

ORIGINAL TO GENERAL FILES

D.O.T. 66

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE STP-065-3(37) Hall County **OFFICE** Preconstruction
P. I. No. 121780
CW Hutto **DATE** May 30, 2000
FROM C. Wayne Hutto, Assistant Director of Preconstruction
TO SEE DISTRIBUTION

SUBJECT PROJECT CONCEPT REPORT APPROVAL

Attached for your files is the approval for subject project.

CWH/cj

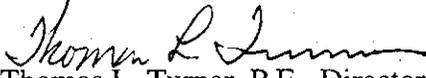
Attachment

DISTRIBUTION:

Tom Turner
David Mulling
David Studstill (ATTN: Harvey Keeper)
Jerry Hobbs
Herman Griffin
Georgene Geary (ATTN: Michael Henry)
Marion Waters
Marta Rosen
Paul Liles
Don Mills
~~Jimmy Chambers (ATTN: Ted Cashin)~~
Larry Dent

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA****INTERDEPARTMENT CORRESPONDENCE**

FILE STP-⁰⁶⁵~~056~~-3(37) Hall County **OFFICE** Preconstruction
P.I. No. 121780 **DATE** April 10, 2000

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

TO Wayne Shackelford, Commissioner

SUBJECT PROJECT CONCEPT REPORT

This project is the widening and reconstruction of SR 53/Dawsonville Highway from Duckett Mill Road to Lake Ranch Court, located just west of the City of Gainesville. This project will also reconstruct Old Sardis Road from SR 53 to Chestatee Road. The total project length is 3.24 miles. State Route 53 is a rural two lane roadway with variable width grassed shoulders and a posted speed limit of 55 MPH. Old Sardis Road is a two lane roadway with a posted speed of 35 MPH. Recent development adjacent to SR 53, in addition to the growth of nearby Gainesville and areas surrounding Lake Lanier, have outgrown the capacity of the existing facility, with the roadway also functioning as a collector and distributor of local traffic that requires multiple turning maneuvers. As the area surrounding the project continues to develop, severe congestion and operational safety problems are occurring at local intersections. A three year analysis of accidents along this corridor indicate accident and injury rates are higher than the statewide average for this type of facility. Base year traffic (2005) along SR 53 is 32,200 VPD and the design year traffic (2025) is 53,100 VPD.

The proposed construction will widen SR 53 to a four lane facility with a 44' grassed median, 4' paved inside shoulders and 8' paved outside shoulders. Old Sardis Road will be widened to a four lane roadway with a 20' raised median, curb and gutter, and sidewalks. Sardis Road and Old Sardis Road will be realigned to provide a continuous traffic movement (currently a "T" intersection). A number of existing intersections will be reconfigured to provide turn lanes and storage capacity for the design year traffic (DHV) and will include the installation and/or upgrade of traffic signals at major intersections. Traffic will be maintained during construction.

Environmental concerns include requiring an Environmental Assessment be prepared; a public hearing will be held; time saving procedures are not appropriate.

STP-065-3(37) Hall
April 10, 2000

The estimated costs for this project are:

	<u>PROPOSED</u>	<u>APPROVED</u>	<u>PROG DATE</u>	<u>LET DATE</u>
Construction (includes E&C and inflation)	\$14,056,000	\$4,138,000	2005	04-01
Right-of-Way	\$ 6,000,000	\$3,898,000		
Utilities*	\$ 500,000			

*LGPA sent 3/00 requesting Hall County do PE, utilities and 10% of construction; LGPA sent 1/00 requesting City of Gainesville be responsible for utilities.

The proposed project will increase capacity and improve operations and safety of this portion of SR 53. I recommend this project concept be approved.

TLT:JDQ/cj

Attachment

CONCUR



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

APPROVE



Wayne Shackelford, Commissioner

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENTAL CORRESPONDENCE

FILE: STP-065-3(37) Hall
P.I. Number 121780

OFFICE: Atlanta, Georgia

DATE: April 3, 2000

FROM: David Mulling, Project Review Engineer *DM*

TO: Wayne Hutto, Assistant Director of Pre-construction

SUBJECT: CONCEPT REPORT

We have reviewed the concept report submitted March 30, 2000 by the letter from Todd Long dated March 28, 2000, and have no comment.

The costs for the project are:

Construction	\$11,111,000
Inflation	\$ 1,667,000
E&C	\$ 1,278,000
Reimbursable Utilities	\$ 500,000
Right of Way	\$ 6,000,000

DTM

c: Todd Long – District 1 Preconstruction Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF ROAD AND AIRPORT DESIGN

DRAFT PROJECT CONCEPT REPORT

Widening & Improvements to Dawsonville Highway & Old Sardis Road

Project Number: STP-065-3(37)

P.I. No. 121780

Hall County

FEDERAL ROUTE NO: None

Date of Report: March 14, 2000

STATE ROUTE NO: SR 53 (Dawsonville Highway)

RECOMMENDATION FOR APPROVAL

DATE

State Road and Airport Design Engineer

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

DATE

State Transportation Planning Administrator

DATE

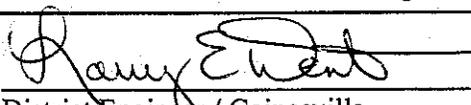
State Transportation Programming Engineer

DATE

State Environmental/Location Engineer

3-27-00

DATE

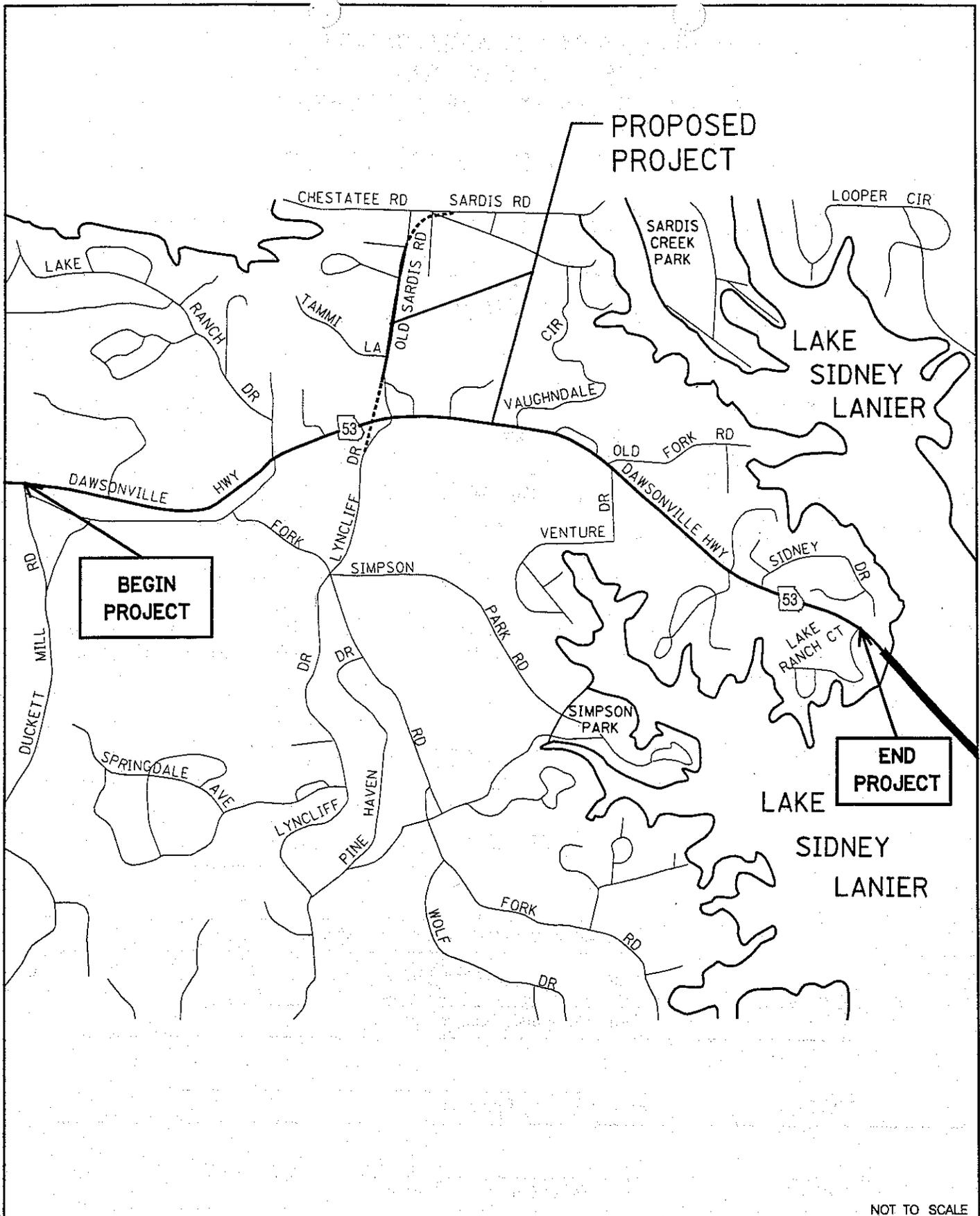

District Engineer / Gainesville

DATE

Project Review Engineer

DATE

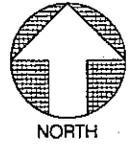
State Traffic Operations Engineer



NOT TO SCALE



Moreland Altobelli
Associates, Inc.



PROJECT LOCATION SKETCH
DAWSONVILLE HWY (S.R. 53) IMPROVEMENTS

GDOT PROJECT STP-067-3 (37) P.I. 121780

PROJECT NUMBER: STP-056-3(37)**PROJECT LOCATION & DESCRIPTION**

This project is located west of the city of Gainesville in western Hall County, beginning just west of Duckett Mill Road (CR 251) and ending at the intersection with Lake Ranch Court (CR 274) just before the Lake Sidney Lanier Bridge. The project will also include Old Sardis Road, beginning at SR 53 and ending at Chestatee Road (CR 243) / Sardis Road (CR 296).

The project consists of widening and reconstruction of Dawsonville Highway (SR 53) and Old Sardis Road (CR 1296) from a 2-lane undivided to a 4-lane divided roadway. A number of existing intersections will be reconfigured to provide adequate turn-lanes and storage capacity for the design year traffic (DHV), and will include the installation and/or upgrade of traffic signals at major intersections (See Figure 1, Project Location Sketch).

PROJECT LENGTH: 3.24 miles

MILE POINT REFERENCE:	BEGIN	END
SR 53	1.97	4.63
Old Sardis Road	0.0	0.58

TRAFFIC

<u>ROADWAY</u>	<u>YEAR</u>	<u>AADT</u>	<u>YEAR</u>	<u>AADT</u>
S.R. 53	2005	32,200	2025	53,100
Old Sardis Road	2005	17,600	2025	29,000

ACCIDENT HISTORY - S.R. 53

<u>YEAR</u>	<u>Accident Rate</u>	<u>Injury Rate</u>	<u>Fatality Rate</u>
1995	479 (441)	281 (222)	8.26 (1.83)
1996	506 (450)	295 (219)	0.00 (1.87)
1997	364 (433)	238 (203)	6.61 (1.77)

Note: All rates are per 100 million vehicle miles of travel. Numbers in parentheses are statewide average rates for all Principal Arterioles (Urban & Rural).

SR 53 experienced 58 accidents, consisting of 34 injuries and one fatality in 1995; 67 accidents, consisting of 39 injuries (no fatalities) in 1996; and 55 accidents, consisting of 36 injuries and one fatality in 1997.

PDP CLASSIFICATION	FUNCTIONAL CLASSIFICATION	
MAJOR, EXISTING LOCATION	SR 53 Old Sardis Road	RURAL PRINCIPAL ARTERIAL MINOR ARTERIAL STREET
FULL OVERSIGHT ()	EXEMPT (X)	SR ()

PROJECT NEED & PURPOSE
See Attachments

EXISTING ROADWAY			
TYPICAL SECTION: Two 12' lanes, variable grass shoulders.			
R/W WIDTH:	SR 53 130'	Old Sardis Road	60'
<u>ROAD</u>	<u>POSTED SPEED</u>	<u>MAX DEGREE OF CURVE</u>	<u>MAX GRADE</u>
SR 53	55 mph	3.4°	6%
Old Sardis Road	35 mph	3.0°	6%
MAJOR STRUCTURES: None			

PROPOSED ROADWAY			
TYPICAL SECTION:			
S.R. 53: Four 12' rural lanes, 44' grass median, 4' paved inside shoulders, 8' paved outside shoulders.			
Old Sardis Road: Four 12' urban lanes, 20' median, 5' sidewalks.			
<u>ROAD</u>	<u>DESIGN SPEED</u>	<u>MAX DEGREE OF CURVE</u>	<u>MAX GRADE</u>
SR 53	55 mph	3.4°	6%
Old Sardis Road	35 mph	3.0°	6%
MAJOR STRUCTURES: None			

PROPOSED RIGHT-OF-WAY			
<u>R/W WIDTH:</u>		<u>DISPLACEMENTS</u>	
SR 53	160' - 180'	RES: 12	BUS: 4
Old Sardis Road	100' - 120'		

PROPOSED RIGHT-OF-WAY

TYPE OF ACCESS CONTROL: State and County Permits

NUMBER OF PARCELS IMPACTED: 150

MISCELLANEOUS

TRAFFIC CONTROL DURING CONSTRUCTION: Traffic to be maintained on existing roadways.

LEVEL OF ENVIRONMENTAL ANALYSIS: Environmental Assessment

DESIGN EXCEPTIONS REQUIRED:

	UNDETERMINED	YES	NO
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)

UNDERGROUND STORAGE TANKS: None known at this time.

HAZARDOUS WASTE SITES: None known at this time.

ALTERNATIVES CONSIDERED

1. NO BUILD. This alternative does not meet the capacity and operational needs of the project.
2. PROPOSED PROJECT - See the Proposed Roadway section above, and the Need & Purpose Statement located in the Attachments.

COORDINATION
CONCEPT TEAM MEETING DATE: Pending
CONFORMS TO TIP/SIP: Yes
TIME SAVING PROCEDURES APPROPRIATE: No
P.A.R. MEETING: Not Required
LOCATION INSPECTION DATE: Pending
PERMITS REQUIRED (COE, 404, etc.): None anticipated
LEVEL OF PUBLIC INVOLVEMENT: Public Hearing Required
OTHER PROJECTS IN THE AREA: None
LOCAL GOVERNMENT COMMITMENTS: LGPA - Require Hall County to relocate utilities - Reply is Pending.

ESTIMATED COST			
CONSTRUCTION:	\$11,111,294	RIGHT-OF-WAY:	\$6,000,000
E & C (10%):	\$1,111,129	ACQUIRED BY:	GDOT
INFLATION (3 yr. @ 5%/yr.):	\$1,751,418	UTILITIES:	\$500,000
TOTAL CONSTRUCTION COST:	\$13,973,841	ADJUSTED BY:	GDOT
TOTAL PROJECT COST ESTIMATE:			\$20,473,841

COMMENTS:

ATTACHMENTS:

- Need & Purpose Statement
- Traffic Analysis & Traffic Flow Diagrams
- Detailed Cost Estimate
- Typical Sections
- Concept Team Meeting Minutes

NEED AND PURPOSE STATEMENT

The proposed improvements contained in this concept serve two primary purposes: First, to provide additional traffic capacity and improved access to accommodate the 2025 design hourly volumes (DHV); second, to improve traffic safety by separating on-coming traffic and providing turn-lanes at local intersections. SR 53 (Dawsonville Highway) serves as a two-lane west to east rural principal arterial. The roadway serves as a primary point of access between Forsyth County and the city of Gainesville in Hall County to the east, bridging over Lake Lanier at locations east and west of the project limits. Old Sardis Road is a minor arterial street that connects SR 53 with Chestatee Road and Sardis Road lanes, both rural collector roadways.

The existing two-lane roadway was originally intended primarily as a connecting link for through traffic to and from Gainesville. Recent development adjacent to SR 53, in addition to the growth of nearby Gainesville and areas surrounding Lake Lanier, have outgrown the capacity of the existing facility, with the roadway also functioning as a collector and distributor of local traffic that require multiple turning maneuvers. As the area surrounding the project corridor continues to develop, severe congestion and operational safety problems are occurring at local intersections. With a posted speed of 55 mph, heavy peak hour traffic volumes conflict with multiple turning movements into driveways, side streets and cross streets, creating extreme delay and unsafe conditions through the project corridor. Left turn-lanes at local intersections do not exist, and there are no significant shoulders to avoid breaking vehicles. A three-year history of accidents along the studied project corridor indicate accident and injury rates higher than that of the statewide average for that particular roadway functional class.

The logical termini for the project were chosen based on the existing and future projected traffic volumes within the area, and surrounding geography. The eastern terminus is Lake Ranch Court, which is where S.R. 53 is already a four-lane divided roadway. The western terminus, located at Duckett Mill Road, serves as a major collecting point for eastbound traffic on SR 53. Duckett Mill Road represents the last major collector for westbound traffic on S.R. 53 to reach southbound residential destinations prior to terminating at the lake shore and Forsyth County line.

The attached traffic analysis indicates that the proposed improvements included in this concept will accommodate the projected design hourly volumes and improve safety throughout the length of the project.

TRAFFIC ANALYSIS & TRAFFIC FLOW DIAGRAMS

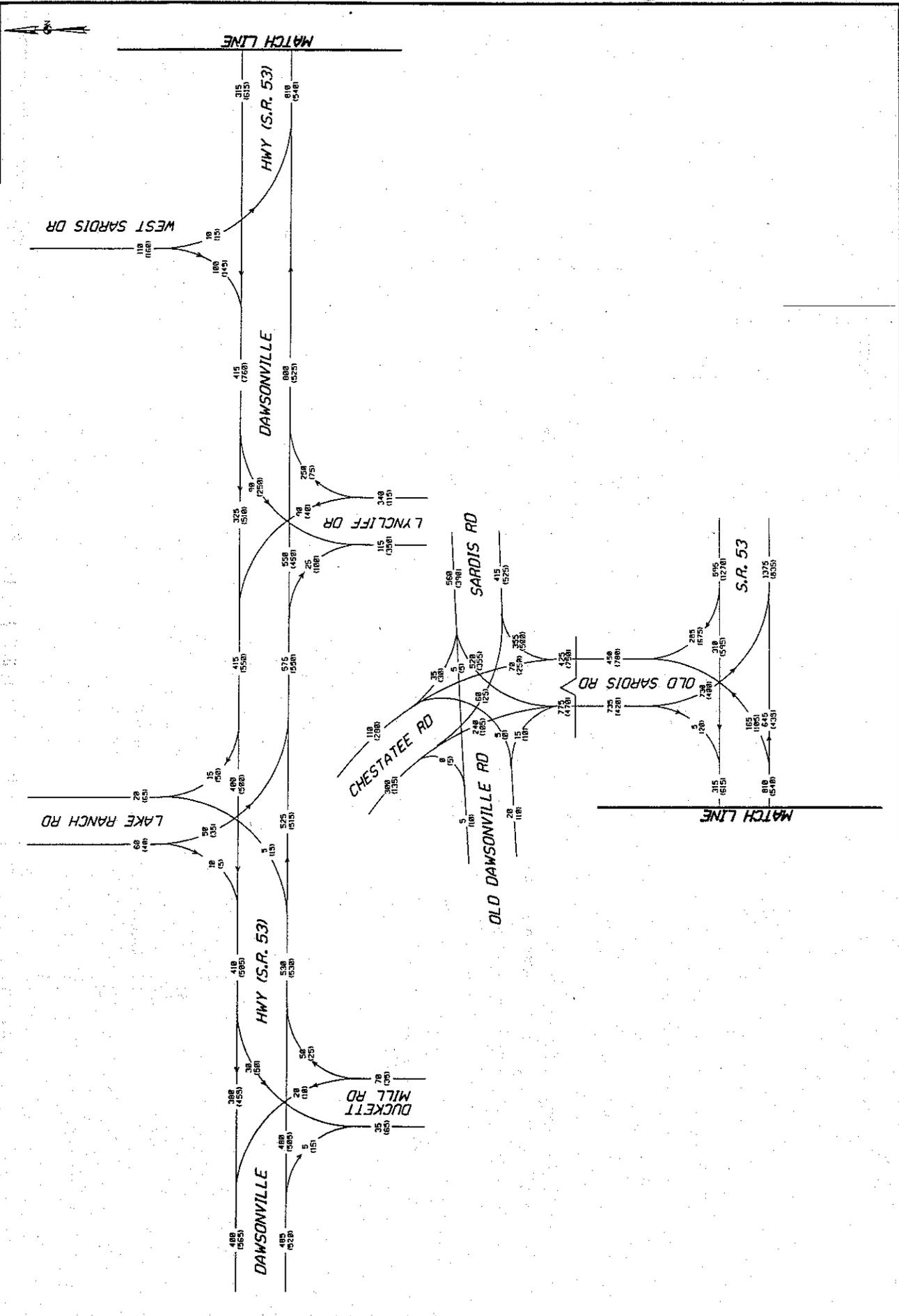
Intersection capacity analyses were performed within the study area for the AM and PM peak hours. These analyses were performed for existing conditions and the 2025 design year conditions. The methods used are those described in the 1994 Highway Capacity Manual. Intersection capacity is expressed in terms of level of service (LOS), which is a measure of the amount of delay and congestion experienced by motorists as they pass through an intersection. LOS is designated by the letters "A" through "F". LOS A represents free-flowing conditions with very little delay and LOS F indicates forced flow, extreme congestion and long delays. A summary of the results are shown in the table below.

Summary of Intersection Capacity Analysis						
INTERSECTION	NO BUILD				BUILD	
	1999		2025		2025	
	AM	PM	AM	PM	AM	PM
S.R. 53 @ Old Sardis Road	F	D	F	F	C	C
Old Sardis Road @ Chestatee/Sardis Road	F*	F*	F	F	B	B

* Indicates stop-sign controlled intersection LOS.

The results of the analysis show that the key intersections will operate at LOS C or greater for the 2025 design year with the proposed improvements. The widening of S.R. 53 and Old Sardis Road from two-lane to four-lane divided roadways with median breaks at major intersections, will dramatically improve the safety and capacity of these roadways.

STATE	PROJECT NUMBER	SHEET NUMBER	TOTAL SHEETS
GEORGIA	57P-065-33371		



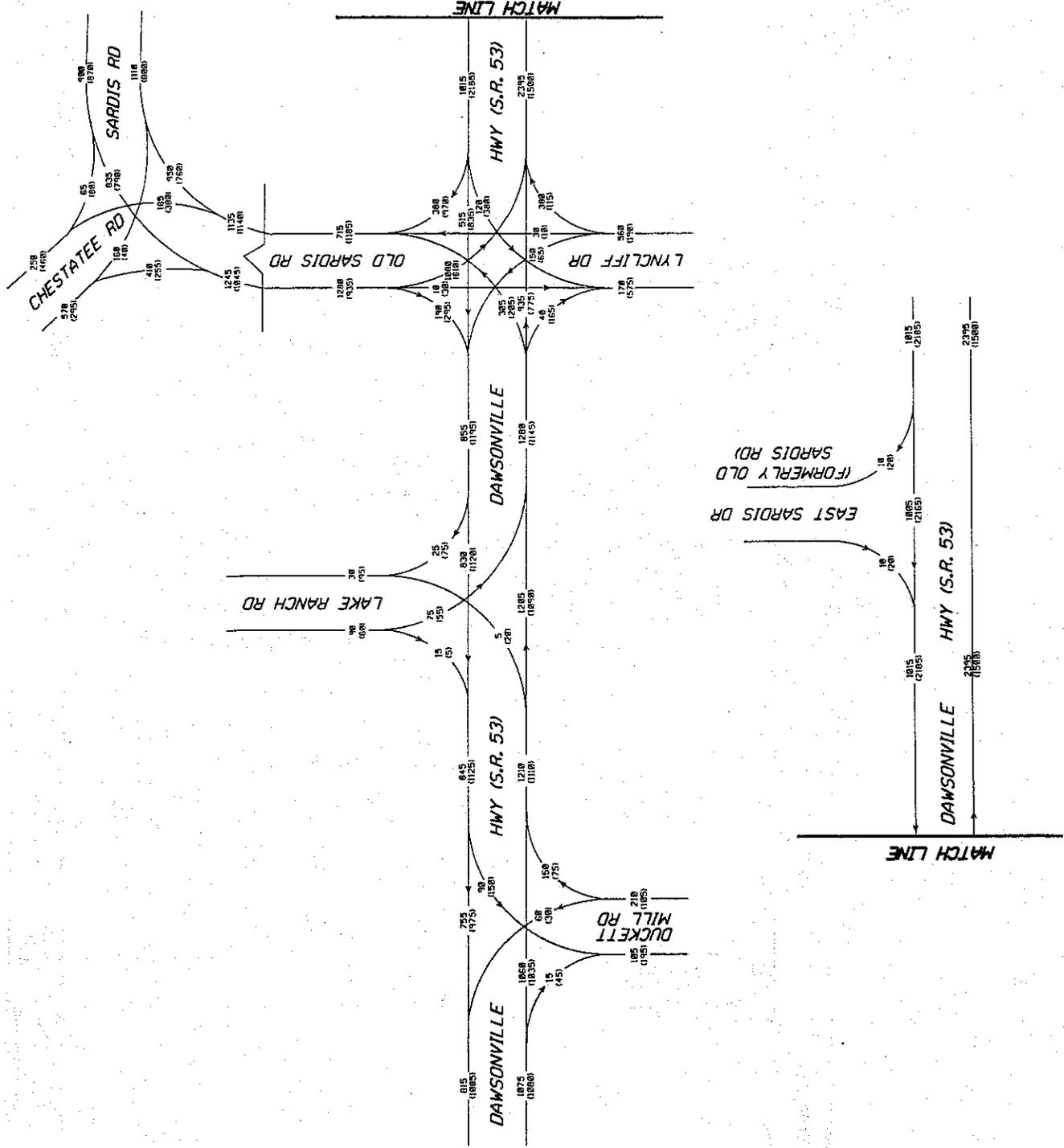
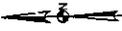
DAWSONVILLE HWY (S.R. 53) IMPROVEMENTS
1999 EXISTING PEAK HOUR TRAFFIC
TRAFFIC FLOW DIAGRAM

YEAR 1999
0600 AM PEAK HOUR TRAFFIC
(0600) PM PEAK HOUR TRAFFIC

DATE: _____ NAME: _____ DATE: _____
 DRAWN BY: _____ CHECKED BY: _____
 DESIGNED BY: _____ APPROVED BY: _____

MA Moreland Altabelli Associates, Inc.

STATE	PROJECT NUMBER	TOTAL SHEETS
GEORGIA	STP-055-10371	
		SHEET NUMBER



DAWSONVILLE HWY (S.R. 53) IMPROVEMENTS
 YEAR 2025 PEAK HOUR DESIGN TRAFFIC
 TRAFFIC FLOW DIAGRAM

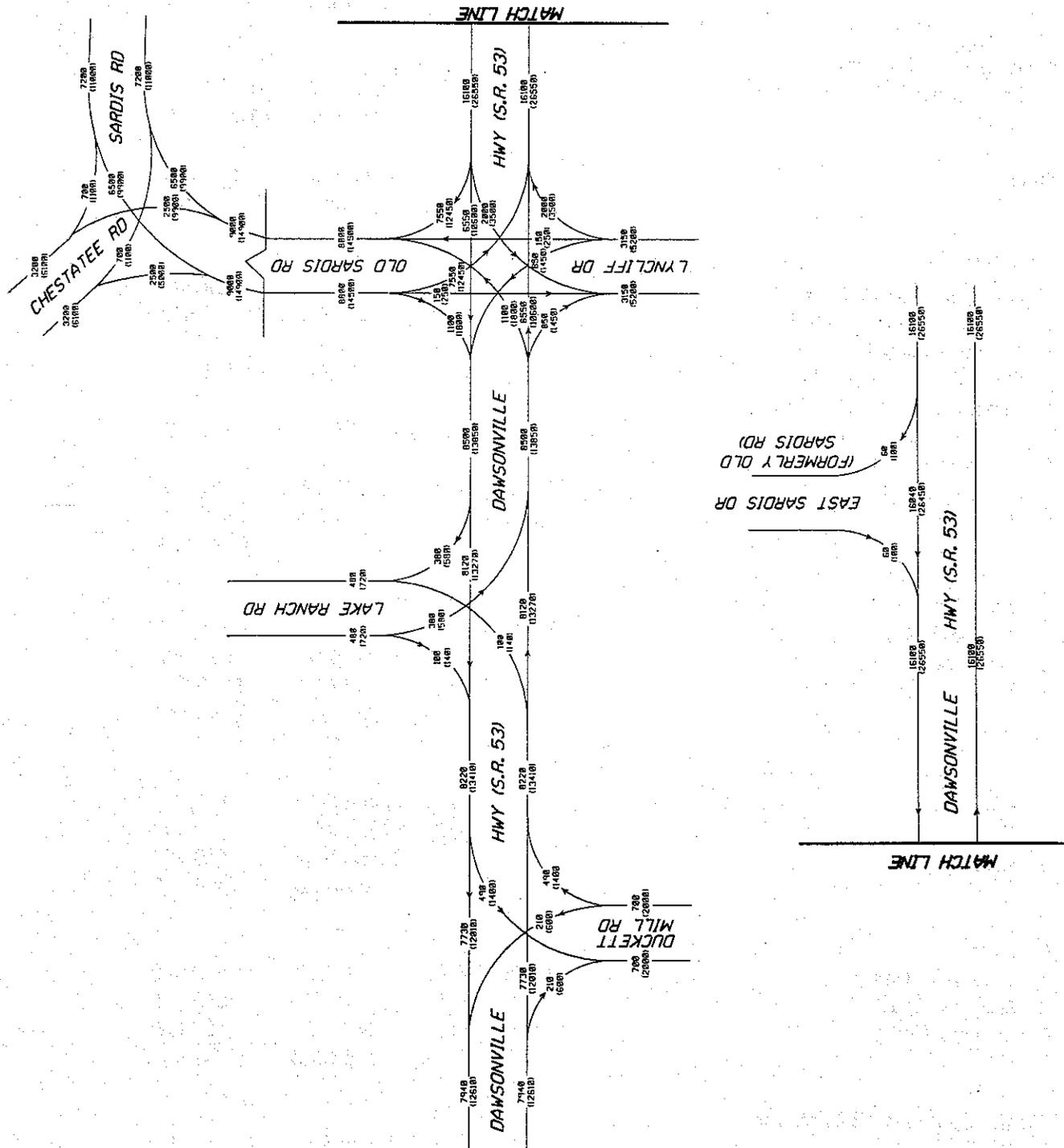
YEAR 2025
 0600 AM PEAK HOUR TRAFFIC
 (0600) PM PEAK HOUR TRAFFIC

DATE

DESIGNED BY	DATE	NAME	DATE	NAME
CHECKED BY	DATE	NAME	DATE	NAME
APPROVED BY	DATE	NAME	DATE	NAME
SUPERVISOR BY	DATE	NAME	DATE	NAME

MA Moreland Altabelli Associates, Inc.

STATE	PROJECT NUMBER	SHEET NUMBER	TOTAL SHEETS
GEORGIA	STP-065-30371		



 Moreland Altabelli Associates, Inc.	PREPARED BY: _____ DATE: _____ CHECKED BY: _____ DATE: _____ APPROVED BY: _____ DATE: _____
	DAWSONVILLE HWY (S.R. 53) IMPROVEMENTS 2005/2025 AADT TRAFFIC FLOW DIAGRAM

Detailed Cost Estimate

A.	Right of Way		\$6,000,000
B.	Reimbursable Utilities		\$500,000
C.	Major Structures		
	1. Box Culvert	Lump Sum	\$120,000
		Subtotal	\$120,000
D.	Grading and Earthwork		
	1. Unclassified Excavation & Borrow	260,000 CY @	\$5.00
			\$1,300,000
		Subtotal	\$1,300,000
E.	Drainage	Lump Sum	\$20,000
		Subtotal	\$20,000
F.	Base & Paving		
	1. Graded Aggregate Base 12"	121,007 TN @	\$12.00
			\$1,452,084
	2. Graded Aggregate Base 6"	87,471 TN @	\$12.00
			\$1,049,652
	3. Asphalt Concrete 12.5 mm SMA 165#/SY (1-1/2")	33,971 TN @	\$33.00
			\$1,121,043
	4. Asphalt Concrete 19.0 mm Superpave 220#/SY (2")	18,145 TN @	\$33.00
			\$598,785
	5. Asphalt Concrete 25 mm Superpave 440#/SY (4")	36,291 TN @	\$32.00
			\$1,161,312
	6. Bitum Tack Coat	37,372 GL @	\$1.50
			\$56,058
		Subtotal	\$5,438,934
G.	Concrete Work		
	1. Median Paving	8,737 SY @	\$25.00
			\$218,425
	2. Driveway	1,000 LF @	\$25.00
			\$25,000
	3. Curb & Gutter, TP 2	20,750 LF @	\$12.00
			\$249,000
		Subtotal	\$243,425
H.	Signing, Striping, and Lighting		
	1. Signs		Lump Sum
			\$50,000
	2. Signals	2 ea @	\$80,000.00
			\$160,000
	3. Striping		Lump Sum
			\$80,000
		Subtotal	\$290,000
I.	Guardrail		
	1. Guardrail, Type W	6,000 LF @	\$12.00
			\$72,000
	2. Anchors TP 12	10 ea @	\$1,500.00
			\$15,000
	3. Anchors TP 1	10 ea @	\$400.00
			\$4,000
		Subtotal	\$91,000
J.	Traffic Control & Mobilization		
	1. Traffic Control		Lump Sum
			\$115,000
	2. Mobilization		Lump Sum
			\$40,000
		Subtotal	\$155,000

K. Landscaping

1. Clearing & Grubbing		Lump Sum	\$675,000
2. Grassing		Lump Sum	\$363,000
3. Erosion Control		Lump Sum	\$320,000
4. Silt Fence Type C	13,500 LF @	\$4.81	\$64,935
		Subtotal	\$1,422,935

L. Miscellaneous Items

1. Field Office TP 3	1 ea @	\$30,000.00	\$30,000
2. Misc. Construction Items		Lump Sum	\$2,000,000
		Subtotal	\$2,030,000

SUMMARY OF PROJECT COSTS

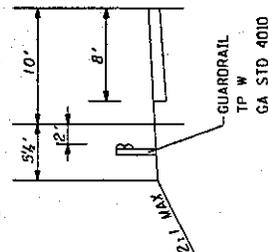
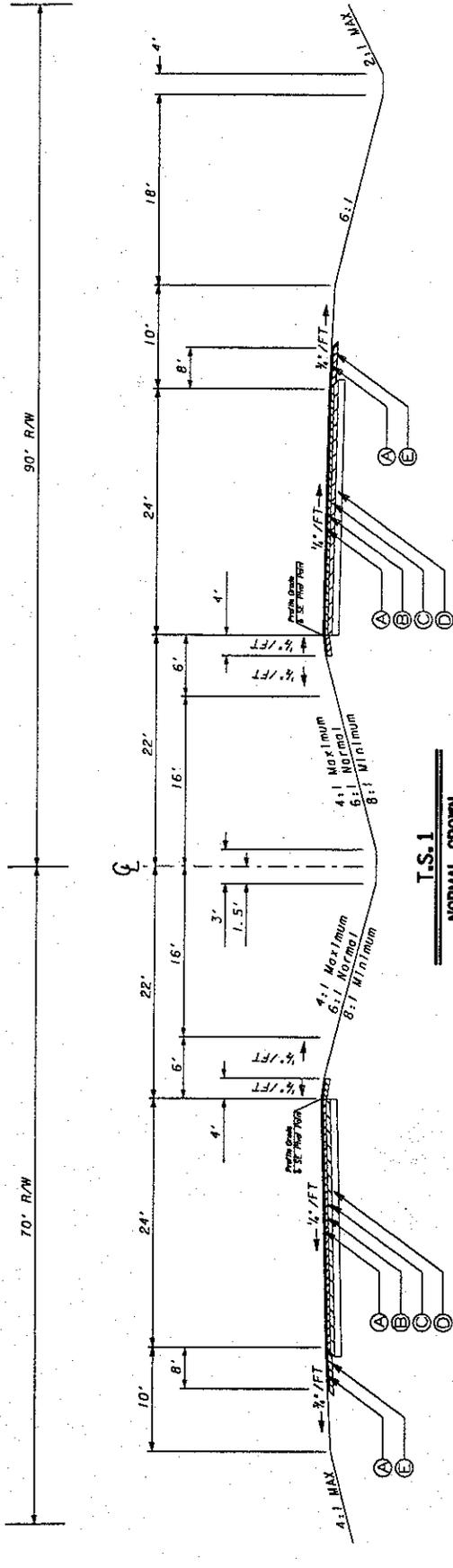
Non-Construction Costs

A.	Right of Way	\$6,000,000
B.	Reimbursable Utilities	\$500,000
	Total Non-Construction Cost	\$6,500,000

Construction Costs

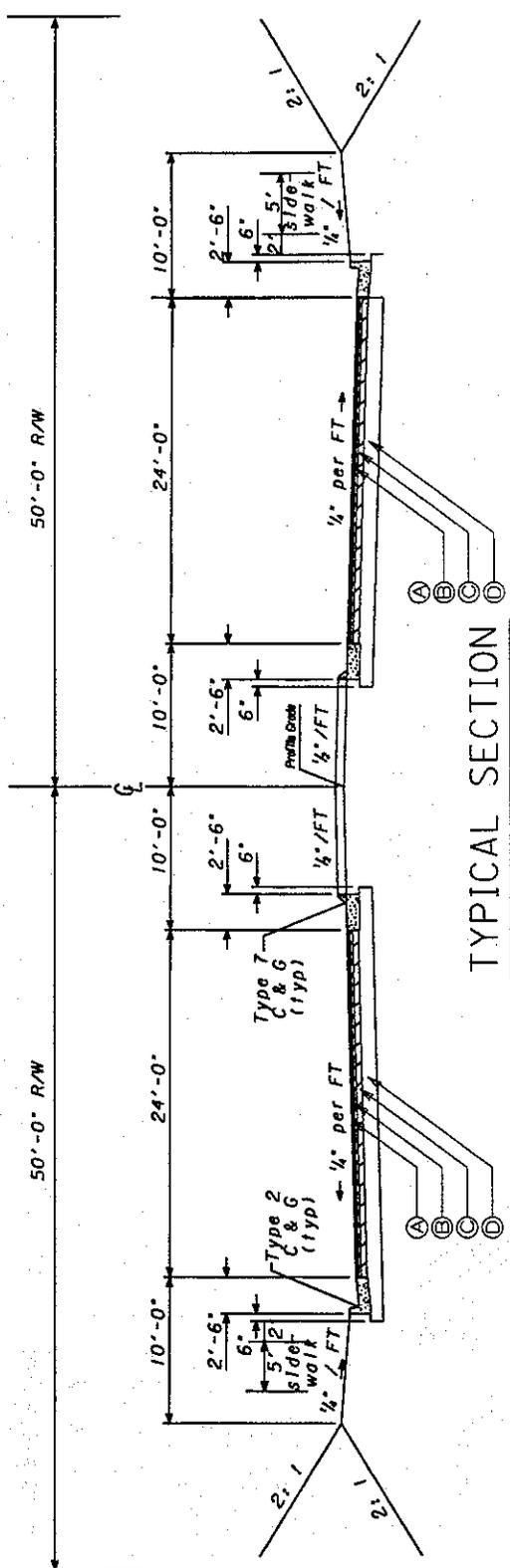
C.	Major Structures	\$120,000
D.	Grading and Earthwork	\$1,300,000
E.	Drainage	\$20,000
F.	Base and Paving	\$5,438,934
G.	Concrete Work	\$243,425
H.	Sign, Stripe & Light	\$290,000
I.	Guardrail	\$91,000
J.	Traffic Control	\$155,000
K.	Landscaping	\$1,422,935
L.	Miscellaneous Construction Items	\$2,030,000
	Construction Cost Subtotal	\$11,111,294
	Three years of inflation @ 5%	\$1,751,418
	Engineering & Construction; 10%	\$1,111,129
	Total Construction Cost	\$13,973,841
	Total Project Cost	\$20,473,841

STATE	PROJECT NUMBER	SHEET NUMBER	TOTAL SHEETS



- REQUIRED PAVEMENT**
- Ⓐ ASPHALTIC CONC. 12.5 mm SUPERPAVE (165 lbs/SY)
 - Ⓑ ASPHALTIC CONC. 19 mm SUPERPAVE (220 lbs/SY)
 - Ⓒ ASPHALTIC CONC. 25 mm SUPERPAVE (550 lbs/SY)
 - Ⓓ GRADED AGGREGATE BASE (12')
 - Ⓔ GRADED AGGREGATE BASE (6')

DATE	BY	NO.
10/20/01	JM	1



TYPICAL SECTION

NOT TO SCALE

REQUIRED PAVEMENT

- Ⓐ ASPHALTIC CONC. 12.5 mm SUPERPAVE (165 lbs/SY)
- Ⓑ ASPHALTIC CONC. 19 mm SUPERPAVE (220 lbs/SY)
- Ⓒ ASPHALTIC CONC. 25 mm SUPERPAVE (550 lbs/SY)
- Ⓓ GRADED AGGREGATE BASE (12')

DATE		BY		NO.	
REVISIONS			DATE		
DESCRIPTION			BY		
M			Moreland Altabelli Associates, Inc.		
DEPARTMENT OF TRANSPORTATION			STATE OF GEORGIA		
OLD SARDIS ROAD			TYPICAL SECTION		

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE STP-065-3(37) Hall OFFICE Gainesville
P.I. # 121780
SR 53 Dawsonville Highway Widening

FROM ^{LED} Larry E. Dent, District Engineer **DATE** February 14, 2000

TO See Distribution

SUBJECT Concept Team Meeting Minutes

A concept team meeting for the above-mentioned project was held Wednesday, February 2 in the District 1 Conference Room at 9:00 AM. The purpose of the meeting was to discuss the proposed concept for the widening of Dawsonville Highway (SR 53) from Lake Ranch Court to Duckett Mill Road.

The project is located just west of Gainesville and consists of widening and reconstruction of SR 53 from a 2-lane undivided to a 4-lane divided roadway. A number of existing intersections will be reconfigured to provide adequate turn lanes and storage capacity for the design year traffic.

Attached are minutes from the meeting for your files. If you have any questions, please do not hesitate to call Todd Long at 770-532-5520.

LED:TIL attachments

Distribution:

Thomas Turner
Wayne Hutto
Marta Rosen, w/attachments
David Studstill, w/attachments
David Mulling, w/attachments
David Meshberger, w/attachments
Dudley Ellis, w/attachments
Tony Pritchett, w/attachments
Joe Garland, w/attachments
Herman Griffin, w/attachments
Marion Waters, w/attachments
Wouter Gulden, w/attachments
David Graham, w/attachments
Marvin Woodward/David Painter(FHWA) w/attachments
Copy to all attendees

**Concept Meeting – Project STP-065-3(37), Hall County
February 2, 2000**

Larry Dent - GDOT	Jarrett Nash – City of Gainesville
Todd Long - GDOT	Tim Collins – City of Gainesville
Tony Bradley - GDOT	Linda Taibl – Intermedia
Keith Canup - GDOT	Doug Smith – Jackson EMC
Don Attaway - GDOT	Steve Logan – Georgia Power Company
Billy Cantrell - GDOT	Chad Cooper – BellSouth
Scott Puckett - Hall County	Clarence Smith – BellSouth
James Miller – Hall County	Alex Wiley - Arcadis
Jim Shuler – Hall County	Karla Poshedly – Moreland-Altobelli
Don Watson – Moreland Altobelli	

Todd Long opened the meeting with introductions and a project description. Attendees viewed a video log of the corridor during the project description. Karla Poshedly discussed the project details as outlined on the agenda handout and the draft Concept Report. The traffic projections for the mainline and Sardis Road are included in the Concept Report. The Team discussed the Need and Purpose of the project. Duckett Mill Road was selected as termini because it was the last major residential connector before the Forsyth County line.

R/W was discussed with the suggestion that more R/W than shown being needed. DOT has agreed to acquire the needed R/W for the project. The concept calls for a C & G section in the area near Sardis Road. There are currently no provisions for bicycles in the typical sections. Hall County does not have a bike plan and SR 53 is not part of the Statewide Bicycle and Pedestrian Plan. There were two historic sites found in the corridor and will be avoided.

Utilities:

BellSouth – Fiber Cable and Copper along entire length of project (to be relocated).
Intermedia – Cable along project (to be relocated)
Water – 12" and 6" along project and 6" on Sardis (all to be relocated)
JEMC – 3 phase main line along project, also Alltel on poles
Georgia Power – No conflicts

Comments:

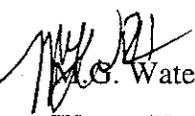
- There was a general discussion of the relocation of Sardis Road. Who will fund R/W and construction since the work goes beyond the typical limits of tying a side road into a project?
- Is sharp curve at the end of Sardis Road relocation within design?
- All side street radii to be 50 feet.
- Sardis Road needs to have sidewalk.
- All Cul-de-sacs shown need to have proper radii.
- Consultants to address residential access.
- Consider common tie-in for Sidney Lanier, Ford White and Stephens Road.
- Consider connecting East Sardis Road to Sardis Road relocation.
- Make sure clear zone requirements are met.
- Need to set up a Public Information Meeting once the concept is more finalized.

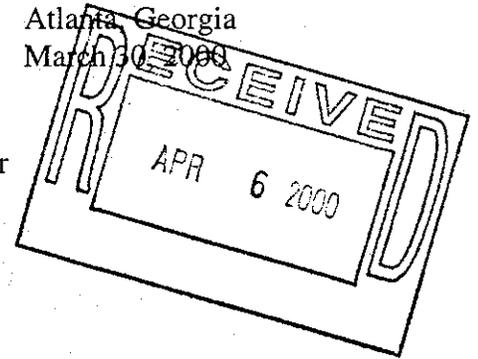
Department of Transportation
State of Georgia

INTERDEPARTMENTAL CORRESPONDENCE

File: STP-065-3(37)/Hall County
P.I. No. 121780

Office: Traffic Operations
Atlanta, Georgia
Date: March 30, 2000

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



Subject: Project Concept Report Review

We have reviewed the concept report on the above project for the widening and reconstruction of SR 53/Dawsonville Highway from Duckett Mill Road to Lake Ranch Court, located just west of the city of Gainesville. This project will also reconstruct Old Sardis Road from SR 53 to Chestatee Road. The total project length is 3.24 miles.

SR 53 is a rural two lane roadway with variable width grassed shoulders, and a posted speed limit of 55mph. Due to growth in the area and areas surrounding Lake Lanier, this roadway has outgrown its capacity. A three year analysis of accidents along this corridor indicate accident and injury rates are higher than the statewide average for this type facility. Old Sardis Road is a two lane roadway with a posted speed of 35mph.

This project will widen SR 53 to a four lane facility with a 44 foot grassed median, 4 foot paved inside shoulders and 8 foot paved outside shoulders. Old Sardis Road will be widened to a four lane roadway with a 20 foot raised median, curb and gutter, and sidewalks. Sardis Road and Old Sardis Road will be realigned, at Chestatee Road, to provide a continuous roadway. This is currently a "T" intersection.

We recommend Chestatee Road enter the new alignment at a minimum angle of intersection of 75°.

We recommend increasing the median width on Old Sardis Road to 28 feet at median openings to allow the left turn lanes to be offset or aligned directly across from each other and increase sight distance for permissive left turn movements. Where no possibility of median openings exist, the median could remain the proposed width.

We request conduit be installed within the limits of this project, on SR 53, as part of this project. The conduit would be used for the future interconnection of

the Advanced Transportation Management System components in this area. Our Traffic Operations Design Office can provide details and cost estimates for inclusion in the project.

We believe this concept will improve safety and traffic operations along this section of roadway.

With the recommended statements, we find this report satisfactory for approval.

MGW:TWS

Attachment (signature page)

c: David Studstill

Larry Dent, District Engineer, Gainesville

Attn.: Todd Long, P.E.

David Mulling, w/ attachment

Marta Rosen

Chuck Hasty, TMC

Mark Demidovich, TMC

General Files

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF ROAD AND AIRPORT DESIGN
DRAFT PROJECT CONCEPT REPORT

Widening & Improvements to Dawsonville Highway & Old Sardis Road

Project Number: STP-065-3(37)
P.I. No. 121780
Hall County

FEDERAL ROUTE NO: None
STATE ROUTE NO: SR 53 (Dawsonville Highway)

Date of Report: March 14, 2000

RECOMMENDATION FOR APPROVAL

DATE

State Road and Airport Design Engineer

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

DATE

State Transportation Planning Administrator

DATE

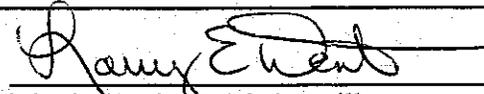
State Transportation Programming Engineer

DATE

State Environmental/Location Engineer

3-27-00

DATE



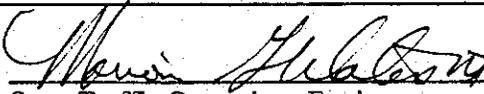
District Engineer / Gainesville

DATE

Project Review Engineer

4/5/2000

DATE



State Traffic Operations Engineer

DEPARTMENT OF TRANSPORTATION
 STATE OF GEORGIA
 OFFICE OF ROAD AND AIRPORT DESIGN
 DRAFT PROJECT CONCEPT REPORT

Widening & Improvements to Dawsonville Highway & Old Sardis Road

Project Number: STP-065-3(37)
 P.I. No. 121780
 Hall County

FEDERAL ROUTE NO: None
 STATE ROUTE NO: SR 53 (Dawsonville Highway)

Date of Report: March 14, 2000

RECOMMENDATION FOR APPROVAL	
<p style="text-align: center;">_____ DATE</p>	<p style="text-align: center;">_____ State Road and Airport Design Engineer</p>
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<p style="text-align: center;"><u>4/06/00</u> DATE</p>	<p style="text-align: center;"><u>Marta V. Rosen</u> State Transportation Planning Administrator</p>
<p style="text-align: center;">_____ DATE</p>	<p style="text-align: center;">_____ State Transportation Programming Engineer</p>
<p style="text-align: center;">_____ DATE</p>	<p style="text-align: center;">_____ State Environmental/Location Engineer</p>
<p style="text-align: center;"><u>3-27-00</u> DATE</p>	<p style="text-align: center;"><u>Gary E. Hunt</u> District Engineer / Gainesville</p>
<p style="text-align: center;">_____ DATE</p>	<p style="text-align: center;">_____ Project Review Engineer</p>
<p style="text-align: center;">_____ DATE</p>	<p style="text-align: center;">_____ State Traffic Operations Engineer</p>

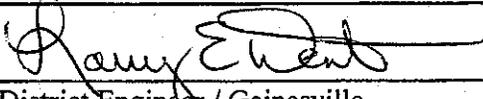
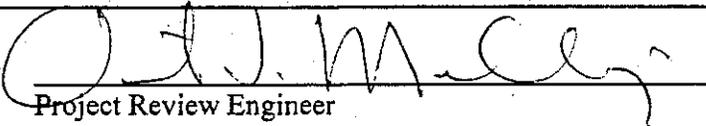
**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF ROAD AND AIRPORT DESIGN
DRAFT PROJECT CONCEPT REPORT**

Widening & Improvements to Dawsonville Highway & Old Sardis Road

Project Number: STP-065-3(37)
P.I. No. 121780
Hall County

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<p style="text-align: center;">3-27-00 DATE</p>	<p style="text-align: center;"> _____ District Engineer / Gainesville</p>
<p style="text-align: center;">4/3/00 DATE</p>	<p style="text-align: center;"> _____ Project Review Engineer</p>
<p style="text-align: center;">_____ DATE</p>	<p style="text-align: center;">_____ State Traffic Operations Engineer</p>