



Department of Transportation

HAROLD E. LINNENKOHL
COMMISSIONER
(404) 656-5206

DAVID E. STUDSTILL, JR.
CHIEF ENGINEER
(404) 656-5277

State of Georgia
#2 Capitol Square, S.W.
Atlanta, Georgia 30334-1002

BUDDY GRATTON
DEPUTY COMMISSIONER
(404) 656-5212

EARL L. MAHFUZ
TREASURER
(404) 656-5224

May 31, 2007

Thank you for attending the public information open house for Georgia Department of Transportation Project STP-198-1(20), Hall and Lumpkin Counties, P.I. No. 132610. The proposed improvements would include the widening and reconstruction of State Route (SR) 60/Thompson Bridge Road from SR 136/Price Road in Hall County to SR 400 in Lumpkin County. In this handout package you will find a project description, location map and comment form.

As you enter the room, you will notice displays of the proposed project. Georgia DOT representatives, who can be identified by the nametags they are wearing, are available to discuss the project and answer your questions. Please take this opportunity to discuss the project with a Department representative. There will be no formal presentation.

A court reporter will be available for those persons who would like to make a verbal statement about the project. You may also complete a comment form and deposit it into the box provided here or send in written comments about the project until **June 14, 2007**. Written comments should be sent to:

Mr. Harvey D. Keepler
State Environmental/Location Engineer
Georgia Department of Transportation
3993 Aviation Circle,
Atlanta, Georgia 30336-1593

Comments can also be made via the web at www.dot.state.ga.us. Click on **Public Outreach** from the list of Featured Links. All comments will be made a part of the project record. We hope you will take advantage of one of these opportunities to let the Department know your view of the proposal.

The displays and plans will be available for review for ten days after the public information open house at the Georgia Department of Transportation District 1 Office located at 2505 Athens Highway, Gainesville, GA 30503, and via the web at the **Public Outreach** link described above. A copy of all comments received will be available for public review and at the Office of Environment/Location, 3993 Aviation Circle, Atlanta, as soon as they have been compiled.

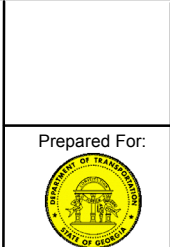
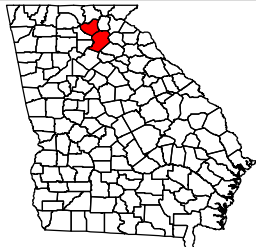
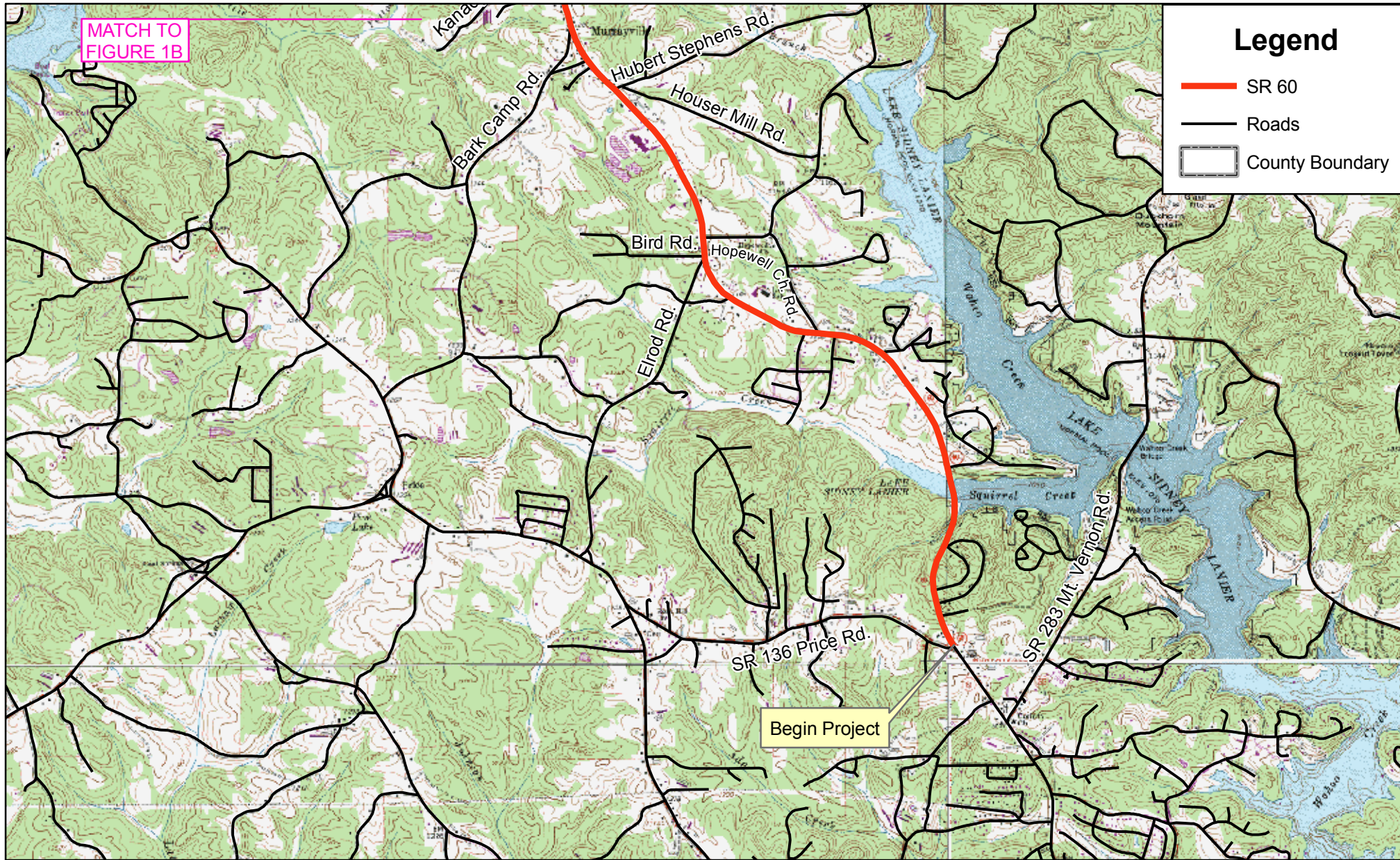
Again, thank you for attending this public information open house and for giving us your comments. For additional information, please call the toll free SR 60 Project Hotline at 1-866-528-7381.

Sincerely,

M. Babs Abubukari S.H.

Mohammed (Babs) Abubukari, P.E.
State Consultant Design/Program Delivery Engineer

MBA:SH:OC:hmc
Attachments



Prepared For:

Project Location Map
 SR 60 from SR 136 to GA 400
 Project Number STP-198-1(20), PI 132610
 Lumpkin & Hall Counties, Georgia

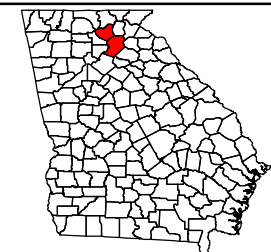
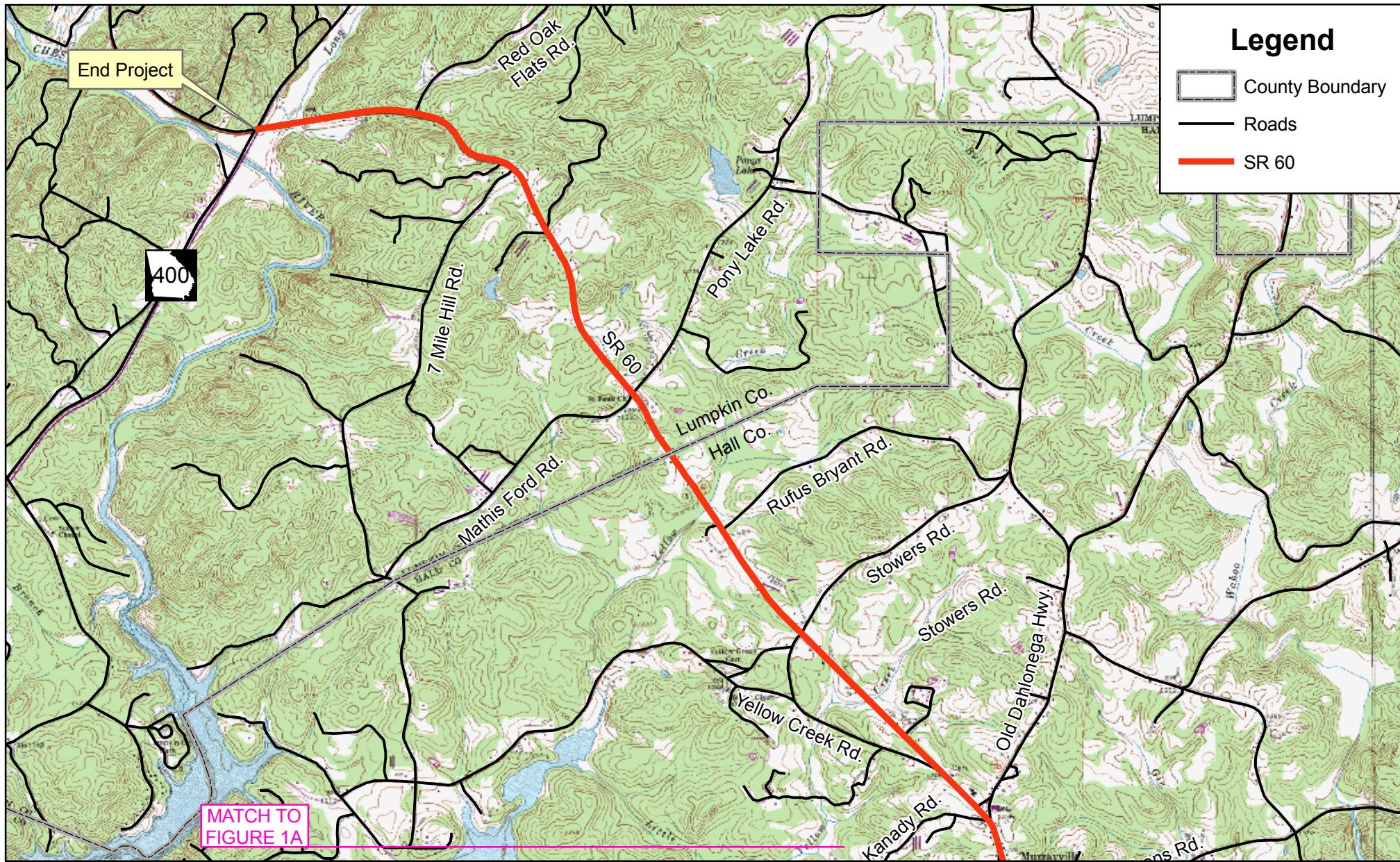


1:40,000

USGS 7.5-Minute Topographic Quadrangles: Chestatee, Clermont, Gainesville and Murrayville

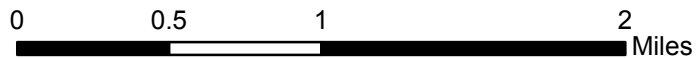
Figure No.

1A



Prepared For:

Project Location Map
 SR 60 from SR 136 to GA 400
 Project Number STP-198-1(20), PI 132610
 Lumpkin & Hall Counties, Georgia



1:40,000

USGS 7.5-Minute Topographic Quadrangles: Murrayville

Figure No.

1B

**ALTERNATIVES DESCRIPTION
GEORGIA DEPARTMENT OF TRANSPORTATION
PROJECT STP-198-1 (20), P.I. No. 132610
Hall and Lumpkin Counties, GA**

**SR 60/Thompson Bridge Road Improvements
from SR 136/Price Road to SR 400**

May 31, 2007

Please Provide Us Your Comments

Your comments will help clarify resources within your community and assist the Project Team in reviewing the possible impacts associated with the proposed project alternatives. Sharing your thoughts and providing input also provides you an opportunity to participate with the Georgia Department of Transportation during this project's development.

The SR 60 project from SR 136/Price Road to SR 400 proposes to widen the existing roadway from two and three lanes to four lanes with turn lanes and a variable width median. The improvements would begin by tying into the existing four-lane roadway at the intersection of SR 60 and SR 136/Price Road in Hall County, and would continue approximately 9.6 miles to SR 400 in Lumpkin County.

Generally, the cross sections (or typical sections) for all alternatives would require 200 to 250 feet of right-of-way. Modifications to the typical section to minimize the required right-of-way are expected in some areas to avoid impacts to the human and natural environments, or to tie into the existing roadway at the project corridor's end points. These modifications could include reducing median widths, reducing lane widths, or constructing walls, for example. Further, the typical section is wider in some locations to have room for extra turn lanes at side roads and major driveways.

Lanes shift throughout each alternative from widening either symmetrically on each side, to the north, or to the south of existing SR 60; although, existing lanes and right of way are used to the extent possible. By using portions of the existing roadway, impacts to wetlands, streams, residences, businesses, historic resources, and other valuable resources can be minimized.

Each alternative would also include side road realignments at Frasier Circle, Wahoo Road, Hopewell Church Road, Elrod Road, Jerry Burress Road, Kanady Road, Old Dahlonega Highway, Yellow Creek Road, Pony Lake Road/Martin's Ford Road, Floyd Sullens Road, and Seven Mile Hill Road to improve poorly angled intersections with SR 60. The existing culvert at Long Branch Creek will likely be extended, and the existing culvert/causeway over Squirrel Creek would be replaced with two 600-foot long parallel bridges. The proposed design speed varies from 45 to 55 miles per hour (mph). The information below provides a detailed description of the preliminary alternatives under consideration for the proposed project.

ALTERNATIVES CONSIDERED

ALTERNATIVE 1 EXISTING ALIGNMENT

The Existing Alignment Alternative would widen SR 60 to two 12-foot travel lanes in each direction with a 24-foot raised median, bicycle lanes, and 16-foot shoulders with curb, gutter, and 5-foot sidewalks on both sides from SR 136/Price Road to Yellow Creek Road in Murrayville. Between Yellow Creek Road and the end of the project at SR 400, the proposed project corridor would be widened to two 12-foot travel lanes in each direction with a 44-foot depressed median and 10-foot rural shoulders.

This alternative would follow the existing roadway throughout the majority of the project. Between Martin's Ford Road/Pony Lake Road and Red Oak Flats Road, the proposed roadway would leave the existing corridor to flatten poor curves and avoid historic resources (flattening this segment of the corridor is proposed under all three design alternatives).

Alternative 1 would likely result in significant unavoidable impacts to the economic environment and proposed historic district located in the community of Murrayville due to numerous unavoidable residential and commercial displacements.

ALTERNATIVE 2 EAST MURRAYVILLE BYPASS

The **Alternative 2** begins at the existing four-lane roadway at the intersection of SR 60 and SR 136/Price Road. From SR 136/Price Road to just north of the intersection of Hubert Stephens Road, the roadway would consist of four 12-foot wide travel lanes, a 24-foot raised median, bicycle lanes, and 16-foot urban shoulders with curb, gutter, and 5-foot sidewalks on both sides. From just north of the intersection of Hubert Stephens Road to the end of the project at SR 400, the roadway would consist of four 12-foot wide travel lanes, a 44-foot depressed median, and ten-foot rural shoulders. West of SR 400, the SR 60 roadway would remain a two-lane roadway.

From the beginning of the project to just north of Squirrel Creek, the alignment would shift to the west to allow for construction vehicles and preparation areas. From the Squirrel Creek area, the alignment would widen to the south along the existing roadway to Jerry Burress Road where the corridor would exit the existing roadway onto new location, creating an eastern bypass of Murrayville. The roadway would then tie back into existing SR 60 north of the Murrayville community near Stowers Road. The alignment would then widen to the north along the existing roadway with minor shifts to the east or west. Alternative 2 avoids most impacts to historic and economic resources in Murrayville, but would result in a higher number of residential displacements.

**ALTERNATIVE 3
WEST MURRAYVILLE BYPASS**

The **West Murrayville Bypass Alternative** is the same as Alternative 2 except that a bypass is proposed around the Murrayville community to the west. Alternative 3 would likely cause significant impacts to ecological, economic, and historic resources in Murrayville including direct impacts to farmlands, additional stream impacts, and displacements of historic resources.

**ALTERNATIVE 4
NO BUILD**

The No-Build Alternative is one in which the Department would take no action to construct the proposed project. While this alternative would avoid right-of-way impacts, it is not prudent because it does not meet the project's need and purpose to increase existing capacity for current and future traffic volumes, improve safety and mobility, and improve operational deficiencies including frequent stops in traffic flow at side streets, driveways, and shopping center entrances. Alternative 4 would result in an unacceptable level of service (LOS) F, or road functioning capacity, for the design year in 2033. Capacity is defined as the maximum number of vehicles that can pass over a particular road segment or through a particular intersection within a set time limit. LOS is a standard way to classify traffic conditions associated with traffic volumes and traffic flow conditions. The *Highway Capacity Manual* defines six levels of service, LOS A through LOS F, with A being the best and representing free flow conditions with low delay and F the worst with high congestion levels.
