ORIGINAL TO GENERAL FILES

D.O.T. 66

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

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

OFFICE Preconstruction

DATE August 4, 2003

FROM Margaret B. Pirkle, P.E., Assistant Director of Preconstruction

TO SEE DISTRIBUTION

SUBJECT NOTICE OF LOCATION AND DESIGN APPROVAL

Attached for your further handling is the approved Location and Design Report on the above subject project.

Also attached is the Notice of Location and Design Approval. This is authorization for the District to proceed with advertisement.

MBP/cj

Attachment

DISTRIBUTION:

David Mulling
Harvey Keepler
Percy Middlebrooks
Paul Liles
Phillip Allen
Jerry Hobbs
Joe Palladi (file copy)
Brent Story
Mike Thomas
BOARD MEMBER

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

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

OFFICE Atlanta, Georgia
DATE July 21, 2003

FROM Brent Story, P.E., State Consultant Design Engineer

TO Meg Pirkle, Assistant Director of Preconstruction

SUBJECT Request for Location and Design Approval

Description and Project Proposal: Project number FLF-540 (22) will widen SR 243 from Morningside Drive to a point approximately 2.55 miles to the north, and then will proceed on a new location, traveling eastward to a new interchange at U.S. 441 / S.R. 29, approximately 0.3 miles north of C.R. 1 / Cox Road in Wilkinson County. The length of project is approximately 8.12 miles. The existing road consists of 24 feet of pavement with 4-foot shoulders on a 100-foot of right-of-way, and will be widened from Morningside Drive to Fred Hall Road to an urban section with 4 12-foot lanes (2 in each direction) with a 14-foot flush median requiring a variable 140-250 feet of right of way. The proposed shoulders in the urban section will be 14.5 feet wide with a 6-foot grassed strip in between the back of curb and a 5 foot wide sidewalk. From Fred Hall Road to the point where the project goes onto new location, the existing roadway will be reconstructed to a rural section with 4 12-foot lanes (2 in each direction) with a 44-foot depressed median requiring a variable 300-400 feet of right of way. The shoulders will be 10 feet wide with 6.5 feet of the shoulder being paved. The portion of the project on new location between S.R. 243 and U.S. 441 will be a limited access facility and will remain a rural section with 4 12-foot lanes (2 in each direction) with a 44-foot depressed median requiring a variable 300-450 feet of right of way. The shoulders will remain 10 feet wide with 6.5 feet being paved. The project will include the widening of an existing 2-lane bridge over Lake Tchukalako in Ivey to 4 12-foot lanes with 14-foot flush median, and will include the replacement of an existing quadruple 5'x5' box culvert with parallel bridges over Beaver Creek. Along the new location alignment, new parallel bridges will also be constructed over Central of Georgia / Norfolk Southern Railroad, and over Black Creek, about 600 feet west of Laurel Branch

Church Road. The entrance and exit ramps which make up the western portion of a new interchange at U.S. 441 will provide access to and from the project on its eastern terminus.

Concept Approval Date: December 17, 1999

Environmental Assessment and Reassessment Approval Date: (EA/FONSI) January 22, 2003.

Public Involvement

Public involvement for this project was done coincident with four other sections of the Fall Line Freeway in Baldwin, Washington, and Wilkinson Counties. 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 nine verbal statements were received. An additional 10-day comment period followed the hearing, which yielded six additional written comments, for a total of 83 comments. The comments are summarized as follows:

No. Opposed	No. in Support	Uncommitted/Conditional
26	39	17

Major Concerns:

1. A number of commenters 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.
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 at the hearing 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

Consistency with Approved Planning: The design description as presented herein and submitted for approval is consistent with the approved Concept Report.

Recommendations: We recommend that this project location and design report be approved, and that the attached "Notice" be approved for advertising.

RECOMMEND: Thomas L. Turner

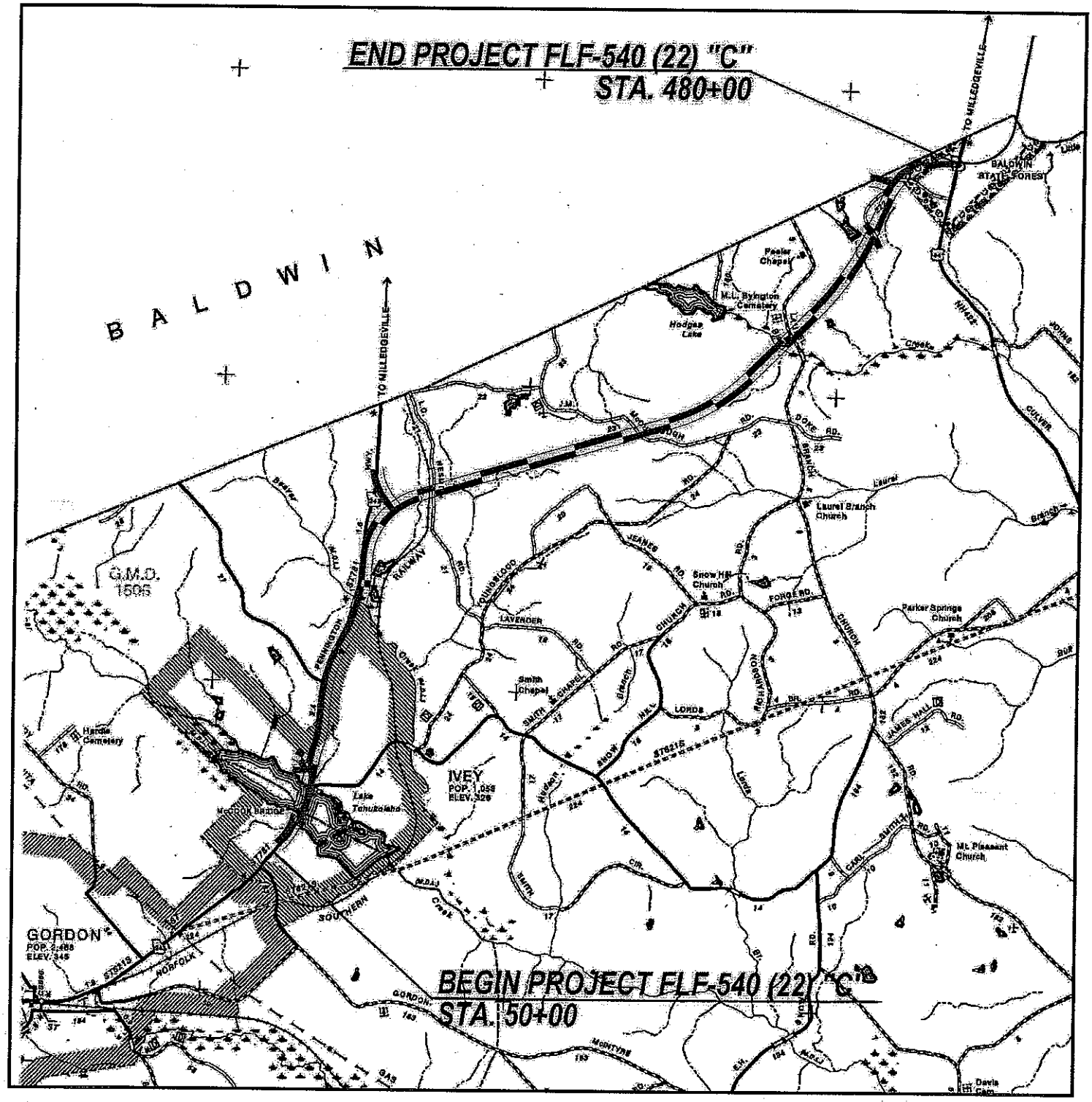
Thomas L. Turner, P.E., Director of Preconstruction

APPROVE: Frank L. Danchetz, pe 8/1/03

Frank L. Danchetz, P.E., Chief Engineer — Date of Approval

Attachments: Location Sketch
Cost Estimate
Notice of Location and Design Approval

FALL LINE FREEWAY
PROJECT NO.: FLF-540 (22) P.I. NO. 262470
WILKINSON COUNTY



Preliminary Cost Estimates

A		RIGHT OF WAY						
	1	PROPERTY (LAND AND EASEMENT)					$ 2,000,000.00	
	2	DISPLACEMENT					$ 800,000.00	
	3	OTHER COSTS					$ 800,000.00	
							SUBTOTAL	$ 3,600,000.00
B		REIMBURSABLE UTILITIES						
	1	RAILROAD					$ -	
	2	TRANSMISSION LINES					$ -	
	3	SERVICES					$ 609,840.00	
							SUBTOTAL	$ 609,840.00
		CONSTRUCTION COST						
C		MAJOR STRUCTURES						
	1	WALLS					$ -	
	2	BRIDGES						
		a. Commissioner Creek	*17,416.00*	*SF*	*$ 85.00*		$ 1,480,360.00	
		b. Beaver Creek	*10,685.00*	*SF*	*$ 85.00*		$ 908,225.00	
		c. Railroad Overpass	*16,898.00*	*SF*	*$ 75.00*		$ 1,267,350.00	
		d. Black Creek	*9,167.00*	*SF*	*$ 85.00*		$ 779,195.00	
	3	BOX CULVERTS					$ 300,000.00	
							SUBTOTAL	$ 4,735,130.00
D		GRADING AND DRAINAGE						
	1	EARTHWORK						
		a. Unclassified Excavation	*1,443,900.00*	*CY*	*$ 1.79*		$ 2,584,581.00	
		b. Borrow Excavation, Incl. Matl.	*175,000.00*	*CY*	*$ 2.09*		$ 365,750.00	
	2	DRAINAGE						
		a. Minor Drainage (urban)	*1.50*	*MILE*	*$ 180,000.00*		$ 270,000.00	
		b. Minor Drainage (rural)	*6.80*	*MILE*	*$ 145,000.00*		$ 986,000.00	
	3	CONC CURB & GUTTER, 8 IN X 30 IN, TP 2	*11,300.00*	*LF*	*$ 9.61*		$ 108,593.00	
	4	ASPH. CONC. CURB	*12,600.00*	*LF*	*$ 8.34*		$ 105,084.00	
							SUBTOTAL	$ 4,420,008.00
E		BASE AND PAVING						
	1	GR AGGR BASE CRS,INCL MATL	*235,600.00*	*TN*	*$ 13.70*		$ 3,227,720.00	
	2	RECYCLED ASPH CONC 12.5 MM	*34,100.00*	*TN*	*$ 33.91*		$ 1,156,331.00	
	3	RECYCLED ASPH CONC 19 MM	*44,900.00*	*TN*	*$ 34.32*		$ 1,540,968.00	
	4	RECYCLED ASPH CONC 25 MM	*71,000.00*	*TN*	*$ 36.18*		$ 2,568,780.00	
	5	BITUM TACK COAT	*73,900.00*	*GL*	*$ 0.85*		$ 62,815.00	
	6	PLAIN PORTLAND CEMENT - 10" (RAMPS)	*21,450.00*	*SY*	*$ 55.00*		$ 1,179,750.00	
							SUBTOTAL	$ 9,736,364.00
F		LUMP SUM ITEMS						
	1	TRAFFIC CONTROL					$ 180,000.00	
	2	CLEARING AND GRUBBING	*300.00*	*AC*	*$ 5,000.00*		$ 1,500,000.00	
	3	EROSION CONTROL	*8.30*	*MILE*	*$ 200,000.00*		$ 1,660,000.00	
	4	DETOUR	*2.00*	*MILE*	*$ 90,000.00*		$ 180,000.00	
							SUBTOTAL	$ 3,520,000.00

G								
	1	SIGNING/MARKING	8.30	MILE	$ 23,800.00		197,540.00	
	2	GUARDRAIL						
		a. Guardrail TP W	23,850.00	LF	$ 36.80		$ 877,680.00	
		b. Guardrail TP T	580.00	EA	$ 36.80		$ 21,344.00	
		c. Anchor TP 12	41.00	EA	$ 1,250.05		$ 51,252.05	
		d. Anchor TP 1	54.00	EA	$ 375.03		$ 20,251.62	
	3	R/W MARKERS	284.00	EA	$ 75.08		$ 21,322.72	
	4	CONC. SIDEWALKS	6,152.00	SY	$ 22.80		$ 140,265.60	
							SUBTOTAL	$ 1,329,655.99
							SUBTOTAL	$ -
					SUBTOTAL CONSTRUCTION COST			$ 23,741,157.99
					E. & C (10%)			$ 2,374,115.80
					INFLATION (2 YRS. @ 5% /YR)			$ 2,433,468.69
					TOTAL CONSTRUCTION COST			$ 28,548,742.48
			GRAND TOTAL PROJECT COST					$ 32,758,582

NOTICE OF LOCATION AND DESIGN APPROVAL

PROJECT FLF-540-(22)
WILKINSON / BALDWIN COUNTIES
P.I. NO. 262470

NOTICE is hereby given **in compliance with Georgia Code 22-2-109** that the Georgia Department of Transportation has approved the location and design of the above project.

The date of location approval is AUGUST 1, 2003

Project number FLF-540 (22) will widen SR 243 from Morningside Drive to a point approximately 2.55 miles to the north, and then will proceed on a new location, traveling eastward to a new interchange at U.S. 441 / S.R. 29, approximately 0.3 miles north of C.R. 1 / Cox Road in Wilkinson County. The length of project is approximately 8.12 miles. The existing road consists of 24 feet of pavement with 4-foot shoulders on 100-foot of right-of-way, and will be widened from Morningside Drive to Fred Hall Road to an urban section with 4 12-foot lanes (2 in each direction) with a 14-foot flush median requiring a variable 140-250 feet of right of way. The proposed shoulders in the urban section will be 14.5 feet wide with a 6-foot grassed strip in between the back of curb and a 5-foot wide sidewalk. From Fred Hall Road to the point where the project goes onto new location, the existing roadway will be reconstructed to a rural section with 4 12-foot lanes (2 in each direction) with a 44-foot depressed median requiring a variable 300-400 feet of right of way. The shoulders will be 10 feet wide with 6.5 feet of the shoulder being paved. The portion of the project on new location between S.R. 243 and U.S. 441 will be a limited access facility and will remain a rural section with 4 12-foot lanes (2 in each direction) with a 44-foot depressed median requiring a variable 300-450 feet of right of way. The shoulders will remain 10 feet wide with 6.5 feet being paved. The project will include the widening of an existing 2-lane bridge over Lake Tchukalako in Ivey to 4 12-foot lanes with 14-foot flush median, and will include the replacement of an existing quadruple 5'x5' box culvert with parallel bridges over Beaver Creek. Along the new location alignment, new parallel bridges will also be constructed over Central of Georgia / Norfolk Southern Railroad, and over Black Creek, about 600 feet west of Laurel Branch Church Road. The entrance and exit ramps which make up the western portion of a new interchange at U.S. 441 will provide access to and from the project on its eastern terminus.

Project FLF-540 (22) lies entirely within Land District 10, Land Lots 57, 70, 71, 79, 80, 95, 96, 97, 102, 103,119, 128, 129, 142, 143, 153, 166, 177, 190, 191, and GMD 331, 1505, and 328 in Wilkinson County, and Land Lots 120, 200, 201 and GMD 322 in Baldwin County.

Drawings or maps or plats of the proposed project, as approved, are on file and are available for public inspection at the Georgia Department of Transportation:

Jimmy Smith, Area Engineer
jimmy.smith@dot.state.ga.us
161 Blandy Road
Milledgeville, Georgia 31061
(478) 445-5130

Any interested party may obtain a copy of the drawings or maps or plats or portions thereof by paying a nominal fee and requesting in writing to:

Brent Story, P.E., State Consultant Design Engineer
brent.story@dot.state.ga.us
No. 2 Capitol Square, S.W.
Atlanta, Georgia 30334
(770)463-6133

Any written request or communication in reference to this project or notice **SHOULD include the PROJECT AND PI NUMBERS AS NOTED AT THE TOP OF THIS NOTICE.**

ORIGINAL TO GENERAL FILES

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

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

OFFICE Preconstruction

DATE October 30, 2001

FROM C. Wayne Hutto, Assistant Director of Preconstruction

TO SEE DISTRIBUTION

SUBJECT **REVISED PROJECT CONCEPT REPORT APPROVAL**

Attached for your file(s) is the approval for subject project. **Please disregard the previous report dated October 2, 2001.**

CWH/cj

Attachment

DISTRIBUTION:

Tom Turner
David Mulling
Harvey Keepler
Jerry Hobbs
Herman Griffin
Michael Henry
Marion Waters
Marta Rosen
Jimmy Chambers
Mike Thomas
BOARD MEMBER

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

RECEIVED
JUL - 2 2001

FILE FLF-540(22) Wilkinson County **OFFICE** Atlanta, Georgia
P.I. No. 262470
Fall Line Freeway, From City of Ivey Northeast to US 441

DATE June 29, 2001

FROM James R. Chambers, P.E., State Consultant Design Engineer

RECEIVED
JUL 18 2001

TO C. Wayne Hutto, P.E., Assistant Director of Preconstruction

SUBJECT REVISED PROJECT CONCEPT REPORT

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

Listed below are the proposed revisions to the current concept:

- Current – Quadruple 1500 mm X 1200 mm box culvert at Beaver Creek, triple 300 mm X 300 mm box culvert at Black Creek. Proposed – parallel bridges at both creeks. This change is necessary to meet environmental requirements.
- Current – At grade intersection at US 441. US 441 is the common termini for both FLF-540(22) and EDS-0000-00(346). Proposed – An interchange at US 441. Two ramps are proposed for each project's cost estimate, but the bridge cost will be in EDS-0000-00(346), Wilkinson/Baldwin, P.I. No. 0000346. The interchange is necessary to maintain the integrity, continuity, and safety of both the Fall Line Freeway and US 441.
- Current – 20 foot raised median with rural shoulder in the 45 mph section through the City of Ivey. Proposed – 14 foot flush median with urban type shoulder.

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

Date 7-16-01

State Transportation Planning Administrator

JRC:RLR

Attachment

cc: MARTA ROSEN, STATE TRANSPORTATION PLANNING ADM.

REVISED PROJECT CONCEPT REPORT

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 US 441 near the Baldwin County Line. 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. An interchange at the US 441 intersection will ensure the safety and continuity of both roadways are maintained.

Project location: Follows State Route 243 in the City of Ivey for a length of 2.48 miles, then turns easterly on new location to US 441.

Description of the approved concept: Initially the concept was FLF-540(22) from SR 243 at Morningside Drive in Wilkinson County northeastward across US 441 and ending at SR 24 in Baldwin County for a length of 16.7 miles. This concept was revised May 7, 1999, into two projects with common termini at US 441. Project FLF-540(22) Contract 1 was 7.9 miles long ending at US 441. Project FLF-540(22) Contract 2 was 8.8 miles long beginning at US 441. US 441/ intersection was proposed as an at grade intersection. The projects are now FLF-540(22), Wilkinson, P.I. No. 262470, and EDS-0000-00(346), Wilkinson/Baldwin, P.I. No. 0000346. A 20 foot raised median with rural shoulder in the 45 mph section through the City of Ivey.

PDP Classification:

Full Oversight ( ), Exempt(X), SF( ), Other ( )

Functional Classification: Rural Principal Arterial

U. S. Route Number(s): none **State Route Number(s):** none

Traffic (AADT) as shown in the approved revised concept:

Current Year: 6200 (2001) Design Year: 10900 (2021)

Description of proposed concept revision: A diamond interchange is now proposed at US 441. Also, bridges are now required at Beaver Creek and Black Creek instead of the multi-barreled culverts as listed in the concept. A 14 foot flush median with urban type shoulder in the 45 mph section through the City of Ivey.

Updated traffic data (AADT):

Current Year: 6500(2003) Design Year: 11400(2023)

Programmed/Schedule:

P.E. $2,227,000 (1993) R/W: $1,800,000 (2002) Construction: $21,190,000 (2003)

Revised cost estimates:
R/W: $3,600,000 Construction: $23,738,533 Utilities: $ 609,840

These projects are not in a Non-attainment area.

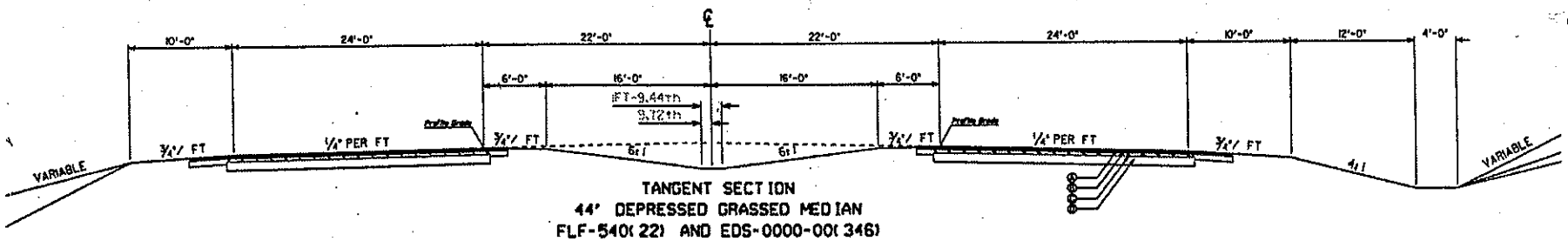
Recommendation: Recommend that the proposed revision to the concept be approved for implementation.

JRC:RLR

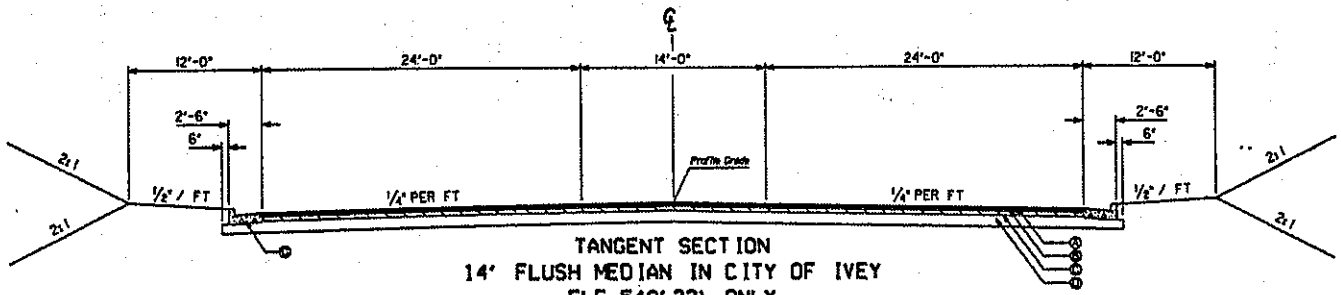
Attachments: Sketch Map, Cost Estimate, Typical Sections.

Concur: _____
Director of Preconstruction

Approve: _____
Chief Engineer



TANGENT SECTION
44' DEPRESSED GRASSED MEDIAN
FLF-540(22) AND EDS-0000-00(346)



TANGENT SECTION
14' FLUSH MEDIAN IN CITY OF IVEY
FLF-540(22) ONLY

FALL LINE FREEWAY PROJECTS
OCONEE RIVER CROSSING
FLF-540(22), CITY OF IVEY TO US 441
EDS-0000-00(346), US 441 TO SR 24
TYPICAL SECTIONS

PRELIMINARY COST ESTIMATES

PROJECT NAME: FALL LINE FREEWAY
PROJECT NO: FLF-540 (22)
P.I. NO: 262470

PROJECT DESCRIPTION: WIDENING AND RECONSTRUCTION OF SR 243 FROM MORNINGSIDE DRIVE FOR 2.48 MILES THEN ON NEW LOCATION TO INTERSECTION OF US 441.
PROJECT LENGTH: 7.9 MILES

TYPICAL SECTION: 4 LANE 14' FLUSH MED. (URBAN) – 1.33 MILES; 4 LANE 44' MED (MOSTLY NEW LOCATION) – 6.57 MILES.

PROJECT COSTS

A. RIGHT OF WAY		**$3,600,000**
B. REIMBURSABLE UTILITIES		
1. RAILROAD		**$ 0**
2. TRANSMISSION LINES		**$ 0**
3. SERVICES		**$ 609,840**
	SUBTOTAL	**$ 609,840**
C. MAJOR STRUCTURES		
1. WALLS		**N/A**
2. BRIDGE CROSSINGS		
BRIDGE 1(WIDEN EXIST. BRIDGE @ LAKE TCHUKOLAHO) 17,416 SF @ $70/SF		**$1,219,120**
BRIDGE 2 (NEW PARALLEL BRIDGES @ BEAVER CREEK) 9,900 SF @ $60/SF		**$594,000**
BRIDGE 3 (NEW PARALLEL OVER CENTRAL OF GA. R.R.) 18,315 SF @ $70/SF		**$1,282,050**
BRIDGE 4 (NEW PARALLEL BRIDGES @ BLACK CREEK) 9,900 SF @ $60/SF		**$594,000**
4. BOX CULVERTS		
CONC.: 146 CY @ $750/CY		**$ 109,500**
STEEL: 16,200 lb @ $0.50/lb		**$ 8,100**
5. PIPE CULVERTS (FES, HWD) 5000 LF @ $70/LF		**$ 350,000**
	SUBTOTAL	**$4,156,770**
D. GRADING AND DRAINAGE		
1. EARTHWORK 1,108,050 CY @ 2.42/CY		**$2,681,481**
2. DRAINAGE		

a. **MINOR DRAINAGE**		
LONGITUDINAL SYSTEMS: 5800 LF @ $55/LF		**$ 319,000**
MEDIAN DRAINS & FLUMES: 6.3MI @ $100,000/MI		**$ 630,000**
b. **CURB AND GUTTER**		
10,500 LF @ $12.00 LF		**$ 126,000**
	SUBTOTAL	**$3,756,481**

E. BASE AND PAVING

1. 10" GAB		
154,500 TN @ $13.70/TN		**$2,166,650**
2. ASPHALT PAVING		
a. 67,000 TN ASPH. CONC. BASE @ $40/TN		**$2,680,000**
b. 33,500 TN ASPH. CONC. B @ $45/TN		**$1,507,500**
c. 24,500 TN ASPH. CONC. E @ 42$/TN		**$1,029,000**
3. RAMP PAVING		
11,200 SY 10" CONC. @ $50/SY		**$ 560,000**
6,200 TN GAB @ $13.70/TN		**$ 84,940**
3,100 TN ASPH. CONC. BASE @ $40/TN		**$ 124,000**
	SUBTOTAL	**$8,152,090**

F. LUMP SUM ITEMS

1. TRAFFIC CONTROL		**$ 180,000**
2. CLEARING AND GRUBBING		**$1,259,600**
270 ACRES		
3. LANDSCAPING		**$ 425,280**
4. EROSION CONTROL		**$ 820,000**
	SUBTOTAL	**$2,684,880**

G. MISCELLANEOUS

1. SIGNING/MARKING 7.8 MI @ $24,000/MI		**$ 187,200**
2. GUARDRAIL 26,000 LF @ $14/LF		**$ 364,000**
	SUBTOTAL	**$ 551,200**

H. SPECIAL FEATURES (SIDE ROAD RELOCATIONS) **$ 480,690**

ESTIMATE SUMMARY

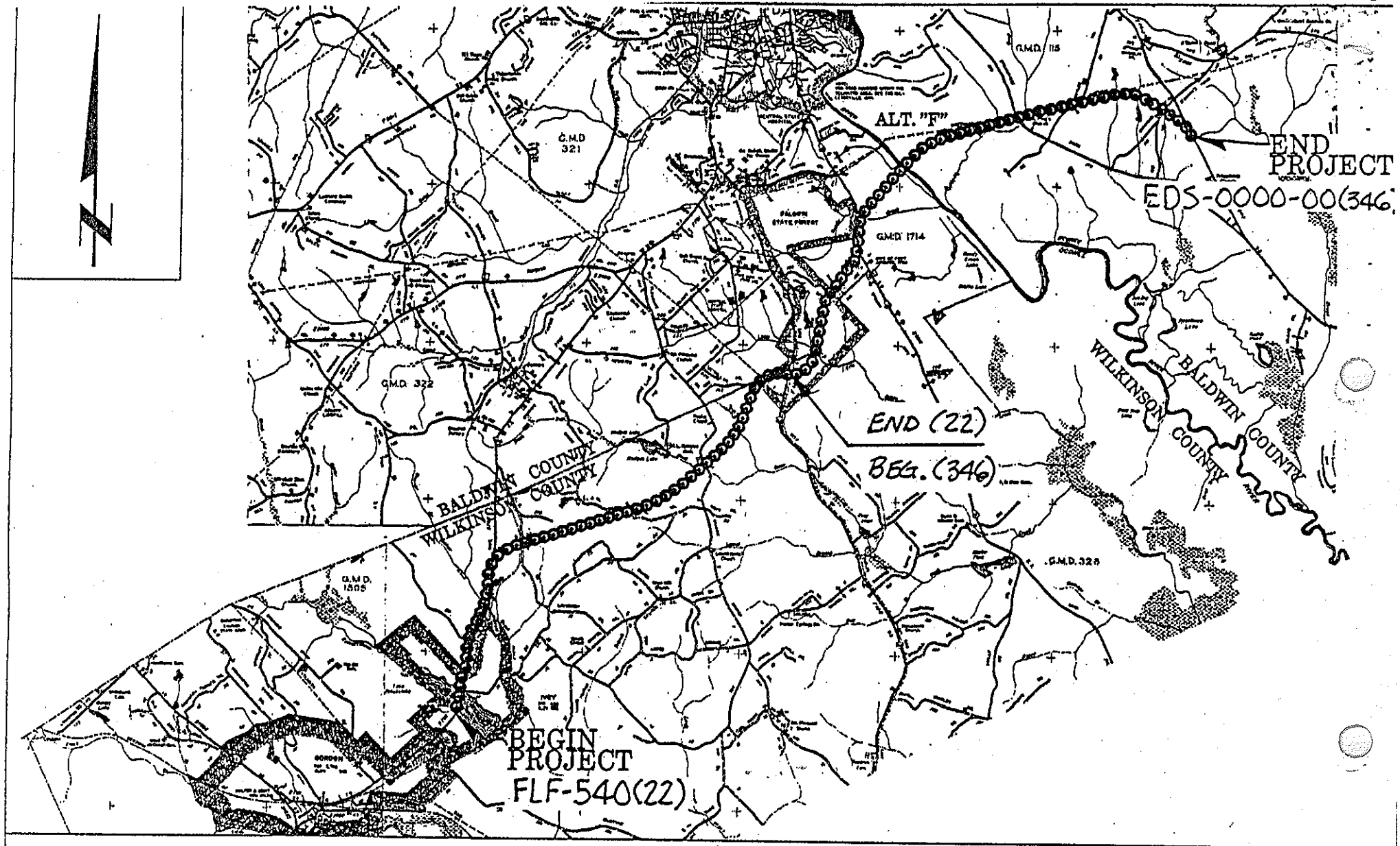
A. RIGHT OF WAY	$ 3,600,000
B. REIMBURSABLE UTILITIES	$ 609,840

CONSTRUCTION COST SUMMARY

C. MAJOR STRUCTURES	$ 4,156,770
D. GRADING AND DRAINAGE	$ 3,756,481
E. BASE AND PAVING	$ 8,152,090
F. LUMP SUM ITEMS	$ 2,684,880
G. MISCELLANEOUS	$ 551,200
H. SPECIAL FEATURES	$ 480,690

SUBTOTAL CONSTRUCTION COST	**$ 19,782,111**
E. & C (10%)	**$ 1,978,211**
INFLATION (2 YRS. @ 5% /YR)	**$ 1,978,211**
TOTAL CONSTRUCTION COST	**$ 23,738,533**

GRAND TOTAL PROJECT COST	**$ 27,948,373**



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SCALE IN MILES

LOCATION

FLF 540(22) & EDS-0000-00(346)
WILKINSON/BALDWIN COUNTIES
OCONEE RIVER CROSSING

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

ORIGINAL TO GENERAL FILES

D.O.T. 66

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE FLF-540(22)/EDS-0000-00(346) **OFFICE** Preconstruction
Wilkinson-Baldwin Counties
P. I. Nos. 262476/0000346 **DATE** January 3, 2000

FROM C. Wayne Hutto, Assistant Director of Preconstruction

TO SEE DISTRIBUTION

SUBJECT **REVISED PROJECT CONCEPT REPORT APPROVAL**

Attached for your files is the approval for subject project.

CWH/cj

Attachment

DISTRIBUTION:

Tom Turner
David Mulling
David Studstill (ATTN: Harvey Keepler)
Jerry Hobbs
Herman Griffin
Georgene Geary (ATTN: Michael Henry)
Marion Waters
Marta Rosen
Mike Thomas

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

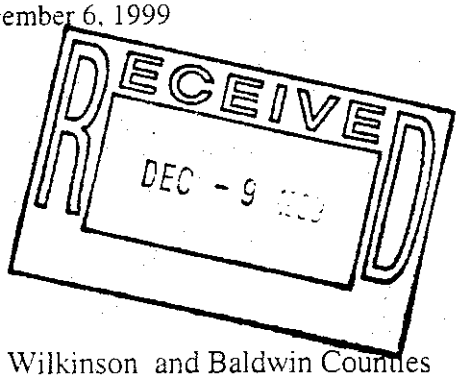
INTERDEPARTMENTAL CORRESPONDENCE

FILE FLF-540(22) & EDS-0000-00(346) Wilkinson/Baldwin Counties

P.I. Nos. 262470 & 0000346 Respectively

OFFICE Environment/Location

DATE December 6, 1999



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

TO C. Wayne Hutto, Asst. Director of Preconstruction

SUBJECT **Revised Project Concept Report** – Oconee River Crossing

The approved concept for FLF-540(22) and EDS-0000-00(346) in Wilkinson and Baldwin Counties is proposed to construct a multi-lane roadway that would pass south of Milledgeville and cross the Oconee river as part of the Fall Line Freeway. 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 2.5 miles where it would turn and extend easterly on new location. The proposed project would extend northeastward staying in Wilkinson County for approximately 6.0 miles. It would intersect US 441, the end of FLF-540(22) and the beginning of EDS-0000-00(346), just south of the Baldwin County Line. The proposed roadway would then turn northward, enter into Baldwin County, and intersect CR 165 at the eastern edge of the Baldwin State Forest. From there, the alignment would turn back to the northeast and follow SR 112 approximately 0.5 mile to just north of Reedy Creek, then continue in a northeasterly direction and cross the Oconee River approximately 0.5 mile 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 20-foot wide raised median. The median for the remaining part of the project would be a 44-foot wide depressed grass median. The proposed right-of-way would vary from 130 feet to 200 feet through Ivey and 250 feet to 300 feet for the remaining part of the project. The speed design is 45 mph through Ivey and 65 mph for the remainder of the project. Access would be partially controlled on new location, and by permit along existing roadways, for the 16.7-mile length of the project.

Through coordination with federal resource agencies to obtain the necessary 404 permit, and to minimize impacts to stream crossings and associated wetlands, the proposed concept is recommended to be revised. The revision is as follows:

- **Instead of culverts, bridges would be utilized over the following creeks: Beaver Creek; Black Creek; and Little Black Creek.**

(Continued)

FLF-540(22), Wilkinson/Baldwin Counties

Estimated Costs:

	Proposed	Approved	Prog. Date
Constr. (Infl. & E/C)	$ 21,190,000	$ 19,799,000	Long Range
Right-of-Way	$ 1,800,000	$ 1,800,000	

EDS-0000-00(346), Baldwin County

Estimated Costs:

	Proposed	Approved	Prog. Date
Constr. (Infl. & E/C)	$ 25,748,000	$ 24,085,000	Long Range
Right-of-Way	$ 1,800,000	$ 1,800,000	

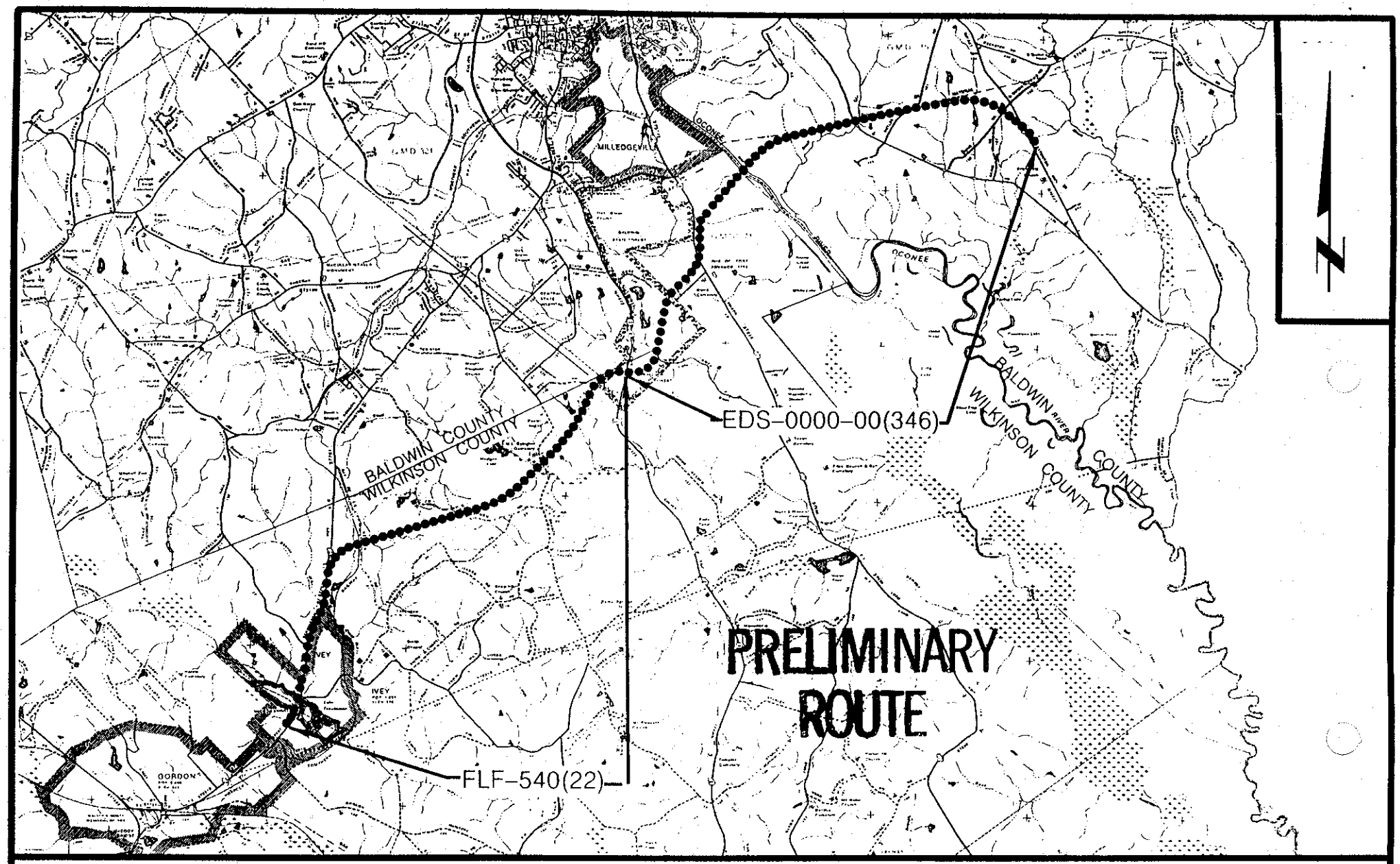
It is recommended that the proposed revision to this concept be approved for implementation.

DES/KET

Attachments: Sketch Map, Cost Estimates

Concur: _____ 12/17/99
Director of Preconstruction

Approve: _____
Chief Engineer



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SCALE IN MILES

SOURCE: GENERAL HIGHWAY MAP, WILKINSON & BALDWIN COUNTIES, GEORGIA
PREPARED BY THE GEORGIA DEPARTMENT OF TRANSPORTATION, 1996 /1998

LOCATION

STRIP MAP

FLF-540(22) & EDS-0000-00(346)
FALL LINE FREEWAY
WILKINSON & BALDWIN COUNTIES
P.I. NOS. 262470 & 0000346

12699

PRELIMINARY COST ESTIMATE

DATE	DECEMBER 6, 1999
PROJECT NAME	OCONEE RIVER CROSSING
PROJECT NOS.	FLF-540(22) & EDS-0000-00(346), WILKINSON/BALDWIN
P.I. NOS.	262470 & 0000346 RESPECTIVELY

ESTIMATE SUMMARY

		FLF-540(22)	EDS-0000-00(346)
A.	RIGHT OF WAY	$ 1,800,000	$ 1,800,000
B.	REIMBURSABLE UTILITIES	$ LGPA	$ LGPA

CONSTRUCTION COST SUMMARY

C.	MAJOR STRUCTURES	$ 4,267,000	$ 6,332,000
D.	GRADING AND DRAINAGE	$ 2,792,000	$ 3,154,000
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	$ 17,476,000	$ 21,235,000
	E. & C. (10%)	$ 1,748,000	$ 2,124,000
	INFLATION (2 YRS. @ 5% PER YEAR)	$ 1,966,000	$ 2,389,000
	TOTAL CONSTRUCTION COST	**$ 21,190,000**	**$ 25,748,000**

PROJECT NUMBER/COUNTY: FLF-540(22), Wilkinson County

P.I. NUMBER: 262470

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

STATE TRANSPORTATION PLANNING ADMINISTRATOR

DATE:

WILKINSON COUNTY

PROJECT: 221762- **TYPE WORK:** REPLACE BRIDGE **FUND:** NHS
LENGTH (miles / km) 1 / 1.61
DESCRPT: SR 29 US 441 @ BIG SANDY CREEK S OF IRWINTON
EXIST. LANES: 02 PROPOSED LANES: 04

PE: 1992	UNDERWAY
ROW: 2000	$250.000
CST: 2000	$3.750.000
FED Share:	$3.000.000
GA Share:	$750.000

PROJECT: 221870- **TYPE WORK:** NEW CONSTRUCTION **FUND:** HPP
LENGTH (miles / km) 7 / 11.27
DESCRPT: FALL LINE FWY/NORTH GORDON BYPASS FM SR 57 TO SR 243 @ LAKE
EXIST. LANES: 00 PROPOSED LANES: 04

PE: 1992	UNDERWAY
ROW: 2000	$1.715,000
CST: 2000	$19.758.000
FED Share:	$15,806,400
GA Share:	$3,951,600

PROJECT: 221875- **TYPE WORK:** RECST.REHAB **FUND:** STP
LENGTH (miles / km) 4.7 / 7.57
DESCRPT: SR 57 FM FALL LINE FREEWAY TO EAST OF SR 18 AND ALONG SR 18

PE: 2000	$200.000
ROW:	AFTER 2002
CST:	AFTER 2002

PROJECT: 222220- **TYPE WORK:** REHAB. BRIDGE **FUND:** BRIDGE
LENGTH (miles / km) 0.35 / 0.56
DESCRPT: SR 57 OVER THE OCONEE RIVER AT WASHINGTON COUNTY LINE
EXIST. LANES: 02 PROPOSED LANES: 03

PE: 1998	UNDERWAY
ROW: 2001	$100.000
CST:	AFTER 2002

PROJECT: 231420- **TYPE WORK:** RECST.REHAB **FUND:** STATE
LENGTH (miles / km) 5.9 / 9.50
DESCRPT: SR 29 US 441 FROM SR 112 TO SR 96 INCLUDE BRIDGES
EXIST. LANES: 02 PROPOSED LANES: 04

PE: 1993	UNDERWAY
ROW: 2000	$773.000
CST:	AFTER 2002

PROJECT: 23143X- **TYPE WORK:** RECST.REHAB **FUND:** STATE
LENGTH (miles / km) 0 / 0.00
DESCRPT: SR 29 US 441 FROM CR 471 TO SR 112 LAURENS- 231430

ASSOCIATED PROJECTS: 231430-

PE: NONE	
ROW: NONE	
CST: NONE	

PROJECT: 245020- **TYPE WORK:** REPLACE BRIDGE **FUND:** BRIDGE
LENGTH (miles / km) 0.24 / 0.39
DESCRPT: SR 18 @ BIG SANDY CK FM MP 0.2 IN TWIGGS TO MP 11.60 WILKNSN

ASSOCIATED PROJECTS: 24502X-

PE: 1995	UNDERWAY
ROW: 1998	UNDERWAY
CST: 2000	$1,020,000
FED Share:	$816,000
GA Share:	$204,000

PROJECT: 262470- **TYPE WORK:** NEW CONSTRUCTION **FUND:** STATE
LENGTH (miles / km) 16.7 / 26.92
DESCRPT: FALL LINE FWY ON NEW LOC FM SR 243 TO SR 24 IN BALDWIN CO
EXIST. LANES: 02 PROPOSED LANES: 04
ASSOCIATED PROJECTS: 26247X- 26Y470-

PE: 1993	UNDERWAY
ROW: 2001	$3,556,000
CST:	AFTER 2002

PROJECT: 26Y470- **TYPE WORK:** NEW CONSTRUCTION **FUND:** NHS
LENGTH (miles / km) 0 / 0.00
DESCRPT: FALL LINE FWY FM SR 243 TO SR 24/BALDWIN - FOR FED PE;262470
EXIST. LANES: 02 PROPOSED LANES: 04
ASSOCIATED PROJECTS: 262470-

PE: 2000	$1,000
ROW: NONE	
CST: NONE	

ORIGINAL TO GENERAL FILES

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

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

OFFICE Preconstruction

DATE June 29, 1999

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
Georgene Geary (ATTN: Michael Henry)
Marion Waters
Marta Rosen
Jim Kennerly

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

RECEIVED
MAY 24 1999

INTERDEPARTMENT CORRESPONDENCE

FILE FLF-540 (22) Wilkinson / Baldwin County
P. I. No. 262470
Fall Line Freeway from SR 243 to SR 24

OFFICE Preconstruction

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

	PROPOSED	APPROVED	PROG. DATE
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

	PROPOSED	APPROVED	PROG. DATE
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.

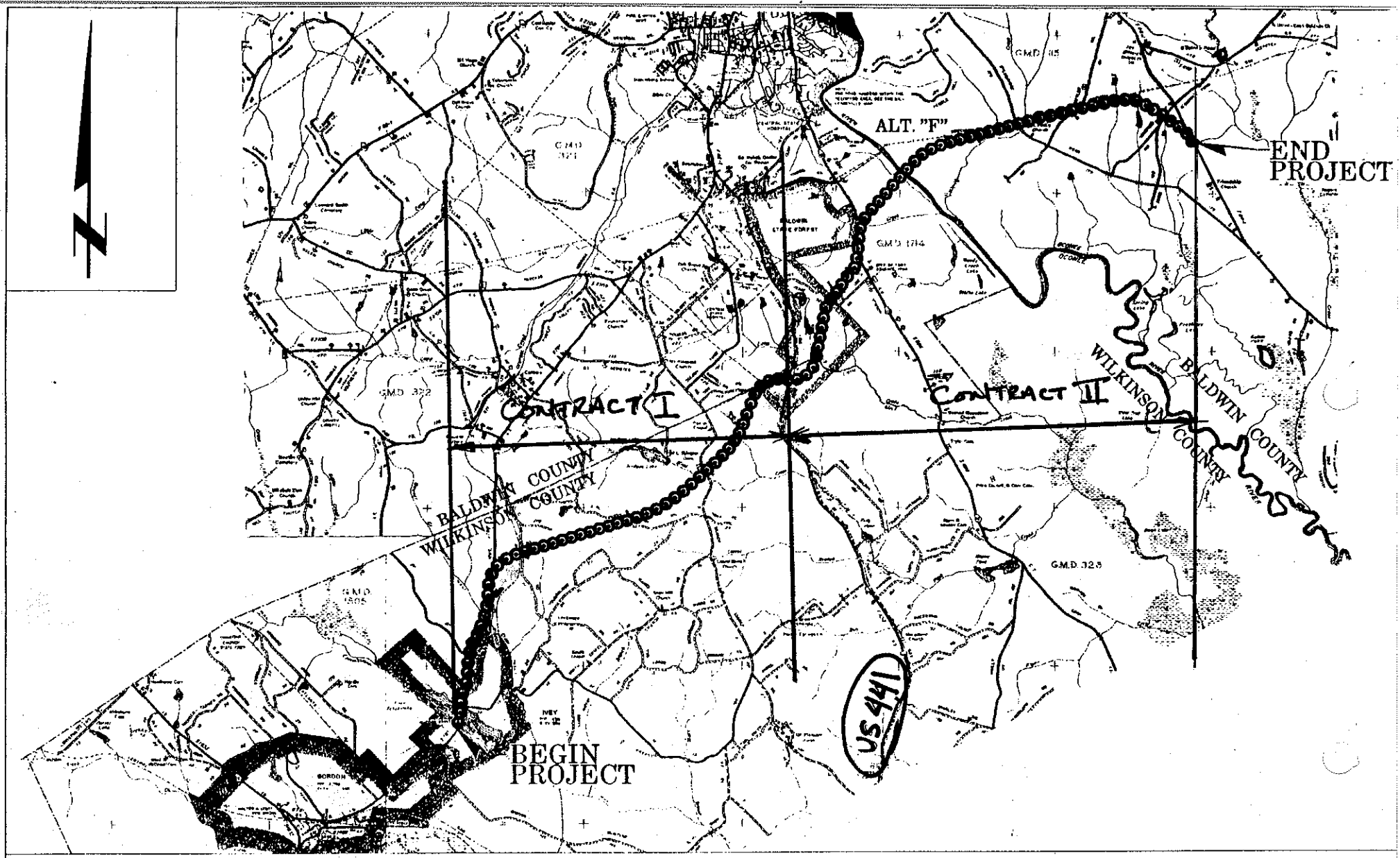
JAK:JAL:WGM:mah

Attachments: Sketch Map and Cost Estimate

Concur: _____
Director of Preconstruction

Approve: _____
Chief Engineer

QUALITY 1



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SCALE IN MILES

LOCATION

FLF-540(22)
WILKINSON/BALDWIN COUNTIES
OCONEE RIVER CROSSING
P.I.# 262470

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

	PHASE I	PHASE II
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

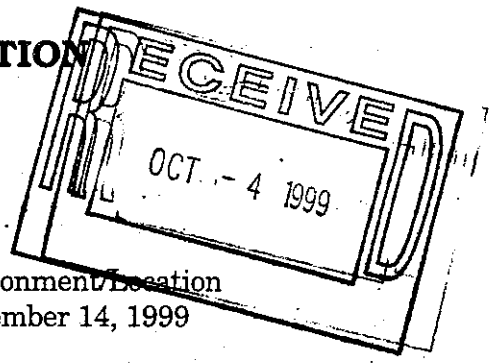
P. I. NUMBER: 262470

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.

Myrtle V. Lowe
STATE TRANSPORTATION PLANNING ADMINISTRATOR

DATE: 5/20/99

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:

No. Opposed	No. in Support	Uncommitted/Conditional
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.

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 Councelor
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.

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
P. I. No. 262470

OFFICE Preconstruction

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

D.O.T. 66

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

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

OFFICE Preconstruction

DATE June 25, 1998

FROM Walker W. Scott, Jr., P.E., Director of Preconstruction

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.

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:

	PROPOSED	APPROVED	PROG DATE	LET DATE
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
Frank L. Danchetz, P.E., Chief Engineer

APPROVE Wayne Shackelford
Wayne Shackelford, Commissioner

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENTAL CORRESPONDENCE

FILE: FLF-540(22) WILKINSON-BALDWIN
P.I. NUMBER 262470

OFFICE: Atlanta, Georgia

DATE: May 20, 1998

RECEIVED
MAY 21 1998
PRECONSTRUCTION

FROM: Bob Mustin, Project Review Engineer

TO: C. Wayne Hutto, Assistant Director of Preconstruction

SUBJECT: PROJECT CONCEPT REPORT

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

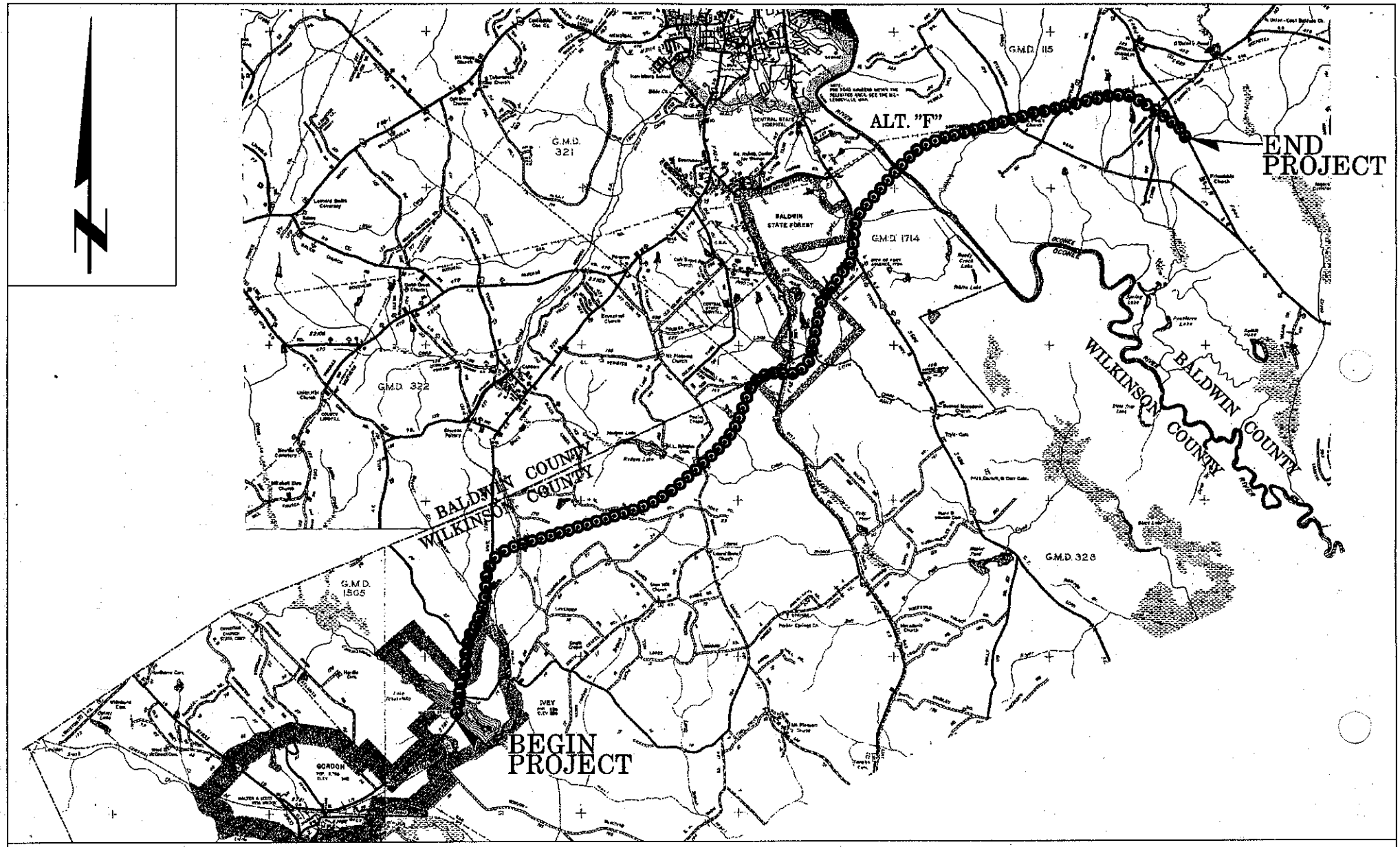
FLF-540(22)
WILKINSON/BALDWIN COUNTIES
P.I. NO. 262470
OCONEE RIVER CROSSING

Federal Route No.: N/A **Date of Report:** April 30, 1998

State Route No.: N/A

RECOMMENDATION FOR APPROVAL

5/1/98	O L S Activity A
Date	**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**



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SCALE IN MILES

LOCATION

FLF-540(22)
WILKINSON/BALDWIN COUNTIES
OCONEE RIVER CROSSING
P.I.# 262470

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

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

MAJOR STRUCTURES

FEATURES INTERSECTED/TYPE	LENGTH	WIDTH	PRIORITY RATING	SUFF. RATING
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

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

DESIGN SPEED	MINIMUM RADIUS OF CURVE		MAX. GRADE	
105 km/h	**ALLOWABLE**	455 m Radius	**ALLOWABLE**	4.00%
	PROPOSED	554 m Radius	**PROPOSED**	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	11.4 m ~~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	11.4 m ~~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

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

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** (X) **PRE-PROGRAMMING PROCESS** ( ) **PROGRAMMING PROCESS**

PROJECT COSTS

A.	**RIGHT OF WAY**		
	1. PROPERTY (LAND AND EASEMENTS)	$	604,500
	2. DISPLACEMENTS	$	1,689,500
	3. OTHER COSTS	$	1,262,000
	SUBTOTAL	$	3,556,000
B.	**REIMBURSABLE UTILITIES**		
	1. RAILROAD	$	
	2. TRANSMISSION LINES	$	
	3. SERVICES	$	
	SUBTOTAL	$	TO BE LPGA

C.	**MAJOR STRUCTURES**		
	1. WALLS	$	0
	2. BRIDGE STREAM CROSSINGS	$	5,829,000
	WIDEN EXISTING STRUCTURE @ COMMISSIONER CREEK; NEW PARALLEL STRUCTURES @ OCONEE RIVER		
	3. BRIDGE OVER/UNDERPASS	$	924,000
	NEW PARALLEL STRUCTURES @ CEN. OF GA RAILROAD		
	4. BOX CULVERTS	$	1,569,000
	EXTEND STRUCT. @ BEAVER CREEK; NEW STRUCT. @ BLACK CREEK, LITTLE BLACK, REEDY CREEK, & BUCK CREEK		
	SUBTOTAL	$	8,322,000
D.	**GRADING AND DRAINAGE**		
	1. EARTHWORK	$	4,196,000
	1,716,500 CY U.E.; 190,700 CY ROCK		
	2. DRAINAGE		
	a. Minor Drainage (Incl. Cross Drain Pipes and Longitudinal System)	$	1,549,000
	b. Curb and Gutter	$	261,000
	28,090 LF		
	SUBTOTAL	$	6,006,000
E.	**BASE AND PAVING**		
	1. AGGREGATE BASE	$	4,685,000
	377,784 T - 12"		
	2. ASPHALT PAVING	$	7,938,000
	251,833 T - E @ 1.5"; B @ 2"; ACB @ 5"		
	3. CONCRETE PAVING	$	0
	4. OTHER	$	1,261,000
	SUBTOTAL	$	13,884,000

F. LUMP ITEMS

1. **TRAFFIC CONTROL**	$	40,000
2. **CLEARING AND GRUBBING**	$	2,270,000
483 ACRES		
3. **LANDSCAPING**	$	899,000
4. **EROSION CONTROL**	$	799,000
5. **DETOURS (INCL. TEMP. BRIDGES)**	$	0
SUBTOTAL	$	4,008,000

G. MISCELLANEOUS

1. **SIGNING/STRIPING**	$	618,000
2. **GUARDRAIL**	$	92,000
1538 LF + 62 ANCHORS		
3. **OTHER**	$	2,636,000
SUBTOTAL	$	3,346,000

H. SPECIAL FEATURES	$	928,000
7000' OF SIDE ROAD RELOCATIONS		

ESTIMATE SUMMARY

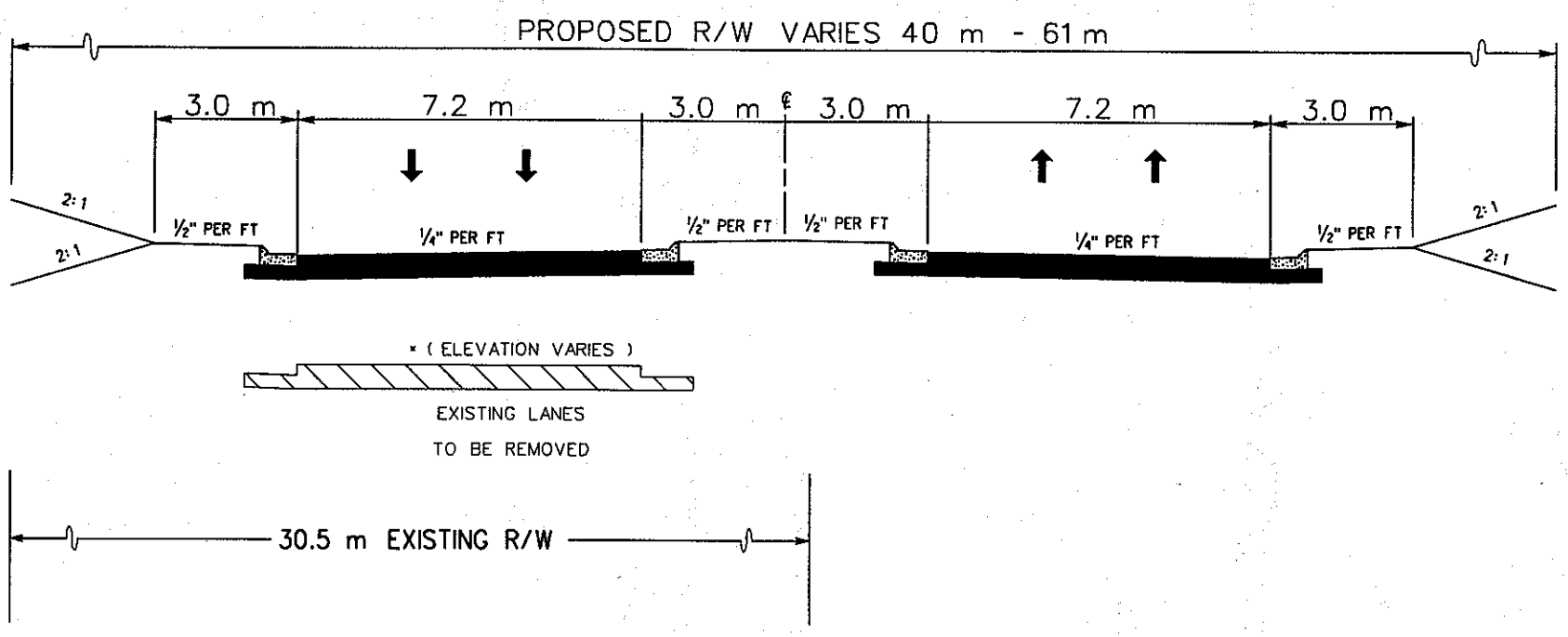
A.	RIGHT OF WAY	$	3,556,000
B.	REIMBURSABLE UTILITIES	$	TO BE LGPA

CONSTRUCTION COST SUMMARY

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

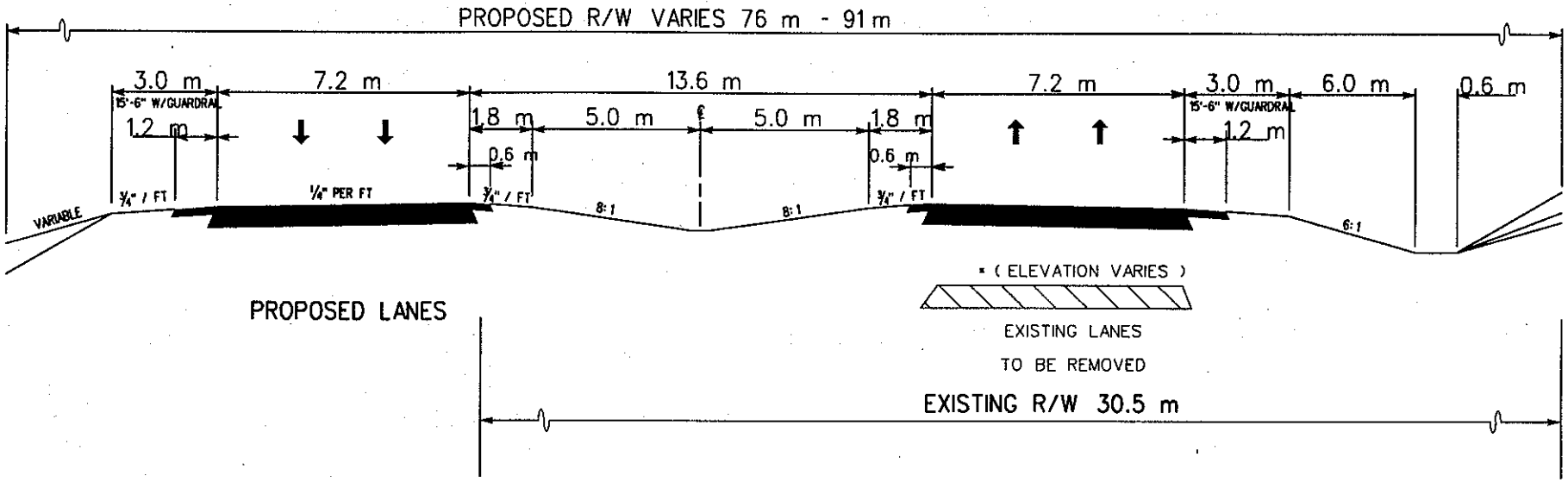
SUBTOTAL CONSTRUCTION COST	$	36,494,000
E. & C. (10%)	$	3,649,000
INFLATION (2 YRS. @ 5% PER YEAR)	$	4,115,000
TOTAL CONSTRUCTION COST	$	44,258,000

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.

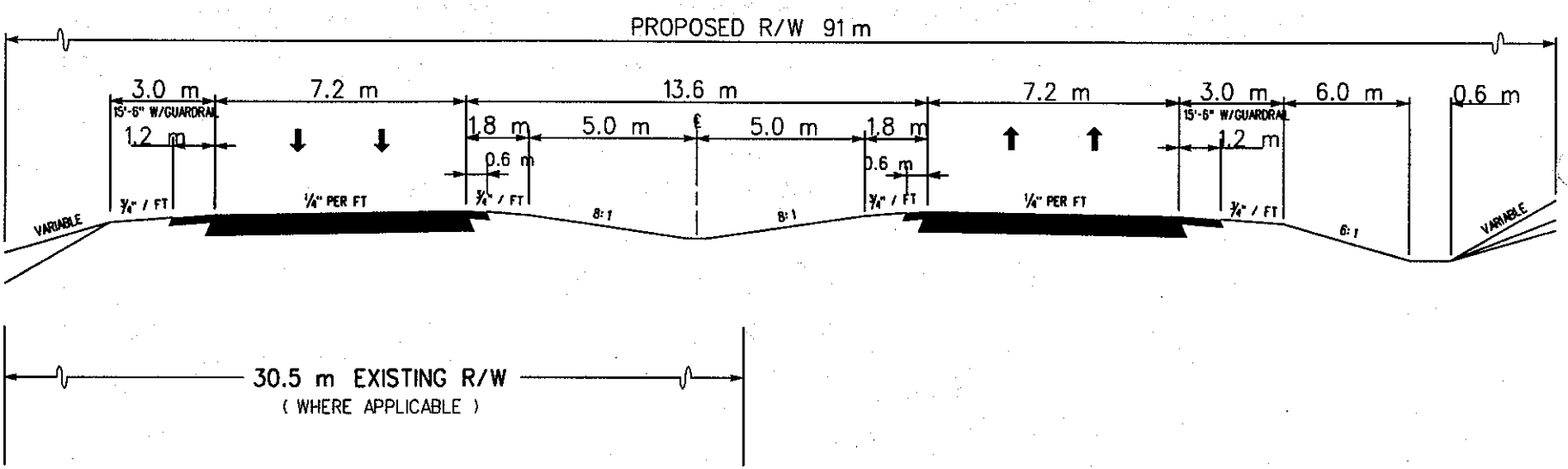
NOT TO SCALE



TYPICAL CROSS SECTION
OCONEE RIVER CROSSING
FLF-540(22) WLIKINSON/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

D.O.T. 86

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

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

OFFICE Environment/Location

DATE October 12, 1993

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?

(Cont'd)

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

Department of Transportation
State of Georgia

RECEIVED
MAY 15 1998
PRECONSTRUCTION

INTERDEPARTMENTAL CORRESPONDENCE

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

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

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 Stembridge 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	O I S Activity 1
Date	**State Environmental/Location Engineer**
Date	**State Road Design Engineer**
5/14/98	Marion Ludlow II
Date	**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	O L S Activity
Date	**State Environmental/Location Engineer**
Date	**State Road Design Engineer**
Date	**State Traffic Operations Engineer**
Date	**District Engineer/Tennille**
5/22/98	Paul V Liles Jr
Date	**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	~~12 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	[signature]
Date	**State Environmental/Location Engineer**
6-16-98	[signature]
Date	**State Road Design Engineer**
Date	**State Traffic Operations Engineer**
5/29/98	Michael L. Thomas
Date	**District Engineer/Tennille** DOG
Date	**State Bridge & Structural Engineer**
Date	**State Transportation Planning Administrator**
Date	**State Transportation Programming Administrator**

D.O.T. 66

Project File

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE FLF-540(22) Wilkinson County
P. I. No. 262470

OFFICE Preconstruction

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)

~~[redacted]~~

22 Acres Wetlands

At grade with Central of GA RR

2400' span bridge at ~~[redacted]~~ Oconee 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 Game, Fish, Wildlife

to avoid more wetlands and historic resources or eligible historically

Another Project

Lower Bypass — Banks County

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

D.O.T. 66

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

RECEIVED
SEP - 8 1993
PRECONSTRUCTION

INTERDEPARTMENT CORRESPONDENCE

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

OFFICE Environment/Location

DATE September 7, 1993

FROM 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

D.O.T. 66

C. Wayne Hutto

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

RECEIVED
OCT 13 1993
PRECONSTRUCTION

INTERDEPARTMENT CORRESPONDENCE

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

OFFICE Environment/Location

DATE October 12, 1993

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?

(Cont'd)

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)
202470

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

David Studstill
Pls. prepare response
for Gov. sig
& copy to me
2/2/93
WS

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.

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 Shackleford 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 proces 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 perserverved 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 anixously waiting to hear from you and your office.

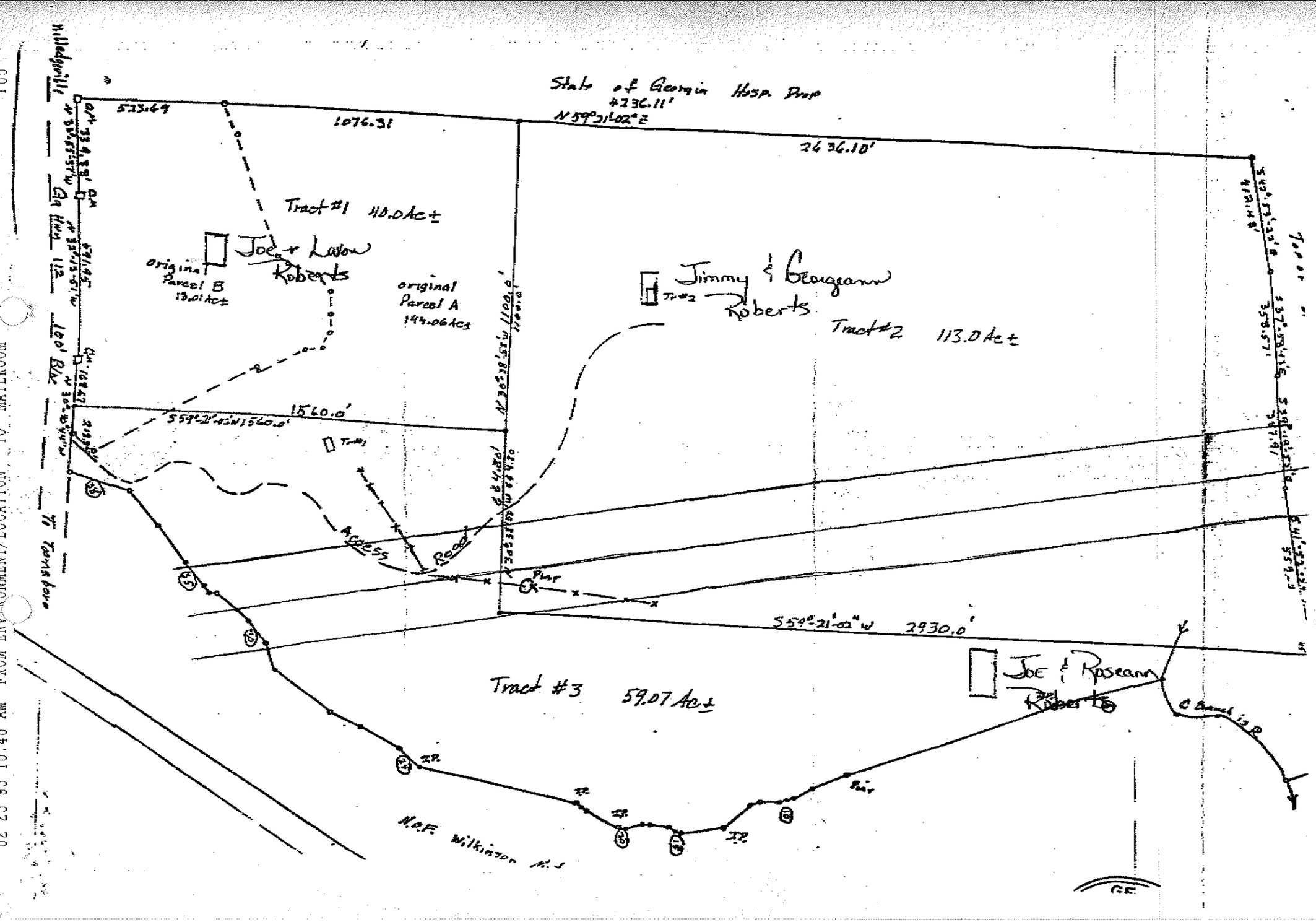
Sincerely,

Roseann Roberts

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



FROM ENVIRONMENT/LOCATION 02-23-93 10:54 AM P05

WAYNE SHACKELFORD
COMMISSIONER

G. CHARLES LEWIS
STATE HIGHWAY ENGINEER

Department of Transportation

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

CRAIG C. BRACK
DEPUTY COMMISSIONER

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

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

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.

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

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

WAYNE SHACKELFORD
COMMISSIONER

G. CHARLES LEWIS
STATE HIGHWAY ENGINEER

Department of Transportation

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

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 - Butler
- Copy to
John Lively

CHARLES LEWIS
PCS HANDOUT

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 FLR with us & prepare a reply.
Thanks
bcc
3-4-92
B

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.

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.

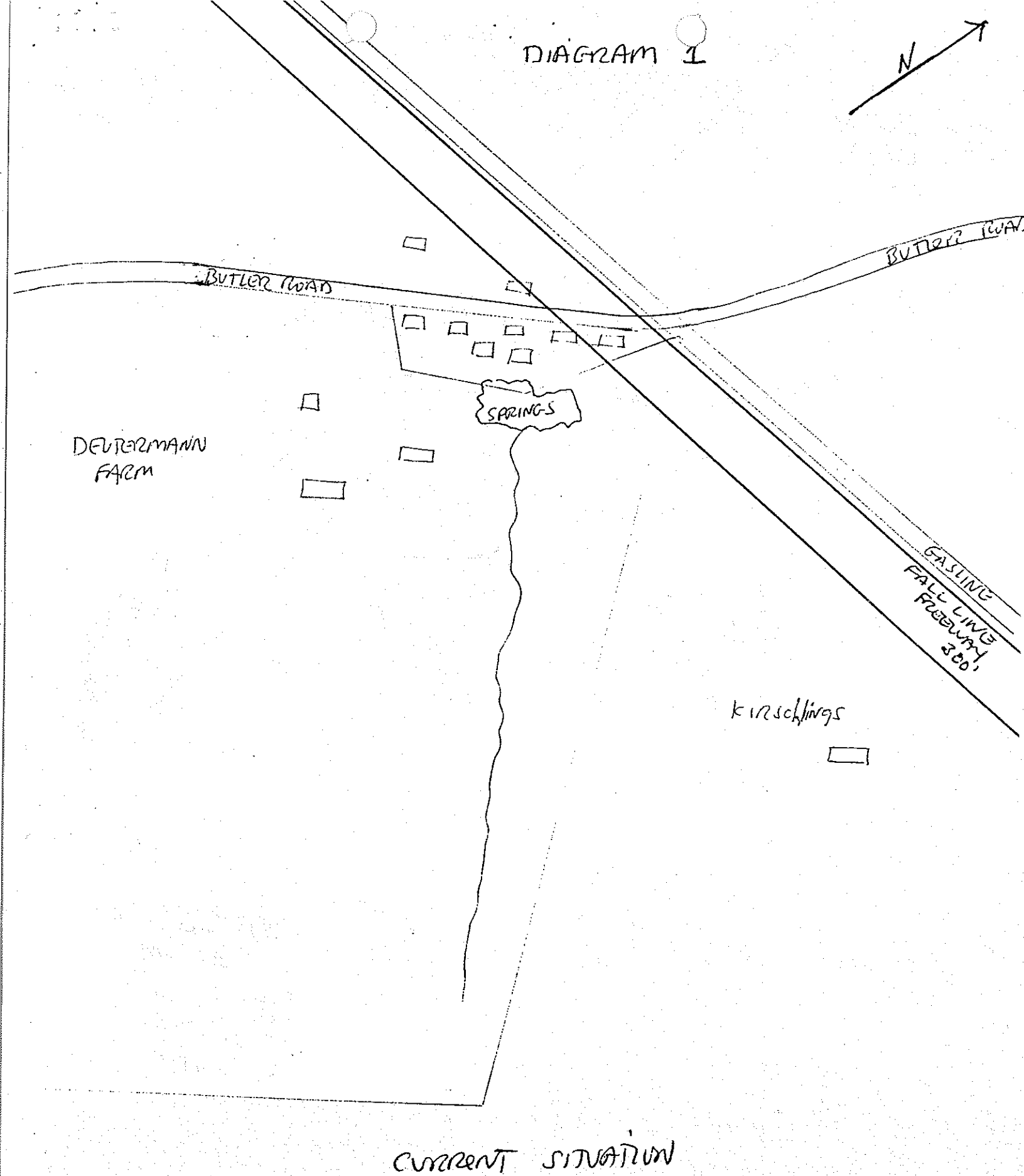
My personal concern is, of course, that I don't want to lose my front pasture if you bring Butler Road to the east to make that intersection a ninety degree angle. Depending on how much land you cut off, I would stand to lose finished pasture land that I can't replace, and the land that would isolated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



CURRENT SITUATION

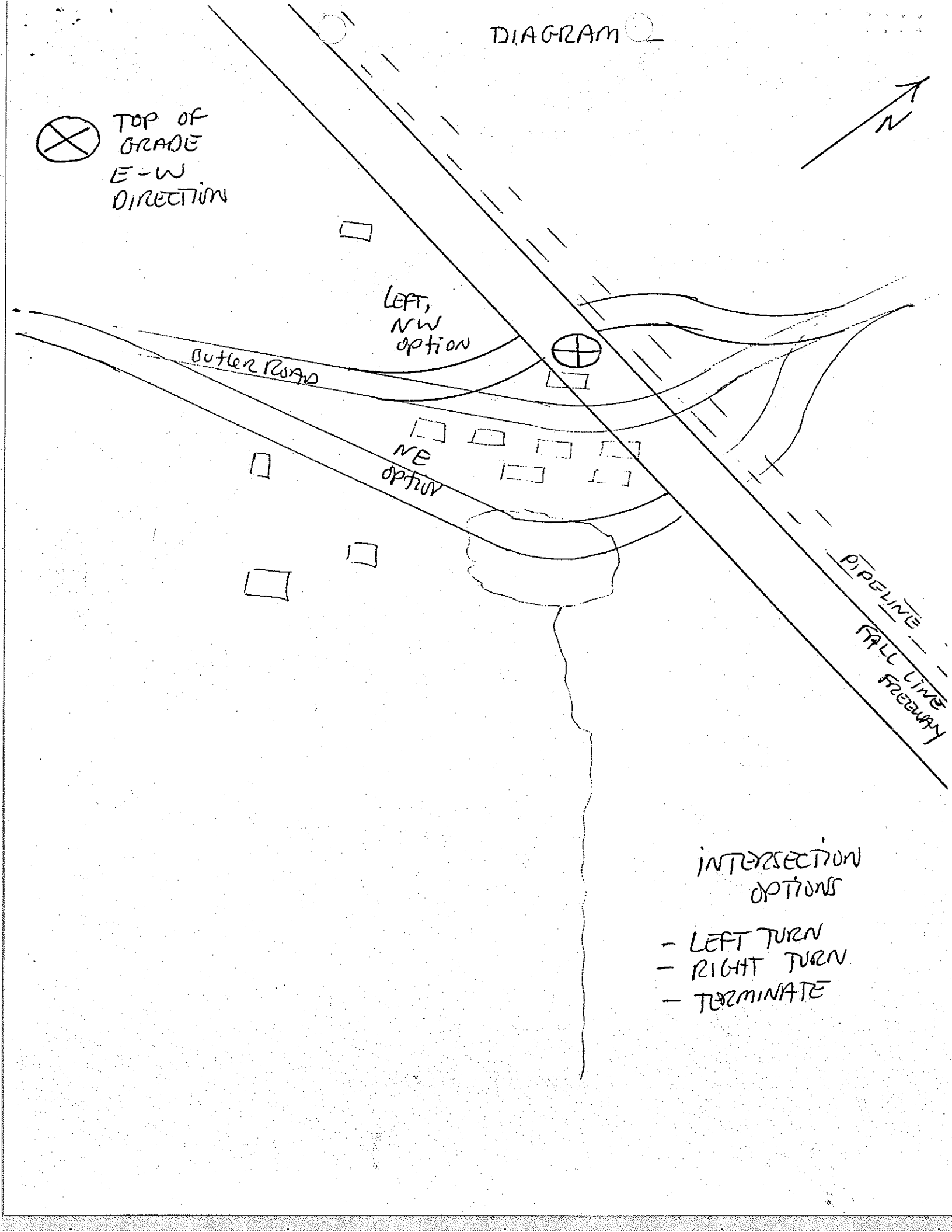


DIAGRAM
TOP OF GRADE E-W DIRECTION
N
LEFT, NW option
Outer Road
NE option
PIPELINE
FALL LINE FREEWAY
INTERSECTION OPTIONS
- LEFT TURN
- RIGHT TURN
- TERMINATE

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:

[XX] 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. P.I. NO.	TYPE WORK	DESCRIPTION
Wilkinson/ Baldwin	FLF-540(22) 262470	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

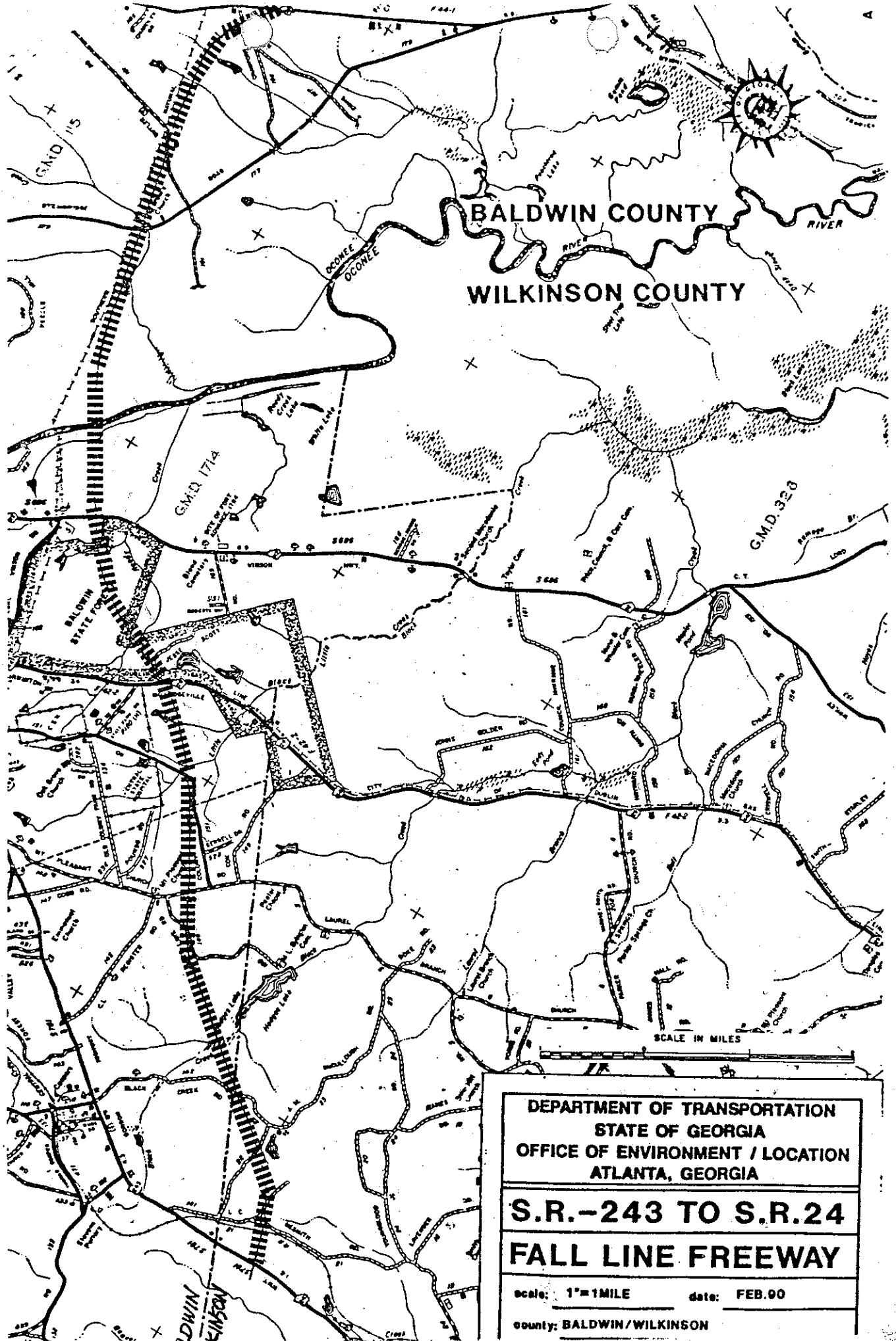
ESTIMATED COST ($1,000's)	LOW ROAD	HIGH ROAD	FISCAL YEAR	CONG. DISTRICT	FIELD DISTRICT
PE					
ROW $1,972	X		1994		
CONST $38,521	X		1995	8	2

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 _____
DIRECTOR, DIVISION OF PLANNING AND PROGRAMMING

RECOMMENDED _____
COMMISSIONER


BALDWIN COUNTY
WILKINSON COUNTY
OCONEE RIVER
OCONEE
G.M.D. 115
G.M.D. 1714
G.M.D. 328
BALDWIN STATE FOREST
SCALE IN MILES
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

PROJECT NO. FLF-540(22) COUNTY Wilkinson-Bald. P.I. NO. 262470

PROJECT SCHEDULE 1992

LENGTH 12.9 R/W PARCELS 100

Fall Line FREEWAY on NEW LOCATION From SR 243 in Wilkinson to S.R. 24 in Baldwin

ACTIVITY/EVENT	JAN.	FEB.	MAR.	APR.	MAY	JUN.	JULY	AUG.	SEPT.	OCT.	NOV.	DEC.
CONCEPT PHOTOS	FIN											
DEFINE CONCEPT/REPORT												
HOLD CONCEPT MEETING												
CONCEPT TO ENG. SERV.												
RECV ENG SERV CONCEPT APPROVAL												
MANAGEMENT APPROVAL												
ENVIRONMENTAL												
HOLD PUBLIC HEARING												
FINAL ALT APPROVAL												
PHOTOGRAMMETRY (MAPPING)												
FIELD SURVEYS												
PREL. CONST./R/W PLANS												
FINAL CONST PLANS												
HOLD DESIGN PER												
PREL. BR. LAYOUT/HYDRAULICS												
BRIDGE STRUCTURAL DESIGN												
STAKE R/W												
APPR R/W PLANS												
R/W AUTH												
APPRAISAL OF PARCELS												
NEGOTIATIONS												
ACQ. OF R/W BY LOCALS												
CERTIFY R/W												
EARLIEST LET DATE												
Bridge Foundation Investigation												
Soil Investigation												
L & D Approval												

1=940

(1)

10

PROJECT NO. FLF-540(22) P.I. NO. 262470 Wilkinson-Bald

1993

LENGTH 12.9

R/W PARCELS 100

DESCRIPTION: FALL LINE FRWY on NEW location FROM SR 243 in Wilkinson to SR 24 in Baldwin

(2)

ACTIVITY/EVENT	JAN.				FEB.				MAR.				APR.				MAY				JUN.				JULY				AUG.				SEPT.				OCT.				NOV.				DEC.			
	4	11	18	25	1	8	15	24	1	8	15	22	29	5	12	19	26	3	10	17	24	31	7	14	21	28	5	12	19	26	2	9	16	23	30	6	13	20	27	4	11	18	25	1	8	15	22	29	6	13	20	27
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DEFINE CONCEPT/REPORT																																																	
HOLD CONCEPT MEETING																																																	
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EARLIEST LET DATE																																																	
Bridge Foundation Investigation																																																	
Soil Investigation																																																	
L & D Approval																																																	

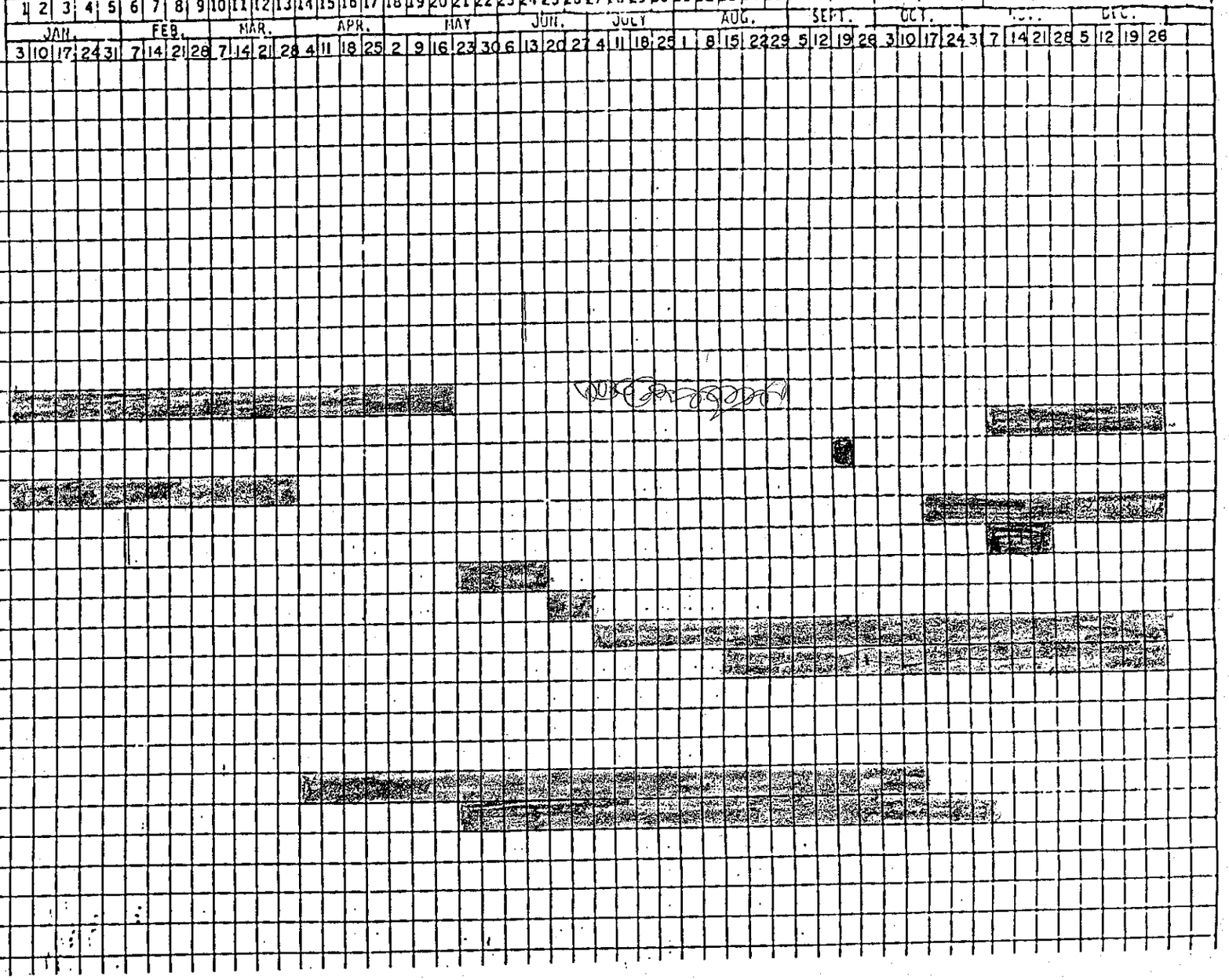
PROJECT NO. FLF-540(22) COUNTY Wilkinson-Bald P.I. NO. 262470

PROJECT SCHEDULE 1994

LENGTH 12.9 R/W PARCELS 100

DESCRIPTION: Fall Line Fwy on New Loc. From SR 243 in Wilkinson to SR 24 in Baldwin

ACTIVITY/EVENT
CONCEPT PHOTOS
DEFINE CONCEPT/REPORT
HOLD CONCEPT MEETING
CONCEPT TO ENG. SERV.
RECV ENG SERV CONCEPT APPROVAL
MANAGEMENT APPROVAL
ENVIRONMENTAL
HOLD PUBLIC HEARING
FINAL ALT APPROVAL
PHOTOGRAMMETRY (MAPPING)
FIELD SURVEYS
PREL. CONST./R/W PLANS
FINAL CONST PLANS
HOLD DESIGN FPR
PREL. BR. LAYOUT/HYDRAULICS
BRIDGE STRUCTURAL DESIGN
STATE R/W
APPR R/W PLANS
R/W AUTH
APPRAISAL OF PARCELS
NEGOTIATIONS
ACQ. OF R/W BY LOCALS
CERTIFY R/W
EARLIEST LET DATE
Bridge Foundation Investigation
Soil Investigation
L & D Approval



(4)

PROJECT NO. FLF-543(22) COUNTY Wilkinson-Baldwin P.I. NO. _____

PROJECT SCHEDULE 1995

LENGTH 12.9 R/W PARCELS 100

DESCRIPTION: Fall Line Fwy on New loc. From SR 243 in Wilkinson to SR. 24 in Baldwin

ACTIVITY/EVENT	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54
	JAN. FEB. MAR. APR. MAY JUN. JULY AUG. SEPT. OCT. NOV. DEC.
	2 9 16 23 30 6 13 20 27 6 13 20 27 3 10 17 24 1 8 15 22 29 5 12 19 26 3 10 17 24 31 7 14 21 28 4 11 18 25 2 9 16 23 30 6 13 20 27 4 11 18 25
CONCEPT PHOTOS	
DEFINE CONCEPT/REPORT	
HOLD CONCEPT MEETING	
CONCEPT TO ENG. SERV.	
RECV ENG SERV CONCEPT APPROVAL	
MANAGEMENT APPROVAL	
ENVIRONMENTAL	
HOLD PUBLIC HEARING	
FINAL ALT APPROVAL	
PHOTOGRAMMETRY (MAPPING)	
FIELD SURVEYS	
PREL. CONST./R/W PLANS	
FINAL CONST PLANS	
HOLD DESIGN FPR	
PREL. BR. LAYOUT/HYDRAULICS	
BRIDGE STRUCTURAL DESIGN	
STAKE R/W	
APPR R/W PLANS	
R/W AUTH	
APPRAISAL OF PARCELS	
NEGOTIATIONS	
ACQ. OF R/W BY LOCALS	
CERTIFY R/W	
EARLIEST LET DATE	
Bridge Foundation Investigation	
Soil Investigation	
L & D Approval	

Edwin L. Thompson

DOT

D.O.T. 66

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

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

OFFICE Preconstruction

DATE April 23, 1992

FROM 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

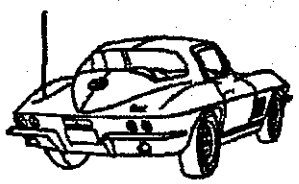
TO: Wayne Hutto, Assistant Preconstruction Director

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) 225-8531

4-14-92
John Live!

Congress of the United States

House of Representatives

Washington, DC 20515-1008

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

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

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

April 6, 1992

P/s. respond
my signature.
W.S.

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

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:

[XX] 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. P.I. NO.	TYPE WORK	DESCRIPTION
Wilkerson/ Baldwin	FLF-540(22) 262470	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

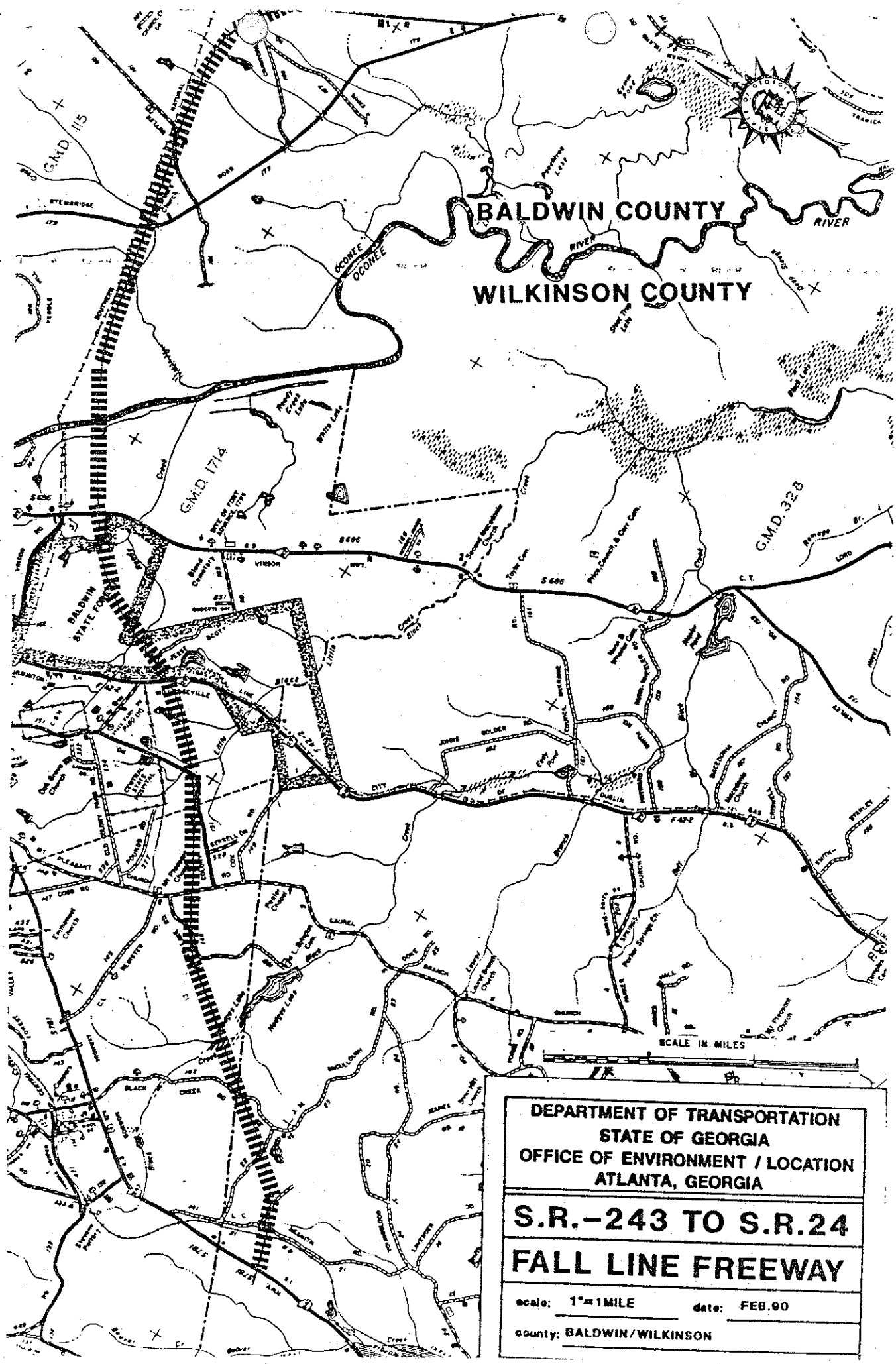
ESTIMATED COST ($1,000's)	LOW ROAD	HIGH ROAD	FISCAL YEAR	CONG. DISTRICT	FIELD DISTRICT
PE					
ROW $1,972	X		1994		
CONST $38,521	X		1995	8	2

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 _____
DIRECTOR, DIVISION OF PLANNING AND PROGRAMMING

RECOMMENDED _____
COMMISSIONER


BALDWIN COUNTY
WILKINSON COUNTY
OCONEE RIVER
OCONEE RIVER
G.M.D. 115
G.M.D. 171A
G.M.D. 328
SCALE IN MILES
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