

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE FR-004-3(36) Warren-McDuffie Counties OFFICE Preconstruction
P.I. No. 262110 DATE July 6, 1990

FROM *JB* J. B. Johnson, Assistant Director of Preconstruction

TO SEE DISTRIBUTION

SUBJECT PROJECT CONCEPT REPORT APPROVAL - PASSING LANES ON SR 12 (REVISED)

Attached for your files is the approval for subject project.

JB/se

Attachment

DISTRIBUTION:

Juan Duurrence
Robert E. Humphrey
Frank Danchetz
Gene Skeen
Walker Scott
Darrell Elwell
George Lyons

TIME SAVING
PROCEDURES

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE FR-004-3(36) Warren-McDuffie Counties OFFICE Preconstruction
P.I. No. 262110
DATE June 26, 1990

FROM 
William J. "Juan" Durrence, Director of Preconstruction

TO Hal Rives, Commissioner

SUBJECT REVISED PROJECT CONCEPT REPORT - Passing Lanes on SR 12

This project is the widening of four (4) sections of SR 12 for two (2) passing lanes (one eastbound and one westbound - Sections 2 and 4), two left turn lanes (Sections 1 and 3) between Warrenton and Thomson. The existing road has 28' of pavement (two at 14') and 5' shoulders. Current and future traffic is:

	<u>1990</u>	<u>2010</u>
Section 1	4400	6400
Section 2	3700	5900
Section 3	4400	7000

This revised concept report changes the termini of Section 4 (westbound passing lane) and adds a turn lane section (Section 3).

The existing road will be widened an additional 12' as follows:

- Section 1: Widen on south side from MP 14.13 to MP 14.43 (Warren County) for an eastbound to northbound left turn lane into Georgia Pacific Plant.
- Section 2: Widen on south side from MP 15.2 to MP 16.2 (Warren County) for an eastbound passing lane.
- Section 3: Widen on south side from MP 18.8 to MP 19.2 (Warren County) for an eastbound to northbound left turn lane into Briarwood Academy.
- Section 4: Widen on north side from MP 0.43 to MP 1.25(±) to tie into the five lane section of Project FR-004-3(33).

Shoulders on the widened side only will be constructed to 10' and shoulders on the non-widened side will be retained. Traffic will be maintained on existing road during construction. A request for a design variance for substandard vertical alignment (below 55 MPH) has been approved by FHWA.

Hal Rives
Page 2
June 26, 1990

The estimated cost of this project is:

	PROPOSED ESTIMATE	APPROVED ESTIMATE	LET DATE
Construction (includes E&C and inflation)	\$693,000	\$970,000	9/90
Right-of-Way	\$ 10,000	\$ 36,000	11/90
Utilities	LGPA*	LGPA	

*LGPA sent to Warren and McDuffie Counties on June 24, 1988. Not signed to date.

I recommend that we approve this revised concept report for implementation. Time saving procedures are appropriate.

WJD:WLP/cj

Attachment

CONCUR

G. C. Lewis
G. C. Lewis, State Highway Engineer

APPROVE

Hal Rives
Hal Rives, Commissioner

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

RECEIVED
JUN 19 1990

PRECONSTRUCTION

FILE FR-004-3 (36) Warren - McDuffie Counties
P.I. No. 262110
Passing Lanes SR 12

OFFICE Atlanta, Georgia

DATE June 18, 1990

FROM Robert E. Humphrey, Project Review Engineer *R.E.H.*

TO W. J. Durrence, Director of Preconstruction

SUBJECT PROJECT CONCEPT REPORT - Revised

We have reviewed the attached revised Concept Report for this Minor project and have the following comment:

The Report states that Utility relocations will be the responsibility of local government, however, a Local government Project Agreement was not included with the Report.

We have received a signed cover sheet from the following office:

Environmental

This report is satisfactory for approval subject to the above comment.

The estimated costs of this project are as follows:

Construction	\$630,000
Inflation (5% per year)	---
E & C (10%)	63,000
Preliminary Engineering (5%)	31,500
Right of Way	10,000
Utilities	LGPA

MJB/jmf

Attachments

c: George J. Lyons

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

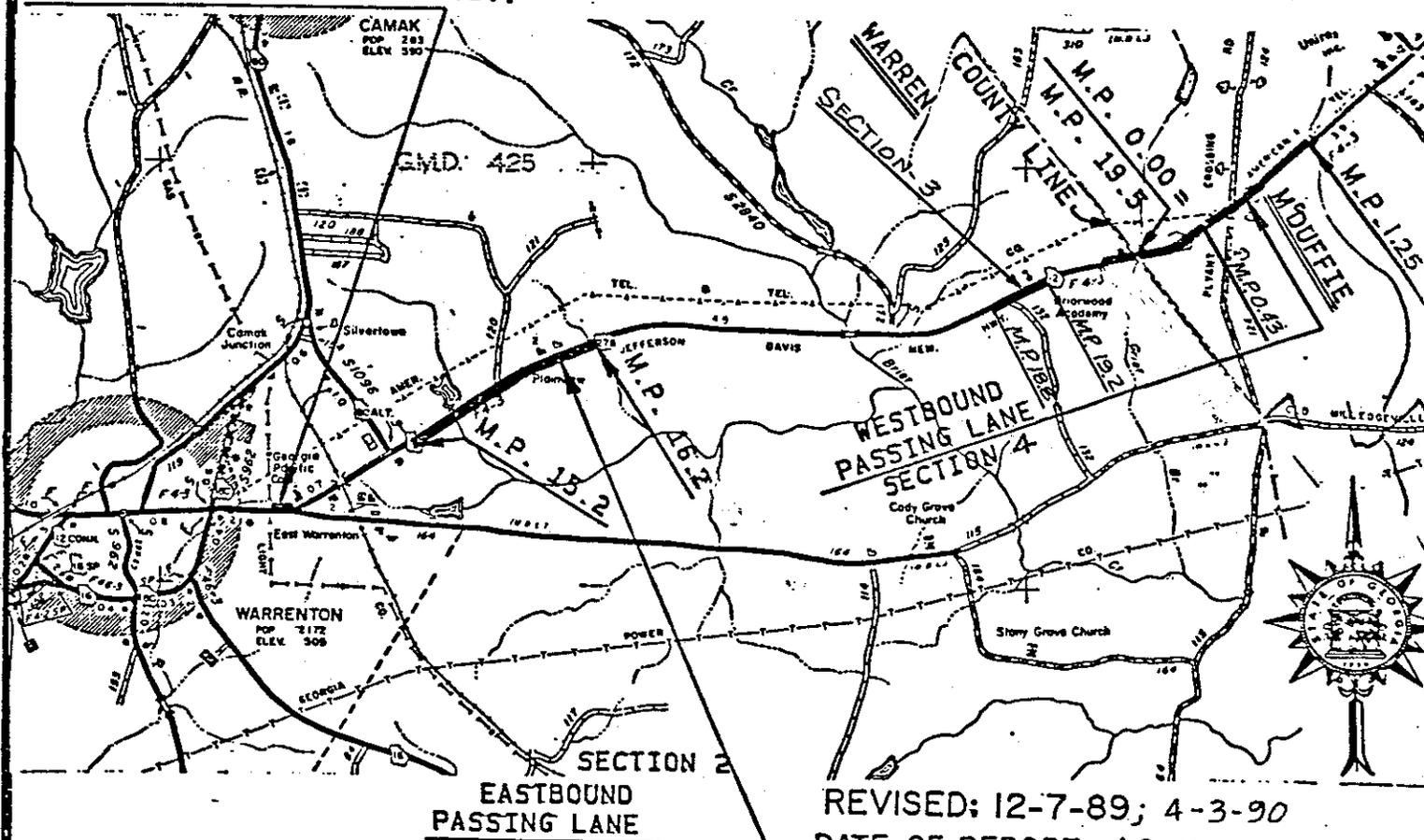
PROJECT CONCEPT REPORT

PASSING LANES
S.R. 12 (WARRENTON - THOMSON ROAD)
WARREN - M'DUFFIE
FR-004-3(36)



FEDERAL ROUTE NO. NONE
STATE ROUTE NO. 12
GA. D.O.T. P.I. NO. 262110
FEDERAL-AID ROUTE NO. F4-3

SECTION NO 1
LEFT TURN LANE (E.B. TO N.B.)



REVISED: 12-7-89; 4-3-90
DATE OF REPORT: APRIL 12, 1988

RECOMMENDATION AND CONCURRENCE FOR APPROVAL

4-12-88
DATE

4-12-88
DATE

DATE

DATE

Robert F. Murphy
PROJECT MANAGER

George J. ...
DISTRICT ENGINEER

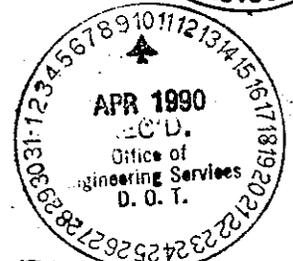
STATE ENVIRONMENTAL ANALYSIS/LOCATION ENGINEER

STATE TRAFFIC AND SAFETY ENGINEER

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

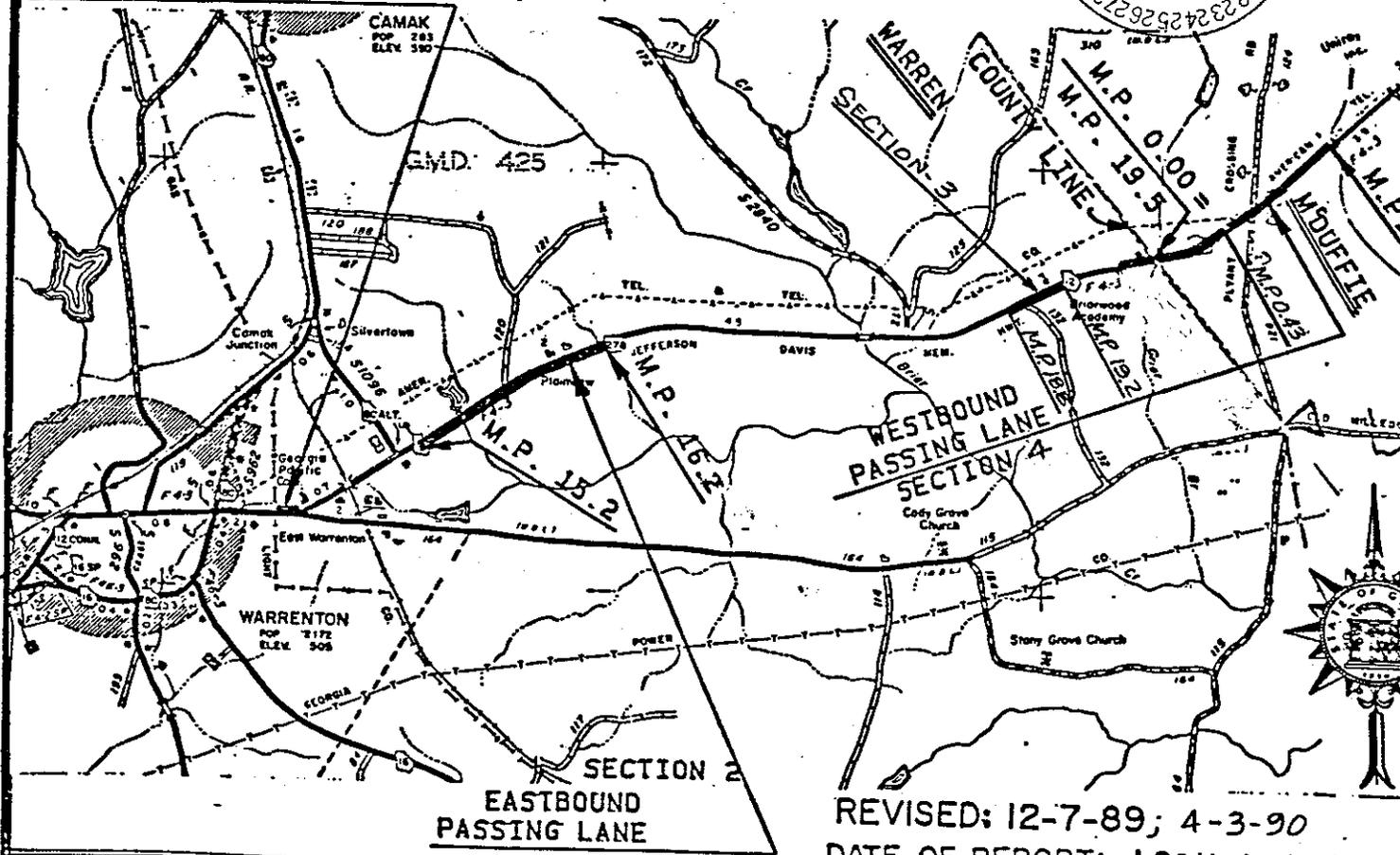
PROJECT CONCEPT REPORT

PASSING LANES
S.R. 12 (WARRENTON - THOMSON ROAD)
WARREN - M'DUFFIE
FR-004-3(36)



SECTION NO 1
LEFT TURN LANE (E.B. TO N.B.)

FEDERAL ROUTE NO. NONE
STATE ROUTE NO. 12
GA. D.O.T. P.I. NO. 262110
FEDERAL-AID ROUTE NO. F4-3



REVISED: 12-7-89; 4-3-90
DATE OF REPORT: APRIL 12, 1988

RECOMMENDATION AND CONCURRENCE FOR APPROVAL

4-12-88
DATE
4-12-88
DATE
4-9-90
DATE

DATE

Jack T. Murphy
PROJECT MANAGER
George J. Spivey
DISTRICT ENGINEER
Frank L. Dunbar
STATE ENVIRONMENTAL ANALYSIS/LOCATION ENGINEER

STATE TRAFFIC AND SAFETY ENGINEER

REVISED PROJECT CONCEPT REPORT

PROJECT NUMBER: FR-004-3 (36)

COUNTY: Warren-McDuffie

P. I. NUMBER: 262110

ROUTE: SR 12

PREVIOUS PROJECT NUMBER: None

GENERAL DESCRIPTION AND LOCATION:

This project will provide a left turn lane at the Georgia Pacific Plant on SR 12 east of Warrenton and two other passing lanes (one eastbound and one westbound) on SR 12 between Warrenton and Thomson, and a left turn lane at Briarwood Academy.

TRAFFIC:

SECTION 1 (TURN LANE)

CURRENT ADT = 4400 (1990)

PROJECTED ADT = 6400 (2010)

SECTION 2 (EASTBOUND PASSING LANE)

CURRENT ADT = 3700 (1990)

PROJECTED ADT = 5900 (2010)

SECTION 3 (WESTBOUND PASSING LANE)

CURRENT ADT = 4400 (1990)

PROJECTED ADT = 7040 (2010)

EXISTING TYPICAL SECTION:

Two - 14 ft. asphalt lanes with 5 ft. graded shoulders

EXISTING MAJOR STRUCTURES:

None

STATEMENT OF NEED & PURPOSE OF PROJECT:

There are delays in this corridor caused by turning movement desires into the Georgia Pacific Plant, slow moving log trucks and also due to little or no safe passing zones.

LENGTH:

2.52 MILES

SECTION 1 (EB to NB TURNING LANE IN WARREN COUNTY)

BEGINNING: M.P. 14.13

ENDING: M.P. 14.43

SECTION 2 (EB PASSING LANE IN WARREN COUNTY)

BEGINNING: M.P. 15.2

ENDING: M.P. 16.2

SECTION 3 (EB TO NB TURNING LANE IN WARREN COUNTY)

BEGINNING: M.P. 18.8

ENDING: M.P. 19.2

SECTION 4 (WB PASSING LANE IN MCDUFFIE COUNTY)

BEGINNING: M.P. 0.43

ENDING: M.P. 1.25

PDP CLASSIFICATION:

Minor on existing location.

FUNCTIONAL CLASSIFICATION:

Rural arterial

MAXIMUM DEGREE OF CURVE: 3 MAXIMUM GRADES: 5% DESIGN SPEED: 55 MPH
POSTED SPEED: 55 MPH

PROPOSED TYPICAL SECTION:

12 ft. wide additional pavement with 10 ft. wide graded shoulder on the widening side only. The shoulder on the non-widened side will be retained in accordance with current DOT policy.

MAJOR STRUCTURES:

None

TYPE ACCESS:

Controlled by permit.

TRAFFIC CONTROL DURING CONSTRUCTION:

Traffic will be handled thru construction.

ESTIMATED COST:

RIGHT OF WAY: \$ 10,000.00
CONSTRUCTION: \$ 693,000.00(Incl. 10% E&C @ 1990 Prices)
REIMBURSABLE UTILITIES: Local Government

PERMITS REQUIRED:

None

LEVEL OF PUBLIC INVOLVEMENT:

None

TIME SAVING PROCEDURES APPROPRIATE:

Yes

DESIGN VARIANCES REQUIRED:

A design variance for the vertical alignment has already been received from FHWA.

ALTERNATES CONSIDERED:

Alternate "A": SECTION 1 (EB to NB TURN LANE)
Widen 12 ft. on the south or
benefiting side.

SECTION 2 (EB PASSING LANE)

Widen 12 ft. on the south or
benefitting side.

SECTION 3 (EB to NB TURN LANE)

Widen 12 ft. on the south or
benefitting side.

SECTION 4 (WB PASSING LANE)

Widen 12 ft. on the north or
benefitting side.

Switching sides at all sites was considered but dropped since
the above alternate is the most economical and has less impacts.

OTHER PROJECTS IN AREA:

FR-004-3 (33) McDuffie County, P. I. No. 221490

CONCEPT TEAM MEETING HELD:

January 21, 1988

PRESENT:

James Norris
Jack Murphy

FIELD REVIEW HELD: NONE

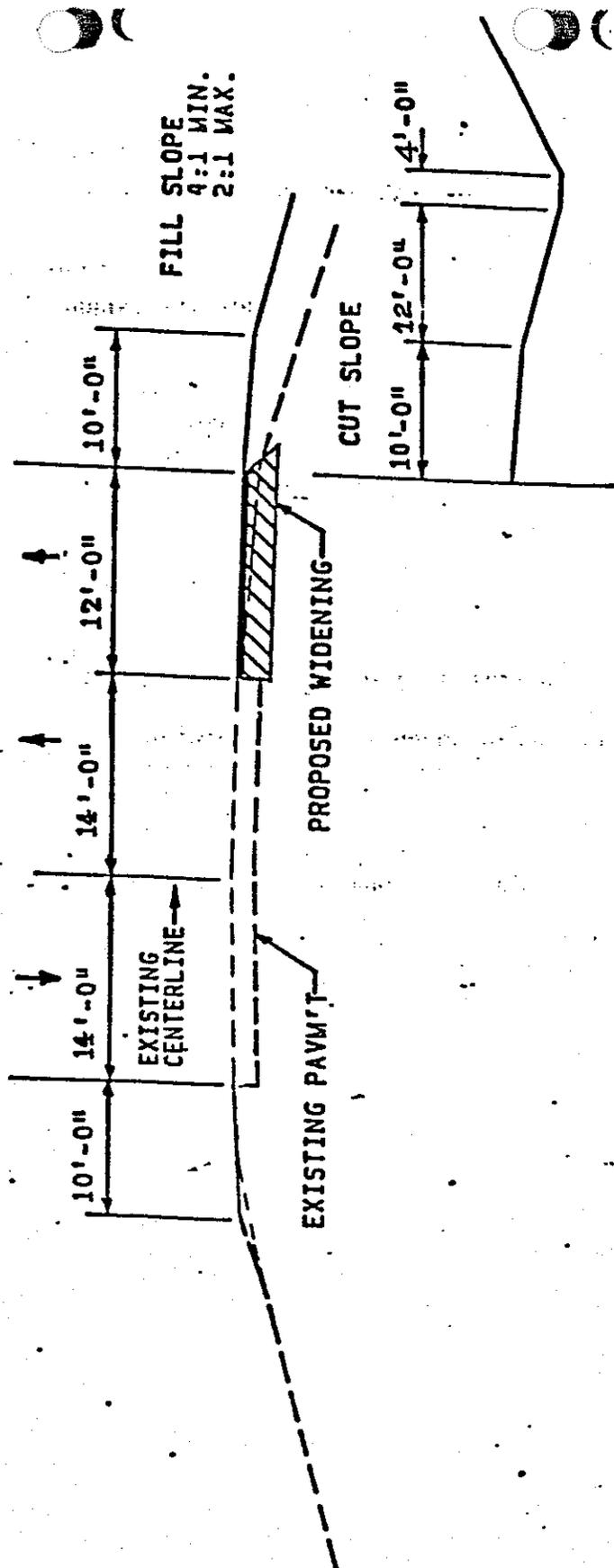
COMMENTS:

1. Recommend the approval of Alternate "A".
2. The original project description contained in the pre-programming authorization for this project describes five locations. The two locations at Wire Road and the Uniroyal Plant are within the project limits for FR-004-3 (33) McDuffie County, P.I. No. 221490, and will be done with that project.
3. The westbound passing lane will remain full width and will be extended to tie into the proposed project FR-004-3 (33) McDuffie County, P. I. No. 221490.
4. The westbound passing lane is being shortened to 0.82 miles and will still be tied into the proposed project FR-004-3 (33) McDuffie County, P. I. No. 221490.
5. An additional left turn lane is being added at Briarwood Academy.

ATTACHMENTS:

Typical Section
Traffic Data
Cost Estimate
Preprogramming Authorization
Accident History

TYPICAL SECTION



CUT SLOPE
4:1 MIN.
2:1 MAX.

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE



FILE FR-004-3 (36) Warren-McDuffie **OFFICE** Tennille/Design
P. I. No. 262110 **DATE** April 3, 1990

FROM George J. Lyons, District Engineer

TO Robert Humphrey, Project Review Engineer, Engineering Services

SUBJECT REVISED PROJECT CONCEPT REPORT

Attached is revised project concept report for the above noted project.

This report is revised to agree with comments by Mr. Alva Byrom, see attached memo from Charlie Norris showing Mr. Byrom's comments.

Please process for approval.

Yours very truly,

George J. Lyons
George J. Lyons, PE
District Engineer *JK*

JHN:dg
Attachments

cc: Charles Lewis
Frank Danchetz
J. B. Johnson
Walker Scott



DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE PPL-12(40) Warren/McDuffie **OFFICE** Environment/Location
P.I. No. 262110
FD **DATE** March 29, 1988 *[Signature]*

FROM Frank L. Danchetz, P.E., State Environmental/Location Engineer

TO George J. Lyons, District Engineer

ATTENTION: Jack Murphy

SUBJECT DESIGN TRAFFIC DATA

We are furnishing you design traffic for a section of S.R. 12 as shown on the attached strip map.

Section #1: Traffic in turn lane

1990 ADT = 4000
2010 ADT = 6400
K = 10%
D = 65%
T = 4%
24 Hr. T = 6%

Section #2:

1990 ADT = 3700
2010 ADT = 5900
K = 10%
D = 60%
T = 4%
24 Hr. T = 6%

Section #3:

1990 ADT = 4400
2010 ADT = 7040
K = 9%
D = 60%
T = 4%
24 Hr. T = 6%

FLD/WGS/sld

Attachments

ITEM NO.	ITEM DESCRIPTION	UNITS	UNIT COST	QUANTITY	ITEM COST
	PASSING LANES ON S R 12 WARRENTON TO THOMSON ROAD				
	PROJECT LENGTH 2.8 MILES				
	ROADWAY				
150-1000	TRAFFIC CONTROL	LUMP	50000.000	1	50000.00
163-1022	CONSTR. MAINT & REM TEMP PIPE SLOPE DRAIN	LIN FT	8.238	600	4942.80
163-2051	CONSTR & MAIN BALED STRAW EROSION CHECK	LIN FT	2.705	4000	10820.00
164-1000	STRAW MULCH STAB	SQ YD	0.107	10000	1070.00
201-1000	CLEARING AND GRUBBING	LUMP	75000.000	1	75000.00
205-0001	UNCLASS EXCAV	CU YD	1.423	20000	28460.00
206-0002	BORROW EXCAV. INCL MATL	CU YD	2.755	40000	110200.00
207-0203	FOUND BKFILL MATL, TP II	CU YD	25.169	200	5033.80
318-3000	AGGR SURE CRS	TON	12.803	200	2560.40
400-01119	ASPH CONC B, GP 1 OR 2, INCL BITUM MATL & H. LINE	TON	29.838	2560	76385.28
400-01130	ASPH CONC E, GP 1 OR 2, INCL BITUM MATL & H. LINE	TON	27.962	1330	37189.46
400-01200	ASPH CONC BASE, GP 1 OR 2, INCL BITUM MATL & H. LINE	TON	27.247	3420	93184.74
413-1000	BITUM TACK COAT	GAL	0.747	1200	896.40
500-3101	CL A CONC AAARGADWAY ITEMAAA	CU YD	203.269	345	70127.81
511-1000	BAR REINF STEEL	LB	0.402	30522	12269.84
550-1180	STORM DRAIN PIPE, 18 IN. H 1-10	LIN FT	19.226	8	153.81
550-1240	STORM DRAIN PIPE, 24 IN. H 1-10	LIN FT	25.455	120	3054.60
550-2150	SIDE DRAIN PIPE, 15 IN. H 1-10	LIN FT	13.910	20	278.20
550-2180	SIDE DRAIN PIPE, 18 IN. H 1-10	LIN FT	15.004	180	2700.72
550-4015	FLARED END SECTION 15 IN	EACH	197.100	2	394.20
550-4018	FLARED END SECTION 18 IN	EACH	246.541	11	2709.75
550-4024	FLARED END SECTION 24 IN	EACH	320.160	3	960.48
573-2006	UNDRR PIPE INCL DRAINAGE AGGR. 6 IN	LIN FT	6.239	2000	12478.00
641-1200	GUARD RAIL, TYPE W	LIN FT	10.705	800	8564.00

ITEM NO.	ITEM DESCRIPTION	UNITS	UNIT COST	QUANTITY	ITEM COST
641-5001	GUARD RAIL ANCHORAGE, TP 1	EACH	324.522	4	1298.09
641-5009	GUARD RAIL ANCHORAGE, TP 9	EACH	884.728	4	3538.91
700-0001	GRASSING	LUMP	15000.000	1	15000.00

PARTIAL PROJECT COST = 629271.29

TOTAL PROJECT COST = 629271.29

Use 630,000

GEORGIA DEPARTMENT OF TRANSPORTATION
 PLANNING DATA SERVICES
 SPECIAL ACCIDENT MILE PT LISTING OF STATE ROUTES
 4/29/88

301 WARREN.....

ROUTE #	MILE	CITY	DESCRIPTION	HPMS	ROAD NAME	TWC	YR	AC	SR Name
001200	1290	6870	MP 013			1	85	U	MAIN ST
001200	1300	6870	UPR00330 GA RR			1	85	U	MAIN ST
001200	1311	6870	SRY 001200		MACON HWY	1	85	U	MAIN ST
001200	1316	6870	CST 060905 R		BRINKLEY ST	1	85	U	MAIN ST
001200	1323	6870	CST 060805 R		SHOAL ST	1	85	U	MAIN ST
001200	1328	6870	CST 061805 R		ALLEN ST	1	85	U	MAIN ST
001200	1332	6870	CSX 061405		NORWOOD ST	1	85	U	MAIN ST
001200	1336	6870	CRT 000100 L		OLD GRAND BAY RD	1	85	U	MAIN ST
001200	1338	6870	CSX 066205R63		GIBSON ST	1	85	U	MAIN ST
001200	1346	6870	CST 063305 L		MCGREGOR ST	1	85	U	MAIN ST
001200	1350	6870	CRX 011900 L		COOTER RD	1	85	U	MAIN ST
001200	1350	6870	CRX 011900 L		GIBSON ST	1	85	U	MAIN ST
001200	1359	6870	CST 061905 R		WILHOIT ST	1	85	U	MAIN ST
001200	1368	6870	CSX 062205		WHITEHEAD ST	1	85	U	MAIN ST
001200	1377	6870	CSX 062405		HUBERT ST	1	85	U	MAIN ST
001200	1377	6870	CSX 062405		OAK	1	85	U	MAIN ST
001200	1389	6870	SRX 008000		LEGION RD	1	85	U	MAIN ST
001200	1390	6870	MP 014			1	85	U	MAIN ST
001200	1408	0000	CL 6870 WARR	#		1	85	U	JEFF DAVIS MEM HWY
001200	1433	0000	CRY 016400 R	#	OLD WARRENTON RD	1	85	U	JEFF DAVIS MEM HWY
001200	1464	0000	UPR00340 SDJ RR	#		1	84	U	JEFF DAVIS MEM HWY
001200	1494	0000	MP 015	#		1	84	U	JEFF DAVIS MEM HWY
001200	1499	0000	SRT 008000 L	#	GIBSON ST	1	84	U	JEFF DAVIS MEM HWY
001200	1569	0000	CRT 012000 L	#	PLAINVIEW RD	1	84	U	JEFF DAVIS MEM HWY
001200	1588	0000	MP 016	#		1	84	U	JEFF DAVIS MEM HWY
001200	1687	0000	MP 016	#		1	84	U	JEFF DAVIS MEM HWY
001200	1722	0000	BR00020 B BRIER CR#	#		1	84	U	JEFF DAVIS MEM HWY
001200	1787	0000	MP 018	#		1	84	U	JEFF DAVIS MEM HWY
001200	1797	0000	CRT 017200 L	#	BRIAR CREEK-CAMAK RD	1	84	U	JEFF DAVIS MEM HWY
001200	1864	0000	CRT 013200 R	#	CECIL DAVIS FARM RD	1	84	U	JEFF DAVIS MEM HWY
001200	1885	0000	MP 019	#		1	84	U	JEFF DAVIS MEM HWY
001200	1948	0000	END CBO189 MCDUG687#	#		1	84	U	JEFF DAVIS MEM HWY
001200	0000	6870	SR 001600 BEG AT	#		1	84	U	JEFF DAVIS MEM HWY
001200	0005	6870	CL 6870 WARR	#	LEGION RD	1	84	U	JEFF DAVIS MEM HWY
001200	0019	6870	SRT 0016SP	#		1	84	U	MACON HWY
001200	0027	6870	MP 011	#	NO NAME I	1	85	U	MACON HWY
001200	0033	6870	CST 060505 R	#	BRAY ST	1	85	U	MACON HWY
001200	0040	6870	CSX 060405 R	#	W BRINKLEY ST	1	85	U	MACON HWY
001200	0040	6870	CSX 060405 R	#	W BRINKLEY ST	1	85	U	MACON HWY
001200	0054	6870	SR 001200 END ATO	#	MAIN ST	1	85	U	MACON HWY
001600	0000	7280	BEG CBO141 HANC	#		1	85	U	MACON HWY
001600	0048	0000	CL 7280 JEWELL	#		1	85	U	SR 16 NONAME
001600	0062	0000	CRT 005600 L	#	MAYFIELD-JEWEL RD	1	85	U	SR 16 NONAME
001600	0075	0000	CRT 006400 R	#	BULL NECK RD	1	84	U	SR 16 NONAME
001600	0099	0000	MP 001	#		1	84	U	SR 16 NONAME
001600	0144	0000	CRY 006300 L	#	ADKINS CUT-OFF RD	1	84	U	SR 16 NONAME
001600	0176	0000	CRY 017400 R	#	BELL SPRINGS RD	1	84	U	SR 16 NONAME
001600	0200	0000	MP 002	#		1	84	U	SR 16 NONAME
001600	0230	0000	SRX 012300 R	#	SR 123	1	84	U	SR 16 NONAME

275-600
 W.V. 18.79
 +983
 C.O. P. 2.
 132

V
 M.V. 18.80
 19.20
 M.V. 16.94
 M.V. 19.20

**REQUEST
FOR
PRE-PROGRAMMING AUTHORIZATION**

AUTHORIZATION IS REQUESTED TO PROCEED WITH DEVELOPMENT OF A PROJECT CONCEPT ON THE FOLLOWING PROJECT:

PROJECT DATA

COUNTY	PROJECT No. P.I. No.	TYPE WORK	DESCRIPTION
Warren-McDuffie	PPL-12(40) 262110	Turn & Passing Lanes	S.R. 12/U.S. 278 between Warrenton and Thomson: → (1) Eastbound Passing lane-From M.P. 15.2 to M.P. 16 → (2) Westbound Passing lane-From the Warren County line to M.P. 1.2. (3) Southbound left turn lane on Wire Road & westbound right turn lane on U.S. 278 (4) Left & right turn lanes at Uniroyal Road → (5) Eastbound left turn lane at Georgia Pacific near
<i>DO NOT SIGNIFY COST ESTIMATE (\$1,000's)</i>	<i>PROPOSED FISCAL YEAR</i>	<i>ROW TO BE PROVIDED BY</i>	<i>CONS. DIST. FIELD DIST.</i>

ROW
 CONST. \$1,095 1990 D.O.T. 10 2

NEEDS RATING:

SUFFICIENCY RATING:

COMMENTS:

It is proposed to add this project to the Construction Work Program after the Project Concept Report has been approved. This is as approved by the Commissioner per letter dated November 3, 1987 from the Director of Planning and Programming.

RECOMMENDED

[Signature]

DIRECTOR, DIVISION OF PLANNING AND PROGRAMMING

APPROVED

[Signature]

COMMISSIONER

MEMO...

DATE: February 13, 1990

FROM: CHARLES W. NORRIS
PRECONSTRUCTION ENGINEER
TENNILLE DISTRICT

SEE NOTE
ON NEXT
PAGE-

FR-004-3 (36) Warren/McDuffie
P.I. Number 262110

TO: George J. Lyons,

As requested and for your use in talking to Alva Byrom about the location (or deletion) of WB passing lane on this project, I offer the following:

Available distance to locate lanes on SR 12 between Warrenton (C.R. 164) and Thomson (end of 5 lane project) is 6.65 miles.

(EASTBOUND (6.65 MILES))

MILELOG	TO	MILELOG	MILES	PASSING AVAILABILITY
14.08		15.26	1.18	No Passing
15.26		15.45	0.19	Passing
15.45		15.84	0.39	No Passing
15.84		16.03	0.19	Passing
16.03		16.19	0.16	No Passing
16.19		16.41	0.22	Passing
16.41		16.85	0.44	No Passing
16.85		16.97	0.12	Passing
16.97		17.34	0.37	No Passing
17.34		17.80	0.46	Passing
17.80		19.13	1.33	No Passing
19.13		19.35	0.22	Passing
19.35		0.72	0.85	No Passing
0.72		0.84	0.12	Passing
0.84		1.05	0.21	No Passing
1.05		1.25	0.20	Passing

Summary: 74% no passing and 26% passing for entire 6.65 mile section; County line is milelog 19.48; proposed EB passing lane is from ML 15.13 to ML 16.26 (1.13 miles) which is in an area of 60% no passing; but this EB proposal lengthens an existing short turn lane at SR 80.

(WESTBOUND (6.65 miles))

MILELOG	TO	MILELOG	DISTANCE	PASSING AVAILABILITY
1.25		0.96	0.29	No Passing
0.96		0.85	0.11	Passing
0.85		0.03	0.82	No Passing
0.03		19.31	0.20	Passing
19.31		17.96	1.35	No Passing
17.96		17.53	0.43	Passing
17.53		17.13	0.40	No Passing
17.13		16.97	0.16	Passing
16.97		16.57	0.40	No Passing
16.57		16.33	0.24	Passing
16.33		16.23	0.10	No Passing

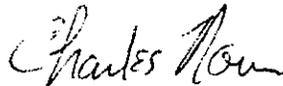
16.23	15.98	0.25	Passing
15.98	15.61	0.37	No Passing
15.61	15.41	0.20	Passing
15.41	14.08	1.33	No Passing

Summary: 76% no passing and 24% passing for entire 6.65 mile section; County line is milelog 19.48; Proposed WB passing lane is from ML 19.30 to ML 1.25 (1.43 miles) which is in an area of 78% No Passing.

I know that Alva wants to either relocate or delete the WB passing lane proposal. Its a short section of roadway to place a passing lane and the area proposed would serve as a good passing lane. Plus you wouldn't have to worry about building one 660' taper because our proposal ties to the Thomson multi-lane project. The current proposal ends around Briarwood School where we are considering adding an EB left turn lane into the school.

Your discussions with Alva on this matter will be appreciated. Let me know the results. I have attached a set of proposed plans for your use. If additional info is required, please advise.

Your very truly,



Charles Norris
District Preconstruction Engineer

CWN:meg
Attachment

cc: David Griffith, James Norris, Alfred Brantley, Richard Slade

ON 2/28/90, GEORGE J. LYONS DISCUSSED THIS PROJECT WITH ALVA BYROM. ALVA AGREED TO RETAIN THE WB PROPOSAL BUT ONLY TO THE CREST OF THE HILLS; THIS WOULD SHORTEN THE WB PROPOSAL'S OVERALL LENGTH; THEN, WE ARE TO ADD LT. TURN BAY AT BRIARWOOD SCHOOL; ANY WE ARE TO ADD RT. TURN DECEL LANES TO PROJECT LIMITS THAT NEEDS A DECEL LANE - (NONE NEEDED) A
CWN

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE FR-004-3(36) Warren-McDuffie Counties OFFICE Preconstruction
P.I. No. 262110 DATE March 23, 1990

FROM *JB*
J. B. Johnson, Assistant Director of Preconstruction

TO George Lyons, District Engineer - Tennille
ATTENTION: CHARLES NORRIS

SUBJECT REVISED PROJECT CONCEPT REPORT

This office is in receipt of the "Memo to Files" for subject project dated March 21, 1990. In view of the numerous changes to the approved concept, as enumerated in referenced Memo to Files, it is requested that a revised concept report be initiated which includes these changes and that it be forwarded for normal concept approval.

It is noted that in Paragraph 1 of the memo the back slopes are variable to achieve reduced right-of-way requirements for a Parcel No. 3. It should be noted in the revised concept report that these back slopes will be current design standards or that a request for a design variance may be required.

Thank you for your prompt attention to this request.

JBW/WLP/se

cc: Charles Lewis

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

RECEIVED

MAR 22 1990

INTERDEPARTMENT CORRESPONDENCE

PRECONSTRUCTION

FILE FR-004-3 (36) Warren-McDuffie OFFICE Tennille/Design
P. I. No. 262110 DATE March 21, 1990

FROM George J. Lyons, District Engineer

TO MEMO TO FILES

SUBJECT CHANGES TO PROJECT CONCEPT

Following is a list of changes made to plans that do not agree with the project concept. The list also includes an explanation for each plan change.

1. The required right of way has been deleted from Parcel No. 3 (Alton E. Kitchens) which is considered to be historic. This was achieved by varying the backslopes. Deleting the right of way to be required eliminates the need to acquire any land from a historic site.
2. The limits of the westbound passing lane has been shortened as directed by Alva Byrom and George Lyons.
3. A fourth site was added to provide for a protected left turn lane, eastbound, at Briarwood Academy. This is in accordance with instructions from Alva Byrom.
4. The reconstruction of the non-widened side shoulder has been eliminated because the revised concept report review signed by Mr. Byrom and approved by Mr. Rives stated that this shoulder would be retained in accordance with current DOT policy. Further, this will eliminate the need to acquire any right of way or easement from parcel No. 5 (O. Hart Johnson) which has a possible historic house on it.

Yours very truly,

James H. Norris

JHN:dg

cc: Charles Lewis, Frank Danchetz, J. B. Johnson, Walker Scott,
Ron Colvin, David Griffith, Charles Norris, Richard Slade,
Alfred Brantley





RECEIVED

FEB - 5 1990

RECLASSIFICATION

Department of Transportation
State of Georgia
Office of District Engineer
Tennille, Georgia 31089-0008

June 26, 1989

Mr. Charles J. Nemmers
Division Administrator
Federal Highway Administration
1720 Peachtree Road, N.W.
Suite 300
Atlanta, Georgia 30367



Dear Mr. Nemmers:

SUBJECT: FR-004-3 (36) Warren/McDuffie, P.I. 262110

Reference is made to subject project which is the widening of three sections of SR 12(US 278) to provide for a turn lane (Section 1), an eastbound passing lane (Section 2), and a westbound passing lane (Section 3). All three sections of this project are to be constructed between the Cities of Warrenton (Warren County) and Thomson (McDuffie County).

This correspondence serves as a Design Exception request for vertical alignment on this project. Following is a description of each section of the project, a vertical alignment summary, and the Department's rationale for requesting a Design Exception.

DISTRICT TWO

Section 1: This eastbound to northbound left turn lane proposal extends from milepost 14.13 to milepost 14.43 (0.3 mile) in Warren County. Current traffic is 4000 VPD and future traffic is 6400 VPD. All existing vertical alignment within these limits conforms to 55 MPH speed design. Thus, no vertical Design Exception is necessary within this section. Just for informational purposes, a total of five accidents (no fatalities) have occurred within this section during a recent three year period.

Section 2: This eastbound passing lane proposal extends from milepost 15.2 to milepost 16.3 (1.1 miles) in Warren County. Current traffic is 3700 VPD and future traffic is 5900 VPD. There are five existing vertical curves below the 55 MPH design (four of these are 45 MPH and one is 40 MPH). All existing grades meet or exceed the 55 MPH design. Only one accident occurred within this section during a recent three year period. And this single accident (no fatalities) occurred in an area where the vertical alignment meets or exceeds 55 MPH speed design. For this reason, the Department respectfully requests a Design Exception for this section and utilize existing alignment.

- Dist Engr
- Off Engr
- Auditors
- Constr
- State Aid
- Estimator
- Adm Off
- Preconstr
- Sched
- Design
- Survey
- Dist It/W
- R/W
- Photo
- T O S
- EEO
- Safety
- Maint
- Utilities
- Matls
- Pub Trans

6077

Mr. Charles Nemmers
Page 2
June 26, 1989

Section 3: This westbound passing lane proposal extends from milepost 19.3 in Warren County to milepost 1.2 in McDuffie County (1.4 miles). Current traffic is 4400 VPD and future traffic is 7040 VPD. There are six existing vertical curves below the 55 MPH design (all are 45 MPH). One existing grade (5.24%) does not meet the 55 MPH design. A total of five accidents (no fatalities) occurred within this section during a recent three year period. Of these five total accidents, only one occurred in an area where the vertical alignment was below the 55 MPH speed design. For this reason, the Department respectfully requests a Design Exception for this section and utilize existing alignment.

Your approval of a Design Exception in order to utilize existing vertical alignment on subject project will be appreciated. If you have any questions or comments regarding this matter or should additional information be required, please advise.

Yours very truly,



Hal Rives
Commissioner

c Charles Lewis
Walker Scott
George Lyons
Bob Humphrey

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE FR-004-3(36) Warren-McDuffie Counties OFFICE Preconstruction
P.I. No. 262110 [Formerly: PPL-12(40)] DATE January 30, 1990

FROM *JB* J. B. Johnson, P.E., Assistant Director of Preconstruction

TO SEE DISTRIBUTION

SUBJECT REVISED PROJECT CONCEPT REPORT APPROVAL

Attached for your files is the approval for subject project.

JB/cj

Attachment

DISTRIBUTION:

Charles Lewis
Bob Humphrey
Frank Danchetz
Gene Skeen
Dewey Jones (ATTN: Herman Griffin)
Walker Scott
Ron Colvin
George Lyons

TIME SAVING
PROCEDURES

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE FR-004-3(36) Warren-McDuffie Counties OFFICE Preconstruction
 FORMERLY: PPL-12(40)
 P.I. No. 262110 DATE January 23, 1990

FROM *GCL*
 G. C. Lewis, Director of Preconstruction

TO Hal Rives, Commissioner

SUBJECT PASSING AND TURN LANE ON SR 12 - REVISED PROJECT CONCEPT REPORT

This project is the widening of three sections of SR 12 for a turn lane and two passing lanes on SR 12 northeast of Warrenton. A concept report was approved for subject project on May 24, 1988. This revised concept report: (1) Changes the length of the westbound passing lane to tie into proposed Project FR-004-3(33) Mc Duffie County and (2) changes the length of the front slope of a cut section on the typical section diagram from 8' to 12'. The existing road has 2-14' lanes with 5' shoulders. There are no major structures within the project limits. Current and future traffic is:

	1990	2010
Section 1 (turn lane)	4000 VPD	6400 VPD
Section 2 (EB Pass. Ln)	3700 VPD	5900 VPD
Section 3 (WB Pass. Ln)	4400 VPD	7040 VPD

The proposed project will widen existing SR 12 an additional 12' as follows:

Sect 1 - widen on south side from MP 14.13 to MP 14.43 (Warren County)
Sect 2 - widen on south side from Mp 15.2 to MP 16.3 (Warren County)
Sect 3 - widen on north side from MP 19.3 (Warren) to MP 1.25 (McDuffie)

Shoulders on the widened side will be constructed to 10' and shoulders on the non-widened side will be retained in accordance with current DOT Policy. A request for a design variance may be required for the 5% grade. The existing road will be open to traffic during construction. The estimated cost of the project is:

	PROPOSED	APPROVED	PROG. DATE
Constr(Infl&E/C)	\$970,000	\$970,000	FY 91
Right-of-way	\$ 6,000	\$ 6,000	
Utilities	LGPA(sent)	LGPA	

Hal Rives
Page 2
Janaury 23, 1990

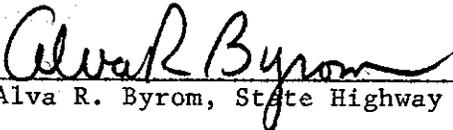
FR-004-3(36) Warren-McDuffie Counties

I recommend that we approve this revised concept report for implementation.
Time saving procedures are appropriate.

GCL/WLP/se

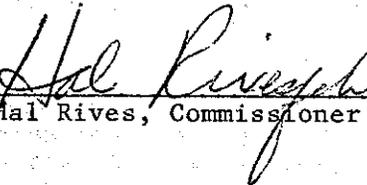
Attachment

CONCUR:



Alva R. Byrom, State Highway Engineer

APPROVED:



Hal Rives, Commissioner

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

RECEIVED

JAN 19 1990

INTERDEPARTMENT CORRESPONDENCE

PRECONSTRUCTION

FILE FR-004-3 (36) Warren - McDuffie Counties OFFICE Atlanta, Georgia
P.I. No. 262110 formerly PPL-12(40)
Passing Lanes SR 12 DATE January 19, 1990

FROM Robert E. Humphrey, Project Review Engineer *R. E. H. mjs*

TO G. C. Lewis, Director of Preconstruction

SUBJECT **PROJECT CONCEPT REPORT - REVISED**

We have reviewed the attached revised Concept Report for this Minor project and have the following comment:

A revised cost estimate was not included with this revised submission since the Project Manager did not consider the changes to be of a magnitude to warrant revising the estimate. The estimate shown below is the same as reviewed by this office in our May 10, 1988 submission.

We have not received any signed cover sheets from other offices.

This report is satisfactory for approval subject to the above comment.

The estimated costs of this project are as follows:

Construction	\$839,000
Inflation (5% per year)	42,000
E & C (10%)	88,100
Preliminary Engineering (5%)	44,050
Right of Way	6,000
Utilities	LGPA (Anticipated)

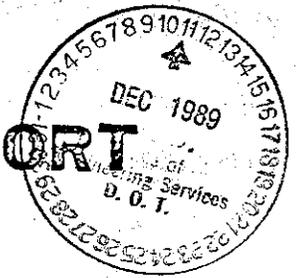
MJB/jmf

Attachments

c: George J. Lyons

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

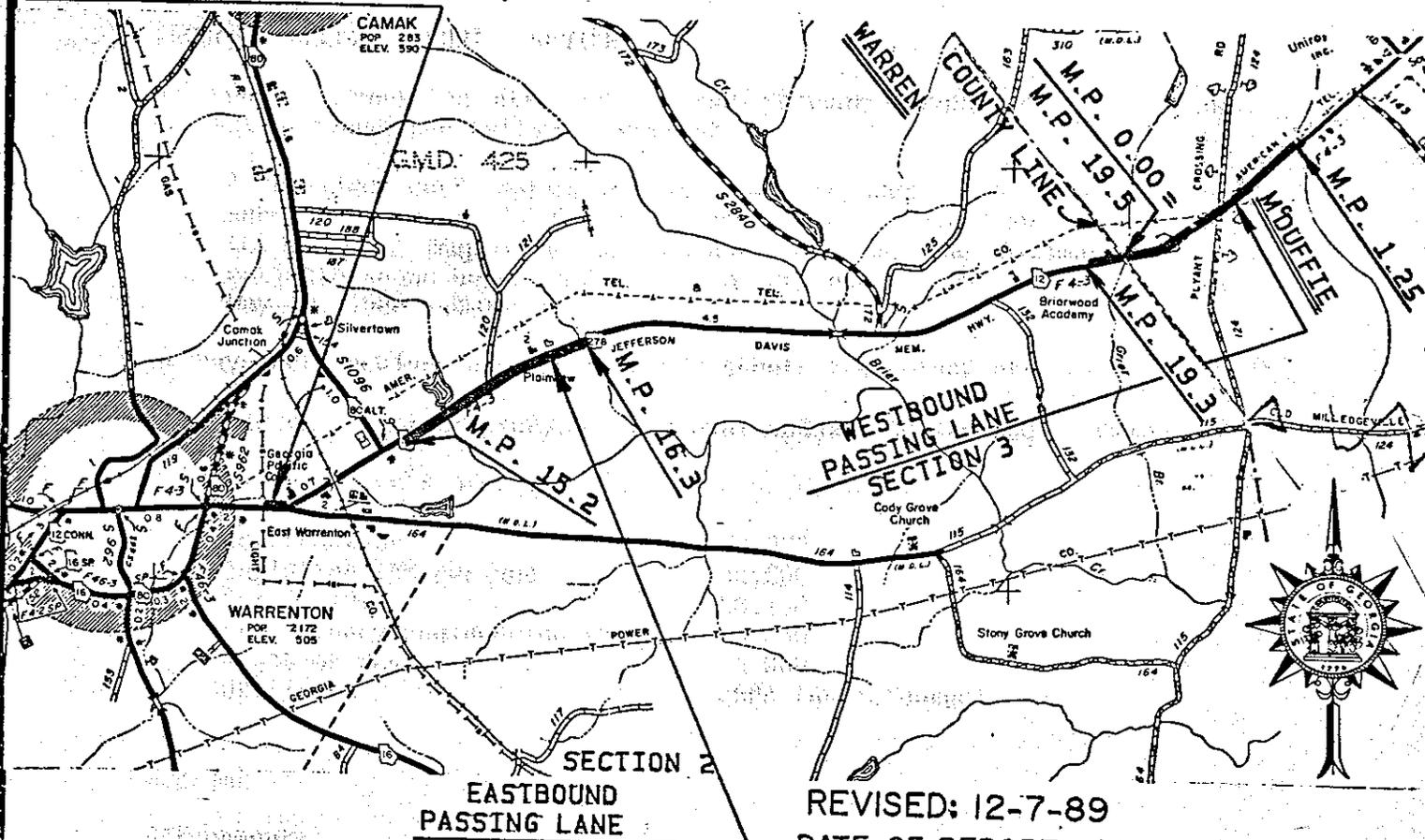
PROJECT CONCEPT REPORT



PASSING LANES
S.R. 12 (WARRENTON - THOMSON ROAD)
WARREN - McDUFFIE
FR-004-3(36)

SECTION NO 1
LEFT TURN LANE (E.B. TO N.B.)

FEDERAL ROUTE NO. NONE
STATE ROUTE NO. 12
GA. D.O.T. P.I. NO. 262110
FEDERAL-AID ROUTE NO. F4-3



REVISED: 12-7-89
DATE OF REPORT: APRIL 12, 1988

RECOMMENDATION AND CONCURRENCE FOR APPROVAL

4-12-88
DATE
4-12-88
DATE

DATE

DATE

Jack F. Murphy
PROJECT MANAGER
George J. ...
DISTRICT ENGINEER

STATE ENVIRONMENTAL ANALYSIS/LOCATION ENGINEER

STATE TRAFFIC AND SAFETY ENGINEER

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
DISTRICT TWO

OFFICE OF PRE-CONSTRUCTION
LETTER OF TRANSMITTAL



DATE: 6-DEC-1989

PROJECT : FR-004-3(36)
P.I. NO.: 262110
COUNTY : WARREN-MCDUFFIE

FROM: GEORGE J. LYONS, DISTRICT ENGINEER, TENNILLE

TO: ROBERT E. HUMPHREY, P.E., PROJECT REVIEW ENGINEER

SUBJECT: REVISED PROJECT CONCEPT REPORT

WE ARE SENDING TO YOU ATTACHED WITH THIS LETTER THE REVISED PROJECT CONCEPT REPORT FOR APPROVAL ON THE ABOVE MENTIONED PROJECT.

PLEASE NOTE THE FOLLOWING CHANGES: CHANGED THE PROJECT NAME, CHANGED THE LENGTH OF THE WESTBOUND PASSING LANE, ADDED ONE COMMENT (NO.3) TO THE LIST OF COMMENTS, AND CHANGED THE LENGTH OF THE FRONT SLOPE ON THE TYPICAL SECTION.

IF ANY FURTHER ASSISTANCE IS NEEDED PLEASE NOTIFY
W. RICHARD SLADE AT GIST: 328-4639.

GJL:WRS:mc

SIGNED:

George J. Lyons WRS
DISTRICT ENGINEER

COPIES TO: CHARLES LEWIS
FRANK DANCHETZ
ROBERT ALSTON
WALKER SCOTT

MAKE DOT BETTER

PROJECT REVISED CONCEPT APPROVAL

PROJECT NUMBER: FR-004-3 (36)

COUNTY: Warren-McDuffie

P.I. NUMBER: 262110

ROUTE: S.R. 12

PREVIOUS PROJECT NUMBER: None

GENERAL DESCRIPTION AND LOCATION:

This is a project which will provide a left turn lane at the Georgia Pacific Plant on S.R. 12 east of Warrenton and two other passing lanes (one eastbound and one westbound) on S.R. 12 between Warrenton and Thomson.

TRAFFIC:

SECTION 1 (TURN LANE)

CURRENT ADT = 4000 (1990) PROJECTED ADT = 6400 (2010)

SECTION 2 (E.B. PASSING LANE)

CURRENT ADT = 3700 (1990) PROJECTED ADT = 5900 (2010)

SECTION 3 (W.B. PASSING LANE)

CURRENT ADT = 4400 (1990) PROJECTED ADT = 7040 (2010)

EXISTING TYPICAL SECTION:

Two - 14 ft. lanes with 5 ft. graded shoulders

EXISTING MAJOR STRUCTURES:

None

STATEMENT OF NEED & PURPOSE OF PROJECT:

There are delays in this corridor caused by turning movement desires into the Georgia Pacific Plant, slow moving log trucks and also due to little or no safe passing zones.

LENGTH:

2.8 Miles

SECTION 1 (EB TO NB TURNING LANE IN WARREN COUNTY)

BEGINNING: M.P. 14.13

ENDING: M.P. ~~14.13~~

14.43

SECTION 2 (EB PASSING LANE IN WARREN COUNTY)

BEGINNING: M.P. 15.2

ENDING: M.P. 16.3

SECTION 3 (WB PASSING LANE, WARREN & MCDUFFIE COUNTIES)

BEGINNING: M.P. 19.3 in Warren County

ENDING: M.P. 1.25 in McDuffie County

PDP CLASSIFICATION:

Minor on existing location.

FUNCTIONAL CLASSIFICATION:

Rural arterial

MAXIMUM DEGREE OF CURVE: 3 MAXIMUM GRADES: 5% DESIGN SPEED: 55 MPH

PROPOSED TYPICAL SECTION:

12 ft. wide additional pavement with 10 ft. wide graded shoulders

MAJOR STRUCTURES:

None

TYPE ACCESS:

Controlled by permit

TRAFFIC CONTROL DURING CONSTRUCTION:

Traffic will be handled thru construction.

ESTIMATED COST:

RIGHT OF WAY: \$ 6,000.00
CONSTRUCTION: \$ 925,000.00 (INCL. 10% E&C @ 1988 PRICES)
REIMBURSABLE UTILITIES: Local Government

PERMITS REQUIRED:

None

LEVEL OF PUBLIC INVOLVEMENT:

None

TIME SAVING PROCEDURES APPROPRIATE:

Yes

DESIGN EXCEPTIONS REQUIRED:

~~None at this time.~~ *Maybe required for 5% max grade.*

ALTERNATES CONSIDERED:

Alternate "A": ^{NE} Section 1 (EB TO WB Turn Lane)
Widen 12 ft. on the south or benefitting side.
Section 2 (EB Passing Lane)
Widen 12 ft. on the south or benefitting side.
Section 3 (WB Passing Lane)
Widen 12 ft. on the north or benefitting side.

Switching sides at all sites was considered but dropped since the above alternate is the most economical and has less impacts.

OTHER PROJECTS IN AREA:

FR-004-3 (33) McDuffie County, P.I. No. 221490

CONCEPT TEAM MEETING HELD:

January 21, 1988

PRESENT:

James H. Norris
Jack Murphy

FILED REVIEW HELD:

No

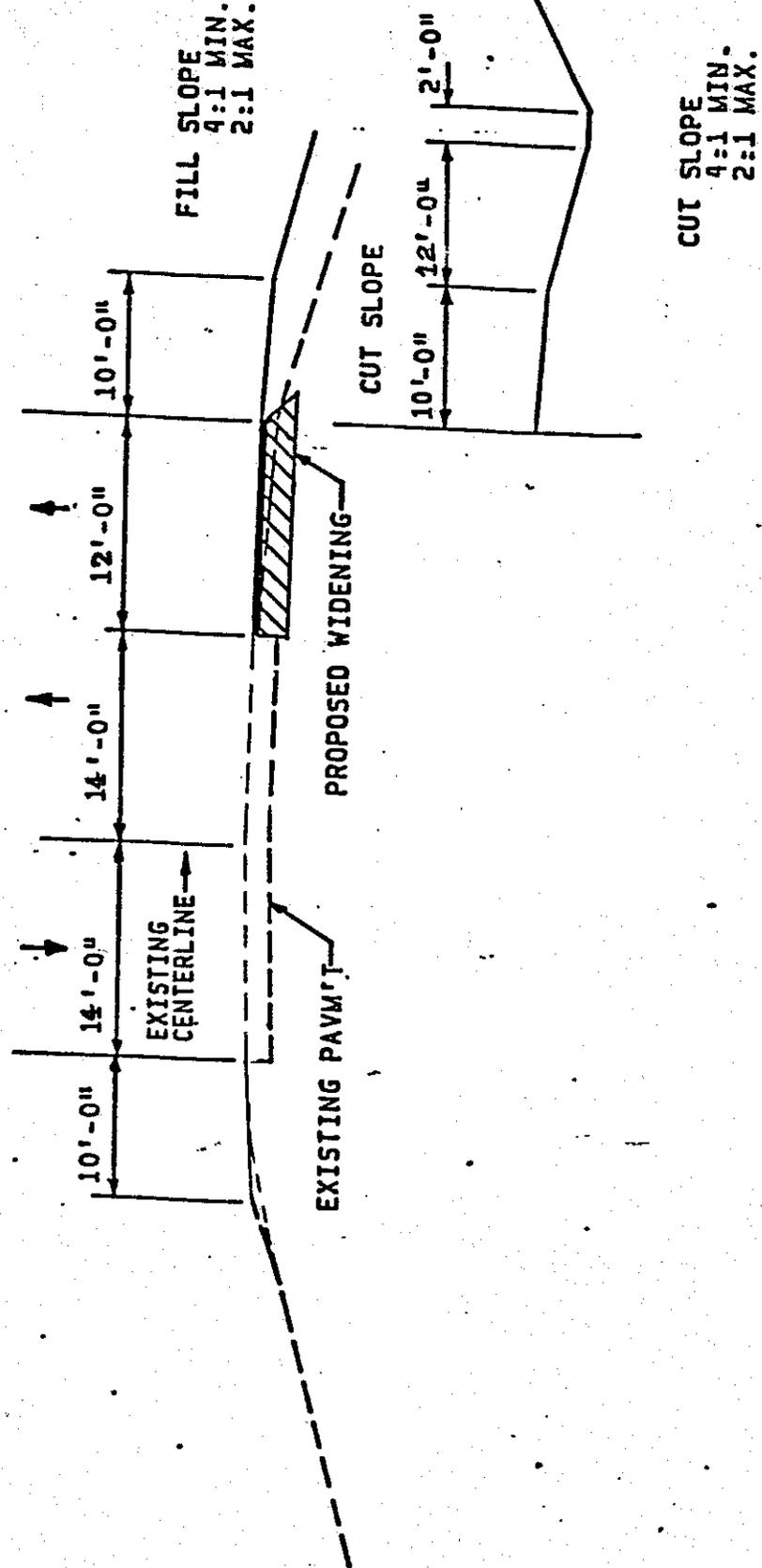
COMMENTS:

1. Recommend the approval of Alternate "A".
2. The original project description contained in the pre-programming authorization for this project describes 5 locations. The two locations at Wire Road and the Uniroyal Plant are within the project limits for FR-004-3 (33) McDuffie County, P.I. No. 221490, and will be done with that project.
3. The westbound passing lane will remain full width and will be extended to tie into the proposed project FR-004-3 (33) McDuffie County, P.I. No. 221490.

ATTACHMENTS:

Typical Section
Traffic Data
Cost Estimate
Preprogramming Authorization
Layouts

TYPICAL SECTION



DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE PPL-12(40) Warren/McDuffie **OFFICE** Environment/Location
P.I. No. 262110 **DATE** March 29, 1988

FROM *FD* Frank L. Danchetz, P.E., State Environmental/Location Engineer

TO George J. Lyons, District Engineer

ATTENTION: Jack Murphy

SUBJECT DESIGN TRAFFIC DATA

We are furnishing you design traffic for a section of S.R. 12 as shown on the attached strip map.

Section #1: Traffic in turn lane

1990 ADT = 4000
2010 ADT = 6400
K = 10%
D = 65%
T = 4%
24 Hr. T = 6%

Section #2:

1990 ADT = 3700
2010 ADT = 5900
K = 10%
D = 60%
T = 4%
24 Hr. T = 6%

Section #3:

1990 ADT = 4400
2010 ADT = 7040
K = 9%
D = 60%
T = 4%
24 Hr. T = 6%

FLD/WGS/sld

Attachments

PROJECT NO. FR-004-3(36) COUNTY Wabasco
 P.I. NO. 262110

PROJECT SCHEDULE

PROJECT DESCRIPTION R/W PARCELS 1/2
 LENGTH 2.8

SE 12, Barbara Libersbach & Thomas Q. 3 Loc.

1991

	JAN.	FEB.	MARCH	APRIL	MAY	JUNE	JULY	AUG.	SEPT.	OCT.	NOV.	DEC.
ACTIVITY	7/14	21	28	4	11	18	25	1	8	15	22	29
ENVIRONMENTAL STUDIES												
HOLD PUBLIC HEARING												
FINAL ALTERNATE												
LOCATION AND DESIGN APPROVAL												
PHOTOGRAMMETRICS												
FIELD SURVEYS												
SOIL INVESTIGATION												
PRELIMINARY CONSTRUCTION PLANS/R/W PLANS												
WALL FOUNDATION INVESTIGATION												
HOLD DESIGN FPR												
STAKE R/W												
R/W PLANS APPROVAL												
SECURE R/W AUTHORIZATION												
PRELIMINARY BRIDGE LAYOUT/HYDRAULICS												
BRIDGE FOUNDATION INVESTIGATION												
BRIDGE STRUCTURAL DESIGN												
APPRAISAL OF PARCELS												
NEGOTIATION -												
FINAL CONSTRUCTION PLANS												
CERTIFY R/W												
EARLIEST LETTING DATE												

George J. ...

**REVISION REQUEST
FOR THE
CONSTRUCTION WORK PROGRAM**

IN ACCORDANCE WITH THE BOARD RESOLUTION DATED AUGUST 16, 1973, BOARD APPROVAL IS REQUESTED TO REVISE THE CONSTRUCTION WORK PROGRAM FOR THE PROJECT AND ACTIVITY OUTLINED BELOW:

- ADDITION TO THE PROGRAM
- DELETION FROM THE PROGRAM
- SHIFT IN THE PROGRAM PE FROM FY _____ ROW CONST. To FY _____
- CHANGE IN COST ESTIMATE
- OTHER

PROJECT DATA

COUNTY	PROJECT No. P.I. No.	TYPE WORK	DESCRIPTION
Warren-McDuffie	FR-004-3(36) 262110	Turn & Passing Lanes	S.R. 12/U.S. 278 between Warrenton and Thomson: (1) Eastbound Left Turn Lane-From M.P. 14.13 to M.P. 14.43. (2) Eastbound Left Turn Lane-From M.P. 15.2 to M.P. 16.3 in Warren County. (3) Westbound passing Lane-From M.P. 19.3 in Warren County to M.P. 1.2 in McDuffie County. Length = 2.80 miles

Fund 1 = 010
Fund 2 = PPL

ESTIMATED COST (\$1,000's)	LOW ROAD	HIGH ROAD	FISCAL YEAR	CONG. DISTRICT	FIELD DISTRICT
PE	X		1989		
ROW \$6	X		1990		
CONST \$970	X		1991	10	2

REASON FOR REVISIONS:

To change the funding of this project from "PPL" to "FR" as requested by the Director of Preconstruction per letter dated January 12, 1989.
This project was formerly designated PPL-12(40) P.I. #262110.

RECOMMENDED *[Signature]*
DIRECTOR, DIVISION OF PLANNING AND PROGRAMMING

RECOMMENDED _____
COMMISSIONER

APPROVED
Director

FEB 01 1989

Planning and
Development

5/26/88 Ad.

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE PPL-12(40) Warren-McDuffie Counties P.I. Nos. 262110 OFFICE Preconstruction

DATE May 24, 1988

FROM *R. L. Alston*
R. L. Alston, P.E., Assistant Director of Preconstruction

TO SEE DISTRIBUTION

SUBJECT PROJECT CONCEPT REPORT APPROVAL - Passing Lanes on SR 12

Attached for your files is the approval for subject project.

RLA/cj

Attachment

DISTRIBUTION:

- Alton L. Dowd, Jr.
- Robert E. Humphrey
- Frank Danchetz
- Gene Skeen
- Walker Scott
- George Lyons

TIME SAVING PROCEDURES



ADMINISTRATIVE	<input checked="" type="checkbox"/>	5-26-88
ADMINISTRATIVE ASST.	<input checked="" type="checkbox"/>	
DEVELOPMENT	<input checked="" type="checkbox"/>	5-26-88
MANAGEMENT	<input type="checkbox"/>	
SCHEDULING	<input checked="" type="checkbox"/>	
ADM. SUPPORT	<input type="checkbox"/>	
	<input type="checkbox"/>	

"MAKE DOT BETTER - BE HAPPY"

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE PPL-12(40) Warren-McDuffie Counties
P.I. No. 262110

OFFICE Preconstruction

DATE May 16, 1988

FROM  Alton L. Dowd, Jr., Director of Preconstruction

TO Hal Rives, Commissioner

SUBJECT PROJECT CONCEPT REPORT - Passing Lanes on SR 12

This project is the widening of three sections of SR 12 to provide for a turn lane (Section 1), an eastbound passing lane (Section 2), and a westbound passing lane (Section 3) east of Warrenton. The existing road has two, 14' lanes with 5' shoulders. Current and future traffic is:

Section 1: 4000 VPD (1990) and 6400 VPD (2010).

Section 2: 3700 VPD (1990) and 5900 VPD (2010)

Section 3: 4400 VPD (1990) and 7040 VPD (2010)

The proposed project consists of widening the existing road an additional 12' in all three sections. Section 1 extends from MP 14.13 to MP 14.43 (0.3 mile) in Warren County. Section 2 extends from MP 15.2 to MP 16.3 (1.1 miles) in Warren County. Section 3 extends from MP 19.3 in Warren County to MP 1.2 in McDuffie County (1.4 miles). This makes a project total length of 2.8 miles. Shoulders will be reconstructed to a width of 10'. Existing culverts will be extended to appropriate length. Traffic will be maintained during construction.

The estimated cost of the project proposal is:

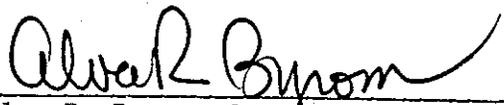
	CURRENT ESTIMATE	APPROVED ESTIMATE
Construction (includes E&C and inflation)	\$970,000	No Estimate FY90
Right-of-Way	\$ 6,000	
Utilities	LGPA	

I recommend that we approve this project concept report for implementation and that it be added to the Construction Work Program. Time saving procedures are appropriate.

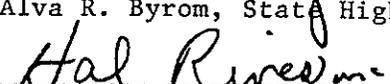
ALD:WLP/cj

Attachment

CONCUR


Alva R. Byrom, State Highway Engineer

APPROVE


Hal Rives, Commissioner

D.O.T. 66

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE PPL-12(40) Warren - McDuffie Counties **OFFICE** Atlanta, GA
Passing Lanes - S.R. 12 Warrenton - Thomson Road
P.I. No. 262110 **DATE** May 10, 1988

FROM Robert E. Humphrey, P.E., Project Review Engineer

TO Alton L. Dowd, Jr., P.E., Director of Preconstruction

SUBJECT PROJECT CONCEPT REPORT

We have reviewed the attached Concept Report for this Minor project and have the following comment:

The submitted report did not include the Local Government Project Agreement.

We have received signed cover sheets from the following offices:

1. Environmental
2. District Engineer

This report is satisfactory for approval subject to the above comment.

The estimated costs of this project are as follows:

Construction	\$839,000.00
Inflation (5% per year)	42,000.00
E & C (10%)	84,000.00
Preliminary Engineering (5%)	48,250.00
Right of Way	6,000.00
Utilities	LGPA

JKM/cp

Attachments

c: George Lyons

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

PROJECT CONCEPT REPORT

PASSING LANES
S.R. 12 (WARRENTON - THOMSON ROAD)
WARREN - M'DUFFIE

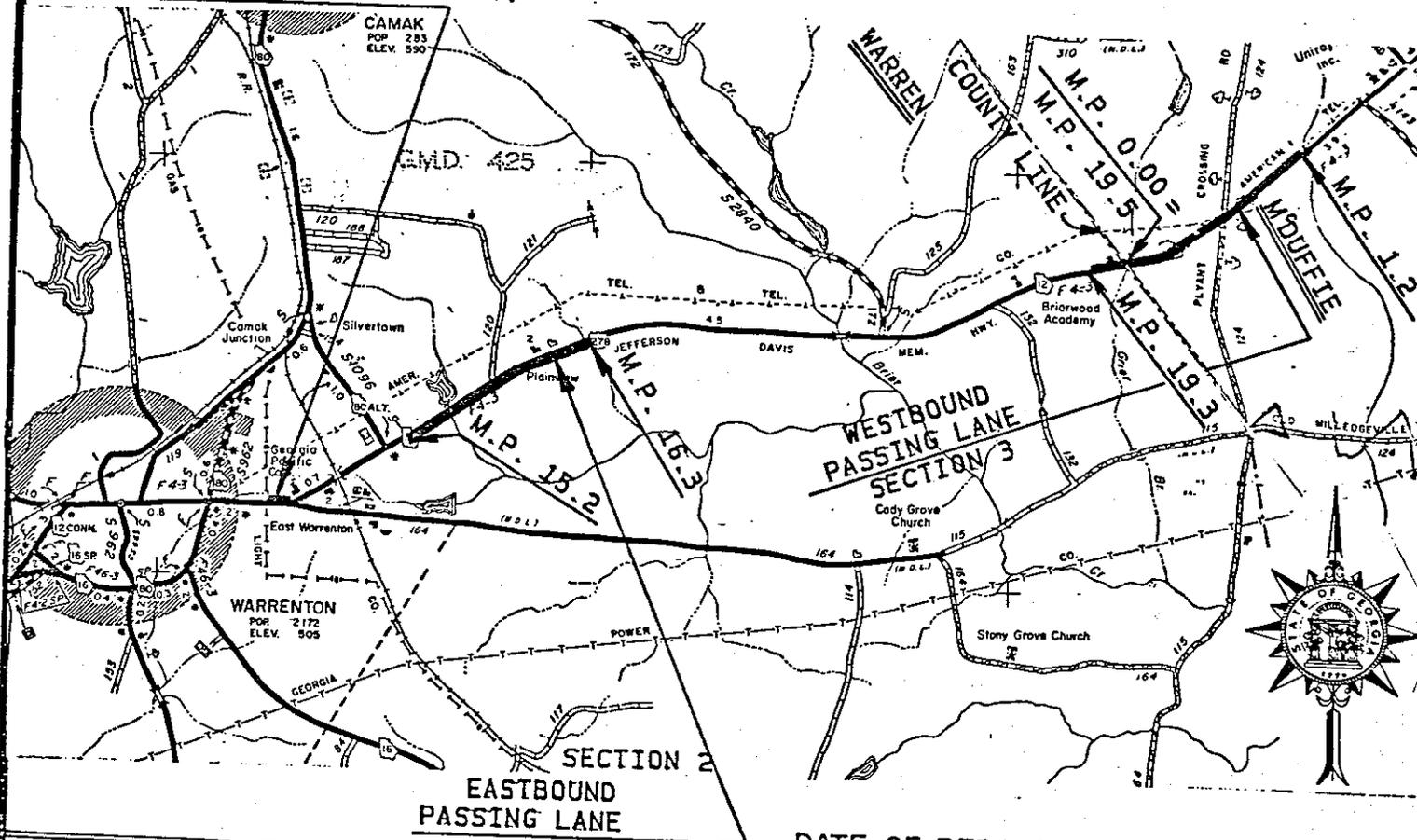
PPL - 12(40)



SECTION NO 1

LEFT TURN LANE (E.B. TO N.B.)

FEDERAL ROUTE NO. NONE
STATE ROUTE NO. 12
GA. D.O.T. P.I. NO. 262110
FEDERAL-AID ROUTE NO. F4-3



DATE OF REPORT: APRIL 12, 1988

RECOMMENDATION AND CONCURRENCE FOR APPROVAL

4-12-88
DATE

4-12-88
DATE

DATE

DATE

Jack F. Murphy
PROJECT MANAGER

George J. Lyman
DISTRICT ENGINEER

STATE ENVIRONMENTAL ANALYSIS/LOCATION ENGINEER

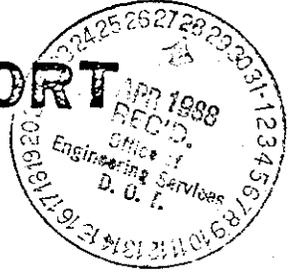
STATE TRAFFIC AND SAFETY ENGINEER

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

PROJECT CONCEPT REPORT

PASSING LANES
S.R. 12 (WARRENTON - THOMSON ROAD)
WARREN - MDOUFFIE

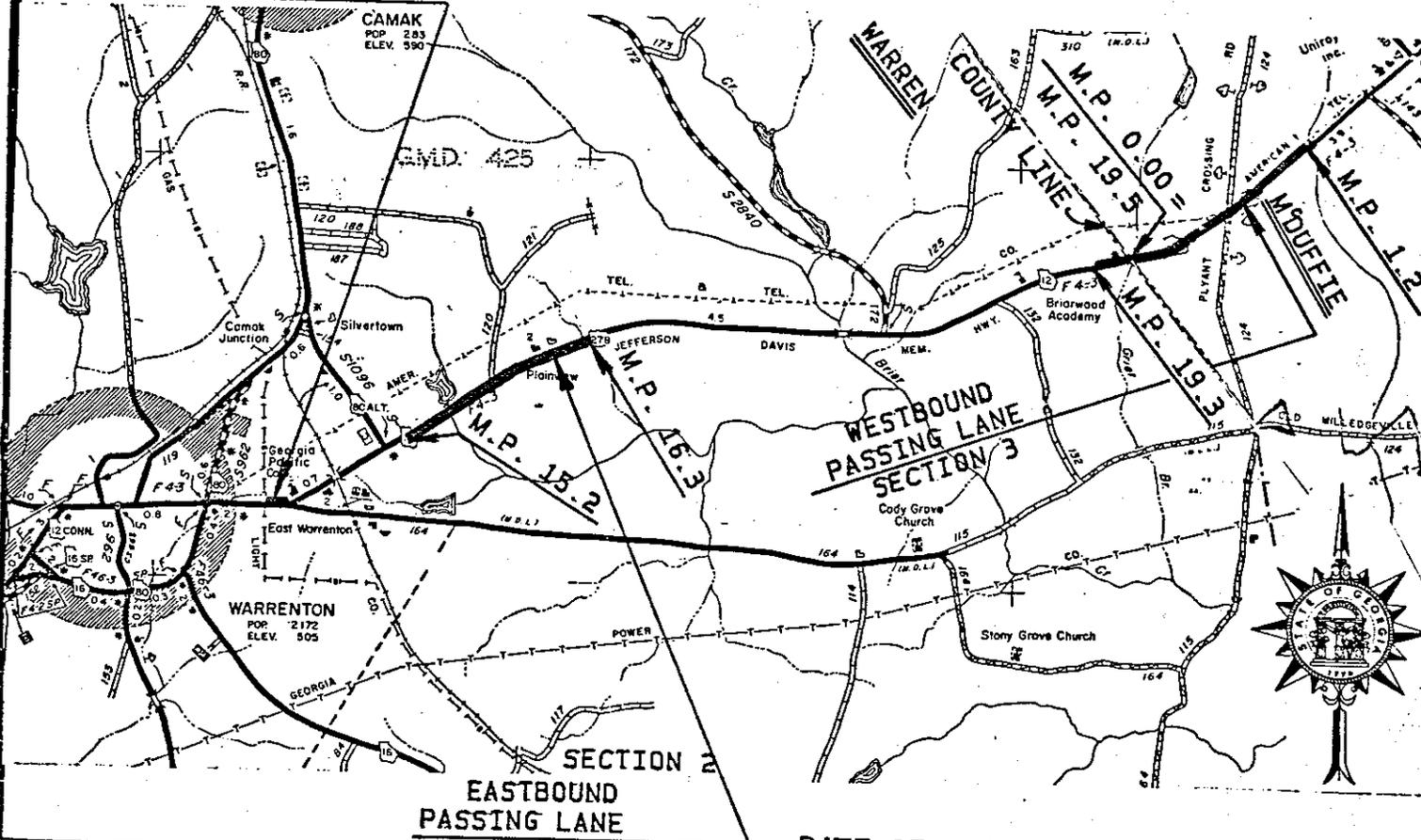
PPL - 12(40)



SECTION NO 1

LEFT TURN LANE (E.B. TO N.B.)

FEDERAL ROUTE NO. NONE
STATE ROUTE NO. 12
GA. D.O.T. P.I. NO. 262110
FEDERAL-AID ROUTE NO. F4-3



DATE OF REPORT: APRIL 12, 1988

RECOMMENDATION AND CONCURRENCE FOR APPROVAL

4-12-88
DATE

4-12-88
DATE

4-25-88
DATE

DATE

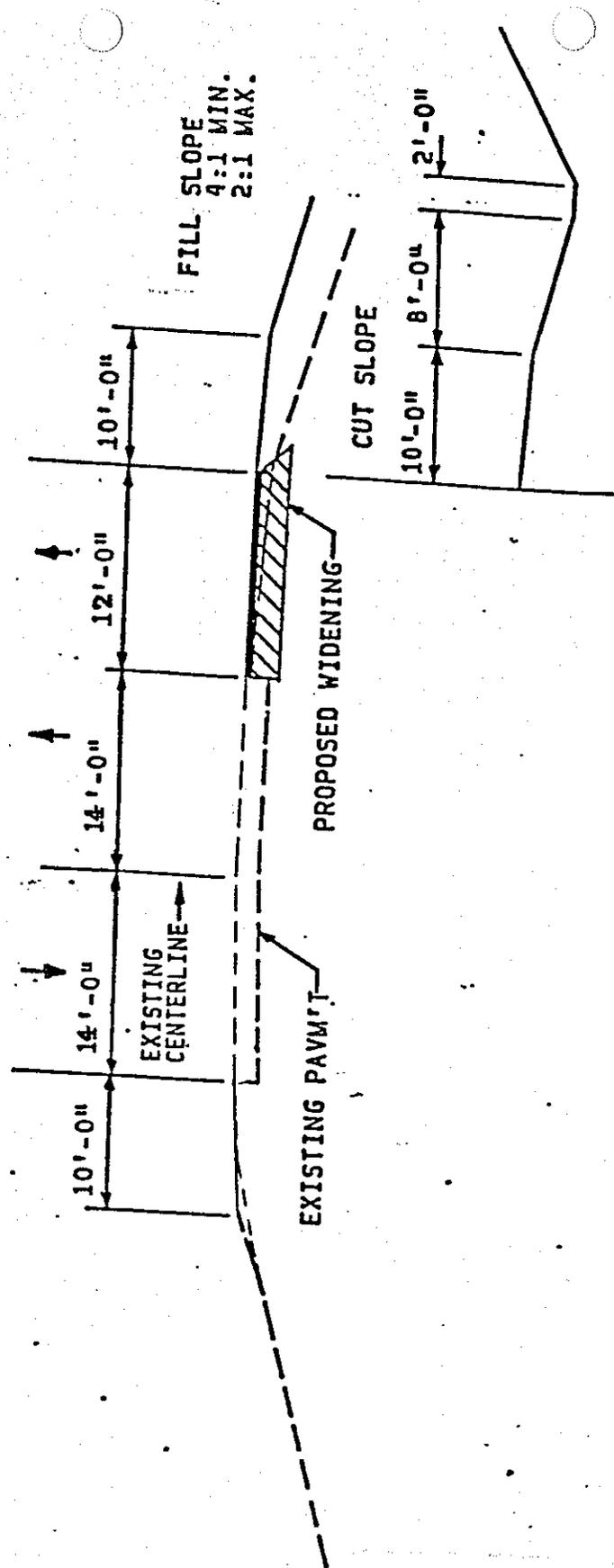
Jack F. Murphy
PROJECT MANAGER

George J. ...
DISTRICT ENGINEER

Tom L. Donohue
STATE ENVIRONMENTAL ANALYST/LOCATION ENGINEER

STATE TRAFFIC AND SAFETY ENGINEER

TYPICAL SECTION



FILL SLOPE
4:1 MIN.
2:1 MAX.

CUT SLOPE
4:1 MIN.
2:1 MAX.

2/9

1989

Town & Passing Lakes

ACTIVITY	PROJECT SCHEDULE												PROJECT DESCRIPTION-see/as 2/8 R/W PARCELS 1/2		
	JAN	FEB	MARCH	APRIL	MAY	JUNE	JULY	AUG.	SEPT.	OCT.	NOV.	DEC.			
PROJECT NO. <u>09112 (40)</u>															
P.I. NO. <u>262110</u>	COUNTY <u>Walton, Mobile</u>														
ENVIRONMENTAL STUDIES															
HOLD PUBLIC HEARING															
FINAL ALTERNATE															
LOCATION AND DESIGN APPROVAL															
PHOTOGRAMMETRICS															
FIELD SURVEYS															
SOIL INVESTIGATION															
PRELIMINARY CONSTRUCTION PLANS/R/W PLANS															
WALL FOUNDATION INVESTIGATION															
HOLD DESIGN FPR															
STAKE R/W															
R/W PLANS APPROVAL															
SECURE R/W AUTHORIZATION															
PRELIMINARY BRIDGE LAYOUT/HYDRAULICS															
BRIDGE FOUNDATION INVESTIGATION															
BRIDGE STRUCTURAL DESIGN															
APPRAISAL OF PARCELS															
NEGOTIATION -															
FINAL CONSTRUCTION PLANS															
CERTIFY R/W															
EARLIEST LETTING DATE															

7/90

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE PPL-12(40) WARREN-McDUFFIE
262110 OFFICE Atlanta
DATE June 21, 1988

FROM Alton L. Dowd, Jr., Director of Preconstruction

TO Preconstruction Offices, General & Districts

SUBJECT PROJECT ASSIGNMENTS
CONSTRUCTION WORK PROGRAM ADDITIONS

The projects added to the Construction Work Program at the June Board Meeting are assigned as shown on the attached printout.

ALD:vm

Attachment

cc: Alva Byrom
R. L. Alston
Gene Skeen
Ron Colvin
Don Watson
Frank Golder

Distribution:

Frank Danchetz; Charles Lewis; John Lively; Walker Scott;
Rodney Tarrer
Charles Whitworth, Gainesville
Jack Murphy, Tennille
Grady Bentley, Thomaston
Jerry Lindsey, Tifton
Gene Vinson, Jesup
Gene McMillan, Cartersville
James Kennerly, Chamblee

6 wks

4 wks

P-12

RUNNING COUNT	LOCATION	PROJECT	COUNTY	P I NO	PROG DATE	SCHEDULED LET DATE
1	DIST. 1	PPL-15(42)	RABUN	162210	FY-90	
SR 15/US 441 SB LEFT TL FM MP 6.86-7.18(@ CR 259 & CR 58)						
2	DIST. 2	PPL-12(40)	WARREN	262110	FY-91	
SR 12 BETWN WARRENTON & THOMSON @ 3 LOC/ALSO MCDUFFIE CO						
3	DIST. 3	MR-2504(3)	SPALDING	350710	FY-93	
CS 877/W MCINTOSH RD/GRIFFIN FM ATLANTA RD NW TO US 41/SR 3						
4	DIST. 6	BRZLB-111(12)	FANNIN	670459	FY-90	
CR 84 @ HOthouse CREEK						
5	RD DES G.O.	FR-061-1(83)	WINNETT	121490	FY-93	
SR 10/ST MIN FWY FM ROCKBRIDGE RD TO PROP. SNELLVILLE BYP						
6	RD DES G.O.	RS-2951(1)	TELEAIR	531105	FY-91	
SR 728/S MCRAE BYP FM SR 30/US 280 SE TO SR 31/US 441						
7	RD DES G.O.	MR-9260(3)	FULTON	751580	FY-93	
CR 145/NORTHKIDGE RD @ SR 400/US 19						
8	URBAN DESIGN	FR-004-1(52)	MUSCOGEE	321670	FY-92	
SECOND AVE/COLUMBUS @ C OF GA RR BTWN 16TH & 17TH STS						
9	URBAN DESIGN	FR-001-5(34)	COBB	721150	FY-93	
SR 3/US 41/COBB PKWY FM PACES MILL RD TO I-285						
10	URBAN DESIGN	FR-001-5(37)	COBB	721250	FY-93	
SR 3/US 41/COBB PKWY FM I-285 N TO SOUTH END OF SR 120 LOOP						

SUMMARY REVISION REQUEST FOR THE CONSTRUCTION WORK PROGRAM

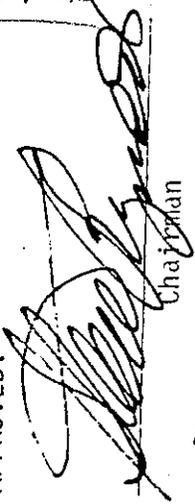
FOR THE JUNE 1988 BOARD MEETING

COUNTY	PROJECT NUMBER	P. I. NUMBER	CONG. DIST.	ADDITION TO THE PROGRAM	DELETION FROM THE PROGRAM	SHIFT IN THE PROGRAM	CHANGE IN COST ESTIMATE	OTHER
Emanuel	FR-005-4 (15)	221245	1					X
Emanuel	FR-005-4 (15), CT. 1	221240	1		X			
Emanuel	FR-062-1 (14)	221450	1				X	X
Lowndes	SR-0951 (6)	430920	2				X	X
Muscogee	FR-004-1 (52)	321670	3	X				
Fulton	MR-9260 (3)	751580	4	X				
Spalding	MR-2504 (3)	350710	6	X				
Cobb	FR-001-5 (34)	721150	7	X				
Cobb	FR-001-5 (37)	721250	7	X				
Telfair	RS-2951 (1)	531105	8	X				
Telfair-Wheeler	EDS-441 (13)	561470	8			X	X	X
Fannin	BRZLB-111 (12)	670459	9	X				
Rabun	PPL-15 (142)	162210	9	X				
Gwinnett	FR-061-1 (83)	121490	10	X				
Walton	BRZLB-297 (10)	170652	10		X			
Walton	BRZLB-297 (11)	170653	10		X			
Warren-McDuffie	PPL-12 (40)	262110	10	X				

SCHROEDER FILE

GDOT BOARD
JUN 16 1988
APPROVED

APPROVED:



Chairman

Date: 6-16-88

**REVISION REQUEST
FOR THE
CONSTRUCTION WORK PROGRAM**

IN ACCORDANCE WITH THE BOARD RESOLUTION DATED AUGUST 16, 1973,
BOARD APPROVAL IS REQUESTED TO REVISE THE CONSTRUCTION WORK PROGRAM
FOR THE PROJECT AND ACTIVITY OUTLINED BELOW:

- ADDITION TO THE PROGRAM
 - DELETION FROM THE PROGRAM
 - SHIFT IN THE PROGRAM
 - CHANGE IN COST ESTIMATE
 - OTHER
- PE ROW CONST.
FROM FY _____ TO FY _____

PROJECT DATA

COUNTY	PROJECT No. P.I. No.	TYPE WORK	DESCRIPTION		
Warren - McDuffie	PPL-12(40) 262110	Turn & Passing Lanes	S.R. 12/U.S. 278 between Warrenton and Thomson:		
		(1)	Eastbound Left Turn Lane - From M.P. 14.13 to M.P. 14.43.		
		(2)	Eastbound Left Turn Lane - From M.P. 15.2 to M.P. 16.3 in Warren County.		
		(3)	Westbound Passing Lane - From M.P. 19.3 in Warren County to M.P. 1.2 in McDuffie County.		
	Length = 2.80 miles				
ESTIMATED COST (\$1,000's)	LOW ROAD	HIGH ROAD	FISCAL YEAR	CONG. DISTRICT	FIELD DISTRICT
PE	X		1989		
ROW \$6	X		1990		
CONST \$970	X		1991	10	2

nd 1 = PPL
nd 2 = PPL

REASON FOR REVISIONS: To add this project to the Construction Work Program as approved in the Project Concept Report.

This project is being removed from Preprogrammed Status.

RECOMMENDED *[Signature]*
DIRECTOR, DIVISION OF PLANNING AND PROGRAMMING

RECOMMENDED *[Signature]*
COMMISSIONER

GDOT BOARD
JUN 16 1988
APPROVED

Dist #1

REVISION REQUEST
FOR THE
CONSTRUCTION WORK PROGRAM

IN ACCORDANCE WITH THE BOARD RESOLUTION DATED AUGUST 16, 1973,
BOARD APPROVAL IS REQUESTED TO REVISE THE CONSTRUCTION WORK PROGRAM
FOR THE PROJECT AND ACTIVITY OUTLINED BELOW:

- ADDITION TO THE PROGRAM
 - DELETION FROM THE PROGRAM
 - SHIFT IN THE PROGRAM
 - CHANGE IN COST ESTIMATE
 - OTHER
- PE ROW CONST.
 FROM FY _____ TO FY _____

PROJECT DATA

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ROW \$6	X		1990		
CONST \$970	X		1991	10	2

nd 1 = PPL
nd 2 = PPL

REASON FOR REVISIONS: To add this project to the Construction Work Program as approved in the Project Concept Report.

This project is being removed from Preprogrammed Status.

RECOMMENDED *[Signature]*
DIRECTOR, DIVISION OF PLANNING AND PROGRAMMING

RECOMMENDED *[Signature]*
COMMISSIONER

GDOT BOARD

 JUN 16 1988

APPROVED

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

PROJECT CONCEPT REPORT

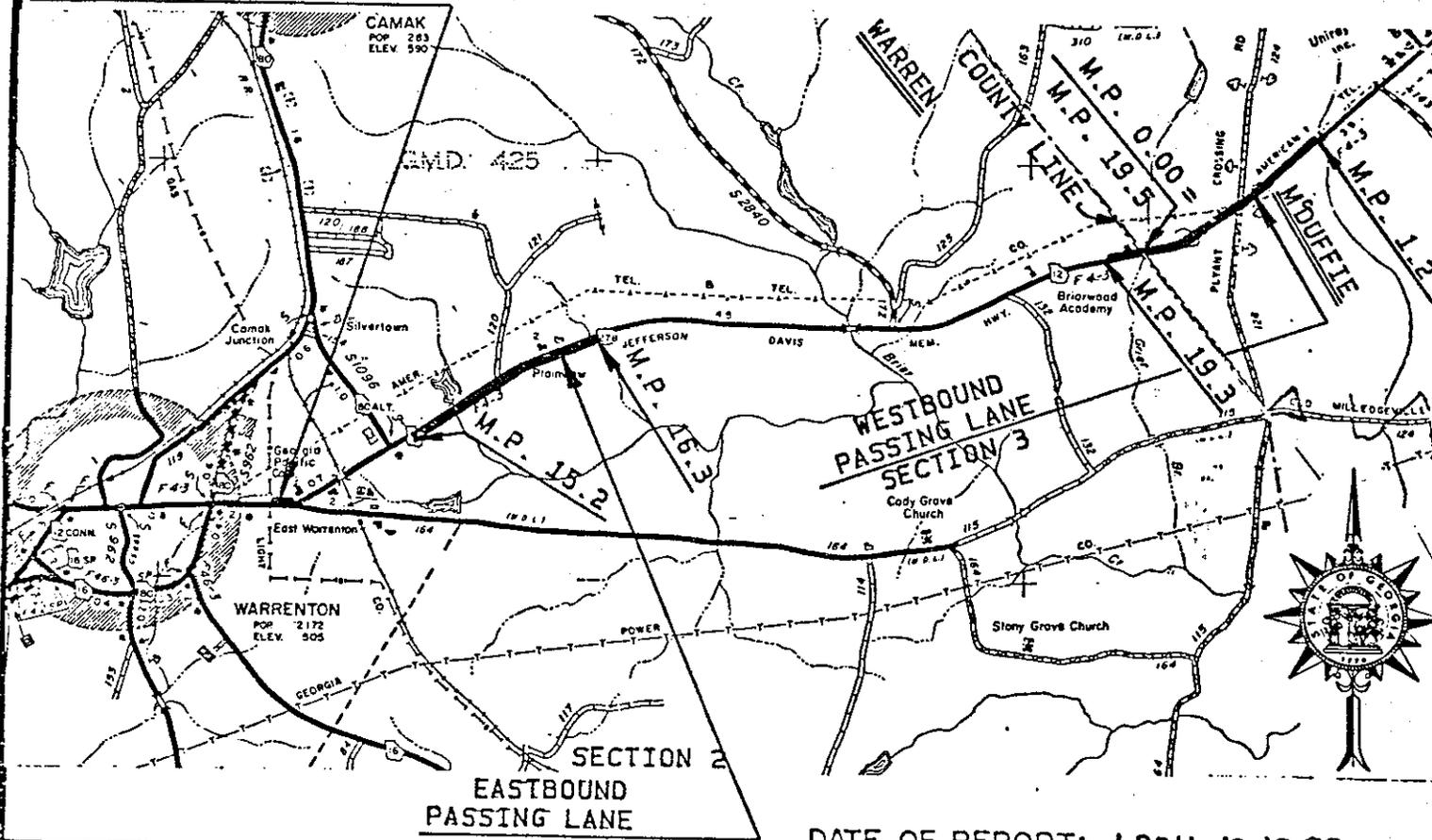
PASSING LANES
S.R. 12 (WARRENTON - THOMSON ROAD)
WARREN - M'DUFFIE

PPL - 12(40)

FEDERAL ROUTE NO. NONE
STATE ROUTE NO. 12
GA. D.O.T. P.I. NO. 262110
FEDERAL-AID ROUTE NO. F4-3



SECTION NO 1
LEFT TURN LANE (E.B. TO N.B.)



DATE OF REPORT: APRIL 12, 1988

RECOMMENDATION AND CONCURRENCE FOR APPROVAL

4-12-88
DATE

4-12-88
DATE

DATE

DATE

Jack F. Murphy
PROJECT MANAGER

George J. [Signature]
DISTRICT ENGINEER

STATE ENVIRONMENTAL ANALYSIS/LOCATION ENGINEER

STATE TRAFFIC AND SAFETY ENGINEER

RECOMMENDATIONS

IMMEDIATE

1. Construct an eastbound passing lane in Warren County from SR 80 Alt. (M.P. 15.2) to M.P. 16.4. Length 1.2 miles. Estimated construction costs \$348,000.
2. Construct a westbound passing lane from the McDuffie/Warren County line to M.P. 1.2. Length 1.2 miles. Estimated construction costs \$348,000.
3. At the Wire Road/U.S. 278 intersection, provide a westbound right turn-lane on U.S. 278 and a southbound left turn-lane on Wire Road. Estimated construction costs \$60,000.

1988-1993

4. Provide a westbound right turn-lane and an eastbound left-turn lane at Uniroyal Road. Estimated construction cost \$90,000. [The extension of the eastbound "go-around" lane to S-2543 (Wire Road) 0.4 mile, and the right turn-lane will have an estimated construction cost of \$160,000.] The priority of this improvement will depend on Shaw Industries' stage of production.
5. Near the east city limits of Warrenton, replace the railroad bridge and raise the elevation of the track to improve the vertical and horizontal clearances.

Estimated construction cost \$1,034,000.

Provide an eastbound left turn-lane at the Georgia Pacific timber complex at Warrenton. Estimated construction costs \$56,000.

7. The county should continue to advance the extension of Wire Road to SR 223.

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE OFFICE Atlanta
DATE November 3, 1987

FROM Floyd E. Hardy, Director, Division of Planning and Programming

TO Hal Rives, Commissioner

SUBJECT U.S. 278 - WARRENTON TO THOMSON - MCDUFFIE COUNTY

U.S. 278 between Warrenton and Thomson has been investigated as per your recent instructions. The traffic volumes on this corridor are not enough to warrant major capacity improvements at the present time; however, there are certain traffic operational improvements that need to be made for convenience and safety. The improvements investigated were separated into two phases.

The first phase is the roadway section from the intersection of U.S. 278 and State Route 17 westward to the vicinity of Uniroyal Road. Most of the developed industrial district is between Uniroyal Road and the City Limits of Thomson. On the section of U.S. 278 from Uniroyal Road to Mount Pleasant Road several intersections need to have turning lanes provided. At Uniroyal Road we need to have right turn lanes and left turn lanes. The cost of these lanes is approximately \$90,000.00. The intersection of Wire Road and U.S. 278 needs turn lanes. The estimated cost is \$60,000.00.

As to the second phase of improvements, there are two passing lanes recommended for U.S. 278 between Thomson and Warrenton. The recommended westbound passing lane is in the vicinity of the Warren/McDuffie County line and is estimated to cost \$348,000.00. The eastbound passing lane is in Warren County and is also estimated to cost \$348,000.00.

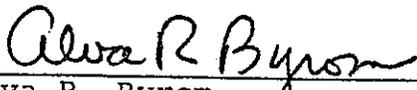
Although not recommended in this report, we need to continue to monitor the situation with the railroad overpass in Warrenton. This overpass has a restricted vertical clearance and is a hazard to the traveling public. A recent traffic fatality is attributable to the bridge. It is my understanding that this railroad overpass is owned by Southern Railway and they have no desire to participate in the cost of replacing it. Our replacement cost for this bridge is in excess of \$1,000,000.00. It is recommended that we continue to monitor this situation but take no action at the present time.

FEH:bs

Attachments

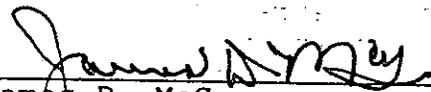
Hal Rives
November 3, 1987
Page 2

CONCUR:



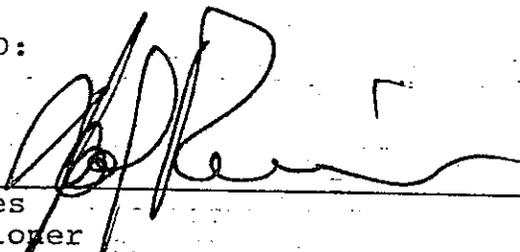
Alva R. Byrom
State Highway Engineer

CONCUR:

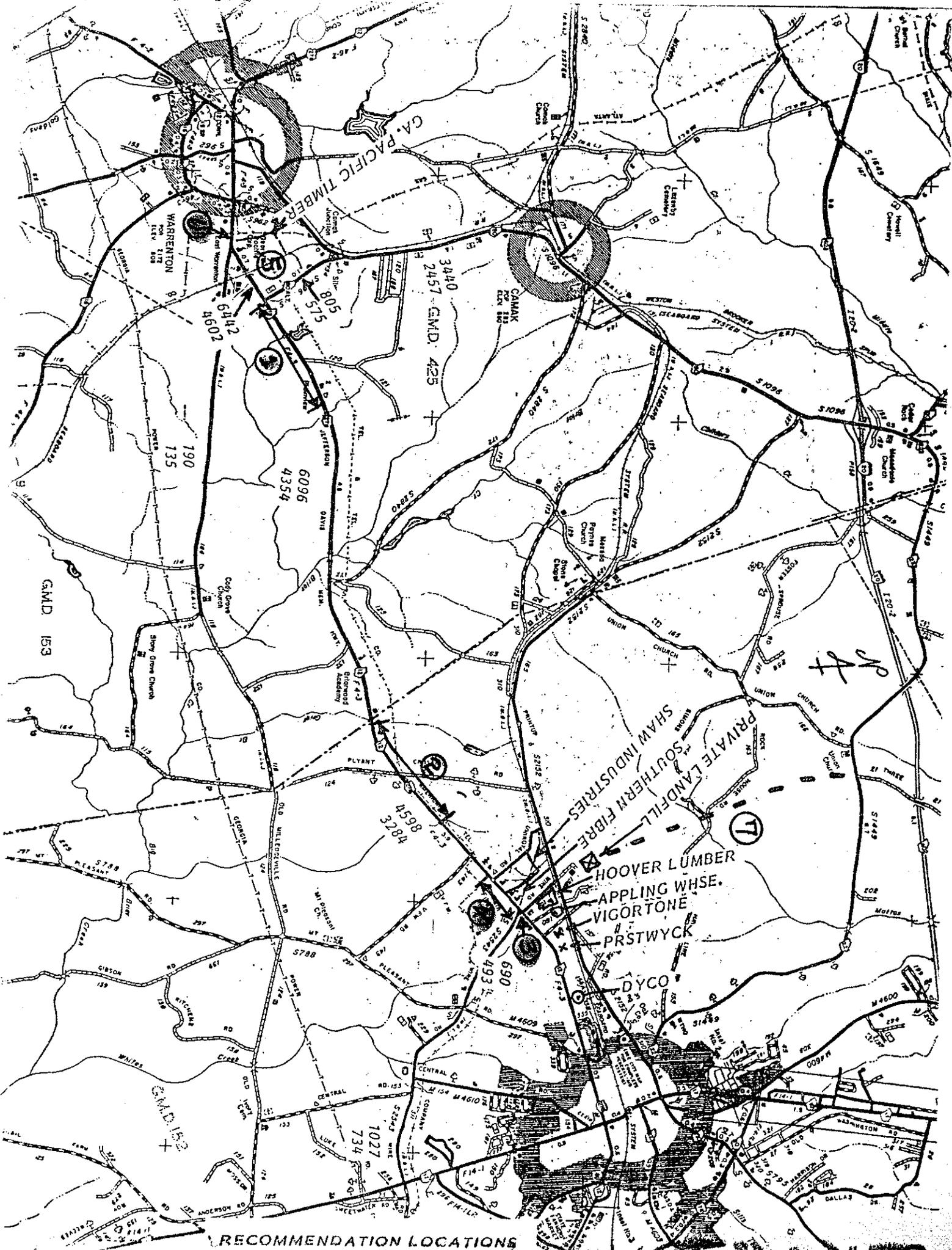


James D. McGee
Deputy Commissioner

APPROVED:

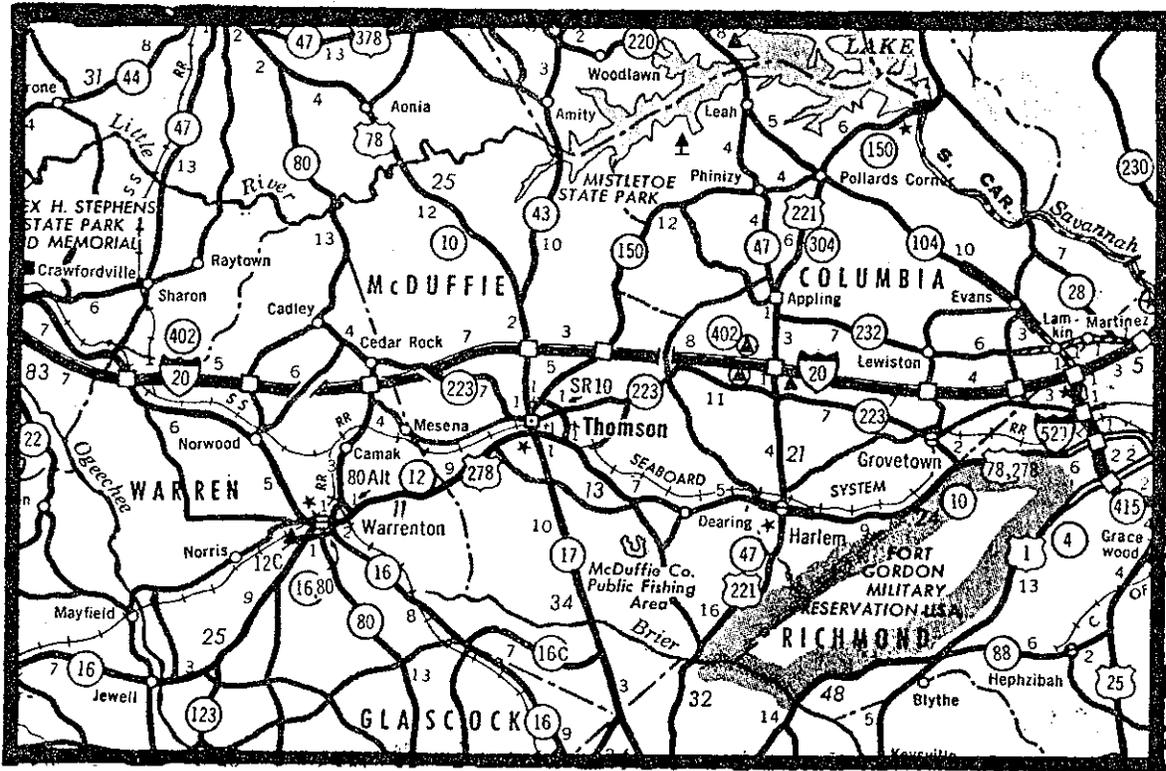


Hal Rives
Commissioner



SCOPE

This evaluation is to determine if U.S. 278 (SR 12), from SR 17 at Thomson to SR 80 at Warrenton, is providing satisfactory transportation service for the existing traffic and for the future forecasted traffic, and to determine what improvements will improve or enhance the traffic flow.



FINDINGS

Roadway Description

U.S. 278 from Mt. Pleasant Road at Thomson to SR 80 at Warrenton (9.3 miles) consists of 28 feet of bituminous concrete pavement, striped for 2-12 foot travel lanes and 2 foot paved shoulders with 6 to 8 foot grass shoulders. The pavement was recently resurfaced and is in very good condition. The shoulders have not been built-up to the finished pavement section as of the field evaluation.

The pavement section at Thomson consists of a 44-foot urban section, striped for four travel lanes, from Mt. Pleasant Road to SR 17 (0.7 miles). Sidewalks are on both sides with a 3 foot grass plot from SR 17 to Guill Street. From Guill Street to West Hospital Street, there is only a sidewalk on the southside, with a ten-foot grass plot. There is a short, separate westbound right turn-lane in front of the main entrance to the Thomson Plaza Shopping Center.

There is an eastbound left turn-lane at SR 80 Alt. near the overhead railroad bridge at Warrenton. There are no stream-bridge crossings on this section of U.S. 278. There is a triple barrel culvert at Brier Creek.

There is an overhead railroad bridge (railroad over) near the east city limits of Warrenton that has sub-standard vertical clearances (13 ft. 5 in. height). The north wall has cracked

in one place resulting in a 4½ inch lateral displacement. The Southern Railway owns this structure. A Southern Railway official stated that the majority of the train traffic on the track over U.S. 278 consists of switching movements. These switching operations occur five nights per week from 12 AM to 4 AM. These switching movements reportedly occur across U.S. 278 frequently, for the switching at the Georgia Pacific timber complex on the northside of the highway and a woodyard on the southside. During phases of these movements, railroad cars are left on the bridge over U.S. 278 or in close proximity to the bridge.

The majority of the log trucks and enclosed trailer trucks that were observed going under this structure, reduce speed significantly, with a few "creeping" under this structure. From visual observation, it is apparent that the structure has been "hit" a number of times. The District ^{Traffic and} Safety Office reported that an accident resulted in a fatality at this railroad bridge in August of this year, when ^a semi-combination could not ^{pass under} ~~clear~~ the bridge and was backing up, when the accident occurred.

A signed truck bypass is located to the southwest of Thomson connecting U.S. 278 with SR 17. This truck route utilizes an existing county road, FAS route 2543 known locally as Wire Road.

An extension of Wire Road from U.S. 278 northward to SR 223 has been surveyed as a county project. McDuffie County has been furnished the rights-of-way deeds and plats.

Development

High density commercial/institutional development occurs along U.S. 278 in Thomson between SR 17 and W. Hospital Road and medium density commercial between W. Hospital Road and Mt. Pleasant Road. There is a total of 35 commercial driveways along these two sections providing access to U.S. 278. The McDuffie-Thomson Industrial Park is located on the north side of U.S. 278 approximately between CR 335 (Robin Street) and CR 155 (Vigortone Road). Presently, there are only two small commercial establishments, Dyco and Prestwyck Companies, located on this tract. There are industrial/manufacturing firms located on the north side of U.S. 278 between CR 155 and Uniroyal Road. The industrial park and the other firms are depicted on the attached maps.

The Hoover Treated Wood Products firm generates a significant number of semi-lumber truck trips on a daily basis. The office manager stated that from November to August they process 35 to 50 lumber trucks in and out of the plant ^{each day}. He stated that at least 50 percent of these trucks go out to I-20.

The Southern Fibre Company generates 12 semi-truck trips into and out of the plant on a daily basis.

Ms. Joyce Blevins, McDuffie County Commissioner, stated that Shaw Industries has purchased the former Uniroyal complex and is presently remodeling this complex. This firm is planning

to start limited production by the end of this year. Their plans are to start with 400 employees and to ultimately employ approximately 1,000 persons as the plant production is increased over a short period of time. All of their shipping and receiving will be by truck (mostly their own fleet). Shaw Industries stated that this would involve ten trucks per day, in and out of the plant.

In addition, the Georgia Pacific timber complex at Warrenton, generates approximately 200 semi-combination truck trips per day (log-lumber-chip) on a normal dry weather day, in and out of their complex. It is estimated that 50 percent of these trucks travel U.S. 278 between Warrenton and Thomson.

Accident Data

From SR 80 at Warrenton to SR 17 at Thomson, there were 89 accidents recorded in 1986; 64 in McDuffie County and 25 in Warren County. In Warren, 11 of these accidents occurred at the signalized intersection with SR 80, and resulted in two fatalities. Also four accidents were recorded in the vicinity of the railroad overpass bridge. In McDuffie, 50 of the 64 accidents occurred within the city limits of Thomson with 31 occurring at the signalized intersection at SR 17. In 1985, the number of accidents along U.S. 278 were fewer, with 56 accidents recorded and with the majority of these accidents occurring at the SR 17 intersection.

Traffic Data

The 1986 average daily traffic counts on U.S. 278 between Warrenton and Thomson ranged from 3,284 to 4,354 vehicles per day. In Thomson, the only count on U.S. 278 between the west city limits and SR 17 was 8,784 vehicles per day. The 1986 and 20-year projected traffic volumes are shown on maps in the appendix.

There are no truck percentage data available for this section of highway. However, by observation there is a high percentage of trucks visible in the traffic flow, particularly the timber trucks (log-lumber-chip). Two firms on U.S. 278 just west of Thomson generate an average of 60 (two-way) truck trips per day with one other firm that will generate 10 (two-way) truck trips per day when it starts full production in the very near future.

ANALYSIS

In evaluating the traffic volumes and geometric conditions on U.S. 278 between Warrenton and Thomson (rural area), there are no existing capacity problems. Based on a normal future projected traffic volume, a level-of-service "D" will be reached by the year 2002 on this section of roadway.

There was some congestion observed on the section from Mt. Pleasant Road at Thomson to SR 80 Alt. at Warrenton. This is primarily due to the vertical and horizontal alignment of the roadway. Also traffic gets "queued-up" passing through Thomson and Warrenton. The overhead railroad structure at Warrenton also causes the traffic to get "queued-up" because of the semi-trucks slowing down due to the limited clearances of this structure. There is approximately 3.0 miles of marked passing sites in both directions along the aforementioned 8.2 mile section, with an average passing length of 0.25 miles. Of these passing areas, there is only 1.0 mile of sites where passing can occur in both directions. However, because of the frequency of oncoming traffic, the passing opportunities were reduced significantly.

An operating speed calculation for the rural section of U.S. 278, was calculated to be a theoretical 45 MPH. For a high type facility like this section of roadway, this would be a low value.

In evaluating the existing and future projected traffic volume

on the urban section in Thomson, it was determined that this section is neither experiencing ~~existing~~ capacity problems nor will it likely do so in the foreseeable future. Although frequent turning movements were observed along this urban section, they did not significantly interfere with the traffic flow. The westbound combination right turn-lane/acceleration lane in front of the main entrance into the Thomson Plaza shopping center, reduces the interference that egress/ingress movements have at this Plaza.

Uniroyal Road, which will be the main entrance for employees and trucks at the former Uniroyal complex being remodeled by Shaw Industries, intersects with U.S. 278 just below the crest of a hill (westside). This reduces visibility to the east.

There are significant numbers of turning movements occurring at Wire Road's/(Truck Bypass Route) intersection with U.S. 278. A number of semi-trucks turn on Wire Road to reach the Hoover lumber treatment facility. Wire Road is also used by "locals" in traveling to the private landfill at the end of Wire Road at the Mesena Road. Also, this section of Wire Road will be part of the local road bypass being planned to connect U.S. 278 and SR 223. This bypass could possibly attract some of the gravel trucks from the gravel pit north of I-20, that are destined to areas south of Thomson. It could also attract local traffic from the northwest section of the county that is destined to the industrial/commercial areas along U.S. 278.

CONCLUSIONS

There are no existing capacity problems and there are none projected for the immediate future on the section of U.S. 278 between Thomson and Warrenton. The traffic gets "queued-up" traveling through the Thomson and Warrenton areas and sometimes remain "queued-up" on the rural section due to the lack of passing opportunities. This is caused by the roadway's vertical and horizontal alignment. The percentage of truck traffic in the traffic flow is quite high, particularly the timber trucks (log-lumber-chip).

Limited congestion does occur at the Wire Road/(truck bypass) intersection with U.S. 278 during some periods of the day. The traffic movements at this intersection will increase with the extension of Wire Road to SR 223. The addition of a westbound right turn-lane on U.S. 278 and a left turn-lane on Wire Road would improve the operational characteristics at this intersection.

Potential operational problems could occur at the Uniroyal Road intersection as Shaw Industries increases their production. At this location, the sight distance is restricted to the east because the intersection occurs below the crest of a hill. The traffic flow and safety at this site could be enhanced by the addition of a westbound right turn-lane and an eastbound left turn-lane. Also the eastbound "go-around" lane could be extended to the truck bypass, ending in a right turn-lane.

Of course, the addition of a center turn-lane or the extension of the four-lane section between Mt. Pleasant Road and Wire Road would certainly improve the road network and be an economic enhancement improvement for the industrial park and other commercial/industrial areas along this section of U.S. 278. The addition of the center turn-lane (1.58 miles) would have an estimated construction cost of \$474,000, while the addition of two lanes (for a four-lane rural section) would have an estimated construction cost of \$1,106,000. However, neither of these two improvements could be justified by traffic conditions at this time.

The overhead railroad bridge near SR 80 Alt. remains a problem due to the vertical clearance. The Department has contacted Southern Railway in the past about the replacement of this structure in conjunction with raising the elevation of the tracks. Southern Railway has responded that the existing structure meets their needs and they would not contribute to any funding for this project (letter attached). The estimated construction cost to replace this structure and raise the track elevation is \$1,034,000. The District Office has, in the past, proposed that an at-grade crossing be provided in lieu of the present structure. This improvement would consist of grading existing U.S. 278 up to the railroad grade and providing flashing lights, bells and gates protection. (profile sheet of U.S. 278 attached). Although an at-grade crossing with flashing lights, bells and gates will meet the safety criteria at this site, the replacement of the bridge will prevent all train-vehicular conflicts and provide a higher degree of safety. This is

considering the reported frequency of switching movements on this section of trackage. The estimated construction cost for grading U.S. 278 up to the track grade is \$623,000.

REQUEST
FOR
PRE-PROGRAMMING AUTHORIZATION

AUTHORIZATION IS REQUESTED TO PROCEED WITH DEVELOPMENT OF A PROJECT CONCEPT ON THE FOLLOWING PROJECT:

PROJECT DATA

COUNTY	PROJECT No. P.I. No.	TYPE WORK	DESCRIPTION
Warren-McDuffie	PPL-12(40) 262110	Turn & Passing Lanes	S.R. 12/U.S. 278 between Warrenton and Thomson:
	(2)	(1)	Eastbound Passing lane-From M.P. 15.2 to M.P. 16
	(3)	(2)	Westbound Passing lane-From the Warren County ^{m.p. 13.3 in} line to M.P. 1.2 in McDuffie ^{m.p. 13.3 in}
		(3)	Southbound left turn lane on Wire Road & westbound right turn lane on U.S. 278
		(4)	Left & right turn lanes at Uniroyal Road
		(5)	Eastbound left turn lane at Georgia Pacific near Warrenton
PRELIMINARY COST ESTIMATE (\$1,000's)	PROPOSED FISCAL YEAR	ROW TO BE PROVIDED BY	CONG. DIST. FIELD DIST.

ROW
CONST. \$1,095 1990 D.O.T. 10 2

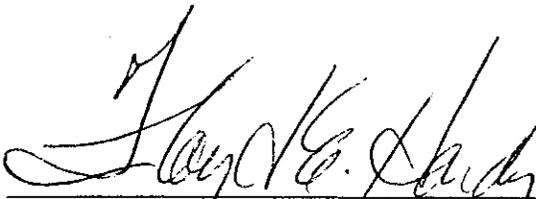
NEEDS RATING:

SUFFICIENCY RATING:

COMMENTS:

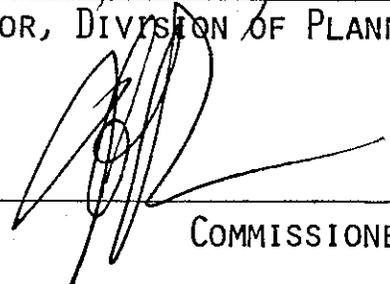
It is proposed to add this project to the Construction Work Program after the Project Concept Report has been approved. This is as approved by the Commissioner per letter dated November 3, 1987 from the Director of Planning and Programming.

RECOMMENDED



DIRECTOR, DIVISION OF PLANNING AND PROGRAMMING

APPROVED



COMMISSIONER

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE PPL-12(40) Warren-McDuffie Counties OFFICE Preconstruction
P.I. Nos. 262110

DATE May 24, 1988

FROM *R. L. Alston*
R. L. Alston, P.E., Assistant Director of Preconstruction

TO SEE DISTRIBUTION

SUBJECT PROJECT CONCEPT REPORT APPROVAL - Passing Lanes on SR 12

Attached for your files is the approval for subject project.

RLA/cj

Attachment

DISTRIBUTION:

- Alton L. Dowd, Jr.
- Robert E. Humphrey
- Frank Danchetz
- Gene Skeen
- Walker Scott
- George Lyons

**TIME SAVING
PROCEDURES**

"MAKE DOT BETTER - BE HAPPY"

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE PPL-12(40) Warren-McDuffie Counties OFFICE Preconstruction
 P.I. No. 262110 DATE May 16, 1988

FROM *ALD* Alton L. Dowd, Jr., Director of Preconstruction
 TO Hal Rives, Commissioner

SUBJECT PROJECT CONCEPT REPORT - Passing Lanes on SR 12

This project is the widening of three sections of SR 12 to provide for a turn lane (Section 1), an eastbound passing lane (Section 2), and a westbound passing lane (Section 3) east of Warrenton. The existing road has two, 14' lanes with 5' shoulders. Current and future traffic is:

- Section 1: 4000 VPD (1990) and 6400 VPD (2010).
- Section 2: 3700 VPD (1990) and 5900 VPD (2010)
- Section 3: 4400 VPD (1990) and 7040 VPD (2010)

The proposed project consists of widening the existing road an additional 12' in all three sections. Section 1 extends from MP 14.13 to MP 14.43 (0.3 mile) in Warren County. Section 2 extends from MP 15.2 to MP 16.3 (1.1 miles) in Warren County. Section 3 extends from MP 19.3 in Warren County to MP 1.2 in McDuffie County (1.4 miles). This makes a project total length of 2.8 miles. Shoulders will be reconstructed to a width of 10'. Existing culverts will be extended to appropriate length. Traffic will be maintained during construction.

The estimated cost of the project proposal is:

	CURRENT ESTIMATE	APPROVED ESTIMATE
Construction (includes E&C and inflation)	\$970,000	No Estimate FY90
Right-of-Way	\$ 6,000	
Utilities	LGPA	

I recommend that we approve this project concept report for implementation and that it be added to the Construction Work Program. Time saving procedures are appropriate.

ALD:WLP/cj

Attachment

CONCUR

Alva R. Byrom
 Alva R. Byrom, State Highway Engineer

APPROVE

Hal Rives
 Hal Rives, Commissioner

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE PPL-12(40) Warren - McDuffie Counties **OFFICE** Atlanta, GA
 Passing Lanes - S.R. 12 Warrenton - Thomson Road
 P.I. No. 262110 **DATE** May 10, 1988

FROM Robert E. Humphrey, P.E., Project Review Engineer

TO Alton L. Dowd, Jr., P.E., Director of Preconstruction

SUBJECT PROJECT CONCEPT REPORT

We have reviewed the attached Concept Report for this Minor project and have the following comment:

The submitted report did not include the Local Government Project Agreement.

We have received signed cover sheets from the following offices:

1. Environmental
2. District Engineer

This report is satisfactory for approval subject to the above comment.

The estimated costs of this project are as follows:

Construction	\$839,000.00
Inflation (5% per year)	42,000.00
E & C (10%)	84,000.00
Preliminary Engineering (5%)	48,250.00
Right of Way	6,000.00
Utilities	LGPA

JKM/cp

Attachments

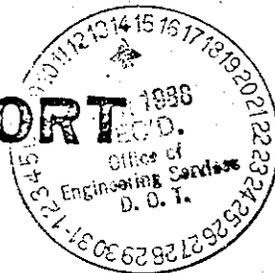
c: George Lyons

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

PROJECT CONCEPT REPORT

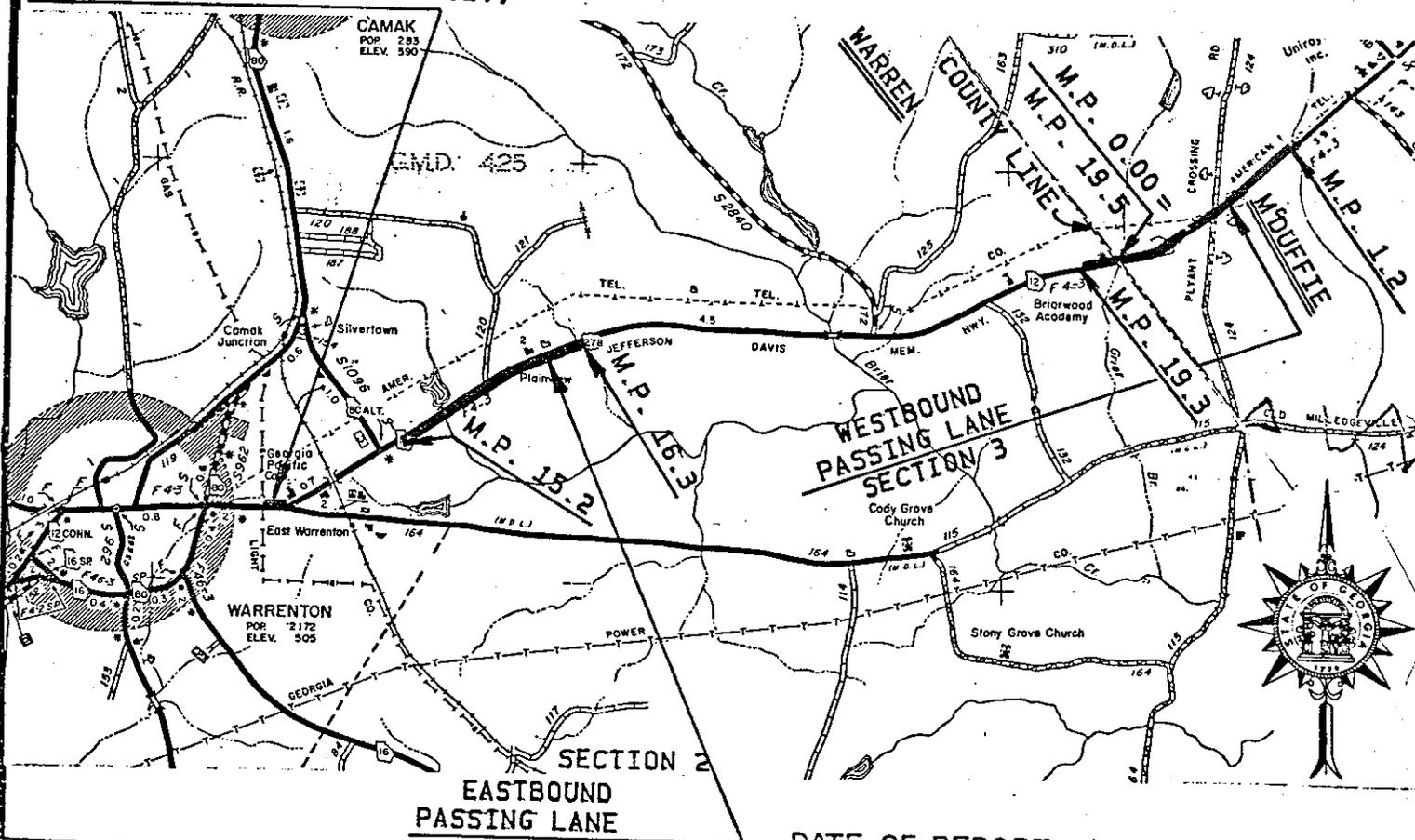
PASSING LANES
S.R. 12 (WARRENTON - THOMSON ROAD)
WARREN - MUFFIE

PPL - 12(40)



FEDERAL ROUTE NO. NONE
STATE ROUTE NO. 12
GA. D.O.T. P.I. NO. 262110
FEDERAL-AID ROUTE NO. F4-3

SECTION NO 1
LEFT TURN LANE (E.B. TO N.B.)



DATE OF REPORT: APRIL 12, 1988

RECOMMENDATION AND CONCURRENCE FOR APPROVAL

4-12-88

DATE

4-12-88

DATE

DATE

DATE

Jack F. Murphy
PROJECT MANAGER

George J. Simpson
DISTRICT ENGINEER

STATE ENVIRONMENTAL ANALYSIS/LOCATION ENGINEER

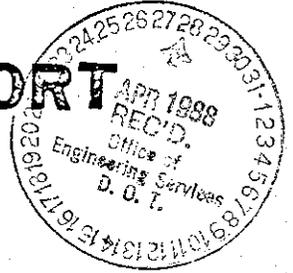
STATE TRAFFIC AND SAFETY ENGINEER

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

PROJECT CONCEPT REPORT

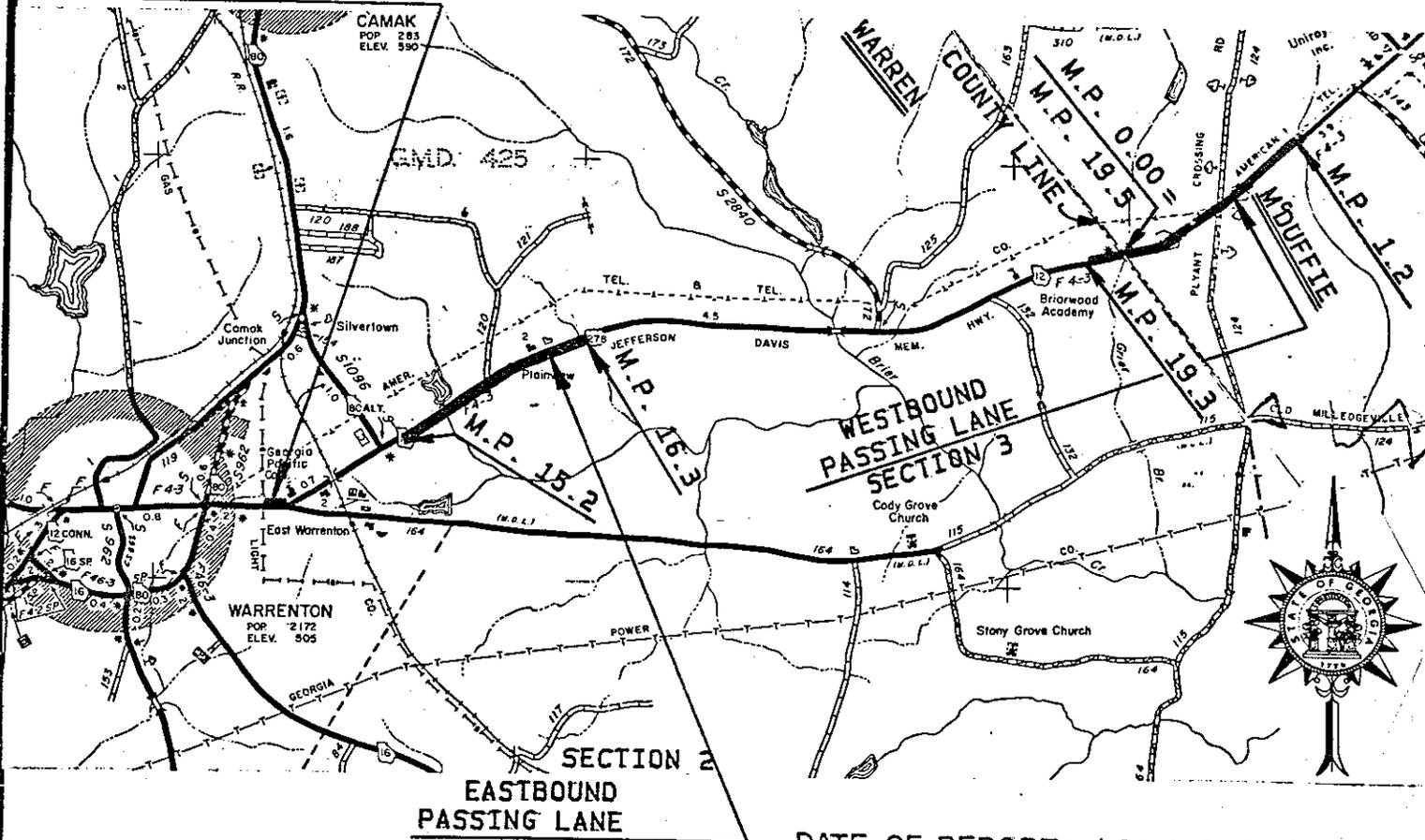
PASSING LANES
S.R. 12 (WARRENTON - THOMSON ROAD)
WARREN - McDUFFIE

PPL - 12(40)



FEDERAL ROUTE NO. NONE
STATE ROUTE NO. 12
GA. D.O.T. P.I. NO. 262110
FEDERAL-AID ROUTE NO. F4-3

SECTION NO 1
LEFT TURN LANE (E.B. TO N.B.)



SECTION 2
EASTBOUND
PASSING LANE

DATE OF REPORT: APRIL 12, 1988

RECOMMENDATION AND CONCURRENCE FOR APPROVAL

4-12-88
DATE

4-12-88
DATE

4-25-88
DATE

DATE

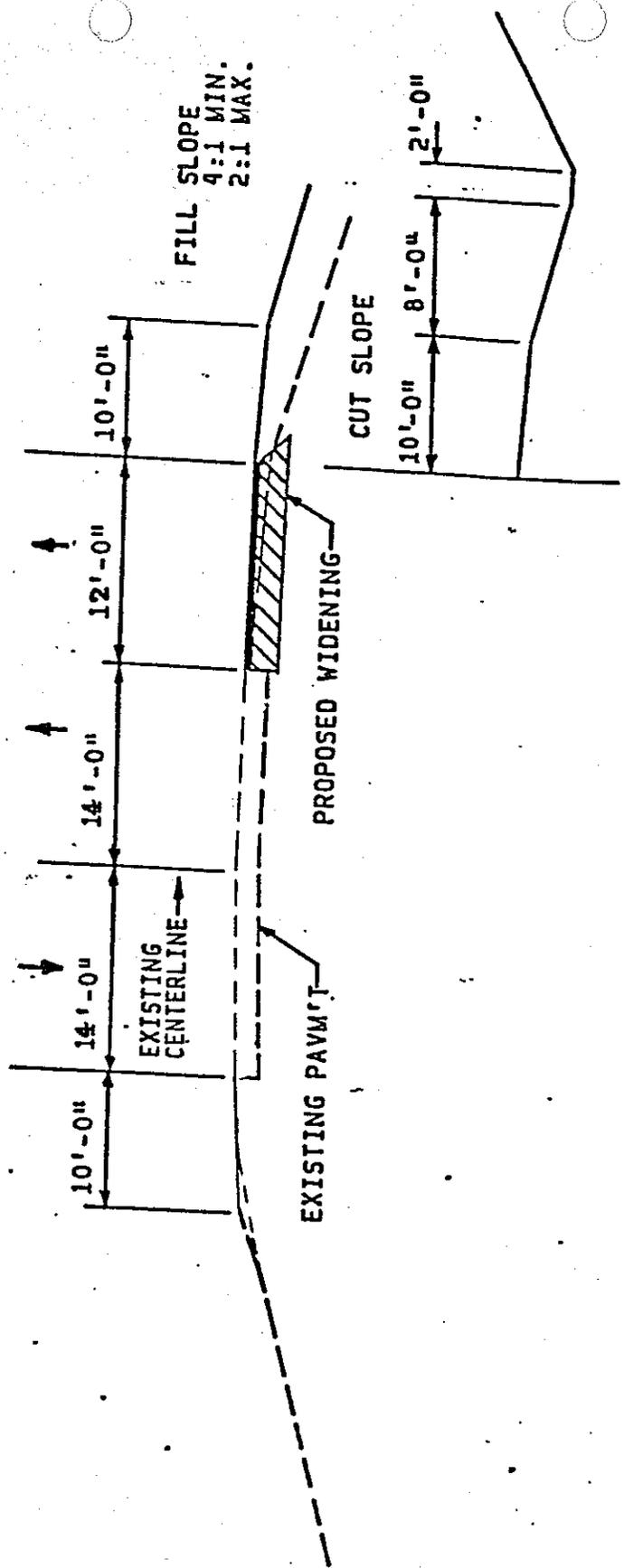
Jack F. Murphy
PROJECT MANAGER

George J. ...
DISTRICT ENGINEER

Tom L. Donohue
STATE ENVIRONMENTAL ANALYSTS/LOCATION ENGINEER

STATE TRAFFIC AND SAFETY ENGINEER

TYPICAL SECTION



FILL SLOPE
4:1 MIN.
2:1 MAX.

CUT SLOPE

CUT SLOPE
4:1 MIN.
2:1 MAX.

REQUEST
FOR
PRE-PROGRAMMING AUTHORIZATION

Dist # 2

AUTHORIZATION IS REQUESTED TO PROCEED WITH DEVELOPMENT OF A PROJECT CONCEPT ON THE FOLLOWING PROJECT:

PROJECT DATA

COUNTY	PROJECT No. P.I. No.	TYPE WORK	DESCRIPTION		
Warren-McDuffie	PPL-12(40) 262110	Turn & Passing Lanes	S.R. 12/U.S. 278 between Warrenton and Thomson:		
			(1) Eastbound Passing lane-From M.P. 15.2 to M.P. 16.4		
			(2) Westbound Passing lane-From the Warren County line to M.P. 1.2.		
			(3) Southbound left turn lane on Wire Road & westbound right turn lane on U.S. 278		
			(4) Left & right turn lanes at Uniroyal Road		
			(5) Eastbound left turn lane at Georgia Pacific near Warrenton.		
PRELIMINARY COST ESTIMATE (\$1,000's)	PROPOSED FISCAL YEAR	ROW TO BE PROVIDED BY	CONG. DIST.	FIELD DIST.	

ROW
CONST. \$1,095 1990 D.O.T. 10 2

NEEDS RATING:

SUFFICIENCY RATING:

COMMENTS:

It is proposed to add this project to the Construction Work Program after the Project Concept Report has been approved. This is as approved by the Commissioner per letter dated November 3, 1987 from the Director of Planning and Programming.

RECOMMENDED

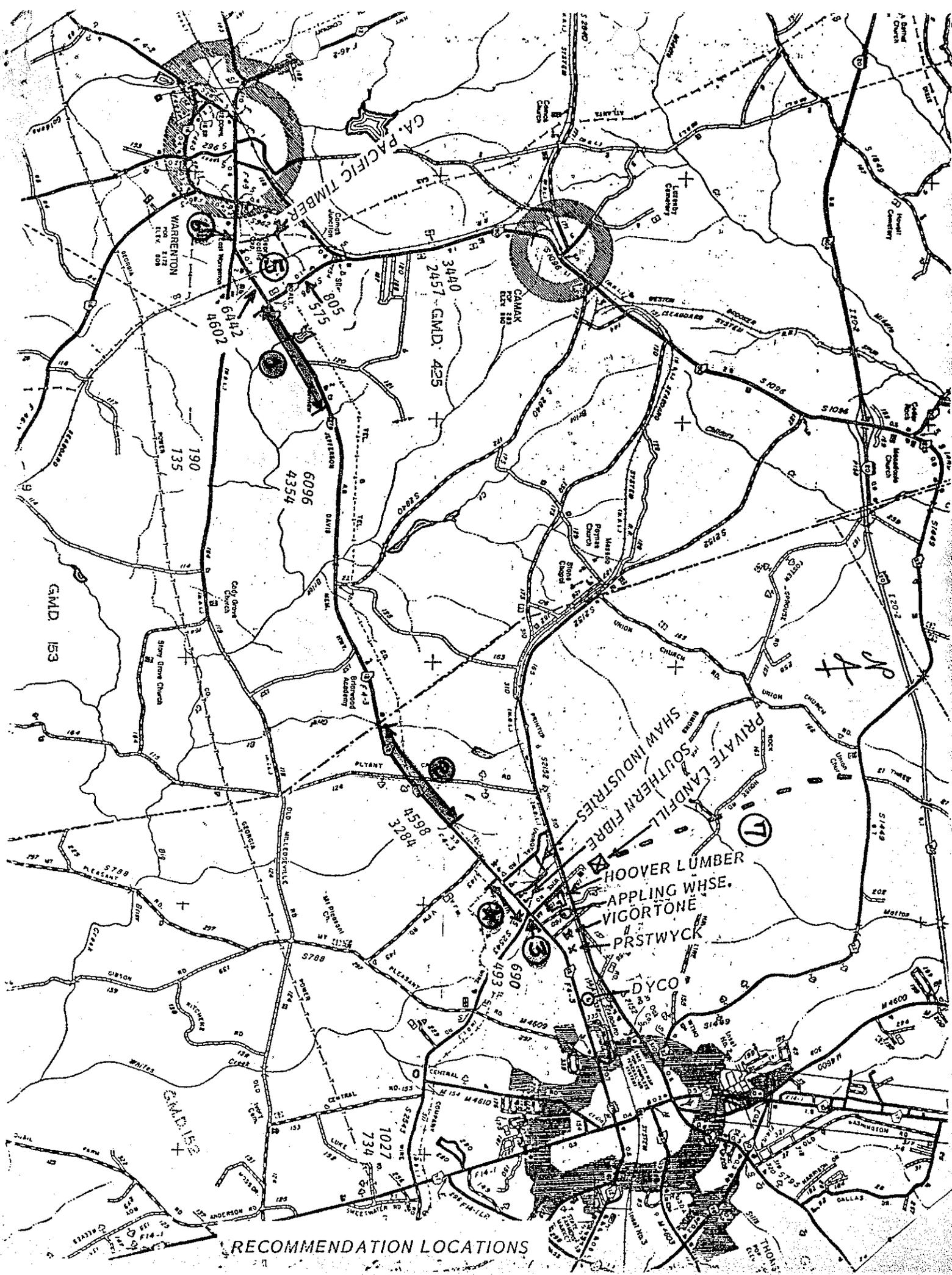
[Signature]

DIRECTOR, DIVISION OF PLANNING AND PROGRAMMING

APPROVED

[Signature]

COMMISSIONER



RECOMMENDATION LOCATIONS

CA. PACIFIC TIMBER

SHAW INDUSTRIES
PRIVATE LANDFILL

HOOVER LUMBER
APPLING WHSE.
VIGORTONE
PRSTWYCK

DYCO

S

3440
2457 GMD: 425

6442
4602

6096
4354

4598
3284

690
493

1027
734

GMD 153

GMD 153

VIARENTON

190
135

PLTANT

5788
PLEASANT

5788

4609

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4700

RECOMMENDATIONS

IMMEDIATE



Construct an eastbound passing lane in Warren County from SR 80 Alt. (M.P. 15.2) to M.P. 16.4. Length 1.2 miles. Estimated construction costs \$348,000.



Construct a westbound passing lane from the McDuffie/Warren County line to M.P. 1.2. Length 1.2 miles. Estimated construction costs \$348,000.



At the Wire Road/U.S. 278 intersection, provide a westbound right turn-lane on U.S. 278 and a southbound left turn-lane on Wire Road. Estimated construction costs \$60,000.

1988-1993



Provide a westbound right turn-lane and an eastbound left-turn lane at Uniroyal Road. Estimated construction cost \$90,000. [The extension of the eastbound "go-around" lane to S-2543 (Wire Road) 0.4 mile, and the right turn-lane will have an estimated construction cost of \$160,000.] The priority of this improvement will depend on Shaw Industries' stage of production.

5. Near the east city limits of Warrenton, replace the railroad bridge and raise the elevation of the track to improve the vertical and horizontal clearances.

Estimated construction cost \$1,034,000.

Provide an eastbound left turn-lane at the Georgia Pacific timber complex at Warrenton. Estimated construction costs \$56,000.

7. The county should continue to advance the extension of Wire Road to SR 223.

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE

OFFICE Atlanta

DATE November 3, 1987

FROM Floyd E. Hardy, Director, Division of Planning and Programming

TO Hal Rives, Commissioner

SUBJECT U.S. 278 - WARRENTON TO THOMSON - MCDUFFIE COUNTY

U.S. 278 between Warrenton and Thomson has been investigated as per your recent instructions. The traffic volumes on this corridor are not enough to warrant major capacity improvements at the present time; however, there are certain traffic operational improvements that need to be made for convenience and safety. The improvements investigated were separated into two phases.

The first phase is the roadway section from the intersection of U.S. 278 and State Route 17 westward to the vicinity of Uniroyal Road. Most of the developed industrial district is between Uniroyal Road and the City Limits of Thomson. On the section of U.S. 278 from Uniroyal Road to Mount Pleasant Road several intersections need to have turning lanes provided. At Uniroyal Road we need to have right turn lanes and left turn lanes. The cost of these lanes is approximately \$90,000.00. The intersection of Wire Road and U.S. 278 needs turn lanes. The estimated cost is \$60,000.00.

As to the second phase of improvements, there are two passing lanes recommended for U.S. 278 between Thomson and Warrenton. The recommended westbound passing lane is in the vicinity of the Warren/McDuffie County line and is estimated to cost \$348,000.00. The eastbound passing lane is in Warren County and is also estimated to cost \$348,000.00.

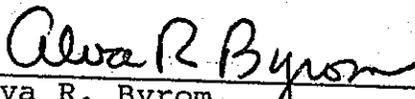
Although not recommended in this report, we need to continue to monitor the situation with the railroad overpass in Warrenton. This overpass has a restricted vertical clearance and is a hazard to the traveling public. A recent traffic fatality is attributable to the bridge. It is my understanding that this railroad overpass is owned by Southern Railway and they have no desire to participate in the cost of replacing it. Our replacement cost for this bridge is in excess of \$1,000,000.00. It is recommended that we continue to monitor this situation but take no action at the present time.

FEH:bs

Attachments

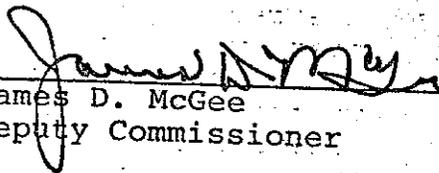
Hal Rives
November 3, 1987
Page 2

CONCUR:



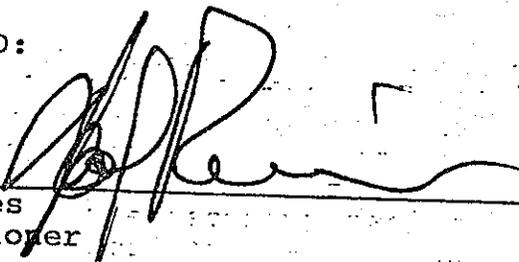
Alva R. Byrom
State Highway Engineer

CONCUR:



James D. McGee
Deputy Commissioner

APPROVED:



Hal Rives
Commissioner

FINDINGS

Roadway Description

U.S. 278 from Mt. Pleasant Road at Thomson to SR 80 at Warrenton (9.3 miles) consists of 28 feet of bituminous concrete pavement, striped for 2-12 foot travel lanes and 2 foot paved shoulders with 6 to 8 foot grass shoulders. The pavement was recently resurfaced and is in very good condition. The shoulders have not been built-up to the finished pavement section as of the field evaluation.

The pavement section at Thomson consists of a 44-foot urban section, striped for four travel lanes, from Mt. Pleasant Road to SR 17 (0.7 miles). Sidewalks are on both sides with a 3 foot grass plot from SR 17 to Guill Street. From Guill Street to West Hospital Street, there is only a sidewalk on the southside, with a ten-foot grass plot. There is a short, separate westbound right turn-lane in front of the main entrance to the Thomson Plaza Shopping Center.

There is an eastbound left turn-lane at SR 80 Alt. near the overhead railroad bridge at Warrenton. There are no stream-bridge crossings on this section of U.S. 278. There is a triple barrel culvert at Brier Creek.

There is an overhead railroad bridge (railroad over) near the east city limits of Warrenton that has sub-standard vertical clearances (13 ft. 5 in. height). The north wall has cracked

in one place resulting in a 4½ inch lateral displacement. The Southern Railway owns this structure. A Southern Railway official stated that the majority of the train traffic on the track over U.S. 278 consists of switching movements. These switching operations occur five nights per week from 12 AM to 4 AM. These switching movements reportedly occur across U.S. 278 frequently, for the switching at the Georgia Pacific timber complex on the northside of the highway and a woodyard on the southside. During phases of these movements, railroad cars are left on the bridge over U.S. 278 or in close proximity to the bridge.

The majority of the log trucks and enclosed trailer trucks that were observed going under this structure, reduce speed significantly, with a few "creeping" under this structure. From visual observation, it is apparent that the structure has been "hit" a number of times. The District ^{Traffic and} Safety Office reported that an accident resulted in a fatality at this railroad bridge in August of this year, when ^a semi-combination could not ^{pass under} ~~clear~~ the bridge and was backing up, when the accident occurred.

A signed truck bypass is located to the southwest of Thomson connecting U.S. 278 with SR 17. This truck route utilizes an existing county road, FAS route 2543 known locally as Wire Road.

An extension of Wire Road from U.S. 278 northward to SR 223 has been surveyed as a county project. McDuffie County has been furnished the rights-of-way deeds and plats.

Development

High density commercial/institutional development occurs along U.S. 278 in Thomson between SR 17 and W. Hospital Road and medium density commercial between W. Hospital Road and Mt. Pleasant Road. There is a total of 35 commercial driveways along these two sections providing access to U.S. 278. The McDuffie-Thomson Industrial Park is located on the north side of U.S. 278 approximately between CR 335 (Robin Street) and CR 155 (Vigortone Road). Presently, there are only two small commercial establishments, Dyco and Prestwyck Companies, located on this tract. There are industrial/manufacturing firms located on the north side of U.S. 278 between CR 155 and Uniroyal Road. The industrial park and the other firms are depicted on the attached maps.

The Hoover Treated Wood Products firm generates a significant number of semi-lumber truck trips on a daily basis. The office manager stated that from November to August they process 35 to 50 lumber trucks in and out of the plant ^{each day}. He stated that at least 50 percent of these trucks go out to I-20.

The Southern Fibre Company generates 12 semi-truck trips into and out of the plant on a daily basis.

Ms. Joyce Blevins, McDuffie County Commissioner, stated that Shaw Industries has purchased the former Uniroyal complex and is presently remodeling this complex. This firm is planning

to start limited production by the end of this year. Their plans are to start with 400 employees and to ultimately employ approximately 1,000 persons as the plant production is increased over a short period of time. All of their shipping and receiving will be by truck (mostly their own fleet). Shaw Industries stated that this would involve ten trucks per day, in and out of the plant.

In addition, the Georgia Pacific timber complex at Warrenton, generates approximately 200 semi-combination truck trips per day (log-lumber-chip) on a normal dry weather day, in and out of their complex. It is estimated that 50 percent of these trucks travel U.S. 278 between Warrenton and Thomson.

Accident Data

From SR 80 at Warrenton to SR 17 at Thomson, there were 89 accidents recorded in 1986; 64 in McDuffie County and 25 in Warren County. In Warren, 11 of these accidents occurred at the signalized intersection with SR 80, and resulted in two fatalities. Also four accidents were recorded in the vicinity of the railroad overpass bridge. In McDuffie, 50 of the 64 accidents occurred within the city limits of Thomson with 31 occurring at the signalized intersection at SR 17. In 1985, the number of accidents along U.S. 278 were fewer, with 56 accidents recorded and with the majority of these accidents occurring at the SR 17 intersection.

Traffic Data

The 1986 average daily traffic counts on U.S. 278 between Warrenton and Thomson ranged from 3,284 to 4,354 vehicles per day. In Thomson, the only count on U.S. 278 between the west city limits and SR 17 was 8,784 vehicles per day. The 1986 and 20-year projected traffic volumes are shown on maps in the appendix.

There are no truck percentage data available for this section of highway. However, by observation there is a high percentage of trucks visible in the traffic flow, particularly the timber trucks (log-lumber-chip). Two firms on U.S. 278 just west of Thomson generate an average of 60 (two-way) truck trips per day with one other firm that will generate 10 (two-way) truck trips per day when it starts full production in the very near future.

ANALYSIS

In evaluating the traffic volumes and geometric conditions on U.S. 278 between Warrenton and Thomson (rural area), there are no existing capacity problems. Based on a normal future projected traffic volume, a level-of-service "D" will be reached by the year 2002 on this section of roadway.

There was some congestion observed on the section from Mt. Pleasant Road at Thomson to SR 80 Ait. at Warrenton. This is primarily due to the vertical and horizontal alignment of the roadway. Also traffic gets "queued-up" passing through Thomson and Warrenton. The overhead railroad structure at Warrenton also causes the traffic to get "queued-up" because of the semi-trucks slowing down due to the limited clearances of this structure. There is approximately 3.0 miles of marked passing sites in both directions along the aforementioned 8.2 mile section, with an average passing length of 0.25 miles. Of these passing areas, there is only 1.0 mile of sites where passing can occur in both directions. However, because of the frequency of oncoming traffic, the passing opportunities were reduced significantly.

An operating speed calculation for the rural section of U.S. 278, was calculated to be a theoretical 45 MPH. For a high type facility like this section of roadway, this would be a low value.

In evaluating the existing and future projected traffic volume

on the urban section in Thomson, it was determined that this section is neither experiencing ~~existing~~ capacity problems nor will it likely do so in the foreseeable future. Although frequent turning movements were observed along this urban section, they did not significantly interfere with the traffic flow. The westbound combination right turn-lane/acceleration lane in front of the main entrance into the Thomson Plaza shopping center, reduces the interference that egress/ingress movements have at this Plaza.

Uniroyal Road, which will be the main entrance for employees and trucks at the former Uniroyal complex being remodeled by Shaw Industries, intersects with U.S. 278 just below the crest of a hill (westside). This reduces visibility to the east.

There are significant numbers of turning movements occurring at Wire Road's/(Truck Bypass Route) intersection with U.S. 278. A number of semi-trucks turn on Wire Road to reach the Hoover lumber treatment facility. Wire Road is also used by "locals" in traveling to the private landfill at the end of Wire Road at the Mesena Road. Also, this section of Wire Road will be part of the local road bypass being planned to connect U.S. 278 and SR 223. This bypass could possibly attract some of the gravel trucks from the gravel pit north of I-20, that are destined to areas south of Thomson. It could also attract local traffic from the northwest section of the county that is destined to the industrial/commercial areas along U.S. 278.

CONCLUSIONS

There are no existing capacity problems and there are none projected for the immediate future on the section of U.S. 278 between Thomson and Warrenton. The traffic gets "queued-up" traveling through the Thomson and Warrenton areas and sometimes remain "queued-up" on the rural section due to the lack of passing opportunities. This is caused by the roadway's vertical and horizontal alignment. The percentage of truck traffic in the traffic flow is quite high, particularly the timber trucks (log-lumber-chip).

Limited congestion does occur at the Wire Road/(truck bypass) intersection with U.S. 278 during some periods of the day. The traffic movements at this intersection will increase with the extension of Wire Road to SR 223. The addition of a westbound right turn-lane on U.S. 278 and a left turn-lane on Wire Road would improve the operational characteristics at this intersection.

Potential operational problems could occur at the Uniroyal Road intersection as Shaw Industries increases their production. At this location, the sight distance is restricted to the east because the intersection occurs below the crest of a hill. The traffic flow and safety at this site could be enhanced by the addition of a westbound right turn-lane and an eastbound left turn-lane. Also the eastbound "go-around" lane could be extended to the truck bypass, ending in a right turn-lane.

Of course, the addition of a center turn-lane or the extension of the four-lane section between Mt. Pleasant Road and Wire Road would certainly improve the road network and be an economic enhancement improvement for the industrial park and other commercial/industrial areas along this section of U.S. 278. The addition of the center turn-lane (1.58 miles) would have an estimated construction cost of \$474,000, while the addition of two lanes (for a four-lane rural section) would have an estimated construction cost of \$1,106,000. However, neither of these two improvements could be justified by traffic conditions at this time.

The overhead railroad bridge near SR 80 Alt. remains a problem due to the vertical clearance. The Department has contacted Southern Railway in the past about the replacement of this structure in conjunction with raising the elevation of the tracks. Southern Railway has responded that the existing structure meets their needs and they would not contribute to any funding for this project (letter attached). The estimated construction cost to replace this structure and raise the track elevation is \$1,034,000. The District Office has, in the past, proposed that an at-grade crossing be provided in lieu of the present structure. This improvement would consist of grading existing U.S. 278 up to the railroad grade and providing flashing lights, bells and gates protection (profile sheet of U.S. 278 attached). Although an at-grade crossing with flashing lights, bells and gates will meet the safety criteria at this site, the replacement of the bridge will prevent all train-vehicular conflicts and provide a higher degree of safety. This is

considering the reported frequency of switching movements on this section of trackage. The estimated construction cost for grading U.S. 278 up to the track grade is \$623,000.

D.O.T. 66

(21)

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE PPL-12 (40) WARREN-McDUFFIE OFFICE Programming
P.I. NO. 262110 DATE December 3, 1987

FROM Gene Skeen, State Transportation Programming Engineer

TO Alton Dowd, Jr., Director of Preconstruction

SUBJECT PRE-PROGRAMMING AUTHORIZATIONS

In accordance with MOG #80.2 dated October 22, 1985, I am attaching the Pre-programming Authorizations which have been approved by the Commissioner for pre-programming studies and the development to project concept.

If additional information is required, please advise.

CNF/bl

Attachments

cc: Peter Malphurs
Clovis Fraser
Frank Golder
Jack Murphy, DSE - Tennille,
Freddy Walker, DSE - Tifton

REQUEST
FOR
PRE-PROGRAMMING AUTHORIZATION

AUTHORIZATION IS REQUESTED TO PROCEED WITH DEVELOPMENT OF A PROJECT CONCEPT ON THE FOLLOWING PROJECT:

PROJECT DATA

COUNTY	PROJECT No. P.I. No.	TYPE WORK	DESCRIPTION		
Warren-McDuffie	PPL-12(40) 262110	Turn & Passing Lanes	S.R. 12/U.S. 278 between Warrenton and Thomson:		
			(1) Eastbound Passing lane-From M.P. 15.2 to M.P. 16.4		
			(2) Westbound Passing lane-From the Warren County line to M.P. 1.2.		
			(3) Southbound left turn lane on Wire Road & westbound right turn lane on U.S. 278		
			(4) Left & right turn lanes at Uniroyal Road		
			(5) Eastbound left turn lane at Georgia Pacific near		
<i>PRELIMINARY COST ESTIMATE</i> (\$1,000's)	PROPOSED FISCAL YEAR	ROW TO BE PROVIDED BY	CONS. DIST.	FIELD DIST.	<i>WARRANTY</i>

ROW
CONST. \$1,095 1990 D.O.T. 10 2

NEEDS RATING:
SUFFICIENCY RATING:

COMMENTS:

It is proposed to add this project to the Construction Work Program after the Project Concept Report has been approved. This is as approved by the Commissioner per letter dated November 3, 1987 from the Director of Planning and Programming.

RECOMMENDED

[Signature]

DIRECTOR, DIVISION OF PLANNING AND PROGRAMMING

APPROVED

[Signature]

COMMISSIONER

