ORIGINAL TO GENERAL FILES

D.O.T. 66

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE EDS-441(43) Oconee County
P. I. No. 122660

OFFICE Preconstruction

DATE October 10, 1997

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
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Jerry Hobbs
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Marion Waters
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Paul Liles
Jim Hitt (Traffic Ops)
Don Mills
Hugh Tyner

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF ENVIRONMENT/LOCATION

PROJECT CONCEPT REPORT
EDS-441(43)
OCONEE COUNTY
P.I. NO. 122660

US Route No.: 441 Date of Report: June 10, 1997

State Route No.: 24

RECOMMENDATION FOR APPROVAL

7/10/97
Date

[signature]
State Environmental/Location Engineer

Date

State Road & Airport Design Engineer

Date

State Traffic Operations Engineer

Date

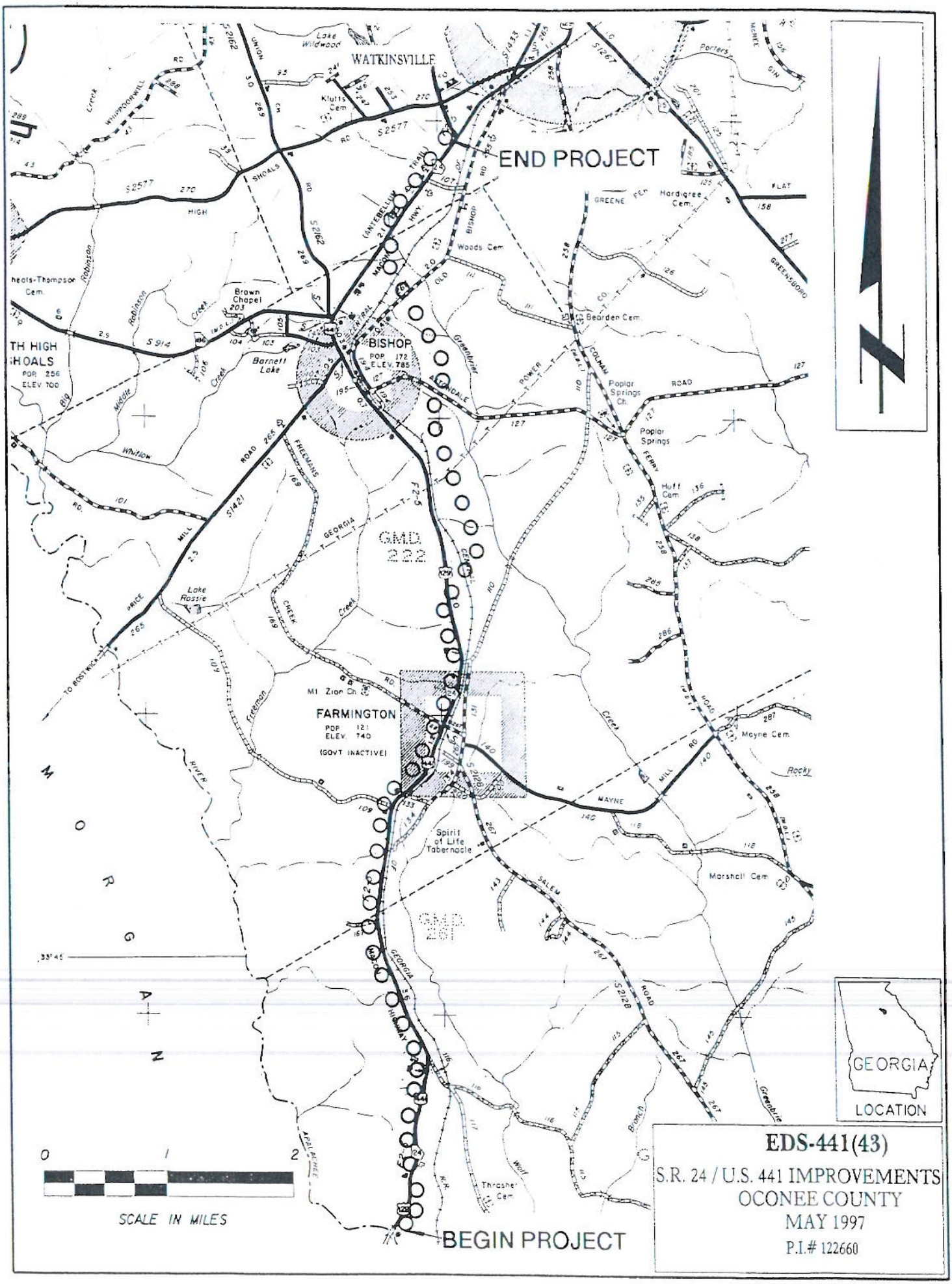
District Engineer/Gainesville

Date

Project Review Engineer

Date

State Bridge & Structural Design Engineer



EDS-441(43)

S.R. 24 / U.S. 441 IMPROVEMENTS

OCONEE COUNTY

MAY 1997

P.I.# 122660

PROJECT CONCEPT REPORT

PROJECT NUMBER: EDS-441-(43) OCONEE COUNTY

PROJECT LOCATION AND DESCRIPTION

Project EDS-441(43) is the proposed improvement to the existing US441/SR24. This project proposes to widen the existing roadway from 2 and 3 lanes to 4 lanes with a 44' (13.6 m) grassed median. The project begins just north of Apalachee River (Morgan-Oconee county line) and extends north for 9 miles (14 km) to the Watkinsville BP. At its beginning, the concept widens to the right side of the road. Approximately 0.5 mile (0.8 km) north from the beginning of the project, the alignment shifts to the left, holding the existing pavement to the right, and holds this concept to approximately 0.5 mile (0.8 km) north of Tappan Spur Rd. (CR 116), where the project shifts to hold the existing R/W to the right side, to avoid Southern RR on the right side and two historic boundaries at CR 267 (Salem Rd.). The project keeps this concept to 3100' (0.9 km) north of CR 110 where the alignement shifts to the right side, off of the existing road to a new location to bypass the City of Bishop. The alignment ties back to the existing road widening to the left side, approximately 2960' (0.9 km) south of Watkinsville BP and holds this concept to the end of the project (Watkinsville BP).

TRAFFIC

	CURRENT		PROJECTED	
SECTION	YEAR	AADT	YEAR	AADT
US 441 improvement	1999	6,700-12,800	2019	9,950-18,950

PDP CLASSIFICATION	FUNCTIONAL CLASSIFICATION
MAJOR/EXISTING	RURAL ARTERIAL

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

NEED AND PURPOSE

US441/S.R. 24 is a primary north-south corridor in east Georgia. This proposed project involves the widening and reconstruction of S.R. 24 from just north of Apalachee River in Oconee County, to the southern terminus of the Watkinsville Bypass in Oconee County. The need and purpose of this project is twofold. First, the US441/S.R. 24 Improvements are part of the Governor's Road Improvement Program (GRIP). GRIP was initiated in the 1980's in order to address the importance of stimulating economic growth via an improved transportation network.

The second part of the need and purpose pertains to the highway capacity of S.R. 24. The roadway is reaching capacity and improvements will be required to maintain an acceptable level-of-service. The project will increase the capacity and level-of-service on US441/S.R. 24 by widening it from two lanes to four lanes. The Annual Average Daily Traffic (AADT), within the limits of EDS-441 (43), it will range between 6,700 to 12,800 in 1999. The 20 year (2019) projected volume ranges between 9,950 and 18,950 AADT. The Level of Service (LOS) for this section of S.R. 24 within the project limits was computed to be at "C" in 1994 which indicates that traffic flow may be susceptible to congestion and passing impediments. This road widening project will reduce traffic congestion and driver discomfort.

EXISTING ROADWAY

TYPICAL SECTION:	2 and 3 - 3.6 m LANES WITH OPEN DITCH DRAINAGE	RIGHT-OF-WAY WIDTH 24 m
POSTED SPEED	MINIMUM RADIUS OF CURVE	MAX GRADE
90 km/h	436 m	6.39%

MAJOR STRUCTURES

FEATURES INTERSECTED/TYPE	LENGTH	WIDTH	PRIORITY RATING	SUFF. RATING
NONE	-	-	-	-

PROPOSED LENGTH OF PROJECT: 14 km

WIDENING EXISTING US 441

TYPICAL SECTION: 4 LANES RURAL WITH 13.6 m MEDIAN

DESIGN SPEED	MINIMUM RADIUS OF CURVE		MAX. GRADE	
105 km/h	ALLOWABLE	466 m	ALLOWABLE	4.00%
	PROPOSED	466 m	PROPOSED	4.00%

NEW LOCATION

TYPICAL SECTION: 4 LANES RURAL WITH 13.6 m MEDIAN

DESIGN SPEED	MINIMUM RADIUS OF CURVE		MAX. GRADE	
105 km/h	ALLOWABLE	466 m	ALLOWABLE	4.00%
	PROPOSED	466 m	PROPOSED	4.00%

PROPOSED MAJOR STRUCTURES

FEATURES INTERSECTED/TYPE	LENGTH	WIDTH
TWO PARALLEL BRIDGES OVER SOUTHERN RR SOUTH OF BISHOP BP	54 m	13 m
TWO PARALLEL BRIDGES OVER SOUTHERN RR NORTH OF BISHOP BP	54 m	13 m

PROPOSED RIGHT-OF-WAY

RIGHT-OF-WAY WIDTH	PARCELS IMPACTED	DISPLACEMENTS		
76 m	56	RES.: 12	BUS.: 1	M.H.: 6

COORDINATION

TYPE OF ACCESS CONTROL:	BY PERMIT.
CONCEPT TEAM MEETING DATE:	JUNE 20, 1996
PERMITS REQUIRED:	C.O.E. 404; APPROX. 2 AC OF WETLANDS AFFECTED.
LEVEL OF PUBLIC INVOLVEMENT:	PUBLIC HEARING
TIME SAVING PROCEDURES APPROPRIATE:	NO
OTHER PROJECTS IN THE AREA:	EDS-441(42)
OTHER MAJOR ENVIRONMENTAL CONCERNS:	NONE

MISCELLANEOUS

TRAFFIC CONTROL DURING CONSTRUCTION:	TRAFFIC TO BE MAINTAINED ON EXISTING ROADS.
LEVEL OF ENVIRONMENTAL ANALYSIS:	EA
UNDERGROUND STORAGE TANKS:	ONE KNOWN UST RECEVED ON 6/23/1997.
HAZARDOUS WASTE SITES:	TWO POSSIBLE HAZARD WASTE RECEVED ON 6/23/1997.

DESIGN VARIATIONS REQUESTED:

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

ALTERNATIVES CONSIDERED: NO BUILD

ESTIMATED COST

CONSTRUCTION:	$15 870 000	**RIGHT-OF-WAY:**	$3 664 000
E & C (10%):	$1 587 000	**ACQUIRED BY:**	D.O.T.
INFLATION:	$1 790 000	**UTILITIES:**	REQUESTED ON 6/11/97
(2 yrs at 5% per yr)		**ADJUSTED BY:**	LGPA TO BE REQUESTED
TOTAL CONS'T COST:	$19 247 000		

COMMENTS

1. TOTAL RECONSTRUCTION FOR THIS PROJECT IS 90%.
2. PROJECTS EDS-441(42) AND EDS-441(43) WILL BE WORKED TOGETHER FOR PERMIT AND ENVIRONMENTAL CONSIDERATIONS. THE P.A.R. MEETING WILL BE HELD ON FEBRUARY 1998, AND MAY CAUSES CHANGES TO THE CONCEPT.

ATTACHMENTS: COST ESTIMATE, TYPICAL SECTIONS, TEAM MEETING MINUTES
PREPARED BY: ROXANA ENE, L.E. I

PRELIMINARY COST ESTIMATE
OFFICE OF ENVIRONMENT/LOCATION

P.I. NO: 122660 **DATE:** 03-04-1997

PROJECT NO: EDS-441(43)

PROJECT NAME: US441/SR24

COUNTY: OCONEE

PROJECT DESCRIPTION:

US441/SR24 IMPROVEMENTS FROM APALACHEE RIVER TO WATKINSVILLE BP

PROJECT LENGTH: 9.000 MILES **SECTION LENGTH:** 4.600 MILES

TYPICAL SECTION:

RURAL NEW LOCATION-4-LANES WITH 44' DIV MEDIAN (48' PAV'T) EXISTING ROAD IN VERTICAL RECONSTRUCTION
PROPOSED R / W = 250 ft

EXISTING ROADWAY (If Applicable):

2 AND 3 LANES WITH OPEN DITCH DRAINAGE

TRAFFIC:

INITIAL DESIGN YEAR: 2001 **DAILY VOLUME (AADT):** 12,800

FINAL DESIGN YEAR: 2021 **DAILY VOLUME (AADT):** 18,950

COMMENTS:

THE EXISTING ROAD IS IN VERTICAL RECONSTRUCTION

PREPARED BY: ROXANA ENE LE I

PROJECT COSTS

A. RIGHT - OF - WAY

1. PROPERTY (Land and Easements)	$ 0
2. DISPLACEMENTS	$ 0
3. OTHER COST	$ 0
SUBTOTAL	$ 0

B. REIMBURSABLE UTILITIES

1. RAILROAD	$ 0
2. TRANSMISSION LINES	$ 0
3. SERVICES	$ 0
SUBTOTAL	$ 0

C. MAJOR STRUCTURES

1. WALLS	$ 0
2. BRIDGE STREAM CROSSING	$ 0
3. BRIDGE OVER/UNDERPASS	$ 0
4. BOX CULVERTS	$ 0
SUBTOTAL	$ 0

D. GRADING AND DRAINAGE

1. EARTHWORK	
a. UNCLASSIFIED EXCAVATION SOIL 260,000 CY @ $1.45	$ 377,000
b. UNCLASSIFIED EXCAVATION ROCK 26,000 CY @ $4.00	$ 104,000
c. BORROW EXCAVATION 0 CY @ $3.00	$ 0
2. DRAINAGE	
a. MINOR DRAINAGE (Including Cross Drain Pipes & Longitudinal System) 4.600 MILES @ $82,080	$ 378,000
b. CURB AND GUTTER 0 LF @ $9.27	$ 0
SUBTOTAL	$ 859,000

PROJECT COSTS

con't.

E. BASE AND PAVING

1. GRADED AGGREGATE BASE	$ 1,301,000
12.00" -- 104,924 T @ $12.40	
2. ASPHALT PAVING	
a. ASPHALTIC CONCRETE "E"	$ 450,000
1.50" -- 13,966 T @ $32.22	
b. ASPHALTIC CONCRETE "B"	$ 593,000
2.00" -- 18,621 T @ $31.87	
c. ASPHALTIC CONCRETE BASE	$ 1,379,000
6.00" -- 44,690 T @ $30.85	
d. BITUMINOUS TACK COAT	$ 15,000
17,344 G @ $0.85	
3. CONCRETE PAVING	$ 0
4. OTHER PAVING	$ 374,000
SUBTOTAL	**$ 4,112,000**

F. LUMP ITEMS

1. TRAFFIC CONTROL	$ 0
2. CLEARING AND GRUBBING	$ 655,000
139 ACRES @ $4,700	
3. LANDSCAPING	$ 235,000
4.600 MILES @ $51,000	
4. EROSION CONTROL	$ 221,000
4.600 MILES @ $48,000	
5. DETOURS (Including Temporary Bridges)	$ 0
SUBTOTAL	**$ 1,111,000**

G. MISCELLANEOUS

1. SIGNING/STRIPING	$ 170,000
4.600 MILES @ $37,000	
2. GUARDRAIL	$ 0
0 LF @ $11.46 + 0 Anchors @ $1,326.82	
3. OTHER	$ 741,000
4.600 MILES @ $161,100	
SUBTOTAL	**$ 911,000**

H. SPECIAL FEATURES $ 0

ESTIMATE SUMMARY

		SECTION COST (per mile)
A. RIGHT-OF-WAY	**$ 0**	$ 0
B. REIMBURSABLE UTILITIES	**$ 0**	$ 0

CONSTRUCTION COST SUMMARY

C. MAJOR STRUCTURES	$ 0	
D. GRADING AND DRAINAGE	$ 859,000	
E. BASE AND PAVING	$ 4,112,000	
F. LUMP ITEMS	$ 1,111,000	
G. MISCELLANEOUS	$ 911,000	
H. SPECIAL FEATURES	$ 0	
SUBTOTAL CONSTRUCTION COST	**$ 6,993,000**	$ 1,520,000
E. & C. (10%)	$ 699,000	
INFLATION 2 yr(s) @ 5% per year	$ 789,000	
TOTAL CONSTRUCTION COST	**$ 8,481,000**	$ 1,844,000
GRAND TOTAL CONSTRUCTION COST	**$ 8,481,000**	**$ 1,844,000**

RURAL NEW LOCATION-4-LANES WITH 44' DIV MEDIAN (48' PAV'T)

PRELIMINARY COST ESTIMATE
OFFICE OF ENVIRONMENT/LOCATION

P.I. NO: 122660 **DATE:** 03-04-1997

PROJECT NO: EDS-441(43)

PROJECT NAME: US441/SR24 IMPROVEMENTS

COUNTY: OCONEE

PROJECT DESCRIPTION:

US441/SR24 IMPROVEMENTS FROM APALACHEE RIVER TO WATKINSVILLE BP

PROJECT LENGTH: 9.000 MILES **SECTION LENGTH:** 1.200 MILES

TYPICAL SECTION:

RURAL WIDENING-2 TO 4 LANES WITH 44' DIV MEDIAN (48' PAV'T)

PROPOSED R / W = 250 ft

EXISTING ROADWAY (If Applicable):

2 AND 3 LANES WITH OPEN DITCH DRAINAGE

TRAFFIC:

INITIAL DESIGN YEAR: 2001 **DAILY VOLUME (AADT):** 12,800

FINAL DESIGN YEAR: 2021 **DAILY VOLUME (AADT):** 18,950

COMMENTS:

PREPARED BY: ROXANA ENE LE I

PROJECT COSTS

A. RIGHT - OF - WAY

1. PROPERTY (Land and Easements)	$ 0
2. DISPLACEMENTS	$ 0
3. OTHER COST	$ 0
SUBTOTAL	$ 0

B. REIMBURSABLE UTILITIES

1. RAILROAD	$ 0
2. TRANSMISSION LINES	$ 0
3. SERVICES	$ 0
SUBTOTAL	$ 0

C. MAJOR STRUCTURES

1. WALLS	$ 0
2. BRIDGE STREAM CROSSING	$ 0
3. BRIDGE OVER/UNDERPASS	$ 0
4. BOX CULVERTS	$ 0
SUBTOTAL	$ 0

D. GRADING AND DRAINAGE

1. EARTHWORK	
a. UNCLASSIFIED EXCAVATION SOIL 48,000 CY @ $1.78	$ 85,000
b. UNCLASSIFIED EXCAVATION ROCK 4,800 CY @ $4.00	$ 19,000
c. BORROW EXCAVATION 0 CY @ $3.00	$ 0
2. DRAINAGE	
a. MINOR DRAINAGE (Including Cross Drain Pipes & Longitudinal System) 1.200 MILES @ $39,960	$ 48,000
b. CURB AND GUTTER 0 LF @ $9.27	$ 0
SUBTOTAL	$ 152,000

PROJECT COSTS

con't.

E. BASE AND PAVING

1. GRADED AGGREGATE BASE	$ 189,000
12.00" -- 15,206 T @ $12.40	
2. ASPHALT PAVING	
a. ASPHALTIC CONCRETE "E"	$ 141,000
1.50" -- 4,372 T @ $32.22	
b. ASPHALTIC CONCRETE "B"	$ 186,000
2.00" -- 5,829 T @ $31.87	
c. ASPHALTIC CONCRETE BASE	$ 180,000
6.00" -- 5,829 T @ $30.85	
d. BITUMINOUS TACK COAT	$ 3,000
3,598 G @ $0.85	
3. CONCRETE PAVING	$ 0
4. OTHER PAVING	$ 70,000
SUBTOTAL	**$ 769,000**

F. LUMP ITEMS

1. TRAFFIC CONTROL	$ 34,000
2. CLEARING AND GRUBBING	$ 171,000
36 ACRES @ $4,700	
3. LANDSCAPING	$ 22,000
1.200 MILES @ $18,000	
4. EROSION CONTROL	$ 29,000
1.200 MILES @ $24,000	
5. DETOURS (Including Temporary Bridges)	$ 0
SUBTOTAL	**$ 256,000**

G. MISCELLANEOUS

1. SIGNING/STRIPING	$ 36,000
1.200 MILES @ $30,000	
2. GUARDRAIL	$ 0
0 LF @ $11.46 + 0 Anchors @ $1,326.82	
3. OTHER	$ 42,000
1.200 MILES @ $35,100	
SUBTOTAL	**$ 78,000**

H. SPECIAL FEATURES $ 0

ESTIMATE SUMMARY

		SECTION COST (per mile)
A. RIGHT-OF-WAY	**$ 0**	$ 0
B. REIMBURSABLE UTILITIES	**$ 0**	$ 0

CONSTRUCTION COST SUMMARY

C. MAJOR STRUCTURES	$ 0	
D. GRADING AND DRAINAGE	$ 152,000	
E. BASE AND PAVING	$ 769,000	
F. LUMP ITEMS	$ 256,000	
G. MISCELLANEOUS	$ 78,000	
H. SPECIAL FEATURES	$ 0	
SUBTOTAL CONSTRUCTION COST	**$ 1,255,000**	$ 1,046,000
E. & C. (10%)	$ 126,000	
INFLATION 2 yr(s) @ 5% per year	$ 142,000	
TOTAL CONSTRUCTION COST	**$ 1,523,000**	$ 1,269,000
GRAND TOTAL CONSTRUCTION COST	**$ 1,523,000**	**$ 1,269,000**

RURAL WIDENING-2 TO 4 LANES WITH 44' DIV MEDIAN (48' PAV'T)

PRELIMINARY COST ESTIMATE
OFFICE OF ENVIRONMENT/LOCATION

P.I. NO: 122660 **DATE:** 06-10-1997

PROJECT NO: EDS-441(43)

PROJECT NAME: US441/SR24

COUNTY: OCONEE

PROJECT DESCRIPTION:

US441/SR24 IMPROVEMENTS FROM APALACHEE RIVER TO WATKINSVILLE BP

PROJECT LENGTH: 9.000 MILES **SECTION LENGTH:** 3.200 MILES

TYPICAL SECTION:

RURAL NEW LOCATION-4-LANES WITH 44' DIV MEDIAN (48' PAV'T)

PROPOSED R / W = 250 ft

EXISTING ROADWAY (If Applicable):

2 AND 3 LANES WITH OPEN DITCH DRAINAGE

TRAFFIC:

INITIAL DESIGN YEAR: 2001 **DAILY VOLUME (AADT):** 12,800

FINAL DESIGN YEAR: 2021 **DAILY VOLUME (AADT):** 18,950

COMMENTS:

THIS COST ESTIMATES IS FOR BISHOP BP.

PREPARED BY: ROXANA ENE LE I

PROJECT COSTS

A. RIGHT - OF - WAY

1. PROPERTY (Land and Easements)	$ 0
2. DISPL[illegible]EMENTS	$ 0
3. OTHE[illegible]OST	$ 0
SUBTOTAL	$ 0

B. REIMBURSABLE UTILITIES

1. RAILROAD	$ 0
2. TRANSMISSION LINES	$ 0
3. SERVICES	$ 0
SUBTOTAL	$ 0

C. MAJOR STRUCTURES

1. WALLS	$ 0
2. BRIDGE STREAM CROS[illegible]	$ 0
3. BRIDGE OVER/UNDERPA TWO BRIDGES OVER SOUTH[illegible] RR (BRIDGES TWICE THE RR)	$ 1,935,360
4. BOX CULVERTS	$ 0
SUBTOTAL	$ 1,935,000

D. GRADING AND DRAINAGE

1. EARTHWORK	
a. UNCLASSIFIED EXCAVATION SOIL 612,400 CY @ $1.36	$ 834,000
b. UNCLASSIFIED EXCAVATION ROCK 61,240 CY @ $4.00	$ 245,000
c. BORROW EXCAVATION 0 CY @ $3.00	$ 0
2. DRAINAGE	
a. MINOR DRAINAGE (Including Cross Drain Pipes & Longitudinal System) 3.200 MILES @ $82,080	$ 263,000
b. CURB AND GUTTER 0 LF @ $9.27	$ 0
SUBTOTAL	$ 1,342,000

PROJECT COSTS
con't.

E. BASE AND PAVING

1. GRADED AGGREGATE BASE	$ 905,000
12.00" -- 72,991 T @ $12.40	
2. ASPHALT PAVING	
a. ASPHALTIC CONCRETE "E"	$ 313,000
1.50" -- 9,715 T @ $32.22	
b. ASPHALTIC CONCRETE "B"	$ 413,000
2.00" -- 12,954 T @ $31.87	
c. ASPHALTIC CONCRETE BASE	$ 959,000
6.00" -- 31,089 T @ $30.85	
d. BITUMINOUS TACK COAT	$ 10,000
12,065 G @ $0.85	
3. CONCRETE PAVING	$ 0
4. OTHER PAVING	$ 260,000
SUBTOTAL	**$ 2,860,000**

F. LUMP ITEMS

1. TRAFFIC CONTROL	$ 20,000
2. CLEARING AND GRUBBING	$ 456,000
97 ACRES @ $4,700	
3. LANDSCAPING	$ 163,000
3.200 MILES @ $51,000	
4. EROSION CONTROL	$ 154,000
3.200 MILES @ $48,000	
5. DETOURS (Including Temporary Bridges)	$ 0
SUBTOTAL	**$ 793,000**

G. MISCELLANEOUS

1. SIGNING/STRIPING	$ 118,000
3.200 MILES @ $37,000	
2. GUARDRAIL	$ 58,000
3,200 LF @ $11.46 + 16 Anchors @ $1,326.82	
3. OTHER	$ 516,000
3.200 MILES @ $161,100	
SUBTOTAL	**$ 692,000**

H. SPECIAL FEATURES $ 0

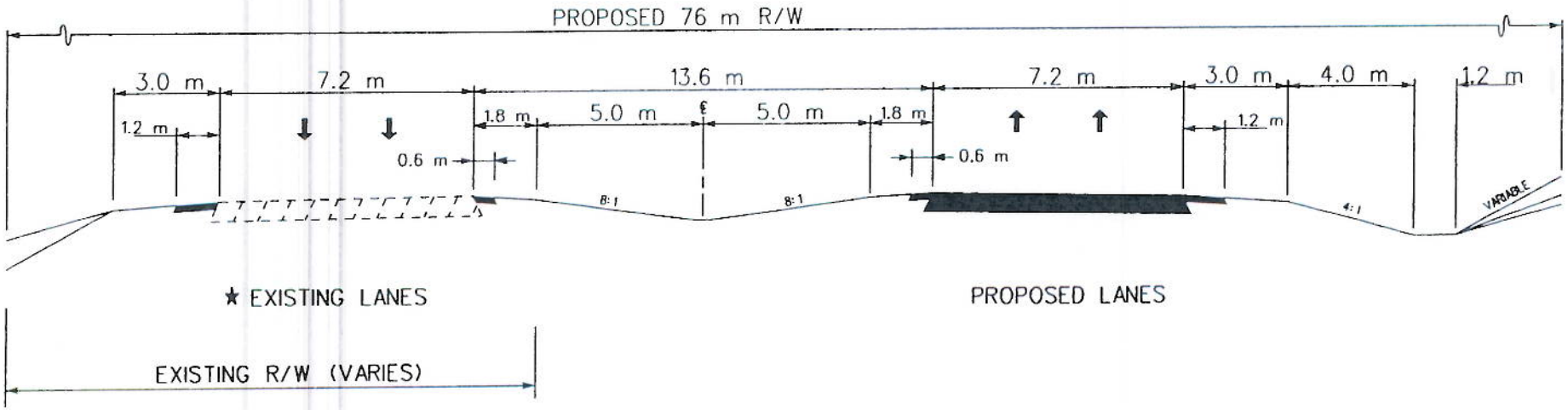
ESTIMATE SUMMARY

		SECTION COST (per mile)
A. RIGHT-OF-WAY	$ 0	$ 0
B. REIMBURSABLE UTILITIES	$ 0	$ 0

CONSTRUCTION COST SUMMARY

C. MAJOR STRUCTURES	$ 1,935,000	
D. GRADING AND DRAINAGE	$ 1,342,000	
E. BASE AND PAVING	$ 2,860,000	
F. LUMP ITEMS	$ 793,000	
G. MISCELLANEOUS	$ 692,000	
H. SPECIAL FEATURES	$ 0	
SUBTOTAL CONSTRUCTION COST	$ 7,622,000	$ 2,382,000
E. & C. (10%)	$ 762,000	
INFLATION 2 yr(s) @ 5% per year	$ 859,000	
TOTAL CONSTRUCTION COST	$ 9,243,000	$ 2,888,000
GRAND TOTAL CONSTRUCTION COST	$ 9,243,000	$ 2,888,000

RURAL NEW LOCATION-4-LANES WITH 44' DIV MEDIAN (48' PAV'T)



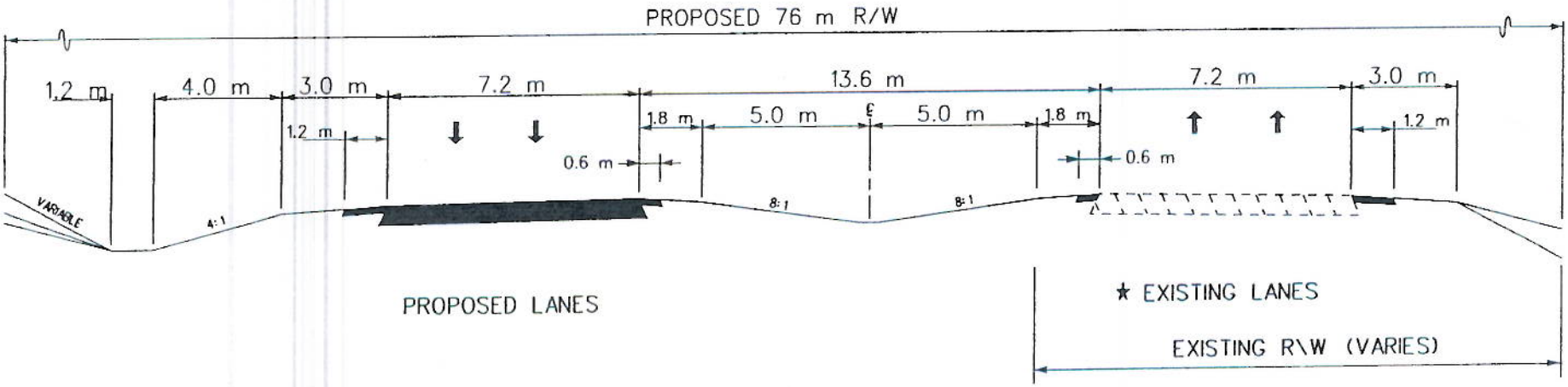
TYPICAL CROSS SECTION
IMROVEMENTS TO U.S. 441
EDS–441(43) OCONEE COUNTY

FROM THE BEGINING OF PROJECT TO 0.8 km NORTH OF APALACHEE RIVER

NOT TO SCALE

NOTE: * EXISTING PAVEMENT WILL BE REMOVED IF VERTICAL RECONSTRUCTION REQ'D.

TS10

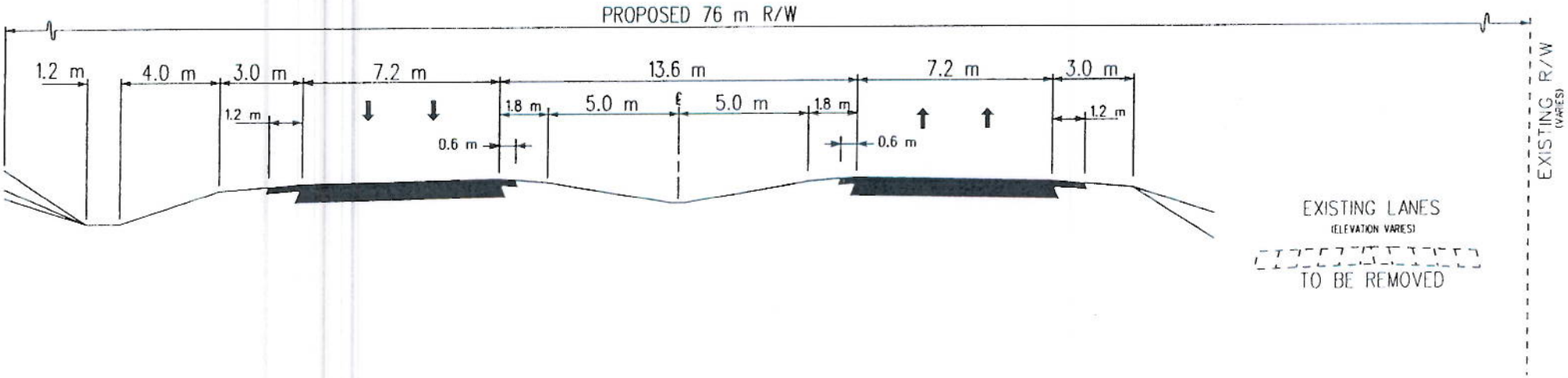


TYPICAL CROSS SECTION
IMPROVEMENTS TO U.S. 441
EDS-441(43) OCONEE COUNTY

FROM 0.8 km NORTH OF APALACHEE RIVER TO 0.8 km NORTH OF TAPPAN SPUR RD.(CR116)
FROM 0.9 km SOUTH OF WATKINSVILLE BYPASS TO THE END OF THE PROJECT

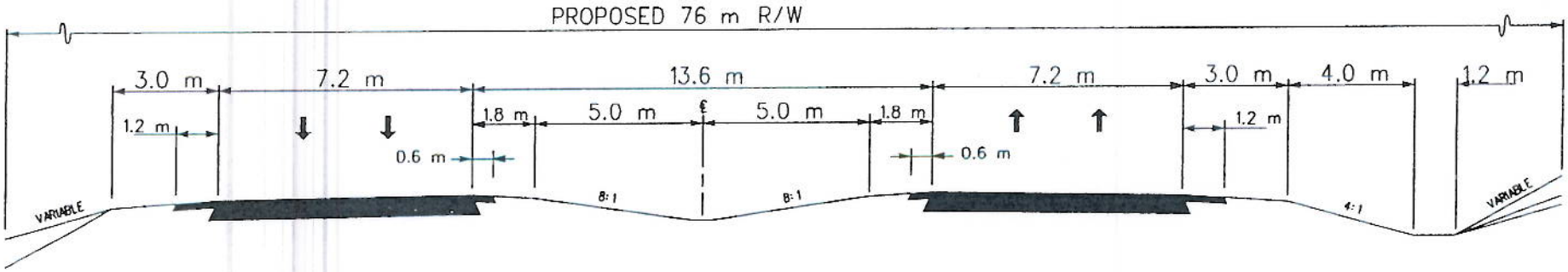
NOT TO SCALE

NOTE: * EXISTING PAVEMENT WILL BE REMOVED IF VERTICAL RECONSTRUCTION REQ'D.



TYPICAL CROSS SECTION
IMPROVEMENTS TO U.S. 441
EDS–441(43) OCONEE COUNTY
FROM 0.8 km NORTH OF TAPPAN SPUR RD.(CR116)
TO 0.9 km NORTH OF OLD FARMINGTON RD.(CR110)

NOT TO SCALE



TYPICAL CROSS SECTION
IMPROVEMENTS TO U.S. 441
EDS–441(43) OCONEE COUNTY

FROM 0.9 km NORTH OF OLD FARMINGTON RD.(CR110)
TO 0.9 km SOUTH OF WATKINSVILLE BYPASS

NOT TO SCALE

TS2

JAYNE, DAVID, JERRY

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
INTERDEPARTMENTAL CORRESPONDENCE

FILE EDS-441(40,45,44,42,43) Baldwin, Putnam, Morgan, & Oconee County
P.I. Numbers 222470, 222580, 222570, 222560, & 122660

OFFICE Environment/Location

DATE June 24, 1996

FROM Roxana Ene, TE I, Location Engineer

TO Distribution Below

SUBJECT **CONCEPT TEAM MEETING MINUTES** - US441\SR24 Improvements

On Thursday, June 20, 1996, at 1:30 p.m., a Concept Team Meeting for the proposed US441\SR24 improvement projects in Baldwin, Putnam, Morgan, and Oconee Counties was held in the conference room at the Office of Environment\Location. Representing Georgia Power was Charles L. Chapman. Wendell Dawson and Peter Mallory represented Oconee Co. In attendance from the City of Bishop was Mayor Nedra Johnson. State Representative Frank E. Stancil was also in attendance. Mike Reynolds, Kevin Hosey, Robert Reid and Willie L. Webb from the Office of Road Design were present. Pat Astin-Hand represented the Office of Right-of-Way. The Office of Planning was represented by Cindy VanDyke. Reba P. Scott from the Office of Programming was present. Representing Traffic Operations was Ken Estes. Terry Allgood represented the Walton EMC. In attendance from AT&T were Steve Puckett, Gary Jenkins and Damien Wilson. From NEGRDC were Jennifer Fire, Ruth Lessh and Adriane Wood from the MGRDC. District 1 was represented by Laland Owens and District 2 by David Griffith, Phillip Scarborough and Deborah Pennington. Warren Beverly, Gerald Welsh, Roxana Ene, Ken Thompson and Terry Dentmon of the Office of Environment/Location also attended.

The meeting was opened by Gerry Welsh of Location. He gave a brief description of the projects, explaining that the meeting was being held to discuss improvements to US441\SR24. The concepts were then described in detail by Roxana Ene.

Project EDS-441(40) is the proposed improvement to the existing US441/SR24. This project proposes to widen the existing roadway from 2 lanes to 4 with a 44 feet grassed median. The project begins in Baldwin Co. and extends north 10.4 miles to US129(SR44). At its beginning, the project extends the existing 5 ln.section to just north off the first bridge, where the concept begins transitioning to the 44'median. The concept would hold the existing pavement left, widening the right side of the existing road. Approx. 1 mile north of Cay road (CR245) the proposed alignment changes to the left side of the road to avoid a cemetery on the right side. Approx. 2200' north of Twin Bridges Road (CR72) the proposed alignment changes to the right side to avoid two historic boundaries. The proposed alignment changes to the left side of the road 4000' north of CR246 (Woodland Acres Rd.) to avoid impacting an historic boundary on the right side. Approx. 1200 ft. south of Crest View Rd. (CR247) the proposed alignment shifts left on new location, bridges the RR, avoids an historic boundary on the left side

the existing road on the right side 1500' south of US129(SR44). The project ends at the Eatonton Bypass.

Design speed is 65MPH (100kph), proposed ROW is 250' (80m). Access control would be by permit. Less than 1 ac. of possible wetlands would be impacted. Seven houses, 2 commercial structures and 5 mobile homes would be displaced.

Project EDS-441(45) is the proposed improvement to the existing US441/SR24. This project proposes to widen the existing roadway from 2 lanes to 4 with a 44 feet grassed median. The project begins at Reids Road in Putnam County and extends north 8.87 miles to the county line At its beginning, the project holds the existing pavement left, widening the right side of the road. Approx. 1mile north of CR177 the concept begins to hold the existing R\W left to avoit an historic boundary on the left and 1400' north of Bethel Circle Road (CR148) the proposed alignment changes to the left side of the road to avoid an historic boundary (just north of Harmony Dr. on the right side of the road) and to minimize displacements. Just north of this historic boundary the concept shifts to the east side because of another historic boundary on the left side of the existing road and to avoid a cemetery on the same side. The project ends at the Putnam/Morgan County line, where the next section (44) begins.

Design speed is 65MPH (100kph), the proposed R/W is 250' (80m) for 44 ft. median. Access control would be by permit. Less than 1 acre of possible wetlands would be impacted. Thirty houses, 7mobile homes and 3 commercial structures would be displaced.

Project EDS-441(44) is the proposed improvement to the existing US441/SR24. This project proposes to widen the existing roadway from 2 lanes to 4 with a 44 feet grassed median. A 20 foot raised median would be used in some sections. The project begins at Putnam - Morgan County line and extends north 8.6 miles to Industrial Park Road (CR225). At its beginning, the project holds the existing pavement west , widening the east side to avoid a historic boundary on left. Approximately. 1000' south from CR204(Hilltop Rd.) alignment changes on the left side to minimize displacements and to avoid "Tucker family graves," an old historic monument. Approx. 2200' south of Pierce Dairy Road (CR121) the concept begins transitioning to a 20' raised median and ties into the existing 5 lane section. The project ends at Industrial Park Road (CR225).

Design speed is 65MPH (100kph), the proposed R/W is 250' (80m) for 44 foot median and 150' (46m) for the 20' raised median section. Access control would be by permit. No wetlands are impacted. Six houses, 1 commercial structure and 2 mobile homes would be displaced.

Project EDS-441(42) is the proposed improvements to the existing US441/SR24. This project proposes to widen the existing roadway from 2 lanes to 4 with a 44 feet grassed median. The project begins at the Madison Bypass and extends north approx. 7.72 miles to just north of the Apalachee River (Morgan-Occonee county line). The concept begins with a 20' raised median and approx. 800' north, the project starts transitioning in a 44' grassed median and holds the left existing R\W to avoid four historic boundaries on the left side of the existing road. Just north of the four historic boundaries the concept holds the left existing pavement widening to the right side. The alignment shifts to the left side 2300' south of CR174 (V.F.W. Lane) and shifts back to the right side 1500' north of CR174 to minimize displacements. The concept would hold the right side to a point 1500' south of CR170 (Apalachee Rd.) where it would shift approximately 600' left

to avoid two historic boundaries and the Southern Railway. Approx. 1000' south of SR177(Sidwell Road.), the project goes back to widen the right side of the existing road and hold this alignment to the end of the project just past the Apalachee River.

Design speed is 65MPH (100kph). The proposed R/W is 250' (80m) for 44 ft. median and 150' for 20' raised median. Access control would be by permit. Approx. 15.72 ac. of possible wetlands would be impacted. Nine houses, 1 commercial structure and 2 barns would be displaced.

Project EDS-441(43) is the proposed improvement to the existing US441/SR24. This project proposes to widen the existing roadway from 2 lanes to 4 with a 44 feet grassed median. The project begins just north of Apalachee River (Morgan/Oconee County line) and extends north for 9.47 miles. At its beginning, the concept would widen the east side of the road. Approx. 2500' north of the beginning of the project the alignment would shift left and hold this alignment to approx. 2000' north of CR116 (Tappan Spur Rd.) where the concept would change to hold the right side of the existing R/W to avoid the RR and historic boundaries at CR267 (Salem Rd.). Approx. 1700' north of CR110 (Old Farmington Rd.) the alignment would shift right to avoid an historic boundary on the left . The alignment would shift left 500' north of the historic boundary. Approximately1300' south of CR127 (Astondale Rd.) the concept would shift 500' left to minimize impacts with the City of Bishop and the Southern Railway. Approx. 1500' north of CR265 (Price Mill Rd.) the alignment would go back to widen the existing road on the left and hold this alignment to the end of the project.(approx. 2000' north off CR107 - Thomas Farm Rd.)

Design speed is 65MPH (100kph). The proposed R/W is 250' (80m) for 44 ft. median. Access control would be by permit. Less than 1 ac. of possible wetlands would be impacted. Ten houses, 2 commercial structures and 4 trailers would be displaced.

After review and description of the concepts, those in attendance were asked for their questions and comments.

COMMENTS:

Local Officials

Chairman of Oconee Co. asked about the schedule for these projects and if there is any priority. Answered that the schedule is late 1999, depending of the funding, and there is no priority. The Chairman also mentioned an additional commercial site north of Bishop not shown on the photography, expensive to relocate.

The Mayor of Bishop asked to consider another alternative to bypass Bishop on the southeast side, where the railroad is abandoned. She also mentioned that the City of Bishop is historic as of 5\96 and she shown a map.

State Representative Stancil said that strongly supports the mayor and citizens of Bishop and the alternative they have requested. He does not feel the RR is usable. He also wanted the number of displacements for Bishop. Told him they are about twenty on the alignment as proposed. He asked about a through movement to the Madison BP. Told that would be handled by a different project, perhaps. Decision might depend upon traffic flow. We would discuss with management. Programming added that if it was decided that another project for this is needed, it should be put in the concept report.

EAB
Not in attendance.

Road Design
Asked about the 5 lane section at the beginning of EDS-441(40) and how far it would be taken Discussion between Tenille District and road design revealed five lane section extends further than Location was aware (past the second bridge). It was decided that it would be better to begin the 44' median after the second bridge which has already been widened to 5 lanes.
Asked how many wet lands are on EDS-441(44). Told that on this unit there is no impact with wetlands. Road design asked if all units are on bike route. Answered yes. They also asked about an historic boundary at Rock Eagle 4H camp. Location will look into this. RDC asked to check with historic preservation about the area at Rock Eagle.

AT&T
No conflicts, but heavy presence in Bishop

Traffic Operations
Asked how many bypasses we were connecting to. Answered that we would be connecting to three bypasses. They also asked if we had pulled back far enough to make grades work at intersection near Rock Eagle? Answered yes.

District Offices
No comment.

Federal Resource Agencies
Not in attendance.

Engineering Services
Not in attendance.

Georgia Power
They are heavily impacted on EDS-441(42) & (43). Asked if state would allow placement of relocated facilities on R\W. Road design felt that that would be the case.

Materials and Research
Not in attendance.

Maintenance
Not in attendance.

Planning
Provided need and purpose statement. Explained GRIP and EDS.

Programming
Commented thet the high number of displacements called for a re-estimation of R\W costs. We said that the 250' of R\W we show to the public is "the worse case" and a R\W estimate will be requested as soon as we have a "firm" alignment.

Railroad
Not in attendance.

Office of Utilities
Not in attendance.

Schedule
Both projects scheduled to let to construction in late 1999.

Conclusions
Locals are enthusiastic about the projects and they asked do not let "Bishop situation" hold up projects.

RRE/re

Distribution: Wayne Hutto
Ronald Collins/Attn: Warren Bailey
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Department of Transportation
State of Georgia

INTERDEPARTMENTAL CORRESPONDENCE

RECEIVED
AUG 1 1997
PRECONSTRUCTION

File: EDS-441(43)/Oconee County
P.I. No.: 122660

Office: Traffic Operations
Atlanta, Georgia
Date: July 31, 1997

MGW PMA

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 U.S. 441/S.R. 24 widening. This project begins just north of the Apalachee River (Morgan-Oconee county line) and extends in a northerly direction 14 km(9 miles) to the Watkinsville Bypass. The existing typical is a two and three lane roadway, with a posted speed limit of 55mph. The proposed roadway will be of a four lane rural typical design with a 13.6 m(44ft.) grassed median. There will also be two parallel bridges constructed over Southern RR, south of the Bishop Bypass, as a part of this project. This roadway also has a bike route designation. We believe this concept will improve safety and operational capacity along this section of roadway.

We recommend the clear zone distance be checked for compliance at the 105 km/hr(65mph) design speed, especially for the ditch sections.

We request that two four inch conduit be with innerduct, be installed within the limits of this project as part of this project. The conduit would be used for the future interconnection of the Advanced Transportation Management System components in this area. Our Traffic Operations Design Office can provide details and cost estimates for inclusion in the project.

With the recommended statements, we find this report satisfactory for approval.

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

RECEIVED
JUL 3 1997
PRECONSTRUCTION

INTERDEPARTMENT CORRESPONDENCE

FILE EDS-441(43) Oconee County
P.I. No. 122660

OFFICE Atlanta, GA

DATE July 30, 1997

FROM James A. Kennerly, State Road & Airport Design Engineer

TO C. Wayne Hutto, Assistant Preconstruction Engineer

SUBJECT Review of Project Concept Report

This office has reviewed the Project Concept Report for the above project and approves subject to the following comments:

1. Project designation should be "S/F" (state funded) rather than N/A (see PDP page 8).
2. The new location section bypassing Bishop should be limited access in keeping with Department policy of buying access rights along new location roadways.
3. The typical sections should indicate the existing pavement crowned in the center, with overlay and leveling wiping out that crown since 90% of the project is being reconstructed. The typicals show the existing pavement with no crown.
4. No layouts were provided, so this review is on the report only, not the alignment or layout.

A signed cover sheet is provided for your use. If there are any questions, please contact Kevin Hosey at (404)657-9192.

JAK:KDH
Attachment

cc: David Studstill
Hugh Tyner

QUALITY
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DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF ENVIRONMENT/LOCATION

PROJECT CONCEPT REPORT
EDS-441(43)
OCONEE COUNTY
P.I. NO. 122660

US Route No.: 441 Date of Report: June 10, 1997

State Route No.: 24

RECOMMENDATION FOR APPROVAL

7/10/97
Date

State Environmental/Location Engineer

7/30/97
Date

State Road & Airport Design Engineer

Date

State Traffic Operations Engineer

Date

District Engineer/Gainesville

Date

Project Review Engineer

Date

State Bridge & Structural Design Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

RECEIVED
SEP 1997
PRECONSTRUCTION

INTERDEPARTMENT CORRESPONDENCE

FILE EDS 441 (43) Oconee County
P. I. NO. 122660

OFFICE Gainesville, GA

DATE September 2, 1997

FROM Hugh L. Tyner, P. E., District Engineer

TO Wayne Hutto, Assistant Preconstruction Engineer

SUBJECT **Concept Report**

The above subject document dated June 10, 1997 has been reviewed and additional comments are:

1. Recommend right turn lanes at all cross overs.

A signed cover sheet is provided for your use. If there are any questions please contact Tony R. Bradley at (770) 532-5580.

HLT/LLO/TRB/dmr

Attachment

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF ENVIRONMENT/LOCATION

PROJECT CONCEPT REPORT
EDS-441(43)
OCONEE COUNTY
P.I. NO. 122660

US Route No.: 441 Date of Report: June 10, 1997

State Route No.: 24

RECOMMENDATION FOR APPROVAL

7/10/97
Date

State Environmental/Location Engineer

Date

State Road & Airport Design Engineer

Date

State Traffic Operations Engineer

9-02-97
Date

District Engineer/Gainesville

Date

Project Review Engineer

Date

State Bridge & Structural Design Engineer