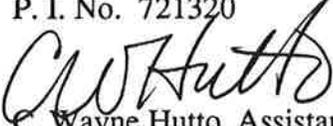


ORIGINAL TO GENERAL FILES

D.O.T. 66

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE STP-003-1(34) Douglas County **OFFICE** Preconstruction
P. I. No. 721320
DATE December 16, 1996
FROM 
C. Wayne Hutto, Assistant Director of Preconstruction
TO SEE DISTRIBUTION

SUBJECT PROJECT CONCEPT REPORT APPROVAL

Attached for your files is the approval for subject project.

CWH/cj

Attachment

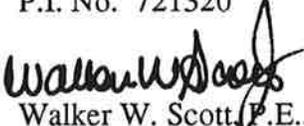
DISTRIBUTION:

Walker Scott
Bobby Mustin
David Studstill (ATTN: Harvey Keeper)
Jerry Hobbs
Herman Griffin
Darrell Elwell (ATTN: Michael Henry)
Marion Waters
Toni Dunagan
Paul Liles
Joe Palladi
Mitch Fowler

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE STP-003-1(34) Douglas County **OFFICE** Preconstruction
P.I. No. 721320
DATE May 10, 1996

FROM 
Walker W. Scott, P.E., Director of Preconstruction

TO Wayne Shackelford, Commissioner

SUBJECT PROJECT CONCEPT REPORT

This project is the widening and reconstruction of Bankhead Highway/US 78, SR 8, SR 5 from Sweetwater Road in Lithia Springs east to Thornton Road/SR 6, US 278 for a total of 1.83km. The existing Bankhead Highway consists of a two lane roadway with isolated areas of curb and gutter or header curb on 25.6m of existing right-of-way. There are no major structures within the project limits. Bankhead Highway is the only east-west arterial serving northern Douglas County and requires widening to handle future traffic volumes generated by both the residential and industrial growth. The base year traffic (1996) is 19,200 VPD and the design year traffic (2016) is 33,500 VPD. The posted speed varies from 60km/h to 70km/h and the proposed design speed is 70km/h.

The proposed construction will widen Bankhead Highway to two, 3.3m lanes in each direction separated by a 6.0m raised concrete median for the entire project length. The 3.3m lane width is proposed to reduce right-of-way impacts. The proposed right-of-way will vary from 25.6m to 32.3m. The alignment for the Annette Winn School entrance, Boyd Street, and Peachtree Street will be shifted to create 90 degree intersections. Because the existing road parallels the Norfolk and Southern Railroad from Sweetwater Road to near Boyd Street, all widening in this area will be opposite of the railroad. No design variances are required to implement this project. Traffic will be maintained at all times during construction.

Environmental concerns include requiring an Environmental Assessment be prepared; possible UST and hazardous waste impacts; a public hearing is required; time saving procedures are not appropriate.

Wayne Shackelford

Page 2

STP-003-1(34) Douglas

May 10, 1996

The estimated costs for this project are:

	<u>PROPOSED</u>	<u>APPROVED</u>	<u>PROG DATE</u>	<u>LET DATE</u>
Construction (includes E&C and inflation)	\$1,819,000	\$3,137,000	2000	00-07
Right-of-Way	\$1,968,000	\$1,595,000		
Utilities	-----	-----		

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

WWS:JDQ/cj

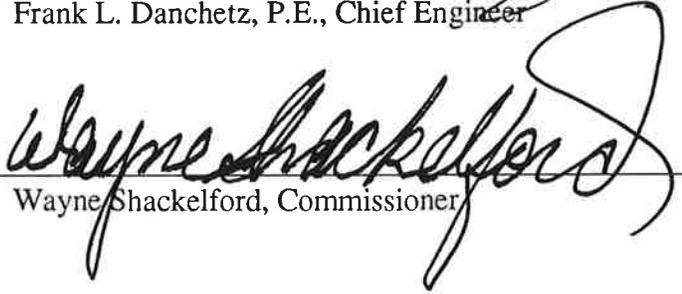
Attachment

CONCUR



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

APPROVE



Wayne Shackelford, Commissioner

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

RECEIVED
MAY 02 1996
PRECONSTRUCTION

INTERDEPARTMENT CORRESPONDENCE

FILE STP-003-1(34) DOUGLAS OFFICE Atlanta, Georgia
P.I. NO. 721320 DATE MAY 2, 1996

FROM Bob Mustin, Project Review Engineer *DM*

TO C. Wayne Hutto, Assistant Director of Preconstruction

SUBJECT PROJECT CONCEPT REPORT

The concept report submitted April 24, 1996 by the letter from Joseph P. Palladi dated April 12, 1996 has been reviewed and is considered satisfactory.

The estimated costs for the project are as follows:

Construction	\$	1,438,000	
Inflation	\$	216,000	
E & C	\$	165,000	
Right of Way	\$	1,968,000	
Reimbursable Utilities	\$? (LGPA)

DTM

c: Joe Palladi

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE STP-003-1 (34), Douglas County **OFFICE** Urban Design
PI No. 721320
Bankhead Highway From Sweetwater **DATE** April 12, 1996
Road to Thornton Road

FROM *Joseph P. Palladi*
Joseph P. Palladi, P.E., State Urban Design Engineer

TO Bob Mustin, P.E., Project Review Engineer

SUBJECT PROJECT CONCEPT REPORT

Transmitted herewith for your review and handling is the Project Concept Report for the proposed widening and reconstruction of Bankhead Highway (SR8\US78) from Sweetwater Rd. to Thornton Rd. in Douglas County.

Please take the necessary steps to process this document through the Department's Project Development Process.

JPP
JPP:KMH
Attachment

cc: Walker Scott
David Studstill w/attachment
Ron Collins w/attachment
Marion Waters w/attachment
Mitch Fowler w/attachments
Wayne Hutto w/attachments



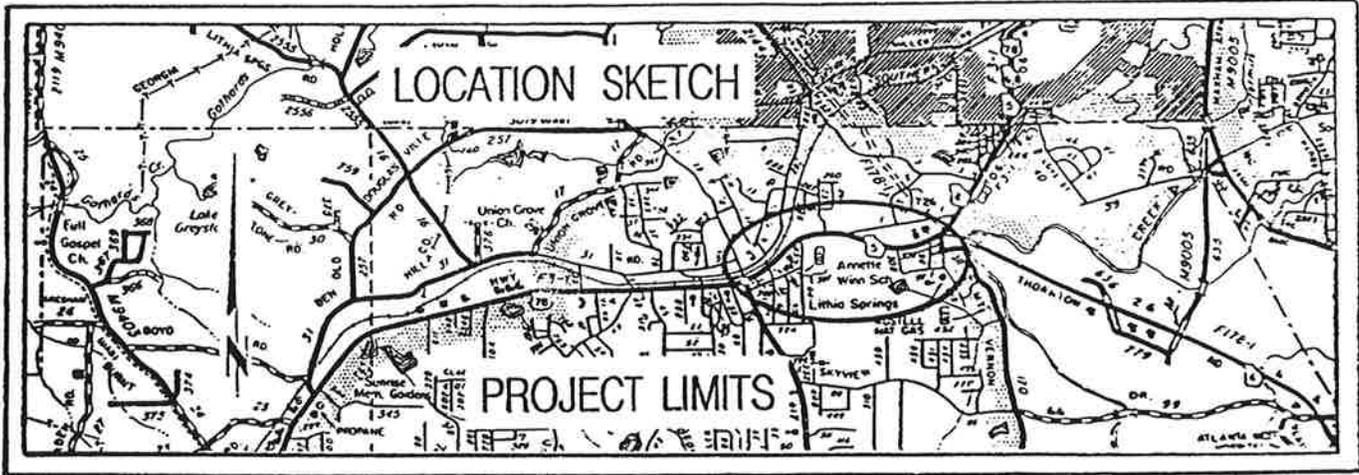
DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

PROJECT CONCEPT REPORT

STP-003-1(34)
Douglas County

Widening of Bankhead Highway (S.R.8)
from Sweetwater Road East to Thornton Road

Federal Route No.: U.S.78
State Route No.: S.R.8
GaDOT P.I. No.: 721320



Date of report: April 12, 1996

RECOMMENDATION FOR APPROVAL

_____	_____
Date	State Environmental/Location Engineer
_____	_____
Date	State Traffic Operations Engineer
_____	_____
Date	District Engineer
_____	_____
Date	Project Review Engineer
_____	<i>Joseph P. Palladino</i>
Date	State Urban Design Engineer

PROJECT CONCEPT REPORT

PROJECT NO.: STP-003-1 (34), Douglas County **P.I. No.** 721320

PREVIOUS PROJECT NO.: N/A **ROUTE NO.:** U.S.78/ S.R.8

LOCATION: Bankhead Highway (US78/ SR8), from Sweetwater Road in Lithia Springs Community east to Thornton Road which is west of the City of Austell.

TRAFFIC: **DESIGN YEAR ADT** 19,200 (YR 1996)
 PROJECTED ADT 33,500 (YR 2016)

EXISTING TYPICAL SECTION: The existing Bankhead Highway consists of a two lane urban section (asphaltic concrete paving), with header curb and curb and gutter in isolated areas. Right-of-way is +/- 25.6m (84') about the center of the existing roadbed.

POSTED SPEED LIMIT: The posted speed limit varies from 60km/h (35mph) at approximately Lucile Avenue to 70km/h (45mph) at Thornton Road, the end of the project.

EXISTING MAJOR STRUCTURES: None.

ACCIDENT HISTORY:

	1991	1992	1993
Accidents	60	58	57
Injuries	31	28	31
Fatalities	0	0	0
Accident Rate	1042	822	913
Injury Rate	538	397	497
Statewide Accident Rate	561*	505*	585**
Statewide Injury Rate	234*	213*	256**

* Urban FAP (Other than Interstates)
** Urban Principal Arterials (Non-freeways)
Note - All Rates above are per 100 Million Vehicle Mile

PROJECT CONCEPT REPORT

EXISTING UTILITIES: A 500mm (20") water main is located within the right-of-way throughout the length of the project. Also, a buried railroad communications cable is located within the railroad right-of-way.

EXISTING UTILITY OWNERS:

NAME	SERVICE
Georgia Power	Distribution
Greystone Power	Distribution
Austell Gas System	Natural Gas
Wometco Cable TV of Douglas Co	Cable Television
Bellsouth Telecommunications	Telephone
Dgvl-Dgls City Water/Sewer Authority	Water/Sewer

NEED AND PURPOSE STATEMENT: See attachment.

LENGTH: 1.83km (1.14M)

MILE POINT REFERENCE: BEGIN 22.39 END 23.53

LOCATION AND ALIGNMENT DESCRIPTION: The project begins at the intersection with Sweetwater Road, proceeds eastward along the existing roadbed and ends at the intersection with Thornton Road.

PDP CLASS: Major - Existing

FUNCTIONAL CLASS: Urban - Principal Arterial

MIN RADIUS OF CURVE: EXISTING 150m PROPOSED 250m

MAX GRADE: EXISTING 7-8% PROPOSED 7%

DESIGN SPEED: 70 km/h (45mph) **MAX e:** 4.0 %

PROPOSED TYPICAL SECTION: Four 3.3m (11') lanes (two in each direction) with a 6m (20') raised median. Curb and gutter is proposed to minimize right-of-way impacts. Proposed right-of-way will vary from 25.6m (84') to 32.3m (106').

MAJOR STRUCTURES: None **TYPE ACCESS:** By Permit

TRAFFIC CONTROL DURING CONSTRUCTION: Maintain existing traffic at all times during construction.

PROJECT CONCEPT REPORT

PERMITS REQUIRED: None

LEVEL OF ENVIRONMENTAL ANALYSIS: Environmental Assessment

LEVEL OF PUBLIC INVOLVEMENT: Public Hearing required

TIME SAVINGS PROCEDURES APPROPRIATE? YES ___ NO X

Design Variances Required:

	Yes	No	Undetermined
Horizontal Alignments		X	
Vertical Grades		X	
Stopping Sight Distances		X	
Speed Design- Mainline		X	
Roadway Width		X	
Shoulder Width		X	
Cross Slopes		X	
Superelevation Rates		X	
Horizontal Clearance		X	
Vertical Clearance		X	

ALTERNATES CONSIDERED: See the COMMENTS section of this report.

OTHER PROJECTS IN AREA:

STP-003-1(38) Widening Bankhead Highway from Sweetwater Road to S.R.92 in Douglasville.

CONCEPT TEAM MEETING HELD: September 27, 1995

PRESENT: See attached sign in sheet.

FIELD REVIEW HELD: Project video-taped August 10, 1994.

RAILROAD INVOLVEMENT: The roadway parallels the Norfolk and Southern railroad tracks from Sweetwater Road to about Boyd Street. Widening will be to the side opposite the railroad.

POSSIBLE UNDERGROUND STORAGE TANKS AND HAZARDOUS WASTE SITES:
There are several old service stations along the length of the project.

ATTACHMENTS: Team Meeting Minutes, Record of Attendees, Typical Sections, Need and Purpose Statement, Area Location Map, Traffic Sheets, Cost Estimate.

TEAM PROJECT CONCEPT MEETING MINUTES

The Concept Team meeting was held September 27, 1995 at 10:00 a.m. in the Urban Design conference Room of the Georgia Department of Transportation building, located at No. 2 Capitol Square in Atlanta. The meeting was conducted by Stanley Hill, Project Engineer and Ken Howard, project designer.

PROPOSED PROJECT DESCRIPTION:

The proposed project consists of widening Bankhead Highway from a two lane highway to four 3.3m lanes with a 6.0m raised median. There will be 3.0m shoulders including curb & gutter. The project begins at the intersection with Sweetwater Rd. and proceeds east to the intersection with Thornton Rd.

Sweetwater Rd. and Thornton Rd. intersections will be signalized. The remaining intersecting streets will be stop sign controlled. The alignments for Sweetwater Rd., West Watson St., Lucile Ave., Arthur St., Lakeside Dr., Hill St., Bowden St., and Thornton Rd. will not change. The alignment for the Annette Winn Elementary School entrance driveway will be shifted 4m +/- east to create a 90 degree intersection. The alignment for Boyd St. will be shifted 14m +/- east to create a 90 degree intersection. The alignment for Peachtree St. will be shifted 280m +/- east to create a 90 degree intersection. A 20m cul-de-sac will be constructed on the end of the section of Peachtree St. west of the new intersection.

The intersection at Sweetwater Rd. will be upgraded to include exclusive left and right turn lanes both northbound and southbound on Sweetwater Rd. Bankhead Hwy. will have a left turn lane, two through lanes, and a through/right turn lane in each direction at this intersection.

An exclusive right turn lane will be added to the intersection with Thornton Rd. for eastbound traffic on Bankhead Hwy. turning southbound onto Thornton Rd.

Proposed Project Description cont'd

Intersecting Street	Posted Speed	Proposed Median Opening	Distance From Previous Median Opening	Distance To Next Median Opening
A. Sweetwater Road	70 Km/h	yes	-----	324m
B. West Watson Drive	40 km/h	no	96m	228m
C. Lucile Street	40km/h	no	207m	117m
D. School Driveway	N/A	yes	324m	436m
E. Boyd Street	40km/h	no	N/A	N/A
F. Arthur Street	40km/h	yes	436m	322m
G. Peachtree Street	60km/h	yes	322m	263m
H. Lakeside Drive	40km/h	yes	263m	399m
I. Hill Street	60km/h	no	239m	160m
J. Bowden Street	60km/h	no	N/A	N/A
K. Thornton Road	90km/h	yes	160m	----

CAPACITY ANALYSIS:

The proposed concept was analyzed using projected traffic for the year 2016. The results of the analysis were as follows: Bankhead Hwy. will operate at a level of service D; the intersection at Sweetwater Rd. will operate at a level of service D; the intersections at West Watson St., Lucille Ave., and Boyd St. will operate at a level of service C; the intersections at Arthur Dr. and Peachtree St. will operate at a level of service A for right turn movements and at a level of service E for left turn movements; the intersection at Hill St. will operate at a level of service D; the intersection at Bowden St. will operate at a level of service F.

Bankhead Highway would require three through lanes in each direction to operate at a level of service C. The right of way required to facilitate this configuration would severely impact the City of Lithia Springs. The low level of service on Bankhead Highway results in the intersecting streets operating at a low level of service as well.

Capacity Analysis cont'd

Bowden St. intersects Bankhead Hwy. approximately 50 meters west of the intersection of Bankhead Hwy. and Thornton Rd. The proximity of the Bowden St. intersection to the Bankhead Hwy.\Thornton Rd. intersection prevents the placement of a median opening and/or the placement of a traffic signal at the intersection to improve the level of service. Adding lanes to Bankhead Hwy. or Bowden St. to improve the level of service would create hazardous weaving movements between vehicles traveling eastbound on Bankhead Hwy. turning southbound onto Thornton Rd. and the vehicles entering Bankhead Hwy. from Bowden St.

TEAM MEETING COMMENTS:

Mr. Stanley Hill read the Need and Purpose statement provided by the Planning Department. **Mr. Ben Buchan** questioned the high truck traffic mentioned in the statement. **Mr. Buchan** noted that the traffic diagrams show a truck volume of only 2%.

Mr. Hill stated the basic concept of the project and read the accident reports for 1991, 1992, 1993 as received from the Traffic Operations Department.

Mr. Steve Gafford (Utilities) asked if the proposed roadway encroached on the railroad Right of Way. **Mr. Buchan** stated that the DOT will probably need to acquire some right of way or easement from the Norfolk Southern.

Mr. Gafford commented that the property owner of the HWY. 78 Paint and Body Shop is currently expanding his building.

Mr. Del Clippard (DOT Traffic Operations) asked why Florence Dr. is to be a right turn in and a right turn out only. **Mr. Howard** said we cannot provide a median opening at Florence and Bankhead because it would be too close to the intersection of Sweetwater Road and Bankhead Hwy. **Mr. Clippard** also questioned if two left turn lanes are needed at Sweetwater Rd NB to Bankhead Hwy. WB. **Mr. Buchan** stated that the capacity analysis indicated the need for two left turn lanes.

Team Meeting Comments cont'd

Mr. Clippard asked why Urban Design was showing 3.35m lanes (11'). **Mr. Hill** stated that after the original concept team meeting, it was decided to reduce lanes widths in order to accommodate a full 20' (6.09m) median without increasing right of way impacts. See letter dated October 30, 1992, from **Mr. Walker Scott**, Urban Design Engineer, to **Mr. John Lively**, Preconstruction Engineer.

Mr. Clippard asked if we could allow for U-turns at Thornton Road due to the median preventing left turns at Hill Street and Bowden St. **Mr. Buchan** suggested that we allow for u-turns at the Thornton Rd. Intersection. **Mr. Clippard** also said that traffic volumes may justify dual left turns onto northbound Thornton Road.

Mr. Gafford asked if all right of way displacements would be total takes. **Mr. Tom Lemaster** (R/W) said displacements refers to the structure on the property being effected. **Mr. Lemaster** said only right of way actually needed for constructing the project should be acquired.

Ms. Gail D'aviano (Environmental/location) noted that a new historical survey needs to be made because the original survey is 5 years old. **Ms. Dania Aponte** (Environmental) stated that UST and Historical surveys for this project should also include the adjoining project from Sweetwater to Hwy. 92 in Douglasville.

Ms. Aponte also commented that she didn't understand why we were terminating this project at Sweetwater Rd., where traffic volumes actually increase. **Ms. Aponte** stated that the environmental study needed to be conducted on both Bankhead Hwy. projects concurrently so they will have a logical termini in the report.

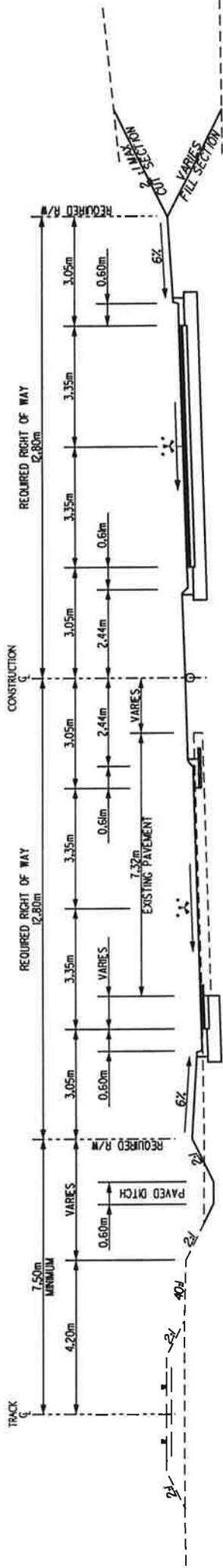
MEETING/CONFERENCE RECORD OF ATTENDEES

PURPOSE: CONCEPT TEAM MEETING
 LOCATION: GA. D.O.T. Urban
 DATE: 27 Sept. 95 HOUR: 10:00 A.M.
 MODERATOR: STAN HILL

	<u>NAME</u>	<u>ORGANIZATION</u>	<u>TELEPHONE NO.</u>
1.	R. DOUGLAS SMITH	GA. D.O.T.	656-5441
2.	STANLEY HILL	GA. D.O.T. (URBAN)	656-5441
3.	GAIL A. [unclear]	" " (CEL)	578-4415
4.	DANIA APONTE	ENVIRONMENT	679--4417
5.	Steve Gaffare	D.O.T. Utilities	986-1070
6.	Tom [unclear]	R/W	657-8999
7.	Jim Perdue	URBAN DOT	656 5441
8.	Del Clippard	GDOT-Traffic Operations	651-9599
9.	KEN HOWARD	GDOT-URBAN	656-5441
10.	Ben Buchan	Urban	656-5454
11.			
12.			
13.			
14.			
15.			
16.			
17.			
18.			
19.			
20.			

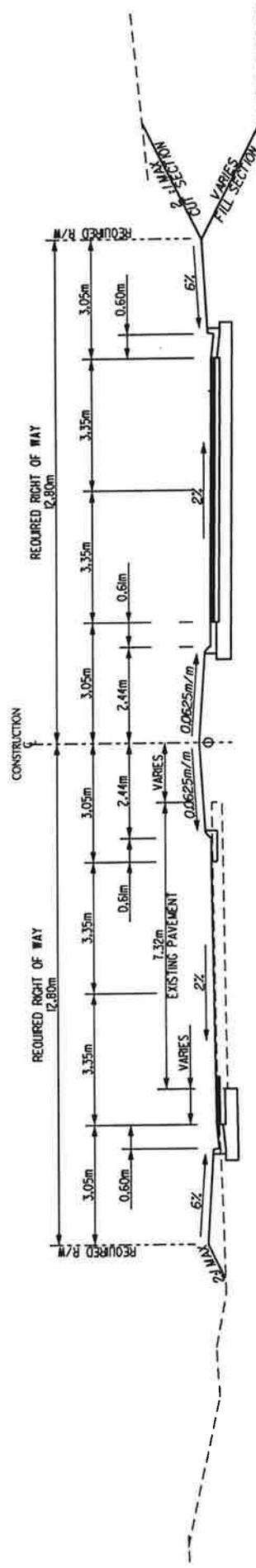
REMARKS: _____

US 78 GA 8 - Bankhead Hwy



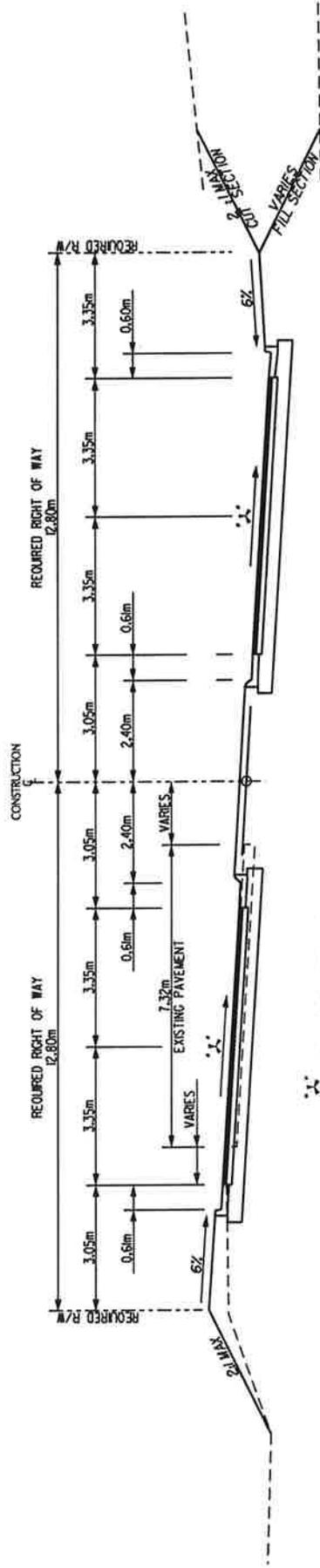
S.E. AS REQUIRED AND SHOWN ON PLAN SHEETS
Emax = 0.06m/m

TYPICAL SECTION 1
FOUR 3.3m LANES with 6.0m MEDIAN
SUPERELEVATED SECTION



TYPICAL SECTION 2
FOUR 3.3m LANES with 6.0m MEDIAN
TANGENT SECTION

US 78 GA 8 - Bankhead Hwy



S.E. AS REQUIRED AND SHOWN ON PLAN SHEETS
Emax = 0.06m/m

TYPICAL SECTION 3 FOUR 3.3m LANES with 6.0m MEDIAN SUPERELEVATED SECTION

October 27, 1995

NEED AND PURPOSE STATEMENT

STP-003-1 (34)

BANKHEAD HIGHWAY

Douglas County

Bankhead Highway is the only East-West arterial serving northern Douglas County. The facility connects Douglasville, Lithia Springs and Thornton Road, the location of one of Douglas County's largest industrial parks. Traffic volumes along Bankhead Highway have steadily increased in the recent past due to residential growth between Bankhead Highway and I-20. Also, several truck dependant businesses have located on Bankhead Highway between Douglasville and Lithia Springs along the rail line and in the Douglasville Industrial Park. Bankhead Highway needs to be widened to handle future traffic volumes generated by both the residential and industrial growth.

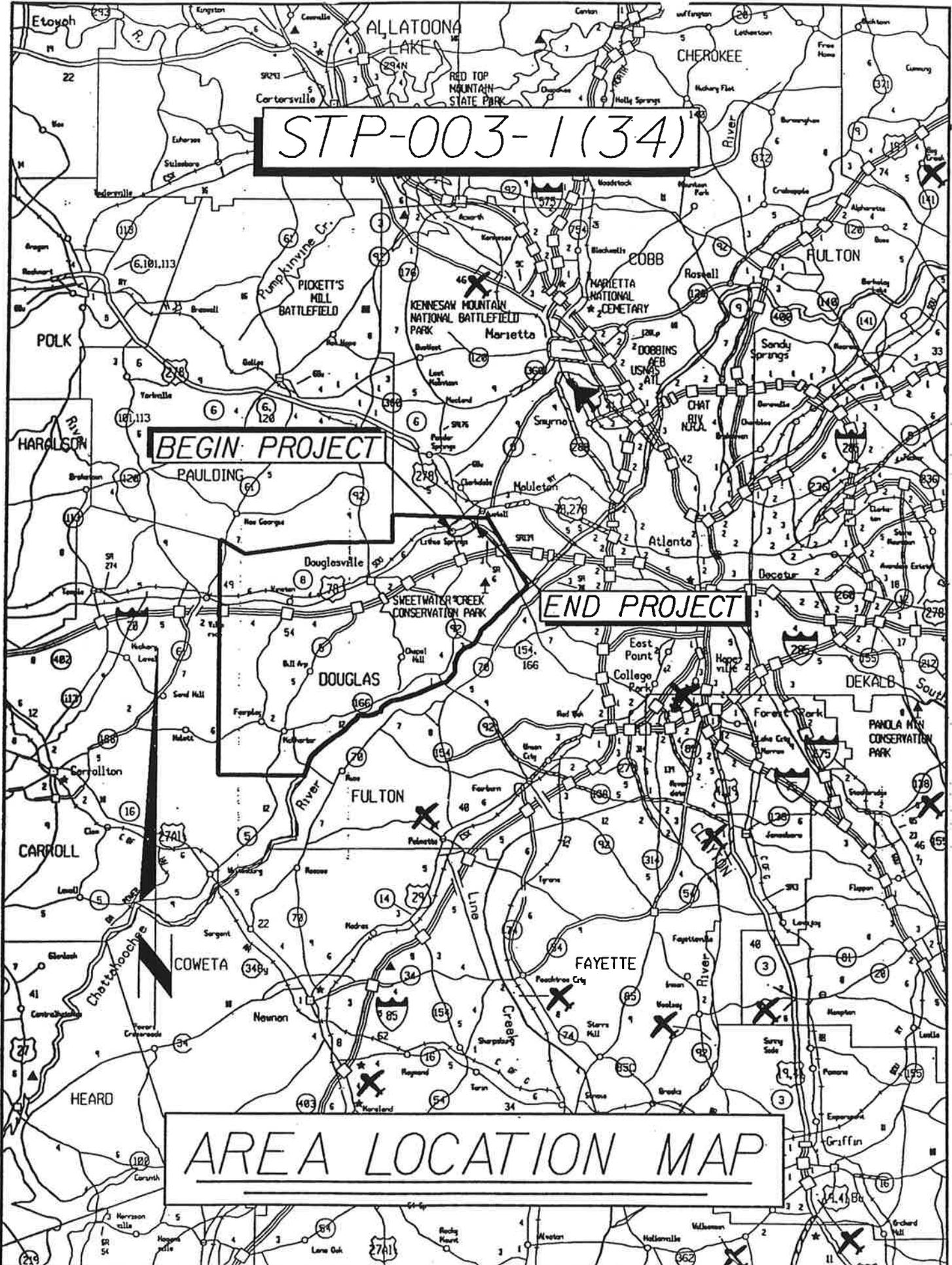
This project is committed to a safe, efficient and responsible transportation system for all users and supports economic development, environmental sensitivity and an improved quality of life for all.

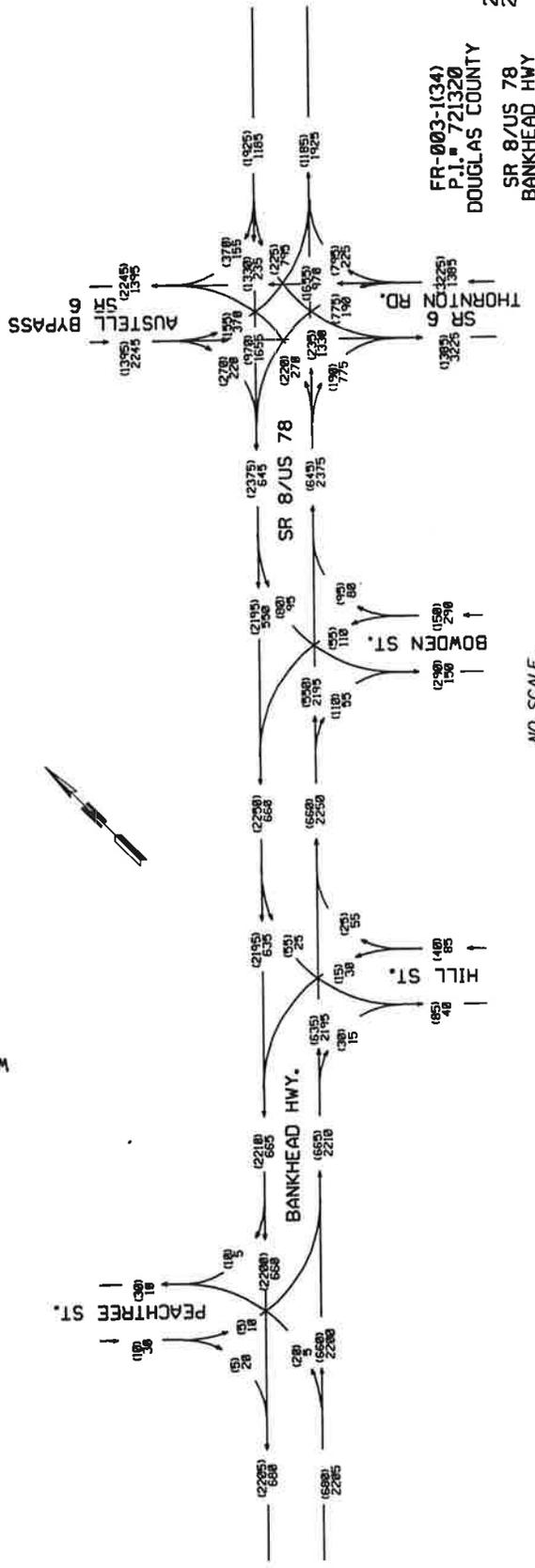
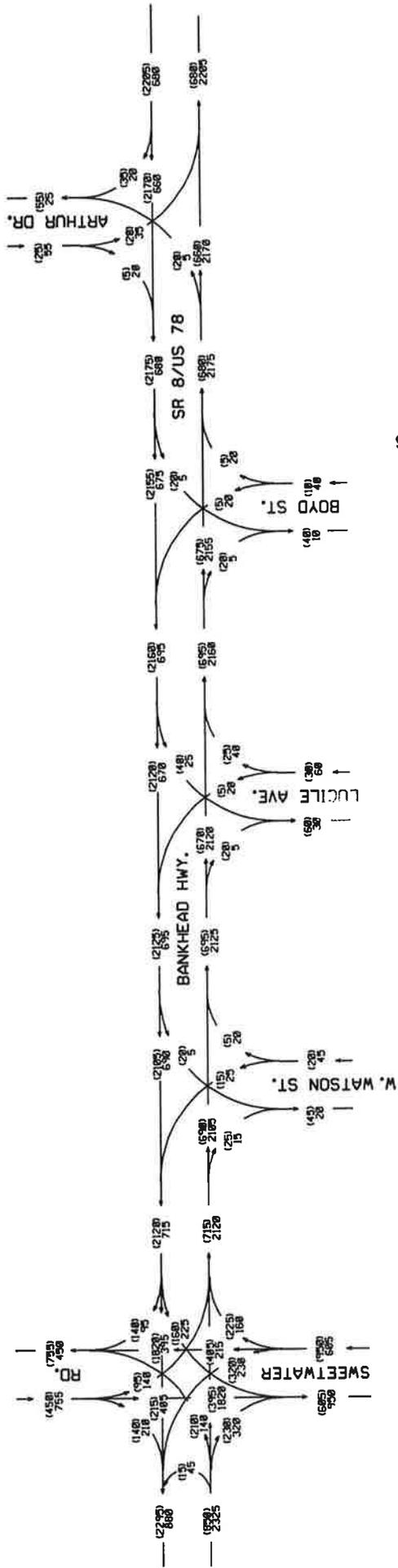
STP-003-1(34)

BEGIN PROJECT

END PROJECT

AREA LOCATION MAP





FR-003-1(34)
 P.I. # 721320
 DOUGLAS COUNTY
 SR 8/US 78
 BANKHEAD HWY

2016 AM DHV = 000
 2016 PM DHV = (000)
 T. = 2%

NO SCALE



PRELIMINARY COST ESTIMATE

OFFICE OF URBAN DESIGN

DATE: April 12, 1996

PREPARED BY: Sean E. Glackmeyer

PROJECT NO.: STP 003-1-(34)

COUNTY: Douglas

P.I. NO.: 721320

LENGTH: 1.83km / 1.14M

PROJECT DESCRIPTION/CONCEPT:

Widening of Bankhead Highway (S.R.8), from Sweetwater Road east to Thornton Road.

- () PROGRAMMING PROCESS (X) CONCEPT DEVELOPMENT
() DURING PROJECT DEVELOPMENT

PROJECT COSTS

RIGHT OF WAY: \$ 1,968,000
REIMBURSABLE UTILITIES: \$ LGPA

- CONSTRUCTION COSTS -

A. MAJOR STRUCTURES

1. BRIDGES: _____ m2 @ \$ _____ \$ 0,000,000
2. RETAINING WALLS: _____ m2 @ \$ _____ \$ 0,000,000
3. BOX CULVERTS:
_____ m3 Concrete @ \$ _____ \$ 00,000
_____ Kg Reinforcing Steel @ \$ _____ \$ 00,000
SUBTOTAL \$ 000,000

B. GRADING & EARTHWORK

1. BORROW: 14,336m3 @ \$3.50/m3 \$ 50,176
2. IN-PLACE EMBANKMENT: _____ m3 @ \$ _____ \$ 0,000,000
3. UNCLASSIFIED EXCAVATION: _____ m3 @ \$ _____ \$ 0,000,000
4. WICK DRAINS: _____ m @ \$ _____ \$ 0,000,000
5. FILTER FABRIC: _____ m2 @ \$ _____ \$ 0,000,000
6. DRAINAGE MATERIAL: _____ m3 @ \$ _____ \$ 0,000,000
7. DRILL HOLES: _____ m @ \$ _____ \$ 0,000,000
SUBTOTAL \$ 50,176

C. DRAINAGE

1. DRAINAGE PIPES:

1124m	375mm	@	\$65.00/m	\$	73,060
374m	450mm	@	\$76.00/m	\$	28,424
225m	600mm	@	\$102.00/m	\$	22,950
120m	750mm	@	\$127.00/m	\$	15,240
___m	___mm	@	\$__.	\$	0
___m	___mm	@	\$__.	\$	0

3. FLARED END SECTIONS:

6 FES	375mm	@	\$187.00/ea	\$	1,122
2 FES	450mm	@	\$317.00/ea	\$	634
2 FES	600mm	@	\$303.00/ea	\$	606

4. CATCH BASINS/DROP INLETS: 41 @ \$1,500.00/ea \$ 61,500

5. OTHER ITEMS: \$

SUBTOTAL \$ 203,536

D. BASE & PAVING

1. ASPHALT PAVING:

2,071Mg	of "E"	@	\$31.00/Mg	\$	64,201
2,761Mg	of "B"	@	\$31.00/Mg	\$	85,591
6,902Mg	of Base	@	\$29.00/Mg	\$	200,158
475Mg	of Leveling	@	\$33.00	\$	15,675
10,426 L	of Tack	@	\$0.20/L	\$	2,086

2. GRADED AGGREGATE BASE:

13,000 Mg of GAB @ \$13.00/Mg \$ 169,000

3. SOIL-CEMENT BASE:

_____Mg of S-C @ \$__.

_____Mg of Cement @ \$__.

4. CONCRETE PAVING:

_____ m2	_____ Thick @ \$____.	\$	00,000
_____ m2	_____ Thick @ \$____.	\$	0,000,000
	SUBTOTAL	\$	536,711

E. CONCRETE WORK

1. APPROACH SLABS:	_____ m3 @ \$____.	\$	0
2. MEDIAN BARRIER (Permanent):			
_____ m	Type _____ @ \$_____	\$	0
_____ m	Type _____ @ \$_____	\$	0
3. CURB & GUTTER:	3,378m TYPE 7 @ \$25.00/m	\$	84,450
4. CURB & GUTTER:	3,488m TYPE 2 @ \$28.00/m	\$	97,664
5. VALLEY GUTTER:	1607m2 @ \$34.00/m2	\$	54,638
6. SIDEWALK:	_____ m2 @ \$____.	\$	0
7. MEDIAN PAVING:	994.6m2 @ \$23.00/m2	\$	22,876
8. DITCH PAVING:	_____ m2 @ \$____.	\$	0
	SUBTOTAL	\$	259,628

F. SIGNS & STRIPING

1. STRIPING		\$	0
2. ROADSIDE SIGNS		\$	0
3. OVERHEAD SIGNS (INCLUDES LIGHTING SYSTEMS):			
_____ Structures @ \$_____		\$	0
	SUBTOTAL	\$	0

G. TRAFFIC SIGNALS

2 Installations @ \$38,000.00	SUBTOTAL	\$	76,000
-------------------------------	-----------------	----	--------

H. LIGHTING

SUBTOTAL	\$	0
-----------------	----	---

I. GUARDRAIL

2500m Type W @ \$50.00/m	\$	125,000	
200m Type T @ \$113.00/m	\$	22,600	
15 Type 1 Anchors @ \$429.00ea	\$	6,435	
7 Type 11 Anchors @ \$1340.00ea	\$	9,380	
	SUBTOTAL	\$	163,415

J. TRAFFIC CONTROL	SUBTOTAL	\$ 50,000
K. CLEARING & GRUBBING:		
4.39ha @ \$4950.00/ha	SUBTOTAL	\$ 21,730
L. GRASSING/LANDSCAPING:		
3.70ha @ \$3825.00/ha	SUBTOTAL	\$ 14,153
M. TEMPORARY EROSION CONTROL	SUBTOTAL	\$ 25,000
N. WETLAND/404 MITIGATION	SUBTOTAL	\$
O. MISCELLANEOUS ITEMS		
1. FIELD ENGINEER'S OFFICE, TYPE 3		\$ 35,594
2. FENCING: _____m @ \$____.		\$
3. RIGHT OF WAY MARKERS: 38 Each @ \$62.28		\$ 2,367
	SUBTOTAL	\$ 37,961

ESTIMATE SUMMARY

RIGHT OF WAY	\$ 1,968,000
REIMBURSABLE UTILITIES	\$ LGPA
CONSTRUCTION COST SUMMARY	
GRADING & EARTHWORK	\$ 50,176
DRAINAGE	\$ 203,536
BASE & PAVING	\$ 536,711
CONCRETE WORK	\$ 259,628
SIGNS & STRIPING	\$ 0
TRAFFIC SIGNALS	\$ 76,000
LIGHTING	\$ 0
GUARDRAIL	\$ 163,415
TRAFFIC CONTROL	\$ 50,000
CLEARING & GRUBBING	\$ 21,730 - Low?
GRASSING/LANDSCAPING	\$ 14,153
TEMPORARY EROSION CONTROL	\$ 25,000
WETLAND/404 MITIGATION	\$ 0
MISCELLANEOUS ITEMS	\$ 37,961
SUBTOTAL ROADWAY ITEMS	\$ 1,438,310
MAJOR STRUCTURES	\$ 0
SUBTOTAL CONSTRUCTION ESTIMATE	\$ 1,438,310
3 YEARS OF INFLATION @ 5% PER YEAR	\$ 226,714
10% E&C	\$ 143,831

CONSTRUCTION TOTAL	\$ 1,808,855

seg:sh

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE STP-003-1(34) Douglas County OFFICE Traffic Operations
P.I. No. 721320 Atlanta, Georgia
DATE May 2, 1996

FROM *MSW PMA*
Marion G. Waters, III, P.E., State Traffic Operations Engineer

TO Wayne Hutto, Assistant Director of Preconstruction

SUBJECT Project Concept Report Review

RECEIVED
MAY 07 1996
PRECONSTRUCTION

We have reviewed the concept report on the above project for the widening and reconstruction of SR-8/US-78 (Bankhead Highway) from Sweetwater Road to SR-6/US-278 (Thornton Road) in Douglas County. The proposed typical section is four 3.3 m (11') lanes with a 6.0 m (20') raised median and curb and gutter. The narrow lane width is being proposed to hold right-of-way impacts to approximately the same as the previous five lane (14' flush median) concept would have had. The Norfolk Southern Railroad tracks parallel a portion of the project and commercial development including several old service stations is near the existing roadway for most of the project.

We request that two four inch conduits (one with innerduct) and pull boxes be provided in one shoulder of the roadway for future interconnection of traffic signals and possible ATMS hardware. Our design office at West Annex can provide design details and cost estimates, if needed.

We believe this concept will improve safety and operational capacity along this section of roadway. We therefore find this report satisfactory for approval.

MGW:TOC:dc

Attachment (signature page)

cc: David Studstill
Joe Palladi (Attention: Doug Smith)
Bob Mustin, w/attachment
Sam Zeigler
General Files

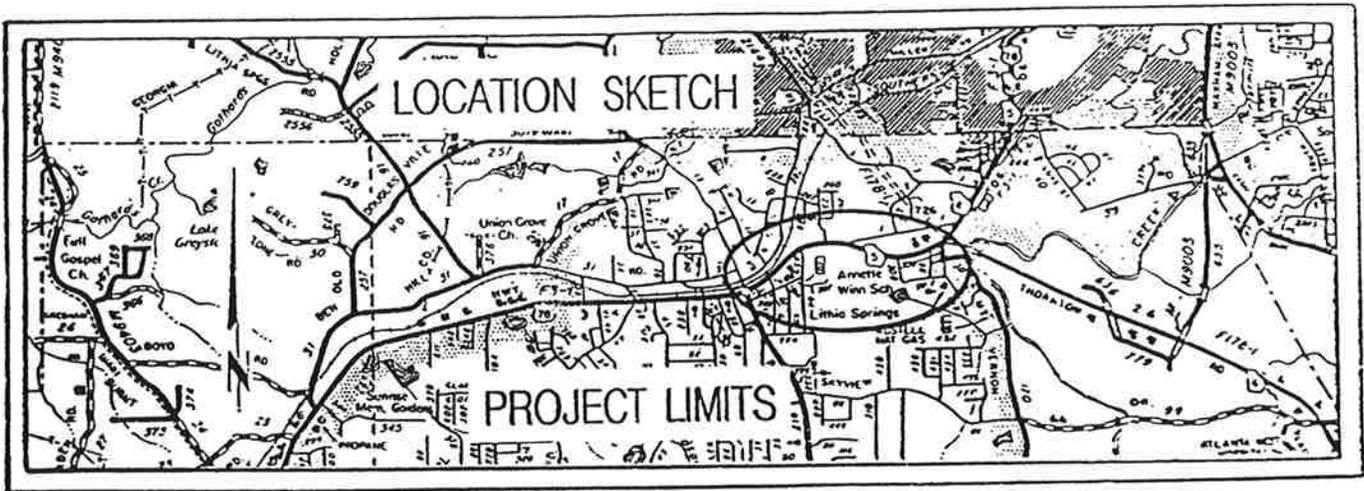
DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

PROJECT CONCEPT REPORT

STP-003-1(34)
Douglas County

Widening of Bankhead Highway (S.R.8)
from Sweetwater Road East to Thornton Road

Federal Route No.: U.S.78
State Route No.: S.R.8
GaDOT P.I. No.: 721320



Date of report: April 12, 1996

RECOMMENDATION FOR APPROVAL

Date

5-3-96

Date

State Environmental/Location Engineer

M. Gueters III pma

State Traffic Operations Engineer

Date

District Engineer

Date

Project Review Engineer

Joseph P. Palladin

Date

State Urban Design Engineer

Frank ^{4/23/11} Danchetz

Do we really want to
Narrow the Lanes TO 10'-8" to
Save Buying 4'-8" of R/W?

3.3m ~~11'-0"~~ lane width intended to be 11'-0". Actual
~~lane width = 3.35 meters.~~ lane width = 3.35 meters.

G. C. Lewis

Wallis

7/31/96

Would it make sense to go with a narrower median to
get wider lanes? Use median like we did on memorial drive
and Jimmy Carter Blvd. - ~~lane width = 3.35m~~
Fly ~~to keep 60" down~~

In historic area need to reduce width to minimize ~~turns~~
inputs.