

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE: STP-0007-00(125), Houston and Peach Counties
P.I. No.: 0007125
SR 11/US 41 from SR 49 to Houston Road

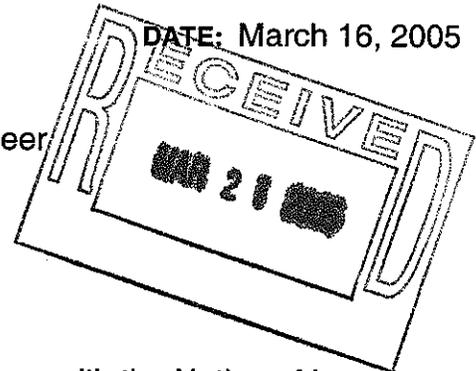
OFFICE: Traffic Safety and Design

DATE: March 16, 2005

Keith Golden *KB*

FROM: Keith Golden, State Traffic Safety and Design Engineer

TO: David Studstill, Chief Engineer



SUBJECT: APPROVED CONCEPT REPORT

Attached is a copy of the approved concept report along with the Notice of Location and Design Approval for the above referenced project for your use and further handling.

This project proposes to improve SR 11/US 41 and revise the two existing intersections (SR 11 at SR 49 and SR 11 at Houston Lake and Houston Roads) into three T-intersections at 90 degree with SR 11/US 41. SR 11/US 41 will maintain the existing two lanes in each direction with turn lanes at the three intersections and the median will be widened to a 44-foot depressed median.

Kathy Bailey will be the project manger of this project. If you have any questions or need additional information, please contact Barzan Aran at (404) 635-8152 or Kathy Bailey at (404) 635-8134.

KG:BA
Attachments

cc: File
Buddy Gratton, letter only
David Mulling, w/attach.
~~Meg Pirkle, w/attach.~~
Jamie Simpson, w/attach.
Harvey Keepler, w/attach.
Keith Rohling, w/attach.
Clinton Ford, w/attach.

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF TRAFFIC SAFETY AND DESIGN**

PROJECT CONCEPT REPORT

**STP-0007-00(125)
P.I. Number: 0007125
HOUSTON & PEACH COUNTIES
FEDERAL ROUTE NO: US 41
STATE ROUTE NO: 11**

PREPARED BY:

Gresham Smith and Partners
Consultant

10/19/04
Date

RECOMMENDED BY:

Philip M Allen
State Traffic Safety & Design Administrator

10-28-04
Date

RECOMMENDED BY:

J.B. Howell
District Engineer

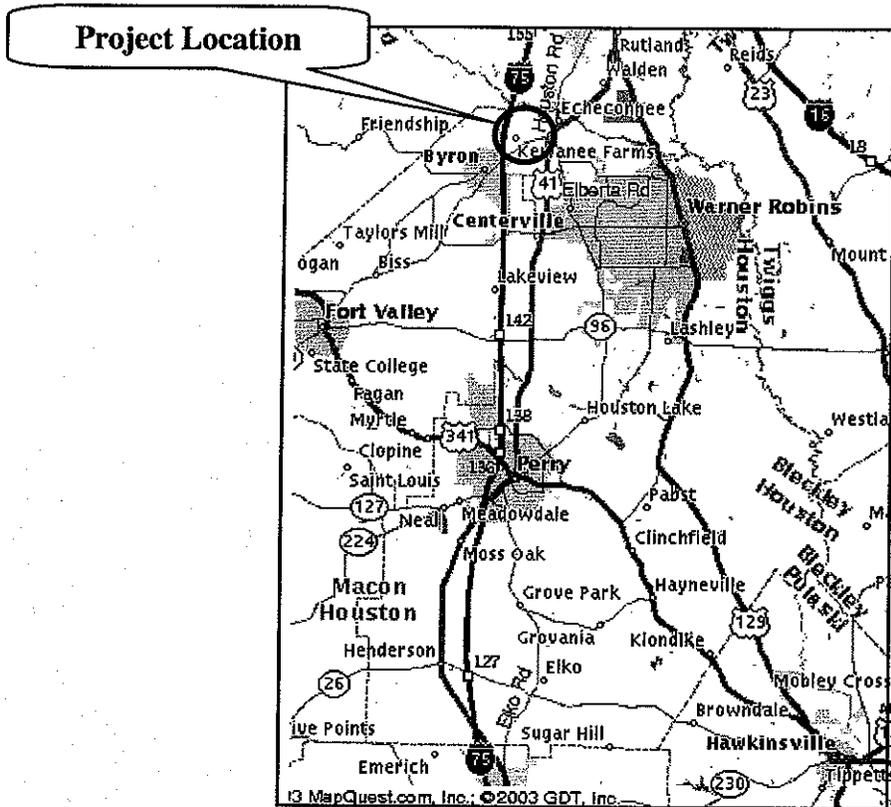
11-5-04
Date

APPROVED BY:

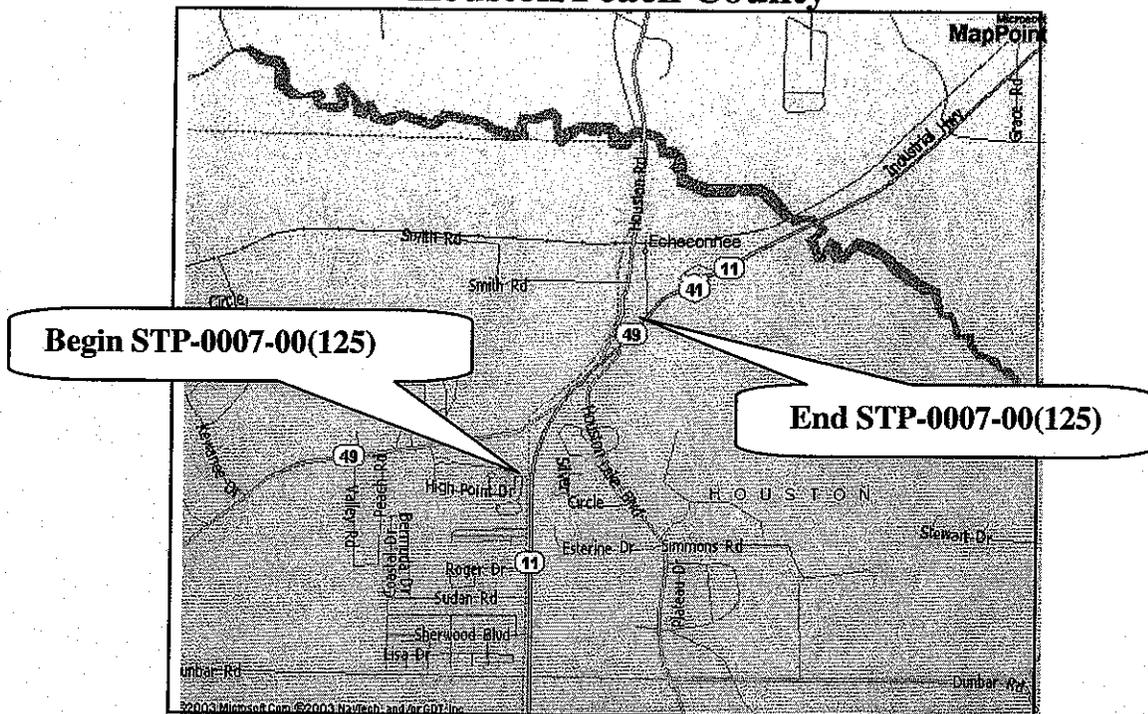
Paul W. Smith
Chief Engineer

11/17/04
Date

PROJECT LOCATION MAP



Houston/Peach County



Location of Project in Houston/Peach County

- **Background:** Project STP-0007-00(125) proposes to improve three different intersections; Houston Lake Road (CR 535) /Houston Road (CR 681) at SR 11/US 41 and SR 49 at SR 11/US 41. The project is located approximately 1 mile south of the Bibb County line and 0.02 miles east of the Peach County line. SR 11 is a major connector between Perry and Macon. SR 49 is a major connector between I-75 at Byron and Macon. Houston Lake Road (CR 535) is the route many motorists use to travel from Warner Robbins and Centerville to Macon. Houston Road (CR 681) also connects this area with the south City Limits of Macon. A temporary signal has recently been installed at the intersection of SR 11 and Houston Lake Road (CR 535) / Houston Road (CR 681). The project is needed because of the poor alignment and sight distances at the intersections. Two accidents occurred within the project area in both 2000 and 2001 involving fatalities. Traffic is projected to increase to 18,700 VPD in 2006 and 27,800 VPD in 2026.
- **Existing Roadway Characteristics:** SR 11/US 41 is functionally classified as a rural minor arterial south of the intersection with Houston Lake Road (CR 535) / Houston Road (CR 681) and a rural principal arterial north of the intersection. This route is used by school buses and is not part of National Highway System. SR 11/US 41 is a south-north collector route in Houston County and runs parallel to I-75.

The two intersections involved with this project are separated by 0.28 miles. At the intersection of with Houston Lake Road (CR 535) / Houston Road (CR 681), SR 11 is a four lane divided highway with left turn lanes in both directions. Houston Lake Road is a two lane roadway and Houston Road is a two lane roadway with a right turn lane at SR 11/US 41. A temporary signal has recently been installed at the intersection of SR 11 and Houston Lake Road (CR 535) / Houston Road (CR 681). The intersection of SR 11/US 41 and SR 49 is an expanded 'Y' intersection with separated movements. The crest of a vertical curve is located on the northern edge of the intersection. SR 49 eastbound traffic is required to stop at SR 11/US 41.

- **Proposed Improvements:** This project will improve SR 11/US 41 and revise the two existing intersections into three 'T' intersections at 90° with SR 11/US 41. SR 11/US 41 will maintain the existing two lanes in each direction with turn lanes at the three intersections and the median will be widened to a 44-foot depressed median.
- **Operational Analysis:** Future volumes SR 11/US 41 within the project area are projected to range from 14,300 to 18,700 VPD in 2006 and 21,200 to 27,800 VPD in 2026.

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 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 following table describes existing and future average annual daily traffic (AADT) and LOS:

SR 49 to Houston Lake Road	14,300 / E	14,300 / A	21,200 / E	21,200 / B
Houston Lake Road to Houston Road	18,700 / E	18,700 / B	27,800 / F	27,800 / C

- **Projects In Area:** There are no projects located within the area that are programmed in the Department's Construction Work Program and Long Range Program.
- **Safety:** The available accident data along this section of SR 11/US 41 (MP 27.90 – 28.50) showed that the total accident rates and injuries rates were below the statewide averages for the years 2000, 2001, and 2002. However, the fatality rate exceeded the statewide averages in both 2001 and 2002. The majority of the accidents that have occurred along this route were 'angle collisions'. This type of accident is commonly associated with turning traffic not having sufficient spacing between on coming through traffic to adequately turn safely. Below are accident data for SR 11/US 41 and comparable statewide averages:

Accidents	25		30		23	
Accident Rate	42	182	50	190	38	199
Injuries	20		30		15	
Injury Rate	33	58	50	60	25	64
Fatalities	0		2		2	
Fatality Rate	0.00	2.06	3.33	2.26	3.33	2.50

- **Need and Purpose:** Providing a wider median on SR 11/US 41 and three new 'T' intersections with Houston Road, Houston Lake Road, and SR 49 will increase the operational capacity and safety on this section of the roadway by improving the skew angle and site distance at each intersection, eliminating the conflict of left turn movements with through side street movements on Houston Road and Houston Lake Road, and providing temporary storage within the median of SR 11/US 41 for left turning vehicles.
- **Description of the proposed project:** This project is located on SR 11/US 41 in Houston and Peach Counties. It will improve SR 11/US 41 and revise the two existing intersections into three 'T' intersections at 90° with SR 11/US 41. The length of the project is 1.2 miles. SR 11/US 41 will maintain the existing two lanes in each direction with turn lanes at the three intersections and the median will be widened to a 44-foot depressed median. The existing intersection of Houston Lake

Road / Houston Road at SR 11/US 41 will be separated into two intersections. The Houston Road intersection will be relocated approximately 900 feet north of the existing intersection. The Houston Lake Road intersection will be relocated approximately 1,100 feet south of the existing intersection. The existing 'Y' intersection of SR 49 and SR 11/US 41 will be improved with SR 11/US 41 intersecting SR 49 at 90° approximately 1,000 feet south of the existing intersection. Houston Road and Houston Lake Road will be two lane roadways with turn lanes at SR 11/US 41. SR11/US 41 will be a two lane roadway with turn lanes at SR 49.

The existing land use within the limits of the project is a mix of single-family residences and businesses. The existing right of way varies from 120 to 200 feet wide along SR 11/US 41. To accommodate the construction of the proposed improvements along SR 11/US 41 a right-of-way of 150 feet will be required.

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:

- SR 11 / US 41 - Rural Minor Arterial / Rural Principal Arterial
- Houston Lake Road (CR 535) – Urban Principal Arterial
- Houston Road (CR 681) – Rural Major Collector
- SR 49 – Rural Minor Arterial

U. S. Route Number(s): US 41 State Route Number(s): 11

Traffic (AADT):

SR 11/US 41: Current Year: (2006) 18,700 Design Year: (2026) 27,800

Existing design features:

- Typical Section: 4-12 ft. travel lanes, two in each direction, with a 44 ft. median.
- Posted speed: 55mph Maximum degree of curvature: 3.00
- Maximum grade: 4.00%
- Width of right of way: Varies: 120' -200'
- Major structures: None
- Intersections along the project: Houston Road, Houston Lake Road, and SR 49

Existing length: 1.20 miles

Proposed Design Features:

- Proposed typical section(s): 4-12 ft. travel lanes, two in each direction, and a 44 ft. depressed median.
- Proposed Design Speed Mainline: 55 mph
- Proposed Design Speed Side Street:
 - Houston Road (CR 681) & SR 49 – 55 mph
 - Houston Lake Road(CR 535) – 40 mph
- Proposed Maximum grade Mainline: 4.0 % Maximum grade allowable: 6.0%.
- Proposed Maximum grade Side Street: 3.0% Maximum grade allowable: 9.0%
- Proposed Maximum grade driveway: 15%
- Proposed Maximum degree of curve: 3.00 Maximum degree allowable: 5.00
- Right of way
 - Width: 150 ft
 - Easements: Temporary , Permanent , Utility , Other .
 - Type of access control: Full , Partial , By Permit , Other .
 - Number of parcels: 40 Number of displacements: 3
 - Business: 0
 - Residences: 1
 - Mobile homes: 2
 - Other: 0
- Structures:
 - Bridges: None
 - Culvert: None
 - Retaining walls: None
- Intersections along the project: Houston Road, Houston Lake Road, and SR 49
- Traffic control during construction: The project will be constructed under local 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
CROSS SLOPES:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
STOPPING SIGHT DISTANCE:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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"/>

- 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 that there are five properties 50 years of age or older identified within the proposed projects area of potential effect (APE). One property is considered eligible for inclusion in the National Register and one is considered possible eligible. The remaining three properties are considered not eligible for inclusion.

Two houses are located in the southwest quadrant of the intersection of SR 11/US 41 and SR 49 westbound. One is considered possibly eligible and one is considered not eligible. The Middle Georgia Raceway, of unknown age (possibly over 50 years of age), is located on the west side of SR 11/US 41 south of its intersection with SR 49 westbound and is considered probably not eligible. One house located on the east side of Houston Lake Road is considered not eligible. One ante-bellum farm complex with main house, outbuildings and tenant house(s) located on the west side of Houston Lake Road in a large pecan orchard is considered National Register eligible.

- **Endangered Species:** A field reconnaissance survey included a preliminary biotic community assessment in order to determine the capability of waters of the United States to support and sustain the federal or state protected species currently listed by the US Fish and Wildlife Service in Houston and Peach Counties, Georgia. Surveys resulted in the observation of potentially suitable habitat for the eastern indigo snake (*Drymarchon corias couperi*) and relict trillium (*Trillium reliquum*) and potentially suitable foraging habitat for the red-cockaded woodpecker (*Picoides borealis*) within the proposed project corridor. It is anticipated that this project will have no adverse effects on threatened or endangered species and associated habitat.
- **Waters of United States:** A reconnaissance survey of the proposed project corridor for the presence of waters of the United States(US), including wetlands, perennial stream channels, intermittent stream channels, and open water bodies, subject to the jurisdiction of the US Army Corps of Engineers was conducted. Surveys resulted in the identification of one jurisdictional water of the US, represented by one man-made lake, adjacent to the proposed corridor. Although the US Geologic Survey (USGS) 7.5' topographic quadrangle shows a perennial stream within the project corridor, it was not identified at the time of the field surveys. 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:** There were no areas of concern found within the project limits.
- **Parkland:** One park was identified just north of the projects APE. It is a summer camp. It was not evident whether it was privately or publicly owned. It is a potential Section 4(f) property.
- **Level of Environmental Analysis:** Categorical Exclusion
- **Utility involvements:** There may be reimbursable utilities located throughout the project.

Project responsibilities:

- Design: *GDOT*
- 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.
- Concept meeting date and brief summary.
- P. A. R. meetings, dates and results.
- FEMA, USCG, and/or TVA.
- Public involvement: Public Information Open House
- Local government comments:
- Other projects in the area. *None*
- 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.
- 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*
2. *A Conceptual Alternative Analysis was performed in 2002. Four Alternatives were considered.*
 - a. *Alternative A – Realign SR 49, Houston Road (CR 681), and Houston Lake Road (CR 535) to provide for 90° intersections with SR 11/US 41, and provide direct through movement for traffic along SR 11/US 41. Houston Lake Road will be realigned to intersect SR 11/US 41 at the relocated Houston Road approximately 1,000 feet north of the existing intersection. SR 49 will be realigned to intersect with SR 11/US 41 approximately 1,000 south of the existing intersection. SR 11/US 41 will be widened to provide for two travel lanes in each direction and a 44-foot median with turn lanes at each intersection.*
 - b. *Alternative B - Realign Houston Road (CR 681), and Houston Lake Road (CR 535) to provide for 90° intersections with SR 11/US 41, and realign SR 11/US 41 to create a 90° intersection with SR 49. Houston Lake Road will be realigned to intersect SR 11/US 41 at Houston Road approximately 1,000 feet north of the existing intersection. SR 11/US 41 will be realigned to intersect with SR 49 approximately 1,000 south of the existing intersection. SR 11/US 41/Sr 49 will be widened to provide for two travel lanes in each direction and a 44-foot median with turn lanes at each intersection.*
 - c. *Alternative C – Selected Alternative.*
 - d. *Alternative D - Realign SR 49, Houston Road (CR 681), and Houston Lake Road (CR 535) to provide for 90° intersections with SR 11/US 41, and provide direct through movement for traffic along SR 11/US 41. Houston Lake Road will be realigned to intersect SR 11/US 41 at the relocated SR 49 approximately 1,000 feet south of the existing SR 49 intersection. Houston Road will be realigned to intersect with SR 11/US 41 approximately 1,000 north of the existing intersection. SR 11/US 41 will be widened to provide for two travel lanes in each direction and a 44-foot median with turn lanes at each intersection.*

Comments:

Attachments:

1. Cost Estimates:
 - a. Right of Way,
 - b. Utilities, and
 - c. Construction including E&C
2. Typical sections
3. Accident Summaries
4. Minutes of Concept meetings
5. Concept Layout Plan

PROJECT NO. STP-0007-00(125)

PREPARED BY: Gresham Smith and Partners

PROJECT LENGTH: 1.20 miles

ESTIMATED LETTING DATE:

PROGRAMMING PROCESS CONCEPT DEVELOPMENT DURING PROJECT DEV.

PROJECT COST	
A. RIGHT-TO-WAY:	
1. DISPLACEMENTS: RES: 1, BUS: 0, M.H.: 2	
SUBTOTAL:A	\$ 1,913,583.00
B. REIMBURSABLE UTILITIES:	
SUBTOTAL:B	\$ 251,208.00
C. CONSTRUCTION:	
1. MAJOR STRUCTURES	
\$	0.00
a. OVERPASSES	
\$	0.00
b. OTHER	
\$	0.00
SUBTOTAL:C-1	\$ 0.00
2. GRADING AND DRAINAGE:	
a. EARTHWORK	
\$	135,000.00
b. DRAINAGE:	
1) Cross Drain Pipe	
\$	90,000.00
2) Curb and Gutter	
\$	0.00
3) Longitudinal System(include catch basins)	
\$	0.00
SUBTOTAL:C-2	\$ 225,000.00

PROJECT COST		
3. BASE AND PAVING:		
a. AGGREGATE BASE (23,500 Ton @ \$15.00/ Ton)		\$ 352,500.00
b. ASPHALT PAVING:		
Surface (7,700 Ton @ \$35.00/ Ton)	\$ 269,500.00	
Binder (3,900 Ton @ \$35.00/ Ton)	\$ 136,500.00	
Base (9,600 Ton @ \$35.00/ Ton)	\$ 336,000.00	
SUBTOTAL:C-3.b		\$ 742,000.00
c. CONCRETE PAVING		
		\$ 0.00
d. OTHER (Bitum. Tack: 10,000 Gal @ \$0.25/ Gal)		\$ 2,000.00
SUBTOTAL:C-3		\$ 1,096,500.00
4. LUMP ITEMS:		
a. GRASSING (19.5 ac @ \$1,600/ ac)		\$ 31,200.00
b. CLEARING AND GRUBBING (17.75 ac @ \$4,000/ ac)		\$ 71,000.00
c. LANDSCAPING		
		\$ 0.00
d. EROSION CONTROL		
		\$ 40000.00
e. TRAFFIC CONTROL		
		\$ 15000.00
SUBTOTAL:C-4		\$ 157,200.00
5. MISCELLANEOUS:		
a. LIGHTING		
		\$ 0.00
b. SIGNING - MARKING		
		\$ 70,000.00
c. GUARDRAIL – (1,400 ft @ \$10.00/ ft)		
		\$ 14,000.00
d. SIDEWALK		
		\$ 0.00
SUBTOTAL:C-5		\$ 84,000.00
6. SPECIAL FEATURES:		
SUBTOTAL:C-6		\$ 0.00

ESTIMATE SUMMARY	
A. RIGHT-OF-WAY	\$ 1,913,583.00
B. REIMBURSABLE UTILITIES	\$ 251,208.00
C. CONSTRUCTION	
1. MAJOR STRUCTURES	\$ 0.00
2. GRADING AND DRAINAGE	\$ 225,000.00
3. BASE AND PAVING	\$ 1,096,500.00
4. LUMP ITEMS	\$ 157,200.00
5. MISCELLANEOUS	\$ 84,000.00
6. SPECIAL FEATURES	\$ 0.00
SUBTOTAL CONSTRUCTION COST	\$ 1,562,700.00
E. & C. (10%)	\$ 156,270.00
INFLATION (5% PER YEAR)	\$ 156,270.00
NUMBER OF YEARS	2
TOTAL CONSTRUCTION COST	\$ 1,875,240.00
GRAND TOTAL PROJECT COST	\$ 4,040,031.00

This project is 100 percent in congressional district 3.

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 Project Number: STP-0007-00 (125)
 P.I. Number: 0007125
 County: Houston/Peach

10/20/04

2000 SR 11 Accident Summary - Mile Post 27.90 to 28.50

Accident No	Date	County	Route Type	Route	Milelog	Intersecting Rt	Injuries	Fatalities	Harmful Event	Collision	Location of Impact	Light	Surface
1580751	5/10/2000	Houston	State Route	1100	28.23	53500	0	0	Motor Vehicle in Motion	Sideswipe - Same Direction	On Roadway	Daylight	Dry
1120693	3/9/2000	Houston	State Route	1100	28.23	53500	0	0	Motor Vehicle in Motion	Angle	On Roadway	Daylight	Dry
3760350	11/3/2000	Houston	State Route	1100	28.23	53500	2	0	Motor Vehicle in Motion	Angle	On Roadway	Daylight	Dry
480833	2/14/2000	Houston	State Route	1100	27.95	4900	2	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Wet
1120692	3/9/2000	Houston	State Route	1100	28.23	53500	0	0	Motor Vehicle in Motion	Angle	On Roadway	Dusk	Dry
2770423	11/15/2000	Houston	State Route	1100	27.95	4900	1	0	Motor Vehicle in Motion	Angle	On Roadway	Dark-Not Lighted	Dry
3700727	12/16/2000	Houston	State Route	1100	27.95	4900	3	0	Motor Vehicle in Motion	Angle	On Roadway	Dusk	Wet
200201	1/21/2000	Houston	State Route	1100	28.23	53500	2	0	Motor Vehicle in Motion	Angle	On Roadway	Daylight	Dry
2170288	7/11/2000	Houston	State Route	1100	28.45		0	0	Culvert	Not A Collision With A Motor Vehicle	Off Roadway	Dawn	Dry
1840409	6/16/2000	Houston	State Route	1100	28.23	53500	2	0	Motor Vehicle in Motion	Angle	On Roadway	Daylight	Dry
1840435	5/28/2000	Houston	State Route	1100	28.23	53500	2	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry
1120691	3/11/2000	Houston	State Route	1100	28.23	53500	0	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Wet
3130336	10/9/2000	Houston	State Route	1100	27.95	4900	1	0	Motor Vehicle in Motion	Angle	On Roadway	Daylight	Dry
3130351	10/16/2000	Houston	State Route	1100	28.32		0	0	Tree	Not A Collision With A Motor Vehicle	Off Roadway	Dark-Not Lighted	Dry
3130353	10/17/2000	Houston	State Route	1100	28.23	53500	0	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry
3130365	10/21/2000	Houston	State Route	1100	28.43		1	0	Motor Vehicle in Motion	Sideswipe - Opposite Direction	On Roadway	Dark-Not Lighted	Dry
3130377	10/27/2000	Houston	State Route	1100	28.31		0	0	Deer	Not A Collision With A Motor Vehicle	On Roadway	Dark-Not Lighted	Dry
3130386	10/30/2000	Houston	State Route	1100	28.23	53500	0	0	Embankment	Not A Collision With A Motor Vehicle	Off Roadway	Dark-Not Lighted	Dry
2480322	8/23/2000	Houston	State Route	1100	28.23	53500	0	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry
3700699	12/4/2000	Houston	State Route	1100	27.95	4900	3	0	Motor Vehicle in Motion	Sideswipe - Same Direction	On Roadway	Daylight	Dry
3700703	12/5/2000	Houston	State Route	1100	28.23	53500	0	0	Motor Vehicle in Motion	Angle	On Roadway	Daylight	Dry
3140699	9/29/2000	Houston	State Route	1100	28.23	53500	1	0	Motor Vehicle in Motion	Angle	On Roadway	Daylight	Dry
3140741	9/16/2000	Houston	State Route	1100	28.23	53500	0	0	Motor Vehicle in Motion	Angle	On Roadway	Daylight	Dry
3140750	9/19/2000	Houston	State Route	1100	28.23	53500	0	0	Motor Vehicle in Motion	Angle	On Roadway	Daylight	Dry
3900358	4/7/2000	Houston	State Route	1100	28.23	53500	0	0	Motor Vehicle in Motion	Angle	On Roadway	Daylight	Dry

Georgia Department of Transportation, Office of Traffic & Safety Design, 935 E. Confederate Ave, Atlanta, Georgia 30316
 Telephone (404) 635-8115, Fax (404) 635-8116

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 Project Number: STP-0007-00 (125)
 P. I. Number: 0007125
 County: Houston/Peach

10/20/04

200 SR 11 Accident Summary - Mile Post 27.90 to 28.50

Accident No	Date	County	Route Type	Route	Milelog	Intersecting Rt	Injuries	Fatalities	Harmful Event	Collision	Location of Impact	Light	Surface
11550302	4/3/2001	Houston	State Route	1100	28.43		0	0	Motor Vehicle in Motion	Sideswipe - Same Direction	On Roadway	Dark-Not Lighted	Wet
10200223	1/25/2001	Houston	State Route	1100	27.95	4900	0	0	Motor Vehicle in Motion	Angle	On Roadway	Daylight	Dry
11800280	5/1/2001	Houston	State Route	1100	28.23	53500	1	0	Motor Vehicle in Motion	Angle	On Roadway	Dark-Light	Dry
11800348	5/28/2001	Houston	State Route	1100	28.23	53500	0	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry
11940354	6/2/2001	Houston	State Route	1100	27.95	4900	0	0	Motor Vehicle in Motion	Sideswipe - Opposite Direction	On Roadway	Daylight	Dry
12450680	9/16/2001	Houston	State Route	1100	28.23	53500	0	0	Motor Vehicle in Motion	Angle	On Roadway	Daylight	Dry
12450685	8/17/2001	Houston	State Route	1100	27.95	4900	0	0	Motor Vehicle in Motion	Angle	On Roadway	Daylight	Dry
13000662	10/18/2001	Houston	State Route	1100	28.09		1	0	Deer	Not A Collision With A Motor Vehicle	On Roadway	Dark-Not Lighted	Dry
12780387	9/19/2001	Houston	State Route	1100	27.95	4900	1	0	Motor Vehicle in Motion	Angle	On Roadway	Daylight	Dry
13840805	12/17/2001	Houston	State Route	1100	28.23	53500	3	0	Motor Vehicle in Motion	Angle	On Roadway	Daylight	Wet
13840832	12/26/2001	Houston	State Route	1100	28.23	53500	3	0	Motor Vehicle in Motion	Angle	On Roadway	Daylight	Dry
11940407	6/25/2001	Houston	State Route	1100	28.2		0	0	Overtun	Not A Collision With A Motor Vehicle	On Shoulder	Dark-Not Lighted	Wet
11940413	6/28/2001	Houston	State Route	1100	28.24		0	0	Other Object (Not Fixed)	Not A Collision With A Motor Vehicle	On Roadway	Daylight	Dry
11550349	4/26/2001	Houston	State Route	1100	27.95	4900	0	0	Motor Vehicle in Motion	Angle	On Roadway	Daylight	Dry
14050421	11/27/2001	Houston	State Route	1100	28.23	53500	2	0	Motor Vehicle in Motion	Angle	On Roadway	Daylight	Dry
11940411	6/27/2001	Houston	State Route	1100	27.95	4900	0	0	Motor Vehicle in Motion	Angle	On Roadway	Daylight	Dry
12450701	8/22/2001	Houston	State Route	1100	28.23	53500	1	0	Motor Vehicle in Motion	Angle	On Roadway	Daylight	Dry
12430236	8/27/2001	Houston	State Route	1100	28.23	53500	1	1	Motor Vehicle in Motion	Angle	On Roadway	Daylight	Dry
10900238	3/3/2001	Houston	State Route	1100	27.95	4900	0	0	Tree	Not A Collision With A Motor Vehicle	Off Roadway	Daylight	Wet
10900265	3/13/2001	Houston	State Route	1100	27.95	4900	0	0	Motor Vehicle in Motion	Angle	On Roadway	Daylight	Dry
10900288	3/22/2001	Houston	State Route	1100	28.23	53500	2	0	Motor Vehicle in Motion	Angle	On Roadway	Daylight	Dry
13350822	11/7/2001	Houston	State Route	1100	28.23	53500	4	0	Motor Vehicle in Motion	Angle	On Roadway	Daylight	Dry
13350860	11/20/2001	Houston	State Route	1100	28.23	53500	3	0	Motor Vehicle in Motion	Angle	On Roadway	Daylight	Dry
13840818	12/21/2001	Houston	State Route	1100	27.95	4900	1	0	Motor Vehicle in Motion	Angle	On Roadway	Dark-Not Lighted	Dry
12780371	9/10/2001	Houston	State Route	1100	28.23	53500	0	0	Motor Vehicle in Motion	Sideswipe - Opposite Direction	On Roadway	Daylight	Dry
12780399	9/24/2001	Houston	State Route	1100	28.23	53500	1	0	Motor Vehicle in Motion - in Other Roadway	Angle	On Roadway	Daylight	Dry

Georgia Department of Transportation, Office of Traffic & Safety Design, 935 E. Confederate Ave, Atlanta, Georgia 30316
 Telephone (404) 635-8115, Fax (404) 635-8116

Project Concept Report Page 17
 Project Number: STP-0007-00 (125)
 P.I. Number: 0007125
 County: Houston/Peach

10/20/04

10510011	2/6/2001	Houston	State Route	1100	28.23	53500	0	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry
13950138	11/27/2001	Houston	State Route	1100	28.23	53500	0	1	Motor Vehicle in Motion	Angle	On Roadway	Daylight	Dry
11800295	5/5/2001	Houston	State Route	1100	28.23	53500	4	0	Motor Vehicle in Motion	Angle	On Roadway	Daylight	Dry
10510033	2/14/2001	Houston	State Route	1100	27.95	4900	2	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry

Project Concept Report Page 18
 Project Number: STP-0007-00 (125)
 P. I. Number: 0007125
 County: Houston/Peach

10/20/04

2002 SR 11 Accident Summary - Mile Post 27.90 to 28.50

Accident No	Date	County	Route Type	Route	Milelog	Intersecting Rt	Injuries	Fatalities	Harmful Event	Collision	Location of Impact	Light	Surface
24180270	12/11/2002	Houston	State Route	1100	28.48		0	0	Ditch	Not A Collision With A Motor Vehicle	Off Roadway	Daylight	Dry
20610426	2/19/2002	Houston	State Route	1100	28.23	53500	0	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry
20400306	1/2/2002	Houston	State Route	1100	27.95	4900	1	0	Motor Vehicle in Motion	Angle	On Roadway	Daylight	Wet
23610162	11/13/2002	Houston	State Route	1100	28.23	53500	0	0	Ditch	Not A Collision With A Motor Vehicle	Off Roadway	Daylight	Dry
23610184	11/21/2002	Houston	State Route	1100	28.23	53500	1	0	Motor Vehicle in Motion	Angle	On Roadway	Dark-Not Lighted	Dry
21550271	5/20/2002	Houston	State Route	1100	28.23	53500	0	0	Ditch	Not A Collision With A Motor Vehicle	Median	Daylight	Dry
21550286	5/28/2002	Houston	State Route	1100	27.95	4900	0	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry
21550235	5/4/2002	Houston	State Route	1100	28.23	53500	0	0	Motor Vehicle in Motion	Angle	On Roadway	Daylight	Wet
20610435	2/21/2002	Houston	State Route	1100	27.95	4900	2	0	Motor Vehicle in Motion	Angle	On Roadway	Daylight	Dry
23230444	10/9/2002	Houston	State Route	1100	28.23	53500	0	0	Motor Vehicle in Motion	Angle	On Roadway	Daylight	Dry
23230475	10/23/2002	Houston	State Route	1100	28.23	53500	0	0	Motor Vehicle in Motion	Angle	On Roadway	Daylight	Dry
20260514	1/11/2002	Houston	State Route	1100	28.23	53500	1	0	Motor Vehicle in Motion	Angle	On Roadway	Dark-Not Lighted	Dry
20260549	1/24/2002	Houston	State Route	1100	28.23	53500	0	0	Motor Vehicle in Motion	Angle	On Roadway	Daylight	Wet
21260271	4/23/2002	Houston	State Route	1100	28.24		0	0	Motor Vehicle in Motion	Angle	On Roadway	Daylight	Dry
24170838	12/30/2002	Houston	State Route	1100	28.23	53500	0	0	Motor Vehicle in Motion	Sideswipe - Same Direction	On Roadway	Dark-Not Lighted	Dry
22100103	7/24/2002	Houston	State Route	1100	27.95	4900	0	0	Motor Vehicle in Motion	Sideswipe - Same Direction	On Roadway	Daylight	Dry
22930701	9/10/2002	Houston	State Route	1100	28.23	53500	3	0	Motor Vehicle in Motion	Angle	On Roadway	Daylight	Dry
23250188	10/27/2002	Houston	State Route	1100	27.95	4900	0	0	Motor Vehicle in Motion	Angle	On Roadway	Daylight	Dry
22840145	10/26/2002	Houston	State Route	1100	28.23	53500	2	1	Overturn	Not A Collision With A Motor Vehicle	On Roadway	Dark-Not Lighted	Wet
20540006	3/13/2002	Houston	State Route	1100	27.95	4900	1	1	Motor Vehicle in Motion	Angle	On Roadway	Dawn	Wet
24170773	12/11/2002	Houston	State Route	1100	27.95	4900	2	0	Motor Vehicle in Motion	Sideswipe - Opposite Direction	On Roadway	Dark-Not Lighted	Dry
24170781	12/13/2002	Houston	State Route	1100	27.95	4900	1	0	Motor Vehicle in Motion	Angle	On Roadway	Dusk	Dry
24170826	12/27/2002	Houston	State Route	1100	27.95	4900	1	0	Motor Vehicle in Motion	Angle	On Roadway	Daylight	Wet
									Motor Vehicle in Motion	Angle	On Roadway	Daylight	Dry

Georgia Department of Transportation, Office of Traffic & Safety Design, 935 E. Confederate Ave, Atlanta, Georgia 30316
 Telephone (404) 635-8115, Fax (404) 635-8116

MEETING NOTES

Task Order 3.01-2G

SR 11

STP-0007-00(125), Houston/Peach County

P.I. No. 0007125

GS&P Project No. 22869.05

MEETING DATE: March 4, 2003

PARTICIPANTS: Kathy Bailey (GDOT)
Barzan Aran (GDOT)
Sheldon Minor (GDOT)
John Moretto (GDOT)
Jeff Church (GS&P)
Scott Clark (GS&P)

DISCUSSION: CONCEPT TEAM MEETING

- Rip up existing pavement on SR 49. Overlay was poured over existing concrete. The existing concrete was not properly prepared with proper expansion material, etc. therefore it will need to be removed during this project. It was noted that full depth reconstruction would be a staging nightmare.
- Discussed the need for double left turns from SR 49 onto SR 11. If they are needed, then a signal will be warranted. Kathy clearly stated that signals would not be approved for any of the intersections for this project. GS&P noted that the left turn lane had been designed as the thru-movement and additional length added to the right hand turn to accommodate additional storage.
- The existing pavement analysis will determine if the existing concrete is suitable for overlay or whether full reconstruction will be necessary.
- John made a point to emphasize the need to eliminate as many driveway access points as possible along SR 11.
- Discussed the need for an acceleration lane on SR 49 to improve traffic flow coming from SR 11. Kathy seemed to think that this was not necessary as the left turn volumes were low enough to allow for timely gaps for entry.
- The location of the side road cul-de-sac at SR 49 is acceptable. The location of the cul-de-sac at the Houston Road intersections needs to be extended and a drive is needed for access to the tax office. No side road or cul-de-sac is necessary for the Houston Lake Road intersection.

- The driveways off of Houston Lake Road for the collapsed structure should be reduced to only one access. Add additional gate to fence for access to this property. Move driveway access as far back from intersection as possible.
- Add additional gate to fence for access to property along Houston Lake Road. Move driveway access as far back from intersection as possible.
- Should the left turn storage lane on SR 11 for access to Houston Road be lengthened? The type B intersection with allowable storage along the taper and the problem of reducing the decision point to make the turn were both factors in determining to leave the intersection as shown.

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: Scott Clark

MSC

Copy All Participants

NOTICE OF LOCATION AND DESIGN APPROVAL
STP-007-00(125) HOUSTON/PEACH COUNTY
P. I. No. 0007125

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: _____

This project is located on SR 11/US 41 in Houston and Peach Counties. It will improve SR 11/US 41 and revise the two existing intersections into three "T" intersections at 90° with SR 11/US 41. The length of the project is 1.2 miles. SR 11/US 41 will maintain the existing two lanes in each direction with turn lanes at the three intersections and the median will be widened to a 44-foot depressed median. The existing intersection of Houston Lake Road / Houston Road at SR 11/US 41 will be separated into two intersections. The Houston Road intersection will be relocated approximately 900 feet north of the existing intersection. The Houston Lake Road intersection will be relocated approximately 1,100 feet south of the existing intersection. The existing 'Y' intersection of SR 49 and SR 11/US 41 will be improved with SR 49 intersecting SR 11/US 41 at 90° approximately 1,000 feet south of the existing intersection. Houston Road, Houston Lake Road, and SR 49 will be two lane roadways with turn lanes at SR 11/US 41.

The existing land use within the limits of the project is a mix of single-family residences and businesses. The existing right of way varies from 120 to 200 feet wide along SR 11/US 41. To accommodate the construction of the proposed improvements along SR 11/US 41 a right-of-way of 150 feet will be required.

This project lies within Houston and Peach County and within Land District X.

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:

Clinton Ford., Area Engineer
Georgia Department of Transportation
200 Julianne Street
Perry, Georgia 31069
(478) 988-7151
clinton.ford@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:

Phillip M. Allen
State Traffic Safety & Design Engineer
Georgia Department of Transportation
Wayne Shackelford Building
935 E. Confederate Ave., Building 24
Atlanta, GA 30316
(404) 635-8115
phillip.allen@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.

SCORING RESULTS AS PER TOPPS 2440-2

Project Number: STP-0007-00(125)		County: Houston		PI No.: 0007125		
Report Date: April 30, 2004		Concept By: URS Corporation				
		DOT Office: Traffic Safety and Design				
<input checked="" type="checkbox"/> CONCEPT		Consultant: Gresham Smith and Partners				
Project Type: Choose One From Each Column		<input type="checkbox"/> Major <input checked="" type="checkbox"/> Minor	<input type="checkbox"/> Urban <input checked="" type="checkbox"/> Rural	<input type="checkbox"/> ATMS <input type="checkbox"/> Bridge <input type="checkbox"/> Building <input type="checkbox"/> Interchange <input type="checkbox"/> Intersection <input type="checkbox"/> Interstate <input type="checkbox"/> New Location <input checked="" type="checkbox"/> Widening & Reconstruction <input type="checkbox"/> Miscellaneous		
FOCUS AREAS	SCORE	RESULTS				
<u>Presentation</u>						
<u>Judgement</u>						
<u>Environmental</u>						
<u>Right of Way</u>						
Utility						
Constructability						
Schedule						

NOTICE OF LOCATION AND DESIGN APPROVAL

STP-007-00(125) HOUSTON/PEACH COUNTY

P. I. No. 0007125

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Date of Location and Design Approval: _____

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The existing land use within the limits of the project is a mix of single-family residences and businesses. The existing right of way varies from 120 to 200 feet wide along SR 11/US 41. To accommodate the construction of the proposed improvements along SR 11/US 41 a right-of-way of 150 feet will be required.

- This project lies within Houston and Peach County and within Land District 5.
- 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:

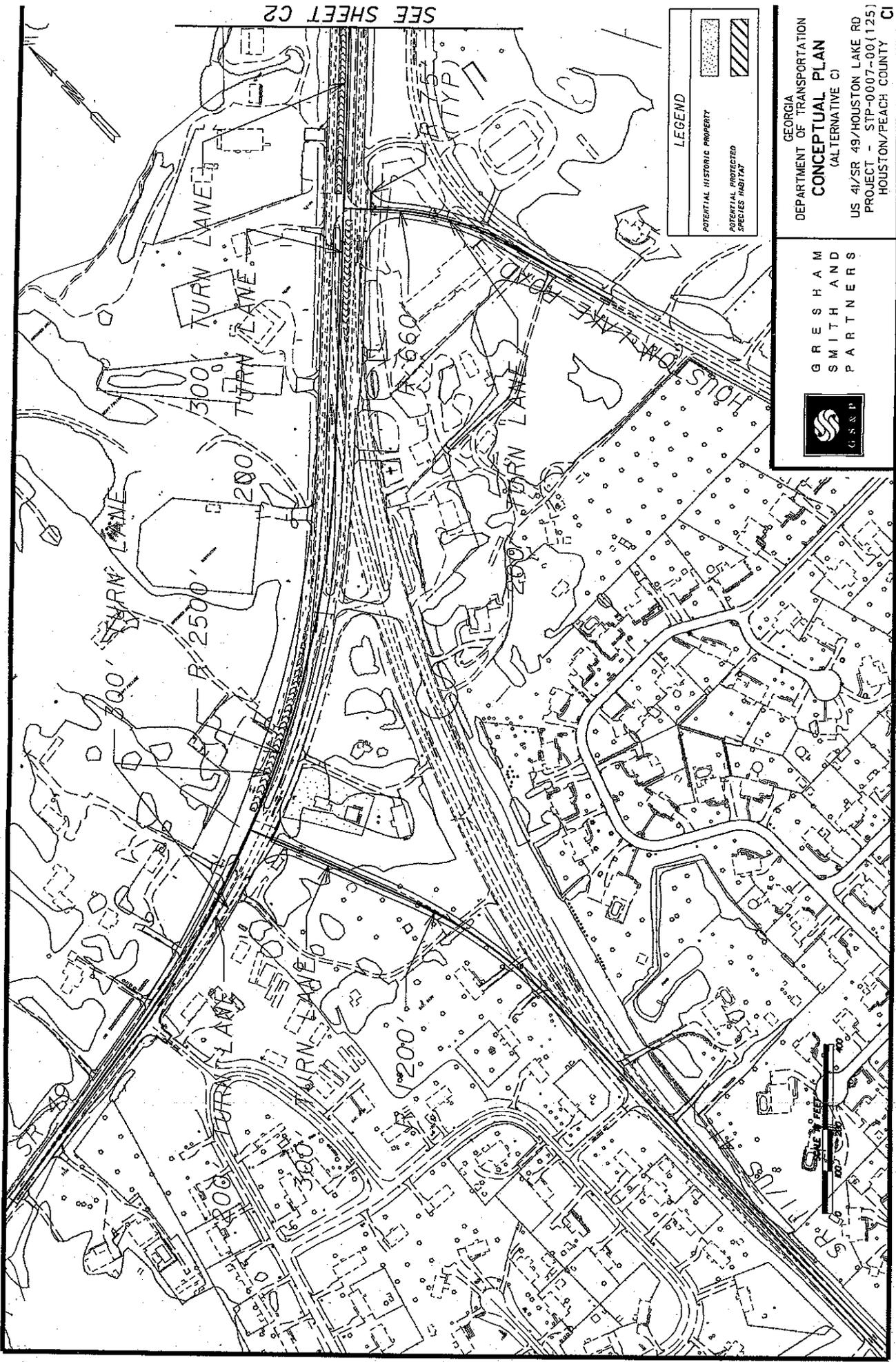
Clinton Ford
Area Engineer
Georgia Department of Transportation
200 Julianne Street
Perry, Georgia 31069
(478) 988-7151
clinton.ford@dot.state.ga.us

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State Traffic Safety & Design Engineer
Georgia Department of Transportation
Wayne Shackelford Building
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Atlanta, GA 30316
(404) 635-8117
keith.golden@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.

SEE SHEET C2



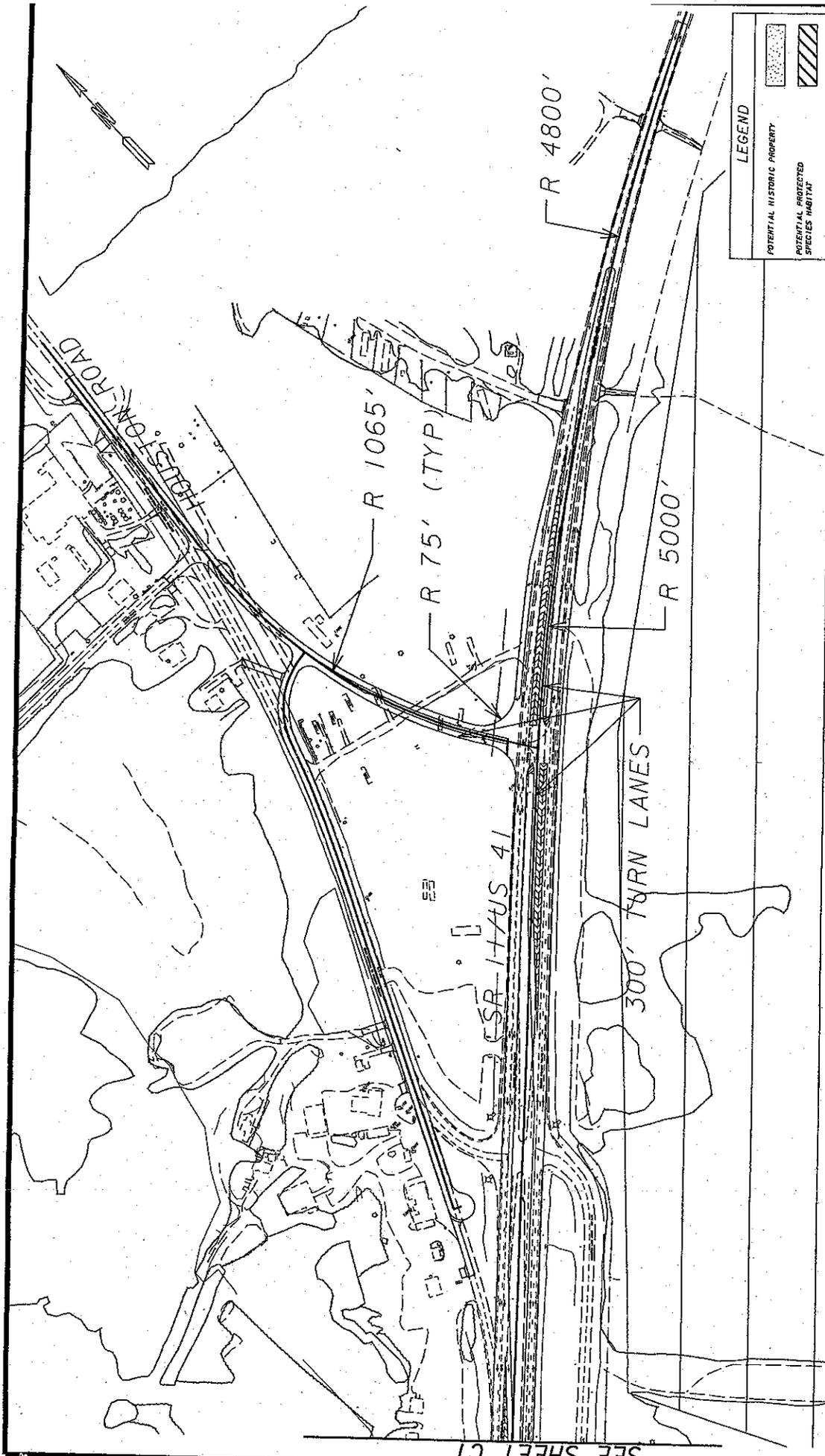
LEGEND

- POTENTIAL HISTORIC PROPERTY
- POTENTIAL PROTECTED SPECIES HABITAT

GEORGIA
 DEPARTMENT OF TRANSPORTATION
CONCEPTUAL PLAN
 (ALTERNATIVE C)
 PROJECT - STP-0007-00(125)
 HOUSTON/PEACH COUNTY GA

GRESHAM
 SMITH AND
 PARTNERS





GRESHAM
SMITH AND
PARTNERS

GEORGIA
DEPARTMENT OF TRANSPORTATION
CONCEPTUAL PLAN
(ALTERNATIVE C)
PROJECT - STP-0007-00 (125)
HOUSTON/PEACH COUNTY C2