ORIGINAL TO GENERAL FILES

D.O.T. 66

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE EDS-441(47) Clinch County
P. I. No. 422420

OFFICE Preconstruction

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

D.O.T. 66

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE: EDS-441(47) Clinch County
P.I. No. 422420

OFFICE Preconstruction

DATE October 4, 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 the intersection with SR 94 and SR 177 to a point 2,850'± north of Williamsburg Road for a total of 2.68 miles. The existing roadway consists of two, 12' lanes with rural shoulders and an urban section consisting of two, 20' lanes with curb and gutter and sidewalks in Fargo. The existing major structures are: (1) Suwannee River Overflow - 243' x 32' bridge with a sufficiency rating of 40, and (2) Suwannee River - 417' x 30' bridge with a sufficiency rating of 41. 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 two lane US 441/SR 89 is to be multilaned. The base year traffic (2007) is 3,250 VPD and the design year (2027) traffic is 5,210 VPD. The posted speed varies from 35 MPH to 55 MPH and the design speed will vary from 45 MPH to 65 MPH.

The proposed construction will provide a four lane roadway with a 32' depressed grassed median from the beginning of the project to 1,000'± south of the at-grade railroad crossing in Fargo. At that point, four lanes with a 20' raised median and 5' sidewalks will continue to the end of the project. New bridges will be constructed over Suwannee River (250' x 38') and Suwannee River Overflow (420' x 38') to accommodate the new lanes. At the beginning of the project, US 441 south will be realigned to intersect with SR 94/US 441 north and will tie opposite of realigned SR 177 to create a four-legged intersection. State Route 94/east and US 441 north will comprise a continuous movement. The northern terminus of this project ties into project EDS-41(48) Clinch County, with a similar typical section. Traffic will be maintained utilizing stage construction.

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

EDS-441(47) Clinch
October 4, 2002

The estimated costs for this project are:

	PROPOSED	APPROVED	PROG DATE	LET DATE
Construction (includes E&C and inflation)	$12,023,000	$12,320,000	2006	FY-06
Right-of-Way	$ 2,265,000	$ 1,500,000		
Utilities	$ 211,000	-----		

I recommend this project concept be approved and the project description abe revised to reflect the project described herein.

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

INTERDEPARTMENTAL CORRESPONDENCE

FILE: EDS-441(47) Clinch
P.I. Number 422420

OFFICE: Engineering Services

DATE: August 30, 2002

FROM: David Mulling, Project Review Engineer

TO: Meg Pirkle, Assistant Director of Preconstruction

SEP - 4 2002

SUBJECT: **CONCEPT REPORT**

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

The costs for the project are:

Construction	$9,108,706
Inflation	$1,821,741*
E&C	$1,093,045**
Reimbursable Utilities	$210,960
Right of Way	$2,264,786

* 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

Project Number:	County:	PI No.:
EDS-441(47)	Clinch	422420

Report Date:	Concept By:
August 20, 2002	DOT Office: Consultant Design
☒ Concept Stage	Consultant: Earth Tech

Project Type: Choose One From Each Column			
	☒ Major ☐ Minor	☐ Urban ☒ Rural	☐ ATMS ☐ Bridge Replacement ☐ Building ☐ Interchange Reconstruction ☐ Intersection Improvement ☐ Interstate ☐ New Location ☒ Widening & Reconstruction ☐ Miscellaneous

FOCUS AREAS	SCORE	RESULTS
Presentation	100	
Judgement	100	
Environmental	100	
Right of Way	100	
Utility	100	
Constructability	100	
Schedule	100	

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENTAL CORRESPONDENCE

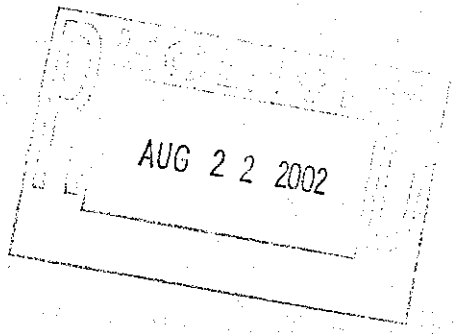
FILE EDS-441(47)
422420

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 Keepler, 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 (47)
County: CLINCH
P.I. Number: 422420

Federal Route Number: 441
State Route Number: 89

Recommendation for approval:

DATE 8-22-02 _____ Project Manager

DATE 8-22-02 _____ 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

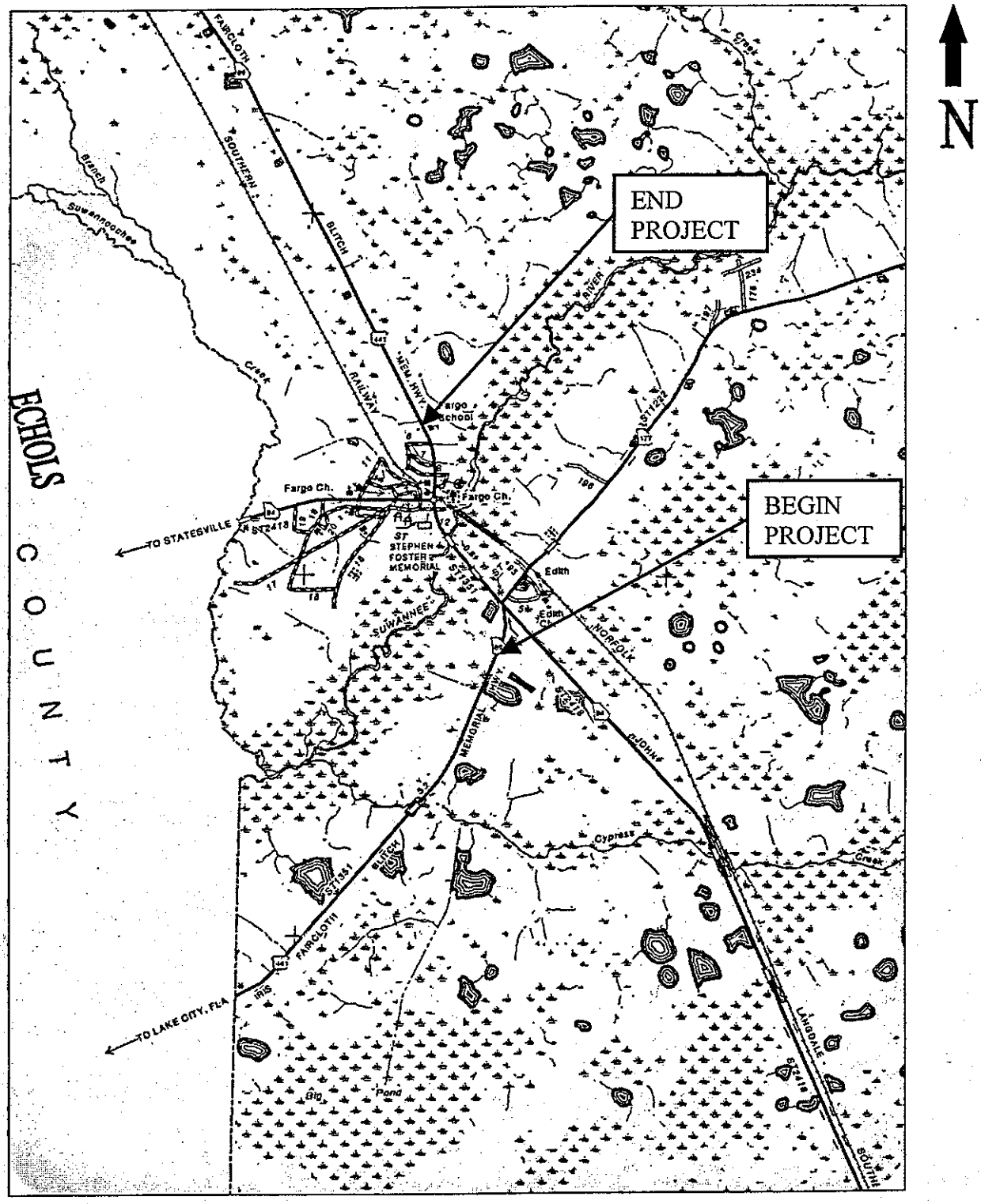
DATE _____ State Environmental / Location Engineer

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 (47) Clinch County **PI No.:** 422420
Description: US 441 from SR 94 (East)/SR 177 to 2850 ft North of Williamsburg Rd.

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 (47) in Clinch County is proposed to improve US 441 from the intersection with SR 94 & SR 177 to a point approximately 2850 ft north of Williamsburg Road where it ties to Project EDS-441 (48). Improvements consist of widening the existing two-lane US 441/SR 89 to a four-lane roadway with a 32 ft depressed grassed median in rural sections and four-lane roadway with a 20 ft raised grass median in the city of Fargo. The proposed project begins with the reconfiguration of the intersection of US 441/SR 94/SR 177 approximately 3500 ft south of the Suwannee River. SR 94 (East) and US 441 (North) will comprise a through movement. US 441 (South) will be realigned to intersect with SR 94/US 441(North) and will tie opposite of realigned SR 177 to create a 4-legged intersection. The roadway transitions from the 32 ft depressed grassed median to a 20 ft raised grassed median approximately 1000 ft south of the at-grade railroad crossing in Fargo. SR 94 (West) will be realigned one block to the south of existing to tie into US 441 across from the entrance to the new Visitor's center. The raised grassed median section continues through Fargo to the end of the project. The alignment changes sides of the road several times to avoid historic resources as well as to minimize wetland and stream impacts. The project ends approximately 2850 ft north of Williamsburg Road, just north of the Fargo Golf Course.

Is the project located in a Non-attainment area? ____ Yes __X__ No

PDP Classification: Major ___X___ Minor _____

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

Functional Classification: *Rural Principal Arterial*

U.S. Route Number(s): *441* **State Route Number(s):** *89*

Traffic (AADT):

Current Year: (2007) *3250* Design Year: (2027) *5210*

Existing design features:

- Typical Sections:
  - *Begin Project to Riverside Ave/Entrance to State Park: 2 - 12 ft Lanes with 2 ft paved shoulders and 8 ft grassed shoulders.*
  - *Riverside Ave/Entrance to State Park to CR 8/ Fourth Avenue: Urban Section consisting of 2 – 20 ft lanes with curb & gutter and sidewalks.*
  - *CR 8/ Fourth Avenue to End Project: 2 – 12 ft Lanes with 2 ft paved shoulders and 8 ft grassed shoulders.*
- Posted Speed: *55 mph* Maximum degree of curvature: *4°00'00"*

  35 mph (Fargo) Maximum degree of curvature: *2°00'00"*
- Maximum grade: *FLAT* Mainline *FLAT* Driveways
- Width of right of way: *100-300 ft.*
- Major structures:
  - *Struct. ID: 065-0014-0 Bridge - Suwannee River Overflow Suff. Rating: 40.1*
  - *Struct. ID: 065-0015-0 Bridge - Suwannee River Suff. Rating: 41.1*
- Major interchanges or intersections along the project:
  - *Intersection of US 441 and SR 94 (East)*
  - *Intersection of US 441 and SR 177*
  - *Intersection of US 441 and SR 94 (West)*
  - *At-Grade Norfolk Southern Rail Road crossing on south side of Fargo*
- Existing length of roadway segment: *2.68 miles*
- Approximate beginning mile log for county segment: *2.95*

Proposed Design Features:

- Proposed typical section(s):
  - *Rural Section consisting of 4 - 12 ft lanes with a 32 ft depressed grassed median*
  - *Urban Section consisting of 4 – 12 ft lanes with a 20 ft raised grassed median and curb & gutter and sidewalks.*

- Proposed Design Speeds:
  - *US 441*
    - *65 mph outside Fargo city limits*
    - *45 mph inside Fargo city limits*
  - *SR 94 (East) – 65 mph*
  - *SR 177 – 45 mph*
  - *SR 94 (West) – 45 mph*
- *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 Streets: *0% on rural* Maximum grade allowable: *7 %*
  0.5% on urban and on bridges
- Proposed Minimum grade driveway: *0%* Maximum grade allowable: *10%*
- Proposed Maximum degree of curve: *3°50'00"* Max degree allowable: *3°50'00" (65 mph)*
- Proposed Maximum degree of curve: *2°00'00"* *8°10'00" (45 mph)*
- Right of Way
  - Width: *Varies 100 -250 ft*
  - Easements: Temporary( ), Permanent(**X**), Utility( ), Other( ).
  - Type of access control: Full( ), Partial( ), By Permit(**X**), Other( ).
  - Number of parcels: *60* Number of displacements:
    - Business: *1*
    - Residences: *3*
    - Mobile Homes: *1*
    - Other: *2*
- Structures:
  - Bridges: The proposed bridges will be approximately
    - *Two parallel bridges (420 ft x 38 ft) over the Suwannee River Overflow*
    - *Two parallel bridges (250 ft x 38 ft) over the Suwannee River*
  - Retaining Walls: *None*
- Major intersections and interchanges:
  - *Intersection of US 441 and SR 94 (East)/SR 177*
  - *Intersection of US 441 and SR 94 (West)*

- *At-Grade Norfolk Southern Rail Road crossing on south side of Fargo*

- Traffic control during construction: *No detours are anticipated*
- Design Exceptions to controlling criteria anticipated:

	UNDETERMINED	YES	NO
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: *Raised Grassed Median in Fargo (see attachment #2)*
- Environmental Concerns:
  - *Involvement with waters of the US (404 Permit)*
  - *There are Historical Resources within the project limits which have been avoided by the current alignment*
  - *UST's have been located within the Project Limits. Three sites (Sites #4, 5, and 9) may need mitigation.*
- 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*
  - Power: *Slash Pine EMC*
  - Gas: *None*
  - Cable TV: *None*
  - Water: *City of Fargo*
  - Rail Road: *Norfolk Southern*

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. meeting dates (See Attachment #7): *May 22 & 23, 2002*
- FEMA, USCG and/or TVA:
    - *USCG has been contacted and concurred that there are no navigable waters on this project (See Attachment #8).*
- Public involvement (See Attachment #9): *Public Information Meetings were held March 18, 2002 in Fargo and Homerville as well as March 19, 2002 in Homerville and Pearson.*
    - *50% of the comments from the Fargo PIM meetings requested a grassed median through town. Several people also requested additional landscaping such as planting trees in the median. The median was requested for safety reasons and as a way to help beautify Fargo.*
    - *A public hearing will be held upon completion of the Environmental Assessment.*
- Local government comments:
    - *Mayor of Fargo has expressed support for the improvements to US 441 with the request to have a 20 ft raised grassed median instead of a center dual left turn lane in the City Limits of Fargo. (See Attachment #10)*

- Other projects in the area:
  - *EDS-441 (48) P.I.No.: 422400*
  - *EDS-441 (49) P.I.No.: 422410*
  - *EDS-441 (46) P.I.No.: 422390*
  - *EDS-441 (41) P.I.No.: 422380*
  - *EDS-84 (20) P.I.No.: 422030*
- Other coordination to date:
  - *Meetings have been held with Jack Weeks of the DNR to coordinate the design of the US 441 improvements with the development of the new State Parks in Fargo. The golf course on the west side of the road on the north side of Fargo has recently been deeded to the DNR, as well as a tract of land on the east side of US 441 at Williamsburg Rd which will be the entrance to a new state park. A new Visitor's Center (also State Park property) on the North East side of the Suwannee River is currently being constructed. The DNR has expressed a desire for the roadway to have a 20 ft raised grassed median in Fargo for safety and for aesthetics in leading to their parks. (See Attachment #11)*

Scheduling – Responsible Parties' Estimate

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

Other major items that will affect project schedule: *Additional projects (EDS-441 (48, 49, 46, & 41)) being submitted at the same time.*

Other alternates considered:

Alternate 1 – *A bypass to the west of Fargo: The alignment would have departed from existing after crossing the bridge over the Suwannee River and went on new location to the west with the full 44 ft depressed grassed median. It would have progressed to the north and west of the railroad and Fargo Golf Course. The railroad crossing would have been grade separated. The alignment would have continued north and east and tied back into existing north of the golf course. This alignment was eliminated due to the excessive cost, large quantity of impacted wetlands, and the public and local government opposition. The public sentiment was that a bypass would hurt the businesses in town, which depend on the drive thru traffic. Fargo is trying to attract tourism dollars and a bypass would not help this plan.*

Alternate 2 – *A bypass to the east of Fargo: The alignment would have departed from existing south of the Suwannee River and progressed to the east around the City of Fargo. This alignment was eliminated due to the excessive cost necessary for new bridges over the Suwannee River and the Rail Road. There would also be impacts to the new State Parks in Fargo as well as large amounts of wetlands. The public sentiment was that a bypass would hurt the businesses in town, which depend on the drive thru traffic. Fargo is trying to attract tourism dollars and a bypass would not help this plan.*

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

Comments: *The typical section with a 32 ft depressed grass median is being used in lieu of the 44 ft depressed grass median in areas where there is a 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 and Wildlife Service (USFWS).*

Attachments:

1. Cost Estimates: *$15,263,546*
   a. Construction including E&C: *$12,787,801*
   b. Right of Way: *$ 2,264,786*
   c. Utilities:
      Reimbursable *$ 210,960*
      Non-reimbursable $ 104,340
2. Typical sections
3. Bridge Inventory
4. Pre-Concept Team Meeting Minutes
5. Concept Meeting Minutes
6. PAR Meeting Minutes
7. USCG Letter
8. PIM Summary of Comments
9. Letter from Mayor of Fargo
10. Letter from Jack Weeks of Department of Natural Resources
11. Meeting Minutes in support or objection to the concept
    a. Meeting with FHWA on January 14, 2002
    b. Meeting with City of Fargo on February 11, 2002
    c. Meeting with DNR on April 8, 2002
    d. Meeting with FHWA on May 7, 2002
    e. Monthly Status Meeting #6 on June 5, 2002
12. Location and Design Notice-*to be added later*
13. Accident Summaries
14. Traffic Counts
15. Capacity Analysis

PRELIMINARY COST ESTIMATE

PROJECT NUMBER: EDS-441(47) COUNTY: CLINCH

DATE: May 1, 2002 ESTIMATED LETTING DATE: -

PREPARED BY: EARTH TECH PROJECT LENGTH: 2.68 miles

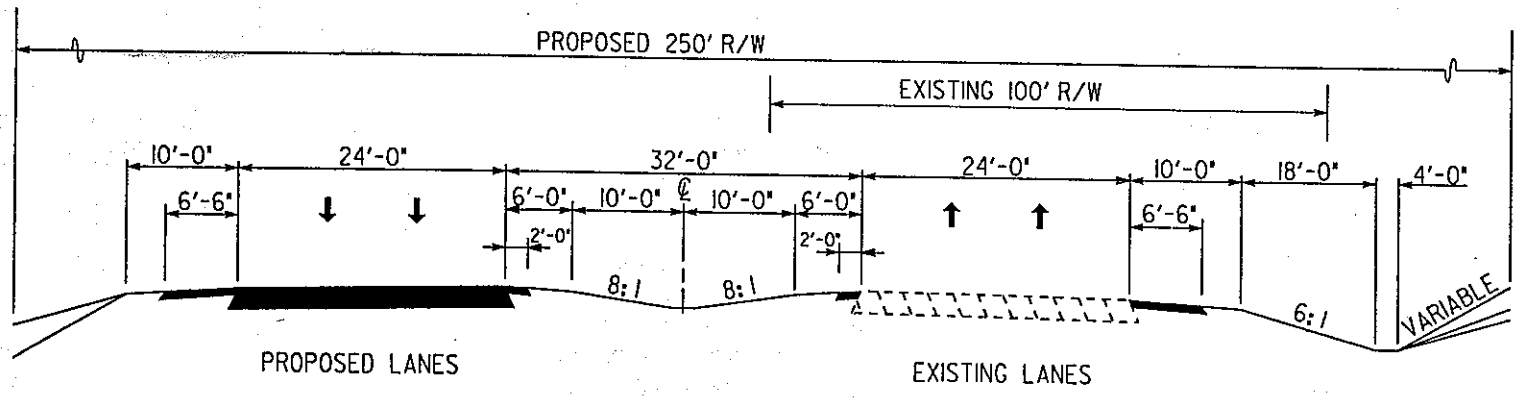
( ) PROGRAMMING PROCESS (X) CONCEPT DEVELOPMENT ( ) DURING PROJECT DEV.

PROJECT COST				
A. RIGHT-OF-WAY:				
1. PROPERTY (LAND & EASEMENT) COM: 4 AC RES: 9.34 AC AG: 0 AC			$	103,300
2. IMPROVEMENTS			$	409,000
3. DISPLACEMENTS; RES: 3, BUS: 1, M.H.: 1, OTHER: 2			$	100,000
4. DAMAGE			$	40,000
5. OTHER COST (SCHEDULE-55%,ADM./COST-60%, INFLATION-40%)			$	1,612,486
SUBTOTAL: A			$	**2,264,786**
B. REIMBURSABLE UTILITIES:				
SUBTOTAL: B			$	210,960
C. CONSTRUCTION:				
1. MAJOR STRUCTURES				
a. BRIDGES				
Suwannee River Overflow-NB	(243'x38')		$	646,380
Suwannee River Overflow-SB	(243'x38')		$	646,380
Suwannee River-NB	(417'x38')		$	1,109,220
Suwannee River-SB	(417'x38')		$	1,109,220
SUBTOTAL: C-1.a			$	3,511,200
b. OTHER				
			$	
SUBTOTAL: C-1b			$	-
SUBTOTAL: C-1			$	**3,511,200**
2. GRADING AND DRAINAGE				
a. EARTHWORK				
Borrow/Excavation	14,718	CY @ $7.5	$	110,385
Excavation		CY @ $7.5	$	-
SUBTOTAL: C-2a			$	110,385
b. DRAINAGE				
1) Side Drain Pipe	428.8	LF @ $21	$	9,005
2) Storm drain pipe	2401	LF @ $44	$	105,656
3) Longitudinal System (incl. catch basins)	15240	LF @ $77	$	1,173,480
SUBTOTAL: C-2.b			$	1,288,141
SUBTOTAL: C-2			$	**1,398,526**
3. BASE AND PAVING:				
a. AGGREGATE BASE	35629	TN @ $24	$	855,089
b. ASPHALT PAVING (Mainline & Cross-Roads):				
9 mm Superpave	8920	Tons @ $46	$	410,305
19 mm Superpave	11893	Tons @ $43	$	511,382
25 mm Superpave	9185	Tons @ $37	$	339,852
SUBTOTAL: C-3.b			$	1,261,539
d. OTHER (Leveling, Tack Coat, Milling)			$	
Tack Coat	6719	Tons @ $46	$	309,052
SUBTOTAL: C-3			$	**2,425,680**

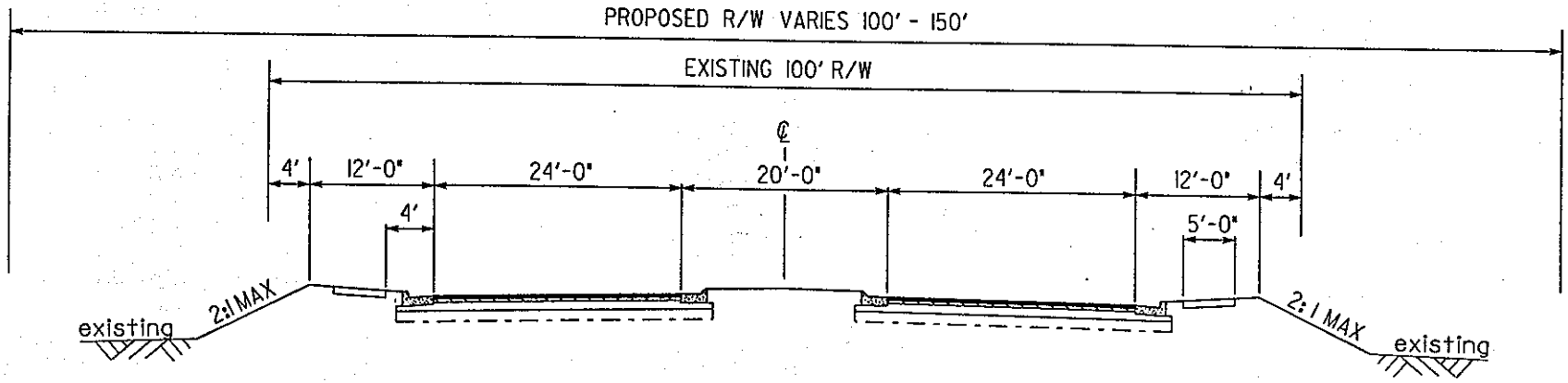
4. EROSION CONTROL				
a. SILT FENCE		14,150	LF @ $4	$ 226,406
b. DROP INLET SILT CONTROL		28	EACH @ $500	$ 14,150
		SUBTOTAL: C-4		$ **240,557**
5. LUMP ITEMS				
a. GRASSING		13.34 acre		$ 5,503
b. CLEARING AND GRUBBING		13.34 acre		$ 62698
c. TRAFFIC CONTROL				$ 55334
		SUBTOTAL: C-5		$ **123,535**
6. MISCELLANEOUS:				
a. LIGHTING				$
b. SIGNING - MARKING				$ 80,400
c. GUARDRAIL				
W Beam		600	LF @ $12	$ 7,200
T Beam		300	LF @ $40	$ 12,000
Anchors	TYPE 12	8	@ $1600	$ 12,800
	TYPE 1	8	@ $450	$ 3,600
		SUBTOTAL: C-6.c		$ 35,600
d. SIDEWALK				$ 304,800
e. MEDIAN / SIDE BARRIER				$
f. APPROACH SLABS		540 SY @ $110		$ 59,400
g. REMOVAL				
Bridges				$ 150,000
		SUBTOTAL: C-6.g		$ 150,000
h. OTHER				$
Wetland Mitigation	145.72 credits			$ 204,008
UST removal (cost assumes contamination)	3	SY @ $100000		$ 300,000
Railroad crossing				$ 275,000
		SUBTOTAL: C-6h		$ 779,008
		SUBTOTAL: C-6		$ **1,409,208**
7. SPECIAL FEATURES				
		SUBTOTAL: C-7		$ -

SUMMARY		
A. RIGHT-OF-WAY	$	2,264,786
B. REIMBURSABLE UTILITIES	$	210,960
C. CONSTRUCTION		
1. MAJOR STRUCTURES	$	3,511,200
2. GRADING AND DRAINAGE	$	1,398,526
3. BASE AND PAVING	$	2,425,680
4. EROSION CONTROL	$	240,557
5. LUMP ITEMS	$	123,535
6. MISCELLANEOUS	$	1,409,208
7. SPECIAL FEATURES	$	-
SUBTOTAL CONSTRUCTION COST	$	9,108,706
INFLATION (5% PER YEAR)	$	2,516,567
NUMBER OF YEARS 5		
E. & C. (10%)	$	1,162,527
TOTAL CONSTRUCTION COST	$	**12,787,801**
GRAND TOTAL PROJECT COST	$	**15,263,546**

STATE	PROJECT NUMBER
GA.	EDS-441(47)



32' DEPRESSED MEDIAN*



20' RAISED MEDIAN SECTION

US441/SR89 GRIP CORRIDOR SR94E/SR177 TO 2850' N OF WILLIAMSBURG RD, FARGO CLINCH COUNTY	EARTH TECH 1455 OLD ALABAMA ROAD, SUITE 170 ROSWELL, GEORGIA 30076 (770) 990-1400	GEORGIA DEPARTMENT OF TRANSPORTATION	EDS-441(47) TYPICAL SECTIONS

BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION

Structur[illegible]: 065-0014-0 Clin[illegible]ounty SUFF. RA[illegible]G: 40.1

Location & Geography

* Structure I.D. No.: 065-0014-0
200 Bridge Information: 07

* 6A Feature Int.: SUWANNEE RIVER OVERFLOW
* 6B Critical Bridge: 0
* 7A Route Number Carried: SR00089
* 7B Facility Carried: US 441
* 9 Location: APP .5 MI SE OF FARGO
2 DOT District: 4
207 Year Photo: 1997

* 91 Inspection Frequency: 24 Date: 07/12/1999
92A Fract Crit Insp Freq: 0 00 Date: 0000
92B Underwater Insp Freq: 0 00 Date: 0000
92C Other Spc. 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: 30-40.7
* 17 Longitude: 82 -33.5

98 Border Bridge: 000 %Shared: 00
99 ID Number: 000000000000000

* 100 Defense Highway: 0
* 101 Parallel Structure: N
* 102 Direction of Traffic: 2
264 Road Inventory Mile Post: 003.51

* 208 Inspection Area: 04 Initials: BCN

* Location I.D. No: 065-00089D-003.49N
* 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: 118.31
218 Datum: 3
* 19 Bypass Length: 54
* 20 Toll: 3
* 21 Maintenance: 01
* 22 Owner: 01
* 31 Design Load: 2
37 Historical Significance: 5
205 Congressional District: 08
* 27 Year Constructed: 1952
106 Year Reconstructed: 0000
33 Bridge Median: 0
34 Skew: 00
35 Structure Flared: 0
38 Navigation Control: 0
213 Special Steel Design: 0
267 Type of Paint: 1

* 42 Type Service On: 1
Under: 9
214 Movable Bridge: 00
203 Type Bridge: E-N-M-O
259 Pile Encasement: 2
* 43 Structure Type Main: 3 02
45 No. Spans Main: 009
44 Structure Type Appr: 0 0
46 No. Spans Appr: 0000
226 Bridge Curve Horz: 0 Vert: 1
111 Pier Protection: 0
107 Deck Structure Type: 1

108 Wearing Surface Type: 1
Membrane: 0
Protection: 0

Signs & Attachments

223 Expansion Joint Type: 02
242 Deck Drains: 1

243 Parapet Location: 0
Height: 0
Width: 0

238 Curb: 1.2 1
239 Handrail: 1 1
* 240 Median Barrier Rail: 0

241 Bridge Median Height: 0
Width: 0

* 230 Guardrail Loc Dir Rear: 3
Fwrd: 3
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 Boards: 1

237 Utilities Gas: 00
Water: 00
Electric: 00
Telephone: 32
Sewer: 00

247 Lighting Street: 0
Navigation: 0
Aerial: 0

* 248 County Continuity No: 00

BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION

Structure ID: 065-0014-0 **Clinch County** SUFF. RATING: 40.1

Programming Data

201	Project No:	F-088-1 (5)
202	Plans Available:	1
249	Prop. Proj No:	000000000000000000000000
250	Approval Status:	0000
251	P.I. No:	000000
252	Contract Date:	0000
260	Seismic No:	00000
75	Type Work:	34 1
94	Bridge Imp. Cost:	$ 187
95	Roadway Imp. Cost:	$ 55
96	Total Imp. Cost:	$ 346
76	Imp. Length:	000454
97	Imp. Year:	1990
114	Future ADT:	003150 Year: 2019

Hydraulic Data

215	Waterway Data	
	Highwater Elev:	0110.2 Year: 1973
	Flood Elev:	0000.0 Freq: 00
	Avg. Streambed Elev:	0099.2
	Drainage Area:	00000
	Area of Opening:	003240
113	Scour Critical:	6
216	Water Depth:	01.0 Br Height: 18.0
222	Slope Protection:	6
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: 065-00089D-003.49N
* XReferen I.D. No: 000-000000-000.000

Measurements

* 29	ADT:	002100 Year: 1999
109	% Trucks:	19
* 28	Lanes On:	02 Under: 00
210	No. Tracks On:	00 Under: 00
* 48	Max. Span Length:	0027
* 49	Structure Length:	243
51	Br. Rdwy. Width:	26.0
52	Deck Width:	32.2
* 47	Tot. Horz. Cl:	26.0
50	Curb/Sdewlk Width:	2.0/2.0
32	Approach Rdwy Width:	024
* 229	Shlder Width:	
	Rear Lt: 4.0	Type: 2 Rt: 4.0
	Fwrd Lt: 4.0	Type: 2 Rt: 4.0
	Pvment 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 Underel. Rt:	N 99.9
56	Lateral Underel. 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:	6.0
	Deck Thick Approach:	0.0
246	Overlay Thickness:	0.0
211	Tons Structural Steel:	35.0
212	Year Last Painted:	Sup: 1984 Sub: 1984

Ratings

66	Inventory Type: 2	Rating: 14
64	Operating Type: 2	Rating: 19
231	Calculated Loads	
	H-Modified: 20	0
	HS-Modified: 25	0
	Type 3: 26	0
	Type 3s2: 40	0
	Timber: 35	0
	Piggyback: 40	0
261	H Inventory Rating:	10
262	H Operating Rating:	15
67	Structural Evaluation:	4
58	Deck Condition:	5
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:	3
69	UnderClr. Horz/Vert:	N
72	Appr. Alignment:	7
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
	HS-Modified:	00
	Type 3:	00
	Type 3S2:	00
	Timber:	00
	Piggyback:	00
253	Notification Date:	0000
253	Fed Notify Date:	0000 0

Report Date: 07/25/2001

BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION

SUFF. RATING: 41.1

Clinch County

Structure ID: 065-0015-0

Location & Geography

* Structure I.D. No.: 065-0015-0
200 Bridge Information: 07

* 6A Feature Int.: SUWANNEE RIVER
* 6B Critical Bridge: 0
* 7A Route Number Carried: SR00089
* 7B Facility Carried: US 441
* 9 Location: APP .5 MI SE OF FARGO
2 DOT District: 4
207 Year Photo: 1997

* 91 Inspection Frequency: 24 Date: 07/12/1999
92A Fract Crit Insp Freq: 0 00 Date: 0000
92B Underwater Insp Freq: 0 00 Date: 0000
92C Other Spc. 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: 30-40.8
* 17 Longitude: 82 -33.7

98 Border Bridge: 000 %Shared: 00
99 ID Number: 000000000000000

* 100 Defense Highway: 0
* 101 Parallel Structure: N
* 102 Direction of Traffic: 2
264 Road Inventory Mile Post: 003.73

* 208 Inspection Area: 04 Initials: BCN

* Location I.D. No: 065-00089D-003.70N
* 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: 116.95
218 Datum: 2
* 19 Bypass Length: 54
* 20 Toll: 3
* 21 Maintenance: 01
* 22 Owner: 01
* 31 Design Load: 2
37 Historical Significance: 5
205 Congressional District: 08
* 27 Year Constructed: 1952
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: 1

* 42 Type Service On: 1
Under: 5
214 Movable Bridge: 00
203 Type Bridge: O-N-M-O
259 Pile Encasement: 2
* 43 Structure Type Main: 3 02
45 No. Spans Main: 002
44 Structure Type Appr: 4 4
46 No. Spans Appr: 0011
226 Bridge Curve Horz: 0 Vert: 1
111 Pier Protection: 0
107 Deck Structure Type: 1

108 Wearing Surface Type: 1
Membrane: 0
Protection: 0

Signs & Attachments

223 Expansion Joint Type: 02
242 Deck Drains: 1

243 Parapet Location: 0
Height: 0
Width: 0

238 Curb: 1.2 1
239 Handrail: 1 1
* 240 Median Barrier Rail: 0

241 Bridge Median Height: 0
Width: 0

* 230 Guardrail Loc Dir Rear: 3
Fwrd: 3
Oppo Dir Rear: 0
Fwrd: 0

244 Approach Slab: 3
224 Retaining Wall: 0

233 Posted Speed Limit: 55
236 Warning Sign: 1
234 Delineator: 1
235 Hazard Boards: 1

237 Utilities Gas: 00
Water: 00
Electric: 00
Telephone: 32
Sewer: 00

247 Lighting Street: 0
Navigation: 0
Aerial: 0

* 248 County Continuity No: 00

Report Date: 07/25/2001

BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION

Structure ID: 065-0015-0 | **Clinch County** | **SUFF. RATING: 41.1**

Programming Data

201	Project No:	F-088-1 (5)
202	Plans Available:	1
249	Prop. Proj No:	000000000000000000000000
250	Approval Status:	0000
251	P.I. No:	000000
252	Contract Date:	0000
260	Seismic No:	00000
75	Type Work:	34 1
94	Bridge Imp. Cost:	$ 359
95	Roadway Imp. Cost:	$ 67
96	Total Imp. Cost:	$ 606
76	Imp. Length:	000628
97	Imp. Year:	1990
114	Future ADT:	003150 Year: 2019

Hydraulic Data

215	Waterway Data	
	Highwater Elev:	0110.2 Year: 1973
	Flood Elev:	0000.0 Freq: 00
	Avg. Streambed Elev:	0091.2
	Drainage Area:	00000
	Area of Opening:	009259
113	Scour Critical:	6
216	Water Depth:	5 Br Height: 20
222	Slope Protection:	6
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: 065-00089D-003.70N
* XReferen I.D. No: 000-000000-000.000

Measurements

* 29	ADT:	002100 Year: 1999
109	% Trucks:	19
* 28	Lanes On:	02 Under: 00
210	No. Tracks On:	00 Under: 00
* 48	Max. Span Length:	0060
* 49	Structure Length:	417
51	Br. Rdwy. Width:	26.0
52	Deck Width:	30.0
* 47	Tot. Horz. Cl:	26.0
50	Curb/Sdewlk Width:	2.0/2.0
32	Approach Rdwy Width:	024
* 229	Shlder Width:	
	Rear Lt: 4.0	Type: 2 Rt: 4.0
	Fwrd Lt: 4.0	Type: 2 Rt: 4.0
	Pvment 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:	6.0
	Deck Thick Approach:	6.0
246	Overlay Thickness:	0.0
211	Tons Structural Steel:	138.0
212	Year Last Painted:	Sup: 1984 Sub: 1984

Ratings

66	Inventory Type: 2	Rating: 14
64	Operating Type: 2	Rating: 19
231	Calculated Loads	
	H-Modified:	20 0
	HS-Modified:	25 0
	Type 3:	24 0
	Type 3s2:	38 0
	Timber:	32 0
	Piggyback:	40 0
261	H Inventory Rating:	10
262	H Operating Rating:	15
67	Structural Evaluation:	4
58	Deck Condition:	6
59	Superstructure Condition:	7
* 227	Collision Damage:	0
60A	Substructure Condition:	7
60B	Scour Condition:	7
60C	Underwater Condition:	N
71	Waterway Adequacy:	8
61	Channel Protection Cond:	7
68	Deck Geometry:	3
69	UnderClr. Horz/Vert:	N
72	Appr. Alignment:	7
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
	HS-Modified:	00
	Type 3:	00
	Type 3S2:	00
	Timber:	00
	Piggyback:	00
253	Notification Date:	0000
253	Fed Notify Date:	0000 0

MEETING MINUTES

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/Suannee 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

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.

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 Pubic 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.

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.

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:

Name	Representing	Phone #
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

EARTH TECH

MEETING MINUTES

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.

- Also wanted to see an actual due date for these tasks, as the time frame for each isn't always dependant on each other task before it. Joe Sheffield disputed this because project programming changes and thus schedules change. Scott mentioned that he had a preliminary schedule for all the projects.
- He stated that Earth tech could add a statement about "subject to funding" if they so desired.
- The attachments should be numbered and referenced throughout the document.
- The UST attachments are unnecessary and can be removed.

EDS-441 (47):

- Wayne questioned the statement in the description "changes sides several times". He asked if there was a shift in Fargo, to which Scott replied that the roadway began as a widening to the west to avoid the historic district on the east and then the improvements shifted to a symmetrical widening to avoid impacts to individual historic resources.
- Questioned whether there is an approval process and guidelines for vegatation height, which Traffic Ops stated there is.
- Wanted the lines of support from the other Mayors removed.
- Joe Sheffield asked about speed limit along the 32' median section. Scott said it would be signed for 55 but designed for 65.
- Scott also explained the reasons for the 32 ft median (that if there are ½ mile of impacts to wetlands within any sliding mile, then a 32 ft median is used instead of a 44 ft median. Laura Dawood (KCA) explained that this is due to an agreement between GDOT and the US Fish and Wildlife Service.
- Scott then posed the question about the recent ADA regulations that are being discussed that include the desire for a 6 ft grass strip prior to the sidewalk. Traffic Ops had a problem with the 6 ft offset and suggested that 1 ½ to 2 ft be used instead due to sight distance problems when crossing those intersections in general. Scott wondered if perhaps we should only use the 6 ft strip on the side roads, and the smaller strip on the mainline. Wayne Mote stated that the sight problem would still be there for those on the side road.
- Wayne posed the question about whether a ½% or 0% would be used inside Fargo. Scott stated that 0% was adequate on the rural sections, but to use ½% on the urban sections (where there is curb and gutter) and bridges (this should be applied to all of the projects).
- Wayne noted that the number of displacements in the Concept Report do not match the numbers in the cost estimate. Scott explained that there had been an update in the aerial photography taken of the site, and as such the numbers in the Concept Report reflected a more accurate count since sites could be better identified. The cost estimate contained the estimates provided to Earth Tech by GDOT R/W estimating. Wayne instructed Earth Tech to call the Right-of-Way office and get displacement cost estimates and revise the cost estimate numbers.
- Scott wanted to know who needed to be contacted for the purpose of getting a few more locations surveyed for possible UST sites. The district will handle it. Earth Tech provided the district with a new plot on aerial photos of the realignment of SR 94 (West), which is where the additional survey needs to be performed.

- Emory Giddens (GDOT – District Utilities) wanted the non-reimbursable costs to be added to the concept report (and the cost estimate). This brought up a discussion on how much of the utilities are actually reimbursable (not all of them are).
- In addition, T-Cubed was not the cable company (there is none for Fargo) but rather is the fiber optics owner for Norfolk Southern Railroad.
- Wayne said no LGPA would be needed if all the Utilities are reimbursable.
- Scott told the group that during a recent meeting with the Mayor of Fargo, the mayor asked how her husband might go about getting his fill used as the fill for the project. The answer was that he would need to speak to the contractor that ends up being awarded the project. It was mentioned that negotiating it during R/W gets difficult and therefore is avoided if possible.
- A question was raised as to when landscaping typically gets put into the median. Joe Cowan (District Construction Engineer) stated that it occurs after the project is built and is handled by permit. There needs to be a note added about it as well.
- Wayne suggested that Earth Tech look into whether Fargo will want irrigation in the median so it can be designed for and built as part of the project. Wayne did not commit any GDOT dollars for the cost of the irrigation system.
- Scott referenced overall schedule and possible conflicts of schedule, but wanted to discuss it later.
- Scott informed everyone that more alternates had been looked at for the projects, but that for purposes of the report only those that were the most obvious (and therefore people might ask about) were included. As far as all of the other alternates studied and not shown, they are contained in the Concept Alternatives Report that is currently being prepared by Earth Tech.
- The comment was made that the erosion control values may be a bit low (in specific $0.87 for the silt fence).
- Scott raised a question about bike lanes between Homerville and Fargo. Scott explained that the current typical section for the rural section provides 6.5' of paved shoulder, which is adequate to accommodate bicycles. Scott explained that there could be a problem with impacting historic resources in Fargo if bike lanes need to be added to the urban typical section. Joe Sheffield stated that with such low traffic counts, the bicycles can share a lane with traffic. It was stated that US 84 through Homerville is a designated bike route. As far as changing the typicals for the bike lanes, Wayne instructed Earth Tech to leave them as is. Wayne thinks that an agency has recently asked for designating this stretch as a bike route. He asked that Michelle Hart (FHWA) look into this.

After he had finished reading the report Scott went over to the displays to visually walk everyone through the project.

- Joe Cowan stated that he did not want the proposed slip lane ramp for Southbound US 441 at the intersection with SR 177 and SR 94(east), but instead have a turn lane at the intersection itself. This is for the safety of the northbound vehicles on SR 94 turning left onto US 441 south.
- There were a couple of questions about breaks in the median which Scott pointed out.

- Scott then mentioned to Joe that Fargo desires some kind of extra signal for their school zone, and Joe stated that they could have overhead flashers but not the road sign flashers.

EDS-441 (48):

Scott started by walking the group through the project on the display.

- Scott explained that the bypass around Colon was designed to avoid the need to take 4 out of the 12 residences in the area that would have been required if the existing road were widened to the east. He noted that there were comments from concerned citizens about the displacements shown at the PIM. Wayne directed Earth Tech to show the latest design to the residents of Colon, in particular the owner of the hotel property, so that if he has a problem it isn't identified late in the process. The hotel owner may have possible impact to his hunting grounds and quail farm in the rear of his property.
- A question was raised about exactly where all the median breaks would be. Scott stated that they would be determined during preliminary design. Most of the median breaks will be spaced at the maximum of 2 miles due to the remoteness of the area.
- Scott also noted on the display exactly where the 32 ft depressed median begins and ends.

Scott then began reading through the Concept Report for the project.

- In the scheduling area it was noted that all of these projects may be affected by each other project in the corridor, and that this should be taken into consideration.
- Wayne directed that Earth Tech's name be added to the Cost Estimate under the prepared by column.

There was a ten minute break as the displays were changed to represent the next two projects.

EDS-441 (49):

Scott began by reading the project's Concept Report.

- On the proposed typical sections change the wording from "dual" to "two-way".
- The proposed 5-lane typical section may change as per what Wayne finds out about the bike lanes.
- The utilities were confirmed as correct.
- Scott explained the change from widening to the west to widening to the east in the area of "Grandpa's House" (just south of intersection of CR 1607/Buck Griffis Road and US 441). The alignment was changed to take the grandfather's house as opposed to his son's house across the street. This change was at the request of the grandfather (Mr. Sam Strickland) at the Public Information Meeting. Mr. Strickland had stated he would rather have his home impacted than his son's home. Scott stated that this change did not have any adverse affect on any other aspect and so the change was made.

Scott explained that there will be two NEPA documents in the hopes that if one is held up, it will not hold up all the projects.

Scott began the walk through the displays.

- Questions were raised about the tie into Project EDS-84 (20) in Homerville. Scott explained that EDS-84(20) would have the footprint of a 4-lane with a 20 ft raised median but would be constructed as a flush median and striped for a 14 ft two-way turn lane with 3 ft striped out at each edge of pavement. Wayne directed Earth Tech to provide the same typical section for Projects EDS-441(49 & 46) as used on EDS-84(20).
- A comment was made that the Right-of-Way estimate and the number of parcels seems to be a bit high and to verify them.
- The typical section attachments need to have dashed lines to reflect the existing pavement. Wayne stated that the existing roadway should be shown as overlay and not full depth pavement if it is to remain.

EDS-441 (46):

Scott began by reading the Concept Report for the project.

- Scott explained the reason for the alignment around the Cowart Commissary (historic resource). He explained that the owner plans to move the commissary to the other side of US 441. If and when this happens, the site will be reevaluated for it's historic value. If SHPPO declassifies it from being a historic resource, then the alignment will change to a widening to the west rather than a bypass. The owner is supposed to be moving it any day now. Wayne suggested moving the limits of Projects EDS-441(46 & 41) either north or south to where the existing is widened so that each project does not need to design a temporary tie from the new location to existing.
- Emory asked to change utility name from Georgia Power to Georgia Power/ Distribution and Georgia Power/ Transmission.
- There is sewer in this area, so it should be added to the utilities section.
- The mile log was questioned, but it was stated that the number was determined from the Department's county logs.
- A question was raised on how existing US 441 would be treated where the proposed alignment goes on new location (at the north end of the Homerville Airport). Scott stated that the existing road will be turned into a cul-de-sac and the other end tied into the proposed US 441. Any driveways that will not tie to existing US 441 will be extended to tie directly into the realigned US 441.

Scott then went through the project on the display.

- A question arose on whether there needs to be right turn lanes for the county side roads (yes, but the MOG needs to be checked). Scott explained that most of the tie-ins of the existing county roads would be worked out during preliminary design and most should be able to tie into US 441 at or near 90-degree angles.

EDS-441 (41):

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:

Name	Representing	Phone #
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

EARTH TECH

MEETING MINUTES

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 concerned 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.

- 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 to 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 dikes, 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 show 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.

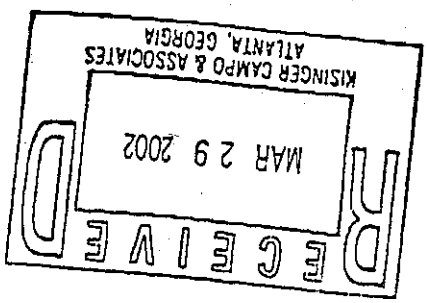
- Kathy recommended culvert replacements at the crossings of Stream/Wetlands #62/63 and #71/72, due to large scour holes holding water well below the bottoms of box culverts. Scott questioned whether these areas were actually caused by scour. The scour holes were 10'-15' from the end of the pipes. He 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

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Georgia Division
61 Forsyth Street, S.W., Suite 17T100
Atlanta, Georgia 30303
March 22, 2002

IN REPLY REFER TO:
HTA-GA



Ms. Lori G. Kennedy
Project Manager
Kisinger Campo & Associates Corp.
1720 Peachtree Street, N.W., Suite 1048
Atlanta, Georgia 30309

Dear Ms. Kennedy:

We have reviewed your January 29, 2002, letter requesting our concurrence in determining a permit exemption for the proposed US 441 over the Suwannee River bridge replacement project, EDS-441(48), Clinch County. You conclude that a United States Coast Guard permit is not required because the Suwannee River is non-tidally influenced, and the Georgia Department of Transportation's District Maintenance Engineer has no knowledge of foreign or interstate commerce being transported on the river. As written, your rationale does not provide adequate justification to make a determination that a permit should be exempted.

In accordance with Section 144(h) of Title 23 United States Code, if a waterway is non-tidal and it is not susceptible in its natural condition or by reasonable improvement to transport interstate or foreign commerce, a permit is not required. Specifically, the statement from the District Maintenance Engineer is not sufficient to prove that the river does not transport or is susceptible to transport interstate or foreign commerce. In order to justify your determination, we recommend that you consult the appropriate District Office of the United States Army Corps of Engineers (or other suitable agency/organization which maintains data on current and future waterway navigation) to verify the river's navigation status.

Based on the guidance in our June 14, 1994, letter, if it is determined that a permit is not required, it is not necessary to send a letter to our office requesting a concurrence in the determination. Therefore, unless the Army Corps of Engineers indicates the river is navigable, you do not need to respond to our office. However, your determination, including any supporting documentation, should be appropriately noted in the environmental document.

Institute for Water Resources

US Army Corps
of Engineers

Reply To:
Waterborne Commerce Statistics Center
P. O. Box 61280
New Orleans, LA 70161-1280

FACSIMILE TRANSMITTAL HEADER SHEET

For use of this form, see AR 25-11; the proponent agency is CDISC4

COMMAND/ OFFICE	NAME/ OFFICE SYMBOL	OFFICE TELEPHONE NO. (AUTOVON/Comm.)	FAX NO. (AUTOVON/Comm.)
FROM: USACE Waterborne Commerce Statistics Center	Ms. Peggy Galliano CEWRC-NDC-CP	(504) 862-1424	(504) 862-1423
TO:	Mr. Dale Youngkin	404-607-1676	404-607-1824

CLASSIFICATION	PRECEDENCE	NO. PAGES (Including this Header)	DATE-TIME	MONTH	YEAR	RELEASER'S SIGNATURE
U	P	1	26 1140	03	02	Peggy Galliano

REMARKS

Under the River and Harbor Act of September 22, 1922: "Owners, agents, masters and clerks of vessels and other craft plying upon the navigable waters of the United States, and all individuals and corporations transporting their own goods upon the navigable waters of the United States, shall furnish such statements, relative to vessels, passengers, freight and tonnage as may be required by the Secretary of the Army, etc"

The Army Corps of Engineers is the agency charged with collection of this data due to its responsibility for the planning, design, construction, rehabilitation, operation, and maintenance of the inland waterway system, the Great Lakes, and the channels of the coastal ports.

In response to your inquiry, our database does not reflect any activity for the Suwanee River, GA.

If this office may be of any further assistance, please feel free to contact Peggy Galliano, (504) 862-1424.

Space Below For Communications Center Use Only

Please inform our office by letter of your concurrence determination for FHWA exemption from a US Coast Guard Permit for this project. If you have questions or need additional information regarding this project, please contact Dale Youngkin at (404) 607-1676.

Very truly yours,
Kisinger Campo & Associates Corp.

Lori G. Kennedy
Project Manager

LGK/ac

cc: GRIP-Env-NEPA-40.20 w/enclosure (Route: LD, DY, JD)
Scott Gero, Earth Tech, w/enclosure
Paul Liles, GDOT –OBD, w/enclosure
Ben Buchan, GDOT –OCD, w/enclosure
Rich Williams, GDOT-OEL, w/enclosure
Greg Shapley, US Coast Guard, w/enclosure
Necholus Ogden, US Army Corps of Engineers, w/enclosure

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Kisinger Campo & Associates Corp.

engineering • inspection • planning

Allen Kisinger
1904-1981

March 29, 2002

Mr. Robert M. Callan, P.E.
Division Administrator
Federal Highway Administration
Atlanta Federal Center
61 Forsyth Street, S.W.
Suite 17 T100
Atlanta, GA 30303-3104

FILE COPY

ATTN: Mr. Edward Parker, Technology Applications Manager

Subject: Project: EDS-441(47), Clinch County, GA
P.I. No. 422400
REPLACEMENT OF THE PRE-EXISTING US 441 BRIDGE OVER THE SUWANNEE RIVER LOCATED SOUTH OF FARGO
FWHA EXEMPTION FROM US COAST GUARD PERMIT REQUIREMENT

Dear Mr. Callan:

Kisinger Campo & Associates Corp. (KCA) has been contracted by the Georgia Department of Transportation (GDOT) to perform the environmental documentation (National Environmental Policy Act (NEPA)) for the subject project. This project is in the beginning stages of project development. In accordance with section 144 (h) of Title 23 USC, which grants exemption of a U.S. Coast Guard Permit based on the lack of interstate/foreign commerce and the lack of tidal influence on the waterway, the subject project has been reviewed for exempt status. The subject project is part of the Governor's Road Improvement Project (GRIP) proposing to widen US 441 from two lanes to four lanes from SR94/SR177 south of Fargo through Pearson, GA. The proposal of the subject project is to remove the existing bridge over the Suwannee River, just south of Fargo, GA, and replace it with a pair of bridges, each 38 ft wide from gutter line to gutter line with a 41' 3" outside dimension.

This letter serves as follow-up to a letter dated January 29, 2002. Mr. Parker, FHWA, contacted KCA in response to the January 29th letter and requested we contact the Army Corps of Engineers National Data Center for Navigable Waterways for documentation. KCA was forwarded to the Army Corps of Engineers Waterborne Commerce Statistics Center, and the results are provided here.

Based on federal guidance of June 14, 1994, the above noted bridge work is considered to be a replacement as it constitutes a new bridge due to the removal of the superstructure of the existing bridge. The proposed bridge design will either maintain, or improve, the navigability under and around the existing bridge.

Exemption from the U.S. Coast Guard Permit for the bridge over the Suwannee River is requested for the following reasons:

(1) Peggy Gallian, of the U.S. Army Corps of Engineers Institute for Water Resources Waterborne Commerce Statistics Center, has checked her database and informed us that there is no documentation of any foreign or interstate commerce being transported on the Suwannee River in Georgia (please see enclosed facsimile transmittal). The waters of the Suwannee River on the north side of the river where it crosses US 441 in Fargo, GA appear to be used solely for recreational purposes, as evidenced by the boat ramp, and the GA Department of Natural Resources classification of fishing; and

(2) The waters of the Suwannee River are not tidally influenced in the project area.

- 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.

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.

If you have any questions, please contact Mr. Edward T. Parker at (404) 562-3643.

Sincerely,

Edward T. Parker

for:

Mark Bartlett, P.E.
Assistant Division Administrator

Rev. 4/16/02

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.

THE CITY OF FARGO

On the banks of the Suwannee River and the edge of the Okefenokee Swamp

POST OFFICE BOX 378 • FARGO, GEORGIA 31631 • OFFICE (912) 637-5597 • HOME (912) 637-5218 • FAX (912) 637-5151

March 25, 2002

Mr. Harvey D. Keepler
Georgia Department of Environment
3993 Aviation Circle
Atlanta, Ga. 30334

During your recent public hearing in Fargo, concerning the proposed changes in US 441 through Fargo, we noted that your plans call for 5 lanes through the city. I would like to request that this be changed to 4 lanes with a landscaped median.

As you might know the theme for the new State Park being built in Fargo will be a 1900's logging village. I hope to carry this theme into the downtown area of Fargo. And, it will be impossible to do this with a 5-lane street. However a grassed median with trees would lend itself to this plan.

I would also ask that you consider moving Ga 94's entrance in US 441 one block south so that it will join 441 directly across from the entrance to the State Park Welcome Center.

Sincerely,

Patricia C. Oettmeier

Patricia C. Oettmeier
Mayor

Cc: Mr. Harry Dixon
Mr. Bill Langdale

Patricia C. Oettmeier MAYOR | Suzanne Tyson CLERK | Charles J. Steedley ATTORNEY | Johnny Griffis COUNCIL MEMBER | Danny Ellis COUNCIL MEMBER | Stiner Jones COUNCIL MEMBER | William Howling COUNCIL MEMBER

Scott Gerc
52186.047.6B + 52186.047.14A
10

Georgia
STATE PARKS & HISTORIC SITES

May 21, 2002

Ms. Lori G. Kennedy
Kisinger Campo & Associates Corp.
1720 Peachtree Street, N.W., Suite 1048 (North)
Atlanta, Georgia 30309

RE: Improvements to U.S. 441 in Fargo, Georgia
Project EDS-441(47), Clinch County
P.I. No. 422420

Dear Ms. Kennedy:

Thank you for allowing the Georgia Department of Natural Resources (DNR) the opportunity to comment on the proposed improvements to U.S. 441 in southern Clinch County. In response to your letter of April 24th (copy attached), this letter addresses preferences of the Georgia DNR – Parks, Recreation and Historic Sites Division (PRHSD) related to the U.S. 441 improvements in Fargo, Clinch County.

The newly created Okefenokee State Park, located within the city limits of Fargo, will be served by U.S. 441 at five locations (see attached map) and will be comprised of the following facilities:

a) The Visitor Center – a 5,000 s.f. (+/-) welcome center serving as the western "gateway" to the Okefenokee National Wildlife Refuge. The center will provide: area information to travelers; natural and cultural interpretive programming; access to the Suwannee River; and passive recreation (picnicking and hiking). The Visitor Center will be open daily.

b) The Eco-Lodge – a 28,000 s.f. (+/-) facility which will include: overnight lodging; meeting space; natural and cultural interpretive programming; environmental education; and passive recreation (picnicking and hiking). Eco-lodge facilities will primarily be used by the public on a reservation basis.

c) The Golf Course – the nine-hole course will be open for daily play.

d) The Okefenokee State Park Office (future) – although accessible to the public, this future facility will primarily serve as administrative space for PRHSD use.

e) Stephen C. Foster State Park (existing PRHSD facility to be incorporated into Okefenokee State Park) – Stephen C. Foster State Park is located within the Okefenokee National Wildlife Refuge and is accessed by way of

205 Butler Street, 1352 Floyd Tower East • Atlanta, GA 30334 • 404/656-2770 • Fax 404/651-5871
Burt Weerts, Director • Lonice C. Barrett, Commissioner
Georgia Department of Natural Resources

S.R. 177, which intersects U.S. 441 approximately one mile south of Fargo. As S.C. Foster State Park is seventeen miles from U.S. 441, the proposed U.S. 441 improvements will have no impact on those park facilities other than in the maintenance of public access from U.S. 441 onto S.R. 177 during the construction phase of U.S. 441 improvements.

Considering these proposed state park facilities, PRHSD offers the following preferences related to the U.S. 441 improvements in Fargo:

1. For the length of road through Fargo, including U.S. 441 adjacent to state property, PRHSD favors a four-lane divided roadway (two lanes in each direction) with a 20-foot raised grassed median.

2. PRHSD endorses the realignment of S.R. 94 to create an intersection with the existing Riverside Drive (and future state park visitor center entrance) alignment.

3. PRHSD favors the creation of an intersection in the vicinity of the existing Williamsburg Road – U.S. 441 intersection, by which public access to the refurbished state-owned golf course and the proposed Eco-Lodge will be provided. This will require the realignment of Williamsburg Road and will require a new driveway from U.S. 441 to the existing golf course. Both actions would occur on state property and would be undertaken by DNR.

4. PRHSD favors the creation of acceleration/deceleration lanes at the intersection of Riverside Drive and U.S. 441 (the Visitor Center entrance), and at the intersection of Williamsburg Road (re-aligned)/Golf Course entrance drive and U.S. 441. Such lanes are recommended for enhanced public safety and may require additional U.S. 441 right-of-way.

5. PRHSD advocates drainage improvements along the eastern side of U.S. 441 adjacent to the proposed Visitor Center site and the existing boat ramp for the purpose of minimizing runoff; maintaining water quality of the Suwannee River; minimizing the chance of flooding of the Visitor Center and boat ramp sites; and minimizing maintenance of both the U.S. 441 right-of-way and the Visitor Center/ boat ramp sites. Such improvements may include utilizing pervious pavement(s); drainage ditches and swales; sub-surface drainage; and landscaping with native vegetation.

At this date, the golf course is open daily for public use, while the Visitor Center and Eco-Lodge are in the final stages of design. The Visitor Center will be constructed first (beginning in the summer of 2002) with the Eco-Lodge following (construction tentatively scheduled for fall of 2002). PRHSD intends to have both facilities open to the public prior to spring of 2004.

The Georgia DNR considers the proposed widening of U.S. 441 will provide safer public access to these new state park facilities and will enhance visitation at Okefenokee State Park. As the Okefenokee State Park development is currently being designed, no park or ancillary facility or recreational area is within appreciable proximity of the proposed U.S. 441 improvements. PRHSD considers that the proposed U.S. 441 improvements will have no negative influence or impact on proposed or future state park development and, in fact, will benefit the public access to and use of the Okefenokee State Park facilities. PRHSD is in favor of the road widening, and is willing to consider transferring state-owned property for additional right-of-way if necessary to ensure adequate paving widths and turnarounds for enhanced public safety.

State Parks and Historic Sites is appreciative of the interest and concern expressed by the Georgia Department of Transportation and Kisinger Campo & Associates in the environmental documentation phase of this road widening project, and we look forward to a cooperative collaboration in the improvement of U.S. Highway 441 being undertaken through Fargo. Please contact Jack Weeks (PRHSD Site Planner; 404/656-6541), if you have questions or if we may be of further assistance.

Sincerely,

Burt Weerts
Director

BW/jwm

cc: Lonice Barrett – DNR Commissioner
Paul Michael – DNR Real Estate
David Freedman – PRHSD Engineering & Construction
Jack Weeks – PRHSD Site Planning
Ed Reed – PRHSD Region Manager
Laura Dawood – Kisinger Campo & Associates
Scott Gero – Earth Tech
Rich Williams - GDOT

Kisinger Campo & Associates Corp.
engineering • inspection • planning
Allen Kisinger
1904-1981

March 29, 2002

Mr. Robert M. Callan, P.E.
Division Administrator
Federal Highway Administration
Atlanta Federal Center
61 Forsyth Street, S.W.
Suite 17 T100
Atlanta, GA 30303-3104

FILE COPY

ATTN: Mr. Edward Parker, Technology Applications Manager

Subject: Project: EDS-441(47), Clinch County, GA
P.I. No. 422400
REPLACEMENT OF THE PRE-EXISTING US 441 BRIDGE OVER THE SUWANNEE RIVER LOCATED SOUTH OF FARGO
FWHA EXEMPTION FROM US COAST GUARD PERMIT REQUIREMENT

Dear Mr. Callan:

Kisinger Campo & Associates Corp. (KCA) has been contracted by the Georgia Department of Transportation (GDOT) to perform the environmental documentation (National Environmental Policy Act (NEPA)) for the subject project. This project is in the beginning stages of project development. In accordance with section 144 (h) of Title 23 USC, which grants exemption of a U.S. Coast Guard Permit based on the lack of interstate/foreign commerce and the lack of tidal influence on the waterway, the subject project has been reviewed for exempt status. The subject project is part of the Governor's Road Improvement Project (GRIP) proposing to widen US 441 from two lanes to four lanes from SR94/SR177 south of Fargo through Pearson, GA. The proposal of the subject project is to remove the existing bridge over the Suwannee River, just south of Fargo, GA, and replace it with a pair of bridges, each 38 ft wide from gutter line to gutter line with a 41' 3" outside dimension.

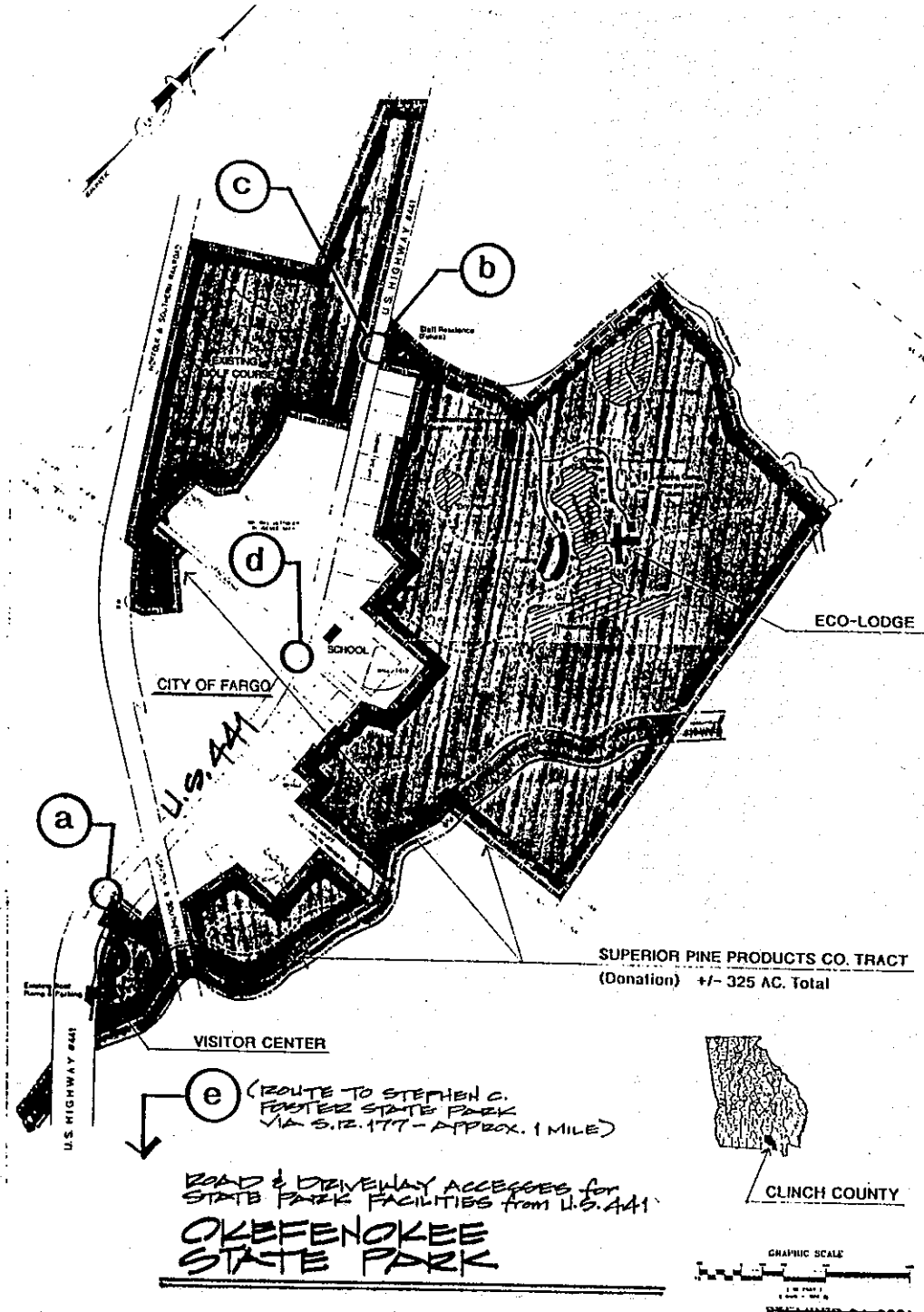
This letter serves as follow-up to a letter dated January 29, 2002. Mr. Parker, FHWA, contacted KCA in response to the January 29th letter and requested we contact the Army Corps of Engineers National Data Center for Navigable Waterways for documentation. KCA was forwarded to the Army Corps of Engineers Waterborne Commerce Statistics Center, and the results are provided here.

Based on federal guidance of June 14, 1994, the above noted bridge work is considered to be a replacement as it constitutes a new bridge due to the removal of the superstructure of the existing bridge. The proposed bridge design will either maintain, or improve, the navigability under and around the existing bridge.

Exemption from the U.S. Coast Guard Permit for the bridge over the Suwannee River is requested for the following reasons:

(1) Peggy Gallian, of the U.S. Army Corps of Engineers Institute for Water Resources Waterborne Commerce Statistics Center, has checked her database and informed us that there is no documentation of any foreign or interstate commerce being transported on the Suwannee River in Georgia (please see enclosed facsimile transmittal). The waters of the Suwannee River on the north side of the river where it crosses US 441 in Fargo, GA appear to be used solely for recreational purposes, as evidenced by the boat ramp, and the GA Department of Natural Resources classification of fishing; and

(2) The waters of the Suwannee River are not tidally influenced in the project area.



ROAD & DRIVEWAY ACCESSES for STATE PARK FACILITIES from U.S. 441

OKEFENOKEE STATE PARK

FARGO , GEORGIA

CLINCH COUNTY

~~STEMMER 24, 2001~~

MAY 20, 2002

EARTH TECH
A tyco INTERNATIONAL LTD. COMPANY

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.

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

EARTH TECH

MEETING MINUTES

DATE: 2:00 pm February 11, 2002 *ET Project No.: 52186*

SUBJECT: **Meeting with City of Fargo**
Grip Program – US 441 from the Florida State Line to Pearson, GA
EDS-441(47), Clinch County P.I. No. 422420
EDS-441(48), Clinch County P.I. No. 422400

Location: Fargo, GA

Attendees:

Scott Gero	Project Manager - Technical (ET)
Laura Dawood	KCA
Lori Kennedy	KCA
Bryan Davis	Terracon
Patricia Oettmeier	City of Fargo, Mayor
Bill Oettmeier	Owner of Superior Pine Products
Barry Hart	Clinch County Commissioner
Danny Ellis	Fargo Charter School Principal
Johnny Griffis	

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 Dawood and Lori Kennedy explained the NEPA process, including Section 4f, Section 106 and the Public Information Meeting/Public Hearing 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 Fargo. The benefits and drawbacks were discussed for each alternative. During this process, the representatives of Fargo 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. The following are items discussed:

- The general consensus among the Fargo representatives (Mr. Oettmeier, Commissioner, Mayor, School Principal) was that the 5-lane section through town was the best alternative. The second preferred option was the one-way pair, but they didn't like how this alternative went through the neighborhood on the west side of town.
- The proposed Fargo Water Tower/Well will be located just north of Fargo, approximately 1200 feet north of the golf course, southwest of the intersection of US 441 and an unnamed road. This facility will be located 100 ft west of existing US 441.
- An issue of concern in Fargo was that this railroad crossing is the only one and it poses a safety issue for the townspeople. They liked the idea of

possibly building a grade separated railroad crossing. However, when Scott described the potential limits of the elevated structure and that it could be as high as 30', they didn't like the idea of the structure in the middle of their town.

- Mr. Oettmeier said that he had about 7 RR crossings on his property. He felt each was very valuable to his business and would not be happy if the RR decided to close three of his crossings in order to provide a new crossing for the proposed improvements to US 441.
- The Fargo representatives concurred that they would optimally like a pedestrian crossing at the RR in the future.
- They liked the 20 foot raised median option, but the negative was that some businesses in town might be affected.
- There are minority/low-income residents in the southwest section of town.
- They mentioned that the RR doesn't own its ROW, but has an easement. The fiber optic company actually owns it.
- The proposed state park location was shown to the Earth Tech Team. It is located across US 441 from the golf course and will utilize Williamsburg Rd as the entrance to the park. The park will have several hundred feet of frontage on US 441 starting at the northern most parcel on the east side near Williamsburg Rd. The future Timber Village will be located in the State Park.
- They liked the idea of a possible future traffic light at SR 94 and a flashing light at the school.
- Superior Pine Products has a 25 year harvest rotation.
- North of Colon is company owned land, with few private land owners.
- Fargo was awarded 2 Community Development Block Grants in 2000 and 2001 from the Department of Community Affairs.
- On March 17th, the Governor is coming to celebrate the ground breaking for the construction of the State Park. Mr. Oettmeier asked if Scott could give them displays of the various options for US 441 to show the Governor by that date. Scott informed him that he could not leave the displays at this time. He needs to show the Department of Transportation and get their approval first. Scott stated that it should not be a problem to get him a display in time for the meeting with the governor, since the PIM is on the 18th and the alignments for the PIM should be ready by then.

EARTH TECH

MEETING MINUTES

DATE: 1:30 pm April 8, 2002 *ET Project No.: 52186*

SUBJECT: **Possible 4(f) issue in Fargo with the newly created State Parks**
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

Location: Georgia Department of Natural Resources

Attendees: Scott Gero, Earth Tech
Cindy Lee, Earth Tech
Laura Dawood, KCA
Jack Weeks, DNR

Jack Weeks presented his displays with the Park Boundaries and current designs to date:

- Jack stated that their consultants are currently developing the Park plans.
- A determination has not been made for providing access to the golf course.
  - One possible location would be across from the Williamsburg Rd. entrance to the new park.
  - Another location may be to utilize CR 8 and provide parking between the Oettmeier's residence and the Senior Center.
- Jack stated that the DNR does not have all the land under ownership to connect the Visitor's Center with the State Park opposite the golf course where the Ecolodge is going to be located. They are hoping to acquire a swath of land adjacent to the Suwannee River so they can put a path connecting the two sites.

Scott presented the current proposed design for US 441:

- Scott explained that the residents of Fargo favored a 4-lane section with a 20' raised grassed median as opposed to a 5-lane flushed median section. The residents wanted to soften the feel of the roadway coming into their town and make it more pedestrian friendly.
- Scott explained that the design for a 4-lane with a raised median required a larger footprint due to the increased roadway width. Additional pavement is required for U-turning traffic at median openings. The raised median design would require the construction limits to exceed the existing 100' R/W and encroach on the State Park property both on the golf course as well as at the Williamsburg Rd. entrance to the Ecolodge.
- Jack agreed that the raised grassed median section would provide a better feel and provide a nicer approach to the State Parks.
- Jack said he would like to see acceleration and deceleration lanes at the park entrances. Scott said he would look into it but GDOT has moved away from the policy of providing acceleration lanes because they found that not having acceleration lanes provided a better safer design.

Possible 4(f) issue at the golf course and the State Park at the Williamsburg Rd. entrance:

- Laura explained that 4(f) refers to section 4(f) of the Federal Law which prevents use of land from a publicly owned park, recreation area, wildlife or waterfowl

refuge, or any historic site unless it has been determined that there is no feasible and prudent alternative. Laura explained that avoidance and minimization measures are required to be documented in a 4(f) evaluation.

- Earth Tech is exploring avenues to avoid having a 4(f) issue and to provide a safe context sensitive design that incorporates the desires and needs of the citizens of Fargo, the Department of Natural Resources and the Department of Transportation.
- Scott asked if Jack knew if the DNR could designate a 25' strip along the frontage of US 441 as "non-parkland" but rather as just state owned land or as right-of-way. The idea being that if this land were not designated "Park Land" or was deeded over to a private land owner, then we could construct the desired 4-lanes with raised grassed median without impacting park land and avoid having a 4(f) issue. Jack did not know if this was possible. He said he would check with some people in his office and get back to Earth Tech. (Jack called Scott on Tuesday with the name and number of the Chief of the DNR Real Estate Unit – Paul Michael (404) 656-5165. The next day Laura determined that a Section 4(f) park cannot be subdivided into areas that are not significant unless there were different uses designated in the management plan, ie. hunting and wildlife management areas.)
- Scott explained that with a 4(f) issue, minimization measures would be required as part of the design. This would include reducing the roadway width by removing the raised median and replacing it with the narrower flushed median. The flushed median design would provide 62' of uninterrupted pavement width vs. 24' with the raised median design.
- Jack noted that the DNR displays showed different representations of the existing R/W at the Visitor's Center than was displayed on the Earth Tech drawings. Scott will research and verify the existing R/W lines. Jack expressed concern that the design of US 441 would also impact the Visitor's Center, based on the existing R/W shown on his displays and could be a 4(f) issue as well. (It was later found that the existing R/W lines shown on the DNR displays were correct. This was established using a copy of the deed for the Visitor's Center.)

Scott left the drawings of the US 441 improvements in Fargo with Jack Weeks for his use in his future discussions.

EARTH TECH

MEETING MINUTES

DATE: 10:00 am May 7, 2002 *ET Project No.: 52186*

SUBJECT: **Meeting with FHWA**
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

Location: GDOT – Office of Environment Location

Attendees: Scott Gero, Earth Tech
Laura Dawood, KCA
Jennifer Giersch, FHWA
Jerry Hobbs, GDOT -OEL
Chauncey Elston, GDOT - OEL Liaison

This meeting was held between Earth Tech and GDOT – OEL with FHWA at the request of Earth Tech and the Office of Consultant Design to further discuss the issue of the possible 4f impacts to the State Parks in Fargo.

Scott Gero began the meeting by giving a brief history of the project and the potential 4f issue.

- The subject project is a widening of the existing 2-lane roadway to a 4-lane with a depressed grassed median (GRIP project).
- Based on studies conducted by the Earth Tech team of the City of Fargo, there are no prudent and feasible alternatives for the improvements to US 441 other than to widen existing US 441 on existing alignment.
- A 5-lane section with a flushed median design was presented at the Public Information Meeting on March 18.
- The majority of the comments received about the Fargo area requested a raised grassed median instead of the flushed median design.
- Earth Tech modified the design to include the raised grassed median and presented it to the DNR for their input. DNR said they preferred the raised grassed median design over the 5-lane with flush median.
- Earth Tech questioned if the required R/W necessary from the State Parks to construct the 4-lane section with a raised grassed median constituted a 4f impact. Rich Williams (GDOT-OEL) read a section from a 4f Policy Paper, which states that if a swath of land is dedicated to Required R/W in joint development with the State Park, then 4f does not apply.
- Earth Tech asked Jennifer Giersch (FHWA) if this section from the 4f Policy Paper applied to the situation in Fargo and therefore 4f does not apply. Jennifer did not feel that the Fargo scenario reflected the same situation as referred to in the 4f Policy Paper. She felt that there is still a 4f impact.
- Earth Tech pursued with the DNR where they were in their State Park development stage. DNR responded that they are currently developing the plans for the State Park. They requested that Earth Tech show a new driveway location for the entrances to both the Golf Course as well as to the new park, which will hold the Eco-Lodge. They also requested accel and decel lanes to their park entrance.

- Scott explained that although the land was donated to the State Park and the deed transferred in December of 2001, the State Park property is not currently operating as a State Park facility because the DNR is still "developing" the plans for the State Park land.

It was argued that joint development could be the case in this situation, especially because all the desired park property has not yet been acquired; the property is not currently being utilized as a park yet; and the DNR has asked for acel/decel lanes, decided to relocate Williamsburg Rd. 100 ft south, and decided to add another road on the west side for golf course access. However, the joint development argument did not seem to apply for the mitres of DNR park property that would be acquired at the Visitor Center. Therefore, since we would have to address 4f at the Visitor Center, it was determined that we should go forward with a programmatic 4f evaluation for the whole Fargo section. In addition, it was decided that the alignment north of Williamsburg Rd. should proceed as it is currently drawn, symmetrically to reduce the impact on the wetlands to the east side of US 441. This symmetrical widening would also be discussed in the programmatic 4f evaluation.

Scott stated that one of his concerns about doing a programmatic 4f evaluation would be that the 4f requirement of minimizing impacts would require that the 5-lane section be used as opposed to the preferred 4-lane with a raised median section because the 5-lane section would require less R/W. Jennifer said that we should discuss the minimization of harm alternative as being the 4-lane with the raised grassed median because it is what the locals and DNR want. She said she would not require GDOT to accept the 5-lane section as a minimization alternative.

Jennifer said that we should discuss the following in the 4f evaluation:

- Narrowing up the typical section by using a 5-lane section would not be what DNR or the public would like to see;
- The section of the park that would be acquired for the roadway does not significantly contribute to the park's function for recreational activities;
- GDOT is in the process of developing the park with the DNR. We should note that the park is not currently functioning in any recreational capacity. We should find out as well about the schedule for developing the park and if the golf course has changed from being run privately to being run as a public facility.
- Discuss taking the tree line along the golf course, and explain if this is a functioning portion of the golf course or not.

Jennifer noted that under a programmatic 4f evaluation, she would have the approval authority and the lawyers would not be involved.

cc: Laura Dawood
Wayne Mote
Ben Buchan
Chauncey Elston
Rich Williams

EARTH TECH

MEETING MINUTES

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

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).

- 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.

- 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.

EDS-441 (47)
Section 3.22 - 5.53 Clinch County

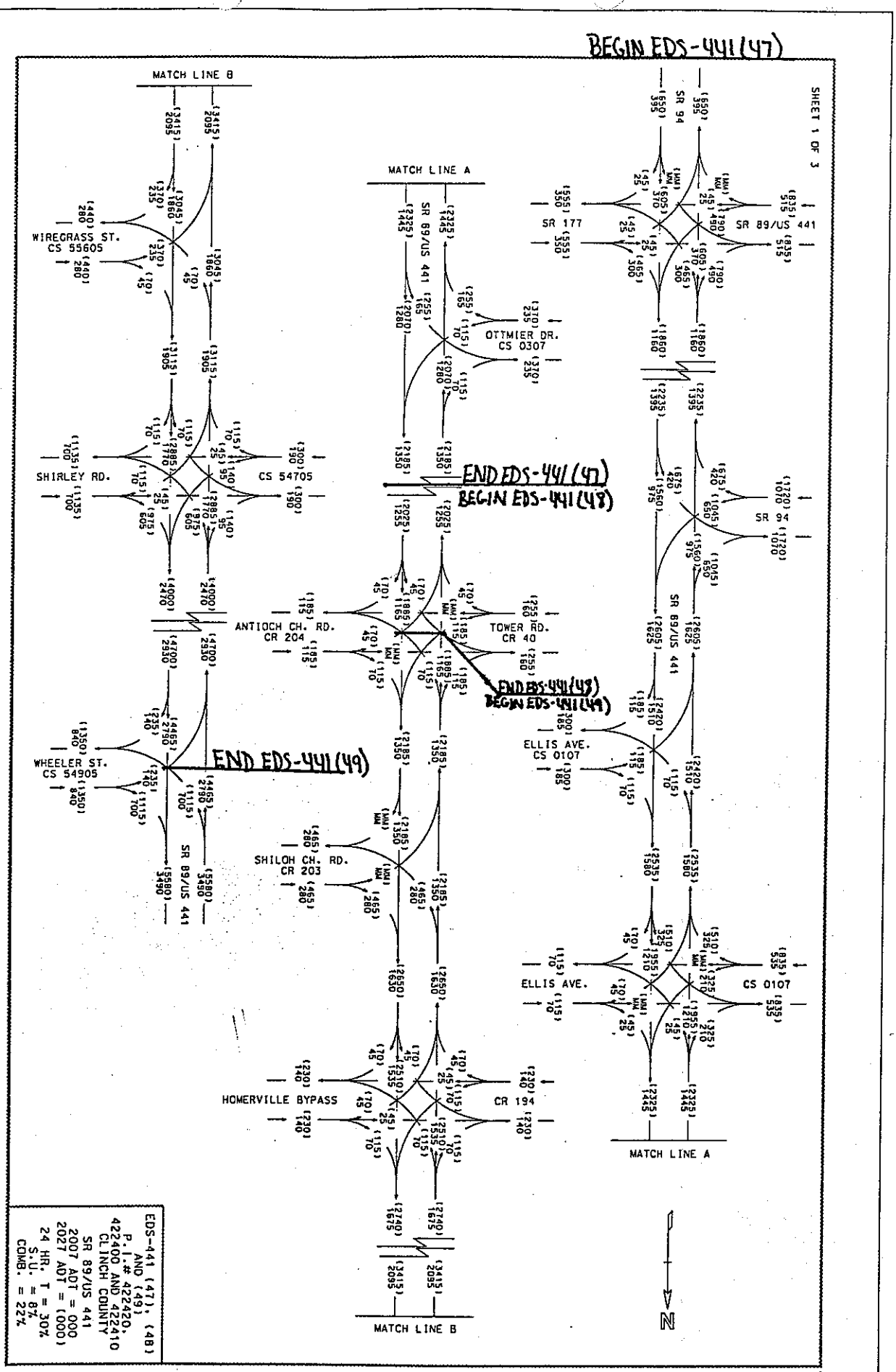
	1995	*1996*	*1997*
Total Accidents	3	1	2
Accident Rate	206	77	78
Total Injuires	1	0	1
Injury Rate	69	0	78
Total Fatalities	1	0	0
Fatality Rate	69	0	0

Rates are per 100 Million Vehicle Miles

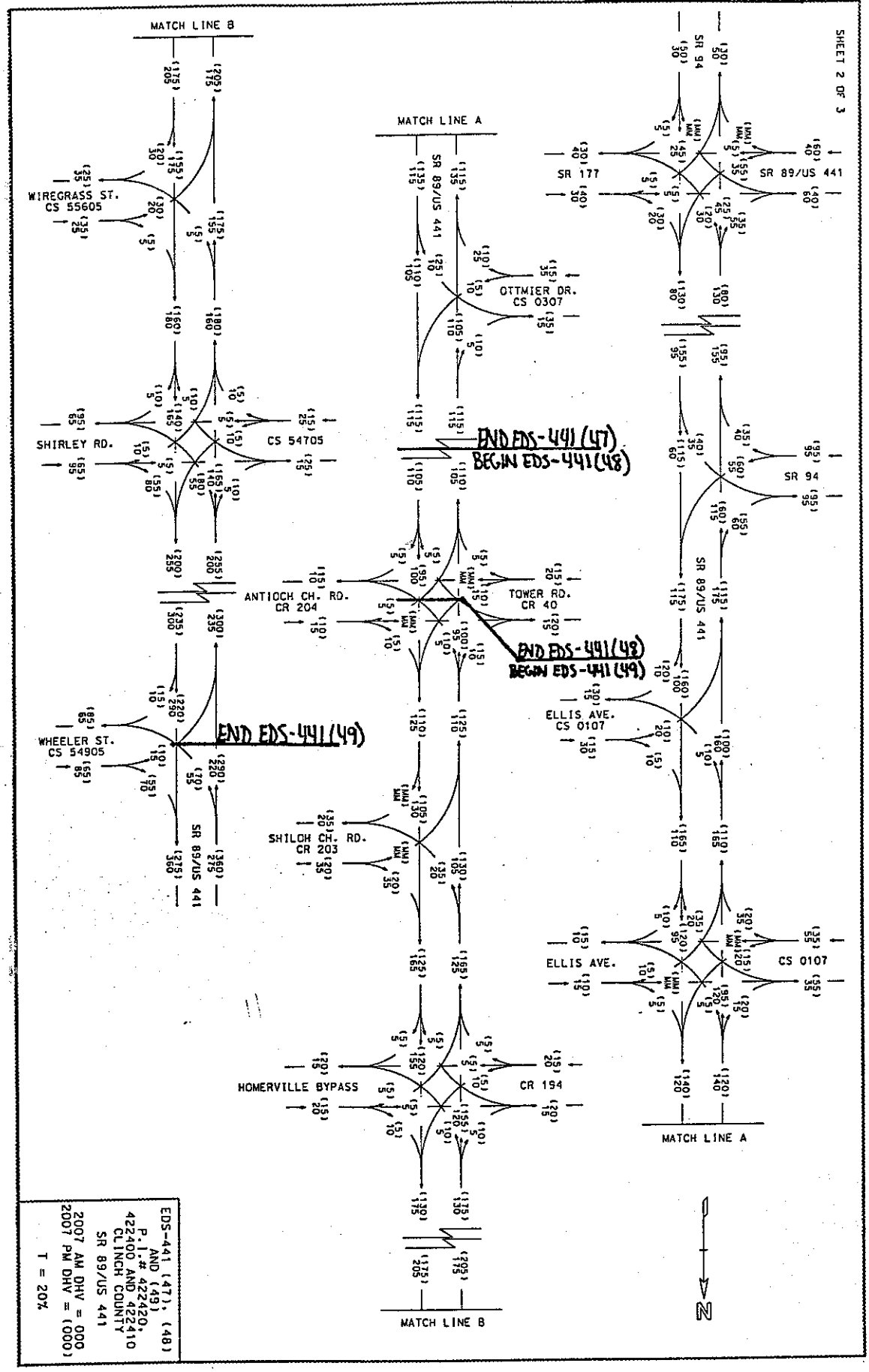
Statewide Data

	1995	*1996*	*1997*	*1998*
Accident Rate	151	147	141	127
Injury Rate	100	96	94	83
Fatality Rate	2.47	2.68	2.31	2.66

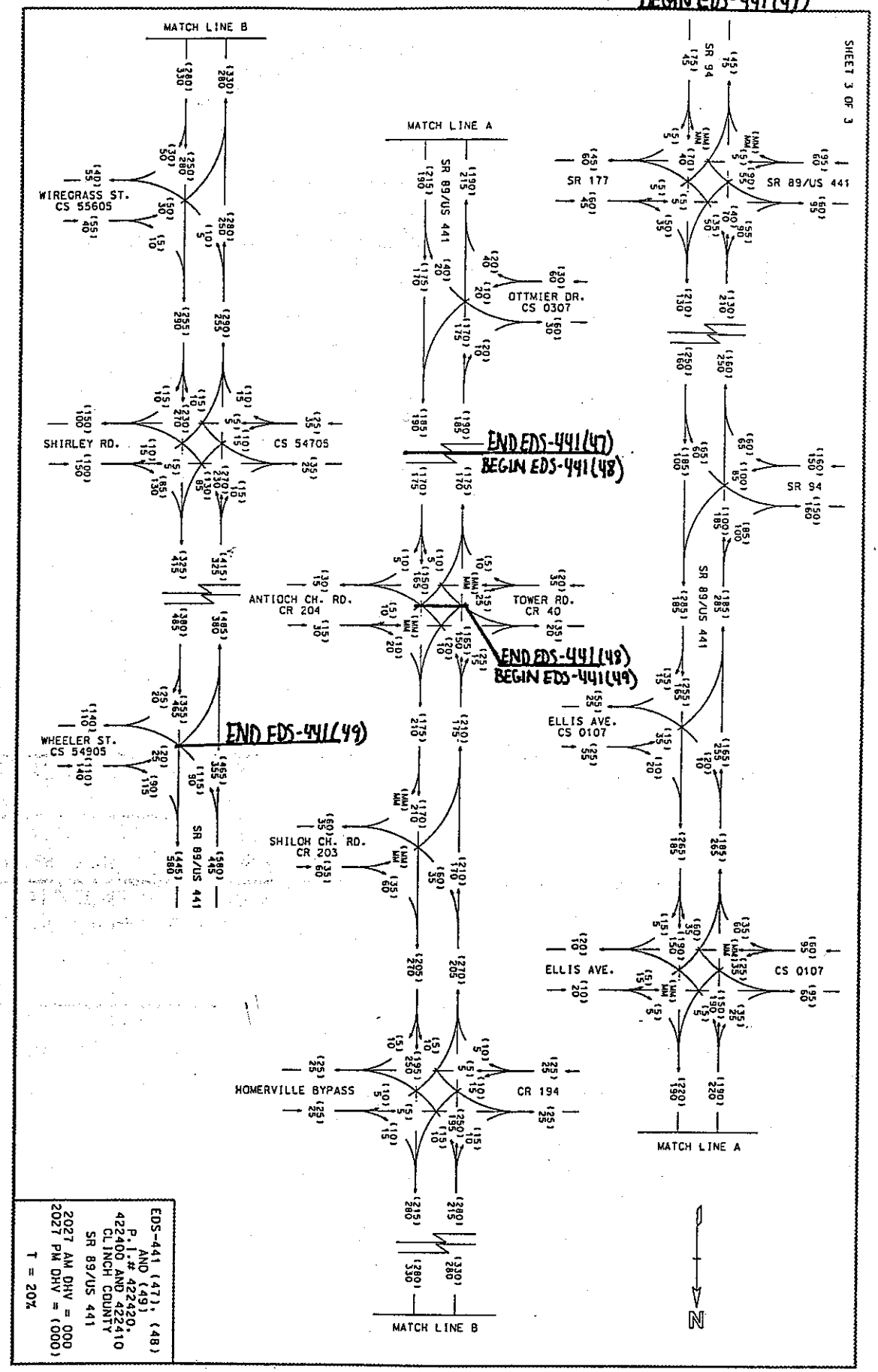
Rates are per 100 Million Vehicle Miles


BEGIN EDS-441(47)
SHEET 1 OF 3
MATCH LINE B
MATCH LINE A
SR 94
SR 177
SR 89/US 441
WIREGRASS ST.
CS 55605
OTTMIER DR.
CS 0307
SHIRLEY RD.
CS 54705
END EDS-441(47)
BEGIN EDS-441(48)
SR 94
ANTIOCH CH. RD.
CR 204
TOWER RD.
CR 40
END EDS-441(48)
BEGIN EDS-441(49)
ELLIS AVE.
CS 0107
WHEELER ST.
CS 54905
END EDS-441(49)
SR 89/US 441
SHILOH CH. RD.
CR 203
ELLIS AVE.
CS 0107
HOMERVILLE BYPASS
CR 194
MATCH LINE A
MATCH LINE B
N
EDS-441 (47), (48) AND (49)
P.I.# 422420, 422400 AND 422410
CLINCH COUNTY
SR 89/US 441
2007 ADT = 000
2027 ADT = (000)
24 HR. T = 30%
S.U. = 8%
COMB. = 22%

BEGIN EDS-441(47)



EDS-441 (47), (48) AND (49)
P.I.# 422420, 422400 AND 422410
CLINCH COUNTY
SR 89/US 441
2007 AM DHV = 000
2007 PM DHV = (000)
T = 20%


BEGIN EDS-441 (47)
SHEET 3 OF 3
MATCH LINE B
MATCH LINE A
SR 94
SR 177
SR 89/US 441
WIREGRASS ST.
CS 55605
OTTMIER DR.
CS 0307
SHIRLEY RD.
CS 54705
END EDS-441 (47)
BEGIN EDS-441 (48)
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EDS-441 (47), (48) AND (49)
P.I.# 422420, 422400 AND 422410
CLINCH COUNTY
SR 89/US 441
2027 AM DHV = 000
2027 PM DHV = (000)
T = 20%

CAPACITY ANALYSIS

EDS-441(47) Turn Bay Lengths

Intersection	Movement	Turn Bay Length
U.S. 441/S.R. 89/ S.R. 94/S.R. 177	NB Left	100 ft
	SB Left	100 ft
	SR Right	100 ft
U.S. 441/S.R. 89 & S.R. 94	NB Left	100 ft
	SB U-turn	100 ft
U.S. 441/S.R. 89 & Ellis Ave south	NB U-turn	100 ft
	SB Left	100 ft
U.S. 441/S.R. 89 & Ellis Ave north	NB Left	100 ft
	SB Left	100 ft
U.S. 441/S.R. 89 & Oettmeier Dr	NB Left	100 ft
	SB U-turn	100 ft

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF CONSULTANT DESIGN

PROJECT CONCEPT REPORT

Project Number: EDS-441 (47)
County: CLINCH
P.I. Number: 422420

Federal Route Number: 441
State Route Number: 89

Recommendation for approval:

DATE _____ _____
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 State Transportation Planning Administrator

_____ _____
DATE Office of Financial Management Administrator

9/9/02 _____
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

PROJECT CONCEPT REPORT

Project Number: EDS-441 (47)
County: CLINCH
P.I. Number: 422420

Federal Route Number: 441
State Route Number: 89

Recommendation for approval:

DATE 8-22-02 — Project Manager

DATE 8-22-02 — State Consultant Design Engineer

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8/27/02
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DATE — Office of Financial Management Administrator

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DATE — State Traffic Safety and Design Engineer

DATE — District Engineer

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DATE — State Bridge & Structural Design Engineer

Department of Transportation
State of Georgia

INTERDEPARTMENTAL CORRESPONDENCE

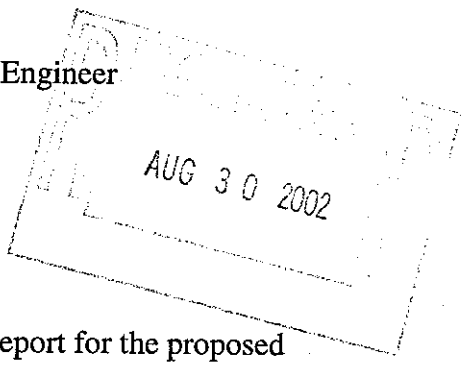
File: EDS – 441 (47) / Clinch County
P.I. No. 422420

Office: Traffic Safety & Design
Atlanta, Georgia
Date: August 28, 2002

PMA/sz

From: Phillip M. Allen, State Traffic Safety and Design Engineer

To: Meg Pirkle, Assistant Director of Preconstruction



Subject: Project Concept Report Review

We have reviewed the above referenced concept report for the proposed widening and reconstruction along US 441 / SR 31 in Clinch County.

The Office of Traffic Safety & Design finds this report satisfactory for approval because it will improve safety and traffic operations within this area.

PMA/sz

Attachment (signature page)

Cc: Harvey Keepler, State Environment/Location Engineer
James Buchan, State Consultant Design Engineer
Attention: Wayne Mote
David Crim, District Engineer
Attention: Jeff Bridges, District Design Engineer
David Mulling, State Review Engineer, w/ attachment
Marta Rosen, State Transportation Planning Administrator
Chuck Hasty, TMC
General Files
Office Files

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF CONSULTANT DESIGN

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DATE — State Environmental / Location Engineer

8-28-02 — Phillip M. Allen
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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9/02/02
DATE — State Bridge & Structural Design Engineer

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DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF CONSULTANT DESIGN

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09-03-02 — District Engineer
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DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF CONSULTANT DESIGN

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