ORIGINAL TO GENERAL FILES

D.O.T. 66

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE EDS-72(39) Madison-Elbert Counties
P. I. No. 122650

OFFICE Preconstruction

DATE August 6, 1998

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.

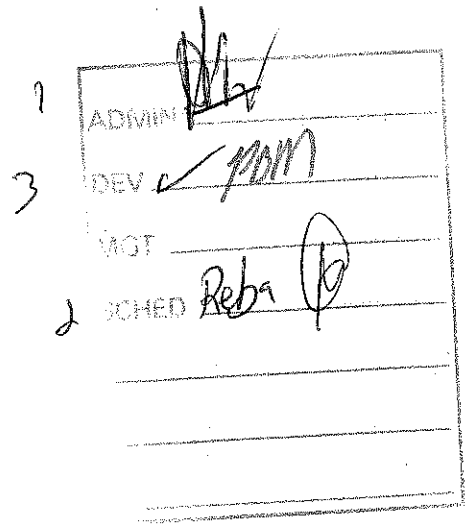
CWH/cj

Attachment

RECEIVED
AUG 11 1998
OFFICE OF PROGRAMMING

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
Don Mills
Hugh Tyner



D.O.T. 66

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE EDS-72(39) Madison-Elbert Counties
P.I. No. 122650

OFFICE Preconstruction

DATE July 24, 1998

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

TO Wayne Shackelford, Commissioner

Changed East to West CL. Looking at map, it should be West CL.

SUBJECT **PROJECT CONCEPT REPORT**

This project comprises the SR 72 relocation from SR 72 in Comer at the west city limits, northeast on new location to SR 72 in Elbert County just east of the Broad River. The project proposes the construction of a 14.60km segment of the SR 72 corridor that will provide vital connectivity between Comer and Elbert County. The SR 72 corridor serves as a primary west-east transportation corridor in northeast Georgia, running from Athens to South Carolina. This project will aid in the completion of the multi-laning of the SR 72 GRIP corridor and increase the capacity and level of service. Projected design traffic on this project in the opening year (2000) is 2,250 VPD and 3,500 VPD in the future year (2020). The proposed speed design is 105km/h.

This section of the SR 72 corridor begins on SR 72, 259.0m west of the Comer city limits. The roadway proceeds on new location in a northeast direction. It will parallel a power line, crossing SR 98, 152.0m south of the intersection of CR 327/Brickyard Road. It will continue in a northeast direction crossing CR 301/South Paoli Road just south of the Comer city limits. It will then turn to an easterly direction, crossing CR 277/New Hope Church Road 240.0m north of CR 302/Pine Valley Farm Road. The alignment will then intersect CR 302/Pine Valley Farm Road just west of Rocky Shoals Creek, crossing back and forth before becoming parallel to CR 294/East Paoli Road on the south side. It will then cross CR 294 just west of CR 306/Osley Mill Road, continuing in an easterly direction crossing CR 287/New Town Church Road 485.0m north of the intersection of CR 294. It will then turn in a southeasterly direction crossing CR 287 at the intersection with CR 297/Noble Road. It will continue, crossing CR 287 southeast of CR 427 and then again north of the intersection of SR 72. The alignment will then tie back into SR 72 just before crossing the Madison-Elbert County line at the Broad River. It will cross the Broad River, adding a parallel bridge on the north side and continue to CR 79/Nickville Road where it will tie into the existing four lanes with a 4.2m flush median.

The project is proposed as a four lane divided roadway, two lanes in each direction separated by a 13.6m depressed grassed median. The proposed right-of-way will vary from 64.0m to 76.0m.

EDS-72(39) Madison-Elbert
July 24, 1998

Major structures will be as follows:

1. Broad River - add parallel bridge, 169.8m x 15.0m
2. Rocky Shoals Creek - construct triple 2.74m x 1.8m culvert

Access will be partially controlled on the portion on new location and by permit along the existing roadway. No design exceptions are required to implement this project. Traffic will be maintained on existing roads during construction.

Environmental concerns include requiring a COE 404 permit; an Environmental Effects Report will be prepared; 18 displacements - 13 residences, 1 chicken house, and 4 mobile homes; a public hearing will be held; time saving procedures are not appropriate.

The estimated costs for this project are:

	PROPOSED	APPROVED	PROG DATE	LET DATE
Construction (includes E&C and inflation)	$31,011,000	$26,000,000	LR	LR
Right-of-Way	$ 3,565,000	$ 8,000,000		
Utilities*	-----	-----		

*LGPA sent 7-21-93 requesting Madison County and the City of Comer be responsible for utility relocation costs; City of Carlton refused LGPA 8-3-93.

This project is part of the Governor's Road Improvement Program (GRIP). I recommend this project concept be approved.

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 07 1998
PRECONSTRUCTION

FILE: EDS-72(39) Madison - Elbert
P.I. NUMBER 122650

OFFICE: Atlanta, Georgia

DATE: JULY 1, 1998

FROM: Bob Mustin, Project Review Engineer DTM

TO: C. Wayne Hutto, Assistant Director of Preconstruction

SUBJECT: **PROJECT CONCEPT REPORT**

We have reviewed the concept report submitted June 24, 1998 by the letter from David Studstill dated June 24, 1998 and have the following comment:

1. The estimated reimbursable utility cost was not included in the report.

The estimated costs for the project are as follows:

Construction	$ 24,558,000
Inflation	$ 2,456,000
E & C	$ 2,769,000
Preliminary Engineering	$ 1,228,000
Right of Way	$ 3,565,000
Reimbursable Utilities	$? (LGPA?)

DTM

c: David Studstill - Attention: Fred Matheny

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

RECEIVED
JUN 24 1998
PRECONSTRUCTION

INTERDEPARTMENT CORRESPONDENCE

FILE EDS 72(39)
Madison/Elbert Counties
P.I. No.: 122650

OFFICE Environment/Location

DATE June 24, 1998

David E. Studstill 24m

FROM David E. Studstill, P.E., State Environment/Location Engineer

TO Wayne Hutto, Assistant Director of Pre-Construction

SUBJECT **Concept Report - S.R. 72 Comer/Carlton Bypass**

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 404-699-4463.

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 Tyner, Gainesville District Engineer
Toni Dunagan, State Transportation Planning Administrator
Herman Griffin, State Transportation Programming Administrator

RECEIVED
JUN 26 1998
PRECONSTRUCTION

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF ENVIRONMENT/LOCATION

PROJECT CONCEPT REPORT

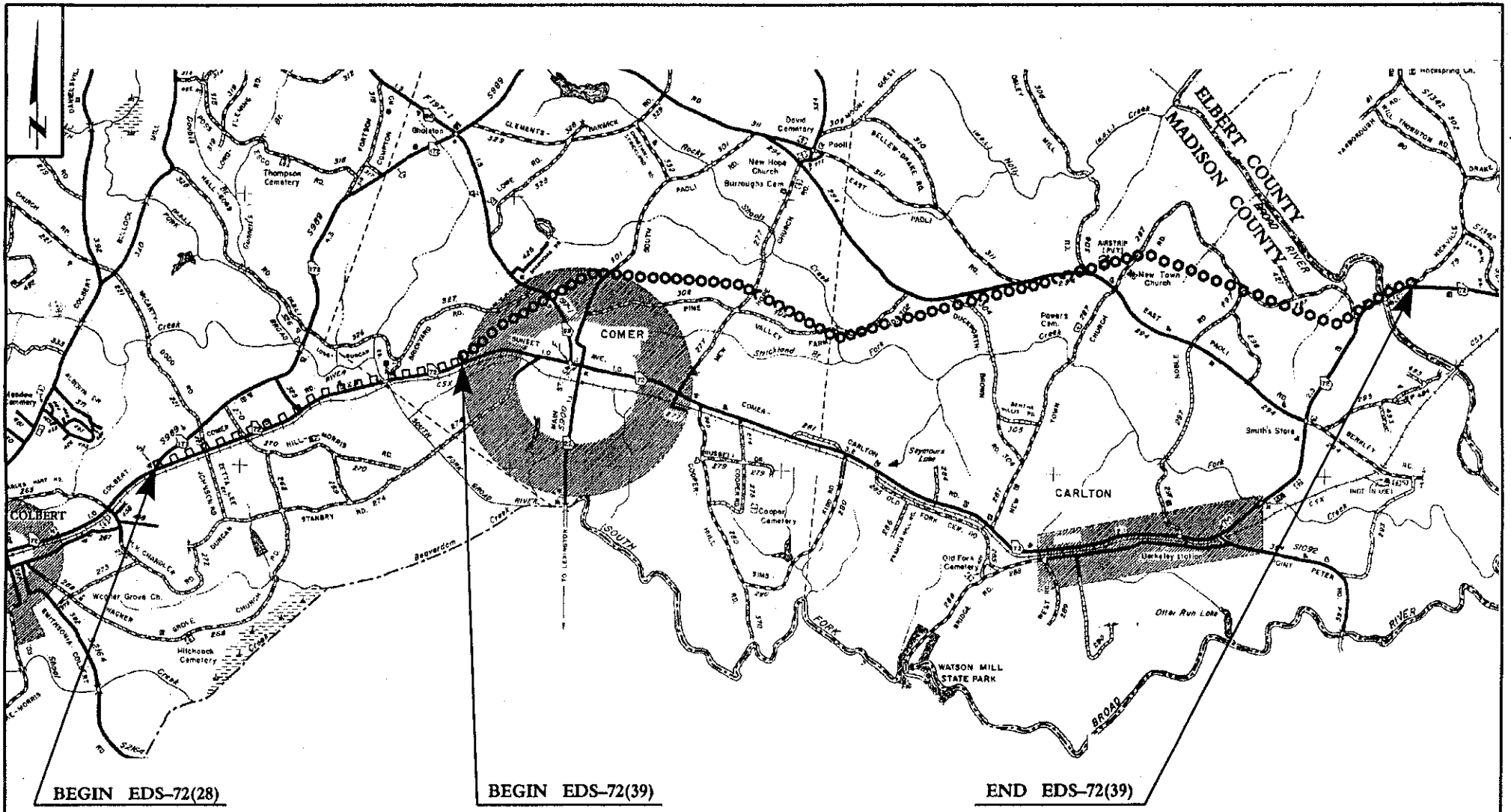
EDS-72(39)
MADISON/ELBERT COUNTIES
P.I. NO. 122650

Federal Route No.: F51-1 **Date of Report:** June 4, 1998

State Route No.: S.R. 72 **Project Length:** 14.33 km

RECOMMENDATION FOR APPROVAL

6/23/98	[signature]
Date	**State Environmental/Location Engineer**
_____	_____
Date	**State Road Design Engineer**
_____	_____
Date	**State Traffic Operations Engineer**
_____	_____
Date	**District Engineer/Gainesville**
_____	_____
Date	**State Bridge & Structural Engineer**
_____	_____
Date	**State Transportation Planning Administrator**
_____	_____
Date	**State Transportation Programming Administrator**



LEGEND FOR PROJECTS	
EDS-72(28)	□□□□□□
EDS-72(39)	○○○○○○

0 1.25 2.5

SCALE IN MILES

SOURCE: GENERAL HIGHWAY MAP, MADISON CO. GEORGIA
PREPARED BY THE GEORGIA DEPARTMENT OF TRANSPORTATION, 1991

LOCATION

EDS-72 (39)
SR 72 IMPROVEMENTS
MADISON COUNTY

P.I.# 122650

JUNE 3, 1998

PROJECT CONCEPT REPORT

PROJECT NUMBER: EDS-72(39) MADISON/ELBERT COUNTIES

PROJECT LOCATION AND DESCRIPTION

The proposed alignment begins at SR 72, 259 m west of the Comer city limits, milepost 9.6, at the end of project EDS-72(28). The roadway proceeds to new location in a northeast direction transitioning from a four lane rural highway with a 6.0 m raised median to a four lane rural roadway and a 13.6 m grass median on 76 m of right-of-way. It would parallel a power line, crossing SR 98, 152 m south of the intersection of C.R. 327/Brickyard Road. It would continue in a northeast direction crossing C.R. 301/South Paoli Road just south of the Comer city limits. It would then turn to an easterly direction crossing C.R. 277/New Hope Church Road 240 m north of C.R. 302/Pine Valley Farm Road. The alignment would then intersect C.R. 302/Pine Valley Farm Road just west of Rocky Shoals Creek crossing back and forth before becoming parallel to C.R. 294/East Paoli Road on the south side. It would then cross C.R. 294 just west of C.R. 306/Osley Mill Road continuing in an easterly direction crossing C.R. 287/New Town Church Road 485 m north of the intersection of CR 294. It would then turn in a southeasterly direction crossing C.R. 287 at the intersection with C.R. 297/Noble Road. It would continue, crossing C.R. 287 southwest of C.R. 427 and then again north of the intersection of S.R. 72. The alignment would then tie back into SR 72 just before crossing the Madison/Elbert County Line at the Broad River. It would cross the Broad River adding a parallel bridge on the north side and continue to CR 79/Nickville Road where it would tie into the existing four lanes with a 4.2 m flush median, which is milepost 0.3 in Elbert County.

TRAFFIC

	CURRENT		PROJECTED	
SECTION	**YEAR**	**AADT**	**YEAR**	**AADT**
	2000	2250	2020	3500

PDP CLASSIFICATION	FUNCTIONAL CLASSIFICATION
MAJOR / NEW CONSTRUCTION & CONSTRUCTION ALONG EXISTING ROADWAY	RURAL ARTERIAL

NON-CA ( ) **CA (X)** **EXEMPT ( )** **N/A ( )**

NEED AND PURPOSE

The proposed project is part of the Governor's Road Improvement Program (GRIP). It has been proposed to stimulate economic growth throughout the state. In addition to the economic growth, the proposed improvements will provide a safer and more efficient highway.

EXISTING ROADWAY

TYPICAL SECTION:		RIGHT-OF-WAY WIDTH
POSTED SPEED	**MINIMUM RADIUS OF CURVE**	**MAX GRADE**
90 km/h	349.27 m	5.6 %

MAJOR STRUCTURES

FEATURES INTERSECTED/TYPE	LENGTH	WIDTH	PRIORITY RATING	SUFF. RATING
Broad River Bridge – I.D. N.: 195-0011-0	169.8 m	14.8 m	0000	53.5

PROPOSED LENGTH OF PROJECT: 14.33 km

PROPOSED ROADWAY

NEW LOCATION

TYPICAL SECTION: 4 - 3.6 m LANES W/13.6 m GRASSED MEDIAN RURAL

DESIGN SPEED	MINIMUM RADIUS OF CURVE		MAX. GRADE	
105 km/h	**ALLOWABLE**	465.70 m RADIUS	**ALLOWABLE**	4.00%
	PROPOSED	873.19 m RADIUS	**PROPOSED**	3.00%

PROPOSED MAJOR STRUCTURES

FEATURES INTERSECTED/TYPE	LENGTH	WIDTH
Rocky Shoals Creek Culvert –Triple 9x6	75 m	9.1 m
Broad River add parallel bridge	169.8 m	15 m

PROPOSED RIGHT-OF-WAY

RIGHT-OF-WAY WIDTH	PARCELS IMPACTED	DISPLACEMENTS
VARIES 64 m TO 76 m	APPROX. 99	**RES.:** 13 **BUS.:** 1chicken house **M.H.:** 4

TYPE OF ACCESS CONTROL: PARTIAL CONTROLLED ON NEW LOCATION AND BY PERMIT ALONG EXISTING ROADWAYS.

COORDINATION

CONCEPT TEAM MEETING DATE: December 8, 1997

PERMITS REQUIRED: C.O.E. 404 – Waters of the US, but no wetlands.

LEVEL OF PUBLIC INVOLVEMENT: PUBLIC HEARING

TIME SAVING PROCEDURES APPROPRIATE: NO

OTHER PROJECTS IN THE AREA: EDS 72(28)

MISCELLANEOUS

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

LEVEL OF ENVIRONMENTAL ANALYSIS: (EER) Environmental Effects Report

ENVIRONMENTAL CONCERNS: NO MAJOR CONCERNS

UNDERGROUND STORAGE TANKS: NONE KNOWN

HAZARDOUS WASTE SITES: NONE KNOWN

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

1. NO BUILD
2. Alternative #1 Follow the existing SR 72 through Comer with one-way pair, through Carlton to CR 79 in Elbert County.
3. Alternative #2 Bypass Comer to the north, follow SR 72 from CR 281 through Carlton to CR 79 in Elbert County
4. Alternative #3 Follow the existing SR 72 through Comer with one way pair, bypass Carlton to the north, follow SR 72 from East Paoli Road in Madison County to CR 79 in Elbert County.
5. Alternative #4 Bypass Comer to the north, follow SR 72 from CR 281 to west of Carlton, bypass Carlton to the north, follow SR 72 from East Paoli Road in Madison County to CR 79 in Elbert County.

ESTIMATED COST

CONSTRUCTION:	$ 24,558,000	**RIGHT-OF-WAY:**	$ 3,565,000
E & C (10%):	$ 2,456,000	**ACQUIRED BY:**	GA.D.O.T.
INFLATION:	$ 2,769,000	**UTILITIES:**	Requested June 23, 1998
(2 yrs at 5% per yr):		**ADJUSTED BY:**	LGPA ANTICIPATED
TOTAL CONS'T COST:	$ 29,783,000		

COMMENTS

1. EDS 72(39) was combined from units 38 and 39 into one project.

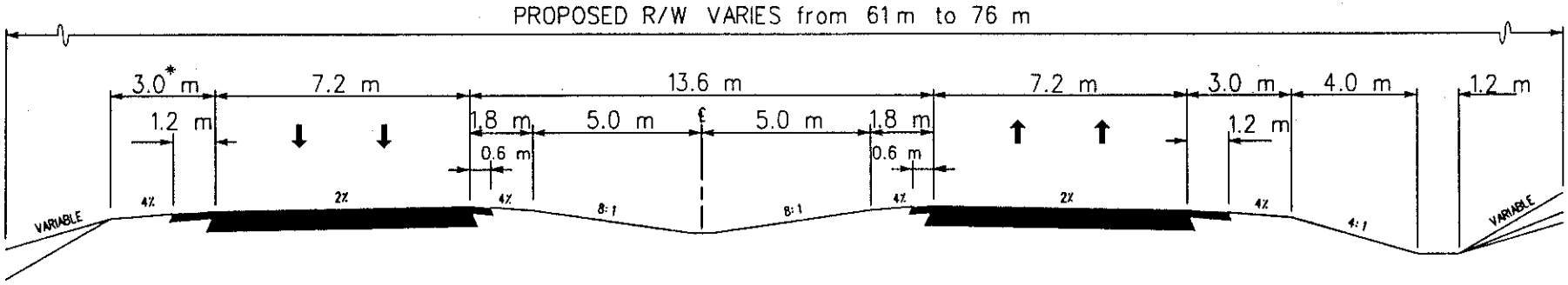
2. The tie in at CR 79 in Elbert County is to a 90 km/h design speed.

3. As a result of team meeting the alignment was shifted; a) north of intersection of CR 277 and CR 302 b) parallel to the south side of CR 294 and c) north of intersection of CR 294 and CR 287.

4. A STIP # has not been assigned to this project at this time.

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

PREPARED BY: Fred Matheny



*4.7 m W/GUARDRAIL

TYPICAL CROSS SECTION

S.R. 72 IMPROVEMENTS
EDS-72(39) MADISON/ELBERT COUNTIES

WEST COMER CITY LIMITS TO C.R. 79

NOT TO SCALE

PRELIMINARY COST ESTIMATE
OFFICE OF ENVIRONMENT/LOCATION

P.I. NO: 122650 **DATE:** 06-01-1998

PROJECT NO: EDS 72(39)

PROJECT NAME: SR 72 COMER/CARLTON BYPASS

COUNTY: MADISON/ELBERT

PROJECT DESCRIPTION:

SR 72 BYPASS FROM WEST COMER CITY LIMITS TO CR 79 IN ELBERT COUNTY

PROJECT LENGTH: 8.900 MILES **SECTION LENGTH:** 8.900 MILES

TYPICAL SECTION:

RURAL NEW LOCATION-4-LANES WITH 44' DIV MEDIAN (48' PAV'T)

PROPOSED R / W = 250 ft

EXISTING ROADWAY (If Applicable):

SR 72

TRAFFIC:

INITIAL DESIGN YEAR: 2000 **DAILY VOLUME (AADT):** 2,250

FINAL DESIGN YEAR: 2020 **DAILY VOLUME (AADT):** 3,500

COMMENTS:

NEW LOCATION EXCEPT WHERE ALIGNMENT TIES INTO SR 72 AT THE BROAD RIVER.

PREPARED BY: FRED MATHENY

PROJECT COSTS

A. RIGHT - OF - WAY

1. PROPERTY (Land and Easements)	$ 0
2. DISPLACEMENTS	$ 0
3. OTHER COST	$ 0
SUBTOTAL	$ 0

B. REIMBURSABLE UTILITIES

1. RAILROAD	$ 0
2. TRANSMISSION LINES	$ 0
3. SERVICES	$ 0
SUBTOTAL	$ 0

C. MAJOR STRUCTURES

1. WALLS	$ 0
2. BRIDGE STREAM CROSSING PARALLEL BROAD RIVER BRIDGE	$ 1,310,000
3. BRIDGE OVER/UNDERPASS	$ 0
4. BOX CULVERTS TRIPLE 9X6 CULVERT AT ROCKY SHOALS CREEK	$ 177,000
SUBTOTAL	$ 1,487,000

D. GRADING AND DRAINAGE

1. EARTHWORK	
a. UNCLASSIFIED EXCAVATION SOIL 1,330,000 CY @ $1.96	$ 2,607,000
b. UNCLASSIFIED EXCAVATION ROCK 990,000 CY @ $5.00	$ 4,950,000
c. BORROW EXCAVATION 0 CY @ $4.10	$ 0
2. DRAINAGE	
a. MINOR DRAINAGE (Including Cross Drain Pipes & Longitudinal System) 8.900 MILES @ $82,080	$ 731,000
b. CURB AND GUTTER 0 LF @ $9.31	$ 0
SUBTOTAL	$ 8,288,000

PROJECT COSTS
con't.

E. BASE AND PAVING

1. GRADED AGGREGATE BASE	$ 2,515,000
12.00" -- 203,005 T @ $12.39	
2. ASPHALT PAVING	
a. ASPHALTIC CONCRETE "E"	$ 903,000
1.50" -- 27,020 T @ $33.42	
b. ASPHALTIC CONCRETE "B"	$ 1,136,000
2.00" -- 36,027 T @ $31.53	
c. ASPHALTIC CONCRETE BASE	$ 2,213,000
5.00" -- 72,054 T @ $30.71	
d. BITUMINOUS TACK COAT	$ 25,000
30,322 G @ $0.83	
3. CONCRETE PAVING	$ 0
4. OTHER PAVING	$ 679,000
SUBTOTAL	**$ 7,471,000**

F. LUMP ITEMS

1. TRAFFIC CONTROL	$ 149,000
2. CLEARING AND GRUBBING	$ 1,268,000
270 ACRES @ $4,700	
3. LANDSCAPING	$ 454,000
8.900 MILES @ $51,000	
4. EROSION CONTROL	$ 427,000
8.900 MILES @ $48,000	
5. DETOURS (Including Temporary Bridges)	$ 0
SUBTOTAL	**$ 2,298,000**

G. MISCELLANEOUS

1. SIGNING/STRIPING	$ 329,000
8.900 MILES @ $37,000	
2. GUARDRAIL	$ 199,000
15,460 LF @ $10.49 + 30 Anchors @ $1,249.96	
3. OTHER	$ 1,434,000
8.900 MILES @ $161,100	
SUBTOTAL	**$ 1,962,000**

H. SPECIAL FEATURES **$ 3,052,000**

CROSS ROAD RELOCATIONS AND TIE INS

ESTIMATE SUMMARY

		SECTION COST (per mile)
A. RIGHT-OF-WAY	**$ 0**	$ 0
B. REIMBURSABLE UTILITIES	**$ 0**	$ 0

CONSTRUCTION COST SUMMARY

C. MAJOR STRUCTURES	$ 1,487,000	
D. GRADING AND DRAINAGE	$ 8,288,000	
E. BASE AND PAVING	$ 7,471,000	
F. LUMP ITEMS	$ 2,298,000	
G. MISCELLANEOUS	$ 1,962,000	
H. SPECIAL FEATURES	$ 3,052,000	
SUBTOTAL CONSTRUCTION COST	**$ 24,558,000**	$ 2,759,000
E. & C. (10%)	$ 2,456,000	
INFLATION 2 yr(s) @ 5% per year	$ 2,769,000	
TOTAL CONSTRUCTION COST	**$ 29,783,000**	$ 3,346,000
GRAND TOTAL CONSTRUCTION COST	**$ 29,783,000**	**$ 3,346,000**

RURAL NEW LOCATION-4-LANES WITH 44' DIV MEDIAN (48' PAV'T)

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE EDS-72(39 & 38)
Madison/Elbert Counties
P.I. Nos. 122650 & 122640

OFFICE Environment/Location

DATE December 9, 1997

FROM Fred Matheny, Location Engineer

TO Distribution Below:

SUBJECT **Concept Team Meeting Minutes** – S.R. 72 Improvements

On Monday December 8, 1997 at 11:00 a.m., a concept team meeting for improving S.R. 72 in Madison/Elbert Counties was held at the Office of Environment/Location. Attending the meeting were; **State Representative Ralph Hudgens** of District 24; **Chris Nesmith** representing Comer City Council; **Steve Sorrells** city clerk of Comer & Carlton; **Janet A. Burroughs** representing Carlton City Council; **Claude Cummings** and **Horace Jones** representing ALLTEL; and **Larry Thomas** representing Georgia Power. Those from the Gainesville District were **Hugh L. Tyner** District Engineer and **Laland L. Owens** District Preconstruction Engineer. Those form the DOT General Office were **Reba P. Scott** from Programming; and **Jim Hitt** from Traffic Operations. Those from the Office of Environment/Location were; **Jerry Hobbs**, **Fred Matheny** and **Radney Simpson** of Location; **Warren Beverley** of EMG; **Bob Entorf** and **Betsy Shirk** of EAB.

Fred Matheny opened the meeting and he gave a detailed description of the above projects. Jerry Hobbs explained that public information meetings had taken place prior to concept team meeting and the latest concept is a result of those meetings.

Project EDS-72(39 & 38) would begin 850 feet west of the Comer city limits. The alignment would proceed on new location in a northeast direction, paralleling a power line, intersecting SR 98, 500 feet south of the intersection of Brickyard Road/C.R. 327, and then crosses South Paoli Road/C.R. 301 just south of the Comer city limits. The alignment would then intersect Pine Valley Farm Road/C.R. 302 just west of New Hope Road/C.R. 277. It would follow along Pine Valley Farm Road/C.R. 302 crossing back and forth until it intersects East Paoli Road/C.R. 294. The alignment would then parallel along the south side of East Paoli Road/C.R. 294 to Osley Mill Road/C.R. 306 where it changes to a southeast direction. It would then leave East Paoli Road/ C.R. 294 just south of New Town Church Road/C.R. 287 intersecting Noble Road/C.R. 297, 1600 feet south of East Paoli Road/C.R. 294. The alignment would then change to a northeast direction intersecting East Paoli Road/C.R. 294 west of C.R. 298, then C.R. 298, and Newtown Church Road/C.R. 287 200 feet north of SR 72. The alignment would tie

back into SR 72 just before crossing the Madison/Elbert county line at the Broad River. The new location section would be rural 4 lanes divided highway with a 44-foot grass median on 250 foot of right-of-way. Access control would be partial limited and by driveway permit. The speed design is 65 mph and ties into an existing 55-mph design.

It is also recommended that these two units be combined since the alignment is on new location and only 9.2 miles long.

After review of the concept, the following comments were made:

Local Officials –city-county-state

Chris Nesmith, City of Comer expressed concern about an existing traffic flow problem on S.R. 98 in front of the school and the possibility that traffic on S.R. 98 would back up into the intersection at S.R 72 and S.R. 98. Mr. Nesmith was informed that Design would determine what type of traffic control was needed. He was also informed that although the project was design for 65 mph, Design and local governments would determine what speed limit is posted. Mr. Nesmith inquired about the schedule of the project. Jerry Hobbs informed him that the project was currently listed as long range. Mr. Nesmith left 11 individual letters from concerned citizens that were for the bypass of Comer.

Steve Sorrells, Comer & Carlton City Clerk inquired about the possibility of federal funding. Mr. Sorrells was informed that as of now there is no federal funding, however the project was being develop to meet federal NEPA regulations so funding options were open. Mr. Sorrells asked how far the paving would go with the tie-in of CR 297. Fred Matheny informed him that design would determine the exact locations where proposed paving stops, but it would generally end with the limit of construction required to tie CR 297 to the new road.

State Representative Hudgens asked why the proposed concept did not continuing in a east direction at CR 294 and CR 306 which seemed to be a more direct tie into SR 72. Fred Matheny explained that the alignment was chosen along the ridge to follow as much of CR 294 as possible and that the route suggested was not chosen because of the topo, drainage, and development in that area. Jerry Hobbs stated that a concept north of the existing alignment would possibly impact wetlands and have longitudinal encroachment on tributaries to the Broad River. Those factors would complicate matters in getting environmental approval on the project.

District Office

Hugh Tyner asked what type of access is proposed and what sections would have driveway permits. Fred Matheny informed him that driveway permit access would be used where the alignment follows the existing roadways and partial limited will be used on new location sections. Mr. Tyner suggested that the proposed concept be shifted farther south, not utilizing the existing R/W along CR 294 from just east of CR 304 to just west of CR 306. Jerry Hobbs stated that Location would evaluate that proposal. Mr. Tyner suggested that the traffic concern along the school should be looked into now and not wait for the S.R. 72 Improvement project to address those traffic concerns, since it was in long range schedule. It was also suggested to tee in CR 302 where the alignment cuts across just west of Shoals Creek.

Office of EAB
No Comments

Local Utilities
No Comments

Traffic Operations
No Comments

Office of Programming
Reba P. Scott left copy of schedule indicating projects were in long range.

ASSIGNMENTS:
After comments and suggestions are considered assignments will be made for UST and Hazard Waste studies and possible R/W cost.
Office of Planning is requested to furnish a Need and Purpose Statement to this office.

FRM

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 TEAM MEETING

OFFICE: ENVIRONMENT/LOCATION DATE: December 8, 1997

PROJECT NO.: EDS 72(39438) COUNTY: Madison/Elbert

P.I. NO.: 122650 & 122640 PROJECT NAME: SR 72 Improvements

	NAME	OFFICE	PHONE NO.
1.	Fred Matheny	Environment/Location D.O.T.	404-699-4464
2.	RADNEY Simpson	"	404-505-4891
3.	Hugh h. Tyner	Dist. Engineer, Dist 1, Gainesville	770-532-5526
4.	Ralph Hudgens	State Representative, Dist 24	706/354-4934
5.	Chris NeSmith	Comer City Council	706/783-5470
6.	Steve Sorrells	Comer + Carlton City Clerk	706-783-4552
7.	Janet A. Burroughs	Carlton City Council	706-797-3265
8.	Reba P. Scott	GA DOT. PROGRAMMING	770-651-7043
9.	JIM HITT	GA. DOT TRAFFIC OPERATIONS	404-635-8128
10.	LAland L. Owens	GA DOT - Gainesville	770-532-5520
11.	Warren Beverley	ENV/LOC.	404-699-4442
12.	Robert ELMORE	ENV/LOC	404-699-44125
13.	Betty Shirk	ENV/LOC	404-699-6880
14.	HORACE JONES	ALLTEL	706 336-0259
15.	Claude Cummings	ALLTEL	706 335-0383
16.	LARRY THOMAS	GA. POWER	404-526-3652
17.	JERRY Hobbs	ENV/LOC	404-699-4457
18.			
19.			
20.			

Department of Transportation
State of Georgia

INTERDEPARTMENTAL CORRESPONDENCE

File: EDS-72(39)/Madison-Elbert Counties
P.I. No. 122650

Office: Traffic Operations
Atlanta, Georgia
Date: June 26, 1998

From: W.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 proposed widening and reconstruction of SR 72 beginning just west of the city of Comer. The roadway proceeds in a northeasterly direction, on new location, and ties back into SR 72 just before the Madison-Elbert county line at the Broad River. It then continues and ends approximately 500 m into Elbert County, at CR 79/Nickville Road, tying into an existing five lane.

The roadway will transition from a four lane rural highway with a 6.0 m raised median to a four lane rural roadway with a 13.6 m grass median. Speed design will be 105 km/h(65 mph) although the existing posted speed limit at either end is 55 mph(90 km/h). Traffic will be maintained on existing roadways during construction. We believe this concept will improve safety and operational capacity along this section of roadway.

We recommend including a left turn lane at all median openings.

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.

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

MGW:TWS

Attachment (signature page)

c: David Studstill
James A. Kennerly, Attn.: Mike Gannaway
Bob Mustin, w/ attachment
Toni Dunagan
Karl Alff, TMC
Sam Zeigler, TMC
General Files

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF ENVIRONMENT/LOCATION

PROJECT CONCEPT REPORT

EDS-72(39)
MADISON/ELBERT COUNTIES
P.I. NO. 122650

Federal Route No.: F51-1 **Date of Report:** June 4, 1998

State Route No.: S.R. 72 **Project Length:** 14.33 km

RECOMMENDATION FOR APPROVAL

6/22/98 — **Date** — **State Environmental/Location Engineer**

_____ — **Date** — **State Road Design Engineer**

6/28/98 — **Date** — **State Traffic Operations Engineer**

_____ — **Date** — **District Engineer/Gainesville**

_____ — **Date** — **State Bridge & Structural Engineer**

_____ — **Date** — **State Transportation Planning Administrator**

_____ — **Date** — **State Transportation Programming Administrator**

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF ENVIRONMENT/LOCATION

PROJECT CONCEPT REPORT

EDS-72(39)
MADISON/ELBERT COUNTIES
P.I. NO. 122650

Federal Route No.: F51-1 **Date of Report:** June 4, 1998

State Route No.: S.R. 72 **Project Length:** 14.33 km

RECOMMENDATION FOR APPROVAL

6/22/98 — **Date** — **State Environmental/Location Engineer**

_____ — **Date** — **State Road Design Engineer**

_____ — **Date** — **State Traffic Operations Engineer**

_____ — **Date** — **District Engineer/Gainesville**

_____ — **Date** — **State Bridge & Structural Engineer**

6/29/98 — **Date** — **State Transportation Planning Administrator**

_____ — **Date** — **State Transportation Programming Administrator**

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF ENVIRONMENT/LOCATION

PROJECT CONCEPT REPORT

EDS-72(39)
MADISON/ELBERT COUNTIES
P.I. NO. 122650

Federal Route No.: F51-1 **Date of Report:** June 4, 1998

State Route No.: S.R. 72 **Project Length:** 14.33 km

RECOMMENDATION FOR APPROVAL

6/22/98	[signature]
Date	**State Environmental/Location Engineer**
Date	**State Road Design Engineer**
Date	**State Traffic Operations Engineer**
Date	**District Engineer/Gainesville**
7/6/98	[signature]
Date	**State Bridge & Structural Engineer**
Date	**State Transportation Planning Administrator**
Date	**State Transportation Programming Administrator**