

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

Project Type: Signal/Pedestrian Upgrades P.I. Number: 0013111
 GDOT District: District 1 County: Athens-Clarke
 Federal Route Number: US 78 State Route Number: SR 10
 Project Number: N/A

Signal and pedestrian upgrades for 7 intersections along SR 10 in Athens-Clarke County.

Submitted for approval:

[Signature] D1 12/16/15
 GDOT Concept/Design-Phase Office Head & Office Date
Albert V. Shelby 12/16/15
 State Program Delivery Engineer Date
Anthony Tate Kurt 12/16/15
 GDOT Project Manager Date

** Recommendation on file*
 Recommendation for approval:

** Hiral Patel / KLP* 12-22-15
 State Environmental Administrator Date
** Ken Werhe / KLP* 12-22-15
 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).

[Signature] 1-5-16
 State Transportation Planning Administrator Date

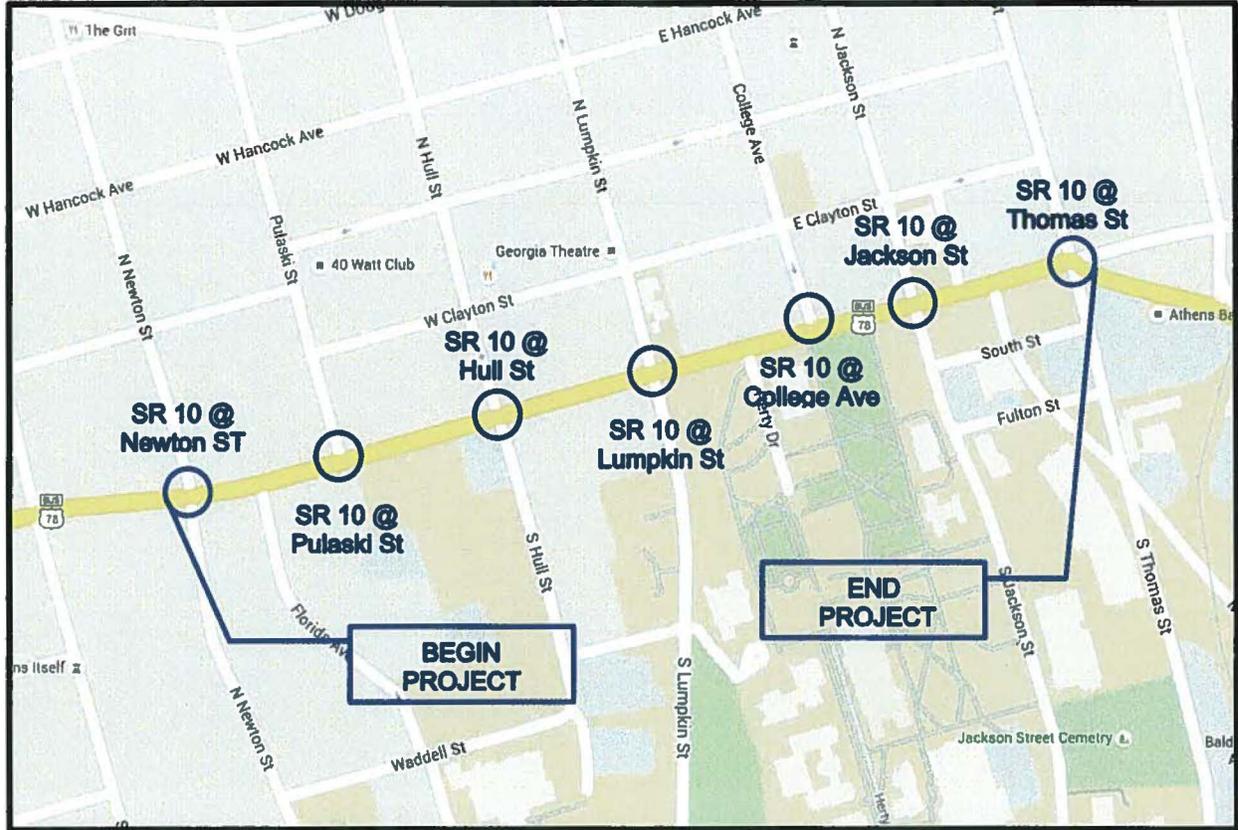
Approval:
 Concur: [Signature] 2-10-16
 GDOT Director of Engineering Date

Approve: [Signature] 2-16-16
 GDOT Chief Engineer Date

★ Approved Row cost included dated 2-25-2016

PROJECT LOCATION

Project Location Map



PLANNING & BACKGROUND DATA

Project Justification Statement: The following intersections located in Clarke County 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.

- SR 10 @ Newton St
- SR 10 @ Pulaski St
- SR 10 @ Hull St
- SR 10 @ Lumpkin St
- SR 10 @ College Ave
- SR 10 @ Jackson St
- SR 10 @ Thomas St

The project will upgrade equipment, accommodate pedestrians, and update pedestrian facilities to meet current ADA standards. The Office of Traffic Operations has justified these upgrade 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.

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 250 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:

The seven intersections were all part of a resurfacing project in 2013 (M004481). Below is a breakdown of each intersection including lane configuration, location, roadway classification, sidewalks and crosswalk information.

SR 10 @ Newton Street, MP 8.02

SR 10 (Urban Principal Arterial) - There are two 10-foot lanes in either direction along SR 10.

Newton St (Urban Local) - One 15 foot lane in either direction with a northbound left turn lane.

There are existing sidewalks on either side of the mainline but not on Newton.

SR 10 @ Pulaski Street, MP 8.12

SR 10 (Urban Principal Arterial) - Two 10-foot lanes in either direction with a westbound right turn lane.

Pulaski Street (Urban Local) - Three 9 foot lanes (one left turn, one right turn and one receiving) along with two bike lanes.

There are existing sidewalks on both sides of all three legs. The crosswalks are currently a brick-patterned stamped concrete.

SR 10 @ Hull Street, MP 8.20

SR 10 (Urban Principal Arterial) - There are two 10-foot lanes in either direction with an additional westbound left turn lane that is also 10 feet wide. There is street parking along the north side of the mainline.

County: Clarke

North Hull Street (Urban Local) – This leg of the intersection has an 11-foot left turn lane and an 11-foot thru/right lane.

South Hull Street (Urban Local) – This leg has a 9-foot left turn lane and a 9-foot right turn lane. There is also an 18-foot receiving lane.

There are sidewalks on both sides of all legs except for the eastern side of South Hull. All crosswalks at this intersection are brick stamped concrete.

SR 10 @ Lumpkin Street, MP 8.28

SR 10 (Urban Principal Arterial) – Two 10-foot thru lanes and a left turn lane in both directions. There is also a 9-foot westbound right turn lane. There is street parking on SR 10 along the northeast side of the intersection. There is also a bus lane along the southeastern side of SR 10.

North Lumpkin Street (Urban Minor Arterial) – The northern leg of the intersection has three 9-foot receiving lanes along with street parking on the eastern side of the road.

South Lumpkin Street (Urban Minor Arterial) – The South Lumpkin leg includes bike lanes in both directions, a 9-foot thru/left turn lane, a 10-foot right turn lane and an 11-foot receiving lane.

There are sidewalks in both directions on each leg and the crosswalks are all brick stamped concrete.

SR 10 @ College Avenue, MP 8.39

SR 10 (Urban Principal Arterial) – The mainline has two 11-foot lanes in either direction at this location. There is a raised median on the mainline on the eastbound leg of the intersection. There are bus lanes and street parking along both sides of SR 10 at this intersection.

College Avenue (Urban Collector) – College Avenue has a 12-foot left turn lane and a 12-foot right turn lane. There is street parking along both sides of College Avenue leading up to the intersection.

There are sidewalks along both sides of all legs at this intersection. All of the crosswalks are brick.

SR 10 @ Jackson Street, MP 8.43

SR 10 (Urban Principal Arterial) – There are two 10-foot thru lanes and a 10-foot left turn lane in both directions along SR 10. There is also street parking on both sides in each direction.

North Jackson Street (Urban Local) – There is one 11-foot lane in each direction with street parking on the western side of the street.

South Jackson Street (Urban Local) – There's a 10-foot thru/right turn lane, a 10-foot left lane and a 10-foot receiving lane.

There are sidewalks along both sides of all legs at this intersection. All of the crosswalks are brick stamped concrete.

SR 10 @ Thomas Street/Oconee Street/East Broad Street, MP 8.55

At this 5-leg intersection SR 10 turns off of Broad Street and onto Oconee Street while East Broad continues East out of the downtown area.

SR 10 (Urban Principal Arterial) – The leg of SR 10 that is on Broad Street contains two 10-foot receiving lanes, a 10-foot left turn lane, an 11-foot thru lane and an 11-foot thru/right turn lane. There is street parking along the southern side of this leg. Along the northern side there is a driveway for a bank parking lot as well as a driveway for the drive-through tellers.

The leg of SR 10 that becomes Oconee Street contains one 14-foot receiving lane and two 11-foot westbound lanes.

County: Clarke

South Thomas Street (Urban Collector) – South Thomas Street has an 18-foot receiving lane along with a 12-foot thru/left turn lane and a 12-foot thru/right turn lane.

Eastern Leg of East Broad, Not SR 10 (Urban Collector) - This leg has a 13-foot receiving lane, two 11-foot thru lanes and an 11-foot right turn lane. There is street parking on the southern side of the road.

North Thomas Street (Urban Minor Arterial) – This leg has two 9-foot receiving lanes, a 9-foot left turn lane, a 9-foot thru lane and a 9-foot right turn lane.

All legs have sidewalks on both sides of the road except for the northern side of Oconee Street. All of the crosswalks are brick stamped concrete.

Other projects in the area: There is an ongoing local SPLOST project that is upgrading some of the sidewalks and utilities on some of the county roads in the downtown Athens area. One of these locations is where North Jackson Street ties into SR 10. There will be ongoing coordination with Athens-Clarke County to ensure that there are no conflicts or overlap between the two projects.

Athens-Clarke County has also looked at adding an additional crosswalk at the intersection of SR 10 and College Avenue. Some officials are aware that this may negatively impact the timing by essentially adding an all-pedestrian cycle. We will coordinate and determine if this should be added as part of this project. One proposed compromise is that the existing crosswalk could be widened to accommodate the large number of pedestrians.

There is a state-wide project that is going to upgrade signal controllers starting next year. These new controllers will be able to be reused in the new cabinets that are added as part of this intersection improvement project.

Description of the proposed project: The proposed project is located in Athens-Clarke County in downtown Athens. The approximate length of the project is 0.6 miles and will consist of signal equipment upgrades and improved pedestrian accommodations in order to meet current ADA standards. Signal interconnection will also be addressed during this project. Existing mast arms and poles will be replaced along with existing signal equipment and conduit. This project will also add video detection. These upgrades will be at the 7 intersections detailed above. No additional lanes will be added during this project and existing lanes will maintain their current configuration.

MPO: Madison Athens - Clarke Oconee Regional Transportation Study (MACORTS)

TIP #: LumpM240

MPO Name Congressional District(s): 10

Federal Oversight: Exempt State Funded Other

Projected Traffic: This project does not add capacity and does not require traffic studies

ADT or AADT 24 HR T: _____%
Current Year (20WW): _____ Open Year (20XX): _____ Design Year (20YY): _____

Functional Classification (Mainline): Urban Principal Arterial

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

Warrants met: None Bicycle Pedestrian Transit

While some of the intersections included within the project meet certain complete streets warrants due to the proximity to UGA and the inclusion of a bus route, fully addressing these issues is outside of the scope and feasibility of this project. Some items such as ADA bus

loading pads and curb ramps will be included but others like pedestrian buffer areas and bike lanes are infeasible.

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

These locations were resurfaced in 2013 and no new pavement will be added.

DESIGN AND STRUCTURAL

Mainline Design Features: SR 10 (East Broad Street/Oconee Street)

Feature	Existing	Standard*	Proposed
Typical Section			
- Number of Lanes	3-5		N/A
- Lane Width(s)	9-14 ft		N/A
- Median Width & Type	0-18 ft, raised		N/A
- Outside Shoulder or Border Area Width	N/A		N/A
- Outside Shoulder Slope	N/A		N/A
- Inside Shoulder Width	N/A		N/A
- Sidewalks	5-10 ft		N/A
- Auxiliary Lanes	Yes (Left and Right turn lanes)		N/A
- Bike Lanes	N/A		N/A
Posted Speed	30 MPH		N/A
Design Speed	N/A		N/A
Min Horizontal Curve Radius	N/A		N/A
Maximum Superelevation Rate	N/A		N/A
Maximum Grade	N/A		N/A
Access Control	N/A		N/A
Design Vehicle	N/A		N/A
Pavement Type	N/A		N/A
Additional Items as warranted	N/A		N/A

*According to current GDOT design policy if applicable

Major Interchanges/Intersections: SR 10 @ Thomas Street and SR 10 @ Lumpkin Street

Lighting required: No Yes

Transportation Management Plan [TMP] Required: No Yes
 If Yes: Project classified as: Non-Significant Significant 
 TMP Components Anticipated: TTC/SP150 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:

The Athens Line, operated by the Hartwell Railroad Company, is located 605 feet east of the intersection with Thomas Street. According to Clarke County traffic engineer Steve Decker, "there's really not any traffic along that particular line." The chance of trains on this line is so close to zero that recently the stop signs were removed and replaced with yield signs. This railway shouldn't cause any issues with our project and there will not be any railroad coordination.

Utility Involvements:

- City of Athens – Water
- City of Athens – Sewer
- Georgia Power - Electricity
- Other TBD

SUE Required: No Yes (Level B)

Public Interest Determination Policy and Procedure recommended? No Yes

Not required for this project, but a public meeting is recommended due to the significant number of people that will be impacted during construction.

Right-of-Way: Existing width: 50-110ft. Proposed width: undetermined ft.
Required Right-of-Way anticipated: No Yes Undetermined
Easements anticipated: None Temporary Permanent Utility Other

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

Impacts to USACE property anticipated? No Yes Undetermined
Under 33 USC 408, if additional property rights from USACE property are anticipated, a 408 Decision may be required.

ENVIRONMENTAL AND PERMITS

Anticipated Environmental Document:

GEPA: NEPA: CE PCE

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

There will be less than 1 acre of disturbed area so this project is exempt from MS4

Environmental Permits, Variances, Commitments, and Coordination 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: Early coordination has begun and we are waiting for initial field studies. CE anticipated.

COORDINATION, ACTIVITIES, RESPONSIBILITIES, AND COSTS

Project Meetings:

PTIP Meeting: 7/31/2014 (Minutes Attached)
 Initial Concept Meeting: N/A
 Concept Meeting: 11/20/2015 (Minutes Attached)

Project Activity	Party Responsible for Performing Task(s)
Concept Development	GDOT, District 1 Design
Design	GDOT, District 1 Design
Right-of-Way Acquisition	GDOT, District 1 ROW
Utility Coordination (Preconstruction)	GDOT, District 1
Utility Relocation (Construction)	Utility Companies
Letting to Contract	GDOT
Construction Supervision	GDOT, District 1 Construction
Providing Material Pits	Contractor
Providing Detours	N/A
Environmental Studies, Documents, & Permits	GDOT
Environmental Mitigation	GDOT
Construction Inspection & Materials Testing	GDOT, District 1 Construction

Other coordination to date: N/A

Project Cost Estimate and Funding Responsibilities:

	Breakdown of PE	ROW	Reimbursable Utility	CST*	Environmental Mitigation	Total Cost
Funded By	GDOT	GDOT	GDOT	GDOT	GDOT	
\$ Amount	\$260,000	\$220,000 681,000	TBD	\$1,314,275	0	\$1,794,275
Date of Estimate	N/A	10/14/14 2-25-16	N/A	12/09/15	N/A	2,255,275

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

KLP

ALTERNATIVES DISCUSSION

Preferred Alternative: Upgrade signals and pedestrian facilities

Estimated Property Impacts:	TBD	Estimated Total Cost:	\$1,794,275
Estimated ROW Cost:	\$220,000	Estimated CST Time:	9 Months

Rationale: This will address the issues that were discussed in the justification statement while minimizing impacts and staying within the scope of the project.

No-Build Alternative: Maintain existing equipment and conditions in the field

Estimated Property Impacts:	0	Estimated Total Cost:	\$ 260,000 (P.E.)
Estimated ROW Cost:	0	Estimated CST Time:	0

Rationale: No-Build does not address the current issues in the field and does not address the problems from the project justification statement.

Comments/Additional Information:

LIST OF ATTACHMENTS/SUPPORTING DATA

1. Cost Estimate
2. PTIP Meeting Minutes
3. Concept Meeting Minutes

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE P.I. No. 0013111 **OFFICE** Office of Program Delivery

PROJECT DESCRIPTION
SR 10 @ CR 7 LOCATIONS IN CLARKE COUNTY **DATE** December 9, 2015

From: Albert V. Shelby III, State Program Delivery Engineer

To: Lisa L. Myers, State Project Review Engineer

Subject: REVISIONS TO PROGRAMMED COSTS

PROJECT MANAGER Anthony Tate **MGMT LET DATE** 8/15/2018
MGMT ROW DATE 5/15/2017

<u>PROGRAMMED COSTS (TPro W/OUT INFLATION)</u>		<u>LAST ESTIMATE UPDATE</u>	
CONSTRUCTION	\$ 1,097,250.00	DATE	10/14/2014
RIGHT OF WAY	\$ 220,000.00	DATE	10/14/2014
UTILITIES	\$ 	DATE	

REVISED COST ESTIMATES

CONSTRUCTION*	\$ 1,314,275.14	
RIGHT OF WAY	\$ 681,000	<i>approved 2-25-16</i>
UTILITIES	\$ 	

*Cost Contains 10 % Contingency

REASONS FOR COST INCREASE AND CONTINGENCY JUSTIFICATION:

Annual Cost Update. Low Risk Traffic Signals Upgrades project. This updated cost increase is due to quantities determined as this project approaches Concept Submission. Project cost includes 10% contingency due to the type of project at Concept Phase.

CONTINGENCY SUMMARY

A. CONSTRUCTION COST ESTIMATE:	\$	1,137,889.13	Base Estimate From CES	
B. ENGINEERING AND INSPECTION (E & I):	\$	56,894.46	Base Estimate (A) x	5 %
C. CONTINGENCY:	\$	119,478.36	Base Estimate (A) + E & I (B) x	10 %
			See % Table in "Risk Based Cost Estimation" Memo	
D. TOTAL LIQUID AC ADJUSTMENT:	\$	13.19	Total From Liquid AC Spreadsheet	
E. CONSTRUCTION TOTAL:	\$	1,314,275.14	(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. 0013111
 DATE 12/9/2015

CALL NO. 9/29/2009

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

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

LIQUID AC ADJUSTMENTS

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

Asphalt

Price Adjustment (PA)					12.15		\$	12.15
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	\$	648.00				
Monthly Asphalt Cement Price month project let (APL)			\$	405.00				
Total Monthly Tonnage of asphalt cement (TMT)					0.05			

ASPHALT	Tons	%AC	AC ton
Leveling		5.0%	0
12.5 OGFC		5.0%	0
12.5 mm		5.0%	0
9.5 mm SP	1	5.0%	0.05
25 mm SP		5.0%	0
19 mm SP		5.0%	0
	1		0.05

BITUMINOUS TACK COAT

Price Adjustment (PA)				\$	1.04		\$	1.04
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	\$	648.00				
Monthly Asphalt Cement Price month project let (APL)			\$	405.00				
Total Monthly Tonnage of asphalt cement (TMT)					0.004295101			

Bitum Tack

Gals	gals/ton	tons
1	232.8234	0.0042951

BITUMINOUS TACK COAT (surface treatment)

Price Adjustment (PA)				\$	0		\$	-
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	\$	648.00				
Monthly Asphalt Cement Price month project let (APL)			\$	405.00				
Total Monthly Tonnage of asphalt cement (TMT)					0			

Bitum Tack

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

TOTAL LIQUID AC ADJUSTMENT **\$** **13.19**

DETAILED COST ESTIMATE



Job: 0013111

JOB NUMBER 0013111

FED/STATE PROJECT NUMBER

SPEC YEAR: 13

DESCRIPTION: SR 10, 7 LOCATIONS IN CLARKE COUNTY

ITEMS FOR JOB 0013111

0010 - ROADWAY

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0100	150-1000	1.000	LS	\$110,000.00000	TRAFFIC CONTROL - 0013111	\$110,000.00
0065	402-3100	1.000	TN	\$91.81116	REC AC 9.5 MM SP,TPI,GP10RBL1,INCL BM&HL	\$91.81
0070	413-0750	1.000	GL	\$3.00000	TACK COAT	\$3.00
0060	441-0108	850.000	SY	\$43.04941	CONC SIDEWALK, 8 IN	\$36,592.00
SUBTOTAL FOR ROADWAY:						\$146,686.81

0020 - SIGNAL

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0050	615-1100	2700.000	LF	\$8.01738	DIRECTIONAL BORE PIPE - 5 INCH	\$21,646.93
0110	639-3014	16.000	EA	\$12,234.88478	STEEL STR POLE,TP 4,LUMIN ARM	\$195,758.16
0010	647-1000	1.000	LS	\$95,000.00000	TRAF SIGNAL INSTALLATION NO - INT 2	\$95,000.00
0015	647-1000	1.000	LS	\$95,000.00000	TRAF SIGNAL INSTALLATION NO - INT 3	\$95,000.00
0020	647-1000	1.000	LS	\$95,000.00000	TRAF SIGNAL INSTALLATION NO - INT 4	\$95,000.00
0025	647-1000	1.000	LS	\$95,000.00000	TRAF SIGNAL INSTALLATION NO - INT 5	\$95,000.00
0030	647-1000	1.000	LS	\$95,000.00000	TRAF SIGNAL INSTALLATION NO - INT 6	\$95,000.00
0035	647-1000	1.000	LS	\$95,000.00000	TRAF SIGNAL INSTALLATION NO - INT 7	\$95,000.00
9500	647-1000	1.000	LS	\$95,000.00000	TRAF SIGNAL INSTALLATION NO - INT 1	\$95,000.00
0045	682-6140	2700.000	LF	\$23.21898	CONDUIT, RIGID, 4 IN	\$62,691.25
0055	687-1000	1.000	LS	\$30,000.00000	TRAFFIC SIGNAL TIMING - 0013111	\$30,000.00
SUBTOTAL FOR SIGNAL:						\$975,096.34

0030 - SIGNING & MARKING

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0105	636-1036	525.000	SF	\$15.08000	HWY SGN,TP1MAT,REFL SH TP 11	\$7,917.00
0080	653-1501	4200.000	LF	\$0.49889	THERMO SOLID TRAF ST 5 IN, WHI	\$2,095.34
0085	653-1502	4200.000	LF	\$0.51128	THERMO SOLID TRAF ST, 5 IN YEL	\$2,147.38
0090	653-1704	700.000	LF	\$4.88997	THERM SOLID TRAF STRIPE,24,WH	\$3,422.98
0095	654-1001	120.000	EA	\$4.36069	RAISED PVMT MARKERS TP 1	\$523.28
SUBTOTAL FOR SIGNING & MARKING:						\$16,105.98

TOTALS FOR JOB 0013111

DETAILED COST ESTIMATE



Job: 0013111

ITEMS COST:	\$1,137,889.13
COST GROUP COST:	\$0.00
ESTIMATED COST:	\$1,137,889.13
CONTINGENCY PERCENT:	0.00
ENGINEERING AND INSPECTION:	0.00
ESTIMATED COST WITH CONTINGENCY AND E&I:	\$1,137,889.13

GEORGIA DEPARTMENT OF TRANSPORTATION
PRELIMINARY ROW COST ESTIMATE SUMMARY

Date: 2/25/2016 Project: 0013111 Clarke County
 Revised: County: Clarke
 PI: 0013111

Description: SR 10 @ CR 7 Locs in Clarke County
 Project Termini: SR 10 @ CR 7 Locs in Clarke County

Existing ROW: Varies
 Required ROW: Varies
 Parcels: 28

Land and Improvements _____ \$0.00

<i>Proximity Damage</i>	<i>\$0.00</i>
<i>Consequential Damage</i>	<i>\$0.00</i>
<i>Cost to Cures</i>	<i>\$0.00</i>
<i>Trade Fixtures</i>	<i>\$0.00</i>
<i>Improvements</i>	<i>\$0.00</i>

Valuation Services _____ \$175,000.00

Legal Services _____ \$206,400.00

Relocation _____ \$56,000.00

Demolition _____ \$0.00

Administrative _____ \$243,500.00

TOTAL ESTIMATED COSTS _____ \$680,900.00

TOTAL ESTIMATED COSTS (ROUNDED) _____ \$681,000.00

Preparation Credits	Hours	Signature

Prepared By: Dathone Alexander CG#: 286999 02/25/2016 (DATE)

Approved By: Dathone Alexander CG#: 286999 02/25/2016 (DATE)

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

PTIP Meeting Minutes

PI# 0013111: Clarke County

SR 10 @ CR 7 LOCS IN CLARKE COUNTY

BY: Anthony Tate
DATE: July 31, 2014 @ 10:00 am
SUBJECT: 24th Floor – Bridge Design Reception Room

ATTENDEES:

Anthony Tate (AT)
Eric Duff (ED)
Rich Cobb (RC)
Joe Carpenter (JC)
Dave Peters (DP)
Katrina Anderson (KA)
Jun Birkammer (JB)
Lee Upkins (LU)
Andy Casey (AC)
Kathy Zahul (KZ)

OFFICE:

Program Delivery
Environmental Services
State Location
P3/Program Delivery
Design Policy & Control
Right-of-Way
Utilities
Utilities
Roadway Design
Traffic Operations

Phone/Email:

(404) 631-1679, atate@dot.ga.gov
(404) 631-1594, eduff@dot.ga.gov
(404) 699-4443, rcobb@dot.ga.gov
(404) 631-1075, jcarpenter@dot.ga.gov
(404) 631-1738, dpeters@dot.ga.gov
(404) 347-0197, kanderson@dot.ga.gov
(404) 347-0606, jbirkammer@dot.ga.gov
(404) 631-1354, lupkins@dot.ga.gov
(404) 631-1700, acasey@dot.ga.gov
(404) 635-2828, kzahul@dot.ga.gov

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- AT introduced the project to the meeting attendees. Existing conditions were reviewed at each intersection via Google Earth and site pictures.
 - AT provided an initial schedule template for review.
 - Baseline Let Date – February 2018

Environmental

- ED indicated that the project would likely be a Categorical Exclusion, with History being the most critical factor.
- ED does not anticipate significant Ecology, Air/Noise, or Archeology issues.
- OES will likely keep this project In-House.

Roadway Design

- AD initially indicated a preference to procure a consultant for design, but would investigate whether District 1 had capacity to perform the design work in-house.

Right-of-Way

- KZ indicated that a ROW phase has been programmed for the project, but is hopeful that the work can be designed within the existing ROW.
- KA recommended revising the schedule to allow for 15 months for ROW acquisition.
- ED advised that adding ROW could cause delays in the project due to possible historical effects.

Location

- **RC** indicated that Location would follow the lead of Roadway Design (Consultant or In-House).
- **RC** requested an additional 10 days added to the schedule for Field Surveys (30 days total).

Utilities

- **LU** stated that SUE – Level B will be used on the project.
 - **Utilities** will use their own SUE consultant, funded by State SUE funds.
 - 120 additional days requested for SUE survey.
- **Utilities** also requested an additional 30 days to review 2nd Utility Submission (90 days total).
- Attachment points were requested.

General Comments

- The Pulaski Street Intersection was discussed. **KZ** indicated that the stop bars may need to be adjusted. Also, there is a possibility that only one side of the intersection may be rehabbed.
- There may be issues with replacing the existing stone pavers or placing additional striping during construction.

Concept Team Meeting Minutes

PI 0013111: Athens-Clarke County
SR 10 @ 7 Locations in Clarke County

Date: November 20, 2015 @ 10:00 am

Location: District 1, Area 2 Office - Athens, GA

Attendees:	Office:
Anthony Tate (AT)	Program Delivery
Justin Lott (JL)	District 1 Design
Bryan Sikes (BS)	District 1 Design
Kevin Dewitt (KD)	Area 2 Construction
Harold Mull (HM)	District 1 Construction
Lynn Palmer (LP)	District Utilities
Doug Fadool (DF)	District Traffic Operations
Bobby Dollar (BD)	GDOT Environmental
Elliott Robertson (ER)	GDOT Environmental
Steve Decker (SD)	Athens-Clarke Transportation
George Spearing (GS)	Athens-Clarke Transportation
Rodney Rogers (RR)	Athens-Clarke Transportation
Hugh Ogle (HO)	Athens-Clarke Transportation
Rani Katreeb (RK)	ACC Public Utilities
Greg Jackson (GJ)	ACC Public Utilities
Leon McCannon (LM)	ACC Public Utilities
Jimmy Magness (JM)	Georgia Power
Pete Risse (PR)	Georgia Power
Brandon Grooms (BG)	Colonial Pipeline
Preston Watson (PW)	Parker Fibernet

Introduction

AT introduced the project to the meeting attendees

Schedule

AT went over the base schedule

- October 27, 2016 - PFPR
- May 25, 2017 - Right of Way Authorization
- December 1, 2017 - FFPR
- August 15, 2018 - Construction Let

Design

BS reviewed the concept report to include:

- Justification Statement
- Existing Conditions
- Other Projects in the vicinity
- Project Description
- Design Criteria
- Utility and Property
- Environmental and Permits
- Coordination, Activities, Responsibilities, and Costs

Project Risks

AT questioned each office in attendance about any possible project risks and asked for general comments/questions

- Construction – Possible issues with constructability and access issues.
- Design Policy & Support – No issues identified
- Environmental – Potential for 4(f) issues
- Utilities – Major utilities present in the corridor that may require relocation. SUE needed.
- Traffic
 - Safety – No issues. Provide the detour report before PFPR.
 - Signals – Traffic signal justification or permit needed.
 - Equipment – No issues.
- Right of Way – No Issues identified
- OMAT– No issues identified
- District
 - Local Gov't Support? – Yes, medium risk.
 - Local Stakeholder Support? – Yes, medium risk.
 - Co-ordination required? Yes

Issues Discussed

BD stated that the environmental risk was 4(f). Public involvement not required but is recommended due to proximity to campus and the large number of people impacted by construction.

LP indicated that SUE level B would be used and that there would be no railroad involvement.

SD discussed the large number of pedestrians along the corridor, especially at College Ave (900/hr). ACC has proposed a second crosswalk here but one alternative would be widening the existing crosswalk.

SD also noted that the left turn phase onto Thomas from SR10/Broad backs up and that this should be addressed during the retiming of the new signals. He indicated that ACC would like to be involved with all timing and fiber connect.

SD indicated that traffic detection is not currently at any of the signals on SR 10 in downtown Athens but that they would be interested in adding the Gridsmart fisheye cameras that can count traffic and handle actuation.

SD noted that the existing rigid conduit, located under the southern sidewalk, will need to be replaced along the whole project

SD indicated that lighting will be replaced during the project. Existing Georgia Power lights will be removed and LED lights maintained by the county will be added in their place. They will be tied in to the signal power source. This should result in a lower power bill for the county.

KD confirmed that the existing pavement in this project area is good. Resurfacing project upgraded this area in 2013.

HM noted that the construction time should be increased from 6 months to 9 months. This additional time would give the contractor the necessary time to order the materials.

HM said that quantities should be revised to show the black powder coated mast arms that will be used for this project instead of the TP IV steel poles with span wire.

HM noted that GDOT will need to coordinate with ACC to address any additional costs that are attributed to aesthetic improvements (flutes mast arms, brick crosswalks, etc)

KD confirmed that no construction could take place during football season

Meeting concluded and a field visit took place shortly after. The following are comments from the field.

George Spearing:

Reaffirmed that all rigid conduit would need to be replaced.

Confirmed that LED lighting would be added in place of existing Georgia Power lighting.

Indicated that ped heads would be replaced but the existing poles, owned by ACC, would stay in place

Noted that 12-15 feet was the proposed width for the widened crosswalk at College Ave that would be an alternative to second crosswalk at this intersection.

Indicated that all fiber will now tie in at corner of Thomas near the Athens Banner Herald. He stated that cross-over conduit at this location was added 6-7 years ago and would not need to be replaced.

Noted that all cabinets, except for Pulaski, were on the Southern side of SR 10 and that the existing cabinet bases could not be reused.

Georgia Power:

Interested in getting updated locations from our SUE

Doug Fadool, Traffic Operations:

Controller upgrades will begin state-wide in 2016. These new controllers will be moved over into the new cabinets provided from this project.

MEETING SIGN-IN SHEET

Project: PI# 0013111 Clarke	Meeting Date: November 20, 2015
Purpose: Concept Team Meeting	Place/Room: Athens Area Office

Name	Company	Phone	E-Mail
Bobby Dollar	GDOT - OES	404-31-1920	rdollar@dot.ga.gov
Justin Lott	GDOT-DI-Design	770-531-5745	j1ott@dot.ga.gov
Bryan Sikes	GDOT-DI-Design	770-531-5744	bsikes@dot.ga.gov
Steve Decker	ACC - Traffic Eng	706 ⁶¹³⁻⁵⁴⁶⁰ 613-5460	STEVE.Decker@ATHENSCLARKECO.GA
George Sporing	ACC - Traffic Eng.	706 613 3460	George.Sporing@AthensClarkeCountyGA
Rodney Rogers	ACC - Traffic Eng	706 613 3460	Rodney.Rogers@AthensClarkeCountyGA
Doug Fadool	GDOT Traffic Ops/DI	777 531 5809	d.fadool@dot.ga.gov
Preston Watson	Parker FibreNet	678-332-6518	Preston@partnersystems.net
Branwon Grooms	Colonial Pipe & Pipe Co	(864) 809-5397	bgrooms@colpipe.com
Hugh Ogle	ACC Public Utilities	706-613-3495	hugh.ogle@AthensClarkeCountyGA
Leon McCannon	ACC Public Utilities	706-613-3495	Leon.mccannon@AthensClarkeCountyGA
Lynn Palmer	GDOT - DI - Utilities	770-531-5752	jlpalmer@dot.ga.gov
Pete Grisse	Georgia Power	404-506-4485	pgrisse@southernco.com
Jimmy Magness	Georgia Power	404-506-4464	jmagness@southernco.com
Rani Katreeb	ACC - Public Utility	706-613-3490	rani.katreeb@athensclarkecounty.com
Greg Jackson	ACC - Public Utility	706 613 3490	gregory.jackson@ATHENSCLARKECOUNTY.GA
Elliott Robertson	GDOT OES	404 631 490	erobertson@dot.ga.gov
Kevin Dewitt	GDOT - DIAZ	706 525-2644	kdewitt@dot.ga.gov
Harold D Moul	GDOT - OES	770 531-5769	hmoul@dot.ga.gov