

c

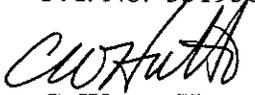
ORIGINAL TO GENERAL FILES

D.O.T. 66

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE STP-1438(2) Upson County **OFFICE** Preconstruction
P. I. No. 331950
DATE August 6, 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

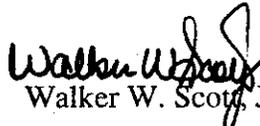
DISTRIBUTION:

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

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE STP-1438(2) Upson County **OFFICE** Preconstruction
P.I. No. 331950
DATE July 27, 1998

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

TO Wayne Shackelford, Commissioner

SUBJECT PROJECT CONCEPT REPORT

This project is the widening, reconstruction, and relocation of Delray Road (SR 425) from SR 3/US 19 east to SR 36 for a total of 7.868km. The present roadway serves as a east-west connector between SR 3/US 19 and SR 36. In addition, this route provides vital connectivity and access between SR 3/US 19 on the west and the Thomaston Upson County Industrial Area on the east at SR 36. The existing roadway consists of two, 3.6m lanes with 1.52m rural shoulders on a variable 18.28m to 24.38m of existing right-of-way. The existing major structures consist of a reinforced concrete bridge at Potato Creek and three corrugated metal pipe culverts. The base year traffic (2003) is 3,700 VPD and the design year traffic (2023) is 6,950 VPD. The posted speed and the design speed are 90km/h.

The proposed construction will provide two, 3.6m lanes with 2.4m rural shoulders on 46.0m to 56.0m of proposed right-of-way for a future four lane divided facility. The project will widen the existing shoulders, improve the existing horizontal and vertical alignments, and add left and right turn lanes on SR 3/US 19 at the intersection of Delray Road. Portions of the existing Delray Road have substandard vertical and horizontal alignment and will be reconstructed and/or relocated to meet 90km/h speed design. The existing bridge over Potato Creek will be retained (sufficiency rating 99.2). Three double 1,500.0mm corrugated metal pipe culverts will be replaced. Delray Road crosses the Central of Georgia Railroad at-grade. The hazard index would be 1.33 with the protection of bells, lights, and gates. Traffic will be maintained utilizing stage construction.

Environmental concerns include requiring a COE 404 permit; an Environmental Assessment will be prepared; possible 4f involvement; a public hearing is required; time saving procedures are not appropriate.

Wayne Shackelford

Page 2

STP-1438(2) Upson

July 27, 1998

The estimated costs for this project are:

	<u>PROPOSED</u>	<u>APPROVED</u>	<u>PROG DATE</u>	<u>LET DATE</u>
Construction (includes E&C and inflation)	\$3,763,000	\$1,230,000	2001	01-03
Right-of-Way	\$1,153,000			
Utilities*	-----			

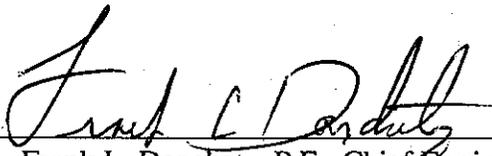
*Upson refused LGPA for right-of-way and utilities 5-5-98; City of Thomaston signed LGPA for public utilities 5-19-92.

The proposed project will improve the operational safety and capacity of Delray Road. I recommend this project concept be approved.

WWS:JDQ/cj

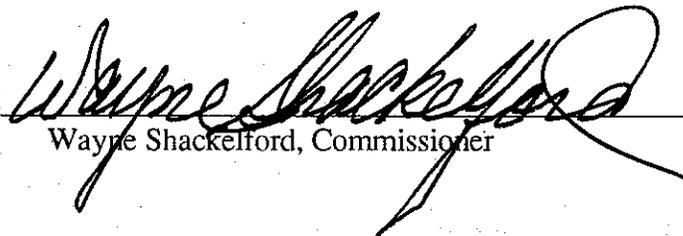
Attachment

CONCUR



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

APPROVE



Wayne Shackelford, Commissioner

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENTAL CORRESPONDENCE

FILE: STP-1438(2) Upson
P.I. Number 331950

OFFICE: Atlanta, Georgia

DATE: June 17, 1998

FROM: Bob Mustin, Project Review Engineer *DTM*

TO: C. Wayne Hutto, Assistant Director of Preconstruction

SUBJECT: PROJECT CONCEPT REPORT

RECEIVED
JUN 19 1998
PRECONSTRUCTION

We have reviewed the concept report submitted June 14, 1998 by the letter from Joe Street dated June 3, 1998 and have no comment.

The estimated costs for the project are as follows:

Construction	\$ 2,862,000
Inflation	\$ 429,000
E & C	\$ 329,000
Preliminary Engineering	\$ 143,000
Right of Way	\$ 1,153,000 (LGPA)
Reimbursable Utilities	\$? (LGPA)

DTM

c: Joe Street – Attention: Bill Rountree

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF ROAD AND AIRPORT DESIGN

PROJECT CONCEPT REPORT

**STP-1438(2)
P.I. NO. 331950
UPSON COUNTY**

FEDERAL ROUTE NO: none
STATE ROUTE NO: none
GADOT P.I. NO: 331950

Date of Report: June 3, 1998

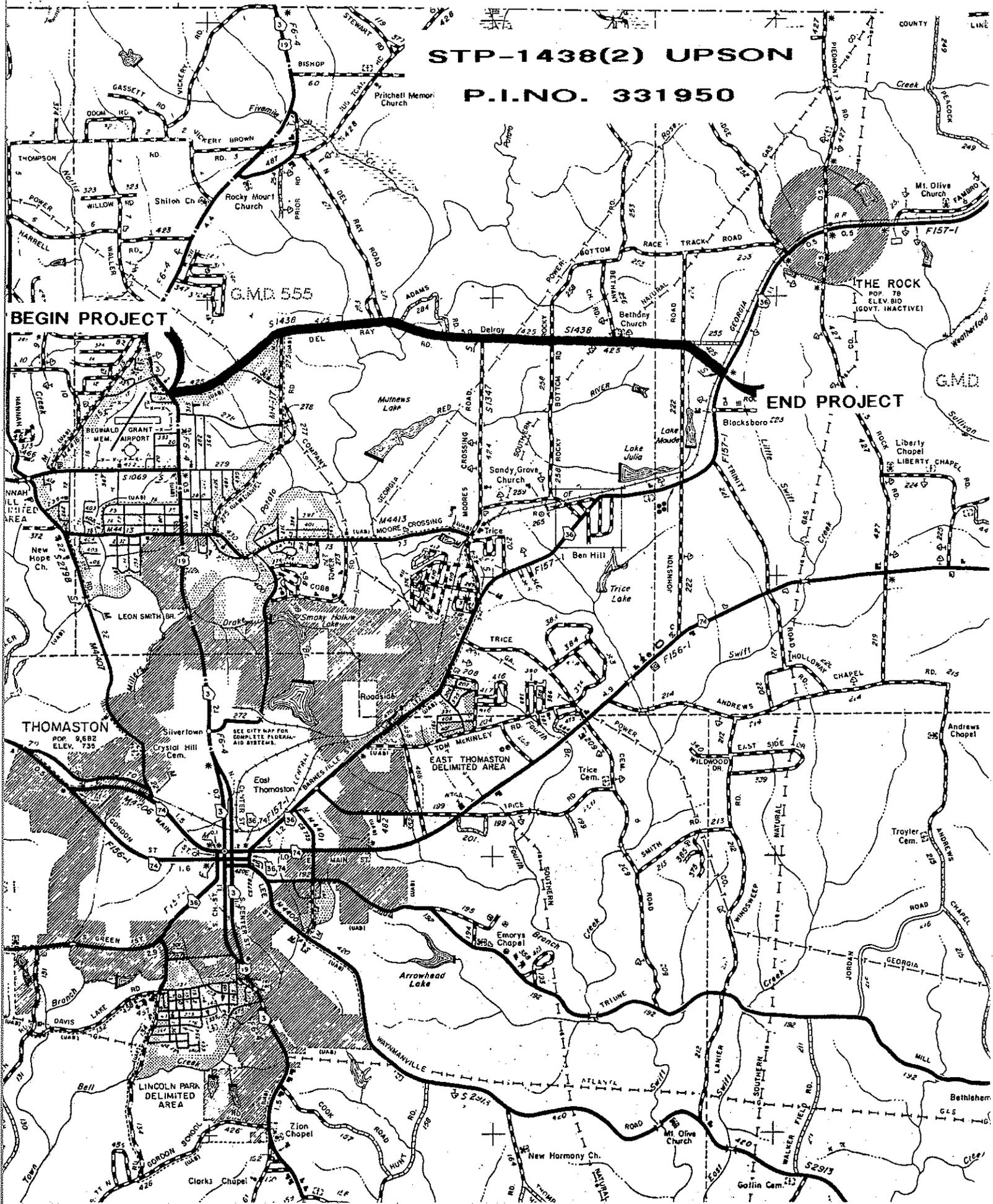
RECOMMENDATION FOR APPROVAL

DATE	State Transportation Planning Administrator
DATE	State Transportation Programming Engineer
DATE	State Environmental / Location Engineer
DATE	State Road Design Engineer
6-10-98	
DATE	District Engineer / Thomaston
6-17-98	
DATE	Project Review Engineer
DATE	State Traffic Operations Engineer
DATE	State Bridge & Structural Engineer

PROJECT LOCATION SKETCH

STP-1438(2) UPSON

P.I.NO. 331950



BEGIN PROJECT

END PROJECT

THOMASTON
POP. 9,682
ELEV. 735

THE ROCK
POP. 78
ELEV. 810
(GOVT. INACTIVE)

EAST THOMASTON DELIMITED AREA

LINCOLN PARK DELIMITED AREA

G.M.D.

G.L.S.

June 3, 1998

PROJECT LOCATION & DESCRIPTION

STP-1438(2), known as the widening of Delray Road (CR 425), begins at SR 3 / US 19 in Upson County. The proposed concept adds left and right turn lanes on SR 3 / US 19 then proceeds east along Delray Road where it corrects 1.05 km of substandard vertical and horizontal alignment between Burnette Road and Daniel Road. The concept continues east along the existing road until it crosses Potato Creek where it will be realigned for approximately 0.77 km east of Potato Creek to avoid a UST site and minimize right-of-way impact. The project will continue east along the existing alignment until it reaches the new Thomaston / Upson County Airport where it will be realigned horizontally in order to minimize right-of-way impact on the airport. The concept proceeds east along the existing road where it crosses an existing Central of Georgia at grade Railroad crossing and then ends at SR 36. The concept also proposed to realign sections of substandard vertical alignment at various locations along Delray Road.

PROJECT LENGTH: Approximately 7.868 km

TRAFFIC

CURRENT		PROJECTED	
YEAR	AADT	YEAR	AADT
<u>2003</u>	<u>3700</u>	<u>2023</u>	<u>6950</u>
PDP CLASSIFICATION		FUNCTIONAL CLASSIFICATION	
Major		Rural Minor Collector	
NON-CA ()	CA ()	EXEMPT (X)	SF ()

PROJECT NEED & PURPOSE

The proposed project, STP-1438(2) involves 7.868 km of widening and reconstruction along Delray Road (CR 425) north of Thomaston. This route provides vital connectivity and access between SR 3 / US 19 on the west and the Thomaston Upson County Industrial area on the east at SR 36. The concept proposes a 2-lane road with turn lanes at various intersections. The purpose is to widen the existing shoulders, improve the existing horizontal and vertical alignments, and add left and right turn lanes on SR 3/ US 19 at the intersection of Delray Road and thereby improve the operational safety and capacity of the route. Improvements at the other intersections will also be considered during the design phase of the project.

EXISTING ROADWAY				
TYPICAL SECTION: 7.62 m Travelway 1.52 m grass shoulders	2 Lane Rural		Right of Way WIDTH	
			Varies 18.28 m to 24.38 m	
POSTED SPEED	MIN RADIUS OF CURVE		MAXIMUM GRADE	
90 km/hr	88 m		10 %	
MAJOR STRUCTURES				
FEATURE INTERSECTED / TYPE	LENGTH	WIDTH	PRIORITY RATING	SUFF. RATING
1. Reinforced concrete bridge at Potato Creek	64 m	21.19 m	0	99.2
2. Three double CM pipe culverts.	15.24 m	4.0 m	N/A	N/A
<p>1. The 64 m x 21.9 m Reinforced Concrete Bridge over Potato Creek (built in 1994 under project, STP-1438(1) Upson P.I.No. 370800) will NOT be widened or replace on this project.</p> <p>2. Three double 1500 mm corrugated metal pipe culverts will need to be replaced.</p>				
HAZARD INDEX: (At 3700 VPD) The Hazard Index would be 3.91 without bells, lights, and gates. With bells, lights, and gates the Hazard Index would be 1.33.				

PROPOSED ROADWAY				
WIDENING AND RECONSTRUCTION				
TYPICAL SECTION: Two lanes rural on Four Lanes of Right-of-Way 7.2 m Travelway with 2.4 m shoulders				
DESIGN SPEED	MIN RADIUS OF CURVE		MAX GRADE	
90 km/hr	Allowable	305 m	Allowable	7 %
	Proposed	305 m	Proposed	7 %
PROPOSED MAJOR STRUCTURES				
FEATURE INTERSECTED / TYPE	LENGTH	WIDTH	PRIORITY RATING	SUFF. RATING
2. Three double CM pipe culverts	15.24 m	4.0 m	N/A	N/A

PROPOSED RIGHT OF WAY				
RIGHT OF WAY WIDTH	PARCELS IMPACTED	DISPLACEMENTS		
Varies 46 m to 56 m	Approximately 51	RES: <u>4</u>	BUS: <u>0</u>	M.H.: <u>2</u>
TYPE OF ACCESS CONTROL: Access controlled by permit				

COORDINATION AND SCHEDULING	
CONCEPT TEAM MEETING DATE: March 2, 1998	
CONFORMS TO TIP/STIP: YES	
MEETS LOGICAL TERMINI REQUIREMENTS: YES	
P.A.R. MEETING: Not anticipated.	
LOCATION INSPECTION DATE: None held at this time.	
PERMITS REQUIRED (☑,COE,404,etc.): A nationwide 23 section 404 and possible 4f involvement is anticipated.	
LEVEL OF PUBLIC INVOLVEMENT: An Environmental assessment is anticipated.	
TIME SAVING PROCEDURES APPROPRIATE: NO	
OTHER PROJECT IN THE AREA: STP-1438(1) Upson P.I.No. 370800, NH-006-4(31) Upson P.I.No. 322920	
LOCAL GOVERNMENT COMMENTS: Upson County signed a LGPA for R/W & Utilities 4-3-92. The City of Thomaston signed a LGPA for Utilities 5-19-92. Since the project concept was not complete at that time, it is recommended that a new LGPA package submitted to the city and county.	
SCHEDULING CONSIDERATIONS	
TIME TO COMPLETE ENVIRONMENTAL:	12 MONTHS
TIME TO COMPLETE PRELIMINARY RD/RW PLANS:	12 MONTHS
TIME TO COMPLETE 404 PERMIT:	0 MONTHS
TIME TO COMPLETE FINAL CONSTRUCTION PLANS:	6 MONTHS
TIME TO BUY RIGHTS-OF-WAY:	18 MONTHS

MISCELLANEOUS

TRAFFIC CONTROL DURING CONSTRUCTION: Portions of the road will be closed during construction and other portions will be staged in order to maintain traffic during construction.

LEVEL OF ENVIRONMENTAL ANALYSIS: An Environmental assessment is anticipated.

UNDERGROUND STORAGE TANKS: 2 possible

HAZARDOUS SITES: None anticipated.

DESIGN VARIATIONS REQUESTED

DESIGN ELEMENT	YES	NO	UNDETERMINED
SUBST HORIZ ALIGNMENT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
SUBST ROADWAY WIDTH	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
SUBST SHOULDER WIDTH	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
SUBST VERTICAL GRADES	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
SUBST CROSS SLOPES	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
SUBST STOPPING SIGHT DIST	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
SUBST SUPERELEV RATES	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
SUBST HORIZONTAL CLEARANCE	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
SUBST SPEED DESIGN	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
SUBST BRIDGE WIDTH	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
SUBST BRIDGE WIDTH	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
SUBST BRIDGE CAPACITY	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

ALTERNATIVES CONSIDERED

1. A 4-lane alternate was considered but projected traffic did not justify it at this time.
2. The 2-lane alternate in 4-lanes of right-of-way is recommended due to the need and purpose of the project.
3. No build.

Project: STP-1438(2) Upson P.I. NO: 331950
June 3, 1998

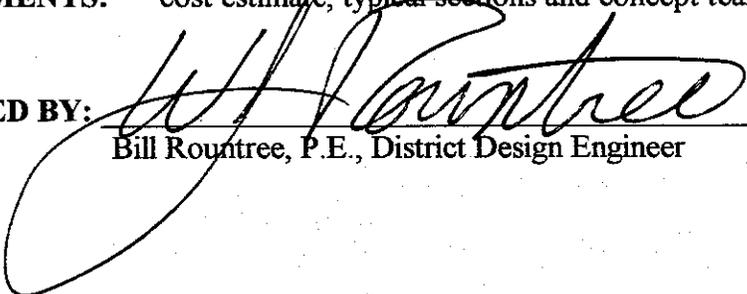
ESTIMATED COST			
CONSTRUCTION:	\$ 2,862,200.00	RIGHT-OF-WAY:	\$ 1,153,000.00 (LGPA)
E & C (10) :	\$ 286,220.00	ACQUIRED BY :	Upson County
INFLATION :	\$ 429,330.00	UTILITIES :	\$ LGPA
		ADJUSTED BY :	The City of Thomaston and Upson County
TOTAL CONSTRUCTION COST:		\$ 3,577,750.00	

COMMENTS: . The concept proposes a 2-lane road on 4-lanes of right-of-way with turn lanes at various intersections. Enough right-of-way should be acquired (46 m to 56 m) to construct 4 -3.6 m lanes with a 4.2 m flush median. It is recommended that right-of-way be purchased for 4-lanes in order to preserve the corridor and prevent encroachment because of ongoing development. The road could be improved when justified. Quad Graphics Corporation, on the east, is planning for expansion in the future and will cause an increase in truck traffic. A new industrial area on the eastern section of Delray Road is being planned and developed.

It is recommended that a study be conducted to determine feasibility of extending Delray Road east and west to SR 74 on both sides of Thomaston. The road could be improved at that time and used as a truck bypass. Truck traffic could be rerouted to Delray Road and the road could be designated as SR 36 connector after the completion of this project to order to eliminate truck turning problems and traffic congestion in Thomaston.

ATTACHMENTS: cost estimate, typical sections and concept team meeting minutes.

PREPARED BY:


Bill Rountree, P.E., District Design Engineer

Project: STP-1438(2) Upson P.I. NO: 331950
June 3, 1998

PRELIMINARY COST ESTIMATE

PROJECT NUMBER: STP-1438(2)

COUNTY: Upson

DATE: June 3, 1998

ESTIMATED LETTING DATE: 2001-3

PREPARED BY: Bill Rountree

PROJECT LENGTH: 7.868 km

()PROGRAMMING PROCESS (X)CONCEPT DEVELOPMENT ()DURING PROJECT DEV.

PROJECT COST	
A. RIGHT-TO-WAY:	
1. PROPERTY (LAND & EASEMENT)	\$ 564,000.00
2. DISPLACEMENTS; RES:4, BUS:0, M.H.:2	\$ 150,000.00
3. OTHER COST (ADM./COST, INFLATION)	\$ 241,700.00
(\$ 1,153,000.00 ESTIMATED R/W COST FOR THE LGPA) SUBTOTAL:A	\$ LGPA
B. REIMBURSABLE UTILITIES:	
1. RAILROAD	\$
2. TRANSMISSION LINES	\$
3. SERVICES	\$
(A UTILITY ESTIMATE HAS NOT BEEN PERFORMED YET) SUBTOTAL:B	\$ LGPA
C. CONSTRUCTION:	
1. MAJOR STRUCTURES	\$ 0.00
a. OVERPASSES	\$ 0.00
b. OTHER	\$ 0.00
SUBTOTAL:C-1	\$ N/A
2. GRADING AND DRAINAGE:	
a. EARTHWORK (250,000 m ³ @ \$5.00/m ³)	\$ 1,250,000.00
b. DRAINAGE:	
1) Cross Drain Pipe (includes 3 dbl. 1500 mm pipes and other x-drains)	\$ 134,550.00
2) Curb and Gutter (1170 m @ \$37/m)	\$ 43,300.00
3) Longitudinal System(include catch basins)	\$ 50,800.00
SUBTOTAL:C-2	\$ 1,478,650.00

Project: STP-1438(2) Upton P.I. NO: 331950
June 3, 1998

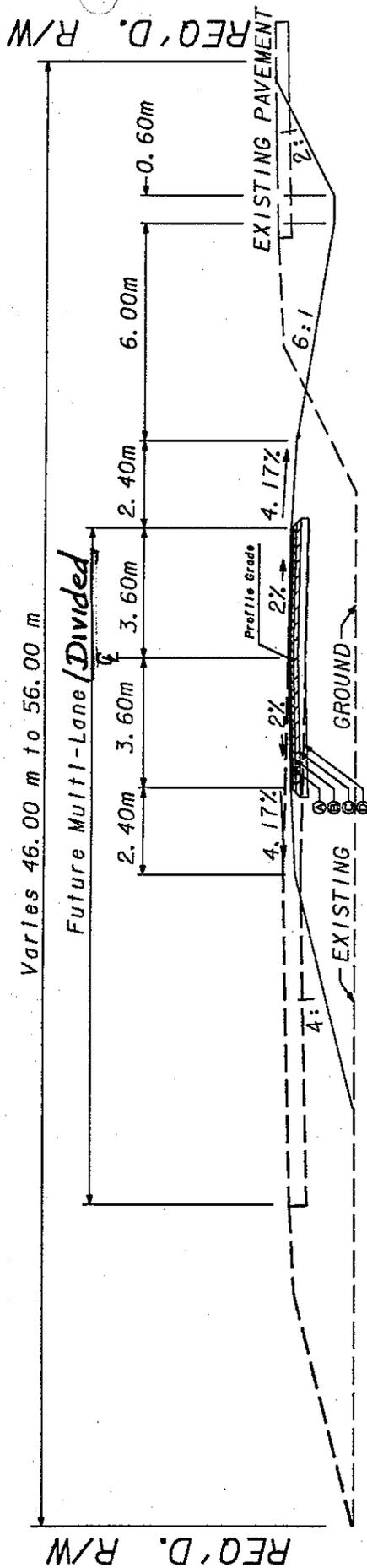
PROJECT COST		
3. BASE AND PAVING:		
a. AGGREGATE BASE (5400 Mg @ \$17/Mg \$35/Mg)		\$ 91,800.00
b. ASPHALT PAVING: Surface (6200 Mg)	\$217,000.00	
Binder (2700 Mg \$38/Mg)	\$102,600.00	
Base (4000 Mg \$35/Mg)	\$140,000.00	
SUBTOTAL:C-3.b		\$ 459,600.00
c. CONCRETE PAVING		\$ N/A
d. OTHER (Bituminous Tack 14200 L @ \$ 0.25/L)		\$ 3,550.00
SUBTOTAL:C-3		\$ 554,950.00
4. LUMP ITEMS:		
a. GRASSING (30 ha @ \$3700.00/ha)		\$ 111,000.00
b. CLEARING AND GRUBBING (40 ha @ \$9900/ha)		\$ 322,000.00
c. LANDSCAPING		\$ 0.00
d. EROSION CONTROL		\$ 276,000.00
e. TRAFFIC CONTROL		\$ 100,000.00
SUBTOTAL:C-4		\$ 809,000.00
5. MISCELLANEOUS:		
a. LIGHTING (N/A)		\$ 0.00
b. SIGNING - MARKING (50 m ² signing material @ \$200/m ²)		\$ 10,000.00
c. GUARDRAIL - 240 m @ \$40/m		\$ 9,600.00
d. SIDEWALK (N/A)		\$ 0.00
SUBTOTAL:C-5		\$ 19,600.00
6. SPECIAL FEATURES NONE		\$ 0.00
SUBTOTAL:C-6		

Project: STP-1438(2) Upson P.I. NO: 331950
June 3, 1998

ESTIMATE SUMMARY		
A. RIGHT-OF-WAY (Approx. \$1,153,000.00)		
	\$	LGPA
B. REIMBURSABLE UTILITIES		
	\$	LGPA
C. CONSTRUCTION		
1. MAJOR STRUCTURES	\$	0.00
2. GRADING AND DRAINAGE	\$	1,478,650.00
3. BASE AND PAVING	\$	554,950.00
4. LUMP ITEMS	\$	809,000.00
5. MISCELLANEOUS	\$	19,600.00
6. SPECIAL FEATURES	\$	0.00
SUBTOTAL CONSTRUCTION COST		\$ 2,862,200.00
E. & C. (10%)		\$ 286,220.00
INFLATION (5% PER YEAR)		\$ 429,330.00
NUMBER OF YEARS	3	
TOTAL CONSTRUCTION COST		\$ 3,557,750.00
GRAND TOTAL PROJECT COST		\$ 3,557,750.00

This project is 100 percent in congressional district 8.

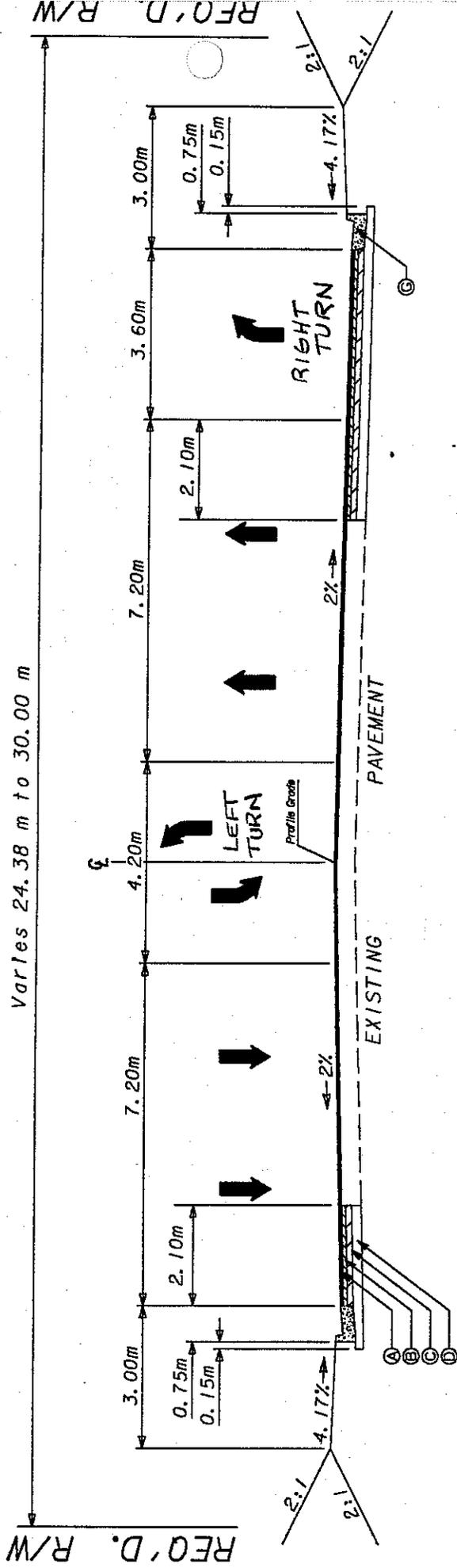
TYPICAL SECTION



REALIGNMENT SECTION

- Ⓐ ASPH. CONC. 12.5 mm - 90 kg/m²
- Ⓑ ASPH. CONC. 19 mm - 120 kg/m²
- Ⓒ ASPH. CONC. 25 mm - 180 kg/m²
- Ⓓ GRADED AGG. BASE - 200 mm

TYPICAL SECTION



U.S. 19/S.R. 3

- Ⓐ ASPH. CONC. 12.5 mm - 90 kg/m²
- Ⓑ ASPH. CONC. 19 mm - 120 kg/m²
- Ⓒ ASPH. CONC. 25 mm - 180 kg/m²
- Ⓓ GRADED AGG. BASE - 200 mm
- Ⓔ CONC. CURB & gutter, 150 mm X 750 mm, Tp. 2

CONCEPT MEETING MINUTES

SPT-1438(2)

Upson County

P.I.No. 331950

Widening of CR 425 Delray Road North of Thomaston

March 2, 1998

A concept team meeting was held for the above project on March 2, 1998 at 1:30 PM in the Thomaston District Three Office Assembly room.

The following people were present: (See attached sign in sheet)

Comments:

An overview and description of the project was presented by Bill Rountree.

Each office was then asked for comments and the following comments were made:

Keith Rohling of the Office of Traffic Operations is presently performing study to determine the need for a signal at the intersection of US 19 / SR 3 and Delray Road. If a signal is warranted, he recommends making it part of this project. He also recommends shifting the alignment of Delray Road to the north so the intersection at US 19 / SR 3 would line up with the entrance to the future District Three Office Complex at Jimmerson Road. The Kathy Norton of the Office of Environment stated that realigning Delray road with Jimmerson Road would create more road on new location and more impact on wetlands. Comments were also made about the alignment passing through two ponds if the alignment were shifted north.

Kathy Norton of the Office of Environment Location stated that there would be one possible historic property that may involve 4F. A historian would need to make an assessment to determine if it was in fact, "historic". She also said the widening of the Potato Creek Bridge on the north side, as proposed, is favorable to her because it would have less wetland impact. She said the alignment shift as proposed to the north just east of Potato Creek is desirable to miss the UST (Underground Storage Tank Site), but this would need to be investigated for possible wetland impact.

Gene Goins from the Office of Utilities gave a presentation on the ten possible utility conflicts with the project which are as follows:

1. Georgia Power has a 115 KV line and a 130 KV power line.
2. Georgia Transmission Company has a 230 KV power line.
3. MEAG has a 115 KV power line.
4. Alltel has a telephone along US 19 and parallel with Delray Road to Burnette Road.

Utility comments continued...

5. Georgia Power Distribution has possible conflicts.
6. Upson EMC has a power line parallel with Delray road on both sides.
7. Charter Communications has possible conflicts.
8. Atlanta Gas and Light has a 4" gas line under the US 19 pavement and a 6" high pressure line parallel with Delray Road.
9. The City of Thomaston has a water main parallel with Delray road to the Dester plant.
10. Upson County Water System has a water line along US 19.

The Office of Planning had no one present.

The Office of Programming stated that the project is scheduled for FY 2001 and the concept needs to be approved soon for the project to stay on schedule. The locals signed a LGPA in 1992 for R/W and Utilities. An up-to-date LGPA needs to be sent to the City and County after concept approval. She said the cost for R/W and Utilities should be included in the concept when sent for approval.

Terry Miller from the Office of Right of Way stated that the cost for required Rights of Way would be approximately \$1,153,000.00. He estimated 51 parcels would be involved with 6 possible relocations.

Cooter Waller from the Office of Construction asked if there would be a left turn lane proposed for southbound US 19 to Delray Road. Bill Rountree stated that this is proposed in the project.

The floor was then opened up for general comments and questions.

Upson County representatives stated they did not have money for utilities and Right of Way costs.

The following questions were asked and answers provided:

Are bells, lights and gates needed at the intersection of the railroad near SR 36?
The need for bells, lights, and gates would be investigated when preliminary plans had been developed, but the existing train traffic was about 2 trains per day and bells, lights, and gates may not warranted.

Will the old pavement remain in place after realigning Delray Road at Johnston Road in front of the airport? No, the old pavement will be removed after the traffic is shifted to the new alignment under this concept. Johnston Road and the airport drive will be tied-in to the new road and the old pavement will not be needed with this proposal.

Will the old Delray Road Rights of Way be needed after realigning Delray Road in front of the Airport, and can it be sold back to the adjacent property owner? The determination for excess Rights of Way could be made after the project is built. Any excess Rights of Way would need to be determined by DOT management and the office of Rights of Way in Atlanta would need to provide concurrence.

Will the road be closed and will there need to be a detour? This concept proposes to keep the existing road open to traffic during construction. Any vertical and horizontal alignment changes should be able to be accomplished with stage construction. If it is determined in the design process that staging is not feasible, a detour would need to be provided.

Will smaller layouts be provided to utility companies? The large layout will be in the District Utility Office for Utility companies to review. Smaller scale plans will be provided after the concept is approved, the project is surveyed, and preliminary plans are developed.

Bill Rountree from the District Design Office stated that after the Concept Report and Environmental Approval an "Opportunity for a Public Hearing" would be offered.

The meeting was adjourned at approximately 2:10 PM.

CONCEPT TEAM MEETING

Project Number STP-1438 (2)

P.I. No. 331950

County UPSON

Date: MARCH 2, 1998

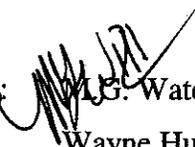
Name and Phone Number	Office Representing	Title
BILL ROUNTREE (706-646-6604)	GA DOT DIST 3 DESIGN	DISTRICT DESIGN ENGINEER
Reba F. Scott (404-651-7013)	GA DOT PROGRAMMING ^{General Office}	Operations Analyst Operations
Lynn Donaldson (404-523-0398)	MEAG POWER	R/W AGENT
TERRI MURRAY-Rosmond	MEAG Power	Prnt Socialist
KATHY NORTON	GA DOT ENV/LOC.	TRANS. ENVIRON PLANNER
TERRY MILLER	GA DOT. R/W	DIST. R/W Mgr.
MIKE MOORE (700) 5-6479100	AITel	Engineer
Ralph ELLington -647-7345	AITEL	Mgr.
Jeffrey Smith 647-5475	UPSON EMC	Sup.
MATHE CHAMBERLAIN 220-412-6681	GA. Power	P. D. S.
Jay Cochran 647-5475	UPSON EMC	Mgr.
Tommy ADAMS 647-2100	Development Authority	CHAIRMAN
SAM BREWTON	CITY OF THOMASTON	MAYOR. PRO TEM
Kerry Waldron	city of Thomaston	City Manager
Bill Cook	Thomaston-Upson Schools	Assistant Supt
Ricky Cumbie	Thomaston Upson School.	Transportation Director
Wayne Newton	Atlanta Gas Light Co	Operation Supervisor
Roger D. Smith	Upson County Road Dept	Records Clerk
Joe W. Bailey	upson County water Dept	Supt.
Ronnie Williams	Upson County Road Dept	Supt
Kim Bladen	GA D.O.T UTILITIES	PROGRAM TECHNICIAN

Department of Transportation
State of Georgia

INTERDEPARTMENTAL CORRESPONDENCE

File: STP-1438(2)/Upson County
P.I. No. 331950

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

From:  L.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 reconstruction of Delray Road(CR 425). The project begins on US 41/SR 3 and extends 7.868 km(4.8 miles) in an easterly direction to SR 36. This route provides connectivity and access between US 19/SR 3 and the Thomaston-Upson County Industrial area.

Currently, Delray Rd. is a two lane roadway and will remain so with the improvements. This project will improve the vertical and horizontal alignments, along Delray Rd., and widen shoulders. Left and right turn lanes will be added at the US 19/SR 3 intersection.

Delray Rd. has an at grade railroad crossing with *The Central of Georgia Railway*, and carries a Hazard Index of 3.91 without bells, lights, and gates. With the improvements at this crossing the Hazard Index falls to 1.33 based on 3700 vehicles per day.

We believe this concept will improve safety and traffic operations along this section of roadway.

We therefore find this report satisfactory for approval.

MGW:TWS

Attachment (signature page)

c: David Studstill
Joe B. Street, Attn.: Bill Roundtree – District 3
Bob Mustin, w/ attachment
Toni Dunagan
Otis Hammock, TMC
General Files

RECEIVED
JUN 17 1998
PRECONSTRUCTION

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF ROAD AND AIRPORT DESIGN

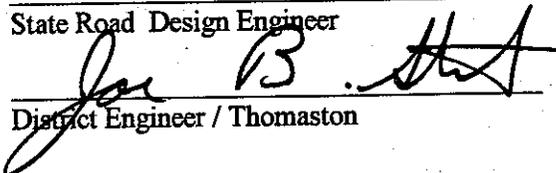
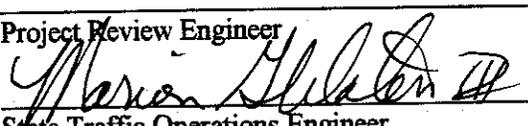
PROJECT CONCEPT REPORT

**STP-1438(2)
P.I. NO. 331950
UPSON COUNTY**

FEDERAL ROUTE NO: none
STATE ROUTE NO: none
GADOT P.I. NO: 331950

Date of Report: June 3, 1998

RECOMMENDATION FOR APPROVAL

_____ DATE	_____ State Transportation Planning Administrator
_____ DATE	_____ State Transportation Programming Engineer
_____ DATE	_____ State Environmental / Location Engineer
_____ DATE	_____ State Road Design Engineer
<u>6-10-98</u> DATE	 _____ District Engineer / Thomaston
_____ DATE	_____ Project Review Engineer
<u>6-16-98</u> DATE	 _____ State Traffic Operations Engineer
_____ DATE	_____ State Bridge & Structural Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF ROAD AND AIRPORT DESIGN

PROJECT CONCEPT REPORT

STP-1438(2)

P.I. NO. 331950

UPSON COUNTY

FEDERAL ROUTE NO: none
STATE ROUTE NO: none
GADOT P.I. NO: 331950

Date of Report: June 3, 1998

RECOMMENDATION FOR APPROVAL

<u>7/14/98</u> DATE	<u>[Signature]</u> State Transportation Planning Administrator
_____ DATE	State Transportation Programming Engineer
_____ DATE	State Environmental / Location Engineer
<u>6-10-98</u> DATE	State Road Design Engineer
<u>6-17-98</u> DATE	District Engineer / Thomaston
_____ DATE	Project Review Engineer
_____ DATE	State Traffic Operations Engineer
_____ DATE	State Bridge & Structural Engineer

27

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE	OFFICE	Thomaston
FROM	DATE	April 10, 1992
TO		

JV

D. V. Etheridge, P.E., District Engineer

Listed Below

SUBJECT PROJECT SCHEDULE
 STP-1438 (2) Upson
 P.I. No. 331950
 Delray Road/C.R. 425 from S.R. 3 to S.R. 36
 New Upson County Airport
 Widen & Reconstruct (2-Lane)

6-96

Attached is a bar chart showing the project schedule on the above numbered project for your review.

JAL:MGB:EJW

Attachment

DISTRIBUTION:

- John Lively
- Wayne Hutto
- David Studstill
- Donald Welch
- Paul Liles
- Frank Golder
- Melvin Collins
- Gordon Brown
- Roland Hinners

REVISION REQUEST
FOR THE
CONSTRUCTION WORK PROGRAM

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

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

PROJECT DATA

COUNTY	PROJECT No.	TYPE	DESCRIPTION
Upson	P.L. No.	WORK	
	STP-1438(2)	Widen & Reconstruct	Delray Rd./C.R. 425:
	331950	(2-Lanes)	From S.R. 3 (ML 0.00) to S.R. 36 (ML 4.90).
			Length = 4.9 Miles

Fund 1 = 33E
Fund 2 = 33D

ESTIMATED COST (\$1,000's)	LOW ROAD	HIGH ROAD	FISCAL YEAR	CONG. DISTRICT	FIELD DISTRICT
PE \$37	X		1992		
CONST \$1,230			1996	3	3

REASON FOR REVISIONS:

To add this project as requested by the State Highway Engineer
on February 11, 1992.

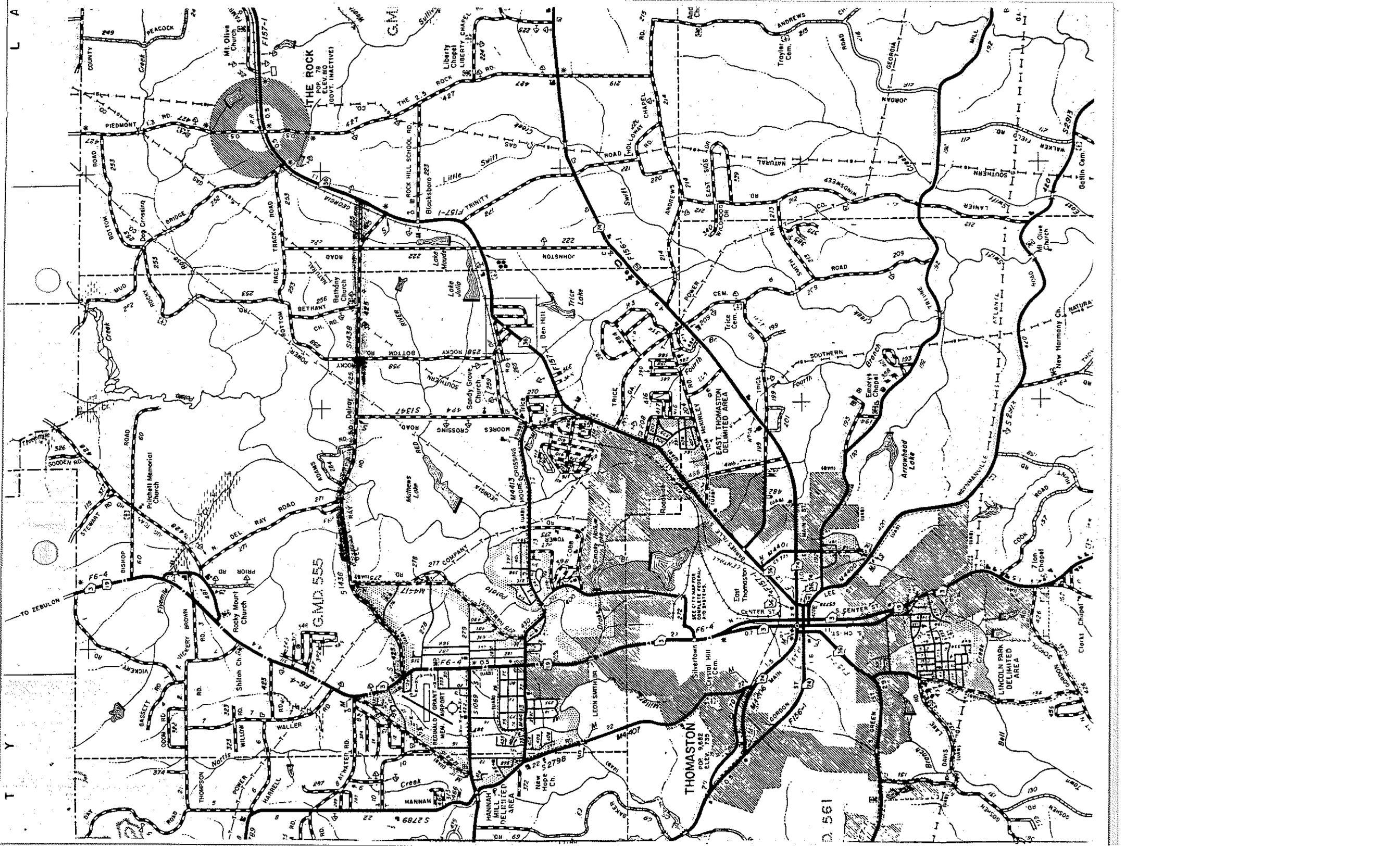
RECOMMENDED

[Signature]
DIRECTOR, DIVISION OF PLANNING AND PROGRAMMING

RECOMMENDED

[Signature]
COMMISSIONER

GDOT BOARD
MAR 19 1992
APPROVED



REVISION REQUEST
FOR THE
CONSTRUCTION WORK PROGRAM

IN ACCORDANCE WITH THE BOARD RESOLUTION DATED AUGUST 16, 1973,
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- CHANGE IN COST ESTIMATE
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PROJECT DATA

COUNTY	P.I. No.	PROJECT No.	TYPE WORK	DESCRIPTION
Upson	STP-1438(2) 331950		Widen & Reconstruct (2-Lanes)	Delray Rd./C.R. 425: From S.R. 3 (ML 0.00) to S.R. 36 (ML 4.90). Length = 4.9 Miles

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ESTIMATED COST (\$1,000's)	LOW ROAD	HIGH ROAD	FISCAL YEAR	CONG. DISTRICT	FIELD DISTRICT
PE \$37	X		1992		
ROW					
CONST \$1,230	X		1996	3	3

REASON FOR REVISIONS:

To add this project as requested by the State Highway Engineer on February 11, 1992.

F. L. Dandridge

RECOMMENDED _____
DIRECTOR, DIVISION OF PLANNING AND PROGRAMMING

Wm. H. ...
COMMISSIONER

RECOMMENDED _____

