

D.O.T. 66

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

**INTERDEPARTMENT CORRESPONDENCE**

**FILE** EDS-441(41) Clinch-Atkinson Counties **OFFICE** Preconstruction  
P. I. No. 422380  
**DATE** October 25, 2002

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

**TO** SEE DISTRIBUTION

**SUBJECT** PROJECT CONCEPT REPORT APPROVAL

Attached for your files is the approval for subject project.

MBP/cj

Attachment

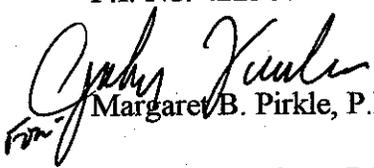
**DISTRIBUTION:**

David Mulling  
Harvey Keepler  
Jerry Hobbs  
Herman Griffin  
Michael Henry  
Phillip Allen  
Marta Rosen  
Paul Liles  
Ben Buchan  
David Crim  
BOARD MEMBER

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

**INTERDEPARTMENT CORRESPONDENCE**

**FILE:** EDS-441(41) Clinch-Atkinson Counties **OFFICE** Preconstruction  
P.I. No. 422380 **DATE** October 8, 2002

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

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

**SUBJECT PROJECT CONCEPT REPORT**

This project is the widening and reconstruction of US 441 from 0.95 miles south of the intersection with CR 101/Cowart Road, where it ties to project EDS-441(46), to 0.38 mile north of the intersection of US 441 and US 82/SR 520 in Pearson, Georgia. The total length of the project is 11.44 miles. The existing roadway consists of two, 12' lanes with 10' rural shoulders from the beginning to Pearson. In Pearson, from Elizabeth Avenue to Railroad Street, the existing roadway consists of two, 18' lanes with curb and gutter. North of US 82/SR 520 consists of an urban five lane section with curb and gutter and sidewalks. The existing major structures are:

<u>LOCATION</u>	<u>DIMENSIONS</u>	<u>SUFFICIENCY RATING</u>
US 441 over Sweetgum Bay Branch	96' x 38' bridge	98.0
US 441 over Red Bluff Creek	128' x 38' bridge	98.0
US 441 over Little Red Bluff Creek	Triple 10' x 6' culvert	79.97
US 441 over Little Red Bluff Creek Creek Tributary	Triple 10' x 5' culvert	79.97
US 441 over Little Red Bluff	Triple 10' x 5' culvert	78.55
*US 441 over Little Red Bluff Creek Overflow	100' x 23.9' bridge	39.1

\*Will be replaced by project BRF-023-1(12).

US 441 is a primary north-south corridor and is part of the Governor's Road Improvement Program (GRIP). As part of this program, the existing US 441/SR 89 is to be multilaned. The base year traffic (2007) is 6,980 VPD and the design year traffic (2027) is 11,350 VPD. The proposed design speeds will be 45 MPH inside Pearson city limits and 65 MPH outside Pearson city limits.

The project begins by shifting onto new location 600'± west of the existing intersection of US 441 and CR 101/Cowart Road to avoid impacts to the Cowart Commissary, a historic resource. The new location roadway (four lanes with 44' median) ties back into existing US 441, 2,700'± north of CR 101. The 44' median section tapers down to 32' beginning at the existing intersection of US 441 and SR 31. The intersection of US 221/SR 31 with US 441 and SR 31 with US 441 will

Frank L. Danchetz  
Page 2

EDS-441(41) Clinch-Atkinson  
October 8, 2002

be adjusted so that SR 31 intersects US 441 at CR 16/Spikes Road. The alignment departs from the existing roadway at CS 546/Bolden Street and tapers down to four lanes with a 20' raised grassed median. The alignment goes on new location to the west of downtown Pearson, 750'± west of existing US 441. The roadway then turns east and ties back into the existing five lane section of US 441, 500'± north of CS 550/Legion Avenue. The project ends approximately 2,000'± north of the intersection of US 441 and US 82/SR 520.

The existing culverts will be lengthened and new parallel bridges will be constructed over Sweetgum Bay Branch and Red Bluff Creek to accommodate the new lanes. A new traffic signal will be required at the new intersection of US 441 and US 82/SR 520 as well as the intersection of US 441 and CR 1/King Street. Traffic will be maintained during construction utilizing staging.

Environmental concerns include requiring an Environmental Assessment be prepared; a public hearing is required; time saving procedures are not appropriate.

The estimated costs for this project are:

	<u>PROPOSED</u>	<u>APPROVED</u>	<u>PROG DATE</u>	<u>LET DATE</u>
Construction (includes E&C and inflation)	\$23,375,000	\$11,580,000	2008	FY-08
Right-of-Way	\$11,649,000	\$ 1,000,000		
Utilities	\$ 48,000	----		

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

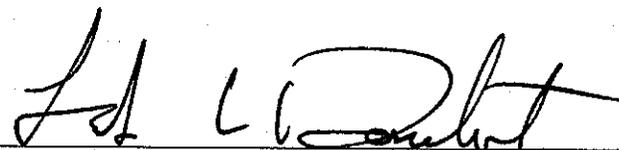
MBP:JDQ/cj

Attachment

CONCUR

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

APPROVE

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

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

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**INTERDEPARTMENTAL CORRESPONDENCE**

**FILE:** EDS-441(41) Clinch/Atkinson  
P.I. Number 422380

**OFFICE:** Engineering Services

**DATE:** August 30, 2002

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

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

**SUBJECT: CONCEPT REPORT**

SEP - 4 2002

We have reviewed the concept report submitted August 20, 2002 by the letter from Ben Buchan dated August 19, 2002, and have no additional comments.

The costs for the project are:

Construction	\$17,708,030
Inflation	\$3,541,606*
E&C	\$2,124,964**
Reimbursable Utilities	\$47,500
Right of Way	\$11,648,907

\* Inflation limited to 20% of Construction Costs

\*\* E&C limited to 10% of Construction Costs plus 20% inflation

DTM

c: Ben Buchan, Attn: Mike Haithcock

## SCORING RESULTS AS PER MOG 2440-2

<b>Project Number:</b> EDS-441(41)		<b>County:</b> Clinch/Atkinson		<b>PI No.:</b> 422380	
<b>Report Date:</b> August 20, 2002		<b>Concept By:</b> DOT Office: Consultant Design			
<input checked="" type="checkbox"/> Concept Stage		Consultant: Earth Tech			
<b>Project Type:</b> Choose One From Each Column		<input type="checkbox"/> Major <input checked="" type="checkbox"/> Minor	<input type="checkbox"/> Urban <input checked="" type="checkbox"/> Rural	<input type="checkbox"/> ATMS <input type="checkbox"/> Bridge Replacement <input type="checkbox"/> Building <input type="checkbox"/> Interchange Reconstruction <input type="checkbox"/> Intersection Improvement <input type="checkbox"/> Interstate <input type="checkbox"/> New Location <input checked="" type="checkbox"/> Widening & Reconstruction <input type="checkbox"/> Miscellaneous	
<b>FOCUS AREAS</b>	<b>SCORE</b>	<b>RESULTS</b>			
Presentation	100				
Judgement	100				
Environmental	100				
Right of Way	100				
Utility	100				
Constructability	100				
Schedule	100				

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

**INTERDEPARTMENTAL CORRESPONDENCE**

FILE EDS-441(41)  
422380

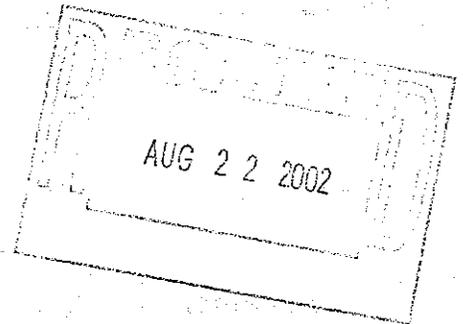
OFFICE OF CONSULTANT DESIGN

DATE: AUGUST 20, 2002

FROM: Wayne Mote, Office of Consultant Design  
TO: Meg Pirkle, Assistant Director of Preconstruction  
SUBJECT: Project Concept Report

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

cc: Marta Rosen, State Transportation Planning Administrator  
Herman Griffin, Office of Financial Management Administrator  
Harvey Keeper, State Environmental/Location Engineer  
Phillip Allen, State Traffic Safety and Design Administrator  
David Crim, District Engineer – District 4 (Tifton)  
David Mulling, Project Review Engineer  
Paul Liles, State Bridge Design Engineer



DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA  
OFFICE OF CONSULTANT DESIGN

PROJECT CONCEPT REPORT

Project Number: EDS-441 (41)  
Counties: CLINCH & ATKINSON  
P.I. Number: 422380

Federal Route Number: 441/221  
State Route Number: 89/31



Recommendation for approval:

DATE 8-22-02

Wayne J. White  
Project Manager

DATE 8-22-02

James B. Burk  
State Consultant Design Engineer

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

DATE \_\_\_\_\_

State Transportation Planning Administrator

DATE \_\_\_\_\_

Office of Financial Management Administrator

DATE \_\_\_\_\_

State Environmental / Location Engineer

DATE \_\_\_\_\_

State Traffic Safety and Design Engineer

DATE \_\_\_\_\_

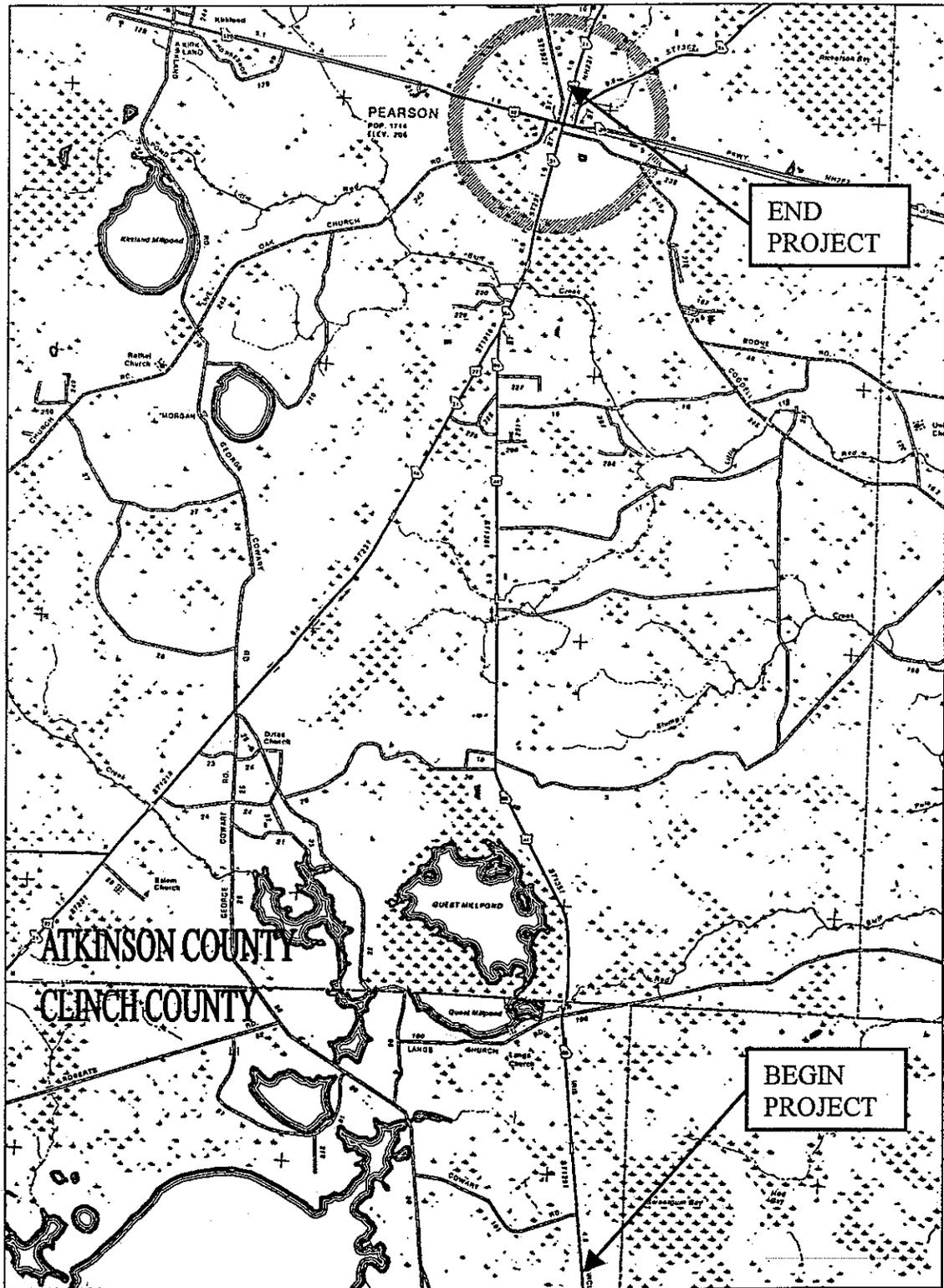
District Engineer

DATE \_\_\_\_\_

Project Review Engineer

DATE \_\_\_\_\_

State Bridge & Structural Design Engineer



**Location Map**

**Project:** EDS-441(41) Clinch & Atkinson Counties PI No.: 422380  
**Description:** US 441 from 5000 ft South of CR 101 Cowart Road to CS 538/Leon Avenue in Pearson

**Need and Purpose:**

This project is identified as a part of the Governor's Road Improvement Program (GRIP). As part of this program, the existing two-lane US 441/SR 89 is to be multilaned. GRIP was initiated in the 1980's to address the importance of stimulating economic growth via an improved transportation network.

The GRIP has identified a system of economic development highways that consists of approximately 2,627 miles of existing primary routes, and an additional 113 miles of truck connector routes. The system would place 98 percent of the State's population within 20 miles of a multilane highway. It would provide access for oversized trucks to cities having populations of 5,000 or more, and to most cities having populations between 2,000 and 5,000. Among the many benefits of such a system is that areas lagging in growth would be provided greater opportunities to attract industry, business, and jobs. Commodity and raw material movements would also be enhanced. In addition, tourism industries would benefit and accessibility to recreation and historic sites would be improved.

**Description of the proposed project:**

EDS-441 (41) in Clinch and Atkinson Counties is proposed to improve US 441 from a point approximately 5000 feet south of the intersection with CR 101/Cowart Road, where it ties to Project EDS-441 (46), to approximately 2000 feet north of the intersection of US 441 and US 82/SR 520 where it ties to the existing 5-lane section. Improvements consist of widening the existing two-lane US 441/SR 89 to a four-lane roadway with a 44 ft. depressed grassed median. The project begins by shifting onto new location approximately 600 feet west of the existing intersection of US 441 and CR 101/Cowart Road to avoid impacts to the Cowart Commissary, a historic resource. The new location roadway ties back into existing approximately 2700 feet north of CR 101/Cowart Road. Widening of the existing roadway continues north, changing sides occasionally, in order to minimize the impacts to adjacent wetlands, historical resources and to minimize displacements. The intersection of US 221/SR 31 with US 441 will be adjusted so that SR 31 intersects US 441 at CR 16/Spikes Road. The 44 ft. depressed grassed median tapers down to 32 ft. beginning at the existing intersection of US 441 and SR 31. The 32 ft. median is used in areas where there is 1/2 mile or more of longitudinal impacts to wetlands within any sliding mile. The alignment departs from existing at approximately CS 546/Bolden Street and tapers down to 4-lanes with a 20 ft. raised grassed median. The alignment goes on new location to the west and circumvents the downtown area of Pearson by moving approximately 750 feet west of the existing US 441. The roadway then turns east and ties back into the existing 5-lane section of US 441 approximately 500 feet north of CS 550/Legion Avenue. The project ends approximately 2000 feet north of the existing intersection of US 441 and US 82/SR 520. A new traffic signal will be required at the new intersections of US 441 and US 82/SR 520 as well as at the intersection of US 441 and CR 1/King Street. CR 243/Old Highway 64 will be obliterated from CS 508/Allen Street to US 82/SR 520. CR 243/Old Highway 64 will be realigned to intersect the new US 441 at Elizabeth Avenue and will continue east to tie into existing US 441. Access will be provided to existing US 441 at each end of the realignment in Pearson. Existing US 441 from US 82/SR 520 to the north end tie of the realignment will be converted from 5-lanes to a 2-lane city street.

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

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

Project Concept Report Page 4  
Project Number: EDS-441 (41)  
P.I. Number: 422380  
Counties: CLINCH & ATKINSON

**PDP Designation:** Full Oversight ( ), Exempt ( X ), State Funded ( ), or Other ( )

**Functional Classification:** *Rural Principal Arterial*

**U.S. Route Number(s):** 441 / 221

**State Route Number(s):** 89 / 31

**Traffic (AADT):**

Current Year: (2007) 6980

Design Year: (2027) 11350

**Existing design features:**

- Typical Section:
  - 2 – 12 ft. Lanes with 2 ft. paved shoulders and 8 ft. grassed shoulders
  - Pearson: Elizabeth Avenue to Railroad Ave; 2-18 ft. lanes with curb & gutter, sidewalks
  - Pearson: North of US 82/SR 520; Urban 5-Lane Section consisting of 4 –12 ft. lanes with a 12 ft. flush center two-way left-turn lane, curb & gutter, and sidewalks
- Posted Speed: 55 mph                      Maximum degree of curvature: 3°00'00"  
35 mph (Pearson)                      Maximum degree of curvature: Tangent
- Maximum grade: FLAT Mainline                      FLAT Driveways
- Width of right of way: Varies 60-100 feet
- Major structures:

*Struct. ID:*

065-0062-0 Bridge over Sweetgum Bay Branch                      Suff. Rating: 98.0

065-0063-0 Bridge over Red Bluff Creek                      Suff. Rating: 98.0

003-0015-0 Bridge Culvert 850' south of CR 5                      Suff. Rating: 79.97

003-0016-0 Bridge Culvert 250' north of CR 5                      Suff. Rating: 79.97

003-0004-0 Bridge Culvert 2200' north of SR 31                      Suff. Rating: 78.55

003-0005-0 \*Bridge over Little Red Bluff Creek O/F                      Suff. Rating: 39.1

*\* will be replaced by Project BRF-023-1(12)*

- Major interchanges or intersections along the project:
  - US 441 and US 221/ SR 31
  - US 441 and US 82/ SR 520
- Existing length of roadway segment: 11.44 miles  
Beginning mile log for county segment: approx. mile log 42.88

**Proposed Design Features:**

- Proposed typical section(s):
  - Rural Section consisting of 4 – 12 ft. lanes with a 44 ft. depressed grassed median
  - Rural Section consisting of 4 – 12 ft. lanes with a 32 ft. depressed grassed median (in areas where there is greater than ½ mile of impacted wetlands per mile of roadway)
  - Urban Section consisting of 4 – 12 ft. lanes with a 20 ft. raised grassed median, curb & gutter, and sidewalks
- Proposed Design Speeds:
  - US441
    - 65 mph outside Pearson city limits
    - 45 mph inside Pearson city limits
  - County Roads and City Streets – 30 mph
- Proposed Minimum grade Mainline & State Rte: 0% on rural Maximum grade allowable: 3%  
0.5% on urban and on bridges
- Proposed Minimum grade Side Street: 0% on rural Maximum grade allowable: 7%  
0.5% on urban and on bridges
- Proposed Minimum grade driveway: 0% Maximum grade allowable: 10%
- Proposed Max degree of curve: 1°54'35" (R=3000') Max degree allowable: 3°50'00" (65 mph)  
7°09'43" (R=800') 8°10'00" (45 mph)
- Right of Way
  - Width: Varies 100 -250 feet
  - Easements: Temporary( ), Permanent(**X**), Utility( ), Other( ).
  - Type of access control: Full( ), Partial( ), By Permit(**X**), Other( ).
  - Number of parcels: 57 Number of displacements:
    - Businesses: 4
    - Residences: 5
    - Mobile Homes: 6
    - Other: 1 (abandoned gas station)
- Structures:
  - Bridge culverts:
    - Lengthen Triple 10 ft. x6 ft. culvert 850 feet south of CR 5 (UT Little Red Bluff

*Creek)*

- *Lengthen Triple 10 ft. x5 ft. culvert 250 feet north of CR 5 (UT Little Red Bluff Creek)*
- *Lengthen Triple 10 ft. x5 ft. culvert 2200 feet north of SR 31 (Little Red Bluff Creek)*

○ **Bridges:**

- *Construct new (96 ft. x38 ft.) bridge over Sweetgum Bay Branch west of US 441.*
- *Construct new (128 ft. x38 ft.) bridge over Red Bluff Creek east of US 441*
- *Construct new (100 ft. x38 ft.) bridge over Little Red Bluff Creek overflow for northbound lanes (parallel to two-lane bridge constructed over Little Red Bluff Creek overflow under Project BRF-023-1 (12))*

○ **Retaining Walls: *None***

● **Major intersections and interchanges:**

- *US 441 and US 221/ SR 31*
- *US 441 and US 82/ SR 520*

● **Traffic control during construction: *None.***

● **Design Exceptions to controlling criteria anticipated:**

	<u>UNDETERMINED</u>	<u>YES</u>	<u>NO</u>
HORIZ ALIGNMENT:	( )	( )	(X)
ROADWAY WIDTH:	( )	( )	(X)
SHOULDER WIDTH:	( )	( )	(X)
VERTICAL GRADES	( )	( )	(X)
CROSS SLOPES:	( )	( )	(X)
STOPPING SIGHT DISTANCE:	( )	( )	(X)
SUPERELEVATION RATES:	( )	( )	(X)
HORIZONTAL CLEARANCE:	( )	( )	(X)
SPEED DESIGN:	( )	( )	(X)
VERTICAL CLEARANCE:	( )	( )	(X)
BRIDGE WIDTH:	( )	( )	(X)
BRIDGE STRUCTURAL CAPACITY:	( )	( )	(X)

● **Design Variances: *None***

● **Environmental Concerns:**

- *Involvement with waters of the US (404 Permit)*
- *No historical or archaeological concerns are anticipated.*
- *Two UST's were located and avoided*

● **Level of Environmental Analysis:**

- Are Time Saving Procedures Appropriate? Yes ( ), No (X)
- Categorical Exclusion Anticipated? Yes ( ), No (X)
- Environmental Assessment/Finding of No Significant Impact: Yes (X), No ( )
- Environmental Impact Statement (EIS): Yes ( ), No (X)
- Utility Involvements:
  - Telephone: *Alltel of Georgia, Plant Telephone*
  - Power: *GA Power /Distribution , Slash Pine EMC, Satilla EMC*
  - Gas: *None*
  - Cable TV: *Mediacom*
  - Water: *City of Pearson*
  - Sewer: *City of Pearson*

**Project Responsibilities:**

- Design: *Earth Tech*
- Right of way acquisition: *Georgia Department of Transportation*
- Relocation of utilities: *No LGPA has been signed*
- Letting to contract: *Georgia Department of Transportation*
- Supervision of construction: *Georgia Department of Transportation*
- Providing material pits: *Contractor*
- Providing detours: *Georgia Department of Transportation – None anticipated*

**Coordination:**

- Pre-Concept Team Meeting (*See attachment#5*): *December 17, 2001*
- Concept Meeting date (*See attachment#6*): *August 6, 2002*
- P.A.R. meetings, dates, and results (*See attachment #7*): *May 22 & 23, 2002*
- FEMA, USCG and/or TVA: *None.*
- Public involvement (*See attachment #8*):
  - *Public Information Meeting held March 18, 2002 in Fargo and Homerville as well as March 19, 2002 in Homerville and Pearson: Community was split over an East Bypass vs. a west in-town bypass.*
  - *A meeting held with church and community leaders in Pearson at the Faith Temple Pentecostal Church on April 15 and May 21, 2002: (See attachment #9 b&d) As a result of suggestions from the attendees, the alignment was shifted to the east of the church, a historic resource, on the southeast corner of Old Hwy 64 and Allen Ave/CS 508.*
  - *A public hearing will be held upon completion of the Environmental Assessment.*

- Local government comments:
  - *Mayor of Pearson has expressed support for the project and desires that US 441 go on new location as an East Bypass around the City of Pearson.*
  - *Mayor of Douglas has expressed support for the improvements to US 441.*
- Other projects in the area:
  - *EDS-441 (47) P.I.No.: 422420*
  - *EDS-441 (48) P.I.No.: 422400*
  - *EDS-441 (49) P.I.No.: 422410*
  - *EDS-441 (46) P.I.No.: 422390*
  - *BRF-023-1(12) P.I.No.: 421440*
  - *EDS-84 (20) P.I.No.: 422030*
- Other coordination to date:
  - *Meeting with Pearson City Clerk and Mayor Pro Tem on January 31, 2002  
(See attachment#9a)*
  - *Meeting with Mayor of Pearson and City Clerk on May 21, 2002 (See Attachment #9c)*
  - *Meeting with Mayor of Pearson and City Clerk on May 30, 2002 (See Attachment #9e)*
  - *Meeting with Mayor of Pearson and City Clerk on August 5, 2002*

**Scheduling -- Responsible Parties' Estimate (some activities overlap)**

Time to complete the environmental process:	<u>13</u> Months
Time to complete preliminary construction plans:	<u>9</u> Months
Time to complete right of way plans:	<u>8</u> Months
Time to complete the section 404 permit:	<u>4</u> Months
Time to complete final construction plans:	<u>20</u> Months
Time to complete the purchase right-of-way:	<u>18</u> Months

Other major items that will affect project schedule: *Additional Projects (EDS-441 (47,48,49, and 46) have the same design schedule which could make review and Field Plan Reviews difficult to complete in a timely fashion.*

**Other alternates considered:**

*All alternates considered, except for the No-Build Alternate and those described below, are the same from the beginning of the project to the intersection of US 441/SR 89 and US 221/SR 31. The alignment selected in this southern section was chosen to avoid historic resources and minimize impacts to wetlands and displacements. The alternates described below relate to the improvements to US 441 at the intersection with CR 101/Cowart Road and in the Pearson City Limits.*

**Cowart Commissary (CR 101/Cowart Road):**

*Alternate 1 - Widen existing to the east or west. There are currently two historic resources located at the intersection of US 441 and CR 101/Cowart Road. The Cowart Commissary is located on the northwest corner of the intersection. A historic tobacco barn is located on the east side of US 441 opposite of the Cowart Commissary. Either of these two sub alternatives would require that one or the other of the historic resources would be impacted and therefore this alternative was eliminated.*

*Alternate 2 - US 441 would go on new location to the east to avoid impacts to the historic tobacco barn. The land is flat and consists of wetlands or planted pine forests. The cost of constructing this alternative or the chosen alternative would be the same. There is a greater amount of wetlands impacted with this alternative compared to the chosen alternative and therefore this alternative was eliminated.*

*Alternate 3 - No Build - Does not meet the Need and Purpose of the project.*

**City of Pearson:**

*Alternate 1 - Widening existing through Pearson. This alternative was eliminated because existing US 441 south of US 82 in Pearson is flanked by historic and eligible historic properties on both sides and widening would have required the displacement of some of these historic properties and therefore further consideration was dropped.*

*Alternates 2 & 3 - One-Way Pair through Pearson utilizing existing US 441 as either the northbound or southbound lanes. These alternatives require improvements to either King Street or Church Street as the southbound or northbound lanes. Both King and Church Streets are narrow alley type roadways and pass through historic districts as well as being flanked by individual eligible historic properties. Improvements to these roadways would impact these historic resources and therefore further consideration was dropped.*

*Alternate 4 - Eastern Bypass: The alignment of US 441 would go on new location to the east beginning just north of the existing intersection of US 441/SR 89 and US 221/SR 31. The alignment would bridge over the Rail Road and US 82/SR 520 approximately 4000 feet east of the existing intersection of US 441/US 221/SR 31 and US 82/SR 520. The roadway would continue on new location with a 44 feet depressed grassed median to the north and west and taper down to a 5-lane section with a flush median*

to tie back into existing US 441 approximately 9500 feet north of the existing intersection of US 441/US 221/SR 31 and US 82/SR 520. The public comments were 50-50 in favor of this alignment vs. the chosen alignment. The US Army Corp of Engineers and US Fish and Wildlife Service were in favor of the chosen alternative because it has significantly less impacts to wetlands and does not fragment habitat as much as this alternate would. This alternate is much more expensive to build because it requires 4.2 miles of new location roadway as well as two new bridges plus the replacement of the existing US 441 bridge over Little Red Bluff Creek O/F (Project BRF-023-1(12)) compared to the chosen alternative. This alternative was eliminated due to the increased cost, the environmental impacts as well as the possible negative economic impacts created by diverting the traffic away from the existing businesses located along US 441.

*Alternate 5 – No Build – Does not meet the Need and Purpose of the project.*

**Comments:**

- *There was much discussion over the choice between the East By-Pass and the chosen alternate. (See attachment #9f)*
- *The typical section with a 32 ft. depressed grassed median is being used in lieu of the 44 ft. depressed grassed median in areas where there is ½ mile or more of impacted wetlands within any sliding mile. This is the current design practice established in an agreement between the Georgia Department of Transportation (GDOT) and the US Fish & Wildlife (USFWS).*
- *A letter has been received by the Department of Transportation from the owner of the Cowart Commissary property. The letter states the intention of the owner to move the commissary to the east side of US 441 adjacent to the tobacco barn. If this occurs, the Cowart Commissary will be reevaluated and submitted to SHPPO for review. If SHPPO agrees that the existing Cowart Commissary location is no longer a historic resource, then the new location alignment can be eliminated and the proposed improvements will widen existing to the west. (See attachment#10)*

**Attachments:**

1. Cost Estimates: \$ 36,556,883
  - a. Construction including E&C \$ 24,860,475
  - b. Right of Way \$ 11,648,907
  - c. Utilities
    - Reimbursable \$ 47,500
    - Non-reimbursable \$ 704,116
2. Typical sections
3. Bridge Inventory
4. Pre-Concept Team Meeting Minutes
5. Concept Meeting Minutes
6. PAR Meeting Minutes
7. PIM Summary of comments
8. Meeting Minutes in support or objection to the concept
  - a. Meeting with FHWA on January 14, 2002
  - b. Meeting with Pearson City Clerk and Mayor Pro Tem on January 31, 2002
  - c. City of Pearson Community Outreach Meeting on April 15, 2002

Project Concept Report Page 11  
Project Number: EDS-441 (41)  
P.I. Number: 422380  
Counties: CLINCH & ATKINSON

- d. *Meeting with Mayor of Pearson and City Clerk on May 21, 2002*
  - e. *City of Pearson Community Outreach Meeting on May 21, 2002*
  - f. *Meeting with Mayor of Pearson and City Clerk on May 30, 2002*
  - g. *Monthly Status Meeting #6 on June 5, 2002*
  - h. *Meeting with Mayor of Pearson and City Clerk on August 5, 2002*
- 9. Letter from owner of Cowart Commissary
  - 10. Location and Design Notice-*to be added later*
  - 11. Accident Summaries
    - a. *Section 43.30-45.16 Clinch County*
    - b. *Section 0.00-6.12 Atkinson County*
    - c. *Section 7.20-10.96 Atkinson County*
  - 12. Traffic Counts
  - 13. Capacity Analysis

**PRELIMINARY COST ESTIMATE**

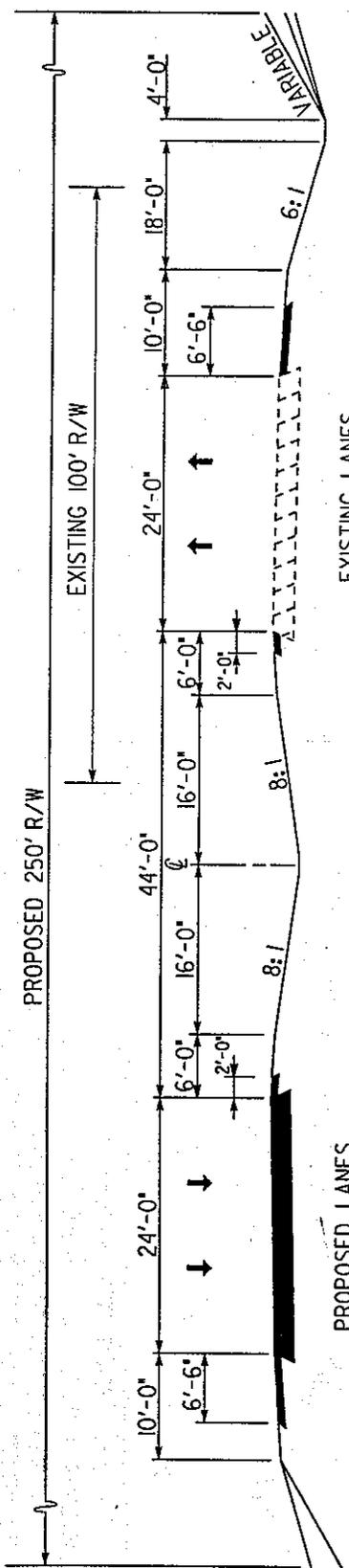
PROJECT NUMBER: EDS-441(41) COUNTIES: CLINCH & ATKINSON  
 DATE: June 4, 2002 ESTIMATED LETTING DATE:  
 PREPARED BY: EARTH TECH PROJECT LENGTH: 11.44 miles  
 ( ) PROGRAMMING PROCESS (X) CONCEPT DEVELOPMENT ( ) DURING PROJECT DEV.

PROJECT COST			
<b>A. RIGHT-OF-WAY:</b>			
1. PROPERTY (LAND & EASEMENT) COM: 20.05 AC RES: 30.07 AC AG: 150.35 AC		\$	664,100
2. IMPROVEMENTS		\$	2,356,000
3. DISPLACEMENTS; RES: 5, BUS: 4, M.H.: 6, OTHER: 1		\$	265,000
4. DAMAGE		\$	70,000
5. OTHER COST (SCHEDULE-55%,ADM./COST-60%, INFLATION-40%)		\$	8,293,807
SUBTOTAL: A			\$ 11,648,907
<b>B. REIMBURSABLE UTILITIES:</b>			
SUBTOTAL: B			\$ 47,500
<b>C. CONSTRUCTION:</b>			
1. MAJOR STRUCTURES			
a. BRIDGES			
Sweetgum Bay Branch-SB	(96'x38')	\$	255,360
Red Bluff Creek-NB	(128'x38')	\$	340,480
Little Red Bluff Creek O/F-SB	(100'x38')	\$	266,000
SUBTOTAL: C-1.a			\$ 861,840
b. OTHER			
Triple 10'x6'-SB (S. of CR5)	2340 sq ft @ \$90	\$	210,600
Triple 10'x5'-SB (N. of CR5)	2280 sq ft @ \$90	\$	205,200
Triple 10'x5'-SB (N. of SR31)	2280 sq ft @ \$90	\$	205,200
SUBTOTAL: C-1b			\$ 621,000
SUBTOTAL: C-1			\$ 1,482,840
2. GRADING AND DRAINAGE			
a. EARTHWORK			
Borrow/Excavation	386,266 CY @ \$7.5	\$	2,896,993
Excavation	0 CY @ \$7.5	\$	-
SUBTOTAL: C-2a			\$ 2,896,993
b. DRAINAGE			
1) Side Drain Pipe	1830 LF @ \$21	\$	38,438
2) Storm drain pipe	7076 LF @ \$44	\$	311,328
3) Longitudinal System (incl. catch basins)	29880 LF @ \$77	\$	2,300,760
SUBTOTAL: C-2.b			\$ 2,650,527
SUBTOTAL: C-2			\$ 5,547,520
3. BASE AND PAVING:			
a. AGGREGATE BASE	172,237 TN @ \$24	\$	4,133,693
b. ASPHALT PAVING (Mainline & Cross-Roads):			
9 mm Superpave	33,189 Tons @ \$46	\$	1,526,701
19 mm Superpave	44,251 Tons @ \$43	\$	1,902,795
25 mm Superpave	57,413 Tons @ \$37	\$	2,124,287
SUBTOTAL: C-3.b			\$ 4,027,082
c. CLASS "B" CONCRETE	0 CY @ \$146	\$	-
d. OTHER (Leveling, Tack Coat, Milling)			
Tack Coat	26,820 Tons @ \$46	\$	1,233,698
SUBTOTAL: C-3			\$ 8,160,775

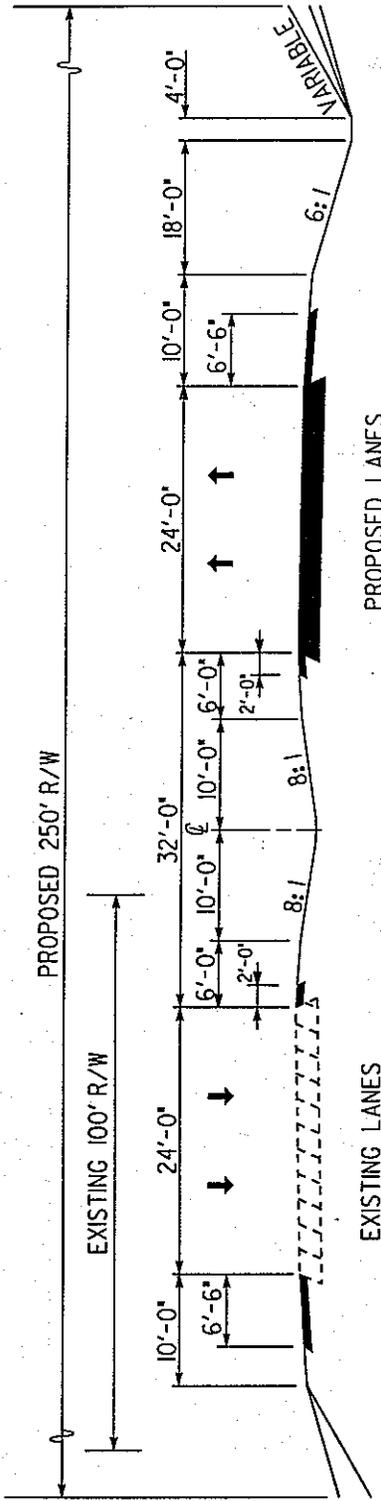
<b>4. EROSION CONTROL</b>				
a. SILT FENCE	3,865,805	LF @ \$4	\$	15,463,219
b. EROSION CONTROL MATS	121	SF @ \$500	\$	60,500
SUBTOTAL: C-4			\$	60,500
<b>5. LUMP ITEMS</b>				
a. GRASSING	285.54		\$	117,785
b. CLEARING AND GRUBBING	285.54	AC @ \$4700	\$	1,342,038
c. TRAFFIC CONTROL			\$	171,600
SUBTOTAL: C-5			\$	1,631,423
<b>6. MISCELLANEOUS:</b>				
a. LIGHTING			\$	
b. SIGNING - MARKING			\$	343,200
<b>c. GUARDRAIL</b>				
W Beam	900	LF @ \$12	\$	10,800
T Beam	450	LF @ \$40	\$	18,000
Anchors	TYPE 12	12 @ \$1600	\$	19,200
	TYPE 1	12 @ \$450	\$	5,400
SUBTOTAL: C-6.c			\$	53,400
d. SIDEWALK			\$	298,800
<b>e. MEDIAN / SIDE BARRIER</b>				
f. APPROACH SLABS	405	SY @ \$110	\$	44,550
<b>g. REMOVAL</b>				
Bridges			\$	60,000
SUBTOTAL: C-6.g			\$	60,000
<b>h. OTHER</b>				
1. Wetland Mitigation	276.33	credits	\$	386,862
2. UST removal (costs assume contamination)	3	SY @ \$100000	\$	300,000
3. Signals	2	signals	\$	200,000
SUBTOTAL: C-6h			\$	886,862
SUBTOTAL: C-6			\$	1,686,812
<b>7. SPECIAL FEATURES</b>				
SUBTOTAL: C-7			\$	

<b>SUMMARY</b>	
A. RIGHT-OF-WAY	\$ 11,648,907
B. REIMBURSABLE UTILITIES	\$ 47,500
C. CONSTRUCTION	
1. MAJOR STRUCTURES	\$ 621,000
2. GRADING AND DRAINAGE	\$ 5,547,520
3. BASE AND PAVING	\$ 8,160,775
4. EROSION CONTROL	\$ 60,500
5. LUMP ITEMS	\$ 1,631,423
6. MISCELLANEOUS	\$ 1,686,812
7. SPECIAL FEATURES	\$ -
SUBTOTAL CONSTRUCTION COST	\$ 17,708,030
INFLATION (5% PER YEAR)	\$ 4,892,402
NUMBER OF YEARS	5
E. & C. (10%)	\$ 2,260,043
TOTAL CONSTRUCTION COST	\$ 24,860,475
<b>GRAND TOTAL PROJECT COST</b>	<b>\$ 36,556,883</b>

STATE	PROJECT NUMBER
C.A.	EDS-441(41)



44' DEPRESSED MEDIAN\*



32' DEPRESSED MEDIAN\*

SHEET 1 OF 2

US441/SR89 GRIP CORRIDOR  
 CR101/COWART RD TO CS538/LEON AVE, PEARSON  
 CLINCH & ATKINSON COUNTIES

EARTH TECH  
 1435 OLD ALABAMA ROAD, SUITE 170  
 ROSWELL, GEORGIA 30076  
 (770) 980-1400

GEORGIA DEPARTMENT OF TRANSPORTATION

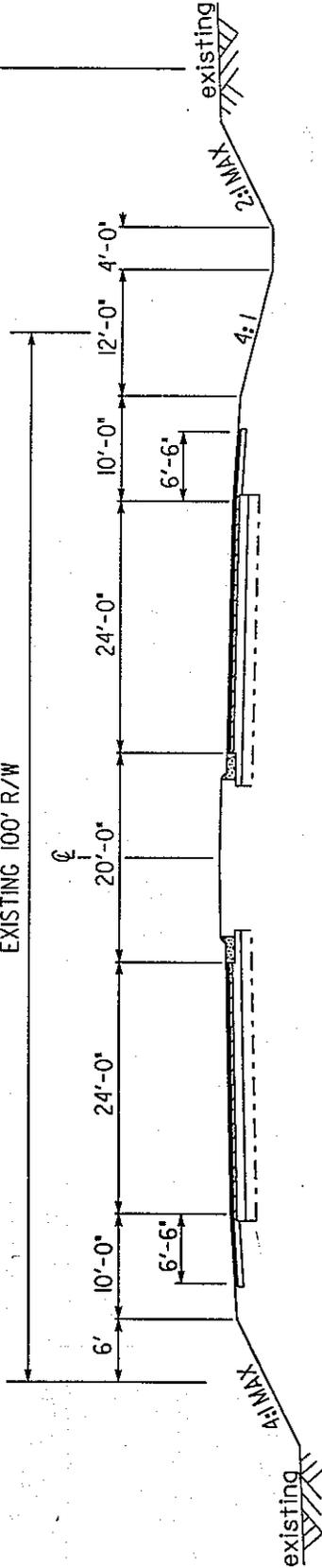
EDS-441(41)  
 TYPICAL SECTIONS

STATE  
GA.

PROJECT NUMBER  
EDS-441(41)

PROPOSED R/W VARIES 100' - 150'

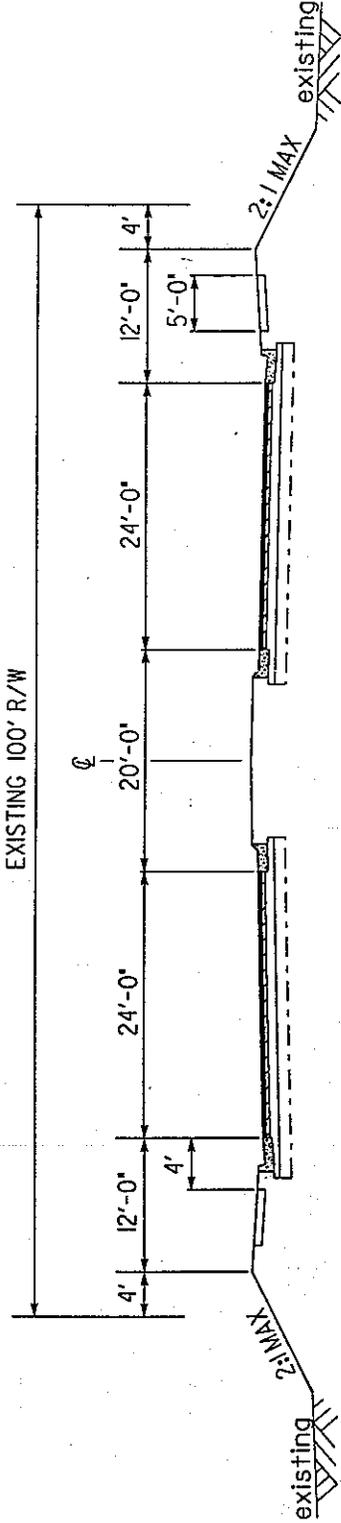
EXISTING 100' R/W



20' RAISED MEDIAN RURAL SECTION

PROPOSED R/W VARIES 100' - 150'

EXISTING 100' R/W



20' RAISED MEDIAN URBAN SECTION

SHEET 2 OF 2

EARTH TECH  
1455 OLD ALABAMA ROAD, SUITE 110  
ROSELAND, GA 30080  
770-990-1400

US441/SR89 GRIP CORRIDOR  
CRIOI/COWART RD TO CS538/LEON AVE, PEARSON  
CLINCH & ATKINSON COUNTIES

GEORGIA DEPARTMENT OF TRANSPORTATION

EDS-441(41)  
TYPICAL SECTIONS

# BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION

SUFF. RATING: 98.0

Structure ID: 065-0062-0  
 Location & Geography

Clinch County

Signs & Attachments

<ul style="list-style-type: none"> <li>* Structure I.D. No.: 065-0062-0</li> <li>* 200 Bridge Information: 02</li> <li>* 6A Feature Int.: SWEETGUM BAY BRANCH</li> <li>* 6B Critical Bridge: 0</li> <li>* 7A Route Number Carried: SR00089</li> <li>* 7B Facility Carried: US 441</li> <li>* 9 Location: APP 12 MILES N OF HOMERVILLE</li> <li style="padding-left: 20px;">2 DOT District: 4</li> <li>* 207 Year Photo: 1997</li> <li>* 91 Inspection Frequency: 24 Date: 08/10/1999</li> <li style="padding-left: 20px;">92A Fract Crit Insp Freq: 0 00 Date: 0000</li> <li style="padding-left: 20px;">92B Underwater Insp Freq: 0 00 Date: 0000</li> <li style="padding-left: 20px;">92C Other Spe. Insp Freq: 0 00 Date: 0000</li> <li>* 4 Place Code: 000000</li> <li>* 5 Inventory Route (O/U): 1</li> <li style="padding-left: 20px;">Type: 2</li> <li style="padding-left: 20px;">Designator: 1</li> <li style="padding-left: 20px;">Number: 00441</li> <li style="padding-left: 20px;">Direction: 0</li> <li>* 16 Latitude: 31-09.8</li> <li>* 17 Longitude: 82 -50.6</li> <li>* 98 Border Bridge: 000 %Shared: 00</li> <li>* 99 ID Number: 000000000000000000</li> <li>* 100 Defense Highway: 0</li> <li>* 101 Parallel Structure: N</li> <li>* 102 Direction of Traffic: 2</li> <li style="padding-left: 20px;">264 Road Inventory Mile Post: 043.89</li> <li>* 208 Inspection Area: 04 Initials: RAC</li> <li>* Location I.D. No: 065-00089D-043.72N</li> <li>* XReferen I.D. No: 000-000000-000.000</li> </ul>	<ul style="list-style-type: none"> <li>* 104 Highway System: 1</li> <li>* 26 Functional Classification: 02</li> <li>* 204 Federal Route Type: F No: 135-1</li> <li>* 110 Truck Route: 0</li> <li style="padding-left: 20px;">206 School Bus Route: 1</li> <li style="padding-left: 20px;">217 Benchmark Elevation: 229.32</li> <li style="padding-left: 20px;">218 Datum: 3</li> <li>* 19 Bypass Length: 13</li> <li>* 20 Toll: 3</li> <li>* 21 Maintenance: 01</li> <li>* 22 Owner: 01</li> <li>* 31 Design Load: 5</li> <li>* 37 Historical Significance: 5</li> <li style="padding-left: 20px;">205 Congressional District: 08</li> <li>* 27 Year Constructed: 1990</li> <li style="padding-left: 20px;">106 Year Reconstructed: 0000</li> <li style="padding-left: 20px;">33 Bridge Median: 0</li> <li style="padding-left: 20px;">34 Skew: 00</li> <li style="padding-left: 20px;">35 Structure Flared: 0</li> <li style="padding-left: 20px;">38 Navigation Control: 0</li> <li style="padding-left: 20px;">213 Special Steel Design: 0</li> <li style="padding-left: 20px;">267 Type of Paint: 0</li> <li>* 42 Type Service On: 1 Under: 5</li> <li style="padding-left: 20px;">214 Movable Bridge: 00</li> <li style="padding-left: 20px;">203 Type Bridge: D-O-O-O</li> <li style="padding-left: 20px;">259 Pile Encasement: 3</li> <li>* 43 Structure Type Main: 1 04</li> <li style="padding-left: 20px;">45 No. Spans Main: 003</li> <li style="padding-left: 20px;">44 Structure Type Appr: 0 0</li> <li style="padding-left: 20px;">46 No. Spans Appr: 0000</li> <li style="padding-left: 20px;">226 Bridge Curve Horz: 0 Vert: 0</li> <li style="padding-left: 20px;">111 Pier Protection: 0</li> <li style="padding-left: 20px;">107 Deck Structure Type: 1</li> <li style="padding-left: 20px;">108 Wearing Surface Type: 1</li> <li style="padding-left: 40px;">Membrane: 0</li> <li style="padding-left: 40px;">Protection: 0</li> </ul>	<ul style="list-style-type: none"> <li>223 Expansion Joint Type: 02</li> <li>242 Deck Drains: 1</li> <li>243 Parapet Location: 0</li> <li style="padding-left: 20px;">Height: 0</li> <li style="padding-left: 20px;">Width: 0</li> <li>238 Curb: 0.0 0</li> <li>239 Handrail: 9 9</li> <li>* 240 Median Barrier Rail: 0</li> <li>241 Bridge Median Height: 0</li> <li style="padding-left: 20px;">Width: 0</li> <li>* 230 Guardrail Loc Dir Rear: 6</li> <li style="padding-left: 20px;">Fwr: 6</li> <li style="padding-left: 20px;">Oppo Dir Rear: 0</li> <li style="padding-left: 20px;">Fwr: 0</li> <li>244 Approach Slab: 3</li> <li>224 Retaining Wall: 0</li> <li>233 Posted Speed Limit: 55</li> <li>236 Warning Sign: 0</li> <li>234 Delineator: 1</li> <li>235 Hazard Boards: 0</li> <li>237 Utilities Gas: 00</li> <li style="padding-left: 20px;">Water: 00</li> <li style="padding-left: 20px;">Electric: 00</li> <li style="padding-left: 20px;">Telephone: 00</li> <li style="padding-left: 20px;">Sewer: 00</li> <li>247 Lighting Street: 0</li> <li style="padding-left: 20px;">Navigation: 0</li> <li style="padding-left: 20px;">Aerial: 0</li> <li>* 248 County Continuity No: 00</li> </ul>
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Report Date: 07/25/2001

Programming Data

Measurements

Ratings

201 Project No: BRF-135-1 (6) CT.1  
 202 Plans Available: 1  
 249 Prop. Proj No: EDS-441 (41)  
 250 Approval Status: 0000  
 251 P.I. No: 422380  
 252 Contract Date: 0000  
 260 Seismic No: 00000  
 75 Type Work: 00 0  
 94 Bridge Imp. Cost: \$ 0  
 95 Roadway Imp. Cost: \$ 0  
 96 Total Imp. Cost: \$ 0  
 76 Imp. Length: 000000  
 97 Imp. Year: 0000  
 114 Future ADT: 003000 Year: 2018

\* 29 ADT: 002000 Year: 1998  
 109 % Trucks: 19  
 \* 28 Lanes On: 02 Under: 00  
 210 No. Tracks On: 00 Under: 00  
 \* 48 Max. Span Length: 0032  
 \* 49 Structure Length: 96  
 51 Br. Rdwy. Width: 38.0  
 52 Deck Width: 41.2  
 \* 47 Tot. Horz. Cl: 38.0  
 50 Curb/Sdewlk Width: 0.0/0.0  
 32 Approach Rdwy Width: 32  
 \* 229 Shldr Width:  
 Rear Lt: 4.0 Type: 2 Rt: 4.0  
 Fwd Lt: 4.0 Type: 2 Rt: 4.0  
 Pmnt Width:  
 Rear: 24.0 Type: 2  
 Fwd: 24.0 Type: 2  
 Intersection Rear: 0 Fwd: 0

66 Inventory Type: 2 Rating: 36  
 64 Operating Type: 2 Rating: 59  
 231 Calculated Loads  
 H-Modified: 20 0  
 HS-Modified: 25 0  
 Type 3: 28 0  
 Type 3s2: 40 0  
 Timber: 36 0  
 Piggyback: 40 0

261 H Inventory Rating: 22  
 262 H Operating Rating: 39  
 67 Structural Evaluation: 7  
 58 Deck Condition: 8  
 59 Superstructure Condition: 7  
 \* 227 Collision Damage: 0  
 60A Substructure Condition: 7  
 60B Scour Condition: 8  
 60C Underwater Condition: N  
 71 Waterway Adequacy: 8  
 61 Channel Protection Cond: 7  
 68 Deck Geometry: 6  
 69 UnderClr. Horz/Vert: N  
 72 Appr. Alignment: 8  
 62 Culvert: N

Hydraulic Data

215 Waterway Data  
 Highwater Elev: 0000.0 Year: 0000  
 Flood Elev: 0000.0 Freq: 00  
 Avg. Streambed Elev: 0000.0  
 Drainage Area: 00000  
 Area of Opening: 5  
 113 Scour Critical: 5  
 216 Water Depth: 00.0 Br Height: 07.0  
 222 Slope Protection: 1  
 221 Spur Dikes Rear: 0 Fwd: 0  
 219 Fender System: 0  
 220 Dolphin: 0  
 223 Culvert Cover: 000  
 Type: 0  
 No Barrels: 0  
 Width: 0.0  
 Height: 0.0  
 Length: 0  
 Apron: 0  
 \* 265 U/W Insp. Area: 0 Diver: ZZZ

\* 228 Min. Vert. Cl Under: N 00' 00"  
 Act. Odm. Dir: 99' 99"  
 Oppo. Dir: 99' 99"  
 Posted Odm. Dir: 00' 00"  
 Oppo. Dir: 00' 00"  
 55 Lateral Undercl. Rt: N 99.9  
 56 Lateral Undercl. Lt: 0.0  
 \* 10 Max Min Vert Cl: 99' 99" Dir: 0  
 39 Nav Vert Cl: 000 Horz: 0000  
 116 Nav Vert Cl Closed:  
 245 Deck Thickness Main: 8.2  
 Deck Thick Approach: 0.0  
 246 Overlay Thickness: 0.0  
 211 Tons Structural Steel: 0.0  
 212 Year Last Painted: Sup: 0000 Sub: 0000

Posting Data

70 Bridge Posting Required: 5  
 41 Struct Open, Posted, Cl: A  
 \* 103 Temporary Structure: 0  
 232 Posted Loads H-Modified: 00  
 HS-Modified: 00  
 Type 3: 00  
 Type 3S2: 00  
 Timber: 00  
 Piggyback: 00  
 253 Notification Date: 0000  
 253 Fed Notify Date: 0000

\* Location I.D. No: 065-00089D-043.72N  
 \* XReferen I.D. No: 000-000000-000.000

# BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION

SUFF. RA. 03: 98.0

Structure ID: 065-0063-0  
 Location & Geography

Clinch County

Signs & Attachments

\* Structure I.D. No.: 065-0063-0  
 \* 200 Bridge Information: 02  
 \* 6A Feature Int.: HOG CREEK  
 \* 6B Critical Bridge: 0  
 \* 7A Route Number Carried: SR00089  
 \* 7B Facility Carried: US 441  
 \* 9 Location: APP 14 MILES N OF HOMERVILLE  
 \* 2 DOT District: 4  
 \* 207 Year Photo: 1997

*As shown on  
 Red Bluff Creek*

\* 91 Inspection Frequency: 24 Date: 08/10/1999  
 92A Fract Crit Insp Freq: 0 00 Date: 0000  
 92B Underwater Insp Freq: 0 00 Date: 0000  
 92C Other Spec. Insp Freq: 0 00 Date: 0000

\* 4 Place Code: 00000

\* 5 Inventory Route (O/U): 1  
 Type: 2  
 Designator: 1  
 Number: 00441  
 Direction: 0

\* 16 Latitude: 31-11.0  
 \* 17 Longitude: 82-50.7

98 Border Bridge: 000 %Shared: 00  
 99 ID Number: 0000000000000000

\* 100 Defense Highway: 0  
 \* 101 Parallel Structure: N  
 \* 102 Direction of Traffic: 2  
 264 Road Inventory Mile Post: 045.15

\* 208 Inspection Area: 04 Initials: RAC  
 \* Location I.D. No: 065-00089D-044.97N  
 \* XReferen I.D. No: 000-000000-000.000

\* 104 Highway System: 1  
 \* 26 Functional Classification: 02  
 \* 204 Federal Route Type: F No: 135-1  
 \* 110 Truck Route: 0  
 \* 206 School Bus Route: 1  
 217 Benchmark Elevation: 231.47  
 218 Datum: 3  
 \* 19 Bypass Length: 13  
 \* 20 Toll: 3  
 \* 21 Maintenance: 01  
 \* 22 Owner: 01  
 \* 31 Design Load: 5  
 37 Historical Significance: 5  
 205 Congressional District: 08  
 \* 27 Year Constructed: 1990  
 106 Year Reconstructed: 0000  
 33 Bridge Median: 0  
 34 Skew: 45  
 35 Structure Flared: 0  
 38 Navigation Control: 0  
 213 Special Steel Design: 0  
 267 Type of Paint: 0  
 \* 42 Type Service On: 1 Under: 5  
 214 Movable Bridge: 00  
 203 Type Bridge: D-O-O-O  
 259 Pile Encasement: 3  
 \* 43 Structure Type Main: 1 04  
 45 No. Spans Main: 004  
 44 Structure Type Appr: 0 0  
 46 No. Spans Appr: 0000  
 226 Bridge Curve Horz: 0 Vert: 0  
 111 Pier Protection: 0  
 107 Deck Structure Type: 1  
 108 Wearing Surface Type: 1 Membrane: 0 Protection: 0

223 Expansion Joint Type: 02  
 242 Deck Drains: 1  
 243 Parapet Location: 0 Height: 0 Width: 0  
 238 Curb: 0.0.0  
 239 Handrail: 9.9  
 \* 240 Median Barrier Rail: 0  
 241 Bridge Median Height: 0 Width: 0  
 \* 230 Guardrail Loc Dir Rear: 6 Fwrd: 6  
 Oppo Dir Rear: 0 Fwrd: 0  
 244 Approach Slab: 3  
 224 Retaining Wall: 0  
 233 Posted Speed Limit: 55  
 236 Warning Sign: 0  
 234 Delineator: 1  
 235 Hazard Bound: 0  
 237 Utilities Gas: 00 Water: 00 Electric: 00 Telephone: 00 Sewer: 00  
 247 Lighting Street: 0 Navigation: 0 Aerial: 0  
 \* 248 County Continuity No: 00

# BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION

SUFF. RAT : 98.0

Structure ID: 065-0063-0  
 Programming Data

201 Project No: BRF-135-1 (6) CT.1  
 202 Plans Available: 1  
 249 Prop. Proj No: EDS-441 (41)  
 250 Approval Status: 0000  
 251 P.I. No: 422380  
 252 Contract Date: 0000  
 260 Seismic No: 00000  
 75 Type Work: 00 0  
 94 Bridge Imp. Cost: \$ 0  
 95 Roadway Imp. Cost: \$ 0  
 96 Total Imp. Cost: 000000  
 76 Imp. Length: 0000  
 97 Imp. Year: 003000 Year: 2018  
 114 Future ADT: 003000

**Measurements**  
 \* 29 ADT: 002000 Year: 1998  
 109 % Trucks: 19  
 \* 28 Lanes On: 02 Under: 00  
 210 No. Tracks On: 00 Under: 00  
 \* 48 Max. Span Length: 0032  
 \* 49 Structure Length: 128  
 51 Br. Rdwy. Width: 38.0  
 52 Deck Width: 41.2  
 \* 47 Tot. Horz. Cl: 38.0  
 50 Curb/Sdewik Width: 0.0/0.0  
 32 Approach Rdwy Width: 32  
 \* 229 Shldr Width:

Rear Lt: 4.0 Type: 2 Rt: 4.0  
 Fwd Lt: 4.0 Type: 2 Rt: 4.0  
 Pmnt Width:  
 Rear: 24.0 Type: 2  
 Fwd: 24.0 Type: 2  
 Intersection Rear: 1 Fwd: 1  
 36 Safety Features Br. Rail: 1  
 Transition: 1  
 App. G. Rail: 1  
 App. Rail End: 1  
 53 Minimum Cl. Over: 99' 99"  
 Under: N 00' 00"

\* 228 Min. Vert. Cl  
 Act. Odm. Dir: 99' 99"  
 Oppo. Dir: 99' 99"  
 Posted Odm. Dir: 00' 00"  
 Oppo. Dir: 00' 00"  
 55 Lateral Undercl. Rt: N 99.9  
 56 Lateral Undercl. Lt: 0.0  
 \* 10 Max Min Vert Cl: 99' 99" Dir: 0  
 39 Nav Vert Cl: 000 Horz: 0000  
 116 Nav Vert Cl Closed: 000  
 245 Deck Thickness Main: 8.0  
 Deck Thick Approach: 0.0  
 246 Overlay Thickness: 0.0  
 211 Tons Structural Steel: 0.0  
 212 Year Last Painted: Sup: 0000 Sub: 0000

**Hydraulic Data**

215 Waterway Data  
 Highwater Elev: 0000.0 Year: 0000  
 Flood Elev: 0000.0 Freq: 00  
 Avg. Streambed Elev: 0000.0  
 Drainage Area: 00000  
 Area of Opening: 000600  
 113 Scour Critical: 5  
 216 Water Depth: 01.0 Br Height: 10.0  
 222 Slope Protection: 1  
 221 Spur Dikes Rear: 0 Fwd: 0  
 219 Fender System: 0  
 220 Dolphin: 0  
 223 Culvert Cover: 000  
 Type: 0  
 No Barrels: 0  
 Width: 0.0  
 Height: 0.0  
 Length: 0  
 Apron: 0  
 \* 265 U/W Insp. Area: 0 Diver: 777

\* Location I.D. No: 065-0008910-044.97N  
 \* XReferen I.D. No: 000-000000-000.000

**Ratings**

66 Inventory Type: 2 Rating: 36  
 64 Operating Type: 2 Rating: 60  
 231 Calculated Loads  
 II-Modified: 20 0  
 IIS-Modified: 25 0  
 Type 3: 28 0  
 Type 3s2: 40 0  
 Timber: 36 0  
 Piggyback: 40 0  
 261 H Inventory Rating: 22  
 262 H Operating Rating: 39  
 67 Structural Evaluation: 7  
 58 Deck Condition: 8  
 59 Superstructure Condition: 7  
 \* 227 Collision Damage: 0  
 60A Substructure Condition: 8  
 60B Scour Condition: 8  
 60C Underwater Condition: N  
 71 Waterway Adequacy: 8  
 61 Channel Protection Cond: 7  
 68 Deck Geometry: 6  
 69 UnderClr. Horz/Vert: N  
 72 Appr. Alignment: 8  
 62 Culvert: N

**Posting Data**

70 Bridge Posting Required: 5  
 41 Struct Open, Posted, Cl: A  
 \* 103 Temporary Structure: 0  
 232 Posted Loads II-Modified: 00  
 IIS-Modified: 00  
 Type 3: 00  
 Type 3s2: 00  
 Timber: 00  
 Piggyback: 00  
 253 Notification Date: 0000  
 253 Fed Notify Date: 0000

# BRIDGE INVENTORY DATA LISTING GEOGRAPHIC AREA DEPARTMENT OF TRANSPORTATION

Structure ID: 003-0015-0

Atkinson

SUFF. RATING

79.97

## Location & Geography

\* Structure I.D.No: 003-0015-0

\* 200 Bridge Information 07

\* 6A Feature Int: BR LITTLE RED BLUFF CRK

\* 6B Critical Bridge: 0

\* 7A Route Number Carried: SR00089

\* 7B Facility Carried: US 441

\* 9 Location: APP 3.5 MILES OF PEARSON

2 DOT District: 4

207 Year Photo: 1997

\* 91 Inspection Frequency: 24 Date: 06/14/2001

92A Fract Crit Insp Freq: 00 Date: 02/01/1901

92B Underwater Insp Freq: 00 Date: 02/01/1901

92C Other Spc. Insp Freq: 00 Date: 02/01/1901

\* 4 Place Code: 00000

\* 5 Inventory Route (O/U): 1

Type: 2

Designation: 1

Number: 00441

Direction: 0

\* 16 Latitude: 31-13.9 MMS Prefix: SR

\* 17 Longitude 82-51.5 MMS Suffix: 00 MP: 3.31

98 Border Bridge: 000 %Shared: 00

99 ID Number: 0000000000000000

\* 100 STRAHNET: 0

12 Base Highway Network: 0

13A LRS Inventory Route: 0

13B Sub Inventory Route: 0

\* 101 Parallel Structure: N

\* 102 Direction of Traffic 2

\* 264 Road Inventory Mile Post: 003.54

\* 208 Inspection Area: 04 Initials: BCN

Engineer's Initial: wmd

\* Location I.D. No.: 003-00089D-003.31N

\* 104 Highway System: 1

\* 26 Functional Classification: 02

\* 204 Federal Route Type: F No.: 135-1

\* 105 Federal Lands Highway: 1

\* 110 Truck Route: 0

206 School Bus Route: 0200.00

217 Benchmark Elevation: 0200.00

218 Datum: 1

\* 19 Bypass Length: 10

\* 20 Toll: 3

\* 21 Maintenance: 01

\* 22 Owner: 01

\* 31 Design Load: 2

37 Historical Significance: 5

205 Congressional District: 08

27 Year Constructed: 1937

106 Year Reconstructed: 0000

33 Bridge Median: 0

34 Skew: 00

35 Structred Flared: 0

38 Navigation Control: 0

213 Special Steel Design: 0

267 Type of Paint: 0

\* 42 Type of Service on: 1

214 Movable Bridge: 5

203 Type Bridge: Q

259 Pile Encasement: 3

\* 43 Structure Type Main: 1 19

45 No. Spans Main: 003

44 Structure Type Appr: 0 00

46 No. Spans Appr: 0000

226 Bridge Curve Horz: 0 Vert: 0

111 Pier Protection: 0

107 Deck Structure Type: N

108 Wearing Surface Type: N  
M: N  
F: N

## Signs & Attachments

225 Expansion Joint Type: 00

242 Deck Drains: 0

243 Parapet Location: 0

Height: 0.00

Width: 0.00

238 Curb: 0.00 0

239 Handrail: 0 0

\* 240 Median Barrier Rail: 0

241 Bridge Median Height: 0.00

Width: 0.00

\* 230 Guardrail Loc Dir Rear: 0

Fwrd: 0

Oppo Dir Rear: 0

Fwrd: 0

244 Approach Slab: 0

224 Retaining Wall: 0

233 Posted Speed Limit: 55

236 Warning Sign: 0

234 Delineator: 1

235 Hazard Boards: 1

237 Utilities Gas: 00

W 00

Ele 00

Telephone: 00

Se 00

247 Lighting Street: 0

Navigation: 0

Aerial: 0

\* 248 County Continuity No.: 00

# BRIDGE INVENTORY DATA LISTING GEOGRAPHIC AREA DEPARTMENT OF TRANSPORTATION

Structure ID: 003-0015-0

Atkinson

SUFF. RATING

79.97

### Programming Data

201 Project No.: SAP 905-A REOPEN  
 202 Plans Available: 0  
 249 Prop. Proj. No. EDS-441 (41)  
 250 Approval Status: 0000  
 251 P.I. No.: 422380-  
 252 Contract Date: 02/01/2008  
 260 Seismic No.: 00000  
 75 Type Work: 34 1  
 94 Bridge Imp. Cost: \$ 0  
 95 Roadway Imp. Cost: \$ 71  
 96 Total Imp Cost: \$ 81  
 76 Imp. Length: 000244  
 97 Imp. Year: 1990  
 114 Future ADT: 2400 Year: 2018

### Measurements

\* 29 ADT: 001600 Year: 1998  
 109 % Trucks: 19  
 \* 28 Lanes On: 02 Under: 00  
 210 No. Tracks On: 00 Under: 00  
 \* 48 Max. Span Length: 0010  
 \* 49 Structure Length: 33  
 51 Br. Rwdy. Width: 0.00  
 52 Deck Width: 0.00  
 \* 47 Tot. Horz. Cl: 34.00  
 50 Curb/Sdewlk Width: 0.00/0.00  
 32 Approach Rdwy Width: 028  
 \* 229 Shoulder Width:

Rear Lt: 2.00 Type: 2 Rt: 2.00  
 Fwd Lt: 2.00 Type: 2 Rt: 2.00

### Pavement Width:

Rear: 24.00 Type: 2  
 Fwd: 24.00 Type: 2

### Intersection Rear:

0 Fwd: 1

### Safety Features Br. Rail:

N N

### Transition:

N N

### App. G. Rail:

N

### App. Rail End:

N

### Minimum Cl. Over:

99 ' 99 " Under: N

00 ' 00 " Under: N

### Min. Vertical Cl

99 ' 99 " Act. Odm Dir:

99 ' 99 " Oppo. Dir:

00 ' 00 " Posted Odm. Dir:

00 ' 00 " Oppo. Dir:

55 Lateral Undercl. Rt: N 99.90

56 Lateral Undercl. Lt: 0.00

\* 10 Max Min Vert Cl: 99 ' 99 " Dir: 0

39 Nav Vert Cl: 000 Horz: 0000

116 Nav Vert Cl Closed: 000

245 Deck Thickness Main: 0.00

Deck Thick Approach: 0.00

246 Overlay Thickness: 0.00

212 Year Last Painted: Sup: 0000 Sub: 0000

### Hydraulic Data

215 Waterway Data  
 Highway Elev.: 0197.5 Year: 1973  
 Avg. Streambed Elev.: 0000.0 Freq.: 00  
 Drainage Area: 00000  
 Area Of Opening: 000150  
 113 Scour Critical: 8 Br. Height: 05.5  
 216 Water Depth: 00.5  
 222 Slope Protection: 0 Fwd: 0  
 221 Spur Dikes Rear: 0  
 219 Fender System: 0  
 220 Dolphin: 0  
 223 Culvert Cover: 2  
 Type: 1  
 No. Barrels: 3  
 Width: 10.00 Height: 6.00  
 Length: 36 Apron: 0 Diver: ZZZ  
 \* 265 U/W Insp. Area: 0

### Ratings

65 Inventory Rating Method: 2  
 63 Inventory Rating Method: 2  
 66 Inventory Type: 2 Rating: 27  
 64 Operating Type: 2 Rating: 45  
 231 Calculated Loads  
 H-Modified: 00 0  
 HS-Modified: 00 0  
 Type 3: 00 0  
 Type 3s2: 00 0  
 Timber: 00 0  
 Piggyback: 00 0

261 H Inventory Rating: 15

262 H Operating Rating: 25

67 Structural Evaluation: 5

58 Deck Condition: N

59 Superstructure Condition: N

\* 227 Collision Damage: 0

60A Substructure Condition: N

60B Scour Condition: 8

60C Underwater Condition: N

71 Waterway Adequacy: 6

61 Channel Protection Cond: 6

68 Deck Geometry: N

69 UnderClr. Horz/Vert: N

72 Appr. Alignment: 6

62 Culvert: 5

### Posting Data

70 Bridge Posting Required: 5  
 41 Struct Open, Posted, Cl: A  
 \* 103 Temporary Structure: 0  
 232 Posted Load -Modified: 00  
 HS-Modified: 00  
 Type 3: 00  
 Type3s2: 00  
 Timber: 00  
 Piggyback: 00

253 Notification Date: 02/01/1901

253 Fed Notify Date: 02/01/1901

0

# BRIDGE INVENTORY DATA LISTING GEOGRAPHIC AREA DEPARTMENT OF TRANSPORTATION

Structure ID: 003-0016-0

Atkinson

SUFF. RATING

79.97

## Location & Geography

\* Structure I.D.No: 003-0016-0

\* 200 Bridge Information 07

\* 6A Feature Int: LITTLE RED BLUFF CR TRIB

\* 6B Critical Bridge: 0

\* 7A Route Number Carried: SR00089

\* 7B Facility Carried: US 441

\* 9 Location: APP 3 M I S OF PEARSON

\* 2 DOT District: 4

\* 207 Year Photo: 1997

\* 91 Inspection Frequency: 24 Date: 06/14/2001

\* 92A Fract Crit Insp Freq: 00 Date: 02/01/1901

\* 92B Underwater Insp Freq: 00 Date: 02/01/1901

\* 92C Other Spc. Insp Freq: 00 Date: 02/01/1901

\* 4 Place Code: 00000

\* 5 Inventory Route (O/U): 1

\* Type: 2

\* Designation: 1

\* Number: 00441

\* Direction: 0

\* 16 Latitude: 31-14.2

\* 17 Longitude: 82-51.6

\* 98 Border Bridge: 000

\* 99 ID Number: 0000000000000000

\* 100 STRAHNET: 0

\* 12 Base Highway Network: 0

\* 13A LRS Inventory Route: 0

\* 13B Sub Inventory Route: 0

\* 101 Parallel Structure: N

\* 102 Direction of Traffic: 2

\* 264 Road Inventory Mile Post: 003.74

\* 208 Inspection Area: 04

\* Engineer's Initial: wmd

\* Location I.D. No.: 003-00089D-003.52N

\* 104 Highway System: 1

\* 26 Functional Classification: 02

\* 204 Federal Route Type: F

\* 105 Federal Lands Highway: No.: 135-1

\* 110 Truck Route: 1

\* 206 School Bus Route: 0

\* 217 Benchmark Elevation: 0200.00

\* 218 Datum: 1

\* 19 Bypass Length: 10

\* 20 Toll: 3

\* 21 Maintenance: 01

\* 22 Owner: 01

\* 31 Design Load: 2

\* 37 Historical Significance: 5

\* 205 Congressional District: 08

\* 27 Year Constructed: 1937

\* 106 Year Reconstructed: 0000

\* 33 Bridge Median: 0

\* 34 Skew: 00

\* 35 Structred Flared: 0

\* 38 Navigation Control: 0

\* 213 Special Steel Design: 0

\* 267 Type of Paint: 0

\* 42 Type of Service on: 1

\* 214 Movable Bridge: 5

\* 203 Type Bridge: Q

\* 259 Pile Encasement: 3

\* 43 Structure Type Main: 1

\* 45 No. Spans Main: 19

\* 44 Structure Type Appr: 003

\* 46 No. Spans Appr: 0

\* 226 Bridge Curve Horz: 0000

\* 111 Pier Protection: 0

\* 107 Deck Structure Type: N

\* 108 Wearing Surface Type: N

\* M: N

\* F: N

## Signs & Attachments

\* 225 Expansion Joint Type: 00

\* 242 Deck Drains: 0

\* 243 Parapet Location: 0

\* Height: 0.00

\* Width: 0.00

\* 238 Curb: 0.00

\* 239 Handrail: 0

\* 240 Median Barrier Rail: 0

\* 241 Bridge Median Height: 0.00

\* Width: 0.00

\* 230 Guardrail Loc Dir Rear: 0

\* Fwrd: 0

\* Oppo Dir Rear: 0

\* Fwrd: 0

\* 244 Approach Slab: 0

\* 224 Retaining Wall: 0

\* 233 Posted Speed Limit: 55

\* 236 Warning Sign: 0

\* 234 Delineator: 1

\* 235 Hazard Boards: 1

\* 237 Utilities Gas: 00

\* W: 00

\* Ele: 00

\* Telephone: 00

\* S: 00

\* 247 Lighting Street: 0

\* Vert: 0

\* Navigaion: 0

\* Aerial: 0

\* 248 County Continuity No.: 00

# BRIDGE INVENTORY DATA LISTING GEOGRAPHIC A DEPARTMENT OF TRANSPORTATION

Structure ID: 003-0016-0      Atkinson      SUFF. RATING      79.97

## Measurements

\* 29 ADT: 001600      Year: 1998  
 109 % Trucks: 19  
 \* 28 Lanes On: 02      Under: 00  
 210 No. Tracks On: 00      Under: 00  
 \* 48 Max. Span Length: 0010  
 \* 49 Structure Length: 33  
 51 Br. Rwdy. Width: 0.00  
 52 Deck Width: 0.00  
 \* 47 Tot. Horz. Cl.: 35.00  
 50 Curb/Sdewlk Width: 0.00/0.00  
 32 Approach Rdwy Width: 028  
 \* 229 Shoulder Width:  
     Rear Lt.: 2.00      Type: 2      Rt: 2.00  
     Fwd Lt.: 2.00      Type: 2      Rt: 2.00  
     Pavement Width:  
         Rear: 24.00      Type: 2  
         Fwd: 24.00      Type: 2  
     Intersection Rear: 1      Fwd: 0  
 36 Safety Features Br. Rail:  
     Transition:  
         App. G. Rail: N  
         App. Rail End: N  
         53 Minimum Cl. Over:  
             Under: N  
             99 ' 99 "      00 ' 00 "  
             99 ' 99 "      99 ' 99 "  
             00 ' 00 "      00 ' 00 "  
             00 ' 00 "      00 ' 00 "  
         \* 228 Min. Vertical Cl:  
             Act. Odm Dir: 99 ' 99 "  
             Oppo. Dir: 99 ' 99 "  
             Posted Odm. Dir: 00 ' 00 "  
             Oppo. Dir: 00 ' 00 "  
         55 Lateral Undercl. Rt: N      99.90  
         56 Lateral Undercl. Lt: 0.00  
         \* 10 Max Min Vert Cl: 99 ' 99 "      Dir: 0  
         39 Nav Vert Cl: 000      Horz: 0000  
         116 Nav Vert Cl Closed: 000  
         245 Deck Thickness Main: 0.00  
         Deck Thick Approach: 0.00  
         246 Overlay Thickness: 0.00  
         212 Year Last Painted: Sup: 0000      Sub: 0000

## Hydraulic Data

215 Waterway Data  
     Highwater Elev.: 0197.5      Year: 1973  
     Avg. Streambed Elev.: 0000.0      Freq.: 00  
     Drainage Area: 00000  
     Area Of Opening: 000150  
 113 Scour Critical: 8  
 216 Water Depth: 00.5      Br. Height: 04.5  
 222 Slope Protection: 0      Fwd: 0  
 221 Spur Dikes Rear: 0  
 219 Fender System: 0  
 220 Dolphin: 0  
 223 Culvert Cover:  
     Type: 1  
     No. Barrels: 3  
     Width: 10.00      Height: 5.00  
     Length: 37      Apron: 0      Diver: ZZZ  
 \* 265 U/W Insp. Area: 0

## Postings Data

70 Bridge Posting Required: 5  
 41 Struct Open, Posted, Cl: A  
 \* 103 Temporary Structure: 0  
 232 Posted Load -Modified: 00  
     IIS-Modified: 00  
     Type 3: 00  
     Type3s2: 00  
     Timber: 00  
     Piggyback: 00  
 253 Notification Date: 02/01/1901  
 253 Fed Notify Date: 02/01/1901

BRIDGE INVENTORY DATA LISTING GEOGRAPHY A DEPARTMENT OF TRANSPORTATION

Structure ID: 003-0004-0

Atkinson

SUFF. RATING

78.55

Location & Geography

\* Structure I.D.No: 003-0004-0  
 \* 200 Bridge Information 07  
 \* 6A Feature Int: LITTLE RED BLUFF CREEK  
 \* 6B Critical Bridge: 0  
 \* 7A Route Number Carried: SR00031  
 \* 7B Facility Carried: US 221  
 \* 9 Location: APP 2 MIS OF PEARSON  
 \* 2 DOT District: 4  
 \* 207 Year Photo: 1997  
 \* 91 Inspection Frequency: 24 Date: 06/14/2001  
 \* 92A Fract Crit Insp Freq: 00 Date: 02/01/1901  
 \* 92B Underwater Insp Freq: 00 Date: 02/01/1901  
 \* 92C Other Spc. Insp Freq: 00 Date: 02/01/1901  
 \* 4 Place Code: 00000  
 \* 5 Inventory Route (O/U): 1  
 \* Type: 2  
 \* Designation: 1  
 \* Number: 00221  
 \* Direction: 0  
 \* 16 Latitude: 31-16.6 MMS Prefix: SR  
 \* 17 Longitude: 82-51.5 MMS Suffix: 00 MP: 7.80  
 \* 98 Border Bridge: 000 %Shared: 00  
 \* 99 ID Number: 00000000000000000000  
 \* 100 STRAHNET: 0  
 \* 12 Base Highway Network: 0  
 \* 13A LRS Inventory Route: 0  
 \* 13B Sub Inventory Route: 0  
 \* 101 Parallel Structure: N  
 \* 102 Direction of Traffic: 2  
 \* 264 Road Inventory Mile Post: 007.56  
 \* 208 Inspection Area: 04 Initials: BCN  
 \* Engineer's Initial: wmd  
 \* Location I.D. No.: 003-00031D-007.80N

Signs & Attachments

\* 104 Highway System: 0  
 \* 26 Functional Classification: 02  
 \* 204 Federal Route Type: F No.: 023-1  
 \* 105 Federal Lands Highway: 1  
 \* 110 Truck Route: 1  
 \* 206 School Bus Route: 1  
 \* 217 Benchmark Elevation: 0200.00  
 \* 218 Datum: 1  
 \* 19 Bypass Length: 07  
 \* 20 Toll: 3  
 \* 21 Maintenance: 01  
 \* 22 Owner: 01  
 \* 31 Design Load: 2  
 \* 37 Historical Significance: 5  
 \* 205 Congressional District: 08  
 \* 27 Year Constructed: 1937  
 \* 106 Year Reconstructed: 0000  
 \* 33 Bridge Median: 0  
 \* 34 Skew: 00  
 \* 35 Structured Flared: 0  
 \* 38 Navigation Control: 0  
 \* 213 Special Steel Design: 0  
 \* 267 Type of Paint: 0  
 \* 42 Type of Service on: 1  
 \* 214 Movable Bridge: 5  
 \* 203 Type Bridge: Q  
 \* 259 Pile Encasement: 3  
 \* 43 Structure Type Main: 1 19  
 \* 45 No. Spans Main: 003  
 \* 44 Structure Type Appr: 0 00  
 \* 46 No. Spans Appr: 0000  
 \* 226 Bridge Curve Horz: 0 Vert: 0  
 \* 111 Pier Protection: 0  
 \* 107 Deck Structure Type: N  
 \* 108 Wearing Surface Type: N M F  
 \* 215 Expansion Joint Type: 00  
 \* 242 Deck Drains: 0  
 \* 243 Parapet Location: 0  
 \* Height: 0.00  
 \* Width: 0.00  
 \* 238 Curb: 0  
 \* 239 Handrail: 0  
 \* 240 Median Barrier Rail: 0  
 \* 241 Bridge Median Height: 0.00  
 \* Width: 0.00  
 \* 230 Guardrail Loc Dir Rear: 0  
 \* Fwd: 0  
 \* Oppo Dir Rear: 0  
 \* Fwd: 0  
 \* 244 Approach Slab: 0  
 \* 224 Retaining Wall: 0  
 \* 233 Posted Speed Limit: 55  
 \* 236 Warning Sign: 0  
 \* 234 Delineator: 1  
 \* 235 Hazard Boards: 1  
 \* 237 Utilities Gas: 00  
 \* W 00  
 \* Ele: 00  
 \* Telephone: 00  
 \* Sk 00  
 \* 247 Lighting Street: 0  
 \* Navigaton: 0  
 \* Aerial: 0  
 \* 248 County Continuity No.: 00

# BRIDGE INVENTORY DATA LISTING GEOGRAPHIC DATA DEPARTMENT OF TRANSPORTATION

Structure ID: 003-0004-0      Atkinson      SUFF. RATING      78.55

### Programming Data

201 Project No.: SAP 905-A REOPEN  
 202 Plans Available: 1  
 249 Prop. Proj. No.: 00000000000000000000  
 250 Approval Status: 0000  
 251 P.I. No.: 00000000  
 252 Contract Date: 02/01/1901  
 260 Seismic No.: 00000  
 75 Type Work: 34 1  
 94 Bridge Imp. Cost: \$ 0  
 95 Roadway Imp. Cost: \$ 77  
 96 Total Imp Cost: \$ 88  
 76 Imp. Length: 000245  
 97 Imp. Year: 1990  
 114 Future ADT: 006600      Year: 2018

### Measurements

\* 29 ADT: 004400      Year: 1998  
 109 % Trucks: 19  
 \* 28 Lanes On: 02      Under: 00  
 210 No. Tracks On: 00      Under: 00  
 \* 48 Max. Span Length: 0010  
 \* 49 Structure Length: 34  
 51 Br. Rwdy. Width: 0.00  
 52 Deck Width: 0.00  
 \* 47 Tot. Horz. Cl: 34.00  
 50 Curb/Sdewlk Width: 0.00/0.00  
 32 Approach Rdwy Width: 024  
 \* 229 Shoulder Width:  
     Rear Lt: 3.00      Type: 2      Rt: 3.00  
     Fwd Lt: 3.00      Type: 2      Rt: 3.00  
 Pavement Width:  
     Rear: 24.00      Type: 2  
     Fwd: 24.00      Type: 2  
 Intersection Rear: 0      Fwd: 0  
 36 Safety Features Br. Rail:  
     Transition: N  
     App. G. Rail: N  
     App. Rail End: N  
 53 Minimum Cl. Over:  
     Under: N  
     \* 228 Min. Vertical Cl  
     Act. Odm Dir: 99 ' 99 "  
     Oppo. Dir: 99 ' 99 "  
     Posted Odm. Dir: 00 ' 00 "  
     Oppo. Dir: 00 ' 00 "  
 55 Lateral Undercl. Rt: N      99.90  
 56 Lateral Undercl. Lt: 0.00  
 \* 10 Max Min Vert Cl: 99 ' 99 "      Dir: 0  
 39 Nav Vert Cl: 000      Horz: 0000  
 116 Nav Vert Cl Closed: 000  
 245 Deck Thickness Main: 0.00  
     Deck Thick Approach: 0.00  
 246 Overlay Thickness: 0.00  
 212 Year Last Painted:      Sup: 0000      Sub: 0000

### Ratings

65 Inventory Rating Method: 2  
 63 Inventory Rating Method: 2  
 66 Inventory Type: 2      Rating: 27  
 64 Operating Type: 2      Rating: 45  
 231 Calculated Loads  
     H-Modified: 00 0  
     HS-Modified: 00 0  
     Type 3: 00 0  
     Type 3s2: 00 0  
     Timber: 00 0  
     Piggyback: 00 0

261 H Inventory Rating: 15  
 262 H Operating Rating: 25  
 67 Structural Evaluation: 5  
 58 Deck Condition: N  
 59 Superstructure Condition: N  
 \* 227 Collision Damage: 0  
 60A Substructure Condition: N  
 60B Scour Condition: 6  
 60C Underwater Condition: N  
 71 Waterway Adequacy: 6  
 61 Channel Protection Cond: 7  
 68 Deck Geometry: N  
 69 UnderClr. Horz/Vert: N  
 72 Appr. Alignment: 6  
 62 Culvert: 5

### Hydraulic Data

215 Waterway Data  
 Highwater Elev.: 0197.0      Year: 1978  
 Avg. Streambed Elev.: 0000.0      Freq.: 00  
 Drainage Area: 00000  
 Area Of Opening: 000150  
 113 Scour Critical: 8  
 216 Water Depth: 04.0      Br. Height: 03.0  
 222 Slope Protection: 0  
 221 Spur Dikes Rear: 0      Fwd: 0  
 219 Fender System: 0  
 220 Dolphin: 0  
 223 Culvert Cover:  
     Type: 1  
     No. Barrels: 3  
     Width: 10.00      Height: 5.00  
     Length: 36      Apron: 0      Diver: ZZZ  
 \* 265 U/W Insp. Area: 0

### Posting Data

70 Bridge Posting Required: 5  
 41 Struct Open, Posted, Cl: A  
 \* 103 Temporary Structure: 0  
 232 Posted Load      -Modified: 00  
     HS-Modified: 00  
     Type 3: 00  
     Type 3s2: 00  
     Timber: 00  
     Piggyback: 00  
 253 Notification Date: 02/01/1901  
 253 Fed Notify Date: 02/01/1901

\* Location I.D. No.: 003-00031D-007.80N

# BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION

Structure ID: 003-0005-0

Atkinson County

Year: 1998

SUFF. RATING: 39.1

## Programming Data

201 Project No: FAP 2706-B (1)  
 202 Plans Available: 1  
 249 Prop. Proj No: BRF-023-1 (12)  
 250 Approval Status: 6011  
 251 P.I. No: 421440  
 252 Contract Date: 0000  
 260 Seismic No: 00000  
 75 Type Work: 31 1  
 94 Bridge Imp. Cost: \$ 160  
 95 Roadway Imp. Cost: \$ 250  
 96 Total Imp. Cost: \$ 470  
 76 Imp. Length: 001420  
 97 Imp. Year: 1990  
 114 Future ADT: 006600 Year: 2018

## Measurements

\* 29 ADT: 004400 Year: 1998  
 109 % Trucks: 19  
 \* 28 Lanes On: 02 Under: 00  
 210 No. Tracks On: 00 Under: 00  
 \* 48 Max. Span Length: 0020  
 \* 49 Structure Length: 100  
 51 Br. Rdwy. Width: 23.9  
 52 Deck Width: 27.7  
 \* 47 Tot. Horz. Cl: 23.9  
 50 Curb/Sdewlk Width: 1.0/1.0  
 32 Approach Rdwy Width: 024  
 \* 229 Shlder Width:  
 Rear Lt: 3.0 Type: 2 Rt: 3.0  
 Fwrd Lt: 3.0 Type: 2 Rt: 3.0  
 Pvmnt Width:  
 Rear: 24.0 Type: 2  
 Fwrd: 24.0 Type: 2  
 Intersection Rear: 0 Fwrd: 0  
 36 Safety Features Br. Rail: 2  
 Transition: 2  
 App. G. Rail: 2  
 App. Rail End: 2  
 53 Minimum Cl. Over: 99'99"  
 Under: N 00'00"  
 \* 228 Min. Vert. Cl  
 Act. Odm. Dir: 99'99"  
 Oppo. Dir: 99'99"  
 Posted Odm. Dir: 00'00"  
 Oppo. Dir: 00'00"  
 55 Lateral Undercl. Rt: N 99.9  
 56 Lateral Undercl. Lt: 0.0  
 \* 10 Max Min Vert Cl: 99'99" Dir: 0  
 39 Nav Vert Cl: 000 Horz: 0000  
 116 Nav Vert Cl Closed: 000  
 245 Deck Thickness Main: 7.0  
 Deck Thick Approach: 0.0  
 246 Overlay Thickness: 3.0  
 211 Tons Structural Steel: 10.0  
 212-Year Last Painted: Sup: 1982 Sub: 0000

## Ratings

66 Inventory Type: 2 Rating: 27  
 64 Operating Type: 2 Rating: 41  
 231 Calculated Loads  
 H-Modified: 20 0  
 HS-Modified: 25 0  
 Type 3: 25 0  
 Type 3s2: 40 0  
 Timber: 36 0  
 Piggyback: 40 0  
 261 H Inventory Rating: 15  
 262 H Operating Rating: 23  
 67 Structural Evaluation: 4  
 58 Deck Condition: 6  
 59 Superstructure Condition: 6  
 \* 227 Collision Damage: 0  
 60A Substructure Condition: 4  
 60B Scour Condition: 8  
 60C Underwater Condition: N  
 71 Waterway Adequacy: 6  
 61 Channel Protection Cond: 6  
 68 Deck Geometry: 2  
 69 UnderClr. Horz/Vert: N  
 72 Appr. Alignment: 5  
 62 Culvert: N

## Posting Data

70 Bridge Posting Required: 5  
 41 Struct Open. Posted, Cl: A  
 \* 103 Temporary Structure: 0  
 232 Posted Loads H-Modified: 00  
 IIS-Modified: 00  
 Type 3: 00  
 Type 3S2: 00  
 Timber: 00  
 Piggyback: 00  
 253 Notification Date: 0000  
 253 Fed Notify Date: 0000 0

## Hydraulic Data

215 Waterway Data  
 Highway Elev: 0189.7 Year: 1973  
 Flood Elev: 0000.0 Freq: 00  
 Avg. Streambed Elev: 0186.5  
 Drainage Area: 00000  
 Area of Opening: 000344  
 113 Scour Critical: 6  
 216 Water Depth: 01.0 Br Height: 07.0  
 222 Slope Protection: 1  
 221 Spur Dikes Rear: 0 Fwrd: 0  
 219 Fender System: 0  
 220 Dolphin: 0  
 223 Culvert Cover: 000  
 Type: 0  
 No Barrels: 0  
 Width: 0.0  
 Height: 0.0  
 Length: 0  
 Apron: 0  
 \* 265 U/W Insp. Area: 0 Diver: ZZZ

\* Location I.D. No: 003-00031D-008.00N  
 \* XReferen I.D. No: 000-000000-000.000

Report Date: 07/25/2001



# MEETING MINUTES

4

**DATE:** 1:30 pm December 17, 2001

*ET Project No.: 52186*

**SUBJECT:** Grip Program – US 441 from the Florida State Line to Pearson, GA  
EDS-441(47), Echols County P.I. No. 422420  
EDS-441(48), Clinch & Echols Counties P.I. No. 422400  
EDS-441(49), Clinch County P.I. No. 422410  
EDS-441(46), Clinch County P.I. No. 422390  
EDS-441(41), Atkinson & Clinch Counties P.I. No. 422380  
BRF-023-1(12), Atkinson County P.I. No. 421440  
Pre-Concept Team Meeting

**Location:** GDOT District 4 Office (Tifton)

**Attendees:** See attachment

***Introductions:***

Neil Davis from Earth Tech introduced the project and the team. Everyone introduced themselves and their position.

***Meeting Objective:***

Scott Gero (Earth Tech) explained that the objective of this meeting was to: validate the Need & Purpose, gain a better understanding of the project corridor, understand the environmental scope, determine the anticipated public involvement, identify information that is available as well as define the information that is needed to develop the Concepts and the Environmental Documents, and review the project schedule. He indicated that this was to be a working meeting and that anyone with any input should feel free to speak up.

***Need & Purpose Statements:***

Laura Dawood read the preliminary Need and Purpose statements for the projects which included the traffic volumes and level of service data for the years 2007 and 2027. It was suggested that the traffic numbers be adjusted to the year 2005 and 2025, the year the project should be let. The general need and purpose is to provide a 4-lane highway with a 44' depressed grassed median with the possibility of providing a 5-lane section or one-way pair section through the city's of Fargo and Pearson.

***Review Alternates to Date:***

Scott Gero presented the current alignments as developed by GDOT and identified areas of interest/concern that will need further study and modification.

- One area that will be looked at in more detail will be in the vicinity of the proposed Fargo Visitor Center, northeast of the US 441/Suwannee River crossing. Scott suggested that the proposed alignment will possibly infringe upon the proposed Visitor's Center parking lot and that he will look into constructing the additional lanes to the west rather than to the east as shown in the current GDOT proposed alignment.
- Three options for Fargo were shown. A By-Pass option with the 4-lane and grassed median would pass to the west of Fargo. An option with the 4-lane tapering down to a 5-lane section centered about the existing alignment through town as well as an option where the 5-lane maintains the existing east edge of pavement and widens to the west through town. All options have historic property impacts. The current feeling is that a 5-lane option on the existing alignment through town is the most preferred.
- The proposed alignment shifted from widening to the east to widening to the west throughout the project based on minimizing impacts to wetlands or historical properties. Primarily the existing roadway would ultimately be utilized as either the northbound or southbound lanes.
- The 4-lane section will be tapered down to a 5-lane section on the north and south sides of Homerville where it will tie to Project EDS-84(20).
- An alternative will be looked at for a new alignment around the east side of the neighborhood on the east side of existing US441 just north of the Homerville airport. This alignment would

# MEETING MINUTES

minimize impacts to this neighborhood as well as to a historic property to the north west of this neighborhood (at CR 113).

- Several options are being looked at in Pearson. Currently two By-Pass options to the west and two By-Pass options to the east of Pearson are being evaluated. Multiple options of One-Way Pairs are being evaluated through town. There is an existing 5-lane section beginning at the intersection of US 441 and SR 520 and continuing north to the end of the project. Scott explained that there are many issues which will need to be evaluated to determine the best option through Pearson.

Wayne Mote asked about the level of coordination needed with Florida. It was stated that the project should begin in Georgia. Joe Cowan suggested to create long tapers from the two lane to the proposed 4-lane grassed median section. Wayne questioned the level of coordination to place construction signs in Florida. The district responded that it should not be a problem.

## *Environmental Concerns:*

GEPA vs. NEPA Documents

Current Limits:

- GEPA Document will suffice from the Florida line continuing north to CR8 in Fargo.
  - State funds applied
  - Historic Properties not as much of an issue with a GEPA document
- NEPA Documents
  - NEPA Document #1
    - Fargo to south of Homerville
    - Need to investigate logical termini
  - NEPA Document #2
    - North Homerville to north of Pearson
    - Many historical sites in Pearson

Laura explained that the team is currently looking at two NEPA documents, at the recommendation of Rich Williams (GDOT – Office of Environment Location), in case one section gets slowed down through the process, then the other section can continue. A question was raised as to whether CR 8 in Fargo could be considered a “logical termini”. Laura stated that the team will be looking in detail at the feasibility of the logical termini in this area. She suggested that other possibilities would be at the intersection with SR 94 to the west on the south side of Fargo as well as possibly the intersection with SR 94 & SR 177 to the south of the Suwannee River.

A question was raised as to whether the project limits need to be tied to the environmental documents? No.

Laura explained that the golf course at Fargo is probably not a 4(f) issue. The golf course is 9 holes. Attendees speculated that the course is private, but allows fee-based public play. The current proposed alignment avoids this golf course.

## *Cultural Resources:*

Bryan Davis explained that documents had been prepared and received the Historic Preservation Division’s concurrence concerning the determinations of National Register of Historic Places eligibility for resources in the project corridor. At present, there are eight (8) identified historic districts, and forty-six (46) individual properties/resources along the project corridor. Furthermore, he will verify these properties as well as evaluating any additional resources that may need to be considered under new alternative alignments.

Wayne Mote suggested that Earth Tech look at properties that have crossed or will cross the “fifty-year” threshold for National Register of Historic Places eligibility over the duration of the project so as not to encounter potential problems in the late phases of the project. Bryan Davis confirmed that he is taking this into consideration.

# MEETING MINUTES

A question was raised as to whether or not there is a DNR marker on Superior Pines land that denotes POW historical status at the site just north of Fargo? (Consultant looked for one on 12/18/01 and could not find any marker)

## *Ecology:*

Laura mentioned that the wetland delineations were based on existing maps and that the wetlands would be evaluated and delineated by our team in the field. She mentioned that Earth Tech will be conducting the studies for determination of endangered species habitat.

Scott Gero mentioned that the location engineers at OEL, Dalton Stevens and Kevin Posey, said that for any sliding mile with a 0.5 mile of wetlands could have a reduced median of 44 to 32 ft. Scott said this would be looked at throughout the entire corridor.

## *Community Impacts:*

Laura stated that the team would be looking at community impacts when evaluating the different alternatives.

## *Public Involvement:*

Laura presented the idea of having public meetings in each of the three towns on three consecutive nights. The District suggested that public involvement meetings be held on two different nights. By having meetings in Homerville and Fargo for the areas south to the Florida border on night 1; and Homerville and Pearson for the areas north of Homerville to Pearson on night 2, it would allow for more public involvement as well as better accommodate personnel of GDOT and Earth Tech, instead of having 3 consecutive nights of public meetings.

DOT asked for 6-week notification before the Public Information Meeting so they can have time to arrange and notify via advertising.

It was brought up that perhaps GDOT can notify the public about the project in the form of a press release. Wayne will check with the communications office about whether to do this or not.

It was suggested to include the names of DOT Area engineers on survey letters and that survey letters be mailed prior to any survey work being conducted outside GDOT right-of-way.

It was stated that originally Pearson did not like the idea of a bypass around the town. The general community perspective was that the 5-lane was going to run directly through town. This poses problems with historical impacts if it were to be done and may not be able to be done in time to meet project timelines. Problems with feasible and prudent alternatives necessary for Section 4f impacts may delay the process of going through town. It was mentioned that in the late 1980's, maybe 1986-1987, the 5-lane section north of Pearson was built.

## *Land Use:*

No one present knew of other development projects (malls, etc.) that may be in plans for the corridor. The meeting attendees suggested to get land-use maps, zoning maps, etc. to check into this further.

Phone lines and fiber optics were said to run along the road between Homerville and Pearson. These may be along the shoulder of the road and there may be gaps in some areas. Earth Tech stated that there is Subsurface Utility work on this project and all these issues will be picked up by that research.

## *UST's and Hazardous Waste Sites:*

GDOT will be determining these.

## *Conceptual Stage Study (Relocations):*

GDOT will be performing this function.

# MEETING MINUTES

## *Possible Permits Required:*

Laura explained that an Army Corps 404 permit will be necessary and possibly a US Coast Guard permit.

Wayne is going to find out about the navigable waters issue at the Suwannee River bridge crossing in Fargo to determine if a US Coast Guard permit would be required.

## *Traffic:*

The District suggested to double-check traffic data, particularly the EDS-441(48) figures, as well as accident data.

Scott asked if anyone was aware of how the trucks access the Cady bag factory in the north west side of Pearson. It was explained that trucks load up from the train yard on the east side of Pearson and truck the materials over to the Cady bag factory using SR 520 and not US 441.

## *Proposed Design Criteria:*

Scott explained that the design speed would be 45 mph inside the city limits and 65 mph everywhere else.

A question was asked regarding making any by-pass option for Pearson a limited access roadway. It was agreed that it should be limited access other than to schools/factories.

Two intersections of concern were brought up, just south of Fargo at SR 94 and just south of Pearson at SR 31, as areas that need to be redesigned. These were pointed out to Scott Gero.

Wayne Mote asked if there is enough borrow in the corridor. The district did not have a definitive answer.

Scott mentioned that a rolling profile would have to be introduced in order to develop a median ditch that could be drained. Joe Sheffield (District 4 Pre-Construction Engineer) stated that creating a rolling terrain would probably not be necessary due to the porosity of the soils. He said that any water in the medians would most likely pass through the soil and pipes would not be necessary. It was decided that an assessment of the risks will need to be submitted and a judgment call will need to be made as to whether to make the profile rolling or not.

The question was raised to the District if it would be acceptable to utilize separate profiles for the northbound and southbound lanes. Joe Sheffield stated that yes it would be acceptable. Bryan Davis (Terracon - Architectural Historian) mentioned that if there was a grade change, there might be visual effects on historic resources and that the team would evaluate if that situation were to arise.

Homerville project (EDS-84(20)) was said to be a 5-lane project, with one-way pairs going east to west through town. Chauncey Elston from GDOT OEL brought the folder including the GEPA document and all correspondence about this project to the Earth Tech team.

## *Staging and Traffic Control:*

Scott explained that there should not be any unique staging or traffic control problems. Most of the project will have the utilize the existing roadway while the new roadway is built adjacent to it and then traffic will be shifted to the new roadway and the remainder of the new roadway will be built.

## *Maintenance Problems:*

There were no maintenance problems that anyone could think of.

## *Existing and Proposed R/W:*

Scott stated that for the Concept Phase the R/W would be 250' utilizing one of the existing R/W lines (east or west) as much as possible. The R/W would then be reduced during the Preliminary Plans Phase when more detailed construction limits could be determined and the R/W reduced to the necessary amount.

# MEETING MINUTES

One person asked if ROW would affect the 65 mph speed limit. The project team responded that it would not affect design speed.

***Coordination with Federal and State Agencies:***

Laura stated that we would be debriefing FHWA on the minutes of this meeting as well as passing the minutes along to the other agencies involved.

***Opportunities to accommodate other modes of transportation:***

Scott stated that there did not appear to be any other modes of transportation planned along this corridor. The only bike route would be an east – west route passing through Homerville. No one had any comments about any anticipated additional modes of Transportation.

***Coordination with other GDOT and Local Projects:***

The 4-lane section will be tapered down to a 5-lane section on the north and south sides of Homerville where it will tie to Project EDS-84(20).

***Schedule:***

Scott went over the schedule and asked for comments.

Neil Davis raised a question over the scheduling of the Field Plan reviews. It was recommended that 1 Field Plan review be scheduled first to see how it goes, and then see about scheduling the other 4. The concern is the length and volume of work involved with performing Field Plan Reviews on 64 miles of roadway.

**Meeting Adjourned**

# MEETING ATTENDEES

**DATE:** 1:30 pm December 17, 2001

*ET Project No.: 52186*

**SUBJECT:** Grip Program – US 441 from the Florida State Line to Pearson, GA  
EDS-441(47), Echols County P.I. No. 422420  
EDS-441(48), Clinch & Echols Counties P.I. No. 422400  
EDS-441(49), Clinch County P.I. No. 422410  
EDS-441(46), Clinch County P.I. No. 422390  
EDS-441(41), Atkinson & Clinch Counties P.I. No. 422380  
BRF-023-1(12), Atkinson County P.I. No. 421440  
Pre-Concept Team Meeting

**Location:** GDOT District 4 Office (Tifton)

**Attendees:**

<u>Name</u>	<u>Representing</u>	<u>Phone #</u>
Neil R. Davis	Earth Tech, Inc. (Principle In Charge)	(678) 990-1500
Scott A. Gero	Earth Tech, Inc. (Technical Manager)	(678) 990-1511
Cheryl Dilworth	Earth Tech, Inc.	(678) 990-1512
Laura Dawood	KCA (Earth Tech Team)	(404) 607-1676
Dale Youngkin	KCA (Earth Tech Team)	(404) 607-1676
Bryan Davis	Terracon (Earth Tech Team)	(770) 623-0755
Wayne G. Mote, Jr.	GDOT – Office of Consultant Design	(404) 656-5404
Chauncey Elston	GDOT – Office of Environment Location	(404) 699-4435
Joe W. Sheffield	GDOT – District 4 Preconst. Engineer	(229) 386-3300
Don R. Gaskins	GDOT – District 4 Preconstruction	(229) 386-3045
Joe W. Burns	GDOT – District 4 Environmental	(229) 386-3046
Jeff Bridges	GDOT – District 4 Precon./Design	(229) 386-3293
Jerry A. Bruce	GDOT – District 4 Utilities Engineer	(229) 386-3288
Emory L. Giddons	GDOT – District 4 Asst. Utilities Eng.	(229) 386-3288
Danny P. Gay	GDOT – District 4 Traffic Ops.	(229) 386-3435
Joe Cowan	GDOT – District 4 Construction Eng.	(229) 386-3304
Zane Hutchinson	GDOT – District 4 Design Engineer	(229) 386-3300
Tim Warren	GDOT – District 4 Area 1	(229) 333-5287
Keith Carver	GDOT – District 4 Area 2	(912) 389-4201
Robert E Connell	GDOT – District 4 Area 2	(912) 389-4201

**DATE:** 9:00 pm August 7, 2002

*ET Project No.: 52186*

**SUBJECT:** Grip Program – US 441 from SR 94 to Pearson, GA  
EDS-441(47), Clinch County P.I. No. 422420  
EDS-441(48), Clinch County P.I. No. 422400  
EDS-441(49), Clinch County P.I. No. 422410  
EDS-441(46), Clinch County P.I. No. 422390  
EDS-441(41), Atkinson & Clinch Counties P.I. No. 422380  
BRF-023-1(12), Atkinson County P.I. No. 421440

**Location:** GDOT District 4 Office

**Attendees:** See attached list

***Introductions:***

At around 9:00 AM the meeting began with everyone introducing themselves. Neil Davis gave an overview of the project (length, how it breaks down). Neil then turned the meeting over to Scott. Scott then explained that he was going to be reading through each of the six (6) reports, and noted that this version had some slight changes from the previous submittal (a few minor changes to the report and the addition of some new attachments). Revised reports with attachments were provided.

Scott began reading through the Need and Purpose statement for the project (EDS-441(47)). He then noted that all the other reports' Need and Purpose statements were identical to this one.

Wayne Mote had a few comments that pertained to all the projects:

- All projects PDP should be listed as Exempt (as opposed to the current Full Oversight).
- That the symbol ' should be replaced with ft. This is necessary because as the documents are copied over and over, often the ' symbol becomes unreadable.
- Add street names in addition to the county or city road number whenever possible.
- It was noted in the cost estimate that the bridge widths are noted as 40 ft when they should be noted as 38 ft.
- Noted the design variance and wanted to see reference to the attachment detailing the reasons for it's need.
- He had an issue with the "Providing Detours" statement, but said he will look into it.
- He also wondered why there was any reference to the TVA in the report, as the project is a great distance from their authority; however, it was included as part of the standard line.
- He also did not think there was any reason for the local government comments to be included that did not specifically deal with this section of the project.
- The Purchase of Right-of-Way should be changed to 12 months, and then later was changed to 18 months.

Scott began by reading through the Concept Report.

- The biggest question was how would the BRF-023-1 (12) project be handled (as part of EDS-441(41) or as an independent project). The resulting conclusion was that the Bridge Project would be kept separate as a Concept Report. The project would consist of the replacement of the existing bridge only (no approach work but rather just bridge items). The project would be constructed with EDS-441(41). The construction plans should combine the two projects and the cover sheet should say Project EDS-441(41) and Project BRF-023-1(12). Also, Maintenance needs to be consulted about the life span that the current bridge has, it may be that it won't last long enough to wait for EDS-441(41) to be let to construction.
- A discussion rose about how to handle the pedestrian crossings in Pearson. It was noted that currently there seems to be a lot of foot traffic in the area where the new alignment of US 441 will be going through, so Earth Tech placed a raised grass median to provide for safer pedestrian crossing. However, there was concern expressed on whether that would simply allow people to use the median as another sidewalk area, or a place to "hang out". It was noted that the Mayor of Pearson did not want any grassed median through town as this would limit access to each side of the road and therefore be less attractive for future businesses to locate along this road. Danny Gay said you would want the pedestrians only crossing at one central location. Joe Sheffield stated that the traffic volume did not warrant a raised grassed median and therefore it should be a flush median. It was agreed to use a typical section which allowed for a 20 ft median but would be paved flush and striped out similar to that used in Homerville on EDS-84(20) until the public meeting. If there is a large public outcry for a raised median then it should be easy enough to add to the design if the footprint is already there.
- Joe Cowan asked how active the historic church is. Laura responded that it is very active.
- Scott explained how at his meeting, with the mayor of Pearson on Monday, a question arose from the mayor on whether the state would pay for the relocation of utilities. Scott said that he explained to the mayor that if the State goes onto new location or acquires R/W for an improvement to a road, the state will reimburse for the relocation of utilities that have prior rights. He also explained that if the State had prior rights to the property where a utility exists and the utility needs to be moved due to improvements to a road, then the utility has to pay for it's own relocation. Emory Giddens stated that a municipality would have to pay for relocations of any of their utilities regardless of who has prior rights. Wayne said this was the first he had heard of this and agreed with Scott's assessment. Wayne will check into this. Michelle said that the cost should be paid with federal money. Don said that normally Local Government Project Agreements (LGPA) request the local government to (a) Make all utility relocations, adjustments or betterments of publicly owned utilities that are in conflict with construction of the project; (b) Relocate or adjust all privately owned utilities to clear construction of the project, including adjustments at railroad crossings if required. Don also said that the LGPA's are usually handed out at the Concept Meeting but for some reason they have not been sent out yet.

Scott then went to the display and walked everyone through the project.

- Scott raised a question about the intersection of SR 31 with US 441 as to whether it needs to be designed for 55 mph through the curve even though it is approaching a STOP condition. He thought that it could be tied in closer to the existing tie-in with a lower design speed and thus not require the acquisition of as much land as currently shown. It was decided that the alignment shown should be kept as is.
- There will need to be more traffic intersection analyses as far as if any further intersections will need signals (in particular around the school). This will be done by the Department (District). Joe asked if the existing signal at the current intersection of US 441 and US 82 would be removed, but Scott stated that he thought the existing signal should be left to help draw attention to the fact that there are signals in town and to help slow down the traffic on US 82. It was agreed to keep the existing signal.
- It was also noted that the district strongly recommends against a signed Business Route, along the existing US 441 where proposed US 441 goes on new location, due to the maintenance issues it will create.
- Scott asked if there would be a problem with adding a sidewalk from the mobile home park on the south side of Pearson and connecting it to the existing sidewalks along existing US 441. It was agreed that would be a good idea.
- Danny requested a copy of the plots for his further review.

***BRF-023-1 (12):***

Scott began by reading the Concept Report.

- It was decided that the Culvert would remain as a part of EDS-441 (41). There is no need for this project to have any alternatives listed.
- Apparently this bridge project had been designed previously, and that there may be existing plans which Wayne will look into.
- The cost estimate for this bridge will need to be redone to only include bridge items.

***Schedule:***

Neil Davis (Earth Tech) went over the breakdown of the schedule of the Preliminary Field Plan Reviews:

- Emory stated that he wants full sized plans submitted to him and Danny wants ½ sized plans.
- It was agreed that the Preliminary Field Plan Reviews could be combined into two reviews; one for south of Homerville (EDS-441(47, 48, & 49)) and one for north of Homerville (EDS-441(46 & 41) & BRF-023-1(12)).

***Miscellaneous:***

- Laura asked about the status of the Conceptual Stage Study. Don stated that in the past a request for Conceptual Stage Study was always requested from the R/W section in the General Office in Atlanta. He also said that they are never given



out at the Concept Meeting. Earth Tech will follow up on the status of the Conceptual Stage Study.

- Don was given a plot for the additional UST study needed along realigned SR 94.
- A maintenance issue was brought to Scott's attention by the BP station in Fargo. Apparently, there is a drainage structure, which has been crushed by trucks. Scott stated that the widening would require the replacement of that structure.

**To Do:**

## Wayne Mote

- Determine need for "Providing Detours" statement
- Check on Bike Route Designation status between Fargo and Homerville
- Check on status of any LGPA's and what is covered
- Consult maintenance on durability of existing bridge (BRF-023-1(12))
- Look for existing plans for the reconstruction of the BRF-023-1(12) project

## Earth Tech

- Update R/W costs
- Verify Parcel Count and R/W cost for Unit 49
- Check with Fargo on desire for irrigation in median
- Revise costs of Erosion Control
- Revise urban typical sections to show existing roadway and overlay
- Consult maintenance on durability of existing bridge (BRF-023-1(12))
- Present the latest design in Colon to the residents of Colon
- Check on status of the Conceptual Stage Study

# MEETING ATTENDEES

**DATE:** 9:00 am August 6, 2002

*ET Project No.: 52186*

**SUBJECT:** Grip Program – US 441 from SR 94 to Pearson, GA  
EDS-441(47), Clinch County P.I. No. 422420  
EDS-441(48), Clinch County P.I. No. 422400  
EDS-441(49), Clinch County P.I. No. 422410  
EDS-441(46), Clinch County P.I. No. 422390  
EDS-441(41), Atkinson & Clinch Counties P.I. No. 422380  
BRF-023-1(12), Atkinson County P.I. No. 421440  
Pre-Concept Team Meeting

**Location:** GDOT District 4 Office (Tifton)

## Attendees:

<u>Name</u>	<u>Representing</u>	<u>Phone #</u>
Neil R. Davis	Earth Tech, Inc.	(770) 990-1500
Scott A. Gero	Earth Tech, Inc.	(770) 990-1511
Cindy Lee	Earth Tech, Inc.	(770) 990-1516
John McGuire	Earth Tech, Inc.	(770) 990-1503
Laura Dawood	KCA (Earth Tech Team)	(404) 607-1676
Wayne G. Mote, Jr.	GDOT-OCD	(404) 656-5404
Michele Hart	FHWA	(404) 562-3634
Joe W. Sheffield	GDOT – District 4 Preconst. Engineer	(229) 386-3300
Don R. Gaskins	GDOT – District 4 Preconstruction	(229) 386-3045
Jerry A. Bruce	GDOT – District 4 Utilities Engineer	(229) 386-3288
Emory L. Giddons	GDOT – District 4 Asst. Utilities Eng.	(229) 386-3288
Danny P. Gay	GDOT – District 4 Traffic Ops.	(229) 386-3435
Joe Cowan	GDOT – District 4 Construction Eng.	(229) 386-3304
Tim Warren	GDOT – District 4 Area 1	(229) 333-5287
Barbara Thomas	GDOT – Planning/Programming	(229) 386-3465
Jasper Stewart	Alltel	(912) 353-0991
Fred Cook	Alltel	(229) 890-4303
Jimmy Revell	Alltel	(229) 890-4319
Tim Register	Slash Pine EMC	(912) 487-5201
Albert Thornton	City of Homerville	(912) 487-2375

**DATE:** 9:00 am May 22 & 23, 2002

*ET Project No.: 52186*

**SUBJECT:** **Practical Alternatives Report (PAR) Meeting**  
Grip Program – US 441 from the SR 94/SR 177 to Pearson, GA  
EDS-441(47), Clinch County P.I. No. 422420  
EDS-441(48), Clinch County P.I. No. 422400  
EDS-441(49), Clinch County P.I. No. 422410  
EDS-441(46), Clinch County P.I. No. 422390  
EDS-441(41), Atkinson & Clinch Counties P.I. No. 422380  
BRF-023-1(12), Atkinson County P.I. No. 421440

**Location:** Fargo United Methodist Church Social Hall

**Attendees:** Scott Gero, Earth Tech  
Cindy Lee, Earth Tech  
Daniel Ingram, Earth Tech – Ecologist  
Ron Johnson, Earth Tech - Ecologist  
Dale Youngkin, KCA  
Jonathon DeNike, KCA  
Jennifer Geirsch, FHWA  
Michelle Hart, FHWA  
Kathy Chapman, US Fish & Wildlife Service (USFWS)  
Mary Moffat, US Army Corp of Engineers  
Galen Barrow, GDOT - OEL  
Jack Weeks, GDNR

- The meeting began with a round of introductions and the distribution of updated plots showing the latest alignment modifications, including the reconfiguration of SR177 and US441 (plot #1), Colon by-pass (plot #3), realignment of US441 at the Strickland residence (plots #9 & #10), and the new one-way pair alignment in Pearson, on new aerial photography backgrounds (plots #20 & #21).
- Kathy Chapman (USFWS), Daniel Ingram (Earth Tech – Ecologist) and Lisa Westberry (GDOT – OEL), prior to the PAR meeting, walked the project corridor to review all of the wetlands and impacted streams. Kathy noted several areas that she wanted to visit while in the field.
- Scott explained the factors that were considered in determining the location and footprint of the proposed alignment. These factors consisted of utilizing the existing roadway, lanes, reducing the median type and width varied based on the need to minimize wetland impacts, avoid historical resources, reduce or avoid community impacts, etc.
- The first area of discussion was the re-alignment of SR 177 at the intersection of US 441 with SR 94 south of Fargo and the re-alignment of westbound SR 94/Riverside Drive with the entrance to the new Okefenokee State Park Visitor Center. Kathy would like to look at the 44' depressed median south of the State Park area. She questioned the need for the 44' median, stating that it was insensitive to the resources and there was unnecessary fill added in the floodplain. Scott explained that this area would probably qualify for the reduced median of

32' since it appeared to have more than ½ mile of impacted wetlands within a mile.

- Kathy Chapman suggested improving several of the existing pipes and culverts along US441. She stated several crossings had old, outdated culverts that were too high in elevation, which prevented proper drainage and fish and wildlife movement by impeding flow. Wetland #7 served as one of many examples where Kathy suggested improvement to culverts and pipes along the project. Kathy will include a complete list of inadequate culverts along with all of her comments in her letter sent to GDOT. Examples of inadequate culverts were visited during the field portion of the meeting.
- A suggestion was raised between Mary Moffat (USACE) and Kathy Chapman (USFWS) to replace existing inadequate culverts with bottomless culverts that in turn could qualify for stream mitigation credits.
- Kathy also brought up the issue of wood stork foraging habitat. She said that some of the old borrow pits appear to be good foraging habitat for wood storks, and that food was a limiting factor to wood stork reproduction. Kathy mentioned that there is a nesting colony of wood storks over 30 miles east of the project corridor; and as wood storks are known to feed within a 40 mile radius of their nesting sites, many of the borrow pits within the corridor are within feeding range. Kathy stated that, since other wading birds have been observed foraging within these borrow pits, food is known to be available within them. These borrow pits are considered to be good for feeding because they are open, marshy, and shallow, and dry up in the summer. Kathy said there needs to be a screen of vegetation between the road and the pits, otherwise the birds will not use them because of disturbance from passing vehicles. Thus, even though these borrow pits are considered "low" quality wetlands according to the USACE, they may be considered "high" quality wildlife habitat by USFWS for certain threatened and endangered (T & E) species, such as wood storks. Mary suggested the possibility that, as a general condition of the 404 permit, there may be a requirement to have instructions on each page of the plans stating that no work is to be done (and no fill placed) outside of construction limits, and that right-of-way clearing will be limited.
- Scott explained that a west bypass around Colon was chosen to reduce the social impacts of displacing approximately 1/3 of the residents in the area and to avoid impacts to the historic hotel. Kathy questioned the historic boundaries around the Chauncey House and the Old Hilliard Place, just north of Colon. Kathy requested to look at this site while in the field.
- Kathy expressed concern over the 222 feet of impacts to Stream 51. She requested measures be taken to limit the impacts.
- According to the Ecology Report, Tatum Creek is listed under section 303(d) of the Clean Water Act as having impaired water quality. This listing is due to low dissolved oxygen levels from non-point source pollution. Because of this, Kathy recommended that impacts to this stream should be avoided as much as possible. Mary questioned if this may also be an area that could be used for on-site mitigation.

- Kathy stated that, many times, GDOT projects involve additional clearing at bridges to allow for construction. The areas cleared are often the best wildlife habitat. In general, she stated that an additional clearing at bridges should be avoided if possible or minimized. If additional clearing was necessary, it should be restored afterward.
- Kathy requested the transition from the 4-lane section with the 44' depressed grassed median to the urban 5-lane section south of Homerville be shifted south to minimize impacts to Wetland #146.
- North of Homerville, the borrow pit wetlands (#6) are frequented by numerous wading birds, and there is a transplanted colony of the State listed yellow pitcher plant (*Sarracenia flava*), rescued from another developed site. Kathy suggested the project avoid impacts to this area, or at least minimize impacts as much as possible. As road widening is proposed on the western side, she stated that these plants would need to be relocated. She also stated that more information is needed as to who planted them and why, and suggested that this be researched.
- Kathy requested that the 5-lane section continue further to the north and transition after passing the mobile home community on the east side of the road and just north of the airport.
- Stream #12 has a lot of water in it, but it is not moving. Kathy questioned if the highway was impeding the flow in this stream, and if culvert improvement could remedy this situation.
- It was discussed among the group that some stream mitigation will be necessary for these projects. The mitigation could include stream-crossing improvements like bottomless culverts, and perhaps reversal of channelization of local streams. This could potentially eliminate or minimize the need for off-site mitigation.
- Kathy stated that there are other areas within this drainage basin that could use some restoration from their currently degraded conditions, including tracts adjacent to the Okefenokee National Wildlife Refuge and the new Okefenokee State Park. Because of the large amount of wetland impacts resulting from these projects, USFWS would like to see some "special" compensatory wetland mitigation as opposed to creating wetlands in the middle of timber company plantations. Wetland restoration earns the greatest amount of mitigation credits with the least given to preservation. Credits for wetland creation falls somewhere in between the other two but is the most difficult to achieve.
- The State DNR wants to protect the Suwannee River between the Okefenokee National Wildlife Refuge and the crossing of US 441, and is attempting to purchase a corridor of land bordering the river. However, some landowners in this area do not want to sell, or are asking premium prices for their land, which the State is unwilling to pay. Meeting members wondered if this restoration of the Suwannee River corridor could fit into the mitigation plan for this project. This area is predominantly timber plantations, and tributary streams are most likely channelized. Mitigation work could include stream restoration and planting of bottomland hardwoods. Finding compensatory wetland mitigation for the project does not fall within the Earth Tech team's scope of work.

## MEETING MINUTES

- Kathy brought up the issue of the Florida black bear. The bear is currently not listed in Georgia but has been petitioned for listing. Kathy felt that floodplain restoration along the Suwannee River would create a good migration corridor for the bears. Also, stream crossing structures should be enlarged to allow bears to cross under the highway, as the bears will not cross busy highways or could get killed trying. Kathy stated that bears and signs of bear have been seen in the project area, especially around the southern portion in EDS-441(47) near the Suwannee River and Okefenokee Swamp.
- At the location of the Cowart Commissary and the tobacco barn at CR 101, Scott explained that the reason for the bypass was to avoid impacting the historic resources. Kathy requested to visit this area while in the field.
- Guest Millpond has a State of Georgia historic marker next to it. The caretakers there told Kathy that they had seen bald eagles feeding and nesting there in previous years. The highway alignment shifts to the east in the vicinity of the pond, avoiding any impacts in this area. Just north of Guest Millpond, on the west side of the existing ROW, is potential gopher tortoise habitat. Kathy saw an active burrow in this area while in the field with Daniel Ingram. She believes that this burrow belongs to a younger individual, not a full grown adult. This area could be potential habitat for the eastern indigo snake, as these sandy areas are adjacent to wetlands used by the snakes for foraging. Kathy suggested the need for a more extensive tortoise/snake survey in this area.
- US441 alignment through Pearson has been reduced from 12+ alternatives to two alternatives, the eastern bypass and the western one-way pair alternative. Scott explained the development issues with the eastern bypass vs. the western one-way pair, as well as wetland minimization issues. Scott then showed a drawing of the previous western one-way pair alignment and explained the improvements he made to avoid a longitudinal stream impact and dividing a low-income/minority community. He then explained how the western one-way pair alignment would resolve these issues.
- Kathy noted that she and Daniel did not look at any of the resources on the eastern side of Pearson, as Lisa Westberry (GDOT-OEL) told her that the eastern bypass alternative was not likely to be considered. It was decided that Kathy would need to look at all of the wetlands/natural resources along this alignment.
- The eastern bypass would be very expensive with the necessary bridge crossing at the railroad, and will likely cause businesses in town to dry up as traffic is directed away from Pearson. Kathy said that the small amount of possible development along the eastern bypass route is little compensation for the increased construction costs and the larger amount of environmental impacts. There is a difference of roughly 26-29 acres in wetland impacts between the eastern bypass and the new one-way pair. Kathy favored the western one-way pair alternative because it has less wetland impacts. Most federal agencies favor the western one-way pair alignment over the eastern bypass.
- Kathy requested that further modification to the western alignment be done to minimize wetland impacts at Wetland #69. A larger stream crossing structure was recommended by Kathy at Little Red Bluff Creek. She also requested an urban section around the area of Little Red Bluff Creek to reduce the width of the



corridor along US 441 and minimize impacts to this area of good quality wildlife habitat.

- The group broke for lunch at 12:00 noon, and at 1:30 p.m. the meeting continued in the field to examine areas as specified by Kathy, Mary, and Daniel.
- The first field stop was at Wetland #3, where the impacts of the re-alignment of the intersection with US 441, SR 94, and SR 177 were discussed. A previously unexamined pond south of SR 177, which will be impacted by the intersection re-alignment, was visited. This pond had been excavated and diked, and was called non-jurisdictional by Mary and Kathy.
- The next stop was the site of the planned visitor center for the new Okefenokee State Park, where Jack Weeks (GDNR) discussed with other meeting participants the design of the roadway and medians, ROW width, joint development of the road and the park, and the hydrology impacts of the road construction in the vicinity of the park. Jack stated that GDNR is purchasing the Leviton House to use as a new park ranger house. Kathy requested a copy of the final survey of the new Okefenokee State Park.
- At Stream #7, Kathy stated that the culvert would be inadequate for animal crossing after the expansion of the road, due to the increased length of the culvert. She suggested replacing the existing culvert with a bottomless culvert or adding a drop inlet in the median. The drop inlet would allow light into the culvert and possibly encourage animal crossing.
- At Stream #9, Mary declassified the stream as jurisdictional. This area should be considered a wetland, and that the ditch area should be recalculated into the wetland area.
- Mary considered Wetland #25 to be an isolated pit.
- At Wetland #26, Kathy pointed out that this was very good wildlife habitat, especially on the western side, and that the culvert was now too high on the eastern side possibly due to scour. Kathy felt that a new culvert crossing was necessary, preferably a box culvert, due to the fact that the existing culvert was above the water level.
- At Wetlands #30-31 Daniel showed that the pit was clear-cut. He asked Mary if it should be considered jurisdictional. Mary will check on this. Kathy also requested Mary call GA Forestry Commission to check on Best Management Practices.
- Stream #34 was determined to be a ditch within a wetland, not a stream, by Mary.
- After visiting the Colon area, Kathy expressed her dislike for the Colon bypass route. She stated the bypass impacts a lot of wetlands to avoid the historic Forrest Motel. Scott informed her that the historic resource was not the only reason for the new location of US441. Along with the historic resources, new location was chosen for US441 to minimize the impacts to the community of Colon. By widening on the existing a third of the residence of Colon would be displaced. Kathy would like to see other options considered in this area such as an urban section. She further stated that the USFWS would not recommend the bypass.
- Stream #51 was determined to be a wetland, as it has no well-defined channel. A similar conclusion was reached at Streams #63, #69 and #72. None of these areas showed a clearly defined ordinary high water mark, necessary for recognition as streams according to the Corps of Engineers.



## MEETING MINUTES

- Kathy recommended culvert replacements at the crossings of Stream/Wetlands #62/63 and #71/72, due to large scour holes holding water well below the bottoms of box culverts. Scott questioned whether these areas were actually caused by scour. The scour holes were 10'-15' from the end of the pipes. He stated that these areas would be looked at closer.
- Stream #76, Mary decided to leave it designated as a stream pending further investigation.
- The stream status of Jones Creek (Stream #79), which is bridged, was debated. Mary said that she would discuss this issue with her supervisor.
- Tatum Creek (Stream #94) is listed under Section 303(d) of the Clean Water Act as having impaired water quality. As stated earlier in the meeting, this was due to low dissolved oxygen levels from non-point source pollution. Kathy again stated that impacts to this stream should be avoided, if possible. She also requested that the bridge adequacy be checked, and suggested spanning more than the minimal amount of stream to allow reduced impacts and better wildlife movement in the floodplain.
- Excavated Pit #116 appeared to be a good wood stork foraging habitat. The pit is open with no trees or shrubs but only emergent vegetation present, and was still holding shallow water over a large area.
- At Wetland #146 Kathy suggested beginning to narrow the median at this point.

May 23, 2002

- The first stop north of Homerville was at the borrow pits (Excavated Pit #6) next to the Homerville Airport. These pits held several colonies of the State-listed yellow pitcher plant, according to the Natural Heritage Program these plants were rescued from another site that was to be developed and replanted in the pits. The plants were growing quite vigorously on this site, with some individuals reaching two feet in height. Kathy wanted to avoid impacts to this area as much as possible, given that these plants had already been moved once to avoid destruction. She noted that the plants closest to the road would need to be relocated as the widening was on this side of the road. Daniel said he would check with the Natural Heritage Program to get information about the relocation of these pitcher plants. Pipewort (*Eriocaulon decangulare*), a common associate of pitcher plants, was also seen growing in this site.
- Kathy recommended larger culverts at Wetlands #9 and #12. The Wetland #12 was previously considered to be a stream, because of the classification on the USGS quadrangle map. However, Mary concluded that this was not a stream, merely a swale, having no well-defined channel.
- Wetland #24 contains a plant community with hooded pitcher plants (*Sarracenia minor*), sundews (probably *Drosera rotundifolia*), butterworts (*Pinguicula* sp.), pipewort, and clubmoss (*Lycopodium* sp.). Some meeting members also observed yellow pitcher plants here as well. This plant community is located close to the existing highway on the east side, possibly overlapping with the ROW. Kathy recommended protecting this plant community if possible. As the highway is currently planned to expand to the west at this location, impacts could likely be avoided or minimized. Kathy suggested notifying the contractor to avoid this area

during construction. This served as a good example of the USFWS and USACE's recommendation to minimize clearing along the ROW.

- Wetland #25 looked relatively good with regards to culverts, although there appeared to be possible scour holes further out. Kathy stated that she agreed with the alignment in this area.
- At the location of the Cowart Commissary and tobacco barn, Kathy stated that fragmenting the wetlands along the bypass route, which effectively destroys the wetland for habitat use, were not worth saving the historic structures. The interior of the tobacco barn was relatively intact, with original machinery and tools.
- At Stream #34, the area cleared for prior bridge construction was not restored to its original condition. Kathy stated that, since the original existing wetland was never restored, wetland impacts in this area are not reduced by the current upland site conditions. Daniel stated that he had called this area a forested wetland, and impacts to this area were calculated as such. Fill was evident in the cleared area, which does not currently meet wetland criteria. Kathy suggested removing the old fill and planting hardwoods as potential mitigation. However, Scott pointed out that the cleared side with the old fill is the side that the proposed widening would occur.
- On the west side of US441, an active gopher tortoise burrow was located between Wetlands #45 and #46 possibly within the existing ROW. Kathy said that gopher tortoises prefer pen areas. Kathy said the gopher tortoise may have moved closer to the road because the trees and shrubs were too dense. Kathy recommended the area be surveyed for more gopher tortoise burrows and to determine if any burrows are used by eastern indigo snakes.
- Wetland #66 may be impacted by the re-alignment of the intersection of US 441 with US 221/SR 31. Kathy suggested minimizing the impacts as much as possible to this wetland. Scott said there would not be much of an impact to this area. Kathy also suggested removing the existing asphalt from SR 31 after the intersection is realigned. Scott said the existing pavement would be needed for continue to provide access to land owners.
- Wetland #69/Stream #71 were considered to be of high quality. Kathy recommended avoiding impacts as much as possible. A triple box culvert is located here, and a layer of duckweed covered the remaining standing water. Kathy suggested an urban or reduced median to minimize impacts here, and stated that the area was close enough to town to justify the urban section. She also suggested looking at the adequacy of the existing structure and using a better design for the new structure.
- Kathy, Mary, Galen, and Daniel examined the wetlands along both alternative routes in the vicinity of Pearson (eastern bypass and western one-way pair).
- Kathy stated that she would be calculating her own mitigation credit requirements for the streams and wetlands along the project. Daniel will recalculate credits based on the re-classification of streams.
- Mary and Ron visited the remaining stream sites not yet visited to get USACE determinations. Mary determined that Streams #06, #79, and #94 (in 47,48,49) and Stream #52 (in 46, 41) are the only jurisdictional streams in the project.

- Daniel, Kathy, and Galen visited the West Pearson Bypass alternative wetlands. Wetland #89 was determined to be a pond with a wetland fringe (two separate features). The eastern half of Wetland #86 was clear-cut and have low quality. Kathy felt that the remainder of Wetland #86 was high quality hardwoods.
- The Wetland #82 southern boundary along U.S. 82 was determined to be too high. Daniel moved the boundary approximately 400 feet to the north. Kathy felt that Wetland #82 was high quality with mature trees.
- Wetland #81 was a mix of clear-cut, hardwood forest, and mixed pine/hardwood forest. Kathy felt that the wetland was of high enough quality to avoid in favor of the thru-town alternative.

## US 441 PIM Summaries from Comment Cards at Meetings:

### Fargo, 3/18/02

Officials in attendance: Patricia Oettmeier (Mayor of Fargo), Jasper Stewart, Johnny Griffis

Number of people (general public) in attendance: 53

Number of comment cards received: 24

Number of oral statements received: 0

Total number of comments received: 24

Number of these supporting the project: 19 (79.2%)

Number of these opposing the project: 2 (8.3%)

Number with no answer/ambiguous: 3 (12.5%)

#### Main concerns:

The most common comments dealt with safety and beautification issues for the section of U.S. 441 going through Fargo. Fifteen (65.2%) of the comments received stated concerns about the median through town. Twelve of these people requested a grassed median through town and some of these requested landscaping/tree planting of the median through town. This concern was for beautification of the town as well as for safety concerns for pedestrians crossing the roadway. Two people requested a raised median through town for safety reasons. One other commenter did not approve of median placements near the Suwannee River Bridge.

Safety was also a concern regarding traffic speed through the town of Fargo. Seven (30.4%) of the commenters asked for ways to reduce the speed of traffic through town (four specifically asked for rumble strips), and suggested a 35 mph speed limit through Fargo. One commenter asked for the S.R. 94 lanes to be moved one block south to alleviate congestion at the Railroad crossing. Another commenter asked for a school/pedestrian crossing.

One person expressed concern over losing their house and another had concerns about impacts to their business. Four commenters said that widening should occur to the GA/FL state line.

### Homerville, 3/18/02

Officials in attendance: Carol Chambers (Mayor of Homerville), John Strickland (County Commissioners Chairperson)

Number of people (general public) in attendance: 18

Number of comment cards received: 6

Number of oral statements received: 3

Total number of comments received: 9

Number of these supporting the project: 8 (88.9%)

Number of these neither opposing nor supporting the project: 1 (11.1%)

#### Main concerns:

One person requested more information, but no specifics were given regarding what type of information. Another commenter requested further study of the Old Home Place Grocery Store and expressed concern over its potential displacement as this used to be this person's home. Another commenter stated that they utilize U.S. 441 frequently to drive back and forth to Florida, and believe that the road improvements will make the drive safer and more pleasurable. The commenter that expressed neither support nor opposition to the project overall stated concerns over loss of personal property.

### Homerville, 3/19/02

Officials in attendance: Carol Chambers (Mayor of Homerville)

Number of people (general public) in attendance: 19

Number of comment cards received: 5

Number of oral statements received: 3

Number of comments received: 8

Number of these supporting the project: 7 (87.5%)

Number of these neither opposing nor supporting the project: 1 (12.5%)

Main concerns:

One commenter had concerns about the median and requested a median opening and turn lane to allow access to his mobile home development located between milemarkers 36 and 37 at Moonshadow Road. One other person suggested continuing the widening to the Georgia/Florida state line. Another commenter requested that a bike path be incorporated as part of U.S. 441 between Homerville and Fargo. One commenter suggested moving the alignment an additional road length to avoid his properties located north of Homerville at the proposed routes at Moon Shadow Road. The commenter that expressed neither support nor opposition to the project expressed concerns for loss of personal property.

**Pearson, 3/19/02**

Officials in attendance: Ellie Morris (Mayor of Pearson), Dorsey Thigpen (City Clerk)

Number of people (general public) in attendance: 46

Number of comment cards received: 14

Number of oral statements received: 4 (including two who also filled out comment cards)

Total number of comments received: 16

Number of these supporting the eastern bypass (but NOT western) through Pearson: 7 (43.7%)

Number of these supporting the western bypass (but NOT eastern) through Pearson: 6 (37.5%)

Number of these supporting the project overall with no bypass preference: 3 (18.8%)

Number of these opposing the project overall: 0 (0%)

Main concerns:

All commenters who favored the eastern bypass option stated that they feel the project would be good for the growth of Pearson. All commenters supporting the western bypass option stated that this is the more cost effective route. Some of these people also stated that they were concerned with impacts to their private property if the eastern bypass were chosen. The supporters of the project overall who had no preference for either bypass, stated that they feel the road improvements will be good for the economic development of Pearson.



## MEETING MINUTES

**DATE:** 10:00 am January 14, 2002

*ET Project No.: 52186*

**SUBJECT:** FHWA Meeting  
EDS-441(41)(46)(47)(48)(49)

**Location:** KCA

**Attendees:**

Jennifer Giersch	FHWA	404.562.3653
Wayne Mote	GDOT -OCD	404.656.5383
Andy Aiello	GDOT- OEL	404.699.4432
Chauncey Elston	GDOT-OEL	404.699.4435
Bryan Davis	Terracon	770.623.0755
Brody Frederickson	Terracon	770.623.0755
Scott Gero	Earth Tech	770.990.1511
Neil Davis	Earth Tech	770.990.1500
Laura Dawood	KCA	404.607.1676
Dale Youngkin	KCA	404.607.1676

Scott Gero started the meeting with introductions and a background summary of the project, specifically decisions so far in regard to GEPA and NEPA documentation, for Jennifer. Specific issues discussed were:

**EDS-441(47)-State Line to Fargo**

Due to the fact that the federal agencies will not accept the state line as a logical termini and since there are no traffic generators south of Fargo without going 20+ miles into Florida, Fargo would be a logical terminus. GDOT needs to direct where the Logical Termini needs to be. Jennifer confirmed that the Corps has authority over logical termini through their permitting process and their need to comply with NEPA for federal actions. KCA is waiting to hear back from the S. GA Regional Development Center to determine if there are proposed plans south of Fargo.

**Logical Termini Fargo**

The three options in Fargo are CR 8 at the north end of Fargo, SR 94 in Fargo and SR 94 south of Fargo. Scott stated that traffic on US 441 changed 117% at the US 441/SR 94 intersection (south of Fargo) and traffic changed 17% on US 441, north of the US 441/SR 94 (in Fargo). Jennifer stated that traffic should support logical termini. SR 94 south of Fargo is adjacent to SR 177, the entrance to the Okefenokee National Wildlife Refuge. Based on traffic, Jennifer thought it made more sense to use SR 94 south of Fargo as termini instead of the state line.



## MEETING MINUTES

**Fargo Options**

Due to the presence of historic properties on existing GDOT right-of-way in Fargo, a 5-lane typical section would not fit and avoid history. Scott will look at other options, such as a one-way pair through town, and bypass options that would avoid history.

**Navigable Waters (Suwannee R.)**

Laura asked how determinations are made regarding exemptions from Section 10 permit, stating that the Corps has confirmed that the Suwannee River is navigable in the project area from the mouth of the Suwannee R. to the Okefenokee Swamp (GDOT had provided FHWA documentation about exemptions). Andy explained that exemptions are only for waterways that are not carrying interstate commerce, and stated that a letter requesting exemptions must be written to FWHA (letter should state the proposed waterway will be at least as, or more, navigable than before the project). KCA would send carbon copies of the request letter to the Corps and Coast Guard. Chauncey will provide KCA with the information for the exemption letter.

**PIM/Public input/Bypass options**

Scott asked Jennifer about meeting with town officials before the PIM to discuss bypass options and asked how much weight public desires/opinions have in the process. Jennifer stated that public involvement is very important, and that the press release as well as posting signs would be a good idea for PIM. However, Jennifer said not much weight is given to public opinion when historic resources and Section 4(f) of US DOT code are involved. Bryan Davis concurred, and explained that a historic resource may be of national significance, so may outweigh local or regional desires. The PIM and public involvement will include educating the locals about the process. The meeting with the locals is targeted for early February.

**Pearson Options**

Scott discussed how one-way pairs would not be feasible due to the narrow city streets and the history. He discussed how a local had mentioned that the 5-lane section north of Pearson had displaced many residences when it was built in the late 1980s, and that it would be a good idea to utilize as much of the existing 5-lane as possible. Scott developed the idea of a jog in US 441 that would be to the southwest of Pearson. Earth Tech will prepare displays of the various concepts for Wayne to look at and pass on to other DOT offices.

**4(f) Issues**

The park in Fargo is to be a state park, not a visitor center, according to a news article that was circulated at the meeting. According to the AJC (Jan. 13, 2002), the land was deeded to the state in Dec. 2001.

Wayne asked about the jurisdiction for the sidewalk park on the west side of Pearson. Jennifer offered to look into this, but asked to first be informed as to the impacts to the park. Chauncey will also look into the matter and provide the Earth Tech team with guidance on linear parks. KCA will find out who owns this land.

## MEETING MINUTES

If a 4f evaluation is necessary, secondary and cumulative impacts would be elements to include.

It was recommended to anticipate a lot of time for 4(f) reviews (6 months).

### **Other**

Jennifer suggested local native American tribes be included in early coordination, and also asked to be cc'd on all early coordination (i.e. a list of contacts and the basic letter). She suggested that the US FWS would likely be interested in the project due to its proximity to the Okefenokee Swamp and suggested that it may be a cooperating agency.

It was stated that the 4(f) document not be submitted without the Draft Environmental Document.

Jennifer also asked to see a discussion of US 441/SR 520 (Pearson) tie-in to highway traffic in the Need and Purpose statement.

Laura will provide Jennifer with a copy of the GEPA document for EDS-84(20) in Homerville.

Jennifer would like to be kept apprised of future meetings.

A tentative schedule was arranged as:

Meetings with local officials prior to PIM: Beginning of February

PIM: Early to mid-March

PAR: mid-April

**DATE:** 10:30 pm January 31, 2002

*ET Project No.: 52186*

**SUBJECT:** **Meeting with City of Pearson**  
Grip Program – US 441 from the Florida State Line to Pearson, GA  
EDS-441(41), Atkinson & Clinch Counties P.I. No. 422380  
BRF-023-1(12), Atkinson County P.I. No. 421440

**Location:** Pearson, GA

**Attendees:**

Scott Gero	Project Manager - Technical (ET)
Laura Dawood	KCA
Lori Kennedy	KCA
Dale Youngkin	KCA
Darcey Thigpen	City of Pearson, Clerk
Cliff Nugent	City of Pearson, Mayor Pro Tem

Scott began the meeting with a round of introductions and gave a brief, general description of the GRIP projects. Scott also explained that the purpose of the meeting was to gather information that would be helpful to aid in the selection of alternatives to bring to the Public Information Meeting (PIM).

Laura explained the NEPA process as a system of balancing the many factors considered in choosing alternatives, including the natural environment, the human environment, etc.

Scott then showed aerial photographs with the project alternatives for going through Pearson plotted on them, and the benefits and drawbacks were discussed for each alternative, including 5-lane sections, and depressed and raised medians. During this process, Mr. Nugent and Mr. Thigpen were asked if there were problems that they were aware of for each alternative, and were asked for advice as to which they thought would best serve the wants and needs of the city.

Mr. Nugent and Mr. Thigpen provided the following information:

- Speaking for the Mayor, they stated that he did not wish the historic districts impacted, specifically he did not want King and Church streets used as alternatives.
- They wished for what is best for the town, but were unsure of which alternative would be best. Speaking for the Mayor, they stated that he said it would be best if town were bypassed. Their personal opinions agree with this, but they wished for the bypass to be within city limits or as close as possible. They believed that the city residents were of mixed opinion regarding the options for going through town. Both Mr. Thigpen and Mr. Nugent stated that they do not believe that their city currently provided the types of businesses that would encourage people driving through town to stop (mostly serve local interests, ie. hardware store, drug store, lawyer's office), so the bypass seemed like a good alternative. Mr. Thigpen noted that Pearson is "landlocked" with most of the area land held by 3 individuals. A bypass option would open up new areas for development.



## MEETING MINUTES

- Traffic safety was another concern of the City. Mr. Thigpen stated that there was a Wal-Mart Distribution Center located in Douglas, and that trucks from this center as well as logging trucks, coming through town were responsible for several accidents. The Wal-Mart trucks from the Distribution Center were responsible for much of the north-south traffic on US 441 as they go back and forth from Florida, as well as east-west traffic on US 82.
- Both Mr. Thigpen and Mr. Nugent thought that the traffic seemed close to 20-30% trucks at least, guessing that 1500 trucks per day travel through town. This was another reason that they felt the bypass option would best suit their city.
- Mr. Thigpen and Mr. Nugent thought that an eastern bypass was better than a western bypass for the following reasons:
  - Land on the western side of town was mainly in private ownership, so development not likely to be possible along the route on this side.
  - The community on the west side of town was a very close community of mainly low income and minority residents, and would likely be impacted in at least one of the western alternatives.
  - Land on the eastern side of town has begun to open up to some development and there are plans for more. Mr. Thigpen thought that the eastern option would spark more development, and felt that more development would be feasible on this side of town. This option would also provide more access to the Pearson Industrial Park. Cherokee Industries, also located on the eastern side of town, may be expanding their business and may benefit from the access to US 441 on this side of town.
- Mr. Thigpen stated that he would not favor the eastern bypass, or any other option, that would not allow for further development along the route. For example, if the ecology study indicated that the eastern bypass would have large wetland impacts, he would not favor this option because development would not be possible in wetlands even if the road were put through.
- The trains unhitch at the section of the railroad with multiple tracks, and a truck comes to empty the train contents.
- Sidewalks along US 441 would be nice for pedestrian from the south part of town to use to come into town. These residents are generally minority and/or low income.
- Displacements were a major concern. Mr. Thigpen stressed that displacements would be a major concern of residents and should be avoided as much as possible.
- The in-town jog option was another alternative that seemed acceptable to Mr. Thigpen and Mr. Nugent as it provided a semi-bypass through town.
- The major industries in Pearson are the Caty Industry (500 employees); Board of Education (250 employees); Fleetwood Industries (200 employees); City Health Dept.; DOT Maintenance Facilities; and Cherokee Industries.
- Mr. Thigpen expects economic development through the use of US 441 by travelers wishing to avoid the major interstate highways. Currently, traffic is generated by the livestock sales on the north side of town on US441, bike week, and hunting season. He stated that the town used to receive much more business

from north-south travel before the major interstate highway system, at one time supporting several hotels and service stations in Pearson.

- Locations of the new high school that is planned, as well as locations for two new proposed parks, existing and proposed town wells, existing and proposed waste water treatment facilities, and other properties were pointed out by Mr. Thigpen as areas of concern for alternatives.

Mr. Thigpen stated that the Mayor would definitely have a better feel for the towns desire for a by-pass vs an in-town jog. He would pass along the information to the mayor when he could. Scott and Laura offered to speak with the mayor about the project if he desired.

**DATE:** 5:00 pm April 15, 2002*ET Project No.: 52186***SUBJECT:** **City of Pearson Community Outreach Meeting**  
Grip Program – US 441 from SR 94/SR 177 in Fargo to Pearson, GA  
EDS-441(41), Atkinson & Clinch Counties P.I. No. 422380  
BRF-023-1(12), Atkinson County P.I. No. 421440**Location:** Faith Temple Pentecostal Church  
West Allen St.  
Pearson, GA**Attendees:**

Scott Gero	Project Manager - Technical (ET)
Cindy Lee	ET
Laura Dawood	KCA
Lori Kennedy	KCA
Bryan Davis	Terracon
Oscar B. Wilson	Citizen of the City of Pearson
Clifford Burch	Citizen of the City of Pearson
James E. Minor	Citizen of the City of Pearson
Gloria Minor	Citizen of the City of Pearson
Calandra Holis	Citizen of the City of Pearson
Shellie Williams	Citizen of the City of Pearson
Willie J. Coop	Citizen of the City of Pearson
Pastor Paul Thomas	Pastor of Faith Pentecostal Church
Nuby Jean Williams	Williams Holiness Church
Carl Cumming	Villa Rista Developer

The meeting was held at the Faith Temple Pentecostal Church on West Allen St. in Pearson GA. The Pastor Paul Thomas of the church was present. The meeting began with Scott explaining the background of the GRIP project, the need and purpose, and the options assessed in Pearson. He and Lori explained the criteria involved in the decision making process with this project since it is receiving federal monies, ie. history, wetlands, and the participation of the Federal agencies in the process. Scott explained that GDOT would like to solicit input of the community since several of the proposed alternatives have the potential to affect/impact this community and none of the members of the community were present at the public information meeting held on March 19, 2002. Two alternatives for the western bypass were displayed near the community: one alternative which is west of the NRHP-eligible Williams Temple Holiness Church at Live Oak Church Rd. (i.e. Old 64) and one alternative which is east of the Williams Church. Additionally, the eastern bypass was shown to the community.

**Input from the Community:**

- There was a general sense of surprise among the community that existing US 441 through Pearson would not be expanded to accommodate a typical 5-lane urban section as is the case for US 441 north of US 82/SR 520. It was

explained that the reason for not widening to a 5-lane urban section through town was due to the presence of NRHP-eligible historic resources and federal requirements to avoid affecting them. Scott indicated that there was no feasible way to widen to a 5-lane section without affecting the historic resources.

- It was a general consensus that the community preferred the western bypass to the eastern bypass. The meeting members said that an eastern bypass would dry up the town and take the road too far away. The citizens said that if the western bypass were selected the city/community would promote beautification in the vicinity of the Allen St. neighborhood. The community members saw the western bypass as an opportunity to utilize the transportation project as an opportunity to revitalize their neighborhood.
- Although the community preferred the western bypass, it would like for GDOT to consider a one-way pair utilizing the existing US 441 roadway for northbound traffic and for southbound traffic to follow the proposed western bypass route(s). The citizens said the one-way pair would be good for local businesses. Scott said that he would take this suggestion to the DOT, but knowing that there are a few blocks between US 441 and this proposed western alignment, he said the DOT might consider the one-way pairs to be too far apart. Mr. Thomas mentioned that Hazlehurst (approx. 36 miles northeast of Douglas in Jeff Davis County) has one-way pairs that are several blocks apart. Mr. Thomas and other citizens concurred that the road alignment in Hazlehurst was good, and that the local area was restored as a result of the new transportation facility. (After the meeting, Mr. Cumming suggested Laura could contact a couple of citizens who live in Hazlehurst to see what their opinion of the transportation facility is. In addition, the Earth Tech Team said they would contact a public official in Hazlehurst to ask for their opinion of the facility.)
- Many of the citizens in attendance referred to the Allen Street neighborhood as the Saw Mill Quarters. When asked about the Saw Mill Quarters, residents responded that the old Saw Mill no longer survives. Reportedly, the old Saw Mill was once located in the overgrown wetlands area just west of Live Oak Church Road, and immediately north of Allen Street behind the existing residences. Residents seemed to agree that the sawmill itself dated back to the 1940s, but that the neighborhood itself predated the presence of the mill. Several residents did state that the mill owner put up some of the houses. However, no further information was offered concerning the owner(s), construction, or the demolition of the mill facility. Bryan said that without the old Saw Mill, the residential community along Allen Street would not likely be considered eligible for listing in the NRHP by the Georgia Historic Preservation Division (SHPO). His basis was that many of the houses appeared to lack integrity of workmanship, design, materials, and association, but also that the neighborhood as a historic district could not convey sufficient significance due to the loss of the mill facility itself. Bryan also added that based upon a visual inspection, the mill appears to have been gone for at least twenty to thirty years from the Pearson community.



## MEETING MINUTES

- Several citizens expressed concern over the amount of pedestrian traffic that presently crosses Live Oak Church Road (CR 243). Also cited was the prevalence of children who are known to play in the Allen Street neighborhood, and along Live Oak Church Road. The pedestrian traffic frequently does not utilize the highway, and instead walks along the back streets, like Allen Street, to a nearby convenience store (Flash Foods).
- The citizens also stated that they would prefer the alignment that bypassed the historic church to the east rather than to the west. They felt that the western option would divide the community and they preferred to keep the community as one.
- Edwina's (a tractor supply commercial property) is the lot on the north side of US 82/SR 520 that would be displaced by the proposed western bypass alignment.

The meeting was adjourned at 6:00 PM.

**DATE:** 4:00 pm May 21, 2002

*ET Project No.: 52186*

**SUBJECT:** **Meeting with City of Pearson**  
Grip Program – US 441 from the Florida State Line to Pearson, GA  
EDS-441(41), Atkinson & Clinch Counties P.I. No. 422380  
BRF-023-1(12), Atkinson County P.I. No. 421440

**Location:** Pearson, GA

**Attendees:**

Scott Gero	Project Manager - Technical (ET)
Cindy Lee	Earth Tech
Lori Kennedy	KCA
Jonathon DeNike	KCA
Dale Youngkin	KCA
Dorsey Thigpen	City of Pearson, Clerk
Ellie Morris	City of Pearson, Mayor

- Earth Tech and KCA met with Ellie Morris, Mayor of Pearson, and Dorsey Thigpen, City Clerk of Pearson, in the Mayor's office. Scott Gero rolled out a drawing of the new one-way pair alignment for US 441 through Pearson, and compared it with a drawing of the previous in-town bypass to the west near the Cady Bag Factory, which followed a similar route but was a 5-lane section. Scott explained the problems with the previous alignment (longitudinal stream encroachment, community cohesion) and showed how the new one-way pair alignment would solve these problems. Scott stated that comments from the Public Information Meeting were split 50/50 between favoring the in-town bypass to the west and the eastern bypass.
- Mayor Morris didn't like the new one-way pair alignment. He thought that it wouldn't allow for any economic development, which he felt the eastern bypass would allow. Mayor Morris didn't think that the developer involved in the area of the new one-way pair alignment will do anything with his property, and that the area is fully developed already. The mayor felt that this was just a way to get traffic through town, as opposed to encouraging economic development.
- Scott suggested that the eastern bypass would take thru traffic away from town, and therefore hinder continued economic prosperity of the existing businesses along US 441. The mayor did not agree with this, and said that the businesses in town won't gain any advantage with the new alignment, since half of the traffic (southbound) would go around Pearson anyway. Scott explained that the one-way pair alignment allowed for two-way traffic on the existing 5-lane section north of US 82. He also suggested that the existing 5-lane section south of the southbound one-way split could be signed as the business route to inform traffic of the businesses.
- Dorsey advised purchasing three properties that are designated historic along existing US 441 through town, demolishing them, and just widening the

existing road through town to save money. He felt that these properties were not worth preserving for their historic significance.

Mayor Morris thinks that there are more wetlands along the new alignment than are shown on the drawing. Canals were built in this area to channel off water, and in order to get the permits from the Army Corps of Engineers, he took a person from ACOE out there to prove it.

- Mayor Morris said that the people from the Public Information Meeting who were in favor of the western alignment [to be replaced by the new one-way pair] were looking after purely their own interests, and not for the overall good of Pearson. He feels that none of the landowners along the one-way pair alignment route will ever want to sell, and that this will prohibit any economic development possibilities.
- Scott asked Mayor Morris for his official preference between the two alignments, and the Mayor responded that he prefers the eastern bypass.
- Scott and Lori reiterated to the Mayor that public input is required to be considered in planning highway alignment routes, as much in this case as in any other.
- There was a discussion of traffic along existing US 441, especially heavy truck traffic. About 400 trucks per day travel along US 441, many to the Walmart distribution center in Douglas. The Mayor is very concerned about the speed of truck traffic and the potential for accidents at the traffic light in the center of town. Scott explained that speeding trucks is an enforcement issue and not necessarily a design issue although design decisions can be implemented to aid in reducing traffic speeds. The mayor noted that problems such as this are usually not dealt with until someone dies as a result of an accident. The eastern bypass alignment will take the heavy truck traffic away from town, increasing traffic safety in Pearson. Meeting members agreed that we need more information on traffic accidents to develop this point. Scott stated that there is very little traffic accident available and if the City can provide any, it would be helpful. Scott and Lori asked the Mayor and Dorsey to obtain this information if possible, along with a copy of the town's five-year development plan and any other information that would be helpful in decision-making.
- Dorsey pointed out that the new one-way pair alignment runs right across both the old and planned new locations of lift stations for water treatment facilities. Scott asked for more specific information on these structures and their locations, and said that he could probably modify the alignment to avoid these lift stations. Dorsey agreed to get some plans of their infrastructure to Scott.
- Scott and Lori suggested that the Mayor write a letter of official opinion to GDOT about why he favors the eastern bypass alignment, and attach any supporting documents such as police reports on accidents occurring in town, etc.
- The meeting was adjourned at 5:00 p.m.

**DATE:** 5:00 pm May 21, 2002*ET Project No.: 52186***SUBJECT:** **City of Pearson Community Outreach Meeting**  
Grip Program – US 441 from SR 94/SR 177 in Fargo to Pearson, GA  
EDS-441(41), Atkinson & Clinch Counties P.I. No. 422380  
BRF-023-1(12), Atkinson County P.I. No. 421440**Location:** Faith Temple Pentecostal Church  
West Allen St.  
Pearson, GA**Attendees:**

Scott Gero	Project Manager - Technical (ET)
Cindy Lee	ET
Dale Youngkin	KCA
Lori Kennedy	KCA
Jonathon DeNike	KCA
Oscar B. Wilson	Citizen of the City of Pearson
James E. Minor	Citizen of the City of Pearson
Calandra Holmes	Citizen of the City of Pearson (912) 393-5576
Besse M. Johnson	Citizen of the City of Pearson
Pastor Paul Thomas	Pastor of Faith Pentecostal Church (912) 422-3037

- Earth Tech and KCA met with the Reverend Paul Thomas, Pastor of the Faith Temple Pentecostal Church in Pearson, in a meeting room at the church. Citizens of the local community arrived gradually over the next half hour.
- Scott Gero rolled out drawings of the new one-way pair alignment and compared it to the previous in-town bypass to the west near the Cady Bag Factory, which was a 5-lane section. Scott explained how the new alignment incorporated many of the suggestions provided at the meeting on 4/15/02. The new alignment solves many of the problems, as noted by the community, with the previous 5-lane alternative. It helps maintain cohesion for the Allen Street community, opens up this area for potential development, provides a more pedestrian friendly facility by reducing the 5-lane road to a 2-lane section, and minimizes wetland and stream impacts.
- Pastor Thomas favored the new one-way pair alignment, because he thinks it would be good for the local community. However, he thinks that people in the community aren't involved enough, and that it is difficult to get them involved. Lori stated that the reason we were having this additional meeting was because no one from this neighborhood had attended the Public Information Meeting held in March, and that we wanted to give the community another chance to comment on the project and state their preferences. Public comments from the PIM were split 50/50 between the Eastern By-Pass and the 5-lane In-Town West By-Pass.
- Pastor Thomas has seen the development encouraged by road construction in other communities, particularly Douglas and Hazelhurst, and he thinks that the same could happen in Pearson, if the road were located in the right place.

- Pastor Thomas and the other local citizens present expressed concern that they believe GDOT favors the eastern bypass alignment. They also believed that the landowners along the eastern bypass route have interest in seeing the businesses in town dry up and be forced to move out along the bypass in order to survive. Jonathon stated that, because of the amount of wetlands along the eastern bypass alignment, the Army Corps of Engineers and the U.S. Fish and Wildlife Service will most likely favor the new one-way pair alignment, because it minimizes wetland impacts. Lori recommended that the community should draft a letter(s) stating their desires with signatures on it and send it to GDOT's Office of Environment and Location.

The meeting was adjourned at 6:20 p.m.

**DATE:** 11:30 am May 30, 2002

*ET Project No.: 52186*

**SUBJECT:** Meeting with City of Pearson  
Grip Program – US 441 from the Florida State Line to Pearson, GA  
EDS-441(41), Atkinson & Clinch Counties P.I. No. 422380  
BRF-023-1(12), Atkinson County P.I. No. 421440

**Location:** Pearson, GA

**Attendees:**

Scott Gero	Project Manager - Technical (ET)
Cindy Lee	Earth Tech
Dorsey Thigpen	City of Pearson, Clerk
Ellie Morris	City of Pearson, Mayor
Cliff Nugent (briefly)	Mayor Pro-Tem

A meeting was set up for the City to show Earth Tech where their infrastructure was located to see if there would be any conflicts with the proposed alignments. The City was also supposed to have a copy of their 5 year development plan as well as any accident data which they could provide as it related to US 441.

- Earth Tech met with Ellie Morris, Mayor of Pearson, and Dorsey Thigpen, City Clerk of Pearson, in the Mayor's office. Scott Gero rolled out a drawing of the new one-way pair alignment for US 441 through Pearson and went over the details of how the roadway would function.
- Mayor Morris didn't like the new one-way pair alignment. He thought that it wouldn't allow for any economic development, which he felt the eastern bypass would allow. Mayor Morris didn't think that the developer involved in the area of the new one-way pair alignment will do anything with his property, and that the area is fully developed already. The mayor felt that this was just a way to get traffic through town, as opposed to encouraging economic development.
- Scott suggested that the eastern bypass would take thru traffic away from town, and therefore hinder continued economic prosperity of the existing businesses along US 441. The mayor said that he did speak with the business owners in town and found out that they were concerned about the potential loss of traffic that would result from an east bypass.
- The meeting broke for lunch and all attendees left City Hall to go to lunch.
- Outside of City Hall, the mayor's wife stopped Scott and Cindy and expressed her strong objection to the in-town option. She expressed that she felt the east bypass was best for her town and that the one-way pair would destroy any potential for economic development in town. She explained that her house was located on King Street near the court house and did not want to be surrounded by the proposed US 441.
- After lunch the Mayor and Dorsey took Scott and Cindy to several sites in town to show where the existing sewer lines, both gravity and force main

pipes, were located as well as the pump houses. Scott marked up the locations of the existing sewer lines.

- The Mayor requested that we adjust the north end tie so the alignment wouldn't take the Petro gas station, located on the west side of US 441 at the northern terminus of the proposed one-way pair, because it had the largest amount of beer sales in the County and provided a significant amount of taxes to the City. Scott said he could probably adjust the alignment to spare the gas station.
- We then drove to the property of Cliff Nugent, the mayor pro-tem, to get him to join us in reviewing the city utilities. We drove and parked next to the existing water treatment facility. Scott explained where the proposed alignment would be located and that it would not interfere with the lift station pump house. The proposed alignment would pass through the existing water treatment facility which was scheduled to be closed when the new facility is opened. The new facility is scheduled to be let to construction in the next couple of months and should be operational well before construction of US 441.
- Mr. Nugent requested the alignment be shifted slightly west off of his farmland, in the southwest quadrant of the City of Pearson, because he had very little of it. Scott said that he would look into adjusting the alignment.
- The Mayor pointed out on the plot of the proposed alignment that there is an existing lift station located across US 441 from CS 546/Bolden Street on the south side of town. A force main continues northwest from this lift station to the back corner of Mr. Nugent's property, then turns north to the water treatment facility. Scott asked if the City would prefer to have the alignment follow this pipeline to give them easier access to the line. The City agreed that they would prefer it.
- Mr. Nugent returned to his home.
- Scott, Cindy, the Mayor, and Dorsey returned to City Hall.
- Dorsey showed Scott the plans for the proposed sewer lines and the new water treatment facility. They did not have copies for Earth Tech but provide the name of the engineer so Earth Tech could contact the engineer directly to get copies of the plans. The engineering firm designing the new facility is:
  - Hofstadter & Assoc.  
John Fry  
Macon, GA  
478-757-1169
- Dorsey provided Scott with a copy of their 5-year development plan for Pearson.
- The Mayor expressed his concern with northbound traffic on King Street trying to cross US 82 with the one-way pair option. He was concerned that traffic would be backed up in between the two traffic lights for US 441 and US 82 which would prevent traffic from crossing US 82 and continuing on King Street. Scott explained that the traffic could use northbound US 441 instead of King Street.

## MEETING MINUTES

- The Mayor called a woman that works in City Hall into the meeting to express her opinions. She said she was originally in favor of the west in-town bypass but she did not favor the one-way pair option. She was afraid that many of the older people in town who have driven US 441 all their lives would mistakenly drive the wrong way down the one-way roads and get killed by a tractor-trailer. She also claimed that the new alignment would make her commute more difficult to City Hall. She lives to the northeast of town on SR 64 just north of where the East Bypass crosses SR 64. She said she would rather cross the East Bypass than have a one-way pair in town.
- The biggest concern by the Mayor and others in City Hall was the safety of the one-way pair in that drivers would be confused and travel the wrong way on the one-way streets. They were also concerned about the increased travel distance for some residents on the south side of town created by the need to go around on the one-way pair.
- The meeting was adjourned at 4:00 p.m.

**DATE:** 9:00 am June 5, 2002*ET Project No.: 52186***SUBJECT:** **Monthly Status Meeting #6**  
Grip Program – US 441 from the SR 94/SR 177 to Pearson, GA  
EDS-441(47), Clinch County P.I. No. 422420  
EDS-441(48), Clinch County P.I. No. 422400  
EDS-441(49), Clinch County P.I. No. 422410  
EDS-441(46), Clinch County P.I. No. 422390  
EDS-441(41), Atkinson & Clinch Counties P.I. No. 422380  
BRF-023-1(12), Atkinson County P.I. No. 421440**Location:** GDOT – Office of Environment Location**Attendees:** Scott Gero, Earth Tech  
Cindy Lee, Earth Tech  
Neil Davis, Earth Tech  
Laura Dawood, KCA  
Lori Kennedy, KCA  
Dale Youngkin, KCA  
Jonathon DeNike, KCA  
Bryan Davis, Terracon  
Chauncey Elston, GDOT OEL Liaison  
Jerry Hobbs, GDOT – OEL  
Susan Knudson, GDOT – OEL  
Lisa Westberry, GDOT - OEL  
Jim Pomfret, GDOT – OEL  
Wayne Mote, GDOT – OCD Liason  
Ben Buchan, GDOT - OCD

- Scott Gero started the meeting by discussing the events of the PAR meetings on 22-23 May.
- The first topic of discussion was the Colon bypass. Scott told meeting members that Kathy Chapman, USFWS, did not like the idea of a bypass in this area due to potential wetland impacts, and because she did not think that the historic resource, the Forrest Hotel, was worth saving. Mary Moffat, US ACOE, however did not seem opposed to a bypass in the Colon area. Meeting members from GDOT recommended that we wait until we receive written comments from Mary and Kathy before we make assumptions on their opinions.
- Jerry Hobbs questioned the need for a bypass for Colon to save four houses and spend \$400,000 more than for widening existing US 441 in this location. Jerry also pointed out that costs of mitigation, etc. needs to be factored into the cost of the bypass as well as right-of-way, relocation, and new pavement costs. Scott reiterated that although only four residences are involved, this represents a substantial portion of the local community (with only 15 residences total), and he also discussed the issue of wetland quality (lower along the bypass route than along the existing highway) and mitigation credits. Susan Knudsen (GDOT) stated that mitigation for wetlands costs a minimum of \$1400 per credit. The wetlands in this area are cypress heads, and we do not yet have delineations or



## MEETING MINUTES

total area for these wetlands. Jerry stated that, as long as Mary Moffat was not opposed, Scott should continue with the bypass option. He also stated that if future need warrants going back to original location, it could be done then.

- Scott said that the bypass in the vicinity of the Cowart Commissary and associated tobacco barn will remain in place until we know that the commissary has been moved across the road next to the barn and SHPPO has agreed to declassify it's historic status. Once the building has been moved, the only area of concern for history and archeology will be the footprint of the building, according to Bryan Davis (Terracon) and Jim Pomfret (GDOT).
- Scott explained that Mary Moffat (US ACOE) had reclassified many streams either as wetlands or non-jurisdictional. There are now only four recognized jurisdictional streams left along the entire project corridor. It was decided that these will not be renumbered in any of the reports to avoid confusion, and will instead be called non-jurisdictional.
- The pathway for written comments from the PAR meeting will be from Kathy Chapman to Mary Moffat, then to GDOT and the consultants. The Earth Tech team will coordinate responses with GDOT. Scott asked whom responses should be directed to. Jerry said responses should be to the ACOE comments, as these will incorporate USFWS comments.
- The PAR report is to be modified, with supplements, to include the new alignment & modifications presented at the PAR meeting (i.e. Colon bypass and Grandpa's house), and the Ecology Reports are going to be updated to incorporate the reclassification of streams and the new alignment changes. Susan stated that a PAR summary, including all comments and responses is to be included in the NEPA document. She suggested contacting Rich Williams to obtain a copy of a NEPA document that includes a PAR for an example.
- GDOT meeting members stated that they have never seen a PAR cover sheet that had been signed, even though they always include a signature page. GDOT said to ignore the signature sheet.
- Scott discussed mitigation for the entire GRIP corridor. He repeated Kathy's preference that the mitigation would be in one location rather than in several small locations, considering the amount of wetland impacts caused by this project. The PAR participants talked about restoration of the Suwannee River floodplain as the one large mitigation site. This would aid in the general plan of a Greenways Trail, which is being discussed and developed. The Greenways Trail would be a water ways trail which begins at Cumberland Island, runs up the St. Mary's River, across the Okefenokee Swamp, down the Suwannee River and end in the Gulf of Mexico. The Georgia DNR as well as the Mayor of Fargo and others are pursuing the creation of this idea. There are some private landowners along the Suwannee between the swamp and US 441 who are holding out for a premium price on their river front property. Jack Weeks of the DNR said that DNR was not willing to pay that premium price. There are some landowners that are willing to sell or donate along the river. It was suggested that part of the mitigation of US 441 could be achieved in restoring some of the wetlands along the river in conjunction with this Greenways Trail project. It was determined that there needed to be some coordination and research into this. Earth Tech is not

contracted to do this under our GRIP contract but would be willing to look into this and coordinate the effort. Jerry said that the DOT - OEL already has a contract with a consultant to find mitigation sites and a supplemental would not be provided to do this work. Susan said that the work could be accomplished under their on-call services agreement, which also happens to be with Earth Tech. The area north of the Cowart Commissary in EDS-441(41) will probably need another mitigation site as it lies within another drainage basin. Meeting members discussed this possibility, and Susan stated that a mitigation site has recently been acquired in Atkinson County that could be used for the northern sections of the project. Mitigation would consist of purchasing the land, replacing pine plantations with bottomland hardwoods, and restoring channelized streams. Susan warned that preservation cannot be used for greater than 50% of mitigation, and that wetland mitigation applies only to wetland impacts and stream mitigation applies only to stream impacts. Thus, stream mitigation credits cannot be used for wetland impacts, and vice versa.

- Susan stated that permit applications won't be submitted until final construction limits are defined. At this time, the mitigation credits for the GRIP corridor are calculated for a conservative 250' ROW, which is wider than necessary. As the construction limits will be less than this, wetland and stream impacts and required mitigation credits will decrease considerably, i.e. by the time the permit application is submitted. Susan also stated that the permit can be modified based on changes in amounts of impacts and required mitigation credits.
- North of Homerville, the 5-lane urban section extends to the north end of the airport. Kathy wanted this section extended further north past the mobile home park, to reduce wetland impacts, but Scott, Jerry, Ben and Wayne all felt that this was not warranted. The colonies of yellow pitcher plants that will be impacted by highway construction at this location will be transplanted elsewhere. The northern colony of hooded and yellow pitcher plants, located near wetland #24 just south of the Cowart Commissary and tobacco barn, will be avoided as much as possible or transplanted if necessary. This was discussed as an example of the reasoning for Kathy suggesting limiting clearing/fill to within construction limits as a general condition for the Corps permit.
- Jim Pomfret, GDOT archaeologist, said that so far there are no issues with archaeological sites along the project corridor, in fact not much has been found. He said that surveys of the newly modified alignment areas will be finished within a few weeks, and that he should have verbal information in about 2 weeks.
- Scott handed out a draft Need & Purpose statement for his concept report for meeting members to read and comment on. GDOT confirmed that the draft need and purpose statement was satisfactory for the concept reports, and that the Need and Purpose does not have to be the same for the PAR report, concept report, and the NEPA document. Susan asked about incorporating TCI information into the Need and Purpose, but Jerry said he did not feel it was necessary. He then stated that this information could be included in the concept report text, but not necessarily in the Need and Purpose statement.
- In Pearson, Scott showed the alternatives presented at the PAR meeting, plus the one-way pair alignment. Scott gave a brief history of the community outreach.

He discussed the local community's reactions to the western bypass; the additional meetings with the Mayor of Pearson and the citizens at the low-income/minority church; the low-income/minority community's request for a one-way pair alignment; and the advantages of the one-way pair over the 4-5 lane western bypass.

- Scott explained the different categories used in the decision making process and the order of importance as assumed by the Earth Tech team. The categories and order of importance were:
  1. Project affects on potential economic development (Need & Purpose)
  2. Operations/Functionality of the design
  3. Safety considerations of design
  4. Community input/Effects on community
  5. Cost

Jerry and Wayne Mote both said that they felt that the issues of safety and operation should be rated as priorities #1 and 2, as these actually benefit the community.

- Scott talked about the meetings with Ellie Morris, Mayor of Pearson, who thinks that the town is "landlocked" with respect to property ownership, and that this limits development opportunities in Pearson. Scott stated that this was clearly not the case, and that he had pointed out several parcels to the mayor that could be developed along the western bypass alignment route. One parcel along the western in-town bypass in particular, was rejected by the mayor as being "too wet", however in conversation with an adjacent landowner Scott was told that this parcel was planted in pine, and was actually dry and not wet. Scott and Lori Kennedy (KCA) both agreed that they had received conflicting information from several sources in Pearson, and that the mayor was not specific in his development plans or arguments.
- Scott said that one reason the center of town hadn't been kept up or developed in Pearson was because the townspeople assumed that highway improvements were coming straight through town on existing US 441, and that their homes and businesses would be eliminated in the process. Therefore, landowners along US 441/US 82 in town may not be developing or selling their property until the proposed US 441 is built.
- The issue of whether or not the eastern bypass would cause in-town businesses to dry up was briefly discussed. Susan also discussed the possibility that there may be secondary impacts to wetlands that would need to be mitigated for as a result of the eastern bypass.
- Jerry didn't think that there is any difference in economic development potential between the eastern and western bypass alignments. The exception to this would be if a large industrial facility were to move into the area and bring heavy truck traffic, in which case the eastern bypass would be the preferred alignment. Wayne Mote (GDOT) and Lori Kennedy mentioned that there didn't appear to be any "champions" in the town of Pearson for the eastern bypass or the in-town one-way pair or bypass. No one stood out at the PIM or recent meetings in strong support or opposition to either alternatives with good justification (i.e. factual future economic development).



## MEETING MINUTES

- In terms of operations and functionality, meeting members agreed that the eastern bypass is safer and more functional than the one-way pair. However, the 4-lane with a 20' raised median western bypass eliminates this concern.
- Scott mentioned that the existing 5-lane section of US 441 north of US 82 would only need to be a 2-lane roadway and the abandoned pavement could be utilized as street parking and pedestrian walkways for stores, which lost most of their business when this section was widened.
- Scott and Jerry discussed the side road improvements to be done in conjunction with the western bypass designs.
- The western bypass route allows for a shorter business route through Pearson, and gives more visibility to local businesses such as Hardee's and gas stations. The eastern bypass takes traffic so far out of town that travelers may not have any idea of what's available in Pearson. Also, the business route is much longer with the eastern bypass alignment.
- Scott and Lori were concerned about the lack of participation at the PIM. Many townspeople and business owners did not attend the meeting, even though they had seen the announcements. Meeting members wondered how many more meetings would be necessary to get everyone's input in Pearson. It was suggested and agreed that other than going door to door and meeting one on one with every citizen in town, there would be no way to get a true feel for what the towns people wanted and therefore the best attempt has already been made to achieve the preference of the citizens.
- Considering all of the latest information, it appears that opinions in Pearson are still split 50/50 with regards to the alternatives.
- With regards to costs, either of the western in-town alignments would be significantly less expensive than the eastern bypass.
- Jerry, Ben and Wayne came out in favor of the western bypass with two-way traffic and 4-5 lanes (depending on median design). They described this alignment as "the path of least resistance" that still meets the Need and Purpose of the project. There's no certainty of development on the eastern bypass alignment, as the Mayor has not yet given any specific prospects beyond Cherokee Industries. Dale Youngkin stated that he had talked with the plant manager at Cherokee, who said they weren't planning on a large expansion in the near future, only utilizing the existing adjacent ball field, which was to be moved elsewhere in the next year. Given the lack of known development potential, plus the greater amount of wetland impacts, and the lack of sufficient traffic volume to warrant the eastern bypass, GDOT favors the two-way western bypass. Scott stated that Earth Tech would incorporate and progress the 4-lane with a 20' raised grassed median in-town west by-pass in Pearson into the Concept Report.
- Jerry and Scott discussed particulars of the highway design with regards to ROW width, median design and widths, side roads, and access. Scott said that he will make modifications to the alignment as necessary.
- Laura explained that the responses to the PIM comments were all put together and were in final review. She said GDOT should receive them soon. Wayne Mote said to send them to OEL for their review.

## MEETING MINUTES

- Susan Knudson suggested that we buy an ad in the paper to try and publicize the Public Hearing meeting more, since the attendance at the PIM was not as high as we would have liked. In addition, Susan suggested that if access is a problem in Pearson (ie. as with the wheelchair bound elderly individuals), we may want to suggest either a new location for the PH, perhaps closer to the historic grid of the city or see if there would be any vehicles to bring people back and forth to the PH.
- The meeting was adjourned at 11:00 a.m.



**DATE:** 1:00 pm August 5, 2002

*ET Project No.: 52186*

**SUBJECT:** Meeting with City of Pearson  
Grip Program – US 441 from the Florida State Line to Pearson, GA  
EDS-441(41), Atkinson & Clinch Counties P.I. No. 422380  
BRF-023-1(12), Atkinson County P.I. No. 421440

**Location:** Pearson, GA

**Attendees:**

Scott Gero	Project Manager - Technical (ET)
Cindy Lee	Earth Tech
John McGuire	Earth Tech
Laura Dawood	KCA
Dorsey Thigpen	City of Pearson, Clerk
Ellie Morris	City of Pearson, Mayor

Earth Tech met with Ellie Morris, Mayor of Pearson, and Dorsey Thigpen, City Clerk of Pearson, in the Mayor's office to go over the most recent alignment.

- The mayor liked the new alignment with the exception of the raised median. The mayor requested that the raised median be removed and that a 5-lane with a flush median be used instead. He felt that a 5-lane section, with unlimited access to either side of the road, would be more attractive to future business development than a road separated by a raised median. He cited the development trends along US 82 as an example of how businesses tend to develop more along a 5-lane roadway than a multi-lane separated by a grassed barrier. Scott said he would discuss this with GDOT tomorrow at the Concept Team Meeting.
- The mayor asked how the city's utilities would be paid for if they needed to be relocated. Scott informed him that if the utilities were located outside of Right-of-Way or had prior rights within Right-Of-Way, then GDOT would pay to relocate them. However, if the utilities are within Right-Of-Way with no prior rights and improvements to the roadway require their relocation, then the owner of the utility would have to pay for it's relocation.

7615 A.C. Smith Road  
Dawsonville, GA 30534  
April 25, 2002

Mr. Harvey Keepler  
State Environmental/Location Engineer  
3992 Aviation Circle  
Atlanta, GA 30336

Re: US 441 Widening projects EDS-441(41) & EDS-441(46)

Dear Mr. Keepler:

As a property owner in rural Clinch County the widening of US 441 is a welcomed project. Although the widening is appreciated, the probability that some property would be acquired was an acceptable matter. With the knowledge that some right of way would be acquired, the expectation was that the right of way would be acquired along the existing frontage of US 441.

However, based upon the drawings presented at the Public Information Meeting held recently in Homerville, GA the road was being shifted to avoid to "historic" structures located on my property.

I understand the need to preserve historically significant structures, but in this case one structure located on the east side of US 441 is in advanced state of decay. The other structure on the west side, I had planned to move this summer to another location on my property to curtail vandalism and limit the use by vagrants.

Based on the proposed alignment there would be significant encroachment upon wetlands due to the "shift" to avoid these structures. Based upon my intention to move the structure on the west side of US 441, the wetland impacts could be avoided by widening US 441 symmetrically or retaining the existing pavement and adding the southbound lanes just to the west of the existing roadway rather than proceed with the proposed alignment.

With this information, I earnestly request that the Department reconsider the alignment for GDOT projects EDS-441(41) Clinch Co. P.I. No. 422380 and EDS-441(46) Clinch - Atkinson Cos. P.I. No. 422390 to widen US 441 symmetrically in this area rather the proposed alignment which shifts on to new location through my property.

Sincerely,

Jason L. McCook

EDS-441 (41)  
Section 43.30 - 45.16 Clinch County

	1995	1996	1997
Total Accidents	1	0	0
Accident Rate	113	0	0
Total Injuires	0	0	0
Injury Rate	0	0	0
Total Fatalities	0	0	0
Fatality Rate	0	0	0

Rates are per 100 Million Vehicle Miles

Statewide Data

	1995	1996	1997	1998
Accident Rate	140	147	141	127
Injury Rate	100	96	94	83
Fatality Rate	2.67	2.68	2.3	2.65

Rates are per 100 Million Vehicle Miles

**EDS-441 (41)**  
**Section 0.00 - 6.12 Atkinson County**

	1995	1996	1997
<b>Total Accidents</b>	0	2	1
<b>Accident Rate</b>	0	81	30
<b>Total Injures</b>	0	0	0
<b>Injury Rate</b>	0	0	0
<b>Total Fatalities</b>	0	0	0
<b>Fatality Rate</b>	0	0	0

**Rates are per 100 Million Vehicle Miles**

**Statewide Data**

	1995	1996	1997	1998
<b>Accident Rate</b>	140	147	141	127
<b>Injury Rate</b>	100	96	94	83
<b>Fatality Rate</b>	2.67	2.68	2.3	2.65

**Rates are per 100 Million Vehicle Miles**

EDS-441 (41)

Section 7.20 - 10.96 Atkinson County

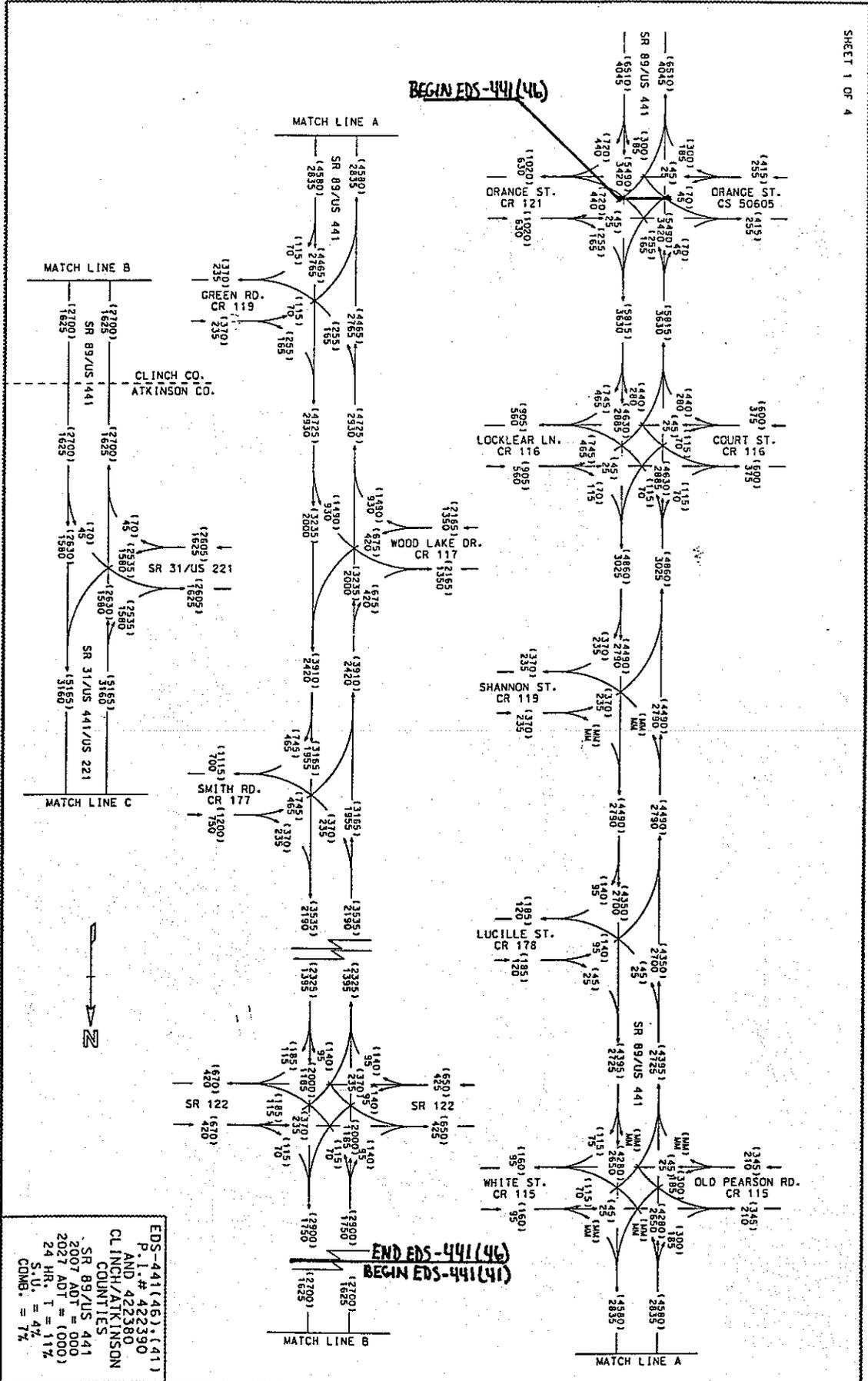
	1995	1996	1997
Total Accidents	7	21	3
Accident Rate	97	262	41
Total Injuires	6	16	2
Injury Rate	83	200	27
Total Fatalities	0	0	0
Fatality Rate	0	0	0

Rates are per 100 Million Vehicle Miles

Statewide Data

	1995	1996	1997	1998
Accident Rate	140	147	141	127
Injury Rate	100	96	94	83
Fatality Rate	2.67	2.68	2.3	2.65

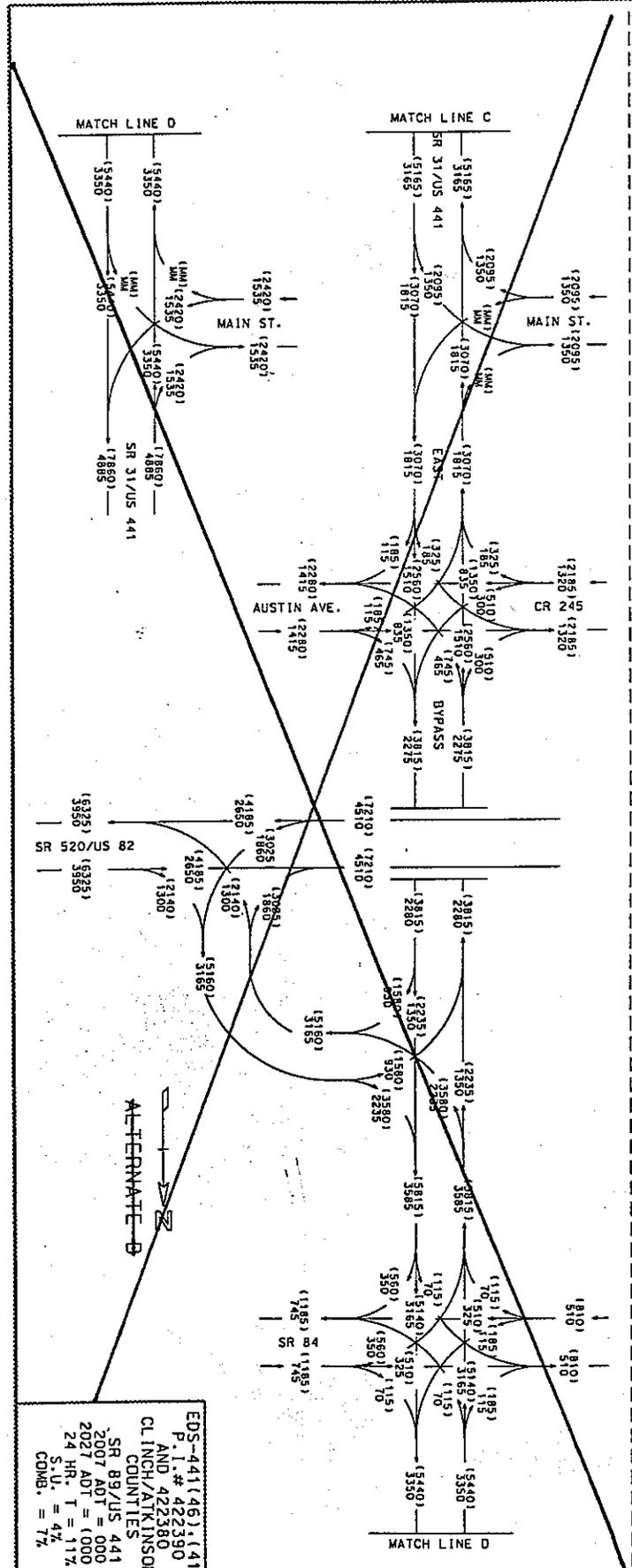
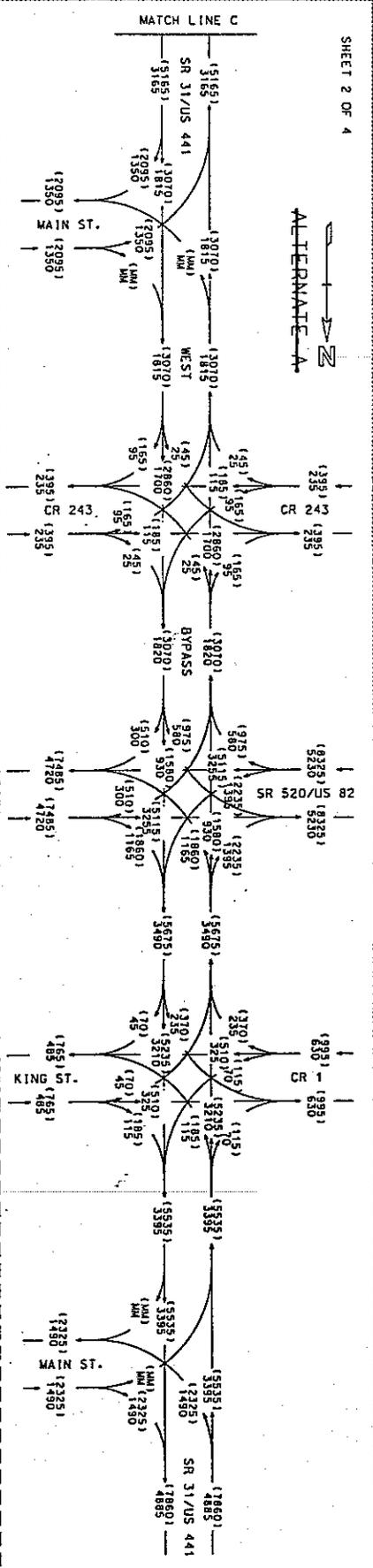
Rates are per 100 Million Vehicle Miles



EDS-441(46) (41)  
 P.L.# 422390  
 AND 422380  
 CLINCH/ATKINSON  
 COUNTIES  
 SR 89/US 441  
 2007 ADT = 000  
 2027 ADT = (000)  
 24 HR. T = 11%  
 S.U. = 4%  
 CONB. = 7%

END EDS-441(46)  
 BEGIN EDS-441(41)

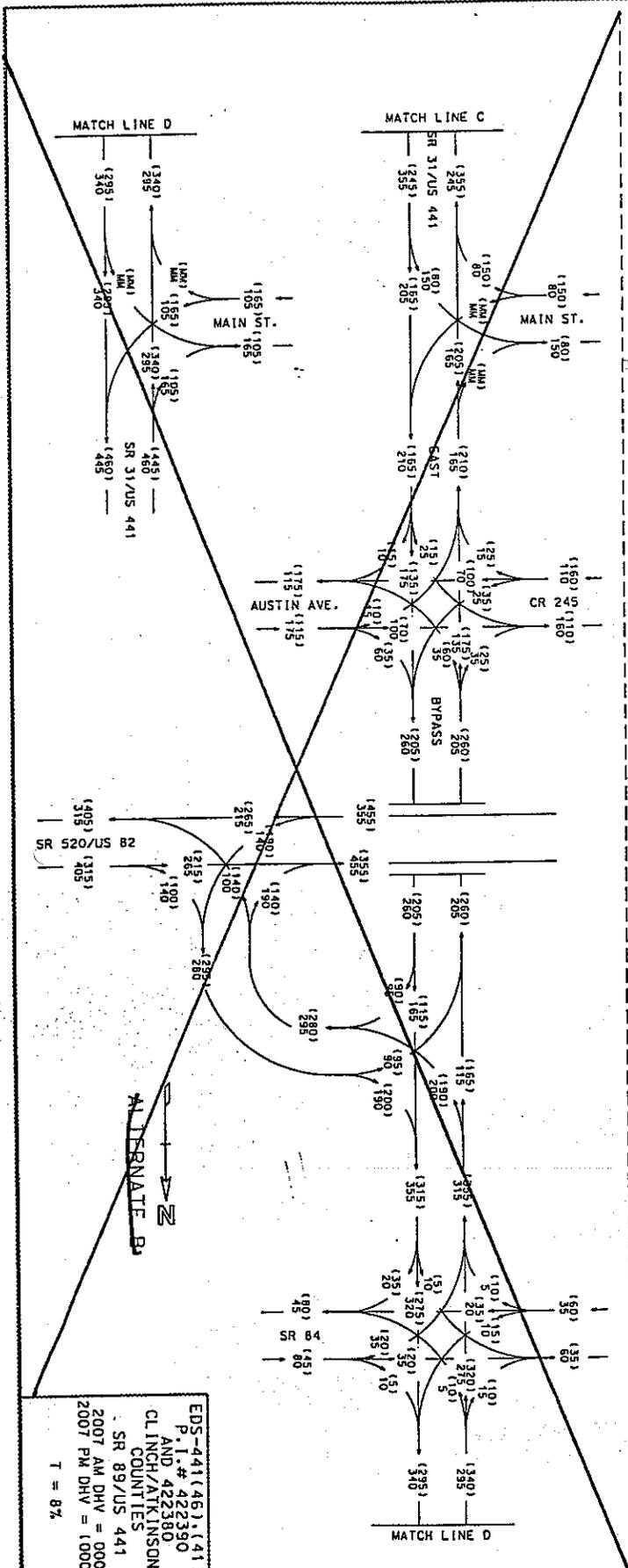
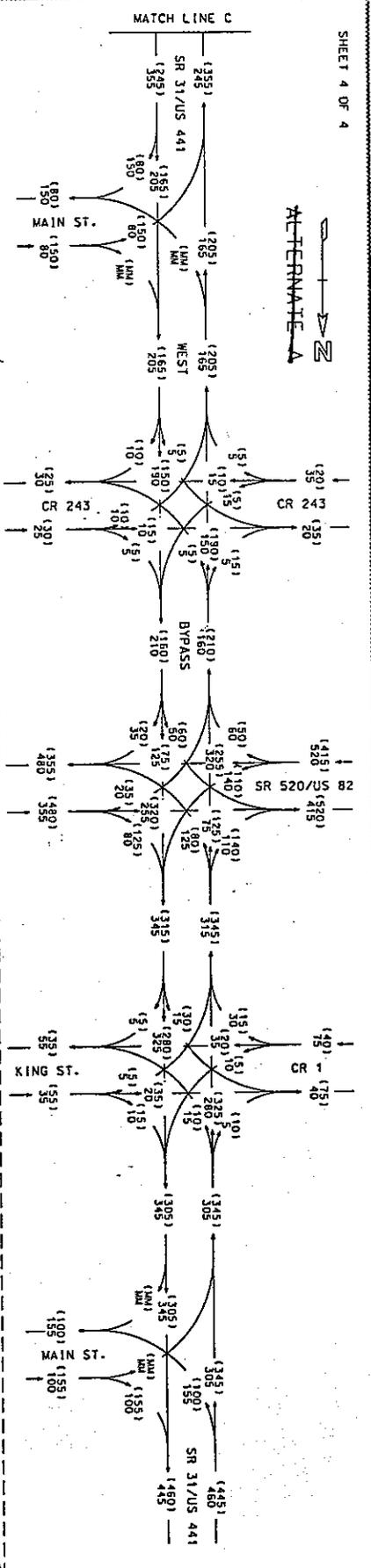
ALTERNATE A



EDS-441(461)-(41)  
 P.L.# 422390  
 AND 422380  
 CLINCH/ATKINSON  
 COUNTIES  
 SR 89/US 441  
 2007 ADT = 000  
 2027 ADT = 000  
 S.U. = 4%  
 T = 11%  
 COMB. = 7%

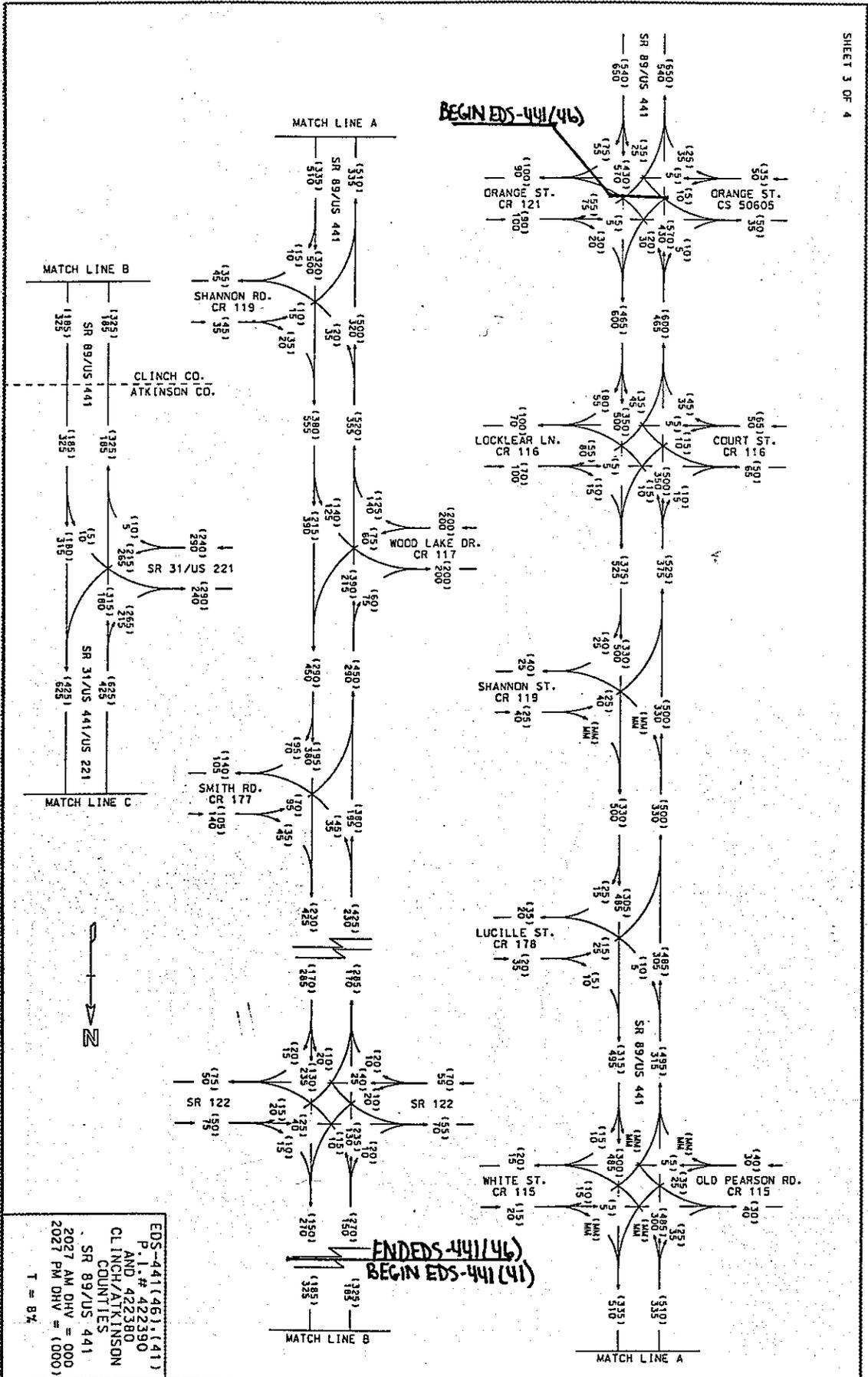


ALTERNATE A



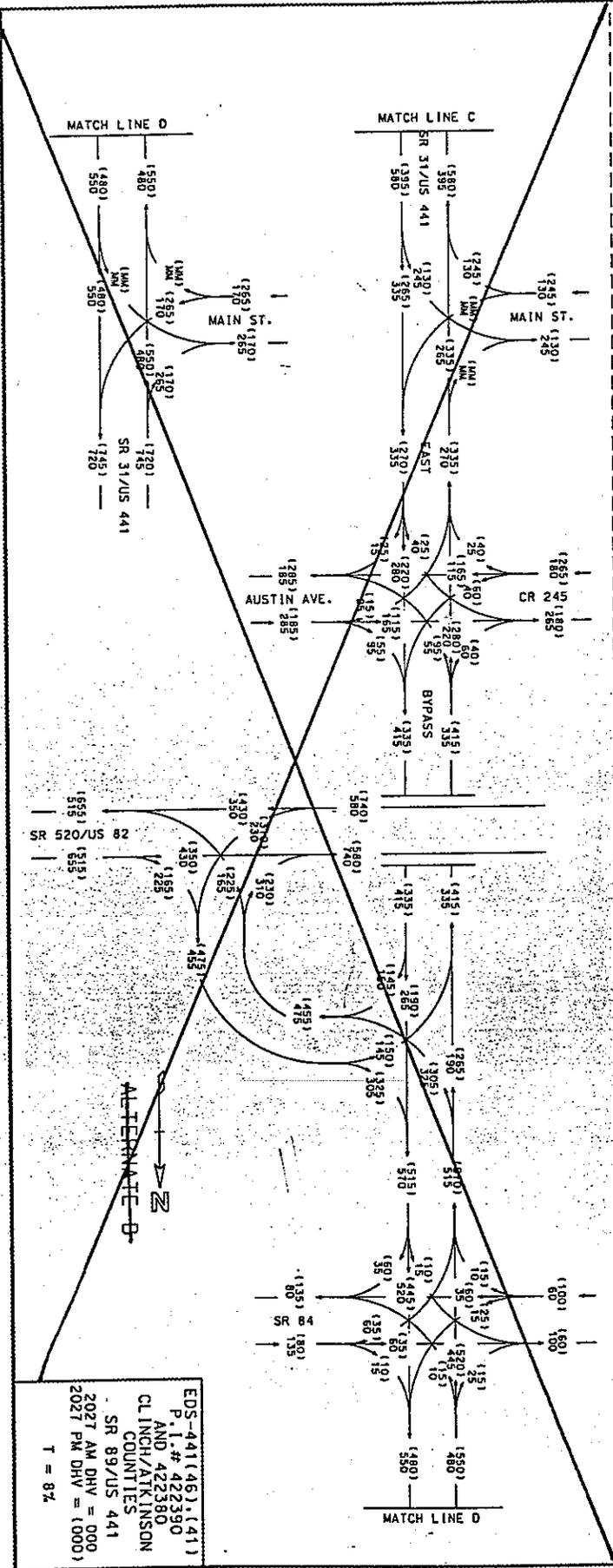
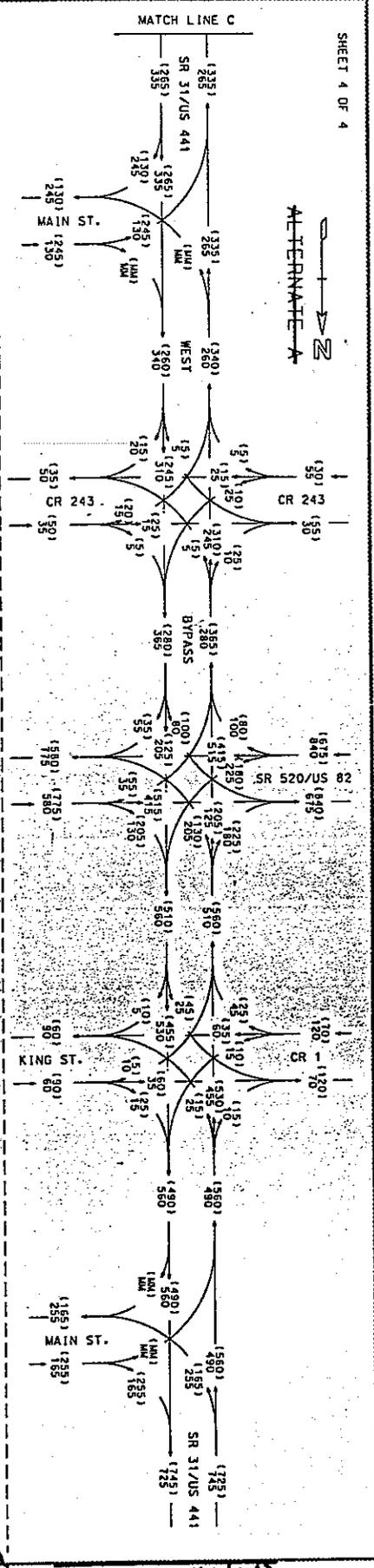
EDS-441(46),(41)  
 P.I.# 422390  
 AND 422380  
 CL INCH/ATKINSON  
 COUNTIES  
 SR 89/US 441  
 2007 AM DHV = 000  
 2007 PM DHV = 1000  
 T = 8%

END EDS-441 (41)



EDS-441(46),(41)  
 P.I.# 422390  
 AND 422380  
 CLINCH/ATKINSON  
 COUNTIES  
 SR 89/US 441  
 2027 AM DHV = 000  
 2027 PM DHV = (000)  
 T = 8%

ALTERNATE A



EDS-441(46),(41)  
 P.I.# 422390  
 AND 422380  
 CL INCH/ATKINSON  
 COUNTIES  
 SR 89/US 441  
 2027 AM DHV = 000  
 2027 PM DHV = 1000  
 T = 8%

END EDS-441(41)

## CAPACITY ANALYSIS

### EDS-441(41) Intersection LOS for U.S. 441 West Bypass

Intersection	Control	Movement	Opening Year 2007		Design Year 2027	
			A.M.	P.M.	A.M.	P.M.
U.S. 441/S.R. 89 & S.R. 31/U.S. 221	Stop sign on S.R. 31/U.S. 221	NB L	A	A	A	A
		EB L+R	B	B	C	C
U.S. 441 West Bypass & Main St South	Stop sign on Main St South	SB L	A	A	A	A
		WB L+R	B	B	C	C
U.S. 441 West Bypass & C.R. 243	Stop signs on C.R. 243	NB L	A	A	A	A
		SB L	A	A	A	A
		EB L+T+R	B	B	B	B
		WB L+T+R	B	B	B	B
U.S. 441 West Bypass & S.R. 520/U.S. 82	Signal	n/a	A	A	A	A
U.S. 441 West Bypass & King St	Stop signs on King St	NB L	A	A	A	A
		SB L	A	A	A	A
		EB L+T+R	C	B	E	D
		WB L+T+R	C	C	D	E
	Traffic signal	n/a	A	A	A	A
U.S. 441 West Bypass & Main St north	Stop sign on Main St	SB L	A	A	B	A
		WB L+R	B	B	B	B

### EDS-441(41) Turn Bay Lengths for U.S. 441 West Bypass

Intersection	Movement	Turn Bay Length
U.S. 441/S.R. 89 & S.R. 31/U.S. 221	NB Left	100 ft
	SB U-turn	100 ft
	SB Right	100 ft
U.S. 441 West Bypass & Main St South	NB U-turn	100 ft
	SB Left	100 ft
U.S. 441 West Bypass & C.R. 243	NB Left	100 ft
	SB Left	100 ft
U.S. 441 West Bypass & S.R. 520/U.S. 82	NB Left	145 ft
	SB Left	190 ft
U.S. 441 West Bypass & King St	NB Left	100 ft
	SB Left	100 ft
U.S. 441 West Bypass & Main St north	NB U-turn	100 ft
	SB Left	200 ft

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA  
OFFICE OF CONSULTANT DESIGN

PROJECT CONCEPT REPORT

Project Number: EDS-441 (41)  
Counties: CLINCH & ATKINSON  
P.I. Number: 422380

Federal Route Number: 441/221  
State Route Number: 89/31



Recommendation for approval:

DATE 8-22-02

Wayne J. Updegraff  
Project Manager

DATE 8-22-02

James B. Bush  
State Consultant Design Engineer

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

8/27/02  
DATE

Marta V. Rivera  
State Transportation Planning Administrator

DATE

Office of Financial Management Administrator

DATE

State Environmental / Location Engineer

DATE

State Traffic Safety and Design Engineer

DATE

District Engineer

DATE

Project Review Engineer

DATE

State Bridge & Structural Design Engineer

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA  
OFFICE OF CONSULTANT DESIGN

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Recommendation for approval:

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

DATE \_\_\_\_\_

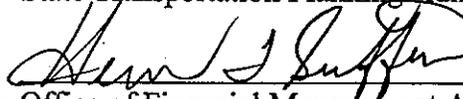
\_\_\_\_\_  
State Consultant Design Engineer

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

DATE \_\_\_\_\_

8/28/02

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



DATE \_\_\_\_\_

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

DATE \_\_\_\_\_

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State Environmental / Location Engineer

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State Traffic Safety and Design Engineer

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District Engineer

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Project Review Engineer

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

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STATE OF GEORGIA  
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Recommendation for approval:

DATE \_\_\_\_\_

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Project Manager

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State Consultant Design Engineer

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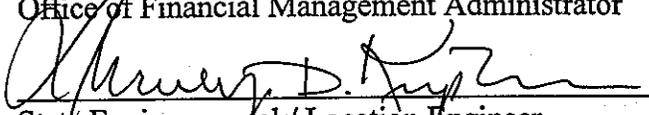
DATE \_\_\_\_\_

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

DATE \_\_\_\_\_

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

DATE 9/9/02

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

DATE \_\_\_\_\_

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State Traffic Safety and Design Engineer

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District Engineer

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Project Review Engineer

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State Bridge & Structural Design Engineer

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Recommendation for approval:

DATE 8-22-02

Wayne J. Pateff  
Project Manager

DATE 8-22-02

James B. Bush  
State Consultant Design Engineer

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State Transportation Planning Administrator

DATE \_\_\_\_\_

Office of Financial Management Administrator

DATE \_\_\_\_\_

State Environmental / Location Engineer

DATE 8-28-02

Phillip M. Allen  
State Traffic Safety and Design Engineer

DATE \_\_\_\_\_

District Engineer

DATE \_\_\_\_\_

Project Review Engineer

DATE \_\_\_\_\_

State Bridge & Structural Design Engineer

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA  
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State Route Number: 89/31



Recommendation for approval:

DATE 8-22-02

Wayne J. Stoff  
Project Manager

DATE 8-22-02

James B. Beck  
State Consultant Design Engineer

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

DATE \_\_\_\_\_

State Transportation Planning Administrator

DATE \_\_\_\_\_

Office of Financial Management Administrator

DATE \_\_\_\_\_

State Environmental / Location Engineer

DATE \_\_\_\_\_

State Traffic Safety and Design Engineer

9-3-02  
DATE \_\_\_\_\_

D. O. C.  
District Engineer

DATE \_\_\_\_\_

Project Review Engineer

DATE \_\_\_\_\_

State Bridge & Structural Design Engineer

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STATE OF GEORGIA  
OFFICE OF CONSULTANT DESIGN

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Recommendation for approval:

DATE 8-22-02

Wayne J. Pustoff  
Project Manager

DATE 8-22-02

James B. Bush  
State Consultant Design Engineer

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DATE \_\_\_\_\_

State Transportation Planning Administrator

DATE \_\_\_\_\_

Office of Financial Management Administrator

DATE \_\_\_\_\_

State Environmental / Location Engineer

DATE \_\_\_\_\_

State Traffic Safety and Design Engineer

DATE \_\_\_\_\_

District Engineer

DATE 9/3/02

David J. Mullens, R.E.W.  
Project Review Engineer

DATE \_\_\_\_\_

State Bridge & Structural Design Engineer

DEPARTMENT OF TRANSPORTATION  
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Recommendation for approval:

DATE 8-22-02

Wayne J. Pateff  
Project Manager

DATE 8-22-02

James B. Bell  
State Consultant Design Engineer

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State Transportation Planning Administrator

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State Traffic Safety and Design Engineer

DATE \_\_\_\_\_

District Engineer

DATE \_\_\_\_\_

Project Review Engineer

DATE 9/02/02

Paul V. Tuleja Jr.

DATE \_\_\_\_\_

State Bridge & Structural Design Engineer