

D.O.T. 66

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

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INTERDEPARTMENT CORRESPONDENCE

**FILE** P. I. No. 621260, Murray County **OFFICE** Preconstruction  
STP-191-1(9)  
SR 282 Extension **DATE** November 21, 2005

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

**TO** SEE DISTRIBUTION

**SUBJECT** APPROVED PROJECT CONCEPT REPORT

Attached for your files is the approval for subject project.

MBP/cj

Attachment

DISTRIBUTION:

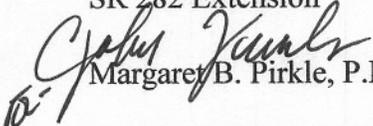
Brian Summers  
Harvey Keeper  
Ken Thompson  
Jamie Simpson  
Michael Henry  
Keith Golden  
Joe Palladi (file copy)  
Paul Liles  
Babs Abubakari  
Kent Sager  
BOARD MEMBER

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

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**INTERDEPARTMENT CORRESPONDENCE**

**FILE** P.I. No. 621260, Murray County **OFFICE** Preconstruction  
STP-191-1(9)  
SR 282 Extension **DATE** October 12, 2005

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

**TO** David E. Studstill, Jr., P.E., Chief Engineer

**SUBJECT** PROJECT CONCEPT REPORT

This project comprises the realignment of SR 282 from US 411/SR 61 to CR 39 for a total of 2.40 miles. In the area of Murray County where US 76/SR 282 intersects CR 309, traffic safety has become a problem. Beyond this intersection, traffic traveling to US 411/SR 61 north would continue on US 76/SR 282 parallel to US 411/SR 61 for approximately 2.7 miles. Traffic traveling to the south to US 411/SR 61 would proceed north on CR 309 (Old Highway 411) parallel to US 411/SR 61 for 3.3 miles to Carters Road, which then connects to US 411/SR 61. The existing CSX Railroad bridge over SR 282 lacks the vertical clearances required. The existing vertical clearance is 13.9' and the standard for vertical clearance is 17.0'. In 2000, the accident rate from the project area was approximately 55% higher than the statewide average, while in 2001 and 2002 the accident rates dropped to 36 and 54 percent below the statewide averages respectively. However, the injury rate in the corridor remained above statewide averages for each of these years. This project proposes to improve the safety at the intersection of US 76/SR 282 and CR 309, and improve the connectivity between US 76/SR 282 and US 411/SR 61 by realigning US 76/SR 282 and connect directly to US 411/SR 61.

The project, located in Murray County, begins at a location on US 411/SR 61 approximately 1.7 miles south of the existing intersection of US 76/Smyrna Ramhurst Road and US 411/SR 61, and traverses on new location easterly passing under the CSX Railroad, continuing across the agricultural lowlands and ending approximately 450' east of the intersection with Dennis Mill Road. Existing SR 282 presently runs parallel to US 411/SR 61 in a north-south direction through the community of Ramhurst. The designation of a portion of this roadway will be removed after the construction of the project and the newly constructed project will become US 76/SR 282. The project will be constructed as a two lane rural section. The construction of a bridge is proposed at CSX Railroad in order for the new roadway to pass beneath the railroad. Bridges are also proposed at Sugar Creek and at a tributary of Sugar Creek. The terminal ends of Dennis Mill Road and existing SR 282 and CR 309 will be relocated to provide better intersection alignment with the proposed project and to maintain access to areas north and south of the project.

David Studstill

Page 2

P. I. No. 621260, Murray

October 12, 2005

Environmental concerns include requiring a COE 404 Permit; an Environmental Assessment will be prepared; a public hearing open house will be held; time saving procedures are not appropriate.

The estimated costs for this project are:

	<u>PROPOSED</u>	<u>APPROVED</u>	<u>FUNDING</u>	<u>PROG DATE</u>
Construction (includes E&C and inflation)	\$8,711,000	\$1,700,000	Q24	2007
Right-of-Way	\$1,037,000	\$1,037,000	Q24	2006
Utilities*	\$ 831,000	-----		

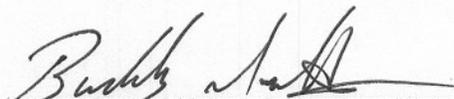
\*Murray County signed LGPA for utilities 8-31-90. Recission letter sent to Murray County 5-3-05.

I recommend this project concept be approved.

MBP:JDQ/cj

Attachment

CONCUR

  
Buddy Grafton, P.E., Director of Preconstruction

APPROVE

  
David E. Studstill, Jr., P.E., Chief Engineer

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

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INTERDEPARTMENT CORRESPONDENCE

FILE STP-191-1 (9) Murray  
P.I. No. 621260  
SR 282 Extension

Office Cartersville

DATE: September 14, 2005

FROM Kent L. Sager, District Engineer

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).

Distribution:

Brian Summers, Project Review Engineer  
Harvey Keepler, State Environmental/Location Engineer  
Keith Golden, State Traffic Safety and Design Engineer  
Joe Palladi, State Transportation Planning Administrator  
Jamie Simpson, State Transportation Financial Management Administrator  
Paul Liles, State Bridge Design Engineer  
File

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

PROJECT CONCEPT REPORT

*District Six*

SR 282 from US 411/SR 61 East to CR 309

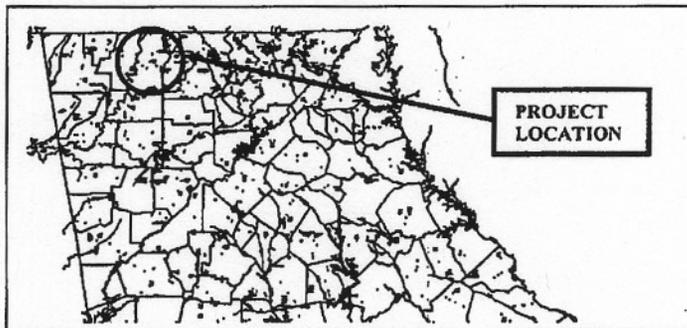
Project Number: STP-191-1(9)

County: Murray

P. I. Number: 621260

Federal Route Number: US 76

State Route Number: SR 282



Recommendation for approval:

DATE 9/14/05

Curtis D. Corn  
Project Manager

DATE 9/14/05

[Signature]  
District Engineer

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

DATE \_\_\_\_\_

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

DATE \_\_\_\_\_

\_\_\_\_\_  
State Transportation Financial Management Administrator

DATE \_\_\_\_\_

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

DATE \_\_\_\_\_

\_\_\_\_\_  
State Traffic Safety and Design Engineer

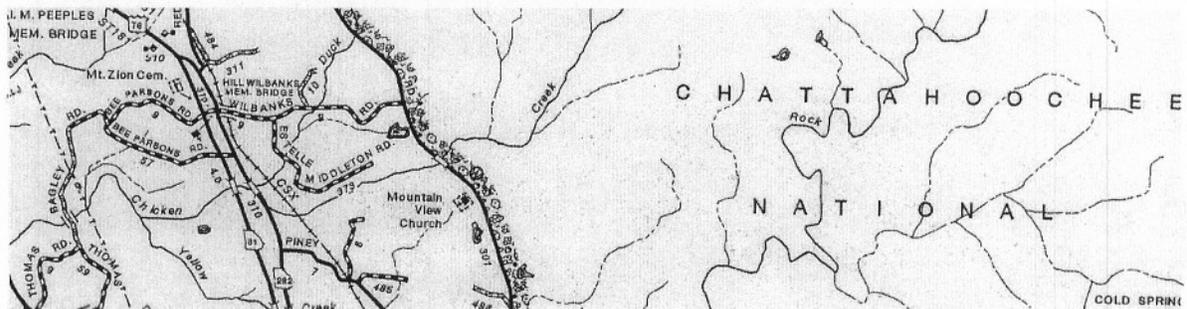
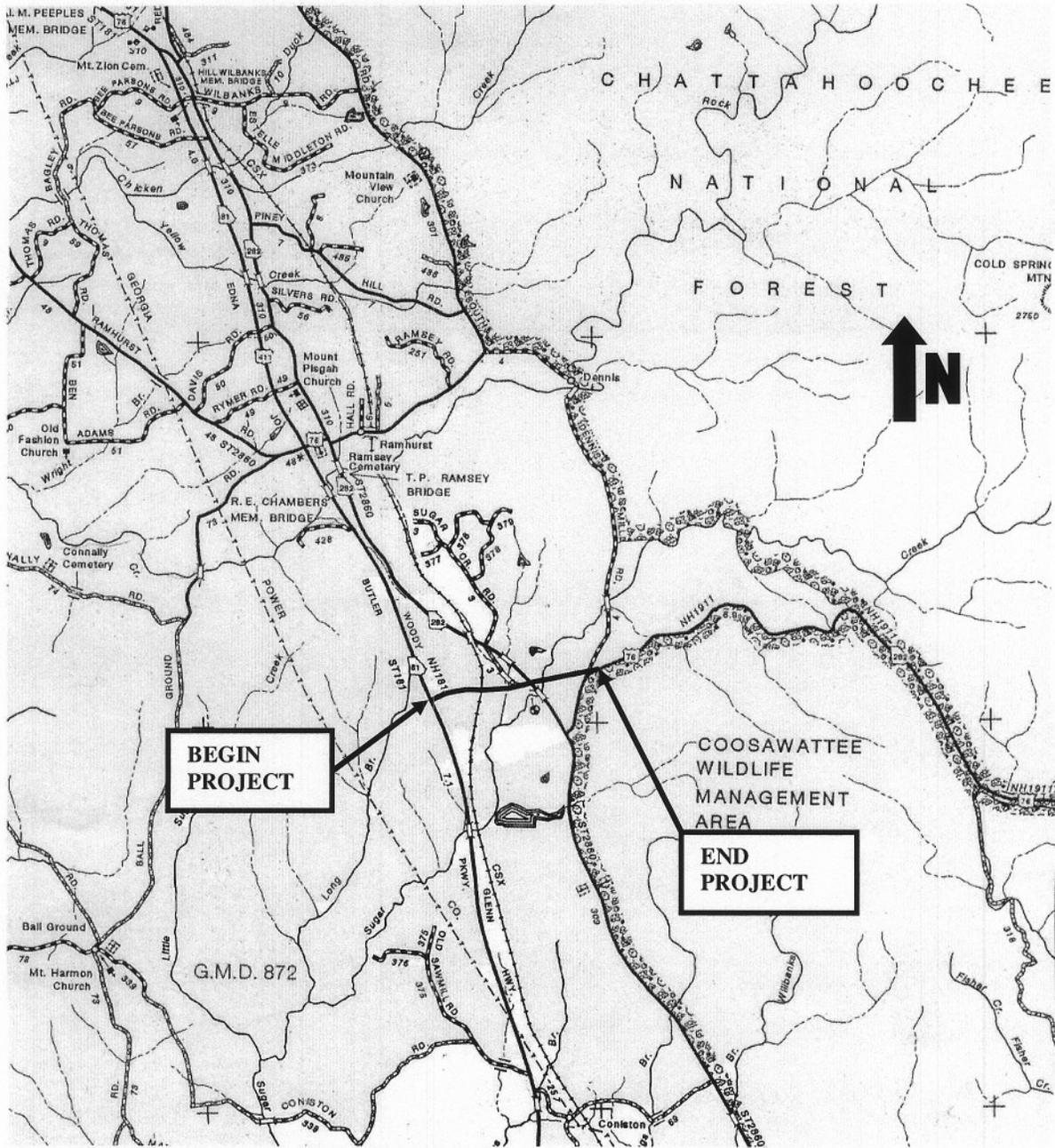
DATE \_\_\_\_\_

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

DATE \_\_\_\_\_

\_\_\_\_\_  
State Bridge and Structural Design Engineer

**PROJECT MAP-Project No. : STP-191-1(9), Murray County**



**Need and Purpose:** See attached Need & Purpose Statement

**Description of the proposed project:**

This project is located in Murray County. The project begins at a location on US 411/SR 61 approximately 1.7 miles south of the existing intersection of US 76/Smyrna Ramhurst Rd & US 411/SR 61, and traverses on new location easterly passing under the CSX Railroad, continuing across the agricultural lowlands and ending approximately 450 feet to the east of the intersection with Dennis Mill Road. Existing SR 282 presently runs parallel to US 411/SR61 in a North/South direction through the community of Ramhurst. The designation of a portion of this roadway will be removed after the construction of the project and the newly constructed project will become US 76/SR 282. The project will be constructed as a two lane rural section. The construction of a bridge is proposed at CSX Railroad in order for the new roadway to pass beneath the railroad. Bridges are also proposed at Sugar Creek and at a tributary of Sugar Creek. The terminal ends of Dennis Mill Road and existing SR 282 and CR 309 will be relocated to provide better intersection alignment with the proposed project and to maintain access to areas north and south of the project.

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

**PDP Classification:** Major, Existing Location

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

**Functional Classification:** Rural Major Collector

**U. S. Route Number(s):** US 76

**State Route Number(s):** SR 282

**Traffic (AADT):**

Current Year (2009): 5900

Design Year (2029): 9700

**Existing design features:**

- Typical Section:
  - Two 10.5' lanes
  - Graded shoulders width varies 4' to 5'
- Posted speed: 55 mph Maximum degree of curvature: 8° 00'
- Maximum grade: 8.0%
- Width of right of way: varies 80' – 100'
- Major structures:
  - Railroad trestle (Structure ID 213-0046-0; sufficiency rating unavailable)

- Reinforced concrete box culvert on existing SR 282 at Sugar Creek Branch
- Reinforced concrete box culvert on existing SR 282 at Sugar Creek
- Major interchanges or intersections along the project: US 76/ SR 282 & US 411/SR 61
- Existing length of roadway segment and the mile logs for each county segment: 1.8 miles; mile log 288 (Murray County)

**Proposed Design Features:**

- Proposed typical section(s):
  - Two-lane Rural: 2 - 12' lanes
  - 10' outside shoulders which include 2' paved shoulders
- Proposed Design Speed Mainline: 55 mph (rural section)
- Proposed Maximum grade Mainline: 6.86% Maximum grade allowable: 9%
- Proposed Maximum grade Side Street: 4% Maximum grade allowable: 9%
- Proposed Maximum grade driveway: Residential 15%; Commercial 11%
- Proposed Maximum degree of curve: 5° 45' Maximum degree allowable: 5° 45'
- Right of way
  - Width: Varies 80' min.
  - Easements: Temporary (X), Permanent (X), Utility ( ), Other ( ).
  - Type of access control: Full ( ), Partial ( ), By Permit ( X ), Other ( ).
  - Number of parcels: 11 Number of displacements:
    - Business: 0
    - Residences: 0
    - Mobile homes: 0
    - Other: 0
- Structures:
  - Construct new bridge (length=152', width=37') on CSX Railroad over relocated SR 282
  - Construct new bridge (length=150', width=59.3') on SR 282 over Sugar Creek Tributary
  - Construct new bridge (length=200', width=83.3') on SR 282 over Sugar Creek
  - Major intersections and interchanges: US 411/SR 61 & relocated US 76/SR 282
- Traffic control during construction:
 

Traffic to be maintained on existing roadways during construction
- Design Exceptions to controlling criteria anticipated:

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

- Design Variances: None

- Environmental concerns: Nationwide U.S. Army Corps of Engineers Permit required. Section 4f required due to impacts to historic district.
- Level of environmental analysis:
  - Are Time Savings Procedures appropriate? Yes ( ), No ( X ),
  - Categorical exclusion ( ),
  - Environmental Assessment/Finding of No Significant Impact (FONSI) ( X ), or Environmental Impact Statement (EIS) ( ).
- Utility involvements:
  - CSX Railroad
  - Anticipate relocations of the following utilities: phone, water, electric, cable

**Project responsibilities:**

- Design: Georgia DOT
- Right of Way Acquisition: Georgia DOT
- Relocation of Utilities: Non-Reimbursable Utilities – Utility Owners  
Reimbursable Utilities – Georgia DOT
- Letting to contract: Georgia DOT
- Supervision of construction: Georgia DOT
- Providing material pits: not determined
- Providing detours: N/A

**Coordination**

- Initial Concept Team meeting date: October 16, 2000
- Concept meeting date: April 13, 2004
- P. A. R. meetings, dates and results: None required
- FEMA, USCG, and/or TVA: FEMA coordination anticipated
- Public involvement: Public information meetings were held on 01/25/2001 & 05/22/02
- Local government comments: PMA – has not been determined.
- Other projects in the area: Project BR-0000-00(687) Murray, PI No. 0000687, CR 4/Dennis Mill Road at Rock Creek (Bridge replacement project approximately 2 miles north of the SR 282 relocation). CONST. 2007

Other coordination to date:

- July 13, 2000: Early coordination meeting with GDOT District 6, OEL, JIG & Edwards Pittman
- January 27, 2002: Coordination meeting and site visit with FHWA, GDOT District 6, SHPO and JIG

**Scheduling – Responsible Parties' Estimate**

- Time to complete the environmental process: 9 Months
- Time to complete preliminary construction plans: 12 Months
- Time to complete right of way plans: 4 Months
- Time to complete the Section 404 Permit: 12 Months
- Time to complete final construction plans: 6 Months
- Time to complete to purchase right of way: 8 Months

**Other alternates considered:**

- **Alternate 1:** Beginning at US 411/SR 61, it traverses East over CSX Railroad across the agricultural lowlands, crosses just south of the existing intersection of US 76/SR 282 and CR 309 South to Carters Lake, and continues for approximately 1375 feet generally following alongside existing US 76/SR 282. This alignment is approximately 5170 feet long. This alignment was rejected due to public opposition and the large amount of fill material that would be required to construct the approaches to bridge over CSX Railroad.
- **Alternate 2:** This route is approximately 1000 feet north of Alternate 1. Beginning at US 411/SR 61, it traverses East over CSX Railroad across the agricultural lowlands, crosses approximately 870 feet north of the existing intersection of US 76/SR 282 at grade, and continues for approximately 1900 feet. This alignment is approximately 5680 feet long. This alignment was rejected due to public opposition and the large amount of fill material that would be required to construct the approaches to bridge over CSX Railroad.
- **Alternate 3:** This route is approximately 1000 feet north of Alternate 2. Beginning at US 411/SR 61, it traverses east over CSX Railroad across the agricultural lowlands, crosses existing US 76/SR 282 at grade, and continues for approximately 3400 feet. This alignment is approximately 6700 feet long. This alignment was rejected due to public opposition and the large amount of fill material that would be required to construct the approaches to bridge over CSX Railroad.
- **Alternate 3A:** An option for alignment 3 would consist of changing the vertical alignment west of the CSX railroad and utilizing a tunnel under CSX Railroad. The tunnel option would be designed for a 45-MPH speed limit. The horizontal alignment would not be affected. This alignment will require considerable earthwork excavation west of the railroad. While public opinions on this alignment were mixed, it was preferred by the SHPO due to minimized visual impact to the Rural Historic District.
- **Alternate 3B:** This alternate was presented at the Concept Team Meeting on April 13, 2004 and differs from the preferred alternate only in its location between US 411 and CR 309. This alignment runs roughly 145' parallel north of the preferred alternate at the railroad grade separation and merges onto the same alignment at CR 309. This alternate was eliminated at the request of the CSX railroad to shift the railroad bridge outside of the limits of the proposed spiral curves of the relocated track.
- **Alternate 4:** This route is approximately 1600 feet north of Alternate 3. Beginning at US 411/SR 61, it traverses east to existing US 76/SR 282 north of the existing CSX Railroad Bridge. This alternate then follows the horizontal alignment of existing US 76/SR 282 under the existing CSX Railroad Bridge for approximately 1760 feet, thence following a curve to the left continues with new alignment for approximately 3850 feet. This alignment is approximately 7500 feet long. The existing vertical alignment of US 76/SR 282 in the vicinity of the existing CSX Railroad Bridge would have to be lowered approximately 5 feet. Construction will include a new railroad bridge at the intersection of the CSX Railroad and US 76/SR 282. This construction will require a temporary railroad detour, a temporary railroad detour bridge, and a temporary detour of existing US 76/SR 282. The detour of US 76/SR 282 impacts Sugar Hollow Road and requires relocation and reconstruction of approximately 900 feet of this road. Staging construction for alternate 4 could prove difficult and involve a considerable amount of shoring and earthwork excavation. This alignment was rejected due to the estimated cost of construction.

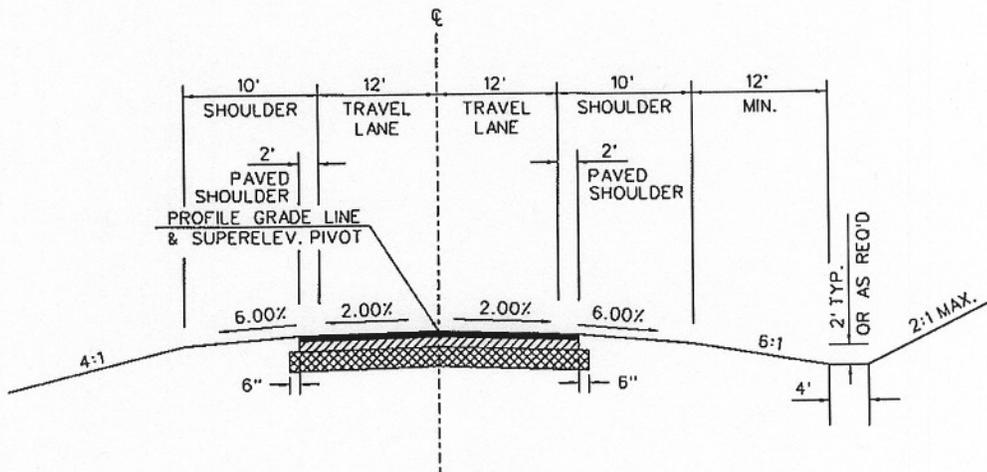
- **Alternate 5 (45 MPH):** This route investigated maintaining US 76/SR 282 in the existing roadbed for approximately 1.7 miles to the community of Ramhurst, and improving the vertical and horizontal alignments to meet a speed design of 45 MPH. This alignment required the same improvements at the CSX Railroad Bridge, and therefore had the same issues with detours, staging, shoring, and earthwork. This alignment also had the potential for two residential displacements. This alignment was rejected due to the estimated cost of construction.
- **Alternate 5 (55 MPH):** This route investigated maintaining US 76/SR 282 in the existing roadbed for approximately 1.7 miles to the community of Ramhurst, and improving the vertical and horizontal alignments to meet a speed design of 55 MPH. This alignment required the same improvements at the CSX Railroad Bridge, and therefore had the same issues with detours, staging, shoring, and earthwork. This alignment also had the potential for two residential displacements. This alignment was rejected due to the estimated cost of construction.
- **Truck Ramp:** This alternative does not meet the capacity and operational needs of the project.
- **No Build:** This alternative does not meet the capacity and operational needs of the project.

**Comments:**

- The proposed project is located within the Murray County Rural Historic District.
- CSX does not agree with the assessment that the existing railroad bridge over US 76/SR 282 is historic. They have requested that the crossing be eliminated. However, the SHPO states that the bridge is historic. Therefore, removal of this bridge will not be included with this project.

**Attachments:**

1. Need and Purpose Statement
2. Cost Estimates:
  - a. Construction including E&C(10) and Inflation, \$ 8,710,695
  - b. Right of Way, \$ 1,037,300
  - c. Utilities (Reimbursable including railroad), \$ 830,500
3. Typical Sections
4. Accident Summaries
5. Traffic Diagrams
6. Capacity Analysis
7. Concept Team Meeting Minutes



TYPICAL SECTION



SR 282 RELOCATION FROM SR 61/US411 EAST TO CR 309  
STP-191-119) P.I. NO. 621260, MURRAY COUNTY

DATE : JUNE 2005  
SCALE : NO SCALE  
JOB NO.: 02077745

TYPICAL SECTION

FIGURE 1

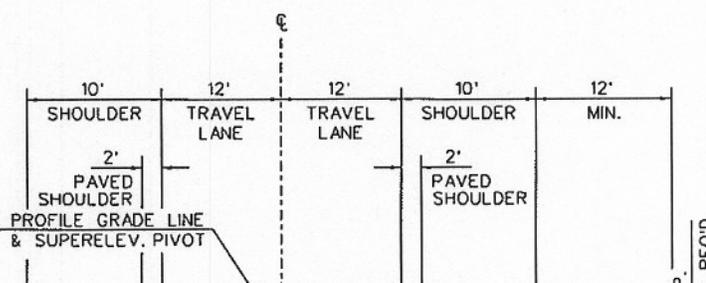
**Total Estimated Cost: \$6,840,568.60**

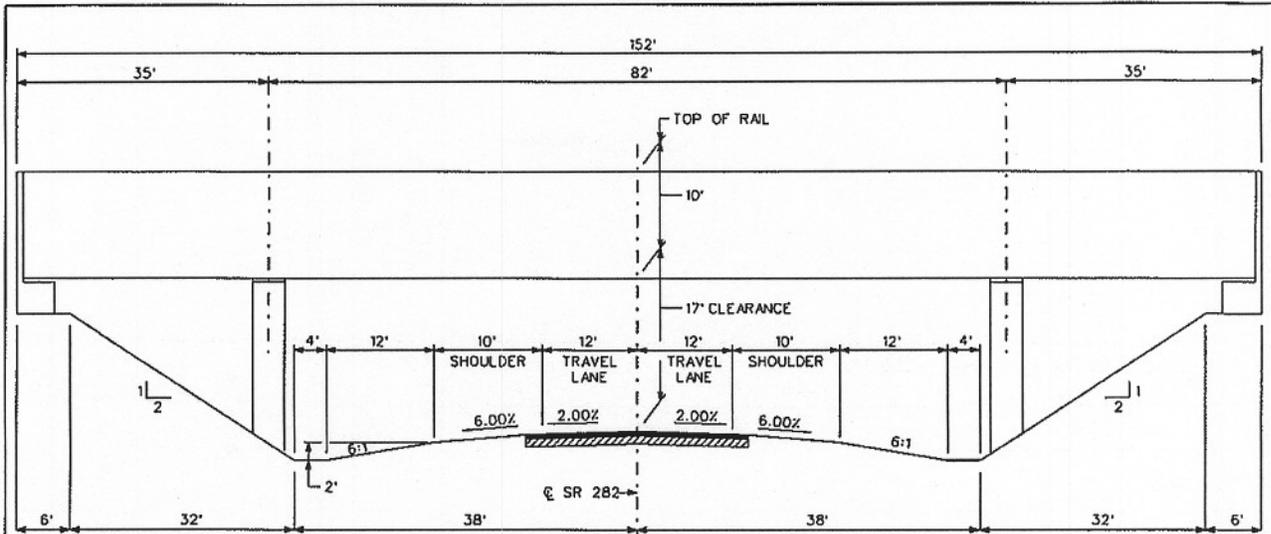
<b>Subtotal Construction Cost</b>	<b>\$6,840,568.60</b>
E&C Rate 10.0 %	\$684,056.86
Inflation Rate 5.0 % @ 3.0 Years	\$1,186,069.09

<b>Total Construction Cost</b>	<b>\$8,710,694.55</b>
Right Of Way	\$1,037,300.00
ReImb. Utilities	\$830,500.00

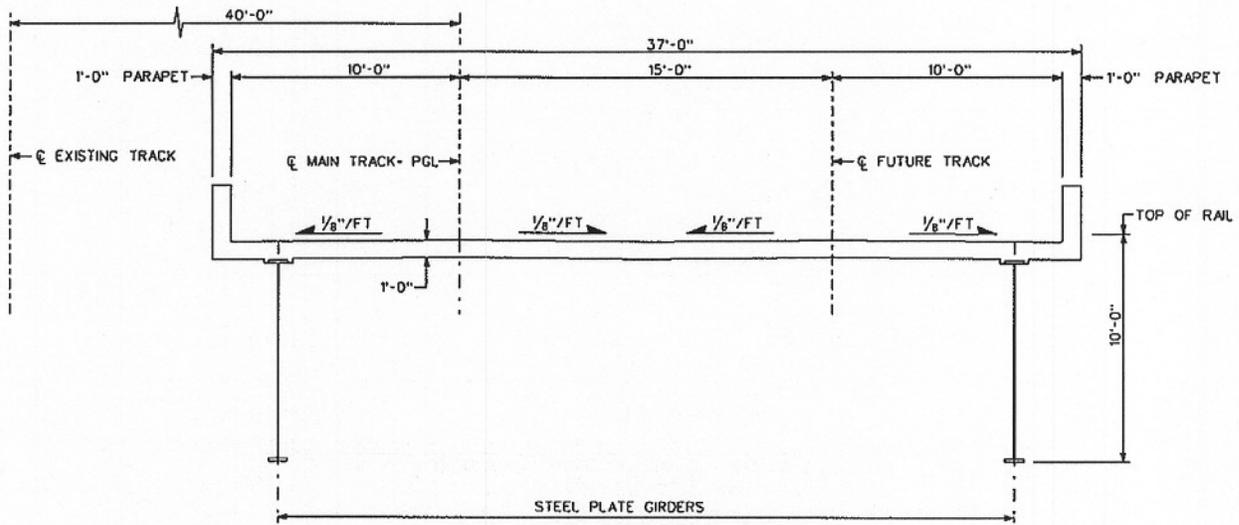
**Grand Total Project Cost \$10,578,494.55**

REIMB. UTILITIES = 130,500 UTILITY  
+ 700,000 RAILROAD  
\$ 830,500

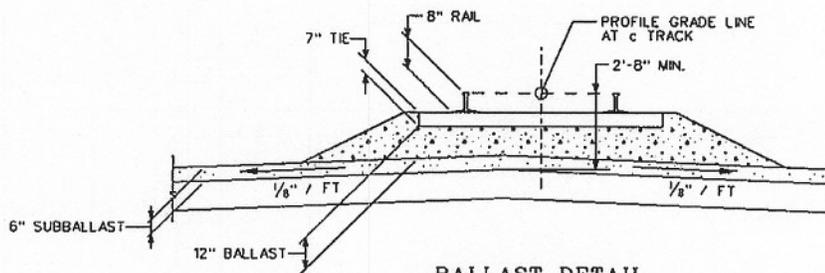




SR 282 AT CSX BRIDGE  
NO SCALE



BRIDGE TYPICAL SECTION  
NO SCALE



BALLAST DETAIL  
NO SCALE



SR 282 RELOCATION FROM SR 61/US411 EAST TO CR 309  
STP-191-1(9) P.I. NO. 621260, MURRAY COUNTY

DATE : JUNE 2005  
SCALE : NO SCALE  
JOB NO.: 02077745

CSX BRIDGE DETAILS

FIGURE 1

**Project Need and Purpose**  
**S.R. 282 from US 411/SR 61 East to CR 309**  
**Project Number: STP-191-1(9)**  
**County: Murray**  
**P. I. Number: 621260**

**Introduction**

In the area of Murray County where US 76/SR 282 intersect with CR 309, traffic safety has become a problem. Beyond this intersection traffic traveling to U.S. 411/S.R. 61 north would continue on U.S. 76/S.R. 282 parallel to US 411/SR 61 for approximately 2.7 miles. Traffic traveling to south US 411/SR 61 would proceed south on CR 309 (Old Highway 411) parallel to US 411/SR 61 for 3.3 miles to Carters Road, which then connects to US 411/SR 61. In order to improve the safety at the intersection of US 76/SR 282 and CR 309, and improve the connectivity between US 76/SR 282 and US 411/SR 61, the project proposes to realign US 76/SR 282 and connect directly to US 411/SR 61. See attached project location map.

US 76 is a major west east route through the north Georgia mountains between South Carolina and US 411/SR 61 and I-75. US 76 enters Georgia from western South Carolina and proceeds west through the Chattahoochee National Forest. US 76 joins with SR 282 in the City of Ellijay and continues through the project area up to the town of Ramhurst. At this point US 76 connects to US 411/SR 61 and SR 282 continues north parallel to US 411/SR 61. US 76 proceeds north combined with US 411/SR 61 to the City of Chatsworth where it proceeds west and terminates at I-75 in Dalton. US 411 enters Georgia from Tennessee in a southerly direction combined with SR 2 and SR 61. In the town of Chatsworth SR 2 turns east away from US 411/SR 61 and proceeds into the Chattahoochee National Forest. US 411/SR 61 continue south to the north side of Cartersville where they intersect with US 41/SR 3 and SR 20. US 411 turns westward at this interchange and proceeds through the City of Rome and into the state of Alabama. At Cartersville SR 61 continues in a southwestern direction through Dallas, Villa Rica, and then ends as it ties into SR 166 to Carrolton. I-75 is one of the main interstates in Georgia proceeding through the entire State from Chattanooga, Tennessee to Florida, and passing through Atlanta, Macon, and Valdosta. CR 309 begins in the Town of Dennis just north of the project area and proceeds along the western boundary of the Chattahoochee National Forest, parallel to US 411/SR 61. South of SR 282, CR 309 combines with Old 411 Highway and continues south into Gordon County where the route ends at US 411/SR 61.

**Major Structures**

The existing CSX Railroad Bridge over SR 282 lacks vertical clearances required of more modern facilities. The vertical clearance of this bridge is 13.9 ft. The standard for vertical clearance on modern bridges over roads is 17.0 ft. Presently many trucks cannot use this route because of the low vertical clearance.

### **Accident, Injury, and Fatality Rates**

In 2000 the accident rate from the project area was approximately 55 percent higher than the statewide average, while in 2001 and 2002 the accident rates dropped to 36 and 54 percent below statewide averages respectively. However, injury rates in the corridor remained above statewide averages for each of these years, ranging from 136 percent higher in 2000 to nine percent higher in 2002. The grade of SR 282 from the west to CR 309 is a very steep downgrade. Cars and especially trucks approaching this intersection are unable to stop due to the steep grade, especially during times of adverse weather conditions. Vehicles that have been unable to stop properly have slid into the intersection and into a vacant field opposite the intersection. It is likely that some of the incidents may have not caused accidents and have therefore not been recorded as such. However, it is clear that an unsafe condition exists at the intersection.

There was also one fatality in 2000. When compared to the statewide fatality rate for 2000, the project area has a rate that is approximately eight times higher based upon 100 million vehicle miles of travel. This high fatality rate is of concern and clearly demonstrates the need for the proposed roadway improvements planned as part of this project.

### **Summary**

SR 282 is currently classified as a rural major collector roadway in the area of the proposed project. Based upon traffic evaluations in the project area the main traffic movement is between SR 282 and US 411 with 10% of this volume consisting of large trucks. The Georgia Department of Transportation is proposing the relocation of S.R. 282 for two basic reasons: the first, type and number of accidents that occur at the intersection of S.R. 282/U.S. 76 and C.R 309; the second, insufficient clearance under the CSX Railroad bridge. Due to the relatively large volume of trucks that use the corridor both of these deficiencies are exacerbated. The realigned SR 282 would include elimination of the steep grade at CR 309, a direct connection to US 411/SR 61, and a new railroad bridge meeting current design standards would be constructed over the relocated SR 282.

**SR 282 from US 411/SR 61 East to CR 309**  
**Project Number: STP-191-1(9)**  
**County: Murray**  
**P. I. Number: 621260**

<b>ACCIDENT HISTORY</b>			
<u>YEAR</u>	<u>Accident Rate</u>	<u>Injury Rate</u>	<u>Fatality Rate</u>
2000	291 (188)	229 (97)	21 (2.53)
2001	120 (185)	140 (98)	0 (2.29)
2002	90 (195)	113 (104)	0 (2.37)

Note: All rates are per 100 million vehicle miles of travel. Numbers in parentheses are statewide average rates for rural major collector.



## TWO-WAY STOP CONTROL SUMMARY

General Information			Site Information					
Analyst	Harris Robinson		Intersection	SR 282 & CR 309 (Old SR 282)				
Agency/Co.	JJG		Jurisdiction	GDOT District 6				
Date Performed	6/1/2005		Analysis Year	2029				
Analysis Time Period	PM Peak Hour							
Project Description								
East/West Street: SR 282 (Dolly Rd.)			North/South Street: CR 309 (Old SR 282)					
Intersection Orientation: East-West			Study Period (hrs): 0.25					
Vehicle Volumes and Adjustments								
Major Street	Eastbound			Westbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)	0	385	40	35	255	55		
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90		
Hourly Flow Rate (veh/h)	0	427	0	0	283	61		
Proportion of heavy vehicles, P <sub>HV</sub>	8	--	--	8	--	--		
Median type	Undivided							
RT Channelized?			0			0		
Lanes	1	1	0	0	1	1		
Configuration	L	T			T	R		
Upstream Signal		0			0			
Minor Street	Northbound			Southbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)	25	5	20	85	5	0		
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90		
Hourly Flow Rate (veh/h)	0	0	0	94	0	0		
Proportion of heavy vehicles, P <sub>HV</sub>	8	8	8	8	8	8		
Percent grade (%)		0			0			
Flared approach		N			N			
Storage		0			0			
RT Channelized?			0			0		
Lanes	0	0	0	1	0	1		
Configuration				L		R		
Control Delay, Queue Length, Level of Service								
Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L					L		R
Volume, v (vph)	0					94		0
Capacity, c <sub>m</sub> (vph)	1182					391		742
v/c ratio	0.00					0.24		0.00
Queue length (95%)	0.00					0.93		0.00
Control Delay (s/veh)	8.0					17.1		9.9
LOS	A					C		A
Approach delay (s/veh)	--	--				17.1		
Approach LOS	--	--				C		

TWO-WAY STOP CONTROL SUMMARY								
<b>General Information</b>				<b>Site Information</b>				
Analyst	Harris Robinson			Intersection	SR 282 & CR 309 (Old US 411)			
Agency/Co.	JJG			Jurisdiction	GDOT District 6			
Date Performed	June 1, 2005			Analysis Year	2029			
Analysis Time Period	AM Peak Hour							
Project Description								
East/West Street: SR 282 (Dolly Rd.)				North/South Street: CR 309 (Old US 411)				
Intersection Orientation: East-West				Study Period (hrs): 0.25				
<b>Vehicle Volumes and Adjustments</b>								
<b>Major Street</b>	Eastbound			Westbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)	0	280	30	20	425	85		
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90		
Hourly Flow Rate (veh/h)	0	311	33	22	472	0		
Proportion of heavy vehicles, $P_{HV}$	8	--	--	8	--	--		
Median type	Undivided							
RT Channelized?			0				0	
Lanes	0	1	1	1	1	0		
Configuration		T	R	L	T			
Upstream Signal		0			0			
<b>Minor Street</b>	Northbound			Southbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)	45	5	35	55	5	0		
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90		
Hourly Flow Rate (veh/h)	50	0	38	0	0	0		
Proportion of heavy vehicles, $P_{HV}$	8	8	8	8	8	8		
Percent grade (%)	0			0				
Flared approach		N			N			
Storage		0			0			
RT Channelized?			0				0	
Lanes	1	0	1	0	0	0		
Configuration	L		R					
<b>Control Delay, Queue Length, Level of Service</b>								
Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		L	L		R			
Volume, $v$ (vph)		22	50		38			
Capacity, $c_m$ (vph)		1182	327		715			
$v/c$ ratio		0.02	0.15		0.05			
Queue length (95%)		0.06	0.53		0.17			
Control Delay (s/veh)		8.1	18.0		10.3			
LOS		A	C		B			
Approach delay (s/veh)	--	--	14.7					
Approach LOS	--	--	B					

## TWO-WAY STOP CONTROL SUMMARY

General Information			Site Information					
Analyst	Harris Robinson		Intersection	SR 282 & CR 309 (Old US 411)				
Agency/Co.	JJG		Jurisdiction	GDOT District 6				
Date Performed	June 1, 2005		Analysis Year	2026				
Analysis Time Period	PM Peak Hour							
Project Description								
East/West Street: SR 282 (Dolly Rd.)			North/South Street: CR 309 (Old US 411)					
Intersection Orientation: East-West			Study Period (hrs): 0.25					
Vehicle Volumes and Adjustments								
Major Street	Eastbound			Westbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)	0	425	45	35	280	55		
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90		
Hourly Flow Rate (veh/h)	0	472	50	38	311	0		
Proportion of heavy vehicles, P <sub>HV</sub>	8	--	--	8	--	--		
Median type	Undivided							
RT Channelized?			0			0		
Lanes	0	1	1	1	1	0		
Configuration		T	R	L	T			
Upstream Signal		0			0			
Minor Street	Northbound			Southbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)	45	5	20	85	5	0		
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90		
Hourly Flow Rate (veh/h)	50	0	22	0	0	0		
Proportion of heavy vehicles, P <sub>HV</sub>	8	8	8	8	8	8		
Percent grade (%)		0			0			
Flared approach		N			N			
Storage		0			0			
RT Channelized?			0			0		
Lanes	1	0	1	0	0	0		
Configuration	L		R					
Control Delay, Queue Length, Level of Service								
Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		L	L		R			
Volume, v (vph)		38	50		22			
Capacity, c <sub>m</sub> (vph)		1014	307		580			
v/c ratio		0.04	0.16		0.04			
Queue length (95%)		0.12	0.57		0.12			
Control Delay (s/veh)		8.7	19.0		11.5			
LOS		A	C		B			
Approach delay (s/veh)	--	--	16.7					
Approach LOS	--	--	C					

### TWO-WAY STOP CONTROL SUMMARY

General Information			Site Information				
Analyst	Harris Robinson		Intersection	SR 282 Relocated & SR 61			
Agency/Co.	JJG		Jurisdiction	GDOT District 6			
Date Performed	June 1, 2005		Analysis Year	2029			
Analysis Time Period	PM Peak Hour						
Project Description							
East/West Street: SR 282 Relocated			North/South Street: SR 61				
Intersection Orientation: North-South			Study Period (hrs): 0.25				
Vehicle Volumes and Adjustments							
Major Street	Northbound			Southbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume	0	285	40	345	465	0	
Peak-Hour Factor, PHF	1.00	0.90	0.90	0.90	0.90	1.00	
Hourly Flow Rate, HFR	0	316	44	383	516	0	
Percent Heavy Vehicles	0	--	--	8	--	--	
Median Type	Two Way Left Turn Lane						
RT Channelized			0			0	
Lanes	0	2	0	1	1	0	
Configuration		T	TR	L	T		
Upstream Signal		0			0		
Minor Street	Westbound			Eastbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume	25	0	230	0	0	0	
Peak-Hour Factor, PHF	0.90	1.00	0.90	1.00	1.00	1.00	
Hourly Flow Rate, HFR	27	0	255	0	0	0	
Percent Heavy Vehicles	8	0	8	0	0	0	
Percent Grade (%)		0			0		
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0			0	
Lanes	1	0	1	0	0	0	
Configuration	L		R				
Delay, Queue Length, and Level of Service							
Approach	NB	SB	Westbound			Eastbound	
Movement	1	4	7	8	9	10	11
Lane Configuration		L	L		R		
v (vph)		383	27		255		
C (m) (vph)		1153	121		813		
v/c		0.33	0.22		0.31		
95% queue length		1.47	0.81		1.35		
Control Delay		9.7	43.1		11.4		
LOS		A	E		B		
Approach Delay	--	--	14.5				
Approach LOS	--	--	B				

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## TWO-WAY STOP CONTROL SUMMARY

General Information				Site Information				
Analyst	Harris Robinson			Intersection	SR 282 & CR 309 (Old SR 282)			
Agency/Co.	JJG			Jurisdiction	GDOT District 6			
Date Performed	6/1/2005			Analysis Year	2029			
Analysis Time Period	PM Peak Hour							
Project Description								
East/West Street: SR 282 (Dolly Rd.)				North/South Street: CR 309 (Old SR 282)				
Intersection Orientation: East-West				Study Period (hrs): 0.25				
Vehicle Volumes and Adjustments								
Major Street	Eastbound			Westbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)	0	385	40	35	255	55		
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90		
Hourly Flow Rate (veh/h)	0	427	0	0	283	61		
Proportion of heavy vehicles, P <sub>HV</sub>	8	--	--	8	--	--		
Median type	Undivided							
RT Channelized?			0			0		
Lanes	1	1	0	0	1	1		
Configuration	L	T			T	R		
Upstream Signal		0			0			
Minor Street	Northbound			Southbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)	25	5	20	85	5	0		
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90		
Hourly Flow Rate (veh/h)	0	0	0	94	0	0		
Proportion of heavy vehicles, P <sub>HV</sub>	8	8	8	8	8	8		
Percent grade (%)	0			0				
Flared approach		N			N			
Storage		0			0			
RT Channelized?			0			0		
Lanes	0	0	0	1	0	1		
Configuration				L		R		
Control Delay, Queue Length, Level of Service								
Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L					L		R
Volume, v (vph)	0					94		0
Capacity, c <sub>m</sub> (vph)	1182					391		742
v/c ratio	0.00					0.24		0.00
Queue length (95%)	0.00					0.93		0.00
Control Delay (s/veh)	8.0					17.1		9.9
LOS	A					C		A
Approach delay (s/veh)	--	--				17.1		
Approach LOS	--	--				C		

## TWO-WAY STOP CONTROL SUMMARY

General Information			Site Information					
Analyst	Harris Robinson		Intersection	SR 282 Relocated & SR 61				
Agency/Co.	JJG		Jurisdiction	GDOT District 6				
Date Performed	June 1, 2005		Analysis Year	2029				
Analysis Time Period	PM Peak Hour							
Project Description								
East/West Street: SR 282 Relocated			North/South Street: SR 61					
Intersection Orientation: North-South			Study Period (hrs): 0.25					
Vehicle Volumes and Adjustments								
Major Street	Northbound			Southbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume	0	285	40	345	465	0		
Peak-Hour Factor, PHF	1.00	0.90	0.90	0.90	0.90	1.00		
Hourly Flow Rate, HFR	0	316	44	383	516	0		
Percent Heavy Vehicles	0	--	--	8	--	--		
Median Type	Two Way Left Turn Lane							
RT Channelized			0			0		
Lanes	0	2	0	1	1	0		
Configuration		T	TR	L	T			
Upstream Signal		0			0			
Minor Street	Westbound			Eastbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume	25	0	230	0	0	0		
Peak-Hour Factor, PHF	0.90	1.00	0.90	1.00	1.00	1.00		
Hourly Flow Rate, HFR	27	0	255	0	0	0		
Percent Heavy Vehicles	8	0	8	0	0	0		
Percent Grade (%)		0			0			
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	1	0	1	0	0	0		
Configuration	L		R					
Delay, Queue Length, and Level of Service								
Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		L	L		R			
v (vph)		383	27		255			
C (m) (vph)		1153	121		813			
v/c		0.33	0.22		0.31			
95% queue length		1.47	0.81		1.35			
Control Delay		9.7	43.1		11.4			
LOS		A	E		B			
Approach Delay	--	--	14.5					
Approach LOS	--	--	B					

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**MEETING MINUTES  
CONCEPT TEAM MEETING**

**SR 282 from US 411/SR 61 East to CR 309**

Project Number: STP-191-1(9)

County: Murray

P. I. Number: 621260

Tuesday, April 13, 2004 @ 10:00 a.m.

Meeting at GDOT District 6 Office

David Moore began by welcoming everyone to the concept team meeting and asking for introductions from everyone present. He then gave a brief description of the project and introduced Jordan, Jones and Goulding, Inc. as the Consultant providing the Concept and Environmental Document.

Philip Wansley from Jordan, Jones, and Goulding, Inc. (JJG) then took the floor and identified himself as the Project Manager. Mr. Wansley read through the Concept Report, beginning with the Need and Purpose and discussing what route the traveling public currently uses to gain access to US 411. Mr. Wansley noted that there were two major issues at the heart of this project, the first being the need for safety improvements at the intersection of SR 282/US 76 and CR 309, the second being the low bridge clearance of 13'-9" at the CSX Railroad overpass on SR 282/US76. Mr. Wansley noted that US 76 is a Major east-west route through the north Georgia mountains between South Carolina and US 411/SR 61 and I-75. Mr. Wansley noted statistics show 10% of the traffic utilizing this route into the nearby community of Ramhurst and adjacent US 411 were trucks. Mr. Wansley noted that accident rates for the years 1996, 1997, 2000 were all higher than the statewide average. The accident rate for 2001 was lower than the statewide average, however, accidents would continue to occur due to the substandard conditions. He also highlighted that 2 fatalities had occurred within these years and emphasized the need for safety improvements in the project corridor. Mr. Wansley then summarized the Need and Purpose emphasizing the two major issues driving the project.

Mr. Wansley continued with the Concept Report focusing on the Project Description. The project was described as being in Murray County, Georgia, beginning at US 411 approximately 1.7 miles south of the Ramhurst community, traversing easterly passing under the existing CSX railroad, continuing across the agricultural lowlands, to an at grade intersection, with existing SR 282 and ending approximately 2200 feet to the East just past the intersection of Dennis Mill Road. It was noted that the 1.1-mile length of this project would replace the current travel distance of 4.5 miles for vehicles that are traveling south of Ramhurst. An overview of the improvements to the realigned crossroads was described, and the proposed improvements to sight distance lines were featured. Review of the Concept Report continued noting that the project is state funded, the project is defined as a Major Collector, and a review of the traffic data includes a 10% estimate for truck traffic. Mr. Wansley then began a description of the existing design features. It was noted that the existing roadway consists of two 10.5' lanes with 4-5 foot graded shoulders that are considered by today's AASHTO guidelines to be substandard. The 2002 Roadside Design Guide recommends a clear zone distance of 26 – 32 feet and it was noted

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that the existing conditions are deficient in this regard. A number of accidents that have occurred resulted in vehicles running off the road and contacting a fixed object. Other existing conditions were reported as a posted 55 MPH speed limit, a variable right of way width of 80 –100 feet, and mention was made of the existing railroad trestle, existing box culvert at SR 282 and Sugar Creek, and the existing box culvert at SR 282 and Sugar Creek Branch.

Discussion next turned to the proposed design features. The proposed two lane rural section was described while referring to the typical section provided. The design speed is to remain at 55 MPH. A new major intersection at proposed SR 282 and existing US 411 was described including the need to redevelop the intersection with dedicated left turn lanes. The proposed right of way width is expected to vary as needed with an 80-foot minimum required. Mr. Wansley emphasized that access control for the proposed project would be by permit, and that only four parcels would be affected by the proposed design. Proposed structures are a new bridge on CSX Railroad over relocated SR 282, and a reinforced concrete bridge culvert on relocated SR 282 over Sugar Creek. It was noted that traffic is to be maintained at all times during construction and that there are no Design Exceptions or Design Variances.

At this time Todd Hill from JJG took charge of the meeting and began to highlight the environmental issues associated with this project. Mr. Hill noted that preliminary surveys have been completed. In addition to State funding, Federal funding is also included so NEPA clearance is required. He said that there would be some impacts to Sugar Creek and one of its tributaries, which will require an Army Corps permit. Mr. Hill described the need for a Nationwide Permit for what he estimated to be minor wetland impacts. A map showing the Rural Historic District was presented, and Mr. Hill gave background on what had been done during the preliminary historic survey. Note was made that the Rural Historic District is an eligible resource and that a Section 4(f) evaluation will be required. It was also noted that the level of NEPA documentation would be an Environmental Assessment. Mr. Hill described the requirement for a fish and mussel survey, scheduled for May 2004, and noted that there is possible habitat for both threatened and endangered fish and mussel species in Sugar Creek. Mr. Hill acknowledged that there are no historic structures that would be affected by the proposed alignment. Mr. Hill stated that potentially eligible archeological sites have been identified during preliminary surveys and that the Phase I investigation will be completed once the alignment is chosen. In closing, Mr. Hill noted that it is anticipated to go to a public hearing by the end of 2004 and that a FONSI would be completed in the first quarter of 2005.

Control of the meeting returned to Philip Wansley where he reviewed the project responsibilities and coordination as outlined in the Concept Report. Mr. Wansley noted the two Public Information Meetings that had already occurred, January 25, 2001 and May 22, 2002 respectfully, and highlighted the public comments for and against the project, and the attendance. Next, the proposed scheduling was reviewed and accepted.

Mr. Wansley then went over a synopsis of all alternates that had been considered. The total descriptions were not given during the meeting; however, the descriptions as contained within the Concept Report have been provided below. Alternates 1, 2, 3 can be generally described together as the shortest way to get from US 411 to the Dennis Mill Road intersection. With some

minor changes to reflect current geometry requirements, these alignments generally parallel the route originally envisioned by GDOT in the mid 1980's.

- **Alternate 1:** Beginning at US 411/SR 61, it traverses East over CSX Railroad across the agricultural lowlands, crosses just south of the existing intersection of US 76/SR 282 and CR 309 South to Carters Lake, and continues for approximately 1375 feet generally following alongside existing US 76/SR 282. This alignment is approximately 5170 feet long. This alignment was rejected due to public opposition and the large amount of fill material that would be required to construct the approaches to bridge over CSX Railroad.
- **Alternate 2:** This route is approximately 1000 feet north of Alternate 1. Beginning at US 411/SR 61, it traverses East over CSX Railroad across the agricultural lowlands, crosses approximately 870 feet north of the existing intersection of US 76/SR 282 at grade, and continues for approximately 1900 feet. This alignment is approximately 5680 feet long. This alignment was rejected due to public opposition and the large amount of fill material that would be required to construct the approaches to bridge over CSX Railroad.
- **Alternate 3:** This route is approximately 1000 feet north of Alternate 2. Beginning at US 411/SR 61, it traverses east over CSX Railroad across the agricultural lowlands, crosses existing US 76/SR 282 at grade, and continues for approximately 3400 feet. This alignment is approximately 6700 feet long. This alignment was rejected due to public opposition and the large amount of fill material that would be required to construct the approaches to bridge over CSX Railroad.

Mr. Wansley noted that Alternates 3A and 4 can also be described together.

- **Alternate 3A:** An option for alignment 3 would consist of changing the vertical alignment west of the CSX railroad and utilizing a tunnel under CSX Railroad. The tunnel option would be designed for a 45-MPH speed limit. The horizontal alignment would not be affected. This alignment will require considerable earthwork excavation West of the railroad. While public opinions on this alignment were mixed, it was preferred by the SHPO due to minimized visual impact to the Rural Historic District.
- **Alternate 4:** This route is approximately 1600 feet north of Alternate 3. Beginning at US 411/SR 61, it traverses east to existing US 76/SR 282 north of the existing CSX Railroad Bridge. This alternate then follows the horizontal alignment of existing US 76/SR 282 under the existing CSX Railroad bridge for approximately 1760 feet, thence following a curve to the left continues with new alignment for approximately 3850 feet. This alignment is approximately 7500 feet long. The existing vertical alignment of US 76/SR 282 in the vicinity of the existing CSX Railroad Bridge would have to be lowered approximately 5 feet. Construction will include a new railroad bridge at the intersection of the CSX Railroad and US 76/SR 282. This construction will require a temporary railroad detour, a temporary railroad detour bridge, and a temporary detour of existing US 76/SR 282. The detour of US 76/SR 282 impacts Sugar Hollow Road and requires relocation and reconstruction of approximately 900 feet of this road. Staging construction for alternate 4 could prove difficult and involve a considerable amount of shoring and earthwork excavation. This alignment was rejected due to the estimated cost of construction.

Mr. Wansley noted that the western half of Alternate 3A and the eastern half of Alternate 4 were combined into the recommended Alternate 3B presented today.

Comments from the first PIM resulted in the investigation of maintaining US 76/SR 282 in the existing roadbed for approximately 1.7 miles to the community of Ramhurst, and improving the vertical and horizontal alignments to meet a speed design of 45 MPH or 55 MPH. These alignments required the same improvements as Alt 4 and also had the potential for two residential displacements.

- **Alternate 5 (45 MPH):** This route investigated maintaining US 76/SR 282 in the existing roadbed for approximately 1.7 miles to the community of Ramhurst, and improving the vertical and horizontal alignments to meet a speed design of 45 MPH. This alignment required the same improvements at the CSX Railroad Bridge, and therefore had the same issues with detours, staging, shoring, and earthwork. This alignment also had the potential for two residential displacements. This alignment was rejected due to the estimated cost of construction.
- **Alternate 5 (55 MPH):** This route investigated maintaining US 76/SR 282 in the existing roadbed for approximately 1.7 miles to the community of Ramhurst, and improving the vertical and horizontal alignments to meet a speed design of 55 MPH. This alignment required the same improvements at the CSX Railroad bridge, and therefore had the same issues with detours, staging, shoring, and earthwork. This alignment also had the potential for two residential displacements. This alignment was rejected due to the estimated cost of construction.

Comments from the first PIM also resulted in the investigation of a Truck Escape Ramp. The idea was rejected due to maintenance requirements and the fact that GDOT has no established policy or guidelines for the planning and design of truck escape ramps.

- **Truck Ramp:** This alternative does not meet the capacity and operational needs of the project.
- **No Build:** This alternative does not meet the capacity and operational needs of the project or improve the safety of the intersection or related clear zone issues.

Mr. Wansley then reviewed the construction cost estimate of \$3,552,170 and noted that this did include the cost for building a new railroad bridge, but does not include the cost of the new or temporary track, ballast or earthwork.

At this time in the presentation, JJG requested direction on one of two options for the railroad intersection at relocated SR 282. One option was to build a new bridge to the side of the existing track and permanently shift the rail to this location. The second option was to build a temporary track to the side of the existing track, and build a new bridge on the existing rail line.

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It was suggested that center left turn lanes between relocated Old SR 282 and relocated CR 309 be shown on the Concept display drawing. It was the general consensus that allowing a "refuge" for left turn vehicles would be beneficial for the volume of trucks utilizing the new road allowing the trucks to maintain momentum in the mountainous terrain. Mr. Wansley advised that adding this left turn lane would increase the length of the proposed box culvert over Sugar Creek.

Philip Wansley then asked representative(s) from each office for any comments or questions.

GDOT - Location: Harlan Conley asked if the road could be built under the railroad without getting into the 100-year floodplain of the creek. Philip Wansley stated that we haven't looked at the floodplain but will verify that it can be done prior to completing the concept. The final determination would depend on where CSX prefers the new bridge to be located, old alignment or new alignment.

GDOT - Design: David Moore asked if the existing railroad is historic. Philip Wansley confirmed that it is.

GDOT - Design: David Moore stated that SHPO probably would want to see the railroad track stay in it's current location.

GDOT - Location: Harlan Conley stated that a pre-cast cattle pass was added recently under the railroad. Mr. Conley inquired if a similar type structure could be used for the proposed roadway. Philip Wansley replied that a much more substantial structure would be required to encompass the roadway.

GDOT - Construction: Kenny Beckworth asked why the alternates that included constructing a bridge over the existing railroad were eliminated. Philip Wansley explained the detrimental visual impacts to the Rural Historic District. Dewayne Comer added that 23' of clearance is required to bridge over the railroad and that the SHPO was worried about visual impact. The roadway and embankment would obstruct the scenic view across the valley to the mountains.

GDOT - Preconstruction: DeWayne Comer asked which option the construction office prefers....1) Building a detour track on fill, or 2) Building a temporary structure? Kenny Beckworth (Construction) answered that a detour track would probably be the better option.

GDOT - Preconstruction: DeWayne Comer stated that the railroad is usually particular about maintaining it's original alignment.

GDOT - Design: David Moore stated that he sent plans to the railroad via Mike Malloy's office.

GDOT - Construction: Kenny Beckworth stressed that we make sure that we design the temporary track far enough over to allow for fill slopes in between tracks. Philip Wansley described a similar case in Gwinnett County where construction worked in a tight area.

GDOT – Preconstruction: DeWayne Comer asked why a PAR is not required. Todd Hill answered that the wetland/stream impacts are small enough to not require an Individual Permit from the Corps. Therefore a PAR is not required.

GDOT – Preconstruction: DeWayne Comer asked how we want to handle the abandoned piece of SR 282. Kenny Beckworth asked if any access problems would be created. DeWayne Comer stated that property owners will be concerned that they can no longer access the highway. DeWayne Comer stated that the access details be handled further into the design process during preliminary plans.

GDOT - Construction: Kenny Beckworth asked how the grades on Dennis Mill Road are. Philip Wansley answered that the grades are okay and that traffic could be maintained with some leveling. Staging the project should not be an issue.

City of Chattsworth Water: Wayne Goble stated that the City of Chattsworth has a water line on the west side of SR 282. He asked what parts would be affected. Philip Wansley answered that the impact there should be small since the proposed intersection is 'at grade' with the existing roadway.

GDOT – Design: David Moore asked if it has been determined if a signal is warranted for the proposed SR 282 existing US 411 intersection. Philip Wansley responded that there is good sight distance in both directions on US 411 since our proposed intersection is at the top of a crest. A signal still may be needed for other reasons.

GDOT – Preconstruction: DeWayne Comer stated that JIG should do a warrant study for proposed SR 282 existing US 411 intersection. Even if the study shows that it's not warranted now, we can construct to accommodate it if needed in the future.

GDOT - Construction: Kenny Beckworth asked if left turn lanes from the two side roads onto relocated SR 282 would be needed. David Moore responded that they wouldn't be required if it wasn't warranted.

GDOT – Preconstruction: DeWayne Comer stated that existing SR 282 from the proposed project to the northern terminus will no longer be a State Route and will likely come off the system. Nevertheless, JIG is to look at the possibility of adding left turn lanes from Old SR 282 to relocated SR 282, and from relocated CR 309 to relocated SR 282.

GDOT – Design: David Moore stated that assuming the project is over 100,000 cubic yards of earthwork, we would need to have the contractor furnish pits. If this is the case it needs to be added to the Concept Report. Philip Wansley answered that the earthwork estimate is around 300,000 cubic yards.

GDOT – Preconstruction: DeWayne Comer stated that the local government will have to sign a new LGPA for utility relocations.

GDOT – OEL: Tajsha LaShore asked if all alternates were shown at the PIM. Philip Wansley answered that all alignments have been shown to the public.

GDOT – OEL: Tajsha LaShore asked how many people showed up at the PIM. Philip Wansley answered, that, though not sure of the actual attendance at the first PIM, we had 156 comments, with 140 opposed. The second PIM had 29 in attendance, with 16 comments, and 10 opposed. DeWayne Comer stated that we kept looking at alternates after the PIM's. Ms. LaShore asked if we changed the alignment to satisfy the public. Mr. Comer responded that we will go to Public Hearing with current alignment (3B). It's the best alignment that we can do that satisfies both the environmental constraints and local public concern.

GDOT – Design: David Moore stated that he has seen evidence of skid marks across the intersection of SR 282/US 76 and CR 309 every time that he has been there.

GDOT – OEL: Tajsha LaShore stated that she would like to have FHWA involved. DeWayne Comer added that FHWA was involved in early meetings and are aware of the issues.

GDOT – Design: David Moore asked if eight months is long enough for Right of Way acquisition. DeWayne Comer responded that eight months should be enough time. Mr. Moore stated that the Right of Way cost estimate seems low. Philip Wansley responded that the estimate was provided by the GDOT Right of Way office.

Philip Wansley asked if there were any comments from the utility companies.

Georgia Power: Frank Brock stated he will have to ride project to determine impacts. No comment.

Alltel: Leon Pate stated that it is hard to tell impacts without pins in the field identifying the proposed alignment. They will need plans to get a better estimate. He confirmed that they do have facilities running along US 411.

GDOT – Design: David Moore stated that construction for the project is proposed and approved for 2006 and Right of Way proposed for 2005.

GDOT – OEL: Tajsha LaShore asked if we can meet this schedule with 4(f) involvement. Todd responded that he felt it could be done. DeWayne Comer stated that OEL and SHPO have been involved with early meetings and coordination.

GDOT – Design: David Moore stated that he sent plans to Mike Malloy for early coordination with CSX railroad, but has not yet received a response.

JJG to check with Mike Malloy and railroad coordination status.

The following comments were not made to the entire Concept Team, but were directed to JIG before and after the meeting:

GDOT – Preconstruction: DeWayne Comer directed JIG to add the left turn lanes to relocated SR 282 between relocated SR 309 and relocated old SR 282. He also requested that JIG look at adding a right turn lane from relocated SR 282 to northbound Dennis Mill Road. He stated that it would not be necessary to revise the traffic diagrams to reflect these changes.

GDOT – Design: David Moore requested that JIG add the Initial Concept Meeting date to the Concept Report and attach the meeting minutes. Mr. Moore also stated that the signature field for “District Engineer” should be removed from the cover of the Concept Report because it already appears under the section “Recommendation for approval”.

In Attendance:

<u>Name</u>	<u>Organization</u>	<u>Email</u>
DeWayne Comer	GDOT-District 6 - Preconstruction	dewayne.comer@dot.state.ga.us
David Moore	GDOT-District 6 - Design	david.moore@dot.state.ga.us
Brett Helsel	Jordan, Jones & Goulding, Inc.	bhelsel@jig.com
Philip Wansley	Jordan, Jones & Goulding, Inc.	pwansley@jig.com
Todd Hill	Jordan, Jones & Goulding, Inc.	thill@jig.com
Royce Turner	GDOT-District 6 - Utilities	royce.turner@dot.state.ga.us
Leon Pate	Alltel	leon.pate@alltel.com
Wayne Goble	City of Chattsworth Water	(706) 695-3132
Lloyd Jones	GDOT – Area 3 Construction	lloyd.jones@dot.state.ga.us
Frank Brock	Georgia Power	afbrock@southernco.com
Harlan Conley	GDOT-District 6 - Location	harlan.conley@dot.state.ga.us
Michael Long	GDOT-District 6 -Traffic Ops	michael.long@dot.state.ga.us
Helga Torres	GDOT-Office of Environment/ Location	helga.torres@dot.state.ga.us
Tajsha LaShore	GDOT-Office of Environment/ Location	tajsha.lashore@dot.state.ga.us
Kenny Beckworth	GDOT-District 6 - Construction	kenny.beckworth@dot.state.ga.us

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

PROJECT CONCEPT REPORT

District Six

SR 282 from US 411/SR 61 East to CR 309

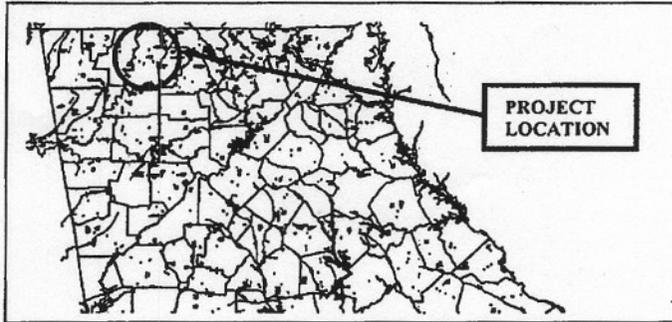
Project Number: STP-191-1(9)

County: Murray

P. I. Number: 621260

Federal Route Number: US 76

State Route Number: SR 282



Recommendation for approval:

DATE 9/14/05

Curtis D. Corn  
Project Manager

DATE 9/14/05

Keith Soy  
District Engineer

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

DATE 9/29/05

Joseph P. Blada \*  
State Transportation Planning Administrator

DATE \_\_\_\_\_

State Transportation Financial Management Administrator

DATE \_\_\_\_\_

State Environmental/Location Engineer

DATE \_\_\_\_\_

State Traffic Safety and Design Engineer

DATE \_\_\_\_\_

Project Review Engineer

DATE \_\_\_\_\_

State Bridge and Structural Design Engineer

\* 1) Is the project on a BIKE route? No mention either way in report

2) The Bridge for the RR has a hard cross slope to construct; please address during design

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

PROJECT CONCEPT REPORT

District Six

SR 282 from US 411/SR 61 East to CR 309

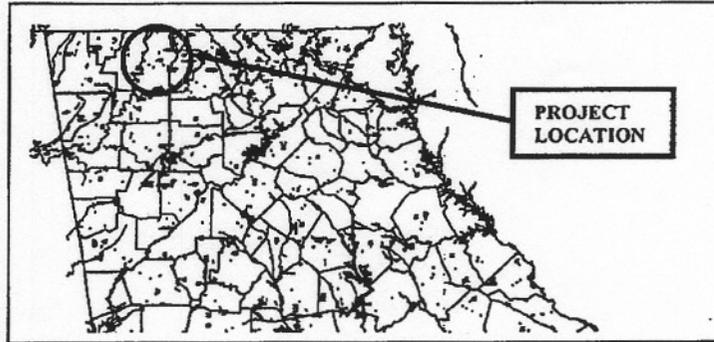
Project Number: STP-191-1(9)

County: Murray

P. I. Number: 621260

Federal Route Number: US 76

State Route Number: SR 282



Recommendation for approval:

DATE 9/14/05

Curtis D. Cooper  
Project Manager

DATE 9/14/05

Keith S. Jones  
District Engineer

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

DATE \_\_\_\_\_

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

DATE \_\_\_\_\_

\_\_\_\_\_  
State Transportation Financial Management Administrator

DATE \_\_\_\_\_

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

DATE 9-26-05

Keith S. Jones  
State Traffic Safety and Design Engineer

DATE \_\_\_\_\_

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

DATE \_\_\_\_\_

\_\_\_\_\_  
State Bridge and Structural Design Engineer

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

PROJECT CONCEPT REPORT

District Six

SR 282 from US 411/SR 61 East to CR 309

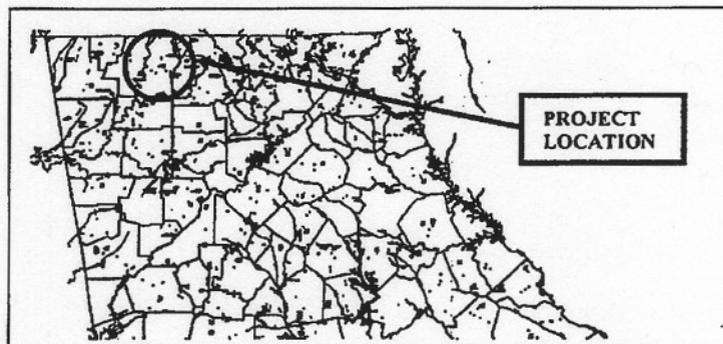
Project Number: STP-191-1(9)

County: Murray

P. I. Number: 621260

Federal Route Number: US 76

State Route Number: SR 282



Recommendation for approval:

DATE 9/14/05

Curtis D. Corn  
Project Manager

DATE 9/14/05

Keith Soy  
District Engineer

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

DATE \_\_\_\_\_

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

DATE \_\_\_\_\_

\_\_\_\_\_  
State Transportation Financial Management Administrator

DATE 9-26-05

Keith Soy  
State Environmental/Location Engineer

DATE 9-26-05

Keith Soy  
State Traffic Safety and Design Engineer

DATE \_\_\_\_\_

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

DATE \_\_\_\_\_

\_\_\_\_\_  
State Bridge and Structural Design Engineer

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

*DISTRICT 6*

**PROJECT CONCEPT REPORT**

**CSBRG-0006-00(323)  
GILMER COUNTY  
P.I. 0006323**

**Federal Route Number: None  
State Route Number: None**

Recommendation for approval:

DATE \_\_\_\_\_

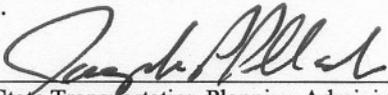
\_\_\_\_\_  
Project Manager

DATE \_\_\_\_\_

\_\_\_\_\_  
District Engineer

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

DATE 10/14/05

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

DATE \_\_\_\_\_

\_\_\_\_\_  
State Transportation Financial Management Administrator

DATE \_\_\_\_\_

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

DATE \_\_\_\_\_

\_\_\_\_\_  
State Traffic Safety & Design Engineer

DATE \_\_\_\_\_

\_\_\_\_\_  
State Bridge Design Engineer

DATE \_\_\_\_\_

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