8054.86
0038	603-7000		SY	PLASTIC FILTER FABRIC	135.000	4.85	655.93
0039	634-1200		EA	RIGHT OF WAY MARKERS	31.000	117.73	3649.79
0040	636-1020		SF	HWY SGN,TP1MAT,REFL SH TP3	160.000	14.86	2378.01
0042	636-1041		SF	HWY SIGNS,TP 2MAT,REFL SH TP 9	40.000	43.58	1743.54
0044	636-2070		LF	GALV STEEL POSTS, TP 7	500.000	7.41	3709.07
0045	636-2090		LF	GALV STEEL POSTS, TP 9	50.000	7.39	369.55
0048	643-8200		LF	BARRIER FENCE (ORANGE), 4 FT	500.000	2.19	1097.34
0049	653-1501		LF	THERMO SOLID TRAF ST 5 IN, WHI	19800.000	0.39	7886.93

0050	653-1502	LF	THERMO SOLID TRAF ST, 5 IN YEL	39600.000	0.36	14292.04
0051	653-1704	LF	THERM SOLID TRAF STRIPE, 24, WH	36.000	9.59	345.47
0052	653-3501	GLF	THERMO SKIP TRAF ST, 5 IN, WHI	19800.000	0.23	4568.26
0054	653-6006	SY	THERM TRAF STRIPING, YELLOW	7688.000	2.70	20812.18
0055	654-1002	EA	RAISED PVMT MARKERS TP 2	777.000	2.39	1863.66
0065	654-1003	EA	RAISED PVMT MARKERS TP 3	182.000	3.96	721.54
0075	700-6910	AC	PERMANENT GRASSING	13.500	1365.90	18439.72
0080	700-7000	TN	AGRICULTURAL LIME	45.000	82.39	3707.67

STATE HIGHWAY AGENCY

DATE : 12/08/2015
PAGE : 2

JOB ESTIMATE REPORT

0085	700-8000	TN	FERTILIZER MIXED GRADE	3.000	644.36	1933.11
0090	700-8100	LB	FERTILIZER NITROGEN CONTENT	675.000	3.18	2151.50
0100	716-2000	SY	EROSION CONTROL MATS, SLOPES	13200.000	1.36	18030.54
ITEM TOTAL						3697757.47
INFLATED ITEM TOTAL						3697757.47
TOTALS FOR JOB 0011431_CONCEPT						
ESTIMATED COST:						3697757.51
CONTINGENCY PERCENT (15.0):						554663.63
ESTIMATED TOTAL:						4252421.14

CONTINGENCY SUMMARY

A. CONSTRUCTION COST ESTIMATE:	\$	4,252,421.14	Base Estimate From CES	
B. ENGINEERING AND INSPECTION (E & I):	\$	248,766.64	Base Estimate (A) x	6 %
C. CONTINGENCY:	\$	180,047.51	Base Estimate (A) + E & I (B) x	4 %
			See % Table in "Risk Based Cost Estimation" Memo	
D. TOTAL LIQUID AC ADJUSTMENT:	\$	244,964.81	Total From Liquid AC Spreadsheet	
E. CONSTRUCTION TOTAL:	\$	4,926,200.10	(A + B + C + D = E)	

REIMBURSABLE UTILITY COSTS

UTILITY OWNER	REIMBURSABLE COST
AGL Resources	\$ -
AT&T	\$ -
Flint EMC	\$ -
Georgia Power	\$ -
Windstream	\$ -
TOTAL	\$ -

ATTACHMENTS:

Detailed Cost Estimate Printout From TRAQS Liquid AC Adjustment Spreadsheet
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PROJ. NO. RC08-000032
P.I. NO. 0011431
DATE 12/8/2015

CALL NO. 9/29/2009

INDEX (TYPE)	DATE	INDEX
REG. UNLEADED	Dec-15	\$ 1.976
DIESEL		\$ 2.403
LIQUID AC		\$ 405.00

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) 243862.65 \$ 243,862.65
Monthly Asphalt Cement Price month placed (APM) Max. Cap 60% \$ 648.00
Monthly Asphalt Cement Price month project let (APL) \$ 405.00
Total Monthly Tonnage of asphalt cement (TMT) 1003.55

ASPHALT	Tons	%AC	AC ton
Leveling	1452	5.0%	72.6
12.5 OGFC		5.0%	0
12.5 mm	6873	5.0%	343.65
9.5 mm SP		5.0%	0
25 mm SP	8390	5.0%	419.5
19 mm SP	3356	5.0%	167.8
	20071		1003.55

BITUMINOUS TACK COAT
Price Adjustment (PA) \$ 1,102.16 \$ 1,102.16
Monthly Asphalt Cement Price month placed (APM) Max. Cap 60% \$ 648.00
Monthly Asphalt Cement Price month project let (APL) \$ 405.00
Total Monthly Tonnage of asphalt cement (TMT) 4.535626574

Bitum Tack

Gals	gals/ton	tons
1056	232.8234	4.53562657

BITUMINOUS TACK COAT (surface treatment)
Price Adjustment (PA) 0 \$ -
Monthly Asphalt Cement Price month placed (APM) Max. Cap 60% \$ 648.00
Monthly Asphalt Cement Price month project let (APL) \$ 405.00
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

TOTAL LIQUID AC ADJUSTMENT \$ 244,964.81

Preliminary ROW Cost Estimate



PI No. 0011431
 Project Name: SR 224 Passing Lanes
 Date: 12-3-2015
 Location #1

Land and Improvements	Agriculture	Residential	Commercial	Industrial	Notes
Estimate (\$/ac)	\$2,500	\$10,000	\$15,000	\$0	Enter Cost / Acre
Fee Simple Area (ac)	1.22	0.00	0.00	0.00	Enter Acreage
Fee Simple Estimate	\$3,053	\$0	\$0	\$0	CALCULATED FIELD
Perm Easement Area (ac)	0.00	0.00	0.00	0.00	Enter Acreage
Perm Easement Factor	0%	50%	50%	0%	Adjust Percentage as Appropriate
Perm Easement Estimate	\$0	\$0	\$0	\$0	CALCULATED FIELD
Temp Easement Area (ac)	0.00	0.00	0.00	0.00	Enter Acreage
Temp Easement Factor	0%	25%	25%	0%	Adjust Percentage as Appropriate
Temp Easement Estimate	\$0	\$0	\$0	\$0	CALCULATED FIELD
City Land Available for Swap (ac)	0.00	0.00	0.00	0.00	Enter Acreage (If required)
City Land Available for Swap Estimal	\$0	\$0	\$0	\$0	Enter Estimated Value (If required)
Proximity Damages	\$0	\$0	\$0	\$0	Enter Fees and Provide Notes as Appropriate
Consequential Damages	\$0	\$0	\$0	\$0	Enter Fees and Provide Notes as Appropriate
Cost to Cures	\$0	\$0	\$0	\$0	Enter Fees and Provide Notes as Appropriate
Improvements	\$0	\$0	\$0	\$0	Enter Fees and Provide Notes as Appropriate
Trade Fixtures	\$0	\$0	\$0	\$0	Enter Fees and Provide Notes as Appropriate
PROPERTY TYPE TOTALS	\$3,053	\$0	\$0	\$0	CALCULATED FIELD

Land and Improvements
 Sub Total \$3,053 CALCULATED FIELD

Relocation	Quantity	Estimated Cost	Totals	Notes
Residential Tenant (Qty of Tenants)	0	\$30,000	\$0	Adjust Qty / Costs as required
Residential Owner	0	\$50,000	\$0	Adjust Qty / Costs as required
Business Displacement (Qty)	0	\$45,000	\$0	Adjust Qty / Costs as required
Pro Rata Taxes	0	\$1,000	\$0	Adjust Qty / Costs as required
Prop Pin Replacement	0	\$1,250	\$0	Adjust Qty / Costs as required
PROPERTY TYPE TOTALS	0		\$0	CALCULATED FIELD

Relocation Sub Total \$0 CALCULATED FIELD

Valuation Services	Agriculture	Residential	Commercial	Industrial	Notes
Appraisals (# of Parcels)	2	0	0	0	Adjust Parcels as required
Estimated Fee (per Parcel)	\$2,500	\$2,500	\$5,000	\$0	Enter Estimated Fee per Parcel
Total Appraisals	\$5,000	\$0	\$0	\$0	CALCULATED FIELD
Specialty Reports	\$0	\$0	\$0	\$0	Enter Estimated Costs and Provide Notes
Estimated Fees	\$0	\$0	\$0	\$0	Enter Estimated Fees and Provide Notes
PROPERTY TYPE TOTALS	\$5,000	\$0	\$0	\$0	CALCULATED FIELD

Valuation Services Sub Total \$5,000 CALCULATED FIELD

Legal Services	Parcels	Estimated Fees	Totals	Notes
Meeting with Attorney	2	\$125	\$250	Adjust Parcels / Fees as required (using best judgement)
Preliminary Titles	2	\$200	\$400	Adjust Parcels / Fees as required
Closing and Final Title	2	\$300	\$600	Adjust Parcels / Fees as required
Recording Fees	2	\$50	\$100	Adjust Parcels / Fees as required
Condemnation	1	\$30,000	\$30,000	Adjust Parcels / Fees as required
Legal Services Sub Total			\$31,350	CALCULATED FIELD

Administrative	Parcels	Man Hours/Parcel	Totals	Notes
Pre-Acquisition	2	40	\$4,000	Adjust Parcels / Fees as required
Acquisition	2	100	\$10,000	Adjust Parcels / Fees as required
Administrative Appeals	2	50	\$5,000	Calculates as 15% of Acq Parcel Count (Adjust if Necessary)
Administrative Sub Total			\$19,000	CALCULATED FIELD

Contingency	Overall Contingency	Percentage	Amount	Notes
Overall Contingency	20%		\$11,681	Enter Percentage for Contingency (Default = 20%)

Total Estimated Costs \$70,083 CALCULATED FIELD

Preliminary ROW Cost Estimate



PI No. 0011431
 Project Name: SR 224 Passing Lanes
 Date: 12-3-2015
 Location #2

Land and Improvements	Agriculture	Residential	Commercial	Industrial	Notes
Estimate (\$/ac)	\$2,500	\$10,000	\$15,000	\$0	Enter Cost / Acre
Fee Simple Area (ac)	1.14	0.00	0.00	0.00	Enter Acreage
Fee Simple Estimate	\$2,842	\$0	\$0	\$0	CALCULATED FIELD
Perm Easement Area (ac)	0.00	0.00	0.00	0.00	Enter Acreage
Perm Easement Factor	0%	50%	50%	0%	Adjust Percentage as Appropriate
Perm Easement Estimate	\$0	\$0	\$0	\$0	CALCULATED FIELD
Temp Easement Area (ac)	0.00	0.00	0.00	0.00	Enter Acreage
Temp Easement Factor	0%	25%	25%	0%	Adjust Percentage as Appropriate
Temp Easement Estimate	\$0	\$0	\$0	\$0	CALCULATED FIELD
City Land Available for Swap (ac)	0.00	0.00	0.00	0.00	Enter Acreage (If required)
City Land Available for Swap Estimat	\$0	\$0	\$0	\$0	Enter Estimated Value (If required)
Proximity Damages	\$0	\$0	\$0	\$0	Enter Fees and Provide Notes as Appropriate
Consequential Damages	\$0	\$0	\$0	\$0	Enter Fees and Provide Notes as Appropriate
Cost to Cures	\$0	\$0	\$0	\$0	Enter Fees and Provide Notes as Appropriate
Improvements	\$0	\$0	\$0	\$0	Enter Fees and Provide Notes as Appropriate
Trade Fixtures	\$0	\$0	\$0	\$0	Enter Fees and Provide Notes as Appropriate
PROPERTY TYPE TOTALS	\$2,842	\$0	\$0	\$0	CALCULATED FIELD

Land and Improvements
 Sub Total \$2,842 CALCULATED FIELD

Relocation	Quantity	Estimated Cost	Totals	Notes
Residential Tenant (Qty of Tenants)	0	\$30,000	\$0	Adjust Qty / Costs as required
Residential Owner	0	\$50,000	\$0	Adjust Qty / Costs as required
Business Displacement (Qty)	0	\$45,000	\$0	Adjust Qty / Costs as required
Pro Rata Taxes	0	\$1,000	\$0	Adjust Qty / Costs as required
Prop Pin Replacement	0	\$1,250	\$0	Adjust Qty / Costs as required
PROPERTY TYPE TOTALS	0		\$0	CALCULATED FIELD

Relocation Sub Total \$0 CALCULATED FIELD

Valuation Services	Agriculture	Residential	Commercial	Industrial	Notes
Appraisals (# of Parcels)	1	0	0	0	Adjust Parcels as required
Estimated Fee (per Parcel)	\$2,500	\$2,500	\$5,000	\$0	Enter Estimated Fee per Parcel
Total Appraisals	\$2,500	\$0	\$0	\$0	CALCULATED FIELD
Specialty Reports	\$0	\$0	\$0	\$0	Enter Estimated Costs and Provide Notes
Estimated Fees	\$0	\$0	\$0	\$0	Enter Estimated Fees and Provide Notes
PROPERTY TYPE TOTALS	\$2,500	\$0	\$0	\$0	CALCULATED FIELD

Valuation Services Sub Total \$2,500 CALCULATED FIELD

Legal Services	Parcels	Estimated Fees	Totals	Notes
Meeting with Attorney	1	\$125	\$125	Adjust Parcels / Fees as required (using best judgement)
Preliminary Titles	1	\$200	\$200	Adjust Parcels / Fees as required
Closing and Final Title	1	\$300	\$300	Adjust Parcels / Fees as required
Recording Fees	1	\$50	\$50	Adjust Parcels / Fees as required
Condemnation	0	\$30,000	\$0	Adjust Parcels / Fees as required
Legal Services Sub Total			\$675	CALCULATED FIELD

Administrative	Parcels	Man Hours/Parcel	Totals	Notes
Pre-Acquisition	1	40	\$2,000	Adjust Parcels / Fees as required
Acquisition	1	100	\$5,000	Adjust Parcels / Fees as required
Administrative Appeals	1	50	\$2,500	Calculates as 15% of Acq Parcel Count (Adjust if Necessary)
Administrative Sub Total			\$9,500	CALCULATED FIELD

Contingency	Overall Contingency	20%	\$3,103	Enter Percentage for Contingency (Default = 20%)
Overall Contingency	20%	\$3,103		Enter Percentage for Contingency (Default = 20%)

Total Estimated Costs \$18,620 CALCULATED FIELD

Preliminary ROW Cost Estimate



PI No. 0011431
 Project Name: SR 224 Passing Lanes
 Date: 12-3-2015
 Location #3

Land and Improvements	Agriculture	Residential	Commercial	Industrial	Notes
Estimate (\$/ac)	\$2,500	\$10,000	\$15,000	\$0	Enter Cost / Acre
Fee Simple Area (ac)	1.03	0.24	0.00	0.00	Enter Acreage
Fee Simple Estimate	\$2,575	\$2,400	\$0	\$0	CALCULATED FIELD
Perm Easement Area (ac)	0.00	0.00	0.00	0.00	Enter Acreage
Perm Easement Factor	0%	50%	50%	0%	Adjust Percentage as Appropriate
Perm Easement Estimate	\$0	\$0	\$0	\$0	CALCULATED FIELD
Temp Easement Area (ac)	0.00	0.00	0.00	0.00	Enter Acreage
Temp Easement Factor	0%	25%	25%	0%	Adjust Percentage as Appropriate
Temp Easement Estimate	\$0	\$0	\$0	\$0	CALCULATED FIELD
City Land Available for Swap (ac)	0.00	0.00	0.00	0.00	Enter Acreage (If required)
City Land Available for Swap Estimat	\$0	\$0	\$0	\$0	Enter Estimated Value (If required)
Proximity Damages	\$0	\$0	\$0	\$0	Enter Fees and Provide Notes as Appropriate
Consequential Damages	\$0	\$0	\$0	\$0	Enter Fees and Provide Notes as Appropriate
Cost to Cures	\$0	\$0	\$0	\$0	Enter Fees and Provide Notes as Appropriate
Improvements	\$0	\$0	\$0	\$0	Enter Fees and Provide Notes as Appropriate
Trade Fixtures	\$0	\$0	\$0	\$0	Enter Fees and Provide Notes as Appropriate
PROPERTY TYPE TOTALS	\$2,575	\$2,400	\$0	\$0	CALCULATED FIELD
Land and Improvements Sub Total			\$4,975		CALCULATED FIELD
Relocation	Quantity	Estimated Cost	Totals		
Residential Tenant (Qty of Tenants)	0	\$30,000	\$0		Adjust Qty / Costs as required
Residential Owner	0	\$50,000	\$0		Adjust Qty / Costs as required
Business Displacement (Qty)	0	\$45,000	\$0		Adjust Qty / Costs as required
Pro Rata Taxes	0	\$1,000	\$0		Adjust Qty / Costs as required
Prop Pin Replacement	0	\$1,250	\$0		Adjust Qty / Costs as required
PROPERTY TYPE TOTALS	0		\$0		CALCULATED FIELD
Relocation Sub Total			\$0		CALCULATED FIELD
Valuation Services	Agriculture	Residential	Commercial	Industrial	
Appraisals (# of Parcels)	3	3	0	0	Adjust Parcels as required
Estimated Fee (per Parcel)	\$2,500	\$2,500	\$5,000	\$0	Enter Estimated Fee per Parcel
Total Appraisals	\$7,500	\$7,500	\$0	\$0	CALCULATED FIELD
Specialty Reports	\$0	\$0	\$0	\$0	Enter Estimated Costs and Provide Notes
Estimated Fees	\$0	\$0	\$0	\$0	Enter Estimated Fees and Provide Notes
PROPERTY TYPE TOTALS	\$7,500	\$7,500	\$0	\$0	CALCULATED FIELD
Valuation Services Sub Total			\$15,000		CALCULATED FIELD
Legal Services	Parcels	Estimated Fees	Totals		
Meeting with Attorney	6	\$125	\$750		Adjust Parcels / Fees as required (using best judgement)
Preliminary Titles	6	\$200	\$1,200		Adjust Parcels / Fees as required
Closing and Final Title	6	\$300	\$1,800		Adjust Parcels / Fees as required
Recording Fees	6	\$50	\$300		Adjust Parcels / Fees as required
Condemnation	2	\$30,000	\$60,000		Adjust Parcels / Fees as required
Legal Services Sub Total			\$64,050		CALCULATED FIELD
Administrative	Parcels	Man Hours/Parcel	Totals		
Pre-Acquisition	6	40	\$12,000		Adjust Parcels / Fees as required
Acquisition	6	100	\$30,000		Adjust Parcels / Fees as required
Administrative Appeals	6	50	\$15,000		Calculates as 15% of Acq Parcel Count (Adjust if Necessary)
Administrative Sub Total			\$57,000		CALCULATED FIELD
Contingency					
Overall Contingency	20%	\$28,205			Enter Percentage for Contingency (Default = 20%)
Total Estimated Costs			\$169,230		CALCULATED FIELD

Preliminary ROW Cost Estimate



PI No. 0011431
 Project Name: SR 224 Passing Lanes
 Date: 12-3-2015
 Location #4

Land and Improvements	Agriculture	Residential	Commercial	Industrial	Notes
Estimate (\$/ac)	\$2,500	\$10,000	\$15,000	\$0	Enter Cost / Acre
Fee Simple Area (ac)	0.81	0.27	0.21	0.00	Enter Acreage
Fee Simple Estimate	\$2,020	\$2,700	\$3,150	\$0	CALCULATED FIELD
Perm Easement Area (ac)	0.00	0.00	0.00	0.00	Enter Acreage
Perm Easement Factor	0%	50%	50%	0%	Adjust Percentage as Appropriate
Perm Easement Estimate	\$0	\$0	\$0	\$0	CALCULATED FIELD
Temp Easement Area (ac)	0.00	0.00	0.00	0.00	Enter Acreage
Temp Easement Factor	0%	25%	25%	0%	Adjust Percentage as Appropriate
Temp Easement Estimate	\$0	\$0	\$0	\$0	CALCULATED FIELD
City Land Available for Swap (ac)	0.00	0.00	0.00	0.00	Enter Acreage (If required)
City Land Available for Swap Estimat	\$0	\$0	\$0	\$0	Enter Estimated Value (If required)
Proximity Damages	\$0	\$0	\$0	\$0	Enter Fees and Provide Notes as Appropriate
Consequential Damages	\$0	\$0	\$0	\$0	Enter Fees and Provide Notes as Appropriate
Cost to Cures	\$0	\$0	\$0	\$0	Enter Fees and Provide Notes as Appropriate
Improvements	\$0	\$0	\$0	\$0	Enter Fees and Provide Notes as Appropriate
Trade Fixtures	\$0	\$0	\$0	\$0	Enter Fees and Provide Notes as Appropriate
PROPERTY TYPE TOTALS	\$2,020	\$2,700	\$3,150	\$0	CALCULATED FIELD
Land and Improvements Sub Total			\$7,870		CALCULATED FIELD
Relocation	Quantity	Estimated Cost	Totals		
Residential Tenant (Qty of Tenants)	0	\$30,000	\$0		Adjust Qty / Costs as required
Residential Owner	0	\$50,000	\$0		Adjust Qty / Costs as required
Business Displacement (Qty)	0	\$45,000	\$0		Adjust Qty / Costs as required
Pro Rata Taxes	0	\$1,000	\$0		Adjust Qty / Costs as required
Prop Pin Replacement	0	\$1,250	\$0		Adjust Qty / Costs as required
PROPERTY TYPE TOTALS	0		\$0		CALCULATED FIELD
Relocation Sub Total			\$0		CALCULATED FIELD
Valuation Services	Agriculture	Residential	Commercial	Industrial	
Appraisals (# of Parcels)	2	1	1	0	Adjust Parcels as required
Estimated Fee (per Parcel)	\$2,500	\$2,500	\$5,000	\$0	Enter Estimated Fee per Parcel
Total Appraisals	\$5,000	\$2,500	\$5,000	\$0	CALCULATED FIELD
Specialty Reports	\$0	\$0	\$0	\$0	Enter Estimated Costs and Provide Notes
Estimated Fees	\$0	\$0	\$0	\$0	Enter Estimated Fees and Provide Notes
PROPERTY TYPE TOTALS	\$5,000	\$2,500	\$5,000	\$0	CALCULATED FIELD
Valuation Services Sub Total			\$12,500		CALCULATED FIELD
Legal Services	Parcels	Estimated Fees	Totals		
Meeting with Attorney	4	\$125	\$500		Adjust Parcels / Fees as required (using best judgement)
Preliminary Titles	4	\$200	\$800		Adjust Parcels / Fees as required
Closing and Final Title	4	\$300	\$1,200		Adjust Parcels / Fees as required
Recording Fees	4	\$50	\$200		Adjust Parcels / Fees as required
Condemnation	1	\$30,000	\$30,000		Adjust Parcels / Fees as required
Legal Services Sub Total			\$32,700		CALCULATED FIELD
Administrative	Parcels	Man Hours/Parcel	Totals		
Pre-Acquisition	4	40	\$8,000		Adjust Parcels / Fees as required
Acquisition	4	100	\$20,000		Adjust Parcels / Fees as required
Administrative Appeals	4	50	\$10,000		Calculates as 15% of Acq Parcel Count (Adjust if Necessary)
Administrative Sub Total			\$38,000		CALCULATED FIELD
Contingency					
Overall Contingency	20%	\$18,214			Enter Percentage for Contingency (Default = 20%)
Total Estimated Costs			\$109,284		CALCULATED FIELD



SOUTHEASTERN ENGINEERING, INC.

2470 Sandy Plains Road
Marietta, GA 30066
(Office) 770-321-3936
(Fax) 770-321-3935
ahofelich@seengineering.com

July 1, 2015

Traffic Analysis Section – Office of Planning
Georgia Department of Transportation

**RE: PI#0011431 - SR 224 FROM SR 26 TO HOUSTON COUNTY LINE - TIA
Macon County, Georgia
Traffic Data and Assumptions**

Please consider this memorandum a confirmation of the existing data and our assumptions for PI#0011431 for SR 224 from SR 26 to the Houston County Line in Macon County, Georgia.

The proposed project would provide passing lanes on SR 224. This roadway is a 55 mph rural minor collector in Macon County. The project section of SR 224 connects Exit 135 on I-75 with the Cities of Montezuma and Oglethorpe. A project area map have been attached to this memorandum for your convenience.

Existing Data:

We have reviewed and downloaded the GDOT counts available on the transmetrics/geocounts website for the surrounding area. Specifically:

- Count station 193-0227 on the western end of the project section reports for 2012 an ADT of 3048. The most recent vehicle classification count was collected in 2010 and reported an ADT of 2886, a truck percentage of 9.5% (4.3% SU 5.2% COMB), and a 24-Hour truck percentage of 19.6% (7.9% SU 11.7% COMB).
- Count station 193-0232 in the middle of the project section reports for 2013 an ADT of 3138. The most recent vehicle classification count was collected in 2011 and reported an ADT of 2514, a truck percentage of 10.7% (4.4% SU 6.3% COMB), and a 24-Hour truck percentage of 25.1% (10.1% SU 15.0% COMB).
- Count station 193-0236 on the eastern end of the project section reports for 2012 an ADT of 3034. The most recent vehicle classification count was collected in 2010 and reported an ADT of 2734, a truck percentage of 13.2% (6.8% SU 6.4% COMB), and a 24-Hour truck percentage of 21.3% (8.7% SU 12.6% COMB).

Proposed Data Collection and Assumptions:

We are proposing a 2.0% growth rate for the project, which is not inconsistent with the existing growth patterns along this corridor. The project is scheduled to be completed in 2017, so we will set the Base (Build) Year as 2017 and the Design Year as 2037. For the ADT, we used the 2013 ADT from station 193-0232, as it was marginally larger than the other two counts grown for 2013. The 2.0% growth rate was applied to this number to develop the build and design ADT.

Count station 193-0232 identified the K Factor as 8. This was used to calculate the design hourly volume from the design ADT.
For the truck percentages, we averaged the peak and 24-hour percentages from the three classification counts identified above.

The 2011 count at station 193-0232 is the only count in the project section that includes directional distribution. The daily directional distribution collected was 49.7%, which will be rounded to 50% for design purposes. The peak hour directional distribution is 58.3% in the morning, which will be rounded to 60% for design purposes.

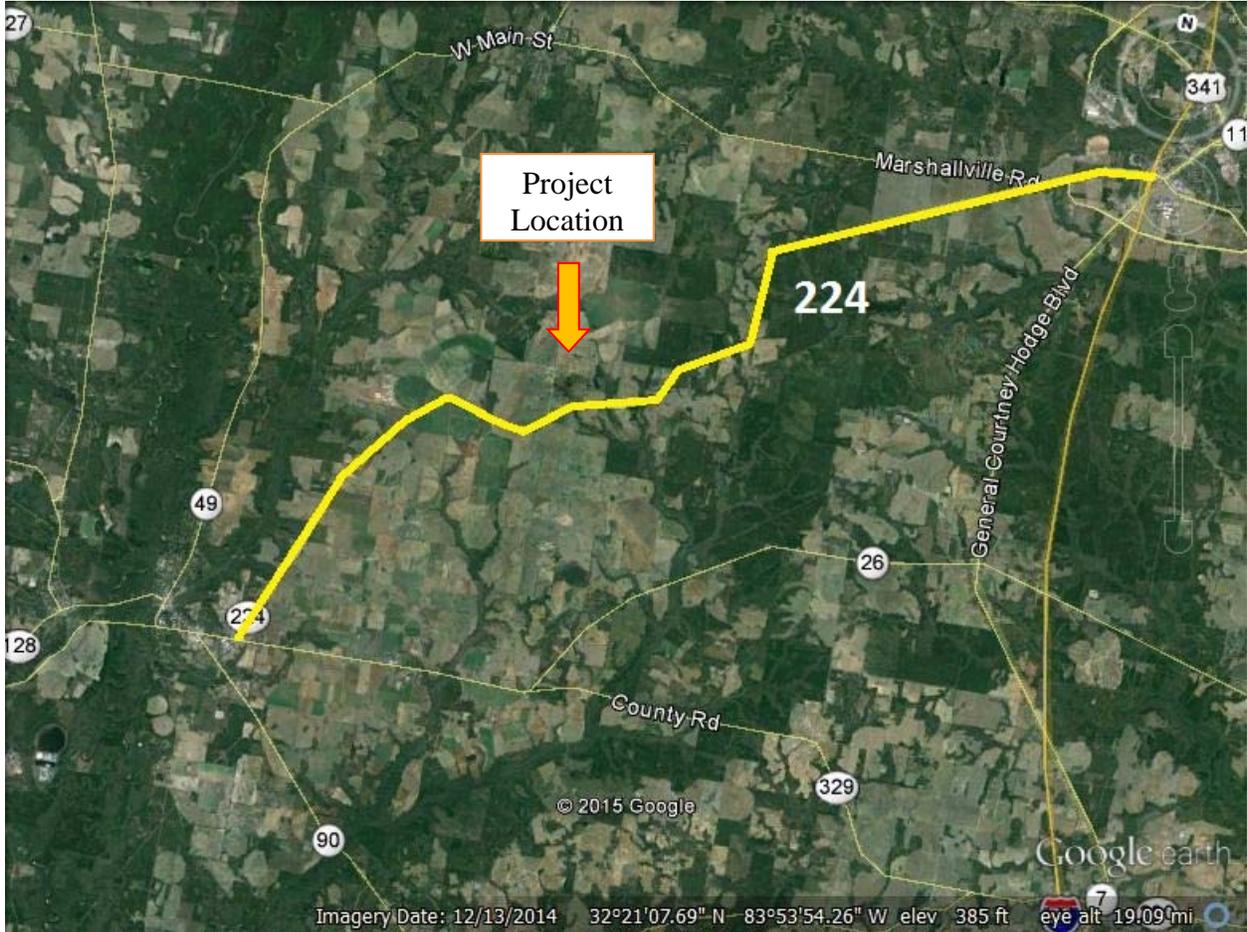
The Design Data table on the cover sheet of the intersection plans should include the following information:

TRAFFIC A.D.T.:	3,400 (2017)
TRAFFIC A.D.T.:	5,050 (2037)
TRAFFIC DHV:	635
DIRECTIONAL DIST:	60%
% TRUCKS:	11.1% (5.2% SU, 6.0% COMB)
24H % TRUCKS:	22.0% (8.9% SU, 13.1% COMB)
SPEED DESIGN:	55 MPH

If you have any questions regarding the projected traffic for the project or any of the proposed assumptions, please contact Alex Hofelich, PE, PTOE, at 770-702-7021 or Ahofelich@seengineering.com

ATTACHMENTS

AREA MAP



Date: July 9, 2015

Project: SR 224 Passing Lanes
TIA Project

Purpose: Local Government Coordination Meeting

Location: Macon County Board of Commissioners Office

Time: 10:30 AM

Attending:

Regina McDuffie	Macon County – County Manager
Mickey George	Macon County - Commissioner
Kelvin Mullins	GDOT – TIA Regional Coordinator
Dan Bodycomb	GDOT – TIA Preconstruction Manager
Larry Cook	ICE – Project Manager
Tyler McIntosh	ICE – Roadway Design Lead

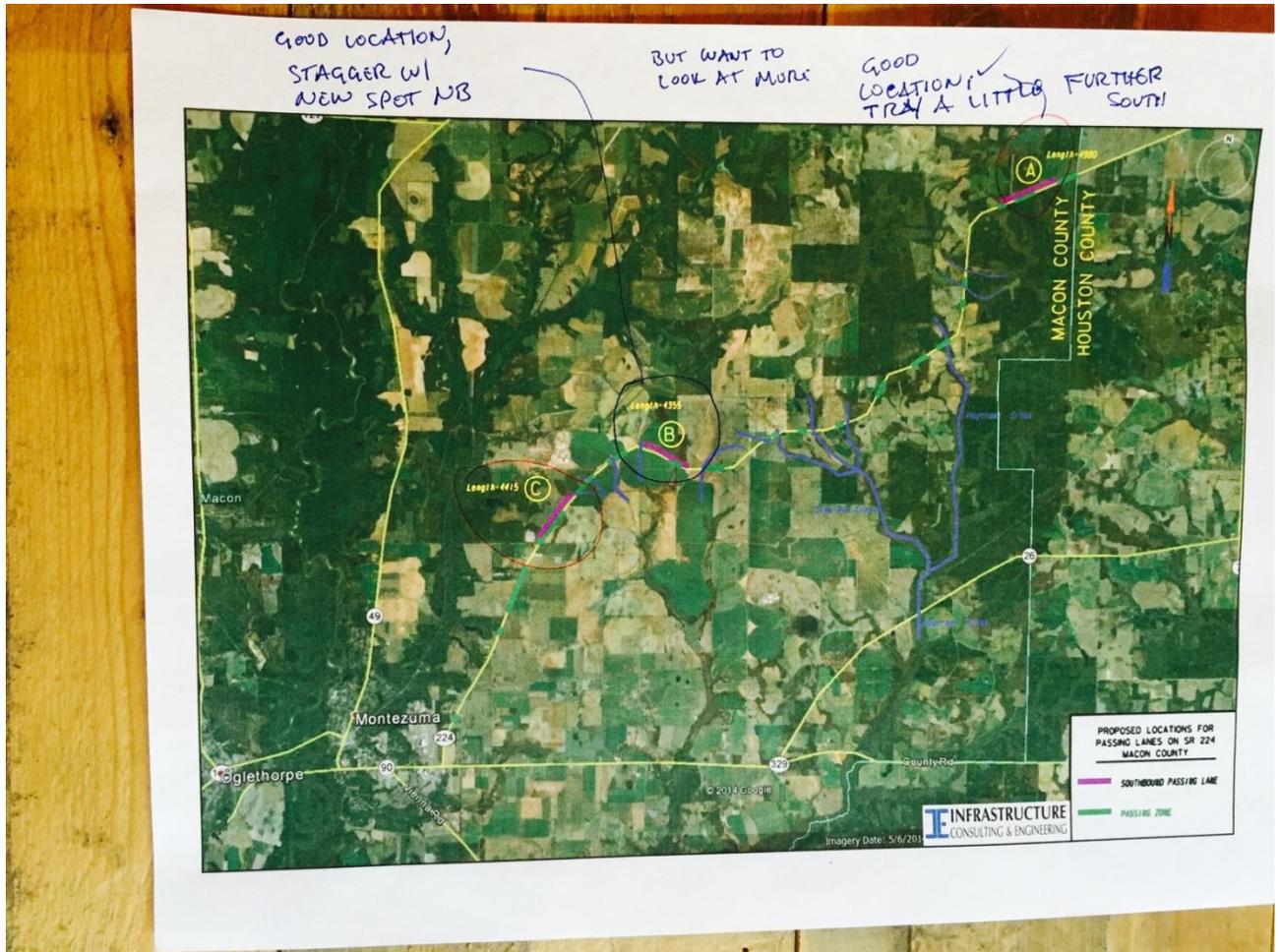
The following items were discussed:

1. Tyler McIntosh
 - a. The TIA budget will provide for approximately 4 miles of passing lanes along the corridor
 - b. Initial coordination – County would prefer 4 locations – 2 NB and 2 SB
 - c. Focused efforts on finding the most opportunistic locations to avoid existing passing locations, minimize impacts to utilities, streams, and ROW.
 - d. Decisions were based on a review of existing conditions
2. Mickey George
 - a. Location A is very close to Houston County Line, once in Houston County, the alignment allows for passing for an extended distance.
3. Kelvin Mullins
 - a. The County expressed concern about pavement settlement along the corridor. If a settlement area coincides with a passing lane, the pavement issue will try to be addressed. It appears these locations fall between mile marker 12 & 13.
 - b. The county should be aware that the biggest cost for this project is the asphalt, with grading to a lesser degree. If the final location of a passing lane is within a poor pavement area, this will drive the cost of the project up. Since TIA projects are fixed budget, the length of the passing lane may need to be reduced or some locations eliminated all together.
 - c. The design also attempts to accommodate the rising unit costs. The costs for SR 224 is to provide a pavement section that is sufficient for a state route with heavy truck use. These estimates will be much higher than that the costs to pave a local county road that may only have 3” +/- of asphalt.
4. Regina McDuffie

- a. The county would like for a NB lane just north of the Barrington Dairy to be considered
- b. The county agrees with Location #2.
- c. The county requests mile markers be added to the display to help orient along the corridor.

5. Displays





Action Items:

1. ICE to review and revise displays to show locations requested by County.
2. GDOT to review maintenance schedule with district office for SR 224

This is our understanding of items discussed and decisions reached. Please contact Dan Bodycomb (404.631.1715 or DBodycomb@dot.ga.gov) if changes or additions are necessary.

Tyler McIntosh

From: Bodycomb, Dan <DBodycomb@dot.ga.gov>
Sent: Friday, August 21, 2015 9:43 AM
To: Tyler McIntosh
Cc: Mullins, Kelvin
Subject: FW: SR 224 Passing Lanes - Revised Display

Tyler,

It appears that we have clearance to move forward with the design.

Dan Bodycomb, PE

TIA Preconstruction Manager
Georgia Department of Transportation
600 West Peachtree Street, 11th Floor
Atlanta, Georgia
30308
404.631.1715 – office
404.473.9879 – cell

From: Regina McDuffie [mailto:rmmcduffie148@windstream.net]
Sent: Friday, August 21, 2015 9:39 AM
To: Mullins, Kelvin
Cc: Bodycomb, Dan; 'Jimmy Watson'
Subject: RE: SR 224 Passing Lanes - Revised Display

Hi Kelvin,

Everything appears to be good. I have shared the latest with my Commissioners and am also working with Adam on the maintenance side to address the other issues with the road. Thanks again for your attention to the community's concerns. You may proceed with the proposed design. RMM

Regards,

Regina M. McDuffie,
County Manager



Macon County Board of Commissioners
121 S. Sumter St.
Oglethorpe, GA 31068

(478) 472-7021 phone
(478) 472-5643 fax
Rmmcduffie148@windstream.net email

From: Regina McDuffie [mailto:rmmcduffie148@windstream.net]
Sent: Tuesday, August 18, 2015 3:59 PM
To: 'Mullins, Kelvin'
Cc: 'Bodycomb, Dan'; 'Jimmy Watson'
Subject: RE: SR 224 Passing Lanes - Revised Display

Hi Kelvin,

It appears to be better. Jimmy and I will ride the corridor in the morning and I will let you know if the placement is satisfactory. Thanks. RMM

Regards,

Regina M. McDuffie,
County Manager



Macon County Board of Commissioners
121 S. Sumter St.
Oglethorpe, GA 31068

(478) 472-7021 phone

(478) 472-5643 fax

Rmmcduffie148@windstream.net email

From: Mullins, Kelvin [<mailto:kemullins@dot.ga.gov>]
Sent: Tuesday, August 18, 2015 3:32 PM
To: Regina McDuffie
Cc: Bodycomb, Dan
Subject: FW: SR 224 Passing Lanes - Revised Display

Ms. McDuffie,

Does this look better?

Thanks for all of your help with this.

KELVIN H. MULLINS
TIA Regional Coordinator
Office of TIA - 19th floor
phone: 404-631-1675

From: Tyler McIntosh [<mailto:tyler.mcintosh@ice-eng.com>]
Sent: Tuesday, August 18, 2015 3:09 PM
To: Bodycomb, Dan
Cc: Mullins, Kelvin
Subject: RE: SR 224 Passing Lanes - Revised Display

I moved the passing lane 'B' so that it was centered on the side road she is referring to below.

Thanks

Tyler

From: Bodycomb, Dan [<mailto:DBodycomb@dot.ga.gov>]
Sent: Tuesday, August 18, 2015 2:28 PM
To: Tyler Mcintosh
Cc: Mullins, Kelvin
Subject: FW: SR 224 Passing Lanes - Revised Display

Tyler,

Please check to see if the requested shift to Section B is possible.

Dan Bodycomb, PE
TIA Preconstruction Manager
Georgia Department of Transportation
600 West Peachtree Street, 11th Floor
Atlanta, Georgia
30308
404.631.1715 – office
404.473.9879 – cell

From: Regina McDuffie [<mailto:rmmcduffie148@windstream.net>]
Sent: Tuesday, August 18, 2015 2:26 PM
To: Mullins, Kelvin
Cc: Bodycomb, Dan; 'Jimmy Watson'
Subject: RE: SR 224 Passing Lanes - Revised Display

Hi Kelvin,

The "B" lane was shifted too far south. We do not want the lane south of Barrington Dairies; our conversation was to make the lane end south of Barrons Lane Rd (which is the intersection with the "Trucks Entering Highway" sign). A .2 mile shift will probably be sufficient. The majority of trucks leaving the dairy are traveling north and would not significantly impact the southbound lane. Please make this adjustment and resend the drawing. Thanks. RMM

Regards,

Regina M. McDuffie,
County Manager



Macon County Board of Commissioners
121 S. Sumter St.
Oglethorpe, GA 31068

(478) 472-7021 phone
(478) 472-5643 fax
Rmmcduffie148@windstream.net email

From: Mullins, Kelvin [<mailto:kemullins@dot.ga.gov>]
Sent: Monday, August 17, 2015 10:48 AM
To: Regina McDuffie
Cc: Bodycomb, Dan
Subject: FW: SR 224 Passing Lanes - Revised Display

Ms. McDuffie,

Attached is the revised layout showing the locations for the passing lanes on SR 224. Location "B" in the Southbound direction was moved further South per our previous discussion.

Location "2" in the Northbound direction has not changed.

Please provide concurrence on the location of the Passing Lanes so that we can move forward with Survey, Environmental, and Design.

If further discussion is needed on the location of "2", let me know.

Let me know if you have any questions.

Thanks.

KELVIN H. MULLINS
TIA Regional Coordinator
Office of TIA - 19th floor
phone: 404-631-1675

From: Tyler McIntosh [<mailto:tyler.mcintosh@ice-eng.com>]

Sent: Monday, August 17, 2015 6:42 AM

To: Mullins, Kelvin; Bodycomb, Dan

Subject: SR 224 Passing Lanes - Revised Display

Attached is the revised display assuming they still want to do two passing lanes in each location.

Thanks,

Tyler McIntosh, P.E. | *Senior Project Manager – Alternative Delivery*
tyler.mcintosh@ice-eng.com | 404-867-2658 (C)



4940 Peachtree Industrial Blvd. Ste. 370
Norcross, GA 30071

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MEETING NOTES



Date: January 19, 2016
Project: SR 224 Passing Lanes
TIA Project
Purpose: Concept Team Meeting
Location: Georgia Department of Transportation-General Office
Time: 10:00 AM

Attending:

Regina McDuffie	Macon County- County Manager
Mickey George	Macon County- Commissioner
Dan Bodycomb	GDOT- TIA Preconstruction Manager
Kenneth Franks	GDOT- TIA Regional Coordinator
Steve Tiedemann	GDOT- TIA
Nona Guilford	GDOT- TIA
Cheryl Brewer	GDOT- TIA
Chris Raymond	GDOT- TMC
Allen Johnson	KEA
Tyler McIntosh	ICE- Roadway Design Lead
Elizabeth Scales	ICE- Roadway Design

The following items were discussed:

1. Dan Bodycomb
 - a. Began the meeting and asked for introductions.
 - b. The let date is December 2017. Preliminary Plans are due in July 2016. ROW will begin the acquisition process in October.
 - c. The value of \$4,926, 200 in the cost estimate did not match the numbers in the report. The value needs to be checked and once verified the relevant numbers or worksheets need to be included in the report.
 - d. GDOT environmental comments were received electronically and provided to the design team for incorporation.
2. Tyler McIntosh
 - a. The concept report was presented. The layout and location of each passing lane was discussed.
 - b. A pavement evaluation will occur as part of the geotechnical studies once the project locations are finalized.
3. Allen Johnson
 - a. KEA is leading the environmental effort. The project will be cleared under a GEPA Type B Letter. Environmental screenings/field surveys for history and ecology have been completed. Archaeology field work will begin once the passing lane locations are finalized.

- b. This project is not located within an MS4 permitted area. No MS4 BMP's will be required.
 - c. The design team does not believe there will be enough impacts to jurisdictional waters to require mitigation.
4. Regina McDuffie
- a. The road bed in some areas has had issues with settling. It is important that if this issue is present in the project areas, that it be addressed.
 - b. The lane transition at Flint River School Road and SR 26 has operational and safety problems because the merge of the passing lane occurs within the limits of the intersection. The county would like for this transition not to be repeated at Flint River School Road and SR 224.
 - c. There are a couple of cemeteries along the alignment. Avoiding the cemeteries is important.
5. Cheryl Brewer
- a. A property owners meeting will be held once the ROW is completed.
 - b. A public involvement meeting will not be necessary because there are no takes and the project is being cleared under a GEPA document.
 - i. Dan Bodycomb stated to mitigate this, multiple coordination meetings have been held with the local officials to ensure the public's input is being considered.
6. Chris Raymond
- a. The design vehicle was a WB-40. A WB-67 would be a better design vehicle because the businesses and farms, especially the dairy, may have large trucks and farm equipment.
 - i. Tyler McIntosh stated that SU truck was the standard design vehicle for this class of roadway, but that WB-67 truck would be checked and accommodated where feasible.
 - b. Both sides of the road, not just the side being widened, need to be checked for guardrail. Any safety issues need to be addressed.
7. Kenneth Franks
- a. Intersection skew angle should be checked on the non-widened side of the road since the existing travel lanes are being resurfaced.
 - b. Once the project budget is more finalized, additional tasks that are not required to meet the TIA stated benefit can be completed that address other issues on the corridor. This includes additional guardrail throughout the corridor.
 - c. The design and structural data table and typical sections may need to be revised so the proposed lane width is 11-12 ft. if the existing lanes are not widened to 12 feet.
 - i. Tyler McIntosh stated these would be revised to be consistent.
8. Steve Tiedemann
- a. Any design variances that are required should be submitted as early as possible.

- b. This project overlaps a maintenance resurfacing project. Steve will follow up with GDOT Maintenance to see if these two projects can be let together.
9. Nona Guilford
- a. Stated that impacts to overhead power should be considered as these facilities typically have prior rights
 - i. Tyler McIntosh stated that he believed the power poles were located far enough outside the edge of pavement that it would not be impacted. This would be investigated further once the mapping data has been received and preliminary cross sections could be generated.

Action Items:

- 1. Verify the cost estimate of \$4,926,200 and include any worksheets or relevant numbers used to arrive at the estimate.**
 - a. Cost was verified and the Contingency Summary Worksheet was added to the concept report.
- 2. Use a WB-67 as the design vehicle.**
 - a. The design vehicle was changed to WB-67
- 3. Examine the lane geometry at Flint River School Road and SR 26 and verify that the layout is different at Flint River School Road and SR 224 is different.**
 - a. The Design Team confirmed that the design at SR 224 and Flint River School Road is acceptable and should not have the same issues as at the intersection of Flint River School Road with SR26.
- 4. Check Parcel 13 for a cemetery and if there is an impact, revise to avoid the cemetery.**
 - a. If there is an impact to the cemetery at Parcel 13, the design will be modified to avoid it.

This is our understanding of items discussed and decisions reached. Please contact Dan Bodycomb (404.631.1715 or DBodycomb@dot.ga.gov) if changes or additions are necessary.

