

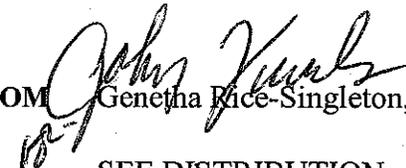
**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE P.I. No. 322440- & 333171-, Butts County
STP00-0054-01(048) & BRST0-0054-01(065)
SR 36 One-Way Pair in Jackson-
From Brownlee Road to Yellow Water Creek

OFFICE: Program Control

DATE: August 20, 2009

FROM  Genetha Rice-Singleton, Program Control Administrator

TO SEE DISTRIBUTION

SUBJECT APPROVED PROJECT CONCEPT REPORT

Attached for your files is the approval for subject project.

Attachment

DISTRIBUTION:

Ron Wishon
Glenn Bowman
Ken Thompson
Michael Henry
Keith Golden
Thomas Howell
Paul Liles
Brent Story
David Acree
BOARD MEMBER

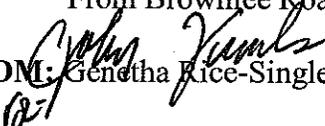
**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENTAL CORRESPONDENCE

FILE: P.I. No. 322440- & 333171-, Butts County
STP00-0054-01(048) & BRST0-0054-01(065)
SR 36 One-Way Pair in Jackson-
From Brownlee Road to Yellow Water Creek

OFFICE: Preconstruction

DATE: January 27, 2009

FROM:  Genetha Rice-Singleton, Assistant Director of Preconstruction

TO: Gerald M. Ross, P.E., Chief Engineer

SUBJECT: PROJECT CONCEPT REPORT

This project proposes to widen, reconstruct and partially relocate SR 36 by creating a one-way pair through Jackson. The city of Jackson is built around the junction of four major state routes, including SR 16 and SR 36, which provide direct access to I-75. This central location helped to develop the area as an important part of Butts County and attracted the resources necessary to build and maintain Jackson's many historic resources. The project originally proposed widening SR 36 to a four lane divided highway. While this alternative would have addressed the transportation needs of the area, it would have altered the integrity of Jackson Square, and the many structures eligible for listing in the National Register of Historic Places (NRHP). In response to the need to improve traffic flow and safety in the city of Jackson, a transportation analysis of the area was initiated. Alternatives considered included the symmetrical and asymmetrical widening of SR 36, intersection improvements between SR 16 and Stark Road by adding auxiliary lanes, the reconstruction of Mulberry Street and SR 36 as one-way pairs, the reconstruction of Mulberry Street and Oak Street as one-way pairs, and several combination alternatives.

The project area includes deficiencies due to high volumes of traffic, a large proportion of turning movements and poor intersection design geometry. These combine to produce a high accident rate and a low level of service in the area. The 2007 traffic (ADT) for SR 36 in the project area was 16,000. In 2014 traffic is anticipated to increase to 19,035 ADT. Design year (2034) traffic is projected to be 30,700 ADT. From 2007 to 2034, proposed traffic volumes represent an increase of 91% for this section of SR 36. The 2007 level of service (LOS) is "E"; in 2014 and 2034, without improvements, LOS is projected to decline to "F". However, with the improvements, in 2014 and 2034 this section of SR 36 will have a projected LOS of "C" and "D" respectively.

The proposed improvements begin on existing SR 36 at Brownlee Road, continue on Mulberry and Oak Streets to form one-way pairs, rejoin and continue on new location before tying back to existing SR 36 just south of Yellow Water Creek. This project will include a new bridge over Norfolk Southern Railroad tracks on new alignment, located north of the one-way pair terminus. Project BRST0-0054-01(065) proposes the replacement of the SR 36 existing bridge over Yellow Water Creek.

January 27, 2009

This project will relocate SR 36 between its junction with SR 16 at the southwest corner of the Jackson City Square and Yellow Water Creek. This relocation will eliminate two 90 degree turns and an at-grade railway crossing located south of Stark Road. Traffic will be maintained via staging during construction.

Environmental concerns include requiring a COE 404 permit; An Environmental Assessment is anticipated; a Public Information Open House was held 8/21/2008; Time saving procedures are not appropriate.

The estimated costs for this project are:

STP00-0054-01(048), Butts County, P.I. No. 322440-

	<u>PROPOSED</u>	<u>APPROVED</u>	<u>FUNDING</u>	<u>PROG DATE</u>
Construction (includes E&C)	\$ 21,034,000	\$ 42,633,684	L240	LR
Right-of-way	\$7,639,000	\$16,945,000	L240	LR
Utilities	\$ 393,000	\$ 424,008	L240	2010

BRST0-0054-01(065), Butts County, P.I. No. 333171-

	<u>PROPOSED</u>	<u>APPROVED</u>	<u>FUNDING</u>	<u>PROG DATE</u>
Construction (includes E&C)	\$3,788,000	\$3,305,000	LIC0	LR
Right-of-way	\$62,000	\$62,000	LIC0	LR(proposed)
Utilities	\$102,000			

*Notification Letter sent to Jackson 9-30-2005

I recommend this project concept be approved.

GRS: JDQ
Attachment

CONCUR

[Handwritten signature: Kenneth Mc-Silva for Butts]

 Director of Preconstruction

APPROVED

[Handwritten signature: Gerald M. Ross]

 Gerald M. Ross, P.E., Chief Engineer

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
Office of Road Design**

PROJECT CONCEPT REPORT

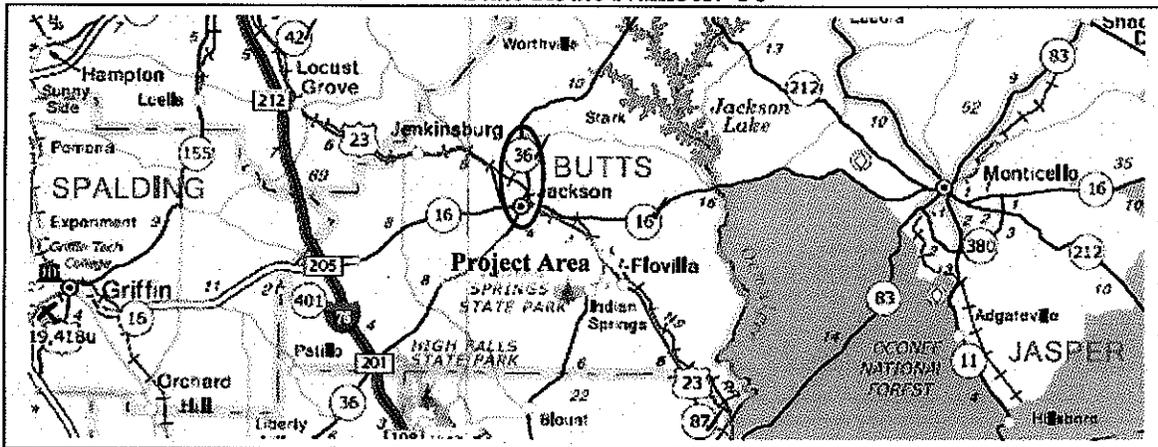
Project Number: STP00-0054-01(048) & BRST0-0054-01(065)

County: Butts

P. I. Number: 322440 & 333171

Federal Route Number: N/A

State Route Number: 36



SR-36 One-Way Pair in Jackson from Brownlee Rd to Yellow Water Creek and SR 36 Over Yellow Water Creek

Recommendation for approval:

DATE 9-18-08

DATE 9-18-08

David A. Cree, Sr.
Project Manager

[Signature]
State Road Design Engineer

The 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

DATE _____

State Transportation Financial Management Administrator

DATE _____

State Environment/Location Engineer

DATE _____

State Traffic Safety and Design Engineer

DATE _____

District Engineer

DATE _____

Project Review Engineer

DATE 9/25/08

David V. Tolson Jr.
State Bridge Design Engineer

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
Office of Road Design**

PROJECT CONCEPT REPORT

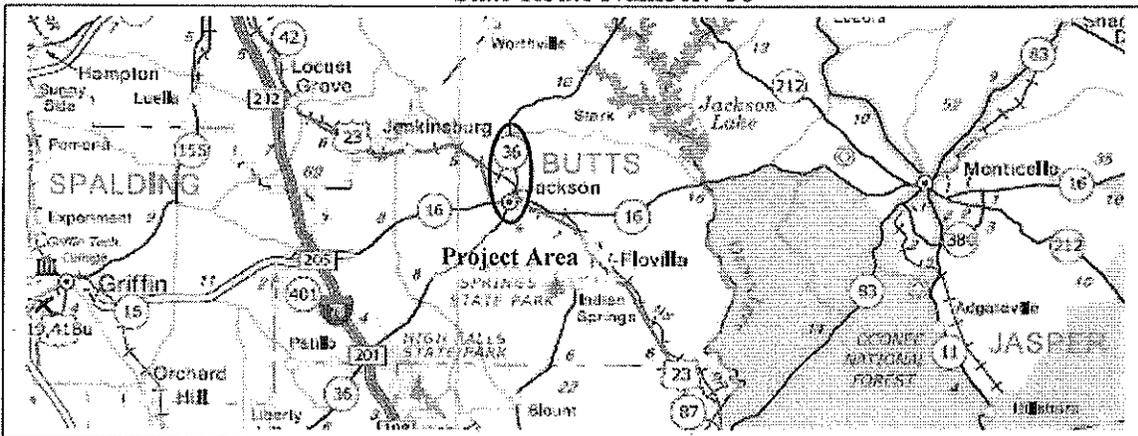
Project Number: STP00-0054-01(048) & BRST0-0054-01(065)

County: Butts

P. I. Number: 322440 & 333171

Federal Route Number: N/A

State Route Number: 36



SR-36 One-Way Pair in Jackson from Brownlee Rd to Yellow Water Creek and SR 36 Over Yellow Water Creek

Recommendation for approval:

DATE 9-18-08

David A. Cree *Sam*
Project Manager

DATE 9-18-08

[Signature]
State Road Design Engineer

The 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

DATE _____

State Transportation Financial Management Administrator

DATE _____

[Signature]
State Environment/Location Engineer

DATE 9-24-08

State Traffic Safety and Design Engineer

DATE _____

District Engineer

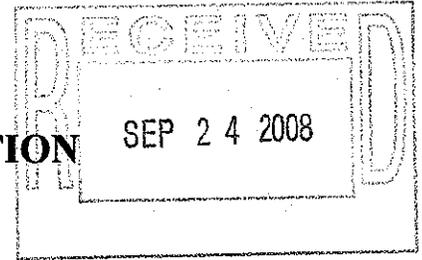
DATE _____

Project Review Engineer

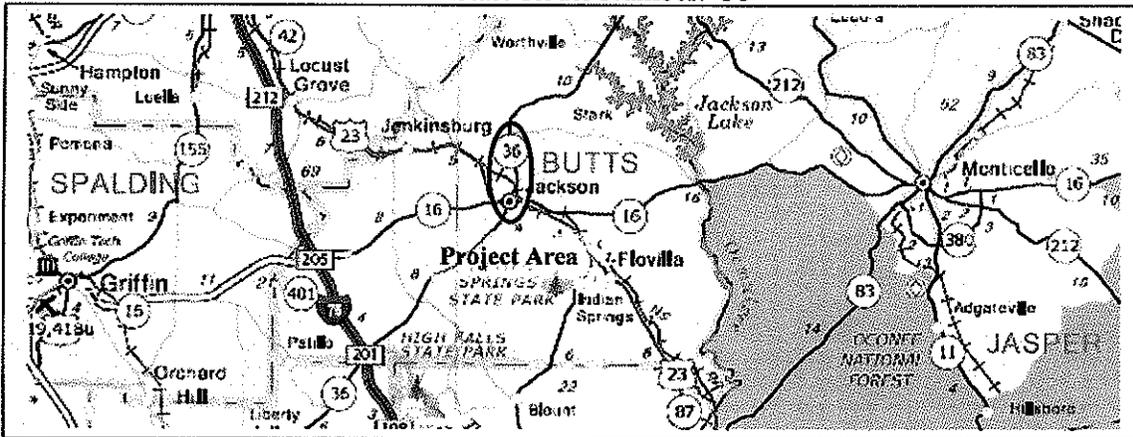
DATE _____

State Bridge Design Engineer

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
Office of Road Design**



PROJECT CONCEPT REPORT
 Project Number: STP00-0054-01(048) & BRST0-0054-01(065)
 County: Butts
 P. I. Number: 322440 & 333171
 Federal Route Number: N/A
 State Route Number: 36



SR-36 One-Way Pair in Jackson from Brownlee Rd to Yellow Water Creek and SR 36 Over Yellow Water Creek

Recommendation for approval:

DATE 9-18-08

DATE 9-18-08

David A. Cree, Sr.
 Project Manager
B. A. A.
 State Road Design Engineer

The 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 9-23-2008

DATE _____

DATE _____

DATE _____

DATE _____

DATE _____

DATE _____

Angela J. Alford
 State Transportation Planning Administrator

 State Transportation Financial Management Administrator

 State Environment/Location Engineer

 State Traffic Safety and Design Engineer

 District Engineer

 Project Review Engineer

 State Bridge Design Engineer

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
Office of Road Design**

PROJECT CONCEPT REPORT

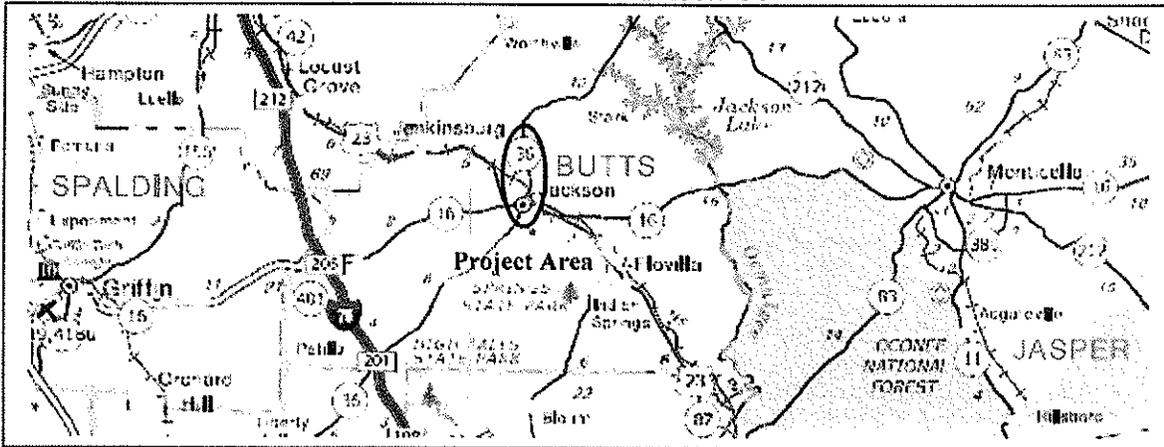
Project Number: STP00-0054-01(048) & BRST0-0054-01(065)

County: Butts

P. I. Number: 322440 & 333171

Federal Route Number: N/A

State Route Number: 36



SR-36 One-Way Pair in Jackson from Brownlee Rd to Yellow Water Creek and SR 36 Over Yellow Water Creek

Recommendation for approval:

DATE 9-18-08

DATE 9-18-08

David A. Cree, Sr.
Project Manager
[Signature]
State Road Design Engineer

The 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

DATE _____

State Transportation Financial Management Administrator

DATE _____

State Environment/Location Engineer

DATE _____

State Traffic Safety and Design Engineer

DATE _____

District Engineer

DATE 9/30/08

[Signature]
Project Review Engineer

DATE _____

State Bridge Design Engineer

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
Office of Road Design**

PROJECT CONCEPT REPORT

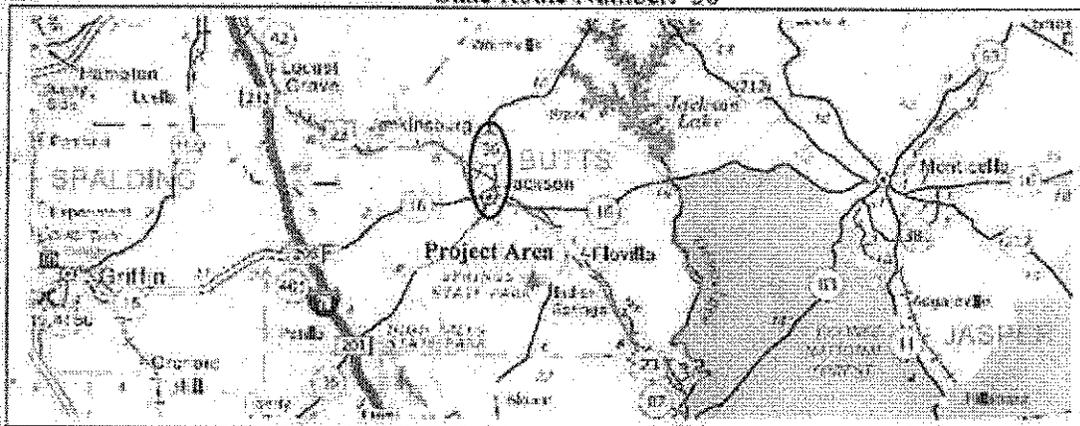
Project Number: STP00-0054-01(048) & BRST0-0054-01(065)

County: Butts

P. I. Number: 322440 & 333171

Federal Route Number: N/A

State Route Number: 36



SR-36 One-Way Pair in Jackson from Brownlee Rd to Yellow Water Creek and SR 36 Over Yellow Water Creek

Recommendation for approval:

DATE 9-18-08

DATE 9-18-08

David A. ...
Project Manager
[Signature]
State Road Design Engineer

The 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 _____

DATE _____

DATE _____

DATE _____

DATE 10/1/00

DATE _____

DATE _____

State Transportation Planning Administrator

State Transportation Financial Management Administrator

State Environment/Location Engineer

State Traffic Safety and Design Engineer

[Signature]
District Engineer

Project Review Engineer

State Bridge Design Engineer

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
Office of Road Design**

PROJECT CONCEPT REPORT

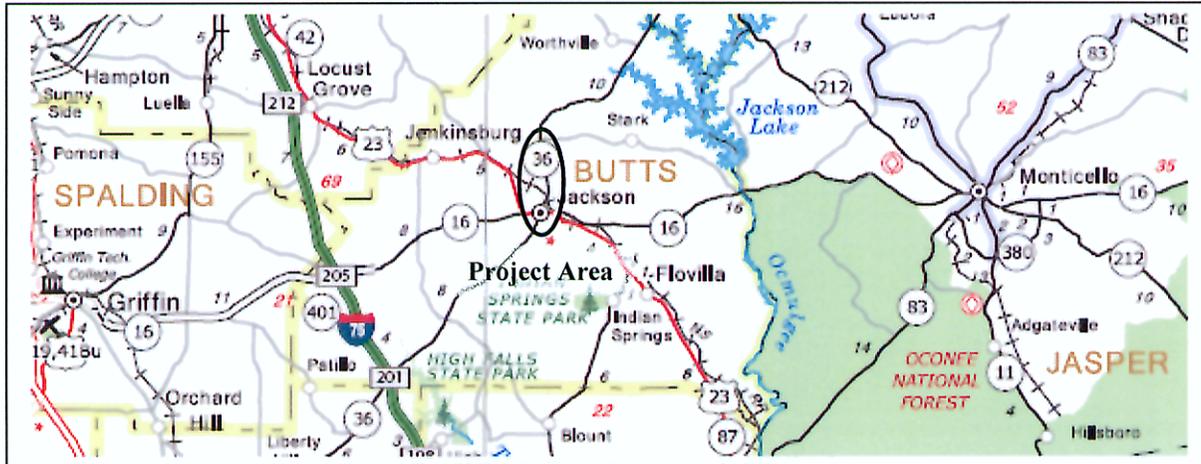
Project Number: STP00-0054-01(048) & BRST0-0054-01(065)

County: Butts

P. I. Number: 322440 & 333171

Federal Route Number: N/A

State Route Number: 36



SR-36 One-Way Pair in Jackson from Brownlee Rd to Yellow Water Creek and SR 36 Over Yellow Water Creek

Recommendation for approval:

DATE 9-18-08

David A Cree ^{SMW}

Project Manager

DATE 9-18-08

[Signature]

State Road Design Engineer

The 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

DATE _____

State Transportation Financial Management Administrator

DATE _____

State Environment/Location Engineer

DATE _____

State Traffic Safety and Design Engineer

DATE _____

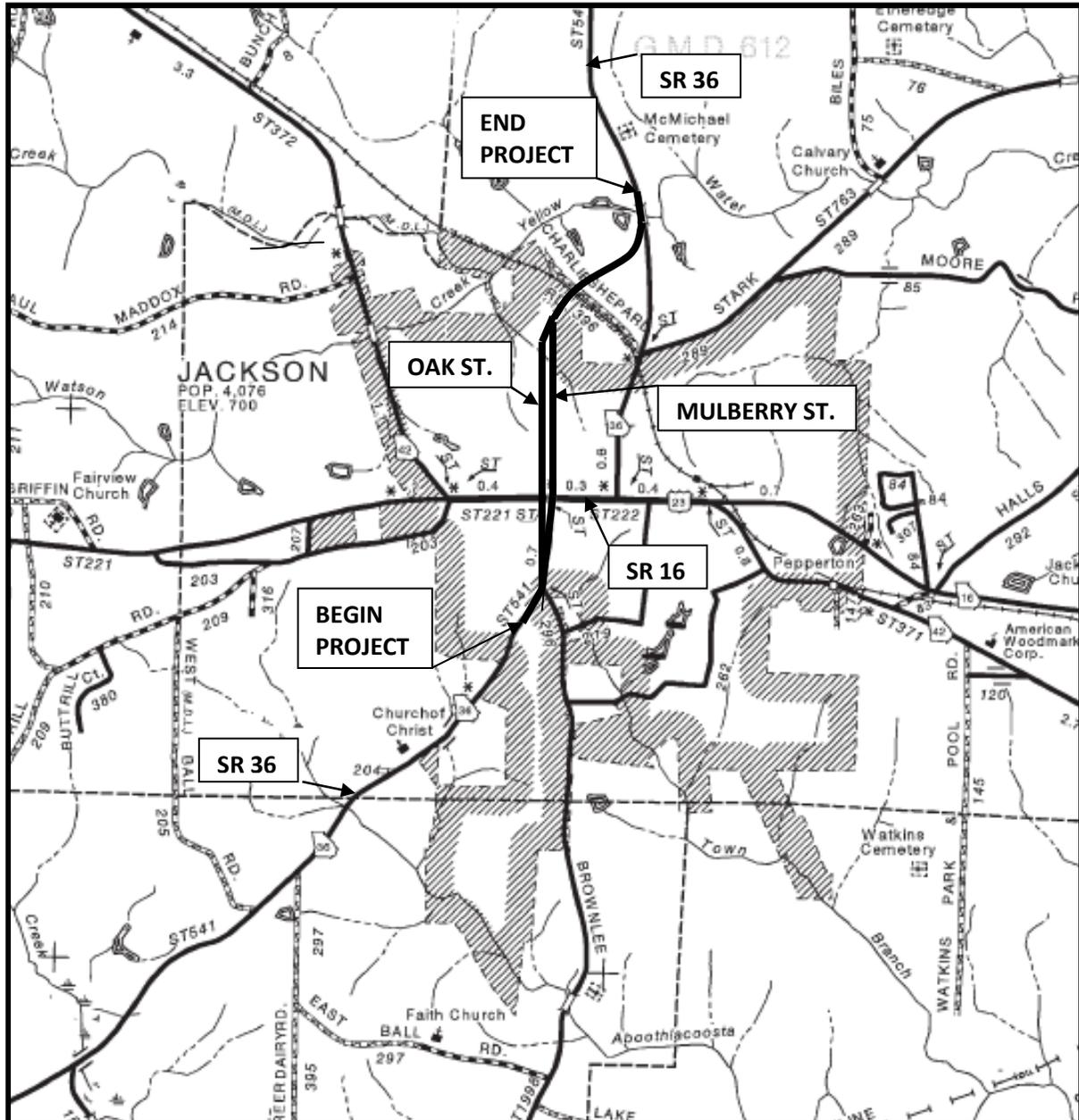
District Engineer

DATE _____

Project Review Engineer

DATE _____

State Bridge Design Engineer



PROJECT LOCATION MAP

STP00-0054-01(048), PI 322440
SR 36 One-Way Pair in Jackson from Brownlee Rd to Yellow Water Creek
BRST0-0054-01(065) PI 333171
SR 36 Over Yellow Water Creek

Project Need and Purpose:

Background

This project was submitted for programming in September 1991 by the Director of Preconstruction as a capacity expansion project as well as a safety project. It is located along SR 36 from SR 16 to just north of CR 289/Stark Road in Butts County and is not part of the National Highway System (NHS) network. From 2004 to 2006 this 1.4 mile stretch of SR 36 experienced 57 accidents including 15 that have resulted in injuries. This project is located outside of the Atlanta Urbanized Area.

Existing Roadway Conditions

SR 36 within the project limits is a two lane rural minor arterial with 12-foot lanes near the SR 16 intersection and narrows to 10-foot lanes in the middle of the project area and widens back to 12-foot lanes near the intersection of Stark Road. The southern portion of SR 36 near SR 16 has curb, gutter, and sidewalks while the northern portion near Stark Road does not. There is no median on SR 36 within the project area and the posted speed limit is 35 mph. Additionally, this section of SR 36 contains a number of historic resources. The project is located within the Jackson Historical District.

Projects in the Area

- PI #321800, MLP-16(67), SR 16 in Jackson @ Norfolk Southern RR: Bridge Reconstruction/Rehabilitation, Construction set for 2013. This project involves the construction of a grade separation. Construction of the grade separation on SR 16 is located 0.4 miles from the intersection of SR 16 and SR 36, the southern terminus for this project.
- PI #343440, STP-3003, Jackson South Bypass. This project involves the construction of a bypass in the southern section of the city of Jackson on SR 16. This project is projected to lower traffic volumes on SR 16 through downtown Jackson, which is the southern terminus of this project.
- PI #0000479, STP-0000-00(479), SR 36 passing lanes north of the city of Jackson. This project involves the construction of eastbound and westbound passing lanes north of downtown Jackson along SR 36.
- PI # 333171, BRST-054-1(65), This project is a bridge replacement project over Yellow Water Creek, ROW 2008, CST LR. This bridge replacement project is just north (0.6 miles) of the northern terminus of this project.

Bridge

The SR 36 bridge over Yellow Water Creek was constructed in 1949. The sufficiency rating for the bridge is 47.59.

Existing and Projected Traffic Conditions

The 2007 traffic (ADT) for SR 36 in the project area was 16,100. In 2014 traffic is anticipated to increase to 19,035 ADT. Design year (2034) traffic is projected to be 30,700 ADT. From 2007 to 2034, proposed traffic volumes represent an increase of 91% for this section of SR 36. The 2007 level of service (LOS) is E; in 2014 and in 2034, without the improvements, LOS is projected to decline to F. However, with the improvements, in 2014 and in 2034 this section of SR 36 will have a projected LOS of C and D, respectively.

This roadway is classified as a rural minor arterial with 8% truck traffic. There is one traffic signal in the project area located at the intersection of SR 16 and SR 36.

Crash Information

This section of roadway has a crash rate higher than the statewide average for this classification of roadway for years 2005 and 2006. For the purposes of crash rate calculation, a roadway segment longer than the actual project limits was used (milepost 9.1 to milepost 10.5). This was done to obtain a more realistic crash rate for this section of roadway. A shorter segment length corresponding to the actual project length gives a less reliable inflated crash rate. Most of the crashes (37%) that occurred along this section of SR 36 were angled crashes with 35% rear-end crashes. A review of the crash locations revealed three locations as having higher concentrations of rear-end crashes. The intersection of SR 36 with Lyons Road at milepost 9.18 (5 of 58 crashes), McCord Street at milepost 9.37 (3 of 58 crashes) and Charlie Shepherd Road at milepost 9.67 (3 of 58 crashes) appear to be locations particularly prone to rear-end crashes.

SR 36 from SR 16 to just north of Stark Road, Butts County (milepost 9.1 – 10.5)

	2004	2005	2006
Total Accidents	18	21	18
Accidents Per 100 MVMT	516	714	390
Statewide Accidents Per 100 MVMT	258	186	197
Accident % Higher/Lower Than Statewide Average	+100%	+284%	+98%

Logical Termini

The southern terminus is the intersection of SR 36 and Brownlee Rd which is mile marker 8.41 on SR 36 located in the downtown area. The 2007 ADT of the shared SR 36 and SR 16 roadway is 17,800 ADT, which is west of the southern terminus. The LOS of the shared section is currently a level F. The southern terminus for this project is justified because it is not feasible to increase capacity on SR 16/SR 36 beyond this point. Increasing capacity in the downtown area of Jackson is not possible because of the locations of potential historic resources and right-of-way constraints. The proposed Jackson bypass project (PI # 343440) is an alternative to increasing capacity on SR 36 through downtown and is anticipated to lower traffic volumes on SR 16 through the city of Jackson.

The northern terminus is just north of Stark Road at mile marker 9.9 on SR 36, and it encompasses the industrial area and school located north of downtown. The 2007 traffic volumes decrease north of Stark Road from 12,400 ADT to 6,000 ADT. However, the levels of service are expected to be unacceptable in 2014 and 2034. ADT north of Stark Road is projected to be 7,025 in 2014 and

11,000 in 2034 and the LOS is projected to be E in 2014 and an E in 2034. Traffic Volumes north of Stark Road do not drop below 5,000 for approximately nine miles near the Butts/Newton county line. Extending the terminus to address the capacity issues north of Jackson will increase the project six times its current length and significantly increase the project cost. The northern terminus (north of Stark Road) is logical in that it encompasses the traffic generators in Jackson and addresses the capacity issues in the downtown area.

The proposed termini are sufficient to address the need to accommodate the high traffic volumes in the city of Jackson. The proposed project can be constructed independent from any projects in the area and achieve its goal of solving the capacity problem that exists within the downtown Jackson area along SR 36.

Pedestrian and Bicycle Facilities/Routes

There are existing pedestrian facilities such as sidewalks located within this section of SR 36. It is also located along a bicycle route identified by the McIntosh Trail Regional Development Center (RDC) in the Regional Bicycle and Pedestrian Pathway Plan of April, 2005.

Community Issues

The project is located in Butts County within the City of Jackson. The Butts County 2000 census data shows that the population for the county was 69.2% white, 28.2% black or African American and 2% other races. The Butts County income statistics indicate that 11.5% of the population is below the poverty level as compared to 13% for the State of Georgia as a whole.

Need & Purpose

The current amount of traffic along SR 36 in the City of Jackson results in a LOS D, which indicates a need to address capacity issues. Traffic is anticipated to increase by 91% and LOS is projected to decline to F from 2007 to 2034 which will further increase the need for added capacity. The purpose of project STP00-0054-01(048), PI #322440 is to address additional capacity needs in the downtown area of Jackson, to improve safety and to address the bicycle and pedestrian facilities proposed for the corridor.

The SR 36 Bridge over Yellow Water Creek sufficiency rating meets the Department's criteria for replacement. TOPPS Policy 2405-1 recommends that a bridge with a sufficiency rating of 50 or below be replaced.

Description of the proposed project:

This project proposes to widen SR 36 through the city of Jackson from two to four lanes and partially relocate SR 36 by creating a one-way pair. The one-way pair will utilize existing north/south two-way streets named Mulberry Street and Oak Street which form the east and west sides on the town square, respectively. This project will include a new bridge over Norfolk Southern Railroad tracks on new alignment, located north of the one-way pair terminus. This project also proposes the replacement of the SR 36 existing bridge over Yellow Water Creek (PI#333171), located at the north end of this project.

These improvements begin on existing SR 36 at Brownlee Road, continue on Mulberry and Oak Streets to form the one-way pair, rejoin and continue on new location before tying back to existing SR 36 just south of Yellow Water Creek. Improvements end 0.15 miles north of Yellow Water Creek. The total project length along the proposed alignment is 2.03 miles. The northern-most 1,350 ft of the northbound segment of the one-way pair (Mulberry Street) and 450 ft of the southbound segment (Oak Street) will be on new location; northbound and southbound lanes will merge into a single alignment and continue for a distance of 0.5 miles before tying back to existing SR 36. The project begins at existing SR 36 mile post 8.3 and ends at existing SR 36 mile post 10.5 (including the twinned Yellow Water Creek bridge replacement project BRST0-0054-01(065)).

This project will relocate SR 36 between its junction with SR 16 at the southeast corner of the Jackson City square and Yellow Water Creek, located 0.63 miles north of Stark Road. This relocation will eliminate from SR 36, two 90 degree turns and an at-grade railway crossing located just south of Stark Road. A new grade separation over Norfolk Southern Railroad tracks will be constructed as part of the relocated segment of SR 36. Oak and Mulberry Streets are currently local roads running through the main historic district of the City of Jackson.

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

PDP Classification: Major

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

Functional Classification: Rural Minor Arterial

U. S. Route Number(s): N/A

State Route Number(s): 36

Traffic (AADT on Proposed SR 36 Alignment):

One-way Section: Base Year: (2014)	7,500	Design Year: (2034)	10,700
Two-way Section: Base Year: (2014)	12,500	Design Year: (2034)	18,500

Existing design features along existing SR 36:

- **Typical Section:**

1. Brownlee Road to SR 16: From Brownlee Road to the Mulberry Road/Oak Street split, one 12-ft through lane in each direction with 4-ft shoulders (2-ft paved and 2-ft grass) and rural ditches with no sidewalks. From the Mulberry Road/Oak Street split to SR 16, 20-ft through lane in each direction with curb and gutter and sidewalks. On-street parking is present on both sides between College Street and SR 16. Posted speed limit is 35 mph.
2. Along SR 16: One 12-ft through lane in each direction with a two-way left turn lane flush median, curb and gutter, and sidewalks. Posted speed limit varies between 30 mph and 35 mph.
3. SR 16 to Yellow Water Creek: One through lane in each direction with 12-foot lanes near the SR 16 intersection, narrowing to 10-foot lanes in the middle and widening back to 12-foot lanes near the intersection of Stark Road. The southern portion near SR 16 has curb, gutter, and sidewalks while the northern portion does not. No median; posted speed limit is 35 mph from SR 16 to Stark Road, then transitions to 45 mph and 55 mph beyond Stark Road.

- **Posted speed:** 30 to 55 mph

- **Minimum radius for curve:** 650'

- **Maximum super-elevation rate for curve:** $e_d = 3.6\%$; ($e_{max} = 4.0\%$)

- **Maximum grade:**

1. Mainline: 3.66 %
2. Cross roads: 4.11 % (Henderson Street)
3. Driveways: 13.5 %

- **Width of right-of-way:** Estimated R/W width varies from 50 to 100 ft.

- **Major structures:**

Bridge over Yellow Water Creek (Structure ID: 035-0007-0)

Length: 81 ft

Width: 30.3 ft

Sufficiency Rating: 48

- **Major interchanges or intersections along the project:**

1. SR 36/Mulberry Street at SR 16
2. SR 36/Covington Street at SR 16
3. At-grade railroad crossing 200 ft south of SR 36/Stark Road intersection

- **Existing length of roadway segment and the beginning mile logs for each county segment:** The project is located wholly within Butts county beginning at milepost 8.3 (Brownlee Rd) and ending 2.2 miles to the north at milepost 10.5 (Yellow Water Creek). This length includes the twinned Yellow Water Creek bridge replacement project.

Proposed Design Features:

- **Proposed typical section(s):**
 - Two-way segment to Mulberry/Oak Street split: Widening to add one 12-ft lane in each direction, a 14-ft two-way left turn lane, 5-ft sidewalks with 2-ft grassed strip, and curb and gutter. Addition of dedicated left turn lane to Brownlee Road.
 - One-way segments, North and South directions: Change traffic patterns from two-way to one-way northbound on Mulberry Street and one-way southbound on Oak Street. Two 12-ft travel lanes in each direction with widening to add a 4-ft bike lane, 5-ft sidewalks with 2-ft grassed strip, and curb and gutter. In order to reduce property impacts within the historical districts, lane widths may be reduced to 11' and sidewalk may be eliminated on one side of the road. Proposed bike lanes begin at 1st Street and continue north to the Old SR 36 Connector Road.
 - Two-way segment to end project: Four 12-ft lanes on new location with 20-ft raised median. 4-ft bike lane, 5-ft sidewalks with 6-ft grassed strip, and curb and gutter to Old SR 36 Connector Road. After Old SR 36 Connector Road width tapers down to two 12-ft lanes with 10-ft unpaved and 6.5-ft paved shoulders, and no bike lane or sidewalk. Old SR 36 Connector will consist of two 12-ft lanes with 4-ft bike lane, 5-ft sidewalks with 2-ft grassed strip, curb and gutter with no median.

- **Proposed Design Speed Mainline:**
 - First two-way segment – 35 mph
 - One-way Segments – 35 mph
 - Second two-way segment – 45 mph
 - North of Yellow Water Creek – 55 mph

- **Proposed Maximum Grade Mainline:**
 - First two-way segment – 3.2%
 - One-way segment – 5%
 - Second two-way segment – 5%

- **Maximum Grade Allowable Mainline:**
 - First two-way segment – 7%
 - One-way segment – 7%
 - Second two-way segment – 6%

- **Proposed Maximum Grade Side Street:**
 - Collector/Arterial Roads – 7%
 - Local Roads – 10%

- **Maximum Grade Allowable Side Street:**
 - Collector/Arterial Roads – 7%
 - Local Roads – 10%

- **Proposed Maximum grade driveway:**
 - To be determined
 - (Max. allowable 11% commercial, 28% res.)

- **Proposed Maximum degree of curve:**
 - First two-way segment – 5°44'/radius - 1000 ft
 - One-way Segments – 12°44'/radius - 450 ft
 - Second two-way segment – 7°48'/radius – 735 ft

- **Maximum degree allowable:**
 - First two-way segment – 15°27'/radius – 371 ft
 - One-way Segments – 15°27'/radius – 371 ft
 - Second two-way segment – 8°04'/radius – 711 ft

- **Right-of-Way:**

- Width: 50 to 300 ft
- Easements: Temporary (X), Permanent (X), Utility (X), Other ().
- Type of access control: Full (), Partial (X), By Permit (X), Other ().
- Number of parcels: Estimated - 185 Number of displacements: Estimated
 - Business: 0
 - Residences: 2
 - Mobile homes: 0
 - Other: None

- **Structures:**

1. Bridge over Norfolk Southern Railroad tracks and Charlie Shepherd Road to be constructed on new location.
2. Bridge over Yellow Water Creek to be reconstructed.
3. Retaining walls to be utilized along mainline to avoid impacts where required.

- **Major intersections and interchanges:**

1. SR 36/Brownlee Road – future new signal
2. SR 36 North/College Street – new signal
3. SR 36 South/College Street – new signal
4. SR 36 North/Byars Street – signal to be removed
5. SR 36 South/Byars Street – signal to be removed
6. SR 36 North /SR 16 – existing signal to be modified
7. SR 36 South /SR 16 – existing signal to be modified
8. SR 36 North /2nd Street – existing signal to be modified
9. SR 36 South /2nd Street – existing signal to be modified
10. SR 36 North /1nd Street – existing signal to be modified
11. SR 36 South /1nd Street – existing signal to be modified
12. SR 36/Old SR 36 Connector – signal on new location

- **Traffic control during construction:** Project will be stage-constructed under traffic; there is a potential for detours if complete pavement replacement is proposed. For replacement of Yellow Water Creek bridge traffic will be maintained using on-site detour.

- **Transportation Management Plan Anticipated:** To be determined

- **Design Exceptions to controlling criteria anticipated:**

	<u>UNDETERMINED</u>	<u>YES</u>	<u>NO</u>
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)

- **Design Variances:** Certain locations may have curb and gutter without sidewalk to minimize impacts within the historical district.
- **Environmental concerns:**
 - Section 404 and stream buffer variance permits are anticipated along with coordination with USFWS for stream crossings.
 - Four UST sites have been identified and investigation being performed to identify any possible contamination.
 - Two historic districts; The Jackson Historic District and the Oak Street Historic District are National Register eligible and extend along the middle 0.87 miles of the project.
- **Level of environmental analysis:**
 - Are Time Savings Procedures appropriate? Yes (), No (X),
 - Categorical exclusion (),
 - Environmental Assessment/Finding of No Significant Impact (FONSI) (X), or
 - Environmental Impact Statement (EIS) ().
- **Utility involvements:** Norfolk-Southern Railroad, Butts County Water and Sewer, Atlanta Gas Light, Central Georgia EMC, Georgia Power, City of Jackson, Charter Communications, BellSouth (now AT&T Georgia)

VE Study Required Yes (X) No ()

Project responsibilities:

- Design - GDOT
- Right-of-Way Acquisition - GDOT
- Relocation of Utilities – GDOT or utility owners
- Letting to contract - GDOT
- Supervision of construction - GDOT
- Providing material pits - Contractor
- Providing detours – Contractor/GDOT

Coordination

- **Initial Concept Meeting date and brief summary.** A meeting was held on February 7, 2007 in the City of Jackson Municipal Court Building. *See the attached minutes for further details.*
- **Concept meeting date and brief summary.** A Concept Team Meeting was held on June 23, 2008 at the City of Jackson Municipal Court Building. *See attached minutes for further details.*

- **Public involvement.**
 1. A meeting with City of Jackson, City of Flovilla, City of Jenkinsburg, and Butts County officials was held on July 25, 2007 in the Butts County Administrative Building. *See the attached minutes for further details.*
 2. Public Information Open House (PIOH) was held on August 21, 2008 from 5:00 p.m. to 7:00 p.m. in the Butts County Chamber of Commerce Administration Building. Attendance was over 200 people; GDOT representatives and local officials were present.
- **Other projects in the area:** See list of projects presented in the Need and Purpose section of this report.
- **Railroads:** There are active Norfolk-Southern railroad tracks located northeast of the proposed one-way pair terminus. Norfolk-Southern has indicated by e-mail correspondence dated January 29, 2007 that a future second track may be located on the west side of the existing track. The proposed bridge should accommodate the future track and double-stack containers. US DOT – AAR Crossing Inventory Information indicates 46 trains passing this location each day.
- **Other coordination to date.**
 1. A meeting was held with FHWA on April 23, 2008 in the Road Design conference room to discuss logical termini. *See the attached minutes for further details.*
 2. A meeting was held on March 14, 2008 in the GDOT Planning Conference Room to present modeling results for an ongoing Butts, Jones and Monroe County Transportation Study. *See the attached minutes for further details.*
 3. A meeting was held on December 20, 2007 at the Office of Environment/Location to discuss logical termini and preliminary environmental studies. *See the attached email for further details.*

Scheduling – Responsible Parties’ Estimate

- Time to complete the environmental process: 14 Months.
- Time to complete preliminary construction plans: 15 Months.
- Time to complete right-of-way plans: 7 Months.
- Time to complete the Section 404 Permit: 8 to 12 Months.
- Time to complete final construction plans: 12-15 Months.
- Time to complete to purchase right-of-way: 23 Months.

Other alternates considered:

- PI 322440 – SR 36 Widening
 1. This alternate would improve intersections between SR 16 and Stark Road by adding auxiliary lanes. This alternative has the fatal flaw of not improving the LOS on SR 36 in the design year which would remain an F. Significant impacts to historic resources would result. (Referred to as Alternate 1 during concept development).
 2. This alternate consists of widening existing SR 36 from two to four lanes with curb and gutter, sidewalks and a 20-ft raised median. Is estimated that widening to this extent with a relatively narrow R/W would result in approximately 22 relocations many of which are within the Jackson Historic District. Providing a grade separation to eliminate the at-grade railroad crossing located just south of Stark Road would result in additional relocations. (Referred to as Alternate 2 during concept development).
 3. This alternate constructs a one-way pair utilizing Mulberry Street and existing SR 36. A major disadvantage of this alternate are displacements which would occur by constructing a grade separation bridge to replace the at-grade railroad crossing on SR 36 located just south of Stark Road. Fewer displacements would occur than for Alternate 2 but more than for Alternate 5. In addition this alternate would retain two 90 degree turns along SR 36, at each end of the segment of roadway where SR 36 and SR 16 are coincident. There is a current operational problem involving trucks making the right turn at the square. (Referred to as Alternate 4 during concept development).
 4. This alternate constructs a one-way pair utilizing Mulberry Street and Oak Street. Impacts to Historic resources in the Jackson and Oak Street historic districts are anticipated along with 2 relocations. This is considered the best alternate and is presented in this report as the proposed design. In addition, this alternate eliminates two 90 degree turns on SR 36 and reduced traffic on a segment of SR 16 where the two routes are coincident. (Referred to as Alternate 5 during concept development).
 5. No Build: Considering a projected LOS on SR 36 in the design year of F this alternate was eliminated from consideration.

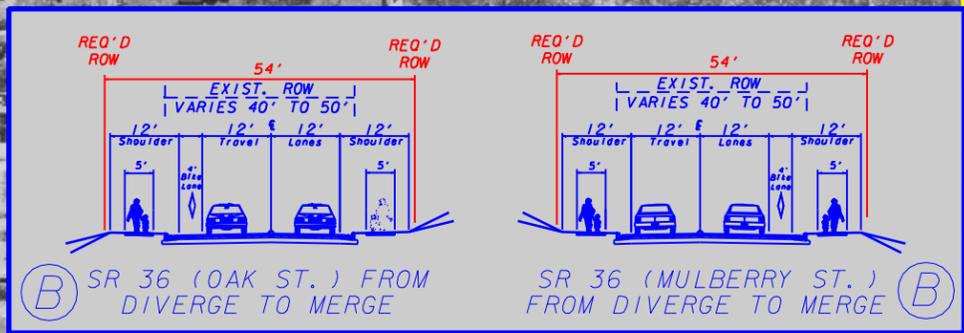
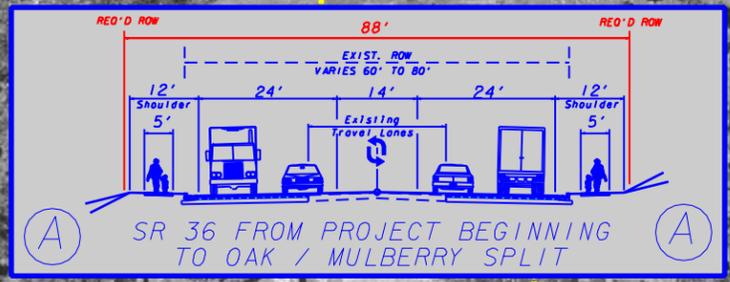
- PI 333171 – SR 36 over Yellow Water Creek bridge replacement
The below is taken from the August 25, 2005 approved concept report for this project. A review of current information for this project shows no warrant for changing the below decisions.
 1. Build on-site detour: This was considered the best alternate.
 2. Build bridge at a new location with slight realignment of SR 36. This alternate was not recommended because of the higher cost and problems with utility easements. Historians found potential historical resources and a cemetery that had conflict with the realignment for this alternate. The group at the concept meeting preferred the on-site detour over the new location bridge.
 3. Off-site detour: This alternate was not practical because of the school bus routes and heavy truck traffic that would have to make sharp turns on the off-site detour. This alternate was not recommended because of concerns with coordination of the school system bus routes, heavy truck traffic, and EMS emergency routes.
 4. No Build – With a bridge sufficiency rating of less than 50 this option was excluded.

Comments: Initial Concept Report minutes were distributed to all meeting attendees; no comments were received. Project BRST0-0054-01(065) (PI#333171, Yellow Water Creek bridge replacement) has an approved concept report dated August 22, 2005. The information presented in this report concerning the bridge replacement project is consistent with the approved concept report for that project.

Attachments:

1. Cost Estimates:
 - a. Construction including contingency,
 - b. Right-of-Way, and
 - c. Utilities.
2. Typical sections,
3. Project Layout
4. Traffic Diagrams
5. Capacity analysis summary,
6. Bridge inventory,
7. Minutes of Initial Concept and Concept Team Meetings
8. Minutes from meeting with local government officials on July 25, 2007 in Butts County Administrative Building
9. Minutes from meeting summarizing modeling results for Butts, Jones and Monroe County Transportation Study on March 14, 2008
10. Minutes form meeting with FHWA on April 23, 2008 in GDOT Planning office meeting room
11. Minutes (email) from OEL coordination meeting held December 20, 2007 at OEL
12. PIOH Synopsis
13. LGPA's: Letter to Mayor of City of Jackson
14. Benefit/Cost Analysis

SPEED LIMIT 35



BEGIN PROJECT STA 103+57.00

BEGIN TYPICAL SECTION A STA 108+50

END TYPICAL SECTION A BEGIN TYPICAL SECTION B STA 200+00 (OAK ST.) STA 300+00 (MULB. ST.)

STREAM IA

STREAM IB

STREAM I

SR 36 ONE-WAY PAIR IN JACKSON FROM BROWN LEE ROAD TO YELLOW WATER CREEK

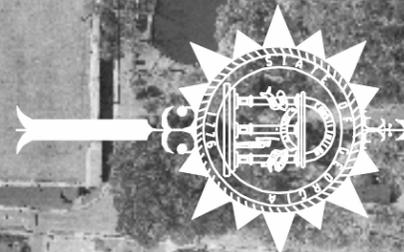
STP00-0054-01(048): PI# 322440
BRSTO-0054-01(065): PI# 333171

GEORGIA
DEPARTMENT OF TRANSPORTATION

-  PROPOSED ALIGNMENT CENTERLINE
-  PROPOSED EDGE OF PAVEMENT
-  REQUIRED RIGHT-OF-WAY
-  EDGE OF PARKING / BIKE LANE
-  HISTORIC DISTRICT BOUNDARY
-  PAVEMENT REMOVAL
-  ACCESS CLOSED
-  POTENTIAL DISPLACEMENT



AUGUST 21, 2008



PRELIMINARY



**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
Office of Road Design**

PROJECT CONCEPT REPORT

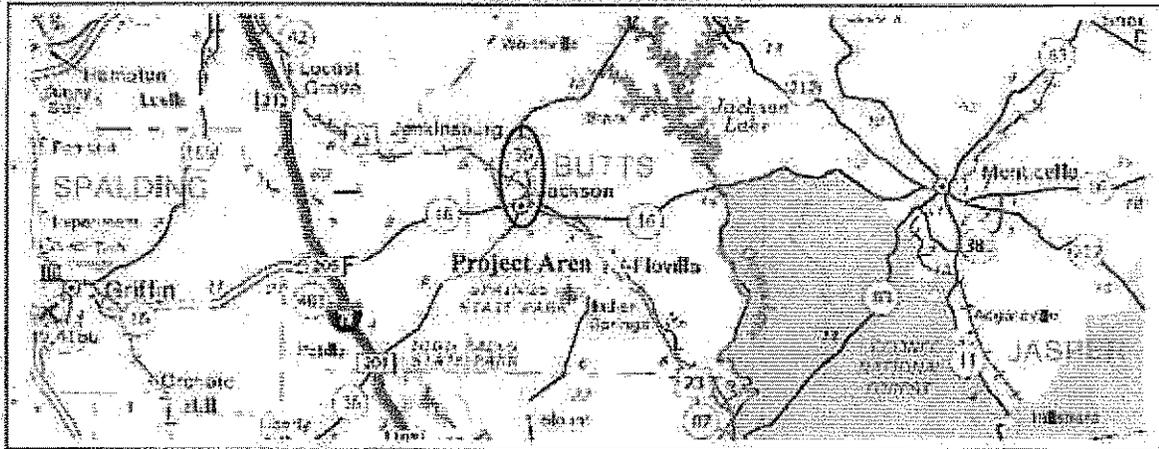
Project Number: STP00-0054-01(048) & BRST0-0054-01(065)

County: Butts

P. I. Number: 322440 & 333171

Federal Route Number: N/A

State Route Number: 36



SR-36 One-Way Pair in Jackson from Brownlee Rd to Yellow Water Creek and SR 36 Over Yellow Water Creek

Recommendation for approval:

DATE 9-18-08

DATE 9-18-08

David A. Cross
Project Manager

B. A. A.
State Road Design Engineer

The 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

DATE _____

State Transportation Financial Management Administrator

DATE 11/18/08

Shirley Brown
State Environment/Location Engineer

DATE _____

State Traffic Safety and Design Engineer

DATE 10/1/08

J. B. Lawrence
District Engineer

DATE _____

Project Review Engineer

DATE _____

State Bridge Design Engineer

Estimate Report for file "PI# 322440 18 SEPT 08 Concept Est"

Section LIGHTING					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
149-0100	1	LS	500000.00	INSTALLATION OF LIGHTING FACILITIES	500000.00
Section Sub Total:					\$500,000.00

Section BRIDGE					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
505-1100	25000	SF	80.00	COMPOSITE STEEL GRID DECK WITH PRECAST CONCRETE SLAB	2000000.00
Section Sub Total:					\$2,000,000.00

Section SIGNING, MARKING AND SIGNALS					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
647-1000	1	LS	70000.00	TRAFFIC SIGNAL INSTALLATION NO - 3	70000.00
647-1000	1	LS	70000.00	TRAFFIC SIGNAL INSTALLATION NO - 1	70000.00
647-1000	1	LS	70000.00	TRAFFIC SIGNAL INSTALLATION NO - 2	70000.00
999-9999	1	Lump Sum	250000.00	CONCEPT LEVEL SIGNING & MARKING ESTIMATE	250000.00
Section Sub Total:					\$460,000.00

Section DRAINAGE					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
441-0303	18	EA	2199.78	CONC SPILLWAY, TP 3	39596.04
550-1180	5250	LF	46.84	STORM DRAIN PIPE, 18 IN, H 1-10	245910.00
550-1240	5250	LF	53.16	STORM DRAIN PIPE, 24 IN, H 1-10	279090.00
550-1360	2000	LF	80.97	STORM DRAIN PIPE, 36 IN, H 1-10	161940.00
550-2180	900	LF	32.85	SIDE DRAIN PIPE, 18 IN, H 1-10	29565.00
550-3618	20	EA	623.61	SAFETY END SECTION 18 IN, SIDE DRAIN, 6:1 SLOPE	12472.20
550-4218	70	EA	666.57	FLARED END SECTION 18 IN, STORM DRAIN	46659.90
550-4236	4	EA	1236.02	FLARED END SECTION 36 IN, STORM DRAIN	4944.08
668-1100	80	EA	2745.73	CATCH BASIN, GP 1	219658.40
668-2100	10	EA	2402.61	DROP INLET, GP 1	24026.10
Section Sub Total:					\$1,063,861.72

Section ROADWAY					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
150-1000	1	LS	250000.00	TRAFFIC CONTROL -	250000.00
153-1300	1	EA	75000.00	FIELD ENGINEERS OFFICE TP 3	75000.00
201-1500	1	LS	320000.00	CLEARING & GRUBBING -	320000.00
205-0001	30000	CY	6.00	UNCLASS EXCAV	180000.00
206-0002	700000	CY	6.00	BORROW EXCAV, INCL MATL	4200000.00
310-5060	6411	SY	11.68	GR AGGR BASE CRS, 6 INCH, INCL MATL	74880.48
310-5100	103050	SY	20.00	GR AGGR BASE CRS, 10 INCH, INCL MATL	2061000.00
402-1812	1000	TN	100.00	RECYCLED ASPH CONC LEVELING, INCL BITUM MATL & H LIME	100000.00
402-3110	433	TN	66.24	RECYCLED ASPH CONC 9.5 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	28681.92
402-3121	14180	TN	85.00	RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	1205300.00
402-3130	7090	TN	85.00	RECYCLED ASPH CONC 12.5 MM SUPERPAVE, GP 2 ONLY, INCL BITUM MATL & H LIME	602650.00
402-3190	9582	TN	85.00	RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	814470.00
413-1000	6015	GL	2.00	BITUM TACK COAT	12030.00
433-1000	720	SY	152.70	REINF CONC APPROACH SLAB	109944.00
441-0014	1445	SY	37.54	DRIVEWAY CONCRETE, 4 IN TK	54245.30
441-0104	17550	SY	33.72	CONC SIDEWALK, 4 IN	591786.00
441-0740	2250	SY	31.66	CONCRETE MEDIAN, 4 IN	71235.00
441-6022	28550	LF	19.78	CONC CURB & GUTTER, 6 IN X 30 IN, TP 2	564719.00
441-6740	2700	LF	15.01	CONC CURB & GUTTER, 8 IN X 30 IN, TP 7	40527.00

620-0100	500	LF	26.35	TEMPORARY BARRIER, METHOD NO. 1	13175.00
632-0003	2	EA	14154.17	CHANGEABLE MESSAGE SIGN, PORTABLE, TYPE 3	28308.34
641-1100	100	LF	42.44	GUARDRAIL, TP T	4244.00
641-1200	6000	LF	16.01	GUARDRAIL, TP W	96060.00
641-5001	6	EA	619.00	GUARDRAIL ANCHORAGE, TP 1	3714.00
641-5012	6	EA	1838.99	GUARDRAIL ANCHORAGE, TP 12	11033.94
643-0010	1000	LF	5.07	FIELD FENCE WOVEN WIRE	5070.00
Section Sub Total:					\$11,518,073.98

Section EROSION CONTROL AND LANDSCAPING					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
999-9999	1	Lump Sum	1000000.00	CONCEPT LEVEL EROSION CONTROL ESTIMATE	1000000.00
Section Sub Total:					\$1,000,000.00

Section WALLS					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
500-3201	260	CY	556.27	CLASS B CONCRETE, RETAINING WALL	144630.20
621-6201	1000	LF	454.10	CONCRETE SIDE BARRIER, TP 2-SA	454100.00
Section Sub Total:					\$598,730.20

Total Estimated Cost: \$17,140,665.90

Subtotal Construction Cost **\$17,140,665.90**

Engineering & Inspection	5%	\$857,033.30
Construction Contingency	4%	\$719,907.97
Total Fuel Adjustment		\$1,272,254.17
Total Liquid AC Adjustment		\$1,043,532.32

Total Construction Cost **\$21,033,393.65**

Right of Way	\$7,638,400.00
Reimbursable Utilities	\$392,600.00

Total Project Cost **\$29,064,393.65**

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

ENTER FPL DIESEL	2.732
ENTER FPM DIESEL	6.147

ENTER FPL UNLEADED	1.729
ENTER FPM UNLEADED	3.89025

<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)	26412.000	0.29	7659.48	0.15	3961.80	
Excavations paid as specified by Sections 206 (CUBIC YARD)	635802.000	0.29	184382.58	0.15	95370.30	
GAB paid as specified by the ton under Section 310 (TON)	54326.000	0.29	15754.54	0.24	13038.24	
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)	32285.000	2.90	93626.50	0.71	22922.35	
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	1.00	2,000,000.00	2000.0000	8.00	16000.00	1.50	3000.00	Concept level estimate based on SF
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
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=		317423.10		SUM QF UNLEADED=		138292.69		
DIESEL PRICE ADJUSTMENT(\$)				\$997,279.90				
UNLEADED PRICE ADJUSTMENT(\$)				\$274,974.27				

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

BITUMINOUS

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 type="text"/>
REMARKS:		

Use this side for Asphalt Cement Only		
L.I.N.	TYPE	TACK (GALLONS)
413-1000	PG 58-22	6015
TMT =		<input type="text" value="25.8350"/>
REMARKS:		

ADJUSTMENT SUMMARY

FUEL PRICE ADJUSTMENT (ENGLISH 125% MAX)	
DIESEL PRICE ADJUSTMENT(\$)	<u>\$997,279.90</u>
UNLEADED PRICE ADJUSTMENT(\$)	<u>\$274,974.27</u>
ASPHALT CEMENT PRICE ADJUSTMENT (BITUMINOUS TACK COAT 125% MAX)	<u>\$16,183.06</u>
400 / 402 ASPHALT CEMENT PRICE ADJUSTMENT 125% MAX	<u>\$1,011,166.20</u>
ASPHALT CEMENT PRICE ADJUSTMENT FOR BITUMINOUS TACK COAT(Surface Treatment 125% MAX)	<u>\$16,183.06</u>

REMARKS:

Estimate Report for file "PI 333171 "

Section ROADWAY ITEMS					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
150-1000	1	LS	30000.00	TRAFFIC CONTROL - IM-NH-75-1(227)	30000.00
201-1500	1	LS	15000.00	CLEARING & GRUBBING - BRST054-01(065)	15000.00
206-0002	60000	CY	10.00	BORROW EXCAV, INCL MATL	600000.00
310-1101	8820	TN	20.00	GR AGGR BASE CRS, INCL MATL	176400.00
402-1812	800	TN	100.00	RECYCLED ASPH CONC LEVELING, INCL BITUM MATL & H LIME	80000.00
402-3121	4480	TN	85.00	RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	380800.00
402-3131	1830	TN	89.34	RECYCLED ASPH CONC 9.5 MM SUPERPAVE, GP 2 ONLY, INCL BITUM MATL & H LIME	163492.20
402-3190	3290	TN	88.33	RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	290605.70
413-1000	15000	GL	2.00	BITUM TACK COAT	30000.00
641-1200	1200	LF	34.00	GUARDRAIL, TP W	40800.00
Section Sub Total:					\$1,807,097.90

Section DRAINAGE					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
550-1180	16	LF	60.00	STORM DRAIN PIPE, 18 IN, H 1-10	960.00
550-2180	700	LF	58.00	SIDE DRAIN PIPE, 18 IN, H 1-10	40600.00
550-4218	16	EA	850.00	FLARED END SECTION 18 IN, STORM DRAIN	13600.00
Section Sub Total:					\$55,160.00

Section SIGNING & MARKING					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
636-1033	280	SF	20.00	HIGHWAY SIGNS, TP 1 MATL, REFL SHEETING, TP 9	5600.00
653-1704	3000	LF	1.20	THERMOPLASTIC SOLID TRAF STRIPE, 24 IN, WHITE	3600.00
657-1244	400	LF	20.00	PREFORMED PLASTIC SOLID PVMT MKG, 24 IN, WHITE, TP PB	8000.00
Section Sub Total:					\$17,200.00

Section PERMANENT EROSION CONTROL					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
603-2181	20	SY	50.00	STN DUMPED RIP RAP, TP 3, 18 IN	1000.00
700-6910	5	AC	1600.00	PERMANENT GRASSING	8000.00
Section Sub Total:					\$9,000.00

Section TEMPORARY EROSION CONTROL					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
999-9999	1	Lump Sum	192000.00	Concept Level Lump Sum Erosion Control Estimate	192000.00
Section Sub Total:					\$192,000.00

Section BRIDGE					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
505-1100	8800	SF	80.00	COMPOSITE STEEL GRID DECK WITH PRECAST CONCRETE SLAB	704000.00
540-1102	1	LS	100000.00	REMOVAL OF EXISTING BR, BR NO - 1	100000.00
541-5438	1	LS	120000.00	DETOUR BRIDGE, 24 FT X 200 FT, STA -	120000.00
Section Sub Total:					\$924,000.00

Total Estimated Cost: \$3,004,457.90

Subtotal Construction Cost \$3,004,457.90

Subtotal Construction Cost		\$3,004,457.90
Engineering & Inspection	5%	\$150,222.90
Construction Contingency	5%	\$157,734.04
Total Fuel Adjustment		\$148,734.26
Total Liquid AC Adjustment		\$326,535.14
		<hr/>
Total Construction Cost		\$3,787,684.23
Right of Way		\$62,000.00
Reimbursable Utilities		\$102,000.00
		<hr/>
Total Project Cost		\$3,951,684.23

P.I. Number 333171

County Butts

Project Number BRST0-0054-01(065)

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

ENTER FPL DIESEL	2.732
ENTER FPM DIESEL	6.147

ENTER FPL UNLEADED	1.729
ENTER FPM UNLEADED	3.89025

<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)		0.29		0.15		
Excavations paid as specified by Sections 206 (CUBIC YARD)	6000.000	0.29	1740.00	0.15	900.00	
GAB paid as specified by the ton under Section 310 (TON)	8820.000	0.29	2557.80	0.24	2116.80	
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)	10400.000	2.90	30160.00	0.71	7384.00	
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	1.00	704,000.00	704.0000	8.00	5632.00	1.50	1056.00	Concept level cost based on SF
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
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=	40089.80	SUM QF UNLEADED=	11456.80
-----------------------	-----------------	-------------------------	-----------------

DIESEL PRICE ADJUSTMENT(\$)	\$125,954.13
UNLEADED PRICE ADJUSTMENT(\$)	\$22,780.13

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

BITUMINOUS

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 type="text"/>
REMARKS:		

Use this side for Asphalt Cement Only		
L.I.N.	TYPE	TACK (GALLONS)
413-1000	PG 58-22	150
TMT =		<input type="text" value="0.6443"/>
REMARKS:		

ADJUSTMENT SUMMARY

FUEL PRICE ADJUSTMENT (ENGLISH 125% MAX)	
DIESEL PRICE ADJUSTMENT(\$)	<u>\$125,954.13</u>
UNLEADED PRICE ADJUSTMENT(\$)	<u>\$22,780.13</u>
ASPHALT CEMENT PRICE ADJUSTMENT (BITUMINOUS TACK COAT 125% MAX)	<u>\$403.57</u>
400 / 402 ASPHALT CEMENT PRICE ADJUSTMENT 125% MAX	<u>\$325,728.00</u>
ASPHALT CEMENT PRICE ADJUSTMENT FOR BITUMINOUS TACK COAT(Surface Treatment 125% MAX)	<u>\$403.57</u>

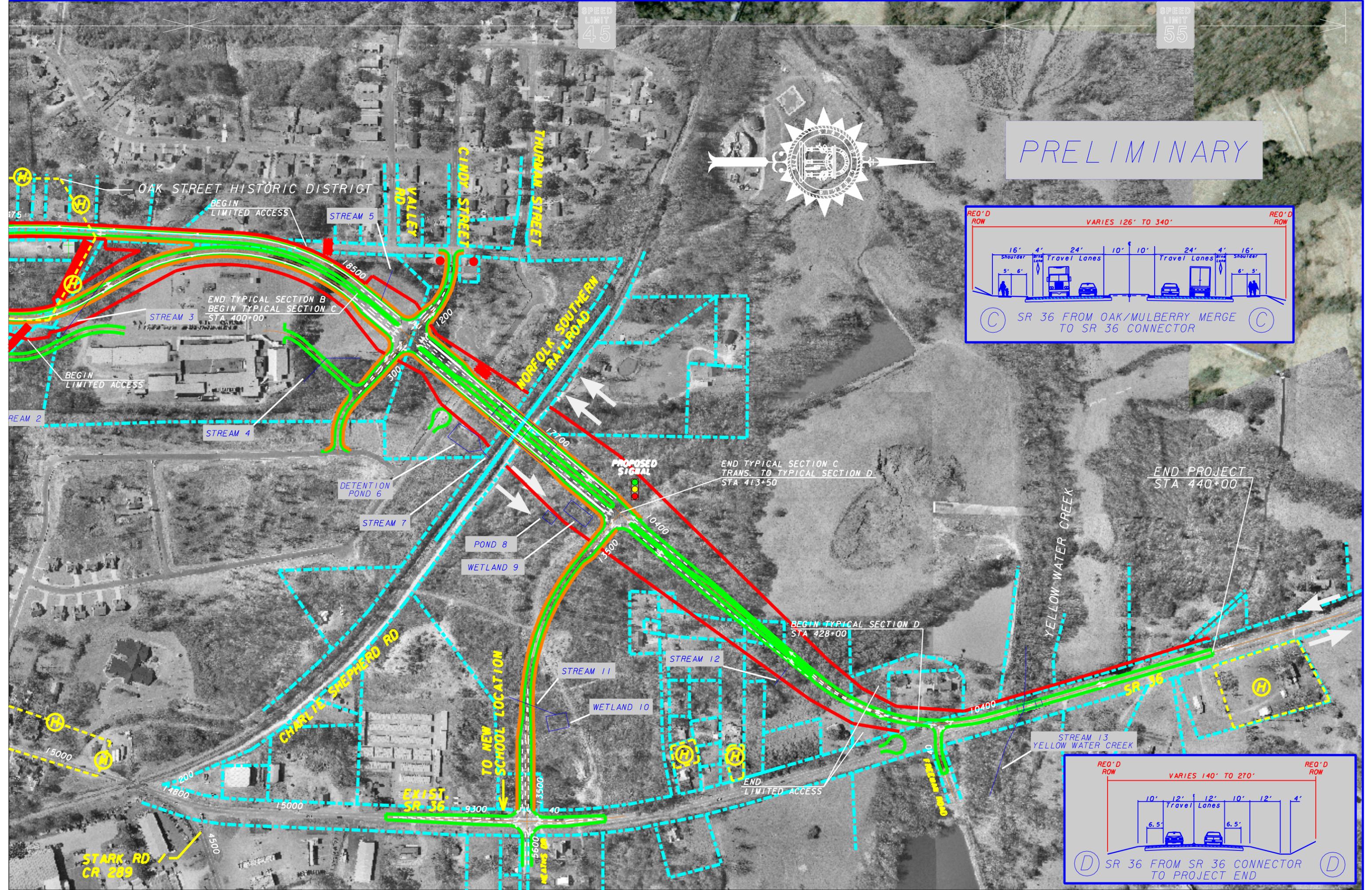
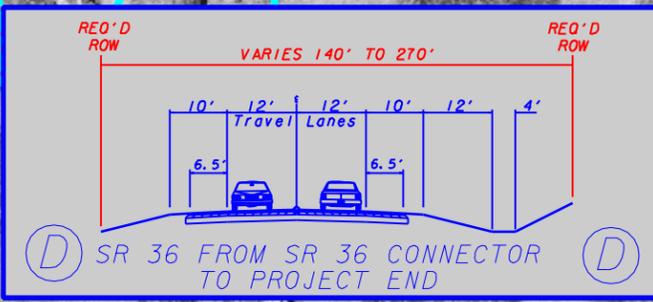
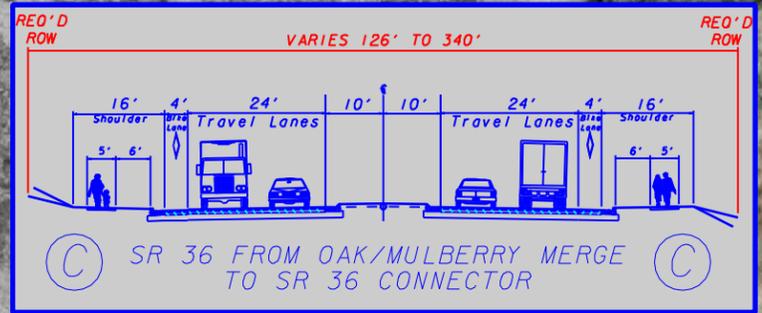
REMARKS:

SPEED LIMIT 45

SPEED LIMIT 55



PRELIMINARY

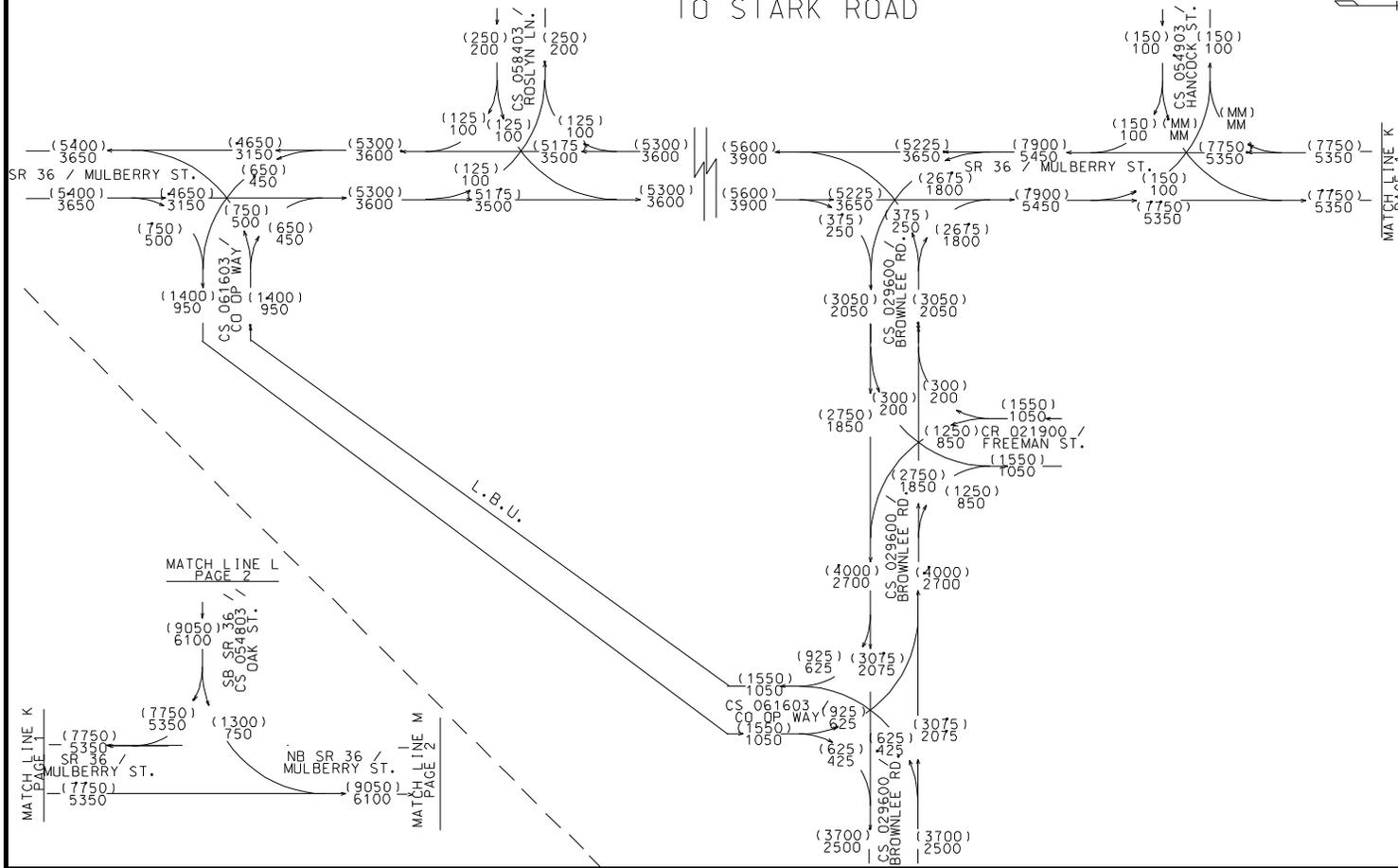


WITHOUT BYPASS

ALTERNATE 5 W/O NEW ROAD EXTENSION TO STARK ROAD

GEORGIA DEPARTMENT OF TRANSPORTATION
OFFICE OF ENVIRONMENT/LOCATION

BUTTS COUNTY



2034 ADT = (000)
 2014 ADT = 000

24 HR T = 9.0%
 S.U. = 7.5%
 COMB. = 1.5%

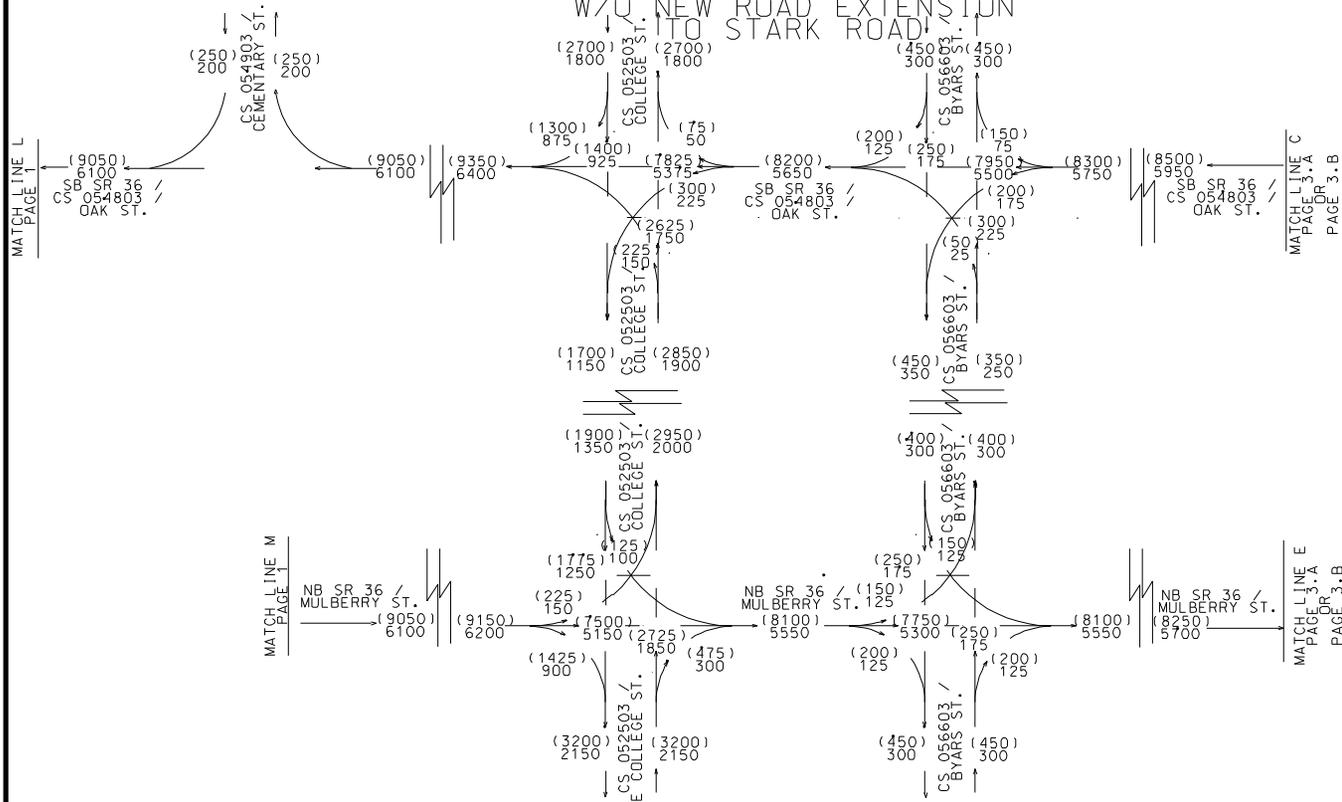
STP-054-1(48) &
 BRST-054-1(65)
 P.I.# 322440 &
 333171
 BUTTS COUNTY
 SR 36 FM SR 16 TO
 CR 289/STARK RD /
 SR 36 @ YELLOW
 WATER CREEK.

WITHOUT BYPASS

GEORGIA DEPARTMENT OF TRANSPORTATION
 OFFICE OF ENVIRONMENT/LOCATION
 BUTTS COUNTY

ALTERNATE 5

W/O NEW ROAD EXTENSION
 TO STARK ROAD



2034 ADT = (000)
 2014 ADT = 000

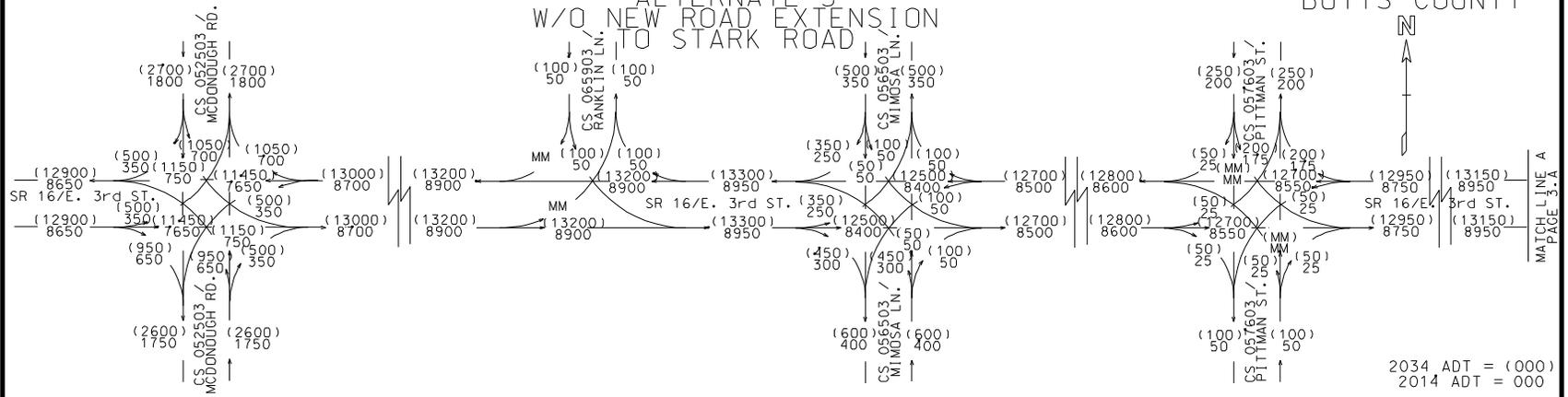
24 HR T = 9.0%
 S.U. = 7.5%
 COMB. = 1.5%

STP-054-1(48) &
 BRST-054-1(65)
 P.I.# 322440 &
 333171
 BUTTS COUNTY
 SR 36 FM SR 16 TO
 CR 289/STARK RD /
 SR 36 @ YELLOW
 WATER CREEK.

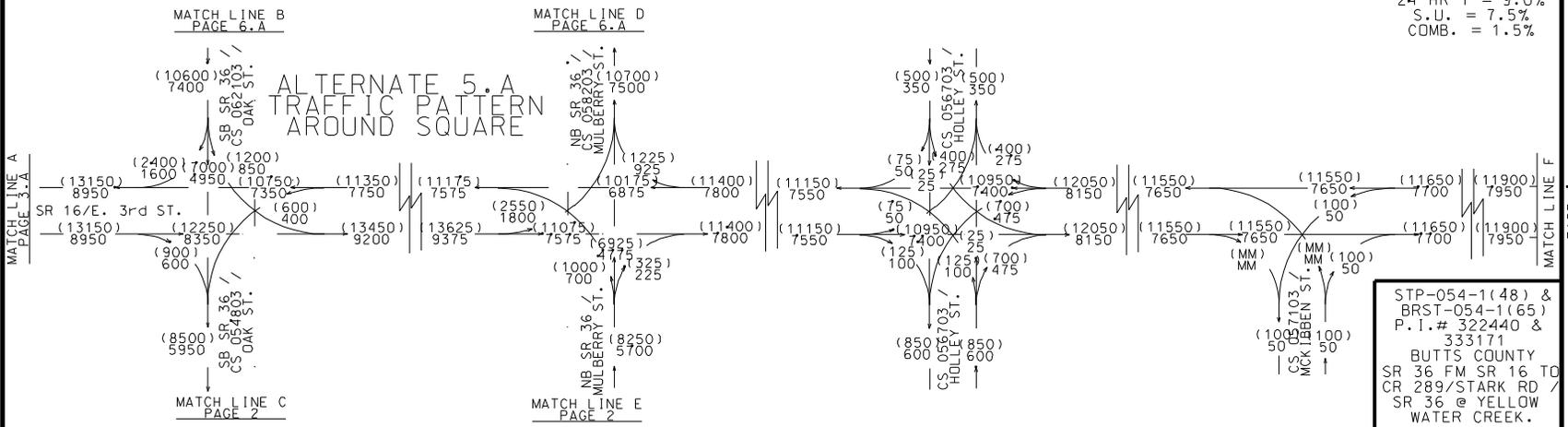
WITHOUT BYPASS

BUTTS COUNTY

ALTERNATE 5
W/O NEW ROAD EXTENSION
TO STARK ROAD



2034 ADT = (000)
2014 ADT = 000
24 HR T = 9.0%
S.U. = 7.5%
C.D.M.B. = 1.5%



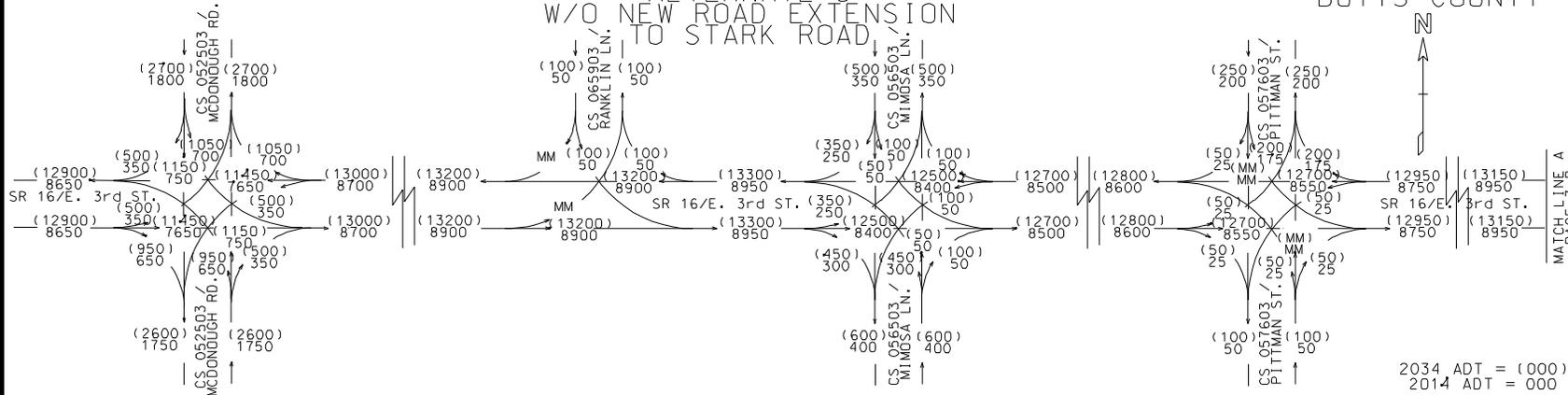
STP-054-1(48) &
BRST-054-1(65)
P.I.# 322440 &
333171
BUTTS COUNTY
SR 36 FM SR 16 TO
CR 289/STARK RD /
SR 36 @ YELLOW
WATER CREEK.

WITHOUT BYPASS

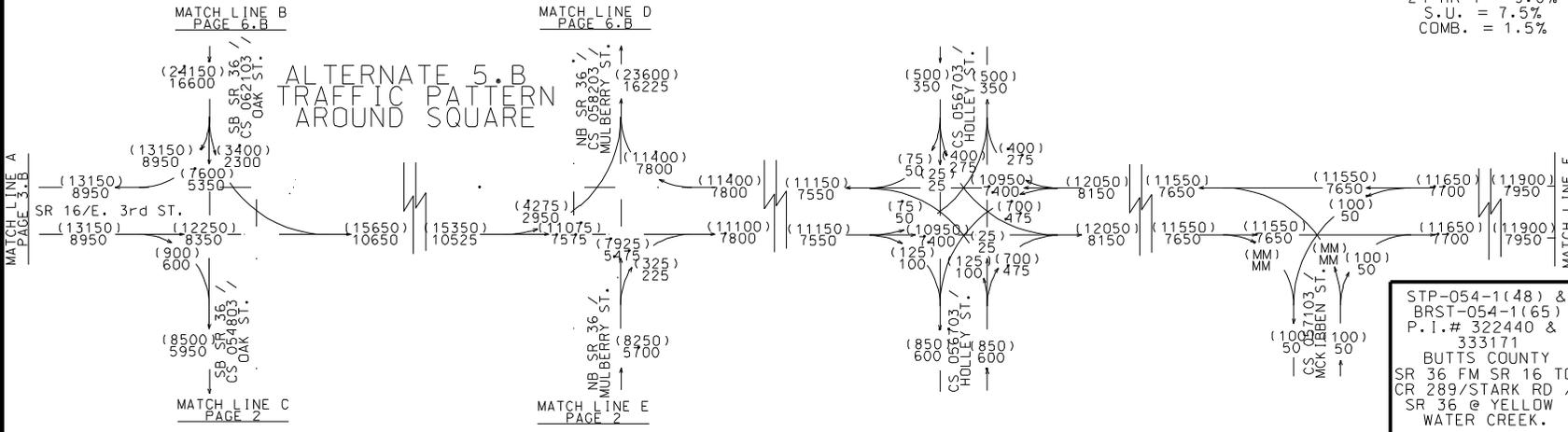
GEORGIA DEPARTMENT OF TRANSPORTATION
OFFICE OF ENVIRONMENT/LOCATION

ALTERNATE 5 W/O NEW ROAD EXTENSION TO STARK ROAD

BUTTS COUNTY



2034 ADT = (000)
2014 ADT = 000
24 HR T = 9.0%
S.U. = 7.5%
COMB. = 1.5%



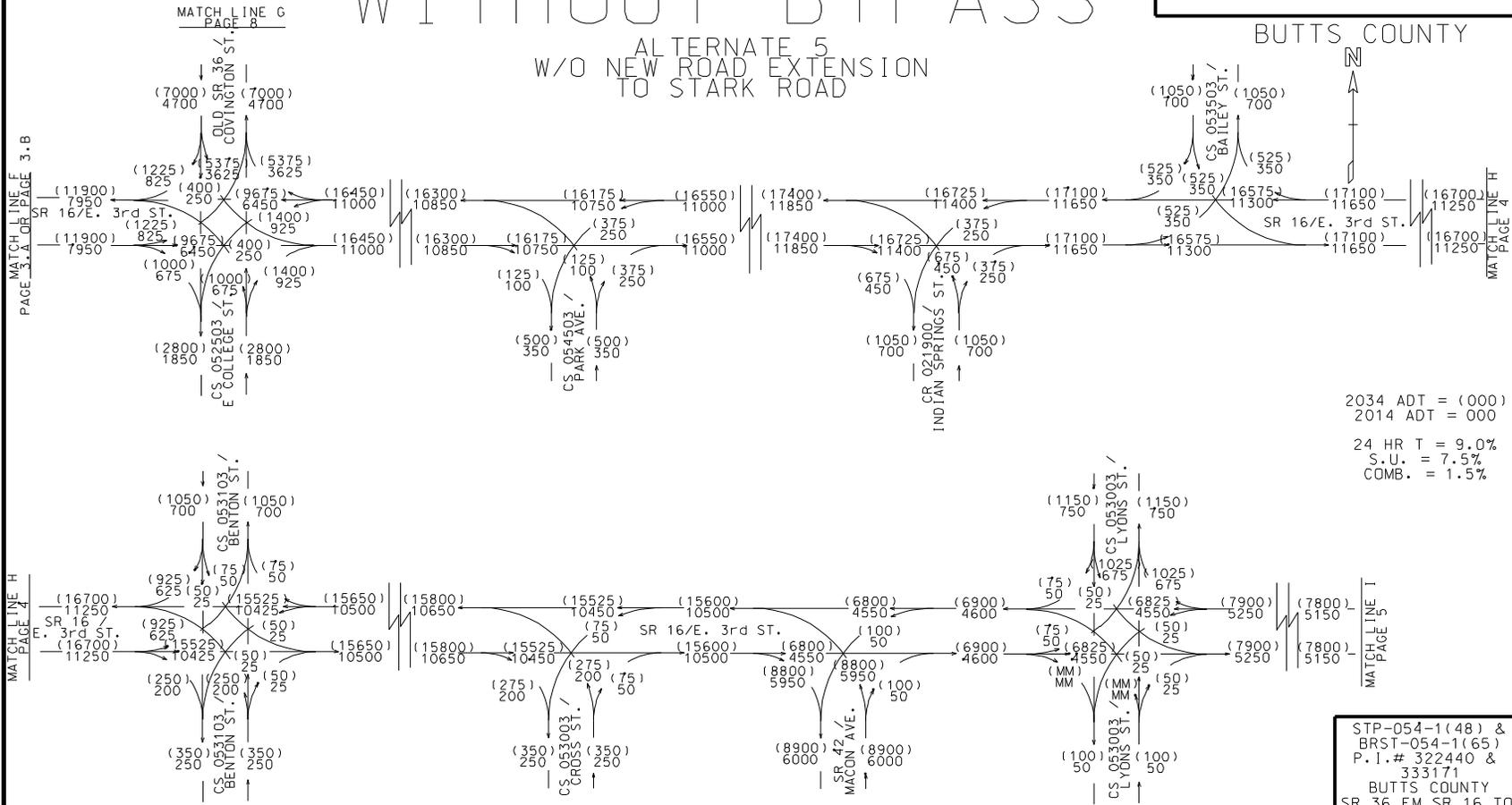
STP-054-1(48) &
BRST-054-1(65)
P. I. # 322440 &
333171
BUTTS COUNTY
SR 36 FM SR 16 TO
CR 289/STARK RD /
SR 36 @ YELLOW
WATER CREEK.

WITHOUT BYPASS

ALTERNATE 5
W/O NEW ROAD EXTENSION
TO STARK ROAD

GEORGIA DEPARTMENT OF TRANSPORTATION
OFFICE OF ENVIRONMENT/LOCATION

BUTTS COUNTY



2034 ADT = (000)
2014 ADT = 000

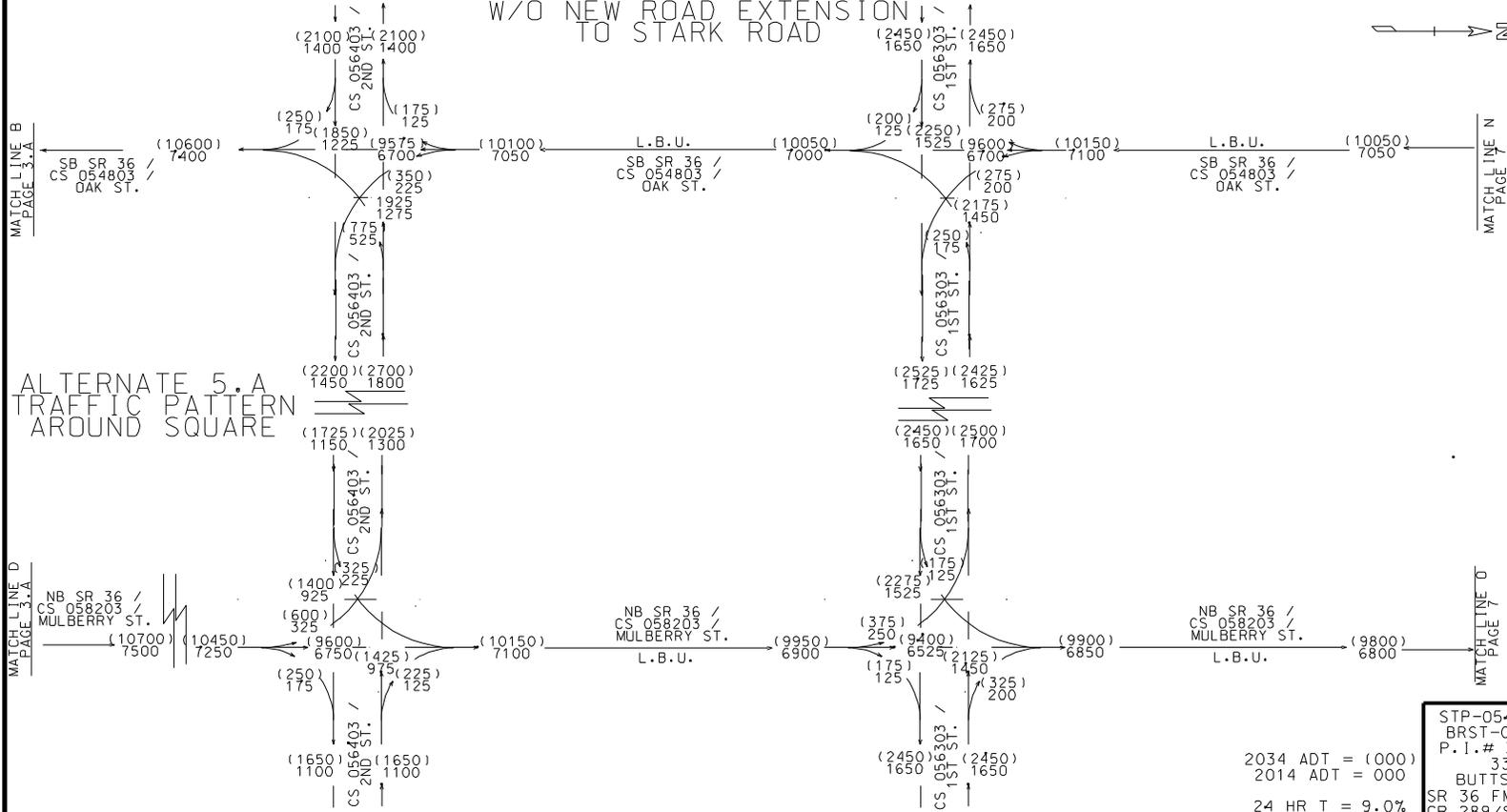
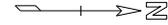
24 HR T = 9.0%
S.U. = 7.5%
COMB. = 1.5%

STP-054-1(48) &
BRST-054-1(65)
P.I.# 322440 &
333171
BUTTS COUNTY
SR 36 FM SR 16 TO
CR 289/STARK RD /
SR 36 @ YELLOW
WATER CREEK.

WITHOUT BYPASS

GEORGIA DEPARTMENT OF TRANSPORTATION
OFFICE OF ENVIRONMENT/LOCATION
BUTTS COUNTY

ALTERNATE 5
W/O NEW ROAD EXTENSION
TO STARK ROAD



STP-054-1(48) &
BRST-054-1(65)
P.I.# 322440 &
333171
BUTTS COUNTY
SR 36 FM SR 16 TO
CR 289/STARK RD /
SR 36 @ YELLOW
WATER CREEK.

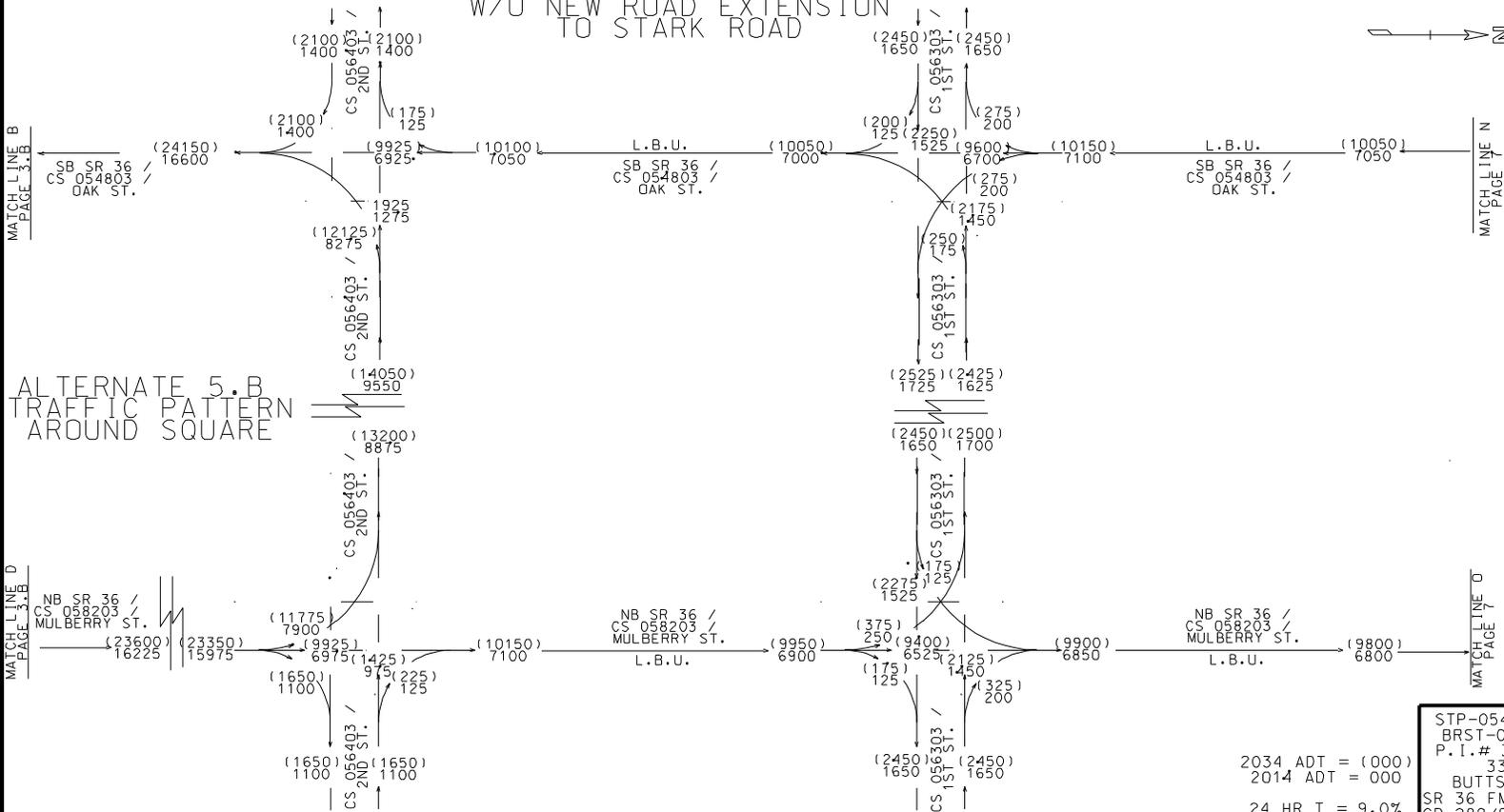
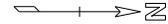
2034 ADT = (000)
2014 ADT = 000
24 HR T = 9.0%
S.U. = 7.5%
COMB. = 1.5%

WITHOUT BYPASS

ALTERNATE 5
W/O NEW ROAD EXTENSION
TO STARK ROAD

GEORGIA DEPARTMENT OF TRANSPORTATION
OFFICE OF ENVIRONMENT/LOCATION

BUTTS COUNTY



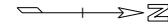
STP-054-1(48) &
BRST-054-1(65)
P.I.# 322440 &
333171
BUTTS COUNTY
SR 36 FM SR 16 TO
CR 289/STARK RD /
SR 36 @ YELLOW
WATER CREEK.

2034 ADT = (000)
2014 ADT = 000
24 HR T = 9.0%
S.U. = 7.5%
COMB. = 1.5%

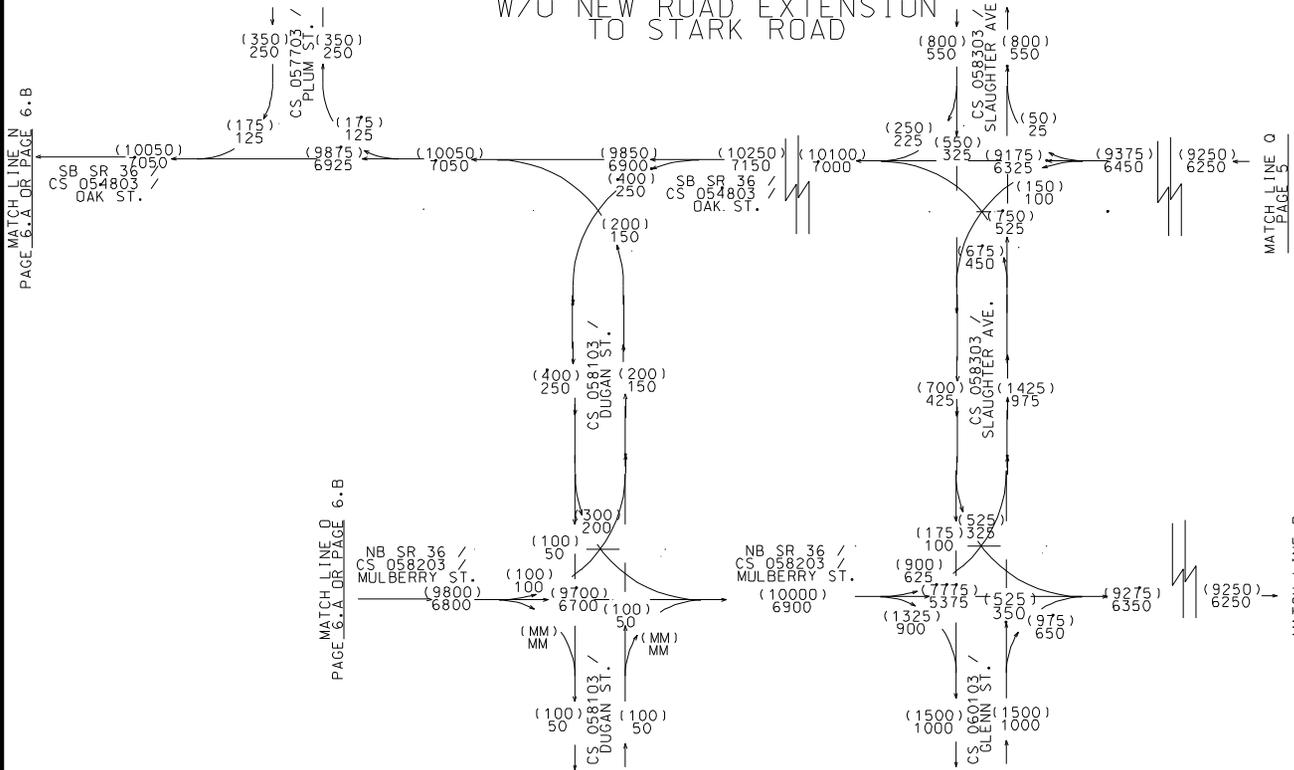
WITHOUT BYPASS

GEORGIA DEPARTMENT OF TRANSPORTATION
OFFICE OF ENVIRONMENT/LOCATION

BUTTS COUNTY



ALTERNATE 5
W/O NEW ROAD EXTENSION
TO STARK ROAD



2034 ADT = (000)
2014 ADT = 000

24 HR T = 9.0%
S.U. = 7.5%
COMB. = 1.5%

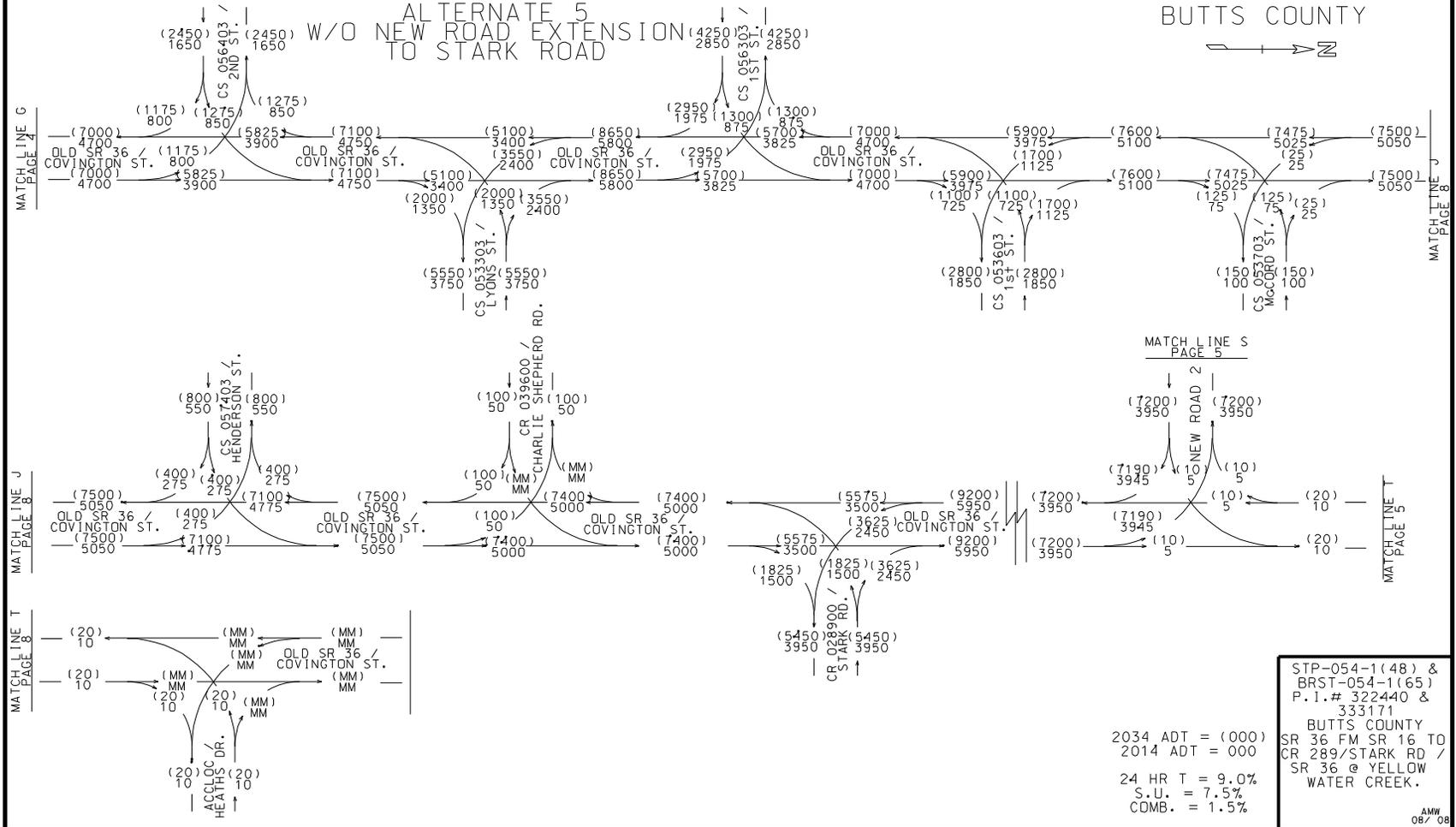
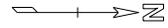
STP-054-1(48) &
BRST-054-1(65)
P.I.# 322440 &
333171
BUTTS COUNTY
SR 36 FM SR 16 TO
CR 289/STARK RD /
SR 36 @ YELLOW
WATER CREEK.

WITHOUT BYPASS

ALTERNATE 5
W/O NEW ROAD EXTENSION
TO STARK ROAD

GEORGIA DEPARTMENT OF TRANSPORTATION
OFFICE OF ENVIRONMENT/LOCATION

BUTTS COUNTY



MATCH LINE G
PAGE 4

MATCH LINE J
PAGE 8

MATCH LINE T
PAGE 8

MATCH LINE U
PAGE 8

MATCH LINE S
PAGE 5

MATCH LINE T
PAGE 5

STP-054-1(48) &
BRST-054-1(65)
P. I. # 322440 &
333171
BUTTS COUNTY
SR 36 FM SR 16 TO
CR 289/STARK RD /
SR 36 @ YELLOW
WATER CREEK.

2034 ADT = (000)
2014 ADT = 000

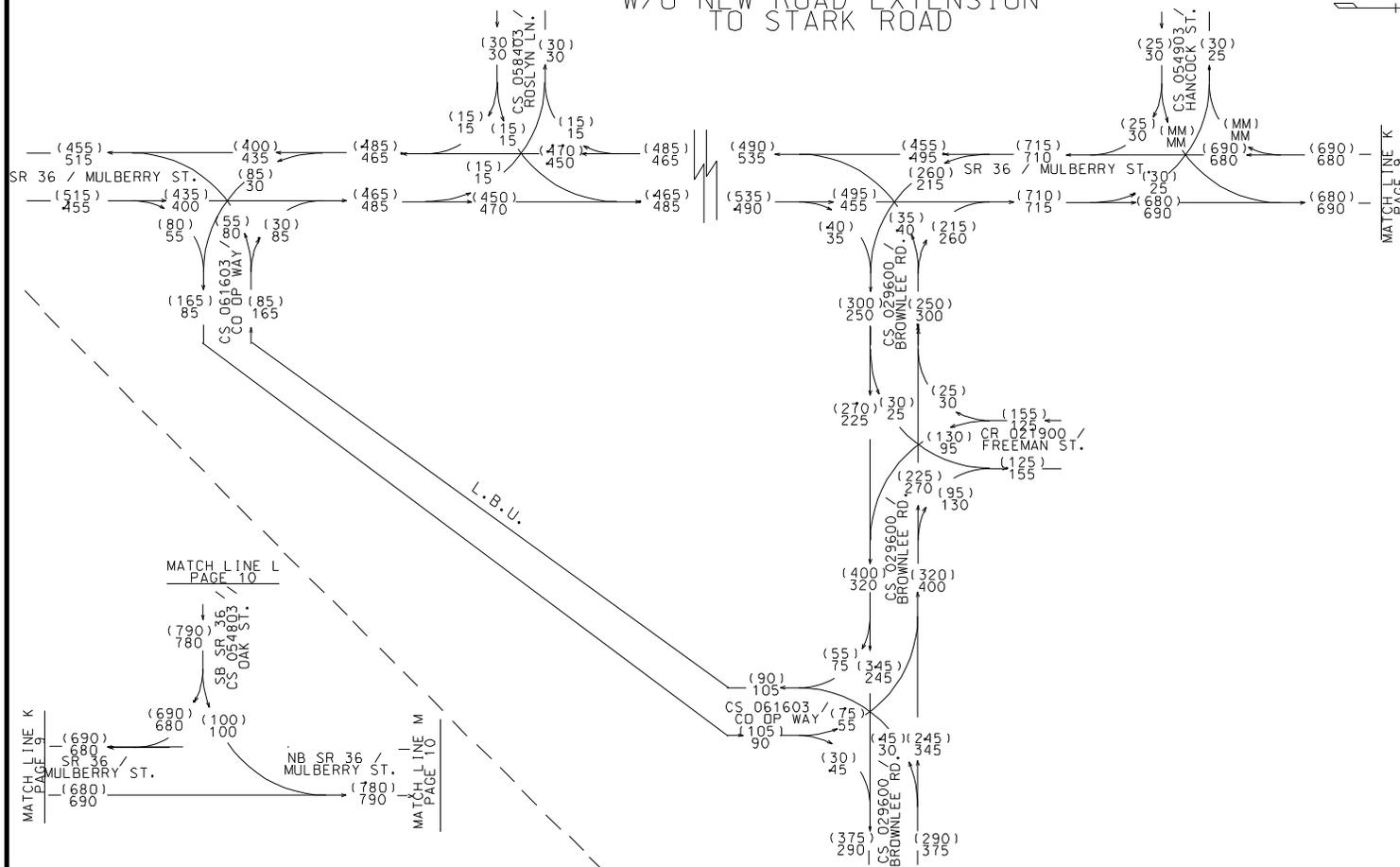
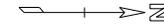
24 HR T = 9.0%
S.U. = 7.5%
CMB. = 1.5%

WITHOUT BYPASS

GEORGIA DEPARTMENT OF TRANSPORTATION
OFFICE OF ENVIRONMENT/LOCATION

BUTTS COUNTY

ALTERNATE 5
W/O NEW ROAD EXTENSION
TO STARK ROAD



2034 PM DHV = (000)
2034 AM DHV = 000
T = 8.0%

STP-054-1(48) &
BRST-054-1(65)
P.I.# 322440 &
333171
BUTTS COUNTY
SR 36 FM SR 16 TO
CR 289/STARK RD /
SR 36 @ YELLOW
WATER CREEK.

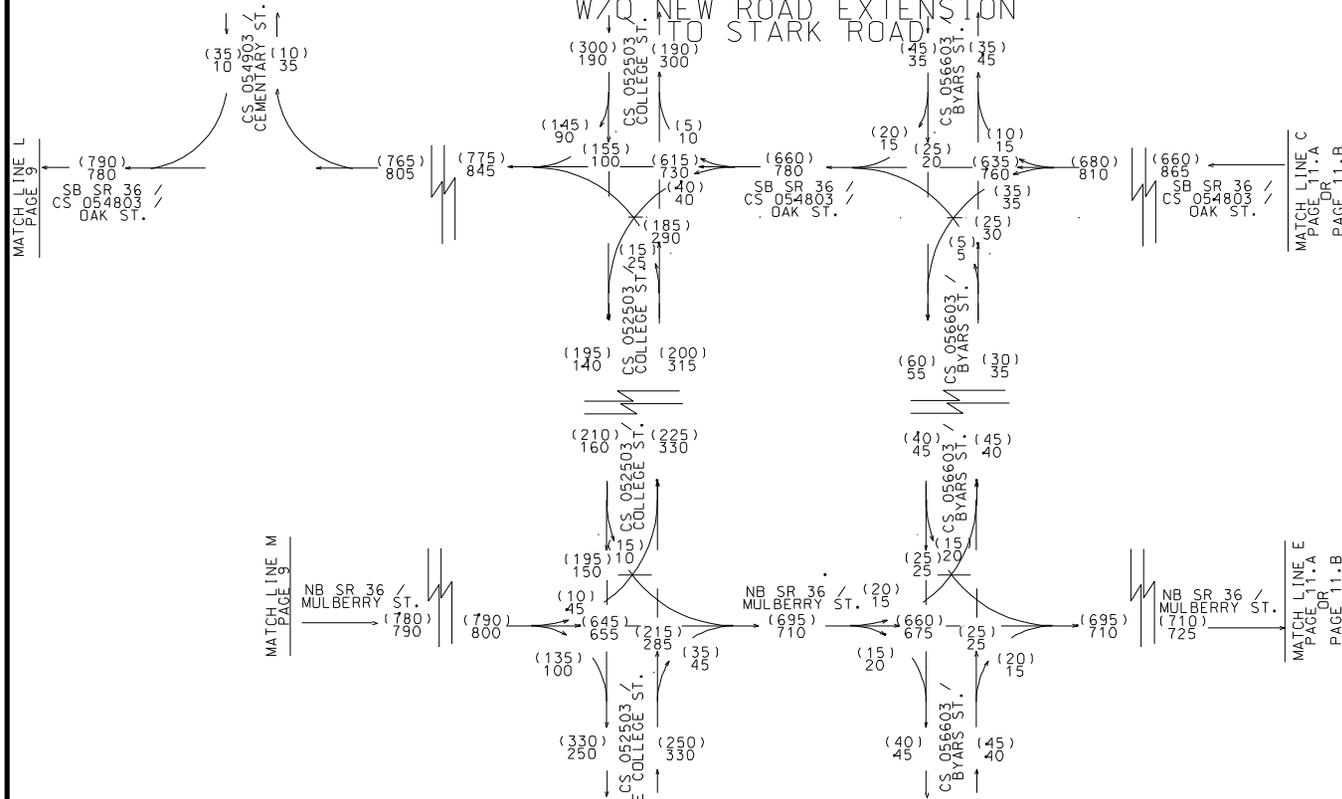
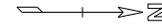
AMW
08/08

WITHOUT BYPASS

GEORGIA DEPARTMENT OF TRANSPORTATION
OFFICE OF ENVIRONMENT/LOCATION

BUTTS COUNTY

ALTERNATE 5
W/O NEW ROAD EXTENSION
TO STARK ROAD



2034 PM DHV = (000)
2034 AM DHV = 000

T = 8.0%

STP-054-1(48) &
BRST-054-1(65)
P.I.# 322440 &
333171
BUTTS COUNTY
SR 36 FM SR 16 TO
CR 289/STARK RD /
SR 36 @ YELLOW
WATER CREEK.

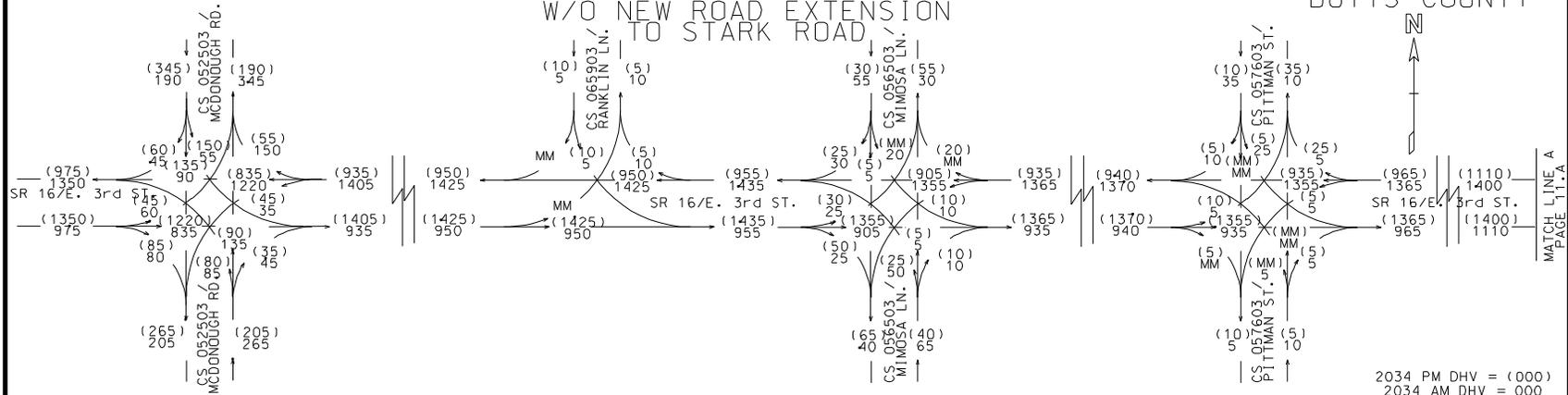
AMW
08/08

WITHOUT BYPASS

GEORGIA DEPARTMENT OF TRANSPORTATION
OFFICE OF ENVIRONMENT/LOCATION

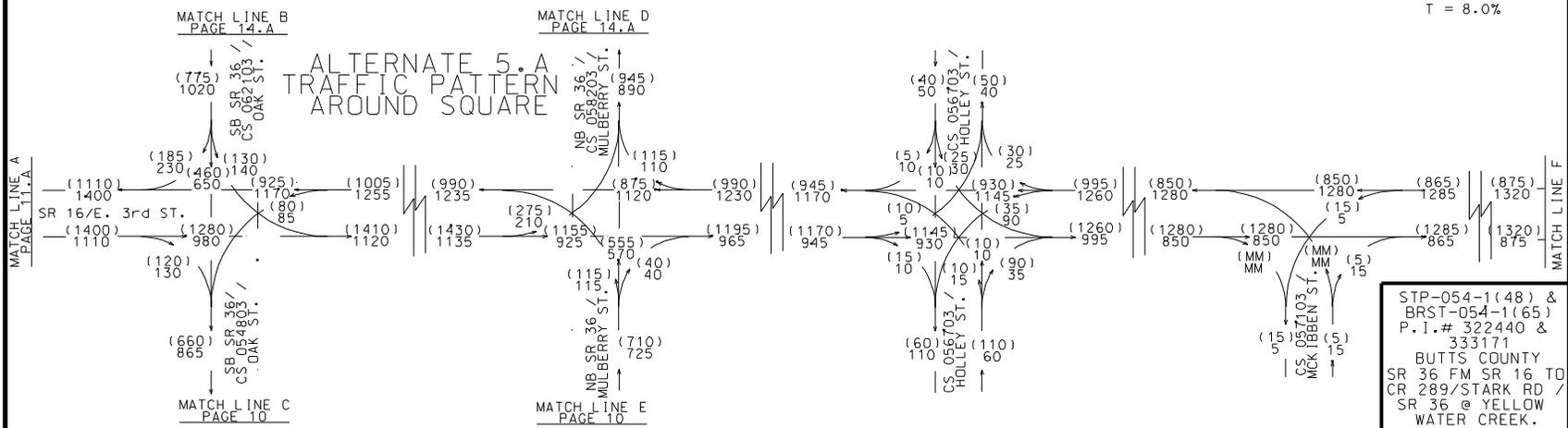
ALTERNATE 5
W/O NEW ROAD EXTENSION
TO STARK ROAD

BUTTS COUNTY



2034 PM DHV = (000)
2034 AM DHV = 000
T = 8.0%

ALTERNATE 5.A TRAFFIC PATTERN AROUND SQUARE



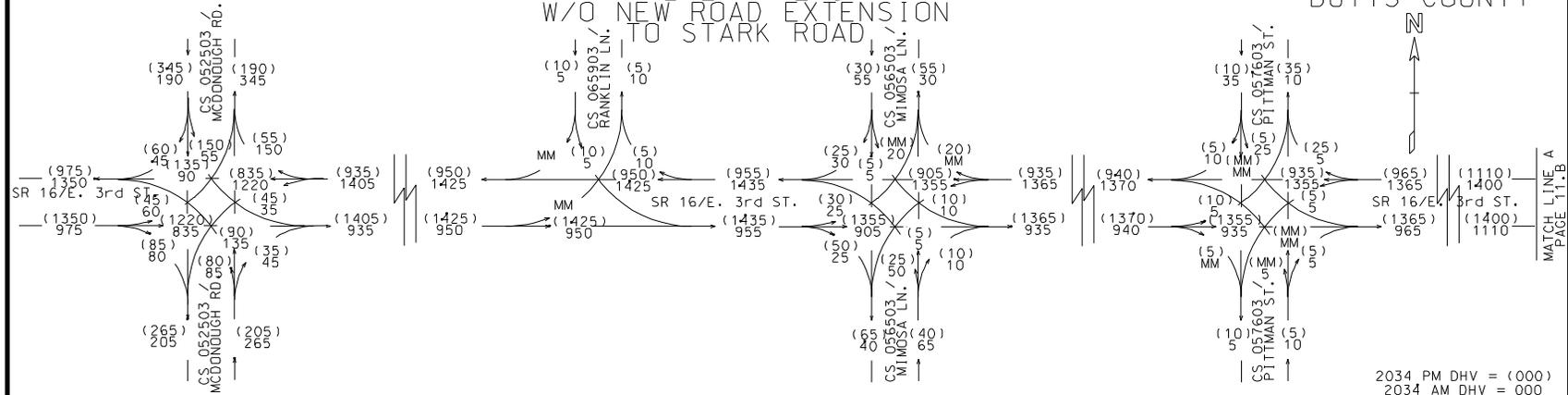
STP-054-1(48) &
BRST-054-1(65)
P.I.# 322440 &
333171
BUTTS COUNTY
SR 36 FM SR 16 TO
CR 289/STARK RD /
SR 36 @ YELLOW
WATER CREEK.

WITHOUT BYPASS

GEORGIA DEPARTMENT OF TRANSPORTATION
OFFICE OF ENVIRONMENT/LOCATION

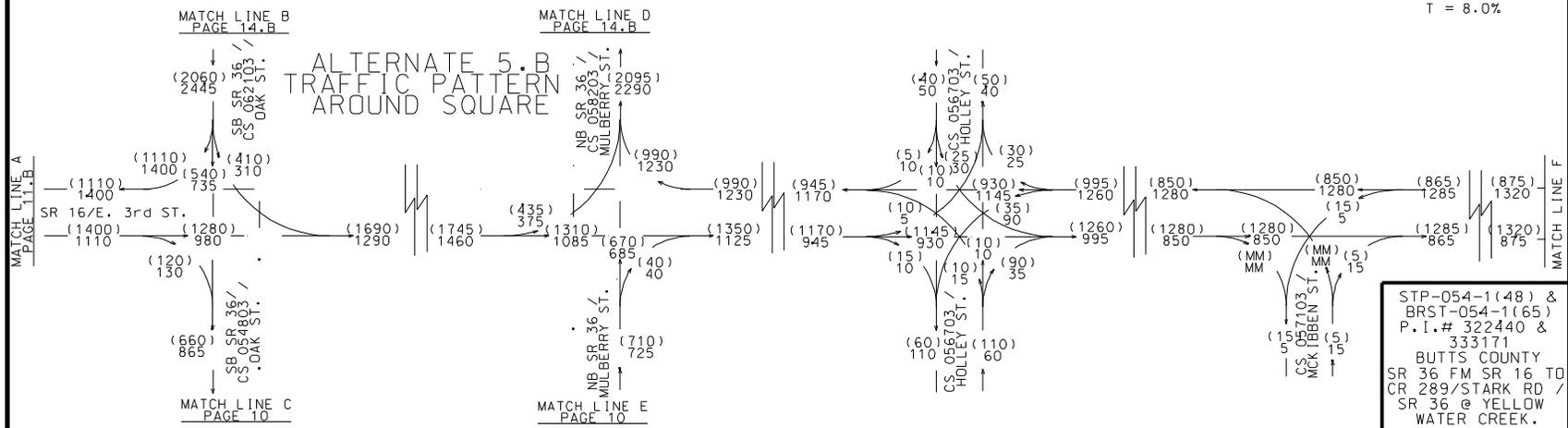
ALTERNATE 5 W/O NEW ROAD EXTENSION TO STARK ROAD

BUTTS COUNTY



2034 PM DHV = (000)
2034 AM DHV = 000
T = 8.0%

ALTERNATE 5.B TRAFFIC PATTERN AROUND SQUARE

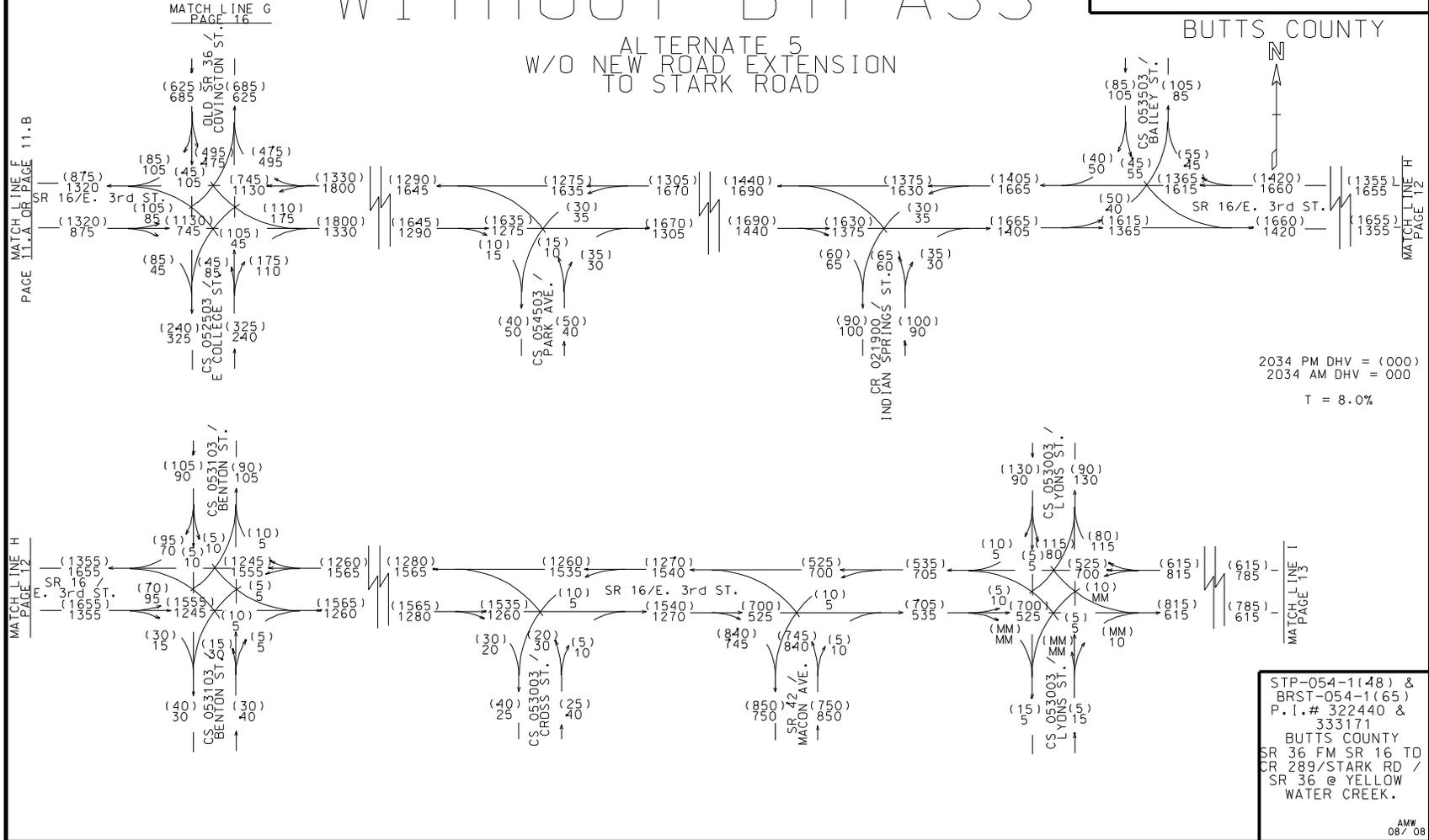


STP-054-1(48) &
BRST-054-1(65)
P. I. # 322440 &
333171
BUTTS COUNTY
SR 36 FM SR 16 TO
CR 289/STARK RD /
SR 36 @ YELLOW
WATER CREEK.

WITHOUT BYPASS

ALTERNATE 5 W/O NEW ROAD EXTENSION TO STARK ROAD

BUTTS COUNTY



2034 PM DHV = (000)
2034 AM DHV = 000
T = 8.0%

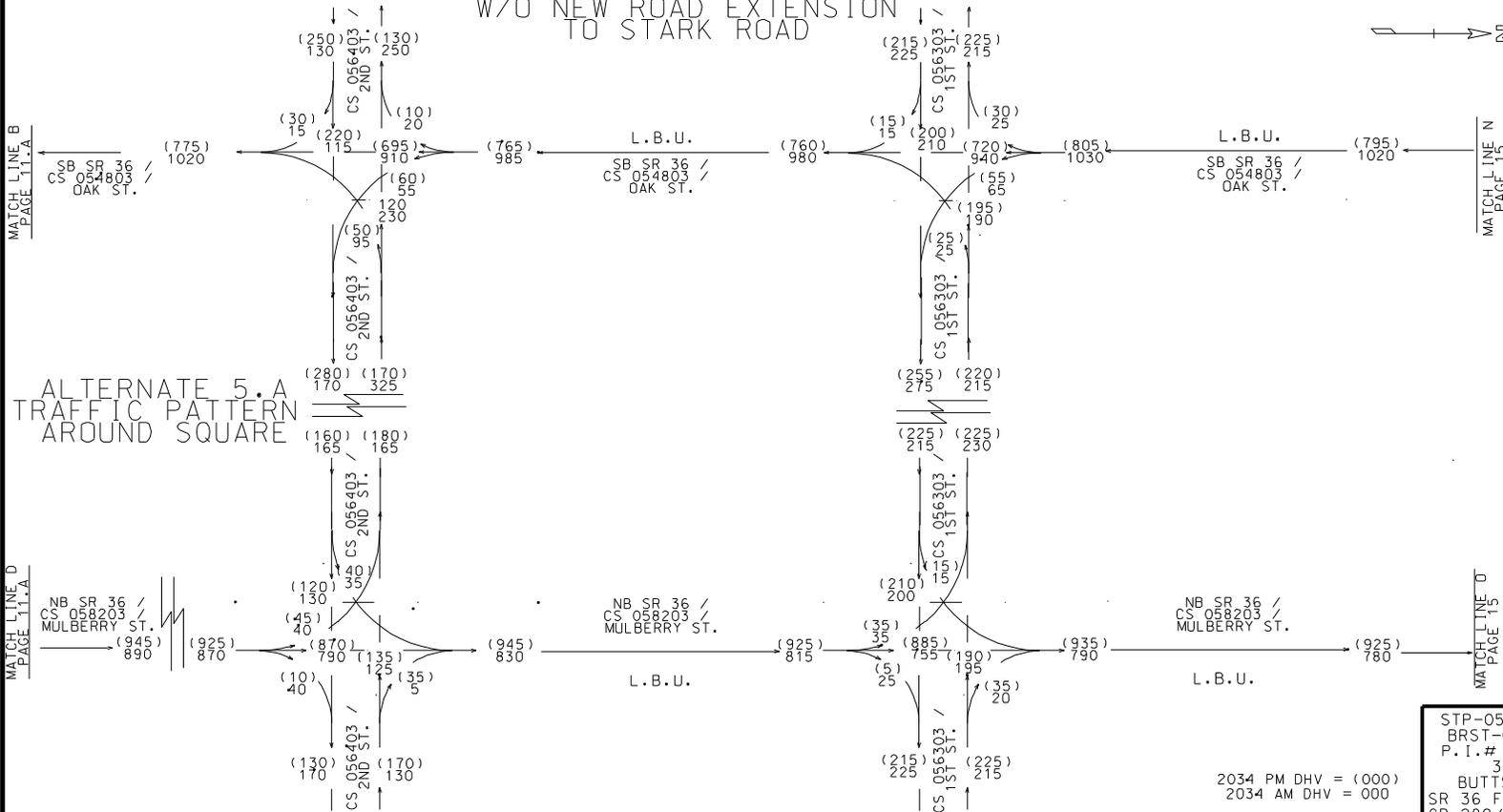
STP-054-1(48) &
BRST-054-1(65)
P.L.# 322440 &
333171
BUTTS COUNTY
SR 36 FM SR 16 TO
CR 289/STARK RD /
SR 36 @ YELLOW
WATER CREEK.

WITHOUT BYPASS

GEORGIA DEPARTMENT OF TRANSPORTATION
OFFICE OF ENVIRONMENT/LOCATION

BUTTS COUNTY

ALTERNATE 5
W/O NEW ROAD EXTENSION
TO STARK ROAD



ALTERNATE 5.A
TRAFFIC PATTERN
AROUND SQUARE

2034 PM DHV = (000)
2034 AM DHV = 000
T = 8.0%

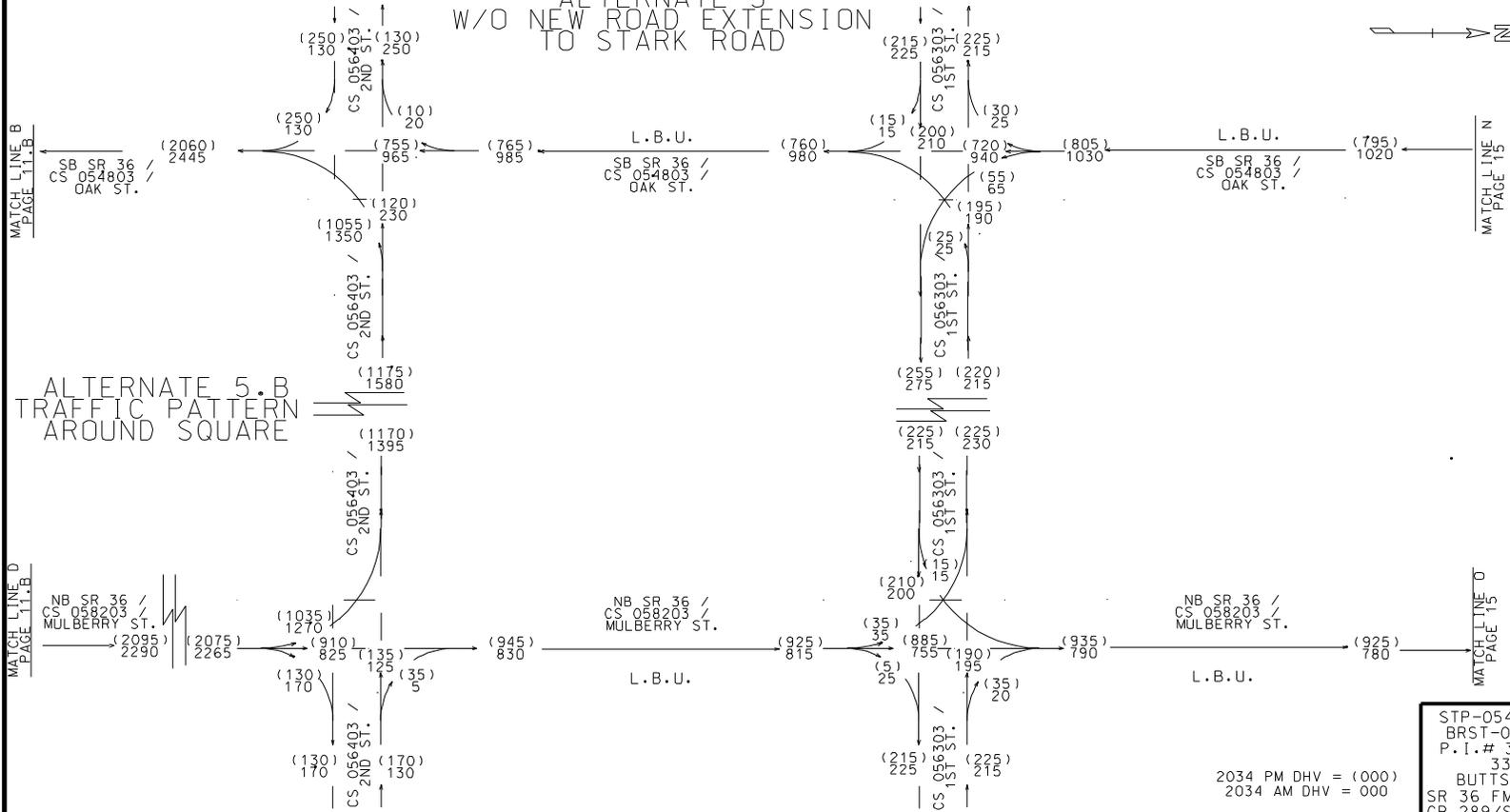
STP-054-1(48) &
BRST-054-1(65)
P.I.# 322440 &
333171
BUTTS COUNTY
SR 36 FM SR 16 TO
CR 289/STARK RD /
SR 36 @ YELLOW
WATER CREEK.

WITHOUT BYPASS

GEORGIA DEPARTMENT OF TRANSPORTATION
OFFICE OF ENVIRONMENT/LOCATION

BUTTS COUNTY

ALTERNATE 5
W/O NEW ROAD EXTENSION
TO STARK ROAD



ALTERNATE 5.B
TRAFFIC PATTERN
AROUND SQUARE

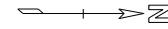
2034 PM DHV = (000)
2034 AM DHV = 000
T = 8.0%

STP-054-1(48) &
BRST-054-1(65)
P.I.# 322440 &
333171
BUTTS COUNTY
SR 36 FM SR 16 TO
CR 289/STARK RD /
SR 36 @ YELLOW
WATER CREEK.

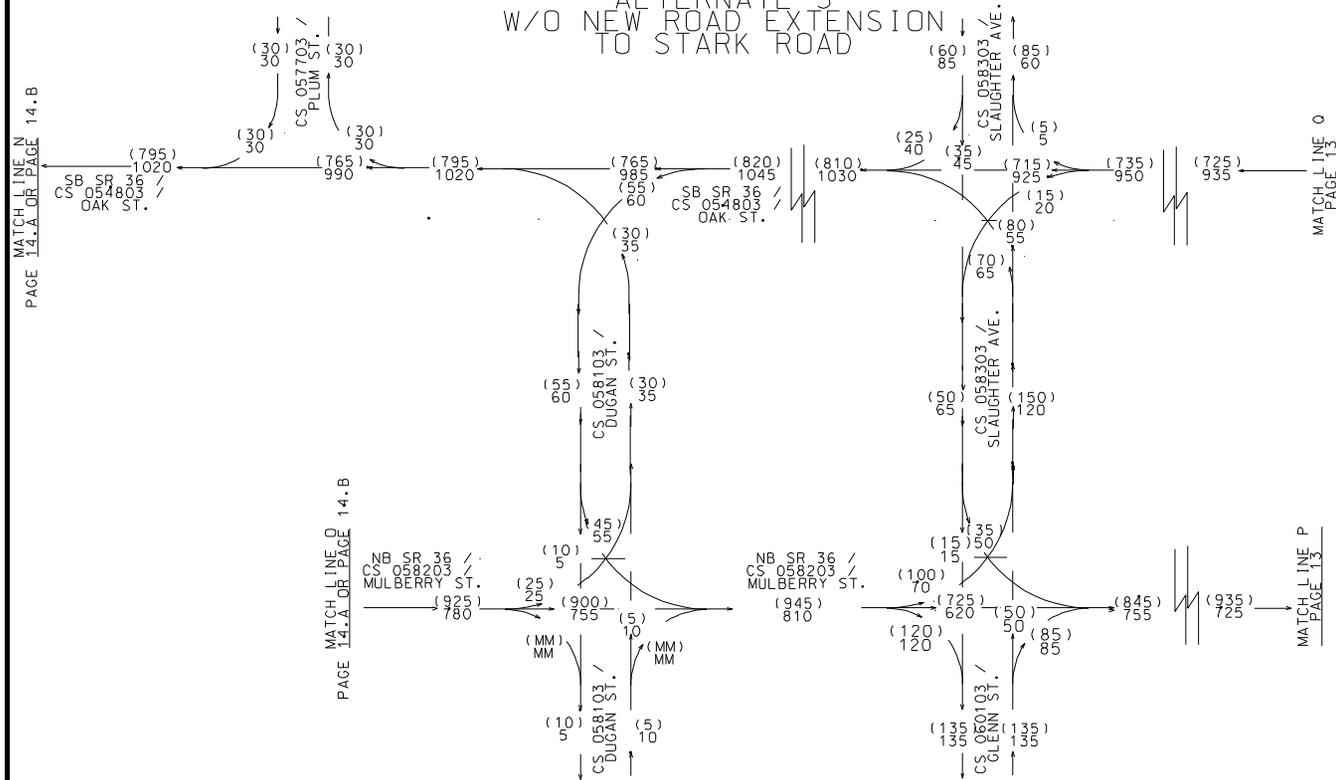
WITHOUT BYPASS

GEORGIA DEPARTMENT OF TRANSPORTATION
OFFICE OF ENVIRONMENT/LOCATION

BUTTS COUNTY



ALTERNATE 5
W/O NEW ROAD EXTENSION
TO STARK ROAD



2034 PM DHV = (000)
2034 AM DHV = 000
T = 8.0%

STP-054-1(48) &
BRST-054-1(65)
P.I.# 322440 &
333171
BUTTS COUNTY
SR 36 FM SR 16 TO
CR 289/STARK RD /
SR 36 @ YELLOW
WATER CREEK.

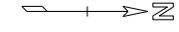
AMW
08/08

WITHOUT BYPASS

ALTERNATE 5
W/O NEW ROAD EXTENSION
TO STARK ROAD

GEORGIA DEPARTMENT OF TRANSPORTATION
OFFICE OF ENVIRONMENT/LOCATION

BUTTS COUNTY



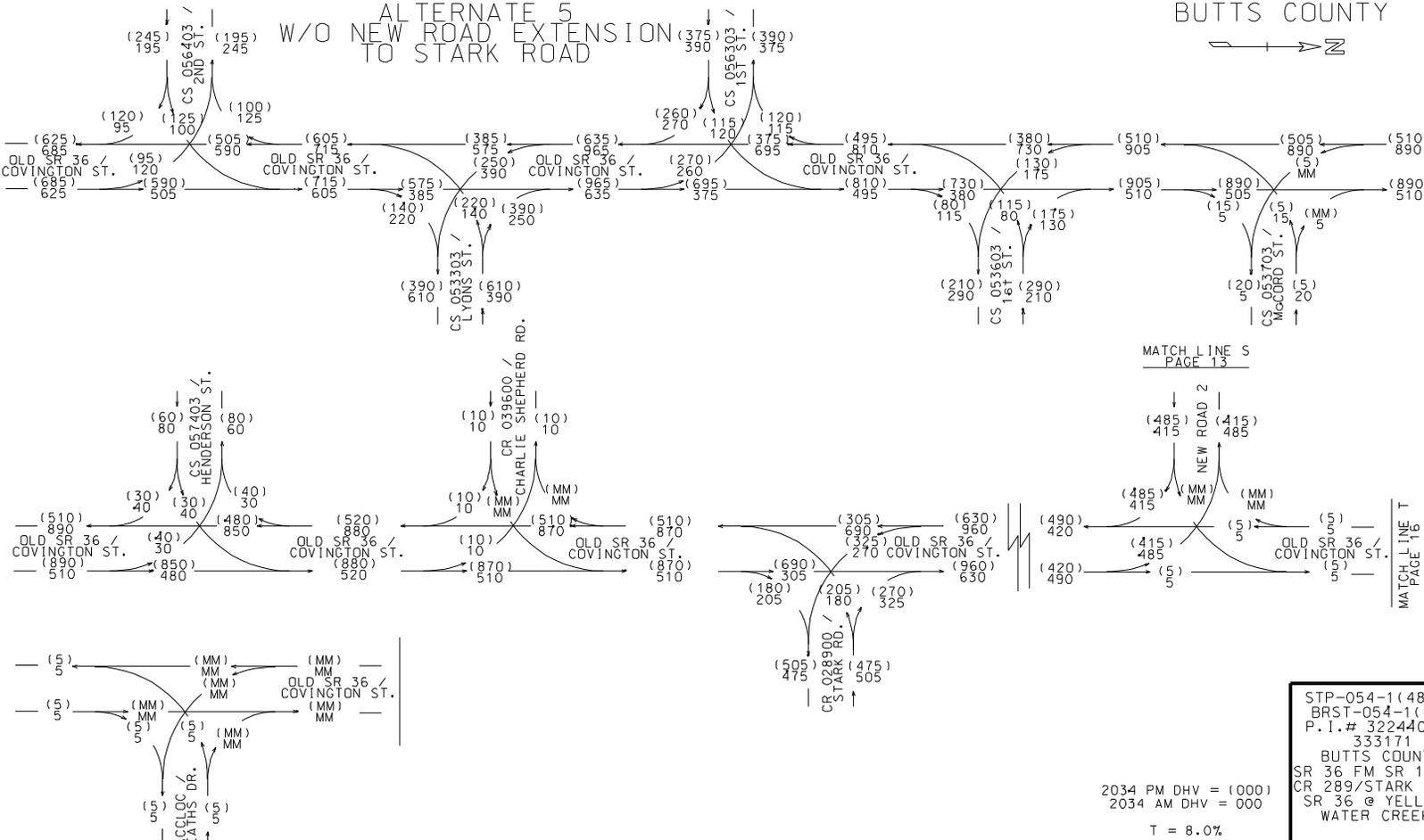
MATCH LINE G
PAGE 12

MATCH LINE J
PAGE 16

MATCH LINE T
PAGE 16

MATCH LINE J
PAGE 16

MATCH LINE T
PAGE 16



MATCH LINE S
PAGE 13

2034 PM DHV = (000)
2034 AM DHV = 000
T = 8.0%

STP-054-1(48) &
BRST-054-1(65)
P.I.# 322440 &
333171
BUTTS COUNTY
SR 36 FM SR 16 TO
CR 289/STARK RD /
SR 36 @ YELLOW
WATER CREEK.

PI# 322440 & 333171

SR 36 Widening (one-way pair) from Brownlee Rd. to Yellow Water Creek
 Capacity Analysis Summary (Synchro Modeling Software)
 May 22, 2008

The tables below summarize the concept level capacity analysis that was performed for this project. The analysis uses 2034 peak hour traffic volumes provided by OEL; the analysis was performed with Synchro software, using HCS reports to show L.O.S.

Signalized Intersections	Approach	AM Peak Hour L.O.S.	PM Peak Hour L.O.S.
SR 36 (Oak St.) @ College St.	NB	N/A	N/A
	SB	A	A
	EB	B	B
	WB	B	A
SR 36 (Mulberry St.) @ College St.	NB	A	A
	SB	N/A	N/A
	EB	A	B
	WB	B	A
SR 36 (Oak St.) @ SR 16 (3rd St.)	NB	N/A	N/A
	SB	F	E
	EB	C	D
	WB	F	D
SR 36 (Mulberry St.) @ SR 16 (3rd St.)	NB	D	C
	SB	N/A	N/A
	EB	C	F
	WB	C	C
SR 36 (Oak St.) @ 2nd St.	NB	N/A	N/A
	SB	A	A
	EB	B	B
	WB	B	A
SR 36 (Mulberry St.) @ 2nd St.	NB	A	A
	SB	N/A	N/A
	EB	B	A
	WB	B	B
SR 36 (Oak St.) @ 1st St.	NB	N/A	N/A
	SB	B	B
	EB	B	B
	WB	B	C
SR 36 (Mulberry St.) @ 1st St.	NB	A	A
	SB	N/A	N/A
	EB	A	B
	WB	B	B
SR 36 (Mulberry St.) @ Brownlee Road	NB	B	C
	SB	A	A
	EB	N/A	N/A
	WB	A	A
SR 36 @ SR 36 Connector	NB	A	A
	SB	B	B
	EB	N/A	N/A
	WB	B	B

PI# 322440 & 333171

SR 36 Widening (one-way pair) from Brownlee Rd. to Yellow Water Creek

Capacity Analysis Summary (Synchro Modeling Software)

May 22, 2008

Unsignalized Intersections	Approach	AM Peak Hour L.O.S.	PM Peak Hour L.O.S.
SR 36 (Mulberry St.) @ Hancock St.	NB (LT)	A	A
	SB	N/A	N/A
	EB	B	B
	WB	N/A	N/A
SR 36 (Oak St.) @ Cemetery St.	NB	N/A	N/A
	SB	N/A	N/A
	EB	B	B
	WB	N/A	N/A
SR 36 (Oak St.) @ Byars St.	NB	N/A	N/A
	SB	N/A	N/A
	EB	C	C
	WB	C	C
SR 36 (Mulberry St.) @ Byars St.	NB	N/A	N/A
	SB	N/A	N/A
	EB	C	C
	WB	C	C
SR 36 (Oak St.) @ Plum St./Duggan St.	NB	N/A	N/A
	SB	N/A	N/A
	EB	C	B
	WB	C	C
SR 36 (Mulberry St.) @ Duggan St.	NB	N/A	N/A
	SB	N/A	N/A
	EB	C	C
	WB	C	C
SR 36 (Oak St.) @ Slaughter Ave.	NB	N/A	N/A
	SB	N/A	N/A
	EB	C	C
	WB	D	C
SR 36 (Mulberry St.) @ Slaughter Ave.	NB	N/A	N/A
	SB	N/A	N/A
	EB	C	D
	WB	C	C
SR 36 @ Cindy St.	NB (LT)	B	A
	SB (LT)	A	B
	EB	C	C
	WB	E	F
SR 36 @ Heaths Dr.	NB	N/A	N/A
	SB (LT)	A	A
	EB	N/A	N/A
	WB	B	C
SR 36 Connector @ Existing SR 36	NB	C	C
	SB	B	C
	EB (LT)	A	A
	WB (LT)	A	A

Bridge Inventory Data Listing Georgia Department of Transportation.

Structure ID: 035-0007-0

Butts

SUFF. RATING: 47.59

Location & Geography		Signs & Attachements			
* Structure ID:	035-0007-0	* 104 Highway System:	0	225 Expansion Joint Type:	02
200 Bridge Information:	07	* 26 Functional Classification:	06	242 Deck Drains:	1
* 6A Feature Int:	YELLOW WATER CREEK	* 204 Federal Route Type:	F No. 00541	243 Parapet Location:	0.00
* 6B Critical Bridge:	0	105 Federal Lands Highway:	0	Height:	0.00
* 7A Route Number Carried:	SR00036	* 110 Truck Route:	0	Width:	0.00
* 7B Facility Carried:	SR 36	206 School Bus Route:	1	238 Curb Height:	1.2
* 9 Location:	1 MI N OF JCT SR 42	217 Benchmark Elevation:	0000.00	Curb Material:	1
2 DOT District:	3	218 Datum:	0	239 Handrail:	1 1
207 Year Photo:	2008	* 19 Bypass Length:	05	* 240 Median Barrier Rail:	0
* 91 Inspection Frequency:	24 Date: 5/20/2008	* 20 Toll:	3	241 Bridge Median Height:	0.0
92A Fract Crit Insp Freq:	00 Date: 2/1/1901	* 21 Maintenance:	01	* Bridge Median Width:	0.0
92B Underwater Insp Freq:	00 Date: 2/1/1901	* 22 Owner:	01	230 Guardrail Loc. Dir. Rear:	3
92C Other Spc. Insp Freq:	00 Date: 2/1/1901	* 31 Design Load:	2	Fwr:	3
* 4 Place Code:	00000	37 Historical Significance:	5	Oppo. Dir. Rear:	0
* 5 Inventory Route (O/U):	1	205 Congressional District:	08	Oppo. Fwr:	0
Type:	3	27 Year Constructed:	1949	244 Approach Slab:	0
Designation:	1	106 Year Reconstructed:	0000	224 Retaining Wall:	0
Number:	00036	33 Bridge Median:	0	233 Posted Speed Limit:	55
Direction:	0	34 Skew:	45	236 Warning Sign:	1
* 16 Latitude:	33 - 18.8000 HMMS Prefix: SR	35 Structure Flared:	0	234 Delineator:	1
* 17 Longitude:	83 - 57.7 HMMS Suffix: 00 MP:10.34	38 Navigation Control:	0	235 Hazzard Boards:	1
98 Border Bridge:	000 % Shared: 00	213 Special Steel Design:	0	237 Utilities - Gas:	00
99 ID Number:	0000000000000000	267 Type of Paint:	5	Water:	00
* 100 STRAHNET:	0	* 42 Type of Service on:	1	Electric:	00
12 Base Highway Network:	1	Type of Service under:	5	Telephone:	00
13A LRS Inventory Route:	351003600	214 Movable Bridge:	0	Sewer:	00
13B Sub Inventory Route:	0	203 Type Bridge:	A O M O	247 Lighting - Street:	0
101 Parallel Structure:	N	259 Pile Encasement:	3	Navigation:	0
* 102 Direction of Traffic:	2	* 43 Structure Type Main:	4 02	Aerial:	0
* 264 Road Inventory Mile Post:	010.29	45 No. Spans Main:	003	* 248 County Continuity No.:	00
* 208 Inspection Area:	03 Initials: WBP	44 Structure Type Appr:	0 00		
Engineer's Initial:	sgm	46 No. Spans Appr:	0000		
		226 Bridge Curve Horz:	0 Vert: 1		
		111 Pier Protection:	0		
		107 Deck Structure Type:	1		
* Location I.D. No.:	035-00036D-010.34E	108 Wearing Surface Type:	1		
		Membrane Type:	8		
		Deck Protection:	8		

February 21, 2007

MEMORANDUM

To: Initial Concept Meeting Attendees
(see attached list)

From: David Acree, P.E.
Georgia Department of Transportation, Office of Road and Airport Design
Design Group Manager

Subject: STP-054-1(48), Butts County, P.I. No. 322440
Widening/Relocation of SR 36 from SR 16 to Stark Road

An initial concept meeting for this project was held on February 7, 2007 at the City of Jackson Municipal Court Building located at 135 South Mulberry Street in Jackson, Georgia. This project consists of widening/relocation of SR 36 in Jackson between SR 16 and CR 289/Stark Road. The purpose of the meeting was to present various alternative conceptual layouts developed by the Georgia Department of Transportation and to obtain input on these alternatives from local stakeholders and other GDOT staff. A list of attendees is attached to the end of this memorandum.

Welcome and Introduction:

Mr. Brent Story, P.E., the State Road and Airport Engineer, opened the meeting and welcomed all present. He gave a brief introduction to the project and explained the objectives of the meeting.

Presentation of Alternative Conceptual Designs:

Mr. Shahid Sayed gave a PowerPoint presentation which included descriptions of five alternative conceptual designs. These alternatives were the following:

Intersection Improvements Along Existing SR 36

Alternative No. 1: This alternative consists of making improvements at intersections by adding turn lanes. No sidewalks or bike lanes would be provided. A bridge would be constructed in place of the existing at-grade railroad crossing located just south of Stark Road. It was concluded that although this alternative provides some safety and operational improvements, the project need for increased vehicle capacity would not be adequately addressed.

Widening of Existing SR 36

Alternative No. 2: This alternative consists of widening existing SR 36 from two lanes to four travel lanes including the provision of a raised median. The width of the widened roadway would vary from 85-ft to 108-ft, depending on the width of median provided and whether or not sidewalks and curb and gutter were provided. As with Alternative No. 1, a bridge would be constructed in place of the existing at-grade railroad crossing. It was concluded that although this alternative provides safety and capacity improvements, the large number of dwellings that would potentially be displaced to accomplish this widening is undesirable.

Alternative No. 3: This alternative consists of widening existing SR 36 to three travel lanes by adding a center turn lane. A bike lane and sidewalks would also be provided. The total width of 78-ft would be less than that of Alternative No. 2. A bridge at the existing railroad crossing would be constructed. It was concluded that although this alternative provides some safety and operational improvements and that the number of dwellings which would potentially be displaced is less than in Alternative No. 2, the needed increase in vehicle capacity is not adequately addressed.

One-Way Pair Alternatives

Alternative No. 4: This alternative utilizes existing SR 36 for two northbound travel lanes and relocates the southbound SR 36 route to North Mulberry Road (with two travel lanes). No bike lanes or sidewalks would be provided on northbound lanes in order to maintain the present width of the SR 36, so as to minimize impacts to adjacent properties. A bridge at the existing railroad crossing would be constructed. It was concluded that although this alternative provides safety and capacity improvements, a significant number of dwellings and businesses would potentially be displaced in the vicinity of the new bridge constructed at the existing railroad crossing.

Alternative No. 5: This alternative relocates the segment of SR 36 between SR 16 at the town square and Stark Road to two existing roads running north/south on each side of the Jackson town square. North Mulberry Road would serve as the two-lane northbound route and Oak Street as the two-lane southbound route. A bike lane and sidewalks would be provided in both directions. A bridge over the railroad tracks would be constructed at a new location west of the existing at-grade railroad crossing. The existing section of SR 36 between SR 16 and Stark Road would be taken off the state route system and become a local road. This alternative provides safety, operational, and capacity improvements required for this project and has the following additional benefits:

- the volume of truck turning movements at the square would be reduced;
- the number of potential displacements of existing dwelling would be low;
- sidewalks and curb and gutter would be provided on both northbound and southbound routes;
- there would be no adverse impacts to the large number of historical homes along existing SR 36 between SR 16 and Stark Road; and
- an opportunity would be provided to improve the existing aesthetics of the town square area.

Comments and Discussion:

Mr. Daniel Pass, P.E. then opened up the meeting for comments and discussion. These comments and discussion are summarized below. It is noted that most of the discussion was focused on Alternative No. 5.

Mr. David Millen listed existing GDOT projects in the area and noted approximate schedules. Of particular note was a project to widen SR 16 between I-75 and the town square.

Mayor Brown stated that he favors Alternative No. 5 and that GDOT should proceed with this alternative. Mayor Brown asked if GDOT would upgrade the existing traffic signals at the town square. Mr. Story responded affirmatively and stated that GDOT's process for upgrading State Routes routinely includes upgrading affected traffic signals.

Mr. Brown expressed concern that adequate radii be provided at side-street intersections so as not to slow traffic along SR 36. Mr. Story stated that this project would provide an overall improvement to the flow of traffic. Mr. Millen mentioned that the radii may be limited by the need to avoid impacts to historical properties, particularly in the area of the square. It was expressed that a minimum radius of 25' is desirable and that actual radii would be determined based on engineering analyses and avoidance of significant impacts to adjacent properties.

Mayor Brown inquired as to the response of the Railroad to the alternatives, specifically which alternative the railroad preferred. Citing recent e-mail correspondence from Norfolk Southern railroad, Mr. Pass stated that the railroad preferred Alternative No. 4 but considered both Alternatives 4 and 5 to be acceptable. Mr. Pass further stated that Norfolk Southern preferred that the existing at-grade railroad (on SR 36, just south of Stark Road) be closed. Mayor stated that the City would be opposed to any such closure.

Mr. Bill Rountree, P.E. inquired as to whether or not the existing pavement on North Mulberry and Oak Streets would have to be replaced. Mr. Pass responded that replacement is likely but that the actual decision would be based on an evaluation of the existing pavement, which has yet to be performed. Mr. Rountree inquired as to how traffic would be handled during paving operations. Mr. Pass responded that paving would be accomplished incrementally so as to minimize impacts to the public and that temporary detours would be required. Mr. Story added that he anticipates concrete pavement for the town square area.

Councilman McMichael expressed his support for Alternative No. 5. He inquired about project funding, how priorities would be set, and how the project could be expedited. Mr. Story responded that the current schedule for the project shows right-of-way acquisition beginning in 2012 and construction beginning in 2014. Councilman McMichael inquired as to the status of the project to widen SR 16. Mr. Millen responded that the project was moving forward and that the design was being prepared by a consulting firm.

Ms. Jennifer Mathis briefly explained the anticipated public involvement process, particularly as it relates to historical properties and the National Environmental Policy Act (NEPA) process.

Mayor Brown asked if the existing parking in the town square area would be maintained. Mr. Pass responded that GDOT will maintain this parking to the degree possible and that all proposed changes to the town square area would be closely coordinated with the city. Mayor Brown asked, who would own the upgraded traffic signals. Mr. Millen responded that the signals could be owned by the City or GDOT depending on the wishes of the City. If the City wants GDOT to own and maintain the signals, the City and GDOT will need to enter into an agreement for that purpose.

Mr. Glenn Williams stated that there would be utility conflicts to consider, specifically the existing utility poles which would need to be set back 12-ft from the roadway. He recommended exploring the possibility of taking utilities underground.

Chairman Kersey of the Butts County Board of Commissioners expressed the importance of the connection of the project to Stark Road, specifically in the context of a new school being constructed on Stark Road. Mr. Pass responded that access to Stark Road would be provided by means of a connector roadway between the "new SR 36" at the end of the project and the "old SR 36" alignment.

Ms. Lynda White stated that Butts County Schools supports Alternative No. 5. She mentioned that the school system would continue to utilize the existing facility off North Mulberry Road as an alternate school or for some other use.

Mr. Howell, P.E. emphasized the need for the design to consider traffic volumes with the new school in operation, including the provision of adequate lengths for turn lanes. Ms. White inquired as to the exact location of tie-in of the project to Stark Road. Mr. Pass indicated the location of the connector roadway on the Alternative No. 5 layout exhibit and made a request for a copy of plans for the new school and all related improvements to roadways.

Mayor Brown recommended that the layout be as complete as possible before presentation to the public. Mr. Story explained that GDOT will present multiple alternatives at an upcoming public meeting. This will provide opportunity for public input for final selection of an alternative. Mayor Brown again emphasized the need to keep existing SR 36 open to traffic and the importance of access to Stark Road.

Mr. Rountree recommended that this project be constructed at the same time as the bridge replacement project located at the northern terminus of the subject project.

Mr. Steve Manley reminded the gathering of McDonough's one-way pair and ongoing traffic issues there. Mr. Story responded that the purpose of the McDonough one-way pair was for operational improvements and not to increase capacity (which is a current need in McDonough).

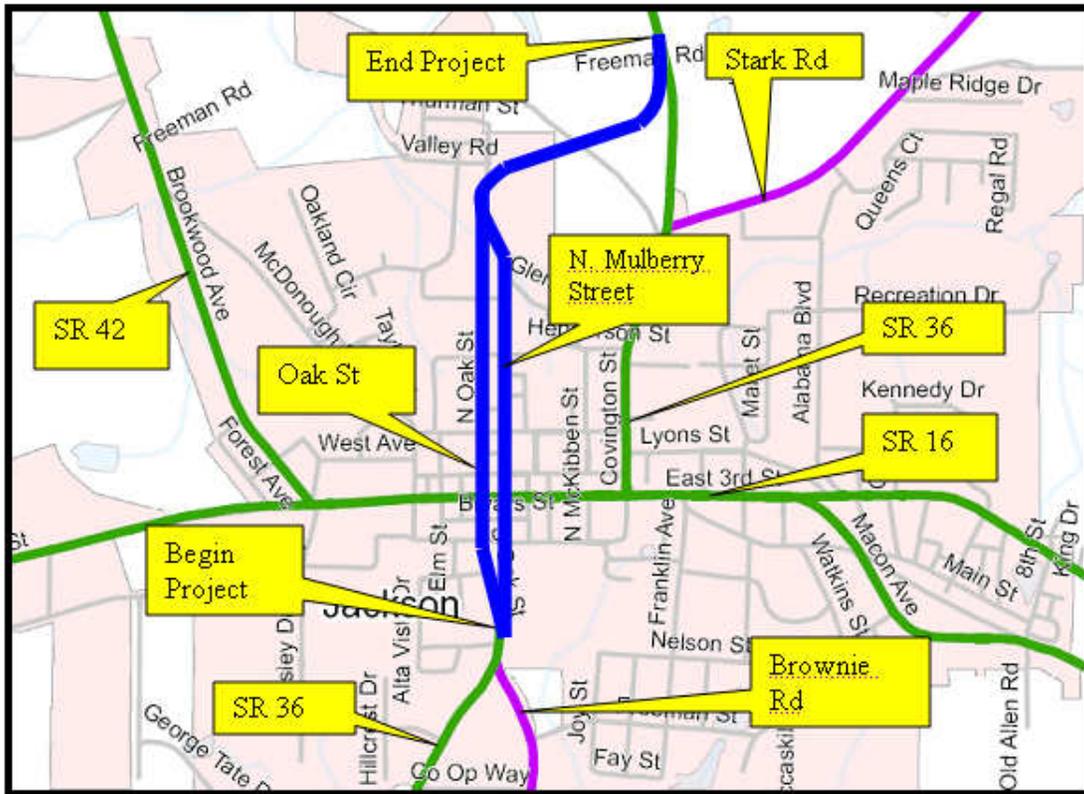
Mr. Ken Werho inquired as to whether or not a one-way pair for SR 16 had been considered. A one-way pair for SR 16 is not under consideration.

Mr. Pass thanked all present for attending and for the input provided. He suggested that anyone wishing to provide additional input feel free to do so directly to Mr. Millen at the GDOT District 3 Office in Thomaston [at 706 646-6594 or david.millen@dot.state.ga.us] or to the GDOT Road and Airport Design Office in Atlanta [David Acree at 404 656-5180 or david.acree@dot.state.ga.us].

(Subsequent to this meeting, it was noted that a Public Information Open House is expected for this project in late 2007.)

MEETING ATTENDEES

#	Name	Organization	Email
1	Charlie Brown	Mayor, City of Jackson	CJB0591@aol.com
2	Brent Story	GDOT – Atl. Road Design	Brent.story@dot.state.ga.us
3	David Millen	GDOT-Thomaston	David.Millen@dot.state.ga.us
4	Jeffery Swiderski	GDOT-Thomaston	Jeff.swiderski@dot.state.ga.us
5	Jim Hoskins	GDOT-Thomaston	Jim.hoskins@dot.state.ga.us
6	Lynda White	Butts Co. Schools - Superintendent	whitel@butts.k12.ga.us
7	Wayne Phillips	City of Jackson - Councilman	Wayne_Phillips@bellsouth.net
8	Mark Sanford	GDOT – Griffin	Mark.Sanford@dot.state.ga.us
9	Jennifer Mathis	GDOT – OEL	Jennifer.Mathis@dot.state.ga.us
10	Laura Rish	GDOT – OEL	Laura.Rish@dot.state.ga.us
11	Kip Washington	Butts Co. – Public Works	kashington@buttscounty.org
12	Steve Manley	Manley Acquisition Services	smanleyservices@earthlink.net
13	Chris Mercer	City of Jackson – Electric Dept.	Boff580@aol.com
14	Harvey Norris	City of Jackson – Fire Chief.	Harveynorris@bellsouth.net
15	Gerald Kersey	Butts County Commissioner	bholloway@buttscounty.org
16	Van Whaler	Butts County Administrator	Vwhaler@buttscounty.org
17	Michael Brewer	Co. Operations Coordinator	jmbrewer@buttscounty.org
18	Laura Brewer	City of Jackson	lbrewercityhall@bellsouth.net
19	Bill Rountree	GDOT-Thomaston	Bill.rountree@dot.state.ga.us
20	Thomas Howell	GDOT-Thomaston	Thomas.Howell@dot.state.ga.us
21	Glenn Williams	GDOT-Utilities	Glenn.Williams@dot.state.ga.us
22	Ken Werho	GDOT-TS&D	Ken.Werho@dot.state.ga.us
23	David Lyons	Butts County Industrial Development Authority	buttscoida@bellsouth.net
24	Wayne Farrow	City of Jackson	lbrewercityhall@bellsouth.net
25	Perry Ridgeway	City of Jackson	COJ552@aol.com
26	Jennifer Hibbert	GDOT - Atl. Planning	Jennifer.Hibbert@dot.state.ga.us
27	David Acree	GDOT – Atl. Road Design	David.Acree@dot.state.ga.us
28	Daniel Pass	GDOT – Atl. Road Design	Daniel.Pass@dot.state.ga.us
29	Shahid Sayed	GDOT – Atl. Road Design	Shahid.Sayed@dot.state.ga.us
30	Lanier Boatwright	McIntosh Trail RDC, Director	lboatwright@cityofgriffin.com
31	Dawson Heath	City of Jackson	COJ110@aol.com
31	Harold McMichael	City of Jackson, Councilman	lbrewercityhall@bellsouth.net
32	Samuel Walker	City of Jackson	S1972walker@aol.com
34	Jim Simpson	GDOT – Atl. Road Design	Jim.Simpson@dot.state.ga.us



Location Map

Project: STP-054-1(48), PI No: 322440, Butts County

Description: Widening / Relocation of SR 36 from SR 16 to Stark Road

Alternative No: 5 (Via North Mulberry St, Oak St and new location)

June 30, 2008

MEMORANDUM

To: Concept Team Meeting Attendees (see attached list)

**From: David Acree, P.E.
Georgia Department of Transportation, Office of Road Design
Design Group Manager**

**Subject: STP00-0054-01(048), PI No. 322440, Butts County
SR 36 One-Way Pair in Jackson from Brownlee Rd to Yellow Water Creek
BRST0-0054-01(065), PI No. 333171, Butts County
SR 36 Over Yellow Water Creek bridge replacement**

A Concept Team Meeting for the two subject projects was held on June 23, 2008, at the City of Jackson Municipal Court Building located at 132 South Mulberry Street in Jackson, Georgia. Both of the projects will be combined into one concept report and both will be let to construction at the same time. Project STP00-0054-01(048) consists of the widening/relocation of SR 36 in Jackson between Brownlee Road and Yellow Water Creek and project BRST0-0054-01(065) consists of the replacement of the SR 36 bridge over Yellow Water Creek.

The overall purpose of the meeting was to present a conceptual design for these projects to local stakeholders and to other GDOT offices and obtain their comments and recommendations prior to finalizing the combined project Concept Report. It is noted that a concept report was approved for project BRST0-0054-01(065) on August 25, 2005 and that the present report proposes no significant changes from the August 2005 report. A list of attendees is attached to the end of this memorandum.

Welcome:

Mr. David Acree opened the meeting and welcomed all in attendance. He gave a brief introduction to the project and explained the purpose of the meeting. He also reviewed the proposed project schedule and provided contact information for key Office of Road Design engineers involved in the project.

Introduction:

Mr. Daniel Pass began the PowerPoint presentation with a brief description of the project location and proposed alignment. Mr. Pass then gave a brief overview of the history of the project from 1991 to the present; this included a brief summary of the alternative layouts and key decisions from the February 2007 Initial Concept Team Meeting. It was noted that the current layout for project STP00-0054-01(048) is a more develop version of the preferred alternate (Alternate No. 5) from the Initial Concept Team Meeting. Mr. Ulysses Mitchell from the Office of Planning then presented a brief overview of the Need and Purpose statement.

Concept Layout:

Mr. Sam Woods continued the presentation with an overall discussion of the project layout. This discussion included the “Need and Purpose” segment of SR 36 (i.e., between SR 16 and Stark Road), the proposed alignment of SR 36, logical termini, design speed, environmental resources (history and ecology), and general typical section elements. Following this, a more detailed presentation of individual segments of the proposed alignments was given, focusing on typical sections, right-of-way requirements, connectivity to local roads, changes in access, roadway realignments, existing and proposed signals, changes to downtown parking, and bridge locations. The four segments into which the project was divided are as follows:

- two-way segment from the beginning of the project to the Oak/Mulberry diverge;
- one-way segment from diverge to 1st Street (south on Oak & north on Mulberry);
- one-way segment from 1st Street to merge (again Oak & Mulberry); and
- two-way segment from merge to end of the project.

After presentation of the layout, Mr. Bobby Dollar of the Office of Environment and Location gave an overview of currently identified environmental resources on the project. Mrs. Sharman Southall went on to describe in more detail the two historic districts identified within the project limits, specific historic resources as well as well as possible affects of these on future project design work. Mr. Glenn Williams of the District 3 Office of Utilities then discussed anticipated impacts to existing utilities and specific requirements and alternatives for relocation.

Mr. Pass closed the meeting by thanking participants and encouraging anyone to contact either Mr. David Millen, Mr. Acree or himself in the event they wished to provide further comment on the concept design or at a future date had questions about the project. Mr. Pass also specifically requested that further comments on the concept design be provided within the next three weeks for consideration prior to the expected August public meeting.

Comments and Discussion:

Below is a summary of the questions, comments, and points of discussion during the Concept Team Meeting. It is noted that most of the questions and discussion arose during presentation of the proposed project layout.

- Mayor Charlie Brown asked if the widening at the beginning of the project would impact the houses on either side of the road. Mr. Woods responded that some widening would occur but that impacts to the property would be kept at a minimum with no expectation of a displacing any houses.
- Mayor Brown commented that closing access to Hancock St. at SR 36 is very undesirable to the City of Jackson due to its direct connection to the cemetery as well as proposed sidewalks/trails crossing SR 36 and running along Hancock Street. Mr. Woods stated that GDOT will attempt to realign Hancock Street to a single intersection (opposite the tie-in of Brownlee Road) at SR 36. This realignment will attempt to avoid impacting a nearby warehouse structure. Mayor Brown stated that he hoped that impact to the structure could be avoided but that in any case he does not want Hancock Street closed. Mr. Scott Zehngraft suggested that an 80 degree skew of the sideroads at the tie-in to SR 36 may help accommodate these tie-ins.

Concept Meeting Minutes
STP00-0054-01(048) & BRST0-0054-01(065) Butts

- Mayor Brown questioned the ability of trucks traveling south on Oak St. to make the right turn onto SR 16 due to the close proximity of buildings and sidewalks. Mr. Woods agreed with this concern and stated that the coming preliminary design phase of the project would be the appropriate time for GDOT to consider this design detail. Mr. David Millen suggested the elimination of certain parking spaces may make these movements easier. Mr. Woods agreed stating that a few additional parking spaces may be eliminated for this purpose.
- Mayor Brown expressed a strong concern about removing parking spaces in front of the businesses on the south side of SR 16 between Oak St. and Mulberry St., as proposed in the presented layout. The Mayor stated that, in general, the City would rather lose parking spaces in front of the courthouse (a new Justice Center is being constructed so demand for courthouse parking will decrease) than in front of businesses. Mr. Woods stated that GDOT would make every effort to avoid eliminating spaces in front of businesses, but noted that the alignment of the lanes to the east and west is very constrained by buildings on both sides.
- Mr. Glenn Williams asked if the existing pavement on SR 36 was to be retained or replaced. Mr. Woods responded that Road Design is awaiting the results of an existing pavement condition survey from the Office of Materials and Research, and stressed that the following of the concept layout closely to existing roadway alignments was not meant to suggest that the pavement would be retained.
- Mr. Zehngraft asked if consideration was given to closing Byars Street to through traffic in the same manner as closing Rose Street, thus providing better flow along SR 36. Mr. Woods noted that this would be considered, but that unlike Rose Street, Byars Street carries significant traffic, and also provides connections to the east and west of Oak and Mulberry Streets.
- Mayor Brown noted that vehicles stopped at the proposed College St./Oak St. signal would likely block cars exiting the Macintosh bank drive-through and requested that GDOT investigate this. Mr. Woods stated GDOT will take this into consideration in preliminary design. It was noted that this issue will likely be addressed as part of right-of-way negotiations. Overall Mayor Brown expressed support for removal of the signals at Byars Street and the addition of signals at College Street.
- Mayor Brown asked if the connection to Stark Road from Heaths Drive would be constructed as part of this project. Mr. Woods stated that GDOT does not propose to extend the project south of existing SR 36 to make a connection to Stark Road to the back to the new school – essentially a relocation of Stark Road. Mr. Pass further stated that there was no plan on the part of GDOT to make this connection. Commissioner Gerald Kersey expressed that he believed this was originally part of the project. Mr. Millen clearly stated that this was not the case and that the connection could be made by the

City/County as a local project and that GDOT never indicated that this connection would be made as part of this project.

Mayor Brown asked if the connection to Stark Road could be shown for the Public Information Open House (PIOH) in August. Mr. Pass agreed to do this with a note added to the PIOH layout stating that the connection would be made “by others”. Commissioner Kersey stated that he would like to have the connection to Stark Road built and that that the County would need help to do this.

Possible funding strategies for the connection to Stark Road were discussed and are as follows:

1. Local government can request reclassification of Stark Road to increase the functional classification. This may allow for Federal funding of improvements.;
 2. Local government can apply for State-Aid for funding of improvements; or
 3. Local government can fund the improvements directly.
- Mr. Van Whaler stated that a new Justice Center was in the process of being designed which would replace the function of the existing courthouse located in the middle of the square. He further explained that the current amount of parking on the inside of the square would no longer be needed once the new Justice Center was opened. Accordingly, Mr. Whaler recommended coordination between the two projects which according to their present schedules should both be in final design at about the same time.
 - Mr. Whaler also expressed the need for providing a second (north) access to the school on Oak Street and that access to the school accommodate more than just passenger vehicles. Mr. Woods agreed with this need. The project team will consider the addition of a second access and will design access to the school to accommodate school buses. Mr. Whaler noted that the school is currently being used as an alternate school and as a pre-school center but could be used for some other function in the future. Mr. Zehngraff recommended investigating the expected queues on Glynn Street at the intersection with North Mulberry Street to ensure there are no operational difficulties at the south entrance to the school.
 - Mr. Zehngraff questioned the design speed of the curve located just before the tie-in just south of Yellow Water Creek back onto existing SR 36. Mr. Woods responded that the curve is designed for 45 mph; a 55 mph curve would be undesirable with respect to impacts to two nearby houses.
 - Mayor Brown inquired about utility costs and asked if they would be included as part of the total project cost. Mr. Glenn Williams summarized GDOT’s standard approach to utilities; if the utilities are on public right-of-way then all cost is paid by the utility owner, if the utility is on their own easement outside the public right-of-way or has prior rights then the costs for relocation would be considered reimbursable to the utility by GDOT.

The local government expressed belief that they had been told that GDOT would pay the costs for utility relocation. Mr. Pass clarified that relocations on previous projects have

Concept Meeting Minutes
STP00-0054-01(048) & BRST0-0054-01(065) Butts

been included as part of project contracts to simplify the construction operations, however, the payment for these relocations is not necessarily funded by GDOT. The City Officials stated that the high cost relocating utilities may be outside their budget. Mr. Williams responded by explaining the process and timeframe which could be used to apply for state-aid for the utility relocations.

- Ms. Juanetta Oliver expressed concerns regarding relocations of telephone lines. She noted that the main telephone port for all of the City of Jackson is located at Brownlee and SR 36. She also explained the system of underground conduits and numerous manholes that would possibly be impacted. Mr. Williams responded that he would recommend SUE (Subsurface Utility Engineering) for this project to help avoid possible conflicts where possible. Mr. Pass responded that SUE services had been requested for the project.

MEETING ATTENDEES

#	Name	Organization	Telephone	Email
1	Charlie Brown	Mayor, City of Jackson	770-775-8659	CJB059@aol.com
2	Troy Smith	City of Jackson	770-775-8064	COJ551@aol.com
3	Perry Ridgeway	City of Jackson	770-775-3198	COJ552@aol.com
4	Lara Brewer	City of Jackson	770-775-7535	lbrewercityhall@bellsouth.net
5	Chris Mercer	City of Jackson- Elec. Dept.	770-775-3858	BOSS580@aol.com
6	Byrd Garland	City of Jackson Attorney	770-775-3188	bgarland@swblawfirm.com
7	Gerald Kersey	Butts County Commissioner	770-775-8200	dholloway@buttscounty.org
8	Van Whaler	Butts County Administrator	770-775-8200	Vwhaler@buttscounty.org
9	Deron King	Butts County	770-775-8210	dking@buttscounty.org
10	Alan White	Butts County, IDA	770-775-4851	buttscoida@bellsouth.net
11	Tommy Crochet	McGee Partners	770-938-6400	tcrochet@mcgeepartners.com
12	Juanetta Oliver	AT&T Georgia	770-229-6264	jo848d@asemail.att.com
13	Gina Huggins-Jones	AT&T SE Georgia	770-227-6892	rh3377@att.com
14	Scott Zehngraft	GDOT - TS&D	404-635-8127	szehngraft@dot.ga.gov
15	Patrick Allen	GDOT - TS&D	404-635-8138	paallen@dot.ga.gov
16	David Millen	GDOT - District 3 Precon.	706-646-6987	dmillen@dot.ga.gov
17	Greg Smith	GDOT - District 3 Survey	706-646-6667	gsmith@dot.ga.gov
18	Thomas Howell	GDOT - District 3 Engineer	706-646-6900	thowell@dot.ga.gov
19	Mike England	GDOT - District 3 Traffic	706-646-6676	mengland@dot.ga.gov
20	Michael Presley	GDOT - District 3 Traffic	706-646-6676	mpresley@dot.ga.gov
21	Glenn A. Williams	GDOT - District 3 Utilities	706-646-6696	glewilliams@dot.ga.gov
22	Daniel Pass	GDOT - Road Design	404-631-1627	dpass@dot.ga.gov
23	David Acree	GDOT - Road Design	404-631-1621	dacree@dot.ga.gov
24	Sam Woods	GDOT - Road Design	404-631-1628	swoods@dot.ga.gov
25	Jim Simpson	GDOT - Road Design	404-631-1605	jisimpson@dot.ga.gov
26	Shahid Sayed	GDOT - Road Design	404-631-1629	ssayed@dot.ga.gov
27	Brent Moser	GDOT - Road Design	404-631-1622	bmoser@dot.ga.gov
28	Sharman Southall	GDOT - OEL	404-699-3474	ssouthall@dot.ga.gov
29	Amber Phillips	GDOT - OEL	404-699-4408	aphillips@dot.ga.gov
30	Bobby Dollar	GDOT - OEL	404-699-6883	rdollar@dot.ga.gov
31	Paul Benton	GDOT - OEL	404-505-4893	pbenton@dot.ga.gov
32	Ulysses Mitchell	GDOT - Planning	404-657-6686	umitchell@dot.ga.gov

July 31, 2007

MEMORANDUM

TO: Meeting Attendees (see attached list)

FROM: David Acree, P.E.
Georgia Department of Transportation, Office of Road and Airport Design

SUBJECT: STP-054-1(48), Butts County, P.I. No. 344220
SR 36 One-Way Pair in Jackson from Brownlee Rd to Yellow Water Creek Bridge

A meeting was held on July 25, 2007, at the Butts County Administrative Building to obtain comments and recommendations from local government officials regarding a refined layout of the one-way pair alternative for this project. This coordination is considered by GDOT as necessary prior to the completion of traffic studies and a more detailed development of the design for this alternative. A list of attendees is included at the end of this memorandum.

Summary:

Mr. Daniel Pass opened the meeting with introductions of the attendees and gave a brief history of the project including the clear preference expressed at the Initial Concept Team Meeting held on February 7, 2007 for the one-way pair alternative utilizing Oak and Mulberry Streets. Mr. Pass summarized the subsequent progress that has been made to refine this alternative and presented a roll plot showing the updated layout. The following points were discussed:

- Mr. Pass directed attention to various aspects of the layout including: (1) location of the north and south termini of the project; (2) the preliminary limits of two historical districts surveyed by GDOT; (3) design speeds along the project and beyond the termini of the alignment; and (4) the provision of sidewalks and bike lanes. It was noted that the existing speed limit along SR 36 increases to 55 mph beyond the city limits, at the Norfolk Southern Railroad tracks. There was general concurrence on the above items.
- Mayor Charlie Brown and Mr. Perry Ridgeway expressed a desire to extend Alabama Road to connect to existing SR 36 through Stark Road near the location of the new school. The purpose of this connection would be to in part relieve truck traffic through the downtown area. Mr. Pass explained that this connection would not be a part of the SR 36 one-way pair project, but if the local officials would like to see an alignment displayed at an upcoming SR 36 public meeting as a “potential future local project” this could be accommodated.
- Mayor Brown informed the attendees that a school will be built on Brownlee Road and asked if the intersection with SR 36 (at the south termini of the project) would be improved as part of this project. Mr. Pass responded affirmatively and that the layout proposes to realign Brownlee Road to tie-in at 90 degrees to SR 36.
- Mr. Pass asked the attendees if the proposed connections and road closures were acceptable to the City. The following comments were given:

- Mayor Brown informed GDOT that the unnamed street (proposed to be closed) connecting Oak St. and Mulberry St. North of First St. is actually a private drive.
 - Rose St., also proposed to be closed by this project, has been closed in the past and the Mayor does not see a problem with permanent closure of this road.
 - Glynn St., between Oak St. and Mulberry St., is already closed and the realignment of the section of Glynn St. east of Mulberry St. is acceptable.
 - There is a subdivision currently under construction just South of the Railroad tracks and East of the existing school on Mulberry St. The subdivision currently has access from existing SR 36 and Oak Street. If possible, the City would like to retain two access points to this subdivision. Mr. Pass stated that that access to the east side of the subdivision from existing SR 36 would not be affected by this project and that access to the west side would be investigated and provided if it could be safely provided.
 - The proposed layout shows Oak St. being closed where the relocated SR 36 departs from the Oak St. alignment, with access to the relocated SR 36 provided by Slaughter Ave. The City officials said that Slaughter Ave. is not able to handle the additional traffic without significant improvements to the road. Mayor Brown noted that there is a new subdivision planned to the west of this residential area, and that a connection to relocated SR 36 should be provided either by Valley Road or Cindy Street. Mr. Pass said that GDOT will investigate this access and update the layout accordingly.
- Mr. Pass asked about the future of the existing school on Mulberry Street as it relates to proposed project impacts. Mayor Brown stated that this facility will cease to be used as a school and that the nature of its future use is undefined; he does not see any problems with the proposed alignment or access as it relates to this property.
 - Mr. Pass noted that GDOT will work very closely with the City of Jackson to develop a plan for the roadways around the courthouse square that will be acceptable to the City with respect to parking and impacts. Mayor Brown noted that taking a few feet of the courthouse lawn and making adjustments to parking without losing too many spaces would probably be acceptable to the City.
 - Mr. Ridgeway asked whether or not a SUE consultant would be utilized to provide locations for existing utilities. Mr. Pass responded affirmatively. Mr. Ridgeway also asked about funding for utility relocations. Mr. David Acree responded that relocation of city and county utilities could be handled as part of construction of this project if relocation design plans are provided to GDOT by the city/county. This comment was with the consideration that the majority of the alignment is outside existing state right-of-way. Subsequently, GDOT located an unsigned copy of an agreement sent to the Butt County Board of Commissioners on 5 March 04 which states that “The DEPARTMENT shall be responsible for all utility relocation costs necessary for the construction of the PROJECT.”
 - Mr. Ridgeway noted that impacts to the Church near Oak St. and First St. should be minimized as much as possible.
 - Mr. Pass briefly reviewed the proposed schedule from the present to the start of construction. Mr. Acree mentioned that funding is not approved for the currently scheduled fiscal year dates of 2011 and 2013 for right-of-way and construction, respectively. Mr. Van Whaler asked GDOT if

there is any way to get construction year funding in advance of, FY 2013 if the locals funded PE for the project. Mr. Acree responded that the current schedule is aggressive, and most likely could not be expedited by the addition of local PE funding. Other plan development processes, such as preparing the environmental document, will likely control the schedule. Mr. Acree stated that he could not further address funding at the present meeting but encouraged those present to communicate directly to GDOT upper management the importance of the project to the local government and citizens. It is noted here that GDOT upper management is aware of this importance and, accordingly, has set a aggressive schedule for this project.

Action Items:

GDOT will update the proposed project layout to address all comments and suggestions given by those present at the meeting. Copies of an updated layout will be sent to Mr. Steven Lease for distribution to other local officials. For future communication, Mr. Lease will serve as a single point of contact between GDOT and local officials and community.

MEETING ATTENDEES

Name	Organization	Phone	Email
David Acree, P.E.	GDOT – Road Design	404-656-5180	david.acree@dot.state.ga.us
Daniel Pass, P.E.	GDOT – Road Design	404-656-5180	daniel.pass@dot.state.ga.us
Sam Woods	GDOT – Road Design	404-657-9756	sam.woods@dot.state.ga.us
Shahid Sayed	GDOT – Road Design	404-657-9756	shahid.sayed@dot.state.ga.us
Charlie Brown	City of Jackson (Mayor)	770-775-8059	CJB0591@aol.com
Perry Ridgeway	City of Jackson - Roads	770-775-3198	coj552@aol.com
Van Whaler	Butts County	770-775-8200	vwhaler@buttscounty.org
Gerald Kersey	Butts County B.O.C.	770-775-8200	commissioners@buttscounty.org vwhaler@buttscounty.org
Steven Lease	Butts County Community Development	770-775-8210	srlease@buttscounty.org
Christy Taylor	Butts County Community Development	770-775-8210	ctaylor@buttscounty.org
Kathy Mitchell	Butts County – Roads	770-775-8213	kmitchell@buttscounty.org m-long@buttscounty.org
Tommy Crochet, P.E.	McGee Partners	770-938-6400	tcrochet@mcgeepartners.com
Romela Freeman	City of Florilla	770-775-5661	florillacityhall@aol.com
Lanier Burford	City of Jenkinsburg	770-775-4850	lanierburford@earthlink.net
Tommy Newsome	NEC, Inc.	770-723-1089	tdnewsome@earthlink.net

MEETING DOCUMENTATION



Project Butts, Jones, and Monroe Counties Transportation Study **Job #** 42737-PL-003

Meeting Location GDOT Planning Conference Room - 344 **Meeting Date** 3/14/08

Subject Butts County Travel Demand Modeling Results

Present Kelly Gwin, Radney Simpson, Claudia Bilotto, Tim Hatton, Sam Woods, Sam Baker,

Tommy Crochet, Stanley Hill, and Steve Adewale

As part of the Butts, Jones, and Monroe Counties Transportation Study, a meeting was held to discuss the travel demand modeling results associated with existing and future conditions in Butts County and specifically downtown Jackson. Kelly Gwin, GDOT Planning, explained that a scenario testing framework was developed to demonstrate the impact of three projects identified in the GDOT Construction Work Program (CWP). These projects include:

- PI# 0000760 – SR 16 widening from I-75 to City of Jackson
- PI# 322440 – SR 36/Jackson one-way pair from SR 16 to Stark Road
- PI# 343440 – Jackson S. Bypass from SR 16 @ Bert Road to SR 16 @ Bibb Station road

The scenario testing framework was developed to determine if a need still exists for additional improvements to SR 16 in downtown Jackson once the CWP projects are implemented. Two project scenarios for SR 16 through downtown Jackson were tested:

- Widening from two-lanes to four-lanes; or
- One-way pair

Claudia Bilotto, HNTB, presented the modeling results for each scenario as compared to a 2035 no- build alternative. First, traffic volumes and level of service (LOS) for each scenario on key roadway facilities were presented in map and table formats. LOS was determined based on volume to capacity ratio. Travel times on key corridors were also presented. Ms. Bilotto explained that the scenarios incorporating an additional improvement to SR 16 in downtown Jackson did have a positive impact on SR 16 in the downtown area, and in some cases SR 36, that otherwise illustrate deficient levels of service in 2035. This demonstrates that there is some level of need for additional downtown improvements. Ms. Bilotto continued that though there was not a lot of variation between the scenarios including downtown improvements, a SR 16 widening downtown combined with a “tight” south bypass or a one-way pair for SR 16 downtown combined with a “tight” south bypass appear to show the most promise.

Steve Adewale, GDOT Office of Consultant Design, asked if a downtown improvement on SR 16 was now recommended as part of the transportation study. Radney Simpson, GDOT Planning, clarified that a need has been demonstrated, but at this point the study has not finalized any recommendations.

Tommy Crochet, McGee Partners, expressed some concern that the volumes on SR 16 were classified as LOS "F". Ms. Bilotto explained that the model was developed based on GDOT's travel demand modeling guidelines and that the roadway capacities are dependent on associated area types defined by employment and household density. These locations therefore equate to rural capacities.

Sam Woods, Office of Consultant Design, asked if the SR 36 one-way pair was considered in all of the alternatives. Ms. Bilotto confirmed that it was. Mr. Crochet asked if any scenarios had been tested with downtown improvements in lieu of the bypass. Ms. Bilotto responded that at this point the bypass was assumed in all cases.

There was some discussion regarding potential environmental impacts and the nature of traffic flow downtown once additional projects are implemented. It was discussed that additional analysis, including micro-simulation and further concept work, would be necessary in order to understand the details of the area and the specifics of potential solutions.

April 25, 2008

MEMORANDUM

TO: Meeting Attendees (see attached list)

FROM: Daniel Pass, P.E.
Georgia Department of Transportation, Office of Road and Airport Design

SUBJECT: STP-054-1(48), Butts County, P.I. No. 322440
SR 36 One-Way Pair in Jackson from Brownlee Rd to Yellow Water Creek Bridge
BRST-054-1(56), Butts County, P.I. No. 333171
SR 36 Over Yellow Water Creek

A meeting was held on April 23, 2008, in the Georgia Department of Transportation General Office to discuss logical termini for this project. A list of attendees is included at the end of this memorandum.

Summary:

After introductions were given, Mr. Daniel Pass and Mr. Jim Simpson gave a brief summary of the project history. A project layout of the proposed concept was presented to the attendees prior to discussing logical termini. It was noted that this project is in concept phase with a Concept Team Meeting expected in June 2008. The following points were discussed:

- Mrs. Katy Allen inquired about the need and purpose of the project. Mr. Pass responded that the need and purpose was to increase capacity on SR 36 between SR 16 and Stark Road to address a current LOS of F. The project will also reduce truck turning movements in the downtown square area and reduce traffic at the existing at-grade railroad crossing located on SR 36 just south of Stark Road. This project is also expected to reduce traffic on SR 16 between the town square and the intersection of SR 16 and SR 36 east of the square.
- Mrs. Susan Knudson asked if this project is likely to fall under Section 4(f). Mrs. Allen stated that this project could come under a *de minimis* and Section 4(f) avoided since the alignment follow existing roads (through the historical district) without increasing the number of lanes. Sidewalks and bike lanes are desirable and are currently shown on the concept layout. Some adjustments to these are possible to avoid impacts under Section 4(f).
- Mr. Sam Woods discussed the project's logical termini. Logical termini can be demonstrated at the south end of the project by a significant traffic drop at Brownlee Road. The North end of the project has a more gradual drop in traffic after leaving the downtown area. Mr. Woods presented the results of the traffic analysis North of this project which showed a Level of Service (LOS) C in the build year (2014) and a LOS D in the design year (2034). Mr. Woods questioned if logical termini could be justified with such a Level of Service. Mrs. Allen responded that if the traffic analysis demonstrates that the LOS on SR 36 (North of the project) will not be adversely impacted by implementing this project, then a reasonable case can be made for logical termini at this location. A final assessment of logical termini will be performed using a newly prepared form which Mrs. Knudson will forward to Road Design; the assessment will consider connecting logical termini, independent utility, and restriction of consideration.

- Mrs. Allen asked if there are other projects programmed to the North of the subject project. Mr. Reuben Woods stated that there is a passing lane project programmed at this time (STP-0000-00(479), PI# 0000479). There was some discussion about a widening project recommended North of the subject project. It was verified after the meeting that there is no widening project programmed at this time.
- Mrs. Allen inquired about the details of replacing the bridge over Yellow Water Creek. Mr. Pass responded that the bridge will be replaced due to structural deficiency, and that the bridge replacement project is twinned with this SR 36 widening project. It was also concluded that if logical termini was established without a widening project that this structure would likely remain a two lane bridge.
- A need and purpose statement exists for this project, but will need to be updated to reflect the new concept of a one-way pair widening using existing local streets.

Action Items:

- OEL to send newly developed logical termini form to Road Design. Road Design will complete this form which includes traffic analysis comparing build and no-build scenarios for the design year. The completed form will be sent to OEL and eventually to FHWA for approval
- Road Design will research the train volumes for the at-grade crossing on SR 36 and include this information in the concept report.

MEETING ATTENDEES

Name	Organization	Phone	Email
Jim Simpson	GDOT – Road Design	404-656-5587	jisimpson@dot.ga.gov
Daniel Pass	GDOT – Road Design	404-656-5180	dpass@dot.ga.gov
Sam Woods	GDOT – Road Design	404-657-9756	swoods@dot.ga.gov
Susan Knudson	GDOT – OEL	404-699-4407	sknudson@dot.ga.gov
Bobby Dollar	GDOT – OEL	404-699-6883	rdollar@dot.ga.gov
Reuben Woods	GDOT – Planning	404-463-0010	rwoods@dot.ga.gov
Katy Allen	FHWA	404-562-3657	katy.allen@fhwa.dot.gov

Woods, Sam

From: Pass, Daniel
Sent: Thursday, December 20, 2007 3:51 PM
To: Acree, David; Mathis, Jennifer; Hart, Bruce; Manangan, Jamie; Woods, Sam; Southall, Sharman
Cc: Simpson, Jim; Woods, Reuben
Subject: STP-054-1(48)/BRST-054-1(65) PI 322440/333171, Butts - logical termini/environmental resource meeting

Team,

The following briefly summarizes our meeting this morning at OEL.

Attendees:

Jennifer Mathis (NEPA)
Bruce Hart (NEPA)
Sharman Southhall (History)
Jamie Manangan (Ecology)
David Acree (Road Design)
Dan Pass (Road Design)
Sam Woods (Road Design)

Logical Termini:

- South end of project - appears to be well-defined by a 30% traffic drop at Brownlee Road
- North end of project - no significant traffic drop exists for proposed conditions. Jennifer believes that logical termini can be established if design year LOS for existing 2-lane (north of subject project) is C or better. A LOS of D may not be adequate to demonstrate logical termini.
- Reuben Woods of Planning office has performed analyses. Road design will perform analyses based on traffic information received from OEL and discuss with Reuben.
- If logical termini can be established for this project OEL will send completed form to FHWA.

Environmental Studies:

- Preliminary report completed for ecology and just submitted to SHPO for History. Archeology & Noise/Air studies will be performed after receiving layout showing required R/W from Road Design. Road Design expected to send this to OEL in late March. Expect that history report will be available to Road Design in January.
- Road Design to request District to identify possible UST sites.
- Ecology report contains suggests no need to revise currently proposed alignment. No T&E species identified. Microstation file sent to Jamie after meeting for her to add wetlands/streams/ponds and return to Road Design. Jamie e-mailed preliminary ecology report to Road Design after meeting. There is potential need for PAR.
- History, north end of project – some historic resources outside limits of project. Possible conflict with partially collapsed dwelling east of new alignment at end of Wilson Foster Road – SHPO to confirm.
- History, south end of project – no structures identified as historical.
- History, historic district north of square - No historic sidewalks, many “historic” trees along road. Impacts to any property, whether contributing or not, should be avoided if possible.
- History, Square – Apparently, streetscape improvements have occurred – thus sidewalks/parking elements are not historical.

Public Involvement:

- PIOH prior to submitting final concept report (could be after) and Hearing prior to approval of environmental report/PFPR should be adequate.

- OEL will make particular effort to contact EJ community about these meetings.

Please let me know if you have any comments on the above.

Thanks for your contributions to this project.

Daniel G. Pass, P.E.

Assistant Design Group Manager

Georgia Department of Transportation

Office of Road and Airport Design

p 404.656.5180

f 404.657.0653

daniel.pass@dot.state.ga.us

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE: P. I. Nos. 322440/333171 OFFICE: Environmental/Location
DATE: August 22, 2008

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

TO Distribution Below

SUBJECT PUBLIC INFORMATION OPEN HOUSE SYNOPSIS

PROJECT No. & COUNTY: STP00-0054-01(048)/BRST0-0054-01(065) ,Butts

PROJECT DESCRIPTION: Project STP00-0054-01(048) proposes to improve traffic flow through the city of Jackson by widening SR 36 from two lanes to four lanes from Brownlee Road to Yellow Water Creek. The 4-lane widened section would be comprised of a two-way segment south of downtown, a one-way pair through downtown, and a two-way segment on new location north of downtown. The one-way pair segment would utilize existing Mulberry and Oak Street. Mulberry Street would be 2-lanes northbound and Oak Street would be 2-lanes southbound. The one-way pair would merge into a 4-lane two-way section on new location just north of Slaughter Avenue in the vicinity of the old elementary school. The new location section would include a new bridge over Norfolk Southern Railroad tracks. Project BRST0-0054-01(065) proposes to replace the SR 36 Bridge over Yellow Water Creek; the new bridge would remain two lanes. Both of these projects would be constructed together.

DATE: August 21, 2008

NUMBER IN ATTENDANCE: 205

FOR: 11

CONDITIONAL: 6

UNCOMMITTED: 0

AGAINST: 5

OFFICIALS IN ATTENDANCE: 10

ADDITIONAL COMMENTS:

PREPARED BY: Bobby Dollar

TELEPHONE No.: (404) 699-6883

cc: Genetha Rice-Singleton
Gerald M. Ross, P.E.
Thomas Howell, P.E.
David Acree, P.E.
Bill Roundtree, P.E.
William "Barry" Hancock



Department of Transportation

HAROLD E. LINNENKOHL
COMMISSIONER
(404) 856-5206

DAVID E. STUDSTILL, JR., P.E.
CHIEF ENGINEER
(404) 656-5277

State of Georgia
#2 Capitol Square, S.W.
Atlanta, Georgia 30334-1002

LARRY E. DENT
DEPUTY COMMISSIONER
(404) 656-5212

EARL L. MAHFUZ
TREASURER
(404) 656-5224

September 30, 2005

Honorable Charles J. Brown
Mayor, City of Jackson
P. O. Box 838
Jackson, GA 30233

Dear Mayor Brown:

Subject: Local Government Responsibilities

Project No. STP-054-1(48) Butts Co. PI# 322440-
SR 36/JACKSON FM SR 16 TO CR 289/STARK RD

The Office of Financial Management has added the subject project to the Department's Construction Work Program.

In an effort to improve project delivery, the Department has decided to adopt a new policy in regards to Local Government responsibility and commitment requirements. For projects generated by a State Highway System need, the Department will no longer request upfront Local Government commitments nor require Local Governments to bear costs for third parties. These projects will be classified as "Department Projects" hereon. The Department will assume the eligible costs for all utilities and railroads holding a property interest.

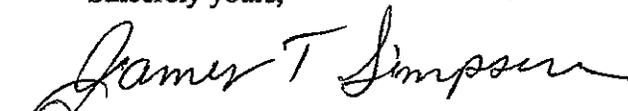
However, utility adjustment / relocation costs associated with any utility that was originally installed within a public right of way shall remain the responsibility of each respective utility owner (Office Code of Georgia Annotated 32-6-171). Please ensure that adequate funding is budgeted for the adjustment / relocation of such utility facilities owned by your Local Government (including any associated Authority's facilities). The Department's District Utilities Office will contact you to determine the potential impacts to your facilities.

Also, in an effort to improve project coordination, the Department strongly urges all Local Governments and associated Authorities that own water and sewer facilities to include such relocation work in the project by notifying the Department's District Utilities Office as early as possible in the project's development.

We hope this new policy will eliminate some of the uncertainties for Local Governments when making early commitments for often unknown costs; and the scheduled delivery of each project will be more reliable.

If you have any questions, feel free to call me at (404) 463-0966 or Thomas Howell, District Engineer in Thomaston at your convenience.

Sincerely yours,



James T. Simpson
Office of Financial Management Administrator

JTS:RR:kp

cc: Thomas Howell - District 3 Engineer
cc: Kerry Gore - District 3 Utilities Engineer
cc: Jeff Baker - State Utilities Engineer
cc: David Acree - Project Manager, Road Design

05

02

05

02

**Benefit Cost Analysis Work Sheet
CONGESTION Investment Strategy Projects**

*STP-054-1(48) & BRST-054-1(56)
322440 & 333171
BUTTS COUNTY*

SR 36 ONE-WAY PAIR FROM BROWNLEE ROAD TO YELLOW WATER CREEK

Congestion Benefit = Tb + CMb

Time Benefit (Tb)

Db (hrs)	0.10517
ADT	20,250.00
Tb (\$s)	\$71,610,910.31

Commercial Benefit (CMb)

Db (hrs)	0.10517
% Truck Traffic	0.08
ADT	20,250.00
CMb	\$30,262,930.43

Total Congestion Benefit	\$101,873,840.74
Construction Cost	\$25,775,000.00
B/C Ratio	3.95

Notes: Time benefit is based on Synchro analysis accounting for travel time and approach/control delay
Traffic data used for Synchro analysis is 2034 DHVs (Northbound)
ADT is 2034 two-way volume on the highest segment of the one-way pair.