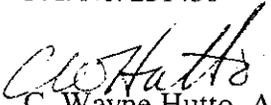


ORIGINAL TO GENERAL FILES

D.O.T. 66

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE NH-089-1(26) Baldwin County
P. I. No. 231450
OFFICE Preconstruction
DATE May 8, 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
Mike Thomas
Jim Kennerly

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE NH-089-1(26) Baldwin County **OFFICE** Preconstruction
P.I. No. 231450

DATE April 5, 2000

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

TO Wayne Shackelford, Commissioner

SUBJECT PROJECT CONCEPT REPORT

This project is the widening and reconstruction of SR 49 from just west of Allen Memorial Drive to just east of US 441/SR 29, (Milledgeville Bypass) at Fishing Creek for a total of 2.4 miles. The existing roadway consists of 2 to 3 lanes with 8' rural shoulders on 100' of existing right-of-way. Traffic volumes within the project limits are 14,202 VPD for 1998. The level of service along SR 49 is currently at "D", which indicates that the roadway is experiencing congestion and is nearing capacity. The projected (2018) traffic is 19,000 VPD. Without improvements to the roadway, the projected LOS is at "E", which indicates heavy congestion and extended delay times. Multi-laning SR 49 will improve the LOS to "B" for the projected volume.

The proposed construction will widen SR 49 to a four lane divided roadway with a 20' raised median and a design speed of 45 MPH. The roadway will have 10' rural shoulders (6' paved) from the beginning of the project to Blandy Road, and curb and gutter with sidewalks from that point throughout the remainder of the project. The existing bridge over Fishing Creek will be widened 10' to the south to allow for sidewalk. Traffic will be maintained during construction.

Environmental concerns include requiring a COE 404 Permit; a Categorical Exclusion 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)	\$4,825,000	\$5,382,000	2005	03-02
Right-of-Way	\$ 500,000	\$ 105,000		
Utilities*	\$ 633,000	----		

Wayne Shackelford
Page 2

NH-089-1(26) Baldwin
April 5, 2000

*LGPA to be sent.

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

TLT:JDQ/cj

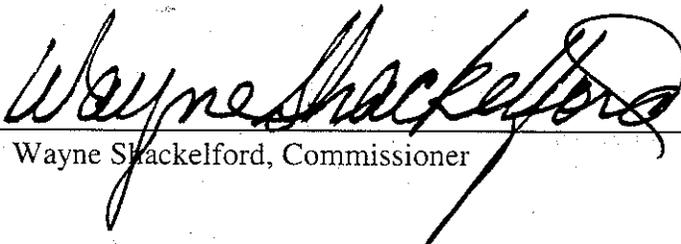
Attachment

CONCUR



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

APPROVE



Wayne Shackelford, Commissioner

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENTAL CORRESPONDENCE

FILE: NH-089-1(26) Baldwin
P.I. Number 231450

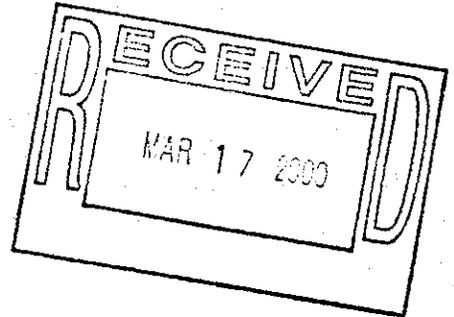
OFFICE: Atlanta, Georgia

DATE: March 16, 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 March 16, 2000 by the letter from James Kennerly dated March 2, 2000, and have no comments.

The costs for the project are:

Construction	\$3,987,000
Inflation	\$ 399,000
E&C	\$ 439,000
Reimbursable Utilities	\$ 633,000
Right of Way	\$ 550,000

DTM

c: Jim Kennerly

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF ROAD AND AIRPORT DESIGN

PROJECT CONCEPT REPORT

**NH-089-1(26)
BALDWIN COUNTY
P.I. NO. 231450**

FEDERAL ROUTE NO: U.S. 441
STATE ROUTE NO: S.R. 49, S.R. 29

Date of Report: 12/02/99

RECOMMENDATION FOR APPROVAL

DATE

State Transportation Planning Administrator

DATE

State Transportation Programming Engineer

3-14-00

DATE

James Kennedy
State Road Design Engineer

DATE

State Environmental/Location Engineer

DATE

District Engineer

DATE

Project Review Engineer

DATE

State Traffic Operations Engineer

DATE

State Bridge & Structural Engineer

PROJECT NUMBER: NH-089-1(26)

PROJECT LOCATION & DESCRIPTION

This roadway project consists of the widening of S.R. 49 from its intersection with Allen Memorial Highway to the intersection with U.S. 441 / S.R. 29, the Milledgeville Bypass. This project is located in Baldwin County. The concept report recommends widening S.R. 49 to accommodate a 4-lane section with a 20' raised median. The proposed section has rural 10' shoulders up to Blandy Road, and curb & gutter for the remainder of the project. There is one proposed grade change to improve the sight distance at the intersection with U.S. 441.

PROJECT LENGTH: 2.4 miles

TRAFFIC

CURRENT		PROJECTED	
YEAR	AADT	YEAR	AADT
<u>1998</u>	<u>14,202</u>	<u>2018</u>	<u>19,000</u>

PDP CLASSIFICATION

MAJOR PROJECT/EXISTING LOCATION

FUNCTIONAL CLASSIFICATION

URBAN PRINCIPAL ARTERIAL

FULL OVERSIGHT ()

EXEMPT (X)

SF ()

PROJECT NEED & PURPOSE

S.R. 49 is a Primary North-South Corridor in Central Georgia, connecting the city of Milledgeville in Baldwin County, to the city of Macon in Bibb County and on to the city of Americus in Sumter County. Project NH-089-1(26) involves the widening and reconstruction of S.R. 49, an urban principal arterial, to four lanes with opposing lanes divided by a 20' wide raised median from just west of Allen Memorial Drive to U.S. 441/S.R. 29, the Milledgeville Bypass, for a total distance of 2.4 miles. Land use near the intersection of S.R. 49 and U.S. 441 is commercial including a vocational school. Beyond the intersection with U.S. 441, land use along this section is rural in nature with scattered commercial and residential development.

The Annual Average Daily Traffic (AADT) on project NH-089-1(26) is 14,202 for 1998. Along NH-089-1(26), a southbound passing lane is located from the intersection of U.S. 441/S.R. 29 to C.R. 419, Blandy Road. A north bound passing lane is located from south of the project limits to north of Allen Memorial Drive. The Level of Service along S.R. 49 is currently at "D", which indicates that the roadway is experiencing congestion and is nearing capacity. The projected (2018) AADT is over 19,000. Without improvements to the roadway, the projected LOS is at "E", which indicates heavy congestion and extended delay times. Multi-laning S.R. 49 will improve the LOS to "B" for the projected volume.

Traffic volumes just south of Allen Memorial Drive drop over 50%. However, the AADT along S.R. 49 from Allen Memorial Drive to S.R. 18 in Jones County is over 5,000. The projected (2017) volumes along this section of S.R. 49 range from 9,709 AADT to 14,295 AADT. Project STP-089-1(27) is identified to widen S.R. 49 from S.R. 18 to Griswold Road in Jones County. The Level of Service on S.R. 49, from Allen Memorial Drive in Baldwin County to S.R. 18 in Jones County is expected to exceed an acceptable Level of Service in approximately ten years. The mid-range need to widen S.R. 49 from west of Allen Memorial Drive in Baldwin County to S.R. 18 in Jones County has been identified by Planning for future project development.

The S.R. 49 Corridor, from Milledgeville to Macon, is a National Highway System (NHS) route. The NHS was established by the Intermodal Service Transportation Efficiency Act of 1991 to link the various modes of transportation and form a quality system that helps increase economic vitality nationwide. Widening S.R. 49 will assist in multi-laning this nationally identified route.

The S.R. 49 Corridor is also a STAA Access route. The Surface Transportation Assistance Act (STAA) of 1982 designated specific routes to facilitate the movement of freight. Federal law prohibits oversize trucks (wide body, twin trailer) from traveling more than one mile from a designated STAA route. Georgia has identified STAA Access routes that allow truck traffic to reach terminals and delivery points more directly. Widening S.R. 49 will provide a safer environment for trucks to operate and will aid in the facilitation in the movement of freight.

In 1997, there was 32 accidents along this section of S.R. 49, resulting in an accident rate per million vehicle miles traveled (MMVT) of 360. The statewide average accident rate per MMVT for an urban principal arterial for 1997 was 558. However, in 1996 there were 43 accidents along this section of S.R. 49, resulting in an accident rate per MMVT of 591. The statewide average MMVT for 1996 was 596.

EXISTING ROADWAY

TYPICAL SECTION: 2-3 lanes (passing lane)
with 8' shoulders

R/W WIDTH
100 feet

POSTED SPEED
45 MPH / 55MPH

MAX DEGREE OF CURVE
3° 00'

MAXIMUM GRADE
6.00%

MAJOR STRUCTURES:
Bridge over Fishing Creek

PROPOSED ROADWAY

TYPICAL SECTION: 4 - 12' lanes with a 20' raised median. Section has rural 10' shoulders from the beginning of the project to Blandy Road, and curb and gutter for the remainder of the project.

DESIGN SPEED
45 MPH

MAX DEGREE OF CURVE
ALLOWABLE: D=10° 00'
PROPOSED: D= 3° 00'

MAX GRADE
ALLOWABLE: 6.00%
PROPOSED: 6.00%

MAJOR STRUCTURES:
Widen bridge over Fishing Creek 10' to the south, to allow for sidewalk

PROPOSED RIGHT OF WAY

R/W WIDTH: 100' - 150'

DISPLACEMENTS
RES: 0 BUS: 0 M.H.: 0

NUMBER OF PARCELS: 21

COORDINATION

CONCEPT TEAM MEETING DATE: 12/02/99
 LOCATION INSPECTION DATE: 07/21/99
 PERMITS REQUIRED (4f, COE, 404, ETC.): 404 Nationwide 23
 LEVEL OF PUBLIC INVOLVEMENT: Public Hearing
 TIME SAVING PROCEDURES APPROPRIATE: No
 OTHER PROJECTS IN THE AREA:
 1. Project STP-089-1(27)
 Widen S.R. 49 from S.R. 18 to Griswold Road in Jones County

MISCELLANEOUS

TRAFFIC CONTROL DURING CONSTRUCTION: Widen Under Traffic

LEVEL OF ENVIRONMENTAL ANALYSIS: C.E.

DESIGN EXCEPTIONS REQUIRED:	YES	NO	UNDETERMINED
SUBST HORZ ALIGNMENT	()	(X)	()
SUBST ROADWAY WIDTH	()	(X)	()
SUBST SHOULDER WIDTH	()	(X)	()
SUBST VERT GRADES	()	(X)	()
SUBST CROSS SLOPE	()	(X)	()
SUBST STOPPING SIGHT DIST	()	(X)	()
SUBST SUPERELEV RATES	()	(X)	()
SUBST HORIZ CLEARANCE	()	(X)	()
SUBST SPEED DESIGN	()	(X)	()
SUBST VERTICAL CLEARANCE	()	(X)	()
SUBST BRIDGE WIDTH	()	(X)	()
SUBST BR STRUCT CAPACITY	()	(X)	()

UNDERGROUND STORAGE TANKS: Forestry Department located in the northeast quadrant of S.R. 49 and U.S. 441 intersection. Two gas stations are located adjacent to S.R. 49 on the south side. None should be affected by this project.

HAZARDOUS WASTE SITES: None known within project limits

UTILITIES: Standard distribution utilities within project limits. No known transmission lines or other major utility within project limits

ALTERNATES CONSIDERED

1. Widen symmetrical with 20' raised median, urban section
2. Widen symmetrical with 20' raised median, rural section
3. Widen to the north with 20' raised median, urban section
4. Widen symmetrical with 44' depressed median, rural section
5. Widen to the north with 44' depressed median, rural section
6. No Build

Preferred Alternate: 20' raised median for the length of the project. Widen to the north from Allen Memorial Drive to Westview Baptist Church. Widen symmetrical in front of Westview Baptist Church, and widen to the north for the remainder of the project. On the north-side of S.R. 49, rural shoulders from Allen Memorial to Blandy Road, with curb and gutter with sidewalk for the remainder of the project. On the south side of S.R. 49, rural shoulders from Allen Memorial to Hope Lutheran Church, with curb and gutter with sidewalk for the remainder of the project. The bridge over Fishing Creek will need to be widened by 10' to allow for sidewalk on the south side. The sidewalk on both sides will extend to the existing sidewalk east of the project.

ESTIMATED COST			
CONSTRUCTION:	\$3,986,635	RIGHT-OF-WAY:	\$550,000
E & C (10%):	\$398,664	ACQUIRED BY:	
INFLATION (3%, 3yrs):	\$406,636	UTILITIES:	\$632,500
		ADJUSTED BY:	
TOTAL CONSTRUCTION COST:			\$5,974,434

COMMENTS:

ATTACHMENTS: Cost Estimate, Environmental Scan, Typical Sections, Traffic Diagrams, Traffic Analysis, Utility Cost Breakdown and R/W Estimate

PRELIMINARY COST ESTIMATE

PROJECT NUMBER: NH-089-1(26) COUNTY: BALDWIN
 DATE: 12/02/99 ESTIMATED LETTING DATE: 2003
 PREPARED BY: Matt McDow PROJECT LENGTH : 2.4 miles
 () PROGRAMMING PROCESS (X) CONCEPT DEV. () DURING PROJECT DEV.

PROJECT COST		
A. RIGHT-OF-WAY:		
1. PROPERTY (LAND & EASEMENT)		\$320,800
2. DISPLACEMENTS; RES: 0, BUS: 0, M.H.: 0		\$0
3. OTHER COST (DAMAGES, ADM. / COURT, INFL., ETC.)		\$229,200
	SUBTOTAL: A	\$550,000
B. REIMBURSABLE UTILITIES:		
1. RAILROAD		\$0
2. TRANSMISSION LINES		\$0
3. SERVICES		\$632,500
	SUBTOTAL: B	\$632,500
C. CONSTRUCTION:		
1. MAJOR STRUCTURES:		
a. Widen bridge over Fishing Creek -2810 sq. ft. (\$80/sq. ft.)		\$224,800
	SUBTOTAL: C-1	\$224,800
2. GRADING AND DRAINAGE:		
a. EARTHWORK - Unclassified 45000 cu. yds. (\$5 / cu. yd)		\$225,000
b. DRAINAGE - 2.4 miles (\$100,000 / mile)		\$240,000
	SUBTOTAL: C-2	\$465,000
3. BASE AND PAVING:		
a. 12" GR AGGR BASE CRS - (45455 SY @ \$12 / SY)		\$545,460
b. ASPHALT PAVING:		
1. Asph Conc, 4" superpave base (13010 tons x \$40)		\$520,400
2. Asph Conc, 2" superpave binder (6505 tons x \$40)		\$260,200
3. Asph Conc, 1 1/2" superpave surface (8365 tons x \$40)		\$334,600
	SUBTOTAL: C-3.b	\$1,115,200

		c. BITUMINOUS TACK COAT - (6815 gal x \$1)	\$6,815
		d. Milling, Asph Conc, 1 1/2" (39600 SY x \$1.50)	\$59,400
		SUBTOTAL: C-3	\$1,726,875
		4. LUMP ITEMS:	
		a. TRAFFIC CONTROL	\$150,000
		b. CLEARING AND GRUBBING	\$150,000
		c. GRASSING	\$20,000
		d. EROSION CONTROL	\$100,000
		e. SIGNALS	
		1. S.R.49 & Allen Memorial Drive	\$60,000
		2. S.R. 49 & Blandy Road	\$60,000
		3. S.R. 49 & U.S. 441	\$60,000
		SUBTOTAL: C-4.e	\$180,000
		SUBTOTAL: C-4	\$600,000
		5. MISCELLANEOUS:	
		a. SIGNING & STRIPING	\$100,000
		b. FIELD OFFICE	\$30,000
		c. CONCRETE CURB AND GUTTER - 31250 ft (\$10 / ft)	\$312,500
		d. CONCRETE SIDEWALK - 9945 ft (\$28 / ft)	\$278,460
		e. GUARDRAIL	\$60,000
		SUBTOTAL: C-5	\$780,960
		6. SPECIAL FEATURES	
		a. RETAINING WALL (In front of Westview Baptist Church)	\$189,000
		SUBTOTAL: C-6	\$189,000

ESTIMATE SUMMARY			
A. RIGHT-OF-WAY:			\$550,000
B. REIMBURSABLE UTILITIES:			\$632,500
C. CONSTRUCTION:			
	1. MAJOR STRUCTURES	\$224,800	
	2. GRADING AND DRAINAGE	\$465,000	
	3. BASE AND PAVING	\$1,726,875	
	4. LUMP ITEMS	\$600,000	
	5. MISCELLANEOUS	\$780,960	
	6. SPECIAL FEATURES	\$189,000	
	SUBTOTAL CONSTRUCTION COST	\$3,986,635	
	E. & C. (10%)	\$398,664	
	INFLATION (3% PER YEAR)	\$406,636	
	NUMBER OF YEARS: 3		
	TOTAL CONSTRUCTION COST	\$4,791,934	

ENVIRONMENTAL SCAN

Jurisdictional Wetland and Surface Waters

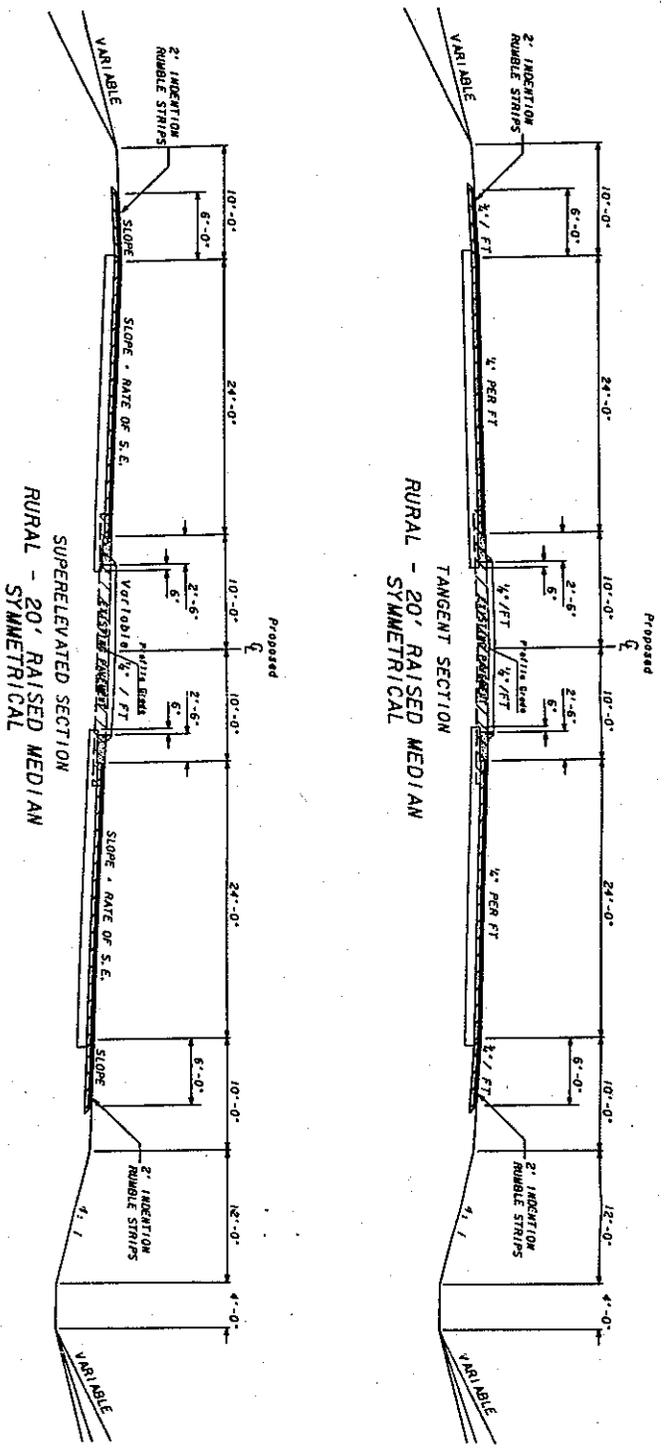
A field inspection of the proposed corridor was investigated to determine if any jurisdictional waters occurred within the limits of the project. During this investigation it was determined that no jurisdictional areas were present within the project corridor.

Environmental Concerns

An inspection was conducted to determine if any recognized environmental concerns were identifiable within the project corridor. During the inspection, no evidence of recognizable environmental concerns were identified.

Protected Species

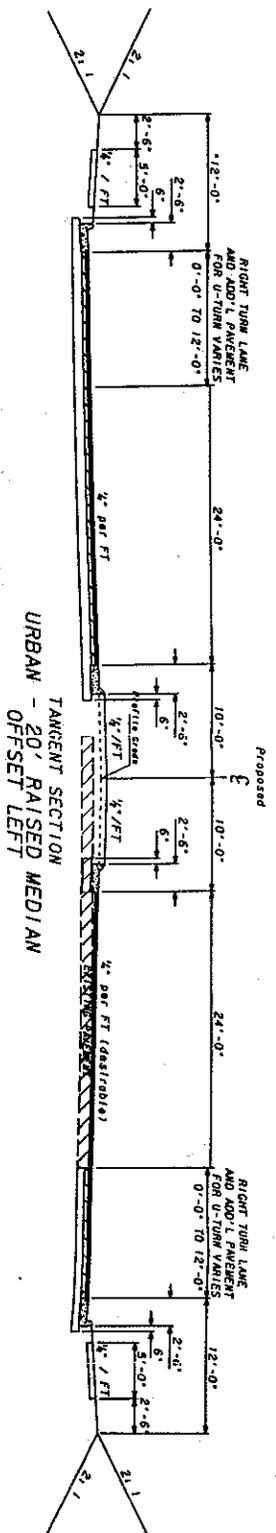
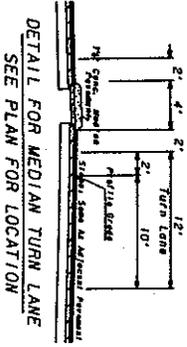
A field inspection was conducted to determine if any protected species were identified within the project corridor. While no species were identified, some potential foraging habitat for the Red-cockaded woodpecker (*Picoides borealis*) was identified within the project corridor. This habitat is marginal, and is limited to the pine wooded area at the western portion of the corridor.



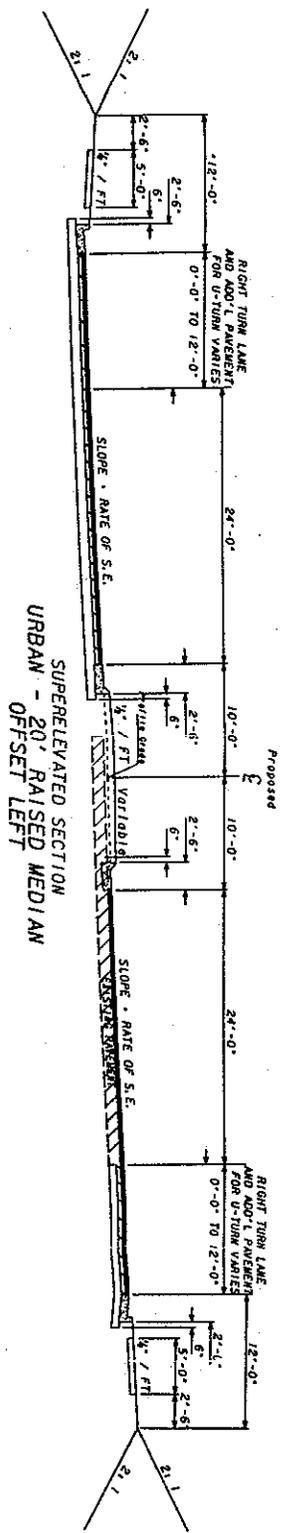
ADJACENT TO WESTVIEW BAPTIST CHURCH

DATE	REVISIONS	DATE	REVISIONS

GEORGIA
 DEPARTMENT OF TRANSPORTATION
 TYPICAL SECTIONS
 PROJECT NH-089-11261
 COUNTY BALDWIN
 DATE 10/31/99



• LEFT URBAN SHOULDER STARTS AT BLANDY ROAD

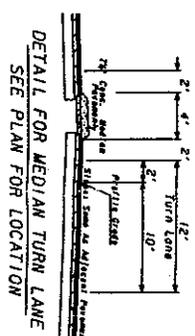
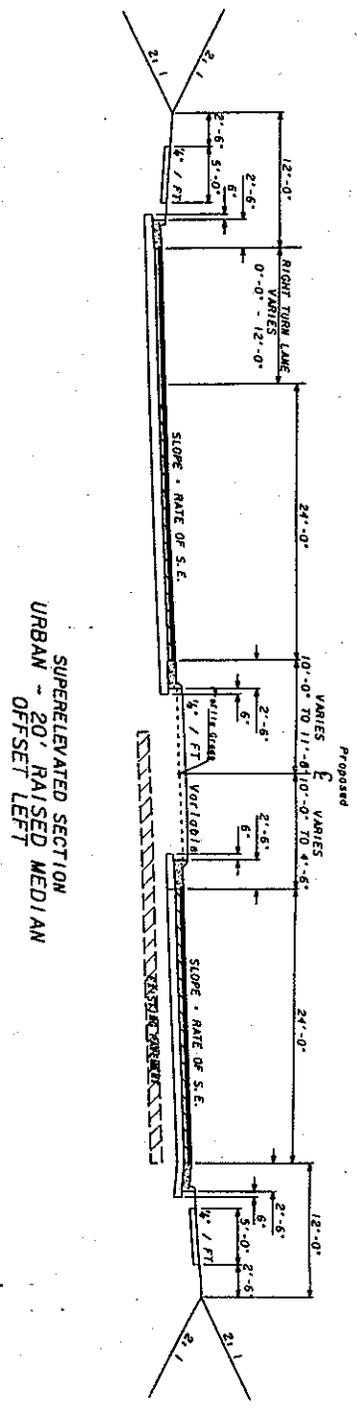


SIMPLIFIED PLAN
GA. NH-089-1(28)

TYPE LUTHERAN CHURCH TO U.S. 441 BYPASS

DATE	REVISIONS	DATE	REVISIONS

GEORGIA
DEPARTMENT OF TRANSPORTATION
PROJECT NH-089-1(28)
COUNTY BALDWIN
DATE 10/31/93



DETAIL FOR MEDIAN TURN LANE
SEE PLAN FOR LOCATION

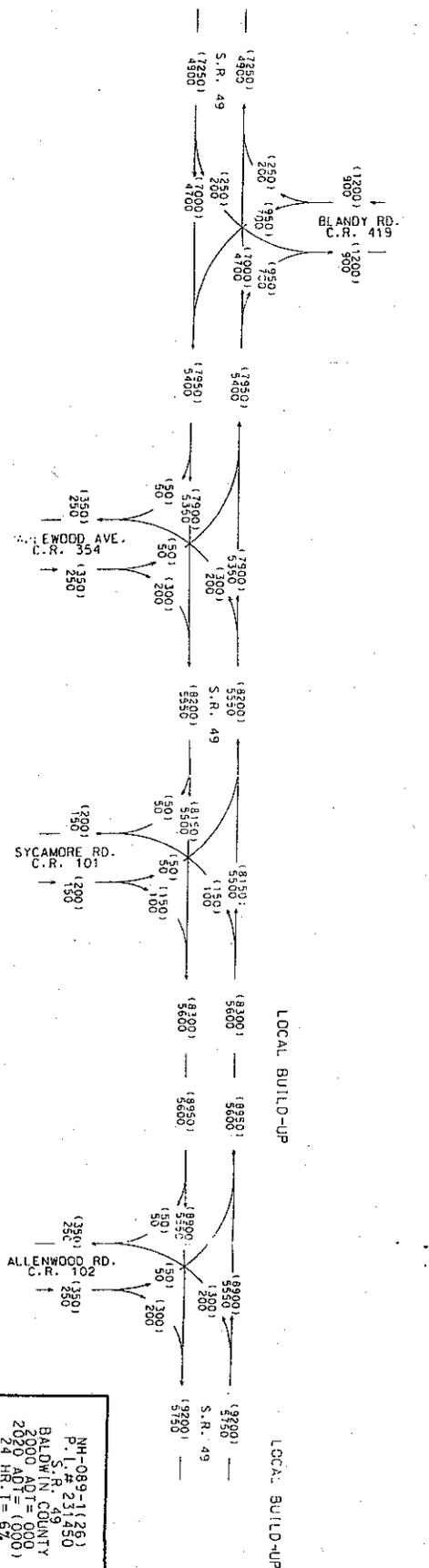
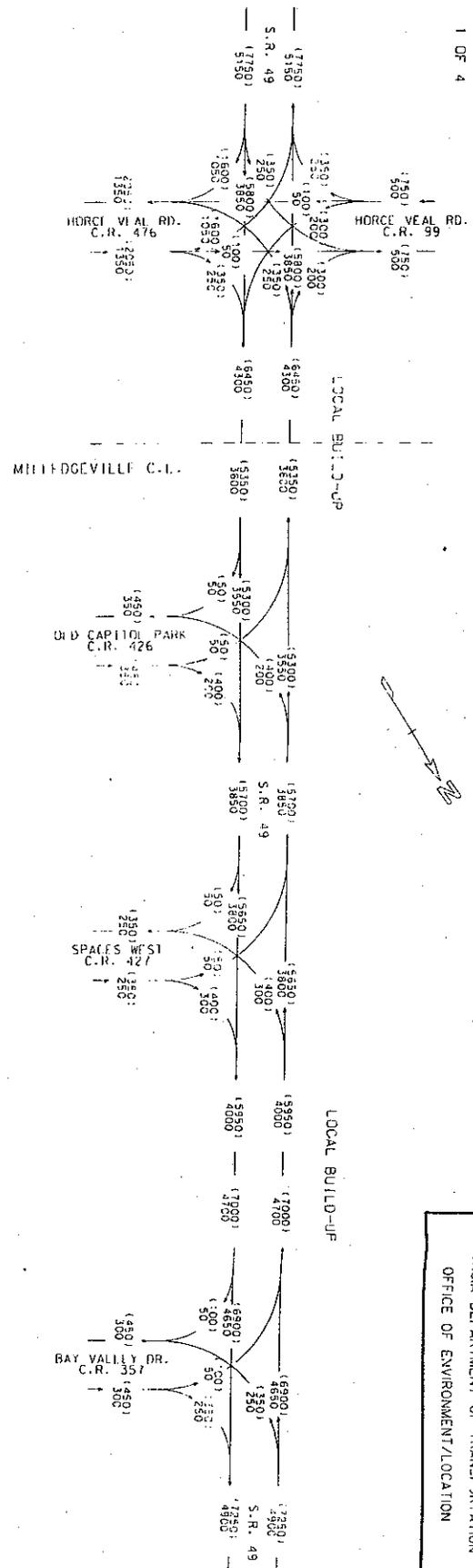
U.S. 441 BYPASS TO FRANK BONE ROAD

DATE	REVISIONS	DATE	REVISIONS

GEORGIA
DEPARTMENT OF TRANSPORTATION
TYPICAL SECTIONS
PROJECT NH-089-1(26)
COUNTY BALDWIN
DATE 10/31/99

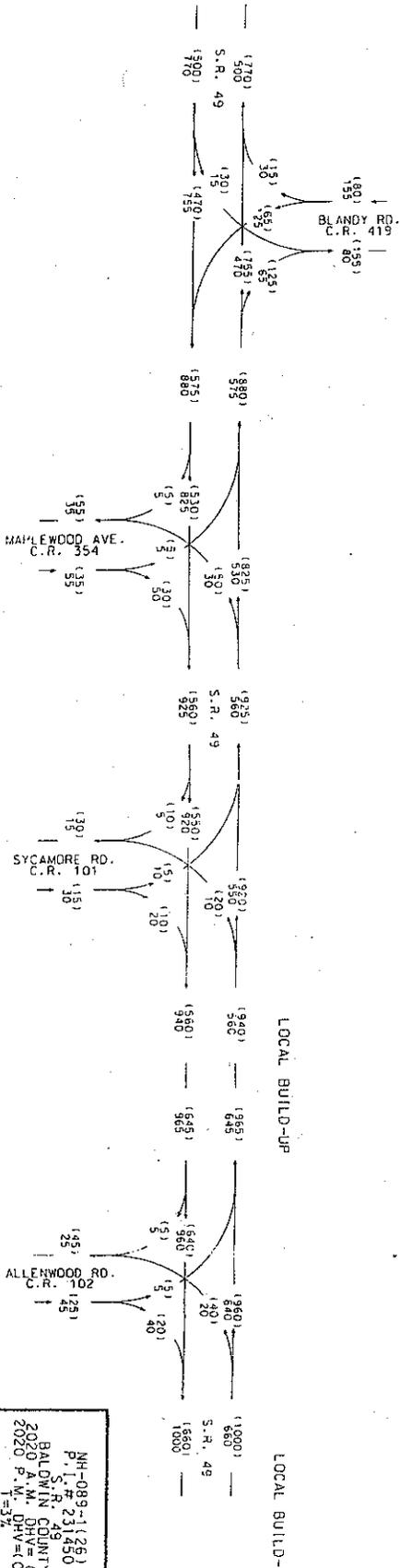
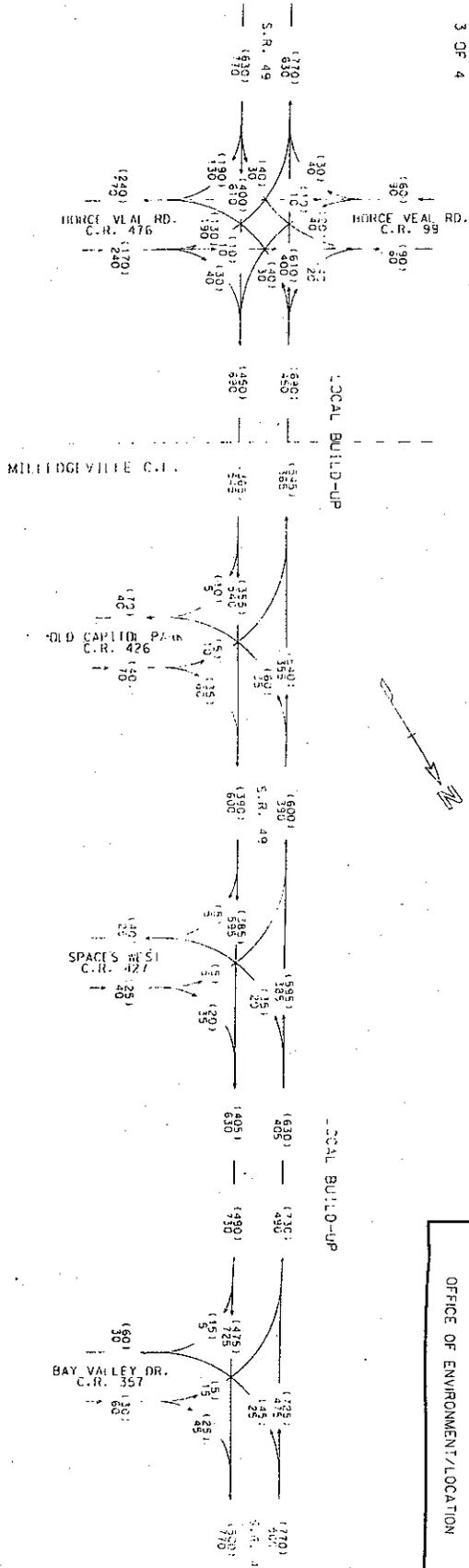
GEORGIA DEPARTMENT OF TRANSPORTATION
OFFICE OF ENVIRONMENT/LOCATION

1 OF 4



NH-089-1126
F-1-23450
BALDWIN COUNTY
2020 ADT = (000)
24 HR. T = 6%
S.U. = 3%
COMB. = 3%

GEORGIA DEPARTMENT OF TRANSPORTATION
OFFICE OF ENVIRONMENT/LOCATION



NH-089-1(125)
P.L.# 231450
S.R. 49
BALDWIN COUNTY
2020 A.M. DVM=(000)
2020 P.M. DVM=(0001)
I=3%

CONCEPT TEAM MEETING

DATE: December 2, 1999

PROJECT NO.: NH-089-1 (26) – Baldwin County

P.I. NO: 231540

FACILITY OWNERS:

ELECTRICAL

Georgia Power Company

Georgia Power Company has distribution facilities along the entire length of this project. The majority of their facilities are on the south side of State Route 49. Georgia power has stated that they believe they have prior rights based upon a quick search of a set of 1938 DOT plans that shows their facilities in place and outside of the existing right of way. Georgia Power Company has provided as estimated cost of \$284,500.00 if all of their facilities within the limits of the project require relocation. Based on the locations that the right of way will be acquired an estimated cost for Georgia Power's relocation is \$72,500.00.

Tri-County E.M.C.

Tri-County E.M.C. has facilities near the west end of the project. The line is single phase and there are approximately nine wooden poles that may be in conflict. An estimated cost for relocating these poles is \$5000.00 dollars. The information pertaining to Tri-County E.M.C's facilities was provided by Donald Appling.

GAS

Atlanta Gas Light Company

As we discussed on the phone today, Atlanta Gas Light Company has facilities at various locations along SR 49 and its side streets. The locations of the main along SR 49 are as follows (all main located on the south side of SR 49): 1) 4" steel main beginning just west of County Rd 426 extending to just east of Blandy Road. 2) 2" steel main beginning west of Maplewood Avenue extending to just west of Sycamore Road. 3) 2" steel main beginning east of Sycamore Rd extending to a regulator station just east of Frank Bone Rd. 4) 6" steel and 8" steel main from regulator station east of Frank Bone extending beyond Fishing Creek.

The main located along the sidestreets off of SR 49 are as follows: 1) 2" steel on the west side of Bay Valley Drive. 2) 2" plastic on the east side of Blandy Rd. 3) 2" steel on the west side of Maplewood Ave. 4) 2" steel on the west side of Sycamore Rd. 5) 2" steel on the east side of Allenwood Rd. 6) 2" plastic on the east side of US 441 (this 2" plastic main ties in to the 2" steel along SR 49 and extends north along US 441.)

Atlanta Gas Light Company has an easement for the regulator station located in the

southeast quadrant of the intersection of Frank Bone Road at SR 49. In addition, AGLC has easements for the Distribution Mains near this intersection that were formerly owned by Southern Natural Gas. (These lines are shown on county maps for Baldwin County.) These easements cross over Frank Bone Rd south of SR 49, then approach SR 49 from the regulator station, the easements then run parallel to SR 49 for approximately 500 feet in a southwest direction and then turn north, crossing SR 49, east of US 441.

If the facilities located within these easements, along SR 49, need to be relocated, the approximate cost would be about \$150,000. In addition, the replacement cost of AGL easement would be approximately \$50,000. These easements would need to be acquired by the Department of Transportation and deeded to AGL. The total estimated cost for the relocation of Atlanta Gas Light Company's facilities is \$200,000.00.

SEWER

City Of Milledgeville

The City of Milledgeville has an 8 inch gravity flow sanitary sewer line located along the north side of State Route 49. This sewer runs from the entrance of the Baldwin County Vocational Technical School in an easterly direction a distance of approximately 1135 feet crosses State Route 49 to a manhole on the south side of State Route 49 and continues approximately 600 feet to serves the Friendly Gus Convenience store. In addition there is a 6 inch gravity flow sewer line that runs from the State Route 49 crossing along the north side of State Route 49 approximately 600 feet and serves the Georgia Forestry Commission Office. There are six existing manholes associated with this sewer system, four on the north side of State Route 49 and two on the south side of State Route 49. Based on an estimated length of 2300 feet and a cost of \$28.00 per foot. The estimated relocation cost for the City of Milledgeville's sanitary sewer system is \$64,000.00

WATER

Baldwin County

Based on information provided by Dean McCaskill Baldwin County has a 10-inch ductile iron water main running along the north side of State Route 49 from Allen Wood Drive to Allen Memorial Drive. An estimated cost for relocating this water line is \$249,000.00. Based on estimated length of 9250 feet at \$28.00 per foot.

The City Of Milledgeville

The City of Milledgeville has approximately 1500 feet of 10-inch ductile iron water that could be in conflict this main runs along the north side of State Route 49 from Fishing Creek to Allen Wood Drive. The estimated cost for relocating the City of Milledgeville water facilities is \$42,000.00. Based on 1500 feet at \$28.00 per foot.

TELEPHONE

Alltel Georgia, Inc.

Based on information provided by Tommy Wiggins, Alltel Georgia, Inc. could have approximately 9654 feet of aerial cable and 6853 feet of buried cable ranging in size from 200 pair to 900 pair. However, all of this cable is on the existing right of way and should not be eligible for reimbursement.

CABLE TELEVISION

Intermedia

Intermedia has a twelve count fiber cable, .875 and .625 coaxial cable running along the south side of State Route 49. The twelve count fiber optic cable ends at Sycamor Drive. The coaxial cable continues along State Route 49 to Maplewood Avenue, leaves State Route 49 follows along White Oak Lane to Bay Valley Drive parallels Bay Valley Drive back to State Route 49 and continues along the south of side of State Route 49 approximately 1900 feet to an unnamed street intersection. All of Intermedia's facilities are located within the existing right of way and should not be eligible for reimbursement.

Railroad

None

Other

None

General Utility Comments

Total estimated eligible utility relocation cost for this project is \$632,500.00.

Please be advised that this estimate based on information provided by the various utility owners and using concept drawings. This estimate is subject to revision as project plans are developed.

Preliminary Right of Way Cost Estimate



David P. Meshberger
Right of Way Administrator
By Rick Ford

Date: December 17, 1999
Project: NH-089-1(26) Baldwin
Existing/Required R/W: Varies/Varies
Project Termini: Allen Memorial to Frank Bone Road
Project Description: SR 49 Widening
PI Number: 231450
No. of Parcels: 61

Land:

Residential / Agricultural
699,007.32 sf @ \$ 0.12 \$ 83,880.88

Commercial
77,667.48 sf @ \$3.05
\$ 236,885.81
\$ 320,766.69
Say \$ 320,800

Improvements:

Asphalt paving, fencing, signs, landscape & misc
\$ 24,000

Relocation:

None \$ 0

Damages:

None 0

Net Cost \$ 344,800
Adm/Court Cost 45 % 155,160
Inflation Factor 10 % 49,996
\$ 549,956

Say \$ 550,000

Total Cost \$ 550,000



ARCADIS Geraghty & Miller, Inc.
2849 Paces Ferry Road
Suite 400
Atlanta
Georgia 30339
Tel 770 431 8666
Fax 770 435 2666

MEETING REPORT

Participants:
See Attached Sign-in Sheet

Copies:
Participants

TRANSPORTATION

Place/date of meeting:
GDOT, December 2, 1999

Minutes by:
Matt McDow

Subject:
Concept Team Meeting for NH-089-1(26)

ARCADIS Geraghty & Miller Project No.:
GA062571

This document should be reviewed by all recipients. Any additions, revisions, or deletions should be called to the attention of the writer within ten (10) days.

NH-089-1(26), PI 231450 – S.R. 49 Widening

Jim Simpson, the GDOT project manager for this project, chaired the meeting. Following introductions by all the team members, Keith Franklin, of ARCADIS Geraghty and Miller, gave a brief description of the concepts studied and discussed the preferred concept in detail. The floor was then opened for questions. Following are the meeting minutes of key issues and decisions that were addressed by the various members of the team.

1. Cindy Van Dike, with GDOT Planning, stated that the purpose of the project is to improve capacity of the roadway, thus the Federal Highway Department may be concerned with the tie-in to existing roadway west of Allen Memorial Drive.
2. Ken Estes, with GDOT Traffic Operations, asked whether the entire project length is designed for 55 mph. Matt McDow, with ARCADIS Geraghty & Miller, confirmed that the design speed is 55 mph.
3. Thomas Clark, with GDOT Tennille, inquired about why the project does not include improvements to the bridge over Fishing Creek. He pointed out that the south side of the bridge does not have sidewalk or a shoulder. It was decided that ARCADIS Geraghty & Miller will modify the concept to include widening on the south side of the bridge to allow for sidewalk to connect to existing sidewalk east of Fishing Creek.

4. Thomas Clark stated that some of the roads on the south side of S.R. 49 may have undesirable vertical tie-ins with S.R. 49. It was agreed that these should be improved with this concept.
5. Phillip Scarborough, with GDOT Tennille, stated that there are three underground storage tank (UST) sites along the project: the two gas stations on the south side of S.R. 49, and the Forestry Department on the north side. He stated that there is minor wetland impact, and that only a CE should be required.
6. Jim Cika, with Atlanta Gas Light, stated that the gas utilities are located on the south side of S.R. 49 from the trailer park to U.S. 441. Only minor impact is anticipated, since all of the widening is to the north in this area.
7. Charles Chapman, with Georgia Power, stated that most of the power lines are on the south side of S.R. 49 and there is only minor impact.
8. Thomas Clark, with GDOT Tennille, stated that there are a substantial number of city utilities in the project limits, which will be included in the utility cost estimate.
9. Keith Franklin, with ARCADIS Geraghty & Miller, inquired whether it would be desirable to include right turn lanes for all of the side streets along S.R. 49. It was agreed that right turn lanes should be included in the concept where possible.

MEETING/CONFERENCE RECORD OF ATTENDEES

PURPOSE: CONCEPT TEAM MEETING - NH-089-1(26) Baldwin P.I. 231450

LOCATION: Road Design Conference Room

DATE: 12/2/99

HOUR: _____

MODERATOR: _____

	<u>NAME</u>	<u>ORGANIZATION</u>	<u>TELEPHONE NO.</u>
1.	Keith Franklin	Arcadis	770-431-8666
2.	Matt McDow	Arcadis	770-431-8666
3.	JESS BULLMEYER	ARCADIS	770-431-8666
4.	Nick Castagna	DOT-ROAD DESIGN	404-656-5397
5.	Jim SIMPSON	DOT - ROAD DESIGN	404 656-5397
6.	GEORGE BREWER	DOT - TENNILE	912-552-4640
7.	Phillip Scarborough	DOT, Tennille	912-553-2283
8.	Ken Estee	DOT Traffic Operations	404-635-8127
9.	Tim Smith	GDOT TRAFFIC OPERATIONS	404-635-8126
10.	THOMAS L CLARK	GDOT TENNILE - DESK	912 552 4642
11.	Warren Bailey	GDOT Mats & Research	404-363-7546
12.	Jim CIKA	ATLANTA GAS LIGHT	404-584-4751
13.	Katie Mullins	GDOT Programming	404-651-7043
14.	Cordy VanDuke	GDOT-Planning	4046576696
15.	CHARLES CHADMAN	GA. Power Co	770-412-6681
16.			
17.			
18.			
19.			
20.			

REMARKS: _____

S.R. 49 & Allen Memorial Dr Performance by movement

	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>
Total Delay (hr)	0.0	0.4	0.1	0.1	0.9	0.0	0.2	0.0	0.0	0.0	0.0	0.0
Delay / Veh (s)	11.2	11.6	4.0	13.2	16.2	6.8	16.3	7.9	8.8	18.4	15.5	2.7

S.R. 49 & Allen Memorial Dr Intersection Performance

	<u>EB</u>	<u>WB</u>	<u>NB</u>	<u>SB</u>	<u>Total</u>
Total Delay (hr)	0.5	1.0	0.2	0.0	1.7
Delay / Veh (s)	9.0	15.4	14.2	10.0	12.4

S.R. 49 & Blandy Rd Performance by movement

	<u>EBL</u>	<u>EBT</u>	<u>WBT</u>	<u>WBR</u>	<u>SBL</u>	<u>SBR</u>
Total Delay (hr)	0.1	0.2	1.0	0.1	0.1	0.0
Delay / Veh (s)	15.0	6.2	13.1	6.0	11.6	7.6

S.R. 49 & Blandy Rd Intersection Performance

	<u>EB</u>	<u>WB</u>	<u>SB</u>	<u>Total</u>
Total Delay (hr)	0.3	1.1	0.1	1.5
Delay / Veh (s)	6.9	11.9	10.8	10.4

S.R. 49 & U.S. 441 Performance by movement

	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>
Total Delay (hr)	0.9	0.7	0.1	0.5	1.4	0.1	2.1	0.4	0.1	0.8	0.6	0.9
Delay / Veh (s)	26.3	22.2	4.9	22.2	27.1	5.1	106.7	32.8	10.3	51.5	31.1	16.3

S.R. 49 & U.S. 441 Intersection Performance

	<u>EB</u>	<u>WB</u>	<u>NB</u>	<u>SB</u>	<u>Total</u>
Total Delay (hr)	1.7	2.0	2.6	2.3	8.6
Delay / Veh (s)	20.9	22.4	59.2	25.9	28.4

S.R. 49 & Old Capitol Park Performance by movement

	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>NBL</u>	<u>NBR</u>
Total Delay (hr)	0.2	0.0	0.2	0.4	0.0	0.0
Delay / Veh (s)	4.8	11.1	14.0	6.5	3.3	2.3

S.R. 49 & Old Capitol Park Intersection Performance

	<u>EB</u>	<u>WB</u>	<u>NB</u>	<u>Total</u>
Total Delay (hr)	0.2	0.6	0.0	0.8
Delay / Veh (s)	5.0	8.0	2.4	6.9

S.R. 49 & Sycamore Rd Performance by movement

	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>NBL</u>	<u>NBR</u>
Total Delay (hr)	0.1	0.0	0.1	0.4	0.0	0.0
Delay / Veh (s)	2.3	5.7	8.7	3.7	22.6	2.9

S.R. 49 & Sycamore Rd Intersection Performance

	<u>EB</u>	<u>WB</u>	<u>NB</u>	<u>Total</u>
Total Delay (hr)	0.1	0.5	0.0	0.6
Delay / Veh (s)	2.4	4.0	8.5	3.6

Total Network Performance

	<u>All</u>
Total Delay (hr)	13.7
Delay / Veh (s)	11.6

Queuing and Blocking Report

S.R 49 Improvements

10/8/1999

Proposed Alternative - 2020 PM

Intersection: S.R. 49 & Allen Memorial Dr

<u>Movement</u>	<u>EB</u>	<u>EB</u>	<u>EB</u>	<u>EB</u>	<u>WB</u>	<u>WB</u>	<u>WB</u>	<u>NB</u>	<u>SB</u>
Directions Served	L	T	T	R	L	T	T	LTR	LTR
Maximum Queue (ft)	27	117	58	18	45	80	62	132	20
Link Distance (ft)		1012	1012			4953	4953	1013	1000
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	300			300	300				
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: S.R. 49 & Blandly Rd

<u>Movement</u>	<u>EB</u>	<u>EB</u>	<u>EB</u>	<u>WB</u>	<u>WB</u>	<u>WB</u>	<u>SB</u>	<u>SB</u>
Directions Served	L	T	T	T	T	R	L	R
Maximum Queue (ft)	53	55	35	116	78	38	28	21
Link Distance (ft)		2158	2158	1139	1139		1477	1477
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	300					300		
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: S.R. 49 & U.S. 441

<u>Movement</u>	<u>EB</u>	<u>EB</u>	<u>EB</u>	<u>WB</u>	<u>WB</u>	<u>WB</u>	<u>WB</u>	<u>NB</u>	<u>NB</u>	<u>NB</u>	<u>SB</u>	<u>SB</u>
Directions Served	L	T	T	L	T	T	R	L	T	TR	L	T
Maximum Queue (ft)	236	74	51	144	505	117	37	286	309	95	166	92
Link Distance (ft)		1702	1702		537	537			1106	1106		1039
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	300			300			300	250			250	
Storage Blk Time (%)								0.07				
Queuing Penalty (veh)								6				

Intersection: S.R. 49 & U.S. 441

<u>Movement</u>	<u>SB</u>	<u>SB</u>
Directions Served	T	R
Maximum Queue (ft)	91	176
Link Distance (ft)	1039	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		300
Storage Blk Time (%)		
Queuing Penalty (veh)		

Queuing and Blocking Report

10/8/1999

S.R 49 Improvements

Proposed Alternative - 2020 PM

Intersection: S.R. 49 & Old Capitol Park

<u>Movement</u>	<u>WB</u>	<u>NB</u>
Directions Served	L	LR
Maximum Queue (ft)	41	9
Link Distance (ft)		1098
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	300	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: S.R. 49 & Sycamore Rd

<u>Movement</u>	<u>WB</u>	<u>NB</u>
Directions Served	L	LR
Maximum Queue (ft)	38	10
Link Distance (ft)		1306
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	300	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network wide Queuing Penalty: 6

S.R. 49 & Allen Memorial Dr Performance by movement

	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>
Total Delay (hr)	0.0	1.1	0.1	0.0	0.9	0.0	0.4	0.0	0.0	0.1	0.0	0.0
Delay / Veh (s)	16.2	19.5	5.1	21.0	19.9	5.8	20.9	35.8	7.1	12.7	32.4	6.7

S.R. 49 & Allen Memorial Dr Intersection Performance

	<u>EB</u>	<u>WB</u>	<u>NB</u>	<u>SB</u>	<u>Total</u>
Total Delay (hr)	1.2	0.9	0.4	0.1	2.6
Delay / Veh (s)	16.7	19.5	18.2	10.3	17.4

S.R. 49 & Blandy Rd Performance by movement

	<u>EBL</u>	<u>EBT</u>	<u>WBT</u>	<u>WBR</u>	<u>SBL</u>	<u>SBR</u>
Total Delay (hr)	0.0	0.6	0.5	0.0	0.1	0.0
Delay / Veh (s)	19.5	8.8	10.7	3.4	12.3	1.3

S.R. 49 & Blandy Rd Intersection Performance

	<u>EB</u>	<u>WB</u>	<u>SB</u>	<u>Total</u>
Total Delay (hr)	0.6	0.5	0.1	1.2
Delay / Veh (s)	9.0	10.0	8.4	9.3

S.R. 49 & U.S. 441 Performance by movement

	<u>EBL</u>	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>WBR</u>	<u>NBL</u>	<u>NBT</u>	<u>NBR</u>	<u>SBL</u>	<u>SBT</u>	<u>SBR</u>
Total Delay (hr)	1.2	0.9	0.2	0.3	1.2	0.1	1.2	0.9	0.3	0.5	0.5	0.3
Delay / Veh (s)	30.4	19.8	7.4	22.0	38.1	5.7	69.7	40.2	16.7	36.1	31.7	7.9

S.R. 49 & U.S. 441 Intersection Performance

	<u>EB</u>	<u>WB</u>	<u>NB</u>	<u>SB</u>	<u>Total</u>
Total Delay (hr)	2.2	1.6	2.4	1.3	7.5
Delay / Veh (s)	20.9	26.5	40.8	20.1	25.9

S.R. 49 & Old Capitol Park Performance by movement

	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>NBL</u>	<u>NBR</u>
Total Delay (hr)	0.6	0.0	0.1	0.2	0.0	0.0
Delay / Veh (s)	8.6	5.8	10.5	5.1	20.1	4.0

S.R. 49 & Old Capitol Park Intersection Performance

	<u>EB</u>	<u>WB</u>	<u>NB</u>	<u>Total</u>
Total Delay (hr)	0.6	0.3	0.0	0.9
Delay / Veh (s)	8.6	6.1	5.3	7.4

S.R. 49 & Sycamore Rd Performance by movement

	<u>EBT</u>	<u>EBR</u>	<u>WBL</u>	<u>WBT</u>	<u>NBL</u>	<u>NBR</u>
Total Delay (hr)	0.3	0.0	0.0	0.2	0.0	0.0
Delay / Veh (s)	3.2	4.7	11.7	2.7	24.6	4.0

S.R. 49 & Sycamore Rd Intersection Performance

	<u>EB</u>	<u>WB</u>	<u>NB</u>	<u>Total</u>
Total Delay (hr)	0.3	0.2	0.0	0.5
Delay / Veh (s)	3.2	3.0	10.9	3.2

Total Network Performance

	<u>All</u>
Total Delay (hr)	13.5
Delay / Veh (s)	11.5

Queuing and Blocking Report

S.R 49 Improvements

10/8/1999

Proposed Alternative - 2020 AM

Intersection: S.R. 49 & Allen Memorial Dr

<u>Movement</u>	<u>EB</u>	<u>EB</u>	<u>EB</u>	<u>WB</u>	<u>WB</u>	<u>WB</u>	<u>WB</u>	<u>NB</u>	<u>SB</u>
Directions Served	L	T	T	L	T	T	R	LTR	LTR
Maximum Queue (ft)	7	141	117	26	100	80	18	112	72
Link Distance (ft)		1012	1012		4953	4953		1013	1000
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	300			300			300		
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: S.R. 49 & Blandy Rd

<u>Movement</u>	<u>EB</u>	<u>EB</u>	<u>EB</u>	<u>WB</u>	<u>WB</u>	<u>WB</u>	<u>SB</u>	<u>SB</u>
Directions Served	L	T	T	T	T	R	L	R
Maximum Queue (ft)	17	77	97	78	80	20	30	40
Link Distance (ft)		2158	2158	1139	1139		1477	1477
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	300					300		
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: S.R. 49 & U.S. 441

<u>Movement</u>	<u>EB</u>	<u>EB</u>	<u>EB</u>	<u>EB</u>	<u>WB</u>	<u>WB</u>	<u>WB</u>	<u>WB</u>	<u>NB</u>	<u>NB</u>	<u>NB</u>	<u>SB</u>
Directions Served	L	T	T	R	L	T	T	R	L	T	TR	L
Maximum Queue (ft)	311	97	110	27	66	196	171	39	149	152	1122	128
Link Distance (ft)		1702	1702			537	537			1106	1106	
Upstream Blk Time (%)											0.00	
Queuing Penalty (veh)											0	
Storage Bay Dist (ft)	300			300	300			300	250			250
Storage Blk Time (%)	0.00											
Queuing Penalty (veh)	1											

Intersection: S.R. 49 & U.S. 441

<u>Movement</u>	<u>SB</u>	<u>SB</u>	<u>SB</u>
Directions Served	T	T	R
Maximum Queue (ft)	87	49	61
Link Distance (ft)	1039	1039	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			300
Storage Blk Time (%)			
Queuing Penalty (veh)			

Queuing and Blocking Report

S.R 49 Improvements

10/8/1999

Proposed Alternative - 2020 AM

Intersection: S.R. 49 & Old Capitol Park

<u>Movement</u>	<u>WB</u>	<u>NB</u>
Directions Served	L	LR
Maximum Queue (ft)	41	27
Link Distance (ft)		1098
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	300	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: S.R. 49 & Sycamore Rd

<u>Movement</u>	<u>WB</u>	<u>NB</u>
Directions Served	L	LR
Maximum Queue (ft)	19	30
Link Distance (ft)		1306
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	300	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network wide Queuing Penalty: 1

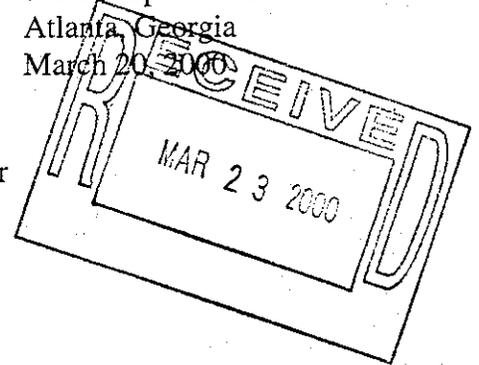
Department of Transportation State of Georgia

INTERDEPARTMENTAL CORRESPONDENCE

File: NH-089-1(26)/Baldwin County
P.I. No. 231450

Office: Traffic Operations
Atlanta, Georgia
Date: March 20, 2000

From:  M.G. Waters, III, P.E., State Traffic Operations Engineer
To: Wayne Hutto, Assistant Director of Preconstruction



Subject: Project Concept Report Review

We have reviewed the concept report on the above project for the widening of SR 49 from the Allen Memorial Highway to US 441/SR 29, the Milledgeville Bypass. The total length of project is 2.4 miles.

SR 49 is a rural two lane roadway with 8 foot shoulders and a posted speed limit ranging from 45mph to 55mph.

This project will widen SR 49 to a four lane divided roadway, with a 20 foot raised median, and a design speed of 45mph. The roadway will have rural 10 foot shoulders from the beginning of the project to Blandy Road, and curb and gutter from that point for the remainder of the project.

We recommend increasing the median width to 28 feet 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 and 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

Attention: Jim Simpson

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 ROAD AND AIRPORT DESIGN

PROJECT CONCEPT REPORT

**NH-089-1(26)
BALDWIN COUNTY
P.I. NO. 231450**

FEDERAL ROUTE NO: U.S. 441
STATE ROUTE NO: S.R. 49, S.R. 29

Date of Report: 12/02/99

RECOMMENDATION FOR APPROVAL

DATE

State Transportation Planning Administrator

DATE

State Transportation Programming Engineer

3-14-00

DATE

James Kennedy
State Road Design Engineer

DATE

State Environmental/Location Engineer

DATE

District Engineer

DATE

Project Review Engineer

3-22-2000

DATE

Marion H. Waters
State Traffic Operations Engineer

DATE

State Bridge & Structural Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF ROAD AND AIRPORT DESIGN

PROJECT CONCEPT REPORT

**NH-089-1(26)
BALDWIN COUNTY
P.I. NO. 231450**

FEDERAL ROUTE NO: U.S. 441
STATE ROUTE NO: S.R. 49, S.R. 29

Date of Report: 12/02/99

RECOMMENDATION FOR APPROVAL

DATE

State Transportation Planning Administrator

DATE

State Transportation Programming Engineer

3-14-00

DATE

James Kennedy
State Road Design Engineer

DATE

State Environmental/Location Engineer

3/31/00

DATE

Michael L. Thomas
District Engineer *DOT*

DATE

Project Review Engineer

DATE

State Traffic Operations Engineer

DATE

State Bridge & Structural Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF ROAD AND AIRPORT DESIGN

PROJECT CONCEPT REPORT

**NH-089-1(26)
BALDWIN COUNTY
P.I. NO. 231450**

FEDERAL ROUTE NO: U.S. 441
STATE ROUTE NO: S.R. 49, S.R. 29

Date of Report: 12/02/99

RECOMMENDATION FOR APPROVAL

DATE

State Transportation Planning Administrator

DATE

State Transportation Programming Engineer

3-14-00

DATE

James Kennedy
State Road Design Engineer

DATE

State Environmental/Location Engineer

DATE

District Engineer

DATE

Project Review Engineer

DATE

State Traffic Operations Engineer

3/18/00

DATE

Paul V. Liles Jr.
State Bridge & Structural Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF ROAD AND AIRPORT DESIGN

PROJECT CONCEPT REPORT

**NH-089-1(26)
BALDWIN COUNTY
P.I. NO. 231450**

FEDERAL ROUTE NO: U.S. 441
STATE ROUTE NO: S.R. 49, S.R. 29

Date of Report: 12/02/99

RECOMMENDATION FOR APPROVAL

DATE

State Transportation Planning Administrator

DATE

State Transportation Programming Engineer

3-14-00

James Kennedy

DATE

State Road Design Engineer

3/31/00

D. J. S. [Signature]

DATE

State Environmental/Location Engineer

DATE

District Engineer

DATE

Project Review Engineer

DATE

State Traffic Operations Engineer

DATE

State Bridge & Structural Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF ROAD AND AIRPORT DESIGN

PROJECT CONCEPT REPORT

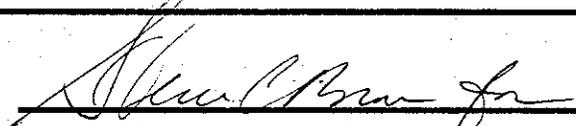
**NH-089-1(26)
BALDWIN COUNTY
P.I. NO. 231450**

FEDERAL ROUTE NO: U.S. 441
STATE ROUTE NO: S.R. 49, S.R. 29

Date of Report: 12/02/99

RECOMMENDATION FOR APPROVAL

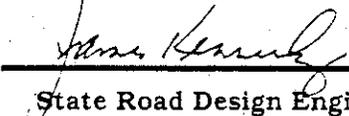
4-12-00
DATE


State Transportation Planning Administrator

DATE

State Transportation Programming Engineer

3-1-00
DATE


State Road Design Engineer

DATE

State Environmental/Location Engineer

DATE

District Engineer

DATE

Project Review Engineer

DATE

State Traffic Operations Engineer

DATE

State Bridge & Structural Engineer

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