

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

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

FILE P.I. # 0012621 **OFFICE** Design Policy & Support
Douglas County
GDOT District 7 - Metro Atlanta **DATE** 4/14/2015
CR 635/Maxham Road from SR 6/Thornton
To Tree Terrace Parkway
Operational Improvements

FROM  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
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
Mike Bolden, State Utilities Engineer
Richard Cobb, Statewide Location Bureau Chief
Kathy Zahul, District Engineer
Scott Lee, District Preconstruction Engineer
Patrick Allen, District Utilities Engineer
Peter Emmanuel, Project Manager
BOARD MEMBER - 13th Congressional District

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
LIMITED SCOPE PROJECT CONCEPT REPORT**

Project Type: Roadway Project P.I. Number: 0012621
 GDOT District: 7 County: Douglas
 Federal Route Number: n/a State Route Number: n/a
 Project Number: _____

P.I. No. 0012621 will provide operational and safety improvements along CR 635/Maxham Road from SR 6/ Thornton Road to Tree Terrace Parkway. Improvements will include minor widening, raised median, sidewalks, and a signal upgrade at Tree Terrace Parkway.

Submitted for approval:

[Signature] McGee Partners, Inc. 12/12/14
 Consultant Designer & Firm DATE
[Signature] DOT 12/15/14
 Local Government Sponsor DATE
Albert Shelby KW 12/17/14
 State Program Delivery Engineer DATE
[Signature] 12/15/14
 GDOT Project Manager DATE

** Recommendations on file*

Recommendation for approval:

** Hiral Patel / KLP* 2-6-2015
 State Environmental Administrator DATE
** Andrew Heath / KLP* 2-5-2015
 State Traffic Engineer DATE
** Ben Rabun / KLP* 2-9-2015
 State Bridge Engineer DATE

The concept as presented herein and submitted for approval is consistent with that which is included in the Regional Transportation Plan (RTP) and/or the State Transportation Improvement Program (STIP).

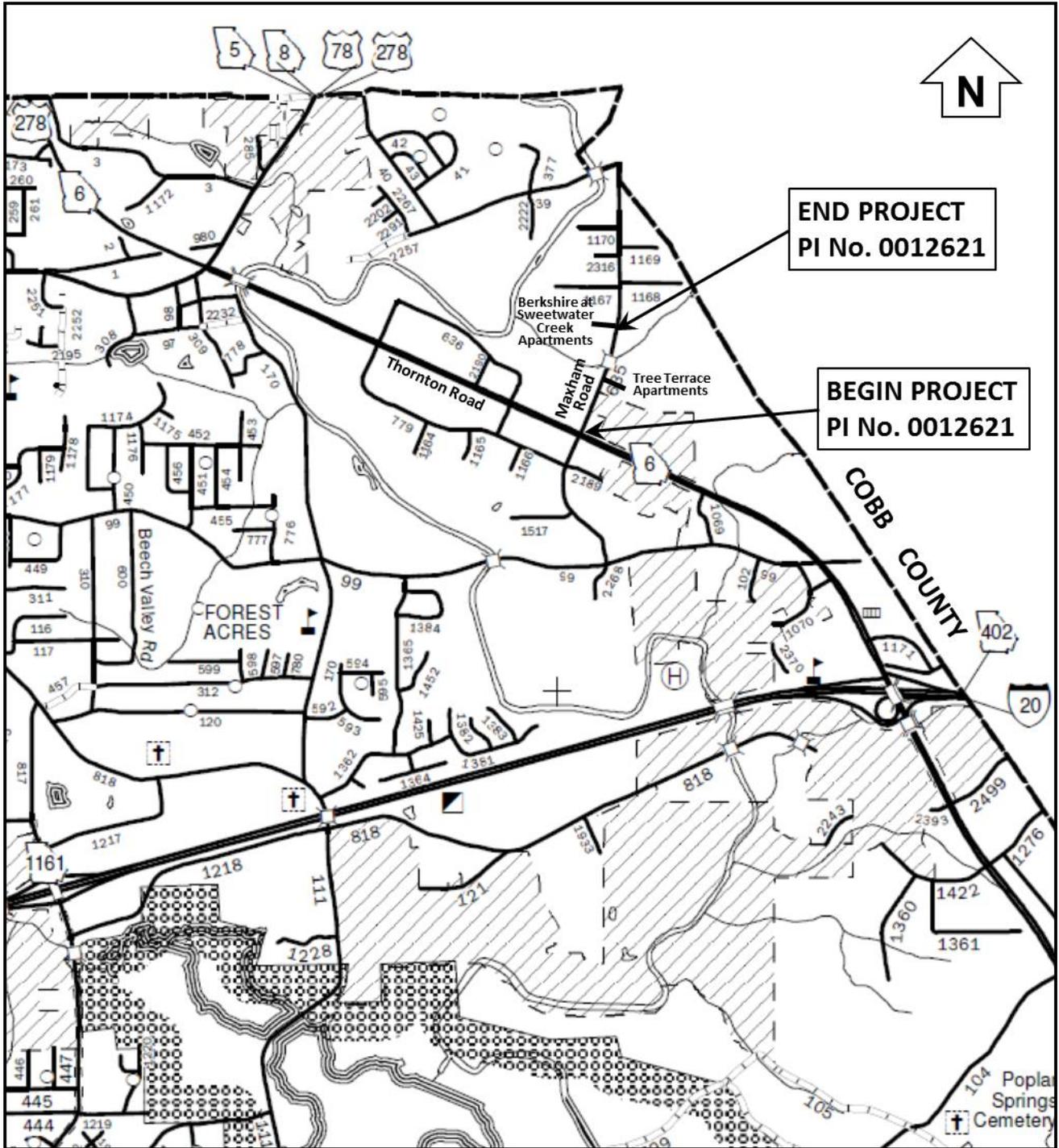
[Signature] 2-5-15
 State Transportation Planning Administrator DATE

Approval:

Concur: *[Signature]* 3/25/2015
 GDOT Director of Engineering DATE

Approve: *[Signature]* 3.29.15
 GDOT Chief Engineer DATE

PROJECT LOCATION



PLANNING & BACKGROUND DATA

Project Justification Statement:

As part of a 2012 project solicitation by the Atlanta Regional Commission, improvements to CR 635/Maxham Road from SR 6/Thornton Road to Tree Terrace Parkway was submitted by Douglas County, and was selected as a project that would provide congestion reduction and traffic flow improvement. Maxham Road is a four-lane, undivided roadway with intermittent center turn lanes.

The intersection of Maxham Road and SR 6/Thornton Road currently operates at level of service (LOS) F in the am and pm peak hours. Crash and injury rates along this section of Maxham Road are more than triple statewide rates for similar facilities.

The major performance goals of the project are to reduce congestion and improve traffic flow along Maxham Road. The project would also reduce frequency and severity of crashes, and provide ADA compliant sidewalks and crosswalks for pedestrians.

(Approved by the Office of Planning on 9/8/2014)

Existing conditions:

CR 635/Maxham Road is a four-lane, undivided roadway. Sidewalks and curb and gutter are only provided adjacent to the commercial development at SR 6/ Thornton Road. The Maxham Road intersections at SR 6/Thornton Road and Tree Terrace Parkway are signalized. A Sweetwater Creek Tributary flows through a bridge culvert under Maxham Road.

Other projects in the area:

- P.I. No. 0007826, SR 6/Thornton Road Widening from SR 120 in Paulding County to I-20 in Douglas County
- P.I. No. 0010821, SR 6 from I-20 to SR 6 Spur Truck Friendly Lanes
- P.I. No. 0011831, Atlanta Regional Traffic Operations Program - PH III & IV - FY 2014
- P.I. No. 0012620, SR 6 from I-20 in Douglas County to Garrett Road in Cobb County
- PI No. M004638, SR 6 Resurfacing from Fulton County Line to SR 5/US 78

Description of the proposed project:

P.I. No. 0012621 will provide operational improvements along CR 635/Maxham Road from SR 6/Thornton Road to Tree Terrace Parkway. Minor widening will provide an additional through lane in each direction along Maxham Road through the SR 6/Thornton Road intersection, along with a westbound left turn lane at Tree Terrace Parkway. A raised median will be provided from SR 6/Thornton Road to Tree Terrace Parkway. Sidewalks will be reconstructed or provided from SR 6/Thornton Road to the Berkshire at Sweetwater Creek Apartments, sidewalks, crosswalks and ramps will be in compliance with ADA guidelines. Minor modifications will be made to the traffic signal at the Maxham Road intersection with SR 6/Thornton Road. The traffic signal at the Maxham Road intersection with Tree Terrace Parkway will be replaced. The total length of the project 0.4 miles.

MPO: Atlanta TMA

TIP #: DO-296

TIA Regional Commission: Not a TIA Project

Congressional District(s): 13

Federal Oversight: Exempt State Funded Other

Projected Traffic: AADT

Current Year (2014): 29,000 Open Year (2017): 29,855 Design Year (2037): 35,485
 Traffic Projections Prepared by: McGee Partners, Inc.

Functional Classification (Mainline): Urban Minor Arterial Street

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

Warrants met: None Bicycle Pedestrian Transit

DESIGN AND STRUCTURAL

Major Structures:

Structure ID	Existing	Proposed
097-0042-0	Double 10x12 Box Culvert, Suff. 66.90	Double 10x12 Box Culvert to Remain
Retaining Wall (Sta 112+10 to 113+50, Right)	n/a	Type 6-SA Side Barrier Wall, Approx. 140-ft Long, 4-ft Avg. Height, to Avoid Impacts to Adjacent Parking Lot
Retaining Wall (Sta 120+10 to 121+30, Right)	n/a	Type 2-SA Side Barrier Wall, Approx. 120-ft Long, 4-ft Avg. Height, to Avoid Extension of Double 10x12 Box Culvert

Mainline Design Features: CR 635/Maxham Road

Feature	Existing	Standard*	Proposed
Typical Section			
- Number of Lanes	4	4	4
- Lane Width(s)	11 - 12-ft	11 - 12-ft	11-ft **
- Median Width & Type	None	20-ft Raised	17-ft Raised & 11-ft Flush
- Outside Shoulder or Border Area Width	8 – 16-ft	10 – 16-ft	10 – 12-ft
- Outside Shoulder Slope	2-6%	2%	2%
- Inside Shoulder Width	n/a	n/a	n/a
- Sidewalks	Intermittent 5-ft wide, 2-ft buffer	5 ft wide, 6-ft desirable buffer	5 ft wide, 2-ft buffer, and 6 ft wide, no buffer
- Auxiliary Lanes	11 - 12-ft	11 - 12-ft	11-ft
- Bike Lanes	n/a	n/a	n/a
Posted Speed	45 mph		45 mph
Design Speed	45 mph	45 mph	45 mph
Min Horizontal Curve Radius	4,400-ft	711-ft	4,000-ft
Maximum Superelevation Rate	n/a	4%	4%
Maximum Grade	6%	7%	6%
Access Control	Permitted Access	n/a	Permitted Access
Design Vehicle	n/a	WB-40 or Bus-40	WB-40 (WB-67 at SR 6)

*According to current GDOT design policy if applicable

**Lane widths proposed as 11-ft in order to minimize property and environmental impacts

Major Interchanges/Intersections:

- SR 6/Thornton Road at CR 635/Maxham Road is signalized, minor signal modifications proposed
- CR 635/Maxham Road at Tree Terrace Parkway is signalized, signal replacement proposed

Lighting required: No Yes

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

Will Context Sensitive Solutions procedures be utilized? No Yes

Design Exceptions to FHWA/AASHTO controlling criteria anticipated:

Superelevation – An existing 4,400 foot radius, 2,100 foot long curve along Maxham Road from south of Tree Terrace Parkway to 800-feet north of Berkshires at Sweetwater Creek Apartments is currently superelevated at a rate of 3.0%. The radius of the curve will be reduced to 4,000-feet within the project limits. Required superelevation would be 2.0% (reverse crown) for the existing and proposed curves. Since the curve extends 800-feet beyond the northern project limits, it is proposed to maintain a consistent superelevation rate of 3.0% throughout the curve. This will also reduce the cost for substantial asphalt leveling to change the superelevation. A Design Exception will be required for using a 3.0% superelevation rate instead of the 2.0% (reverse crown) specified in AASTHO’s Superelevation Rate Tables.

Design Variances to GDOT Standard Criteria anticipated:

Access Control/Median Openings – A raised median will be constructed from SR 6/Thornton Road to Tree Terrace Parkway. Spacing between SR 6/Thornton Road and Tree Terrace Parkway is 1,000 feet. A restricted access (left-in only) median opening is proposed at a commercial driveway 480 feet east of SR 6/Thornton Road, 520 feet west of Tree Terrace Parkway. This restricted access median opening will provide direct access into the Kroger shopping center from southbound Maxham Road, thereby reducing the number of vehicles entering the SR 6/Maxham Road intersection. The median opening will be channelized to prevent unauthorized movements through the opening. A Design Variance will be required for median opening spacing less than 1,000 feet.

Median – A 17 foot raised median will be constructed from SR 6/Thornton Road to Tree Terrace Parkway. Typically, the median will consist of an 11 foot left turn lane and a 3 foot raised concrete median with 1 foot offsets to the left turn and travel lanes. A Design Variance will be required for a median width of less than 20 feet. An 11-ft flush median will be constructed from Tree Terrace Parkway to the driveway for the Berkshires at Sweetwater Creek Apartments, tying in to the existing flush median. Since Current, Base and Design Year ADT is greater than 24,000 vehicles per day, a Design Variance will be required for use of a flush median instead of a raised median and a median width of less than 20 feet. A 20-foot raised median has not been proposed for the project since the additional width would require increased property impacts and increased construction costs.

UTILITY AND PROPERTY

Temporary State Route Needed: No Yes Undetermined

Railroad Involvement: n/a

Utility Involvements: Electrical distribution, gas distribution, communications, water distribution, sewer

SUE Required: No Yes

Public Interest Determination Policy and Procedure recommended? No Yes

Right-of-Way: Existing width: 75' – 100' Proposed width: 75' – 100'
Required Right-of-Way anticipated: No Yes Undetermined
Easements anticipated: None Temporary Permanent Utility Other

Anticipated number of impacted parcels:	7
Displacements anticipated:	Total: 0
	Businesses: 0
	Residences: 0
	Other: 0

ENVIRONMENTAL AND PERMITS

Anticipated Environmental Document:

GEPA: NEPA: CE PCE

MS4 Compliance – Is the project located in an MS4 area? No Yes

Environmental Permits, Variances, Commitments, and Coordination anticipated: None

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

NEPA/GEPA Comments & Information: No Historic Properties Affected, and no eligible archaeological sites; 1 perennial stream, and three non-buffered state water; no T&E species identified or suitable habitat; Type III noise assessment; air assessment will include CO modeling. No impacts are anticipated to cultural resource and ecological resources; no impacts anticipated from air or noise. No environmental permits are anticipated.

PIOH required due to change in access to adjacent businesses with the installation of a raised median; some level of controversy anticipated due to change in access.

Level of impact and controversy can be addressed in compliance with NEPA within a CE.

COORDINATION, ACTIVITIES, RESPONSIBILITIES, AND COSTS

Project Meetings:

Initial Concept Meeting: The project kickoff meeting/Initial Concept Meeting was held on May 8, 2014. Meeting minutes are attached.

Project Activity	Party Responsible for Performing Task(s)
Concept Development	Douglas County – McGee Partners
Design	Douglas County – McGee Partners
Right-of-Way Acquisition	Douglas County
Utility Coordination (Pre Let)	Douglas County
Utility Relocation (Construction)	Utility Companies
Letting to Contract	Douglas County
Construction Supervision	Douglas County
Providing Material Pits	Contractor
Providing Detours	Contractor
Environmental Studies, Documents, & Permits	Douglas County – McGee Partners
Environmental Mitigation	Douglas County
Construction Inspection & Materials Testing	Douglas County

Other coordination to date:

Project Cost Estimate and Funding Responsibilities:

	Breakdown of PE	ROW	Reimbursable Utility**	CST*	Environmental Mitigation	Total Cost
Funded By	Douglas County/ GDOT	Douglas County	Douglas County	Douglas County/ GDOT	Douglas County	
\$ Amount	\$120,000	\$172,000	\$0	\$1,431,003	\$0	\$1,723,003
Date of Estimate	2012	12/10/2014	n/a	4/7/2015	n/a	

* CST Cost includes: Construction, Contingencies, Engineering and Inspection, and Liquid AC Cost Adjustment.

** No reimbursable utility relocation costs are anticipated. No utility relocations are anticipated.

ALTERNATIVES DISCUSSION

Preferred Alternative: Widen and Improve Maxham Road			
Estimated Property Impacts:	0	Estimated Total Cost:	\$1,723,003
Estimated ROW Cost:	\$172,000	Estimated CST Time:	12 months
Rationale: The preferred alternative meets the project goals of reducing congestion, improving traffic flow, and reducing crash frequency and severity.			

No-Build Alternative:			
Estimated Property Impacts:	0	Estimated Total Cost:	\$0
Estimated ROW Cost:	\$0	Estimated CST Time:	n/a
Rationale: This alternative was not selected as it does not accomplish the goals of the project			

Other considerations during concept development

- A roundabout was considered at the intersection of Maxham Road and SR 6/Thornton Road in lieu of the existing signalized intersection configuration. However, the approaching design year daily volumes will be about 90,000, which would greatly exceed the capacity of a multi-lane roundabout.
- A roundabout was considered at the intersection of Maxham Road and Tree Terrace Parkway in lieu of upgrading the existing signalized intersection configuration. However, the construction of a roundabout at this location would have additional property impacts and additional construction costs.
- A 20-foot raised median was considered for the length of the project. However, the additional property impacts and construction costs did warrant the nominal increase in benefit.
- Accommodations for U-turn movements for southbound Maxham Road vehicles were considered at SR 6. However, due to the high volume of right turning vehicles from SR 6 to northbound Maxham Road and significant increase in cost due to Right of Way impacts and impacts to the existing traffic signal, U-turn accommodations are not included in the preferred alternative. Signage will be included prohibiting U-turns for this movement. Douglas County will work with the property owners in the northwest quadrant of this intersection to establish way finding signs within the development to assist motorists in finding an alternative route to northbound Maxham Road through the Westfork Boulevard signalized intersection with SR 6.
- Accommodations for U-turn movements for southbound Maxham Road vehicles were considered at the partial median opening to the Kroger shopping center. However, due to significant increase in costs due to Right of Way impacts and increased retaining wall costs, U-turn accommodations are not included in the preferred alternative. Signage will be included prohibiting U-turns for this movement.

Comments/Additional Information:

LIST OF ATTACHMENTS/SUPPORTING DATA

1. Concept Layout
2. Typical sections
3. Cost Estimates
4. Crash summaries
5. Traffic diagrams
6. Capacity analysis summary
7. S I & A Report
8. Initial Concept Meeting Minutes
9. Project Framework Agreement

NOTE: EXISTING TRAFFIC SIGNAL TO REMAIN. SIGNAL HEADS MAY BE ADJUSTED AS NECESSARY TO LINE UP WITH PROPOSED LANES. PEDESTRIAN SIGNALS AND BUTTONS TO BE RETAINED OR REPLACED AS NEEDED.

LEGEND

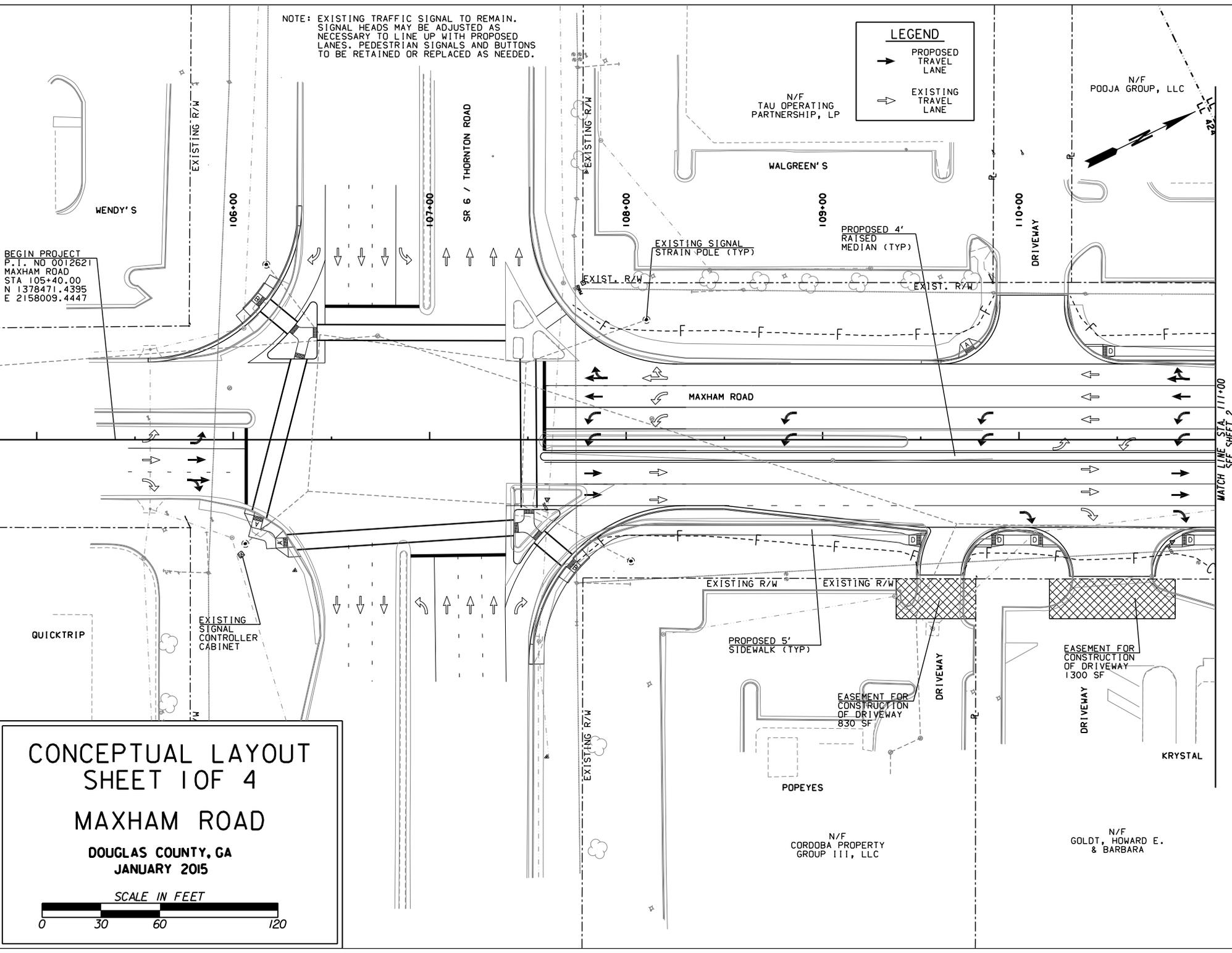
- PROPOSED TRAVEL LANE
- ⇨ EXISTING TRAVEL LANE

BEGIN PROJECT
 P.I. NO 0012621
 MAXHAM ROAD
 STA 105+40.00
 N 1378471.4395
 E 2158009.4447

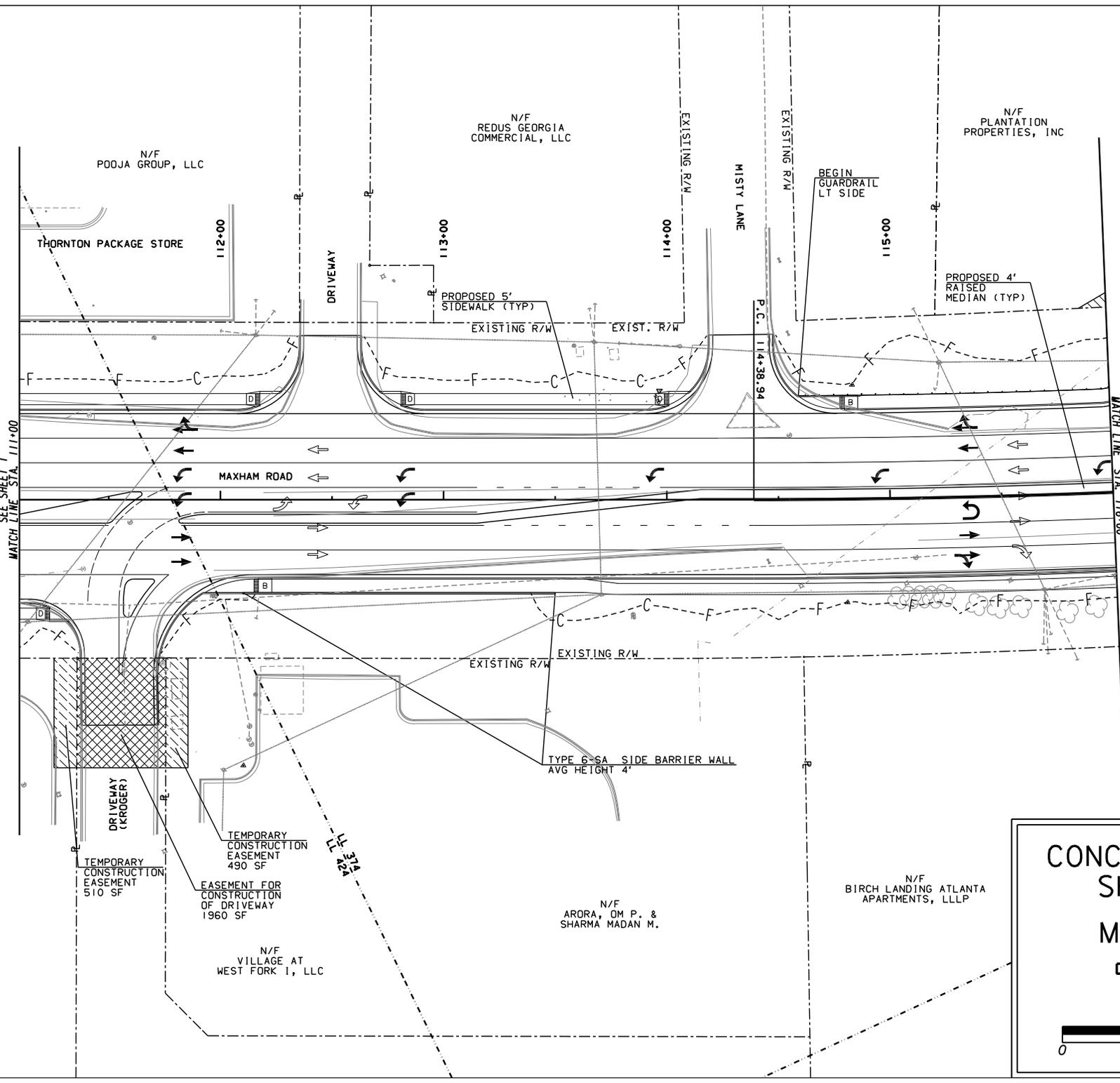
**CONCEPTUAL LAYOUT
 SHEET 1 OF 4
 MAXHAM ROAD**

DOUGLAS COUNTY, GA
 JANUARY 2015

SCALE IN FEET



MATCH LINE STA. 111+00 SEE SHEET 2



SEE SHEET 1
MATCH LINE STA. 111+00

SEE SHEET 3
MATCH LINE STA. 116+00

LEGEND	
	PROPOSED TRAVEL LANE
	EXISTING TRAVEL LANE

CONCEPTUAL LAYOUT
SHEET 2 OF 4
MAXHAM ROAD
DOUGLAS COUNTY, GA
JANUARY 2015

SCALE IN FEET

N/F POOJA GROUP, LLC

N/F REDUS GEORGIA COMMERCIAL, LLC

N/F PLANTATION PROPERTIES, INC

THORNTON PACKAGE STORE

112+00

113+00

114+00

115+00

DRIVEWAY

PROPOSED 5' SIDEWALK (TYP)

EXISTING R/W

EXIST. R/W

MISTY LANE

EXISTING R/W

BEGIN GUARDRAIL LT SIDE

PROPOSED 4' RAISED MEDIAN (TYP)

P.C. 114+38.94

MAXHAM ROAD

EXISTING R/W

TYPE 6-SA SIDE BARRIER WALL
AVG HEIGHT 4'

DRIVEWAY (KROGER)

TEMPORARY CONSTRUCTION EASEMENT 510 SF

TEMPORARY CONSTRUCTION EASEMENT 490 SF

EASEMENT FOR CONSTRUCTION OF DRIVEWAY 1960 SF

N/F VILLAGE AT WEST FORK 1, LLC

N/F ARORA, OM P. & SHARMA MADAN M.

N/F BIRCH LANDING ATLANTA APARTMENTS, LLLP

NOTE: EXISTING TRAFFIC SIGNAL TO BE REPLACED WITH NEW SIGNAL.



N/F BVF SWEETWATER, LLC

TEMPORARY CONSTRUCTION EASEMENT 390 SF

TEMPORARY CONSTRUCTION EASEMENT 1380 SF

117+00

EXISTING R/W

*ESA-25' BUFFER

119+00

*ESA-25' BUFFER

120+00

EXISTING R/W

121+00

SWEETWATER CREEK TRIBUTARY

SEE SHEET 2
MATCH LINE STA. 116+00

SEE SHEET 4
MATCH LINE STA. 121+90

MAXHAM ROAD

EXISTING R/W

LL 374
LL 375

EXISTING R/W

EASEMENT FOR CONSTRUCTION OF DRIVEWAY 3510 SF

DRIVEWAY (TREE PARKWAY)

EXISTING SIGNAL CONTROLLER CABINET

PROPOSED 5' SIDEWALK (TYP)

BEGIN GUARDRAIL RT SIDE

2-SA SIDE BARRIER WAIVER
AVG. HEIGHT 4'

N/F BIRCH LANDING ATLANTA APARTMENTS, LLLP

LEGEND	
	PROPOSED TRAVEL LANE
	EXISTING TRAVEL LANE

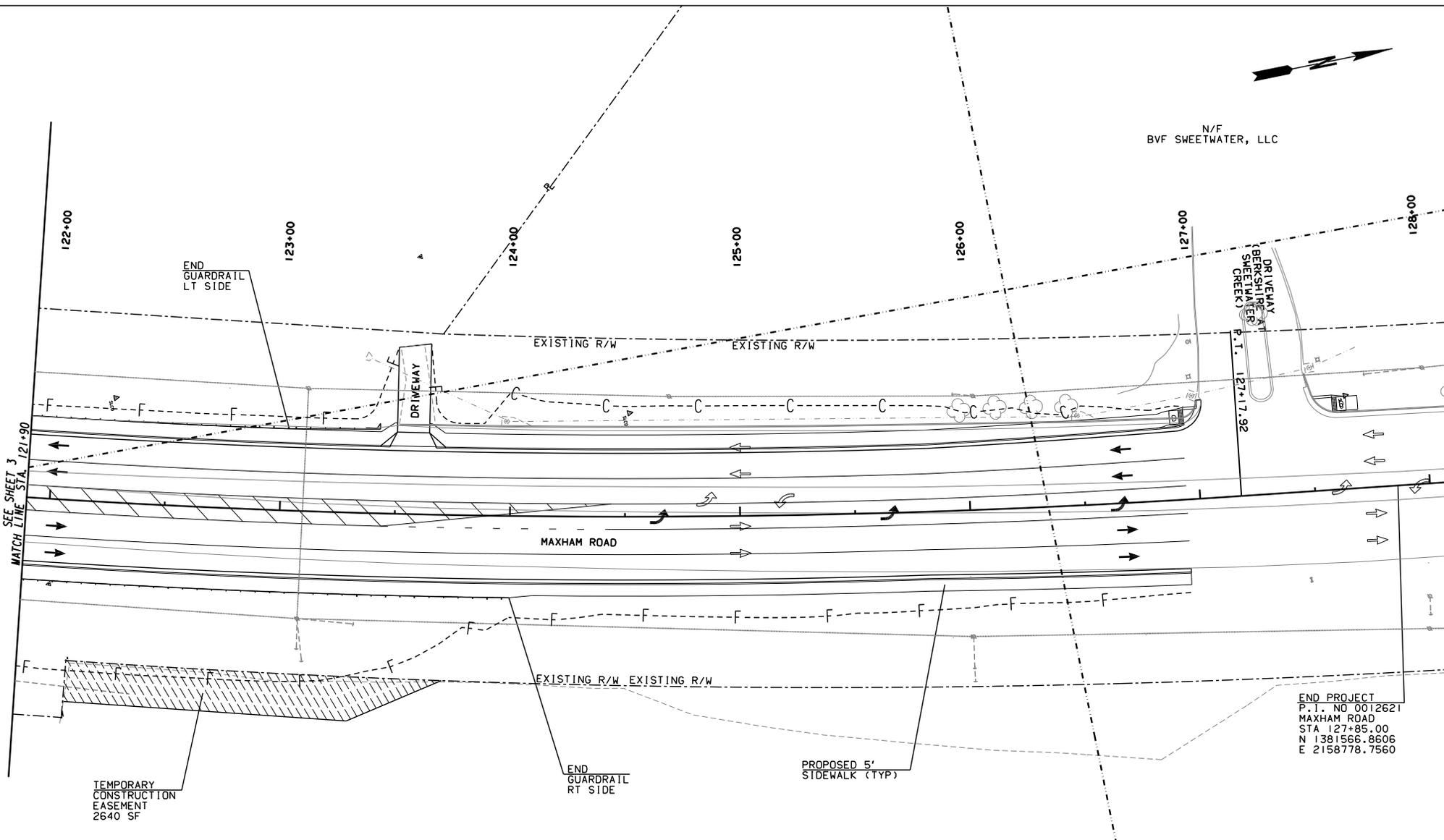
**CONCEPTUAL LAYOUT
SHEET 3 OF 4
MAXHAM ROAD**

**DOUGLAS COUNTY, GA
JANUARY 2015**

SCALE IN FEET



N/F
BVF SWEETWATER, LLC



SEE SHEET 3
MATCH LINE STA. 121+90

END PROJECT
P.L. NO 0012621
MAXHAM ROAD
STA 127+85.00
N 1381566.8606
E 2158778.7560

N/F
BIRCH LANDING ATLANTA
APARTMENTS, LLLP

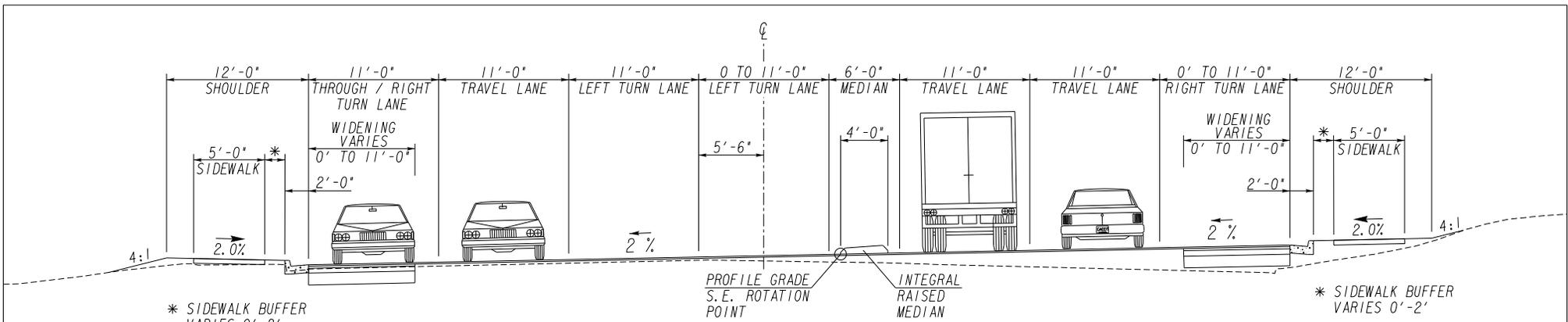
CONCEPTUAL LAYOUT SHEET 4 OF 4

MAXHAM ROAD

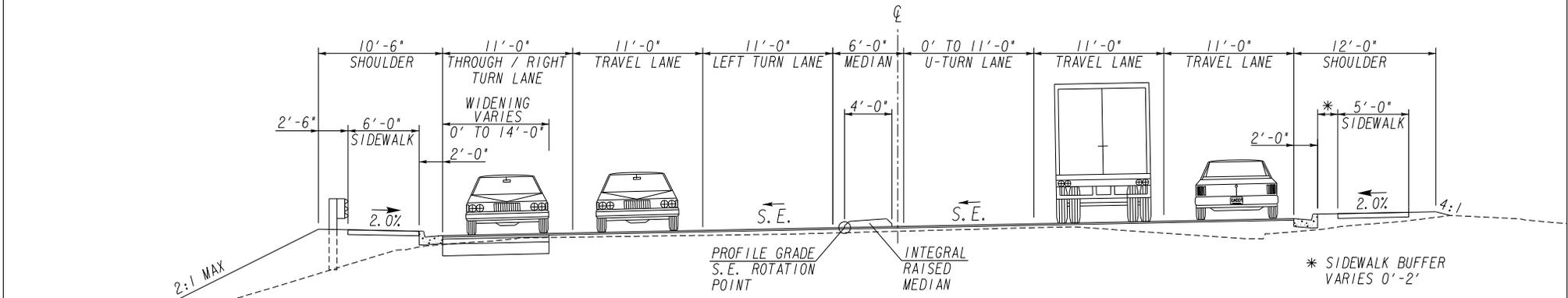
DOUGLAS COUNTY, GA
JANUARY 2015

LEGEND	
	PROPOSED TRAVEL LANE
	EXISTING TRAVEL LANE

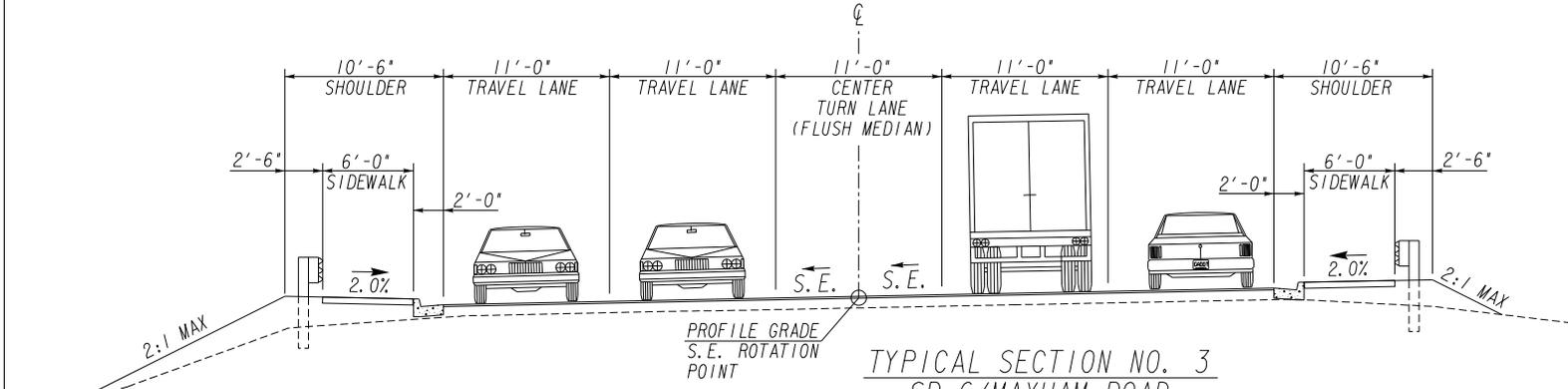




TYPICAL SECTION NO. 1
 SR 6/MAXHAM ROAD
 NORTH OF SR 6/THORNTON ROAD



TYPICAL SECTION NO. 2
 SR 6/MAXHAM ROAD
 SOUTH OF TREE TERRACE PARKWAY



TYPICAL SECTION NO. 3
 SR 6/MAXHAM ROAD
 NORTH OF TREE TERRACE PARKWAY

CONCEPTUAL TYPICAL SECTIONS
 MAXHAM ROAD
 P.I. NUMBER 0012621
McGee Partners, Inc.
 DOUGLAS COUNTY
 JANUARY 2015

N.T.S.

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE P.I. No. 0012621

OFFICE Program Delivery

PROJECT DESCRIPTION

CR 635/MAXHAM ROAD FROM SR 6 TO TREE TERRACE PKWY

DATE April 7, 2015

From: Albert V. Shelby, State Program Delivery Administrator

To: Lisa L. Myers, State Project Review Engineer

Subject: REVISIONS TO PROGRAMMED COSTS

PROJECT MANAGER Peter B. Emmanuel

MGMT LET DATE 1/15/2017

MGMT ROW DATE

PROGRAMMED COSTS (TPro W/OUT INFLATION)

LAST ESTIMATE UPDATE

CONSTRUCTION \$ 1,357,654.34

DATE 1/16/2015

RIGHT OF WAY \$ 172,000.00

DATE 1/16/2015

UTILITIES \$ -

DATE 1/16/2015

REVISED COST ESTIMATES

CONSTRUCTION* \$ 1,431,003.07

RIGHT OF WAY \$

UTILITIES \$

*Cost Contains 7 % Contingency

REASONS FOR COST INCREASE AND CONTINGENCY JUSTIFICATION:

Per comment from Director of Engineering, traffic control cost was reviewed and increased, along with grading complete cost and asphalt quantities after additional design had been performed and recognized need for increase. Expect low to medium risk in estimate, set contingency at 7% during Concept.

CONTINGENCY SUMMARY

A. CONSTRUCTION COST ESTIMATE:	\$	1,228,593.18	Base Estimate From CES
B. ENGINEERING AND INSPECTION (E & I):	\$	61,429.66	Base Estimate (A) x 5 %
C. CONTINGENCY:	\$	90,301.60	Base Estimate (A) + E & I (B) x 7 % See % Table in "Risk Based Cost Estimation" Memo
D. TOTAL LIQUID AC ADJUSTMENT:	\$	50,678.63	Total From Liquid AC Spreadsheet
E. CONSTRUCTION TOTAL:	\$	1,431,003.07	(A + B + C + D = E)

REIMBURSABLE UTILITY COSTS

UTILITY OWNER	REIMBURSABLE COST
TOTAL	\$ -

ATTACHMENTS:

Detailed Cost Estimate Printout From TRAQS
Liquid AC Adjustment Spreadsheet

PROJ. NO. [REDACTED]
 P.I. NO. 0012621
 DATE 4/7/2015

CALL NO. 9/29/2009

INDEX (TYPE)	DATE	INDEX
REG. UNLEADED	Apr-15	\$ 2.214
DIESEL		\$ 2.788
LIQUID AC		\$ 485.00

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)				49470	\$	49,470.00
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	\$	776.00		
Monthly Asphalt Cement Price month project let (APL)			\$	485.00		
Total Monthly Tonnage of asphalt cement (TMT)				170		

ASPHALT	Tons	%AC	AC ton
Leveling	700	5.0%	35
12.5 OGFC		5.0%	0
12.5 mm	1400	5.0%	70
9.5 mm SP		5.0%	0
25 mm SP	800	5.0%	40
19 mm SP	500	5.0%	25
	3400		170

BITUMINOUS TACK COAT

Price Adjustment (PA)				\$	1,208.63	\$	1,208.63
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	\$	776.00			
Monthly Asphalt Cement Price month project let (APL)			\$	485.00			
Total Monthly Tonnage of asphalt cement (TMT)				4.153362592			

Bitum Tack

Gals	gals/ton	tons
967	232.8234	4.15336259

BITUMINOUS TACK COAT (surface treatment)

Price Adjustment (PA)					\$	0	\$	-
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	\$	776.00				
Monthly Asphalt Cement Price month project let (APL)			\$	485.00				
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 \$ 50,678.63

STATE HIGHWAY AGENCY

DATE : 04/07/2015

PAGE : 1

JOB DETAIL ESTIMATE

JOB NUMBER : 0012621
 DESCRIPTION: MAXHAM ROAD

SPEC YEAR: 13

ITEMS FOR JOB 0012621

LINE	ITEM	UNITS	DESCRIPTION	QUANTITY	PRICE	AMOUNT
0005	150-1000	LS	TRAFFIC CONTROL - 0012621	1.000	95000.00	95000.00
0010	207-0203	CY	FOUND BKFILL MATL, TP II	30.000	56.60	1698.23
0015	210-0100	LS	GRADING COMPLETE - 0012621	1.000	90000.00	90000.00
0020	310-1101	TN	GR AGGR BASE CRS, INCL MATL	2700.000	21.12	57049.60
0025	402-1812	TN	RECYL AC LEVELING, INC BM&HL	700.000	87.54	61283.12
0030	402-3121	TN	RECYL AC 25MM SP, GP1/2, BM&HL	800.000	78.79	63035.65
0035	402-3130	TN	RECYL AC 12.5MM SP, GP2, BM&HL	1400.000	88.99	124588.83
0040	402-3190	TN	RECYL AC 19 MM SP, GP 1 OR 2 , INC BM&HL	500.000	85.32	42661.91
0045	413-1000	GL	BITUM TACK COAT	1000.000	3.84	3847.00
0050	432-5010	SY	MILL ASPH CONC PVMT, VARB DEPTH	800.000	7.30	5843.15
0055	441-0104	SY	CONC SIDEWALK, 4 IN	2073.000	30.57	63378.10
0060	441-0748	SY	CONC MEDIAN, 6 IN	421.000	44.59	18775.12
0065	441-6222	LF	CONC CURB & GUTTER/ 8X30TP2	4095.000	17.63	72208.16
0070	446-1100	LF	PVMT REF FAB STRIPS, TP2, 18 INCH WIDTH	2669.000	4.56	12191.35
0075	500-9999	CY	CL B CONC, BASE OR PVMT WIDEN	25.000	169.95	4248.85
0080	550-1180	LF	STM DR PIPE 18, H 1-10	597.000	40.31	24066.94
0085	550-1240	LF	STM DR PIPE 24, H 1-10	1027.000	39.29	40359.75
0095	611-8050	EA	ADJUST MANHOLE TO GRADE	6.000	735.99	4415.96
0100	621-6200	LF	CONC SIDE BARRIER, TP 2-S	261.000	288.05	75181.05
0105	641-1100	LF	GUARDRAIL, TP T	1335.000	36.59	48848.16
0110	641-5001	EA	GUARDRAIL ANCHORAGE, TP 1	2.000	766.91	1533.83
0115	641-5012	EA	GUARDRAIL ANCHORAGE, TP 12	2.000	1979.24	3958.49
0120	643-8200	LF	BARRIER FENCE (ORANGE), 4 FT	1500.000	1.20	1811.03
0125	668-1100	EA	CATCH BASIN, GP 1	14.000	2206.51	30891.27
0130	668-2110	LF	DROP INLET, GP 1, ADDL DEPTH	20.000	188.57	3771.51
0135	668-4300	EA	STORM SEW MANHOLE, TP 1	5.000	1794.49	8972.46
0140	668-4311	LF	ST SEW MANHOLE, TP 1, A DEP, CL 1	10.000	189.36	1893.61
0145	700-6910	AC	PERMANENT GRASSING	2.000	1186.22	2372.45
0150	700-7000	TN	AGRICULTURAL LIME	10.000	127.31	1273.13
0155	700-8000	TN	FERTILIZER MIXED GRADE	2.000	546.41	1092.84
0160	700-8100	LB	FERTILIZER NITROGEN CONTENT	100.000	2.99	299.68
0165	700-9300	SY	SOD	4000.000	4.85	19409.56
0170	716-2000	SY	EROSION CONTROL MATS, SLOPES	6000.000	1.12	6761.46

0175	163-0232	AC	TEMPORARY GRASSING	2.000	548.24	1096.48
0180	163-0240	TN	MULCH	100.000	225.34	22534.76
0185	163-0527	EA	CNST/REM RIP RAP CKDM,STN P RIPRAP/SN BG	30.000	258.81	7764.31
0186	163-0531	EA	CONSTR & REM SEDIMENT BASIN,TP 1,STA NO- STA 118+25 LEFT	1.000	12074.40	12074.41
0190	163-0550	EA	CONS & REM INLET SEDIMENT TRAP	20.000	122.46	2449.30
0195	165-0030	LF	MAINT OF TEMP SILT FENCE, TP C	4000.000	0.57	2283.60

STATE HIGHWAY AGENCY

DATE : 04/07/2015
PAGE : 2

JOB DETAIL ESTIMATE

0200	165-0041	LF	MAINT OF CHECK DAMS - ALL TYPES	400.000	1.82	728.38
0201	165-0060	EA	MAINT OF TEMP SEDIMENT BASIN,STA NO -	1.000	1476.04	1476.04
0205	165-0105	EA	MAINT OF INLET SEDIMENT TRAP	20.000	32.43	648.71
0210	167-1000	EA	WATER QUALITY MONITORING AND SAMPLING	1.000	197.89	197.89
0215	167-1500	MO	WATER QUALITY INSPECTIONS	12.000	628.48	7541.80
0220	171-0030	LF	TEMPORARY SILT FENCE, TYPE C	4000.000	3.04	12194.60
0225	636-1029	SF	HWY SGN,TP2 MATL,REFL SH TP 3	150.000	16.92	2538.95
0230	636-2070	LF	GALV STEEL POSTS, TP 7	500.000	7.93	3968.63
0235	653-0110	EA	THERM PVMT MARK, ARROW, TP 1	30.000	66.60	1998.21
0240	653-1501	LF	THERMO SOLID TRAF ST 5 IN, WHI	5000.000	0.46	2327.65
0245	653-1502	LF	THERMO SOLID TRAF ST, 5 IN YEL	4000.000	0.45	1833.84
0250	653-1704	LF	THERM SOLID TRAF STRIPE,24,WH	200.000	6.30	1260.34
0255	653-1804	LF	THERM SOLID TRAF STRIPE, 8,WH	800.000	2.59	2077.45
0260	653-1810	LF	THER SLD TRAF STRIPE, 10 IN, W	1000.000	1.51	1519.74
0265	653-3501	GLF	THERMO SKIP TRAF ST, 5 IN, WHI	4000.000	0.21	872.48
0270	653-6004	SY	THERM TRAF STRIPING, WHITE	150.000	4.07	611.00
0275	653-6006	SY	THERM TRAF STRIPING, YELLOW	200.000	4.23	846.59
0280	647-1000	LS	TRAF SIGNAL INSTALLATION NO - THORNTON RD AT MAXHAM RD	1.000	25000.00	25000.00
0285	647-1000	LS	TRAF SIGNAL INSTALLATION NO - MAXHAM RD AT TREE TERRACE	1.000	100000.00	100000.00
0290	687-1000	LS	TRAFFIC SIGNAL TIMING - 0012621	1.000	20025.77	20025.77

ITEM TOTAL 1228593.18
INFLATED ITEM TOTAL 1228593.18

TOTALS FOR JOB 0012621

ESTIMATED COST: 1228593.18
CONTINGENCY PERCENT (0.0): 0.00
ESTIMATED TOTAL: 1228593.18

**GEORGIA DEPARTMENT OF TRANSPORTATION
PRELIMINARY ROW COST ESTIMATE SUMMARY**

Date: 10/27/2014
Revised:

Project: Maxham Rd.
County: Douglas
PI: 12621

Description: Improvement
Project Termini:

Parcels: 7

Existing ROW:
Required ROW: 0

Land and Improvements \$14,062.50

Proximity Damage	\$0.00
Consequential Damage	\$0.00
Cost to Cures	\$0.00
Trade Fixtures	\$0.00
Improvements	\$0.00

Valuation Services \$0.00

Legal Services \$79,725.00

Relocation \$14,000.00

Demolition \$0.00

Administrative \$64,000.00

TOTAL ESTIMATED COSTS \$171,787.50

TOTAL ESTIMATED COSTS (ROUNDED) \$172,000.00

Preparation Credits	Hours	Signature
Mikaela Valeanu	3	

Prepared By: Mikaela Valeanu CG#: (DATE) 10/27/2014
 Approved By: Deshone Alexander CG#: 286999 12/10/2014 (DATE)

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

Crash Analysis Summary

June 23, 2014

Georgia Department of Transportation

PI No. 0010232

Maxham Road, from SR 6/Thornton Road to Creekside Circle

CRASH HISTORY

CR 635/Maxham Road from SR 6/Thornton Road to Creekside Circle, 0.40 Miles

Year	Crashes	Crash Rate	Injuries	Injury Rate	Fatalities	Fatality Rate
2009	83	1798 (463)	52	1126 (173)	0	0.00 (1.07)
2010	80	2058 (464)	33	849 (172)	0	0.00 (1.19)
2011	72	1879 (482)	38	992 (166)	0	0.00 (1.19)
2012	71	1853 (544)	49	1279 (183)	0	0.00 (1.16)
2013	53	1661 (n/a)	23	721 (n/a)	0	0.00 (n/a)

Note: All rates are per 100 million miles of travel. Numbers in parentheses are statewide average rates for **Urban Minor Arterial**. Statewide rates are not available for 2013.

Summary by Type, 2009-13

Type	Crashes	Injuries	Fatalities
Rear End	155	89	0
Angle	136	89	0
Sideswipe	49	4	0
Head On	9	6	0
Other-Off Road	5	5	0
Object	5	2	0
Pedestrian	0	0	0
Bicycle	0	0	0
Total	359	195	0

Summary by Light Conditions, 2009-13

Type	Crashes	Injuries	Fatalities
Daylight	282	151	0
Dark-Not Lighted	46	22	0
Dark-Lighted	22	19	0
Dusk	5	0	0
Dawn	4	3	0
Total	359	195	0

Summary by Road Conditions, 2009-13

Type	Crashes	Injuries	Fatalities
Dry	296	159	0
Wet	62	36	0
Icy	1	0	0
Total	359	195	0

Department of Transportation State of Georgia

INTERDEPARTMENT CORRESPONDENCE

FILE Douglas County
P.I. # 0012621

OFFICE Planning

DATE October 10, 2014

FROM Cynthia L. VanDyke, State Transportation Planning Administrator

TO Albert Shelby, Program Delivery Engineer
Attention: Peter Emmanuel, P.E.

SUBJECT **Reviewed Design Traffic** for *CR 635/Maxham Road from SR 6 to Tree Terrace Parkway.*

As per your request, we reviewed the consultant's **Design Traffic** for the above project.

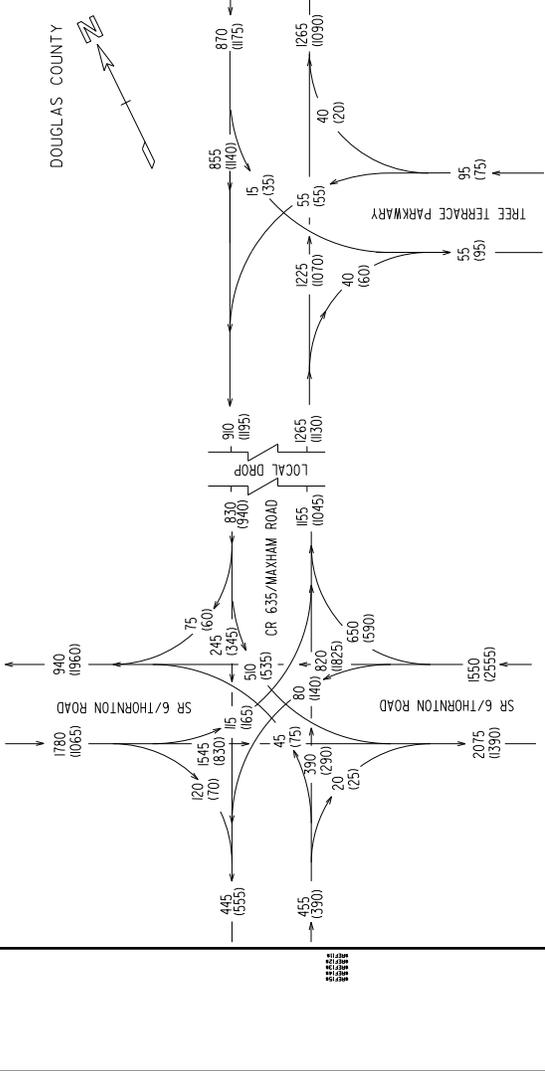
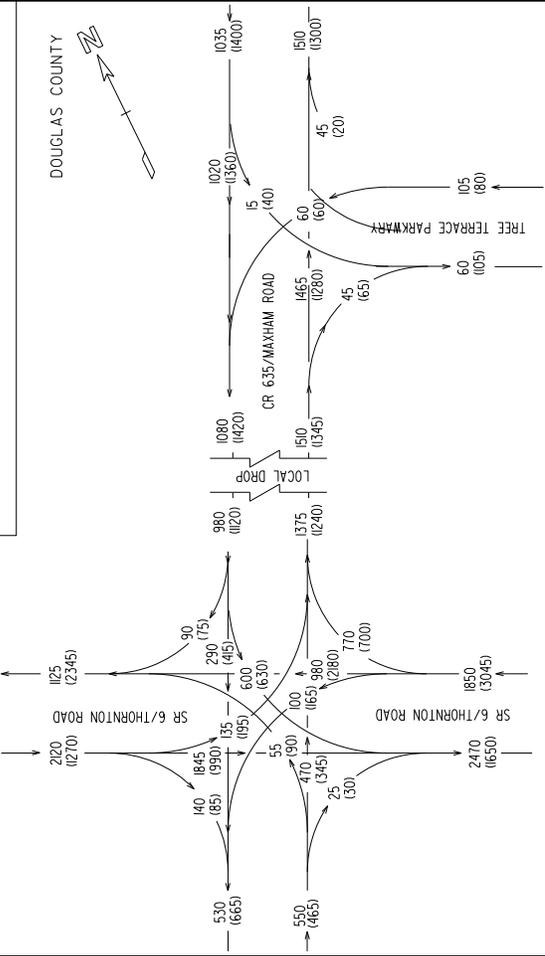
The **Design Traffic** is approved based on the information furnished. Any questions concerning this review should be addressed to Abby Ebodaghe (404) 631-1923.

CLV/afe

GEORGIA DEPARTMENT OF TRANSPORTATION
OFFICE OF PLANNING

SHEET 3 OF 5

STATE GA PROJECT NUMBER PI NO. 0012621 TOTAL SHEETS



P.I. NO. 0012621
DOUGLAS COUNTY
CR 635/MAXHAM ROAD

BUILD
DOUGLAS COUNTY

DESIGN YEAR 2037 DHV
AM = 000
PM = (000)

T = 5.0%
SU = 3.5%
COMB. = 1.5%

TMC 08/2014
SCALE: N.T.S.

P.I. NO. 0012621
DOUGLAS COUNTY
CR 635/MAXHAM ROAD

BUILD
DOUGLAS COUNTY

BASE YEAR 2017 DHV
AM = 000
PM = (000)

T = 5.0%
SU = 3.5%
COMB. = 1.5%

TMC 08/2014
SCALE: N.T.S.

McGee Partners, Inc.

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION

OFFICE: **TRAFFIC DIAGRAM**

REVISION DATES

DRAWING NO. **10-003**

McGee Partners, Inc.
www.mcggepartners.com

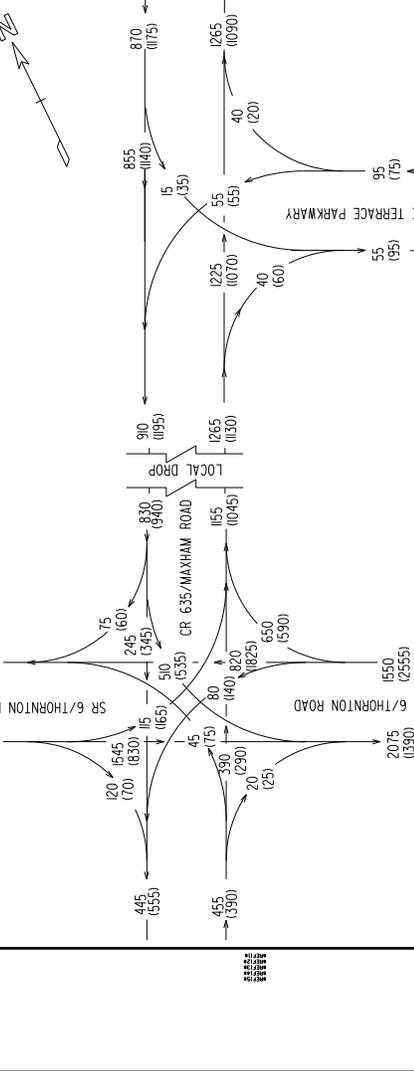
REVISION DATES

SHEET 5 OF 5
 GEORGIA DEPARTMENT OF TRANSPORTATION
 OFFICE OF PLANNING

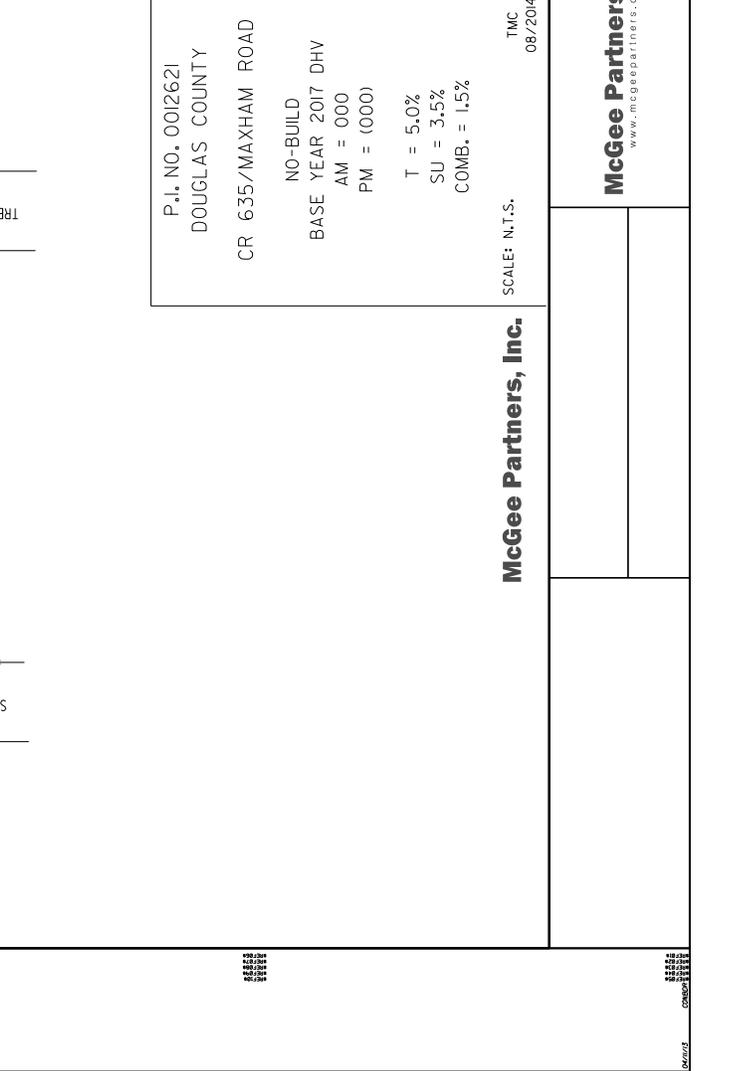
STATE GA
 PROJECT NUMBER PI NO. 0012621
 TOTAL SHEETS



DOUGLAS COUNTY



DOUGLAS COUNTY



DOUGLAS COUNTY



P.I. NO. 0012621
 DOUGLAS COUNTY
 CR 635/MAXHAM ROAD
 NO-BUILD
 DESIGN YEAR 2037 DHV
 AM = 000
 PM = (000)
 T = 5.0%
 SU = 3.5%
 COMB. = 1.5%

P.I. NO. 0012621
 DOUGLAS COUNTY
 CR 635/MAXHAM ROAD
 NO-BUILD
 BASE YEAR 2017 DHV
 AM = 000
 PM = (000)
 T = 5.0%
 SU = 3.5%
 COMB. = 1.5%

McGee Partners, Inc. SCALE: N.T.S. TMC 08/2014

REVISION DATES	OFFICE:

STATE OF GEORGIA
 DEPARTMENT OF TRANSPORTATION
TRAFFIC DIAGRAM

DRAWING NO. 10-005

McGee Partners, Inc. SCALE: N.T.S. TMC 08/2014

www.mcggepartners.com

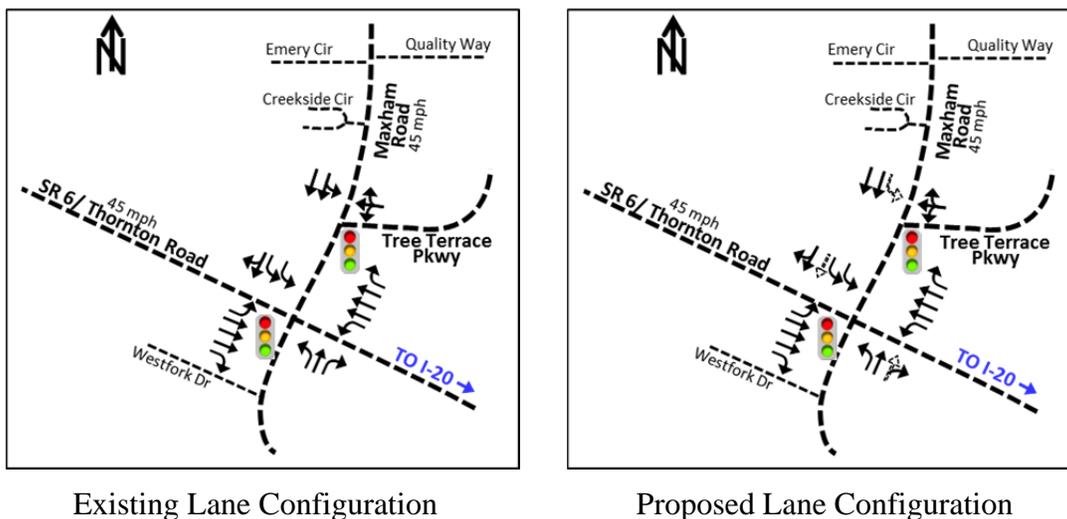
A traffic study was performed to analyze the operational improvements of a proposed widening of Maxham Road at SR 6/ Thornton Road in Douglas County. The extents of this study include two traffic signals: SR 6/ Thornton Road at Maxham Road and Maxham Road at Tree Terrace Parkway. The average delay per vehicle at each intersection was used to determine the level of service (LOS) for both Build and No Build alternatives.

The basic steps followed to perform the analysis were:

- Obtain existing traffic counts and develop projections for Build (2017) and Design (2037) peak hour volumes.
- Input turning volumes into PTV Vistro traffic impact analysis and signal optimization software.
- Optimize signal splits using PTV Vistro while maintaining existing cycle lengths and phasing.
- Determine corresponding operational LOS based on intersection control delay in accordance with Chapter 18 – Signalized Intersections of the Transportation Research Board’s (TRB) *Highway Capacity Manual, 2010 Edition (HCM)*.

The following figure illustrates the lane configurations for improvements to Maxham Road.

Figure 1: Existing and Build Lane Configuration



The table below shows the intersection LOS for existing and Build alternatives.

Table 1: HCM Signalized Intersection Operational Analysis using PTV Vistro

Intersection		MOE	2014	2017	2017	2037	2037
			Existing	No Build	Build	No Build	Build
SR 6/ Thornton Road at Maxham Road	AM	LOS	F	F	E	F	F
		Delay	85	87	61	129	85
	PM	LOS	F	F	E	F	F
		Delay	91	99	74	160	116
Maxham Road at Tree Terrace Pkwy	AM	LOS	A	A	A	A	A
		Delay	6	6	6	7	7
	PM	LOS	A	A	A	A	A
		Delay	7	7	6	8	7

The results show the intersection of SR 6/ Thornton Road is currently operating at LOS F in the AM and PM peak hours. The proposed improvements would decrease the delay 25 seconds in build year with a LOS E, and decrease the delay 44 seconds in the design year with a LOS F. The addition of a northbound and southbound through lane increases the capacity of the intersection and a reduction in delay is obtained for both the major and minor approaches.

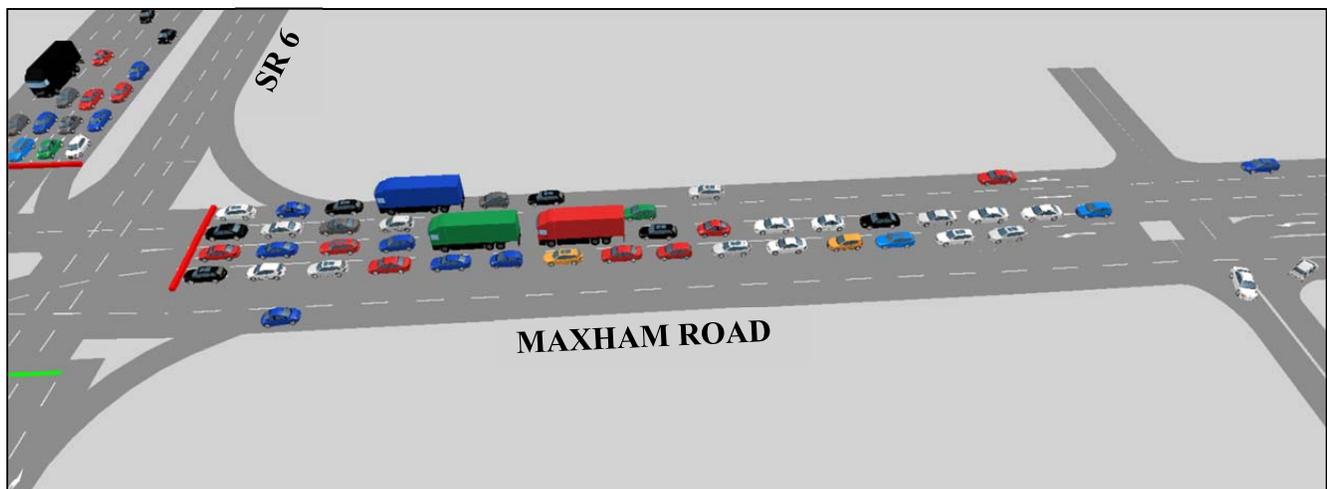
The queuing on Maxham Road southbound was analyzed to determine if there was sufficient storage for the dual left turn lane. The proposed improvements would allow for 350 feet of storage for the dual left turn lane with an additional 500 feet of single lane storage.

Table 2: Maxham Road Queue Lengths from HCM Analysis

Intersection		MOE	2017	2037
			Build	Build
SR 6/ Thornton Road at Maxham Road	AM	95th Percentile Queue Length (ft)	525	725
		Number of Vehicles	21	29
	PM	95th Percentile Queue Length (ft)	550	750
		Number of Vehicles	22	30

The figure below illustrates the storage of the dual left turn lanes with 30 vehicles queued during a PM peak simulation of the design year.

Figure 2: Design Year Queuing during 2037 PM Peak Period from VISSIM Simulation



Bridge Inventory Data Listing



Parameters: Bridge Serial Num

Structure ID:097-0042-0

Douglas

SUFF. RATING: 66.90

Location & Geography

Structure ID: 097-0042-0
 200 Bridge Information: 07
 *6A Feature Int: SWEETWATER CREEK TRIB.
 *6B Critical Bridge:
 *7A Route No Carried: CR00635
 *7B Facility Carried: MAXHAM ROAD
 9 Location: 7.7 MI E OF DOUGLASVILLE
 2 Dot District: 4841700000 - D7 District Seven Chamblee
 207 Year Photo: 2013
 *91 Inspection Frequency: 24 Date: 10/09/2013
 92A Fract Crit Insp Freq: 0 Date: 02/01/1901
 92B Underwater Insp Freq: 00 Date: 02/01/1901
 92C Other Spc. Insp Freq: 00 Date: 02/01/1901
 * 4 Place Code: 00000
 *5 Inventory Route(O/U): 1
 Type: 5 - City Street
 Designation: 1- Mainline
 Number: 09005
 Direction: 0. Not applicable
 *16 Latitude: 33.0000- 47.5308 HMMS Prefix:00
 *17 Longitude: 84.0000- 37.2546 HMMS Suffix:000
 MP: 0.00
 98 Border Bridge: % Shared:00
 99 ID Number: 0000000000000000
 *100 STRAHNET: 0- The Feature is not a STRAHNET route.
 12 Base Highway Network: 1
 13A LRS Inventory Route: 972063500
 13B Sub Inventory Route: 0.00
 *101 Parallel Structure: N. No parallel structure exists
 *102 Direction of Traffic: 2- Two Way
 *264 Road Inventory Mile Post: 000.43
 *208 Inspection Area: Area 09 Initials: JPD
 Engineer's Initials: jpd
 * Location ID No: 097-09005M-000.32N

*104 Highway System: 0- Inventory Route is not on the NHS
 *26 Functional Classification: 16- Urban - Minor Arterial
 *204 Federal Route Type: M - Urban. No: 09005
 105 Federal Lands Highway: 0. Not applicable
 *110 Truck Route: 0
 206 School Bus Route: 1
 217 Benchmark Elevation: 0000.00
 218 Datum: 0- Not Applicable
 *19 Bypass Length: 3
 *20 Toll: 3- On a Free Road or Non-Highway
 *21 Maintenance: 02-County Highway Agency.
 *22 Owner: 02-County Highway Agency.
 *31 Design Load: 6- HS 20 + Mod (2-24,000# Axles @ 4ft Ctrs., when they govern)
 37 Historical Significance: 5- Not eligible for the National Register of Historic Places
 205 Congressional District: 13 - THIRTEEN
 27 Year Constructed: 1975
 106 Year Reconstructed: 0
 33 Bridge Median : 0-None
 34 Skew: 45
 35 Structure Flared: No
 38 Navigation Control: 0- Navigation is not controlled by an Agency
 213 Special Steel Design: 0- Not applicable or other
 267 Type of Paint: 0- Not Applicable.
 *42 Type of Service On: 1-Highway
 Type of Service Under: 5-Waterway
 214 Movable Bridge: 0
 203 Type Bridge: Q - Reinf - - -
 259 Pile Encasement 3
 *43 Structure Type Main: 1-Concrete 19- Culvert
 45 No.Spans Main: 2
 44 Structure Type Appr: 0- Other 0- Other
 46 No Spans Appr: 0
 226 Bridge Curve Horz 0 Vert: 0.00
 111 Pier Protection N - Navigation Control item coded 0, or Feature not a waterway
 107 Deck Structure Type: N - None
 108 Wearing Structure Type: N. Not applicable
 Membrane Type: N. Not applicable
 Deck Protection: N. Not applicable

Signs & Attachments

225 Expansion Joint Type: 00- No expansion joint.
 242 Deck Drains: 0- None.
 243 Parapet Location: 0- None present.
 Height: 0.00
 Width: 0.00
 238 Curb Height: 0
 Curb Material: 0- None.
 239 Handrail 0- None. 0- None.
 *240 Median Barrier Rail: 0- None.
 241 Bridge Median Height: 0
 * Bridge Median Width: 0
 230 Guardrail Loc. Dir. Rear: 0- None.
 Fwr: 0- None.
 Oppo. Dir. Rear: 0- None.
 Oppo. Fwr: 0- None.
 244 Approach Slab 0- None.
 224 Retaining Wall: 0- None.
 233 Posted Speed Limit: 45
 236 Warning Sign: 0.00
 234 Delineator: 0.00
 235 Hazard Boards: 0
 237 Utilities Gas: 00- Not Applicable
 Water: 00- Not Applicable
 Electric: 00- Not Applicable
 Telephone: 00- Not Applicable
 Sewer: 00- Not Applicable
 247 Lighting Street: 0
 Navigation: 0
 Aerial: 0- Not
 *248 County Continuity No.: 00

Bridge Inventory Data Listing



Parameters: Bridge Serial Num

Structure ID:097-0042-0

Programming Data		Measurements:		65 Inventory Rating Method:	0-Field Eval and Documented Eng Judgement
201 Project No:	UNKNOWN	*29 ADT	26200 Year:2012	63 Operating Rating Method:	0-Field Eval and Documented Eng Judgement
202 Plans Available:	0- No Plans Available.	109 %Trucks:	1	66 Inventory Type:	2 - HS loading. Rating: 36
249 Prop Proj No:	000000000000000000000000	* 28 Lanes On:	4 Under:0	64 Operating Type:	2 - HS loading. Rating: 61
250 Approval Status:	0000	210 No. Tracks On:	00 Under:00	231 Calculated Loads:	
251 PI Number:	0000000	* 48 Max. Span Length	14	H-Modified:	00 0
252 Contract Date:	02/01/1901	* 49 Structure Length:	30	HS-Modified:	00 0
260 Seismic No:	00000	51 Br. Rwdy. Width	0.00	Type 3:	00 0
75 Type Work:	0- Not Applicable 0- Initial Inventory	52 Deck Width:	0.00	Type 3s2:	00 0
94 Bridge Imp. Cost:	\$181	* 47 Tot. Horiz. Cl:	64	Timber:	00 0
95 Roadway Imp. Cost:	\$18	50 Curb / Sidewalk Width	0.00 / 0.00	Piggyback:	00 0
96 Total Imp Cost:	\$272	32 Approach Rdwy. Width	48	261 H Inventory Rating:	20
76 Imp Length:	0	*229 Shoulder Width:		262 H Operating Rating	34
97 Imp Year:	2013	Rear Lt:	8.00 Type:8 - Rt:8	67 Structural Evaluation:	5
114 Fureur ADT:	39300 Year:2032	Fwd. Lt:	8.00 Type:8 - Grass Rt:8	58 Deck Condition:	N - Not Applicable
Hydraulic Data		Pavement Width:		59 Superstructure Condition:	N - Not Applicable
215 Waterway Data:		Rear:	48.00 Type: 2- Asphalt.	* 227 Collision Damage:	0
High Water Elev:	0000.0 Year:1900		48.00 Type: 2- Asphalt.	60A Substructure Condition:	N - Not Applicable
Flood Elev:	0000.0 Freq:00	Intersaction Rear:	0 Fwd: 0	60B Scour Condition:	4 - Poor Condition
Avg Streambed Elev:	0000.0	36 Safety Features Br. Rail:	N- Not applicable	60C Underwater Condition	N - Not Applicable
Drainage Area:	00000	Transition:	N- Not applicable	71 Waterway Adequacy:	9-Superior to present desirable criteria.
Area of Opening:	000240	App. G. Rail:	N- Not applicable	61 Channel Protection Cond.:	6
113 Scour Critical	8. Foundation stable for conditions; scour above footing	App. Rail End:	N- Not applicable	68 Deck Geometry:	N
216 Water Depth:	03.0 Br.Height:13.0	53 Minimum Cl. Over:	99'99"	69 UnderClr. Horz/Vert:	N
222 Slope Protection:	0	Under:	N- Feature not a highway or railroad. 0.00'0.00"	72 Appr. Alignment:	8-No reduction of vehicle operating speed required.
221 Spur Dikes Rear	0 Fwd:0	*228 Minimum Vertical Cl		62 Culvert:	5 - Fair Condition
219 Fender System	0- None.	Act. Odm Dir.:	99 ' 99"	Posting Data	
220 Dolphin:		Oppo. Dir:	99' 99"	70 Bridge Posting Required	5. Equal to or above legal loads
223 Culvert Cover:	5	Posted Odm. Dir:	00' 00"	41 Struct Open, Posted, CL:	A. Open, no restriction
Type:	1- Concrete.	Oppo. Dir:	00'00 "	* 103 Temporary Structure:	0
No. Barrels:	2	55 Lateral Undercl. Rt:	N- Feature not a highway or railroad. 0.00	232 Posted Loads	
Width:	10.00 Height:12	56 Lateral Undercl. Lt:	0.00	H-Modified:	00
Length:	146 Apron:0	*10 Max Min Vert Cl:	99' 99" Dir:0	HS-Modified:	00
*265 U/W Insp. Area	0 Diver:ZZZ	39 Nav Vert Cl:	000 Horiz:0	Type 3:	00
*Location ID No:	097-09005M-000.32N	116 Nav Vert Cl Closed:	000	Type 3s2:	00
		245 Deck Thickness Main	0.00	Timber:	00
		Deck Thick Approach:	0.00	Piggyback	00
		246 Overlay Thickness:	0.00	253 Notification Date:	02/01/1901
		212 Year Last Painted:	Sup:0000 Sub:0000	258 Fed Notify Date:	02/01/1901

McGee Partners, Inc.

13 Corporate Boulevard NE
Suite 200
Atlanta, Georgia 30329
T 770.938.6400

Meeting Minutes

Date: May 8, 2014 Time: 10:00 am
Location: Douglas County DOT
Subject: Kick-off/Initial Concept Meeting
CR 635/Maxham Road from SR 6 to Tree Terrace Pkwy, Douglas County
Project No: PI No. 0012621 MPI: 3009004
Recorded By: Alison Gonzalez

Attendees: Tommy Crochet, McGee Partners
Steven Sheffield, Douglas County
Gary Westmoreland, Douglas County DOT
Randy Hulseley, Douglas County DOT
Mike Lobdell, GDOT
Michelle Wright, City of Douglasville
Peter B. Emmanuel, GDOT
Grant Waldrop, GDOT
Kenn Fink, Kimley-Horn
Lance Ballard, Kimley-Horn
Josh Earhart, EPEI
Alison Gonzalez, McGee Partners

This meeting was held to begin work on the concept plan and report for the Maxham Road Congestion Reduction and Traffic Flow Improvements Project in Douglas County, Georgia.

Meeting notes:

- Gary and Tommy gave a brief background and description of the project. The project will add an additional SB thru lane on Maxham Road, add raised median from SR 6 to Tree Terrace Pkwy, provide sidewalk on the west side of Maxham Road from SR 6 to Berkshires Apartment Complex, provide sidewalk on the east side of Maxham Road from SR 6 to Tree Terrace Pkwy and replace the traffic signal on Maxham at Tree Terrace Pkwy. There will also be ADA and radius improvements at the SR 6/Thornton Road Intersection.

Meeting Minutes

Douglas County DOT
May 8, 2014
Maxham Road

- Tommy suggested that we coordinate signal plan completion with the SR 6 project so that they can be submitted and reviewed together.
- Tommy stated that reason for not putting a sidewalk on the south side of Maxham Road was because of budget. He is aware that a design variance will be needed.
- Mike was concerned about the size of the channelized islands on SR6 and said that there is a history of ped poles being knocked over. He suggested that we place the ped poles on the corner, rather than on the channelized islands.
- Popeyes exit-only driveway will be evaluated to see if it should be removed. Popeyes is aware of this possibility.
- Tommy asked Peter about crash data for this area. Peter said that there is data on the website but it isn't very good. Tommy will send Peter an email requesting crash data.
- Mike suggested that the left turn lane into the Kroger parking lot from Maxham road be channelized. Tommy agreed and said that was what we intend on doing, although it may be difficult with the space that we have.
- Tommy advised Peter that we would not be submitting our database files to GDOT for review by the Location Bureau since this project is local let.
- Peter expressed concern about how the flood plain would be affected. Tommy said that it wouldn't be affected, other than minor fill. Also, we will not be disturbing the culvert under Maxham Road, the goal being to avoid needing any Corps Permits.
- Peter expressed concern about meeting the 2015 Construction time frame. Tommy said that it is possible because we should not need any permits and are trying to avoid acquiring right-of-way or easements. He estimates that authorization will be given by June 2015.
- Peter was concerned about the schedule not being met. Tommy said that if GDOT doesn't approve, we will revisit our schedule. Peter asked Tommy for critical information and start and end dates for each activity in the schedule. He agreed to send an initial schedule template for Tommy to fill in. He also requested that Tommy note any completed activities on the initial schedule template before sending it back to him.

Meeting Minutes

Douglas County DOT
May 8, 2014
Maxham Road

- It was agreed that this meeting can be considered the initial concept meeting, in addition to the kick-off meeting. Peter asked Tommy to send him the concept report and write down any concerns. Peter will then decide if any additional concept meetings are necessary.
- Submittal Protocol: Gary said to send items needing to be reviewed by GDOT directly to GDOT and copy the County (he and Randy) and Peter on all correspondence. Peter advised on putting a deadline in the email if something is needed in a specific timeframe.
- Michelle asked how the City of Douglasville would be kept informed and Peter said that it was the responsibility of the County to keep the City informed. Randy indicated that the County would keep the City informed.
- Grant suggested buried fiber optic communication between the two signals.
- Josh indicated that a CE would be required and a PIOH will be held due to changes in access. A Programmatic CE is likely not appropriate.

Keith Golden, P.E., Commissioner



GEORGIA DEPARTMENT OF TRANSPORTATION

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

January 8, 2014

RECEIVED
JAN 09 2014
Douglas Co. D.O.T.

Mr. Randy Hulsey, Director
Douglas County Transportation
8700 Hospital Drive
Douglasville, GA 30134

Dear Mr. Hulsey:

I am returning for your files an executed agreement between the Georgia Department of Transportation and Douglas County for the following project:

Douglas County, PI# 0012621

Maxham Rd Congestion Reduction and Traffic Flow Improvements
From SR 6 (Thornton Rd) to Tree Terrace Pkwy

We look forward to working with you on the successful completion of the joint project.
Should you have any questions, please contact the Project Manager Peter Emmanuel at (404) 631-1158.

Sincerely,

A handwritten signature in blue ink, appearing to read "Angela Robinson".

Angela Robinson,
Financial Management Administrator

AR:kp

Enclosure

c: Bob Rogers
Rachel Brown – District 7 Engineer
Scott Lee – District 7 Planning & Programming Engineer
Patrick Allen, P.E. – District 7 Utilities Engineer
Mike Bolden – State Utilities Engineer