

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

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

FILE P.I. # 0013110 **OFFICE** Design Policy & Support
Fannin, Gilmer & Pickens Counties
GDOT District 6 - Cartersville **DATE** June 21, 2016
SR 52 @1 Location; SR 53BU @2 Locations
& SR 515 @ 1 location
Signal Upgrades

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:

Hiral Patel, Director of Engineering
Joe Carpenter, Director of P3/Program Delivery
Genetha Rice-Singleton, Assistant Director of P3/Program Delivery
Albert Shelby, State Program Delivery Engineer
Darryl VanMeter, State Innovative Delivery Engineer
Bobby Hilliard, Program Control Administrator
Cindy VanDyke, State Transportation Planning Administrator
Eric Duff, State Environmental Administrator
Bill DuVall, State Bridge Engineer
Andrew Heath, State Traffic Engineer
Angela Robinson, Financial Management Administrator
Lisa Myers, State Project Review Engineer
Charles "Chuck" Hasty, State Materials Engineer
Lee Upkins, State Utilities Engineer
Richard Cobb, Statewide Location Bureau Chief
DeWayne Comer, District Engineer
David Acree, District Preconstruction Engineer
Jun Birnkammer, District Utilities Engineer
Cedric Clark, Project Manager
BOARD MEMBER - 9th Congressional District

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

Project Type: Signals (Reconstruction) P.I. Number: 0013110
 GDOT District: 6 County: Fannin, Gilmer, Pickens
 Federal Route Number: N/A State Route Number: 52,53 Bus.,515
 Project Number: _____ (if available)

SR 52 @ 1 LOC; SR 53 BU @ 2 LOCS & SR 515 @ 1 LOC

Submitted for approval:

Chris B. Stewart 6-2-16
 Chris B. Stewart, P.E., Wilburn Engineering Date
Kimberly Neboitt for AVS 6-9-16
 Albert V. Shelby III, State Program Delivery Engineer Date
Nicole S. Law 6/6/16
 Nicole S. Law, GDOT Project Manager Date

** Recommendation on file*
 Recommendation for approval: (Delete any inapplicable signature lines)

** Eric Duff / KLP* 6-10-16
 Eric A. Duff, State Environmental Administrator Date
** Christopher Raymond* 6-22-16
 Andrew J. Heath, P.E., State Traffic Engineer Date

FOR

- MPO Area: This project is consistent with the MPO adopted Regional Transportation Plan (RTP)/Long Range Transportation Plan (LRTP).
- Rural Area: This project is consistent with the goals outlined in the Statewide Transportation Plan (SWTP) and/or is included in the State Transportation Improvement Program (STIP).

Cynthia VanDyke 6-10-16
 Cindy VanDyke, State Transportation Planning Administrator Date

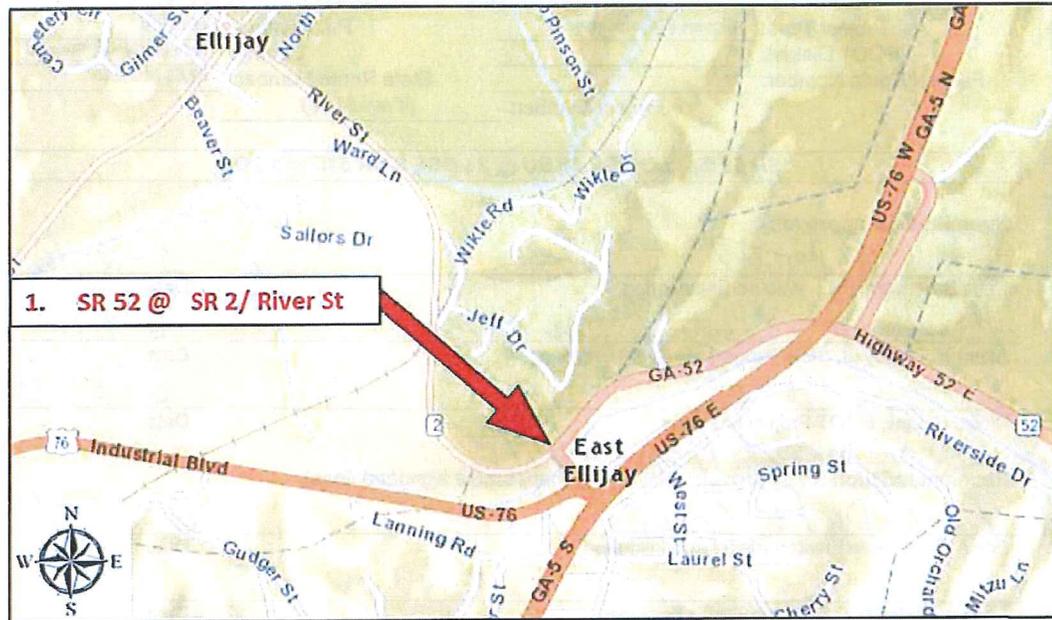
Approval:

Concur: Hiral Patel 6-17-16
 Hiral P. Patel, P.E., GDOT Director of Engineering Date

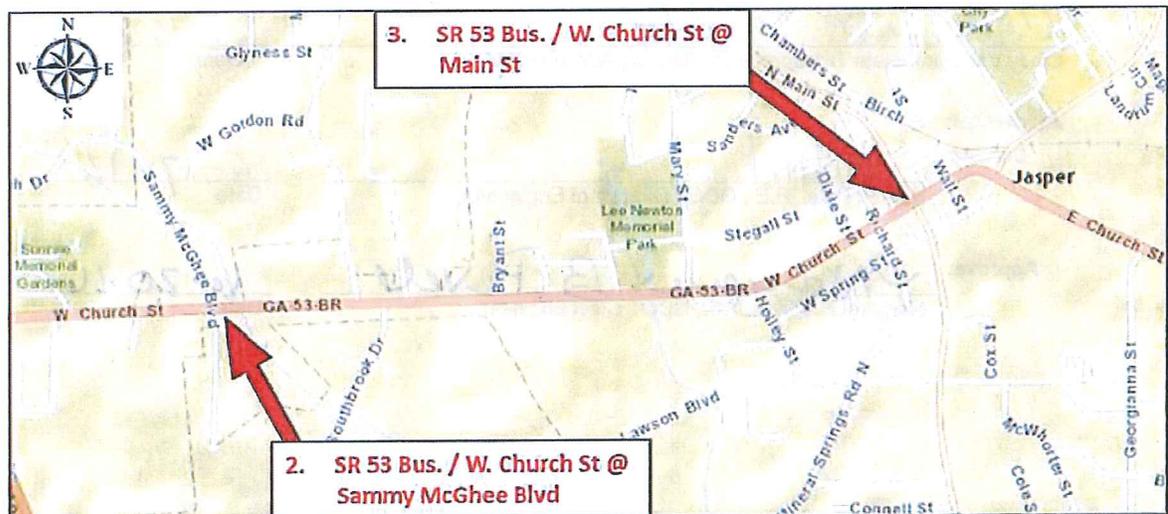
Approve: Margaret B. Pirkle 6-20-16
 Margaret B. Pirkle, P.E., GDOT Chief Engineer Date

PROJECT LOCATION

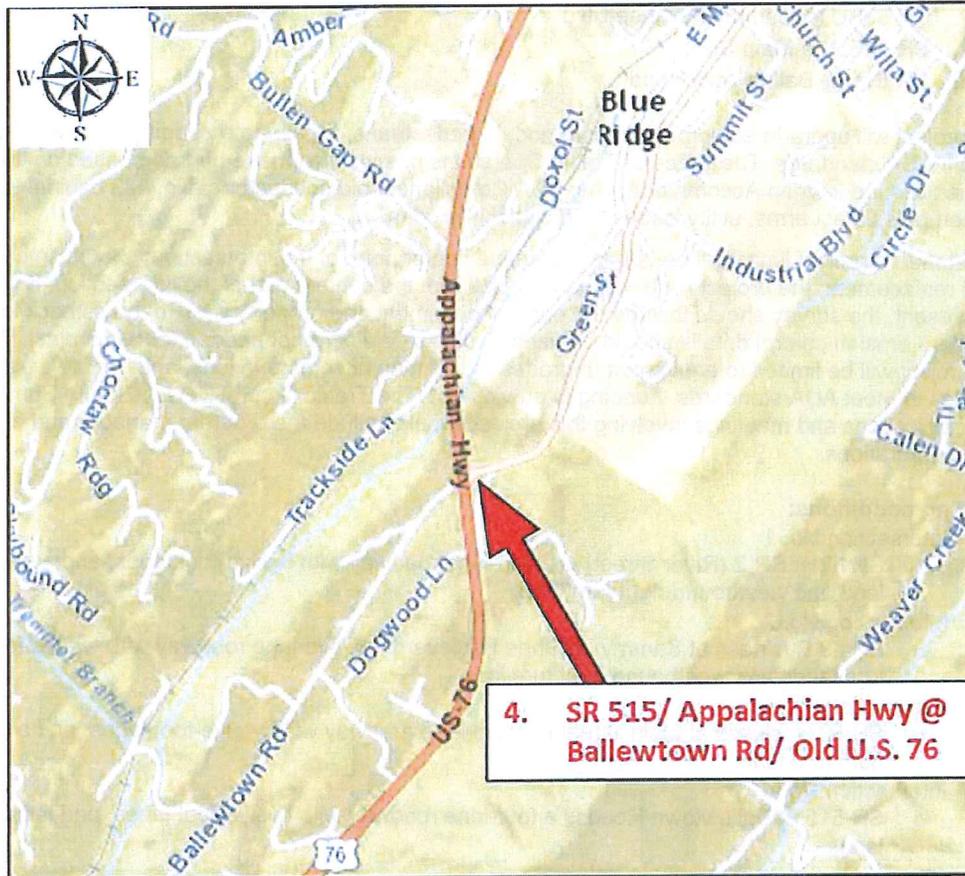
SR 52, SR 2 (Map Not to Scale)



SR 53 Bus. (Map Not to Scale)



SR 515 (Map Not to Scale)



4. SR 515/ Appalachian Hwy @
Ballewtown Rd/ Old U.S. 76

County: Fannin, Gilmer, Pickens

PLANNING & BACKGROUND DATA

Project Justification Statement: The following intersections located in Fannin, Gilmer, and Pickens Counties have been identified by The Office of Traffic Operation as high priority for minor intersection improvements. The proposed project is to be included in the Statewide Signal Improvement program.

1. SR 52 @ SR 2 (River St)
2. SR 53BU @ Sammy McGhee Blvd
3. SR 53BU @ Main St
4. SR 515 @ Ballewtown Road

The project will upgrade equipment, accommodate pedestrians, and update pedestrian facilities to meet current ADA standards. The Office of Traffic Operations has justified these upgrades based on the following deficiencies: pedestrian Accommodations, ADA Compliance, old conductor cable, 332 cabinet w/2070, support poles/mast arms, utility issues, and signal interconnect. KLP

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. Funding is provided by The Traffic Control Devices Lump Sum. All communications and meetings involving this project should include the program manager and the Office of Traffic Operations.

Existing conditions:

- Intersection No. 1
 - SR 52 at SR 2 (River Street) is a two-lane roadway with twelve-foot lanes, and a eastbound left lane and westbound right turn lane.
- Intersection No. 2
 - SR 53 Business at Sammy McGhee Boulevard is a two-lane roadway with twelve-foot lanes, left turn lanes and westbound right turn lane.
- Intersection No. 3
 - SR 53 Business at Main Street is a two-lane roadway with twelve-foot lanes, and a westbound right turn lane.
- Intersection No. 4
 - SR 515 at Ballewtown Road is a four-lane roadway with twelve-foot lanes, and left and right turn lanes.

Other projects in the area:

Project ID: 621490 – This project is the widening and reconstruction of S.R. 53 Business in Pickens County. The project begins at the intersection of SR 515 and SR 53 BU and continues to the intersection of CR 243/ Industrial Boulevard and Burnt Mountain Road. The total project distance is approximately 2.6 miles, including a one-way pair section. The project consists of widening SR 53 BU from the existing two lane facility to four 12-foot lanes with a 20-foot raised median and urban shoulders from the intersection of SR 515 to the intersection of Summit Street.

Description of the proposed project: The project will upgrade equipment, accommodate pedestrians, and update pedestrian facilities to meet current ADA standards. 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: N/A

TIP #: N/A

TIA Regional Commission: Not a TIA Project

RC Project ID N/A

MPO Name Congressional District(s): 9

Federal Oversight: Exempt State Funded Other

Projected Traffic: N/A 24 HR T: 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 515 - Rural Principal Arterial
 SR 52 - Rural Minor Arterial
 SR 53 Bus. - Rural Principal Arterial

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

Warrants met: None Bicycle Pedestrian Transit

Pavement Evaluation and Recommendations

Preliminary Pavement Evaluation Summary Report Required? No Yes
 Preliminary Pavement Type Selection Report Required? No Yes
 Feasible Pavement Alternatives: HMA PCC HMA & PCC

DESIGN AND STRUCTURAL

Description of Proposed Project:

Major Structures: N/A

Mainline Design Features:

SR 515 – Rural Principal Arterial

| Feature | Existing | Standard* | Proposed |
|-------------------|---------------|-----------|----------|
| Typical Section | | | |
| - Number of Lanes | Varies | N/A | N/A |
| - Lane Width(s) | 12 ft – 14 ft | N/A | N/A |
| - Sidewalks | No | N/A | N/A |
| Posted Speed | 55 mph | | N/A |

SR 52 – Rural Minor Arterial

| Feature | Existing | Standard* | Proposed |
|-------------------|---------------|-----------|----------|
| Typical Section | | | |
| - Number of Lanes | Varies | N/A | N/A |
| - Lane Width(s) | 12 ft – 14 ft | N/A | N/A |
| - Sidewalks | Yes and No | N/A | N/A |
| Posted Speed | 35 mph | | N/A |

SR 53 Bus. – Rural Principal Arterial

| Feature | Existing | Standard* | Proposed |
|------------------------|------------------|-----------|----------|
| Typical Section | | | |
| - Number of Lanes | Varies | N/A | N/A |
| - Lane Width(s) | 12 ft – 14 ft | N/A | N/A |
| - Sidewalks | No | | |
| Posted Speed | 25 mph to 45 mph | | N/A |

Major Interchanges/Intersections:

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: N/A

Design Variances to GDOT Standard Criteria anticipated: May be applicable for utility poles

UTILITY AND PROPERTY

Temporary State Route Needed: No Yes Undetermined

Railroad Involvement: N/A

Utility Involvements:

- AT&T - communications
- Atlanta Gas Light - gas
- Comcast CATV - television
- Georgia Power Distribution – electric
- Georgia Power Distribution – electric
- City of Jasper – water
- Ellijay Telephone Co. – telephone
- Ellijay-Gilmer Co. Water - water
- Windstream Communication
- Amicalola EMC – electric
- Dalton Utilities – electric

SUE Required: No Yes

Public Interest Determination Policy and Procedure recommended? No Yes

Right-of-Way: Existing width: _____ ft. Proposed width: _____ ft.
 Required Right-of-Way anticipated: No Yes Undetermined
 Easements anticipated: None Temporary Permanent Utility Other

Anticipated total number of impacted parcels: N/A
 Displacements anticipated: Businesses: N/A
 Residences: N/A
 Other: N/A
 Total Displacements: N/A

County: Fannin, Gilmer, Pickens

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 anticipated

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

Carbon Monoxide hotspot analysis: Required Not Required TBD

NEPA/GEPA Comments & Information: Based on the nature of the project, impacts to history, archaeology, air, and noise are expected to be minimal to none.

COORDINATION, ACTIVITIES, RESPONSIBILITIES, AND COSTS

Project Meetings: Kickoff meeting, April 13th, 2016

| Project Activity | Party Responsible for Performing Task(s) |
|---|--|
| Concept Development | Wilburn Engineering |
| Design | Wilburn Engineering |
| Right-of-Way Acquisition | GDOT |
| Utility Coordination (Preconstruction) | GDOT |
| Utility Relocation (Construction) | Utility Companies |
| 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 | GDOT | GDOT | GDOT | GDOT | N/A | |
| \$ Amount | \$253,000 | \$100,000 | ★ ★ | \$686,889.65 | | \$1,039,889.65 |
| Date of Estimate | | | | 5/23/2016 | | |

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

★ ★ This Project is required to follow the requirements of section 4.7 of the GDOT Utilities Accommodation Policy and Standards Manual. Request sent June 21, 2016 for utility costs from District 6.

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: Doesn't fulfill the objectives of the Project Justification Statement. | | | |

Comments/Additional Information:

LIST OF ATTACHMENTS/SUPPORTING DATA

1. Revisions to Program Costs
2. Cost Estimate
3. Meeting Minutes

Intentionally Left Blank

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE P.I. No. 13110 **OFFICE** Program Delivery

PROJECT DESCRIPTION

SR 52 @ 1 LOC; SR 53 BUS. @ 2 LOCS & SR 515 @ 1 LOC - SIGNAL UPGRADES

DATE May 23, 2016

From: Albert Shelby, PE, State Program Delivery Engineer

To: Lisa L. Myers, State Project Review Engineer

Subject: REVISIONS TO PROGRAMMED COSTS

PROJECT MANAGER Nicole S. Law

MGMT LET DATE

MGMT ROW DATE

PROGRAMMED COSTS (TPro W/OUT INFLATION)

LAST ESTIMATE UPDATE

CONSTRUCTION \$ 483,076.91

DATE

RIGHT OF WAY \$ 100,000.00

DATE

UTILITIES \$

DATE

REVISED COST ESTIMATES

CONSTRUCTION* \$ 686,889.65

RIGHT OF WAY \$ 100,000.00

UTILITIES \$

*Cost Contains 5 % Contingency

REASONS FOR COST INCREASE AND CONTINGENCY JUSTIFICATION:

Original project cost was the programming estimate. After field visits and determination of the work that will be required the updated construction cost estimate was generated. Right-of-way costs remain unchanged at this time as it is too early in the project schedule to determine a revised right-of-way cost estimate.

CONTINGENCY SUMMARY

| | | | | |
|--|----|------------|--|-----|
| A. CONSTRUCTION COST ESTIMATE: | \$ | 623,029.16 | Base Estimate From CES | |
| B. ENGINEERING AND INSPECTION (E & I): | \$ | 31,151.46 | Base Estimate (A) x | 5 % |
| C. CONTINGENCY: | \$ | 32,709.03 | Base Estimate (A) + E & I (B) x | 5 % |
| | | | See % Table in "Risk Based Cost Estimation" Memo | |
| D. TOTAL LIQUID AC ADJUSTMENT: | \$ | | Total From Liquid AC Spreadsheet | |
| E. CONSTRUCTION TOTAL: | \$ | 686,889.65 | (A + B + C + D = E) | |

REIMBURSABLE UTILITY COSTS

| UTILITY OWNER | REIMBURSABLE COST |
|---------------|-------------------|
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| | |
| TOTAL | \$ - |

ATTACHMENTS:

Detailed Cost Estimate Printout From TRAQS

Phillips, Kim

From: Clark, Cedric
Sent: Tuesday, June 21, 2016 2:49 PM
To: Phillips, Kim
Subject: FW: PI0013110

FYI

Thanks,

CEDRIC D. CLARK

Project Manager

**GDOT | OFFICE OF PROGRAM DELIVERY
SOUTHEASTERN ENGINEERING INC.**

600 West Peachtree Street
Suite 610
Atlanta, GA 30308
[M] 770.312.6551

From: Clark, Cedric
Sent: Tuesday, June 21, 2016 2:46 PM
To: Birnkammer, Jun
Subject: PI0013110

Jun good day,

Can you please have someone provide an utilities cost estimate for the subject project?

Let me know if you have any questions.

Thanks,

CEDRIC D. CLARK

Project Manager

**GDOT | OFFICE OF PROGRAM DELIVERY
SOUTHEASTERN ENGINEERING INC.**

600 West Peachtree Street
Suite 610
Atlanta, GA 30308
[M] 770.312.6551

Summer construction is here and Georgia DOT is conducting maintenance and construction activities on interstates, state routes and bridges across Georgia. Plan ahead and know before you go. Learn about projects in your neck of the woods. Visit www.511ga.org or call 511. Georgia DOT urges motorists to always buckle up, stay off the phone – no texting – and drive alert. And please - watch out for our workers. Help us get them home alive. #SummerConstruction



Meeting notes

| | | | |
|-----------------------|--|----------------------|--|
| Project: | 0013110 – SR 52 @ 1 LOC;SR 53 BU @ 2 LOCS & SR 515 @ 1 LOC | | |
| Subject: | Kickoff Meeting Minutes | | |
| Date and time: | 13 April 2016 – 11:30 | Meeting no: | 1 |
| Meeting place: | Field | Minutes by: | Chris Stewart |
| Present: | Chad Wilkie Brent Westbrooks Keary Lord Vern Wilburn Chris Stewart | Representing: | D6 - Traffic Operations D6 - Traffic Operations Atkins Wilburn Engineering Wilburn Engineering |

MINUTES

▪ *General Comments*

Communication plans will not be required. District traffic operations will handle furnishing and installing 4G modems in new cabinets.

Battery backups will not be used.

▪ *SR 52 @ SR 2 (River Street)*

There is an existing billboard sign on the north side of the intersection, approx.42' wide x 25' tall.

Overhead and underground utilities on North side of SR 52

Several different mast arm configurations will be developed and sent to the district for approval.

New cabinet will be installed near the existing cabinet on the SW corner.

Flashing Yellow Arrow (FYA) will be added for westbound left turn

Pedestrian signals and ADA accommodations will be designed for all legs

Concrete islands will be reconstructed on the southwest corner of the intersection

New concrete island will be installed on the northeast corner.

Radar will be used for detection on the bridge.

▪ *SR 53 Business (W. Church Street) @ Sammy McGhee Boulevard*

Overhead and underground utilities – phone, cable, and power on cabinet corner

Possible tandem mast arm on NW corner and SE corner, depending on utilities and right-of-way

Mast arms will match the existing mast arms at the intersection of SR 53 Business @ Burnt Mountain Rd.

Pedestrian signals and ADA accommodations will be designed for all legs.

Detectable warning strips will be replaced on the existing ramps on the south side of the intersection.

FYA will be added for westbound left turn lane.

Cabinet will be relocated to the north side of the intersection closer to the power source.

GDOT PI 621490 will convert SR 53 Business to one way pairs, scheduled for construction in 2022.

▪ **SR 53 Business (W. Church Street) @ Main Street**

Possible tandem mast arms on the NE and SW corner.

Mast arms will match the existing mast arms at the intersection of SR 53 Business @ Burnt Mountain Rd.

Luminaire arms will be added to the strain poles for street lighting.

Cabinet will be located on the South side of SR 20 for power service

Pedestrian signals and ADA accommodations will be designed for all legs.

Bulb out island will be installed on all corners for ADA ramps.

FYA will be added for the southbound left turn lane.

GDOT PI 621490 will convert SR 53 Business to one way pairs, scheduled for construction in 2022.

▪ **SR 515 (Appalachian Highway) @ Ballewtown Road/ Old U.S. 76**

New overhead signal ahead warning flasher will be installed for northbound SR 515.

New cabinet will be installed on the SE corner near the existing cabinet.

Pedestrian signals and ADA accommodations will be designed for all legs.

Existing concrete islands will be reconstructed.

FYA will be added for the southbound left turn lane.

New concrete poles will be installed with a new modified box span.

All new pullboxes and conduits will be installed for setback loops.

Striped island on the NW corner will be removed.
