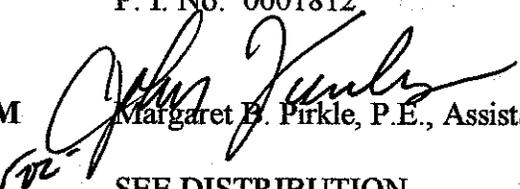


**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE STP-0001-00(812) Muscogee-Harris Counties **OFFICE** Preconstruction
P. I. No. 0001812

DATE February 4, 2004

FROM  Margaret B. Pirkle, P.E., Assistant Director of Preconstruction

TO  SEE DISTRIBUTION

SUBJECT PROJECT CONCEPT REPORT APPROVAL

Attached for your files is the approval for subject project.

MBP/cj

Attachment

DISTRIBUTION:

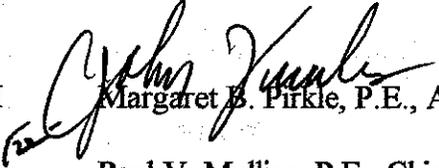
David Mulling
Harvey Keeper
Jerry Hobbs
Percy Middlebrooks
Michael Henry
Phillip Allen
Joe Palladi (file copy)
Paul Liles
Brent Story
Thomas Howell
BOARD MEMBER

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE STP-0001-00(812) Muscogee-Harris Counties **OFFICE** Preconstruction
P.I. No. 0001812

DATE January 22, 2004

FROM  Margaret B. Pirkle, P.E., Assistant Director of Preconstruction

TO Paul V. Mullins, P.E., Chief Engineer

SUBJECT PROJECT CONCEPT REPORT

This project is the construction of three (3) passing lanes on SR 219 between Luther Land Bridge (MP 8.1) in Muscogee County to Happy Hollow Road (MP 4.8) in Harris County. The proposed passing lanes are as follows:

<u>SITE</u>	<u>LOCATION</u>	<u>DIRECTION</u>
Site #1	MP 8.17 to MP 1.16	Northbound
Site #2	MP 2.03 to MP 3.26	Southbound
Site #3	MP 3.36 to MP 4.70	Northbound

State Route 219 between the above mentioned limits has rolling terrain with passing prohibited along long segments of the route. The lack of passing on this route creates vehicle delays experienced by platoons traveling behind slower vehicles. This project will provide safe passing northbound (sites #1 and 3) and southbound (site #2) in a relatively high volume area and improve the functional capacity of the route. State Route 219 is a rural two lane facility with a posted speed limit of 55 MPH. The existing 2001 traffic volume on SR 219 between the project limits ranged from 2,690 to 4,625 vehicles per day (VPD). Future volumes are projected to range from 3,030 to 5,870 VPD in 2007 and 3,420 to 8,260 VPD in 2027.

It is recommended that project STP-0001-00(813), P.I. No. 0001813, be combined with STP-0001-00(912). The new project will be STP-0001-00(812), P.I. No. 0001812, and include all three passing lanes.

The proposed construction will provide three, 12' lanes with 10' rural shoulders (6.5' paved) on 150'-170' of proposed right-of-way at each site. State Route 219 is part of the Chattahoochee Trace Route on the Georgia Statewide Bicycle and Pedestrian Plan. Therefore, 4' bike lanes will be added to the shoulders along the entire project length. Two intersecting roads will also be realigned to improve the intersecting sight distance with SR 219. Miller Road will be realigned 235'± north of its present location and Teel Circle north will be realigned 50' ± south of its present location. Traffic will be maintained during construction.

STP-0001-00(812) Muscogee-Harris
January 22, 2004

Environmental concerns include requiring a COE 404 Permit; a Categorical Exclusion is anticipated; a public hearing is not required; time saving procedures are 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)	\$3,894,000	\$6,210,000	LR	LR
Right-of-Way	\$3,768,000	\$3,881,000		
Utilities*	\$ 115,000	-----		

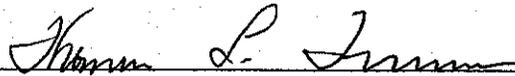
*LGPA to be sent

I recommend this project concept be approved and the project description be revised to reflect the project herein.

MBP:JDQ/cj

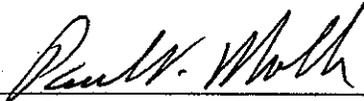
Attachment

CONCUR



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

APPROVE



Paul V. Mullins, P.E., Chief Engineer

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENTAL CORRESPONDENCE

FILE: STP-0001-00(812) Muscogee/Harris **OFFICE:** Engineering Services
P.I. No.: 0001812
S.R. 219 Passing Lanes

DATE: December 17, 2003

FROM: David Mulling, Project Review Engineer *REW*

TO: Meg Pirkle, Assistant Director of Preconstruction

SUBJECT: CONCEPT REPORT

We have reviewed the Concept Report submitted December 12, 2003 by the letter from Thomas B. Howell dated November 21, 2003, and have the following comment.

- On Page 7 of the Report, there is only one "Existing" bridge (Mulberry Creek @ MP 3.26) noted; however, the "Proposed" Design Structures noted on Page 8 include the Luther V. Land Bridge and the Mulberry Creek Bridge. The Concept Report should state that these two bridges will not be widened.

The costs for this project are:

Construction	\$2,950,000
Inflation	\$590,000 *
E&C	\$354,000
Reimbursable Utilities	\$114,500
Right of Way	\$3,767,750

* Inflation capped at 20%

REW

c: Thomas B. Howell, Attn.: Bill Rountree

SCORING RESULTS AS PER MOG 2440-2

Project Number: STP-0001-00(812)		County: Muscogee/Harris		PI No.: 0001812	
Report Date: November 20, 2003		Concept By: DOT Office: District 3			
<input checked="" type="checkbox"/> Concept Stage		Consultant: Gresham Smith and Partners			
Project Type: Choose One From Each Column		<input type="checkbox"/> Major <input checked="" type="checkbox"/> Minor	<input checked="" type="checkbox"/> Urban <input checked="" type="checkbox"/> Rural	<input type="checkbox"/> ATMS <input type="checkbox"/> Bridge Replacement <input type="checkbox"/> Building <input type="checkbox"/> Interchange Reconstruction <input type="checkbox"/> Intersection Improvement <input type="checkbox"/> Interstate <input type="checkbox"/> New Location <input checked="" type="checkbox"/> Widening & Reconstruction <input type="checkbox"/> Miscellaneous	
FOCUS AREAS	SCORE	RESULTS			
Presentation	100				
Judgement	100				
Environmental	100				
Right of Way	100				
Utility	100				
Constructability	100				
Schedule	100				

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE

[Handwritten signature]
STP-0001-00(812), HARRIS & MUSCOGEE
P.I.No. 0001812
PASSING LANES

OFFICE Thomaston

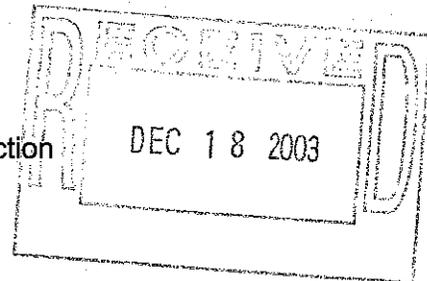
DATE December 12, 2003

FROM

Thomas B. Howell, P.E., District Engineer

TO

Meg Pirkle, P.E., Assistant Director of Preconstruction



SUBJECT

PROJECT CONCEPT REPORT

Attached is the original copy of the Concept Report for your further handling for approval in accordance with the Plan Development Process (PDP). There have been corrections made as requested in various emails on the project after the first submission of the report.

If additional information is needed, please contact Bill Rountree, P.E., District Design Engineer, at (706) 646-6604.

WJR:AJR

Cc: David Mulling, Project Review Engineer
Harvey Keeper, State Environmental/Location Engineer
Phillip Allen, State Traffic Safety and Design Engineer
Joseph Palladi, State Transportation Planning Administrator
Percy Middlebrooks, Office of Financial Management Administrator
Paul Liles, State Bridge and Structural Design Engineer (only for those projects that involve structures)
David Millen, District Preconstruction Engineer
Lamar Pruitt, District Construction Engineer
Keith Rohling, District Traffic Operations Engineer
Ken Robinson, District Maintenance Engineer
Debra Benton, District Environmentalist
Tommy Cleveland, District Location Engineer
Ethel White, District Scheduling Technician

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF DISTRICT THREE DESIGN**

PROJECT CONCEPT REPORT

STP-0001-00(812)

0001812

MUSCOGEE/HARRIS COUNTIES

FEDERAL ROUTE NO: N/A

STATE ROUTE NO: 219

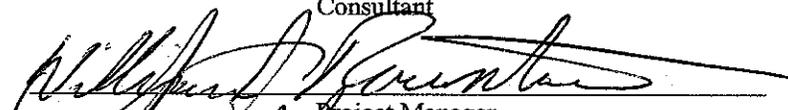
PREPARED BY:

Gresham Smith and Partners

Consultant

DATE

12/12/03



Project Manager

DATE

12-12-03

District Engineer / Thomaston

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

DATE

State Transportation Planning Administrator

DATE

Office Of Financial Management Administrator

DATE

State Environmental / Location Engineer

DATE

Project Review Engineer

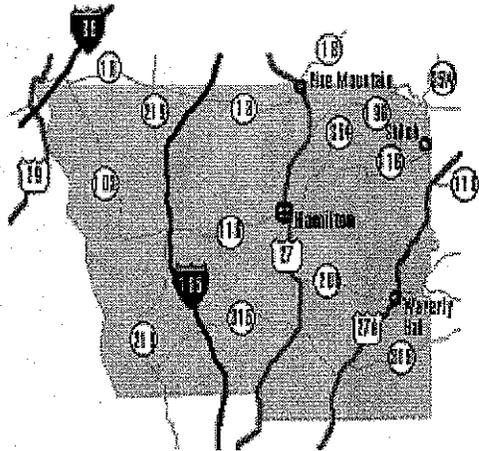
DATE

State Traffic Safety and Design Engineer

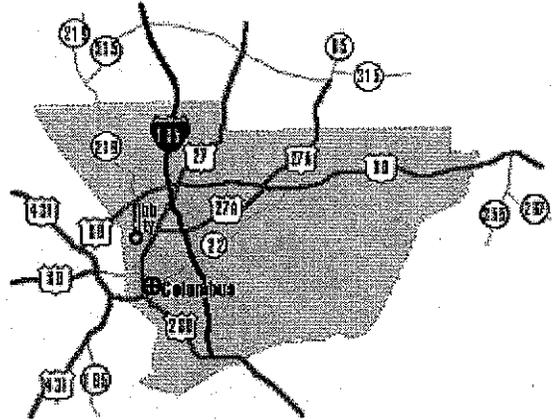
DATE

State Bridge & Structural Design Engineer

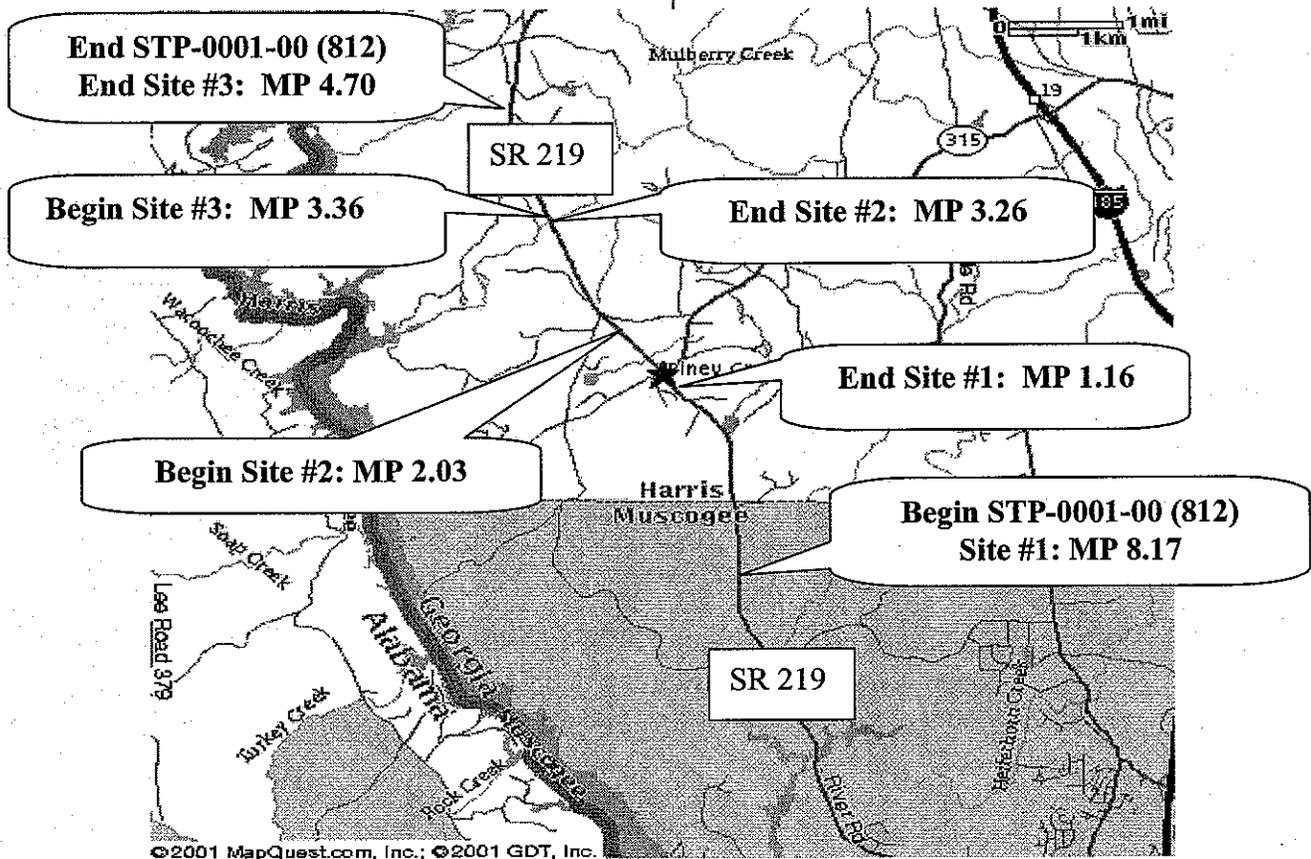
PROJECT LOCATION MAP



Harris County



Muscogee County



Location of Project in Muscogee / Harris Counties

- Background:** Project STP-0001-00 (812) proposes to widen State Route (SR) 219 to provide passing lanes between Luther Land Bridge (milepost 8.1) in Muscogee County and Happy Hollow Road (milepost 4.8) in Harris County. The proposed project would add a passing lane on the southbound roadway and a passing lane on two locations on the northbound roadway of SR 219. To construct the passing lanes, the skewed intersections of Miller Road at SR 219 and Teel Circle at SR 219 will be realigned. This project is needed because the terrain along SR 219 is mostly rolling, providing for limited sight distance, and passing opportunities. Slower moving vehicles cause traffic to stack up; drivers are tempted to pass slower vehicles despite limited sight distance, resulting in above average accident rate for the section of SR 219 between the Harris County line and Goat Rock Road. Year 2001 traffic volumes along this route ranged from 2,690 to 4,625 vehicles per day (VPD). Typically, routes with an average annual daily traffic (AADT) exceeding 2000 VPD and below 50 percent passing are analyzed for the feasibility of constructing passing lanes.
- Community Issues:** State Route 219 provides access to residential and recreational developments and tourist attractions in surrounding areas. SR 219 provides access to West Point, Harding, Bartletts Ferry and Goat Rock Lakes. Pine Mountain Animal Park and Franklin Roosevelt State Park are both in the county. The Pine Mountain Animal Park is a 500-acre park and has habitats for animals such as giraffes, llamas, antelope, etc. The Franklin Roosevelt (FDR) State Park is a 10,000-acre park and includes two lakes, hiking and backpacking trails, FDR Museum and warm springs that are famous for their curative powers. Lake Harding, which forms the western border of the county with the State of Alabama, provides fishing, swimming, boating and other outdoor activities for residents. In Harris County, SR 219 provides access to I-185 to the east and I-85 to the north.
- Existing Roadway Characteristics:** SR 219 is functionally classified as an urban minor arterial through Muscogee County and as a rural minor arterial through Harris County. This route is used by school buses and is not part of National Highway System. SR 219 is a south-north access route in Harris County and runs parallel to I-185. This route begins at SR 27 in Columbus, Georgia and runs northerly through Harris County to I-85 in Troup County. SR 219 continues north through Troup County to SR 34 in Heard County, where it ends. SR 219 is a two-lane roadway with limited passing opportunity. The percentage of truck traffic was estimated at 6 percent. SR 219 is included as part of the Georgia Bicycle and Pedestrian Statewide Network (Route 5). Route 5, The Chattahoochee Trace, is a north-south bike route. Route 5 runs along SR 219, from SR 27 in Columbus to Hopewell Church Road (County Road 388) in Whitesville, Harris County.
- Proposed Improvements:** This project would provide passing lanes on SR 219 at the following locations:

Direction	Locations of Improvement on SR 219	Mile Post of Proposed Changing Lanes
N/B SR 219	Site #1: Luther Land Bridge to Mailbox #1170	From: Mile point 8.17 (Muscogee Co.) To: Mile point 1.16 (Harris County)

S/B SR 219	Site #2: MP 2.03 to Mulberry Creek Bridge	From: Mile point 2.03 (Harris County) To: Mile point 3.26 (Harris County)
N/B SR219	Site #3: Mulberry Creek Bridge to Happy Hollow Road	From: Mile point 3.36 (Harris County) To: Mile point 4.70 (Harris County)

To construct these passing lanes, the skewed intersections of Miller Road at SR 219 and Teel Circle at SR 219 will be realigned. In addition, bike lanes will be provided on the southbound and northbound roadways of SR 219 within the project limit.

- **Operational Analysis:** The existing 2001 traffic volume on SR 219 between Luther Land Bridge and Happy Hollow Road ranged from 2,690 to 4,625 vehicles per day (VPD). Future volumes are projected to range from 3,030 to 5,870 VPD in 2007 and 3,420 to 8,260 VPD in 2027.

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

The current and future levels of service along this corridor are acceptable but the lack of passing opportunities warrants the construction of the passing lanes. Without the improvements, the safety along this route could decrease; increased recreational and tourist activities and new residential developments could add more traffic along this route causing a decrease in the LOS along this route. Widening SR 219 as proposed will allow it to handle the projected traffic volumes and remain at an acceptable LOS for the next twenty-five years. The following table describes existing and future average annual daily traffic (AADT) and LOS:

State Route / Roadway Section	2001 AADT	2007 AADT	2027 AADT	Proposed LOS
	LOS	LOS	LOS	
	No. Bikes	Bike	No. Bikes	
Luther Land Br. to Muscogee Co. Line	5,870 / C	5,870 / A	8,260 / D	8,260 / C
Harris Co. Line to Manderly Road	5,300 / C	5,300 / A	7,230 / D	7,230 / C
Manderly Road Happy Hollow Road	3,030 / B	3,030 / A	3,420 / B	3,420 / A

- **Projects In Area:** The following projects are located within the area and are programmed in the Department's Construction Work Program and Long Range Program:

Project Number	Project Description	Project Schedule
P I No. 0003084	Bridge Replacement Whitesville Road (CR 140) over Standing Boy Creek (north tributary)	PE - Auth. ROW - Auth. CST - 2005

P I No. 0003085	Bridge Replacement Whitesville Road (CR 140) over Standing Boy Creek (south tributary)	PE - Auth. ROW - Auth. CST - 2005
P I No. 0003086	Bridge Replacement Whitesville Road (CR 140) over Standing Boy Creek, south of SR 315	PE - Auth. ROW - Auth. CST - 2005
P I No. 343040	Intersection Improvement on SR 219 at Hopewell Church Road (CR 388) in Whitesville	PE - 1998 ROW - 2002 CST - 2002
P I No. 343450	Intersections Improvement on SR 219 at McCrary Road (CR 124) and Lick Skillet Road (CR 389)	PE - 1998 ROW - 2002 CST - 2002

- Safety:** The available accident data along this section (Harris County MP 0.00 – 7.00) of SR 219 showed that the total accident and injury rates exceeded the statewide averages for a rural minor arterial in 1996 and 1997. The 1997 fatality rate on this section of SR 219 was more than seventeen times the statewide average. The injury rate on this route has been consistently more than twice the statewide average from 1996 through 1997. Most of the accidents that have occurred along this route were ‘struck object’ or ‘rear-end’ types of accident. These types of accidents are commonly associated with poor or limited sight distance and vehicles attempting to merge into lanes to avoid oncoming vehicles. Lack of passing opportunities, limited stopping distance or limited recovery shoulder can also be factors. Below are accident data for SR 219 and comparable statewide averages:

Comparison	1995		1996		1997	
	SR 219	Statewide	SR 219	Statewide	SR 219	Statewide
Accidents	10		19		16	
Accident Rate	146	200	280	224	232	210
Injuries	7		18		7	
Injury Rate	102	73	265	79	102	49
Fatalities	0		0		3	
Fatality Rate	0.00	2.56	0.00	2.42	43.55	2.54

- Need and Purpose:** Providing the passing lanes will increase the operational capacity and safety on this section of the roadway by reducing congestion caused by queuing behind slower moving vehicles. The proposed improvements would provide a safer driving environment by increasing dedicated passing opportunities from zero to 43 percent along SR 219 through both counties.

Description of the proposed project: This project is located on S.R. 219 in Muscogee and Harris Counties. The project consists of adding three passing lanes on S.R. 219. The first passing lane (northbound) will begin at the north end of the Luther V. Land Bridge over Schley Creek, at Milepost 8.17 in Muscogee County, and end at Milepost 1.16 in Harris County. The length of this passing lane is 1.60 miles. The widening will begin on the east side; shift to the west side at Milepost 0.10 to avoid a stream, lake, and a residence; and then shift back to the east side at approximate Milepost 0.88 to eliminate the need for a long

taper at the end of the project.

The second passing lane (southbound) will begin at Milepost 2.03 and end at the Mulberry Creek Bridge at Milepost 3.26. The third passing lane (northbound) will begin at the Mulberry Creek Bridge at Milepost 3.36 and end at Milepost 4.70. The length of these two passing lanes is 2.67 miles. The widening for the southbound passing lane will take place on the west side of the existing roadway, and the widening for the northbound passing lane will take place on the east side. Two intersecting roads will also be realigned to improve the intersecting sight distance with S.R. 219. Miller Road will be realigned 235 ft. north of its present location and Teel Circle North will be realigned 50 ft. south of its present location.

In addition, S.R. 219 is part of the Chattahoochee Trace Route on the Georgia Statewide Bicycle and Pedestrian Plan. Because it is on a Bike Route, 4 ft. bike lanes will be added to the shoulders along the entire length of the project.

The existing land use within the limits of the project is a mixture of undeveloped rural land, single-family residences, and scattered retail and industrial development. The major land use is timber covered, non-agricultural land. Single family residences are clustered between Goat Rock Road and Cannon Road. Limited retail business is located at the intersection of Cannon Road and Old River Road.

The existing right of way is 80 feet wide along SR 219 from the Luther Land Bridge to the Harris County Line, and 100 feet wide from the Harris County Line to the end of the project, except near Milepost 3.75 and the Mulberry Creek Bridge where the existing right of way is 200 ft. To accommodate the construction of the proposed passing lanes, acquisition of approximately 50 feet onside and 20 feet offside of additional right of way will be required for the proposed widening.

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

PDP Classification: Major , or Minor

Federal Oversight: Full Oversight , Exempt , State Funded , or Other

Functional Classification: *Harris County: Rural Minor Arterial*
Muscogee County: Urban Minor Arterial

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

State Route Number(s): *219*

Traffic (AADT):

Site #1: *SR 219 from Luther Land Bridge (MP 8.17) to Harris Co. Line (MP 0.00)*

Current Year: (2007) 5,000 Design Year: (2027) 7,000

K = 10%

D = 60%

T = 4%
24 HR T = 6%

Site #1: SR 219 from Harris County Line (MP 0.00) to Mailbox #1170 (MP 1.16)

Current Year: (2007) 3,500 Design Year: (2027) 5,000

K = 10%
D = 60%
T = 6%
24 HR T = 8.5%

Sites #2 & #3: SR 219 from MP 2.03 to Happy Hollow Rd (MP 4.70)

Current Year: (2007) 5,000 Design Year: (2027) 7,000

K = 10%
D = 60%
T = 4%
24 HR T = 6%

Existing design features:

- Typical Section: 2-12 ft. travel lanes, one in each direction, with 5 ft. grass shoulders.
- Posted speed: 55mph Minimum Radius: 1,146 ft
- Maximum grade: 6.26% (SR 219)
- Width of right of way: *Muscogee County - 80'*
Harris County - 100'
- Major structures: *Mulberry Creek Bridge at MP 3.26 in Harris County.*
- Major interchanges or intersections along the project: *Schley Rd., Manton Rd., Hickory Hill Dr., Goat Rock Rd., SR 315, Old River Rd., Cannon Rd., S. Miller Rd., Teel Circle*
- Existing length:

<i>Site #1 – MP 8.17 to MP 1.16</i>	<i>1.60 miles</i>
<i>Site #2 – MP 2.03 to MP 3.26</i>	<i>1.23 miles</i>
<i>Site #3 – MP 3.36 to MP 4.70</i>	<i>1.34 miles</i>
<i>Total:</i>	<i>4.17 miles</i>
- Beginning mile log is: MP 8.17 (Muscogee County)

Proposed Design Features:

- Proposed typical section(s): *2-12 ft. travel lanes, one in each direction, and 1-12 ft. truck climbing lane/passing lane with 6.5 ft. paved and 3.5 ft. grassed shoulders on both sides of the roadway. A 4 ft. bike lane shall be provided as part of the 6.5 ft. paved shoulder.*
- Proposed Design Speed Mainline: *55 mph*
- Proposed Maximum grade Mainline: *6.26%* Maximum grade allowable: *4.5%*
- Proposed Maximum grade Side Street: *8.5%* Maximum grade allowable: *8.5%*

- Proposed Maximum grade driveway: 15%
- Proposed Minimum Radius: 1,146 ft. Minimum Radius Allowable: 965 ft.
- Right of way
 - Width: *Muscogee County-150 ft. when passing lane present, 80 ft. elsewhere
Harris County-170 ft. when passing lane present, 100 ft. elsewhere*
 - Easements: Temporary , Permanent , Utility , Other .
 - Type of access control: Full , Partial , By Permit , Other .
 - Number of parcels: 87 Number of displacements: 8
 - Business: 6
 - Residences: 2
 - Mobile homes: 0
 - Other: 0
- Structures:
 - Bridges: *Luther V. Land Bridge, Mulberry Creek Bridge*
 - Retaining walls: *None*
- Major intersections and interchanges: *Schley Rd., Manton Rd., Hickory Hill Dr., Goat Rock Rd., SR 315, Old River Rd., Cannon Rd., S. Miller Rd., Teel Circle*
- Traffic control during construction: *To be constructed under traffic.*
- Design Exceptions to controlling criteria anticipated:

	<u>UNDETERMINED</u>	<u>YES</u>	<u>NO</u>
HORIZONTAL ALIGNMENT:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ROADWAY WIDTH:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
SHOULDER WIDTH:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
VERTICAL GRADES:	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
CROSS SLOPES:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
STOPPING SIGHT DISTANCE:	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
SUPERELEVATION RATES:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
HORIZONTAL CLEARANCE:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
SPEED DESIGN:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
VERTICAL CLEARANCE:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
BRIDGE WIDTH:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
BRIDGE STRUCTURAL CAPACITY:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The vertical grades beginning at Mileposts 0.13, 0.78, 1.22, 2.67, 2.84, and 3.80 exceed the maximum allowable grade of 4.5%. The vertical curves at Mileposts 0.22, 0.87, 1.24, 2.77, and Milepost 3.98 do not meet the minimum design for stopping sight distance for 55 mph. All of these horizontal curves, except at Milepost 2.77, meet the minimum design for a design speed of at least 45 mph. As per the 3-R guidelines, the accident history needs to be examined to determine if the existing pavement may be retained. The vertical curve at Milepost 2.77 meets the minimum design for a design speed of only 40 mph. The 3-R guidelines state that this vertical curve should be corrected to AASHTO guidelines, if practicable. If not, the curve should be corrected to the highest design speed practicable and a design exception must be requested.

- Design Variances: *None Anticipated*

Environmental concerns:

- **Archaeological/Historical:** In accordance with Section 106 of the National Historic Preservation Act of 1966 and amendments thereto, the project corridor will need to be surveyed for archaeological and historical resources. A cursory review of the project corridor noted six standing structures that may be over 50 years old. These structures will need to be surveyed and a determination made as to whether they are on or eligible for the National Register of Historic Places. One of the structures is located near Milepost 8.60 and is an old, open pit barbeque and chimney. The structure will not be directly impacted by the project, however, it is proposed to acquire right of way from the property. Another structure is located near Milepost 0.70 and is an old stable and associated out buildings. The proposed right of way acquisition is on the opposite side of the existing roadway facility in the vicinity of this structure and will not impact the property. The third structure involved includes an old residence located on the west side of SR 219 approximately 600 feet south of the Old River Road intersection. The River Road Grocery structure located in the southwest quadrant of the Old River Road intersection is also likely to be over 50 years old and will need to be surveyed. Another potentially historic structure is located approximately 300 feet south of Miller Road on the west side of SR 219. This structure is an old residence. At approximately MP 4.5, on the east side of SR 219, there is a plantation house and associated outbuildings located well off the existing facility. Two of the above mentioned structures will be directly impacted by the project. The other four structures will not be directly impacted, however, right of way is to be acquired from the property that is involved. Overall, it is anticipated that impacts to archaeological or historical sites will be minimal to none.
- **Endangered Species:** It is anticipated that this project will have no adverse effects on threatened or endangered species and associated habitat.
- **Floodplain:** There are eight blue line stream crossings and Mulberry Creek along the project corridor. Each of stream crossings have small associated floodplains. The proposed improvements, in general, cross at ninety degrees so floodplain impacts are minimal to none. There is a blue line stream that crosses the project near Milepost 0.20 and then runs parallel along the east side of the project and very close to the existing facility until approximately Milepost 0.50. Proposed widening is recommended on the west side in this area to avoid a possible channel change or costly drainage structure. Impacts to Lake Manderly are also avoided by locating the proposed improvements on the west side of the existing facility. All improvements at the Mulberry Creek crossing will be accomplished outside the floodplain limits.
- **Wetland:** Each of the eight blue line stream crossings may have small pockets of wetlands. A wetland survey will need to be accomplished along the project corridor based on Corps of Engineer requirements to determine if hydrology, soil, and vegetation are present to indicate the presence of wetlands. Overall wetland impacts are anticipated to be minimal to none and may only require a nationwide 404 permit.
- **Noise:** Existing noise levels at the scattered residences along the project will need to be determined. The noise levels will need to be predicted using accepted methods and a determination made of the

traffic noise impacts using Noise Abatement Criteria (NAC) in 23 CFR 772. In general, projects of this type will have small incremental increases of future noise levels over existing noise levels however the total noise level for the proposed facility should not exceed NAC. Noise impacts are expected to be minimal to none.

- **Prime Farmland:** No concerns.
- **UST/Landfill/Haz Mat:** The commercial businesses located in the southwest quadrant of the Old River Road intersection need to be inspected for UST's and tested for hazardous materials. The River Road Grocery at one time may have been an old service station. The proposed improvements will also acquire right of way from an old auto salvage yard which may have possible soil contamination. Implementation of the project however should not preclude any site remediation should it become necessary. There were no landfills observed near the project.
- **Level of Environmental Analysis:** Categorical Exclusion
- **Utility involvements:** Utility relocations will involve an existing power line and water line located within the project limits. The project crosses a Georgia Power Company and a Dixie Gas Pipeline easement in the southern limits of the project. It is anticipated that the project will have limited impacts on the Gas Pipeline. There may be reimbursable utilities located throughout the project.

Project responsibilities:

- Design: Undetermined
- Right of Way Acquisition: *GDOT*
- Relocation of Utilities: Undetermined (LGPA has not been sent)
- Letting to contract: *GDOT*
- Supervision of construction: *GDOT*
- Providing material pits: *Contractor*
- Providing detours: *N/A*

Coordination

- Initial Concept Meeting date and brief summary. *See attached summary (12-18-01)*
- Concept meeting date and brief summary. *See attached summary (1-18-02)*
- P. A. R. meetings, dates and results. *Not required*
- FEMA, USCG, and/or TVA. *N/A*
- Public involvement. *None required*
- Local government comments: *An LGPA has not been sent*
- Other projects in the area. *See Need and Purpose*
- Other coordination to date. *None*

Scheduling – Responsible Parties' Estimate

- Time to complete the environmental process: 12 Months.
- Time to complete preliminary construction plans: 6 Months.
- Time to complete right of way plans: 2 Months.

715 Andrews Drive, Thomaston, Georgia 30286-4524, Telephone (706) 646-6550, Fax (706) 646-6584

- Time to complete the Section 404 Permit: 6 Months.
- Time to complete final construction plans: 4 Months.
- Time to complete purchase of right of way: 12 Months.

Other alternates considered:

1. No Build

Comments: *It is requested that the Office of Programming delete Project STP-0001-00(813), P.I. No. 0001813, because it has been combined with this project and the concept report reflects both projects. The present vertical grade at Miller Rd. allows for poor stopping sight distance. The proposed realignment provides for better sight distance, however, there are still some sight distance issues. There are future plans to extend SR 315 so that it ties into SR 219 north of its current location. The southbound passing lane must end before reaching this new intersection. This design provides several hundred feet between the new SR 315 intersection and the southbound passing lane.*

Attachments:

1. Cost Estimates:
 - a. Construction including E&C,
 - b. Right of Way, and
 - c. Utilities
2. Typical sections
3. Accident Summaries
4. Minutes of Concept meetings
5. Location and Design Notice
6. Concept Report Rating Form

PROJECT NO. STP-0001-00(812)

PREPARED BY: Gresham Smith and Partners

PROJECT LENGTH: 4.17 miles

ESTIMATED LETTING DATE: October 2002

PROGRAMMING PROCESS CONCEPT DEVELOPMENT DURING PROJECT DEV.

PROJECT COST	
A. RIGHT-TO-WAY:	
1. PROPERTY (LAND & EASEMENT)	\$ 1,287,550.00
2. DISPLACEMENTS: RES: 2, BUS: 6, M.H.: 0	\$ 190,000.00
3. OTHER COST (ADM./COST, INFLATION)	\$ 2,290,200.00
SUBTOTAL:A	\$ 3,767,750.00
B. REIMBURSABLE UTILITIES:	
1. RAILROAD	\$ 0.00
2. TRANSMISSION LINES	\$ 114,499.00
3. SERVICES	\$ 0.00
SUBTOTAL:B	\$ 114,499.00
C. CONSTRUCTION:	
1. MAJOR STRUCTURES	
a. OVERPASSES	\$ 0.00
b. OTHER – Box Culvert 10' X 11' (LUMP)	\$ 50,000.00
SUBTOTAL:C-1	\$ 50,000.00
2. GRADING AND DRAINAGE:	
a. EARTHWORK (150,000 cy @ \$4.00/cy)	\$ 600,000.00
b. DRAINAGE:	
1) Cross Drain Pipe (LUMP)	\$ 62,000.00
2) Curb and Gutter (0 ft @ \$10.00/ft)	\$ 0.00
3) Longitudinal System(include catch basins)	\$ 0.00
SUBTOTAL:C-2	\$ 662,000.00

PROJECT COST		
3. BASE AND PAVING:		
a. AGGREGATE BASE (33,000 Ton @ \$16.00 / Ton)		\$ 528,000.00
b. ASPHALT PAVING:		
Surface (9,700 Ton @ \$40.00/ Ton)	\$ 388,000.00	
Binder (6,500 Ton @ \$43.00/ Ton)	\$ 279,500.00	
Base (6,000 Ton @ \$43.00/ Ton)	\$ 258,000.00	
Leveling (4,200 Ton @ \$43.00/ Ton)	\$ 180,600.00	
SUBTOTAL:C-3.b		\$ 1,106,100.00
c. CONCRETE PAVING		
		\$ 0.00
d. OTHER (Bituminous Tack: 6,200 Gal @ \$1.00/ Gal)		\$ 6,200.00
SUBTOTAL:C-3		\$ 1,640,300.00
4. LUMP ITEMS:		
a. GRASSING (52 ac @ \$1,200/ ac)		\$ 62,400.00
b. CLEARING AND GRUBBING (76 ac @ \$4,000/ ac)		\$ 304,000.00
c. LANDSCAPING		\$ 0.00
d. EROSION CONTROL (LUMP)		\$ 150,000.00
e. TRAFFIC CONTROL		\$ 60,000.00
SUBTOTAL:C-4		\$ 576,400.00
5. MISCELLANEOUS:		
a. LIGHTING ()		\$ 0.00
b. SIGNING - MARKING (200 ft ² signing material @ \$21.00/ ft ²)		\$ 4,200.00
c. GUARDRAIL - (1500 ft @ \$10.00/ ft)		\$ 15,000.00
d. SIDEWALK (0 yd ² @ \$20.00/ yd ²)		\$ 0.00
SUBTOTAL:C-5		\$ 19,200.00
6. SPECIAL FEATURES		
SUBTOTAL:C-6		\$ 0.00

ESTIMATE SUMMARY	
A. RIGHT-OF-WAY	\$ 3,767,750.00
B. REIMBURSABLE UTILITIES	\$ 114,499.00
C. CONSTRUCTION	
1. MAJOR STRUCTURES	\$ 50,000.00
2. GRADING AND DRAINAGE	\$ 662,000.00
3. BASE AND PAVING	\$ 1,640,300.00
4. LUMP ITEMS	\$ 576,400.00
5. MISCELLANEOUS	\$ 19,200.00
6. SPECIAL FEATURES	\$ 0.00
SUBTOTAL CONSTRUCTION COST	\$ 2,947,900.00
E. & C. (10%)	\$ 294,790.40
INFLATION (5% PER YEAR)	\$ 884,370.00
NUMBER OF YEARS	6
TOTAL CONSTRUCTION COST	\$ 4,127,060.00
GRAND TOTAL PROJECT COST	\$ 8,009,309.00

This project is 100 percent in congressional district 8.

Preliminary Right of Way Cost Estimate

Date: September 10, 2002
Project: STP-0001-00(812) Muscogee - Harris **P.L Number:** 0001812
Existing/Required R/W: Varies/Varies **No. Parcels:** 76
Project Termini: From Luther Land Bridge North on S.R. 219 to Happy Hollow Road
Project Description: Truck Climbing Lanes

Land:

Commercial	2.70 AC @ \$ 46,750 AC = \$126,225.00	
Industrial	N/A @ N/A = \$ N/A	
Residential	10.56 AC @ \$ 7,650 AC = \$ 80,785.00	
Agricultural	29.4 AC @ \$ 4,100 AC = \$ 120,540.00	
		<u>\$ 327,550.00</u>

Improvements:

6 Businesses, 2 Residential Houses, Signs, Fencing
 and site improvements \$ 575,000.00

Relocation:

6 Commercial @ \$ 25,000 / parcel = \$ 150,000.00
 2 Residential @ \$ 20,000 / parcel = \$ 40,000.00
\$ 190,000.00

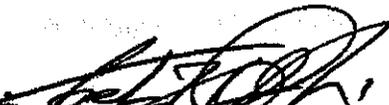
Damages:

Proximity	11 Parcels	<u>\$ 325,000.00</u>	
Consequential	N/A Parcels	\$ N/A	
Cost To Cure	4 Parcels	<u>\$ 60,000.00</u>	
			<u>\$ 385,000.00</u>

\$1,477,550.00

Net Cost		<u>\$1,477,550.00</u>
Scheduling Contingency	55 %	<u>\$ 812,650.00</u>
Adm/Court Cost	60 %	<u>\$ 886,530.00</u>
Inflation Factor	40 %	<u>\$ 591,020.00</u>
		<u>\$ 3,767,750.00</u>

Total Cost \$ 3,767,750.00

Prepared By: 
 Mark T. Emulation, Inc.

Approved: 
 CHAD D. ALL

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE **Project # STP-0001-00(812)** OFFICE Thomaston
P.I. # 0001812

FROM Glenn W. Durrence, P.E., District Engineer DATE December 12, 2003

TO

SUBJECT **UTILITY COST ESTIMATE**

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

UTILITY OWNER	PUBLIC OR PRIVATE	TYPE OF UTILITY	REIMBURSABLE	NON-REIMBURSABLE
Troup EMC	<u>Private</u>	<u>Electric</u>	21,999	0
BellSouth	Private	Tel Comm	0	48,430
Charter Communications	Private	TV	0	50,400
<u>TOTAL PROJECT COST</u>			<u>\$21,999</u>	<u>\$98,830</u>

If you have any questions, please call Kim Brown at 706-646-6548.

KMG:KB:pls

cc: Jeff Baker, P.E., State Utilities Engineer (via: e-mail to Scott Greene)
Herman Griffin, P.E., State Programming Engineer

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE **Project # STP-0001-00(813)** OFFICE Thomaston
P.I. # 0001813 SR-219 Truck Climbing Lanes
FROM Glenn W. Durrence, P.E., District Engineer DATE December 12, 2003
TO
SUBJECT **UTILITY COST ESTIMATE**

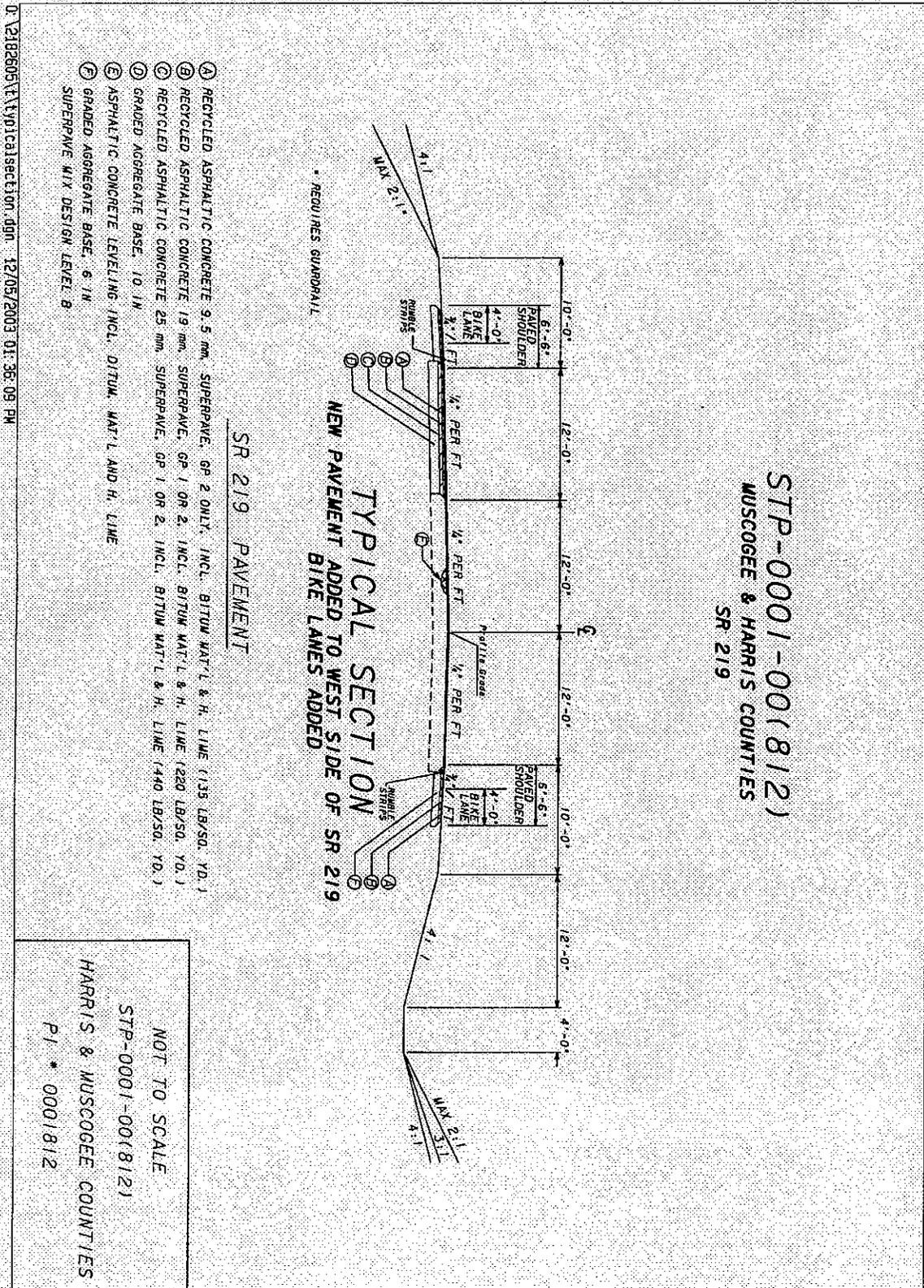
The following is a utility cost estimate for facilities located within the scope of the above referenced project.

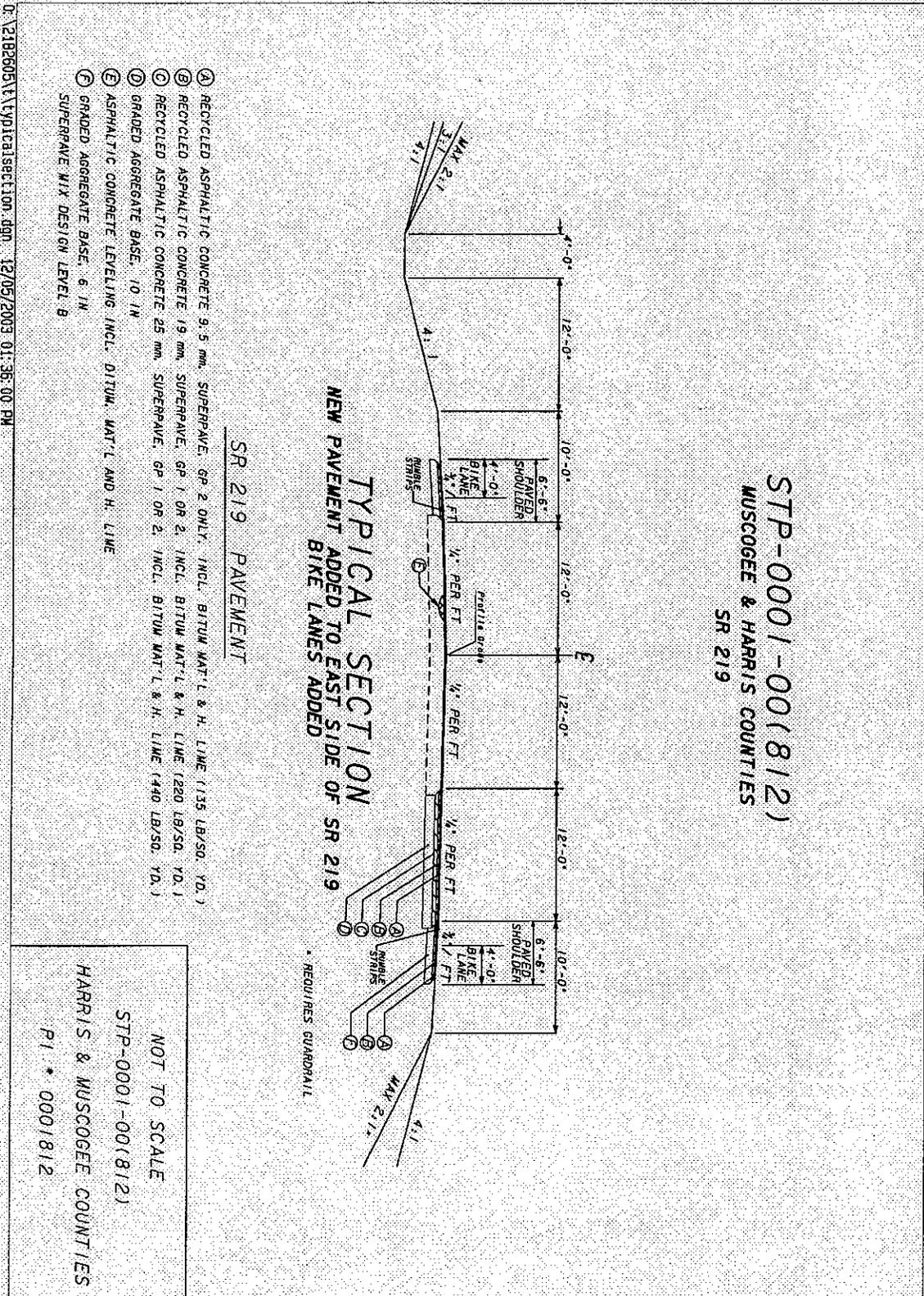
UTILITY OWNER	PUBLIC OR PRIVATE	TYPE OF UTILITY	REIMBURSABLE	NON-REIMBURSABLE
Troup EMC	Private	Electric	92,500	10,750
Harris County	Public	Water	0	106,285
Charter Communications	Private	TV	0	50,400
<u>TOTAL PROJECT COST</u>			<u>\$92,500</u>	<u>\$167,435</u>

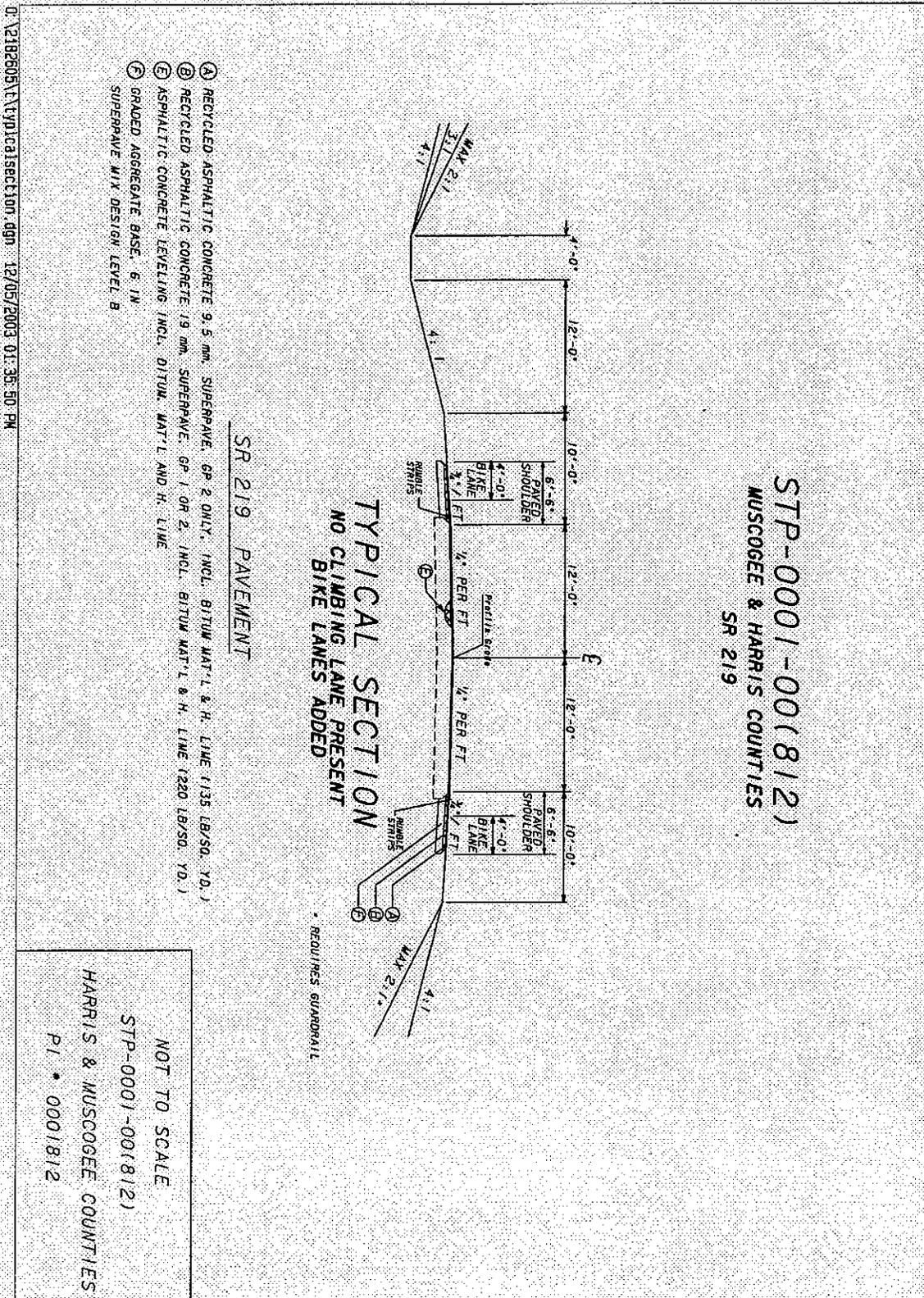
If you have any questions, please call Kim Brown at 706-646-6548.

KMG:KB:pls

cc: Jeff Baker, P.E., State Utilities Engineer (via: e-mail to Scott Greene)
Herman Griffin, P.E., State Programming Engineer







FLEXIBLE PAVEMENT DESIGN ANALYSIS

Project: STP-0001-00(812)
P.I. no.: 0001812
Description: SR 219 PASSING LANES

County: MUSCOGEE/HARRIS

Traffic Data (NOTE: AADTs are one-way)

24-hour Truck Percentage: 8.50%
AADT initial year of design period: 1,750 vpd (2007)
AADT final year of design period: 2,500 vpd (2027)
Mean AADT (one-way): 2,125 vpd

Design Loading

Mean AADT	LDF	Trucks	18-K ESAL	Total Daily Loads
2,125 *	1.00 *	0.085 *	0.84	= 153

Total predicted design period loading = 153 * 20 * 365 = 1,116,900

Design Data

Terminal Serviceability Index: 2.50
Soil Support: 2.50
Regional Factor: 2.00

PROPOSED FLEXIBLE PAVEMENT STRUCTURE

Material	Thickness Inches	(mm)	Structural Coefficient	Structural Value
9.5 mm Superpave	1.25	(32)	0.44	0.55
19 mm Superpave	2.00	(51)	0.44	0.88
25 mm Superpave	1.25	(32)	0.44	0.55
	2.75	(70)	0.30	0.83
Graded Aggregate Base	10.00	(254)	0.16	1.60
Required SN = 4.76			Proposed SN = 4.41	

>>> Proposed pavement is 7.3% Underdesign <<<

Remarks: THE HEAVIEST SECTIONS IS BEING USED DUE TO 24 HR TRUCK %

Prepared by BILL ROUNTREE, P.E., DISTRICT DESIGN ENGINEER
December 1, 2003
Date

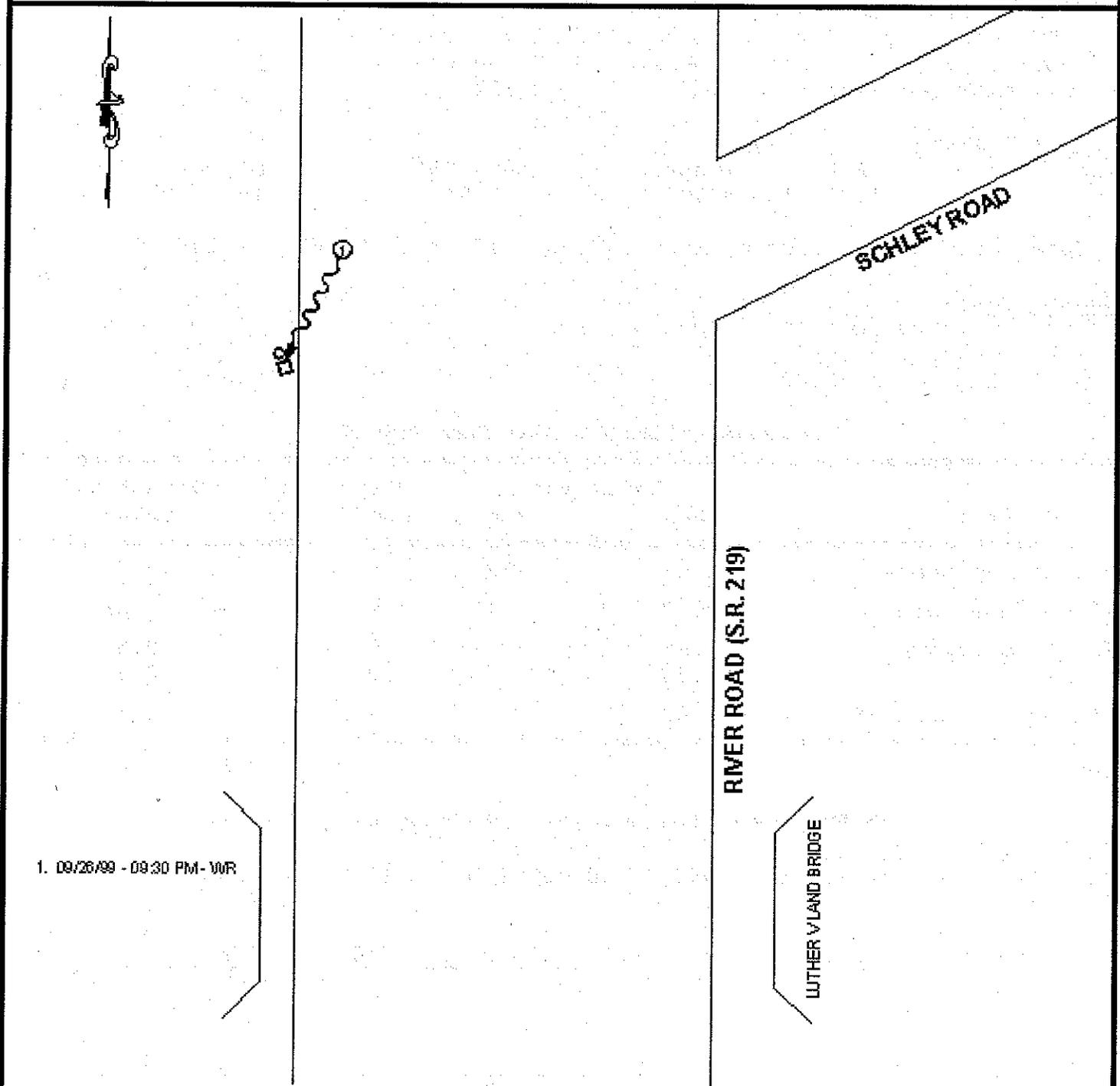
Recommended _____
State Materials & Research Engineer Date

Approved _____
District Engineer Date

Traffic Engineering
 Columbus Consolidated Government
 P. O. Box 1340 • Columbus, GA 31901

COLLISION DIAGRAM

LOCATION: RIVER RD, CTY LI TO BRIDGE
 PERIOD: 01/01/99 THRU 12/31/99

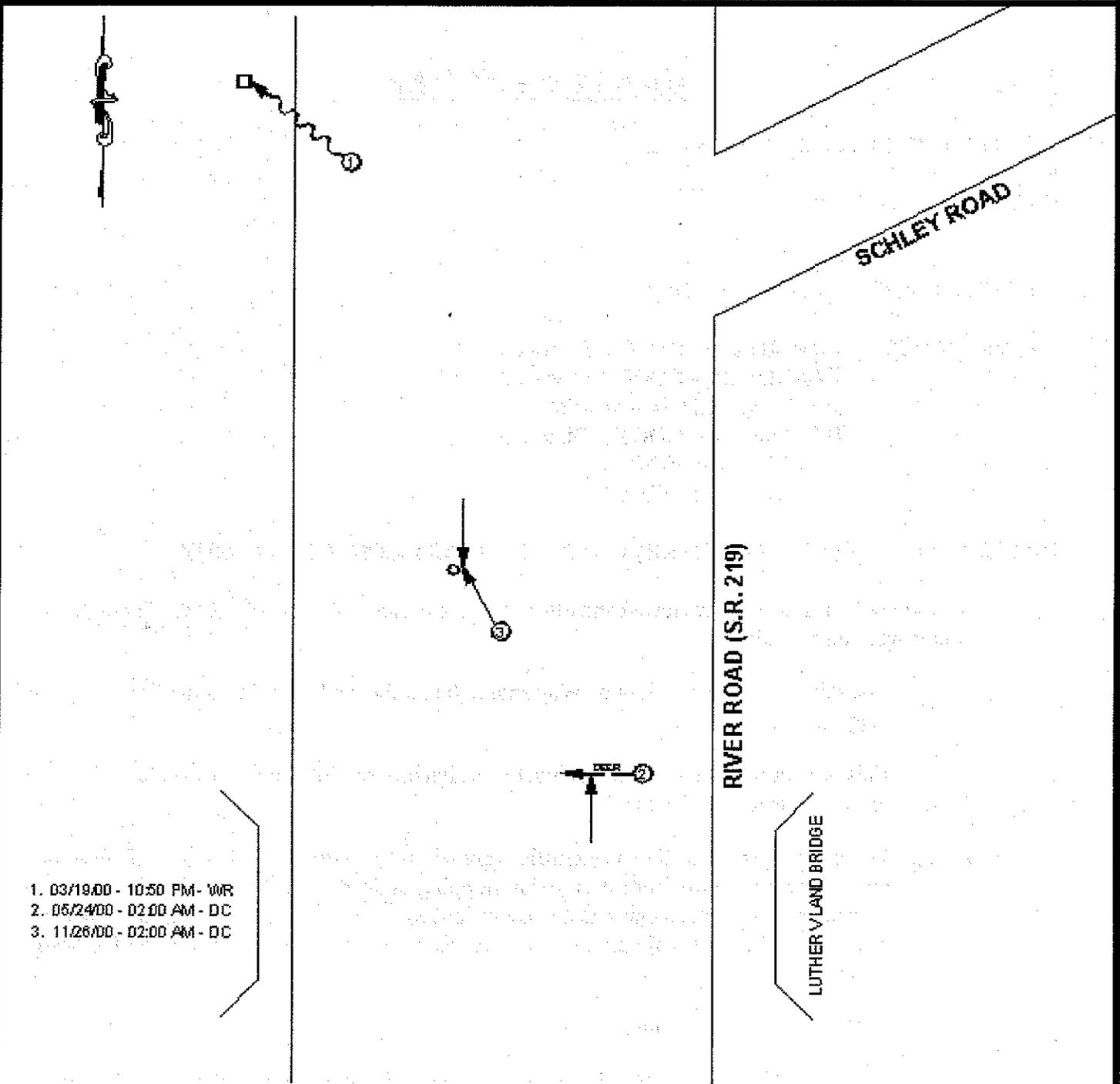


Type of Accident	Fatalities		Injuries		Property Damage		TOTALS
	Day	Night	Day	Night	Day	Night	
Right Angle Approach	0	0	0	0	0	0	0
Same Direction	0	0	0	0	0	0	0
Opposite Direction	0	0	0	1	0	0	1
Pedestrian	0	0	0	0	0	0	0
Deer	0	0	0	0	0	0	0
Struck Object	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0
TOTALS	0	0	0	1	0	0	1

Traffic Engineering
 Columbus Consolidated Government
 P. O. Box 1340 • Columbus, GA 31901

COLLISION DIAGRAM

LOCATION: RIVER RD, CTY LI TO BRIDGE
 PERIOD: 01/01/00 THRU 12/31/00



1. 03/19/00 - 10:50 PM - WR
2. 05/24/00 - 02:00 AM - DC
3. 11/26/00 - 02:00 AM - DC

Type of Accident	Fatalities		Injuries		Property Damage		TOTALS
	Day	Night	Day	Night	Day	Night	
Right Angle Approach	0	0	0	0	0	0	0
Same Direction	0	0	0	0	0	0	0
Opposite Direction	0	0	0	0	0	0	0
Pedestrian	0	0	0	0	0	0	0
Deer	0	0	0	0	0	1	1
Struck Object	0	0	0	1	0	1	2
Other	0	0	0	0	0	0	0
TOTALS	0	0	0	1	0	2	3

Path of moving vehicle:

Pedestrian path:

Injury:

Fatal:

Rear end collision:

Parked vehicle:

Struck object:

Out of control:

Skidwiper:

Overturned:

PAVEMENT
 D = Dry
 I = Ice
 W = Wet

WEATHER
 C = Clear
 F = Fog
 R = Rain
 S = Snow
 SL = Sleet

December 5, 2003

MEETING NOTES

STP-0001-00(812) Muscogee/Harris Cos.
P.I. NO. 0001812
GS&P Project No. 21826.05

MEETING DATE: December 18, 2001

PARTICIPANTS: Debra Benton - GDOT - District 3
John Moretto - GDOT - District 3
Jack Reed - GDOT - District 3
Bill Rountree - GDOT - District 3
Tom Ziegler - GS&P
Hank Ashmore - GS&P

DISCUSSION: SITE VISIT TO REVIEW PRELIMINARY CONCEPT LAYOUT

- A. The concept layouts were reviewed and afterwards the project corridor was ridden. The following items were discussed:
1. The minimum onside Right of Way should be 80 feet and the minimum offside Right of Way should be 70 feet.
 2. This project falls under the 3R Standards design criteria. Bill Rountree is to furnish GS&P with the current 3R Standards.
 3. Design exceptions need to be identified (grades and stopping sight distance). If the vertical curve meets the minimum design for stopping sight distance and the accident history reveals that the vertical curve is not a contributing factor, then the existing pavement may be retained. The vertical curve will not be required to be brought up to desirable design standards.
 4. GDOT will furnish accident data.
 5. GDOT will furnish Tax Map information to determine the number of parcels and property owners.
 6. The typical section, on the onside, will consists in a cut section of two 12 foot travel lanes, 10 foot shoulder of which 2 will be full depth paved, 18 feet of 6:1 front slope, and a 2 foot roadway ditch. The fill section will consists of a 4:1 slope and a 2:1 slope, with guardrail,

in high fills. Bill Rountree suggested the use of "V" Gutter in the excessive cut at the beginning of the project. The 3 foot "V" Gutter will be placed 7 feet from the travel lane and a 3:1 cut slope will be utilized from the back of the gutter until clear zone is achieved. The offside shoulder will also be brought up to standard.

7. There may be reimbursable utilities located throughout the project.
8. The structure on the west side of the roadway just north of Schley Road is in the existing Right of Way and will be taken to upgrade the offside shoulders.
9. Additional Right of Way will be required to extend the 10'x11' box culvert at Lake Manderly as required for the offside shoulder upgrade.
10. A double taper will be required at the end of the project because of the widening for the northbound passing lane ending on the west side of the roadway (Ga. DOT Std. 9121).
11. A Concept Team Meeting will be required.
12. GS&P to furnish 4 sets of the concept layouts to the District Environmental and 1 set each to the District Right of Way and District Utilities for estimating purposes.

This represents our understanding of the items discussed at this meeting. If you have any questions or comments concerning any of the information contained herein, please contact me.

Prepared by: Hank Ashmore

r

Copy Participants

January 18, 2002

MEETING NOTES

STP-0001-00(812) Muscogee/Harris Cos.
P.I. NO. 0001812
GS&P Project No. 21826.05

MEETING DATE: January 18, 2002

PARTICIPANTS: Debra Benton (GDOT – District 3)
Windy Bickers (GDOT – District 3)
Kim Brown (GDOT – District 3)
Tommy Cleveland (GDOT – District 3)
Sei Kpeyei (GDOT – District 3)
Edsel Meacham (GDOT – District 3)
Lamar Pruitt, Jr. (GDOT – District 3)
Robert Reid (GDOT – District 3)
Jack Reed (GDOT – District 3)
Keith Rohling (GDOT – District 3)
Bill Rountree (GDOT – District 3)
Felton Grant (City of Columbus)
Chad Griffin (Carter and Sloope, Inc.)
Brian Henderson (Carter and Sloope, Inc.)
Kevin Hosey (URS Corp.)
Lisa Ropke (GS&P)
Tom Ziegler (GS&P)

DISCUSSION: CONCEPT TEAM MEETING

- A. Tom Ziegler opened the meeting and provided a description of the project corridor and proposed concept from Biggers Road to Goat Rock Road.
- B. The concept layout and report were reviewed and the following items were discussed:
 1. Bill Rountree identified changes to the concept report and provided GS&P with a markup of the changes that he would like.
 2. GDOT will provide GS&P with a revised need and purpose statement, which will be included in the report.

3. Concern was expressed regarding the Feed Store that is located across from Schley Road. The building and parking lot appear to be partially located in the existing right of way.
4. Lamar Pruitt questioned the need for two northbound climbing lanes so close together. Lamar also stated that approximately 60% of the traffic from SR 219 turns right onto SR 315 which would substantially decrease the traffic volumes north of this location.
5. Bill Rountree requested that Tommy Cleveland provide GS&P with tax maps so that property lines could be added to the layouts. Concern was expressed regarding the impact that the possible displacements would have on the status of the project since passing lane projects typically do not require displacements.
6. Accident data needs to be gathered and investigated before a design exception can be granted for the vertical grades and stopping sight distance. GDOT will furnish this accident data.
7. GDOT requested that GS&P prepare a construction cost estimate to include with the concept report.
8. GDOT stated that they will provide a right of way cost estimate and a will provide a utility cost estimate.
9. Typical sections need to reflect bike lanes on both sides of SR 219.

C. Office Comments:

1. Planning – None
2. Programming – Inquired as to whether the projects will be let together.
3. Environmental – None
4. Utilities – None
5. Right of Way – No attendees
6. Traffic Operations – Right turn lanes needed for paved county roads off of SR 219.
7. Construction – Recommended the two SR 219 climbing lane projects be let together.
8. Maintenance – None
9. Location – None
10. Harris Co. – None

D. Meeting Adjourned by Bill Rountree.

Project Concept Report Page 27
Project Number: STP-0001-00(812)
P.I. Number: 0001812
County: Muscogee/Harris

12/12/03

This represents our understanding of the items discussed at this meeting. If you have any questions or comments concerning any of the information contained herein, please contact me.

Prepared by: Lisa Ropke

NOTICE OF LOCATION AND DESIGN APPROVAL

**STP-0001-00(812) MUSCOGEE & HARRIS COUNTIES
P. I. No. 0001812**

Notice is hereby given in compliance with Georgia Code 22-2-109 that the Georgia Department of Transportation has approved the Location and Design of the above project.

Date of Location and Design Approval: FEBRUARY 4, 2004

This project consists of adding three passing lanes on S.R. 219. The first passing lane (northbound) will begin at the north end of the Luther V. Land Bridge over Schley Creek, at Milepost 8.17 in Muscogee County, and end at Milepost 1.16 in Harris County. The length of this passing lane is 1.60 miles. The widening will begin on the east side; shift to the west side at Milepost 0.10, and then shift back to the east side at approximate Milepost 0.88 to eliminate the need for a long taper at the end of the project.

The second passing lane (southbound) will begin at Milepost 2.03 and end at the Mulberry Creek Bridge at Milepost 3.26. The third passing lane (northbound) will begin at the Mulberry Creek Bridge at Milepost 3.36 and end at Milepost 4.70. The length of these two passing lanes is 2.67 miles. The widening for the southbound passing lane will take place on the west side of the existing roadway, and the widening for the northbound passing lane will take place on the east side. Two intersecting roads will also be realigned to improve the intersecting sight distance with S.R. 219. Miller Road will be realigned 235 ft. north of its present location and Teel Circle North will be realigned 50 ft. south of its present location.

In addition, S.R. 219 is part of the Chattahoochee Trace Route on the Georgia Statewide Bicycle and Pedestrian Plan. Because it is on a Bike Route, 4 ft. bike lanes will be added to the shoulders along the entire length of the project.

This project lies within Muscogee and Harris Counties and within Land District 3.

Traffic will remain on the existing road while the project is built.

Drawings of maps or plats of the proposed project, as approved, are on file and are available for inspection at the Georgia Department of Transportation:

Gary Mailhot, Area Engineer
Georgia Department of Transportation
3600 Schatulga Rd.
Columbus, GA 31907-3132
(706) 568-2165
gary.mailhot@dot.state.ga.us

Any interested party may obtain a copy of the drawings or maps or plats or portions thereof by paying a nominal fee and requesting in writing to:

William J. Rountree, P.E., District Design Engineer
Georgia Department Of Transportation
715 Andrews Drive
Thomaston, Georgia 30286-4524
(706) 646-6604
bill.rountree@dot.state.ga.us

Any written request or communication in reference to this project or notice SHOULD include the Project and P.I. Numbers as noted at the top of this notice.

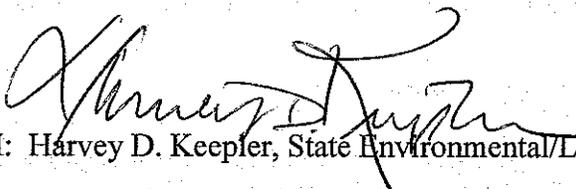
**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE: P.I. # 0001812

OFFICE: Environment/Location

DATE: December 4, 2003


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

TO: Meg Pirkle, Assistant Director of Preconstruction

DEC - 8 2003

**SUBJECT: PROJECT CONCEPT REPORT
STP-0001-00(812)/Harris and Muscogee Counties**

The above subject concept report has been reviewed. Due to possible historic resources, a 4(f) evaluation may be required. If project requires an individual 4(f) evaluation, an environmental assessment (and not a CE) will be required.

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

HDK/sdw

Attachment

cc: David Mulling, P.E.
Thomas B. Howell

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF DISTRICT THREE DESIGN

PROJECT CONCEPT REPORT

**STP-0001-00(812)
0001812**

MUSCOGEE/HARRIS COUNTIES

FEDERAL ROUTE NO: N/A
STATE ROUTE NO: 219

PREPARED BY:

Gresham Smith and Partners
Consultant

DATE _____

Project Manager

DATE _____

District Engineer / Thomaston

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

DATE

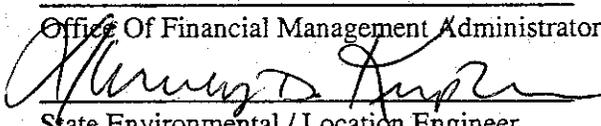
State Transportation Planning Administrator

DATE

Office Of Financial Management Administrator

12-02-03

DATE



State Environmental / Location Engineer

DATE

Project Review Engineer

DATE

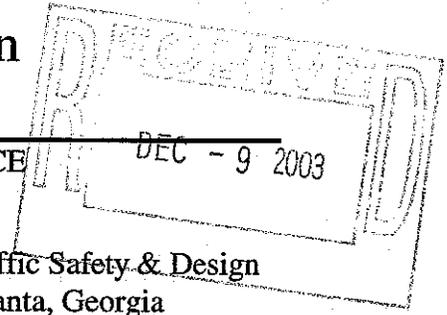
State Traffic Safety and Design Engineer

DATE

State Bridge & Structural Design Engineer

Department of Transportation
State of Georgia

INTERDEPARTMENTAL CORRESPONDENCE



File: STP-0001-00(812), Harris & Muscogee Co.
P.I. No. 0001812

Office: Traffic Safety & Design
Atlanta, Georgia
Date: November 26, 2003

From: ^{PMA/LLS} Phillip M. Allen, State Traffic Safety and Design Engineer

To: Meg Pirkle, Assistant Director of Preconstruction

Subject: Project Concept Report Review

We have reviewed the above referenced concept report for the proposed passing lanes on State Route 219 in Harris and Muscogee Counties.

The Office of Traffic Safety & Design finds this report satisfactory for approval because it will improve safety and traffic operations within this area.

PMA/sz

Attachment (signature page)

Cc: Harvey Kepler, Environment/Location Engineer
James Buchan, State Urban Design Engineer
Attention: Neal O'Brien
Thomas Howell, District Engineer - Thomaston
Attention: David Millen, District Preconstruction Engineer
David Mulling, Engineer Services, w/ attachment
Joe Palladi, State Transportation Planning Administrator
Paul Liles, State Bridge & Structural Design Engineer
Kathy Bailey, TMC
General Files
Office Files

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF DISTRICT THREE DESIGN

PROJECT CONCEPT REPORT

STP-0001-00(812)
0001812

MUSCOGEE/HARRIS COUNTIES

FEDERAL ROUTE NO: N/A
STATE ROUTE NO: 219

PREPARED BY: Gresham Smith and Partners
Consultant

DATE _____
Project Manager

DATE _____
District Engineer / Thomaston

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

DATE _____	State Transportation Planning Administrator
DATE _____	Office Of Financial Management Administrator
DATE _____	State Environmental / Location Engineer
DATE _____	Project Review Engineer
12-1-03 DATE _____	<i>Phillip M. Allen</i> State Traffic Safety and Design Engineer
DATE _____	State Bridge & Structural Design Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF DISTRICT THREE DESIGN

PROJECT CONCEPT REPORT

STP-0001-00(812)
0001812

MUSCOGEE/HARRIS COUNTIES

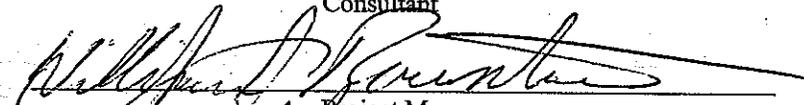
FEDERAL ROUTE NO: N/A
STATE ROUTE NO: 219

PREPARED BY:

Gresham Smith and Partners

Consultant

DATE 12/12/03


Project Manager

DATE 12-12-03

District Engineer / Thomaston

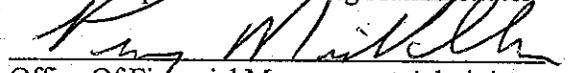
The concept as presented herein and submitted for approval is consistent with that which is included in the Regional Transportation Plan (RTP) and the State Transportation Improvement Program (STIP).

DATE

12/14/03

DATE

State Transportation Planning Administrator


Office Of Financial Management Administrator

DATE

State Environmental / Location Engineer

DATE

Project Review Engineer

DATE

State Traffic Safety and Design Engineer

DATE

State Bridge & Structural Design Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF DISTRICT THREE DESIGN

PROJECT CONCEPT REPORT

STP-0001-00(812)
0001812

MUSCOGEE/HARRIS COUNTIES

FEDERAL ROUTE NO: N/A
STATE ROUTE NO: 219

PREPARED BY:

Gresham Smith and Partners

Consultant

DATE

12/12/03

Project Manager

DATE

12-12-03

District Engineer / Thomaston

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

12/19/03

DATE

State Transportation Planning Administrator

DATE

Office Of Financial Management Administrator

DATE

State Environmental / Location Engineer

DATE

Project Review Engineer

DATE

State Traffic Safety and Design Engineer

DATE

State Bridge & Structural Design Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF DISTRICT THREE DESIGN

PROJECT CONCEPT REPORT

STP-0001-00(812)
0001812

MUSCOGEE/HARRIS COUNTIES

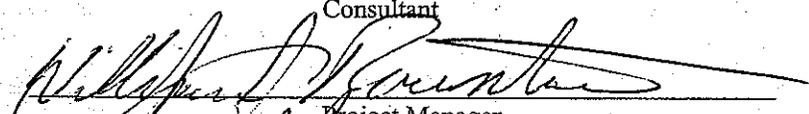
FEDERAL ROUTE NO: N/A
STATE ROUTE NO: 219

PREPARED BY:

Gresham Smith and Partners

Consultant

DATE 12/12/03


Project Manager

DATE 12-12-03

District Engineer / Thomaston

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

DATE

State Transportation Planning Administrator

DATE

Office Of Financial Management Administrator

DATE

State Environmental / Location Engineer

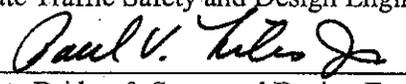
DATE

Project Review Engineer

DATE

State Traffic Safety and Design Engineer

1/3/04
DATE


State Bridge & Structural Design Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF DISTRICT THREE DESIGN

PROJECT CONCEPT REPORT

STP-0001-00(812)

0001812

MUSCOGEE/HARRIS COUNTIES

FEDERAL ROUTE NO: N/A
STATE ROUTE NO: 219

PREPARED BY:

Gresham Smith and Partners
Consultant

DATE _____

Project Manager

DATE _____

District Engineer / Thomaston

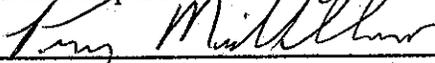
The concept as presented herein and submitted for approval is consistent with that which is included in the Regional Transportation Plan (RTP) and the State Transportation Improvement Program (STIP).

DATE

12-24-03

DATE

State Transportation Planning Administrator



Office Of Financial Management Administrator

DATE

State Environmental / Location Engineer

DATE

Project Review Engineer

DATE

State Traffic Safety and Design Engineer

DATE

State Bridge & Structural Design Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF DISTRICT THREE DESIGN
PROJECT CONCEPT REPORT

STP-0001-00(812)
0001812
MUSCOGEE/HARRIS COUNTIES
FEDERAL ROUTE NO: N/A
STATE ROUTE NO: 219

PREPARED BY: _____ Gresham Smith and Partners
Consultant

DATE _____
Project Manager

DATE _____
District Engineer / Thomaston

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

DATE State Transportation Planning Administrator

DATE Office Of Financial Management Administrator

DATE State Environmental / Location Engineer

12-17-03
DATE David J. Mullins *rcw*
Project Review Engineer

DATE State Traffic Safety and Design Engineer

DATE State Bridge & Structural Design Engineer