

ORIGINAL TO GENERAL FILES

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

**INTERDEPARTMENT CORRESPONDENCE**

**FILE** FLF-540 (22) Wilkinson/<sup>Griffin</sup>~~Way~~ Counties **OFFICE** Preconstruction  
P.I. No. 262470

**DATE** June 29, 1999

**FROM** <sup>CWH/SDD.</sup> C. Wayne Hutto, Assistant Director of Preconstruction

**TO** SEE DISTRIBUTION

**SUBJECT** PROJECT CONCEPT REPORT APPROVAL

Attached for your files is the approval for subject project.

CWH/cj

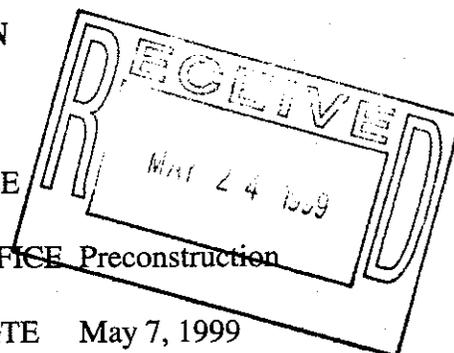
Attachment

**DISTRIBUTION:**

Walker Scott  
Bobby Mustin  
David Studstill (ATTN: Harvey Keeper)  
Jerry Hobbs  
Herman Griffin  
Georgene Geary (ATTN: Michael Henry)  
Marion Waters  
Marta Rosen  
Jim Kennerly

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE



FILE FLF-540 (22) Wilkinson / Baldwin County OFFICE Preconstruction  
P. I. No. 262470  
Fall Line Freeway from SR 243 to SR 24 DATE May 7, 1999

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

TO Walker W. Scott, P.E., Director of Preconstruction

SUBJECT REVISED PROJECT CONCEPT REPORT

Project FLF-540 (22) is a 16.7 mile proposed four-lane divided Rural Arterial with two lanes in each direction. The project begins (see attached location sketch) on SR 243 at Morningside Drive, just south of the Lake Tchukolaho Bridge in Wilkinson County. It will follow SR 243 northward for approximately 2.48 miles where it would turn and extend easterly on new location. The project would extend northeastward in Wilkinson County for 6.03 miles and intersect US 441 and then turn northward (into Baldwin County) and follow SR 112 approximately 0.5 miles to just north of Reedy Creek. It then would cross the Oconee River approximately 0.5 miles south of the Southern Natural Gas Pipeline and turn eastward, parallel the pipeline and intersect Stembridge Road and Butler Road and then tie into SR 24 just south of Crawford Road where the project ends.

The proposed speed design from the beginning of the project through the Ivey city limits (approximately 1 mile) is 45 mph. The proposed speed design on new location (approximately 15.7 miles) is 55 mph. A 20 foot wide raised median with 120-200 feet of right of way will be utilized in the 45 mph section and a 44 foot depressed grass median with 250-300 feet of right of way will be utilized in the 55 mph portion. The year 2001 estimated ADT is 6200 and the Design Year estimated ADT (2021) is 10,900.

The Office of Road Design requests that this project be separated in two (2) contracts due to the excessive length of the project. The project will begin and end at the same points but it would be divided into two contracts using U.S. 441 as a logical termini. U.S. 441 is a reasonable logical termini because the two projects could be constructed separately and they have independent utility. Contract One (1) will begin on SR 243 at Morningside Drive, follow the existing proposed route, and end at U.S. 441. Contract One (1) will be approximately 7.9 miles in length. Contract Two (2) will begin at U.S. 441, follow the existing proposed route, and end at SR 24. Contract Two (2) will be approximately 8.8 miles in length.

The estimated costs of these projects are:

FLF- 540 (22) Contract I

	<u>PROPOSED</u>	<u>APPROVED</u>	<u>PROG. DATE</u>
Constr (Infl&E/C)	\$ 19,799,163.	N/A	LONG RANGE
Rights-of-way	1,800,000.	N/A	
Utilities	200,000.		

FLF - 540 (22) Contract II

	<u>PROPOSED</u>	<u>APPROVED</u>	<u>PROG. DATE</u>
Constr (Infl&E/C)	\$ 24,084,873.	N/A	LONG RANGE
Rights-of-way	1,800,000.	N/A	
Utilities	215,000.		

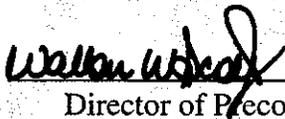
The LGPA was requested in March 1992. Baldwin County refused on 8-13-98 and Wilkinson County refused on 7-28-98.

It is recommended that the proposed revision to the concept be approved for implementation.

JAK:JAL:WGM:mah

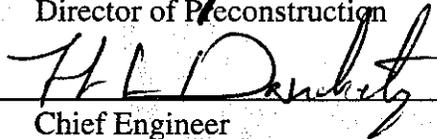
Attachments: Sketch Map and Cost Estimate

Concur:



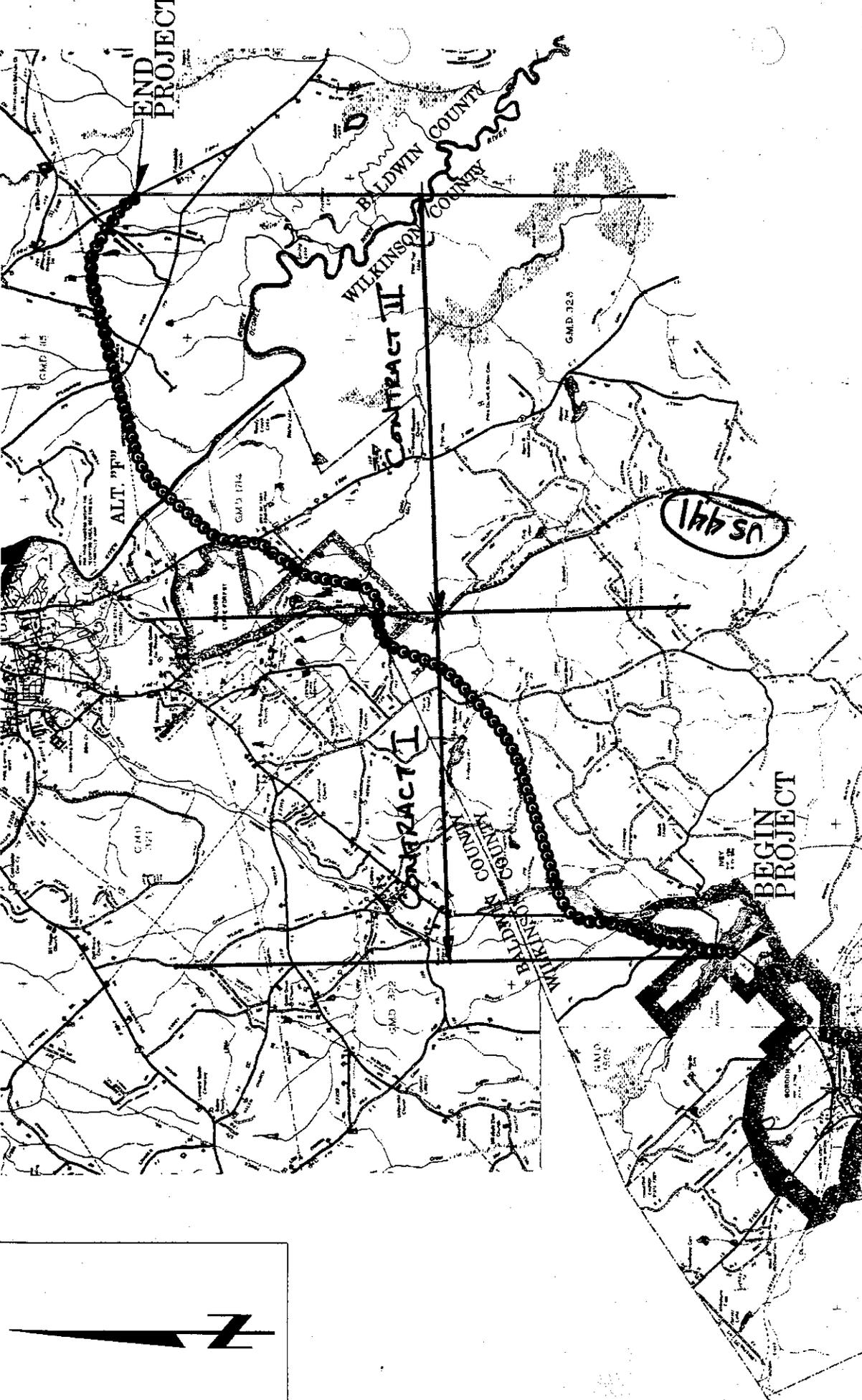
Director of Preconstruction

Approve:



Chief Engineer





FLF-540(22)

WILKINSON/BALDWIN COUNTIES  
 OCONEE RIVER CROSSING

P.I.# 262470



LOCATION

0 2 4 6



SCALE IN MILES

SOURCE: GENERAL HIGHWAY MAP, WILKINSON/BALDWIN COUNTIES, GEORGIA  
 PREPARED BY THE GEORGIA DEPARTMENT OF TRANSPORTATION, 1988 & 1986

## PRELIMINARY COST ESTIMATE

DATE 5/17/99  
PROJECT NAME OCONEE RIVER CROSSING  
PROJECT NO. FLF-540 (22) WILKINSON / BALDWIN  
P. I. NO. 262470

### ESTIMATE SUMMARY

	<u>PHASE I</u>	<u>PHASE II</u>
A. RIGHT OF WAY	\$ 1,800,000.	\$ 1,800,000.
B. REIMBURSABLE UTILITIES	LPGA	LPGA

### CONSTRUCTION COST SUMMARY

C. MAJOR STRUCTURES	\$ 3,225,000.	\$ 5,097,000.
D. GRADING AND DRAINAGE	\$ 2,823,000.	\$ 3,183,000.
E. BASE AND PAVING	\$ 6,525,000.	\$ 7,359,000.
F. LUMP ITEMS	\$ 1,884,000.	\$ 2,124,000.
G. MISCELLANEOUS	\$ 1,572,000.	\$ 1,774,000.
H. SPECIAL FEATURES	\$ 436,000.	\$ 492,000.
SUBTOTAL CONSTRUCTION COST	\$ 16,465,000.	\$ 20,029,000.
E. & C. (10%)	\$ 1,646,500.	\$ 2,002,900.
INFLATION (2YRS. @ 5% PER YEAR)	\$ 1,687,663.	\$ 2,052,973.
TOTAL CONSTRUCTION COST	\$ 19,799,163.	\$ 24,084,873.

PROJECT NUMBER/COUNTY: FLF-540(22) WILKINSON/BALDWIN

P. I. NUMBER: 262470

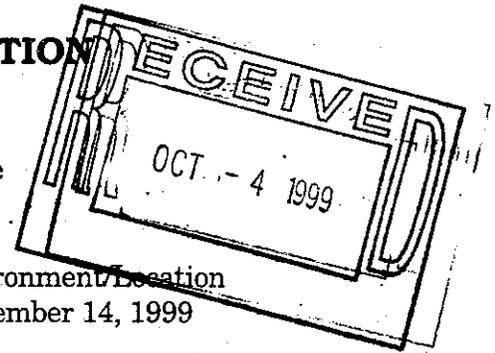
This project is identified as a component in the Governor's Road Improvement Program (GRIP) and funding is anticipated to be with state funds only. Therefore, this project is not identified in the State Transportation Improvement Program.

Martin L. Ross  
STATE TRANSPORTATION PLANNING ADMINISTRATOR

DATE: 5/20/59

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

**Interdepartment Correspondence**



File: P.I. No. 221870, 222280,  
222285, 262470

Office: Environment/Location  
Date: September 14, 1999

From: David E. Studstill, P.E., State Environmental/Location Engineer

To: Distribution Below

Subject: Project HPPN-FLF-540 (19) (26) (29) and FLF-540 (22), Wilkinson, Baldwin, and Washington Counties, Summary of Comments Received During the Public Hearing and Comment Period – Fall Line Freeway

COMMENT TOTALS:

A total of 327 people attended three public hearings held on June 22, 1999 at Englehard Conference Center in Gordon, Midway Elementary School on Carl Vinson Highway near Milledgeville, and at the Vista Conference Center in Sandersville. Ninety-four people attended the hearing in Gordon, 200 at Milledgeville, and 33 in Sandersville. From those attending, 68 written comments were received and eight verbal statements were received. An additional 10 day comment period followed the hearing, which yielded six additional written comments, for a total of 82 comments. The comments are summarized as follows:

<u>No. Opposed</u>	<u>No. in Support</u>	<u>Uncommitted/Conditional</u>
26	39	17

MAJOR CONCERNS:

1. A number of citizens were opposed to the median in Ivey, requesting that a median cut be provided at North Lakeshore Drive,
2. Many citizens living along SR 24 objected to the lack of two-way access resulting from the proposed grass median. Several stated that most people in the area turned left toward Milledgeville to go to their places of employment.
3. Several farmers requested that consideration be given to the movement between their fields, which would be separated by the proposed improvement.
4. Several asked about compensation for land acquisition and proximity impacts.
5. Some citizens questioned the need for the road and expressed their belief that the project and its proposed location are politically motivated.

DISTRIBUTION BELOW

September 14, 1999

Page 2

6. Some citizens felt that the department put wetlands and old buildings ahead of people in determining location.
7. Two citizens expressed concern about impacts to wetlands, wildlife, and forested areas.
8. Several citizens requested a median opening at Stembridge Road and Butler Road.
9. Some expressed concern that the plan, as proposed, would impact Ivey's town hall.

OFFICIALS:

Officials attending the hearings included the following:

Mr. Dennis Holder, Wilkinson County Board of Commissioners  
State Representative Kenneth Birdsong  
Dr. Syler Garner, Mayor of Gordon  
Mr. James Sheppard, Mayor of Ivey  
Mr. Joe Boone, Gordon City Attorney,  
Mr. Freddie Densley, Gordon City Councilor  
Mr. Sonny Dixon, Wilkinson County Chamber of Commerce  
Senator Faye Smith  
Mr. Ace Parker, Chairman, County Board of Commissioners  
Mr. Oscar Davis, County Commissioner  
Mr. Bobby Blizzard, County Commissioner  
Ms. Joan Minton, Baldwin County Manager  
Mr. Bobby Arnold, Public Works Director  
Mr. Ralph McMullen, Baldwin County Assistant County Manager  
Mr. Floyd Harrington, President, Milledgeville/Baldwin Chamber of Commerce

DISPOSITION OF COMMENTS:

The following office is requested to respond to the comments listed:

Right-of-way: 4, 29, 54, 57, 69, 73

This office will respond to comments as follows:

Location: 3, 37, 46, 47, 48, 64

Environmental: will respond to the remaining comments.

Please send this office copies of your responses to these comments.

**DISTRIBUTION BELOW**

September 14, 1999

Page 3

Attached is a complete copy of the comments received at the hearings and during the subsequent comment period. A hearing handout is also attached.

If you have any questions about the comments, please call Dania Aponte at 699-4417.

DES/lm/dga

Attachments

DISTRIBUTION: Walker Scott, Jim Kennerly, David Meshberger, Marion Waters,  
Mike Thomas, Marta Rosen

ORIGINAL TO GENERAL FILES

D.O.T. 66

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

**FILE** FLF-540(22) Wilkinson-Baldwin Counties **OFFICE** Preconstruction  
P. I. No. 262470 **DATE** July 7, 1998

**FROM**  C. Wayne Hutto, Assistant Director of Preconstruction

**TO** SEE DISTRIBUTION

**SUBJECT** PROJECT CONCEPT REPORT APPROVAL

Attached for your files is the approval for subject project.

CWH/cj

Attachment

**DISTRIBUTION:**

Walker Scott  
Bobby Mustin  
David Studstill (ATTN: Harvey Keepler)  
Jerry Hobbs  
Herman Griffin  
Marta Rosen (ATTN: Michael Henry)  
Marion Waters  
Toni Dunagan  
Paul Liles  
Don Mills  
Mike Thomas

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

**FILE**           FLF-540(22) Wilkinson-Baldwin Counties           **OFFICE** Preconstruction  
                  P.I. No. 262470  
**DATE**           June 25, 1998

**FROM**           Walker W. Scott, J., P.E., Director of Preconstruction  
*Walker W. Scott, J.*

**TO**              Wayne Shackelford, Commissioner

**SUBJECT**       PROJECT CONCEPT REPORT

This project comprises the Oconee River Crossing from SR 243 in Ivey, just south of the Lake Tchukolaho Bridge in Wilkinson County, northward on SR 243 for 4.0km, then turns eastward on new location, and ends at SR 24 in Baldwin County. The project proposes the construction of a 26.9km segment of the Fall Line Freeway that will provide vital connectivity between SR 243 and SR 24. The Fall Line Freeway serves as a primary west-east transportation corridor in central Georgia, running from Columbus to Augusta. This project will aid in the completion of the multi-laning of the Fall Line Freeway corridor and increase the capacity and level of service. Projected design traffic on this project in the opening year (2001) is 6,200 ADT, and 10,900 ADT in the future year (2021). The proposed speed design is 70km/h through Ivey and 105km/h for the remainder of the project.

This section of the Fall Line Freeway begins on SR 243 at Morningside Drive, just south of the Lake Tchukolaho Bridge in Wilkinson County. It will follow SR 243 northward for approximately 4.0km where it will turn and extend easterly on new location. The proposed project will extend northeastward, staying in Wilkinson County for approximately 9.7km. It will intersect US 441 just south of the Baldwin County line, then turn northward and enter into Baldwin County. It will follow SR 112 approximately 0.8km to just north of Reedy Creek, then continue in a northeasterly direction and cross the Oconee River approximately 0.8km south of the Southern Natural Gas pipeline. Continuing, it will turn eastward, parallel the pipeline, and intersect Stembridge Road and Butler Road just south of the pipeline, then tie into SR 24 just south of Crawford Road.

The project is proposed as a four lane divided roadway, two lanes in each direction. The median from the beginning of the project to CR 27 in Wilkinson County is proposed to be a 6.1m wide depressed grass median. The median for the remainder of the project will be a 13.6m wide depressed grassed median. The proposed right-of-way will vary from 40.0m to 61.0m through Ivey and 76.0m to 91.0m for the remaining part of the project.

Wayne Shackelford

Page 2

FLF-540(22) Wilkinson-Baldwin

June 9, 1998

Major structures will be as follows:

1. Commissioner Creek - widen existing bridge
2. Beaver Creek - extend existing quadruple 1.5m x 1.2m culvert
3. Central of Georgia Railroad and Nesmith Road - construct two new parallel bridges(73.0m x 11.4m)
4. Black Creek - construct new triple 3.0m x 3.0m culvert
5. Little Black Creek - construct new double 3.0m x 3.0m culvert
6. Reedy Creek - construct new double 3.0m x 3.0m culvert
7. Oconee River - construct two new parallel bridges (564.0m x 11.4m)
8. Buck Creek - construct new quadruple 2.7m x 2.4m culvert

Access will be partially controlled on the portion on new location and by permit along the section along the existing roadway. No design exceptions are required to implement this project. Traffic will be maintained on existing roads during construction.

Environmental concerns include requiring a COE 404 permit; 9.2 hectares of wetlands affected; an Environmental Effects Report will be prepared; 106 involvement; T & E species involved---Robust Redhorse Fish in Oconee River; 13 eligible archeological sites known---none to be impacted by project; a public hearing will be held; time saving procedures are not appropriate.

The estimated costs for this project are:

	<u>PROPOSED</u>	<u>APPROVED</u>	<u>PROG DATE</u>	<u>LET DATE</u>
Construction (includes E&C and inflation)	\$44,158,000	\$55,992,000	2000	LR
Right-of-Way	\$ 3,556,000	\$ 4,949,000		
Utilities*	----	\$ 372,000		

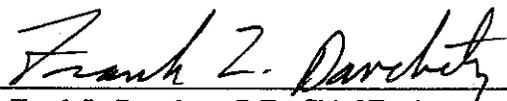
\*LGPA sent 3-23-92 requesting Wilkinson and Baldwin Counties be responsible for utility relocation costs.

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

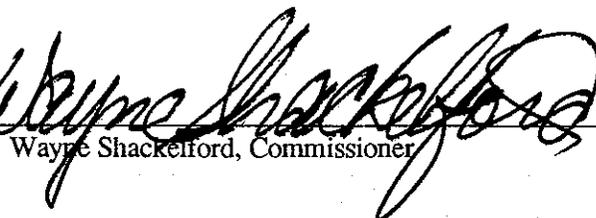
WWS:JDQ/cj

Attachment

CONCUR

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

APPROVE

  
Wayne Shackelford, Commissioner

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

**INTERDEPARTMENTAL CORRESPONDENCE**

**FILE:** FLF-540(22) WILKINSON-BALDWIN **OFFICE:** Atlanta, Georgia  
P.I. NUMBER 262470

**DATE:** May 20, 1998

**FROM:** Bob Mustin, Project Review Engineer *BM*

**TO:** C. Wayne Hutto, Assistant Director of Preconstruction

**SUBJECT:** PROJECT CONCEPT REPORT

**RECEIVED**  
MAY 21 1998  
**PRECONSTRUCTION**

We have reviewed the concept report submitted May 7, 1998 by the letter from David Studstill dated May 6, 1998 and have no comments.

The estimated costs for the project are as follows:

Construction	\$ 36,494,000
Inflation	\$ 3,649,000
E & C	\$ 4,015,000
Right of Way	\$ 3,556,000
Reimbursable Utilities	\$ (LGPA?)

DTM

c: David Studstill - Attention: Ken Thompson

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA  
OFFICE OF ENVIRONMENT/LOCATION

**PROJECT CONCEPT REPORT**

**FLF-540(22)**  
**WILKINSON/BALDWIN COUNTIES**  
**P.I. NO. 262470**  
**OCONEE RIVER CROSSING**

Federal Route No.: N/A

Date of Report: April 30, 1998

State Route No.: N/A

**RECOMMENDATION FOR APPROVAL**

5/1/98  
Date

*O. S. Abbott*  
State Environmental/Location Engineer

\_\_\_\_\_  
Date

\_\_\_\_\_  
State Road Design Engineer

\_\_\_\_\_  
Date

\_\_\_\_\_  
State Traffic Operations Engineer

\_\_\_\_\_  
Date

\_\_\_\_\_  
District Engineer/Tennille

\_\_\_\_\_  
Date

\_\_\_\_\_  
State Bridge & Structural Engineer

\_\_\_\_\_  
Date

\_\_\_\_\_  
State Transportation Planning Administrator

\_\_\_\_\_  
Date

\_\_\_\_\_  
State Transportation Programming Administrator



FLF-540(22)

WILKINSON/BALDWIN COUNTIES  
 OCONEE RIVER CROSSING

P.I.# 262470



LOCATION

0 2 4 6



SCALE IN MILES

SOURCE: GENERAL HIGHWAY MAP, WILKINSON/BALDWIN COUNTIES, GEORGIA  
 PREPARED BY THE GEORGIA DEPARTMENT OF TRANSPORTATION, 1988 & 1986

## PROJECT CONCEPT REPORT

**PROJECT NUMBER:** FLF-540(22) Wilkinson/Baldwin

### PROJECT LOCATION AND DESCRIPTION

Project FLF-540(22) in Wilkinson and Baldwin Counties is part of the Fall Line Freeway, which is one of the Governor's Road Improvement Program corridors. The Fall Line Freeway runs from Columbus to Augusta. This section of the Fall Line Freeway begins on SR 243 at Morningside Drive, just south of the Lake Tchukolaho Bridge in Wilkinson County. It would follow SR 243 northward for approximately 4.0 km where it would turn and extend easterly on new location. The proposed project would extend northeastward staying in Wilkinson County for approximately 9.7 km. It would intersect US 441 just south of the Baldwin County Line then turn northward and enter into Baldwin County. It would follow SR 112 approximately 0.8 km to just north of Reedy Creek, then continue in a northeasterly direction and cross the Oconee River approximately 0.8 km south of the Southern Natural Gas Pipeline. Continuing, it would turn eastward, parallel the pipeline and intersect Stembridge Road and Butler Road just south of the pipeline then tie into SR 24 just south of Crawford road where the project would end.

The project is proposed as a four lane divided roadway, two lanes in each direction. The median from the beginning of the project to CR 27 in Wilkinson County is proposed to be a 6 m wide raised median. The median for the remaining part of the project would be a 13.6 m wide depressed grass median. The proposed right-of-way would vary from 40 m to 61 m through Ivey and 76 m to 91 m for the remaining part of the project. The speed design is 70 km/h through Ivey and 105 km/h for the remainder of the project.

### TRAFFIC

CURRENT		PROJECTED	
YEAR	AADT	YEAR	AADT
2001	1500 - 6200	2021	3000 - 10,900

### PDP CLASSIFICATION

### FUNCTIONAL CLASSIFICATION

Major /New Construction & Construction Along Existing Roadway

Rural Arterial

NON-CA ( )

CA ( )

EXEMPT ( )

N/A ( X )

### NEED AND PURPOSE

The Fall Line freeway is part of the Governor's road Improvement Program, which was initiated in the 1980's to address the importance of stimulating economic growth via an improved transportation network. The Fall Line Freeway serves as a primary west-east transportation corridor in central Georgia, running from Columbus to Macon to Augusta. The proposed project FLF-540(22) consists of the construction of a four-lane facility on new location from SR 243 in Wilkinson County northeastward to SR 24 in Baldwin County. This project will aid in the completion of the multi-laning of the Fall Line Freeway corridor and increase the capacity and level-of-service. The Oconee River divides Baldwin County, north to south. There is one river crossing in the county, SR 22 in downtown Milledgeville. The additional bridge crossing over the Oconee River will relieve congestion in downtown Milledgeville by providing an alternate route for truck traffic. Projected design traffic on this project in the opening year (2001) is 6200 ADT, and 10,900 ADT in the future year (2021).

**EXISTING ROADWAY**

<b>TYPICAL SECTION:</b>	2 Lane Rural (Where Applicable)	<b>RIGHT-OF-WAY WIDTH</b> 30.5 m
<b>POSTED SPEED</b>	<b>MINIMUM RADIUS OF CURVE</b>	<b>MAX GRADE</b>
Varies 70 km/h to 90 km/h	529.2 m	7.22%

**MAJOR STRUCTURES**

<b>FEATURES INTERSECTED/TYPE</b>	<b>LENGTH</b>	<b>WIDTH</b>	<b>PRIORITY RATING</b>	<b>SUFF. RATING</b>
Commissioner Creek/Lake Tchukolaho - Bridge	97.5 m	8.5 m	0	69.0
Beaver Creek - Quadruple 5 X 4 Box Culvert	11.0 m	N/A	0	90.9

**PROPOSED LENGTH OF PROJECT: 26.9 km**

**PROPOSED ROADWAY**

FROM BEGINNING OF PROJECT TO CR 27/FRED HALL ROAD IN IVEY

**TYPICAL SECTION: 4 - 3.6 m lanes w/6.0 m raised median**

<b>DESIGN SPEED</b>	<b>MINIMUM RADIUS OF CURVE</b>		<b>MAX. GRADE</b>	
70 km/h	<b>ALLOWABLE</b>	175 m Radius	<b>ALLOWABLE</b>	6.00%
	<b>PROPOSED</b>	437 m Radius	<b>PROPOSED</b>	6.00%

FROM CR 27/FRED HALL ROAD IN IVEY TO THE END OF THE PROJECT

**TYPICAL SECTION: 4 - 3.6 m lanes w/13.6 m grassed median**

<b>DESIGN SPEED</b>	<b>MINIMUM RADIUS OF CURVE</b>		<b>MAX. GRADE</b>	
105 km/h	<b>ALLOWABLE</b>	455 m Radius	<b>ALLOWABLE</b>	4.00%
	<b>PROPOSED</b>	554 m Radius	<b>PROPOSED</b>	4.00%

**PROPOSED MAJOR STRUCTURES**

FEATURES INTERSECTED/TYPE	LENGTH	WIDTH
1. Commissioner Creek - Widen existing bridge	98 m	27 m
2. Beaver Creek - Extend existing Quadruple 1.5 m X 1.2 m box culvert	48 m	---
3. Central of Georgia RR & Nesmith Road - Construct two new parallel bridges	73 m	<del>11.4 m</del> 12 m
4. Black Creek - Construct new Triple 3.0 m X 3.0 m box culvert	72 m	---
5. Little Black Creek - Construct new Double 3.0 m X 3.0 m box culvert	65 m	---
6. Reedy Creek - Construct new Double 3.0 m X 3.0 m box culvert	68 m	---
7. Oconee River - Construct two new parallel bridges	564 m	<del>11.4 m</del> 12 m
8. Buck Creek - Construct new Quadruple 2.7 m X 2.4 m box culvert	60 m	---

**PROPOSED RIGHT-OF-WAY**

RIGHT-OF-WAY WIDTH	PARCELS IMPACTED	DISPLACEMENTS		
Varies from 40 m to 91 m	Approx. 83	RES.: 15	BUS.: 0	M.H.: 0

**TYPE OF ACCESS CONTROL:** Partially Controlled on new location and by permit along existing Roadways.

**COORDINATION**

**CONCEPT TEAM MEETING DATE:** September 29, 1993

**PERMITS REQUIRED:** C.O.E. 404; Approx. 9.2 ha of wetlands affected. Must be cleared with FLF-540(19, 26, 29) to get permit. P.I. Nos. 221870; 222280; & 222285.

**LEVEL OF PUBLIC INVOLVEMENT:** Public Hearing

**TIME SAVING PROCEDURES APPROPRIATE:** No

**OTHER PROJECTS IN THE AREA:** FLF-540(19) Wilkinson; FLF-540(26)(29) Baldwin/Washington; EDS-441(24)(25) Wilkinson/Baldwin

---

**MISCELLANEOUS**

---

**TRAFFIC CONTROL DURING CONSTRUCTION:**

Traffic to be maintained on existing roads.

**LEVEL OF ENVIRONMENTAL ANALYSIS:**

Environmental Effects Report; To remain state funded. To be cleared with FLF-540(19, 26, 29) to get permit. P.I. Nos. 221870; 222280; & 222285.

**ENVIRONMENTAL CONCERNS:**

- a. No eligible historic resources impacted. 106 required.
- b. T & E species involved: only Robust Redhorse Fish in Oconee River known at this time.
- c. 13 eligible arch. sites known at this time. None to be impacted by project.
- d. No parks within project limits.
- e. No cemeteries within project limits.
- f. No stream channel changes proposed.

**UNDERGROUND STORAGE TANKS:**

None known; Investigation requested 5/1/98

**HAZARDOUS WASTE SITES:**

None known; Investigation requested 5/1/98

**DESIGN VARIATIONS REQUESTED:**

	YES	NO	UNDETERMINED
SUBST HORIZ ALIGNMENT	( )	( X )	( )
SUBST ROADWAY WIDTH	( )	( X )	( )
SUBST SHOULDER WIDTH	( )	( X )	( )
SUBST VERTICAL GRADES	( )	( X )	( )
SUBST CROSS SLOPES	( )	( X )	( )
SUBST STOPPING SIGHT DIST	( )	( X )	( )
SUBST SUPERELEV RATES	( )	( X )	( )
SUBST HORIZONTAL CLEARANCE	( )	( X )	( )
SUBST SPEED DESIGN	( )	( X )	( )
SUBST VERTICAL CLEARANCE	( )	( X )	( )
SUBST BRIDGE WIDTH	( )	( X )	( )
SUBST BR STRUCT CAPACITY	( )	( X )	( )

---

**ALTERNATIVES CONSIDERED**

---

1. No build

2. An alignment that would cross the Oconee River approximately 2.4 km south of the Southern Natural Gas Pipeline in Baldwin County was studied, but was ruled out because its impact to a possible traditional cultural property (TCP) of Oconee Old Town and several associated archaeology sites that are eligible for the National Historic register. The selected route is north of the major archaeology sites.

---

**ESTIMATED COST**

---

<b>CONSTRUCTION:</b>	\$ 36,494,000	<b>RIGHT-OF-WAY:</b>	\$ 3,556,000
<b>E &amp; C ( 10%):</b>	\$ 3,649,000	<b>ACQUIRED BY:</b>	GA D.O.T.
<b>INFLATION:</b>	<u>\$ 4,115,000</u>	<b>UTILITIES:</b>	LGPA
<b>( 2 yrs at 5% per yr):</b>		<b>ADJUSTED BY:</b>	Local Governments
<b>TOTAL CONST COST:</b>	\$ 44,258,000	<b>WILKINSON CO.:</b>	LGPA requested for utilities 3/92; County has not responded.
		<b>BALDWIN CO.:</b>	LGPA requested for utilities 3/92; County has not responded.

---

**COMMENTS**

---

1. 100% of the vertical alignment for the existing roadway to be used requires reconstruction along SR 243 through Ivey and along SR 112 in Baldwin County.

**ATTACHMENTS:** Cost estimate, typical sections, team meeting minutes

**PREPARED BY:** Ken Thompson, L.E. III

**PRELIMINARY COST ESTIMATE**

**DATE** APRIL 20, 1998  
**PROJECT NAME** OCONEE RIVER CROSSING  
**PROJECT NO.** FLF-540(22), WILKINSON/BALDWIN  
**P.I. NO.** 262470

**PROJECT DESCRIPTION:** WIDEN AND RECONSTRUCT SR 243 FROM MORNINGSIDE DRIVE TO CR 27/FRED HALL ROAD IN IVEY. EXTEND NORTHEASTWARD ONTO NEW LOCATION AND CROSS THE OCONEE RIVER APPROX. 0.5 MI. SOUTH OF SOUTHERN NATURAL GAS LINE. CONTINUE EASTWARD AND END AT SR 24 APPROX. 2 MI. SOUTH OF GAS LINE IN BALDWIN COUNTY.

**PROJECT LENGTH:** 16.71 MILES

**TYPICAL SECTION:** 4LN20MED (URBAN) - 1.33 MI.; 4LN44MED(MOSTLY NEW LOCATION) - 15.38 MI.

**EXISTING ROADWAY (IF APPLICABLE)** 2 LANE RURAL (WHERE APPLICABLE)

**TRAFFIC:** EXISTING 6200 ADT @ YR. 2001 DESIGN 10,900 ADT @ YR. 2021

FEASIBILITY STUDY       PRE-PROGRAMMING PROCESS       PROGRAMMING PROCESS

---

**PROJECT COSTS**

---

**A. RIGHT OF WAY**

1. PROPERTY (LAND AND EASEMENTS)	\$	<u>604,500</u>
2. DISPLACEMENTS	\$	<u>1,689,500</u>
3. OTHER COSTS	\$	<u>1,262,000</u>

**SUBTOTAL**    \$    3,556,000

**B. REIMBURSABLE UTILITIES**

1. RAILROAD	\$	<u>                    </u>
2. TRANSMISSION LINES	\$	<u>                    </u>
3. SERVICES	\$	<u>                    </u>

**SUBTOTAL**    \$    TO BE LPGA

**C. MAJOR STRUCTURES**

<b>1. WALLS</b>	\$	<u>0</u>
<hr/>		
<b>2. BRIDGE STREAM CROSSINGS</b>	\$	<u>5,829,000</u>
WIDEN EXISTING STRUCTURE @ COMMISSIONER CREEK; NEW PARALLEL STRUCTURES @ OCONEE RIVER		
<hr/>		
<b>3. BRIDGE OVER/UNDERPASS</b>	\$	<u>924,000</u>
NEW PARALLEL STRUCTURES @ CEN. OF GA RAILROAD		
<hr/>		
<b>4. BOX CULVERTS</b>	\$	<u>1,569,000</u>
EXTEND STRUCT. @ BEAVER CREEK; NEW STRUCT. @ BLACK CREEK, LITTLE BLACK, REEDY CREEK, & BUCK CREEK		
<hr/>		
<b>SUBTOTAL</b>	\$	<u><u>8,322,000</u></u>

**D. GRADING AND DRAINAGE**

<b>1. EARTHWORK</b>	\$	<u>4,196,000</u>
1,716,500 CY U.E.; 190,700 CY ROCK		
<hr/>		
<b>2. DRAINAGE</b>		
<b>a. Minor Drainage (Incl. Cross Drain Pipes and Longitudinal System)</b>	\$	<u>1,549,000</u>
<hr/>		
<b>b. Curb and Gutter</b>	\$	<u>261,000</u>
28,090 LF		
<hr/>		
<b>SUBTOTAL</b>	\$	<u><u>6,006,000</u></u>

**E. BASE AND PAVING**

<b>1. AGGREGATE BASE</b>	\$	<u>4,685,000</u>
377,784 T - 12"		
<hr/>		
<b>2. ASPHALT PAVING</b>	\$	<u>7,938,000</u>
251,833 T - E @ 1.5"; B @ 2"; ACB @ 5"		
<hr/>		
<b>3. CONCRETE PAVING</b>	\$	<u>0</u>
<hr/>		
<b>4. OTHER</b>	\$	<u>1,261,000</u>
<hr/>		
<b>SUBTOTAL</b>	\$	<u><u>13,884,000</u></u>

**F. LUMP ITEMS**

<b>1. TRAFFIC CONTROL</b>	\$ <u>40,000</u>
<hr/>	
<b>2. CLEARING AND GRUBBING</b>	\$ <u>2,270,000</u>
483 ACRES	
<hr/>	
<b>3. LANDSCAPING</b>	\$ <u>899,000</u>
<hr/>	
<b>4. EROSION CONTROL</b>	\$ <u>799,000</u>
<hr/>	
<b>5. DETOURS (INCL. TEMP. BRIDGES)</b>	\$ <u>0</u>
<hr/>	
<b>SUBTOTAL</b>	\$ <u><u>4,008,000</u></u>

**G. MISCELLANEOUS**

<b>1. SIGNING/STRIPING</b>	\$ <u>618,000</u>
<hr/>	
<b>2. GUARDRAIL</b>	\$ <u>92,000</u>
1538 LF + 62 ANCHORS	
<hr/>	
<b>3. OTHER</b>	\$ <u>2,636,000</u>
<hr/>	
<b>SUBTOTAL</b>	\$ <u><u>3,346,000</u></u>

**H. SPECIAL FEATURES**

<b>7000' OF SIDE ROAD RELOCATIONS</b>	\$ <u><u>928,000</u></u>
---------------------------------------	--------------------------

---

---

**ESTIMATE SUMMARY**

---

---

<b>A. RIGHT OF WAY</b>	\$ <u>3,556,000</u>
<b>B. REIMBURSABLE UTILITIES</b>	\$ <u>TO BE LGPA</u>

---

---

**CONSTRUCTION COST SUMMARY**

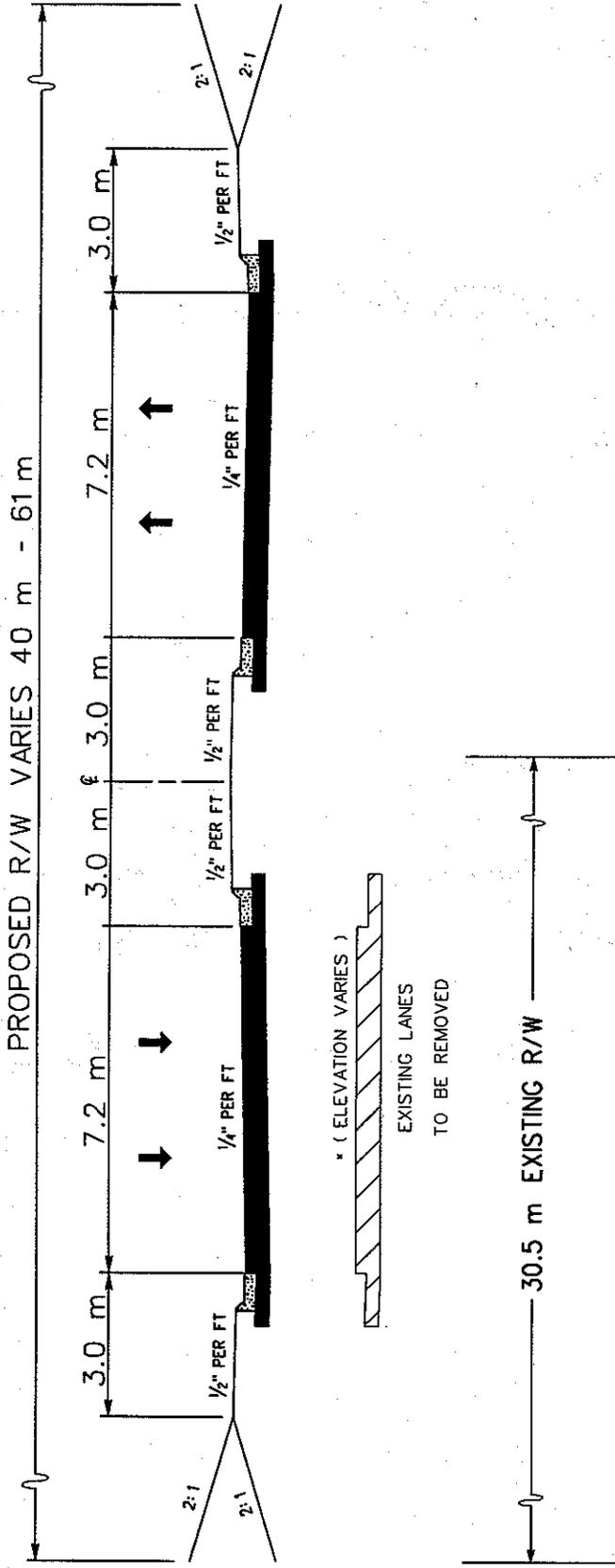
---

---

<b>C. MAJOR STRUCTURES</b>	\$ <u>8,322,000</u>
<b>D. GRADING AND DRAINAGE</b>	\$ <u>6,006,000</u>
<b>E. BASE AND PAVING</b>	\$ <u>13,884,000</u>
<b>F. LUMP ITEMS</b>	\$ <u>4,008,000</u>
<b>G. MISCELLANEOUS</b>	\$ <u>3,346,000</u>
<b>H. SPECIAL FEATURES</b>	\$ <u>928,000</u>

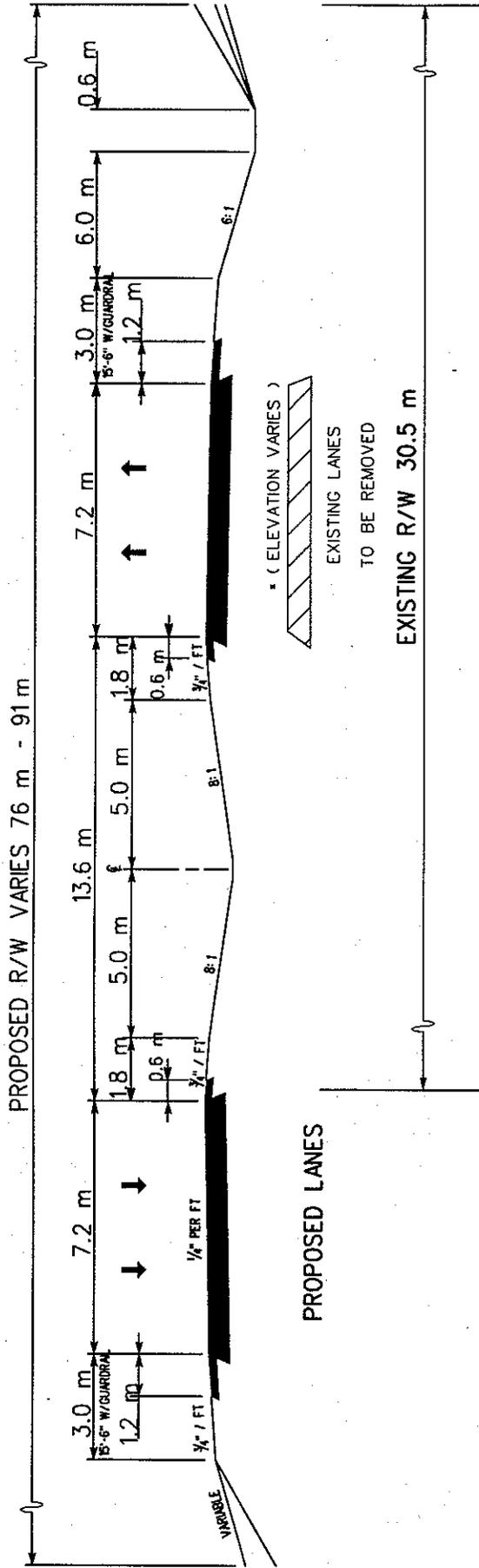
<b>SUBTOTAL CONSTRUCTION COST</b>	\$ <u>36,494,000</u>
<b>E. &amp; C. (10%)</b>	\$ <u>3,649,000</u>
<b>INFLATION (2 YRS. @ 5% PER YEAR)</b>	\$ <u>4,115,000</u>
<b>TOTAL CONSTRUCTION COST</b>	\$ <u><u>44,258,000</u></u>

**GRAND TOTAL PROJECT COST** **\$ 47,814,000**



TYPICAL CROSS SECTION  
 OCONEE RIVER CROSSING  
 FLF-540(22) WILKINSON/BALDWIN COS.  
 From Morningside Dr. To CR 27/Fred Hall Rd.

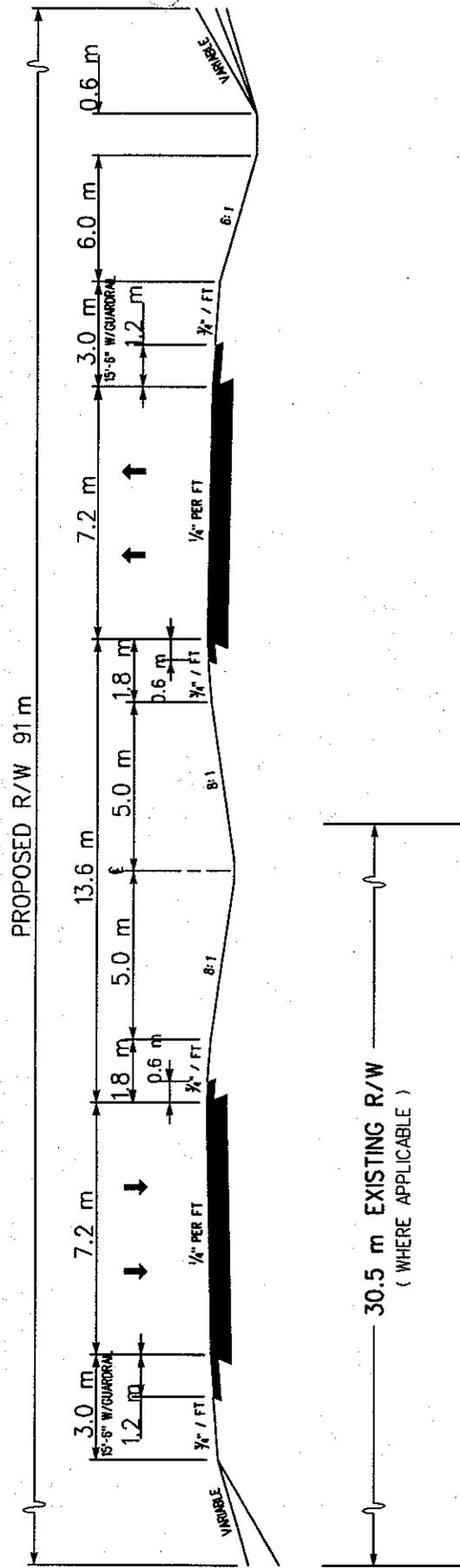
NOT TO SCALE



**TYPICAL CROSS SECTION  
OCONEE RIVER CROSSING  
FLF-540(22) WILKINSON/BALDWIN COS.**

1. From CR 27/Fred Hall Rd. In Ivey  
To 0.54 km North of Beaver Creek on SR 243.
- 2) From 0.55 km South of Reedy Creek on SR 112  
To 0.22 km South of Reedy Creek on SR 112.
- 3) From 0.87 km North of CR 186 on SR 24  
To 1.0 km North of CR 186 on SR 24.

NOT TO SCALE



TYPICAL CROSS SECTION  
 OCONEE RIVER CROSSING  
 FLF-540(22) WILKINSON/BALDWIN COS.

- 1) From 0.54 km North of Beaver Creek on SR243  
 To 0.55 km South of Reedy Creek on SR 112.
- 2) From 0.22 km South of Reedy Creek on SR 112  
 To 0.87 km North of CR 186 on SR 24.

NOT TO SCALE

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE           FLF-540(22), Wilkinson/Baldwin           OFFICE   Environment/Location  
              P.I. No. 262470  
  
              *kel*  
FROM       Kenneth E. Thompson, T.E. III  
  
TO           Distribution Below  
  
SUBJECT     **CONCEPT TEAM MEETING MINUTES - Oconee River Crossing**

A concept team meeting for the proposed extension of the Fall Line Freeway across the Oconee River, south of Milledgeville, was held September 29, 1993 at the aerial lab conference room. Those in attendance were as follows: Joe Boone and W.E. Williams, Wilkinson County Board of Commissioners; Council Mitchell, Wilkinson County Telephone; W.R. Blizzard and Dean McCaskill, Baldwin County Board of Commissioners; Bobby Arnold, Baldwin County Road Superintendent; Larry Herrington, Baldwin County Development Authority; Pat Topping and Maynard Chambers, Milledgeville Chamber of Commerce; John Grant and Ken Vance, City of Milledgeville; Pete Ibbotson, M.G.R.D.C. of Macon; Terry Rogers, Preconstruction; Ray Metts and Ron Sappenfield, Road Design; Del Clippard, Traffic Operations; J.E. Dukes, R/W; Reba P. Scott, Programming; John Erigha, Materials and Research; David Griffith, Tennille District; David Studstill, Jerry Hobbs, Gerald Welsh, Rowe Bowen, Rebecca Gifford, John Richard and myself of Environment/Location.

Project FLF-540(22), Wilkinson/Baldwin Counties is proposed to construct a new multi-lane roadway that would cross the Oconee River, south of Milledgeville, as part of the Fall Line Freeway. The proposed project would begin at S.R. 243 in Wilkinson County, approximately 0.7 mile south of the Baldwin County Line, and extend northeastward on new location to S.R. 24 in Baldwin County, approximately 0.6 mile south of C.R. 186. This project would tie to project FLF-540(19), Wilkinson County at S.R. 243, and to project FLF-540(26), Baldwin/Washington Counties at S.R. 24.

From the beginning of the project, the proposed roadway would extend northeastward and have an at-grade intersection with the Central of Georgia Railroad and intersect C.R. 21. Continuing northeastward, it would intersect C.R. 23, C.R. 3, and have a major intersection with U.S. 441, just inside the southern boundary of the Baldwin State Forest. The alignment would then turn northward, enter into Baldwin County, and intersect C.R. 165 at the eastern edge of the state forest. From there the alignment would turn back to the northeast and intersect S.R. 112, bridge the Oconee River, and intersect C.R. 179 and 186 before tying into S.R. 24 to end the project. The proposed typical section would be four lanes with a 44 ft. grassed median and open ditch drainage on 300 ft. minimum R/W. The proposed speed design for this roadway is 55 MPH, and access would be partial limited. The length of the project is 13.1 miles.

(Cont'd)

After a detailed description was given, the project was reviewed and the following comments and recommendations were made:

Local Officials

- A. Because this project is proposed as an economic development highway, the local officials feel that the alignment should be shifted northward, closer to Milledgeville to encourage development. A number of alternatives were discussed as follows:

**Local Officials (L.O.)** - An alignment that would extend S.R. 243 northeastward from U.S. 441 to S.R. 22, at the S.R. 22/24 split is preferred. This would connect to the West Milledgeville Bypass and serve as a southern bypass of the town. It would provide a second river crossing closer to town, and would help to alleviate traffic congestion on S.R. 22/24 which is the only river river crossing in town.

**D.O.T.** - This project is proposed as part of the Fall Line Freeway, which would continue eastward along S.R. 24 toward Sandersville. It is not proposed to be a southern bypass of Milledgeville. Such a route would add more than four miles of indirection to the proposed alignment.

**L.O.** - Because the current proposal seems to have some indirection in the alignment, why was a more direct route not chosen, i.e. tying into S.R. 24 near S.R. 272 in Washington County?

**D.O.T.** - Such a route was studied, but was ruled out because of the wide flood plain and the wetlands along the Oconee River that would be impacted.

**L.O.** - Why not just widen S.R. 243 from the beginning of the project to U.S. 441 then extend eastward, on new location, to the end of the project?

**D.O.T.** - Widening S.R. 243 was studied, but was ruled out because it would result in the displacement of approximately 40 homes, two of which are possibly historic.

**L.O.** - Why not intersect U.S. 441, where currently proposed, and widen U.S. 441 northward approximately three miles to Carl Vinson Road; then extend the alignment eastward along Carl Vinson Road and new location to the end of the project?

**D.O.T.** - This would create a three mile common section for U.S. 441 and the proposed project. Common section alignments have not been successful in the past. They create safety and operational problems due to the increased traffic volumes and turning movements.

**L.O.** - Were there any other alternatives closer to Milledgeville studied?

FLF-540 (22), Wilkinson/Baldwin  
Con. Tm. Mtg. Min.  
Page 3

D.O.T. - Other alternatives closer to Milledgeville were studied but were ruled out for various reasons, such as higher wetland impacts, more displacements, possible historic displacements, greater overall costs, etc...

I.O. - Bottom line, we would like the proposed route closer to Milledgeville, preferably at the south end of the West Milledgeville Bypass.

### Road Design

A. Will this be a metric project? Yes, it is scheduled to be let in FY 97.

### Schedule

Begin Mapping - 2/94  
Acquire R/W - FY 95  
Begin Construction - FY 97

Distribution: Hoyt J. Lively, C. Wayne Hutto, Toni Dunagan, Herman Griffin, Jim Kennerly, Paul Liles, Marion Waters, Bobby Mustin, Dudley Ellis, Don Welch, Charles Norris/Tennille, Ronald Collins/Attn. Warren Bailey, Wink Kirk, Ron Brown

Department of Transportation  
State of Georgia

INTERDEPARTMENTAL CORRESPONDENCE

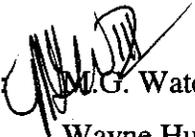
RECEIVED

MAY 15 1998

File: FLF-540(22)/Wilkinson-Baldwin Counties  
P.I. No. 262470

Office: Traffic Operations  
Atlanta, Georgia  
Date: May 12, 1998

PRECONSTRUCTION

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

Subject: Project Concept Report Review

We have reviewed the concept report on the above project for the extension of the Fall Line Freeway. This project begins on SR 243, just south of the Lake Tchukolaho Bridge in Wilkinson County. It then continues northward for approximately 4 km, then turns eastward on new location. It continues in a northeasterly direction for 9.7 km and intersects with US 441 just south of the Baldwin County line. Continuing in a northward direction into Baldwin County it follows SR 112 for approximately 0.8 km to just north of Reedy Creek, then continues in the same northeasterly direction and crosses the Oconee River approximately 0.8 km south of the Southern Natural Gas Pipeline. From this point it would turn eastward, parallel the pipeline and intersect Stembriage Rd. and Butler Rd. just south of the pipeline, and then tie into SR 24, just south of Crawford Rd. where it ends.

This is proposed to be a four lane roadway, two lanes in each direction. There will be an urban typical section design from the beginning of the roadway to CR 27/Fred Hall Rd., in Wilkinson County. The median will be a 6 m raised median. From this point to the end of the project a rural typical section design will be used with a 13.6 m median. Speed design will be 70 km(45 mph) through Ivey and 105 km(65 mph) for the remaining of the project. We believe this concept will improve safety and operational capacity along this section of roadway.

We recommend increasing the median width to 8.4 m (28 ft.) at median openings to allow the left turn lanes to be offset or aligned directly across from each other and increase sight distance for permissive left turn movements. Where no possibility of median openings exist the median could remain the proposed width.

We request that two four inch conduit, one with innerduct, be installed within the limits of this project as part of this project. The conduit would be used for

the future interconnection of the Advanced Transportation Management System components in this area. Our Traffic Operations Design Office can provide details cost estimates for inclusion in the project.

With the recommended statements, we find this report satisfactory for approval.

**MGW:TWS**

Attachment (signature page)

c: David Studstill  
Bob Mustin, w/ attachment  
Toni Dunagan  
Karl Alff, TMC  
Sam Zeigler, TMC  
General Files

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA  
OFFICE OF ENVIRONMENT/LOCATION

**PROJECT CONCEPT REPORT**

**FLF-540(22)**  
**WILKINSON/BALDWIN COUNTIES**  
**P.I. NO. 262470**  
**OCONEE RIVER CROSSING**

Federal Route No.: N/A

Date of Report: April 30, 1998

State Route No.: N/A

**RECOMMENDATION FOR APPROVAL**

5/1/98  
Date

*[Signature]*  
State Environmental/Location Engineer

\_\_\_\_\_  
Date

\_\_\_\_\_  
State Road Design Engineer

5/14/98  
Date

*Marion [Signature]*  
State Traffic Operations Engineer

\_\_\_\_\_  
Date

\_\_\_\_\_  
District Engineer/Tennille

\_\_\_\_\_  
Date

\_\_\_\_\_  
State Bridge & Structural Engineer

\_\_\_\_\_  
Date

\_\_\_\_\_  
State Transportation Planning Administrator

\_\_\_\_\_  
Date

\_\_\_\_\_  
State Transportation Programming Administrator

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA  
OFFICE OF ENVIRONMENT/LOCATION

**PROJECT CONCEPT REPORT**

**FLF-540(22)**  
**WILKINSON/BALDWIN COUNTIES**  
**P.I. NO. 262470**  
**OCONEE RIVER CROSSING**

Federal Route No.: N/A

Date of Report: April 30, 1998

State Route No.: N/A

**RECOMMENDATION FOR APPROVAL**

5/1/98  
Date

*0 L S Abbott*  
State Environmental/Location Engineer

Date

State Road Design Engineer

Date

State Traffic Operations Engineer

Date

District Engineer/Tennille

5/22/98  
Date

*Paul V. Giles Jr*  
State Bridge & Structural Engineer

Date

State Transportation Planning Administrator

Date

State Transportation Programming Administrator

**PROPOSED MAJOR STRUCTURES**

FEATURES INTERSECTED/TYPE	LENGTH	WIDTH
1. Commissioner Creek - Widen existing bridge	98 m	27 m
2. Beaver Creek - Extend existing Quadruple 1.5 m X 1.2 m box culvert	48 m	---
3. Central of Georgia RR & Nesmith Road - Construct two new parallel bridges	73 m	<del>12</del> m 11.4 m
4. Black Creek - Construct new Triple 3.0 m X 3.0 m box culvert	72 m	---
5. Little Black Creek - Construct new Double 3.0 m X 3.0 m box culvert	65 m	---
6. Reedy Creek - Construct new Double 3.0 m X 3.0 m box culvert	68 m	---
7. Oconee River - Construct two new parallel bridges	564 m	12 m 11.4 m
8. Buck Creek - Construct new Quadruple 2.7 m X 2.4 m box culvert	60 m	---

**PROPOSED RIGHT-OF-WAY**

RIGHT-OF-WAY WIDTH	PARCELS IMPACTED	DISPLACEMENTS		
Varies from 40 m to 91 m	Approx. 83	RES.: 15	BUS.: 0	M.H.: 0

**TYPE OF ACCESS CONTROL:** Partially Controlled on new location and by permit along existing Roadways.

**COORDINATION**

**CONCEPT TEAM MEETING DATE:** September 29, 1993

**PERMITS REQUIRED:** C.O.E. 404; Approx. 9.2 ha of wetlands affected. Must be cleared with FLF-540(19, 26, 29) to get permit. P.I. Nos. 221870; 222280; & 222285.

**LEVEL OF PUBLIC INVOLVEMENT:** Public Hearing

**TIME SAVING PROCEDURES APPROPRIATE:** No

**OTHER PROJECTS IN THE AREA:** FLF-540(19) Wilkinson; FLF-540(26)(29) Baldwin/Washington; EDS-441(24)(25) Wilkinson/Baldwin

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA  
OFFICE OF ENVIRONMENT/LOCATION

PROJECT CONCEPT REPORT

FLF-540(22)  
WILKINSON/BALDWIN COUNTIES  
P.I. NO. 262470  
OCONEE RIVER CROSSING

Federal Route No.: N/A

Date of Report: April 30, 1998

State Route No.: N/A

RECOMMENDATION FOR APPROVAL

5/1/98  
Date

*018 [Signature]*  
State Environmental/Location Engineer

6-16-98  
Date

*[Signature]*  
State Road Design Engineer

\_\_\_\_\_  
Date

\_\_\_\_\_  
State Traffic Operations Engineer

5/29/98  
Date

*Michael L. Thomas*  
District Engineer/Tennille *206*

\_\_\_\_\_  
Date

\_\_\_\_\_  
State Bridge & Structural Engineer

\_\_\_\_\_  
Date

\_\_\_\_\_  
State Transportation Planning Administrator

\_\_\_\_\_  
Date

\_\_\_\_\_  
State Transportation Programming Administrator

Project File

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

## INTERDEPARTMENT CORRESPONDENCE

FILE FLF-540(22) Wilkinson County OFFICE Preconstruction  
P. I. No. 262470 DATE November 1, 1993

*CWH*  
FROM C. Wayne Hutto, Assistant Director of Preconstruction

TO Jerry Hobbs, Environment/Location

SUBJECT PROPERTY OWNER COMPLAINT

On October 27, 1993, George Boulineau, Director of Planning and Programming, called me and related to me the gist of a conversation he had with a property owner in Baldwin County. This property owner had heard about the study for an alternative route for the Fall Line Freeway in Wilkinson and Baldwin Counties between SR 243 and SR 24.

The property owner's name is Bess Smith, and her property is located on the east side of the Oconee River in the general vicinity of the Southern gas line crossing... I believe it fronts on Pebble Hill Road/CR 180. The main concerns of this property owner as related to the study of this new alternate, is possible historic sites on this property. Evidently there is a river crossing of the Oconee River on this property, and the owner describes it as a historic river crossing. Also, there seems to be a site for a Federal fort in years past. Mr. Boulineau only gave me vague and general information during the phone conversation, as I have passed on to you in this note. If you study the alternate in the vicinity of the gas line crossing of the Oconee River, you might ask history to check on these resources and save yourself some long range troubles.

Thank you.

CWH/cj

FLF 540 (22)

9/29/93

Metric - 1997

(Ken Thompson)

~~Wetland Mitigation~~  
~~Wetlands~~

27 Acres Wetlands

At grade with Central of GA RR

2400' span bridge at ~~Conasa~~ <sup>Oconee</sup> River

7 res displace

15% TRKS

crosses

Baldwin State Forest

Locals want it further north to tie in  
to exist bypass

But it was shifted due to

COE  
Dept NR

GAMES, FISH, WILDLIFE

to avoid more wetlands

and historic resources or eligible <sup>historically</sup>

Another Project

Lower Bypass - Banks County

Already bought R/W - have let a proj. already  
but now will not allow permit

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

RECEIVED

SEP - 8 1993

FILE FLP-540(22) Wilkinson/Baldwin  
P.I.No. 262470

OFFICE ENVIRONMENT/Location

DATE September 7, 1993

FROM *David E. Studstill*  
David E. Studstill, P.E., State Environmental/Location Engineer

TO Distribution Below

SUBJECT Concept Team Meeting - **OCONEE RIVER CROSSING**

A team meeting for the above project is scheduled for Wednesday, September 29, 1993 at 1:30 P.M. in the conference room of the Office of Environment/ Location. The purpose of the meeting will be to review the proposed concept and make assignments as necessary for development of the project. The Office of Planning is requested to bring a Need and Purpose Statement for the project to the meeting.

Please attend or send a representative to the meeting. The district office is requested to invite the proper utility company representatives to the meeting. If you have any questions concerning the project prior to the meeting, please contact Kenneth Thompson at 699-4465 or GIST 299-4465.

DES/GFW

Distribution: Wayne Hutto  
Ronald Collins/ attn: Warren Bailey  
Herman Griffin/ attn: Frank Golder  
Jim Kennerly  
Paul Liles  
Marion Waters  
Bobby Mustin  
Dudley Ellis  
Don Welch  
Jim Schell  
Wink Kirk  
Ron Brown  
Charles Norris/Tennille District

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

RECEIVED

OCT 13 1993

FILE FLF-540(22), Wilkinson/Baldwin  
P.I. No. 262470

OFFICE Env. ~~Project~~/Location  
**PRECONSTRUCTION**

DATE October 12, 1993

FROM *kel*  
Kenneth E. Thompson, T.E. III

TO Distribution Below

SUBJECT **CONCEPT TEAM MEETING MINUTES - Oconee River Crossing**

A concept team meeting for the proposed extension of the Fall Line Freeway across the Oconee River, south of Milledgeville, was held September 29, 1993 at the aerial lab conference room. Those in attendance were as follows: Joe Boone and W.E. Williams, Wilkinson County Board of Commissioners; Council Mitchell, Wilkinson County Telephone; W.R. Blizzard and Dean McCaskill, Baldwin County Board of Commissioners; Bobby Arnold, Baldwin County Road Superintendent; Larry Herrington, Baldwin County Development Authority; Pat Topping and Maynard Chambers, Milledgeville Chamber of Commerce; John Grant and Ken Vance, City of Milledgeville; Pete Ibbotson, M.G.R.D.C. of Macon; Terry Rogers, Preconstruction; Ray Metts and Ron Sappenfield, Road Design; Del Clippard, Traffic Operations; J.E. Dukes, R/W; Reba P. Scott, Programming; John Erigha, Materials and Research; David Griffith, Tennille District; David Studstill, Jerry Hobbs, Gerald Welsh, Rowe Bowen, Rebecca Gifford, John Richard and myself of Environment/Location.

Project FLF-540(22), Wilkinson/Baldwin Counties is proposed to construct a new multi-lane roadway that would cross the Oconee River, south of Milledgeville, as part of the Fall Line Freeway. The proposed project would begin at S.R. 243 in Wilkinson County, approximately 0.7 mile south of the Baldwin County Line, and extend northeastward on new location to S.R. 24 in Baldwin County, approximately 0.6 mile south of C.R. 186. This project would tie to project FLF-540(19), Wilkinson County at S.R. 243, and to project FLF-540(26), Baldwin/Washington Counties at S.R. 24.

From the beginning of the project, the proposed roadway would extend northeastward and have an at-grade intersection with the Central of Georgia Railroad and intersect C.R. 21. Continuing northeastward, it would intersect C.R. 23, C.R. 3, and have a major intersection with U.S. 441, just inside the southern boundary of the Baldwin State Forest. The alignment would then turn northward, enter into Baldwin County, and intersect C.R. 165 at the eastern edge of the state forest. From there the alignment would turn back to the northeast and intersect S.R. 112, bridge the Oconee River, and intersect C.R. 179 and 186 before tying into S.R. 24 to end the project. The proposed typical section would be four lanes with a 44 ft. grassed median and open ditch drainage on 300 ft. minimum R/W. The proposed speed design for this roadway is 55 MPH, and access would be partial limited. The length of the project is 13.1 miles.

(Cont'd)

After a detailed description was given, the project was reviewed and the following comments and recommendations were made:

**Local Officials**

- A. Because this project is proposed as an economic development highway, the local officials feel that the alignment should be shifted northward, closer to Milledgeville to encourage development. A number of alternatives were discussed as follows:

**Local Officials (L.O.)** - An alignment that would extend S.R. 243 northeastward from U.S. 441 to S.R. 22, at the S.R. 22/24 split is preferred. This would connect to the West Milledgeville Bypass and serve as a southern bypass of the town. It would provide a second river crossing closer to town, and would help to alleviate traffic congestion on S.R. 22/24 which is the only river crossing in town.

**D.O.T.** - This project is proposed as part of the Fall Line Freeway, which would continue eastward along S.R. 24 toward Sandersville. It is not proposed to be a southern bypass of Milledgeville. Such a route would add more than four miles of indirection to the proposed alignment.

**L.O.** - Because the current proposal seems to have some indirection in the alignment, why was a more direct route not chosen, i.e. tying into S.R. 24 near S.R. 272 in Washington County?

**D.O.T.** - Such a route was studied, but was ruled out because of the wide flood plain and the wetlands along the Oconee River that would be impacted.

**L.O.** - Why not just widen S.R. 243 from the beginning of the project to U.S. 441 then extend eastward, on new location, to the end of the project?

**D.O.T.** - Widening S.R. 243 was studied, but was ruled out because it would result in the displacement of approximately 40 homes, two of which are possibly historic.

**L.O.** - Why not intersect U.S. 441, where currently proposed, and widen U.S. 441 northward approximately three miles to Carl Vinson Road; then extend the alignment eastward along Carl Vinson Road and new location to the end of the project?

**D.O.T.** - This would create a three mile common section for U.S. 441 and the proposed project. Common section alignments have not been successful in the past. They create safety and operational problems due to the increased traffic volumes and turning movements.

**L.O.** - Were there any other alternatives closer to Milledgeville studied?

FLF-540 (22), Wilkinson/Baldwin  
Con. Tm. Mtg. Min.  
Page 3

D.O.T. - Other alternatives closer to Milledgeville were studied but were ruled out for various reasons, such as higher wetland impacts, more displacements, possible historic displacements, greater overall costs, etc...

L.O. - Bottom line, we would like the proposed route closer to Milledgeville, preferably at the south end of the West Milledgeville Bypass.

#### Road Design

- A. Will this be a metric project? Yes, it is scheduled to be let in FY 97.

#### Schedule

Begin Mapping - 2/94  
Acquire R/W - FY 95  
Begin Construction - FY 97

Distribution: Hoyt J. Lively, C. Wayne Hutto, Toni Dunagan, Herman Griffin, Jim Kennerly, Paul Liles, Marion Waters, Bobby Mustin, Dudley Ellis, Don Welch, Charles Norris/Tennille, Ronald Collins/Attn. Warren Bailey, Wink Kirk, Ron Brown

Project File  
Project Number?

C 10:55



FLF-540(72)  
262470  
RECEIVED  
FEB 23 1993

# Georgia Department of Transportation

Office of Environment/Location  
3993 Aviation Circle  
Atlanta, Georgia 30336

FAX MESSAGE HEADER SHEET  
FAX NUMBER (404)699-4440

From: Jerry Hobbs Phone: 699-4457

To: Wayne Hutto Phone: \_\_\_\_\_  
Fax: \_\_\_\_\_

Message consists of 5 pages including this sheet.  
Special Handling Requests as Follows: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

## Let's Keep Georgia Peachy Clean



Sponsored by the Georgia Department of Transportation

January 25, 1993  
2526 Vinson Hwy.  
Milledgeville, GA 31061

Honorable Zell Miller  
Governor  
State of Georgia  
Atlanta, GA 30334

Dear Governor Miller:

I am writing you to ask for your help in preserving my home, financial well-being and way of life. My family lives on a 213 acre farm, now called Cedar Hill Plantation. This farm was part of the Carl Vinson Estate. Also living here is my brother-in-law, Jimmy Roberts and his family, my husband's parents, Joe and Lavon Roberts and his younger brother Tim Roberts.

We purchased this farm so that we could live and raise our children in a way that would allow them the freedom and safety to ride four wheelers or horses from home to Grandpa's house, or to watch the many wood ducks that come in to our pond and if they want, maybe catch a fish or two for supper. All of this, without leaving the watchful and loving presence of their families.

The three households have over \$700,000 invested here not including farm equipment or livestock. All of this is being threatened by the Department of Transportation and the Fall Line Freeway.

Over a year ago, we started hearing rumors of a map that was not being released to the public. This map showed the Fall Line Freeway coming through our property. This was not the map that was on display at the DOT office in Milledgeville and there was a third map on display at the Sandersville office that was entirely different from either of the two. The map that affected our property was kept in a back office and if you asked about it you were told it did not exist.

David Studdell  
Pls. prepare response  
for Gov. sig  
+ copy to me  
2/2/93

WS

Through a friend at the Sandersville office, my husband, Joe was able to see the map but could not get a copy of course, since it did not exist. Immediately, we tried to get in touch by phone with former Sen. Culver Kidd and Wayne Shackelford of DOT. As of this date, neither of these gentlemen have acknowledged or returned our calls.

We are now aware that others whose land was in the path of the freeway according to a previous posted map used political means to insure that the freeway would not disturb their hunting clubs and pasture land.

From the plat copy enclosed, you can see that the freeway will be located approximately 100 ft. from the corner of my home. My home would be steadily bombarded with noise. The cross state traffic would be enough but the kaolin mine trucks which run seven days a week would literally shake the windows and doors. My husband built our home himself. It has just over 4000 sq. ft. under the roof and because of the proximity of the Fall Freeway my house and land would be worth only one tenth of its present value.

The freeway would take the greatest majority of the grazing land from our livestock. We depend on the income from our farm to off set the investment we have made here. We would no longer be able to go from one house to another without crossing the freeway. The traffic on the bridge that would span the Oconee River and our pond would cause the wood ducks and quail to leave. Again, the value and usefulness of our property would be decimated.

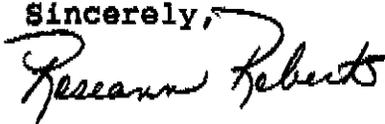
This proposed route will also affect two homes on the west side of Hwy 112. These homes belong to Garvis Youngblood and Joe McMillian. The McMillian home was the home of Carl Vinson and is in the process of being put on the National Historical Register.

In this small area there will be five homes disrupted. You can imagine our anger and frustration because we know that there are alternative routes through this area that would not affect anyones home.

Governor Miller, we are conservative, quiet taxpayers who are not versed in politics but we have perservered through the flooding of the Oconee River, a tripled property tax assessment, and escaped prison inmates and mental patients from the State facilities next door and if you will help us we can preserve Cedar Hill Plantation and pass along the land to our children.

We appreciate any help and support you can give us and are anxiously waiting to hear from you and your office.

Sincerely,



Roseann Roberts

c: Lt. Gov. Pierre Howard  
Downing Musgrove  
W. P. Langdale  
Sam M. Wellborn  
Steve Reynolds  
Emory C. McClinton  
Johnny Gresham  
Max G. Goldin  
Frank C Pinkston  
J. Beverly Langford  
James L. Lester  
Brad Hubert

Sen. Baugh





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

WAYNE SHACKELFORD  
COMMISSIONER

CRAIG C. BRACK  
DEPUTY COMMISSIONER

G. CHARLES LEWIS  
STATE HIGHWAY ENGINEER

ARTHUR A. VAUGHN  
TREASURER

August 21, 1992

Mr. P. T. Deutermann  
292 Butler Road, SE  
Milledgeville, Georgia 31061-9220

RE: Project ~~FLF-540(22) Wilkinson-Baldwin Counties~~

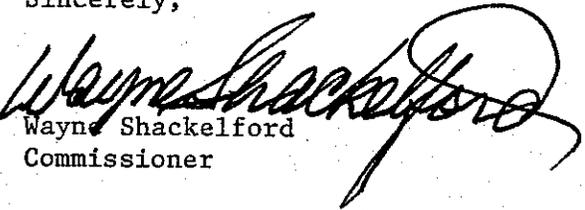
Dear Mr. Deutermann:

The public hearing for this segment of the Fall Line Freeway is scheduled for midsummer of 1993. There has been no change in the proposed route, nor has a decision been made about the design for the intersection of Butler Road in Baldwin County. A final decision will not be made until after the public hearing. Our staff that is making the location and environmental studies has your recommendations in mind, and if any changes occur, they will be given consideration.

Even though we have your recommendations in hand and we intend to do everything possible to avoid any adverse impacts to your property, I invite you and your neighbors to attend the public hearing, and to reiterate and update your concerns.

If we may assist you in any way, please let us know.

Sincerely,

  
Wayne Shackelford  
Commissioner

WS:CWH/cj



FLF-540(22)  
2624

*John Lively*

P.T. DEUTERMANN  
292 Butler Road, S.E.  
Milledgeville, Georgia 31061-9220

*Also have reply prepared*

7 August 1992

Commissioner W. Shackelford  
Georgia Department of Transportation  
2 Capitol Square  
Atlanta, GA 30334-1002

Re; Project FLF-540(22), Wilkinson & Baldwin Counties

Dear Sir:

A few months ago you and I exchanged correspondence on subject project, the Fall Line Freeway, specifically regarding my concerns on the proposed route adjacent to the intersection of Butler Road, S.E. and the Natural Gas Pipeline in Baldwin County. At that time you said that the final route had not yet been selected, and that further information would be forthcoming.

I'm writing now to ask for an update on both the proposed route through my farm's immediate vicinity, and also on your design plans for Butler Road's intersection with the Fall Line freeway. I would also like to know when public hearings will be scheduled for our area.

Thank you very much.

*P.T. Deutermann*  
Sincerely,

P.T. Deutermann  
Captain, USN (Ret.)

Copy to:

Hon J.R. Rowland  
U.S. House of Representatives  
423 Cannon House Office Building  
Washington, D.C. 20515



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

WAYNE SHACKELFORD  
COMMISSIONER

G. CHARLES LEWIS  
STATE HIGHWAY ENGINEER

CRAIG C. BRACK  
DEPUTY COMMISSIONER

ARTHUR A. VAUGHN  
TREASURER

March 18, 1992

P.T. Dentermann  
292 Butler Road, S.E.  
Milledgeville, Georgia 31061-9220

Subject: Project FLF-540(22), Baldwin/Wilkinson Counties

Dear Mr. Dentermann:

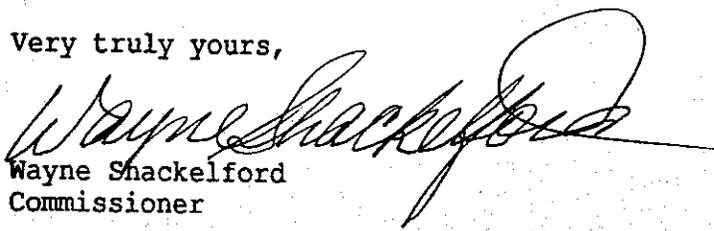
Thank you for your letter concerning the above proposed Fall Line Freeway project. It is correct as you stated that the location has been shifted some distance to the north. The shift was made to reduce the impacts to wetlands located on both sides of the Oconee River. Your ideas for tying Butler Road to the Fall Line Freeway route have merit and will be given consideration as the project continues to develop.

A public hearing will be held to give the public a chance to review and comment on the proposed concept. The concept will not be finalized until all issues resulting from the public hearing are resolved. At this time a date has not been set for the public hearing. When scheduled, the hearing will be advertised in the legal section of local newspapers and signs will be located on the project giving time and location of the hearing.

Please rest assured that everything possible will be done to minimize the impacts to your horse farm as well as other property in the area.

Let me know if I can be of further assistance.

Very truly yours,

  
Wayne Shackelford  
Commissioner

WS/bc

cc. Hoyt J. Lively  
G. C. Lewis  
Edwin Thompson



File - ~~John Lively~~  
- Copy Me  
John Lively

CHARLES LEWIS  
~~DES HARROVE~~

P.T. DEUTERMANN  
292 Butler Road, S.E.  
Milledgeville, Georgia 31061-9220

27 February 1992

Mr. Wayne Shackelford  
Commissioner, Georgia Dept. of Transportation  
No. 2 Capitol Square  
Atlanta, GA 30334

John Lively

Please Have DAVID Studstill  
DISCUSS the location of FLP  
with US & Prepare a reply.

Dear Mr. Shakelford,

I am writing in regard to the proposed and, as yet, unannounced route change for the Fall Line Freeway, which I have just found out about. I've contacted my State representative, and he has recommended that I write to you.

Thanks  
BCC  
3-4-92  
B

First let me say that, as someone who has just put \$225,000 into a new horse farm, I object to the unannounced change of route. My new house, barns, fencing, and pastures, directly southeast of the intersection of the gas line and Butler Road, S.E., Milledgeville, unfortunately do not show up on your current aerial survey photos (photo No. 20 in the route set). I knew that a road was coming through the area when I bought the place, but you had held town meetings in Milledgeville, briefing people that the route was going to run considerably south of your current, unannounced planning. I will be supporting my State representative's efforts to put the route back where it was.

If, however, we are unsuccessful, my main concern becomes the fact that the DOT is talking about moving Butler Road to accommodate a requirement for Butler Road to cross the Fall Line Freeway at a ninety degree angle. I've attached some diagrams showing the present situation, and some alternatives for rerouting Butler Road. Diagram 1 shows the current situation, and the impact of the 300' right of way in the area in question. Diagram 2 shows two alternatives for making the ninety degree intersection. We, of course, would like the alternative of turning Butler Road left, or northwest, to make the intersection, for the following reasons:

1. it would turn Butler road away from the developed land and houses and pastures and into an area of undeveloped land, and thereby minimize damage and disruption to all the people living near this intersection;
2. it would keep the intersection near the summit of two grades; it's not evident from the aerial photo, but if you stand in the roadway of Butler Road at the intersection of Butler Road and the gas pipeline, either way you look down the gasline (NE or SW), you're looking downhill. From a safety perspective, I should think

Telephone: (912) 454-1281 [Voice] \*\* (912) 454-1283 [Fax]

you would have to have the intersection of Butler Road and the Fall Line Freeway at the top of these grades, so that a car crossing the Freeway would not be blindsided by another car coming up unseen over the hill. Turning Butler Road to the left allows the intersection to be at or very near the top of the grade approaching from either direction on the Fall Line Freeway.

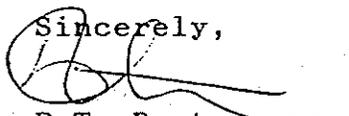
3. it would avoid the additional costs that will be incurred because of the terrain; again, it doesn't show on the aerial, but the area behind all the small houses near the intersection of Butler Road and the gasline is lowlands- there are several springs in the area, and the ground is boggy. You would have to do a great deal of fill work to bring the roadway of a displaced Butler Road back to the level of the Fall Line Freeway, the median of which is about sixty feet above the lowest area behind all those houses.

My personal concern is, of course, that I don't want to lose my front pasture if you bring Butler Road to the east to make that intersection a ninety degree angle. Depending on how much land you cut off, I would stand to lose finished pasture land that I can't replace, and the land that would be isolated on the other side of the new Butler Road would be rendered useless for pasturing my horse stock.

One alternative that has not been mentioned is one we would support very much: terminating Butler Road at the Fall Line Freeway. The only traffic that uses Butler Road now is traffic to and from the homes along its right of way. There is occasional traffic between Stembridge and Kings Road now, but this would be eliminated by the Fall Line Freeway, since that four lane would be the road of choice for getting into Milledgeville, or going down to Sandersville. Terminating the road would have the least impact on all the houses near the current intersection, and would also save the State a great deal of money. The people living on Butler Road on either side of the gasline would have access to the Fall Line freeway, either at the point where it departs State 24 and heads for Milledgeville, or at its intersection with Stembridge Road.

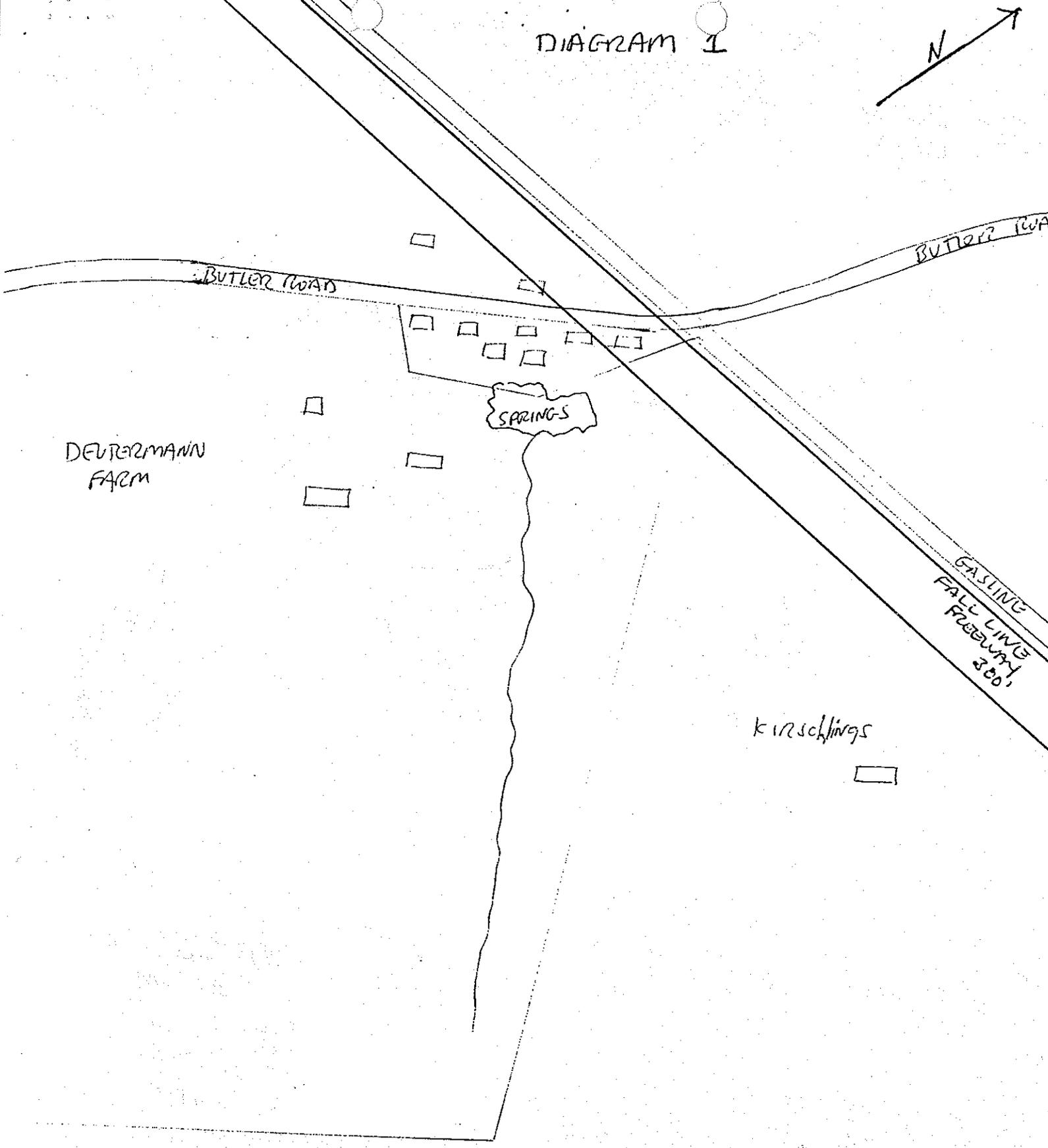
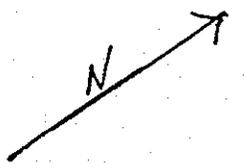
Putting aside for the moment the issue of where the main Fall Line Freeway route finally settles, I'm writing this letter to make an input to the design process before you get too far along with it on the gasline route. I would very much like to have one of your design engineers come out and walk the ground with me before you lock into a design for the Butler Road intersection. Thank you.

Sincerely,



P.T. Deutermann

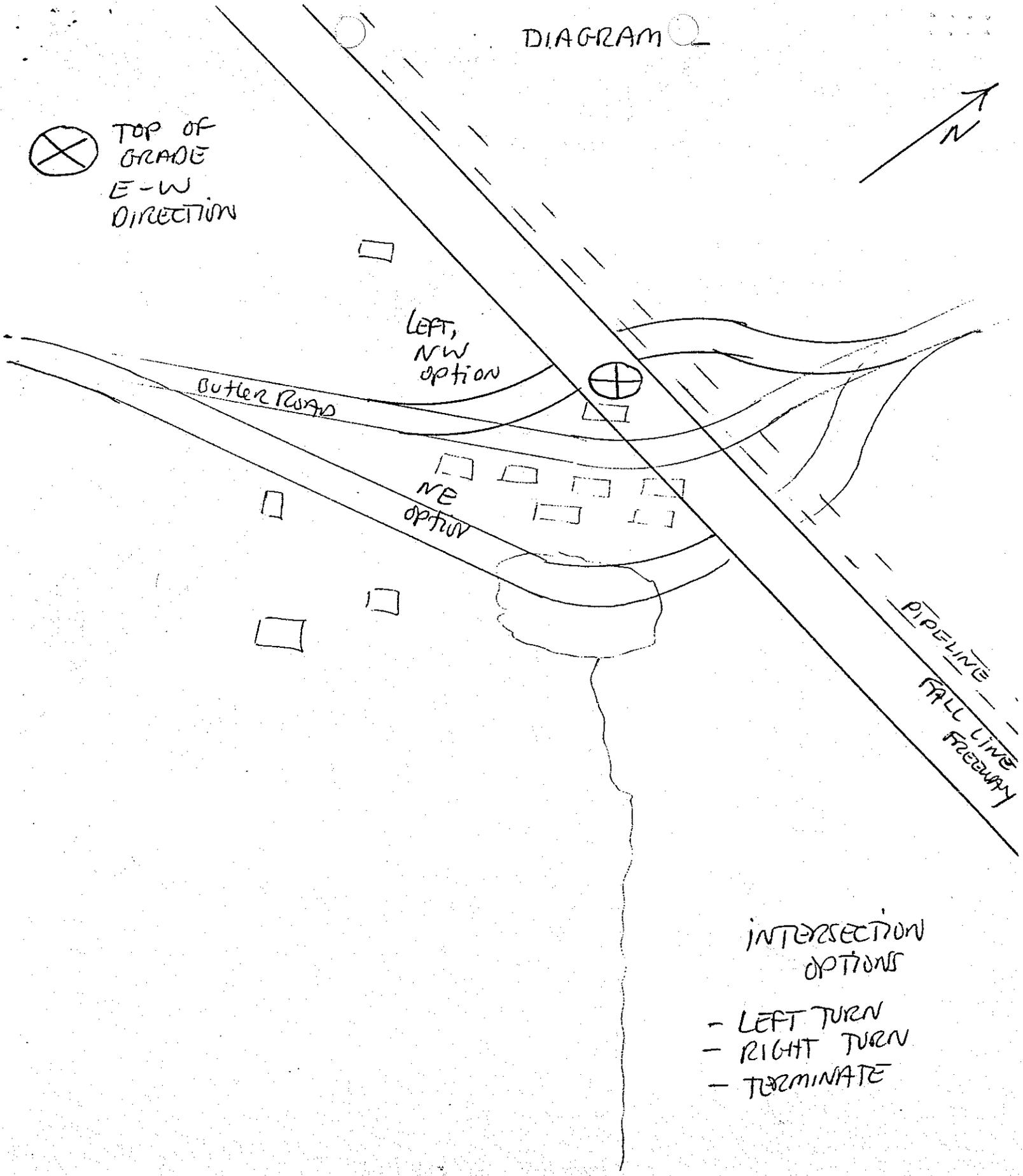
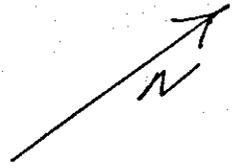
DIAGRAM 1



CURRENT SITUATION

# DIAGRAM 2

⊗  
TOP OF GRADE  
E-W  
DIRECTION



LEFT,  
NW  
option

Butler Road

NE  
option

PIPELINE  
FALL LINE  
FREEWAY

## INTERSECTION OPTIONS

- LEFT TURN
- RIGHT TURN
- TERMINATE

REVISION REQUEST  
FOR THE  
CONSTRUCTION WORK PROGRAM

IN ACCORDANCE WITH THE BOARD RESOLUTION DATED AUGUST 16, 1973,  
BOARD APPROVAL IS REQUESTED TO REVISE THE CONSTRUCTION WORK PROGRAM  
FOR THE PROJECT AND ACTIVITY OUTLINED BELOW:

- ADDITION TO THE PROGRAM
- DELETION FROM THE PROGRAM  PE  ROW  CONST.
- SHIFT IN THE PROGRAM FROM FY \_\_\_\_\_ TO FY \_\_\_\_\_
- CHANGE IN COST ESTIMATE
- OTHER

PROJECT DATA

COUNTY	PROJECT No.	TYPE	DESCRIPTION
Wilkinson/ Baldwin	P.L.I. No. FLF-540(22) 262470	WORK New Construction (4-Lanes)	Fall Line Freeway: On new location from the North Gordon Bypass to S.R.24. Length = 12.9 Miles
EDS CORRIDOR "F"			
Fund 1 = EDS			
Fund 2 = 315			

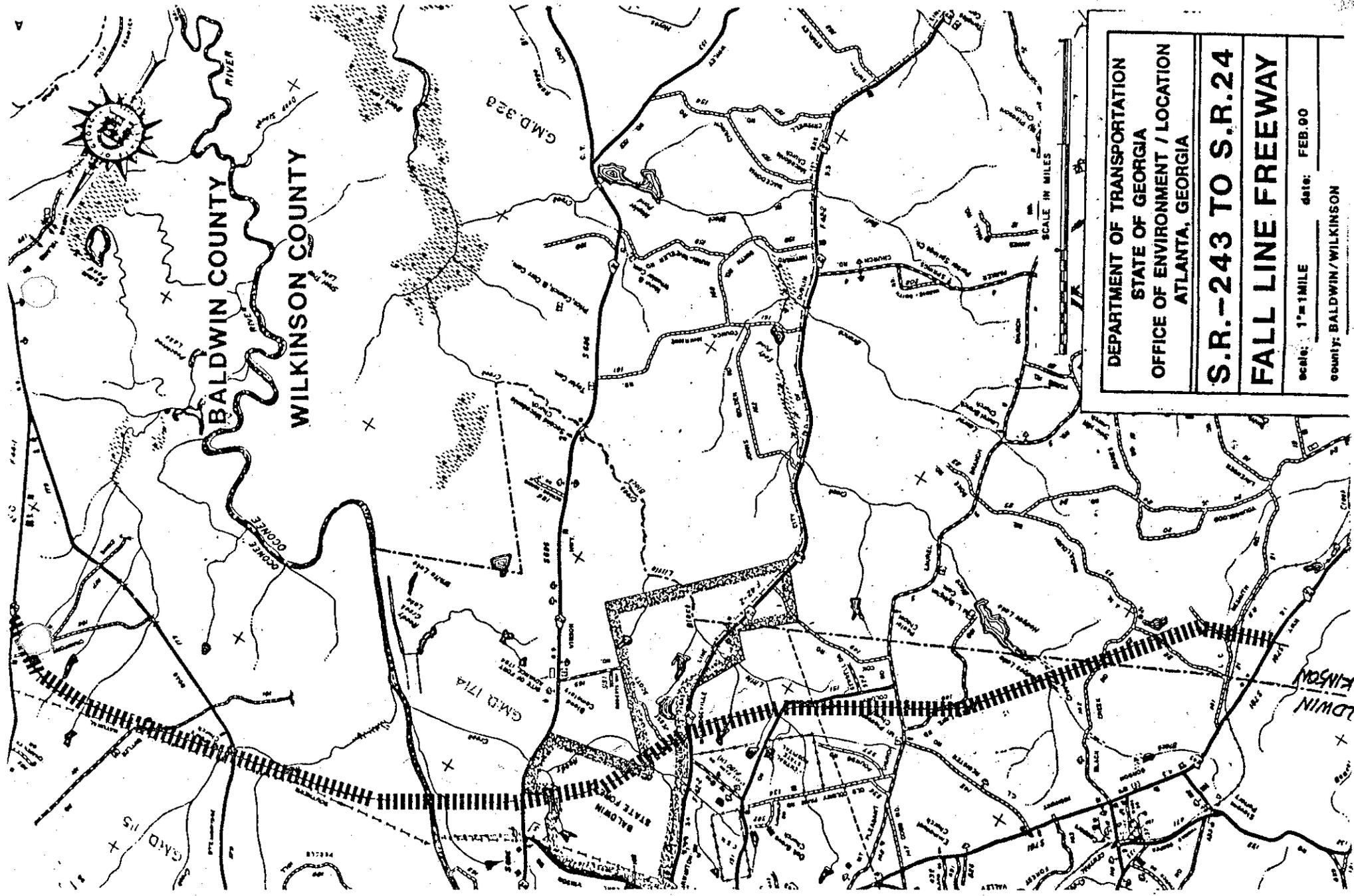
ESTIMATED COST (\$1,000's)	LOW ROAD	HIGH ROAD	FISCAL YEAR	CONG. DISTRICT	FIELD DISTRICT
ROW \$1,972	X		1994		
CONST \$38,521	X		1995	8	2

REASON FOR REVISIONS:

To add this project as requested by the Director of Preconstruction on January 31, 1992. This project is on the list of 1993 G.R.I.P. Projects.

RECOMMENDED *John L. Donchick*  
DIRECTOR, DIVISION OF PLANNING AND PROGRAMMING

RECOMMENDED *Wayne Shalby*  
COMMISSIONER



BALDWIN COUNTY

WILKINSON COUNTY

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF ENVIRONMENT / LOCATION
ATLANTA, GEORGIA
<b>S.R.-243 TO S.R.24</b>
<b>FALL LINE FREEWAY</b>
scale: 1"=1MILE      date: FEB.90
county: BALDWIN/WILKINSON









DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE FLF-540(22) Wilkinson County OFFICE Preconstruction  
P.I. 262470

DATE April 23, 1992

FROM *C. Wayne Hutto*  
C. Wayne Hutto, Assistant Director of Preconstruction

TO David Studstill, State Environmental/Location Engineer

SUBJECT RESPONSE FOR CONGRESSMAN ROWLAND

Attached is a letter from the Congressman to the Commissioner requesting the history of the new route and any other information on this project. Please respond to the Congressman under the Commissioner's signature and send me a blind copy for my records when it is approved.

CWH/se

Attachment

RECEIVED

APR 17 1992

MEMO FROM

JOHN LIVELY  
DIRECTOR OF PRECONSTRUCTION

---

DATE: April 17, 1992

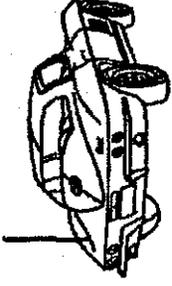
TO: Wayne Hutto, Assistant Preconstruction Director

Attached is a letter concerning FLF-540(22) Wilkinson-Baldwin. I believe we have responded to a citizen about the shift in line. Please research the matter and have the appropriate response prepared.

Thanks

HJL

Attachment



J. ROY ROWLAND  
8TH DISTRICT, GEORGIA

COMMITTEES:  
ENERGY AND COMMERCE  
VETERANS' AFFAIRS  
SELECT COMMITTEE ON  
CHILDREN, YOUTH AND FAMILIES  
STEERING AND POLICY

WASHINGTON OFFICE:  
423 CANNON HOUSE OFFICE BUILDING  
WASHINGTON, DC 20515-1008  
(202) 225-6531

4-14-92  
John Kivel  
Congress of the United States

House of Representatives

Washington, DC 20515-1008

April 6, 1992

ROOM 116, FEDERAL BUILDING  
WAYCROSS, GA 31501-7401  
(912) 285-8420

POST OFFICE BOX 6258  
MACON, GA 31208-6258  
(912) 743-0150

DISTRICT OFFICES:  
POST OFFICE BOX 2047  
DUBLIN, GA 31040-2047  
(912) 275-0024

The Honorable Wayne Shackelford  
Commissioner

Georgia Department of Transportation  
2 Capitol Square  
Atlanta, Georgia 30334-1002

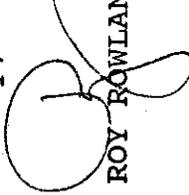
Dear Wayne:

I am writing to you on behalf of some concerned citizens of Baldwin County.

Recently, a representative of these citizens contacted my staff to relay concerns with regard to the "Fall Line Freeway" (project FLF-540(22)). My office has been told that the proposed route has been changed due to a negative impact on wetlands. The citizens are concerned that the new proposed route will adversely affect their property and would like to have alternative routes reviewed. I would like to request that a history of the new route and any other information on this project be forwarded to my office so that I may respond to my constituents.

Your assistance in this matter is appreciated.

Sincerely,

  
J. ROY ROWLAND

Please respond to:

Congressman J. Roy Rowland  
U.S. House of Representatives  
423 Cannon House Office Building  
Washington, D.C. 20515  
Attn: Van Alford

*P/s. respond.  
My signature.*

*W.S.*

LOCATION  
MONTH March 1992

REVISION REQUEST  
FOR THE  
CONSTRUCTION WORK PROGRAM

IN ACCORDANCE WITH THE BOARD RESOLUTION DATED AUGUST 16, 1973,  
BOARD APPROVAL IS REQUESTED TO REVISE THE CONSTRUCTION WORK PROGRAM  
FOR THE PROJECT AND ACTIVITY OUTLINED BELOW:

- ADDITION TO THE PROGRAM
- DELETION FROM THE PROGRAM [ ] PE [ ] ROW [ ] CONST.
- SHIFT IN THE PROGRAM FROM FY \_\_\_\_\_ To FY \_\_\_\_\_
- CHANGE IN COST ESTIMATE
- OTHER

PROJECT DATA

COUNTY \_\_\_\_\_ PROJECT No. \_\_\_\_\_ TYPE \_\_\_\_\_  
P.I. No. \_\_\_\_\_ WORK \_\_\_\_\_  
Wilkerson/ FLF-540(22) New Construction Fall Line Freeway:  
Baldwin 262470 (4-Lanes) On new location from the North  
Gordon Bypass to S.R.24.  
EDS CORRIDOR "F" Length = 12.9 Miles  
Fund 1 = EDS  
Fund 2 = 315

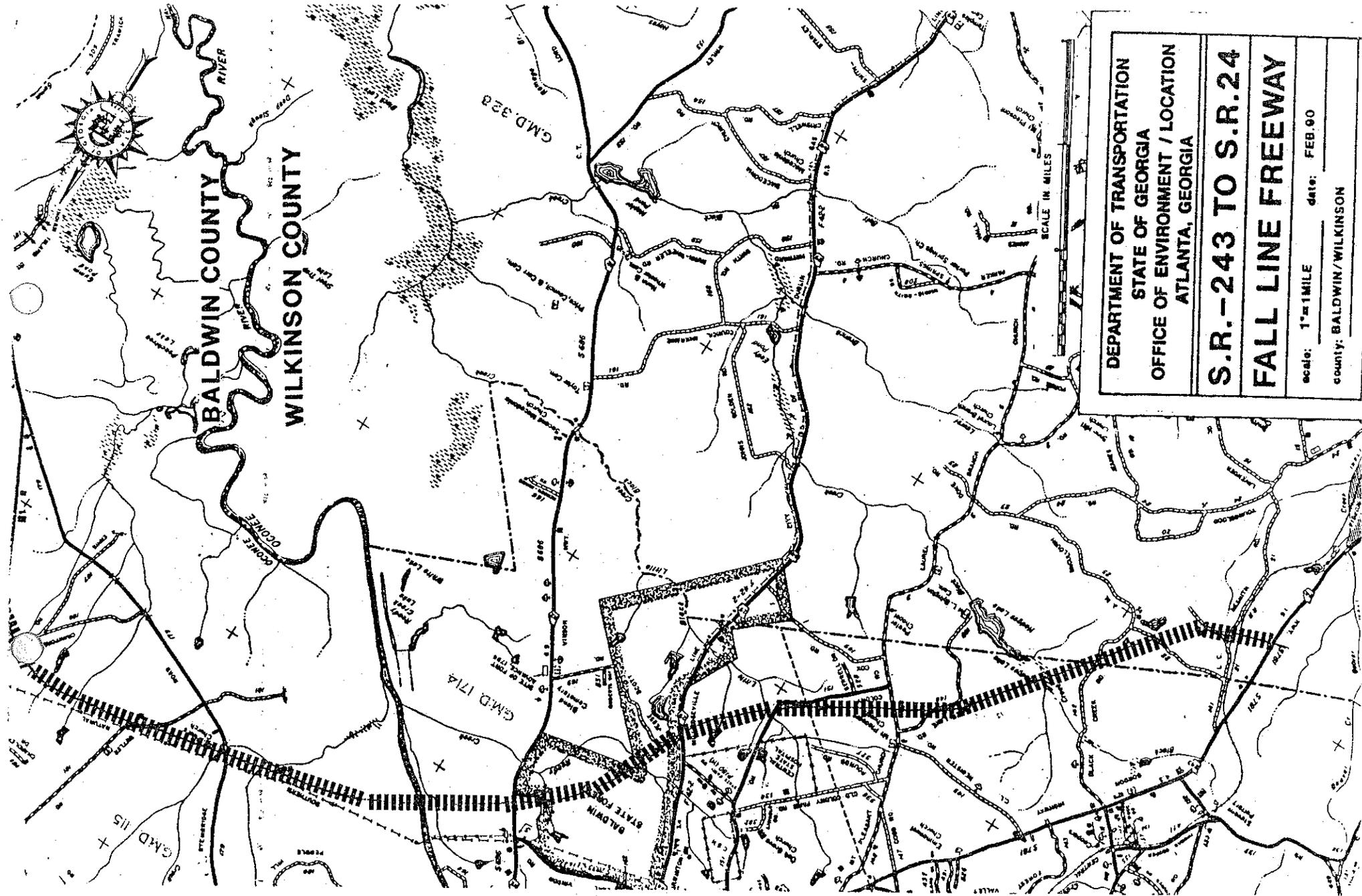
ESTIMATED COST (\$1,000's)	LOW ROAD	HIGH ROAD	FISCAL YEAR	CONG. DISTRICT	FIELD DISTRICT
PE					
ROW \$1,972	X		1994		
CONST \$38,521	X		1995	8	2

REASON FOR REVISIONS:

To add this project as requested by the Director of Preconstruction  
on January 31, 1992. This project is on the list of 1993 G.R.I.P.  
Projects.

RECOMMENDED Jack L. Dancho  
DIRECTOR, DIVISION OF PLANNING AND PROGRAMMING

RECOMMENDED William J. ...  
COMMISSIONER



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

**S.R.-243 TO S.R.24**

**FALL LINE FREEWAY**

scale: 1"=1MILE      date: FEB.90

county: BALDWIN/WILKINSON