

ORIGINAL TO GENERAL FILES

D.O.T. 66

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE STP-151-1(5) Murray County **OFFICE** Preconstruction
P. I. No. 631550 **DATE** January 23, 1998

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

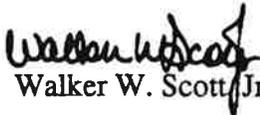
DISTRIBUTION:

Walker Scott
Bobby Mustin
David Studstill (ATTN: Harvey Keepler)
Jerry Hobbs
Herman Griffin
Marta Rosen (ATTN: Michael Henry)
Marion Waters
Toni Dunagan
Paul Liles
Jim Hitt (Traffic Ops)
Don Mills
Charles Law
Jim Kennerly

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE STP-151-1(5) Murray County **OFFICE** Preconstruction
P.I. No. 631550 **DATE** January 5, 1998

FROM  Walker W. Scott Jr., P.E., Director of Preconstruction

TO Wayne Shackelford, Commissioner

SUBJECT PROJECT CONCEPT REPORT

This project is the Spring Place Bypass from SR 225 at New Hope Road south of Spring Place to SR 225 just south of Mill Creek for a total of 9.07km.

State Route 225 in Murray County is a north-south access roadway facility that serves regional traffic from Murray and Gordon Counties to I-75. This project, as proposed, provides additional capacity for north-south traffic traveling around and through the community of Spring Place. The project begins at the intersection of SR 225 and New Hope Road with a five lane section with a flush median and extends along existing SR 225 to CR 105 where new alignment for a four lane divided roadway with a 13.4m depressed grassed median will bypass Spring Place on the west. The alignment will continue north to cross SR 52 Alt and US 76 at-grade and will tie back into SR 225 with a two lane typical section just south of Mill Creek. A short connector will be constructed from New Smyrna Road to the proposed Spring Place Bypass. The connector will extend from New Smyrna Road just south of Leonard Bridge Road west on new location with a three lane typical section to the proposed bypass just north of CR 105. Twin 36.58m x 11.58m bridges will be constructed over Town Branch and a box culvert will be constructed at Mill Creek Tributary. Base year traffic (1998) varies from 3,900 VPD to 11,700 VPD and the design year traffic (2018) varies from 6,450 VPD to 19,700 VPD. Access along the route will be partial limited with a speed design of 90km/h.

Three alternatives were considered for the SR 225 reconstruction in Spring Place. Alternative #1 is a short loop around Spring Place city limits; alternative #2 is widening existing SR 225 through Spring Place; alternative #3 is a longer loop around Spring Place. Alternative #3 is the preferred alternative. This alternative avoids conflicts with historic properties on the National Register or potentially eligible for nomination to the National Register. It also avoids the need to displace residences and businesses. (See attachment for Alternatives Analysis.)

Environmental concerns include requiring a COE 404 permit; an Environmental Assessment will be prepared; T & E survey will be required for Town Branch; two (2) archaeological sites found, however, not eligible for National Register; a public hearing is required; time saving procedures are not appropriate.

STP-151-1(5) Murray
January 5, 1998

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)	\$9,721,000	\$8,678,000	LR	LR
Right-of-Way	\$2,856,000	\$1,276,000		
Utilities*	LGPA	LGPA		

*Murray County signed contract on 7-5-95 to be responsible for preliminary engineering and required utility relocations.

I recommend this project concept be approved and Alternative #3 be implemented.

WWS:JDQ/cj

Attachment

CONCUR



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

APPROVE



Wayne Shackelford, Commissioner

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

RECEIVED
NOV 19 1996
PRECONSTRUCTION

INTERDEPARTMENT CORRESPONDENCE

FILE STP-151-1(5) MURRAY OFFICE Atlanta, Georgia
P.I. NO. 631550 DATE NOVEMBER 18, 1996

FROM Bob Mustin, Project Review Engineer *DTM*

TO C. Wayne Hutto, Assistant Director of Preconstruction

SUBJECT **PROJECT CONCEPT REPORT**

The concept report submitted November 7, 1996 by the letter from James Kennerly dated November 7, 1996 has been reviewed and is considered satisfactory.

The estimated costs for the project are as follows:

Construction	\$ 8,034,000
Inflation	\$ 803,000
E & C	\$ 884,000
Right of Way	\$ 2,856,000
Reimbursable Utilities	\$? (LGPA)

DTM

c: Jim Kennerly

ALTERNATIVES INCLUDING THE PROPOSED ACTION

Three alternatives were considered for determining the best alignment for improvements to SR 225 (see Figure 3, *Alternative Alignments*). Alternative #1 would be a short loop around the Spring Place community. Alternative #2 would widen existing SR 225 through Spring Place. Alternative #3 would be a longer bypass around Spring Place. Each of the alternative alignments considered would begin at the intersection of New Hope Road and SR 225 south of Spring Place and end just south of the Mill Creek bridge on existing SR 225. Each of the three alternative alignments is discussed in the following sections.

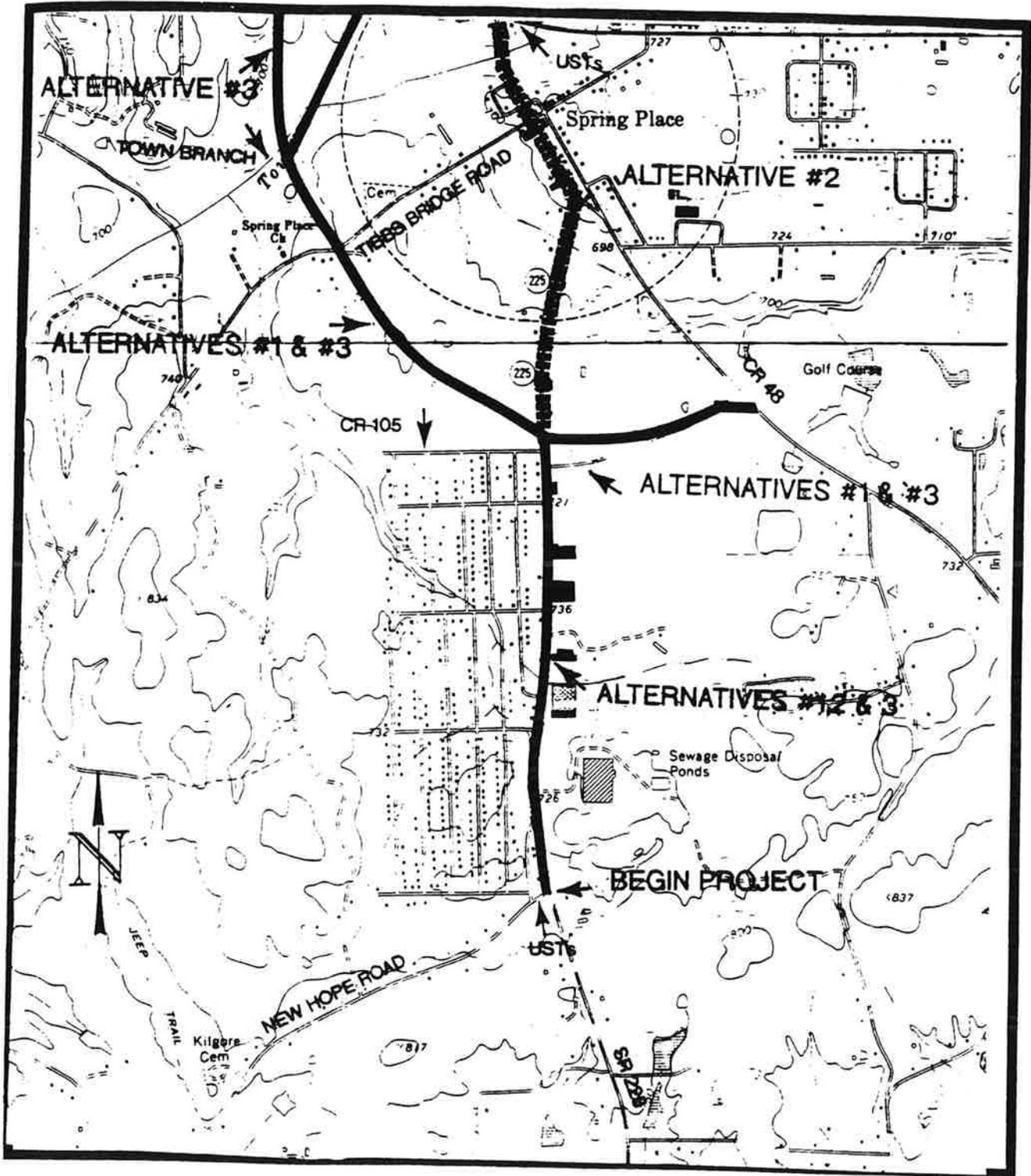
A. The Preferred Alternative

The preferred alternative, Alternative #3, would begin at New Hope Road where improvements from a two-lane to a four-lane rural section would be made following the existing alignment of SR 225 for approximately 1.77 kilometers (1.10 miles) to just north of the intersection of CR 105 with SR 225. The new location portion of this alternative would then leave the existing alignment and turn to the northwest towards Tibbs Bridge Road. The proposed SR 225 Bypass would maintain the same orientation through the intersections with SR 52A and US 76. North of US 76, the proposed bypass would taper to a two-lane rural section and turn northeast to rejoin the existing alignment of SR 225 south of the Mill Creek bridge, approximately 4.11 kilometers (2.56 miles) north of Spring Place. The total length of Alternative #3, including the new location crossover connecting SR 225 and Spring Place-Smyrna Road, would be approximately 10.09 kilometers (6.27 miles).

An inventory of the resources along the preferred alternative indicates that this alternative would have fewer impacts on the physical, social, and economic resources of the community than the other alternatives considered. The preferred alternative avoids conflicts with historic properties listed on the National Register of Historic Places (National Register) or potentially eligible for nomination to the National Register. It also avoids the need to displace residences and businesses. This alternative would encounter two sites at the beginning of the proposed project with potential underground storage tanks (USTs). These sites are located at the intersection of New Hope Road and SR 225.

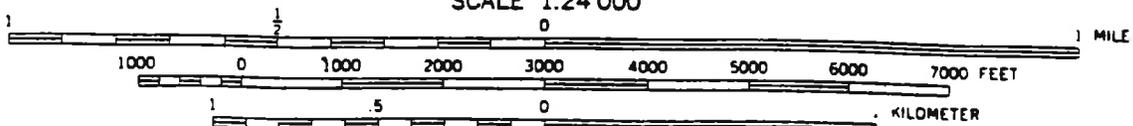
The preferred alternative would relocate traffic presently using SR 225 to a bypass on new location to the west of SR 225. Additionally, this proposed new location bypass would provide the needed additional capacity which would allow through traffic to bypass the community of Spring Place and access US 76 directly without using existing SR 225 or SR 52A. This would provide four-lane capacity for the entire length of area with congested flow.

Figure 3a
Alternative Alignment Map



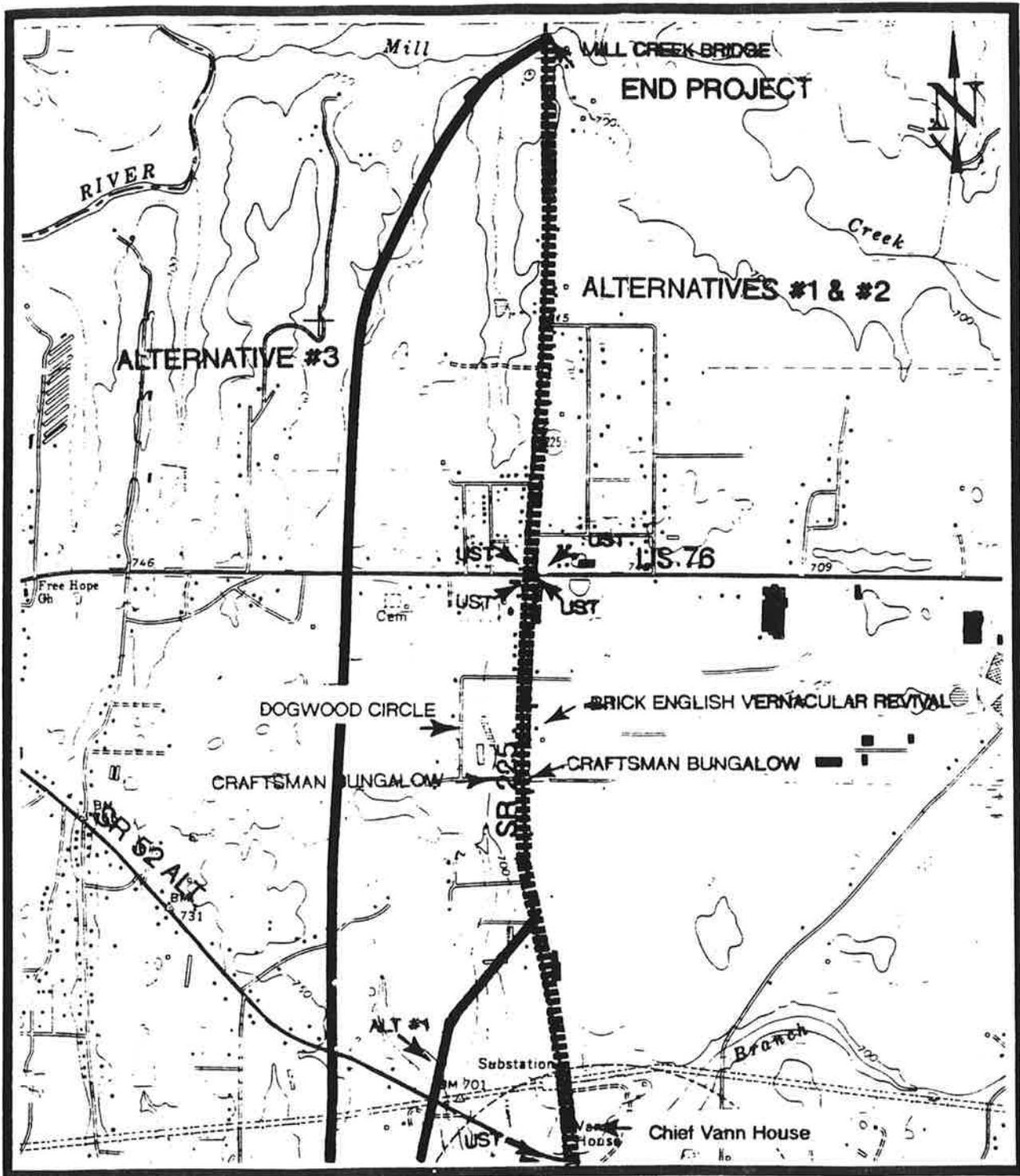
Source: USGS Chatsworth, GA. and Calhoun, N.E., GA. 7.5 Minute Quadrangles
 Project STP 151-1(5) Murray County
 P.L NUMBER 631550

SCALE 1:24 000



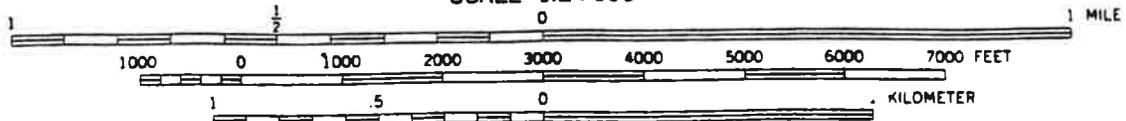
• CONTOUR INTERVAL 10 FEET
 NATIONAL GEODETIC VERTICAL DATUM OF 1929

Figure 3b
Alternative Alignment Map



Source: USGS Chatsworth, GA. 7.5 Minute Quadrangle
 Project STP 151-1(S) Murray County
 P.I. NUMBER 631550

SCALE 1:24 000



CONTOUR INTERVAL 10 FEET
 NATIONAL GEODETIC VERTICAL DATUM OF 1929

B. Other Alternatives Under Consideration

The No-Build Alternative. This alternative would result in no action by the Georgia Department of Transportation to construct any project which would alleviate the traffic congestion in and around the Spring Place community. The No-Build alternative would result in a continuation of the two-lane traffic through the Spring Place community, and would provide no relief from the existing traffic problems in the proposed project area. Murray County is growing rapidly with an expanding manufacturing and residential base. With the No-Build Alternative, the existing traffic flow problems would be expected to increase in the future which would not be beneficial for future growth in the area.

Alternative #1/Short Bypass. Alternative #1 is the shorter of two bypass alternatives that would avoid the Spring Place community (*see Figure 3, Alternative Alignments*). This alternative would begin at the intersection of New Hope Road and SR 225. The proposed improvements would follow the existing alignment of SR 225 from New Hope Road north to Murray CR 105, a distance of approximately 1.77 kilometers (1.10 miles). North of SR 105, Alternative #1 would go on new location in a northwesterly direction and bypass the community of Spring Place on a western alignment. The new location portion of this alternative would be approximately 3.20 kilometers (1.99 miles) in length. This proposed bypass would turn back to the east and rejoin the existing alignment north of the Spring Place community. Alternative #1 would continue north on the existing alignment of SR 225 to the termination of the project south of the Mill Creek bridge, a distance of approximately 3.66 kilometers (2.27 miles). This alternative also includes a connector of approximately 0.85 kilometer (0.53 mile) from Spring Place-Smyrna Road to SR 225. The total length of Alternative #1, including the connector, would be approximately 9.48 kilometers (5.89 miles).

An inventory of the resources along Alternative #1 indicate that this alternative would have substantial impacts on the physical, social, and economic resources of the community. The Chief Vann House would not be impacted by this alternative because the new location bypass would rejoin the existing alignment of SR 225 north of this historic resource. Several residential and commercial displacements would be required with the implementation of this alternative.

Approximately 0.76 kilometer (0.47 mile) south of the SR 225/US 76 intersection there are three historic resources that would be affected by the implementation of Alternative #1. On the west side of SR 225 just north of its southern intersection with Dogwood Circle, there is a Craftsman Bungalow that faces SR 225. On the east side of SR 225, there is a second Craftsman Bungalow which also faces SR 225. A short distance to the north, there is a third historic structure located on the east side of the road facing SR 225. This is a brick English Vernacular Revival house.

These three structures appear to be eligible for nomination to the National Register. Selecting Alternative #1 as the preferred alternative for improvements to SR 225 would require a Determination of Eligibility (DOE) for the three historic structures. Assuming they are eligible for nomination to the National Register, an Assessment of Effect (AOE) would be required to determine if there would be an adverse effect to these properties. In the event the improvements proposed by Alternative #1 would require the use of land from any of the three historic properties, the regulations of the Federal Highway Administration (FHWA) would require a Section 4(f) Evaluation. Since the two Craftsman Bungalow houses are directly across the road from one another, it is unlikely that SR 225 could be widened without the acquisition of land from one or both of these properties. It is possible that the process involved in compliance with Section 106 of the National Historic Preservation Act and compliance with regulations of the FHWA would add as much as 24 months to the planning phase of the project before project construction could begin.

On the bypass portion of Alternative #1, this alignment would cross wetlands associated with Town Branch and several of its tributaries. The Federal Emergency Management Agency (FEMA) has identified a floodplain area associated with Town Branch that would be crossed with this alternative.

Another constraint related to the implementation of the proposed project using Alternative #1 is the possible location of two USTs at the intersection of New Hope Road and SR 225 and at all four corners of the intersection of SR 225 with US 76. The testing and possible removal of six USTs would add to the cost of the project.

Alternative #2/Existing SR 225 Alignment. Alternative #2 would begin at the same starting point as Alternatives #1 and #3, the intersection of New Hope Road and SR 225 south of Spring Place (*see Figure 3, Alternative Alignments*). This alternative would involve the improvement of SR 225 on essentially the same alignment as the existing SR 225. It would pass through the center of the Spring Place community and terminate just south of the Mill Creek bridge. The total length of Alternative #2 would be approximately 7.92 kilometers (4.92 miles).

This alternative would affect an historic store in the community of Spring Place that may be eligible for nomination to the National Register. The taking of land from the Chief Vann House, a Georgia Historic Site that is listed on the National Register, would appear to be unavoidable. The use of the existing alignment would also affect the two historic Craftsman Bungalows and the historic brick English Vernacular Revival house located across from the southern end of Dogwood Circle. It is possible that the process involved in compliance with Section 106 of the National Historic Preservation Act and compliance with regulations of the FHWA would add as much as 24 months to the planning phase of the project before construction could begin. It is also possible that the impact

of the implementation of this alternative on historic properties would be deemed unacceptable because other alternatives would be available.

Widening SR 225 on the existing alignment would result in the displacement of several residences and businesses that are located in close proximity to the existing right-of-way. In addition to the two USTs encountered at the intersection of New Hope Road and SR 225, common to all three alternatives, and the four USTs that may be encountered at the intersection of SR 225 and US 76, two additional USTs would be encountered at the intersection of SR 225 and SR 52A.

C. Alternatives Analysis

The alternatives discussed above were analyzed using four-lane divided roadway typical sections. Characteristics included in this analysis were alternative alignment length, right-of-way costs, construction costs, wetland impacts, archaeological resources, historic resources, and traffic. An alternatives analysis matrix showing the results of this study are shown in Table 1. A discussion of each parameter used in this matrix is found in the following sections.

TABLE 1. ALTERNATIVES MATRIX

	Length	Right-of-way	Construction Cost	Wetlands Impacts	Historic Impacts	Archaeological Impacts	Traffic Effects	Total
Alternative 1	2	2	2	3	2	N/A	2	13
Alternative 2	1	3	1	1	3	N/A	3	12
Alternative 3	3	1	3	2	1	N/A	1	11

Rating: 1 = Least Impact or lowest rating
 2 = Moderate Impact or moderate rating
 3 = Greatest Impact, or highest rating

Alignment Length. The longer the alignment length, the higher the impact rating would be based on increased costs for construction and potential impacts to the natural and manmade environment. Alternative #2, which is a widening of existing SR 225, would be considerably shorter in length than the other two alternatives which represent bypasses around Spring Place. Alternative #3 is rated with a 3 because it has the longest length. Alternative #2 is rated as a 2 because of its intermediate length.

Right-of-way Costs. The more expensive the right-of-way costs, the higher the impact rating would be. Purchasing right-of-way along existing roadways fronted

by businesses and residential buildings is typically more expensive than purchasing right-of-way on new location with less intensive land uses. Therefore, Alternative #3, located mostly on new location, was given the lowest impact rating of 1. Alternative #1 was given an intermediate rating of 2 based on sizable distances along existing alignments. Finally, Alternative #2, which essentially follows the existing alignment of SR 225 for the entire distance, would be expected to have the highest right-of-way costs.

Construction Costs. The ratings for this parameter are based largely on the length of the proposed alternative alignment. Based on this criteria, Alternative #2, the shortest alternative, would be expected to cost the least compared to Alternatives #1 and #3.

A secondary consideration for this category would be the costs involved in remediation of potential contaminants such as USTs along each alignment. Alternative #2 has eight potential UST sites. Alternative #1 has six potential UST sites. Alternative #3 has two potential UST sites. Although Alternative #3 was given the highest construction cost based on length, this difference in cost would be reduced based on the added cost requirements for UST work associated with the other alternatives.

Wetland Impacts. The greater the potential wetland impacts anticipated along an alternative, the higher the wetland impact rating would be. Potential wetland impacts for each alternative were estimated from National Wetland Inventory Maps. The lowest amount of wetland impacts would occur with Alternative #2, which essentially follows the existing SR 225 for the entire distance. Therefore, this alternative was given a rating of 1. Alternative #2 and #3 would cross Town Branch, which has a sizable associated floodplain/wetland. Alternative #2 crosses two additional sizable wetlands associated with unnamed tributaries of Town Branch. Therefore, Alternative #3 was given an intermediate rating of 2, and Alternative #1 was given the highest wetland impact rating of 3.

Historic Impacts. The greater the potential impacts to historic resources along an alternative, the higher the impact rating would be. Alternative #2, a widening of existing SR 225, was given a rating of 3 based on potential impacts to several historic resources including the Chief Vann House which is on the National Register. Alternative #1 was given a rating of 2 based on potential impacts to some historic resources. Finally, Alternative #3 which bypasses the historic resources of the Spring Place community and would not impact any historic resources, was given the rating of 1.

Archaeological Impacts. The only alternative for which an archaeology survey was performed was Alternative #3. Therefore, no ratings could be given to the other alternatives in this category.

Traffic. The alignment which would result in the most traffic improvement was given the rating of 1. A traffic study conducted for the project indicated that Alternative #3 would operate at a higher level of service (LOS) than Alternatives #1 or #2 in traffic projections for the design year of 2018. Alternative #1 was given a rating of 2 based on a better LOS than Alternative #2. Therefore, Alternative #2 was given the rating of 3 for this category.

D. Alternatives Analysis Conclusions

Results from the alternatives analysis matrix study indicated that Alternative #3 would have the lowest overall environmental, cultural, and economic impacts, and would operate at a higher LOS than Alternatives #1 and #2.

Alternative #1 would reduce traffic movement in the center of the Spring Place community and bypass the historic resources in Spring Place including the Chief Vann House State Historic Site. Because of the backtracking effect at SR 52A to existing SR 225, Alternative #1 would not carry a heavy volume north of SR 52A. This alternative would continue to overload the rural two-lane SR 52A because of the heavy traffic movement to the west. The improvement of SR 225 north of the proposed bypass would also impact the two historic Craftsman Bungalows and the historic English Vernacular Revival house.

Alternative #2 would continue to carry the existing and projected volume of traffic through the Spring Place community and would not reduce the heavy westbound traffic movement onto SR 52A. Improving SR 225 would potentially have an adverse affect on the historic store in the community of Spring Place and would require the taking of land from the Chief Vann State Historic Site. This alternative would also affect the two historic Craftsman Bungalows and the English Vernacular Revival house.

Alternative #3 would remove the heavy volume of traffic from the portion of existing SR 225 that passes through the Spring Place community. Because of its location west of existing SR 225, it would relieve traffic traveling SR 52A by providing better movements of traffic to US 76 and west to Dalton. Although it is longer than Alternatives #1 and #2, Alternative #3 avoids conflicts with historic properties listed on the National Register, or potentially eligible for nomination to the National Register. It also avoids the need to displace residences and businesses located along existing SR 225.

As with Alternative #1, the preferred alternative (Alternative 3) would cross the floodplain and the wetlands associated with Town Branch. The impacts to wetlands and floodplains would be minimized by bridging them. This route was surveyed for protected plant and animal species, and no individuals were detected. The alignment has also been surveyed for archaeological sites that may be eligible for nomination to the National Register. Two archaeological sites were found, but were determined to be not eligible for nomination to the National Register.

Therefore, this alignment is considered to be the preferred alternative and is the alternative discussed throughout the remainder of this document.

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE	STP-151-1(5), Murray County P.I. No. 631550	OFFICE	Environment/Location
	<i>DES</i>	DATE	December 6, 1996
FROM	David E. Studstill, P.E., State Environmental/Location Engineer		
TO	Wayne Hutto, P.E., Assistant Director of Preconstruction		
SUBJECT	CONCEPT REPORT		

RECEIVED
DEC 13 1996
PRECONSTRUCTION

The concept report for the above listed project has been reviewed. Moreland Altobelli states a Individual Permit will be required; however, it does not state why. Also, they state that there are wetlands along Town Branch. T&E survey will be required for Town Branch.

If you have any questions, please let me know.

DES/JSS/bh

cc: Bobby Mustin
Jim Kennerly

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF ROAD AND AIRPORT DESIGN
STP 151-1(5) MURRAY COUNTY

PROJECT CONCEPT REPORT
SR 225 ROADWAY IMPROVEMENTS

Project No. STP 151-1 (5) Murray County

GA DOT P.I. No. 631550

FEDERAL ROUTE NO: F-151-1
STATE ROUTE NO: 225
GA DOT P.I. NO: 631550

Date of Report: August 30, 1996

RECOMMENDATION FOR APPROVAL

DATE

State Road & Airport Design Engineer

DATE

State Environmental Engineer

DATE

State Traffic & Safety Engineer

DATE

District Engineer

DATE

State Bridge Engineer

DATE

FHWA

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

RECEIVED
NOV 2 - 1996

PRECONSTRUCTION

INTERDEPARTMENT CORRESPONDENCE

FILE STP-151- (5) Murray Co. **OFFICE** Traffic Operations
P.I. No. 621550 Atlanta, Georgia
MW PMA **DATE** November 22, 1996

FROM Marion 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 proposed widening and reconstruction of SR 225 from New Hope Rd. to the Conasauga Mill Creek bridge. The existing two lane roadway will be widened to a five lane section from New Hope Rd. to a point just south of Spring Place. At this point SR 225 will turn to the west on new location and widen to a four lane roadway with a 44 ft. median. The new section of SR 225 will intersect SR 52 Alt. and SR 52 before tapering to a two lane roadway and tying to the existing alignment at the Mill Creek bridge. We believe this concept will improve safety and operational capacity along this section of roadway. We therefore find this report satisfactory for approval.

MW:CKE:ke

Attachment (signature page).

cc: David Studstill
James Kennerly
Bob Mustin, w/attachment
General Files

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF ROAD AND AIRPORT DESIGN
STP 151-1(5) MURRAY COUNTY

PROJECT CONCEPT REPORT
SR 225 ROADWAY IMPROVEMENTS

Project No. STP 151-1 (5) Murray County

GA DOT P.I. No. 631550

FEDERAL ROUTE NO: F-151-1
STATE ROUTE NO: 225
GA DOT P.I. NO: 631550

Date of Report: August 30, 1996

RECOMMENDATION FOR APPROVAL

DATE

State Road & Airport Design Engineer

DATE

State Environmental Engineer

11-18-96

DATE

M. Waters III PMA
State Traffic & Safety Engineer
operations

DATE

District Engineer

DATE

State Bridge Engineer

DATE

FHWA

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF ROAD AND AIRPORT DESIGN
STP 151-1(5) MURRAY COUNTY

PROJECT CONCEPT REPORT
SR 225 ROADWAY IMPROVEMENTS

Project No. STP 151-1 (5) Murray County

GA DOT P.I. No. 631550

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STATE ROUTE NO: 225
GA DOT P.I. NO: 631550

Date of Report: August 30, 1996

RECOMMENDATION FOR APPROVAL

DATE

State Road & Airport Design Engineer

DATE

State Environmental Engineer

DATE

State Traffic & Safety Engineer

DATE

District Engineer

DATE

12/4/96

Paul V. Tiller Jr.
State Bridge Engineer

DATE

FHWA

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF ROAD AND AIRPORT DESIGN
STP 151-1(5) MURRAY COUNTY

PROJECT CONCEPT REPORT
SR 225 ROADWAY IMPROVEMENTS

Project No. STP 151-1 (5) Murray County

GA DOT P.I. No. 631550

FEDERAL ROUTE NO: F-151-1
STATE ROUTE NO: 225
GA DOT P.I. NO: 631550

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RECOMMENDATION FOR APPROVAL

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State Traffic & Safety Engineer

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District Engineer

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State Bridge Engineer

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FHWA

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF ROAD AND AIRPORT DESIGN
STP 151-1(5) MURRAY COUNTY

PROJECT CONCEPT REPORT
SR 225 ROADWAY IMPROVEMENTS

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GA DOT P.I. NO: 631550

Date of Report: August 30, 1996

RECOMMENDATION FOR APPROVAL

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State Road & Airport Design Engineer

DATE

State Environmental Engineer

11-18-96
DATE

M. Waters III pma
State Traffic & Safety Engineer
Operations

DATE

District Engineer

DATE

State Bridge Engineer

DATE

FHWA

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF ROAD AND AIRPORT DESIGN
STP 151-1(5) MURRAY COUNTY

PROJECT CONCEPT REPORT
SR 225 ROADWAY IMPROVEMENTS

Project No. STP 151-1 (5) Murray County

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RECOMMENDATION FOR APPROVAL

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State Environmental Engineer

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State Traffic & Safety Engineer

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District Engineer

DATE

12/4/96

Paul V. Tiller Jr.
State Bridge Engineer

DATE

FHWA

