

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE P. I. No. 0007217, Walton/Newton Counties **OFFICE** Preconstruction
CSSTP-0007-00(217)
Social Circle Bypass
DATE October 26, 2007

FROM  Genetha Rice-Singleton, Assistant Director of Preconstruction
TO  SEE DISTRIBUTION

SUBJECT APPROVED PROJECT CONCEPT REPORT

Attached for your files is the approval for subject project.

Attachment

DISTRIBUTION:

Brian Summers
Glenn Bowman
Ken Thompson
Michael Henry
Keith Golden
Babs Abubakari
Angela Alexander
Paul Liles
Tony Collins
BOARD MEMBER

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENTAL CORRESPONDENCE

FILE: P.I. No. 0007217, Walton/Newton Counties
CSSTP-0007-00(217)
Social Circle Bypass

OFFICE: Preconstruction

DATE: October 17, 2007


FROM: Genetha Rice-Singleton, Assistant Director of Preconstruction

TO: Gerald M. Ross, P.E., Chief Engineer

SUBJECT: PROJECT CONCEPT REPORT

This project comprises the Social Circle Bypass from S.R. 11/South Cherokee Road just south of the Newton/Walton County line northeasterly on new location and connecting to the existing Social Circle Bypass at East Hightower Road for a total of 2.80 miles. The existing northern portion of the Social Circle Bypass is a rural two lane roadway with existing right-of-way to accommodate a future four lane roadway section. This project will complete the eastern bypass around Social Circle and route traffic around historic downtown. The project will provide a usable alternative route and assist in economic development of the area by providing a more direct route to S.R. 11 and I-20.

The construction proposes two, 12' lanes with 10' shoulders (6.5' paved) on 245' of proposed right-of-way to accommodate a future four lane roadway section. At-grade intersections are proposed at S.R. 11/South Cherokee Road, CR 195/Cannon Drive, Thurman Baccus Road, East Hightower Trail, and CSX Railroad. A grade separation was considered for the CSX Railroad crossing, but eliminated after an evaluation indicated that the hazard index will be 2.15 with the protection of flashing lights, gates and bells. The projected traffic for the proposed bypass is 11,370 VPD in 2031. Operational analyses indicate the bypass will operate at level-of-service "C" in the design year as a two lane roadway. Access control will be by permit with a speed design of 65 MPH.

A design exception is needed for the departure curve of the proposed Social Circle Bypass at S.R. 11/ South Cherokee Road to minimize displacements and eliminate a dangerous reverse curve condition. The design exception will result in a decreased radius for the curve and reduced posted speed of 45 MPH through this curve on the bypass. The bypass will be posted at 55 MPH (designed for 65 MPH) for the remainder of the project.

Environmental concerns include requiring a COE 404 permit; possible wetland impacts; An Environmental Assessment will be prepared; a Public hearing is required; Time saving procedures is not appropriate.

P.I. No. 0007217, Walton/Newton Counties
October 17, 2007

The estimated costs for this project are:

	<u>PROPOSED</u>	<u>APPROVED</u>	<u>FUNDING</u>	<u>PROG DATE</u>
Construction (includes E&C)	\$ 14,077,000	\$ 14,077,000	L250	2010
Right-of-way	\$ 5,653,000	\$ 5,653,000	L250/LY10	2008
Utilities*	\$ 182,000			

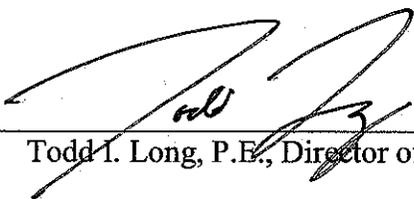
*Notification letter sent to Newton/Walton/Social Circle 2-16-05

I recommend this project concept be approved.

GRS: JDQ

Attachment

CONCUR



Todd I. Long, P.E., Director of Preconstruction

APPROVED



Gerald M. Ross, P.E., Chief Engineer

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENTAL CORRESPONDENCE

FILE: CSSTP-0007-00(217) Walton/Newton **OFFICE:** Engineering Services
P.I. No. 0007217
Social Circle Bypass

DATE: August 28, 2007

FROM: Brian K. Summers, P.E., Project Review Engineer *REW*

TO: Genetha Rice-Singleton, Assistant Director of Preconstruction

SUBJECT: CONCEPT REPORT

We have reviewed the Concept Report submitted August 28, 2007, and have no comments.

The costs for this project are:

Construction	\$12,797,362
E & C	\$1,279,736
Reimbursable Utilities	\$181,922
Right of Way	\$5,653,400

REW

c: Babs Abubakari, Attn.: Vinesha Pegram

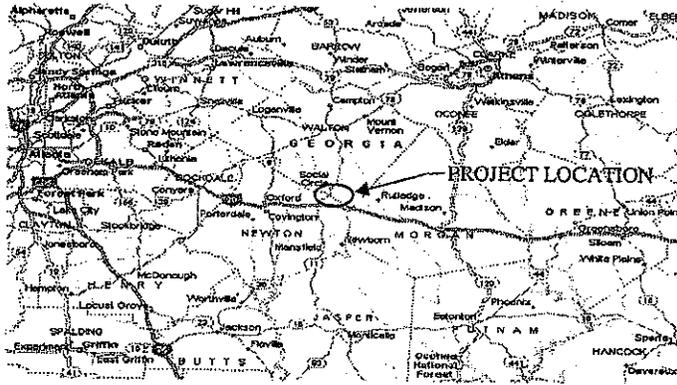
**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

Office of Consultant Design

PROJECT CONCEPT REPORT

Project Number: CSSTP-0007-00(217)
County: Newton/Walton Counties
P. I. Number: 0007217

Federal Route Number: N/A
State Route Number: N/A



Social Circle Bypass
from SR 11/S. Cherokee Road northeasterly to East Hightower Trail

Recommendation for approval:

DATE 8-20-07

Nunsha C. Pagan, P.E.
Project Manager

DATE 8-27-2007

M. K. Al-Bukhari, P.E.
State Consultant Design and Program Delivery Engineer

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

DATE _____

State Transportation Planning Administrator

DATE _____

State Transportation Financial Management Administrator

DATE _____

State Environmental/Location Engineer

DATE _____

State Traffic Safety & Design Engineer

DATE _____

District Engineer

DATE 8/28/07

Brian K. Summers, P.E.
Project Review Engineer

DATE _____

State Bridge Design Engineer

SCORING RESULTS AS PER MOG 2440-2

Project Number: CSSTP-0007-00(217)		County: Walton/Newton		PI No.: 0007217	
Report Date: August 27, 2007		Concept By: DOT Office: Consultant Design			
<input checked="" type="checkbox"/> Concept Stage		Consultant: Reynolds, Smith, & Hills, Inc.			
Project Type: Choose One From Each Column		<input checked="" type="checkbox"/> Major <input type="checkbox"/> Minor	<input 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 checked="" type="checkbox"/> New Location <input 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				

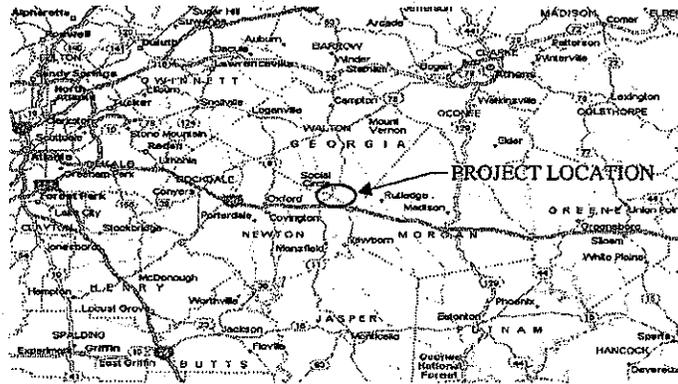
**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

Office of Consultant Design

PROJECT CONCEPT REPORT

Project Number: CSSTP-0007-00(217)
County: Newton/Walton Counties
P. I. Number: 0007217

Federal Route Number: N/A
State Route Number: N/A



Social Circle Bypass
from SR 11/S. Cherokee Road northeasterly to East Hightower Trail

Recommendation for approval:

DATE 8-20-07

Wendy C. P. Ingram, P.E.
Project Manager

DATE 8-27-2007

M. Kadir Akbari, P.E.
State Consultant Design and Program Delivery Engineer

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

DATE 9-4-07

Angela J. Alford
State Transportation Planning Administrator

DATE _____

State Transportation Financial Management Administrator

DATE _____

State Environmental/Location Engineer

DATE _____

State Traffic Safety & Design Engineer

DATE _____

District Engineer

DATE _____

Project Review Engineer

DATE _____

State Bridge Design Engineer

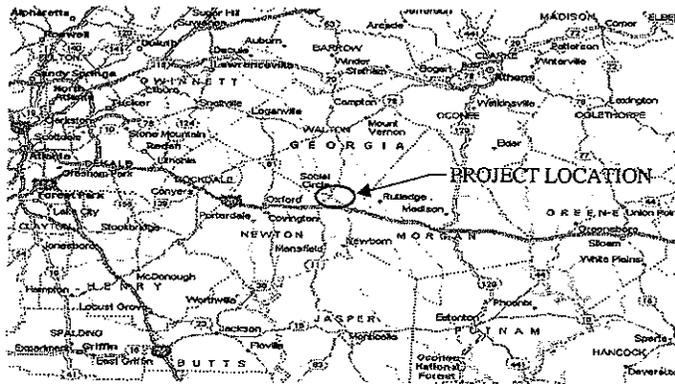
**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

Office of Consultant Design

PROJECT CONCEPT REPORT

Project Number: CSSTP-0007-00(217)
County: Newton/Walton Counties
P. I. Number: 0007217

Federal Route Number: N/A
State Route Number: N/A



Social Circle Bypass
from SR 11/S. Cherokee Road northeasterly to East Hightower Trail

Recommendation for approval:

DATE 8-20-07

Vanisha C. Peltam, P.E.
Project Manager

DATE 8-27-2007

M. Peter Albertson, P.E.
State Consultant Design and Program Delivery Engineer

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

DATE _____

State Transportation Planning Administrator

DATE _____

State Transportation Financial Management Administrator

DATE _____

State Environmental/Location Engineer

DATE 8-31-07

David Scott
State Traffic Safety & Design Engineer

DATE _____

District Engineer

DATE _____

Project Review Engineer

DATE _____

State Bridge Design Engineer

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

Office of Consultant Design

PROJECT CONCEPT REPORT

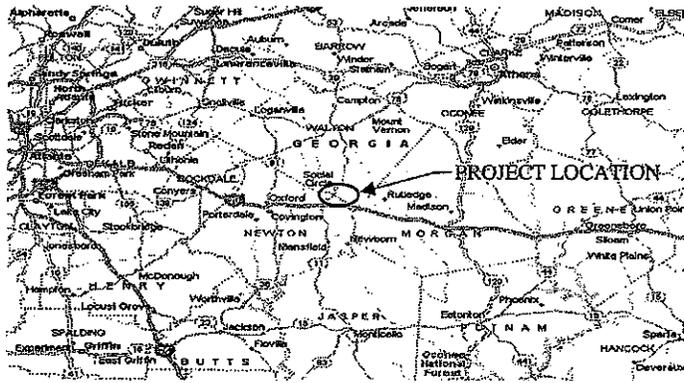
Project Number: CSSTP-0007-00(217)

County: Newton/Walton Counties

P. I. Number: 0007217

Federal Route Number: N/A

State Route Number: N/A



**Social Circle Bypass
from SR 11/S. Cherokee Road northeasterly to East Hightower Trail**

Recommendation for approval:

DATE 8-20-07 Wendy C. Pagan, P.E.
Project Manager

DATE 8-27-2007 M. Fakhri Akhbari, P.E.
State Consultant Design and Program Delivery Engineer

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

DATE _____

DATE 9-5-07

DATE _____

DATE _____

DATE _____

DATE _____

DATE _____

State Transportation Planning Administrator
James T. Simpson
Financial Management Administrator

State Environmental/Location Engineer

State Traffic Safety & Design Engineer

District Engineer

Project Review Engineer

State Bridge Design Engineer

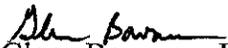
**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE: P.I. Nos. 0007217

OFFICE: Environment/Location

DATE: September 12, 2007

FROM: 
Glenn Bowman, P.E., State Environmental/Location Engineer

TO: Genetha Rice-Singleton, Assistant Director of Preconstruction

SUBJECT: PROJECT CONCEPT REPORT
CSSTP-0007-00(217) / Walton & Newton Counties
Social Circle Bypass / SR 11 to E. Hightower Trail

The above subject concept report has been reviewed and appears satisfactory subject to the following corrections/comments being addressed:

- 1) The information concerning 404 permitting thresholds is not accurate. We recommend deleting the third sentence of the third bullet under Environmental concerns on Page 6.
- 2) There is a series of small tributaries to Little River that appear to meet up in the area of the proposed alignment between Thurman Baccus and Cannon Drive. Shifting south would potentially only impact Little River vs. buffer issues and multiple crossings of the tributaries.
- 3) Page 8 – Project will require a Public Hearing for public involvement too.
- 4) Page 9 – Special Studies are well underway. Project has current May '08 ROW. Consultant needs to move quickly to deliver. However the scheduling estimate does not align with the current management goal dates.

If you have any questions, please contact Glenn Bowman at (404) 699-4401.

GB/lc

Attachment

cc: Brian Summers
Keith Golden
Jamie Simpson
Angela Alexander
Russell M^cMurry
Babs Abubakari
Paul Liles
Michael Thomas

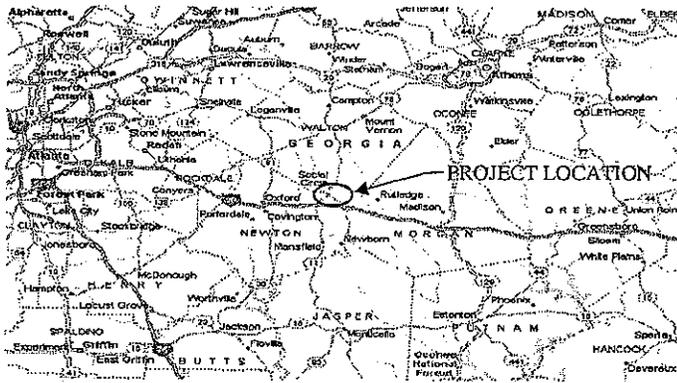
**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

Office of Consultant Design

PROJECT CONCEPT REPORT

Project Number: CSSTP-0007-00(217)
County: Newton/Walton Counties
P. I. Number: 0007217

Federal Route Number: N/A
State Route Number: N/A



Social Circle Bypass
from SR 11/S. Cherokee Road northeasterly to East Hightower Trail

Recommendation for approval:

DATE 8-20-07

Vinisha C. Pelgram, P.E.
Project Manager

DATE 8-27-2007

M. Paul Albertson, P.E.
State Consultant Design and Program Delivery Engineer

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

DATE _____

State Transportation Planning Administrator

DATE _____

State Transportation Financial Management Administrator

DATE 9/12/07

John Somers
State Environmental/Location Engineer

DATE _____

State Traffic Safety & Design Engineer

DATE _____

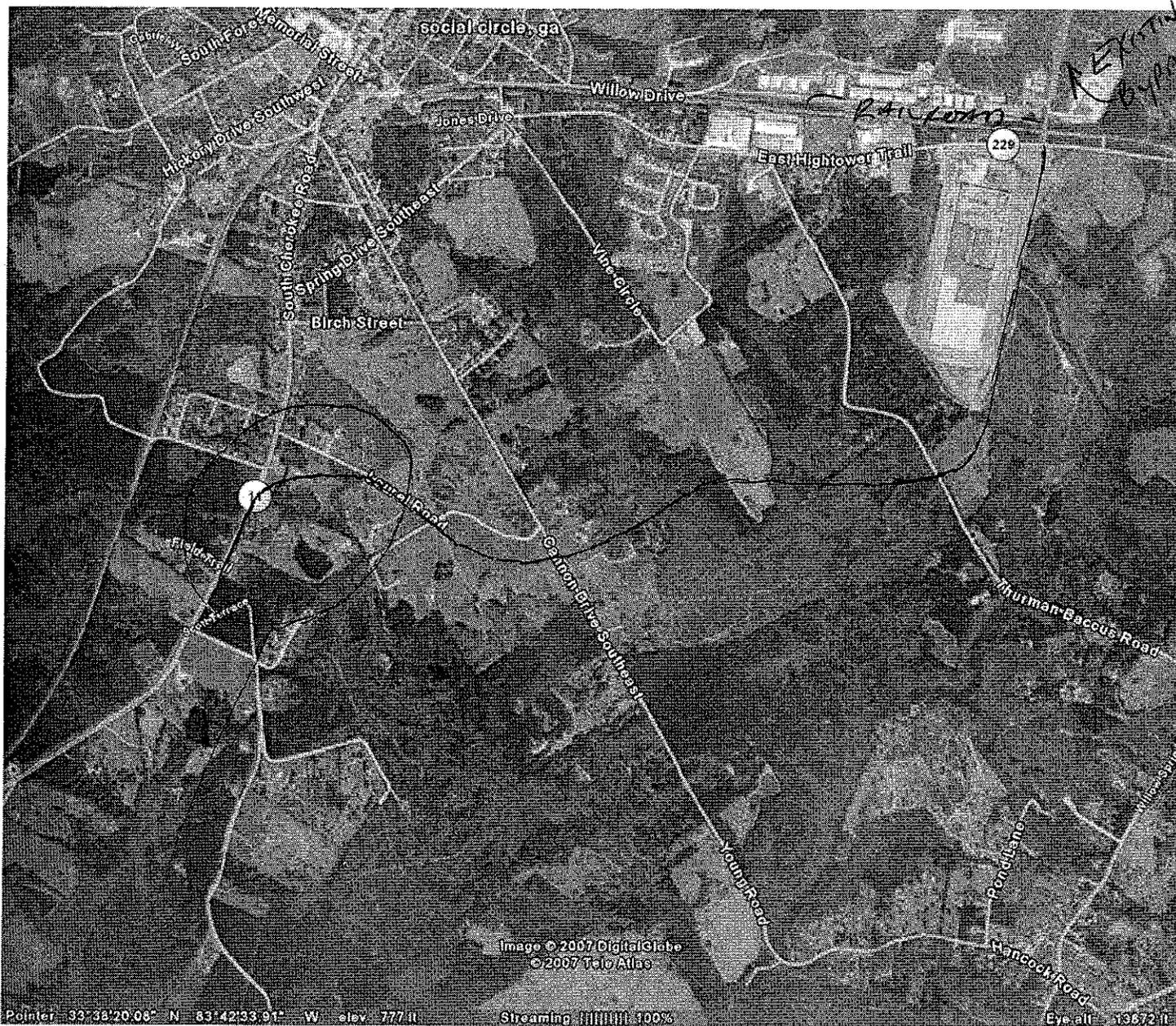
District Engineer

DATE _____

Project Review Engineer

DATE _____

State Bridge Design Engineer



- ① HAZARD INDEX 2.45
 - ② DESIGN EXCEPTION REQUIRED FOR HORIZONTAL CURVE AT BEGINNING OF PROJECT.
 (with a note: *Can't do it either way to avoid exception for a road on "new location" displacements*)
- JPEL

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE: CSSTP-0007-00(217), Walton/Newton County **OFFICE:** Consultant Design
P.I. No. 0007217
Social Circle Bypass
SR 11 to E. Hightower Trail **DATE:** August 20, 2007
M. Babs Abubakari
FROM: Mohammed (Babs) Abubakari, P.E.
State Program Delivery & Consultant Design

TO: Genetha Rice-Singleton, 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).

Attachment

cc:

Brian Summers, Project Review Engineer in the Office of Engineering Services
Glenn Bowman, P.E., State Environmental/Location Engineer
Keith Golden, P.E., State Traffic Safety and Design Engineer
Angela T. Alexander, State Transportation Planning Administrator
Jamie Simpson, State Transportation Financial Management Administrator
Russell McMurry, P.E., District 1 Engineer
Michael L. Thomas, P.E., District 2 Engineer
Paul V. Liles, Jr., State Bridge Engineer

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

Office of Consultant Design

PROJECT CONCEPT REPORT

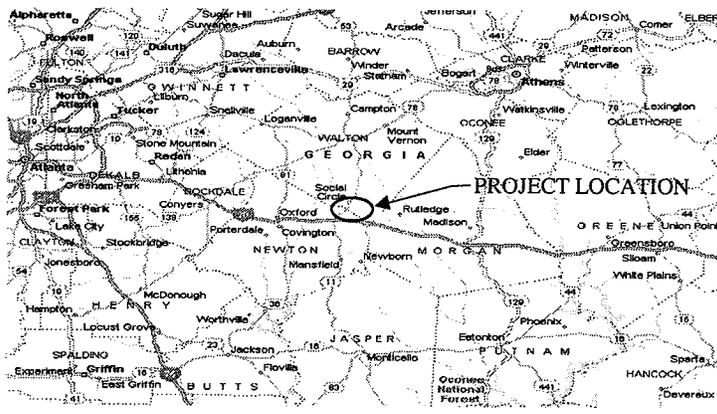
Project Number: CSSTP-0007-00(217)

County: Newton/Walton Counties

P. I. Number: 0007217

Federal Route Number: N/A

State Route Number: N/A



Social Circle Bypass
from SR 11/S. Cherokee Road northeasterly to East Hightower Trail

Recommendation for approval:

DATE 8-20-07

Nemsha C. Pegram, P.E.
Project Manager

DATE 8-27-2007

M. Fuhr Alibekov, P.E.
State Consultant Design and Program Delivery Engineer

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

DATE _____

_____ State Transportation Planning Administrator

DATE _____

_____ State Transportation Financial Management Administrator

DATE _____

_____ State Environmental/Location Engineer

DATE _____

_____ State Traffic Safety & Design Engineer

DATE _____

_____ District Engineer

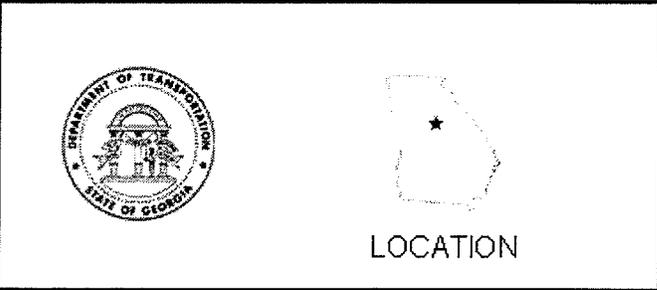
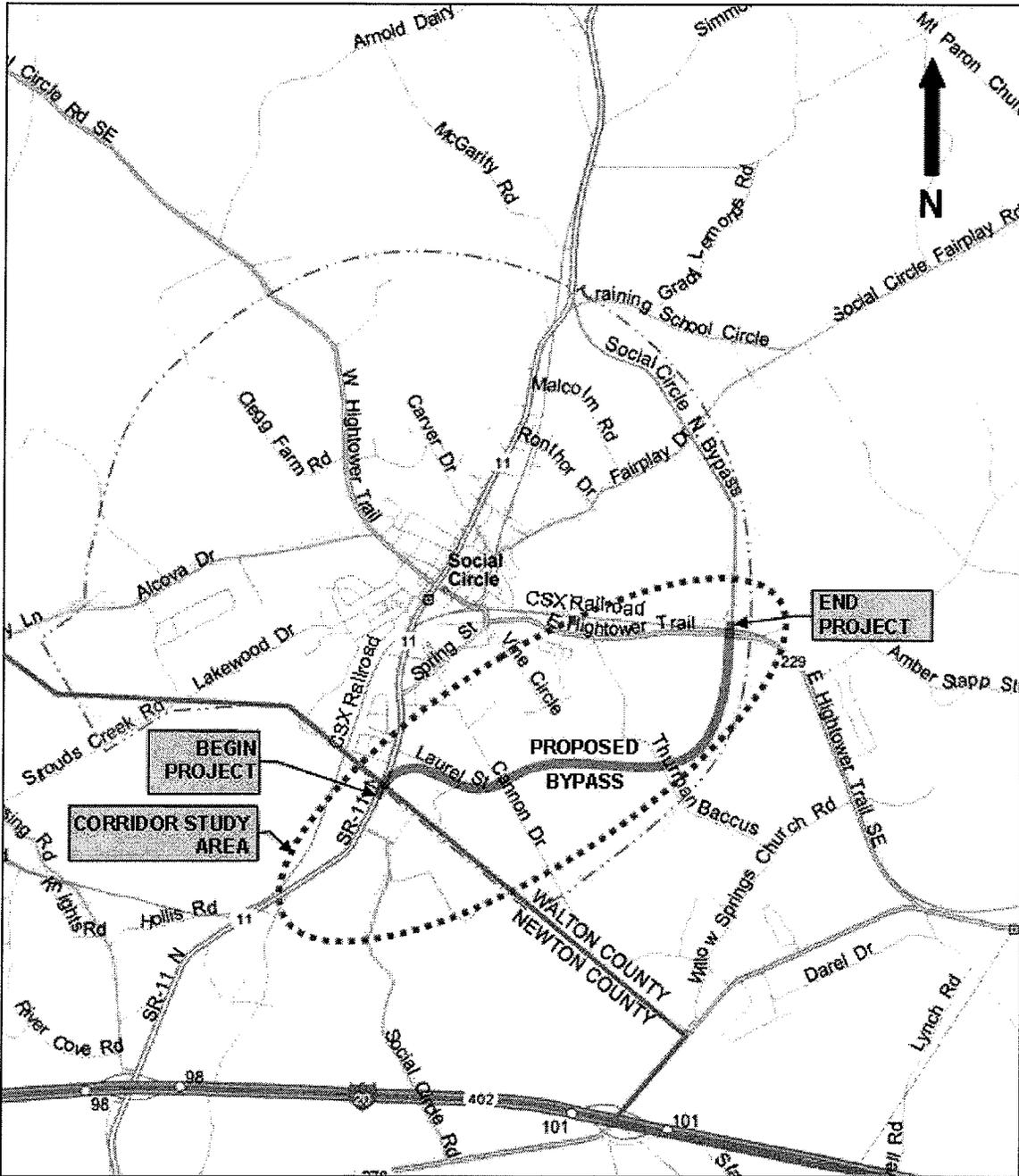
DATE _____

_____ Project Review Engineer

DATE _____

_____ State Bridge Design Engineer

Project Concept Report page 2
 Project Number: CSSTP-0007-00(217)
 P. I. Number: 0007217
 County: Newton/Walton Counties



LOCATION

Project Location Map
 NOT TO SCALE

CSSTP-0007-00(217)
SOCIAL CIRCLE BYPASS
 NEWTON & WALTON COUNTIES
 P.I. # 0007217

Need and Purpose: Refer to Attachment #1.

Description of the proposed project: The proposed Social Circle Bypass project is to construct a new location roadway extending approximately 2.8 miles north and east from SR 11/S. Cherokee Road just south of the Newton/Walton County line (mile log 13.00 in Newton County) and connecting to the existing Social Circle Bypass at East Hightower Trail in Walton County. This project will complete the eastern Bypass around downtown Social Circle. The project proposes to construct two (2) 12-foot lanes with 10-foot rural shoulders (6.5 foot paved, 3.5 foot grassed.)

The existing SR 11 roadway at the Walton/Newton County line is classified as a Rural Minor Arterial with two (2) 12-foot wide travel lanes; there are no existing shoulders. The existing northern portion of the Social Circle Bypass is a Rural Local Road with two (2) 12-foot wide travel lanes and right of way to accommodate a future four lane roadway section; there are no existing shoulders.

The proposed new location roadway is to provide a facility that will adequately and safely serve current and future travel demand and provide interregional travel continuity for through traffic.

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

This project is part of the Atlanta Regional Commission's (ARC's) Envision 6 plan and the current State Transportation Improvement Program. The projects in these plans have been modeled collectively to show a benefit to the Atlanta region's air quality. The project limits and description of the proposed Social Circle Bypass project are the same as those used for modeling purposes. Because of its inclusion in the above mentioned models, this project is expected to contribute to improvement in the Atlanta region's overall air quality.

PDP Classification: Major X Minor

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

<u>Proposed Social Circle Bypass</u>	<u>Rural Major Collector</u>
<u>State Route 11/S. Cherokee Road</u>	<u>Rural Minor Arterial</u>
<u>Existing Social Circle Bypass</u>	<u>Rural Local Road</u>
<u>E. Hightower Trail</u>	<u>Rural Major Collector</u>
<u>Cannon Drive/CR 195</u>	<u>Rural Local Road</u>
<u>Thurman Baccus Road</u>	<u>Rural Local Road</u>

The Office of Transportation Data, Federal Highway Coordinator will recommend to Federal Highway Administration that the proposed Social Circle Bypass be functionally classified as a Rural Major Collector and that the existing section of the Bypass be modified to a functional classification of Rural Major Collector (Refer to Attachment #8). If State Route 11 were to be relocated to the Bypass, the recommendation would be to functionally classify the entire Bypass as Rural Minor Arterial.

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

Traffic (AADT):

The year the project is anticipated to be open for traffic use is the base year, 2011. Therefore, the project will be designed to accommodate traffic growth until 2031.

<u>Traffic Data:</u>	Base Year	Design Year
Annual Average Daily Traffic (AADT)	2011	2031
Proposed Social Circle Bypass:	7,070	11,370
Existing N.E. Social Circle Bypass (Build):	6,450	10,650
SR11/S.Cherokee Rd. (Build):	6,000	10,000
E. Hightower Trail (Build):	3,450	5,700

Existing design features:

This is a new location project.

Proposed Design Features:

- Proposed typical section(s): Two 12-foot travel lanes with 10-foot shoulders (6.5' paved, 3.5' grassed). Turn lanes will be provided at the intersections of SR 11/S. Cherokee Road, CR 195/Cannon Drive, Thurman Baccus Road, and East Hightower Trail.
- Proposed Design Speed Mainline: 65 mph
 This project is classified as a Rural Major Collector (55 mph design speed). It is anticipated that SR 11 will be relocated to the Bypass, causing the Bypass to be reclassified as a Rural Minor Arterial (65 mph design speed). Therefore, the Bypass is to be designed at 65 mph to adhere to this future condition.
- Proposed Design Speed Side Streets:
 - SR 11/S. Cherokee Road 65 mph
 - Existing Social Circle Bypass 55 mph
 - E. Hightower Trail 55 mph
 - Cannon Drive/CR 195 45 mph
 - Thurman Baccus Road 45 mph
- Proposed Maximum grade Mainline: 3.9% Maximum grade 4%
- Proposed Maximum grade Side Street:
 - Cannon Drive/CR 195 5.3% Maximum grade 9%
 - Thurman Baccus Road 5.1% Maximum grade 9%
 - E. Hightower Trail 2.2% Maximum grade 7%
- Proposed Maximum grade driveway (residential) 15% Maximum grade +28%/-15%
- Proposed Maximum grade driveway (commercial) 10% Maximum grade ±11 %
- Proposed e_{max} 6 % (Rural paved road)
- Proposed Minimum Radii of curve 1060 ft Minimum Radii 1660 ft

- Right of way:
 - Width: Varies from 120'-245' ft
 - Easements: Temporary (), Permanent (X), Utility (), Other ().
 - Type of access control: Full (), Partial (), By Permit (X), Other ().
 - Number of parcels: 22 Number of displacements:
 - Business: 0
 - Residences: 1
 - Mobile homes: 0
 - Other: 0

- Structures:
 - Bridges: N/A
 - Retaining walls: N/A

- Major intersections:
 - SR 11/S. Cherokee Road – North of the proposed Social Circle Bypass, SR 11 will be realigned to form a new three-legged “T” intersection with the Bypass. Exclusive left and right turn lanes will be provided in all directions.
 - CR 195/Cannon Drive – Approximately 1386 feet of the existing two-lane rural local road will be reconstructed to form a new four-legged intersection with the Bypass. Exclusive left and right turn lanes will be provided along the proposed Bypass. The need for additional turn lanes will be explored in the preliminary design.
 - Thurman Baccus Road – Approximately 1301 feet of the existing two-lane rural local road will be reconstructed to form a new four-legged intersection with the Bypass. Exclusive left and right turn lanes will be provided along the proposed Bypass and a right turn lane will be provided eastbound on Thurman Baccus Road. The need for additional turn lanes will be explored in the preliminary design.
 - East Hightower Trail – Approximately 1804 feet of the existing two-lane rural local road will be reconstructed to form a new four-legged intersection with the Bypass. Exclusive left and right turn lanes will be provided in all directions.
 - CSX Railroad – Upgrade of existing crossing to match roadway improvements.
 - Northern Social Circle Bypass – Approximately 1007 feet of existing two-lane rural minor arterial road will be reconstructed to tie into with the Bypass.

- Traffic control during construction: No detours will be required for construction of the mainline new location project. Standard traffic control measures in accordance with the Georgia Department of Transportation (GDOT) Operations Work Zone Traffic Control Standards are proposed for construction of the proposed intersections at SR 11/S. Cherokee Road, CR 195/Cannon Drive, Thurman Baccus Road, East Hightower Trail, CSX Railroad, and the northern Social Circle Bypass where applicable, otherwise the Manual on Uniform Traffic Control Devices (MUTCD) will be referenced. No detours or road closures are anticipated for the construction of these intersections.

- Design Exceptions to controlling criteria anticipated:
 - AASHTO calls for a minimum radius of 1660 feet at a design speed of 65 mph with a maximum superelevation rate of 6%. The Social Circle Bypass project proposes a minimum radius of 1060 ft on its departure curve from SR 11.

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

- Design Variances: None anticipated.
- Environmental concerns:
 - Through coordination with local officials and citizens that attended the Early Coordination Public Information Open House (PIOH) it was determined that there is an Environmental Justice community within the Corridor Study Area along Scott Terrace (CR 432). Federal Highway Administration (FHWA) states that the local residents define their own community; if proposed alignments are considered in this area close coordination will need to take place with the residents in delineating the Environmental Justice Community boundary. Through additional coordination meetings with local city and county officials, the recommended alternate was developed to avoid impacting the Environmental Justice community. The recommended alternative alignment proposes to construct the new location roadway primarily within Walton County. By shifting the departure from SR 11/S. Cherokee Road north into Walton County, the impacts to the Environmental Justice Community, as well as eligible historic structures, are avoided.
 - Estimate of one (1) potential relocation at this time.
 - Impacts to waters and wetlands of the US are expected, and are currently estimated at 1.6 acres. A permit will be required from the U.S. Army Corps of Engineers (ACOE). If impacts are less than 1.0 acre a Nationwide Permit (NWP) will be required; if impacts are greater than 1.0 acre an Individual 404 Permit will be required. If an Individual Permit is required, a Practical Alternatives Report will be completed as required. The permit type does not affect the environmental document approval schedule, however the time duration required to receive an Individual Permit takes approximately one (1) year and could affect the start of construction date.

Project Concept Report page 7
Project Number: CSSTP-0007-00(217)
P. I. Number: 0007217
County: Newton/Walton Counties

- Historic Resources are present, but impacts are not anticipated.

<u>Name of Resource</u>	<u>Location</u>
○ Scott House	1074 Social Circle Road in Newton County
○ Sigman House	West side of SR 11 in Newton County
○ Stewart House	887 S Cherokee Road in Walton County
○ Holmes House	906 S Cherokee Road in Walton County
○ Former Georgia Railroad	East-West alignment through project area roughly parallel to SR 11 and East Hightower Trail

- Archaeological Resources may be present and impacts are unknown.

- Level of environmental analysis:

- Are Time Savings Procedures appropriate? Yes (), No (X)
- Categorical exclusion? Yes (), No (X)
- Environmental Assessment/Finding of No Significant Impact? Yes (X), No ()
- Environmental Impact Statement (EIS)? Yes (), No (X)

- Utility involvements:

- Railroad:
 - CSX Transportation
- Telephone:
 - Bellsouth
 - Verizon
- Cable:
 - Comcast Communications
 - City of Monroe CATV
- Power:
 - Georgia Power – Transmission
 - Georgia Power – Distribution
 - Snapping Shoals EMC
 - Walton EMC
- Gas:
 - City of Madison Gas
 - City of Social Circle Gas
- Water:
 - Newton County Water
 - City of Social Circle Water
- Sewer:
 - City of Social Circle Sewer

Project responsibilities:

- Design: Reynolds, Smith and Hills, Inc.
- Right of Way Acquisition: Reynolds, Smith and Hills, Inc.
- Relocation of Utilities: Utility Companies
- Letting to contract: GDOT
- Supervision of construction: GDOT

- Providing material pits: Construction Contractor

Coordination

- Initial Concept Meeting date (Minutes attached): 03/26/07
- Concept meeting date (Minutes pending): 04/25/07 (tentative)
- P. A. R. meetings, dates and results: Pending determination of ACOE Permit type.
- FEMA, USCG, and/or TVA: N/A
- Public involvement: Early Coordination Public Information Open House: 05/04/06
Public Information Open House: 05/03/07
- Local government comments: Consensus of preferred alignment received from City of Social Circle (Mayor Jim Burgess), Walton County (Chairman Kevin Little), and Newton County (Chairman Aaron Varner, Commissioner Monty Laster).
 - City of Social Circle Coordination Meeting to discuss alignment: 12/11/06
 - Walton County Coordination Meeting to discuss alignment: 02/05/07
 - Newton County Coordination Meeting to discuss alignment: 02/05/07
- Other projects in the area: No impacts or conflicts between this proposed new location roadway project and the following projects are anticipated.
 - Walton County (GDOT District 1)
 - P.I. No. 0000413, SR 11 from North of the City of Social Circle to Barrow County Line.
 - P.I. No. 0000414, SR 138 from Miller Bottom Rd to SR10/US 78, Preliminary Engineering (PE) is scheduled 2008, ROW and Construction is scheduled after 2009. The project is a widening project.
 - P.I. No. 0004708, Social Circle Pedestrian and Bicycle Trailways.
 - Newton County (GDOT District 2)
 - P.I. No. 0006022, SR 11/I-20 Relocate Close Frontage Rd – River Rd Extension, Preliminary Engineering (PE) is scheduled 2009, ROW and Construction is scheduled after 2009. The project is a new construction project.
 - P.I. No. 231630, SR 12/US 278 from CR 653/Covington Bypass East to SR 142, Preliminary Engineering (PE) is underway, ROW is scheduled 2007-2008 and Construction is scheduled 2008. The project is a widening project.
 - P.I. No. 242230, SR 142 from I-20 to Alcovy Rd in Covington, Preliminary Engineering (PE) is underway, ROW is scheduled 2007 and Construction is scheduled 2009. The project is a widening project.
- Other coordination meetings to date to discuss alignment:
 - Solo Cup plant Representatives: 06/07/06
 - FHWA Meeting(s): 04/06/06, 07/06/06, 02/27/07
 - Town Hall Meeting with Newton County Officials: 07/24/06
 - GDOT Office of Transportation Data, Federal Highway Coordinator regarding functional classification (via email): 03/20/07
- Railroads: CSX Railroad
 - Standridge Color Corporation Representative to discuss alignment and future train

- traffic: 08/01/06 (via email)
- o GDOT Office of Traffic Safety and Design (OTSD), Office of Utilities, and Railroad Crossing Program Manger: 04/06/06, 04/12/07

Scheduling – Responsible Parties’ Estimate

- Time to complete the environmental process: 18 Months
- Time to complete preliminary construction plans: 18 Months
- Time to complete right of way plans: 12 Months
- Time to complete the Section 404 Permit: 18 Months
- Time to complete final construction plans: 9 Months
- Time to complete to purchase right of way: 8 Months
- List other major items that will affect the project schedule: None

Other alternates considered (See Attachment #11):

- **No Build Alternate**
This option does not meet the need and purpose of the proposed project. It does not address the safety and operational needs of SR 11 in downtown Social Circle.

- **GDOT Alternate**
The original alignment developed by GDOT Office of Environment/Location was prepared without knowledge of local industrial development underway. Due to impacts to local industrial developments located within the GDOT Alternate, this alignment was not considered for further development.

A conceptual redesign was needed to account for the industrial developments along the proposed corridor. The alternates described below were developed and considered. The alternative analysis and comparison considered the current and future land use, impacts to historical properties, impacts to the Environmental Justice community, roadway geometry, the number of bridge/culvert crossings, projected right-of-way costs, and estimated construction costs.

- **Alternate #1 (Preferred)**
This alternate is the northern most alignment and generally follows the upland contours south and east of downtown Social Circle. Horizontal geometry and adherence to logical termini are provided to accommodate the current and future traffic demands and meet the requirements of the proposed design features. The crossing angle with Cannon Drive (CR 195) is 84 degrees and with Thurman Baccus Road is 78 degrees. The crossing angles at these intersections, as well as the Little River tributaries are between the 70-90 degree requirements. The crossing angle of Social Circle Road (CR 114) is 58 degrees which does not fall within the 70-90 degree requirement. This alternate passes close to an Environmental Justice Community, which would require close coordination with the residents in delineating the Environmental Justice Community boundary. Although the exact limits of the Environmental Justice Community have not been determined, impacts to the community are likely because of the significant family connections between the residents along Scott Terrace and the Scott/Walker properties; the assumed Environmental Justice Community boundary could encompass approximately 145 acres.

There are five (5) possible bridge or culvert crossings over the Little River tributaries. Approximately 20 parcel impacts have been estimated along this alternate. The horizontal geometry offered by this alignment is one of the most desirable in comparison to the other alternates. Based on preliminary assessments, the vertical geometry is also expected to be the most desirable.

For this reason, Alternate #1 as originally proposed is rejected; however a modified Alternate #1 was derived. By shifting the departure from SR 11/S. Cherokee Road north into Walton County, the impacts to the Environmental Justice Community, as well as eligible historic structures, are avoided. When connecting to SR 11, the modified Alternate #1 allows free flow movement with a departure curve and then continues along the proposed Bypass route. SR 11 would be realigned to form a "T" intersection with the Bypass. This alternative utilizes a higher percentage of existing roadway/right-of-way by tying into SR 11 at Laurel Street. The completion of the Social Circle Bypass is not anticipated to cause the need for additional improvements to the existing SR 11 roadway corridor. This is the preferred alignment.

- **Alternate #2**

This alternate departs from SR 11 further north and closer to downtown Social Circle. The horizontal curve as it departs from SR 11 creates an undesirable reversal in alignment because of the proximity to an existing SR 11 horizontal curve to the south. The remainder of the horizontal geometry is good and adherence to logical termini is provided to accommodate the current and future traffic demands and meet the requirements of the proposed design features. The crossing angles with Cannon Drive (CR 195) and Thurman Baccus Road are 61 degrees and 63 degrees respectively, which do not fall within the 70-90 degree requirements. In addition a portion of Social Circle Road (CR 114) would have to be realigned to form an acceptable intersection with the Bypass. It appears that this alternate would avoid potentially eligible historic properties and structures. There are two (2) possible bridge or culvert crossings, one of which is skewed at 40-50 degrees over the Little River tributaries. Approximately 13 parcel impacts have been estimated along this alternate. Although this alternate minimizes impacts to the Environmental Justice Community impacts would not be avoided because the assumed Environmental Justice Community boundary could encompass approximately 145 acres due to the significant family connections between the residents along Scott Terrace and the Scott/Walker properties. This alternate also offers deficient departure geometry from SR 11 and unacceptable angles of intersection with existing streets. Since Environmental Justice Community impacts could not be avoided and geometry deficiencies would be present this alignment is rejected.

- **Alternate #3**

This alternate was created by combining the SR 11 departure of alternate #1 and the remainder of alternate #2 while attempting to avoid and minimize impacts to residential structures and properties. Although the horizontal geometry is sufficient, the horizontal geometry introduces additional curves that result in the alternate not offering any added benefit. Adherence to logical termini is provided to accommodate the current and future traffic demands and meet the requirements of the proposed design features. The crossing

angle with Social Circle Road (CR 114) is 58 degrees and with Cannon Drive (CR 195) is 68 degrees. The crossing angles at these intersections, as well as the Little River tributaries do not fall within the 70-90 degree requirements. This alternate passes close to an Environmental Justice Community. Although the exact boundary of the community has not been defined, right-of-way impacts to parcels within the community could occur. There are two (2) possible bridge or culvert crossings, one of which is skewed at 40-50 degrees, over the Little River tributaries. Approximately 16 parcel impacts have been estimated along this alternate. This alternate does not offer any added benefit in comparison to the other considered alternates. Although the exact limits, of the Environmental Justice Community, have not been determined, impacts to the community are likely because the assumed Environmental Justice Community boundary could encompass approximately 145 acres due to the significant family connections between the residents along Scott Terrace and the Scott/Walker properties. The horizontal geometry is sufficient; however the angles of intersection with existing streets are unacceptable and the Environmental Justice Community impacts could not be avoided causing this alternate to be rejected.

- **Alternate #4**

This alternate has good horizontal geometry and provides adherence to the logical termini to accommodate the current and future traffic demands and meet the requirements of the proposed design features. The crossing angle with Social Circle Road is 81 degrees, with Cannon Drive (CR 195) is 73 degrees and with Thurman Baccus Road is 72 degrees. The crossing angles at these intersections, as well as the Little River tributaries are between the 70-90 degree requirements. This alternate passes through an Environmental Justice Community. Although the exact boundary of the community has not been defined, substantial impacts would be made to the community because the assumed Environmental Justice Community boundary could encompass approximately 145 acres due to the significant family connections between the residents along Scott Terrace and the Scott/Walker properties. In addition there may be impacts to structures/properties within the Environmental Justice Community. There are two (2) possible bridge or culvert crossings over the Little River tributaries. Approximately 17 parcel impacts have been estimated along this alternate. The acceptable horizontal geometry along this alternate and the acceptable angles of intersection with most existing streets cannot offset the direct impacts this alternate would have on the Environmental Justice Community. This alternate is rejected.

- **Alternate #5**

This alternate which provides good horizontal geometry to accommodate the current and future traffic demands and meet the requirements of the proposed design features and adherence to the logical termini is provided with a shift to the south in an attempt to reduce impacts to residences. The crossing angle with Social Circle Road is 78 degrees, with Cannon Drive (CR 195) is 89 degrees and with Thurman Baccus Road is 78 degrees. The crossing angles at these intersections, as well as the Little River tributaries are between the 70-90 degree requirements. This alternate avoids direct impacts to potential historic structures as well as the structures within the Environmental Justice Community. The exact boundary of the community has not been defined so impacts to the

Environmental Justice Community may still occur because the assumed Environmental Justice Community boundary could encompass approximately 145 acres due to the significant family connections between the residents along Scott Terrace and the Scott/Walker properties. In addition, there may be impacts to existing cemeteries. This alternate runs parallel to and could utilize the existing right-of-way of Barbara Trail (CR 166) which was suggested in public comments received at the May 4, 2006 PIOH. There are six (6) possible bridge or culvert crossings over the Little River tributaries. Approximately 18 parcel impacts have been estimated along this alternate. This alternate offers acceptable horizontal geometry and angles of intersection with existing streets. Although possible Environmental Justice Community impacts could most likely be minimized they would not be avoided. This alternate is rejected.

- **Alternate #6**

This alternate is the southern most alignment and provides good horizontal geometry and adherence to logical termini to accommodate the current and future traffic demands and meet the requirements of the proposed design features, as well as a reduction in impacts to residential structures. The crossing angle of Little River Road is 52 degrees and is not within the 70-90 degree requirements. The crossing angle with Social Circle Road is 71 degrees, with Cannon Drive (CR 195) is 81 degrees and with Thurman Baccus Road is 72 degrees. The crossing angles at these intersections, as well as the Little River tributaries are between the 70-90 degree requirements. This alternate avoids direct impacts to potential historic structures as well as the structures within the Environmental Justice Community. The exact boundary of the community has not been defined so impacts to the Environmental Justice Community may still occur because the assumed Environmental Justice Community boundary could encompass approximately 145 acres due to the significant family connections between the residents along Scott Terrace and the Scott/Walker properties. It is believed that impacts to existing cemeteries can be avoided with this alternative. This alternate runs parallel to and could utilize the existing right-of-way of Barbara Trail (CR 166) which was suggested in public comments received at the May 4, 2006 PIOH. There are four (4) possible bridge or culvert crossings over the Little River tributaries. Approximately 17 parcel impacts have been estimated along this alternate. Despite acceptable horizontal geometry, acceptable angles of intersection with existing street, and avoidance of the structures with the Environmental Justice Community and eligible historic structures, this alternate does not offer any benefit over modified Alternate #1A. This alternate was rejected due to the aforementioned reasons.

- **Alternate #7**

A grade separation of the proposed Bypass over the CSX railroad was considered an alternate. Based on the information provided by the Federal Railroad Administration (FRA) National Inventory rail traffic on the CSX rail corridor from Atlanta to Augusta are currently 16 freight trains per day with trains operating at 50 MPH maximum. Freight traffic is expected to continue to grow and with design year ADT values projected over 10,000 and truck percentages over 10% a grade separated overpass will improve safety conditions for the traveling public as well as emergency vehicle access. The railroad overpass alternate would utilize any of the above alternates (1 through 6) up to

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the intersection with Thurman Baccus Road. At this point the alternate would continue further east and north to cross over E. Hightower Trail and the CSX railroad approximately 1,250 feet east of the existing intersection of the northern Social Circle Bypass and E. Hightower Trail. The alignment would then curve back to the west to tie into the existing northern Social Circle Bypass approximately 3,500 feet north of E. Hightower Trail. It is anticipated that a bridge would also be required over a potentially wetland low area as the alternate approaches E. Hightower Trail. Approximately four (4) additional parcel impacts have been estimated along this alternate. From the comparisons of the Highway-Rail Grade Crossing Safety adjustment factors and cost estimate, the grade separated overpass alternative is not warranted at this time. An at-grade crossing is sufficient at this location currently and in the design year 2031. The cost-to-benefit ratio for the grade separated overpass alternate was discussed with the City of Social Circle officials and the GDOT OTSD. At the Initial Concept Team Meeting held on March 26, 2007, Mayor Jim Burgess did not see a need for grade separation for emergency vehicle access. He favored not moving forward with this alternate due to the major additional construction cost and delay. On April 12, 2007, Lenor Bromberg, RS&H met with Key Phillips, GDOT Office of Utilities. The meeting resulted in concurrence with the City of Social Circle officials, the construction cost out weighed the benefit of the grade separated overpass. Therefore, this alternate will not be considered for further development.

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Attachments:

1. Need and Purpose
2. Cost Estimates:
 - a. Construction including E&C,
 - b. Right-of-Way, and
 - c. Utilities.
3. Typical Section,
4. Accident Summaries,
5. Traffic Study Summary and Data,
6. Minutes of Initial Concept and Concept Team Meetings,
 - a. Initial Concept Meeting date: 03/26/07
 - b. Concept Team Meeting date: 07/20/07
7. Coordination Minutes,
 - a. Solo Cup plant Representatives: 06/07/06
 - b. FHWA Meeting(s): 04/06/06, 07/06/06, 02/27/07
 - c. Town Hall Meeting with Newton County Officials: 07/24/06
 - d. City of Social Circle Coordination Meeting(s): 12/11/06
 - e. Walton County Coordination Meeting(s): 02/05/07
 - f. Newton County Coordination Meeting(s): 02/05/07
 - g. GDOT Office of Transportation Data, Federal Highway Coordinator, to determine facility functional classification (via email) 03/20/07
 - h. GDOT Office of Traffic Safety and Design (OTSD), Office of Utilities, and Railroad Crossing Program Manager: 04/06/06, 04/12/07
8. Exhibits - Other Alternatives Considered

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Attachment #1

Need and Purpose

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

Office of Consultant Design

Need and Purpose

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Social Circle Bypass from SR 11/S. Cherokee Road northeasterly to East Hightower Trail

Background

The City of Social Circle requested a bypass project to relieve traffic in historic downtown, in particular truck traffic. Walton County constructed the northern portion of the Social Circle Bypass and the Georgia Department of Transportation (GDOT) programmed the remainder of the bypass. Previously GDOT conceptually designed the bypass linking the existing bypass northeast of the city with SR 11 giving access to I-20. A conceptual redesign was needed to account for the industrial developments along the proposed corridor. The State Transportation Improvement Program (STIP) recommends the Social Circle Bypass from E. Hightower Trail to SR 11. The concept phase kicked off in January 2006. In May 2006, an early coordination Public Involvement Open House (PIOH) was held. In addition to the PIOH, coordination with officials from the City of Social Circle, Walton County and Newton County led to a consensus on the proposed alignment.

Proposed Improvement

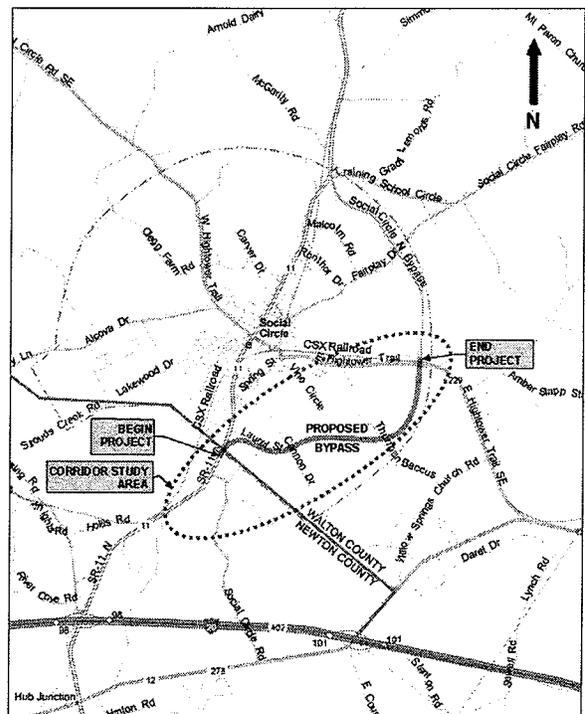
Project CSSTP-0007-00(217), P.I. No. 0007217 proposes to construct a new location roadway extending approximately 2.8 miles north and east from SR 11/S. Cherokee Road at the Newton/Walton County line and connecting to the existing Social Circle Bypass at E. Hightower Trail in Walton County. This project will complete the eastern bypass around downtown Social Circle.

The existing SR 11 roadway at the Walton/Newton County line is a rural arterial with two (2) 12-foot wide travel lanes. The existing northern portion of the Social Circle Bypass is a rural local road with two (2) 12-foot wide travel lanes and right of way to accommodate a future four lane roadway section.

The proposed new location roadway is to provide a facility that will adequately and safely serve current and future travel demand and provide interregional travel continuity for through traffic.

Logical termini

The proposed roadway should reasonably bypass traffic around the developed downtown City of Social Circle, while facilitating the movement of through traffic efficiently around the city. The logical terminus begins by tying into SR 11 south of downtown Social Circle in the vicinity of Laurel Street and ends by connecting to the existing northern Social Circle Bypass at E. Hightower Trail. These termini



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will complete the eastern bypass of Social Circle and will fulfill the need to route traffic around historic downtown. At a length of nearly 3 miles, this project is of sufficient length and would serve an independent utility. At this time industrial businesses located east of downtown Social Circle are unable to utilize existing roadways west to SR 11 because of roadway geometry and load restricted bridges along the route. The proposed project will provide a usable alternate route and assist in economic development of the area by providing a more direct path to SR 11 and I-20. The completion of the Social Circle Bypass is not anticipated to cause the need for additional improvements to the existing SR 11 roadway corridor.

Projects in the vicinity of the proposed project

No impacts or conflicts between this proposed new location roadway project and the following projects are anticipated.

Walton County:

- P.I. No. 0000413, SR 11 from North of the City of Social Circle to Barrow County Line.
- P.I. No. 0000414, SR 138 from Miller Bottom Rd to SR10/US 78, Preliminary Engineering (PE) is scheduled 2008, ROW and Construction is scheduled after 2009. The project is a widening project.
- P.I. No. 0004708, Social Circle Pedestrian and Bicycle Trailways.

Newton County:

- P.I. No. 0006022, SR 11/I-20 Relocate Close Frontage Rd – River Rd Extension, Preliminary Engineering (PE) is scheduled 2009, ROW and Construction is scheduled after 2009. The project is a new construction project.
- P.I. No. 231630, SR 12/US 278 from CR 653/Covington Bypass East to SR 142, Preliminary Engineering (PE) is underway, ROW is scheduled 2007-2008 and Construction is scheduled 2008. The project is a widening project.
- P.I. No. 242230, SR 142 from I-20 to Alcovy Rd in Covington, Preliminary Engineering (PE) is underway, ROW is scheduled 2007 and Construction is scheduled 2009. The project is a widening project.

Traffic Data, Capacity and Level of Service (LOS)

The year the project is anticipated to be open for traffic use is the base year, 2011. Therefore, the project will be designed to accommodate traffic growth thru 2031.

<u>Traffic Data:</u>	Current Year	Base Year	Design Year
Annual Average Daily Traffic (AADT)	2005	2011	2031
Proposed Social Circle Bypass:	5,400	7,070	11,370
Existing N.E. Social Circle Bypass (Build):	5,200	6,450	10,650
SR11/S.Cherokee Rd. (Build):	4,800	6,000	10,000
E. Hightower Trail (Build):	2,750	3,450	5,700

State Route 11, a Rural Minor Arterial, connects I-85 to I-20 and essentially serves as a bypass to the Atlanta Metro area. Of the traffic passing through downtown Social Circle, 12% is truck traffic that originates north of Social Circle from major industrial/commercial businesses, such as the Wal-Mart Distribution Center in Monroe. Due to the restriction of the load limited bridge over the CSX

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railroad on E. Hightower Trail at E Willow Drive, truck traffic generated east of downtown Social Circle travel west on E. Hightower Trail to US 278 to access I-20 or north on the northern bypass to SR 11 to access I-85. Ultimately, the destination of the traffic in this area is south to access I-20 and north to access I-85. The bypass completion will reroute this truck traffic around historic downtown Social Circle and the load restricted bridge as well as provide a continuous north-south corridor for accessing I-20 and I-85.

Truck Percentage on SR 11

	South of Social Circle	North of Social Circle
T	12%	9%
24 T	14%	13%
SU	7%	8%
COMB.	7%	5%

The average daily volume on the proposed Social Circle Bypass is 11,370 in design year 2031. The proposed bypass was divided into four segments for HighPlan analysis. The operational level of service (LOS) analysis was conducted for both the corridor and study intersections to determine LOS in design year 2031. The objective was to determine appropriate lane configurations for the proposed bypass and study intersections that provided an overall LOS of "C" or better for the corridor and a LOS of "D" or better for the intersections.

Design Year (2031) Corridor Operational Analysis Summary

Segment	AADT	# of Lanes	v/c* Ratio	LOS
E. Hightower Tr. to Thurman Baccus Rd	10,160	2	0.43	C
Thurman Baccus Rd to Cannon Dr.	10,670	2	0.45	C
Cannon Dr. to Social Circle Rd (CR 114)	10,870	2	0.46	C
Social Circle Rd to SR 11/ S. Cherokee Rd.	11,370	2	0.48	C

*v/c = volume over capacity

Operational analysis results show the proposed bypass will operate at acceptable LOS "C" in design year 2031 as a 2-lane roadway. If traffic grows at a similar rate beyond year 2031, the Social Circle Bypass will need to be 4-laned in year 2043 to maintain the acceptable LOS of "C". All the study intersections operate at an acceptable LOS in the Design Year 2031.

Design Year 2031 Intersection Operational Analysis Summary

Intersection	Signal	AM Peak		PM Peak	
		Delay*	LOS	Delay*	LOS
Social Circle Bypass @ E. Hightower Rd	Yes	19.5	B	18.0	B
Social Circle Bypass @ Thurman Baccus Rd	No	24.9	C	19.9	C
Social Circle Bypass @ Cannon Dr.	No	28.5	D	25.8	D
Social Circle Bypass @ Social Circle Rd	No	31.6	D	31.5	D
Social Circle Bypass @ SR 11/South Cherokee Rd	Yes	21.0	C	21.1	C

*Delay = Average Delay measured in seconds per vehicle

Two alternates for crossing E. Hightower Trail and the CSX Railroad will be considered during the Concept Development. If the proposed bypass is at grade at E. Hightower Trail and the CSX railroad, the intersections of Social Circle Bypass at E. Hightower Trail and Social Circle Bypass at SR 11/S. Cherokee Road will require signals in the design year 2031. If the proposed bypass overpasses E. Hightower Trail and the CSX railroad and all other connections are retained then only the intersection of the bypass with SR 11/S. Cherokee Road would need to be signalized.

According to the GDOT funded Critical Analysis Reporting Environment (CARE) data analysis software system, the accident, injury, and fatality rates are above the statewide average along SR 11 from I-20 to Training School Circle (the northern terminus of the existing northern Social Circle Bypass). The tables below are the accident summaries for the years 2000 to 2005.

Accident, Injury, and Fatality Data

SR 11 from I-20 to Training School Circle

Year	Accidents		Injuries		Fatalities	
	Number	Rate	Number	Rate	Number	Rate
2000	59	337	33	188	0	0
2001	45	225	22	110	0	0
2002	33	175	13	69	0	0
2003	33	174	18	95	0	0
2004	66	328	24	119	0	0
2005	58	302	29	151	0	0

Statewide Accident, Injury, and Fatality Rate Comparison

SR 11 from I-20 to Training School Circle

Year	Accident Rate		Injury Rate		Fatality Rate	
		Statewide Rate		Statewide Rate		Statewide Rate
2000	337	182	188	99	0	2.06
2001	225	190	110	101	0	2.26
2002	175	199	69	110	0	2.50
2003	174	212	95	113	0	2.56
2004	328	243	119	134	0	2.77
2005	302	181	151	103	0	2.77

General land use in the project area

According to the Future Land Use Plans for Newton County most of the industrial development will be located around the eastern edge of Newton County along I-20. Based on of the Walton County Comprehensive Plan, the future land use plan is focusing on developing communities within compact areas to deter continuing sprawl patterns. These sprawl patterns decrease the economic feasibility of public agencies (schools, libraries etc), infrastructure, and public safety. The location and type of compact development will be based on the real estate market and infrastructure.

Identification of any known Environmental Justice or other community concerns

- It has been determined, through coordination with local officials and citizens that attended the Early Coordination PIOH, that there is an Environmental Justice (EJ) community within the Corridor Study Area along Scott Terrace (CR 432). FHWA states that the local residents define their own community; if proposed alignments are considered in this area close coordination will need to take place with the residents in delineating the EJ boundary.
- Level of environmental analysis: Environmental Assessment/Finding of No Significant Impact (FONSI)
- Utility involvements: CSX Railroad, Bellsouth, Comcast Communications, Georgia Power, City of Madison Gas, MCI, City of Monroe CATV, Newton County Water, City of Social Circle Sewer, City of Social Circle Water, City of Social Circle Gas, Snapping Shoals EMC, Walton EMC
- Estimate of potential relocations is unknown at this time.
- GDOT expects impacts to waters and wetlands of the US, but the exact impact has not been calculated at this time. It is anticipated that a Nationwide Permit (NWP) will be required.
- Historic Resources are present, but impacts are unknown.
- Archaeological Resources may be present and impacts are unknown.

Safety

The high truck/train conflict potential and emergency vehicles access to properties north of E. Hightower are main concerns for safety. The Georgia Department of Transportation Office of Traffic and Safety Design (OTSD) has confirmed that 16 trains run daily along the CSX Rail: 8 daytime trains, 6 night trains and 2 switching (stop in a local yard and unload/reload and continue back to using the same crossing again. Based on this information, OTSD has requested a grade separated railroad overpass alternative be considered. The overpass will provide a separation of vehicle and rail traffic, reduce delay at the intersection by providing continuous movement, and ensure that emergency vehicles always have access to areas north of E. Hightower regardless of train presence.

By allowing vehicle and trucks access from I-20 using SR 11 in Newton County to the industrial area in Walton County, the bypass will alleviate the impacts (noise, area, surface, etc) to historic Social Circle. This decreased vehicle count will positively affect the local citizens by improving their quality of life, safety conditions, and economic growth. It is anticipated that these improvements from a new location bypass will help enhance the safety and operational characteristics of the surrounding area for trucks and passenger vehicles. This project will satisfactorily accommodate existing and future demands along the bypass with the industrial development and economic growth.

Need and Purpose

The purpose of the Social Circle Bypass is to alleviate traffic in historic downtown Social Circle, promote economic development for the city, and to complete the eastern bypass of Social Circle.

Current traffic through historic downtown Social Circle is an estimated 8,600 vehicles per day (vpd). The bypass would reroute approximately 5,400 vpd around the east side of the city; thereby reducing the downtown area traffic. The project will be designed to accommodate traffic growth until 2031. In that year the bypass will handle 11,370 vpd and the existing SR 11 through downtown will handle 10,000 vpd. The traffic passing through the existing SR 11, if the bypass is not constructed, would be over

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18,000 vpd through the historic area. This volume of traffic could not be handled by the existing 2-lane roadway; widening the existing SR 11 would cause extensive detrimental impacts to the historic area.

The proposed project will also provide an added benefit to industry north and east of the City of Social Circle. The new roadway will connect the existing northern bypass to SR 11 south of Social Circle. Truck traffic from the industries will be rerouted from passing through the historic area to the newly constructed bypass.

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Attachment #2

Cost Estimates

DETAIL ESTIMATE

Section ROADWAY					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
310-5100	78156	SY	16.00	GR AGGR BASE CRS, 10 INCH, INCL MATL	\$ 1,250,496.00
400-3130	7502	TN	85.00	ASPH CONC 12.5 MM SUPERPAVE, GP 1 OR 2, INCL	\$ 637,670.00
400-3605	10003	TN	85.00	ASPH CONC 19MM SUPERPAVE, GP 1 OR 2, INCL POLYMER MODIFIED BITUM MATL & H LIME	\$ 850,255.00
402-3143	20006	TN	89.12	RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL	\$ 1,782,934.72
Section Sub Total					\$ 4,521,355.72

Section DRAINAGE					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
207-0203	336	CY	60.38	FOUND BK FILL MATL, TP II - BOX CULVERTS DOUBLE 10 x 10	\$ 20,287.68
500-3101	1830	CY	598.54	CLASS A CONCRETE - BOX CULVERTS DOUBLE 10 x 10	\$ 1,095,328.20
501-2000	252441	LB	3.05	STR STEEL - BOX CULVERTS DOUBLE 10 x 10	\$ 769,945.05
550-1240	1200	LF	53.56	STORM DRAIN PIPE, 24 IN, H 1'-10	\$ 64,272.00
550-1360	175	LF	86.15	STORM DRAIN PIPE, 36 IN, H 1'-10	\$ 15,076.25
550-3324	40	EA	1,054.35	SAFETY END SECTION 24 IN, STORM DRAIN, 4:1 SLOPE	\$ 42,174.00
550-3336	2	EA	1,873.95	SAFETY END SECTION 36 IN, STORM DRAIN, 4:1 SLOPE	\$ 3,747.90
Section Sub Total					\$ 2,010,831.08

Section EARTHWORK

Item Number	Quantity	Units	Unit Price	Item Description	Cost
201-1500	1	LS	3,800,000.00	CLEARING & GRUBBING -	\$ 3,800,000.00
205-0001	222945	CY	5.58	UNCLASS EXCAV	\$ 1,244,033.10
211-0200	0	CY	80.17	BRIDGE EXCAVATION, GRADE SEPARATION	\$ -
Section Sub Total					\$ 5,044,033.10

Section SIGNING & PAVEMENT

Item Number	Quantity	Units	Unit Price	Item Description	Cost
636-1014	222	SF	20.00	HIGHWAY SIGNS, TP 1 MATL, REFL SHEETING, TP 1	\$ 4,440.00
636-2010	555	LF	6.85	GALV STEEL POSTS, TP 1	\$ 3,801.75
653-0100	2	EA	382.40	THERMOPLASTIC PVMT MARKING, RR/HWY CROSSING SYMBOL	\$ 764.80
653-1501	7200	LF	0.63	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, WHITE	\$ 4,536.00
653-1502	40763	LF	0.68	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, YELLOW	\$ 27,718.84
653-1706	336	LF	3.70	THERMOPLASTIC SOLID TRAF STRIPE, 24 IN, YELLOW	\$ 1,243.20
653-3502	8102	GLF	0.38	THERMOPLASTIC SKIP TRAF STRIPE, 5 IN, YELLOW	\$ 3,078.76
654-1001	510	EA	3.63	RAISED PVMT MARKERS TP 1	\$ 1,851.30
654-1002	203	EA	3.67	RAISED PVMT MARKERS TP 2	\$ 745.01
654-1003	360	EA	3.77	RAISED PVMT MARKERS TP 3	\$ 1,357.20
Section Sub Total					\$ 49,536.86

Section MOBILIZATION, TRAFFIC & EROSION CONTROL					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
150-1000	1	LS	285,929.87	TRAFFIC CONTROL -	\$ 285,929.87
151-1000	1	Lump Sum	69,767.00	MOBILIZATION	\$ 69,767.00
153-1300	1	EA	73,569.88	FIELD ENGINEERS OFFICE TP 3	\$ 73,569.88
162-1300	100	EA	687.15	EROSION CONTROL CHECK DAM, TP -	\$ 68,715.00
163-0232	30	AC	574.21	TEMPORARY GRASSING	\$ 17,226.30
163-0240	120	TN	192.62	MULCH	\$ 23,114.40
163-0300	2	EA	2,863.84	CONSTRUCTION EXIT	\$ 5,727.68
165-0010	29600	LF	0.93	MAINTENANCE OF TEMPORARY SILT FENCE, TP A	\$ 27,528.00
165-0040	100	EA	89.08	MAINTENANCE OF EROSION CONTROL CHECKDAMS/DITCH CHECKS	\$ 8,908.00
165-0101	2	EA	676.71	MAINTENANCE OF CONSTRUCTION EXIT	\$ 1,353.42
171-0010	29600	LF	2.01	TEMPORARY SILT FENCE, TYPE A	\$ 59,496.00
Section Sub Total					<u><u>\$ 641,335.55</u></u>

Section RAIL ROAD					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
232-0001	1	LS	500,000.00	RAILROAD CONSTRUCTION	\$ 500,000.00
Section Sub Total					\$ 500,000.00

Section LANDSCAPING					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
700-6910	33	AC	917.26	PERMANENT GRASSING	\$ 30,269.58
Section Sub Total					\$ 30,269.58

Total Estimated Cost	\$ 12,797,361.89
-----------------------------	-------------------------

Subtotal Construction Cost	\$ 12,797,361.89
E&C Rate 10.0 %	\$ 1,279,736.19
Inflation Rate 0.0 % @ 0.0 Yr	\$ -

Total Construction Cost	\$ 14,077,098.08
Right Of Way	\$ 5,653,400.00
ReImb. Utilities	\$ 181,922.32

Grand Total Project Cost	\$ 19,912,420.40
---------------------------------	-------------------------

Department of Transportation State of Georgia

Interdepartmental Correspondence

FILE Preliminary R/W Cost Estimate **OFFICE** R/W
DATE May 1, 2007

FROM Phil Copeland, Right of Way Administrator

TO Harvey P. Booker Booker Real Estate Services, LLC

SUBJECT **Preliminary Right of Way Cost Estimate**
Project: CSSTP-0007-00(217)Walton
P.I. No.: 0007217
Description: Social Circle Bypass

Per your request, we have reviewed the Preliminary Right of Way Cost Estimate on the above referenced project.

Please note the Cost Estimate does conform to our current guidelines.

If you have any questions, please contact Jerry Milligan at District 7 Right of Way Office at (770) 986-1541.

PC:GAM

Attachments

Cc: Wes Brock, Chief of Appraisal & Review
File

Preliminary Right of Way Cost Estimate

Date:	April 25, 2007	P.I. Number: 0007217
Project:	CSSTP-0007-00(217) Walton	No. Parcels: 22
Existing/Requiring R/W:	Varies/Varies	
Project Termini:	From SR11 to East Hightower Trail	

Project Description: Social Circle Bypass

Land:

Industrial	806,730 s.f. @ \$1.15/s.f. = \$927,740	
Residential	453,895 s.f. @ \$0.69/s.f. = \$313,190	
Agricultural	907,790 s.f. @ \$0.30/s.f. = <u>\$272,340</u>	
TOTAL		\$1,513,270

Improvements: One Frame House \$ 75,000

Relocation:

Commercial @ \$25,000/parcel	\$N/A	
(1) Residential @ \$40,000/parcel	\$40,000	
TOTAL		\$ 40,000

Damages:

Proximity -	\$ 0	
Consequential	\$ 0	
Cost To Cure	\$ 0	
TOTAL		\$ 0

SUB-TOTAL \$1,628,270

Net Cost		\$ 1,628,270
Scheduling Contingency 55%		\$ 895,548
Adm/Court Cost 60%		\$ 1,514,291
Inflation Factor 40%		<u>\$ 1,615,244</u>
		5,653,353

Total Cost **\$ 5,653,400**

Prepared By: Harvey P. Booker
 Harvey P. Booker, Consultant
 Booker Real Estate Services, LLC

Approved: Gerard R. Miller
 GDOT R/W

Right-of Way Cost Estimate
 Project Number: CSSTP-0007-00(217)
 P. I. Number: 0007217
 County: Newton/Walton Counties

**Walton County Land Sales
 CSSTP-0007-00(217) Walton**

<u>Highest & Best Use</u>	<u>Size (acres)</u>	<u>Value/acre/sq.ft.</u>	<u>Sales Price</u>
Industrial - Large	181	\$ 55,000/\$1.26	Listing \$ 95,965
	120	\$ 44,000/\$1.01	Listing \$ 43,000
Residential	8	\$ 12,000/\$.28	\$ 95,965
	2	\$ 21,500/\$.49	\$ 43,000
	14.48	\$ 36,250/\$.83	\$ 525,000
Agricultural - Large	86.54	\$ 7,100/\$.16	\$ 615,000
	48.22	\$ 13,000/\$.30	\$ 626,808
	82.91	\$ 11,050/\$.25	\$ 915,826
	68.32	\$ 14,500/\$.33	\$ 990,698
	387.93	\$ 5,700/\$.13	\$ 2,200,000

PROJECT CONCEPT REPORT

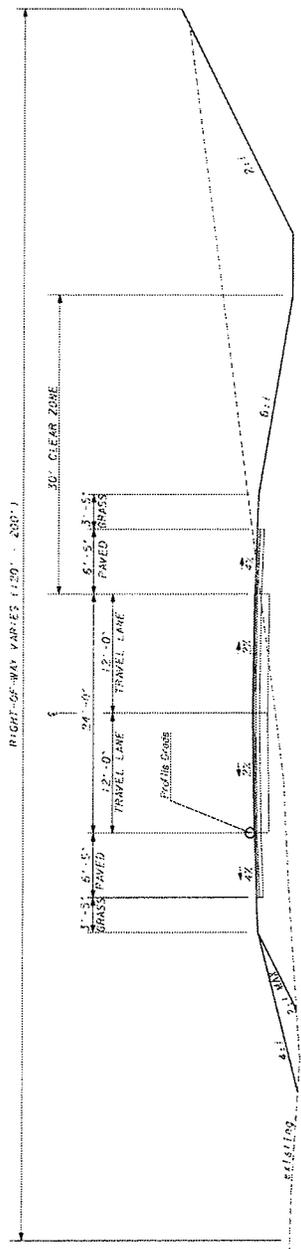
Project Number: CSSTP-0007-00(217)

County: Newton/Walton Counties

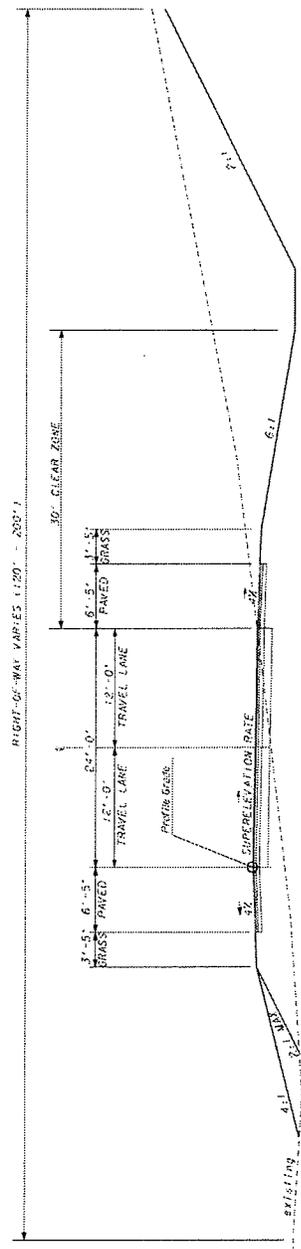
P. I. Number: 0007217

Attachment #3

Typical Section



NEW LOCATION
 RURAL SECTION
 (D. S. 65MPH)
 NORMAL CROWN



NEW LOCATION
 RURAL SECTION
 (D. S. 65MPH)
 SUPERELEVATED

STATE OF GEORGIA DEPARTMENT OF TRANSPORTATION OFFICE: CONSULTANT DESIGN		REVISION DATES	NOT TO SCALE	RS&H 730 PEACHTREE STREET, SUITE 430 ATLANTA, GA 30308 PHONE: 404-527-7200 FAX: 404-347-8922	SOCIAL CIRCLE BYPASS NEWTON AND WALTON COUNTIES	DRAWING NO. 5-01
TYPICAL SECTION						

PROJECT CONCEPT REPORT

Project Number: CSSTP-0007-00(217)

County: Newton/Walton Counties

P. I. Number: 0007217

Attachment #4

Accident Summaries

Project Concept Report Attachment #4
 Project Number: CSSTP-0007-00(217)
 P. I. Number: 0007217
 County: Walton/ Newton Counties

Attachment #4

ACCIDENT SUMMARIES

According to the GDOT funded Critical Analysis Reporting Environment (CARE) data analysis software system, the accident, injury, and fatality rates are above the statewide average along SR 11 from mile log 13.00 in Newton County to mile log 3.14 in Walton County. The following tables are the accident summaries for the years 2000 through 2005.

Accident, Injury, and Fatality Data

SR 11 from mile log 13.00 in Newton County to mile log 3.14 in Walton County

Year	Accidents		Injuries		Fatalities	
	Number	Rate	Number	Rate	Number	Rate
2000	46	396	30	259	0	0
2001	43	383	19	169	0	0
2002	30	263	11	96	0	0
2003	32	273	18	153	0	0
2004	47	379	17	137	0	0
2005	35	324	22	204	0	0

Statewide Accident, Injury, and Fatality Rate Comparison

SR 11 from mile log 13.00 in Newton County to mile log 3.14 in Walton County

Year	Accident Rate		Injury Rate		Fatality Rate	
		Statewide Rate		Statewide Rate		Statewide Rate
2000	396	182	259	99	0	2.06
2001	383	190	169	101	0	2.26
2002	263	199	96	110	0	2.50
2003	273	212	153	113	0	2.56
2004	379	243	137	134	0	2.77
2005	324	181	204	103	0	2.77

PROJECT CONCEPT REPORT

Project Number: CSSTP-0007-00(217)

County: Newton/Walton Counties

P. I. Number: 0007217

Attachment #5

Traffic Study

Attachment #5

TRAFFIC STUDY SUMMARY AND TRAFFIC DATA

This summarizes the operational analysis results of the proposed Social Circle Bypass from East Hightower Trail to S Cherokee Road (SR 11). Operational analysis was conducted for corridor and study intersections to obtain acceptable level of service (LOS) in design year 2031. The objective was to determine an appropriate lane configuration for the proposed bypass extension and study intersections, which gives an overall LOS of 'C' or better for the corridor and LOS of "D" or better for the intersections. **Table 1** summarizes the results of the proposed Bypass corridor analysis.

Table 1: Design Year (2031) Corridor Operational Analysis Summary				
Segment	AADT	# of Lanes	v/c* Ratio	LOS
E. Hightower Tr. to Thurman Baccus Rd	10,160	2	0.43	C
Thurman Baccus Rd to Cannon Dr.	10,670	2	0.45	C
Cannon Dr. to Social Circle Rd (CR114)	10,870	2	0.46	C
Social Circle Rd to SR 11	11,370	2	0.48	C

*v/c = volume over capacity

Table 2 summarizes the results of design year 2031 intersection operational analysis. Signal warrant analyses show that the intersections of Social Circle Bypass/East Hightower Trail and Social Circle Bypass/SR 11 will need to be signalized in 2031.

Table 2: Design Year (2031) Intersection Operational Analysis Summary					
Intersection	Signal	AM Peak:		PM Peak:	
		Delay*	LOS	Delay*	LOS
Social Circle Bypass @ E. Hightower Rd	Yes	19.6	B	18.4	B
Social Circle Bypass @ Thurman Baccus Rd	No	24.9	C	19.9	C
Social Circle Bypass @ Cannon Dr.	No	28.5	D	25.8	D
Social Circle Bypass @ Social Circle Rd	No	31.6	D	31.5	D
Social Circle Bypass @ South Cherokee Rd	Yes	21.0	C	21.1	C

*Delay = Average Delay measured in seconds per vehicle

A second analysis was performed to document the effects of a bridge overpass of Social Circle Bypass over E. Hightower Trail and the CSX Railroad. **Table 3** summarizes the results of design year 2031 intersection operational analysis.

Table 3: Design Year (2031) Intersection Operational Analysis Summary – Overpass Option					
Intersection	Signal	AM Peak:		PM Peak:	
		Delay*	LOS	Delay*	LOS
Intersection north of E. Hightower Rd	No	24.6	C	24.3	C
Intersection south of E. Hightower Rd**	No	13.4	B	11.6	B
Social Circle Bypass @ E. Hightower Rd	No	19.6	C	18.3	C
Social Circle Bypass @ Thurman Baccus Rd	No	24.9	C	19.9	C
Social Circle Bypass @ Cannon Dr.	No	28.5	D	25.8	D
Social Circle Bypass @ Social Circle Rd	No	31.6	D	31.5	D
Social Circle Bypass @ South Cherokee Rd	Yes	21.0	C	21.1	C

*Delay = Average Delay measured in seconds per vehicle

**This intersection will need to be signalized if NB movement at Existing Social Circle Bypass / East Hightower Trail is prohibited.

The intersection of Social Circle Bypass/SR 11 will need to be signalized in 2031 as mentioned in scenario without the overpass. In the event if northbound access (towards railroad) to existing Bypass is prohibited at the intersection of Existing Bypass/East Hightower Trail an operational analysis indicates that this intersection that provides access to the Solo plant will then need to be signalized due to the increase in traffic.

Project Concept Report Attachment #5
Project Number: CSSTP-0007-00(217)
P. I. Number: 0007217
County: Walton/ Newton Counties

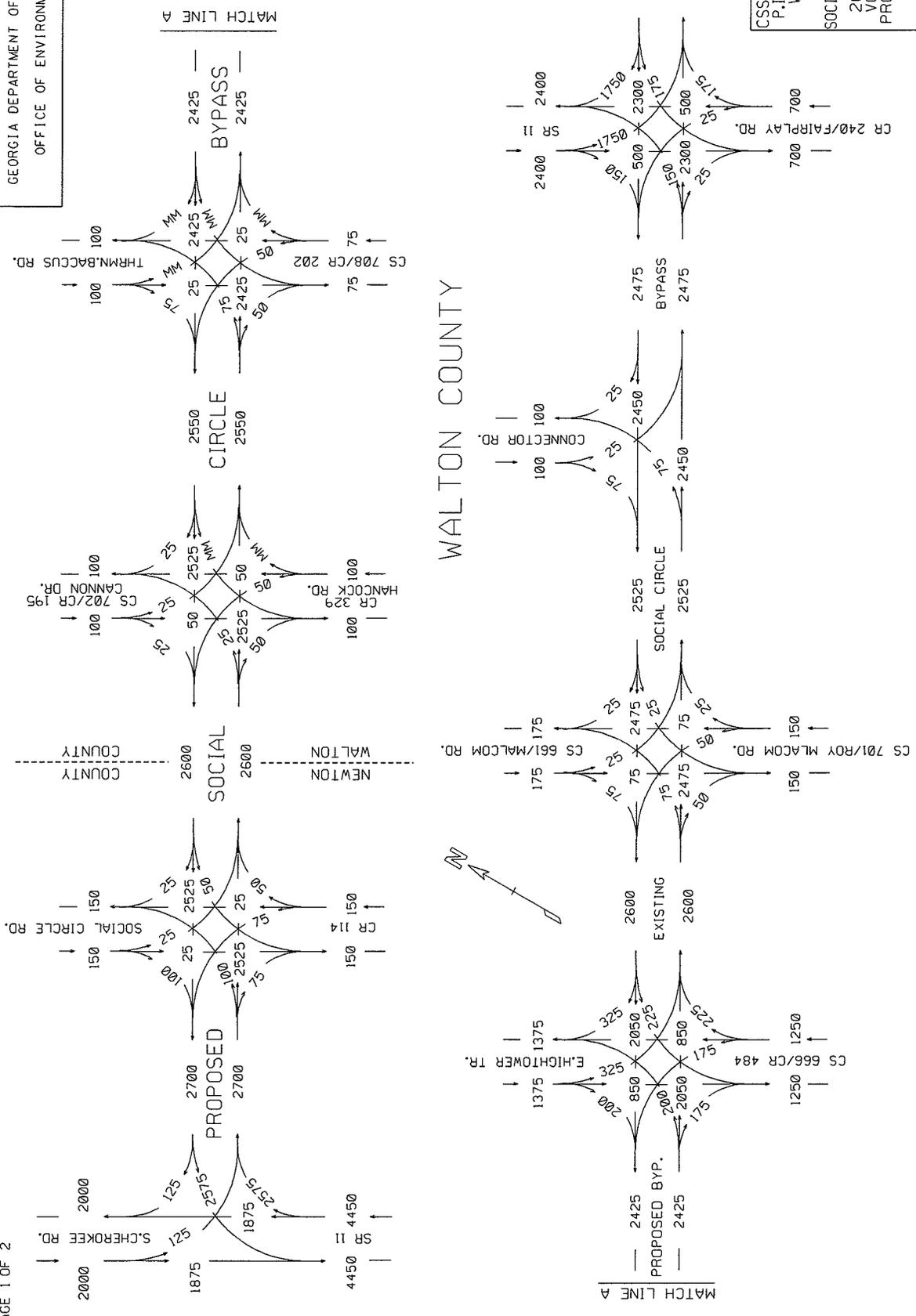
Conclusion:

The proposed Social Circle Bypass extension will operate at an acceptable LOS as a 2-lane facility in design year 2031. The Bypass extension will need to be 4-laned in year 2043 to maintain the acceptable LOS of "C".

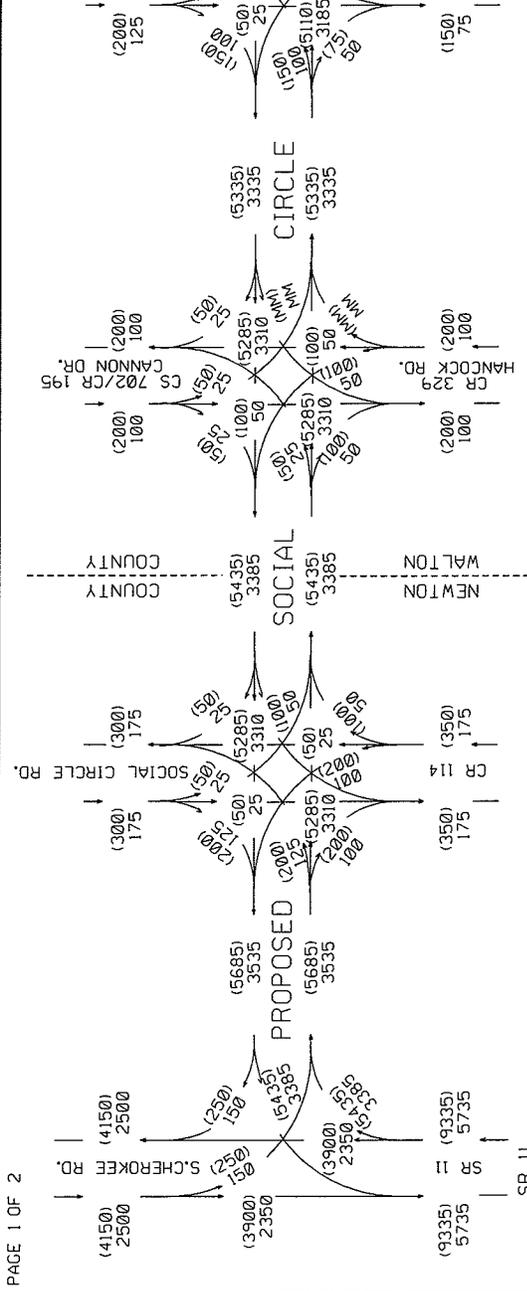
All the study intersections operate at acceptable LOS. The intersections of Social Circle Bypass/East Hightower Trail and Social Circle Bypass/SR 11 will need to be signalized in design year 2031 if the proposed Bypass extension is at grade at East Hightower Trail. If the proposed Bypass extension goes over East Hightower Trail, then only the intersection with SR 11 needs to be signalized.

The following pages present the following traffic data:

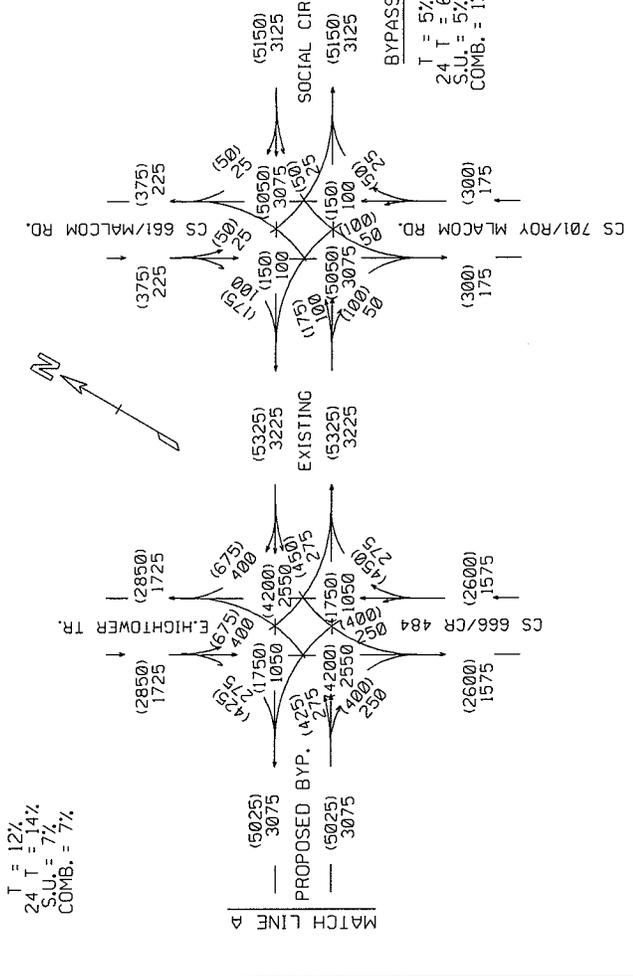
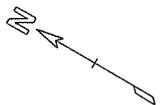
- 2005 Existing Volumes with Proposed Bypass (2 pages)
- 2011 and 2031 Average Daily Traffic
- 2031 Am and PM Daily Hourly Volumes



CSSTP-0007-00(217)
P.I. NO. 0007217
WALTON COUNTY
SOCIAL CIRCLE BYPASS
2005 EXISTING
VOLUMES WITH
PROPOSED BYPASS
TJW
04/05



WALTON COUNTY

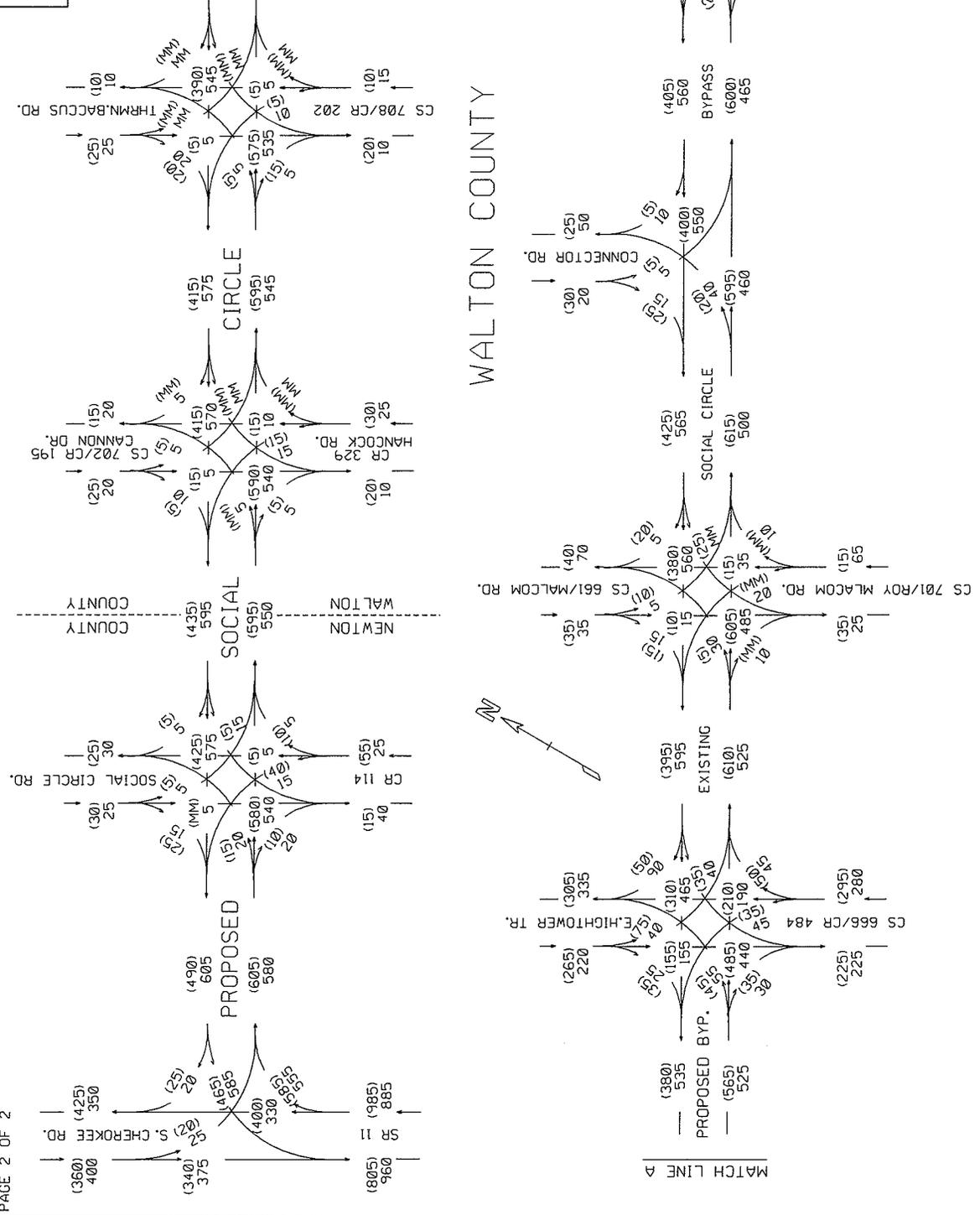


T = 12%
24 T = 14%
S.U. = 7%
COMB. = 7%

SR 11
T = 9%
24 T = 13%
S.U. = 8%
COMB. = 5%

CSSTP-0007-00(217)
P.I. NO. 0007217
WALTON COUNTY
SOCIAL CIRCLE BYPASS
2031 ADT = (000)
2011 ADT = 000
BY
06/07

GEORGIA DEPARTMENT OF TRANSPORTATION
OFFICE OF ENVIRONMENT / LOCATION



CSSTP-0007-00(217)
P.I. NO. 0007217
WALTON COUNTY
SOCIAL CIRCLE BYPASS
2031 PM DHV = 1000
2031 AM DHV = 000
BY
06/07

PROJECT CONCEPT REPORT

Project Number: CSSTP-0007-00(217)

County: Newton/Walton Counties

P. I. Number: 0007217

Attachment #6

Minutes of Initial Concept and Concept Meetings

Prepared by: RS&H, Inc.

Client: State of Georgia
Department of Transportation
Office of Consultant Design

Meeting Summary



Date: 03-27-07

Location: GDOT Room 444

By: Jim Hullett, Project Manager
Lenor Bromberg, Assistant Project Manager

Subject: CSSTP-0007-00(217), P.I. No. 0007217, Newton/Walton Counties
Social Circle Bypass
Initial Concept Team Meeting

Attendees:

Stanley Hill, GDOT OCD	Jim Hullett, RS&H
Vinesha Pegram, GDOT OCD	Lenor Bromberg, RS&H
Jerry Milligan, GDOT R/W	Kari ChinNuke, RS&H
Jason Crane, GDOT Planning	Sara Scheu, RS&H
Nabil Raad, GDOT OTSD	Arwin Lopez, RS&H
Melanie Nable, GDOT OEL	Bonnie Peacock, Arcadis
Robert W. Mahoney, GDOT D1 Preconstruction	Jim Aitken, Arcadis
Doug White, City of Social Circle	Harvey Booker, Booker Real Estate Services
Mayor Jim Burgess, City of Social Circle	

The purpose of this meeting was to discuss the concept of the proposed Social Circle Bypass, discuss environmental issues and coordination efforts within the project and review the overall project schedule. The meeting took place in the GDOT Room 444 on March 26, 2007 at 1:30 PM.

- I. **Welcome** (GDOT - Vinesha Pegram)
- II. **Introduction of Each Attendee**
- III. **Project Identification** (RS&H - Jim Hullett)
Stated the project number CSSTP-0007-00(217), P.I. No. 0007217.
- IV. **Need and Purpose Statement** (RS&H – Jim Hullett)
Read need and purpose statement on page 3 of the Project Concept Report.
Jason Crane, GDOT Planning
Q: How was the current year AADT of 5,400 for the proposed bypass calculated?
Jim Hullett, RS&H
A: GDOT OEL provided traffic data which was analyzed by RS&H's traffic engineers for validation purposes.
Jason Crane, GDOT Planning
Include in the final document:
 - a. Any information regarding the origin and destination of traffic.
 - b. Turn movement restrictions in the downtown area.
 - c. Also, document the existing load restricted bridge in the City of Social Circle.
- V. **Proposed Project Description** (RS&H – Lenor Bromberg)
The description of the proposed project on page 3 of the Project Concept Report was read.

VI. Functional Classification (RS&H – Lenor Bromberg)

Stated the functional classification is a Rural Major Collector. It was pointed out that RS&H coordinated with Clayton Carter, Federal Highway Coordinator, in GDOT's Office of Transportation Data.

VII. Traffic Projections (RS&H – Lenor Bromberg)

*Read traffic data in the AADT table on page 4 of the Project Concept Report.
RS&H will verify that the traffic from Solo is included in the count at E. Hightower Trail.*

VIII. Existing & Proposed Design Features (RS&H – Lenor Bromberg)

Read existing & proposed design features on page 4 of the Project Concept Report.

Robert W. Mahoney, GDOT D1 Preconstruction

Confirmed the existing bypass was built by the City of Social Circle.

Lenor Bromberg, RS&H

a. Although the Concept Report indicates a functional classification of rural major collector, the design criteria is based on the functional classification of a rural minor arterial road, due to the existing classification of SR11 and possibility that SR 11 may be re-routed along the bypass in the future..

b. There are 22 parcel impacts of approximately 45 acres and 3 potential residential impacts to be verified later with more accurate survey data.

Jim Aitken, Arcadis

In reference to stream buffers, the length of bridge/culvert and amount of fill will depend on the potential stream impacts (i.e. fish life).

IX. Alternates Considered and Reasons for Rejection (RS&H – Lenor Bromberg)

Described Alternates on pages 7-10 of the Project Concept Report.

Also referenced Attachment 11 - Early Coordination PIOH exhibit.

Jim Hullett, RS&H

Discussed coordination meetings held to date with Newton County, Walton County, City of Social Circle, and GDOT that were instrumental in the development of the preferred alternate staying within Walton County.

Stanley Hill, GDOT OCD

Noted that during negotiations, the process of organizing a Citizens Advisory Committee (CAC) was considered and initial steps planned; due to the recommendation to adjust the alignment to stay within Walton County, the need to proceed with a CAC was determined unnecessary.

X. Preferred Concept Alternate (RS&H – Lenor Bromberg)

Described preferred alternate and discussed railroad overpass alternative.

Stanley Hill, GDOT OCD

On the bridge overpass alternate, address access to proposed bypass at East Hightower.

XI. Right of Way Displacements and Relocations (RS&H – Lenor Bromberg; Booker Real Estate Services– Harvey Booker)

As noted earlier there are 22 parcel impacts, totaling approximately 45 acres.

Harvey Booker, Booker Real Estate Services

Nothing to add.

XII. Major Structures (RS&H – Lenor Bromberg; ARCADIS – Jim Aitken)

As discussed in the design features, there are 2 stream crossings that will require some type of structure and an optional railroad overpass.

Jim Aitken, Arcadis

Nothing more to add; need hydraulic data to assess structure (i.e. type, size etc.)

The length of the railroad overpass bridge will be long and very costly due to the vertical clearance requirements and terrain.

Mayor Jim Burgess, City of Social Circle

Q: Is the bridge alternate on the table? Our concern is the cost and delay.

Jim Hullett, RS&H

A: Yes, GDOT has asked that this alternate be considered in the conceptual stage.

Q: Do you think an alternate for an overpass would enhance emergency services access?

Mayor Jim Burgess, City of Social Circle

A: No, we do not have a problem now. (Doug White, City Manager of Social Circle, agreed)

Lenor Bromberg, RS&H

A: Historical records indicate that there has only been 1 accident in the past 25 years. We evaluated the construction cost and estimate the cost to construct the overpass would result in the overall cost for construction of this project to double.

Summary: Mayor Jim Burgess doesn't see there being an issue with the need for grade separation for movement of emergency vehicle purposes. He favors not moving forward with this alternate due to the major additional cost and time added to construction.

XIII. Staging/Maintenance of Traffic (RS&H – Lenor Bromberg)

Staging is primarily at the intersections, since this is a new location.

XIV. Design Variances and Exceptions (RS&H – Lenor Bromberg)

An exception is anticipated for the 55 mph design speed and horizontal curve provided at the project terminus at SR 11.

XV. Environmental Concerns/Level of Environmental Analysis (ARCADIS – Bonnie Peacock)

Bonnie Peacock, Arcadis

There are wetlands associated with the project; however, estimated impacts should only require an Individual permit, not a Nationwide. This means a PAR will not be required.

Melanie Nable, GDOT OEL

No comment.

Lenor Bromberg, RS&H

There are no other known issues at this time.

Jim Hullett, RS&H

We are moving forward with an Environmental Assessment (EA) document.

Bonnie Peacock, Arcadis

There will be additional noise impacts since this is a new location roadway; these will be evaluated during the special studies.

Stanley Hill, GDOT OCD

Q: The Solo Plant has an existing retention pond. Would this proposed alignment potentially impact it, and should it be discussed in the environmental document?

Lenor Bromberg, RS&H

A: Currently, we do not impact the existing retention pond; however, we may if the alignment shifts.

Bonnie Peacock, Arcadis

A: I don't think the retention pond has been established long enough to cause impact or develop a wetland.

Melanie Nable, GDOT OEL

Q: For the environmental studies are you going with the grade separated alternate?

Jim Hullett, RS&H

A: No, we are going with the at-grade alternate.

Melanie Nable, GDOT OEL

Q: Is the existing bypass built on 4 lane right-of-way?

Robert W. Mahoney, GDOT D1 Preconstruction

A: Yes, it was purchased for future demand. It was graded enough to establish a 4 lane footprint by providing wide shoulders. (Note: This section was purchased with state funds and the Department recommended 4-lane right-of-way.)

Lenor Bromberg, RS&H

From the traffic study, 4 lanes will be warranted in 2043, but not by Design Year 2031.

Jim Hullett, RS&H

Since this is a federally funded project and FHWA does not feel the traffic warrants 4-lane right-of-way, we have been instructed to proceed with constructing 2 lanes on 2-lane right-of-way.

Melanie Nable, GDOT OEL

Q: Was a CAC ever started?

Stanley Hill, GDOT OCD

A: We did not feel a CAC was needed; we have satisfied the concerns of the citizens.

Melanie Nable, GDOT OEL

Q: Is this the PIOH exhibit?

Lenor Bromberg, RS&H

A: This is at 200 scale; we will create our PIOH exhibits at a smaller scale.

Jim Hullett, RS&H

We will develop a clear exhibit with heavier line weights, larger fonts, etc.

Melanie Nable, GDOT OEL

Make sure it is clear that potential elements are shown as potential. Don't show the public something that may not be constructed.

Q: Are there noise impacts?

Bonnie Peacock, Arcadis

A: Yes, with the introduction of traffic; however, walls are not needed.

Robert W. Mahoney, GDOT D1 Preconstruction

This is federally funded, so permitted access needs to be addressed.

Jim Hullett, RS&H

Access will be addressed before the PIOH.

Robert W. Mahoney, GDOT D1 Preconstruction

Q: Is this a bike/pedestrian roadway?

Lenor Bromberg, RS&H

A: No.

Robert W. Mahoney, GDOT D1 Preconstruction

Q: On the typical section, use 6.5' paved shoulder width Instead of the noted 8' paved shoulders.

XVI. **Utilities** (RS&H – Lenor Bromberg, TBE Group – Robert Comandari)

The list of area utilities is located on page 6 of the Concept Report.

XVII. **Coordination** (RS&H – Jim Hullett)

An overview of the various meetings held to date is on page 6 of the Project Concept Report.

XVIII. **Other Projects in Area** (RS&H – Lenor Bromberg)

See pages 6-7 of the Project Concept Report. In addition, there is a resurfacing project on SR 11 not listed. None of these projects would impact or be impacted by the proposed Social Circle Bypass project.

XIX. **Project Development Schedule** (RS&H – Lenor Bromberg)

a. Scheduling Concept Team Meeting (CTM)

Stanley Hill, GDOT OCD

Right-of-way is scheduled for late 2008.

Construction is scheduled for 2010.

b. Scheduling second Public Information Open House

Lenor Bromberg, RS&H

- Q: Are dates set for the CTM and PIOH?*
Vinesha Pegram, GDOT OCD
A: May 3rd is the scheduled date for the PIOH.
Mayor Jim Burgess, City of Social Circle
Q: Where?
Stanley Hill, GDOT OCD
A: Social Circle Middle School
Robert W. Mahoney, GDOT D1 Preconstruction
Verified that the meeting is scheduled to be held at the Middle School.
Vinesha Pegram, GDOT OCD
PIOH Dry Run April 18th
Concept Team Meeting April 25th – tentative, not yet requested.
PIOH May 3rd

XX. Comments from Attendees

- a. Local Government Representatives
Mayor Jim Burgess, City of Social Circle
No comments. I am glad the alignment was kept within Walton County, with R/W scheduled for 2008 and construction scheduled for 2010.
- b. Engineering Services – *No one in attendance*
- c. Office of Financial Management – *No one in attendance*
- d. Traffic Safety and Design
Nabil Raad, GDOT OTSD
Make sure traffic analysis and signal warrant analysis are sent to OTSD for review and approval.
Stanley Hill, GDOT OCD
Submit warrant studies to OTSD (Keith Golden) for review.
- e. Environmental/Location
Melanie Nable, GDOT OEL
Provide a copy of the environmental schedule.
- f. Planning
Jason Crane, GDOT Planning
No additional comments
- g. District
Robert W. Mahoney, GDOT D1 Preconstruction
No additional comments.
- h. Right of Way
Jerry Milligan, GDOT R/W
Q: Where did you get the R/W Estimate?
Lenor Bromberg, RS&H
A: The market value per acre with 20% markup.
Jerry Milligan, GDOT R/W
Prior to inclusion in the Concept Report, send Right-of-Way cost estimate to GDOT R/W for review.
Stanley Hill, GDOT OCD
R/W cost estimate will need to be approved before being added to the concept report.
- i. Utilities – *No one in attendance.*

XXI. Other Comments or Concerns – Open Discussion

- Jim Hullett, RS&H*
Q: Is it necessary to have a final Concept Team Meeting?
Stanley Hill, GDOT OCD
A: Since the bridge and railroad departments are not present, yes. If we can get their buy-in then we don't need to have another meeting.
Q: District, do you think we need one?

Robert W. Mahoney, GDOT D1 Preconstruction

A: Proposed bypass must meet federal right-of-way requirements. The existing bypass right-of-way was acquired by the City of Social Circle.

Stanley Hill, GDOT OCD

Check with the District and see if they need a copy of the full-size concept layout exhibit.

Action Items:

1. *Include in the final document:*
 - a. *Any information regarding the origin and destination of traffic.*
 - b. *Turn movement restrictions in the downtown area*
 - c. *Also, document the existing load restricted bridge in the City of Social Circle.*
2. *Verify that the traffic from Solo is included in the count at E. Hightower Trail.*
3. *Provide Melanie Nable, GDOT OEL, with a copy of the environmental schedule.*
4. *Revise the typical section to use 6.5' paved shoulders Instead of 8' paved shoulders.*
5. *Prepare signal warrant analysis and submit to OTSD for approval.*
6. *Prior to inclusion in the Concept Report, send Right-of-Way cost estimate to Jerry Milligan, GDOT R/W, for review.*
7. *Distribute meeting minutes to all participants. Two (2) weeks will be given to respond.*
8. *Don't carry R/W through the intersections (i.e. E. Hightower Trail) and be sure to include miters at intersections.*

The meeting was adjourned at 3:00 pm by Stanley Hill, GDOT OCD.

SIGN IN SHEET

Project: CSSTP-0007-00(217) - Social Circle Bypass; PI No. 0007217; Walton/Newton County
Date/Time: March 26, 2007, 1:30 PM
Location: GDOT Road Design Conference Room (Room 444)

Name	Email	Phone No.	Organization
JIM HULLETT	Jim.Hullett@rsandh.com	678-528-7210	RS&H
Stanley Hill	Stanley.Hill@dot.state.ga.us	404-656-6109	GDOT (OCD)
VINETA PEACOCK		404-663-2988	GDOT (OCD)
JIM AITKEN	JAitken@arcadis-us.com	770-431-8666	ARCADIS
BONNIE PEACOCK	bpeacock@arcadis-us.com	"	ARCADIS
Doug White	dwhite@socialcircle.ga.com	770-464-2380	City of Social Circle
Jim Burgess	jimb@tasy@wellsoth.net	770-464-3366	City of Social Circle
Kari Chinnike	Kari.Chinnike@rsandh.com	678-528-7217	RS&H
JASON CLAVE	JASON.CLAVE@dot.state.ga.us	(404) 463-0010	GDOT - PLANNING
ROBERT W. MANNING	ROBERT.MANNING@dot.state.ga.us	770-592-5900	GDOT-DI TRACER
Melanie Nable	Melanie.Nable@dot.state.ga.us	404-699-4432	GDOT/OEL
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Arun Lax 2	Arun.Lax@rsandh.com		RS&H
JERRY MILLIGAN	Jerry.Milligan@GDOT	770-986-1541	GDOT R/W
Harvey Booker	Harvey.booker@bellsouth.net	770-227-5838	Booker Prof Estate Services
Lenor Bromberg	lenor.bromberg@rsandh.com	678-528-7219	RS&H
Sara Schell	Sara.schell@rsandh.com	678-528-7212	RS&H

Meeting Summary



Date: 07-20-07

Location: GDOT District 1 Office Large Conference Room

Taken By: Kari ChinNuke, P.E., Project Engineer

Reviewed By: Lenor Bromberg, P.E., Project Manager

Subject: CSSTP-0007-00(217), P.I. No. 0007217, Newton/Walton Counties
Social Circle Bypass
Initial Concept Team Meeting

Attendees:

Stanley Hill	GDOT Office of Consultant Design
Vinesha Pegram	GDOT Office of Consultant Design
Melanie Nable	GDOT Office of Environment/Location
Robert W. Mahoney	GDOT District 1 Preconstruction
Brent Cook	GDOT District 1 Traffic Operations
Gary Day	GDOT District 1 Utilities
George Brewer	GDOT District 2 Preconstruction
Kevin Little	Chairman, Walton County Board of County Commissioners
Jim Burgess	Mayor, City of Social Circle
Doug White	City Manager, City of Social Circle
Lenor Bromberg	RS&H
Kari ChinNuke	RS&H
Bonnie Peacock	ARCADIS
Jim Aitken	ARCADIS
Harvey Booker	Booker Real Estate Services
Oliver Brooks	Comcast
Bryan Prince	GPC Transmission
Jack Dokter	Georgia Power
Matthew Chancey	City of Monroe Utilities
Chad Grazette	City of Monroe Utilities

Meeting Summary:

The purpose of this meeting was to review and discuss the concept of the proposed Social Circle Bypass including alignment development, environmental issues, coordination efforts within the project, and the overall project schedule. The meeting took place in the GDOT District 1 Office Large Conference Room on July 20, 2007 at 10:00 AM.

I. Welcome (GDOT - Vinesha Pegram)

Please silence cell phones. Has everyone signed the sign in sheet? Please hold all comments until after the project description. Units are in English. Does everyone have an agenda?

II. Introduction of Each Attendee

- III. Project Identification** (RS&H - Lenor Bromberg)
Stated the project number CSSTP-0007-00(217), P.I. No. 0007217, and that the Social Circle Bypass is located in Walton and Newton Counties.
- IV. Need and Purpose Statement** (RS&H – Lenor Bromberg)
Paraphrased the need and purpose of the project, refer to Attachment 1 of the Project Concept Report.
- V. Proposed Project Description** (RS&H – Lenor Bromberg)
Reviewed the description of the proposed project described on page 3 of the Project Concept Report.
- VI. Functional Classification** (RS&H – Lenor Bromberg)
Reviewed the functional classification as listed on page 3 of the Project Concept Report.
- VII. Traffic Projections** (RS&H – Lenor Bromberg)
The base year is 2011 and the design year is 2031. Traffic data is listed in the AADT table on page 4 of the Project Concept Report.
- VIII. Existing & Proposed Design Features** (RS&H – Lenor Bromberg)
Reviewed the existing & proposed design features as noted on page 4 of the Project Concept Report.
- IX. Alternates Considered and Reasons for Rejection** (RS&H – Lenor Bromberg)
Discussed GDOT's original alternate and other alternates considered. Alternates are discussed on pages 9-13 of the Project Concept Report. Discussed coordination meetings held to date with Newton County, Walton County, City of Social Circle, and GDOT that were instrumental in the development of the preferred alternate. Discussed the railroad overpass alternate and the reasons why it is no longer considered for further development.
Robert W. Mahoney, GDOT D1 Preconstruction
Q: At the Standridge property, are there any issues with the train sidings used to access the Standridge property?
Mayor Jim Burgess, City of Social Circle
A: None known.
Doug White, City of Social Circle
A: None known.
Lenor Bromberg, RS&H
A: There are 16 trains daily. Public comment has produced varying descriptions of the impacts trains have at the crossing of the existing bypass. Some say there is no impact; others say that trains stop and block the crossing. The Mayor and City Manager of Social Circle have confirmed there are no issues with emergency vehicles using this crossing and being prohibited from crossing when trains are present.
- X. Preferred Concept Alternate** (RS&H – Lenor Bromberg)
Described the preferred alternate and it's similarity to GDOT's original alternate and Alternate #1 as presented to the public at the Early Coordination Public Information Open House in May 2006.
- XI. Right of Way Displacements and Relocations** (RS&H – Lenor Bromberg)
There is one potential displacement, the Jerry Holmes property. A meeting with this property owner scheduled for next week.

XII. Major Structures (RS&H – Lenor Bromberg; ARCADIS – Jim Aitken)

As discussed in the design features, there are 3 stream crossings that will require some type of crossing. At this time they are proposed to be box culvert crossings. An alternative bridge crossing of E. Hightower Trail and CSX Railroad were considered, but has been removed from consideration upon review of the pros and cons, including construction cost estimates, with the Office of Utilities Railroad Crossing Program Manager.

Jim Aitken, Arcadis

Nothing more to add; need hydraulic data to assess structure (i.e. type, size etc.)

The length of the railroad overpass bridge will be long and very costly due to the vertical clearance requirements and terrain.

XIII. Staging/Maintenance of Traffic (RS&H – Lenor Bromberg)

Reviewed proposed traffic control during construction as described on page 5 of the Project Concept Report.

George Brewer, District 2 Preconstruction

Q: Are you going to basically reconstruct Laurel Street?

Lenor Bromberg, RS&H

A: Yes, however some areas are to be abandoned or a cul-de-sac added.

Mayor Jim Burgess, City of Social Circle

Q: Doug White, can you elaborate on your ideas about Wildwood Road?

Lenor Bromberg, RS&H

Before you start, can I please give some background to those here not familiar with the intersection? Provided a description of the existing condition and identifies the location of Wildwood Road on the wall exhibit.

Doug White, City of Social Circle

Q: We would like to keep access to Wildwood Road for future use and land development.

Is it possible to provide a southbound lane from Wildwood Road to access the proposed bypass, similar to the access at SR11 and the bypass?

Mayor Jim Burgess, City of Social Circle

We need connectivity between the east and west. In the future, Wildwood will potentially become a southern bypass around downtown, allowing an alternate to accessing I-20.

Lenor Bromberg, RS&H

It may be possible to look at a similar layout as utilized at the northern end of the existing bypass at SR 11, however the concern would be that this would only address on direction of movement (off of Wildwood Road to SR 11/Social Circle Bypass) and not the opposite (off of SR 11/Social Circle Bypass to Wildwood Road).

Robert W. Mahoney, GDOT D1 Preconstruction

A: It may be possible to introduce an access point at the south of the intersection of SR 11 and Social Circle Bypass by realigning Wildwood Road or creating an internal road to connect back to Wildwood. This could be done by the Developer.

Mayor Jim Burgess, City of Social Circle

We don't want to eliminate this crossing.

Stanley Hill, GDOT OCD

We need to be kept in the loop for future development, so that we may accommodate it in our design.

XIV. Design Variances and Exceptions (RS&H – Lenor Bromberg)

An exception is being requested for the horizontal curve provided at the project terminus at SR 11. The proposed curve meets a 55 mph design speed and not the project design speed of 65 mph. If a curve meeting 65 mph were implemented, a total of 4 or 5 homes would be displaced. The Jerry Holmes property is a potential displacement of the design exception curve meeting 55 mph. A meeting with this property owner scheduled for next week.

- XV. Environmental Concerns/Level of Environmental Analysis** (RS&H – Lenor Bromberg)
Reviewed the environmental concerns on page 6 and 7 of the Project Concept Report. The Special Studies Reports are complete and in review. At the time the Concept Report was drafted, impacts were estimated at 1.6 acres. At this time we expect the acreage of impact to waters and wetlands to be less than an acre – therefore warranting a Nationwide Permit rather than an Individual Permit. If the acreage of impact is greater than an acre the appropriate P.A.R. and other activities associated with an Individual Permit will be completed.
Stanley Hill, GDOT OCD
Q: Are there any questions or concerns?
Melanie Nable, GDOT OEL
Q: Is the schedule going to change or is May 2008 the Right-of-Way Approval date?
Lenor Bromberg, RS&H
A: There is a schedule that has been approved by OCD which changes from the Right-of-Way Approval date from May 2008 to Dec 2008. The system needs to be updated.
Stanley Hill, GDOT OCD
A: We will discuss the schedule later. The request to change the date has been made, but not approved.
- XVI. Utilities** (RS&H – Lenor Bromberg)
Reviewed the list of utilities located on page 7 of the Concept Report.
- XVII. Project Responsibilities** (RS&H – Lenor Bromberg)
Reviewed the project responsibilities listed on page 7 of the Project Concept Report.
- XVIII. Coordination** (RS&H – Lenor Bromberg)
Reviewed coordination efforts to date listed on page 8 of the Project Concept Report.
- XIX. Other Projects in Area** (RS&H – Lenor Bromberg)
There are no impacts to the list of projects in the area on page 8 of the Project Concept Report.
Robert W. Mahoney, GDOT D1 Preconstruction
Q: Have you met with railroad?
Lenor Bromberg, RS&H
A: The Office of Utilities has instructed to wait until concept is approved.
Stanley Hill, GDOT OCD
We have had internal meeting.
Robert W. Mahoney, GDOT D1 Preconstruction
I was just thinking they may have proposed upgrades.
Stanley Hill, GDOT OCD
They won't meet with us until we have preliminary plans.
- XX. Cost Estimate** (RS&H – Lenor Bromberg)
Refer to Attachment 2 of the Project Concept Report.
- XXI. Project Schedule** (GDOT - Vinesha Pegram)
*Right-of-way is scheduled for fiscal year 2008.
Construction is scheduled for fiscal year 2010.*

XXII. Comments from Attendees

a. Local Government Representatives

Chairman Kevin Little, Walton County

No comments.

Mayor Jim Burgess, City of Social Circle

I am pleased with the progress and excited about the project scheduling; if you can move up to 2009, we would be much happier; 2010 is a pretty solid time frame.

Lenor Bromberg, RS&H

Our proposed construction date is still within 2010.

Mayor Jim Burgess, City of Social Circle

Q: What is the two years for, does it take that long to acquire right-of-way?

Stanley Hill, GDOT OCD

A: Yes, two years to acquire right-of-way. If we acquire right-of-way quicker, we can look at moving up construction. It also depends on the availability of funding.

Mayor Jim Burgess, City of Social Circle

Q: Can we get right-of-way donated?

Robert W. Mahoney, GDOT D1 Preconstruction

A: This will still be a federal process. There are mechanisms to do this. As Stanley stated earlier, 2010 is based on the availability of funding.

Doug White, City of Social Circle

No comments.

b. Engineering Services – No one in attendance.

c. Office of Financial Management – No one in attendance.

d. Traffic Safety and Design – No one in attendance.

e. Environmental/Location

Melanie Nable, GDOT OEL

I am still confused with the right-of-way approval.

Stanley Hill, GDOT OCD

It's based on the EA being approved in 5/08.

Melanie Nable, GDOT OEL

That's not going to happen.

Stanley Hill, GDOT OCD

Let's not say that until it doesn't.

Melanie Nable, GDOT OEL

Q: Has ecology discussed bridges/culverts?

Bonnie Peacock, ARCADIS

The quality of streams may not be approved by the CORE.

Lenor Bromberg, RS&H

A: We are designing for culverts until we have the hydraulic study show otherwise.

Robert W. Mahoney, GDOT D1 Preconstruction

Q: Will bridging help to avoid the individual permit process?

Lenor Bromberg, RS&H

A: Yes.

Bonnie Peacock, ARCADIS

If you are going to bridge one, bridge all. It sets a standard.

Lenor Bromberg, RS&H

The culvert length is long due to the depth of fill.

Jim Aitken, ARCADIS

The length per bridge will be from 150-200 feet, about 3-span. We had similar projects even with low flow, cost wise it's going to be a wash. There are a lot of windy streams; a lot of silting in the outside barrels requires a lot of maintenance for culverts (every 10-15 years). Bridges may be better from a maintenance perspective.

f. Planning – No one in attendance.

g. District

Robert W. Mahoney, GDOT D1 Preconstruction

Q: What is the spacing between Thurman Baccus and the commercial driveway?

This distance may not allow for future signalization.

Lenor Bromberg, RS&H

A: It is roughly 1000 feet. If necessary, the driveway may need to be relocated further north; however this may impact the existing drainage.

Robert W. Mahoney, GDOT D1 Preconstruction

The cost for railroad improvements seems to be a big number.

Lenor Bromberg, RS&H

The cost was created with the Office of Utilities taking into consideration the increase in turn lanes and upgrades to signals.

Brent Cook, Office of Traffic Operations

Q: Will the Wildwood Road be funded by state-aid or a developer?

Mayor Jim Burgess, City of Social Circle

A: The site is a 10-15,000 development project.

Brent Cook, Office of Traffic Operations

This may be handled through access management.

Mayor Jim Burgess, City of Social Circle

This is a cross town connector that is needed. There was a traffic study done and proposed to use some of the county splash funds. In the long term, it may come back to the table, but at this time it may not be politically viable.

Brent Cook, Office of Traffic Operations

The developers would need to meet the conditions in the driveway manual.

Robert W. Mahoney, GDOT D1 Preconstruction

They should also include left and right turn lanes.

Lenor Bromberg, RS&H

The existing conditions of Wildwood would need to be upgraded regardless.

Doug White, City of Social Circle

We just wanted to make sure that this was addressed to make sure enough space is left to meet GDOT spacing requirements.

George Brewer, District 2 Preconstruction

No comments, thank you for the update.

h. Right of Way– No one in attendance.

i. Utilities

Gary Day, Office of Utilities

Please change MCI to Verizon. The contact is in Texas; this will be a complication that we have to work through. I would like the utilities that are in attendance to make comments now, if they have any.

Oliver Brooks, Comcast

I have no comments at this time.

Jack Dokter, Georgia Power

There will possibly be impacts at the intersections of SR11, Cannon and Thurman Baccus, and along Laurel Street. We have a 12000 volts underground distribution at the commercial site. I have plans with markups.

Bryan Prince, GPC Transmission

We have transmission north of this project and a large distribution line that runs across the existing Social Circle Bypass to service the Standridge property. We will need to check the horizontal and vertical clearance of this crossing and check for impacts to the poles.

Q: Are there grade changes in this location?

Lenor Bromberg, RS&H

A: No.

Matthew Chancey, City of Monroe Utilities

No comments.

Chad Grazette, City of Monroe Utilities

No comments.

Gary Day, Office of Utilities

We have forwarded comments and information to Jan Phelps, Office of Utilities.

Vinesha Pegram, GDOT OCD and Lenor Bromberg, RS&H

We have not received these comments, we will follow-up.

XXIII. Other Comments or Concerns – Open Discussion

Lenor Bromberg, RS&H

The traffic data was not printed correctly in Attachment 5 please let me know if you need reprints.

Mayor Jim Burgess, City of Social Circle

May I have two copies of the full-size CTM exhibits?

Robert W. Mahoney, GDOT D1 Preconstruction

I need one for the District office and one for the Area office.

Stanley Hill, GDOT OCD

Walton County, do you need one?

Chairman Kevin Little, Walton County

Yes.

Robert W. Mahoney, GDOT D1 Preconstruction

We will take one now. Please send me the updated PDF file and I will reprint.

Stanley Hill, GDOT OCD

Meeting minutes will be emailed within the next two weeks. You will have one week to respond with comments. After your review of the minutes, the Concept Report will be submitted for approval in the next 4 weeks.

Action Items:

1. *RS&H to make updates to Utility List per comments.*
 - a. *Change MCI to Verizon*
 - b. *Add separate line items for Georgia Power Transmission and Distribution.*
2. *RS&H to verify the distance between Thurman Baccus and the commercial driveway meets 1320' requirement. Coordinate relocation of driveway with Solo plant, if necessary. Transmit copy of improvement to property owner.*
3. *RS&H to show left turn lane into commercial driveway in design phase.*
4. *RS&H to prepare meeting minutes and deliver to all attendees within two (2) weeks.*
5. *Attendees will be provided with one (1) week to review meeting minutes and provide comments.*
6. *Concept Report to be submitted for approval in next four (4) weeks.*

The meeting was adjourned at 11:19.am by Vinesha Pegram, GDOT OCD.

SIGN IN SHEET

Project: CSSTP-0007-00(217) - Social Circle Bypass; PI No. 0007217; Walton/Newton County
Date/Time: July 20, 2007, 10:00 AM
Location: GDOT District One Gainesville Office, Large Conference Room

Initial	Name	Organization	Email	Phone No.
SH	Stanley Hill	GDOT OCD	stanley.hill@dot.state.ga.us	(404) 656-6109
VP	Vinesha Pegram	GDOT OCD	VineshaC.Pegram@dot.state.ga.us	(404) 463-2988
LB	Lenor Bromberg	RS&H	lenor.bromberg@rsandh.com	(678) 528-7219
KC	Kari ChinNuke	RS&H	kari.chinnuke@rsandh.com	(678) 528-7217
JAC	Jim Aitken	Arcadis	jaiken@arcadis-us.com	(770) 431-8666
BP	Bonnie Peacock	Arcadis	bpeacock@arcadis-us.com	(770) 431-8666
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	Brent Cook	GDOT-D1 Traffic Ops	brent.cook@dot.state.ga.us	770-532-5562
	JACK DOKKER	GEORGIA POWER	jackdokter@gepower.com	704-506-4987



PROJECT CONCEPT REPORT

Project Number: CSSTP-0007-00(217)

County: Newton/Walton Counties

P. I. Number: 0007217

Attachment #7

Coordination Minutes

Project Concept Report Attachment #7
Project Number: CSSTP-0007-00(217)
P. I. Number: 0007217
County: Walton/ Newton Counties

Attachment #7 a

Solo Cup Plant Representatives: 06/07/06

Meeting Minutes

June 7, 2006

Social Circle Bypass, Newton/Walton Counties, Project No. CSSTP-0007-00(217)

Location: Solo Cup Plant On-Site Trailer

Attendees: Stanley Hill (GDOT OCD)
Vinesha Pegram (GDOT OCD)
Jim Hullett (RS&H)
Eric Seckinger (RS&H)
Michelle Kim (RS&H)
Patti Harrison (Solo Cup Plant)
Jerry L. Chupp (Solo Cup Plant)
Bob Rouse (Solo Cup Plant)

Bob: The blue and yellow alignment similar to what Solo was shown at an early coordination meeting with the City of Social Circle and Local Council Members several months ago. We were not aware of a possible grade separation. We are not as concerned with the tie in to the existing bypass as long as it follows closely with the blue/yellow alignment. We were told that access to the bypass would provide accel/decel turn lanes with illuminated lighting (provided by GA Power) at the access point. The plant is scheduled to be fully operational by August 1, 2006.

Stanley: We should wait until there is a set preferred alignment before setting a meeting with Mayor Burgess, Development Authority, and other local officials.

Bob: Currently trucks are using Willow Springs Rd. to US 278 to access I-20. One thing we are concerned with is visibility of the plant from the bypass. This was one of the stipulations we requested with the Mayor and local officials and was one of the main reasons we chose this site. Because of the concept layout previously shown to us we have designed our site to allow access at the southwest corner of the plant. If we have to tie into the grade separated alignment we are concerned there will be issues with the fill. Is it possible to bring the grade separated alignment closer to the plant?

Stanley: We will have to coordinate with OTSD/Utilities to verify the daily CSX train counts. Solo Cup Plant Representatives claim that the train traffic is significantly less than the 14-16 daily trains stated by CSX Railroad.

Solo Cup will provide an updated site plan with contours and grades to RS&H. The current service road on the east side is a temporary road to provide access during construction and until the bypass is constructed. Solo realizes that this road may be affected if the alignment parallels the east side of the plant.

The plant will have approximately 120-150 trucks running daily.

Action Items

- Contact the Development Authority to determine future land use. (RS&H)
- Contact OTSD to verify CSX daily train counts and on average what time of day the trains have the most activity. (RS&H)
- Send RS&H an electronic file of the current plant layout (Solo Plant)
- Schedule a second meeting with local representatives, Solo Plant, and GDOT (RS&H)

Project Concept Report Attachment #7
Project Number: CSSTP-007-00(217)
P. I. Number: 0007217
County: Walton/ Newton Counties

Attachment #7 b

FHWA Meeting(s): 04/06/06, 07/06/06, 02/27/07

FHWA/GDOT Coordination Meeting Minutes
April 06, 2006

❖ Attendees:

Stanley Hill (GDOT-OCD)
Vinesha Pegram (GDOT-OCD)
Keisha Jackson (GDOT-OEL)
Jennifer Giersch (FHWA)
Kelly Wade (FHWA)
Daniel Kristoff Jr. (RS&H)
Eric Seckinger (RS&H)
Jim Hullett (RS&H)
Bonnie Peacock (Arcadis)
Linda Edwards (Edwards-Pitman)
David Adair (Edwards-Pitman)

❖ Purpose of Meeting:

The Social Circle Bypass project team requested a meeting with FHWA to introduce the project to the appropriate stakeholders. The RS&H lead consultant team defined the study area, showed several preliminary alignments, and discussed environmental and engineering challenges with each alignment.

❖ Project Facts Presented:

- Existing and Proposed Traffic
 - 8400 VPD currently on SR 11 through downtown Social Circle
 - 1100 – 1400 VPD currently on the NE Social Circle Bypass
 - Projected 4800 VPD (2005) currently on SR 11 through downtown with proposed SE bypass
 - Projected 5000 VPD (2005) currently on the proposed SE bypass
 - Projected 10000 VPD (2031) on SR 11 through downtown with proposed SE bypass
 - Projected 10000 VPD (2031) on the proposed SE bypass
- Roadway Issues
 - Design speed of 65 mph, posted at 55 mph
 - Intend to design a 2-lane on 4-lane right of way (+/- 250-ft) rural arterial section; assumed future 4-lane will have a 44-ft divided median
 - Rolling terrain with potential for high cut and fill sections
- Environmental
 - Environmental Assessment (EA) document will be prepared for this project
 - Potential to split farmsteads
 - Early notification letters sent to agencies
 - Few wetland impacts are anticipated

- Involvement with Soil Conservation Service (SCS) anticipated – do not anticipate mitigation
 - Team will conduct 3 public meetings: Public Involvement Open House (PIOH), Public Involvement Meeting (PIM) and a Public Hearing
 - PIOH will be held May 4 at the Social Circle Middle School
 - Only study area will be shown and input will be taken from public (no alignments, other than the original will be shown)
 - 1 potential historic property has been identified
 - 2 cemeteries have been located on the north side of the study area – no impacts are anticipated
 - No known archaeological sites
 - No known Threatened and Endangered (T&E) species
 - Schedule
 - Currently in Concept, Environmental and Database Phase
 - GDOT Schedule calls for R/W approval in FY 2008
 - GDOT Schedule calls for Construction Letting in FY 2010
- ❖ General Discussion Topics
 - Need for 4-lane Right of Way
 - Traffic may not warrant 4-lanes by 2030
 - Need and purpose should describe the need for 4-lanes of R/W outside of GDOT's expected traffic
 - Public Involvement
 - Send letters to local businesses and residences
 - Study cumulative effects of the project
 - Need for truck climbing or passing lanes if only 2-lanes are constructed
 - Will review, but project may be too short to recommend a truck climbing or passing lane section
- ❖ Action Items
 - (RS&H) PIOH – Gather names and addresses of citizens in the project study area and prepare a letter on GDOT letterhead from Harvey Keeper (OEL) to the citizens advising of the upcoming meeting. Forward the draft letter to Harvey Keeper, Vinesha Pegram, Stanley Hill, and Mohsen Tehrani for their review
 - (RS&H) Write need and purpose statement for GDOT's review
 - (RS&H) Obtain a copy of Walton County's land use plan (Note: Stanley Hill advised the plan shows a complete by-pass around Social Circle)
 - (RS&H) Show old alignment on aerial for PIOH display (alignment that the locals have presented to the citizens in the past)
 - (RS&H) Coordinate with Greg Hood (OEL) to obtain a list of content included in a PIOH packet
 - (RS&H) Review cumulative effects of project on the community
 - (RS&H) Perform traffic analysis to determine if 4-lanes of right of way is required

Meeting Minutes

July 6, 2006

Social Circle Bypass, Newton/Walton Counties, Project No.CSSTP-0007-00(217)

Location: GDOT OEL Conference Room

Attendees: Harvey Keepler (GDOT OEL)
Keisha Jackson (GDOT OEL)
Mohesen Tehrani (GDOT OCD)
Michelle Hart (FHWA)
Dan Kristoff (RS&H)
James W. Hullett (RS&H)
Eric Seckinger (RS&H)
Michelle Kim (RS&H)
Bonnie Peacock (Arcadis)

Newton County Public Involvement

The Newton County Board of Commissioners contacted GDOT OEL requesting a meeting be held at the Historic Courthouse in the City of Covington. The letter suggests that the citizens of Newton County were not given the same consideration and notice as the Walton County citizens. Newton County BOD has asked for a short presentation with a question and answer session be held and should be coordinated with Newton County BOD.

Harvey Keepler and Laura Rish drafted a response letter informing Newton County BOD that equal effort was taken in both Newton and Walton Counties to advertise and inform the public of the meeting. The letter went on to explain there would be another PIOH held later in the year, allowing further information exchange and involvement from the public but if an individual group has information that should be shared with GDOT, a separate meeting can be arranged with GDOT representatives to discuss the project. No action will be taken until the Newton County BOD contacts GDOT OEL to further discuss the public involvement direction needed in this county. GDOT OEL will update the project team on this issue.

Environmental Justice

To satisfy the NEPA process that all public outreach measures are taken into consideration for the development of the alternative alignments, a workshop will be held to address the minority community along Scott Terrace. In order to delineate the community along Scott Terrace, a workshop will be conducted inviting all members that have a vested interest in this community, namely the Scott and Walker families, and any person living on Scott Terrace. This workshop will not be advertised to the public. The sole purpose of this workshop is to develop the community boundary and to determine the significant findings according to the Scott Terrace community. The connection between the Walkers and Scott families should also be determined.

Harvey Keepler suggested waiting until the community had a defined boundary before proceeding with further developing the alignments.

Michelle Hart (FHWA) concurred with the process presented by RS&H for the delineation of the EJ community along Scott Terrace.

Right-of-way

The existing portion of the bypass was built as a 2 lane road on 4 lanes of right-of-way. There is no current documentation that Federal funding had been used in its development or construction. The existing bypass project, if county funded, would not have required an environmental document. Since this project is being federally funded and the traffic projections and population growth do not support 4 lanes right-of-way, other justifications will be needed. Michelle Hart (FHWA) suggested contacting the counties and city officials to determine whether the construction of the bypass will stimulate plans to rezone the surrounding area. Another suggestion to protect the 4 lane right-of-way is to use setbacks to ensure the adjacent area would remain vacant in the event the bypass is ever widened to 4 lanes. Harvey and Michelle Hart (FHWA) were both skeptical regarding the need for the 4 lanes of right-of-way. Harvey and Keisha both felt that GDOT philosophy was heading towards a “take only what is required approach” to right-of-way acquisition.

Action Items

- Delineate the Environmental Justice Community (**RS&H**)
- Confirm with Stanley Hill that an additional meeting in Newton County is required (**RS&H**)

Meeting Summary

Date: 02-27-2007
Location:
By: Jim Hullett, Lenor Bromberg
Subject: Social Circle Bypass
– Coordination Meeting - FHWA

Attendees:

Melanie Nable, GDOT OEL
Jennifer Mathis, GDOT OEL
Michelle Lindberg, FHWA
Vinesha Pegram, GDOT OCD
Jim Hullett, RS&H
Lenor Bromberg, RS&H

The purpose of this meeting was to

Introductions

Vinesha

- overview of project
- corridor
- 7 alignments
- EJ community
- ECPIOH 5/4/06
- public “outcry”- esp. Newton County

Jim

- after July meeting with FHWA
- Newton Co. meeting – town hall meeting
- commissioner meetings
- US 278 Alternative
- new Alignment – out of Newton Co and EJ - address public comments

Lenor

- new alignment
- Cost
- geometry

Jennifer

- still logical termini?
- JH – yes, LB – yes, SR 11/ city / no need for SR 11 improvements

Michelle

- solo there because of bypass

Jim

- RR overpass

Michelle

- length? 2.8 miles, was 3.5 miles, signal at SR 11- warrant analysis- yes

Melanie

- small amount outside boundary
- history only done- yes
- what is in the area Scott property
 1. open pasture
 2. forestry
 3. cemeteries

Vinesha

- reiterated numbers of meetings /data from public meetings

Michelle

- angles coming in? Make sure we capture all in environmental document
- if project in “plan” for widening, then consider 4 lanes.
- Now 2 lane R/W

ICTM 3/28

PIOH 5/3

Draft EA to GDOT 10/7

R/W 12/8

ICI Analysis

Project Concept Report Attachment #7
Project Number: CSSTP-007-00(217)
P. I. Number: 0007217
County: Walton/ Newton Counties

Attachment #7 c

Town Hall Meeting with Newton County: 07/24/06

Meeting Summary



Date/Time: 07-24-2006, 5:00 pm
Location: Newton County Courthouse
Taken By: Tanya Kristoff, RS&H
Reviewed By: Jim Hullett, Project Manager

Subject: CSSTP-0007-00(217), P.I. No. 0007217, Newton/Walton Counties
Social Circle Bypass - Newton County Town Hall Meeting

The meeting was opened by Newton County Commissioner Chairman, Aaron Varner. The purpose of this meeting is to review and discuss the Social Circle Bypass project. Mr. Stanley Hill, GDOT Office of Consultant Design introduced himself and the team with him. A brief project description was provided indicating that the team is currently examining all possible alignments for a route that would provide a bypass of Social Circle. Mr. Hill continued to explain and describe the handouts that were provided to those attending the meeting. The following is a summary of topics discussed during the meeting:

- Attendance of the May 4, 2006 Early Coordination Public Information Open House
- Comment period and continued acceptance of comments
- Responses and follow-up of comments received at the May 4, 2006 meeting
- Project Description and project details
- Project Exhibit orientation
- Roadway Typical Section: 2-lane rural roadway
- Need for 2-lane versus a 4-lane roadway
- Roadway design speed versus posted speed limit
- Boundary of study area under review for the project
- Explanation of conceptual development phase of the project – information gathering
- Review of constraints within the study boundary – homes, streams, wetlands, terrain, other developments
- Options for crossing the CSX railroad – at-grade versus overpass
- Concerns regarding possible impacts to the Scott Terrace Community
- Schedule of events to come and the project development process
- Environmental documentation – environmental impacts, community impacts, air quality impacts, noise impacts, and construction cost are documented and approved by State and Federal review agencies
- US 278 as an alternate route to the proposed bypass
- Other alternatives available to consider
- Impact of truck traffic from the Solo Cup Site – 200 trucks per day, not 35,000
- Plans to widen SR 11 in the future – none currently
- Effects of Conservation Act on the project – none
- Concerns about property values and reimbursement for impacts from the project
- Concerns about individual property zonings – directed to review with the City or County
- Concerns about funds for Newton County projects being diverted to cover costs for the Social Circle Bypass
- Requests for maps of the area were made – direction was provided to the GDOT website and area offices
- Questions regarding value of input provided
- Construction is scheduled to begin in 2010
- Requests for additional information regarding relocations

The meeting was adjourned by Chairman Varner.

Project Concept Report Attachment #7
Project Number: CSSTP-007-00(217)
P. I. Number: 0007217
County: Walton/ Newton Counties

Attachment #7 d

City of Social Circle Coordination Meeting: 12/11/06

Meeting Summary



Date: 12-11-06
Location: Social Circle City Hall
By: Jim Hullett
Subject: Social Circle Bypass
Meeting with Mayor Burgess and GDOT

Attendees:

Doug White, City Manager, Social Circle	Jim Burgess, Mayor, Social Circle
Mohammed (Babs) Abubakari, GDOT OCD	Stanley Hill, GDOT OCD
Robert Reid, GDOT OCD	Vinesha Pegram, GDOT OCD
Jim Hullett, RS&H	Lenor Bromberg, RS&H

The purpose of this meeting was to

- Mr. Abubakari: Looking at alignments (alt.) to stay in Walton County/City of Social Circle.
- Carol Royer & Stallings Property – horse farms, green alignment.
- Mr. Abubakari: Need to further assess green alignment – may have to adjust to a degree, but overall has the Mayor Burgess' support and seems doable on the surface.
- Needs Mayor Burgess' support of proposed green alignment.
- Mayor Burgess: Doesn't feel there would be major politics involved in the green alignment.
- Suggest we go to a public meeting with new proposed alignment, once evaluated and determined best solution (or recommended).
- Mr. Abubakari: Plans to update Commissioner on meeting with Mayor Burgess and get feedback.
- Plan to look at US 278 connection if Newton County is still interested and senior management wants to move forward with RS&H doing this.
- Evaluate green line and determine level of impacts and tweak alignment once we have done more analysis, etc.
- Mayor Burgess (staff) to inform citizens that might be impacted by green line, 3-4 property owners, attempt to get support upfront before next PIOH.
- Note: There is a proposed water line along Laurel Street – Lenor denoted location on aerial.

Project Concept Report Attachment #7
Project Number: CSSTP-007-00(217)
P. I. Number: 0007217
County: Walton/ Newton Counties

Attachment #7 e

Walton County Coordination Meeting: 02/05/07

MEETING MINUTES

Subject: CSSTP-0007-00(217); PI No. 0007217
Social Circle Bypass, Newton/Walton Counties

Date/Time: February 5, 2007; 10:30 AM

Location: GDOT Room 444

Attendees: Chairman Kevin Little, Walton County Board of Commissioners
Mohammed (Babs) Abubakari (GDOT OCD)
Stanley Hill (GDOT OCD)
Vinesha Pegram (GDOT OCD)
Jim Hullett (RS&H)
Lenor Bromberg (RS&H)

Introductions/Meeting Opening

Stanley Hill opened the meeting with a brief overview of the project status and key milestones reached to date. Introductions were made around the table.

Social Circle Bypass Alignment

Jim Hullett provided an overall alignment description and gave a brief summary of how the preferred red alignment was reached. Lenor Bromberg then provided additional details and descriptions of the two alternatives for connecting to SR 11 south of Social Circle near the Walton/Newton County line. The primary difference between the two connection alternatives is the design speed – one has a 65 mph design speed (red dashed alignment) and the other a 55 mph design speed (green dashed alignment).

Response

Chairman Little indicated that he liked the green dashed alignment. He further said that the “quicker we can get this project kicked off the better” and that it will be a “benefit to all of us to get the Bypass”. As conversations regarding the alignment and Walton County area continued, it was pointed out that Walton County will be entering non-attainment in 2010. In addition, Tanger Outlets have been discussing land purchase with property owners in the area.

Mr. Abubakari advised Chairman Little that the Department had met with Mayor Burgess, City of Social Circle, and will be meeting with Newton County Officials this afternoon to discuss the proposed alignment. Mayor Burgess is in support of the proposed alignment.

Action Items

- None.

Project Concept Report Attachment #7
Project Number: CSSTP-007-00(217)
P. I. Number: 0007217
County: Walton/ Newton Counties

Attachment #7 f

Newton County Coordination Meeting: 02/05/07

MEETING MINUTES

Subject: CSSTP-0007-00(217); PI No. 0007217
Social Circle Bypass, Newton/Walton Counties

Date/Time: February 5, 2007; 1:30 PM

Location: GDOT Room 444

Attendees: Chairman Aaron Varner, Newton County Board of Commissioners
Commissioner Monty Laster, Newton County Board of Commissioners, District 5
Kevin Walter, Newton County Engineer
Mohammed (Babs) Abubakari (GDOT OCD)
Stanley Hill (GDOT OCD)
Vinesha Pegram (GDOT OCD)
Jim Hullett (RS&H)
Lenor Bromberg (RS&H)

Meeting Opening

Babs Abubakari opened the meeting with a brief overview of the project status and key milestones reached to date. Following the previous meetings with Newton County officials, GDOT reviewed the project history to determine the original need and purpose for the Social Circle Bypass project. It was established that a bypass for SR 11 around Social Circle was the original need and purpose for the project. A determination was made that the additional requested studies to review E. Hightower Trail to US 278 as a possible alternate to the new location bypass were outside the need and purpose of the project. GDOT asked RS&H, as consultant on the project, to review the corridor and determine if an alignment could be developed to satisfy the project need and purpose while alleviating Newton County concerns. The red alignment depicted on the handout provided was the result of this analysis.

Social Circle Bypass Alignment

Jim Hullett provided an overall alignment description and gave a brief summary of how the preferred red alignment was reached. Lenor Bromberg then provided additional details and descriptions of the two alternatives for connecting to SR 11 south of Social Circle near the Walton/Newton County line. The primary difference between the two connection alternatives is the design speed – one has a 65 mph design speed (red dashed alignment) and the other a 55 mph design speed (green dashed alignment).

Response

Commissioner Laster indicated that the alignment addressed Newton County concerns and requested clarification of the connection to SR 11 near the Walton/Newton County line. The lane geometry for the two connection alternatives was clarified.

Mr. Walter asked about the funding status of the project. Mr. Abubakari referred to the data that was provided at the October 16, 2006 meeting with Newton County and indicated that this information

was still accurate. Essentially \$3 million of federal monies have been earmarked for the right-of-way portion of the project under Fund LY10.

Chairman Varner stated that he understood that earmarked funds were taken from other approved projects. Mr. Abubakari was unable to provide any additional details regarding earmarked funds. Mr. Walter expressed that his understanding was that earmarked funds tied the monies to a specific project, therefore making it unavailable to other projects and thereby taking it away from other projects in that sense.

Chairman Varner said that he does not see anything wrong with the alignment presented.

Mr. Abubakari noted that this is the direction GDOT would be sending the consultant unless something else was to surface. It was emphasized that during the design phase if it is determined that impacts may be more severe than originally expected, GDOT will bring the project to Newton County for discussion.

Mr. Abubakari advised the Newton County delegation that the Department had met with Mayor Burgess, City of Social Circle, and Chairman Little, Walton County Commission, to discuss the proposed alignment. Both Mayor Burgess and Chairman Little were in support of the proposed alignment.

It was discussed that a Public Information Meeting would be held and that it is anticipated to be in April. Mr. Walter recommended that in addition to signs, individual property owner letters, and legal advertisements, that GDOT consider running an article in the local newspapers to advertise the public meeting. He believes the article will be much more effective in getting citizens to attend.

Action Items

- None.

Project Concept Report Attachment #7
Project Number: CSSTP-007-00(217)
P. I. Number: 0007217
County: Walton/ Newton Counties

Attachment #7 g

Office of Transportation Data, Federal Highway Coordinator: 03/20/07

Email Documentation



Date: March 20, 2007
From: Kari ChinNuke, P.E.
To: Clayton Carter, Federal Highway Coordinator
GDOT Office of Transportation Data
Subject: CSSTP-0007-00(217), P.I. No. 0007217, Newton/Walton Counties
Social Circle Bypass
Functional Classification

A location map of the proposed Social Circle Bypass was provided via email to Clayton Carter for review and functional classification determination. The following email was transmitted:

From: Nuke, Kari Chin [mailto:kari.chinnuke@rsandh.com]

Sent: Tuesday, March 20, 2007 12:02 PM

To: Carter, Clayton

Subject: Social Circle Bypass - Location Map

Hi Clayton,

Attached please find the Social Circle Bypass Location Map.

Please provide me with the functional classification for the existing and proposed Social Circle Bypass.

If you have any questions, please contact me.

Your assistance is greatly appreciated.

Thanks,

Kari Chin Nuke, P.E.

730 Peachtree Street, Suite 430

Atlanta, Georgia 30308

Phone: (678) 528-7217 / Fax: (404) 347-9522

A phone conversation was held between Kari ChinNuke and Clayton Carter. The following email summarized this phone call and the recommendations for functional classification for the Social Circle Bypass:

From: Carter, Clayton [mailto:Clayton.Carter@dot.state.ga.us]

Sent: Tuesday, March 20, 2007 1:05 PM

To: Nuke, Kari Chin

Cc: Henry, Michael E.; Ruiz, Robin

Subject: RE: Social Circle Bypass - Location Map

Kari,

We will recommend to the Federal Highway Administration (FHWA) to have the proposed Social Circle Bypass Extension from State Route 11 in Newton County to East Hightower Trail in Walton County functionally classified as at least a Rural Major Collector. If we are to relocate State Route 11 to the bypass we will recommend the bypass as a Rural Minor Arterial.

The existing section of the Social Circle Bypass is presently classified as a Rural Local Road. The recommendation for this section of roadway will also be to classify it as a rural major collector/rural minor arterial as stipulated in the paragraph above.

Clayton Carter

Federal Highway Coordinator

Office of Transportation Data-North Annex

Phone 770-986-1366

FAX 770-986-1139

These recommendations will be included in the Concept Report and used in developing the design criteria and Design Data Book for the Social Circle Bypass project.

Project Concept Report Attachment #7
Project Number: CSSTP-0007-00(217)
P. I. Number: 0007217
County: Walton/ Newton Counties

Attachment #7 h

Railroad Crossing Program, Office of Utilities: 04/06/06, 04/12/07

GDOT Rail and Traffic Coordination Meeting Minutes
Social Circle Bypass (P.I. 0007217)
April 06, 2006

❖ Attendees:

Stanley Hill (GDOT-OCD)
Vinesha Pegram (GDOT-OCD)
Richard Crowley (GDOT-Utilities)
Mohsen Tehrani (GDOT-OCD)
Key Phillips (GDOT-OTSD)
Daniel Kristoff Jr. (RS&H)
Eric Seckinger (RS&H)
Jim Hullett (RS&H)

❖ Purpose of Meeting:

The RS&H Social Circle Bypass project team scheduled a meeting with representatives from GDOT's Offices of Traffic Safety and Design, Utilities and Consultant Design to discuss rail and traffic issues at the north end of the Social Circle Bypass project. RS&H presented GDOT with alternate alignments in the area of the proposed bypass, the Solo Cup plant and E. Hightower Trail. Project traffic information was also shared. The intent of the meeting was to discuss options for at-grade intersections near the CSX railroad track and a potential flyover slightly east of the existing NE bypass.

❖ Project Facts Presented:

- Existing Conditions
 - Existing bypass ends north of the CSX railroad
 - At grade rail crossing consists of a driveway that begins at the end of the existing NE bypass and connects to E. Hightower Tr.
 - Solo Cup Plant construction across E. Hightower Tr.
- Proposed Alternates
 - Tie proposed SE bypass into E. Hightower Tr. across from the existing driveway
 - Shift proposed bypass east and fly over E. Hightower and the CSX rail line (will require connector roads from Solo and other industrial plants to tie into the bypass)
- Proposed Traffic
 - 200 Trucks per day at Solo alone
 - 12 trains per day
 - Approximately 10,000 VPD with 10% trucks in 2030
- Roadway/Bridge Issues
 - Design speed of 65 mph, signed at 55 mph
 - Intend to design a 2-lane on 4-lane right of way
 - Long bridge required to span railroad and E. Hightower

- Connector roads required to connect plants to bypass
 - Safety
 - High truck/train conflict potential
 - Emergency vehicles will always have access to properties north of E. Hightower with flyover
- ❖ General Discussion Topics
 - 4-lane bridge vs. 2-lane bridge
 - May be difficult to obtain 4-lanes of R/W
 - Potential to receive additional project funding from CSX
 - Potential for CSX to require some at-grade closings
- ❖ Action Items
 - (RS&H) Develop plan view layout of proposed grade separation alignment and connector roads from plants to bypass and forward to Stanley Hill as soon as possible
 - (RS&H) Discuss emergency services with Social Circle/Walton County
 - (RS&H) Arrange meeting with Solo Plant and notify Stanley Hill, Vinesha Pegram and Mohsen Tehrani of the meeting details
 - (RS&H) Remove wetland lines on existing NE bypass layout
 - (RS&H) Develop pros and cons for railroad overpass (see below) and forward to Stanley Hill so he can discuss with GDOT management
 - (GDOT – Key Phillips) Provide letter to OCD (Attn: Stanley Hill) recommending grade separation east of the existing intersection of East Hightower Trail and the NE By-Pass be evaluated as a potential alignment during the Concept Phase
- ❖ Railroad overpass Pros and Cons
 - Pros
 - Separates vehicle and rail traffic
 - Large truck count
 - High rail volume
 - Reduces delay at intersection by providing continuous movement
 - Eliminates less than ideal intersection geometry of the at-grade crossing
 - Emergency vehicles always have access to areas north of E. Hightower regardless of train presence
 - Cons
 - Extra cost
 - Bridge
 - Connector roads
 - Right of way
 - Extra railroad coordination
 - Potential delay in the initial project schedule

GDOT Rail and Traffic Coordination Meeting Minutes
Social Circle Bypass (P.I. 0007217)
April 12, 2007

❖ **Attendees:**

Richard Crowley (GDOT – Office of Utilities)
Key Phillips (GDOT – Office of Utilities – Railroad Crossings)
Ted Cashin (GDOT – Bridge Office)
Lenor Bromberg (RS&H)

❖ **Purpose of Meeting:**

The RS&H Social Circle Bypass project team scheduled a meeting with representatives from GDOT's Offices of Utilities and Bridge to discuss rail and traffic issues at the north end of the Social Circle Bypass project. RS&H presented GDOT with alternate alignments in the area of the proposed bypass, the Solo Cup plant and E. Hightower Trail. Project traffic information was also shared. The intent of the meeting was to discuss the analysis completed for an at-grade intersection with the CSX railroad track and an overpass slightly east of the existing Social Circle Bypass.

❖ **Project Facts Presented:**

- Existing Conditions
 - Existing bypass ends north of the CSX railroad
 - At grade rail crossing consists of a driveway that begins at the end of the existing NE bypass and connects to E. Hightower Tr.
- Proposed Alternates
 - Tie proposed SE bypass into E. Hightower Trail, cross CSX Railroad by providing improvements to the existing at-grade crossing, and complete the proposed Bypass by tying into the existing Bypass facility.
 - Shift proposed bypass east and fly over E. Hightower Trail and the CSX rail line (will require connector roads to provide access to E. Hightower Trail and the developed industrial properties)
- Proposed Traffic
 - 16 trains per day with 3 switching
 - Approximately 10,000 VPD with 10% trucks in 2030
- Roadway/Bridge Issues
 - Design speed of 65 mph, signed at 55 mph
 - Intend to design a 2-lane
 - Long bridge required to span railroad and E. Hightower
 - Connector roads required to connect plants to bypass
- Safety
 - Truck/train conflict potential is increased with completion of Bypass.
 - Emergency vehicles will always have access to properties north of E. Hightower with flyover – however the Social Circle Mayor and City

Manager indicated an at-grade crossing does not currently hinder emergency vehicle access.

❖ **Summary of Analysis completed:**

- Highway-Rail Grade Crossing Safety Evaluation
 - Determined the existing at-grade crossing is sufficient and justified at the existing location in the current year and the design year 2031.
- Guidance on Traffic Control Devices at Highway-Rail Grade Crossings
 - Determined that a grade separated overpass is not warranted at this time.
- Construction Cost Comparison
 - Social Circle Bypass with at-grade crossing - \$13.5 million
 - Social Circle Bypass with overpass crossing - \$28.9 million
 - Difference of \$15.4 million

❖ **Discussion of stream crossings:**

- Bridge versus culverts

❖ **Action Items:**

- (RS&H) Submit Highway-Rail Grade Crossing Safety Evaluation Memo to Office of Utilities (Key Phillips and Richard Crowley) for review
- (RS&H) To remove the grade separated railroad overpass from consideration since the cost far outweighs the benefit provided.
- (RS&H) Revise stream crossings from bridges to culverts.

PROJECT CONCEPT REPORT

Project Number: CSSTP-0007-00(217)

County: Newton/Walton Counties

P. I. Number: 0007217

Attachment #8

Exhibits - Other Alternatives Considered

