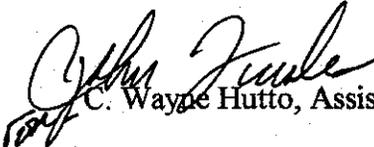


ORIGINAL TO GENERAL FILES

D.O.T. 66

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE APD-056-1(63) Dawson County **OFFICE** Preconstruction
P.I. No. 132790
DATE April 6, 2001
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 Keeper
Jerry Hobbs
Herman Griffin
Michael Henry
Marion Waters
Marta Rosen
Paul Liles
Jimmy Chambers (ATTN: Ted Cashin)
Larry Dent
Jim Kennerly
FHWA

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

FILE APD-056-1(63) Dawson County **OFFICE** Preconstruction
P.I. No. 132790
DATE March 2, 2001

FROM *CW Hutto*
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 construction of a new interchange on SR 400 and SR 53 in Dawson County as identified in the Appalachian Development Highway System (ADHS). In the original 1972 ADHS layout, this intersection was identified as an interchange, but was built as an at-grade intersection. Located near the North Georgia Premium Outlet Mall, this area is experiencing heavy development from the mall and other associated commercial destination points. Currently, SR 400 is 4 lanes with a variable 40'-64' depressed grassed median on 360' of existing right-of-way. State Route 53 is a 5 lane section at the intersection of SR 400 and SR 53 and narrows to 2 lanes at Lumpkin Campground Road to the west and Elliot Road to the east. Traffic volumes in 2006 on SR 53 are 21,100 VPD, and are 29,000 VPD on SR 400. Projected traffic volumes in 2026 are 42,000 VPD on SR 53, and 58,000 VPD on SR 400. Accidents at this intersection have been increasing steadily. In 1995 there were 11 accidents with 5 injuries and no fatalities; in 1996 there were 20 accidents with 3 injuries and no fatalities; and in 1997 there were 28 accidents with 10 injuries and no fatalities.

The proposed construction will raise the mainline SR 400 alignment over SR 53. The current 4 lane with a 40'-64' depressed median will remain on SR 400. Additionally, northbound and southbound frontage roads will be constructed along SR 400 within the project limits for access to local businesses. The interchange will consist of a compressed diamond configuration. State Route 53 will be widened to four, 12' lanes with a 20' raised median urban section (curb and gutter and sidewalk). Dual left turn lanes will be provided on all approaches. Traffic will be maintained via staging during construction.

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

Frank L. Danchetz
Page 2

APD-056-1(63) Dawson
March 2, 2001

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)	\$17,854,000	\$17,761,000	2004	03-07
Right-of-Way	\$ 1,284,000	\$ 1,284,000		
Utilities*	LGPA	LGPA		

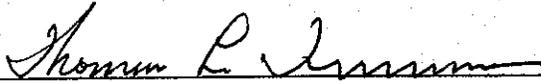
*Dawson County signed LGPA for utilities on 12-20-98.

The proposed improvements will increase the safety of the intersection and will reduce delay for motorists utilizing both of the major routes. This project is in the STIP. I recommend this project concept be approved.

CWH:JDQ/cj

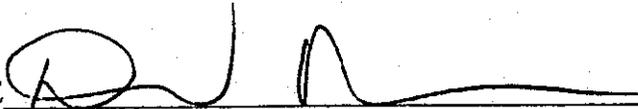
Attachment

CONCUR



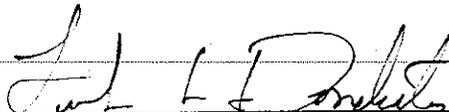
Thomas L. Turner, P.E., Director of Preconstruction

APPROVE



Larry R. Dreihaup, Division Administrator, FHWA

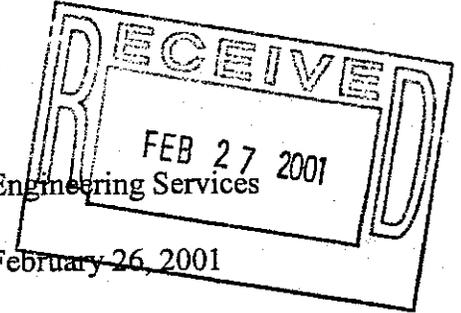
APPROVE



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

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENTAL CORRESPONDENCE



FILE: APD-056-1(63) Dawson
P.I. Number 132790-

OFFICE: Engineering Services

DATE: February 26, 2001

FROM: David Mulling, Project Review Engineer *DM*

TO: Wayne Hutto, Assistant Director of Pre-construction

SUBJECT: CONCEPT REPORT

We have reviewed the concept report submitted February 21, 2001 by the letter from James A. Kennerly dated February 12, 2001, and have no comment.

The costs for the project are:

Construction	\$14,492,000
Inflation	\$ 1,739,000
E&C	\$ 1,623,000
Reimbursable Utilities	\$ 140,000
Right of Way	\$ 1,284,000

DTM

c: Jim Kennerly

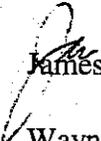
DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE APD-056-1 (63), Dawson County
S.R. 400 Interchange at S.R. 53
P.I. No. 132790

OFFICE Road Design

DATE February 12, 2001

FROM  James A. Kennerly, State Road and Airport Design Engineer

TO Wayne Hutto, P.E., Assistant Director of Preconstruction

SUBJECT Concept Report Submittal

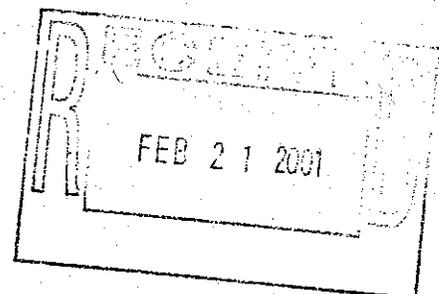
Attached for your review and approval is the Project Concept Report for the above project.

If you have any questions, please contact Stanley Hill of this office.

JAK: SH: hcc

Attachment

cc: David Mullin, w/attach
Harvey Keepler, w/attach
Marion Waters, w/attach
Larry Dent, District One Engineer, w/attach
Paul Liles, w/attach
Marta Rosen, w/attach
Herman Griffin, w/attach



STATE OF GEORGIA
OFFICE OF ROAD AND AIRPORT DESIGN

PROJECT CONCEPT REPORT

APD-056-1(63)
DAWSON COUNTY
P.I. NO. 132790

FEDERAL ROUTE NO: 19
STATE ROUTE NO: S.R. 400

Date of Report:

RECOMMENDATION FOR APPROVAL

2/21/02
DATE


State Road and Airport Design Engineer

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

DATE

State Transportation Planning Administrator

DATE

State Transportation Programming Engineer

DATE

State Environmental/Location Engineer

DATE

District Engineer

DATE

Project Review Engineer

DATE

State Traffic Operations Engineer

DATE

State Bridge & Structural Engineer

PROJECT LOCATION & DESCRIPTION

This roadway project consists of providing a Grade Separated Interchange at the current at grade intersection of Ga. 400 and S.R. 53 in Dawson County. The Concept Report recommends Ga. 400 to span over S.R. 53 and the widening of S.R. 53 to provide for a 4 lane divided roadway with a 20 feet raised median with urban section (curb and gutter and sidewalk) on the outside. Further, the concept recommends providing dual left turn lanes on all approaches. The Concept Report also recommends providing Northbound and Southbound Frontage Road to provide local access. It is recommended to acquire access rights along Ga. 400 within project limits while providing a specific access plan developed for current and future development. Median openings will be provided at two locations along S.R. 53, one to the west and one to the east. It is recommended that the county encourage existing and future development to review and provide for internal traffic circulation in all quadrants of the S.R. 53/Ga. 400 intersection. This inter parcel traffic circulation will provide for the major movements to be located at the proposed Signalized median opening locations. All other existing driveways would require right-in and right-out movements.

Project Length: 2.67 miles

TRAFFIC

	CURRENT		PROJECTED	
	YEAR	AADT	YEAR	AADT
GA 400	2006	29,000	2026	58,000
SR 53	2006	21,100	2026	42,000

CLASSIFICATIONS

PDP CLASSIFICATION	FUNCTIONAL CLASSIFICATION
MAJOR PROJECT/EXISTING LOCATION	Rural Principal Arterial

FULL OVERSIGHT (X)

EXEMPT ()

SF ()

PROJECT NEED & PURPOSE

This project is for the reconstruction of the at grade intersection of SR 400 and SR 53 in Dawson County to a grade separated urban interchange as is identified as a project in the Appalachian Development Highway System (ADHS). Located near the North Georgia Premium Outlet Mall, this area is experiencing heavy development from the mall and other associated commercial destination points. The additional development includes motels, apartments, restaurants, gas stations and pending major big box retail outlets.

In 1964, the President's Appalachian Regional Commission (PARC) reported to Congress that economic growth in Appalachia would not be possible until the Region's isolation had been overcome. Because the cost of building roads through Appalachia's mountainous terrain was high, the Region had never been served by adequate roads. Its network of narrow, winding, two-lane roads, snaking through narrow stream valleys or over mountaintops, was slow to drive, unsafe, and in many places, worn out. When the interstate system was built, large areas of Appalachia were simply bypassed, compounding the problems of the Region's troubled economy.

The PARC Report and the Appalachian governors placed top priority on a modern highway system as the key to economic development. Today, the resulting Appalachian Development Highway System (ADHS) is the backbone of ARC's cooperative regional approach to problem solving and of all its other development efforts. In Georgia, this part of SR 400 is identified as an Appalachian Developmental Highway.

In the original 1972 Appalachian Developmental Highway Cost Estimate and layout, this intersection was originally identified as an interchange, but was built as an at-grade intersection. Currently, SR 400 is four lanes wide with a 40-64 foot-wide grassed median and a total pavement width of 48 feet. SR 53 is five-lane section at the intersection of SR 400 and SR 53 and narrows to two lanes wide at Lumpkin Campground Road to the west and Elliot Road to the East, with a 24-foot-wide pavement width and no median.

Traffic volumes in 2006 on SR 53 range from 16,100 vehicles per day (vpd) to 21,100 vpd; and on SR 400, the volumes range from 28,000 vpd to 29,000 vpd. Projected 2026 volumes on SR 53 range from 34,000 vpd to 42,000 vpd; and SR 400 projected volumes range from 56,000 vpd to 58,000 vpd.

Accidents at this intersection have been increasing steadily. In 1995, there were 11 accidents with 3 injuries and no fatalities. In 1996, there were 20 accidents with 3 injuries and no fatalities; and in 1997, the last year in which full data is available, there were 28 accidents with 10 injuries and no fatalities.

Upgrading the at-grade intersection to an interchange will meet the federal APD goals. Also, these improvements should increase the safety of the intersection and will reduce delay for motorists utilizing both of the major routes.

EXISTING ROADWAYS

SR 400

TYPICAL SECTION: 4 Lane divided with variable width (40' - 64')
depressed grass median with rural shoulders and ditch section on the outside.

R/W WIDTH
360 feet

POSTED SPEED
55 MPH

MAX. DEGREE OF CURVE
3°-00'

MAXIMUM GRADE (%)
3.50%

MAJOR STRUCTURES:

None.

SR 53

TYPICAL SECTION: 5 Lane urban section (curb and gutter) with two-way
left-turn lane.

R/W WIDTH
60 feet

POSTED SPEED
45 MPH

MAX. DEGREE OF CURVE
3°-00'

MAXIMUM GRADE (%)
3.50%

MAJOR STRUCTURES:

None.

PROPOSED ROADWAYS

SR 400

TYPICAL SECTION: 4-lane divided with variable width (40' - 64') depressed grass
median with 14 feet shoulder with concrete side barrier on the
outside on the GA. 400 in the areas of grade changes.

DESIGN SPEED
55 MPH

MAX. DEGREE OF CURVE
ALLOWABLE: 6°-00'
PROPOSED: 1°-00'

MAXIMUM GRADE (%)
ALLOWABLE: 6.00%
PROPOSED: 5.00%

MAJOR STRUCTURES:

Bridge over S.R. 53

SR 53

TYPICAL SECTION: 4-lane divided with 20 feet raised median with urban section (curb
and gutter and sidewalk) on the outside on S.R. 53.

DESIGN SPEED
45 MPH

MAX. DEGREE OF CURVE
ALLOWABLE: 8°-00'
PROPOSED: 3°-00'

MAXIMUM GRADE (%)
ALLOWABLE: 7.00%
PROPOSED: 3.50%

MAJOR STRUCTURES:

NONE

PROPOSED RIGHT OF WAY

R/W WIDTH
360' (MIN.)

DISPLACEMENTS
RES: 0 BUS: 0 M.H.: 0

NUMBER OF AFFECTED PARCELS: 57

COORDINATION

CONCEPT TEAM MEETING DATE:	September 26, 2000
LOCATION INSPECTION DATE:	To Be Determined
PERMITS REQUIRED (4f, COE, 404, ETC.):	None
LEVEL OF PUBLIC INVOLVEMENT:	Public Hearing
TIME SAVING PROCEDURES APPROPRIATE:	No

MISCELLANEOUS

TRAFFIC CONTROL DURING CONSTRUCTION: Widen while maintaining traffic

LEVEL OF ENVIRONMENTAL ANALYSIS: CE

DESIGN EXCEPTIONS REQUIRED:	YES	NO	UNDETERMINED
SUBST HORZ ALIGNMENT	()	(X)	()
SUBST ROADWAY WIDTH	()	(X)	()
SUBST SHOULDER WIDTH	()	(X)	()
SUBST VERT GRADES	()	(X)	()
SUBST CROSS SLOPE	()	(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)	()

ACCESS CONTROL:

GA 400 Controlled Access
SR 53 Driveways by Permit Only

UNDERGROUND STORAGE TANK: Two gas stations are located on S.R. 53 and one gas station is located on Ga. 400. None should be affected by this project.

UTILITIES: Standard distribution utilities within project limits. No know transmission lines or other major utility within project limits.

ALTERNATES CONSIDERED

1. Improved at grade signalized intersection
2. Tight Urban Diamond Interchange with S.R. 400 going over S.R. 53 and signalized ramp intersections. (Selected Alternative)
3. No Build

Alternative number two was chosen because it best serves the projected traffic demand and improves safety.

PREFERRED ALTERNATE: Provide Tight Urban Diamond Interchange with grade separation at Ga. 400 and S.R. 53 intersection by Ga. 400 crossing over S.R. 53. Further provide northbound and southbound Frontage Roads along Ga. 400 within project limit for access to local business. It is recommended to acquire limit of access along Ga. 400 within project limit with a specific access plan developed for current and future development. On S.R. 53 provide 4-lane divided with 20 feet raised median with urban section (curb and gutter and sidewalk) on the outside within project limit. Also provide dual left turn lane on S.R. 53 at the intersection with the Northbound and Southbound Frontage Roads. Median opening will be provided at two locations along S.R. 53 one to the west and one to the east.

ESTIMATED COST			
CONSTRUCTION:	\$14,492,460	RIGHT-OF-WAY:	\$1,284,000
E & C (10%):	\$1,449,250	ACQUIRED BY:	GDOT
INFLATION (3%, 4yrs):	\$1,818,930	UTILITIES:	\$140,000
		ADJUSTED BY:	LGPA
TOTAL CONSTRUCTION COST:	\$17,760,640		

COMMENTS: See Attached Concept Team Meeting Minutes.

ATTACHMENTS: Cost Estimates, Environmental Scan, Typical Sections, Programming Documents, Traffic Diagram, Concept Team Meeting Minutes, and Sketch.

PRELIMINARY COST ESTIMATE

PROJECT NUMBER: APD-056-1(63)

COUNTY: Dawson

DATE: 07/31/00

ESTIMATED LETTING

PREPARED BY: R.K. Shah

DATE:

PROJECT LENGTH: 2.67 miles

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

PROJECT COST	
A. RIGHT-OF-WAY:	\$1,284,000
B. REIMBURSABLE UTILITIES:	\$140,000
C. CONSTRUCTION:	
1. MAJOR STRUCTURES:	
a. SR 400 bridge over SR 53 - 18,662 S.F. (\$80/S.F.)	\$1,492,960
b. Approach slab - 1,030 S.F. (\$100/S.F.)	\$103,000
SUBTOTAL: C-1	\$1,595,960
2. GRADING AND DRAINAGE:	
a. EARTHWORK - Unclassified 238,700 cu. yds. (\$5 / cu. yd)	\$1,193,500
b. DRAINAGE - 2.67 miles (\$390,000 / mile)	\$1,041,300
SUBTOTAL: C-2	\$2,234,800
3. BASE AND PAVING:	
a. 12" GR AGGR BASE CRS - (108,600 ton @ \$15 / ton)	\$1,629,000
b. ASPHALT PAVING:	
1. Asph Conc, 4" superpave base (35,400 tons x \$40)	\$1,416,700
2. Asph Conc, 2" superpave binder (17,700 tons x \$40)	\$708,000
3. Asph Conc, 1 1/2" superpave surface (13,270 tons x \$40)	\$530,800
SUBTOTAL: C-3	\$4,283,000

4. LUMP ITEMS:	
a. TRAFFIC CONTROL	\$1,085,000
b. CLEARING AND GRUBBING	\$237,500
c. GRASSING	\$180,000
d. EROSION CONTROL	\$225,000
e. SIGNALS S.R. 53 @ north commercial	\$60,000
S.R. 53 @ south commercial	\$60,000
S.R. 53 @ NB access road	\$60,000
S.R. 53 @ SB access road	\$60,000
	SUBTOTAL: C-4.e
	\$240,000
	SUBTOTAL: C-4
	\$1,967,500
5. MISCELLANEOUS:	
a. SIGNING & STRIPING	\$200,000
b. FIELD OFFICE	\$30,000
c. CONCRETE CURB AND GUTTER - 25,000 ft (\$10 / ft)	\$250,000
d. CONCRETE SIDE BARRIER - 13,600 ft (\$100 / ft)	\$1,360,000
	SUBTOTAL: C-5
	\$1,840,000
6. SPECIAL FEATURES:	
a. RETAINING WALL - 64,280 S.F. (\$40 /S.F.)	\$2,571,200
	SUBTOTAL: C-6
	\$2,571,200

ESTIMATE SUMMARY		
A. RIGHT-OF-WAY:	\$1,284,000	
B. REIMBURSABLE UTILITIES:	\$140,000	
C. CONSTRUCTION:		
1. MAJOR STRUCTURES	\$1,595,960	
2. GRADING AND DRAINAGE	\$2,234,800	
3. BASE AND PAVING	\$4,283,000	
4. LUMP ITEMS	\$1,967,500	
5. MISCELLANEOUS	\$1,840,000	
6. SPECIAL FEATURES:	\$2,571,200	
SUBTOTAL CONSTRUCTION COST	\$14,492,460	
E. & C. (10%)	\$1,449,250	
INFLATION (3% PER YEAR)	\$1,818,930	
NUMBER OF YEARS: 4		
TOTAL CONSTRUCTION COST	\$17,942,535	

PRELIMINARY COST ESTIMATE

PROJECT NUMBER: S.R. 53 @ Lumpkin Campground Road

COUNTY: Dawson

DATE: December 4, 2000

ESTIMATED LETTING DATE:

PREPARED BY: Chad Lovett

PROJECT LENGTH: 0.71 miles

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

PROJECT COST	
A. RIGHT-OF-WAY: Dawson County to purchase Right-of-Way.	
1. PROPERTY (LAND & EASEMENT)	
2. DISPLACEMENTS; RES: 0, BUS: 1, M.H.:	\$350,000
3. OTHER COST (ADM./COST, INFLATION)	
SUBTOTAL:A	NA
B. REIMBURSABLE UTILITIES:	
1. RAILROAD	\$ 0
2. TRANSMISSION LINES	\$ 0
3. SERVICES	\$ 0
SUBTOTAL:B	\$ 0
C. CONSTRUCTION:	
1. MAJOR STRUCTURES	
a. OVERPASSES	\$ 0
b. OTHER	\$ 0
SUBTOTAL:C-1	\$ 0
2. GRADING AND DRAINAGE:	
a. EARTHWORK	\$ 40,000
b. DRAINAGE:	
1) Cross Drain Pipe	\$ 10,000
2) Curb and Gutter	\$ 17,000
3) Longitudinal System (include catch basins)	\$ 14,000
SUBTOTAL:C-2	\$ 81,000

PROJECT COST		
3. BASE AND PAVING:		
a. AGGREGATE BASE		\$ 20,000
b. ASPHALT PAVING: Surface	\$ 60,000	
Binder (Includes leveling of existing pvmt)	\$ 30,000	
Base	\$ 30,000	
SUBTOTAL:C-3.b		\$ 120,000
c. CONCRETE PAVING (Raised Islands)		\$ 16,000
d. OTHER		\$ 10,000
SUBTOTAL:C-3		\$ 166,000
4. LUMP ITEMS:		
a. GRASSING		\$ 6,000
b. CLEARING AND GRUBBING		\$ 15,000
c. LANDSCAPING		\$ 5,000
d. EROSION CONTROL		\$ 15,000
e. TRAFFIC CONTROL		\$ 8,000
SUBTOTAL:C-4		\$ 49,000
5. MISCELLANEOUS:		
a. LIGHTING		\$ 0
b. SIGNING - MARKING		\$ 8,000
c. GUARDRAIL		\$ 20,000
d. TRAFFIC SIGNAL		\$ 90,000
SUBTOTAL:C-5		\$ 118,000
6. SPECIAL FEATURES	SUBTOTAL:C-6	\$ 0

ESTIMATE SUMMARY		
A. RIGHT-OF-WAY	\$350,000	
B. REIMBURSABLE UTILITIES	\$ 0	
C. CONSTRUCTION		
1. MAJOR STRUCTURES	\$ 0	
2. GRADING AND DRAINAGE	\$ 81,000	
3. BASE AND PAVING	\$ 166,000	
4. LUMP ITEMS	\$ 49,000	
5. MISCELLANEOUS	\$ 118,000	
6. SPECIAL FEATURES	\$ 0	
SUBTOTAL CONSTRUCTION COST	\$ 414,000	
E. & C. (10%)	\$ 41,400	
INFLATION (5% PER YEAR FOR 2 YEARS)	\$ 42,435	
TOTAL CONSTRUCTION COST	\$ 497,835	
GRAND TOTAL PROJECT COST	\$ 847,835	

Environmental Scan

Jurisdictional Wetland and Surface Waters.

Drainage Ditches

An on-site inspection of the proposed corridor was conducted to determine if any jurisdictional wetlands or surface waters were present within the corridor. The proposed corridor is at the intersection of GA 400 and SR 53. During the investigation, one area of concern was identified. The area of concern consists of a small drainage ditch that runs parallel to GA 400. This system (S-1) is approximately 1 to 2ft. wide and flat. Approximately a half a mile south of GA 400 the small drainage ditch is adjacent to a slope that parallels 400 Center Lane. No wetlands are associated with this system within the studied corridor.

Environmental Concerns.

UST's

An on-site inspection of the proposed corridor was conducted to determine if any environmental concerns were present within the corridor. During the investigation, five areas of concern were identified. Areas of concern consists of five underground storage tanks (UST).

The first area of concern involves two UST's at a Citgo station, and it is located at the intersection of SR 53, 400 Center Lane. The UST's are approximately 35 feet from the edge of the corridor. A Kerosene tank, vacuum, and air pump is located along the powerline right-of-way that parallels 400 Center Lane.

Second area of concern involves two UST's at an Amoco station, and it is located southeast of the intersection of GA 400 and SR 53. The UST's are located between the gasoline pumps and the diesel pump. The UST's and the diesel pump are approximately 40 feet from the right-of-way that parallels SR 53.

Third area of concern involves two UST's at a Texaco station, and it is located northeast of the intersection of GA 400 and SR 53. The two UST's are located east of the gasoline pumps and are approximately 35 feet from the right-of-way. A car wash is located directly behind the Texaco store.

Fourth area of concern involves five UST's at a Shell station and it parallels GA 400. Three UST's are located adjacent to the powerline right-of-way which has a non-wet small drainage ditch within the right-of-way. The other two UST's are adjacent to 400 Center Lane. A Kerosene and diesel pump is located at this particular site and the two pumps are approximately 30 feet from 400 Center Lane.

Fifth area of concern involves a possible UST at Wilco Printing that may have been a former gas station. Wilco Printing is at the intersection of SR 53 and 400 Center Lane. The gas tanks and pad have been removed and evidence of new pavement is present in front of the building. The UST is approximately 20 feet from the right-of-way.

Residential and Business Impacts.

Hotels, Apartments, Gas stations, and Businesses

An on-site inspection of the proposed corridor was conducted to determine if any residential or business areas would be impacted by the widening of SR 53 and GA 400. During the investigation, twenty eight areas

of concern were identified. Areas of concern consists of hotels, apartments, gas stations, shopping malls, banks, restaurants, and small businesses.

One residential area is likely to be impacted by the proposed widening of GA 400. The residential area is a gated apartment complex located approximately a half mile south of GA 400 and SR 53 intersection. More than likely, widening of GA 400 will not affect the apartments that are built.

Other areas of concern are two hotels located along the proposed corridor. The first motel is the Comfort Inn which is located next to the apartment complex off GA 400. The second motel is the Super 8 Motel which is located north of intersection of GA 400 and SR 53 next to Kentucky Fried Chicken. The two motels will be subject to minor impacts as the new right-of-way may eliminate parking area.

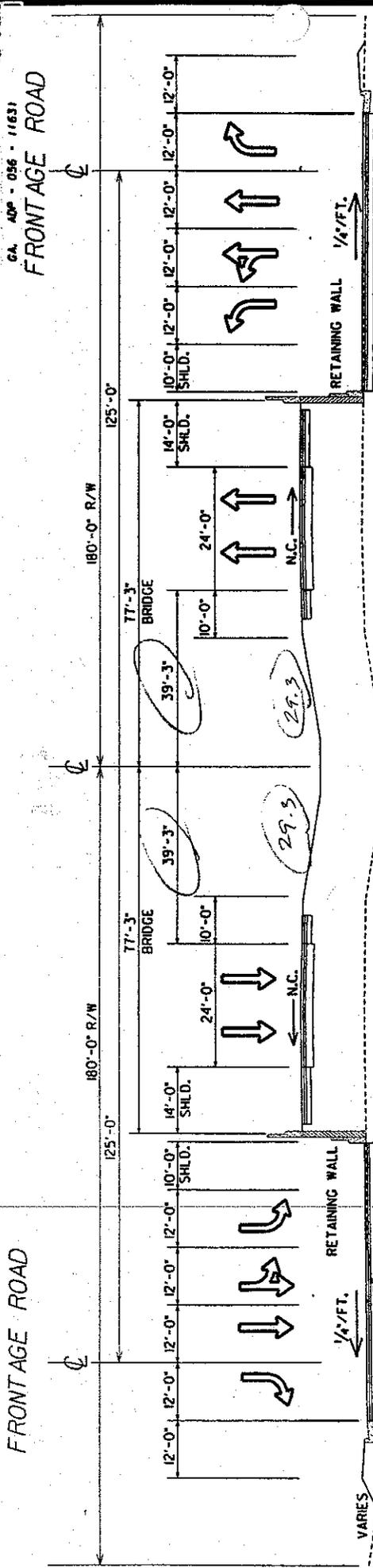
Twenty-seven businesses including North Georgia Premium Outlet Store, Captain D's, Shell gas station, First Community Bank, McDonald's, Bank, two Shopping Center, Goodyear Automotive, Wilco Printing, Dawson Insurance, Medplex Center, Country Clipboard, Hightower Place, Burger King, CVS Pharmacy, Citgo gas station, Waffle House, Hardees, Auto Zone, Kentucky Fried Chicken, Wendy's, Texaco gas station, Chesatee State Bank, Lightening Lube, NAPA, and an Amoco gas station will be displaced by the proposed widening of GA 400 and SR 53. The twenty-seven businesses will be subject to minor impacts as a new right-of-way for widening may eliminate parking areas.

Protected Species.

Animals and Plants

A list of Threatened and Endangered Species for Dawson County, Georgia was obtained from the U.S. Fish and Wildlife Service. After reviewing the literature, four federally listed species, four state listed species, and four species of concern were found to be of potential occurrence in Dawson County. During the investigation, no evidence of any listed species nor their suitable habitat were found.

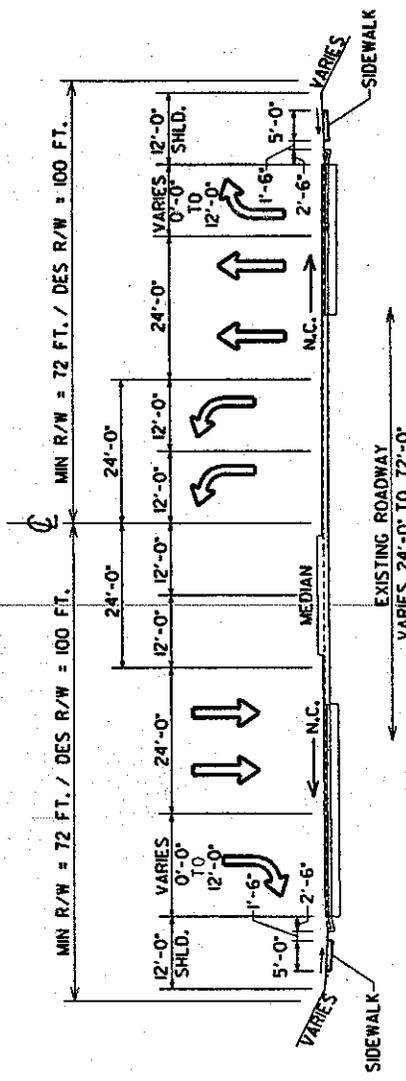
STATE PROJECT NUMBER
GA ADP - 056 - (1163)
FRONTAGE ROAD



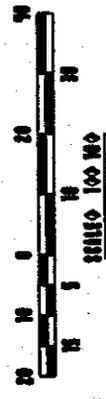
12'-0" SHOULDER ALLOWED ON BRIDGE

GA 400 @ S.R. 53

GRADE SEPARATION



S.R. 53 @ GA 400



DATE	REVISIONS	DATE	REVISIONS

R.K. SHH & ASSOCIATES, INC.
INCORPORATED - SUE - CIVIL
ENGINEERS
1000 W. BROADWAY, SUITE 240
ATLANTA, GEORGIA 30338
TELEPHONE 478-3338

GEORGIA
DEPARTMENT OF TRANSPORTATION
TYPICAL SECTION
PROJECT ADP - 056 - (1163)
COUNTY
DAWSON

Assign to Rd Des

BF

REVISION REQUEST
for the
LONG RANGE PROGRAM

Authorization is requested to proceed with development of a project concept on the following project:

Action Requested: ADDITION TO THE PROGRAM

PROJECT DATA

County	Project No. P.I. No.	Type Work
DAWSON	APD-056-1(63) 132790	NEW CONSTRUCTION INTERCHANGE
Description: SR 400 INTERCHANGE AT SR 53		
Project Length = 0.50 Miles		

FUNDING INFORMATION

Estimated Cost (\$1,000's)	DOT Share	Other Share	Fiscal Year	Cong. District	Field District
BE	\$63		LR		
ROW	\$3,000		LR	9	1
CONST	\$3,842	\$3,842	LR		
Fund 1 = 795					
Fund 2 = 33D					

REASON FOR REVISION:

Requested by the State Programming Engineer

RECOMMENDED

Wayne Powell

DIRECTOR, DIVISION OF PLANNING AND PROGRAMMING

APPROVED

Wayne Shackelford

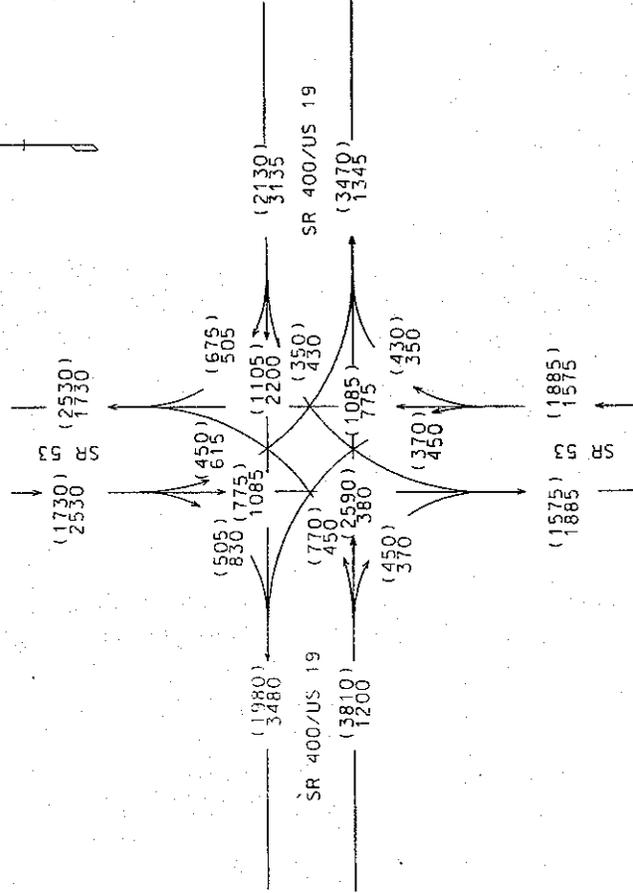
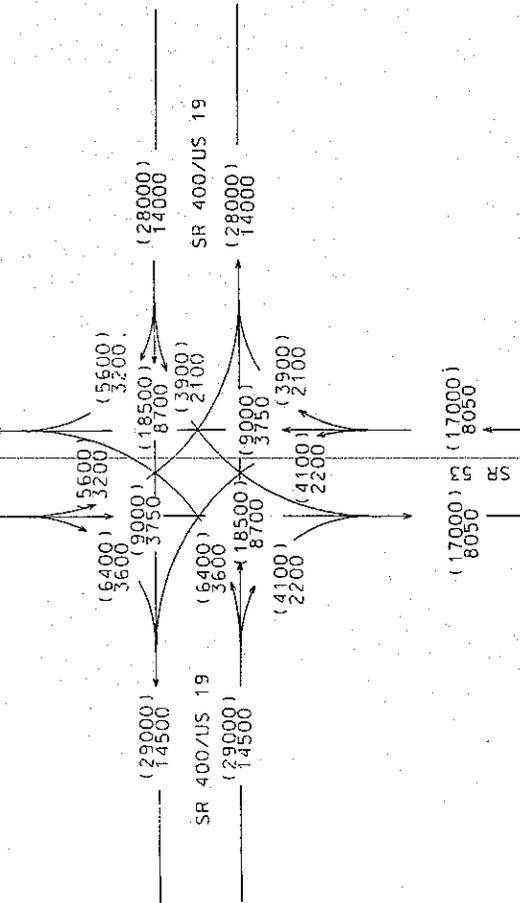
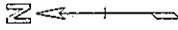
COMMISSIONER

2006 ADT = 000
2026 ADT = (000)
24 HOUR T. = 10%
S.U. = 4%
COMB. = 6%

2026 AM DHV = 000
2026 PM DHV = (000)

T. = 5%

DAWSON COUNTY



APD-056-1(63)
P. I. # 132790
DAWSON COUNTY
SR 400/US 19 &
SR 53
AFF
08/99

Concept Team Meeting Minutes

Project: GDOT Project Work Order No. 44
APD 056-1(63)
P.I. No. 132790
GA 400/U.S. 19 at SR 53 Grade Separation
Project Limits: Intersection of GA 400 (US 19) and Dawson Forrest Road (CR 252) to
Intersection of GA 400 (US 19) and Kilough Church Rd. (CR 128) and
Intersection of SR 53 and Lumpkin Campground Road (CR 223) to
Intersection of SR 53 and Couch Rd. (CR 125)
Dawson County

Date: September 26, 2000

Attendance:

Honorable Rep Clint Smith- SH019	Georgia House of Representatives
Edward Terry	Appalachian Regional Commission
Marvin Woodward	FHWA
Ricardo Suarez	FHWA
Josh Grzegorzowski	FHWA
Jim Kennerly	GDOT Road Design
Greg Mayo	GDOT Road Design
Rick Reasons	GDOT Road Design
Stanley Hill	GDOT Road Design
John Blanchard	GDOT Road Design
Joe Garland	GDOT District 1
Todd Long	GDOT District 1
David Mulling	GDOT Engineering Services
Janet Harvey	GDOT Planning
Stan Hames	GDOT Planning
Bruce Maney	GDOT Programming
Katie Mullins	GDOT Programming
Rick Ford	GDOT Right Of Way
Brook Martin	GDOT Traffic Operations
John Cronan	Etowah Water and Sewer Authority
Leroy Harper	Etowah Water and Sewer Authority
Bob Bonflett	EWSA (Welker Assoc.)
Kevin Lassiter	Sawnee EMC
Marwan Abboud	ARCADIS
Tom Udell	ARCADIS
Raju Shah	R.K. Shah

The Concept Team Meeting was held on September 26, 2000 to elicit comments from interested parties on the proposed GA 400/U.S. 19 at SR 53 Grade Separation. The meeting was held in the GDOT Road Design conference room (room 444).

Mr. Stanley Hill of GDOT began the meeting by introducing the project and then asking attendees to introduce themselves and identify whom they represent.

Mr. Hill then discussed the specifics of the project. The items highlighted include:

- Project length: 2.67 miles
- Functional classification: Rural Principal Arterial
Mr. Hill continues with the agenda.
- Projected 2006 ADT: GA 400, 29,000 SR 53, 16,000
- Projected 2026 ADT: GA 400, 58,000 SR 53, 28,000
- Existing typical section: 4-lane divided with variable width (64'-40') median (GA 400)
5-lane Urban Section with two-way left turn lane (SR 53)

Mr. Hill stated that Arcadis would describe the proposed Typical Section during the project description.

- Proposed typical section: 4-lane divided with variable width (64'-40') median, 14' outside shoulder with concrete side barrier on grade change area (GA 400)
- 4-lane divided urban section with 20' raised median, curb and gutter, and sidewalks on the outside (SR 53)

Mr. Hill discussed the Design Criteria.

- Estimated construction cost: \$17,760,640.00
- Design speed: 45 mph for S.R. 53 and 55 mph for Ga. 400/U.S. 19
- Maximum proposed Dc: 1-degree (max. allowable Dc = 6 -degrees GA 400/U.S. 19)
Dc: 3-degrees (max. allowable Dc = 8 -degrees SR 53)
- Control of access along GA 400
- Maximum grade proposed: 5% (GA 400) allowable: 6.0%
3.5% (SR 53) allowable: 7.0%
- Maximum S.E. Rate; 0.0600 %

Mr. Hill introduced Mr. Marwan Abboud of Arcadis and asked him to introduce his staff and give the proposed project's description.

Mr. Abboud discussed the alternates considered for the project location. The first alternative consisted of an improved at grade intersection. This option required dual left turn lanes at all approaches, right turn lanes at all approaches, and widening GA 400 to three through lanes in each direction. This alternate was discarded due to poor operations and a trend of increasing accidents at the existing at grade intersection. The next alternate was a single-point-urban-interchange. This option was discarded due to the high structural costs and poor traffic operations. The preferred alternate was presented which consists of a tight urban diamond interchange. Mr. Abboud then reviewed the environmental scan. There will be a total of 57 parcels for this project.

Mr. Shah presented the preferred concept design. The concept will be a tight urban diamond interchange with GA 400 going over SR 53. Access to properties adjoining the interchange will be provided by frontage roads paralleling GA 400. The intersections with SR 53 and the frontage roads will be signalized. GA 400 will be controlled access within the project limits. GA 400 will have a four lane divided cross-section with space provided for the future installation of HOV lanes. SR 53 will have an urban cross-section with a twenty foot raised median. Due to the wide right-of-way the GA 400 grade separation and frontage roads can be constructed without the need for additional acquisitions.

Mr. Edward Terry of the ARC questioned whether consideration had been given to two through lanes at the access road intersection with SR 53. His concern was that an incident or stall in the single through lane would backup traffic on the access road.

Mr. Todd Long of GDOT District One suggested the use of a shared through left lane to alleviate any problems with through movements.

Mr. Abboud assured everyone that the pavement proposed would adequately serve the through traffic in the event of such an incident.

Mr. Kennerly and Mr. Long stated that both the Road Design Department and District One have requested that planning examine extending the controlled access of GA 400 south to include the eight intersections between SR 53 and the current controlled access.

Mr. Bruce Maney stated that this project would be the last intersection eligible for ARC funding. Any other intersections would have to be funded by other sources.

Mr. Marvin Woodward of the FHWA asked if consideration had been given to pedestrians. The typical sections don't show sidewalks. *DO NOW*

Mr. James Kennerly of GDOT Road Design, stated that the frontage roads presented a great deal of pavement for a pedestrian to cross.

Mr. Long stated that the design would provide for a two stage crossing that would be acceptable.
Action: sidewalks will be added to the typical sections for SR 53.

Mr. David Mulling of GDOT Engineering Services asked about the construction staging.

Mr. Shah explained that the access roads would be constructed first. GA 400 traffic would be rerouted onto the access roads for the construction of the GA 400 overpass. He continued, with this construction staging, all pavement would be permanent.

Mr. Long questioned if traffic could be routed to one side of the project rather than two. This would eliminate the need for two closely spaced signals.

Mr. Kennerly stated that only using one side for maintenance of traffic would adversely affect businesses on the opposite side.

Mr. Abboud stated that the signal configuration would be nearly identical to the final signal configuration of the interchange.

Mr. Shah stated that to accommodate the GA 400 traffic would require a wider pavement that would be necessary for the final access road. This would create throwaway pavement.

Mr. Terry suggested accelerating the project using incentive type contract for the construction. ARC, he stated, would like to see this project completed as soon as possible.

Mr. Hill then continues with other items within the concept report.

- Major Structures: Proposed Bridge over SR 53
- Design variances: none
- Design Exceptions required: none

Mr. Rick Ford of the office of Right-of-way discussed the Right-of-way cost estimate: No displacement, 57 parcels impacted at a cost of approx. \$1.284 million. Access Rights 32 parcels, 1 parcel with Consequential Damages.

Mr. Hill asked Mr. Todd Long if the District had any comments for utilities. Mr. Long stated that the Utility cost estimate for this project was not complete but would be apart of the final concept report there was no report available. Mr. Hill stated that the following Utility companies might have utilities involved with this project:

1. Georgia Power Distribution
2. City of Dalton Transmission
3. Etowah Water and Sewerage Authority
4. Atlanta Gas Light Company
5. Teleview, Inc., (Cable T.V.)
6. Alltel Communications, Inc
7. Swanee EMC

Mr. Hill then discussed the alternates considered for this project were:

- ◇ No Build: This alternate consists of no improvements to the intersection and was not selected as the preferred alternate because it does not address the concerns generated by future traffic and population projections in the vicinity of the project.
- ◇ Improved intersection: This alternate consists of creating an improved at grade intersection. The improvements considered include three through lanes on GA 400, dual left turn lanes on all approaches, and making SR 53 a n urban cross-section with a 20' median. This alternate was not chosen due to poor projected levels of service on the turning movements in the future conditions.
- ◇ Tight Urban Diamond Interchange: Provide Tight Urban Diamond Interchange with grade separation at Ga. 400 and S.R. 53 intersection by Ga. 400 crossing over S.R. 53. Also, provide northbound and southbound Frontage Roads along Ga. 400 within project limit for access to local business. It is recommended to acquire limit of access along Ga. 400 within project limit. On S.R. 53 provide 4-lane divided with 20 feet raised median with urban section on the outside within project limit. Also provide dual left turn lane on S.R. 53 at the intersection with the Northbound and Southbound Frontage Roads.

Mr. Hill then stated that the level of Environmental Analysis for this project would be a C.E. Mr. Abboud then stated that Arcadis prepared an environmental scan.

Mr. Abboud reviewed the environmental scan. He stated that due to the project being built within the existing right of way the environmental impacts are negligible. The only area of concern would be at the intersection of SR 53 and Lumpkin Campground Road. A former gas station now print shop would need to be taken as part of the project. The concept report should read that there would be 57 parcels "impacted", not "displaced."

Mr. Long stated the house located across SR 53 has been determined a potentially historic structure. Erosion control will be designed in accordance with new regulations.

- Environmental assessment and a 404 permit are not required.
- Environmental concerns: Underground storage tanks may be located in the southeast quadrant of the SR 53 and Lumpkin Campground Road intersection.

Mr. Stan Hames and Ms. Janet Harvey of GDOT Planning Office discussed the Need and Purpose Statement. Ms. Harvey stated that the area was a growth area and that the grade separation is the most efficient way of addressing the future capacity needs.

Mr. Terry commented that the need and purpose statement focus on ARC, while historically correct, did not fit the current situation at GA 400 and SR 53. He suggested the focus be directed toward the economic development goals of ARC.

Mr. Hill and Mr. Kennerly asked about the status of the letter to planning requesting the study of the GA 400 corridor south of SR 53. Mr. Hames stated that Dawson County was facing inclusion in the Atlanta metro non-attainment area. Any deficiencies will be covered in the resulting countywide transportation plans.

This brought up a discussion on the right of way costs: Mr. Rick Ford of GDOT Right of Way Office reported the right of way costs for the concept would be \$1,284,000 with one displacement. Access rights would need to be purchased from 32 parcels.

Mr. Rick Reasons asked if access rights would be purchased north and south.
Mr. Long and Mr. Kennerly replied yes

Mr. Long then questioned whether or not the Lumpkin Campground Road intersection improvement should be included in this concept.

Mr. Hill stated that traffic projections would be needed at this location and questioned if GDOT would have to provide or are these counts or would it be apart of the Dawson County project.

Mr. Long stated the consultant working on the intersection improvement was projecting traffic. He would contact the consultant and have them cease work and forward their information to the concept team.

Mr. Hill then introduced Ms. Katie Mullins of the Programming Office and asked her to review the project's development and schedule. Ms. Katie Mullins reported that the interchange is programmed for 2002 right of way acquisition, 2003 let date, and 2004 construction.

Mr. Hill stated that a public Hearing will be required at this time and if that changes all office will be informed.

Mr. Hill stated that no other projects were in this area.

Mr. Long corrected him and stated that two other projects were in the area:

- Turn lane improvements on GA 400
- A Dawson County funded study is underway to improve the intersection of SR 53 at Lumpkin Campground Road.

Mr. Hill then solicited comments from those in attendance and from each office.

A. Local Officials – City, County, State Representatives

Honorable State Representative Clint Smith

Comment: He gave his support for the project and he thanks the Department for inviting him to take part in this Concept Team Meeting

Reply: Noted

B. FHWA -

Mr. Edward Terry of the **Appalachian Regional Commission**

Comment: The economic growth of an area is the primary concern for ARC. Efforts should be made to limit adverse impacts during construction. GA 400 is a major route for commerce. The need and purpose statement should reflect the economic development goals of ARC

Reply: The need and purpose statement will be reviewed.

Mr. Marvin Woodward of the **FHWA**

Comment: None

C. Engineering Services

Mr. David Mulling

Comment: None

D. Programming

Ms. Mullins

Comment: None

Mr. Bruce Maney

Comment: GA 400 from I-285 to SR 53 is designated corridor A-1. The project's concept design will be eligible for ARC funding.

E. Traffic Operations

Mr. Joe Garland

Comment: GDOT should pursue advance acquisition of access rights along GA 400 to protect future projects.

Reply: Noted

Mr. Brook Martin

Comment: None

F. Planning

Comment: None

G. Right of Way

Mr. Rick Ford

Comment: 32 parcels with assumed ingress/egress need to be addressed as far as Access Rights.

H. District

Comment: None

I. Utilities

Swanee-EMC

Comment: electric lines and any other utilities attached to the electrical poles along SR 53 will need to be relocated.

Reply: Noted

Etowah Water and Sewer Authority

Comment: Will relocation of water and sewer lines be reimbursable?

Reply: Not if the utility is in the right of way by permit

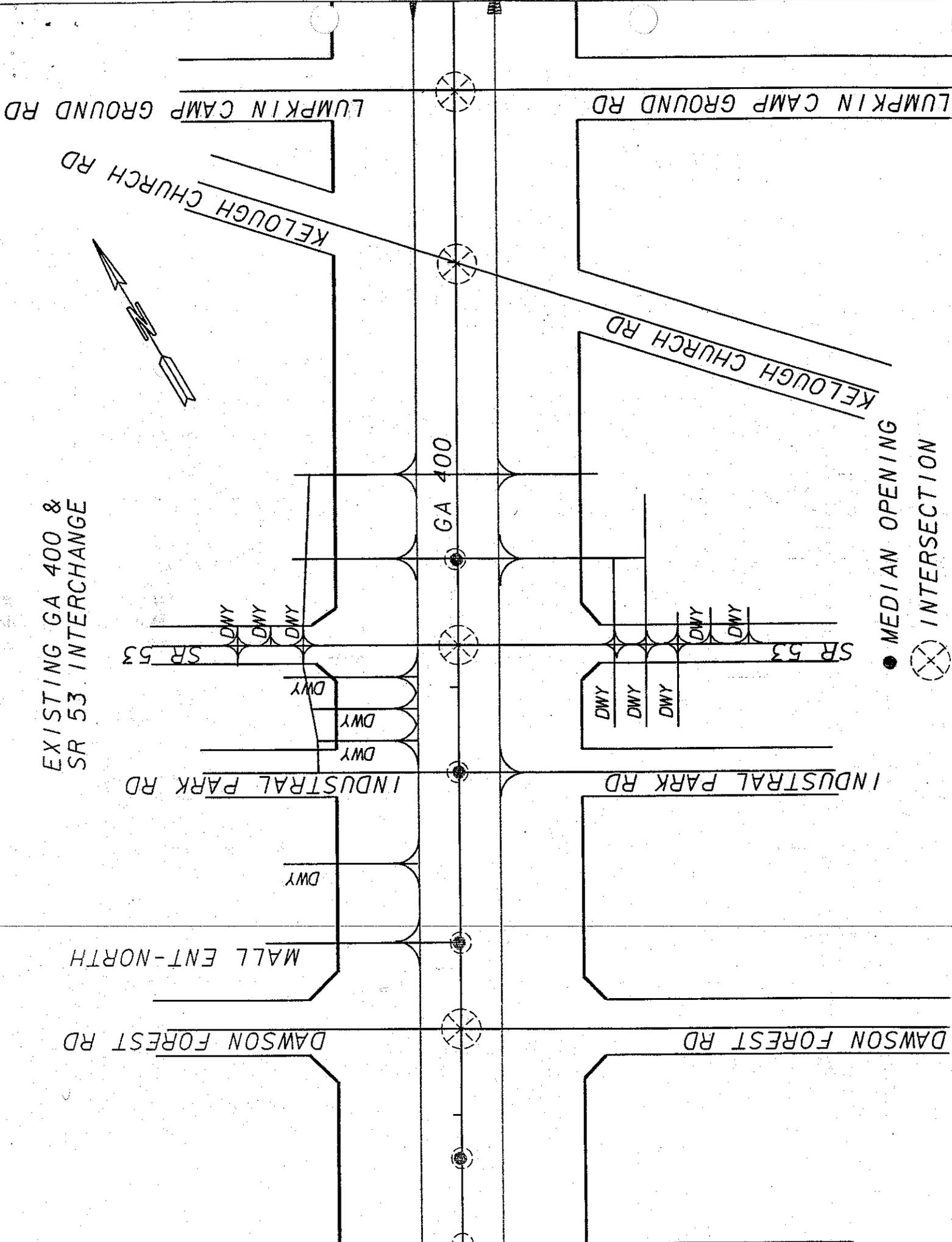
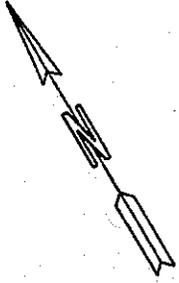
J. Design

Mr. James Kennerly

Comment: Adjust SR 53 typical section to show sidewalks

The meeting was adjourned at 3:45PM

EXISTING GA 400 &
SR 53 INTERCHANGE



● MEDIAN OPENING

⊗ INTERSECTION

STATE OF GEORGIA
OFFICE OF ROAD AND AIRPORT DESIGN

PROJECT CONCEPT REPORT

APD-056-1(63)
DAWSON COUNTY
P.I. NO. 132790

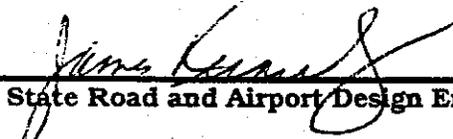
FEDERAL ROUTE NO: 19
STATE ROUTE NO: S.R. 400

Date of Report:

RECOMMENDATION FOR APPROVAL

2/21/01

DATE



State Road and Airport Design Engineer

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

DATE

State Transportation Planning Administrator

DATE

State Transportation Programming Engineer

DATE

State Environmental/Location Engineer

DATE

District Engineer

2/26/01



DATE

Project Review Engineer

DATE

State Traffic Operations Engineer

DATE

State Bridge & Structural Engineer

STATE OF GEORGIA
OFFICE OF ROAD AND AIRPORT DESIGN

PROJECT CONCEPT REPORT

APD-056-1(63)
DAWSON COUNTY
P.I. NO. 132790

FEDERAL ROUTE NO: 19
STATE ROUTE NO: S.R. 400

Date of Report:

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State Transportation Programming Engineer

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State Environmental/Location Engineer

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District Engineer

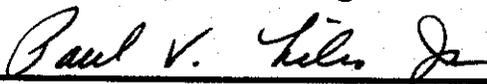
DATE

Project Review Engineer

DATE

State Traffic Operations Engineer

3/2/01
DATE


State Bridge & Structural Engineer

Department of Transportation
State of Georgia

INTERDEPARTMENTAL CORRESPONDENCE

File: APD-056-1 (63)/ Dawson County
P.I. No. 132790

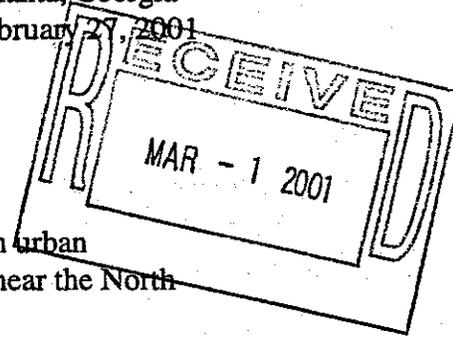
Office: Traffic Operations
Atlanta, Georgia

Date: February 27, 2001

From:  M.G. Waters, III, P.E., State Traffic Operations Engineer

To: Wayne Hutto, Assistant Director of Preconstruction

Subject: Project Concept Report Review



We have reviewed the above referenced concept report for an urban interchange at US 19/SR 400 and SR 53 in Dawson County near the North Georgia Premium Mall Outlet.

US 19/SR 400 and SR 53 is currently an at grade intersection. SR 53 is a 5-lane urban roadway with a two-way left turn lane. US 19/SR 400 is a 4-lane divided highway with a depressed median. The proposed typical section for SR 53 is a 4-lane roadway with a 20-foot raised concrete median and the US 19/SR 400 typical section will remain unchanged. This concept also proposes a northbound/southbound frontage road for access to the local businesses.

We request conduit be installed on both sides of the bridge as part of this project. The conduit will be used for future interconnection of the Advanced Transportation Management System components in this area. Our Traffic Operations Design Office can provide details and cost estimates for inclusion in the project.

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

MGW/BM

Attachment (signature page)

Cc: Harvey Keeper

~~James A. Kennerly, State Road & Airport Design Engineer~~

Attn.: Stanley Hill, Road Design

David Mulling, w/ attachment

Marta Rosen

Paul Liles, State Bridge & Structural Design Engineer

Larry Dent, District Engineer-Gainesville

Attn.: Joe Garland, District Traffic Engineer

Chuck Hasty, TMC

General Files

STATE OF GEORGIA
OFFICE OF ROAD AND AIRPORT DESIGN

PROJECT CONCEPT REPORT

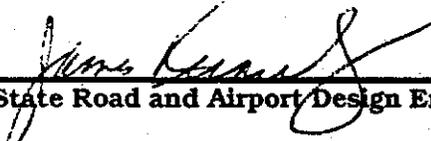
**APD-056-1(63)
DAWSON COUNTY
P.I. NO. 132790**

FEDERAL ROUTE NO: 19
STATE ROUTE NO: S.R. 400

Date of Report:

RECOMMENDATION FOR APPROVAL

2/21/02
DATE


State Road and Airport Design Engineer

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State Transportation Planning Administrator

DATE

State Transportation Programming Engineer

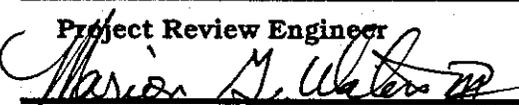
DATE

State Environmental/Location Engineer

DATE

District Engineer

3/1/2001
DATE

Project Review Engineer

State Traffic Operations Engineer

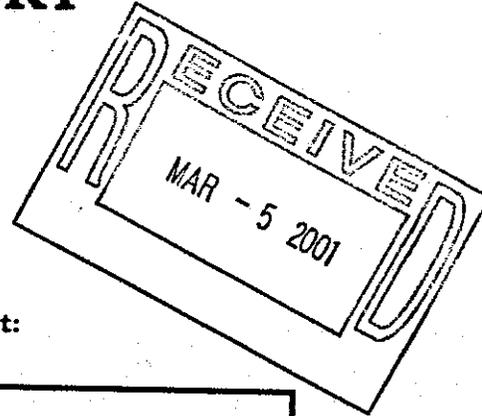
DATE

State Bridge & Structural Engineer

STATE OF GEORGIA
OFFICE OF ROAD AND AIRPORT DESIGN

PROJECT CONCEPT REPORT

APD-056-1(63)
DAWSON COUNTY
P.I. NO. 132790



FEDERAL ROUTE NO: 19
STATE ROUTE NO: S.R. 400

Date of Report:

RECOMMENDATION FOR APPROVAL

2/21/07

DATE

James Keenan

State Road and Airport Design Engineer

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

DATE

2/22/01

DATE

State Transportation Planning Administrator

Harriet J. Huff

State Transportation Programming Engineer

DATE

State Environmental/Location Engineer

DATE

District Engineer

DATE

Project Review Engineer

DATE

State Traffic Operations Engineer

DATE

State Bridge & Structural Engineer

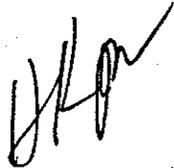
**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

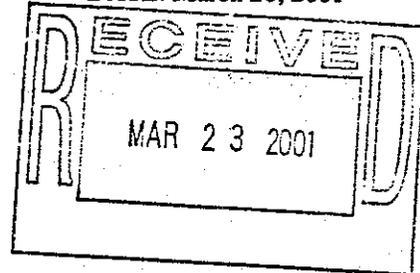
FILE: P.I. No. 132790

OFFICE: Environment/Location

DATE: March 20, 2001


FROM: Harvey D. Keeper, State Environmental/Location Engineer

TO: Wayne Hutto, P.E., Assistant Director of Preconstruction



SUBJECT: **PROJECT CONCEPT REPORT**
APD-056-1(63), DAWSON COUNTY

The above subject concept report has been reviewed. Page 7 should read CE anticipated. If project is a CE then a Public Information Meeting might be appropriate rather than a Public Hearing.

If you have any questions, please let me know.

HDK/JSS/sdw

Attachment

cc: David Mulling
Jim Kennerly

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE APD-056-1(63) Dawson County
PI # 132790

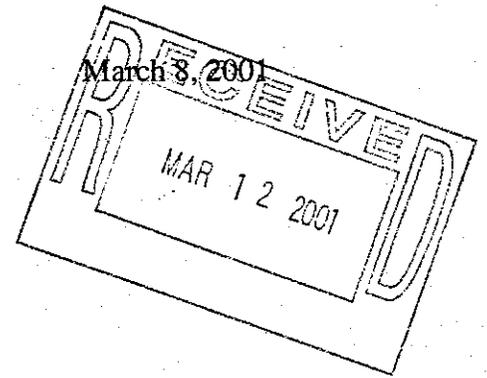
OFFICE Gainesville

FROM LED
Larry Dent, District Engineer

DATE

March 8, 2001

TO Wayne Hutto, Assistant Preconstruction Engineer



SUBJECT PROJECT CONCEPT REPORT
SR 53 @ SR 400 Interchange

This office has reviewed the subject concept and finds the report acceptable with the following comments:

- The project location and description should mention the reconstruction of the intersection of SR 53 and Lumpkin Campground Road. This was included in the cost estimate on p. 13.

Attached is a signed cover page for your use. If you have any questions, please call Todd Long at 770-532-5520.

LED:TIL

STATE OF GEORGIA
OFFICE OF ROAD AND AIRPORT DESIGN

PROJECT CONCEPT REPORT

APD-056-1(63)
DAWSON COUNTY
P.I. NO. 132790

FEDERAL ROUTE NO: 19
STATE ROUTE NO: S.R. 400

Date of Report:

RECOMMENDATION FOR APPROVAL

2/21/02

DATE



State Road and Airport Design Engineer

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DATE

State Transportation Planning Administrator

DATE

State Transportation Programming Engineer

DATE

State Environmental/Location Engineer

3/7/01

DATE



District Engineer

DATE

Project Review Engineer

DATE

State Traffic Operations Engineer

DATE

State Bridge & Structural Engineer