

ORIGINAL TO GENERAL FILES

D.O.T. 66

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

**INTERDEPARTMENT CORRESPONDENCE**

**FILE** STP-2640(10) Habersham County **OFFICE** Preconstruction  
P.I. No. 132100 **DATE** July 27, 2001  
*CW Hutto*  
**FROM** C. Wayne Hutto, Assistant Director of Preconstruction  
**TO** SEE DISTRIBUTION

**SUBJECT** PROJECT CONCEPT REPORT APPROVAL

Attached for your files is the approval for subject project.

CWH/cj

Attachment

**DISTRIBUTION:**

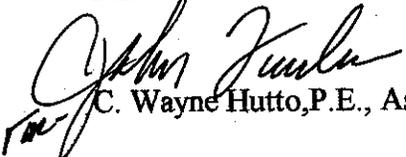
Tom Turner  
David Mulling  
Harvey Keepler  
Jerry Hobbs  
Herman Griffin  
Michael Henry  
Marion Waters  
Marta Rosen  
Paul Liles  
Jimmy Chambers  
Larry Dent  
BOARD MEMBER

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

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**INTERDEPARTMENT CORRESPONDENCE**

**FILE** STP-2640(10) Habersham County **OFFICE** Preconstruction  
P.I. No. 132100  
**DATE** June 27, 2001

**FROM**  C. Wayne Hutto, P.E., Assistant Director of Preconstruction

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

**SUBJECT** PROJECT CONCEPT REPORT

This project is the widening of SR 105 from the intersection of Cannon Bridge Road, west of SR 365, to Walnut Street in Cornelia, for a total of 2.74 miles. Included in this project is the reconstruction of the interchange at US 441/SR 105 and SR 365 as a diamond interchange. Currently, this facility has two, 12' lanes with variable width graded outside shoulders east of SR 365 and four, 12' lanes with a center turn lane and curb and gutter west of SR 365. The base year (2005) traffic along this section of SR 105/US 441 Business varies from 15,430 to 28,270 VPD. Future volumes are expected to vary from 27,900 to 50,900 VPD in 2025. The accident rate along this section of roadway exceeded the statewide averages for similar facilities in 1995 through 1997. The existing Level of Service (LOS) along this facility varies from "B" to "E." Widening SR 5/US 441 will improve safety along this route and will improve the LOS to "B" or greater.

The proposed construction will widen US 441/SR 105 to a six lane divided roadway with a 20' raised median from Cannon Bridge Road to SR 365 with outside curb and gutter. The interchange at SR 365 will be reconstructed to change the interchange from a partial cloverleaf interchange with loop ramps in the northeast and southeast quadrants to a diamond type interchange. From SR 365 to just north of Camp Creek Road, a five lane roadway will be constructed with a 14' flush median with outside curb and gutter. A one-way pair will be constructed from Walnut Street to Lee Street with southbound traffic utilizing existing SR 105/Clarksville Street and northbound traffic routed on new alignment constructed along part of the abandoned railroad. Included in this project is a 10' wide two-way multi-use path offset 12' from the travel lanes paralleling the northbound lanes of existing SR 105 from Furniture Drive to Walnut Street and along the northbound side of the one-way pair from Camp Creek Road to Lee Street. Traffic will be maintained during construction.

Frank L. Danchetz  
Page 2

STP-2640(10) Habersham  
June 27, 2001

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

The estimated costs for this project are:

	<u>PROPOSED</u>	<u>APPROVED</u>	<u>PROG DATE</u>	<u>LET DATE</u>
Construction (includes E&C and inflation)	\$9,395,000	\$2,614,000	2006	03-07
Right-of-Way	\$4,500,000	\$2,050,000		
Utilities*	LGPA	LGPA		

\*City of Cornelia signed LGPA for utilities 9-14-90.

This project is in the STIP. I recommend this project concept be approved.

CWH: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

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INTERDEPARTMENTAL CORRESPONDENCE

**FILE:** STP-2640(10) Habersham  
P.I. Number 132100-

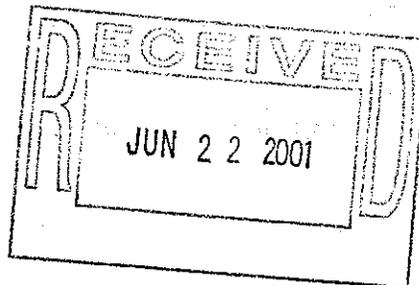
**OFFICE:** Engineering Services

**DATE:** June 22, 2001

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

**TO:** Wayne Hutto, Assistant Director of Pre-construction

**SUBJECT:** CONCEPT REPORT



We have reviewed the concept report submitted June 14, 2001 by the letter from Todd Long dated June 13, 2001, and have the following comments:

1. PAR requirements and necessary permits should be known and addressed in the concept report.

The costs for the project are:

Construction	\$7,419,000
Inflation	\$1,113,000
E&C	\$ 863,000
Reimbursable Utilities	\$ 68,000
Right of Way	\$4,500,000

DTM

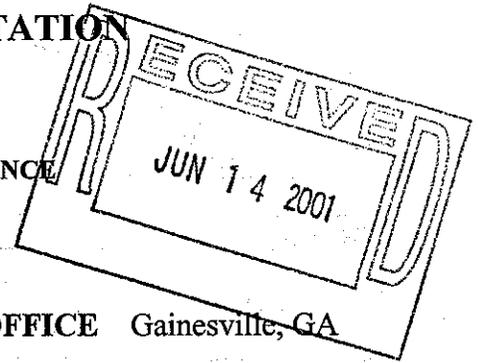
c: Todd Long

## SCORING RESULTS AS PER MOG 2440-2

<b>Project Number:</b> STP-2640(10)		<b>County:</b> HABERSHAM		<b>PI No.:</b> 132100-	
<b>Report Date:</b> 6/13/01		<b>Concept By:</b> DOT Office: DISTRICT 1			
<input checked="" type="checkbox"/> CONCEPT		Consultant: Jordan Jones & Goulding			
<b>Project Type:</b> Choose One From Each Column		<input checked="" type="checkbox"/> Major <input type="checkbox"/> Minor	<input checked="" type="checkbox"/> Urban <input type="checkbox"/> Rural	<input type="checkbox"/> ATMS <input type="checkbox"/> Bridge <input type="checkbox"/> Building <input type="checkbox"/> Interchange <input type="checkbox"/> Intersection Improvement <input type="checkbox"/> Interstate <input type="checkbox"/> New Location <input checked="" type="checkbox"/> Widening & Reconstruction <input type="checkbox"/> Miscellaneous	
<b>FOCUS AREAS</b>	<b>SCORE</b>	<b>RESULTS</b>			
<b>Presentation</b>	90%	PAR requirements and necessary permits not addressed.			
<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**



**FILE** STP-2640(10), Habersham County  
P.I. NO. 132100-

**OFFICE** Gainesville, GA

**DATE** June 13, 2001

**FROM** *TIL* Todd I. Long, P. E., Assistant District Engineer

**TO** Wayne Hutto, Assistant Director of Preconstruction

**SUBJECT** **Submittal of Project Concept Report**

Attached for your review and further handling is the concept report for the above listed project. This project consists widening SR 105 from the intersection of Cannon Bridge Road to Walnut Street in the city of Cornelia. Included in this project is the reconstruction of the interchange at US 441/SR 105 and SR 365 as a diamond interchange. Length 2.74 miles, begin Milepost 4.43, end Milepost 1.69.

If additional information is required, please contact Tony R. Bradley at (770) 532-5580.

TIL:trb

Cc: David Mulling, w/attachment  
Harvey Keepler, w/attachment  
Marion Waters, w/attachment  
Marta Rosen, w/attachment  
Herman Griffin, w/attachment  
Paul Liles, w/attachment

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA  
DISTRICT ONE

# PROJECT CONCEPT REPORT

## SR 105 / US 441 BUS from SR 105 to Camp Creek Road

Project Number STP-2640(10)  
P.I. No. 132100  
Habersham County

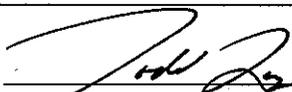
FEDERAL ROUTE NO: NONE  
STATE ROUTE NO: 105

Date of Report: February 12, 2001

### RECOMMENDATION FOR APPROVAL

6-13-01

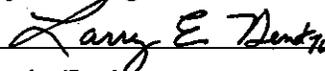
DATE



Project Manager

6-13-01

DATE



District Engineer

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

\_\_\_\_\_  
DATE

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

\_\_\_\_\_  
DATE

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

\_\_\_\_\_  
DATE

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

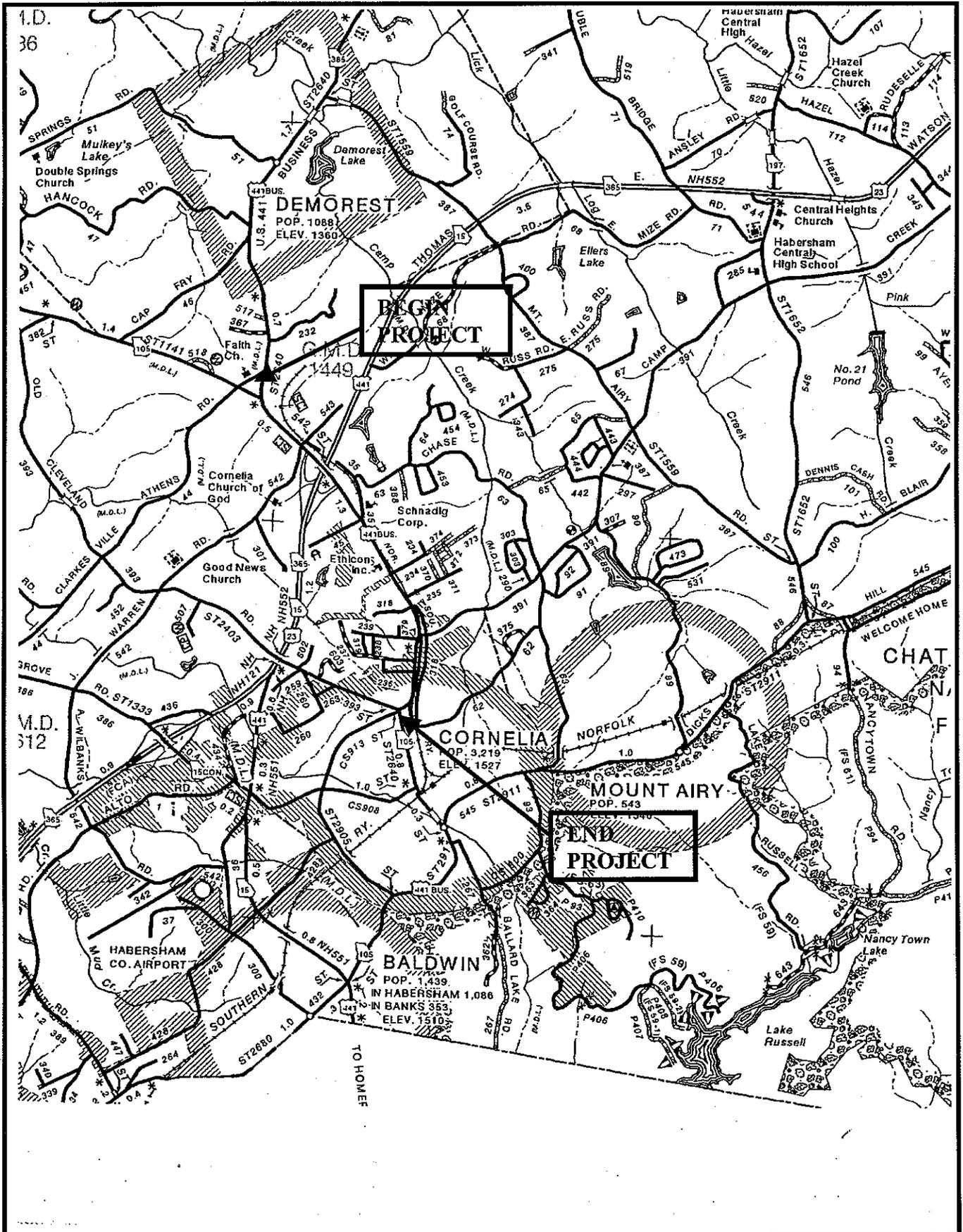
\_\_\_\_\_  
DATE

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

\_\_\_\_\_  
DATE

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

PROJECT MAP - Project No.: STP-2640(10), Habersham County



**PROJECT NUMBER: STP-2640(10)**

**PROJECT LOCATION & DESCRIPTION**

This project is located in Southern Habersham County, beginning at SR 105 / US 441 BUS at Cannon Bridge Road (SR 105) ½ mile West of SR 365 and ending near Camp Creek Parkway. The project consists of widening US 441 / SR 105 to a 6-lane divided roadway with a 20-foot raised median from Cannon Bridge Road to SR 365 with outside curb and gutter. The interchange at SR365 will be reconstructed to change the interchange from a partial cloverleaf interchange with loop ramps in the northeast and southeast quadrants to a diamond type interchange. From SR 365 to just north of Camp Creek Road a 5-lane roadway will be constructed with a 14-foot flush median with outside curb and gutter. A one-way pair will be constructed from Walnut Street to Lee Street with southbound traffic utilizing existing SR 105/Clarksville Street and northbound traffic routed on a new alignment constructed along part of the abandoned railroad. The one-way pair section will end at Lee Street. Improvements will be made to the intersections of SR 105 with Clarksville Street, and SR105 with Main Street, Wayside Street and Cleveland Street. Included in this project is a 10-foot wide two-way multi-use path offset 12 feet from the travel lanes paralleling the northbound lanes of existing SR 105 from Furniture Drive to Walnut Street and along the northbound side of the one-way pair from Camp Creek Road to Lee Street.

PROJECT LENGTH: 2.74 miles

MILE POINT REFERENCE: BEGIN 4.43                      END 1.69

**TRAFFIC**

<u>SECTION OF ROADWAY</u>	<u>CURRENT</u>		<u>PROJECTED</u>	
	<u>YEAR</u>	<u>AADT</u>	<u>YEAR</u>	<u>AADT</u>
1. Cannon Bridge Road to SR 365	2005	28,270	2025	50,900
2. SR 365 to Camp Creek Road	2005	15,430	2025	27,900
3. Camp Creek Road to Lee Street	2005	17,730	2025	31,940

**ACCIDENT HISTORY**

<u>YEAR</u>	<u>Accident Rate</u>	<u>Injury Rate</u>	<u>Fatality Rate</u>
1995	479 (200)	207 (130)	0 (2.99)
1996	520 (216)	265 (132)	0 (2.63)
1997	422 (205)	211 (124)	0 (2.91)

Note: All rates are per 100 million vehicle miles of travel. Numbers in parentheses are statewide average rates for urban roadways.

The accident rate is approximately twice the statewide average and indicates the need for the roadway to be improved.

<b>PDP CLASSIFICATION</b>	<b>FUNCTIONAL CLASSIFICATION</b>
MAJOR	MINOR ARTERIAL

<del>NON</del> ( ) FOS ( )	EXEMPT ( X )	SF ( - )
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<b>PROJECT NEED &amp; PURPOSE</b>
See Attachments

<b>EXISTING ROADWAY</b>				
TYPICAL SECTION: Four 12-foot lanes and dual center turn lane with some outside curb and gutter west of and over SR 365. Two 12-foot lanes with variable width graded outside shoulders east of SR 365.				
R/W WIDTH: 50' – 180' variable				
POSTED SPEED	MAX DEGREE OF CURVE		MAX GRADE	
45/35/30/25 mph	~4° 30'		5.0%	
MAJOR STRUCTURES:	Length	Width	Struct. ID	Suff. Rating
1. Bridge over SR 365	285'	90'	137-0041-0	90.4

<b>PROPOSED ROADWAY</b>				
TYPICAL SECTION: The typical section will consist of a 6-lane divided roadway with a 20-foot raised median and outside curb and gutter with sidewalks from Cannon Bridge Road to SR 365 and will transition to a 5-lane roadway with a 14-foot flush median, outside curb and gutter, with sidewalks constructed along the southbound lanes from SR 365 to Walnut Street. The one-way pair typical section consists of two 12-foot lanes in each direction with outside curb and gutter and sidewalk along the southbound lanes. A 10-foot multi-use path will be constructed east of the northbound lanes of SR105 from Furniture Drive to Lee Street.				

DESIGN SPEED	MAX DEGREE OF CURVE	MAX GRADE	
45/35 mph	6° 00'	6.0 %	
MAJOR STRUCTURES:	Final Length	Final Width	
1. Widen existing bridge over SR 365	285'	114'	

PROPOSED RIGHT OF WAY			
R/W WIDTH: 104' Minimum	DISPLACEMENTS		
215' Maximum	RES: 2	BUS: 1	M.H.: 0
TYPE OF ACCESS CONTROL: Controlled by permit from Department			
NUMBER OF PARCELS: 57			

COORDINATION
CONCEPT TEAM MEETING DATE: March 1, 2001
CONFORMS TO TIP/STIP: Yes
MEETS LOGICAL TERMINI REQUIREMENTS: Yes
P.A.R. MEETING: To be determined
LOCATION INSPECTION DATE:
PERMITS REQUIRED (4f,COE,404,etc.): Possible U.S. Army Corps of Engineers ( <del>type to be determined</del> )
LEVEL OF PUBLIC INVOLVEMENT: A Public Information Meeting will be required.
TIME SAVING PROCEDURES APPROPRIATE: No
LOCAL GOVERNMENT COMMITMENTS: LGPA signed, City of Cornelia agreed to pay for all utility relocations.
OTHER PROJECTS IN THE AREA: NONE

<b>SCHEDULING CONSIDERATIONS</b>		
TIME TO COMPLETE ENVIRONMENTAL:	12	Months
TIME TO COMPLETE PRELIMINARY RD/RW PLANS:	12	Months
TIME TO COMPLETE 404 PERMIT:	12	Months
TIME TO COMPLETE FINAL CONSTRUCTION PLANS:	12	Months
TIME TO BUY RIGHTS-OF-WAY:	18	Months

<b>MISCELLANEOUS</b>			
TRAFFIC CONTROL DURING CONSTRUCTION: Traffic to be maintained on existing roadways during construction.			
LEVEL OF ENVIRONMENTAL ANALYSIS: Categorical Exclusion			
DESIGN EXCEPTIONS REQUIRED:			
	YES	NO	UNDETERMINED
SUBST HORIZ ALIGNMENT	( )	(X)	( )
SUBST ROADWAY WIDTH	( )	(X)	( )
SUBST SHOULDER WIDTH	( )	(X)	( )
SUBST VERT GRADES	( )	(X)	( )
SUBST CROSS SLOPES	( )	(X)	( )
SUBST STOPPING SIGHT DIST	( )	(X)	( )
SUBST SUPERELEV RATES	( )	(X)	( )
SUBST HORIZ CLEARANCE	( )	(X)	( )
SUBST SPEED DESIGN	( )	(X)	( )
SUBST VERTICAL CLEARANCE	( )	(X)	( )
SUBST BRIDGE WIDTH	( )	(X)	( )
SUBST BR STRUCT CAPACITY	( )	(X)	( )
UNDERGROUND STORAGE TANKS: 3			
HAZARDOUS SITES: Not determined			

**ALTERNATIVES CONSIDERED**

1. NO BUILD. This alternative does not meet the capacity and operational needs of the project
2. Alternative 1 consists of widening US 441/SR 105 to a 6-lane divided roadway with a 20-foot raised median from Cannon Bridge Road to SR 365 with outside curb and gutter and will transition to a 5-lane roadway with a 14-foot flush median having outside curb and gutter and sidewalks constructed along the southbound lanes from SR 365 to Camp Creek Road. The interchange at US 441/SR 105 and SR 365 will be reconstructed as a diamond interchange. A 10' multi-use path will be constructed east of the northbound lanes from Furniture Drive to Camp Creek Road.
3. Alternative 3 consists of widening US 441/SR 105 to a 6-lane divided roadway with a 20-foot raised median from Cannon Bridge Road to SR 365 with outside curb and gutter. From SR 365 to just north of Camp Creek Road a 5-lane roadway will be constructed with a 14-foot flush median and outside curb and gutter. The interchange at US 441/SR 105 and SR 365 will be reconstructed as a diamond interchange. A One-way Pair will be constructed from just Walnut Street to Lee Street with southbound traffic utilizing existing SR 105/Clarksville Street with the northbound traffic routed on a new alignment constructed along part of the abandoned railroad. From Lee Street to the Southern Railroad, southbound traffic will be routed on SR 105/Main Street and northbound traffic will utilize Clarksville Street. Included in this project is a 10-foot wide two-way multi-use path offset 12 feet from the traffic lanes paralleling the northbound lanes of existing SR 105 and along the northbound side of the one-way pair from Furniture Drive to Lee Street.
4. An alternative to the one-way pair described in Alternative 3 for improvements through downtown Cornelia consists of widening SR 105/Main Street from a 3-lane roadway to a 5-lane roadway from the intersection of SR 105/ Main Street, Cleveland Street and Wayside Street to the Southern Railroad.

**ESTIMATED COST**

CONSTRUCTION:	\$7,418,567	RIGHT-OF-WAY:	\$4,500,000
E & C (10) :	\$1,169,352	ACQUIRED BY :	DOT
INFLATION :	\$988,784	UTILITIES :	\$67,500
		ADJUSTED BY :	LGPA
<b>TOTAL CONSTRUCTION COST:</b>		<b>\$ 9,329,775</b>	

COMMENTS:

**ATTACHMENTS:**

- **Need and Purpose Statement**
- **Detailed Cost Estimate**
- **Typical Sections**
- **Traffic Volumes**
- **Concept Team Meeting Minutes**

**NEED AND PURPOSE**  
**PROJECT STP-2640(10), HABERSHAM COUNTY**  
**P.I. NO 132100**  
**SR 105/US 441 BUSINESS**

The purpose of this project is to improve the safety and operational capacity along SR 105/US 441 Business from Cannon Bridge Road (SR 385) and ending near Camp Creek Parkway (CR 391). Currently, this facility has two 12' lanes with variable width graded outside shoulders east of SR 365 and four 12' lanes with dual center turn lanes and curb and gutter west of SR 365.

Under project STP-2640(10), SR 105/US 441 Business will be widened to a 6 lane divided roadway with a 20 ft. raised median from Cannon Bridge Road to SR 365. A 4 lane divided roadway with a 20 ft. flush median will be constructed from SR 365 to Camp Creek Road.

This section of roadway is not located on GDOT's Statewide Bicycle & Pedestrian Plan. However, this project includes a 10 ft wide two-way bike path between Furniture Drive to Camp Creek Parkway. The land use along the corridor consists of light industrial and partially residential in nature.

The Annual Average Daily Traffic (AADT) along this section of SR 105/US 441 Business ranged from 11,895 to 19,948 in 1999. Future volumes are expected to range from 35,020 to 48,000 AADT in 2025.

The accident rates along this section of roadway exceed the statewide averages for similar facilities in 1995, 1996, and 1997 as shown below. Many of the accidents that occurred were rear-end and angle intersect type accidents. These accidents maybe a result of limited passing opportunities along this route.

From	To	Functional Classification	1995	1996	1997
			Accidents/MVMT		
CS 913	SR 15	Rural Major Collector	430(193)	489(201)	370 (194)
SR 15	CR 542	Rural Minor Arterial (non NHS)	407(200)	190(224)	280 (210)
CR 542	SR 385	Rural Minor Arterial (NHS)	734(200)	753(121)	706 (125)

Note: All rates are per 100 million vehicle miles of travel. Numbers in parentheses are statewide averages.

The Level of Service (LOS) along this facility varied from B to E. The two-lane section had a LOS of D and E. Traffic conditions lower than a LOS "C" are considered unacceptable. When the LOS begins to fall below the "C" level, measures need to be taken to improve the roadway. Widening SR 105/US 441 will improve safety along this route, and will improve the LOS to B or greater.

**PRELIMINARY COST ESTIMATE**

PROJECT NUMBER: STP-2640(10)

COUNTY: Habersham

DATE: 12-4-00

ESTIMATED LETTING DATE: -

PREPARED BY: SCB

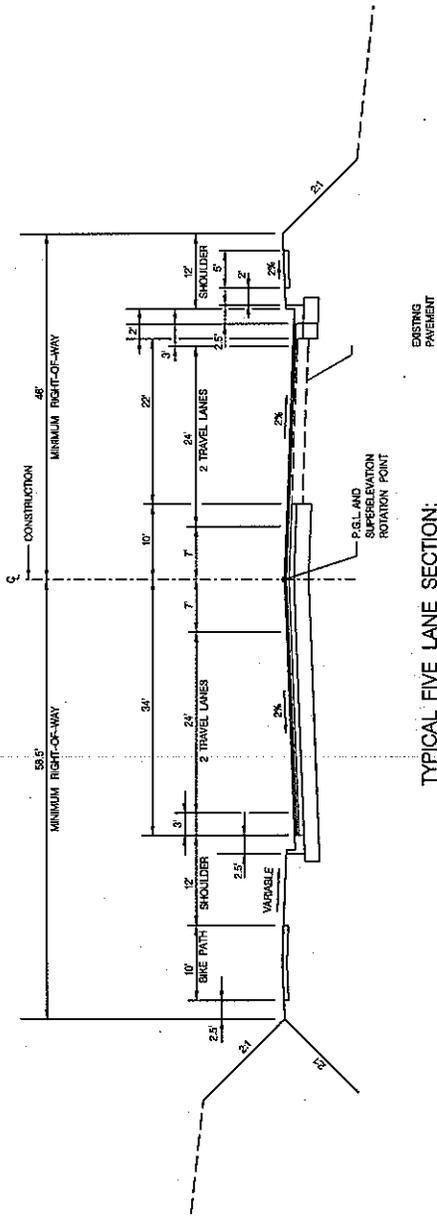
PROJECT LENGTH: 2.7 Miles

( ) PROGRAMMING PROCESS (X) CONCEPT DEVELOPMENT ( ) DURING PROJECT DEV.

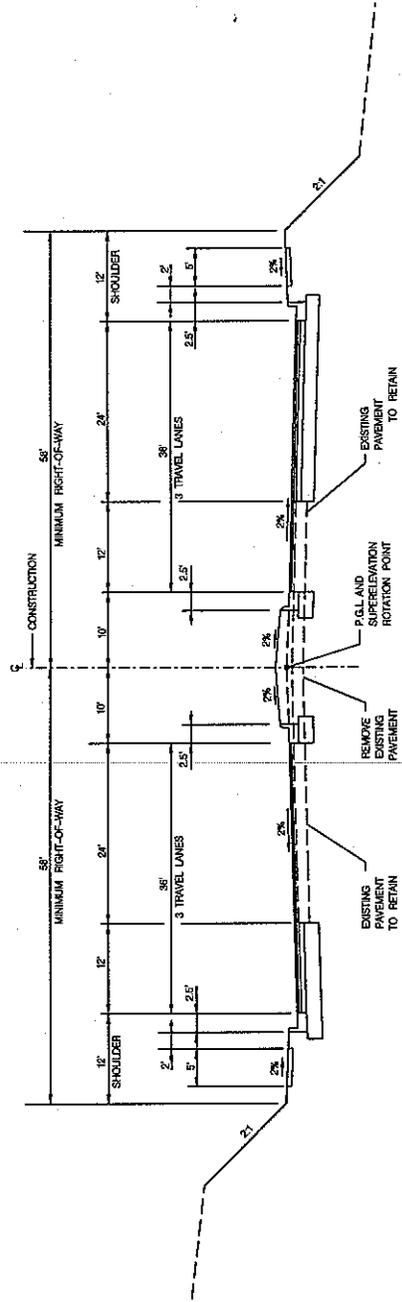
PROJECT COST		
A. RIGHT-OF-WAY:		
1. PROPERTY (LAND & EASEMENT)		\$ -
2. DISPLACEMENTS; RES: 0, BUS: 0, M.H.: 0		\$ -
3. OTHER COST (ADM./COST, INFLATION)		\$ -
SUBTOTAL: A		\$ 4,500,000
B. REIMBURSABLE UTILITIES:		
1. RAILROAD		\$ -
2. TRANSMISSION LINES		\$ -
3. SERVICES		\$ -
SUBTOTAL: B		\$ 67,500
C. CONSTRUCTION:		
1. MAJOR STRUCTURES		
a. BRIDGES		
Grade Separations ( 1 )		\$ 396,600
SUBTOTAL: C-1.a		\$ 396,600
b. OTHER		
Walls		\$ -
Box Culverts		\$ -
Bridge Culverts ( 0 )		\$ -
SUBTOTAL: C-1.b		\$ -
SUBTOTAL: C-1		\$ 396,600
2. GRADING AND DRAINAGE:		
a. EARTHWORK		
In Place Embankment		\$ 410,431

PROJECT COST			
b. DRAINAGE			
1) Cross Drain Pipe			\$ -
2) Curb and Gutter			\$ 440,410
3) Longitudinal System (incl. catch basins)			\$ 580,939
SUBTOTAL: C-2.b			\$ 1,021,349
SUBTOTAL: C-2			\$ 1,431,780
3. BASE AND PAVING:			
a. AGGREGATE BASE	39,461 Tons @ \$17.03		\$ 727,683
b. ASPHALT PAVING (Mainline & Cross-Roads):			
Surface - Superpave	10,984 Tons @ \$42.56		\$ 490,307
Binder - Superpave	10,829 Tons @ \$38.43		\$ 451,895
Base - Superpave	18,195 Tons @ \$34.63		\$ 679,352
Pavement Reinf. Fabric Strips	16,562 Lane Ft @ \$2.84		\$ 43,632
SUBTOTAL: C-3.b			\$ 1,665,186
c. CONCRETE PAVING	- SY @ \$33.57		\$ -
d. OTHER (Leveling, Tack Coat, Milling)			\$ 258,750
SUBTOTAL: C-3			\$ 2,651,618
4. LUMP ITEMS			
a. GRASSING			\$ 353,555
b. CLEARING AND GRUBBING			\$ 295,195
c. LANDSCAPING			\$ -
d. EROSION CONTROL			\$ 540,514
e. TRAFFIC CONTROL			\$ 144,777
SUBTOTAL: C-4			\$ 1,334,041
5. MISCELLANEOUS:			
a. LIGHTING			\$ -
b. SIGNING - MARKING - SIGNALIZATION			\$ 1,291,622
c. GUARDRAIL			
Single-Faced			\$ 3,654
Anchors			\$ 7,245
d. SIDEWALK			\$ 193,182
e. APPROACH SLABS			\$ 60,600
i. OTHER			\$ 48,224
SUBTOTAL: C-5			\$ 1,604,527
6. SPECIAL FEATURES			
SUBTOTAL: C-6			\$ -

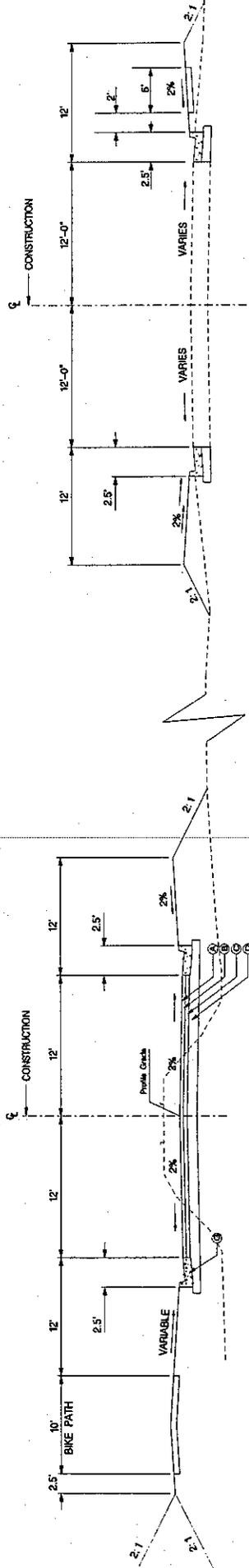
<b>PROJECT COST</b>		
<b>SUMMARY</b>		
A. RIGHT-OF-WAY		\$ 4,500,000
B. REIMBURSABLE UTILITIES		\$ 67,500
C. CONSTRUCTION		
1. MAJOR STRUCTURES		\$ 396,600
2. GRADING AND DRAINAGE		\$ 1,431,780
3. BASE AND PAVING		\$ 2,651,618
4. LUMP ITEMS		\$ 1,334,041
5. MISCELLANEOUS		\$ 1,604,527
6. SPECIAL FEATURES		\$ -
SUBTOTAL CONSTRUCTION COST		\$ 7,418,567
E. & C. (10%)		\$ 741,857
INFLATION (5% PER YEAR)		\$ 1,169,352
NUMBER OF YEARS	3	
TOTAL CONSTRUCTION COST		\$ 9,329,775
<b>GRAND TOTAL PROJECT COST</b>		<b>\$ 13,897,275</b>



TYPICAL FIVE LANE SECTION:



TYPICAL SIX LANE DIVIDED SECTION:



TYPICAL ONE WAY PAIR SECTION:

# NOTICE OF LOCATION AND DESIGN APPROVAL

## STP-2640(10) HABERSHAM COUNTY P.I. NO. 132100

Notice is hereby given in compliance with Georgia Code 22-2-109 that the Georgia Department of Transportation has approved the Location and Design of the above project.

The date of location approval is: July 27, 2001

This project consists of a 6-lane divided roadway with a 20-foot raised median and outside curb and gutter with sidewalks from Cannon Bridge Road to SR 365 and will transition to a 4-lane divided roadway with a 14-foot flush median, outside curb and gutter, with sidewalks constructed along the southbound lanes from SR 365 to Walnut Street. The one-way pair typical section consists of two 12-foot lanes in each direction with outside curb and gutter and sidewalk along the southbound lanes. A 10-foot multi-use path will be constructed east of the northbound lanes of SR105 from Furniture Drive to Lee Street.

Any interested party may obtain a copy of the drawings or maps or plats or portions thereof by paying a nominal fee and requesting in writing to:

Todd I. Long, P.E., Project Manager  
Georgia Department of Transportation  
Gainesville District Office  
[Todd.long@dot.state.ga.us](mailto:Todd.long@dot.state.ga.us)  
2505 Athens Highway, S.E.  
Gainesville, GA 30503-1057  
770.532.5520

Any written request or communication in reference to this project or notice should include the Project and P. I. Numbers as noted at the top of this notice.

## CONCEPT TEAM MEETING MINUTES

### SR 105 / US 441 BUS from SR 105 to Camp Creek Road

Project Number STP-2640(10)

P.I. Number 132100

Habersham County

March 1, 2001, 2:30 p.m.

Meeting at the Georgia Department of Transportation

District 1 Office

Gainesville, Georgia

#### In Attendance:

<u>Name</u>	<u>Organization</u>	<u>Phone Number</u>
Don Higgins	City of Cornelia – Mayor	706-776-6000
Harry Carter	City of Cornelia – City Manager	
Lewis Canup	Habersham County	706-754-2467
Mike Wilson	Atlanta Gas Light Company	404-584-4677
Kenneth D. Kerby, Jr.	Georgia Power Company	706-776-4132
Tom Davis	GDOT - Utilities	770-532-5510
Robby Oliver	GDOT – Utilities	770-532-5510
John Carmack	GDOT – Area 2	706-754-9559
Parks Preston	GDOT – Environment & Location	404-699-4411
Todd Long	GDOT - District 1	770-532-5520
Tony R. Bradley	GDOT - District 1	770-532-5580
Amanda Lewis	GDOT – Preconstruction	770-532-5520
Don Attaway	GDOT - District 1	770-532-5522
Brent Cook	GDOT - District 1 Planning & Programming	770-532-5530
Joe Garland	GDOT - District 1 Traffic Operations	770-532-5563
Jill Hodges	Jordan Jones & Goulding	678-333-0421
Harris Robinson	Jordan Jones & Goulding	770-455-8555
Barry Tarver	Jordan Jones & Goulding	678-333-0436

This Concept Team Meeting was held to present and review the proposed concept alternatives for improvements to SR 105 from Cannon Bridge Road to the Southern Railroad crossing in downtown Cornelia.

Mr. Long began the meeting by asking members of the project concept team to introduce themselves. Mr. Long then turned the meeting over to Ms. Hodges who read through the concept report for the project and explained the three alternative concept layouts that were displayed for review by the concept team.

Alternative 1 – Widen US 441/SR 105 to a 6-lane divided roadway with a 20-foot raised median from Cannon Bridge Road to SR 365 with outside curb and gutter. Transition to a 4-lane divided roadway with a 20' flush median with outside curb and gutter and sidewalks constructed along

the southbound lanes from SR 365 to Camp Creek Road. Includes a 10-foot wide two-way multi-use path offset 12 feet from the traffic lanes paralleling the northbound lanes of existing SR 105 from Furniture Drive to Camp Creek Road.

Alternative 2 – Widen US 441/SR 105 to a 6-lane divided roadway with a 20-foot raised median from Cannon Bridge Road to SR 365 with outside curb and gutter. Transition to a 4-lane divided roadway with a 20-foot flush median with outside curb and gutter and sidewalks constructed along the southbound lanes from SR 365 to Walnut Street. A one-way pair will be constructed from Walnut Street to Lee Street with southbound traffic utilizing existing SR 105/Clarksville Street with the northbound traffic routed on a new alignment constructed along part of the abandoned railroad. This alternate ends at the intersection of Main Street, Cleveland Street and Wayside Street and includes improvements to each of these roadways approaching the intersection. Also, includes a 10-foot wide two-way multi-use path offset 12 feet from the traffic lanes paralleling the northbound lanes of existing SR 105 and along the northbound side of the one-way pair from Furniture Drive to Lee Street.

Alternative 3 – Widen US 441/SR 105 to a 6-lane divided roadway with a 20-foot raised median from Cannon Bridge Road to SR 365 with outside curb and gutter. Transition to a 4-lane divided roadway with a 20' flush median with outside curb and gutter and sidewalks constructed along the southbound lanes from SR 365 to just north of Camp Creek Road. A one-way pair will be constructed from Walnut Street to Lee Street with southbound traffic utilizing existing SR 105 and northbound traffic routed on a new alignment constructed along part of the abandoned railroad. From Lee Street to the Southern Railroad, southbound traffic will be routed on SR 105/Main Street and northbound traffic will utilize Clarksville Street. Includes a 10-foot wide two-way multi-use path offset 12 feet from the traffic lanes paralleling the northbound lanes of existing SR 105 and along the northbound side of the one-way pair from Furniture Drive to Lee Street.

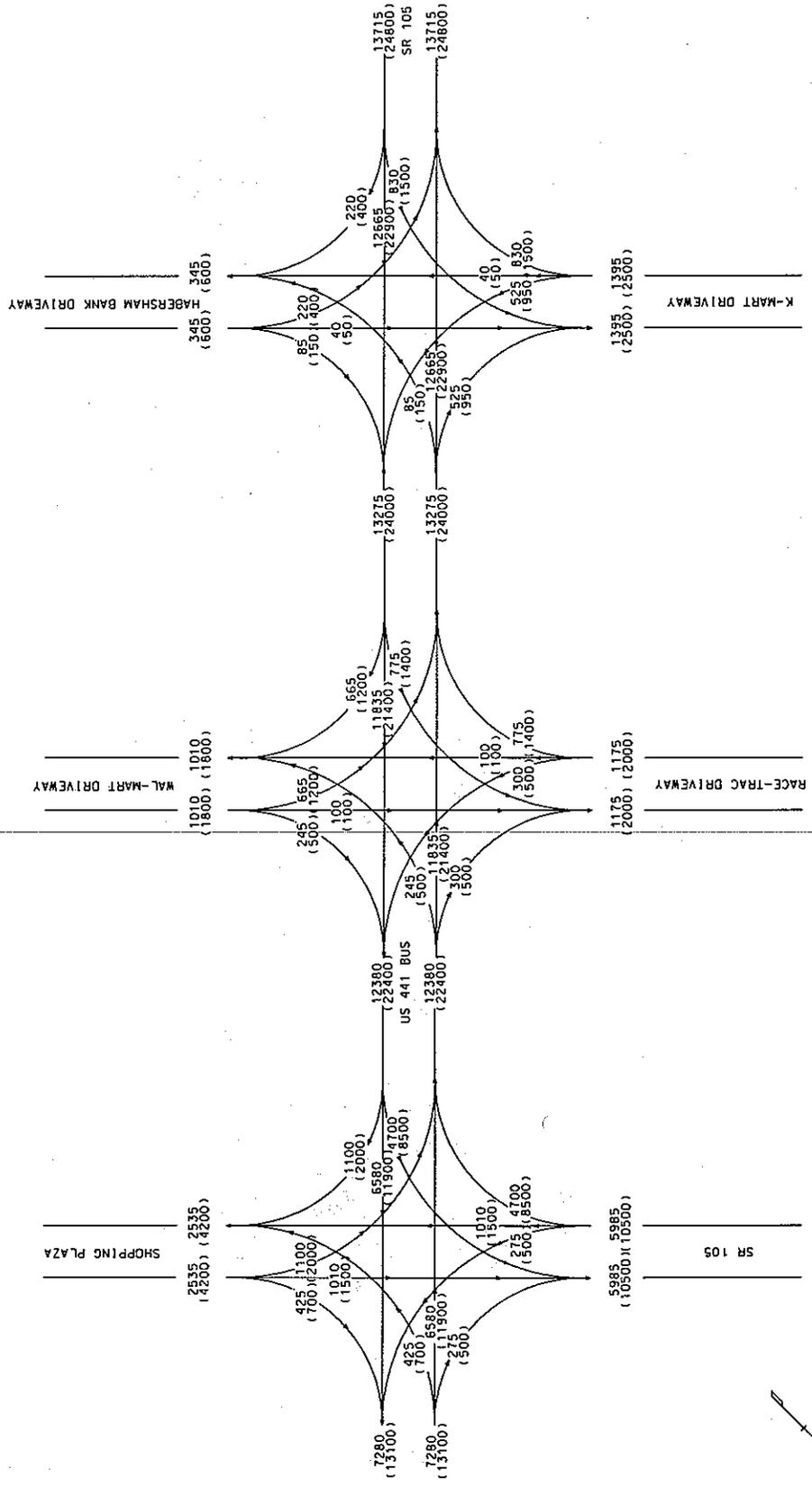
The following comments were received from the concept team members:

- Mr. Higgins stated that he would like to be able to obtain an access on SR 365 at Iron Ore Road for a potential large retail company which is considering the location to the north of SR 365 and east of SR 105. He is concerned about the traffic impact that a development of this size would have on Carpenter's Cove Lane if another access were not provided at SR 365. Mr. Long stated that GDOT had bought the access rights at that location on SR 365 for the purpose of eliminating the median opening and would probably not consider allowing a future access there.
- Mr. Long asked if anyone had comments concerning the redesign of the interchange as SR 105 and SR 365 that was shown on the concept layout. The interchange would be changed from a partial cloverleaf interchange to a compact diamond interchange.
- Mr. Carter asked if the bridge accommodates both pedestrians and bike traffic. Mr. Long stated that the current configuration accommodates only pedestrians.
- Mr. Canup stated that he believes the interchange would be more efficient if the existing ramps were improved, but the basic configuration was left as a partial clover leaf.

- Mr. Higgins asked what the primary objective of the project was. He also asked if loop ramps would handle traffic better than the diamond interchange. He is concerned that the proposed concept will congest traffic even more than it is. He also asked why the multi-use path does not continue north from Furniture Drive across the bridge over SR 365.
- Mr. Long stated that with properly timed signals the compact diamond interchange should handle traffic better than the existing configuration. He stated that he would recommend that the bridge be constructed wide enough that the multi-use path could be continued along SR 105 over SR 365. He indicated that if the City of Cornelia develops a plan to extend the proposed multi-use path further north along SR 105 from Furniture Drive, that the Department would work with them.
- Mr. Higgins stated that he is concerned about how vehicles travel from Lee Street to southbound SR 105. He thinks that Alternate 3 will cause a bottleneck at Lee Street and feels it should be changed to prevent the problem.
- Mr. Long asked if the City of Cornelia supported a one-way pair through downtown. The general consensus was that they did not. The city did not feel like the traffic volumes were high enough to justify this type of change.
- Mr. Canup stated that he prefers Alternate 3. This alternate best addresses future downtown traffic.
- Mr. Kerby stated that he prefers Alternate 2, with Alternate 3 ranking second.
- Mr. Higgins did not like the configuration of the intersections with Lee Street and Clarksville Street shown in Alternative 2. He asked that the Department reconfigure this intersection to accommodate a future connection with Elrod Street. The City is planning a new grade separated crossing of the railroad at 2nd Street and would like the Department's concept to accommodate this connection.
- Mr. Long recommended that the concept team adopt Alternate 2. He stated that the City's concerns at the intersection of Elrod Street, Stonecypher Street, and Clarksville Street would be addressed in preliminary design.
- Mr. Canup stated that there is fiber optic cable located in the right-of-way and this will have to be addressed in design.
- Mr. Preston stated that there were no concerns stated from the Office of Environment and Location.
- Mr. Garland wanted to make sure that all signals are interconnected from Wal-Mart through the interchange at SR 365.
- Mr. Long stated that it would take two years at a minimum to buy right-of-way.

The meeting was then adjourned.

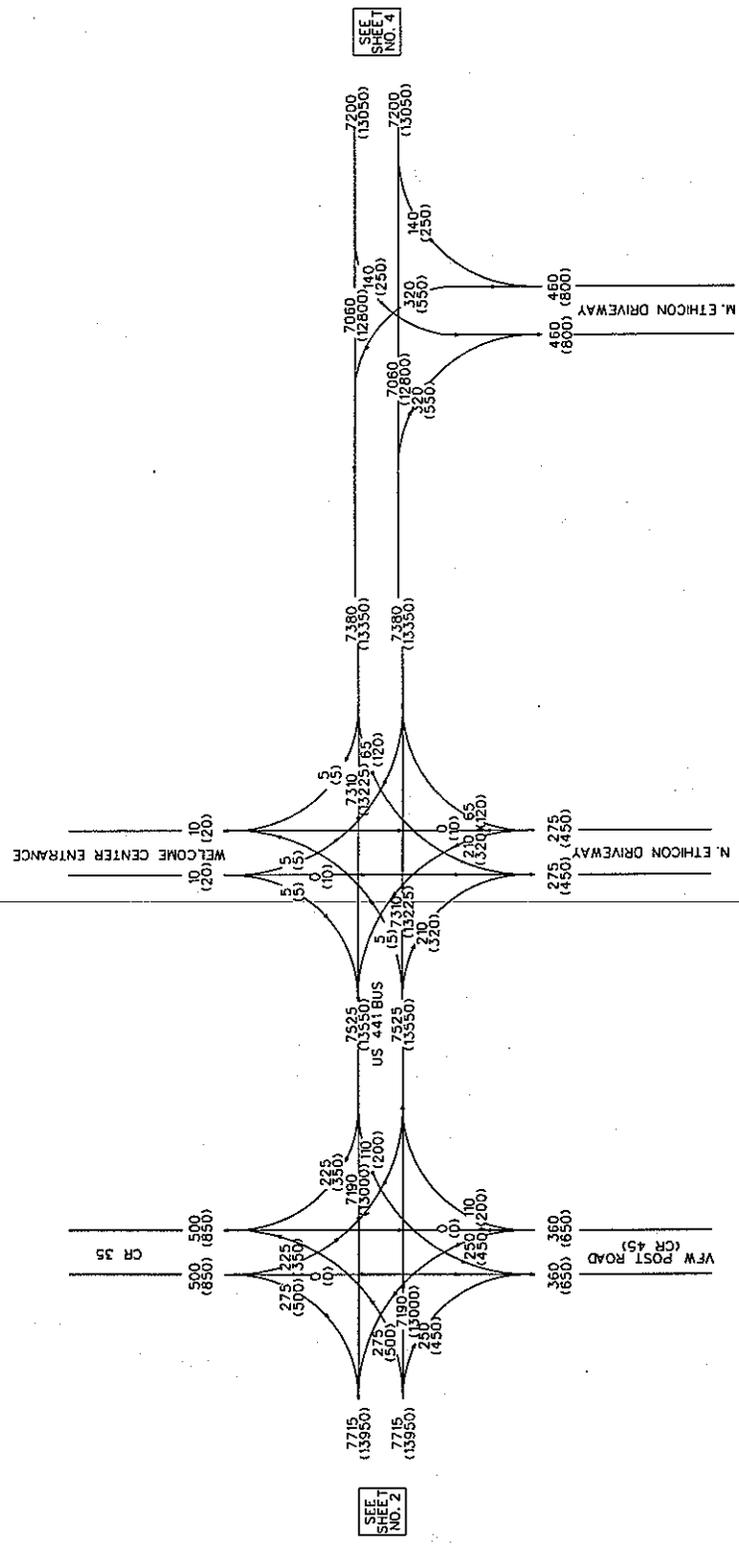
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SHEET  
NO. 2

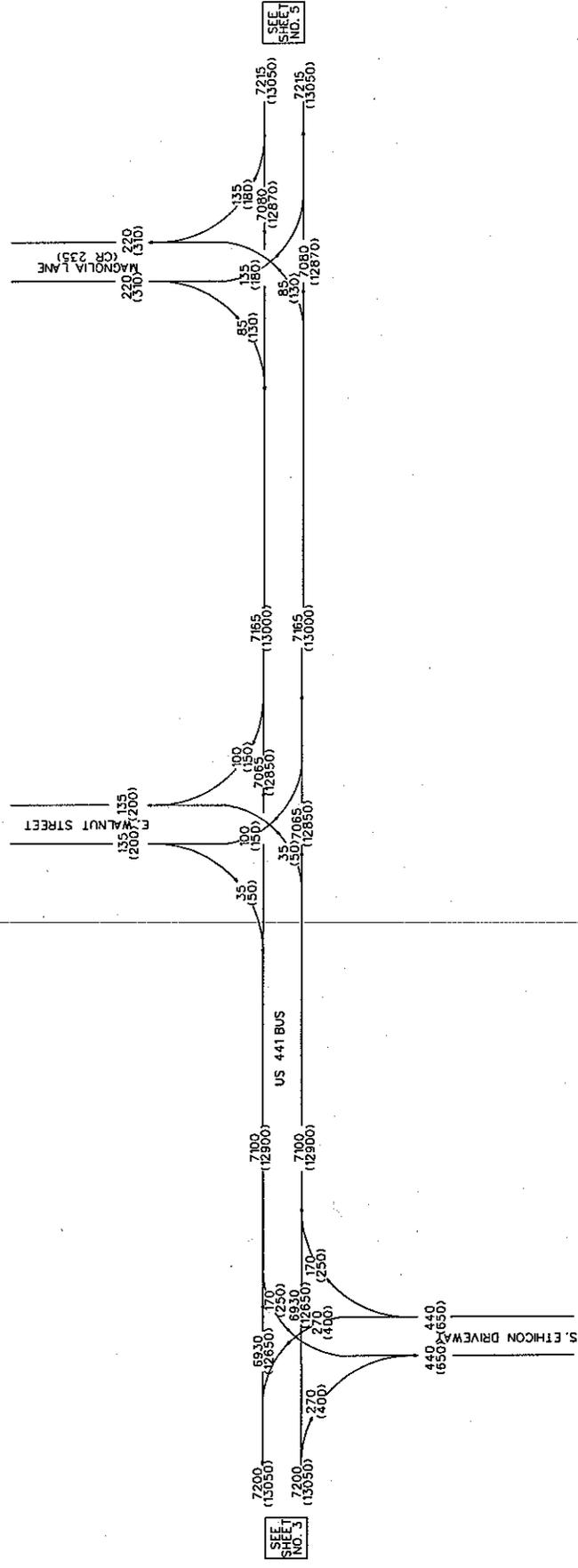


SIP-2640(110)  
P.L.# 132100  
S.R. 105/US 441 BUS  
HABERSHAM COUNTY  
DESIGN TRAFFIC  
2005 ADT 000  
2025 ADT 1000  
S.U.T. = 3%  
COMB. = 1%  
T = 2%



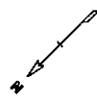
STP-2640(10)  
P.L.# 132100  
S.R. 1057/US 441 BUS  
HABERSHAM COUNTY  
DESIGN TRAFFIC  
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24 HRT 1.0%  
S.U. = 3%  
COMB. = 1%  
T = 2%

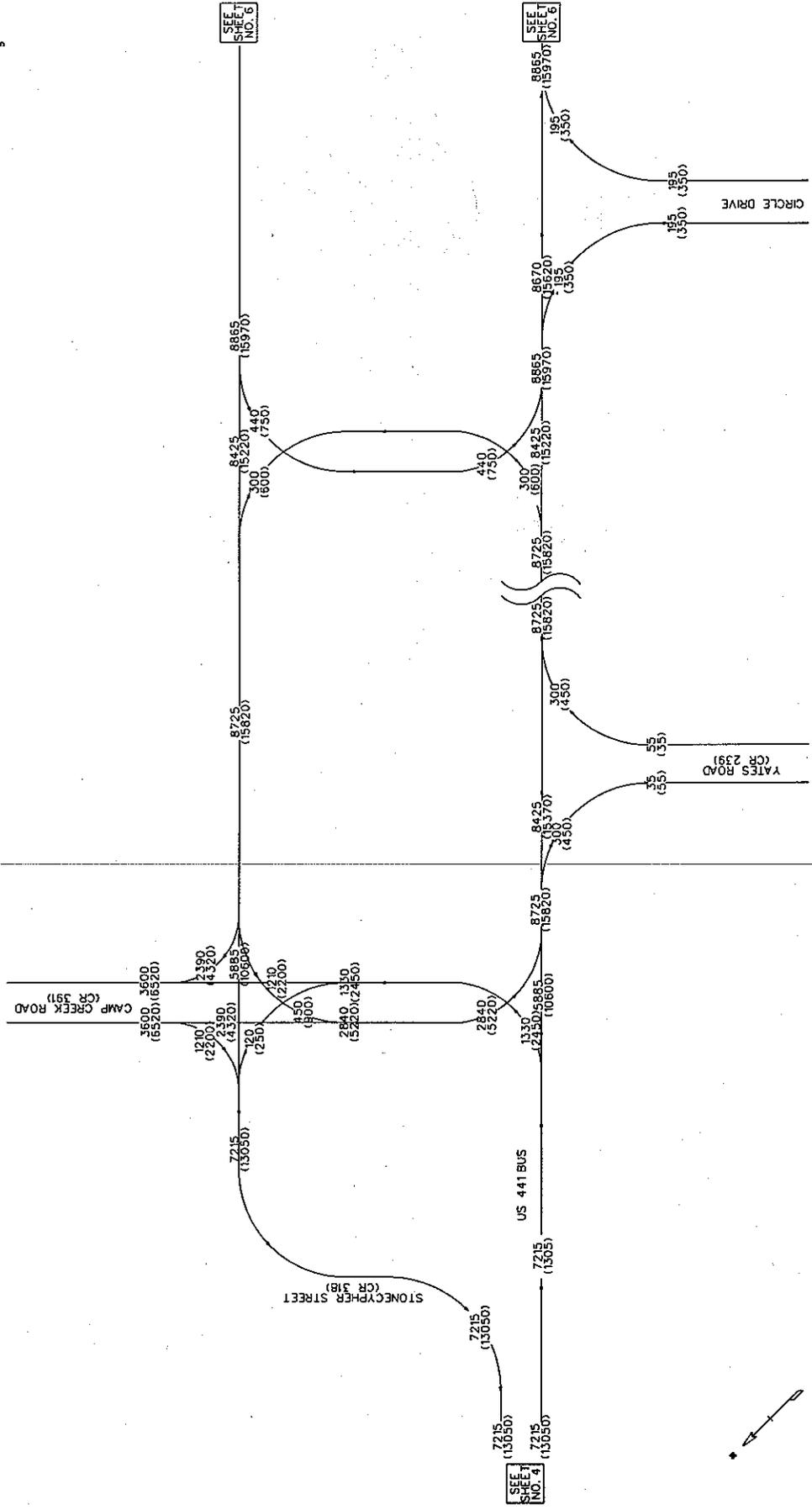




SEE SHEET NO. 5

STP-2540(10)  
P.L.# 132100  
S.R. 105/US 441 BUS  
HABERSHAM COUNTY  
DESIGN TRAFFIC  
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2025 ADT 1000  
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S.U. = 3%  
COMP. = 1%  
L = 24





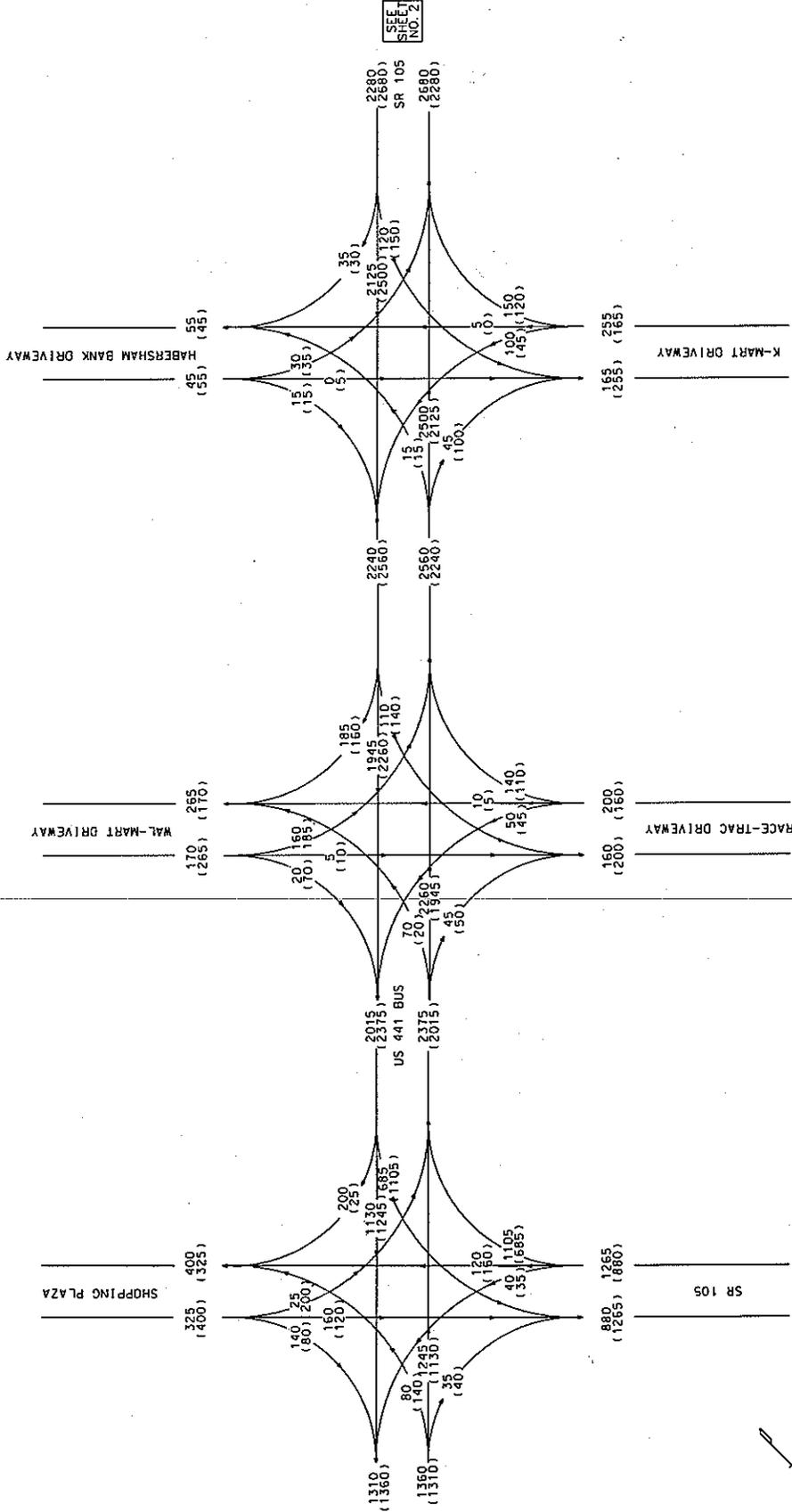
SEE SHEET NO. 6

SEE SHEET NO. 4

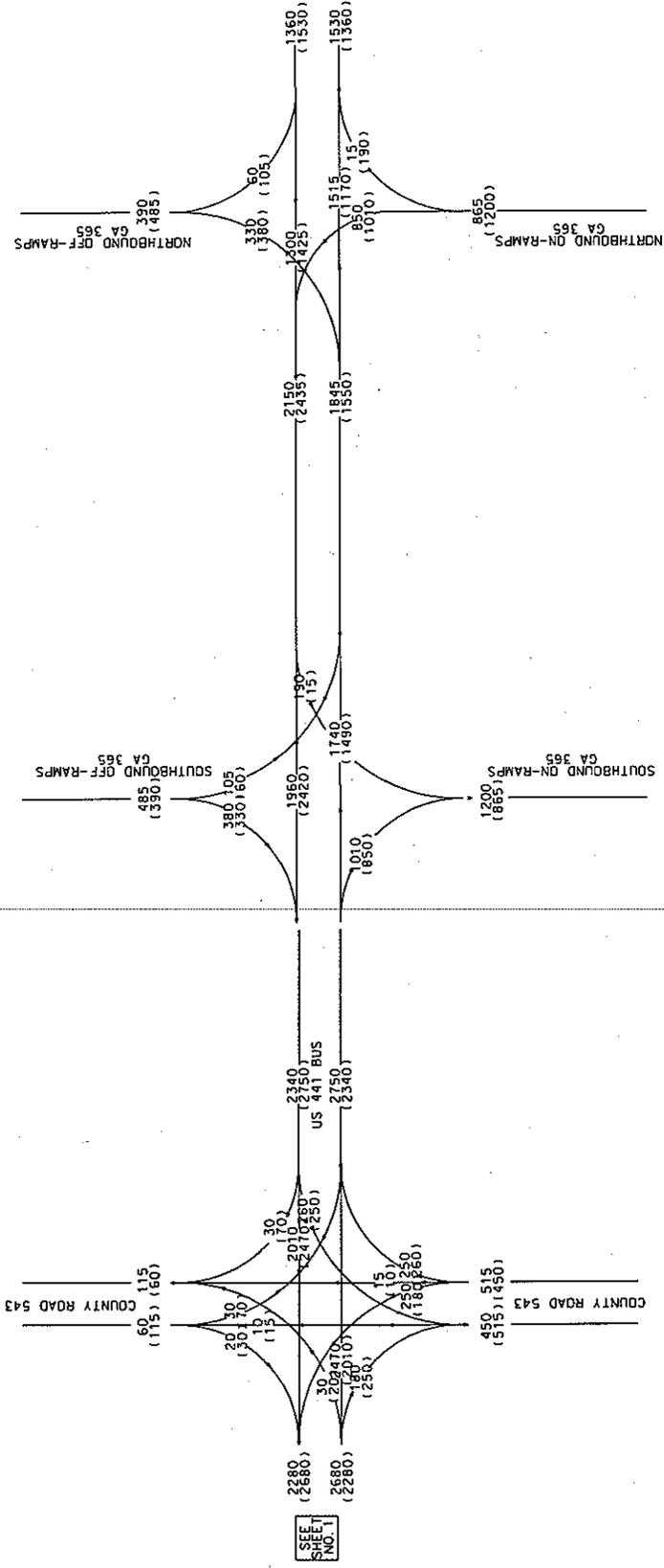
SEE SHEET NO. 6

STP-2640110  
P.L.# 132100  
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HABERSHAM COUNTY  
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COMB. = 1%  
T = 2%



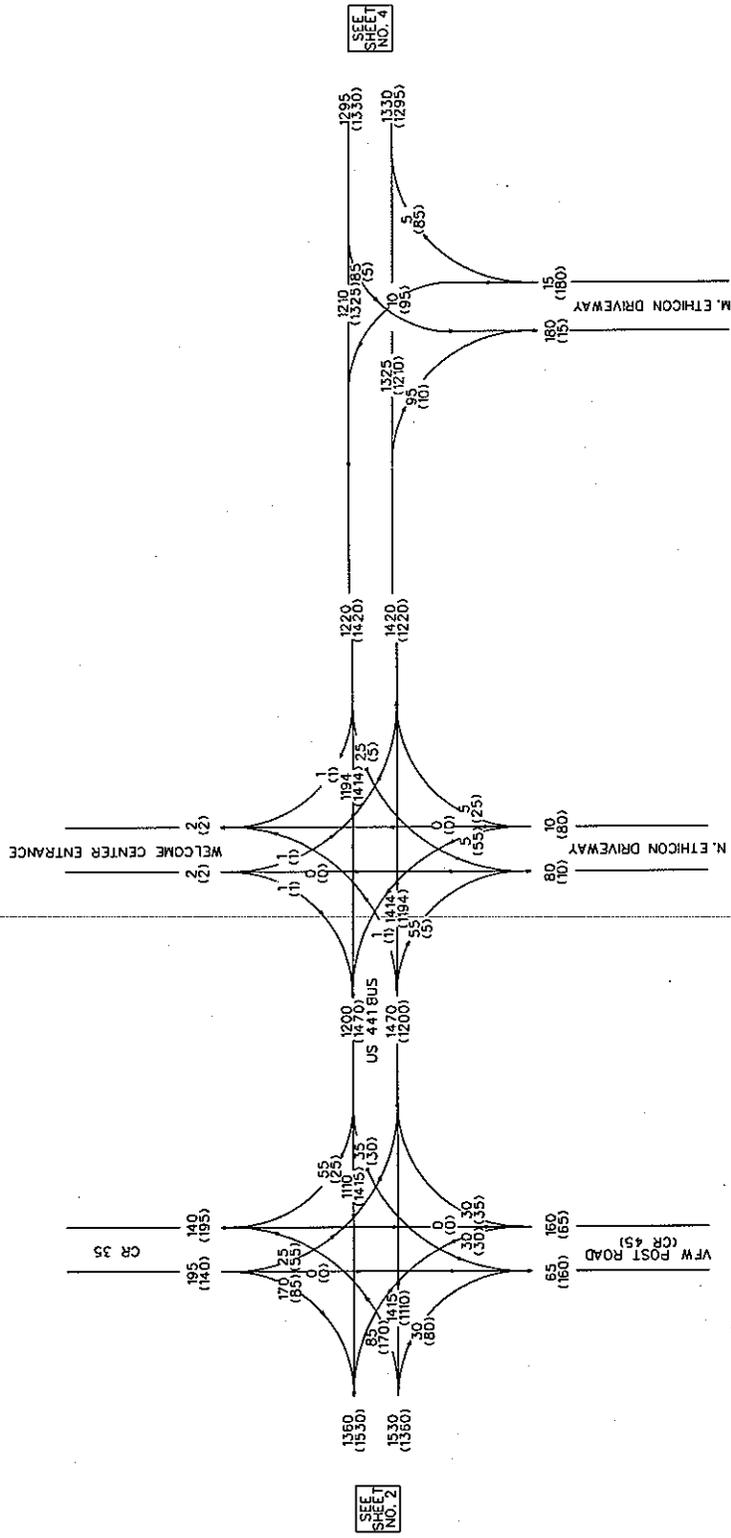


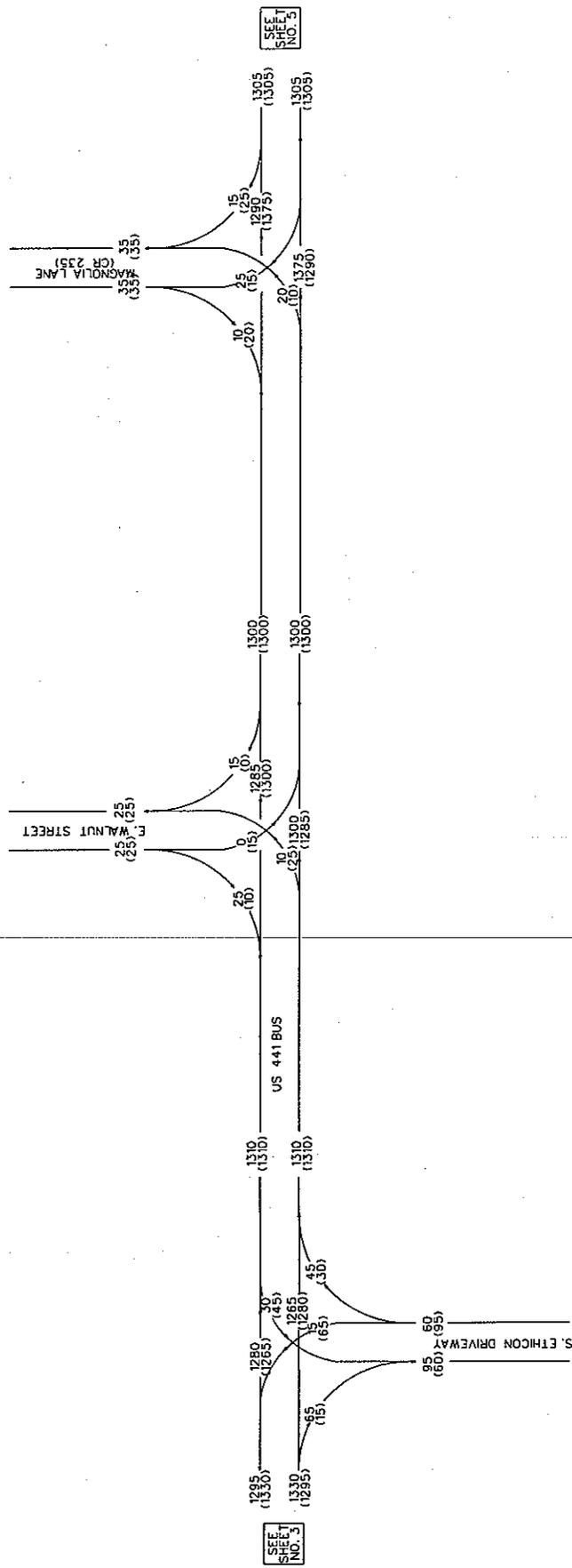
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S.R. 105/US 441 BUS  
HABERSHAM COUNTY  
DESIGN TRAFFIC  
2025 AM DHV (000)  
2.0% = 3%  
S.U. = 1%  
COMB. = 1%  
T = 2%



STP-2640110)  
P.L.# 132100 BUS  
HABERSHAM COUNTY  
DESIGN TRAFFIC  
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2% HTL = 4%  
S. = 1%  
CONB. = 2%  
T = 2%

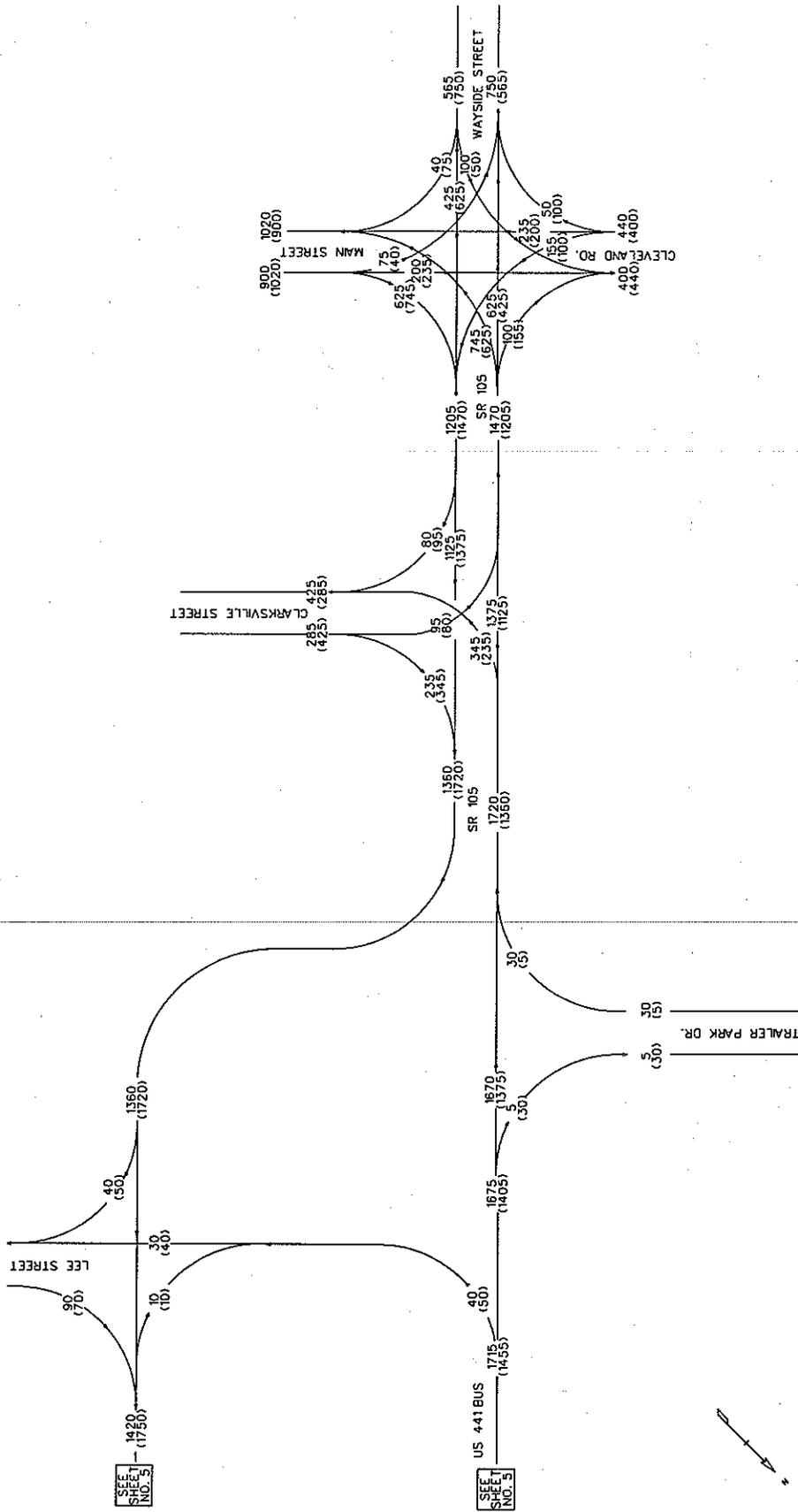
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S.R. 105705 441 BUS  
HABERSHAM COUNTY  
DESIGN TRAFFIC  
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2025 PM DRV 000  
2.0 HR. = 3%  
S.U. = 1%  
COMB. = 1%  
T = 2%





STP-2660(10)  
P.L.# 132100  
S.R. 105/US 441 BUS  
HABERSHAM COUNTY  
DESIGN TRAFFIC  
2025 AM DHV (ODD)  
2025 PM DHV (EOD)  
S.U. = 3%  
C.O.G. = 1%  
L = 2%





STP-2640(10)  
 P.L. # 13210  
 S.R. 105/US 441 BUS  
 HABERSHAM COUNTY  
 DESIGN TRAFFIC  
 2025 AM DHV (000)  
 2025 PM DHV (000)  
 24 HR-T = 4%  
 S.U. = 3%  
 COMB. = 1%  
 I = 2%

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA  
DISTRICT ONE

# PROJECT CONCEPT REPORT

## SR 105 / US 441 BUS from SR 105 to Camp Creek Road

Project Number STP-2640(10)  
P.I. No. 132100  
Habersham County

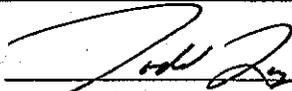
FEDERAL ROUTE NO: NONE  
STATE ROUTE NO: 105

Date of Report: February 12, 2001

### RECOMMENDATION FOR APPROVAL

6-13-01

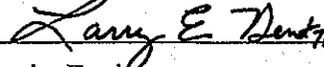
DATE



Project Manager

6-13-01

DATE



District Engineer

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

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DATE

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

\_\_\_\_\_  
DATE

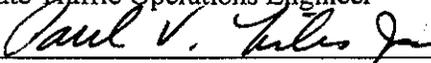
\_\_\_\_\_  
Project Review Engineer

\_\_\_\_\_  
DATE

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

June 16, 2001

\_\_\_\_\_  
DATE



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

\_\_\_\_\_  
DATE

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

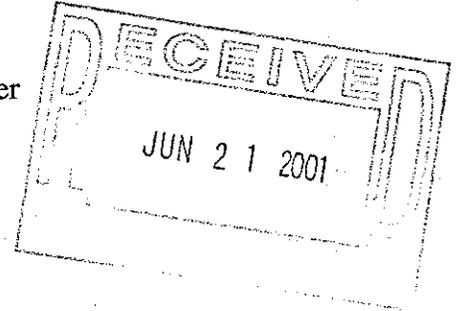
Department of Transportation  
State of Georgia

INTERDEPARTMENTAL CORRESPONDENCE

File: STP-2640 (10) / Habersham County  
P.I. No. 132100

Office: Traffic Operations  
Atlanta, Georgia  
Date: June 19, 2001

From: <sup>MGW</sup> M.G. Waters, III, P.E., State Traffic Operations Engineer  
To: Wayne Hutto, Assistant Director of Preconstruction  
Subject: Project Concept Report Review



We have reviewed the above referenced concept report for the widening of SR 105 in Habersham County. The project length is 2.74 miles.

SR 105 is an existing 4-lane roadway with a current AADT of 28,270 vehicles and a posted speed limit of 45mph from Cannon Bridge Road to SR 365. Then SR 105 reduces to a 2-lane roadway with a current AADT of 15,430 and a posted speed limit of 35mph from SR 365 to Walnut Street.

This concept proposes to widen SR 105 to 6 lanes with a 20-foot raised median from Cannon Bridge Road to SR 365. Then from SR 365 to Walnut Street, SR 105 will taper to a 5-lane roadway with a 14-foot flush median. This project includes the reconstruction of the interchange at US 441/SR 105 and SR 365 as a diamond interchange. There are no design exceptions anticipated for this project.

We believe this concept will improve safety and traffic operations within this area, therefore find this report satisfactory for approval.

MGW/BM

Attachment (signature page)

Cc: Harvey Keeper, State Environmental/Location Engineer  
Larry Dent, District Engineer-Gainesville  
Attention: Todd Long, District Preconstruction Engineer  
David Mulling, Engineering Services, w/ attachment  
Marta Rosen, State Transportation Planning Administrator  
Chuck Hasty, TMC  
General Files

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA  
DISTRICT ONE

# PROJECT CONCEPT REPORT

## SR 105 / US 441 BUS from SR 105 to Camp Creek Road

Project Number STP-2640(10)  
P.I. No. 132100  
Habersham County

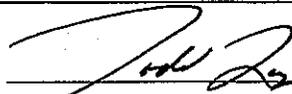
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STATE ROUTE NO: 105

Date of Report: February 12, 2001

### RECOMMENDATION FOR APPROVAL

6-13-01

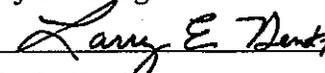
DATE



Project Manager

6-13-01

DATE



District Engineer

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

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DATE

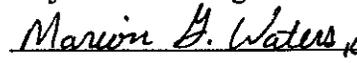
\_\_\_\_\_  
State Environmental/Location Engineer

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DATE

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

6/19/01

DATE



State Traffic Operations Engineer

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DATE

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State Bridge & Structural Engineer

\_\_\_\_\_  
DATE

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

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA  
DISTRICT ONE

# PROJECT CONCEPT REPORT

## SR 105 / US 441 BUS from SR 105 to Camp Creek Road

Project Number STP-2640(10)  
P.I. No. 132100  
Habersham County

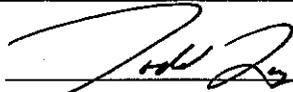
FEDERAL ROUTE NO: NONE  
STATE ROUTE NO: 105

Date of Report: February 12, 2001

### RECOMMENDATION FOR APPROVAL

6-13-01

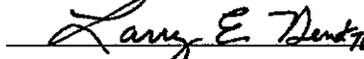
DATE



Project Manager

6-13-01

DATE



District Engineer

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

\_\_\_\_\_  
DATE

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

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DATE

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Project Review Engineer

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DATE

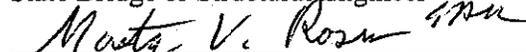
\_\_\_\_\_  
State Traffic Operations Engineer

\_\_\_\_\_  
DATE

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

6-26-01

DATE



State Transportation Planning Administrator

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA  
DISTRICT ONE

# PROJECT CONCEPT REPORT

## SR 105 / US 441 BUS from SR 105 to Camp Creek Road

Project Number STP-2640(10)  
P.I. No. 132100  
Habersham County

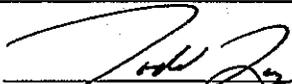
FEDERAL ROUTE NO: NONE  
STATE ROUTE NO: 105

Date of Report: February 12, 2001

### RECOMMENDATION FOR APPROVAL

6-13-01

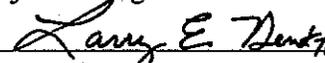
DATE



Project Manager

6-13-01

DATE



District Engineer

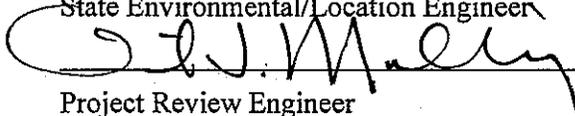
This concept as presented herein and submitted for approval is consistent with that which is included in the Regional Transportation Program (RTP) and/or in the State Transportation Improvement Program (STIP).

DATE

6/21/01

DATE

State Environmental/Location Engineer



Project Review Engineer

DATE

State Traffic Operations Engineer

DATE

State Bridge & Structural Engineer

DATE

State Transportation Planning Administrator

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA  
DISTRICT ONE

# PROJECT CONCEPT REPORT

## SR 105 / US 441 BUS from SR 105 to Camp Creek Road

Project Number STP-2640(10)  
P.I. No. 132100  
Habersham County

FEDERAL ROUTE NO: NONE  
STATE ROUTE NO: 105

Date of Report: February 12, 2001

### RECOMMENDATION FOR APPROVAL

6-13-01

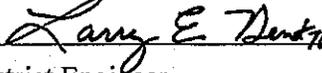
DATE



Project Manager

6-13-01

DATE



District Engineer

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

7/2/01

DATE



State Environmental/Location Engineer

DATE

Project Review Engineer

DATE

State Traffic Operations Engineer

DATE

State Bridge & Structural Engineer

DATE

State Transportation Planning Administrator