ORIGINAL TO GENERAL FILES

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

OFFICE OF DESIGN POLICY & SUPPORT
INTERDEPARTMENTAL CORRESPONDENCE

FILE P.I. # 122600-
STP00-0014-01(070)
Clarke County
GDOT District 1 - Gainesville
Interchange - SR 10 Loop/Athens Perimeter
@ US 78/Lexington Rd

OFFICE Design Policy & Support

DATE March 25, 2013

FROM for Brent Story, State Design Policy Engineer

TO SEE DISTRIBUTION

SUBJECT **APPROVED REVISED CONCEPT REPORT**

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

Attachment

DISTRIBUTION:

Bobby Hilliard, Program Control Administrator
Genetha Rice-Singleton, State Program Delivery Engineer
Glenn Bowman, State Environmental Administrator
Cindy VanDyke, State Transportation Planning Administrator
Ben Rabun, State Bridge Engineer
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
Paul Tanner, Asst. State Transportation Data Administrator
Attn: Systems & Classification Branch
Ken Thompson, Statewide Location Bureau Chief
Andy Casey, State Roadway Design Engineer
Attn: Sam Woods, Design Group Manager
Tamaya Huff, State Pedestrian and Bicycle Coordinator
Bayne Smith, District Engineer
Brent Cook, District Preconstruction Engineer
Neil Kantner, District Utilities Engineer
Doug Fadool, Project Manager
BOARD MEMBER - 10th Congressional District
FHWA – attn: Rodney Barry, Georgia Division Administrator

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
PROJECT CONCEPT REPORT

Project Type:	Interchange Reconstruction	P.I. Number:	122600
GDOT District:	1	County:	CLARKE
Federal Route Number:	US 78	State Route Number:	SR 10

Project STP00-0014-01(070) will add a Northbound entrance ramp at the SR 10 Loop and US 78/SR 10/Lexington Road interchange. The project includes construction of auxiliary lanes and intersection improvements throughout the interchange area. The original concept for this project was approved in 1996 and revised in 2005. This concept report will replace the previous reports.

Submitted for approval:

State Roadway Design Engineer — DATE 10/19/12

Office Head — DATE 10/22/2012

GDOT Project Manager — DATE 10/22/12

Recommendation for approval:

Program Control Administrator — DATE

*Glenn Bowman /MOA — State Environmental Administrator — DATE 11/2/12

*Kathy Zahul /MOA — State Traffic Engineer — DATE 10/29/12

*Lisa Myers /MOA — Project Review Engineer — DATE 10/24/12

*Patrick Allen /MOA — for State Utilities Engineer — DATE 10/23/12

*Bayne Smith /MOA — District Engineer — DATE 11/5/12

*Ben Rabun /MOA — State Bridge Design Engineer — DATE 11/19/12

State Transportation Financial Management Administrator — DATE

*Recommendations on file -MOA

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).

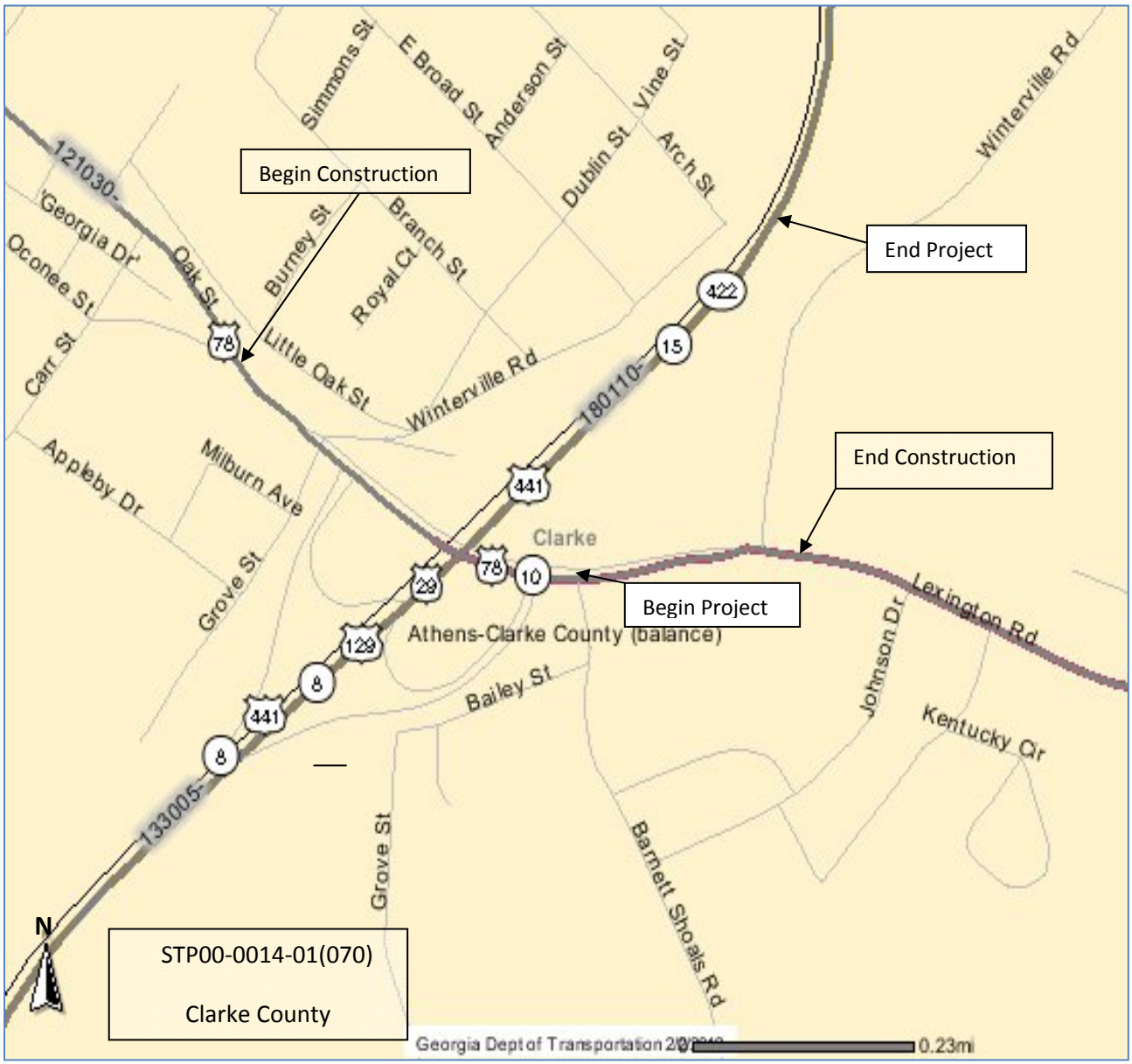
State Transportation Planning Administrator — DATE 10-31-12

The forecasted traffic is slightly different but does not affect LOS. The scope does not match the PJS because the scope is more operational and PJS is capacity related. An amendment might be needed. because it does not match the LRTP.

PROJECT LOCATION

SR 10 Loop/Athens Perimeter @

US 78/Lexington Road



PLANNING & BACKGROUND DATA

Project Justification Statement: This project lies within the planning boundary of the Madison Athens-Clarke Oconee Regional Transportation Study (MACORTS), the MPO for the Athens area. The project is subsequently listed in the adopted MACORTS 2035 Long Range Transportation Plan and the MACORTS FY 2012-2015 Transportation improvement Program (TIP). In the area of the existing SR 10 Loop interchange, SR10/US78/Lexington Road is currently a four lane route that is functionally classified as an urban Principal arterial with a posted speed limit of 40 MPH. SR 10 Loop is also a four lane route that is functionally classified as Urban Freeway with a posted speed limit of 65 MPH. Neither roadway is listed as a designated bike route in the state bicycle plan.

Between the Oconee Street/Oak Street intersection and Winterville Road, traffic counts on SR 10/US 78/Lexington highway show a year 2010 Average Daily Traffic (ADT) ranging up to 45,900 ADT, which represents a level-of-service "D". Projected traffic volumes show traffic volume up to 76,100 ADT by the design year 2041, which results in an unacceptable level of service "F". On SR 10 Loop in the area of the interchange, the year 2010 traffic volumes within the project limits range up to 35,700 ADT and are projected to increase to 60,000 ADT by the design year (2041); which represents a level-of-service "C" and "D", respectively. Crash rates on both SR 10/US 78 and SR 10 Loop in the area of the interchange are above the statewide average for comparable routes.

Consequently, project STP00-0014-01(070) proposes to improve SR 10/US 78/Lexington Highway as it crosses under SR 10 Loop between the Oconee Street/Oak Street intersection and just east of Winterville Road; the proposed project termini are based on significant traffic volume drops at both locations. The project also proposes to improve the existing interchange of SR 10/US 78/Lexington highway and SR 10 Loop.

Based on this information, the proposed improvement is needed to accommodate the growing traffic volumes on SR 10/US 78/Lexington Road and improve the roadway capacity. Also, the proposed project is expected to improve traffic operations, as well as reduce vehicle crash frequency and severity, along SR 10/US 78/Lexington Road in the vicinity of the interchange with SR 10 Loop.

Description of the proposed project: The proposed project will add a SR 10 Loop northbound entrance ramp to tie in at the Barnett Shoals and US 78/SR 10/Lexington road intersection. The project will construct auxiliary lanes and intersection improvements along US 78/SR 10/Lexington road beginning construction at the Oconee Street/Oak Street intersection and ending construction just east of Winterville Road for an approximate project length of 0.6 miles. The existing northbound exit ramp and entrance ramp will remain in place and open to traffic in the southeast quadrant. The proposed configuration for the entrance ramps will remove the Lexington westbound to SR 10 Loop NB left turn movement that causes significant delay on Lexington road.

Federal Oversight: ☒ Full Oversight ☐ Exempt ☐ State Funded ☐ Other

MPO: ☐ N/A ☒ MPO - Madison Athens - Clarke Oconee Regional Transportation Study (MACORTS)

MPO Project TIP # R-10

Regional Commission: ☐ N/A ☒ RC – Northeast Georgia RC

RC Project ID # N/A

Congressional District(s): 10

Projected Traffic ADT:
Current Year (2010): 41,400 Open Year (2021): 45,700 Design Year (2041): 67,600

Functional Classification (Mainline): Urban Principal Arterial

Is this project on a designated bike route? ☐ No ☒ YES
US 78/SR 10/Lexington road is not listed as a designated bike route in the state bicycle plan. Portions of the Lexington road are on the long range bicycle corridor for the Athens- Clarke County Bicycle master plan. Athens-Clarke County plans to have Greenway space improvements that include their Rail Trail.

Is this project located on a pedestrian plan? ☐ No ☒ YES
Athens-Clarke County has major plans for Greenway space improvements through their Rail Trail. The rail trail will encourage bicycle, pedestrian, and transit commuting by offering users a safe, direct and topographically level route that connects neighborhoods on the east side of Athens with a scenic gateway to the downtown area and the University of Georgia campus.

Is this project located on or part of a transit network? ☐ No ☒ YES
The Athens Transit System is the only public transit system in the MACORTS area.

CONTEXT SENSITIVE SOLUTIONS

Issues of Concern: The Department is taking into consideration the Greenway space improvements planned by Athens-Clarke County.

Context Sensitive Solutions: The project will accommodate the greenway space improvements proposed by Athens Clarke County by include bicycle lanes, sidewalks, and easy connectivity to the rail trails.

DESIGN AND STRUCTURAL DATA

Mainline Design Features: US 78/*SR 10/Lexington Road*

Feature	Existing	Standard*	Proposed
Typical Section			
- **Number of Lanes**	**4**	**varies**	**6**
- **Lane Width(s)**	**14’**	**12’**	**11’-12’**
- **Median Width & Type**	**20’ Raised**	**20’ Raised**	**20’ Raised**
- **Outside Shoulder Width & Type**	**16’ Urban**	**10’-16’ Urban**	**12’-16’ Urban**
- **Outside Shoulder Slope**	**2%**	**2%**	**2%**
- **Inside Shoulder Width & Type**	**N/A**	**N/A**	**N/A**
- **Sidewalks**	**5’**	**5’**	**5’**
- **Auxiliary Lanes**	**12’**	**12’**	**11’-12’**

- Bike Lanes	N/A	4'	4'
Posted Speed	40 mph		40 mph
Design Speed	40 mph	45 mph	45 mph
Min Horizontal Curve Radius		711 ft	711 ft
Superelevation Rate	4%	4%	4%
Grade	6%	6%	6%
Access Control	By Permit	By Permit	By Permit
Right-of-Way Width	150	Varies	Varies
Maximum Grade – Crossroad	6%	6%	6%
Design Vehicle		WB-40	WB-40/WB-67

*According to current GDOT design policy if applicable

Sideroad Design Features: ***Ramps***

Feature	Existing	Standard*	Proposed
Typical Section			
- Number of Lanes	1	varies	1-2
- Lane Width(s)	12'-16'	12'-16'	12'-16'
- Median Width & Type	N/A	N/A	N/A
- Outside Shoulder Width & Type		12' (10' pav)	12' (10' pav)
- Outside Shoulder Slope		2%	2%
- Inside Shoulder Width & Type	N/A	8' (4' pav)	8'(4' pav)
- Sidewalks	N/A	N/A	N/A
Posted Speed	NA		35
Design Speed	NA	35	35
Min Horizontal Curve Radius	NA	314 ft	314 ft
Superelevation Rate	NA	8%	8%
Grade	NA		6%
Access Control	Full	Full	Full
Right-of-Way Width	300	Varies	Varies
Maximum Grade – Crossroad	NA	NA	NA
Design Vehicle	WB-40/WB-67	WB-67	WB-67

*According to current GDOT design policy if applicable

Major Structures: *Bridge*

Structure	Existing	Proposed
059-0043-0 (NB) SR 10 Loop NB over Lexington	187 ft length, 2 Lane, Bridge Deck width is 52.50 ft, Bridge Rdwy width is 48.90 ft, and sufficiency rating is 91.94	Existing Structure to remain. Bridge slopes will be modified along Lexington Road.
059-0042-0 (SB) SR 10 Loop SB over Lexington	226 ft length, 3 Lane, Bridge Deck width is 60.10 ft, Bridge Rdwy width is 56.70 ft, and sufficiency rating is 91.94	Existing Structure to remain. Bridge slopes will be modified along Lexington Road.

Major Interchanges/Intersections: SR 10 Loop @ US 78/SR 10/Lexington Road

Utility Involvements: Telecommunications- AT&T, Charter Communications; GAS- Atlanta Gas Light; Public Water/Sewer- Athens-Clarke County Public Utilities; Electric – Georgia Power Company; Traffic Signal Utilities- Athens Clare County Traffic Engineering

Public Interest Determination Policy and Procedure recommended (Utilities)? ☒ YES ☐ NO

SUE Required: ☒ Yes ☐ No

Railroad Involvement: Railroad coordination is not expected. Clarke County has funds earmarked to purchase CSX ROW within the project for a rail to trail project. Railroad coordination will need to occur if rail to trail project does not progress.

Right-of-Way:
Required Right-of-Way anticipated: ☒ YES ☐ NO ☐ Undetermined
Easements anticipated: ☒ Temporary ☒ Permanent ☐ Utility ☐ Other

Anticipated number of impacted parcels: 16
Anticipated number of displacements (Total): 2
Businesses: 2
Residences: 0
Other: 0

Location and Design approval: ☐ Not Required ☒ Required

Off-site Detours Anticipated: ☒ No ☐ Yes ☐ Undetermined

Transportation Management Plan Anticipated: ☒ YES ☐ NO

Design Exceptions to FHWA/AASHTO controlling criteria anticipated:

FHWA/AASHTO Controlling Criteria	YES	Appvl Date (if applicable)	NO	Undetermined
1. Design Speed	☐		☒	☐
2. Lane Width	☐		☒	☐
3. Shoulder Width	☐		☒	☐
4. Bridge Width	☐		☒	☐
5. Horizontal Alignment	☐		☒	☐
6. Superelevation	☐		☒	☐
7. Vertical Alignment	☐		☒	☐
8. Grade	☐		☒	☐
9. Stopping Sight Distance	☐		☒	☐
10. Cross Slope	☐		☒	☐
11. Vertical Clearance	☐		☒	☐
12. Lateral Offset to Obstruction	☐		☒	☐
13. Bridge Structural Capacity	☐		☒	☐

Design Variances to GDOT standard criteria anticipated:

GDOT Standard Criteria	Reviewing Office	YES	Appvl Date (if applicable)	NO	Undetermined
1. Access Control - *Median Opening Spacing*	DP&S	☐		☒	☐
2. Median Usage & Width	DP&S	☐		☒	☐
3. Intersection Skew Angle	DP&S	☐		☒	☐
4. Lateral Offset to Obstruction	DP&S	☐		☒	☐
5. Intersection Sight Distance	DP&S	☐		☒	☐
6. Bike & Pedestrian Accommodations	DP&S	☐		☒	☐
7. GDOT Drainage Manual	DP&S	☐		☒	☐
8. Georgia Standard Drawings	DP&S	☐		☒	☐
9. GDOT Bridge & Structural Manual	Bridge Design	☐		☒	☐
10. Roundabout Illumination - *(if applicable)*	DP&S	☐		☒	☐
11. Rumble Strips/Safety Edge	DP&S	☐		☒	☐

VE Study anticipated: ☐ No ☒ Yes ☐ Completed – Date: Click here to enter a date.

ENVIRONMENTAL DATA

Anticipated Environmental Document:

GEPA: ☐ **NEPA:** ☒ Categorical Exclusion ☐ EA/FONSI ☐ EIS

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

Environmental Permits/Variances/Commitments/Coordination anticipated:

Permit/ Variance/ Commitment/ Coordination Anticipated	YES	NO	Remarks
1. U.S. Coast Guard Permit	☐	☒	
2. Forest Service/Corps Land	☐	☒	
3. CWA Section 404 Permit	☐	☐	Potentially
4. Tennessee Valley Authority Permit	☐	☒	
5. Buffer Variance	☐	☐	Potentially
6. Coastal Zone Management Coordination	☐	☒	
7. NPDES	☒	☐	
8. FEMA	☐	☒	
9. Cemetery Permit	☐	☒	
10. Other Permits	☐	☒	
11. Other Commitments	☐	☒	

12. Other Coordination	☐	☒	

Is a PAR required? ☒ No ☐ Yes ☐ Completed – Date:

NEPA/GEPA: Environmental Document pending and public outreach maybe warranted to address the Greenway space improvements.

Ecology: Proposed project in close proximity to stream. This project may potentially require the acquisition of a 404 permit. The Ecology assessment will determine the extent of any impacts to streams and any threatened/endangered species.

History: Railroad was deemed historic on another project in the area. A historic resources survey will be completed to identify any resources that are located within the project's APE which may be eligible for the National Register of Historic places. SHPO concurrence will be sought.

Archeology: There are no known cemeteries and two known archaeological sites near this project. One of the two known sites is potentially eligible for conclusion to the NRHP and may have effects. The other known site is not potentially eligible for conclusion to the NRHP and will not have effects. However, there is high potential for additional sites during further surveys. Additional survey will be required after concept layouts are provided, which include DGNs showing proposed ROW and limits. SHPO's concurrence will be needed after the future survey. No additional significant issues are known at this time. Future surveys will help determine if other issues may exist.

Air & Noise: An Air and Noise study will be done.

Public Involvement: A Public Information Open House and coordination with Locals regarding Greenway Space improvements may be required.

Major stakeholders: Traveling public, Oglethorpe County, nearby businesses, city of Athens, University of Georgia, Athens-Ben Epps Airport, and Clarke County.

CONSTRUCTION

Issues potentially affecting constructability/construction schedule: The University of Georgia is in close proximity to this project. High Traffic volumes during football games and other large events should be anticipated.

Early Completion Incentives recommended for consideration: ☒ No ☐ Yes

PROJECT RESPONSIBILITIES

Project Activities:

Project Activity	Party Responsible for Performing Task(s)
Concept Development	GDOT- Roadway Design Office
Design	GDOT- Roadway Design Office
Right-of-Way Acquisition	GDOT- District 1 Right of Way
Utility Relocation	Utility owners or GDOT's Contractor
Letting to Contract	GDOT- Bidding Administration

Construction Supervision	GDOT- Construction
Providing Material Pits	Contractor
Providing Detours	N/A
Environmental Studies, Documents, and Permits	GDOT- Office of Environmental Services
Environmental Mitigation	GDOT- Office of Environmental Services
Construction Inspection & Materials Testing	GDOT- Office of Material and Research

Lighting required: ☐ No ☒ Yes
Lighting installation will be based upon the acceptance of the maintenance lighting agreement with Athens-Clarke County.

Initial Concept Meeting: - March 2, 2012, minutes attached.
Concept Meeting: October 4, 2012, minutes attached.

Other projects in the area: P.I. No. T001904, Athens Park and Ride Lot, P.I. No. 132660, SR 10 from CR 166/Whit Davis/Clarke to CR 26/Smokey/Oglethorpe and Greenway Space Improvements (Rails to Trail and Pedestrian Improvement Project).

Other coordination to date: None

Project Cost Estimate and Funding Responsibilities:

	Breakdown of PE	ROW	Utility	CST*	Environmental Mitigation	Total Cost
By Whom	GDOT	GDOT	GDOT	GDOT	GDOT	
$ Amount	$10,000.00	$6,701,000.00	$928,500.00	$11,675,851.00	$65,000.00	$19,380,351.00
Date of Estimate	8/16/1994	6/28/2012	12/19/2012	12/20/2012	10/17/2012	

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

ALTERNATIVES DISCUSSION

Alternative selection:

Preferred Alternative: Construct additional northbound entrance ramp at SR 10/Lexington road and Barnett Shoals intersection for SR 10 Westbound and Barnett Shoals Northbound traffic. All other ramps will be retained. Construct auxiliary lanes and intersection improvements along SR 10 from Old Winterville road to Winterville road. The preferred alternative proposes to retain the two closely spaced signalized intersections (SR 10 @ northbound Ramps, and SR 10 @ Barnett Shoals).

Estimated Property Impacts:	**2**	**Estimated Total Cost:**	**$19,380,351.00**
Estimated ROW Cost:	**$6,701,000.00**	**Estimated CST Time:**	**2 yrs**

Rationale: The preferred alternative satisfies the project justification by providing congestion relief throughout the interchange area. The operation of the two closely spaced intersections will be greatly improved by removing the critical left turn movement (SR 10 WB left onto SR 10 Loop northbound) from the two signalized intersections. This movement will be reassigned to a right turn onto the proposed northbound entrance ramp. The preferred alternative provides benefits of reduced construction cost, reduced environmental and hydraulic impacts due to a smaller intersection footprint near the stream.

Alternative 1: Construct new northbound entrance and exit ramps at SR 10/Lexington road and Barnett Shoals intersection. Alternative 1 would also remove the existing ramps in the southeast quadrant (eliminating this intersection with SR 10), construct auxiliary lanes, and intersection improvements along SR 10 from Old Winterville road to Winterville Road. Alternative 1 combines the two closely spaced signalized intersection mentioned above into a single intersection at SR 10 and Barnett Shoals/proposed northbound ramps.			
Estimated Property Impacts:	**2**	**Estimated Total Cost:**	**$22,456,467.00**
Estimated ROW Cost:	**$6,701,000.00**	**Estimated CST Time:**	**2 yrs**
Rationale: Alternative 1 does satisfy the project justification. However, based on the capacity analysis, and due to the volumes and distributions of the movements at the two existing intersections, combining the two intersections into one does not provide an operational benefit over the preferred alternative. Bringing high volume opposing movements into one location results in additional delay. For example, Alternative 1 would take an existing right turn movement from the northbound exit ramp, and redirect it to a left turn at the new single intersection, adding an opposing movement to the intersection and adding delay. Additionally, Alternative 1 has a higher construction cost for the new loop ramp and new bridge over SR 10, and is expected to have greater environmental and hydraulic impacts due to the larger intersection footprint proposed at the single intersection.			

No-Build Alternative: No Build			
Estimated Property Impacts:	**0**	**Estimated Total Cost:**	**0**
Estimated ROW Cost:	**0**	**Estimated CST Time:**	**0**
Rationale: Does not satisfy project justification and traffic warrants action to be taken to improve corridor.			

Comments: N/A

Attachments:

1. Concept Layout
    a. Preferred Alternative Concept Layout
    b. Alternative 1 Concept Layout
2. Typical sections
3. Detailed Cost Estimates:
    a. Construction including Engineering and Inspection
    b. Completed Fuel & Asphalt Price Adjustment forms
    c. Right-of-Way
    d. Environmental Mitigation Correspondence
    e. Utility Cost
4. Crash summaries
5. Traffic diagrams
    a. Preferred Alternative Traffic Diagrams
    b. Alternative 1 Traffic Diagrams
6. Capacity analysis summary
7. Bridge inventory
8. Highway Safety Manual Letter
9. Minutes of Concept meetings
10. ACC Traffic Operations Meeting

APPROVALS

Concur: _____
Director of Engineering

Approve: _____ 3/14/13
for Division Administrator, FHWA — Date

Approve: _____ 3/21/13
Chief Engineer — Date

SR 10 LOOP/ATHENS PERIMETER HWY @ US 78/LEXINGTON ROAD
PROJECT # STP00-0014-01(070)
P.I. 122600
CONCEPT REPORT LAYOUT
Attachment 1a Preferred Alternative
END CONSTRUCTION
BEGIN PROJECT
OCONEE ST.
LITTLE BAR ST.
WEST PINEVILLE RD.
EAST PINEVILLE RD.
PARK & RIDE
US 78 / SR 10 / LEXINGTON ROAD
US 78 / SR 10 / SR 10 LOOP
US 78 / SR 10 / SR 10 LOOP
US 78 / SR 10 / SR 10 LOOP
US 78 / SR 10 / SR 10 LOOP
US 78 / SR 10 / SR 10 LOOP
US 78 / SR 10 / SR 10 LOOP
US 78 / SR 10 / LEXINGTON ROAD
US 78 / SR 10 / LEXINGTON ROAD
US 78 / SR 10 / LEXINGTON ROAD
BALLEW ST.
BARRETT PARKWAY
JOHNSON DR.
END PROJECT
SR 10/US 78 LEXINGTON RD
LEGEND
PRELIMINARY REQUIRED RIGHT OF WAY
PROPOSED EDGE OF PAVEMENT/ MEDIAN
PROPOSED EDGE OF PAVED SHOULDER, ROADWAY STRIPING FOR TRAFFIC SEPARATION
WATERWAY ON PROJECT (I.E. STREAM, DITCH AND ETC)
TRAFFIC SIGNAL AT INTERSECTION
BRIDGE / CULVERT
POSSIBLE DISPLACEMENT
*THE HWR FILE DOES NOT ALIGN DIRECTLY WITH THE EXISTING SURVEY

Attachment 1b
Alternative 1

1/10/2013 2:32:11 PM	Plot File	m:\122600 SR10 Loop\2.03 DGNs\122600TYPS.dgn(DN=1, 3-621)	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
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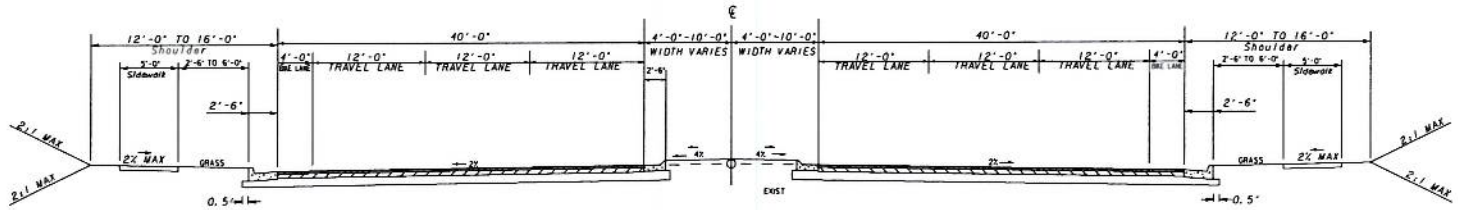
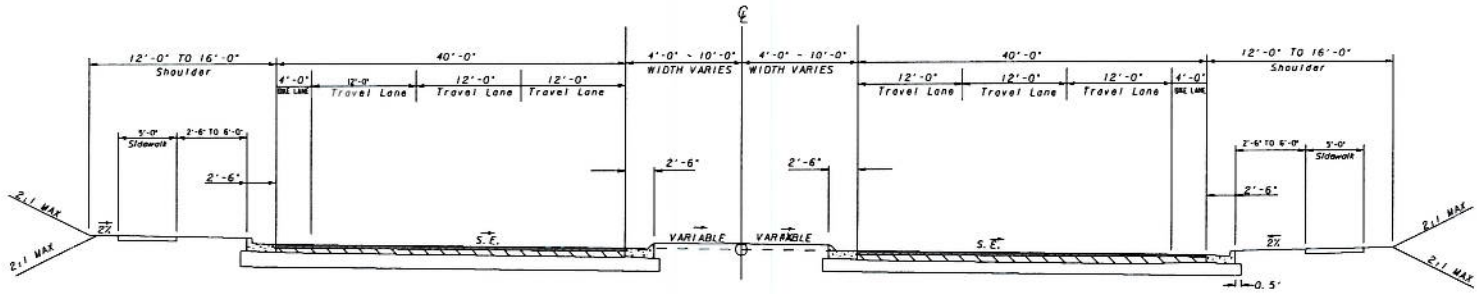
SR 10/US 78 LEXINGTON RD



TS - 1A
TANGENT SECTION

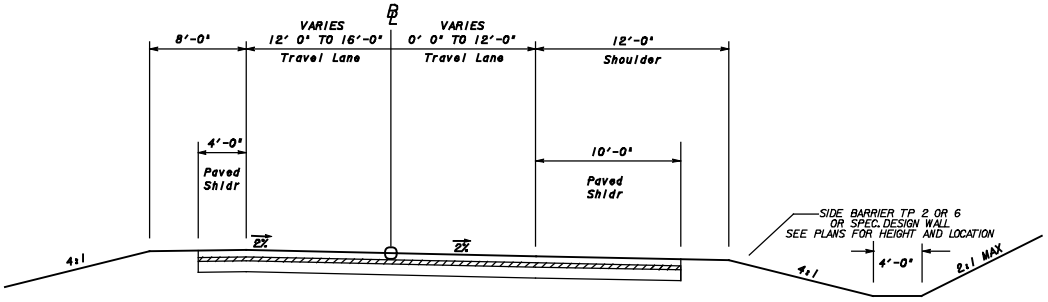


TS - 1B
SUPERELEVATED SECTION

				REVISION DATES	
		GEORGIA DEPARTMENT OF TRANSPORTATION	NOT TO SCALE		STATE OF GEORGIA DEPARTMENT OF TRANSPORTATION OFFICE: ROADWAY DESIGN TYPICAL SECTIONS SR10 LOOP @ US78 INTERCHANGE DRAWING No. 5-01

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA	STP00-0014-01(070)		

US 78/SR 10 NB ENTRANCE RAMP



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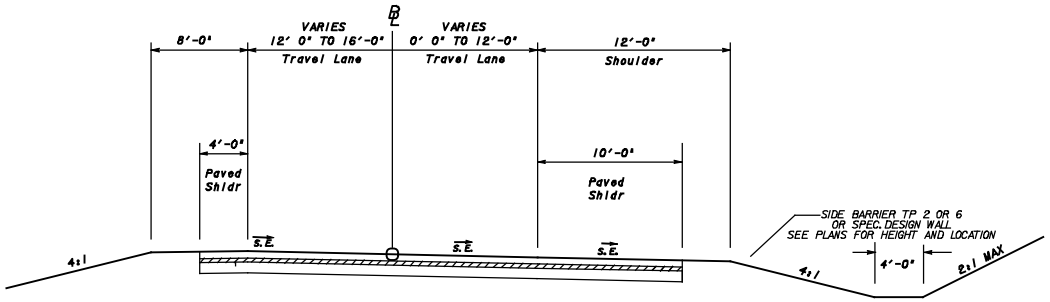
TANGENT SECTION



T.S. NO. 3B
SUPERELEVATED SECTION

GEORGIA
DEPARTMENT OF TRANSPORTATION

NOT TO SCALE

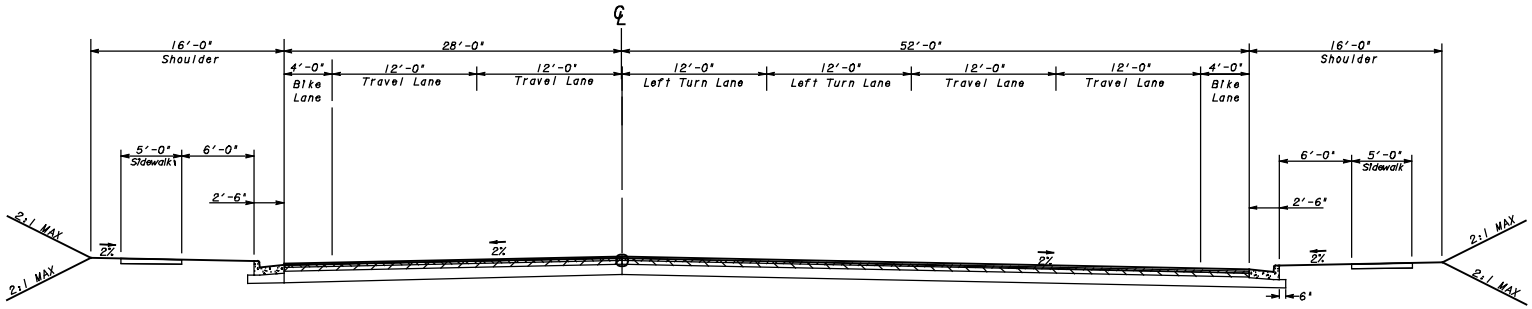
REVISION DATES		

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE: ROADWAY DESIGN
TYPICAL SECTIONS
SR10 LOOP @ US78 INTERCHANGE

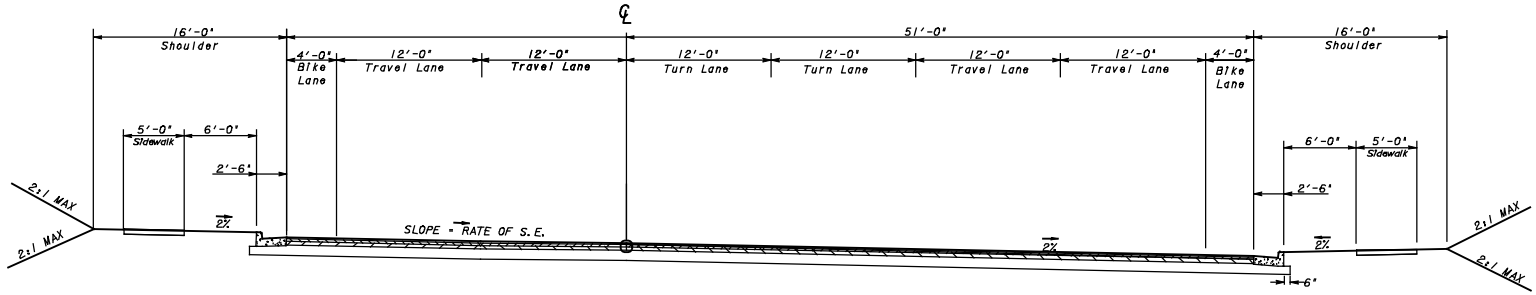
DRAWING No.
5-03

11/5/2009 GPLN

BARNETT SHOALS ROAD



TS - 2A
TANGENT SECTION



TS - 2B
TANGENT SECTION

GEORGIA
DEPARTMENT OF TRANSPORTATION

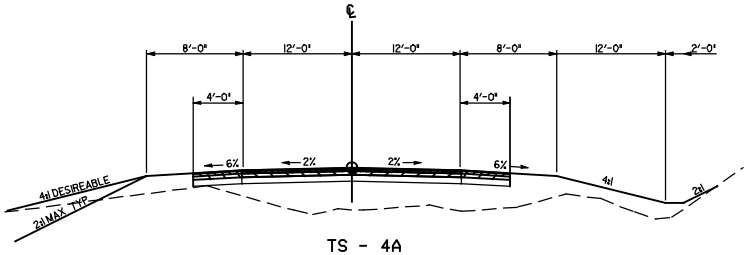
NOT TO SCALE

REVISION DATES

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE: ROADWAY DESIGN
TYPICAL SECTIONS
SR10 LOOP @ US78 INTERCHANGE

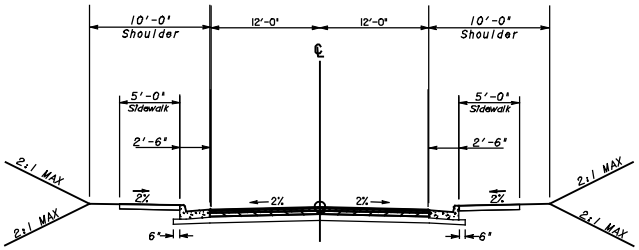
DRAWING No. 5-02

WINTERVILLE ROAD



TS - 4A
TANGENT SECTION

OLD WINTERVILLE ROAD



TS - 4A
TANGENT SECTION

GEORGIA
DEPARTMENT OF TRANSPORTATION

NOT TO SCALE

REVISION DATES

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE: ROADWAY DESIGN
TYPICAL SECTIONS
SR10 LOOP @ US78 INTERCHANGE

DRAWING No. 5-04

PROJ. NO.: STP00-0014-01(070)
P.I. NO. 122600
DATE: 12/20/2012
PREFFERED

Base Construction Cost		$	10,471,364.14
E & I	5%	$	523,568.21
Construction Contingency	0%	$	-
Subtotal Construction Cost		$	10,994,932.35
Liquid AC Adjustment (50 % cap)		$	680,918.89
Total Construction Cost		$	11,675,851.24

PROJ. NO.	STP00-0014-01(070)	CALL NO.
P.I. NO.	122600	
DATE	12/20/2012	

INDEX (TYPE)	**DATE**	**INDEX**
REG. UNLEADED	Aug-12	$ 3.431
DIESEL		$ 3.786
LIQUID AC		$ 594.00

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)			**666058.14**	**$**	**666,058.14**
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	$ 950.40		
Monthly Asphalt Cement Price month project let (APL)			$ 594.00		
Total Monthly Tonnage of asphalt cement (TMT)			1868.85		

ASPHALT	**Tons**	**%AC**	**AC ton**
Leveling		5.0%	0
12.5 OGFC		5.0%	0
12.5 mm	5340	5.0%	267
9.5 mm SP		5.0%	0
25 mm SP	24918	5.0%	1245.9
19 mm SP	7119	5.0%	355.95
	37377		**1868.85**

BITUMINOUS TACK COAT

Price Adjustment (PA)			**$ 14,860.75**	**$**	**14,860.75**
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	$ 950.40		
Monthly Asphalt Cement Price month project let (APL)			$ 594.00		
Total Monthly Tonnage of asphalt cement (TMT)			41.69683975		

Bitum Tack Gals	gals/ton	tons
9708	232.8234	41.6968398

PROJ. NO.	STP00-0014-01(070)		CALL NO.
P.I. NO.	122600		
DATE	12/20/2012		

BITUMINOUS TACK COAT (surface treatment)

Price Adjustment (PA)				**0**	**$ -**
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	$	950.40	
Monthly Asphalt Cement Price month project let (APL)			$	594.00	
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
					0

TOTAL LIQUID AC ADJUSTMENT	**$**	**680,918.89**

DETAILED COST ESTIMATE

Georgia Department of Transportation

Job: 122600-PREF

JOB NUMBER *122600-PREF* **FED/STATE PROJECT NUMBER** *STP00-0014-01(070)*

SPEC YEAR: *01*

DESCRIPTION: *SR 10 LOOP AT US 78/LEXINGTON ROAD*

ITEMS FOR JOB 122600-PREF

0010 - ROADWAY

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0005	150-1000	1.000	LS	$1,000,000.00000	TRAFFIC CONTROL - FIELD OFFICE	$1,000,000.00
0010	150-9011	1000.000	HR	$65.00000	TR CT-WORKZONE LAW ENF-CTR BIDS	$65,000.00
0015	153-1300	1.000	EA	$84,000.00000	FIELD ENGINEERS OFFICE TP 3	$84,000.00
0020	210-0100	1.000	LS	$1,000,000.00000	GRADING COMPLETE - GRADING COMPLETE	$1,000,000.00
0350	310-5080	15000.000	SY	$18.00000	GR AGGR BS CRS 8IN INCL MATL	$270,000.00
0025	310-5120	64722.000	SY	$21.26479	GR AGGR BS CRS 12IN INCL MATL	$1,376,299.74
0030	400-3130	5340.000	TN	$85.00000	ASPH CONC 12.5 MM SP,GP1OR2,INCL PMBM&HL	$453,900.00
0035	402-3121	24918.000	TN	$72.41780	RECYL AC 25MM SP,GP1/2,BM&HL	$1,804,506.74
0040	402-3190	7119.000	TN	$70.96795	RECYL AC 19 MM SP,GP 1 OR 2 ,INC BM&HL	$505,220.84
0045	413-1000	9708.000	GL	$2.11017	BITUM TACK COAT	$20,485.53
0430	439-0022	15000.000	SY	$76.31000	PLN PC CONC PVMT CL3 10" THK	$1,144,650.00
0055	441-0104	5867.000	SY	$52.43942	CONC SIDEWALK, 4 IN	$307,662.08
0060	441-0748	1334.000	SY	$44.56997	CONC MEDIAN, 6 IN	$59,456.34
0065	441-4020	300.000	SY	$38.45104	CONC VALLEY GUTTER, 6 IN	$11,535.31
0070	441-6022	7100.000	LF	$19.85579	CONC CURB & GUTTER, 6"X30"TP2	$140,976.11
0075	441-6720	5700.000	LF	$15.64731	CONC CURB & GUTTER/ 6"X30"TP7	$89,189.67
0365	456-2015	2.000	GLM	$1,775.07970	INDENT. RUMB. STRIPS - GRND-IN-PL (SKIP)	$3,550.16
0370	620-0200	1500.000	LF	$44.93306	TEMP BARRIER, METHOD NO. 2	$67,399.59
0090	621-6200	350.000	LF	$250.00000	CONC SIDE BARRIER, TP 2-S	$87,500.00
0095	634-1200	20.000	EA	$100.30581	RIGHT OF WAY MARKERS	$2,006.12
0355	641-1100	1500.000	LF	$41.17682	GUARDRAIL, TP T	$61,765.23
0100	641-1200	500.000	LF	$15.23874	GUARDRAIL, TP W	$7,619.37
0105	641-5001	2.000	EA	$662.74483	GUARDRAIL ANCHORAGE, TP 1	$1,325.49
0110	641-5012	2.000	EA	$1,869.60600	GUARDRAIL ANCHORAGE, TP 12	$3,739.21
0395	643-8200	500.000	LF	$4.44024	BARRIER FENCE (ORANGE), 4 FT ESA	$2,220.12
0360	648-1350	2.000	EA	$18,550.21667	IMPACT ATT UNIT, TP-P- PORTABLE	$37,100.43
					SUBTOTAL FOR ROADWAY:	**$8,607,108.08**

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DETAILED COST ESTIMATE

Georgia Department of Transportation

Job: 122600-PREF

0020 - DRAINAGE

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0115	550-1180	2500.000	LF	$59.66560	STM DR PIPE 18",H 1-10	$149,164.00
0120	550-1181	500.000	LF	$49.76215	STM DR PIPE 18",H 10-15	$24,881.08
0125	550-1240	300.000	LF	$61.98309	STM DR PIPE 24",H 1-10	$18,594.93
0130	550-1360	100.000	LF	$93.14772	STM DR PIPE 36",H 1-10	$9,314.77
0135	550-3318	2.000	EA	$745.07625	SAFETY END SECTION 18",STD,4:1	$1,490.15
0140	550-3324	1.000	EA	$1,156.43250	SAFETY END SECTION 24",STD,4:1	$1,156.43
0145	550-3336	2.000	EA	$1,867.39089	SAFETY END SECTION 36",STD,4:1	$3,734.78
0150	550-4118	4.000	EA	$405.53385	FLARED END SECT 18 IN, SIDE DR	$1,622.14
0155	603-2012	30.000	SY	$85.47544	STN DUMPED RIP RAP, TP 1, 12"	$2,564.26
0160	603-2024	50.000	SY	$60.33989	STN DUMPED RIP RAP, TP 1, 24"	$3,016.99
0165	610-5705	20.000	EA	$350.00000	REM CATCH BASIN	$7,000.00
0170	668-1100	20.000	EA	$2,616.75802	CATCH BASIN, GP 1	$52,335.16
0175	668-2100	5.000	EA	$2,645.34043	DROP INLET, GP 1	$13,226.70
					SUBTOTAL FOR DRAINAGE:	**$288,101.39**

0030 - EROSION CONTROL

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0240	163-0232	21.000	AC	$530.38443	TEMPORARY GRASSING	$11,138.07
0245	163-0240	595.000	TN	$223.43282	MULCH	$132,942.53
0250	163-0300	6.000	EA	$1,914.05065	CONSTRUCTION EXIT	$11,484.30
0255	163-0501	1.000	EA	$672.05044	CONSTR AND REMOVE SILT CONTROL GATE,TP 1	$672.05
0260	163-0520	1500.000	LF	$18.52800	CONSTR AND REMOVE TEMP PIPE SLOPE DRAIN	$27,792.00
0265	163-0529	3700.000	LF	$3.35000	CNST/REM TEMP SED BAR OR BLD STRW CK DM	$12,395.00
0275	165-0030	8855.000	LF	$1.19415	MAINT OF TEMP SILT FENCE, TP C	$10,574.20
0280	165-0071	1850.000	LF	$1.50000	MAINT OF SEDIMENT BARRIER - BALED STRAW	$2,775.00
0285	165-0085	1.000	EA	$413.90505	MAINT OF SILT CONTROL GATE, TP 1	$413.91
0290	165-0101	6.000	EA	$608.13327	MAINT OF CONST EXIT	$3,648.80
0295	167-1000	2.000	EA	$1,470.35714	WATER QUALITY MONITORING AND SAMPLING	$2,940.71
0305	171-0030	17710.000	LF	$3.09297	TEMPORARY SILT FENCE, TYPE C	$54,776.50
0315	603-2024	100.000	SY	$59.97492	STN DUMPED RIP RAP, TP 1, 24"	$5,997.49
0320	603-2180	600.000	SY	$39.70039	STN DUMPED RIP RAP, TP 3, 12"	$23,820.23
0325	603-7000	700.000	SY	$6.95747	PLASTIC FILTER FABRIC	$4,870.23
0330	700-6910	41.000	AC	$880.96078	PERMANENT GRASSING	$36,119.39
0335	700-7000	41.000	TN	$61.90198	AGRICULTURAL LIME	$2,537.98
0375	700-8000	41.000	TN	$334.55076	FERTILIZER MIXED GRADE	$13,716.58
0380	700-8100	2050.000	LB	$2.53005	FERTILIZER NITROGEN CONTENT	$5,186.60
0310	716-2000	7500.000	SY	$1.36414	EROSION CONTROL MATS, SLOPES	$10,231.05
					SUBTOTAL FOR EROSION CONTROL:	**$374,032.62**

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DETAILED COST ESTIMATE

Georgia Department of Transportation

Job: 122600-PREF

0040 - SIGNING & MARKING

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0225	446-1100	3000.000	LF	$7.74243	PVMT REF FAB STRIPS, TP2,18 INCH WIDTH	$23,227.29
0220	647-1000	1.000	LS	$60,000.00000	TRAF SIGNAL INSTALLATION NO - SIGNAL 2	$60,000.00
0340	647-1000	1.000	LS	$60,000.00000	TRAF SIGNAL INSTALLATION NO - SIGNAL 1	$60,000.00
0345	647-1000	1.000	LS	$60,000.00000	TRAF SIGNAL INSTALLATION NO - SIGNAL 3	$60,000.00
0425	647-1000	1.000	LS	$60,000.00000	TRAF SIGNAL INSTALLATION NO - SIGNAL 4	$60,000.00
0185	652-9002	1000.000	SY	$0.71896	TRAFFIC STRIPE, YELLOW	$718.96
0400	682-9030	1.000	LS	$500,000.00000	LIGHTING SYSTEM	$500,000.00
0230	937-8000	1.000	LS	$1,540.96000	TESTING	$1,540.96
0235	937-8500	1.000	LS	$1,500.00000	TRAINING	$1,500.00
					SUBTOTAL FOR SIGNING & MARKING:	**$766,987.21**

0050 - BRIDGE

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0405	207-0203	300.000	CY	$50.47822	FOUND BKFILL MATL, TP II	$15,143.47
0415	500-3101	295.000	CY	$539.21797	CLASS A CONCRETE STREAM CULVERT	$159,069.30
0420	500-3101	242.000	CY	$539.21797	CLASS A CONCRETE RAIL TRAIL CULVERT	$130,490.75
0410	511-1000	114373.000	LB	$0.87283	BAR REINF STEEL STEEL FOR CULVERTS	$99,828.19
0205	627-1000	100.000	SF	$63.70079	MSE WALL FACE, 0 - 10 FT HT, WALL NO - WALLS	$6,370.08
0210	627-1010	150.000	SF	$80.74341	MSE WALL FACE, 10 - 20 FT HT, WALL NO - WALLS	$12,111.51
0215	627-1020	200.000	SF	$60.60768	MSE WALL FACE, 20 - 30 FT HT, WALL NO - WALLS	$12,121.54
					SUBTOTAL FOR BRIDGE :	**$435,134.84**

TOTALS FOR JOB 122600-PREF

ITEMS COST:	**$10,471,364.14**
COST GROUP COST:	**$0.00**
ESTIMATED COST:	**$10,471,364.14**
CONTINGENCY PERCENT:	**0.00**
ENGINEERING AND INSPECTION:	**0.00**
ESTIMATED COST WITH CONTINGENCY AND E&I:	**$10,471,364.14**

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PROJ. NO.: STP00-0014-01(070)
P.I. NO. 122600
DATE: 12/20/2012
Alternative 1

Base Construction Cost		$	13,347,282.79
E & I	5%	$	667,364.14
Construction Contingency	0%	$	-
Subtotal Construction Cost		$	14,014,646.93
Liquid AC Adjustment (50 % cap)		$	737,320.36
Total Construction Cost		$	14,751,967.29

PROJ. NO.	STP00-0014-01(070)
P.I. NO.	122600
DATE	12/20/2012

CALL NO.

INDEX (TYPE)	DATE	INDEX
REG. UNLEADED	Aug-12	$ 3.431
DIESEL		$ 3.786
LIQUID AC		$ 594.00

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)			**721228.86**	**$**	**721,228.86**
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	$ 950.40		
Monthly Asphalt Cement Price month project let (APL)			$ 594.00		
Total Monthly Tonnage of asphalt cement (TMT)			2023.65		

ASPHALT	Tons	%AC	AC ton
Leveling		5.0%	0
12.5 OGFC		5.0%	0
12.5 mm	5783	5.0%	289.15
9.5 mm SP		5.0%	0
25 mm SP	26981	5.0%	1349.05
19 mm SP	7709	5.0%	385.45
	40473		**2023.65**

BITUMINOUS TACK COAT

Price Adjustment (PA)			**$ 16,091.50**	**$**	**16,091.50**
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	$ 950.40		
Monthly Asphalt Cement Price month project let (APL)			$ 594.00		
Total Monthly Tonnage of asphalt cement (TMT)			45.15010089		

Bitum Tack Gals	gals/ton	tons
10512	232.8234	45.1501009

PROJ. NO.	STP00-0014-01(070)	CALL NO.	
P.I. NO.	122600		
DATE	12/20/2012		

BITUMINOUS TACK COAT (surface treatment)

Price Adjustment (PA)				**0**	**$ -**
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	$	950.40	
Monthly Asphalt Cement Price month project let (APL)			$	594.00	
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
					0

TOTAL LIQUID AC ADJUSTMENT	**$**	**737,320.36**

DETAILED COST ESTIMATE

Georgia Department of Transportation

Job: 122600-RDWY

JOB NUMBER *122600-RDWY* **FED/STATE PROJECT NUMBER** *STP00-0014-01(070)*

SPEC YEAR: *01*

DESCRIPTION: *SR 10 LOOP AT US 78/LEXINGTON ROAD*

ITEMS FOR JOB 122600-RDWY

0010 - ROADWAY

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0005	150-1000	1.000	LS	$1,000,000.00000	TRAFFIC CONTROL - FIELD OFFICE	$1,000,000.00
0010	150-9011	1000.000	HR	$65.00000	TR CT-WORKZONE LAW ENF-CTR BIDS	$65,000.00
0015	153-1300	1.000	EA	$84,000.00000	FIELD ENGINEERS OFFICE TP 3	$84,000.00
0020	210-0100	1.000	LS	$1,250,000.00000	GRADING COMPLETE - GRADING COMPLETE	$1,250,000.00
0350	310-5080	27500.000	SY	$18.00000	GR AGGR BS CRS 8IN INCL MATL	$495,000.00
0025	310-5120	70081.000	SY	$21.26209	GR AGGR BS CRS 12IN INCL MATL	$1,490,068.53
0030	400-3130	5783.000	TN	$85.00000	ASPH CONC 12.5 MM SP,GP1OR2,INCL PMBM&HL	$491,555.00
0035	402-3121	26981.000	TN	$72.41780	RECYL AC 25MM SP,GP1/2,BM&HL	$1,953,904.66
0040	402-3190	7709.000	TN	$70.85661	RECYL AC 19 MM SP,GP 1 OR 2 ,INC BM&HL	$546,233.61
0045	413-1000	10512.000	GL	$2.10775	BITUM TACK COAT	$22,156.67
0430	439-0022	27500.000	SY	$76.31000	PLN PC CONC PVMT CL3 10" THK	$2,098,525.00
0055	441-0104	5867.000	SY	$52.43942	CONC SIDEWALK, 4 IN	$307,662.08
0060	441-0748	1334.000	SY	$44.56997	CONC MEDIAN, 6 IN	$59,456.34
0065	441-4020	300.000	SY	$38.45104	CONC VALLEY GUTTER, 6 IN	$11,535.31
0070	441-6022	7100.000	LF	$19.85579	CONC CURB & GUTTER, 6"X30"TP2	$140,976.11
0075	441-6720	5700.000	LF	$15.64731	CONC CURB & GUTTER/ 6"X30"TP7	$89,189.67
0365	456-2015	2.000	GLM	$1,775.07970	INDENT. RUMB. STRIPS - GRND-IN-PL (SKIP)	$3,550.16
0370	620-0200	1500.000	LF	$44.93306	TEMP BARRIER, METHOD NO. 2	$67,399.59
0090	621-6200	400.000	LF	$250.00000	CONC SIDE BARRIER, TP 2-S	$100,000.00
0095	634-1200	20.000	EA	$100.30581	RIGHT OF WAY MARKERS	$2,006.12
0355	641-1100	1700.000	LF	$40.23725	GUARDRAIL, TP T	$68,403.33
0100	641-1200	500.000	LF	$15.23874	GUARDRAIL, TP W	$7,619.37
0105	641-5001	2.000	EA	$662.74483	GUARDRAIL ANCHORAGE, TP 1	$1,325.49
0110	641-5012	2.000	EA	$1,869.60600	GUARDRAIL ANCHORAGE, TP 12	$3,739.21
0395	643-8200	500.000	LF	$4.44024	BARRIER FENCE (ORANGE), 4 FT ESA	$2,220.12
0360	648-1350	2.000	EA	$18,550.21667	IMPACT ATT UNIT, TP-P- PORTABLE	$37,100.43
					SUBTOTAL FOR ROADWAY:	**$10,398,626.80**

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DETAILED COST ESTIMATE

Georgia Department of Transportation

Job: 122600-RDWY

0020 - DRAINAGE

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0115	550-1180	2500.000	LF	$59.66560	STM DR PIPE 18",H 1-10	$149,164.00
0120	550-1181	500.000	LF	$49.76215	STM DR PIPE 18",H 10-15	$24,881.08
0125	550-1240	300.000	LF	$61.98309	STM DR PIPE 24",H 1-10	$18,594.93
0130	550-1360	100.000	LF	$93.14772	STM DR PIPE 36",H 1-10	$9,314.77
0135	550-3318	2.000	EA	$745.07625	SAFETY END SECTION 18",STD,4:1	$1,490.15
0140	550-3324	1.000	EA	$1,156.43250	SAFETY END SECTION 24",STD,4:1	$1,156.43
0145	550-3336	2.000	EA	$1,867.39089	SAFETY END SECTION 36",STD,4:1	$3,734.78
0150	550-4118	4.000	EA	$405.53385	FLARED END SECT 18 IN, SIDE DR	$1,622.14
0155	603-2012	30.000	SY	$85.47544	STN DUMPED RIP RAP, TP 1, 12"	$2,564.26
0160	603-2024	50.000	SY	$60.33989	STN DUMPED RIP RAP, TP 1, 24"	$3,016.99
0165	610-5705	20.000	EA	$350.00000	REM CATCH BASIN	$7,000.00
0170	668-1100	20.000	EA	$2,616.75802	CATCH BASIN, GP 1	$52,335.16
0175	668-2100	5.000	EA	$2,645.34043	DROP INLET, GP 1	$13,226.70
					SUBTOTAL FOR DRAINAGE:	**$288,101.39**

0030 - EROSION CONTROL

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0240	163-0232	21.000	AC	$530.38443	TEMPORARY GRASSING	$11,138.07
0245	163-0240	595.000	TN	$223.43282	MULCH	$132,942.53
0250	163-0300	6.000	EA	$1,914.05065	CONSTRUCTION EXIT	$11,484.30
0255	163-0501	1.000	EA	$672.05044	CONSTR AND REMOVE SILT CONTROL GATE,TP 1	$672.05
0260	163-0520	1700.000	LF	$18.46039	CONSTR AND REMOVE TEMP PIPE SLOPE DRAIN	$31,382.66
0265	163-0529	3700.000	LF	$3.35000	CNST/REM TEMP SED BAR OR BLD STRW CK DM	$12,395.00
0180	165-0030	1000.000	LF	$1.56195	MAINT OF TEMP SILT FENCE, TP C	$1,561.95
0275	165-0030	8855.000	LF	$1.19415	MAINT OF TEMP SILT FENCE, TP C	$10,574.20
0280	165-0071	1850.000	LF	$1.50000	MAINT OF SEDIMENT BARRIER - BALED STRAW	$2,775.00
0285	165-0085	1.000	EA	$413.90505	MAINT OF SILT CONTROL GATE, TP 1	$413.91
0290	165-0101	6.000	EA	$608.13327	MAINT OF CONST EXIT	$3,648.80
0295	167-1000	2.000	EA	$1,470.35714	WATER QUALITY MONITORING AND SAMPLING	$2,940.71
0305	171-0030	17710.000	LF	$3.09297	TEMPORARY SILT FENCE, TYPE C	$54,776.50
0315	603-2024	100.000	SY	$59.97492	STN DUMPED RIP RAP, TP 1, 24"	$5,997.49
0320	603-2180	600.000	SY	$39.70039	STN DUMPED RIP RAP, TP 3, 12"	$23,820.23
0325	603-7000	700.000	SY	$6.95747	PLASTIC FILTER FABRIC	$4,870.23
0330	700-6910	41.000	AC	$880.96078	PERMANENT GRASSING	$36,119.39
0335	700-7000	41.000	TN	$61.90198	AGRICULTURAL LIME	$2,537.98
0375	700-8000	41.000	TN	$334.55076	FERTILIZER MIXED GRADE	$13,716.58
0380	700-8100	2050.000	LB	$2.53005	FERTILIZER NITROGEN CONTENT	$5,186.60
0310	716-2000	7500.000	SY	$1.36414	EROSION CONTROL MATS, SLOPES	$10,231.05
					SUBTOTAL FOR EROSION CONTROL:	**$379,185.23**

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DETAILED COST ESTIMATE

Georgia Department of Transportation

Job: 122600-RDWY

0040 - SIGNING & MARKING

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0225	446-1100	3000.000	LF	$7.74243	PVMT REF FAB STRIPS, TP2,18 INCH WIDTH	$23,227.29
0220	647-1000	1.000	LS	$60,000.00000	TRAF SIGNAL INSTALLATION NO - SIGNAL 1	$60,000.00
0340	647-1000	1.000	LS	$60,000.00000	TRAF SIGNAL INSTALLATION NO - SIGNAL 2	$60,000.00
0345	647-1000	1.000	LS	$60,000.00000	TRAF SIGNAL INSTALLATION NO - SIGNAL 3	$60,000.00
0185	652-9002	1000.000	SY	$0.71896	TRAFFIC STRIPE, YELLOW	$718.96
0400	682-9030	1.000	LS	$500,000.00000	LIGHTING SYSTEM	$500,000.00
0230	937-8000	1.000	LS	$1,540.96000	TESTING	$1,540.96
0235	937-8500	1.000	LS	$1,500.00000	TRAINING	$1,500.00
					SUBTOTAL FOR SIGNING & MARKING:	**$706,987.21**

0050 - BRIDGE

Line Number	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0405	207-0203	300.000	CY	$50.47822	FOUND BKFILL MATL, TP II	$15,143.47
0195	433-1000	200.000	SY	$160.21129	REINF CONC APPROACH SLAB	$32,042.26
0415	500-3101	422.000	CY	$658.52064	CLASS A CONCRETE STREAM CULVERT	$277,895.71
0420	500-3101	242.000	CY	$539.21797	CLASS A CONCRETE RAIL TRAIL CULVERT	$130,490.75
0410	511-1000	100308.000	LB	$0.87936	BAR REINF STEEL STEEL FOR CULVERTS	$88,206.84
0425	543-9000	1.000	LS	$1,000,000.00000	CONSTR OF BRIDGE COMPLETE - LOOP BRIDGE OVER LEXINGTON	$1,000,000.00
0205	627-1000	100.000	SF	$63.70079	MSE WALL FACE, 0 - 10 FT HT, WALL NO - WALLS	$6,370.08
0210	627-1010	150.000	SF	$80.74341	MSE WALL FACE, 10 - 20 FT HT, WALL NO - WALLS	$12,111.51
0215	627-1020	200.000	SF	$60.60768	MSE WALL FACE, 20 - 30 FT HT, WALL NO - WALLS	$12,121.54
					SUBTOTAL FOR BRIDGE :	**$1,574,382.16**

TOTALS FOR JOB 122600-RDWY

ITEMS COST:	**$13,347,282.79**
COST GROUP COST:	**$0.00**
ESTIMATED COST:	**$13,347,282.79**
CONTINGENCY PERCENT:	**0.00**
ENGINEERING AND INSPECTION:	**0.00**
ESTIMATED COST WITH CONTINGENCY AND E&I:	**$13,347,282.79**

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GEORGIA DEPARTMENT OF TRANSPORTATION
PRELIMINARY ROW COST ESTIMATE SUMMARY

Date: 6/28/2012 Project: PENH0-0051-01(023)
Revised: County: Clarke
PI: 122600

Description: SR 10 Loop at US 78/Lexington Road
Project Termini: SR 10 Loop at US 78/Lexington Road

Existing ROW: Varies
Parcels: 12 Required ROW: Varies

Land and Improvements		$6,297,375.00
Proximity Damage	*$0.00*	
Consequential Damage	*$0.00*	
Cost to Cures	*$0.00*	
Trade Fixtures	*$0.00*	
Improvements	*$1,500,000.00*	
Valuation Services		$25,000.00
Legal Services		$83,100.00
Relocation		$84,000.00
Demolition		$100,000.00
Administrative		$111,500.00
TOTAL ESTIMATED COSTS		$6,700,975.00
TOTAL ESTIMATED COSTS (ROUNDED)		***$6,701,000.00***

Preparation Credits	Hours	Signature

Prepared By: Lashon Alexander CG#: 2856999 06/28/2012
Approved By: Lashon Alexander CG#: 2856999 06/28/2012

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

Roadway Design Office Environmental Mitigation Cost Estimate Correspondence

BY: Dwayne Wilson
DATE: October 17, 2012
SUBJECT: PI# 122600 Clarke County: SR 10 Loop @ US 78 Interchange Reconstruction
Location: Electronic Dialogue

ATTENDEES:

Sam Woods	Design Group Manager	404-631-1724
Dwayne Wilson	Roadway Designer	404-631-1720
Douglas Fadool	Project Manager	404-308-1353
Meghan W. Hedeen	Ecology Team Leader	404-631-1812
Lisa Deaton	District 1 Environmentalist	770-532-5582

- Dwayne Wilson opened the dialogue by inquiring about the Environmental Cost Estimate.
- Mr. Fadool then inquired about the linear feet of stream impacts.
- Mr. Woods then advised Mr. Fadool with the following necessary information.
    - The stream crosses 2 existing roads (SR 10 and Winterville Road), and will cross the proposed NB on ramp. These values could be reduced by using walls or bottomless culverts, but here is a good concept starting point (I hope):
    - Moving east to west (flow direction of stream):
    - Winterville Road: Existing culvert is approximately 125-ft long. We are pushing out our edges of pavement in this area by about 12-ft to 15-ft total, so I would assume 15-ft of culvert extension here.
    - New Crossing at proposed NB on ramp: Our roadway width here will be approximately 50-ft. Taking into account side slopes, I would count on about 150-ft for a new culvert in this area.
    - Between proposed NB ramp and Lexington: Hope to keep the steam "day-lighted" (not in a pipe/culvert) in this area, but will not know for sure until preliminary design.
    - Crossing SR 10/Lexington Road: Existing culvert is approximately 160-ft long. We are pushing out our edges of pavement in this area by about 50-ft total, so I would assume 50-ft of culvert extension here.
    - The Stream continues running parallel to Barnett Shoals. There is a potential for a longitudinal impact here, but we will not know this until preliminary design.

- Mr. Fadool forwarded the information to Ms. Hedeen and Mr. Chamblin and requested the conceptual environmental mitigation estimate for the project.
- Mr. Chamblin then supplied Mr. Fadool with the following information for the Environmental Mitigation cost estimate.
    - Mitigation estimate would cost about $65,000. That's a rough estimate based on about 8 credits/linear foot and $35 per credit. 8 x 215 x 35 = $60,200 ($5K was added to account for price fluctuation).
- Mr. Fadool then forwarded the information Environmental Mitigation Estimate to the Design Office.

Action Items:

- Mr. Wilson will add the environmental cost estimate to the concept report

cc: All Attendees

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE STP00-0014-01(070) Clarke County
P.I. No. 122600-
SR 10 Loop at US 78/Lexington Road

OFFICE Gainesville

DATE December 19, 2012

NAK

FROM Neil Kantner, District Utilities Engineer

TO Douglas Fadool, Project Manager

SUBJECT PRELIMINARY UTILITY COST (ESTIMATE)

As requested by your office, we are furnishing you with a Preliminary Utility Cost estimate for the subject project.

FACILITY OWNER	NON-REIMBURSABLE	REIMBURSABLE
*AT&T	$ 13,500.00	$ 68,800.00
Atlanta Gas light Co.	$ 574,750.00	$ 0.00
Charter CATV	$ 2,400.00	$ 111,700.00
Georgia Power Co. Distribution	$ 176,000.00	$ 748,000.00
**Athens/Clarke County Water/Sewer	$ 1,126,800.00	$ 0.00
TOTAL	**$ 1,893,450.00**	**$ 928,500.00**

*** AT&T has two conduit runs located within the existing pavement along Lexington Road through most of the project. There is no cost for the conduit relocation included in this estimate with the assumption that the grade on Lexington Road will not change. Should the conduit have to be relocated, AT&T's non-reimbursable cost and relocation time would increase substantially.**

**** The reimbursable amount will increase if the Public Utilities were to apply and be approved for utility assistance for their relocation costs.**

If you have any questions, please contact Neil Kantner or Tony Pritchett at 770-532-5510.

NAK:ajp
C: Jeff Baker, State Utilities Engineer
Angie Robinson, Office of Financial Management
Dana Garrison, Area Engineer
File

122600 Crash Rate Calculations

Crash Rate Calculations 2006

Year	County	Rt Type	Route Num	Low Milelog	High Milelog	ADT	Distance	Vehicle Miles
2006	Clarke	1	001000	9.50	9.77	29,720	0.27	8,024
2006	Clarke	1	001000	9.77	9.91	31,420	0.14	4,399
2006	Clarke	1	001000	9.91	10.50	13,630	0.59	8,042

Total Vehicle Miles: 20,465	Total Crashes: 93	Crash Rate: 1,245
Average ADT: 20,465	Total Injuries: 26	Injury Rate: 348
Length in Miles: 1.00	Total Fatalities: 0	Fatality Rate: 0.00

NOTE: Rates are per 100 Million Vehicle Miles

Crash Rate Calculations 2007

Year	County	Rt Type	Route Num	Low Milelog	High Milelog	ADT	Distance	Vehicle Miles
2007	Clarke	1	001000	9.50	9.77	27,430	0.27	7,406
2007	Clarke	1	001000	9.77	9.91	44,880	0.14	6,283
2007	Clarke	1	001000	9.91	10.50	27,660	0.59	16,319

Total Vehicle Miles: 30,009	Total Crashes: 81	Crash Rate: 740
Average ADT: 30,009	Total Injuries: 21	Injury Rate: 192
Length in Miles: 1.00	Total Fatalities: 0	Fatality Rate: 0.00

NOTE: Rates are per 100 Million Vehicle Miles

Crash Rate Calculations 2008

Year	County	Rt Type	Route Num	Low Milelog	High Milelog	ADT	Distance	Vehicle Miles
2008	Clarke	1	001000	9.50	9.77	27,430	0.27	7,406
2008	Clarke	1	001000	9.77	9.91	44,880	0.14	6,283
2008	Clarke	1	001000	9.91	10.50	27,660	0.59	16,319

Total Vehicle Miles: 30,009	Total Crashes: 76	Crash Rate: 694
Average ADT: 30,009	Total Injuries: 29	Injury Rate: 265
Length in Miles: 1.00	Total Fatalities: 0	Fatality Rate: 0.00

NOTE: Rates are per 100 Million Vehicle Miles

QUERY SUMMARY
For Year(s): 2006,2007,2008

Year	County	Route Type	Route Number	Beginning Milelog	Ending Milelog	No. Crashes	No. Vehicles	No. Injuries	No. Fatalities
2006	Clarke	State Route	001000	9.50	10.50	93	189	26	0
					2006 SubTotal	93	189	26	0
2007	Clarke	State Route	001000	9.50	10.50	81	169	21	0
					2007 SubTotal	81	169	21	0
2008	Clarke	State Route	001000	9.50	10.50	76	153	29	0
					2008 SubTotal	76	153	29	0
					All Year(s)Total	**250**	**511**	**76**	**0**

YEAR	ALL CRASHES RATE	INJURY CRASHES RATE	FATAL CRASHES
2006	1245(531)	348(201)	0(1.51)
2007	740(514)	192(190)	0(1.47)
2008	694(471)	265 (176)	0(1.46)

Note: The rate equals Crashes per 100 million vehicle-miles of travel. The rates shown above were generated for SR 10/US 78/ Lexington Road from mile point 9.50 to mile point 10.50. Numbers in parentheses are statewide average rates for Minor Urban Arterial.

Crash Data

The functional classification for SR 10/US 78/ Lexington Road within the proposed project's limits is Minor Urban Arterial. The crash and injury rates on SR 10/US 78/ Lexington Road are above the statewide injury crash rates on Minor Urban Arterial in 2006, 2007 and 2008. There were no fatalities reported on this section of SR 10/US 78/ Lexington Road from 2006-2008. Of the crashes reported in the project area, approximately 83% occurred at the intersections of SR 10 / Lexington Road with Old Winterville Road, Barnett Shoals Road, and Winterville Road. 85% of the crashes reported are rear ends and angle crashes (57% rear end / 28% angle).

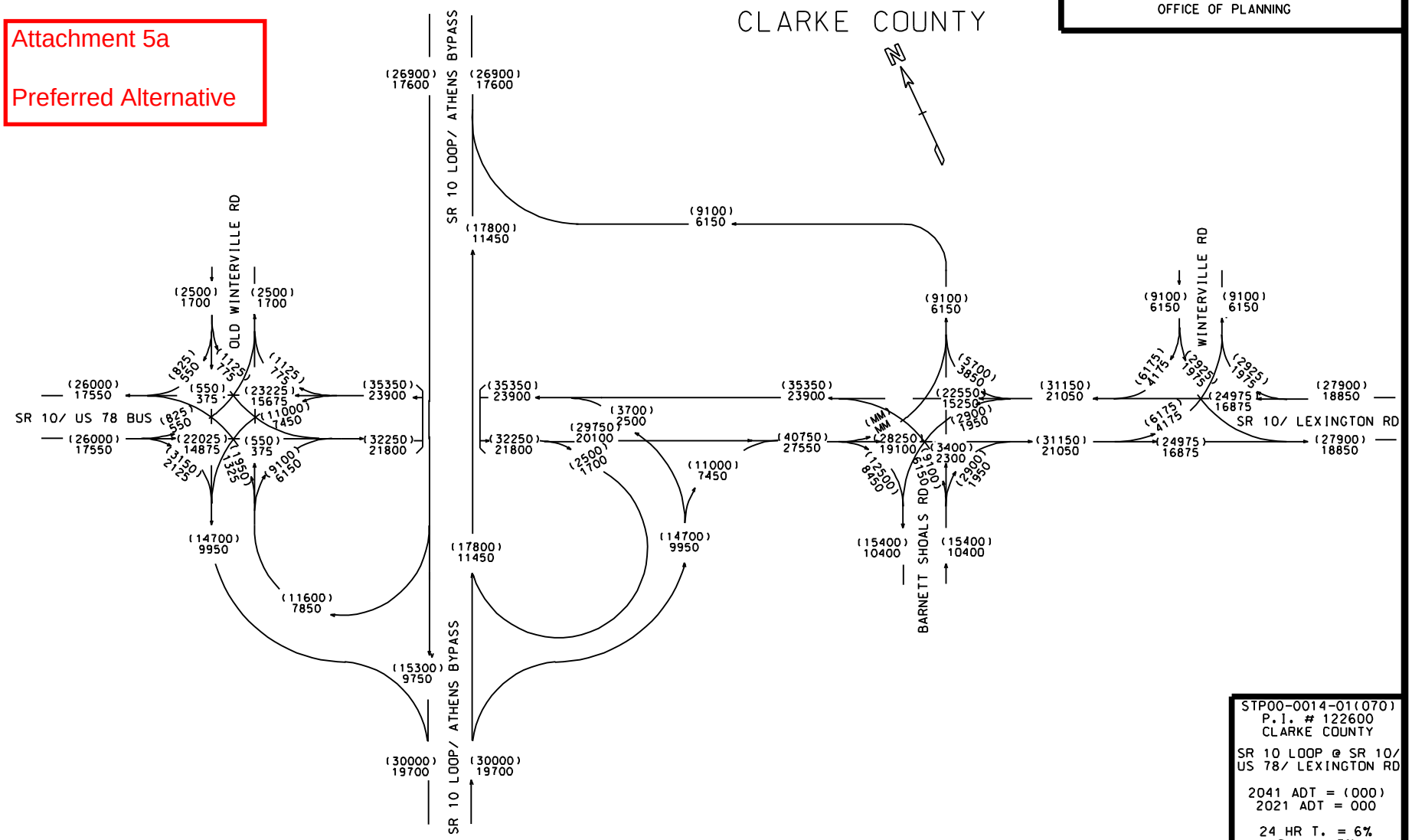
NO BUILD ADT = 46000

PAGE 1 OF 2

GEORGIA DEPARTMENT OF TRANSPORTATION
OFFICE OF PLANNING

Attachment 5a

Preferred Alternative



STP00-0014-01(070)
P.I. # 122600
CLARKE COUNTY

SR 10 LOOP @ SR 10/
US 78/ LEXINGTON RD

2041 ADT = (000)
2021 ADT = 000

24 HR T. = 6%
S.U. = 3%
COMB. = 3%

RFN
10/12

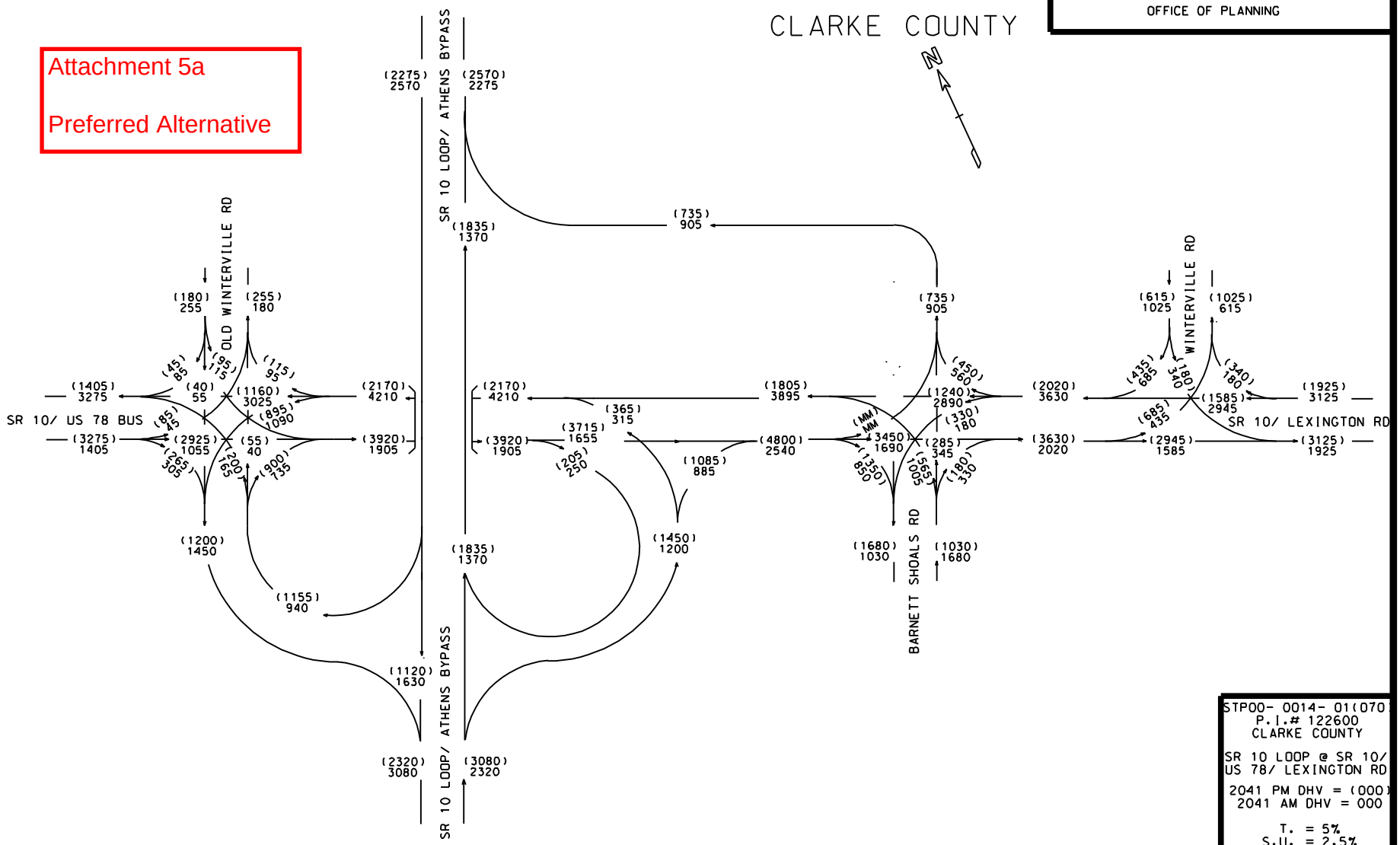
NO BUILD DHV = 3680

PAGE 2 OF 2

GEORGIA DEPARTMENT OF TRANSPORTATION
OFFICE OF PLANNING

Attachment 5a

Preferred Alternative



STP00- 0014- 01(070)
P.I.# 122600
CLARKE COUNTY

SR 10 LOOP @ SR 10/
US 78/ LEXINGTON RD

2041 PM DHV = (000)
2041 AM DHV = 000

T. = 5%
S.U. = 2.5%
COMB. 2.5%

RFN
10/12

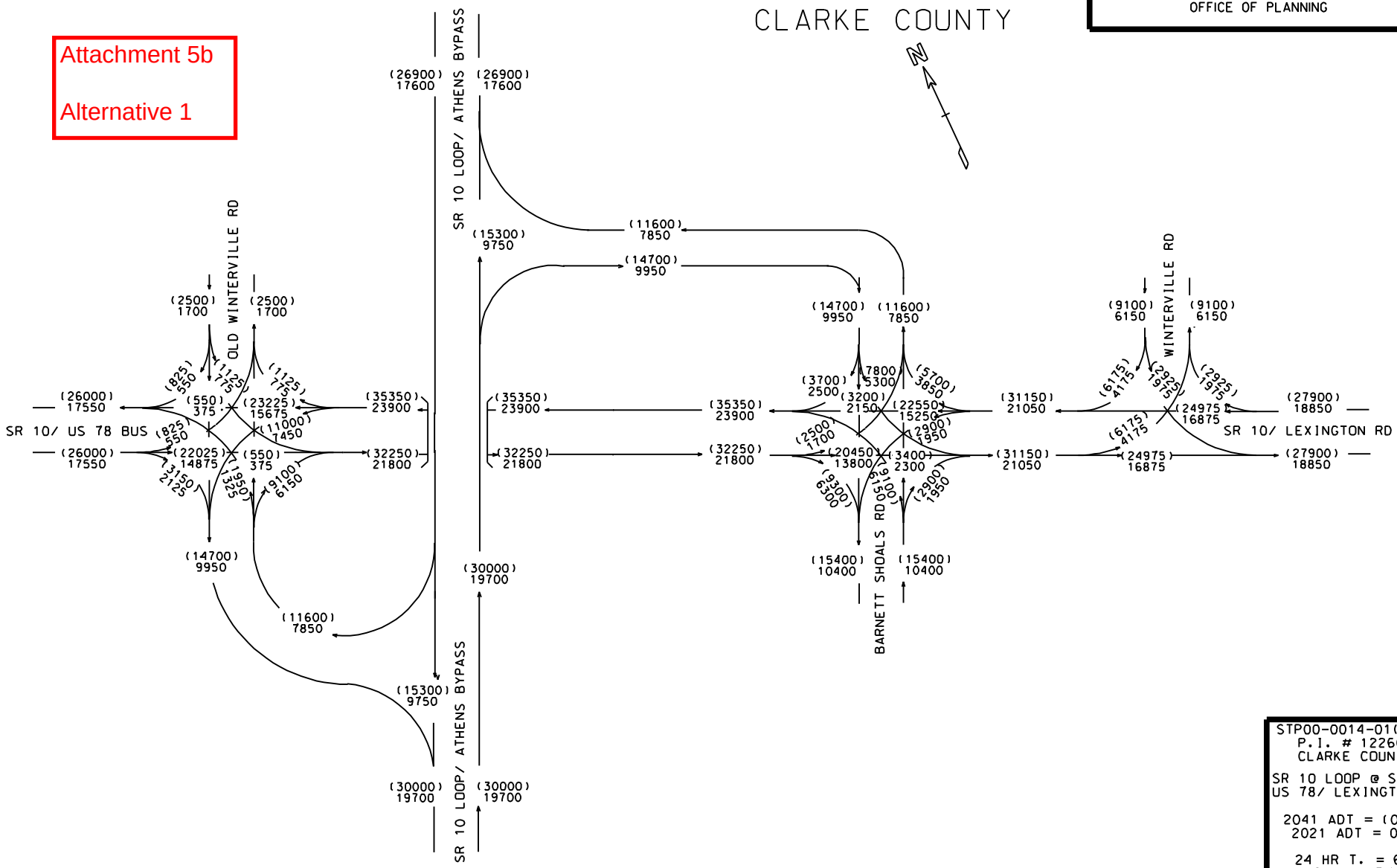
NO BUILD ADT = 46000

PAGE 1 OF 2

GEORGIA DEPARTMENT OF TRANSPORTATION
OFFICE OF PLANNING

Attachment 5b

Alternative 1



STP00-0014-01(070)
P.I. # 122600
CLARKE COUNTY

SR 10 LOOP @ SR 10/
US 78/ LEXINGTON RD

2041 ADT = (000)
2021 ADT = 000

24 HR T. = 6%
S.U. = 3%
COMB. = 3%

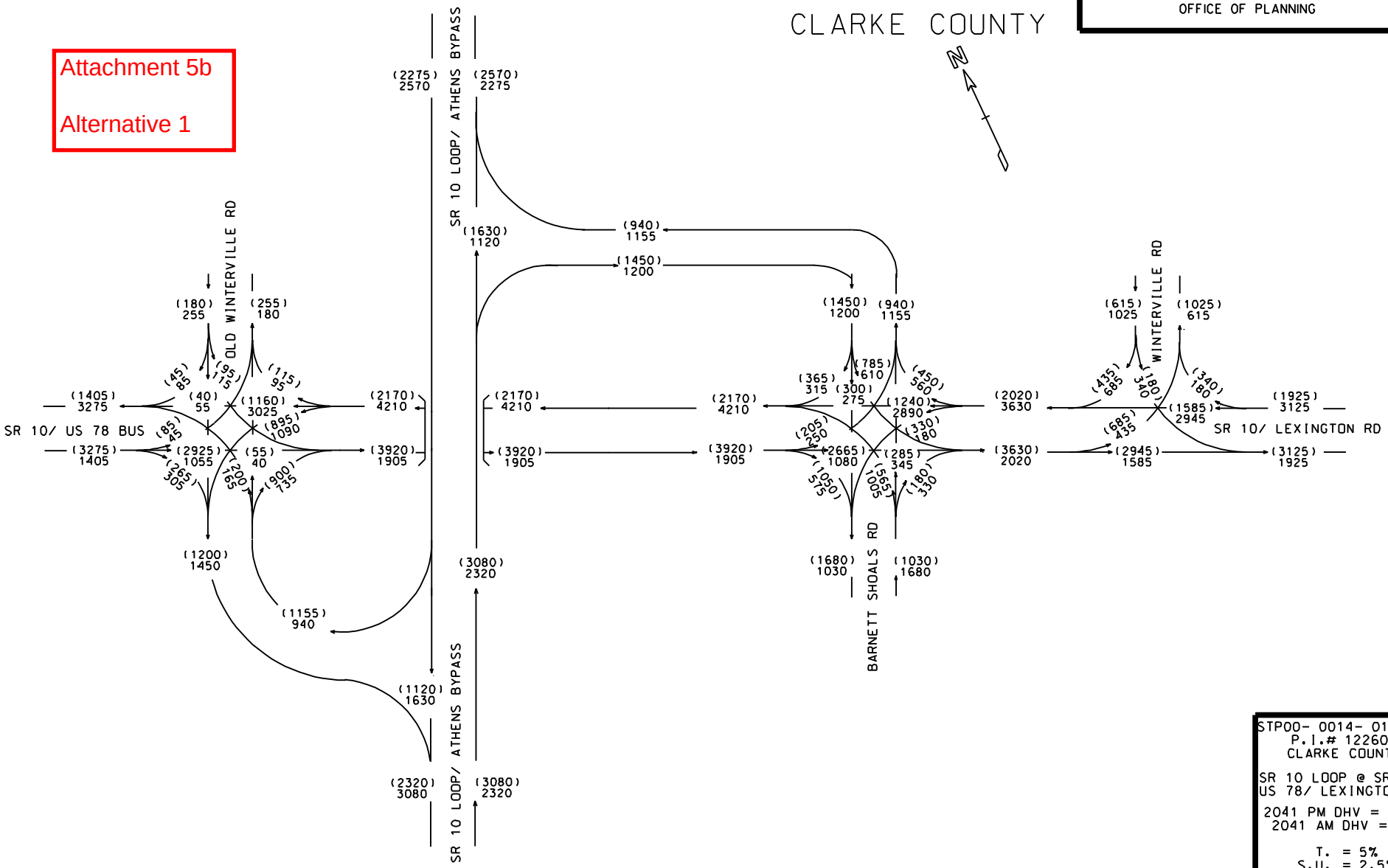
AFE
01/12

NO BUILD DHV = 3680

GEORGIA DEPARTMENT OF TRANSPORTATION
OFFICE OF PLANNING

Attachment 5b

Alternative 1



STP00- 0014- 01(070)
P.I.# 122600
CLARKE COUNTY

SR 10 LOOP @ SR 10/
US 78/ LEXINGTON RD

2041 PM DHV = (000)
2041 AM DHV = 000

T. = 5%
S.U. = 2.5%
COMB. 2.5%

AFE
01/12

SR 10 Loop @ SR 10/US 78/Lexington Rd

Capacity Analysis Summary

P.I. 122600

Two alternatives are being considered for the layout of this interchange improvement project.

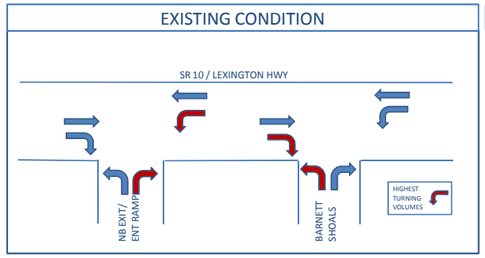
Preferred Alternative: Keeps the current two intersection layout but removes conflicting movements by adding a NB on ramp at the Barnett Shoals for the WB SR 10 vehicles.

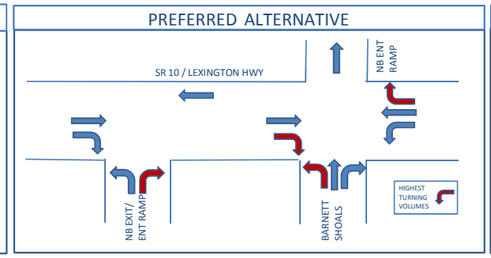
Alternative 1: Involves combining two closely spaced intersections of the SR 10 Loop Ramp and Barnett Shoals Road into one intersection.

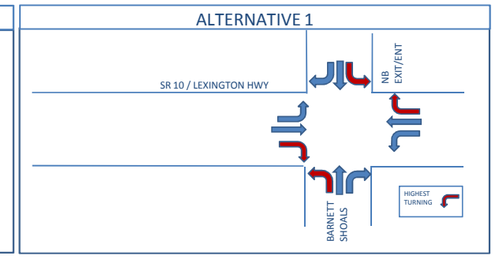
We have performed a traffic analysis of the project to compare the two layouts and the reports are attached. Please find a summary below.

	Preferred Alternative		**Alternative 1**	
	AM	PM	AM	PM
HCM Overall Control Delay	24.6s/ 103.3s	126.8s/ 79.3s	154.4s	96.3s
HCM Level of Service	C/F	F/E	F	F
Number of Movements with LOS F	3	2	9	4

The preferred alternative creates less movements with a LOS F.







HIGH VOLUME TURNING MOVEMENTS			**COMMENTS**
WB LEFT from SR 10 to NB RAMP	BECOMES WB RIGHT	BECOMES WB RIGHT	NO DIFFERENCE BETWEEN PREFERRED ALT. AND ALT. 1
EB RIGHT from SR 10 to BARNETT SHOALS	REMAINS EB RIGHT	REMAINS EB RIGHT	BOTH ALTS. ARE SIMILAR, BOTH REMOVE 20-25% OF VOLUME FROM THIS MOVEMENT. PREFERRED ALT. REMOVES VOLUME BY ADDING BYPASS RT. LANE; ALT 1 REMOVES VOLUME BY BECOMING A SB THRU. PREFERRED ALT HAS BENEFIT OF REMOVING VOLUMES FROM INTERSECTION.
NB RIGHT from EXIT RAMP to SR 10	REMAINS NB RIGHT	BECOMES SB LT/TH (75% LT / 25% TH)	PREFERRED ALT. HAS BENEFIT OF RT TURN WITH BYPASS OVER LT/TH IN ALT. 1
NB LEFT from BARNETT SHOALS to SR 10	REMAINS NB LT	REMAINS NB LT	2 ALTs. ARE SIMILAR, BUT PREFERRED ALT. HAS BENEFIT OF LT BEING UNOPPOSED
OTHER OPERATIONAL CONSIDERATIONS			
PHASING	3 PHASES (assuming WB LT to BS is permitted)	4 PHASES	PREFERRED ALT. MORE EFFICIENT BY REMOVING 1 PHASE
CYCLE LENGTH	SHORTER CYCLES LENGTH	LONGER CYCLE LENGTH	PREFERRED ALT. REDUCES DELAYS BY SHORTER CYCLE LENGTHS
OPPOSED MOVEMENTS	3 LT TURNS, ONLY 1 OPPOSED BY A THRU MOVEMENT	4 LT TURNS, ALL 4 OPPOSED BY A THRU MOVEMENT	PREFERRED ALT. HAS FEWER LTs
NUMBER OF MOVEMENTS with LOS F (AM/PM)	3 / 2	9 / 4	PREFERRED ALT. HAS FEWER MOVEMENTS WITH LOS F
OTHER CONSIDERATIONS			
CONSTRUCTION COST	SAVES APPROX. $ 2 Million	ADDITIONAL COST of APPROX. $ 2 Million	PREFERRED ALT. HAS BENEFIT OF LOWER COST
ECOLOGY/ENVIRONMENTAL	LESSER IMPACTS to STREAM (2 LANE RAMP/INT)	GREATER IMPACTS to STREAM (8 LANE RAMP/INT)	PREFERRED ALT. HAS BENEFIT OF LESSER IMPACTS
HYDRAULICS	MAY ALLOW STREAM TO "DAYLIGHT", KEEP NAT. CH.	CULVERT W/ MULT. BENDS, "BURY" a STREAM at a 90	PREFERRED ALT. HAS BENEFIT OF CLEANER DESIGN
ROW	MAY REDUCE FOOTPRINT, BUT IN AREA AQC. ANYWAY	LARGER FOOTPRINT, BUT NOT MUCH MORE ROW	LITTLE DIFFERENCE BETWEEN THE 2 ALTs.

Processed Date: [illegible]/2012

Parameters: Bridge Serial Num

Bridge Inventory Data [illegible]ting

Structure ID:059-0042-0 | **Clarke** | **SUFF. RATING:** 91.94

Location & Geography

Structure ID:	059-0042-0
200 Bridge Information:	06
*6A Feature Int:	SR 10 (US 78 BUS)
*6B Critical Bridge:	0
*7A Route No Carried:	SR00008
*7B Facility Carried:	SR8 (EBL),SR10L,US29
9 Location:	1.3 MI S OF ATHENS SQ
2 Dot District:	1
207 Year Photo:	2011
*91 Inspection Frequency:	24 Date: 03/29/2011
92A Fract Crit Insp Freq:	0 Date: 02/01/1901
92B Underwater Insp Freq:	0 Date: 02/01/1901
92C Other Spc. Insp Freq:	0 Date: 02/01/1901
* 4 Place Code:	03432
*5 Inventory Route(O/U):	1
Type:	2
Designation:	1
Number:	00029
Direction:	0
*16 Latitude:	33 56.8035 HMMS Prefix:SR
*17 Longitude:	83 -21.3553 HMMS Suffix:00 MP:4.08
98 Border Bridge:	000%Shared:00
99 ID Number:	000000000000000
*100 STRAHNET:	0
12 Base Highway Network:	1
13A LRS Inventory Route:	591042200
13B Sub Inventory Route:	0
101 parellel Structure:	R
*102 Direction of Traffic:	1
*264 Road Inventory Mile Post:	004.08
*208 Inspection Area:	1 Initials: EFP
Engineer's Initials:	kww
* Location ID No:	059-00008D-004.08E

*104 Highway System:	1
*26 Functional Classification:	12
*204 Federal Route Type:	F No: 00511
105 Federal Lands Highway:	0
*110 Truck Route:	0
2006 School Bus Route:	1
217 Benchmark Elevation:	0000.00
218 Datum:	0
*19 Bypass Length:	01
*20 Toll:	3
*21 Maintanance:	01
*22 Owner:	01
*31 Design Load:	6
37 Historical Significance:	5
205 Congressional District:	10
27 Year Constructed:	1976
106 Year Reconsrtucted:	0000
33 Bridge Medium:	1
34 Skew:	23
35 Structure Flared:	0
38 Navigation Control:	N
213 Special Steel Design:	0
267 Type of Paint:	0
*42 Type of Service On:	1
Type of Service Under:	1
214 Movable Bridge:	0
203 Type Bridge:	Z
259 Pile Encasement	3
*43 Structure Type Main:	5 02
45 No.Spans Main:	004
44 Structure Type Appr:	0 00
46 No Spans Appr:	0000
226 Bridge Curve Horz	0 Vert: 0
111 pier Protection	0
107 Deck Structure Type:	1
108 Wearing Structure Type:	6
Membrane Type:	8
Deck Protection:	8

Signs & Attachments

225 Expansion Joint Type:	02
242 Deck Drains:	0
243 Parapet Location:	0
Height:	0
Width:	0
238 Curb Height:	1
Curb Material:	1
239 Handrail	1 1
*240 Medium Barrier Rail:	0
241 Bridge Median Height:	0
* Bridge Median Width:	0
230 Guardrail Loc. Dir. Rear:	3
Fwrd:	3
Oppo. Dir. Rear:	0
Oppo. Fwrd:	0
244 Aproach Slab	3
224 Retaining Wall:	0
233Posted Speed Limit:	65
236 Warning Sign:	0.00
234 Delineator:	1.00
235 Hazzard Boards:	0
237 Utilities Gas:	00
Water:	00
Electric:	00
Telephone:	00
Sewer:	00
247 Lighting Street:	0
Navigation:	0
Aerial:	0
*248 County Continuity No.:	00

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Bridge Inventory Data Listing

Structure ID:059-0042-0

Programming Data

201 Project No:	F-002-5 (12) SPUR CT.1
202 Plans Available:	2
249 Prop Proj No:	000000000000000000000000
250 Approval Status:	0000
251 PI Number:	0000000
252 Contract Date:	02/01/1901
260 Seismic No:	00000
75 Type Work:	00 0
94 Bridge Imp: Cost:	$0
95 Roadway Imp. Cost:	0
96 Total Imp Cost:	0
76 Imp Length:	000000
97 Imp Year:	1900
114Furure ADT:	054120 Year:2027

Hydralic Data

215Waterway Data:	
High Water Elev:	0000.0 Year:1900
Flood Elev:	0000.0 Freq:00
Avg Streambed Elev:	0000.0
Drainage Area:	00000
Area of Opening:	000000
113 Scour Critical	N
216Water Depth:	00.0 Br.Height:00.0
222Slope Protection:	4
221Slope Protection	0 Fwd:0
219Fender System	0
220Dolphin:	0
223Current Cover:	000
Type:	0
No. Barrels:	0
* Width:	0.00 Height:0.00
* Length:	0 Apron:0
265 U/W Insp. Area	0 Diver:ZZZ
Location ID No:	059-00008D-004.08E

Measurements:

*29ADT	036080 Year:2007
109%Trucks:	0
* 28 Lanes On:	03 Under:04
210 No. Tracks On:	00 Under:00
* 48 Max. Span Length	0067
* 49 Structure Length:	226
51 Br. Rwdy. Width	56.70
52 Deck Width:	60.10
* 47 Tot. Horiz. Cl:	57
50 Curb / Sidewalk Width	0.50 / 0.50
32 Approach Rdwy. Width	032
*229 Shoulder Width:	
Rear Lt:	4.00 Type:2 Rt:5.50
Fwd. Lt:	4.00 Type:2 Rt:5.50
Permanent Width:	
Rear:	23.00 Type:2
	23.00 Type:2
Intersection Rear:	1 Fwd: 0
36Safety Features Br. Rail:	2
Transition:	2
App. G. Rail:	2
App. Rail End:	2
53 Minimum Cl. Over:	99' 99"
Under:	
*228 Minimum Vertical Cl	
Act. Odm Dir::	99' 99"
Oppo. Dir:	99' 99"
Posted Odm. Dir:	00' 00"
Oppo. Dir:	00' 00"
55 Lateral Undercl. Rt:	H 6 6
56 Lateral Undercl. Lt:	3.30
*10 Max Min Vert Cl:	99' 99" Dir:0
39 Nav Vert Cl:	000 Horiz:0000
116 Nav Vert Cl Closed:	000
245 Deck Thickness Main	8.00
Deck Thick Approach:	0.00
246 Overlay Thickness:	2.00
212 Year Last Painted:	Sup:0000Sub:0000

65 Inventory Rating Mathod:	2
63 Operating Rating Method:	2
66 Inventory Type:	2 Rating: 35
64 Operating Type:	2 Rating: 35
231Calculated Loads:	
H-Modified:	20 0
HS-Modified:	25 0
Type 3:	28 0
Type 3s2:	40 0
Timber:	36 0
Piggyback:	40 0
261 H Inventory Rating:	22
262 H Operating Rating	47
67 Structural Evaluation:	6
58 Deck Condition:	6
59 Superstructure Condition:	7
* 227 Collision Damage:	0
60A Substructure Condition:	6
60B Scour Condition:	N
60C Underwater Condition	N
71 Waterway Adequacy:	N
61 Channel Protection Cond.:	N
68 Deck Geometry:	9
69 UnderClr. Horz/Vert:	4
72 Appr. Alignment:	8
62 Culvert:	N

Posting Data

70 Bridge Posting Required	5
41 Struct Open, Posted, CL:	A
* 103 Temporary Structure:	0
232 Posted Loads	
H-Modified:	00
HS-Modified:	00
Type 3:	00
Type 3s2:	00
Timber:	00
Piggyback	00
253 Notification Date:	02/01/1901
258 Fed Notify Date:	2/1/1901 12:00:00AM

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Proc... Date:2/4/2012

Parameters: Bridge Serial Num

Bridge Inventory Data Listing

Structure ID:059-0043-0 **Clarke** **SUFF. RATING:** 91.94

Location & Geography

Structure ID:	059-0043-0
200 Bridge Information:	06-
*6A Feature Int:	SR 10 (US 78 BUS)
*6B Critical Bridge:	0
*7A Route No Carried:	SR00008
*7B Facility Carried:	SR8 (WBL),SR10L,US29
9 Location:	1.3 MI S OF ATHENS SQ
2 Dot District:	1
207 Year Photo:	2011
*91 Inspection Frequency:	24 Date: 03/29/2011
92A Fract Crit Insp Freq:	0 Date: 02/01/1901
92B Underwater Insp Freq:	0 Date: 02/01/1901
92C Other Spc. Insp Freq:	0 Date: 02/01/1901
* 4 Place Code:	03432
*5 Inventory Route(O/U):	1
Type:	2
Designation:	1
Number:	00029
Direction:	0
*16 Latitude:	33 56.8082 HMMS Prefix:SR
*17 Longtitude:	83 -21.3728 HMMS Suffix:00 MP:4.09
98 Border Bridge:	000%Shared:00
99 ID Number:	000000000000000
*100 STRAHNET:	0
12 Base Highway Network:	1
13A LRS Inventory Route:	591042200
13B Sub Inventory Route:	0
101 parellel Structure:	L
*102 Direction of Traffic:	1
*264 Road Inventory Mile Post:	004.09
*208 Inspection Area:	1 Initials: EFP
Engineer's Initials:	kww
* Location ID No:	059-00008D-004.09E

*104 Highway System:	1
*26 Functional Classification:	12
*204 Federal Route Type:	F No: 00511
105 Federal Lands Highway:	0
*110 Truck Route:	0
2006 School Bus Route:	1
217 Benchmark Elevation:	0671.88
218 Datum:	1
*19 Bypass Length:	01
*20 Toll:	3
*21 Maintanance:	01
*22 Owner:	01
*31 Design Load:	6
37 Historical Significance:	5
205 Congressional District:	10
27 Year Constructed:	1976
106 Year Reconsrtucted:	0000
33 Bridge Medium:	1
34 Skew:	23
35 Structure Flared:	0
38 Navigation Control:	N
213 Special Steel Design:	0
267 Type of Paint:	0
*42 Type of Service On:	1
Type of Service Under:	1
214 Movable Bridge:	0
203 Type Bridge:	Z
259 Pile Encasement	3
*43 Structure Type Main:	5 02
45 No.Spans Main:	004
44 Structure Type Appr:	0 00
46 No Spans Appr:	0000
226 Bridge Curve Horz	0 Vert: 0
111 pier Protection	0
107 Deck Structure Type:	1
108 Wearing Structure Type:	6
Membrane Type:	8
Deck Protection:	8

Signs & Attachments

225 Expansion Joint Type:	02
242 Deck Drains:	0
243 Parapet Location:	0
Height:	0
Width:	0
238 Curb Height:	1
Curb Material:	1
239 Handrail	1 1
*240 Medium Barrier Rail:	0
241 Bridge Median Height:	0
* Bridge Median Width:	0
230 Guardrail Loc. Dir. Rear:	3
Fwrd:	3
Oppo. Dir. Rear:	0
Oppo. Fwrd:	0
244 Aproach Slab	3
224 Retaining Wall:	0
233Posted Speed Limit:	65
236 Warning Sign:	0.00
234 Delineator:	1.00
235 Hazzard Boards:	0
237 Utilities Gas:	00
Water:	00
Electric:	00
Telephone:	00
Sewer:	00
247 Lighting Street:	0
Navigation:	0
Aerial:	0
*248 County Continuity No.:	00

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Bridge Inventory Data Listing

Structure ID: 059-0043-0

Programming Data

201 Project No:	F-002-5 (12) SPUR CT.1
202 Plans Available:	2
249 Prop Proj No:	0000000000000000000000000
250 Approval Status:	0000
251 PI Number:	0000000
252 Contract Date:	02/01/1901
260 Seismic No:	00000
75 Type Work:	00 0
94 Bridge Imp: Cost:	$0
95 Roadway Imp. Cost:	0
96 Total Imp Cost:	0
76 Imp Length:	000000
97 Imp Year:	1900
114Furure ADT:	054120 Year:2027

Hydralic Data

215Waterway Data:	
High Water Elev:	0000.0 Year:1900
Flood Elev:	0000.0 Freq:00
Avg Streambed Elev:	0000.0
Drainage Area:	00000
Area of Opening:	000000
113 Scour Critical	N
216Water Depth:	00.0 Br.Height:00.0
222Slope Protection:	4
221Slope Protection	0 Fwd:0
219Fender System	0
220Dolphin:	0
223Current Cover:	000
Type:	0
No. Barrels:	0
* Width:	0.00 Height:0.00
* Length:	0 Apron:0
265 U/W Insp. Area	0 Diver:ZZZ
Location ID No:	059-00008D-004.09E

Measurements:

*29ADT	036080 Year:2007
109%Trucks:	0
* 28 Lanes On:	02 Under:04
210 No. Tracks On:	00 Under:00
* 48 Max. Span Length	0063
* 49 Structure Length:	187
51 Br. Rwdy. Width	48.90
52 Deck Width:	52.50
* 47 Tot. Horiz. Cl:	49
50 Curb / Sidewalk Width	0.50 / 0.50
32 Approach Rdwy. Width	032
*229 Shoulder Width:	
Rear Lt:	4.00 Type:2 Rt:5.50
Fwd. Lt:	4.00 Type:2 Rt:5.50
Permanent Width:	
Rear:	23.00 Type:2
	23.00 Type:2
Intersection Rear:	1 Fwd: 0
36Safety Features Br. Rail:	2
Transition:	2
App. G. Rail:	2
App. Rail End:	2
53 Minimum Cl. Over:	99' 99"
Under:	
*228 Minimum Vertical Cl	
Act. Odm Dir::	99' 99"
Oppo. Dir:	99' 99"
Posted Odm. Dir:	00' 00"
Oppo. Dir:	00' 00"
55 Lateral Undercl. Rt:	H 8 8
56 Lateral Undercl. Lt:	4.90
*10 Max Min Vert Cl:	99' 99" Dir:0
39 Nav Vert Cl:	000 Horiz:0000
116 Nav Vert Cl Closed:	000
245 Deck Thickness Main	8.00
Deck Thick Approach:	0.00
246 Overlay Thickness:	2.00
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HS-Modified:	00
Type 3:	00
Type 3s2:	00
Timber:	00
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253 Notification Date:	02/01/1901
258 Fed Notify Date:	2/1/1901 12:00:00AM

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DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE Highway Safety Manual Coordination Review **OFFICE** Roadway Design

DATE September 21, 2012

FROM Erik Rohde, Robert Elam, Sonya Sykes (HSM SME's)

TO Dwayne Wilson, Sam Woods

SUBJECT **PI 122660 / Clark County Concept Report HSM Review**

A review of the above subject Revised Concept Report was performed by the HSM SME's. The Highway Safety Manual (HSM) was referenced for applicable Safety Performance Function (SPF) and Crash Modification Factor (CMF) analysis requirements for submission with this Revised Concept Report. Please see below for the paragraph we recommend be included in your submission. Please let us know if there are any other questions or concerns.

Information to be included in the Concept Report:

Concept for an Interchange Reconstruction (Addition of Ramps, Auxiliary Lanes, and Intersection Improvements)

The Highway Safety Manual (HSM) has been referenced for the availability of Predictive Method analyses using a Safety Performance Function (SPF) with associated Crash Modification Factor(s) (CMF). The concept for US 78/SR 10/ Lexington Road would be classified by the HSM as an Urban Arterial. However the HSM Predicted Method for Urban Arterials does not allow for 6-travel lane sections thus no Predictive Method Analysis is available. Also the HSM does not provide a Predictive Method Analysis for any type of interchange.

Initial Concept Team Meeting Minutes

BY: Dwayne Wilson, DE II, Roadway Design

DATE: March 2, 2012, 10:00 am, District 1 Office, Gainesville, GA

SUBJECT: SR 10 Loop at US 78/Lexington Road, Clarke County, PI 122600, ICTM

ATTENDEES:

Name	Organization	Phone Number	Email Address
Douglas Fadool	GDOT Program Delivery	404-308-1353	dfadool@dot.ga.gov
David Clark	ACC Tran & Public Works	706-613-3440	david.clark@athensclarkecounty.com
Derek Doster	ACC Splost	706-613-3025	derek.doster@athensclarkecounty.com
Mel Cochran	ACC Greenways	706-613-3801	melinda.cochran@athensclarkecounty.com
Jay Kirby	Charter	706-424-6801	James.kirby@chartercom.com
Galen Davis	Georgia Power	404-989-5876	gdavis@southenco.com
Jason Dykes	GDOT District Utilities	770-532-5510	jdykes@dot.ga.gov
Brent Cook	GDOT District Traffic Ops	770-532-5563	bcook@dot.ga.gov
Shannon Giles	GDOT District Utilities	770-532-5510	sgiles@dot.ga.gov
Carol Cochran	GDOT District Construction	770-718-5024	ccochran@dot.ga.gov
Bayne Smith	District Engineer-D1	770-532-5527	bsmith@dot.ga.gov
Don Grantham	GDOT Board Member- Dist 10	706-758-7786	dgrantham@dot.ga.gov
Harold D. Mull	GDOT-Assistant District Constr. Eng	770-532-5519	hmull@dot.ga.gov
Robert Mahoney	GDOT-District Preconstruction Eng	770-532-5520	rmahoney@dot.ga.gov
Anietie Bassey	GDOT- Planning	404-631-1795	abassey@dot.ga.gov
Dwayne Wilson	GDOT-Roadway	404-631-1720	dwilson@dot.ga.gov
Sam Woods	GDOT -Roadway Group Leader	404-631-1628	swoods@dot.ga.gov

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- Mr. Douglas Fadool opened the meeting by introducing himself and we went around the room, with every person stating their name and their position/relationship to the project.
- Mr. Fadool discussed the purpose of the meeting and then turned it over to Mr. Sam Woods.

- Mr. Sam Woods gave an overview of the preliminary project layout used at the ICTM. He advised that the layout was previously developed and that Roadway Design has been working on information geared towards validating the concept (Traffic analysis, Design Criteria and etc) but has not refined the project layout for this meeting.
    - Mr. Mahoney inquired about the radius that will be used on the loop, stating this may be the greatest geometric design challenge. Mr. Woods stated that Roadway Design would try to meet a 35 mph design speed.
    - Park and Ride layout and tie-in to the loop ramp was clarified by Mr. Doster.
    - Representative from Athens-Clarke County also advised about another proposed Park and Ride Lot in the NW quadrant of the interchange. Rep. also advised that

a Pedestrian Bridge is planned in conjunction with the Park and Ride lot, but they are not currently funded.
    - Several participants spoke about the Greenway space and the proposed bike lanes. The County expressed the desire to minimize the bike lane distance along Lexington Road due to its high volume. The County suggested their preferred connection to the greenway space (rail to trail) would be on the east side of the proposed SR 10 Loop/Northbound ramp and be physically separate from traffic. The County expressed reservations about a connection through Winterville Road due to the high truck volume to and from the nearby quarry.
    - Mr. Mull suggested that a Box Culvert be considered instead of a bridge for the Northbound on ramp over the railroad bed.

- Mr. Sam Woods then gave an overview of all sections of the draft concept report.
    - Mr. Fadool advised that this project is full oversight.
    - Mr. Mahoney advised that an IMR would not be needed after Mr. Woods inquired further about the full oversight designation.
    - Advised to add rails to trails information to bike route description. (Located under subheading: Is this project on a designated bike route).
    - Mr. Doster advised that the rail to trail area is on SPLOST and funds have been earmarked. He also advised that the Railroad bed was deemed historic on another project and we should keep that in mind for our history report.
    - Representatives of Athens-Clarke County advised to change our response to "yes" under: "Is this project located on a pedestrian plan subheading".
    - Representatives of Athens-Clarke county expressed desire to keep 40 mph posted speed limit. Mr. Woods stated the design speed will remain at 45 mph.
    - The minimum design vehicle is a WB-40, we were asked to increase the proposed design to a WB-67 if possible.
    - Mr. Dykes stated this project is expected to be low risk regarding the Public Interest Determination Policy and Procedure, but they will go through the process.
    - Representatives of Athens-Clarke County advised to add Greenway space projects (Rails to Trail and Pedestrian Project) to the other related projects.
    - Mr. Mahoney suggested adding the University of Georgia and Oglethorpe County as major stakeholders to the project.
    - Several members spoke about the funding for the project based on the probability of having to build a new bridge.

- Mr. Fadool then addressed each participant for input after Mr. Woods completed the review of the draft concept.
    - Mr. David Clark reiterated the need to have access to the rails to trails and the possibility of having access by the ramp.
    - Utility representatives from Charter and Georgia Power pointed out that they had a lot of structures on the Southside of the project. Mr. Kirby advised that Charter is on Georgia Power's poles.
    - Mr. Cook voiced the idea of utilizing the northbound existing exit ramp to free flow directly to Barnett shoals or even tie-in to the side street directly. The exit would be signed directly for Barnett Shoals from the ramp and would remove a significant volume from passing through the proposed intersection of SR 10/Lexington Road with Barnett Shoals/SR 10 Ramps. Roadway Design agreed this was a good approach and will investigate this option.

    - Mr. Harold Mull advised us to add the Olympic Peter Interchange to the other project in the area description.

- Mr. Fadool then went over the project schedule and adjourned the meeting after no one had any additional comments.

Action Items:

- Mr. Mahoney to provide PI# for the related projects in the area.
- Athens-Clarke County to provide additional information for their Greenway master-plan.

cc: All Attendees

Concept Team Meeting Minutes

BY: Dwayne Wilson, DE II, Roadway Design

DATE: October 4, 2012, 10:00 am, District 1 Office, Gainesville, GA

SUBJECT: SR 10 Loop at US 78/Lexington Road, Clarke County, PI 122600, CTM

ATTENDEES:

Name	Organization	Phone Number	Email Address
Douglas Fadool	GDOT Program Delivery	404-308-1353	dfadool@dot.ga.gov
Derek Doster	ACC Splost	706-613-3025	derek.doster@athensclarkecounty.com
Mel Cochran	ACC Greenways	706-613-3801	melinda.cochran@athensclarkecounty.com
Jay Kirby	Charter	706-424-6801	James.kirby@chartercom.com
Dwayne Wilson	GDOT-Roadway	404-631-1720	dwilson@dot.ga.gov
Sam Woods	GDOT -Roadway Group Leader	404-631-1628	swoods@dot.ga.gov
Ken Werho	GDOT-T.O. TMC	404-635-2859	kwerho@dot.ga.gov
Kevin Dewitt	GDOT-D1-A6	706-583-2644	kdewitt@dot.ga.gov
Edward Focht	ACC P.U.D.	706-613-3490	Edward.focht@athensclarkecounty.com
Tiffany Robinson	GDOT-Engineering Services	404-631-1653	Tirobinson@dot.ga.gov
Emma Mejia	GDOT-Planning	404-631-1775	emejia@dot.ga.gov
Derek Lindsay	GDOT-Eng. Services	404-631-1765	Dlindsay@dot.ga.gov
Steve Decker	ACC Traffic Management	706-613-3460	Steve.decker@athensclarkecounty.com
Dana Garrison	GDOT-Area Engineer	706-583-2644	Dagarrison@dot.ga.gov
Andy White	Charter Utility	706-424-6801	Andy.white@chartercom.com
Kim Coley	GDOT-D1 Plans & Program	770-532-5530	kcoley@dot.ga.gov
Lisa Deaton	GDOT- D1 Environmentalist	770-532-5582	ldeaton@dot.ga.gov
Scott Zehngraff	GDOT- D1 Traffic Operations	770-532-5533	szehngraff@dot.ga.gov

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- Mr. Douglas Fadool opened the meeting by introducing himself. Everyone in the room also gave their name and their position/relationship to the project.
- Mr. Fadool gave a quick overview of the project and Mr. Sam Woods then presented the project layout to the meeting attendees. Sam mentioned there was one significant difference from the layout presented at the Initial Concept Team Meeting (ICTM):
  - The ICTM layout proposed removing the existing SR 10 Loop northbound entrance and exit ramps, and constructing new, separate, northbound exit and entrance ramps. The new exit ramp would include a new bridge over US 78/SR 10/Lexington Road, and loop around to form a new intersection at the location of the existing US 78/SR 10/Lexington Road and Barnett Shoals intersection. At this same intersection, a new northbound on-ramp was proposed.
  - The new layout presented at the Concept Team Meeting (CTM) on 10-4-12 proposes retaining the existing SR 10 Loop northbound entrance and exit ramps, and constructing a new northbound entrance ramp at the location of the existing US 78/SR 10 Lexington Road and Barnett Shoals intersection. This new preferred alternate retains the two closely spaced intersections, but removes some high volumes from the intersections, operates with similar capacity to the ICTM layout, has less environmental impacts, and is expected to save approximately $2 million in construction costs.

- Sam went through the project layout from west to east, discussing the movements and improvements at each intersection along with some of the design challenges expected. Sam noted the location of the stream crossing the project, the park and ride lot, the proposed Rails to Trails project, and other items to accommodate in the design of this project. Sam mentioned the intent to make a connection from SR 10 to the Rails to Trails project in the area of the new northbound on ramp. The ramp would span over the Rails to Trails project, likely with a bottomless culvert.
- Ken Werho asked about traffic counts on Bailey Street and if the intersection with Barnett Shoals would be a right in and right out configuration. Steve Decker responded that Bailey Street has very low volume and no additional access to Barnett Shoals Road. The lane configuration of this intersection will be examined in preliminary design.
- Ed Focht pointed out there were newly lined 10" gravity sewer lines in the area of the project, basically following the alignment of the stream that crosses the project. The line is located approximately half way between Barnett Shoals Road and the stream. It was also mentioned that existing water lines are present under SR 10.
- Ken also mentioned updating the cost estimate to reflect all the traffic signals and to contact Mel Burns for updating of the signals. Ken mentioned that Peachtree City Development Center had guidelines on how to construct the bottomless culvert over the Historic Rail bed for bike riders accessing the rail to trails.

- Mr. Woods then presented the Concept Report.
  - Mr. Doster inquired about the 4' bike lanes on the typical section and Mr. Decker confirmed that ACC has 5' bike lane as Standard but 4' bike lanes as the minimum.
  - Ms. Deaton briefly covered the environmental portion of the concept and elaborated a little on the 404 potential impacts based off of the information from previous studies in the area.
  - Ken inquired about the rails to trails area remaining a historic property despite the proposed improvements and the purchasing agreements and Ms. Deaton advised that the property will remain historic.
  - Mr. Doster added that the rails to trails area has not been purchased as of yet and the process is still underway. The scheduled Let date was also asked for our schedule. Mr. Fadool responded that the scheduled Let date is August, 2016.
  - Sam highlighted that this project is a good candidate for lighting.
    - Mr. Fadool inquired to Mr. Doster if lighting power and maintenance costs were something that ACC would agree to.
    - Mr. Doster deferred the question to Mr. Decker who advised that they would support solar lighting, but do not have the budgetary means to pay for conventional lighting.
    - It was agreed that a lighting agreement will be drafted up after further collaboration with our lighting Department (Brad Ehrman's team) and ACC.
  - Scott Zehngraff suggested giving more storage length for the eastbound right turn lane from SR 10 to the SR 10 Loop northbound. Scott also recommended the lane configuration for Old Winterville Road to be a dedicated left turn and shared thru/right.
- Mr. Fadool then transitioned into the review of the schedule. He advised that we are four to six weeks behind and the explanation for the setback (analyzing the traffic and the models for the new preferred alternative) and stated that the time could be made up during Preliminary design.
- Updates for the Park and Ride and Rails to Trails were also briefly covered. Mr. Doster said the Park and Ride project is on schedule and should be completed by the end of the year. Mr. Doster said The Rails to Trails is still an ongoing process for the land purchase and will look into moving this process forward.

- Mr. Fadool then opened up the floor for general discussion/questions and answers.
    - Ken asked about the distance to the next northbound interchange/intersection.
        - As the SR 10 Loop continues north, it goes under the Nellie B. Ave bridge (no interchange), then continues to an at-grade intersection with Olympic Dr.
        - The intersection of the SR 10 Loop and Olympic Dr. is approximately 1.4 miles north of the SR 10/SR 10 Loop interchange, and is expected to be about 1.0 mile north of the proposed northbound entrance ramp tie in to the SR 10 Loop.
    - Ed reiterated location of sewer line and said the sewer line was just upgraded at a cost of $100/ft.
    - Derek Doster requested that coordination occur between ACC's and GDOT's survey crews if possible. ACC's survey team has another overlapping project in the area.
    - Kevin Dewitt stated prior to the meeting that GDOT has a Maintenance overlay project that runs through the 122600 project limits. Doug Fadool to follow up.

Action Items:

- Update the Cost Estimate and Finalize the Concept report
- Coordinate Lighting agreement

cc: All Attendees

Meeting Minutes

BY: Douglas Fadool DF

DATE: August 22, 2012, (Date of Meeting 8-16-12, 1:30 pm)

SUBJECT: SR 10 Loop at US 78/Lexington Road, Clarke County, PI 122600, Capacity Analysis - Review of Alternatives

ATTENDEES:

Name	Organization	Phone Number	Email Address
Douglas Fadool	GDOT Program Delivery	404-308-1353	dfadool@dot.ga.gov
David Clark	ACC Tran & Public Works	706-613-3440	david.clark@athensclarkecounty.com
Mark Coyne	ACC Tran & Public Works	706-613-3460	Mark.coyne@athensclarkecounty.com
Steve Decker	ACC Tran & Public Works	706-613-3460	Steve.decker@athensclarkecounty.com
Tiffany Robinson	GDOT-Design Policy and Support	404-631-1653	tirobinson@dot.ga.gov
Eric Wagner	ACC Tran & Public Works	706-613-3460	Eric.wagner@athensclarkecounty.com
George Spearing	ACC Tran & Public Works	706-613-3460	George.spearing@athensclarkecounty.com
Dwayne Wilson	GDOT-Roadway Lead Designer	404-631-1720	dwilson@dot.ga.gov
Sam Woods	GDOT -Roadway Group Leader	404-631-1628	swoods@dot.ga.gov

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- Meeting opened with everyone introducing themselves.
- The purpose of the meeting was to review Synchro Traffic Simulations and Alternatives A, B, & B-2. Steve gave a brief overview of what his team accomplished.
    - Mark played existing video of the intersection leading to the Northbound entrance and exit ramp.
    - Problem today identified: left turn from Lexington Road westbound to SR 10 Loop northbound entrance ramp backs up across Barnett Shoals Road at certain times of the day due to the short left turn storage lane. A significant amount of signal time is given to this move to prevent the backup.
    - It was brought up that the traffic signals are all coordinated and majority of existing signals has fiber optics.
    - It was noted that the existing Lexington Eastbound right to the Northbound loop entrance works well.
    - Athens Clarke team analyzed existing traffic with a 10% increase with a hybrid solution of GDOT alternatives called alternate B2. Alternate aligned the slip ramp with Barnett Shoals.
    - Athens Clarke County preferred Alternate "B-2, with the ramp to SR 10 northbound intersection at Barnett Shoals Road" over Alternate "A" and Alternate "B".

- The two signalized intersections (Lexington @ Barnett Shoals & Lexington @ NB ramps) will remain in place for Alternate B-2. These traffic signals run off of one controller, essentially operating as one signal.
- The Alternate B-2 will need to be evaluated with proposed design year and build year traffic by GDOT.
- The current priority of movements for signal timing is as follows:
  - 1st – clear the NB loop exit ramp, which can back up all the way to the loop
  - 2nd – clear LT turning vehicles from Lexington WB onto NB loop entrance ramp
  - 3rd – coordination of signals along Lexington (Barnett Shoals suffers)
- Athens Clarke County is to send Doug the traffic simulations for Alternate "B-2" and Alternate A.
- Athens Clarke County to perform traffic counts during the week of 8-27 and submit to Doug by 8-31-12.
- We all discussed a Concept Team Meeting date and agreed on early October. Doug planning on sending out Concept Team Meeting invitation letters on September 4th or 5th for a meeting on October 3th or 4th.

- Meeting ended with a quick overview of the ACC Traffic Management System.

Action Items:

- Traffic counts to be performed by ACC – will counts include AM and PM peak?
  - In addition to normal counts, certain existing data/patterns will be very helpful in analyzing the build scenarios:
    - Of the vehicles coming off the loop NB exit ramp and taking a right onto Lexington Road EB, what percentage of those vehicles then turn right onto Barnett Shoals, and what percentage (rest) then continue EB on Lexington.
    - Of the vehicles turning left onto the loop NB entrance ramp, what percentage of those vehicles come from Barnett Shoals, and what percentage (rest) come of Lexington Road.
    - Do the splits for the above 2 movements vary from AM to PM?
- GDOT to review the Synchro files from ACC Traffic Transportation team
- GDOT to analyze Design Year Traffic Data on the B2 alternative
- GDOT to update Concept Report to reflect Alternative B2

cc: All Attendees