ORIGINAL TO GENERAL FILES

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

OFFICE OF DESIGN POLICY & SUPPORT
INTERDEPARTMENTAL CORRESPONDENCE

FILE P.I. #245090
STP00-2992-00(003)
Washington County
SR 15 BYP/CR 67 Ext FM SR15 to SR 242

OFFICE Design Policy & Support

DATE July 22, 2010

FROM for Brent Story, State Design Policy Engineer

TO SEE DISTRIBUTION

SUBJECT **APPROVED CONCEPT REPORT**

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

Attachment

DISTRIBUTION:

Genetha Rice-Singleton, Program Control Adminstrator
Ron Wishon, State Project Review Engineer
Glenn Bowman, State Environmental Administrator
Ken Thompson, Statewide Location Bureau Chief
Michael Henry, Systems & Classification Branch Chief
Kathy Zahul, State Traffic 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 Cooper, Jr., District Utilities Engineer - District 2 - Tennille
George Brewer, District Preconstruction Engineer - District 2 - Tennille
Tony Collins, District Engineer - District 2 - Tennille
Alan Smith, Project Manager
BOARD MEMBER - 12th Congressional District

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
DISTRICT 2
PROJECT CONCEPT REPORT

PROJECT NUMBER: STP00-2992-00(003)
County: Washington
Project P.I. Number: 245090
Federal Route Number: N/A
State Route Number: 15

SR 15 Bypass from SR 242 North to SR 15

Submitted for Approval:

Date: 6-11-2010 — Maureen Nerenbaum
Maureen Nerenbaum – Street Smarts, Inc.

Date: 6-11-2010 — [signature]
Project Manager

Recommendation for Approval:

Date: _____ — _____
State Design Policy Engineer

Date: _____ — _____
Program Control Administrator

Date: 5/7/2010 — GLENN BOWMAN T.J. (RECOMMENDATION ON FILE)
State Environmental Administrator

Date: 4/16/2010 — KATHY ZAHUL P. (RECOMMENDATION ON FILE)
State Traffic Operations Engineer

Date: _____ — _____
Project Review Engineer

Date: 6/11/10 — [signature]
District Engineer

Date: 4/9/10 — PAUL LILES T.J (RECOMMENDATION ON FILE)
State Bridge Design Engineer

Date: _____ — _____
State Transportation Financial Management Administrator

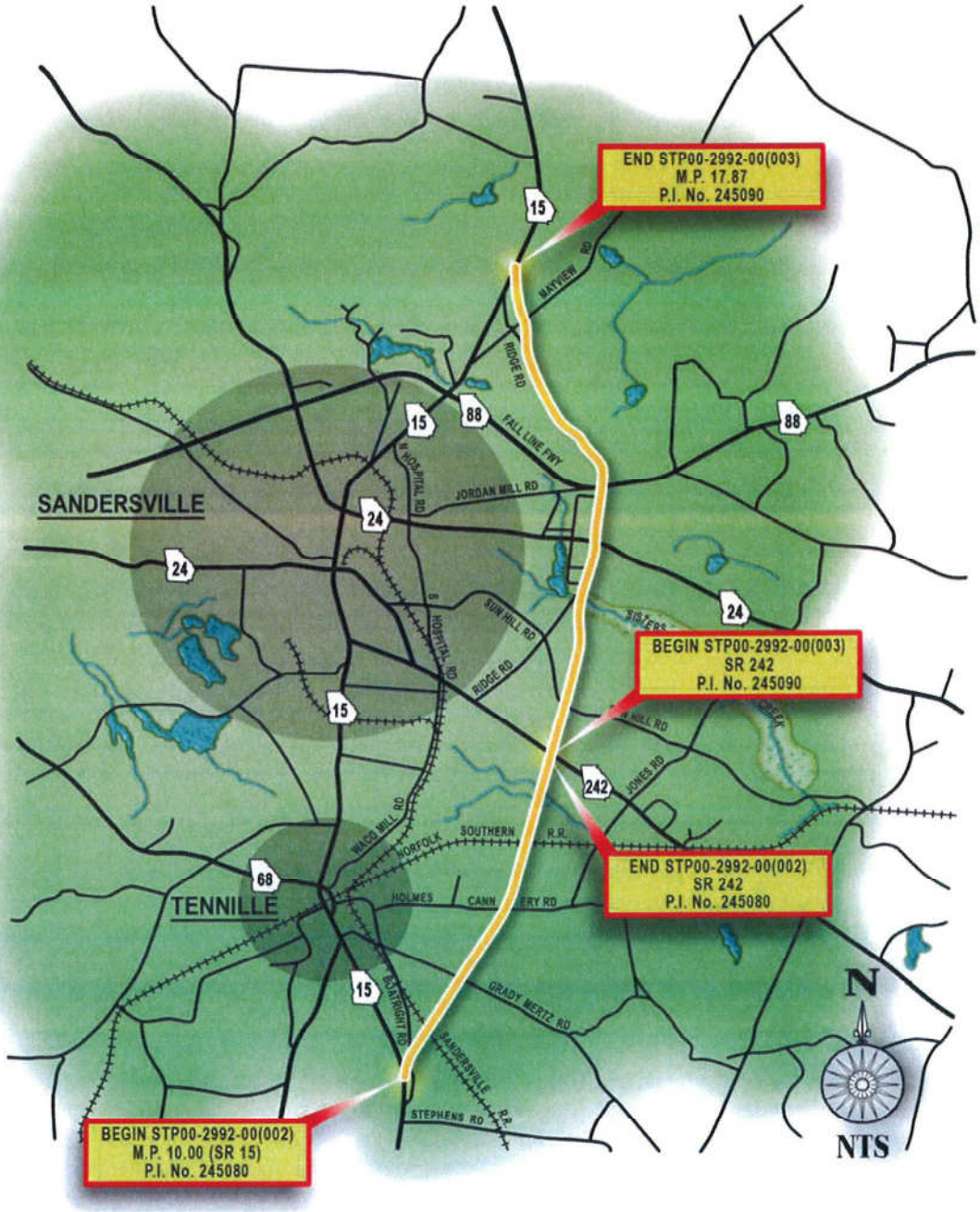
Date: _____ — _____
Director of Engineering

Date: _____ — _____
Chief Engineer

The 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: 4/12/2010 — ANGELA ALEXANDER T.J. (RECOMMENDATIONS ON FILE)
State Transportation Planning Administrator

PROJECT LOCATION MAP



Need and Purpose: See attached Need and Purpose Statement.

Description of the proposed project: Project STP00-2992-00(003) begins on SR 15 Bypass at SR 242 and goes north on new location for 2.0 miles to SR 24; for the next 1.4 miles, the SR 15 Bypass will utilize the existing Ridge Road alignment; and the final 1.2 miles will be on new location, tying to the existing SR 15 near MP 17.87 (total project length = 4.6 miles). The typical section for new location includes four 12-foot lanes separated by a 32-foot to 44-foot depressed grass median, with 10-foot outside shoulders (6.5-foot paved) and 6-foot inside shoulders (2-foot paved). For the Ridge Road segment, the typical section includes four 12-foot lanes separated by a 20-foot raised median, with curb and gutter shoulder on the west side and a 10-foot flush shoulder (6.5-foot paved) on the east side. Median openings will be located at SR 242, Sun Hill Road, Layton Drive, SR 24, SR 88/Fall Line Freeway, and Mayview Road. The intersections with SR 242 and SR 88/Fall Line Freeway will be signalized.

Is the project located in a Non-Attainment area? No

PDP Classification: Major Project (X) Minor Project ( )

Project Designation: Full Oversight ( ) Exempt (X) State Funded ( ) Other ( )

Functional Classification: Rural Minor Arterial

U.S. Route Number: N/A **State Route Number**: 15

Traffic Projections (AADT) - Base Year 2012: 4,500 vpd

Traffic Projections (AADT) - Design Year 2032: 5,600 vpd

Existing Design Features:

- Typical Section: Two 12-foot lanes (one in each direction) with 8-foot grassed shoulders.
- Posted Speed: 35 - 55 mph
- Maximum degree of curvature: 4 degrees (1,432' radius)
- Maximum Grade: 7%
- Width of Right-Of-Way: 100 feet
- Major Structures: None
- Major interchanges or intersections along the project: SR 88, Fall Line Freeway @ SR 15 Bypass
- Existing length of roadway segment and the beginning logs for each county segment: N/A

Proposed Design Features:

New location segments From SR 242 to Ridge Road & SR 88 to end of project

- Proposed typical section: 2 – 12-foot travel lanes in each direction separated by a 32-foot to 44-foot depressed grass median, with 10-foot outside shoulders (6.5-foot paved) and 6-foot inside shoulders (2-foot paved).
- Proposed design speed (mainline): 60 mph
- Proposed posted speed (mainline): 55 mph
- Proposed maximum grade (mainline): 4%
- Maximum allowable grade (mainline): 4%
- Proposed maximum grade (side street): 10%
- Maximum allowable grade (side street): 10%
- Proposed maximum grade for driveway: 11%
- Proposed minimum horizontal radius: 4,200 feet
- Minimum allowable horizontal radius: 1,330 feet (with e_{max} = 0.06 ft/ft)

Ridge Road segment From SR 24 to SR 88

- Proposed typical section: 2 – 12-foot travel lanes in each direction with a 20-foot raised median with curb and gutter shoulder on the west side and a 10-foot flush shoulder (6.5-foot paved) on the east side. Clear zone is 24 feet from edge of outside through travel lane.
- Proposed design speed (mainline): 50 mph
- Proposed posted speed (mainline): 45 mph
- Proposed maximum grade (mainline): 4%
- Maximum allowable grade (mainline): 7%
- Proposed maximum grade (side street): 10%
- Maximum allowable grade (side street): 10%
- Proposed maximum grade for driveway: 11%
- Proposed minimum horizontal radius: 2,600 feet
- Minimum allowable horizontal radius: 643 feet (with e_{max} = 0.06 ft/ft)

All segments

- Right of Way
  - Width: 200 - 300 feet (new location)/175 feet (Ridge Road segment)
  - Easements: Temporary (X) Permanent (X) Utility (X) Other ( )
  - Type of access Control: Full ( ) Partial (X) By Permit (X) Other ( )
  - Number of Parcels: Approximately 52
  - Number of Displacements:
    - Business: 0
    - Residences: 4
    - Mobile Homes: 0
    - Other: 0
- Structures: Culvert at Sisters Church Creek, mainline bridges over one Sandersville Railroad Spur Track

- Culvert at Sisters Church Creek: Either a concrete box culvert or a series of bottomless culvert will be used at this location. Preliminary hydraulic calculations determined a triple 6' x 6' box culvert would be sufficient for the drainage area; however actual size and length to be determined during a subsequent project phase.
- One Sandersville Railroad Spur Track: Parallel 165–foot x 42–foot bridges with pre-cast, pre-stressed concrete beam superstructure on multiple column bent substructure. Minimum vertical clearance will be 23'-0" from top of high rail to bottom of beam. Desirable horizontal clearance from center of track to the face of the column is 25'-0" in order to avoid the use of crash walls.

- Major intersections and interchanges: At-grade intersections with SR 242 (proposed signal), SR 24, SR 88/Fall Line Freeway (proposed signal), and SR 15. The signal at SR 242 will be included with project STP00-2992-00(002) if the signal warrant analysis concludes that the interim tee-intersection meets the warrants, otherwise it would be included with this project.
- Traffic control during construction: This project will be constructed under traffic. No offsite detours are necessary, and all driveway access will be maintained during construction.
- Design Exceptions to controlling criteria anticipated:

	Undetermined	Yes	No
Horizontal Alignment			X
Roadway Width			X
Shoulder Width			X
Vertical Grades			X
Cross Slopes			X
Stopping Site Distance			X
Super Elevation Rates			X
Horizontal Clearance			X
Speed Design			X
Vertical Clearance			X
Bridge Width			X
Bridge Structural Capacity			X

- Design Variances: None anticipated.
- Environmental Concerns: Several residences are located near the proposed alignment. Noise studies will be performed in order to determine the need for noise barriers. There are several historical properties, historical districts, and ecological features along the corridor. The proposed alignment will minimize the impacts to these environmentally sensitive areas.
- Level of Environmental Analysis:
  - Are Time Saving Procedures appropriate? Yes ( ) No (X)
  - Categorical Exclusion? Yes ( ) No (X)
  - Environmental Assessment/Finding of No Significant Impact (FONSI) - Yes
  - Environmental Impact Statement – N/A
- Utility Involvements:
  - Telephone – AT&T
  - Power – Washington EMC, Georgia Power Company Transmission, Georgia Power Company Distribution
  - Gas – Atlanta Gas Light Company
  - Cable TV – Northland Cable Inc.

- Sandersville Railroad

NOTE: Georgia Power has overhead transmission lines crossing the proposed SR 15 Bypass approximately 0.3 miles north of SR 88/Fall Line Freeway.

Project Responsibilities:

- Design – GDOT Consultant (Street Smarts)
- Right-of-Way Acquisition - GDOT
- Relocation of Utilities – GDOT District 2
- Letting to Contract – GDOT Office of Contracts Administration
- Supervision of Construction – GDOT (District 2/Sandersville Area Engineer's Office)
- Providing Material Pits – Contractor
- Providing Detours – Contractor

Coordination:

- Kickoff & Initial Concept meeting – 7/12/2006
- Concept meeting date: 4/30/2008
- SUE Kickoff meeting – 5/15/2007
- P.A.R meetings, dates and results: 5/15/2009, no comments received
- FEMA, USCG and/or TVA: N/A
- Public involvement –PIOH held 10/04/2007
- UST: not determined at this time
- Public involvement: PIOH, PHOH, and a property owners meeting
- Local government comments: TBD
- Other Projects in the area:
  - Project STP00-2992-00(003) , P.I. No. 245090, Washington County – SR 15 Bypass from SR 242 North to SR 15
- Sandersville Railroad: Coordinate new double bridges over railroad
- Other Coordination to date: Project Coordination Meeting with FHWA and GDOT– District 2 Office – 06/12/2007

Scheduling – Responsible Parties' Estimate (times include reviews by GDOT and other stakeholders):

- Time to complete environmental process: 18 months
- Time to complete preliminary construction plans: 21 months
- Time to complete right-of-way plans: 12 months
- Time to complete the Section 404 permit: 12 months
- Time to complete final construction plans: 6 months
- Time to complete the purchase of right-of-way: 24 months
- List other major items that will affect the project schedule: Mainline bridges over one Sandersville Railroad Spur will require negotiated agreements with the track owners.

Other Alternates Considered:

The No-Build Alternative

The **No-Build Alternative** is one in which the Georgia Department of Transportation would take no action to construct the proposed project. No residential, commercial, or other displacements would occur from the implementation of the No-Build Alternative, nor would there be impacts to cultural or ecological resources. There would also be no need for the expenditure of capital improvement funds with this alternative. This alternative does not meet the Need and Purpose of the project.

Alternatives No Longer Under Consideration

Widen Existing SR 15 was considered but eliminated from detailed study. Existing SR 15 serves as the "Main Street" for Tennille and Sandersville. Both cities have established historic districts in their downtown areas. Widening and improving the existing route would adversely affect the many developed properties that front on the existing highway, including historic resources. The construction process would also be disruptive to homes and businesses that would remain. The adverse impacts of improving existing SR 15 were considered to be significantly greater than the bypass alternatives.

Western Bypass was considered but eliminated from detailed study. Because of the layout of the existing highway, a western bypass would be approximately two miles longer than an eastern bypass and therefore would be substantially more expensive. A longer route would also reduce the travel time savings compared to the through town option. Investigations of historic resources on the western bypass options revealed that there would be significant historic impacts associated with western bypass options.

Attachments:

1. Need and Purpose Statement
2. Typical Section
3. Traffic Assignments
4. Construction Cost Estimate
5. Kickoff Meeting Minutes
6. SUE Kickoff Meeting Minutes
7. PIOH Comments and Response letter
8. Concept Team Meeting Minutes
9. Practical Alternatives Report (PAR)
10. Scoring Sheet

Concur: _____
Director of Engineering

Approve: _____ Date: 7/15/10
Chief Engineer

Need and Purpose Statement
SR 15 Bypass
From SR 242 North to SR 15
Project Numbers – STP00-2992-00(003), Washington County
P.I. No.: 245090
Roadway Project

Introduction

The proposed project is located along SR 15 in Washington County, Georgia and would construct a bypass on the east side of the cities of Tennille and Sandersville. This section of the proposed bypass would begin at SR 242 near the intersection of Anderson Road and traverse northward to rejoin SR 15 north of Sandersville, near the intersection of CR 67. The proposed project begins on new location for 2.0 miles to SR 24; for the next 1.4 miles, the SR 15 Bypass will utilize the existing Ridge Road alignment; and the final 1.2 miles will be on new location, tying to the existing SR 15 near MP 17.87 (total project length = 4.6 miles). The typical section for new location includes four 12-foot lanes separated by a 32-foot to 44-foot depressed grass median, with 10-foot outside shoulders (6.5-foot paved) and 6-foot inside shoulders (2-foot paved). For the Ridge Road segment, the typical section includes four 12-foot lanes separated by a 20-foot raised median, with curb and gutter shoulder on the west side and a 10-foot flush shoulder (6.5-foot paved) on the east side. Median openings will be located at SR 242, Sun Hill Road, Layton Drive, SR 24, SR 88/Fall Line Freeway, and Mayview Road. The intersections with SR 242 and SR 88/Fall Line Freeway will be signalized. There is one proposed bridge spanning a future spur track near Sun Hill Road.

SR 15 is the most recent addition to the GRIP system by the Georgia legislature. The SR 15 corridor was added to the Governor's Road Improvement Program during the 2005 Legislative Session. The GRIP component of SR 15 extends from Watkinsville in Oconee County, just south of Athens-Clarke County, southeastward to US 1 in Toombs County, a distance of approximately 150 miles and includes interchanges with interstates 20 and 16.

The GRIP was initiated in the 1980's to stimulate economic growth via an improved transportation network. Governor Harris stated: "...Only 6.5 percent of our primary highway system is four-laned, which means that the remaining 93 percent of our primary system is ill-suited to handle the increased traffic, bigger trucks, and heavier loads that exist today. Many communities that are not served by a four-lane highway are at a disadvantage when competing for economic growth..."

He envisioned, and the legislature concurred, that the "completion of a 2,627-mile system of four-lane highways and truck access routes (is) important to our continued economic expansion."

Working with the Governor's office, the Georgia Department of Transportation (GDOT) in March 1991 published Transportation in Georgia" Strategies for the 1990s. The following quotation is taken from that publication.

"... In 1987, Georgia had just over 731 miles of multi-lane highways on its primary system. This represented only about 6.5 percent of Georgia's total primary system, and it was significantly lower than the average of nearly 19 percent in other states in the Southeast region. Georgia has reached a stage in its development where multi-lane highways are needed to maintain the State's competitive position in the Southeast. Comparative economic data from studies of freeways in Georgia show that an improved system of multi-lane highways could significantly benefit the economies of local communities..."

The GRIP identified a system of economic development highways that consists of 2,627 miles of existing primary routes, and an additional 113 miles of truck connector routes. The system would place 98 percent of the state's population within 20 miles of a multi-lane highway. It would provide access for oversized trucks to cities having populations of 5,000 or more, and to most cities having populations between 2,000 and 5,000. Among the many benefits of such a system, areas lagging in growth would be provided greater opportunities to attract industry, business, and jobs. Commodity and raw material movements would be enhanced. In addition, tourism industries would benefit, as would accessibility to recreation and historic sites.

Georgia has had a rapidly growing population for decades. The demands created by population and economic growth will spill over onto the non-Interstate highway systems that form a critical link for both large and small communities in the State, making highway access a prime requisite for future community growth. Currently, limitations on trucks restrict access for many Georgia communities, limiting economic potential. The GRIP would provide access to communities previously denied service by the larger trucks. Based on experiences of the Georgia Department of Industry, Trade and Tourism, if two cities are competing for an industry, the city closest to a four-lane roadway will usually attract the industry.

Within Washington County, SR 15 is classified as a Principal Arterial route. It serves as "Main Street" for the downtown areas of the City of Sandersville (the County seat) and the City of Tennille. As a multi-county north/south state route, SR 15 also serves regional traffic that currently mixes with local traffic in the two cities. SR 15 has served as a primary route in the county for many decades; individual historic properties exist along SR 15 at various locations, and historic districts are located in the downtown area of both Sandersville and Tennille.

State Routes - 24, 68, 88, 102, 231, and 242 all intersect with or share the SR 15 alignment in Washington County. The Fall Line Freeway runs generally east/west in Washington County using the alignments of SR 24 and SR 88 and serves as a northern bypass around Sandersville. The Fall Line Freeway is also a part of the Governors Road Improvement Program (GRIP) system of multi-lane, economic development highways, and the Sandersville Bypass component of the Freeway is now open as a four-lane divided highway, as is the section from the Bypass east to Augusta.

Washington County is the center of the kaolin mining industry. Kaolin is hauled from the mines in the region through both Tennille and Sandersville to the processing plants located within Sandersville. The hauling of cut timber from various sites to a chipping facility near SR 242 on the east side of Sandersville also occurs. These operations result in a high volume of heavy truck traffic along SR 15 through the two cities.

During peak hours, SR 15 becomes busy with commuter traffic, school bus traffic, and kaolin trucks from the north city limits of Tennille to the north side of Sandersville. The Sandersville Railroad crossing on SR 15 causes Tennille to be completely "cut-off" from Sandersville when trains block the crossing while unloading and loading train cars, and this further exacerbates peak hour congestion.

The Joint Washington County Comprehensive Plan 2005 – 2025 contains economic development policies. Those policies state that economic growth should be in proximity to municipalities where infrastructure renders development more cost effective.

While the existing industrial park in Sandersville is located west of SR 15, next to the local general aviation airport, new growth is being planned on the east side of Sandersville. The Washington County Board of Education has a newly constructed school on the east side of Sandersville to replace three existing schools in the county.

Industrial growth is also being planned for the east side of Sandersville. Local landowners are making plans for the development of an ethanol plant and a future industrial park. Also, negotiations regarding a future chip mill location on the east side of Sandersville are under way.

Existing Route Conditions

SR 15 runs in a north-south direction through the centers of Sandersville and Tennille, GA. The speed limit along SR 15 is 40 mph from SR 242 to 2nd Avenue; 35 mph from 2nd Avenue to 3rd Avenue; 45 mph from 3rd Avenue to south of the project limits. SR 15 is primarily a two lane road and has additional auxiliary lanes through the centers of Sandersville and Tennille, GA. The functional classification for SR 15 from the beginning of the project to SR 24 and from SR 88 north to the end of the project is Urban Minor Arterial. The functional classification for the segment of SR 15 from SR 24 to SR 88 is classified as Urban Principal Arterial. SR 242 in the vicinity of the bypass corridor is classified as a Rural Minor Arterial. SR 24 from Ridge Road west is classified as an Urban Minor Arterial and east of Ridge Road it is classified as a Rural Major Collector. SR 88 from Ridge Road west is classified as an Urban Principal Arterial and east of Ridge Road it is classified as a Rural Principal Arterial. The percentage of trucks along the bypass corridor is estimated at 11.4%.

Existing and Projected Traffic Conditions

Existing average daily traffic along SR 15 ranges from 4,700 to 5,400 vehicles at the northern and southern limits of the cities to approximately 12,500 vehicles in the center of Sandersville. Based upon the historical traffic counts taken along SR 15 by the GDOT, it was determined that the area growth rate is low, at approximately one percent per year. The projected average daily traffic along SR 15 ranges from 6,000 to 6,900 vehicles at the northern and southern limits of the cities to approximately 16,000 vehicles in the center of Sandersville.

While traffic on the SR 15 corridor overall is not predicted to experience heavy congestion in the design period, the proposed bypass would provide an alternative route around the cities. Further, the proposed bypass would provide a grade-separated route over the existing railroads that the current route through the cities does not.

Table 1 shows the design traffic and LOS for several locations in the project area for the existing and design year no-build condition. As can be seen in the table, SR 15 operates at LOS C in both the existing and design years on the north and south sides of town (where the existing geometry is 2 lanes). Through the center of town (existing geometry is 4 travel lanes), SR 15 operates at LOS B in the existing and design years. In the proximity of SR 15, the main intersecting state routes – SR 88, SR 24, and SR 242 – all operate at acceptable levels of service.

TABLE 1
LOS on SR 15 and Intersecting State Routes affected by the SR 15 Bypass project

Route	Location	2007		2032	
		Design Traffic	LOS	Design Traffic	LOS
SR 15	North of Mayview Road	5400	C	6900	C
SR 15	SR 242 to SR 68	12500	B	16000	B
SR 15	South of Boatright Road	4700	C	6000	C
SR 88	At Ridge Road	4300	A	5500	B
SR 24	At Ridge Road	2000	A	2600	A
SR 242	East of Ridge Road	4100	B	5300	C

Project Linkage

Within Washington County, along the Fall Line Freeway, there are two other GDOT widening projects, HPPN-FLF-540 (26) and HPPN-FLF-540 (29). In addition, the GRIP projects just south and north of this corridor are listed in the table. The project along SR 242 which widens, reconstructs, and rehabilitates the road from existing SR 15 east to Ridge Road end approximate 4000 feet west of the proposed SR 15 bypass. TABLE 2 on Page 5 displays other adjacent projects in the vicinity of the SR 15 Bypass project.

TABLE 2
Adjacent Projects

PROJECT NO.	P.I. NO.	FACILITY	LIMITS	DESCRIPTION
HPPN-FLF-540 (26)	222280	SR 24	SR 24/Fall Line Freeway from south of CR 186 to CR 10 in Washington County.	Widen to four lanes (two lanes in each direction) with a 44-ft. depressed grass median.
HPPN-FLF-540 (29)	222285	SR 24	SR 24 /Fall Line Freeway from CR 10 to just west of SR 68.	Widening, reconstruction and partial relocation.
CSNHS-0008-00(019)	0008019	SR 15	SR 15 from CR 67/Ridge Road to north of CR 43/ Mt. Zion Road	Widening, reconstruction and rehabilitation.
CSNHS-0008-00(020)	0008020	SR 15	SR 15 from CR 244/Channell Road to northwest Wrightsville Bypass	Widening, reconstruction and rehabilitation.
STP00-0041-01(021)	231660	SR 242	SR 242 from SR 15 to Ridge Road	Widening, reconstruction and rehabilitation.
STP00-2992-00(002)	245080	SR 15	SR 15 Bypass from Boatright Road north to SR 242 East of Tennille	New construction

Environmental Justice

There are three Census Tracts (CT) on the east side of Tennille and Sandersville; CT 9503, 9504, and 9507. The majority of project STP-2992(2) is located in CR 9507 and the majority of project STP-2992(3) is located in CT 9504.

TABLE 3
Demographics

Census Tract	% Minority	$0-25K Per Household	$25-50K Per Household	$50-75K Per Household	$75-100K Per Household	$100K+ Per Household	1990 Pop.	2000 Pop
9503	58%	47%	23%	14%	8%	8%	4,653	4,908
9504	56%	42%	28%	17%	6%	7%	4,922	5,073
9507	59%	48%	27%	14%	5%	5%	3,684	4,181

*Total percentages may be greater or less than 100% due to rounding

Land Use

The land use along the proposed route is primarily agricultural. Industrial growth is being planned for the east side of Sandersville. Local landowners are making plans for the development of an ethanol plant and a future industrial park. Also, negotiations regarding a future chip mill location on the east

side of Sandersville are under way. The Washington County Board of Education has plans to build a new school on the east side of Sandersville to replace three existing schools in the county.

Bike and Pedestrian Facilities

The proposed SR 15 bypass corridor is not designated as a bike route. However, SR 24 which crosses SR 15 as well as joins SR15 for a few blocks through Sandersville is part of the March to the Sea Corridor in Georgia's Bicycle and Pedestrian Plan. This route is recognized by the Middle Georgia Regional Development Center.

Accident Analysis Results

A three-year history of accidents (2006 to 2008) along this SR 15 GRIP project corridor is shown below SR 15 versus statewide accident rates. Table 4 includes both the statewide rates for Principal Urban Arterial and Minor Urban Arterial since segments of existing SR 15 are classified under each category. The data indicates, within the urbanized areas of Tennille and Sandersville, that SR 15 has an accident rate and injury rate below the statewide averages for similar facilities. In addition, SR 15's fatality rate is lower than the statewide average.

TABLE 4
Accident Rates on SR 15 From SR 242 to SR 15 per million miles traveled
SR 15 Accident Rates vs. (Statewide Average for Principal Urban Arterial/Minor Urban Arterial)

Year	Accident Rate	Injury Rate	Fatality Rate
2006	452/(787/548)	100/(189/137)	0/(1.87/1.43)
2007	373/(649/513)	108/(151/126)	0/(1.51/1.36)
2008	316/(612/469)	50/(142/117)	0/(1.27/1.33)

The prominent types of accidents along the existing SR 15 route "angle" and "rear end" collisions which are indicative of congestions and/or significant turning movements along a roadway.

TABLE 5
Accidents Frequency and Type for SR 15 From SR 242 to SR 15
During the years 2004, 2005, and 2006

Type of Accident	2006	2007	2008	Total	Percent
Angle	22	27	21	70	41%
Rear End	33	22	20	75	44%
Side Swipe	6	5	3	14	8%
Other	2	3	6	11	7%
Sub-total	63	57	50	170	100%

LOGICAL TERMINI

Many considerations go into the location of bypasses. Bypasses must be situated near enough to towns to attract traffic, but far enough away to minimize impacts to developed properties. Bypass alignments must also provide drivers with expedited travel, compared to the through town alternative. When considering a bypass of the Tennille/Sandersville urbanized area, SR 15's existing alignment favors a shorter bypass around the east side of the towns compared to the western side.

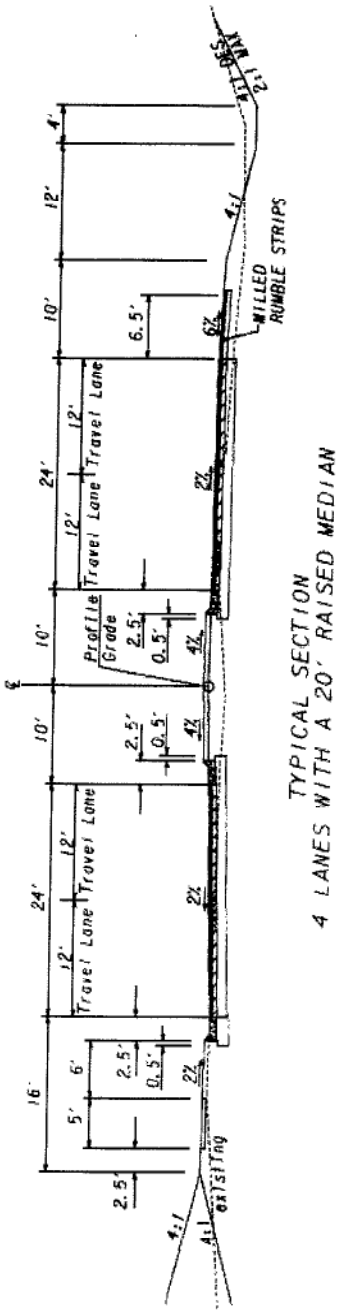
The southern terminus for PI 245090 is logical because it currently is being considered in the same Environmental document as PI 245080. PI # 245080 and PI 245090 should be evaluated as one project for environmental clearance purposed due to there not being a significant drop in traffic at southern terminus of PI # 245090. The proposed project would complete multi-lane construction of a bypass on the east side of the cities of Tennille and Sandersville.

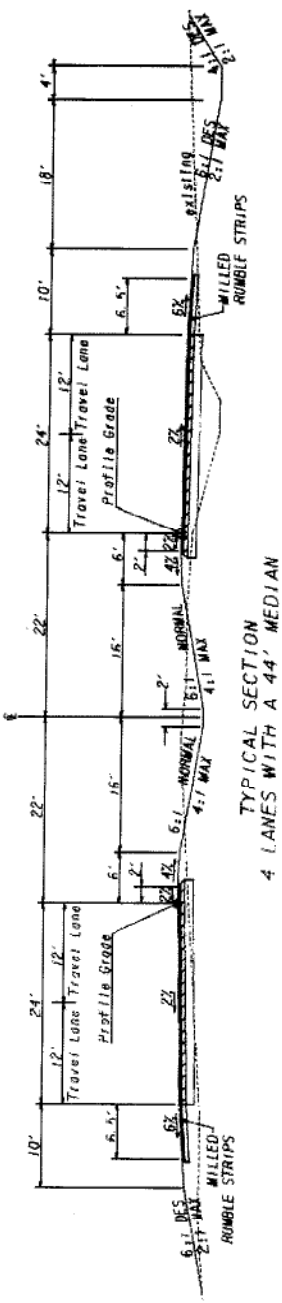
This project corridor, ending near the intersection of CR 67 and SR 15 has logical termini. The environmental studies were performed a sufficient distance northward along SR 15 to adequately determine that the future widening along the SR 15 corridor could occur during the construction of PI 0008019 which is currently in the Department's Long Range program. These environmental investigations also did not discover unavoidable resources along SR 15. This indicates the northern terminus of PI 245090 is logical.
This proposed project has independent utility because it provides significant benefits even if there are no additional transportation improvements in the area. The proposed project provides an alternative route around the urbanized areas of Tennille and Sandersville. It also would provide for enhanced transportation access to lands on the east side of the cities that are planned for future growth and economic development. The proposed project would expand the four-lane mileage in the GRIP program and connect additional four-lane mileage to open portions of the GRIP system via the proposed intersection with the Fall Line Freeway.

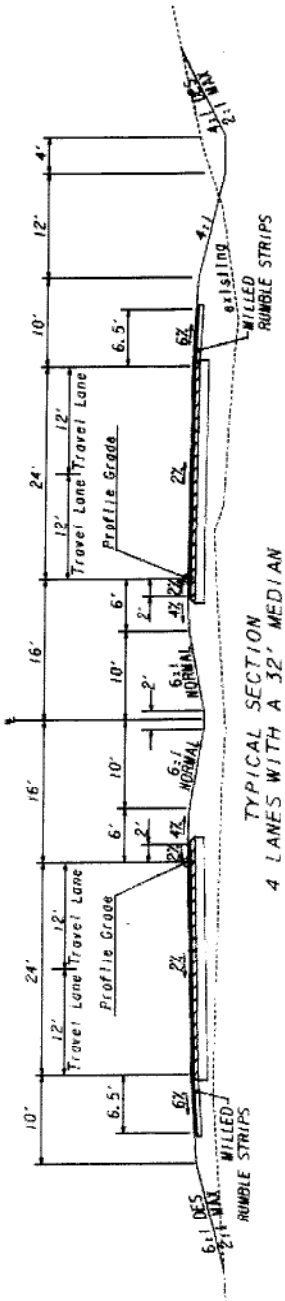
NEED & PURPOSE

The proposed project would serve the economic development interests in the region and meet the GRIP need and purpose by providing improved access to the major towns along the corridor for local economic development and truck traffic. The proposed project would reduce crash frequency and severity through medians and selected median openings while also providing for additional capacity for trucks and residents to access local and regional businesses, and other state routes. The proposed project would provide an upgraded facility that could accommodate both heavy commercial and light vehicular traffic while allowing local residents to access an improved highway facility.

Mainline Typical Sections







SHEET 1 OF 4

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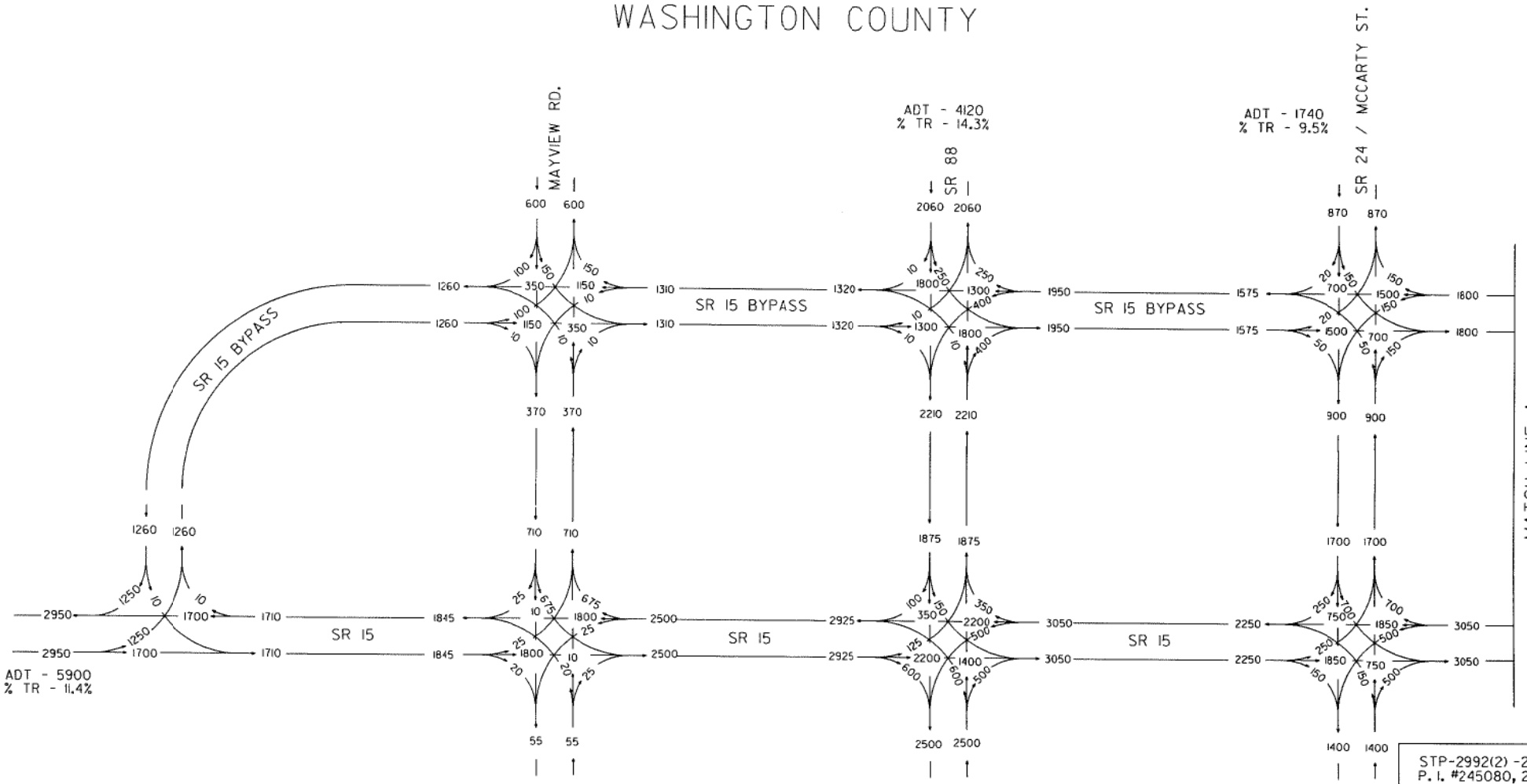
(770) 447-8999

WASHINGTON COUNTY



STP-2992(2) -2992(3)
P. I. #245080, 245090
WASHINGTON CO.

SR 15 & SR 15 BYPASS
FM N. OF MAYFIELD
ROAD TO SR 15

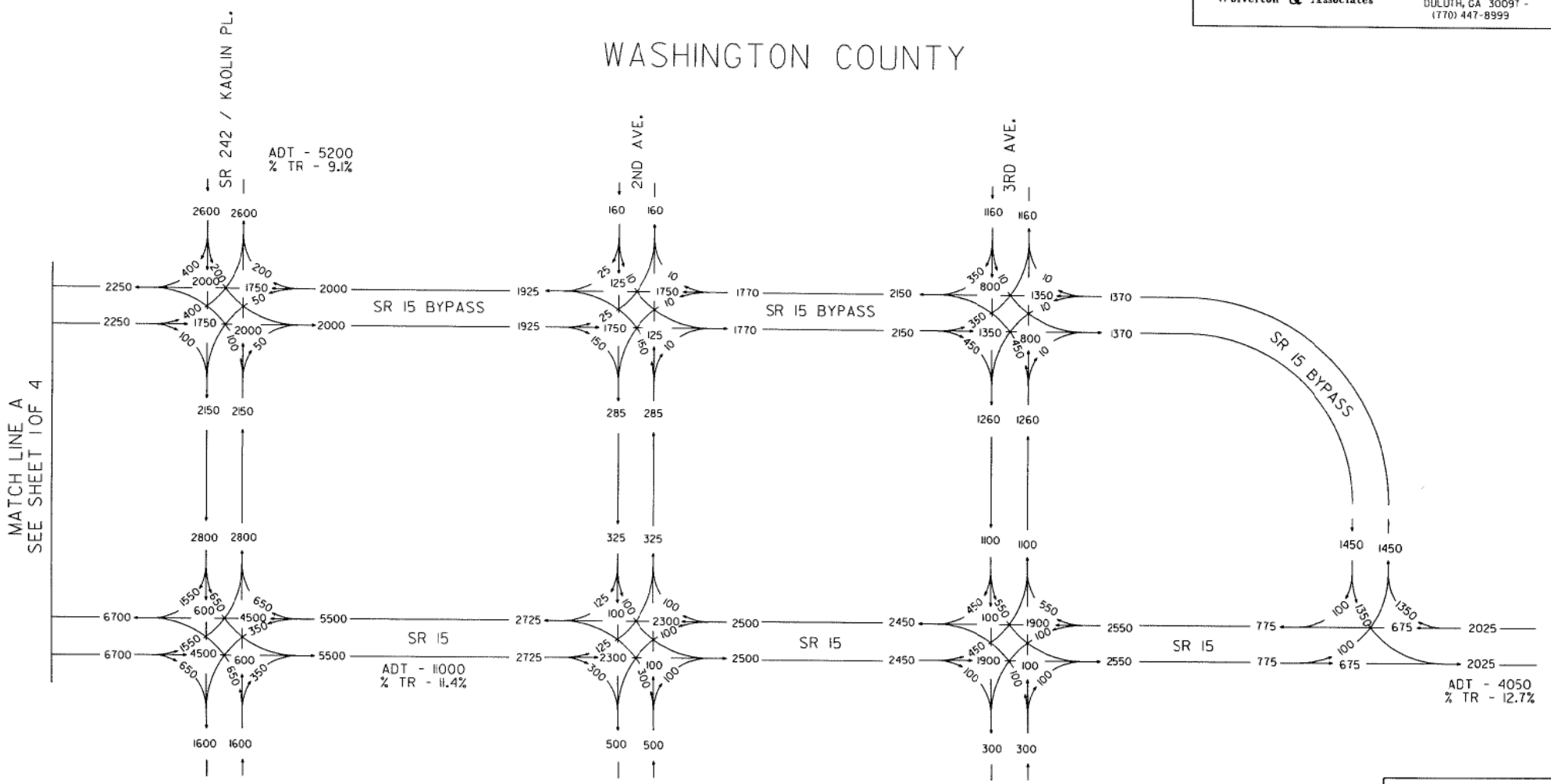
2012 ADT

AVG. TRK. % = 11.4%

RP.
3/0

Wolverton & Associates
WOLVERTON & ASSOCIATES, INC.
6745 SUGARLOAF PARKWAY
SUITE 100
DULUTH, GA 30097 -
(770) 447-8999

WASHINGTON COUNTY



STP-2992(2) -2992(3)
P. I. #245080, 245090
WASHINGTON CO.

SR 15 & SR 15 BYPASS
FM N. OF MAYFIELD
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2012 ADT

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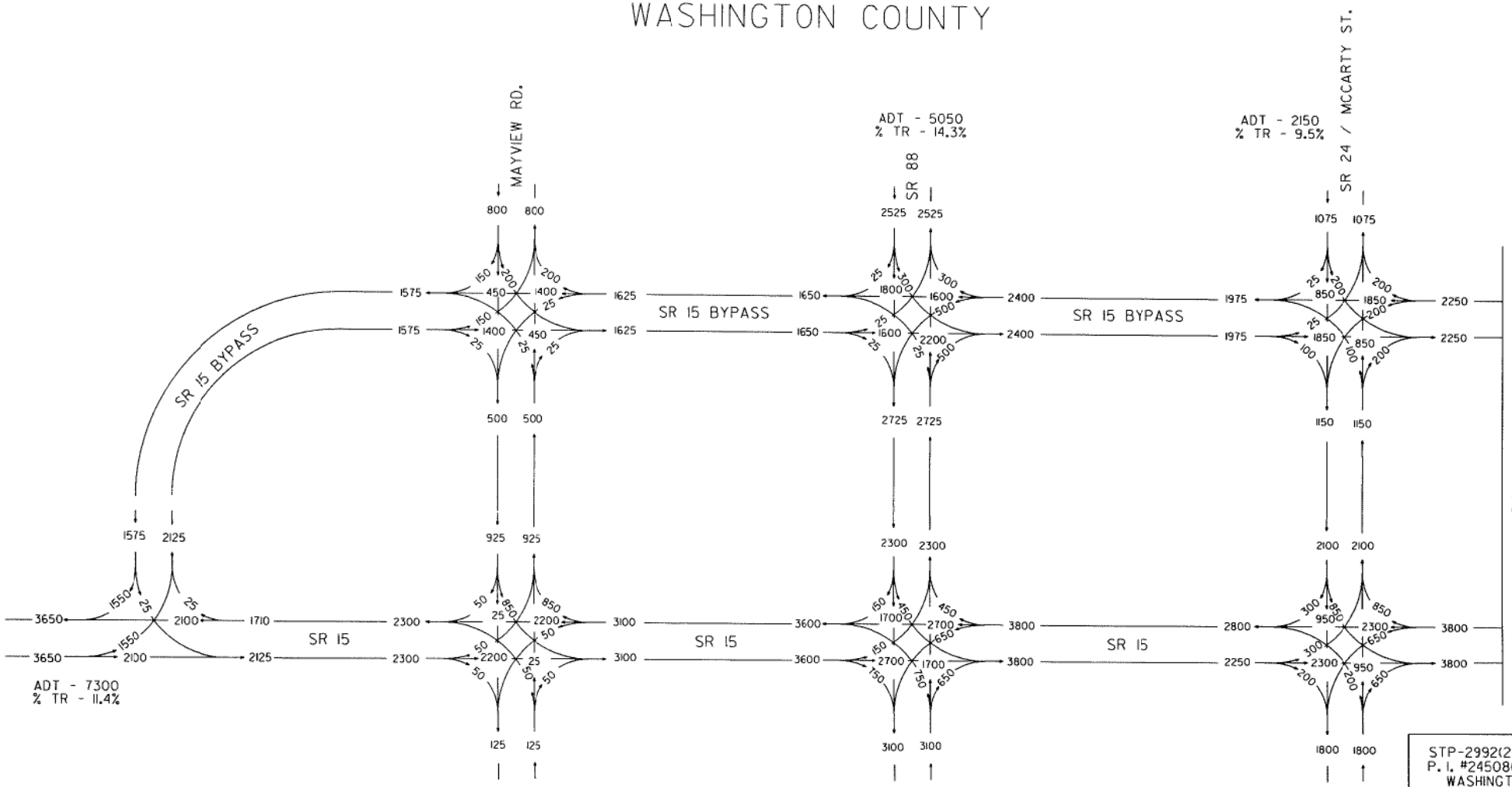


STP-2992(2) -2992(3)
P. I. #245080, 245090
WASHINGTON CO.

SR 15 & SR 15 BYPASS
FM N. OF MAYFIELD
ROAD TO SR 15

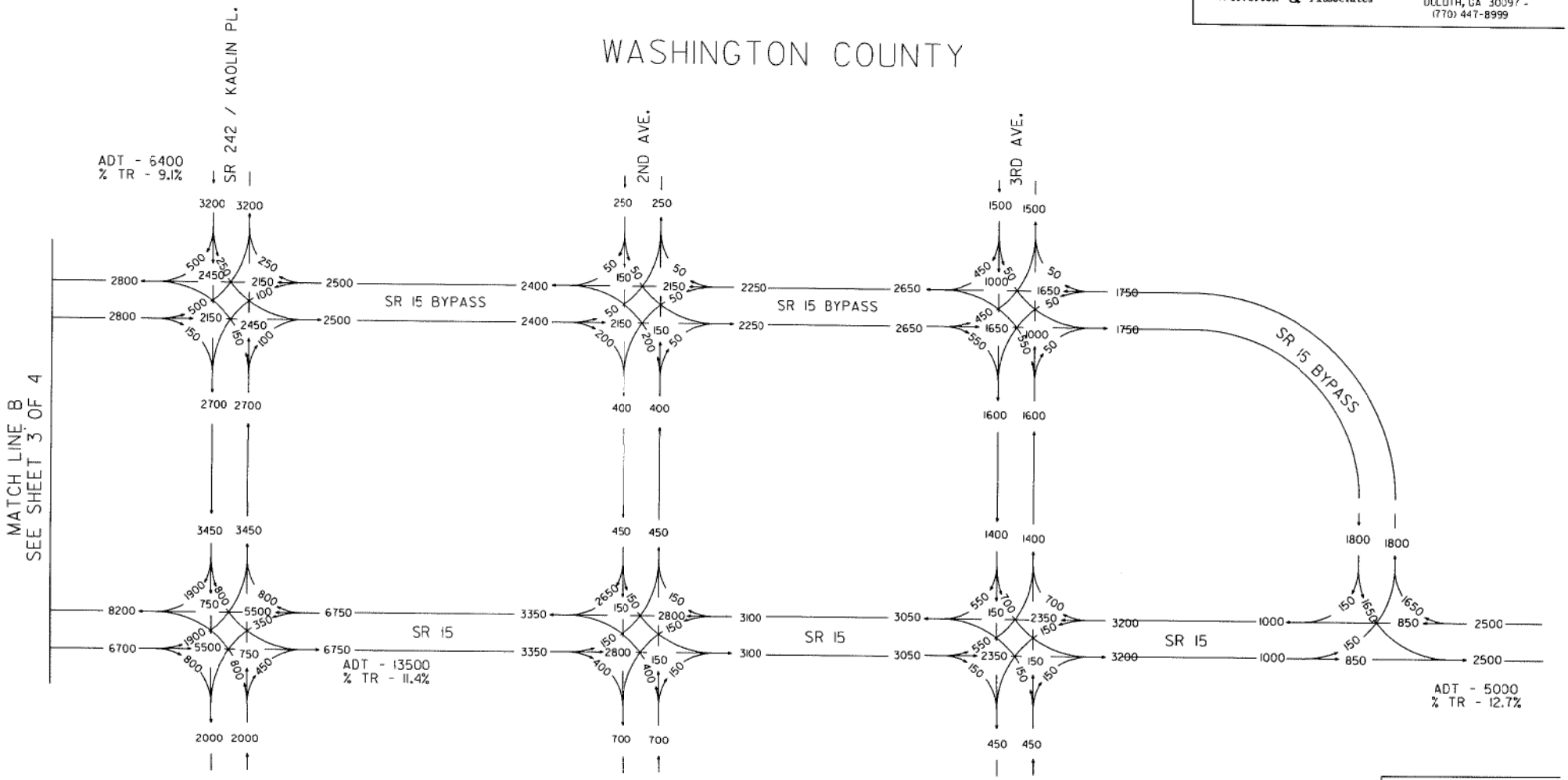
2032 ADT

AVG. TRK. % = 11.4%

RP.
3/0

Wolverton & Associates
WOLVERTON & ASSOCIATES, INC.
6745 SUGARLOAF PARKWAY
SUITE 100
DULUTH, GA 30097 -
(770) 447-8999

WASHINGTON COUNTY



STP-2992(2) -2992(3)
P. I. #245080, 245090
WASHINGTON CO.

SR 15 & SR 15 BYPASS
FM N. OF MAYFIELD
ROAD TO SR 15

2032 ADT

AVG. TRK. % = 11.4%

RP
3/0

Detail Estimate: Cost Estimate Report

Page 1 of 2

Estimate Report for file "245090 STP00-2992-00(003)_2010-02-24"

Section Roadway

Item Number	Quantity	Units	Unit Price	Item Description	Cost
150-1000	1	LS	100000.0	TRAFFIC CONTROL - STP00-2992(3)	100000.0
201-1500	1	LS	630000.0	CLEARING & GRUBBING -	630000.0
205-0001	50000	CY	2.96	UNCLASS EXCAV	148000.0
206-0002	70000	CY	3.79	BORROW EXCAV, INCL MATL	265300.0
310-1101	114600	TN	14.87	GR AGGR BASE CRS, INCL MATL	1704102.0
318-3000	1200	TN	16.89	AGGR SURF CRS	20268.0
402-1812	3600	TN	59.21	RECYCLED ASPH CONC LEVELING, INCL BITUM MATL & H LIME	213156.0
402-3110	14100	TN	63.95	RECYCLED ASPH CONC 9.5 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	901695.0
402-3121	66100	TN	54.01	RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	3570061.0
402-3190	18700	TN	58.0	RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2,INCL BITUM MATL & H LIME	1084600.0
413-1000	15000	GL	1.73	BITUM TACK COAT	25950.0
429-1000	11	EA	673.19	RUMBLE STRIPS	7405.09
433-1000	1120	SY	137.14	REINF CONC APPROACH SLAB	153596.8
441-0104	7800	SY	23.64	CONC SIDEWALK, 4 IN	184392.0
441-0301	8	EA	1574.07	CONC SPILLWAY, TP 1	12592.56
441-0740	8000	SY	22.55	CONCRETE MEDIAN, 4 IN	180400.0
441-5002	1150	LF	10.83	CONCRETE HEADER CURB, 6 IN, TP 2	12454.5
441-6222	3500	LF	11.76	CONC CURB & GUTTER, 8 IN X 30 IN, TP 2	41160.0
441-6740	7000	LF	10.66	CONC CURB & GUTTER, 8 IN X 30 IN, TP 7	74620.0
446-1100	3600	LF	3.01	PVMT REINF FABRIC STRIPS, TP 2, 18 INCH WIDTH	10836.0
500-3200	50	CY	319.78	CLASS B CONCRETE	15988.99
511-1000	500	LB	0.6	BAR REINF STEEL	300.0
550-1180	9000	LF	29.13	STORM DRAIN PIPE, 18 IN, H 1-10	262170.0
550-2180	500	LF	21.68	SIDE DRAIN PIPE, 18 IN, H 1-10	10840.0
550-3618	10	EA	542.27	SAFETY END SECTION 18 IN, SIDE DRAIN, 6:1 SLOPE	5422.7
550-4118	10	EA	441.16	FLARED END SECTION 18 IN, SIDE DRAIN	4411.6
550-4218	100	EA	445.27	FLARED END SECTION 18 IN, STORM DRAIN	44527.0
603-6006	20	SY	75.2	SAND-CEMENT BAG RIP RAP, 6 IN	1504.0
641-1100	150	LF	43.4	GUARDRAIL, TP T	6510.0
641-1200	4900	LF	14.56	GUARDRAIL, TP W	71344.0
641-5001	8	EA	632.59	GUARDRAIL ANCHORAGE, TP 1	5060.72
641-5012	8	EA	2225.99	GUARDRAIL ANCHORAGE, TP 12	17807.92
668-1100	15	EA	2117.93	CATCH BASIN, GP 1	31768.94
668-2100	100	EA	1821.91	DROP INLET, GP 1	182191.0
				Section Sub Total:	**$10,000,435.84**

Section Signing and Marking

Item Number	Quantity	Units	Unit Price	Item Description	Cost
636-1020	890	SF	13.48	HIGHWAY SIGNS, TP 1 MATL, REFL SHEETING, TP 3	11997.2
636-1029	300	SF	19.79	HIGHWAY SIGNS, TP 2 MATL, REFL SHEETING, TP 3	5937.0
636-1033	990	SF	18.17	HIGHWAY SIGNS, TP 1 MATL, REFL SHEETING, TP 9	17988.30
636-2070	2060	LF	6.93	GALV STEEL POSTS, TP 7	14275.8
636-2080	2510	LF	8.94	GALV STEEL POSTS, TP 8	22439.39
647-1000	1	LS	44306.58	TRAFFIC SIGNAL INSTALLATION NO - 1 (SR 88)	100000.00
652-2501	10	LM	324.13	SOLID TRAFFIC STRIPE, 5 IN, WHITE	3241.3
652-2502	10	LM	319.49	SOLID TRAFFIC STRIPE, 5 IN, YELLOW	3194.9
652-5801	1000	LF	0.88	SOLID TRAF STRIPE, 8 IN, WHITE	880.0
652-9001	500	SY	1.43	TRAFFIC STRIPE, WHITE	715.0
652-9002	1900	SY	1.28	TRAFFIC STRIPE, YELLOW	2432.0
653-0120	15	EA	68.7	THERMOPLASTIC PVMT MARKING, ARROW, TP 2	1030.5
653-0170	15	EA	98.07	THERMOPLASTIC PVMT MARKING, ARROW, TP 7	1471.05
654-1001	150	EA	2.97	RAISED PVMT MARKERS TP 1	445.50
654-1003	2000	EA	3.35	RAISED PVMT MARKERS TP 3	6700.0
657-1054	1000	LF	3.94	PREFORMED PLASTIC SOLID PVMT MKG, 5 IN, WHITE, TP PB	3940.0
657-6054	1000	LF	3.77	PREFORMED PLASTIC SOLID PVMT MKG, 5 IN, YELLOW, TP PB	3770.0
				Section Sub Total:	**$200,457.95**

Section Permanent Erosion Control

Item Number	Quantity	Units	Unit Price	Item Description	Cost
603-2018	320	SY	33.69	STN DUMPED RIP RAP, TP 1, 18 IN	10780.8
603-7000	320	SY	3.36	PLASTIC FILTER FABRIC	1075.2
700-6910	125	AC	667.95	PERMANENT GRASSING	83493.75
700-7000	340	TN	52.94	AGRICULTURAL LIME	17999.6

Detail Estimate: Cost Estimate Report

700-7010	280	GL	15.9	LIQUID LIME	4452.0
700-8000	100	TN	360.45	FERTILIZER MIXED GRADE	36045.0
700-8100	5600	LB	2.22	FERTILIZER NITROGEN CONTENT	12432.00
715-2100	8000	SY	1.25	BITUMINOUS TREATED ROVING, SLOPES	10000.0
716-2000	950	SY	0.94	EROSION CONTROL MATS, SLOPES	893.0
				Section Sub Total:	**$177,171.35**

Section Erosion Control

Item Number	Quantity	Units	Unit Price	Item Description	Cost
163-0232	60	AC	291.16	TEMPORARY GRASSING	17469.60
163-0240	2000	TN	141.98	MULCH	283960.0
163-0300	8	EA	932.66	CONSTRUCTION EXIT	7461.28
163-0503	15	EA	368.6	CONSTRUCT AND REMOVE SILT CONTROL GATE, TP 3	5529.0
163-0523	250	EA	144.07	CONSTRUCT AND REMOVE TEMPORARY DITCH CHECKS - TYPE C SILT FENCE	36017.5
163-0530	12000	LF	2.62	CONSTRUCT AND REMOVE BALED STRAW EROSION CHECK	31440.0
163-0531	15	EA	5295.27	CONSTRUCT AND REMOVE SEDIMENT BASIN, TP 1, STA NO -	79429.05
165-0010	6000	LF	0.43	MAINTENANCE OF TEMPORARY SILT FENCE, TP A	2580.0
165-0030	6000	LF	0.63	MAINTENANCE OF TEMPORARY SILT FENCE, TP C	3780.0
165-0040	250	EA	55.8	MAINTENANCE OF EROSION CONTROL CHECKDAMS/DITCH CHECKS	13950.0
165-0060	45	EA	1278.86	MAINTENANCE OF TEMPORARY SEDIMENT BASIN, STA NO -	57548.7
165-0070	6000	LF	2.29	MAINTENANCE OF BALED STRAW EROSION CHECK	13740.0
165-0087	15	EA	99.23	MAINTENANCE OF SILT CONTROL GATE, TP 3	1488.45
165-0101	8	EA	432.2	MAINTENANCE OF CONSTRUCTION EXIT	3457.6
167-1000	24	EA	409.97	WATER QUALITY MONITORING AND SAMPLING	9839.28
171-0010	12000	LF	1.31	TEMPORARY SILT FENCE, TYPE A	15720.0
171-0030	12000	LF	2.65	TEMPORARY SILT FENCE, TYPE C	31800.0
				Section Sub Total:	**$615,210.46**

Section Bottomless Culvert at Sisters Church Creek

Item Number	Quantity	Units	Unit Price	Item Description	Cost
999-0001	1	Lump Sum	200000.0	Conspan Bottomless Culvert	200000.0
				Section Sub Total:	**$200,000.00**

Section Parellel Bridges over Sandersville RR Spur

Item Number	Quantity	Units	Unit Price	Item Description	Cost
543-1100	2	LS	625000.0	CONSTR OF BRIDGE - Complete (1 NB & 1 SB	1250000.0
				Section Sub Total:	**$1,250,000.00**

Total Estimated Cost: $12,443,275.60

TOTAL COST SUMMARY

Subtotal Construction Cost:	**$12,443,275.60**
Engineering and Inspection @ 5%:	$622,163.78
Construction Contigency @ 3%:	$373,298.27
Fuel Adjustment:	$1,509,673.26
Liquid AC Adjustment:	$2,400,082.44
Total Construction Cost:	**$17,348,493.35**
Right of Way:	$2,638,221.00
Reimbursible Utilities:	$160,000.00
Grand Total Project Cost	**$20,146,714.35**

Date 2/24/2010

P.I. Number 245090 County Washington

Project Number STP00-2992-00(003)

Special Provision, Section 109-Measurement and Payment

FUEL PRICE ADJUSTMENT *(ENGLISH 125% MAX)*

ENTER FPL DIESEL	2.772
ENTER FPM DIESEL	6.237

ENTER FPL UNLEADED	2.538
ENTER FPM UNLEADED	5.7105

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)**	50000.000	0.29	14500.00	0.15	7500.00	
Excavations paid as specified by Sections 206 **(CUBIC YARD)**	70000.000	0.29	20300.00	0.15	10500.00	
GAB paid as specified by the ton under Section 310 **(TON)**	114600.000	0.29	33234.00	0.24	27504.00	
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)**	102500.000	2.90	297250.00	0.71	72775.00	
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
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=	365284.00	SUM QF UNLEADED=	118279.00

DIESEL PRICE ADJUSTMENT($)	$1,164,452.34
UNLEADED PRICE ADJUSTMENT($)	$345,220.92

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

APPLICABLE TO CONTRACTS/PROJECTS CONTAINING THE 413 SPECIFICATION, SECTION 413.5.01 ADJUSTMENTS
ASPHALT PRICE ADJUSTMENT FOR BITUMINOUS TACK COAT

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

ENTER APL: 485 ENTER APM: 1091.25

125.00%	INCREASE ADJUSTMENT

L.I.N.	TYPE	TACK (GALLONS)	TACK (TONS)	REMARKS
413-1000	PG 58-22	15000	64.4265	

TMT = 64.4265

PRICE ADJUSTMENT($)	$37,496.22

400 / 402 ASPHALT CEMENT PRICE ADJUSTMENT 125% MAX

ENTER APL: 485 ENTER APM: 1091.25

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

125.00%	INCREASE ADJUSTMENT

L.I.N. / Spec Number	MIX TYPE	HMA	JMF AC%	AC	REMARKS
402-3113	9.5 mm SP	12100	5.00	605.00	
402-3121	25 mm SP	51700	5.00	2585.00	
402-3190	19 mm SP	16100	5.00	805.00	
			5.00		
			5.00		
			5.00		
			5.00		
			5.00		
			5.00		
			5.00		
			5.00		
			5.00		
			5.00		
			5.00		
			5.00		
			5.00		
			TMT =	3995.00	

PRICE ADJUSTMENT($)	$2,325,090.00

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

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 485 ENTER APM 1091.25

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)
	PG 58-22	15000

TMT = 64.4265

REMARKS:

MONTHLY PRICE ADJUSTMENT($)	$37,496.22

ADJUSTMENT SUMMARY

FUEL PRICE ADJUSTMENT (*ENGLISH 125% MAX*)	
DIESEL PRICE ADJUSTMENT($)	$1,164,452.34
UNLEADED PRICE ADJUSTMENT($)	$345,220.92
ASPHALT CEMENT PRICE ADJUSTMENT (BITUMINOUS TACK COAT 125% MAX)	$37,496.22
400 / 402 ASPHALT CEMENT PRICE ADJUSTMENT 125% MAX	$2,325,090.00
ASPHALT CEMENT PRICE ADJUSTMENT FOR BITUMINOUS TACK COAT(Surface Treatment 125% MAX)	$37,496.22

REMARKS:

TOTAL ADJUSTMENTS	$3,909,755.70

DWM 10/08

S.R. 15 BYPASS/CR 67 KICKOFF MEETING MINUTES

Project Numbers STP-2992-(2), P.I. No 245080 and STP 2992-3, P.I. No. 245090
Washington County
July 12, 2006, 10:00 a.m.
Meeting at GDOT Office District 2

- Mr. Bitney started the meeting with the discussion of a separate QA/QC manual being needed for each project due to the inclusion of bridges on one project.
- Mr. Bitney continued to discuss the NTP for Phases I, II and III (Database, Concept and Environmental.
- Mr. Brewer stated that a constructability review will be performed on this project after the concept phase and before the preliminary plans. This is separate from the Value Engineering study. The constructability review will contain the following: Horizontal Layout, rough vertical profile, enough information to allow a preliminary check of the drainage and environmental subs will be needed at this meeting.
- Mr. Brewer stated that a Value Engineering study will be required for this project and that this study will be coordinated with Engineering Services. Mr. Brewer continued by discussing that there is a new project on SR242 that will occur after our project. We should just tie to the exiting 2 lane road. The project is already on the map that we have.
- Mr. Bitney mentioned the contact list should be updated and sent to all participants.
- Mr. Brewer stated that the district would like to look for alternatives to the bridge over the pond at SR242
- Mr. Brown added that the survey schedule will have to be adjusted: concept level flight now and that Wolverton and Photo Science will coordinate the survey control. Mr. Brown also mentioned that mapping is after December 1.
- Mr. Bitney mentioned that Street Smarts will prepare a new schedule with the new NTP and survey restrictions in Microsoft Project and send to all participants.
- Mr. Brewer mentioned that SR 15 has been added to the GRIP program and that the projects being added should be added at each end. Mr. Brewer stated that this information should be used when developing the Need and Purpose of the project.
- Mr. Smith discussed the level of public knowledge and mentioned two newspaper articles, the fact that local officials want the project. Mr. Smith also mentioned that there is currently the truck traffic from the kaolin mines goes through town and that this project will remove that problem. He also mentioned the possible environmental justice problem at the east end of the project and that this can be fixed by making the county road a frontage road.
- Mr. Smith mentioned that Dean Davis – County Road Administrator, will be able to help environmental subs with their portion of the project.
- Mr. Brewer added that there is no active kaolin pits are on the project. Maybe some pits that haven't started.
- Mr. Pitman stated that Edwards-Pitman Environmental, Inc. will need a survey letter. Mr. Brown stated that he would produce the survey letter and Mr. Bitney asked that Mr. Brown send the survey letter to Street Smarts first that that Street Smarts would forward letter to Edwards-Pitman Environmental.
- Ms. Hunt said that she would need the ROW negotiations then Mr. Brewer said that it would also need to be staked before the PFPR. The centerline of the roadway will need to be staked before the PFPR and once during the ROW acquisition phase of the project.
- Mr. Bitney mentioned that all correspondence should be sent through Street Smarts before GDOT.
- Mr. Pitman said Norfolk Southern ROW will be historic. Mr. Brewer said that there were no weep holes in bridges. Mr. Brewer continued to discuss that we will have to coordinate the width of the bridge with the NS. May have to have an access road along with an additional track.

- Mr. Udell asked if the traffic counts needed to wait until school starts back. Alan Smith stated that they would definitely need to wait until school started which is around the 1st of August. (School starts August 7, 2006 according the Washington County Board of Ed website. This will not include any private schools).
- Ms. Hunt stated that she will need 2 weeks to value the ROW for concept. This will then have to be turned into GDOT ROW for review (4-6 weeks)

In Attendance:

Name	Organization	Phone No.	E-mail
William Dial	Street Smarts	770-813-0882	williamd@streetsmarts.us
Lewis Brown	Wolverton Associates	770-447-8999	lewis.brown@wolverton-assoc.com
Jeff Simmons	Photo Science	770-564-9843	jsimmons@photoscience.com
Larry Prescott	HNTB	404-946-5743	lprescott@hntb.com
Jim Chambers	Street Smarts	770-813-0882	jimc@streetsmarts.us
Alan Smith	GDOT	478-552-4642	alan.smith@dot.state.ga.us
George Brewer	GDOT	478-552-4629	george.brewer@dot.state.ga.us
Andy Pitman	Edwards-Pitman Environmental, Inc.	770-333-9484	apitman@edwards-pitman.com
Marsha Anderson Bomar	Street Smarts	770-813-0882	marsha@streetsmarts.us
Steve Bitney	Street Smarts	770-813-0882	steveb@streetsmarts.us
Tom Udell	Wolverton Associates	770-447-8999	tom.udell@wolverton-assoc.com
J. Hamlin	Dianna Hunt and Associates	770-883-0392	j@diannahuntandassociates.com
Dee Dee Hunt	Dianna Hunt and Associates	404-427-0979	deedee@diannahuntandassociates.com
Matt Houser	QK4	404-329-5900	mhouser@qk4.com

S.R. 15 BYPASS SUE Kickoff Meeting Minutes

Project Numbers STP-2992(2), P.I. No 245080 and STP 2992(3), P.I. No. 245090 Washington County May 15, 2007, 10:30 A.M. Meeting at GDOT-TMC

Attendees:
Jun Birnkammer, GDOT SSUE
Raymond Chandler, GDOT SURE
Jan Phelps, GDOT SURE (introduction only)
Kelvin Tyler, StreetSmarts
Maureen Nerenbaum, StreetSmarts
David Quickle, StreetSmarts

Attendees via telecon:
Jack (Gus) Cooper, DUE District 2 (disconnected after the project schedule was discussed)
Jamie Lindsey, ADUE District 2 (disconnected after the project schedule was discussed)
Alan Smith, GDOT PM (disconnected after the project schedule was discussed)

Introductions were made for attendees with company and job title stated.

Project Background Information

Maureen had roll plots showing the concept layout on aerial mapping for each project and briefly described each project.

Project STP-2992(2) begins on SR 15 at MP 10.00 (near Stephens Road) and goes north on new location for 3.7 miles to SR 242. This project consists of a rural section and will have 2 bridges over railroads. SR 242 will be signalized. Numerous historic resources exist along this project corridor. Permission from the railroad companies will be necessary in order to obtain access to their properties.

Project STP-2992(3) begins on SR 15 Bypass at SR 242 and goes north on new location for 2.0 miles to SR 24; for the next 1.4 miles, the SR 15 Bypass will utilize the existing Ridge Road alignment; and the final 1.2 miles will be on new location, tying to the existing SR 15. This project will consist of an urban section along Ridge road and a rural section before and after that. There will be a bridge over the future railroad spur to the Ethanol Plant. Alan pointed out that there is major transmission tower that will be impacted with this project. In addition the gas main on the northeast corner of Ridge Road and SR 24 is being relocated with the project under construction (PI No. 262480). The electronic files are available. Franklin Propane owns some above ground storage tanks near the project. StreetSmarts should check for lines that may feed these tanks from the nearby road.

Project Schedule

Jun went over the TPRO schedule for each project. Alan said that he was treating both projects on the same schedule and at the right of way stage would adjust the schedules as necessary depending on the status on the individual project. Currently STP-2992(2) has concept approval date of Feb 2008 and STP -2992(3) date of Dec 2007. Once concepts are approved a follow up meeting will be scheduled to determine the limits of the Level B SUE investigation.

The schedules for these projects may be delayed because of the environmental document.

GDOT SUE Requirements/Processes

This project's plans should be done to a scale of 1" = 50', in English Units and to the current GDOT's current Electronic Data Guidelines.

Jun, with the aid of flow charts, explained the Utilities Plan Submittal for both the Traditional Method and the process for projects with SUE Services. The difference between the 2 methods is that during the concept phase SUE Level D (records research with a utility composite drawing created) is performed for projects that include SUE and not for the traditional method. Then during the preliminary design phase, (after approved concept report) for projects with SUE services Level C/B limits will be established and SUE survey can begin. For traditional projects, plans would have to be sent to utility companies for markups of existing utilities (1st utility submission) but with SUE projects this 1st submission to utility companies is not necessary since the SUE survey supplies the utility information.

At PFPR SUE contracts provide conflict matrix for all locations with utility impacts. This matrix includes recommendations for test holes as well as costs for current design and costs savings for modification to the current design to resolve the utility conflict.

After the PFPR, the preliminary plans are modified to incorporate the recommended solutions to the utility conflict. The plans are then sent to the Utility companies for there proposed utilities (typically this is the 2nd utility submission for the traditional method). Utility companies have 3 months to return markups to designers to incorporate into Final plans. (Bentley Redline is available for the utility companies to use if they want to electronically locate proposed utility locations or provide their existing utility locations during 1st submission for the traditional method.)

SUE Scope for Projects

- For concept phase, SUE Level D required (records research and composite utility drawing created).
- During preliminary plan phase, Limits of Overhead and Subsurface (LOS) will be determined. For new location, quality level "B" for areas 500'-1000' of all new intersections (including along the side roads) and quality level "C" between the new intersections. For alignments along existing roads, i.e. Ridge Road, quality level "B" will be required through these corridors. Field verification is required.

- After PFPR, Quality level "A" determined with conflicts resolved and incorporated into final plans. Conflict matrix to be generated.

The SUE consultant will utilize the SUE deliverables checklist and submit with final SUE submittal. The SUE consultant must submit their deliverables to the State Office of Utilities for review and approval before the designer can use the SUE files in their project design.

Additional Information

David is to give a summary of utilities owners to the district for their use in determining a concept cost estimate for utility relocation.

GENA L. ABRAHAM, PhD
COMMISSIONER
(404) 656-5206

GERALD M. ROSS, P.E.
CHIEF ENGINEER
(404) 656-5277

Department of Transportation

State of Georgia
#2 Capitol Square, S.W.
Atlanta, Georgia 30334-1002

BUDDY GRATTON, P.E.
DEPUTY COMMISSIONER
(404) 656-5212

EARL L. MAHFUZ
TREASURER
(404) 656-5224

January 11, 2008

Attendee
Address
City, State, Zip

Dear :

Thank you for your input regarding the proposed eastern bypass/truck route for State Route 15 from milepost 10.0 to milepost 17.87 in Washington County, Projects STP-2992(2), P.I. #245080 and STP-2992(3), P.I. #245090. Your interest in this project and your comments are sincerely appreciated. Your comments will be made a part of the official record for the project.

Approximately 190 citizens attended the public information open house held on Thursday, October 4, 2007. From the attendees, 110 comment cards were received and four oral comments were submitted to the court reporter. After the meeting, nine letters were sent to GDOT and 15 comments were submitted on the Public Outreach website.

Of the comments we received, 67 were in support of the project, 33 were opposed to the project, 28 were conditional, seven were uncommitted, and three did not specify.

The attendees at the public information open house and those persons sending in comments afterwards raised the following questions and concerns. GDOT has prepared this letter to address these comments so that all interested parties can be aware of the concerns raised and the responses given. Please find the comments, concerns, and questions listed below, along with their responses.

Comments and Responses

Comment 1: Northbound traffic cannot access the Sisters Baptist Church parking lot and cemetery. The upper parking deck is where weekday preschool students, handicapped, and elderly members of the church park. How far north will people have to travel before they can make a U-turn? *Response: During the next phase of the design, the location of additional median breaks will be determined. GDOT's current policy is to have 1320 feet minimum separation between median breaks. Also, members of the church were advised at the meeting that GDOT will be more than willing to work with the church to plan access in and out of this parking lot so as not to disrupt the travel patterns for the daycare center or the handicapped parking.*

Comment 2: The U-turn is dangerous at SR 88 and SR 24. *Response: Adequate site distance will be provided with the proposed improvement. In addition, a traffic signal warrant study will be conducted as an additional measure. A traffic signal will be installed if warranted by engineering studies.*

Comment 3: Noise will interrupt worship and funeral services for the Sisters Baptist Church. *Response: A noise study will be performed during the environmental phase and noise abatement will be implemented where feasible and reasonable.*

Comment 4: High speeds will endanger people accessing the parking lots at the Sisters Baptist Church. *Response: The portion of SR 24 in front of the Sisters Baptist Church is currently being taken off the State Route system, and the speed limit is being reduced to 45 MPH. The speed limit along the proposed bypass in this area is currently posted 55 MPH and will be reduced to 45 MPH. This is a reduction in speed of 10 MPH from the current speed limit. If speeding occurs once this is accomplished, it will be the responsibility of the local law enforcement agencies to enforce the posted speed limit.*

Comment 5: The project will take business away from local stores and businesses in Sandersville and Tennille, with a loss of tax revenue. *Response: The bypass is expected to spur growth in the area; therefore, the businesses may actually benefit from increased growth. Since there will be less truck traffic on SR 15, this could potentially draw people back to the area because they are not expected to encounter as much truck traffic.*

Comment 6: Will property value be affected due to the bypass being so close to some of the houses? Properties will be divided in half for many property owners, as well. *Response: Property will be purchased at fair market value and property values will be assessed on a case-by-case basis by an independent appraiser. Property values over time fluctuate based on a variety of factors such as infrastructure improvements (or lack thereof), school districts, zoning (current and planned), etc., and future values simply cannot be accurately predicted (up or down).*

Comment 7: The bypass will generate even more congestion than is currently present. *Response: The roadway is being designed to handle the predicted traffic and should not*

generate more traffic than it can handle comfortably, so no additional congestion is anticipated.

Comment 8: People not obeying stop signs on SR 24. *Response: Safe designs can be implemented through proper signage and adequate intersection sight distance. These will be provided with this project and this intersection will be studied for a possible traffic signal installation as well.*

Comment 9: High speeds will endanger people accessing homes nearby. *Response: Currently, there is one lane in each direction along Ridge Road, where most of the homes are located. Once completed, this roadway will provide two lanes in each direction. This enables drivers to slow and enter their driveways more safely because traffic behind them can enter the other lane and pass them while they are turning.*

Comment 10: Waste of tax payers money by not combining both projects. *Response: This project uses the pavement that has already been placed along Ridge Road with the current GDOT project. That pavement will not be wasted. It will become the southbound lanes of the by-pass.*

Comment 11: How close to the front steps before you declare a house a loss? *Response: This is an issue that has to be handled on a case-by-case basis due to the complexity of the design, the topography of the individual site, septic drain field locations, etc. However, every parcel will be appraised by an independent appraiser and fair and just compensation is required and strictly regulated by state and federal laws.*

Comment 12: Move bypass from SR 88 to Mayview Road.
Comment 13: Move the bypass down SR 24 about 0.5 to 0.75 miles.
Comment 14: Move the bypass farther east in the vicinity of the Sisters Baptist Church.
Comment 15: Move the bypass farther west (a straighter route) in the vicinity of the Sisters Baptist Church.
Comment 16: Extend bypass to SR 88 and cut through clay plants.
Comment 17: If the bypass has to be on the east side, why not utilize Jones Road or come into Riddleville Road at a point further down than the proposed route?
Response for Comments 12-17: Several alternatives were evaluated. As information and comments become available, adjustments to the alignment will be made to minimize environmental impacts as well as try to accommodate requests from property owners along the corridor. The final alignment must meet the stated need and purpose of the project as well as adhere to the current design standards. This determination will be based on the overall cost – benefit ratio for the project as well as environmental impacts and right of way costs.

Comment 18: Move the bypass to the west side of Sandersville and Tennille (where industrial parks and chalk plants are located). *Response: There are many historical properties located on the west side. After evaluating several possible alternatives, it was determined that designing the bypass on the east side would minimize the amount of impact on historical properties in the area. Also, there are currently educational facilities and industrial developments being constructed on this side of town as well.*

Comment 19: Install exclusive left- and right-turn lanes into the Sisters Baptist Church (northbound median break). *Response: Left-turn/U-turn lanes will be designed at all median breaks. At all intersections, right-turn lanes will be evaluated on the basis of need and will be constructed if they are recommended. Currently we only show median breaks at major intersections. During the next phase of the design process, additional median breaks will be evaluated and designed per GDOT's design standards and recommendations.*

Comment 20: Keep four-way stop at SR 24 and Ridge Road; don't change it to a two-way stop. *Response: Multilane roads are not recommended to have all-way stops for safety reasons. Safety is a top priority for GDOT, and all intersections will be designed to be as safe as possible. This intersection will be evaluated for a traffic signal as the project progresses.*

Comment 21: Design connector from the bypass to southern end of Ridge Road. *Response: This alternative was considered, but a substantial tract of land along SR 242 across from the southern end of Ridge Road is on the National Register of Historic Places. In order to justify impacts to historic properties, federal law requires that there must be no feasible or prudent alternative to avoid such impacts. We believe that the proposed alternative is feasible and therefore designing a connector from the bypass to the southern end of Ridge Road is not an option.*

Comment 22: At the intersection of SR 242 and the bypass, will there be a turning lane? *Response: On the Bypass, both left-and right-turn lanes are planned at this intersection. There is also a traffic signal planned for this intersection.*

Comment 23: Restrict the use of billboards and lighted signs along the road. *Response: Georgia law grants certain rights to billboard operators. However, these types of signs are controlled by GDOT's permitting process to ensure that each sign is properly installed according to GDOT policies. There are spacing requirements that limit the number of signs that can be placed within a certain area.*

Comment 24: Make existing Ridge Road from Highway 24 to Highway 88 an access/frontage road. *Response: This alternative was considered but would require substantially more right of way and result in higher construction costs than utilizing existing Ridge Road. This alternative would have greater environmental impacts as well.*

Comment 25: Emergency vehicles will have a difficult time maneuvering the proposed project. *Response: The proposed road will meet current design standards for all vehicles, including large trucks and emergency vehicles.*

Comment 26: Design the bypass to run straighter and use Sun Hill Road. *Response: This alternative was considered, but the curves along Sun Hill Road are too sharp to be used as part of the by-pass. In addition, the new alignment ties into existing Ridge Road at the proposed location in order to use the existing pavement and right of way in order to reduce costs.*

Comment 27: How does GDOT plan to cross the wetlands and creek at the Lansdell-Anderson property line? *Response: A considerable amount of stormwater runoff flows through that area in a wide swath. There are springs that create the creek in the Lansdell wetlands portion, and certain protections may be required in terms of ecology and wildlife. During the next phase of the project the alignment will be adjusted to reduce the impacts to streams and wetlands in this area. In addition, either a bridge or culvert will be designed to accommodate the creek in this area.*

Comment 28: Was told that the project purpose was not to reduce congestion in Sandersville, but part of a larger project. However, in the attached project description in the handout, the opposite is stated. *Response: The congestion the handout was referring to is caused by the train delays. The bypass will have grade-separated crossings over the railroads that will provide alternative routes for vehicles to avoid the at-grade crossings in town. This project is part of a series of projects in the Governor's Road Improvement Program, which include all of SR 15 from SR 16 north to SR 20. This is the first project of its kind along the corridor.*

Comment 29: Install a traffic signal at the intersection of SR 24 and Ridge Road. *Response: Based on traffic volumes at this intersection, a traffic signal would not be warranted at this time. The intersection will be monitored during the design of this project to determine if a signal becomes warranted. In the future if a signal is warranted, it will be added into the project plans.*

Comment 30: I think an evening meeting would be easier for working people to attend. *Response: The typical time frame for public information open houses is 4 PM to 7 PM to allow the most people to come after "standard" work hours.*

Comment 31: I could not come to the meeting. I have not yet retired to live in Sandersville and could not change my plans to be there. As of 10/04/07 I have not received the Sandersville Progress that included notice of the forum An earlier press notice would have served me better. *Response: The GDOT Public Information Open House notification signs were posted in the vicinity of the project several days before the meeting. The day before the meeting, the time and location of the meeting was noted in the Sandersville Progress.*

Comment 32: I can't see the tiny print on the two aerial photographs that appeared on the website yesterday. Perhaps images like that could be blown up in more sections. *Response: The PDF displays on the website have the ability to zoom into an area.*

Comment 33: As a property owner, I have not received any notification of surveys or anything else in the mail about this project. *Response: We apologize that you did not receive a letter prior to the consultant entering your property. Our surveyor's procedure was to knock on doors and hand deliver the letter to the resident prior to entering their property. We will ensure that our personnel make every effort possible to contact each property owner in the future.*

Comment 34: I own property approximately where the project begins at Boatright Road and it would take several acres of my land. My main concern is how the bypass tie-in that passes in front of the DOT Office connects with the new bypass. I have enclosed a map which the

Tennille Highway Department provided me and have drawn onto the area where I feel the tie-in would work best. As you can see, the southern most crossroads between Hwy 15 and the new bypass is an existing dirt road. I am requesting that the tie end encompass part of that dirt road as is shown on the map that I have enclosed and marked in red. I realize there are a lot of designing elements which you must consider, but I respectfully request that you considering moving that tie-in a little closer to Tennille so as to preserve my hay field. *Response: The alignment that was attached to your letter to GDOT would encroach on a potentially eligible historic property. During the design process, we will look at shifting the alignment further to the North as long as the alignment meets the design speed and minimizes or eliminates impacts to the historical property. However, since the Public Information Open House, we have determined wetland boundaries. The alignment currently impacts two wetland areas just north of the Sandersville Railroad; therefore the alignment will have to shift to the east to avoid or minimize impacts to these areas. With this shift, the tie to existing SR 15 will also be modified. We will take into consideration your concerns and will attempt to not split your fields as long as current design criteria can be met.*

Comment 35: Traffic is also congested where Waco Mill Road and Hospital Road intersect with SR 242. This particular intersection is further complicated since there is a Sandersville RR crossing right in the middle of this intersection. Washington County High School is located directly on SR 242 and backs up on Industrial Drive. *Response: This project is part of the Governor's Road Improvement Program to promote economic development along the SR 15 corridor. The projected daily traffic along the SR 15 Bypass would not be considered congested based on acceptable Levels of Service for a rural area. The other intersections that you mentioned along SR 242 are beyond the scope of this project, and your concerns will be forwarded to the local government. The bypass will also have grade-separation bridges at the railroad tracks. This will allow vehicles the option to avoid delays at the at-grade railroad crossing and also provide a safer crossing.*

Comment 36: With the proposed bypass intersecting with SR 242, this will create even more traffic congestion and pose additional safety issues for drivers on SR 242. Although, the proposal does call for a traffic light to be installed at this particular intersection, I remember all too well the many accidents at the intersection of SR 15 and the Fall Line Freeway. Even with a traffic light, that particular intersection is still dangerous. It appears to me that drivers think that four-lane roads give them the opportunity to drive a little faster. *Response: The proposed intersections will have appropriate traffic control. The type of traffic control (a stop sign or traffic signal) will depend on the amount of vehicles entering the intersections. But if drivers adhere to the laws of the road, the intersections should be safe.*

Comment 37: I fail to see how traffic congestion will be reduced with the local trucking companies hauling kaolin, whether crude clay or finished product, since one trucking company is located within the city limits of Sandersville, another is located between Sandersville and Tennille on Waco Drive that intersects with SR 15, and the third is located in Deepstep. The bypass will not help this particular traffic at all. Has the Department of Transportation considered routing the bypass to the north/northwest of Tennille and Sandersville and having the bypass tie in with the Fall Line Freeway? *Response: Several routes have been studied for the SR 15 corridor, which includes widening the existing route through town and a route to the*

west of both towns, but both of these had numerous environmental problems. The eastern route minimized the environmental impacts. In regards to the truck traffic through town, we agree that it will not be eliminated, but the bypass will allow the trucks to travel a continuous route, which will improve the efficiency of the existing intersections.

Comment 38: I have very personal interest in one particular property where the proposed bypass is literally taking almost the entire road frontage on Holmes Cannery Road. From the looks of the map, there is not nearly enough room for a new driveway to be put in on the Holmes Cannery Road. *Response: As with any new route, several properties will be impacted along the way. The alignment will be refined and finalized in the next phase of the project. All of the comments received from the public by GDOT will be weighed and considered when finalizing the alignment. Regarding the Strickland property, the alignment will be analyzed to see if it is feasible to shift to the east to allow the Strickland property to maintain access off Holmes Cannery Road.*

If you have questions, please contact George Brewer via e-mail at george.brewer@dot.state.ga.us or by telephone at 478-552-4629.

Sincerely,

Glenn Bowman, P.E.
State Environmental/Location Engineer

Georgia Department of Transportation
SR 15 Bypass/CR 67
STP00-2992-00(002) & STP00-2992-00 (003)
P.I. Nos. 245080 & 245090
Washington County
Concept Team Meeting Minutes
April 30, 2008, 9:00 AM

Attendees:

Name	Organization	Phone	E-mail Address
Alan Smith	GDOT, Dist. 2, PM	478-552-4642	asmith@dot.ga.gov
Raye Southerland	GDOT, Dist. 2, Traffic Ops	478-552-4715	Raye.southerland@dot.stat.ga.us
Renae Lawrence	GDOT, Dist. 2, Utilities	478-478-4606	rlawrence@dot.ga.gov
Chris E. Holmes	GDOT, Dist. 2, Area Engineer	478-240-3061	chholmes@dot.ga.gov
Vonda Everett	GDOT, Dist. 2, Planning	478-552-4631	veverett@dot.ga.gov
Rusty Merritt	GDOT, Dist 2, Construction	478-552-4003	rmerritt@dot.ga.gov
Steve Bitney	Street Smarts	770-813-0882	steveb@streetsmarts.us
William Dial	Street Smarts	770-813-0882	williamd@streetsmarts.us
Maureen Nerenbaum	Street Smarts	770-813-0882	maureenn@streetsmarts.us
Speedy Boutwell	Wolverton	770-447-8999	Speedy.boutwell@wolverton-assoc.com
Jun Castillo	HNTB	404-946-5739	jcastillo@hntb.com
Matt Houser	QK4	404-329-5900	mhouser@qk4.com
Matt Wilson	Edwards-Pitman Env.	770-333-9484	mwilson@edwards-pitman.com

Location: GDOT District Two Office, Tennille, Georgia

Alan Smith kicked the meeting off and then everyone introduced themselves and their primary role for the project.

Maureen Nerenbaum walked everyone through both projects using the hanging displays. The typical section, signalization, environmentally sensitive areas and structures were pointed out on the display.

Maureen read the draft concept report for STP-000-2992(002). The following items were discussed and need to be modified in the report:

- Add that the median will vary from 32 - 44 feet wide to reduce costs and impacts to environmentally sensitive areas.
- Add rumble strips to the typical section
- The existing posted speed needs to include existing SR 15 through both towns, so change to 35 - 55 miles per hour.
- Remove the clear zone statement
- Add the posted speed.
- Change the proposed maximum grade (side street) to match the allowable of 10%
- Maximum allowable horizontal radius needs to be 1330'
- Show a variable right of way width
- Change Sandersville Railroad tot Norfolk Southern Railway

- Include the signal with this project if signal warrants are met for the tee intersection.
- Add Norfolk Southern Railway and Georgia Power Company Distribution to Utilities list.
- Add date for concept team meeting, 4-30-08
- Add minutes of SUE kickoff meeting to back of concept report
- Attach summary of PIOH to back of concept report
- Local government comments should be local government commitments
- Revise the time to complete the environmental process to 18 months
- Revise the time to complete preliminary construction plans to 21 months
- Revise the time to complete the right of way plans to 12 months
- Revise the time to complete the purchase of right of way to 12 months.

Maureen read the draft concept report for STP-000-2992(003). In addition to the items discuss for project STP-000-2992(002) the following items were discussed and need to be modified in this report:

- Add the Fall Line Freeway/SR 15 as a major intersection along the project.
- For the different segments, add to the description from which road to which road.
- Verify required right of way width and add the range to the report.
- For the structures, list the size of culvert proposed with a note stated that it is subject to change as the hydraulic study is completed.
- Add another parallel 165-foot x 42-foot bridges over another Sandersville Railroad Spur Track. Also include this additional bridge in the cost estimate.
- Due to the number of parcel on the project, the time to complete the purchase of right of way needs to be 24 months.

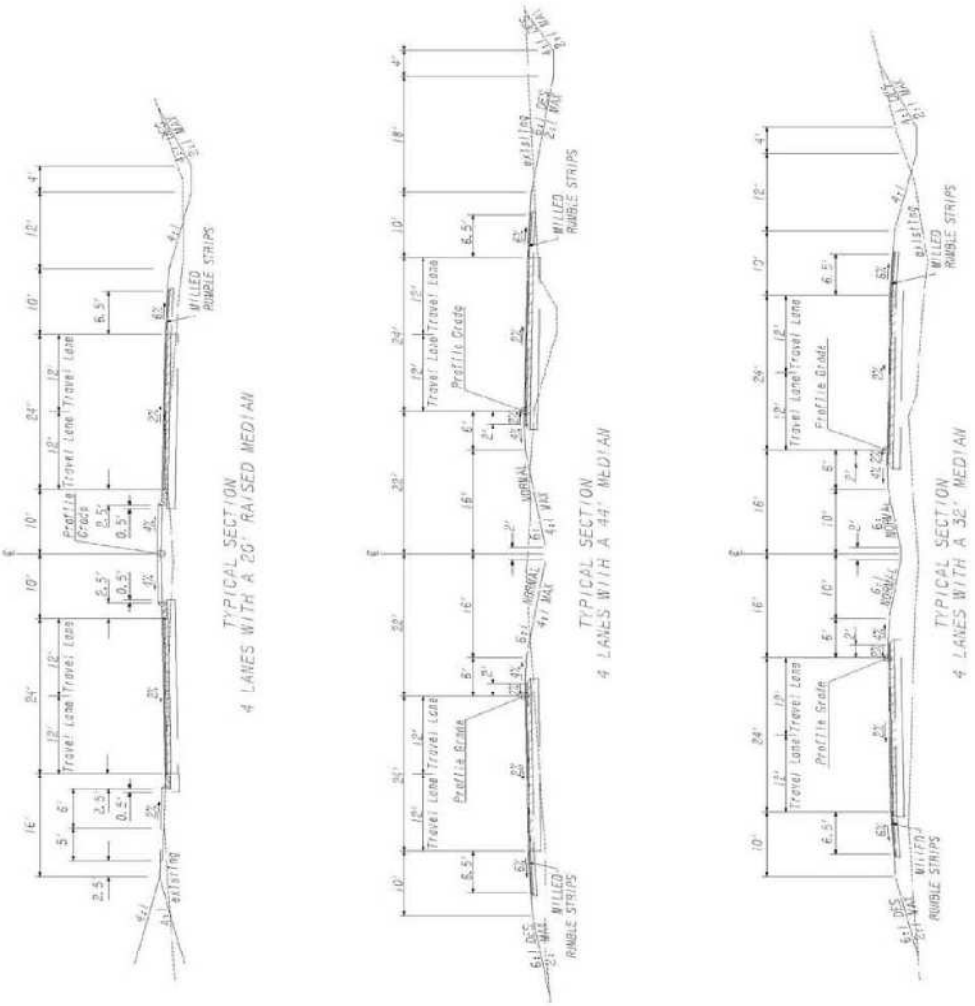
Additional items discussed at the meeting included:

- The cost estimates for both projects did not include many items. These will need to be updated per Alan Smith's notes.
- The typical sections need to be updated to include the 32' median section.
- The traffic diagrams need to be added to those sheets.

The meeting was adjourned at 10:30 A.M.

SR 15 Bypass
From SR 242 North to SR 15
Project Numbers – STP00-2992-00(003), Washington County
P.I. No.: 245090

Mainline Typical Sections



DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

PRACTICAL ALTERNATIVES REPORT

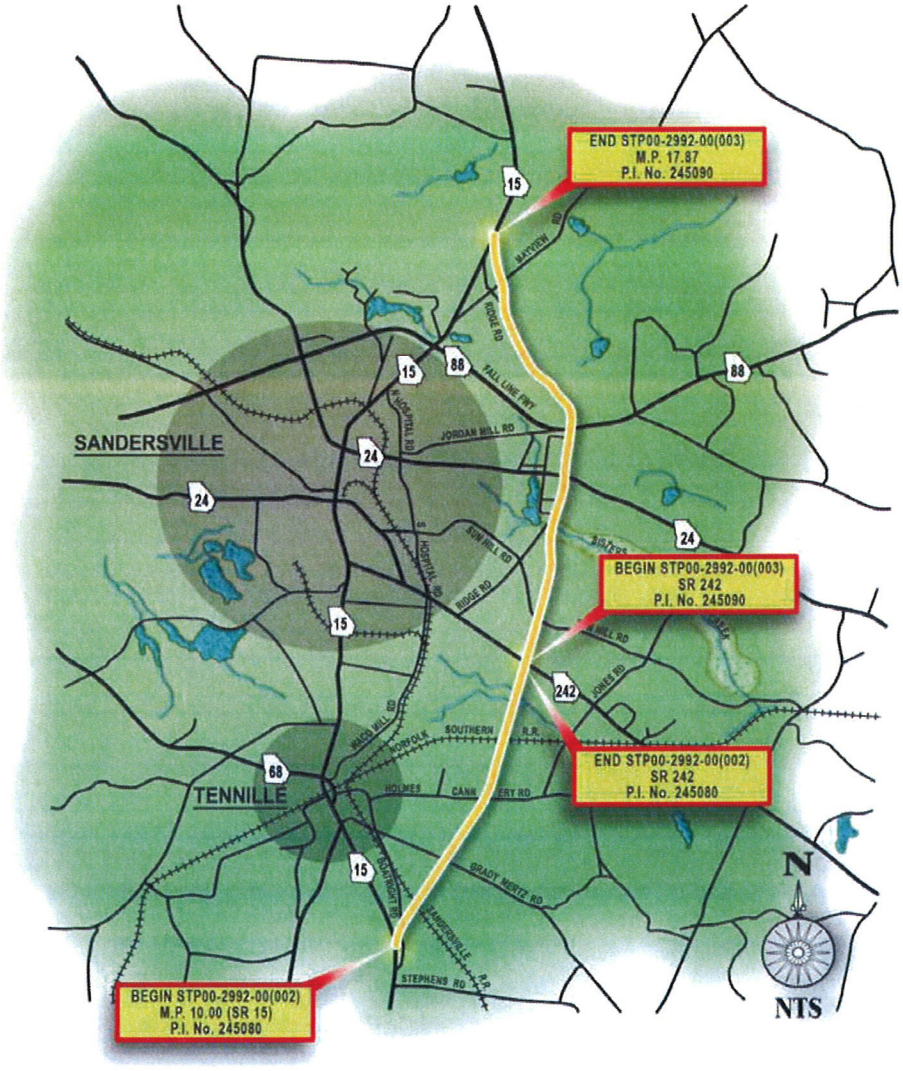
SR 15 Bypass

STP00-2991-00(002)(003), Washington County
PI NO.: 245080, 245090
June 12, 2009

Attached is a copy of the Practical Alternatives Report for your review and comment.

Distribution:
Georgia Environmental Protection Division
US Federal Highway Administration
US Army Corps of Engineer
US Fish & Wildlife Service
National Marine Fisheries
US Environmental Protection Agency

LOCATION MAP
SR 15 Bypass



This project consists of the construction of SR 15 Bypass from SR15 North MP 10.00 to MP 17.87.

General Project Description:
Project STP00-2992-00(002) begins on SR 15 at MP 10.00 (near Boatright Road) and goes north on new location for 3.7 miles to SR 242. The typical section includes four 12-ft lanes separated by a 32-ft to 44-ft depressed grass median, with 10-ft outside shoulders (6.5-ft paved) and 6-ft inside shoulders (2-ft paved). Grade separations will be constructed at the Sandersville Railroad, Norfolk Southern Railway, and the wetlands in the vicinity of Anderson Pond. Turn lanes will be located at SR 15, Grady Mertz Road, Holmes Cannery Road, and SR 242. The intersection with SR 242 will be signalized.

Project STP00-2992-00(003) begins on SR 15 Bypass at SR 242 and goes north on new location for 2.0 miles to SR 24; for the next 1.4 miles, the SR 15 Bypass will utilize the existing Ridge Road alignment; and the final 1.2 miles will be on new location, tying to the existing SR 15 near MP 17.87 (total project length 4.6 miles). The typical section for new location includes four 12-ft lanes separated by a 32-ft to 44-ft depressed grass median, with 10-ft outside shoulders (6.5-ft paved) and 6-ft inside shoulders (2-ft paved). For the Ridge Road segment from SR 24 to SR 88/Fall Line Freeway, the typical section includes four 12-ft lanes separated by a 20-ft raised median, with curb and gutter shoulder on the west side and a 10-ft flush shoulder (6.5-ft paved) on the east side. Median openings will be located at SR 242, Sun Hill Road, Layton Drive, SR 24, SR 88/Fall Line Freeway, and Mayview Road. The intersections with SR 242 and SR 88/Fall Line Freeway will be signalized.

Need and Purpose:
See Attached Need and Purpose Statement.

EXISTING ROADWAY DESCRIPTION

Project	Current Posted Speed	Existing Typical Section	Existing R/W Width
STP00-2992-00(002)	35-55 MPH	Two - 12-ft lanes (one in each direction) with 8-ft. grassed shoulders	100-ft.
STP00-2992-00(003)	35-55 MPH	Two - 12-ft lanes (one in each direction) with 8-ft. grassed shoulders	100-ft.

PROPOSED ROADWAY DESCRIPTION

Project	Proposed Design Speed	Proposed Typical Section	Proposed R/W Width
STP00-2992-00(002)	60 MPH	Two 12-ft lanes in each direction separated by a 32-ft to 44-ft depressed grass median with 10-ft outside shoulders (6.5-ft paved)and 6-ft inside shoulders (2-ft paved)	Varies 200' to 300'
STP00-2992-00(003)	60 MPH	Two 12-ft lanes in each direction separated by a 32-ft to 44-ft depressed grass median with 10-ft outside shoulders (6.5-ft paved)and 6-ft inside shoulders (2-ft paved)	Varies – 175' to 300'
	45 MPH	Two – 12-ft lanes in each direction separated by a 20-ft raised median with curb and gutter shoulder on the west side and a 10-ft outside shoulders (6.5-ft paved) on the east side.	

EXISTING MAJOR STRUCTURES

Project	Structure	Length	Deck Width
STP00-2992-00(002)	None	NA	NA
STP00-2992-00(003)	None	NA	NA

PROPOSED MAJOR STRUCTURES

STP00-2992-00(002)					
Structure	**ID#**	**Length**	**Deck Width**	**Sufficiency Rating**	**Stream/Railroad**
Reinforced Concrete Bridge	New	165-ft	42-ft	New Bridge	Sandersville Railroad
Reinforced Concrete Bridge	New	165-ft	42-ft	New Bridge	Norfolk Southern Railroad
Reinforced Concrete Bridge Or Bottomless Culvert	New	275-ft	42-ft Triple 6'x6'	New Bridge Or Culvert	Stream 8
STP00-2992-00(003)					
Structure	**ID#**	**Length**	**Deck Width**	**Sufficiency Rating**	**Stream/Railroad**
Reinforced Concrete Bridge Or Bottomless Culvert	New	275-ft	42-ft Triple 6'x6'	New Bridge Or Culvert	Stream 13
Reinforced Concrete Bridge	New	150-ft	42-ft	New Bridge	Future Railroad Spur Track
Reinforced Concrete Bridge	New	150-ft	42-ft	New Bridge	Future Railroad Spur Track

ALTERNATIVES CONSIDERED

Alternative 1 - The Department Best Fit Alternative proposes to construct an eastern SR 15 Bypass.

- Project STP00-2992-00(002) begins on SR 15 and goes north on new location to SR 242. The horizontal and vertical alignments will be designed to meet a 60 MPH speed design.
- Project STP00-2992-00(003) begins on SR 15 Bypass at SR 242 and goes north on new location to SR 24. The horizontal and vertical alignments will be designed to meet a 60 MPH and 50 MPH speed design.

Traffic will be maintained on the existing cross roads during construction. Environmental studies have been conducted along this alignment and it has been determined that no historical or archaeological sites are present. No displacements are proposed using this alignment. The ecological impacts are summarized in Table 1.

Alternative 2 – Proposes to widen existing SR 15. Existing SR 15 serves as the "Main Street" for Tennille and Sandersville. Both cities have established historic districts in their downtown areas. Widening and improving the existing route would adversely affect the many developed properties that front on the existing highway, including historic resources. The construction process would also be disruptive to homes and businesses that would remain. The adverse impacts of improving existing SR 15 were considered to be significantly greater than the bypass alternatives.

Alternative 3 – Proposes to construct a western SR 15 Bypass that ties back into SR 15 just north of Sandersville and utilizes SR 15 from here until the end of the project. Because of the layout of the existing highway, a western bypass would be longer than an eastern bypass and therefore would be more expensive. Investigations of historic resources on the western bypass options revealed that there would be significant historic impacts associated with western bypass options.

Alternative 4 – Proposes to construct a western SR 15 Bypass that extends farther west before tieing back into SR 15. Because of the layout of the existing highway, a western bypass would be longer than an eastern bypass and therefore would be more expensive. A longer route would also reduce the travel time savings compared to the through town option. Investigations of historic resources on the western bypass options revealed that there would be significant historic impacts associated with western bypass options.

Table 1 – ECOLOGICAL IMPACTS*		
STP00-2992-00(002)		
Site Number	**Wetland Area (acres)**	**Stream Lengths (linear ft)**
	Alternate 1	Alternate 1
Wetland 1	0.05	
Wetland 2	2.25	
Wetland 3	3	
Open Water 4	--	
Wetland 5	0.05	
Stream 6		--
Wetland 7	--	
Stream 8		--
Ephemeral Stream 9		800
TOTAL IMPACTS	**5.35**	**800**
STP00-2992-00(003)		
	Alternate 1	Alternate 1
Wetland 10	0.9	
Wetland 11	0.05	
Wetland 12	0.1	
Stream 13		--
Open Water 14	--	
Wetland 15	--	
Ephemeral Stream 16		--
Wetland 17	0.08	
Stream 18		--
Wetland 19	0.04	
TOTAL IMPACTS	**1.17**	**0**

* Values listed are taken from the February 2008 Ecology Assessment Description of Jurisdictional Wetlands, Non-Wetland Waters of the US, and Protected Species Survey prepared by Edwards-Pitman Environmental, Inc. Alternative 2 does not have any wetland or stream impacts and is not shown. Alternative 3 and 4 ecological impacts are summarized in Table 2.

Table 2 - ALTERNATIVE SUMMARY TABLE			
STP00-2992-00(002)			
	Alternative 1	**Alternative 3**	**Alternative 4**
Length	3.71 miles	13 miles (total)	14 miles (total)
Typical Section & Design Speed	Two 12-ft lanes w/ 32-ft to 44-ft depressed grass median. Rural shoulders. (60 MPH)	Two 12-ft lanes w/ 32-ft to 44-ft depressed grass median. Rural shoulders. (60 MPH)	Two 12-ft lanes w 32-ft to 44-ft depressed grass median. Rural shoulders. (60 MPH)
Displacements			
Residential	4	4	5
Business	0	0	0
Streams			
# of Impacts	1	6	6
Total Length Impacted	800	1300	1300
Wetlands			
# of Impacts	4	4	4
Total Length Impacted	5.35	3.11	3.11
History			
# of Resources Affected	1	2	2
STP00-2992-00(003)			
	Alternative 1	Alternative 3	Alternative 4
Length	3.71 miles	13 miles (total)	14 miles (total)
Typical Section & Design Speed	Two - 12-ft lanes w/ 32-ft to 44-ft depressed grass median. Rural shoulders. (60 MPH) Two - 12-ft lanes w 20-ft raised median. Curb & Gutter and rural shoulders. (50 MPH)	Two - 12-ft lanes w/ 32-ft to 44-ft depressed grass median. Rural shoulders. (60 MPH) Two - 12-ft lanes w 20-ft raised median. Curb & Gutter and rural shoulders. (50 MPH)	Two - 12-ft lanes w 32-ft to 44-ft depressed grass median. Rural shoulders. (60 MPH) Two - 12-ft lanes w 20-ft raised median. Curb & Gutter and rural shoulders. (50 MPH)
Displacements			
Residential	4	3	4
Business	0	0	0
Streams			
# of Impacts	0	4	1
Total Length Impacted	0	1100	200
Wetlands			
# of Impacts	5	5	4
Total Length Impacted	1.17	4.71	2.38
History			
# of Resources Affected	0	1	4

RECOMMENDATIONS: Based on the cultural resources discovered along each of the three alternative alignments including Alternative 2, this office recommends that Alternative 1 be the alternative of choice for this project. While it has less ecological impacts it clearly affects less historical resources than Alternative 2 or Alternate 3. Also, the project length will be much shorter using Alternative 1, which will result in fewer Right of Way impacts, Social impacts, less Land Use changes, and result in less direct and cumulative effects to the area.

ATTACHMENTS:

1. Need and Purpose
2. Typical Sections
3. Alternative Alignment Sketch (8½ x 11)
4. Ecology Report

PREPARED BY: Street Smarts, Inc.

Need and Purpose Statement
SR 15 Bypass
From SR 15 North to SR 242
Project Numbers – STP00-2992-00(002), Washington County
P.I. No.: 245080
Roadway Project

Introduction

The proposed project is located along SR 15 in Washington County, Georgia and would construct a bypass on the east side of the cities of Tennille and Sandersville. The section of the proposed bypass would begin on the south side of Tennille along SR 15 near the intersection of Boatright Road and traverse northward to SR 242. The proposed project would be primarily on new alignment for a distance of approximately four miles (3.74). The proposed typical section for the bypass is a four-lane rural highway with a 32-foot to 44-foot depressed median. There are two proposed bridges, one spanning Sandersville Railroad and, one spanning Norfolk Southern Railway. In addition a bottomless culvert is proposed spanning the wetlands in the vicinity of Anderson Pond.

SR 15 is the most recent addition to the GRIP system by the Georgia legislature. The SR 15 corridor was added to the Governor's Road Improvement Program during the 2005 Legislative Session. The GRIP component of SR 15 extends from Watkinsville in Oconee County, just south of Athens-Clarke County, southeastward to US 1 in Toombs County, a distance of approximately 150 miles and includes interchanges with interstates 20 and 16.

The GRIP was initiated in the 1980's to stimulate economic growth via an improved transportation network. Governor Harris stated: "...Only 6.5 percent of our primary highway system is four-laned, which means that the remaining 93 percent of our primary system is ill-suited to handle the increased traffic, bigger trucks, and heavier loads that exist today. Many communities that are not served by a four-lane highway are at a disadvantage when competing for economic growth..."

He envisioned, and the legislature concurred, that the "completion of a 2,627-mile system of four-lane highways and truck access routes (is) important to our continued economic expansion."

Working with the Governor's office, the Georgia Department of Transportation (GDOT) in March 1991 published Transportation in Georgia" Strategies for the 1990s. The following quotation is taken from that publication.

"... In 1987, Georgia had just over 731 miles of multi-lane highways on its primary system. This represented only about 6.5 percent of Georgia's total primary system, and it was significantly lower than the average of nearly 19 percent in other states in the Southeast region. Georgia has reached a stage in its development where multi-lane highways are needed to maintain the State's competitive position in the Southeast. Comparative economic data from studies of freeways in Georgia show that an improved system of multi-lane highways could significantly benefit the economies of local communities..."

The GRIP identified a system of economic development highways that consists of 2,627 miles of existing primary routes, and an additional 113 miles of truck connector routes. The system would place 98 percent of the state's population within 20 miles of a multi-lane highway. It would provide access for oversized trucks to cities having populations of 5,000 or more, and to most cities having populations between 2,000 and 5,000. Among the many benefits of such a system, areas lagging in growth would be provided greater opportunities to attract industry, business, and jobs. Commodity and raw material movements would be enhanced. In addition, tourism industries would benefit, as would accessibility to recreation and historic sites.

Georgia has had a rapidly growing population for decades. The demands created by population and economic growth will spill over onto the non-Interstate highway systems that form a critical link for both large and small communities in the State, making highway access a prime requisite for future community growth. Currently, limitations on trucks restrict access for many Georgia communities, limiting economic potential. The GRIP would provide access to communities previously denied service by the larger trucks. Based on experiences of the Georgia Department of Industry, Trade and Tourism, if two cities are competing for an industry, the city closest to a four-lane roadway will usually attract the industry.

Within Washington County, SR 15 is classified as a Principal Arterial route. It serves as "Main Street" for the downtown areas of the City of Sandersville (the County seat) and the City of Tennille. As a multi-county north/south state route, SR 15 also serves regional traffic that currently mixes with local traffic in the two cities. SR 15 has served as a primary route in the county for many decades; individual historic properties exist along SR 15 at various locations, and historic districts are located in the downtown area of both Sandersville and Tennille.

State Routes - 24, 68, 88, 102, 231, and 242 all intersect with or share the SR 15 alignment in Washington County. The Fall Line Freeway runs generally east/west in Washington County using the alignments of SR 24 and SR 88 and serves as a northern bypass around Sandersville. The Fall Line Freeway is also a part of the Governors Road Improvement Program (GRIP) system of multi-lane, economic development highways, and the Sandersville Bypass component of the Freeway is now open as a four-lane divided highway, as is the section from the Bypass east to Augusta.

Washington County is the center of the kaolin mining industry. Kaolin is hauled from the mines in the region through both Tennille and Sandersville to the processing plants located within Sandersville. The hauling of cut timber from various sites to a chipping facility near SR 242 on the east side of Sandersville also occurs. These operations result in a high volume of heavy truck traffic along SR 15 through the two cities.

During peak hours, SR 15 becomes busy with commuter traffic, school bus traffic, and kaolin trucks from the north city limits of Tennille to the north side of Sandersville. The Sandersville Railroad crossing on SR 15 causes Tennille to be completely "cut-off" from Sandersville when trains block the crossing while unloading and loading train cars, and this further exacerbates peak hour congestion.

The Joint Washington County Comprehensive Plan 2005 – 2025 contains economic development policies. Those policies state that economic growth should be in proximity to municipalities where infrastructure renders development more cost effective.

While the existing industrial park in Sandersville is located west of SR 15, next to the local general aviation airport, new growth is being planned on the east side of Sandersville. The Washington County Board of

Education has plans to build a new school on the east side of Sandersville to replace three existing schools in the county.

Industrial growth is also being planned for the east side of Sandersville. Local landowners are making plans for the development of an ethanol plant and a future industrial park. Also, negotiations regarding a future chip mill location on the east side of Sandersville are under way.

Existing Route Conditions

SR 15 runs in a north-south direction through the centers of Sandersville and Tennille, GA. The speed limit along SR 15 is 40 mph from SR 242 to 2nd Avenue; 35 mph from 2nd Avenue to 3rd Avenue; 45 mph from 3rd Avenue to south of the project limits. SR 15 is primarily a two lane road and has additional auxiliary lanes through the centers of Sandersville and Tennille, GA. The functional classification for SR 15 from the beginning of the project to SR 24 is Urban Minor Arterial. SR 242 in the vicinity of the bypass corridor is classified as a Rural Minor Arterial. The percentage of trucks along the bypass corridor is estimated at 11.4%.

Need and Purpose Statement
SR 15 Bypass
From SR 242 North to SR 15
Project Numbers – STP00-2992-00(003), Washington County
P.I. No.: 245090
Roadway Project

Introduction

The proposed project is located along SR 15 in Washington County, Georgia and would construct a bypass on the east side of the cities of Tennille and Sandersville. This section of the proposed bypass would begin at SR 242 near the intersection of Anderson Road and traverse northward to rejoin SR 15 north of Sandersville, near the intersection of CR 67. The proposed project begins on new location for 2.0 miles to SR 24; for the next 1.4 miles, the SR 15 Bypass will utilize the existing Ridge Road alignment; and the final 1.2 miles will be on new location, tying to the existing SR 15 near MP 17.87 (total project length 4.6 miles). The typical section for new location includes four 12-foot lanes separated by a 44-foot depressed grass median, with 10-foot outside shoulders (6.5-foot paved) and 6-foot inside shoulders (2-foot paved). For the Ridge Road segment from SR 24 to SR 88/Fall Line Freeway, the typical section includes four 12-foot lanes separated by a 20-foot raised median, with curb and gutter shoulder on the west side and a 10-foot flush shoulder (6.5-foot paved) on the east side. Median openings will be located at SR 242, Sun Hill Road, Layton Drive, SR 24, SR 88/Fall Line Freeway, and Mayview Road. The intersections with SR 242 and SR 88/Fall Line Freeway will be signalized. There are two proposed bridge spanning future Sandersville Railroad spur tracks.

SR 15 is the most recent addition to the GRIP system by the Georgia legislature. The SR 15 corridor was added to the Governor's Road Improvement Program during the 2005 Legislative Session. The GRIP component of SR 15 extends from Watkinsville in Oconee County, just south of Athens-Clarke County, southeastward to US 1 in Toombs County, a distance of approximately 150 miles and includes interchanges with interstates 20 and 16.

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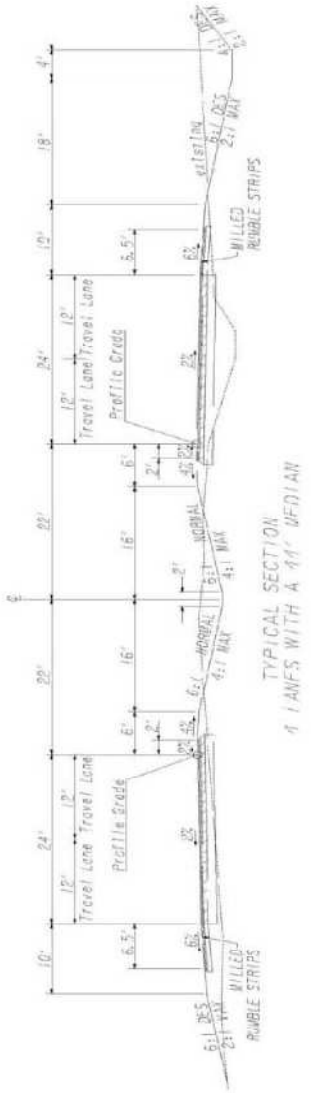
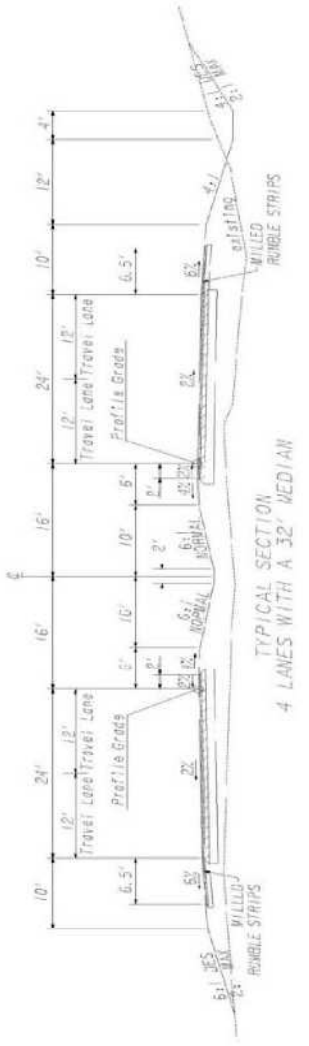
SR 15 Bypass
From SR 15 North to SR 242
Project Numbers – STP00-2992-00(002), Washington County
P.I. No.: 245080

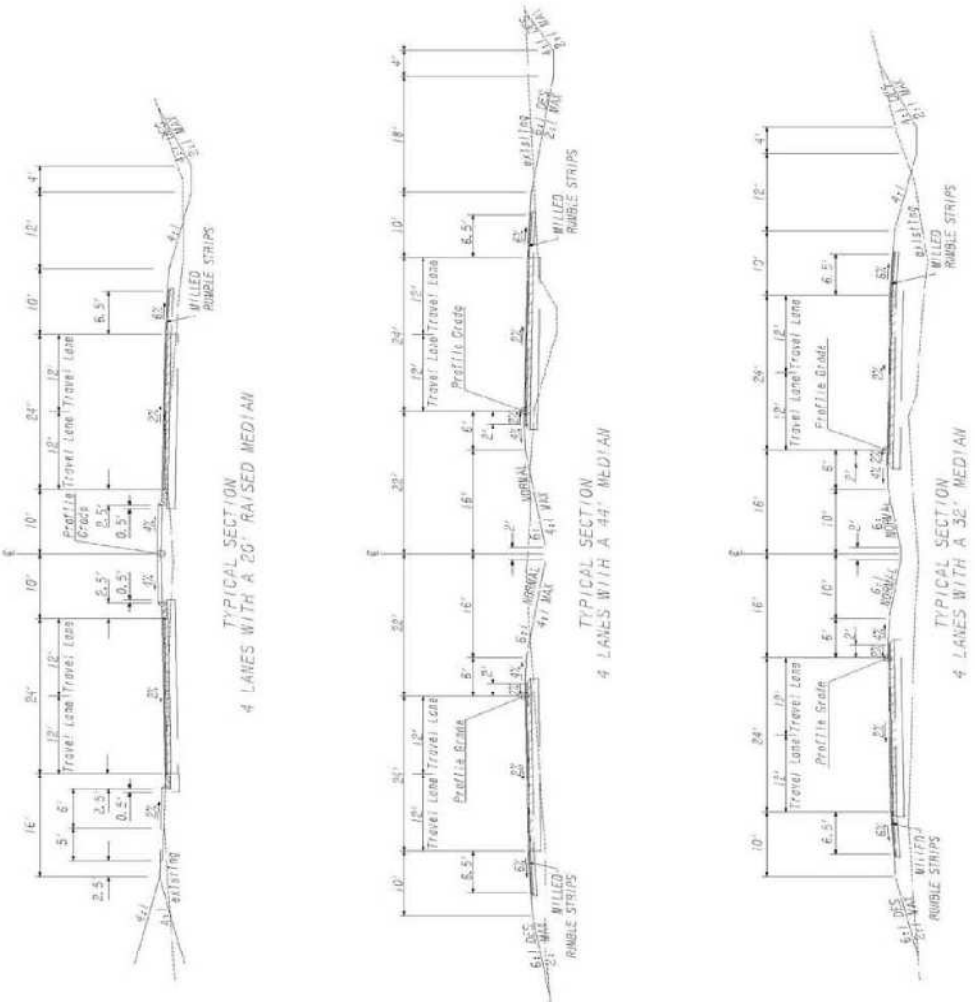
Mainline Typical Sections

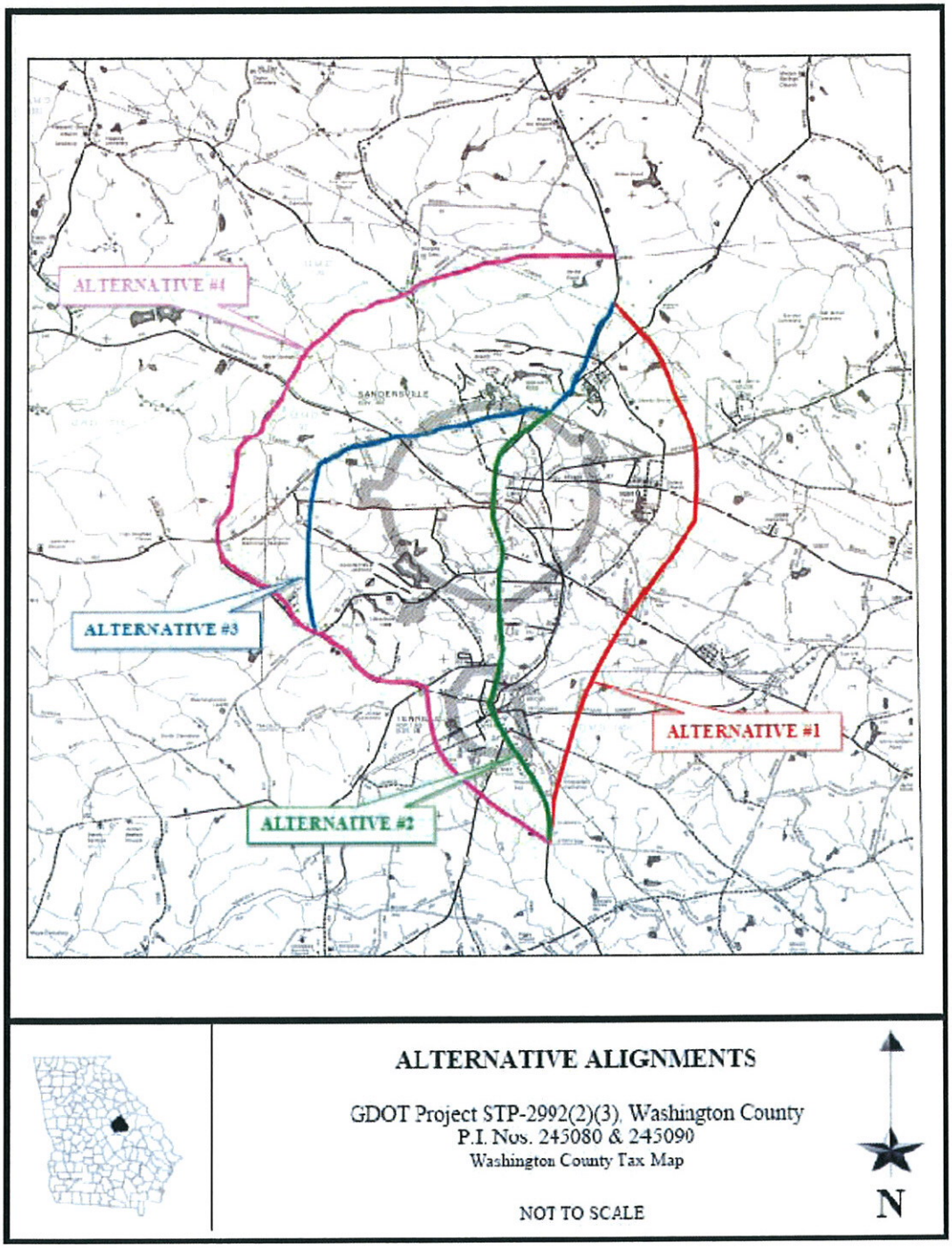




SR 15 Bypass
From SR 242 North to SR 15
Project Numbers – STP00-2992-00(003), Washington County
P.I. No.: 245090

Mainline Typical Sections




ALTERNATIVE #4
ALTERNATIVE #3
ALTERNATIVE #1
ALTERNATIVE #2
SANDERSVILLE
ALTERNATIVE ALIGNMENTS
GDOT Project STP-2992(2)(3), Washington County
P.I. Nos. 245080 & 245090
Washington County Tax Map
NOT TO SCALE
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