

ORIGINAL TO GENERAL FILES

D.O.T. 66

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

**FILE** STP-065-1(34) Gordon County **OFFICE** Preconstruction  
P. I. No. 621620  
*CWH* **DATE** December 8, 2000  
**FROM** C. Wayne Hutto, Assistant Director of Preconstruction  
**TO** SEE DISTRIBUTION  
**SUBJECT** PROJECT CONCEPT REPORT APPROVAL

Attached for your files is the approval for subject project.

CWH/cj

Attachment

DISTRIBUTION:

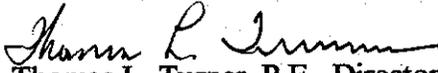
Tom Turner  
David Mulling  
Harvey Keepler  
Jerry Hobbs  
Herman Griffin  
Michael Henry  
Marion Waters  
Marta Rosen  
Paul Liles  
Jimmy Chambers (ATTN: Ted Cashin)  
Kent Sager  
Jim Kennerly

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

**INTERDEPARTMENT CORRESPONDENCE**

**FILE** STP-065-1(34) Gordon County **OFFICE** Preconstruction  
P.I. No. 621620

**DATE** November 29, 2000

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

**TO** J. Tom Coleman, Jr., Commissioner

**SUBJECT** PROJECT CONCEPT REPORT

This project is the widening and reconstruction of SR 53 from just west of W. C. Bryant Parkway (CS 814) to just west of the I-75 southbound ramps, a total of 1.60 miles. This corridor serves as the primary connector from Rome to Calhoun and I-75, and provides access between major commercial and residential areas. Currently, SR 53 is a four lane undivided roadway from Bryant Parkway to US 41/SR 3. From US 41/SR 3 the existing typical section is a five lane roadway with two lanes in each direction and a two-way center turn lane. The improvements will enhance safety along the route and reduce accidents, especially rear-end and angle-intersect type accidents. The accident rate along this corridor is higher than state averages. Traffic is projected to be 45,200 VPD and 76,000 VPD in the years 2002 and 2022 respectively. The posted speed and the design speed are 45 MPH.

The construction proposes to widen SR 53 to provide a 20' raised median and urban shoulders for the entire project length. From Bryant Parkway to US 41/SR 3, four lanes, two in each direction will be provided. From US 41/SR 3 to the I-75 interchange, six lanes, three in each direction, will be provided. Traffic will be maintained during construction utilizing staging.

Environmental concerns include requiring a COE 404 Permit; a Categorical Exclusion will be prepared; a public hearing will be held; time saving procedures are not appropriate.

The estimated costs for this project are:

	<u>PROPOSED</u>	<u>APPROVED</u>	<u>PROG DATE</u>	<u>LET DATE</u>
Construction (includes E&C and inflation)	\$3,364,000	\$1,173,000	2006	05-07
Right-of-Way	\$2,322,000	\$ 265,000		
Utilities*	LGPA	LGPA		

\*City of Calhoun signed LGPA on 10-99 for utilities; Gordon County signed LGPA on 2-84 for utilities.

J. Tom Coleman, Jr.  
Page 2

STP-065-1(34) Gordon  
November 29, 2000

This project is in the STIP. I recommend this project concept be approved.

TLT:JDQ/cj

Attachment

CONCUR

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

APPROVE

  
J. Tom Coleman, Jr., Commissioner

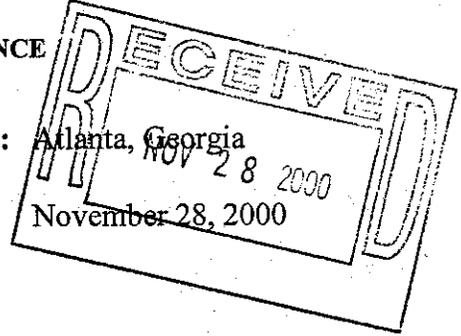
DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

INTERDEPARTMENTAL CORRESPONDENCE

**FILE:** STP-065-1(34) Gordon  
P.I. Number 621620-

**OFFICE:** Atlanta, Georgia

**DATE:** November 28, 2000



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

**TO:** Wayne Hutto, Assistant Director of Pre-construction

**SUBJECT:** CONCEPT REPORT

We have reviewed the concept report submitted November 13, 2000 by the letter from Jim Kennerly dated October 31, 2000, and have no comment.

The costs for the project are:

Construction	\$2,780,000
Inflation	\$ 278,000
E&C	\$ 306,000
Reimbursable Utilities	\$ 250,000
Right of Way	\$2,322,600

DTM

c: Jim Kennerly

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA  
OFFICE OF ROAD AND AIRPORT DESIGN

PROJECT CONCEPT REPORT  
STP-065-1(34)  
P.I. NO. 621620  
GORDON COUNTY

FEDERAL ROUTE NO: [NONE]  
STATE ROUTE NO: [53]  
GADOT P.I. NO: [621620]

Date of Report: 10-18-00

RECOMMENDATION FOR APPROVAL

DATE

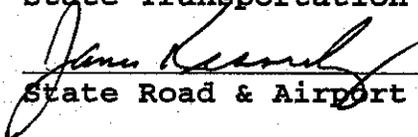
State Transportation Planning Engineer

DATE

State Transportation Programming Engineer

DATE

11-09-00

  
State Road & Airport Design Engineer

DATE

State Environmental Engineer

DATE

State Traffic Operations Engineer

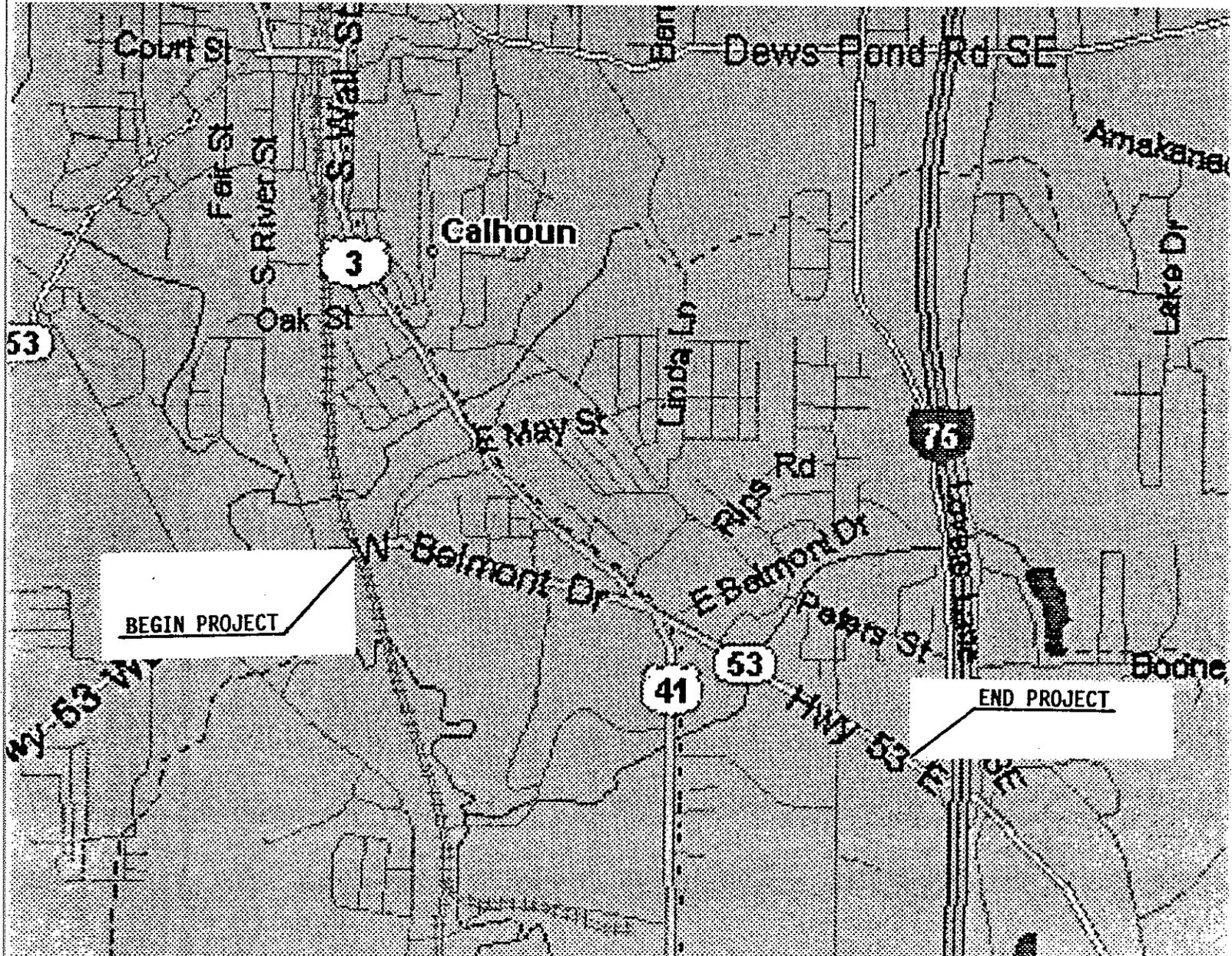
DATE

District Engineer

DATE

Project Review Engineer

PROJECT MAP - Project No. : STP-065-1(34)



**PROJECT NUMBER:** STP-065-1(34)

PROJECT LOCATION & DESCRIPTION	
<p>Project begins at a point west of W.C. Bryant Parkway/CS 814 on SR 53 and continues east to a point just west of the I-75 southbound ramps. Project would widen SR 53 on the south side to provide for a 20 ft. raised median and provide two (2) lanes in each direction from W.C. Bryant Pkwy. to the US 41/SR 3 intersection. East of the US 41/SR 3 intersection to I-75, SR 53 would be widened on the south side to accommodate a 20 ft. raised median and provide for three (3) lanes in each direction.</p>	
<p>PROJECT LENGTH: 1.60 MILES</p>	

TRAFFIC				
CURRENT		PROJECTED		
YEAR	AADT	YEAR	AADT	
2002	34200*	2022	58000*	
2002	45300**	2022	76000**	

\* SR 53 from W.C. Bryant Pkwy. to US 41/SR 3  
 \*\* SR 53 from US 41/SR 3 to I-75

PDP CLASSIFICATION	FUNCTIONAL CLASSIFICATION
Major - Existing	Connecting Link to a Rural Principal Arterial

NON-CA ( )	CA ( )	EXEMPT (x)	N/A ( )

PROJECT NEED & PURPOSE
See Attachments.

EXISTING ROADWAY		
TYPICAL SECTION: Roadway varies from 60 ft. to 110 ft. with 8 ft. urban shoulders.		R/W WIDTH 100 FT
POSTED SPEED 45 MPH	MAX DEGREE OF CURVE 3.00 DEG.	MAXIMUM GRADE 4.50 %

**EXISTING ROADWAY**

MAJOR STRUCTURES:

1.4' x 4' box culvert

**PROPOSED ROADWAY**

TYPICAL SECTION: Four (4) to Six (6) lanes divided by a 20 ft. raised median with 12 ft. urban shoulders retain existing pavement on north side, widen on south side.

DESIGN SPEED	MAX DEGREE OF CURVE	MAX GRADE
45 MPH	ALLOWABLE: 6.00 DEG.	ALLOWABLE: 4.5.00 %
	PROPOSED: 3.00 DEG.	PROPOSED: 4.00 %

MAJOR STRUCTURES: extend 4' x 4' box culvert

**PROPOSED RIGHT OF WAY**

R/W WIDTH	DISPLACEMENTS
<u>Varies from 110 ft. to 125 ft.</u>	RES: <u>1</u> BUS: <u>0</u> M.H.: <u>0</u>

TYPE OF ACCESS CONTROL: By Permit

NUMBER OF PARCELS: 58

**COORDINATION**

CONCEPT TEAM MEETING DATE: 10-17-00

LOCATION INSPECTION DATE: NONE

PERMITS REQUIRED (COE, TVA, 404, etc.): 404 Nationwide

LEVEL OF PUBLIC INVOLVEMENT: Public Hearing

TIME SAVING PROCEDURES APPROPRIATE: NO

OTHER PROJECT IN THE AREA: NONE

**MISCELLANEOUS**

TRAFFIC CONTROL DURING CONSTRUCTION: Stage Construction

LEVEL OF ENVIRONMENTAL ANALYSIS: Environmental Assessment

DESIGN VARIATIONS REQUIRED:

	YES	NO	UNDETERMINED
SUBST HORIZ ALIGNMENT			
SUBST ROADWAY WIDTH	( )	(X)	( )
SUBST ROADWAY WIDTH	( )	(X)	( )
SUBST SHOULDER WIDTH	( )	(X)	( )
SUBST VERT GRADES	( )	(X)	( )
SUBST CROSS SLOPES	( )	(X)	( )
SUBST STOPPING SIGHT DIST	( )	(X)	( )
SUBST SUPERELEV RATES	( )	(X)	( )
SUBST HORIZ CLEARANCE	( )	(X)	( )
SUBST SPEED DESIGN	( )	(X)	( )
SUBST VERTICAL CLEARANCE	( )	(X)	( )
SUBST BRIDGE WIDTH	( )	(X)	( )
SUBST BR STRUCT CAPACITY	( )	(X)	( )

UNDERGROUND STORAGE TANKS: Study to be done.

HAZARDOUS SITES: None

**ALTERNATIVES CONSIDERED**

1. NO BUILD
2. Four to Six Lane with a 14 ft. flush median with 10 ft. urban shoulders retain existing pavement widen on south side.

**ESTIMATED COST**

CONSTRUCTION:	\$ 2,779,000	RIGHT-OF-WAY:	\$ 2,321,523
E & C (10) :	\$ 277,900	ACQUIRED BY :	D.O.T
INFLATION :	\$ 285,500	UTILITIES :	\$ 250,000
		ADJUSTED BY :	LGPA
<b>TOTAL CONSTRUCTION COST:</b>	<b>\$ 5,913,523</b>		

COMMENTS:

ATTACHMENTS: Typical Sections, L.G.P.A., Need and Purpose Statement,  
Program Document, Concept Team Meeting Minutes.

**PRELIMINARY COST ESTIMATE**

PROJECT NUMBER: STP-065-1(34)

COUNTY: Gordon

DATE: 9-7-00

ESTIMATED LETTING DATE: 2-2002

PREPARED BY: Jason McCook

PROJECT LENGTH (MILES): 1.60

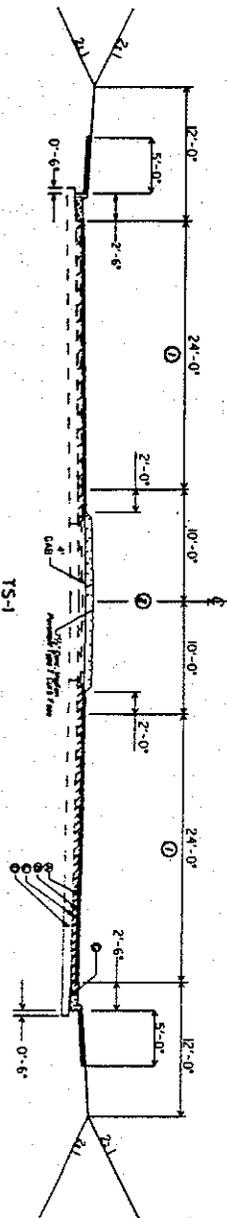
( ) PROGRAMMING PROCESS (x) CONCEPT DEVELOPMENT ( ) DURING PROJECT DEV.

PROJECT COST	
A. RIGHT-OF-WAY:	
1. PROPERTY (LAND & EASEMENT)	\$ 1,445,500
2. DISPLACEMENTS; RES:1, BUS;0, M.H.:0	\$ 654,975
3. OTHER COST (ADM./COST, INFLATION)	\$ 211,048
SUBTOTAL:A	\$ 2,321,523
B. REIMBURSABLE UTILITIES:	
1. RAILROAD	\$ 0
2. TRANSMISSION LINES	\$ 150,000
3. SERVICES	\$ 100,000
SUBTOTAL:B	\$ 250,000
C. CONSTRUCTION:	
1. MAJOR STRUCTURES	\$ 0
a. RETAINING WALLS	\$ 0
b. BRIDGES	\$ 0
c. DETOURS BRIDGES	\$ 0
d. BOX CULVERTS (Extend Exist. Culvert)	\$ 80,000
SUBTOTAL:C-1	\$ 80,000
2. GRADING AND DRAINAGE:	
a. EARTHWORK	\$ 85,000
b. DRAINAGE:	
1) Cross Drain Pipe (exclude box culverts)	\$ 130,000
2) Curb and Gutter @ \$ 10/L.F.	\$ 230,000
3) Longitudinal System(include catch basins)	\$ 215,000

PROJECT COST		
SUBTOTAL:C-2		\$ 660,000
3. BASE AND PAVING:		
a. AGGREGATE BASE @ \$ 16/ton		\$ 115,000
b. ASPHALT PAVING: Surface	\$ 22/ton	\$ 225,000
Binder	\$ 35/ton	\$ 275,000
Base	\$ 35/ton	\$ 305,000
SUBTOTAL:C-3.b		\$ 920,000
c. CONCRETE PAVING @ \$ 27/S.Y.		\$ 300,000
d. OTHER - Hdr. Curb @ 13/L.F.		\$ 40,000
SUBTOTAL:C-3		\$ 1,260,000
4. LUMP ITEMS:		
a. TRAFFIC CONTROL		\$ 125,000
b. CLEARING AND GRUBBING @ \$ 7500/acre		\$ 60,000
c. LANDSCAPING @ \$ 8000/acre		\$ 80,000
d. EROSION CONTROL @ \$ 6800/acre		\$ 55,000
e. DETOURS		\$ 0
SUBTOTAL:C-4		\$ 320,000
5. MISCELLANEOUS:		
a. LIGHTING		\$ 0
b. SIGNING - STRIPING - SIGNAL		\$ 290,000
c. GUARDRAIL		\$ 0
d. SIDEWALK - MEDIAN BARRIER		\$ 169,000
SUBTOTAL:C-5		\$ 459,000
6. SPECIAL FEATURES	SUBTOTAL:C-6	\$ 0

<b>ESTIMATE SUMMARY</b>	
A. RIGHT-OF-WAY	\$ 2,321,523
B. REIMBURSABLE UTILITIES	\$ 250,000
C. CONSTRUCTION	
1. MAJOR STRUCTURES	\$ 80,000
2. GRADING AND DRAINAGE	\$ 660,000
3. BASE AND PAVING	\$ 1,260,000
4. LUMP ITEMS	\$ 320,000
5. MISCELLANEOUS	\$ 459,000
6. SPECIAL FEATURES	\$ 0
SUBTOTAL CONSTRUCTION COST	\$ 2,779,000
E. & C. (10%)	\$ 277,900
INFLATION (5% PER YEAR)	\$ 285,000
NUMBER OF YEARS	2
TOTAL CONSTRUCTION COST	<b>\$ 3,342,000</b>
<b>GRAND TOTAL PROJECT COST</b>	<b>\$ 5,913,523</b>

DATE	PROJECT NUMBER	SCALE
04	STP-065-1130	



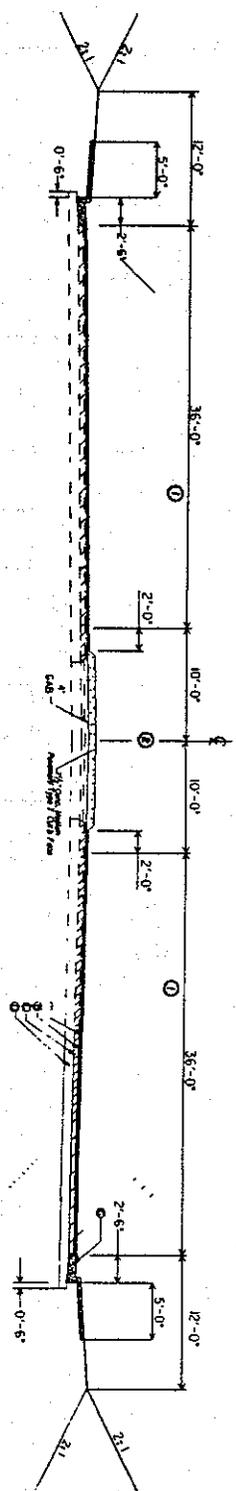
TS-1  
TANGENT SECTION  
FROM W.C. BRYANT PARKWAY TO U.S. 41

** VARIABLE	
SLOPE	CONTROL
SLOPE	FILL
4:1	0'-6"
4:1	6'-10"
2:1	OVER 10'
	ALL

- ROADWAY PAVEMENT
- ① ASPH. CONC. 4" BDM SUPERPAVE
  - ② ASPH. CONC. 4" BDM SUPERPAVE
  - ③ ASPH. CONC. 2.5" BDM SUPERPAVE
  - ④ GRADED AGGREGATE BASE, 10"
  - ⑤ EXPOSED CONC. 6" CURB & GUTTER, GA. STD. 9002 B.

① NOTE: ADDITIONAL 12" WILL BE REQUIRED FOR CONSTRUCTION OF RIGHT TURN LANE & 36" CONC. SIDEWALK PLANS FOR LOCATION OF ADDITIONAL DRIVE.

ALGEBRAIC DIFFERENCE IN PAVING AND SHOULDER SLOPES NOT TO EXCEED 0.08%/11



TS-2  
TANGENT SECTION  
FROM U.S. 41 TO I-75

**TYPICAL SECTION**  
20' RAISED TO 44' MEDIAN  
STP-065-1134  
NOT TO SCALE



ORIGINAL  
GENERAL FILES

Department of Transportation

State of Georgia

#2 Capitol Square, S.W.

Atlanta, Georgia 30334-1002

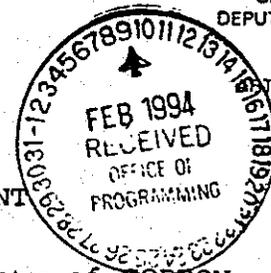
October 26, 1992

WAYNE SHACKELFORD  
COMMISSIONER

G. CHARLES LEWIS  
STATE HIGHWAY ENGINEER

CRAIG C. BRACK  
DEPUTY COMMISSIONER

THUR A. VAUGHN  
TREASURER



LOCAL GOVERNMENT PROJECT AGREEMENT

In consideration of the proposed improvements, the County of GORDON agrees to provide or perform the following at no cost to the Georgia D.O.T. for project STP-065-1(34), PI #621620, GORDON County:

RECONSTRUCTION/REHABILITATION/TURN LANES - SR 53  
SR 53 IN CALHOUN FROM W. C. BRYANT PARKWAY/CS 814  
EAST TO SR 3/US 41

[ ] Provide all rights-of-way and/or easements needed for the construction of project and remove existing structures or obstructions within the rights-of-way.

[X] Make all utility relocations, adjustments or betterments of publicly owned utilities that are in conflict with construction of this project. Reimburse Georgia D.O.T. for any damages paid to the contractor for delay of construction caused by a delay in relocating the publicly owned utilities.

[ ] Relocate or adjust all privately owned utilities to clear construction of this project, including adjustments at railroad crossings if required.

[ ] Furnish detours, local borrow & waste pits as needed.

[ ] We support this project but choose not to commit any funding, realizing this may delay the project until additional funding can be found.

NOTE: A similar agreement has been sent to the CITY OF CALHOUN.

This 3rd day of February, 19 94

APPROVED

City/County Official



**OCTOBER 3, 2000**  
**PROJECT STP-065-1(34) P.I. 621620**  
**GORDON COUNTY**  
**Need and Purpose**

SR 53 is a principal east-west arterial in Gordon County. The corridor serves as the primary connector from Rome to Calhoun and I-75, and provides access between major commercial and residential areas. Within Gordon Co., the existing roadway is a four-lane undivided facility from Bryant Parkway (CS 081401) to SR 3/US 41. East of SR 3/US 41, SR 53 is a five lane section with two lanes in each direction and a center turn lane until it crosses I-75. This project corridor is commercial in nature, with numerous retail shopping areas, restaurants and fast food outlets.

The existing Average Daily Traffic (ADT) is 26,000-34,000 vehicles per day (VPD) from Bryant Parkway east to SR 3/US 41. From SR 3/US 41 to I-75, volumes increase to 45,000 VPD. By 2025, ADT is expected to increase to 52,000 VPD from Bryant Parkway to SR 3/US 41 and to 76,000 VPD from SR 3/US 41 to I-75. West of this project, SR 53 traffic volumes are up to 25 percent lower than in the project area.

The proposed improvement will add a 14 foot raised median from Bryant Parkway east to I-75. From Bryant Parkway east to SR 3/US41, the removal of turns from the through lanes of traffic will reduce delays due to turning vehicles blocking the through lanes. It will also improve safety along the route and reduce accidents, especially rear-end and angle-intersect type accidents. The accident rate along this corridor is higher than state averages. From SR 3/US 41 to I-75 the improvement will also add one travel lane in each direction in order to increase capacity to meet the growing traffic demand fueled by the proximity to I-75. Based on the design traffic, this proposed configuration would allow an acceptable level-of-service to be maintained through the design year 2022 when looking at the overall traffic flow. The reduction in travel delays will allow an increase in the level-of-service in this area of SR 53. The purpose of this project is for operational /safety improvements to meet the localized build-up of traffic.

Other projects in the area of this proposed improvement include the widening of SR 3/US 41 to a multi-lane section. North of SR 53, SR 3/US 41 is currently under construction; while south of SR 53, SR 3/US 41 is in the design phase. At the eastern terminus of this proposed project is the reconstruction of the SR 53/I-75 interchange. This project is currently under construction.



CONCEPT MEETING  
STP-065-1(34) Gordon County  
PI No. 621620

October 18, 2000

In attendance: Eddie Peterson, City of Calhoun; Lorene Potts, City of Calhoun; Michael Murdoch, Environment/Location; Brook Martin, TMC; Katie Mullins, Programming, Mike Bolden, Road Design, Joe Leoni, Road Design; Jason McCook, Road Design; Jim Kennerly, Road Design and David Mulling, Engineering Services

This project begins west of W.C. Bryant Parkway/CS 814 and continues east to a point just west of the I-75 southbound ramps. Project would widen the existing roadway on the south side to provide for a 20 ft. raised median and provide two (2) lanes in each direction from W.C. Bryant Parkway to US 41/SR 3 intersection. East of the US 41/SR 3 intersection to I-75 would be widened on the south side to accommodate a 20 ft. raised median and provide for three (3) lanes in each direction. The project length is 1.60 miles.

Need and Purpose Statement was read by Jason McCook.

Widening would be to the south side to avoid conflicts with the utilities in the area.

4x4 box culvert will be extended.

No design variances.

Right of way displacements 1 residence. The residence displacement is due to the relocation of Edwards Lane to line up with Wal Mart shopping center driveway would be moved to the east to line up with Edwards Drive. No businesses will be displaced. There will be some impact on the parking lots of the fast food businesses. They will be shifted to the back. Right of way would be 70' from the centerline. 15' to 20' from existing.

The LPGA had been signed by the County and the City for utilities.

Two alternatives were considered, one was no build and the other was a flush median. The high traffic volume make the flush median alternate undesirable.

There were no historical areas on this project. Former house had been removed to build a Kroger.

No hazardous waste sites but will have UST's.

A public hearing will be held as soon as possible. To allow the business owners and citizens to become knowledgeable of the project. The Mayor is in favor of the project.

Taking right of way from the cemetery will require a permit even if you are not taking any graves. This permit could take 3 months to accomplish and indefinite delay in the project. High volume of right turns is the reason for taking the right of way and there is no way to avoid it. The cemetery was established in 1965 and is a deeded cemetery. The permit would require contacting all the families that have people buried there. This permit is necessary for permission to infringe in the cemetery property, otherwise the widening would have to be shifted.

CSX Bridge will be stripped. All traffic signals will be connected to help the flow of traffic.

The raised median will be concrete; the City would prefer trees. They were informed that our options were either solid concrete or grass but they could have it landscaped at their expense.

Any commercial driveways that are 16' wide instead of 24' would need to be signed.

The right of way estimate is \$2.4 million no utility estimate at this time. Engineering Services would like to see quantities and prices used to compute the construction cost estimate.

US 41 turn lanes should be included in this project. Going to leave existing pavement for the most part. We will mill out around the curb and gutter.

Take 18 months once it starts, staging will be heavy due to traffic which will delay it.

Send concept to Engineering Services by 1<sup>st</sup> of November. Concept approved by end of November.

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA  
OFFICE OF ROAD AND AIRPORT DESIGN

PROJECT CONCEPT REPORT  
STP-065-1(34)  
P.I. NO. 621620  
GORDON COUNTY

FEDERAL ROUTE NO: [NONE]  
STATE ROUTE NO: [53]  
GADOT P.I. NO: [621620]

Date of Report: 10-18-00

RECOMMENDATION FOR APPROVAL

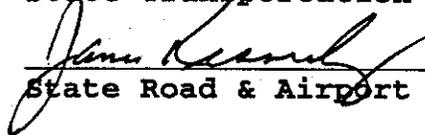
DATE

State Transportation Planning Engineer

DATE

State Transportation Programming Engineer

11-09-00



DATE

State Road & Airport Design Engineer

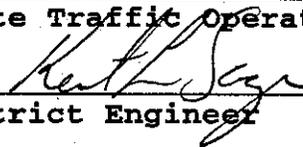
DATE

State Environmental Engineer

DATE

State Traffic Operations Engineer

11/16/00



DATE

District Engineer

DATE

Project Review Engineer

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA  
OFFICE OF ROAD AND AIRPORT DESIGN

PROJECT CONCEPT REPORT  
STP-065-1(34)  
P.I. NO. 621620  
GORDON COUNTY

FEDERAL ROUTE NO: [NONE]  
STATE ROUTE NO: [53]  
GADOT P.I. NO: [621620]

Date of Report:10-18-00

RECOMMENDATION FOR APPROVAL

DATE

State Transportation Planning Engineer

DATE

State Transportation Programming Engineer

11-09-00

DATE

*James Kennedy*  
State Road & Airport Design Engineer

DATE

State Environmental Engineer

11-20-2000

DATE

*Maria Waters*  
State Traffic Operations Engineer

DATE

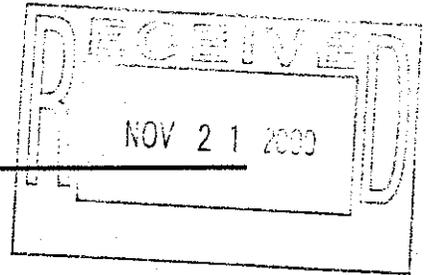
District Engineer

DATE

Project Review Engineer

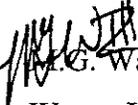
Department of Transportation  
State of Georgia

INTERDEPARTMENTAL CORRESPONDENCE



File: STP-065-1(34)/Gordon County  
P.I. No. 621620

Office: Traffic Operations  
Atlanta, Georgia  
Date: November 16, 2000

From:  M.G. Waters, III, P.E., State Traffic Operations Engineer  
To: Wayne Hutto, Assistant Director of Preconstruction

Subject: Project Concept Report Review

We have reviewed the concept report on the above project for the widening and reconstruction of SR 53 beginning just west of W.C. Bryant Parkway (CS 814) continuing easterly to just west of the I-75 southbound ramps, a distance of 1.60 miles.

Currently, SR 53 is a four lane undivided roadway from Bryant Parkway to US 41/SR 3. The 2002 ADT for this area is estimated at 34,200vpd. From US 41/SR 3 the existing typical is that of a five lane roadway with two lanes in each direction and a two-way center turn lane. The posted speed limit is 45mph.

This project proposes to widen SR 53, to provide a 20 foot raised median and urban shoulders, on the south side on both sections. From Bryant Parkway to US 41/SR 3 four lanes, two in each direction, will be provided. From US 41/SR 3 to the I-75 interchange six lanes, three in each direction, will be provided. Traffic counts will nearly double for the design year of 2022 to 58,000vpd and 76,000vpd, respectively. Traffic is to be maintained during construction on the existing roadway.

We believe this concept will improve safety and traffic operations along this section of roadway.

We therefore find this report satisfactory for approval.

MGW:TWS

Attachment (signature page)

c: Harvey Keepler  
James A. Kennerly, State Road and Airport Design Engineer  
Attention: Jason McCook

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA  
OFFICE OF ROAD AND AIRPORT DESIGN

PROJECT CONCEPT REPORT  
STP-065-1(34)  
P.I. NO. 621620  
GORDON COUNTY

FEDERAL ROUTE NO: [NONE]  
STATE ROUTE NO: [53]  
GADOT P.I. NO: [621620]

Date of Report:10-18-00

RECOMMENDATION FOR APPROVAL

DATE

State Transportation Planning Engineer

DATE

State Transportation Programming Engineer

11-09-00

DATE

State Road & Airport Design Engineer

DATE

State Environmental Engineer

DATE

State Traffic Operations Engineer

DATE

District Engineer

11/28/00

DATE

Project Review Engineer