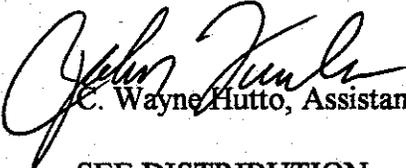


D.O.T. 66

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE STP-0000-00(566) Bibb County **OFFICE** Preconstruction
P. I. No. 0000566 **DATE** October 19, 2001

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

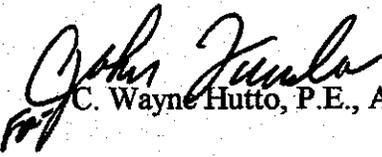
Attachment

DISTRIBUTION:

Tom Turner
David Mulling
Harvey Keepler
Jerry Hobbs
Herman Griffin
Michael Henry
Phillip Allen
Marta Rosen
Paul Liles
Jimmy Chambers
Joe Palladi
Glenn Durrence
BOARD MEMBER

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA****INTERDEPARTMENT CORRESPONDENCE**

FILE STP-0000-00(566) Bibb County **OFFICE** Preconstruction
P.I. No. 0000566
DATE October 12, 2001

FROM  C. Wayne Hutto, P.E., Assistant Director of Preconstruction

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

SUBJECT PROJECT CONCEPT REPORT

This project is the Sardis Church Road Extension from just east of Skipper Road at I-75, easterly on new and existing location to SR 247/US 129/Hawkinsville Road for a total of 6.30 miles. The existing east-west movements from I-75 to SR 247/US 139 are poor to inadequate surface streets. The proposed connector will provide an east-west arterial to accommodate the future growth in the corridor and to improve access from I-75 to the Middle Georgia Regional Airport, its associated industrial park and Robins Air Force Base. The connector will also improve access for the traveling public and for emergency vehicles by providing two grade separated railroad crossings. The rail corridor at SR 247/US 129 is a future passenger rail corridor to be used by Georgia Passenger Rail Authority (GRPA).

The project proposes to widen existing Sardis Church Road from 1,100' east of Skipper Road east approximately 0.85 mile. From this point, the alignment continues easterly on new location bridging the Central of Georgia Railroad and Industrial Highway/US 41 then turns east and connects with existing Avondale Mill Road. The alignment follows Avondale Mill Road for the next 1.70 miles. The project will terminate at the intersection of Avondale Mill Road and SR 247/US 129 where a trumpet interchange is proposed. The proposed typical section will consist of four, 12' lanes with 4' bike lanes on each side, 20' raised median, 12' wide shoulders including 2.5' curb and gutter, and 5' sidewalk on both sides. The proposed speed design is 45 MPH.

As proposed, this project is not consistent with the median design guidelines dated July 20, 2000. I recommend an exception be granted.

Six (6) alternatives were studied during concept development with Alternative 3 deemed the preferred alternative because it has the least amount of environmental and property impacts.

Frank L. Danchetz
Page 2

STP-0000-00(566) Bibb
October 12, 2001

Environmental concerns include requiring a COE 404 Permit; an Environmental Assessment 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)* | \$28,680,000 | \$26,102,000 | 2003 | 02-07 |
| Right-of-Way* | \$ 3,493,000 | \$ 3,482,000 | | |
| Utilities* | \$ 60,000 | ---- | | |

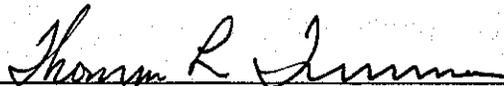
*to be done by contract 7-19-00

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

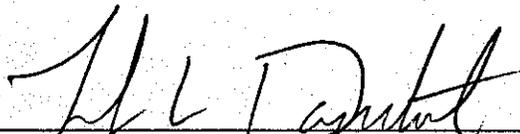
CWH:JDQ/cj

Attachment

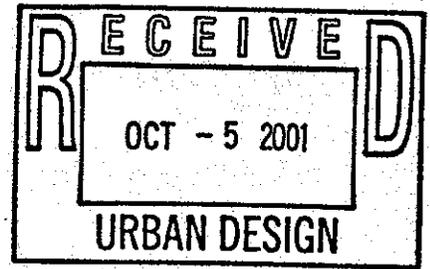
CONCUR


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

APPROVE


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

PALLADI _____
BUCHAN _____
ALEXANDER *Denetha*
OTHER *Wayne Hults*
GROUPS _____
FILE _____



Barbara P. Vocum
CLERK OF THE BOARD

Virgil L. Adams
COUNTY ATTORNEY
577 MULBERRY STREET, SUITE 1250
P.O. BOX 928
MACON, GA 31202

Bibb County Board of Commissioners

COURTHOUSE
P.O. BOX 4708
MACON, GEORGIA 31208-4708
(478) 749-6345
FAX (478) 749-6329

Tommy C. Olmstead
CHAIRMAN

Samuel J. Hart, Sr.
VICE CHAIRMAN

Charles M. Bishop

Bert Birns, III

Calder B. Clay, III

September 28, 2001

Mr. Joseph P. Palladi, PE
State Urban Design Engineer
Georgia Department of Transportation
No. 2 Capitol Square
Atlanta, GA 30334-1002

RE: STP-0000-00(566) Bibb County, PI 0000566
Sardis Church Road from Skipper Road to SR 247

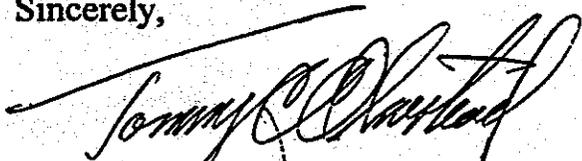
Dear Mr. Palladi:

In your letter of September 6, 2001, to Mr. Robert E. Fountain, Bibb County Engineer, you stated that a confirmation was needed from Bibb County indicating their support of the raised median on the above project before the concept would be approved. I have attached a copy of this letter for your convenience. Please be advised that Bibb County and the Executive Committee of the Road Improvement Program have approved the present concept that is being considered by the Georgia Department of Transportation, which includes the 20 foot raised landscape median. In the numerous public meetings that have been held on this project, the raised landscaped median is the only option that has been shown to the public.

It is requested that the Georgia Department of Transportation approve the concept as submitted at your earliest date so that design work may continue on the project. We thank you for your continued support of our Road Improvement Program. If I can be of further assistance in expediting this project, please let me know.

Mr. Joseph P. Palladi, PE
September 28, 2001
Page Two of Two

Sincerely,



Tommy C. Olmstead
Chairman, Bibb County Board of Commission

DVE/thd

Copy: Bob Fountain, Bibb County Engineer
Project No. 47, Design



Department of Transportation.

J. TOM COLEMAN, JR.
COMMISSIONER
(404) 656-5206

FRANK L. DANCHETZ
CHIEF ENGINEER
(404) 656-5277

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

HAROLD E. LINNENKOHL
DEPUTY COMMISSIONER
(404) 656-5212

BILLY F. SHARP
TREASURER
(404) 656-5224

September 6, 2001
STP-0000-00(566) Bibb County
P.I. 0000566

Sardis Church Road/CR 717 from Skipper Road to SR 247/Hawkinsville Road

Mr. Robert E. Fountain, P.E.
County Engineer
Bibb County
780 Third Street
Macon, Georgia 31201-3282

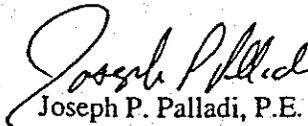
Dear Mr. Fountain:

This office has reviewed your letter dated July 26, 2001, which included updated traffic projections for the above referenced project. This updated traffic was reviewed to determine the median requirements for this project.

The base and design year traffic volumes for the proposed project are 16,200 and 25,912 vehicles per day respectively. The Department's guideline states that "All arterials with design speeds or posted speeds less than or equal to 45 mph and base year traffic volumes less than or equal to 18,000 and design year traffic volumes greater than or equal to 24,000 will require a five lane section (flush median)." Analysis of the traffic provided indicates that a raised median is currently not warranted under the Department's guidelines. However, due to anticipated traffic growth, the project should be designed and right of way purchased to incorporate a future 20-foot raised median.

The typical section in the concept submitted proposes a 20-foot raised median. This Office was informed by the Assistant Director of Preconstruction that a written confirmation is needed from Bibb County indicating their support of the raised median before the concept will be approved. Please submit your written concurrence to this office. If you have any questions, please contact David Griffin or Genetha Rice-Singleton at 404-656-5444.

Sincerely,


Joseph P. Palladi, P.E.
State Urban Design Engineer

JPP:DMC

Cc: Thomas L. Turner, P.E.
Johnny Quarles
Joe Johnson, P.E., MAAI - Macon

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF URBAN DESIGN

PROJECT CONCEPT REPORT

STP-0000-00(566)

P.I. NO. 0000566

BIBB COUNTY

**Sardis Church Road/CR 717 from Skipper Road to
SR 247/Hawkinsville Road (Sardis Church Road Extension)**

FEDERAL ROUTE NO: N/A

Date of Report: October 27, 2000

STATE ROUTE NO: N/A

GADOT P.I. NO: 0000566

RECOMMENDATION FOR APPROVAL

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

DATE

State Transportation Planning Administrator

DATE

State Transportation Programming Engineer

DATE

12/7/00

Joseph P. [Signature]
State Urban Design Engineer

DATE

District Engineer

DATE

Project Review Engineer

DATE

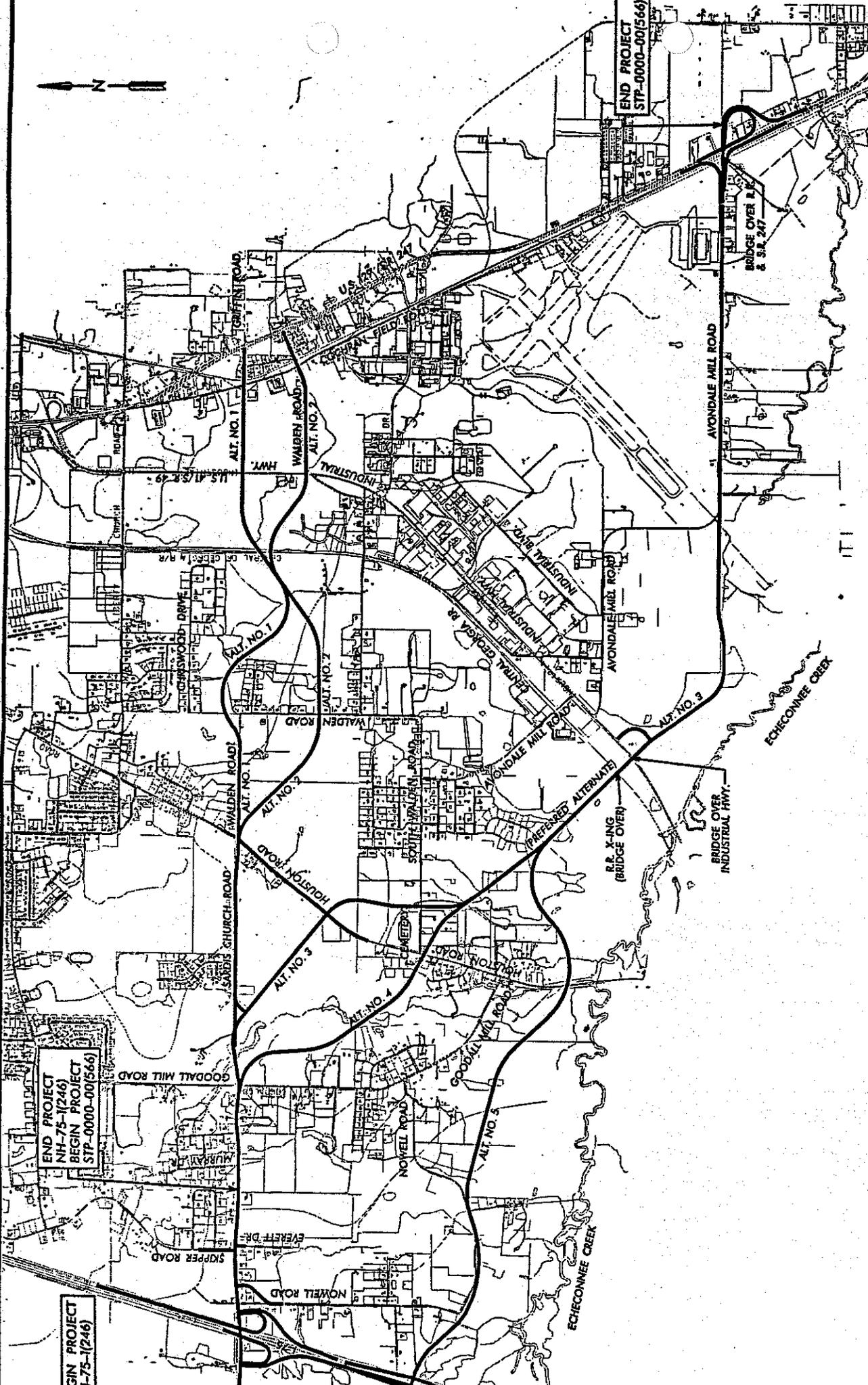
State Traffic Operations Engineer

DATE

State Environment/Location Engineer

DATE

State Bridge Engineer



GIN PROJECT
I-75-1(246)

END PROJECT
NH-75-1(246)
BEGIN PROJECT
STP-0000-00(566)

END PROJECT
STP-0000-00(566)

LOCATION MAP OF BUILD
ALTERNATIVES CONSIDERED

GOODALL MILL ROAD

SKOPPER ROAD

EVERETT DR.

NOVELL ROAD

SAARDIS CHURCH ROAD

AVONDALE MILL ROAD

INDUSTRIAL HWY.

ECHICONNEE CREEK

ECHICONNEE CREEK

R.R. X-ING
(BRIDGE OVER)

BRIDGE OVER
INDUSTRIAL HWY.

BRIDGE OVER R.R.
& S.S. 247

ALT. NO. 1
COMPTON ROAD

WALDEN ROAD
ALT. NO. 2

INDUSTRIAL HWY.

WALDEN ROAD
ALT. NO. 3

AVONDALE MILL ROAD
ALT. NO. 4

GOODALL MILL ROAD
ALT. NO. 5

AVONDALE MILL ROAD

ALTERNATE

ALT. NO. 3

ALT. NO. 2

ALT. NO. 1

IT 1

PROJECT NUMBER: STP-0000-00(566), Bibb County
 GADOT P.I. NO: 0000566

PROJECT LOCATION & DESCRIPTION

The project begins approximately 1100' east of Skipper Road where it ties into the I-75/Sardis Church Road Interchange project, NH-75-1(246). The project proposes a four lane, divided east-west connector between Skipper Road and SR 247/U.S. 129, thus improving east-west movement. The project widens existing Sardis Church Road from 1100' east of Skipper Road east approximately 0.85 miles. The proposed roadway is on new location for the next 3.8 miles. The project then connects with existing Avondale Mill Road at the southwest corner of the airport. Existing Avondale Mill is proposed to be widened and improved for the next 1.7 miles. The project will then terminate at the intersection of Avondale Mill Road and SR 247/US 129 where a trumpet interchange is proposed to accommodate the projected heavy northbound SR 247/U.S. 129 to westbound Avondale Mill Road PM movement.

PROJECT LENGTH: 6.3 miles (not including cross street improvements)

TRAFFIC (TWO-WAY ADT)

| CURRENT | | PROJECTED | |
|---------|-------|-----------|-------|
| YEAR | AADT | YEAR | AADT |
| 2002 | 13300 | 2022 | 23040 |

| PDP CLASSIFICATION | FUNCTIONAL CLASSIFICATION |
|--------------------|---------------------------|
| MAJOR | URBAN MINOR ARTERIAL |

| | | | |
|-----------------------|--------|------------|---------|
| FULL OVERSIGHT () | CA () | EXEMPT (X) | N/A () |
|-----------------------|--------|------------|---------|

PROJECT NEED & PURPOSE

The existing east-west movements from I-75 to SR 247/U.S. 129 are poor due to inadequate surface street continuity between the two points. Also, between I-75 and SR 247/U.S. 129 there exists two at-grade railroad intersections.

The purpose for the Connector is to provide an east-west arterial to accommodate future growth in the corridor and to improve access from I-75 to the Middle Georgia Regional Airport, its associated industrial park, and Robins Air Force Base, located in Houston County. The Connector will also improve Macon and Bibb County's efforts to attract businesses to the Airport Industrial Park. The connector also improves access for the travelling public and for emergency vehicles by providing two grade separated railroad crossings. The rail corridor at SR 247/U.S. 129 is a future passenger rail corridor to be used by Georgia Passenger Rail Authority (GPRA). A trumpet interchange is deemed necessary at the intersection of the project with SR 247/U.S. 129 to accommodate heavy traffic volumes in the area. This project is listed as Special Purpose Local Option Sales Tax (SPLOST) Project TIP #MCN-L25.

EXISTING ROADWAY

| | | |
|--|---------------------|--|
| TYPICAL SECTION: 2-11 foot lanes with grass shoulders and an open drainage system; normal crown. | | R/W WIDTH Sardis Church:45-70' Avondale Mill:80' |
| POSTED SPEED | MAX DEGREE OF CURVE | MAXIMUM GRADE |
| 45 MPH | 2.1 Degrees | 7.0% |
| MAJOR STRUCTURES: None | | |

ACCIDENT HISTORY/STATEWIDE AVERAGE

Accident rates for 1997, 1998, and 1999 were 1.10, 1.64, and 3.83 accidents per million vehicle miles. This compares to the 1998 statewide average for minor arterials of 5.22 accidents per million vehicle miles.

PROPOSED ROADWAY

TYPICAL SECTION: 4-12 foot lanes with 4' bike lanes on each side; 20' raised median; 12' wide shoulders including 2.5' curb & gutter and 5' sidewalk on both sides.

| DESIGN SPEED | MAX. DEGREE OF CURVE | MAX GRADE |
|--------------|----------------------|---------------|
| 45 MPH | ALLOWABLE: 8 Degrees | ALLOWABLE: 7% |
| | PROPOSED: 8 Degrees | PROPOSED: 7% |

MAJOR STRUCTURES: 4 Lane Bridge over Central of Georgia Railroad, 4 Lane Bridge over Industrial Highway (U.S. 41), 4 Lane Bridge over Southern Railroad and SR 247/U.S. 129, 2-1 Lane Ramp Bridges over Southern Railroad. (The possibility of bridging the entire length between the Central of Georgia Railroad and Industrial Highway was investigated. However, after consulting the GDOT Bridge Design Office and Materials & Research Office, it was determined that the span length was too long to justify the cost of a continuous bridge structure.)

PROPOSED RIGHT OF WAY

| REQUIRED R/W | DISPLACEMENTS | | |
|--|----------------|---------------|----------------|
| 130' | RES: <u>12</u> | BUS: <u>0</u> | M.H.: <u>0</u> |
| TYPE OF ACCESS CONTROL: Permit Controlled Access | | | |
| NUMBER OF PARCELS: 107 | | | |

COORDINATION

CONCEPT TEAM MEETING DATE: 9/15/00

LOCATION INSPECTION DATE: March 2000

PERMITS REQUIRED (4f, COE, 404, etc.): 404, Programmatic 4f

LEVEL OF PUBLIC INVOLVEMENT: Public Hearing/Public Information Meeting will be required

TIME SAVING PROCEDURES APPROPRIATE: No

| |
|--|
| COORDINATION |
| OTHER PROJECTS IN THE AREA: I-75/Sardis Church Road Interchange Project Number NH-75-1(246) |
| RAILROAD INVOLVEMENT: Georgia Southern & Florida Railroad and Central of Georgia Railroad |

| MISCELLANEOUS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|-----------------------|-----|--------------|--------------|---------------------|-----|-----|-----|---------------------|-----|-----|-----|----------------------|-----|-----|-----|-------------------|-----|-----|-----|--------------------|-----|-----|-----|---------------------------|-----|-----|-----|-----------------------|-----|-----|-----|-----------------------|-----|-----|-----|--------------------|-----|-----|-----|--------------------------|-----|-----|-----|--------------------|-----|-----|-----|--------------------------|-----|-----|-----|
| TRAFFIC CONTROL DURING CONSTRUCTION: Stage construction will be utilized | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| LEVEL OF ENVIRONMENTAL ANALYSIS: Environmental Assessment | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| DESIGN VARIATIONS REQUIRED: NONE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">SUBST HORIZ ALIGNMENT</th> <th style="text-align: center;">YES</th> <th style="text-align: center;">NO</th> <th style="text-align: center;">UNDETERMINED</th> </tr> </thead> <tbody> <tr> <td>SUBST ROADWAY WIDTH</td> <td style="text-align: center;">()</td> <td style="text-align: center;">(X)</td> <td style="text-align: center;">()</td> </tr> <tr> <td>SUBST ROADWAY WIDTH</td> <td style="text-align: center;">()</td> <td style="text-align: center;">(X)</td> <td style="text-align: center;">()</td> </tr> <tr> <td>SUBST SHOULDER WIDTH</td> <td style="text-align: center;">()</td> <td style="text-align: center;">(X)</td> <td style="text-align: center;">()</td> </tr> <tr> <td>SUBST VERT GRADES</td> <td style="text-align: center;">()</td> <td style="text-align: center;">(X)</td> <td style="text-align: center;">()</td> </tr> <tr> <td>SUBST CROSS SLOPES</td> <td style="text-align: center;">()</td> <td style="text-align: center;">(X)</td> <td style="text-align: center;">()</td> </tr> <tr> <td>SUBST STOPPING SIGHT DIST</td> <td style="text-align: center;">()</td> <td style="text-align: center;">(X)</td> <td style="text-align: center;">()</td> </tr> <tr> <td>SUBST SUPERELEV RATES</td> <td style="text-align: center;">()</td> <td style="text-align: center;">(X)</td> <td style="text-align: center;">()</td> </tr> <tr> <td>SUBST HORIZ CLEARANCE</td> <td style="text-align: center;">()</td> <td style="text-align: center;">(X)</td> <td style="text-align: center;">()</td> </tr> <tr> <td>SUBST SPEED DESIGN</td> <td style="text-align: center;">()</td> <td style="text-align: center;">(X)</td> <td style="text-align: center;">()</td> </tr> <tr> <td>SUBST VERTICAL CLEARANCE</td> <td style="text-align: center;">()</td> <td style="text-align: center;">(X)</td> <td style="text-align: center;">()</td> </tr> <tr> <td>SUBST BRIDGE WIDTH</td> <td style="text-align: center;">()</td> <td style="text-align: center;">(X)</td> <td style="text-align: center;">()</td> </tr> <tr> <td>SUBST BR STRUCT CAPACITY</td> <td style="text-align: center;">()</td> <td style="text-align: center;">(X)</td> <td style="text-align: center;">()</td> </tr> </tbody> </table> | SUBST HORIZ ALIGNMENT | YES | NO | UNDETERMINED | 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) | () |
| SUBST HORIZ ALIGNMENT | YES | NO | UNDETERMINED | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 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: None expected but survey will be conducted. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| HAZARDOUS SITES: None expected but survey will be conducted. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

ALTERNATIVES CONSIDERED (See Location Map on Page 2)

All of the following alternatives were evaluated after gathering and studying some basic data about the project corridor. This data and information included field survey information; existing wetland areas; floodplains; parks and recreational facilities; known or suspected historical and archaeological sites; ROW; possible UST/landfill/hazardous waste sites; and areas of possible endangered species habitat. Other data involved in the selection of the alternates included constructability issues, design issues, and traffic flow patterns. With all of this information on hand three public meetings were held to receive public input on the selection of the preferred alternative. The public, County Engineering Department, and the GDOT deemed the preferred alternative to meet the project requirements and have the least environmental impacts.

- (1) **Alternate 1:** This alternate generally follows the existing Sardis Church Road alignment, continuing eastward to a 90° bend in North Walden Road. The alignment then curves to the north around an existing residential development and continues eastward to intersect SR 247/U.S. 129 across from Griffin Road. Due to strong public opposition, special utility concerns, and several historic impacts this alternate was not selected.
- (2) **Alternate 2:** This alternate is similar to Alternate 1 in that it follows the existing Sardis Church Road alignment eastward to the intersection with Houston Road. It then turns southeasterly and then easterly where it intersects North Walden Road, eventually tying into SR 247/U.S. 129. Due to strong public opposition and possible historic impacts this alternate was not selected.
- (3) **Alternate 3: (Preferred Alternate):** See Project Location & Description. Alternate 3 was deemed the Preferred Alternate because it has the least amount of environmental and property impacts, and generally leaves existing neighborhoods intact.
- (4) **Alternate 4:** This alternate follows the existing Sardis Church Road alignment eastward through the intersection with Goodall Mill Road. The alternate then curves southward just past this intersection and continues through the intersection of Houston Road and South Walden Road. It joins the alignment of Alternate 3 southeast of the intersection and continues in a southeasterly direction across the Central Georgia Railroad and Industrial Highway (U.S. 41). From there it intersects Avondale Mill Road on the southwestern edge of the airport and follows existing Avondale Mill Road across the Southern Railroad to its terminus at SR 247/U.S. 129. Due to strong public opposition, possible historic impacts, a longitudinal encroachment on a 100-yr special flood hazard, and wetland impacts of 2.53 acres this alternate was not selected.
- (5) **Alternate 5:** This alternate extends eastward from a separate

ALTERNATIVES CONSIDERED (See Location Map on Page 2)

proposed interchange south of existing Sardis Church Road to the southern part of Nowell Road. It generally follows Nowell Road's alignment until it curves to the north. The alignment then curves back south, intersecting Houston Road south of the Houston Road/Goodall Mill Road intersection. From there it curves further to the southeast to intersect Central Georgia Railroad and Industrial Highway (U.S. 41). The alternate then connects with existing Avondale Mill Road at the southwest of the airport and follows the existing Avondale Mill Road alignment across the Southern Railroad, ending at SR 247/U.S. 129. Due to a longitudinal encroachment on an area of regulatory floodway, longitudinal encroachments to 100-year special flood hazard areas, wetland impacts of 8.13 acres, and farmland impacts greater than the other four alternates this alternate was not selected.

- (6) **No Build:** This alternate involves no action to be taken in the project corridor. Since not improving traffic circulation in the corridor, not increasing traffic capacity, and not improving safety on Sardis Church Road is unacceptable, this alternate was not selected.

ESTIMATED COST**Alternate 3 (Preferred Alternate):**

| | | | |
|----------------------|--------------|---------------|-------------|
| CONSTRUCTION : | \$23,699,821 | RIGHT-OF-WAY: | \$3,492,480 |
| E & C (10%) : | \$2,369,982 | ACQUIRED BY : | Bibb County |
| INFLAT. (3.5%:2 yr): | \$31,936 | UTIL (Reimb): | \$60,000 |
| TOTAL CONST. COST: | \$26,101,739 | | |

Comments: The following comments were brought up at the Project Concept Team Meeting on 9/15/00 and are being addressed in this section.

1. David Mulling, GDOT Engineering Services, asked if curb & gutter is justified the entire length of the Project.

Yes, because sidewalk is required the entire length of the project.

2. Joe Palladi, GDOT Urban Design, asked that the traffic numbers on the section of Houston Road between Existing Sardis Church Road and Sardis Church Road Extension be revisited to see if a 5-lane section is justified.

Kimley-Horn has reviewed the latest traffic model sent to us by Cora Cook in the GDOT Office of Planning & Programming. As it is modeled, the section of Houston Road in question does not require a

5-lane section. However, to eliminate cut-through traffic on Existing Sardis Church Road (between Houston Road and the proposed Extension), Existing Sardis Church Road will be right-in/right-out only at its intersection with Sardis Church Road Extension. Consequently, when the eastbound Sardis Church Road Extension to northbound Houston Road traffic is added in, a 5-lane section on Houston Road (between Sardis Church Road Extension and Existing Sardis Church Road) is required to maintain a Level of Service C.

- 3. Angela Alexander, GDOT Urban Design, requested that Kimley-Horn state its recommendation regarding the extent of the 4-lane, raised median section.**

Kimley-Horn conducted a capacity analysis of the proposed roadway as a two lane section using projected future traffic volumes. The analysis indicated a two-lane section would operate at a Level of Service C in the opening year (2002) and at a Level of Service D in the design year (2022). Although it is not known exactly when Level of Service C will no longer be maintained, we believe it will be within a few years of the opening of the new roadway. Kimley-Horn therefore recommends a 4-lane be used the entire length of the project. This is consistent with the regional traffic model.

With regard to the raised median, it will be much easier to construct the raised median now, than later. There is very little development along the corridor now since it is primarily on new location. If a raised median is installed now development will occur with the median in place. If a five lane is installed now it will be very difficult to add the median once traffic, development, and accompanying opposition to a raised median increases.

Attachments: Cost Estimate, Typical Section, Traffic Diagrams, Need & Purpose (Included), Concept Team Meeting Minutes, Concept Team Meeting Attendees List, Capacity analysis for Sardis Church Extension and Houston Road as a two lane section, Public Meeting No. 1 Report, Public Meeting No. 2 Report.

CONCEPT COST ESTIMATE

PROJECT NUMBER: _____ **COUNTY:** Bibb
DATE: 6/15/00 **ESTIMATED LETTING DATE:** 6/1/02
PREPARED BY: Kimley-Horn & Associates
PROJECT LENGTH = 6.26 mi + 0.79 mi (Houston Road Extension) = 7.05 mi

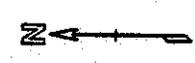
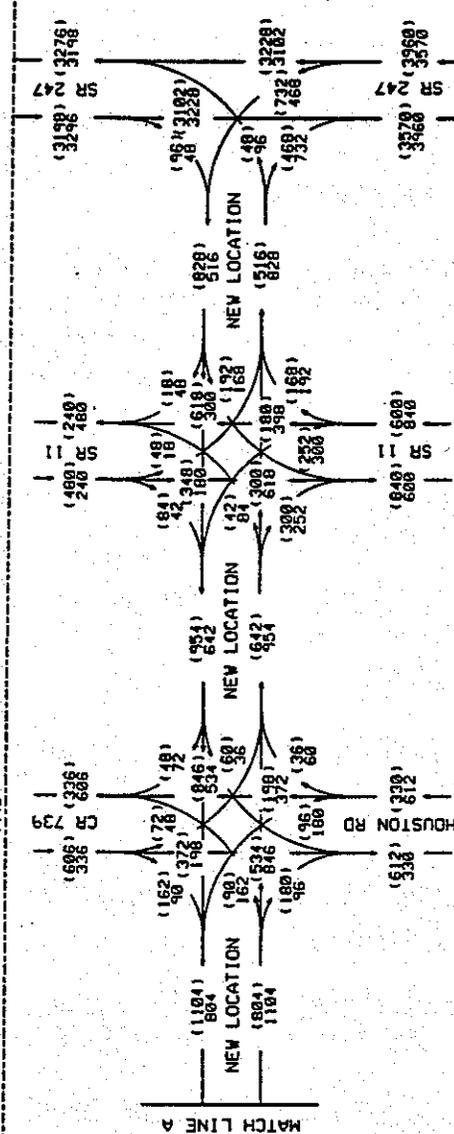
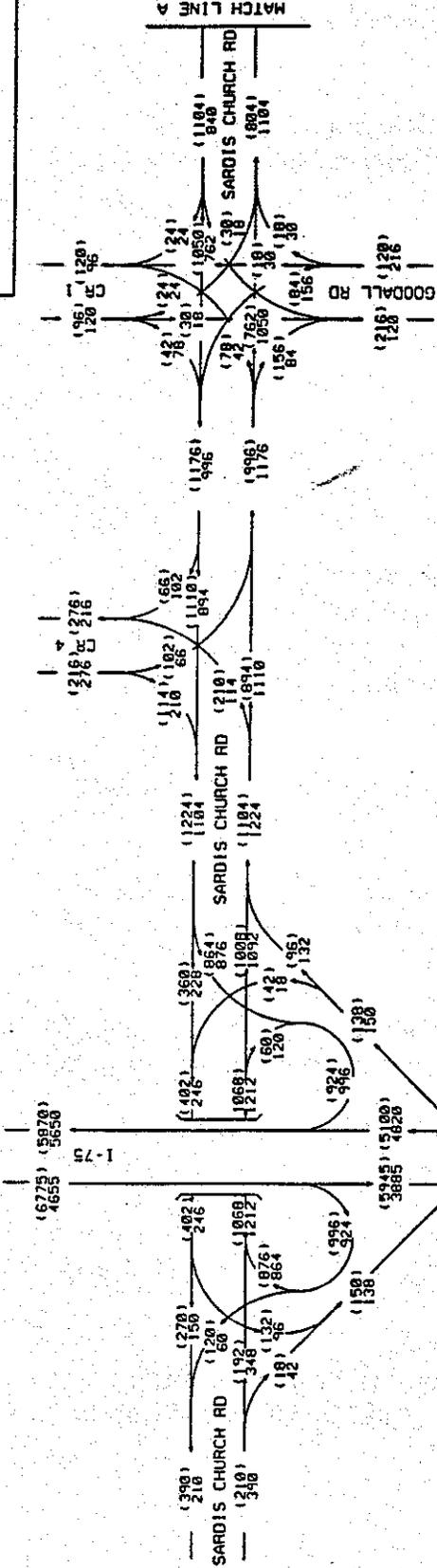
PROGRAMMING PROCESS CONCEPT DEVELOPMENT DURING PROJECT DEV.

| PROJECT COST | |
|--|--------------------|
| A. RIGHT-OF-WAY: | |
| 1. PROPERTY (LAND & EASEMENT) | \$2,224,000 |
| 2. DISPLACEMENTS; RES: 12, BUS; 0, M.H.: 0 | \$1,200,000 |
| 3. OTHER COST (ADM./COST, INFLATION) | \$68,480 |
| SUBTOTAL: A | \$3,492,480 |
| B: REIMBURSEABLE UTILITIES: | |
| 1. RAILROAD (Force Account) | \$30,000 |
| 2. TRANSMISSION LINES (Airport landing lights) | \$20,000 |
| 3. SERVICES (Water & Sewer) | \$10,000 |
| SUBTOTAL: B | \$60,000 |
| C: CONSTRUCTION: | |
| 1. MAJOR STRUCTURES | |
| a. Four Lane Bridge over Central of Georgia Railroad | \$800,000 |
| b. Four Lane Bridge over Industrial Highway (U.S. 41) | \$1,720,000 |
| c. Four Lane Bridge over Southern Railroad and GA 247/U.S. 129 | \$1,900,000 |
| d. 2 - One Lane Ramp Bridges over Southern Railroad | \$1,610,000 |
| e. MSE Walls for one lane ramps over Southern Railroad | \$1,000,000 |
| f. OTHER (10'x10' RCBC ext. @ 79+00, 9'x9' RCBC @ 159+50 & RCBC ext. @ 288+50) | \$600,000 |
| SUBTOTAL: C-1 | \$7,630,000 |
| 2. GRADING AND DRAINAGE: | |
| a. EARTHWORK | |
| \$5,032,872 | |
| b. DRAINAGE: | |
| 1) Cross Drain Pipe | \$200,000 |
| 2) Curb and Gutter | \$1,346,000 |
| 3) Longitudinal System (incl. catch basins) | \$500,000 |
| SUBTOTAL: C-2 | \$7,078,872 |
| 3. BASE AND PAVING: | |
| a. AGGREGATE BASE: | |
| \$2,785,175 | |
| b. ASPH. PAVING: | |
| Surface | \$787,000 |
| Binder | \$1,103,600 |
| Base | \$1,963,500 |
| SUBTOTAL: C-3.b | \$3,854,100 |
| c. CONCRETE PAVING | |
| \$0 | |
| d. OTHER (Tack Coat, Valley Gutter, Levelling, etc.) | |
| \$100,000 | |
| SUBTOTAL: C-3 | \$6,739,275 |
| 4. LUMP ITEMS: | |
| a. GRASSING | \$160,000 |
| b. CLEARING AND GRUBBING | \$820,000 |
| c. LANDSCAPING | \$30,000 |
| d. EROSION CONTROL | \$350,000 |
| e. TRAFFIC CONTROL | \$150,000 |
| SUBTOTAL: C-4 | \$1,510,000 |

| | | |
|--|-----------------------|--------------|
| 5. MISCELLANEOUS: | | |
| a. LIGHTING | | \$0 |
| b. SIGNING & MARKING | | \$60,000 |
| c. GUARDRAIL | | \$29,460 |
| d. SIDEWALK | | \$452,214 |
| | SUBTOTAL: C-5 | \$541,674 |
| 6. SPECIAL FEATURES | | |
| a. SIGNALIZED INTERSECTIONS - 4 AT \$50,000 EACH | | \$200,000 |
| | SUB TOTAL: C-6 | \$200,000 |
| ESTIMATE SUMMARY | | |
| A. RIGHT-OF-WAY | | \$3,492,480 |
| B. REIMBURSEABLE UTILITIES | | \$60,000 |
| C. CONSTRUCTION | | |
| 1. MAJOR STRUCTURES | | \$7,630,000 |
| 2. GRADING AND DRAINAGE | | \$7,078,872 |
| 3. BASE AND PAVING | | \$6,739,275 |
| 4. LUMP ITEMS | | \$1,510,000 |
| 5. MISCELLANEOUS | | \$541,674 |
| 6. SPECIAL FEATURES | | \$200,000 |
| SUBTOTAL CONSTRUCTION COST | | \$23,699,821 |
| E. & C. (10%): | | \$2,369,982 |
| INFLATION (3.5% PER YEAR) | | |
| NUMBER OF YEARS | 2 | \$31,936 |
| TOTAL CONSTRUCTION COST | | \$26,101,739 |
| GRAND TOTAL PROJECT COST | | \$29,654,219 |

BIBB COUNTY

GEORGIA DEPARTMENT OF TRANSPORTATION
OFFICE OF ENVIRONMENT/LOCATION



NH:75-11246)
 P1: 311510
 BIBB COUNTY
 SARDIS CHURCH RD
 2022 PM DTV - 1000)
 2022 AM DTV - 000
 T - 4%

BASED ON MCON AREA 10/99
 TRANSPORTATION STUDY



Kimley-Horn
and Associates, Inc.

PROJECT CONCEPT TEAM MEETING MINUTES

Project: Sardis Church Road/C.R. 717 from Skipper Road to S.R.
247/Hawkinsville Road (Sardis Church Road Extension)

Project No.: STP-0000-00(566)

P.I. No.: 0000566 (Bibb County)

Date: September 15, 2000 @ 10:00 a.m.

Place: GDOT Urban Design Conference Room

Attendees: See Attached

Bruce Schmith of Kimley-Horn and Associates (KHA) presented the project to the attendees. The discussion included the project history, the preferred alternate selection process, the preferred alignment, possible impacts, typical sections, required right-of-way, and traffic analysis. The discussion summarized the items listed in the Project Concept Report for this project.

Following Bruce's presentation, the floor was opened for questions. The questions and answers were as follows:

Q: (Bill Causey, City of Macon) Has there been any consideration of creating a shared bike pathway as part of the project instead of constructing the bike lanes adjacent to the roadway's thru lanes?

A: (Joe Palladi, GDOT-Urban Design) The City of Macon will have to provide the funds necessary to build the shared bike pathway. The Department cannot pay for construction of bike pathways that are "off-surface".

Q:(David Mulling, GDOT-Engineering Services) Is curb and gutter really justified for the entire length of the project?

A:(Bruce Schmith, KHA) This will be investigated and if determined to be necessary the justification will be included in the Project Concept Report.

Q:(David Mulling, GDOT-Engineering Services) Were the new median guidelines as outlined in a correspondence from Mr. Frank Danchetz on July 20, 2000 considered in this Project Concept?



A:(Bruce Schmith, KHA) This concept was developed prior to the adoption of the new median guidelines. The raised median configuration was presented to and accepted by the public at Public Information Meetings held during the development of the project's concept. The new guidelines have been taken into account and our recommendation is to construct the raised median in the four-lane section. Once this project and the adjacent interchange with I-75 is completed, significant growth in this area is anticipated. This growth will push ADT numbers above the threshold for a raised median configuration. Therefore, if GDOT were to build a flush median as suggested by the guidelines it would be a relatively short time until the raised median would have to be constructed at great cost and inconvenience to GDOT and the newly established businesses in the area.

(Joe Palladi, GDOT-Urban Design) The traffic numbers in the area of the project need to be revisited and checked to make sure a four-lane section is not required from Houston Road to SR 247. If it is determined that there needs to be a four-lane section the entire length of the project, this fact needs to be incorporated in the regional traffic model.

Q:(Tom Queen, GDOT-Thomaston District) The district would like to have a copy of the large roll layout used to illustrate the project for this meeting.

A:(Bruce Schmith, KHA) You can have the one on the wall after the meeting is completed.

Q:(Kerry Gore, GDOT-Utilities) Is it our (GDOT's) policy to purchase the right-of-way as limited access on new location roadway?

A:(Joe Palladi, GDOT-Urban Design) Yes, I believe it should be purchased as limited access.

Q:(Kerry Gore, GDOT-Utilities) Should we bridge the entire area between the railroad and Industrial Highway?

A:(Bruce Schmith, KHA) This option will be discussed with GDOT's Bridge Design Office to determine if it would be cost effective.

Q:(Tom Queen, GDOT-Thomaston) Is there any runway expansion planned at the airport in the vicinity of the proposed project?

A:(Van Etheridge, MAAI) No, there is no runway expansion planned in the vicinity of the project.

Q:(Glenn Williams, GDOT-Utilities) Is the ramp on I-75 going to affect the newly installed Variable Message Sign (VMS) on I-75 south of the Sardis Church Interchange?

MEETING/CONFERENCE RECORD OF ATTENDEES

PURPOSE: Concept Meeting - STP-0000-00(566)
 LOCATION: Urban Design Conf Rm
 DATE: 9/15 HOUR: _____
 MODERATOR: Genetha Rice-Singleton

| | <u>NAME</u> | <u>ORGANIZATION</u> | <u>TELEPHONE NO.</u> |
|-----|------------------------|-----------------------|----------------------|
| 1. | Genetha Rice-Singleton | GDOT - Urban Design | 4-656-5444 |
| 2. | BROCK MARTIN | TRAFFIC OPS TMC | 404-635-8127 |
| 3. | GLENN A. WILLIAMS | GDOT UTILITIES | 706 646 6549 |
| 4. | KENNETH H. SHEETS | BIBB COUNTY | (912) 749-6660 |
| 5. | TOM QUEEN | GDOT - Thomsonston | 706 646 6591 |
| 6. | BILL CAUSEY | CITY OF MACON | (912) 751-7180 |
| 7. | Joe Johnson | MAAI | (912) 755-0000 |
| 8. | BILL PATE | Kimley-Horn & Assoc | 770-825-0744 |
| 9. | KERRY GORE | DOT - UTILITIES | 706-646-6552 |
| 10. | Jim Pohlman | Kimley - Horn | 770-825-0744 |
| 11. | Bryan Letourneau | Kimley - Horn | 770-825-0744 |
| 12. | Mario Chavers | GDOT - Urban | (4) 656-5444 |
| 13. | Craig Canteen | GDOT - Urban | (4) 656-5444 |
| 14. | Katie Mullins | GDOT - Programming | (4) 651-7043 |
| 15. | BRUCE SCHMIDT | KIMLEY-HORN | (7) (825-0744) |
| 16. | Konwelo Aikers-Monroe | GDOT - Communications | 4 (403-6456) |
| 17. | SHERI WILLIAMSON | Moreland Altabelli | 912-755-0000 |
| 18. | Angela T. Alexander | GDOT - Urban Design | (404) 657-9872 |
| 19. | Van Etheridge | MAAI | 912-755-0000 |
| 20. | DAVID ASHLEY | UD&G | 678.332.2485 |

REMARKS: _____

MEETING/CONFERENCE RECORD OF ATTENDEES

PURPOSE: _____

LOCATION: _____

DATE: _____ HOUR: _____

MODERATOR: _____

| | <u>NAME</u> | <u>ORGANIZATION</u> | <u>TELEPHONE NO.</u> |
|-----|---------------------|---------------------|----------------------|
| 1. | Richard J. Williams | GDOT/DEL | 404 699-4409 |
| 2. | David Mulling | GDOT/Eng. Services | 404-656-6846 |
| 3. | JOHN FUNNY | GRICE + ASSOC. | 404 577 6300 |
| 4. | Valerie Lee | GRICE + ASSOCIATES | 4/577-6300 |
| 5. | Janet Harvey | GDOT/Planning | 404 657 6693 |
| 6. | | | |
| 7. | | | |
| 8. | | | |
| 9. | | | |
| 10. | | | |
| 11. | | | |
| 12. | | | |
| 13. | | | |
| 14. | | | |
| 15. | | | |
| 16. | | | |
| 17. | | | |
| 18. | | | |
| 19. | | | |
| 20. | | | |

WORKS: _____

1985 HCM:TWO-LANE HIGHWAYS

FACILITY LOCATION.... Sardis Church Road Extension
 ANALYST..... JMP
 TIME OF ANALYSIS.....
 DATE OF ANALYSIS..... 10-24-2000
 OTHER INFORMATION.....

A) ADJUSTMENT FACTORS

 PERCENTAGE OF TRUCKS..... 6
 PERCENTAGE OF BUSES..... 0
 PERCENTAGE OF RECREATIONAL VEHICLES..... 1
 DESIGN SPEED (MPH)..... 50
 PEAK HOUR FACTOR..... .95
 DIRECTIONAL DISTRIBUTION (UP/DOWN)..... 62 / 38
 LANE WIDTH (FT)..... 12
 USABLE SHOULDER WIDTH (AVG. WIDTH IN FT.)... 6
 PERCENT NO PASSING ZONES..... 50

B) CORRECTION FACTORS

LEVEL TERRAIN

| LOS | E T | E B | E R | f w | f d | f HV |
|-----|--------|--------|--------|--------|--------|---------|
| A | 2 | 1.8 | 2.2 | 1 | .93 | .93 |
| B | 2.2 | 2 | 2.5 | 1 | .93 | .92 |
| C | 2.2 | 2 | 2.5 | 1 | .93 | .92 |
| D | 2 | 1.6 | 1.6 | 1 | .93 | .94 |
| E | 2 | 1.6 | 1.6 | 1 | .93 | .94 |

C) LEVEL OF SERVICE RESULTS

INPUT VOLUME (vph): 1344
 ACTUAL FLOW RATE: 1415

| LOS | SERVICE FLOW RATE | V/C |
|-----|----------------------|-----|
| A | 219 | .09 |
| B | 503 | .21 |
| C | 862 | .36 |
| D | 1466 | .6 |
| E | 2443 | 1 |

LOS FOR GIVEN CONDITIONS: D

□

1985 HCM:TWO-LANE HIGHWAYS

FACILITY LOCATION.... Houston Road Sardis Church to Sardis Ext
 ANALYST..... JMP
 TIME OF ANALYSIS.....
 DATE OF ANALYSIS..... 10-24-2000
 OTHER INFORMATION....

A) ADJUSTMENT FACTORS

| | |
|--|---------|
| PERCENTAGE OF TRUCKS..... | 4 |
| PERCENTAGE OF BUSES..... | 0 |
| PERCENTAGE OF RECREATIONAL VEHICLES..... | 1 |
| DESIGN SPEED (MPH)..... | 50 |
| PEAK HOUR FACTOR..... | .95 |
| DIRECTIONAL DISTRIBUTION (UP/DOWN)..... | 64 / 36 |
| LANE WIDTH (FT)..... | 12 |
| USABLE SHOULDER WIDTH (AVG. WIDTH IN FT.)... | 6 |
| PERCENT NO PASSING ZONES..... | 100 |

B) CORRECTION FACTORS

LEVEL TERRAIN

| LOS | E T | E B | E R | f w | f d | f HV |
|-----|--------|--------|--------|--------|--------|---------|
| A | 2 | 1.8 | 2.2 | 1 | .92 | .95 |
| B | 2.2 | 2 | 2.5 | 1 | .92 | .94 |
| C | 2.2 | 2 | 2.5 | 1 | .92 | .94 |
| D | 2 | 1.6 | 1.6 | 1 | .92 | .96 |
| E | 2 | 1.6 | 1.6 | 1 | .92 | .96 |

C) LEVEL OF SERVICE RESULTS

INPUT VOLUME (vph): 942
 ACTUAL FLOW RATE: 992

| LOS | SERVICE FLOW RATE | V/C |
|-----|----------------------|-----|
| A | 98 | .04 |
| B | 388 | .16 |
| C | 775 | .32 |
| D | 1404 | .57 |
| E | 2463 | 1 |

LOS FOR GIVEN CONDITIONS: D

□

Community Participation

Attendance: 180 (116 signed in at door)

Methods of Input:

- Comment/Response forms were distributed for placement in "Comment Box"
- Postage paid Comment/Response forms were distributed for mail-in comments
- Court Reporter
- Open question and answer session recorded by the Court Reporter
- Verbal comments to any officials and consultants

Meeting Format: The meeting began at 5:30pm. From 5:30 to 6:00 there was public viewing of exhibits and direct questions and answers with attending officials. From 6:00 to 7:00, a formal presentation on the purpose of the meeting was made. Citizens were given an opportunity to ask questions and make comments at the microphone. This portion of the meeting was recording by the attending court reporter. From 7:00 to 7:30, there was again public viewing of exhibits and direct questions and answers with attending officials and consultants.

Responses as of 5/11/99:

| | |
|--------------------------------------|----|
| 1.) Favor some form of project | 51 |
| 2.) Do not favor any form of project | 20 |
| 3.) Undecided | 14 |

Comments: Numerous comments were recorded in either written form or by the court reporter. Some of the comments include the following:

- Direct the traffic through undeveloped land if possible to avoid 4 lanes on Sardis Church Road;
- Locate the interchange south of Sardis Church Road and use Avondale Mill Road to connect to Highway 247;
- Consider ways to develop the connector so that the road does not take away from what exists;
- Concerned that gas stations and commercial sites will be established;
- Extend Hartley Bridge Road to Highway 247 instead of proposed connector;
- Firmly in favor due to increase in population in the area;
- This project was needed years ago;
- Three lanes would be O.K.;
- This project will help decrease traffic on Hartley Bridge Road;
- Build the interchange but not the connector;
- Due to the increased growth in Suburban South, this project is vital to our area in handling the increased traffic.

Community Participation

Attendance: Approximately 197 citizens attended

Methods of Input:

- Comment/Response forms were distributed for placement in "Comment Box"
- Postage paid Comment/Response forms were distributed for mail-in comments
- Court Reporter
- Open question and answer session recorded by the Court Reporter
- Verbal comments to any officials and consultants

Meeting Format: The meeting began at 5:30pm. From 5:30 to 6:00 there was public viewing of exhibits and direct questions and answers with attending officials. From 6:00 to 7:00, a formal presentation on the purpose of the meeting and general descriptions of the five alternatives was given. Citizens were given an opportunity to ask questions and make comments at the microphone. This portion of the meeting was recording by the attending court reporter. From 7:00 to 7:30, there was again public viewing of exhibits and direct questions and answers with attending officials and consultants.

Responses as of 6/14/99:

| | |
|--|----|
| 1.) Favor Alternate 1 | 9 |
| 2.) Favor Alternate 2 | 6 |
| 3.) Favor Alternate 3 | 6 |
| 4.) Favor Alternate 4 | 7 |
| 5.) Favor Alternate 5 | 22 |
| 6.) Favor "No Build" Alternate | 5 |
| 7.) Favor Intersection at Sardis Church Road | 6 |

Comments: Numerous comments were recorded in either written form or by the court reporter. Some of the comments include the following:

- Traffic from Warner Robins Air Force Base will be cutting through;
- Need a comprehensive road plan;
- Keep heavy industry out of the area;
- Moving the interchange south would not improve community traffic;
- Extend Hartley Bridge Road to Highway 247 and forget Sardis Church Road;
- End the route at the Cornfield Road (U.S. 41).

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF URBAN DESIGN

PROJECT CONCEPT REPORT
STP-0000-00(566)
P.I. NO. 0000566
BIBB COUNTY

**Sardis Church Road/CR 717 from Skipper Road to
SR 247/Hawkinsville Road (Sardis Church Road Extension)**

FEDERAL ROUTE NO: N/A
STATE ROUTE NO: N/A
GADOT P.I. NO: 0000566

Date of Report: October 27, 2000

RECOMMENDATION FOR APPROVAL

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

DATE

11/3/01

State Transportation Planning Administrator

Heaven I. Swift

DATE

12/2/00

State Transportation/Programming Engineer

Joseph P. Williams

DATE

State Urban Design Engineer

DATE

District Engineer

DATE

Project Review Engineer

DATE

State Traffic Operations Engineer

DATE

State Environment/Location Engineer

DATE

State Bridge Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF URBAN DESIGN

PROJECT CONCEPT REPORT

STP-0000-00(566)

P.I. NO. 0000566

BIBB COUNTY

**Sardis Church Road/CR 717 from Skipper Road to
SR 247/Hawkinsville Road (Sardis Church Road Extension)**

FEDERAL ROUTE NO: N/A

Date of Report: October 27, 2000

STATE ROUTE NO: N/A

GADOT P.I. NO: 0000566

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DATE

State Transportation Planning Administrator

DATE

State Transportation Programming Engineer

DATE

State Urban Design Engineer

DATE

District Engineer

DATE

Project Review Engineer

DATE

State Traffic Operations Engineer

DATE

State Environment/Location Engineer

DATE

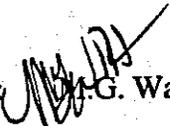
State Bridge Engineer

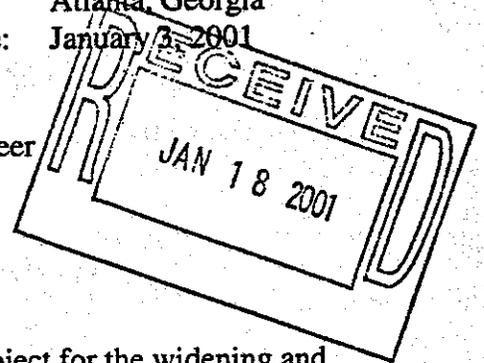
Department of Transportation
State of Georgia

INTERDEPARTMENTAL CORRESPONDENCE

File: STP-0000-00(566)/Bibb County
P.I. No. 0000566

Office: Traffic Operations
Atlanta, Georgia
Date: January 3, 2001

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 Sardis Church Road, beginning at the existing construction project limits of the I-75 interchange reconstruction, to its intersection with US 129/SR 247, a total length of 6.3 miles. This project will consist of construction on new location from approximately 1100 feet east of Skipper Drive to Avondale Mill Road, a distance of 3.8 miles.

Sardis Church Road is currently a two lane rural roadway with 11 foot travel lanes, grassed shoulders and an open drainage system. The posted speed limit is 45mph.

This proposed reconstruction will configure a four lane urban facility, two lanes in each direction, divided by a 20 foot raised median with 4 foot bicycle lanes and 5 foot sidewalk on both sides. The design speed will be maintained at 45mph.

We believe this concept will improve safety and traffic operations within this area. The roadway's function is to provide an east-west arterial to accommodate future growth in the corridor and provide improved access between I-75 and the Middle Georgia Regional Airport, its industrial park and Robins Air Force Base located in Houston County.

We therefore find this report satisfactory for approval.

MGW:TWS

Attachment (signature page)

c: Harvey Keepler
Joseph P. Palladi, P.E., State Urban Design Engineer
Attention: Genetha Rice-Singleton and Marlo Clowers

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF URBAN DESIGN

PROJECT CONCEPT REPORT

STP-0000-00(566)

P.I. NO. 0000566

BIBB COUNTY

**Sardis Church Road/CR 717 from Skipper Road to
SR 247/Hawkinsville Road (Sardis Church Road Extension)**

FEDERAL ROUTE NO: N/A

Date of Report: October 27, 2000

STATE ROUTE NO: N/A

GADOT P.I. NO: 0000566

RECOMMENDATION FOR APPROVAL

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

DATE

State Transportation Planning Administrator

DATE

State Transportation Programming Engineer

DATE

State Urban Design Engineer

DATE

District Engineer

DATE

Project Review Engineer

DATE

State Traffic Operations Engineer

DATE

State Environment/Location Engineer

DATE

State Bridge Engineer

PROJECT MAP --: Project Number: STP0000-00(566), Bibb County
GADOT P.I. NO: 0000566

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF URBAN DESIGN

PROJECT CONCEPT REPORT

STP-0000-00(566)

P.I. NO. 0000566

BIBB COUNTY

**Sardis Church Road/CR 717 from Skipper Road to
SR 247/Hawkinsville Road (Sardis Church Road Extension)**

FEDERAL ROUTE NO: N/A

Date of Report: October 27, 2000

STATE ROUTE NO: N/A

GADOT P.I. NO: 0000566

RECOMMENDATION FOR APPROVAL

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

DATE

State Transportation Planning Administrator

DATE

State Transportation Programming Engineer

DATE

State Urban Design Engineer

DATE

District Engineer

DATE

Project Review Engineer

DATE

State Traffic Operations Engineer

DATE

State Environment/Location Engineer

DATE

State Bridge Engineer

PROJECT MAP --: Project Number: STP0000-00(566), Bibb County
GADOT P.I. NO: 0000566

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE P.I. No. 0000566

OFFICE Environment/Location

DATE 2/13/01

FROM Harvey Kepler, State Environmental/Location Engineer

TO Wayne Hutto, P.E., Assistant Director of Preconstruction

SUBJECT **PROJECT CONCEPT REPORT**
STP-0000-00(566) BIBB COUNTY

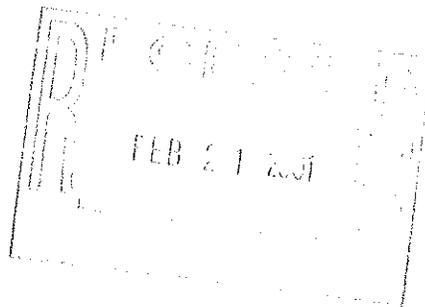
The above subject concept report has been reviewed. Prog. 4f is not a "permit," but an evaluation of alternatives.

If you have any questions, please let me know.

HDK/bh

Attachment

c.c. David Mulling
Joseph P. Palladi



DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF URBAN DESIGN

PROJECT CONCEPT REPORT

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DATE

State Transportation Planning Administrator

DATE

State Transportation Programming Engineer

DATE

12/2/00

State Urban Design Engineer

DATE

District Engineer

DATE

Project Review Engineer

DATE

State Traffic Operations Engineer

DATE

01/22/01

State Environment/Location Engineer

DATE

State Bridge Engineer