

ORIGINAL TO GENERAL FILES

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

OFFICE OF DESIGN POLICY & SUPPORT INTERDEPARTMENTAL CORRESPONDENCE

FILE P.I. #132660 **OFFICE** Design Policy & Support
STP00-0014-01(069)
GDOT Districts 1 & 2 (Gainesville & Tennille)
Clarke/Oglethorpe Counties **DATE** February 6, 2012
SR 10/US 78 Improvements

FROM  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:

Genetha Rice-Singleton, Program Control Administrator
Bobby Hilliard, State Program Delivery Engineer
Cindy VanDyke, State Transportation Planning Administrator
Angela Robinson, Financial Management Administrator
Glenn Bowman, State Environmental Administrator
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Ken Thompson, Statewide Location Bureau Chief
Michael Henry, Systems & Classification Branch Chief
Kenny Whitworth, Acting District Engineer(Gainesville)
Jimmy Smith, District Engineer(Tennille)
Robert Mahoney, District Preconstruction Engineer(Gainesville)
Jaime Lindsey, Acting District Preconstruction Engineer(Tennille)
Allen Ferguson, District Utilities Engineer(Gainesville)
Lynn Bean, District Utilities Engineer(Tennille)
Peter Emmanuel, Project Manager
Rodney Barry, Federal Highway Administration
BOARD MEMBER - 10th Congressional District

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
REVISED PROJECT CONCEPT REPORT

Project Number: STP00-0014-01(069)
County: Clarke/Oglethorpe Counties
P. I. Number: 132660
Federal Route Number: US 78
State Route Number: SR 10

Revised concept for Widening and Reconstruction of SR10/US78 from Whit Davis Rd in Clarke County to Smokey Rd in Oglethorpe County to incorporate VE recommendations of an 11' lane, 32' median and 4' paved outside shoulder

Submitted for approval:

DATE 7/19/11


Jerry L. Brooks, P.E. Kimley-Horn and Associates
Design Consultant Name and Firm Name

DATE 5/31/11

 *
Office Head

DATE 5/31/11

 *
Project Manager

Recommendation for approval:

DATE 6/8/11

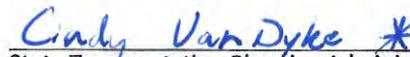
 *
State Environmental Administrator

DATE _____

N/A
State Bridge Design Engineer

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).

DATE 6/10/11

 *
State Transportation Planning Administrator

* Signatures on file. KKF

Need and Purpose: The original statement of Need and Purpose is included in the concept report approved May 10, 2010 and is attached to this report. The background section below is an excerpt from that Need and Purpose which is revised to reflect current design.

Background: Project STP00-0014-01(069) consists of the widening and improvement as well as the relocation of SR10/US 78 from east of Whit Davis Road (CR 166) in Clarke County to east of Smokey Road (CR 26) in Oglethorpe County. The proposed project has a total approximate length of 7.9 miles. The proposed project would widen the existing two to four lane roadway to four 12 foot through lanes with a 14 foot two way left turn lane and 16 foot urban shoulders with curb and gutter and a 5 foot sidewalk on each side to a point approximately 0.5 miles west of Robert Hardeman Road. From there to the end of the project, the proposed widening/relocation would consist of four through lanes (1-11 foot inside lane and 1-12 foot outside lane in each direction) with a 32 foot depressed grassed median and a 10 foot outside shoulder (4 foot paved) on each side. In the segment between Walter Sams Road and Arnoldsville Road, US 78 will be constructed on a new alignment as a bypass of the existing US 78.

US 78 is functionally classified as an urban principal arterial in Clarke County and a rural principal arterial in Oglethorpe County. The project corridor is primarily rural residential along the existing US 78 roadway and undeveloped pasture and wooded areas throughout the proposed new location corridor. Commercial areas exist at the beginning and end of the project.

Project Location: The project follows US 78/SR 10 in Clarke County from just east of Whit Davis Road to Walter Sams Road. From there it goes to the north on new location into Oglethorpe County and reconnects to US 78/SR 10 near Arnoldsville Road. The project continues along US 78/SR 10 to just east of Smokey Road/CR26 in Oglethorpe County. The total project length is 7.9 miles.

Description of Approved Concept Dated August 10, 2000: This project is the widening and reconstruction of SR 10/US 78 from Whit Davis Road/CR 166 in Clarke County to Smokey Road/CR 26 in Oglethorpe County. The existing roadway consists of two, 12' lanes with variable width rural shoulders on 60'- 100' of existing right-of-way. The project corridor is primarily rural residential with commercial areas at the project termini. The eastern terminus of this project ties into project STP00-0014-01(067) Oglethorpe, the proposed Crawford/Lexington Bypass. The base year traffic (2006) along this section of SR 10/US 78 is 14,850 VPD. The 20 year (2026) or design year projected volume is 26,850 VPD. The posted speed and the design speed are 55 MPH. Without the proposed improvements, this corridor will operate at Level of Service (LOS) "F". Widening SR 20/US 78 will improve operating conditions to LOS "B".

The proposed construction will provide two, 12' lanes in each direction separated by a 44' depressed grassed median with rural shoulders (10' outside with 6' paved and 6' inside with 2' paved) on 200' minimum proposed right-of-way. This project will construct a parallel bridge over Moss Creek and extend concrete box culverts at Shoal Creek, Big Creek, and Big Creek Tributary. The existing bridge over Moss Creek will be widened under project BHF-014-1(67) Oglethorpe County. Traffic will be maintained during construction.

Environmental concerns include requiring a COE 404 Permit; and Environmental Assessment will be prepared; six (6) possible UST sites impacted; fourteen (14) possible hazardous waste sites impacted; a public hearing will be held; time saving procedures are not appropriate.

Description of Approved Revised Concept Dated May 10, 2010: From the beginning of the project to approximately 0.5 miles west of Robert Hardeman Road, an urban section will be used. This will consist of a 14-foot center turn lanes, 2 12-foot travel lanes in each direction, and a 16-foot urban shoulder with curb and gutter and a 5-foot sidewalk. The design speed will change from 55 mph, as described in the 2000 Concept Report, to 45 mph to be consistent with the posted speed on the existing road, which is inside of and adjacent to the city limits of Athens. The rural section of proposed US 78 will remain at a 55 mph design speed.

The minimum right of way width will be 100 feet in the urban 5-lane section and 160 feet in the 4-lane divided rural section in lieu of the 200 feet as described in the 2000 Concept Report.

The 10-foot rural outside shoulder width will remain unchanged, but the 6-foot wide paved shoulder, as described in the 2000 Concept Report, will be changed to a 6.5-foot wide paved shoulder.

The alignment will be revised from the original location as detailed in the 2000 Concept Report, which followed the same corridor as the existing US 78 alignment. The proposed alignment will be on new location for a portion of the project. The alignment will be routed north of the existing roadway from Walter Sams Road to Arnoldsville Road. New signalized at-grade crossings will occur at US 78 intersections with Lexington Road, Yancy Road, and Arnoldsville Road. Lexington Road and Arnoldsville Road will need to be realigned at these crossings. The project termini will remain the same. This revision was implemented to avoid impacting environmentally sensitive areas adjacent to the existing US 78 right-of-way. The project length is 7.9 miles.

Due to the proposed realignment of US 78, the existing bridge at US 78 over Moss Creek will be outside the limits of this project and therefore, will not require a parallel bridge as detailed in the 2000 Concept Report. Based on the drainage basin size at the proposed crossing, a culvert would be the appropriate structure for this location.

PDP Classification: Major X Minor _____

Federal Oversight: Full Oversight (X), Exempt(), State Funded(), or Other ()

Functional Classification: Urban Principal Arterial (Clarke County)
Rural Principal Arterial (Oglethorpe County)

U. S. Route Number(s): US 78 **State Route Number(s):** SR 10

Traffic (AADT): Base year 14850 (2006) Design Year 26850 (2026)

Updated Traffic (AADT): Base year 17260 (2014) Design Year 23210 (2034)

VE Study Required: VE Study was held March 1-4, 2010

Benefit/Cost Ratio: 1.71

Is this project located in an Ozone Non-attainment area? Yes () No (X)

Is the project located in a P.M. 2.5 Non-attainment area? Yes () No (X)

Approved Features:	Proposed Features:
<ul style="list-style-type: none"> • 2 – 12’ Travel lanes in each direction 	<ul style="list-style-type: none"> • 1 – 12’ outside travel lane and 1 – 11’ inside travel lane* in each direction in the 4 –lane divided rural section (* Design Exception required)
<ul style="list-style-type: none"> • 44’ depressed grassed median 	<ul style="list-style-type: none"> • 32’ depressed grassed median
<ul style="list-style-type: none"> • 6.5’ paved outside shoulder in the 4-lane divided rural section 	<ul style="list-style-type: none"> • 4’ paved outside shoulder in the 4-lane divided rural section
<p>Reason for Change: Implementation of Value Engineering Study Alternatives approved April 7, 2010</p>	

Potential Environmental Impacts of proposed Revision: No anticipated environmental impacts* (*PAR required)

Have proposed Revisions Been Reviewed by Environmental Staff? (X) Yes () No

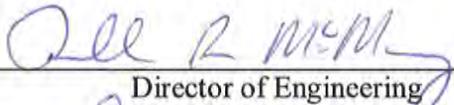
Environmental Responsibilities: Kimley-Horn and Associates

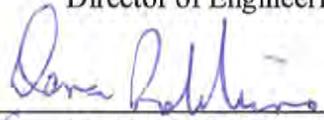
Updated Cost Estimate	
Base Construction Cost	\$20,304,580
Engineering and Inspection @ 5%	\$1,015,229
Fuel & Asphalt Cost	\$11,230,849
<u>Total Construction Cost</u>	<u>\$32,550,658</u>
Right-of-way	\$16,940,900
Utilities (reimbursable)	\$1,444,550
Environmental Mitigation	\$242,830

Recommendation: Recommend that the proposed revision to the concept be approved for implementation.

Attachments:

1. Location Sketch Map
2. Typical Section
3. Cost Estimates:
 - a. Construction Cost Estimate
 - b. Fuel Price Adjustment
 - c. Right of Way Cost Estimate
 - d. Mitigation Cost Estimate
 - e. Utility Cost Estimate
4. Benefit Cost Analysis Work Sheet
5. Implementation of Value Engineering Study Alternatives dated April 7, 2010
6. Summary of PIOH Comments from July 27 & July 29, 2010
7. Concept Report approved May 10, 2010

Concur: 
Director of Engineering

Approve: 
for Division Administrator, FHWA

Approve: 
Chief Engineer

Date: 2-2-12

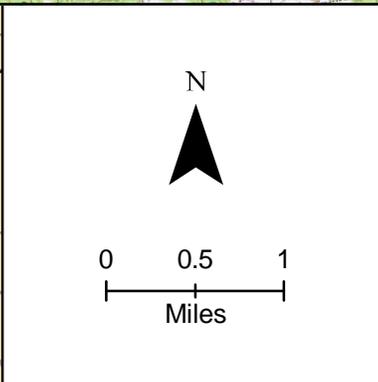
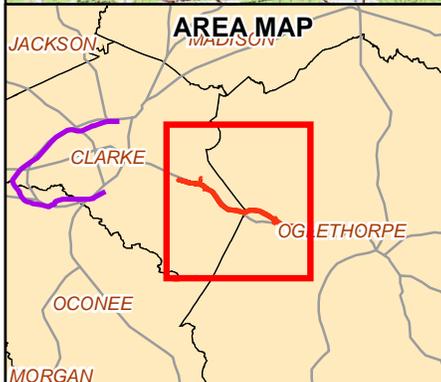
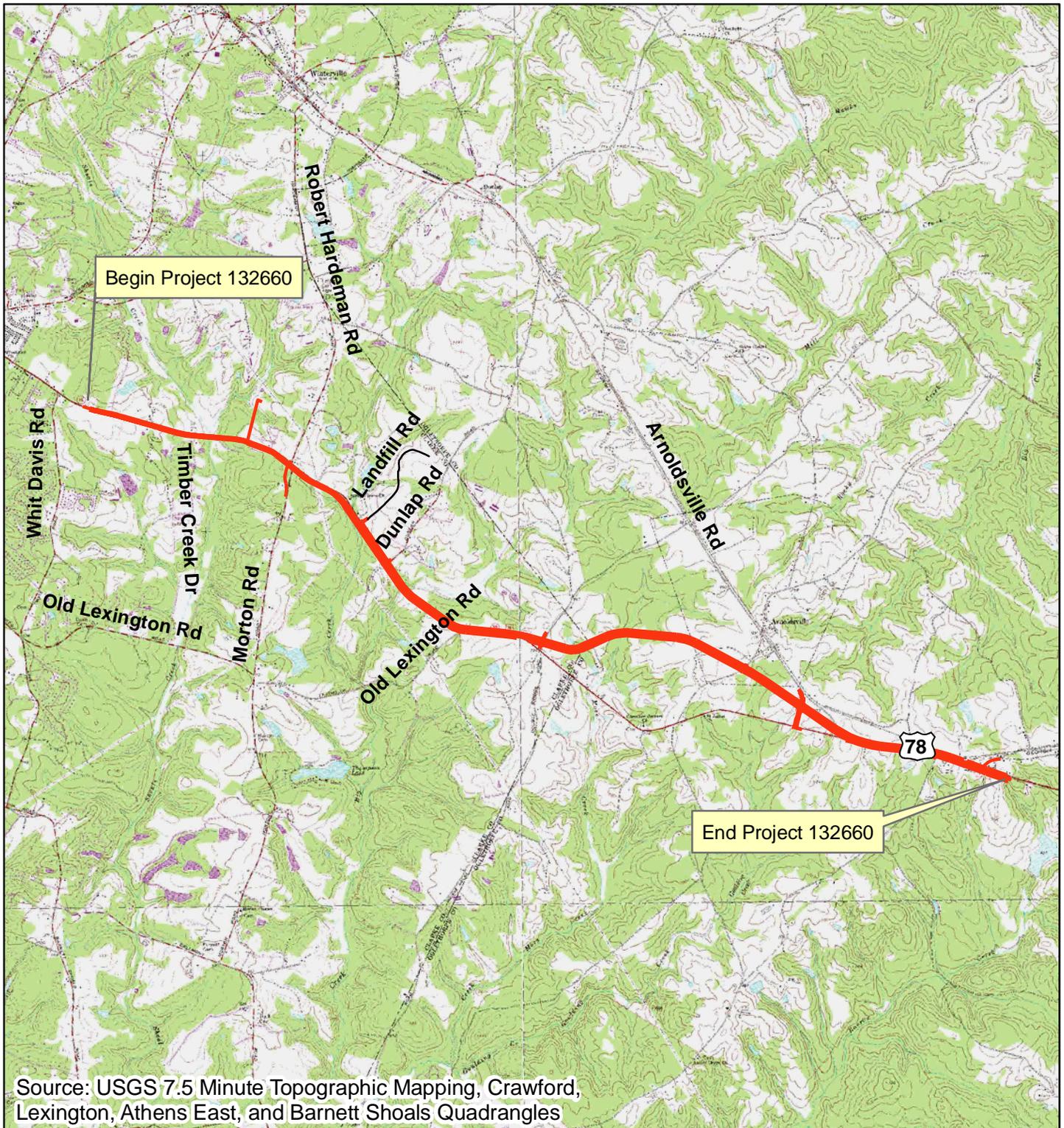
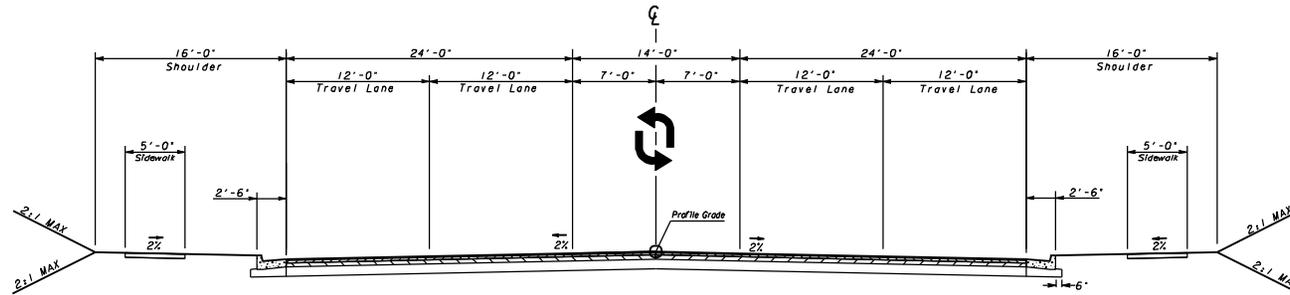
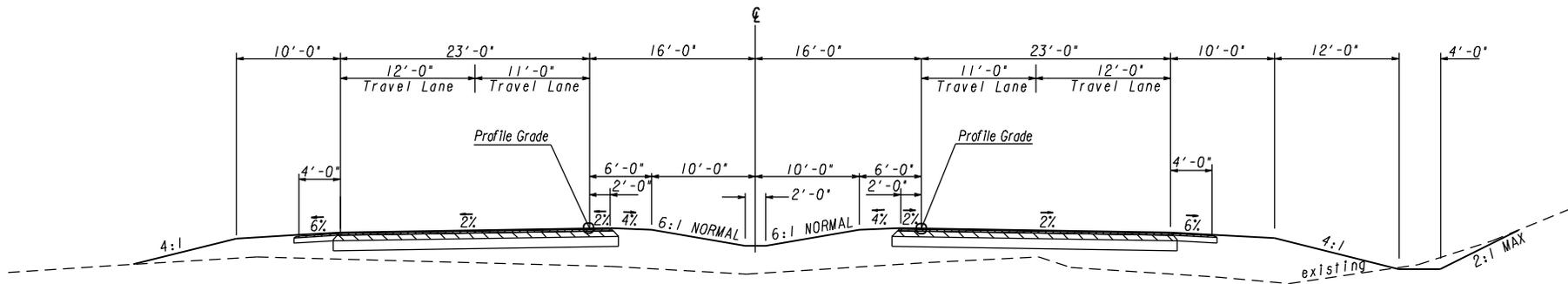


Figure 1: Location Map

Project Number STP00-0014-01(069)
 P.I. No. 132660
 Clarke and Oglethorpe Counties, Georgia
 SR 10/US 78 Widening



US 78
5-LANE SECTION



US 78
4-LANE SECTION

STATE HIGHWAY AGENCY

DATE : 07/06/2011

JOB ESTIMATE REPORT

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JOB NUMBER : 132660_JLB SPEC YEAR: 01
 DESCRIPTION: US78/SR10 WIDENING

LINE	ITEM	ALT	UNITS	DESCRIPTION	QUANTITY	PRICE	AMOUNT
0005	150-1000		LS	TRAFFIC CONTROL - 132660	1.000	500000.00	500000.00
0010	153-1300		EA	FIELD ENGINEERS OFFICE TP 3	1.000	75000.00	75000.00
0020	201-1500		LS	CLEARING & GRUBBING - 132660	1.000	2500000.00	2500000.00
0025	205-0001		CY	UNCLASS EXCAV	350000.000	3.00	1050000.00
0030	310-1101		TN	GR AGGR BASE CRS, INCL MATL	155000.000	14.34	2223406.80
0035	318-3000		TN	AGGR SURF CRS	1000.000	16.52	16525.17
0040	402-1812		TN	RECYL AC LEVELING,INC BM&HL	5300.000	61.88	327990.55
0045	402-3121		TN	RECYL AC 25MM SP,GP1/2,BM&HL	130000.000	48.27	6276128.30
0050	402-3130		TN	RECYL AC 12.5MM SP,GP2,BM&HL	25500.000	54.43	1388128.20
0055	402-3190		TN	RECYL AC 19 MM SP,GP 1 OR 2 ,INC BM&HL	33250.000	52.25	1737455.14
0060	413-1000		GL	BITUM TACK COAT	43000.000	1.63	70185.89
0065	441-0104		SY	CONC SIDEWALK, 4 IN	6880.000	27.47	189060.13
0070	441-0204		SY	PLAIN CONC DITCH PAVING, 4 IN	3000.000	30.54	91642.65
0075	441-4020		SY	CONC VALLEY GUTTER, 6 IN	1000.000	31.07	31077.92
0080	441-6222		LF	CONC CURB & GUTTER/ 8"X30"TP2	20642.000	12.93	266970.21
0085	446-1100		LF	PVMT REF FAB STRIPS, TP2,18 INCH WIDTH	10000.000	3.81	38129.70
0090	500-9999		CY	CL B CONC,BASE OR PVMT WIDEN	50.000	177.15	8857.79
0095	634-1200		EA	RIGHT OF WAY MARKERS	300.000	85.09	25528.55
0100	641-1200		LF	GUARDRAIL, TP W	3000.000	15.84	47547.63
0105	641-5001		EA	GUARDRAIL ANCHORAGE, TP 1	10.000	642.12	6421.27
0110	641-5012		EA	GUARDRAIL ANCHORAGE, TP 12	10.000	1719.76	17197.65
0115	648-1350		EA	IMPACT ATT UNIT, TP-P- 132660	2.000	17786.75	35573.51
0120	550-1180		LF	STM DR PIPE 18",H 1-10	6500.000	30.56	198703.64
0125	550-1360		LF	STM DR PIPE 36",H 1-10	2500.000	58.76	146914.50
0130	550-2180		LF	SIDE DR PIPE 18",H 1-10	900.000	23.94	21548.75
0135	550-3418		EA	SAFETY END SECTION 18",SD,4:1	56.000	494.17	27673.72
0140	550-4218		EA	FLARED END SECT 18 IN, ST DR	85.000	521.11	44295.19
0145	550-4236		EA	FLARED END SECT 36 IN, ST DR	32.000	880.15	28164.91
0150	577-1100		EA	METAL DR INLET - CMLPT ASSMBLY	85.000	1429.47	121505.76
0155	603-2018		SY	STN DUMPED RIP RAP, TP 1, 18"	2300.000	23.21	53397.33
0160	603-7000		SY	PLASTIC FILTER FABRIC	2300.000	3.55	8184.39
0165	668-1100		EA	CATCH BASIN, GP 1	70.000	2244.48	157114.12
0170	668-2100		EA	DROP INLET, GP 1	180.000	2062.17	371191.91
0175	207-0203		CY	FOUND BKFILL MATL, TP II	230.000	44.68	10278.52
0180	500-3101		CY	CLASS A CONCRETE	1025.000	426.92	437597.72

0185	511-1000	LB	BAR REINF STEEL	120000.000	0.79	95540.40
0190	603-1024	SY	STN PLAIN RIP RAP, 24 IN	800.000	63.26	50608.00
0275	636-1020	SF	HWY SGN,TP1MAT,REFL SH TP3	3000.000	11.99	35982.72
0280	636-2070	LF	GALV STEEL POSTS, TP 7	3600.000	7.22	26008.38
0285	653-1501	LF	THERMO SOLID TRAF ST 5 IN, WHI	100000.000	0.26	26366.00
0290	653-1502	LF	THERMO SOLID TRAF ST, 5 IN YEL	100000.000	0.23	23561.00
0295	653-3501	GLF	THERMO SKIP TRAF ST, 5 IN, WHI	100000.000	0.16	16932.00
0300	654-1003	EA	RAISED PVMT MARKERS TP 3	1200.000	3.05	3663.79
0305	647-1000	LS	TRAF SIGNAL INSTALLATION NO - US 78 @ WHIT DAVIS ROAD	1.000	100000.00	100000.00
0310	647-1000	LS	TRAF SIGNAL INSTALLATION NO - US 78 @ MORTON ROAD	1.000	100000.00	100000.00
0315	647-1000	LS	TRAF SIGNAL INSTALLATION NO - US 78 @ WALTER SAMS ROAD	1.000	100000.00	100000.00
0320	647-1000	LS	TRAF SIGNAL INSTALLATION NO - US 78 @ ARNOLDSVILLE ROAD	1.000	100000.00	100000.00
0325	163-0232	AC	TEMPORARY GRASSING	100.000	223.92	22392.39
0330	163-0240	TN	MULCH	2400.000	138.18	331632.86
0335	163-0300	EA	CONSTRUCTION EXIT	30.000	833.06	24991.97
0340	163-0503	EA	CONSTR AND REMOVE SILT CONTROL GATE,TP	2.000	441.62	883.25
0345	163-0522	EA	CONSTR AND REM TEMP DCH CK - TP A SLT FN	100.000	80.66	8066.69
0350	163-0530	LF	CONSTR AND REMOVE BALED STRW EROSION CHK	24000.000	2.97	71515.92
0355	163-0531	EA	CONSTR & REM SEDIMENT BASIN,TP 1,STA NO- XX+XX	25.000	3201.79	80044.79
0360	163-0541	EA	CONSTR & REM ROCK FILTER DAMS	30.000	385.07	11552.32
0365	163-0542	EA	CONSTR & REM STONE FILTER RING	40.000	771.00	30840.37
0370	165-0010	LF	MAINT OF TEMP SILT FENCE, TP A	19500.000	0.46	9076.67
0375	165-0030	LF	MAINT OF TEMP SILT FENCE, TP C	10000.000	0.77	7796.90
0380	165-0040	EA	MAINT OF EROSION CTRL CHKDAMS/DITCH CHKS	50.000	62.87	3143.60
0385	165-0060	EA	MAINT OF TEMP SEDIMENT BASIN,STA NO -	25.000	761.66	19041.67
0390	165-0070	LF	MAINT OF BALED STRAW EROSION CHECK	12000.000	1.09	13193.40
0395	165-0101	EA	MAINT OF CONST EXIT	30.000	463.34	13900.21
0400	165-0110	EA	MAINT OF ROCK FILTER DAM	30.000	152.17	4565.17
0405	165-0111	EA	MAINT OF STONE FILTER RING	40.000	123.37	4934.95
0410	167-1000	EA	WATER QUALITY MONITORING AND SAMPLING	4.000	690.00	2760.00
0415	167-1500	MO	WATER QUALITY INSPECTIONS	24.000	614.37	14744.98
0420	171-0010	LF	TEMPORARY SILT FENCE, TYPE A	39000.000	1.47	57636.15
0425	171-0030	LF	TEMPORARY SILT FENCE, TYPE C	20000.000	2.99	59887.20
0430	700-6910	AC	PERMANENT GRASSING	200.000	439.25	87850.34
0435	700-7000	TN	AGRICULTURAL LIME	400.000	47.54	19019.02
0440	700-7010	GL	LIQUID LIME	500.000	16.03	8018.81

0445	700-8000	TN	FERTILIZER MIXED GRADE	140.000	314.19	43986.79
0450	700-8100	LB	FERTILIZER NITROGEN CONTENT	10000.000	1.63	16303.00
0455	716-2000	SY	EROSION CONTROL MATS, SLOPES	135000.000	0.80	108741.15

ESTIMATED COST:	20304580.38
CONTINGENCY PERCENT (0.0):	0.00
ESTIMATED TOTAL:	20304580.38

Special Provision, Section 109-Measurement and Payment
FUEL PRICE ADJUSTMENT (*ENGLISH 125% MAX*)

ENTER FPL DIESEL	3.861
ENTER FPM DIESEL	8.687

ENTER FPL UNLEADED	3.455
ENTER FPM UNLEADED	7.77375

<http://www.dot.ga.gov/doingbusiness/Materials/Pages/asphaltcementindex.aspx>

INCREASE ADJUSTMENT
125.00%

INCREASE ADJUSTMENT
125.00%

ROADWAY ITEMS	QUANTITY	DIESEL FACTOR	GALLONS DIESEL	UNLEADED FACTOR	GALLONS UNLEADED	REMARKS
Excavations paid as specified by Sections 205 (CUBIC YARD)	350000.000	0.29	101500.00	0.15	52500.00	
Excavations paid as specified by Sections 206 (CUBIC YARD)		0.29		0.15		
GAB paid as specified by the ton under Section 310 (TON)	155000.000	0.29	44950.00	0.24	37200.00	
Hot Mix Asphalt paid as specified by the ton under Sections 400 (TON)		2.90		0.71		
Hot Mix Asphalt paid as specified by the ton under Sections 402 (TON)	194050.000	2.90	562745.00	0.71	137775.50	
PCC Pavement paid as specified by the square yard under Section 430 (SY)		0.25		0.20		

BRIDGE ITEMS	Quantity	Unit Price	QF/1000	Diesel Factor	Gallons Diesel	Unleaded Factor	Gallons Unleaded	REMARKS
Bridge Excavation (CY) Section 211				8.00		1.50		
Class __Concrete (CY) Section 500				8.00		1.50		
Class __Concrete (CY) Section 500				8.00		1.50		
Class __Concrete (CY) Section 500				8.00		1.50		
Superstru Con Class__(CY) Section 500				8.00		1.50		
Superstru Con Class__(CY) Section 500				8.00		1.50		
Superstru Con Class__(CY) Section 500				8.00		1.50		
Concrete Handrail (LF) Section 500				8.00		1.50		
Concrete Barrier (LF) Section 500				8.00		1.50		

BRIDGE ITEMS	Quantity	Unit Price	QF/1000	Diesel Factor	Gallons Diesel	Unleaded Factor	Gallons Unleaded	REMARKS
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Stru Steel <u>Plan Quantity</u> (LB) Section 501				8.00		1.50		
Stru Steel <u>Plan Quantity</u> (LB) Section 501				8.00		1.50		
PSC Beams____ (LF) Section 507				8.00		1.50		
PSC Beams____ (LF) Section 507				8.00		1.50		
PSC Beams____ (LF) Section 507				8.00		1.50		
Stru Reinf <u>Plan Quantity</u> (LB) Section 511				8.00		1.50		
Stru Reinf <u>Plan Quantity</u> (LB) Section 511				8.00		1.50		
Bar Reinf Steel (LB) Section 511				8.00		1.50		
Piling____inch (LF) Section 520				8.00		1.50		
Piling____inch (LF) Section 520				8.00		1.50		
Piling____inch (LF) Section 520				8.00		1.50		
Piling____inch (LF) Section 520				8.00		1.50		
Piling____inch (LF) Section 520				8.00		1.50		
Piling____inch (LF) Section 520				8.00		1.50		
Drilled Caisson,____ (LF) Section 524				8.00		1.50		
Drilled Caisson,____ (LF) Section 524				8.00		1.50		
Drilled Caisson,____ (LF) Section 524				8.00		1.50		
Pile Encasement,____(LF) Section 547				8.00		1.50		
Pile Encasement,____(LF) Section 547				8.00		1.50		

SUM QF DIESEL=	709195.00	SUM QF UNLEADED=	227475.50
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DIESEL PRICE ADJUSTMENT(\$)	\$3,148,932.18
UNLEADED PRICE ADJUSTMENT(\$)	\$903,817.03

ASPHALT CEMENT PRICE ADJUSTMENT FOR BITUMINOUS TACK COAT(Surface Treatment 125% MAX)

APPLICABLE TO CONTRACTS CONTAINING THE 413 SPEC. SECTION 413.5.01 ADJUSTMENTS ASPHALT PRICE ADJUSTMENT FOR BITUMINOUS TACK COAT

<http://www.dot.ga.gov/doingbusiness/Materials/Pages/asphaltcementindex.aspx>

ENTER APL

ENTER APM

125.00%	INCREASE ADJUSTMENT
---------	---------------------

Use this side for Asphalt Emulsion Only		
L.I.N.	TYPE	ASPHALT EMULSION (GALLONS)
TMT = <input style="width: 150px;" type="text"/>		
REMARKS:		

Use this side for Asphalt Cement Only		
L.I.N.	TYPE	TACK (GALLONS)
TMT = <input style="width: 150px;" type="text"/>		
REMARKS:		

MONTHLY PRICE ADJUSTMENT(\$)	
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ADJUSTMENT SUMMARY

FUEL PRICE ADJUSTMENT (*ENGLISH 125% MAX*)

DIESEL PRICE ADJUSTMENT(\$) \$3,148,932.18

UNLEADED PRICE ADJUSTMENT(\$) \$903,817.03

ASPHALT CEMENT PRICE ADJUSTMENT (*BITUMINOUS TACK COAT 125% MAX*) \$134,084.43

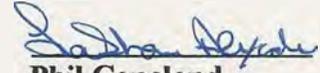
400 / 402 ASPHALT CEMENT PRICE ADJUSTMENT *125% MAX* \$7,044,015.00

ASPHALT CEMENT PRICE ADJUSTMENT FOR BITUMINOUS TACK COAT(*Surface Treatment 125% MAX*)

REMARKS:	
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TOTAL ADJUSTMENTS	\$11,230,848.64
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Preliminary Right of Way Cost Estimate



Phil Copeland
Right of Way Administrator
By: LaShone Alexander

Date: March 25, 2011
Project: STP00-0014-01(069) Clarke & Oglethorpe Counties
Existing/Required R/W: Varies/Varies
Project Termini : Widening of US 78
Project Description: Widening & Reconstruction of SR 10/US 78

P.I. Number: 132660
No. Parcels: 124

Land: Res/Agri/Com R/W: 162.20 acres @ \$30,000/acre \$ 4,866,000

Improvements : houses, building, businesses, trees, landscaping
misc. site improvements 1,250,000

Relocation: Residential (13) \$40,000
Commercial (3) \$25,000 \$ 595,000

Damage : Proximity \$ 100,000
Cost to Cure \$ 20,000
\$ 120,000
Net Cost \$ 6,831,000

Net Cost \$ 6,831,000
Scheduling Contingency 55 % 3,757,050
Adm/Court Cost 60 6,352,830
\$ 16,940,880

Total Cost \$16,940,900

Note: The Market Appreciation (40%) is not included in the updated Preliminary Cost Estimate.

PI #132660 US 78 Widening, Clarke and Oglethorpe Counties –
Mitigation Cost Estimate

HUC	Wetland Impacts (acres)	Wetland Mitigation Credits Required	Wetland Mitigation Cost Estimate	Stream Impacts (feet)	Stream Mitigation Credits Required	Stream Mitigation Cost Estimate
03070101	0.06	0.52	\$3,900.00	693	3,469	\$242,830.00

- Prepared 5/10/11 by Eric Martin, KHA

Assumes the following credit cost estimates:

- Upper Oconee Watershed (HUC 03070101)– Stream Credit = \$70; Wetland Credit = \$7,500
- Broad River Watershed (HUC 03060104)- Stream Credit = \$45; Wetland Credit = \$7,500

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE STP00-0014-01(069) Clarke-Oglethorpe Co. **OFFICE** Gainesville
P.I. No. 132660
SR 10/US 78 From Whit Davis Rd to **DATE** March 28, 2011
Smokey Rd. *AP*

FROM Allen Ferguson
District Utilities Engineer

TO Peter Emmanuel, Project Manager

SUBJECT UPDATED PRELIMINARY UTILITY COST ESTIMATE

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

FACILITY OWNER	NON-REIMBURSABLE	REIMBURSABLE
AT&T	\$ 398,240.00	\$ 89,950.00
Charter Communications	\$ 54,000.00	\$ 0.00
City of Arnoldsville	\$ 48,000.00	\$ 0.00
City of Crawford	\$ 534,600.00	\$ 2,800.00
Georgia Power-Distribution	\$ 140,600.00	\$580,000.00
Georgia Power-Transmission	\$ 0.00	\$100,000.00
Rayle EMC	\$ 110,600.00	\$522,000.00
Tri County Natural Gas	\$ 462,050.00	\$ 84,100.00
Unified Gov. of Athens-Clarke Co.	\$2,073,500.00	\$ 0.00
Windstream	\$ 125,350.00	\$ 65,700.00
TOTALS	\$3,898,940.00	\$1,444,550.00

** If the City of Arnoldsville, City of Crawford, Tri County Natural Gas and/or Unified Gov. of Athens-Clarke Co., seeks and is granted Utility Aid then \$3,118,150.00 needs to be moved to the Reimbursable amount.

If you have any questions, please contact Allen Ferguson at 770-532-5510.

RAF

C: Jeff Baker, State Utilities Engineer (email only)
Angie Robinson, Office of Financial Management (email only)
Johnny Emmitt, Area Engineer (email only)
File

**Benefit Cost Analysis Work Sheet
CONGESTION Projects**

STP00-0014-01(069)

132660

Clarke/Oglethorpe Counties

Widening and Reconstruction of S.R. 10 / U.S. 78

Congestion Benefit = Tb + CMb + Fb

Person Time Savings Benefit (Tb)

*Db (hrs)	0.0627
ADT	23,210.00
Tb (\$s)	\$50,024,803.13

Commercial or Truck Time Savings Benefit (CMb)

Db (hrs)	0.0627
% Truck Traffic	0.1
ADT	23,210.00
CMb	\$26,431,286.89

Fuel Savings Benefit (Fb)

ADT	23,210.00
Fb (\$s)	\$17,432,885.94

Total Congestion Benefit	\$93,888,975.95
Total Project Cost	\$54,757,180.00
B/C Ratio	1.71

Preliminary Engineering \$3,578,242
 Right of Way Cost \$16,940,900
 Construction Cost \$32,550,658
 Mitigation Cost \$242,830
 Utilities \$1,444,550
 Total Project Cost \$54,757,180

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE: STP00-0014-01(067)(069) Clarke Oglethorpe **OFFICE:** Engineering Services
BR000-0001-00(221)
P.I. Nos.: 231910/132660/0001221
SR 10/US 78 Crawford/Lexington Bypass **DATE:** April 7, 2010

FROM: Ronald E. Wishon, State Project Review Engineer *REW*

TO: Bobby K. Hilliard, PE, State Program Delivery Engineer
Attn.: Peter Emmanuel

SUBJECT: IMPLEMENTATION OF VALUE ENGINEERING STUDY ALTERNATIVES

The VE Study for the above projects was held March 1-4, 2010. Responses were received on April 6, 2010. Recommendations for implementation of Value Engineering Study Alternatives are indicated in the table below. The Project Manager shall incorporate the VE alternatives recommended for implementation to the extent reasonable in the design of the project.

The VE Team made errors in their calculations throughout the VE Study report. Several recommendations are shown with both proposed and corrected savings. The proposed savings are the savings shown in the VE Study report. The corrected savings are the recalculated savings. The actual savings are based on partial implementation of the recommendation and are calculated from the corrected savings.

STP00-0014-01(069) Clarke Oglethorpe PI No. 132660 Reconstruction and Widening				
ALT #	Description	Potential Savings/LCC	Implement	Comments
W-3	Use 11 ft wide inside lanes in lieu of 12 ft wide lanes	Proposed = \$881,000 Corrected = \$501,000 Actual = \$426,000	Yes, partially	This will be done for 6.7 miles of the 4-lane divided rural section and not in the 1.2 mile 5-lane urban section.
W-4	Use 11 ft wide lanes in lieu of 12 ft wide lanes	Proposed = \$1,762,000 Corrected = \$1,001,000	No	Design speed is 55 mph and the design year truck percentage is 14%. AASHTO (2004) page 472-473 states that "the 12 ft lane widths are most desirable and should be used, where practical, on higher speed, free-flowing, principal arterials...If substantial truck traffic is anticipated, additional lane width may be desirable." Due to the relatively high truck volume, W-3 will be implemented instead of W-4.

**STP00-0014-01(067)(069) BR000-0001-00(221) Clarke Oglethorpe
P.I. Nos. 231910/132660/0001221
Implementation of Value Engineering Study Alternatives**

W-5	Use a 32 ft wide median in lieu of a 44 ft median	\$1,106,000	Yes	This will be done.
W-6	Tie Lexington Road to the Arnoldsville Road intersection on relocated SR 10/US 78	Design Suggestion	Yes	This will be done.
W-10	Use a 4 ft paved outside shoulder in lieu of a 6.5 ft paved outside shoulder	Proposed = \$1,241,000 Corrected = \$770,000	Yes	This will be done.
STP00-0014-01(067) Oglethorpe PI No. 231910 Crawford/Lexington Bypass				
ALT #	Description	Potential Savings/LCC	Implement	Comments
B-1	Skew the intersection with SR 77 and shorten the bypass	\$304,000	Yes	This will be done.
B-4	Lower the roadway profile to reduce earthwork embankment from Sta. 2214+00 to Sta. 2276+00	\$405,000	Yes	This will be done.
B-5	Lower the roadway profile to reduce earthwork embankment from Sta. 2276+00 to Sta. 2314+00	\$155,000	Yes	This will be done.
B-6	Lower the roadway profile to reduce earthwork embankment from Sta. 2314+00 to Sta. 2362+00	\$341,000	Yes	This will be done.

B-12	Use 11 ft wide inside lanes in lieu of 12 ft wide lanes	Proposed = \$705,000 Corrected = \$463,000	Yes	This will be done.
B-13	Use 11 ft wide lanes in lieu of 12 ft wide lanes	Proposed = \$1,409,000 Corrected = \$925,100	No	Design speed is 55 mph and the design year truck percentage is 18%. AASHTO (2004) page 472-473 states that "the 12 ft lane widths are most desirable and should be used, where practical, on higher speed, free-flowing, principal arterials...If substantial truck traffic is anticipated, additional lane width may be desirable." Due to the relatively high truck volume, B-12 will be implemented instead of B-13.
B-14	Use a 4 ft paved outside shoulder in lieu of a 6.5 ft paved outside shoulder	Proposed = \$1,007,000 Corrected = \$554,500	Yes	This will be done.
B-15	Use a 32 ft wide median in lieu of a 44 ft median	\$881,000	Yes	This will be done.
B-16	Delay the initial installation of traffic signals at the intersection of SR 10/US 78 and SR 22 and SR 77	\$118,000	Yes	This will be done.
B-17	Realign the roadway to the north from Sta. 2043+00 to Sta. 2095+00	\$608,000	Yes	This will be done.

The Office of Engineering Services concurs with the Project Manager's responses.

Approved: Gerald M. Ross Date: 4-6-10
Gerald M. Ross, PE, Chief Engineer

**STP00-0014-01(067)(069) BR000-0001-00(221) Clarke Oglethorpe
P.I. Nos. 231910/132660/0001221
Implementation of Value Engineering Study Alternatives**

Page 4

REW/LLM

Attachments

c: Ben Buchan
Bobby Hilliard/Mike Haithcock/Peter Emmanuel
Amber Phillips
Russell Merritt/Bryan Gibbs
Randall Davis/Johnny Emmett
Ken Werho
Lisa Myers
Matt Sanders

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE STP00-0014-01(067)(069), BR000-0001-00(221) **OFFICE** Program Delivery
P.I. 231910, 132660, 0001221
Clarke/Oglethorpe Counties

DATE April 2, 2010

FROM Bobby K. Hilliard, P.E., State Program Delivery Engineer *B.K.*

TO Ron Wishon, State Project Review Engineer
ATTN: Lisa Myers

SUBJECT VE Study Recommendation Responses

Attached is the response to the VE Study Recommendations for your further handling for approval in accordance with the Plan Development Process (PDP).

Please note that the savings reported on the VE study recommendation report was corrected due to calculations errors. The actual savings are shown on the responses to the report. A copy of the corrected VE study report with errors marked and corrected is available upon request.

In addition, the bridge replacement project BR000-0001-00(221), the US 78 Bridge over Moss Creek received no recommendation and was omitted from the VE study report because the revised concept report for the widening project STP00-0014-01(069) rerouted US 78 around the existing bridge alignment, thus negating the need for the bridge replacement.

If there are any questions, please contact Peter Emmanuel at (404) 631-1158.

BKH:MAH:pbe
Attachment: Project Location Sketch

cc: Ben Buchan, Director of Engineering

Summary of Comments

STP00-0014-01(069), STP00-0014-01(067), PI No. 132660-, 231910-, Clarke And Oglethorpe Counties

October 20, 2010

Page 2

OFFICIALS:

Officials attending included the following:

July 27, 2010

George Gabriel, Oglethorpe County Commissioner

Mary Cook, Oglethorpe Planning and Zoning

Hardy Cook, Lexington City Council

Jim Mercer, City of Winterville Mayor

Butch McDuffie, ACC Transit

Sherry McDuffie, MACORTS

Farley Jones, ACC District 1 Commissioner

David Clarke, Clarke County Director of Transportation and Public Works

Normal S. Craddock, Arnoldsville City Council

Joyce Sniff, Arnoldsville City Council

Doug Lowry, ACC Commissioner

July 29, 2010

George W. Gabriel, Oglethorpe County Commissioner

Hank Huckaby, District 113 Republican Elect

Russ Yeany, Oglethorpe Planning Commissioner Chairman

Larry McFalls, Mayor of Arnoldsville

John R. Stephens, Mayor of Maxeys

Frank Ginn, State Senate Candidate

David Montgomery, Mayor of Lexington

Beverly Montgomery, Oglethorpe County Planning Commissioner

MEDIA:

July 27, 2010

TV 32 (UGA Owned)

Athens-Banner Herald

July 29, 2010

None

DISPOSITION OF COMMENTS:

Kimley-Horn and Associates, Inc. will respond to all comments on behalf of the Department of Transportation.

The GDOT offices below are asked to review the responses provided by the consultant for the comments in their section. The project manager will review all responses.

REVIEWING OFFICE	COMMENT #	NATURE OF COMMENT	PROPOSED RESPONSE
Design	4	Remember to include future transit access, improvements, bus stops, pull-offs, and shelter easements in the project.	Future transit needs, land use, and traffic patterns have been and will continue to be taken into account during the design process.
	5, 35	Bike lanes and sidewalks need to be considered for this project.	Sidewalks will be included in the urban segment of the project, from the beginning of the project to approximately 0.5 mile west of Robert Hardeman Road. The rest of the corridor will be evaluated for a need for bike lanes and sidewalks.
	6	There is a concern regarding the fact that the proposed project will split land into two parcels creating problems with moving cattle between pastures and limiting access.	Consideration will be given to access for property owners potentially impacted by this project. As the project progresses, the team will evaluate impacts associated with the project with respect to mitigation and/or minimization of impacts. This will include any impacts created by splitting land used for agricultural purposes including livestock grazing.
	10	No access for a left turn from Wildflower Drive onto US 78, and there would be no access for emergency vehicles and other traffic to turn onto Wildflower Drive.	At this time, there is no median opening onto Wildflower Road. Although priority is given to locating median openings at existing major roads and access points, GDOT design standards prefer a 1,320-foot minimum distance between median openings in rural areas. Because every median opening introduces a point of possible conflict, median openings are placed only where practical, and beneficial to the overall traffic flow, and efficiency of the road. Median openings will continue to be studied as the project progresses and more detailed information is obtained.

REVIEWING OFFICE	COMMENT #	NATURE OF COMMENT	PROPOSED RESPONSE
Design	10, 28, 48	A light is needed at the intersection of US 78 and Yancy Road.	The original plans for the proposed project did not include a traffic light at the intersection of US 78 and Yancy Road; however, public comment reflected a desire for a traffic light placed at this intersection. Traffic volumes and the need for a traffic light at this intersection will be further analyzed and given further consideration.
	16, 44	Turn lanes are needed at the intersections of US 78/Wolfskin Road, US 78/Smokey Road, US 78/Arnoldsville Road, and US 78/Old Lexington Road	Left turn, right turn, and "U" turn lanes on US 78 will be provided as part of this project at all median opening locations. The suggestion to add turn lanes prior to this project will be forwarded to the appropriate local officials.
	16	Concerned that the proposed project will cut off access to an existing driveway and request that the pavement be extended just past the proposed cul-de-sac.	Additional consideration will be given to access for property owners potentially impacted by this project. Properties that currently have access would continue to have access to the roadway. If, during design, it is determined that it is not possible to maintain access, affected property owners will be contacted directly by a representative of the project right-of-way team when final right-of-way plans are approved. No construction will be authorized to begin until final negotiations with property owners are resolved.

REVIEWING OFFICE	COMMENT #	NATURE OF COMMENT	PROPOSED RESPONSE
Design	25	Cornerstone Church of God anticipates a new campus next to S.E. Clarke Park within the next two to four years. Coordination needs to happen with regards to the placement of ROW and a driveway.	Consideration is given to access for property owners potentially impacted by this project. Coordination will take place with project designers and GDOT to ensure that parcels being developed will have access to the roadway. Additionally, affected property owners will be contacted directly by a representative of the project right-of-way team when final right-of-way plans are approved. Property owners will have an opportunity to discuss the impacts of right-of-way acquisition with a member of the right-of-way team. No construction will be authorized to begin until final negotiations with property owners are resolved.
	28, 32, 49, 54	The existing roadway and ROW should be utilized through Cherokee Corners rather than bypassing through Arnoldsville.	GDOT analyzes and endeavors to create the least adverse impact whenever possible. All aspects of the environment are taken into account. Several alternatives were analyzed, including widening the existing roadway through Cherokee Corners. Based on the analysis, the Cherokee Corners area contains substantial historical and ecological resources. It was determined that, while there are impacts utilizing the bypass through Arnoldsville, the current design minimizes impacts to historic Cherokee Corners and ecological resources in the area, such as wetlands.
	45	The Crawford/Lexington Bypass should be extended past Long Creek Bridge due to the traffic entering/exiting Centurion Poultry, short distance visibility, drivers not expecting stops and turns, and because Long Creek Bridge needs to be rebuilt.	Traffic volumes and the need for extending the bypass will be reevaluated based on the provided information. At this time, the rebuilding of Long Creek Bridge is not a part of this project.

REVIEWING OFFICE	COMMENT #	NATURE OF COMMENT	PROPOSED RESPONSE
Design	47	<p>Concerned that Pope Station Farm (Parcel 97/1709 Athens Road, Crawford) will be affected by the proposed project. It is the location of a 190-year old house and a 200-year old magnolia tree. They would like the road widening to occur on the other side of the roadway opposite the house.</p>	<p>GDOT analyzes and endeavors to create the least adverse impact whenever possible. Preserving historic resources is one of the concerns taken into account when plans are developed to improve Georgia transportation networks and infrastructure. The mentioned site will be reviewed to ensure that all eligible National Register properties have been included and evaluated. The design will be reviewed to determine if an alignment shift further away from the house is possible.</p>
	51, 53	<p>As only part of their property is being obtained for ROW, concerned about being landlocked close to a 4-lane federal highway with a driveway off of it.</p>	<p>Consideration is given to access for property owners potentially impacted by this project. Safety is always a concern that GDOT takes seriously. All driveways will be designed in accordance with the "Regulations for Driveway and Encroachment Control" and American Association of State Highway Transportation Officials (AASHTO) guidelines for location, angle, grade, and sight distance. The concern has been forward to the GDOT right-of-way office which will provide a response.</p>
	56, 57, 60	<p>The bypass through Arnoldsville should be widened on the other side away from the houses.</p>	<p>GDOT analyzes and endeavors to create the least adverse impact whenever possible. All aspects of the environment are taken into account. The design will be reviewed to determine if an alignment shift away from the houses is practical.</p>

REVIEWING OFFICE	COMMENT #	NATURE OF COMMENT	PROPOSED RESPONSE
Right-of-Way	2, 31, 32	There is concern about the negative impact of this proposed project on the current market value of property along the proposed corridor, as well as concern about the valuation process once the time comes for GDOT to purchase impacted property.	
	29, 53	There is concern that the property owners will not be given adequate compensation for the property that GDOT must acquire for the proposed project.	Right-of-Way to provide a separate response letter.

REVIEWING OFFICE	COMMENT #	NATURE OF COMMENT	PROPOSED RESPONSE
Traffic Operations	1, 10, 28, 48	A traffic study is needed to determine whether a stoplight is needed at the intersection of Yancy Road and the Highway 78 bypass through Arnoldsville or a relocation of the proposed light at the Arnoldsville Road intersection.	The original plans for the proposed project did not include a traffic light at the intersection of US 78 and Yancy Road; however, public comment reflected a desire for a traffic light placed at this intersection. Traffic volumes and the need for a traffic light at this intersection will be further analyzed and given further consideration.

REVIEWING OFFICE	COMMENT #	NATURE OF COMMENT	PROPOSED RESPONSE
Planning	3, 5	Project maps should be posted online, viewing the project online will give a clearer picture of existing and future.	The GDOT uses a variety of methods of advertising and informing the public of projects and public meetings. The details of projects can be found online by going to www.dot.state.ga.us , clicking 'Information Center', scrolling to and clicking on 'Public Information', selecting 'Public Outreach', and then selecting the project you would like to view by County and Project.
	11	ACC Transportation and Public Works supports this project if GDOT funds the project outside of the financial constraints currently in place for the region and does not remove an already programmed project from the LRTP or TIP.	Currently, this project is unfunded and is listed as 'Long-Range Program' in GDOT's system.
	11, 13	The project website states that the project has been approved for 2012 and that \$20.5 million in ROW acquisition for this project in 2010 is shown on the GDOT website.	Currently, this project is unfunded and is listed as 'Long-Range Program' in GDOT's system.

REVIEWING OFFICE	COMMENT #	NATURE OF COMMENT	PROPOSED RESPONSE
Planning	13, 46	The project is not in the LRTP nor in MACORTS' TIP. It is listed as Long Range	Currently, this project is unfunded and is listed as 'Long-Range Program' in GDOT's system.
	14, 26	The project is fine.	GDOT endeavors to create the least impact whenever possible when plans are developed to improve Georgia transportation networks and infrastructure.
	15, 17, 18, 20, 21, 22, 23, 24, 33, 39, 42, 43	This project is needed. Existing US 78 is unsafe in terms of truck traffic and congested commuter traffic to Athens. It also will provide better access to I-20.	GDOT endeavors to improve commuter traffic and convenience of Georgia transportation networks and infrastructure. This project's need and purpose includes addressing truck traffic and congestion concerns.
	19, 28, 50	When advertised, it was unclear as to whether the meeting was at old or new Gaines School. More than one meeting should be held at different times. For the Oglethorpe County meeting, a larger room and more parking was needed.	GDOT uses a variety of methods of advertising and informing the public of projects and public meetings. While an attempt is made to reach all stakeholders, the particular scope of each project may limit the ability of GDOT to fully utilize all means of communication. Public notification for this project occurred through legal advertisements in the local newspapers, online, and signs posted along the project corridor. Future notifications of public meetings will attempt to be clearer with the exact location if there is a potential for confusion. In an attempt to ensure all stakeholders had an opportunity to comment on this project, two public information open houses were held; one in Clarke County and one in Oglethorpe County on different days. GDOT also attempts to hold their public information open houses in facilities that have adequate capacity and parking; however, sometimes what is obtainable is not ideal.
	27, 32, 48	The portion of the project which bypasses through Arnoldsville will ruin the rural character of the city and community as well as remove a significant number of residences.	All environmental aspects are evaluated, including the importance of a community's character. GDOT analyzes and endeavors to create the least adverse impact whenever possible when plans are developed to improve Georgia transportation networks and infrastructure. Additionally, as the project progresses the impacts will continue to be minimized as much as is practical.

REVIEWING OFFICE	COMMENT #	NATURE OF COMMENT	PROPOSED RESPONSE
Planning	29, 61	This project is unnecessary and an inconvenience during construction.	Traffic data for SR 10/US 78 indicates congestion and safety issues. As stated in the Need and Purpose, this project is designed to improve traffic congestion by providing an acceptable level-of-service now and in the future along SR 10/US 78 in Clarke and Oglethorpe Counties. While construction of the proposed project would create unavoidable inconveniences to motorists, construction activities would be conducted in a manner that would maintain access and minimize conflict with traffic. GDOT would endeavor to minimize inconveniences during construction.
	32	Has a study been performed to analyze the potential business that might actually be brought to Oglethorpe County by this project or is it an estimation?	The need and purpose for this portion of the project is to "provide acceptable levels-of-service now and in the future along SR 10/US 78 in Oglethorpe County. Project STP00-0014-01(067), the Crawford Lexington Bypass, will provide an acceptable level-of-service along SR 10/US 78 in the future. The construction of a four-lane roadway will improve the capacity of SR 10/US 78 and separate the through traffic from turning traffic. The GDOT uses future land use and development data, provided by local municipalities to analyze and develop the project need and design. The Existing and Future Land Use and Development data for the evaluation of this project was obtained from the U.S. Census Bureau, Oglethorpe County, and the cities of Arnoldsville, Crawford, and Lexington.
	36, 40, 58, 59	The Crawford/Lexington Bypass would bring economic growth to Oglethorpe County. Currently, there is no sales tax due to County residents shopping/eating/spending money in Athens yet still sending their children to Oglethorpe County schools.	Future land use and development data is developed by the individual local municipalities. Please contact the local municipalities to address this concern.

REVIEWING OFFICE	COMMENT #	NATURE OF COMMENT	PROPOSED RESPONSE
Planning	37	The meeting was good.	GDOT endeavors to provide the project information to stakeholders and answer all of their questions.
	38	Ten years ago Chairman Robert Johnson and the Board passed the name of the Crawford/Lexington Bypass to be named either the Veterans Memorial Bypass or Veterans Memorial Parkway.	Information regarding the name of the proposed road will be forwarded to the appropriate local officials for action at the proper time.
	41, 53, 54, 55, 61	There is no immediate need for this project. Existing US 78 has not reached its traffic volume capacity and there is no funding for this project. The proposed project should be put off until there is funding and traffic has reached capacity. Any money there is should go to school districts or rebuilding/replacing bridges.	Traffic data for SR 10/US 78 indicates congestion and safety issues. As stated in the Need and Purpose, this project is designed to improve traffic congestion by providing an acceptable level-of-service now and in the future along SR 10/US 78 in Clarke and Oglethorpe Counties. Currently, this project is unfunded and is listed as 'Long-Range Program' in GDOT's system.
	53	While the visual display was effective, the open house format was not. A presentation with a designated speaker and question-answer session would be better.	GDOT endeavors to provide the project information to stakeholders and answer all of their questions. While no format is perfect, it has been determined that the open house format is the best at reaching the majority of the stakeholders.
	61	Not enough information has been given to support the project.	GDOT endeavors to make the project information accessible to stakeholders and answer all of their questions. The GDOT uses a variety of methods of advertising and informing the public of projects and public meetings. The details of projects can be found online by going to www.dot.state.ga.us , clicking 'information Center', scrolling to and clicking on 'Public Information', selecting 'Public Outreach', and then selecting the project you would like to view by County and Project.

REVIEWING OFFICE	COMMENT #	NATURE OF COMMENT	PROPOSED RESPONSE
Environment	5, 29	There should be an analysis of the large growth trees and pecan trees within the project area.	GDOT analyzes and endeavors to create the least adverse impact whenever possible. All aspects of the environment are analyzed and taken into account during project design.
	6	A Colonial cemetery is located between mile markers 2050 and 2055. This cemetery was not seen labeled on the Master Plan.	GDOT analyzes and endeavors to create the least adverse impact whenever possible. Preserving historic properties and sites like cemeteries are some of the concerns taken into account when plans are developed to improve Georgia transportation networks and infrastructure. Due to this comment, the mentioned site will be reviewed to ensure that all eligible cemeteries have been included and evaluated.
	7, 8, 34	The proposed project will impact a historic house (c. 1820) on the McElhannon Trust property, as well as the property's water source which is a natural spring that has been flowing on the property for 200 years.	GDOT analyzes and endeavors to create the least adverse impact whenever possible. Preserving historic resources is one of the concerns taken into account when plans are developed to improve Georgia transportation networks and infrastructure. Due to this comment, the mentioned site will be reviewed to ensure that all eligible National Register properties have been included and evaluated. Additionally, the design will be revised if practicable to avoid the natural spring which is the property's water source.

REVIEWING OFFICE	COMMENT #	NATURE OF COMMENT	PROPOSED RESPONSE
Environment	12	The historic Cherokee Corners area must be protected.	GDOT analyzes and endeavors to create the least adverse impact whenever possible. Preserving historic resources is one of the concerns taken into account when plans are developed to improve Georgia transportation networks and infrastructure.
	40	Confusion as to why the road cannot be widened through the Cherokee Corners area. It does not seem that the project would affect the historical areas any more than they are already affected.	Several historic properties that are eligible or on the National Register of Historic Places as well as additional natural resources are in the Cherokee Corners area. GDOT analyzes and endeavors to create the least adverse impact whenever possible. It was evaluated that a bypass through the Arnoldsville area provided fewer overall impacts than widening existing US 78 through the Cherokee Corners area.
	47	Concerned that Pope Station Farm (Parcel 97/1709 Athens Road, Crawford) will be affected by the proposed project. It is the location of a 190-year old house and a 200-year old magnolia tree.	GDOT analyzes and endeavors to create the least adverse impact whenever possible. Preserving historic resources is one of the concerns taken into account when plans are developed to improve Georgia transportation networks and infrastructure. While this property has been determined to be ineligible for the National Historic Register by the State Historic Preservation Officer, the design will be reviewed to determine if an alignment shift further away from the house is practical.

Summary of Comments

STP00-0014-01(069), STP00-0014-01(067), PI No. 132660-, 231910-, Clarke And Oglethorpe Counties

October 20, 2010

Page 15

Attached is a complete transcript of the comments received during the comment period and a copy of the two public information open houses for review. **Your input on the proposed responses is required by October 27, 2010.** Please direct your comments via email to Meredith Van Duyn (Meredith.vanduynduyn@kimley-horn.com) and copy Amber Phillips (aphillips@dot.ga.gov), of this office.

If you have any questions about the comments please either email or call Amber Phillips at (404) 631-1117.

GB/jjn/ap

Attachments

DISTRIBUTION:

Ben Buchan, w/attachments

Russell R. McMurry, w/attachments

District 1 Attn: Tony Collins, w/attachments

District 2 Attn: Todd McDuffie, w/attachments

Angela T. Alexander, w/attachments

Kathy Zahul, P.E., w/attachments

Howard (Phil) Copeland (Attn: Troy Byers), w/attachments

Peter Emmanuel w/attachments

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENTAL CORRESPONDENCE

FILE		OFFICE	Planning
		DATE	January 22, 2010
FROM	 Todd I. Long, P.E., PTOE, Director of Planning		
TO	Brent Story, P.E., State Design Policy Engineer Attn: Dave Peters		
SUBJECT	Revised Project Concept Report (Widening and Reconstruction of SR 10/ US 78 from CR 166/Whit Davis Road in Clarke County to CR 26/Smokey Road in Oglethorpe County). P. I. # 132660.		

The attached revised concept report was sent to this office for approval in accordance with the Plan Development Process (PDP). The majority of the proposed widening projects for the SR 10/ US 78 corridor are under the jurisdiction of the Madison-Athens-Clarke-Oconee Regional Transportation Study (MACORTS).

This project was in MACORTS Long Range Transportation Plan (LRTP) with the Right-Of-Way phase showing FY 2012 in their Transportation Improvement Program (TIP). During the recent update of the MACORTS' 2035 long range transportation plan, this project was shifted to the unfunded section of the plan and accordingly removed from the TIP. Subsequently, a request was also made by MACORTS for this project to be deleted. MACORTS is proposing utilizing the right-of-way funds that was showing FY 2012 in their TIP to program two new projects and accelerate the construction phase of one programmed project (P.I. # 142230) to FY 2012.

However, Oglethorpe County wants to move forward with this project. Recently, the Right-of-Way and Construction of project PI # 132660 was shifted to FY 2016 and 2019 respectively. The Office of Planning is recommending that the Office of Preconstruction adjust the schedules accordingly and approve the concept. The Office of Planning will work with MACORTS in an effort to advance this project. If you have any questions, please feel free to contact Anie Bassey at (404) 631-1795.

TL: ATA: aeb

Statewide Location Bureau

FEB 01 2010

JAN 29 2010

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE STP00-0014-01(069) OFFICE Program Delivery
Clarke/Oglethorpe Counties
P.I. No. 132660 DATE October 26, 2009

Project Description: Widening and Reconstruction of SR 10/US 78 from CR 166/Whit Davis Road in Clarke County to CR 26/Smokey Road in Oglethorpe County.

FROM Bobby K. Hilliard, PE, State Program Delivery Engineer *B.K.H.*

TO Genetha Rice-Singleton, State Program Control Administrator
Attn: Johnny Quarles, Project Concept Review Engineer

SUBJECT Revised Project Concept Report

Attached is the revised Project Concept Report with the original copy of the approved Concept Report for your further handling for approval in accordance with the Plan Development Process (PDP).

The typical section from the beginning of the project is revised and the design speed is reduced to 45 mph; the minimum right of way width is reduced in the urban and rural sections; the typical section rural outside paved shoulder width is increased; the proposed alignment is slightly revised from the original location as detailed in the 2000 Concept Report; the existing bridge at US 78 over Moss Creek, bridge replacement project BHF-014-1(67), will no longer be needed due to the proposed realignment of US 78; traffic data is updated; cost estimate is updated; and project prioritization information is added.

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

DATE _____

State Transportation Planning Administrator

If there are any questions, please contact Peter Emmanuel at 404-631-1158.

BKH:MAH:pbe
Attachments

Cc: Ron Wishon, Project Review Engineer
Glen Bowman, State Environment/Location Engineer - *Recommendation on File - 04/08/2010*
Keith Golden, State Traffic Operations Engineer *OKP*
Angela Alexander, State Transportation Planning Administrator
Angela Whitworth, State Transportation Financial Management Administrator
Todd McDuffie, District One Engineer
Tony Collins, District Two Engineer
Paul Liles, State Bridge Design Engineer

REVISED PROJECT CONCEPT REPORT

STP00-0014-01(069), US 78 Widening
Clarke/Oglethorpe Counties
P.I. No. 132660

Need and Purpose: See attached.

Project location: The project follows US 78/SR 10 in Clarke County from just east of Whit Davis Road to Walter Sams Road. From there it goes to the north on new location into Oglethorpe County and reconnects to US 78/SR 10 near Arnoldsville Road. The project continues along US 78/SR 10 to just east of Smokey Road/CR26 in Oglethorpe County. The total project length is 7.9 miles.

Description of the approved concept: This project is the widening and reconstruction of SR 10/US 78 from Whit Davis Road/CR 166 in Clarke County to Smokey Road/CR 26 in Oglethorpe County for a total of 8.30 miles. The existing roadway consists of two, 12' lanes with variable width rural shoulders on 60'- 100' of existing right-of-way. The project corridor is primarily rural residential with commercial areas at the project termini. The eastern terminus of this project ties into project STP-014-1(67) Oglethorpe, the proposed Crawford/Lexington Bypass. The base year traffic (2006) along this section of SR 10/US 78 is 14,850 VPD. The 20 year (2026) or design year projected volume is 26,850 VPD. The posted speed and the design speed are 55 MPH. Without the proposed improvements, this corridor will operate at Level of Service (LOS) "F". Widening SR 20/US 78 will improve operating conditions to LOS "B".

The proposed construction will provide two, 12' lanes in each direction separated by a 44' depressed grassed median with rural shoulders (10' outside with 6' paved and 6' inside with 2' paved) on 200' minimum proposed right-of-way. This project will construct a parallel bridge over Moss Creek and extend concrete box culverts at Shoal Creek, Big Creek, and Big Creek Tributary. The existing bridge over Moss Creek will be widened under project BHF-014-1(67) Oglethorpe County. Traffic will be maintained during construction.

Environmental concerns include requiring a COE 404 Permit; and Environmental Assessment will be prepared; six (6) possible UST sites impacted; fourteen (14) possible hazardous waste sites impacted; a public hearing will be held; time saving procedures are not appropriate.

PDP Classification: Major X Minor _____

Federal Oversight: Full Oversight (), Exempt (X), State Funded (), Other ()

Functional Classification: Urban Principal Arterial (Clarke Co.)
Rural Principal Arterial (Oglethorpe Co.)

U. S. Route Number(s): US 78

State Route Number(s): SR 10

Traffic (AADT) as shown in the approved concept:

Current Year: 14,850 (2006)

Design Year: 26,850 (2026)

Proposed features to be revised:

- The original rural typical section of US 78 will be replaced by an urban typical section for approximately the first 1.2 miles. This portion of US 78 will have a design speed of 45 mph.
- The proposed 10-foot outside shoulder on the rural section of US 78 will include a 6.5-foot paved shoulder.
- The minimum right of way will be 100 feet in the 5-lane urban section and 160 feet in the 4-lane divided rural section.
- The alignment will be revised from the original location, which followed the same general corridor as the existing US 78 alignment. The proposed alignment will be on new location for a portion of the project and will be routed north of the existing roadway. The project termini will remain the same. The project length is 7.9 miles.
- As a result of the realignment of US 78, the existing US 78 bridge over Moss Creek (Project BR000-0001-00(221) P.I. No. 0001221) will be outside the limits of the project.
- The traffic data has been updated to an existing year of 2009, a base year of 2014, and a design year of 2034.

Describe the revised feature(s) to be approved:

- **Proposed Typical Section:** From the beginning of the project to approximately 0.5 miles west of Robert Hardeman Road, an urban section will be used. This will consist of a 14-foot center turn lanes, 2 12-foot travel lanes in each direction, and a 16-foot urban shoulder with curb and gutter and a 5-foot sidewalk. The design speed will change from 55 mph, as described in the 2000 Concept Report, to 45 mph to be consistent with the posted speed on the existing road, which is inside of and adjacent to the city limits of Athens. The rural section of proposed US 78 will remain at a 55 mph design speed.
- **Proposed Minimum Right of Way:** The minimum right of way width will be 100 feet in the urban 5-lane section and 160 feet in the 4-lane divided rural section in lieu of the 200 feet as described in the 2000 Concept Report.
- **Proposed Typical Section:** The 10-foot rural outside shoulder width will remain unchanged, but the 6-foot wide paved shoulder, as described in the 2000 Concept Report, will be changed to a 6.5-foot wide paved shoulder. This revision is to meet current Georgia Department of Transportation (GDOT) design policy for shoulder design per Table 6.3 page 6-4 in the GDOT Design Policy Manual.
- **Proposed Alignment:** The alignment will be revised from the original location as detailed in the 2000 Concept Report, which followed the same corridor as the existing US 78 alignment. The proposed alignment will be on new location for a portion of the project. The alignment will be routed north of the existing roadway from Walter Sams Road to Arnoldsville Road. New signalized at-grade crossings

will occur at US 78 intersections with Lexington Road, Yancy Road, and Arnoldsville Road. Lexington Road and Arnoldsville Road will need to be realigned at these crossings. The project termini will remain the same. This revision was implemented to avoid impacting environmentally sensitive areas adjacent to the existing US 78 right-of-way. The project length is 7.9 miles.

- Bridge replacement: Due to the proposed realignment of US 78, the existing bridge at US 78 over Moss Creek will be outside the limits of this project and therefore, will not require a parallel bridge as detailed in the 2000 Concept Report. Based on the drainage basin size at the proposed crossing, a culvert would be the appropriate structure for this location.

Updated traffic data (AADT):

Base Year: 17,260 (2014)

Design Year: 23,210 (2034)

Programmed/Schedule:

P.E. AUTH

R/W: 2012

Construction: LR

V.E. Study Required:

Yes (X)

No ()

Revised cost estimates:

- | | |
|---|-----------------|
| 1. Construction cost incl. E&I, Fuel Adjustment & AC Adjustment | \$33,067,946.65 |
| 2. Right-of-way, and | \$16,940,900.00 |
| 3. Utilities <i>incl. 30% Contingencies</i> | \$514,150.00 |

Is the project located in a Non-attainment area? Yes X No

Recommendation: Recommend that the proposed revision to the concept be approved for implementation.

Attachments:

1. Sketch Map
2. Need and Purpose Statement
3. Typical Section
4. Cost Estimates
5. Traffic Diagrams
6. Original Concept Report

Concur: _____

James B. Bal
Director of Engineering

Approve: _____

Dee MR
Chief Engineer

Date

5/17/20

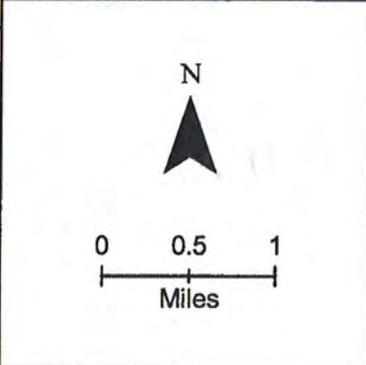
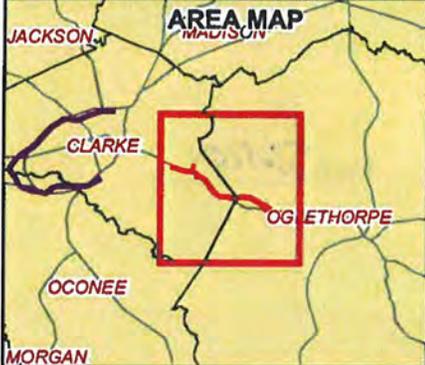
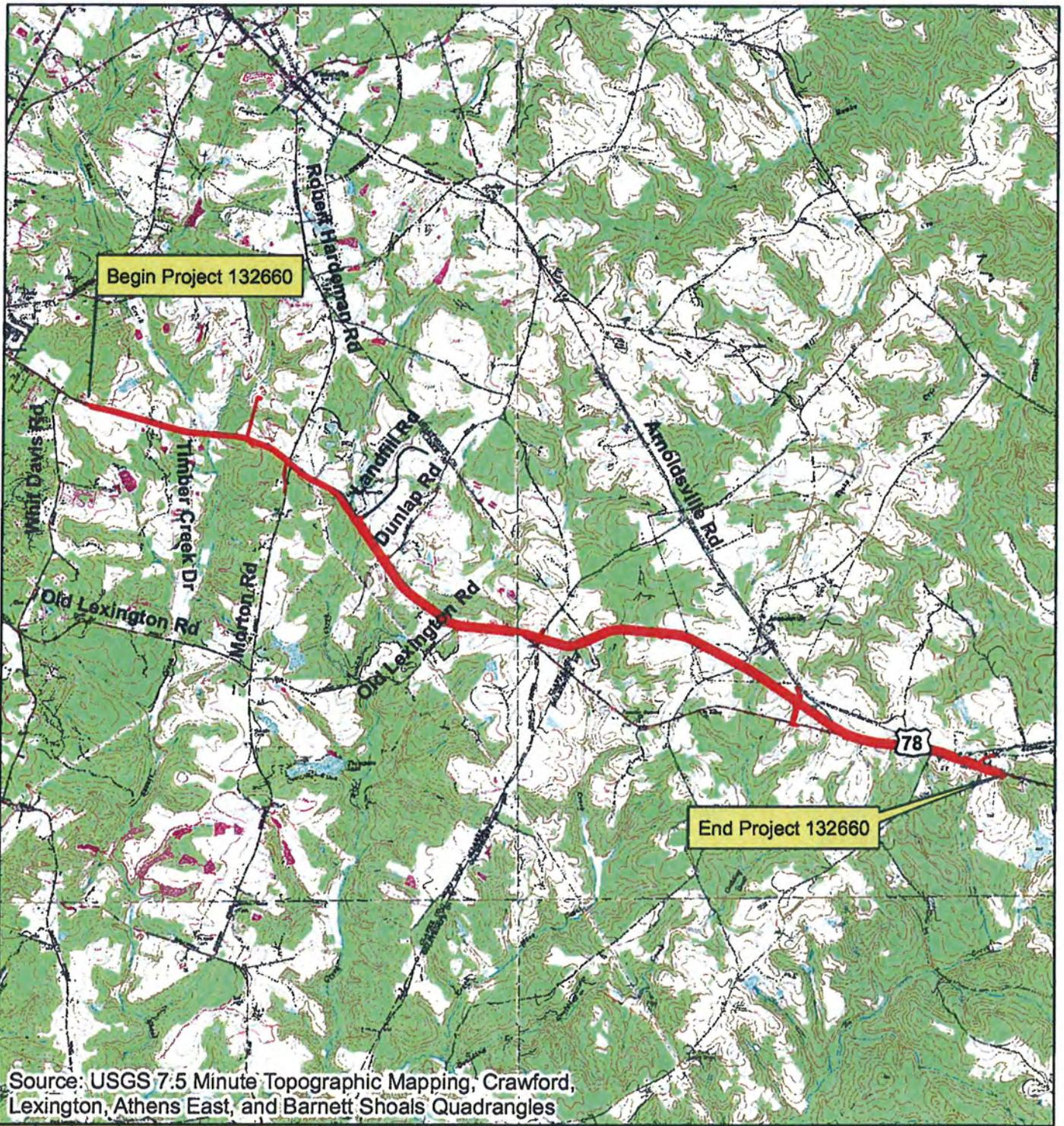


Figure 1: Location Map

Project Number STP00-0014-01(069)
 P.I. No. 132660
 Clarke and Oglethorpe Counties, Georgia

SR 10/US 78 Widening

NEED AND PURPOSE STATEMENT

STP00-0014-01(069), US 78 Widening Clarke/Oglethorpe Counties P.I. No. 132660

The proposed project corridor serves as a primary east-west corridor connecting Clarke County and Oglethorpe County, as well as the cities of Athens, Lexington, and Crawford. Growth in the area has continued to stress the capacity and safety of the existing facility. The annual average daily traffic (ADT) volumes are expected to increase, from 17,260 vehicles per day (VPD) in the 2014 base year to 23,210 VPD by design year 2034. Additionally, the existing corridor experiences a high level of truck traffic, creating safety hazards, especially for turning vehicles.

The purpose of the project is to improve capacity and safety of US 78 between Whit Davis Road (CR 166) in Clarke County and Smokey Road (CR 26) in Oglethorpe County. The improvements would address the needs of reducing projected levels of congestion and reducing potential for accidents, while minimizing impacts to archaeological and historical resources.

Background

The proposed project is a crucial component of the Madison Athens-Clarke-Oconee Regional Transportation Study and the State Transportation Plan. This project is contained in the FY 2008-2011 Transportation Improvement Project (TIP) for the Madison Athens-Clarke-Oconee Regional Transportation Study and in the Draft FY 2010-2013 State Transportation Improvement Program (STIP).

Project STP00-0014-01(069) consists of the widening and improvement as well as the relocation of SR10/US 78 from east of Whit Davis Road (CR 166) in Clarke County to east of Smokey Road (CR 26) in Oglethorpe County. The proposed project has a total approximate length of 7.9 miles. The proposed project would widen the existing two to four lane roadway to four 12 foot through lanes with a 14 foot two way left turn lane and 16 foot urban shoulders with curb and gutter and a 5 foot sidewalk on each side to a point approximately 0.5 miles west of Robert Hardeman Road. From there to

the end of the project, the proposed widening/relocation would consist of four 12 foot through lanes with a 44 foot depressed median and a 10 foot outside shoulder (6.5 foot paved) on each side. In the segment between Walter Sams Road and Arnoldsville Road, US 78 will be constructed on a new alignment as a bypass of the existing US 78.

US 78 is functionally classified as an urban principal arterial in Clarke County and a rural principal arterial in Oglethorpe County. The project corridor is primarily rural residential along the existing US 78 roadway and undeveloped pasture and wooded areas throughout the proposed new location corridor. Commercial areas exist at the beginning and end of the project.

Existing Travel Conditions

The existing conditions along existing US 78 are as follows:

- US 78/Lexington Road transitions from a four-lane divided roadway with a center raised median to a two-lane roadway between Weatherly Woods Drive and Loy's Farm Road. East of the Shoals Creek Crossing, US 78 transitions into a three-lane road, that continues until the western terminus of the project. The three-lane is comprised of two through lanes and alternates between a center left turn lane and an additional passing lane.
- The intersection of US 78 at Whit Davis Road is currently signalized. Pedestrian facilities and crosswalks are located in the Westbound and Northbound approaches of the intersection.
- The intersection of US 78 at Robert Hardeman Road/Morton Road is currently signalized. Pedestrian facilities and crosswalks are located at all approaches of the intersection.
- The posted speed limits along U.S. 78 and the side roads are as follows: 55 miles per hour (MPH) along U.S. 78. 50 MPH along Morton Road and Old Lexington Road; 45 MPH along Robert Hardeman Road, Dunlap Road, Walter Sam Road, Double Bridges Road, Arnoldsville Road, Wolfskin Road/Co. Hwy 77, Smokey Road, and Yancey Road/CR 306; 25 MPH along Weatherly

Woods Drive, and Timber Creek Drive. The speed limits along Big Oak Circle, Wildflower Drive, Loy's Farm Road and Landfill Road are not posted.

Existing and Projected Traffic Conditions

Level of Service (LOS) is a measure used to describe operational conditions within a traffic stream. **Table 1** summarizes the LOS and delay in seconds (per vehicle) for all intersections.

TABLE 1 Level of Service Summary Existing Year 2009			
Intersection	Signal Control	Overall LOS (Delay in Seconds)	
		AM Peak	PM Peak
US 78/Whit Davis Road	<i>Signalized</i>	C (28.5)	C (29.6)
US 78/Timber Creek Drive	<i>Unsignalized</i>	NB: D (28.8)	NB: D (31.3)
US78/Morton Road (Robert Hardeman Rd)	<i>Signalized</i>	B (15.6)	B (13.6)
US 78/Landfill Road	<i>Unsignalized</i>	SB: C (22.8)	SB: C (24.6)
US 78/Dunlap Road	<i>Unsignalized</i>	SB: C (17.4)	SB: B (13.6)
US 78/Old Lexington Road	<i>Unsignalized</i>	NB: B (13.0)	NB: B (13.2)
US 78/Walter Sams Rd (Double Bridges Rd)	<i>Unsignalized</i>	NB: E (35.6)	NB: D (32.2)
		SB: C (24.1)	SB: C (22.6)
US 78/Old Edwards Road	<i>Unsignalized</i>	NB: C (24.6)	NB: C (21.3)
US 78/Yancy Road	<i>Unsignalized</i>	SB: C (19.2)	SB: C (16.0)
US 78/Arnoldsville Road	<i>Unsignalized</i>	SB: F (373.8)	SB: F (113.5)
US 78/Wolf Skin Road	<i>Unsignalized</i>	NB: C (17.6)	NB: C (22.4)
US 78/Smokey Road	<i>Unsignalized</i>	SB: C (17.3)	SB: B (13.8)

The proposed US 78 widening project is expected to be constructed by the year 2014. The Base Year 2014 traffic conditions were developed by increasing the Existing Year 2009 peak hour traffic volumes at 2% per year for 5 years. On the segment between Walter Sams Road and Arnoldsville Road, it was assumed that approximately 10% of the traffic would remain on existing US 78, with the remaining 90% utilizing the bypass segment that will be constructed on new alignment. **Table 2** illustrates the Base Year 2014 traffic conditions for the AM and PM peak periods.

TABLE 2			
Level of Service Summary			
Base Year 2014			
Intersection	Signal Control	Overall LOS (Delay in Seconds)	
		AM Peak	PM Peak
US 78/Whit Davis Road	<i>Signalized</i>	C (26.0)	C (30.2)
US 78/Timber Creek Drive	<i>Unsignalized</i>	NB:B (12.8)	NB: B (15.9)
US 78/Morton Road (Robert Hardeman Road)	<i>Signalized</i>	B (11.5)	B (11.8)
US 78/Landfill Road	<i>Unsignalized</i>	SB: C (16.0)	SB: B (15.0)
US 78/Dunlap Road	<i>Unsignalized</i>	SB: B (13.0)	SB: B (10.9)
US 78/Old Lexington Road	<i>Unsignalized</i>	NB:B (10.7)	NB: B (12.7)
US 78/Walter Sams Rd (Double Bridges Rd)	<i>Signalized</i>	A (9.5)	B (14.9)
US 78/ Yancy Rd (Old Edwards Rd)	<i>Unsignalized</i>	NB:C (16.7)	NB: C (16.6)
		SB: C (16.6)	SB: B (13.2)
US 78/Arnoldsville Road	<i>Signalized</i>	C (22.6)	B (16.3)
US 78/Wolf Skin Road	<i>Unsignalized</i>	NB:B (12.6)	NB: B (14.0)
US 78/Smokey Road	<i>Unsignalized</i>	SB: C (15.6)	SB: B (11.4)

LOS determinations were also made for the Design Year 2034 AM and PM peak hour traffic conditions for the study intersections and are presented in **Tables 3 and 4**. Under the No-Build Condition, the two signalized intersections are projected to operate at LOS D or better during the AM and PM peak hours. Nine of the ten unsignalized intersections are projected to operate at LOS E or LOS F during the AM and/or PM peak hours under No-Build Year 2034 traffic conditions.

TABLE 3 Level of Service Summary Design Year 2034, No-Build			
Intersection	Signal Control	Overall LOS (Delay in Seconds)	
		AM Peak	PM Peak
US 78/Whit Davis Road	<i>Signalized</i>	D (48.4)	C (32.9)
US 78/Timber Creek Drive	<i>Unsignalized</i>	NB:F (187.5)	NB:F (161.5)
US 78/Morton Road (Robert Hardeman Road)	<i>Signalized</i>	D (47.2)	C (25.0)
US 78/Landfill Road	<i>Unsignalized</i>	SB: F (68.9)	SB: F (86.4)
US 78/Dunlap Road	<i>Unsignalized</i>	SB: E (36.3)	SB: C (19.9)
US 78/Old Lexington Road	<i>Unsignalized</i>	NB:C (20.2)	NB:C (19.8)
US 78/Walter Sams Rd (Double Bridges Rd)	<i>Unsignalized</i>	NB: F (470.3)	NB: F (237.7)
		SB: F (169.0)	SB: F (122.9)
US 78/Old Edwards Road	<i>Unsignalized</i>	NB: F (88.1)	NB: E (44.4)
US 78/Yancy Road	<i>Unsignalized</i>	SB: E (37.9)	SB: D (29.0)
US 78/Arnoldsville Road	<i>Unsignalized</i>	SB: F	SB:F
US 78/Wolf Skin Road	<i>Unsignalized</i>	NB: F (50.0)	NB: F (95.6)
US 78/Smokey Road	<i>Unsignalized</i>	SB: E (49.1)	SB: C (23.9)

Under the Build Condition, all signalized and unsignalized intersections are projected to operate at LOS D or better during both the AM and PM peak hours.

TABLE 4 Level of Service Summary Design Year 2034, Build			
Intersection	Signal Control	Overall LOS (Delay in Seconds)	
		AM Peak	PM Peak
US 78/Whit Davis Road	<i>Signalized</i>	D (36.5)	C (29.2)
US 78/Timber Creek Drive	<i>Unsignalized</i>	NB: C (15.4)	NB: C (23.3)
US 78/Morton Road (Robert Hardeman Road)	<i>Signalized</i>	B (13.7)	B (15.1)
US 78/Landfill Road	<i>Unsignalized</i>	SB: C (23.4)	SB: C (19.4)
US 78/Dunlap Road	<i>Unsignalized</i>	SB: C (16.1)	SB: B (12.1)
US 78/Old Lexington Road	<i>Unsignalized</i>	NB: B (11.7)	NB: C (15.8)
US 78/Walter Sams Rd (Double Bridges Rd)	<i>Signalized</i>	B (10.9)	B (14.0)
US 78/ Yancy Rd (Old Edwards Rd)	<i>Unsignalized</i>	NB: C (22.5)	NB: C (22.2)
		SB: C (21.8)	SB: C (15.3)
US 78/Arnoldsville Road	<i>Signalized</i>	C (25.1)	B (18.5)
US 78/Wolf Skin Road	<i>Unsignalized</i>	NB: C (16.6)	NB: C (19.5)
US 78/Smokey Road	<i>Unsignalized</i>	SB: C (24.1)	SB: B (13.2)

Safety

Accident data for US 78 from Whit Davis Road (Clarke County) to Wolf Skin Road (Oglethorpe County) were obtained from the Georgia Department of Transportation for the years 2005, 2006, and 2007. US 78 is classified by GDOT to be an urban principal arterial in Clarke County and a rural principal arterial in Oglethorpe County. **Table 5** summarizes the number of accidents, injuries, and fatalities for the Clarke County segment and **Table 6** summarizes the number of accidents, injuries, and fatalities for the Oglethorpe County segment in each year, respectively. The rates determined for accidents, injuries, and fatalities were based on 100,00,000 vehicle

miles traveled. This accident data was used to assess the safety of each of the roadway segments.

- US 78 from Whit Davis Road to Clarke County/Oglethorpe County line, Urban Principal Arterial:** The three-year accident data for this segment indicates 112 total accidents with 52 total injuries and 1 fatality. In 2007, the accident rate for this segment of US 78 was computed to be about 0.41 times the statewide average accident rate on comparable roads. Accidents classified as ‘not a collision with a motor vehicle’ often occur due to vehicles running off the road and overturning or hitting guardrail, ditches, poles, signs, trees, etc., or due to collisions with deer or other animals or pedestrians. The one fatality occurred in 2005 at mile 13.8 along US 78 and was due to an accident involving an overturned vehicle. Further analysis of the accident data reveals that during this 3-year period, 52% of accidents were not a collision with a motor vehicle, 28% of accidents were rear-end, 13% of accidents were angle, 6% of accidents were sideswipe, and 1% of accidents were head-on.

Table 5: Accident History (2005-2007) Clarke County									
Year	Number of Accidents	Number of Injuries	Number of Fatalities	Accident Rate ⁽¹⁾	Injury Rate ⁽¹⁾	Fatality Rate ⁽¹⁾	Statewide Average Accident Rate ⁽¹⁾	Statewide Average Injury Rate ⁽¹⁾	Statewide Average Fatality Rate ⁽¹⁾
US 78 from Whit Davis Road to Clarke County/Oglethorpe County line: Urban Principal Arterial									
2005	39	20	1	292	150	7.49	363	151	1.43
2006	33	17	0	184	95	0.00	298	120	1.33
2007	40	15	0	181	68	0.00	445	174	1.49
Total	112	52	0	---	---	---	---	---	---

(1) Rates are per 100 million vehicle miles.

- US 78 from Clarke County/Oglethorpe County line to Wolf Skin Road, Rural Principal Arterial:** The three-year accident data for this segment indicates 53 total accidents with 38 total injuries and 2 fatalities. Additionally, in 2007, the accident rate for this segment of US 78 was computed to be about 1.88 times the statewide average accident rate on comparable roads. The two

fatalities occurred in the same accident in 2005 at mile 1.09 along US 78, and were caused by a head on collision. Accidents classified as 'not a collision with a motor vehicle' often occur due to vehicles running off the road and overturning or hitting guardrail, ditches, poles, signs, trees, etc., or due to collisions with deer or other animals or pedestrians. Further analysis of the accident data reveals that during this 3-year period, 47% of accidents were not a collision with a motor vehicle, 28% of accidents were rear-end, 13% of accidents were angle, 8% of accidents were sideswipe, and 4% of accidents were head-on.

Table 6: Accident History (2005-2007) Oglethorpe County									
Year	Number of Accidents	Number of Injuries	Number of Fatalities	Accident Rate ⁽¹⁾	Injury Rate ⁽¹⁾	Fatality Rate ⁽¹⁾	Statewide Average Accident Rate ⁽¹⁾	Statewide Average Injury Rate ⁽¹⁾	Statewide Average Fatality Rate ⁽¹⁾
US 78 from Clarke County/Oglethorpe County line to Wolf Skin Road: Rural Principal Arterial									
2005	18	21	2	187	218	20.79	80	50	1.57
2006	14	6	0	155	67	0.00	73	42	1.13
2007	21	11	0	214	112	0.00	114	63	1.99
Total	53	38	2	---	---	---	---	---	---

(1) Rates are per 100 million vehicle miles.

Land Use

The project is located in a rural area and the land use in the project area is predominately residential with a large portion owned by the University of Georgia for farm use. The study area contains a number of churches located across from Loy's Farm Road, west of Landfill Road and in the NW corner of the US78/Dunlap Road intersection. There is also a cemetery across from Timber Creek Drive. HSBC Bank is located two businesses west of Morton Road. Amerigas Propane LP owns property at the NW corner of the US 78/Wildflower Rd intersection. There is also an unidentified business in the NE corner of the US 78/Robert Hardeman Rd intersection.

Bike and Pedestrian Facilities

Along the proposed corridor, there is existing sidewalk along the front of Southeast Clarke Park. There are no other existing pedestrian or bike facilities along the proposed corridor. Proposed facilities for pedestrians will be located on the urban portion of the project, west of Robert Hardeman Road. These facilities will include sidewalks, pedestrian heads and crosswalks at the signalized intersections.

Logical Termini and System Linkage

Logical termini refers to defining a project's limits so that the transportation needs can be adequately addressed by the proposed improvements. The term is applicable to anticipated federal funding for a proposed project and therefore has a specific definition by the Federal Highway Administration (FHWA). To demonstrate logical termini, the project must show that it:

- (1) Connects at logical points and is of sufficient length to address environmental matters on a broad scope;
- (2) Has independent utility or independent significance, i.e. is usable and a reasonable expenditure even if no additional transportation improvements in the area are made; and
- (3) Does not restrict consideration of alternates for other reasonably foreseeable transportation improvements.

The western project limit begins east of Whit Davis Road (CR 166) in Clarke County. The eastern project limit is east of Smokey Road (CR 26) in Oglethorpe County. These limits enable adequate consideration of build alternatives, would be compatible with potential intersection modifications, and would enable traffic benefits within the project area. To meet the definition of logical termini for FHWA planning and funding purposes, the project extends the existing four-lane facility at its western limit to the beginning of the proposed Project STP00-0014-01(067), Crawford/Lexington Bypass from East of CR 26/Smokey Road SE to SR 22, at its eastern limit.

Environmental Justice

In accordance with Title VI of the Civil Rights Act of 1964 and Executive Order 12898, the project area has been evaluated to determine if there would be any disproportionately high and adverse effects to minority and low-income populations and communities. The proposed project is located in two counties. The Census Tracts adjacent to the proposed project in Clarke County are 1406 (Block Group 3), 1507 (Block Group 3), and 1509 (Block Group 3). The Census Tract adjacent to the proposed project in Oglethorpe County is 9602 (Block Group 3 and 6). **Tables 7 and 8** show the population and income characteristics for the Census Tracts (and Block Groups) adjacent to the proposed project. Data for Clarke and Oglethorpe counties is included for the purposes of comparison.

TABLE 7								
Project Area Demographic Data								
<i>2000 U.S. Census</i>								
	Total Population	Percent Minority	Median Household Income	1999 Family Income for Household (percent of total households)				
				\$0 to 25,000	\$25,000 to 50,000	\$50,000 to 75,000	\$75,000 to 100,000	\$100,000 or more
Clarke County	101,489	35%	\$28,403	45%	27%	14%	6%	8%
Tract 1406	4,451	22%	\$35,366	34%	35%	17%	8%	6%
1406-03	1,417	18%	\$21,851	57%	27%	5%	7%	4%
Tract 1507	5,539	26%	\$39,233	35%	24%	18%	10%	12%
1507-03	732	20%	\$47,569	29%	27%	8%	20%	15%
Tract 1509	3,276	17%	\$48,145	22%	31%	18%	8%	21%
1509-03	1,283	26%	\$45,076	35%	25%	10%	7%	24%

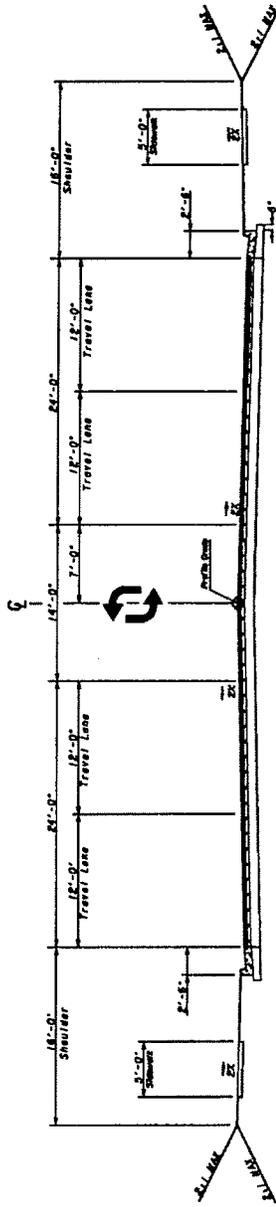
TABLE 8								
Project Area Demographic Data								
<i>2000 U.S. Census</i>								
	Total Population	Percent Minority	Median Household Income	1999 Family Income for Household (percent of total households)				
				\$0 to 25,000	\$25,000 to 50,000	\$50,000 to 75,000	\$75,000 to 100,000	\$100,000 or more
Oglethorpe County	12,635	22%	\$35,578	35%	35%	17%	8%	6%
Tract 9602	9,290	18%	\$35,533	34%	34%	17%	8%	6%
9602-03	1,556	15%	\$37,067	36%	28%	20%	10%	10%
9602-06	1,198	29%	\$31,691	42%	35%	15%	2%	6%

The population along the project corridor is characterized by slightly lower minority population percentages than the populations of Clarke and Oglethorpe counties, with the exception of Census Block Group 9602.3 in Oglethorpe County. The project does not disproportionately burden or benefit any particular community. The project is considered a benefit to all of the communities that utilize the U.S. 78 corridor.

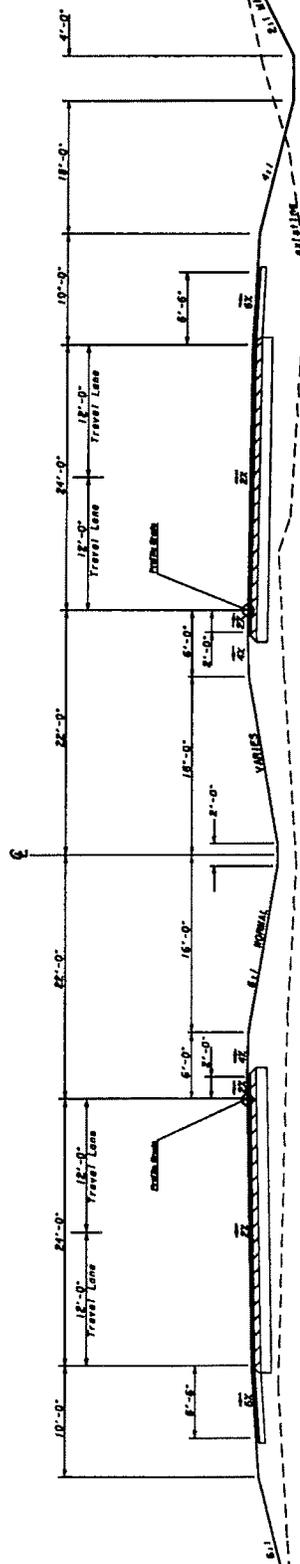
Project Prioritization

The Georgia Department of Transportation (GDOT) Office of Planning has compiled a planning level study (project prioritization) to assist with project balancing and programming using a macro-analysis tool, the data in Table 9 is the result of the study. As a result of the high Benefit/Cost Ratio (B/C Ratio), project STP00-0014-01(069) has been moved to Tier 1. Due to the majority of project STP00-0014-01(067) located on a new location, not much data is available to make an analysis. As a result, the B/C Ratio is low and the project is moved to Tier 4.

TABLE 9		
Project Prioritization		
Project Number	STP00-0014-01(069)	STP00-0014-01(067)
P.I.#	132660	231910
Tier #	1	4
Score #	55	27
B/C Ratio	1.58	0.24
Reduces Delay by (VHT)	1,615 hrs	106 hrs



TYPICAL SECTION NO. 1
US 78



TYPICAL SECTION NO. 2
US 78

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

----- INTERDEPARTMENT CORRESPONDENCE

FILE PROJECT No. , OFFICE
 DATE

P.I. No.

FROM

TO Ronald E. Wishon, Project Review Engineer

SUBJECT REVISIONS TO PROGRAMMED COSTS

PROJECT MANAGER

MNGT LET DATE

MNGT R/W DATE

PROGRAMMED COST (TPro W/OUT INFLATION)

CONSTRUCTION \$

DATE

RIGHT OF WAY \$

DATE

UTILITIES \$

DATE

LAST ESTIMATE UPDATE

REVISED COST ESTIMATES

CONSTRUCTION* \$

RIGHT OF WAY \$

UTILITIES** \$

* Costs contain % Engineering and Inspection and % Construction Contingencies.

** Costs contain % contingency.

REASON FOR COST INCREASE

Detailed Concept Development.
Addition of 125% adjustments for fuel and asphalt cement.

CONTINGENCY SUMMARY

Construction Cost Estimate: \$ (Base Estimate)

Engineering and Inspection: \$ (Base Estimate x %)

Construction Contingency: \$ (Base Estimate x %)

(The Construction Contingency is based on the Project Improvement Type in TPro.)

Total Fuel Adjustment \$ (From attached worksheet)

Total Liquid AC Adjustment \$ (From attached worksheet)

Construction Total: \$

Utility Cost Estimate: \$

Utility Contingency: \$ %

Utility Total: \$

REIMBURSABLE UTILITY COST

Utility Owner

Reimbursable Cost

Georgia Power Dist.	\$128,000.00
Georgia Power Trans.	\$150,000.00
AT&T	\$102,500.00
Athens Clarke Co. Water	\$10,000.00
City of Arnoldsville Water	\$5,000.00

Attachments

c: Genetha Rice-Singleton, State Program Control Administrator

Estimate Report for file "132660"

Section Roadway Items					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
150-1000	1	LS	250000.0	TRAFFIC CONTROL - PI NO 132660	250000.0
153-1300	1	EA	76009.21	FIELD ENGINEERS OFFICE TP 3	76009.21
163-0232	100	AC	297.78	TEMPORARY GRASSING	29777.99
201-1500	1	LS	1000000.0	CLEARING & GRUBBING - PI NO 132660	1000000.0
205-0001	800000	CY	2.91	UNCLASS EXCAV	2328000.0
310-1101	160000	TN	17.85	GR AGGR BASE CRS, INCL MATL	2856000.0
318-3000	500	TN	20.87	AGGR SURF CRS	10435.0
402-1812	5300	TN	69.52	RECYCLED ASPH CONC LEVELING, INCL BITUM MATL & H LIME	368456.0
402-3121	132000	TN	59.88	RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	7904160.0
402-3130	26000	TN	63.46	RECYCLED ASPH CONC 12.5 MM SUPERPAVE, GP 2 ONLY, INCL BITUM MATL & H LIME	1649960.0
402-3190	34000	TN	68.49	RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	2328660.0
413-1000	43000	GL	2.13	BITUM TACK COAT	91590.0
441-0104	6880	SY	33.78	CONC SIDEWALK, 4 IN	232406.4
441-0204	3000	SY	38.59	PLAIN CONC DITCH PAVING, 4 IN	115770.00
441-4020	1000	SY	38.9	CONC VALLEY GUTTER, 6 IN	38900.0
441-6222	20642	LF	16.15	CONC CURB & GUTTER, 8 IN X 30 IN, TP 2	333368.3
446-1100	10000	LF	4.8	PVMT REINF FABRIC STRIPS, TP 2, 18 INCH WIDTH	48000.0
500-9999	50	CY	202.29	CLASS B CONC, BASE OR PVMT WIDENING	10114.5
634-1200	300	EA	97.93	RIGHT OF WAY MARKERS	29379.00
641-1200	3000	LF	18.23	GUARDRAIL, TP W	54690.0
641-5001	10	EA	686.63	GUARDRAIL ANCHORAGE, TP 1	6866.3
641-5012	10	EA	1862.8	GUARDRAIL ANCHORAGE, TP 12	18628.0
648-1350	2	EA	17113.2	IMPACT ATTENUATOR UNIT, TYPE P -	34226.4
Section Sub Total:					\$19,815,397.11

Section Drainage Items					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
550-1180	6500	LF	36.84	STORM DRAIN PIPE, 18 IN, H 1-10	239460.00
550-1360	2500	LF	66.08	STORM DRAIN PIPE, 36 IN, H 1-10	165200.0
550-2180	900	LF	34.29	SIDE DRAIN PIPE, 18 IN, H 1-10	30861.0
550-3418	56	EA	562.15	SAFETY END SECTION 18 IN, SIDE DRAIN, 4:1 SLOPE	31480.39
550-4218	85	EA	617.22	FLARED END SECTION 18 IN, STORM DRAIN	52463.70
550-4236	32	EA	1079.94	FLARED END SECTION 36 IN, STORM DRAIN	34558.08
577-1100	85	EA	1748.23	METAL DRAIN INLET - COMPLETE ASSEMBLY	148599.55
603-2018	1500	SY	43.44	STN DUMPED RIP RAP, TP 1, 18 IN	65160.0
603-7000	1500	SY	4.34	PLASTIC FILTER FABRIC	6510.0
668-1100	70	EA	2481.45	CATCH BASIN, GP 1	173701.5
668-2100	180	EA	2410.48	DROP INLET, GP 1	433886.4
Section Sub Total:					\$1,381,880.63

Section Shoals Creek Box Culvert Items					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
207-0203	100	CY	53.69	FOUND BK FILL MATL, TP II	5369.0
500-3101	375	CY	276.35	CLASS A CONCRETE	103631.25
511-1000	46000	LB	0.91	BAR REINF STEEL	41860.0
603-1024	200	SY	63.26	STN PLAIN RIP RAP, 24 IN	12652.0
603-7000	200	SY	4.31	PLASTIC FILTER FABRIC	861.99
Section Sub Total:					\$164,374.25

Section Big Creek Box Culvert Items					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
207-0203	40	CY	53.69	FOUND BK FILL MATL, TP II	2147.6
500-3101	185	CY	276.35	CLASS A CONCRETE	51124.75
511-1000	18000	LB	0.91	BAR REINF STEEL	16380.0

603-1024	200	SY	63.26	STN PLAIN RIP RAP, 24 IN	12652.0
603-7000	200	SY	4.31	PLASTIC FILTER FABRIC	861.99
Section Sub Total:					\$83,166.35

Section Big Creek Tributary Box Culvert Items					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
207-0203	40	CY	53.69	FOUND BKFILL MATL, TP II	2147.6
500-3101	175	CY	276.35	CLASS A CONCRETE	48361.25
511-1000	26000	LB	0.91	BAR REINF STEEL	23660.0
603-1024	200	SY	63.26	STN PLAIN RIP RAP, 24 IN	12652.0
603-7000	200	SY	4.31	PLASTIC FILTER FABRIC	861.99
Section Sub Total:					\$87,682.85

Section Moss Creek Box Culvert Items					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
207-0203	50	CY	53.69	FOUND BKFILL MATL, TP II	2684.5
500-3101	290	CY	276.35	CLASS A CONCRETE	80141.5
511-1000	30000	LB	0.91	BAR REINF STEEL	27300.0
603-1024	200	SY	63.26	STN PLAIN RIP RAP, 24 IN	12652.0
603-7000	200	SY	4.31	PLASTIC FILTER FABRIC	861.99
Section Sub Total:					\$123,640.00

Section Signing & Marking Items					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
636-1020	3000	SF	16.58	HIGHWAY SIGNS, TP 1 MATL, REFL SHEETING, TP 3	49739.99
636-2070	3600	LF	8.81	GALV STEEL POSTS, TP 7	31716.0
653-1501	100000	LF	0.44	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, WHITE	44000.0
653-1502	100000	LF	0.45	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, YELLOW	45000.0
653-3501	100000	GLF	0.34	THERMOPLASTIC SKIP TRAF STRIPE, 5 IN, WHITE	34000.0
654-1003	1200	EA	3.21	RAISED PVMT MARKERS TP 3	3852.0
Section Sub Total:					\$208,308.00

Section Signal Items					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
647-1000	1	LS	100000.0	TRAFFIC SIGNAL INSTALLATION NO - 1- US 78 & Whit Davis Road	100000.0
647-1000	1	LS	100000.0	TRAFFIC SIGNAL INSTALLATION NO - 2- US 78 & Morton Road	100000.0
647-1000	1	LS	100000.0	TRAFFIC SIGNAL INSTALLATION NO - 3- US 78 & Walter Sams Road	100000.0
647-1000	1	LS	100000.0	TRAFFIC SIGNAL INSTALLATION NO - 4- US 78 & Arnoldsville Road	100000.0
Section Sub Total:					\$400,000.00

Section Erosion Control					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
163-0232	100	AC	297.78	TEMPORARY GRASSING	29777.99
163-0240	2400	TN	164.44	MULCH	394656.0
163-0300	30	EA	1177.73	CONSTRUCTION EXIT	35331.9
163-0503	2	EA	480.12	CONSTRUCT AND REMOVE SILT CONTROL GATE, TP 3	960.24
163-0522	100	EA	93.56	CONSTRUCT AND REMOVE TEMPORARY DITCH CHECKS - TYPE A SILT FENCE	9356.0
163-0530	24000	LF	2.48	CONSTRUCT AND REMOVE BALED STRAW EROSION CHECK	59520.0
163-0531	25	EA	10913.09	CONSTRUCT AND REMOVE SEDIMENT BASIN, TP 1, STA NO -	272827.25
163-0541	30	EA	300.17	CONSTRUCT AND REMOVE ROCK FILTER	9005.1

					DAMS	
163-0542	40	EA	400.0	CONSTRUCT AND REMOVE STONE FILTER RING	16000.0	
165-0010	19500	LF	0.69	MAINTENANCE OF TEMPORARY SILT FENCE, TP A	13454.99	
165-0030	10000	LF	0.74	MAINTENANCE OF TEMPORARY SILT FENCE, TP C	7400.0	
165-0040	50	EA	56.99	MAINTENANCE OF EROSION CONTROL CHECKDAMS/DITCH CHECKS	2849.5	
165-0060	25	EA	1929.89	MAINTENANCE OF TEMPORARY SEDIMENT BASIN, STA NO -	48247.25	
165-0070	12000	LF	2.69	MAINTENANCE OF BALED STRAW EROSION CHECK	32280.0	
165-0101	30	EA	482.32	MAINTENANCE OF CONSTRUCTION EXIT	14469.6	
165-0110	30	EA	110.67	MAINTENANCE OF ROCK FILTER DAM	3320.1	
165-0111	40	EA	150.0	MAINTENANCE OF STONE FILTER RING	6000.0	
167-1000	4	EA	486.85	WATER QUALITY MONITORING AND SAMPLING	1947.4	
167-1500	24	MO	751.23	WATER QUALITY INSPECTIONS	18029.52	
171-0010	39000	LF	2.38	TEMPORARY SILT FENCE, TYPE A	92820.0	
171-0030	20000	LF	3.64	TEMPORARY SILT FENCE, TYPE C	72800.0	
700-6910	200	AC	792.72	PERMANENT GRASSING	158544.0	
700-7000	400	TN	66.74	AGRICULTURAL LIME	26695.99	
700-7010	500	GL	22.03	LIQUID LIME	11015.0	
700-8000	140	TN	405.48	FERTILIZER MIXED GRADE	56767.20	
700-8100	10000	LB	2.36	FERTILIZER NITROGEN CONTENT	23600.0	
716-2000	135000	SY	0.95	EROSION CONTROL MATS, SLOPES	128250.0	
					Section Sub Total:	\$1,545,925.06

Total Estimated Cost: \$23,810,374.25

P.I. Number 132660

County Clarke/Oglethorpe

Date 9/22/2009

Project Number STP00-0014-01(069)

**Special Provision, Section 109-Measurement and Payment
FUEL PRICE ADJUSTMENT (ENGLISH 125% MAX)**

ENTER FPL DIESEL	2.592
ENTER FPM DIESEL	5.832

ENTER FPL UNLEADED	2.444
ENTER FPM UNLEADED	5.499

<http://www.dot.ga.gov/doingbusiness/Materials/Pages/asphaltcementindex.aspx>

INCREASE ADJUSTMENT
125.00%

INCREASE ADJUSTMENT
125.00%

ROADWAY ITEMS	QUANTITY	DIESEL FACTOR	GALLONS DIESEL	UNLEADED FACTOR	GALLONS UNLEADED	REMARKS
Excavations paid as specified by Sections 205 (CUBIC YARD)	800000.000	0.29	232000.00	0.15	120000.00	
Excavations paid as specified by Sections 206 (CUBIC YARD)		0.29		0.15		
GAB paid as specified by the ton under Section 310 (TON)	160000.000	0.29	46400.00	0.24	38400.00	
Hot Mix Asphalt paid as specified by the ton under Sections 400 (TON)		2.90		0.71		
Hot Mix Asphalt paid as specified by the ton under Sections 402 (TON)	197300.000	2.90	572170.00	0.71	140083.00	
PCC Pavement paid as specified by the square yard under Section 430 (SY)		0.25		0.20		

BRIDGE ITEMS	Quantity	Unit Price	QF/1000	Diesel Factor	Gallons Diesel	Unleaded Factor	Gallons Unleaded	REMARKS
Bridge Excavation (CY) Section 211				8.00		1.50		
Class __ Concrete (CY) Section 500				8.00		1.50		
Class __ Concrete (CY) Section 500				8.00		1.50		
Class __ Concrete (CY) Section 500				8.00		1.50		
Superstru Con Class__(CY) Section 500				8.00		1.50		
Superstru Con Class__(CY) Section 500				8.00		1.50		
Superstru Con Class__(CY) Section 500				8.00		1.50		
Concrete Handrail (LF) Section 500				8.00		1.50		
Concrete Barrier (LF) Section 500				8.00		1.50		

BRIDGE ITEMS	Quantity	Unit Price	QF/1000	Diesel Factor	Gallons Diesel	Unleaded Factor	Gallons Unleaded	REMARKS
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Stru Steel Plan Quantity (LB) Section 501				8.00		1.50	
Stru Steel Plan Quantity (LB) Section 501				8.00		1.50	
PSC Beams____ (LF) Section 507				8.00		1.50	
PSC Beams____ (LF) Section 507				8.00		1.50	
PSC Beams____ (LF) Section 507				8.00		1.50	
Stru Reinf Plan Quantity(LB) Section 511				8.00		1.50	
Stru Reinf Plan Quantity(LB) Section 511				8.00		1.50	
Bar Reinf Steel (LB) Section 511				8.00		1.50	
Piling____inch (LF) Section 520				8.00		1.50	
Piling____inch (LF) Section 520				8.00		1.50	
Piling____inch (LF) Section 520				8.00		1.50	
Piling____inch (LF) Section 520				8.00		1.50	
Piling____inch (LF) Section 520				8.00		1.50	
Piling____inch (LF) Section 520				8.00		1.50	
Drilled Caisson,____ (LF) Section 524				8.00		1.50	
Drilled Caisson,____ (LF) Section 524				8.00		1.50	
Drilled Caisson,____ (LF) Section 524				8.00		1.50	
Pile Encasement,____(LF) Section 547				8.00		1.50	
Pile Encasement,____(LF) Section 547				8.00		1.50	
SUM QF DIESEL=				850570.00	SUM QF UNLEADED=		298483.00
DIESEL PRICE ADJUSTMENT(\$)				\$2,535,379.06			
UNLEADED PRICE ADJUSTMENT(\$)				\$838,916.32			

ASPHALT CEMENT PRICE ADJUSTMENT FOR BITUMINOUS TACK COAT(Surface Treatment 125% MAX)

APPLICABLE TO CONTRACTS CONTAINING THE 413 SPEC. SECTION 413.5.01 ADJUSTMENTS ASPHALT PRICE ADJUSTMENT FOR BITUMINOUS TACK COAT

<http://www.dot.ga.gov/doingbusiness/Materials/Pages/asphaltcementindex.aspx>

ENTER APL

ENTER APM

Use this side for Asphalt Emulsion Only		
L.I.N.	TYPE	ASPHALT EMULSION (GALLONS)
TMT = <input style="width: 100px;" type="text"/>		
REMARKS: <input style="width: 95%;" type="text"/>		

Use this side for Asphalt Cement Only		
L.I.N.	TYPE	TACK (GALLONS)
TMT = <input style="width: 100px;" type="text"/>		
REMARKS: <input style="width: 95%;" type="text"/>		

ADJUSTMENT SUMMARY

FUEL PRICE ADJUSTMENT (*ENGLISH 125% MAX*)

DIESEL PRICE ADJUSTMENT(\$) \$2,535,379.06

UNLEADED PRICE ADJUSTMENT(\$) \$838,916.32

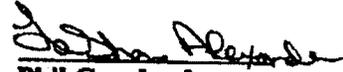
ASPHALT CEMENT PRICE ADJUSTMENT (BITUMINOUS TACK COAT 125% MAX) \$87,985.98

400 / 402 ASPHALT CEMENT PRICE ADJUSTMENT 125% MAX \$4,699,686.00

ASPHALT CEMENT PRICE ADJUSTMENT FOR BITUMINOUS TACK COAT(Surface Treatment 125% MAX)

REMARKS:	<input style="width: 90%;" type="text"/>
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Preliminary Right of Way Cost Estimate



Phil Copeland
 Right of Way Administrator
 By: LaShone Alexander

Date: August 17, 2009
Project: STP00-0014-01(069) Clarke & Oglethorpe Counties
Existing/Required R/W: Varies/Varies
Project Termini: Widening of US 78
Project Description: Widening & Reconstruction of SR 10/US 78

P.I. Number: 132660
No. Parcels: 124

Land: Res/Agri/Com R/W:162.20 acres @ \$30,000/acre		\$	4,866,000
Improvements : houses, building, businesses, trees, landscaping misc. site improvements			1,250,000
Relocation: Residential (13)	\$40,000		
Commercial (3)	\$25,000	\$	595,000
Damage : Proximity	\$ 100,000		
Cost to Cure	\$ 20,000		
		\$	<u>120,000</u>
	Net Cost	\$	6,831,000
	Net Cost	\$	6,831,000
	Scheduling Contingency 55 %		3,757,050
	Adm/Court Cost 60		<u>6,352,830</u>
		\$	16,940,880

Total Cost \$16,940,900

Note: The Market Appreciation (40%) is not included in the updated Preliminary Cost Estimate.

Department of Transportation State of Georgia

INTERDEPARTMENT CORRESPONDENCE

FILE STP00-0014-01(069) **OFFICE** Environment/Location
Clarke & Oglethorpe Counties
P.I. # 132660
DATE September 16, 2009

FROM *GB/AFG*
Glenn Bowman, P.E., State Environmental/Location Engineer

TO Bobby Hilliard, P.E., State Consultant Design & Program Delivery Engineer
Attn. Peter Emmanuel

SUBJECT Reviewed Design Traffic for SR 10/US 78 FM CR 166/WHIT DAVIS RD TO
CR 26/SMOKEY/& OGLETH

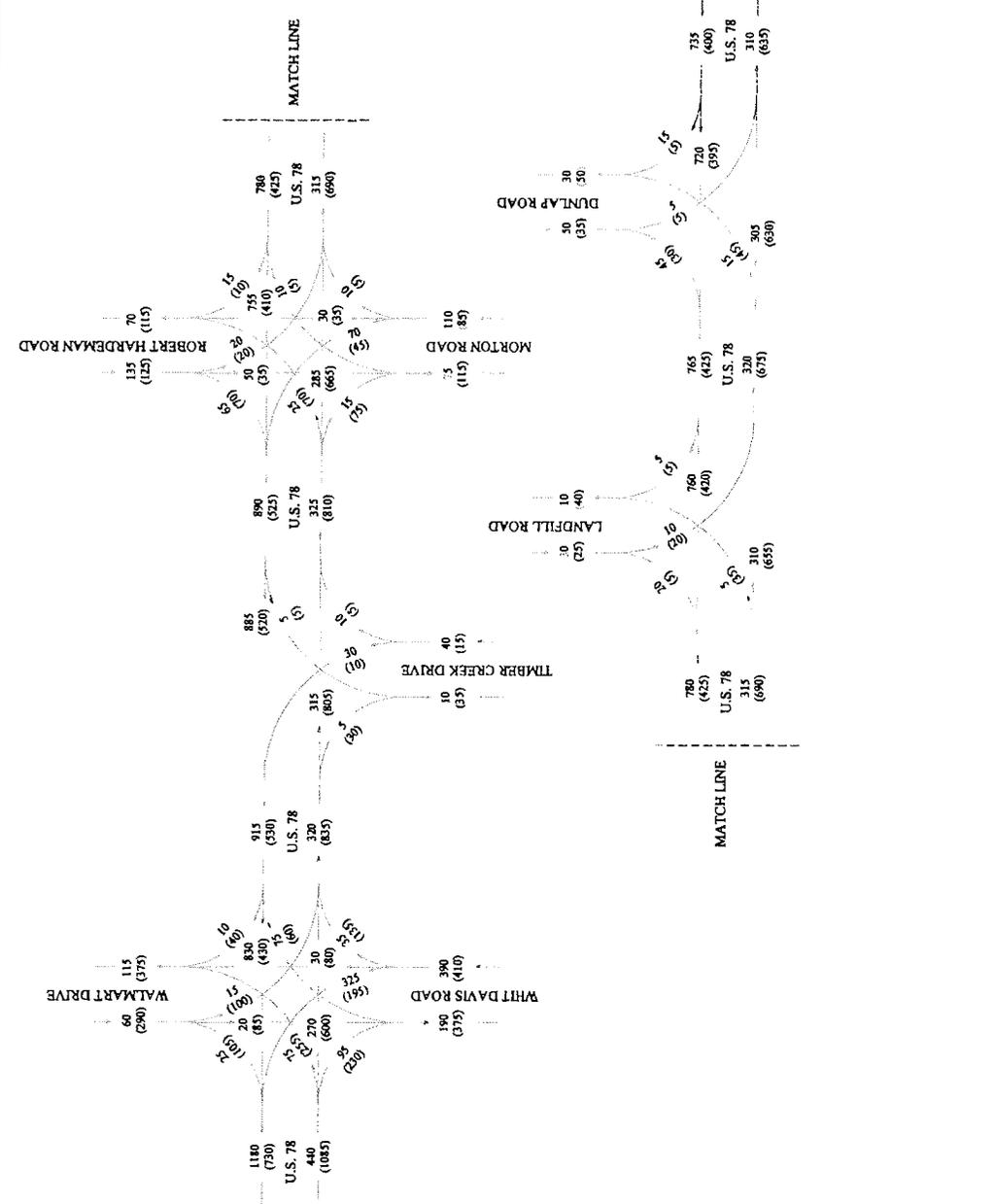
Per request, we have reviewed the latest revisions to the consultant's traffic data for the above projects. Based on the findings, we find the latest revisions to be satisfactory, and approve the traffic volume.

If you have any questions concerning this information please contact
Andre Washington at (404) 699-4460.

GSB/AMW

DRV TRAFFIC VOLUMES
 EXISTING YEAR 2009
 AM PEAK HOUR = (800)
 PM PEAK HOUR = (800)

PEAK HOUR
 P = 10%

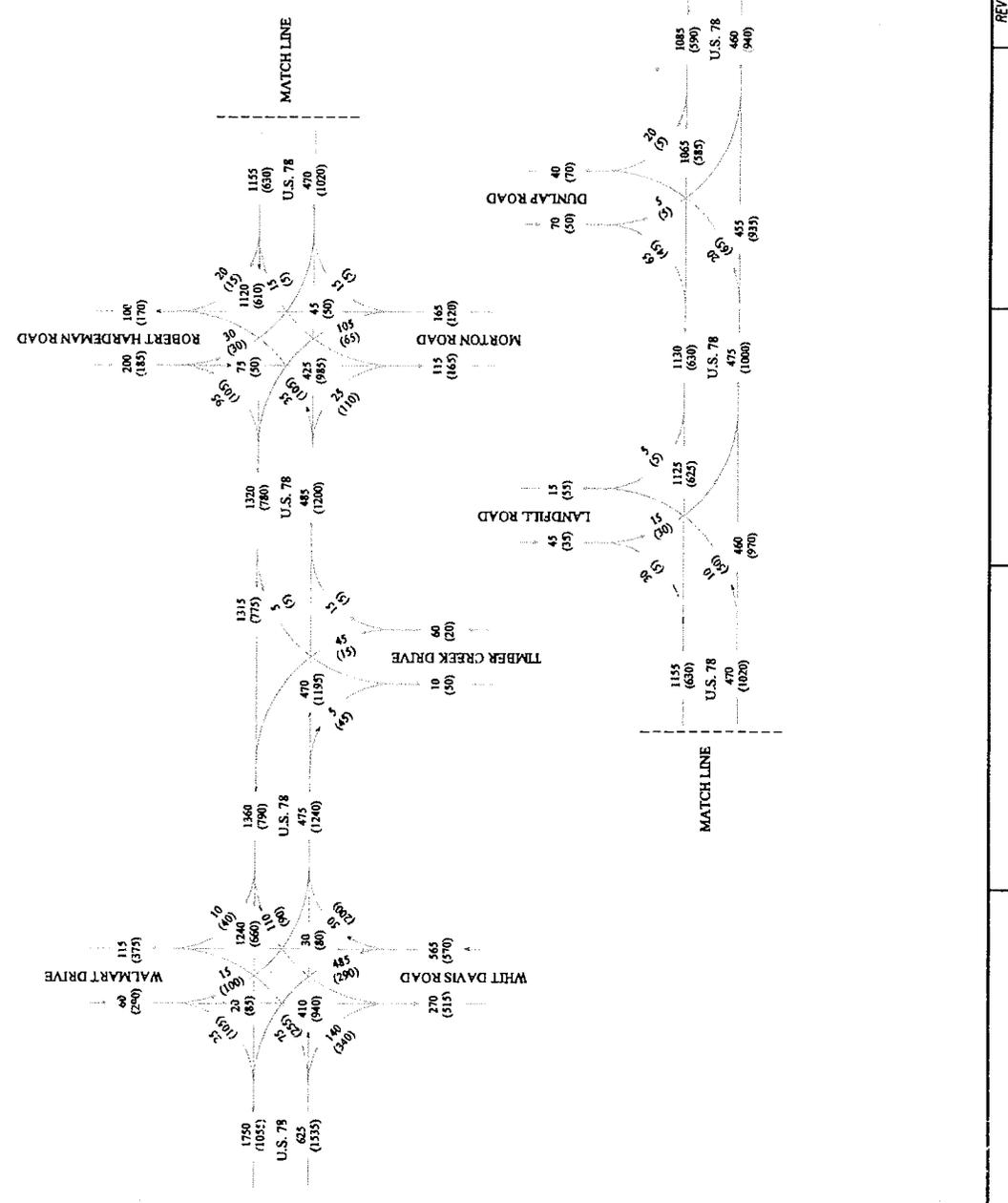


CLARKE COUNTY &
 OGLETHORPE COUNTY
 US 78
 STP00-0014-01(069)
 P# 132660 0909

STATE OF GEORGIA DEPARTMENT OF TRANSPORTATION	
OFFICE: URBAN DESIGN	
U.S. 78 WIDENING	
REVISION DATES	
09/15/09	

DRV TRAFFIC VOLUMES
 NO BUILD YEAR 2004
 PM PEAK HOUR - (000)

PEAK HOUR
 T = 10%



CLARKE COUNTY &
 OGLETHORPE COUNTY
 US 78
 STP00-0014-01(069)
 P# 132660 0909

STATE OF GEORGIA
 DEPARTMENT OF TRANSPORTATION
 OFFICE: URBAN DESIGN

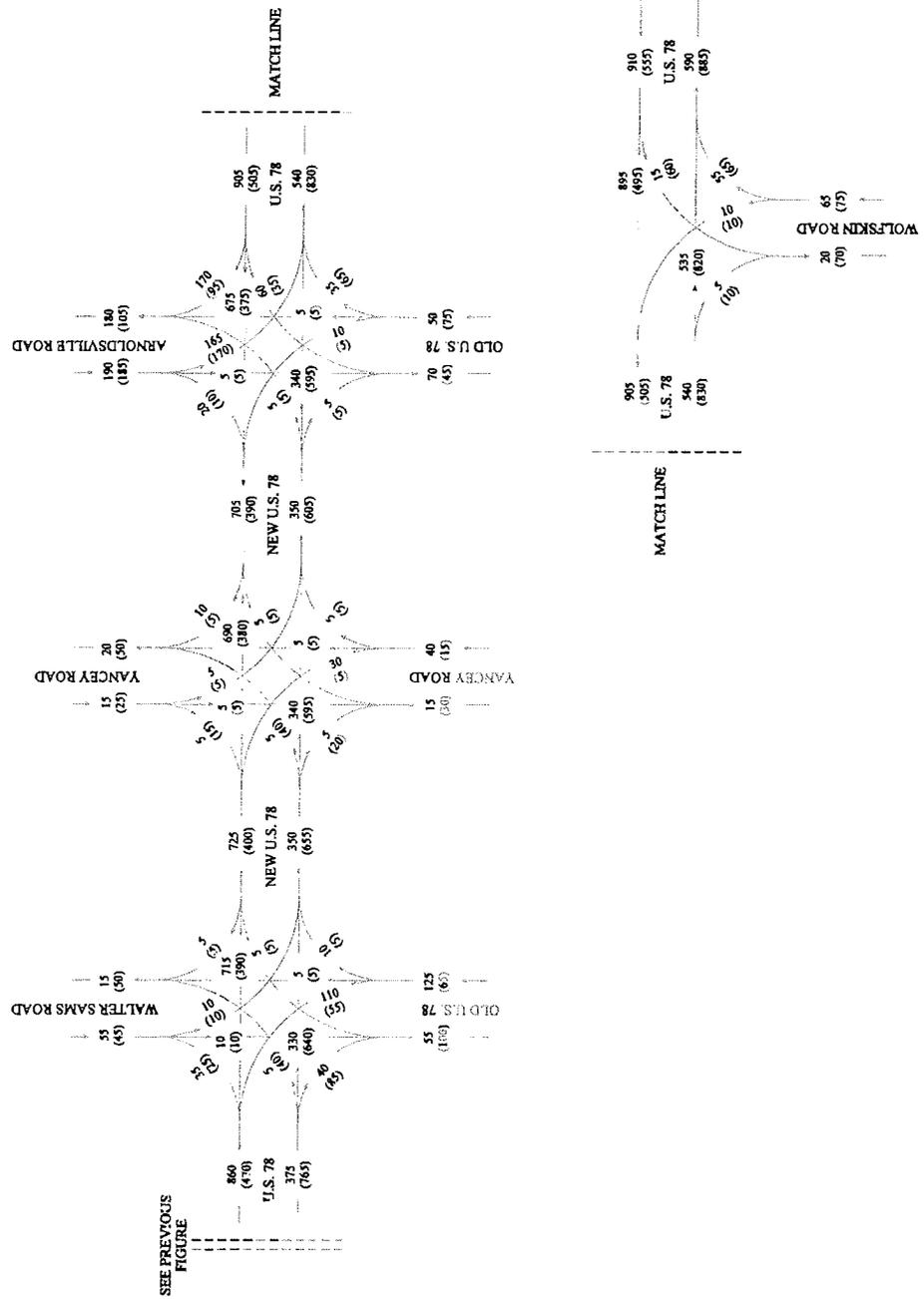
U.S. 78 WIDENING

REVISION DATES
09/15/09

3-A

DIRY TRAFFIC VOLUMES
 AM PEAK HOUR = 000
 PM PEAK HOUR = (000)

PEAK HOUR
 T = 10%



CLARKE COUNTY &
 OGLETHORPE COUNTY
 US 78
 STP00-0014-01(069)
 P# 132660 0909

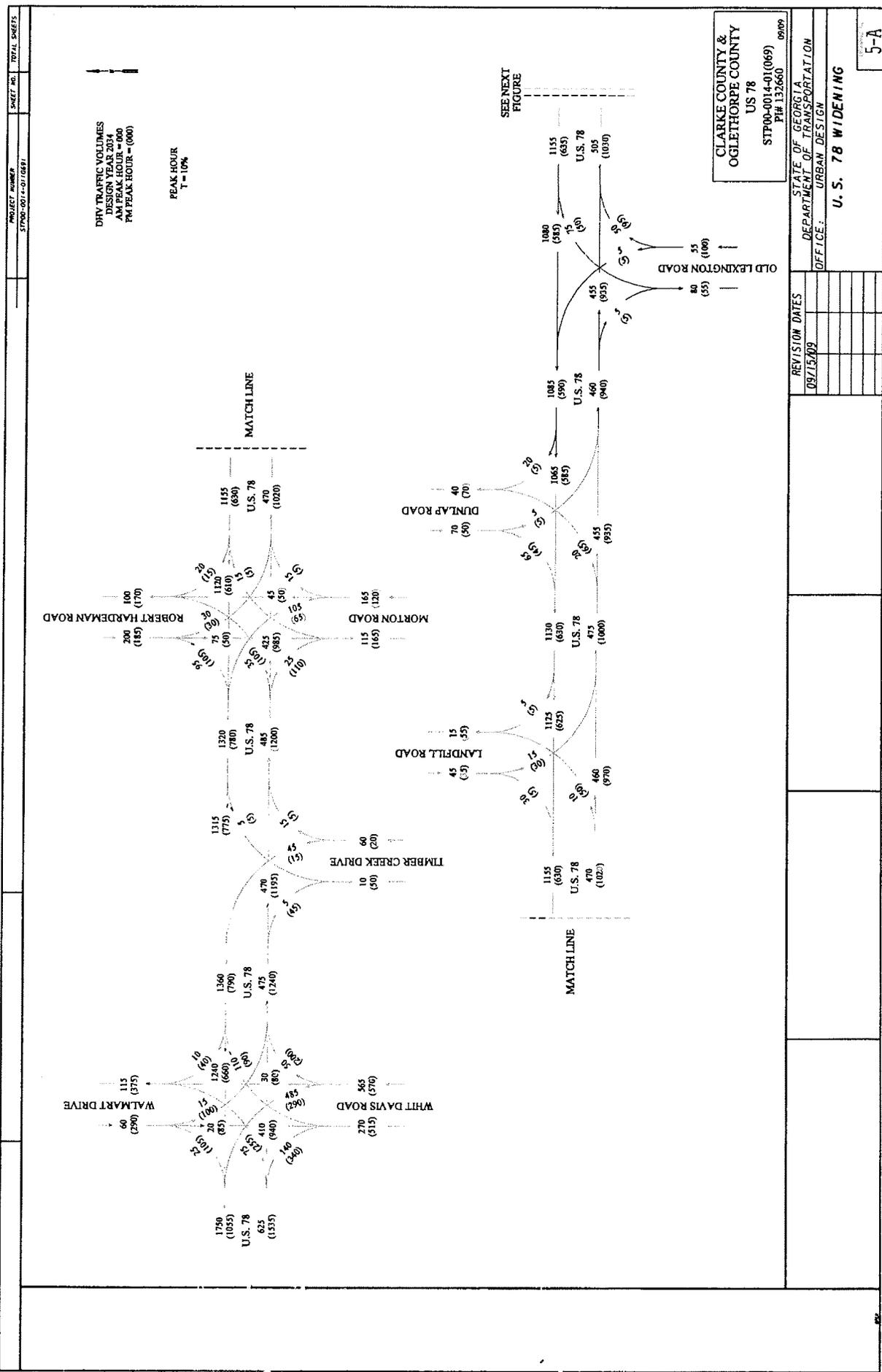
STATE OF GEORGIA
 DEPARTMENT OF TRANSPORTATION
 OFFICE: URBAN DESIGN

REVISION DATES

09/15/09	

U.S. 78 WIDENING

PLANNING NO.
 4-B

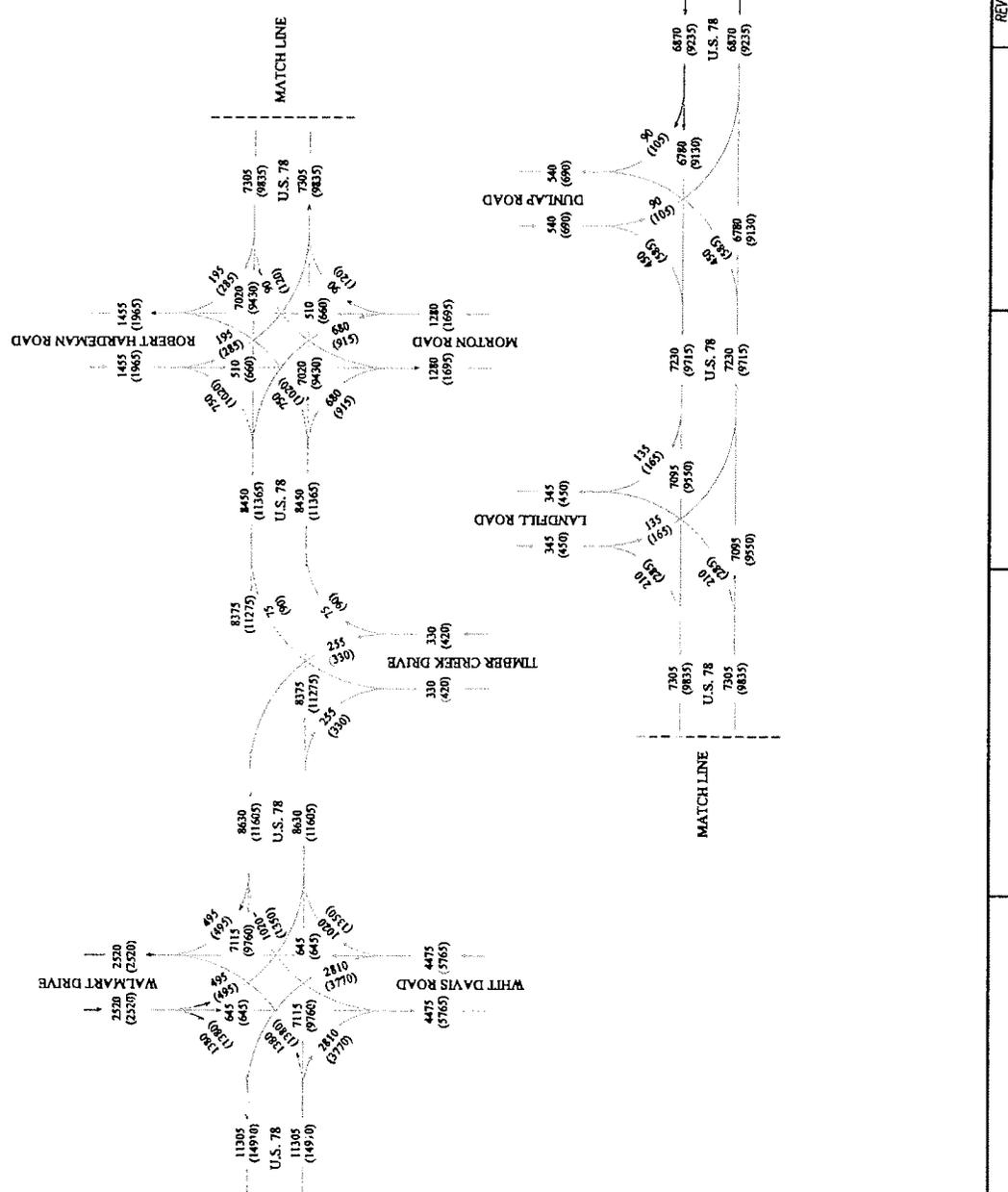


PROJECT NUMBER STP00-0014-01(069)	SHEET NO.	TOTAL SHEETS

1:10000

ADDITIONAL TRAFFIC VOLUMES
 NO BUILD YEAR 2014 = 000
 NO BUILD YEAR 2034 = (000)

24 HR. T = 14%
 S.U. = 7%
 COMB. = 7%



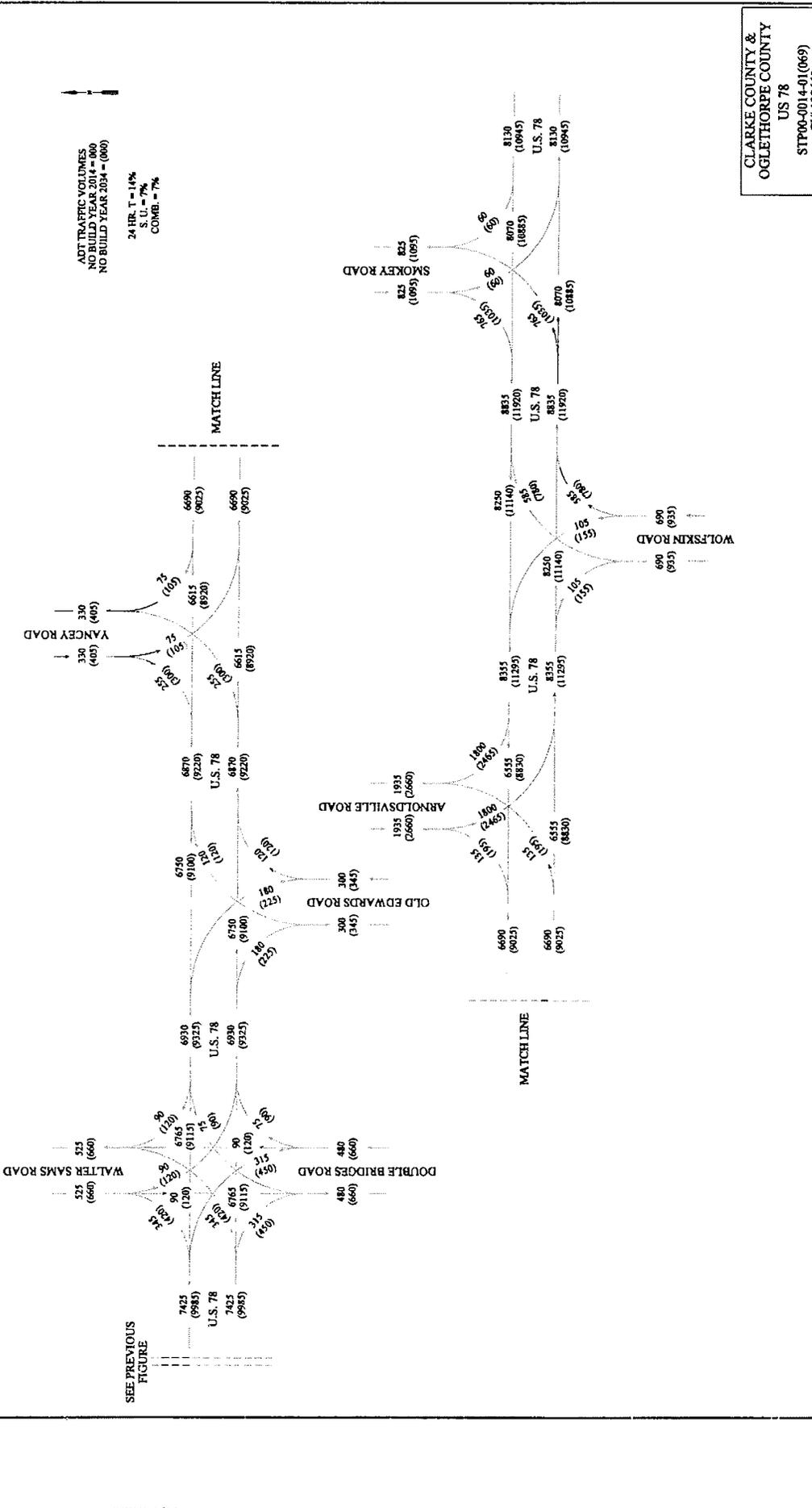
CLARKE COUNTY &
 OGLETHORPE COUNTY
 US 78
 STP00-0014-01(069)
 P# 132660 0909

STATE OF GEORGIA
 DEPARTMENT OF TRANSPORTATION
 OFFICE: URBAN DESIGN

REVISION DATES

09/15/09	

U.S. 78 WIDENING



CLARKE COUNTY & OGLETHORPE COUNTY
US 78
STP00-0014-01(069)
PI# 132660 0609

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE: URBAN DESIGN

U.S. 78 WIDENING

REVISION DATES
09/15/09

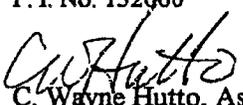
ORIGINAL TO GENERAL FILES

D.O.T. 66

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE STP-014-1(69) Clarke-Oglethorpe Counties **OFFICE** Preconstruction
P. I. No. 132660 **DATE** August 10, 2000

FROM  C. Wayne Hutto, Assistant Director of Preconstruction

TO SEE DISTRIBUTION

SUBJECT PROJECT CONCEPT REPORT APPROVAL

Attached for your files is the approval for subject project.

CWH/cj

Attachment

DISTRIBUTION:

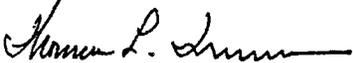
Tom Turner
David Mulling
Harvey Keepler
Jerry Hobbs
Herman Griffin
Georgene Geary (ATTN: Michael Henry)
Marion Waters
Marta Rosen
Paul Liles
Don Mills
Jimmy Chambers (ATTN: Ted Cashin)
~~Larry Dent~~
Jim Kennerly

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE STP-014-1(69) Clarke-Oglethorpe Counties **OFFICE** Preconstruction
P.I. No. 132660

DATE July 25, 2000

FROM 
Thomas L. Turner, P.E., Director of Preconstruction

TO J. Tom Coleman, Jr., Commissioner

SUBJECT PROJECT CONCEPT REPORT

This project is the widening and reconstruction of SR 10/US 78 from Whit Davis Road/CR 166 in Clarke County to Smokey Road/CR 26 in Oglethorpe County for a total of 8.30 miles. The existing roadway consists of two, 12' lanes with variable width rural shoulders on 60' - 100' of existing right-of-way. The project corridor is primarily rural residential with commercial areas at the project termini. The eastern terminus of this project ties into project STP-014-1(67) Oglethorpe, the proposed Crawford/Lexington Bypass. The base year traffic (2006) along this section of SR 10/US 78 is 14,850 VPD. The 20 year (2026) or design year projected volume is 26,850 VPD. The posted speed and the design speed are 55 MPH. Without the proposed improvements, this corridor will operate at Level of Service (LOS) "F". Widening SR 20/US 78 will improve operating conditions to LOS "B".

The proposed construction will provide two, 12' lanes in each direction separated by a 44' depressed grassed median with rural shoulders (10' outside with 6' paved and 6' inside with 2' paved) on 200' minimum proposed right-of-way. This project will construct a parallel bridge over Moss Creek and extend concrete box culverts at Shoal Creek, Big Creek, and Big Creek Tributary. The existing bridge over Moss Creek will be widened under project BHF-014-1(67) Oglethorpe County. Traffic will be maintained during construction.

Environmental concerns include requiring a COE 404 Permit; an Environmental Assessment will be prepared; six (6) possible UST sites impacted; fourteen (14) possible hazardous waste sites impacted; a public hearing will be held; time saving procedures are not appropriate.

The estimated costs for this project are:

	<u>PROPOSED</u>	<u>APPROVED</u>	<u>PROG DATE</u>	<u>LET DATE</u>
Construction (includes E&C and inflation)	\$12,647,000	\$8,557,000	2006	04-09
Right-of-Way	\$ 6,487,000	\$1,580,000		
Utilities*	\$ 821,000			

J. Tom Coleman, Jr.
Page 2

STP-014-1(69) Clarke-Oglethorpe
July 25, 2000

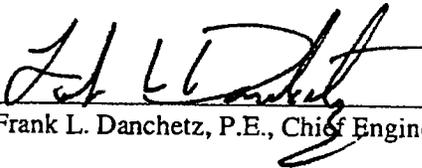
*LGPA to be sent

This project is in the STIP. I recommend this project concept be approved.

TLT:JDQ/cj

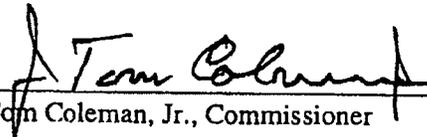
Attachment

CONCUR



Frank L. Danchetz, P.E., Chief Engineer

APPROVE



J. Tom Coleman, Jr., Commissioner

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENTAL CORRESPONDENCE

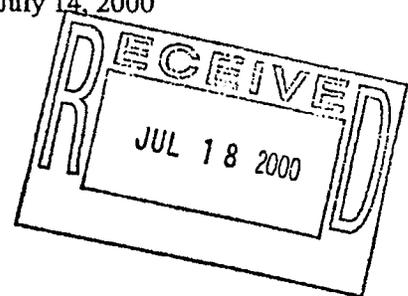
FILE: STP-014-1(69) Clarke - Oglethorpe **OFFICE:** Atlanta, Georgia
P.I. Number 132660-

DATE: July 14, 2000

FROM: David Mulling, Project Review Engineer *DTM*

TO: Wayne Hutto, Assistant Director of Pre-construction

SUBJECT: CONCEPT REPORT



We have reviewed the concept report submitted by the letter from James A. Kennerly dated July 6, 2000, and have no comment.

The costs for the project are:

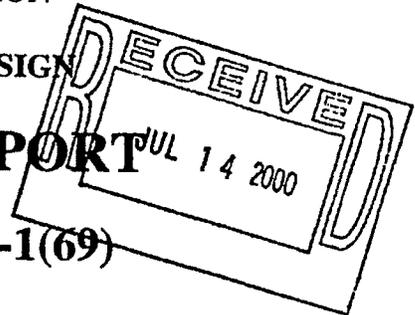
Construction	\$9,997,000
Inflation	\$1,500,000
E&C	\$1,150,000
Reimbursable Utilities	\$ 821,000
Right of Way	\$6,487,000

DTM

c: Jim Kennerly

REV:

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF ROAD AND AIRPORT DESIGN



PROJECT CONCEPT REPORT

PROJECT NUMBER STP-014-1(69)

P.I. NO. 132660

CLARKE AND OGLETHORPE COUNTIES

FEDERAL ROUTE NO: 78
STATE ROUTE NO: 10
GADOT P.I. NO: 132660

Date of Report: July 6, 2000

RECOMMENDATION FOR APPROVAL

7/10/00
DATE

Patricia Kennedy
State Road and Airport Design Engineer

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

DATE

State Transportation Planning Administrator

DATE

State Transportation Programming Engineer

DATE

State Environmental/Location Engineer

DATE

District Engineer

DATE

Project Review Engineer

DATE

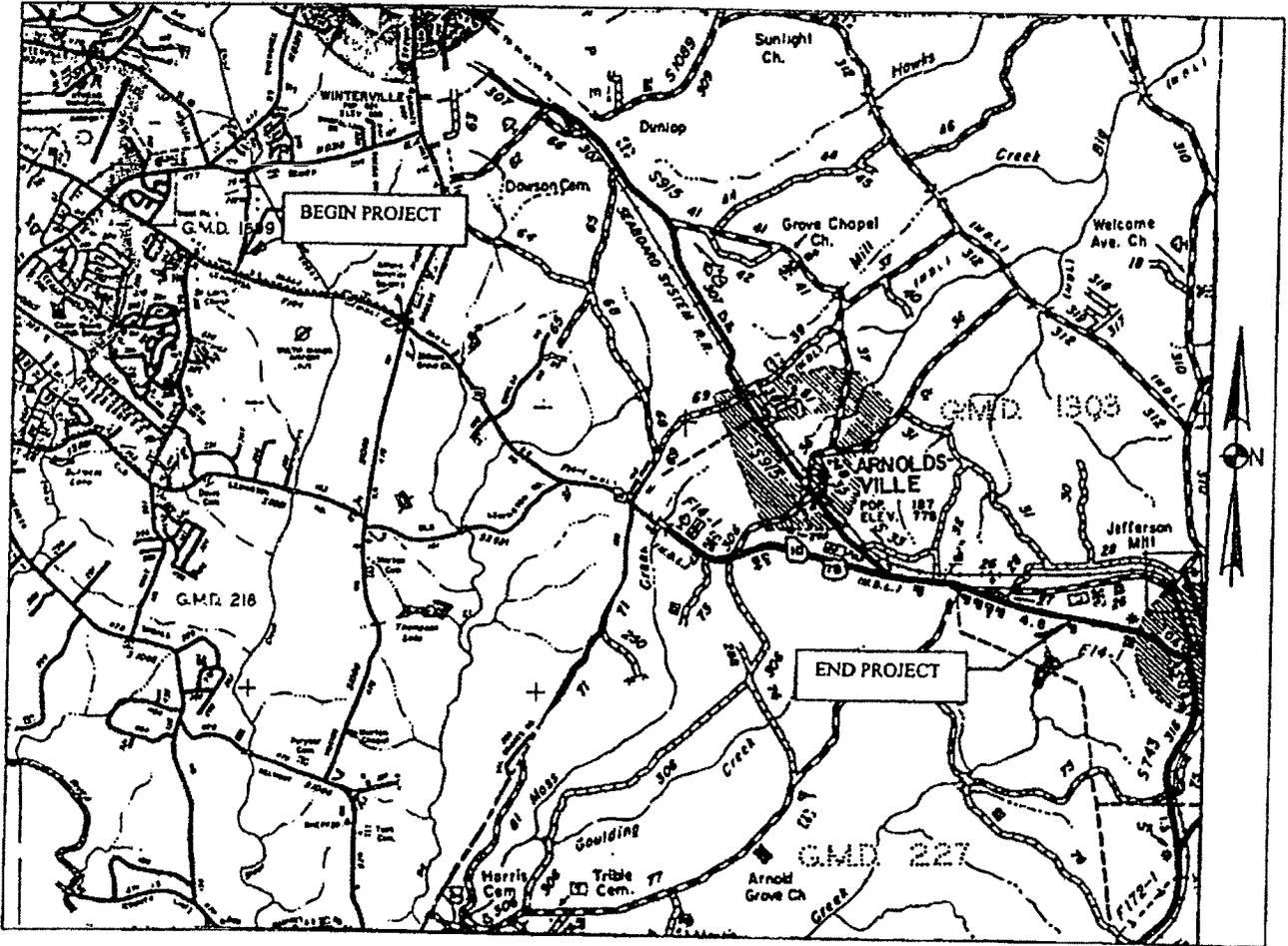
State Traffic Operations Engineer

DATE

State Bridge & Structural Engineer

LOCATION MAP

LOCATION MAP



S.R. 10/U.S. 78 WIDENING STP-014-1(69), CLARKE & OGLETHORPE COUNTIES P.I. NO. 132660 PROJECT LOCATION MAP	DATE:
	SCALE: NONE
	FIGURE NO. 1

PROJECT NUMBER: STP -014-1(69)

PROJECT LOCATION & DESCRIPTION
<p>From Whit Davis Road/C.R.166 located in Clarke County along S.R.10/U.S.78 to Smokey Road/C.R.26 located in Oglethorpe County. Improvements will include widening from two to four 12 ft lanes with a 44 ft depressed grass median.</p> <p>PROJECT LENGTH: 8.3 miles</p>

TRAFFIC			
CURRENT		PROJECTED	
YEAR	AADT	YEAR	AADT
2006	14,850	2026	26,850

PDP CLASSIFICATION	FUNCTIONAL CLASSIFICATION
MAJOR EXISTING	MAJOR RURAL ARTERIAL

FULL OVERSIGHT ()		EXEMPT (X)	SF ()
--------------------	--	------------	--------

Need and Purpose Statement
STP-014-1(69)Clarke and Oglethorpe Counties
S.R.10/U.S.78 Widening
P.I. 132660

Background

Project STP-014-1 (69) consists of the widening and improvement of SR 10/US 78 from Whit Davis Road (CR 166) to Smokey Road (CR 26) in Clarke and Oglethorpe Counties. The existing two-lane facility is proposed for widening to a four-lane divided roadway. SR 10/US 78 is functionally classified as the following: a rural principal arterial from Whit Davis Road to CR 95 in Clarke County; an urban principal from CR 95 to CR 582 (Robert Hardeman Road) in Clarke County; and a rural principal arterial from CR 582 to CR 26 in Oglethorpe County.

The project corridor is primarily rural residential with commercial areas at the project termini.

Project STP-014-1 (69) has a total length of approximately ^{8.3}~~12.7~~ miles. The proposed project would widen the existing two-lane roadway to four through lanes with a 44 ft depressed grassed median and a 10 ft outside grassed shoulder on each side.

Travel Demand

The 1998 Average Annual Daily Traffic (AADT) on SR 10 from Whit Davis Road to the Clarke County line ranges from a low of 9,600 AADT to a high of 15,000 AADT. From the Clarke County line to CR 26 the volumes are between 8,150 – 9,200 AADT, resulting in an average Level of Service (LOS) of “D”.

Projected future (2025) volumes from Whit Davis Road to the Clarke County line range from a low of 22,000 AADT to a high of 26,500 AADT according to the model for the Athens-Clarke-Oconee Regional Transportation Plan. From the Clarke County line to CR 26 the projected (2020) volumes are between 21,600 and 24,600 AADT. Project Design traffic is 26,200VPD.

Without the proposed improvements, the corridor will operate at LOS “F”. Widening SR 10/US 78 to a four-lane facility will improve operating conditions to LOS “B”.

Accident Data

For the purpose of evaluating accident data, SR 10 was divided into four sections. The first is in Clarke County from Whit Davis Road to the Clarke County line. The remaining three are in Oglethorpe County from the county line to CR 306; CR 306 to CR 307; and from CR 307 to CR 26. The latest year that complete accident data is available is 1997.

Year – 1997	From Whit Davis Road to Clarke County line	From Clarke County line to CR 306	From CR 306 to CR 307	From CR 307 to CR 26
Number of Accidents	29	2	1	2
Accident rate per 100 MVMT	106	61	25	76
Statewide average accident rate	194	194	194	194
Year – 1996				
Number of Accidents	28	1	2	3
Accident rate per 100 MVMT	108	37	54	128
Statewide average accident rate	201	201	201	201
Year – 1995				
Number of Accidents	21	5	5	4
Accident rate per 100 MVMT	101	172	139	200
Statewide average accident rate	193	193	193	193

In general, all four sections of SR 10 in Clarke and Oglethorpe Counties have accident rates that are below the statewide average.

One bridge is located along the section of SR 10 in Oglethorpe County, over Moss Creek. This bridge has a sufficiency rating of 79.8 and is identified to be widened to four lanes under project BHF-014-1 (67), scheduled for construction in 2006.

Termini

The eastern terminus of project STP-014-1 (69) is project STP-014-1 (67), the Crawford/Lexington Bypass. Project STP-014-1 (67) is programmed to construct a four-lane bypass of the cities of Crawford and Lexington, on new location. The estimated construction date is in long range.

At the western terminus, the intersection of Lexington Road/Whit Davis Road, Lexington Road has been widened to a 4 lane divided facility leading to downtown Athens.

Other Programmed Projects

Other projects in the area include the previously mentioned BHF-014-1 (67) and project STP-014-1 (62), consisting of a series of identified passing lanes along SR 10 in Oglethorpe and Wilkes Counties. The combination of these projects along with STP-014-1 (69) will provide improved access from the city of Athens to the city of Washington. SR 10 south of Washington is identified in the Governor's Road Improvement Program corridor as a long-range multi-lane project.

There are no planned or programmed projects in the immediate vicinity in Clarke County.

Need & Purpose

Construction of the SR 10/SR 78 widening project is a critical component of the Athens-Clarke-Oconee Regional Transportation Plan and the State Transportation Plan. This project is contained in the FY 2000-2002 Transportation Improvement Program (TIP) for the Athens-Clarke-Oconee Regional Transportation Study and in the FY 2000-2002 State Transportation Improvement Program (STIP).

This project is needed to satisfactorily accommodate existing and future traffic demands. Additional benefits from the project will be a safer driving environment and better travel conditions for motorists.

EXISTING ROADWAY			
TYPICAL SECTION: Two 12 ft lanes with variable width graded shoulders.		R/W WIDTH	
		60-100 ft	
POSTED SPEED	MAX DEGREE OF CURVE	MAXIMUM GRADE	
55 mph	5°	4.5 %	
<u>MAJOR STRUCTURES:</u>	<u>SUFFICIENCY RATING</u>	<u>LENGTH</u>	<u>WIDTH</u>
20'x10' Box Culvert @ Moss Creek	79.8	34 LF	20 LF
Concrete box culverts at Shoal Creek, Big Creek and Big Creek Tributary.			

PROPOSED ROADWAY		
TYPICAL SECTION: Four lane (12 ft each) rural section with 44 ft depressed median and 10 ft graded shoulders.		
DESIGN SPEED	MAX DEGREE OF CURVE	MAX GRADE
55 mph	6° Allowable	5 % Allowable
	6° Proposed	4.5 % Proposed
<u>MAJOR STRUCTURES:</u>		
Construct parallel bridges at Moss Creek.		
Extend concrete box culverts at Shoal Creek, Big Creek and Big Creek Tributary.		

PROPOSED RIGHT OF WAY			
R/W WIDTH: 200 ft	DISPLACEMENTS		
	RES: 13	BUS: 3	M.H.: 0
TYPE OF ACCESS CONTROL: By Driveway Permit			
NUMBER OF PARCELS: 123			

COORDINATION
CONCEPT TEAM MEETING DATE: April 6, 2000
CONFORMS TO TIP/STIP: Yes
MEETS LOGICAL TERMINI REQUIREMENTS: Yes
P.A.R. MEETING: To be determined.
LOCATION INSPECTION DATE: 11-11-99
PERMITS REQUIRED (COE, 404, etc.): Individual COE permits required.
LEVEL OF PUBLIC INVOLVEMENT: Public Hearing required by Environmental Assessment.
TIME SAVING PROCEDURES APPROPRIATE: No
OTHER PROJECT IN THE AREA: None

SCHEDULING CONSIDERATIONS
TIME TO COMPLETE ENVIRONMENTAL: 6 Months
TIME TO COMPLETE PRELIMINARY ROADWAY PLANS: 8 Months
TIME TO COMPLETE 404 PERMIT: 6 Months
TIME TO COMPLETE FINAL CONSTRUCTION PLANS: 4 Months
TIME TO BUY RIGHTS-OF-WAY: 12 Months

MISCELLANEOUS			
TRAFFIC CONTROL DURING CONSTRUCTION: Staged Construction			
LEVEL OF ENVIRONMENTAL ANALYSIS: Environmental Assessment			
UNDERGROUND STORAGE TANKS: Texaco Gas Station/Feed and Tack/Abandoned Gas Station/Hair Salon (possible former gas station)/Package and Gas Station/Fina Gas Station.			
HAZARDOUS SITES: Used Motor Vehicles/Southern Home Supply/Towing and Recovery/Custom Fabrications/Farm Building/Farm Silos and Tanks/Warehouse/Abandoned Restaurant/Landfill/Plumbing and Septic/Nursery/Building and Garage/Amerigas/Lumber Yard/Farm and Garden.			
DESIGN VARIATIONS REQUESTED:			
CONTROLLING CRITERIA	UNDETERMINED	YES	NO
HORIZONTAL ALIGNMENT:	()	()	(X)
ROADWAY WIDTH:	()	()	(X)
SHOULDER WIDTH:	()	()	(X)
VERTICAL GRADES:	()	()	(X)
CROSS SLOPES:	()	()	(X)
STOPPING SIGHT DISTANCE:	()	()	(X)
SUPERELEVATION RATES:	()	()	(X)
HORIZONTAL CLEARANCE:	()	()	(X)
SPEED DESIGN:	()	()	(X)
VERTICAL CLEARANCE:	()	()	(X)
BRIDGE WIDTH:	()	()	(X)
BRIDGE STRUCTURAL CAPACITY:	()	()	(X)

ALTERNATIVES CONSIDERED
1. No Build

ESTIMATED COST			
CONSTRUCTION:	\$ 9,996,581	RIGHT-OF-WAY:	\$ 6,486,500
INFLATION:	\$ 1,575,711	ACQUIRED BY :	DOT
E & C (10%):	\$ 999,658	UTILITIES :	\$ 821,000
TOTAL CONSTRUCTION:	\$ 12,571,950	ADJUSTED BY :	LGPA
TOTAL PROJECT COST:		\$ 19,879,450	

COMMENTS:

ATTACHMENTS: Cost estimate, typical sections, traffic diagrams, concept team meeting minutes, and programming document.

PRELIMINARY COST ESTIMATE

PROJECT NUMBER: STP-014-1(69)

COUNTIES: CLARKE & OGLETHORPE

DATE: 7/6/00

ESTIMATED LETTING DATE:

PREPARED BY: GREENHORNE & O'MARA, INC.

PROJECT LENGTH: 8.3 miles

()PROGRAMMING PROCESS (X)CONCEPT DEVELOPMENT ()DURING PROJECT DEV.

PROJECT COST	
A. RIGHT-TO-WAY:	
1. PROPERTY (LAND & EASEMENT)	\$ 3,681,760
2. DISPLACEMENTS; RES:13, BUS:3, M.H.:0	\$ 385,000
3. OTHER COST (ADM./COST, INFLATION)	\$ 2,419,740
SUBTOTAL:A	\$ 6,486,500
B. REIMBURSABLE UTILITIES:	
1. RAILROAD	\$ 0
2. TRANSMISSION LINES	\$ 821,000
SUBTOTAL:B	\$ 821,000
C. CONSTRUCTION:	
1. MAJOR STRUCTURES	
a. PARALLEL BRIDGES @ Moss Creek (2,400 sf @ \$80.00/sf)	\$ 192,000
b. BOX CULVERTS (Concrete - 1,680 cy @ \$314.00/cy)	\$ 527,520
(Rebar - 185,000 lbs @ \$0.50/lb)	\$ 92,500
SUBTOTAL:C-1	\$ 812,020
2. GRADING AND DRAINAGE:	
a. EARTHWORK - (250,000 cy fill @ \$6.00/cy)	\$ 1,500,000
c. DRAINAGE - 1) Median Inlets (85ea @ \$1,275/ea) + (6,500 lf 18"RCP @ \$30/lf) + (85ea @ 18"FES @ \$360/ea)	\$ 333,975
2) Cross Drains (2,500 lf 36" RCP @ \$60/lf) + (32 ea 36"FES @ \$770/ea)	\$ 174,640
3) Side Drains (900 lf 18"RCP @ \$21/lf) + (56 ea 18"FES @ \$440/ea)	\$ 43,540
SUBTOTAL:C-2	\$ 2,052,155

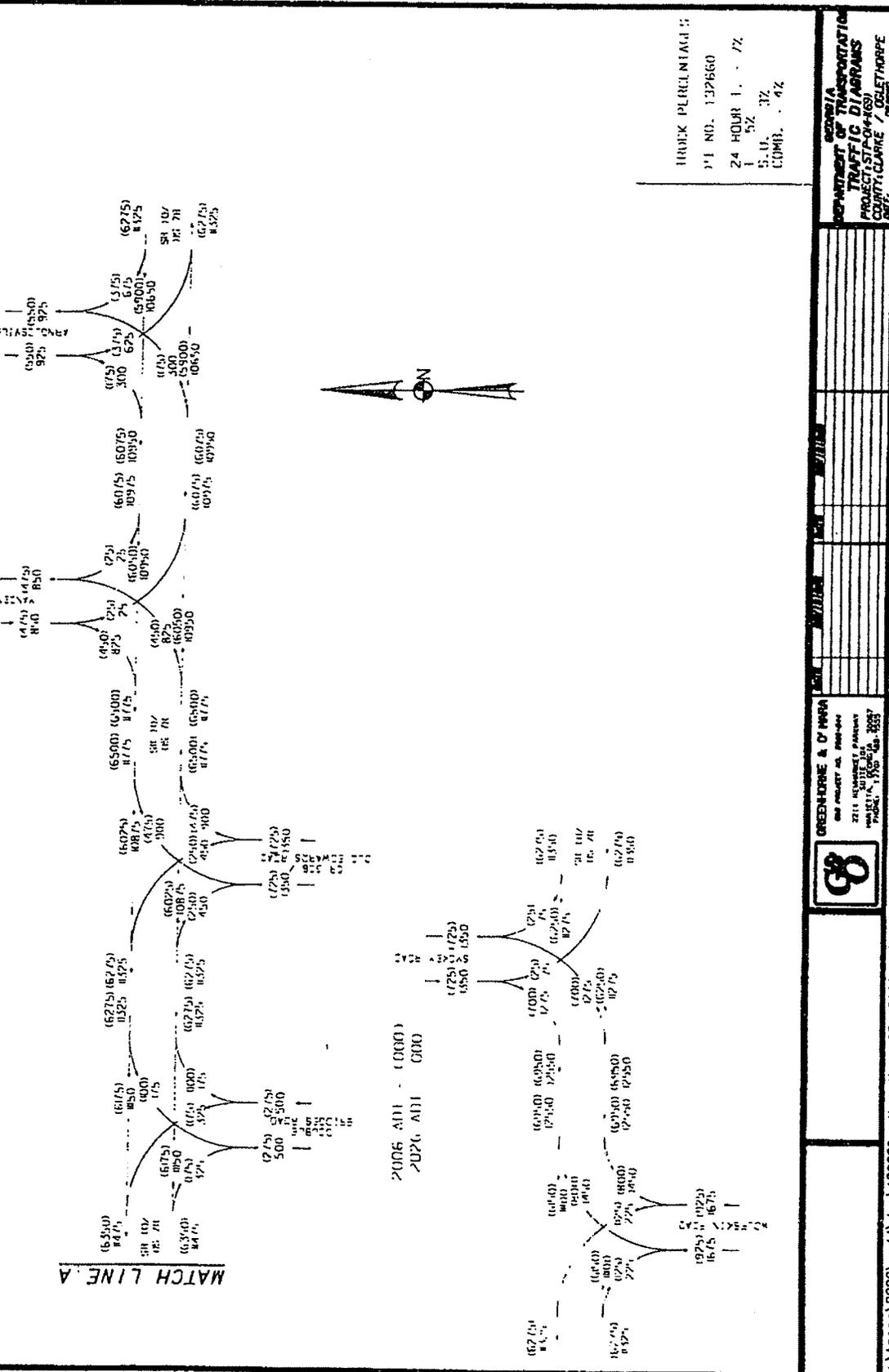
PROJECT COST	
3. BASE AND PAVING:	
a. AGGREGATE BASE:	
10" (123,895 tons @ \$ 12.50/tn)	\$ 1,548,688
6" (11,755 tons @ \$ 12.50/tn)	\$ 146,938
b. ASPHALT PAVING:	
Surface - (29,195 tons @ \$ 38.00/ton)	\$ 1,109,410
Binder - (31,885 tons @ \$ 34.00/ton)	\$ 1,084,090
Base - (55,065 tons @ \$ 32.00/ton)	\$ 1,762,080
c. LEVELING - (5,300 tons @ \$36.00/ton)	\$ 190,800
d. BITUMINOUS TACK COAT - (39,400 gal @ \$1.00/gal)	\$ 39,400
SUBTOTAL:C-3	\$ 5,881,406
4. LUMP ITEMS:	
a. GRASSING - (100 Ac. @ \$ 150/Ac.)	\$ 15,000
b. CLEARING AND GRUBBING - (150 Ac. @ \$2,500/Ac.)	\$ 375,000
c. LANDSCAPING	\$ 0
d. EROSION CONTROL	\$ 500,000
e. TRAFFIC CONTROL	\$ 200,000
SUBTOTAL:C-4	\$ 1,090,000
5. MISCELLANEOUS:	
a. LIGHTING	\$ 0
b. SIGNING - MARKING (8 mi @ \$15,000/mi)	\$ 120,000
c. GUARDRAIL - (1,200 LF @ \$ 20/LF)	\$ 24,000
d. GUARDRAIL ANCHORS:	
Type 12 - (8 ea @ \$ 1,700/ea)	\$ 13,600
Type 1 - (8 ea @ \$ 425/ea)	\$ 3,400
SUBTOTAL:C-5	\$ 161,000

ESTIMATE SUMMARY		
A. RIGHT-OF-WAY	\$	6,486,500
B. REIMBURSABLE UTILITIES	\$	821,000
C. CONSTRUCTION		
1. MAJOR STRUCTURES	\$	812,020
2. GRADING AND DRAINAGE	\$	2,052,155
3. BASE AND PAVING	\$	5,881,406
4. LUMP ITEMS	\$	1,090,000
5. MISCELLANEOUS	\$	161,000
SUBTOTAL CONSTRUCTION COST	\$	9,996,581
INFLATION (5% PER YEAR)		
NUMBER OF YEARS 3	\$	1,575,711
E. & C. (10%)	\$	999,658
TOTAL CONSTRUCTION COST	\$	12,571,950
GRAND TOTAL PROJECT COST	\$	19,879,450

DATE: 03/11/00
 PROJECT NUMBER: STP-014-1(00)

SCALE: 1" = 40'

2006 A11 - (000)
 2026 A11 - 000



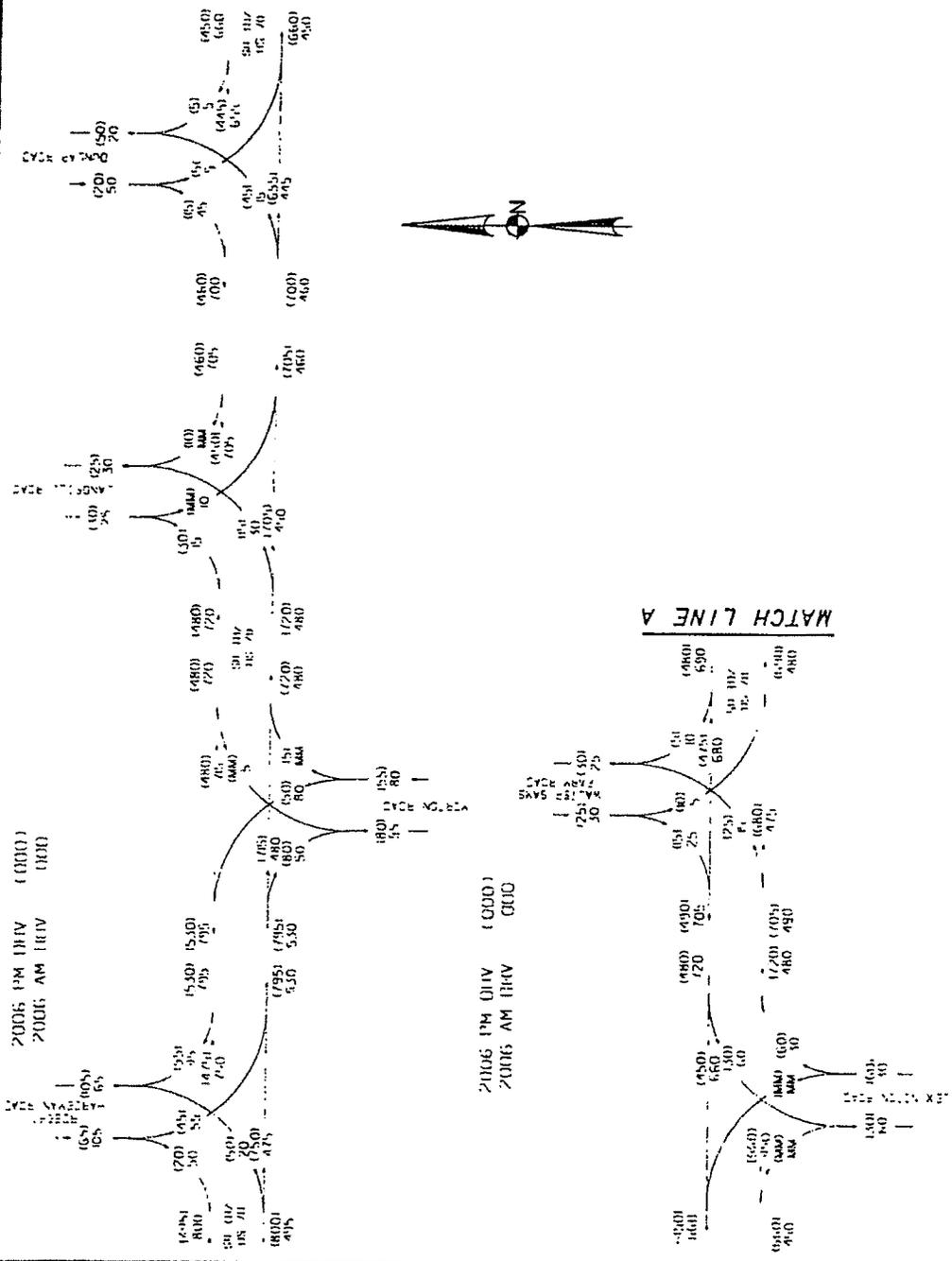
TRUCK PERCENTAGE:
 1% NO. 132660
 24 HOUR 1.72
 1.52 32
 1.04 42

GREENHORNE & O'NEILL
 2114 N. UNIVERSITY AVENUE
 CHICAGO, ILLINOIS 60614
 PHONE: 312.467.8887
 FAX: 312.467.8888



DEPARTMENT OF TRANSPORTATION
 TRAFFIC DIAGRAMS
 PROJECT STATIONING
 COUNTY: CLARKE / GALETHERPE

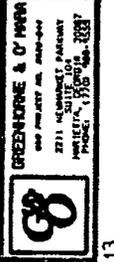
STATE PROJECT NUMBER
GA 57-014-100



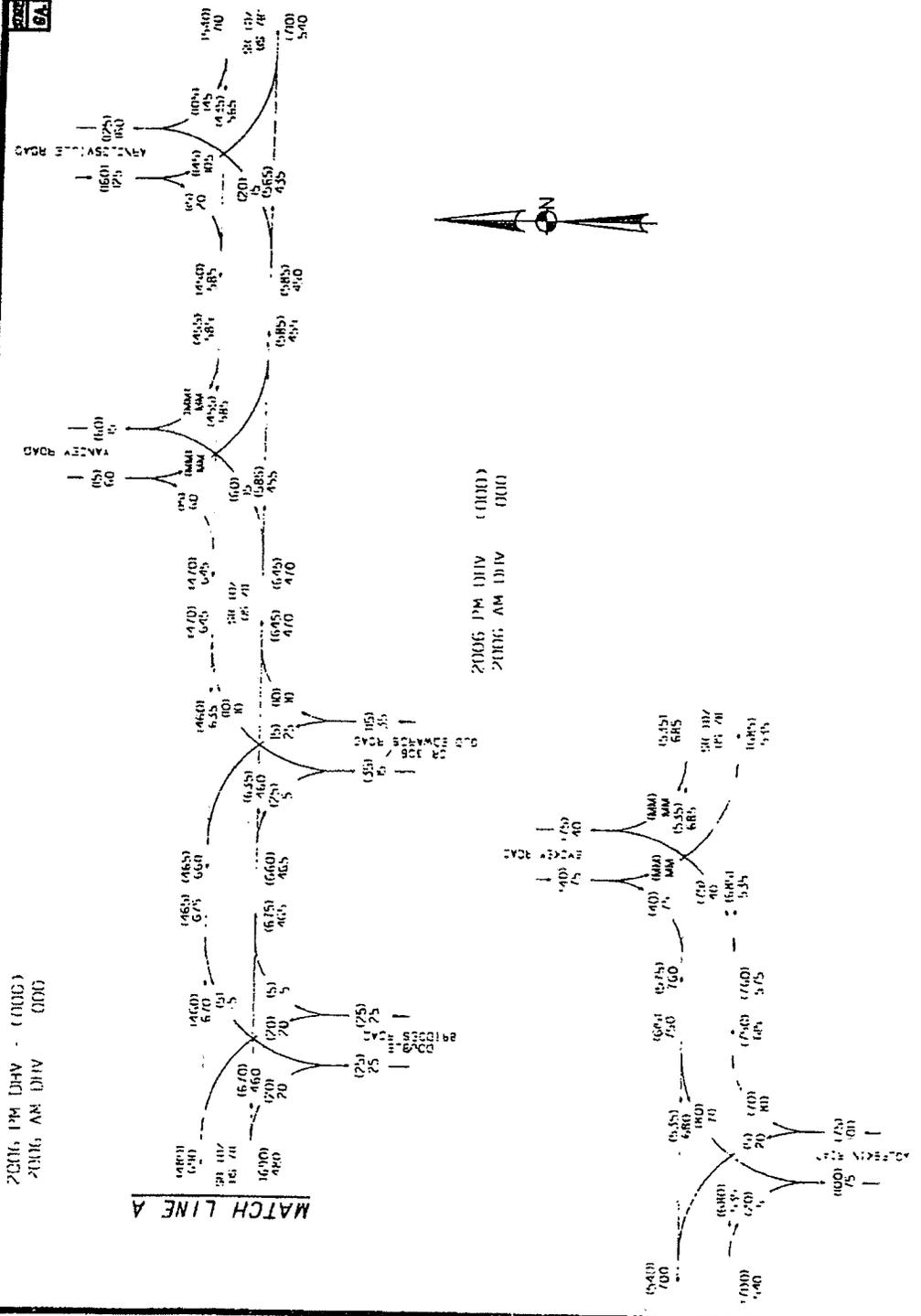
BRICK PITCHMENT 5
 1 (100) 132660
 2 (100) 132660
 3 (100) 132660
 4 (100) 132660

GREENBERG & O'HARA
 2711 KENNEDY PARKWAY
 SUITE 100
 ATLANTA, GA 30328
 PHONE: 404-525-2227

GEORGIA
 DEPARTMENT OF TRANSPORTATION
 TRAFFIC DIAGRAMS
 PROJECT 57-014-100
 COUNTY: CLARKE / CUMMINGS



STATE PROJECT NUMBER
GA ST-014-1(00)



GREENHORNE &



O'MARA, INC.

Y I S P U N S . S O P P I P U N S .

GENERAL CIVIL
TRANSPORTATION
ENVIRONMENTAL
GEOGRAPHIC SCIENCES

MEMORANDUM OF CONCEPT TEAM MEETING

Project: GDOT Project Work Order No. 44
S.R. 10/U.S. 27 from Whit Davis Rd./C.R. 166 to Smokey Rd./C.R. 26
Project No. STP-014-1(69), Clark and Oglethorpe Counties
P.I. No. 132660
G&O No. 8928

Date: April 6, 2000

Place: Office of Road Design Conference Room

Present:	Rick Reasons	GDOT Road Design
	Stanley Hill	GDOT Road Design
	Warren Bailey	GDOT O M & R
	Todd Long	GDOT District 1
	Larry Thomas	BellSouth
	Curtis Carey	BellSouth
	Chris Bland	A-CC Traffic Eng.
	Greg Mayo	GDOT Road Design
	Wade Harris	GDOT Env-Srv.
	Dan Cogan	Heery Int./A-CC
	Rick Ford	GDOT R/W
	Tim Smith	GDOT Traffic Ops
	Ken Estes	GDOT Traffic Ops
	Scott Jordan	GDOT Road Design
	Jim Graybeal	Parsons Brinckerhoff
	Joe Garland	GDOT Traffic Ops
	Katie Mullins	GDOT Programming
	Bob Moore	GDOT Planning
	Brent D'Angelo	GDOT Engineering Services
	Bob Miller	Greenhome & O'Mara
	Keith Strickland	Greenhome & O'Mara
	Tom Tkacs	Greenhome & O'Mara
	Chris Rideout	Greenhome & O'Mara

Distribution: Attendees, Theon Grojean (G&O)

Purpose: Concept Team Meeting

2211 Newmarket Parkway • Marietta, Georgia • Phone: 770-988-9555 • Fax: 770-952-0653

www.G-and-O.com

DISCUSSION:

1. Stanley Hill of Road Design began by introducing Scott Jordan of Road Design, and Rick Ford who would provide the right of way estimate later. Stanley gave a brief description of the project, discussed traffic projections and project classifications.
2. Bob Moore reviewed the "Need and Purpose Statement" attached to the Concept Report. It was noted that the 20' raised median would be changed to a 44' depressed median.
3. Stanley continued with the project concept by discussing the existing and proposed roadway/right of way, coordination, and possible UST's and hazardous waste sites. He stated that there are no design exceptions and the estimated construction cost is \$12,571,950. Projects in the vicinity are listed in the Need and Purpose Statement.
4. Chris Rideout of G&O provided an overview of the entire project. The beginning of the project transitions from an existing raised median section to a 44' grassed median section. The project has many potential historic sites on both the left and right sides. For concept purposes, a right of way width of 200' is shown. This can be narrowed in many areas to lessen right of way and historic impacts in the design stage after the environmental study is complete. It is proposed that Morton Road be realigned across from Robert Hardeman Road. However, since the aerial photos were taken, construction of a new subdivision has started at this location. The Yancey Road realignment is going through a potential wetland site.
5. Joe Garland asked if any traffic signals were proposed. Chris replied there were none.
6. Rick Ford of GDOT R/W requested that the R/W corridor be reduced where possible and every effort made to avoid impacts to the historic sites. There are approximately 13 homes and 3 businesses which will be displaced, 146 parcels impacted, and a preliminary R/W cost of \$6,486,500.
7. Todd Long, speaking for District Utilities, stated that there was no estimate available at this time.
8. Stanley listed the utility companies that may be impacted.
9. Tom Tkacs of Greenhorne and O'Mara presented the environmental scan. There are approximately 12 crossings of U.S. Waters, 6 UST's, 15 AST's, 2 cemeteries, 25 potential historic sites, 5 known cultural sites, and 2 4f sites. Environmental documents needed would include 4f, NEPA, EA, and a Nationwide Permit for wetland impacts.
10. Dan Cogan of Heery International, consultant for Athens-Clark County Parks, presented a status report on the proposed park at the beginning of the project. He requested that the existing raised median be extended past the property limits of the park and that a median opening be placed at the proposed park entrance. Rick Reasons, GDOT, asked what is the posted speed. At the beginning of the project the posted speed is 55 mph, but west of this it is 45 mph through the residential area with a raised median. Both Todd Long and Joe Garland stated the 45-mph speed zone could be extended past the park limits so that a 660' median spacing could be used.
11. Katie Mullins of GDOT Programming stated the project is scheduled for letting in the 2006 program.
12. Athens-Clark County asked if there were any signals warranted on the project. G&O informed them that there were none warranted.
13. Wade Harris of GDOT Engineering Services stated that if the project is not a bike route, then the outside paved shoulder should be 6' wide instead of the 4' wide shown on the typical. The project is not a designated bike route.
14. Wade also asked if Arnoldsville Road could be relocated behind the bank, tying in at approximate station 399+00. This would combine CR 351 and Arnoldsville Road. GDOT will evaluate this request.

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Page 3
STP-014-1(69)
P.I. NO.: 132660
Concept Team Meeting Notes
04-06-00

15. Wade also asked whether relocating Smokey Road further to the east had been evaluated to reduce impacts. It was also suggested that a cul-de-sac be added to Amber Lane. GDOT will evaluate this request.
16. Joe Garland requested that Type "B" median openings be placed along the entire project. He noted that the Department was going away from Type "A" openings. He also noted that the minimum storage and taper lengths were being increased. GDOT will provide G&O with the minimum lengths to be incorporated into the project.
17. Ken Estes, GDOT Traffic Operations, stated that many Type "A" median openings state wide were now under contract to be upgraded to Type "B". Ken also requested that the taper length at each end of the project be checked for proper length to ensure adequate signage and lane drop.
18. Warren Bailey asked about the location of the landfill. It was identified as being well off project limits.
19. BellSouth noted that they have equipment and easement that would be impacted by the relocation of Double Bridges Road.
20. It was noted that Oglethorpe Co. was invited to the concept meeting but was not in attendance. Also, a portion of the project is in Oglethorpe County, GDOT District 2. District 2 personnel were not included in the concept distribution. Plans, concept report, and a copy of the meeting minutes will be forwarded to District 2 by Rick Reasons.
21. It was determined that the project was not on the State Bike Route plan. It was also noted that the Athens-Clark Co. bicycle plan has a route on Whit Davis Road which would not be impacted by this project.
22. Stanley Hill closed the meeting and noted that all comments must be received within three weeks.

The preceding represents our understanding of the items discussed. Should you have any comments or questions, please contact us so that we may incorporate them.

Respectfully submitted,
Greenhorne & O'Mara, Inc.

Chris Rideout, P.E.
Senior Project Engineer

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Assign to Ed Design

REVISION REQUEST
for the
LONG RANGE PROGRAM

BF

Authorization is requested to proceed with development of a project concept on the following project:

Action Requested: ADDITION TO THE PROGRAM

PROJECT DATA

County	Project No. P.I. No.	Type Work
CLARKE	STP-014-1(69) 132660	RECST. OR REHAB. WIDENING
Description: SR 10/US 78 FM WHIT DAVIS RD/CR 166 TO SMOKEY/CR 26/ & OGLETH		
Project Length = 7.92 Miles		

FUNDING INFORMATION

Estimated Cost (\$1,000's)	DOT Share	Other Share	Fiscal Year	Cong. District	Field District
PE \$171			LR		
ROW \$1,580			LR	10	1
CONST \$8,557	\$8,557	\$0	LR		
Fund 1 = 33E					
Fund 2 = 33D					

REASON FOR REVISION:

Requested by the S. H. I. P. Committee
This project goes with BHF-014-1(68), P.I. 231940 Oglethorpe County.

RECOMMENDED

Wayne Pauline
DIRECTOR, DIVISION OF PLANNING AND PROGRAMMING

APPROVED

Wayne Shackelford
COMMISSIONER

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF ROAD AND AIRPORT DESIGN

PROJECT CONCEPT REPORT

PROJECT NUMBER STP-014-1(69)

P.I. NO. 132660

CLARKE AND OGLETHORPE COUNTIES

FEDERAL ROUTE NO: 78

STATE ROUTE NO: 10

GADOT P.I. NO: 132660

Date of Report: July 6, 2000

RECOMMENDATION FOR APPROVAL

7/10/00
DATE

[Signature]
State Road and Airport Design Engineer

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

DATE

State Transportation Planning Administrator

DATE

State Transportation Programming Engineer

DATE

State Environmental/Location Engineer

DATE

District Engineer

7/14/00
DATE

[Signature]
Project Review Engineer

DATE

State Traffic Operations Engineer

DATE

State Bridge & Structural Engineer

LOCATION MAP

REV:

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF ROAD AND AIRPORT DESIGN

PROJECT CONCEPT REPORT

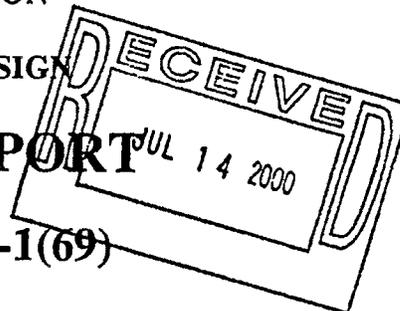
PROJECT NUMBER STP-014-1(69)

P.I. NO. 132660

CLARKE AND OGLETHORPE COUNTIES

FEDERAL ROUTE NO: 78
STATE ROUTE NO: 10
GADOT P.I. NO: 132660

Date of Report: July 6, 2000



RECOMMENDATION FOR APPROVAL

7/10/00
DATE

[Signature]
State Road and Airport Design Engineer

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7-20-00
DATE

[Signature]
State Transportation Planning Administrator

DATE

State Transportation Programming Engineer

DATE

State Environmental/Location Engineer

DATE

District Engineer

DATE

Project Review Engineer

DATE

State Traffic Operations Engineer

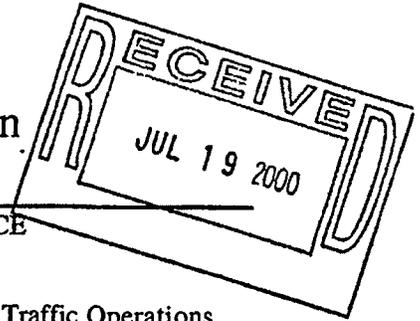
DATE

State Bridge & Structural Engineer

LOCATION MAP

Department of Transportation
State of Georgia

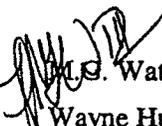
INTERDEPARTMENTAL CORRESPONDENCE



File: STP-014-1(69)/Clarke-Oglethorpe Counties
P.I. No. 132660

Office: Traffic Operations
Atlanta, Georgia

Date: July 14, 2000

From:  M.C. Waters, III, P.E., State Traffic Operations Engineer

To: Wayne Hutto, Assistant Director of Preconstruction

Subject: Project Concept Report Review

We have reviewed the concept report on the above project for the widening and reconstruction of US 78/SR 10 from Whit Davis Road(CR 166) to Smokey Road(CR 26), a distance of 8.3 miles.

Currently, US 78/SR 10 is a rural two lane roadway with variable width graded shoulders and a posted speed limit of 55mph.

This project will widen US 78/SR 10 to a four lane roadway, two lanes in each direction, with a 44 foot depressed grassed median and 10 foot outside shoulders. Traffic will be maintained, via staging, during construction.

This project is a critical component to the Athens-Clarke-Oconee Regional Transportation Plan and the State Transportation Plan. It is also contained in the 2002 Transportation Improvement Program and the State Transportation Improvement Program.

We request conduit be installed within the limits of this project as part of this project. The conduit would be used for the future interconnection of the Advanced Transportation Management System components in this area. Our Traffic Operations Design Office can provide details and cost estimates for inclusion in the project.

We remind designers of our recommendation of the use of Type "B" median openings with appropriate turn lanes, as per MOG 6638-1, being incorporated into the final plan design.

We believe this concept will improve safety and operational capacity along this section of roadway.

With the recommended statements, we find this report satisfactory for approval.

MGW:TWS

Attachment (signature page)

c: Harvey Keeper

James A. Kennerly, State Road and Airport Design Engineer

Attention: Stanley Hill

David Mulling, w/ attachment

Marta Rosen

Chuck Hasty, TMC

Mark Demidovich, TMC

Paul Liles, State Bridge Design Engineer

General Files

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF ROAD AND AIRPORT DESIGN

PROJECT CONCEPT REPORT

PROJECT NUMBER STP-014-1(69)

P.I. NO. 132660

CLARKE AND OGLETHORPE COUNTIES

FEDERAL ROUTE NO: 78

STATE ROUTE NO: 10

GADOT P.I. NO: 132660

Date of Report: July 6, 2000

RECOMMENDATION FOR APPROVAL

7/10/00
DATE

Carrie Karsick
State Road and Airport Design Engineer

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DATE

State Transportation Planning Administrator

DATE

State Transportation Programming Engineer

DATE

State Environmental/Location Engineer

DATE

District Engineer

DATE

Project Review Engineer

7/17/2000
DATE

Marion G. Hester
State Traffic Operations Engineer

DATE

State Bridge & Structural Engineer

LOCATION MAP

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE STP-014-1(69) Clarke/Oglethorpe **OFFICE** Gainesville
PI # 132660

DATE July 28, 2000

FROM ^{LED} Larry Dent, District Engineer

TO Wayne Hutto, Assistant Preconstruction Engineer

SUBJECT PROJECT CONCEPT REPORT
SR 10/US 78 from Whit Davis Road to Smokey Road

This office has reviewed the subject concept and finds the report acceptable with the following comments:

- Based on the new median design policy, the 44' depressed median is the appropriate design. However, there is a comment in the "Background" section of the Need and Purpose that states that a section of the roadway is classified as an Urban Principal. Please verify the accuracy of this statement.
- We suggest that the time required to purchase R/W be extended to two years since there are so many parcels. The permitting process may take longer as well.

Attached is a signed cover page for your use. If you have any questions, please call Todd Long at 770-532-5520.

PC: Jim Kennerly, Attn: Stanley Hill
David Griffith, District 2
Bob Moore, Planning

LED:TIL

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF ROAD AND AIRPORT DESIGN

PROJECT CONCEPT REPORT

PROJECT NUMBER STP-014-1(69)

P.I. NO. 132660

CLARKE AND OGLETHORPE COUNTIES

FEDERAL ROUTE NO: 78

STATE ROUTE NO: 10

GADOT P.I. NO: 132660

Date of Report: July 6, 2000

RECOMMENDATION FOR APPROVAL

7/10/00
DATE

James Kennedy
State Road and Airport Design Engineer

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DATE

State Transportation Planning Administrator

DATE

State Transportation Programming Engineer

DATE

State Environmental/Location Engineer

7-25-00
DATE

Michael L. Thomas & Larry E. Dutton
District Engineer

DATE

Project Review Engineer

DATE

State Traffic Operations Engineer

DATE

State Bridge & Structural Engineer

LOCATION MAP