DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
PROJECT CONCEPT REPORT

Project Type:	Reconstruction/Rehabilitation	P.I. Number:	0000400
GDOT District:	6	County:	Floyd
Federal Route Number:	N/A	State Route Number:	101
	Project Number:	*STP00-0000-00(400)*	

The proposed project consists of the widening of SR 101 from the South Rome Bypass to 600' North of McCord Road from 2 to 4 lanes with a 14' flush median.

Submitted for approval

Brendetta Walker, P.E./Parsons Brinckerhoff, Inc.
Consultant Designer & Firm *or* GDOT Concept/Design Phase Office Head & Office — DATE

Local Government *(if applicable)* — DATE

State Program Delivery Engineer — DATE

GDOT Project Manager — DATE

Recommendation for approval:

Program Control Administrator — DATE

State Environmental Administrator — DATE

State Traffic Engineer — DATE

Project Review Engineer — DATE

State Utilities Engineer — DATE

District Engineer — DATE

State Bridge Design Engineer — DATE

State Transportation Financial Management Administrator — DATE

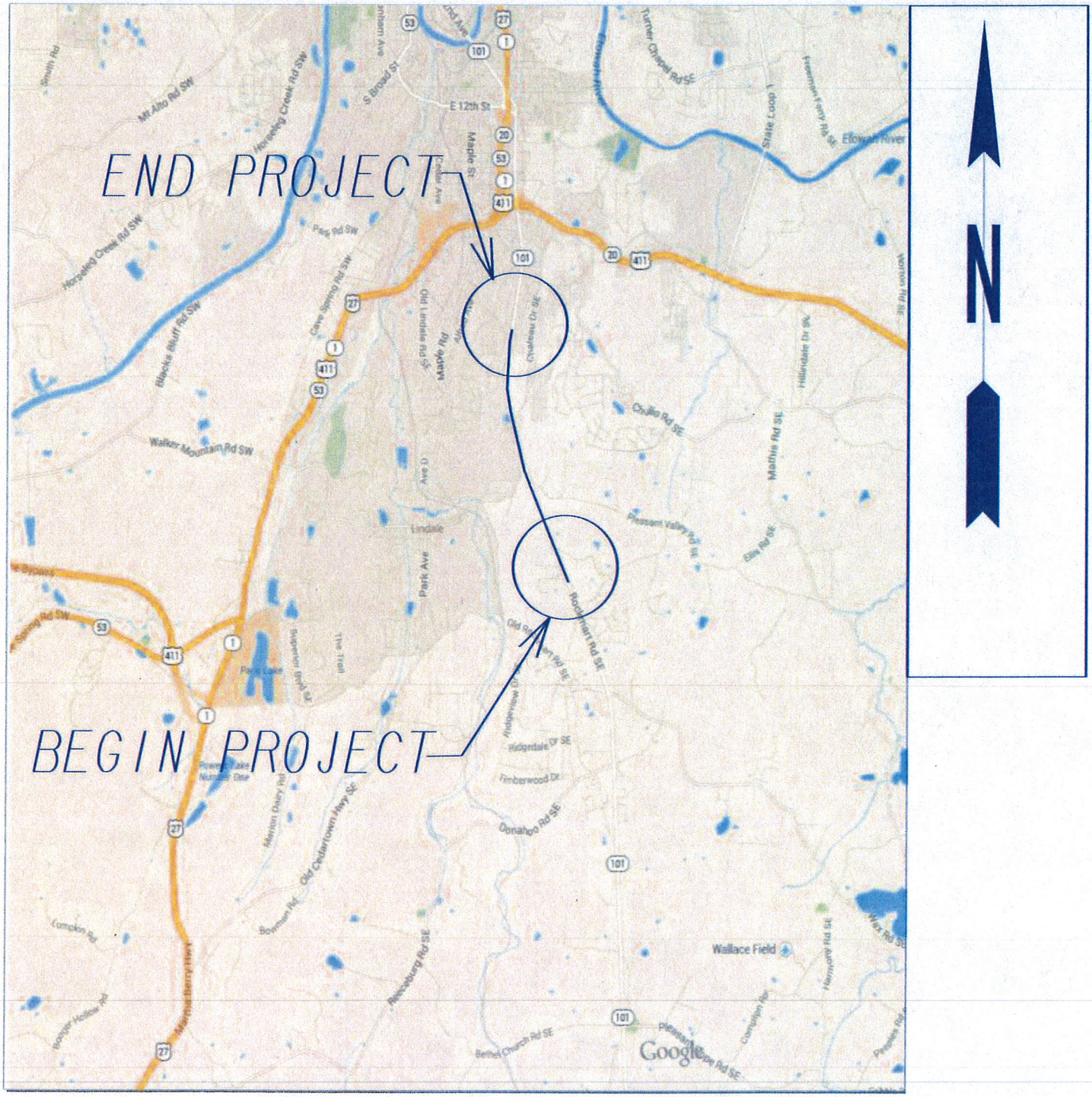
The concept as presented herein and submitted for approval is consistent with that which is included in the Regional Transportation Plan (RTP) and/or the State Transportation Improvement Program (STIP).

State Transportation Planning Administrator — DATE

P.I. Number: 0000400

County: Floyd

PROJECT LOCATION MAP



PLANNING AND BACKGROUND

Project Justification Statement:

The proposed project is part of a series of SR 101 projects that each consist of the widening of SR 101 in order to improve mobility and create a safer roadway corridor for the growing southern portion of Floyd County. In 1994, the GDOT Office of Planning performed a study of the entire SR 101 corridor and recommended the route be widened in order to maintain an acceptable Level of Service (LOS) over the following 20 years. The project was programmed by GDOT in 1999 and was also added to the Floyd/Rome 2006-2008 Transportation Improvement Plan (TIP) as project RHW 159-97.

Currently, the proposed project is listed in the Floyd/Rome 2040 Long Range Transportation Plan (LRTIP) as a short-term priority project scheduled to complete Preliminary Engineering (PE) between 2016 and 2022. The proposed project is also listed as a mid-term priority project scheduled to complete right-of- way (ROW) acquisition and construction (CST) between 2023 and 2029.

Existing conditions: The existing corridor is 2 lanes with a passing lane south of Pleasant Valley Road. The three main intersections within the project limits are Isbell Road, Pleasant Valley, and Chateau Drive.

Other projects in the area:
P.I. No. 0000406 – SR 101 Widening from SR 6/US 278 (Polk Co.) to Pleasant Hope Road (CR 57) (Floyd Co.)
P.I. No. 0000401 – SR 101 Widening from Pleasant Hope Road (CR 57) to the South Rome Bypass
P.I. No. 620900 – SR 101 S of Rome over SR 20
P.I. No. 621600 – S Rome Bypass/US 27 from SR 1 along Booze Mountain Rd to SR 101 at CR 96
P.I. No. 621690 – SR 101 Widening from McCord Road (CR 740) to Lombardy Way (CR 335) in Rome
P.I. No. 632760 – SR 101/Dean Avenue at SR 1/SR 20/SR 53/US 411 Interchange Reconstruction in Rome
P.I. No. 662420 – SE Rome Bypass from SR 101 NE on new location to US 411

MPO: Floyd - Rome Urban Transportation Study (FRUTS)
MPO Project ID RHW 159-97
Regional Commission: Northwest Georgia RC RC Project ID 05

Congressional District(s): 14

Federal Oversight: ☐ Full Oversight ☒ Exempt ☐ State Funded ☐ Other

Projected Traffic: AADT

Current Year (2013): 12,200 Open Year (2021): 13,950 Design Year (2041): 19,650
Traffic Projections Performed by: Gresham Smith and Partners

Functional Classification (Mainline): Urban Minor Arterial Street

Complete Streets - Bicycle, Pedestrian, and/or Transit Warrants:
Warrants met: ☐ None ☒ Bicycle ☒ Pedestrian ☐ Transit

Is this a 3R (Resurfacing, Restoration, & Rehabilitation) Project? ☒ No ☐ Yes

Pavement Evaluation and Recommendations
Preliminary Pavement Evaluation Summary Report Required? ☐ No ☒ Yes

County: Floyd

Preliminary Pavement Type Selection Report Required? ☒ No ☐ Yes

Feasible Pavement Alternatives: ☒ HMA ☐ PCC ☐ HMA & PCC

DESIGN AND STRUCTURAL

Description of the proposed project: This project is approximately 1.75 miles long and will widen SR 101 from the South Rome Bypass to 600' north of McCord Road. The existing road is one lane in each direction, with a passing lane south of Pleasant Valley Road. The project proposes to widen the existing road to a 5-lane section. From the project beginning at the South Rome Bypass to Chateau Drive, there is a rural typical section with rural 10' shoulders. From Chateau Drive to north of McCord Road, there is an urban typical section with curb and gutter.

Major Structures: *N/A*

Mainline Design Features:

Feature-From South Rome Bypass to Chateau Drive	Existing	Standard*	Proposed
Typical Section			
- Number of Lanes	2-3	2	5
- Lane Width(s)	11'-12'	11'-12'	11'-12'
- Median Width & Type	none		14' Flush
- Outside Shoulder or Border Area Width	2'-6' grassed	10' (min 2' paved)	10' (6.5' paved)
- Outside Shoulder Slope	varies	6%	6%
- Inside Shoulder Width	N/A	N/A	N/A
- Sidewalks	N/A	N/A	N/A
- Auxiliary Lanes	N/A	N/A	N/A
- Bike Lanes	N/A	4'	6.5'
Posted Speed	55		55
Design Speed	55	55	55
Min Horizontal Curve Radius	7000'	1060'	8000'
Maximum Superelevation Rate	.02	.06	.02
Maximum Grade	8%	9%	8%
Access Control	by permit	by permit	by permit
Design Vehicle	WB-50	WB-50	WB-50
Pavement Type	Asphalt	Asphalt	Asphalt

Feature- From Chateau Drive to McCord Road	Existing	Standard*	Proposed
Typical Section			
- Number of Lanes	2	2	5
- Lane Width(s)	11'-12'	11'-12'	11'-12'
- Median Width & Type	N/A	N/A	14' Flush
- Outside Shoulder or Border Area Width	2'-6' grassed	10'(2.5' C&G and 5' sidewalk)	10' (2.5' C&G and 5' sidewalk) 8' additional pavement
- Outside Shoulder Slope	varies	6%	6%
- Inside Shoulder Width	N/A	N/A	N/A
- Sidewalks	N/A	5'	5'

County: Floyd

- Auxiliary Lanes	N/A	N/A	N/A
- Bike Lanes	N/A	4'	4'
Posted Speed	50 mph		50 mph
Design Speed	55 mph	55 mph	55 mph
Min Horizontal Curve Radius	5700	1,060	8000
Maximum Superelevation Rate	.02	.06	.02
Maximum Grade	8%	9%	8%
Access Control	by permit	by permit	by permit
Design Vehicle	WB-50	WB-50	WB-50
Pavement Type	Asphalt	Asphalt	Asphalt

*According to current GDOT design policy if applicable

Major Interchanges/Intersections: The South Rome Bypass will intersect this project at its southern limit. The Bypass with be a 4 lanes with a 24' median. It will be a signalized intersection

Lighting required: ☒ No ☐ Yes

Off-site Detours Anticipated: ☒ No ☐ Undetermined ☐ Yes

Transportation Management Plan [TMP] Required: ☒ No ☐ Yes
If Yes: Project classified as: ☐ Non-Significant ☐ Significant
TMP Components Anticipated: ☐ TTC ☐ TO ☐ PI

Design Exceptions to FHWA/AASHTO controlling criteria anticipated:

FHWA/AASHTO Controlling Criteria	No	Undeter-mined	Yes	Appvl Date (if applicable)
1. Design Speed	☒	☐	☐	
2. Lane Width	☒	☐	☐	
3. Shoulder Width	☒	☐	☐	
4. Bridge Width	☒	☐	☐	
5. Horizontal Alignment	☒	☐	☐	
6. Superelevation	☒	☐	☐	
7. Vertical Alignment	☒	☐	☐	
8. Grade	☒	☐	☐	
9. Stopping Sight Distance	☒	☐	☐	
10. Cross Slope	☒	☐	☐	
11. Vertical Clearance	☒	☐	☐	
12. Lateral Offset to Obstruction	☒	☐	☐	
13. Bridge Structural Capacity	☒	☐	☐	

Design Variances to GDOT Standard Criteria anticipated:

GDOT Standard Criteria	Reviewing Office	No	Undeter--mined	Yes	Appvl Date (if applicable)
1. Access Control/Median Openings	DP&S	☒	☐	☐	
2. Intersection Sight Distance	DP&S	☒	☐	☐	
3. Intersection Skew Angle	DP&S	☒	☐	☐	
4. Lateral Offset to Obstruction	DP&S	☒	☐	☐	

5. Rumble Strips	DP&S	☒	☐	☐	
6. Safety Edge	DP&S	☒	☐	☐	
7. Median Usage	DP&S	☐	☐	☒	
8. Roundabout Illumination Levels	DP&S	☒	☐	☐	
9. Complete Streets	DP&S	☒	☐	☐	
10. ADA & PROWAG	DP&S	☒	☐	☐	
11. GDOT Construction Standards	DP&S	☒	☐	☐	
12. GDOT Drainage Manual	DP&S	☒	☐	☐	
13. GDOT Bridge & Structural Manual	Bridges	☒	☐	☐	

A design variance is required for the use of a 14' flush median with a design speed of 55 mph.

VE Study anticipated: ☒ No ☐ Yes ☐ Completed – Date:

UTILITY AND PROPERTY

Temporary State Route needed: ☒ No ☐ Yes ☐ Undetermined

Railroad Involvement: *N/A*

Utility Involvements:
Atlanta Gas Light-Natural Gas
AT&T- Distribution Communications
Appalachian Valley Fiber/Parker Fibernet- Fiber Optics
City of Rome-Water and Sewer
Comcast Communications-Cable Television
Floyd County Water- Water
Georgia Power-Distribution and Transmission Electric

SUE Required: ☐ No ☒ Yes ☐ Undetermined

Public Interest Determination Policy and Procedure recommended (Utilities)? ☐ No ☒ Yes

Right-of-Way (ROW): Existing width: 100 ft. Proposed width: 295 ft.

Required Right-of-Way anticipated: ☐ None ☒ Yes ☐ Undetermined
Easements anticipated: ☐ None ☐ Temporary ☒ Permanent ☐ Utility ☐ Other

Anticipated total number of impacted parcels:		43
Displacements anticipated:	Businesses:	8
	Residences:	4
	Other:	
	Total Displacements:	12

Location and Design approval: ☐ Not Required ☒ Required

CONTEXT SENSITIVE SOLUTIONS

Issues of Concern: To further minimize environmental impacts, retaining walls may be used on this project.

County: Floyd

Context Sensitive Solutions Proposed: In some areas, the roadway sections can be cantilevered over steep slopes to reduce excessive cut or fill. Other option is to use MSE walls with a wall face that fits with the native elements.

ENVIRONMENTAL & PERMITS

Anticipated Environmental Document:

GEPA: ☐ NEPA: ☐ CE ☒ EA/FONSI ☐ EIS

MS4 Permit Compliance – Is the project located in a MS4 area? ☐ No ☒ Yes

Environmental Permits/Variances/Commitments/Coordination anticipated

Permit/ Variance/ Commitment/ Coordination Anticipated	No	Yes	Remarks
1. U.S. Coast Guard Permit	☒	☐	
2. Forest Service/Corps Land	☒	☐	
3. CWA Section 404 Permit	☐	☒	
4. Tennessee Valley Authority Permit	☒	☐	
5. Buffer Variance	☐	☒	
6. Coastal Zone Management Coordination	☒	☐	
7. NPDES	☐	☒	
8. FEMA	☒	☐	
9. Cemetery Permit	☒	☐	
10. Other Permits	☒	☐	
11. Other Commitments	☒	☐	
12. Other Coordination	☒	☐	

Is a PAR required? ☒ No ☐ Yes ☐ Completed – Date:

Environmental Comments and Information:

NEPA/GEPA: At this time, work for several environmental studies has begun, and these studies have been submitted to GDOT for review.

Ecology: The ecology study has been submitted to GDOT for review. An additional study for the Indiana Bat will be needed.

History: The History Study has been submitted to GDOT for review. Comments were received on February 11, 2014, and the team expects to submit the revised study back to GDOT by March 14, 2014 for review.

Archeology: No archeology sites were found in adjacent projects, but additional investigation will be needed.

Air Quality:

Is the project located in a PM 2.5 Non-attainment area? ☐ No ☒ Yes
Is the project located in an Ozone Non-attainment area? ☒ No ☐ Yes
Is a Carbon Monoxide hotspot analysis required? ☒ No ☐ Yes

Noise Effects: A noise study will be required for this project.

Public Involvement:
Stakeholder Meeting with Emergency Services-May 13,2013
Emergency services described many of the common accidents type and locations that have occurred along the corridor. They identified problem areas where they would like to see improvements. (Meeting minutes are attached.)
Stakeholder Meeting with Rome Staff/Elected Officials and Floyd County Staff- July 25-2013
The staff and local officials' did not have many comments concerning the widening of this portion of SR 101.
Public Information Open House- November 19, 2013
163 people attended the meeting to learn about the project an offer comments. Overall the public was supportive of the project due to safety concerns. The comments collected that were against the project focused mostly on impacts to properties. (Synopsis is attached.)
Several attempts were made to communicate with the churches along the corridor, but there has been no responses received to date.
A second PIOH is anticipated.

Major stakeholders: Traveling public, and churches along the corridor

CONSTRUCTION

Issues potentially affecting constructability/construction schedule: None

Early Completion Incentives recommended for consideration: ☒ No ☐ Yes

COORDINATION, ACTIVITIES, RESPONSIBILITIES, AND COSTS

Initial Concept Meeting: May 21, 2013

Concept Meeting: Meeting date to be announced

Other coordination to date: None

Project Activity	Party Responsible for Performing Task(s)
Concept Development	*Parsons Brinckerhoff*
Design	GDOT
Right-of-Way Acquisition	GDOT
Utility Relocation	GDOT
Letting to Contract	GDOT
Construction Supervision	GDOT
Providing Material Pits	GDOT
Providing Detours	GDOT
Environmental Studies, Documents, & Permits	GDOT
Environmental Mitigation	GDOT
Construction Inspection & Materials Testing	GDOT

Project Cost Estimate Summary and Funding Responsibilities:

	Breakdown of PE	ROW	Reimbursable Utility	CST*	Environmental Mitigation	Total Cost
Funded By						
$ Amount				$5,909,292		
Date of Estimate				3/7/2014		

*CST Cost includes: Construction, Engineering and Inspection, and Liquid AC Cost Adjustment.

ALTERNATIVES DISCUSSION

Alternative selection:

Preferred Alternative: *This alignment deviates from the existing alignment to minimize impacts to environmental and cultural resources along the corridor. It involves the use of one horizontal curve to improve driver expectancy.*			
Estimated Property Impacts:	12	Estimated Total Cost:	$5,909,292.30
Estimated ROW Cost:		Estimated CST Time:	24 months
Rationale: *This alternate was chosen because it maximizes design and balances the environmental impacts. The construction cost is $5,293,778 and it will relocate 2307 LF of streams and 5 acres of historical property.*			

No-Build Alternative: *This alternate will not involve any construction*			
Estimated Property Impacts:	0	Estimated Total Cost:	$ 0
Estimated ROW Cost:		Estimated CST Time:	N/A
Rationale: *This alternate was determined to be unfeasible due to failing level of services along the corridor in the Design and Build Years.*			

Alternative 1: *This alternate is to symmetrically widen SR 101 along the existing centerline.*			
Estimated Property Impacts:	12	Estimated Total Cost:	$4,063.618.05
Estimated ROW Cost:		Estimated CST Time:	24 months
Rationale: *This alignment was not chosen because of the impacts to environmental resources, mainly streams, and history. The construction cost is $4,063,618 and it will impact 3958 LF of streams and 7 acres of historical property*			

Alternative 2: *This alternate involves a new alignment west of the existing road to maximize the avoidance of environmental resources.*			
Estimated Property Impacts:	9	Estimated Total Cost:	$7,397,655.70
Estimated ROW Cost:		Estimated CST Time:	24 months
Rationale: *This alignment was not chosen because of the construction cost. The construction cost is $7,397,656 and it will impact 320 LF of streams and 13 acres of historical property*			

LIST OF ATTACHMENTS/SUPPORTING DATA *(List supporting data in attached order)*

1. Concept Layout
2. Typical sections
3. Detailed Cost Estimates:
    a. Construction including Engineering and Inspection

   b. Completed Fuel & Asphalt Price Adjustment forms
5. Crash summaries
6. Traffic diagrams
7. Traffic and Safety Analysis
   a. Capacity analysis summary
   b. Summary of TE Study and/or Signal Warrant Analysis
   c. Roundabout Data
8. Pavement studies
9. Minutes of Concept meetings
10. Minutes of any meetings that shows support or objection to the concept

APPROVALS

Concur: _____
Director of Engineering

Approve: _____ _____
Chief Engineer Date

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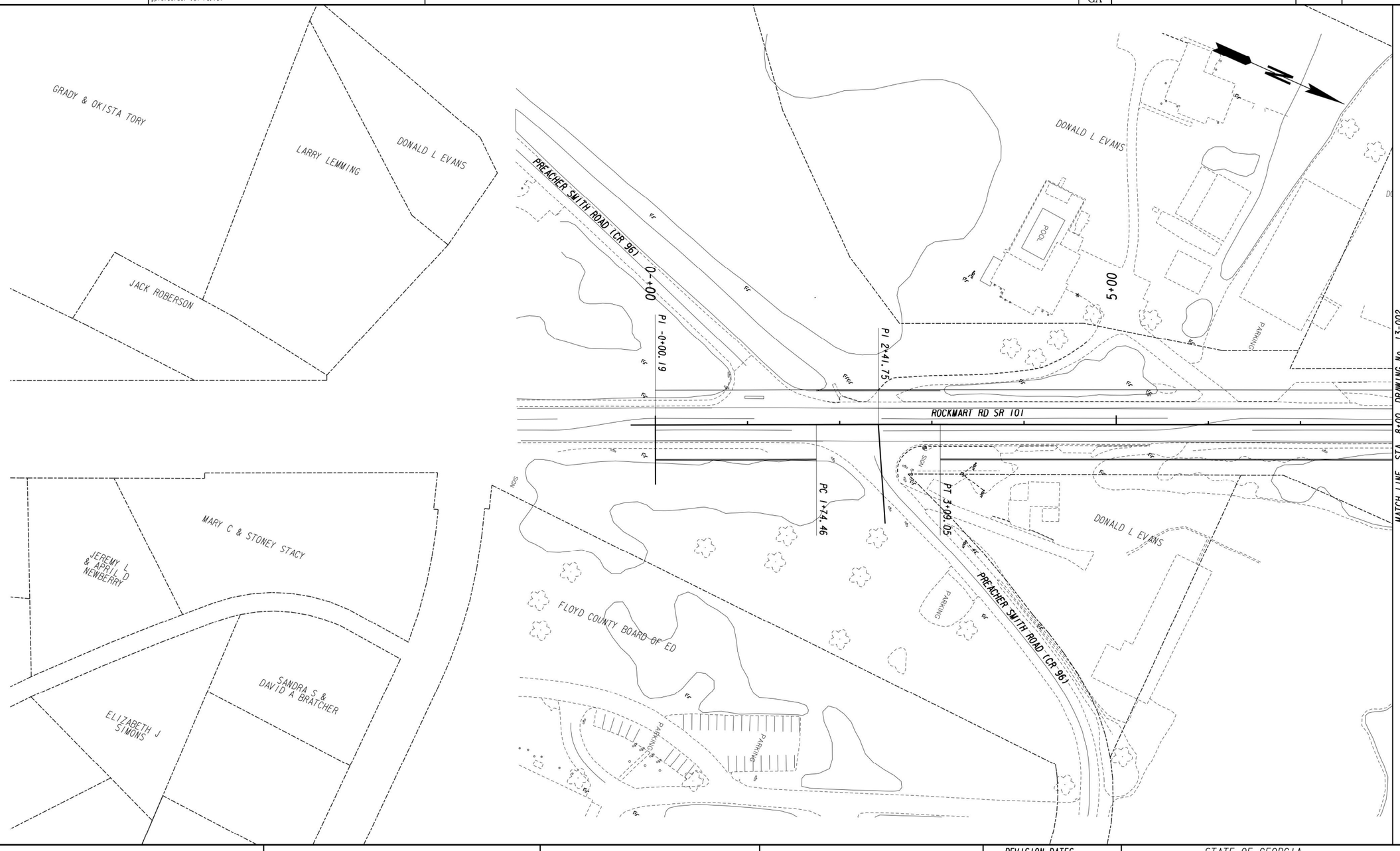

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STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION

OFFICE:

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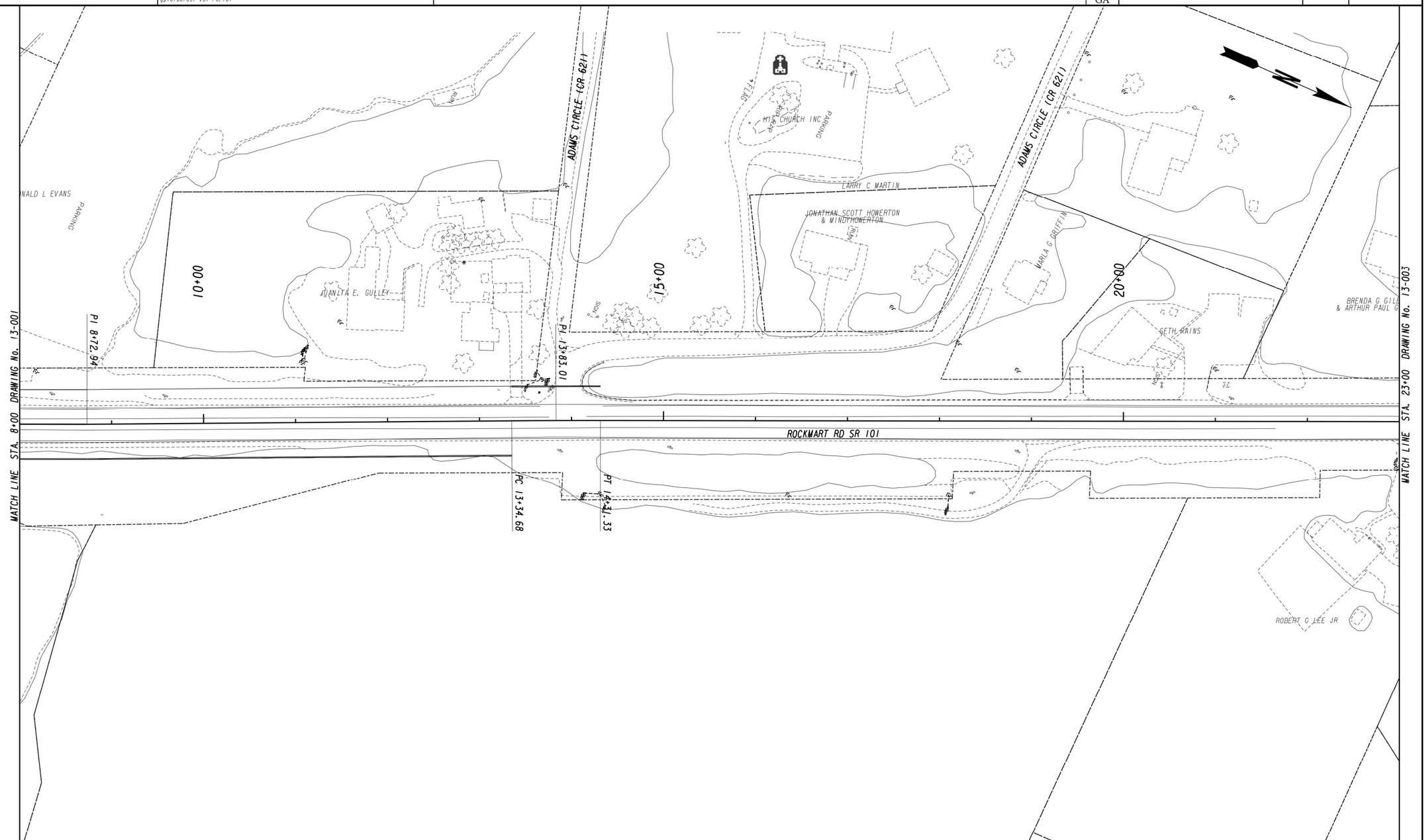

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ROCKDALE ROAD (CR 739)

JACK J READER & MACHENA READER

CHARLES STEITZ & BILLY C STEITZ

L M PURDY & BEATRICE PURDY

DONALD L EVANS

25+00

30+00

35+00

REQD RW

PC 26+94.42

PT 27+99.53

PY 30+00.05

ROCKMART RD SR 101

PARKING

PT 27+46.99

PC 29+50.39

PT 30+49.69

HARMONY BAPTIST CHURCH

ROBERT A MCGARITY & TERRI S MCGARITY

CHARLES C BISHOP

ISBELL ROAD (CR 98)

WILLIARD M DREW JR & KATHLEEN KNIGHT

GLENDA BEALOCK

MARGARET MULLINS WEEKS

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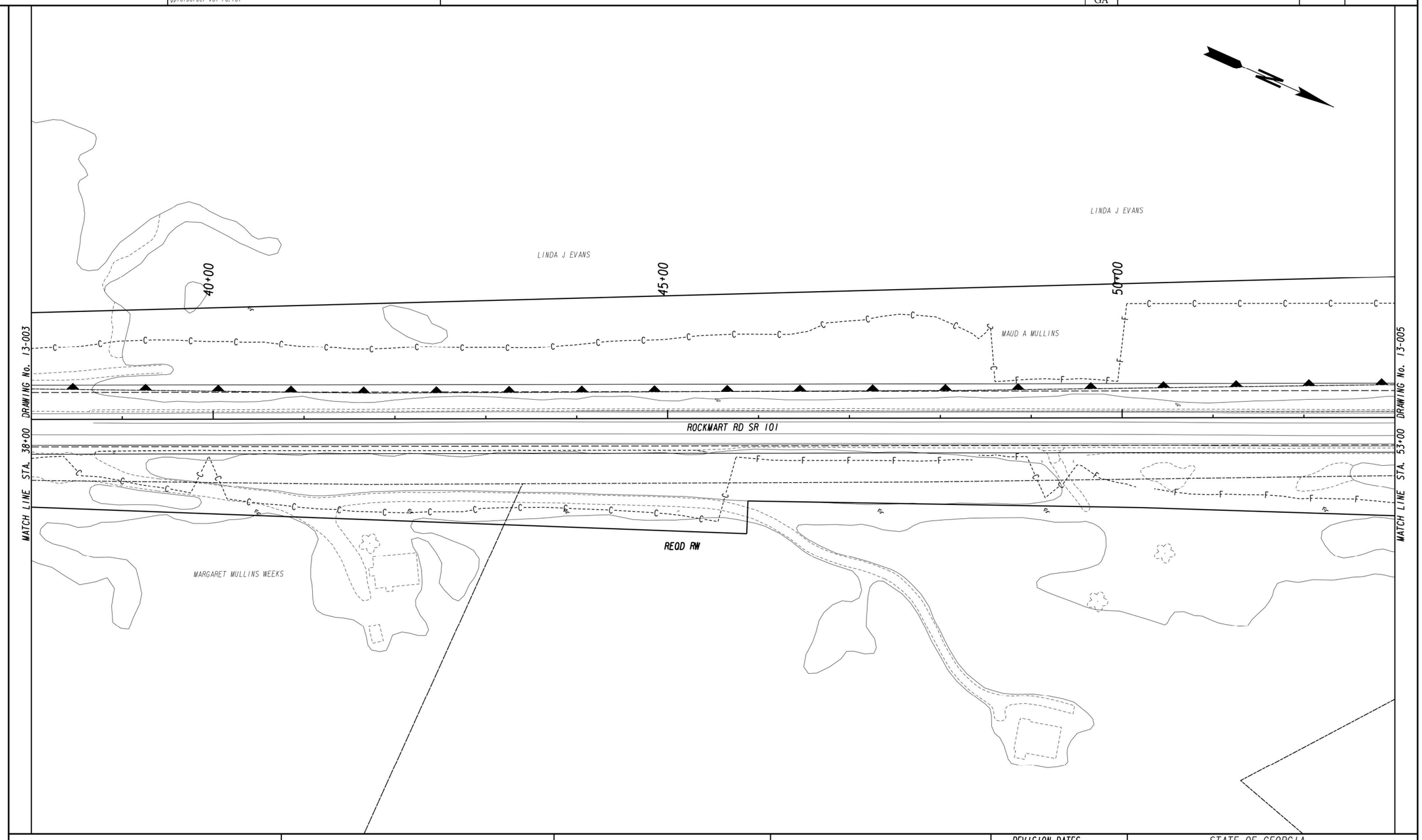

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MAUD A MULLINS

REQD RW

55+00

60+00

65+00

LIBERTY VIEW BAPTIST CHURCH

PARKING

PARKING

PARKING

TANK

TANK

H A MCDONALD JR

ROCKMART RD SR 101

PLEASANT VALLEY RD (CR 94)

MATCH LINE STA. 68+00 DRAWING No. 13-006

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STATE OF GEORGIA
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13-005

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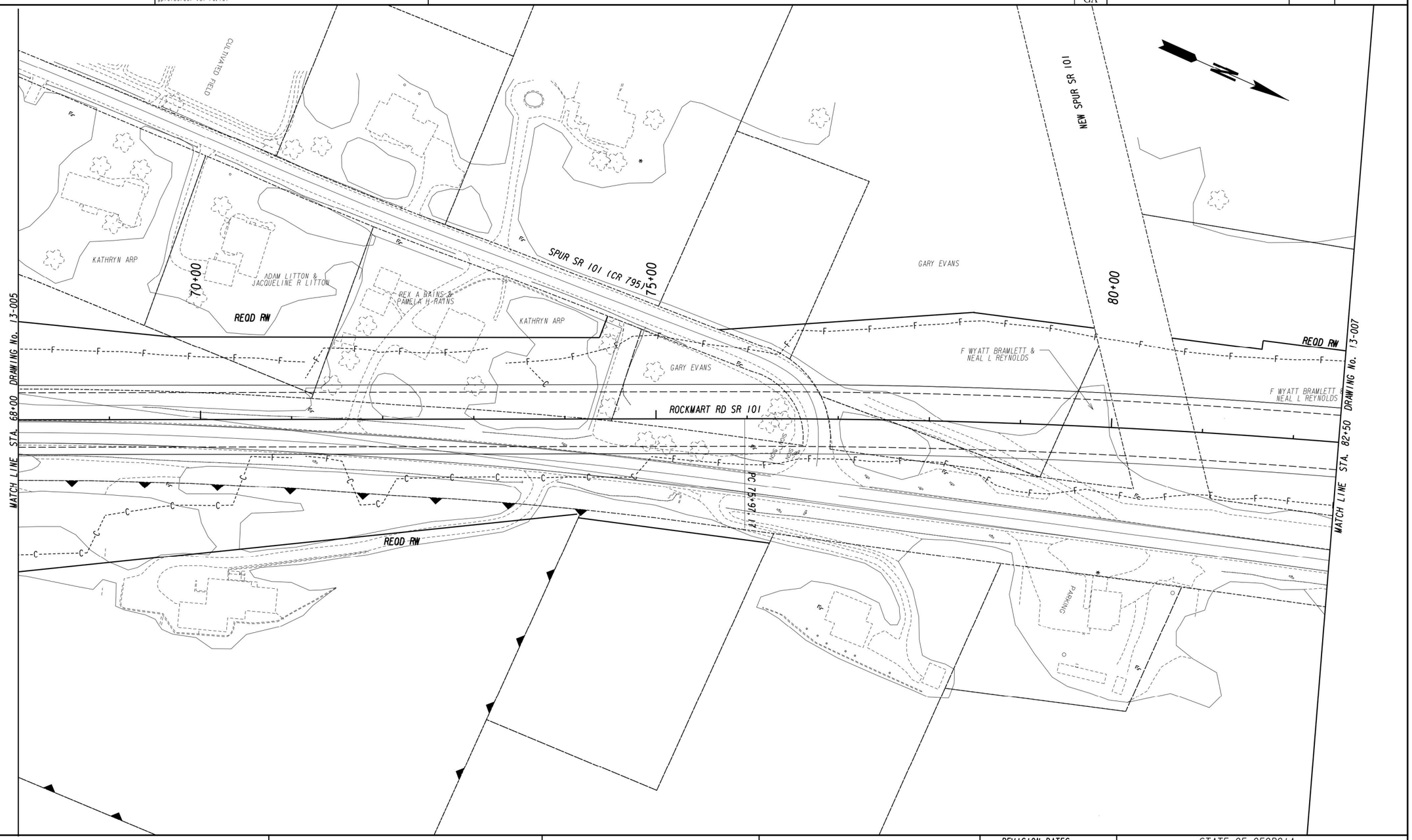

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STATE OF GEORGIA
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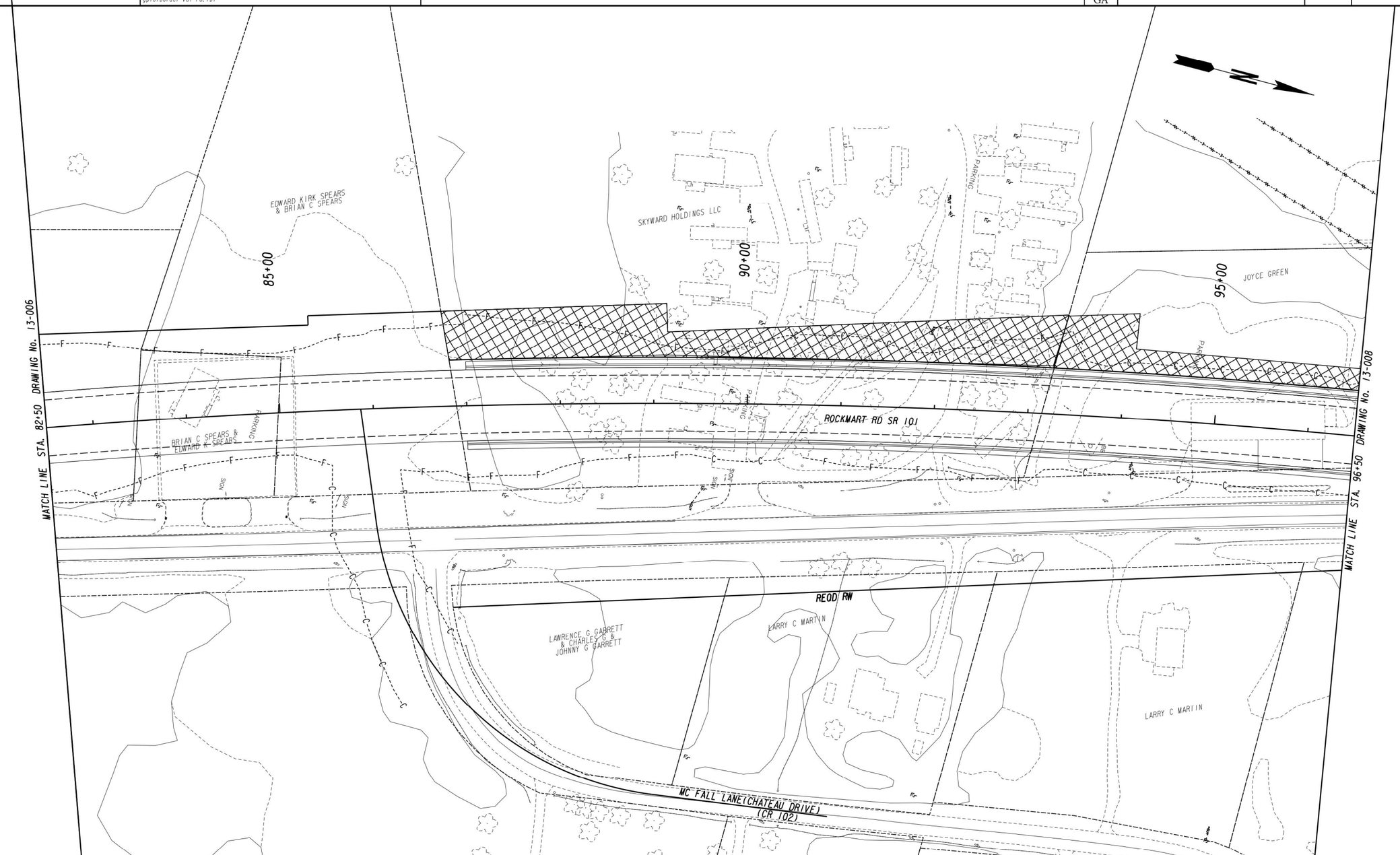

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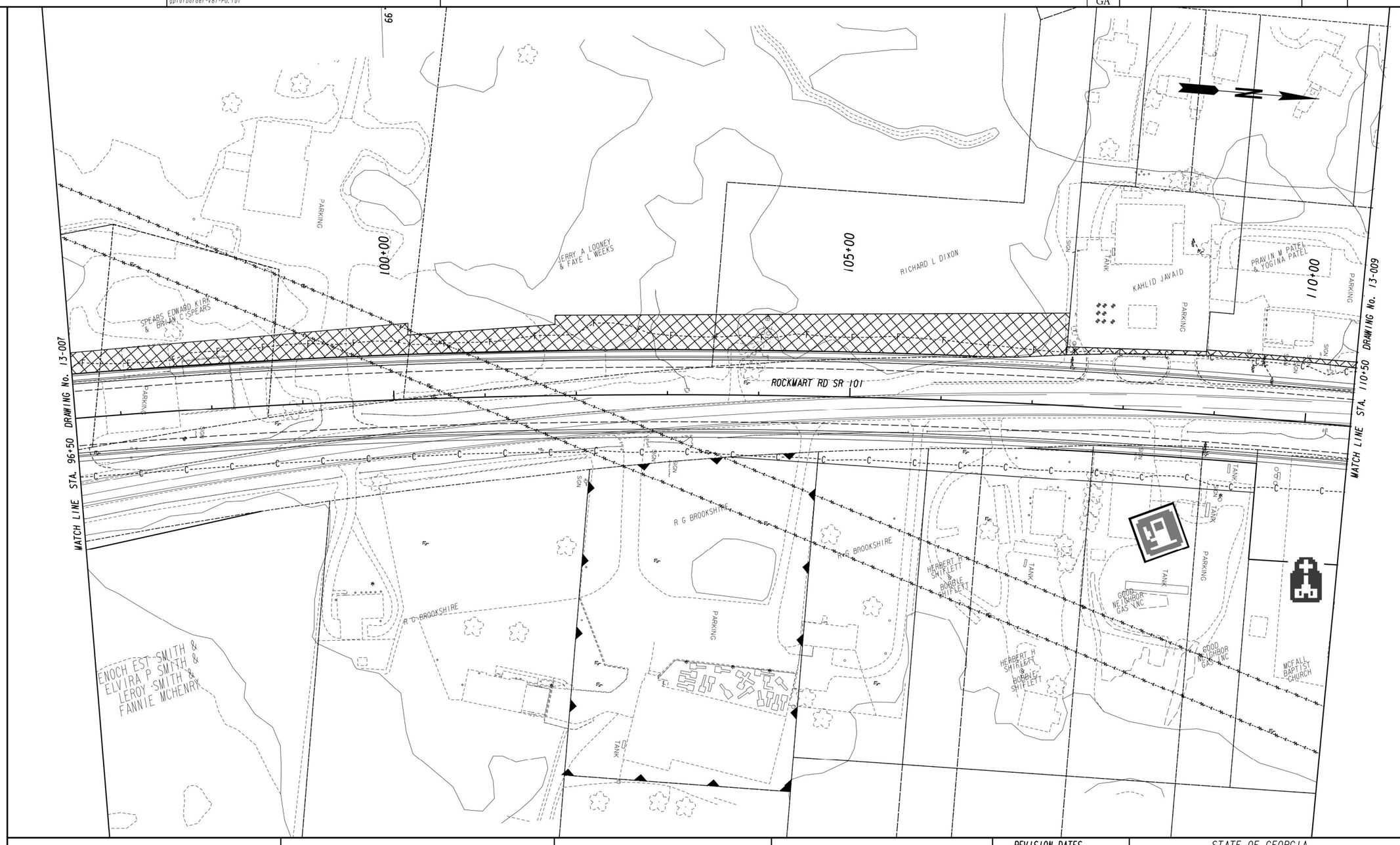

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STATE OF GEORGIA
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PATRICIA W MAUER

SUSAN E CARTER

JUDY R SIMS

MARION LUCILE JACKSON

SADDLE TRAIL

125+00

129+91

PI 129+91.40

DRAWING No. 13-009

MATCH LINE STA. 124+50

WILLIAM A DUPRE III

SADDLE TRAIL

REVISION DATES		

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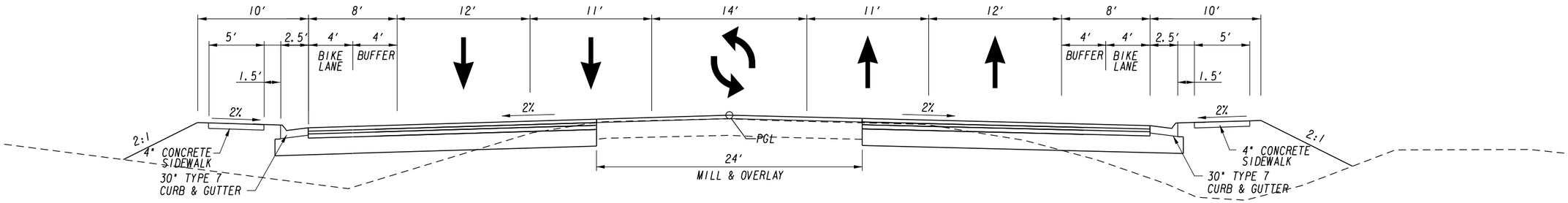
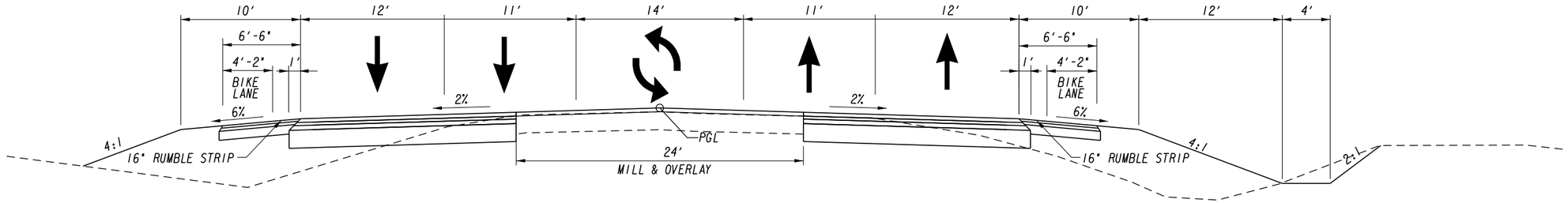
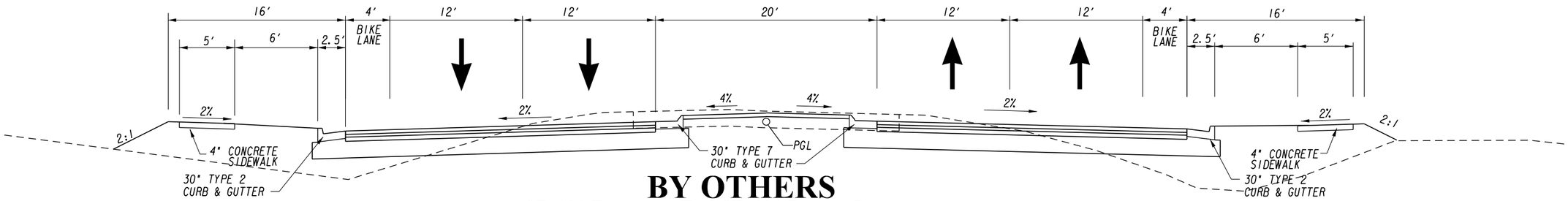


TS-2
Chateau Drive to McCord Road
STA. 87+00.00 TO STA. 125+00.00

NOTE: TYPICAL SECTION TS-2 REFLECTS MAINTAINING THE EXISTING POSTED SPEEDS OF 50 AND 55 MPH NORTH OF CHATEAU DRIVE



TS-1
End SR 101 Bypass Improvements to Chateau Drive
STA. 27+75.00 TO STA. 87+00.00



BY OTHERS
SR 101 Bypass to End SR 101 Bypass Improvements
STA. 0+00.00 TO STA. 27+75.00

PARSONS BRINCKERHOFF

SCALE IN FEET
0 5 10 20

REVISION DATES

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE:

TYPICAL SECTIONS

SR 101
FLOYD COUNTY

DRAWING No. 05-001

12/14/2012 GPLN

Preferred Alternate

Item Number	Pay Item	Description	Quantity	Units	UnitCost	cost
2	153-1300	FIELD ENGINEERS OFFICE TP 3	1	EA	$83,157.23	83157.23
3	163-0232	TEMPORARY GRASSING	15	AC	$306.47	4597.05
5	163-0300	CONSTRUCTION EXIT	5	EA	$1,129.78	5648.9
6	163-0520	CONSTRUCT AND REMOVE TEMPORARY PIPE SLOPE DRAIN	125	LF	$11.58	1447.5
7	163-0531	CONSTRUCT AND REMOVE SEDIMENT BASIN, TP1 STA	1	EA	$8,220.20	8220.2
164	163-0550	CONSTRUCT AND REMOVE INLET SEDIMENT TRAP	30	EA	$156.81	4704.3
16	165-0020	MAINTENANCE OF TEMPORARY SILT FENCE, TYPE B	6000	LF	$0.15	900
10	165-0030	MAINTENANCE OF TEMPORARY SILT FENCE, TP C	5500	LF	$0.60	3300
11	165-0060	MAINTENANCE OF TEMPORARY SEDIMENT BASIN	1	EA	$1,228.23	1228.23
13	165-0101	MAINTENANCE OF CONSTRUCTION EXIT	5	EA	$518.12	2590.6
165	165-0105	MAINTENANCE OF INLET SEDIMENT TRAP	30	EA	$48.80	1464
14	167-1000	WATER QUALITY MONITORING AND SAMPLING	2	EA	$303.72	607.44
15	167-1500	WATER QUALITY INSPECTIONS	24	MO	$573.46	13763.04
8	171-0020	TEMPORARY SILT FENCE, TP B	6000	LF	$0.40	2400
17	171-0030	TEMPORARY SILT FENCE, TYPE C	5500	LF	$2.44	13420
19	210-0100	GRADING COMPLETE	1	LUMP	$70,214.00	70214
21	310-1101	GR AGGR BASE CRS, INCL MATL	40226	TN	$49.66	1997623.16
	402-1811	RECYCLED ASPH CONC LEVELING, INCL BITUM MATL	150	TN	$100.00	15000
24	402-3121	RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR GP 2	21813	TN	$58.49	1275842.37
22	402-3130	RECYCLED ASPH CONC 12.5 MM SUPERPAVE, GP 2 ONLY,	6073	TN	$67.00	406891
23	402-3190	RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR GP 2,	7631	TN	$63.66	485789.46
25	413-1000	BITUM TACK COAT	13598	GL	$2.47	33587.06
153	432-0206	MILL ASPH CONC PVMT, 1 1/2 IN DEPTH	16957	SY	$1.05	17804.85
27	441-0016	DRIVEWAY CONCRETE, 6 IN TK	1	SY	$34.11	34.11
26	441-0104	CONC SIDEWALK, 4 IN	4200	SY	$23.66	99372
118	441-4030	CONC VALLEY GUTTER, 8 IN	2	SY	$41.04	82.08
87	441-5001	CONCRETE HEADER CURB, 4 IN, TP 1	984	LF	$13.15	12939.6
29	441-6022	CONC CURB AND GUTTER, 6 IN X 30 IN TP 2	7558	LF	$10.84	81928.72
180	500-3101	CLASS A CONCRETE	685	CY	$399.19	273445.15
106	500-3200	CLASS B CONCRETE	10	CY	$138.07	1380.7
31	550-1180	STORM DRAIN PIPE, 18 IN, H 1-10	2330	LF	$30.00	69900
32	550-1240	STORM DRAIN PIPE, 24 IN, H 1-10	430	LF	$38.88	16718.4
33	550-1300	STORM DRAIN PIPE, 30 IN, H 1-10	270	LF	$49.03	13238.1
35	550-4218	FLARED END SECTION 18 IN, STORM DRAIN	10	EA	$479.17	4791.7
36	550-4224	FLARED END SECTION 24 IN, STORM DRAIN	10	EA	$599.89	5998.9
37	550-4230	FLARED END SECTION 30 IN, STORM DRAIN	4	EA	$700.03	2800.12
39	550-4418	FLARED END SECTION, 18 IN SLOPE DRAIN	4	EA	$245.89	983.56
40	576-1018	SLOPE DRAIN PIPE, 18 IN	77	LF	$35.56	2738.12
42	603-2182	STN DUMPED RIP RAP, TP 3, 24 IN	105	SY	$52.79	5542.95
95	603-7000	PLASTIC FILTER FABRIC	105	SY	$3.08	323.4
89	634-1200	RIGHT OF WAY MARKERS	5	EA	$98.78	493.9
90	636-1020	HIGHWAY SIGNS, TP 1 MATL, REFL SHEETING TP 3	50	SF	$12.15	607.5
96	636-3010	GROUND-MOUNTED BREAKAWAY SIGN SUPPORT	12	EA	$472.52	5670.24
46	641-1200	GUARDRAIL, TP W	3900	LF	$15.20	59280
163	641-5001	GUARDRAIL ANCHORAGE, TP 1	7	EA	$597.49	4182.43
47	641-5012	GUARDRAIL ANCHORAGE, TP 12	7	EA	$1,764.39	12350.73
182	652-2502	SOLID TRAFFIC STRIPE, 5 IN, YELLOW	4	LM	$347.06	1388.24
99	653-2501	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, WHITE	4	LM	$1,620.14	6480.56
100	653-2502	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, YELLOW	4	LM	$1,683.92	6735.68
101	653-4501	THERMOPLASTIC SKIP TRAF STRIPE, 5 IN, WHITE	4	GLM	$1,029.18	4116.72
48	668-1100	CATCH BASIN, GP 1	30	EA	$2,105.62	63168.6
52	668-2100	DROP INLET, GP 1	2	EA	$1,820.09	3640.18
56	668-5000	JUNCTION BOX	1	EA	$1,754.91	1754.91
57	700-6910	PERMANENT GRASSING	19	AC	$1,575.00	29925
157	700-7000	AGRICULTURAL LIME	38	TN	$64.14	2437.32
159	700-8000	FERTILIZER MIXED GRADE	4	TN	$456.96	1827.84
162	716-2000	EROSION CONTROL MATS, SLOPES	55000	SY	$0.86	47300

$5,293,777.85

PROJ. NO.	STP00-0004-00(400)	CALL NO.
P.I. NO.	0004915	
DATE	4/11/2014	

INDEX (TYPE)	DATE	INDEX
REG. UNLEADED	Jan-14	$ 3.240
DIESEL		$ 3.828
LIQUID AC		$ 557.00

Link to Fuel and AC Index:
http://www.dot.ga.gov/doingbusiness/Materials/Pages/asphaltcementindex.aspx

LIQUID AC ADJUSTMENTS

PA=[((APM-APL)/APL)]xTMTxAPL

Asphalt

Price Adjustment (PA)				**595995.57**	**$ 595,995.57**
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	$	891.20	
Monthly Asphalt Cement Price month project let (APL)			$	557.00	
Total Monthly Tonnage of asphalt cement (TMT)				1783.35	

ASPHALT	Tons	%AC	AC ton
Leveling	150	5.0%	7.5
12.5 OGFC		5.0%	0
12.5 mm	6073	5.0%	303.65
9.5 mm SP		5.0%	0
25 mm SP	21813	5.0%	1090.65
19 mm SP	7631	5.0%	381.55
	35667		**1783.35**

BITUMINOUS TACK COAT

Price Adjustment (PA)			**$**	**19,518.88**	**$ 19,518.88**
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	$	891.20	
Monthly Asphalt Cement Price month project let (APL)			$	557.00	
Total Monthly Tonnage of asphalt cement (TMT)				58.40478234	

Bitum Tack Gals	gals/ton	tons
13598	232.8234	58.4047823

BITUMINOUS TACK COAT (surface treatment)

Price Adjustment (PA)				**0**	**$ -**
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	$	891.20	
Monthly Asphalt Cement Price month project let (APL)			$	557.00	
Total Monthly Tonnage of asphalt cement (TMT)				0	

Bitum Tack	SY	Gals/SY	Gals	gals/ton	tons
Single Surf. Trmt.	0	0.20	0	232.8234	0
Double Surf.Trmt.	0	0.44	0	232.8234	0
Triple Surf. Trmt	0	0.71	0	232.8234	0
					0

TOTAL LIQUID AC ADJUSTMENT	**$ 615,514.45**

Alternative 1

Item Number	Pay Item	Description	Quantity	Units	UnitCost	cost
2	153-1300	FIELD ENGINEERS OFFICE TP 3	1	EA	$83,157.23	83157.23
3	163-0232	TEMPORARY GRASSING	15	AC	$306.47	4597.05
5	163-0300	CONSTRUCTION EXIT	5	EA	$1,129.78	5648.9
6	163-0520	CONSTRUCT AND REMOVE TEMPORARY PIPE SLOPE DRAIN	125	LF	$11.58	1447.5
7	163-0531	CONSTRUCT AND REMOVE SEDIMENT BASIN, TP1 STA	1	EA	$8,220.20	8220.2
164	163-0550	CONSTRUCT AND REMOVE INLET SEDIMENT TRAP	30	EA	$156.81	4704.3
16	165-0020	MAINTENANCE OF TEMPORARY SILT FENCE, TYPE B	6000	LF	$0.15	900
10	165-0030	MAINTENANCE OF TEMPORARY SILT FENCE, TP C	5500	LF	$0.60	3300
11	165-0060	MAINTENANCE OF TEMPORARY SEDIMENT BASIN	1	EA	$1,228.23	1228.23
13	165-0101	MAINTENANCE OF CONSTRUCTION EXIT	5	EA	$518.12	2590.6
165	165-0105	MAINTENANCE OF INLET SEDIMENT TRAP	30	EA	$48.80	1464
14	167-1000	WATER QUALITY MONITORING AND SAMPLING	2	EA	$303.72	607.44
15	167-1500	WATER QUALITY INSPECTIONS	24	MO	$573.46	13763.04
8	171-0020	TEMPORARY SILT FENCE, TP B	6000	LF	$0.40	2400
17	171-0030	TEMPORARY SILT FENCE, TYPE C	5500	LF	$2.44	13420
19	210-0100	GRADING COMPLETE	1	LUMP	$180,108.27	180108.27
21	310-1101	GR AGGR BASE CRS, INCL MATL	27266.21	TN	$49.66	1354039.989
	402-1811	RECYCLED ASPH CONC LEVELING, INCL BITUM MATL	300	TN	$100.00	30000
24	402-3121	RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR GP 2	14785.2	TN	$58.49	864786.348
22	402-3130	RECYCLED ASPH CONC 12.5 MM SUPERPAVE, GP 2 ONLY,	3168.26	TN	$67.00	212273.42
23	402-3190	RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR GP 2,	6366.51	TN	$63.66	405292.0266
25	413-1000	BITUM TACK COAT	9216.75	GL	$2.47	22765.3725
153	432-0206	MILL ASPH CONC PVMT, 1 1/2 IN DEPTH	3168.26	SY	$1.05	3326.673
27	441-0016	DRIVEWAY CONCRETE, 6 IN TK	1	SY	$34.11	34.11
26	441-0104	CONC SIDEWALK, 4 IN	4200	SY	$23.66	99372
118	441-4030	CONC VALLEY GUTTER, 8 IN	2	SY	$41.04	82.08
87	441-5001	CONCRETE HEADER CURB, 4 IN, TP 1	984	LF	$13.15	12939.6
29	441-6022	CONC CURB AND GUTTER, 6 IN X 30 IN TP 2	7558	LF	$10.84	81928.72
180	500-3101	CLASS A CONCRETE	685	CY	$399.19	273445.15
106	500-3200	CLASS B CONCRETE	10	CY	$138.07	1380.7
31	550-1180	STORM DRAIN PIPE, 18 IN, H 1-10	2330	LF	$30.00	69900
32	550-1240	STORM DRAIN PIPE, 24 IN, H 1-10	430	LF	$38.88	16718.4
33	550-1300	STORM DRAIN PIPE, 30 IN, H 1-10	270	LF	$49.03	13238.1
35	550-4218	FLARED END SECTION 18 IN, STORM DRAIN	10	EA	$479.17	4791.7
36	550-4224	FLARED END SECTION 24 IN, STORM DRAIN	10	EA	$599.89	5998.9
37	550-4230	FLARED END SECTION 30 IN, STORM DRAIN	4	EA	$700.03	2800.12
39	550-4418	FLARED END SECTION, 18 IN SLOPE DRAIN	4	EA	$245.89	983.56
40	576-1018	SLOPE DRAIN PIPE, 18 IN	77	LF	$35.56	2738.12
42	603-2182	STN DUMPED RIP RAP, TP 3, 24 IN	105	SY	$52.79	5542.95
95	603-7000	PLASTIC FILTER FABRIC	105	SY	$3.08	323.4
89	634-1200	RIGHT OF WAY MARKERS	5	EA	$98.78	493.9
90	636-1020	HIGHWAY SIGNS, TP 1 MATL, REFL SHEETING TP 3	50	SF	$12.15	607.5
96	636-3010	GROUND-MOUNTED BREAKAWAY SIGN SUPPORT	12	EA	$472.52	5670.24
46	641-1200	GUARDRAIL, TP W	3900	LF	$15.20	59280
163	641-5001	GUARDRAIL ANCHORAGE, TP 1	7	EA	$597.49	4182.43
47	641-5012	GUARDRAIL ANCHORAGE, TP 12	7	EA	$1,764.39	12350.73
182	652-2502	SOLID TRAFFIC STRIPE, 5 IN, YELLOW	4	LM	$347.06	1388.24
99	653-2501	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, WHITE	4	LM	$1,620.14	6480.56
100	653-2502	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, YELLOW	4	LM	$1,683.92	6735.68
101	653-4501	THERMOPLASTIC SKIP TRAF STRIPE, 5 IN, WHITE	4	GLM	$1,029.18	4116.72
48	668-1100	CATCH BASIN, GP 1	30	EA	$2,105.62	63168.6
52	668-2100	DROP INLET, GP 1	2	EA	$1,820.09	3640.18
56	668-5000	JUNCTION BOX	1	EA	$1,754.91	1754.91
57	700-6910	PERMANENT GRASSING	19	AC	$1,575.00	29925
157	700-7000	AGRICULTURAL LIME	38	TN	$64.14	2437.32
159	700-8000	FERTILIZER MIXED GRADE	4	TN	$456.96	1827.84
162	716-2000	EROSION CONTROL MATS, SLOPES	55000	SY	$0.86	47300

$4,063,618.05

Alternative 2

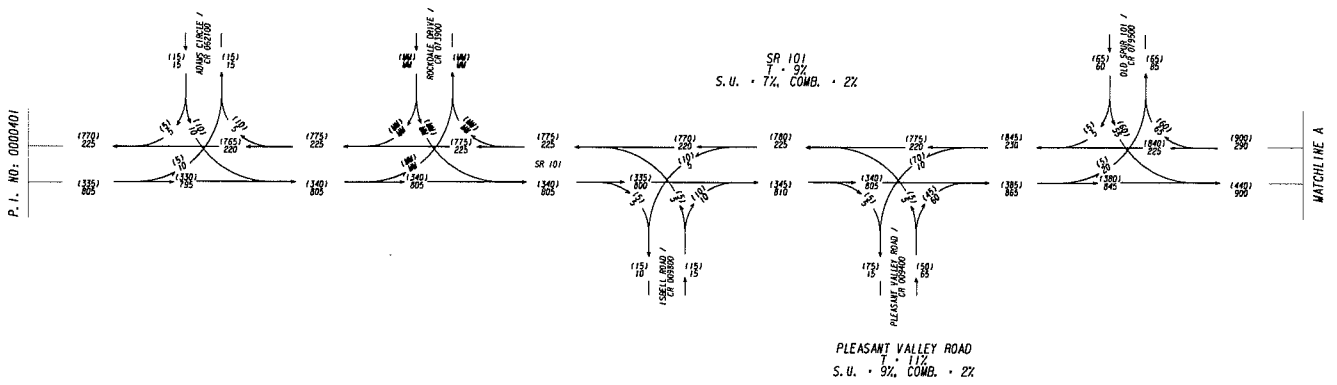
Item Number	Pay Item	Description	Quantity	Units	UnitCost	cost
2	153-1300	FIELD ENGINEERS OFFICE TP 3	1	EA	$83,157.23	83157.23
3	163-0232	TEMPORARY GRASSING	15	AC	$306.47	4597.05
5	163-0300	CONSTRUCTION EXIT	5	EA	$1,129.78	5648.9
6	163-0520	CONSTRUCT AND REMOVE TEMPORARY PIPE SLOPE DRAIN	125	LF	$11.58	1447.5
7	163-0531	CONSTRUCT AND REMOVE SEDIMENT BASIN, TP1 STA	1	EA	$8,220.20	8220.2
164	163-0550	CONSTRUCT AND REMOVE INLET SEDIMENT TRAP	30	EA	$156.81	4704.3
16	165-0020	MAINTENANCE OF TEMPORARY SILT FENCE, TYPE B	6000	LF	$0.15	900
10	165-0030	MAINTENANCE OF TEMPORARY SILT FENCE, TP C	5500	LF	$0.60	3300
11	165-0060	MAINTENANCE OF TEMPORARY SEDIMENT BASIN	1	EA	$1,228.23	1228.23
13	165-0101	MAINTENANCE OF CONSTRUCTION EXIT	5	EA	$518.12	2590.6
165	165-0105	MAINTENANCE OF INLET SEDIMENT TRAP	30	EA	$48.80	1464
14	167-1000	WATER QUALITY MONITORING AND SAMPLING	2	EA	$303.72	607.44
15	167-1500	WATER QUALITY INSPECTIONS	24	MO	$573.46	13763.04
8	171-0020	TEMPORARY SILT FENCE, TP B	6000	LF	$0.40	2400
17	171-0030	TEMPORARY SILT FENCE, TYPE C	5500	LF	$2.44	13420
19	210-0100	GRADING COMPLETE	1	LUMP	$1,148,035.46	1148035.46
21	310-1101	GR AGGR BASE CRS, INCL MATL	49988.34	TN	$49.66	2482420.964
	402-1811	RECYCLED ASPH CONC LEVELING, INCL BITUM MATL	200	TN	$100.00	20000
24	402-3121	RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR GP 2	27106.35	TN	$58.49	1585450.412
22	402-3130	RECYCLED ASPH CONC 12.5 MM SUPERPAVE, GP 2 ONLY,	5808.5	TN	$67.00	389169.5
23	402-3190	RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR GP 2,	11617.01	TN	$63.66	739538.8566
25	413-1000	BITUM TACK COAT	16897.47	GL	$2.47	41736.7509
153	432-0206	MILL ASPH CONC PVMT, 1 1/2 IN DEPTH	264.58	SY	$1.05	277.809
27	441-0016	DRIVEWAY CONCRETE, 6 IN TK	1	SY	$34.11	34.11
26	441-0104	CONC SIDEWALK, 4 IN	4200	SY	$23.66	99372
118	441-4030	CONC VALLEY GUTTER, 8 IN	2	SY	$41.04	82.08
87	441-5001	CONCRETE HEADER CURB, 4 IN, TP 1	984	LF	$13.15	12939.6
29	441-6022	CONC CURB AND GUTTER, 6 IN X 30 IN TP 2	7558	LF	$10.84	81928.72
180	500-3101	CLASS A CONCRETE	685	CY	$399.19	273445.15
106	500-3200	CLASS B CONCRETE	10	CY	$138.07	1380.7
31	550-1180	STORM DRAIN PIPE, 18 IN, H 1-10	2330	LF	$30.00	69900
32	550-1240	STORM DRAIN PIPE, 24 IN, H 1-10	430	LF	$38.88	16718.4
33	550-1300	STORM DRAIN PIPE, 30 IN, H 1-10	270	LF	$49.03	13238.1
35	550-4218	FLARED END SECTION 18 IN, STORM DRAIN	10	EA	$479.17	4791.7
36	550-4224	FLARED END SECTION 24 IN, STORM DRAIN	10	EA	$599.89	5998.9
37	550-4230	FLARED END SECTION 30 IN, STORM DRAIN	4	EA	$700.03	2800.12
39	550-4418	FLARED END SECTION, 18 IN SLOPE DRAIN	4	EA	$245.89	983.56
40	576-1018	SLOPE DRAIN PIPE, 18 IN	77	LF	$35.56	2738.12
42	603-2182	STN DUMPED RIP RAP, TP 3, 24 IN	105	SY	$52.79	5542.95
95	603-7000	PLASTIC FILTER FABRIC	105	SY	$3.08	323.4
89	634-1200	RIGHT OF WAY MARKERS	5	EA	$98.78	493.9
90	636-1020	HIGHWAY SIGNS, TP 1 MATL, REFL SHEETING TP 3	50	SF	$12.15	607.5
96	636-3010	GROUND-MOUNTED BREAKAWAY SIGN SUPPORT	12	EA	$472.52	5670.24
46	641-1200	GUARDRAIL, TP W	3900	LF	$15.20	59280
163	641-5001	GUARDRAIL ANCHORAGE, TP 1	7	EA	$597.49	4182.43
47	641-5012	GUARDRAIL ANCHORAGE, TP 12	7	EA	$1,764.39	12350.73
182	652-2502	SOLID TRAFFIC STRIPE, 5 IN, YELLOW	4	LM	$347.06	1388.24
99	653-2501	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, WHITE	4	LM	$1,620.14	6480.56
100	653-2502	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, YELLOW	4	LM	$1,683.92	6735.68
101	653-4501	THERMOPLASTIC SKIP TRAF STRIPE, 5 IN, WHITE	4	GLM	$1,029.18	4116.72
48	668-1100	CATCH BASIN, GP 1	30	EA	$2,105.62	63168.6
52	668-2100	DROP INLET, GP 1	2	EA	$1,820.09	3640.18
56	668-5000	JUNCTION BOX	1	EA	$1,754.91	1754.91
57	700-6910	PERMANENT GRASSING	19	AC	$1,575.00	29925
157	700-7000	AGRICULTURAL LIME	38	TN	$64.14	2437.32
159	700-8000	FERTILIZER MIXED GRADE	4	TN	$456.96	1827.84
162	716-2000	EROSION CONTROL MATS, SLOPES	55000	SY	$0.86	47300

$7,397,655.70

Appendix A: All 2010-2012 Crashes on SR 101 Between Preacher Smith Road and McCord Drive									
Crash Location	Crash Diagram Number	Crash Report Number	Date	Time	Injuries	Fatalities	Manner of Collision	Light Condition	Road Surface
Preacher Smith Road	21	'73740482	8/17/2007	6:20 PM	0	0	Angle	Daylight	Wet
Preacher Smith Road	26	'74720496	10/23/2007	7:52 AM	2	0	Head On	Dusk	Dry
Preacher Smith Road	30	'76070125	11/28/2007	4:30 PM	0	0	Angle	Daylight	Dry
Preacher Smith Road	33	'76070270	12/10/2007	5:22 PM	0	0	Angle	Daylight	Dry
Preacher Smith Road	35	'76070262	12/14/2007	5:48 PM	0	0	Angle	Daylight	Dry
Preacher Smith Road	47	'81670084	4/7/2008	4:18 PM	0	0	Angle	Daylight	Dry
Preacher Smith Road	50	'82480226	6/27/2008	5:36 PM	1	0	Rear End	Daylight	Dry
Preacher Smith Road	60	'85550367	12/13/2008	3:50 PM	1	0	Angle	Daylight	Dry
Preacher Smith Road	71	'91500331	3/30/2009	6:35 AM	0	0	Angle	Dark-Not Lighted	Dry
Preacher Smith Road	85	'95470565	11/25/2009	4:31 PM	0	0	Sideswipe - Same Direction	Daylight	Dry
Preacher Smith Road	87	3415259	1/27/2010	5:40 PM	0	0	Sideswipe-Same Direction	Daylight	Dry
Preacher Smith Road	108	3657785	2/11/2011	7:43 AM	0	0	Angle	Daylight	Dry
Preacher Smith Road	109	3657814	2/17/2011	6:25 PM	0	0	Angle	Daylight	Dry
Preacher Smith Road	111	3775318	4/3/2011	4:36 PM	2	0	Head On	Daylight	Dry
Preacher Smith Road	118	3794953	5/22/2011	9:55 PM	0	0	Not A Collision with Motor Vehicle	Dark-Not Lighted	Dry
Preacher Smith Road	130	3970907	1/11/2012	7:25 AM	0	0	Sideswipe-Same Direction	Dawn	Wet
Preacher Smith Road	131	3971726	1/12/2012	10:19 PM	1	0	Angle	Dark-Not Lighted	Wet
Preacher Smith Road	138	4137323	7/6/2012	12:10 AM	0	0	Not A Collision with Motor Vehicle	Dark-Not Lighted	Dry
Preacher Smith Road	139	4185680	8/25/2012	10:19 AM	2	0	Sideswipe-Same Direction	Daylight	Dry
Adams Circle	9	'72020529	4/24/2007	6:51 AM	1	0	Sideswipe - Same Direction	Daylight	Dry
Adams Circle	59	'85110367	11/29/2008	1:20 PM	0	0	Angle	Daylight	Dry
Rockdale Road	37	'76070210	12/30/2007	10:49 PM	2	0	Angle	Dark-Lighted	Wet
Rockdale Road	51	'83460216	8/10/2008	7:39 PM	1	0	Rear End	Daylight	Dry
Isbell Road	2	'70510219	1/8/2007	10:35 PM	0	0	Not A Collision With A Motor Vehicle	Dark-Lighted	Dry
Isbell Road	72	'92240146	4/5/2009	9:05 PM	0	0	Sideswipe - Same Direction	Dark-Not Lighted	Dry
Isbell Road	77	'92870020	6/17/2009	8:25 PM	1	0	Rear End	Dusk	Dry
Isbell Road	106	3701027	11/25/2010	6:42 AM	0	0	Not A Collision with Motor Vehicle	Dark-Not Lighted	Dry
Isbell Road	110	3706249	3/15/2011	6:20 AM	1	0	Not A Collision with Motor Vehicle	Dark-Not Lighted	Wet
Isbell Road	136	4114241	6/9/2012	3:44 PM	2	0	Rear End	Daylight	Dry
Pleasant Valley Road	1	'70500218	1/7/2007	5:00 PM	0	0	Not A Collision With A Motor Vehicle	Daylight	Wet
Pleasant Valley Road	6	'71080421	2/20/2007	6:05 PM	0	0	Rear End	Daylight	Wet
Pleasant Valley Road	8	'71490662	3/31/2007	3:51 PM	1	0	Rear End	Daylight	Dry
Pleasant Valley Road	10	'72020458	4/26/2007	7:48 AM	0	0	Rear End	Daylight	Dry
Pleasant Valley Road	16	'72720483	6/29/2007	5:35 PM	1	0	Rear End	Daylight	Dry
Pleasant Valley Road	17	'73140417	7/5/2007	1:03 PM	2	0	Sideswipe - Same Direction	Daylight	Dry
Pleasant Valley Road	20	'73740475	8/15/2007	8:00 PM	0	0	Not A Collision With A Motor Vehicle	Daylight	Dry
Pleasant Valley Road	25	'74310078	9/27/2007	4:30 AM	0	0	Not A Collision With A Motor Vehicle	Dark-Not Lighted	Dry
Pleasant Valley Road	29	'76070181	11/8/2007	3:40 PM	0	0	Rear End	Daylight	Dry
Pleasant Valley Road	34	'76070271	12/10/2007	4:49 PM	1	0	Not A Collision With A Motor Vehicle	Daylight	Dry
Pleasant Valley Road	42	'81080129	2/12/2008	12:41 PM	2	0	Head On	Daylight	Dry
Pleasant Valley Road	52	'83460217	8/10/2008	1:30 PM	0	0	Rear End	Daylight	Dry
Pleasant Valley Road	54	'84520088	10/16/2008	5:57 PM	1	0	Rear End	Daylight	Dry
Pleasant Valley Road	61	'85550368	12/13/2008	1:20 PM	0	0	Angle	Daylight	Dry
Pleasant Valley Road	67	'90820077	2/14/2009	1:43 PM	0	0	Angle	Daylight	Dry
Pleasant Valley Road	68	'91500419	3/4/2009	4:07 PM	0	0	Rear End	Daylight	Dry
Pleasant Valley Road	80	'94310245	9/5/2009	12:34 PM	2	0	Rear End	Daylight	Dry
Pleasant Valley Road	82	'94490122	9/11/2009	7:55 AM	1	0	Rear End	Daylight	Wet
Pleasant Valley Road	84	'95070321	10/19/2009	1:03 PM	1	0	Rear End	Daylight	Dry
Pleasant Valley Road	86	3543679	1/15/2010	4:12 PM	0	0	Rear End	Daylight	Dry
Pleasant Valley Road	95	3541249	7/25/2010	4:00 PM	2	0	Head On	Daylight	Dry
Pleasant Valley Road	99	3582951	10/16/2010	2:51 PM	1	0	Rear End	Daylight	Dry
Pleasant Valley Road	105	3701009	11/20/2010	9:32 PM	0	0	Not A Collision with Motor Vehicle	Dark-Not Lighted	Dry
Pleasant Valley Road	107	3634450	1/30/2011	7:31 PM	0	0	Not A Collision with Motor Vehicle	Dark-Not Lighted	Dry
Pleasant Valley Road	112	3775329	4/6/2011	5:39 PM	0	0	Not A Collision with Motor Vehicle	Daylight	Dry
Pleasant Valley Road	116	3794911	5/8/2011	12:51 PM	1	0	Rear End	Daylight	Dry
Pleasant Valley Road	117	3794913	5/9/2011	6:33 AM	0	0	Head On	Daylight	Dry
Pleasant Valley Road	119	3813333	7/11/2011	5:47 AM	0	0	Not A Collision with Motor Vehicle	Dark-Lighted	Dry
Pleasant Valley Road	120	3823480	7/24/2011	11:47 AM	1	0	Angle	Daylight	Dry
Pleasant Valley Road	124	3901589	10/31/2011	7:42 AM	0	0	Rear End	Daylight	Dry
Pleasant Valley Road	126	3921664	11/16/2011	7:00 AM	0	0	Rear End	Daylight	Wet
Pleasant Valley Road	128	3946113	12/15/2011	2:38 PM	0	0	Sideswipe-Same Direction	Daylight	Dry
Pleasant Valley Road	137	4130449	7/1/2012	5:39 PM	0	0	Rear End	Daylight	Dry
Pleasant Valley Road	144	4294819	12/13/2012	2:32 PM	1	0	Rear End	Daylight	Dry
Spur 101	3	'70500232	1/25/2007	2:37 PM	0	0	Not A Collision With A Motor Vehicle	Daylight	Dry
Spur 101	7	'72000043	3/29/2007	1:02 PM	2	1	Sideswipe - Opposite Direction	Daylight	Dry
Spur 101	11	'72020459	4/28/2007	6:08 PM	6	0	Rear End	Daylight	Dry
Spur 101	13	'72580551	5/31/2007	1:38 PM	2	0	Head On	Daylight	Dry
Spur 101	15	'72720403	6/24/2007	1:47 PM	1	0	Rear End	Daylight	Dry
Spur 101	19	'73740458	8/8/2007	11:00 PM	0	0	Sideswipe - Opposite Direction	Dark-Not Lighted	Dry
Spur 101	23	'74310009	9/9/2007	10:33 AM	2	0	Angle	Daylight	Dry
Spur 101	24	'74310074	9/26/2007	1:13 PM	2	0	Rear End	Daylight	Dry
Spur 101	27	'75030186	11/5/2007	6:23 PM	0	0	Not A Collision With A Motor Vehicle	Dark-Not Lighted	Dry
Spur 101	28	'75030187	11/5/2007	6:23 PM	0	0	Not A Collision With A Motor Vehicle	Dark-Not Lighted	Dry

Crash Location	Crash Diagram Number	Crash Report Number	Date	Time	Injuries	Fatalities	Manner of Collision	Light Condition	Road Surface
Spur 101	38	'81510018	1/7/2008	12:50 PM	0	0	Rear End	Daylight	Dry
Spur 101	41	'81080115	2/6/2008	7:30 AM	0	0	Rear End	Daylight	Wet
Spur 101	43	'81080168	2/27/2008	5:45 PM	0	0	Rear End	Daylight	Dry
Spur 101	44	'81210341	3/12/2008	4:16 PM	7	0	Sideswipe - Same Direction	Daylight	Dry
Spur 101	46	'81670066	4/1/2008	7:43 AM	0	0	Not A Collision With A Motor Vehicle	Daylight	Wet
Spur 101	48	'82270328	5/8/2008	7:53 PM	0	0	Head On	Dawn	Snowy
Spur 101	53	'83460191	8/19/2008	7:48 AM	1	0	Rear End	Daylight	Dry
Spur 101	55	'84520083	10/17/2008	4:13 PM	0	0	Rear End	Daylight	Dry
Spur 101	64	'90300310	1/7/2009	7:59 AM	3	0	Angle	Daylight	Dry
Spur 101	66	'90820097	2/7/2009	9:02 AM	0	0	Sideswipe - Same Direction	Daylight	Dry
Spur 101	69	'90920142	3/10/2009	2:53 PM	1	0	Rear End	Daylight	Dry
Spur 101	73	'92240340	4/12/2009	11:06 AM	0	0	Not A Collision With A Motor Vehicle	Daylight	Dry
Spur 101	76	'92870007	6/15/2009	1:01 PM	1	0	Not A Collision With A Motor Vehicle	Daylight	Dry
Spur 101	83	'94310264	9/16/2009	9:35 PM	1	0	Not A Collision With A Motor Vehicle	Dark-Not Lighted	Wet
SPUR 101	88	6725	2/5/2010	2:09 PM	jj	0	Not A Collision with Motor Vehicle	Daylight	Wet
SPUR 101	89	2602379	2/9/2010	5:40 PM	2	0	Angle	Daylight	Wet
SPUR 101	90	3447859	2/9/2010	5:45 PM	0	0	Rear End	Daylight	Dry
SPUR 101	91	39330	3/3/2010	8:58 AM	0	0	Rear End	Daylight	Dry
SPUR 101	92	3484453	3/31/2010	5:40 PM	0	0	Rear End	Daylight	Dry
SPUR 101	93	3480877	4/10/2010	8:52 PM	0	0	Angle	Dark-Not Lighted	Dry
SPUR 101	101	3723838	11/4/2010	7:08 AM	0	0	Angle	Dark-Not Lighted	Wet
SPUR 101	102	3723843	11/4/2010	8:30 AM	0	0	Not A Collision with Motor Vehicle	Daylight	Wet
SPUR 101	103	3701001	11/18/2010	7:50 PM	0	0	Not A Collision with Motor Vehicle	Dark-Not Lighted	Dry
SPUR 101	104	3701005	11/19/2010	7:33 PM	2	0	Head On	Dark-Not Lighted	Dry
SPUR 101	121	3845502	8/22/2011	5:18 PM	0	0	Sideswipe-Opposite Direction	Daylight	Dry
SPUR 101	122	3893090	10/19/2011	5:03 AM	0	0	Not A Collision with Motor Vehicle	Dark-Not Lighted	Dry
SPUR 101	123	3898281	10/25/2011	3:50 PM	1	0	Not A Collision with Motor Vehicle	Daylight	Dry
SPUR 101	135	4049800	4/5/2012	12:53 PM	0	0	Rear End	Daylight	Dry
SPUR 101	140	4188615	8/29/2012	1:20 PM	2	0	Sideswipe-Opposite Direction	Daylight	Dry
Chateau Drive	4	'70510271	1/29/2007	7:51 AM	0	0	Rear End	Daylight	Dry
Chateau Drive	5	'70280484	2/3/2007	3:28 PM	0	0	Not A Collision With A Motor Vehicle	Daylight	Dry
Chateau Drive	12	'71930135	5/17/2007	3:45 AM	0	0	Not A Collision With A Motor Vehicle	Dark-Not Lighted	Dry
Chateau Drive	14	'72720400	6/14/2007	3:46 PM	3	0	Rear End	Daylight	Dry
Chateau Drive	18	'73140449	7/18/2007	11:15 PM	0	0	Not A Collision With A Motor Vehicle	Dark-Not Lighted	Dry
Chateau Drive	22	'74310002	9/6/2007	2:13 PM	0	0	Angle	Daylight	Dry
Chateau Drive	36	'75590125	12/17/2007	1:58 PM	0	0	Rear End	Daylight	Dry
Chateau Drive	39	'82160272	1/26/2008	6:40 PM	2	0	Angle	Daylight	Dry
Chateau Drive	40	'81210470	1/26/2008	6:40 PM	2	0	Rear End	Dark-Not Lighted	Dry
Chateau Drive	56	'84520038	10/28/2008	3:07 PM	2	0	Angle	Daylight	Dry
Chateau Drive	57	'85110431	11/11/2008	4:30 PM	0	0	Rear End	Daylight	Wet
Chateau Drive	58	'85110395	11/24/2008	7:09 AM	2	0	Rear End	Daylight	Dry
Chateau Drive	62	'85550329	12/20/2008	8:32 PM	0	0	Not A Collision With A Motor Vehicle	Dark-Not Lighted	Wet
Chateau Drive	63	'90300324	1/3/2009	4:04 PM	1	0	Sideswipe - Opposite Direction	Daylight	Wet
Chateau Drive	65	'90300284	1/8/2009	6:20 PM	0	0	Angle	Daylight	Dry
Chateau Drive	75	'93100461	6/3/2009	1:17 PM	3	0	Rear End	Daylight	Dry
Chateau Drive	78	'92870027	6/20/2009	10:39 PM	0	0	Not A Collision With A Motor Vehicle	Dark-Not Lighted	Dry
Chateau Drive	79	'93820204	8/8/2009	7:03 AM	1	0	Not A Collision With A Motor Vehicle	Daylight	Dry
Chateau Drive	81	'94310248	9/7/2009	8:48 PM	0	0	Rear End	Dark-Not Lighted	Dry
Chateau Drive	94	3561913	6/4/2010	4:15 PM	1	0	Rear End	Daylight	Wet
Chateau Drive	96	3737504	8/24/2010	2:37 PM	1	0	Rear End	Daylight	Dry
Chateau Drive	97	3737514	8/28/2010	9:11 PM	0	0	Not A Collision with Motor Vehicle	Dark-Not Lighted	Wet
Chateau Drive	98	3583140	10/12/2010	2:15 AM	0	0	Rear End	Dark-Not Lighted	Dry
Chateau Drive	100	3581463	10/21/2010	12:49 PM	0	0	Angle	Daylight	Dry
Chateau Drive	113	3775386	4/25/2011	11:35 AM	0	0	Angle	Daylight	Dry
Chateau Drive	114	3775388	4/25/2011	2:30 PM	0	0	Angle	Daylight	Dry
Chateau Drive	115	3775399	4/28/2011	10:53 AM	0	0	Sideswipe-Opposite Direction	Daylight	Dry
Chateau Drive	125	3921410	11/15/2011	4:20 PM	0	0	Not A Collision with Motor Vehicle	Daylight	Wet
Chateau Drive	127	3924199	11/22/2011	6:58 AM	1	0	Not A Collision with Motor Vehicle	Daylight	Dry
Chateau Drive	129	3965102	1/7/2012	8:23 AM	1	0	Not A Collision with Motor Vehicle	Daylight	Wet
Chateau Drive	132	4011093	2/23/2012	7:38 AM	0	0	Rear End	Daylight	Wet
Chateau Drive	133	4013029	2/25/2012	7:30 AM	0	0	Angle	Daylight	Dry
Chateau Drive	134	4043118	3/26/2012	5:22 PM	2	0	Rear End	Daylight	Dry
Chateau Drive	141	4233191	10/19/2012	3:26 PM	2	0	Angle	Daylight	Dry
Chateau Drive	142	4244709	11/2/2012	5:05 AM	0	0	Not A Collision with Motor Vehicle	Dark-Not Lighted	Dry
Chateau Drive	143	4279671	11/27/2012	7:25 AM	0	0	0	Daylight	Wet
McCord Drive	31	'76070123	11/29/2007	4:08 PM	0	0	Rear End	Daylight	Dry
McCord Drive	32	'76070111	12/9/2007	5:30 PM	4	0	Rear End	Daylight	Dry
McCord Drive	45	'81210344	3/14/2008	7:26 PM	0	0	Rear End	Daylight	Dry
McCord Drive	49	'82440404	6/10/2008	10:15 PM	0	0	Sideswipe - Opposite Direction	Dark-Not Lighted	Dry
McCord Drive	70	'91500357	3/24/2009	6:33 AM	0	0	Sideswipe - Opposite Direction	Dark-Not Lighted	Dry
McCord Drive	74	'92240290	4/29/2009	11:30 PM	0	0	Not A Collision With A Motor Vehicle	Dark-Not Lighted	Dry

SHEET 1 OF 1



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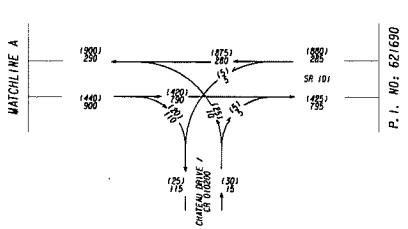

2013 AM DHV = 000
2013 PM DHV = 0000

GRESHAM SMITH AND PARTNERS

GEORGIA
DEPARTMENT OF TRANSPORTATION

REVISION DATES

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE: PROGRAM DELIVERY

TRAFFIC DIAGRAM
SR 101

STP00-0000-00(400)
FLOYD COUNTY

DRAWING No. 10-001

8/14/2012 GPLH

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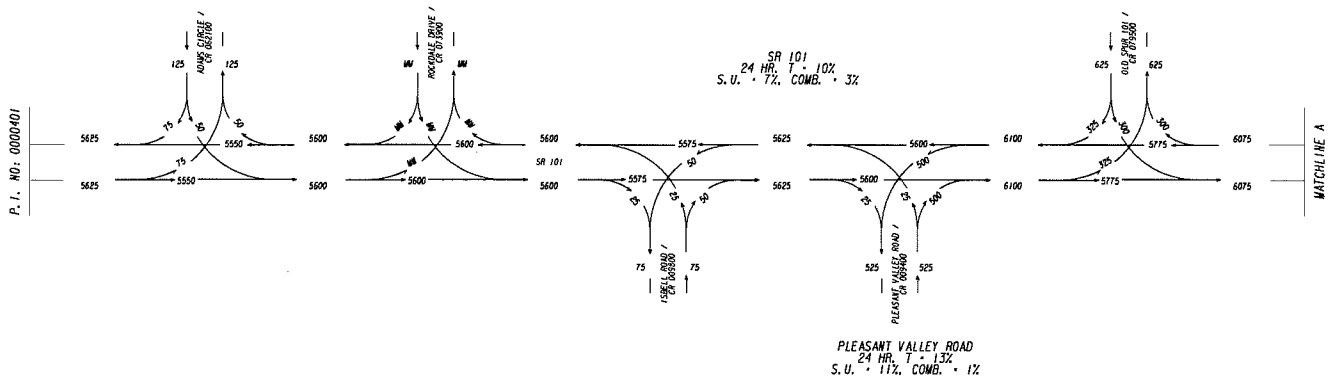

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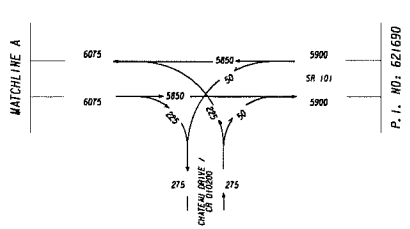

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8/30/2013 GPLN

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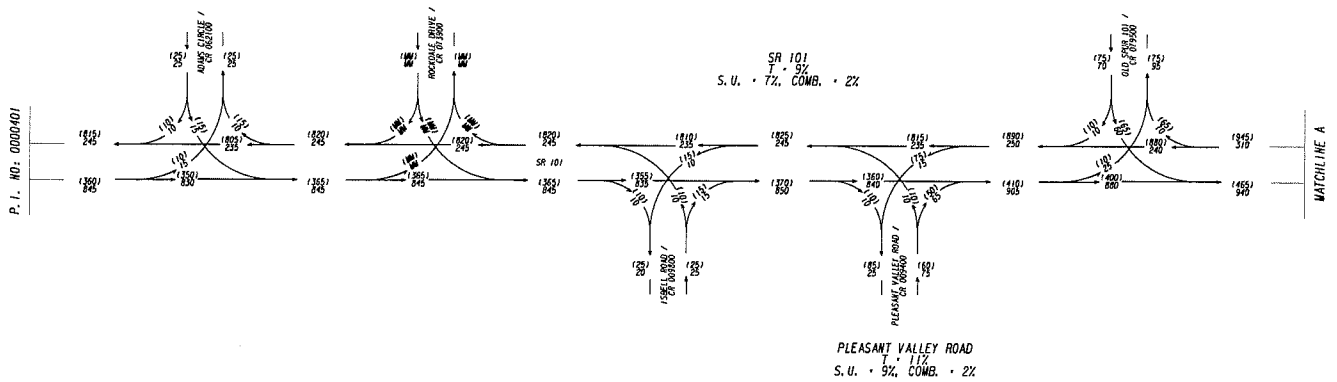

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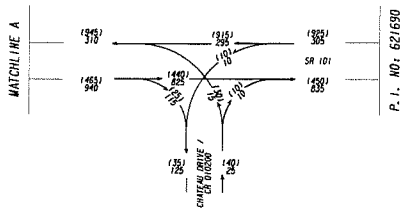

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12/14/2012 GPLH

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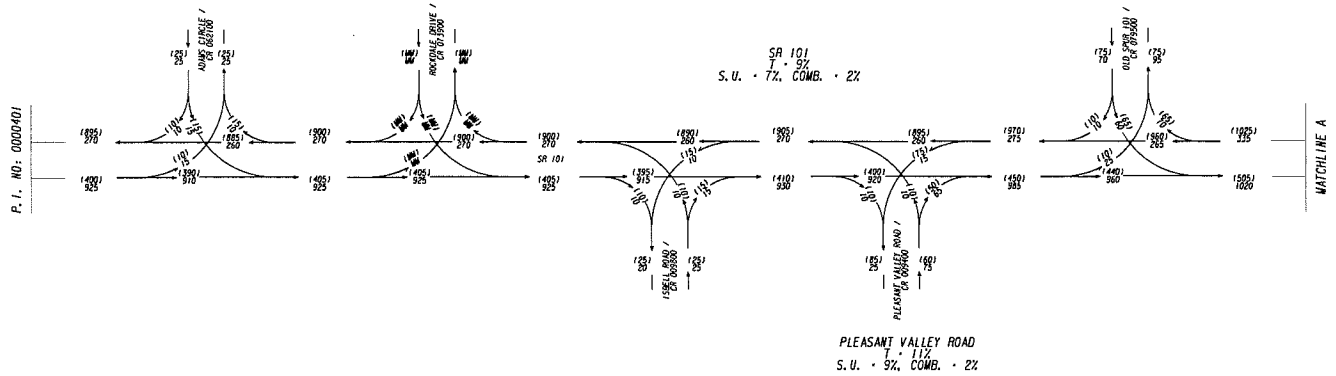

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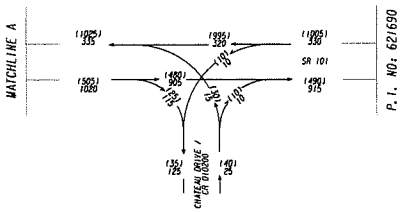

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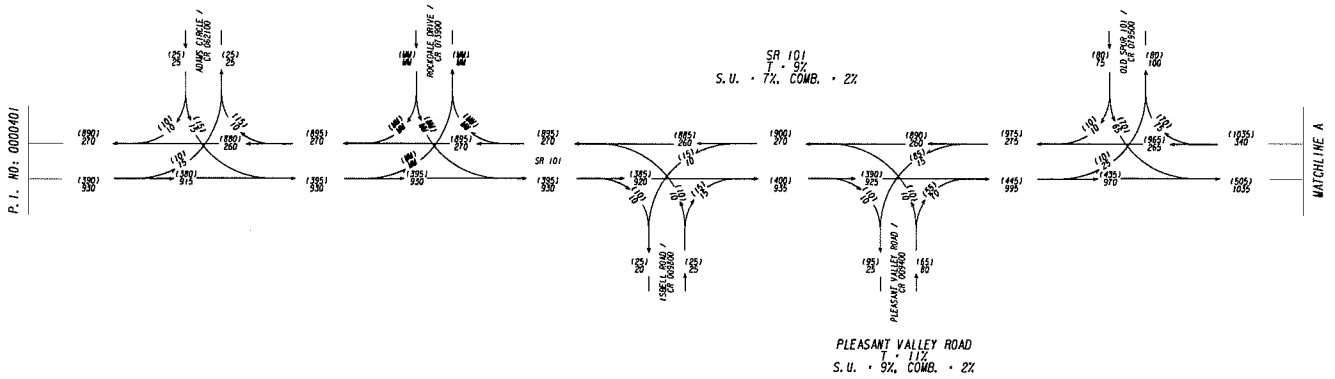

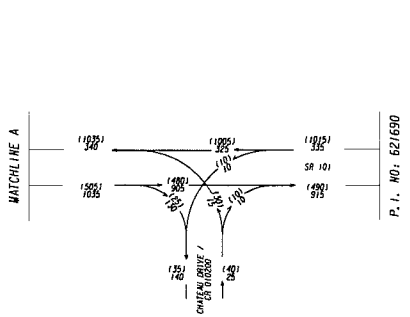

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GRESHAM SMITH AND PARTNERS

GEORGIA
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STATE OF GEORGIA
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TRAFFIC DIAGRAM
SR 101

STP00-0000-00(400)
FLOYD COUNTY

DRAWING NO. 10-005

12/14/2012 GPLB

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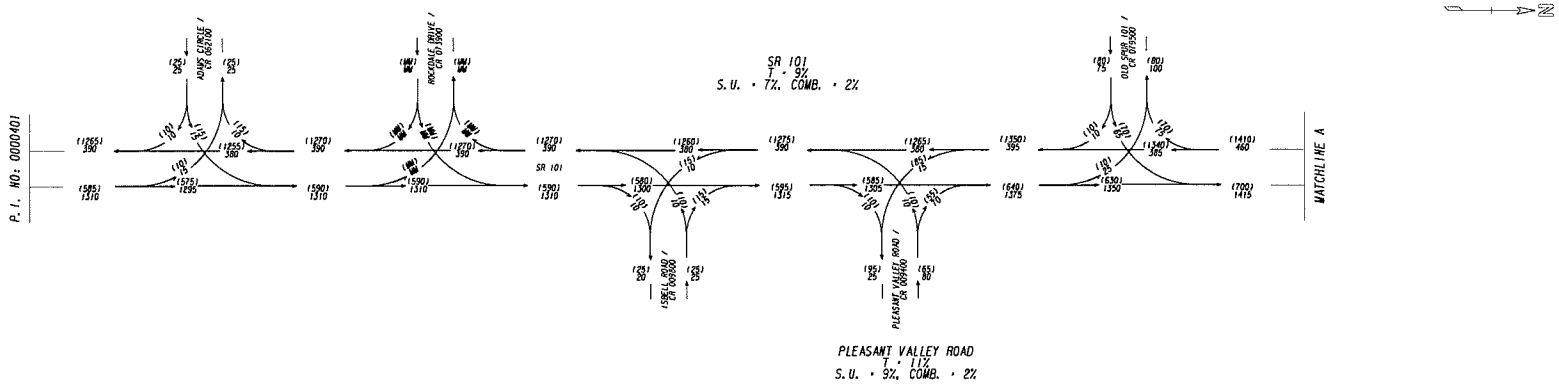

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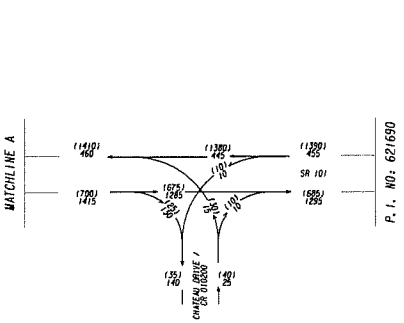

2041 BUILD AM DHV - 000
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GRESHAM SMITH AND PARTNERS

GEORGIA
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REVISION DATES

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
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TRAFFIC DIAGRAM
SR 101

STP00-0000-00(400)
FLOYD COUNTY

DRAWING No. 10-006

12/16/2013 CPLK

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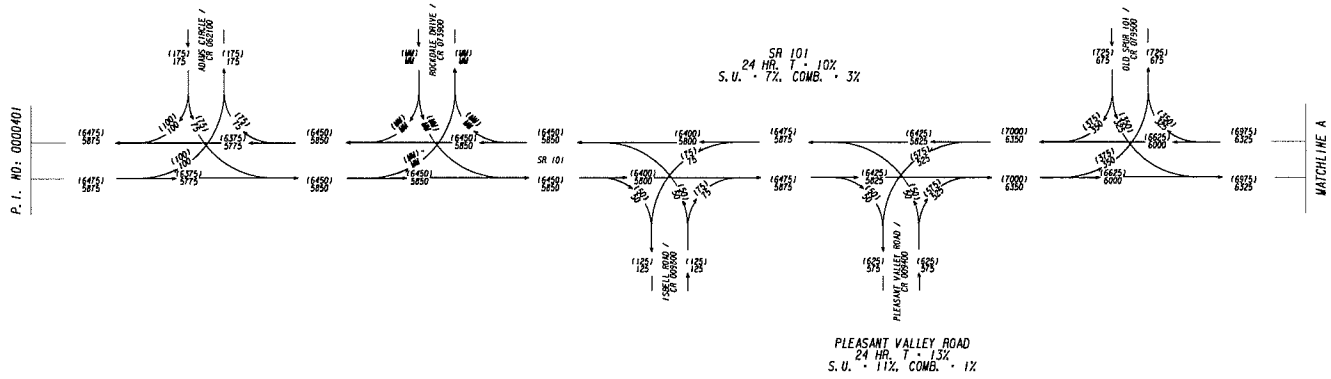

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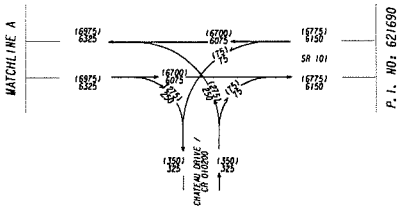

2021 NO BUILD AADT - 000
2041 NO BUILD AADT - (000)

GRESHAM SMITH AND PARTNERS

GEORGIA
DEPARTMENT OF TRANSPORTATION

REVISION DATES		

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE: PROGRAM DELIVERY

TRAFFIC DIAGRAM
SR 101

STP00-0000-00(400)
FLOYD COUNTY

DRAWING NO. 10-007

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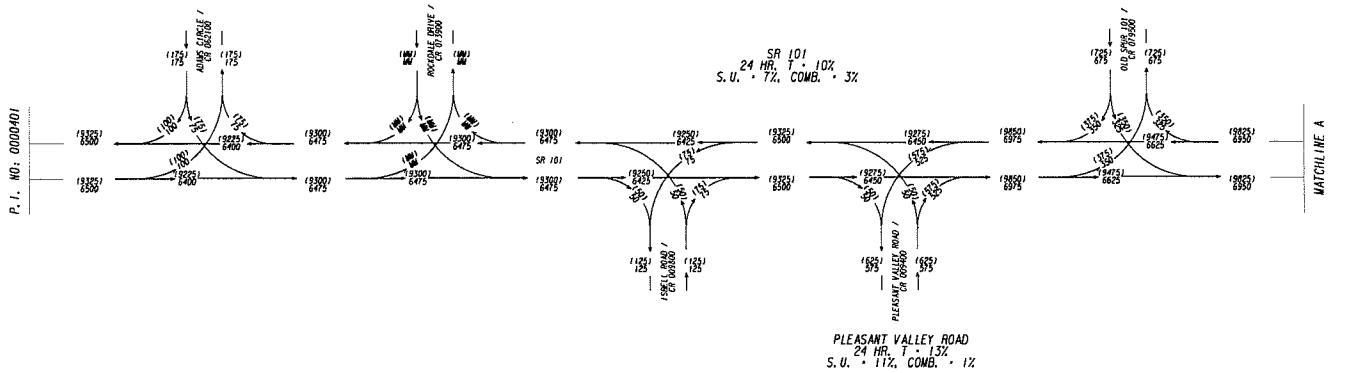

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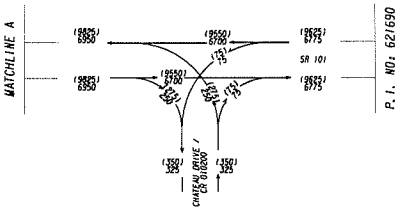

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GRESHAM SMITH AND PARTNERS

GEORGIA
DEPARTMENT OF TRANSPORTATION

REVISION DATES		

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE: PROGRAM DELIVERY

TRAFFIC DIAGRAM
SR 101

STP00-0000-00(400)
FLOYD COUNTY

DRAWING No. 10-008

12/16/2013 GPLM

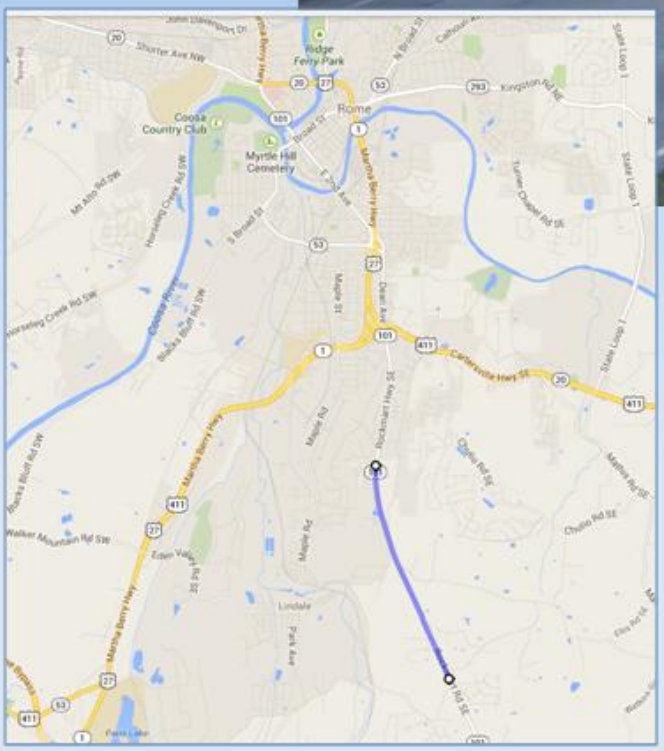
Traffic & Safety Analysis

SR 101: Preacher Smith Road to McCord Drive

GDOT PI NO: 0000400

March 4, 2014

Submitted by:
Parsons Brinckerhoff



Study Area and Objectives

As part of the Georgia Department of Transportation (GDOT) project State Route (SR) 101 Widening from S Rome Bypass to CR 074000 (PI No. 0000400) in Floyd County, GA, Parsons Brinckerhoff is tasked with the preparation of Concept and Partial Preliminary Plans for SR 101 from CR 009600 (Preacher Smith Road) to CR 074000 (McCord Drive), hereby referred to as the study area. This report documents the traffic and safety analysis conducted as part of this task. Traffic analysis was conducted for 2013 Existing, Opening Year (2021 No Build and Build) and Design Year (2041 No Build and Build) conditions. Crash analyses looked at reported crashes from 2010 through 2012.

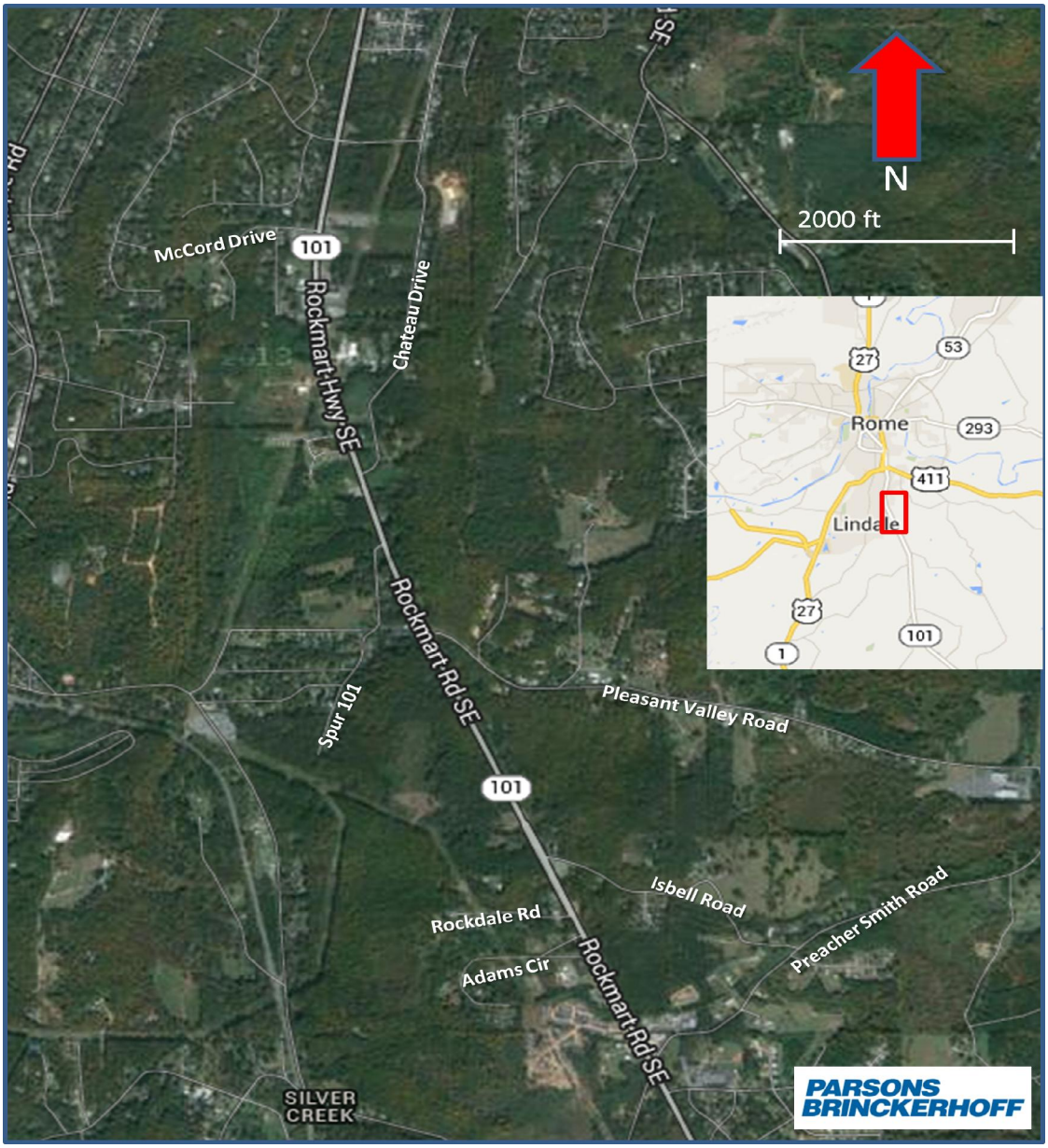


Figure 1: Study Area

Crash Analyses

Crash data for SR 101 from 2010 – 2012 was obtained from the GDOT Office of Traffic and Safety. From the raw dataset, those crashes within the Preacher Smith Road – McCord Drive study area were parsed (refer to Appendix A) and then analyzed.

Within this SR 101 study area, a total of 59 crashes were reported, with 21 crashes in 2010, 22 in 2011 and 16 in 2012. Table 1 summarizes these crashes by crash type, severity, and year.

Table 1: SR 101 Crashes from Preacher Smith Road to McCord Drive – Summary by Crash Type & Severity, 2010-2012.

SR 101 Crashes - Summary by Crash Type & Severity (Preacher Smith Road - McCord Drive, 2.2 miles)														
Crash Type	2007		2008		2009		2010		2011		2012		2007-2012	
	#	% Tot.	#	% Tot.	#	% Tot.	#	% Tot.	#	% Tot.	#	% Tot.	#	% of Total
Angle	9	23%	7	21%	4	16%	4	19%	5	23%	3	19%	32	21%
Rear End	13	33%	19	58%	9	36%	8	38%	3	14%	6	38%	58	37%
Head On	2	5%	2	6%	0	0%	2	10%	2	9%	0	0%	8	5%
Not Collision w/ Motor Veh	11	28%	3	9%	7	28%	6	29%	9	41%	3	19%	39	25%
Sideswipe - Same Direction	2	5%	1	3%	3	12%	1	5%	1	5%	2	13%	10	6%
Sideswipe - Oppe Direction	2	5%	1	3%	2	8%	0	0%	2	9%	1	6%	8	5%
N/A	0	0%	0	0%	0	0%	0	0%	0	0%	1	6%	1	1%
Totals	39		33		25		21		22		16		156	100%
Crash Severity	2007		2008		2009		2010		2011		2012		2010-2012	
Total Crashes	39		33		25		21		22		16		156	
Injury Crashes	17		13		11		6		6		8		61	
Injuries	36		24		16		9		7		13		105	
Fatal Crashes	1		0		0		0		0		0		1	
Fatalities	1		0		0		0		0		0		1	

SR 101 Crash Rates

The number of reported crashes in the SR 101 study area was used to compute the crash rates per 100 million vehicle miles of travel (100 million VMT). Crash rate computation requires Annual Average Daily Traffic (AADT) in the study segment. Georgia's State Traffic and Report Statistics (STARS) system gathers data from two traffic collection devices on SR 101 in the study segment – TC 0143 (South of Pleasant Valley Road) and TC 0145 (South of McCord Drive). The average of these two traffic count locations was used as the AADT for the entire study area in each of the analysis years and was multiplied by the segment length (2.21 miles) to estimate yearly VMT.

As per the GDOT Functional Classification System, SR 101 in this segment's study area has a functional classification of "Non-NHS Urban Minor Arterial." The SR 101 study area crash rates were compared to

the Georgia statewide crash rates (obtained from GDOT Office of Traffic and Safety, included in Appendix B) of the same functional class. Table 2 summarizes the study segment and statewide crash rate by year and by crash severity and the average crash rates for non-NHS urban minor arterials in Georgia between 2010 and 2012. Figure 2 compares the study segment and statewide crash data by year.

Table 2: SR 101, Preacher Smith Road to Saddle Trail, Crashes Rates Compared to Statewide Crash Rates, 2010-2012.

Year	AADT	Crash Rates (per 100 million VMT)					
		Location	All Crashes	Injuries	Injury Crashes	Fatalities	Fatal Crashes
2007	12,675	Segment	381.4	352.1	166.3	9.8	9.8
		Statewide	*513.0*	*190.0*	*126.0*	*1.48*	*1.36*
2008	12,065	Segment	339.1	246.6	133.6	0.0	0.0
		Statewide	*469.0*	*176.0*	*117.0*	*1.47*	*1.33*
2009	11,480	Segment	270.0	172.8	118.8	0.0	0.0
		Statewide	*463.0*	*173.0*	*115.0*	*1.10*	*1.08*
2010	11,350	Segment	229.4	98.3	65.5	0.0	0.0
		Statewide	*464.0*	*172.0*	*114.0*	*1.19*	*1.08*
2011	11,945	Segment	228.3	72.6	62.3	0.0	0.0
		Statewide	*482.0*	*166.0*	*110.0*	*1.20*	*1.16*
2012	11,955	Segment	165.9	121.6	74.8	0.0	0.0
		Statewide	*476.0*	*178.0*	*118.0*	*1.13*	*1.11*

Note: Values in *Bold Italics* indicate study segment rates that exceed statewide crash rates for "Minor Arterial, Non-NHS, Urban" functional class. Source: *Statewide Mileage, Travel & Accident Data, GDOT*.

Table 2 and Figure 2 indicate that for each of the safety metrics, the segment crash rates are less than half the statewide average for non-NHS urban minor arterials in each of the three years from 2010 through 2012.

Crash Diagrams

Crash diagrams were created for each of the intersections within the study area. These crash diagrams are shown in Figures 3 through 10 and illustrate the location, frequency, type, and date of the crashes at each intersection in the study segment.

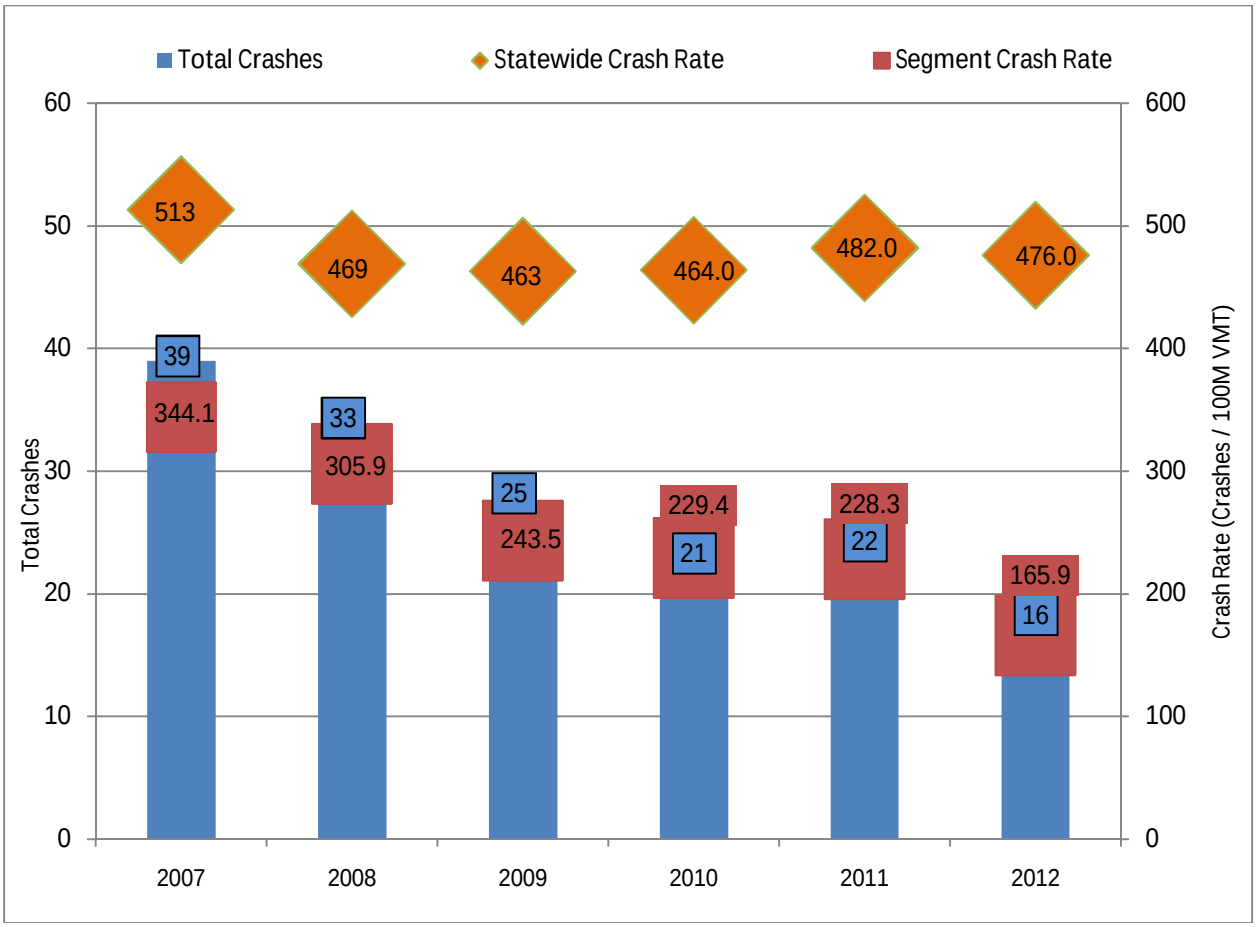


Figure 2: Segment Crash Rate vs. Statewide Average + Total Segment Crashes by Year (2010-2012, GDOT Office of Traffic & Safety)

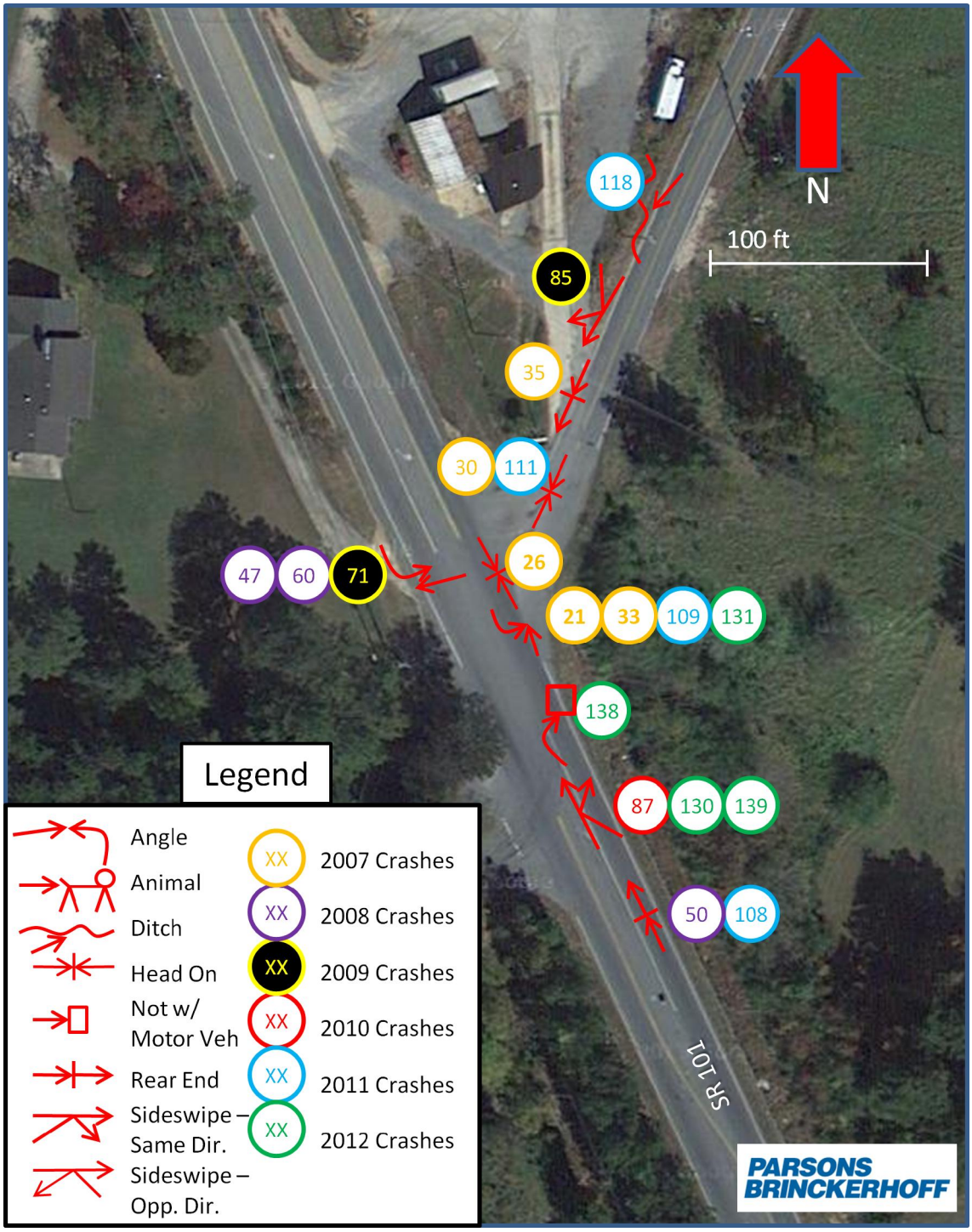


Figure 3: SR 101 at Preacher Smith Road Crash Diagram

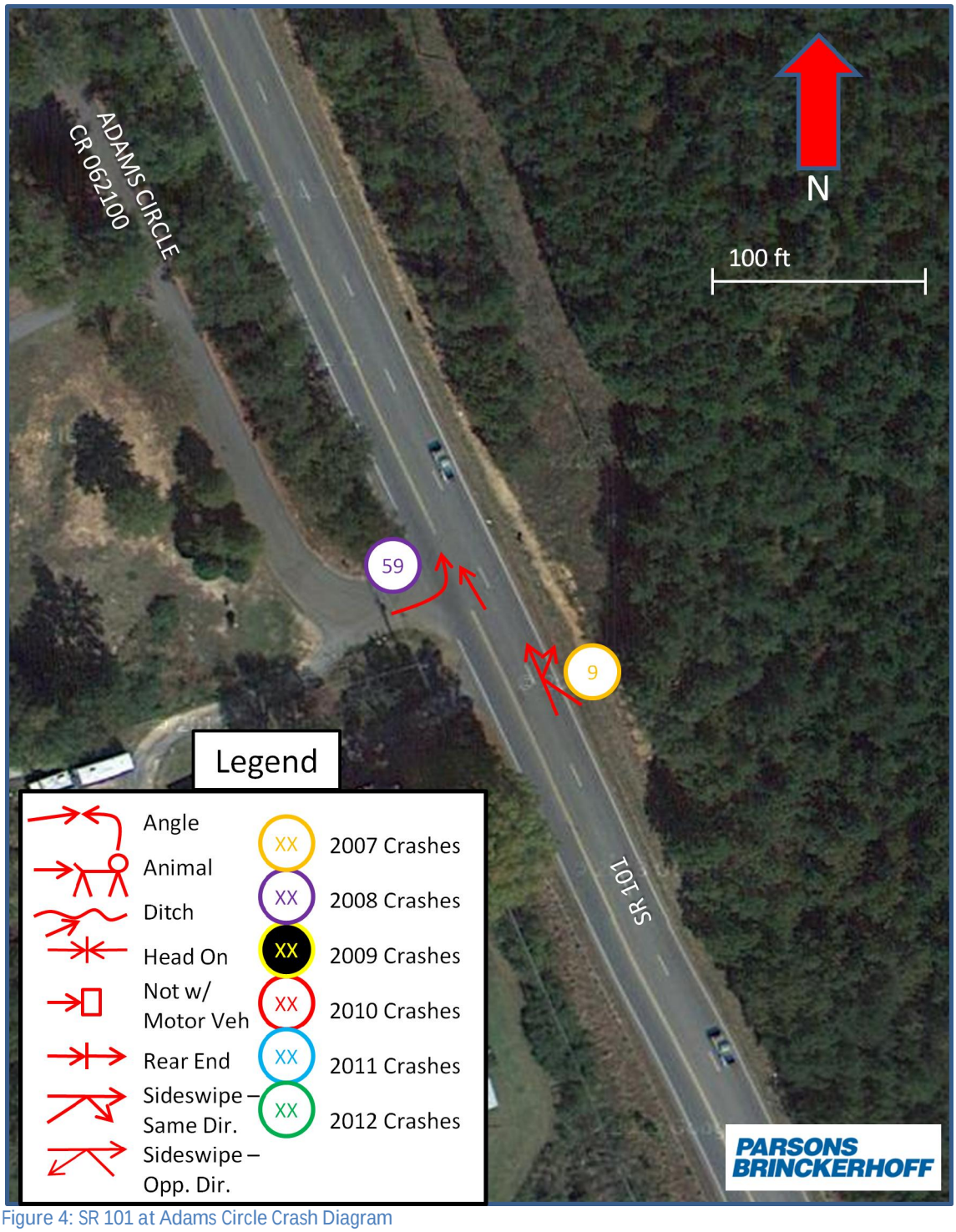


Figure 4: SR 101 at Adams Circle Crash Diagram

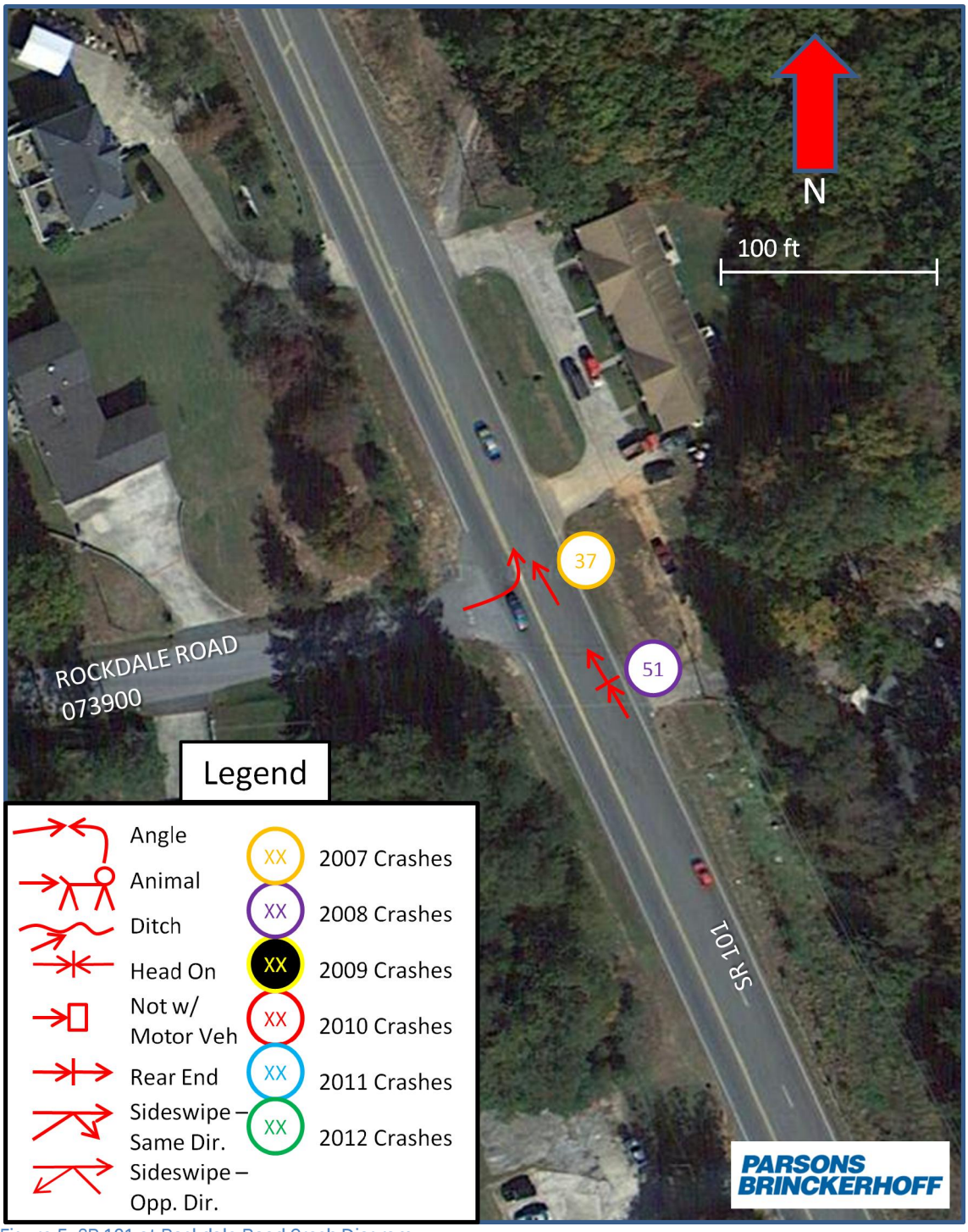


Figure 5: SR 101 at Rockdale Road Crash Diagram

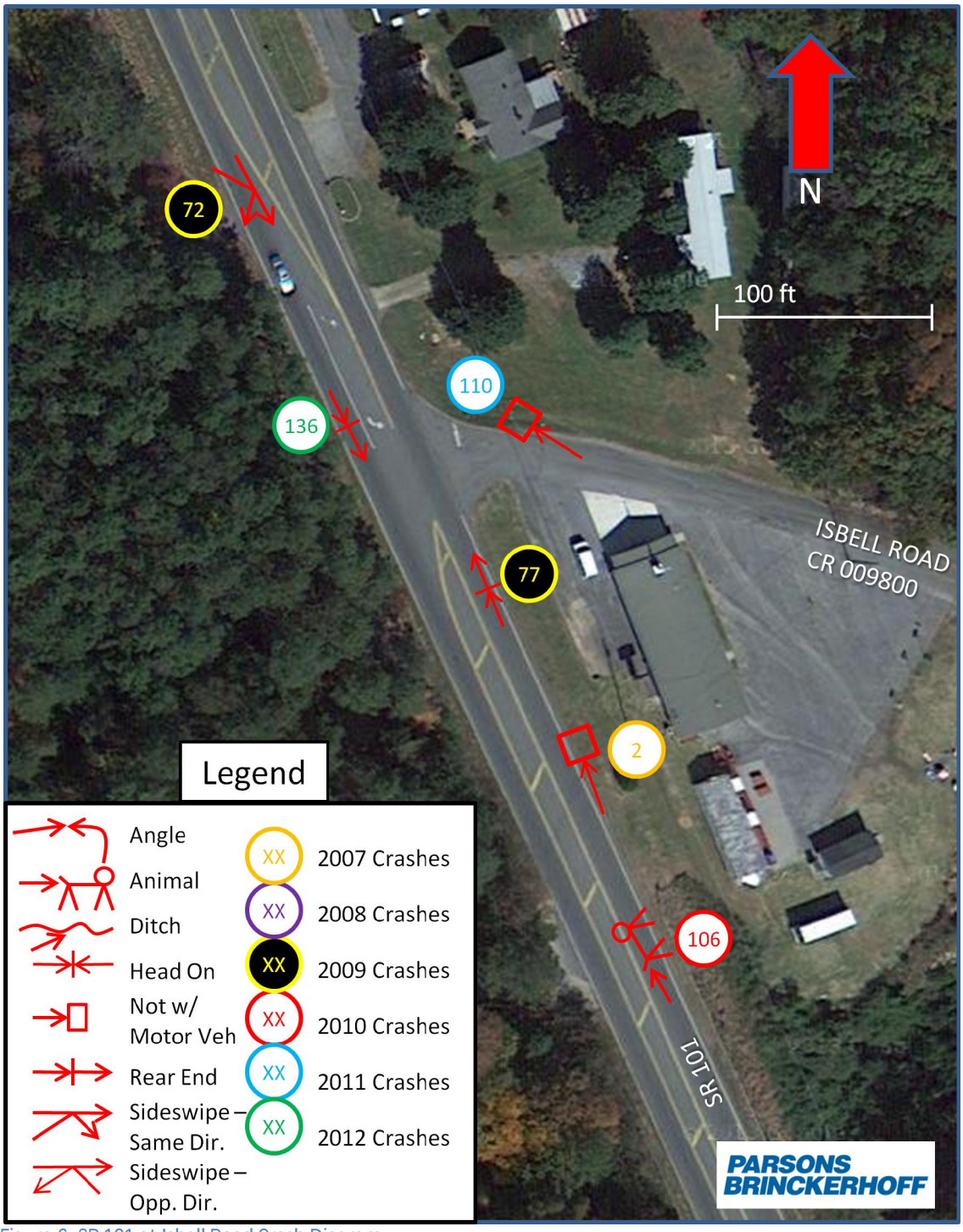


Figure 6: SR 101 at Isbell Road Crash Diagram

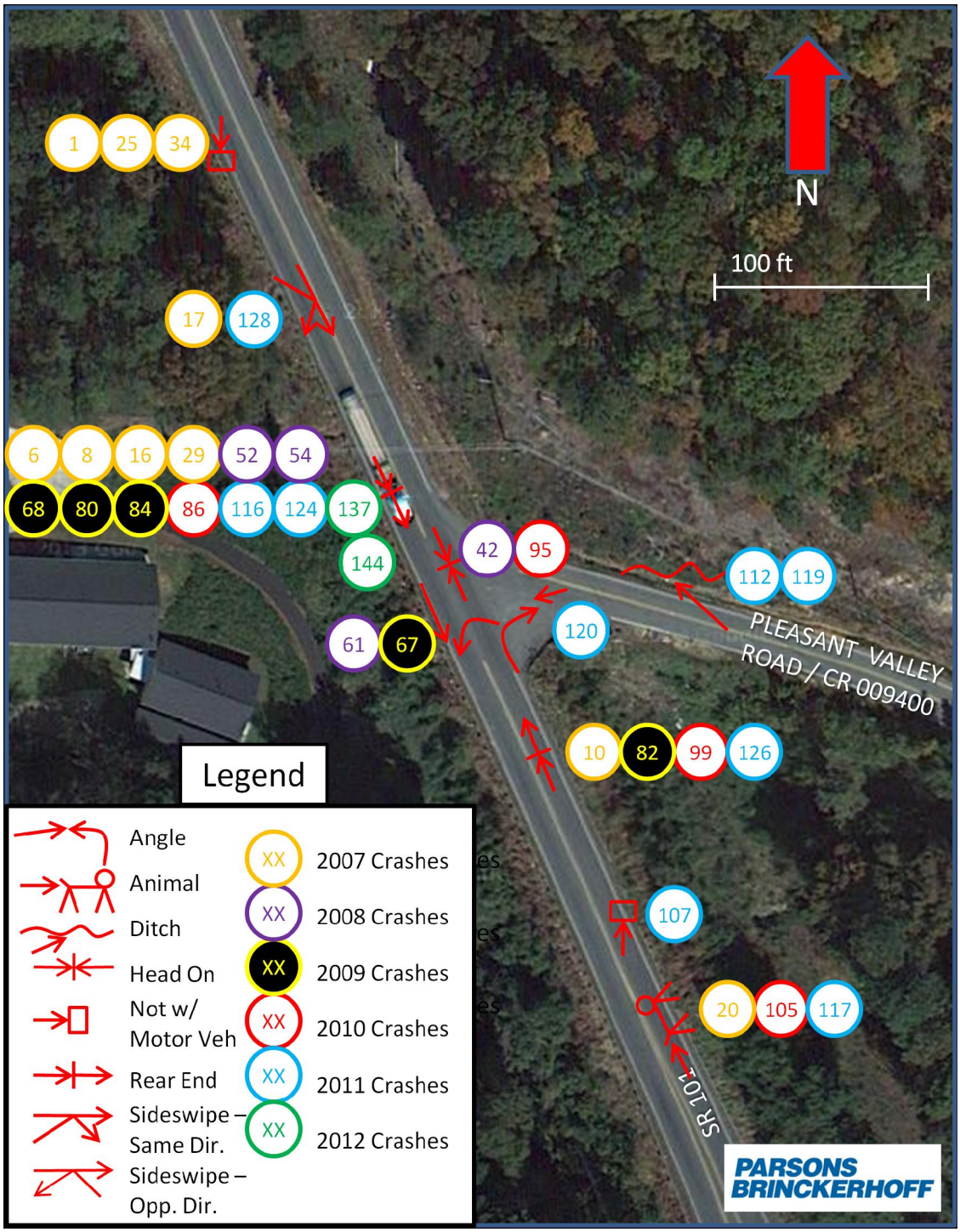


Figure 7: SR 101 at Pleasant Valley Crash Diagram

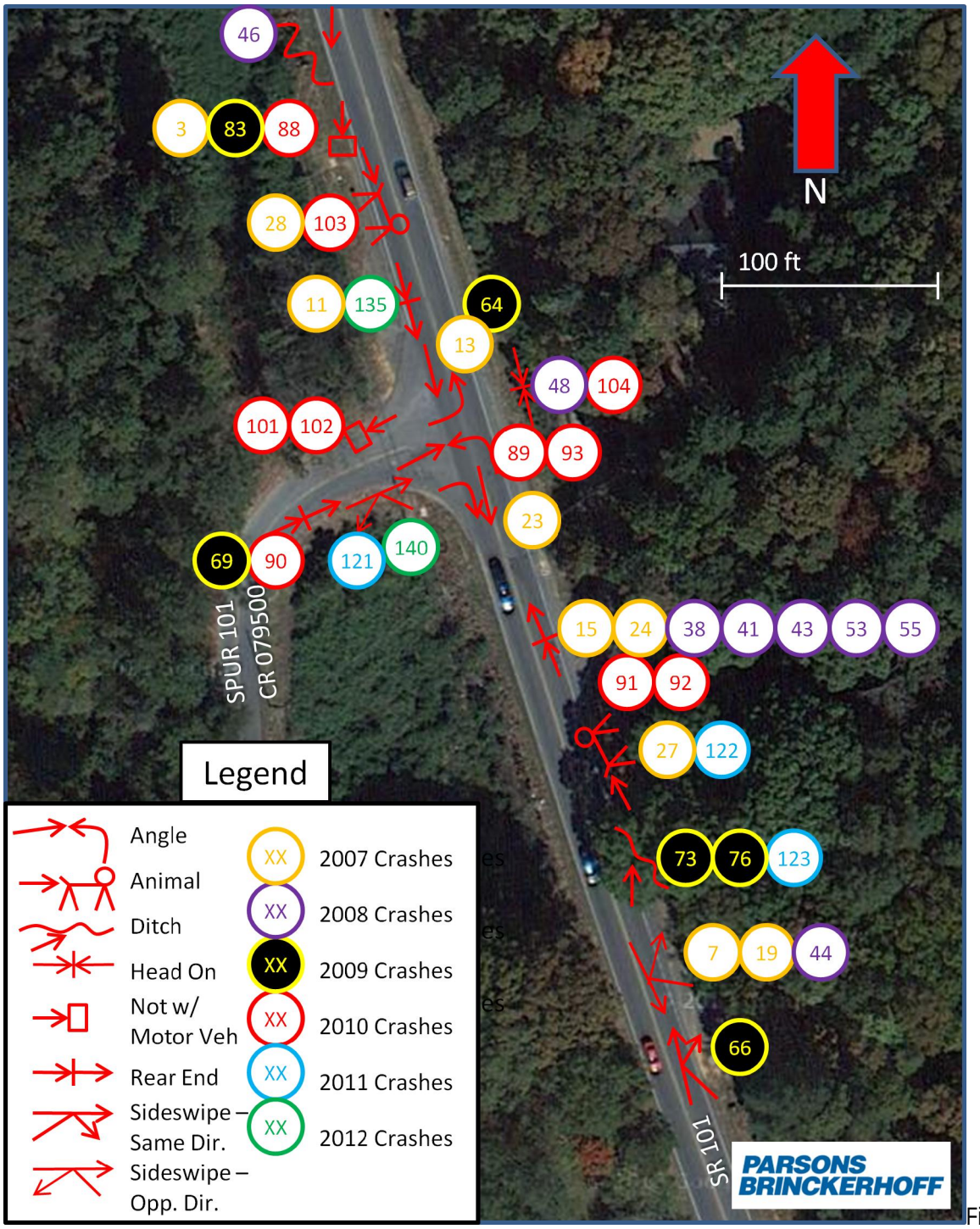


Figure 8: SR 101 at Spur 101 Crash Diagram

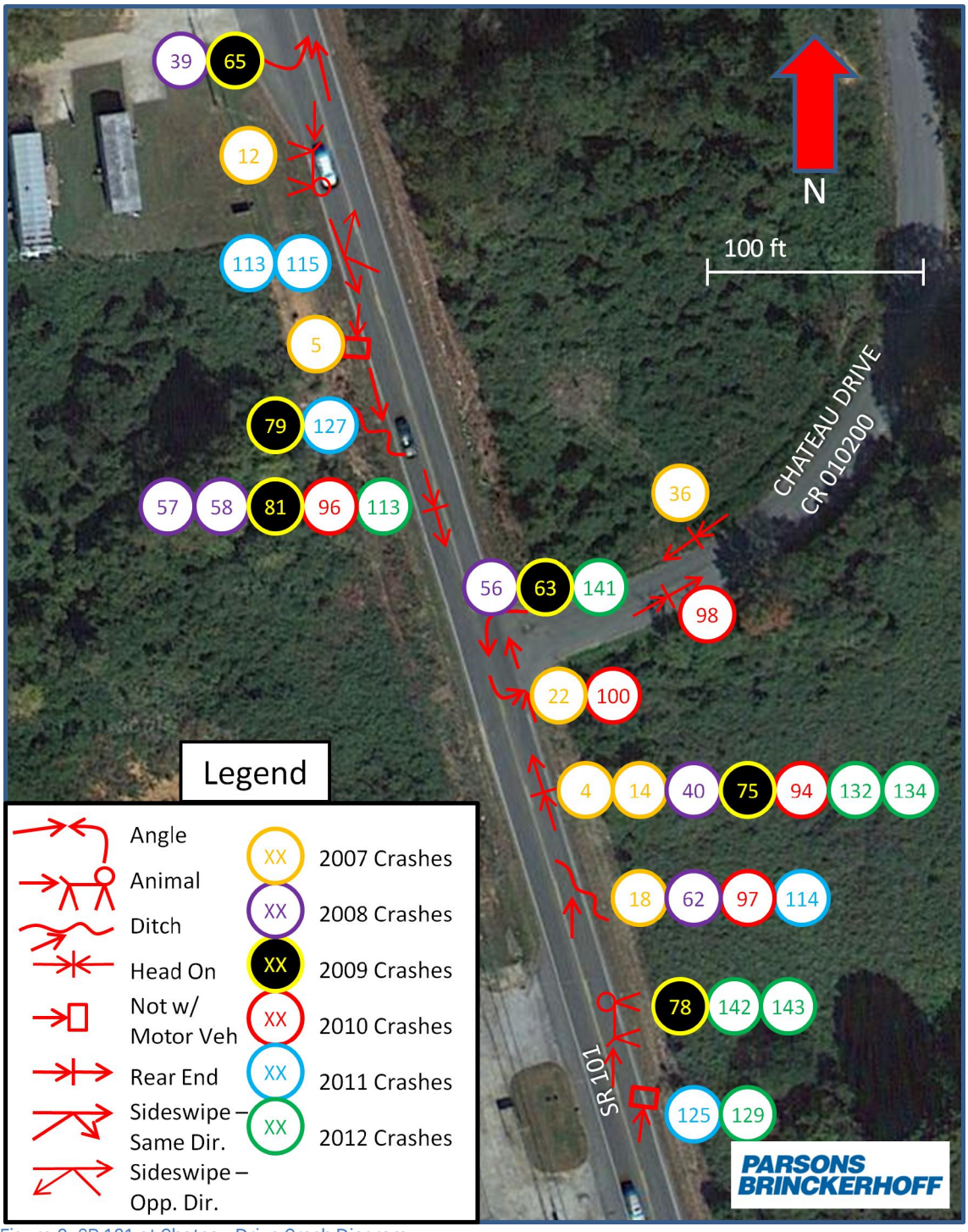


Figure 9: SR 101 at Chateau Drive Crash Diagram

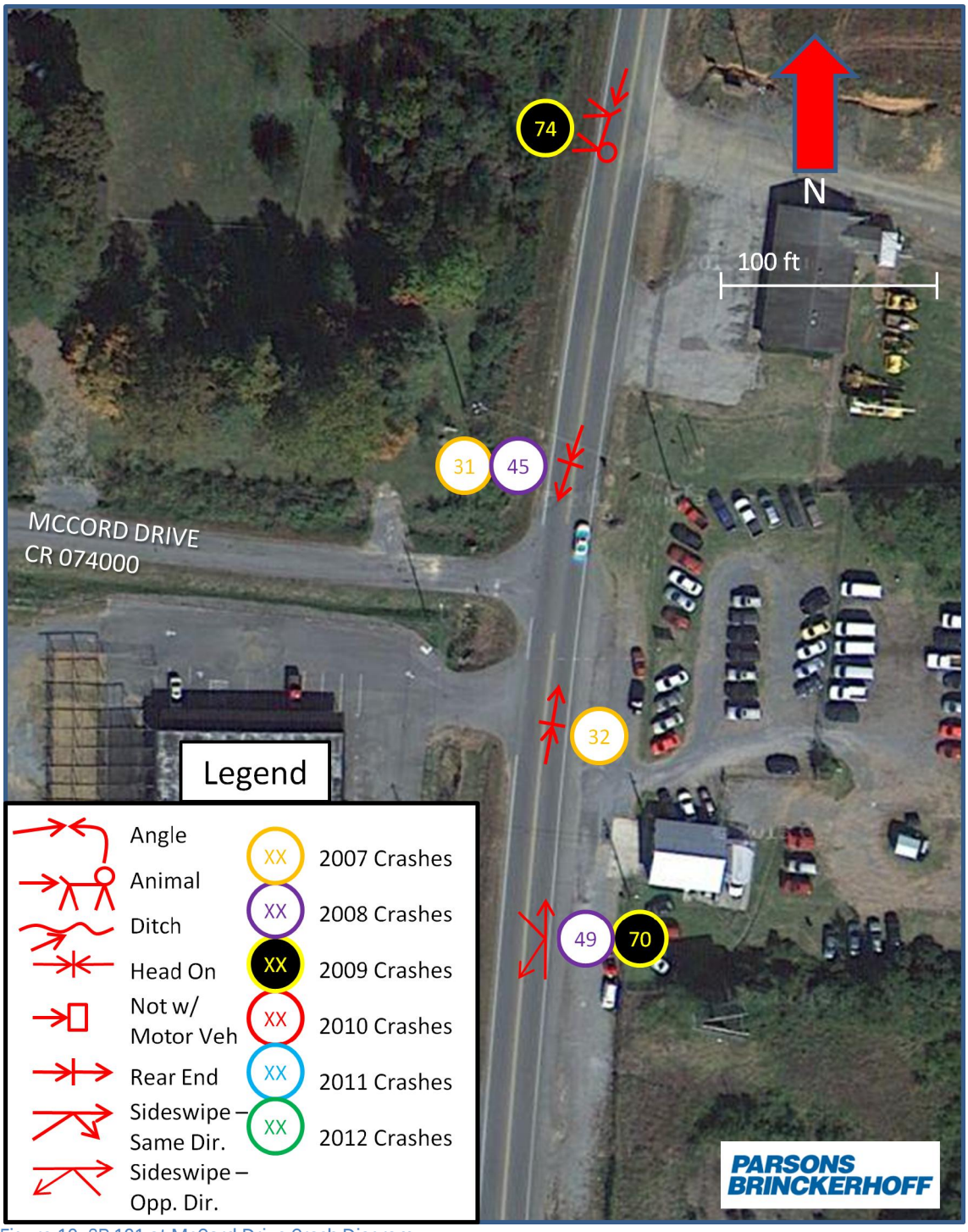


Figure 10: SR 101 at McCord Drive Crash Diagram

Segment Level of Service (LOS) Analysis

SR 101 study area was broken down to individual roadway segments between intersections and segment LOS analysis was conducted using the approved AADT volumes (included in Appendix C) and using the LOS criteria from the *Georgia Regional Transportation Authority (GRTA) DRI Review – Technical Guidelines (Table 5).* The analysis assumed a 2-lane undivided road for the 2013 Existing, 2021 and 2041 No Build analyses and a 4-lane divided road for the 2021 and 2041 Build condition analyses. Analyses results are shown in Table 3.

Table 3: SR 101 Segment LOS Analyses.

SR 101 (Rockmart Road) Road Segment	Existing Year (2013)		Build Year (2021)				Design Year (2041)			
	No-Build		No Build		Build		No Build		Build	
	AADT	LOS	AADT	LOS	AADT	LOS	AADT	LOS	AADT	LOS
Preacher Smith Rd to Adams Circle	11,250	B	11,750	B	13,000	A	12,950	B	18,650	A
Adams Circle to Rockdale Dr	11,200	B	11,700	B	12,950	A	12,900	B	18,600	A
Rockdale Dr to Isbell Rd	11,200	B	11,700	B	12,950	A	12,900	B	18,600	A
Isbell Rd to Pleasant Valley Rd	11,250	B	11,750	B	13,000	A	12,950	B	18,650	A
Pleasant Valley Rd to Spur 101	12,200	B	12,700	B	13,950	A	14,000	C	19,700	A
Spur 101 to Chateau Dr	12,150	B	12,650	B	13,000	A	13,950	C	19,650	A
Chateau Dr to McCord Dr	11,800	B	12,300	B	13,550	A	13,550	B	19,250	A

Intersection LOS Analysis

Synchro (version 8.0.805.881) traffic analysis software was used to evaluate the LOS of the 6 intersections shown below in the 2013 Existing, 2021 and 2041 No Build, and 2021 and 2041 Build conditions using both the AM and PM peak hour volumes. All of the study intersections are unsignalized intersections and the Highway Capacity Manual (HCM) 2010 "Two Way Stop Control" report function was used to analyze the intersection LOS (Analysis results included in Appendix D). In all of the 2021 and 2041 scenarios, a separate project will preclude left-turns in and out of both Adams Circle and Rockdale Drive. These traffic volumes were re-routed via right-turn and then U-turn movements at the next downstream intersections (Preacher Smith Road southbound, Isbell Road northbound). These turning movement volume modifications are reflected in the LOS analyses results summarized in Table 4.

Table 4: SR 101 Study Area Intersections LOS Analyses.

Intersection	Existing Year		Build Year (2021)				Design Year (2041)			
	Condition		Condition				Condition			
	No Build		No Build		Build		No Build		Build	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
SR 101 & Adams Circle (CR 062100)	B	C	A	B	A	B	A	B	A	C
SR 101 & Rockdale Dr (CR 073900)	C	C	A	B	A	B	A	B	A	B
SR 101 & Isbell Rd (CR 009800)	C	C	C	B	C	C	C	B	C	C
SR 101 & Pleasant Valley Rd (CR 009400)	D	B	C	C	C	B	D	C	C	B
SR 101 & Spur 101 (CR 079500)	D	***E***	***E***	***F***	C	D	***F***	***F***	C	***F***
SR 101 & Chateau Dr (CR 010200)	D	***E***	D	***E***	C	C	D	***E***	D	C
SR 101 & McCord Dr (CR 074000)	C	C	C	D	B	C	C	D	B	D

Note: Values in Bold Italics indicate intersections with an unacceptable LOS (E or F).

There is one intersection, SR 101 at Spur 101 that indicates an unacceptable LOS F in the Design Year (2041) Build PM peak conditions. In addition, the results of the analysis at Chateau Drive and McCord Drive indicate Level of Service D in the 2041 Build AM and PM peak hours, respectively. Further analyses was undertaken to determine potential solutions (signalization, converting to a roundabout operation, re-aligning to other intersections) to bring the operation of these intersections to an acceptable LOS.

Signal Warrant Analysis

The SR 101 at Spur 101 intersection, Chateau Drive, and McCord Drive intersections are T-intersections with STOP control for the minor approaches and no traffic control for SR 101 traffic. Based on available data and GDOT approved traffic volumes, Warrant 3 (Peak Hour) and Warrant 7 (Crash Experience) of the 2009 MUTCD were analyzed.

Signal warrant analysis for all three intersections indicates that peak hour volumes for 2041 Build conditions do not meet Warrant 3 for traffic control signal considerations due to the minor approach having a volume of less than 100 vehicles. Similarly, crash analysis from 2010-2012 shows that Warrant

7 is also not met because there were less than 5 crashes of a specific type in a given year that caused injury or death. Details of the warrant analysis follow. While the warrant is not met for the Spur 101, McCord Drive, or Chateau Drive intersections, the example analysis is shown only for Spur 101 below.

Warrant 3, Peak Hour requires one of two categories (A or B) to be met. Category A is considered to have been met if conditions of three sub-categories are all met. Category B is considered to be met if a plot of volumes on minor and major approaches falls above a certain threshold on a chart.

Section 4C.04 Warrant 3, Peak Hour

This signal warrant shall be applied only in unusual cases, such as office complexes, manufacturing plants, industrial complexes, or high-occupancy vehicle facilities that attract or discharge large numbers of vehicles over a short time. The need for a traffic control signal shall be considered if an engineering study finds that the criteria in either of the following two categories are met:

A. If all three of the following conditions exist for the same 1 hour (any four consecutive 15-minute periods) of an average day:
   1. The total stopped time delay experienced by the traffic on one minor-street approach (one direction only) controlled by a STOP sign equals or exceeds: 4 vehicle-hours for a one-lane approach or 5 vehicle-hours for a two-lane approach; and
      Condition is <u>not</u> met: AM delay on minor movement <5 vehicle hours (1,560 vehicle-seconds); PM delay on minor movement <5 vehicle hours (4,616 vehicle-seconds)
   2. The volume on the same minor-street approach (one direction only) equals or exceeds 100 vehicles per hour for one moving lane of traffic or 150 vehicles per hour for two moving lanes; and
      Condition is <u>not</u> met: Volume on the minor street in 2041 Build AM/PM peak hours: 75 vph, 80 vph
   3. The total entering volume serviced during the hour equals or exceeds 650 vehicles per hour for intersections with three approaches or 800 vehicles per hour for intersections with four or more approaches.
      Condition <u>is</u> met: 1,910 vehicles in AM peak hour; 2,130 vehicles in PM peak hour in 2041 Build Conditions; both exceeding 800 vph

B. The plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the higher-volume minor-street approach (one direction only) for 1 hour (any four consecutive 15-minute periods) of an average day falls above the applicable curve in Figure 4C-3 for the existing combination of approach lanes (see Figure 11 for plot).
   Condition is <u>not</u> met: Point falls under the curve on the graph (see below)

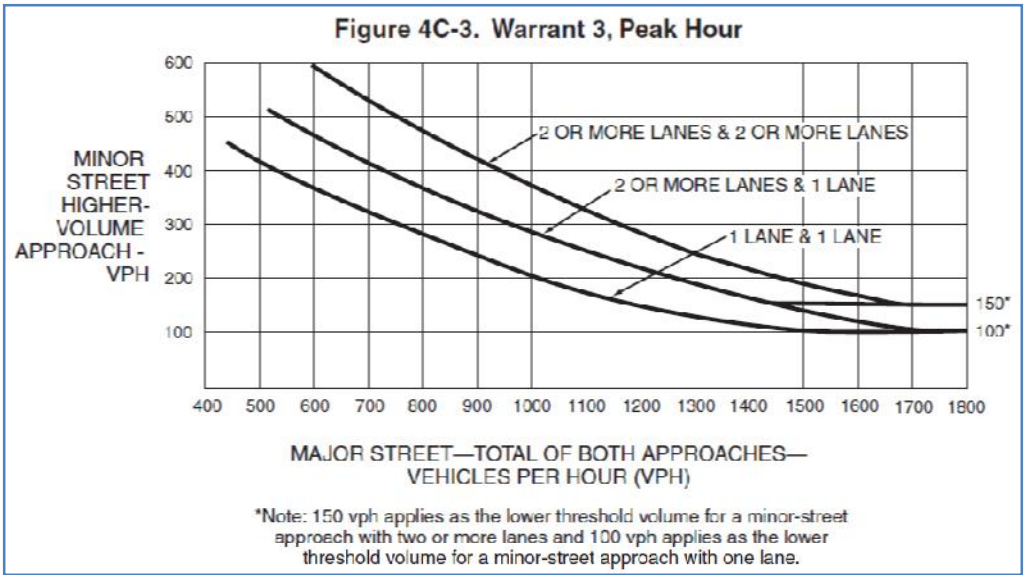


Figure 11: Figure 4C-3 from Warrant 3 of Signal Warrant Analysis

Section 4C.08 Warrant 7, Crash Experience

Support:

The Crash Experience signal warrant conditions are intended for application where the severity and frequency of crashes are the principal reasons to consider installing a traffic control signal.

Standard:

The need for a traffic control signal shall be considered if an engineering study finds that all of the following criteria are met:

A. Adequate trial of alternatives with satisfactory observance and enforcement has failed to reduce the crash frequency; and

Condition not met: no efforts made to reduce crash frequency

B. Five or more reported crashes, of types susceptible to correction by a traffic control signal, have occurred within a 12-month period, each crash involving personal injury or property damage apparently exceeding the applicable requirements for a reportable crash; and

Condition not met: There were fewer than 5 injuries/fatalities crashes in any of the three years analyzed

C. For each of any 8 hours of an average day, the vehicles per hour (vph) given in both of the 80 percent columns of Condition A in Table 4C-1 (see Section 4C.02), or the vph in both of the 80 percent columns of Condition B in Table 4C-1 exists on the major-street and the higher-volume minor-street approach, respectively, to the intersection, or the volume of pedestrian traffic is not less than 80 percent of the requirements specified in the Pedestrian Volume warrant. These major-street and minor-street volumes shall be for the same 8 hours. On the minor street, the higher volume shall not be required to be on the same approach during each of the 8 hours.

Condition not checked due to not having 8 hour counts

Roundabout Analysis

Per Chapter 8 of the its Design Policy Manual, GDOT "considers roundabouts as the preferred safety and operational alternative for a wide range of roadway intersections" and "shall be considered for any intersection that has been identified as needing major safety or operational improvements."

Using the Design Policy Manual as a go-by, the SR 101 at Spur 101 (2041 AM and PM), Chateau Drive (AM), and McCord Drive (PM) intersections were evaluated in build scenarios using GDOT's Roundabout Analysis Tool (v2.1) using both single-lane and multi-lane roundabouts.

The first step of the Roundabout Analysis Tool is to determine the percentage of ADT volumes on the major and minor streets. In each of the scenarios evaluated at each intersection, the major street had at least 95% of the ADT volume as a percentage of the total daily volume entering the intersection. The Analysis Tool recommends that the major street have at most 90% of the daily entering traffic before continuing with analysis. Despite this, analysis was performed at the intersections and is summarized in Table 5 below. Roundabout analysis worksheets are included in Appendix E.

Table 5: Analysis of SR 101 at Spur 101, Chateau Dr., and McCord Dr. Intersections as Roundabouts in Future Build Scenarios.

Scenario	Year	Approach	Single Lane		Multi Lane	
			AM	PM	AM	PM
Spur 101	2021 Build	SB	A	*F*	A	B
		NB	*F*	B	B	A
		EB	A	C	A	B
	2041 Build	SB	A	*F*	A	*F*
		NB	*F*	C	*F*	A
		EB	A	D	A	D
Chateau Dr.	2041 Build	SB	A	N/A	A	N/A
		NB	*F*		C	
		WB	C		B	
McCord Dr.	2041 Build	SB	N/A	A	N/A	C
		NB		*F*		A
		EB		A		B

Note: Values in Bold Italics indicate an unacceptable LOS (E or F).

Source: GDOT Roundabout Toolbox v2.1 HCM 2010 Methodology, updated February 2012.

Table 5 indicates that the Spur 101 intersection operates in LOS F on some approaches even in a multi-lane alignment. The GDOT Analysis Tool indicates that the Chateau Drive and McCord Drive intersections operate at LOS C or better for all approaches in a multi-lane alignment in their respective 2041 peak hour scenarios. However, despite this improvement in LOS (from D in the original design to C in the roundabout design) on Chateau Drive and McCord Drive, the high percentage of total daily traffic on the major street, the 50+ mph speeds on SR 101, and the low volumes on the minor streets throughout the corridor suggest that further traffic analysis should be conducted at McCord Drive and Chateau Drive after the project is completed to determine if minor street volumes are high enough to warrant signalizing one or both of these intersections.

Additional treatments were explored to improve the Spur 101 intersection due to its projected LOS F in the 2041 PM Build scenario. These treatments included re-aligning Spur 101 to tie-in to the existing Pleasant Valley intersection to create a 4-leg 2-way stop controlled intersection, and re-aligning Spur 101 to create a grade-separated diamond interchange at the existing Pleasant Valley intersection. In both designs, the topography induced vertical alignment issues at Spur 101 would generate significant costs and property impacts. Thus, because of the high cost to significantly improve the LOS and the relatively low projected AADT and peak hour volumes (<100 vph in both peak hours) on Spur 101, it is recommended that additional traffic analysis be completed after the completion of the project to determine if future volumes warrant signalizing the Spur 101 at SR 101 intersection.

PAVEMENT WINDSHIELD SURVEY SUMMARY
For
GDOT Project No. STP00-0000-00(401); PI No. 0000401
SR 101 Widening FM CR 57/Pleasant Hope Road to S Rome Bypass,
Floyd County, Georgia

1. Location/ Description

This project is for the widening of SR 101 located south of Rome, Georgia in Floyd County within the following limits:

Intersection to Intersection	Location
Pleasant Hope Rd CR 57 to S Rome Bypass	SR 101

The total length of this project is approximately 3.5 miles of main line evaluation. See **Figure 1** for a project location map. The survey for this project is not available at this time, therefore stations are not available.

2. Historical Data

A historical data search was performed during this study. The **Georgia Department of Transportation** was contacted for available as-built pavement data for the existing SR 101 segment. Plans for project TSAP-FR-16-1(8), and FR-167-1(6) were obtained which provide roadway profiles, plan details, and typical sections for this project corridor as well as sections of SR 101 above and below the project corridor. The plan sections and profiles are marked with utility locations, widening suggestions, removal of existing utilities, as well as construction limits for the previously mentioned information. See **Appendix E** for applicable plans and typical sections.

3. Traffic Data

No traffic data was provided from the GDOT for the purpose of this survey.

4. Concept Report

No preliminary concept plans were provided for the purpose of this survey.

5. COPACES

Computerized Pavement Condition Evaluation System (COPACES) was not utilized in this evaluation.

6. Field Photographs

During our fieldwork, photographs to record the existing pavement conditions were taken at a maximum of ½ mile intervals and are included in **Appendix A**.

7. Non-Destructive Field Testing

No non-destructive field tests were performed as part of this evaluation.

8. Drainage Survey

The section of SR 101 that was evaluated for this study has two (2) to four (4) feet deep grassed drainage ditches that run along the east and west sides of the roadway. Shoulder drop-offs exceeding ten (10) feet were also observed along the project corridor. Based on our field review, the roadway appears to be in good drainage condition. No standing water or other drainage issues were observed during the field work.

9. Load Cracking

Level 1 to level 3 load cracking distress was observed throughout the length of the project corridor in the north bound and south bound lanes of SR 101.

10. Block/ Transverse Cracking	Level 1 to level 2 block/transverse cracking distress was observed throughout the length of the project corridor in the north bound and south bound lanes of SR 101.
11. Reflection Cracking	No reflection cracking was observed in the project corridor.
12. Raveling	Level 1 to Level 2 raveling was observed throughout the length of the project corridor in the north and south bound lanes of SR 101.
13. Edge Distress	Level 1 edge distress was observed in localized areas along the shoulders of the project corridor. Edge distress is estimated at less than 5% of the project length.
14. Bleeding or Flushing	No bleeding or flushing was observed within the project corridor.
15. Corrugation or Pushing	No corrugation or pushing was observed within the project corridor.
16. Loss of Section	No loss of section was observed within the project corridor.
17. Patches or Potholes	Potholes and patched potholes were observed in localized areas throughout the project corridor. Patches and potholes were generally observed to be individually occurring; however, interconnected strings reaching lengths of 10 feet were observed. Patches or potholes are estimated to be less than 5% of the project length.
18. Rutting	No rutting was observed along the project corridor.
19. Recommend-ations	Milling and resurfacing is recommended for the length of this project. Final recommendations for milling and resurfacing will be provided after coring and laboratory testing is completed and traffic data is available.
20. Special Conditions	It should be noted that at areas where multi-pass paving operations were performed (turn lanes, widened intersections, passing lanes, etc.) stress cracking equivalent to level 1 to level 2 load cracking occurs throughout the length of the multi pass section. Cracks equivalent to level 3 load cracking in multi-pass sections were observed in localized areas only.
21. Limitations	The information provided in this report was for the purposes of a windshield survey only. Distress evaluations are specific to within the project limits listed in **1. Location/Description** above. However; the recommendations presented herein apply to the SR 101 corridor for the following projects: STP00-0000-00(401), STP00-0000-00(400), STP00-0167-01(013), STP00-0167-01(014).
Reported By:	Jim Palmer, Staff Geologist
Reviewed By:	Sameer Moussly, Project Manager Kermit Schmidt, P.E.

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SR 101 INITIAL CONCEPT TEAM MEETING MINUTES

LOCATION: GDOT District 6 - Cartersville Office

MEETING DATE: Tuesday, May 21, 2013, 10:00 AM

RE: SR 101 WIDENING
Task Order 1 – STP00-0000-00(400), PI No. 0000400, Floyd Co.
Task Order 2 – STP00-0000-00(401), PI No. 0000401, Floyd Co.
Task Order 3 – STP00-0167-01(014), PI No. 632760, Floyd Co.
Task Order 4 – BFH00-0167-01(012), PI No. 620900, Floyd Co.
Task Order 5 – STP00-0167-01(013), PI No. 621690, Floyd Co.

ATTENDEES:
Angela Snyder – Wolverton & Associates, Inc.
Kerrie Boyette– Wolverton & Associates, Inc.
Brendetta Walker – Parsons Brinckerhoff
Katherine Park – Parsons Brinckerhoff
Scott Shelton – Gresham Smith and Partners
Nithin Gomez – Gresham Smith and Partners
Kevin Bailey – GDOT (OPD)
Carla Benton-Hooks – GDOT (OES)
Melanie Hale – GDOT (Design Policy and Support)
Tony Jones – GDOT (Design Policy and Support)
Karyn Matthews – GDOT (OPD)
Cynthia Burney – GDOT (OPD)
Kelly Gwin – GDOT (Planning)
Paul Grady – Floyd County Water
John Boyd – Floyd County
Kathryn Trube – Wolverton & Associates, Inc.
Julie Doyle – Wolverton & Associates, Inc.
Steven Foy – City of Rome
Mary Best – Michael Baker Jr. Corp.
Kelly Cory – Michael Baker Jr. Corp.
Joe Macrina – Wolverton & Associates, Inc.
Noah Simon – Floyd County
Bruce Ivey – Floyd County
Nabil Raad – GDOT (Traffic Ops)
Michael Haithcock – GDOT (D6)
Greg Hood – GDOT (D6)
Bruce Savage – GDOT (D6)
David Duggar – GDOT (D6)
Tom Tran – Gresham Smith & Partners
John "Casey" Glen – Edwards-Pitman Environmental
Dave Pearce – Edwards-Pitman Environmental
Tyler Lumsden – GDOT (Engineering Services)
Kerry Bonner – GDOT (D6 Utilities)
Jennifer Deems – GDOT (D6 Utilities)
Jimmy Amos – AT&T
W. Rodger Duncan – Georgia Power Company

Dee Corson – GDOT (Traffic Ops)

GENERAL TOPICS

- Kevin Bailey opened the meeting and introduced himself as the GDOT PM on the project and explained the purpose of an Initial Concept Team Meeting. Everyone then introduced themselves.
- Kevin handed it over to Angela Snyder to conduct the meeting.
- Angela gave a brief overview of the five projects in the corridor and outlined what the consultants have been scoped for: concept, environmental studies, public involvement, conceptual survey, conceptual pavement analysis, traffic studies, and 20% preliminary plans, as well as a traffic study for a project further south of the corridor. She explained that we were given a very aggressive schedule to complete in 13 months, but that we are likely to need an extension of three months due to the review times needed by the Department due to the magnitude of the project. She explained that the purpose of this project is to address safety and congestion issues along the corridor.
- Kerrie Boyette explained that a major concern for us is the South and Southeast Rome Bypass which ties into two of the SR 101 widening projects. Kerrie asked the GDOT PM, Cynthia Burney, to share information to the group about the project schedules.
- Cynthia said that the South Rome Bypass is on schedule to be funded for construction in fiscal year 2017. The TIP is still undergoing budgeting review and it is undetermined at this time if this project will be funded, but she believes that it is on schedule to receive funding. The South East Rome Bypass is scheduled to receive funding in fiscal year 2018.
- Kerrie asked Cynthia if she could provide the consultant's plans for the South East Rome Bypass to the Project Team in order to incorporate the proposed design features into the SR 101 concept layouts.
- Nithin Gomez then gave an update on the traffic projections. He said they have completed all of the counts along the project starting at SR 6 and extending through the interchange at US 411. They have assembled all the counts and have provided that information to Abby Ebodaghe at GDOT along with the methodology for projections and growth rate. Once this information is approved by Abby, they will begin the traffic projections and diagrams.
- Kerrie stated that we have received some of the accident information along the corridor and it is higher than the statewide average. The local police and emergency services confirmed at the stakeholder meeting last week that safety is a major concern along the corridor and that many accidents are occurring. They said there is at least one fatality every year.
    - Kerrie was then asked if all of the accidents were occurring at a consistent location or if they were in different places along the corridor.
    - Angela answered that the accidents were occurring in various places along the corridor based on the data that we have received and includes many types such as rear-ends, single car, embankment and guardrail face. Emergency services confirmed the data stating that most of the accidents were due to speed.

  - Angela then explained that a spot speed study had been conducted in March 2013 and it verified that people are driving faster than the posted speed throughout the corridor.
  - Kelly said that on Task Order 5 the side road named Saddle Mountain could be a major accident area due to the skew angle and steep grades. She asked if the designers had considered how to address that area.
  - Scott Shelton answered that this area will be closely investigated during the concept development phase of the project. He stated that while conducting the site visit, his car bottomed out while turning down that side road. He said they may have to do a design exception at that location, but that it will all depend on the typical section chosen.
- Kerrie went over the potential roundabout or traffic signal locations on the corridor including the intersections of: Wax Road, South/Southeast Rome Bypass, and Saddle Trail Road.
- Kerrie asked the District for any existing maintenance issues that they are aware of such as drainage or pavement issues. The district said that there were no known issues that they were aware of at this time.
- Joe Macrina asked Kerrie to go the methodology used in determining the base and design years (2021 and 2014, respectively) for the traffic projections.
  - Kerrie explained that the base year of 2021 was selected based on R/W acquisition to begin in 2016 which would last two years, then two and half years to complete the construction.
  - Angela explained that Abby agreed with the methodology for selection 2021 since it is considered a Long Range project.
- Kelly Cory then asked if there was any discussion or basis involved in selecting the growth factor and using a constant factor.
  - Nithin explained that they considered different models to determine the growth factor including the fact that Rome has a 2040 model.
  - Nithin stated that this information was presented to Abby during the methodology discussion held on April 29th, 2013 and she provided direction regarding the model that should be used. Abby explained that the existing growth rate should not be used since there has been a decline in traffic volumes over the last several years.
- Angela then provided an update regarding the recent public involvement meetings that have been held and those planned for the future. A stakeholder meeting with Floyd County School System was held in the morning on May 13, 2013 and another meeting with Rome and Floyd County Emergency Services was held that same afternoon. A Local Government Meeting is currently scheduled with the City of Rome and Floyd County Elected Officials on July 25, 2013. A PIOH is tentatively scheduled for August 2013.
  - She said that in a meeting with the emergency services, she asked them how they would feel about lowering the speed limit along the corridor. The City of Rome was interested in reducing the speed within the city limits but the County was not interested in reducing the speed outside of the city due to the high number of trucks and lack of ability to enforce a lower speed.

  - She then stated that during the stakeholder meeting with Floyd County Schools, there was concern regarding the Rome Bypass in that they have not been able to reach an agreement with GDOT for the right of way acquisition for Midway School.
  - Bruce Savage with District 6 Right of Way responded that the school is an issue because they are closing their second access point by replacing Preacher Smith Road with the Southeast Rome Bypass. They will be re-routing parents through a neighborhood on a roadway that they believe is sub-standard. The business across the street from the school is also displeased due to the loss of their driveways since the Rome Bypass will be limited access.
- Michael Haithcock advised the Project Team of potential issues related to right of way to be anticipated during the PIOH. For the Southeast Rome Bypass, a news article was released in 2008 that GDOT was going to start buying right of way. Those plans required several total takes. Then funding for the project was pulled and the I-Bat issues came up. Those property owners were ready to move and are still waiting seven years later. He said due to this, there may be negative publicity since these projects have taken so long. He suggested that we use caution with giving a time frame for when right of way will be acquired when talking to the public.
- Cynthia then provided an update regarding Letting of the Bypass projects. She said that until the locals can help fund construction, there is not much that can be done. She said currently the South Rome Bypass is scheduled to receive funding in 2017 and the Southeast Rome Bypass is scheduled for 2018 based on the TIP.
- Bruce explained that the cost to cure for Midway School has been difficult on the Bypass projects because the Bypass is limited access which prohibits driveway access. The school's biggest concern is the need to separate the parent and bus traffic. Some of the parcels, including the school, may be condemnations.
  - He stated that they are currently on hold until spring of 2014 due to the I-Bat.
  - For the South Rome Bypass they have purchased 170 out of 175 parcels.
  - For the Southeast Rome Bypass, there are over 100 parcels and right of way acquisition has not yet begun.
- Kerrie went over the SUE scope and provided information regarding known facilities along the corridor. She stated that a SUE Kick off meeting was conducted at GDOT on May 15, 2013 to discuss the deliverables and schedule related to the Quality Level D SUE Submittal. She indicated that the only facilities that were not yet confirmed along the corridor were belonging to AT&T.
  - Jimmy Amos with AT&T stated that a field visit would be required to confirm the facilities along the corridor, but that he is aware that SR 101 between Rome and Rockmart is a major artery for their network. He confirmed that it is likely that they have a duct bank along the corridor.
  - Joe asked if we would be making any vertical cuts on the projects that could impact the duct bank.
  - Angela responded that there were several vertical curves of concern related to sight distance that would most likely require cuts.
  - Kerrie added that on Task Order 2, the existing profile mostly meets a speed design of 45 mph with some curves as low as 40 mph even though the roadway is posted 55 mph.

- Angela then provided an update related to the environmental special studies on the project. She said that there are about 20 potentially eligible historic properties on the corridor, which are mostly set back off the road. HNTB is currently working on the report that will detail the boundaries of the historic properties.
    - Joe then asked for the existing Right of Way width along the corridor.
    - Angela responded that in most places it is approximately 100 feet but that varies in some areas.
    - Joe commented that most likely this project will require us to acquire right of way.
- Dave Pearce then provided an update related to archeology. A previous report for the Bypass project has been pulled for initial environmental documentation. It is only a background materials check, and if the project is to proceed with plans and an environmental document, a field study will be required for SR 101.
- Casey Glen then updated the group on the ecology portion of the scope. He said that with the help of the Environmental Protection Division (EPD), the Team has identified waters along the corridor and determined their classifications.
    - The area is within a trout watershed meaning that there will be a 50 foot buffer required for the streams.
    - They identified about thirty buffered resources. Some of them will require a 404 permit from the Corps of Engineers. Under current EPD guidance, streams themselves cannot be impacted, but the buffer can be, with an approved buffer variance. However, changes will be made to the requirements of buffer variances possibly as early as July 2013. He is unsure of what those changes might look like.
    - The streams are running both parallel and perpendicular to the roadway. The parallel streams are the ones that pose a problem. The stream that is most concerning is one that is near the intersection of SR 101 and Wax Road where the stream is running along the east side of SR 101 for a significant distance. The stream then crosses SR 101 and runs parallel to Wax Road before crossing under it through a multiple barrel CMP.
    - Joe then asked what not impacting the stream meant: not being allowed to or having to fill out more forms to do it.
    - Casey said we will not be allowed to touch the actual stream at all.
- Casey then provided an update regarding endangered species along the corridor. He stated that the only one that is possibly an issue is the Indiana Bat.
    - Angela said that after conversations with GDOT, it was determined to not conduct the I-Bat study at this point in the process.
- Mary Best then provided an update for the Need and Purpose and Logical Termini portion of the project. She said that safety and congestion are the need and purpose of this project. The need and purpose statement will form the basis of the NEPA document. The logical termini will be determined based on the traffic studies.
    - Karyn Matthews asked if the interchange project would address operational improvements or the need to add additional capacity.
    - Scott answered that the traffic study will answer that question once the study has begun.

- Mary said that based on conversations with OES, one Need and Purpose document will be provided.

- Kerrie then talked about the speed limit along the corridor and how it changes from 55 mph at the southern portion to 50 mph then to 45 mph just before the interchange. She then opened up the floor for discussion about the proposed typical section. She pointed out that the Southeast Rome Bypass project includes one mile of widening on SR 101 to a four-lane section with a 20 foot raised median, curb and gutter, bike lanes, and sidewalk. She asked Cynthia to confirm that these improvements are being proposed with the bypass project.
  - Cynthia agreed to confirm the improvements needed along SR 101. The Right of Way plans seemed to show that the one mile section of SR 101 is about 0.5 mile on each side of the proposed bypass.
  - Joe commented that the typical section for the SR 101 improvements proposed as part of the Bypass project means a design speed of 45 mph.
- Kelly asked for clarification on including the Bypass project as being built when determining the logical termini for this project.
  - Angela said that based on direction from GDOT, we are to design and develop the concept report for the SR 101 widening project assuming that both Bypass projects are built.
- Michael stated that Rome has a good network of multi-use trails. He would really like it if this project had a multi-use trail to connect to the ones already in existence.
  - Noah Simon commented that multi-use trails are controversial and tend to have a negative connotation within the County. He asked that the County and City be able to provide input during the Local Government Meeting scheduled for July 25, 2013 regarding this discussion.
  - Bruce said that he thinks both Bypass projects will be constructed before the SR 101 widening project, and that during the PIOH, we could get a lot of information from the public about what they would like to see in a typical section.
  - Joe said that in order to have a multi-use trail we would have to lower the speed limit to 45 mph and include curb and gutter.
  - Kelly suggested that the section north of the Bypass could be lowered to a speed limit of 45 mph and then south of the Bypass could remain at 55 mph. Joe agreed by stating that the ADTs seem to support that suggestion.
- Michael then stated that Dwayne Comer (District 6 Engineer) has some innovative ideas regarding the interchange and explained that he had shared those ideas with Gresham Smith previously.
  - Scott said they have his sketch and will need to evaluate impacts. They have another idea sketched and will put together a cost to determine a cost/benefit ratio during the concept development.
- Nithin responded to Joe saying that the ADTs are the current year ADTs and believes that, based on their preliminary projections, most of the corridor will require a four-lane section in the design year.
  - Kelly suggested that the Team determine a logical location to transition the typical section down from a four-lane section.

  - Nithin responded that based on their current projections, Wax Road will likely be the point for a drop in traffic.
  - Kelly stated that since Wax Road is a signalized intersection, it would be a logical transition from a four-lane to a three-lane section.
- Karyn said if we lowered the speed to 45 mph and could keep a bike lane, maybe it could connect to the multi-use paths that already exist. She explained that the Silver Comet trail is located in Rockmart which is about 10 miles away from the project, so it may not be unrealistic to connect the trail to Rome.
- Angela stated that since the improvements to SR 101 due to the Bypass project would have recently been completed, it does not make sense to reconstruct that one mile section of the road; therefore, the typical section for at least a portion of SR 101, would be a 20 foot median with curb and gutter, bike lanes, and sidewalk adjacent to the bypass.
  - Joe said that based on GDOT regulations, from capacity standpoint, we could propose a five-lane section north of the Bypass and transition to a three-lane section south leaving the median at the Bypass.
- Angela asked if there was any opposition to a five-lane section or to changing the speed limit to 45 mph.
  - Noah suggested that the July 25th meeting would probably be the best place to have the discussion about changing the speed limit.
  - Kelly said that if emergency services said they could not enforce the lower speed limit, then maybe adding the curb and gutter would help give a safer place for them to run radar.
  - Kerrie confirmed that Floyd County does not currently run radar because there is not an adequate shoulder to pull off the road.
- Melanie Hale then asked if we had considered creating curvature and traffic calming measures to the design to force drivers to go slower on the road.
  - Karyn said that those measures are controversial at GDOT.
  - It was then stated that the concern is if we lower the speed limit and provide a place to enforce, people will start to get more and more tickets. Then, they will complain and request a spot speed study which will show that drivers are using higher speeds. This could cause them to raise the speed limit of the road that was designed at a lower speed.
- Kerrie then added that during the stakeholder meetings, the Team learned that SR 101 is used as the main route from Rome to the Atlanta airport. Knowing this, the corridor could be viewed by the public as a highway with higher speeds.
  - Angela then asked if Cynthia could provide the concept report for the Bypass project to determine the reason for assuming a speed design of 45 mph along SR 101.
  - Cynthia said she was unsure of what went into that decision but that she would provide this information to the Team.
- Melanie asked if the design team was hoping to include sidewalks on the project.
  - Angela replied there are not currently many pedestrians walking out there today, but that it is probably because they do not feel safe walking out there today.
- Joe then asked if this project is something that the District wants.

  - Noah said that they know they want improvements made to SR 101, but were not interested in sidewalks or bike lanes.
  - Greg Hood acknowledged that the project was favorable to the District.
  - Joe said it was one of the top priority projects for the region on the TIA list.
- Kevin then asked if anyone had any further questions and thanked everyone for coming.
- The meeting adjourned at 11:20.

SR 101 Stakeholder Interview
Floyd County School Board
May 13, 2013

Attendees:
Derry Richardson, Floyd County Schools
Guy Hall, Floyd County Schools
Sam Sprewell, Floyd County Schools
Tim Hensley, Floyd County Schools

Kevin Bailey, Georgia Department of Transportation
Angela Snyder, Wolverton & Associates
Kerrie Boyette, Wolverton & Associates
Leah Vaughan, Sycamore Consulting
Marissa Martin, Gresham Smith Partners

Leah Vaughan opened the meeting by thanking everyone for their time and asked everyone to introduce themselves. Following introductions, Angela Snyder briefly reviewed the project, indicating that the corridor improvements would include 5 separate projects.

A representative from the School Board asked if the projects would be built in the order listed on the location map. Angela responded not necessarily and further described the project as being considered as long range. She noted that GDOT is currently in the concept development phase.

A school system employee noted that Midway School, which is located along SR 101, currently has less than 300 students and is K-3.

When asked about transportation issues and concerns to the School System the following responses were given:

- How much property will be absorbed from Midway School? Our concern is buses entering and exiting and having to cross multiple lanes of traffic. Coming out of Midway Road and having decent sight distance is a great concern. A new bus lane will need to be constructed, and we are land locked.

- The South Rome By-Pass will acquire approximately 3.4 acres from the school. You need to get the plans for the South Rome By-Pass to see how these two projects would affect the school.

- The school system carefully selects bus stop locations, as safety is a major concern. All bus stops along SR 101 would need to be reevaluated in conjunction with the improvements to the corridor.

- The project in yellow (PI 0000406) is the worst part of the corridor. Is there a way to go ahead and fix that segment? The commenter who suggested this lives along this segment of SR 101.

- Hilly nature of the corridor results in limited sight distance and the need for trucks to go fast in order to get back up the next hill. This in turn makes it difficult for vehicles to enter the SR 101 corridor from side streets. Pleasant Valley Road is a prime example of this issue.

- The corridor is a major thoroughfare to Rome and speed is an issue.

- There is a paper mill in the western part of the county. If the bypass is completed, the trucks coming from the mill will drive right past the school.

- While in negotiations with the State for right of way associated with the South Rome Bypass, the School System conducted a Risk Hazard Study. The results of this study indicate that the school site will be unsafe once the South Rome Bypass is constructed.

- SR 101 is the dividing line between school zones. Buses drop kids off at Midway School and then cross over SR 101 to go to other schools.

- Specific intersections that need attention are SR 101 with the following side streets:
    - Preacher Smith Road
    - Donahoo Road
    - Old Rockmart Road
    - Wax Road
    - Treemont Drive
    - Pleasant Hope Road

- Buses are interspersed with cars during school rush hours, beginning at 7:00 am. When asked if the staff was aware of any accidents along SR 101 involving buses, the answer was no.

- The corridor is not an isolated rural area any more. It is seen as a viable alternative to I-75 when trying to access the airport. When asked why there were so many accidents, staff responded that speed, commuters from Polk attempting to get to Rome for work, pass through truckers especially to airport, and trucks.

- School system staff suggested that the Public Information Open House could be held at the school.

There being no additional comments the meeting was adjourned.

SR 101 Stakeholder Interview
Floyd County/City of Rome Emergency Management
May 13, 2013

Attendees:
Scotty Hancock, Floyd County
Debbie Burnett, Rome Police
Elaine Snow, Rome Police
Robby Hill, Floyd County
Michael Patterson, Floyd County
Bud Owens, Floyd County

Kevin Bailey, GDOT
Angela Snyder, Project Team
Kerrie Boyette, Project Team
Leah Vaughan, Project Team
Marissa Martin, Project Team
Brendetta Walker, Project Team

Kevin Bailey of GDOT opened the meeting by thanking everyone for their participation and asking each person to introduce him/herself. Following introductions, Angela Snyder briefly reviewed the project, indicating that the corridor improvements would include 5 separate projects. She further described the project as being considered as long range. She noted that GDOT is currently in the concept development phase.

Leah Vaughan asked participants to identify areas where issues with the transportation facility were present. The following responses were given:

- Fatalities have occurred at Spur 101 and Pleasant Valley Road. This is a low visibility site with a skewed intersection.
- Driver behavior is an issue. People drive like they are on the interstate. There is also an issue with people not paying attention to left turn lanes.
- The intersection of SR 101 and Saddle Mountain Road is at the crest of a hill, making it a dangerous intersection.
- From SR 101 the turning movement on to US 411 or Lombardy Way results in lots of near miss crashes.
- There are issues with people waiting to turn left at the bottom of a hill at Saddle Trail – with vehicles behind them speeding down the hill, trying to beat the light.

A meeting participant asked if the whole corridor would be four-laned. Angela responded that the project is in the concept development phase and that the department is seeking to identify the appropriate improvement.

Angela asked participants what they thought about lowering the speed limit on the corridor. The following responses were given:

- In the City of Rome, most accidents occur between Saddle Mountain Road and Lombardy Way. The grade is steep here and lowering the speed limit might be acceptable in this section.

- County participants indicated that lowering the speed limit may be problematic, due to large trucks needing to gather speed to crest the next hill. Concern was also voiced that a reduced speed limit may make it increasingly difficult to access SR 101 from side streets, particularly Pleasant Valley Road. It may also be difficult to enforce.

When asked what the causes of the accidents were, the following responses were given:

- Steep grades
- Attempting to beat lights
- Access to SR 101 from side streets
- Sight distance issues
- Speed

Other comments received included:

- It would be nice to have a ramp on to US 27 Southbound, particularly for ambulance response.

- Emergency responders asked about access during construction. Agency coordination will be key during construction.

- Schools are major contributors to traffic and congestion. Traffic at Midway School is heavy and it is difficult to patrol because there is no space on the shoulders for the patrolmen to park to run radar and pull people over. Also there is a major sight distance issue at Midway School Road on SR 101.

- The corridor is a major route for truck transport from industry in Rockmart to northern areas.

- Floyd Medical Center is the regional trauma center for 8 counties in the region. SR 101 is a route used by ambulance to access the hospital, particularly for emergency responses from Paulding, Polk and southern Floyd Counties.

- The corridor is used to access US 278 and Atlanta as an alternative to I-75.

- Traffic is much heavier than it was 4 years ago.

- Enforcement of speed is an issue as there is not a good place to turn around or write tickets due to the requirement of needing to have at least 500' of visibility to drivers.

- Most intersections have steep downhill grades, making it difficult for tractor trailers.

- Most accidents at Wax Road are rear end collisions, with people coming down the hill and colliding with vehicles attempting to turn left.

- Single car accidents generally occur more often on the northbound route. Speed and weather conditions make it treacherous (i.e. snow, rain).

- Several participants indicated that they encourage their family members to use alternative routes (i.e. Preacher Smith Road).

- Reducing the speed would increase congestion.

- Head on collisions or other wrecks are due to people passing with inadequate sight distance.

When asked if there were short term improvements that should be considered, meeting participants discussed the possibility of warning flashing lights at dangerous intersections. They also noted that full signalization of the intersections may not be the answer, though they suggested it did help at Wax Road.

When asked about freight issues, meeting participants described a very active train track. They further noted that trains often sit on the tracks while waiting for another train to pass. This results in several roads being locked in, such as Maple and Donohoo Roads.

There being no additional comments, the meeting was adjourned.

SR 101 Stakeholder Interview
Floyd County/City of Rome Emergency Management
May 13, 2013

Attendees:
Scotty Hancock, Floyd County
Debbie Burnett, Rome Police
Elaine Snow, Rome Police
Robby Hill, Floyd County
Michael Patterson, Floyd County
Bud Owens, Floyd County

Kevin Bailey, GDOT
Angela Snyder, Project Team
Kerrie Boyette, Project Team
Leah Vaughan, Project Team
Marissa Martin, Project Team
Brendetta Walker, Project Team

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- From SR 101 the turning movement on to US 411 or Lombardy Way results in lots of near miss crashes.
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- It would be nice to have a ramp on to US 27 Southbound, particularly for ambulance response.

- Emergency responders asked about access during construction. Agency coordination will be key during construction.

- Schools are major contributors to traffic and congestion. Traffic at Midway School is heavy and it is difficult to patrol because there is no space on the shoulders for the patrolmen to park to run radar and pull people over. Also there is a major sight distance issue at Midway School Road on SR 101.

- The corridor is a major route for truck transport from industry in Rockmart to northern areas.

- Floyd Medical Center is the regional trauma center for 8 counties in the region. SR 101 is a route used by ambulance to access the hospital, particularly for emergency responses from Paulding, Polk and southern Floyd Counties.

- The corridor is used to access US 278 and Atlanta as an alternative to I-75.

- Traffic is much heavier than it was 4 years ago.

- Enforcement of speed is an issue as there is not a good place to turn around or write tickets due to the requirement of needing to have at least 500' of visibility to drivers.

- Most intersections have steep downhill grades, making it difficult for tractor trailers.

- Most accidents at Wax Road are rear end collisions, with people coming down the hill and colliding with vehicles attempting to turn left.

- Single car accidents generally occur more often on the northbound route. Speed and weather conditions make it treacherous (i.e. snow, rain).

- Several participants indicated that they encourage their family members to use alternative routes (i.e. Preacher Smith Road).

- Reducing the speed would increase congestion.

- Head on collisions or other wrecks are due to people passing with inadequate sight distance.

When asked if there were short term improvements that should be considered, meeting participants discussed the possibility of warning flashing lights at dangerous intersections. They also noted that full signalization of the intersections may not be the answer, though they suggested it did help at Wax Road.

When asked about freight issues, meeting participants described a very active train track. They further noted that trains often sit on the tracks while waiting for another train to pass. This results in several roads being locked in, such as Maple and Donohoo Roads.

There being no additional comments, the meeting was adjourned.

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Wolverton & Associates

SR 101 LOCAL GOVERNMENT MEETING MINUTES

LOCATION:	Rome, GA
MEETING DATE:	Thursday, July 25, 2013, 10:30 AM
RE:	SR 101 WIDENING
ATTENDEES:	Angela Snyder – Wolverton & Associates, Inc. (W&A) Kerrie Boyette– Wolverton & Associates, Inc. (W&A) Kathryn Trube – Wolverton & Associates, Inc. (W&A) Brendetta Walker – Parsons Brinckerhoff (PB) Scott Shelton – Gresham Smith and Partners (GS&P) Kevin Bailey – Georgia DOT Mike Haithcock – Georgia DOT (D6) Leah Vaughan – Sycamore Consulting

General Topics

- Angela Snyder opened the meeting by thanking everyone for being there.
- Angela briefly described the different projects on the corridor. She went over the scope, schedule, public involvement, and environmental coordination.
- Angela invited everyone into the meeting room with all of the displays posted and asked them to look around and give feedback on what they would like to see on the projects.
- Someone asked what the timeline for the project looked like.
    - Kevin Bailey answered that it is a long range project that would get started in 2017.
    - Mike Haithcock said that ROW acquisition is schedule for 2017-2019. Once the Bypass project is completed, then ROW acquisition will begin.
- Kerrie Boyette went over the Bypass Projects, traffic, and utilities in the area. She opened up the floor for any questions or suggestions.
- John Bennett explained that the city's major concern is the interchange project. He said they have several issues that they would like to see resolved.
    - People travelling on SR 101 cannot access US 411.
    - The exit from US 27 southbound on to SR 101 has a sharp curve and is difficult for trucks. To potentially correct, one suggested option would be to add a ramp from US 27 onto SR 101 and provide a merge lane on the west side of SR 101 southbound. In addition, it was suggested to potentially re-align SR 101 to provide direct access to US 411 northbound. This would reduce the northbound traffic traveling SR 101/Dean Street to access US 411.
    - The City's first priority for the interchange would be to provide better ingress and egress from SR 101 onto US 411. The City's second priority is to alleviate traffic congestion on SR 101/Dean Street, and the City recommended re-aligning SR 101 to address this issue.
- Leah Vaughn asked if there were any developments planned around the corridor.
    - Someone said there were no developments planned. There are some areas with potential projects, but it is unlikely there will be any significant developments on the corridor.

- Someone said they would like to see a multi-use trail along the corridor to better connect Rome to the Silver Comet Trail in Rockmart.
- Someone said they live off Donahoo Road and are not able to turn left from Donahoo onto SR 101. As a result, he stated that he usually cuts over to Wax Road to be able to turn left at the signalized intersection.
- The meeting adjourned at 11:30.