

ORIGINAL TO GENERAL FILES

D.O.T. 66

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

**FILE** STP-012-1(81) Forsyth County **OFFICE** Preconstruction  
P. I. No. 122015  
*CW Hutto* **DATE** November 10, 1997  
**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

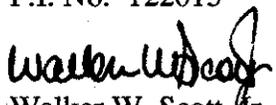
DISTRIBUTION:

Walker Scott  
Bobby Mustin  
David Studstill (ATTN: Harvey Keepler)  
Jerry Hobbs  
Herman Griffin  
Marta Rosen (ATTN: Michael Henry)  
Marion Waters  
Toni Dunagan  
Paul Liles  
Jim Hitt (Traffic Ops)  
Don Mills  
Hugh Tyner

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

**INTERDEPARTMENT CORRESPONDENCE**

**FILE** STP-012-1(81) Forsyth County **OFFICE** Preconstruction  
P.I. No. 122015  
**DATE** October 1, 1997

**FROM**   
Walker W. Scott, Jr., P.E., Director of Preconstruction

**TO** Wayne Shackelford, Commissioner

**SUBJECT PROJECT CONCEPT REPORT**

This project is the widening and reconstruction of SR 306 from CR 148/State Barn Road just west of SR 400 to CR 149/Martin Road just east of SR 369 for a total of 2.9km. The existing SR 306 has insufficient capacity for current and future volumes. Rapid residential growth has occurred in the northeast corner of the county which is served by both SR 306 and SR 369. The proposed project will widen existing SR 306 to improve operational efficiency and is expected to positively affect air quality adjacent to the facility. The existing roadway consists of two, 3.6m lanes with rural shoulders on a variable 24.4m to 89.9m of existing right-of-way. The existing major structures are: (1) SR 400 overpass - 91.4m x 25.3m with a sufficiency rating of 98.0 and (2) Baldrige Creek culvert - double 2.7m x 2.7m with a sufficiency rating of 98.1. The base year traffic (1998) is 15,200 VPD and the design year traffic (2018) is 28,700 VPD. The posted speed and the design speed are 90km/h.

The project termini has been revised from a 14.6km project extending from SR 400 to the Hall County line along SR 306 and SR 369 to a 2.9km project along SR 306 from CR 148/State Barn Road to CR 149/Martin Road. It is recommended that this project be reprogrammed into two separate projects. The section along SR 306 from SR 400 to SR 369 should be designated as STP-012-1(81) with P.I. No. 122015 and the section along SR 369 from SR 306 to the Hall County line should be redesignated with a new unit number and project identification number.

The proposed construction will provide four, 3.6m lanes with a 6.1m raised median for the entire project length. The proposed right-of-way will vary from 45.7m to 89.9m. The SR 400 overpass bridge will be widened from 25.3m to 32.0m. The double 2.7m x 2.7m culvert at Baldrige Creek will be replaced with a new culvert due to the reconstruction of the vertical alignment which increases the fill from 5.3m to 10.4m. Approximately 75% of the existing roadway requires reconstruction. Access will be controlled by driveway permit. No design exceptions are required to implement this project. Traffic will be maintained utilizing stage construction.

Environmental concerns include requiring a Categorical Exclusion be prepared; four (4) businesses displaced; a public hearing will be held; time saving procedures are not appropriate.

STP-012-1(81) Forsyth  
October 1, 1997

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)	\$4,525,000	\$32,016,000	LR	LR
Right-of-Way	\$2,791,000	\$ 8,640,000		
Utilities*	\$ 18,750			

\*LGPA to be sent.

PROPOSED SEPARATE PROJECT

State Route 365 Improvements - from SR 306 at SR 369 southeast to the Hall County line for a total of 11.70km.

Construction (includes E&C and inflation)	\$27,491,000	-----	Proposed LR	Proposed LR
Right-of-Way	\$ 5,849,000	-----		
Utilities*				

\*LGPA to be sent.

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

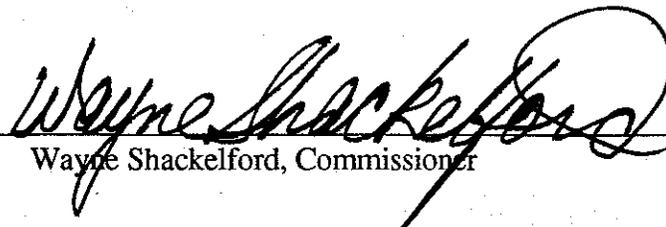
WWS:JDQ/cj

Attachment

CONCUR

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

APPROVE

  
\_\_\_\_\_  
Wayne Shackelford, Commissioner

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

-----  
INTERDEPARTMENTAL CORRESPONDENCE

RECEIVED

JUL 10 1997

PRECONSTRUCTION

**FILE:** STP-012-1(81) FORSYTH  
P.I. NUMBER 122015

**OFFICE:** Atlanta, Georgia

**DATE:** JULY 3, 1997

**FROM:** Bob Mustin, Project Review Engineer *JM*

**TO:** C. Wayne Hutto, Assistant Director of Preconstruction

**SUBJECT:** PROJECT CONCEPT REPORT

We have reviewed the concept report submitted June 25, 1997 by the letter from David Studstill dated June 24, 1997 and have no comments.

The estimated costs for the project are as follows:

Construction	\$ 3,748,000
Inflation	\$ 375,000
E & C	\$ 402,000
Right of Way	\$ 2,791,000
Reimbursable Utilities	\$ 18,750 (LGPA?)

DTM

c: David Studstill - Attention: Fred Matheny

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

RECEIVED

JUN 26 1997

PRECONSTRUCTION

FILE STP 012-1(81) Forsyth County OFFICE Environment/Location  
P.I. No.: 122015 DATE June 24, 1997  
*David E. Studstill* <sup>sam</sup>  
FROM David E. Studstill, P.E., State Environment/Location Engineer  
TO Wayne Hutto, Assistant Director of Pre-Construction  
SUBJECT Concept Report - SR 306 Improvements

In accordance with the Plan Development Process, the concept report for the above project is attached for your review and processing.

If there are questions please contact Fred Matheny at 404-699-4464.

DES/FRM

Attachments

cc: Bobby Mustin, Project Review Engineer  
James Kennerly, State Road and Airport Design Engineer  
Marion Waters, State Traffic Operations Engineer  
Paul Liles, State Bridge and Structural Design Engineer  
Hugh Tynner, Gainesville District Engineer

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA  
OFFICE OF ENVIRONMENT/LOCATION

**PROJECT CONCEPT REPORT**  
**STP-012-1(81)**  
**FORSYTH COUNTY**  
**P.I. NO. 122015**

US Route No.:

Date of Report: June 3, 1997

State Route No.: 306

Project Length: 2.9 km

**RECOMMENDATION FOR APPROVAL**

6/17/97  
Date

*[Signature]*  
State Environmental/Location Engineer

\_\_\_\_\_  
Date

\_\_\_\_\_  
State Road Design Engineer

\_\_\_\_\_  
Date

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

\_\_\_\_\_  
Date

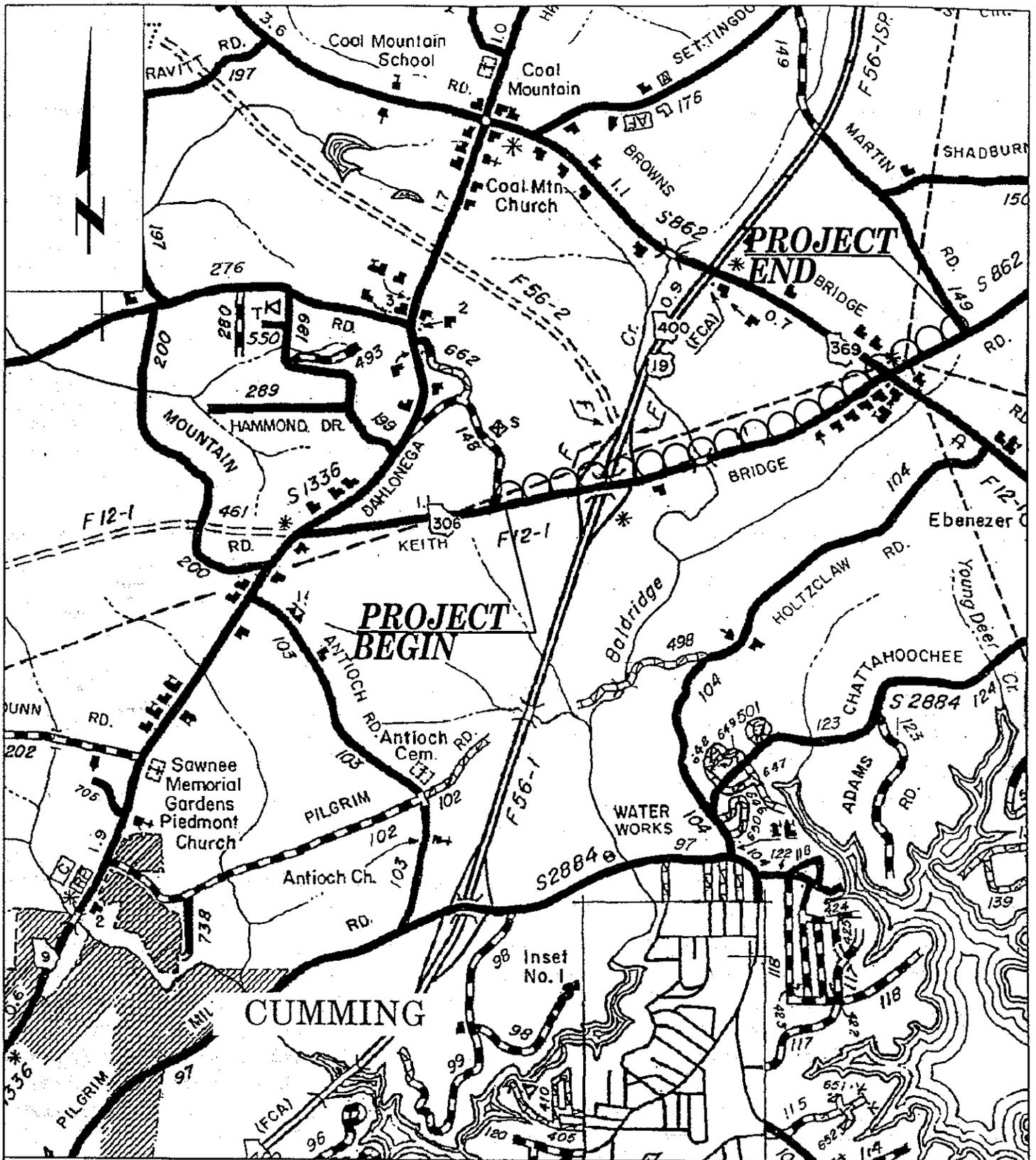
\_\_\_\_\_  
District Engineer/Gainesville

\_\_\_\_\_  
Date

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

\_\_\_\_\_  
Date

\_\_\_\_\_  
State Bridge & Structural Engineer



STP-012-1 (81)  
 306 IMPROVEMENTS  
 FORSYTH COUNTY  
 P.I.# 122015  
 MARCH 19, 1997

SOURCE: GENERAL HIGHWAY MAP, FORSYTH CO., GEORGIA  
 PREPARED BY THE GEORGIA DEPARTMENT OF TRANSPORTATION, 1986

## PROJECT CONCEPT REPORT

### PROJECT LOCATION AND DESCRIPTION

This project would widen existing S.R. 306 from C.R. 148/State Barn Road just west of S.R. 400 to C.R. 149/Martin Road just east of S.R. 369 in Forsyth County. The length of the project is 2.9 km. The proposed concept would improve the existing 2 lanes to a rural four lanes divided highway with a 6.0 m raised median. The existing R/W varies from 24.4 m to 89.9 m and the proposed R/W would vary from 45.7 m to 89.9 m. The improvements would include the widening of the bridge over S.R. 400 and tapering back to two lanes east of C.R. 148/State Barn Road. It also would include improving the four lanes divided typical through the intersection of S.R. 369 and tapering back to two lanes at the intersection of C.R. 149/Martin Road.

The widening would begin at C.R. 148/State Barn Road tapering from a 2 lane rural roadway to a 4 lane rural highway with a 6.0 m raised median. The widening would be to the north side of S.R. 306 holding the south side of the S.R. 400 bridge through the interchange and then continuing on the north side holding the existing R/W on the south side to east of S.R. 369 tapering down to a rural 2 lane roadway just west of C.R. 149/Martin Road. The S.R. 400 overpass bridge would be widen to the north side from 25.3 m to 32.0 m. The double 2.7 m X 2.7 m culvert at Baldrige Creek would be replaced with a new culvert due to the reconstruction of the vertical alignment which increases the fill from 5.3 m to approximately 10.4 m.

### TRAFFIC

SECTION	CURRENT		PROJECTED	
	YEAR	AADT	YEAR	AADT
S.R. 400 to S.R. 369	1998	15,200	2018	28,700

### PDP CLASSIFICATION

### FUNCTIONAL CLASSIFICATION

MAJOR/EXISTING

RURAL ARTERIAL

NON-CA ( )

CA ( )

EXEMPT (x)

N/A ( )

### NEED AND PURPOSE

The northern section of Forsyth county is experiencing rapid suburbanization comparable to recent development in north Fulton county. This section of S.R. 306 connects S.R. 400 to this rapidly growing northeast corner of the county which is served by both S.R. 306 and S.R. 369. Residential development is fueled by newly constructed water lines in both S.R. 306 and S.R. 369 corridors. This development has generated dramatic increases in traffic, changing S.R. 306 and S.R. 369 from a lightly traveled rural arterial to a suburban arterial. The rapid growth in traffic volumes cannot be safely and adequately served by the existing two lane facility. This section of S.R. 306 between S.R. 400 and S.R. 369 carried 14,700 AADT in 1996. The S.R. 306 interchange with S.R. 400 currently provides the most direct access to S.R. 400 and the Atlanta freeway system for both S.R. 306 and S.R. 369. The proposed project is needed to meet the projected travel demands of this rapidly developing area.

**EXISTING ROADWAY**

<b>TYPICAL SECTION:</b>	2-3.6 m lanes with 1.5 m shoulders-Rural	<b>R/W WIDTH</b> varies 24.4 m to 89.9 m
<b>POSTED SPEED</b>	<b>MINIMUM RADIUS OF CURVE</b>	<b>MAX GRADE</b>
90 km/h	585 m	7.96%

**MAJOR STRUCTURES**

FEATURES INTERSECTED/TYPE	LENGTH	WIDTH	PRIORITY RATING	SUFF. RATING
S.R. 400 Overpass	91.4 m	25.3 m	00000	98.0
Baldrige Creek Culvert	39.0 m	DBL 2.7 m X 2.7 m	00000	98.1

**PROPOSED LENGTH OF PROJECT: 1.8 miles**

**PROPOSED ROADWAY**

**TYPICAL SECTION:** 4-12' LANES WITH 20' RAISED MEDIAN RURAL

DESIGN SPEED	MINIMUM RADIUS OF CURVE		MAX. GRADE	
90 km/h	<b>ALLOWABLE</b>	295 m	<b>ALLOWABLE</b>	4.5%
	<b>PROPOSED</b>	565 m	<b>PROPOSED</b>	4%

**PROPOSED MAJOR STRUCTURES**

FEATURES INTERSECTED/TYPE	LENGTH	WIDTH
S.R. 400 Overpass Bridge	91.4 m	32.0 m
Baldrige Creek Culvert	82.9 m	DBL 2.7 m X 2.7 m

**PROPOSED RIGHT-OF-WAY**

RIGHT-OF-WAY WIDTH	PARCELS IMPACTED	DISPLACEMENTS		
varies 45.7 m to 89.9 m	19	RES.: 0	BUS.: 4	M.H.: 0

**COORDINATION**

**TYPE OF ACCESS CONTROL:** BY DRIVEWAY PERMIT

**CONCEPT TEAM MEETING DATE:** APRIL 24, 1997

**PERMITS REQUIRED:** NONE

**LEVEL OF PUBLIC INVOLVEMENT:** PUBLIC HEARING TO BE SCHEDULED

**TIME SAVING PROCEDURES APPROPRIATE:** NO

**OTHER PROJECTS IN THE AREA:** STP-012-1( ); SR 369 FROM SR 306 TO HALL COUNTY LINE  
BRF-012-1(80); SR 369 @ CHATTAHOOCHEE RIVER

**MISCELLANEOUS**

**TRAFFIC CONTROL DURING CONSTRUCTION:** TRAFFIC TO BE MAINTAINED ON EXISTING ROADS.

**ENVIRONMENTAL CONCERNS:** NO 4F OR 6F

**LEVEL OF ENVIRONMENTAL ANALYSIS:** CE (Categorical Exclusion)

**UNDERGROUND STORAGE TANKS:** 3 KNOWN SITES; 1 TO BE ACQUIRED

**HAZARDOUS WASTE SITES:** NONE KNOWN; Investigation requested May 16, 1997

**DESIGN VARIATIONS REQUESTED:**

	YES	NO	UNDETERMINED
SUBST HORIZ ALIGNMENT	( )	(X)	( )
SUBST ROADWAY WIDTH	( )	(X)	( )
SUBST SHOULDER WIDTH	( )	(X)	( )
SUBST VERTICAL GRADES	( )	(X)	( )
SUBST CROSS SLOPES	( )	(X)	( )
SUBST STOPPING SIGHT DIST	( )	(X)	( )
SUBST SUPERELEV RATES	( )	(X)	( )
SUBST HORIZONTAL CLEARANCE	( )	(X)	( )
SUBST SPEED DESIGN	( )	(X)	( )
SUBST VERTICAL CLEARANCE	( )	(X)	( )
SUBST BRIDGE WIDTH	( )	(X)	( )
SUBST BR STRUCT CAPACITY	( )	(X)	( )

**ALTERNATIVES CONSIDERED:** Widen to the south side of existing S.R. 306; eliminated due to impacts and displacements.

**ESTIMATED COST**

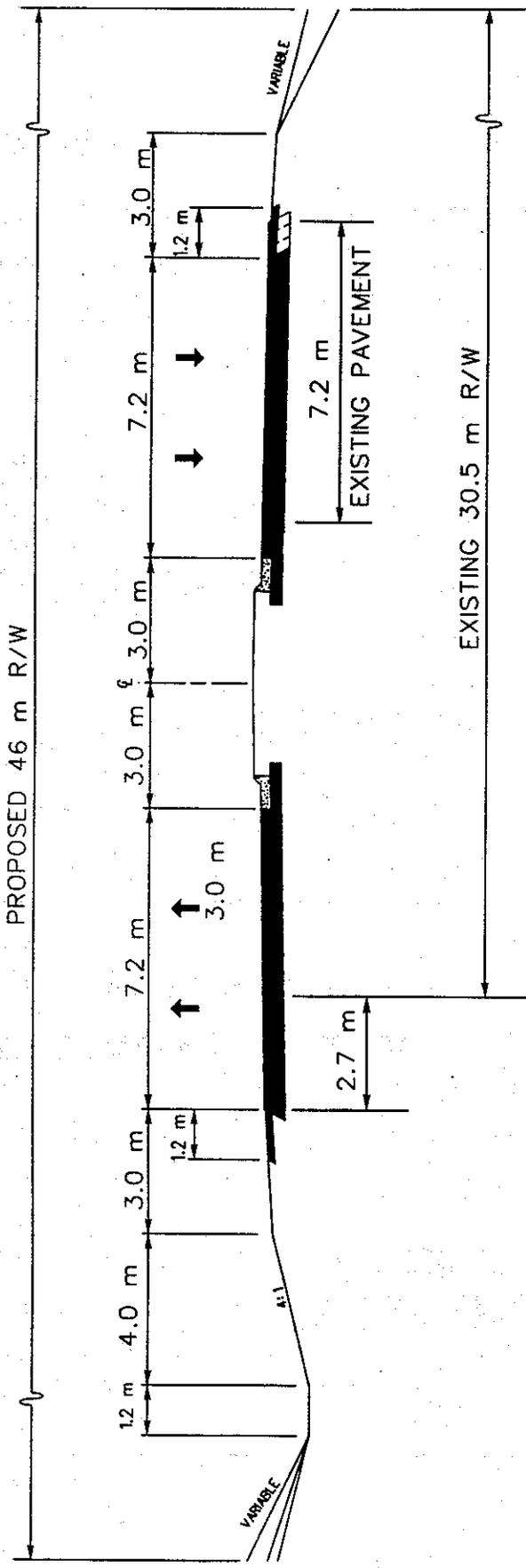
<b>CONSTRUCTION:</b>	\$ 3,748,000	<b>RIGHT-OF-WAY:</b>	\$ 2,791,000
<b>E &amp; C (10%):</b>	\$ 375,000	<b>ACQUIRED BY:</b>	D.O.T.
<b>INFLATION:</b> (2 yrs at 5% per yr)	\$ 422,000	<b>UTILITIES:</b>	\$18,750 reimbursable
<b>TOTAL CONST COST:</b>	\$ 4,545,000	<b>ADJUSTED BY:</b>	LGPA to be requested

**COMMENTS**

1. This project was reduced from a 14.6 km project from SR 400 to the Hall County Line along S.R. 306 and S.R. 369 to a 2.9 km project from SR 400 to S.R. 369 including the intersections. It is recommend that this project be reprogrammed into two separate projects. The section along S.R. 306 from S.R. 400 to S.R. 369 be designated as STP 012-1(81) with P.I. No. 122015 and the section along S.R. 369 from S.R. 306 to the Forsyth/Hall County line be redesignated with a new unit number and project identification number.
2. There is 75% vertical reconstruction for this project.
3. It is recommended that curb and gutter be used on the east side of SR 369 at the intersection of SR 306.

**ATTACHMENTS:** Typical Section, Construction Cost Estimate, Concept Team Meeting Minutes

**PREPARED BY:** Fred Matheny



TYPICAL CROSS SECTION

**S.R. 306 IMPROVEMENTS**  
**STP-012-1(81) FORSYTH COUNTY**  
**FROM S.R. 400 TO S.R. 369**

NOT TO SCALE

**PRELIMINARY COST ESTIMATE**  
**OFFICE OF ENVIRONMENT/LOCATION**

**P.I. NO:** 122015

**DATE:** 05-21-1997

**PROJECT NO:** STP 012-1(81)

**PROJECT NAME:** SR 306 IMPROVEMENTS

**COUNTY:** FORSYTH

**PROJECT DESCRIPTION:**

SR 306 FROM CR 148 STATE BARN ROAD WEST OF SR 400 TO  
CR 149 MARTIN ROAD EAST OF SR 369

**PROJECT LENGTH:** 1.800 MILES

**SECTION LENGTH:** 1.230 MILES

**TYPICAL SECTION:**

RURAL NEW LOCATION-4-LANES WITH 20' RAISED MEDIAN (48' PAV'T)

\*~~PROPOSED~~ R/W = 150 ft

**EXISTING ROADWAY (If Applicable):**

SR 306

**TRAFFIC:**

**INITIAL DESIGN YEAR:** 1998

**DAILY VOLUME (AADT):** 15,200

**FINAL DESIGN YEAR:** 2018

**DAILY VOLUME (AADT):** 28,700

**COMMENTS:**

USE RURAL 4 LANES WITH 20 FT MEDIAN FOR 1.23 MILES

RESURFACING TAPERS AND TURN LANES FOR 0.57 MILES

**PREPARED BY:** FRED MATHENY

## PROJECT COSTS

### A. RIGHT - OF - WAY

1. PROPERTY (Land and Easements)	\$ 649,000
2. DISPLACEMENTS	\$ 891,000
3. OTHER COST	\$ 1,251,000
<b>SUBTOTAL</b>	<b>\$ 2,791,000</b>

### B. REIMBURSABLE UTILITIES

1. RAILROAD	\$ 0
2. TRANSMISSION LINES	\$ 50,000
3. SERVICES	\$ 0
<b>SUBTOTAL</b>	<b>\$ 50,000</b>

### C. MAJOR STRUCTURES

1. WALLS	\$ 0
<hr/>	
2. BRIDGE STREAM CROSSING	\$ 0
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3. BRIDGE OVER/UNDERPASS SR 400 OVERPASS WIDENING	\$ 452,000
<hr/>	
4. BOX CULVERTS BALDRIDGE CREEK DBL 9X9	\$ 398,000
<b>SUBTOTAL</b>	<b>\$ 850,000</b>

### D. GRADING AND DRAINAGE

#### 1. EARTHWORK

a. UNCLASSIFIED EXCAVATION SOIL 127,000 CY @ \$3.80	\$ 483,000
<hr/>	
b. UNCLASSIFIED EXCAVATION ROCK 0 CY @ \$4.00	\$ 0
<hr/>	
c. BORROW EXCAVATION 0 CY @ \$3.00	\$ 0

#### 2. DRAINAGE

a. MINOR DRAINAGE (Including Cross Drain Pipes & Longitudinal System) 1.230 MILES @ \$68,040	\$ 84,000
<hr/>	
b. CURB AND GUTTER 14,039 LF @ \$8.35	\$ 117,000

**SUBTOTAL \$ 684,000**

## PROJECT COSTS

cont.

### E. BASE AND PAVING

<b>1. GRADED AGGREGATE BASE</b>	\$	325,000
12.00" -- 27,017 T @ \$12.02		
<b>2. ASPHALT PAVING</b>		
<b>a. ASPHALTIC CONCRETE "E"</b>	\$	176,000
1.50" -- 5,526 T @ \$31.86		
<b>b. ASPHALTIC CONCRETE "B"</b>	\$	232,000
2.00" -- 7,367 T @ \$31.43		
<b>c. ASPHALTIC CONCRETE BASE</b>	\$	548,000
9.00" -- 17,925 T @ \$30.56		
<b>d. BITUMINOUS TACK COAT</b>	\$	6,000
6,917 G @ \$0.84		
<b>3. CONCRETE PAVING</b>	\$	0
<b>4. OTHER PAVING</b>	\$	129,000
<b>SUBTOTAL</b>	<b>\$</b>	<b>1,416,000</b>

### F. LUMP ITEMS

<b>1. TRAFFIC CONTROL</b>	\$	26,000
<b>2. CLEARING AND GRUBBING</b>	\$	105,000
22 ACRES @ \$4,700		
<b>3. LANDSCAPING</b>	\$	106,000
1.230 MILES @ \$86,040		
<b>4. EROSION CONTROL</b>	\$	57,000
1.230 MILES @ \$46,050		
<b>5. DETOURS</b> (Including Temporary Bridges)	\$	0
<b>SUBTOTAL</b>	<b>\$</b>	<b>294,000</b>

### G. MISCELLANEOUS

<b>1. SIGNING/STRIPING</b>	\$	46,000
1.230 MILES @ \$37,000		
<b>2. GUARDRAIL</b>	\$	23,000
1,475 LF @ \$10.85 + 6 Anchors @ \$1,246.65		
<b>3. OTHER</b>	\$	148,000
1.230 MILES @ \$120,000		
<b>SUBTOTAL</b>	<b>\$</b>	<b>217,000</b>

### H. SPECIAL FEATURES

<b>3 SETS OF TRAFFIC SIGNALS AND TURN LANE CONSTRUCTION</b>	\$	287,000
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## ESTIMATE SUMMARY

		SECTION COST (per mile)
A. RIGHT-OF-WAY	\$ 2,791,000	\$ 2,269,000
B. REIMBURSABLE UTILITIES	\$ 50,000	\$ 41,000

### CONSTRUCTION COST SUMMARY

C. MAJOR STRUCTURES	\$ 850,000	
D. GRADING AND DRAINAGE	\$ 684,000	
E. BASE AND PAVING	\$ 1,416,000	
F. LUMP ITEMS	\$ 294,000	
G. MISCELLANEOUS	\$ 217,000	
H. SPECIAL FEATURES	<u>\$ 287,000</u>	
SUBTOTAL CONSTRUCTION COST	\$ 3,748,000	\$ 3,047,000
E. & C. (10%)	\$ 375,000	
INFLATION 2 yr(s) @ 5% per year	<u>\$ 422,000</u>	
TOTAL CONSTRUCTION COST	\$ 4,545,000	\$ 3,695,000

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GRAND TOTAL CONSTRUCTION COST	\$ 7,386,000	\$ 6,005,000
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RURAL NEW LOCATION-4-LANES WITH 20' RAISED MEDIAN (48' PAV'T)



**District:** The traffic engineer recommended showing dual left turns in relation to the bridge widening. Also to have a right turn lane on the north bound exit ramp. The ramp intersections will need to be signalized and cost should reflect \$50,000 for each signal. Will need dual left turn lanes on north S.R. 369 to west S.R. 306. Recommend extra median width (28') at intersections to offset left turn lanes which will improve sight distance.

It was discussed that a possible continuous movement should be looked at tying SR 306 into SR 369. This was considered not only by Location but also by the District. This type of tie in will greatly impact the existing businesses at the existing SR 306/SR 369. In regard to the extension of this project the continuous movement would serve the traffic better. The tie in will be revisited.

**Design:** Need to make sure there is the proper deck clearance for the widening part of the bridge at S.R. 400. Not having deck clearance would result in extra cost for jacking the bridge. Don't think clearance is a problem but will confirm clearance. Question on why we have crossover at location shown. This crossover would service the entire shopping and development area and gives more distance from the crossover at the SR 400 ramps. A 44 foot median typical was discussed but decided that the 20 foot would better meet the needs over the mile section of highway. Because the length of the section and the development the 20 foot median section was decided to be the best.

**EAB:** As reported from the environmental specialist there are not any impacts on wetlands or history and a CE will be pursued.

**Federal Resource Agencies:** None

**Regional Development Center:** (RDC)- None

**Planning:** None- will need a "Need and Purpose" statement

**Right of Way:** Brought R/W cost for the concept presented. No Comments

**D.O.T. Utilities:** No Comments

**Local Utilities:** City of Coming has a 12" water line on the north side along the total length of the project that will have to be relocated. Also there is a master meter for the water line on the north side at the existing R/W line about 150 feet west of the SR 306/SR 369 intersection. There is a gas line on the south side of the project and if bridge has to be jacked will need to be reworked.

**Traffic Operations:** See district comments

**Engineering Services:** None

**Pre-Construction:** See district comments

**Materials and Research:** None

**Maintenance:** None

**Programming:** Need to recommend in Concept Report to break out this section as separate project.

**EMG (Engineering Management Group):** No Comment

**FHWA:** None

Due to possible changes in the tie in, assignments for UST studies and utility cost will be made at a latter date.

FRM/fm

Distribution: Walker Scott  
Wayne Hutto  
Wouter Gulden /Attn.: Warren Bailey  
Herman Griffin/Attn.: Terry Rogers  
Jim Kennerly  
Toni Dunagan  
Marion Waters  
Bobby Mustin  
Dudley Ellis  
David Meshberger  
Steve Henry  
Hugh Tyner /Gainesville District  
Luke Cousins  
Bascombe Hughes  
Harvey Keepler  
Ron Brown  
Rowe Bowen/Attn.: Bob Entrof  
/Attn.: Tal Stanfield

# CONCEPT TERM MEETING

OFFICE: ENVIRONMENT/LOCATION

DATE: April 24, 1997

PROJECT NO.: STP 012-1(81)

COUNTY: Forsyth

P. I. NO.: 122015

PROJECT NAME: SR. 306 Improvements

	<u>NAME</u>	<u>OFFICE</u>	<u>PHONE NO.</u>
1.	<u>Fred Matheny</u>	<u>D.O.T./Location</u>	<u>404-699-4464</u>
2.	<u>WARREN BEVERLEY</u>	<u>D.O.T/ENV./LOC</u>	<u>404.699.4442</u>
3.	<u>BILL FERGUSON</u>	<u>DOT/ROAD DESIGN</u>	<u>404-656-5180</u>
4.	<u>Rebecca Gifford</u>	<u>DOT/Env. Loc.</u>	<u>404-699-4418</u>
5.	<u>GARY WELSH</u>	<u>OEL</u>	<u>(404) 699-4463</u>
6.	<u>Stan Peteet</u>	<u>DOT R/W</u>	<u>(770) 986 1009</u>
7.	<u>TONY PRITCHETT</u>	<u>DOT UTILITIES</u>	<u>770-532-5510</u>
8.	<u>Steve Bennett</u>	<u>City of Cumming</u>	<u>770 781 2010</u>
9.	<u>MARVIN MYDANIEL</u>	<u>GA. NATURAL GAS</u>	<u>770-889-5020</u>
10.	<u>TONY R. BRADLEY</u>	<u>DIST. LOCATION</u>	<u>770-532-5580</u>
11.	<u>Hugh L-Tyner</u>	<u>DIST ENGR. DIST 1</u>	<u>770-532-5526</u>
12.	<u>Reba Scott</u>	<u>GA DOT PROGRAMMING</u>	<u>404-651-7043</u>
13.	<u>William B. Hosty, Jr</u>	<u>GA. DOT. Bd Member</u>	<u>770 - 479-8528</u>
14.	<u>Todd Lang</u>	<u>DIST. Traffic Operations</u>	
15.	<u>Leland Swans</u>	<u>DIST P/c Construction Engr</u>	
16.	<u>Jerry Hobbs</u>	<u>DOT. Location</u>	
17.			
18.			
19.			
20.			

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA  
OFFICE OF ENVIRONMENT/LOCATION

**PROJECT CONCEPT REPORT**  
**STP-012-1(81)**  
**FORSYTH COUNTY**  
**P.I. NO. 122015**

US Route No.:

Date of Report: June 3, 1997

State Route No.: 306

Project Length: 2.9 km

RECOMMENDATION FOR APPROVAL

6/17/97  
Date

*[Signature]*  
State Environmental/Location Engineer

\_\_\_\_\_  
Date

\_\_\_\_\_  
State Road Design Engineer

\_\_\_\_\_  
Date

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

\_\_\_\_\_  
Date

\_\_\_\_\_  
District Engineer/Gainesville

\_\_\_\_\_  
Date

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

7/26/97  
Date

*Paul V. Tuley Jr.*  
State Bridge & Structural Engineer

Department of Transportation  
State of Georgia

INTERDEPARTMENTAL CORRESPONDENCE

File: STP-012-1(81)/Forsyth County  
P.I. No.: 122015

Office: Traffic Operations  
Atlanta, Georgia  
Date: July 14, 1997

*MGW PMA*  
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 S.R. 306/Keith Bridge Rd. widening and reconstruction. This project begins just east of State Barn Rd.(CR 148) and extends in a easterly direction through the intersection of S.R. 369/Browns Bridge Road to Martin Road(CR 149). It will widen the existing two lane roadway to a four lane roadway with a 6 m raised median following a rural typical section design. Also, included in the construction of this project will be the widening of the S.R. 306 bridge over S.R. 400.

We recommend this project be re-evaluated and begun at the S.R. 9 intersection instead of State Barn Rd.(CR 148). This is a distance of approximately 1.2 km(.75 miles).

We believe this concept will improve safety and operational capacity along this section of roadway.

We also recommend increasing the median width to at least 8.4 m (28 ft.) 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 that two four inch conduit, one with innerduct, be installed within the limits of this project 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 cost estimates for inclusion in the project.

RECEIVED  
AUG 04 1997  
PRECONSTRUCTION

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA  
OFFICE OF ENVIRONMENT/LOCATION

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**STP-012-1(81)**  
**FORSYTH COUNTY**  
**P.I. NO. 122015**

US Route No.:

Date of Report: June 3, 1997

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Project Length: 2.9 km

RECOMMENDATION FOR APPROVAL

6/17/97  
Date

*[Signature]*  
State Environmental/Location Engineer

\_\_\_\_\_  
Date

\_\_\_\_\_  
State Road Design Engineer

6-30-97  
Date

*[Signature]*  
State Traffic Operations Engineer

\_\_\_\_\_  
Date

\_\_\_\_\_  
District Engineer/Gainesville

\_\_\_\_\_  
Date

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

\_\_\_\_\_  
Date

\_\_\_\_\_  
State Bridge & Structural Engineer