

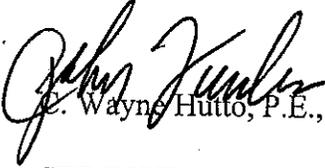
DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE STP-004-2 (31) Jones County
P.I. No. 322540

OFFICE Preconstruction

DATE March 7, 2002

FROM  E. Wayne Hutto, P.E., Assistant Director of Preconstruction

TO SEE DISTRIBUTION

SUBJECT REVISED PROJECT CONCEPT REPORT APPROVAL

Attached for your file is the approval for subject project.

CWH/cj/klp

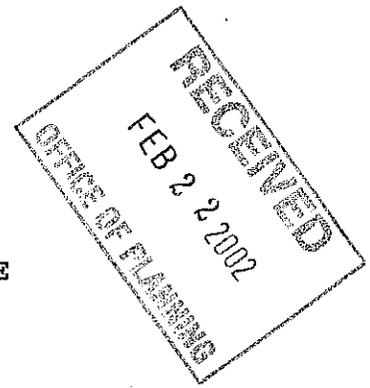
Attachment

DISTRIBUTION:

David Mulling
Harvey Keepler
Jerry Hobbs
Herman Griffin
Michael Henry
Phillip Allen
Marta Rosen
Paul Liles
Gerald Ross
Glenn Durrence
BORAD MEMBER

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE



FILE: STP-004-2(31), Jones County
P.I. No. 322540
OFFICE: Environment/Location
DATE: February 20, 2002

FROM: *Harvey D. Kepler/KEP*
Harvey D. Kepler, State Environment/Location Engineer

TO: Wayne Hutto, Assistant Director of Preconstruction

SUBJECT: Revised Project Concept Report – North Gray Bypass

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

The proposed changes to the approved concept would be revisions to the typical section, beginning terminus, and the addition of a railroad grade separation. The typical section would be revised from a rural two lane roadway on a 130 foot of right-of-way to a rural four lane divided roadway with a 44 foot median on 250 foot of right-of-way. The beginning terminus would be revised ~~from~~ tying into Greene Settlement Road to tying into SR 22 at SR 18, west of Clinton. The proposed at grade crossing of the Norfolk Southern Railway near SR 11 would be revised to grade separation over the railroad.

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

DATE 2-26-02

Marta V. Rosen

State Transportation Planning Administrator

Distribution:

David Mulling, Project Review Engineer
Phillip Allen, State Traffic Safety and Design Engineer
~~Marta Rosen, State Transportation Planning Administrator~~
Herman Griffin, State Transportation Programming Engineer
Glen Durrence, Thomaston District Engineer
Ben Buchan, State Consultant Design Engineer
Paul Liles, State Bridge and Structural Design Engineer

REVISED PROJECT CONCEPT REPORT

Need and Purpose: The proposed project is needed to provide improved travel conditions for the public and the fluid movement of freight on US 129/SR22. The bypass could function as a rural major collector by collecting and distributing trips within the Gray and Clinton areas. The project has independent utility in that it requires no other improvements to serve as a useful transportation function or need. Constructing the bypass will provide a safer environment for trucks to operate, facilitate the movement of freight more efficiently and improve the safety and operational characteristics of the cities of Gray and Clinton.

Project Location: Project STP-004-2(31), Jones County would construct a bypass on new location to the north of Gray from SR 22, at SR 18, mile post 7.46 west of Clinton, to SR 22, mile post 11.21 east of Gray. The total length of the project is approximately 6.0 miles.

Description of Approved Concept: Project STP-004-2(31) would construct a bypass to the north of Gray from Greene Settlement Road just north of the Clinton City limits, to SR 22 east of Gray. The new location proposal would be a rural two lane roadway on 130 foot of right-of-way. The design speed is 55 mph and the length is 4.5 miles

The project would begin just north of Clinton City limits on Greene Settlement Road/CR 290 and just south of Bray Creek. It would proceed on new location in a northwest direction to the Georgia Power transmission line just south of Mason Creek. It then would turn in a north east direction paralleling the transmission line on the north side. The alignment would cross CR 290/Greene Settlement Road, and CR 40/ Oliver Greene Road and then turn in an easterly direction. It would cross the transmission line, CR 360/ Weidner Road, Bay Branch, SR 11, and the Norfolk Southern Railway at grade. The proposed roadway would continue on new location for approximately 3000 feet, then turn in a southeasterly direction and cross US 129/SR 44 approximately 4000 feet north of the intersection of US 129/SR 44 and CR 199/Industrial Boulevard. It would continue in a southeasterly direction and tie into SR 22 approximately 3500' east of the Gray City limits. Greene Settlement Road, Oliver Greene Road, and Weidner Road would be relocated to tie into the proposed alignment.

PDP Classification: Major/Construction on existing location

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

Functional Classification: Rural Minor Arterial

U.S. Route Number(s): N/A **State Route Number(s):** N/A

Traffic (AADT) as shown in the approved concept:

Current Traffic		Design Traffic	
Year: 2001	AADT: 7,000	Year: 2021	AADT: 12,000

Proposed features to be revised:

1. To accommodate the increased traffic projections, the proposed typical is recommended for revision.
2. To avoid impacting the Clinton historic district with the necessary widening of Green Settlement Road due to increased traffic projections, the limits of the bypass project are recommended to be revised.
3. To enhance the safety at the Norfolk Southern Railway the proposed crossing is recommended to be revised.

Description of Revised features to be approved:

1. To accommodate the increased traffic projections, the typical section is proposed to be revised from a two lane rural roadway on 130 feet of right-of-way to a rural four lane roadway with a 44 foot median on 250 feet of right-of-way.
2. To avoid impacting the Clinton historic district, the begin terminus is proposed to be revised from tying in at Greene Settlement Road to tying into SR 22 at SR 18 west of Clinton. The project would begin at the intersection of SR 18 with SR 22, west of Clinton, and proceed on new location in a northwesterly direction for approximately 2000 feet. SR 18 would be relocated to tie into the proposed bypass. The proposed roadway would then turn in a northerly direction and cross CR 25/Old Highway 18 and Bray Branch before turning in a northeasterly direction. It would cross the Georgia Power transmission line and Greene Settlement Road where it ties into the approved alignment paralleling the north side of the transmission line. Greene Settlement Road would be relocated to tie into the proposed alignment. The total length of the project would change from 4.5 miles to 6.0 miles.
3. To enhance the safety at the Norfolk Southern Railway, the crossing of the railroad is proposed to be grade separated. Due to its proximity to the railroad, two parallel bridges approximately 230 feet in length are proposed to be constructed over SR 11 and the railroad. Access to SR 11 from the proposed mainline is proposed to be constructed with a slip ramp tying into SR 11 approximately 1800 feet north of the alignment.

Updated Traffic Data (AADT):

Current Traffic		Design Traffic	
Year: 2008	AADT: 10,800	Year: 2028	AADT: 18,100

Programmed/Schedule:

P.E.: Jan. 1999 R/W: 2003 Construction: 2004

Revised Cost Estimates:

Construction cost including inflation and E&C:	\$ 16,143,000
Right-of-Way:	\$ 3,628,000
Utilities:	\$ 5,027,000

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

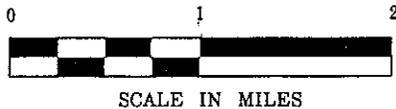
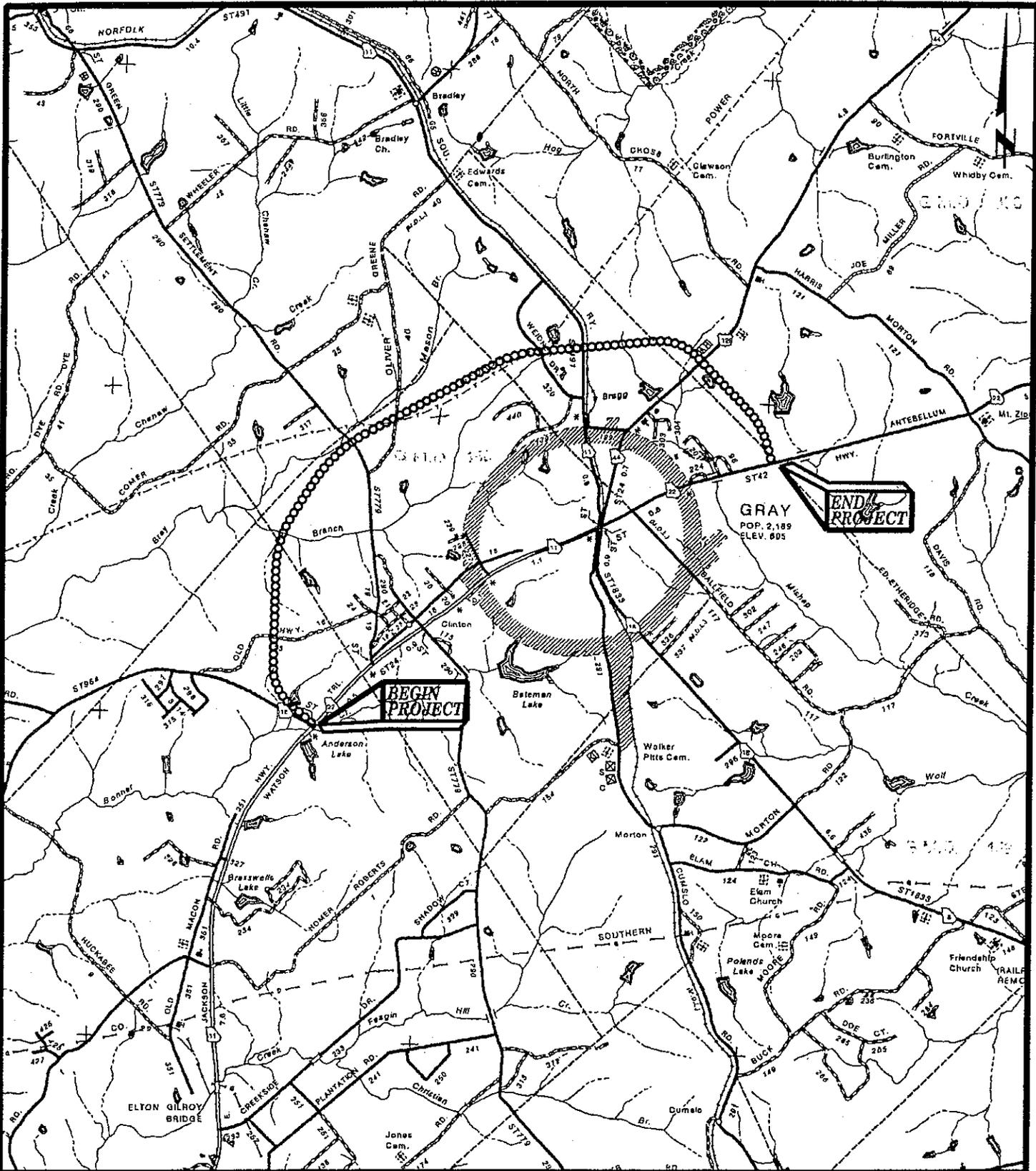
Recommendation: It is recommended that the proposed revisions to this concept be approved for implementation.

HDK/KET/fm

Attachments: Sketch Map
Cost Estimate
Typical Section

Concur: Thomas L. Turner
Thomas L. Turner, P.E.
Director of Pre-Construction

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



LOCATION

STP 004-2(31)
NORTH GRAY BYPASS
JONES COUNTY

P.I.# 322540

PRELIMINARY COST ESTIMATE

Office of Environment/Location

January 23, 2002

County(s)

PI Number Project Number

Project Name Project Length Miles

Project Description

Alternative A4 from SR 22 at SR 18 west of Clinton on new location to the north to SR 22 east of Gray.

Existing Roadway

Comments

TRAFFIC:

Current Design Year Daily Volume (AADT)

Future Design Year Daily Volume (AADT)

Concept Estimate

Feasibility Estimate

Typical Section(s) Used in Estimate

Typical Section Length

<input type="text" value="Rural New Location: 4-Lanes with 44 ft Divided Median"/>	<input type="text" value="6.0"/> Miles
<input type="text" value="Rural New Location: 2-Lanes with 24 ft Pavement"/>	<input type="text" value="1.5"/> Miles
<input type="text"/>	<input type="text"/> Miles
<input type="text"/>	<input type="text"/> Miles
<input type="text"/>	<input type="text"/> Miles
<input type="text"/>	<input type="text"/> Miles

Prepared By

PROJECT COSTS

MAJOR STRUCTURES

1. Bridges: Stream Crossings & Grade Separations

NO	LOCATION	QTY	TYPE *		W(FT)	L(FT)	UNIT COST	TOTAL
			S/G/R	W/N				
1	SR 11 and Norfolk Southern Railroad	2	R	N	41.0	230.0	70.00	1,320,000
2								
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								
13								
14								
15								
16								

* S = Stream Crossing G = Grade Separation R = Railroad W = Widening N = New

2. Bridge Culverts

NO	LOCATION	TYPE	SIZE	L(FT)	UNIT COST	TOTAL
		S/D/T/Q	W x H (FT)			
1	Bay Branch	Double	10 x 7	203.0	1,266.01	257,000
2	Mason Creek	Double	10 x 5	217.0	1,101.38	239,000
3						
4						
5						
6						
7						

3. Walls

NO	LOCATION	TYPE	H(FT)	L(FT)	UNIT COST	TOTAL
1						
2						
3						
4						

MAJOR STRUCTURES SUBTOTAL \$ 1,816,000

Typical Section

Rural New Location: 4-Lanes with 44 ft Divided Median

Typical Section Length Miles

Right-of-Way Width Feet

GRADING AND DRAINAGE

- 1. EARTHWORK
 - a. Unclassified Excavation Soil
 - b. Unclassified Excavation Rock
 - c. Borrow Excavation
- 2. MINOR DRAINAGE

QUANTITY	UNIT COST	TOTAL
660,800 CY	2.23	1,474,000
	10.00	
	2.25	
6.0 MI	101,000	606,000
GRADING AND DRAINAGE SUBTOTAL		\$2,080,000

BASE AND PAVING

- 1. GRADED AGGREGATE BASE
- 2. ASPHALT PAVING
 - a. Asph Conc 9.5 mm Superpave
 - b. Asph Conc 19 mm Superpave
 - c. Asph Conc 25 mm Superpave
 - d. Bituminous Tack Coat
- 3. CONCRETE PAVING
 - a. Curb and Gutter
 - b. Miscellaneous
- 4. OTHER PAVING

THICKNESS AND SPREAD RATE	QUANTITY	UNIT COST	TOTAL
10"	132,631 TN	9.29	1,232,000
1 1/2" (165 LB/SY)	18,876 TN	35.23	665,000
3" (330 LB/SY)	37,752 TN	33.97	1,282,000
4" (440 LB/SY)	40,269 TN	34.80	1,401,000
	21,748 GL	0.89	19,000
	0 LF	10.13	0
	0 MI	42,000	0
BASE AND PAVING SUBTOTAL			\$5,059,000

LUMP ITEMS

- 1. TRAFFIC CONTROL
- 2. CLEARING AND GRUBBING
- 3. LANDSCAPING
- 4. EROSION CONTROL
- 5. SIGNING/STRIPING
- 6. OTHER

QUANTITY	UNIT COST	TOTAL
6.0 MI	41,000	246,000
182 AC	6,000	1,091,000
6.0 MI	80,002	480,000
6.0 MI	97,000	582,000
6.0 MI	19,321	116,000
6.0 MI	96,000	576,000
LUMP ITEM SUBTOTAL		\$3,091,000

MISCELLANEOUS

- 1. GUARDRAIL
 - a. GUARDRAIL ANCHORS
- 2. DETOURS

QUANTITY	UNIT COST	TOTAL
4,600 LF	9.87	45,000
20 EA	1,331.30	27,000
	300,000.00	0
MISCELLANEOUS SUBTOTAL		\$72,000

SPECIAL FEATURES

Typical Section

Rural New Location: 2-Lanes with 24 ft Pavement

Typical Section Length Miles

Right-of-Way Width Feet

GRADING AND DRAINAGE

- 1. EARTHWORK
 - a. Unclassified Excavation Soil
 - b. Unclassified Excavation Rock
 - c. Borrow Excavation
- 2. MINOR DRAINAGE

QUANTITY	UNIT COST	TOTAL
100000 CY	2.23	223,000
	10.00	
	2.25	
1.5 MI	\$32,065.30	48,000
GRADING AND DRAINAGE SUBTOTAL		\$271,000

BASE AND PAVING

- 1. GRADED AGGREGATE BASE
- 2. ASPHALT PAVING
 - a. Asph Conc 9.5 mm Superpave
 - b. Asph Conc 19 mm Superpave
 - c. Asph Conc 25 mm Superpave
 - d. Bituminous Tack Coat
- 3. CONCRETE PAVING
 - a. Curb and Gutter
 - b. Miscellaneous
- 4. OTHER PAVING

THICKNESS AND SPREAD RATE	QUANTITY	UNIT COST	TOTAL
10"	14,731 TN	9.29	137,000
1 1/2" (165 LB/SY)	2,033 TN	35.23	72,000
3" (330 LB/SY)	4,066 TN	33.97	138,000
4" (440 LB/SY)	4,646 TN	34.80	162,000
	2,412 GL	0.89	2,000
	0 LF	10.13	0
	0 MI	\$15,844.76	0
BASE AND PAVING SUBTOTAL			\$562,000

LUMP ITEMS

- 1. TRAFFIC CONTROL
- 2. CLEARING AND GRUBBING
- 3. LANDSCAPING
- 4. EROSION CONTROL
- 5. SIGNING/STRIPING
- 6. OTHER

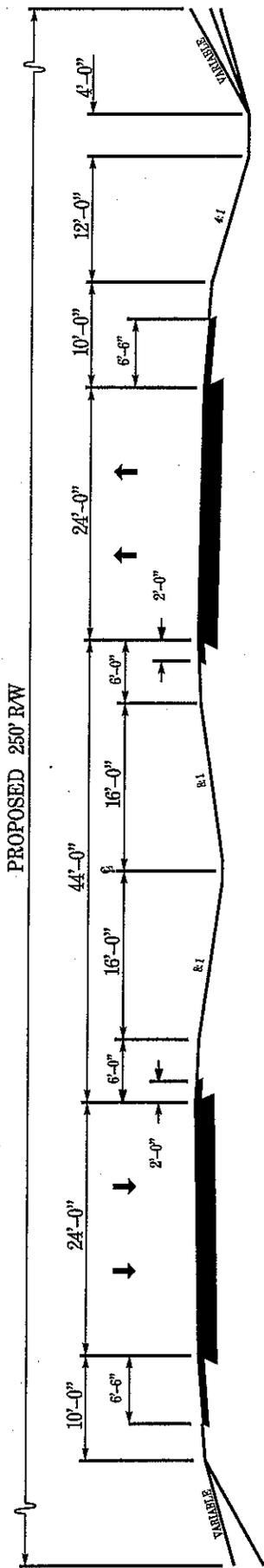
QUANTITY	UNIT COST	TOTAL
1.5 MI	\$10,695.65	16,000
18 AC	6,000	109,000
1.5 MI	\$27,589.40	41,000
1.5 MI	\$97,000.00	146,000
1.5 MI	\$6,995.92	10,000
1.5 MI	\$25,043.48	38,000
LUMP ITEM SUBTOTAL		\$360,000

ESTIMATE SUMMARY

Typical Section	Section Cost (per mile)
1. Rural New Location: 4-Lanes with 44 ft Divided Median	\$1,705,000
2. Rural New Location: 2-Lanes with 24 ft Pavement	\$795,000

PROJECT COST

A. MAJOR STRUCTURES	\$1,816,000
B. GRADING AND DRAINAGE	\$2,351,000
C. BASE AND PAVING	\$5,621,000
D. LUMP ITEMS	\$3,451,000
E. MISCELLANEOUS	\$72,000
F. SPECIAL FEATURES	
SUBTOTAL CONSTRUCTION COST	\$13,311,000
E. & C. (10%)	\$1,331,000
INFLATION 2 yrs @ 5 % per yr	\$1,500,805
GRAND TOTAL CONSTRUCTION COST	\$16,143,000



Typical Cross Section
NORTH GRAY BYPASS
STP 004-2(31), JONES COUNTY
FROM SR 22 AT SR 18 WEST OF CLINTON
TO SR 22 EAST OF GRAY

Not To Scale

ORIGINAL TO GENERAL FILES

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE STP-004-2(31) Jones County OFFICE Preconstruction
P.I. No. 322540 DATE October 27, 1992

FROM *CWH*
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/se

Attachment

DISTRIBUTION:

John Lively
Robert E. Humphrey
David Studstill
Herman Griffin
Roland Hinners
Darrell Elwell
George Boulineau
Ron Colvin
Paul Liles
Van Etheridge

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE STP-004-2(31) Jones County OFFICE Preconstruction
P.I. No. 322540 DATE September 23, 1992

FROM Hoyt J. Lively, Director of Preconstruction

TO Wayne Shackelford, Commissioner

SUBJECT PROJECT CONCEPT REPORT APPROVAL

This project is the construction of the Gray Bypass in Jones County on new location. There are two alternates proposed: (1) North Alternate - 5.6 miles - begins at SR 18 and SR 22 south of Clinton and proceeds northeast crossing SR 11 then turns southeast crossing SR 44/US 129 and ends at SR 22 east of Gray. An existing major structure within the limits of the project is a single 7'x6'x62' bridge culvert at Bonner Creek Tributary on SR 18. The base year traffic (1995) is 3,900 VPD and the design year traffic (2015) is 6,300 VPD; (2) South Alternate - 3.9 miles - begins at SR 22 and Jackson Street west of Gray and proceeds southeast crossing SR 18 then turns north-west crossing SR 22 east of Gray and ends at SR 44/US 129. The base year traffic (1995) is 4,500 VPD and the design year traffic (2015) is 7,250 VPD.

The proposed project will construct 2-12' lanes rural section with 10' shoulders (4' paved). The major structures are:

The North Alternate - (1) The single (7'x6'x62') bridge culvert at Bonner Creek Tributary will be extended to accommodate the new section; (2) a double 10'x8' bridge culvert will be constructed at Bray Branch west of CR 290; (3) a single 6'x6' bridge culvert will be constructed at Bray Branch west of CR 320.

The South Alternate - (1) A single 10'x10' bridge culvert will be constructed at Milsap Creek west of CR 117.

Traffic will be maintained on existing roads during construction. The design speed is 55 MPH.

The environmental concerns include: requiring a COE 404 permit; an EA will be prepared; an information meeting is recommended after concept approval showing the 3 alternates considered and a public hearing will be held; displacements - North Alternate: 1 residence, 2 mobile homes; South Alternate: 6 residences, 2 mobile homes; time saving procedures are not appropriate. Both alternates have a proposed at-grade railroad crossing.

Wayne Shackelford
Page 2
September 23, 1992

STP-004-2(31) Jones County

The estimated costs for this project are:

	<u>PROPOSED</u>		<u>APPROVED</u>	<u>PROG. DATE</u>
	<u>North Alt.</u>	<u>South Alt.</u>		
Constr(Infl&E/C)	\$5,437,740	\$3,905,880	\$7,680,000	Preprogram 2001
Rights-of-way	\$ 686,000	\$1,716,000	0	
Utilities	\$ 150,000*	\$ 150,000*	0	

*LGPA to be requested

I recommend this concept report be approved and the project be removed from Preprogram Status and added to the Construction Work Program.

HJL/TMR/se

Attachment

CONCUR:



G. C. Lewis, State Highway Engineer

APPROVED:



Wayne Shackelford, Commissioner

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

SEP 10 1992

INTERDEPARTMENT CORRESPONDENCE

FILE STP-004-2 (31) Jones County **OFFICE** Atlanta, Georgia
 P.I. No. 322540
 SR 22 Gray Bypass 5.6 miles **DATE** September 10, 1992

FROM Robert E. Humphrey, Project Review Engineer *REH*

TO Hoyt J. Lively, Jr., Director of Preconstruction

SUBJECT PROJECT CONCEPT REPORT

We have reviewed the attached Concept Report for this Major project and have the following comment:

The Report states that Utility relocations will be the responsibility of local government, however, a Local Government Project Agreement was not included with the Report.

We have received signed cover sheets from the following offices:

Bridge Design
 Traffic and Safety
 District Engineer
 Preconstruction

This report is satisfactory for approval.

The estimated costs of this project are as follows:

	<u>North Alt.</u>	<u>South Alt.</u>
Construction	\$4,494,000	\$3,228,000
Inflation (5% per year) x 2 yrs.	449,400	322,800
E & C (10%)	494,340	355,080
Preliminary Engineering (5%)	224,700	161,400
Right of Way	0	0
Utilities	150,000 (LGPA)	150,000(LGPA)

BDM/jmf

Attachments

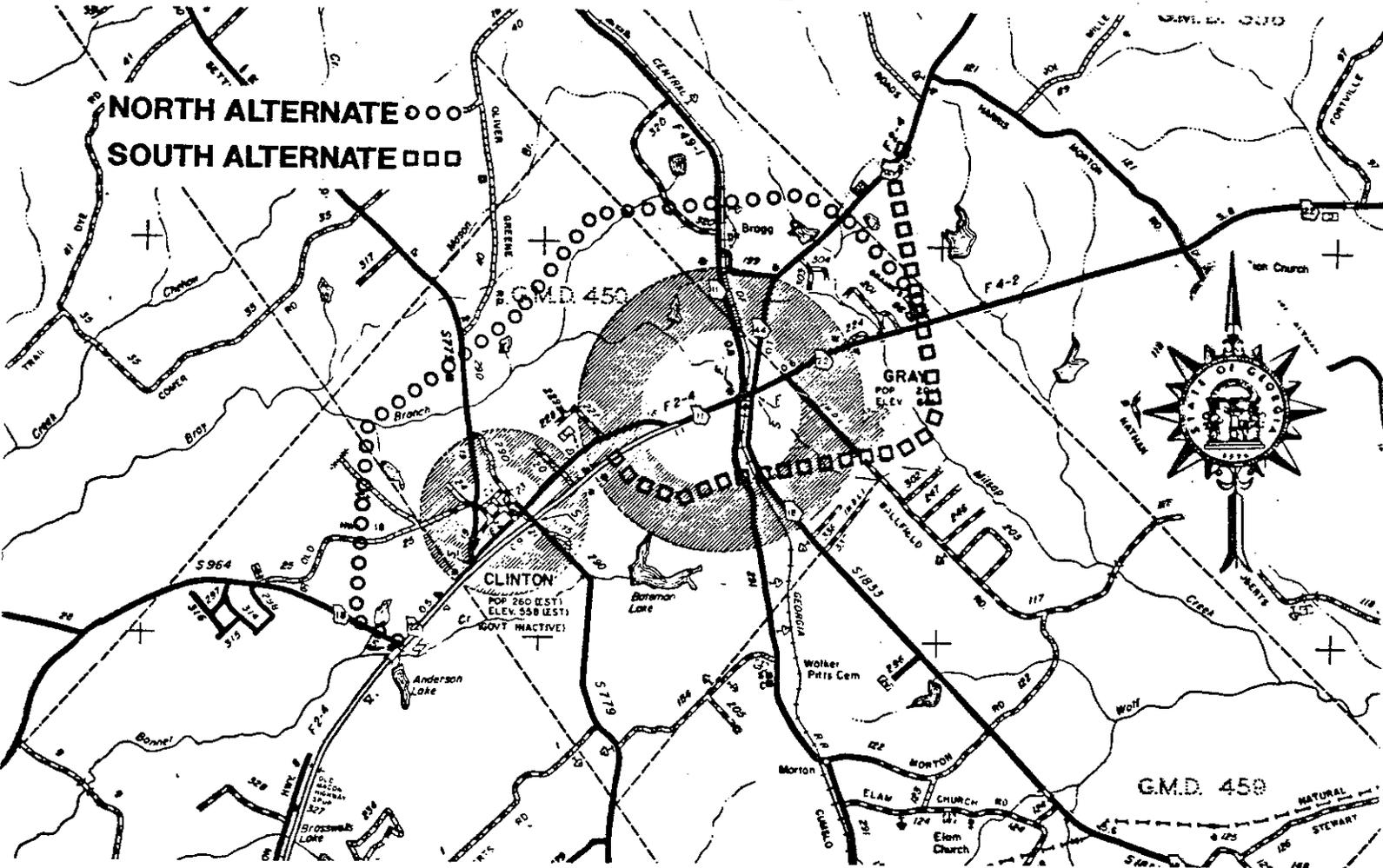
c: David Studstill

OFFICE OF ENVIRONMENT/LOCATION

PROJECT CONCEPT REPORT



Project Number: STP-004-2 (31)
County: JONES
P.I. Number: 322540
Federal Route Number: F2-4/F4-2
State Route Number: S.R.22/S.R.44



RECOMMENDATION FOR APPROVAL:

DATE 7/30/92

[Signature]
STATE ENVIRONMENTAL/LOCATION ENGINEER

DATE _____

STATE ROAD AND AIRPORT DESIGN ENGINEER

DATE _____

STATE TRAFFIC AND SAFETY ENGINEER

DATE _____

STATE BRIDGE AND STRUCTURAL DESIGN ENGINEER

DATE _____

DISTRICT ENGINEER/ THOMASTON

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE STP 004-2(31), JONES COUNTY OFFICE Environment/Location
P.I. No. 322540
DATE August 3, 1992
FROM *David E. Studstill*
David E. Studstill, P.E., State Environmental/Location Engineer
TO Robert Humphrey, Project Review Engineer

SUBJECT **Concept Report - S.R. 22 Gray Bypass**

In accordance with the Plan Development Process, the concept report for the above project is attached for your review and processing.

DES/FRM

Attachment

cc: C. Wayne Hutto
Roland Hinners
Ronald Colvin
Paul Liles
Van Etheridge/Thomaston District



DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE STP-004-2 (31) Jones OFFICE Thomaston
P.I. No. 322540
Gray Bypass DATE August 10, 1992

FROM D. V. Etheridge, P.E., District Engineer *DVE*

TO Robert E. Humphrey, P.E., Project Review Engineer

SUBJECT CONCEPT REPORT REVIEW

Attached is the signed cover sheet for the Concept Report on the above project. After our district review, we have found this report satisfactory.

JAL:EJW

Attachment

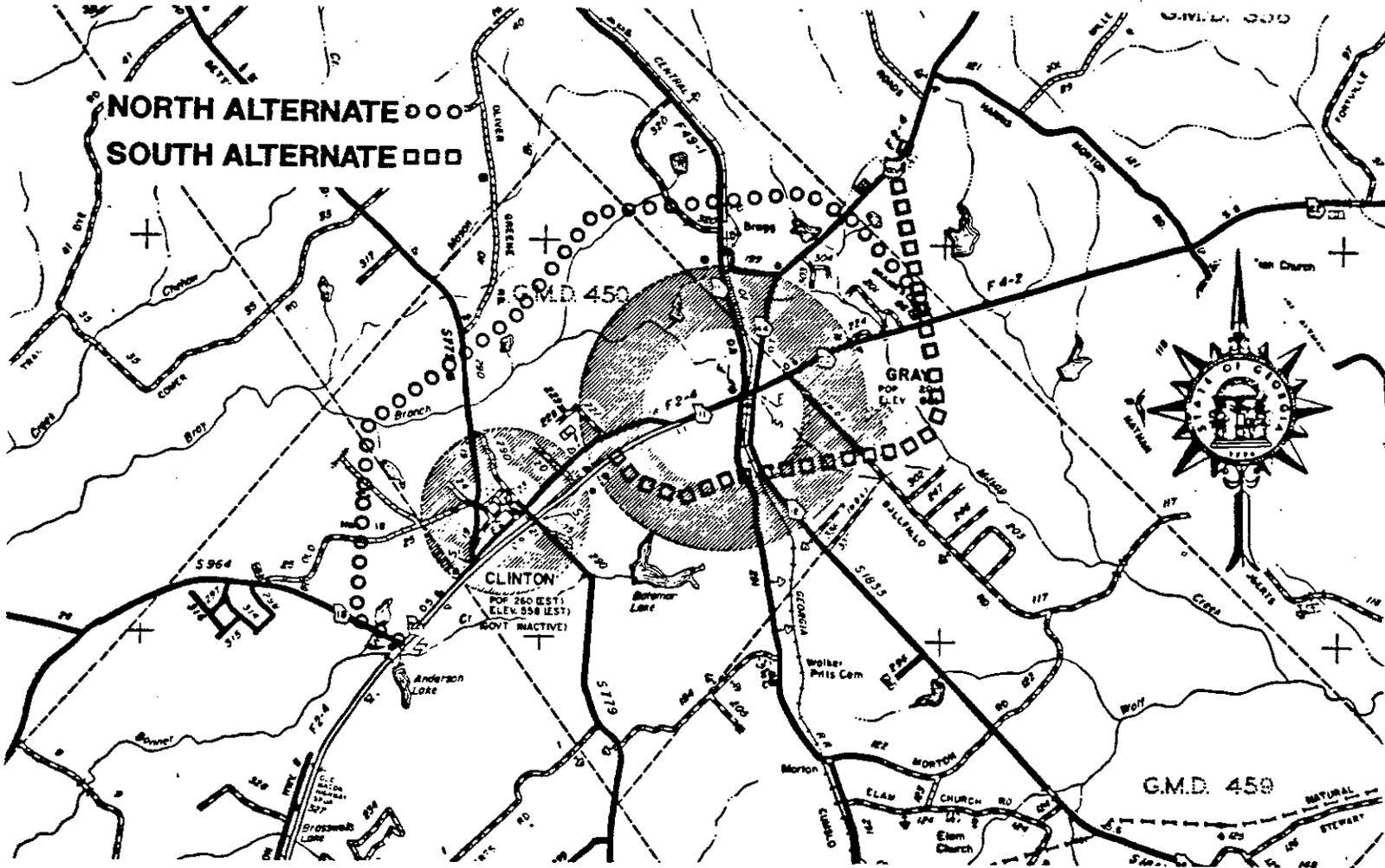


OFFICE OF ENVIRONMENT/LOCATION

PROJECT CONCEPT REPORT



Project Number: STP-004-2 (31)
 County: JONES
 P.I. Number: 322540
 Federal Route Number: F2-4/F4-2
 State Route Number: S.R.22/S.R.44



RECOMMENDATION FOR APPROVAL:

7/30/92
 DATE

[Signature]
 STATE ENVIRONMENTAL/LOCATION ENGINEER

DATE

STATE ROAD AND AIRPORT DESIGN ENGINEER

8/14/92
 DATE

[Signature]
 STATE TRAFFIC AND SAFETY ENGINEER

DATE

STATE BRIDGE AND STRUCTURAL DESIGN ENGINEER

DATE

DISTRICT ENGINEER/ THOMASTON

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE STP-004-2 (31), Jones County
P.I. No. 322540

OFFICE Atlanta, Georgia

DATE August 12, 1992

FROM *RC* Ron Colvin, P.E., State Traffic and Safety Engineer

TO Robert E. Humphrey, P.E., Project Review Engineer

SUBJECT Project Concept Report Review

We have reviewed the concept report on the above project for the proposed two lane bypass of S.R. 22 around Gray either to north or the south of the downtown area. We believe either the northern or the southern bypass will improve safety by relieving congestion in the downtown area. We therefore find this report satisfactory for approval.

RC:CKE:ds
Attachment (signature page)
cc: David Studstill
Van Etheridge

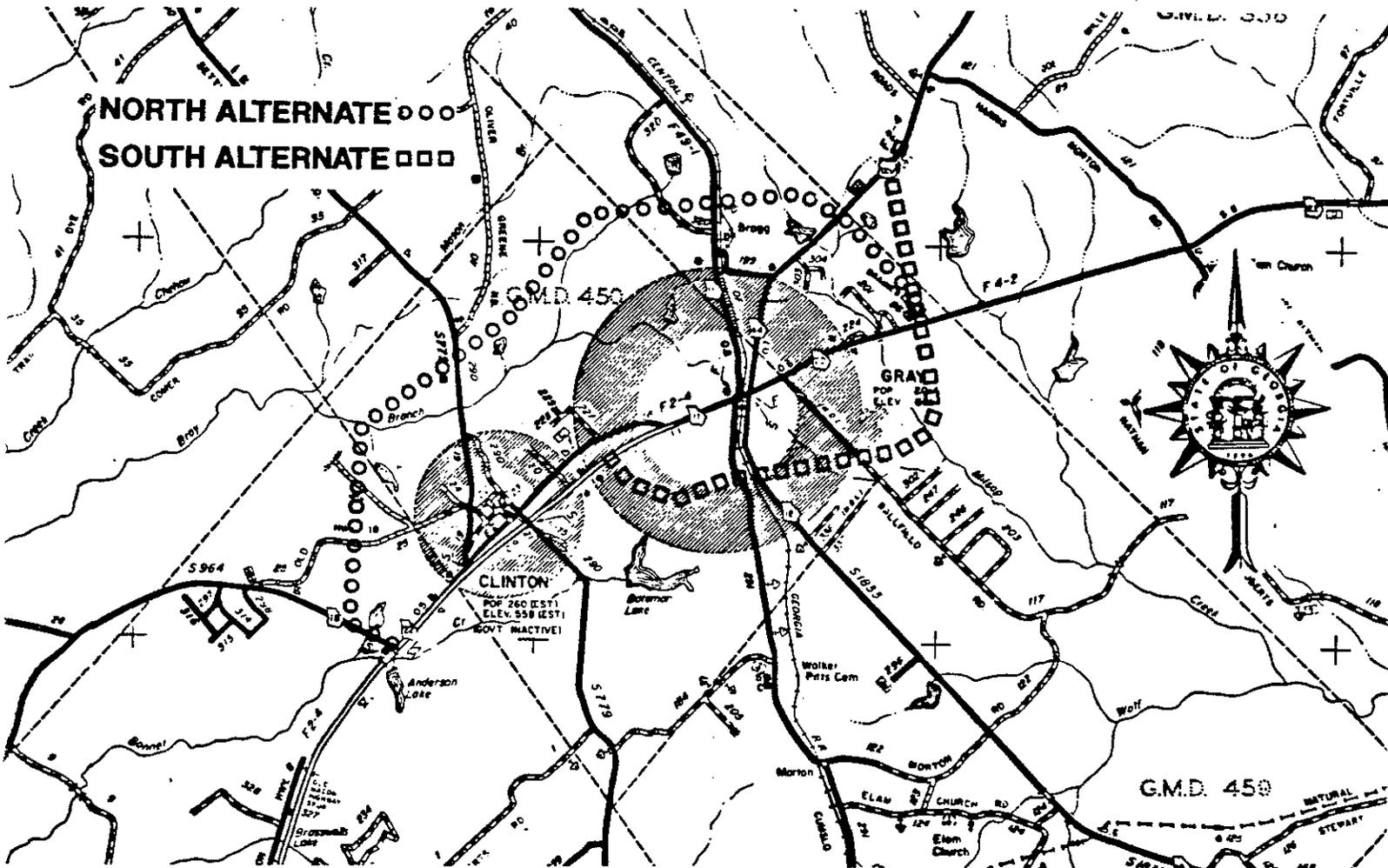


OFFICE OF ENVIRONMENT/LOCATION

PROJECT CONCEPT REPORT



Project Number: STP-004-2 (31)
 County: JONES
 P.I. Number: 322540
 Federal Route Number: F2-4/F4-2
 State Route Number: S.R.22/S.R.44



RECOMMENDATION FOR APPROVAL:

7/30/92
 DATE

 DATE

 DATE

8/18/92
 DATE

 DATE

[Signature]
 STATE ENVIRONMENTAL/LOCATION ENGINEER

 STATE ROAD AND AIRPORT DESIGN ENGINEER

 STATE TRAFFIC AND SAFETY ENGINEER

Paul V. Giles Jr.
 STATE BRIDGE AND STRUCTURAL DESIGN ENGINEER

 DISTRICT ENGINEER/ THOMASTON

PROJECT CONCEPT REPORT

DATE: JULY 22, 1992

PROJECT NUMBER: STP 004-2(31)

COUNTY: JONES

PROJECT NAME: GRAY BYPASS

P.I. NUMBER: 322540

U.S. ROUTE NO: US 129

STATE ROUTE NO: SR 22,18,11,& 44

LOCATION

NORTH ALTERNATE: BEGINS AT THE INTERSECTION OF SR 18/ SR 22 SOUTH OF CLINTON, AND PROCEEDS TO THE NORTHEAST ON NEW LOCATION CROSSING SR 11 AND US 129 AND TURNS BACK TO THE SOUTHEAST BEFORE TYING INTO SR 22 EAST OF GRAY.

SOUTH ALTERNATE: BEGINS AT THE INTERSECTION OF JACKSON STREET AND SR 22 WEST SIDE OF GRAY AND CONTINUES ON NEW LOCATION TO THE SOUTHEAST, CROSSING SR 18 AND SR 22 BEFORE TYING INTO US 129 NORTHEAST OF GRAY.

TRAFFIC

	<u>CURRENT</u>		<u>PROJECTED</u>	
	<u>YEAR</u>	<u>AADT</u>	<u>YEAR</u>	<u>AADT</u>
NORTH ALT.	1995	3,900	2015	6,300
SOUTH ALT.	1995	4,500	2015	7,250

PDP CLASSIFICATION

FUNCTIONAL CLASSIFICATION

MAJOR NEW LOCATION

RURAL PRINCIPAL ARTERIAL

EXISTING TYPICAL SECTION

N/A

POSTED SPEED

MAX EXIST DEGREE OF CURVE

MAX EXIST GRADE

N/A

N/A

N/A

EXISTING MAJOR STRUCTURES

<u>P.RTG</u>	<u>S.RTG</u>	<u>FEATURES INTERSECTED</u>	<u>No. BARRELS</u>	<u>HEIGHT</u>	<u>WIDTH</u>	<u>LENGTH</u>
N/A	N/A	CULVERT AT BONNER CK. TRIBUTARY/SR 18	1	7	X 6	62'

PROJECT CONCEPT REPORT

PROJECT NUMBER: STP 004-2(31)

PROJECT NEED: To relieve traffic congestion in downtown Gray on SR 22. The alternative to a bypass would be to widen existing SR 11/SR 22 to a four lane section with a continuous turn lane. This would be too disruptive in displacements and impacts.

PROPOSED TYPICAL SECTION

RURAL 2 LANES ON A MINIMUM OF 100' OF RIGHT OF WAY.

DESIGN SPEED	MAX DEGREE OF CURVE	MAX GRADE
55 MPH	ALLOWABLE: 5°15'	ALLOWABLE: 4.5%
	PROPOSED: 4°15'	PROPOSED: 2.7%

MAJOR STRUCTURES

NORTH ALTERNATE: EXTEND SINGLE 7 x 6 BRIDGE CULVERT AT BONNER CREEK TRIBUTARY / SR 18

PROPOSE DOUBLE 10 x 8 BRIDGE CULVERT AT BRAY BRANCH WEST OF CR 290

PROPOSE SINGLE 6 x 6 BRIDGE CULVERT AT BRAY BRANCH WEST OF CR 320

SOUTH ALTERNATE: PROPOSE SINGLE 10 x 10 BRIDGE CULVERT AT MILSAP CREEK

TYPE ACCESS: BY PERMIT

TRAFFIC CONTROL DURING CONSTRUCTION: TRAFFIC WILL BE MAINTAINED ON EXISTING CROSS ROADS BY USE OF STAGED CONSTRUCTION AND DETOURS AS NECESSARY

ESTIMATED COST:

	NORTH ALTERNATE	SOUTH ALTERNATE
CONSTRUCTION:	\$ 4,494,000	\$ 3,228,000
E&C (10%):	\$ 449,000	\$ 323,000
INFLATION:	\$ 507,000	\$ 364,000
	2 yrs at 5% per yr	2 yrs at 5% per yr
RIGHT-OF-WAY:	\$ 686,000	\$ 1,716,000
ACQUIRED BY:	D.O.T.	D.O.T.
UTILITIES:	\$ 150,000	\$ 150,000
ADJUSTED BY:	LGPA TO BE REQUESTED	LGPA TO BE REQUESTED
TOTAL CONST. COST:	\$ 6,286,000	\$ 5,781,000

PROJECT CONCEPT REPORT

PROJECT NUMBER: STP 004-2(31)

NORTH ALTERNATE

SOUTH ALTERNATE

DISPLACEMENTS: 1 RESIDENT, 2 MOBILE HOMES

6 RESIDENTS, 2 MOBILE HOMES

LENGTH: 5.6 miles

3.9 miles

LEVEL OF PUBLIC INVOLVEMENT: AN INFORMATIONAL MEETING IS RECOMMENDED AND A PUBLIC HEARING WILL BE HELD

TIME SAVING PROCEDURES APPROPRIATE: NO

DESIGN VARIATIONS REQUIRED: NONE AT THIS TIME

LEVEL OF ENVIRONMENTAL ANALYSIS: AN "EA" WILL BE PREPARED

OTHER PROJECTS IN AREA: NONE

CONCEPT TEAM MEETING DATE: MAY 14, 1992

LOCATION INSPECTION DATE: NONE SCHEDULED

PERMITS REQUIRED: COE 404 (NORTH ALT. 2 AC. HYDRIC SOILS, SOUTH ALT. 1 AC. HYDRIC SOIL)

UNDERGROUND STORAGE TANKS: NONE KNOWN, INVESTIGATION HAS BEEN REQUESTED

HAZARDOUS WASTE SITES: - NONE KNOWN OF AT THIS TIME

OTHER ALTERNATES CONSIDERED: 1) NORTH ALT. 4 LANE 44' MEDIAN. ELIMINATED DUE TO LOW TRAFFIC

2) SOUTH ALT. 4 LANE 44' MEDIAN. ELIMINATED DUE TO LOW TRAFFIC.

3) SOUTH ALT. RECOMMENDED BY LOCALS. ELIMINATED DUE TO LENGTH AND INDIRECTION.

COMMENTS: 1) BOTH NORTH AND SOUTH ALTERNATES HAVE A PROPOSED AT GRADE RAILROAD CROSSING.

a. HAZARD INDEX WITH SIGNS 5.2 AND WITH G,L, & B 1.5. b. 2 trains per day.

2) AN INFORMATION MEETING IS RECOMMENDED TO BE SCHEDULED AFTER CONCEPT APPROVAL. IT IS

ALSO RECOMMENDED THAT A NORTH ALTERNATIVE, A SOUTH ALTERNATIVE, AND A THROUGH TOWN

ALTERNATIVE BE SHOWN AT THE INFORMATION MEETING.

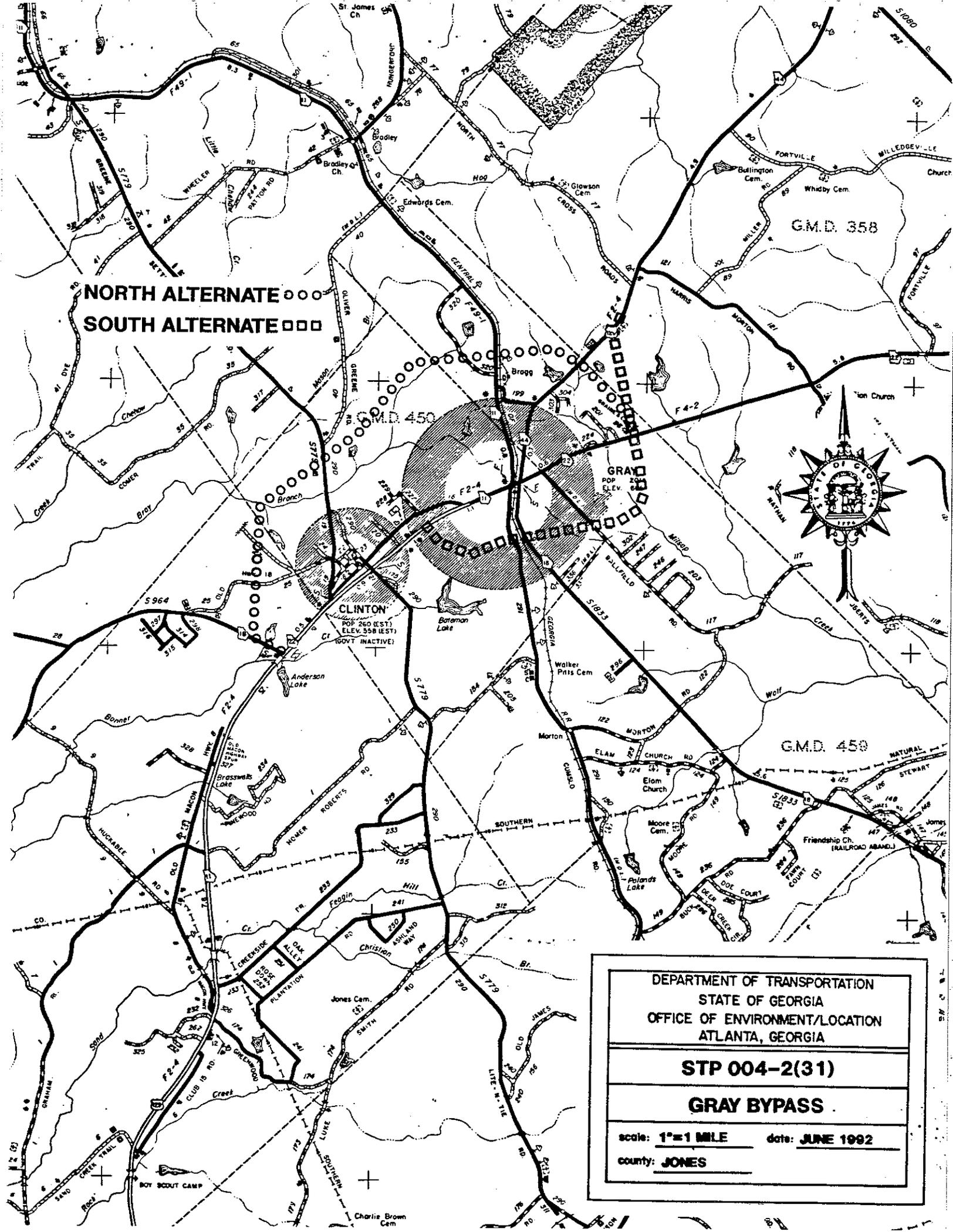
ATTACHMENTS: COUNTY STRIP MAP

PROJECT DESCRIPTION

TYPICAL SECTIONS

COST ESTIMATE

CONCEPT MEETING MINUTES



NORTH ALTERNATE ○○○○
SOUTH ALTERNATE □□□□

G.M.D. 450

G.M.D. 358

G.M.D. 450

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

STP 004-2(31)

GRAY BYPASS

scale: 1"=1 MILE date: JUNE 1992

county: JONES

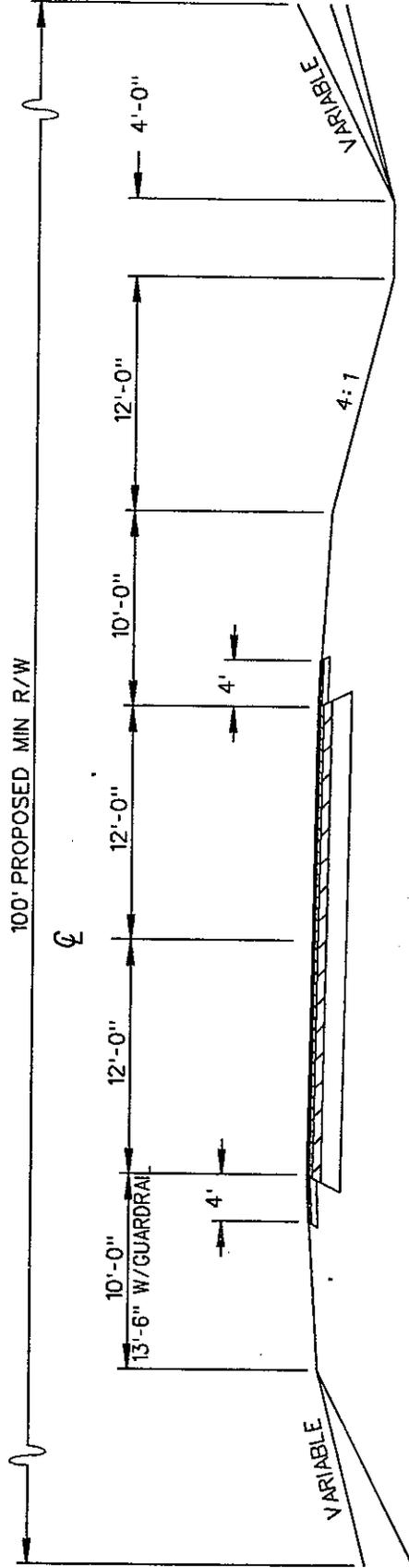
PROJECT DESCRIPTION

Project STP 004-2(31), Jones County, P.I.No. 322540, is proposed to bypass downtown city of Gray. The proposed bypass is a rural two lane facility on a minimum of 100 foot of right-of-way. There is a North and a South Alternate.

NORTH BYPASS: Begins at the intersection of SR 18 with SR 22, southwest of Clinton. It proceeds northwest on SR 18 for 700 feet before going on new location. The alignment then continues in a northeasterly direction crossing CR 25/Old Hwy 18, CR 27, CR 290/Green Settlement Road, CR 320/Weidner Road, SR 11, Central Georgia R.R., all at grade crossings. It then turns and proceeds in a southeasterly direction crossing US 129/SR 44 at grade and ties into SR 22 east of Gray. The length of this alternate is 5.6 miles.

SOUTH BYPASS: Begins at the intersection of US 129/SR 22 at Jackson Street, approximately 0.2 mile west of CR 18/Old Clinton Road. It proceeds southeasterly on new location, then turns easterly crossing CR 291/ Railroad Street, Central Georgia R.R., SR 18/James Street, and CR 117/ Turnerwood Road, all at grade crossings. It then turns to a northerly direction crossing SR 22 at grade east of Gray before tying back into US 129/SR 44 0.4 mile south of CR 77/North Cross Road. The length of this alternate is 3.9 miles.

F.R.M.



TYPICAL CROSS SECTION
 STP-004-2(31), JONES COUNTY

NOT TO SCALE

PRELIMINARY COST ESTIMATE

OFFICE OF ENVIRONMENT/LOCATION

P. I. NO: 322540

DATE: 06-15-1992

PROJECT NO: STP 004-2(31)

PROJECT NAME: NORTH GRAY BYPASS

COUNTY: JONES

PROJECT DESCRIPTION: FROM THE SR 18/SR 22 INTERSECTION SOUTH OF CLINTON TO THE NORTHEAST ON NEW LOCATION CROSSING R 11 & SR 44 TYING BACK INTO SR 22 EAST OF GRAY.

PROJECT LENGTH: 5.630 MILES

SECTION LENGTH: 5.630 MILES

TYPICAL SECTION:

RURAL NEW LOCATION-2-LANES WITH 24' PAV'T

Minimum R/W = 100 ft

EXISTING ROADWAY (If Applicable): SR 18

TRAFFIC:

INITIAL DESIGN YEAR: 1995

DAILY VOLUME (AADT): 3,900

FINAL DESIGN YEAR: 2015

DAILY VOLUME (AADT): 6,300

FEASIBILITY STUDY PRE-PROGRAMMING PROCESS PROGRAMMING PROCESS

COMMENTS: _____

PREPARED BY: LENOR MCLEAN

PROJECT COSTS

A. RIGHT-OF-WAY

- 1. PROPERTY (Land and Easements)
- 2. DISPLACEMENTS
- 3. OTHER COST

\$ _____ 0
\$ _____ 0
\$ _____ 0

SUBTOTAL \$ _____ 0

B. REIMBURSABLE UTILITIES

- 1. RAILROAD
- 2. TRANSMISSION LINES
- 3. SERVICES

\$ _____ 150,000
\$ _____ 0
\$ _____ 0

SUBTOTAL \$ _____ 150,000

C. MAJOR STRUCTURES

- 1. WALLS

\$ _____ 0

- 2. BRIDGE STREAM CROSSING

\$ _____ 0

- 3. BRIDGE OVER/UNDERPASS

\$ _____ 0

- 4. BOX CULVERTS

box culverts

\$ _____ 173,000

SUBTOTAL \$ _____ 173,000

D. GRADING AND DRAINAGE

1. EARTHWORK

- a. UNCLASSIFIED EXCAVATION SOIL

410,900 CY @ \$1.80

\$ _____ 740,000

- b. UNCLASSIFIED EXCAVATION ROCK

0 CY @ \$4.00

\$ _____ 0

- c. BORROW EXCAVATION

0 CY @ \$3.00

\$ _____ 0

2. DRAINAGE

- a. MINOR DRAINAGE (INCLUDING CROSS DRAIN PIPES & LONGITUDINAL SYSTEM)

5.630 MILES @ \$27,000

\$ _____ 152,000

- b. CURB AND GUTTER

0 LF @ \$8.22

\$ _____ 0

SUBTOTAL \$ _____ 892,000

PROJECT COSTS

con't.

E. BASE AND PAVING

1. GRADED AGGREGATE BASE

12.00" -- 61,831 T @ \$10.27 \$ 635,000

2. ASPHALT PAVING

a. ASPHALTIC CONCRETE "E"

1.50" -- 7,977 T @ \$28.50 \$ 227,000

b. ASPHALTIC CONCRETE "B"

2.00" -- 10,635 T @ \$27.31 \$ 290,000

c. ASPHALTIC CONCRETE BASE

4.00" -- 18,232 T @ \$26.75 \$ 488,000

d. BITUMINOUS TACK COAT

8,269 G @ \$0.78 \$ 6,000

3. CONCRETE PAVING

\$ 0

4. OTHER PAVING

\$ 165,000

SUBTOTAL \$ 1,811,000

F. LUMP ITEMS

1. TRAFFIC CONTROL

\$ 30,000

2. CLEARING AND GRUBBING

68 ACRES @ \$4,700 \$ 321,000

3. LANDSCAPING

5.630 MILES @ \$12,000 \$ 68,000

4. EROSION CONTROL

5.630 MILES @ \$15,000 \$ 84,000

5. DETOURS (INCL. TEMP. BRIDGES)

\$ 103,000

SUBTOTAL \$ 606,000

G. MISCELLANEOUS

1. SIGNING/STRIPING

5.630 MILES @ \$10,000 \$ 56,000

2. GUARDRAIL

3,640 LF @ \$9.87 + 20 Anchors @ \$812.00 \$ 52,000

3. OTHER

5.630 MILES @ \$65,100 \$ 367,000

SUBTOTAL \$ 475,000

H. SPECIAL FEATURES

road tie-ins 7 at 700000 per mile \$ 537,000

ESTIMATE SUMMARY

		SECTION COST (per mile)
A. RIGHT-OF-WAY.....	\$ 0	\$ 0
B. REIMBURSABLE UTILITIES.....	\$ 150,000	\$ 27,000

CONSTRUCTION COST SUMMARY

C. MAJOR STRUCTURES.....	\$ 173,000	
D. GRADING AND DRAINAGE.....	\$ 892,000	
E. BASE AND PAVING.....	\$ 1,811,000	
F. LUMP ITEMS.....	\$ 606,000	
G. MISCELLANEOUS.....	\$ 475,000	
H. SPECIAL FEATURES.....	\$ 537,000	
SUBTOTAL CONSTRUCTION COST.....	\$ 4,494,000	\$ 798,000
E. & C. (10%).....	\$ 449,000	
INFLATION... 2 yr(s) @ 5% per year	\$ 507,000	
TOTAL CONSTRUCTION COST.....	\$ 5,450,000	\$ 968,000
GRAND TOTAL CONSTRUCTION COST	\$ 5,600,000	\$ 995,000

RURAL NEW LOCATION-2-LANES WITH 24' PAV'T

PRELIMINARY COST ESTIMATE

OFFICE OF ENVIRONMENT/LOCATION

P.I. NO: 322540

DATE: 06-18-1992

PROJECT NO: STP 004-2-(31)

PROJECT NAME: SOUTH GRAY BYPASS

COUNTY: JONES

PROJECT DESCRIPTION: FROM US129/SR22 AT JACKSON STREET INTERSECTION TO
THE SOUTH OF SR22 ON NEW LOCATION ON CROSSING SR118 AND SR22 EAST OF GRAY
TYING INTO US 129 .4 MILE SOUTH OF CR77/NORTH CROSS ROAD

PROJECT LENGTH: 3.900 MILES

SECTION LENGTH: 3.940 MILES

TYPICAL SECTION:

RURAL NEW LOCATION-2-LANES WITH 24' PAV'T

Minimum R/W = 100 ft

EXISTING ROADWAY (If Applicable): _____

TRAFFIC:

INITIAL DESIGN YEAR: 1995

DAILY VOLUME (AADT): 4,500

FINAL DESIGN YEAR: 2015

DAILY VOLUME (AADT): 7,250

() FEASIBILITY STUDY (X) PRE-PROGRAMMING PROCESS () PROGRAMMING PROCESS

COMMENTS: _____

PREPARED BY: CARLOS

PROJECT COSTS

A. RIGHT-OF-WAY

1. PROPERTY (Land and Easements)	\$ 0
2. DISPLACEMENTS	\$ 0
3. OTHER COST	\$ 0

SUBTOTAL \$ 0

B. REIMBURSABLE UTILITIES

1. RAILROAD	\$ 150,000
2. TRANSMISSION LINES	\$ 0
3. SERVICES	\$ 0

SUBTOTAL \$ 150,000

C. MAJOR STRUCTURES

1. WALLS	\$ 0
----------	------

2. BRIDGE STREAM CROSSING	\$ 0
---------------------------	------

3. BRIDGE OVER/UNDERPASS	\$ 0
--------------------------	------

4. BOX CULVERTS	\$ 193,000
<u>10X10 BX CUL STA12650 60IN RCP STA9200 72IN RCP STA3050</u>	

SUBTOTAL \$ 193,000

D. GRADING AND DRAINAGE

1. EARTHWORK

a. UNCLASSIFIED EXCAVATION SOIL	\$ 437,000
242,600 CY @ \$1.80	
b. UNCLASSIFIED EXCAVATION ROCK	\$ 0
0 CY @ \$0.00	
c. BORROW EXCAVATION	\$ 0
0 CY @ \$0.00	

2. DRAINAGE

a. MINOR DRAINAGE (INCLUDING CROSS DRAIN PIPES & LONGITUDINAL SYSTEM)	\$ 106,000
3.940 MILES @ \$27,000	
b. CURB AND GUTTER	\$ 0
0 LF @ \$8.22	

SUBTOTAL \$ 543,000

PROJECT COSTS

con't.

E. BASE AND PAVING

1. GRADED AGGREGATE BASE	\$ 410,000
11.00" -- 39,942 T @ \$10.27	
<hr/>	
2. ASPHALT PAVING	
a. ASPHALTIC CONCRETE "E"	\$ 159,000
1.50" -- 5,582 T @ \$28.50	
b. ASPHALTIC CONCRETE "B"	\$ 203,000
2.00" -- 7,443 T @ \$27.31	
c. ASPHALTIC CONCRETE BASE	\$ 427,000
5.00" -- 15,949 T @ \$26.75	
d. BITUMINOUS TACK COAT	\$ 5,000
6,503 G @ \$0.78	
<hr/>	
3. CONCRETE PAVING	\$ 0
<hr/>	
4. OTHER PAVING	\$ 120,000
<hr/>	
SUBTOTAL	\$ 1,324,000

F. LUMP ITEMS

1. TRAFFIC CONTROL	\$ 40,000
<hr/>	
2. CLEARING AND GRUBBING	\$ 224,000
48 ACRES @ \$4,700	
<hr/>	
3. LANDSCAPING	\$ 47,000
3.940 MILES @ \$12,000	
<hr/>	
4. EROSION CONTROL	\$ 59,000
3.940 MILES @ \$15,000	
<hr/>	
5. DETOURS (INCL. TEMP. BRIDGES)	\$ 0
<hr/>	
SUBTOTAL	\$ 370,000

G. MISCELLANEOUS

1. SIGNING/STRIPING	\$ 39,000
3.940 MILES @ \$10,000	
<hr/>	
2. GUARDRAIL	\$ 39,000
2,600 LF @ \$9.87 + 16 Anchors @ \$812.00	
<hr/>	
3. OTHER	\$ 256,000
3.940 MILES @ \$65,100	
<hr/>	
SUBTOTAL	\$ 334,000

H. SPECIAL FEATURES

ROAD TIE INS	\$ 464,000
<hr/>	

ESTIMATE SUMMARY

SECTION COST
(per mile)

A. RIGHT-OF-WAY.....	\$	0	\$	0
B. REIMBURSABLE UTILITIES.....	\$	150,000	\$	38,000

CONSTRUCTION COST SUMMARY

C. MAJOR STRUCTURES.....	\$	193,000		
D. GRADING AND DRAINAGE.....	\$	543,000		
E. BASE AND PAVING.....	\$	1,324,000		
F. LUMP ITEMS.....	\$	370,000		
G. MISCELLANEOUS.....	\$	334,000		
H. SPECIAL FEATURES.....	\$	<u>464,000</u>		
SUBTOTAL CONSTRUCTION COST.....	\$	3,228,000	\$	819,000
E. & C. (10%).....	\$	323,000		
INFLATION... <u>2 yr(s) @ 5% per year</u>	\$	<u>364,000</u>		
TOTAL CONSTRUCTION COST.....	\$	3,915,000	\$	994,000

GRAND TOTAL CONSTRUCTION COST \$ 4,065,000 \$ 1,032,000

RURAL NEW LOCATION-2-LANES WITH 24' PAV'T

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE Gray Bypass OFFICE Environment/Location
Jones County
David E. Studstill DATE May 28, 1992
FROM David E. Studstill, P.E., State Environmental/Location Engineer
TO Distribution Below
SUBJECT Concept Team Meeting Minutes - Gray Bypass

A concept team meeting for the above project was held on Thursday, May 14, 1992 at 2:00 p.m. in the conference room of the Office of Environment/Location. Representing the Local Officials were: State Representative, Kenneth W. Birdsong; County Commissioners, G.B. Moore, David Wallace, and Corbin C. Roberts; Mayor of Gray, James C. Roberts; and City of Eatonton, Charles C. Corbin, Jr. Utilities representatives present were: Marie Piper, Southern Bell; Daniel W. Lindsey, Georgia Power Co.; and Keith Kilgore, GTE. Those attending the meeting from D.O.T. were: David Studstill, Jerry Hobbs, Fred Matheny, Lenor McLean, Bascombe Hughes of the Environment/Location Office; Dell Clipper of Traffic and Safety; Robert Sammons of R/W; Mike Gannaway and John Bishop of Road Design; Percy Middlebrooks of Programming; Herb Sutherland of Planning. The Thomaston District D.O.T. were represented by; Van Etheridge, District Engineer; Joe Leoni, Pre-Construction Engineer; Brent Story of Scheduling; Gene Goins of Utilities; Marvin Helms of Environmental; and Kenneth Reeves of Traffic and Safety.

The meeting was opened by Fred Matheny and everyone introduced themselves. It was explained the the project resulted from a study to improve SR 22 through Gray. The proposed concept is to bypass Gray to the south. The project was described in detail and the floor was opened for questions and comments.

Description: The project is a proposed rural four lane facility with a forty four foot median on a minimum of 200 foot R/W. It begins at the intersection of Jackson Street with US 129/SR 22 approximately 0.2 mile west of CR 18/Old Clinton Road. It proceeds on new location to the southeast for one half mile before turning in a easterly direction crossing Railroad St./CR 231, Central Georgia Railroad, James St./SR 18, and Turnerwood Road/CR 117. It then turns in a north direction tying back into SR 22 east of Gray. The length of the proposed concept is 2.8 miles. The design speed is 55 m.p.h. and it will be partial control access. The railroad crossing is proposed to be at grade with a train count of two trains per day. The displacements are eight residents and one pond. The design traffic for the year 2015 is 4350 AADT.

(Cont'd)

Concept Team Meeting Minutes
Gray Bypass
May 28, 1992
Page 3

D.O.T.

1. What is the concrete box that is on our alignment between Railroad Street and the railroad? It is a sewage pump station that has been eliminated from the system. It should not present a problem.
2. There is a shopping center under way at the begin termini. Foundations have already been poured.
3. Does the vertical and horizontal alignment work? Yes. The vertical and horizontal alignment meet the design standards.
4. Need to look at the possibility of narrowing the median down at the intersection of the end termini with SR 22 since it ties into a two lane section. The desirable way would be to improve the existing SR 22 on both sides of the proposed intersection.
5. The through town alternate has been mapped, but mapping for the south bypass will have to be scheduled.
6. Why are we constructing four lanes instead of 2 lanes on 4 lanes of R/W? The Department's policy at this time is to build 4 lanes on 4 lanes of R/W.
7. If we were to extend the south bypass to US 129 it would only be 1000 feet longer than a north bypass study line.
8. What is the difference in traffic if we extend the south bypass to US 129? There is not a traffic analysis at this time for the section from SR 22 to US 129.
9. There are approximately two acres of wetlands impacted, There are no known historical structures impacted.

Since this Concept Team Meeting was held the Department Policy for two lanes has been clarified. The policy to build four lanes and not two lanes on four lanes of R/W is true for GRIP Projects and EDS Projects. Because of the traffic projections we will be recommending a two lane facility.

Distribution: Wayne Hutto
Ronald Collins/ Attn: Warren Bailey
Frank Golder
George Boulineau
Roland Hinners
Paul Liles
Ron Colvin
Robert Humphrey
Dudley Ellis
Don Welch
Toni Dunagan
Ron Brown
Wink Kirk
Van Etheridge/Thomaston District