

ORIGINAL TO GENERAL FILES

D.O.T. 66

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

**INTERDEPARTMENT CORRESPONDENCE**

**FILE** STP-0001-00(097) Hall County **OFFICE** Preconstruction  
P. I. No. 0001097 **DATE** January 23, 2001  
*CWH*  
**FROM** C. Wayne Hutto, Assistant Director of Preconstruction  
**TO** SEE DISTRIBUTION

**SUBJECT** PROJECT CONCEPT REPORT APPROVAL

Attached for your files is the approval for subject project.

CWH/cj

Attachment

DISTRIBUTION:

Tom Turner  
David Mulling  
Harvey Keepler  
Jerry Hobbs  
Herman Griffin  
Michael Henry  
Marion Waters  
Marta Rosen  
Paul Liles  
Jimmy Chambers (ATTN: Ted Cashin)  
Larry Dent

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

**INTERDEPARTMENT CORRESPONDENCE**

**FILE** STP-0001-00(097) Hall County **OFFICE** Preconstruction  
P.I. No. 0001097  
**DATE** January 3, 2001

**FROM**   
Thomas L. Turner, P.E., Director of Preconstruction

**TO** J. Tom Coleman, Jr., Commissioner

**SUBJECT** PROJECT CONCEPT REPORT

This project is Phase III of the Thurmond Tanner Road improvements. This project will provide an extension of Thurmond Tanner Road from the intersection of Thurmond Tanner Parkway and Plainview Road on new location to SR 53/Mundy Mill Road for a total of 1.214 miles. Currently Thurmond Tanner Road ends at a "T" intersection with Chamblee Road just west of its intersection with Plainview Road. This project will provide a direct link to SR 53 for motorists from the cities of Flowery Branch and Oakwood. It will also provide an alternate route for motorists traveling to and from surrounding businesses and schools. The projected traffic along this corridor is 17,500 ADT in the base year 2006 and 29,000 ADT in the design year 2026. The proposed design speed is 45 MPH.

Thurmond Tanner Road will consist of four lanes, two in each direction, separated by a 20' raised median with curb and gutter and sidewalk on both sides. Oakwood Road will be reconstructed for 1,000'± in either direction from the new intersection and consist of curb and gutter, with left and right turn lanes added for all approaches. This intersection improvement will also include signalization.

Environmental concerns include requiring a NEPA document be prepared; a public information meeting will be held; time saving procedures are not appropriate.

The estimated costs for this project are:

	<u>PROPOSED</u>	<u>APPROVED</u>	<u>PROG DATE</u>	<u>LET DATE</u>
Construction (includes E&C and inflation)	\$3,621,000	\$3,000,000	LR	LR
Right-of-Way & Utilities*	Local	Local		

\*LGPA sent 9-6-00 requesting Hall County do PE, right-of-way and utilities.

J. Tom Coleman, Jr.

Page 2

STP-0001-00(097) Hall

January 3, 2001

I recommend this project concept be approved.

TLT:JDQ/cj

Attachment

CONCUR

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

APPROVE

  
\_\_\_\_\_  
J. Tom Coleman, Jr., Commissioner

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

**INTERDEPARTMENTAL CORRESPONDENCE**

**FILE:** STP-0001-00(097) Hall  
P.I. Number 0001097

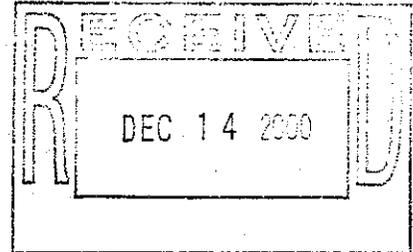
**OFFICE:** Atlanta, Georgia

**DATE:** December 13, 2000

**FROM:** David Mulling, Project Review Engineer *DM*

**TO:** Wayne Hutto, Assistant Director of Pre-construction

**SUBJECT:** CONCEPT REPORT



We have reviewed the concept report submitted December 13, 2000 by the letter from Larry E. Dent dated December 12, 2000, and have the following comment:

1. Estimated costs for reimbursable utilities were not provided.

The costs for the project are:

Construction	\$2,993,000
Inflation	\$ 299,000
E&C	\$ 329,000
Reimbursable Utilities	\$ ?
Right of Way	\$2,500,000

DTM

c: Larry Dent – Attention: Todd Long

# DEPARTMENT OF TRANSPORTATION

## STATE OF GEORGIA

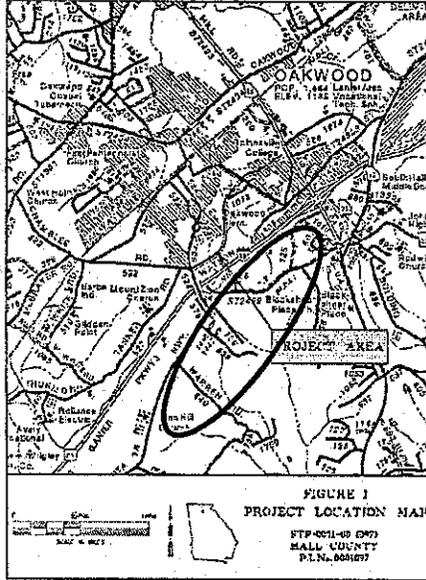
Project Number: STP-0001-00 (097)

County: Hall County

P. I. Number: 0001097

Federal Route No.: n/a

State Route No.: n/a



Recommendation for approval:

DATE 12/12/00

  
\_\_\_\_\_  
Project Manager

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

Date \_\_\_\_\_

\_\_\_\_\_  
State Planning Administrator

Date \_\_\_\_\_

\_\_\_\_\_  
State Transportation Programming Engineer

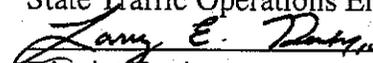
Date \_\_\_\_\_

\_\_\_\_\_  
State Environmental/ Location Engineer

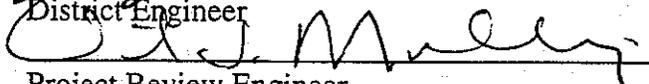
Date \_\_\_\_\_

\_\_\_\_\_  
State Traffic Operations Engineer

Date 12/12/00

  
\_\_\_\_\_  
District Engineer

Date 12/15/00

  
\_\_\_\_\_  
Project Review Engineer

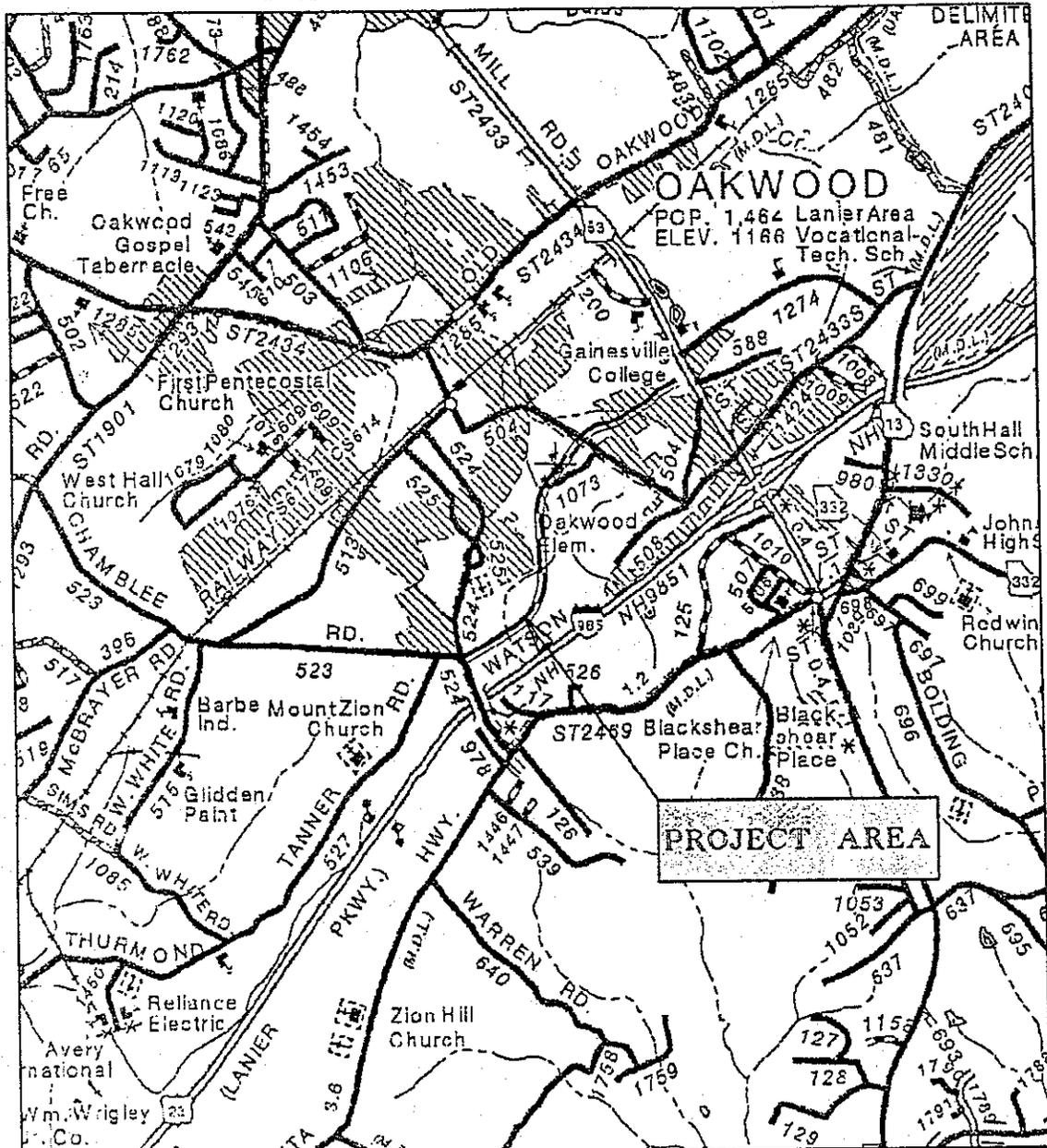
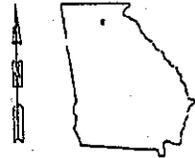
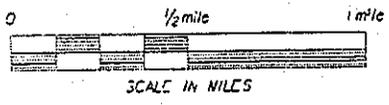


FIGURE 1  
 PROJECT LOCATION MAP



STP-0001-00 (097)  
 HALL COUNTY  
 P.I.N. 0001097

### **Need and Purpose:**

The proposed project will serve as an extension to the proposed widening and reconstruction of Thurmond Tanner Road. The project limits are from the proposed intersection of Thurmond Tanner Parkway and Plainview Road to just south of Mundy Mill Road / S.R. 53. The total length of the project is 1.214. The projected traffic along this corridor is 17,500 ADT in the base year of 2006 and 29,000 ADT in the design year of 2026.

The overall corridor of Thurmond Tanner Road will serve as a reliever route for Interstate 985, as well as a parallel access road for current and future development along its length and surrounding areas. The new facility will cross Oakwood Road near the midpoint of the project and will require some realignment and grade adjustment as well as the provision for additional turn lanes and signalization. The logical termini for the project will be: to the south, Plainview Road, where it will connect with the proposed widening and reconstruction of phase 2 of the Thurmond Tanner Parkway, and to the north, an access drive to Merchant's Crossing Shopping Center, approximately 220' feet south of Mundy Mill Road / S.R. 53, where the project will match the proposed improvements of Project No. NH-985-1(322). Phase 1 of the Thurmond Tanner Parkway is currently under construction and runs from Spout Springs Road to SR 13. Phase 2 is under design and will let to construction in the next 3 months. Phase 2 runs from SR 13 to the southern end of the subject project.

At present, Thurmond Tanner Road ends at a "T" intersection with Chamblee Road, just west of Chamblee Road's "T" intersection with Plainview Road. Thurmond Tanner Road serves as a north-south collector for the cities of Flowery Branch and Oakwood. Chamblee Road is an east-west connector between McEver Road and Plainview Road. Plainview Road crosses I-985 via a grade separation bridge just to the east of the beginning of this project. Currently, traffic originating from the areas served by the routes mentioned above, must negotiate a series of indirect, low capacity sidestreets in order to gain access to S.R. 53 and the interchange to I-985. The proposed project will create a direct link to S.R. 53. The overall widening and reconstruction of Thurmond Tanner Road, including this section on new alignment, will also serve as an alternate north-south route for local trips, and provide a detour / reliever for I-985 traffic during accident related shut-downs and peak level traffic generated by Gainesville College, Lanier Area Technical School, Johnson High School, commercial areas adjacent to the S.R. 53 / I-985 interchange, and the Road Atlanta/Lanier Raceway complex. The project will also relieve some of the current congestion at the S.R. 53 / I-985 interchange by allowing alternate access to local north-south traffic.

Another project that will eventually tie to Thurmond Tanner Parkway to the south of the subject project will be the new exit along I-985. (Project NHS-0000-00(425)) This new interchange will tie SR 13 and Thurmond Tanner together across I-985 and will also provide direct access to the Oakwood Industrial Parkway which is under construction. The Oakwood Industrial Parkway will link Phase 2 of Thurmond Tanner Parkway with McEver Road to the West.

Project Concept Report Page 4  
Project Number: STP-0001-00 (097)  
P. I. Number: 0001097  
County: Hall County

**Description of the proposed project:**

Thurmond Tanner Parkway will be a four-lane, urban facility with a 20 foot raised median and sidewalks on both sides of the road. The corridor will have a nominal right-of-way width of 150 feet except near the end of project, where the right-of-way will be reduced to 100 feet. Oakwood Road will be realigned slightly to the south adjacent to the intersection in order to facilitate staged construction. Oakwood Road will be reconstructed for approximately 1000 feet in either direction from the new intersection, and be improved to a curb and gutter facility. The total length of the project is 1.214.

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

**PDP CLASSIFICATION:**

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

**FUNCTIONAL CLASSIFICATION:** Urban Arterial

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

State Route number(s): N/A

**Traffic (AADT):**

Base Year: (2006) 17,500 vpd

Design Year: (2026) 29,000 vpd

**Existing design features:**

- Typical Section: new alignment

**Proposed Design Features:**

Proposed typical section(s): Two 12-foot lanes in each direction with a 20-foot raised median, curb and gutter, shoulders, and sidewalks on both sides of the roadway.

- Proposed Design Speed Mainline 45 mph
- Proposed Maximum grade Mainline: 5.5%                      Maximum grade allowable: 5.5%
- Proposed Maximum grade Side Street: 5.5%                      Maximum grade allowable 5.5%
- Proposed Maximum grade driveway: 15%                      Maximum grade allowable
- Proposed Maximum degree of curve: 7°30'00"                      Maximum degree allowable: 7°30'00"
- Right of Way
  - Width: 150 feet
  - Easements: Temporary (X), Permanent (X), Utility(X), Other( ).
  - Type of access control: Full( ), Partial( ), By Permit(X), Other( ).
  - Number of parcels: 30                      Number of Displacements: 9
    - Residences: 5
    - Mobile Homes: 4
- Structures:
  - Bridges: None
  - Retaining walls: Minor extension to existing wall at detention pond.
- Major intersections and interchanges: Minor cross street at Oakwood Road
- Traffic control during construction: New Alignment facility, traffic at cross streets will be staged to maintain traffic during construction.
- Design Exceptions to controlling criteria anticipated:

	<u>UNDETERMINED</u>	<u>YES</u>	<u>NO</u>
HORIZONTAL ALIGNMENT:	( )	( )	(X)
ROADWAY WIDTH:	( )	( )	(X)
SHOULDER WIDTH:	( )	( )	(X)
VERTICAL GRADES:	( )	( )	(X)
CROSS SLOPES:	( )	( )	(X)
STOPPING SIGHT DISTANCE:	( )	( )	(X)
SUPERELEVATION RATES:	( )	( )	(X)
HORIZONTAL CLEARANCE:	( )	( )	(X)
SPEED DESIGN:	( )	( )	(X)
VERTICAL CURVES:	( )	( )	(X)
BRIDGE WIDTH:	( )	( )	(X)
BRIDGE STRUCTURAL CAPACITY:	( )	( )	(X)

(Note: The proposed median will widen out to 28 feet at the intersection of Oakwood Road to allow for a positive offset for left turning vehicles.)

- Environmental concerns: Minor stream crossings, minor wetlands adjacent to lake.
- Level of environmental analysis: NEPA – Categorical Exclusion

Project Concept Report Page 6  
Project Number: STP-0001-00 (097)  
P. I. Number: 0001097  
County: Hall County

- Are Time Savings Procedures appropriate? Yes ( ), No (X),
- Categorical exclusion (X), FONSI ( ), or Environmental Impact Statement ( )
- Utility involvements: Minor relocations along Oakwood Road

### Coordination

- Concept meeting date and brief summary: 12/1/00
- P. A. R. meetings, dates and results: To be determined
- FEMA and/ or TVA: none
- Public involvement: Public Information Meeting
- Local government comments: Locals to do PE, ROW and Utilities – LGPA sent 9/6/00
- Other projects in the area: Thurmond Tanner Parkway – Phase 2, NH-985-1 (322) Interchange Improvements at I-985 at S.R. 53 (Mundy Mill Road)
- Other coordination to date: Coordination with City of Gainesville for sanitary sewer line construction crossing proposed alignment.

### Scheduling – Responsible Parties' Estimate

- Time to complete the environmental process: 6 months
- Time to complete preliminary construction plans: 6 months
- Time to complete right of way plans: 6 months
- Time to complete the Section 404 Permit: 3 months
- Time to complete final construction plans: 9 months
- Time to complete to purchase right of way: 18 months
- List other major items that will affect the project schedule: funding availability

Other alternates considered: Two-lane with alignment more parallel to I-985, No Build.

Comments:

Thurmond Tanner Parkway-Phase 3 will be the connecting link between the proposed widening and reconstruction of Thurmond Tanner Road which lies to the south at Plainview Road, and the proposed reliever road serving the campus of Gainesville College at the north end of the project. Although the project is designed as a new alignment facility, several factors including project termini, existing development, cross-road location, and vertical grades make alternates or adjustments to the proposed alignment difficult or unfeasible. Both north and south ends of the project will be defined by projects currently under design.

The project is proposed as a 20' raised median design since Thurmond Tanner Parkway Phase I (under construction) and Phase II (to be let within the next 3-4 months) both have a raised median design. The Base Year ADT is just under 18,000 vpd which would allow for a 14 foot flush median design. The City of Oakwood and Hall County both strongly support the use of a raised median design for this project. Phase I and Phase II are both County Contract projects.

Attachments:

1. Cost Estimates:
  - a) Construction including E&C
  - b) Right-of-Way
2. Sketch location map,
3. Typical sections,

Approvals, Exempt projects:

Concur: \_\_\_\_\_  
Director of Preconstruction

Approve: \_\_\_\_\_  
Chief Engineer

*Handwritten initials/signature*

2.	CONCRETE BOX CULVERT	<i>quantity?</i>	\$316,000
	DRAINAGE SUBTOTAL		\$594,000

C. ASPHALT PAVEMENT

1.	GRADED AGGREGATE BASE, 10" THICK		
	53,460 SY @ \$8.50/SY		\$454,410

2.	ASPHALT PAVEMENT		
	3,625 TN 12.5mm SUPERPAVE @ \$28.50/TN		\$103,312
	4,794 TN 19mm SUPERPAVE @ \$31.71/TN		\$152,017
	9,667 TN 25mm SUPERPAVE @ \$31.67/TN		\$306,154

	PAVEMENT SUBTOTAL		\$1,015,893
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D. CONCRETE WORK

1.	CURB AND GUTTER, 8" x 30", TP 2		
	29,140 LF @ \$10.00/LF		\$291,400

2.	SIDEWALK, 4" THICK		
	9,067 SY @ \$20.00/SY		\$181,340

	CONCRETE SUBTOTAL		\$ 472,740
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E.	EROSION CONTROL	<i>quantity?</i>	\$ 200,000
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F.	SIGNING AND MARKING	//	\$ 100,000
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G.	TRAFFIC SIGNALS	//	\$ 90,000
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H.	TRAFFIC CONTROL	//	\$ 100,000
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I. MISCELLANEOUS

1.	FIELD ENGINEER'S OFFICE, TP 2		\$ 30,000
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	CONSTRUCTION SUBTOTAL		\$2,992,633
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ESTIMATE SUMMARY

RIGHT OF WAY	\$2,500,000
REIMBURSABLE UTILITIES	By Local Government <i>cost ?</i>
CONSTRUCTION	
EARTHWORK	\$390,000
DRAINAGE	\$ 594,000
ASPHALT PAVING	\$ 1,015,893
CONCRETE	\$ 472,740
EROSION CONTROL	\$ 200,000
SIGNING AND MARKING	\$ 100,000
TRAFFIC SIGNALS	\$ 90,000
TRAFFIC CONTROL	\$ 100,000
MISCELLANEOUS ITEMS	\$ 30,000
SUBTOTAL CONSTRUCTION ESTIMATE	\$2,992,633
2 YEARS INFLATION AT 5% PER YEAR	\$ 306,745
10 % E & C	\$ 299,263
TOTAL CONSTRUCTION ESTIMATE	\$3,598,641

## MEETING MINUTES

Project: STP-0001-00 (097) Hall County; P.I. 0001097; Thurmond Tanner Parkway -- Phase 3

Date: December 1, 2000

RE: Concept Team Meeting

### Attendees:

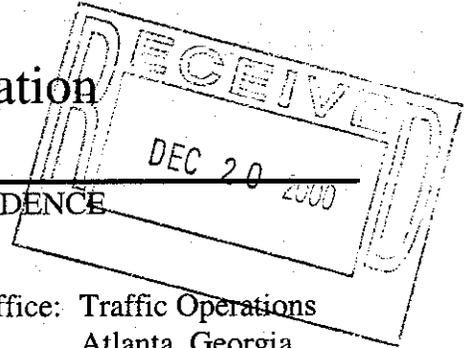
Jimmy McCauley	City of Oakwood
Todd Long	GDOT District 1
Joe Garland	GDOT Traffic Operations
Kim Coley	GDOT Traffic Operations
Brook Martin	GDOT Traffic Operations
Brent Cook	GDOT Gainesville
Allen Ferguson	GDOT Utilities
Tom Davis	GDOT Utilities
Robby Oliver	GDOT Utilities
James Miller	Hall County Engineering
Clarence Smith	BellSouth
Linda Taibr	Charter Communications
Stan Aiken	City of Gainesville PUD
Matt Henderson	City of Gainesville PUD
Erin Bouthillier	Moore Bass Consulting
Bill Wohlford	W.K. Dickson
Andy Miller	W.K. Dickson

1. Todd Long began the meeting by reviewing the concept report.
2. Andy Miller reviewed the Need and Purpose statement.
3. Todd Long resumed his review of the concept report.
4. Although the project is currently listed in DOT's long range list, an effort should be made to move the project forward since Phase 1 is currently under construction, and Phase 2 will probably be let for construction within the next several months.
5. The project typical section will include both a 20 foot raised median and sidewalk. Some discussion was made regarding any need for bike lane accommodation, but District Traffic Operations will look into this matter further and advise Todd Long.
6. Erin Bouthillier reviewed the status of the environmental document, stating that the majority of the work, including archeological, historic, wetlands and COE permitting had been finished. The project should qualify for a categorical exclusion. Julie Wilson will be the DOT environmentalist assigned to this project.
7. Jimmy McCauley indicated a possible need for a median opening near the location of the school property. Otherwise, median openings would be limited to those shown.
8. Todd Long indicated that there will be no need for a P.A.R. meeting.
9. A public meeting will be scheduled for February or March.
10. The local government agreement is still being processed and issues regarding Right-of-Way acquisition and utility reimbursement are still being considered by the city of Oakwood and DOT.
11. DOT has distributed draft engineering plans for markup by utilities. Some markups are still outstanding.
12. A question regarding the end of project limit was brought by utility representatives. A clarification was made that the end of project would be at the service road behind Taco Bell. Utilities along Mundy Mill Road will be addressed in the adjacent interchange project currently under design.
13. Jackson EMC: existing facilities along Oakwood Road and Mundy Mill Road
14. Charter Communications: no comment
15. Gainesville PUD: facilities at several locations -- DOT will work with them to obtain a LGPA. Gainesville will also get a cost estimate for reimbursibles to DOT.
16. BellSouth: conflicts at all three intersections. No reimbursibles.

17. Sanitary sewer near school is Gainesville Water and Sewer -- design has been coordinated by consultant.
18. A full traffic engineering report will be needed by DOT. A fibre interconnect will be requested by Traffic Operations for the signals at Oakwood Road and Mundy Mill Road.
19. WK Dickson will send a copy of the concept layout to Joe Garland at GDOT Traffic Operations.
20. WK Dickson will work with Todd Long on widening the median at the intersection of Oakwood Road to 28 feet to obtain a positive offset between left turns.
21. WK Dickson will add project length to Need and Purpose statement and Project Description and resubmit Concept Report to GDOT.

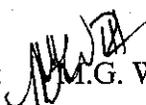
Department of Transportation  
State of Georgia

INTERDEPARTMENTAL CORRESPONDENCE



File: STP-0001-00(097)/Hall County  
P.I. No. 0001097

Office: Traffic Operations  
Atlanta, Georgia  
Date: December 13, 2000

From:  M.G. Waters, III, P.E., State Traffic Operations Engineer  
To: Wayne Hutto, Assistant Director of Preconstruction

Subject: Project Concept Report Review

We have reviewed the concept report on the above project for Phase III of the Thurmond Tanner Road improvements. This project will provide an extension for Thurmond Tanner Road beginning at the intersection of Thurmond Tanner Parkway and Plainview Road continuing to SR 53(Mundy Mill Road), an approximate distance of 1.214 miles. The intersection with Oakwood Road will be reconstructed and realigned slightly to the south to facilitate staged construction.

Currently, Thurmond Tanner Road ends at a "T" intersection with Chamblee Road, just west of its intersection with Plainview Road. This project will provide a direct link to SR 53 for motorists from the cities of Flowery Branch and Oakwood. It also provides an alternate route for motorists traveling to and from surrounding businesses and schools.

Thurmond Tanner Road will consist of four lanes, two in each direction, separated by a 20 foot raised median with curb and gutter and sidewalk on both sides. The speed design is 45mph. Oakwood Road is to be reconstructed for approximately 1000 feet in each direction from the new intersection and consist of curb and gutter, with left and right turn lanes added for all approaches. This intersection improvement will also include signalization.

We believe this concept will improve safety and traffic operations within the project's area and along this section of roadway.

# DEPARTMENT OF TRANSPORTATION

## STATE OF GEORGIA

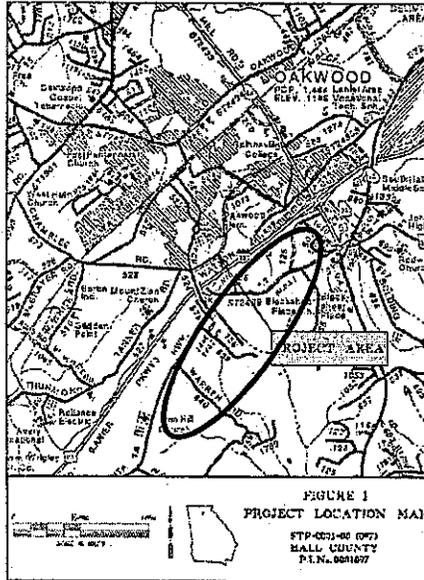
Project Number: STP-0001-00 (097)

County: Hall County

P. I. Number: 0001097

Federal Route No.: n/a

State Route No.: n/a



Recommendation for approval:

DATE 12/12/00

  
Project Manager

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Date \_\_\_\_\_

\_\_\_\_\_  
State Planning Administrator

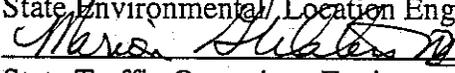
Date \_\_\_\_\_

\_\_\_\_\_  
State Transportation Programming Engineer

Date \_\_\_\_\_

\_\_\_\_\_  
State Environmental/Location Engineer

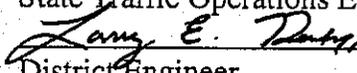
Date 12-18-2000

  
State Traffic Operations Engineer

Date 12/12/00

\_\_\_\_\_  
State Traffic Operations Engineer

Date \_\_\_\_\_

  
District Engineer

\_\_\_\_\_  
Project Review Engineer

DEPARTMENT OF TRANSPORTATION

STATE OF GEORGIA

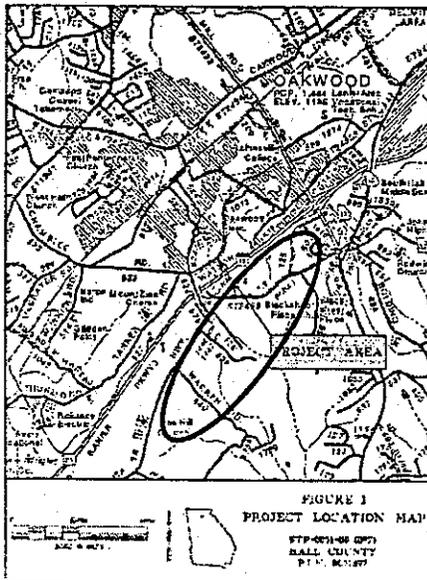
Project Number: STP-0001-00 (097)

County: Hall County

P. I. Number: 0001097

Federal Route No.: n/a

State Route No.: n/a



Recommendation for approval:

DATE 12/12/00

*[Signature]*  
\_\_\_\_\_  
Project Manager

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Date \_\_\_\_\_

Date 12/14/00

Date \_\_\_\_\_

Date \_\_\_\_\_

Date 12/12/00

Date \_\_\_\_\_

\_\_\_\_\_  
State Planning Administrator  
*[Signature]*  
\_\_\_\_\_  
State Transportation Programming Engineer

\_\_\_\_\_  
State Environmental/ Location Engineer

\_\_\_\_\_  
State Traffic Operations Engineer  
*[Signature]*  
\_\_\_\_\_  
District Engineer

\_\_\_\_\_  
Project Review Engineer