

ORIGINAL TO GENERAL FILES

D.O.T. 66

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE NH-002-7(23) White County **OFFICE** Preconstruction
P. I. No. 162390
CWH **DATE** February 21, 2000
FROM C. Wayne Hutto, Assistant Director of Preconstruction
TO SEE DISTRIBUTION

SUBJECT PROJECT CONCEPT REPORT APPROVAL

Attached for your files is the approval for subject project.

CWH/cj

Attachment

DISTRIBUTION:

Tom Turner
David Mulling
David Studstill (ATTN: Harvey Keeper)
Jerry Hobbs
Herman Griffin
Georgene Geary (ATTN: Michael Henry)
Marion Waters
Marta Rosen
Paul Liles
Don Mills
Larry Dent

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

FILE NH-002-7(23) White County **OFFICE** Preconstruction
P.I. No. 162390
DATE February 3, 2000

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

TO Wayne Shackelford, Commissioner

SUBJECT PROJECT CONCEPT REPORT

This project comprises the West Cleveland Bypass from SR 11/US 129 near Hope Road and extends west of Cleveland on new and existing location to SR 75 for a total of 4.60 miles. The City of Cleveland is a gateway to the tourist destinations located in central North Georgia. Three state routes that serve central North Georgia intersect in the City of Cleveland: SR 11, SR 75, and SR 115. These facilities all have two lanes. Due to the growth in the North Georgia area, capacity has been exceeded along these facilities. State Route 11 alone now carries over 20,000 VPD. Due to the historical nature, any improvements will adversely impact the downtown area.

The project will begin at SR 11 at Hope Road and proceed on new location and transitioning from a 20' raised median to a 44' median. It will continue in a west to northwest direction crossing SR 115 and CR 51/Hunt Road at-grade. The alignment will then turn in a northern direction bridging CR 115/Jess Hunt Road. It then turns in a northwest direction and intersects Shepard Drive at-grade. The alignment will then turn in a northeast direction and transition to a 20' raised median 1,500' southwest of SR 75 Alt/US 129/SR 11. It will bridge Tesnatee Creek with two 38' x 319' bridges and again with one 92' x 310' bridge. The alignment will intersect SR 75 Alt at-grade and follow along CR 68/Hulsey Road, widening to the left side and tie into SR 75 just north of Cleveland.

The base year traffic (2002) varies from 6,500 to 9,000 VPD and the design year traffic (2022) varies from 11,500 to 16,000 VPD. Access will be partially controlled on the portion on new location and by permit along the section along the existing roadway. Traffic will be maintained on existing roads during construction.

Environmental concerns include requiring a COE 404 Permit; an Environmental Assessment will be prepared; 14 displacements--12 residences, 1 business, and 1 mobile home; a public hearing will be held; time saving procedures are not appropriate.

Wayne Shackelford
Page 2

NH-002-7(23) White
February 3, 2000

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)	\$23,418,000	\$9,300,000	LR	LR
Right-of-Way	\$ 7,134,000	\$6,600,000		
Utilities*	----	----		

The proposed bypass will provide sufficient capacity to handle long term transportation needs for central North Georgia. I recommend this project concept be approved.

TLT:JDQ/cj

Attachment

CONCUR



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

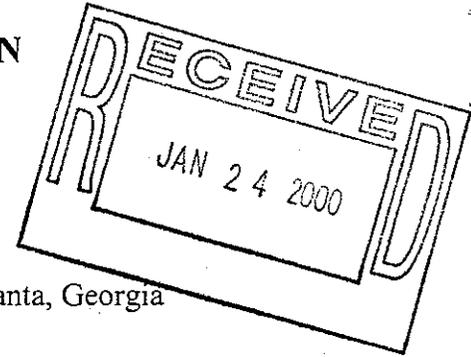
APPROVE



Wayne Shackelford, Commissioner

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENTAL CORRESPONDENCE



FILE: NH-002-7(23) White
P.I. Number 162390

OFFICE: Atlanta, Georgia

DATE: January 21, 2000

FROM: David Mulling, Project Review Engineer *DM*

TO: Wayne Hutto, Assistant Director of Pre-construction

SUBJECT: CONCEPT REPORT

We have reviewed the concept report submitted January 21, 2000 by the letter from David Studstill dated January 20, 2000, and have the following comments:

1. The concept report should show the project as "Exempt" instead of "N/A".
2. The Need and Purpose Statement shows Design Year 2022 traffic as 10,000 vpd. This conflicts with Design Year 2022 traffic shown as 11,500vpd – 16,000vpd in other areas of the report.
3. No cost was provided for reimbursable utilities.

The costs for the project are:

Construction	\$19,354,000
Inflation	\$ 1,935,000
E&C	\$ 2,129,000
Reimbursable Utilities	\$?
Right of Way	\$ 7,134,000

DTM

c: David Studstill

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF ENVIRONMENT/LOCATION

PROJECT CONCEPT REPORT
NH-002-7(23)
WHITE COUNTY
P.I. NO. 162390

US Route No.: N/A Date of Report: December 20, 1999
State Route No.: West Cleveland Bypass

RECOMMENDATION FOR APPROVAL

1/19/00
Date

D. S. H. H. H. H. H.
State Environmental/Location Engineer

Date

State Road Design Engineer

Date

State Traffic Operations Engineer

Date

District Engineer/Gainesville

Date

Project Review Engineer

Date

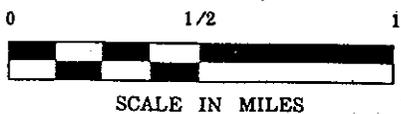
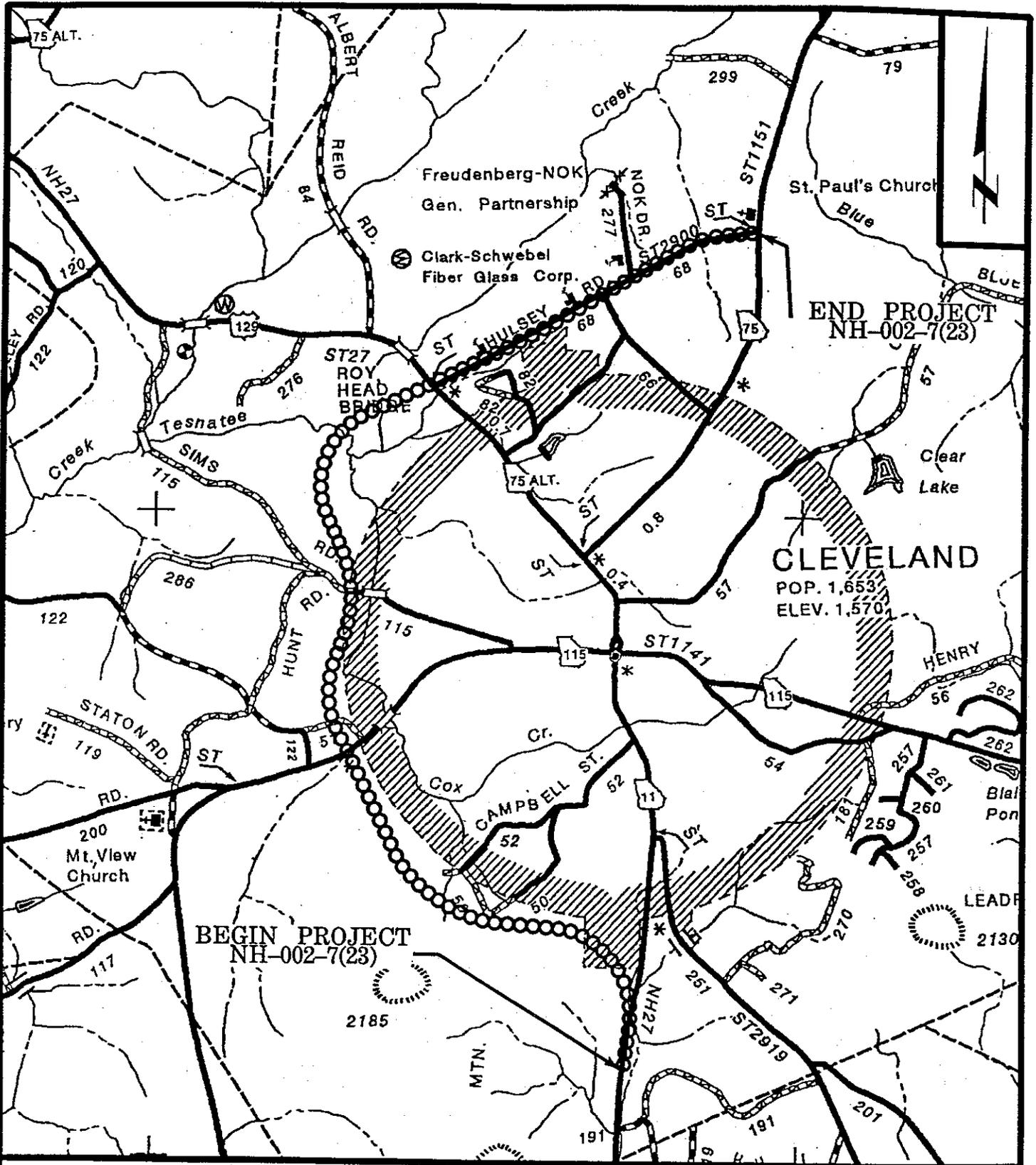
State Bridge & Structural Engineer

Date

State Transportation Planning Administrator

Date

State Transportation Programming Administrator



STRIPMAP
NH-002-7(23)
CLEVELAND BYPASS
WHITE COUNTY
P.L.# 162390

SOURCE: GENERAL HIGHWAY MAP, WHITE CO., GEORGIA
PREPARED BY THE GEORGIA DEPARTMENT OF TRANSPORTATION, 1995

PROJECT CONCEPT REPORT

PROJECT LOCATION AND DESCRIPTION

Project NH 002-7(23), White County is proposed as a west bypass of Cleveland. It would begin near the intersection of S.R. 11/U.S. 129 with Hope Road, south of Cleveland, tying into project STP 007-2(21). It would proceed on new location to the west of Cleveland until crossing U.S. 129/S.R. 11/ S.R. 75 ALT. After crossing S.R. 75 Alt. it would continue along C.R. 68/Hulsey Road to S.R. 75 where it would end, tying into project STP -002-1(7), just north of Cleveland. The roadway is proposed to be two lanes in each direction with a 44-foot grassed median or 20-foot raised median. Along C.R. 68/Hulsey Road the roadway is proposed to be widened to four lanes with a 20-foot raised median. The proposed right-of-way would vary from 150 feet to 600 feet. Traffic volumes are projected to vary from 6500 to 9000 ADT in the year 2002 and 11500 to 16000 ADT in the year 2022. There would be 9 residents, 4 mobile homes and 1 business displaced. It would cross 10 Waters of the U.S. The total length of the project is 4.6 miles.

The alignment begins at SR 11 at Hope Road and proceeds on new location and transitioning from a 20 foot raised median to a 44-foot grassed median. It would continue in a west to northwest direction crossing S.R. 115 and C.R. 51/Hunt Road. There would be an at grade intersection at SR 115. Then it would turn in a northern direction bridging C.R. 115/Jess Hunt Road. It then turns in a northwest direction and intersect Shepard Drive at grade. The alignment would then turn in a northeast direction and transition to a 20 raised median 1500 feet southwest of S.R. 75 Alt./U.S. 129/S.R. 11. It would bridge Tesnatee Creek with two ³²33' x319' bridges and again with one ⁹²93' x310' bridge. The alignment would continue intersecting S.R. 75 Alt. at grade and would follow along C.R. 68/Hulsey Road widening to the left side. Widening to the left side would lessen the impact to the stream paralleling Hulsey Road. It would then tie into S.R. 75, just north of Cleveland, where the project would end. Traffic would be maintained on the existing network of roads during construction.

TRAFFIC

CURRENT		PROJECTED	
YEAR	AADT	YEAR	AADT
2002	6,500 - 9,000	2022	11,500 - 16,000
PDP CLASSIFICATION		FUNCTIONAL CLASSIFICATION	
MAJOR		RURAL ARTERIAL	
FOS ()	N/A (X)	EXEMPT ()	

NEED AND PURPOSE

The City of Cleveland is a gateway to the tourist destinations located in North Central Georgia. Three State routes that serve central North Georgia intersect in the City of Cleveland, SR 11, SR 75 and SR 115. These facilities all have two lanes. The common section of SR 11 and SR 75 is also two lane facility travelling north/south through the central business district. Due to growth in the North Georgia area capacity has been exceeded along these two lane facilities. SR 11 alone now carries over 20,000 AADT. Due to the historical nature any improvements would adversely impact the downtown area. There is no feasible and prudent means to increase the capacity of the existing facilities to meet current and future demand.

In order to increase the capacity of the state highway system through the City of Cleveland, the Department has proposed a bypass west of the City. Project traffic volumes for the bypass are ~~10,000~~^{16,000} vehicles per day in the design year, 2022. The distribution of through traffic movements away from the downtown area will reduce the need to increase the capacity of State Routes 11, 75 and 115 in the central business district. The proposed bypass will provide sufficient capacity to handle long term transportation needs for central north Georgia.

EXISTING ROADWAY

Along CR 68 / Hulsey Road

TYPICAL SECTION:	2 - 12' lanes with open ditches	RIGHT-OF-WAY WIDTH 60'
POSTED SPEED	MINIMUM RADIUS OF CURVE	MAX GRADE
45 M.P.H	5° 00'	>6.5%

MAJOR STRUCTURES

FEATURES INTERSECTED/TYPE	LENGTH	WIDTH	PRIORITY RATING	SUFF. RATING
N/A	N/A	N/A	N/A	N/A

PROPOSED LENGTH OF PROJECT: 4.6 mile

West Cleveland Bypass

TYPICAL SECTION: 4 - 12' lanes with 44' grassed median

4 - 12' lanes with 20' raised median

DESIGN SPEED	MINIMUM RADIUS OF CURVE		MAX. GRADE	
55 M.P.H. / 45 M.P.H.	ALLOWABLE	6°00'	ALLOWABLE	6.5 %
	PROPOSED	3° 45'	PROPOSED	4.5 %

PROPOSED MAJOR STRUCTURES

FEATURES INTERSECTED/TYPE	LENGTH	DECK WIDTH
2 Bridges over CR 115/Jess Hunt Road	205'	43'
2 Bridges over Tesnatee Creek	319'	43'
1 Bridge over Tesnatee Creek with 20 foot median	310'	93'

PROPOSED RIGHT-OF-WAY

RIGHT-OF-WAY WIDTH	PARCELS IMPACTED	DISPLACEMENTS		
150' to 600'	73	RES.: 12	BUS.: 1	M.H.: 1

COORDINATION

TYPE OF ACCESS CONTROL: Partial limited / by permit
CONCEPT TEAM MEETING DATE: April 24, 1997
PUBLIC INVOLVEMENT: Public Hearing to be scheduled / PIM held 2-2-98 & 11-4-99
PERMITS REQUIRED: Individual 404 C.O.E.
P.A.R. MEETING: To be scheduled
TIME SAVING PROCEDURES APPROPRIATE: No
OTHER PROJECTS IN THE AREA: STP 002-7(21) and STP -002-1(7)
LOCAL GOVERNMENT COMMITMENTS: None at this time

MISCELLANEOUS

TRAFFIC CONTROL DURING CONSTRUCTION: TRAFFIC TO BE MAINTAINED ON EXISTING ROADS.
ENVIRONMENTAL CONCERNS:

- a. 2 historic properties with adverse effect under 106.
- b. No known T & E species involved at this time.
- c. One known eligible archeology site known at this time. Not impacted
- d. No parks within project limits.
- e. No known cemeteries within project limits.
- f. No stream-channel changes proposed.

UNDERGROUND STORAGE TANKS: NONE KNOWN; INVESTIGATION TO BE REQUESTED
HAZARDOUS WASTE SITES: NONE KNOWN; INVESTIGATION TO BE REQUESTED
LEVEL OF ENVIRONMENTAL ANALYSIS: EA

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: Alternatives located closer to the center of Cleveland on the west side.

ESTIMATED COST

CONSTRUCTION:	\$ 19,354,000	RIGHT-OF-WAY:	\$ 7,134,000
E & C (10%):	\$ 1,936,000	ACQUIRED BY:	D.O.T.
INFLATION: (2 yrs at 5% per yr)	\$ 2,182,000	UTILITIES:	To be requested
		ADJUSTED BY:	Local Governments
TOTAL CONS'T COST:	\$ 23,472,000		

COMMENTS

South terminus and alignment have changed from the description in the Team Meeting Minutes. The southern terminus has shifted closer to Cleveland. The alignment has shifted further to the west to the Cleveland City Limits.

ATTACHMENTS: Cost Estimate, Sketch Map, Typical Section, and Team Meeting Minutes

PREPARED BY: Fred Matheny

ESTIMATE SUMMARY

10/28/98

**PROJECT LENGTH 4.6 MILES
NH 002-7(23) / WEST CLEVELAND BYPASS / WHITE COUNTY
SECTION I & II**

A. RIGHT OF WAY	\$ 7,134,000	\$1,551,000 per mile
B. REIMBURSABLE UTILITIES <i>(includes 5% per year for 2 years inflation)</i>	\$ —	

CONSTRUCTION COSTS SUMMARY

C. MAJOR STRUCTURES	\$ 4,265,000	
D. GRADING AND DRAINAGE	\$ 7,916,000	
E. BASE AND PAVING	\$ 4,577,000	
F. LUMP ITEMS	\$ 1,209,000	
G. MISCELLANEOUS	\$ 962,000	
H. SPECIAL FEATURES	\$ 425,000	
SUBTOTAL CONSTRUCTION COST	\$19,354,000	\$4,207,000 per mile
E & C(10%)	\$ 1,936,000	
INFLATION (5% per year for 2 years)	\$ 2,182,000	
TOTAL CONSTRUCTION COST	\$ 23,472,000	\$5,103,000 per mile
GRAND TOTAL CONSTRUCTION COST	\$30,606,000	\$6,654,000 per mile

PRELIMINARY COST ESTIMATE
OFFICE OF ENVIRONMENT/LOCATION

P.I. NO: 162390

DATE: 10-28-1999

PROJECT NO: NH 002-7(23)

PROJECT NAME: West Cleveland Bypass

COUNTY: WHITE

PROJECT DESCRIPTION:

Section I of II from SR 11 at Hope Road south of

Cleveland to 1500 feet south of SR 11 at Hulsey Road north of Cleveland.

PROJECT LENGTH: 4.600 MILES

SECTION LENGTH: 3.000 MILES

TYPICAL SECTION:

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

PROPOSED R / W = 300 ft

EXISTING ROADWAY (If Applicable):

N/A

TRAFFIC:

INITIAL DESIGN YEAR: 2002

DAILY VOLUME (AADT): 9,000

FINAL DESIGN YEAR: 2022

DAILY VOLUME (AADT): 16,000

COMMENTS:

Section I of II

PREPARED BY: Fred Matheny

PROJECT COSTS

A. RIGHT - OF - WAY

1. PROPERTY (Land and Easements)	\$ 2,973,525
2. DISPLACEMENTS	\$ 1,499,100
3. OTHER COST	\$ 2,661,375
SUBTOTAL	\$ 7,134,000

B. REIMBURSABLE UTILITIES

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

C. MAJOR STRUCTURES

1. WALLS	\$ 0
<hr/>	
2. BRIDGE STREAM CROSSING 2 crossing Tesnatee Ck 2x43x319/93x310	\$ 3,466,000
<hr/>	
3. BRIDGE OVER/UNDERPASS Bridge over Claud Sims Road	\$ 799,000
<hr/>	
4. BOX CULVERTS	\$ 0
<hr/>	
SUBTOTAL	\$ 4,265,000

D. GRADING AND DRAINAGE

1. EARTHWORK	
a. UNCLASSIFIED EXCAVATION SOIL 1,934,000 CY @ \$2.40	\$ 4,642,000
<hr/>	
b. UNCLASSIFIED EXCAVATION ROCK 240,000 CY @ \$10.00	\$ 2,400,000
<hr/>	
c. BORROW EXCAVATION 0 CY @ \$4.72	\$ 0
<hr/>	
2. DRAINAGE	
a. MINOR DRAINAGE (Including Cross Drain Pipes & Longitudinal System) 3.000 MILES @ \$82,080	\$ 246,000
<hr/>	
b. CURB AND GUTTER 0 LF @ \$9.80	\$ 0
<hr/>	
SUBTOTAL	\$ 7,288,000

PROJECT COSTS

con't.

E. BASE AND PAVING

1. GRADED AGGREGATE BASE	\$	882,000
12.00" -- 68,429 T @ \$12.89		
2. ASPHALT PAVING		
a. ASPHALTIC CONCRETE "E"	\$	319,000
1.50" -- 9,108 T @ \$35.05		
b. ASPHALTIC CONCRETE "B"	\$	407,000
2.00" -- 12,144 T @ \$33.50		
c. ASPHALTIC CONCRETE BASE	\$	1,154,000
7.00" -- 34,003 T @ \$33.93		
d. BITUMINOUS TACK COAT	\$	10,000
12,401 G @ \$0.84		
3. CONCRETE PAVING	\$	0
4. OTHER PAVING	\$	277,000
	SUBTOTAL \$	3,049,000

F. LUMP ITEMS

1. TRAFFIC CONTROL	\$	30,000
2. CLEARING AND GRUBBING	\$	513,000
109 ACRES @ \$4,700		
3. LANDSCAPING	\$	153,000
3.000 MILES @ \$51,000		
4. EROSION CONTROL	\$	144,000
3.000 MILES @ \$48,000		
5. DETOURS (Including Temporary Bridges)	\$	0
	SUBTOTAL \$	840,000

G. MISCELLANEOUS

1. SIGNING/STRIPING	\$	111,000
3.000 MILES @ \$37,000		
2. GUARDRAIL	\$	117,000
6,500 LF @ \$10.88 + 28 Anchors @ \$1,632.38		
3. OTHER	\$	483,000
3.000 MILES @ \$161,100		
	SUBTOTAL \$	711,000

H. SPECIAL FEATURES

Cross Road Tie ins	\$	345,000
--------------------	----	---------

ESTIMATE SUMMARY

		SECTION COST (per mile)
A. RIGHT-OF-WAY	\$ 7,134,000	\$ 2,378,000
B. REIMBURSABLE UTILITIES	\$ 0	\$ 0

CONSTRUCTION COST SUMMARY

C. MAJOR STRUCTURES	\$ 4,265,000	
D. GRADING AND DRAINAGE	\$ 7,288,000	
E. BASE AND PAVING	\$ 3,049,000	
F. LUMP ITEMS	\$ 840,000	
G. MISCELLANEOUS	\$ 711,000	
H. SPECIAL FEATURES	<u>\$ 345,000</u>	
 SUBTOTAL CONSTRUCTION COST	 \$ 16,498,000	 \$ 5,499,000
E. & C. (10%)	\$ 1,650,000	
INFLATION 2 yr(s) @ 5% per year	<u>\$ 1,860,000</u>	
 TOTAL CONSTRUCTION COST	 \$ 20,008,000	 \$ 6,669,000

GRAND TOTAL CONSTRUCTION COST	\$ 27,142,000	\$ 9,048,000
-------------------------------	---------------	--------------

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

PRELIMINARY COST ESTIMATE
OFFICE OF ENVIRONMENT/LOCATION

P.I. NO: 162390

DATE: 10-20-1999

PROJECT NO: NH 002-7(23)

PROJECT NAME: West Celeveland Bypass

COUNTY: WHITE

PROJECT DESCRIPTION:

Section II of II from 1500' south of SR 11 at Hulsey

Road north of Cleveland along Hulsey Road to SR 75

PROJECT LENGTH: 4.600 MILES

SECTION LENGTH: 1.600 MILES

TYPICAL SECTION:

RURAL NEW LOCATION-4-LANES WITH 20' RAISED MEDIAN (48' PAVT)

*PROPOSED R / W = 150 ft

EXISTING ROADWAY (If Applicable):

CR 68 Hulsey Road

TRAFFIC:

INITIAL DESIGN YEAR: 2002

DAILY VOLUME (AADT): 7,500

FINAL DESIGN YEAR: 2022

DAILY VOLUME (AADT): 13,500

COMMENTS:

RW included in Section I

PREPARED BY: Fred Matheny

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
<hr/>		
2. BRIDGE STREAM CROSSING	\$	0
<hr/>		
3. BRIDGE OVER/UNDERPASS	\$	0
<hr/>		
4. BOX CULVERTS	\$	0
<hr/>		
SUBTOTAL	\$	0

D. GRADING AND DRAINAGE

1. EARTHWORK		
a. UNCLASSIFIED EXCAVATION SOIL	\$	288,000
120,000 CY @ \$2.40		
b. UNCLASSIFIED EXCAVATION ROCK	\$	66,000
6,600 CY @ \$10.00		
c. BORROW EXCAVATION	\$	0
0 CY @ \$4.72		
2. DRAINAGE		
a. MINOR DRAINAGE (Including Cross Drain Pipes & Longitudinal System)	\$	109,000
1.600 MILES @ \$68,040		
b. CURB AND GUTTER	\$	165,000
16,826 LF @ \$9.80		
SUBTOTAL	\$	628,000

PROJECT COSTS

cont.

E. BASE AND PAVING

1. GRADED AGGREGATE BASE	\$	470,000
12.00" -- 36,495 T @ \$12.89		
<hr/>		
2. ASPHALT PAVING		
a. ASPHALTIC CONCRETE "E"	\$	170,000
1.50" -- 4,858 T @ \$35.05		
b. ASPHALTIC CONCRETE "B"	\$	217,000
2.00" -- 6,477 T @ \$33.50		
c. ASPHALTIC CONCRETE BASE	\$	527,000
6.00" -- 15,544 T @ \$33.93		
d. BITUMINOUS TACK COAT	\$	5,000
6,033 G @ \$0.84		
<hr/>		
3. CONCRETE PAVING	\$	0
4. OTHER PAVING	\$	139,000
	SUBTOTAL \$	1,528,000

F. LUMP ITEMS

1. TRAFFIC CONTROL	\$	20,000
2. CLEARING AND GRUBBING	\$	137,000
29 ACRES @ \$4,700		
<hr/>		
3. LANDSCAPING	\$	138,000
1.600 MILES @ \$86,040		
<hr/>		
4. EROSION CONTROL	\$	74,000
1.600 MILES @ \$46,050		
<hr/>		
5. DETOURS (Including Temporary Bridges)	\$	0
	SUBTOTAL \$	369,000

G. MISCELLANEOUS

1. SIGNING/STRIPING	\$	59,000
1.600 MILES @ \$37,000		
<hr/>		
2. GUARDRAIL	\$	0
0 LF @ \$10.88 + 0 Anchors @ \$1,632.38		
<hr/>		
3. OTHER	\$	192,000
1.600 MILES @ \$120,000		
	SUBTOTAL \$	251,000

H. SPECIAL FEATURES

<u>Cross Road Tie ins</u>	\$	80,000
<hr/>		

ESTIMATE SUMMARY

**SECTION COST
(per mile)**

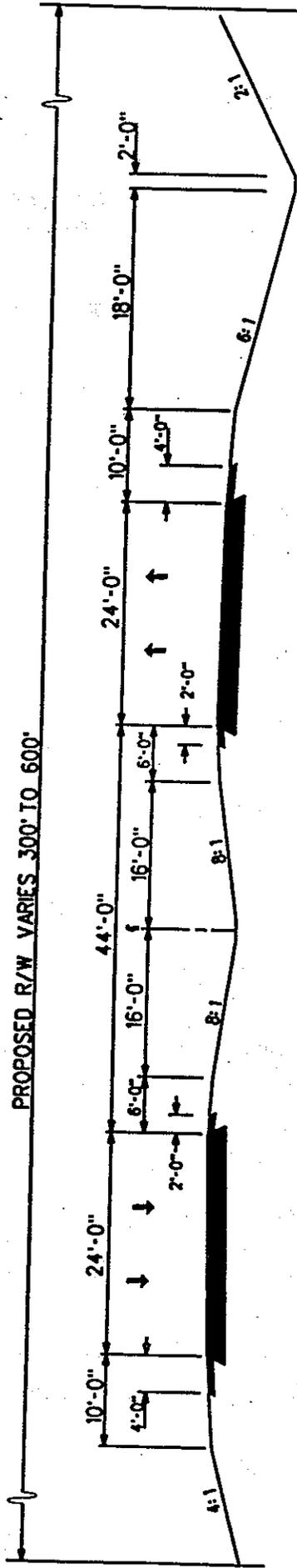
A. RIGHT-OF-WAY	\$ 0	\$ 0
B. REIMBURSABLE UTILITIES	\$ 0	\$ 0

CONSTRUCTION COST SUMMARY

C. MAJOR STRUCTURES	\$ 0	
D. GRADING AND DRAINAGE	\$ 628,000	
E. BASE AND PAVING	\$ 1,528,000	
F. LUMP ITEMS	\$ 369,000	
G. MISCELLANEOUS	\$ 251,000	
H. SPECIAL FEATURES	<u>\$ 80,000</u>	
SUBTOTAL CONSTRUCTION COST	\$ 2,856,000	\$ 1,785,000
E. & C. (10%)	\$ 286,000	
INFLATION 2 yr(s) @ 5% per year	<u>\$ 322,000</u>	
TOTAL CONSTRUCTION COST	\$ 3,464,000	\$ 2,165,000

GRAND TOTAL CONSTRUCTION COST	\$ 3,464,000	\$ 2,165,000
--------------------------------------	---------------------	---------------------

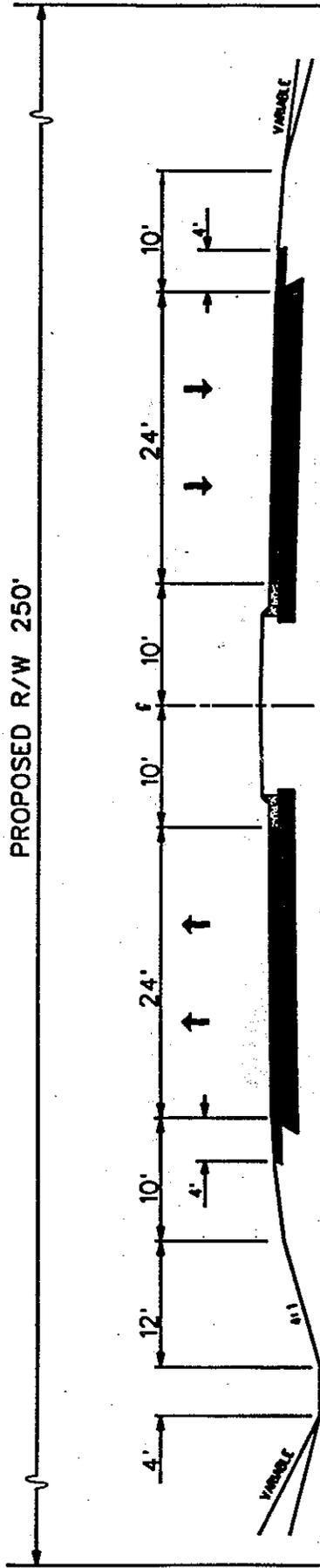
RURAL NEW LOCATION-4-LANES WITH 20' RAISED MEDIAN (48' PAV'T)



**TYPICAL CROSS SECTION
 NH 002-7(23), WHITE COUNTY
 WEST CLEVELAND BYPASS**

FROM HOPE RD. SOUTH OF CLEVELAND TO 1500' SOUTH OF SR 75 ALT.

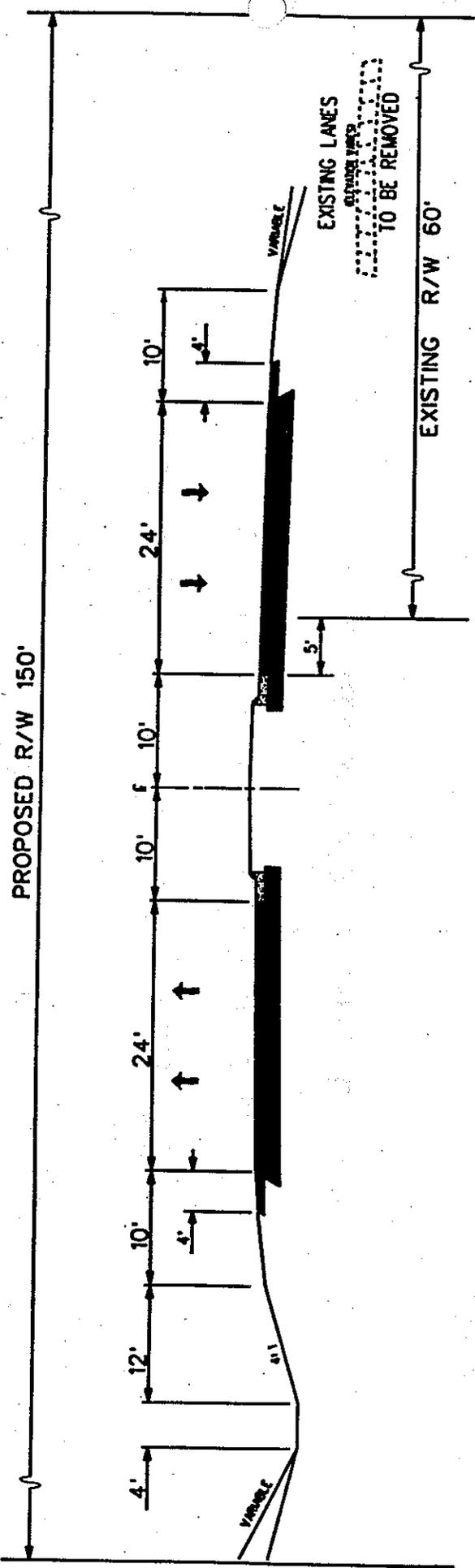
NOT TO SCALE



TYPICAL CROSS SECTION
 NH 002-7(23), WHITE COUNTY
 WEST CLEVELAND BYPASS

FROM 1500' SOUTH OF SR 75 ALT. TO SR 75 ALT.

NOT TO SCALE



**TYPICAL CROSS SECTION
 NH 002-7(23), WHITE COUNTY
 WEST CLEVELAND BYPASS**

FROM SR 75 ALT. TO SR 75 ALONG HULSEY RD.

NOT TO SCALE

COMMENTS:

Local Officials

Mayor Stanley of Cleveland said that he is opposed to going through the minority community located on the southwest side of Cleveland and warned that the minority community has spoken to NAACP attorney and that we can expect a war with this alignment. Joe Campbell wants the route moved to the west of the apartment complex located near the substation. Ed Head, Cleveland City Council member said that we need to go west of branch, as near to city limits as possible. David Abercrombie, White County Administrator, said that the City and County are in agreement on this point; that the Department needs to bring more than one alternative to any public meeting.

The general consensus among the Cleveland and White County delegations was that, while they support the west bypass, they have made a commitment to see to it that the bypass would stay as far west as possible, and that the alignment they were being shown is not far enough west. They want to show more than one alternative at any public meeting to demonstrate that there are options and that the route is not a "done deal."

We responded that the Department will look at the possibility of moving the alignment farther west, but we made clear some of the possible problems: more mountainous terrain, possible problems with longitudinal encroachment on a creek, and lengthening of project. Also, that it is unlikely that any alignment on the west side will be able to miss the minority neighborhood entirely. District Engineer, Hugh Tyner said he thinks we will run into drainage problems by moving farther west, and suggested perhaps going back to the east bypass as we had shown before, but with an extension west to U.S.129 at Hulsey Rd. Additionally, Hugh is concerned that moving the bypass too much farther west will require a new start point farther south and that this will send traffic on into town, rather than divert it to bypass. The City and County expressed their belief that this would not be a problem because most of the traffic will be coming from the west along S.R.115; and for this reason, they objected to the idea of going back to the east bypass idea. The City wanted to know why different typical sections (urban, rural, 20' and 44' medians) are used. Hugh explained safety, storage for school buses, design speed considerations. Laland Owens explained that the S.R.115 traffic seems greater because of the lesser capacity of S.R.115; U.S.129 is actually carrying the greater volume.

Transportation Board Member, Bill Hasty adamantly remarked that he is completely behind the west bypass and that he likes the alignment presented. He wants us to stay away from the creek, as he recalled the experience of a project in Cherokee County that was held up because of an endangered species of fish. He implored the City and County officials to get behind the Department on this concept.

Regional Development Center

No Comment.

Road Design

Joe Garland asked about making the bypass the through movement at its end at S.R.75 and Hulsey Road. Explained that majority of traffic goes into town from north on S.R.75.

Traffic Operations, District

Todd Long, District Traffic Operations Engineer, asked that 20' medians at intersections be increased to 26' to allow positive offset of opposing left turn lanes. Hugh asked that a fly over be provided at the southern end of the project to allow traffic into town to flow unimpeded. Also, he suggested that R/W be purchased for an interchange at the bypass and U.S.129 north of town.

EAB

Document will be an environmental assessment (EA).

EMG

No comment.

Preconstruction, District

Laland feels this is a good compromise of all alternatives considered. Likes alignment along powerline.

Programming

Reba Scott explained that project is in long range. PE programmed for FY98. She will update datatrieve with current estimated costs.

Utilities

EMC will be effected in several areas. Asked us to try to avoid the substation.

GFW/gw

Distribution:

Walker Scott
Wayne Hutto
Wouter Gulden/Attn: Warren Bailey
Herman Griffin/Attn: Terry Rogers
Jim Kennerly
Toni Dunagan
Marion Waters
Bobby Mustin
Dudley Ellis
David Meshberger
Larry Seabrook
Bascombe Hughes
Harvey Keepler
Luke Cousins
Ron Brown
Rowe Bowen
Bob Entorf
Gail D'Avino
Hugh Tyner/ Gainesville District

CONCEPT TERM MEETING

OFFICE: ENVIRONMENT/LOCATION

DATE: 4/24/97

PROJECT NO.: NH-002-7(23)

COUNTY: WHITE CO.

P. I. NO.: 162390

PROJECT NAME: WEST CLEVELAND BYPASS

	<u>NAME</u>	<u>OFFICE</u>	<u>PHONE NO.</u>
✓1.	Tom Queen	Env/Loc	404/6994412
✓2.	GERRY WELSH	ENV/LOC	404 699 4457
✓3.	JOE HARRIS	STC	706-29-2451
✓4.	Alex Harris	Hab. EMC	754-2114
✓5.	Richard Thomas	"	"
✓6.	Jerry Hobbs	Env/Loc	404-699-4457
✓7.	TONY R. BRADLEY	DIST LOCATION	770-532-5580
✓8.	LALAND L. OWENS	Preconstruction	770-532-5520
✓9.	TODD LONG	Dist - Traffic Operations	770-532-5563
✓10.	JOE GARLAND	Road & Airport Design	404-656-5400
✓11.	Adolfo Guzman	Road & Airport Design	404-657-9754
✓12.	BEN BRIDGES	STATE REPRESENTATIVE	706 865 1962
✓13.	William B. Hooty, Jr.	State Bd. Member	(770) 477 8528
✓14.	Glugh L. Tyner	Dist. Engr., Gainesville	(771) 532-5526
✓15.	Reba Scott	GA DOT - Programming, GO	404-651-7043
✓16.	LARRY SPARKS	GA. MOUNTAINS RDC	770-538-2626
✓17.	JOE CAMPBELL	White Co. Comm.	706-865-2235
✓18.	John Palmour	City of Cleveland	City Hall
✓19.	Rush Mauney	City of Cleveland	706-865-5738
✓20.	DONALD STANLEY	CITY OF CLEV.	706 865-4307

CONCEPT TERM MEETING

OFFICE: ENVIRONMENT/LOCATION

DATE: _____

PROJECT NO.: _____

COUNTY: _____

P. I. NO.: _____

PROJECT NAME: _____

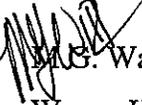
	<u>NAME</u>	<u>OFFICE</u>	<u>PHONE NO.</u>
✓ 1.	Ed Head	Councilman	706 Cleveland 865-2529
✓ 2.	Stan Peteet	GDOT R/W	(770) 9861009
✓ 3.	Laurie Cotton	GDOT OEL	404-699-8882
✓ 4.	Chet Welch	GDOT AREA OFFICE	706-865-2622
✓ 5.	Doug Williams	G.D.O.T. DIST. 1	(770) 532-5530
✓ 6.	TONY PRITCHETT	G.D.O.T. DIST. 1	770-532-5510
✓ 7.	Billy Cantrell	G.D.O.T. DIST. 1	770-532-5510
✓ 8.	DAVID ABERCROMBIE	ADMINISTRATOR WARE	706-865-2231
✓ 9.	WARREN Baverley	G.D.O.T. ENV./LOC.	404-699-4442
✓ 10.	Fred Matheny	D.O.T. Location	404-699-4464
11.			
12.			
13.			
14.			
15.			
16.			
17.			
18.			
19.			
20.			

Department of Transportation
State of Georgia

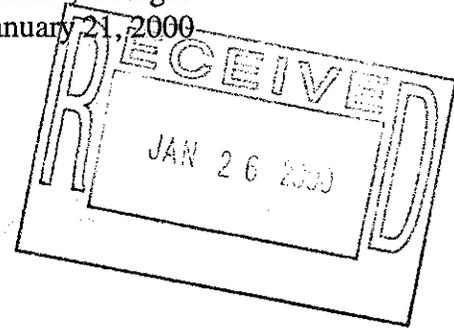
INTERDEPARTMENTAL CORRESPONDENCE

File: NH-002-7(23)/White County
P.I. No. 162390

Office: Traffic Operations
Atlanta, Georgia
Date: January 21, 2000

From:  M.S. 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 construction of the "West Cleveland Bypass" in White County. The project begins south of the city of Cleveland, near the intersection of US 129/SR 11 with Hope Road. It will then proceed, on new location, in a northwesterly direction, west of the city of Cleveland, to US 129/SR 11/SR 75ALT. After crossing US 129/SR 11/SR 75Alt., it then continues along Hulsey Road(CR 68) ending at SR 75, for a total distance of 4.6 miles.

The "West Cleveland Bypass" will be a 4 lane divided roadway with a 44 foot depressed median. Along Hulsey Road(CR 68) the roadway will consist of a four lane roadway with a 20 foot raised median. The roadway will be constructed with a speed design of 45 to 55mph.

We recommend increasing the median width to 28 feet, in the 20 foot raised median sections, at median openings to allow the left turn lanes to be offset or aligned directly across from each other and increase sight distance for permissive left turn movements. Where no possibility of median openings exist the median could remain the proposed width.

We request conduit 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 cost estimates for inclusion in the project

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

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

MGW:TWS

Attachment (signature page)

c: David Studstill

James A. Kennerly, State Road and Airport Design Engineer

David Mulling, w/ attachment

Marta Rosen

Chuck Hasty, TMC

Mark Demidovich, TMC

Paul Liles, State Bridge Design Engineer

General Files

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF ENVIRONMENT/LOCATION

PROJECT CONCEPT REPORT
NH-002-7(23)
WHITE COUNTY
P.I. NO. 162390

US Route No.: N/A Date of Report: December 20, 1999
State Route No.: West Cleveland Bypass

RECOMMENDATION FOR APPROVAL

1/19/00
Date

[Signature]
State Environmental/Location Engineer

Date

State Road Design Engineer

1-25-00
Date

[Signature]
State Traffic Operations Engineer

Date

District Engineer/Gainesville

Date

Project Review Engineer

Date

State Bridge & Structural Engineer

Date

State Transportation Planning Administrator

Date

State Transportation Programming Administrator

PROJECT NUMBER/COUNTY: NH-002-7(23), WHITE

P.I. NUMBER: 162390

This project is not shown in the STIP because the phase(s) PE, ROW and CST are outside the three (3) year range of the STIP. This project will be added to the STIP when appropriate.

Marta F. Rosen

STATE TRANSPORTATION PLANNING ADMINISTRATOR

DATE: 2/13/10

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE NH-002-7(23) White
PI # 162390

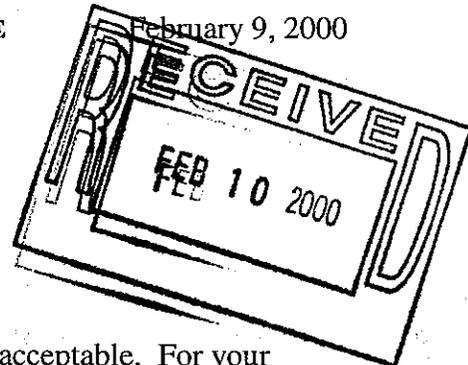
OFFICE Gainesville

DATE February 9, 2000

FROM ^{LED} Larry Dent, District Engineer

TO Wayne Hutto, Assistant Preconstruction Engineer

SUBJECT PROJECT CONCEPT REPORT – Cleveland Bypass



This office has reviewed the subject concept and finds the report acceptable. For your information, there is City water and sewer and a Georgia Power transmission line located on the north side of Hulsey Road where the preliminary layouts indicate we will widen. We realize avoidance of these utilities may not be possible due to a nearby stream.

Attached is a signed cover page for your use. If you have any questions, please call Todd Long at 770-532-5520.

PC: David Studstill

LED:TIL

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF ENVIRONMENT/LOCATION

PROJECT CONCEPT REPORT
NH-002-7(23)
WHITE COUNTY
P.I. NO. 162390

US Route No.: N/A Date of Report: December 20, 1999
State Route No.: West Cleveland Bypass

RECOMMENDATION FOR APPROVAL

1/19/00
Date

D. S. Hildreth
State Environmental/Location Engineer

Date

State Road Design Engineer

Date

State Traffic Operations Engineer

1-31-00
Date

Larry E. Denton
District Engineer/Gainesville

Date

Project Review Engineer

Date

State Bridge & Structural Engineer

Date

State Transportation Planning Administrator

Date

State Transportation Programming Administrator

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

RECEIVED

MAR 16 1998

PRECONSTRUCTION

INTERDEPARTMENT CORRESPONDENCE

FILE P.I. No. 162390 OFFICE Environment/Location

DATE March 2, 1998

DE/HD
FROM David E. Studstill, P.E., State Environmental/Location Engineer

TO Distribution Below:

SUBJECT Project NH-002-7 (23), White County, Summary of Comments Received During the Public Comment Period - west Cleveland Bypass

COMMENT TOTALS:

A total of 137 people attended the February 2, 1998 public information meeting held for the subject project. From those attending, 64 comment forms and 4 verbal statements were received. An additional 27 comments were received during the ten day comment period following the hearing, for a total of 95 comments. They are summarized as follows:

<u>No. Opposed</u>	<u>No. In Support</u>	<u>Uncommitted/Conditional</u>
-7-	-87*-	-1-

*[NO SPECIFIED ALTERNATE: 51; ALTERNATE 3: 8; ALTERNATE 4: 5; ALTERNATE 5: 21; ALTERNATE 6: 2]

MAJOR CONCERNS:

Several of those commenting wanted to see the alignment either pushed further out of town or moved closer into town; Several residents in the Hood Street Community expressed opposition to the project; Many commentors wanted the project constructed as soon as possible; A few commentors wanted to reduce right of way to 150 feet.

OFFICIALS:

Officials attending included the following: **Roger London**, Chairman White County Board of Commissioners; **Donald Stanley**, Mayor, City of Cleveland; **David Abernathy**, Cleveland City Administrator; **Charles White**, Commissioner, White County Board of Commissioners; **Jack Nix**, Former State School Superintendent; **Ed Head**, City Commissioner - Cleveland.

DISTRIBUTION
March 2, 1998
Page 2

DISPOSITION OF COMMENTS:

The following office is requested to respond to the comment listed:

Planning: 61

This office will respond to comments as follows:

Environmental: 1-17, 19-35, 37-38, 40, 56-57, 63-64, 75-95

Location: 18, 36, 39, 41-55, 58-60, 62, 65, 66, & 74

Please send this office copies of your responses to these comments.

Attached is a complete transcript of the comments received during the comment period and a copy of the hearing handout. If you have any questions about the comments, please call Tom Queen at 699-4412.

DES/tcq
Attachments

DISTRIBUTION: Walker Scott, Jim Kennerly, David Meshberger, Marion Waters, Hugh Tyner, Toni Dunagan

Project file

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
INTERDEPARTMENTAL CORRESPONDENCE

FILE STP-002-7(23) White County **OFFICE** Environment/Location
P.I. No.:162390

DATE November 26, 1996

FROM *DES*
David E. Studstill, P.E., State Environmental/Location Engineer

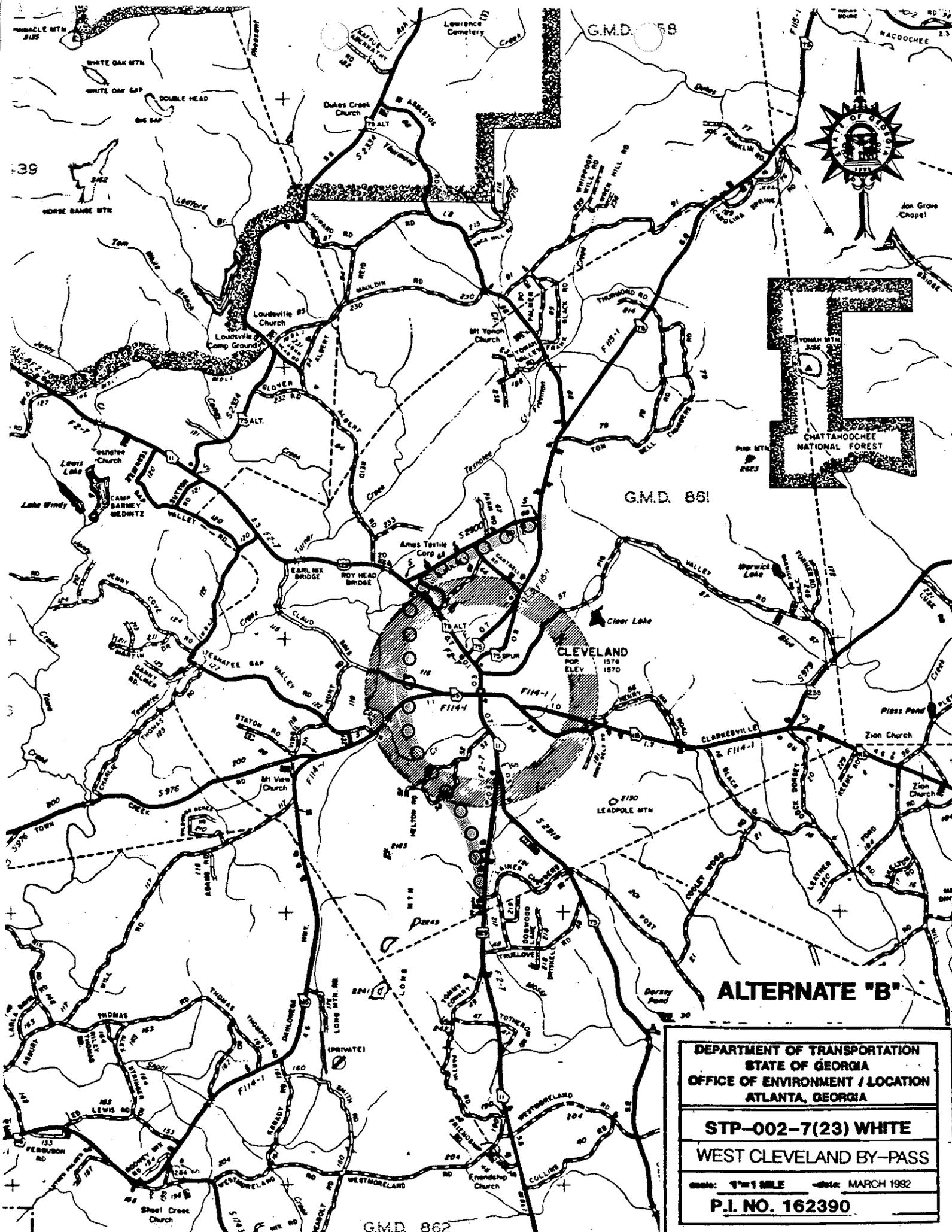
TO Herman Griffin, State Transportation Programming Administrator

SUBJECT November 18, 1996 Meeting Between Commissioner Shackelford, Cleveland Mayor Don Stanley, and David Studstill Concerning Cleveland Bypass

At present, this project is programmed as a four mile, new location, rural 4-lane with 44' median west bypass of Cleveland extending from S.R.115 north to S.R.11 at Hulsey Road. The Office of Location has performed preliminary concept studies of west bypass alternatives of Cleveland, which were discussed at this meeting. The Commissioner and Mayor Stanley agreed that a preferable route would bypass Cleveland on the west side. This alignment would begin at U.S.129/S.R.11 south of the city limits at C.R.191. It would extend northwest on new location, cross S.R.115, then head north to cross U.S.129/S.R.11 at the west end of Hulsey Road and go east along Hulsey Road to end at the intersection of S.R.75. and Hulsey Road.

The preliminary estimated costs for this alternative are \$ 9,300,000 for construction and \$ 6,600,000 for Right-of-way. Attached is a strip map showing the location of this route. Please extend the presently programmed project to reflect these changes.

Attachment
DES/GFW/gw
cc: Frank Danchetz, Walker Scott



ALTERNATE "B"

DEPARTMENT OF TRANSPORTATION
 STATE OF GEORGIA
 OFFICE OF ENVIRONMENT / LOCATION
 ATLANTA, GEORGIA

STP-002-7(23) WHITE
WEST CLEVELAND BY-PASS

Scale: 1"=1 MILE Date: MARCH 1992

P.I. NO. 162390

G.M.D. 862

REQUEST
FOR
PRE-PROGRAMMING AUTHORIZATION

AUTHORIZATION IS REQUESTED TO PROCEED WITH DEVELOPMENT OF A PROJECT
CONCEPT ON THE FOLLOWING PROJECT:

PROJECT DATA

COUNTY	PROJECT No. P.I. No.	TYPE WORK:	DESCRIPTION
White	STP-002-7(23) SP 162390	New Construction (2-Lanes)	Cleveland West Bypass: From S.R. 115 West of Cleveland to S.R. 11 at Hulsey Road. Length = 1.80 Miles
Fund 1 = 33E			
Fund 2 = 33D			

PRELIMINARY COST ESTIMATE (\$1,000's)	PROPOSED FISCAL YEAR	ROW TO BE PROVIDED BY	CONG. DIST.	FIELD DIST.
P.E. \$90	1993			
ROW CONST. \$3,000	2001	Locals	9	1

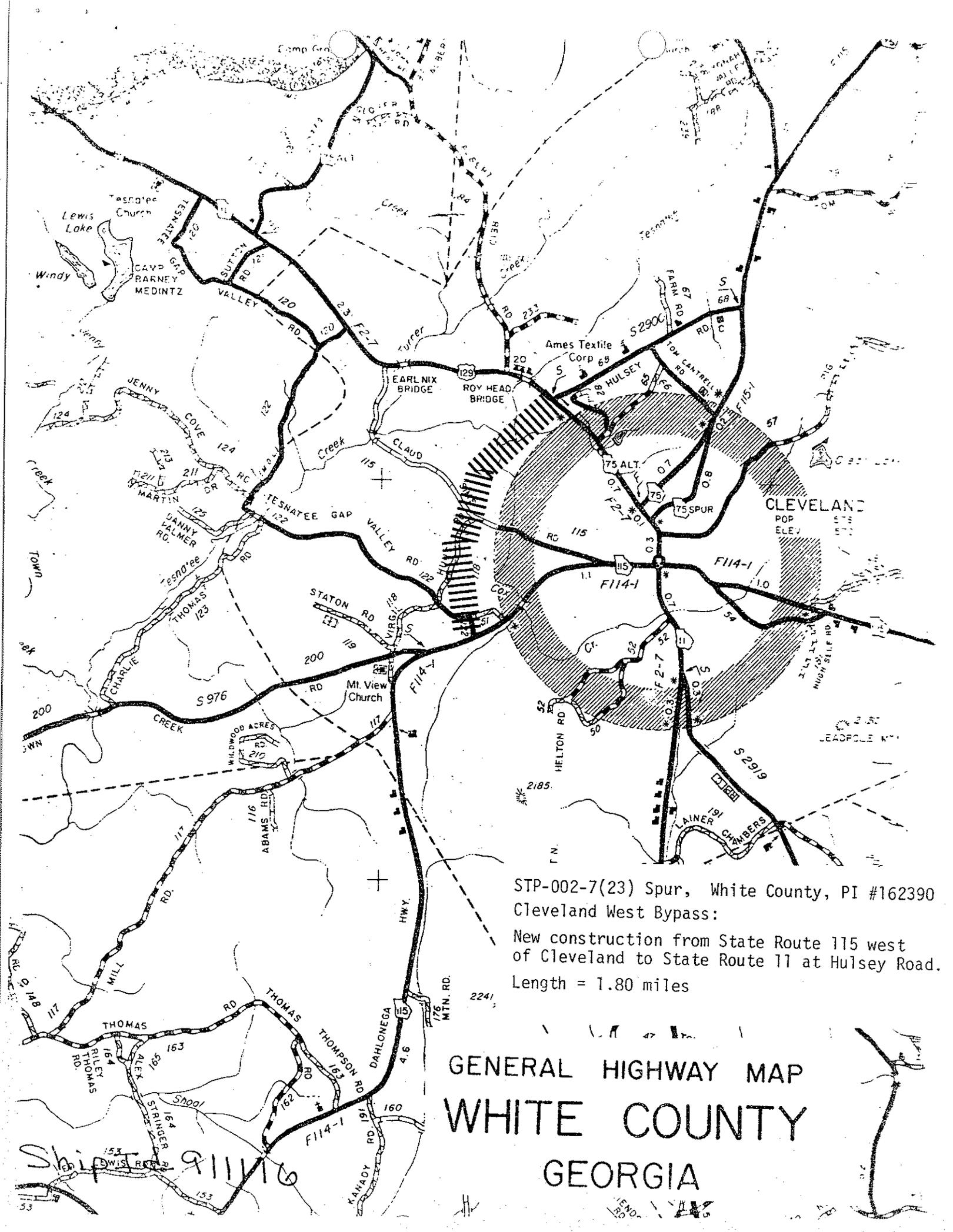
NEEDS RATING:
SUFFICIENCY RATING:

COMMENTS:

Recommended by the S.H.I.P. Committee on March 4, 1992.

RECOMMENDED Frank L. Emch
DIRECTOR, DIVISION OF PLANNING AND PROGRAMMING

APPROVED Wayne Hackel
COMMISSIONER



STP-002-7(23) Spur, White County, PI #162390
 Cleveland West Bypass:
 New construction from State Route 115 west
 of Cleveland to State Route 11 at Hulsey Road.
 Length = 1.80 miles

GENERAL HIGHWAY MAP
 WHITE COUNTY
 GEORGIA

27-Feb-1992

PROPOSED S.H.I.P. PROJECTS

Page 20

COUNTY: WHITE

SHIP I.D.#: 911116

CONG. DIST.: 9

FIELD DIST.: 1

CITY: CLEVELAND

STATE ROUTE: 115SP

U.S. ROUTE:

EDS ROUTE DESIGNATION: / NOT IDENTIFIED

F.A. SYS: NEW LOC/SHP

P.I. NO: 162390

PROJ. NAME & TERM.: CLEVELAND W BYP FM SR 115 W/CLEVELAND TO SR 11 @ HULSEY RD

WORK CODE: 01

TYPE WORK: NEW CONSTRUCTION

LENGTH: 1.80 MILES

PROJECT SOURCE: DIST 1

LANES EXISTING: 0

LANES PROPOSED: 2

PRESENT TRAFFIC: 3500 (1991)

FUTURE TRAFFIC: 7800 (2011)

R-O-W ESTIMATE: \$.00

CONSTRUCTION ESTIMATE: \$2,000,000.00

BRIDGE I.D. #: - -

NEEDS RATING:

HAZARDOUS WASTE SITE INVOLVED: []

NEAREST AIRPORT: 0.00 MI.

ACTION BY S.H.I.P. COMMITTEE:

Pay program

Frank L. Danchez
FRANK DANCHEZ, CHAIRMAN

DATE: *3/4/92*

27-Feb-1992

Page 22

911116

DISTRICT: AFTER THIS PROJECT WAS REQUESTED, THE CONCEPT MEETING WAS HELD ON THE CLEVELAND BYPASS WHICH SKIRTS THE EAST SIDE OF TOWN. THE COUNTY AND CITY OF CLEVELAND HAS REQUESTED THE BYPASS BE BUILT ON THE WEST SIDE OF CLEVELAND. THE DISTRICT RECOMMENDS WE HOLD THIS PROJECT AS A POSSIBLE TRADE OFF AT SOME LATER DATE.

ENV/LOC: NO BRIDGE. NO HAZARDOUS WASTE. 4 HISTORIC SURVEY SITES.

MAINTENANCE (2/92) - RELOCATION - NO COMMENTS AT THIS TIME

PLANNING: (2/92) ORIGINAL PROJECT INVOLVED MANY RESIDENTIAL RELOCATIONS AND BISECTED A SCHOOL PROPERTY. THIS NEW ALIGNMENT WOULD CAUSE ONLY ONE RELOCATION WITH NO IMPACT ON THE SCHOOL. THE BYPASS WOULD DIVERT APPROX 40% OF THE TRAFFIC ON THE WEST SIDE FROM THE DOWNTOWN AREA. THIS PROJECT WOULD EASE

CONGESTION ON SR 11 IN AND JUST NORTH OF THE SQUARE IN DOWNTOWN CLEVELAND. PLANNING RECOMMENDS THIS PROJECT. BYPASS IS EXPECTED TO CARRY 3500 VPD IN THE YEAR 2011.

T&S: RECOMMEND PROJECT SHOULD CONSIDER LEAVING SR 115 AT SHARP CURVE NEAR MT. VIEW CHURCH TO MAKE SR 115 A CONTINUOUS ROAD AND NOT HAVE TO MAKE LEFT TURNS. ALSO HULSEY ROAD AND IT'S INTERSECTION WITH SR 75 NEEDS TO BE IMPROVED.

PROJECT DESCRIPTION

91116

CONGRESSIONAL DISTRICT: 9

DOT DISTRICT: 1

PRIORITY: COUNTY: WHITE

CITY:

PROJECT NAME: CLEVELAND WEST BYPASS

FED-AID:

PROJECT TERMINI: FROM: SR 115 WEST OF CLEVELAND
TO: SR. 11 AT HULSEY ROAD

PROJECT DESCRIPTION:

Type Work: NEW LOCATION

Length: 1.8 MILES

Lanes: Existing: Proposed: 2

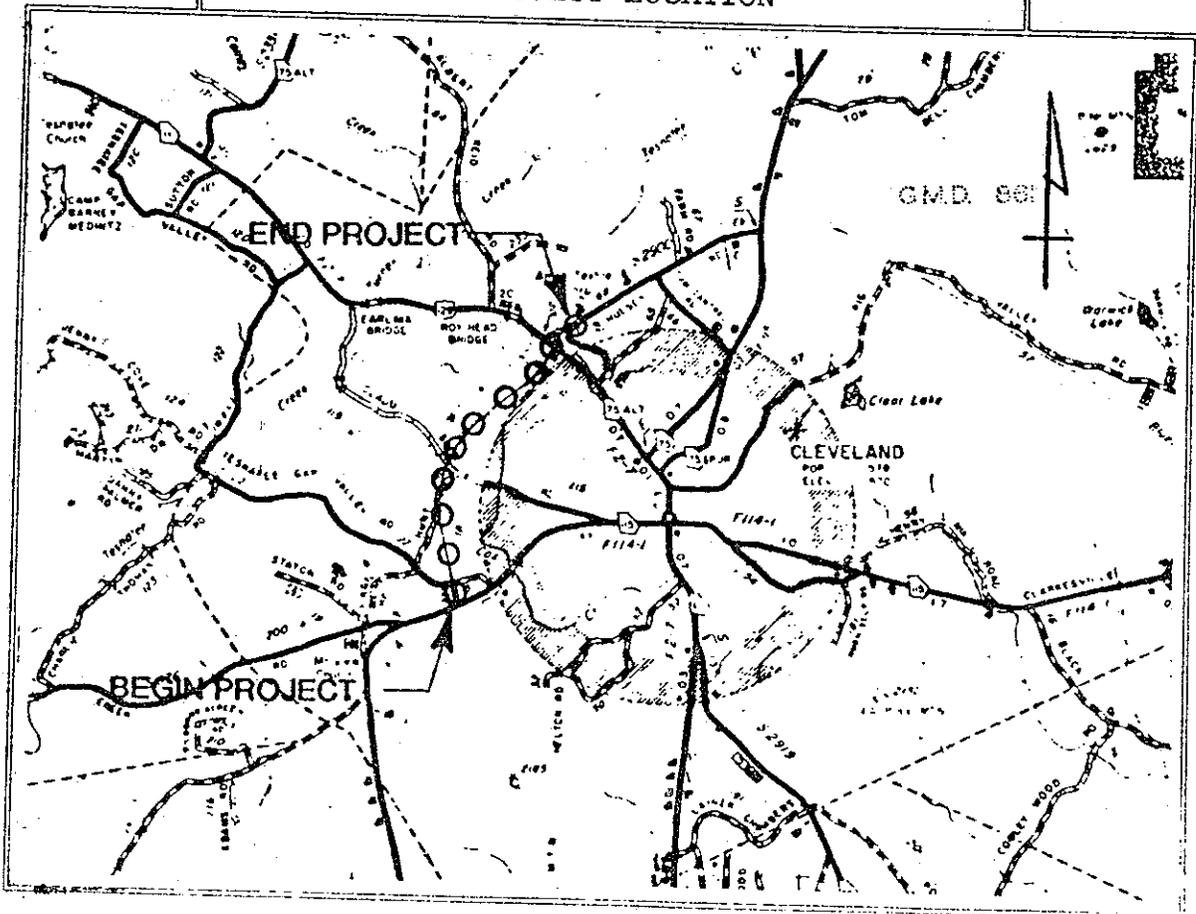
TRAFFIC: Present: 1900 (1991) (BYP) Future: 3500 (2011)
4700 (1991) SR 115 EXISTING 7800 (2011)

ESTIMATED CONSTRUCTION COST: \$2,000,000

STATUS: YEAR NEEDED: 1998

COMMENTS: SEE ATTACHMENT

PROJECT LOCATION



Cleveland West Bypass

The concept for a west bypass of Cleveland originated in the Gainesville District Office and was sent to SHIP. However, the location that was picked involved the taking of a number of residences, and also bisected school property. This is shown on the attached map, A. After SHIP's review, the location was not approved.

The Statewide Planning Bureau was asked to make a short study of the project for a suitable location in conjunction with the Office of Environment/Location.

The Planning Bureau and Environment/Location worked together to find a suitable alignment further west of the alignment proposed by the District. A line was located that involved the taking of one trailer and had no other conflict with homes, businesses or schools. An aerial photo (map B) showing the proposed location is attached. It is estimated that this project would cost \$2,000,000 to construct.

It is estimated that a maximum of 40% of the traffic just west of Cleveland would use the proposed bypass. The 1991 volume just west of Cleveland was approximately 4700 vehicles per day, therefore approximately 1900 vehicles per day would use the proposed bypass in 1991 if it were in place today. The estimated volume in the year 2011 would be 3500 vehicles per day. With this volume of traffic it was determined that a two-lane facility would be adequate.

The proposed bypass would divert traffic from the area of the square in Cleveland as well as the congested area of SR 11 north of the square. This proposed west bypass along with the pre-programmed east bypass of Cleveland, FR-115-1(8), will reduce the future traffic on SR 11 north of the square to approximately 12,000 vehicles per day. This volume of traffic would not require any improvements to this section of SR 11 for at least the next 20 years.

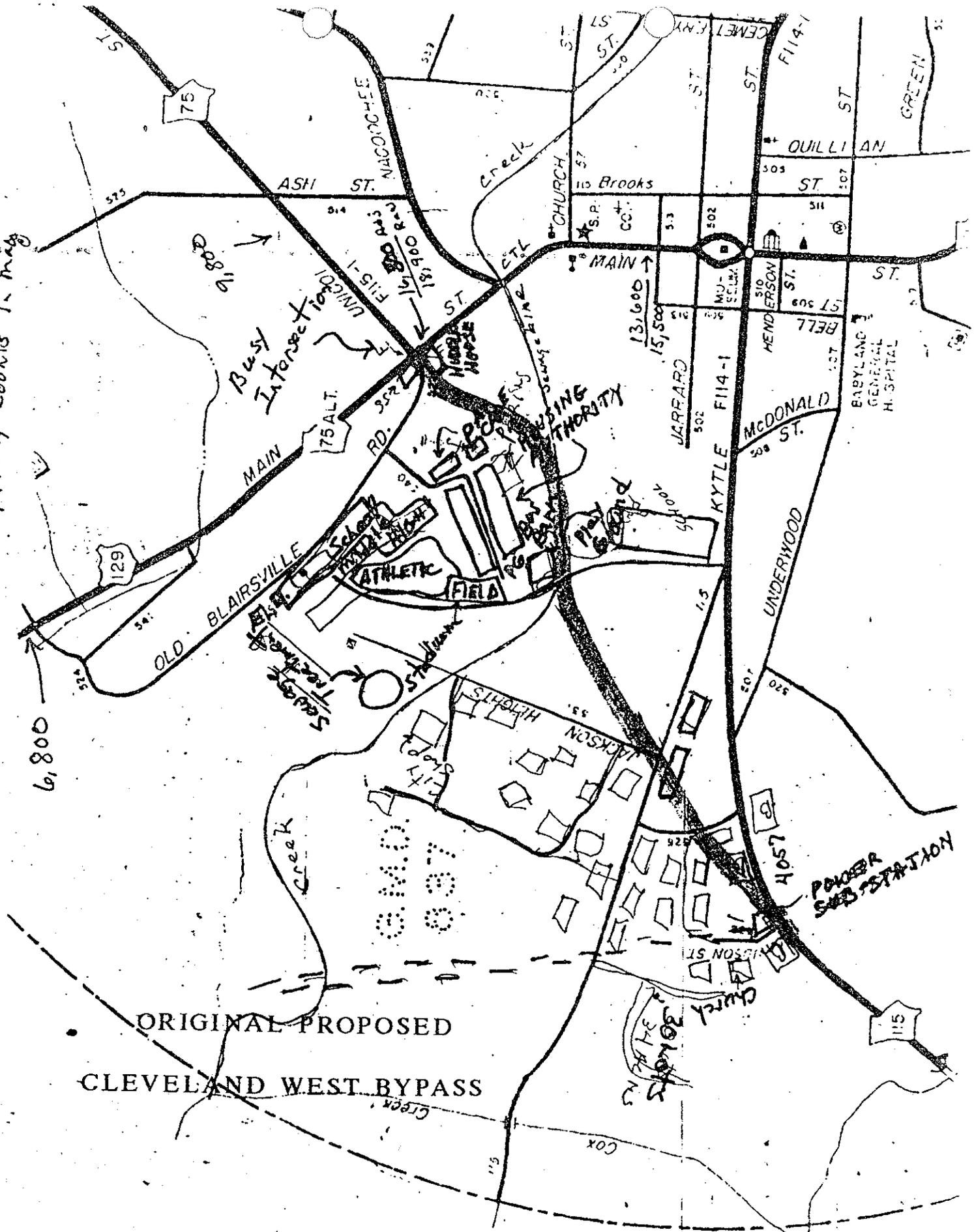
It is our recommendation that this project be constructed by the year 1998.

Friday counts in May

6,800

Busy Intersection

ORIGINAL PROPOSED
CLEVELAND WEST BYPASS



MAP A

PROPOSED S.H.I.P. PROJECTS

9/11/14

COUNTY: WHITE

SHIP I.D.#:

CONG. DIST.: 9

FIELD DIST.: 1

CITY: CLEVELAND

STATE ROUTE: 115

U.S. ROUTE: N/A

EDS ROUTE DESIGNATION:

F.A. SYS: F 114-1

P.I. NO:

PROJ. NAME & TERM.:

SR 115 Spur - Begins at Cox Creek and extends to SR 75

WORK CODE:

TYPE WORK: New Location

LENGTH: 1.0 MILES

PROJECT SOURCE: District

LANES EXISTING: N/A

LANES PROPOSED: 4-Lanes

PRESENT TRAFFIC: 6745

FUTURE TRAFFIC: () 10,117

R-O-W ESTIMATE: \$400,000.00

CONSTRUCTION ESTIMATE: \$1,000,000.00

BRIDGE I.D. #: - - -

NEEDS RATING:

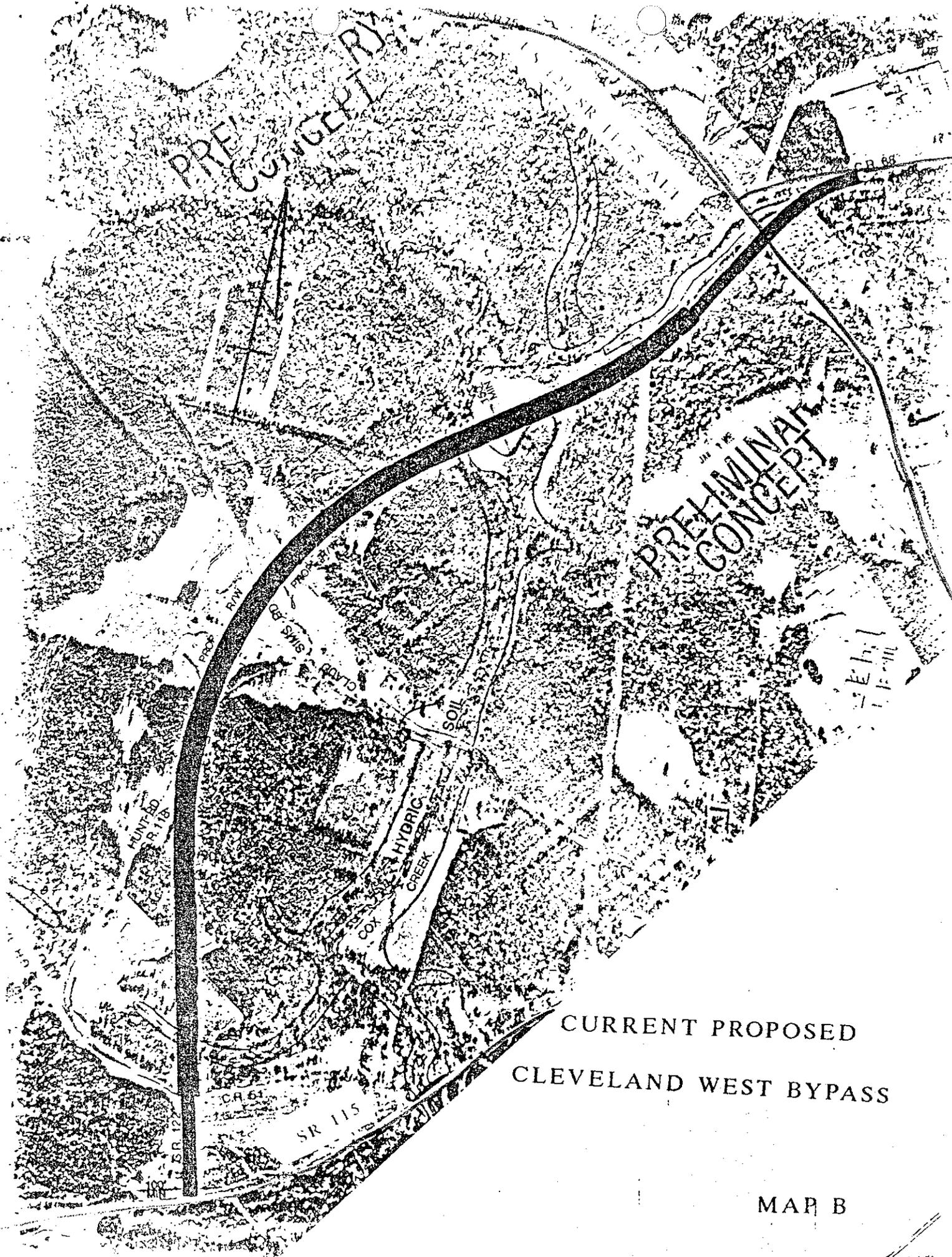
HAZARDOUS WASTE SITE INVOLVED: []

NEAREST AIRPORT:

ACTION BY S.H.I.P. COMMITTEE:

DEWEY JONES, CHAIRMAN

DATE:



PRELIMINARY
CONCEPT

CURRENT PROPOSED
CLEVELAND WEST BYPASS

MAP B

SHIP I.D.#: 911116

COUNTY: WHITE

CONG. DIST.: 9

FIELD DIST.: 1

CITY: CLEVELAND

STATE ROUTE: 115SP

U.S. ROUTE:

EDS ROUTE DESIGNATION: / NOT IDENTIFIED

F.A. SYS: F-114-1/SHP
P.I. NO:

PROJ. NAME & TERM.: SR 115 SPUR FM COX CREEK TO SR 75

WORK CODE: 03

TYPE WORK: RELOCATION

LENGTH: 1.00 MILES

PROJECT SOURCE: DIST 1

LANES EXISTING: 0

LANES PROPOSED: 4

PRESENT TRAFFIC: 6745()

FUTURE TRAFFIC: 10117()

R-O-W ESTIMATE: \$400,000.00

CONSTRUCTION ESTIMATE: \$1,000,000.00

BRIDGE I.D. #: - -

NEEDS RATING:

HAZARDOUS WASTE SITE INVOLVED: []

NEAREST AIRPORT: 0.00 MI.

ACTION BY S.H.I.P. COMMITTEE:

*Look at planning bypass concept.
Develop cost estimate & input from district
Recycle for Jan.*

FRANK DANCHETZ, CHAIRMAN

DATE:

*H/91
Moved to 2/92 per
request Carl Spinks -
Study will not be
ready
CPK
12-17-91*

911116

PROGRAMMING: WHITE COUNTY - SR 115 SPUR/CLEVELAND FROM COX CREEK NE TO SR 75....1.0 MILES. THIS SPUR WOULD ALLOW DIRECT ACCESS TO SR 75 NORTH AND WOULD NEGATE HAVING TO TRAVEL TO SR 11 THEN NORTH TO SR 75.

DISTRICT: DISTRICT ONE RECCOMENDS THIS PROJECT. SINCE THIS PROJECT WAS FIRST RECCOMENDED THEY HAVE EXPANDED THE SCHOOLS AND BUILT A HUDDLE HOUSE BUT THE PROJECT IS STILL FEASIBLE AT THE COST WE LAST SUBMITTED. CONSTRUCTION OF THIS PROJECT WOULD PROVIDE A DIRECT ROUTE FOR THE TRAFFIC UTILIZING SR 400, SR115, AND

SR 75 TO HELEN, GA. THE EXISTING ROUTE THRU CLEVELAND WILL NEVER BE EXPANDED DUE TO HISTORICAL PROBLEMS AND THE PROXICIMITY OF BUSINESSES BEING LOCATED ON THE EDGE OF MINIMUM EXISTING R/W.

PLANNING: THE 1991 TRAFFIC COUNT FOR THIS SECTION OF S5 115 WAS 4057 VPD; HOWEVER, THE 1990 AND 1989 COUNTS WERE NEAR 6000 VPD. THE VOLUME SHOWN ON THE SHIP SHEET SHOULD BE USED. WE CONCUR IN THE IDEA OF A SR 115/SR 75 CONNECTOR BUT THE PROPOSED LOCATION GOES THROUGH SCHOOL AND HOUSING AUTHORITY PROPERTY.

PLANNING: (CONT) A POSSIBLE ALTERNATE WOULD BE TO CONNECT SR 115 TO SR 11 AT HULSEY ROAD.

T&S: RECOMMEND PROJECT

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE

OFFICE Gainesville, Georgia

DATE June 25, 1991

FROM Hugh L. Tyner, District Engineer *HLT*

TO Herman Griffin, State Transportation Programming Engineer

Attention: Frank Golder

SUBJECT Proposed SHIP Projects

Attached are 16 proposed projects which we request be added to the Identified Project List for future consideration by the SHIP Committee.

HLT:shg

attachments

*6-27-91
Peray
Phone SHIP projects HLT*



ADMIN	<i>HLT</i>
DEV	
MGT	
FILE	<i>✓ 6-27</i>