FEB 2001
Dept. Of Transportation
Tennille, GA

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

INTERDEPARTMENT CORRESPONDENCE

FILE: STP-014-1(67) Oglethorpe County
P.I. No. 231910

OFFICE: Atlanta, Ga.

DATE: February 16, 2001

FROM: For James A. Kennerly, State Road & Airport Design Engineer

TO: C. Wayne Hutto, Assistant Director of Preconstruction

SUBJECT: Concept Report review

Attached is a signed cover sheet for the concept on the above project. The concept report has been reviewed by this office and is considered satisfactory subject to the following comments:

> The paved portion of the outside shoulder should be 6.5 feet with milled in place rumble strips in accordance with the Revised Rumble Strip Guidelines, dated November 27, 2000.

JAK:KDF

Attachment

cc: Harvey Keepler
David Mulling
Marion Waters
Marta Rosen
Herman Griffin
Mike Thomas

DISTRICT TWO
FEB 22 2001
2-22-01
(1) Dist Engr
( ) State Aid
( ) EEO
( ) Comm
( ) Safety
( ) Const
( ) Ct Admin
( ) Estimator
( ) Auditor
( ) Matls
( ) Adm Off
( ) Train
( ) EDP Tech Sppt
( ) Legal
(2) Preconst
(3) P & P
(4) Environ
(2A) Des
( ) Loc
( ) R/W 1
( ) R/W 2
(5) Loc Gvt R/W
( ) Intermodal
( ) Outdoor Adv
(6) Traf Ops R
(7) Maint
(8) Utilities
COPY:
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DEPARTMENT OF TRANSPORTA
STATE OF GEORGIA

INTERDEPARTMENTAL CORRESPONDEN(

District Two. 2/5/01	
1	District Engineer
	State Aid
	EEO
	Communication
	Safety
	Construction
	Contracts Administration
	Estimator
	Auditor
	Materials
	Administrative Officer
	Training
	EDP Technical Support
	Legal
2	Preconstruction
3	Planning & Programming
4	Environmental
	Design
	Location
	Right of Way 1
	Right of Way 2
	Local Government R/W
	Intermodal
	Outdoor Advertising
5	Traffic Operations
6	Utilities
7	Maintenance
Copies:	

FILE STP-014-1(67), Oglethorpe County **OFFICE** Environr

P.I. No. 231910 **DATE** January 2

FROM Harvey D. Keepler, State Environment/Location Engineer

TO C. Wayne Hutto, Asst. Preconstruction Director

SUBJECT Concept Report -- **Crawford/Lexington Bypass**

In accordance with the Plan Development Process, the concept report for d
for your review and processing.

HDK/KET

Attachment

Distribution: David Mulling
James Kennerly
Marion Waters
Michael Thomas/Tennille District
Marta Rosen
Herman Griffin

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

PROJECT CONCEPT REPORT

STP-014-1(67)
OGLETHORPE COUNTY
P.I. NO. 231910

FEDERAL ROUTE NO: U.S. 78
STATE ROUTE NO: S.R. 10

Date of Report: December 15, 2000

RECOMMENDATION FOR APPROVAL

01/23/01
DATE

State Environmental/Location Engineer

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

DATE — State Transportation Planning Administrator

DATE — State Transportation Programming Engineer

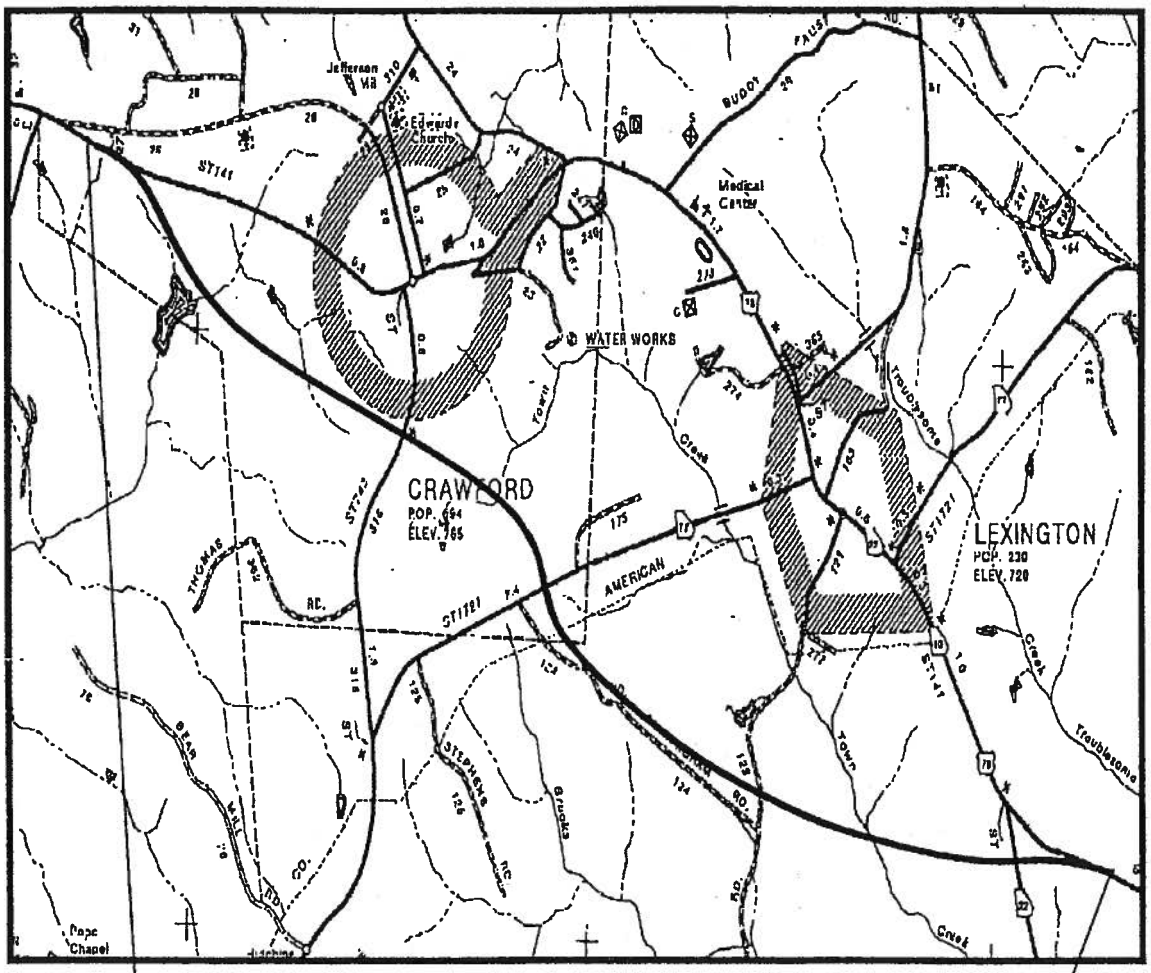
DATE — State Road and Airport Design Engineer

DATE — District Engineer

DATE — Project Review Engineer

DATE — State Traffic Operations Engineer

PROJECT LOCATION MAP:
STP-014-1(67)



BEGIN PROJECT
STP-014-1(67)

END PROJECT
STP-014-1(67)

PROJECT NUMBER: STP-014-1(67)

PROJECT LOCATION & DESCRIPTION

This project consists of the construction of a bypass south of the cities of Crawford and Lexington in Oglethorpe County. The bypass is proposed to tie to Project STP-014-1(69) just east of Smokey Road (County Road 26), traverse in a southeasterly direction, and tie back into the mainline just west of the State Route 22 / US 78 / SR 10 intersection. The length of the proposed bypass is 7.1 miles.

TRAFFIC

	ON COMPLETION		PROJECTED	
ROADWAY	**YEAR**	**AADT**	**YEAR**	**AADT**
Crawford/ Lexington Bypass	2006	4250-14,000	2026	6270-20,700

CLASSIFICATIONS

PDP CLASSIFICATION	FUNCTIONAL CLASSIFICATION
MAJOR PROJECT/NEW LOCATION	RURAL ARTERIAL

FULL OVERSIGHT ( ) **EXEMPT (X)** **SF ( )**

PROJECT NEED & PURPOSE

State route 10/US 78, functionally classified as a Rural Principal Arterial, connects Athens to Augusta, two major urbanized areas in Georgia. Project STP-014-1(67) will construct a four-lane roadway on new location to bypass the cities of Crawford and Lexington along this section of SR 10/US 78, from CR 26, Smokey Rd., southeast to SR 22.

The 1999 Average Annual Daily Traffic (AADT) on SR 10 from Smokey Rd. to SR 22 ranges from a low 7,940 to a high of 9,238 resulting in a LOS of "E". The existing pavement varies from 24' of pavement to 44' of pavement, with one travel lane in each direction. The average shoulder through this section is five feet grassed shoulders. The land use along SR 10 though the Crawford-Lexington area is mainly commercial with the commercial establishments located in close proximity to the roadway. The projected (2026) AADT along this section of SR 10 without the construction of the bypass ranges from a low of 12,000 AADT to a high of near 20,000 AADT. The projected LOS will be at "F" for SR 10 in the Crawford/Lexington area without the bypass. With the construction of the bypass, the projected (2026) AADT on SR 10 in the Crawford/Lexington area ranges from a low of 2,000 to a high of 14,000 generating a more acceptable LOS.

For evaluating accidents along the corridor, SR 10 was divided into five sections from Arnoldsville-Winterville Rd. to SR 22. The five sections are:

- ☐ Count station 105 — Arnoldsville-Winterville Rd. to CR 316 (Broad St.)
- ☐ Count station 109 — CR 316 (Broad St.) to SR 22 (Comer Rd.)
- ☐ Count station 112 — SR 22 (Comer Rd.) to SR 77 (Church St.)
- ☐ Count station 114 — SR 77 (Church St.) to SR 77 (Elberton Rd.)
- ☐ Count station 116 — SR 77 (Elberton Rd.) to SR 22 (Crawfordville Rd.)

Accident rates for these five count stations were evaluated for 1995, 1996, and 1997, the last years that complete accident data is available. The following chart lists the number of accidents and accident rates for the five count stations.

Count Station	1997		1996		1995	
	Number of Accidents	Accident rate/100 MVMT*	Number of Accidents	Accident rate/100 MVMT*	Number of Accidents	Accident rate/100 MVMT*
Count station 105	6	74	8	111	16	261
Count station 109	13	138	9	96	36	482
Count station 112	4	510	6	890	10	1483
Count station 114	1	128	1	150	1	146
Count station 116	3	148	1	53	2	111

*million vehicle miles traveled

In 1997, the statewide average accident rate per million vehicle miles traveled for a rural principal arterial was166, accidents; in 1996, 144 accidents; and in 1995, 140 accidents. As shown in the table, over the three-year period from 1995 to 1997, there were seven instances where the accident rate exceeded the statewide average. The accident data indicates that a large portion of the accidents in the area are "rear end" collisions or "angle intersecting" collisions. This suggests that the accidents may be caused by turning vehicles attempting to turn left or right, or by vehicles entering the roadway. The construction of the bypass will allow the traveling public to avoid this congested area.

Land use along SR 10/US 78 is residential and commercial for most of the Crawford/Lexington area. Many of the businesses located along the route are located in close proximity to the existing right of way. Widening along the existing route would require the purchase of these properties, impacting much of the downtown areas. Project STP-014-1(67) is identified in the Comprehensive Plan for Oglethorpe County and the cities of Arnoldsville, Crawford, Lexington, and Maxeys.

The western terminus of project STP-014-1(67) ties to the eastern terminus of project STP-014-1(69), a project identified to widen SR 10/US 78 to four lanes from Whit Davis Rd. in Clarke County to Smokey Rd. in Oglethorpe County. Project STP-014-1(69) is scheduled for construction in 2006. The eastern terminus of STP-014-1(67) is SR 22, where it splits from SR 10/US 78. Continuing along SR 10/US 78, project STP-014-1(62) identifies a series of passing lanes between Lexington and the city of Washington. The traffic volume decreases nearly 50% along this section of SR 10/US 78 compared to the traffic in Lexington/Crawford. The passing lane project is scheduled for construction in 2005.

SR 10/US 78 through the Crawford/Lexington area is not identified as a bike route on the Statewide Bicycle & Pedestrian Plan nor on a local or regional bike plan.

The need and purpose for project STP-014-1(67) is to provide acceptable LOS now and in the future along SR 10/US 78 in Oglethorpe County. Project STP-014-1(67), the Crawford Lexington Bypass, will provide an acceptable LOS along SR 10/US 78 in the future without impacting the downtown areas of Crawford and Lexington. The construction of a four-lane roadway will improve the capacity of SR 10/US 78 and separate the through traffic from turning traffic.

EXISTING ROADWAY

TYPICAL SECTION: N/A

POSTED SPEED	MAX. DEGREE OF CURVE	MAXIMUM GRADE
N/A	N/A	N/A

R/W WIDTH	MAJOR STRUCTURES
N/A	N/A

PROPOSED ROADWAY

TYPICAL SECTION: 4 – 12' lanes (two lanes in each direction) with a 44' depressed median. The section includes 6' shoulders (2' paved) on the inside and 10' shoulders (4' paved) on the outside of each travelway. The typical section will also include right and left turn lanes at the four at-grade intersections.

DESIGN SPEED	MAX. DEGREE OF CURVE	MAXIMUM GRADE
55 MPH	ALLOWABLE: 4°-45'	ALLOWABLE: 5.00%
	PROPOSED: 3°-00'	PROPOSED: 5.00%

MAJOR STRUCTURES:

1. Construct a new concrete Double 8' x 10' box culvert at Barrow Creek tributary.
2. Construct a new concrete 10' x 6' box culvert at Town Creek.
3. Construct a new concrete Quadruple 10' x 10' box culvert at Town Creek.

PROPOSED RIGHT OF WAY

R/W WIDTH
Varies, 250' - 400'

DISPLACEMENTS
RES: 3 BUS: 0 M.H.: 1

NUMBER OF IMPACTED PARCELS: 27

TYPE OF ACCESS CONTROL: Partially controlled.

COORDINATION

CONCEPT TEAM MEETING DATE:	July 25, 2000
CONFORMS TO TIP/STIP:	Yes
MEETS LOGICAL TERMINI REQUIREMENTS:	Yes
P.A.R. MEETING:	To Be Determined
LOCATION INSPECTION DATE:	To Be Determined
PERMITS REQUIRED (COE, 404, ETC.):	Individual Permit anticipated (No wetlands would be impacted, but 4 stream crossings would be affected.) A PAR meeting would be required.
LEVEL OF PUBLIC INVOLVEMENT:	Public Hearing (to be scheduled later)
TIME SAVING PROCEDURES APPROPRIATE:	No
LOCAL GOVERNMENT COMMITMENTS:	LGPA - No Report
OTHER PROJECTS IN THE AREA:	STP-014-1(62): Construction of passing Lanes along US 78 from Lexington to Washington. STP-014-1(69): Widening of US 78/SR 10 to a 4-lane section with a 44-foot depressed median from CR 166 / Whit Davis Road in Clarke County to east of CR 26 / Smokey Road in Oglethorpe County.

MISCELLANEOUS

TRAFFIC CONTROL DURING CONSTRUCTION: Maintain traffic on US 78

ENVIRONMENTAL CONCERNS:

a. Five (5) potentially eligible historic resources identified. 106 required. None impacted. No 4(f) required.
b. No known threatened or endangered species within project limits.
c. No known eligible archaeological sites known at this time.
d. No parks within project limits.
e. No known cemeteries within project limits.
f. No stream channel changes proposed.

LEVEL OF ENVIRONMENTAL ANALYSIS: Environmental Assessment

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:	Underground storage tanks are located adjacent to US 78/SR 10 southbound lane just north of the beginning of the project.
HAZARDOUS WASTE SITES:	Hazardous waste sites may exist at two automobile salvage yards along US 78 in the project vicinity.

DESIGN VARIANCES

Angle of intersection between the proposed bypass and Stephens Road is approximately 73.5-degrees.

ALTERNATES CONSIDERED

A. Construction of a bypass that accommodates the current alignments of CR 316, SR 22 and SR 77, and minimizes earthwork and impacts to wetlands and streams.

B. Construction of a direct route between project termini that minimizes earthwork and impacts to wetlands and streams.

C. Construction of a bypass that accommodates an extension/tie-in of the northern leg of SR 77, thereby providing a bypass around Lexington for SR 77 traffic too.

Alternate A was chosen because it has minimal impacts to wetlands and streams and does not require realignment of a state route.

ESTIMATED COST			
CONSTRUCTION:	$16,338,000	RIGHT-OF-WAY:	$1,754,600
E & C (10%):	$1,634,000	ACQUIRED BY:	GA DOT
INFLATION (5%, 2yrs):	$1,842,000	UTILITIES:	$151,500
		ADJUSTED BY:	To be LGPA
TOTAL CONSTRUCTION COST:	$19,814,000		
GRAND TOTAL:	$21,720,100		

COMMENTS:

1. A Utility estimate has been requested.

2. The 404-b(1) review process has not been completed for this project. This alignment could shift.

ATTACHMENTS: Cost Estimate, Typical Section, Environmental Scan, Historic Resources Reconnaissance Survey, Addendum to Historic Resources Reconnaissance Survey, and Concept Meeting Minutes

PREPARED BY: ARCADIS Geraghty & Miller

PRELIMINARY COST ESTIMATE

PROJECT NUMBER: STP-014-1(67) COUNTY: Oglethorpe

DATE: 12/15/00 ESTIMATED LETTING DATE: Long Range

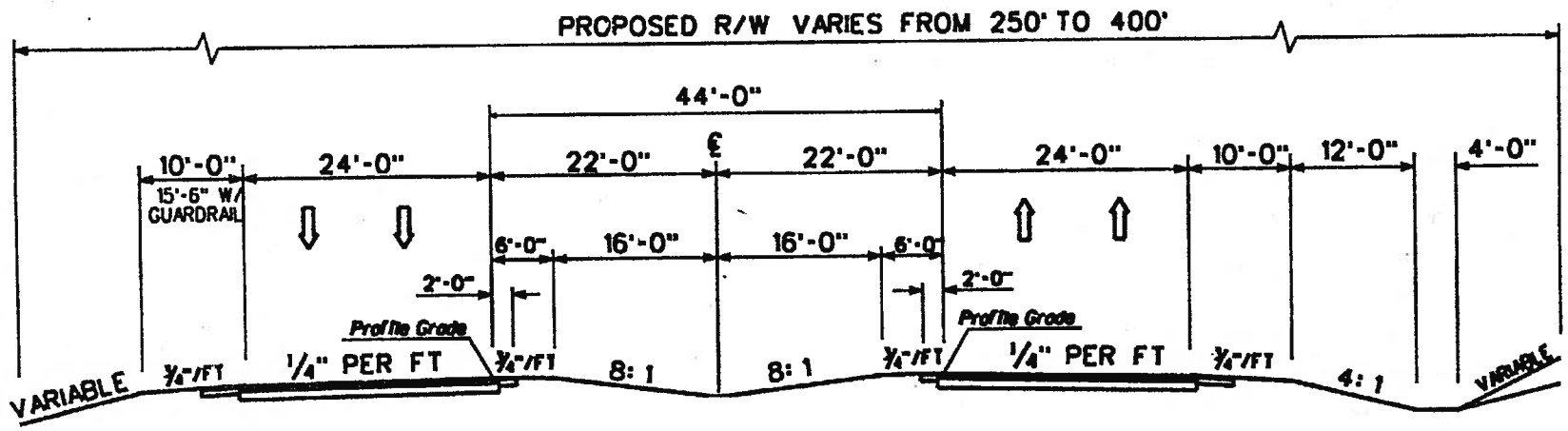
PREPARED BY: T.Udell PROJECT LENGTH : 7.1 miles

( ) PROGRAMMING PROCESS (X) CONCEPT DEV. ( ) DURING PROJECT DEV.

PROJECT COST	
A. RIGHT-OF-WAY:	
1. PROPERTY (LAND & EASEMENT)	$455,000
2. IMPROVEMENTS AND RELOCATIONS	$630,000
3. OTHER COSTS (DAMAGES, ADM./COURT, INFL., ETC.)	$669,600
SUBTOTAL: A	$1,754,600
B. REIMBURSABLE UTILITIES:	
1. TRANSMISSION LINES	
2. OTHER UTILITIES	
SUBTOTAL: B	$151,500
C. CONSTRUCTION:	
1. MAJOR STRUCTURES:	
a.Double 8 x 10 Box culvert, 160' long	$200,000
b. 10' x 6' Box culvert, 160' long	$110,000
c. Quad 10' x 10' Box culvert, 160' long	$390,000
SUBTOTAL: C-1	$700,000
2. GRADING AND DRAINAGE:	
a. EARTHWORK - Unclassified ($5 / cu. yd)	$5,000,000
b. DRAINAGE - 7.1 miles	$750,000
SUBTOTAL: C-2	$5,750,000
3. BASE AND PAVING:	
a. 10" GR AGGR BASE CRS - ($8 / SY)	$1,654,000
b. ASPHALT PAVING:	
1. Asph Conc, 4" superpave base ($40/ton)	$1,861,000
2. Asph Conc, 3" superpave binder ($40 / ton)	$1,034,000
3. Asph Conc, 1" superpave surface ($40 / ton)	$724,000
SUBTOTAL: C-3.b	$3,619,000
c. BITUMINOUS TACK COAT - ($1/ gal)	$25,000
d. OTHER PAVING	$299,000
SUBTOTAL: C-3	$5,597,000
4. LUMP ITEMS:	

		a. TRAFFIC CONTROL	$200,000
		b. SIGNALS	
		1. SR 77 & Crawford/Lexington Bypass	$70,000
		2. SR 22 & Crawford/Lexington Bypass	$70,000
		c. EROSION CONTROL	$689,000
		d. CLEARING AND GRUBBING	$1,291,000
		e. LANDSCAPING	$568,000
		f. SIGNING AND STRIPING	$135,000
		g. OTHER	$682,000
		SUBTOTAL: C-4	$3,705,000
	5. MISCELLANEOUS:		
		a. FIELD OFFICE	$30,000
		b. GUARDRAIL	$149,000
		c. GUARDRAIL ANCHORS	$9,000
		d. SPECIAL FEATURES ON SIDE ROADS	$398,000
		SUBTOTAL: C-5	$586,000

ESTIMATE SUMMARY	
A. RIGHT-OF-WAY:	$1,754,600
B. REIMBURSABLE UTILITIES:	$151,500
C. CONSTRUCTION:	
1. MAJOR STRUCTURES	$700,000
2. GRADING AND DRAINAGE	$5,750,000
3. BASE AND PAVING	$5,597,000
4. LUMP ITEMS	$3,705,000
5. MISCELLANEOUS	$586,000
SUBTOTAL CONSTRUCTION COST	$16,338,000
E. & C. (10%)	$1,634,000
INFLATION (5% PER YEAR)	$1,842,000
NUMBER OF YEARS: 2	
TOTAL CONSTRUCTION COST	$19,814,000
GRAND TOTAL	$21,720,100



CRAWFORD/LEXINGTON BYPASS
STP-014-1(67)
OGLETHORPE COUNTY

NOT TO SCALE

ENVIRONMENTAL SCAN
P.I. NO. 231910

Jurisdictional Wetland and Surface Waters.

An on-site inspection of the proposed project corridor was conducted to determine if any jurisdictional wetlands or surface waters were present within the corridor. Three conceptual alignments were developed within the proposed corridor. Areas of concern identified within the corridor consist of jurisdictional wetlands, Town Creek, and two unnamed tributaries.

The first area of concern is an unnamed tributary of Barrow Creek that flows in a northwest fashion into a second unnamed tributary of Barrow Creek. The unnamed tribuatry is approximately 3 to 4 feet wide and steeply incised 1 to 2 feet. An adjacent wetland is located along this unnamed tributary. The wetland is approximately 120 feet wide and 600 feet long. Vegetation occurring within this area includes *Acer rubrum* var. *rubrum* (Red maple), *Alnus serrulata* (Tag alder), *Liquidambar styraciflua* (Sweet-gum), *Juncus effusus* (Rush), *Rhus copallina* (Sumac), *Vitis rotundifolia* (Muscadine), *Woodwardia aerolata* (Netted chain fern), *Athyrium filix-femina* (Southern lady fern), *Arundinaria gigantea* (Switch-cane), *Impatiens capensis* (Touch-me-not), and *Onoclea sensibilis* (Sensitive fern). Soils are saturated to the surface and have a matrix color of 7.5YR 4/1. Hydrologic indicators include buttressed bases, oxidized root channels, and there was water in the soil pit at six inches. Alternate C crosses the unnamed tributary and the adjacent wetland. Alternates A and B cross the unnamed tributary.

The second area of concern is an unnamed tributary of Barrow Creek that flows southwardly under U.S. 78 and S.R. 10. The area of concern is 10 to 15 feet wide and steeply incised 4 to 5 feet. Vegetation occurring along the creek banks includes *Toxicodendron radicans* (Poison-ivy), *Rubus argutus* (Blackberry), *Acer negundo* (Box-elder), *Acer rubrum* var. *rubrum* (Red maple), *Cornus foemina* (Dogwood), *Quercus nigra* (Water oak), *Liquidambar styraciflud* (Sweet-gum), *Quercus phellos* (Willow oak), *Lonicera japonica* (Honeysuckle), *Vitis rotundifolia* (Muscadine), and *Arundinaria gigantea* (Switch-cane). The unnamed tributary has an unconsolidated bed of sand and rocks. At this location the jurisdictional limits are the creek and its banks. All three alternates cross the unnamed tributary of Barrow Creek.

The third area of concern includes an unnamed tributary of Town Creek, Town Creek, and two adjacent wetlands. At this location, Town Creek flows in a northeastward direction from the headwaters of a pond that is fed by a spring. Town Creek is approximately 15 to 25 feet wide and steeply incised 2 to 3 feet. The unconsolidated bed consists of rocks and sand. The unnamed tributary of Town Creek is approximately a mile north of the headwaters of Town Creek. The unnamed tributary is approximately15 to 25 feet wide and steeply incised 2 to 3 feet. The adjacent wetland begins along the upper portion of the first unnamed tributary and continues northward approximately 1700 feet past the confluence of the unnamed tributary and Town Creek. The wetland is approximately 250 feet wide with *Juncus effusus* (Rush), *Boehmeria cylindrica*(False-nettle), *Salix nigra* (Black willow), *Acer rubrum* var. *rubrum* (Red maple), *Liriodendron tulipifera* (Tulip poplar), *Impatiens capensis* (Touch-me-not), *Rubus argutus* (Blackberry), *Platanus occidentalis* (Sycamore), *Peltandra virginica* (Arrow arum), *Woodwardia aerolata* (Netted chain fern), and *Lonicera japonica* (Honeysuckle) occurring within this area. Soils are saturated to the surface with a soil matrix of 7.5YR 3/1. Hydrologic indicators include buttressed bases, water marks at two inches, and oxidized root channels. Below the headwaters of the pond is an adjacent wetland that is approximately 400 feet wide and 400 feet long. Vegetation occurring within the wetland includes *Acer rubrum* var. *rubrum* (Red maple), *Juncus effusus* (Rush), *Carex crinita* (Sedge), *Liquidambar styraciflua* (Sweet-gum), *Osmunda cinamomea* (Cinnamon fern), *Osmunda regalis* (Royal fern), *Alnus serrulata* (Tag alder), *Woodwardia aerolata* (Netted chain fern), and *Arundinaria gigantea* (Switch cane). Soils are inundated approximately an

inch above the surface and gleyed. Hydrologic indicators include oxidized root channels, buttressed bases and water marks at 1 1/2 inches. Alternate C is perpendicular to the unnamed tributary, Town Creek, and the adjacent wetland. Alternate A crosses Town Creek while the alternate B's right-of-way crosses the edge of the wetland below the headwaters of the pond.

The fourth area of concern is Town Creek that is located perpendicular to Old Stephens Road. Town Creek flows under Old Stephens Road in a southeastward direction and is traversed by Alternates A, B, and C. Town Creek is 10 to 15 feet wide and steeply incised 5 to 7 feet with *Salix nigra* (Black willow), *Alnus serrulata* (Tag alder), *Carpinus caroliniana* (Ironwood), and *Rubus argutus* (Blackberry) occupying the stream banks. At the crossings of Alternates A and B, canopy trees are present with a thin shrub layer, and there is also a well-developed herb layer. The stream banks at this location are severely disturbed because of frequent flooding. This area of concern has an unconsolidated bed of sand and gravel. At this location the jurisdictional limits are the creek and its banks.

The fifth area of concern is located to the west of Old Stephens Road in Lexington. This is a jurisdictional wetland that parallels Old Stephens Road for approximately 2500 feet and is approximately 1600 feet wide. Approximately 100 feet of the 2600 feet of the jurisdictional wetland is saturated while the remaining 2500 feet is inundated. The hydrology of this wetland is between 0 to 8 inches in depth and the soils appeared to be gleyed. Hydrologic indicators present include drainage patterns, buttressed bases, water marks, and stooling. A few plant species that occur within this jurisdictional wetland are *Juncus effusus* (Rush), *Woodwardia aerolata* (Netted-chain fern), *Ligustrum sinense* (Chinese privet), *Acer negundo* (Box-elder), *Alnus serrulata* (Tag alder), *Carpinus carolinianus* (Ironwood), *Peltandra virginica* (Arrow-arum), *Sparganium americanum* (Bur-reed), *Myriophyllum heterophyllum* (Parrot-feather), *Salix nigra* (Black willow), *Lonicera japonica* (Honeysuckle), *Acer rubrum* var. *rubrum* (Red maple), and *Quercus nigra* (Water oak). Approximately 60 percent of the wetland have no canopy or shrub layer but have a well developed herb layer. The other 40 percent have a thin canopy layer, a well-developed shrub layer, and a well-developed herb layer. Alternate C runs perpendicular through this wetland.

Environmental Concerns.

An on-site inspection of the proposed corridor was conducted to determine if any environmental concerns were present within the corridor. During the investigation, two areas of concern were identified. Areas of concern involve an underground storage tank (UST) and junk cars at an Auto Paint and Body Shop.

The first area of concern is a former gas station that is now Gabriel's Tire and Automotive. The gas tanks have been removed, but three UST's are present at this site and are approximately 45 feet from the right-of-way.

The second area of concern is an Auto Paint and Body Shop that has junk cars behind the shop. The cars are approximately 40 feet from the right-of-way.

Residential and Business Impacts.

An on-site inspection of the proposed corridors was conducted to determine if any residential or business areas would be impacted by the construction of the Crawford-Lexington bypass. During the investigation, several businesses and houses were identified as being impacted in some way by the construction of this bypass.

Businesses in the vicinity of the bypass include Jones Lexington Funeral Chapel, Gabriel's Tire and Automotive Service, a junk yard, Wholesale Auto Parts, and Auto Paint and Body Shop.

Residential communities and businesses are likely to have adverse noise impacts due to the close proximity of the removal of the vegetated buffer and the construction that will be occurring in order to construct the Crawford-Lexington bypass. A detailed noise study will be needed to analyze and address the potential adverse noise impacts to these areas. Noise walls may be needed to mitigate the potential noise impacts. A community impact analysis addressing environmental justice including disproportionate and adverse impacts to the minority communities should be included in the environmental document.

Protected Species.

A list of Threatened and Endangered Species for Oglethorpe County, Georgia was obtained from the U.S. Fish and Wildlife Service. After reviewing the literature, 3 federally listed species and 3 state listed species were found to be of potential occurrence in Oglethorpe County. During the investigation, no evidence of any listed species or their suitable habitat were found.

Conclusions and Recommendations.

An Environmental Assessment (EA) should cover the requirements for this project in order to comply with the National Environmental Policy Act (NEPA). Within this document, community impacts analyzing for environmental justice including disproportionate and adverse impacts to the minority communities and a detailed noise analysis should be addressed.

HISTORIC RESOURCES RECONNAISSANCE SURVEY
P.I. NO. 231910

At the request of ARCADIS, Geraghty and Miller, Inc. Southeastern Archeological Services, Inc. conducted a visual inspection of the proposed corridor for a bypass around the south side of the adjacent towns of Crawford and Lexington, in central Oglethorpe County. The inspection was performed by architectural historian Ken Kocher on May 25, 2000. Although the survey did include an inspection of all historic structures in the area of potential effect for the project, which includes properties that may actually be physically affected and those within the viewshed of the proposed highway, such inspection almost was not necessary because the county had been systematically surveyed in 1996, by Ken Kocher and his colleague Scott Messer. The results of the 1996 survey were compiled as a set of USGS topographic maps with resources plotted by resource number, a set of photographs of the structures, and a set of historic resources forms. All of these were consulted and used for this project.

Kocher's May 25, 2000 inspection determined that seven historic resources (standing structures older than 50 years) lie within the area of potential effect for Alternates A and B (Due to wetland impacts, Alternate C has been eliminated as a feasible alternative and, therefore, was not investigated to determine historic impacts). Five of these, OG-243, OG-244, OG-246, OG-[2] and an unrecorded structure at the eastern terminus of the project, are common to both alternatives. Resources OG- 746 and OG-748, would be affected only by Alternate B. The resources, boundaries and potential effects are summarized as follows:

Resources Affecting Both Alternates .

OG-243 is a ca. 1940 bungalow on the-north side of US Highway 78 at the western terminus of the project. We assess this resource as not eligible for inclusion in the National Register of Historic Places. Its boundaries are not precisely known, but probably encompass much of the apex of the triangle formed by US 78 and Smokey Road. The highway will not be widened at this resource, but present plans call for a taking of property for new right-of-way.

OG-244 is a ca. 1935 English Vernacular cottage on the south side of US Highway 78 near the western terminus of the project. We assess this resource as not eligible for inclusion in the National Register of Historic Places. It is located on a small, rectangular parcel of land. The highway will not be widened at this resource, but present plans call for a taking of property for new right-of-way.

OG-[2] is a hall and parlor house that has been significantly altered. Because of the alteration, it was assessed in 1996 as lacking integrity and clearly not eligible for the National Register. It remains in the same condition today, and is clearly not eligible for the National Register. The highway will not be widened at this resource, but present plans call for a taking of property for new right-of-way.

OG-246 is ca. 1930 English Vernacular cottage on the south side of US Highway 78 located 1. 1 miles east of the western terminus of the project. We assess this resource as eligible for inclusion in the National Register of Historic Places. It is situated on a triangular parcel of land that is mostly in pasture, but which includes a small pond. The proposed bypass will miss the property, but a proposed two-lane tie-in road to US Highway 78 will take a very small portion of the property at its western end, away from the house. The proposed tie-in road probably will not be visible from the house. The road will run underneath a large transmission line immediately adjacent to the property. It is likely that the proposed bypass, which might be partially visible from the house, and the tie-in road would not adversely affect the property. (The tie-in can be relocated to avoid this property).

An Unrecorded Property lies at the eastern terminus of the project area. It is a ca. 1910 gable-ell house and garage that is occupied and in good condition. We assess this resource as potentially eligible for inclusion in the National Register of Historic Places. It is situated on a roughly triangular parcel of land that is mostly wooded. The proposed bypass is currently designed to pass through the structure, which would clearly constitute an adverse effect. Also, the reconfiguration of SR 22 will take some additional property at the front of the lot, near US Highway 78.

Resources Affecting Only Alternate B .

OG-746 is a ca. 1880 Georgia cottage on the east side of State Route 77. We assess this resource as potentially eligible for inclusion in the National Register of Historic Places. It is located on a large parcel of land that includes pasture land and woods. Alternate A, as currently designed, would barely graze a comer of this large parcel. It is our understanding that a very minor shift off the property could easily be accomplished, resulting in our conclusion that Alternate A would not affect the property. Alternate B, however, is planned to bisect the property and come within 100 feet of the structure, clearly constituting an adverse effect.

OG-748 is ca. 1890 New South cottage on the east side of State Route 77. We assess this resource as potentially eligible for inclusion in the National Register of Historic Places. We do not have secure boundary information for this property, as it is quite removed from the two bypass alternates. However, it will be adversely affected by the rerouting of State Route 77 required for Alternate B. As presently designed, it appears that the structure would be in the path of the rerouted roadway.

Summary .

We identified seven historic properties that could be affected by Alternates A and B for the Crawford-Lexington bypass. We recommend that three of the properties, all at the western end of the route, are not eligible for listing on the National Register. We recommend that the other four properties are potentially eligible. Two of the four properties will be affected by both alternates current design, although we believe the effects on one (OG-246) will not be adverse. The remaining two recommended eligible resources (OG-746 and OG-748) will be adversely affected by Alternate B, but not by Alternate A (provided a very minor shift in alignment is executed).

HISTORIC RESOURCES RECONNAISSANCE SURVEY ADDENDUM
P.I. NO. 231910

On May 26, 2000 Southeastern Archeological Services, Inc. submitted a historic resources reconnaissance survey report for a proposed bypass of Lexington and Crawford, Georgia. Seven historic resources (structures older than 50 years) were identified in that report as occurring within the area of potential effect for one or both of two alternative routes for the bypass. Based on this report and many other factors, a preferred route for the bypass was then designed. In August, 2000 an eighth potentially historic structure that lies near the selected route was brought to the attention of project designers by a landowner, Mr. Bob Cunningham. On August 16, 2000 architectural historian Ken Kocher met with Mr. Cunningham and project planners with the consulting engineering firm of ARCADIS Geraghty and Miller to examine the structure. This addendum presents the results of that inspection.

The structure is a small cabin located on the edge of a farm pond. The original portion of the cabin is a c. 1915 single room structure of log construction. The logs are laid with a saddle notch and the structure rests on granite piers. The side gable roof, originally wood shakes, is five v-crimp metal. A c. 1925 kitchen cross gable ell addition is located on the right rear. A c. 1930 side gable extension with a lower roof is located on the right elevation. A 1998 cross gable ell addition is located on the rear of the c. 1930 addition. All additions are sided with board and batten. The structure has six-over-six double hung sash windows and batten doors. A granite chimney is located on the left elevation.

The pond fronting the property was created at the same time the cabin was constructed. According to the owner, children from Lexington used the pond as the local swimming hole. A small bath house was once located along the pond.

This resource is potentially eligible for listing in the National Register of Historic Places.

The proposed new right-of-way will intersect the southwestern corner of the property on which the cabin is located and will pass within 40 m of the cabin itself.

Concept Team Meeting Minutes

Project: GDOT Project Work Order No. 39
STP-014-01(67)
P.I. No. 231910
US 78 Crawford-Lexington Bypass
Project Limits: US 78 / SR 10 east of Smokey Road (CR 26) to just west of SR 22 / US 78 / SR 10 intersection, Oglethorpe County

Date: August 14, 2000

Attendance:

Bill Cabaniss	The Commercial Bank, Crawford, GA
Beverly Montgomery	Oglethorpe County Planning Commission
Ken Whitehead	Oglethorpe County Planning Commission
Robert Johnson	Oglethorpe Board of Commissioners Chairman
Henry Cabaniss	Oglethorpe Board of Commissioners / Commercial Bank
Charles Crawford	Lexington City Council
Hardy Cook	Lexington City Council
Darryl K. Johnson	Johnson Ford sales, Inc., Crawford, GA
Tim Smith	GDOT-Traffic Opts-TMC
Roger Price	GDOT/Tennille
Deborah Pennington	GDOT/Tennille
James Tidwell	GDOT/Road Design
Warren Bailey	GDOT/Office Materials and Research
Rick Ford	GDOT Right-of-Way
Meg Pirkle	GDOT Programming
Wade Harris	GDOT Engineering Services
Ken Thompson	GDOT - Environment/Location
Susan Knudson	GDOT - Environment/Location
Jerry Hobbs	GDOT - Environment/Location
Richard N. Williams	GDOT - Environment/Location
Keith Posey	GDOT - Environment/Location
Rob Tawes	GDOT - Environment/Location
Lamar Stoi	GDOT
John Hart	GDOT
Marwan Abboud	ARCADIS Geraghty & Miller
Kristin Brodeur	ARCADIS Geraghty & Miller
Kim Chapman	ARCADIS Geraghty & Miller
Tom Udell	ARCADIS Geraghty & Miller

The Concept Team Meeting was held on July 25, 2000 to elicit comments from interested parties on the proposed Crawford/Lexington Bypass. The meeting was held at the GDOT Environment/Location Office.

GDOT began the meeting by introducing the project and then asking attendees to introduce themselves and identify whom they represent.

The meeting was then turned over to Arcadis to describe future traffic operations, with and without the project, and the results of a safety review of the area.

Arcadis then presented the preferred alignment for the bypass and discussed environmental and historical areas of concern.

> The Crawford/Lexington Bypass project (STP-014-1(67)) consists of the construction of a bypass south of the cities of Crawford and Lexington in Oglethorpe County. The bypass is proposed to begin on US 78 / SR 10, just east of Smokey Road (CR 26), traverse in a southeasterly direction, and tie back into the mainline just west of the SR 22 / US 78 / SR 10 intersection. The proposed improvements include widening a portion of US 78 / SR 10 to a 4-lane divided facility with 12-foot lanes, a 44-foot median and open ditches to match the proposed typical section of the bypass.

Comments were then solicited from those in attendance

A. Local Officials: City, County
Question: Where are the majority of the displacements?
Reply: All displacements are along or near US 78 at the beginning of the project, west of Crawford.

Question: Will there be a median opening along US 78 in front of the proposed Ford dealership site, west of Crawford?
Reply: Median openings are placed at state routes and major county roads during the conceptual phase of the project. Additional median openings will be addressed in the design phase of the project.

Comment: Concerned that traffic flow on SR 22 and SR 77 will be impeded at intersections with the proposed bypass.
Reply: Traffic operations at all intersections within the project limits will be evaluated and designed at a later stage of the project development.

Comment: Requested the project be extended west to include the Cherokee Corner area south of Arnoldsville to improve safety along US 78 at Cherokee Corner.
Reply: This option will be investigated. An extension of this project could either be on new alignment or follow the existing alignment. (Further investigation revealed an existing concept for a four lane 44' depressed median widening project "STP 014-1(69)" to extend from Athens to the west to just east of C.R. 27, west of Crawford. Therefore, the bypass project will be coordinated to begin at the western end of the widening project, just west of Crawford.)

Comment: Requested a realignment (extension to the proposed bypass) of SR 77 to reduce truck traffic through the city of Lexington.
Reply: Improvements to SR 77 need to be addressed by a separate project as they are outside of the scope of this project.

Comment:, Concerned with traffic control on the Bypass at CR 316.

Reply: Traffic control is currently conceptual, final traffic control will be determined during the design process.

Comment:, Informed the attendees that a 300 truck per day quarry has been permitted off of SR 77 south of Crawford.
Reply: Truck route restrictions and design considerations will be assessed during the design phase of the project to accommodate truck traffic for the intersection of SR77 and the Bypass, as well as other intersections along the proposed bypass.

B. Road Design
Comment: GDOT Road Design stated that right turn lanes are now required at all new intersections for paved cross/side roads.
Reply: Noted. Standard will be implemented during design phase.
Comment: Concerned that the length of the lane drop at the project tie-in does not appear to be adequate.
Reply: Lane drop length is designed in accordance with AASHTO guidelines.

District Office
Comment: Bypass and current passing lane projects need to be coordinated to avoid overlaps.
Reply: Concept team is aware of the project. A plan showing the proposed alignment will be provided to the concept team to coordinate with the District Plan.

D. Environmental Analysis Bureau (EAB)
Question: Are there any wetlands or streams that would be impacted by this project.? If so, would any of the impacts require individual permitting?
Reply: No wetlands would be impacted. Four streams would be crossed, one Individual Permit may be required.

Comment: It may be preferable to bridge the stream that would require the individual permit to avoid going to a PAR meeting for just one stream.
Reply: EAB will be given a chance to review the proposed concept and comment before the concept report is submitted.

Question: Were any threatened and/or endangered species identified in the project area?
Reply: None were present/identifiable at the time of the environmental scan.

Comment: This project would require an EA and not an EIS.
Reply: noted

E. Right-of-Way
Question: Are there any UST/Hazardous Waste sites impacted by the project.
Reply: No

F. Traffic Operations
Question: Is the proposed alignment adequate for a 65 mph design speed?
Reply: The design speed of the bypass is 55 mph, however the design of the alignment also satisfies criteria for a 65 mph facility.

G. Engineering Services
Comment: The proposed alignment shows a 250' ROW even at the ends of the project. Is this for future project consideration?

Reply: The ROW shown is the worst case. The actual required ROW will be determined during the design phase and will be less at the project tie-ins if the current posted speed at these locations is 45 mph or less, which allows for a reduced typical section.

H. Materials and Research

Question: Are there any landfills impacted by this project?
Reply: No.

I. Programming

Comment: ROW acquisition for the Bypass is scheduled for FY 2003.
Reply: Noted

J. Engineering Management Group (EMG)

Question: Will the concept be ready to fly for mapping photography in January?
Reply: Yes, unless the scope of the project changes drastically. A copy of the alignment will be provided.