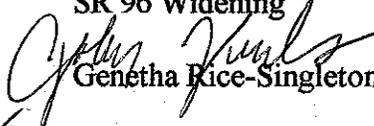


D.O.T. 66

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE P. I. No. 322460-, Houston-Twiggs Counties **OFFICE** Preconstruction
STP-155-1(22)
SR 96 Widening **DATE** July 9, 2007

FROM  Genetha Rice-Singleton, Assistant Director of Preconstruction

TO  SEE DISTRIBUTION

SUBJECT APPROVED PROJECT CONCEPT REPORT

Attached for your files is the approval for subject project.

GRS/cj

Attachment

DISTRIBUTION:

Brian Summers
Harvey Keeper
Ken Thompson
Jamie Simpson
Michael Henry
Keith Golden
Angela Alexander (file copy)
Babs Abubakari
Thomas Howell
BOARD MEMBER

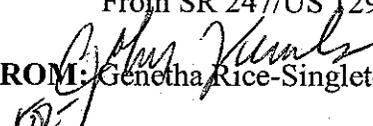
**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENTAL CORRESPONDENCE

FILE: P.I. No. 322460-, Houston/Twigg Counties
STP-155-1(22)
Widening of SR 96-
From SR 247/US 129 to SR 87

OFFICE: Preconstruction

DATE: June 29, 2007

FROM:  Genetha Rice-Singleton, Assistant Director of Preconstruction

TO: David E. Studstill, Jr., P.E., Chief Engineer

SUBJECT: PROJECT CONCEPT REPORT

This project is the widening and reconstruction of SR 96 from SR 247/US 129 in Houston County to SR 87 in Twiggs County for a total of 7.84 miles. State Route 96 is a primary east-west corridor in central Georgia which connects to I-75 on the west and I-16 on the east. This section of SR 96 is included on the Georgia Bike Route 40 corridor as part of the TransGeorgia route from Columbus to Savannah. SR 96 within the project limits is a rural principal arterial in Houston County and a rural minor arterial in Twiggs County. The existing roadway has two, 12' lanes with 4' rural shoulders on 100' of existing right-of way. The existing major structures are:

<u>LOCATION</u>	<u>DIMENSIONS</u>	<u>SUFFICIENCY RATING</u>
Ocmulgee River Overflow	340' x 44'	67.12
Ocmulgee River Overflow	374' x 44'	67.12
Ocmulgee River	1058' x 44'	62.90
Ocmulgee River Overflow	272' x 44'	70.65
Savage Creek	255' x 44'	70.65

Traffic is projected to be 11,500 VPD and 19,600 VPD in the years 2012 and 2032 respectively. Without improvements the level of service (LOS) is projected to be LOS "E" to LOS "F".

The project will provide two; 12' lanes with an additional 4' bike lane in each direction separated by a 24' raised median and urban shoulders to include a 5' sidewalk from the beginning of the project to MP 10.26 (1.31 miles). From there, the typical section will consist of two, 12' lanes with a 44' depressed median and rural shoulders, including a 4' bike for the remainder of the project (6.53 miles). An analysis of the existing bridges indicated that the substructure and superstructure are under reinforced resulting in a substantially reduced load capacity that is less than HS-15. Therefore, this project will replace the existing bridges and construct parallel bridges to accommodate the new lanes. Additionally, new twin 200' x 38' bridges will be constructed over the Norfolk Southern Railroad. Traffic will be maintained during construction.

P.I. No. 322460-, Houston/Twiggs Counties
June 29, 2007

Environmental concerns include requiring a COE 404 permit; An Environmental Assessment will be prepared; a Public Hearing Open House will be held; Time saving procedures is not appropriate.

The estimated costs for this project are:

	<u>PROPOSED</u>	<u>APPROVED</u>	<u>FUNDING</u>	<u>PROG DATE</u>
Construction (includes E&C And inflation)	\$45,432,000	\$18,360,000	L200	2010
Right-of-way & Utilities*	\$ 3,004,000	\$ 3,004,000	L200	2008
	\$ 1,577,000	\$ 1,577,000		

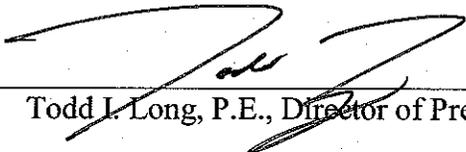
*Notification letter sent to Houston and Twiggs 11-30-2005.

I recommend this project concept be approved.

GRS: JDQ

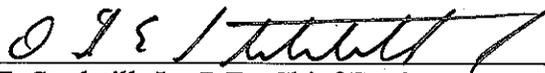
Attachment

CONCUR



Todd I. Long, P.E., Director of Preconstruction

APPROVED



David E. Studstill, Jr., P.E., Chief Engineer

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

PROJECT CONCEPT REPORT

[Widening and Reconstruction of SR 96]

STP-155-1(22)

HOUSTON & TWIGGS COUNTIES

P.I. NO.: 322460

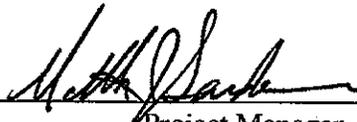
FEDERAL ROUTE NO: N/A

U.S. ROUTE NO: N/A

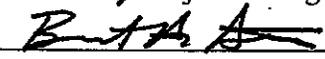
STATE ROUTE NO: 96

Recommendation for approval:

DATE 6/6/07


Project Manager

DATE 6/6/07


Office Head

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

DATE _____

State Transportation Planning Administrator

DATE _____

State Transportation Financial Management Administrator

DATE _____

State Environmental Location Engineer

DATE 6/25/07


State Traffic Safety & Design Engineer

DATE _____

District Engineer

DATE _____

Project Review Engineer

DATE _____

State Bridge Design Engineer

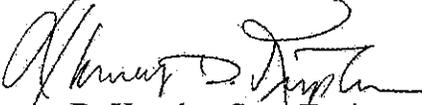
**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE: P.I. No. 322460

OFFICE: Environment/Location

DATE: June 26, 2007


FROM: Harvey D. Keeper, State Environmental/Location Engineer

TO: Genetha Rice-Singleton, Assistant Director of Preconstruction

**SUBJECT: PROJECT CONCEPT REPORT
STP-155-1(22) / Houston & Twiggs Counties
Widening & Reconstruction of SR 96**

The above subject concept report has been reviewed. At least ten (10) archaeological sites are within the APE. Will need to explore eligibility and/or avoidance and minimization of impact. Design will need to provide justification for bridging versus culvert for permitting purposes. Also, be aware of the new culvert design requirements if this has a NW vs. Individual Permit.

If you have any questions, please contact me at (404) 699-4401.

HDK/lc

Attachment

cc: Brian Summers
Keith Golden
Jamie Simpson
Angela Alexander
Brent A. Story
Thomas Howell
Paul Liles

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

PROJECT CONCEPT REPORT

[Widening and Reconstruction of SR 96]

STP-155-1(22)

HOUSTON & TWIGGS COUNTIES

P.I. NO.: 322460

FEDERAL ROUTE NO: N/A

U.S. ROUTE NO: N/A

STATE ROUTE NO: 96

Recommendation for approval:

DATE 6/6/07


Project Manager

DATE 6/6/07


Office Head

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

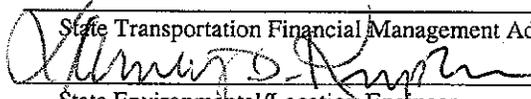
DATE _____

State Transportation Planning Administrator

DATE _____

State Transportation Financial Management Administrator

DATE 6.25.07


State Environmental/Location Engineer

DATE _____

State Traffic Safety & Design Engineer

DATE _____

District Engineer

DATE _____

Project Review Engineer

DATE _____

State Bridge Design Engineer

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

PROJECT CONCEPT REPORT

[Widening and Reconstruction of SR 96]

STP-155-1(22)

HOUSTON & TWIGGS COUNTIES

P.I. NO.: 322460

FEDERAL ROUTE NO: N/A

U.S. ROUTE NO: N/A

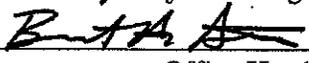
STATE ROUTE NO: 96

Recommendation for approval:

DATE 6/6/07


Project Manager

DATE 6/6/07


Office Head

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DATE _____

State Transportation Planning Administrator

DATE _____

State Transportation Financial Management Administrator

DATE _____

State Environmental/Location Engineer

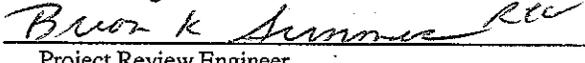
DATE _____

State Traffic Safety & Design Engineer

DATE _____

District Engineer

DATE 6/18/07


Project Review Engineer

DATE _____

State Bridge Design Engineer

6-8-07
WB

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

PROJECT CONCEPT REPORT

[Widening and Reconstruction of SR 96]

STP-155-1(22)

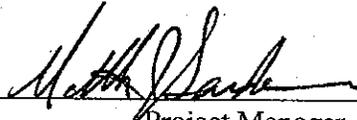
HOUSTON & TWIGGS COUNTIES

P.I. NO.: 322460

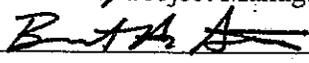
FEDERAL ROUTE NO: N/A
U.S. ROUTE NO: N/A
STATE ROUTE NO: 96

Recommendation for approval:

DATE 6/6/07


Project Manager

DATE 6/6/07


Office Head

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

DATE _____

DATE 6-11-07

State Transportation Planning Administrator

~~State Transportation~~ Financial Management Administrator

DATE _____

State Environmental/Location Engineer

DATE _____

State Traffic Safety & Design Engineer

DATE _____

District Engineer

DATE _____

Project Review Engineer

DATE _____

State Bridge Design Engineer

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

PROJECT CONCEPT REPORT

[Widening and Reconstruction of SR 96]

STP-155-1(22)

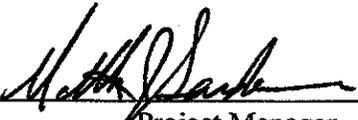
HOUSTON & TWIGGS COUNTIES

P.I. NO.: 322460

FEDERAL ROUTE NO: N/A
U.S. ROUTE NO: N/A
STATE ROUTE NO: 96

Recommendation for approval:

DATE 6/6/07

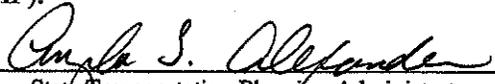

Project Manager

DATE 6/6/07


Office Head

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

DATE 6/15/07


State Transportation Planning Administrator

DATE _____

State Transportation Financial Management Administrator

DATE _____

State Environmental/Location Engineer

DATE _____

State Traffic Safety & Design Engineer

DATE _____

District Engineer

DATE _____

Project Review Engineer

DATE _____

State Bridge Design Engineer

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

PROJECT CONCEPT REPORT

[Widening and Reconstruction of SR 96]

STP-155-1(22)

HOUSTON & TWIGGS COUNTIES

P.I. NO.: 322460

FEDERAL ROUTE NO: N/A

U.S. ROUTE NO: N/A

STATE ROUTE NO: 96

Recommendation for approval:

DATE 6/6/07


Project Manager

DATE 6/6/07


Office Head

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

DATE _____

State Transportation Planning Administrator

DATE _____

State Transportation Financial Management Administrator

DATE _____

State Environmental/Location Engineer

DATE _____

State Traffic Safety & Design Engineer

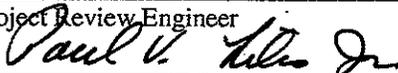
DATE _____

District Engineer

DATE _____

Project Review Engineer

DATE 7/2/07


State Bridge Design Engineer

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

PROJECT CONCEPT REPORT

[Widening and Reconstruction of SR 96]

STP-155-1(22)

HOUSTON & TWIGGS COUNTIES

P.I. NO.: 322460

FEDERAL ROUTE NO: N/A

U.S. ROUTE NO: N/A

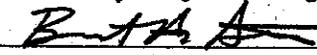
STATE ROUTE NO: 96

Recommendation for approval:

DATE 6/6/07


Project Manager

DATE 6/6/07


Office Head

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

DATE _____

State Transportation Planning Administrator

DATE _____

State Transportation Financial Management Administrator

DATE _____

State Environmental/Location Engineer

DATE _____

State Traffic Safety & Design Engineer

DATE _____

District Engineer

DATE 7/16/07


Project Review Engineer

DATE _____

State Bridge Design Engineer

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

PROJECT CONCEPT REPORT

[Widening and Reconstruction of SR 96]

STP-155-1(22)

HOUSTON & TWIGGS COUNTIES

P.I. NO.: 322460

FEDERAL ROUTE NO: N/A

U.S. ROUTE NO: N/A

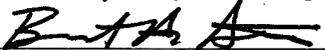
STATE ROUTE NO: 96

Recommendation for approval:

DATE 6/6/07


Project Manager

DATE 6/6/07


Office Head

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

DATE _____

State Transportation Planning Administrator

DATE _____

State Transportation Financial Management Administrator

DATE _____

State Environmental/Location Engineer

DATE _____

State Traffic Safety & Design Engineer

DATE _____

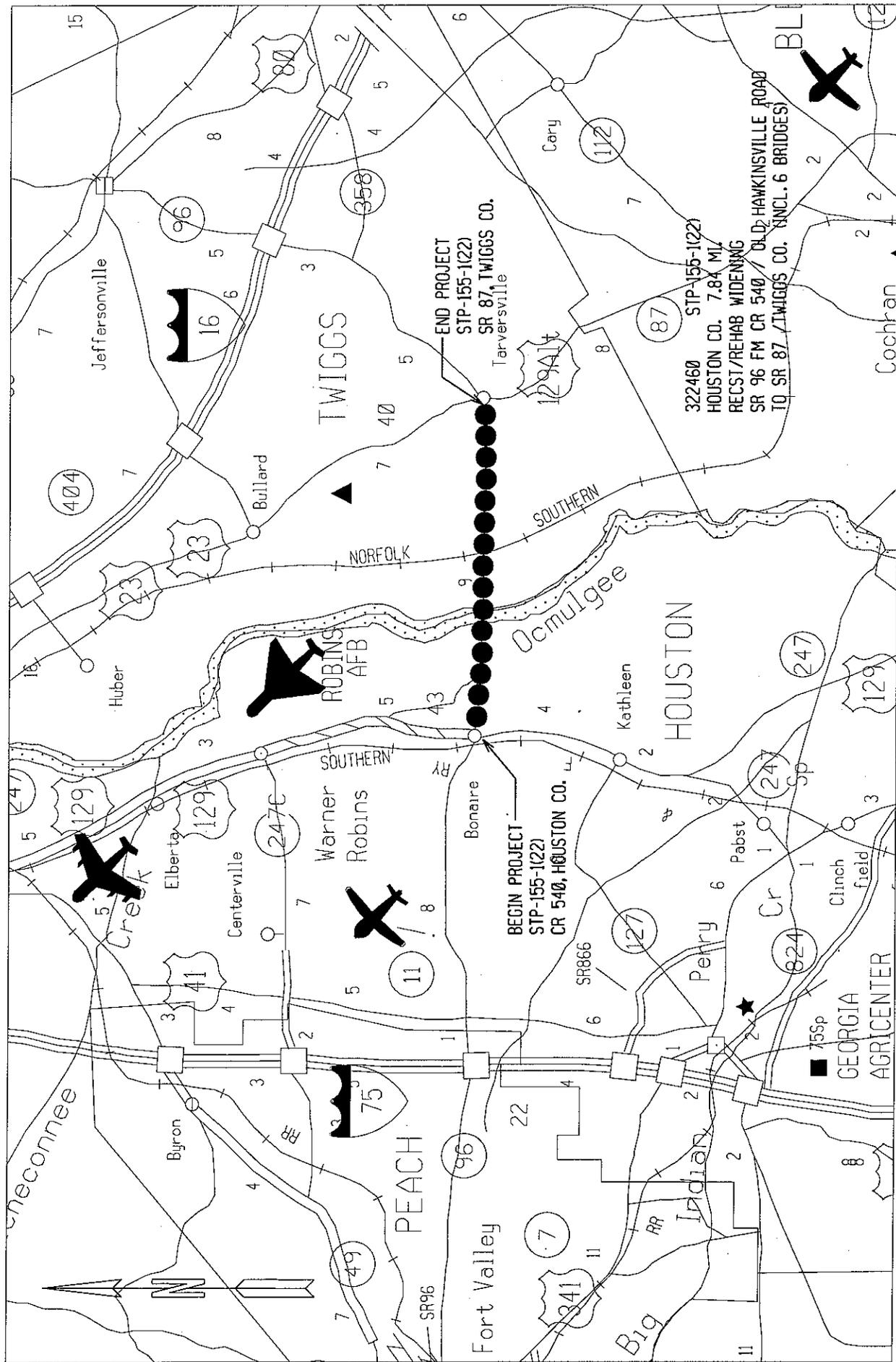
District Engineer

DATE _____

Project Review Engineer

DATE _____

State Bridge Design Engineer



PROJECT MAP - Project No. : STP-155-1(22) Houston & Twiggs Counties

Project Concept Report
Project Number: STP-155-1(22)
P. I. Number: 322460
Counties: Houston & Twiggs

Need and Purpose: See attachment.

Description of the proposed project: The widening and reconstruction of SR 96 for project STP-155-1(22) begins at MP 8.95 / CR-540 / Old Hawkinsville Road in Houston County then proceeds easterly along SR 96 to MP 5.65 / SR-87 in Twiggs County. This project will widen the existing SR 96 from 2 lanes to 4 lanes with urban typical sections then transition to rural typical sections. For the first 1.31 miles, from CR 540, the project will provide a 24 foot raised median until MP 10.26, just east of the A&E Golf Inc. property. The section of the project in which the 24 foot median will be provided will also have a posted speed limit of 45mph. Then the roadway will transition to a 4 lane section with a 44 foot depressed median to the end of the project, with a posted speed limit of 55mph. The total length of widening and reconstruction of SR 96 contained within project STP-155-1(22) is approximately 7.84 miles. This project will also involve the reconstruction of waterway bridges at 5 existing locations: MP 10.34, MP 10.70 and MP 11.12 in Houston County and MP 0.36 and MP 0.84 in Twiggs County along with a proposed grade separation over the Norfolk Southern Railroad located at MP 1.39 in Twiggs County.

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

PDP Classification: Major: X Minor: _____

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

Functional Classification: Rural Principal Arterial in Houston Co. and Rural Minor Arterial in Twiggs Co.

U. S. Route Number(s): N/A **State Route Number(s):** 96

Traffic (AADT): Current Year: (2012) 11,500 Design Year: (2032) 19,600

Project Concept Report
Project Number: STP-155-1(22)
P. I. Number: 322460
Counties: Houston & Twiggs

Existing design features:

- Typical Section: 2-12' travel lanes, one in each direction with \pm 4' shoulders from CR-540 in Houston County to SR 87 in Twiggs County.
- Posted speed: 55mph Minimum radius for curve: 1730'
- Maximum super-elevation rate for curve: 8%
- Maximum grade: 4% (List mainline, cross roads, and driveways)
- Width of right of way: 100'
- Major structures: (All structures built in 1955, widened in 1985)
 - 44.0'x 340' Bridge - SR 96 over Ocmulgee River overflow, Sufficiency Rating = 67.12
 - 44.0'x 374' Bridge - SR 96 over Ocmulgee River overflow, Sufficiency Rating = 67.12
 - 44.0'x 1058' Bridge - SR 96 over Ocmulgee River, Sufficiency Rating = 62.90
 - 44.0'x 272' Bridge - SR 96 over Ocmulgee River overflow, Sufficiency Rating = 70.65
 - 44.0'x 255' Bridge - SR 96 over Savage Creek, Sufficiency Rating = 70.65
- Major interchanges or intersections along the project: SR96 / CR 540 & SR 96 / SR 87.
- Existing length of roadway segment and the beginning mile logs for each county segment:
 - Existing Length: 7.84 miles
 - From: MP 8.95 in Houston County To: MP 5.65 in Twiggs County

Proposed Design Features:

- Proposed typical section(s): The first typical section for SR 96 consists of 2-12 ft. lanes with an additional 4' bike lane in each direction separated by a 24' raised median and urban shoulders to include a 5 ft. sidewalk. This typical will be used at the beginning of the project for approximately 1.31 miles. The second typical section for SR 96 consists of 2-12 ft. lanes with a 44 ft. depressed median and rural shoulders, including a 4 ft. bike lane. This typical will be used at the end of the previous typical and extend for the remainder of the project, approximately 6.53 miles. Additional lanes will be provided at intersections to accommodate turning movements.
- Proposed Design Speed Mainline:
 - SR 96 From CR 540 to MP 10.26 (urban): 45mph
 - SR 96 From A&E Golf Course to SR 87 (rural): 65mph
- Proposed Maximum grade Mainline 4% Maximum grade allowable 4%
- Proposed Maximum grade Side Street 5% Maximum grade allowable 7%
- Proposed Maximum grade driveway 10%
- Proposed Maximum degree of curve 2°00' Maximum degree allowable 3°30'

Project Concept Report
 Project Number: STP-155-1(22)
 P. I. Number: 322460
 Counties: Houston & Twiggs

- Right of way
 - Width varies 180' to 250'
 - Easements: Temporary (X), Permanent (X), Utility (X), Other (X).
 - Type of access control: Full (), Partial (), By Permit (X), Other ().
 - Number of parcels: 23
 - Number of displacements:
 - Business: 1
 - Residences: 0
 - Mobile homes: 0
 - Other: _____

- Structures:
 - Bridges:
 - Twin 38.0' x 340' Bridges - SR 96 over Ocmulgee River overflow (existing bridge to be replaced)
 - Twin 38.0' x 374' Bridges - SR 96 over Ocmulgee River overflow (existing bridge to be replaced)
 - Twin 38.0' x 1058' Bridges - SR 96 over Ocmulgee River (existing bridge to be replaced)
 - Twin 38.0' x 272' Bridges - SR 96 over Ocmulgee River overflow (existing bridge to be replaced)
 - Twin 38.0' x 255' Bridges - SR 96 over Savage Creek (existing bridge to be replaced)
 - Twin 38.0' x 200' Bridges - SR 96 over Norfolk Southern Railroad
 - Retaining walls: None anticipated
- Major intersections and interchanges: SR96 / CR 540 & SR96 / SR 87
- Traffic control during construction: Traffic will be maintained on the existing roadway during the construction of new lanes then routed to the newly constructed lanes to reconstruct the existing roadway.
- 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: None Anticipated

- Environmental concerns:
 - Historic Resources Identified:
 - *Eligible Railroad Crossing SR 96 at MP 1.39 in Twiggs County (Norfolk Southern Railroad)*
 - *Eligible restaurant, Whit Edmond Grill, located at the northeastern corner of the SR 96 / SR 247 intersection in Houston County.*
 - *Eligible house, Talton House, located at the southeastern corner of the SR 96 / SR 247 intersection in Houston County.*
 - *Eligible farm, Perdue Farm, located at the southeastern corner of the SR 96 / CR 540(Old Hawkinsville Road) intersection in Houston County.*
 - *Eligible house, The Becker House, located at the southeastern corner of the SR 96 / SR 87 intersection in Twiggs County.*
 - Archaeology Resources Identified:
 - *Ten sites have been recorded within the general project vicinity; however, eight of these were recommended as ineligible and two of them are unknown in status. No cemeteries, adjacent to SR 96 unit 22 project, are shown on the USGS not GDOT maps. It is possible that unmarked cemeteries may exist within the projects limits.*
 - Ecology Resources Identified:
 - Waters of the US:
 - *There is a large bottomland wetland approximately 0.8 miles east of the beginning of the project. The wetland is associated with the Ocmulgee River and several of its tributaries. The wetland continues for about a mile on the west side of the Ocmulgee River and about 1.25 miles on the east side of the River.*
 - *There is a possible stream buffer encroachment on the Ocmulgee River a few hundred feet west of where it is crossed by SR 96. Part of the river is within the proposed ROW limits. Construction could avoid this area; however, this area should be designated as an ESA, to ensure that no ground disturbing activity occurs inside the buffer.*
 - *There is an intermittent stream that is longitudinal to construction for about 250 feet approximately 0.4 miles east of the proposed bridge over the Norfolk Southern Railroad at MP 1.39.*
 - *There is a small wetland inside of the proposed ROW approximately 0.6 miles east of CR 87.*
 - *There are several tributaries that are not bridged. Culverts will be used in these cases, resulting in impacts that will require mitigation.*

Project Concept Report
Project Number: STP-155-1(22)
P. I. Number: 322460
Counties: Houston & Twiggs

- *Possible Threatened & Endangered Species Identified:*
 - *The nearest known bald eagle nest is about 15 miles north. However, the Ocmulgee River provides potential foraging habitat here. Special provisions may be necessary.*
 - *Seasonal surveys may be necessary for fringed campion and relict trillium. There is potential habitat.*
 - *Habitat for Ocmulgee skullcap is present. This will not affect the project as it is a state species.*
 - *Migratory birds:*
 - *Since existing bridges would be replaced, it is very likely that special provisions for barn swallows would be necessary*
- *Other Issues:*
 - *Essential fish habitat is not present in Houston or Twiggs County.*
 - *Invasive plants are almost certainly present, so measures will be necessary to prevent or minimize their propagation.*
 - *Compensatory mitigation for impacts to Waters of the US will be calculated based on the April 2004 agreement between GDOT and the USACE. The number of credits is likely to be high due to unavoidable impacts to the large wetland associated with the Ocmulgee River as well as the piping/culverting of several tributaries.*
 - *Aquatic surveys will not be necessary as there are no aquatic Threatened & Endangered species in Houston or Twiggs County.*
- *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: Georgia Power Company-Transmission, Houston County Water, Bellsouth, Flint EMC, Oconee EMC, Alltel (Windstream Communications).*

VE study required? Yes(X), No ()

Project Concept Report
 Project Number: STP-155-1(22)
 P. I. Number: 322460
 Counties: Houston & Twiggs

Project responsibilities:

- o Design: GDOT Road Design
- o Right of Way Acquisition: GDOT
- o Relocation of Utilities: GDOT / Utility Companies
- o Letting to contract: GDOT
- o Supervision of construction: GDOT
- o Providing material pits: Contractor
- o Providing detours: N/A

Coordination

- Initial Concept Meeting date and brief summary: May 5, 2006 - Minutes attached.
- Concept meeting date and brief summary: December 7, 2006 - Minutes attached.
- P. A. R. meetings, dates and results, (will be coordinated during project development).
- FEMA, USCG, and/or TVA: N/A
- Public involvement: PIOH held on December 5, 2006 (summary attached); PHOH to be held
- Local government comments: N/A
- Other projects in the area:
 - o STP-155-1(21) – Peach/Houston Counties
Widening & Reconstruction of SR 96 from I-75 to ~~CR-540~~ ^{SR 247}
 - o STP-155-1(23) – Twiggs County
Widening & Reconstruction of SR 96 from SR-87 to I-16.
- Railroad: Norfolk Southern Railroad, MP 1.39 in Twiggs County, 16 trains per day

Scheduling – Responsible Parties' Estimate

- Time to complete the environmental process: 12 Months.
- Time to complete preliminary construction plans: 18 Months.
- Time to complete right of way plans: 6 Months.
- Time to complete the Section 404 Permit: 12 Months.
- Time to complete final construction plans: 12 Months.
- Time to complete to purchase right of way: 24 Months.

ESTIMATED COST			
CONSTRUCTION:	\$41,301,372	RIGHT-OF-WAY:	\$3,004,000
E & C (10%):	\$4,130,137	ACQUIRED BY:	GDOT
INFLATION:		UTILITIES(Reimbursable):	\$1,576,267
		ADJUSTED BY:	N/A
GRAND TOTAL PROJECT COST:		\$50,011,776.89	

Project Concept Report
Project Number: STP-155-1(22)
P. I. Number: 322460
Counties: Houston & Twiggs

Attachments:

1. Cost Estimates:
 - a. Construction including E&C,
 - b. Right of Way, and
 - c. Utilities.
2. Typical sections
3. Accident summaries
4. Capacity analysis
5. Bridge recommendations
6. Minutes of Initial Concept and Concept meetings
7. Need & Purpose
8. Traffic Diagrams
9. P.I.O.H. summary

Estimate Report for file "322460"

Section Roadway					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
150-1000	1	LS	580000.00	TRAFFIC CONTROL - STP-155-1(22)	580000.00
153-1300	1	EA	78357.60	FIELD ENGINEERS OFFICE TP 3	78357.60
201-1500	1	LS	620000.00	CLEARING & GRUBBING -	620000.00
205-0001	55000	CY	5.26	UNCLASS EXCAV	289300.00
206-0002	7000	CY	6.23	BORROW EXCAV, INCL MATL	43610.00
207-0203	26000	CY	60.38	FOUND BKFILL MATL, TP II	1569880.00
310-5120	184958	SY	19.30	GR AGGR BASE CRS, 12 INCH, INCL MATL	3569689.40
318-3000	1000	TN	18.96	AGGR SURF CRS	18960.00
402-1812	8345	TN	63.86	RECYCLED ASPH CONC LEVELING, INCL BITUM MATL & H LIME	532911.70
402-3113	23120	TN	70.97	RECYCLED ASPH CONC 12.5 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	1640826.40
402-3121	92479	TN	64.41	RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	5956572.39
402-3190	30827	TN	64.57	RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	1990499.39
413-1000	19000	GL	2.08	BITUM TACK COAT	39520.00
433-1000	24	SY	122.41	REINF CONC APPROACH SLAB	2937.84
433-1200	3240	SY	180.89	REINF CONC APPROACH SLAB, INCL SLOPED EDGE	586083.60
441-0104	7685	SY	37.42	CONC SIDEWALK, 4 IN	287572.70
441-0301	48	EA	1868.62	CONC SPILLWAY, TP 1	89693.76
441-0303	6	EA	2200.89	CONC SPILLWAY, TP 3	13205.34
441-0740	18445	SY	31.41	CONCRETE MEDIAN, 4 IN	579357.45
441-4030	850	SY	44.49	CONC VALLEY GUTTER, 8 IN	37816.50
441-6222	13833	LF	18.13	CONC CURB & GUTTER, 8 IN X 30 IN, TP 2	250792.29
441-6740	13833	LF	15.09	CONC CURB & GUTTER, 8 IN X 30 IN, TP 7	208739.97
456-2015	13	GLM	806.90	INDENTATION RUMBLE STRIPS - GROUND-IN-PLACE (SKIP)	10538.11
550-1180	4800	LF	43.43	STORM DRAIN PIPE, 18 IN, H 1-10	208464.00
550-1240	2400	LF	54.80	STORM DRAIN PIPE, 24 IN, H 1-10	131520.00
550-1360	2400	LF	86.15	STORM DRAIN PIPE, 36 IN, H 1-10	206760.00
550-2180	3552	LF	37.15	SIDE DRAIN PIPE, 18 IN, H 1-10	131956.80
550-3618	74	EA	699.01	SAFETY END SECTION 18 IN, SIDE DRAIN, 6:1 SLOPE	51726.74
550-4218	65	EA	680.43	FLARED END SECTION 18 IN, STORM DRAIN	44227.95
550-4224	35	EA	835.42	FLARED END SECTION 24 IN, STORM DRAIN	29239.70
550-4236	30	EA	1281.45	FLARED END SECTION 36 IN, STORM DRAIN	38443.50
576-1018	5320	LF	32.34	SLOPE DRAIN PIPE, 18 IN	172048.80
577-1100	72	EA	860.42	METAL DRAIN INLET - COMPLETE ASSEMBLY	61950.24
620-0100	1000	LF	37.14	TEMPORARY BARRIER, METHOD NO. 1	37140.00
634-1200	120	EA	105.83	RIGHT OF WAY MARKERS	12699.60
641-1100	504	LF	53.27	GUARDRAIL, TP T	26848.08
641-1200	7000	LF	18.24	GUARDRAIL, TP W	127680.00
641-5001	24	EA	647.31	GUARDRAIL ANCHORAGE, TP 1	15535.44
641-5012	24	EA	1815.35	GUARDRAIL ANCHORAGE, TP 12	43568.40
643-0010	3000	LF	5.06	FIELD FENCE WOVEN WIRE	15180.00
643-8000	4	EA	518.18	GATE, FIELD FENCE -	2072.72
668-1100	60	EA	2668.28	CATCH BASIN, GP 1	160096.80
668-2100	138	EA	4358.32	DROP INLET, GP 1	601448.16
Section Sub Total:					\$21,115,471.37

Section TEMPORARY EROSION CONTROL					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
163-XXXX	1	Lump Sum	1250000.00	MISCELLANEOUS TEMPORARY EROSION CONTROL	1250000.00
Section Sub Total:					\$1,250,000.00

Section PERMANENT EROSION CONTROL					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
700-XXXX	1	Lump Sum	825000.00	MISCELLANEOUS PERMANENT EROSION CONTROL	825000.00

Section Sub Total: \$825,000.00

Section MAJOR STRUCTURES

Item Number	Quantity	Units	Unit Price	Item Description	Cost
211-0200	4500	CY	56.75	BRIDGE EXCAVATION, GRADE SEPARATION	255375.00
211-0300	19500	CY	38.12	BRIDGE EXCAVATION, STREAM CROSSING	743340.00
500-3101	425	CY	598.54	CLASS A CONCRETE (WILDLIFE CROSSING, BOX CULVERT)	254379.50
511-1000	48026	LB	0.95	BAR REINF STEEL (WILDLIFE CROSSING, BOX CULVERT)	45624.70
540-1102	1	LS	220652.41	REMOVAL OF EXISTING BR, BR NO - 153-0026-0	220652.41
540-1102	1	LS	220652.41	REMOVAL OF EXISTING BR, BR NO - 153-0027-0	220652.41
540-1102	1	LS	220652.41	REMOVAL OF EXISTING BR, BR NO - 153-0028-0	220652.41
540-1102	1	LS	220652.41	REMOVAL OF EXISTING BR, BR NO - 289-0017-0	220652.41
540-1102	1	LS	220652.41	REMOVAL OF EXISTING BR, BR NO - 289-0018-0	220652.41
543-XXX1	12920	SF	80.00	CONSTRUCTION OF BRIDGE COMPLETE - BR NO - 1 LT	1033600.00
543-XXX1	12920	SF	80.00	CONSTRUCTION OF BRIDGE COMPLETE - BR NO - 1 RT	1033600.00
543-XXX2	14212	SF	80.00	CONSTRUCTION OF BRIDGE COMPLETE - BR NO - 2 RT	1136960.00
543-XXX2	14212	SF	80.00	CONSTRUCTION OF BRIDGE COMPLETE - BR NO - 2 LT	1136960.00
543-XXX3	40204	SF	80.00	CONSTRUCTION OF BRIDGE COMPLETE - BR NO - 3 RT	3216320.00
543-XXX3	40204	SF	80.00	CONSTRUCTION OF BRIDGE COMPLETE - BR NO - 3 LT	3216320.00
543-XXX4	10336	SF	80.00	CONSTRUCTION OF BRIDGE COMPLETE - BR NO - 4 RT	826880.00
543-XXX4	10336	SF	80.00	CONSTRUCTION OF BRIDGE COMPLETE - BR NO - 4 LT	826880.00
543-XXX5	9690	SF	80.00	CONSTRUCTION OF BRIDGE COMPLETE - BR NO - 5 RT	775200.00
543-XXX5	9690	SF	80.00	CONSTRUCTION OF BRIDGE COMPLETE - BR NO - 5 LT	775200.00
543-XXX6	7600	SF	80.00	CONSTRUCTION OF BRIDGE COMPLETE - BR NO - 6 LT	608000.00
543-XXX6	7600	SF	80.00	CONSTRUCTION OF BRIDGE COMPLETE - BR NO - 6 RT	608000.00
Section Sub Total:					\$17,595,901.25

Section SIGNING AND MARKING

Item Number	Quantity	Units	Unit Price	Item Description	Cost
636-XXXX	1	LUMP SUM	450000.00	MISCELLANEOUS SIGNING AND MARKING	450000.00
Section Sub Total:					\$450,000.00

Section SIGNALS

Item Number	Quantity	Units	Unit Price	Item Description	Cost
647-1000	1	LS	65000.00	TRAFFIC SIGNAL INSTALLATION NO - 1	65000.00
Section Sub Total:					\$65,000.00

Total Estimated Cost: \$41,301,372.62

Subtotal Construction Cost \$41,301,372.62

E&C Rate 10.0 % \$4,130,137.26

Inflation Rate 0.0 % @ 0.0 Years \$0.00

Total Construction Cost	\$45,431,509.89
Right Of Way	\$3,004,000.00
ReImb. Utilities	\$1,576,267.00

Grand Total Project Cost	\$50,011,776.89
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Department of Transportation State of Georgia

Interdepartmental Correspondence

FILE R/W Cost Estimate **OFFICE** Atlanta
DATE November 15, 2005
DB/GAM
FROM Don Brown, Right of Way Administrator
TO Gerald M. Ross, P.E., State Road and Airport Design Engineer

ATTN: Jim Simpson

SUBJECT **Preliminary Right of Way Cost Estimate**
Project: STP-155-1(22)Houston / Twiggs
PI. No.: 322460
Description: SR 96 from CR 540 / Hawkinsville Road in Houston Co. to just east of SR 87 in Twiggs County
As per your request, attached is a copy of the approved Revised Preliminary Right of Way Cost Estimate on the above referenced project.

Please note the area of Required R/W was furnished with your request.
Please include total Required R/W areas for the entire corridor in all future requests.

If you have any questions, please contact Jerry Milligan at the Chamblee Right of Way Office at (770) 986-1541.

DB:GAM:jm
Attachments

c: Brian Summers, Engineering Services
Wilhelmina Mueller, R/W
Windy Bickers, Financial Management
File

Preliminary Right of Way Cost Estimate

Date: November 10, 2005
Project: STP-155-1(22) Houston/Twiggs **P.I. Number:** 322460
Existing/Required R/W: Varies/Varies **No. Parcels:** 23
Project Termini: S.R. 96 from CR 540/Hawkinsville Road in Houston Co. to just east of SR 87 in Twiggs County
Project Description: S.R. 96 Widening Improvements

Land:

Residential
 340,731.36 sf @ \$ 0.23/sf = \$ 78,368

Agricultural
 4,168,928.42 sf @ \$ 0.07/sf = \$ 291,825

\$ 370,193

Improvements:

1 business (Golf Course Club House, Golf Cart Storage,
 Paving, Signs, and Site Improvements) \$ 300,000

Relocation:

1 Commercial @ \$ 25,000 / parcel \$ 25,000

Damages:

Proximity - N/A \$ N/A
 Consequential - 1 Parcel \$ 20,000
 Cost To Cure - 1 Parcel \$ 150,000

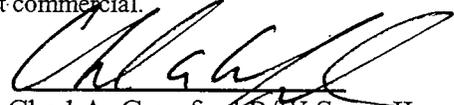
\$ 170,000

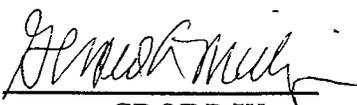
\$ 865,193

Net Cost		\$	865,193
Scheduling Contingency	55 %	\$	475,856
Adm/Court Cost	60 %	\$	804,629
Inflation Factor	40 %	\$	<u>858,271</u>
		\$	3,003,949

Total Cost \$ 3,004,000

* The Golf Course is considered a commercial business; however, the land value highest and best use is residential and not commercial.

Prepared By : 
 Chad A. Crawford R/W Spec. II
 Appraisal Hours - 32 Hours

Approved : 
 GDOT R/W

Houston/Twiggs County Land Sales

<u>Highest & Best Use</u>	<u>Size (acres)</u>	<u>Value/ac</u>	<u>Sales price</u>
Residential	2.610	\$ 11,494	\$ 30,000
	3.040	\$ 10,670	\$ 32,437
	4.170	\$ 9,233	\$ 38,500
Agricultural	101.24	\$ 3,013	\$ 305,000
	157.53	\$ 3,500	\$ 551,362
	162.97	\$ 2,600	\$ 423,721
Large Tract Agricultural	1,525.16	\$ 2,300	\$ 3,507,877

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE **Project # STP-155-1(22), Houston/Twiggs** OFFICE Thomaston
P.I. # 322460, SR-96 from CR 540 to SR-87

FROM Thomas B. Howell, P.E., District Engineer DATE November 15, 2005

TO Brent Story, State Road & Airport Design Engineer

SUBJECT **UTILITY COST ESTIMATE**

The following is a ballpark utility cost estimate for facilities located within the scope of the above referenced project.

UTILITY OWNER	PUBLIC OR PRIVATE	TYPE OF UTILITY	REIMBURSABLE	NON-REIMBURSABLE
Georgia Power Company - Transmission	Private	Electric	1,410,000	0
Houston County Water	Public	Water	0	75,000
Georgia Transmission	Private	Electric	NO CONFLICT ANTICIPATED	
BellSouth	Private	Telecom	0	375,000
Flint EMC	Private	Electric	82,537	0
Oconee EMC	Private	Electric	83,730	0
Cox Communications	Private	TV	NO FACILITIES	
AT&T	Private	Telecom	NO FACILITIES	
Alltel	Private	Telecom	0	22,500
TOTAL PROJECT COST			\$1,576,267	\$472,500

If you have any questions, please call Glenn A. Williams at 706-646-6549.

KMG:GAW:pls

cc: Jeff Baker, P.E., State Utilities Engineer (via: e-mail)
 Brent D'Angelo, P.E., Asst. State Utilities Engineer (via: e-mail)
 Terry Brigman, State Utilities Preconstruction Engineer (via: e-mail)

ACCIDENT SUMMARIES
HOUSTON AND TWIGGS COUNTIES, SR 96

Accident No	Date	Time	County	Route Type	Route	Mile log	Intersecting Rt Type	Intersecting Rt	Injuries	Fatalities	Harmful Event	Collision	Location of Impact	Light	Surface	DirV eh1	DirV eh2	MnvrV eh1	MnvrV eh2
'22360577	8/30/02	12:54 PM	Houston	SR	'009600	8.98	2	'010800	0	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	E	E	Straight	Straight
'24200435	11/25/02	2:06 AM	Houston	SR	'009600	8.99			0	0	Deer	Not A Collision With A Motor Vehicle	On Roadway	Dark-Not Lighted	Dry	W	W	Straight	Straight
'24170774	12/11/02	5:32 PM	Houston	SR	'009600	9	2	'010800	0	0	Other Object (Not Fixed)	Not A Collision With A Motor Vehicle	On Shoulder	Dusk	Dry	N	N	Straight	Straight
'21840024	6/6/02	12:31 PM	Houston	SR	'009600	9	2	'010800	1	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	W	W	Straight	Straight
'22930735	9/22/02	3:10 PM	Houston	SR	'009600	9	2	'010800	1	0	Motor Vehicle in Motion	Angle	On Roadway	Daylight	Dry	N	S	Turning Left	Turning Left
'22100076	7/17/02	9:35 AM	Houston	SR	'009600	9	2	'010800	0	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	W	W	Straight	Stopped
'20610427	2/19/02	11:07 AM	Houston	SR	'009600	9	2	'010800	1	0	Motor Vehicle in Motion	Angle	On Roadway	Daylight	Dry	N	E	Straight	Straight
'23230499	10/30/02	2:39 PM	Houston	SR	'009600	9	2	'010800	0	0	Motor Vehicle in Motion	Angle	On Roadway	Daylight	Dry	W	N	Straight	Straight
'24170812	12/21/02	7:43 PM	Houston	SR	'009600	9.38			0	0	Deer	Not A Collision With A Motor Vehicle	On Roadway	Dark-Not Lighted	Dry	W	W	Straight	Straight
'20610409	2/9/02	2:57 PM	Houston	SR	'009600	9.55	2	'088200	0	0	Other Post	Not A Collision With A Motor Vehicle	Off Roadway	Daylight	Dry	E	E	Straight	Straight
'24170780	12/13/02	2:13 PM	Houston	SR	'009600	9.65			3	0	Motor Vehicle in Motion	Head On	On Roadway	Daylight	Wet	W	E	Changing Lanes	Straight
'21840034	6/14/02	12:30 PM	Houston	SR	'009600	9.95			1	0	Ditch	Motor Vehicle	Off Roadway	Daylight	Dry	E	E	Passing	Straight
'20260491	1/2/02	9:27 PM	Houston	SR	'009600	10.55			3	0	Bridge Rail	Angle	On Roadway	Dark-Not Lighted	Icy	E	E	Straight	Straight
'21290072	4/26/02	6:10 PM	Twiggs	SR	'008700	3.64	1	'009600	1	0	Highway Traffic Sign Post	Not A Collision With A Motor Vehicle	On Shoulder	Daylight	Dry	E	E	Straight	Straight
'22270742	4/6/02	9:50 AM	Twiggs	SR	'008700	3.64	1	'009600	2	0	Motor Vehicle in Motion	Sideswipe - Opposite Direction	On Roadway	Daylight	Dry	S	N	Straight	Turning Left
'20760661	1/31/02	10:51 AM	Twiggs	SR	'009600	1.41			0	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Wet	E	E	Stopped	Stopped
'21000041	3/3/02	3:27 AM	Twiggs	SR	'009600	1.47			1	0	Overtake	Not A Collision With A Motor Vehicle	Off Roadway	Dark-Not Lighted	Wet	W	W	Straight	Changing Lanes
'23790670	8/20/02	2:32 PM	Twiggs	SR	'009600	3.85			2	0	Motor Vehicle in Motion	Angle	On Roadway	Daylight	Dry	E	E	Turning	Changing Lanes
'20630674	2/15/02	11:37 AM	Twiggs	SR	'009600	4.65			1	0	Motor Vehicle in Motion	Head On	On Roadway	Daylight	Dry	W	E	Passing	Straight
'20630673	2/12/02	4:07 PM	Twiggs	SR	'009600	5.47			2	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	W	W	Straight	Straight
'31950852	5/27/03	5:04 PM	Houston	SR	'009600	9	2	'010800	1	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	E	E	Straight	Stopped
'33480480	9/4/03	10:44 AM	Houston	SR	'009600	9	2	'010800	1	0	Motor Vehicle in Motion	Angle	On Roadway	Daylight	Dry	N	N	Turning Right	Straight
'30200114	2/22/03	8:02 AM	Houston	SR	'009600	9.48			0	0	Motor Vehicle in Motion	Sideswipe - Opposite Direction	On Roadway	Daylight	Wet	W	E	Turning Right	Straight
'30570207	2/17/03	6:39 PM	Houston	SR	'009600	10.05			1	0	Ditch	Not A Collision With A Motor Vehicle	Off Roadway	Daylight	Wet	E	E	Straight	Turning Left
'34180831	11/25/03	3:09 PM	Houston	SR	'009600	11.09			0	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	W	W	Straight	Turning Left
'34220434	11/9/03	1:22 PM	Twiggs	SR	'008700	3.64	1	'009600	0	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	E	E	Backing	Stopped
'32860035	11/25/03	3:35 PM	Twiggs	SR	'008700	3.64	1	'009600	0	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	E	E	Backing	Stopped

ACCIDENT SUMMARIES
HOUSTON AND TWIGGS COUNTIES, SR 96

Accident No	Date	Time	County	Route Type	Route	Mile log	Intersecting Rt Type	Intersecting Rt	Injuries	Fatalities	Harmful Event	Collision	Location of Impact	Light	Surface	DirV eh1	DirV eh2	MnrvV eh1	MnrvV eh2
'32760468	10/10/03	10:06 AM	Twiggs	SR	'009600	3.64	1	'009600	0	0	Motor Vehicle in Motion	Sideswipe - Opposite Direction	On Roadway	Daylight	Dry	E	W	Turning Left	Stopped
'30610428	2/15/03	12:25 PM	Twiggs	SR	'009600	1			3	0	Motor Vehicle in Motion	Sideswipe - Opposite Direction	On Roadway	Daylight	Dry	W	E	Turning Left	Straight
'33880196	10/7/03	7:30 AM	Twiggs	SR	'009600	1			1	0	Overturn	Not A Collision With A Motor Vehicle	On Shoulder	Daylight	Wet	W		Straight	
'33880209	10/24/03	6:50 AM	Twiggs	SR	'009600	1.41			0	0	Motor Vehicle in Motion	Rear End	On Roadway	Dawn	Dry	W	W	Straight	Straight
'33880210	10/24/03	6:55 AM	Twiggs	SR	'009600	1.5			1	0	Motor Vehicle in Motion	Rear End	On Roadway	Dawn	Dry	W	W	Straight	Straight
'34280619	12/27/03	12:27 PM	Twiggs	SR	'009600	3.57			1	0	Tree	Not A Collision With A Motor Vehicle	Off Roadway	Daylight	Dry	E		Straight	
'30610426	2/13/03	11:39 PM	Twiggs	SR	'009600	3.65			1	0	Overturn	Not A Collision With A Motor Vehicle	Off Roadway	Dark-Not Lighted	Dry	W		Straight	
'32030745	9/26/03	9:04 AM	Twiggs	SR	'009600	3.75			1	0	Overturn	Not A Collision With A Motor Vehicle	Off Roadway	Daylight	Dry	W		Straight	
'34620087	12/11/03	7:00 AM	Twiggs	SR	'009600	4.47			0	0	Animal	Not A Collision With A Motor Vehicle	On Roadway	Daylight	Dry	W		Straight	
'33620439	9/25/03	6:00 AM	Twiggs	SR	'009600	4.65			0	0	Animal	Not A Collision With A Motor Vehicle	On Roadway	Dark-Not Lighted	Dry	W		Straight	
'32440796	10/18/03	9:45 PM	Twiggs	SR	'009600	5.15			0	0	Ditch	Not A Collision With A Motor Vehicle	Off Roadway	Dark-Not Lighted	Dry	E	Turning Right		
'34220442	11/21/03	4:21 PM	Twiggs	SR	'009600	5.64			0	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	E	E	Straight	Straight
'43240031	8/4/04	5:58 AM	Houston	SR	'009600	8.98	2	'010800	0	0	Motor Vehicle in Motion	Angle	On Shoulder	Dawn	Dry	E	N	Straight	Straight
'42350446	6/15/04	12:00 PM	Houston	SR	'009600	8.98	2	'010800	2	0	Motor Vehicle in Motion	Angle	On Roadway	Daylight	Dry	E	S	Making U Turn	Straight
'40650057	2/24/04	8:54 AM	Houston	SR	'009600	9	2	'010800	0	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Wet	E	E	Straight	Straight
'42650393	7/29/04	12:27 PM	Houston	SR	'009600	9.08			0	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	E	E	Straight	Stopped
'44650360	11/27/04	3:30 PM	Houston	SR	'009600	9.76			0	0	Animal	Not A Collision With A Motor Vehicle	On Roadway	Daylight	Dry	E	E	Straight	Stopped
'44970333	12/6/04	7:30 AM	Houston	SR	'009600	11.11			5	0	Motor Vehicle in Motion	Head On	On Roadway	Daylight	Wet	E	W	Straight	Straight
'41920854	6/18/04	4:45 AM	Twiggs	SR	'009600	0.01			0	0	Deer	Not A Collision With A Motor Vehicle	On Roadway	Dark-Not Lighted	Dry	W		Straight	Straight
'42730141	5/20/04	11:33 AM	Twiggs	SR	'009600	1.41			4	0	Motor Vehicle in Motion	Angle	On Roadway	Daylight	Dry	E	W	Straight	Straight
'40330010	1/3/04	9:45 AM	Twiggs	SR	'009600	2			0	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	W	W	Stopped	Straight
'43440357	8/14/04	3:33 PM	Twiggs	SR	'009600	2.4			0	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	W	W	Straight	Straight
'42380108	7/18/04	2:30 AM	Twiggs	SR	'009600	2.47	2	'008700	0	0	Overturn	Not A Collision With A Motor Vehicle	On Roadway	Daylight	Dry	W	W	Straight	Straight
'43160009	7/9/04	3:41 PM	Twiggs	SR	'009600	3.17			3	0	Motor Vehicle in Motion	Angle	On Roadway	Daylight	Wet	E	W	Straight	Straight
'40680204	2/17/04	7:30 PM	Twiggs	SR	'009600	3.65			0	0	Other Object (Not Fixed)	Not A Collision With A Motor Vehicle	On Roadway	Daylight	Dry	E	E	Straight	Straight
'40680205	2/17/04	7:30 PM	Twiggs	SR	'009600	3.65			0	0	Other Object (Not Fixed)	Not A Collision With A Motor Vehicle	On Roadway	Dark-Not Lighted	Dry	E	E	Straight	Straight

HCS2000™ DETAILED REPORT	
<i>General Information</i>	<i>Site Information</i>
Analyst <i>C. Poon-Atkins</i>	Intersection <i>SR 96 & CR 540</i>
Agency or Co. <i>GDOT</i>	Area Type <i>All other areas</i>
Date Performed <i>11/14/2006</i>	Jurisdiction <i>Houston County</i>
Time Period <i>PM - FUTURE TRAFFIC</i>	Analysis Year <i>2032</i>
	Project ID <i>STP-155-1(22) - EXISTING ROADWAY</i>

<i>Volume and Timing Input</i>												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of lanes, N ₁	1	1	1	1	1	1	1	1	0	1	1	0
Lane group	L	T	R	L	T	R	L	TR		L	TR	
Volume, V (vph)	105	635	250	125	385	220	155	75	95	500	175	150
% Heavy vehicles, %HV	14	0	0	14	0	0	0	0	0	0	0	0
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Pretimed (P) or actuated (A)	P	P	A	P	P	A	A	P	P	A	P	P
Start-up lost time, l ₁	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Extension of effective green, e	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Arrival type, AT	3	3	3	3	3	3	3	3		3	3	
Unit extension, UE	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Filtering/metering, I	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000		1.000	1.000	
Initial unmet demand, Q _b	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Ped / Bike / RTOR volumes	0		0	0		0	0		0	0		0
Lane width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0		12.0	12.0	
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking maneuvers, N _m												
Buses stopping, N _B	0	0	0	0	0	0	0	0		0	0	
Min. time for pedestrians, G _p	3.2			3.2			3.2			3.2		
Phasing	EW Perm	02	03	04	NS Perm	Excl. Left	07	08				
Timing	G = 20.9	G = 7.1	G =	G =	G = 12.6	G = 7.4	G =	G =				
	Y = 3	Y = 3	Y =	Y =	Y = 3	Y = 3	Y =	Y =				
Duration of Analysis, T = 0.25							Cycle Length, C = 60.0					

<i>Lane Group Capacity, Control Delay, and LOS Determination</i>												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted flow rate, v	117	706	278	139	428	244	172	189		556	361	
Lane group capacity, c	167	662	834	120	662	834	440	365		516	371	
v/c ratio, X	0.70	1.07	0.33	1.16	0.65	0.29	0.39	0.52		1.08	0.97	
Total green ratio, g/C	0.35	0.35	0.52	0.35	0.35	0.52	0.38	0.21		0.38	0.21	
Uniform delay, d ₁	16.9	19.5	8.5	19.5	16.4	8.3	19.1	21.0		20.8	23.5	

Progression factor, PF	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000		1.000	1.000	
Delay calibration, k	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.50		0.50	0.50	
Incremental delay, d ₂	21.7	54.1	0.2	131.0	4.8	0.2	0.6	5.2		62.1	40.4	
Initial queue delay, d ₃												
Control delay	38.6	73.6	8.7	150.5	21.3	8.5	19.6	26.2		82.9	64.0	
Lane group LOS	D	E	A	F	C	A	B	C		F	E	
Approach delay	53.5			39.6			23.1			75.4		
Approach LOS	D			D			C			E		
Intersection delay	52.8						Intersection LOS			D		



Department of Transportation State of Georgia

HAROLD E. LINNENKOHL
COMMISSIONER
(404) 656-5206

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

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

EARL L. MAHFUZ
TREASURER
(404) 656-5224

INTERDEPARTMENT CORRESPONDENCE

July 10, 2006

RAK
FROM: David Crim, State Maintenance Engineer

TO: Brent Story, P.E., State Road & Airport Design Engineer
Attn: Brad McManus

SUBJECT: Bridge Recommendations for Concept Report

**STP-155-1(22) / Houston & Twiggs Counties
P.I. No. 322460
SR 96 from SR 241 /US 129 to SR 87**

Here are the salvage recommendations for the requested structures from this project number.

**Structure ID 153-0026-0
Location ID 153-00096D-010.54E
SR 96 over Ocmulgee River Overflow**

This bridge was built in 1955 and widened in 1985 and consists of concrete bents and concrete panels. The sufficiency rating on the structure is 67.12. An analysis of the bridge indicated that the substructure and superstructure are under reinforced resulting in a substantially reduced load capacity that is less than HS-15. Therefore, this office recommends the bridge be replaced due to an unacceptable load capacity. Due to this criterion, no additional cost analysis or coring by the lab will be required.

There are no materials to be salvaged from this bridge site as a part of this construction project.

**Structure ID 153-0027-0
Location ID 153-00096D-010.89E
SR 96 over Ocmulgee River Overflow**

This bridge was built in 1955 and widened in 1985 and consists of concrete bents and concrete panels. The sufficiency rating on the structure is 67.12. An analysis of the bridge indicated that the substructure and superstructure are under reinforced resulting in

a substantially reduced load capacity that is less than HS-15. Therefore, this office recommends the bridge be replaced due to an unacceptable load capacity. Due to this criterion, no additional cost analysis or coring by the lab will be required.

There are no materials to be salvaged from this bridge site as a part of this construction project.

Structure ID 153-0028-0
Location ID 153-00096D-011.18E
SR 96 over Ocmulgee River

This bridge was built in 1955 and widened in 1985 and consists of timber piles, concrete bents, steel beam superstructure, and a concrete deck. The sufficiency rating on the structure is 62.90. An analysis of the bridge indicated that the substructure is under reinforced resulting in a substantially reduced load capacity that is less than HS-15. Therefore, this office recommends the bridge be replaced due to an unacceptable load capacity and the presence of a timber pile foundation. Due to these criteria, no additional cost analysis or coring by the lab will be required.

The structural steel beams shall be salvaged from the existing bridge as a part of this construction project. The beams are continuous in spans #7 through #9 and shall be cut at the bent locations. The resulting beam lengths for spans #7 and #9 will be approximately 81 feet. The resulting beam lengths for span # 8 will be approximately 100 feet.

The beams in the remaining spans (#1 through #6 and #10 through #14) are not continuous and shall not be cut. The beams from these spans should be approximately 72 feet in length.

All concrete is to be removed from the salvaged beams prior to delivery. The salvaged materials from this bridge shall be delivered to the District 3 storage area located in Butler, Georgia. The District Maintenance Engineer shall be contacted 2 weeks prior to delivery to allow for arrangement of unloading these materials.

Structure ID 289-0017-0
Location ID 289-00096D-000.36E
SR 96 over Ocmulgee River Overflow

This bridge was built in 1955 and widened in 1985 and consists of concrete bents and a concrete superstructure. The sufficiency rating on the structure is 70.65. An analysis of the bridge indicated that the substructure and superstructure are under reinforced resulting in a substantially reduced load capacity that is less than HS-15. Therefore, this office recommends the bridge be replaced due to an unacceptable load capacity. Due to this criterion, no additional cost analysis or coring by the lab will be required.

There are no materials to be salvaged from this bridge site as a part of this construction project.

Structure ID 289-0018-0
Location ID 289-00096D-000.84E
SR 96 over Savage Creek

This bridge was built in 1955 and widened in 1985 and consists of concrete bents and a concrete superstructure. The sufficiency rating on the structure is 70.65. An analysis of the bridge indicated that the substructure and superstructure are under reinforced resulting in a substantially reduced load capacity that is less than HS-15. Therefore, this office recommends the bridge be replaced due to an unacceptable load capacity. Due to this criterion, no additional cost analysis or coring by the lab will be required.

There are no materials to be salvaged from this bridge site as a part of this construction project.

If further information is required, please contact Ben Rabun at (404) 635-8179.

DCC/BFR/JAD

cc: Paul Liles, State Bridge Engineer
Myron Banks, Materials Research Branch Chief
Kenneth Robinson, District Maintenance Engineer
File

HCS2000™ DETAILED REPORT

General Information				Site Information			
Analyst	C. Poon-Atkins			Intersection	SR 96 & CR 540		
Agency or Co.	GDOT			Area Type	All other areas		
Date Performed	11/14/2006			Jurisdiction	Houston County		
Time Period	PM - FUTURE TRAFFIC			Analysis Year	2032		
				Project ID	STP-155-1(22) - PROPOSED ROADWAY		

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of lanes, N_1	1	2	1	1	2	1	2	1	1	2	1	1
Lane group	L	T	R	L	T	R	L	T	R	L	T	R
Volume, V (vph)	105	635	250	125	385	220	155	75	95	500	175	150
% Heavy vehicles, %HV	14	0	0	14	0	0	0	0	0	0	0	0
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Pretimed (P) or actuated (A)	P	P	A	P	P	A	A	P	P	A	P	P
Start-up lost time, l_1	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of effective green, e	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Arrival type, AT	3	3	3	3	3	3	3	3	3	3	3	3
Unit extension, UE	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Filtering/metering, I	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Initial unmet demand, Q_b	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Ped / Bike / RTOR volumes	0		0	0		0	0		0	0		0
Lane width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking maneuvers, N_m												
Buses stopping, N_B	0	0	0	0	0	0	0	0	0	0	0	0
Min. time for pedestrians, G_p	3.2			3.2			3.2			3.2		
Phasing	EW Perm	02	03	04	NS Perm	Excl. Left	07	08				
Timing	G = 28.0	G =	G =	G =	G = 18.0	G = 5.0	G =	G =				
	Y = 3	Y =	Y =	Y =	Y = 3	Y = 3	Y =	Y =				
Duration of Analysis, T = 0.25							Cycle Length, C = 60.0					

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT									
Adjusted flow rate, v	117	706	278	139	428	244	172	83	106	556	194	167
Lane group capacity, c	369	1685	754	241	1685	754	894	570	485	1058	570	485
v/c ratio, X	0.32	0.42	0.37	0.58	0.25	0.32	0.19	0.15	0.22	0.53	0.34	0.34
Total green ratio, g/C	0.47	0.47	0.47	0.47	0.47	0.47	0.43	0.30	0.30	0.43	0.30	0.30

Uniform delay, d_1	10.0	10.6	10.3	11.7	9.7	10.1	12.1	15.4	15.7	13.4	16.4	16.4
Progression factor, PF	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Delay calibration, k	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.50	0.50	0.13	0.50	0.50
Incremental delay, d_2	2.2	0.8	0.3	9.7	0.4	0.3	0.1	0.5	1.0	0.5	1.6	1.9
Initial queue delay, d_3												
Control delay	12.3	11.4	10.6	21.4	10.0+	10.3	12.2	15.9	16.8	13.9	18.0	18.3
Lane group LOS	B	B	B	C	B	B	B	B	B	B	B	B
Approach delay	11.3			12.1			14.4			15.6		
Approach LOS	B			B			B			B		
Intersection delay	13.1						Intersection LOS			B		

May 5, 2006

STP-155-1(22)

SR96 from SR247 to SR87

Houston/Twiggs Counties

PI#: 322460

Initial Team Concept Meeting Minutes

- Christy Poon-Atkins made a PowerPoint presentation detailing the project specifics as detailed in the concept report.
- The District recommended extending the urban section/raised median to the golf course to help minimize ROW impacts in that area.
- Georgia Transmission confirmed that widening to the north, at the golf course, would significantly impact the transmission lines.
- The District requested that every effort be made to avoid impacting the golf course structures.
- The property shown as being owned by Antebellum Builders, near the golf course, on the concept layout is being developed as a subdivision.
- The District recommends that the alignment be shifted to the south at the proposed railroad grade separation. They are concerned that the new profile will cause ROW conflicts with the transmission lines, as well as clearance issues where one set of transmission lines cross SR96. The ROW concern exists from the railroad to where the transmission lines veer away from SR96. This will need to be investigated in design.
- Georgia Transmission emphasized that they will want to maintain their current ROW.
- Oconee EMC has reimbursable facilities on this project.
- A SUE request needs to be submitted to the Office of Utilities.

GEORGIA DEPARTMENT OF TRANSPORTATION

SR 96 CORRIDOR CONCEPT TEAM MEETING

Project: STP-155-1(22)
Houston, & Twiggs Counties
SR 96 Corridor Widening and Reconstruction

A meeting was held at 10:00am on December 7, 2006 at the Macon Area Office, Area Four.
In attendance were:

Tyrhonda Edwards, GDOT – OEL, Tyrhonda.Edwards@dot.state.ga.us, (404)699-4415
Steve Manley, Manley Acquisition Services R/W - GO, Smanleyservices@earthlink.wk.net
(770)228-0013

Ray A. Bennett, Twiggs County Commissioner, (478)945-3629

Donald Floyd, Twiggs County Commissioner, (478)945-3629

Scot Vanlandingham, WindstreamCommunications, (478)454-3333

David Millen, GDOT District Preconstruction Engineer, David.Millen@dot.state.ga.us
(706)646-6594

Thomas Howell, GDOT District Engineer, Thomas.Howell@dot.state.ga.us, (706)646-6500

Glenn A. Williams, GDOT Utilities, Glenn.A.Williams@dot.state.ga.us, (706)646-6549

Dale Mills, Georgia Power, SDMills@southernco.com (478)784-5872

Paul Roberts, Flint EMC, PRoberts@flintemc.com (478)847-5168

Robbie Dunbar, Houston County, RobbieDunbar@alltel.net (478)788-9085

Joe Samples, Houston County, JoeSamples@windstream.net (478)987-4780

Brink Stokes, GDOT D3 Area 3 Engineer, Brink.Stokes@dot.state.ga.us, (478)988-7151

Mike England, GDOT D3, Mike.England@dot.state.ga.us, (706)696-6554

Scott Parker, GDOT Traffic Operations, Scott.Parker@dot.state.ga.us, (706)646-6561

Kevin Ellis, GDOT Macon, Kevin.Ellis@dot.state.ga.us, (478)757-26013

Brad McManus, GDOT Road Design, Brad.McManus@dot.state.ga.us (404)656-5407

Christy Poon, GDOT Road Design, Christy.Poon@dot.state.ga.us, (404)656-5407

Overview of project meeting:

The main focus of this meeting was to inform the Concept Team members of the details of the overall proposal for the widening and reconstruction of SR 96 within the project limits from SR 247 in Houston County to SR 87 in Twiggs County, obtain information from all offices represented at the meeting, and to discuss the proposed alternate alignments from SR 247 to CR 540/Old Hawkinsville Road, as well as discuss any issues throughout the entire project.

Brad McManus began the meeting with introductions of everyone in attendance, then Christy Poon-Atkins gave an overview of the specifics of the project with the use of a power point presentation; detailing the project's Description, Need & Purpose, Typical Sections, Project Impacts to include: major structures, environmental resources, right of way, and utilities, the Alternate Alignments, and the Project's Cost Estimate. Then the floor was opened for comment and discussion, directed by Brad McManus.

Project STP-155-1(22) consists of the widening and reconstruction of SR 96 from SR-247 / US 129 (MP 7.54) in Houston County to SR-87 (MP 5.65) in Twiggs County. This project will widen the existing SR 96 from a 2 lane roadway to a 4 lane divided urban section with a 20 ft. raised median; for approximately 2 ½ miles, from SR-247 to just east of the A&E Golf Inc. property. Then the road way will transition to a rural section with a 44 ft. depressed median from just east of the A&E Golf Inc. property to the end of the project at SR 87. The urban section of the project in will have a posted speed limit of 45mph and the rural section of the project will have a posted speed limit of 55mph. The total length of widening and reconstruction of SR 96 contained within project STP-155-1(22) will commence within the city of Bonaire and extend to the city of Tarversville, which is approximately 9.3 miles of roadway widening and reconstruction. This project will also involve the reconstruction of waterway bridges at 5 existing locations: MP 10.54, MP 10.89, MP 11.18 in Houston County and MP 0.36, Mp 0.84 in Twiggs County along with a proposed grade separation over the Norfolk Southern Railroad located at MP 2.45 in Twiggs County

Items discussed are listed below:

Alignment shift at proposed grade separation:

- From the Initial concept team meeting, a suggestion was made by the District to shift the alignment to the south at the proposed railroad grade separation. The shift of the alignment was proposed due to concerns of right of way conflicts with the transmission lines, which run parallel the existing alignment on the north side; as well as clearance issues where one set of transmission lines cross SR 96 and continue south.

➤ Local Government:

- Twiggs County Commissioners were in support of the project, however would like for some consideration be given to relocating the Georgia Power lines located along the north side of the alignment instead of shifting the alignment south to avoid impacting the power lines.
- The condition of the power lines should validate moving forward with evaluating the roadway widening along the existing alignment.
- The existing route is a fairly straight route; Twiggs County would like to see that the proposed roadway widening maintains the straightness of the route.
- Twiggs County Commissioners suggests that the Department evaluate and compare the cost of relocating the power lines and the cost of shifting the alignment south to avoid impacting the power lines.

➤ Utilities:

- As for the Transmission Towers on the project, 3 towers belong to Flint EMC and 2 towers belong to Georgia Power.
- The tower closest to SR 96 has recently been upgraded, however as for the other four towers, it has been approximately 50 to 60 years since the towers have been updated.

➤ Thomas Howell, District 3 Engineer:

- Regardless of if the alignment is shifted or not in Twiggs County, the existing roadway will need to be reconstructed, due to the instability of the soil.
- The District has noted settlement problems with the SR 96 road bed in Twiggs County. Furthermore, the roadway has been re-stabilized before in this area.
- There may be some difficulty in finding suitable fill for the project.

Change in project limits:

- From a prior coordination meeting, it was determined that project STP-155-1(22) did not have a logical begin terminus at CR 540/Old Hawkinsville Road; therefore the begin terminus was revised to begin at SR 247.

➤ Comments:

- The estimate for Houston County Utilities will be much higher than what the current estimate states. The current estimate does not include an estimate for the utilities between SR 247 and CR 540/Old Hawkinsville Road.
- A revised estimate is required for the current project limits.
- Once an alignment is selected, all utilities estimates and the right of way estimate should be revised.

Alternate alignments considered:

- Through the request of the District, the Office of Road Design investigated an alternate alignment to determine the feasibility of pursuing the proposed Alternate Alignment B. For the alternate alignment considered, the SR 96 alignment will continue on new location, north of Bonaire Middle School, from SR 247 to just west of Cr 540/ Old Hawkinsville Road, where it will merge back into the existing SR 96 and continue to the end of the project at SR 87. Initial meetings to determine the feasibility of the alternate alignment has deemed the alternate to be practical. Furthermore, preliminary environmental studies conducted verified that the alternate alignment does not impact any historical resources.

- **Thomas Howell, District 3 Engineer:**
 - A complete bypass around the city of Bonaire is preferred (Alternate Alignment B), instead of a partial bypass (Alternate Alignment A).
 - Alignment B presents less disruption to Bonaire.

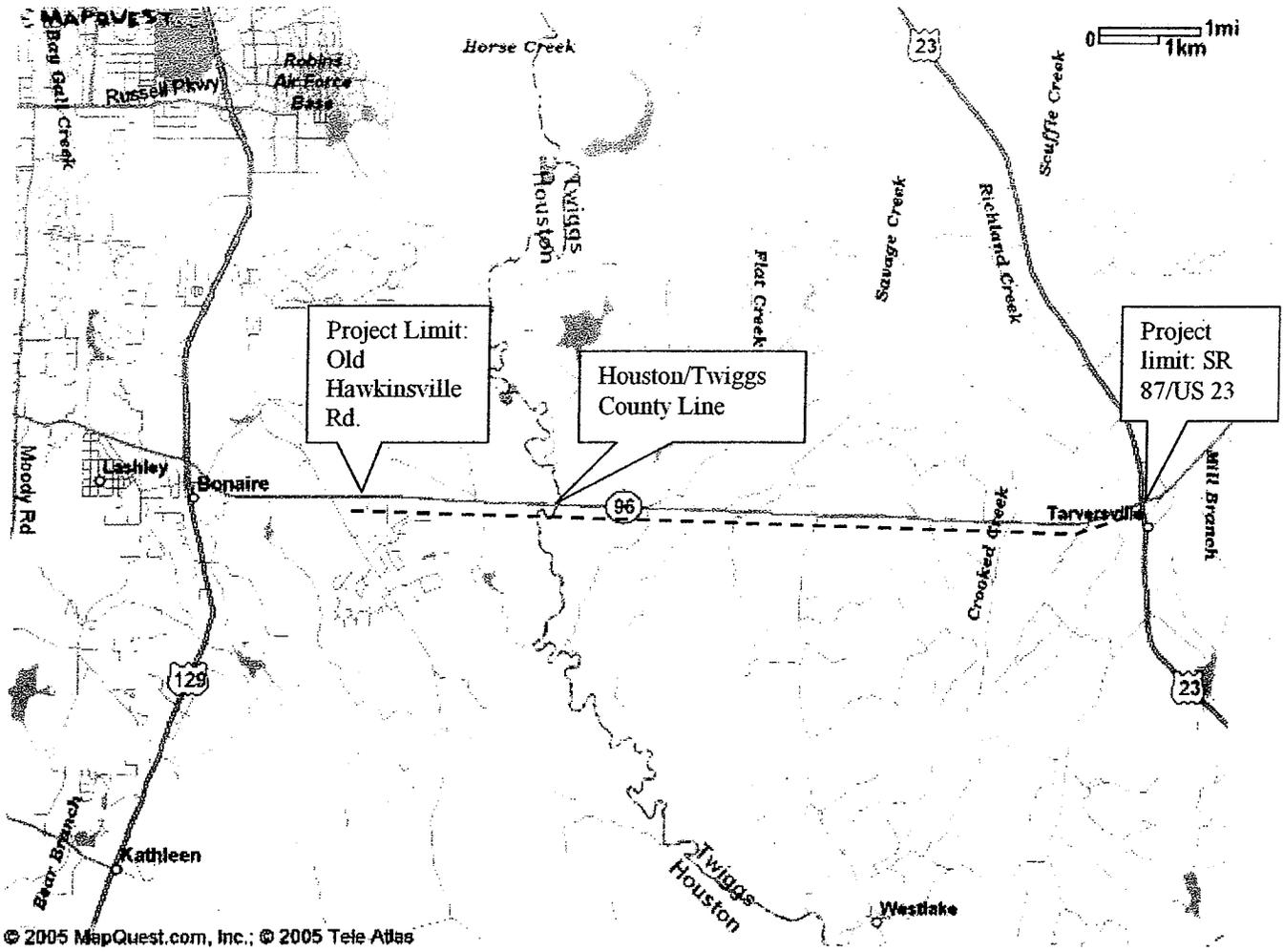
- **Other District Comments:**
 - If Alternate B is selected, project STP-155-1(21) should be extended to include the SR 96 relocation and tie back into the existing SR 96 just before CR 540/Old Hawkinsville Road.
 - At the point where Alternate Alignment B ties back into the existing SR 96, the Office of Road Design currently proposes that the existing SR 96 to the west to be cul-de-sac. However, the District would like for some consideration to be given to tying in the west side of the existing SR 96 back into SR 96 where the Alternate Alignment ties into the existing SR 96.
 - To avoid totally displacing commuters from their normal routine, we should consider incorporating ramps at the intersection of SR 96 and SR 247.
 - As for the intersection of SR 96 and SR 247, all movements should be evaluated and measures that will alleviate heavy congestion at this intersection should be incorporated. Currently, there is a high volume of vehicles traveling northbound on SR 247.

General Discussion:

- **General Comments:**
 - The volume of vehicles turning left from CR 540 SB onto SR 96 validates the proposal of dual left turn lanes at the intersection of SR 96 and CR 540 / Old Hawkinsville Road.

- Provisions for CCTV and ITS, should be made at the following intersections: SR 96 & SR 247, SR 96 & CR 540 / Old Hawkinsville Road, and SR 96 & SR 87. This will allow the area to facilitate evacuation routes.
- Steve Manley, Right of Way:
 - It should be noted that this project will require permanent easement.
 - Once the alignment is set, a revised right of way estimate should be requested.
- Tyrhonda Edwards, OEL:
 - The environmental information presented, is valid for Alternate Alignment A only.
 - OEL will seriously evaluate one alignment, therefore once the alignment is set; we can move forward with evaluating the entire project. The time frames required to complete evaluations are as follows: Archeology – 6 months, History – 4 months, and Ecology – 3 months. Since all studies can be performed within the same time frame, we can expect about 6 months to complete the environmental studies.
 - From the PIOH comments collected since the meeting, held 12/5/06, there were 5 for Alignment A and 8 for Alignment B.
- This concluded the meeting.

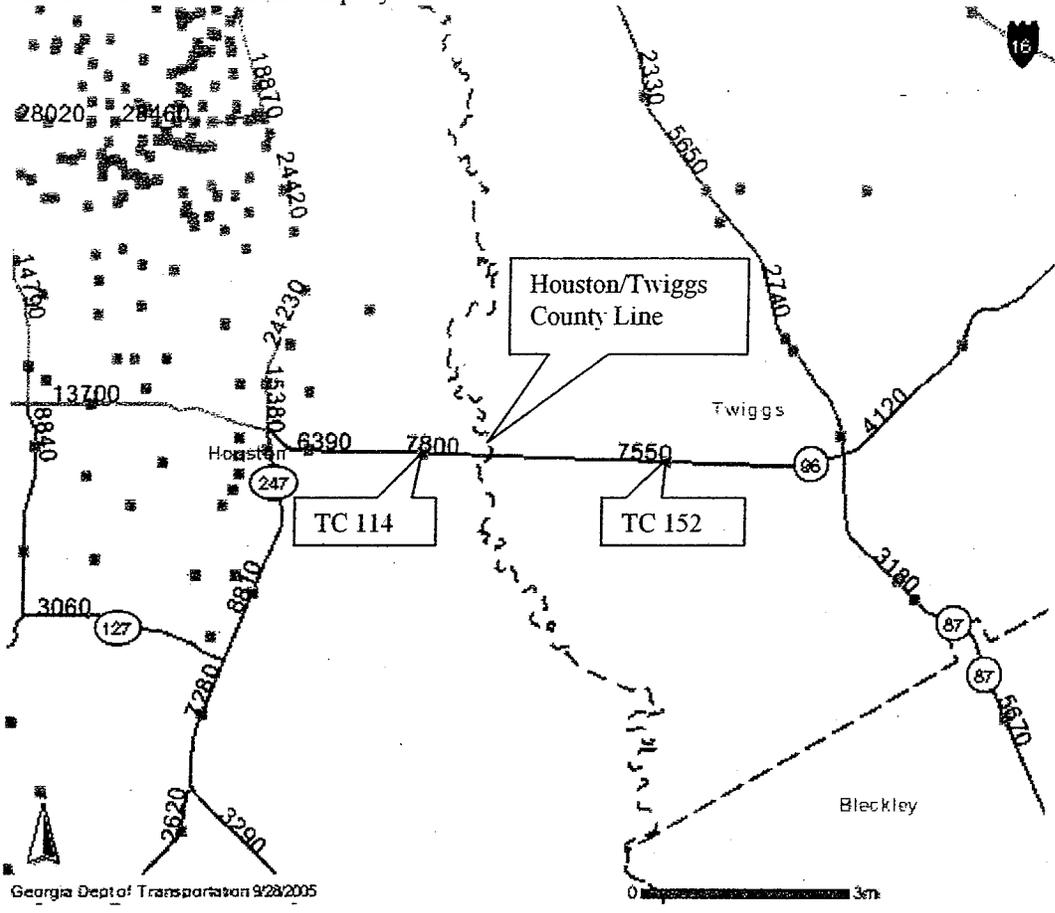
Project Limits:



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Map of STP STP-155-1(22), Houston and Twigg County PI NO. 322460

Traffic Count Station Display:



Map of STP STP-155-1(22), Houston and Twiggs County PI NO. 322460

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE PI No. 322460
Houston/Twiggs Co.

OFFICE Planning

DATE February 7, 2006

FROM *Matthew Fowler*
for Joseph P. Palladi, P.E., State Transportation Planning Administrator

TO Brent Story, P.E., State Road and Airport Design Engineer
Attention: Jim Simpson, Design Group Manager

SUBJECT Need and Purpose Statement for STP-155-1(22), P I No. 322460,
SR 96 Widening, SR 247/US 129 to SR 87.

As requested, attached is the revised Need and Purpose Statement for the subject Project.

Please note that a revised concept report will need to be generated on the project (STP-155-1(21), P.I. # #322450) adjacent to subject project.

If you have any questions and need additional information, please contact Radney Simpson at (404) 657-6689.

JPP: WK

Attachment

Need and Purpose
STP-155-1(22), Houston and Twiggs County
PI NO. 322460
SR 96

Background

In Houston County, SR 96 is classified as a rural principal arterial from SR 247/US 129 to the Houston/Twiggs County line. In Twiggs County SR 96 is classified as a rural minor arterial. SR 96 is a primary east-west corridor in central Georgia which connects to I-75 on the west and I-16 to the east. The study corridor involves the widening and reconstruction of SR 96 from SR 247/US 129 to SR 87 in Twiggs County for a total of 9.27 miles. SR 96 is one of three state routes, two federal routes and one interstate principal arterial which traverse through Twiggs County, and one of six state routes, three federal routes and one interstate route which traverse through Houston County. This section of SR 96 is included on the Georgia Bike Route 40 corridor as part of the TransGeorgia route from Columbus to Savannah. State Route 96 is a school bus route along the project corridor.

Existing, Design Year and Future Traffic

Level of service (LOS) is defined as a qualitative measure describing operational conditions within a traffic stream. There are six identified LOS with letters 'A' through 'F'. LOS A represents the best operating conditions and LOS F represents the worst. LOS C is considered as acceptable and marks the beginning of a range of traffic flow in which level of driving comfort declines noticeably on the roadway. LOS E represents at or near capacity for traffic flow. LOS F represents heavily congested flow with traffic demands exceeding capacity.

The 2004 Average Annual Daily Traffic (AADT) on SR-96 is 7,800 vehicles per day, measured at traffic count station 114 near the Houston-Twiggs County line. The design traffic (2032) traffic volumes on SR 96 indicate about 19,600 AADT, providing for *Level of Service* (LOS) in the "F" range. Growth in this area is likely to continue, possibly at an even quicker rate than in the past. The increasing traffic volumes and the large percentage of trucks (15%) will eventually cause the roadway to reach unacceptable levels of service.

Accident Data/Safety-Data provided by Office of Safety

The accident rates in the project corridor are lower than the statewide averages for similar facilities and the injury rate is below the statewide averages. During 2002 through 2004, the fatality rate was also lower than the statewide average. The improvement to the existing facility should help to further reduce the accidents along the project corridor by updating vertical and horizontal alignments to current state route standards. The accidents along the project corridor consists of rear-end, sideswipes, and angle intersecting collisions which are caused by turning movements to and from SR 87. The accident chart is available on page two.

The following table summarizes the corridor's accident statistics:

	2002		2003		2004	
	SR96 from SR 247/US 129 to SR 87	State ¹	SR96 from SR 247/US 129 to SR 87	State ¹	SR96 from Old H'ville Rd to SR 87	State ¹
Total accidents	66		64		70	
Accident rate ¹	160	199	157	212	166	172
Injuries	44		26		38	
Injury rate	107	110	64	113	90	99
Fatalities	0		1		0	
Fatality rate	0.00	2.50	2.45	2.56	0.00	2.65

Logical Termini

The project termini are logical in that additional widening projects are currently in the State Transportation Plan. In Houston County it is adjacent to P.I. #322450 which runs from I-75 to SR 247/US 129 and is currently scheduled for construction after 2011. In Twiggs County the study corridor connects to P.I. #322470 which proposes widening from SR 87 to I-16, and is currently also scheduled for construction after 2011. There are also significant shifts in traffic volumes at both termini. At SR 247, traffic drops from 13,700 AADT to 6,390 AADT. At SR 87, traffic drops again from 7,500 AADT to 4,600 AADT. After widening, the sections on either end of the study corridor are capable of handling projected traffic volumes and would not result in creating a need to construct another project.

¹ Accident rates per 100 Million Vehicle Miles Traveled

Other projects in area

Project Numbers	Description	Programming
STP-0000-00(813), P.I.# 0000813	SR 87/US 23 from SR 96, Twiggs Co to I-16 in Bibb County. - 16.72 mile widening	PE - 2005 ROW - 2008 CST - LR
MLP-87(44)01, P.I.# 222070	SR 87/US 23 from SR 112 in Bleckley Co to SR 96, Twiggs Co. - 16.72 mile widening	PE - 1992 ROW - 1997 CST - 1999
STP-155-1(23), P.I.#322470	SR 96 from SR 87 to I-16 in Twiggs Co.-- 7.50 mile widening	P.E. - 2003 ROW - LR CST - LR
STP-155-1(21), P.I.#322450	SR 96 from I-75 in Peach Co. to SR 247/US 129 in Houston Co.-- 8.97 mile widening	P.E. - 1998 ROW - 2005 CST - LR

Need and Purpose

The need and purpose of the proposed project is to satisfactorily accommodate the existing and future traffic demands and to correct the operational deficiencies which currently exist within the project corridor. Additional benefits will include a safer driving environment and better travel conditions for motorists along SR 96.

Project STP-155-1(22)
PI# 322460
Houston / Twiggs County
Public Information Open House (12/5/2006) Summary

Most comments received were in reference to OCD's project (PI# 322450), that includes the grade separation and connection in Bonaire. Below is a summary of the comments collected from the PIOH.

- 55 oppose alternate "B" (signed petition)
- 8 supported alternate "A" (original OCD alignment)
- 9 supported alternate "B" (bypass proposed by Road Design)
- 2 against project
- 3 made mention of an interchange