

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

OFFICE OF DESIGN POLICY & SUPPORT INTERDEPARTMENTAL CORRESPONDENCE

FILE P.I. # 0012674
Walton County
GDOT District 1 - Gainesville
Signal Upgrades @15 Locations Walton County

OFFICE Design Policy & Support

DATE October 23, 2014

Kim Phillips
FROM *for* Brent Story, State Design Policy Engineer

TO SEE DISTRIBUTION

SUBJECT APPROVED CONCEPT REPORT

Attached is the approved Concept Report for the above subject project.

Attachment

DISTRIBUTION:

Glenn Bowman, Director of Engineering
Joe Carpenter, Director of P3/Program Delivery
Genetha Rice-Singleton, Assistant Director of P3/Program Delivery
Bobby Hilliard, Program Control Administrator
Albert Shelby, State Program Delivery Engineer
Cindy VanDyke, State Transportation Planning Administrator
Hiral Patel, State Environmental Administrator
Kathy Zahul, State Traffic Engineer
Angela Robinson, Financial Management Administrator
Lisa Myers, State Project Review Engineer
Charles "Chuck" Hasty, State Materials Engineer
Mike Bolden, State Utilities Engineer
Richard Cobb, Statewide Location Bureau
Katelyn Digioia, State Pedestrian and Bicycle Coordinator
Brent Cook, District Engineer
Justin Lott for District Preconstruction Engineer
Neil Kantner, District Utilities Engineer
Steven Heng, Project Manager
BOARD MEMBER - 10th Congressional District

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

Project Type: <u>Signals(Reconstruction/ Rehabilitation)</u>	P.I. Number: <u>0012674</u>
GDOT District: <u>District 1</u>	County: <u>Walton</u>
Federal Route Number: _____	State Route Number: <u>10, 10 BUS, 11, 20, 81, 83,138</u>
Project Number: _____	

SR 10; SR 10 BUS; SR 11; SR 20; SR 81; SR 83; and SR 138 @ 15 Locations in Walton County

Submitted for approval:

Ashlyn Morgan
Ashlyn Morgan, P.E., Atkins 8-29-14
DATE

Albert Shelby
State Program Delivery Engineer 9-18-14
DATE

Stuart Heng
GDOT Project Manager 9/9/14
DATE

* recommendation on file

* Hiral Patel/KLP
State Environmental Administrator 10-6-14
DATE

* Kathy Zahul/KLP
State Traffic Engineer 9-25-14
DATE

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

Cynthia S. Waupke
State Transportation Planning Administrator 9-23-14
DATE

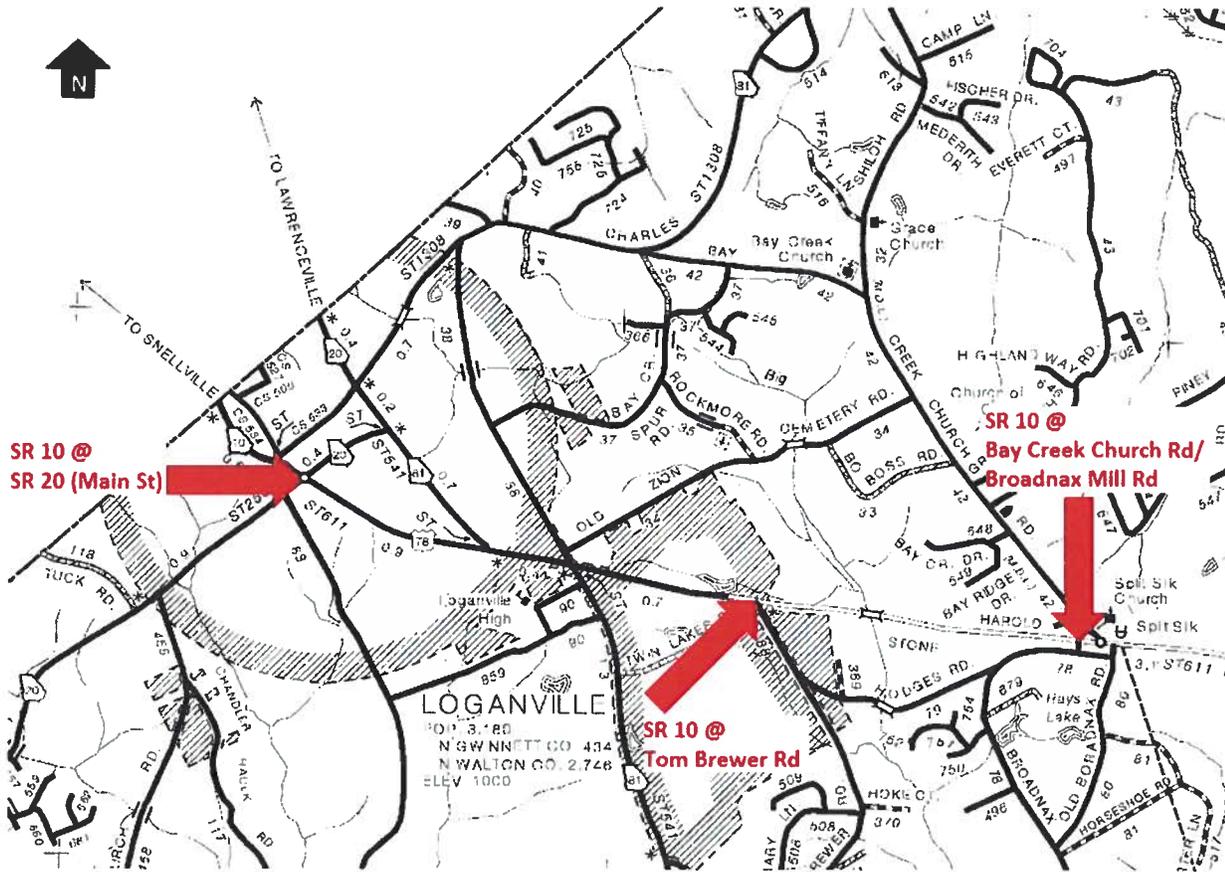
Approval:

Concur: John Bonner
GDOT Director of Engineering 10/14/14
DATE

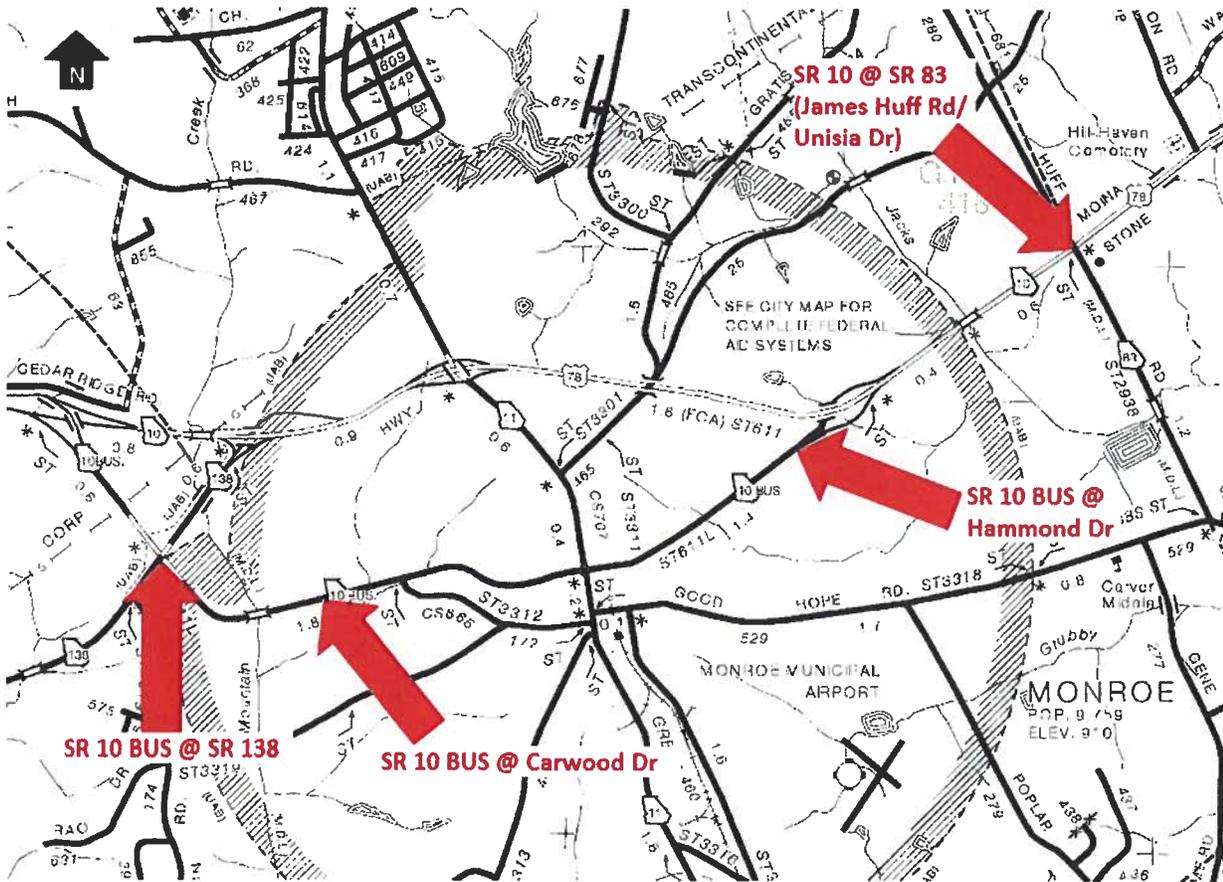
Approve: Bill C. McMillan
GDOT Chief Engineer 10/20/14
DATE

PROJECT LOCATION

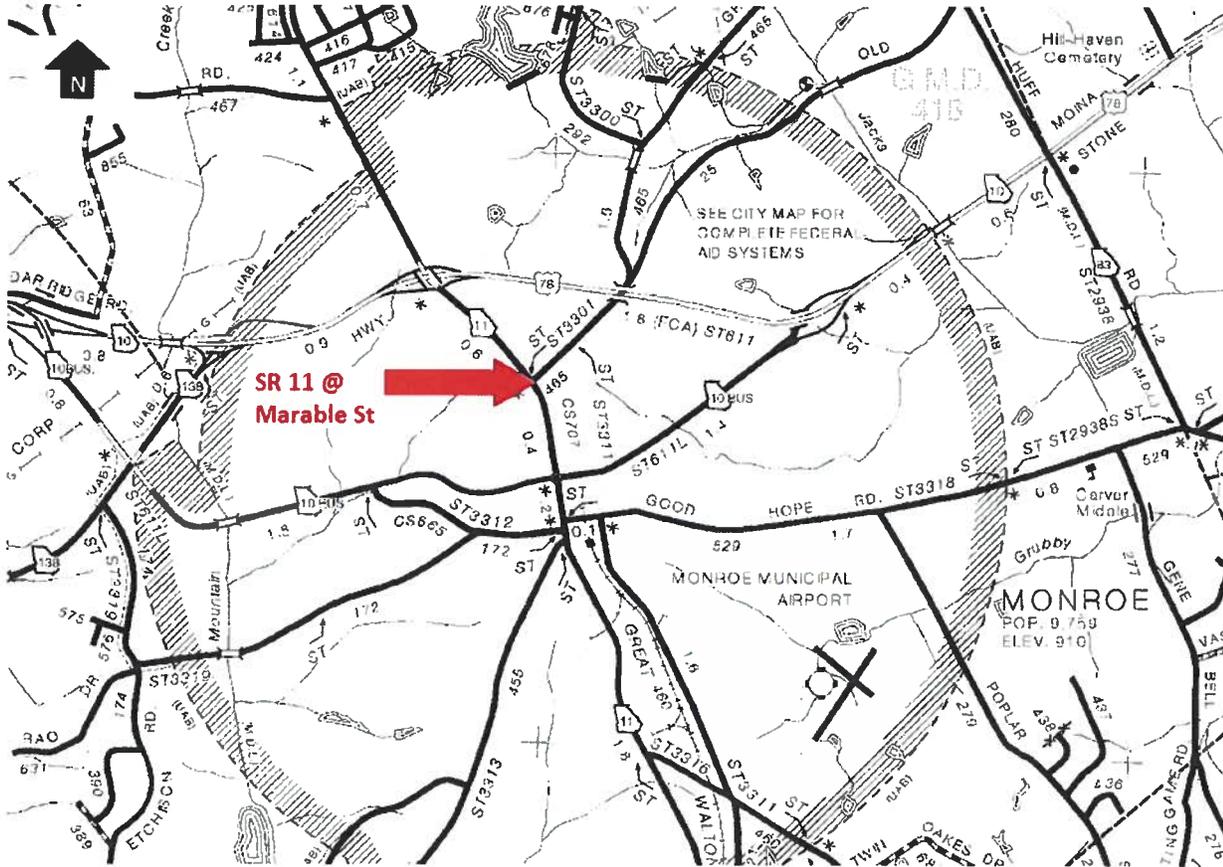
SR 10 (Map Not to Scale)



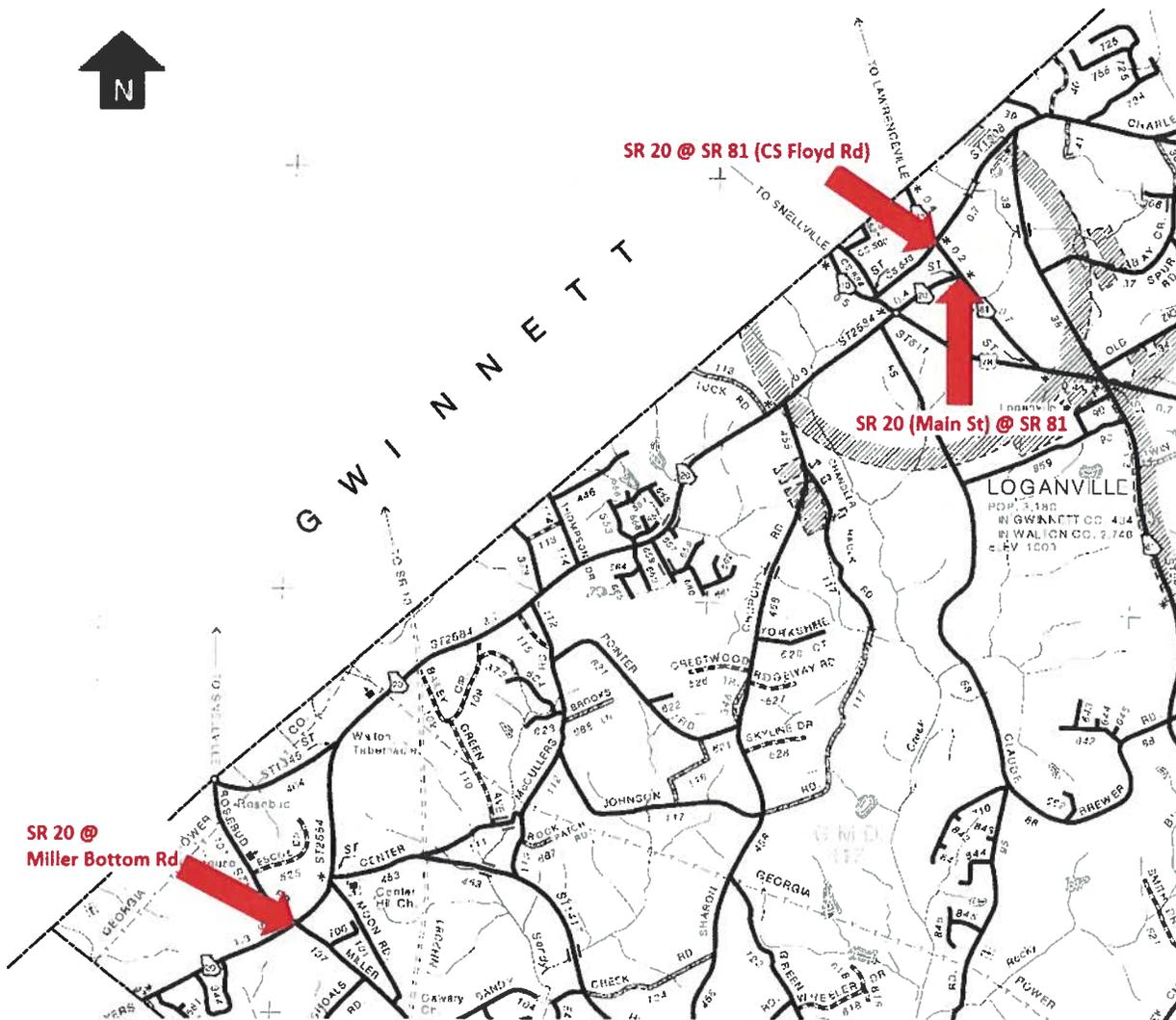
SR 10 Continued (Map Not to Scale)



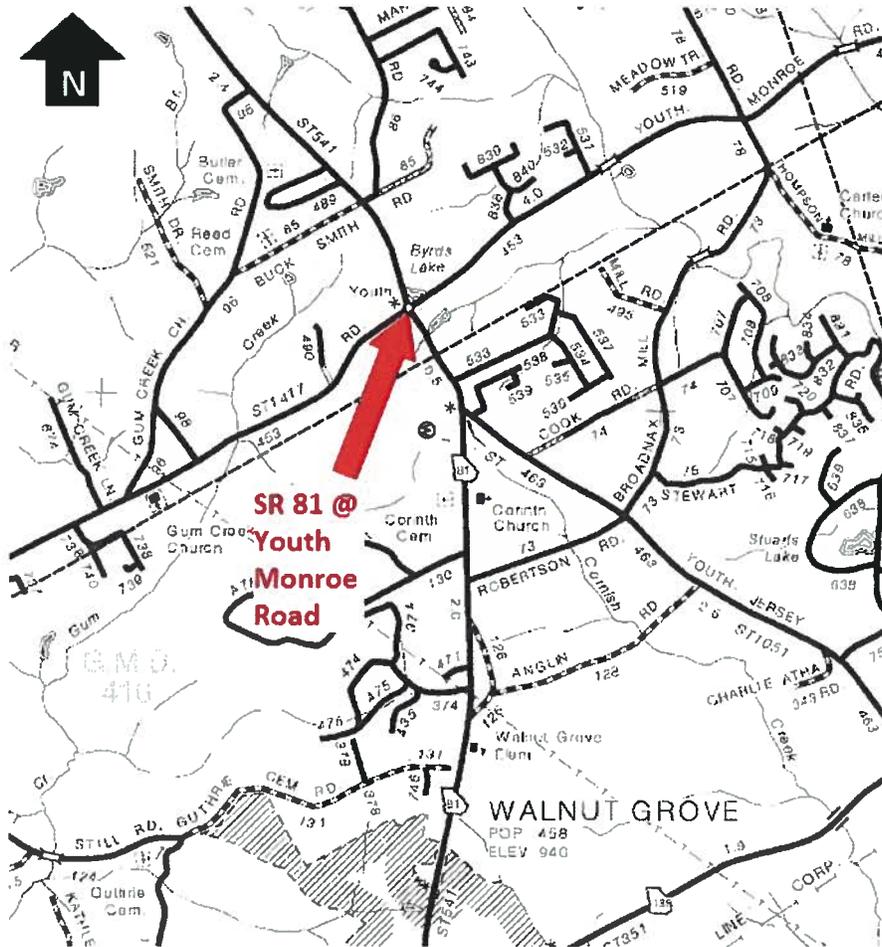
SR 11 (Map Not to Scale)



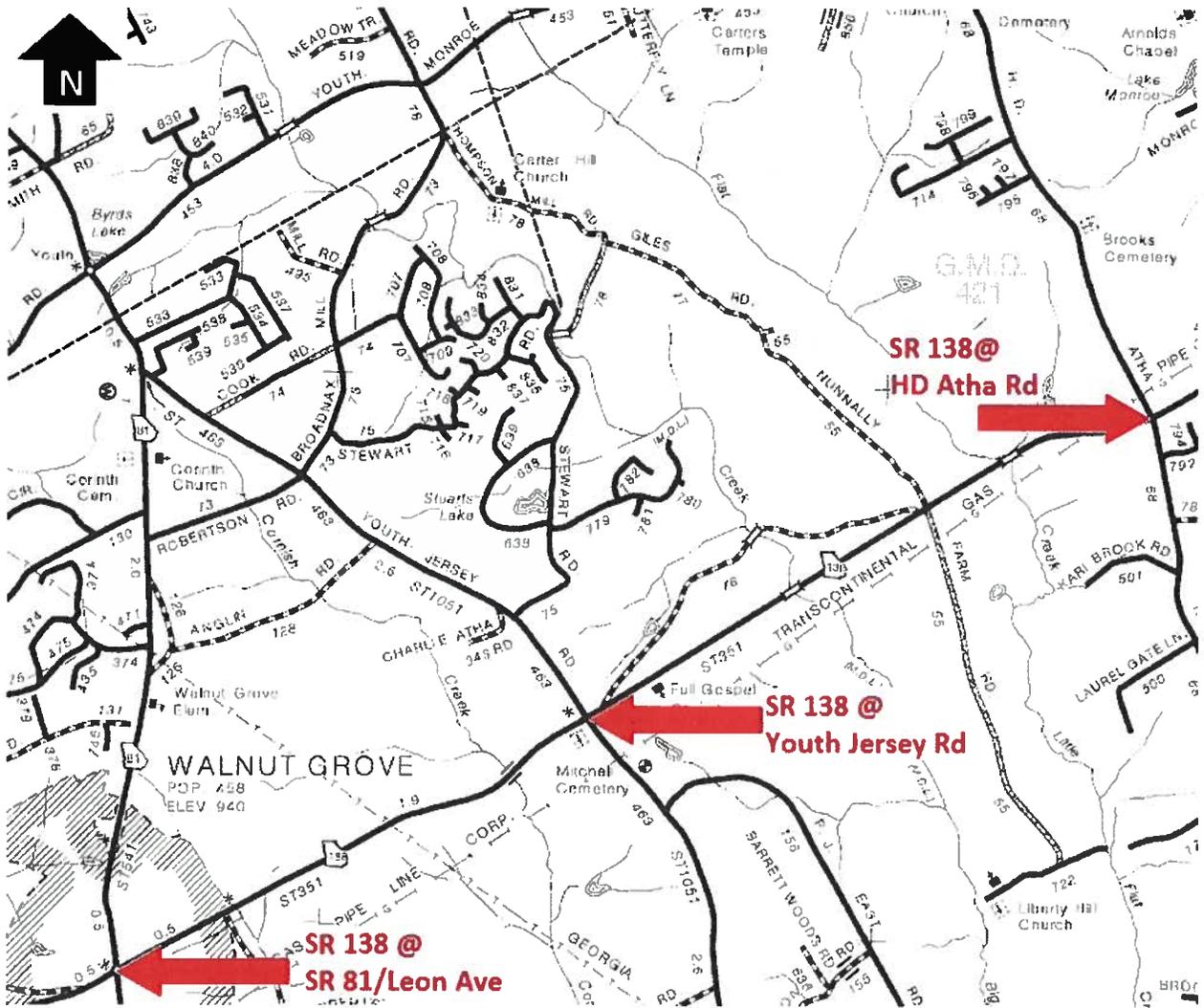
SR 20 (Map Not to Scale)



SR 81 (Map Not to Scale)



SR 138 (Map Not to Scale)



PLANNING & BACKGROUND DATA

Project Justification Statement:

There are fifteen (15) signalized intersections in Walton County in need of improvements to address compliance with current GDOT standards and the Manual on Uniform Traffic Control Devices (MUTCD) and the requirements of the Americans with Disabilities Act (ADA). The proposed project will enhance efficiency for vehicular and pedestrian movements at several locations by providing upgraded traffic signal equipment and pedestrian platforms, energy saving LED signal heads, wheelchair ramps, pedestrian signals, and crosswalk striping.

The intersections listed in Table 1 located in Walton County have been identified by The Office of Traffic Operation as high priority for minor intersection improvements. Table 1 also shows the reason the District has identified these intersections to be upgraded. The proposed project is to be included in the Region wide Signal Upgrade Lump Sum Program.

Table 1: Intersection Upgrade Needs

County	City	Primary Route	Intersecting Road	Reason for Upgrade
Walton	Loganville	SR 10	SR 20 (Main St)	Obsolete Equipment/ADA
Walton	Loganville	SR 10	Bay Creek Church Road/Broadnax Mill Road	Obsolete Equipment/ADA
Walton	Monroe	SR 10	SR 83 (James Huff Road/Unisia Drive)	Obsolete Equipment/ADA
Walton	Loganville	SR 10	Tom Brewer Road	Obsolete Equipment/ADA
Walton	Monroe	SR 10 BUS	Carwood Drive	Obsolete Equipment/ADA
Walton	Monroe	SR 10 BUS	SR 138	Obsolete Equipment/ADA
Walton	Monroe	SR 10 BUS	Hammond Drive	Obsolete Equipment/ADA
Walton	Monroe	SR 11	Marable Street	Obsolete Equipment/ADA
Walton	Loganville	SR 20	Miller Bottom Road	Obsolete Equipment/ADA
Walton	Loganville	SR 20	SR 81 (CS Floyd Road)	Obsolete Equipment/ADA
Walton	Loganville	SR 20 Main St	SR 81	Obsolete Equipment/ADA
Walton	Loganville	SR 81	Youth Monroe Road	Obsolete Equipment/ADA
Walton	Loganville	SR 138	Youth Jersey Road	Obsolete Equipment/ADA
Walton	Monroe	SR 138	HD Atha Road	Obsolete Equipment/ADA
Walton	Walnut Grove	SR 138	SR 81/Leon Avenue	Obsolete Equipment/ADA

Existing conditions:

- SR 10 at SR 20 (Main Street) is a four-lane roadway with 13-foot lanes with left turn lanes in both directions.
- SR 10 at Bay Creek Church Road/Broadnax Mill Road is a four-lane divided roadway with 12-foot lanes, grass median, offset left turn lanes and a right turn lane onto Broadnax Mill Road.
- SR 10 at SR 83 (James Huff Road/Unisia Drive) is a four-lane divided roadway with 12-foot lanes, grass median, offset left turn lanes and right turn lanes.
- SR 10 at Tom Brewer Road is a four-lane divided roadway with 12-foot lanes, grass median, offset left turn lanes and right turn lanes.
- SR 10 Bus at Carwood Drive is a two-lane roadway with 12-foot lanes, a left turn lane onto Carwood Drive and a two-way left turn lane on the WB approach.

County: Walton

- SR 10 Bus at SR 138 is a two-lane divided roadway with 13-foot lanes, offset left turn lanes and right turn lanes.
- SR 10 Bus at Hammond Drive is a two-lane roadway with 12-foot lanes and left turn lanes.
- SR 11 at Marable Street is a two-lane roadway with 13-foot lanes and a left turn lane on the SB approach.
- SR 20 at Miller Bottom Road is a two-lane roadway with 12-foot lanes and left turn lanes.
- SR 20 at SR 81 (CS Floyd Road) is a two-lane roadway with 12-foot lanes, left turn lanes, and a right turn lane onto CS Floyd Road.
- SR 20 Main Street at SR 81 is a two-lane roadway with 12-foot lanes.
- SR 81 at Youth Monroe Road is a two-lane roadway with 12-foot lanes and left turn lanes.
- SR 138 at Youth Jersey Road is a three-lane roadway with 12-foot lanes, two lanes and a left turn lane on the NB approach, and one through, left, and right turn lane on the SB approach.
- SR 138 at HD Atha Road is a two-lane roadway with 12-foot lanes, left turn lanes, and a right turn lane on the EB approach.
- SR 138 at SR 81 (Leon Avenue) is a two-lane roadway with 16-foot lanes and left turn lanes.

Other projects in the area:

- 0011641 – SR 11 from CS 654/Marable Street to SR 10/US 78 – This project is a local let enhancement project that will add bike lanes, lighting, and pedestrian accommodations.
- 142000 – SR 20 from Sharon Church Road to Brand Road; Incl 1 Way Pair – This project is located in eastern Walton County, beginning just north of the intersection of SR 20 with Rosebud Road/Miller Bottom Road and ending at Brand Road in Loganville. The total project length in SR 20 is approximately 6.75 miles, and the length of the capacity improvements is 2.18 miles. The project includes intersection improvements along SR 20 at Moon Road/Center Hill church Road, Centerville-Rosebud Road, and McCullers Road. The existing 2-lane roadway will be widened to a five-lane roadway beginning south of Sharon Church Road and will transition from the five-lane section to a one-way pair north of Overlook Drive. The one-way pair will utilize existing SR 20/Main Street as the two northbound travel lanes and CS Floyd Road as the two southbound travel lanes. The one-way pair will continue through downtown Loganville and end at SR 20/SR 81. The project will then continue west on SR 20 until reaching Brand Road.

Description of the proposed project: The project will upgrade equipment, accommodate pedestrians, and update pedestrian facilities to meet current ADA standards at the following intersections.

- SR 10 @ Bay Creek Church Road/Broadnax Mill Road
- SR 10 @ SR 83 (James Huff Road/Unisia Drive)
- SR 10 @ Tom Brewer Road
- SR 10 @ SR 20 (Main Street)
- SR 10 Bus @ Carwood Drive
- SR 10 Bus @ SR 138
- SR 10 Bus @ Hammond Drive
- SR 11 @ Marable Street
- SR 20 @ Miller Bottom Road
- SR 20 @ SR 81 (CS Floyd Road)
- SR 20 (Main Street) @ SR 81
- SR 81 @ Youth Monroe Road
- SR 138 @ HD Atha Road

- SR 138 @ Youth Jersey Road
- SR 138 @ SR 81/Leon Avenue

The standard project limits will be 200 feet from the center point of the intersection; should setback loops need replacement, the project limits will be 500 feet from the center point of the intersection. If setback loops are present, the survey should include the edge of pavement and property lines to the setback loop. Standard erosion control details should be used. Traffic studies are not needed for this project. The scope of this project will be limited to equipment upgrades, pedestrian accommodations, and updating pedestrian facilities to meet ADA standards.

MPO: Atlanta TMA

TIP #: N/A

TIA Regional Commission: Not a TIA Project

Congressional District(s): 10

Federal Oversight: Exempt State Funded Other

Projected Traffic: N/A

Current Year (20WW): N/A Open Year (20XX): N/A Design Year (20YY): N/A

Traffic Projections Performed by: N/A

Functional Classification (Mainline):

- SR 10 – Urban Minor Arterial Street & Urban Principal Arterial
- SR 10 Bus - Urban Principal Arterial
- SR 11 - Urban Principal Arterial
- SR 20 - Urban Minor Arterial Street
- SR 81 - Urban Minor Arterial Street
- SR 138 - Urban Minor Arterial Street

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

Warrants met: None Bicycle Pedestrian Transit

DESIGN AND STRUCTURAL

Description of Proposed Project:

Major Structures: N/A

Mainline Design Features:

SR 10 – Urban Minor Arterial Street & Urban Principal Arterial

Feature	Existing	Standard*	Proposed
Typical Section			
- Number of Lanes	4	N/A	N/A
- Lane Width(s)	Varies: 12ft – 13ft	N/A	N/A
- Median Width & Type	Width Varies; Grass	N/A	N/A
- Outside Shoulder or Border Area Width	N/A	N/A	N/A
- Outside Shoulder Slope	N/A	N/A	N/A
- Inside Shoulder Width	N/A	N/A	N/A
- Sidewalks	Yes & No	N/A	N/A
- Auxiliary Lanes	N/A	N/A	N/A
- Bike Lanes	N/A	N/A	N/A
Posted Speed	45mph – 55mph		N/A
Design Speed	N/A	N/A	N/A
Min Horizontal Curve Radius	N/A	N/A	N/A
Maximum Superelevation Rate	N/A	N/A	N/A
Maximum Grade	N/A	N/A	N/A
Access Control	N/A	N/A	N/A
Design Vehicle	N/A	N/A	N/A

SR 10 Bus – Urban Principal Arterial

Feature	Existing	Standard*	Proposed
Typical Section			
- Number of Lanes	2	N/A	N/A
- Lane Width(s)	Varies: 12ft – 13ft	N/A	N/A
- Median Width & Type	N/A	N/A	N/A
- Outside Shoulder or Border Area Width	N/A	N/A	N/A
- Outside Shoulder Slope	N/A	N/A	N/A
- Inside Shoulder Width	N/A	N/A	N/A
- Sidewalks	No	N/A	N/A
- Auxiliary Lanes	N/A	N/A	N/A
- Bike Lanes	N/A	N/A	N/A
Posted Speed	35mph – 55mph		N/A
Design Speed	N/A	N/A	N/A
Min Horizontal Curve Radius	N/A	N/A	N/A
Maximum Superelevation Rate	N/A	N/A	N/A
Maximum Grade	N/A	N/A	N/A
Access Control	N/A	N/A	N/A
Design Vehicle	N/A	N/A	N/A

SR 11 – Urban Principal Arterial

Feature	Existing	Standard*	Proposed
Typical Section			
- Number of Lanes	2	N/A	N/A
- Lane Width(s)	13ft	N/A	N/A
- Median Width & Type	N/A	N/A	N/A
- Outside Shoulder or Border Area Width	N/A	N/A	N/A
- Outside Shoulder Slope	N/A	N/A	N/A
- Inside Shoulder Width	N/A	N/A	N/A
- Sidewalks	Yes	N/A	N/A
- Auxiliary Lanes	N/A	N/A	N/A
- Bike Lanes	N/A	N/A	N/A
Posted Speed	35mph		N/A
Design Speed	N/A	N/A	N/A
Min Horizontal Curve Radius	N/A	N/A	N/A
Maximum Superelevation Rate	N/A	N/A	N/A
Maximum Grade	N/A	N/A	N/A
Access Control	N/A	N/A	N/A
Design Vehicle	N/A	N/A	N/A

SR 20 – Urban Minor Arterial Street

Feature	Existing	Standard*	Proposed
Typical Section			
- Number of Lanes	2	N/A	N/A
- Lane Width(s)	12ft	N/A	N/A
- Median Width & Type	N/A	N/A	N/A
- Outside Shoulder or Border Area Width	N/A	N/A	N/A
- Outside Shoulder Slope	N/A	N/A	N/A
- Inside Shoulder Width	N/A	N/A	N/A
- Sidewalks	No	N/A	N/A
- Auxiliary Lanes	N/A	N/A	N/A
- Bike Lanes	N/A	N/A	N/A
Posted Speed	35mph – 45mph		N/A
Design Speed	N/A	N/A	N/A
Min Horizontal Curve Radius	N/A	N/A	N/A
Maximum Superelevation Rate	N/A	N/A	N/A
Maximum Grade	N/A	N/A	N/A
Access Control	N/A	N/A	N/A
Design Vehicle	N/A	N/A	N/A

SR 81- Urban Minor Arterial Street

Feature	Existing	Standard*	Proposed
Typical Section			
- Number of Lanes	2	N/A	N/A
- Lane Width(s)	12ft	N/A	N/A
- Median Width & Type	N/A	N/A	N/A
- Outside Shoulder or Border Area Width	N/A	N/A	N/A
- Outside Shoulder Slope	N/A	N/A	N/A
- Inside Shoulder Width	N/A	N/A	N/A
- Sidewalks	No	N/A	N/A
- Auxiliary Lanes	N/A	N/A	N/A
- Bike Lanes	N/A	N/A	N/A
Posted Speed	45mph		N/A
Design Speed	N/A	N/A	N/A
Min Horizontal Curve Radius	N/A	N/A	N/A
Maximum Superelevation Rate	N/A	N/A	N/A
Maximum Grade	N/A	N/A	N/A
Access Control	N/A	N/A	N/A
Design Vehicle	N/A	N/A	N/A

SR 138 – Urban Minor Arterial Street

Feature	Existing	Standard*	Proposed
Typical Section			
- Number of Lanes	Varies: 2 – 3	N/A	N/A
- Lane Width(s)	Varies: 12ft – 16ft	N/A	N/A
- Median Width & Type	N/A	N/A	N/A
- Outside Shoulder or Border Area Width	N/A	N/A	N/A
- Outside Shoulder Slope	N/A	N/A	N/A
- Inside Shoulder Width	N/A	N/A	N/A
- Sidewalks	Yes & No	N/A	N/A
- Auxiliary Lanes	N/A	N/A	N/A
- Bike Lanes	N/A	N/A	N/A
Posted Speed	35mph – 55mph		N/A
Design Speed	N/A	N/A	N/A
Min Horizontal Curve Radius	N/A	N/A	N/A
Maximum Superelevation Rate	N/A	N/A	N/A
Maximum Grade	N/A	N/A	N/A
Access Control	N/A	N/A	N/A
Design Vehicle	N/A	N/A	N/A

Major Interchanges/Intersections:

- SR 10 @ Bay Creek Church Road/Broadnax Mill Road
- SR 10 @ SR 83 (James Huff Road/Unisia Drive)
- SR 10 @ Tom Brewer Road
- SR 10 @ SR 20 (Main Street)
- SR 10 Bus @ SR 138

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: None

Design Variances to GDOT Standard Criteria anticipated: None

UTILITY AND PROPERTY

Temporary State Route Needed: No Yes Undetermined

Railroad Involvement: None

Utility Involvements: There are no anticipated utility impacts. Utility companies are as follows:

- Atlanta Gas Light - Gas
- AT&T - Communications
- AT&T (Long Distance) - Communications
- City of Buford – Gas
- City of Lawrenceville – Gas
- City of Loganville – Public Works
- Comcast CATV – Cable
- Georgia Power-Distribution – Electric
- Georgia Power-Transmission – Electric
- M.E.A.G. Power – Electric
- Monroe Utilities Network
- Walton County W/S Authority – Water & Sewer
- Walton EMC – Electric
- Williams Gas Pipeline – Transco – Gas
- Windstream Communications – Communications

SUE Required: No Yes

Public Interest Determination Policy and Procedure recommended? No Yes

Right-of-Way: Existing width: _____ ft Proposed width: Meters only expected

Required Right-of-Way anticipated: No Yes Undetermined

Easements anticipated: None Temporary Permanent Utility Other

Anticipated number of impacted parcels:	3
Displacements anticipated: 0	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:

Regarding the potential historic properties, the Georgia Historic Preservation Division (HPD) will likely require commitments to review plans at 90% completion and be allowed to perform a site

visit at 50% and 100% construction completion. Orange barrier fencing may be required to protect the potential historic properties.

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: The level of documentation is expected to be a CE due to the potential for a de minimis impact on historic resources that are present in the intersection areas. Based on the nature of the project, impacts to archaeology and ecology are anticipated to be minimal, and air and noise analyses would be screenings.

COORDINATION, ACTIVITIES, RESPONSIBILITIES, AND COSTS

Project Meetings: Project Kickoff Meeting 05/01/2014

Project Activity	Party Responsible for Performing Task(s)
Concept Development	Atkins
Design	Atkins
Right-of-Way Acquisition	GDOT
Utility Relocation	GDOT
Letting to Contract	GDOT
Construction Supervision	GDOT
Providing Material Pits	N/A
Providing Detours	N/A
Environmental Studies, Documents, & Permits	Atkins
Environmental Mitigation	N/A
Construction Inspection & Materials Testing	GDOT

Other coordination to date: None

Project Cost Estimate and Funding Responsibilities:

	Breakdown of PE	ROW	Reimbursable Utility	CST*	Environmental Mitigation	Total Cost
Funded By	ARC	ARC	GDOT	ARC	N/A	
\$ Amount	500,000	140,000	0	2,003,746.36		2,643,746.36
Date of Estimate	9/5/2013	8/1/2014	N/A	8/20/2014		

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

ALTERNATIVES DISCUSSION

No-Build Alternative:			
Estimated Property Impacts:	N/A	Estimated Total Cost:	N/A
Estimated ROW Cost:	N/A	Estimated CST Time:	N/A
Rationale: Does not fulfill the objectives of the Project Justification Statement.			

Comments/Additional Information: None

LIST OF ATTACHMENTS/SUPPORTING DATA

1. Revisions to Program Costs
2. Cost Estimates
3. Right-of-way estimate
4. Kickoff Meeting Minutes

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE P.I. No.

OFFICE

PROJECT DESCRIPTION

DATE

From:

To: Lisa L. Myers, State Project Review Engineer

Subject: REVISIONS TO PROGRAMMED COSTS

PROJECT MANAGER

MGMT LET DATE

MGMT ROW DATE

PROGRAMMED COSTS (TPro W/OUT INFLATION)

LAST ESTIMATE UPDATE

CONSTRUCTION \$

DATE

RIGHT OF WAY \$

DATE

UTILITIES \$

DATE

REVISED COST ESTIMATES

CONSTRUCTION* \$

RIGHT OF WAY \$

UTILITIES \$

*Cost Contains % Contingency

REASONS FOR COST INCREASE AND CONTINGENCY JUSTIFICATION:

Project Type: Reconstruction/Rehabilitation Risk: Low Project Phase: Concept
First CST update by OPD. Original estimate was from Planning. Updated CST cost estimate based on information gathered during field visit and proposed work to intersections. Also, it was determined during the field visit that right-of-way will be required for this project.

CONTINGENCY SUMMARY

A. CONSTRUCTION COST ESTIMATE:	\$	1,817,457.04	Base Estimate From CES
B. ENGINEERING AND INSPECTION (E & I):	\$	90,872.85	Base Estimate (A) x 5 %
C. CONTINGENCY:	\$	95,416.49	Base Estimate (A) + E & I (B) x 5 % <u>See % Table in "Risk Based Cost Estimation" Memo</u>
D. TOTAL LIQUID AC ADJUSTMENT:	\$		Total From Liquid AC Spreadsheet
E. CONSTRUCTION TOTAL:	\$	2,003,746.39	(A + B + C + D = E)

REIMBURSABLE UTILITY COSTS

UTILITY OWNER	REIMBURSABLE COST
TOTAL	\$ -

ATTACHMENTS:

Detailed cost estimate
Preliminary ROW Cost Estimate

JOB DETAIL ESTIMATE

JOB NUMBER: 0012674 SPEC YEAR: 01
 DESCRIPTION: SR 10; SR 11; SR 20; SR 81; AND SR 138 @ 15 LOC IN WALTON CO

ITEMS FOR JOB 0012674

LINE	ITEM ALT	UNITS	DESCRIPTION	QUANTITY	PRICE	AMOUNT
0005	150-1000	LS	TRAFFIC CONTROL - 0012674	1.000	86545.57	86545.57
0010	163-0232	AC	TEMPORARY GRASSING	1.000	437.96	437.96
0015	163-0240	TN	MULCH	15.000	233.58	3503.80
0020	441-0108	SY	CONC SIDEWALK, 8 IN	1500.000	44.63	66959.46
0025	636-1020	SF	HWY SGN,TP1MAT,REFL SH TP3	250.000	18.70	4676.55
0030	636-1033	SF	HWY SIGNS, TP1MAT,REFL SH TP 9	967.500	18.39	17801.99
0035	639-4004	EA	STRAIN POLE, TP IV	60.000	6108.60	366516.19
0040	647-1000	LS	TRAF SIGNAL INSTALLATION NO - 1	1.000	75000.00	75000.00
0045	647-1000	LS	TRAF SIGNAL INSTALLATION NO - 2	1.000	75000.00	75000.00
0050	647-1000	LS	TRAF SIGNAL INSTALLATION NO - 3	1.000	75000.00	75000.00
0055	647-1000	LS	TRAF SIGNAL INSTALLATION NO - 4	1.000	75000.00	75000.00
0060	647-1000	LS	TRAF SIGNAL INSTALLATION NO - 5	1.000	75000.00	75000.00
0065	647-1000	LS	TRAF SIGNAL INSTALLATION NO - 6	1.000	75000.00	75000.00
0070	647-1000	LS	TRAF SIGNAL INSTALLATION NO - 7	1.000	75000.00	75000.00
0075	647-1000	LS	TRAF SIGNAL INSTALLATION NO - 8	1.000	75000.00	75000.00
0080	647-1000	LS	TRAF SIGNAL INSTALLATION NO - 9	1.000	75000.00	75000.00
0085	647-1000	LS	TRAF SIGNAL INSTALLATION NO - 10	1.000	75000.00	75000.00
0090	647-1000	LS	TRAF SIGNAL INSTALLATION NO - 11	1.000	75000.00	75000.00
0095	647-1000	LS	TRAF SIGNAL INSTALLATION NO - 12	1.000	75000.00	75000.00
0100	647-1000	LS	TRAF SIGNAL INSTALLATION NO - 13	1.000	75000.00	75000.00
0105	647-1000	LS	TRAF SIGNAL INSTALLATION NO - 14	1.000	75000.00	75000.00
0110	647-1000	LS	TRAF SIGNAL INSTALLATION NO - 15	1.000	75000.00	75000.00
0115	647-2130	EA	PULL BOX, PB-3	15.000	57.39	860.98
0120	652-2501	LM	SOLID TRAF STRIPE, 5 IN, WHITE	1.000	916.95	916.95
0125	652-2502	LM	SOLID TRAF STRIPE, 5 IN, YELLOW	1.000	895.80	895.80
0130	652-3501	GLM	SKIP TRAF STRIPE, 5 IN, WHITE	1.000	525.52	525.52
0135	652-5701	LF	SOLID TRAF STRIPE, 24", WHITE	2880.000	3.03	8726.40
0140	652-5801	LF	SOLID TRAF STRIPE, 8 IN, WHITE	7500.000	1.10	8250.00
0145	682-6233	LF	CONDUIT, NONMETL, TP 3, 2 IN	12300.000	5.00	61500.00
0150	682-9950	LF	DIRECTIONAL BORE - 3"	2250.000	10.00	22500.00
0155	682-9950	LF	DIRECTIONAL BORE - 5"	2250.000	15.00	33750.00
0160	700-6910	AC	PERMANENT GRASSING	1.000	669.02	669.02
0165	700-7000	TN	AGRICULTURAL LIME	15.000	128.55	1928.36
0170	700-8000	TN	FERTILIZER MIXED GRADE	6.000	587.48	3524.90
0175	700-8100	LB	FERTILIZER NITROGEN CONTENT	400.000	2.59	1039.12
0180	713-3011	SY	WOOD FIBER BLANKET, TP I, SHOULDERS	5000.000	0.18	928.45

ITEM TOTAL 1817457.04
 INFLATED ITEM TOTAL 1817457.04

TOTALS FOR JOB 0012674

JOB DETAIL ESTIMATE

ESTIMATED COST: 1817457.02
 CONTINGENCY PERCENT (0.0): 0.00
 ESTIMATED TOTAL: 1817457.02

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

Department of Transportation State of Georgia

Interdepartmental Correspondence

FILE R/W Cost Estimate **OFFICE** Atlanta
DATE August 1, 2014

FROM Phil Copeland, Right of Way Administrator
LaShone Alexander, Right of Way Cost Estimator

TO Khek Wui Heng, Project Manager

SUBJECT **Preliminary Right of Way Cost Estimate**
Project: 0012674 Walton County
P.I. No.: 0012674
Description: Intersection Improvement

As per your request, attached is a copy of the approved Preliminary Right of Way Cost Estimates on the above referenced projects.

If you have any questions, please contact LaShone Alexander at One Georgia Center 600 West Parkway Street, NW Atlanta, GA 30308, Right of Way Office at (478) 553-1569 or (478) 232-4045.

PC: LA
Attachments
c: File

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

Date: 8/1/2014 Project: 0012674
 Revised: County: Walton
 PI: 0012674

Description: Intersection improvements
 Project Termini: Intersection improvements

Existing ROW: Varies
 Required ROW: Varies

Parcels: 3

Land and Improvements _____ \$49,275.00

Proximity Damage \$0.00

Consequential Damage \$0.00

Cost to Cures \$0.00

Trade Fixtures \$0.00

Improvements \$30,000.00

Valuation Services _____ \$16,250.00

Legal Services _____ \$39,525.00

Relocation _____ \$6,000.00

Demolition _____ \$0.00

Administrative _____ \$28,500.00

TOTAL ESTIMATED COSTS _____ \$139,550.00

TOTAL ESTIMATED COSTS (ROUNDED) _____ \$140,000.00

Preparation Credits	Hours	Signature

Prepared By: Dashone Alexander CG#: 286999 08/01/2014 E)
 Approved By: Dashone Alexander CG#: 286999 08/01/2014 E)

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

Meeting notes - Draft

Project:	0012674		
Subject:	Kickoff Meeting Minutes		
Date and time:	1 May 2014 – 8:30	Meeting no:	1
Meeting place:	Field	Minutes by:	Ashlyn Morgan/ Jonathan Nicholson
Present:	Steven Heng Terry Allgood Galen Davis Kevin York Shane Giles Troy Galloway Nathaniel O'Kelley Jay Halgat Tyler Jefferson Neil Kantner Terri Rosamond Jonathan Nicholson Ashlyn Morgan	Representing:	Program Delivery Walton EMC Georgia Power D1 - Right-of-Way D1 - Traffic Operations D1 - Traffic Operations D1 - Utilities Windstream Windstream D1 - Utilities AT&T Atkins Atkins

MINUTES

SR 10 BUS @ SR 138

Remove – recently upgraded – Shane to provide replacement intersection

Per Troy this intersection will remain in project.

SR 10 @ SR 81/Cown Drive

Remove – recently upgraded – will be replaced with **SR 10 BUS @ Hammond Drive**

SR 10 @ Bay Creek/Broadnax

Overhead and underground utilities present – phone, cable, & power

No right-of-way constraints

Add Flashing Yellow Arrow (FYA)

Add battery backup system

New poles

Install loops for detection

Add pedestrian signals and accommodations

Landing pads in radii for pedestrians

SR 10 @ SR 83/James Huff

Overhead utilities present – phone, cable, & power

NOTE TO RECIPIENTS:

These meeting notes record Atkins understanding of the meeting and intended actions arising therefrom. Your agreement that the notes form a true record of the discussion will be assumed unless adverse comments are received in writing within five days of receipt.

No right-of-way constraints

Add FYA

Address striped islands – add concrete islands and cut throughs or ramps as applicable for pedestrians or remove

Add battery backup system

New poles

Install loops for detection

Add pedestrian signals, crosswalks and additional necessary accommodations

Landing pads in radii for pedestrians

SR 10 @ Tom Brewer

Overhead utilities present – phone, cable, & power – potential concern in SW quadrant

No right-of-way constraints

Add FYA

Address striped islands – add concrete islands and cut throughs or ramps as applicable for pedestrians or remove

Add battery backup system

New poles – potential mast arms to avoid utility conflicts – depends on length

Install loops for detection

Add pedestrian signals and accommodations

Landing pads in radii for pedestrians

SR 10 BUS @ Carwood

Overhead utilities present – phone, cable, & power

Possible right-of-way constraints

No battery backup system

New poles – mast arms due to utilities and ditches

Install loops for detection

Add pedestrian signals and accommodations

Landing pads in radii for pedestrians

NW quadrant drainage issue for landing pads – may need to address – connect the 2-1011As

Add crosswalk across third leg of intersection

SR 10 @ SR 20/Main Street

Underground and overhead utilities present

Potential right-of-way constraints

Add FYA

No battery backup system

Kickoff Meeting

New poles – in same locations because of utility conflicts

Install loops for detection

Add pedestrian signals and accommodations

Landing pads in radii for pedestrians

SR 138 @ Youth Jersey

Overhead and underground utilities present – phone, cable, & power

No right-of-way constraints

Add battery backup system

New poles except remain joint use with Walton on NE quadrant

Install loops for detection

Address striped islands – add concrete islands and cut throughs or ramps as applicable for pedestrians or remove

Add pedestrian signals, crosswalks and any additional accommodations

Landing pads in radii for pedestrians

SR 20 @ Miller Bottoms

Overhead utilities present – phone, water, & gas

Potential right-of-way constraints

Wiring for FYA, but not head

No battery backup system

New poles – mast arms due to utilities

Install loops for detection

Add pedestrian signals, crosswalks and any additional necessary accommodations

Landing pads in radii for pedestrians

SR 81 @ Youth Jersey

Overhead and underground utilities present – phone, cable, & power – SE corner

No right-of-way constraints

Add FYA

Address striped islands – add concrete islands and cut throughs or ramps as applicable for pedestrians or remove

Add battery backup system

New poles – 2 options – mast arms that are upstream of the intersection because of utility conflicts with span within intersection or Walton install taller pole upstream to pull utilities off signal span within intersection – will need to coordinate design with TMC in order to install mast arm upstream of intersection

Install loops for detection

Add pedestrian signals and accommodations

Landing pads in radii for pedestrians

Drainage structure in SW quadrant radius – put landing pads on either side of structure

Right turn lane has been added on Youth Monroe

SR 138 @ HD Atha Road

Overhead and underground utilities present – phone, cable, power & gas

Potential right-of-way constraints – NW corner

Add FYA

Address striped islands – add concrete islands and cut throughs or ramps as applicable for pedestrians or remove

Add battery backup system

New poles – three mast arms to avoid utility conflicts

Install loops for detection

Add pedestrian signals and accommodations

Landing pads in radii for pedestrians

Possible type C striping required to stripe out channelized right turn from SB approach on HD Atha

SR 20 @ SR 81/CS Floyd

Overhead utilities present – phone, cable, & power

Potential right-of-way constraints

Add FYA

Address striped islands – add concrete islands and cut throughs or ramps as applicable for pedestrians or remove

No battery backup system

1 diagonal mast arm in NE quadrant

Install loops for detection

Add pedestrian signals and accommodations

Landing pads in radii for pedestrians

Possible historic house in NE quadrant

Move stop bars back on NB approach

SR 81/Leon Avenue @ SR 138

Overhead and underground utilities present – phone, cable, & power

Potential right-of-way constraints

Add FYA

No battery backup system

2 tandem mast arms in NW & SE

Install loops for detection

Kickoff Meeting

Add pedestrian signals and accommodations

Landing pads in radii for pedestrians

Possibly remove wood pole in NW depending on the outcome of the utility owner attached to the pole

SR 20 @ SR 81

Overhead utilities present – phone, cable, & power

Potential right-of-way constraints

Add FYA

No battery backup system

Option A: 2 mast arms in NW and SE quadrants

Option B: 1 diagonal mast arm in SW quadrant

Need to determine if driveway needs to be signalized

Install loops for detection

Add pedestrian signals and accommodations

Landing pads in radii for pedestrians

SR 11 @ Marable Street

Overhead and underground utilities present – phone, cable, water & power

Right-of-way constraints – will need to purchase R/W

Add FYA

No battery backup system

1 diagonal mast arm in quadrant with church

Install loops for detection

Add pedestrian signals and accommodations

Landing pads in radii and wheelchair for pedestrians

3 possible historic resources

Wall on SE quadrant

City of Monroe

1019A, Type E – SW quadrant (needs to be replaced)