

ORIGINAL TO GENERAL FILES  
DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE EDS-565(12) Burke Counties OFFICE Preconstruction  
P.I. No. 222480

DATE May 8, 1995

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/se

Attachment

DISTRIBUTION:

John Lively  
Bob Mustin  
David Studstill  
Herman Griffin  
Toni Dunagan  
James Kennerly  
Darrell Elwell  
Marion Waters  
Paul Liles  
Charles Norris

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE EDS-565(12) Burke County  
P.I. No. 222480

OFFICE Preconstruction

FROM Hoyt Lively, Jr., P.E., Director of Preconstruction

DATE April 24, 1995

TO Wayne Shackelford, Commissioner

SUBJECT PROJECT CONCEPT REPORT

This project is the widening and reconstruction of US 25/SR 121 from CR 354/Wilson-Drake Road northward to the Waynesboro Bypass at SR 24 for a total of 14.2 km. The Waynesboro Bypass currently ties into US 25/SR 121 in a "T" intersection, but the existing US 25/SR 121 would be realigned as a continuous movement along the Savannah River Parkway Corridor. The existing roadway consists of 2-3.6 m lanes with 2.4 m rural shoulders on 30.5 m of existing right-of-way. This project is part of the Savannah River Parkway Corridor extending from Savannah to Augusta. The base year traffic (1997) varies from 6650 VPD to 8300 VPD and the design year traffic (2017) varies from 10,650 VPD to 13,000 VPD. The posted speed and the design speed is 90 km/h.

The proposed construction will provide 4-3.6 m lanes with a 13.4 m depressed grassed median for the entire project length. From just north of CR 354/Airport Road, the alignment would swing out to the west on new location then turn east crossing existing US 25/SR 121 and bridge over the Central of Georgia Railroad and tie into the Waynesboro Bypass. The new location section would minimize impacts to the community along existing US 25, better accommodate separation of the Central of Georgia Railroad, and provide for the continuous movement of the Savannah River Parkway Corridor. Two existing culverts along the project would be extended and two new parallel 61m x 11.6 m bridges would be constructed over the Central of Georgia Railroad. Access control will be regulated through driveway permits along the existing roadway and partial limited on the portion on new location. The existing roadway will remain open to traffic during construction. The northern terminus has been extended to SR 24.

Environmental concerns include requiring a COE 404 permit; 8 hectares of hydric soils impacted; an Environmental Assessment will be prepared; 6 displacements - 4 residences, 1 business, 1 mobile home; a public hearing will be held; time saving procedures are not appropriate.

Wayne Shackelford

Page 2

April 24, 1995

EDS-565(12) Burke County

The estimated costs for this project are:

	<u>PROPOSED</u>	<u>APPROVED</u>	<u>PROG.DATE</u>
Constr(infl&E/C)	\$13,541,000	\$7,985,000	1998
Right-of-way	\$2,526,000	\$1,500,000	98-12
Utilities*	\$201,000	---	

\*LGPA sent 7-21-93 requesting Burke County do utilities.

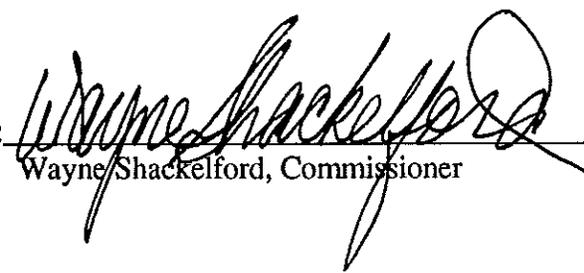
This project is part of the Governor's Road Improvement Program (GRIP). I recommend this project concept be approved.

HJL/JDQ/se

CONCUR:

  
\_\_\_\_\_  
Frank Danchetz, P.E., Chief Engineer

APPROVED:

  
\_\_\_\_\_  
Wayne Shackelford, Commissioner

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

RECEIVED  
APR 20 1995  
PRECONSTRUCTION

INTERDEPARTMENT CORRESPONDENCE

FILE EDS-565(12) BURKE OFFICE Atlanta, Georgia  
P.I. NO. 222480 DATE APRIL 19, 1995

FROM Bob Mustin, P.E., Project Review Engineer ΔrWA

TO C. Wayne Hutto, Assistant Director of Preconstruction

SUBJECT PROJECT CONCEPT REPORT

The concept report submitted April 19, 1995 has been reviewed and is considered satisfactory.

The estimated costs for the project are as follows:

Construction	\$	11,191,000
Inflation	\$	1,119,000
E & C	\$	1,231,000
Right of Way	\$	2,526,000
Reimbursable Utilities	\$	201,000 (LGPA)

DTM

c: David Studstill

Route  
12/15/94  
JK

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

**Interdepartmental Correspondence**

**FILE** EDS-565(11)&(12) **OFFICE** Environment/Location  
P.I. No.: 222550 & 222480 **DATE** December 9, 1994

**FROM** Jim Fuerst, Transportation Engineer II  
**TO** Distribution Below  
**SUBJECT** Concept Team Meeting - U.S. 25 Improvements

**Date/Time:** Thursday, December 8, 1994 11:00 A.M.  
**Place:** Conference Room of the Office of Environment/Location  
**Attending:** State Senator Jack Hill, State Representative John Godbee, Robert Fields Jr., Mayor of Millen; Charles F. Bragg, Chairman of Jenkins County Commission; Larry Frye, Jenkins Co. Chamber of Commerce; David Studstill, P. E., State Environment/Location Engineer, Bascombe Hughes, Jerry Hobbs, Ken Thompson, Jim Fuerst, John Hendon of the DOT Environment/Location office; Phillip Scarborough, DOT Tennille; Harold Cox and Dan Everitt of Georgia Power.

The meeting was opened by Ken Thompson who welcomed everyone and asked that everyone introduce themselves. The projects were then described in detail by Jim Fuerst.

Project EDS-565(11) Jenkins/Burke Counties is the improvement of US 25/SR 121 to a 4-lane 13.6M (44') divided highway from the Millen Bypass northward to CR 354/Wilson-Drake Rd for a distance of 14.8 KM (9.2 miles). The proposed speed design for this project is 90 KPH (55 MPH). The proposed R/W varies from 57M to 73.5M (184' to 240'). The projected traffic is (1997) 7200 ADT and (2017) 11500 ADT. Access would be by permit. The project would have approximately 5 HA (12 acres) of hydric soil impacts and the following displacements: 5 residential, 2 mobile homes, 2 commercial, and 2 misc. bldgs. From the beginning of the project the widening would be on the east side of existing US 25/SR 121 to just south of CR 115 where it would switch to the west side. The widening would continue on the west side to just south of the county line where it would switch back to the east side and continues to CR 354/Wilson-Drake Rd. where the project ends.

Project EDS-565(12) Burke County is the improvement of US 25/SR 121 to a 4-lane 13.6M (44') divided highway from CR 354/Wilson-Drake Rd. northward to the Waynesboro Bypass for a distance of 14.2 KM (8.8 miles). The proposed speed design for this project is 90 KPH (55 MPH). The proposed R/W varies from 57M to 76.2M (184' to 250'). The projected traffic is (1997) 8300 ADT and (2017) 13300 ADT. Access would be by permit along the existing road and partial limited on new location. The project would have approximately 6.5 HA (16 acres) of hydric soil impacts and the following displacements: 3 residential and 2 misc. bldgs. From the beginning of the project the widening would be on the east side of existing US 25/SR 121 to just north of CR 445/Airport Rd. where it would extend on new location. The proposed alignment would swing out to the west and then cross the existing US 25/SR 121 before bridging over the Central of GA RR and tying into the Waynesboro Bypass. The existing US 25/SR 121, just south of the Waynesboro Bypass, would become a local service road and would be relocated closer to the Central of GA RR so it can be bridged at the RR bridge location.

The proposed concepts were reviewed and the following comments and recommendations were made:

### **PUBLIC OFFICIALS**

Comment from Representative John Godbee: What is the historic resource at the beginning of EDS-565(11) Jenkins/Burke and why can't the GA DOT switch sides to avoid displacing the houses across the street?

Response: It was explained that because of federal regulations that if a house is considered eligible for the National Historic Register we are required to avoid it unless there are no prudent alternatives.

Comment from Robert Fields: What if a building is considered historic but the people that own the building want you to take the building?

Response: It was explained that if federal money is being used to build the project that it is up to the F.H.W.A. to decide not the GA D.O.T.

Comment from Larry Frye: Will existing US 25/SR 121 near the Waynesboro Bypass on EDS-565(12) Burke be turned back over to the local government for maintenance?

Response: It has not been decided at this time.

### **TENNILE DISTRICT**

Comment : Why are you proposing the new location section on the end of EDS-565-(12) Burke?

Response: The new location section is being proposed for the following reasons: to minimize impacts to the community that the proposed alignment is bypassing; to better accommodate a grade separation of the Central of GA RR; to better accommodate a continuous movement for the Savannah River Parkway Corridor.

### **ENVIRONMENTAL ANALYSIS BUREAU**

Comment: An Environmental Assessment federal document will be required and possibly a Section 4(f) if the Magnolia Springs State Park is on both sides of the existing rdwy and a Section 6(f) if there is any federal money involved in the improvements to the park. Also asked if there were any impacts to historic resources or cemeteries along the projects?

Response: There are no historic impacts or impacts to cemeteries as proposed because we are holding the existing R/W and widening to the other side. The improvements to the off side should be able to be made within the existing R/W.

### **GEORGIA POWER**

Comment: They have a transmission line that runs across US 25 but they see no problems at this time.

**ENGINEERING MANAGEMENT**

Comment: Projects have been flown for mapping and field surveys are scheduled to start around the first of the year for mapping.

JAF

Distribution: Wayne Hutto  
Ronald Collins/ Attn: Warren Bailey  
Herman Griffin/ Attn: Terry Rodgers  
Jim Kennerly  
Toni Dunagan  
Paul Liles  
Marion Waters  
Bobby Mustin  
Dudley Ellis  
Larry Seabrook  
Don Welch  
Harvey Keepler  
Bascombe Hughes  
Charles Norris/Tennille District

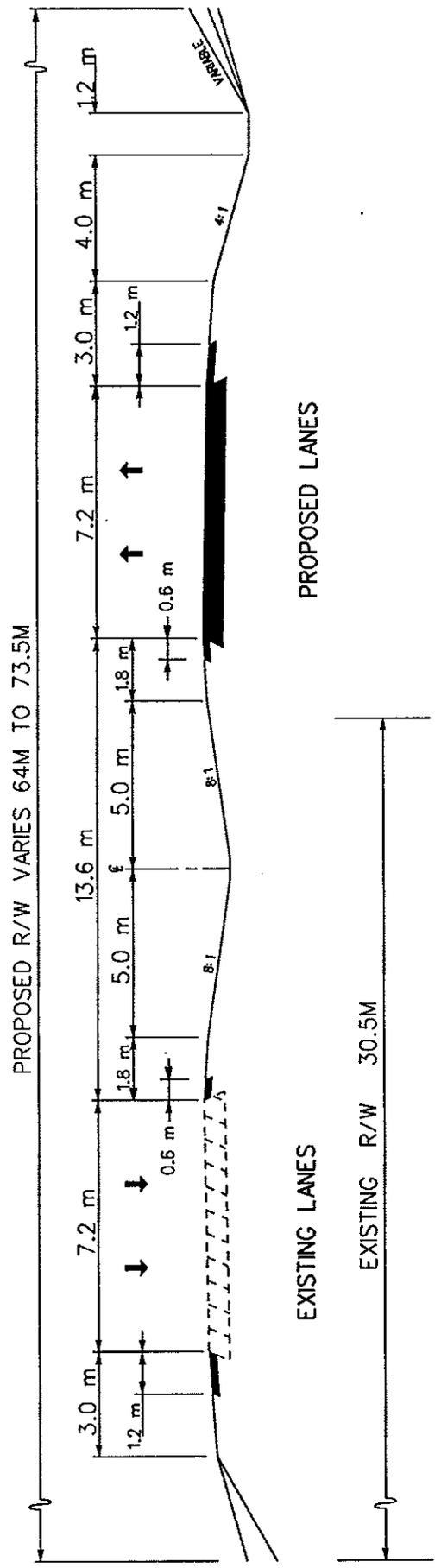
ESTIMATE SUMMARY

A. RIGHT OF WAY	\$ <u>2,526,000</u>	
B. REIMBURSABLE UTILITIES	\$ <u>201,000</u>	(LGPA HAS BEEN REQUESTED)

CONSTRUCTION COST SUMMARY

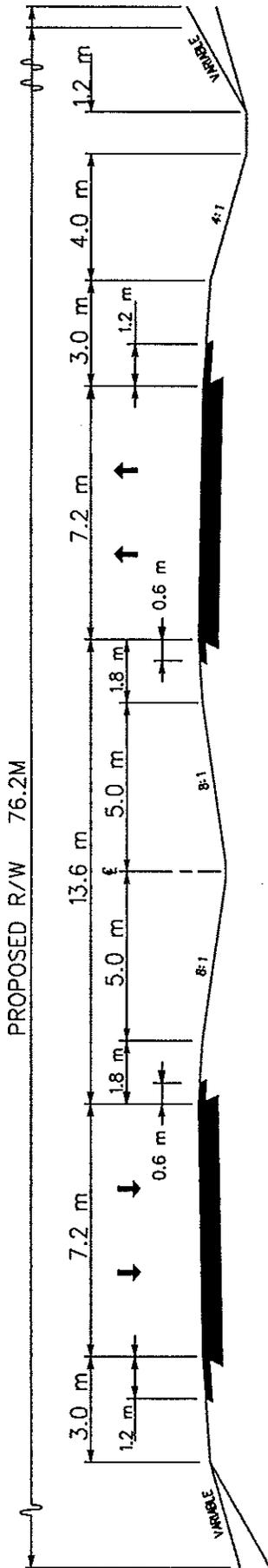
C. MAJOR STRUCTURES	\$ <u>992,000</u>	
D. GRADING AND DRAINAGE	\$ <u>2,038,000</u>	
E. BASE AND PAVING	\$ <u>5,052,000</u>	
F. LUMP ITEMS	\$ <u>1,645,000</u>	
G. MISCELLANEOUS	\$ <u>877,000</u>	
H. SPECIAL FEATURES	\$ <u>587,000</u>	
SUBTOTAL CONSTRUCTION COST	\$ <u>11,191,000</u>	
E & C (10%)	\$ <u>1,119,100</u>	
INFLATION (5% PER YEAR)	\$ <u>1,231,010</u>	(2 YEARS)
TOTAL CONSTRUCTION COST	\$ <u>13,541,110</u>	

GRAND TOTAL PROJECT COST                      \$ 16,683,000



SAVANNAH RIVER PARKWAY  
 EDS-565(12) BURKE  
 LIMITS SECTION APPLIES

(CR 354/Wilson-Drake Rd. to 0.46 KM North of CR 445/Airport Rd.)



SAVANNAH RIVER PARKWAY  
 EDS-565(12) BURKE  
 LIMITS SECTION APPLIES

(0.46 KM North of CR 445/Airport Rd. to Waynesboro Bypass)

NOT TO SCALE

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

Interdepartmental Correspondence

FILE EDS-565(12), Burke County OFFICE Environment/Location  
P.I. No.: 222480 DATE April 18, 1995

DES/Ly  
FROM David E. Studstill, P.E., State Environmental/Location Engineer  
TO Bobby Mustin, P.E., Project Review Engineer  
SUBJECT Concept Report - US 25 Improvements

In accordance with the Plan Development Process, the concept report for the above project is attached for your review and processing.

DES/JAF

Attachment

cc: Wayne Hutto  
Jim Kennerly  
Marion Waters  
Paul Liles  
Charles Norris/Tennille District



DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA  
OFFICE OF ENVIRONMENT/LOCATION

**PROJECT CONCEPT REPORT**

**EDS-565(12)  
BURKE COUNTY  
P.I. NO. 222480**

Federal Route No.: F 15-1

Date of Report: April 18, 1995

State Route No.: S.R. 121

RECOMMENDATION FOR APPROVAL	
<u>4/18/95</u> Date	<u>David E. Studstill, Jr.</u> State Environmental/Location Engineer
_____ Date	_____ State Road & Airport Design Engineer
_____ Date	_____ State Traffic Operations Engineer
_____ Date	_____ District Engineer

# WAYNESBORO

## END PROJECT

## BEGIN PROJECT

SCALE IN MILES



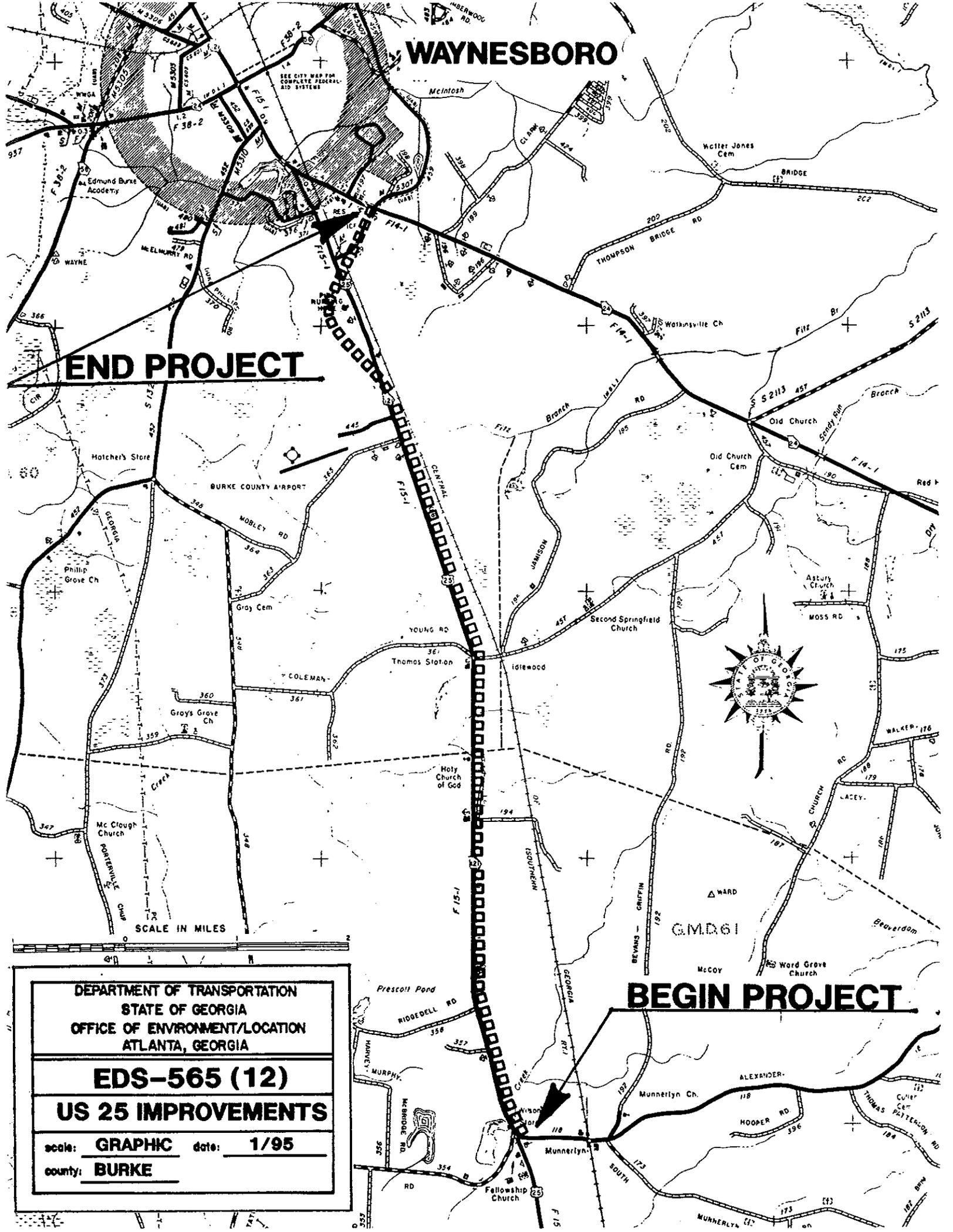
DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA  
OFFICE OF ENVIRONMENT/LOCATION  
ATLANTA, GEORGIA

### EDS-565 (12)

### US 25 IMPROVEMENTS

scale: **GRAPHIC** date: **1/95**

county: **BURKE**



## PROJECT CONCEPT REPORT

**PROJECT NUMBER:** EDS-565(12) Burke

### PROJECT LOCATION AND DESCRIPTION

The project begins at CR 354/Wilson-Drake Rd. and extends northward to the Waynesboro Bypass. Total project length is 14.2 KM. The project would add two 3.6M lanes parallel to the existing two lanes w/ a 13.6M depressed grassed median. The new lanes would be added on the east side of the existing roadway from CR 354/Wilson-Drake Rd. to just north of CR 445/Airport Rd. to avoid historic resources, a church and a cemetery. From the point just north of CR 354/Airport Rd. the alignment would swing out to the west on new location, turn east and cross existing US 25/SR 121 and bridge over the Central of GA RR and tie into the Waynesboro Bypass. Existing US 25/SR 121 would become a local service road just south of the Waynesboro Bypass and would be relocated west of existing US 25/SR 121 to provide an at grade crossing with the newly located mainline. The new location section of the mainline is proposed for the following reasons: to minimize impacts to the community along existing US 25 that the proposed alignment is bypassing; to better accommodate a grade separation of the Central of GA RR; to better accommodate a continuous movement for the Savannah River Parkway Corridor to the Waynesboro Bypass.

### TRAFFIC

CURRENT		PROJECTED	
YEAR	AADT	YEAR	AADT
1997	6650-8300	2017	10650-13000

### PDP CLASSIFICATION

MAJOR / NEW CNST & CNST ALONG EXIST RDWY

### FUNCTIONAL CLASSIFICATION

RURAL ARTERIAL

NON-CA ( )

CA ( )

EXEMPT ( )

N/A ( X )

### NEED AND PURPOSE

U.S. 25/S.R. 121 IS A PRIMARY NORTH-SOUTH CORRIDOR IN EAST GEORGIA AND IS CALLED THE SAVANNAH RIVER PARKWAY. IT IS IDENTIFIED AS PART OF THE GOVERNOR'S ROAD IMPROVEMENT PROGRAM (GRIP). GRIP WAS INITIATED IN THE 1980'S TO ADDRESS THE IMPORTANCE OF STIMULATING ECONOMIC GROWTH VIA AN IMPROVED TRANSPORTATION NETWORK. THIS PROJECT WOULD ALSO PROVIDE A SAFER AND MORE EFFICIENT ROADWAY.

**EXISTING ROADWAY**

<b>TYPICAL SECTION:</b>	2 - 3.6M lanes with 2.4M shoulders	<b>R/W WIDTH</b> 30.5M
<b>POSTED SPEED</b>	<b>MINIMUM RADIUS OF CURVE</b>	<b>MAX GRADE</b>
90 KPH	1164 M	3.60%

**MAJOR STRUCTURES**

<b>FEATURES INTERSECTED/TYPE</b>	<b>LENGTH</b>	<b>WIDTH</b>	<b>PRIORITY RATING</b>	<b>SUFF. RATING</b>
DBL 1.83Mx1.83M Culvert	10.4M	N/A	N/A	N/A
DBL 2.44Mx2.44M Culvert	18.3M	N/A	N/A	N/A

**PROPOSED ROADWAY**

<b>TYPICAL SECTION:</b>	4-3.6M LANES W/13.6M DEPRESSED-GRASSED MEDIAN RURAL			
<b>DESIGN SPEED</b>	<b>MINIMUM RADIUS OF CURVE</b>		<b>MAX GRADE</b>	
90 KPH	<b>ALLOWABLE</b>	290 M	<b>ALLOWABLE</b>	4.50%
	<b>PROPOSED</b>	875 M	<b>PROPOSED</b>	4.50%

**PROPOSED MAJOR STRUCTURES**

<b>FEATURES INTERSECTED/TYPE</b>	<b>LENGTH</b>	<b>WIDTH</b>
DBL 1.83Mx1.83M Culvert (Extend by 34.7M)	45.1M	N/A
DBL 2.44Mx2.44M Culvert (Extend by 29.3M)	47.6M	N/A
<i>PARALLEL BRIDGES OVER CENTRAL OF GEORGIA RAILROAD</i>	<i>61 M</i>	<i>11.6M</i>

**PROPOSED RIGHT-OF-WAY**

<b>RIGHT-OF-WAY WIDTH</b>	<b>PARCELS IMPACTED</b>	<b>DISPLACEMENTS</b>		
VARIES 64M TO 76.2M	22	<b>RES.:</b> 4	<b>BUS.:</b> 1	<b>M.H.:</b> 1

**TYPE OF ACCESS CONTROL: BY DRIVEWAY PERMIT ALONG EXISTING ROADWAY**

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**COORDINATION**

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**CONCEPT TEAM MEETING DATE:** December 8, 1994

**LOCATION INSPECTION DATE:** N/A

**PERMITS REQUIRED:** C.O.E. 404; APPROX. 8 HA OF HYDRIC SOILS AFFECTED

**LEVEL OF PUBLIC INVOLVEMENT:** PUBLIC HEARING

**TIME SAVING PROCEDURES APPROPRIATE:** NO

**OTHER PROJECTS IN THE AREA:** EDS-555(3) Waynesboro Bypass (Under Cnst) Burke,  
 EDS-565(11) Jenkins/Burke

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**MISCELLANEOUS**

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**TRAFFIC CONTROL DURING CONSTRUCTION:** MAINTAIN EXISTING ONE LANE IN EACH DIRECTION

**LEVEL OF ENVIRONMENTAL ANALYSIS:** ENVIRONMENTAL ASSESSMENT

**ENVIRONMENTAL CONCERNS:** N/A

**UNDERGROUND STORAGE TANKS:** NOT KNOWN AT THIS TIME; INVESTIGATION REQUESTED

**HAZARDOUS WASTE SITES:** NOT KNOWN AT THIS TIME; INVESTIGATION REQUESTED

**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 )	( )

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**ALTERNATIVES CONSIDERED**

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1. No Build.
2. An alternative for the local access road, south of Waynesboro, swinging out onto new location east of existing US 25/SR 121 by the railroad tracks and being bridged along with the railroad was considered but is not recommended because of the longitudinal impact to hydric soils.
3. An alternative to bridge existing US 25/SR 121 along with the railroad, south of Waynesboro, and use this as the local access road was considered but is not recommended because of the higher construction cost associated with the longer bridge that would be required.

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**ESTIMATED COST**

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<b>CONSTRUCTION:</b>	\$ 11,191,000	<b>RIGHT-OF-WAY:</b>	\$ 2,526,000
<b>E &amp; C (10%):</b>	\$ 1,119,100	<b>ACQUIRED BY:</b>	D.O.T.
<b>INFLATION:</b>	<u>\$ 1,231,010</u>	<b>UTILITIES:</b>	\$ 201,000
<b>(2 yrs at 5% per yr):</b>		<b>ADJUSTED BY:</b>	LGPA has been requested
<b>TOTAL CONS'T COST:</b>	\$ 13,541,110		

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**COMMENTS**

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1. This project has not been reviewed by the federal resource agencies as part of the 404-b(1) process. This alignment could shift.

**ATTACHMENTS: COST ESTIMATE, TYPICAL SECTIONS, TEAM MEETING MINUTES**  
**PREPARED BY: JIM FUERST, T.E. II**



<b>D.</b>	<b>GRADING AND DRAINAGE</b>	
1.	EARTHWORK	\$ 1,603,000
	165,000 CY U.E.; 232,000 CY BORROW	
2.	DRAINAGE	
a.	CROSS DRAIN PIPES (EXCL. BOX CULVERTS)	\$
	THIS ITEM IS INCLUDED IN LONGITUDINAL SYSTEM	
b.	CURB AND GUTTER	\$
c.	LONGITUDINAL SYSTEM (INCL. CATCH BASINS)	\$ 435,000
	<b>SUBTOTAL</b>	<b>\$ 2,038,000</b>
<b>E.</b>	<b>BASE AND PAVING</b>	
1.	AGGREGATE BASE	\$ 1,299,000
	113,450 T - 10.00 IN.	
2.	ASPHALT PAVING	\$ 3,294,000
	106,931 T-1.50 IN. "E"; 2.00 IN. "B"; 4.00 IN. ASPHALTIC CONCRETE BASE	
3.	CONCRETE PAVING	\$
4.	OTHER	\$ 459,000
	<b>SUBTOTAL</b>	<b>\$ 5,052,000</b>
<b>F.</b>	<b>LUMP ITEMS</b>	
1.	TRAFFIC CONTROL	\$ 64,000
2.	CLEARING AND GRUBBING	\$ 1,098,000
	234 ACRES	
3.	LANDSCAPING	\$ 224,000
4.	EROSION CONTROL	\$ 259,000
5.	DETOURS (INCL. TEMP. BRIDGES)	\$
	<b>SUBTOTAL</b>	<b>\$ 1,645,000</b>
<b>G.</b>	<b>MISCELLANEOUS</b>	
1.	LIGHTING	\$
2.	SIGNING - STRIPING	\$ 278,000
3.	GUARDRAIL	\$ 39,000
4.	OTHER	\$ 560,000
	<b>SUBTOTAL</b>	<b>\$ 877,000</b>
<b>H.</b>	<b>SPECIAL FEATURES</b>	
	NEW LOCATION FOR 2 LANE LOCAL ACCESS WEST OF US25 LENGTH = 0.8 MILE	\$ 587,000