

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE P. I. No. 621490-, Pickens County **OFFICE** Preconstruction
STP00-0065-02(013)
Widening of SR 53 Business-
From SR 515/APD to CR 243/Industrial Blvd **DATE** June 5, 2008

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.

Attachment

DISTRIBUTION:

Brian Summers
Glenn Bowman
Ken Thompson
Michael Henry
Keith Golden
Angela Alexander
Paul Liles
Kent Sager
Babs Abubakari
Dewayne Comer
BOARD MEMBER

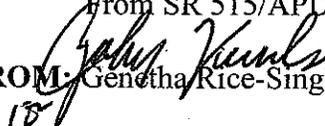
**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENTAL CORRESPONDENCE

FILE: P.I. No. 621490-, Pickens County
STP00-0065-02(013)
Widening of SR 53 Business -
From SR 515/APD to CR 243/Industrial Boulevard

OFFICE: Preconstruction

DATE: June 2, 2008

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 and reconstruct SR 53 Business from SR 515/APD to CR 243/Industrial Boulevard for a total of 2.60 miles. The purpose of this project is to increase capacity along SR 53 Business in Pickens County. Future traffic projections reveal that traffic will continue to increase on an already congested roadway. Crash data also reveals that along SR 53 Business within the project limits, fatality rates exceeded the statewide averages for 2002 and 2004. The current two lane configuration is inadequate to handle the projected traffic volumes. The Level of Service (LOS) at the major intersections would decline to LOS "F" by design year (2034) if no action is taken. The 2003 Average Daily Traffic (ADT) of 14,663 vehicles per day (VPD) on SR 53 Business within the project area is projected to increase to 27,125 by the build year 2014. This volume is projected to increase to 38,425 VPD by the 2034. A benefit- cost analysis was used to evaluate this project and the results show the project is economically justified (b/c ratio = 14.68).

The proposed project will provide a four-lane divided highway with a 20' raised median and urban shoulders from the beginning of the project to the intersection of Summit Street. The project continues eastward and splits into one-way pairs with one portion following the existing alignment and the other section on new location from Summit Street to the end of the project. The one-way pair section will consist of two, 12' lanes in each direction with urban shoulders. The existing culverts will be extended to accommodate the widening and gravity walls will be utilized at various locations to minimize impacts to properties. Traffic will be maintained via staging during construction.

Environmental concerns include requiring a COE 404 permit; An Environmental Assessment is anticipated; a Public Hearing Open House will be held; there were 5 potential UST sites located along the project corridor; 4 eligible historic properties may be impacted; Time saving procedures is not appropriate.

The estimated costs for this project are:

revised

	<u>PROPOSED</u>	<u>APPROVED</u>	<u>FUNDING</u>	<u>PROG DATE</u>
Construction (includes E&C)	\$14,022,000	\$ 29,779,000	L250	LR
Right-of-way	\$ 25,521,000	\$ 40,158,000	L250	2012
Utilities*	\$1,281,000			

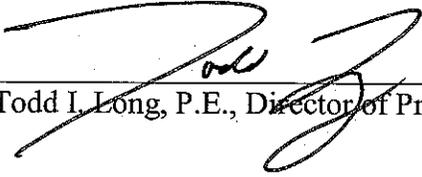
*Notification letter sent to Jasper and Pickens 12-14-2005

I recommend this project concept be approved.

GRS: JDQ

Attachment

CONCUR

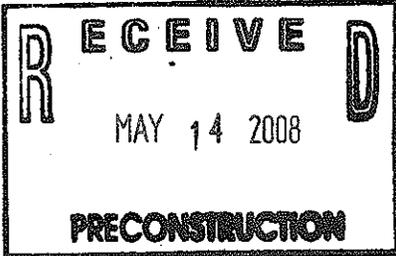


Todd I. Long, P.E., Director of Preconstruction

APPROVED



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



DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF URBAN DESIGN
PROJECT CONCEPT REPORT

STP-065-2(13)
Pickens County
P. I. Number: 621490
Federal Route Number: N/A
State Route Number: SR 53 Business



SR 53 Business from SR 515/APD to CR 243/Industrial Boulevard

Recommendation for approval:

DATE 4-25-08

Steve DeMule
Project Manager

DATE 4-25-08

Stanley Hill
for State Program Delivery & Consultant Design Engineer

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

DATE _____

State Transportation Planning Administrator

DATE _____

State Transportation Financial Management Administrator

DATE _____

State Environmental/Location Engineer

DATE 5-12-08

Kevin Geller
State Traffic Safety and Design Engineer

DATE _____

District 6 Engineer

DATE _____

Project Review Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF URBAN DESIGN
PROJECT CONCEPT REPORT

STP-065-2(13)
Pickens County
P. I. Number: 621490
Federal Route Number: N/A
State Route Number: SR 53 Business



SR 53 Business from SR 515/APD to CR 243/Industrial Boulevard

Recommendation for approval:

DATE 4-25-08

Steve DeMule
Project Manager

DATE 4-25-08

Stanley Hill
for State Program Delivery & Consultant Design Engineer

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DATE 5/14/2008

Angie S. Alvarado
State Transportation Planning Administrator

DATE _____

State Transportation Financial Management Administrator

DATE _____

State Environmental/Location Engineer

DATE _____

State Traffic Safety and Design Engineer

DATE _____

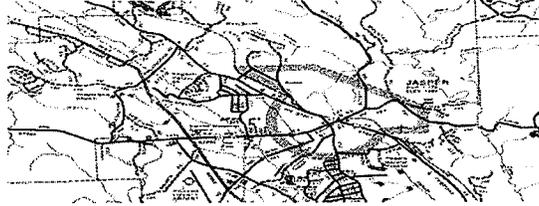
District 6 Engineer

DATE _____

Project Review Engineer

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF URBAN DESIGN
PROJECT CONCEPT REPORT**

**STP-065-2(13)
Pickens County
P. I. Number: 621490
Federal Route Number: N/A
State Route Number: SR 53 Business**



SR 53 Business from SR 515/APD to CR 243/Industrial Boulevard

Recommendation for approval:

DATE 4-25-08

Steve Demule
Project Manager

DATE 4-25-08

Stanley Hill
for State Program Delivery & Consultant Design Engineer

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

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State Transportation Financial Management Administrator

DATE _____

State Environmental/Location Engineer

DATE _____

State Traffic Safety and Design Engineer

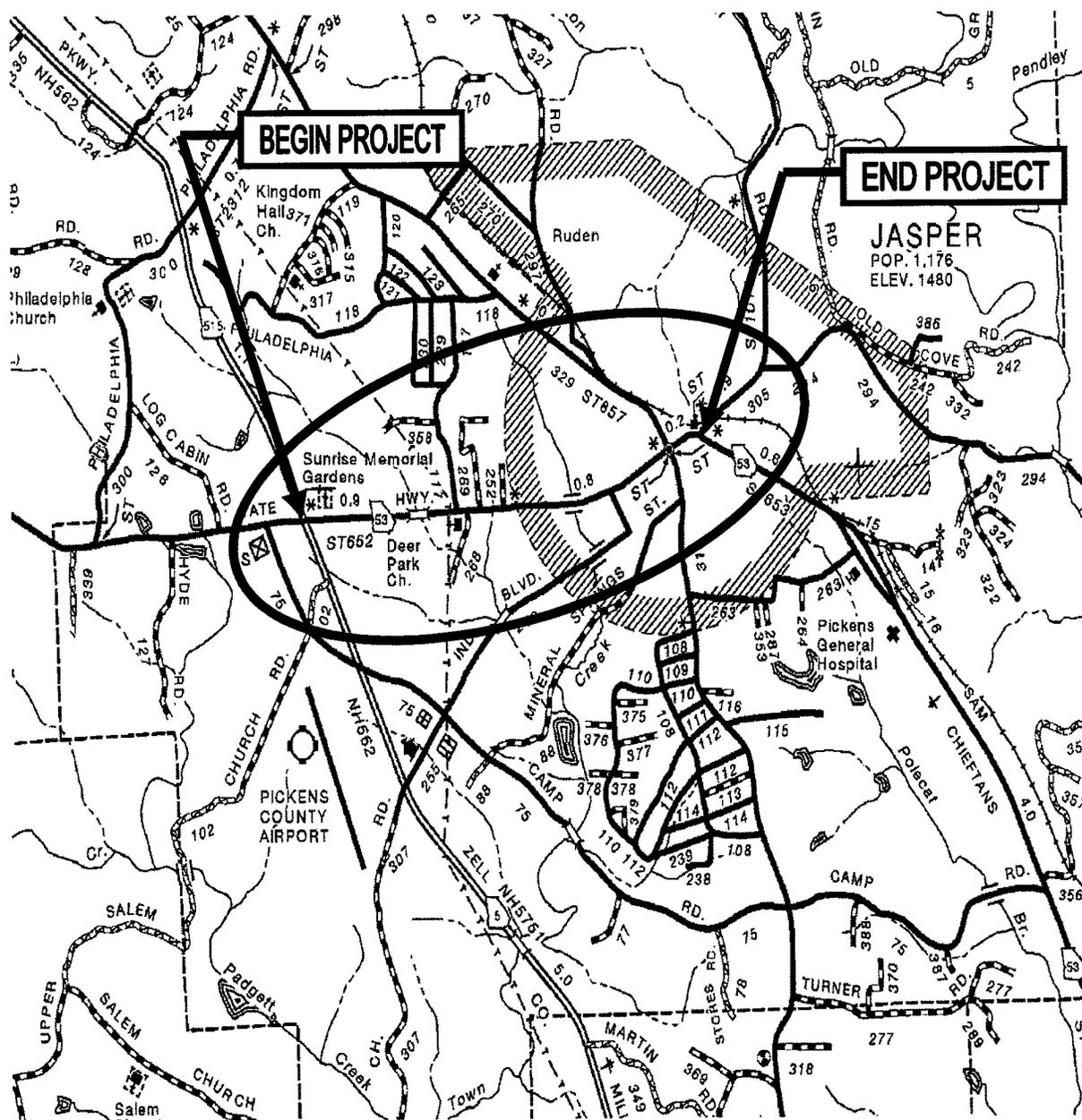
DATE _____

District 6 Engineer

DATE _____

Project Review Engineer

Project Location Map



Location Map

Project: STP-065-2(13), Pickens Co., P.I. No. 621490
 Description: SR 53 Business from SR 515/APD to CR 243/Industrial Boulevard

Need and Purpose: Eastern Pickens County is a mixed use area consisting of commercial, residential and industrial land uses with a need for improved east-west connectivity. Project STP-065-2(13) consists of the widening and reconstruction of SR 53 Business (BU) in Pickens County. The project begins at the intersection of SR 515 and SR 53 BU and continues to the intersection of CR 243/Industrial Boulevard and Burnt Mountain Road. The total project distance is approximately 2.6 miles, including a one-way pair section. The project consists of widening SR 53 BU from the existing two lane facility to four 12-foot lanes with a 20-foot raised median and urban shoulders from the intersection of SR 515 to the intersection of Summit Street. The project continues eastward and splits into one-way pairs with one portion following the existing alignment and the other section following a new location from Summit Street to the intersection of CR 243/Industrial Boulevard and Burnt Mountain Road. The one way pair sections are proposed as two 12-foot lanes in each direction with urban shoulders.

The need for the project is driven by the amount of current traffic and the projected traffic growth in the project area. The purpose of the project is to relieve congestion by widening SR 53 BU and institute operational improvements at signalized intersections. Several years ago, this route was re-designated from SR 53 to SR 53 Business to lower the amount of truck traffic entering downtown Jasper. Although truck traffic is down 1% since the change in designation, actual truck traffic numbers have increased for single unit trucks. Current conditions are over saturated with traffic Levels of Service (LOS) of F, failing. Each of the signalized intersections and most of the stop controlled intersections are currently over design capacity. Traffic approach delays under existing conditions result in failing arterial LOS as well as failing intersection LOS at all of the signalized intersections within Jasper, especially at SR 53 BU and Main Street. Stopped time delay studies, measuring the average stopped delay per vehicle per approach at SR 53 BU at Main Street, SR 53 BU at SR 515, and Main Street at Spring Street substantiated these delay times. Traffic at these signalized intersections is over design capacity. Future design year 2014 traffic volumes are estimated to be approximately 26,475 Vehicles per Day (VPD) along SR 53 BU and design year 2034 volumes are expected to increase to approximately 37,725 VPD.

Existing traffic (2007) for the SR 53 BU corridor is 16,200 VPD with 6% truck traffic. These existing volumes create current Arterial Levels of Service of: a LOS of F from SR 515 to the access drive for the Ingles shopping complex, a LOS of D from the Ingles drive to Holly Street, a LOS of F from Holly Street to Main Street, and a LOS of F from Main Street to the proposed end of the project at Burnt Mountain Road. Also, these traffic numbers result in Approach LOS of F at most of the major intersection approaches. This results in over-capacity conditions at all of the signalized intersections and at most of the stop controlled intersections. Specifically, traffic conditions are currently failing at all of the signalized intersections within Jasper, especially at the SR 53 BU at Main Street intersection, with LOS of F at all approaches. Stopped time delay studies, measuring the average stopped delay per vehicle per approach at SR 53 BU at Main Street, SR 53 BU at SR 515, and Main Street at Spring Street revealed significant travel time delays. Future design year 2014 traffic volumes are estimated to be approximately 26,475 VPD along SR 53 BU and design year 2034 volumes are expected to increase to approximately 37,725 VPD. Maintaining the existing roadway footprint and intersection controls ("No-Build") will result in both Design (2014) and Future (2034) traffic conditions with an Arterial LOS of F along all corridors within the project limits, and Approach LOS of F at all approaches to the major intersections within the project limits. The number of crashes for this section of State Route 53 BU in Pickens County has increased drastically over the last few years. In 2006 there were 58 crashes with 13 injuries giving a crash rate

of 805.85 (crashes/100MVM) which is above the statewide average of 529. In 2005 there were 21 crashes with 13 injuries giving a crash rate of 254.61 (crashes/100MVM) which is above the statewide average of 253. Previous years had crash rates significantly lower which did not exceed the state wide average. From 2000-2006 there was one fatal crash on the route. The crashes are occurring most frequently at State Route 515, Gordon Road, East Street and Burnt Mountain Road. Secondary needs for the project include the implementation of pedestrian improvements, such as proposed sidewalk along both sides of SR 53 BU throughout the entire project, and pedestrian crosswalks with wheelchair ramps, pedestrian LED signal heads and push buttons compliant with ADA regulations at all signalized intersections. The Traffic Study also found that five (5) additional stop and go signals will be warranted within the project limits. The proposed location of the new stop and go signals are at the intersections of: SR 53 BU with the Ingles shopping complex access drive, SR 53 BU with Bryant Street, at both the eastbound and westbound intersections of SR 53 BU with Holly Street, and at the eastbound intersection of SR 53 BU with Main Street. This project is not on the Statewide Bicycle and Pedestrian Plan.

A cemetery limits conventional road widening of SR 53 BU on the west side of Jasper near SR 515. SR 53 BU cannot conceivably be widened through downtown Jasper without extensive right of way (ROW) impacts. As such, widening to a 4 lane divided highway with 12-foot lanes with a 20-foot raised median and urban shoulders to just west of Holly Street, and then going to separated one way east/westbound pairs is the current envisioned concept. The eastbound pairs are conceptualized to follow CR243/Industrial Boulevard's alignment loosely with a deviation across an open pasture between SR 53 BU and CR 243/Industrial Boulevard. The one way pairs were planned to minimize impacts to the eligible historic cemeteries and buildings that are adjacent to SR 53 BU as it nears downtown Jasper. Existing stop and go signals at SR 515 at SR 53 BU, SR 53 BU at Main Street, SR 53 BU at Burnt Mountain Road/Spring Street and at SR 53 BU at Mountainside Drive/Sammy McGee Road would be upgraded and a stop and go signal at the future SR 53 BU eastbound one way pair and Main Street is proposed (per recommendations in the concept) to be added as part of this project. Logical termini include SR 515 to the west (a major north south four lane divided roadway) and Burnt Mountain Road to the east. The proposed one way pair section through downtown Jasper has been conceptualized to end at the Burnt Mountain Road intersection (see attached diagram). These termini were chosen as the logical termini for the proposed roadway improvements since SR 515 (western termini) is a major multilane north/south transportation facility and Burnt Mountain Road (the eastern termini) is a two lane major connector to SR 136 to the north and is also the beginning/ending point for the proposed one way pair roadway section through Jasper. Existing traffic along SR 53 Business at the eastern termini is 14,663 AADT, while existing traffic on SR 53 Business at the western termini is 16904 AADT.

Project STP-065-2(13) will improve the LOS along the roadway by adding two additional lanes from the intersection of SR 515 to the proposed one way split at the intersection with Summit Street. The proposed improvements will allow each major intersection within the project limits to operate at the design year LOS. Project STP-065-2(13) will also improve vertical sight distance and provide for additional turn lanes, signal upgrades, and pedestrian improvements at intersections. Urban shoulders will be utilized for the entire project length. Pickens County needs improved east-west connectivity through Jasper. Project STP-065-2(13) will serve this need by widening SR 53 BU and reconfiguring the intersection and facilitating traffic flows to the east of Summit Street.

This project was originally programmed by GDOT in the early 1990s due to commercial growth in the area. Other projects in the area include the following:

- **PI 0007931**, Widening and Reconstruction of SR 53 from 0.5 miles east of SR 136 connector to SR 515, CSSTP-0007-00(931)
- **PI 0006062**, Intersection Improvements at SR 53 at Mary Street and Holly Street, CSSTP-0006-00(062)
- **PI 0007665**, Widening and Reconstruction of SR 53 FM 0.25 miles south of CR 305/Burnt Mountain Road to CR 75/Camp Road, CSSTP-0007-00(665)

Description of the proposed project: This project is the widening and reconstruction of S.R. 53 Business (BU) in Pickens County. The project begins at the intersection of SR 515 and SR 53 BU and continues to the intersection of CR 243/Industrial Boulevard and Burnt Mountain Road. The total project distance is approximately 2.6 miles, including a one-way pair section. The project consists of widening SR 53 BU from the existing two lane facility to four 12-foot lanes with a 20-foot raised median and urban shoulders from the intersection of SR 515 to the intersection of Summit Street. The project continues eastward and splits into one-way pairs with one portion following the existing alignment and the other section on new location from Summit Street to the intersection of CR 243/Industrial Boulevard and Burnt Mountain Road. The one-way pair sections are proposed as two 12-foot lanes in each direction with urban shoulders.

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

PDP Classification: Major Minor

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

Functional Classification: SR 53 BU.....Rural Principal Arterial

U. S. Route Number(s) N/A **State Route Number:** 53 BU

Traffic (AADT):

<u>Roadway</u>	<u>Base Year: (2014)</u>	<u>Design Year: (2034)</u>
SR 53 BU	27,125	38,425

Existing design features:

- Typical Sections: SR 53 BU consists of one 12-foot lane in each direction with variable width rural shoulders.
- | <u>Roadway</u> | <u>Posted Speed</u> | <u>Min. Radius</u> | <u>Max. SE</u> |
|--|---------------------|--------------------|----------------|
| SR 53 BU (from SR 515 to Bryant St.) | 45 mph | 10859 ft | 4% |
| SR 53 BU (from Holly St. into downtown Jasper) | 30 mph | 250 ft | 4% |
- Maximum grade: 7.6% mainline, 11% sideroads, 10% driveways
- Width of right of way: Varies 50 ft. - 80 ft.
- Major structures:
 - Culverts: Existing triple barrel 6 X 6 culvert, existing 6 X 8 culvert

- Major interchanges or intersections along the project: SR 53 BU at SR 515
- Existing Roadway Length: 1.82 miles
- Mile Point Reference:
 SR 53 BU (Pickens County).....MP 0.00 (SR 515) to MP 1.82 (Burnt Mount Road)

Proposed Design Features:

Proposed typical sections: Four 12-foot lanes with a 20-foot raised median and urban shoulders from the intersection of SR 515 to the intersection of Summit Street. The one-way pair sections are proposed as two 12-foot lanes in each direction with urban shoulders.

<u>Roadway</u>	<u>Design Speed</u>	<u>Max. Grade</u>	<u>Max. Grade Allowable</u>	<u>Min. Radius</u>	<u>Allowable Min. Radius</u>
SR 53 BU (SR 515 to Bryant St.)	45 mph	6.0%	6.0%	10859'	711'
SR 53 BU (Holly St. to Jasper)	30 mph	6.0%	6.0%	250'	250'

- Maximum Grade Side Streets: 11% Maximum Grade Allowable: 15%

- Maximum Grade Driveways: 11%

- Right of way : varies 50' to 132'

- Easements: Temporary (X), Permanent (X), Utility (), Other ()
- Type of access control: Full (), Partial (), By Permit (X), Other ()
- Number of parcels: 42
- Number of displacements:
 - Business: 2
 - Residences: 1
 - Mobile homes: None
 - Other: None

- Structures:

- Bridges: None Anticipated
- Culverts: The existing culvert will be extended to accommodate the widening.
- Retaining Walls – Gravity walls may be utilized at various locations to minimize impacts to adjacent properties

- Major intersections and interchanges: SR 53 BU at SR 515

- Traffic control during construction: Staged construction with temporary lane closures. Any temporary lane closures will be structured to minimize disruption to traffic flow.

- 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: 1) Median Spacing 2) Right-turn Lane 3) Decision Sight Distance

- Environmental concerns:

History:

- There are no known previously recorded historic buildings in the immediate vicinity of the widening.
 - Eligible Historic Properties: -Downtown Jasper Historic District
-Jasper United Methodist Cemetery
-Railroad just east of intersection of SR 53 BU and Burnt Mountain Road, but outside project limits
-Sunrise Memorial Gardens

Archaeology:

- There are no known previously recorded archaeological sites within the proposed widening.

UST/Hazardous Waste Site:

- There are 5 potential UST sites located along the project corridor.

Natural Resources:

- Surveys for suitable habitat for protected mussels and fish were conducted on 7/24/07 in 3 streams located on the project. No federally protected mussels or fish were collected or observed during the surveys.

Permits:

- It is anticipated that a nationwide permit will be required due to potential impacts to two streams (Town Creek and a tributary to Town Creek).

- Level of environmental analysis:

- Are Time Savings Procedures appropriate? Yes (), No (X),
- Categorical Exclusion (),
- Environmental Assessment/Finding of No Significant Impact (X) FONSI (), or
- Environmental Impact Statement (EIS) ().

- Utility involvements:

- Atlanta Gas Light
- Windstream Communications
- Amicalola EMC
- Ellijay Telephone

- Georgia Power
- City of Jasper Water

VE Study Required Yes (X), No ()

Project responsibilities:

- Design: Consultant Design Engineer
- Right of Way Acquisition: Consultant Design Engineer
- Relocation of Utilities: GDOT
- Letting to contract: GDOT Contracts Office
- Supervision of construction: GDOT Construction Office
- Providing material pits: Contractor
- Providing detours: Consultant Design Engineer

Coordination

- Initial Concept Meeting: 7/30/07
- Concept meeting held on 2/15/08 (minutes attached).
- P. A. R. Meetings: Not Required. It is anticipated that a nationwide permit will be required.
- FEMA, USCG, and/or TVA
- Public involvement: PIOH held 10/18/07 and Public Hearing to be held after Draft EA
- Local government comments:
- Other projects in the area:
 - **PI 0007931**, Widening and Reconstruction of SR 53 from 0.5 miles east of SR 136 connector to SR 515, CSSTP-0007-00(931)
 - **PI 0006062**, Intersection Improvements at SR 53 at Mary Street and Holly Street, CSSTP-0006-00(062)
 - **PI 0007665**, Widening and Reconstruction of SR 53 FM 0.25 miles south of CR 305/Burnt Mountain Road to CR 75/Camp Road, CSSTP-0007-00(665)
- Railroads: Railroad just east of intersection of SR 53 BU and Burnt Mountain Road, but outside project limits
- Other coordination to date: Meeting with public officials 2/28/07 & 6/22/07 (minutes attached)

Scheduling – Responsible Parties' Estimate

- Time to complete the environmental process: 15 Months.
- Time to complete preliminary construction plans: 17 Months.
- Time to complete right of way plans: 2 Months.
- Time to complete the Section 404 Permit: 3 Months.
- Time to complete final construction plans: 20 Months.
- Time to complete to purchase right of way: 17 Months.
- List other major items that will affect the project schedule: N/A Months.

Other alternates considered:

1. Widen existing SR 53 BU to four lanes with a 20-foot raised median from SR 515 to the intersection of Summit Street, with one-way pairs from Summit Street to the intersection of CR 243/Industrial Boulevard and Burnt Mountain Road.
2. Widen existing SR 53 BU to four lanes with a 20-foot raised median from SR 515 to Burnt

- Mountain Road.
3. No Build.

Comments:

Comparison of Alternates Considered

1. Widen existing SR 53 BU to four lanes with a 20-foot raised median from SR 515 to the intersection of Summit Street, with one-way pairs from Summit Street to the intersection of CR 243/Industrial Boulevard and Burnt Mountain Road. This is the recommended alternative. The proposed four lane section is necessary to provide an adequate level of service under design year 2034 traffic projections and to minimize substantial impacts to the downtown Jasper area.
2. Widen existing SR 53 BU to four lanes with a 20-foot raised median from SR 515 to Burnt Mountain Road. This alternate is not recommended due to the substantial impacts to the downtown Jasper area and properties that are potentially eligible for the historical register.
3. No Build. This alternate is not recommended. Traffic projections indicate that the current two-lane facility along SR 53 BU will fail under future traffic conditions, providing an unacceptable level of service. The section of SR 53 BU from South Main Street to Burnt Mountain Road is currently failing. By the year 2012, both sections along SR 53 BU from SR 515 to Sam McGee Boulevard and from Sam McGee Boulevard to Mary Street will fail. The intersections of South Main Street at SR 53 BU and SR 515 at SR 53 BU are currently failing.

Attachments:

- A. Cost Estimates:
 - a. Construction including E&C,
 - b. Right of Way, and
 - c. Utilities.
- B. Typical Sections
- C. Minutes of Initial Concept Meeting 7/30/07
- D. Minutes of Concept Meeting 2/15/08
- E. Minutes of Public Official Meetings 2/28/07 & 6/22/07
- F. Traffic Diagrams
- G. B/C Ratio

Estimate Report for file "STP-065-2(13)200832388"

Section Road					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
150-1000	Lump	LS	250000.00	TRAFFIC CONTROL - STP-065-2(13)	250000.00
150-5010	2	EA	12228.36	TRAFFIC CONTROL, PORTABLE IMPACT ATTENUATOR	24456.72
153-1300	1	EA	79134.11	FIELD ENGINEERS OFFICE TP 3	79134.11
201-1500	Lump	LS	450000.00	CLEARING & GRUBBING - STP-065-2(13)	450000.00
205-0001	101000	CY	5.21	UNCLASS EXCAV	526210.00
207-0203	200	CY	51.26	FOUND BK FILL MATL, TP II	10252.00
310-1101	65000	TN	18.89	GR AGGR BASE CRS, INCL MATL	1227850.00
318-3000	1000	TN	19.38	AGGR SURF CRS	19380.00
402-1812	1000	TN	72.00	RECYCLED ASPH CONC LEVELING, INCL BITUM MATL & H LIME	72000.00
402-3121	20900	TN	70.00	RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	1463000.00
402-3130	7900	TN	72.90	RECYCLED ASPH CONC 12.5 MM SUPERPAVE, GP 2 ONLY, INCL BITUM MATL & H LIME	575910.00
402-3192	10500	TN	101.25	RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL	1063125.00
413-1000	6700	GL	2.05	BITUM TACK COAT	13735.00
432-0206	660	SY	3.20	MILL ASPH CONC PVMT, 1 1/2 IN DEPTH	2112.00
441-0014	100	SY	38.47	DRIVEWAY CONCRETE, 4 IN TK	3847.00
441-0104	17800	SY	39.88	CONC SIDEWALK, 4 IN	709864.00
441-0204	100	SY	32.95	PLAIN CONC DITCH PAVING, 4 IN	3295.00
441-0754	7500	SY	50.99	CONCRETE MEDIAN, 7 1/2 IN	382425.00
441-6022	32000	LF	19.37	CONC CURB & GUTTER, 6 IN X 30 IN, TP 2	619840.00
441-6720	9000	LF	15.91	CONC CURB & GUTTER, 6 IN X 30 IN, TP 7	143190.00
446-1100	2500	LF	5.00	PVMT REINF FABRIC STRIPS, TP 2, 18 INCH WIDTH	12500.00
500-3101	680	CY	611.14	CLASS A CONCRETE	415575.20
500-3200	70	CY	391.43	CLASS B CONCRETE	27400.10
511-1000	79900	LB	0.96	BAR REINF STEEL	76704.00
550-1180	1000	LF	42.82	STORM DRAIN PIPE, 18 IN, H 1-10	42820.00
550-1181	8000	LF	44.87	STORM DRAIN PIPE, 18 IN, H 10-15	358960.00
550-1182	4000	LF	73.35	STORM DRAIN PIPE, 18 IN, H 15-20	293400.00
550-1241	2500	LF	61.87	STORM DRAIN PIPE, 24 IN, H 10-15	154675.00
550-1242	1600	LF	61.86	STORM DRAIN PIPE, 24 IN, H 15-20	98976.00
550-1361	200	LF	105.20	STORM DRAIN PIPE, 36 IN, H 10-15	21040.00
550-1482	400	LF	144.48	STORM DRAIN PIPE, 48 IN, H 15-20	57792.00
550-2180	3000	LF	36.98	SIDE DRAIN PIPE, 18 IN, H 1-10	110940.00
550-2182	3500	LF	24.45	SIDE DRAIN PIPE, 18 IN, H 15-20	85575.00
550-3318	10	EA	614.93	SAFETY END SECTION 18 IN, STORM DRAIN, 4:1 SLOPE	6149.30
550-3424	5	EA	766.91	SAFETY END SECTION 24 IN, SIDE DRAIN, 4:1 SLOPE	3834.55
550-4118	60	EA	452.74	FLARED END SECTION 18 IN, SIDE DRAIN	27164.40
550-4136	60	EA	892.00	FLARED END SECTION 36 IN, SIDE DRAIN	53520.00
550-4236	30	EA	1227.33	FLARED END SECTION 36 IN, STORM DRAIN	36819.90
576-1018	1000	LF	32.46	SLOPE DRAIN PIPE, 18 IN	32460.00
603-2018	300	SY	59.31	STN DUMPED RIP RAP, TP 1, 18 IN	17793.00
610-9099	Lump	LS	6889.66	REM WINGWALLS & PARAPETS, STA -	6889.66
620-0100	1300	LF	31.13	TEMPORARY BARRIER, METHOD NO. 1	40469.00
634-1200	264	EA	105.44	RIGHT OF WAY MARKERS	27836.16
641-1200	1300	LF	18.05	GUARDRAIL, TP W	23465.00
641-5001	7	EA	653.72	GUARDRAIL ANCHORAGE, TP 1	4576.04
641-5012	7	EA	1811.86	GUARDRAIL ANCHORAGE, TP 12	12683.02
643-0010	1000	LF	4.96	FIELD FENCE WOVEN WIRE	4960.00
668-1100	160	EA	2891.31	CATCH BASIN, GP 1	462609.60
668-2100	100	EA	4239.62	DROP INLET, GP 1	423962.00
668-5000	10	EA	2267.29	JUNCTION BOX	22672.90
668-6000	2	EA	1658.65	SPRING BOX	3317.30
Section Sub Total:					\$10,607,164.96

Section Temporary Erosion Control Items					
Item Number	Quantity	Units	Unit Price	Item Description	Cost

163-0232	15	AC	726.07	TEMPORARY GRASSING	10891.05
163-0300	5	EA	1518.45	CONSTRUCTION EXIT	7592.25
163-0501	35	EA	838.45	CONSTRUCT AND REMOVE SILT CONTROL GATE, TP 1	29345.75
163-0502	15	EA	698.61	CONSTRUCT AND REMOVE SILT CONTROL GATE, TP 2	10479.15
163-0520	300	LF	17.12	CONSTRUCT AND REMOVE TEMPORARY PIPE SLOPE DRAIN	5136.00
163-0521	1000	EA	211.97	CONSTRUCT AND REMOVE TEMPORARY DITCH CHECKS	211970.00
163-0531	2	EA	7792.46	CONSTRUCT AND REMOVE SEDIMENT BASIN, TP 1, STA NO -	15584.92
165-0010	10000	LF	1.03	MAINTENANCE OF TEMPORARY SILT FENCE, TP A	10300.00
165-0030	1000	LF	1.77	MAINTENANCE OF TEMPORARY SILT FENCE, TP C	1770.00
165-0040	1000	EA	76.69	MAINTENANCE OF EROSION CONTROL CHECKDAMS/DITCH CHECKS	76690.00
165-0060	2	EA	1457.77	MAINTENANCE OF TEMPORARY SEDIMENT BASIN, STA NO -	2915.54
165-0085	35	EA	225.11	MAINTENANCE OF SILT CONTROL GATE, TP 1	7878.85
165-0086	15	EA	109.72	MAINTENANCE OF SILT CONTROL GATE, TP 2	1645.80
165-0101	5	EA	617.94	MAINTENANCE OF CONSTRUCTION EXIT	3089.70
167-1000	2	EA	1334.19	WATER QUALITY MONITORING AND SAMPLING	2668.38
167-1500	2	MO	982.74	WATER QUALITY INSPECTIONS	1965.48
171-0010	10000	LF	2.08	TEMPORARY SILT FENCE, TYPE A	20800.00
171-0030	1000	LF	4.08	TEMPORARY SILT FENCE, TYPE C	4080.00
700-8000	10	TN	289.61	FERTILIZER MIXED GRADE	2896.10
Section Sub Total:					\$427,698.97

Section Permanent Erosion Control Items					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
700-6910	30	AC	1054.05	PERMANENT GRASSING	31621.50
700-7000	60	TN	60.44	AGRICULTURAL LIME	3626.40
700-7010	75	GL	21.65	LIQUID LIME	1623.75
700-8000	20	TN	289.61	FERTILIZER MIXED GRADE	5792.20
700-8100	1500	LB	2.55	FERTILIZER NITROGEN CONTENT	3825.00
700-9300	1000	SY	5.06	SOD	5060.00
702-9020	510	SY	3.17	MULCH	1616.70
710-9000	1000	SY	4.78	PERMANENT SOIL REINFORCING MAT	4780.00
716-2000	1000	SY	1.14	EROSION CONTROL MATS, SLOPES	1140.00
Section Sub Total:					\$59,085.55

Section Signing and Marking					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
636-1020	2000	SF	15.11	HIGHWAY SIGNS, TP 1 MATL, REFL SHEETING, TP 3	30220.00
636-1031	2200	SF	19.00	HIGHWAY SIGNS, TP 1 MATL, REFL SHEETING TP 6	41800.00
636-2070	600	LF	8.09	GALV STEEL POSTS, TP 7	4854.00
636-2080	10	LF	9.31	GALV STEEL POSTS, TP 8	93.10
636-2090	4	LF	8.65	GALV STEEL POSTS, TP 9	34.60
638-1006	Lump	LS	52000.00	STR SUPPORT FOR OVERHEAD SIGN, TP VI , STA -	52000.00
639-3003	6	EA	8925.33	STEEL STRAIN POLE, TP III	53551.98
639-3004	20	EA	10993.91	STEEL STRAIN POLE, TP IV	219878.20
652-0210	8	EA	64.50	PAVEMENT MARKING, WORD, TP 1	516.00
653-0110	30	EA	72.57	THERMOPLASTIC PVMT MARKING, ARROW, TP 1	2177.10
653-0120	100	EA	72.77	THERMOPLASTIC PVMT MARKING, ARROW, TP 2	7277.00
653-1501	45000	LF	0.69	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, WHITE	31050.00
653-1502	48000	LF	0.65	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, YELLOW	31200.00
653-1704	2200	LF	4.19	THERMOPLASTIC SOLID TRAF STRIPE, 24 IN, WHITE	9218.00

653-1804	7000	LF	2.11	THERMOPLASTIC SOLID TRAF STRIPE, 8 IN, WHITE	14770.00
653-3501	20000	GLF	0.56	THERMOPLASTIC SKIP TRAF STRIPE, 5 IN, WHITE	11200.00
653-6004	1800	SY	2.84	THERMOPLASTIC TRAF STRIPING, WHITE	5112.00
653-6006	200	SY	3.06	THERMOPLASTIC TRAF STRIPING, YELLOW	612.00
654-1001	2000	EA	3.12	RAISED PVMT MARKERS TP 1	6240.00
654-1003	2200	EA	3.66	RAISED PVMT MARKERS TP 3	8052.00
654-1010	2200	EA	38.10	RAISED PVMT MARKERS TP 10	83820.00
Section Sub Total:					\$613,675.98

Section Traffic Signal Items					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
615-1200	1600	LF	11.19	DIRECTIONAL BORE - 6 in.	17904.00
639-3004	5	EA	10993.91	STEEL STRAIN POLE, TP IV	54969.55
639-4004	20	EA	7226.82	STRAIN POLE, TP IV	144536.40
647-1000	Lump	LS	65000.00	TRAFFIC SIGNAL INSTALLATION NO - 1	65000.00
647-1000	Lump	LS	80000.00	TRAFFIC SIGNAL INSTALLATION NO - 2	80000.00
647-1000	Lump	LS	80000.00	TRAFFIC SIGNAL INSTALLATION NO - 3	80000.00
647-1000	Lump	LS	80000.00	TRAFFIC SIGNAL INSTALLATION NO - 4	80000.00
647-1000	Lump	LS	80000.00	TRAFFIC SIGNAL INSTALLATION NO - 5	80000.00
647-1000	Lump	LS	80000.00	TRAFFIC SIGNAL INSTALLATION NO - 6	80000.00
647-1000	Lump	LS	80000.00	TRAFFIC SIGNAL INSTALLATION NO - 7	80000.00
647-1000	Lump	LS	80000.00	TRAFFIC SIGNAL INSTALLATION NO - 8	80000.00
647-2150	25	EA	1826.20	PULL BOX, PB-5	45655.00
647-2170	2	EA	1282.99	PULL BOX, PB-7	2565.98
Section Sub Total:					\$890,630.93

Subtotal Construction Cost	\$12,598,256.39
E&C Rate 10.0 %	\$1,259,825.64
Inflation Rate 0.0 % @ 0 Years	\$0.00
Total Construction Cost	\$13,858,082.03
Right Of Way	\$25,521,000.00
ReImb. Utilities	\$1,281,000.00
Grand Total Project Cost	\$40,660,082.08

Total Estimated Cost: \$12,598,256.39

ENGINEERING @ 5% 629,913
 CONTINGENCY @ 6% 793,690

TOTAL CONST COST = 14,021,859

RIGHT-OF-WAY - 25,521,000
 REIMB UTILITIES - 1,281,000

TOTAL PROJECT COST \$40,823,859

ADP
 5/19/2008

Revised Right of Way Cost Estimate

Date: July 17, 2007 - REVISED
Project: STP-065-2(13) Pickens **P.I. Number:** 621490
Existing/Required R/W: Varies/Varies **No. Parcels:** 39
Project Termini: SR 53 from SR 515/APD to CR 243/Industrial Boulevard
Project Description: Widening with a 20' Concrete Median

Land:

Commercial			
Required R/W	13.77 Ac	X \$ 350,000	= \$ 4,819,500
Permanent Easement	0.536 Ac	X \$ 350,000 X .50	= \$ 93,800
Total			= \$ 4,913,300

Improvements:

3 Commercial Buildings (and out buildings), 1 church, 2 houses, 1 mobile home, curbing, paving, signs, light fixtures, fencing, trade fixtures and site improvements

\$ 1,682,000

Relocation:

3 Commercial Displaces @ \$ 25,000 / parcel = \$ 75,000

\$ 75,000

Damages:

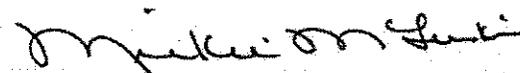
Consequential - 2 Parcels	\$	500,000
Cost To Cure - 5 Parcels	\$	180,000

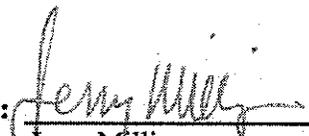
\$ 680,000

\$ 7,350,300

Net Cost		\$ 7,350,300
Scheduling Contingency	55 %	\$ 4,042,665
Adm/Court Cost	60 %	\$ 6,835,779
Inflation Factor	40 %	\$ 7,291,497
		<u>\$ 25,520,241</u>

Total Cost \$ 25,521,000

Prepared By: 
 Mickie McJunkin 7-17-07
 Wilbur Smith Associates

Approved: 
 Jerry Milligan
 GDOT R/W

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE: STP-065-2(13), Pickins Co. **OFFICE:** Cartersville
P.I. No. 621490

FROM: Kerry D. Bonner, District Utilities Engineer **DATE:** May 30, 2008
(re-revised)

TO: DeWayne Comer, P.E., Assistant District Engineer
ATTN: Steve Adewale

SUBJECT: UPDATED UTILITY COST ESTIMATE

We are furnishing you with an updated Utility Cost estimate for each utility with facilities potentially located within the project limits.

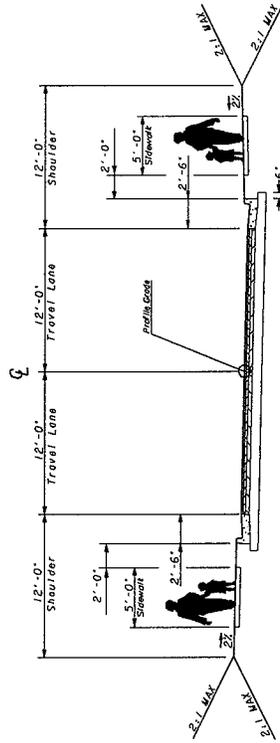
FACILITY OWNER GOVT. COST	LOCAL NON- REIMBURSABLE	REIMBURSABLE
Atlanta Gas Light Company	\$ 275,000.00	\$70,000.00
Windstream	\$ 240,000.00	
Ellijay Telephone	\$ 285,000.00	
Dalton Utilities		\$ 500,000.00
GA Power		\$ 711,000.00
Totals	\$800,000.00	\$1,281,000.00

Total Preliminary Utility Cost Estimate \$2,081,000.00

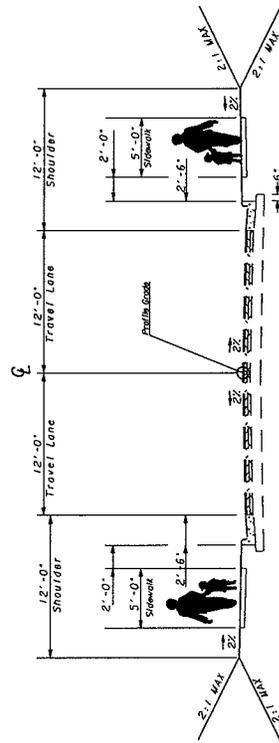
If you have any questions, please contact Kerry Bonner at 770-387-3614.

KDB/jd

C: Jeff Baker, P. E., State Utilities Engineer;
Jamie Simpson, Financial Management
Lou Chastain, Area Engineer
File/Estimating Book



SR 53 BU - TYPICAL SECTION 3
ONE WAY PAIR (NEW LOCATION)
SUPERELEVATED SECTION



SR 53 BU - TYPICAL SECTION 4
ONE WAY PAIR (EXISTING ROADWAY)
TANGENT SECTION

STATE OF GEORGIA DEPARTMENT OF TRANSPORTATION
OFFICE: TYPICAL SECTIONS
DRAWING NO. 5-02

REVISION DATES

1960 P. McWhorter Street
Atlanta, GA 30258
678-448-6603
678-373-6016 (Fax)

CH2MHILL



CH2MHILL

Date: Tuesday, August 7, 2007

To: Attendees, Lonnie Waters (City of Jasper) and Project File

From: Daveitta Jenkins (CH2M HILL)

Place: Georgia Department of Transportation – District 6 Conference Room

Attendees: See Attached Sign-In Sheet

Subject: Meeting Minutes – GDOT Initial Concept Team Meeting Held on 7/30/07 [P.I. 621490, STP-065-2(13), SR 53 Business, Pickens County]

Mr. Steve Adewale, GDOT Project Manager, opened the meeting at 10:00 AM with a greeting and quick overview of the project's description and the roles of both GDOT and CH2M HILL concerning the project. Mr. Adewale then asked for introductions of all persons present and whom they represent. Also, it was noted that several offices and representatives may not be present due to a large traffic tie-up on Interstate 75. Mr. Stanley Hill of GDOT OCD noted that if any participants came in late, to please allow extra time for them at the end of the meeting.

After introductions, Steve Adewale gave a brief introduction of the project's inception and CH2M HILL's responsibilities with this project, detailing the turn key definition. Mr. Adewale noted that the project is being designed in English imperial units.

Mr. Adewale then introduced Daveitta Jenkins, CH2M HILL's Project Manager. Ms. Jenkins began with an introduction of the project, describing the project's length, the project limits, the typical sections and the base and design year traffic. She proceeded to describe the existing conditions throughout the project limits, including geometric conditions, speed limits and existing traffic control. Then, using the aerial conceptual layout she detailed the proposed design, including the proposed typical sections, the details of the one way pairs, median opening locations and brief details on the project's environmental impacts.

Ms. Jenkins summarized the project's Need and Purpose Statement, listing increasing traffic demand as the dominant driving need for the project. Mr. Stanley Hill then stated that GDOT's Office of Planning had reviewed the project's Need and Purpose Statement, and would be providing their comments to CH2M HILL after the meeting. Ms. Jenkins then gave a brief outline of future project activities, including the PIOH and preliminary design. She mentioned that during the review process that an independent Value Engineering study would be completed also, reviewing all aspects of the project's design. After the brief project schedule detail, Ms. Jenkins introduced Mr. Rich Reaves of CH2M HILL.

Mr. Reaves was introduced as one of the environmental scientists responsible for obtaining the environmental permits for the project. He listed the environmental impacts of the project, such as minor wetland impacts scattered through the project, several stream crossings, and the eligible historic properties as shown on the layouts. Mr. Reaves stated

that an Environmental Assessment is the anticipated level of environmental analysis. Mr. Reaves also noted that a nationwide permit is anticipated and will be evaluated as additional impacts are revealed and/or proposed impacts revised.

At the end of Mr. Reaves comments, Ms. Daveitta Jenkins introduced John Moretto of CH2M HILL. Mr. Moretto was introduced as the traffic engineer responsible for the traffic study required by the project. Mr. Moretto detailed the traffic information for the project, mentioning the methodology of the traffic study and detailing the traffic data gathering process. The traffic report was summarized, with attention drawn to the limiting factors of the eligible historic properties in the downtown Jasper area and the intersection of S.R. 53 Business and S.R. 515. Also noted was the removal of some of the proposed turning lanes due to environmental impacts and possible downtown business displacements. Mr. Moretto also noted that coordination would be required with the long range project to the west of S.R. 515 (P.I. 0007931). Mr. Lou Chastain, GDOT Area Engineer, asked if the reduction of the proposed turn lanes from the eligible historic downtown region severely degraded the projected traffic flow. Mr. Moretto stated that most reductions were in an effort to eliminate displacements, but that some of the deletions were due to maintaining the existing project footprint. Mr. Nabil Raad, GDOT Traffic Operations, asked if all projected left turn movements with over 300 vehicles an hour of traffic were to be designed with dual left turns. Mr. Moretto stated that all left turning projected traffic with 300 VPH or greater were either designated for dual left turn lane design or were detailed in the traffic report with the limiting factors.

At the end of the traffic segment, Ms. Jenkins reiterated the need to delete the proposed safety project at the intersection of S.R. 53 Business and Mary Street, since the current project will implement any needed design changes to address the previous project. Ms. Jenkins detailed the public involvement required for the project, beginning with the upcoming PIOH. Ms. Jenkins also noted the proximity of the eligible historic railroad to the eastern portion of the project. Mr. David Moore, GDOT District Office, noted that coordination with the railroad may be necessary based on the proximity of the railroad. Coordination with the railroad will be handled thru Richard Crowley, GDOT State Utilities Railroad Liaison. The construction schedule was described, listing 20 months for construction and 17 months for right of way acquisition.

Ms. Jenkins detailed the possible alternatives: the current depicted widening with the one way pairs, the widening along the entire project of SR 53 Business and the No Build alternative. Considering the driving factors of the project, the No Build is not an alternative that will solve or mitigate the need, and the alternative with widening along all of SR 53 Business has significant commercial impacts. Ms. Jenkins introduced Mickie McJunkin of Wilbur Smith and Associates, to speak about the right of way estimate for the project.

Ms. McJunkin detailed the project's recently approved Preliminary Right of Way estimate of \$25,521,000 versus the previous estimate of \$39,000,000. This estimate update was completed at the request of GDOT from the June 22, 2007 meeting with local officials. The new estimate revised the displacements and incorporated the updated right of way requirements for the proposed project. Mr. Lou Chastain requested that all efforts be placed to reduce the right of way take further if possible. Mr. Chastain then recommended that the proposed project limits be lengthened to extend past Camp Road on the western side of the project. Ms. Jenkins stated that this addition would be evaluated and discussed with the

GDOT Project Manager. Mr. Steve Adewale then requested an accurate update on the number of parcels. Ms. McJunkin answered that a detailed estimate would be given to Mr. Adewale after the meeting. Ms. McJunkin closed her segment with a quick review of the right of way schedule for time required, and the possibility of completing some of the preliminary work up to making right of way offers being undertaken during the preliminary plan phase.

Ms. Jenkins wrapped up the meeting with a question/comment period where each office and locality was allowed to ask questions.

- David Moore, GDOT District Preconstruction made a comment concerning the possible need for 3 design variances. His 3 areas of design variances were:
 1. Median opening variance for less than 1000 foot spacing
 2. Rt Turn lane design variance
 3. Decision sight distance design variance – this was also discussed at the June 22nd, 2007 meeting. GDOT has yet to clarify the intent of the new GDOT Design Manual as it relates to decision sight distance. Ms. Jenkins and Mr. Stanley Hill noted that the project will be designed according to GDOT requirements.
- Locals: Reiterated the need to keep R/W costs down, need to speed the project up
- Planning Office: Comments forwarded to CH2M HILL concerning Need and Purpose
- Stanley Hill: The environmental document approval is the key determinant in adhering, meeting or accelerating project schedules.
- Utilities: No comment
- Maintenance: No representative present
- Construction: No representative present
- Office of Materials: No representative present
- Environmental and Location: Keep impacts down, try to stay out of an individual permit, perpendicular stream crossings exempt from new USACE requirements
- Traffic Operations: Several items on the estimate, such as strain poles and RPM's, need to be revised or adjusted. Stop and go signals will be designed as box spans with concrete mast arms, unless the city/county requests through GDOT. Mr. Stanley Hill commented that this was correct, and asked if the county/city wanted special accommodations/decorations with the stop and go signals. The county commented that they would address this with a letter after the meeting, but could not speak for the city. Mr. Keith Rohling, CH2M HILL, commented that he would follow up on this with the city and county.

It was noted that a public information meeting would be scheduled soon and the support and cooperation of the locals will be important. Mr. Steve Adewale closed the meeting, thanking everyone for their participation.

Sign In Sheet

Initial Concept Team Meeting

SR 53 Business, P.I. 621490, STP-065-2(13), Pickens County

Name/Company/Title	Phone Number	email
Stanley Hill 6007-000	404-656-6109	Stanley.Hill@dot.state.ga.us
STEVE ADEWALE "	404-463-0291	steve.adewale " "
KEITH KROHLING CH2M Hill	678-422-5992	kkrohling@CH2M.com
JASON DAVIS CH2M Hill	678-422-5992 x 202	jason.davis@ch2m.com
JACK SEIBERT CH2M Hill	678-530-4315 x 54315	JACK.SEIBERT@CH2M.COM
Daveitta Jenkins CH2M Hill	678-422-5992 x 201	daveittajenkins@ch2m.com
JOHN MORETTO	678-422-5992 x 207	jmoretto@ch2m.com
Rich Reeves CH2M Hill	678-530-4285	rreeves@ch2m.com
Larry Toney ^{Pickens County} Govt	770-893-8499	ltoney@pickenscountygga.gov
JOEY LOW	770 893-7789	jlow@pickenscountygga.gov
Nabil Raad	404.635-8126	n.nabil.raad@dot.state.ga.us
KERRY BUNNER - UDL	7703873614	kerry.bunner@dot.state.ga.us
Galen Barrow - ENV. ^{Willow Smith Assoc}	770-387-3685	Galen.Barrow@dot.state.ga.us
Mickie McJunkin (r/w)	404-291-9577	mcmckjunkin@willow-smith.com
GREG HOOB	770-387-3654	greg.hoo@dot.state.ga.us
Robert P. Jones	706-253-8817	rjones@pickenscountygga.gov



CH2MHILL

Date: Thursday, February 28, 2008

To: Attendees and Project File

From: Daveitta Jenkins (CH2M HILL)

Place: Georgia Department of Transportation – District 6 Conference Room

Attendees: See Attached Sign-In Sheet

Subject: Meeting Minutes – GDOT Concept Team Meeting Held on 2/15/08 [P.I. 621490, STP-065-2(13), SR 53 Business, Pickens County]

Mr. Steve Adewale, GDOT Project Manager, opened the meeting at 10:00 AM with a greeting and quick overview of the project's description. Mr. Adewale requested that all attendees sign-in and noted that there would be an opportunity at the end of the meeting for comments or questions. It was noted that the project is being designed in English units. Mr. Adewale noted that he anticipates that the Concept Report will be approved in March 2008. He also noted that the GDOT management right-of-way approval date is currently noted as October 2008 with the letting in December 2010. Mr. Adewale then recognized the local officials that were present, Mr. John Weaver (City of Jasper) and Mr. Norman Pope (Pickens County). Introductions followed of all persons present and whom they represent.

After introductions, Mr. Adewale noted CH2M HILL's responsibilities with this project, detailing the turn key definition. Mr. Adewale then introduced Daveitta Jenkins, CH2M HILL's Project Manager. Ms. Jenkins began with an introduction of the project, describing the project limits, the existing typical sections and the base and design year traffic. Ms. Jenkins summarized the project's Need and Purpose Statement, noting that the need for the project is driven by the amount of current traffic and projected traffic growth in the project area. She proceeded to describe the existing conditions throughout the project limits, including geometric conditions and speed limits.

After the brief project details, Ms. Jenkins introduced Mr. John Moretto of CH2M HILL to discuss the traffic analysis. Mr. Moretto detailed the traffic information for the project, mentioning the methodology of the traffic study and detailing the traffic data gathering process. The traffic report was summarized, with attention drawn to the limiting factors in the downtown Jasper area due to the eligible historic district. Also noted was the removal of some of the proposed turning lanes due to environmental impacts and possible downtown business displacements. Mr. Moretto stated that the traffic numbers indicate a level of service (LOS) of "F" along the corridor and at approaches. He noted that a LOS of "A" is very good with very little delay and that "F" is very bad. Mr. Moretto noted that the traffic numbers show that a 4-lane with the one-way pairs operates well. Additionally, Mr. Moretto noted that new signals are proposed at Ingles, Bryant Street, Holly Street and Main Street at eastbound SR 53 Business. It was noted that a GDOT Signal Warrant Analysis would be prepared during design for each new signal proposed. Mr. Moretto also noted

that there were two comments regarding the traffic analysis from the Public Information Open House held on 10/18/07 that were further investigated. One item was the intersection of Camp Road and the other was to evaluate a signal at Gordon Road. Additional analysis was conducted at the intersection of Camp Road. The analysis shows that adding some turn lanes at Camp Road would provide a better LOS. However, the results of the analysis did not show acceptable levels to warrant a signal at Gordon Road.

Mr. Adewale noted that a Benefit Cost Analysis was prepared by CH2M HILL and the results show that there is supportive data for this project. Mr. Moretto further explained that the Benefit Cost Analysis looks at the cost associated with delay for the existing traffic volumes and the proposed traffic volumes.

Then, using the aerial conceptual layout Ms. Jenkins detailed the proposed design, including the proposed typical sections, the details of the one way pairs, median opening locations and brief details on the project's environmental impacts. Ms. Jenkins detailed the possible alternatives that were considered: the proposed 4-lane widening with the one way pairs, a 4-lane widening along the entire section of SR 53 Business and the No Build alternative. Considering the Need and Purpose of the project, the No Build is not an alternative that will solve or mitigate the need, and the alternative of widening along the entire section SR 53 Business has significant commercial impacts within the eligible historic district. Ms. Jenkins noted that there are eligible historic properties along the corridor as shown on the layout. She also noted that there are no known previously recorded archaeological sites, that there are minor wetland impacts scattered through the project and that there are several stream crossings. A survey was also conducted on 7/24/07 in three streams located on the project and no federally protected mussels or fish were collected or observed. Ms. Jenkins noted that an Environmental Assessment is the anticipated level of environmental analysis. It is also anticipated that a nationwide permit will be required due to potential impacts to two streams. Ms. Jenkins also noted the other projects in the area as identified in the concept report. The estimated construction (\$13,793,029), right-of-way (\$25,521,000) and reimbursable utility costs (\$1,281,000) were also noted as shown in the concept report.

Ms. Jenkins wrapped up the meeting with a question/comment period where each office and locality was allowed to ask questions.

- Office of Planning - No comment
- Office of Right-of-Way - No representative present; Ms. Jenkins noted that the cost estimate was approved by the Office of Right-of-Way in July 2007
- Office of Utilities, Utility Owners: No representative present
- Maintenance: Mr. Huff questioned if an existing pavement analysis would be done to make sure that we have good sub-structure? Also, the temporary barrier is shown as method 2 in the cost estimate, but it should be method 1. Ms. Jenkins noted that their sub-consultant will provide an existing pavement analysis and that the method for the barrier would be corrected.
- Construction: No representative present
- Office of Materials: No representative present
- Environmental and Location: No representative present

- Traffic Operations: Mr. Sanders noted that a signal warrant analysis will be required using the projected traffic volumes
- Office of Bridge Design: No representative present; Ms. Jenkins to double check with Bridge Design regarding the size of the culverts to see if they need to be involved in the review.
- District: Mr. Moore noted that GDOT issued a memo noting that HCS should be used for traffic analysis on projects.
- Pickens County: Mr. Pope noted that the County may need some assistance from GDOT to upgrade Industrial Boulevard, due to increased traffic that may use Industrial Boulevard after the SR 53 project is constructed.
- City of Jasper: Mr. Weaver noted that he was pleased with the project at this point and asked about how long construction is estimated to take. Mr. Adewale noted that construction could be estimated at 2 years.

Mr. Steve Adewale closed the meeting, thanking everyone for their participation.



Sign In Sheet

**Concept Team Meeting - February 15, 2008
SR 53 from SR 515/APD to CR 243/Industrial Boulevard
STP-065-2(13), Pickens County, P.I. No. 621490**

Name	Company	Phone Number	email
Steve Adewale	GDOT-OCD	(4)463-0291	sadewale@dot.ga.gov
John Moretto	CH2M HILL	678-422-5992 ext. 203	jmoretto@ch2m.com
Daveitta Jenkins	CH2M HILL	678-422-5992 ext. 201	daveitta.jenkins@ch2m.com
Keith Rohling	CH2M HILL	678-422-5992 ext. 200	krohling@ch2m.com
Jason Davis	CH2M HILL	678-422-5992 ext. 202	jason.davis@ch2m.com
Robert Huff	GDOT-Maintenance	404-635-8201	rhuff@dot.ga.gov
John Weaver	City of Jasper	706-692-9100	jweaver@jasper.ga.us
Sonny Underwood	City of Jasper	706-692-8004	sunderwood@jasper.ga.us
David Moore	GDOT D6 Design	770-387-3622	david.moore@dot.state.ga.us
Steve Sanders	GDOT D6 T.O.	770-387-3634	steve.sanders@dot.state.ga.us
Tyrhonda Edwards	GDOT Planning	(4)463-4377	Tyrhonda.edwards@dot.state.ga.us
Norman. W. Pope	Pickens County	(706)253-8850	npope@pickenscountyga.gov
Greg Hood	GDOT/D6	770-387-3654	ghoo@dot.ga.gov
Rodney Buckingham	Pickens County	706-253-8850	rbuckingham@pickenscountyga.gov

STP-065-2(13)

3/2/2007

S.R. 53 Business, Pickens County

Notes on County Commissioner Meeting/GDOT (Traffic Concerns)

In Attendance:

Keith Rohling, CH2M HILL

John Moretto, CH2M HILL

Robert P. Jones, Pickens County Commission Chairman (706-253-8809)

Larry Toney, Pickens County Economic Development Director (706-253-6368)

Lou Chastain, GDOT District Office

Meeting Held on 2/28/07

Notes:

Keith Rohling opened up the meeting w/introductions and a brief description of the project.

- Both County Representatives gave their support of the project as developed by GDOT concerning the proposed one way roadway pair thru Jasper, and the 4 lane divided typical section to SR 515. The commissioner indicated that he was not opposed to a bypass route as well. They indicated that the Comprehensive Transportation Plan has a bypass in the future.
- According to the County Representatives, the mayor of Jasper may oppose the project as currently proposed. The Mayor was quoted in the paper as saying that the project would be a three lane at a local civic organization meeting. They mentioned that the mayor has proposed to make Jasper's internal street system one way in both the north-south, east-west direction. They also mentioned that he has a rough directional sketch of his plan.
- The County Reps. mentioned the possibility of a future bank office in Jasper just north of Business SR 53 around West Street. But they then stated it would probably not happen.
- Large Walmart development pending to the north of SR 53 business along SR 515, with 20 outparcels and a connection to the project from Old Philadelphia Street. Possible build out between 2 to 5 years in the future, with 160 acres of development.
- County mentioned the closing of Spring Street near the Church as a viable option, that the Church had considered this in the past.
- County offered up the new County Commissioner's Meeting room for the Concept Meeting.



CH2MHILL

Date: Thursday, July 5, 2007
To: Attendees and Project File
From: Daveitta Jenkins (CH2M HILL)
Place: Georgia Department of Transportation – District 6 Conference Room
Attendees: See Attached Sign-In Sheet
Subject: Meeting Notes – GDOT Project Status Meeting with Local Officials Held on 6/22/07 [P.I. 621490, STP-065-2(13), SR 53 Business, Pickens County]

Mr. Steve Adewale opened the meeting at 10:00 AM with a greeting and identification of the purpose for the status meeting, along with mention of the project's name and project number. Mr. Adewale then asked for introductions of all persons present and the organization they represent (please see attached sign in sheet for meeting participants).

After introductions, Babs Abubakari briefly noted the purpose of the meeting. Mr. Abubakari stated that the local officials from Pickens County and the City of Jasper brought questions about the project concerning the project's schedule and scope to GDOT officials, and that GDOT wanted to provide answers to these questions and provide information about the project. After this brief overview, Mr. Abubakari asked Daveitta Jenkins of CH2M HILL, GDOT's contracted Project Manager for this project, to provide a project description and overview of pertinent information.

Ms. Jenkins then proceeded to provide a description of the project, including project limits, project typical section, and the tasks completed and ongoing by CH2M HILL for the project. Ms. Jenkins utilized a one page handout with the project's facts and accomplishments, along with a large aerial layout with the proposed project alignment and noted environmental/historical potential areas (please see attachments for the handout). Ms. Jenkins discussed the project's potential issues and areas of limitations, along with the process of identifying these areas of concern.

The main points of interest concerning the project limitations that Ms. Jenkins covered included:

- Identification of the potential historic areas present within the city of Jasper and the steps CH2M HILL have taken to limit/eliminate impacts to this area. This includes maintaining the existing footprint of the roadway on both the existing S.R. 53 Business alignment (proposed westbound one way pair), and the existing Industrial Blvd. alignment/footprint (proposed eastbound one way pair). All potential turn lanes were eliminated in this area.
- The impacts to the existing businesses to the west side of the project. Two restaurants have been identified as possible displacements. A discussion followed that evaluated some of the possible design elements that could be

- Lou indicated that the SR 53 BU designation was changed recently (within the past year or so) in an effort to get the large trucks out of town. The change was to put SR 53 on SR 515 down to SR 108 and then back over to SR 53 on the south east side of town.
- County and GDOT both voiced their support for the project again in closing as shown on layout.

implemented to prevent the displacements, including a retaining wall and possible alignment shift. Mr. Dwayne Comer asked to have a cost to cure for the parking for both these restaurants evaluated versus taking these businesses. Then Mr. Lonnie Waters of the City of Jasper mentioned that he was very familiar with the area and the cemetery located to the north of the roadway in this area. He stated that he had worked for this cemetery in the past and still was involved with the management staff and concerned citizens. According to Mr. Waters, the cemetery management has in the past been positive toward widening the road to the north and encroaching on the front slopes of the cemetery, possibly with a retaining wall. He stated that he would make contacts with the cemetery management to gauge their current receptiveness toward an encroachment. Mr. Waters also mentioned that the locals were concerned about impacts to a marble wall and gate located adjacent to S.R. 53 Business across from the 2 businesses. Both GDOT and Ms. Jenkins stated there were other limitations to obtaining right of way and an environmental permit for proposed work within a cemetery. **This discussion ended with CH2M HILL affirming the intention to reduce impacts at both businesses and the marble gate/wall if at all possible and provide a right turn lane into the Ingles driveway.**

- Another point of interest discussed was the separation of S.R. 53 Business from a 4 lane divided highway to the proposed set of one way pairs. Specifically, the proposed alignment for the separation for the eastbound route across a field, with a westbound access loop for traffic making a u-turn. Mr. Babs Abubakari asked if this u-turn access curve could be adjusted to not impact an existing home in the area. **CH2M HILL stated that the loop alignment would be adjusted to not directly impact the existing residence.**
- Mr. Larry Tooney, Pickens County Commissioner, commented about GDOT's intent to widen S.R. 53 from county line to county line with a series of projects. He pointed out that although the areas noted as historical are eligible, they are not currently listed on the historical register. Mr. Tooney asked Ms. Jenkins to further elaborate about the impacts these historical areas may have on the project. Ms. Jenkins response is included in the first bulleted point above.
- Mr. Tooney also commented on the 2 businesses mentioned in the second bullet point above. He stated that he suspected these 2 businesses will want to stay in place, even with some impacts to parking.

Some discussion concerning the new GDOT Design Manual guidelines and decision sight distance occurred during the meeting, especially considering the existing vertical curves in the area. Mr. Babs Abubakari stated that a meeting was scheduled in the coming weeks with GDOT management to clarify the intent of the latest guidelines concerning decision sight distance. He noted that further clarification should be provided to designers in the near future .

Mr. Abubakari then brought the meeting to a close with a short discussion of the project's schedule, and GDOT's commitment to this project. He stressed that the project is continuing forward with GDOT's design consultant, and that adjustments

to the current schedule are being studied. Mr. Abubakari noted that the RW is currently shown in 2010 and proposed to be moved to 2012. However, plan development has a more aggressive schedule and GDOT will push the project forward as much as possible. He asked CH2M HILL to update the project's R/W estimate, and to provide 2 copies of the layout to GDOT.

Steve Adewale noted that an Initial Concept Team Meeting is being scheduled for July 30, 2007 at the District 6 Office. A Public Information Meeting was also discussed for this project, with an anticipated date during the month of September, and a possible location of the technical college in Jasper.



CH2MHILL

June 22, 2007

GDOT Project Status Meeting with Local Officials

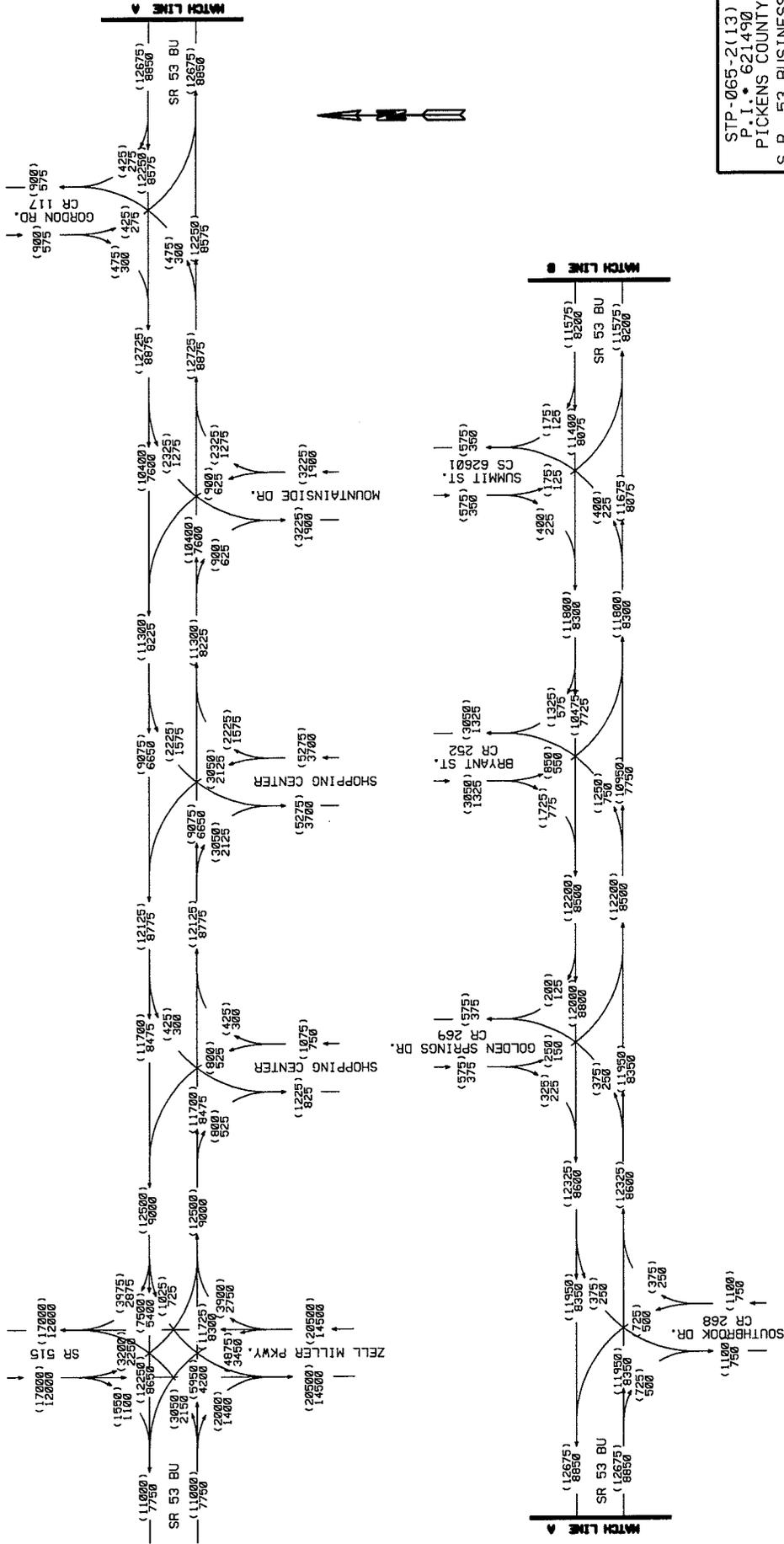
**SR 53 from SR 515/APD to CR 243/Industrial Boulevard
STP-065-2(13), Pickens County, P.I. No. 621490**

Project Description

This project is the widening and reconstruction of SR 53 in Pickens County. The project begins at the intersection of SR 515 and SR 53 and continues to the intersection of CR 243/Industrial Boulevard and Burnt Mountain Road. The project consists of widening SR 53 from the existing two lane facility to four 12-foot lanes with a 20-foot raised median and urban shoulders from the intersection of SR 515 to the intersection of Summit Street. The project continues eastward and splits into one-way pairs with one portion following the existing alignment and the other section on new location from Summit Street to the intersection of CR 243/Industrial Boulevard and Burnt Mountain Road. The one-way pair sections are proposed as 2 lanes in each direction with urban shoulders.

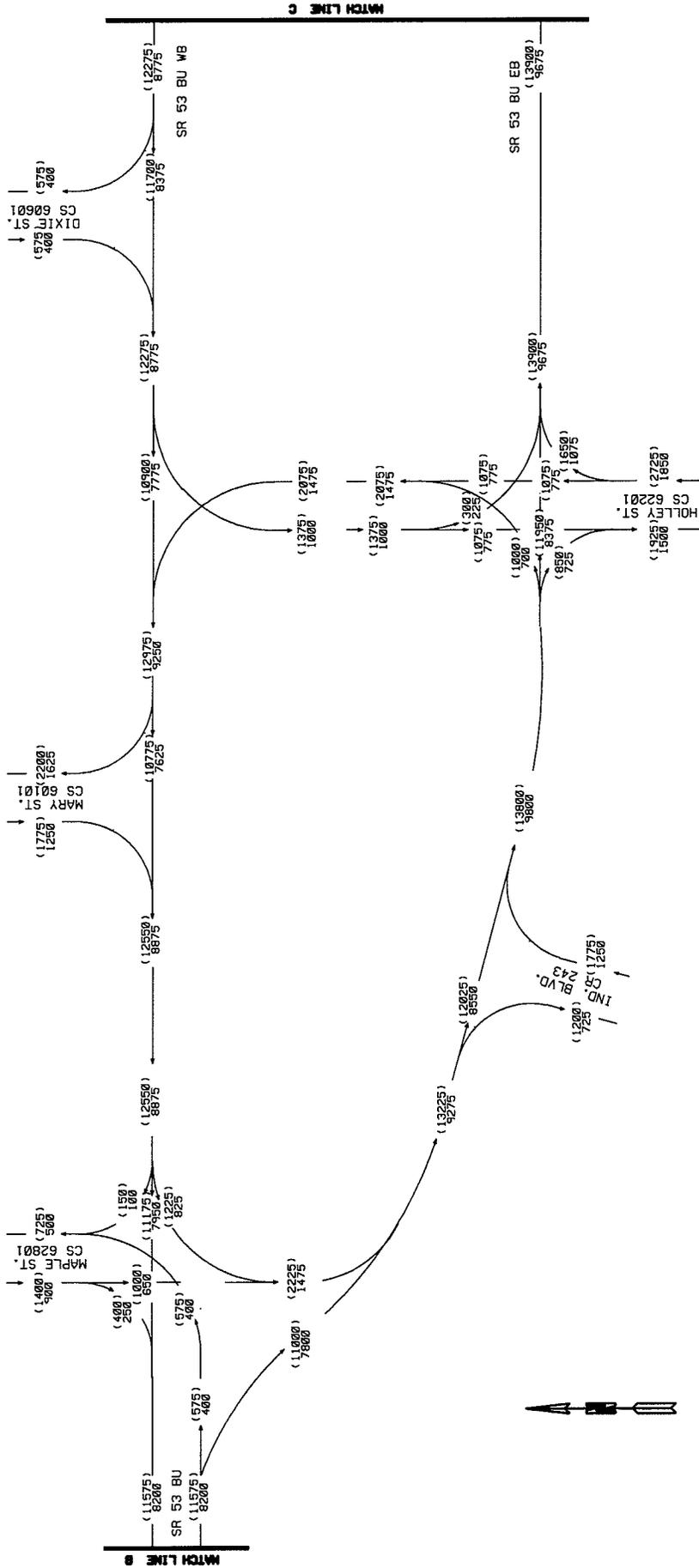
Project Status

- December 2006 and January 2007 - Initial conversations with DeWayne Comer and Lou Chastain regarding project history.
- Traffic meeting with locals on February 28, 2007
- Traffic analysis and report completed
- Draft concept report and layout completed. Pertinent items to note:
 - Lanes on west side of SR 515 intersection
 - Proposed historical boundary and roadway widening limitations
 - RW Impacts – There are several businesses impacted on the south side of SR 53.
- Environmental work completed/underway:
 - Existing conditions information and background information gathered for environmental document
 - Wetlands field work completed
 - Archaeology background research and field work complete
 - Draft archaeology report 75% complete
 - History background research complete, field work complete and proposed historical boundaries identified
 - Draft Section 106 Notification letter submitted for review and approved
 - Approved Section 106 Notification letter mailed to all interested parties
- Survey work completed/underway:
 - SUE Kick-off meeting held on January 23, 2007
 - Aerial photography and mapping completed
 - Field surveys completed up to one-way pair split
- Next Steps:
 - GDOT Initial Concept Team Meeting
 - Public Meeting



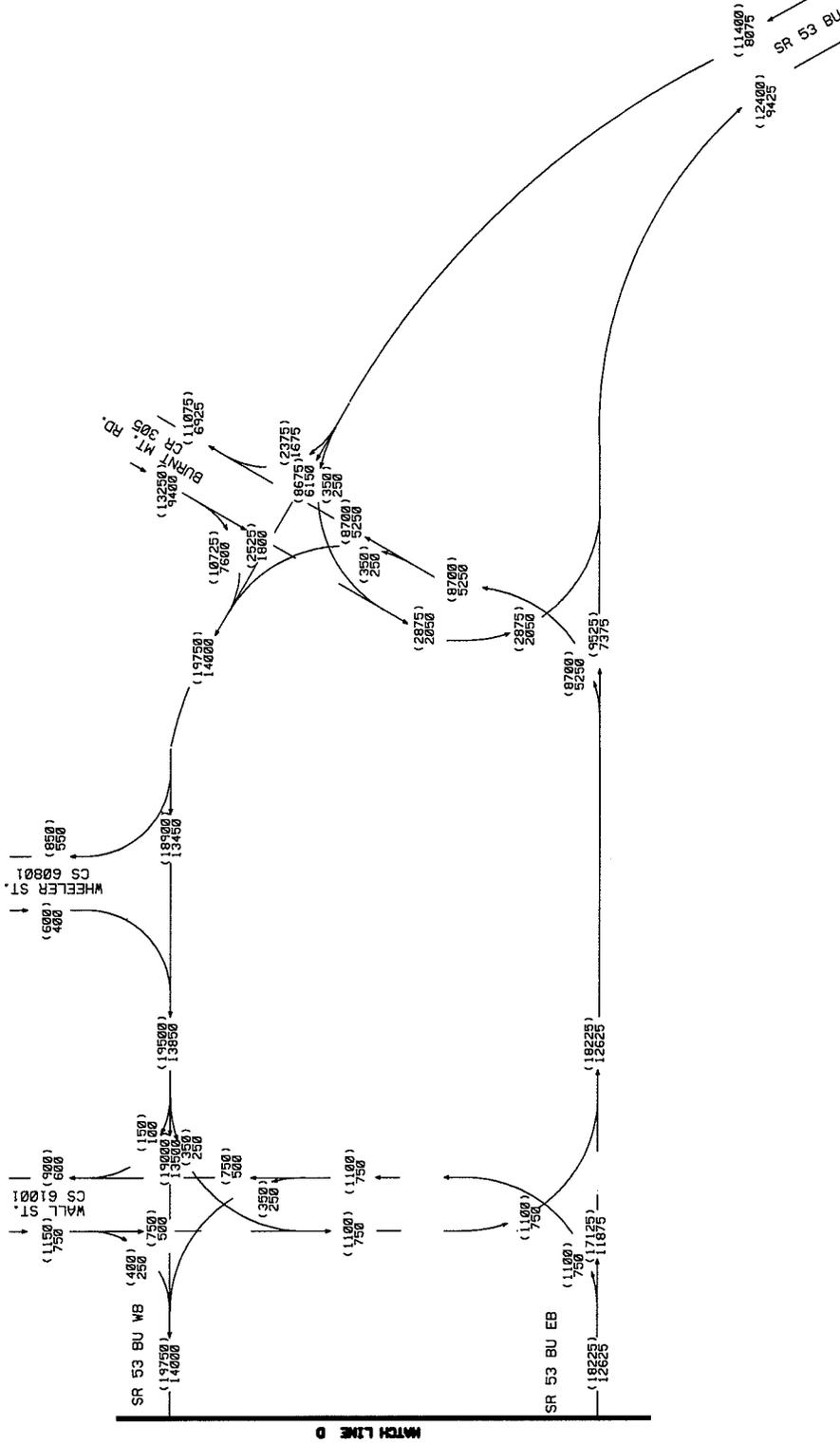
STP-065-2(13)
 P. I. # 621490
 PICKENS COUNTY
 S.R. 53 BUSINESS
 2014 ADT - 0000
 2034 ADT - (0000)
 24 HR. T - 6%
 S.U. - 5%
 COMB. - 1%
 03/07

CH2M HILL
 678-422-5892
 1550 ADAMSON PARKWAY
 SUITE 120
 JONESBORO, GA 30260



STP-065-2(13)
 P. I. # 621490
 PICKENS COUNTY
 S.R. 53 BUSINESS
 2014 ADT - 000
 2034 ADT - (000)
 24 HR. T - 6%
 S.U. - 5%
 COMB. - 1%
 JK
 03/07

CHEM HILL
 678-422-5992
 1550 ADAMSON PARKWAY
 SUITE 03
 JONESBORO, GA 30260



STP-065-2(13)
 P.I. # 621490
 PICKENS COUNTY
 S.R. 53 BUSINESS
 2014 ADT - 0000
 2034 ADT - (0000)
 24 HR. T - 6%
 S.U. - 5%
 COMB. - 1 1/2%

JM
 03/07

CH2M HILL
 678-422-5982
 6550 ADAMSON PARKWAY
 SUITE 100
 JONESBORO, GA 30260

MATCH LINE D

**Benefit Cost Analysis Work Sheet
CONGESTION Projects**

STP-065-2(13)

PI No. 621490

Pickens County

SR 53 FM SR 515/APD TO CR 243/INDUSTRIAL BLVD

Congestion Benefit = Tb + CMb + Fb

Person Time Savings Benefit (Tb)

*Db (hrs)	0.2963
ADT	37,500.00
Tb (\$s)	\$381,949,218.75

Commercial or Truck Time Savings Benefit (CMb)

Db (hrs)	0.2963
% Truck Traffic	0.04
ADT	37,500.00
CMb	\$80,723,231.25

Fuel Savings Benefit (Fb)

ADT	37,500.00
Fb (\$s)	\$133,103,515.63

Total Congestion Benefit	\$595,775,965.63
Total Project Cost	\$40,595,030.00
B/C Ratio	14.68

*Reduction in delay or **Delay Benefit (D_b)** can be defined as the difference between the peak hour travel time through the corridor without the proposed improvement and the peak hour travel time through the corridor with the proposed improvement.

Arterial Level of Service: EB S.R. 53

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
S.R. 515	III	35	21.0	220.3	241.3	0.18	2.6	F
	III	35	55.2	32.0	87.2	0.46	19.0	C
S. Main St.	III	35	125.4	737.2	862.6	1.22	5.1	F
	III	35	19.0	20.9	39.9	0.15	13.4	E
Total	III		220.6	1010.4	1231.0	2.00	5.9	F

Arterial Level of Service: WB S.R. 53

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Burnt Mtn. Road	III	35	22.3	27.8	50.1	0.17	12.5	E
Knoxville St	III	35	19.0	640.5	659.5	0.15	0.8	F
	III	35	125.4	24.8	150.2	1.22	29.2	B
S.R. 515	III	35	55.2	240.4	295.6	0.46	5.6	F
Total	III		221.9	933.5	1155.4	2.00	6.2	F

Arterial Level of Service: EB S.R. 53 BU #1

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
S.R. 515	III	35	21.0	385.1	406.1	0.18	1.6	F
	III	35	22.4	8.7	31.1	0.19	21.6	C
Shopping Center NB	III	35	32.8	64.4	97.2	0.27	10.1	E
Bryant St.	III	35	64.3	30.9	95.2	0.62	23.6	C
Total	III		140.5	489.1	629.6	1.26	7.2	F

Arterial Level of Service: WB S.R. 53 BU #1

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Bryant St.	III	35	61.0	111.2	172.2	0.59	12.4	E
	III	35	64.3	16.0	80.3	0.62	28.0	B
	III	35	32.8	9.4	42.2	0.27	23.3	C
S.R. 515	III	35	22.4	64.0	86.4	0.19	7.8	F
	III	35	21.0	31.1	52.1	0.18	12.1	E
Total	III		201.5	231.7	433.2	1.85	15.4	D

Arterial Level of Service: WB S.R. 53 BU WB #2

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Knoxville St	III	35	18.9	75.4	94.3	0.15	5.6	F
Total	III		18.9	75.4	94.3	0.15	5.6	F

Arterial Level of Service: NB SR 53 BU EB #3

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Main St	IV	33	10.9	105.1	116.0	0.07	2.0	F
S.R. 53 BU	IV	35	12.8	34.0	46.8	0.08	6.0	F
Total	IV		23.7	139.1	162.8	0.14	3.2	F