

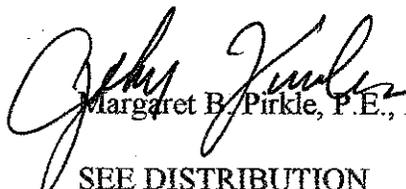
D.O.T. 66

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

**FILE** ~~EDS-545(35)~~, (36), (52) Franklin-Hart Counties **OFFICE** Preconstruction  
P. I. Nos. ~~122270~~, 122280, 122700

**DATE** May 19, 2003

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

**TO** SEE DISTRIBUTION

**SUBJECT** PROJECT CONCEPT REPORT APPROVAL

Attached for your files is the approval for subject project.

MBP/cj

Attachment

**DISTRIBUTION:**

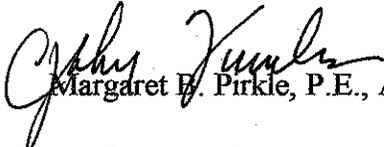
David Mulling  
Harvey Keeper  
Jerry Hobbs  
Percy Middlebrooks  
Michael Henry  
Phillip Allen  
Marta Rosen  
Paul Liles  
Brent Storey  
Larry Dent  
BOARD MEMBER

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

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**INTERDEPARTMENT CORRESPONDENCE**

**FILE** EDS-545(35),(36),(52) Franklin-Hart Counties      **OFFICE** Preconstruction  
P.I. Nos. 122270, 122280, 122700  
**DATE** May 6, 2003

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

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

**SUBJECT** PROJECT CONCEPT REPORT

These combined projects comprise the relocation of SR 17 from the northern city limits of Royston to just south of the SR 17/I-85 interchange in Lavonia, for a total of 10.9 miles. The SR 17 relocation is part of the Governor's Road Improvement Program (GRIP). State Route 17 and US 1 will form a north-south GRIP corridor that will connect the Royston-Lavonia area with numerous communities in east Georgia and the interstate system via a continuous four-lane facility. Approximately 66% of the existing vertical alignment is substandard relative to the posted speed. Improvements are required for safety and to maintain an acceptable level of service (LOS) which is expected to deteriorate to level of service "F" in many locations by the design year 2007.

Construction is proposed as follows:

**EDS-545(35), P.I. No. 122270**

This project will extend from the Royston Bypass on new location to SR 51 in Canon for a total of 3.10 miles. The proposed typical section will consist of two, 12' lanes in each direction separated by a 44' depressed grassed median. Access will be partial limited with a speed design of 65 MPH.

**EDS-545(36), P.I. No. 122280**

This project will extend from SR 51 in Canon on new location to SR 327 for a total of 3.80 miles. The proposed typical section will consist of two, 12' lanes in each direction separated by a 44' depressed grassed median. Access will be partial limited with a speed design of 65 MPH.

**EDS-545(52), P.I. No. 122700**

This project will extend from SR 327 on new location to SR 17 (1,500' south of I-85 in Lavonia) for a total of 4.0 miles. The proposed typical section will consist of two, 12' lanes in each direction separated by a 44' depressed grassed median from the beginning of the project to north of the SR 59 intersection, where it will transition to a 20' raised median to the end of the project. Access will be partial limited with a speed design of 65 MPH and 45 MPH in the urbanized area.

EDS-545(35), (36), (52) Franklin-Hart  
May 6, 2003

Environmental concerns include requiring a COE 404 Permit; an Environmental Assessment will be prepared; a public hearing will be held; time saving procedures are not appropriate.

The estimated costs for these projects are:

**EDS-545(35), P.I. No. 122270**

	<u>PROPOSED</u>	<u>APPROVED</u>	<u>PROG DATE</u>	<u>LET DATE</u>
Construction (includes E&C and inflation)	\$ 8,492,000	\$ 8,990,000	2006	2006
Right-of-Way	\$10,471,000	\$10,470,000		
Utilities*	\$ 75,000	-----		

\*LGPA sent 3-92 requesting Royston/Canon/Hart/Bowersville do utilities.

**EDS-545(36), P.I. No. 122280**

	<u>PROPOSED</u>	<u>APPROVED</u>	<u>PROG DATE</u>	<u>LET DATE</u>
Construction (includes E&C and inflation)	\$10,451,000	\$11,063,000	2006	2006
Right-of-Way	\$14,178,000	\$14,178,000		
Utilities*	\$ 2,000,000	-----		

\*LGPA sent 3-23-92 requesting Hart County and City of Bowersville do utilities.

**EDS-545(52), P.I. No. 122700**

	<u>PROPOSED</u>	<u>APPROVED</u>	<u>PROG DATE</u>	<u>LET DATE</u>
Construction (includes E&C and inflation)	\$11,117,000	\$11,769,000	2006	2006
Right-of-Way	\$ 9,995,000	\$ 7,719,000		
Utilities*	\$ 2,000			

\*Franklin County signed LGPA for utilities 6-24-02; Lavonia signed LGPA for utilities 7-8-02.

Frank L. Danchetz

Page 3

EDS-545(35), (36), (52) Franklin-Hart

May 6, 2003

These projects are part of the Governor's Road Improvement Program (GRIP).  
I recommend these project concepts be approved and the descriptions be revised to reflect the projects described herein.

MBP:JDQ/cj

Attachment

CONCUR

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

APPROVE

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

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

-----  
**INTERDEPARTMENTAL CORRESPONDENCE**

**FILE:** EDS-545(35) Franklin/Hart  
S.R. 17 Improvements  
P.I. No. 122270

**OFFICE:** Engineering Services

**DATE:** April 18, 2003

**FROM:** David Mulling, Project Review Engineer *REW*

**TO:** Meg Pirkle, Assistant Director of Preconstruction

**SUBJECT: CONCEPT REPORT**

We have reviewed the concept report submitted April 16, 2003 by the letter from Ben Buchan dated March 20, 2003, and have the following comments:

- A discussion of the specific reasons other alternatives were not considered should be included in the Concept Report. The alternatives were mentioned on Page 9 but the reasons for rejecting these alternatives were not included.
- Quantities and unit costs should be included for numerous items on the Concept Cost Estimate. This includes bridges, Earthwork, Drainage and Base and Paving items.

The costs for the project are:

Construction	\$6,532,100
Inflation	\$1,306,420 *
E&C	\$653,210
Reimbursable Utilities	\$75,000
Right of Way	\$10,470,400

\* Inflation was capped at 20%.

REW

c: Ben Buchan, Attn: Mike Haithcock

## SCORING RESULTS AS PER MOG 2440-2

<b>Project Number:</b> EDS-545(35)		<b>County:</b> Franklin/Hart		<b>PI No.:</b> 122270	
<b>Report Date:</b> March 20, 2003		<b>Concept By:</b> DOT Office: Consultant Design			
<input checked="" type="checkbox"/> Concept Stage		Consultant: Qk4			
<b>Project Type:</b> 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 type="checkbox"/> New Location <input checked="" type="checkbox"/> Widening & Reconstruction <input type="checkbox"/> Miscellaneous	
FOCUS AREAS	SCORE	RESULTS			
<b>Presentation</b>	80	A basis for determining the costs of numerous items was not included on the Cost Estimate. Reasons for rejecting other alternatives listed should be included.			
<b>Judgement</b>	100				
<b>Environmental</b>	100				
<b>Right of Way</b>	100				
<b>Utility</b>	100				
<b>Constructability</b>	100				
<b>Schedule</b>	100				

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

-----  
**INTERDEPARTMENTAL CORRESPONDENCE**

**FILE:** EDS-545(52) Franklin/Hart  
S.R. 17 Improvements  
P.I. No. 122700

**OFFICE:** Engineering Services

**DATE:** April 18, 2003

**FROM:** David Mulling, Project Review Engineer *REW*

**TO:** Meg Pirkle, Assistant Director of Preconstruction

**SUBJECT: CONCEPT REPORT**

We have reviewed the concept report submitted April 16, 2003 by the letter from Ben Buchan dated March 20, 2003, and have the following comments:

- A discussion of the specific reasons other alternatives were not considered should be included in the Concept Report. The alternatives were mentioned on Page 9 but the reasons for rejecting these alternatives were not included.
- Quantities and unit costs should be included for numerous items on the Concept Cost Estimate. This includes bridges, Earthwork, Drainage and Base and Paving items.

The costs for the project are:

Construction	\$8,551,182
Inflation	\$1,710,236 *
E&C	\$855,118
Reimbursable Utilities	\$19,827
Right of Way	\$9,994,300

\* Inflation was capped at 20%.

REW

c: Ben Buchan, Attn: Mike Haithcock

## SCORING RESULTS AS PER MOG 2440-2

<b>Project Number:</b> EDS-545(52)		<b>County:</b> Franklin/Hart		<b>PI No.:</b> 122700		
<b>Report Date:</b> March 20, 2003		<b>Concept By:</b> DOT Office: Consultant Design				
<input checked="" type="checkbox"/> Concept Stage		Consultant: Qk4				
<b>Project Type:</b> 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 type="checkbox"/> New Location <input checked="" type="checkbox"/> Widening & Reconstruction <input type="checkbox"/> Miscellaneous		
FOCUS AREAS	SCORE	RESULTS				
<b>Presentation</b>	80	A basis for determining the costs of numerous items was not included on the Cost Estimate. Reasons for rejecting other alternatives listed should be included.				
<b>Judgement</b>	100					
<b>Environmental</b>	100					
<b>Right of Way</b>	100					
<b>Utility</b>	100					
<b>Constructability</b>	100					
<b>Schedule</b>	100					

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

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**INTERDEPARTMENTAL CORRESPONDENCE**

**FILE:** EDS-545(36) Franklin/Hart  
S.R. 17 Improvements  
P.I. No. 122280

**OFFICE:** Engineering Services

**DATE:** April 18, 2003

**FROM:** David Mulling, Project Review Engineer *REW*

**TO:** Meg Pirkle, Assistant Director of Preconstruction

**SUBJECT: CONCEPT REPORT**

We have reviewed the concept report submitted April 16, 2003 by the letter from Ben Buchan dated March 20, 2003, and have the following comments:

- A discussion of the specific reasons other alternatives were not considered should be included in the Concept Report. The alternatives were mentioned on Page 9 but the reasons for rejecting these alternatives were not included.
- Quantities and unit costs should be included for numerous items on the Concept Cost Estimate. This includes bridges, Earthwork, Drainage and Base and Paving items.

The costs for the project are:

Construction	\$8,038,504
Inflation	\$1,607,700 *
E&C	\$803,850
Reimbursable Utilities	\$2,000
Right of Way	\$14,177,700

\* Inflation was capped at 20%.

REW

c: Ben Buchan, Attn: Mike Haithcock

## SCORING RESULTS AS PER MOG 2440-2

<b>Project Number:</b> EDS-545(36)		<b>County:</b> Franklin/Hart		<b>PI No.:</b> 122280	
<b>Report Date:</b> March 20, 2003		<b>Concept By:</b> DOT Office: Consultant Design			
<input checked="" type="checkbox"/> <b>Concept Stage</b>		Consultant: Qk4			
<b>Project Type:</b> 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 type="checkbox"/> New Location <input checked="" type="checkbox"/> Widening & Reconstruction <input type="checkbox"/> Miscellaneous	
FOCUS AREAS	SCORE	RESULTS			
<b>Presentation</b>	80	A basis for determining the costs of numerous items was not included on the Cost Estimate. Reasons for rejecting other alternatives listed should be included.			
<b>Judgement</b>	100				
<b>Environmental</b>	100				
<b>Right of Way</b>	100				
<b>Utility</b>	100				
<b>Constructability</b>	100				
<b>Schedule</b>	100				

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

**INTERDEPARTMENT CORRESPONDENCE**

MAR 24 2003

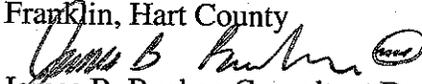
**FILE**

EDS - 545 (35) (36) (52)  
P.I. No. 122270, 122280, 122700  
Franklin, Hart County

**OFFICE** Atlanta, GA

**DATE** March 20, 2003

**FROM**

  
James B. Buchan Consultant Design Engineer

**TO**

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

**SUBJECT**

**PROJECT CONCEPT REPORT**

Attached is the original copy of the Concept Report for your further handling for approval in accordance with the Plan Development Process (PDP).

Those on the distribution list below should review the Concept Report and send comments and/ or the signature to the Preconstruction Office within ten days as per the PDP.

If you have any questions, please call Michael Haithcock at (404) 657-9758.

**Distribution:**

David Mulling, Project Review Engineer  
Harvey Keepler, State Environmental / Location Engineer  
Phillip Allen, State Traffic and Safety Engineer  
Marta Rosen, State Transportation Planning Administrator  
Percy Middlebrooks, Office of Financial Management Administrator  
Larry Dent, District One Engineer  
Paul Liles, State Bridge and Structural Engineer

JBB:MAH

cc: Matt Houser, Qk4  
Jeff Dyer, Qk4

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

*Office of Consultant Design*

**PROJECT CONCEPT REPORT**

Project Numbers: EDS-545(35), EDS-545(36), EDS-545(52)

County: Franklin, Hart

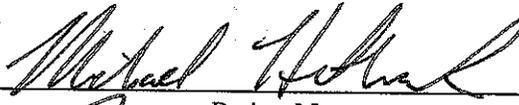
P. I. Numbers: 122270, 122280, 122700

Federal Route Number: N/A

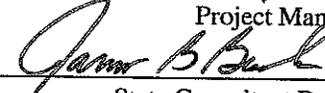
State Route Number: 17

Recommendation for approval:

DATE 3/20/03

  
Project Manager

DATE 3/20/03

  
State Consultant Design 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 \_\_\_\_\_

Office of Financial Management Administrator

DATE \_\_\_\_\_

State Environmental/Location Engineer

DATE \_\_\_\_\_

State Traffic Safety & Design Engineer

DATE \_\_\_\_\_

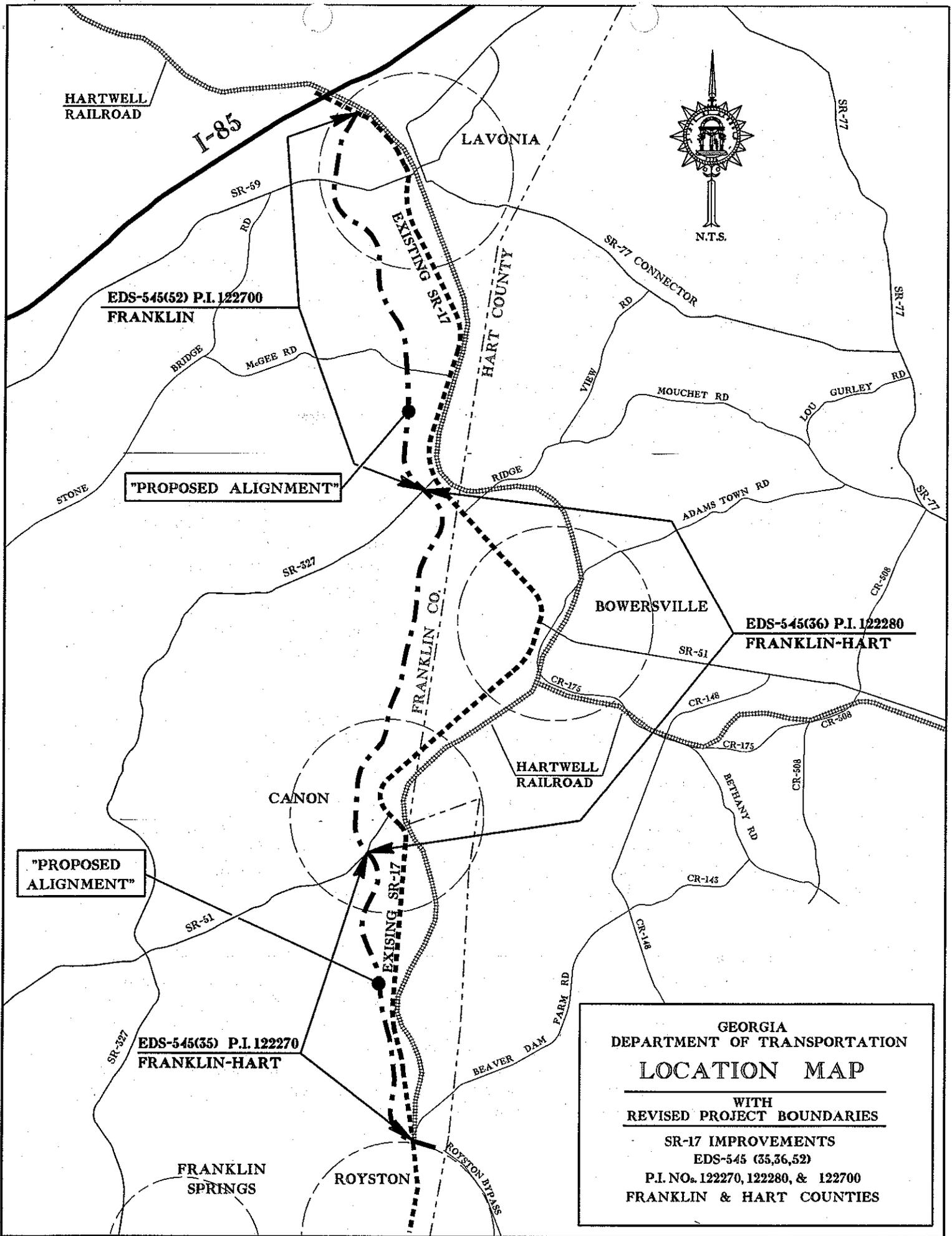
District Engineer

DATE \_\_\_\_\_

Project Review Engineer

DATE \_\_\_\_\_

State Bridge Design Engineer



Project Concept Report page 3  
Project Number: EDS-545(35), EDS-545(36), EDS-545(52)  
P. I. Number: 122270, 122280, 122700  
County: Franklin

### **Need and Purpose:**

State Route 17 (SR 17) is a primary north-south corridor in eastern Georgia. The proposed projects, EDS-545(35), (36), & (52), involve the widening and reconstruction of SR 17 from the northern city limits of Royston to just south of the SR 17 / I-85 interchange. <sup>RELOCATION</sup> 66% of the existing vertical alignment is substandard relative to the posted speed. Improvements would be required for safety and to maintain an acceptable level-of-service, which is expected to deteriorate to level of service F in many locations between now and the design year of 2027. These improvements would be achieved by increasing lane capacity from two lanes to four lanes on an improved alignment. Based on traffic volumes and other roadside conditions, a 20-foot raised median or a 44-foot depressed median would be incorporated into the design. This project will be designed to current GDOT and AASHTO guidelines.

The proposed southern terminus for this project is the north end of the Royston Bypass, an existing four-lane, divided facility that was constructed in the early 1990's. This terminus location would result in a continuous four-lane facility that would extend south of Royston and connect with other projects that will eventually improve the SR 17 / US 1 corridor to the Florida state line. The proposed northern terminus is a location along existing SR 17 approximately 1500 feet south of the existing I-85 interchange. This location is the southern terminus of project EDS-IM-545(19), which will improve SR 17 north to the Stephens County line. This project is currently in right-of-way acquisition. Connecting to the south end of the adjacent project will provide a continuous four-lane facility north to Toccoa.

The SR 17 Improvements are part of the Governor's Road Improvement Program (G.R.I.P.). SR 17 and US 1 will form a north-south G.R.I.P. corridor that will connect the Royston-Lavonia area with numerous communities in east Georgia and the Interstate system via a continuous four-lane facility. G.R.I.P. was initiated in the 1980's to stimulate economic growth via an improved transportation network. It identified a system of economic development highways that consist of existing primary routes, plus additional truck connector routes. The system would place 98 percent of the state's population within 20 miles of a multi-lane highway. It would provide access for oversized trucks to cities having populations between 2,000 and 5,000. Among the many benefits of such a system, areas lagging in growth would be provided greater opportunities to attract industry, business, and jobs.

Georgia is anticipated to remain a growth state through the 2000s. The demands created by population and economic growth will spill over onto the non-Interstate highway systems that form a critical link for both large and small communities in the state, making highway access a prime requisite for community growth in the future. Currently, limitations on trucks restrict access for many Georgia communities, limiting economic potential. The Governor's Road Improvement Program would provide access to communities previously denied service by the larger trucks. Based on the experiences of the Georgia Department of Industry and Trade, if two cities are competing for an industry, the city closest to a four-lane roadway will attract the industry in most instances.

### **Description of the Proposed Project:**

The proposed alternative would improve SR 17 entirely on new alignment, using a four-lane divided highway. Design speed would be 65 MPH for the entire project length, except for the northern one-half mile, which would have a design speed of 45 MPH.

At the southern terminus in Franklin County, this concept extends the Royston Bypass northwest across existing SR 17 on new alignment. Currently, Brooks Street intersects existing SR 17 directly opposite the Royston Bypass, but at a very sharp intersection angle. The concept proposes to cul-de-sac Brooks Street immediately south of the beginning of the new alignment.

This new alignment begins in a 3 degree-45 minute curve to the north and then parallels existing SR 17 on the west side of the existing roadway for the entire length of the proposed alignment. For the first mile and a half, the proposed alignment is located approximately 400 to 600 feet parallel to existing SR 17, on an alignment that avoids historic resources and minimizes wetland impacts and stream crossings. In this section there would be at-grade intersections with Campbell Ridge Road (CR 380), Black Snake Road (CR 12), and Rice Creek Road (CR 25). Rice Creek Road would be realigned to intersect the concept alignment approximately 800 feet north of the existing intersection. This realignment is proposed in order to eliminate a 45 degree intersection angle and to increase intersection spacing from Black Snake Road.

North of Rice Creek Road, the alignment shifts slightly westward in order to avoid a long longitudinal stream impact and to avoid the Canon historic district. In this section, the alignment is up to one-half mile west of existing SR 17. The alignment crosses Bennett Hart Lane as it shifts farther west. Bennett Hart Lane is not proposed to intersect with the alignment since the crossing is near the existing dead end of Bennett Hart Lane. Bennett Hart Lane will be terminated on the west side of the concept alignment. Immediately south of Canon, the concept alignment follows part of the alignment of existing Brooks Street. Brooks Street would be terminated east of the concept alignment at the existing intersection with Spring Street.

The proposed alignment bypasses Canon approximately 1200 feet west of existing SR 17. Around Canon, it has at-grade intersections with SR 51, Roper Street, Bond Street, and Cawthorn-Davis Road (CR 34). Within this section, other streets have cul-de-sacs on one or both sides of the concept alignment. These include Smith Street and Glover Street. North of Canon, the proposed alignment continues in a northerly direction in open country, remaining in Franklin County while existing SR 17 curves northeasterly into Hart County to serve Bowersville. Within this section are intersections with Cawthon Road (CR 400), Ruckersville Road (CR 42), and Bennett Road (CR 41).

**Description of the Proposed Project (continued):**

Just south of SR 327, the proposed alignment again parallels existing SR 17 as it curves northwest to intersect SR 327 at a right angle. 300 feet north of SR 327, the concept alignment crosses CR 40. This residential street is proposed to be blocked on both sides due to the proximity to SR 327. North of SR 327 and CR 40, the alignment curves northward and crosses open country as it intersects Old Grady School Road (CR 74), Grady School Road (CR 35) and McGee Road (CR 64) approximately 2000 feet west of existing SR 17.

North of McGee Road, the alignment curves northwesterly across the northern edge of the inactive Bear Creek landfill and then across a stream with associated wetlands. North of the stream, Shuford Street would be extended approximately 700 feet to intersect with the concept alignment. This intersection would provide service to the Auto Zone warehouse and other industrial facilities located in that vicinity.

South of Bear Creek Road the proposed alignment curves northwest to avoid a city park and recreation complex. Avoiding this facility requires the proposed alignment to cross Bear Creek Road within a sweeping horizontal curve and at a flat intersection angle. For this reason it is not practical to construct an at-grade intersection with this roadway that would operate safely. The concept proposes a grade separation of Bear Creek Road over the concept alignment. Based on the concept profile of SR 17, Bear Creek Road would not have to be raised to provide this grade separation. A connector roadway will be constructed south of the separation that lines up with the recreational facility parking lot entrance on the opposite side of Bear Creek Road.

North of Bear Creek Road, the alignment continues to curve in a northwesterly direction before it curves to the north as it intersects SR 59 at a right angle. The alignment continues in a northerly direction, immediately east of the Bosal Muffler Plant, avoiding the Brookwood Drive subdivision.

During development of this concept plan, there were numerous meetings with Bosal management. Based on the feedback from those meetings, the alignment was located to not preclude future expansion of the Bosal facility while avoiding the Brookwood Drive subdivision. Unfortunately, the necessity of adjusting the alignment in this area caused unavoidable longitudinal stream impacts.

North of the Bosal plant, the alignment curves northeasterly and intersects existing SR 17 approximately 1500 feet south of the I-85 interchange. This intersection is the north project limit. The proposed configuration of this intersection will have the northern terminus of this project "tee" into existing SR 17. This configuration is recommended due the presence of the railroad immediately east of the existing roadway and nearby commercial land uses, which limit the ability to realign this intersection.

Project Concept Report page 6  
Project Number: EDS-545(35), EDS-545(36), EDS-545(52)  
P. I. Number: 122270, 122280, 122700  
County: Franklin

**Description of the Proposed Project (continued):**

Since this project is proposed to "tee" into existing SR 17, there will be a stop condition at the north end of this project. Reflecting the urbanized nature of the corridor north of SR 59 and this approaching stop condition, the typical section is proposed to transition from a 44-foot depressed median to a 20-foot raised median north of the SR 59 intersection. The corresponding design speed would be reduced from 65 MPH to 45 MPH in this urbanized area.

The proposed location of the intersection is within the transition of the adjacent project from a four-lane divided facility into the existing three-lane roadway. After this project is constructed, southbound SR 17 would "drop" the right lane as a free right-turn movement onto the relocated SR 17 around Lavonia. The southbound left through lane would continue into Lavonia through a signalized intersection where the northbound bypass traffic would turn left with two-lanes to rejoin the existing alignment.

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

PDP Classification: Major  Minor \_\_\_\_\_

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

Functional Classification: Rural Principal Arterial

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

State Route Number(s): 17

**Traffic (AADT):**

Current Year: (2007) 6,220 Design Year: (2027) 11,240

**Existing design features:**

- Typical Section: Rural facility with two or three lanes for most of the project length. There is a three-lane urban section in Lavonia.
- Posted speed: 55 MPH rural/45 or 35 in urban areas Minimum curve radius: 790 feet
- Maximum grade: 6.17 %
- Width of right of way: 100 ft
- Major structures: none
- Major interchanges or intersections along the project: none
- Existing length of roadway: 12 miles

**Proposed Design Features:**

- Proposed typical section(s): Four-lanes with 44-foot depressed median and rural drainage, Four-lanes with 20-foot raised median and rural drainage
- Proposed Design Speed Mainline 65 mph / 45 mph
- Proposed Maximum grade Mainline 4.62 % Maximum grade allowable 6 %.
- Proposed Maximum grade Side Street 14 % Maximum grade allowable 15 %.
- Proposed Maximum grade driveway as per Georgia DOT standard drawings
- Proposed Maximum degree of curve 3 degrees – 45 min (1528-foot radius).  
 Maximum degree allowable: 3 degrees – 45 min.
- Right of way
  - Width: variable – most will be between 150 feet and 250 feet.
  - Easements: Temporary (X), Permanent ( ), Utility ( ), Other ( ).
  - Type of access control: Full ( ), Partial (X), By Permit ( ), Other ( ).
  - Number of parcels: approx. 85 Number of displacements:
    - Business: 2
    - Residences: 27
    - Mobile homes: \_\_\_\_\_
    - Other: \_\_\_\_\_
- Structures:
  - Bridges: Possible bridge structure over unmaned stream between Canon and SR 327. Bridge structure carrying Bear Creek road over project southwest of Lavonia.
  - Retaining walls: None expected
- Major intersections: Royston Bypass, SR 51, SR 327, SR 59, SR 17
- Traffic control during construction: Construction to be done on new alignment, traffic is to be maintained on cross roads during construction.

• Design Exceptions to controlling criteria anticipated:

	<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 expected at this time.
- Environmental concerns: - Concept alignment passes through property that was part of Bear Creek Landfill (now inactive). Amount or type of hazardous waste (if any) is yet to be determined.

**Proposed Design Features (continued):**

- Level of environmental analysis:
  - Are Time Savings Procedures appropriate? Yes ( ), No (X),
  - Categorical exclusion ( ),
  - Environmental Assessment/Finding of No Significant Impact (FONSI) (X), or
  - Environmental Impact Statement (EIS) ( ).
  
- Utility involvements:
  - Hart EMC
  - Georgia Power Company
  - Tacocoa Natural Gas
  - Bell South
  - Alltel Communications, Inc
  - Northland Cable TV
  - Hart Telephone Company
  - Comcast
  - City of Lavonia
  - City of Royston
  - City of Canon
  - City of Bowersville
  - Franklin County

**Project responsibilities:**

- |                                |                                |
|--------------------------------|--------------------------------|
| ○ Design,                      | Qk4                            |
| ○ Right of Way Acquisition,    | Georgia DOT                    |
| ○ Relocation of Utilities,     | Georgia DOT, local governments |
| ○ Letting to contract,         | Georgia DOT                    |
| ○ Supervision of construction, | Georgia DOT / Qk4              |
| ○ Providing material pits,     | Contractor                     |
| ○ Providing detours.           | Georgia DOT / Contractor       |

**Coordination**

- Pre-Concept Team Meeting – 5/9/02 – Meeting held at Gainesville District office with GDOT and FHWA personnel and local officials to summarize work to date and to solicit comment on proposed alternatives to present at upcoming public information meetings.
- Pre-P. A. R. Meeting – 6/5/02 – Meeting was held to present alignment alternatives that would be presented at Public Information Meeting and to go over preliminary environmental analysis and to receive input from state resource agencies.
- Concept Team Meeting – 12/19/02 – Meeting held at GDOT HQ to present recommended alignment and discuss draft of concept report. There was general concurrence with alignment that was presented.

**Coordination (continued):**

- Public involvement. – Simultaneous Public Information Meetings were held at Royston and Lavonia on 7/23/02. 74 people attended the meeting in Royston and 305 people attended in Lavonia. Based on information presented at those meetings, a total of 232 written comments have been received to date. Public input led to the elimination of one of the two alternatives presented and substantial modifications to the remaining alternative.
- Local government comments. Meetings were held with officials of Lavonia on 7/30/02, Bowersville on 8/12/02, and Canon on 8/12/02. Comments were generally positive with valuable input and suggestions received on local issues and adjustments to the alignment.
- Other projects in the area. – EDS-IM-545(19) immediately north of EDS-545(52). Project is currently in right-of-way acquisition phase.
- Other coordination to date – Several meetings have been held with Bosal Industries near Lavonia to find an acceptable alignment through their property that would not interfere with their future plans for expansion. Coordination has been successful and such an alignment has been found and incorporated into the concept plan.
- Railroads – Hartwell Railroad is a short line railroad that used to be a part of Norfolk-Southern Railroad. It parallels existing SR 17 on east side for entire length of projects. Usage of railroad is limited at this time with only a few trains per week.

**Scheduling – Responsible Parties' Estimate\*:**

- Time to complete the environmental process: 24 Months.
- Time to complete preliminary construction plans: 14 Months.
- Time to complete right of way plans: 12 Months.
- Time to complete the Section 404 Permit: 3 Months.
- Time to complete final construction plans: 14 Months.
- Time to complete to purchase right of way: 12 Months.

\* Note: These activities are to be done concurrently where possible.

**Other alternatives considered:**

1. No-build
2. Widen existing roadway
3. 35 new alignment alternatives
4. Proposed project.

Project Concept Report page 10

Project Number: EDS-545(35), EDS-545(36), EDS-545(52)

P. I. Number: 122270, 122280, 122700

County: Franklin

**Comments:**

**Attachments:**

1. Cost Estimate for each project:
  - a. Construction including E&C,
  - b. Right of Way, and
  - c. Utilities.
2. Relocation of Project Boundaries
3. Project Location Maps,
4. Typical sections,
5. Accident History,
6. Traffic Analysis,
7. Traffic Flow Diagrams,
8. Minutes of Pre-Concept Team Meeting and Concept Team Meeting,
9. Minutes of meetings with Lavonia, Bowersville, and Canon officials
10. Summary of Public Information Meetings held on 7/23/02,
11. LGPA.

## SCORING RESULTS AS PER TOPPS 2440-2

<b>Project Number:</b> EDS-545(35), EDS-545(36), EDS-545(52)		<b>County:</b> Franklin	<b>PI No.:</b> 122270, 122280, 122700
<b>Report Date:</b>		<b>Concept By:</b>	
<input type="checkbox"/> CONCEPT		DOT Office:	
		Consultant: Qk4	
<b>Project Type:</b> 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 <input type="checkbox"/> Building <input type="checkbox"/> Interchange <input type="checkbox"/> Intersection <input type="checkbox"/> Interstate <input checked="" type="checkbox"/> New Location <input type="checkbox"/> Widening & Reconstruction <input type="checkbox"/> Miscellaneous
<b>FOCUS AREAS</b>	<b>SCORE</b>	<b>RESULTS</b>	
<b>Presentation</b>			
<b>Judgement</b>			
<b>Environmental</b>			
<b>Right of Way</b>			
<b>Utility</b>			
<b>Constructability</b>			
<b>Schedule</b>			



<b>PROJECT COST (continued)</b>			
<b>EDS-545(35)</b>			
1) Cross Drain Pipe			\$185,445
2) Curb and Gutter			\$33,155
3) Longitudinal System			\$29,784
<b>SUBTOTAL: C-2</b>			<b>\$2,106,206</b>
<b>3. BASE AND PAVING</b>			
a. AGGERGATE BASE			\$1,126,005
b. ASPHALT PAVING: Surface	tons	\$40.00	\$371,582
Binder	tons	\$39.00	\$483,056
Base	tons	\$38.00	\$706,005
c. CONCRETE PAVING			
d. MILLING AND SAWING			
e. OTHER: LEVELING, TACK			\$36,527
<b>SUBTOTAL: C-3</b>			<b>\$2,723,175</b>
<b>4. LUMP ITEMS</b>			
a. TRAFFIC CONTROL			\$42,147
b. CLEARING AND GRUBBING			\$561,955
c. LANDSCAPING / GRASSING			\$87,665
d. EROSION CONTROL			\$229,041
e. DETOURS			\$28,098
<b>SUBTOTAL: C-4</b>			<b>\$948,905</b>
<b>5. MISCELLANEOUS</b>			
a. LIGHTING			
b. SIGNING - STRIPING - SIGNAL			\$156,195
c. GUARDRAIL			\$176,454
d. MEDIAN BARRIER (TEMP.)			
<b>SUBTOTAL: C-5</b>			<b>\$332,649</b>
6. SIGNAL MODIFICATION			\$0
<b>SUBTOTAL: C-6</b>			<b>\$0</b>

**ESTIMATE SUMMARY****EDS-545(35)**

<b>A. RIGHT-OF-WAY</b>		<b>\$10,470,400</b>
<b>B. REIMBURSABLE UTILITIES</b>		<b>\$75,000</b>
<b>C. CONSTRUCTION</b>		
1. MAJOR STRUCTURES	\$421,164	
2. GRADING AND DRAINAGE	\$2,106,206	
3. BASE AND PAVING	\$2,723,175	
4. LUMP ITEMS	\$948,905	
5. MISCELLANEOUS	\$332,649	
6. SIGNAL MODIFICATION	\$0	
<b>SUBTOTAL CONSTRUCTION COST</b>	<b>\$6,532,100</b>	
<b>ENGINEERING &amp; CONSTRUCTION</b> 10.0%	<b>\$653,210</b>	
<b>INFLATION (% PER YEAR)</b> 5.0%	<b>\$1,804,699</b>	
Number of Years 5		
<b>TOTAL CONSTRUCTION COST</b>		<b>\$8,990,009</b>
<b>GRAND TOTAL PROJECT COST</b>		<b>\$19,535,409</b>



**PROJECT COST (continued)**

**EDS-545(36)**

1) Cross Drain Pipe			\$231,518
2) Curb and Gutter			\$41,393
3) Longitudinal System			\$37,183
<b>SUBTOTAL: C-2</b>			<b>\$2,629,487</b>
<b>3. BASE AND PAVING</b>			
a. AGGERGATE BASE			\$1,405,758
b. ASPHALT PAVING: Surface	tons	\$40.00	\$463,900
Binder	tons	\$39.00	\$603,070
Base	tons	\$38.00	\$881,410
c. CONCRETE PAVING			
d. MILLING AND SAWING			
e. OTHER: LEVELING, TACK			\$45,602
<b>SUBTOTAL: C-3</b>			<b>\$3,399,741</b>
<b>4. LUMP ITEMS</b>			
a. TRAFFIC CONTROL			\$52,618
b. CLEARING AND GRUBBING			\$701,571
c. LANDSCAPING / GRASSING			\$109,445
d. EROSION CONTROL			\$285,946
e. DETOURS			\$35,079
<b>SUBTOTAL: C-4</b>			<b>\$1,184,658</b>
<b>5. MISCELLANEOUS</b>			
a. LIGHTING			
b. SIGNING - STRIPING - SIGNAL			\$170,157
c. GUARDRAIL			\$220,293
d. MEDIAN BARRIER (TEMP.)			
<b>SUBTOTAL: C-5</b>			<b>\$390,450</b>
6. SIGNAL MODIFICATION		<b>SUBTOTAL: C-6</b>	<b>\$0</b>

<b>ESTIMATE SUMMARY</b>		
<b>EDS-545(36)</b>		
A. RIGHT-OF-WAY		<b>\$14,177,700</b>
B. REIMBURSABLE UTILITIES		<b>\$2,000</b>
C. CONSTRUCTION		
1. MAJOR STRUCTURES	\$434,168	
2. GRADING AND DRAINAGE	\$2,629,487	
3. BASE AND PAVING	\$3,399,741	
4. LUMP ITEMS	\$1,184,658	
5. MISCELLANEOUS	\$390,450	
6. SIGNAL MODIFICATION	\$0	
<b>SUBTOTAL CONSTRUCTION COST</b>	<b>\$8,038,504</b>	
<b>ENGINEERING &amp; CONSTRUCTION</b> 10.0%	<b>\$803,850</b>	
<b>INFLATION (% PER YEAR)</b> 5.0%	<b>\$2,220,890</b>	
Number of Years 5		
<b>TOTAL CONSTRUCTION COST</b>		<b>\$11,063,244</b>
<b>GRAND TOTAL PROJECT COST</b>		<b>\$25,242,944</b>



**PROJECT COST (continued)**

**EDS-545(52)**

1) Cross Drain Pipe			\$243,037
2) Curb and Gutter			\$43,452
3) Longitudinal System			\$39,033
<b>SUBTOTAL: C-2</b>			<b>\$2,760,307</b>
<b>3. BASE AND PAVING</b>			
a. AGGERGATE BASE			\$1,475,696
b. ASPHALT PAVING: Surface	tons	\$40.00	\$486,980
Binder	tons	\$39.00	\$633,074
Base	tons	\$38.00	\$925,262
c. CONCRETE PAVING			
d. MILLING AND SAWING			
e. OTHER: LEVELING, TACK			\$47,871
<b>SUBTOTAL: C-3</b>			<b>\$3,568,882</b>
<b>4. LUMP ITEMS</b>			
a. TRAFFIC CONTROL			\$55,236
b. CLEARING AND GRUBBING			\$736,475
c. LANDSCAPING / GRASSING			\$114,890
d. EROSION CONTROL			\$300,172
e. DETOURS			\$36,824
<b>SUBTOTAL: C-4</b>			<b>\$1,243,596</b>
<b>5. MISCELLANEOUS</b>			
a. LIGHTING			
b. SIGNING - STRIPING - SIGNAL			\$273,647
c. GUARDRAIL			\$231,253
d. MEDIAN BARRIER (TEMP.)			
<b>SUBTOTAL: C-5</b>			<b>\$504,901</b>
<b>6. SIGNAL MODIFICATION</b>			<b>\$0</b>
<b>SUBTOTAL: C-6</b>			<b>\$0</b>

**ESTIMATE SUMMARY****EDS-545(52)**

<b>A. RIGHT-OF-WAY</b>		<b>\$9,994,300</b>
<b>B. REIMBURSABLE UTILITIES</b>		<b>\$19,827</b>
<b>C. CONSTRUCTION</b>		
1. MAJOR STRUCTURES	\$473,495	
2. GRADING AND DRAINAGE	\$2,760,307	
3. BASE AND PAVING	\$3,568,882	
4. LUMP ITEMS	\$1,243,596	
5. MISCELLANEOUS	\$504,901	
6. SIGNAL MODIFICATION	\$0	
<b>SUBTOTAL CONSTRUCTION COST</b>	<b>\$8,551,182</b>	
<b>ENGINEERING &amp; CONSTRUCTION</b> 10.0%	<b>\$855,118</b>	
<b>INFLATION (% PER YEAR)</b> 5.0%	<b>\$2,362,534</b>	
Number of Years 5		
<b>TOTAL CONSTRUCTION COST</b>		<b>\$11,768,833</b>
<b>GRAND TOTAL PROJECT COST</b>		<b>\$21,782,960</b>

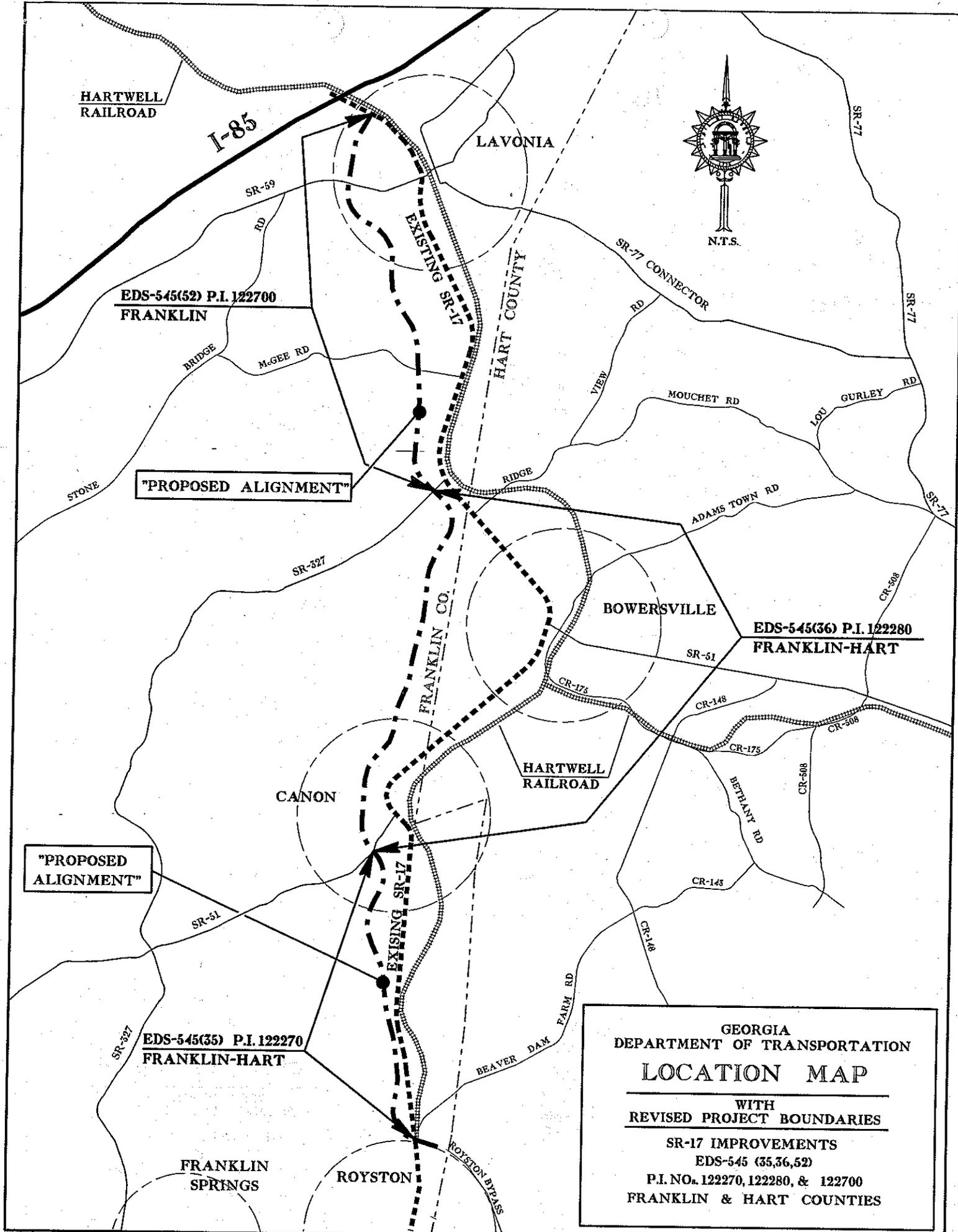
## RELOCATION OF PROJECT BOUNDARIES

Although this project is divided into three different project numbers, these numbers were assigned based on the existing roadway alignment. It is recommended that the beginning and ending points of each of the three projects be revised. The following revised termini are recommended. Each separate project would terminate at a state highway and would be nearly equal in length. Table 5 shows the recommended project termini. Refer to the second location map for these termini, as well. For the sake of this description, these three projects will be hereafter referred to as a single project. Cost estimates included in this concept report assume these revised project boundaries.

**Table 5: Revised Project Termini Locations**

Project	South Terminus	North Terminus	Length (mi.)
EDS-545(35), PI# 122270	North end of Royston Bypass	S.R. 51 at Canon	3.1
EDS-545(36), PI# 122280	S.R. 51 at Canon	S.R. 327	3.8
EDS-545(52), PI# 122700	S.R. 327	S.R. 17 - 1500 feet south of I-85 at Lavonia	4.0





HARTWELL RAILROAD

I-85

LAVONIA



EDS-545(52) P.I. 122700  
FRANKLIN

"PROPOSED ALIGNMENT"

EXISTING SR-17

HART COUNTY

SR-77 CONNECTOR RD

SR-77

SR-77

BRIDGE

M-GEE RD

VIEW RIDGE

MOUCHET RD

LOU GURLEY RD

SR-77

SR-327

FRANKLIN CO.

BOWERSVILLE

EDS-545(36) P.I. 122280  
FRANKLIN-HART

SR-51

HARTWELL RAILROAD

CANON

"PROPOSED ALIGNMENT"

EXISTING SR-17

FARM RD

BEAVER DAM

GEORGIA

DEPARTMENT OF TRANSPORTATION

LOCATION MAP

WITH REVISED PROJECT BOUNDARIES

SR-17 IMPROVEMENTS

EDS-545 (35,36,52)

P.I. NO. 122270, 122280, & 122700

FRANKLIN & HART COUNTIES

EDS-545(35) P.I. 122270  
FRANKLIN-HART

FRANKLIN SPRINGS

ROYSTON

ROYSTON BRASS

## TRAFFIC ANALYSIS

Intersection capacity analyses were performed within the study area for the a.m. and p.m. peak hours. These analyses were performed for existing conditions, the opening year of 2007 and the design year of 2027. The methods used are those described in the 2000 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. The letters "A" through "F" designates levels of service. LOS A represents free-flowing conditions with very little delay and LOS F indicates forced flow, extreme congestion and long delays.

Table 1 summarizes results for the "No-Build" Condition at seven key intersections along the existing roadway. "No-build" assumes the existing lane configuration and intersection traffic control for all analysis years. All of these intersections are currently unsignalized with the exception of SR 17 @ SR 59, which is located in the center of Lavonia.

**Table 1: Summary of Intersection Capacity Analysis – "No-Build" Condition**

Intersection	2007 am	2007 pm	2027 am	2027 pm
SR 17 @ Royston Bypass	A*	B*	B*	C*
SR 17 @ Beaver Dam Farm Road	B*	B*	D*	D*
SR 17 @ SR 51 South (Canon)	B*	B*	D*	E*
SR 17 @ SR 51 North (Bowersville)	B*	B*	C*	D*
SR 17 @ SR 327	B*	B*	D*	D*
SR 17 @ SR 59 (Lavonia)	B	C	E	F
SR 17 @ Cornog (Lavonia)	B*	C*	D*	F*

\* Represents lowest side street LOS for unsignalized intersection

As can be seen from Table 1, no level of service would be below LOS C for the opening year, but within the 20 year period prior to the design year, LOS would deteriorate significantly in most of the study area, especially in Canon and Lavonia.

The "build" condition assumes the construction of a four-lane divided facility on new alignment with a 44-foot depressed median. Key intersections along the proposed alignment are listed in Table 5. Each intersection was initially run as unsignalized with the exception of the northern terminus south of I-85, which was assumed signalized. The approach laneage in each direction along SR 17 is assumed to be two through lanes plus a left-turn lane and a right-turn lane. Side road approaches are assumed to be one lane in each direction except for old SR 17 north of Royston, SR 327, the Bear Creek Road Connector, SR 59, and the northern terminus with existing SR 17. These approaches add single left-turn lanes to the single through lane.

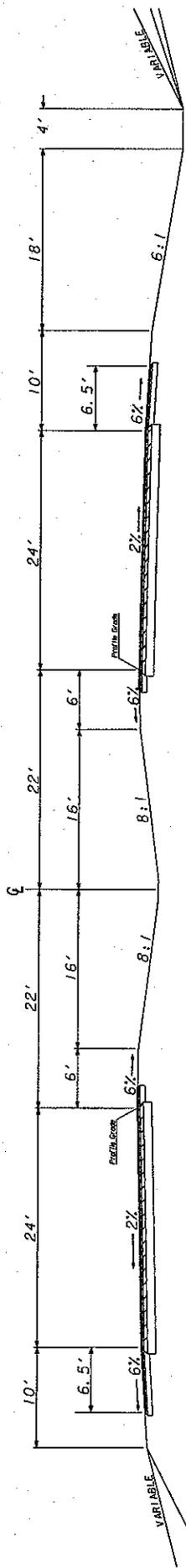
The traffic volume projections for the "build" condition are based on assumptions and methodologies described in a 4/30/02 memorandum to the Office of Environment and Location. The attached traffic flow diagrams show the turning movement volumes used for the intersection capacity analysis. Table 2 summarizes the results of the intersection capacity analysis for the "Build" condition.

**Table 2: Summary of Intersection Capacity Analysis – "Build" Condition**

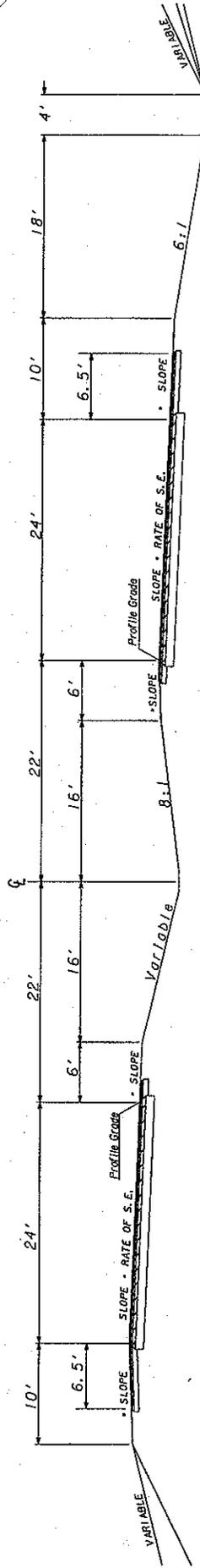
Intersection	2007 am	2007 pm	2027 am	2027 pm
SR 17 / Royston Bypass @ Old SR 17	B*	B*	C	C
SR 17 @ CR 380	B*	B*	C*	C*
SR 17 @ SR 51 (Canon)	B*	B*	C*	C*
SR 17 @ CR 381	B*	B*	C*	C*
SR 17 @ CR 34	B*	B*	C*	C*
SR 17 @ CR 41	B*	B*	B*	B*
SR 17 @ SR 327	B*	B*	C*	C*
SR 17 @ CR 35	B*	B*	C*	C*
SR 17 @ McGee Rd. (CR 64)	B*	B*	C*	C*
SR 17 @ Bear Creek Rd. Connector	B*	B*	C*	C*
Bear Creek Road @ Bear Creek Rd. Conn.	A*	A*	A*	A*
SR 17 @ SR 59 (Lavonia)	C*	C*	B	B
SR 17 @ Old SR 17 (Lavonia)	B	B	B	B

\* Represents lowest side street LOS for unsignalized intersection

As can be seen in Table 2, all LOS values for proposed opening year of 2007 are C or better. That is also the case for the design year of 2027. However, in order to maintain a satisfactory LOS in the design year, two additional intersections would have to be signalized. These include the intersection with old SR 17 and the Royston Bypass at the southern terminus of this project and the intersection with SR 59, west of Lavonia. If these intersections remain unsignalized, all or some of the minor street approaches would deteriorate to LOS F. The cost estimates assume all four of these intersections to be signalized as part of the initial construction.



SR 17 - TYPICAL SECTION - TANGENT



SR 17 - TYPICAL SECTION - SUPERELEVATION

• ALGEBRAIC DIFFERENCE IN PAVING AND SHOULDER SLOPES NOT TO EXCEED 8%

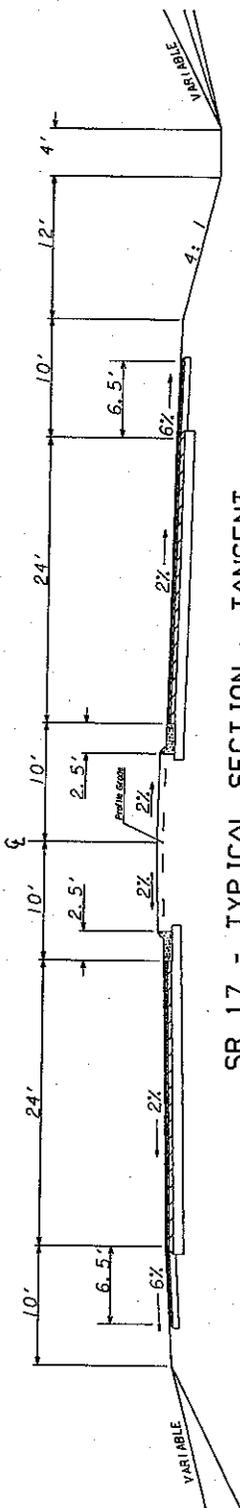
SR 17 TYPICAL SECTIONS - STATIONS 129+00 TO 672+00

PROJECT EDS-545(35), (36) & (52)  
Franklin County

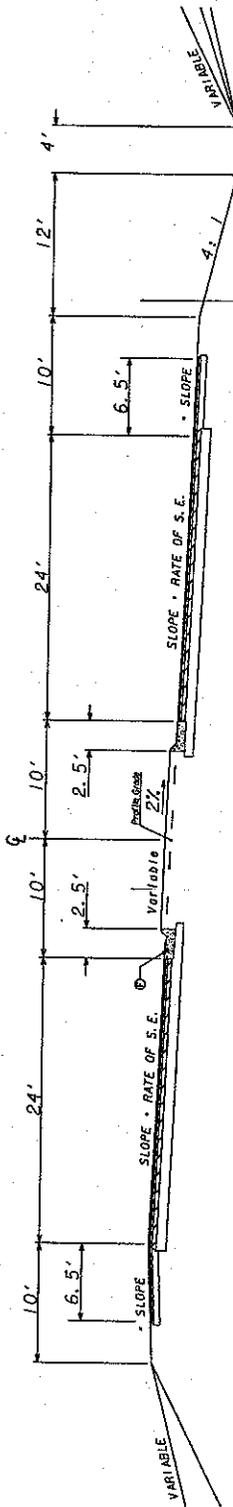
TYPICAL SECTION  
SHEET 1 OF 2

11/6/02

NOT TO SCALE



SR 17 - TYPICAL SECTION - TANGENT



SR 17 - TYPICAL SECTION - SUPERELEVATION

\* ALGEBRAIC DIFFERENCE IN PAVING AND SHOULDER SLOPES NOT TO EXCEED 8%

SR 17 TYPICAL SECTIONS - STATIONS 672+00 TO 699+00

PROJECT EDS-545(35), (36) & (52)  
Franklin County

TYPICAL SECTION  
SHEET 2 OF 2

11/6/02

NOT TO SCALE

## ACCIDENT HISTORY

Qk4 obtained accident data for this project from the GDOT accident reporting system. The results are from SR 17 between mileposts 1.69 and 13.43 in Franklin County and 10.23 and 13.21 in Hart County. SR 17 within the project area is considered a rural principal arterial.

Table 3 summarizes the raw accident totals for the years 1995 and 1996. As can be seen from the table, the number of accidents varied little between the two years, with the only major difference being the two fatalities recorded in 1995.

**Table 3: Accident History**

Year	Accidents	Injuries	Fatalities
1995	38	28	2
1996	40	27	0

Table 4 summarizes the accident rates for the same section of roadway. In parentheses beside the rates for SR 17 are the statewide averages for rural principal arterials. As can be seen in the table, SR 17 has accident and injury rates close or just below the statewide averages. The only exception being the fatality rate for 1995, being more than double the statewide average.

**Table 4: Accident Rate Summary\***

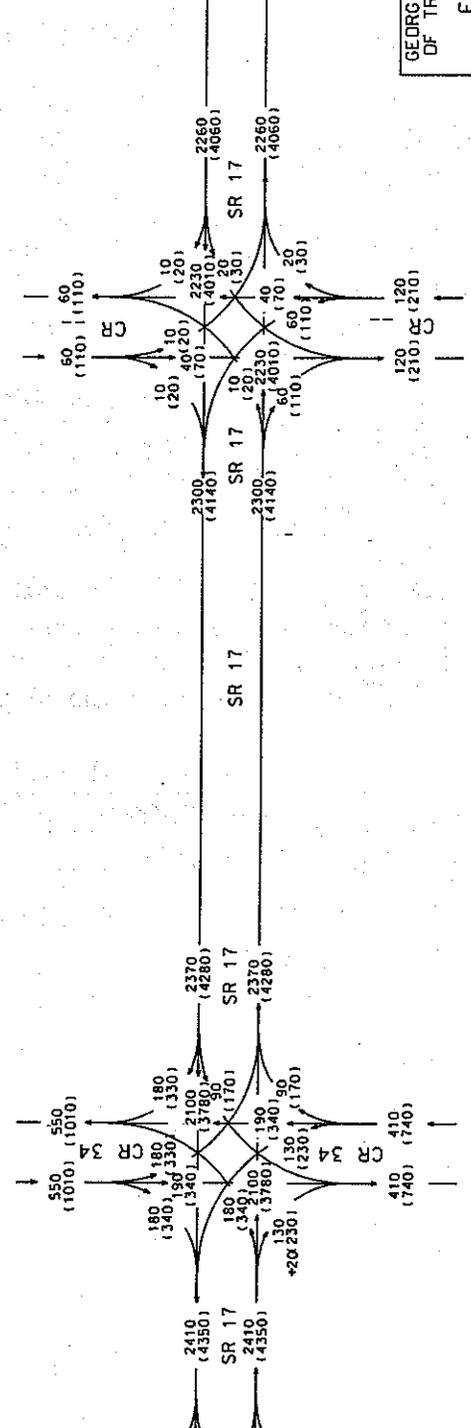
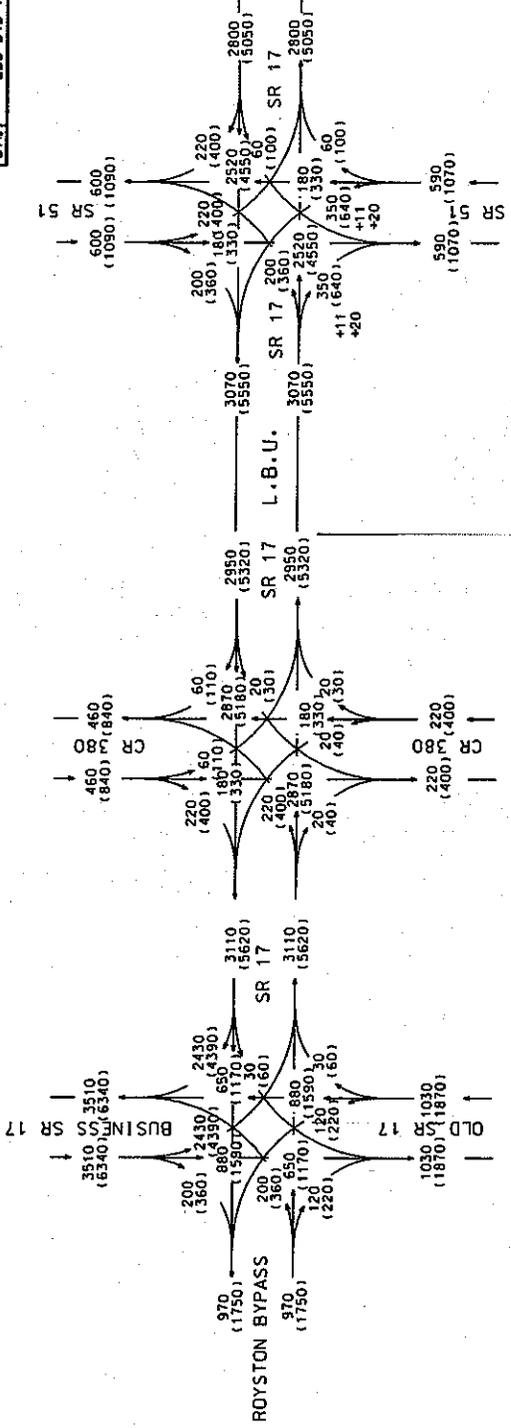
Year	Accident Rate	Injury Rate	Fatality Rate
1995	108 (140)	79 (100)	5.66 (2.67)
1996	138 (147)	93 (96)	0.00 (2.68)

\* All rates are per 100 million vehicle miles of travel. Numbers in parenthesis are statewide average rates for Rural Principal Arterials.

STATE	PROJECT NUMBER	SHEET TOTAL
GA.	EDS-545-(35)	NO.



**LEGEND**  
 2007 ADT = 000  
 2027 ADT = (000)  
 24 HR. T = 8%  
 S.U. = 4%  
 COMB. = 4%  
 K = 9%

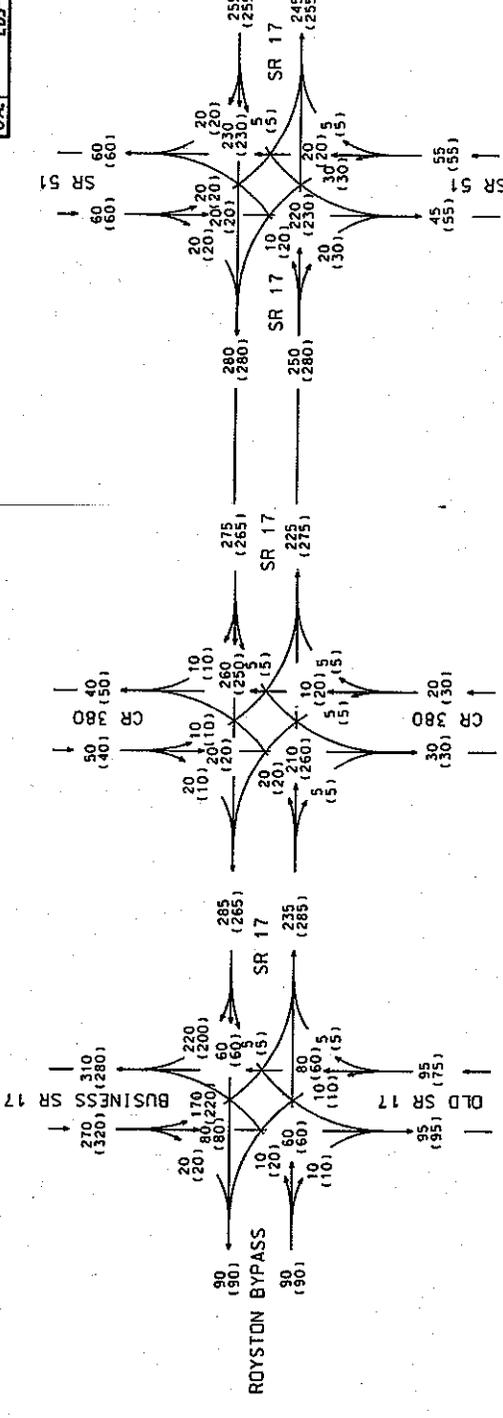


GEORGIA DEPARTMENT  
 OF TRANSPORTATION  
 FRANKLIN  
 COUNTY  
 S.R. 17  
**TRAFFIC VOLUMES**  
 PROJECTS EDS-545-(35)  
 EDS-545(36)  
 EDS-545(52)  
 DATE 09/25/02  
 SHEET 1 OF 6

2637 Chamblee Road, Suite 800  
 Atlanta, Georgia 30325  
 (404) 334-9800  
 Architects  
 Engineers  
 Constructors

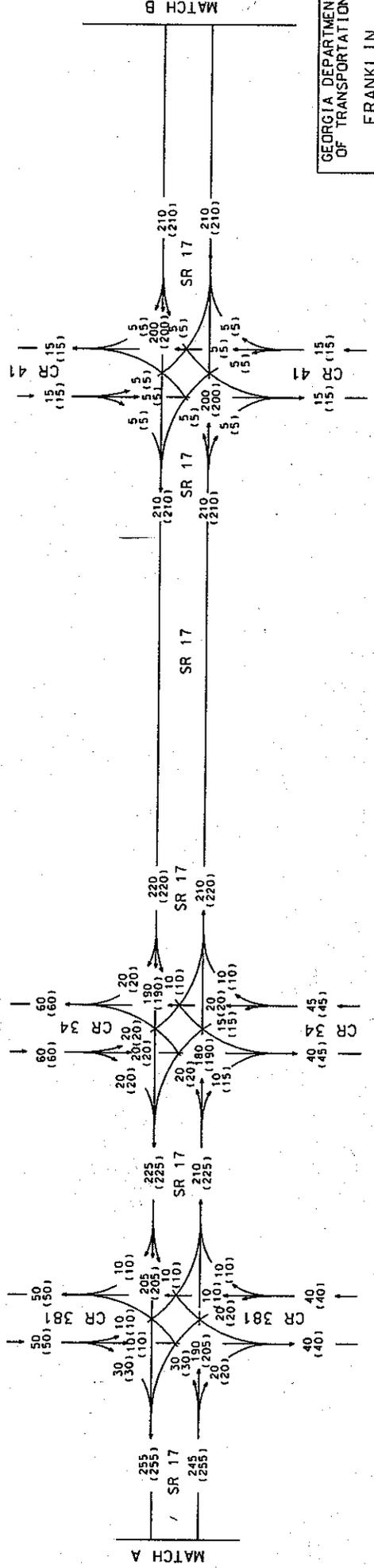


STATE	PROJECT NUMBER	SHEET TOTAL
GA.	EDS-545-1351	NO. SHEETS



**LEGEND**

2007 AM = 000  
 2007 PM = (000)  
 T = 5%  
 D = 50%



GEORGIA DEPARTMENT  
 OF TRANSPORTATION

FRANKLIN  
 COUNTY

S.R. 17

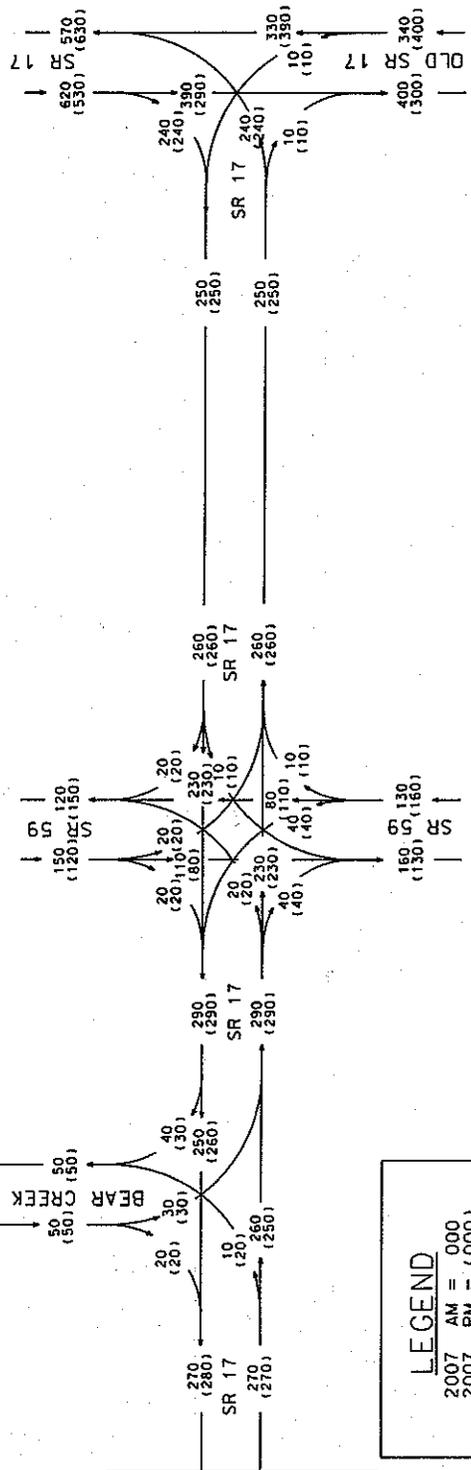
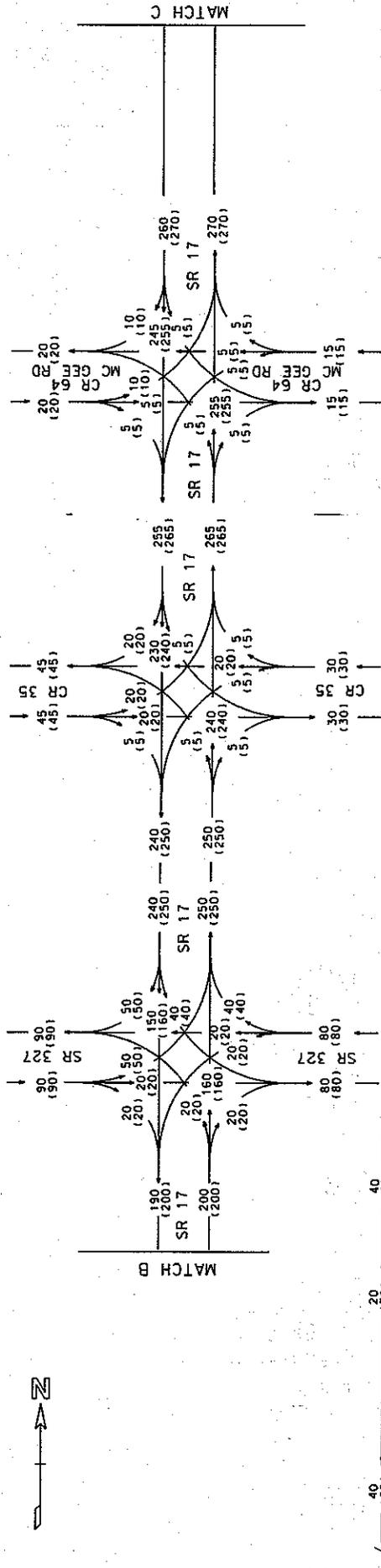
**TRAFFIC VOLUMES**

PROJECTS EDS-545-(35)  
 EDS-545(36)  
 EDS-545(52)  
 DATE 05/25/02

SHEET 3 OF 6

Architectural  
 Engineering  
 Construction

2807 Fairview Road, Suite 500  
 Atlanta, Georgia 30328  
 (404) 329-3900



**LEGEND**  
 2007 AM = 000  
 2007 PM = (000)  
 T = 5%  
 D = 50%

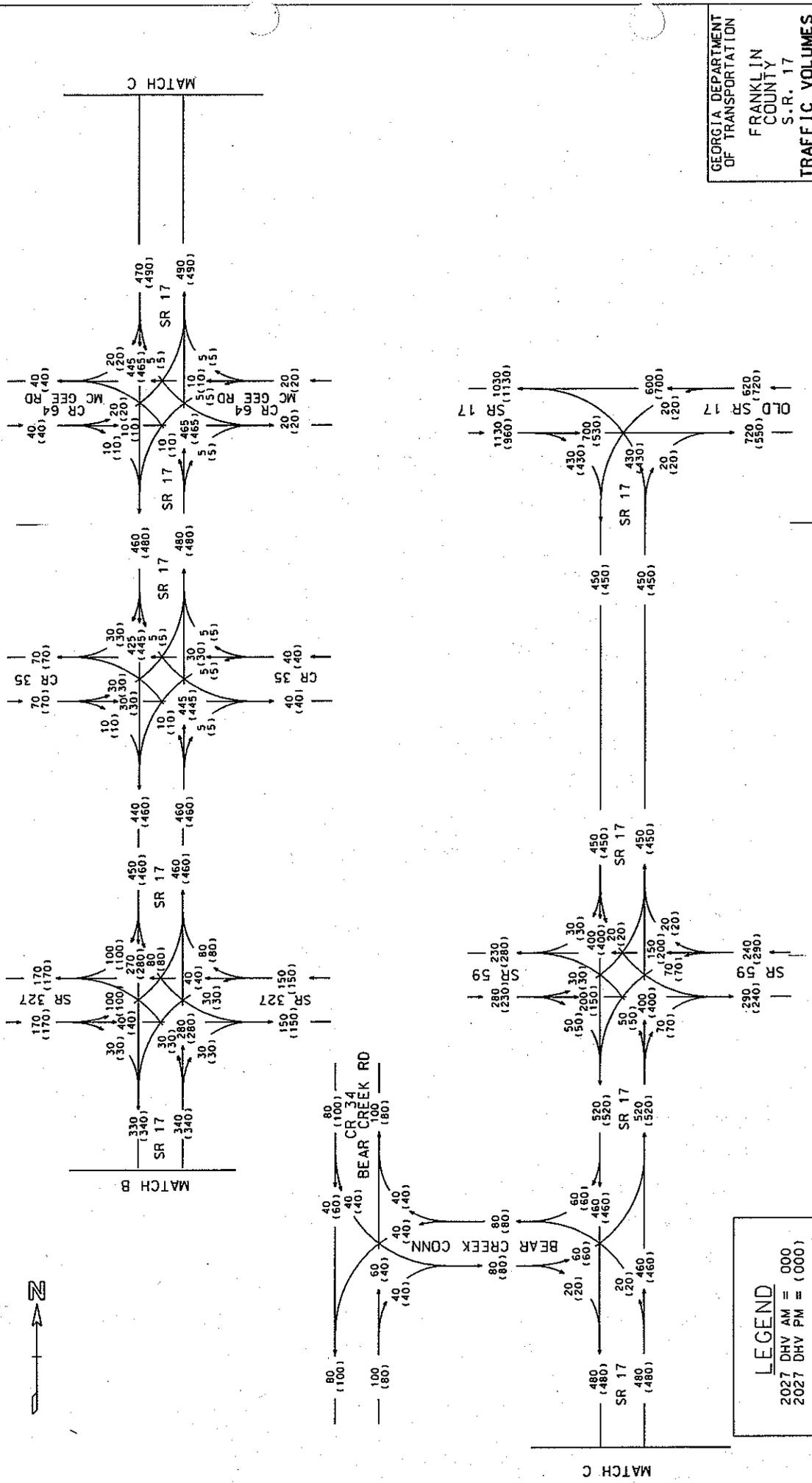
GEORGIA DEPARTMENT OF TRANSPORTATION  
 FRANKLIN COUNTY  
 S.R. 17  
**TRAFFIC VOLUMES**  
 PROJECTS EDS-545-(35)  
 EDS-545(36)  
 EDS-545(52)  
 DATE 09/25/02  
 SHEET 4 OF 6

267 Dunwoody Road, Suite 300  
 Atlanta, Georgia 30329  
 (404) 325-9900

Industrious  
 Engineering  
 Construction



STATE	PROJECT NUMBER	SHEET TOTAL
GA.	EDS-545-1351	OF SHEETS



**LEGEND**  
 2027 DHV AM = 000  
 2027 DHV PM = (000)

GEORGIA DEPARTMENT OF TRANSPORTATION  
 FRANKLIN COUNTY  
 S.R. 17  
**TRAFFIC VOLUMES**  
 PROJECTS EDS-545-(135)  
 EDS-545-(136)  
 EDS-545-(137)  
 DATE 05/25/02  
 SHEET 6 OF 6

Architect  
 Engineering  
 Construction

2950 Chamblee Blvd, Suite 500  
 Atlanta, Georgia 30339  
 (404) 292-8800

2957 Clairmont Road  
Suite 500  
Atlanta, GA 30329  
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## MEETING MINUTES

**Project:** GA 17, Franklin Hart counties, EDS-545 (35, 36 & 52)  
P.I. #s 122270, 122280 & 122700

**Purpose:** Pre-Concept Team Meeting

**Place:** GDOT Gainesville District Office

**Meeting Date:** May 9, 2002

**Prepared By:** Jeff Dyer

**In Attendance:** Michael Haithcock - GDOT Office of Consultant Design  
Brent Cook - GDOT Gainesville  
Larry Dent - GDOT Gainesville  
Russell McMurry - GDOT Gainesville  
Joe Garland - GDOT Gainesville  
Ned O'Kelley - GDOT Gainesville  
James Moore - GDOT  
Jeanette Jamieson - Georgia House of Representative  
Parks Martin - Franklin County, District 1 Commissioner  
David Pressley - City of Royston  
Tommy Cole - City of Lavonia  
Garry Fesperman - City of Lavonia  
Frank Ginn - Franklin County  
John Phillips - Franklin County  
Harry Simpson - Hart EMC  
Claude Cummings - ALLTEL  
Brian Phillips - ALLTEL  
Katy Allen - FHWA  
Andy Pitman - Edwards-Pitman  
Alan Rainer - Arcadis  
Rhonda Zuchowsky - Arcadis  
Steve Callis - Arcadis  
Steve Poole - Qk4  
Matt Houser - Qk4  
Jeff Dyer - Qk4

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## MEETING MINUTES

The meeting began with the distribution of handouts that included summaries of methodologies and comparative analyses used to date on this project. Matt Houser then discussed the history of this project and the scope of work. He summarized the procedure to date that has been used to identify, evaluate and screen the identified corridors between Royston and Lavonia. This included five primary corridors and several connectors between primary corridors. The number of potential routes using representative alignments within these corridors is 32, plus the existing alignment. The first order screening has reduced the number of feasible routes by approximately half. Subsequent evaluations and meetings with GDOT has reduced the number of new alignments alternatives to two. In addition, we are continuing to study the widening of existing SR 17 for comparison purposes.

Following the presentation, the floor was opened up for questions and discussion. Key issues discussed included the Harwell Railroad, the amount of traffic on the line, as well as whether or not to grade separate any crossings. It was also mentioned that the airport west of Canon has plans to extend the existing runway an additional 1500-feet to the east. Frank Ginn offered to provide information on expansion plans. Prior to any public information meetings, it was suggested that the project team meet with local officials not in attendance at today's meeting in study area to get their input. Brent Cook stated that the earliest that any public information meetings could be held would be after the week of July 4.

Frank Ginn discussed the need to coordinate the new alignment with plans for a county-wide water system.

It was pointed out that the railroad is a historic resource.

The project timetable was discussed, with the project letting being set right now for late 2005. The environmental process may take another year.

Mike Haithcock requested there be a display at the public information meeting showing all corridors and segments along with a one-page description.

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## MEETING MINUTES

**Project:** GA 17, Franklin Hart counties, EDS-545 (35, 36 & 52)  
P.I. #s 122270, 122280 & 122700

**Purpose:** Pre-PAR Meeting

**Place:** GDOT Office of Environment and Location

**Meeting Date:** June 5, 2002

**Prepared By:** Jeff Dyer

**In Attendance:** Lisa Westberry - GDOT Office of Environment and Location (OEL)  
Mary Mitchell - GDOT - OEL  
Katie McCafferty - GDOT - OEL  
John "Casey" Glen - GDOT - OEL  
Ken Thompson - GDOT - OEL  
Rhonda Zuchowski - ARCADIS  
Andy Pittman - Edwards-Pitman Environmental, Inc.  
Jeremy Hummel - Edwards-Pitman Environmental, Inc.  
Matt Houser - Qk4  
Jeff Dyer - Qk4

The meeting began as Matt Houser gave an overview of the project and the events to date. Included in the overview was the distribution of handouts that included summaries of methodologies and comparative analyses used to date on this project, as well as initial drafts of the Practical Alternatives Report (PAR), and the Ecology Report, and a set of 200 scale aerial maps that show the alternative alignments, construction limits, and environmental constraints. There are currently two new-alignment alternatives still under consideration, plus an alternative that improves the roadway in the existing corridor. Katie will review the draft ecology report submission.

Based on current work schedules and the requirement that the PAR report and supporting materials be submitted at least 30 days in advance of the PAR meeting; early to mid August seems to be the earliest that this meeting could be scheduled. Lisa will check the calendar with the resource agencies for potential dates. In the meantime, two simultaneous Public Information Meetings (PIM) are scheduled for July 23.

Ken Thompson mentioned the need to look at the side roads and intersection configurations prior to submittal for the PAR and for the PIM. It was also suggested that estimated right-of-way lines, based on conservative assumptions, be shown on the alternative maps and used for comparative analyses. There was also discussion of potential railroad crossings. At-grade crossings are currently assumed for all alternates due to the lack of traffic on the railroad and the high cost of constructing separations. However, we will discuss this issue in more detail with Consultant Services as this project moves forward.

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## MEETING MINUTES

**Project:** GA 17, Franklin-Hart Counties, EDS-545(35,36 & 52), P.I. #'s 122270, 122280 & 122700

**Purpose:** Meeting with Lavonia city officials

**Place:** Lavonia city hall - Lavonia, GA

**Meeting Date:** July 30, 2002, 2:00 p.m.

**Prepared By:** Jeff Dyer

**In Attendance:** Gary Fesperman - City of Lavonia - City Manager ([email: lavonia@alltell.net](mailto:lavonia@alltell.net))  
Bob White - City of Lavonia  
Tommy Cole - City of Lavonia  
W. Freddy Lee - City of Lavonia  
Jeff Dyer - Qk4  
Steve Poole - Qk4

The meeting began as we discussed some of the issues that were brought up at the Public Information Meeting last week. Key issues in the Lavonia area included opposition to the location of the alignment along Brookwood Drive by many of the residents along that street. Another issue was the terminus of the project at a location along SR 17 south of the existing I-85 interchange. Other issues included the possible location of an old burial ground on or near the alignment near the ball fields, and the location of old landfills.

Mr. Fesperman gave us a print of the new zoning map for the city of Lavonia, adopted 5/6/02. He also gave us a name at the Georgia Mountain Regional Development Center from whom we might be able to get a digital copy of that map.

We discussed the issues mentioned above as well as the two previous meetings that we held earlier in the day. We were told that the empty land north of Brookwood Drive was never a landfill, but there was a landfill at the present site of the Bosal plant. Prior to the construction of that plant in 1995, we were told that that area was cleaned up to make it suitable for construction of that plant. We were shown the approximate locations of nearby sewer lines. We marked them on an aerial photo that we brought along.

We mentioned that we had met earlier in the day with Kelly McGee and passed on to them the information he gave us about the landfill near his home. The presence of an old landfill in that area was confirmed and they provided us a copy the plat for the land that was used for that landfill.

They had an overall positive opinion of our alignment and the work we have done to date and they understand that we are currently addressing some of the location issues brought out in the Public Information Meeting last week. We showed them a potential northward extension of Ross Place with a grade separation over I-85. The proposed alignment for access to SR 17 north of the I-85 interchange was developed in response to comments received at the Public Information Meeting. They were positive to that idea as we showed it and mentioned that they would like to pursue that idea before the area north of I-85 "develops".

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## MEETING MINUTES

It was suggested that a connection the back of the Auto Zone plant be provided in order to give access to the bypass for trucks entering and leaving Auto Zone. We were told that up to 100 trucks per day enter and leave that facility. There are other plants and warehouses as well in that immediate vicinity that would add substantial truck traffic to the bypass, using the access point that we are showing on our plan.

We said that once we have updated our alignment based on the comments and issues from the Public Information Meeting, we would meet with them again to show the city officials the alignment that we would carry forward.

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## MEETING MINUTES

**Project:** GA 17, Franklin-Hart Counties, EDS-545(35,36 & 52), P.I. #'s 122270, 122280 & 122700  
**Purpose:** Meeting with John Bailey, Mayor of Bowersville  
**Place:** Bowersville City Hall - Bowersville, GA  
**Meeting Date:** August 12, 2002, 1:30 p.m.  
**Prepared By:** Jeff Dyer  
**In Attendance:** John Bailey - Mayor of Bowersville  
Jeff Dyer - Qk4

The meeting began as I brought Mayor Bailey up to date on issues that had been brought up at the Public Information Meetings last month. I mentioned that several people had commented on the alignment of the purple alignment close to Bowersville where it shifts east into Hart County. These people had commented that the route would be shorter if it stayed in Franklin County.

I asked the mayor his opinion on such a shift. He claimed only to speak for himself and not for the town as a whole, but he expressed preference for keeping the alignment where it is and not shifting it farther west. He liked that it is within a mile from the center of Bowersville but not so close that it would affect the town itself. He also liked that there would be paved road access via Shirley Road. According to Mayor Bailey, if the alignment were shifted farther west, the new roadway would probably not be used by many people, due to the added distance and the fact that part of Shirley Road would then be unpaved.

He did mention that he know people in the Bowersville area who opposed the red alignment. He mentioned that there was a regularly scheduled city meeting later that evening, he said he would bring up the issues discussed in this meeting and let us know if anything of interest came out of it.

Before I left, Mayor Bailey gave me a copy of the Bowersville zoning map.

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## MEETING MINUTES

**Project:** GA 17, Franklin-Hart Counties, EDS-545(35,36 & 52), P.I. #'s 122270, 122280 & 122700  
**Purpose:** Meeting with George Bennett, Mayor of Canon  
**Place:** Canon City Hall - Canon, GA  
**Meeting Date:** August 12, 2002, 2:30 p.m.  
**Prepared By:** Jeff Dyer  
**In Attendance:** George Bennett - Mayor of Canon  
Jeff Dyer - Qk4

The meeting began as I brought Mayor Bennett up to date on issues that had been brought up at the Public Information Meetings last night. I asked him specifically on issues relating to Canon. He mentioned that he generally supports our alignment near Canon but that he is aware of comments and suggestions pro and con made by many people who live in the area. He also mentioned that he owns land near Royston that would be divided by the purple alignment. I answered questions on access for that property.

He said that Canon has no sewer lines but that there are 6-inch water mains along some of the key streets such as Bond, Roper and SR 51. His only map was hand drawn and not available to copy. Mayor Bennett also told me that Canon has no zoning.

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

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**INTERDEPARTMENT CORRESPONDENCE**

**FILE** P. I. No. 122270, 122280, 122700    **OFFICE** Environment/Location  
**DATE** December 2, 2002

**FROM** Harvey D. Keepler, State Environmental/Location Engineer

**TO** DISTRIBUTION BELOW

**SUBJECT** Project EDS-545(35), (36), (52), Franklin/Hart Counties, Summary of Comments Received During the Public Comment Period – The Widening and Relocation of State Route 17 (SR 17) from the North End of the Royston Bypass North to the Interstate 85 (I-85) Interchange North of Lavonia

COMMENT TOTALS:

A total of 74 people attended the July 23, 2002 public information meeting held at the Royston Civic Center, while 305 people attended the simultaneous public information meeting in Lavonia at the Depot. From those attending, 86 comment forms and 13 verbal statements were received. An additional 133 letters were received during the ten day comment period, for a total of 232 comments.

The comments are summarized as follows:

<u>No. Opposed</u>	<u>No. In Support<sup>(1)</sup></u>	<u>Uncommitted</u>	<u>Conditional<sup>(2)</sup></u>
86 <sup>(3)</sup>	58 <sup>(3)</sup>	12 <sup>(3)</sup>	76 <sup>(3)</sup>

- (1) Plus 7 petitions containing 226 signatures supporting the Purple Alignment
- (2) Plus 3 petitions with 66 signatures supporting the project if the Red Alignment is not selected  
Plus 1 petition containing 108 signatures proposing a straight route, which avoids Bowersville
- (3) Of the total 232 comments received, 3 comments were made to the court reporter by people that also submitted comment cards, 2 comments were made to the court reporter by people that also sent in letters and 17 comments were received by people submitting additional comments to comment cards.

Of the 232 comments received, 65 were in support of the Purple Alternative, 15 were for the Red Alternative and 14 favored widening the existing roadway. Of the 65 expressing support for the Purple Alignment, included were letters from the City of Royston Mayor and Council, the Royston Downtown Development Authority, the Franklin County Chamber of Commerce, the Franklin County Industrial Building Authority and the Royston-Franklin Springs Chamber of Commerce.

MAJOR CONCERNS:

1. A large number of residents from the Brookwood Drive area in Lavonia were concerned that the Purple alternative impacted the western portion of their neighborhood. They wanted the alignment shifted away from their subdivision.

## Summary of Comments

September 20, 2002

Page 2

2. Some people were concerned that the northern terminus of this project is south of I-85 rather than on the north side.
3. Concern was expressed over impacts to an inactive landfill located south of Lavonia in the path of the Purple alternative.
4. There were many people located in and around Bowersville and north of Canon who would like to see the Purple alternative shifted farther west, north of Canon, in a straighter alignment and farther from Bowersville.

### OFFICIALS:

Local Government Officials attending included the following:

Tommy Cole - Mayor of Lavonia

Gary Fesperman - Lavonia City Manager

Alan Powell - State Representative

Steve Reynolds - GDOT Board Member

Tom O'Bryant - Georgia Mountains Regional Development Center

Jerry Pressley - Georgia Mountains Regional Development Center

John Bailey - Mayor of Bowersville

Joey Dorsey - Hart County Commission Chairman

Susan Brooks - Royston City Manager

Paul Crawford - Royston Council Member

Keith Turman - Royston Council Member

Kenneth Roach - Royston Council Member

Michele Hart - FHWA

### DISPOSITION OF COMMENTS:

Qk4 will be responsible for preparing responses in coordination with the Office of Environment/Location, the Office of Consultant Design and other offices within the Department as deemed appropriate or necessary.

Attached is a complete transcript of the comments received during the comment period and a copy of the hearing handout.

If you have any questions about the comments, please call Matt Houser or Jeff Dyer of Qk4 at (404) 329-5900.

HDK/jwd

Attachments

DISTRIBUTION: Thomas L. Turner, Larry Dent, Don Attaway, Harvey Booker, Marion Waters, Marta Rosen, Teri Pope, Mike Haithcock, Ben Buchan

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## MEETING MINUTES

**Project:** GA 17, Franklin-Hart Counties, EDS-545(35,36 & 52), P.I. #'s 122270, 122280 & 122700

**Purpose:** Concept Team Meeting

**Place:** Georgia Dept. of Transportation - Road Design Conference Room

**Meeting Date:** December 19, 2002, 2:00 p.m.

**Prepared By:** Jeff Dyer

**In Attendance:** Steve Reynolds - GDOT Board Vice Chairman  
Michael Haithcock - GDOT - OCD  
Windy Bickers - GDOT, Office of Financial Management  
Ron Wishon - GDOT, Engineering Services  
Scott Zehngraff - GDOT-OTSD  
Harry Barbor - GDOT - Right-of-Way  
Todd Long - GDOT District 1  
Brent Cook - GDOT District 1  
Mary Mitchell - GDOT - OEL  
Ned O'Kelley - GDOT District 1  
Michele Hart - Federal Highway Administration  
Frank Ginn - Franklin County  
John Phillips - Franklin County  
George Nolan - Bowersville  
Jeremy Hummel - Edwards-Pitman Environmental  
Alan Rainer - Arcadis  
Steve Callis - Arcadis  
Matt Houser - Qk4  
Jeff Dyer - Qk4  
Andy Ballerstedt - Qk4  
Steve Poole - Qk4

The meeting was held at the Road Design conference room. Mike Haithcock opened the meeting by going through the project history to date. Following the project history everybody attending the meeting introduced themselves.

Matt Houser of Qk4 then gave a detailed overview of the project including progress to date, including:



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## MEETING MINUTES

- Survey and photography work completed to date
- Environmental update
- Summary of initial corridor analysis and early screening process
- Discussion of results of Public Information Meetings with the two best alignments from the early screening process.

The two alignment alternatives that were displayed at the simultaneous locations of Lavonia and Royston Public Information Meetings were known as "Purple-Red" and "Purple-Purple". There were over 400 people who attended those meetings. The consensus was that "Purple-Purple" was more acceptable than "Purple-Red", but that substantial changes were desired for "Purple-Purple". These included alignment adjustments around Canon, a shift of the proposed roadway away from Bowersville and out of Hart County, a shift of the proposed roadway away from an abandoned landfill site between Bowersville and Canon, and changes near Lavonia, including the relocation of the alignment away from the Brookwood Subdivision. The environmental impacts of the recommended concept alignment include approximately 2.1 acres of wetlands and approximately 8140 liner feet of stream impacts over the length of 11 miles.

There was discussion between Frank Ginn and George Nolan and GDOT about the appropriate location to display a copy of the recommended concept alignment. There is a great deal of interest within the study area as to the location of this roadway. Even though Mr. Ginn and Mr. Nolan would like a copy of the alignment to be available in Lavonia, GDOT insists that the displays be only located on GDOT property, at least until the environmental document is approved. The displays will probably be available for viewing in the Gainesville District Office. A press release as to the current status of the project will likely be released in the near future.

The conversation shifted to the project schedule where Matt Houser stated that the scheduled 2004 project letting date was unrealistic. If the concept alignment is approved in the near future and if a public hearing can be scheduled for the spring of 2003, then environmental clearance could be obtained by the end of 2003, with right-of-way plans completed by the end of 2004. This would put the earliest practical project letting date in early 2006.

Michele Hart asked how many comments were received from the Project Information Meetings. Matt Houser answered that approximately 400 attended, and that 600 to 700 written comments were received, if all the names on the petitions are included.

Jeff Dyer then went over the concept report document itself and discussed the following items:

- Limits of projects
- Urban/rural areas
- Vertical alignment
- Proposed typical section: 44' depressed median The last ½ mile is proposed to have a raised urban median with a 45mph design speed from the Bosal plant to the end. This matches the urban section on existing SR17 and the existing urban land uses.



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## MEETING MINUTES

As part of this discussion, Mr. Dyer reviewed the concept alignment in detail, including discussions of the following issues:

- Existing at-grade railroad crossing at south project limit
- At-grade intersections
- Stream crossings
- Proposed signal locations

Expected displacements include up to 38 buildings.

The proposed change to project limits, described in the draft concept report document, were discussed. GDOT doesn't see any problems with changing the limits, but it can't be done until the concept report is approved. The utility budget won't be determined until environmental document is approved.

Following the discussion of the concept report document, the floor was open to general questions, discussion and comments.

It was commented that there were insufficient funds included in the concept cost estimate for signals. In addition, locations at SR 59, SR 51 and the Royston Bypass should be included as well as a signal at the northern terminus.

In response to a question, Mr. Dyer stated that the concept alignment meets 2001 AASHTO standards.

Mary Mitchell mentioned that a spring 2003 public hearing is likely overly optimistic, and that spring 2004 is more likely.

Utility – Local Government Project Agreement (LPGA) is only signed for EDS-545(52).

Michele Hart of FHWA asked why we proposed to change the individual project limits. Mr. Dyer answered because the overall project is entirely on new location, and the old project limits were based on this project widening the existing roadway. The limits of each of the project are no longer logical to the current alignment.

GDOT will likely keep this overall project divided into three separate projects due to funding considerations. It was commented that the individual termini should be located so that entire intersections are constructed in single projects. Mr. Dyer responded about an awareness of that issue, and stated the order for individual project funding and construction will need to be known before that decision can be made. It was agreed that those details could wait until the environmental document is approved and preliminary design is underway.

Mr. Ginn mentioned that, if needed for the project, the airport will have waste due to the proposed extension of the runway.

GDOT – Traffic Operations want to be sure that right-turn lanes are to be provided at intersections with all paved public roads. Mr. Dyer responded that the policy is understood and that right-turn lanes have been shown at all such intersections with the exception of the west approach of the Royston Bypass. A right-turn lane will be added at that location in response to this comment. Median openings need to be at a minimum of 1320 feet apart and a maximum of 1 mile apart and will be added as needed. Mr. Dyer stated that additional median openings will be provided in the preliminary design phase.

Mr. O'Kelley stated that Hart EMC's utility estimate for \$18,000 is the only one he has received to date. This estimate is total for all three projects.

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## MEETING MINUTES

In response to a question, Mr. Dyer and Mr. Houser mentioned that no improvements are assumed for existing SR 17 except what might be incidental to the construction of the new facility. If such added improvements are desired as part of this project, Qk4 would be willing to amend their contract to add the additional improvements.

Franklin County expressed interest as to whether the project was in a "cut" or "fill" section in the vicinity of Rice Creek Road south of Canon. Mr. Ginn stated there is an existing water line along this roadway. Mr. Dyer stated that the relocated SR 17 is in slight fill or on existing ground in this vicinity, although this is subject to change. If the profile is not in cut through this area then the water line can remain in place, avoiding a costly utility relocation.

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

*Office of Consultant Design*

**PROJECT CONCEPT REPORT**

Project Numbers: EDS-545(35), EDS-545(36), EDS-545(52)

County: Franklin, Hart

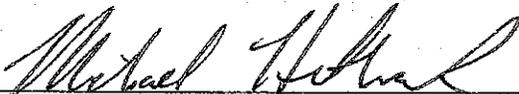
P. I. Numbers: 122270, 122280, 122700

Federal Route Number: N/A

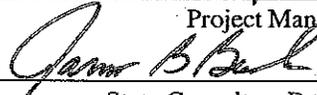
State Route Number: 17

Recommendation for approval:

DATE 3/20/03

  
\_\_\_\_\_  
Project Manager

DATE 3/20/03

  
\_\_\_\_\_  
State Consultant Design 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 4/18/03

  
\_\_\_\_\_  
State Transportation Planning Administrator

DATE \_\_\_\_\_

\_\_\_\_\_  
Office of 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 Numbers: EDS-545(35), EDS-545(36), EDS-545(52)

County: Franklin, Hart

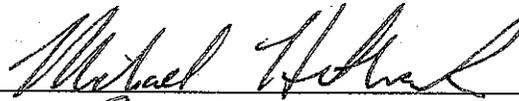
P. I. Numbers: 122270, 122280, 122700

Federal Route Number: N/A

State Route Number: 17

Recommendation for approval:

DATE 3/20/03

  
Project Manager

DATE 3/20/03

  
State Consultant Design Engineer

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DATE \_\_\_\_\_

\_\_\_\_\_  
State Transportation Planning Administrator

DATE \_\_\_\_\_

\_\_\_\_\_  
Office of Financial Management Administrator

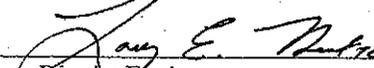
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State Environmental/Location Engineer

DATE \_\_\_\_\_

\_\_\_\_\_  
State Traffic Safety & Design Engineer

DATE 4/29/03

  
District Engineer

DATE \_\_\_\_\_

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

DATE \_\_\_\_\_

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State Bridge Design Engineer

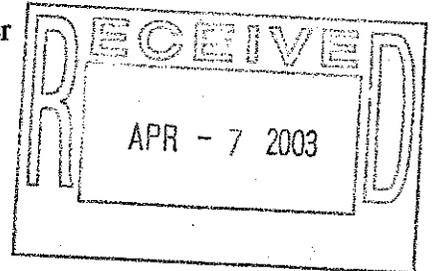
Department of Transportation  
State of Georgia

INTERDEPARTMENTAL CORRESPONDENCE

File: EDS-545(35)(36)(52), Franklin, Hart County  
P.I. No.: 122270,122280,122700

Office: Traffic Safety & Design  
Atlanta, Georgia  
Date: April 11, 2003

From: <sup>PMA/sz</sup> Phillip M. Allen, State Traffic Safety and Design Engineer  
To: Meg Pirkle, Assistant Director of Preconstruction  
Subject: Project Concept Report Review



We have reviewed the above referenced concept report for the improvement of State Route 17 on new alignment in Franklin & Hart Counties.

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

PMA/sz

Attachment (signature page)

Cc: Harvey Keeper, Environment/Location Engineer  
James B. Buchan, State Consultant Design Engineer  
Attention: Michael Haithcock  
Larry Dent, District 1 Engineer  
Attention: Todd Long  
David Mulling, Engineer Services, w/ attachment  
Marta Rosen, State Transportation Planning Administrator  
Paul Liles, State Bridge Design Engineer  
Chuck Hasty, TMC  
General Files  
Office Files

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

*Office of Consultant Design*

**PROJECT CONCEPT REPORT**

Project Numbers: EDS-545(35), EDS-545(36), EDS-545(52)

County: Franklin, Hart

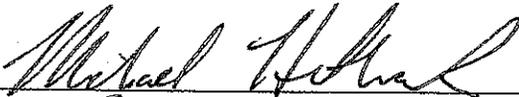
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Federal Route Number: N/A

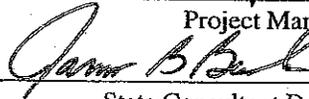
State Route Number: 17

Recommendation for approval:

DATE 3/20/03

  
Project Manager

DATE 3/20/03

  
State Consultant Design 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

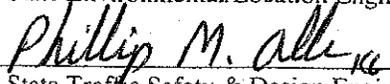
DATE \_\_\_\_\_

\_\_\_\_\_  
Office of Financial Management Administrator

DATE \_\_\_\_\_

\_\_\_\_\_  
State Environmental/Location Engineer

DATE 5/2/03

  
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 Numbers: EDS-545(35), EDS-545(36), EDS-545(52)

County: Franklin, Hart

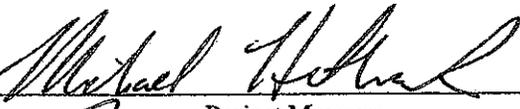
P. I. Numbers: 122270, 122280, 122700

Federal Route Number: N/A

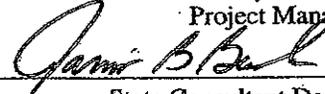
State Route Number: 17

Recommendation for approval:

DATE 3/20/03

  
Project Manager

DATE 3/20/03

  
State Consultant Design 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).

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\_\_\_\_\_  
State Transportation Planning Administrator

DATE \_\_\_\_\_

\_\_\_\_\_  
Office of Financial Management Administrator

DATE \_\_\_\_\_

\_\_\_\_\_  
State Environmental/Location Engineer

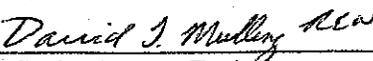
DATE \_\_\_\_\_

\_\_\_\_\_  
State Traffic Safety & Design Engineer

DATE \_\_\_\_\_

\_\_\_\_\_  
District Engineer

DATE 4/18/03

  
Project Review Engineer

DATE \_\_\_\_\_

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State Bridge Design Engineer

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

*Office of Consultant Design*

**PROJECT CONCEPT REPORT**

Project Numbers: EDS-545(35), EDS-545(36), EDS-545(52)

County: Franklin, Hart

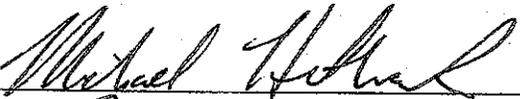
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Federal Route Number: N/A

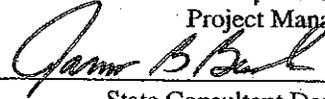
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Office of Financial Management Administrator

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State Environmental/Location Engineer

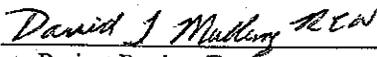
DATE \_\_\_\_\_

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State Bridge Design Engineer

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

*Office of Consultant Design*

**PROJECT CONCEPT REPORT**

Project Numbers: EDS-545(35), EDS-545(36), EDS-545(52)

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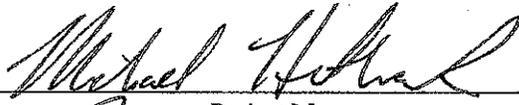
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Federal Route Number: N/A

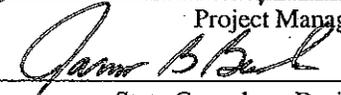
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State Traffic Safety & Design Engineer

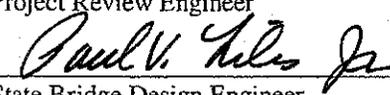
DATE \_\_\_\_\_

District Engineer

DATE \_\_\_\_\_

Project Review Engineer

DATE 5/15/03

  
State Bridge Design Engineer