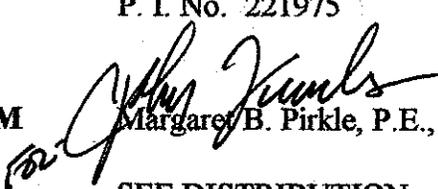


D.O.T. 66

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE STP-066-1(29) Spur, Dodge County **OFFICE** Preconstruction
P. I. No. 221975
DATE March 17, 2004

FROM  Margaret B. Pirkle, P.E., Assistant Director of Preconstruction

TO SEE DISTRIBUTION

SUBJECT PROJECT CONCEPT REPORT APPROVAL

Attached for your files is the approval for subject project. **Please disregard the report dated March 1, 2004.**

MBP/cj

Attachment

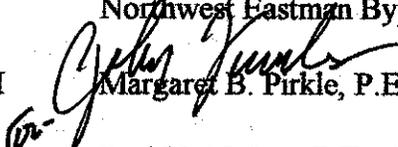
DISTRIBUTION:

David Mulling
Harvey Keeper
Jerry Hobbs
Percy Middlebrooks
Michael Henry
Phillip Allen
Joe Palladi (file copy)
Paul Liles
Brent Story
Mike Thomas
BOARD MEMBER

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE STP-066-1(29) Spur, Dodge County **OFFICE** Preconstruction
P.I. No. 221975
Northwest Eastman Bypass **DATE** February 18, 2004

FROM  Margaret B. Pirkle, P.E., Assistant Director of Preconstruction

TO  Paul V. Mullins, P.E., Chief Engineer

SUBJECT PROJECT CONCEPT REPORT

This project comprises the Northwest Eastman Bypass from US 341/SR 27 north on new location to US 23/SR 87 for a total of 2.50 miles. The proposed project will provide connectivity and accommodate existing and future travel demands between US 341/SR 27 and US 23/SR 87, thus alleviating the need for motorists to travel unnecessarily into and out of the city. The project will assist in providing improved access and connectivity of this area of the city.

The project will begin at US 341/SR 27, 0.4 mile east of CR 78/Orphan Cemetery Road, and extend northward onto new location for 0.9 mile. It will then proceed northeastward and intersect CR 138/Fire Tower Road, CR 348/Antioch Baptist Church Road, and end at US 23/SR 87, 0.2 mile south of CR 137/Old Dodge High Road. The proposed typical section is a four lane rural roadway with a 44' depressed grassed median on 250' minimum proposed right-of-way.

The base year traffic (2009) varies from 1900-2900 VPD and the design year traffic (2029) varies from 3550-5300 VPD. Access will be partially controlled with a speed design of 55 MPH. Traffic will be maintained on existing roads during construction.

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)	\$5,514,000	\$4,526,000	LR	LR
Right-of-Way	\$1,281,000	\$1,281,000		
Utilities*	\$ 45,000	\$ 45,000		

*Dodge County refused right-of-way and utilities 3-19-03.

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENTAL CORRESPONDENCE

FILE: STP-066-1(29) SPUR, Dodge
P.I. No.: 221975
NW Eastman Bypass

OFFICE: Engineering Services

DATE: January 26, 2004

FROM: David Mulling, Project Review Engineer *REW*

TO: Meg Pirkle, Assistant Director of Preconstruction

SUBJECT: CONCEPT REPORT

JAN 27 2004

We have reviewed the Concept Report submitted January 14, 2004 by the letter from Harvey D. Keepler dated January 9, 2004, and have no additional comments.

The costs for this project are:

Construction	\$4,556,000
Inflation	\$455,600
E&C	\$501,160
Reimbursable Utilities	\$44,500
Right of Way	\$1,280,600

REW

c: Harvey D. Keepler, Attn.: Ken Thompson

Paul V. Mullins

Page 2

STP-066-1(29) Spur, Dodge

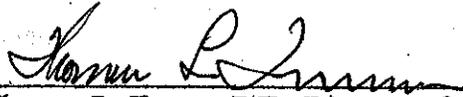
February 18, 2004

I recommend this project concept be approved.

MBP:JDQ/cj

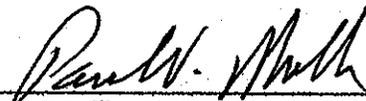
Attachment

CONCUR



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

APPROVE



Paul V. Mullins, P.E., Chief Engineer

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE: STP-066-1(29) Spur
Dodge County
P.I. No. 221975

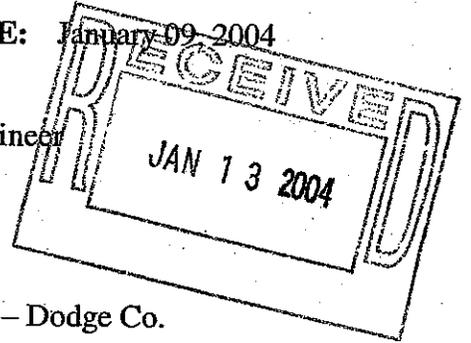
OFFICE: Environment/Location

DATE: January 09, 2004

FROM: *HDK/KET*
Harvey D. Keeper, State Environmental/Location Engineer

TO: Meg Pirkle, Assistant Director of Preconstruction

SUBJECT: **Project Concept Report –Northwest Eastman Bypass – Dodge Co.**



Attached is the original copy of the Concept Report for your further handling for approval in accordance with the Plan Development Process (PDP).

HDK/KET/aaj

Attachments

Distribution:

David Mulling, Project Review Engineer
Phillip Allen, Traffic Safety and Design Engineer
Joe Palladi, State Transportation Planning Administrator
Percy Middlebrooks, Financial Management Administrator
Gerald Ross, State Road and Airport Design Engineer
Mike Thomas, Tennille District Engineer

SCORING RESULTS AS PER MOG 2440-2

Project Number: STP-066-1(29) SPUR		County: Dodge		PI No.: 221975		
Report Date: January 8, 2004		Concept By: DOT Office: Environment/Location				
<input checked="" type="checkbox"/> Concept Stage		Consultant: N/A				
Project Type: Choose One From Each Column		<input checked="" type="checkbox"/> Major <input type="checkbox"/> Minor	<input type="checkbox"/> Urban <input checked="" type="checkbox"/> Rural	<input type="checkbox"/> ATMS <input type="checkbox"/> Bridge Replacement <input type="checkbox"/> Building <input type="checkbox"/> Interchange Reconstruction <input type="checkbox"/> Intersection Improvement <input type="checkbox"/> Interstate <input checked="" type="checkbox"/> New Location <input type="checkbox"/> Widening & Reconstruction <input type="checkbox"/> Miscellaneous		
FOCUS AREAS	SCORE	RESULTS				
Presentation	100					
Judgement	100					
Environmental	100					
Right of Way	100					
Utility	100					
Constructability	100					
Schedule	100					

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
Office of Environment/Location

PROJECT CONCEPT REPORT

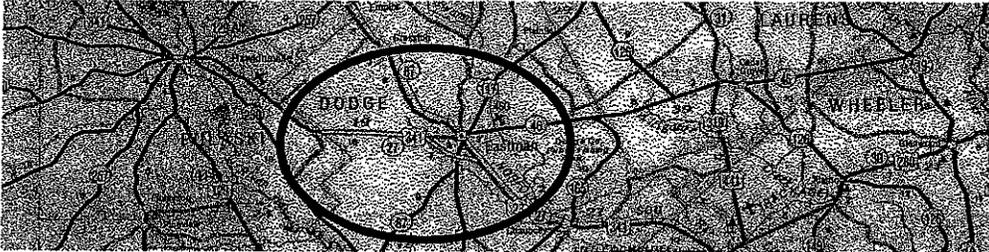
Project Number: STP-066-1(29) Spur

County: Dodge

P. I. Number: 221975

Federal Route Number: N/A

State Route Number: N/A



Recommendation for approval:

DATE

1/6/04

Kenneth E. Thompson

Project Manager

DATE

1.8.04

Anthony D. Jupton

State Environmental/Location Engineer

The concept as presented herein and submitted for approval is not included in the State Transportation Improvement Program (STIP) and Dodge County is not included in a Regional Transportation Improvement Program (RTP). This project is scheduled for Construction in 2008 in the Department's Construction Work Program.

DATE

State Transportation Planning Administrator

DATE

Financial Management Administrator

DATE

Project Review Engineer

DATE

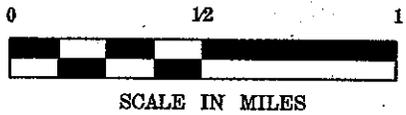
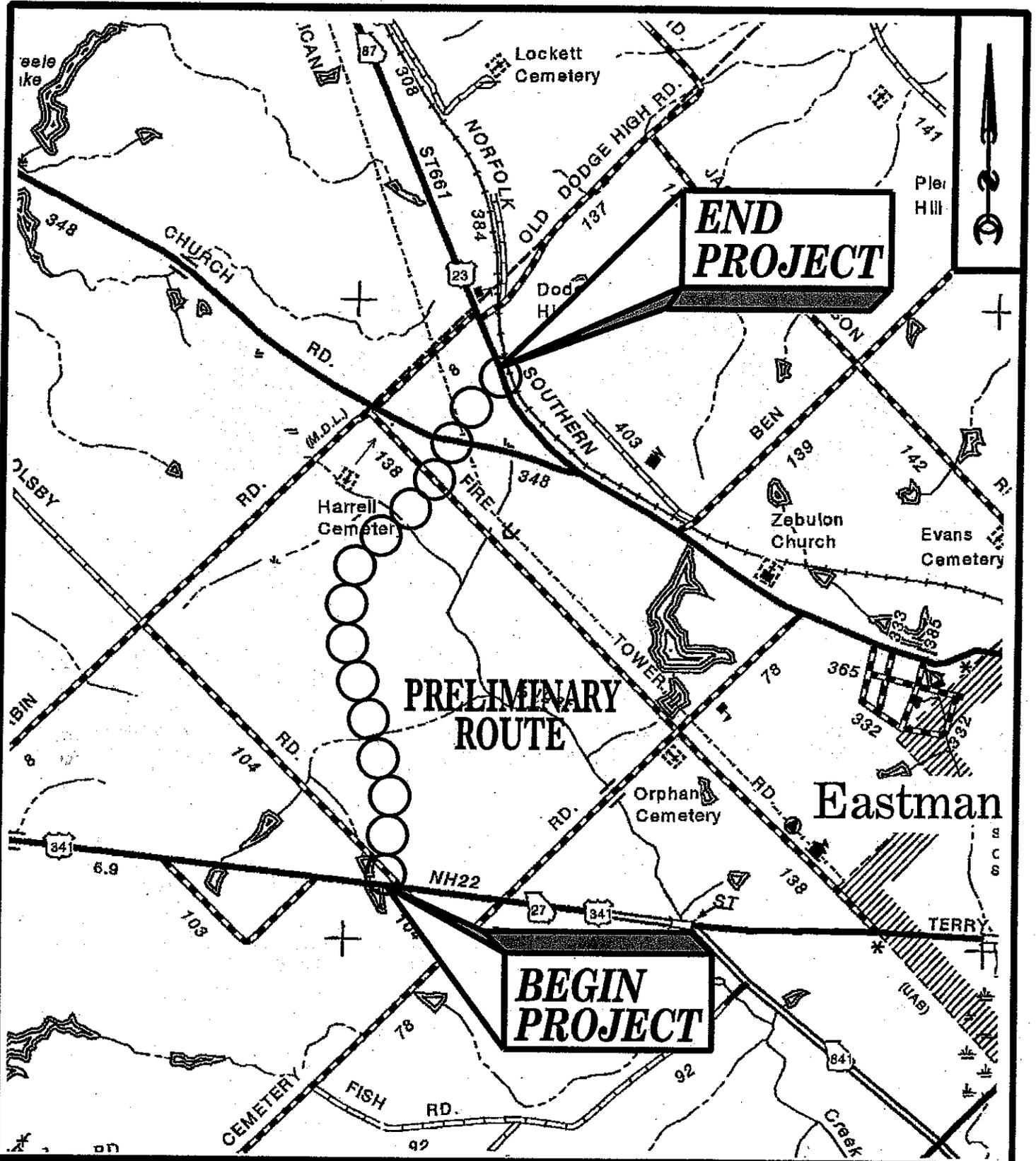
State Road & Airport Design Engineer

DATE

State Traffic Safety & Design Engineer

DATE

District Engineer - Tennille



STRIP MAP
 STP-066-1(29)
 NORTHWEST EASTMAN BYPASS
 DODGE COUNTY
 P.I.# 221975

SOURCE: GENERAL HIGHWAY MAP, DODGE CO., GEORGIA
 PREPARED BY THE GEORGIA DEPARTMENT OF TRANSPORTATION, 1986

Location Concept Report page: 3
Project Number: STP-066-1(29)
P.I. Number 221975
County: Dodge

Need and Purpose: US 23/SR 87 is a Surface Transportation Assistance Act (STAA) Truck Route and was upgraded in 1992 to allow single and twin trailer trucks. US 23/SR 87 serves as the main truck access between the cities of McRae and Cochran.

Projects MLP-87(43)(45) are proposed widening improvements of approximately 11 miles of US 23/SR 87 through Bleckley and Dodge Counties. Project STP-066-1(29) is a project to extend the Eastman Bypass approximately two miles and tie into the southern end of these proposed widening projects.

It is anticipated that the widening of US 23/SR 87 and the extension of the Eastman Bypass will help enhance the safety and operational characteristics of this route for trucks and passenger vehicles.

This project is needed to satisfactorily accommodate existing and future traffic demands on US 341/SR 27 to US 23/SR 87. The purpose of the proposed new location is to provide a facility that will adequately and safely serve current and future travel demand and provide interregional travel continuity for through traffic.

Description of the proposed concept: STP-066-1(29) in Dodge County is proposed as a new bypass around the northwest side of Eastman. Four lanes with a 44 foot depressed median on 250 feet of right-of-way would be constructed between US 341/SR 27 and US 23/SR 87. The proposed roadway would begin at US 341/SR 27, approximately 0.4 mile east of CR 78/Orphan Cemetery Road, and extend northward onto new location for approximately 0.9 mile. It would then turn northeastward and intersect CR 138/Fire Tower Road, CR 348/Antioch Baptist Church Road, and end at US 23/SR 87 approximately 0.2 mile south of CR 137/Old Dodge High Road. The speed design is 55 MPH and the total length of the project would be approximately 2.5 miles.

Is the project located in a Non-attainment area? _____ Yes X No

PDP Classification: Major/Construction on new location

Full Oversight (), Exempt (X); SF (), Other ()

Functional Classification: Rural Principal Arterial

U. S. Route Number(s): N/A

State Route Number(s): N/A

Traffic (AADT) as shown in the approved concept:

Current Traffic		Design Traffic	
Year: 2009	AADT: 1,900 – 2,900	Year: 2029	AADT: 3,550 – 5,300

Existing design features: N/A-Project is on New Location

Proposed design features: Mainline

- Proposed typical section: Four-twelve foot lanes with a 44-foot depressed grassed median
- Proposed design speed mainline: 55 mph
- Proposed maximum grade mainline: 3.0% Maximum grade allowable: 5.0%
- Proposed maximum grade driveway: N/A
- Proposed maximum degree of curve: 5°00' Maximum degree allowable: 6°00'
- Proposed Right of Way:
 - Width: 250 feet
 - Easements: Temporary (X), Permanent (), Utility (), Other ()
 - Type of access control: Full (), Partial (X), By Permit (), Other ()
 - Number of parcels: 5 Number of displacements:
 - Business: 0
 - Residences: 0
 - Mobile Homes: 0
 - Other: 0

Proposed design features: Side road/tie-in relocations.

- Proposed typical section: Two-lanes with open ditch drainage
- Proposed design speed side road: 45 mph.
- Proposed maximum grade side road: 3.0% Maximum grade allowable: 9.0%
- Proposed maximum grade driveway: Not known at this time
- Proposed maximum degree of curve: 7°00' Maximum degree allowable: 9°45'
- Proposed Right of Way:
 - Width: 100 feet
 - Easements: Temporary (X), Permanent (), Utility (), Other ()
 - Type of access control: Full (), Partial (), By Permit (X), Other ()
 - Number of parcels: 6 Number of displacements:
 - Business: 0
 - Residences: 0
 - Mobile Homes: 0
 - Other: 0

- Structures: No Major Structures Proposed
- Major intersections along the project: US 341/ SR 27 would have at-grade intersection; US 23/ SR 87 would have at-grade intersection
- Traffic control during construction: Traffic to be maintained on existing roads
- Hazard Index: N/A

- Design exceptions to controlling criteria anticipated:

	<u>UNDETERMINED</u>	<u>YES</u>	<u>NO</u>
Horizontal Alignment:	()	()	(X)
Roadway Width:	()	()	(X)
Shoulder Width:	()	()	(X)
Vertical Grades:	()	()	(X)
Cross Slopes:	()	()	(X)
Stopping Sight Distance:	()	()	(X)
Superelevation Rates:	()	()	(X)
Horizontal Clearance:	()	()	(X)
Speed Design:	()	()	(X)
Vertical Clearance:	()	()	(X)
Bridge Width:	()	()	(X)
Bridge Structural Capacity:	()	()	(X)

- Design Variances: None at this time
- Environmental concerns:
 - o USACOE 404 Permit required. Approximately 2.0 acres of Wetlands, 1.7 acres of Open Water, and 131 linear feet of Streams will be affected
 - o Two eligible historic resource identified. None impacted. Section 106 required; but no 4(f)
 - o No known eligible archaeology sites known at this time
 - o No parks within project limits
 - o No known cemeteries within project limits
 - o No stream channel changes proposed
 - o Underground Storage Tanks: Survey was requested on 10-31-2003
 - o Hazardous Waste Sites: Survey was requested on 10-31-2003
- Level of environmental analysis:
 - o Are time saving Procedures Appropriate? Yes (), No (X)
 - o Categorical Exclusion ()
 - o Environmental Assessment/Finding of No Significant Impact (FONSI) (X), or
 - o Environmental Impact Statement (EIS) ()
- Utility involvement: LGPA to be requested

Project responsibilities:

- o Design - GA Department of Transportation
- o Right of Way Acquisition – Currently proposed to be acquired by Dodge County
- o Relocation of Utilities – LGPA to be requested from Dodge County
- o Letting to contract - GA Department of Transportation
- o Supervision of construction - GA Department of Transportation
- o Providing material pits - GA Department of Transportation
- o Providing detours - GA Department of Transportation

Location Concept Report page: 6
Project Number: STP-066-1(29)
P.I. Number 221975
County: Dodge

Coordination:

- Initial Concept Meeting Date and brief summary: February 21, 2002. Minutes attached
- Concept Meeting Date and brief summary: February 25, 2003. Minutes attached
- P.A.R. meetings, dates and results: PAR package was submitted to resource agencies on June 6, 2003; field review not necessary.
- FEMA, USCG, and/or TVA: N/A
- Public Involvement: A Public Hearing will be held
- Local Government comments: Initial Concept team meeting & Concept team meeting minutes attached
- Other projects in the area: MLP-87(43)(45) Dodge/Bleckley Counties
- Other Coordination to date: None at this time

Scheduling – Responsible Parties' Estimate:

- Time to complete the environmental process: 12 Months.
- Time to complete preliminary construction plans: 9 Months
- Time to complete right of way plans: 3 Months
- Time to complete the section 404 permit: 12 Months
- Time to complete final construction plans: 9 Months
- Time to complete purchase of Right of Way: 18 Months

Other alternatives considered:

- Alternative A, which would utilize part of Fire Tower Road, was ruled out because of conflict with Orphan Cemetery and a historical site near the intersection of Fire Tower Road and Orphan Cemetery Road.
- Alternative B, which would parallel Orphan Cemetery Road to the south, was ruled out because it did not have local support due to the close proximity of the North Dodge County Elementary school.
- Alternative C was chosen to minimize environmental impacts.

Comments:

1. P.A.R. has been held for this project; field review not necessary.

Attachments:

1. Cost Summary
2. Construction Cost Estimate
3. Right of Way Cost Estimate
4. Utility Cost Estimate
5. Typical sections
6. Traffic Data
7. Minutes of Initial Concept Team Meeting
8. Minutes of Concept Team Meeting

**STP-066-1(29) Spur, Dodge County
Northwest Eastman Bypass**

COST ESTIMATE SUMMARY

A. RIGHT OF WAY	\$ 1,280,600
B. REIMBURSABLE UTILITIES	\$ 44,500

CONSTRUCTION COST SUMMARY

C. MAJOR STRUCTURES	\$
D. GRADING AND DRAINAGE	\$ 1,130,000
E. BASE AND PAVING	\$ 2,191,000
F. LUMP ITEMS	\$ 1,235,000
G. MISCELLANEOUS	\$
H. SPECIAL FEATURES	\$

SUBTOTAL CONSTRUCTION COST \$ 4,556,000

E. & C. (10%) \$ 456,000

INFLATION (2 YRS. @ 5% PER YEAR) \$ 514,000

TOTAL CONSTRUCTION COST \$ 5,526,000

GRAND TOTAL PROJECT COST

\$ 6,851,100

PRELIMINARY COST ESTIMATE

Office of Environment/Location

January 6, 2004

County(s)

PI Number Project Number

Project Name Project Length Miles

Project Description

Bypass around the North West side of Eastman from US 341/SR 27 northward to US 23/SR 87

Existing Roadway

Comments

Preliminary estimate for Road design on July 19, 2002

TRAFFIC:

Current Design Year Daily Volume (AADT)

Future Design Year Daily Volume (AADT)

Concept Estimate

Feasibility Estimate

Typical Section(s) Used in Estimate

Typical Section Length

Rural New Location: 4-Lanes with 44 ft Divided Median	<input type="text" value="2.4"/> Miles
<input type="text"/>	<input type="text"/> Miles
<input type="text"/>	<input type="text"/> Miles
<input type="text"/>	<input type="text"/> Miles
<input type="text"/>	<input type="text"/> Miles
<input type="text"/>	<input type="text"/> Miles

Prepared By

Typical Section

Rural New Location: 4-Lanes with 44 ft Divided Median

Typical Section Length Miles

Right-of-Way Width Feet

GRADING AND DRAINAGE

1. EARTHWORK

- a. Unclassified Excavation Soil
- b. Unclassified Excavation Rock
- c. Borrow Excavation

2. MINOR DRAINAGE

QUANTITY	UNIT COST	TOTAL
109,900 CY	2.50	275,000
5500 CY	10.00	55,000
150,065 CY	3.72	558,000
2.4 MI	101,000	242,000
GRADING AND DRAINAGE SUBTOTAL		\$1,130,000

BASE AND PAVING

- 1. GRADED AGGREGATE BASE**
- 2. ASPHALT PAVING**
 - a. Asph Conc 9.5 mm Superpave
 - b. Asph Conc 19 mm Superpave
 - c. Asph Conc 25 mm Superpave
 - d. Bituminous Tack Coat
- 3. CONCRETE PAVING**
 - a. Curb and Gutter
 - b. Miscellaneous
- 4. OTHER PAVING**

THICKNESS AND SPREAD RATE	QUANTITY	UNIT COST	TOTAL
10"	53,052 TN	13.05	692,000
1 1/4" (135 LB/SY)	6,178 TN	34.55	213,000
3" (330 LB/SY)	15,101 TN	34.54	522,000
4" (440 LB/SY)	16,108 TN	34.62	558,000
	8,391 GL	0.82	7,000
	0 LF	9.39	0
	0 MI	42,000	0
BASE AND PAVING SUBTOTAL			\$2,191,000

LUMP ITEMS

- 1. TRAFFIC CONTROL**
- 2. CLEARING AND GRUBBING**
- 3. LANDSCAPING**
- 4. EROSION CONTROL**
- 5. SIGNING/STRIPING**
- 6. OTHER**

QUANTITY	UNIT COST	TOTAL
2.4 MI	41,000	98,000
73 AC	6,000	436,000
2.4 MI	80,002	192,000
2.4 MI	97,000	233,000
2.4 MI	19,321	46,000
2.4 MI	96,000	230,000
LUMP ITEM SUBTOTAL		\$1,235,000

MISCELLANEOUS

- 1. GUARDRAIL**
 - a. GUARDRAIL ANCHORS
- 2. DETOURS**

QUANTITY	UNIT COST	TOTAL
	LF	10.11
	EA	435.59
	MI	300,000.00
MISCELLANEOUS SUBTOTAL		\$0

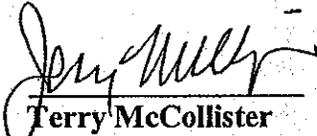
SPECIAL FEATURES

ESTIMATE SUMMARY

Typical Section	Section Cost (per mile)
1. Rural New Location: 4-Lanes with 44 ft Divided Median	\$1,898,000

PROJECT COST	
A. MAJOR STRUCTURES	<input type="text"/>
B. GRADING AND DRAINAGE	<input type="text" value="\$1,130,000"/>
C. BASE AND PAVING	<input type="text" value="\$2,191,000"/>
D. LUMP ITEMS	<input type="text" value="\$1,235,000"/>
E. MISCELLANEOUS	<input type="text"/>
F. SPECIAL FEATURES	<input type="text"/>
SUBTOTAL CONSTRUCTION COST	<input type="text" value="\$4,556,000"/>
E. & C. (10%)	<input type="text" value="\$456,000"/>
INFLATION 2 yrs @ 5 % per yr	<input type="text" value="\$513,730"/>
GRAND TOTAL CONSTRUCTION COST	\$5,526,000

Preliminary Right of Way Cost Estimate


Terry McCollister
Right of Way Administrator
By: Jerry Milligan

Date: April 15, 2003
Project: STP-066-1(29)Dodge Updated
Existing/Required R/W: Varies/Varies
Project Termini: Northwest Eastman Truck Bypass
Project Description: Widening of SR 87

P.L. Number: 221975
No. Parcels: 9

Land: R/W Residential / Ag : 76.0 acres @ \$ 4,524 / acre \$ 343,824

Improvements : sheds, barns, fencing, misc. site improvements 25,000

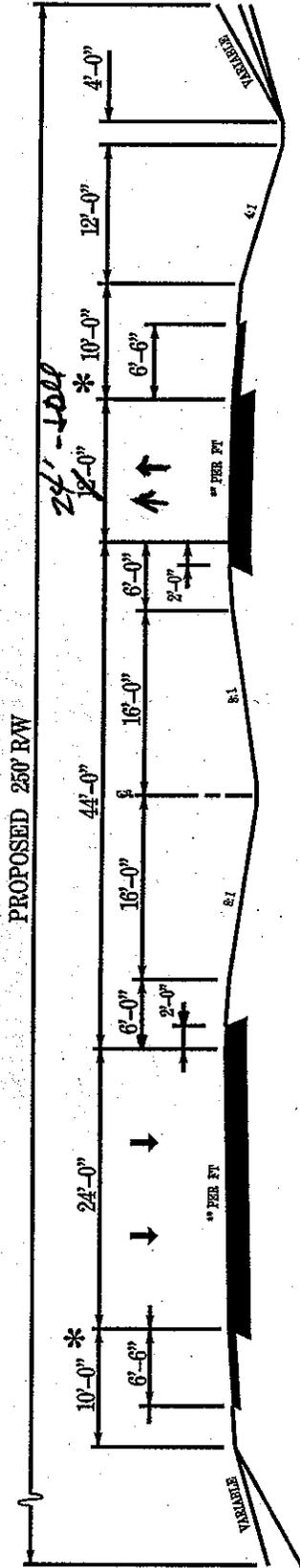
Relocation: none 0

Damage : Cost to Cure (0)
Proximity damages (0) 0

Net Cost \$ 368,824

Net Cost		\$ 368,824
Scheduling Contingency	55 %	202,853
Adm/Court Cost	60 %	343,006
Inflation Factor	40 %	<u>365,873</u>
		\$ 1,280,556

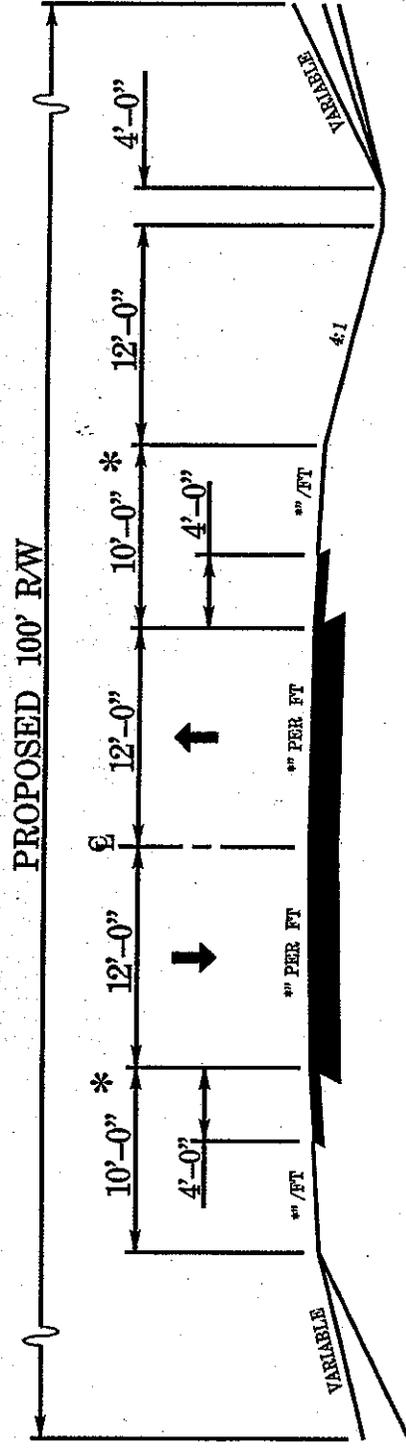
Total Cost \$ 1,280,600



* 15'-6" W/GUARDRAIL

MAINLINE TYPICAL SECTION
 NORTHWEST EASTMAN BYPASS
 STP-066-1(29) DODGE COUNTY

NOT TO SCALE

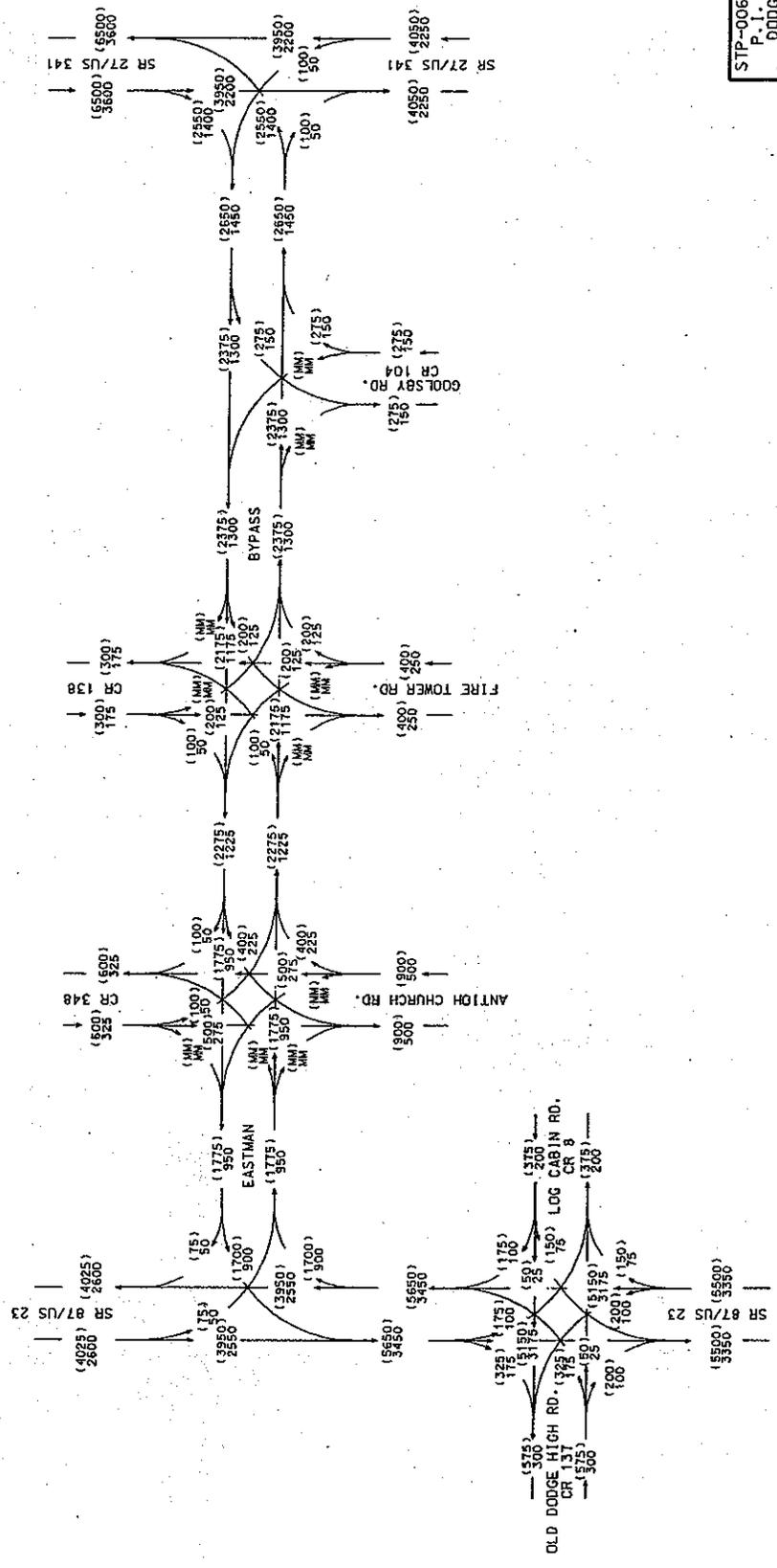


SIDEROADS TYPICAL SECTION
 NORTHWEST EASTMAN BYPASS
 STP-066-1(29) DODGE COUNTY

NOT TO SCALE



ALTERNATE C



STP-0066-1(29)SPUR
P.L. # 221975
DODGE COUNTY
EASTMAN BYPASS
2009 ADT = 000
2029 ADT = (000)
24 HR. T = 7%
S.U. = 3%
COMB. = 4%
RCL
12/02

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
INTERDEPARTMENTAL CORRESPONDENCE

FILE STP-066-1(29) Spur
Dodge County
P.I. No. 221975

OFFICE Environment/Location

DATE March 11, 2002

FROM  Tony Jones, Location Engineer II

TO Distribution Below

SUBJECT INITIAL CONCEPT TEAM MEETING MINUTES – Northwest Eastman Bypass

Date/Time: Thursday, February 21, 2002; 10:00 a.m.
Place: Conference Room of the Dublin Area Office
Attending: Kelly Bower, Dodge County Manager; Willard Fish, Dodge County Commissioner; James Wright, City of Eastman; David Griffith, Tennille District Preconstruction; Roger Price, Tennille District Traffic Operations; John McCarty, Tennille District Right of Way; Jason McCook, Road Design; Matthew Fowler and Holly Liles, Planning; Ken Thompson, Dalton Stevens, Tony Jones, and Michael Murdoch of Environment/Location.

Dalton Stevens opened the meeting by giving a brief description of the project as well as the format for the meeting. The purpose of this meeting was to validate the Need and Purpose of the project and to bring in key players early in the process for review and discussion. It will be used to identify constraints along the project that may affect how the concept geometry is developed. Tony Jones then described the project in detail.

The Office of Environment/Location has begun to study a bypass of the city of Eastman. The corridor was flown in December of 1999 and the photography was scanned and registered to State Plane Coordinates. The Department is recommending a four-lane roadway with a 44 foot divided median typical section along Alternates A & C and a four lane with a 14 foot flush median on Alternate B. Access would be by permit along the existing roadway and partially controlled on new location.

Alternate A would begin west of the City of Eastman on US 341/ SR 27, just east of Sugar Creek. It would proceed northward onto new location and cross CR 78/Orphan Cemetery Road approximately 650 feet west of CR 138/Fire Tower Road to avoid Orphan Cemetery. It would then veer back to the east and tie into CR 138/Fire Tower Road. CR 138/Fire Tower Road would be improved for utilization as part of the bypass. Widening would stay on the southwest side of the existing roadway to avoid areas that preliminary investigations have deemed as concerns. South of where CR 138/Fire Tower Road intersects CR 8/Log Cabin Road, the concept would be extended northward on new location. It would cross CR 348/Antioch Church Road and tie into US23/SR87, just north of CR 8/Log Cabin Road. This would be the end of Alternate A and the beginning of project MLP-87(45). The length of Alternate A would be 2.4 miles.

Alternate B would begin west of the City of Eastman on US 341/ SR 27 approximately ¼ mile west of Sugar Creek. It would proceed northward onto new location and tie into CR 78/Orphan Cemetery Road just west of CR 138/Fire Tower Road. CR 78/Orphan Cemetery Road would be improved for utilization as part of the bypass. Widening would switch sides of the existing roadway to avoid areas that preliminary investigations have deemed as concerns. Improvements would continue on CR 78/Orphan Cemetery Road up to US 341/SR27. This would be the end of Alternate B and the beginning of MLP-87(45). The length of Alternate B would be 1.4 miles.

Alternate C would begin west of the City of Eastman on US 341/ SR 27 at CR 104/Goolsby Road. It would proceed northward on new location crossing CR 138/Fire Tower Road and CR 34/Antioch Church Road just south of CR 8/Cabin Road. It would tie into US 23/SR 87 just north of CR 8/Log Cabin Road. This would be the end of Alternate C and the beginning of MLP-87(45). The length of Alternate C would be 2.1 miles.

After review of the project, the following comments were made:

Dodge County Officials

Comment: Asked if the take off point from US23/SR87 for both Alternate A & C would be at the same point?

Response: Yes.

Comment: Expressed concern with Alternate B. Concerned about traffic in front of Dodge Co. Elementary School.

Response: Location explained that an alternative behind the school has been looked at but was thought not to be practical at this time because this would result in two parallel facilities serving the same purpose. Also environmental issues come into the picture on new location behind the school.

Comment: Stated that Alternate A is preferred.

Comment: Asked if Alternate A is chosen, could some form of Alternate B be constructed as a separate project to improve CR 78/Orphan Cemetery Road in front of the school?

Response: Planning stated that if warranted another project could be added for improvements in front of the school. Perhaps a three lane or some type of intersection improvement project.

Comment: Asked what type of schedule is in place?

Response: District Preconstruction stated that this project is currently scheduled for construction in FY08.

EAB

Comment: Asked about the traffic movements?

Response: Location Explained the projected traffic movements.

Comment: Stated document would be an EA.

District Preconstruction

Comment: What would be the cost of this project?

Response: No costs are available at this time.

Comment: Stated that Senator Coleman is in favor of Alternate A.

District Traffic Operations

Comment: Questioned the ending point for MLP-87(45).

Response: Road Design said that it would depend on the alternate chosen.

Comment: Stated the locals were interested in improvements along US 23/SR 87 below Antioch Church Road. Asked if these improvements could continue?

Response: Road Design stated that US 23/SR 87 would be improved for a short distance south of whichever alternative is chosen to improve the intersection with the proposed bypass.

Comment: Could improvements to Orphan Cemetery Road in front of the School be a separate project for a later date, as well as possible US 23/SR 87 improvements?

Response: Yes.

Eastman Official

Comment: Asked what are the proposed typical sections between Eastman and Cochran?

Response: Road Design explained that typical sections would vary from a 4 lane with a 44' grassed median to a 4 lane with a 14' flush median.

District Right of Way

Comment: Asked if there would be a public hearing.

Response: Yes, when there is a draft environmental document signed by FHWA.

Location

Comment: Asked if there would be a problem with the tie in at US 341/SR 27 along Alternate A.

Response: Road Design stated that there should not be a problem as long as the vertical alignment is adjusted accordingly along the new location alignment of Alternate A.

Immediate Schedule -- Refinement will be made to the proposed alignments in accordance with comments from this meeting. Environmental surveys will then be initiated. We hope to go to a PAR meeting by late Spring, and hold a regular concept meeting this summer.

Layouts given to:

District
County Officials
Planning

HDK/AAJ

Distribution:

Tom Turner
Gerald Ross
Harvey Booker
Phillip Allen
Paul Liles
David Graham
Buddy Gratton
Georgene Geary
David Mulling
Marta Rosen
Mike Thomas
Jeff Baker

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENTAL CORRESPONDENCE

FILE STP-066-1(29)SPUR **OFFICE** Environment/Location
Dodge County
P.I. No. 221975 **DATE** February 25, 2003

FROM Dave Peters, Location Engineer III

TO Distribution Below

SUBJECT CONCEPT TEAM MEETING MINUTES – Eastman Bypass

Date/Time: Tuesday, February 25, 2003; 10:30 am

Place: Round Room of the Office of Environment/Location

Attending: Scott Morgan, Georgia Power; Gloria Borders, ROW Consultant; Mike Thomas, Tennille District; David Griffith, Tennille District; Roger Price, Tennille District; Jimmy Hobby, Tennille District Utilities; Debbie Pennington, Tennille District; Bill Moskal, Road Design; Jason McCook, Road Design; Andy Casey, Road Design; Sara Jordan, Road Design; Jerry Hobbs, Environment/Location; Ken Thompson, Environment/Location; John Hart, Environment/Location; Michael Murdoch, Environment/Location (NEPA/GEPA); Katie McCafferty, Environment/Location (Ecology); Dave Peters, Environment/Location (Location); Tony Jones, Environment/Location (Location); Kenneth Franks, Environment/Location (Location)

The meeting was opened by Ken Thompson who gave a brief description of the project. The project, as displayed, was then described by Tony Jones.

This project is 100% in Dodge County and would begin approximately 1.75 miles west of Eastman on US 341/SR 27 at CR 104/Goolsby Road. We are proposing a typical section that would have 2 lanes in each direction and a 44 ft grass median on 250 ft of R/W, with a 55 MPH speed design. From the beginning, it would extend onto new location in a northerly direction, missing a large historical site. The project would then turn northeastward and cross Fire Tower Road and Antioch Church Road before tying into US 23/SR 87 just south of Log Cabin Road. US 23/SR 87 would then be widened to just north of Old Dodge County High Road and the proposed southern terminus of project MLP – 87 (45) which would continue north. The projected traffic for the project would vary from 1,900 to 2,900 ADT in 2009 and from 3,500 to 5,300 ADT in 2029. Access Control would be partial limited on new location and by permit along existing roadways. We would affect 9 parcels including 2 displacements. Approximately 11 acres of hydric soils would also be impacted. Total project length would be approximately 2.5 miles. The current preferred alternative is Alternative C.

Other alternatives examined:

Alternative A: Alternative A would begin approximately 1600 feet west of the intersection of Fish Road and SR 27/US 341. Alternative A would then proceed northward, crossing Orphan Cemetery Road west of the Orphan Cemetery. Approximately 0.4 miles north of Orphan Cemetery Road, Alternative A would widen Fire Tower Road to the west for approximately 0.5 mile. Alternative A would then turn eastward, crossing Antioch Church Road and tying into SR27/US 23 at approximately Log Cabin Road. Alternative A was ruled out due to possible sight distance problems at the southern terminus and impacts to historic sites and a cemetery along Fire Tower Road.

Alternative B: Alternative B would begin approximately 1600 feet west of the intersection of Fish Road and SR 27/US 341, proceeding northward for approximately 0.25 mile before turning eastward. Alternative B then would pass behind the North Dodge County Elementary School, then turning northward to tie into SR 27/US 23 at approximately Orphan Cemetery Road. Alternative B was ruled out at the initial concept meeting due to possible sight distance problems at the southern terminus, it would be a parallel facility to and serve the same purpose as Orphan Cemetery Road, and it did not have the support of the local government. Widening along Orphan Cemetery Road was also ruled out at the initial concept meeting because local officials expressed opposition to widening, in front of North Dodge County Elementary School.

After review of the concept, the following comments were made:

Local Officials - Did not attend.

Design

Comment (McCook) - Why is the median break at Antioch Church Rd. and not Fire Tower Road? Fire Tower Rd. has a better intersection skew angle with US 23/SR 87 than Antioch Church Rd.

Response (Thompson) - The traffic is heavier along Antioch Church Rd. and Antioch Church Rd. currently crosses Log Cabin Road, while Fire Tower Road terminates at Log Cabin Road. The possibility of moving the median break to Fire Tower Road and realigning Antioch Church Rd. could be investigated.

Comment (McCook) - The design plans for US 23/SR 87 in the vicinity of Old Dodge County High Rd. are for a 14-foot flush median section, tapering to a three-lane towards Eastman, and tapering out to a 44-ft depressed median approximately 0.6 mile north of Log Cabin Road. The 14-foot median section is being designed in order to reduce displacements along MLP - 87 (45). The northern terminus of the Eastman Bypass should be where the proposed bypass connects with US 23/SR 87 near Old Dodge County High Rd.

Response (Thompson) - Location will update the layouts based on the latest design, and will get updated R/W, utilities, & construction cost estimates. Question: Does design have the necessary variances for a 14 ft flush median with a 55 mph design along US 23/SR 87?

Comment (McCook) - Design does not currently have any design variances/exceptions, but will pursue necessary design exceptions/variances as required.

District Office

Comment (Pennington) - The project is currently scheduled for construction in 2008, with Local R/W acquisition. However, no LGPA has been filed. We are unsure how LGPA for R/W acquisition came about and what it will mean to the project. We also believe that the project will be moved to Long Range status.

Response (Hobbs) – There seems to be some question over whether we need to proceed. [After some discussion, it was determined that Location would update their layouts, and continue with work until further notice].

Comment (Thomas) – Why wasn't the proposed project's southern terminus centered on the existing median break on SR 27? Can we give a median break in the proposed project for Goolsby Road?

Response (Thompson) – The proposed project's southern terminus was located at its current position to minimize impacts to the adjacent residence. OEL will investigate the possibility of relocating Goolsby Road further north in order to provide a median break.

Environmental Analysis Bureau (EAB)

- Type of document: Environmental Assessment (EA)

Comment (Murdoch) – Impacts include 3.5 acres of wetlands. The project document is to be an EA, which will include information on the MLP projects [MLP-87(45 & 43)]. An individual 404 permit including all three projects will be required.

Comment (McCafferty) – The stream crossing at US 23/SR 87 near Old Dodge County High Road is not a longitudinal encroachment.

Federal Resource Agencies - Did not attend.

Regional Development Center (RDC) - Did not attend

Planning - Did not attend.

Right of Way

Comment (Borders) – Right of Way cost is estimated to be \$3.5 million, including 3 takes on SR 87 and two mobile homes. This estimate includes parcels and displacements along US 23/SR 87 that will not be affected by STP-066-1(29)SPUR once the northern terminus is revised to reflect the latest design on MLP-87(45).

Response (Hobbs) – OEL will provide updated layouts for an updated right of way cost estimate.

GDOT Utilities

Comment (Hobby - utilities) – The proposed alignment affects Ocmulgee EMC facilities paralleling SR 87 which are outside the existing ROW and will be eligible for reimbursement. Georgia Power also has a 46kv transmission line west of Fire Tower Rd. on private easement that is eligible for reimbursement. The total estimated utility relocation cost for this project is \$44,500.00. [Mr. Hobby also provided a handout detailing the utility impacts/costs].

Local Utilities

Comment (Morgan – Ga. Power) – The Ga. Power 46kv transmission lines will cost about \$50,000 if it is necessary to relocate them.

Railroads - N/A

Traffic Operations

Comment (Price – Dist. 2 Traffic Ops) – No comment.

Concept Team Meeting Minutes – page 4 of 4
STP-066-1(29)SPUR -Dodge County
Meeting Date: February 25, 2003

Engineering Services - Did not attend.

Materials and Research - Did not attend.

Maintenance – Did not attend.

Financial Management – Did not attend.

Engineering Management Group (EMG)

Comment (Hart) – Please notify Photogrammetry & Surveying when they need to proceed.

FHWA - Did not attend.

HDK/KET/drp

Distribution:

Tom Turner, Preconstruction
David Mulling, Engineering Services
Paul Mullins, Planning, Data, & Intermodal Development
Phillip Allen, Traffic Safety and Design
Jeff Baker, Utilities
Terry McCollister, Right of Way
Buddy Gratton, Maintenance
Georgene Geary/Attn: Tom Scruggs, Materials & Research
Paul Liles, Bridge Design
Percy Middlebrooks/Attn: Bob Rogers, Financial Management
Marta Rosen/Attn: Karen Quarles, Planning
Gerald Ross/Attn: Jason McCook, Road Design
Mike Thomas, District 2 Engineer
Carla Holmes, Traffic Operations
Gail D'Avino, Environment/Location - GEPA/NEPA
John Hart, Environment/Location - Engineering Management & Operations

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
Office of Environment/Location

PROJECT CONCEPT REPORT

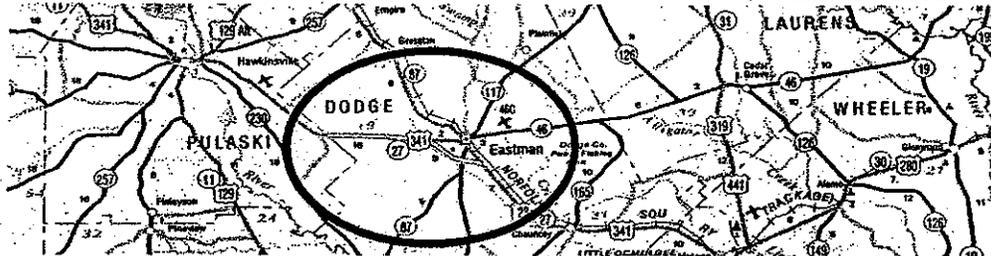
Project Number: STP-066-1(29) Spur

County: Dodge

P. I. Number: 221975

Federal Route Number: N/A

State Route Number: N/A



Recommendation for approval:

DATE

1/6/04

Kenneth E. Thomas

Project Manager

DATE

1.8.04

Walter D. Supt

State Environmental/Location Engineer

The concept as presented herein and submitted for approval is not included in the State Transportation Improvement Program (STIP) and Dodge County is not included in a Regional Transportation Improvement Program (RTP). This project is scheduled for Construction in 2008 in the Department's Construction Work Program.

DATE

1/14/04

Joseph P. McCall

State Transportation Planning Administrator

DATE

Financial Management Administrator

DATE

Project Review Engineer

DATE

State Road & Airport Design Engineer

DATE

State Traffic Safety & Design Engineer

DATE

District Engineer - Tennille

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
Office of Environment/Location

PROJECT CONCEPT REPORT

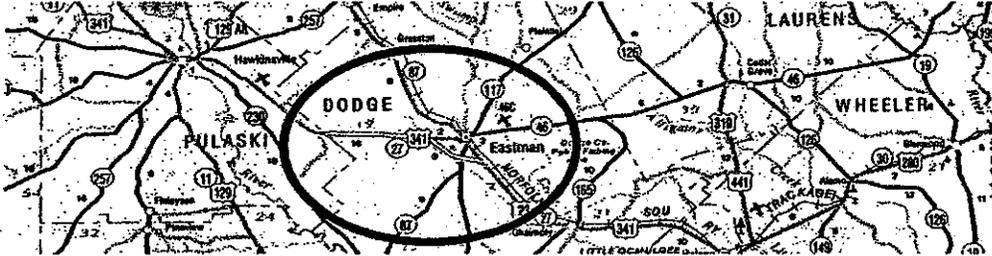
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County: Dodge

P. I. Number: 221975

Federal Route Number: N/A

State Route Number: N/A



Recommendation for approval:

DATE

1/6/04

Keneth E. Hooper
Project Manager

DATE

1.8.04

Anthony D. Taylor
State Environmental/Location Engineer

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DATE

State Transportation Planning Administrator

DATE

1-14-04

Randy Milliken
Financial Management Administrator

DATE

Project Review Engineer

DATE

State Road & Airport Design Engineer

DATE

State Traffic Safety & Design Engineer

DATE

District Engineer - Tennesse

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**
Office of Environment/Location

PROJECT CONCEPT REPORT

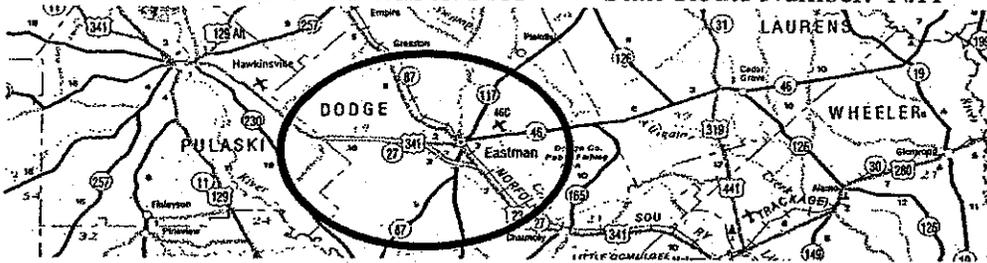
Project Number: STP-066-1(29) Spur

County: Dodge

P. I. Number: 221975

Federal Route Number: N/A

State Route Number: N/A



Recommendation for approval:

DATE 1/6/04

Keneth E. Thompson
Project Manager

DATE 1.8.04

Thomas D. [Signature]
State Environmental/Location Engineer

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DATE _____

State Transportation Planning Administrator

DATE _____

Financial Management Administrator

DATE 1/26/04

David J. Mulling
Project Review Engineer

DATE _____

State Road & Airport Design Engineer

DATE _____

State Traffic Safety & Design Engineer

DATE _____

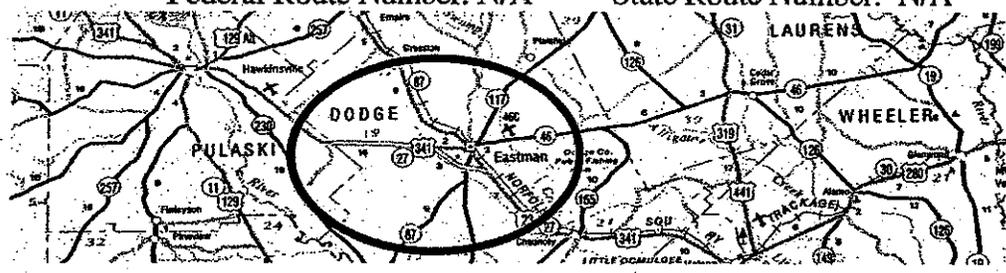
District Engineer - Tennille

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**
Office of Environment/Location

PROJECT CONCEPT REPORT

Project Number: STP-066-1(29) Spur
County: Dodge
P. I. Number: 221975

Federal Route Number: N/A State Route Number: N/A



Recommendation for approval:

DATE 1/6/04

Kenneth E. Thomas
Project Manager

DATE 1.8.04

Anthony D. Supt
State Environmental/Location Engineer

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DATE _____

State Transportation Planning Administrator

DATE _____

Financial Management Administrator

DATE _____

Project Review Engineer

DATE _____

State Road & Airport Design Engineer

DATE 2-5-05

Phillip M. All
State Traffic Safety & Design Engineer

DATE _____

District Engineer - Tennille

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**
Office of Environment/Location

PROJECT CONCEPT REPORT

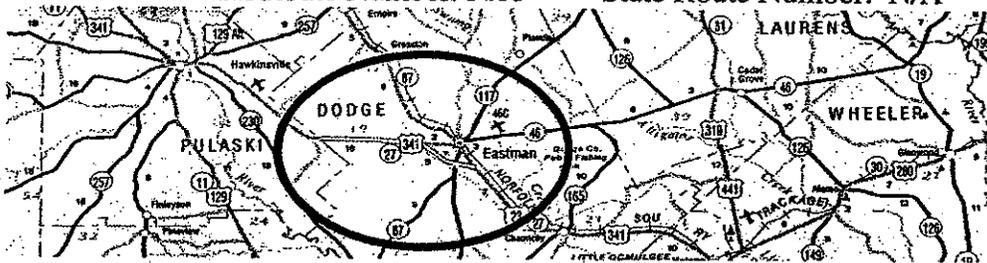
Project Number: STP-066-1(29) Spur

County: Dodge

P. I. Number: 221975

Federal Route Number: N/A

State Route Number: N/A



Recommendation for approval:

DATE

1/6/04

Kenneth E. Thomas
Project Manager

DATE

1.8.04

[Signature]
State Environmental/Location Engineer

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DATE

State Transportation Planning Administrator

DATE

Financial Management Administrator

DATE

Project Review Engineer

DATE

State Road & Airport Design Engineer

DATE

State Traffic Safety & Design Engineer

DATE

1/22/04

Michael L. Thomas
District Engineer - Tennille 206

