

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

**OFFICE OF DESIGN POLICY & SUPPORT
INTERDEPARTMENTAL CORRESPONDENCE**

FILE P.I. #231910-
STP-0014-01(067)
Oglethorpe County

OFFICE Design Policy & Support

DATE May 10, 2010

Crawford/Lexington Bypass from east of
CR 26/Smokey Rd to SR 22/US 78/SR10
Intersection

FROM  for Brent Story, State Design Policy Engineer

TO SEE DISTRIBUTION

SUBJECT APPROVED REVISED CONCEPT REPORT

Attached is the approved Revised Concept Report for the above subject project.

Attachment

DISTRIBUTION:

Genetha Rice-Singleton, Program Control Administrator
Ron Wishon, State Project Review Engineer
Glenn Bowman, State Environmental Administrator
Ken Thompson, Statewide Location Bureau Chief
Michael Henry, Systems & Classification Branch Chief
Keith Golden, State Traffic Operations Engineer
Angela Alexander, State Transportation Planning Administrator
Paul Liles, State Bridge Engineer
Bobby Hilliard, State Program Delivery Engineer
Angela Robinson, Financial Management Administrator
Jeff Baker, State Utilities Engineer
Jack (Gus) D. Cooper, Jr., District 2 Utilities Engineer
George Brewer, District 2 Preconstruction Engineer
Tony Collins, District 2 Engineer
Peter Emmanuel, Project Manager
BOARD MEMBER

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE STP00-0014-01(067) OFFICE Program Delivery
Oglethorpe County
P.I. No. 231910 DATE October 26, 2009

Project Description: Crawford/Lexington Bypass from east of CR 26/Smokey Road Southeast to SR 22/US 78/SR 10 intersection in Oglethorpe County.

FROM Bobby K. Hilliard, PE, State Program Delivery Engineer *B.K.H.*
TO Genetha Rice-Singleton, State Program Control Administrator
Attn: Johnny Quarles, Project Concept Review Engineer

SUBJECT Revised Project Concept Report

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

The project right of way width is reduced to 152' as the minimum section in critical areas in lieu of 250' as shown in the 2000 Concept Report; access will be by permit in lieu of partially controlled as shown in the 2000 Concept Report; the project length of the proposed bypass is 7.4 miles in lieu of 7.1 miles in the 2000 Concept Report; traffic data is updated; cost estimate is updated; and project prioritization information is added.

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

DATE 1/4/10


State Transportation Planning Administrator

If there are any questions, please contact Peter Emmanuel at 404-631-1158.

BKH:MAH:pbe
Attachments

Cc: Ron Wishon, Project Review Engineer
Glen Bowman, State Environment/Location Engineer - *Recommendation on file - 09/8/2010 dep*
Keith Golden, State Traffic Operations Engineer
Angela Alexander, State Transportation Planning Administrator
Angela Whitworth, State Transportation Financial Management Administrator
Tony Collins, District Two Engineer
Paul Liles, State Bridge Design Engineer



Statewide Location Bureau
JAN 07 2010

REVISED PROJECT CONCEPT REPORT

STP00-0014-01(067), US 78 Bypass
Oglethorpe County
P.I. No. 231910

Need and Purpose: Included in Original Concept Report attached.

Project location: 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 STP00-0014-01(067) just east of Smokey Road (County Road 26), traverse in a southeasterly direction, and tie back into the mainline just west of SR 22 / US 78 / SR 10 intersection. The length of the proposed bypass is 7.4 miles.

Description of the approved concept: The proposed construction will provide 4 – 12' lanes (two in each direction) with a 44' depressed grass median. The section includes 6' shoulders (2' paved) on the inside and 10' shoulders (6.5' paved) on the outside of each travelway. The typical section will also include right and left turn lanes at the four at-grade intersections. The design speed is 55 mph. The major structures include a double 8' x 10' box culvert at Barrow Creek tributary, a 10' x 6' box culvert at Town Creek and a quadruple 10' x 10' box culvert at Town Creek. The length of the proposed bypass is 7.1 miles.

PDP Classification: Major X Minor _____

Federal Oversight: Full Oversight (), Exempt (X), State Funded (), Other ()

Functional Classification: Rural Principal Arterial

U. S. Route Number(s): US 78 **State Route Number(s):** SR 10

Traffic (AADT) as shown in the approved concept:

Current Year: 14,850 (2006) Design Year: 26,850 (2026)

Proposed features to be revised:

- Right of Way
- Project Length

Describe the revised feature(s) to be approved:

- Right of Way: The right of way will vary with 152' as the minimum section in critical areas in lieu of 250' as shown in the 2000 Concept Report.
- Project Length: The length of the proposed bypass is 7.4 miles.

Project Revised Concept Report Page #2
 Project Number: STP00-0014-01(067)
 P.I. Number: 231910
 County: Oglethorpe

Project Prioritization: The Georgia Department of Transportation (GDOT) Office of Planning has compiled a planning level study (project prioritization) to assist with project balancing and programming using a macro-analysis tool, the data in Table 1 is the result of the study. As a result of the high Benefit/Cost Ratio (B/C Ratio), project STP00-0014-01(069) has been moved to Tier 1. Due to the majority of project STP00-0014-01(067) located on a new location, not much data is available to make an analysis. As a result, the B/C Ratio is low and the project is moved to Tier 4.

TABLE 1 - Project Prioritization		
Project Number	STP00-0014-01(069)	STP00-0014-01(067)
P.I.#	132660	231910
Tier #	1	4
Score #	55	27
B/C Ratio	1.58	0.24
Reduces Delay by (VHT)	1,615 hrs	106 hrs

Updated traffic data (AADT):

Base Year: 5,760 (2014)

Design Year: 7,590 (2034)

Programmed/Schedule:

P.E. AUTH

R/W: 2027

Construction: 2031

V.E. Study Required:

Yes (X)

No ()

Revised cost estimates:

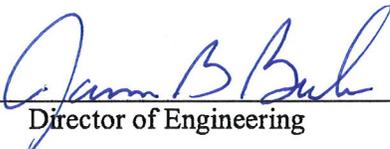
1. Construction cost incl. E&I, Fuel Adjustment & AC Adjustment	\$ 31,188,813.32
2. Right-of-way, and	\$ 12,889,300.00
3. Utilities <i>including 30% contingencies</i>	\$ 263,900.00

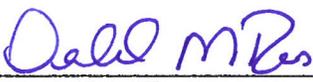
Is the project located in a Non-attainment area? Yes No

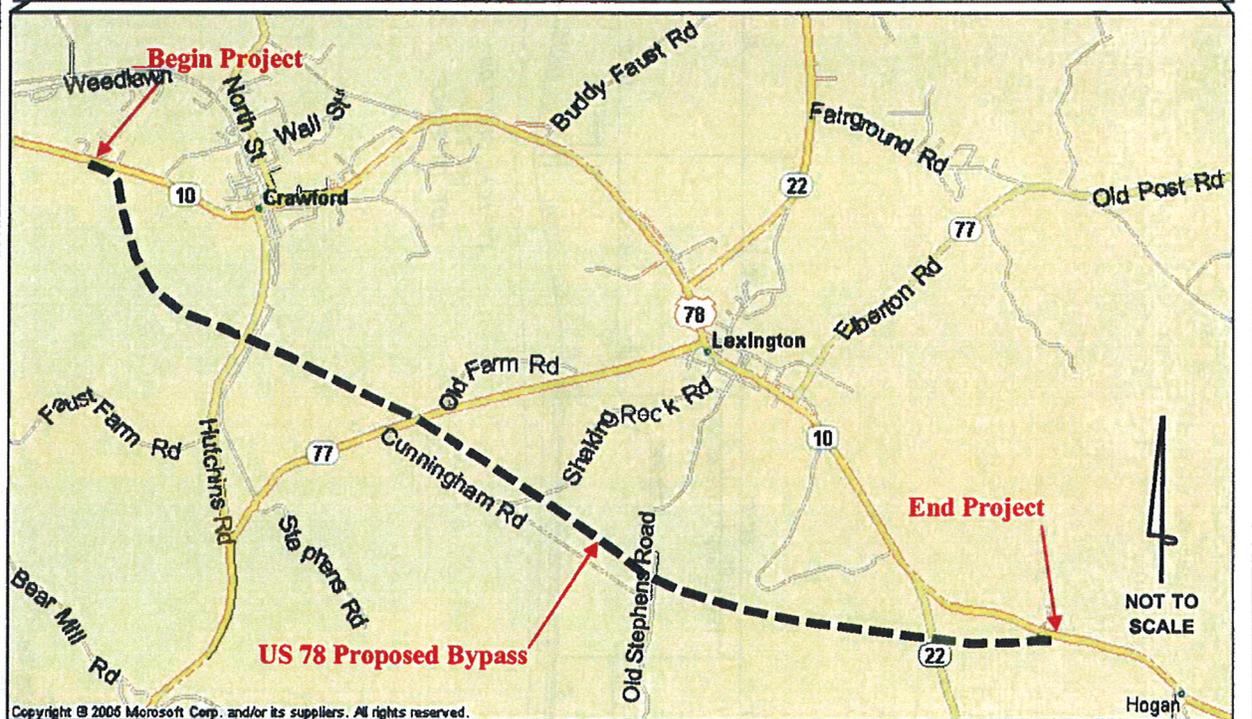
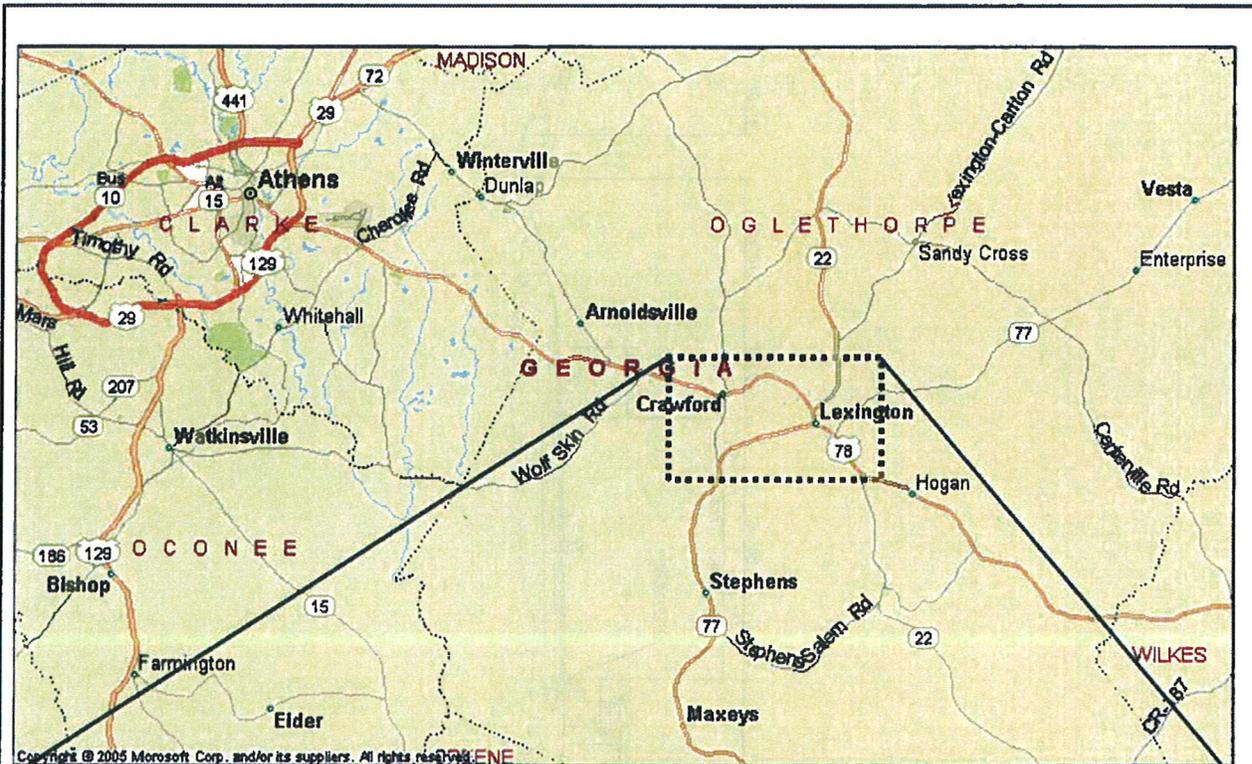
Recommendation: Recommend that the proposed revision to the concept be approved for implementation.

Attachments:

1. Sketch Map
2. Typical Section
3. Cost Estimate
4. Traffic Diagrams
5. Original Concept Report

Concur: 
 Director of Engineering

Approve:  Date 5/6/2010
 Chief Engineer



STP00-0014-01(067)
US 78 Bypass
Oglethorpe County

Project
Location

Figure
1

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

----- INTERDEPARTMENT CORRESPONDENCE

FILE PROJECT No. , OFFICE
 DATE

P.I. No.

FROM

TO Ronald E. Wishon, Project Review Engineer

SUBJECT REVISIONS TO PROGRAMMED COSTS

PROJECT MANAGER

MNGT LET DATE

MNGT R/W DATE

PROGRAMMED COST (TPRO W/OUT INFLATION)

CONSTRUCTION \$

RIGHT OF WAY \$

UTILITIES \$

LAST ESTIMATE UPDATE

DATE

DATE

DATE

REVISED COST ESTIMATES

CONSTRUCTION* \$

RIGHT OF WAY \$

UTILITIES** \$

* Costs contain % Engineering and Inspection and % Construction Contingencies.

** Costs contain % contingency.

REASON FOR COST INCREASE

Detailed Concept Development.
Addition of 125% adjustments for fuel and asphalt cement.

CONTINGENCY SUMMARY

Construction Cost Estimate:	\$ <input type="text" value="23,446,719.18"/>	(Base Estimate)
Engineering and Inspection:	\$ <input type="text" value="1,172,335.96"/>	(Base Estimate x <input type="text" value="5"/> %)
Construction Contingency:	\$ <input type="text" value="0"/>	(Base Estimate x <input type="text" value="0"/> %)
		(The Construction Contingency is based on the Project Improvement Type in TPro.)
Total Fuel Adjustment	\$ <input type="text" value="2,969,810.62"/>	(From attached worksheet)
Total Liquid AC Adjustment	\$ <input type="text" value="3,599,947.56"/>	(From attached worksheet)
Construction Total:	\$ <input type="text" value="31,188,813.32"/>	
Utility Cost Estimate:	\$ <input type="text" value="203,000.00"/>	
Utility Contingency:	\$ <input type="text" value="60,900.00"/>	<input type="text" value="30"/> %
Utility Total:	\$ <input type="text" value="263,900.00"/>	

REIMBURSABLE UTILITY COST

Utility Owner	Reimbursable Cost
Georgia Power	\$63,000.00
AT&T Georgia	\$100,000.00
Windstream	\$40,000.00

Attachments

c: Genetha Rice-Singleton, State Program Control Administrator

Estimate Report for file "231910_2009-10-14"

Section Roadway Items					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
150-1000	1	LS	150000.0	TRAFFIC CONTROL - PI NO 231910	150000.0
153-1300	1	EA	73914.48	FIELD ENGINEERS OFFICE TP 3	73914.48
163-0232	250	AC	283.37	TEMPORARY GRASSING	70842.5
201-1500	1	LS	5000000.0	CLEARING & GRUBBING - PI NO 231910	5000000.0
205-0001	1000000	CY	2.47	UNCLASS EXCAV	2470000.0
310-1101	159000	TN	17.04	GR AGGR BASE CRS, INCL MATL	2709360.0
402-1812	500	TN	66.7	RECYCLED ASPH CONC LEVELING, INCL BITUM MATL & H LIME	33350.0
402-3121	101000	TN	59.47	RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	6006470.0
402-3130	19500	TN	64.13	RECYCLED ASPH CONC 12.5 MM SUPERPAVE, GP 2 ONLY, INCL BITUM MATL & H LIME	1250535.0
402-3190	26000	TN	67.77	RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	1762020.0
413-1000	33000	GL	2.0	BITUM TACK COAT	66000.0
441-0204	20000	SY	35.18	PLAIN CONC DITCH PAVING, 4 IN	703600.0
634-1200	300	EA	93.93	RIGHT OF WAY MARKERS	28179.00
641-1200	8000	LF	17.89	GUARDRAIL, TP W	143120.0
641-5001	30	EA	673.15	GUARDRAIL ANCHORAGE, TP 1	20194.5
641-5012	30	EA	1762.58	GUARDRAIL ANCHORAGE, TP 12	52877.39
Section Sub Total:					\$20,540,462.88

Section Drainage Items					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
500-3101	3000	CY	238.02	CLASS A CONCRETE	714060.0
511-1000	350000	LB	0.89	BAR REINF STEEL	311500.0
550-1180	1500	LF	36.27	STORM DRAIN PIPE, 18 IN, H 1-10	54405.00
550-1240	1000	LF	41.79	STORM DRAIN PIPE, 24 IN, H 1-10	41790.0
550-2180	500	LF	33.24	SIDE DRAIN PIPE, 18 IN, H 1-10	16620.0
550-3418	150	EA	562.15	SAFETY END SECTION 18 IN, SIDE DRAIN, 4:1 SLOPE	84322.5
550-4218	50	EA	551.07	FLARED END SECTION 18 IN, STORM DRAIN	27553.50
550-4224	25	EA	643.26	FLARED END SECTION 24 IN, STORM DRAIN	16081.5
603-2018	1500	SY	39.99	STN DUMPED RIP RAP, TP 1, 18 IN	59985.0
603-7000	1500	SY	3.8	PLASTIC FILTER FABRIC	5700.0
668-2100	75	EA	2360.78	DROP INLET, GP 1	177058.50
Section Sub Total:					\$1,509,076.00

Section Signing & Marking Items					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
636-1020	3000	SF	16.67	HIGHWAY SIGNS, TP 1 MATL, REFL SHEETING, TP 3	50010.00
636-2070	3600	LF	8.71	GALV STEEL POSTS, TP 7	31356.00
653-1501	100000	LF	0.44	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, WHITE	44000.0
653-1502	100000	LF	0.45	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, YELLOW	45000.0
653-3501	100000	GLF	0.33	THERMOPLASTIC SKIP TRAF STRIPE, 5 IN, WHITE	33000.0
654-1003	1200	EA	3.2	RAISED PVMT MARKERS TP 3	3840.0
Section Sub Total:					\$207,206.00

Section Signal Items					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
647-1000	1	LS	54642.03	TRAFFIC SIGNAL INSTALLATION NO - 2- US 78 & SR 22	54642.03
647-1000	1	LS	54642.03	TRAFFIC SIGNAL INSTALLATION NO - 1- US 78 & SR 77	54642.03
Section Sub Total:					\$109,284.06

Section Erosion Control					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
163-0300	12	EA	1148.7	CONSTRUCTION EXIT	13784.40
163-0503	20	EA	442.2	CONSTRUCT AND REMOVE SILT CONTROL GATE, TP 3	8844.0
163-0522	1000	EA	93.85	CONSTRUCT AND REMOVE TEMPORARY DITCH CHECKS - TYPE A SILT FENCE	93850.0
163-0530	24000	LF	2.42	CONSTRUCT AND REMOVE BALED STRAW EROSION CHECK	58080.0
163-0531	25	EA	7381.63	CONSTRUCT AND REMOVE SEDIMENT BASIN, TP 1, STA NO -	184540.75
165-0010	19500	LF	0.53	MAINTENANCE OF TEMPORARY SILT FENCE, TP A	10335.0
165-0040	500	EA	56.18	MAINTENANCE OF EROSION CONTROL CHECKDAMS/DITCH CHECKS	28090.0
165-0060	25	EA	1698.39	MAINTENANCE OF TEMPORARY SEDIMENT BASIN, STA NO -	42459.75
165-0070	12000	LF	2.83	MAINTENANCE OF BALED STRAW EROSION CHECK	33960.0
165-0101	6	EA	481.34	MAINTENANCE OF CONSTRUCTION EXIT	2888.04
167-1000	2	EA	460.3	WATER QUALITY MONITORING AND SAMPLING	920.6
167-1500	24	MO	685.8	WATER QUALITY INSPECTIONS	16459.19
171-0010	39000	LF	1.84	TEMPORARY SILT FENCE, TYPE A	71760.0
171-0030	45000	LF	2.95	TEMPORARY SILT FENCE, TYPE C	132750.0
700-6910	200	AC	674.07	PERMANENT GRASSING	134814.0
700-7000	400	TN	60.51	AGRICULTURAL LIME	24204.0
700-7010	500	GL	20.53	LIQUID LIME	10265.0
700-8000	150	TN	409.57	FERTILIZER MIXED GRADE	61435.5
700-8100	10000	LB	2.3	FERTILIZER NITROGEN CONTENT	23000.0
716-2000	135000	SY	0.95	EROSION CONTROL MATS, SLOPES	128250.0
Section Sub Total:					\$1,080,690.24

Total Estimated Cost: \$23,446,719.18

P.I. Number 231910

County Oglethorpe

Date 3/24/2010

Project Number STP00-0014-01(067)

**Special Provision, Section 109-Measurement and Payment
FUEL PRICE ADJUSTMENT (ENGLISH 125% MAX)**

ENTER FPL DIESEL	2.517
ENTER FPM DIESEL	5.663

ENTER FPL UNLEADED	2.268
ENTER FPM UNLEADED	5.103

<http://www.dot.ga.gov/doingbusiness/Materials/Pages/asphaltcementindex.aspx>

INCREASE ADJUSTMENT
125.00%

INCREASE ADJUSTMENT
125.00%

ROADWAY ITEMS	QUANTITY	DIESEL FACTOR	GALLONS DIESEL	UNLEADED FACTOR	GALLONS UNLEADED	REMARKS
Excavations paid as specified by Sections 205 (CUBIC YARD)	1000000.000	0.29	290000.00	0.15	150000.00	
Excavations paid as specified by Sections 206 (CUBIC YARD)		0.29		0.15		
GAB paid as specified by the ton under Section 310 (TON)	159000.000	0.29	46110.00	0.24	38160.00	
Hot Mix Asphalt paid as specified by the ton under Sections 400 (TON)		2.90		0.71		
Hot Mix Asphalt paid as specified by the ton under Sections 402 (TON)	147000.000	2.90	426300.00	0.71	104370.00	
PCC Pavement paid as specified by the square yard under Section 430 (SY)		0.25		0.20		

BRIDGE ITEMS	Quantity	Unit Price	QF/1000	Diesel Factor	Gallons Diesel	Unleaded Factor	Gallons Unleaded	REMARKS
Bridge Excavation (CY) Section 211				8.00		1.50		
Class __ Concrete (CY) Section 500				8.00		1.50		
Class __ Concrete (CY) Section 500				8.00		1.50		
Class __ Concrete (CY) Section 500				8.00		1.50		
Superstru Con Class __ (CY) Section 500				8.00		1.50		
Superstru Con Class __ (CY) Section 500				8.00		1.50		
Superstru Con Class __ (CY) Section 500				8.00		1.50		
Concrete Handrail (LF) Section 500				8.00		1.50		
Concrete Barrier (LF) Section 500				8.00		1.50		

BRIDGE ITEMS	Quantity	Unit Price	QF/1000	Diesel Factor	Gallons Diesel	Unleaded Factor	Gallons Unleaded	REMARKS
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Stru Steel Plan Quantity (LB) Section 501				8.00		1.50	
Stru Steel Plan Quantity (LB) Section 501				8.00		1.50	
PSC Beams_____(LF) Section 507				8.00		1.50	
PSC Beams_____(LF) Section 507				8.00		1.50	
PSC Beams_____(LF) Section 507				8.00		1.50	
Stru Reinf Plan Quantity(LB) Section 511				8.00		1.50	
Stru Reinf Plan Quantity(LB) Section 511				8.00		1.50	
Bar Reinf Steel (LB) Section 511				8.00		1.50	
Piling____inch (LF) Section 520				8.00		1.50	
Piling____inch (LF) Section 520				8.00		1.50	
Piling____inch (LF) Section 520				8.00		1.50	
Piling____inch (LF) Section 520				8.00		1.50	
Piling____inch (LF) Section 520				8.00		1.50	
Piling____inch (LF) Section 520				8.00		1.50	
Drilled Caisson,____(LF) Section 524				8.00		1.50	
Drilled Caisson,____(LF) Section 524				8.00		1.50	
Drilled Caisson,____(LF) Section 524				8.00		1.50	
Pile Encasement,____(LF) Section 547				8.00		1.50	
Pile Encasement,____(LF) Section 547				8.00		1.50	
SUM QF DIESEL=		762410.00		SUM QF UNLEADED=		292530.00	
DIESEL PRICE ADJUSTMENT(\$)				\$2,206,833.87			
UNLEADED PRICE ADJUSTMENT(\$)				\$762,976.75			

ASPHALT CEMENT PRICE ADJUSTMENT FOR BITUMINOUS TACK COAT(Surface Treatment 125% MAX)

APPLICABLE TO CONTRACTS CONTAINING THE 413 SPEC. SECTION 413.5.01 ADJUSTMENTS ASPHALT PRICE ADJUSTMENT FOR BITUMINOUS TACK COAT

<http://www.dot.ga.gov/doingbusiness/Materials/Pages/asphaltcementindex.aspx>

ENTER APL

ENTER APM

125.00%

INCREASE ADJUSTMENT

Use this side for Asphalt Emulsion Only

L.I.N.	TYPE	ASPHALT EMULSION (GALLONS)

TMT =

REMARKS:

Use this side for Asphalt Cement Only

L.I.N.	TYPE	TACK (GALLONS)
413-1000	PG 58-22	33000

TMT =

REMARKS:

MONTHLY PRICE ADJUSTMENT(\$)

\$66,843.78

ADJUSTMENT SUMMARY

FUEL PRICE ADJUSTMENT (ENGLISH 125% MAX)

DIESEL PRICE ADJUSTMENT(\$)

\$2,206,833.87

UNLEADED PRICE ADJUSTMENT(\$)

\$762,976.75

ASPHALT CEMENT PRICE ADJUSTMENT (BITUMINOUS TACK COAT 125% MAX)

\$66,843.78

400 / 402 ASPHALT CEMENT PRICE ADJUSTMENT 125% MAX

\$3,466,260.00

ASPHALT CEMENT PRICE ADJUSTMENT FOR BITUMINOUS TACK COAT(Surface Treatment 125% MAX)

\$66,843.78

REMARKS:

TOTAL ADJUSTMENTS

\$6,569,758.18

Preliminary Right of Way Cost Estimate



Phil Copeland
Right of Way Administrator
By: LaShons Alexander

Date: August 17, 2009
Project: STP00-0014-01(067) Oglethorpe Counties
Existing/Required R/W: Varies/Varies
Project Terminal: Widening of US 78
Project Description: Widening & Reconstruction of SR 10/US 78

P.I. Number: 231910
No. Parcels: 34

Land: Res/Agri/Com R/W: 169.23 acres @ \$23,000/acre		\$ 3,892,290
Improvements : homes, building, trees, landscaping misc. site improvements		950,000
Relocation: Residential (7)	\$40,000	280,000
Damage : Proximity	\$ 35,000	
Cost to Cure	\$ 40,000	
	Net Cost	\$ 75,000
		\$ 5,197,290
	Net Cost	\$ 5,197,290
	Scheduling Contingency 55 %	2,858,509
	Adm/Court Cost 60	4,833,479
		\$ 12,889,279

Total Cost \$12,889,300

Note: The Market Appreciation (40%) is not included in the updated Preliminary Cost Estimate.

Department of Transportation State of Georgia

INTERDEPARTMENT CORRESPONDENCE

FILE STP00-0014-01(067), Oglethorpe County **OFFICE** Environment/Location
P.I. # 231910

DATE October 13, 2009

GB/AFE
FROM Glenn Bowman, P.E., State Environmental/Location Engineer

TO Bobby K. Hilliard, P.E., State Program Delivery and Consultant Design Engineer
Attention: Peter Emmanuel

SUBJECT **Reviewed** Design Traffic for Crawford/Lexington Bypass from E. of C.R.
26/Smokey Road to S.R. 22.

As per your request, we reviewed the consultant's Design Traffic for the
above project.

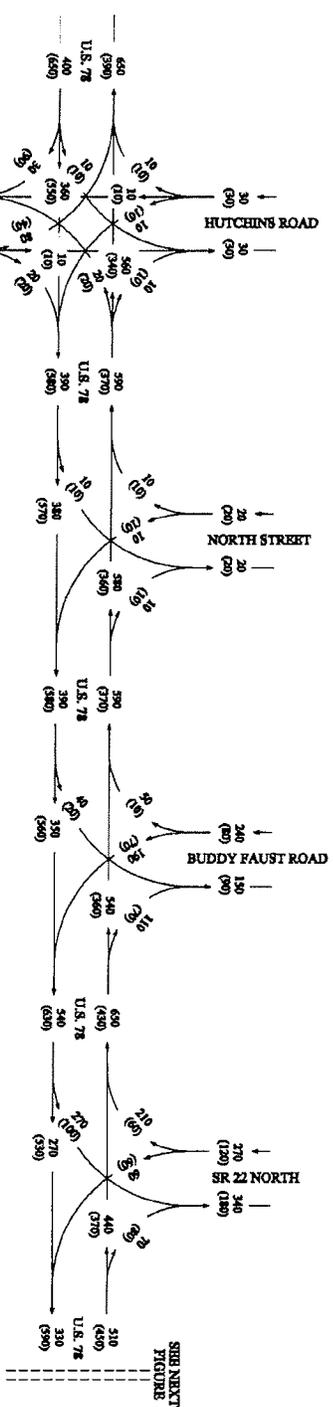
The Design Traffic is approved based on the information furnished. If you
have any questions concerning this information please contact
Abby Ebodaghe at (404) 699-4454.

GSB/AFE

PROJECT NUMBER: 5700-001-001(087) SHEET NO. TOTAL SHEETS

ENVIRONMENTAL VOLUNTEERS
 EXISTING FROM 2009
 AND FROM 2009
 PM FRANK BOHR - (000)

FRANK BOHR
 T-17M



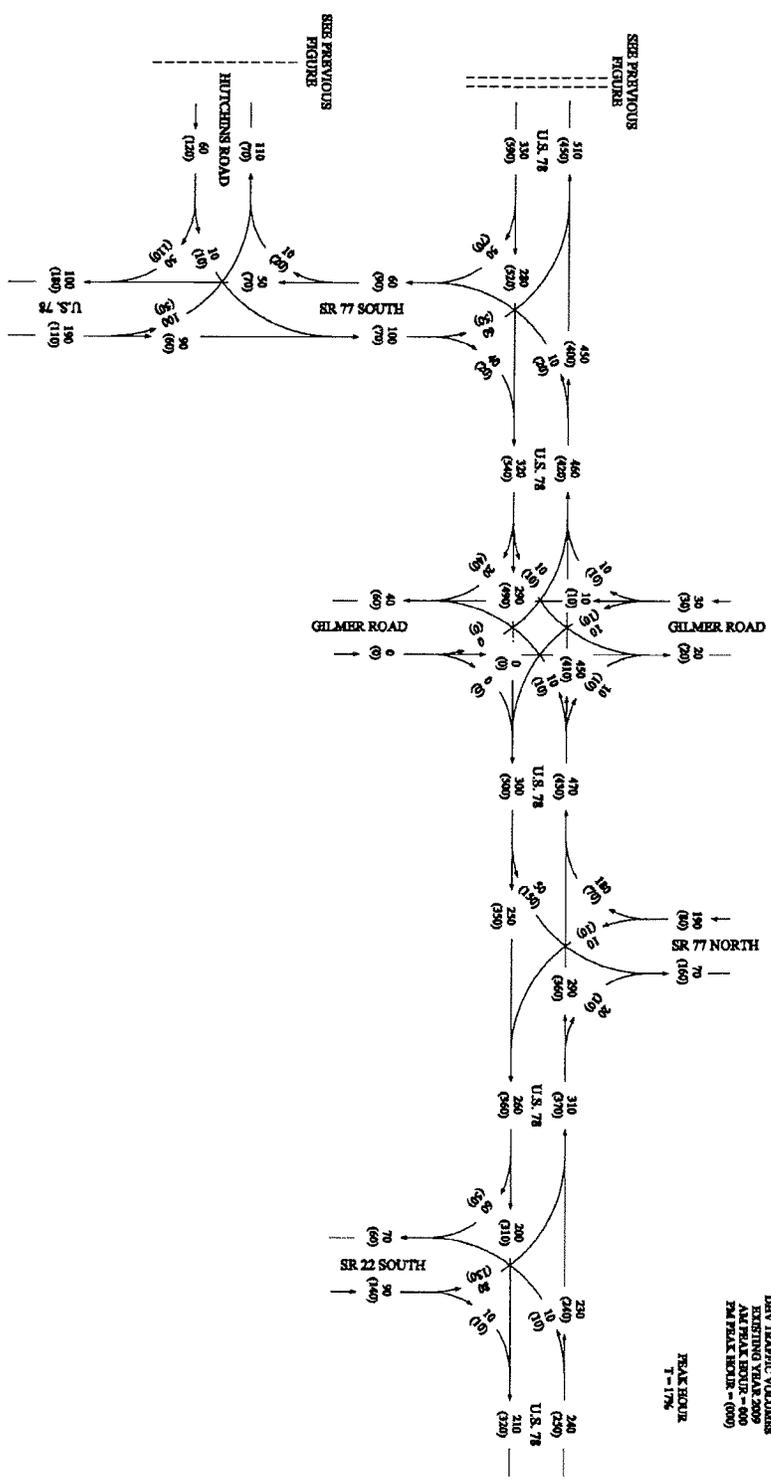
REVISION DATES		STATE OF GEORGIA DEPARTMENT OF TRANSPORTATION URBAN DESIGN	DISTRICT NO. 2-A
		OGLETTHORPE COUNTY US 78 STP00-0014-01(087) FM 231910 0409	
		U.S. 78 BYPASS	

PROJECT NUMBER
STP00-014-01(067)

SHEET NO.
TOTAL SHEETS

DESIGNER'S SEAL
REGISTERED PROFESSIONAL ENGINEER
AM. PEAK HOUR - 000
PM. PEAK HOUR - 000

PEAK HOUR
T - 17%



REVISION DATES	STATE OF GEORGIA DEPARTMENT OF TRANSPORTATION OFFICE: URBAN DESIGN
	U.S. 78 BYPASS

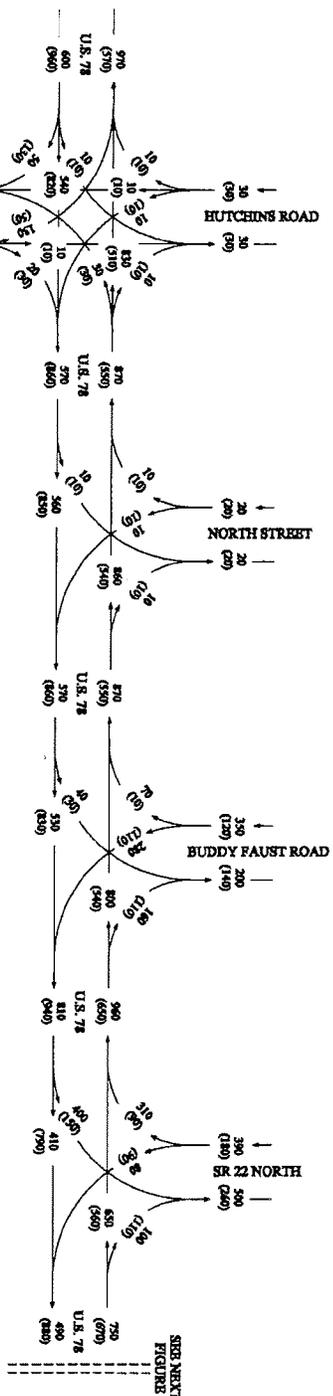
DRAWING NO.
2-8

OGLBTHORPE COUNTY
US 78
STP00-014-01(067)
PI# 231910
06009

PROJECT NUMBER: ST700-0014-01(067)
 SHEET NO: TOTAL SHEETS

DESIGN TRAFFIC VOLUMES
 AM PEAK HOUR - 800
 PM PEAK HOUR - 000

PEAK HOUR
 1-17%



SEE NEXT
 FIGURE

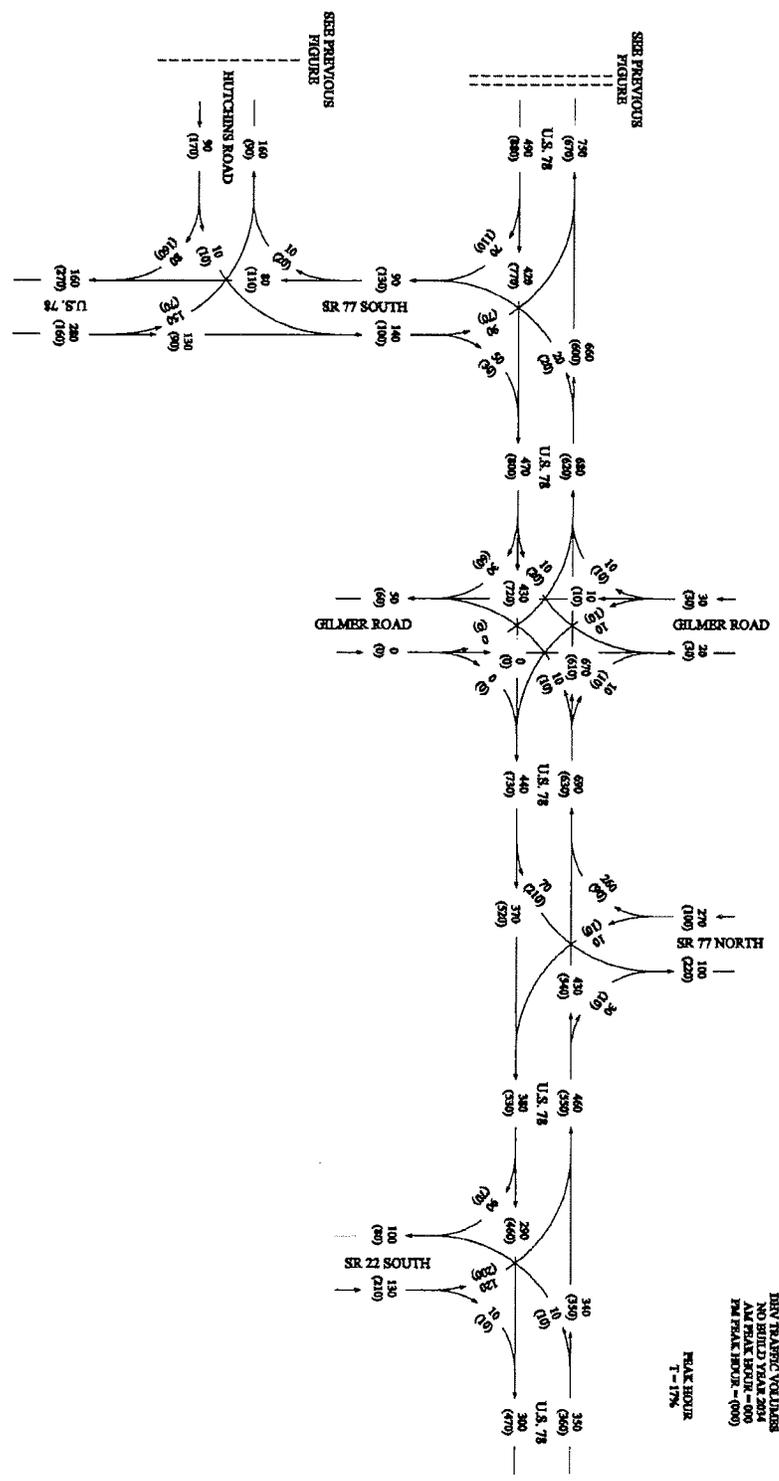
OGLETHORPE COUNTY

US 78
 ST700-0014-01(067)
 E# 231910

STATE OF GEORGIA
 DEPARTMENT OF TRANSPORTATION
 URBAN DESIGN
 U.S. 78 BYPASS

REVISION DATES

3-A



NO BUILD YEAR 2014
 AM PEAK HOUR - 000
 PM PEAK HOUR - 000

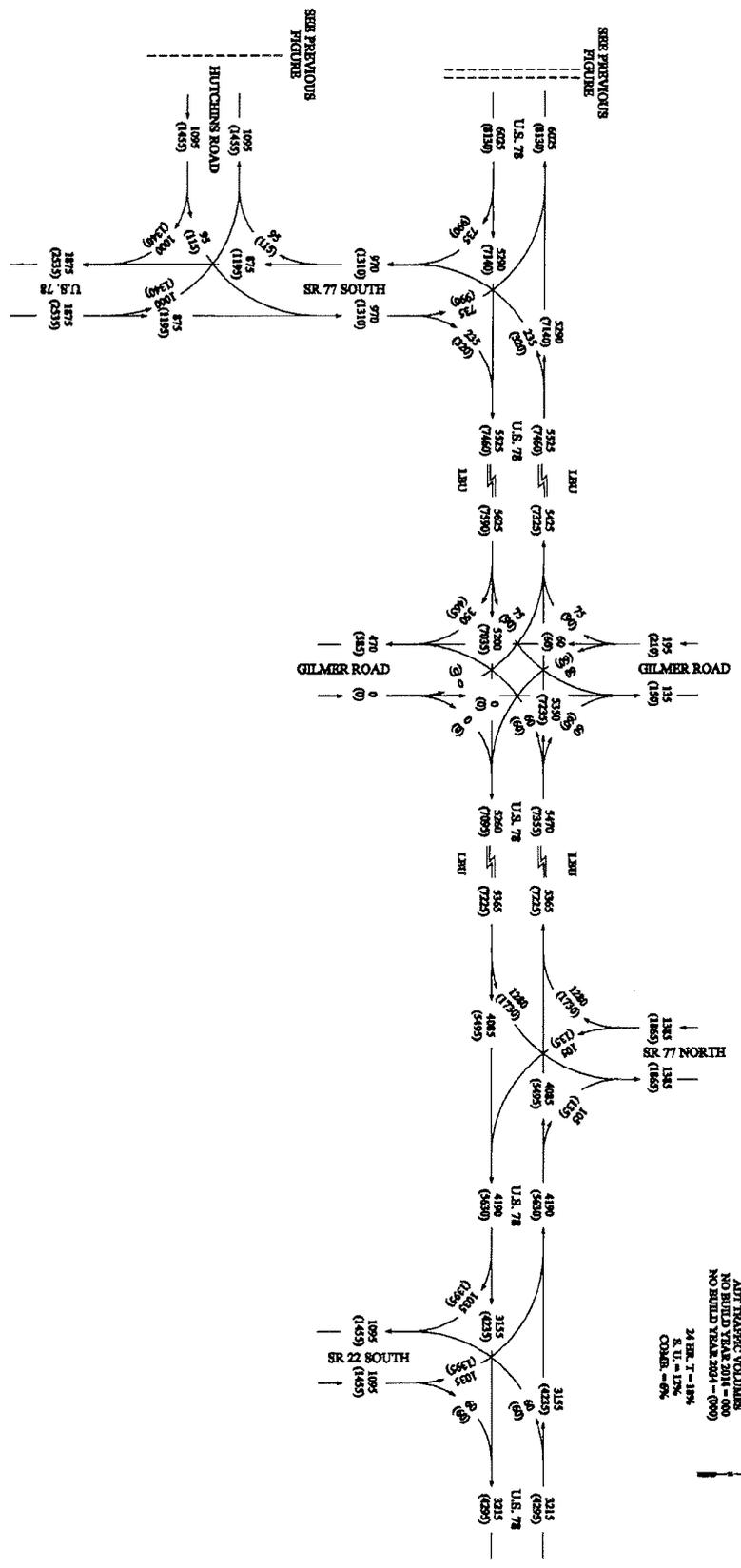
PEAK HOUR
 1-17%

OGELTHORPE COUNTY
 US 78
 8700-0014-01(067)
 2/19/10

REVISION DATES	STATE OF GEORGIA DEPARTMENT OF TRANSPORTATION OFFICE: URBAN DESIGN
	U.S. 78 BYPASS

3-B

ADJUSTED VOLUMES
 BASED ON
 NO BUILD YEAR 2004 - 0000
 24 HR. T = 18%
 K. U. = 12%
 CORNER = 0%



REVISION DATES	DEPARTMENT OF TRANSPORTATION
	OFFICE: URBAN DESIGN
	STATE OF GEORGIA
	U. S. 78 BYPASS

OGLETHORPE COUNTY
 US 78
 STR00-001-01(067)
 PW 231910 0909

DRAWN BY: 7-B



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: *Fol*
James A. Kennerly, State Road & Airport Design Engineer

Joseph L. Sean

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 Keeper
- David Mulling
- Marion Waters
- Marta Rosen
- Herman Griffin
- Mike Thomas

- DISTRICT TWO
FEB 22 2001
~~12-22-01~~
- (1) ~~12-22-01~~
 - () State Aid
 - () ETC
 - () Comm
 - () Safety
 - () Const
 - () Ct Admin
 - () Estimator
 - () Auditor
 - () Mails
 - () Adm Off
 - () Train
 - () EDP Tech Sppt
 - () Legal
 - (2) Preconst *03*
 - (3) P & P *03*
 - (4) Environ *03*
 - (5) Design *03*
 - () Lcc
 - () R/W 1
 - () R/W 2
 - (5) Lcc Gvt R/W *03*
 - () Intermodal
 - () Outdoor Adv
 - (6) Traf Ops *03*
 - (7) Maint *03*
 - (8) Utilities *03*
- COPY:
Maates

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENTAL CORRESPONDENCE

FILE STP-014-1(67), Oglethorpe County **OFFICE** Environment
P.I. No. 231910 **DATE** January 2, 2001

FROM *HDK*
Harvey D. Keeper, 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 your review and processing.

HDK/KET

Attachment

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

District Title	
2/5/01	
1	District Engineer <i>20-01</i>
	State Aid
	EEO
	Communication
	Safety
	Construction
	Contracts Administration
	Estimator
	Auditor
	Materials
	Administrative Officer
	Training
	EDP Technical Support
	Legal
2	Preconstruction <i>DAC</i>
3	Planning & Programming <i>Paul</i>
4	Environmental <i>Paul</i>
	Design
	Location
	Right of Way 1
	Right of Way 2
	Local Government RW
	Intermodal
	Outdoor Advertising
5	Traffic Operations <i>R</i>
6	Utilities <i>JWH</i>
7	Maintenance <i>W</i>
Copies:	

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

PROJECT CONCEPT REPORT

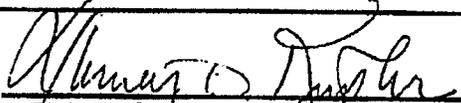
**STP-014-1(67)
OGLETHORPE COUNTY
P.I. NO. 231910**

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

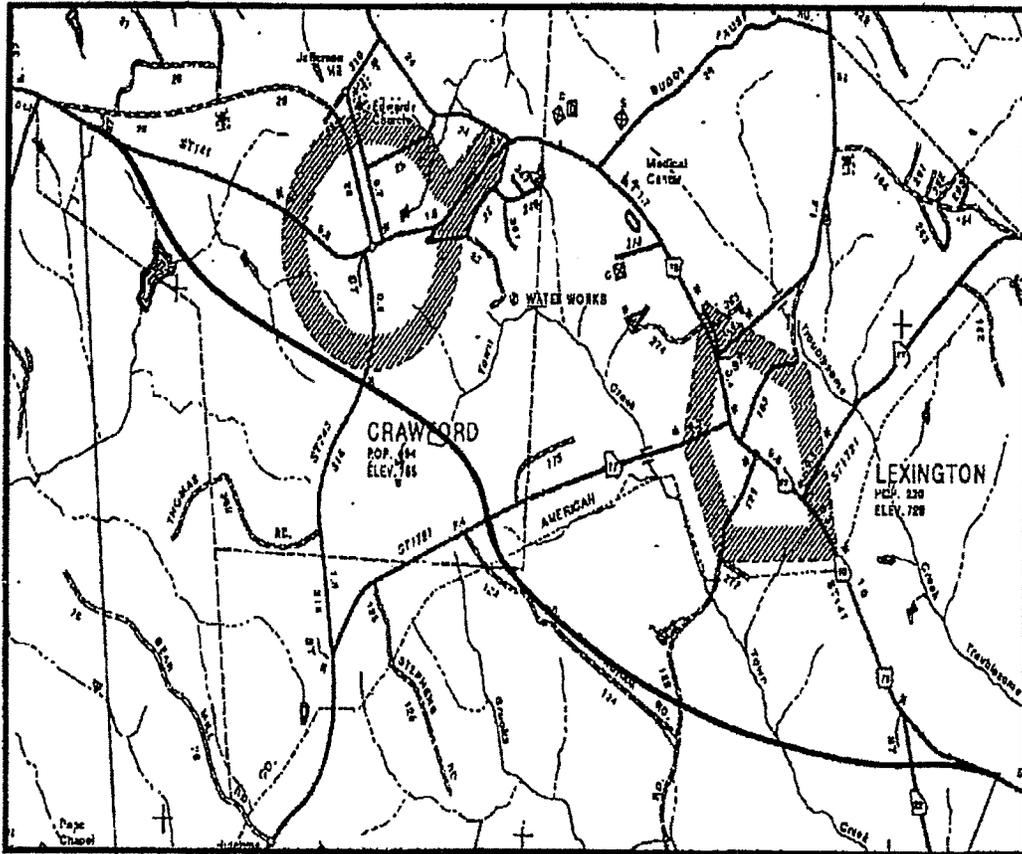
DATE

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				
ROADWAY	ON COMPLETION		PROJECTED	
	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 through 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 was 166 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.

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

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

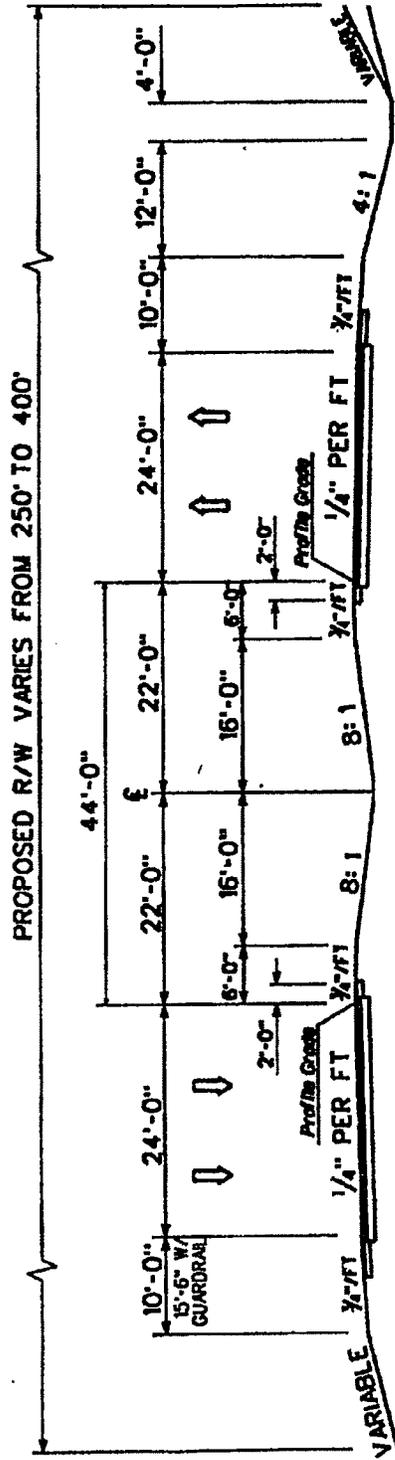
PRELIMINARY COST ESTIMATE

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 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 tributary 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 styraciflua* (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 approximately 15 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-aram), *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.