

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

RS-2951(1) US 280 Connector Telfair County
 FILE EDS-441(12) South Bypass Telfair County OFFICE Preconstruction
 EDS-331(13) North Bypass Telfair-Wheeler Counties
 P.I. No 531100 DATE May 18, 1988

FROM *R. L. Alston*
 R. L. Alston, P.E., Assistant Director of Preconstruction

TO SEE DISTRIBUTION

SUBJECT PROJECT CONCEPT REPORT APPROVAL - McRae Bypass

Attached for your files is the approval for subject project.

RLA/cj

Attachment

DISTRIBUTION:

- Alton L. Dowd, Jr.
- Robert E. Humphrey
- Frank Danchetz
- Gene Skeen
- Walker Scott
- Ron Colvin
- Charles Lewis
- Juan Durrence

6-17-88 Note: Tony instructed Walker Scott to prepare plans for 2 lanes a 4 lane ROW and credit for 4 lanes on to balance the dirt situation. Walker is to make change when L&D is sent in.

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE RS-2951(1) US 280 Connector Telfair County
 EDS-441(12) South Bypass Telfair County OFFICE Preconstruction
 EDS-441(13) North Bypass Telfair/Wheeler Counties
 DATE March 31, 1988

FROM Alton J.  Jr., Director of Preconstruction

TO Hal Rives, Commissioner

SUBJECT PROJECT CONCEPT REPORT - McRae Bypass

This project is the McRae Bypass which consists of the US 280 Connector, from US 280 to US 441, and the South Bypass and the North Bypass. The South Bypass extends from US 441/SR 31 on the south side around the southerly side of McRae, then northeasterly on the east side of McRae to US 341/SR 27. The North Bypass begins at this point and extends north-northwesterly crossing the Little Ocmulgee River into Wheeler County and then crossing SR 30, connecting with US 441/SR 31 in the vicinity of Little Ocmulgee State Park. US 441 is a primary north/south EDS route. US 341 is the Golden Isles Parkway running southeasterly to northwesterly. A bypass is needed to route truck traffic around town and reduce congestion in downtown McRae. Since US 280 is a major truck route southwesterly to northwesterly, a bypass connecting US 280 to US 441, US 341, and then connecting to US 280 and US 441 on the north, will be very beneficial to truck traffic and help relieve through-town congestion. This is a new location project with no existing bridges in the corridor. The estimated traffic for this project is 1200-2900 ADT (1990) and 2100-5100 ADT (2010).

It is proposed to construct a bypass around the south and eastern side of McRae consisting of the following segments and typical sections:

1. RS-2951(1): From US 280/SR 30, southwest of McRae, to US 441, south of McRae (1.4 miles). The typical section proposed is two, 12' lanes in each direction divided with a 44' depressed median, 10' shoulders on 250' minimum right-of-way. Initial construction will be two lanes on four-lane right-of-way. There are no bridges proposed on this segment.
2. EDS-441(12): From US 441/SR 31 south of McRae, easterly and northerly to US 341/SR 27 (2.85 miles). The typical section proposed is two, 12' lanes in each direction divided with a 44' depressed median, and 10' shoulders on a minimum of 250' right-of-way. Two bridges (38' x 320') will be required over Sugar Creek.
3. EDS-441(13): From US 341/SR 27 northerly crossing Southern Railroad at grade, the Little Ocmulgee River, then extending northwesterly crossing US 280/SR 30, Seaboard Railroad at grade, and intersecting US 441/SR 31 near Little Ocmulgee State Park entrance (2.4 miles). The proposed typical section for this project segment is two, 12' lanes in each direction divided with a 44' depressed median on 250' proposed right-of-way. Bridges on this project segment are twin bridges (38' x 900') over Little Ocmulgee River. The two railroad crossings are to be

RS-2951(1); EDS-441(12) & (13) Telfair-Wheeler Counties

constructed at grade. The hazard index for Southern Railroad crossing is 1.44 (flashing lights, bells, and gates). There are three trains each day and three each night that run approximately 15 MPH at this location. The hazard index for Seaboard Railroad crossing is 1.31 (flashing lights, bells, and gates) with four trains per day.

The access control on these projects is partial limited.

The estimated costs for these projects are:

	PROPOSED ESTIMATE	APPROVED ESTIMATE
1. RS-2951(1) (two lanes on four lane right-of-way)		
Construction (includes E&C and inflation)	\$1,573,000	
Right-of-Way	\$ 95,500	
Utilities	\$ 58,500 (LGPA)	
This project is a redesignation from US 280/SR 30 to US 441/SR 31.		
2. EDS-441(12) (four lanes on four-lane right-of-way)		
Construction (includes E&C and inflation)	\$6,059,000	\$8,662,000 FY89
Right-of-Way	\$ 194,500	This project preprogrammed under RS-2951(1) Telfair
Utilities	\$ 119,500 (LGPA)	
This project is part of the EDS program approved for Engineering in 1988.		
3. EDS-441(13) (Four lanes on four-lane right-of-way)		
Construction (includes E&C and inflation)	\$7,444,000	PE only
Right-of-Way	\$ 501,000	
Utilities	\$ 5,000 (LGPA)	

This project is part of the EDS program approved Engineering in 1988.

A public hearing was held on the Golden Isles Parkway that included the North Bypass as part of the Golden Isles Parkway corridor from McRae to I-16 (US 441 corridor) on November 20, 1985. There was overwhelming support for the project.

Hal Rives
Page 3
March 31, 1988

RS-2951(1); EDS-441 (12) & (13) Telfair-Wheeler Counties

A Location and Design Hearing will be required on RS-2951(1), EDS-441(12), and a Design Hearing will be required on EDS-441(13). An Environmental Assessment will be required on RS-2951(1) to meet Federal standards. A State-aid Assessment was made on the North Bypass as part of the Golden Isles Parkway corridor from McRae to I-16 near Dublin, Georgia.

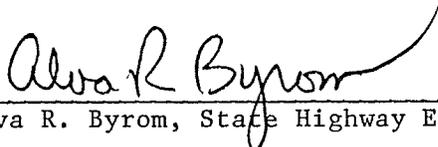
Several alternates around and through McRae were studied and eliminated due to cost, lack of continuity, and traffic services. Stage construction and median variations were considered.

It is recommended that we approve these project concept reports and further that these projects be programmed for implementation when funds are available.

ALD:RLA/cj

Attachments

CONCUR



Alva R. Byrom, State Highway Engineer

APPROVE



Hal Rives, Commissioner

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE RS-²⁹⁵¹~~2591~~ (1), EDS-441 (12) Telfair County **OFFICE** Atlanta, Georgia
P.I. No. 531100
McRae Bypass **DATE** March 21, 1988

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

TO Alton L. Dowd, Jr., P.E., Director of Preconstruction

SUBJECT PROJECT CONCEPT REPORT

As requested by your office, we have reviewed the Concept Report considering a 2 lane roadway from US 280 to US 441 and a 4 lane roadway from US 441 to US 341.

The estimated costs of the projects are as follows:

	²⁹⁵¹ <u>RS-2591 (1)</u>	<u>EDS-441 (12)</u>
Construction	\$1,300,000	\$5,000,000
Inflation (5% per year)	130,000	500,000
E & C (10%)	143,000	550,000
Preliminary Engineering (5%)	65,000	250,000
Right of Way	95,500	194,500
Utilities	58,500	119,500

DTM/jmf

Attachments

c: Frank L. Danchetz

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FD 3-441 (12) 5

FILE RS-2591 (1) Telfair County OFFICE Atlanta, Georgia
 P.I. No. 531100
 McRae South Bypass DATE February 15, 1988

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

TO Alton L. Dowd, Jr., P.E., Director of Preconstruction

SUBJECT PROJECT CONCEPT REPORT

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

The "RS" project designation is a Federal-Aid project designation. Verify the Report is correct in showing that environmental analysis is not applicable.

We have received signed cover sheets from the following offices:

1. Bridge Design
2. Traffic and Safety

This report is satisfactory for approval subject to the above comment.

The estimated costs of this project are as follows:

Construction	\$3,700,000
Inflation (5% per year)	370,000
E & C (10%)	407,000
Preliminary Engineering (5%)	185,000
Right of Way	290,000
Utilities	178,000

DTM/jmf

Attachments

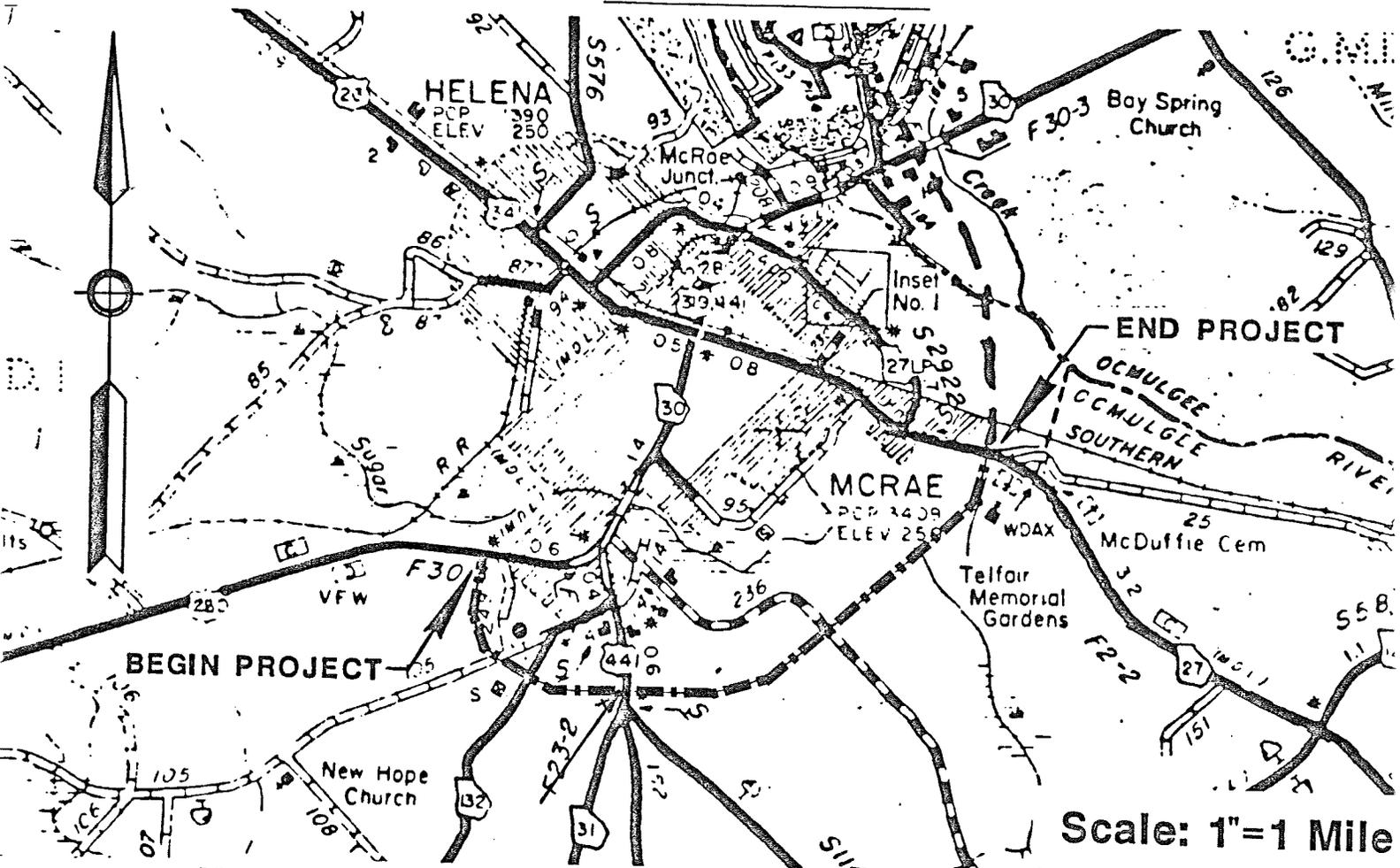
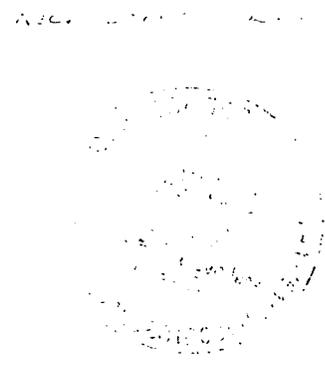
c: Frank Danchetz

OFFICE OF ENVIRONMENT/LOCATION

PROJECT CONCEPT REPORT

Project Number:
P.I. Number:
Federal Route Number:
State Route Number:

EO-441 (12) Telfair
RS-2591(1) Telfair
531100
N/A
30



RECOMMENDATION FOR APPROVAL:

DATE OF REPORT 12/21/87

4 Jan '88
DATE

Frank L. Dandrey
STATE ENVIRONMENTAL/LOCATION ENGINEER

DATE

STATE ROAD AND AIRPORT DESIGN ENGINEER

DATE

STATE TRAFFIC AND SAFETY ENGINEER

DATE

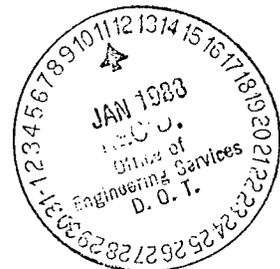
DISTRICT ENGINEER/JESUP

DATE

STATE BRIDGE AND STRUCTURAL DESIGN ENGINEER

OFFICE OF ENVIRONMENT/LOCATION

PROJECT CONCEPT REPORT



Project Number:

²⁹⁵¹
RS-2591(1) Telfair

P.I. Number:

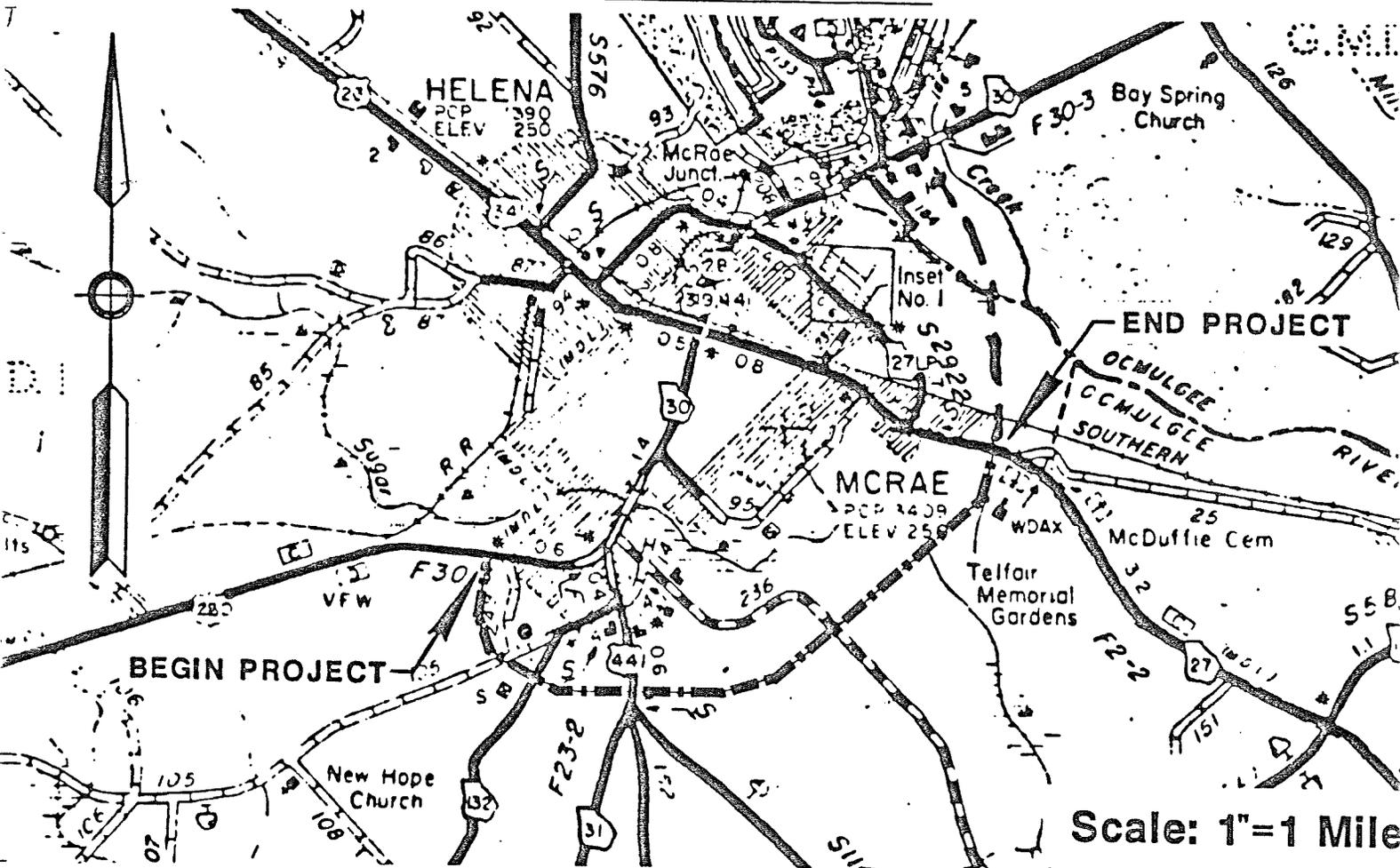
531100

Federal Route Number:

N/A

State Route Number:

30



Scale: 1"=1 Mile

RECOMMENDATION FOR APPROVAL:

DATE OF REPORT 12/21/87

4 Jan '88
DATE

Fred L. Dandretz
STATE ENVIRONMENTAL/LOCATION ENGINEER

DATE

STATE ROAD AND AIRPORT DESIGN ENGINEER

DATE

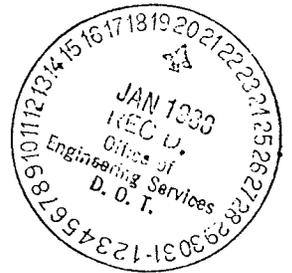
STATE TRAFFIC AND SAFETY ENGINEER

DATE
1/8/87
DATE

DISTRICT ENGINEER/JESUP
G. C. Lewis
STATE BRIDGE AND STRUCTURAL DESIGN ENGINEER

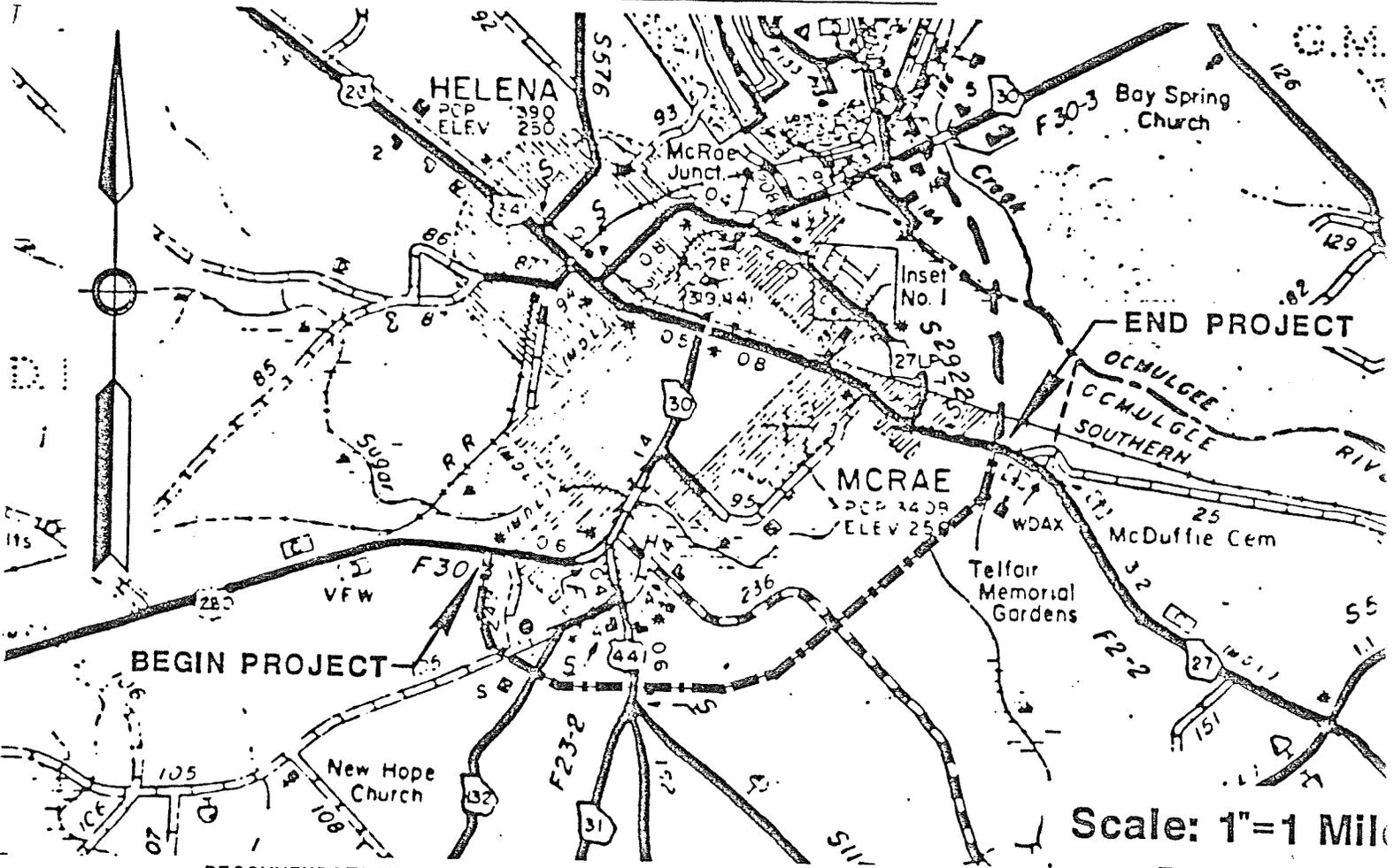
OFFICE OF ENVIRONMENT/LOCATION

PROJECT CONCEPT REPORT



Project Number:
P.I. Number:
Federal Route Number:
State Route Number:

2251
RS-2591(1) Telfair
531100
N/A
30



RECOMMENDATION FOR APPROVAL:

DATE OF REPORT 12/21/87

4 Jan '88
DATE

Frank L. Dandret
STATE ENVIRONMENTAL/LOCATION ENGINEER

DATE

STATE ROAD AND AIRPORT DESIGN ENGINEER

19 Jan '88
DATE

Archie C. Bunch
STATE TRAFFIC AND SAFETY ENGINEER

DATE

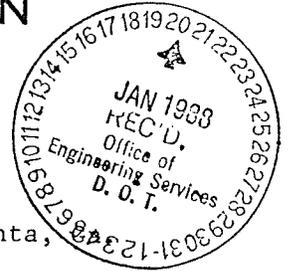
DISTRICT ENGINEER/JESUP

DATE

STATE BRIDGE AND STRUCTURAL DESIGN ENGINEER

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE



FILE RS-²⁹⁵⁷2591 (1) Telfair County **OFFICE** Atlanta,
P.I. No. 531100 **DATE** January 19, 1988

FROM Archie C. Burnham, Jr., P.E., State Traffic & Safety Engineer *ACB*

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 McRae South Bypass, S.R. 30. The project begins at U.S. 280 West of U.S. 441 and ends at U.S. 341 east of S.R. 27 LP.

This project is a new facility with two 12' wide travel lanes and shoulder widths to meet current design specifications. It will be constructed on a four lane R/W section 250' wide for future roadway development.

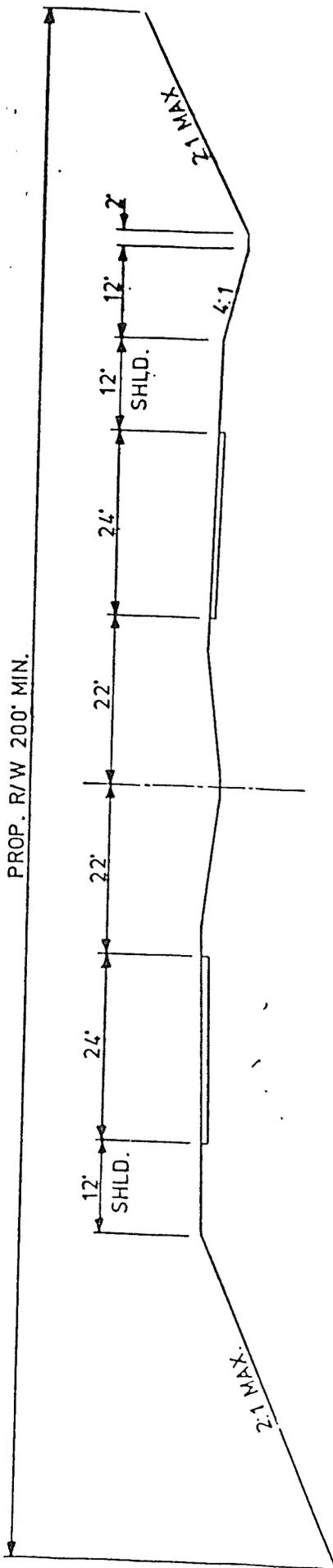
We note that this project will provide an alternative route around McRae for truck traffic on U.S. 280 which is approximately 20% of the projected 3120 ADT.

This project will provide a safety benefit to the McRae area. We concur with the attached concept report.

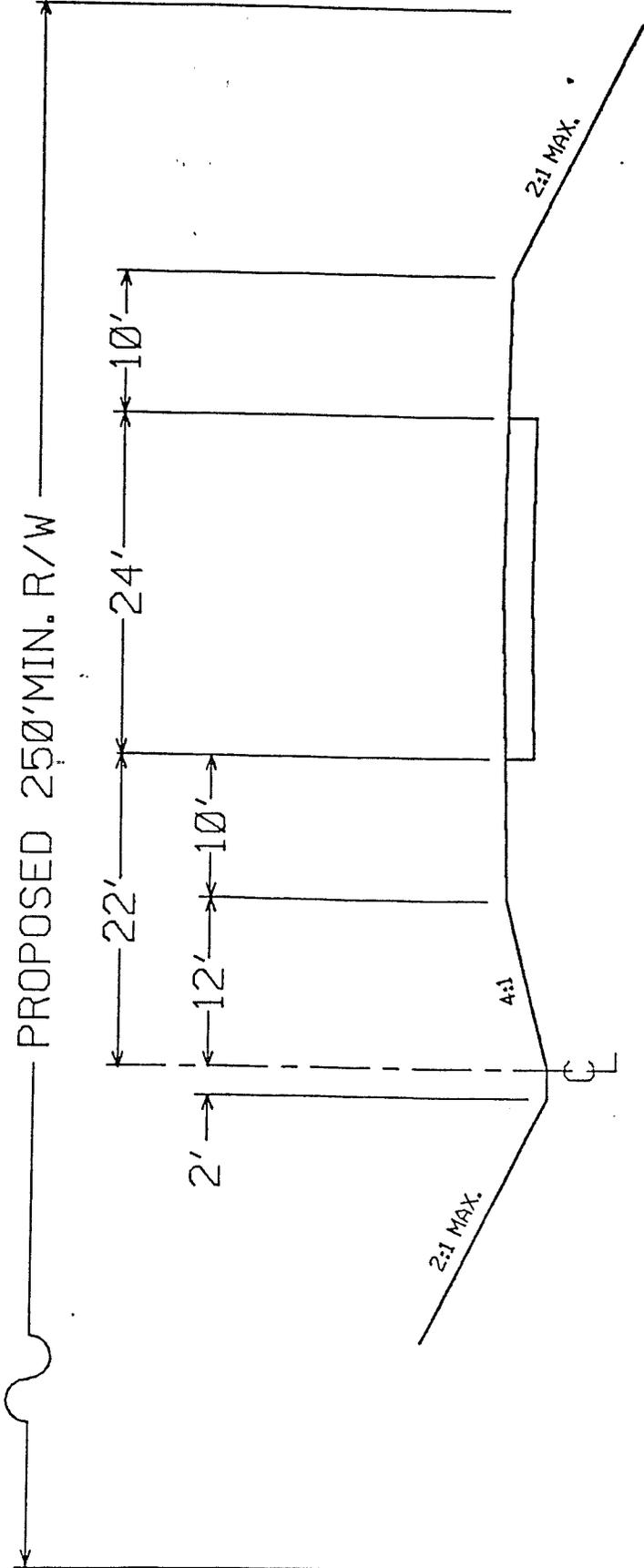
JJD:LEO:kt

Attachment (signature page)

cc: Frank Danchetz, P.E., State Environmental/Location Engineer
Juan Durrence, District Engineer - Jesup



TYPICAL SECTION
McRAE BYPASS



TYPICAL SECTION
 2 LANES ON 4 LANES R/W

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

EDS-441(13)

FILE ~~EDS-441 (8) Project~~ Telfair-Wheeler Counties OFFICE Atlanta, Georgia
P.I.No. ----- *561470*
McRae Bypass *(NORTH)* DATE *March 6, 1987*

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

TO Alton L. Dowd, Jr., P.E., Director of Preconstruction

SUBJECT PROJECT CONCEPT REPORT

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

This project contains two railroad crossings. The report does not indicate how these crossings will be handled. The projected traffic, however, indicates a grade separation may be warranted at the Seaboard Railroad. The estimate below does not include the cost of any grade separations or safety devices for these crossings.

A Typical Section of four lanes with a 4' flush median should be considered as an alternate to this project. This section would be consistent with the proposed section in projects 2, 3, and 4 and reduce the Little Ocmulgee River bridge cost by \$400,000.

We have received signed cover sheets from the following offices:

1. Bridge Design
2. Road Design - comment

This report is satisfactory for approval subject to the above comments.

The estimated costs of this project are as follows:

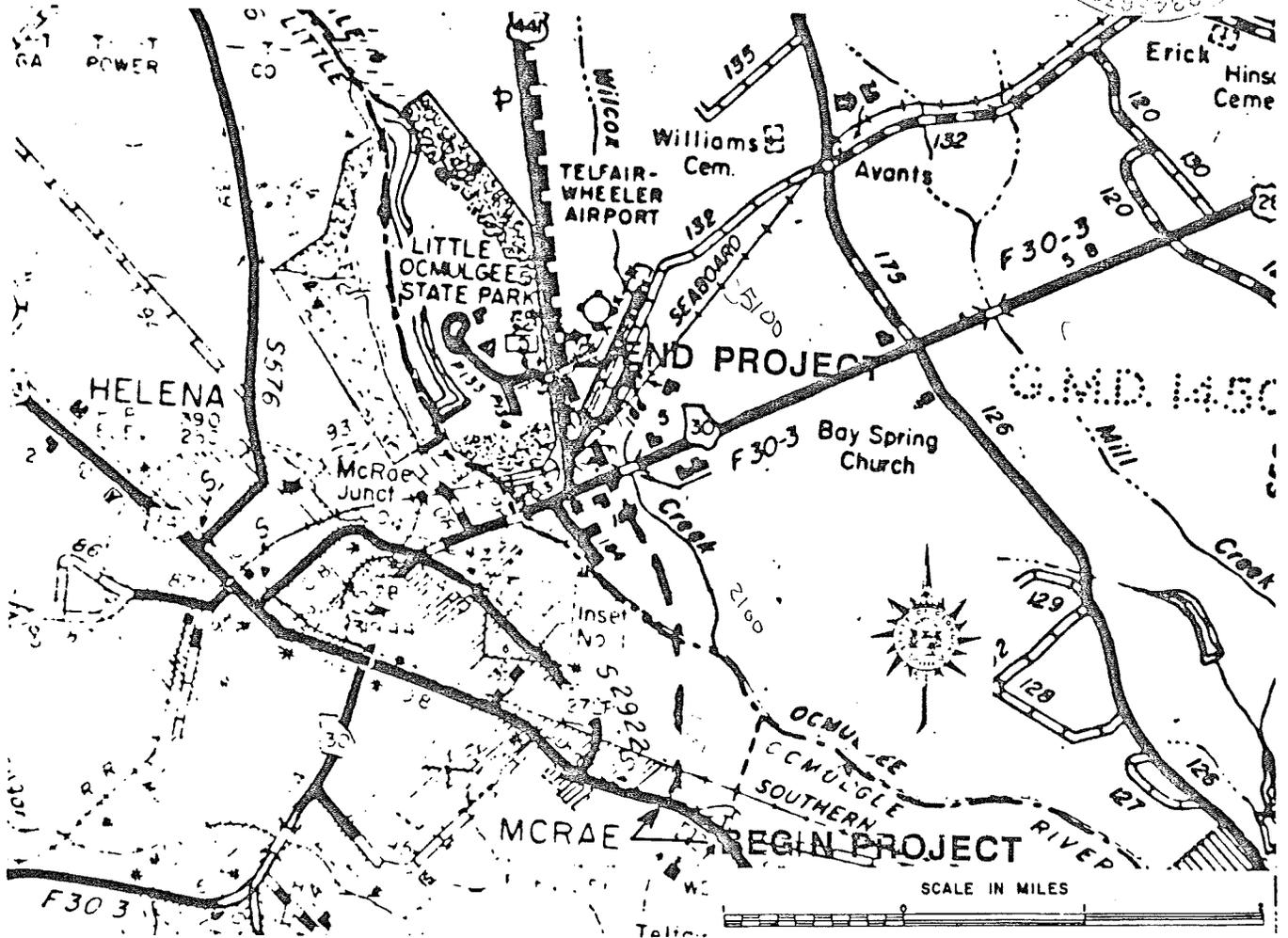
Construction	(1987)	\$6,152,000	
Inflation (5% per year) <i>2 yrs</i>		307,600	<i>615,200</i>
E & C (10%)		645,960	<i>676,720</i>
Preliminary Engineering(5%)		307,600	
Right of Way		501,000	
Utilities		0,000	

DSM/jmf
Attachments
c: Pete Malphurs

7443.92

OFFICE OF ENVIRONMENT/LOCATION
PROJECT CONCEPT REPORT

Project Number: EDS-441(8) Proj. 1 Telfair/Wheeler Counties
 P.I. Number: N/A
 Federal Route Number: F-42-1
 State Route Number: SR 31



RECOMMENDATION FOR APPROVAL:

DATE OF REPORT 2/18/87

2-17-87
DATE

Pete M. [Signature]
State Environment/Location Engineer

DATE

State Road and Airport Design Engineer

DATE

State Bridge Engineer

DATE

State Traffic and Safety Engineer

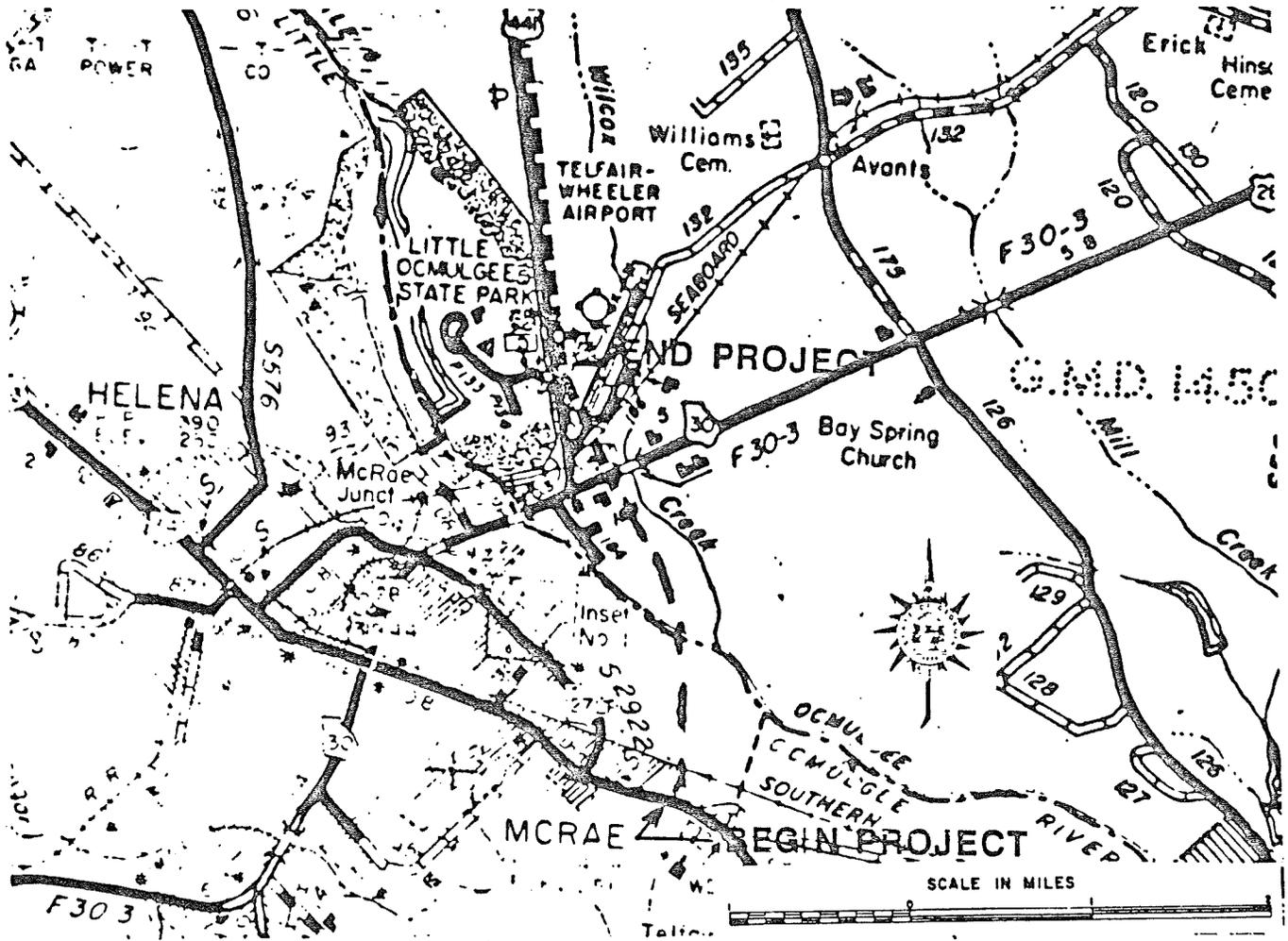
DATE

District Engineer, Jesup

OFFICE OF ENVIRONMENT/LOCATION
PROJECT CONCEPT REPORT



Project Number: EDS-441(8) Proj. 1 Telfair/Wheeler Counties
 P.I. Number: N/A
 Federal Route Number: F-42-1
 State Route Number: SR 31



RECOMMENDATION FOR APPROVAL:

DATE OF REPORT 2/18/87

2-17-87
DATE

Pete Marsh
State Environment/Location Engineer

DATE

State Road and Airport Design Engineer

3/4/87
DATE

G. C. Lewis
State Bridge Engineer

DATE

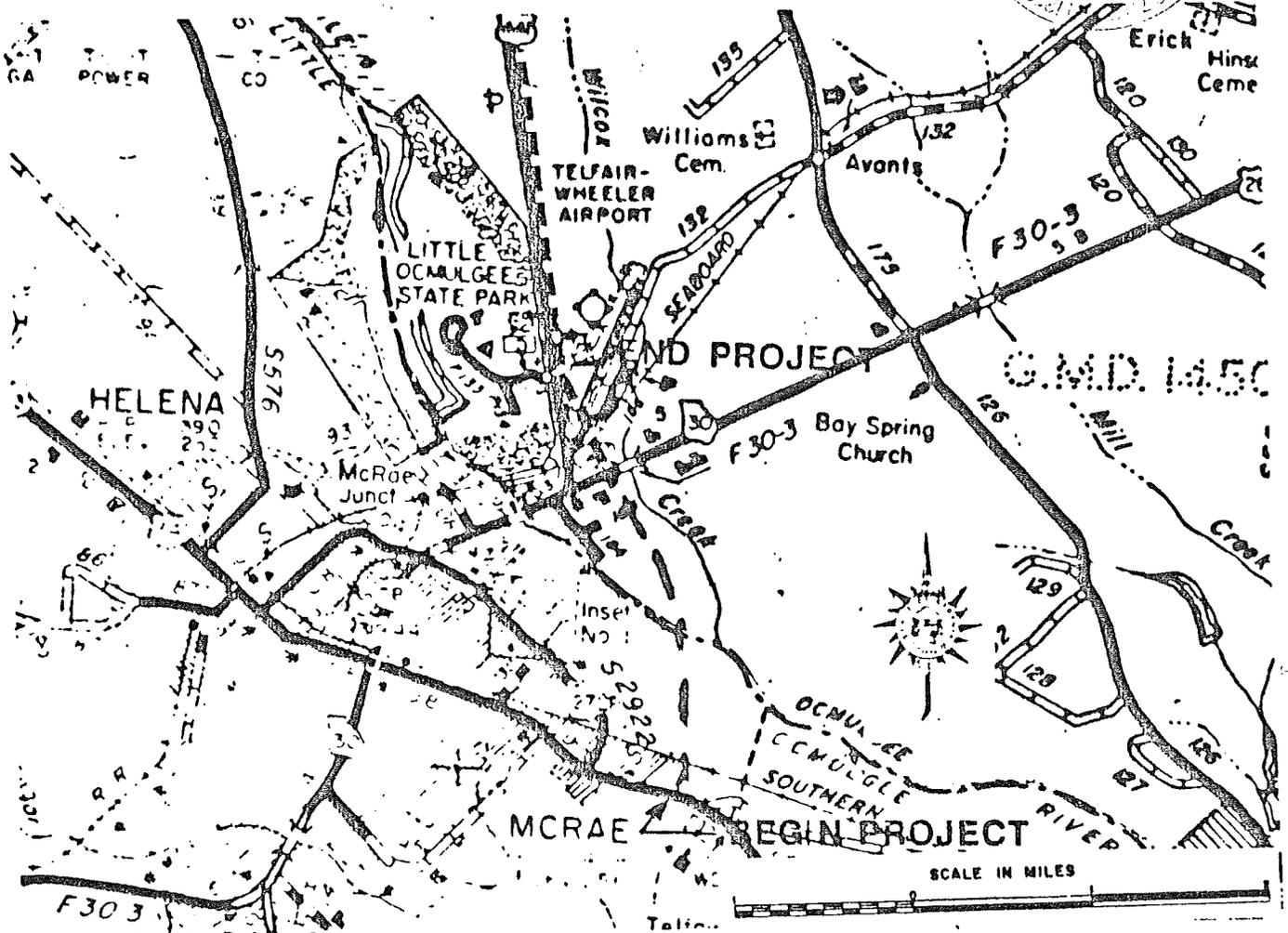
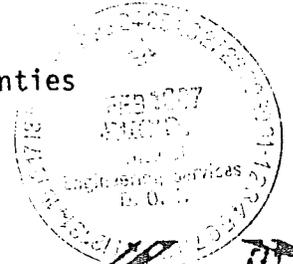
State Traffic and Safety Engineer

DATE

District Engineer, Jesup

OFFICE OF ENVIRONMENT/LOCATION
PROJECT CONCEPT REPORT

Project Number: EDS-441(8) Proj. 1 Telfair/Wheeler Counties
 P.I. Number: N/A
 Federal Route Number: F-42-1
 State Route Number: SR 31



RECOMMENDATION FOR APPROVAL:

DATE OF REPORT 2/18/87

2-17-87
DATE

Pete Walsh
State Environment/Location Engineer

2-23-87
DATE

James B. O'Neil
State Road and Airport Design Engineer

DATE

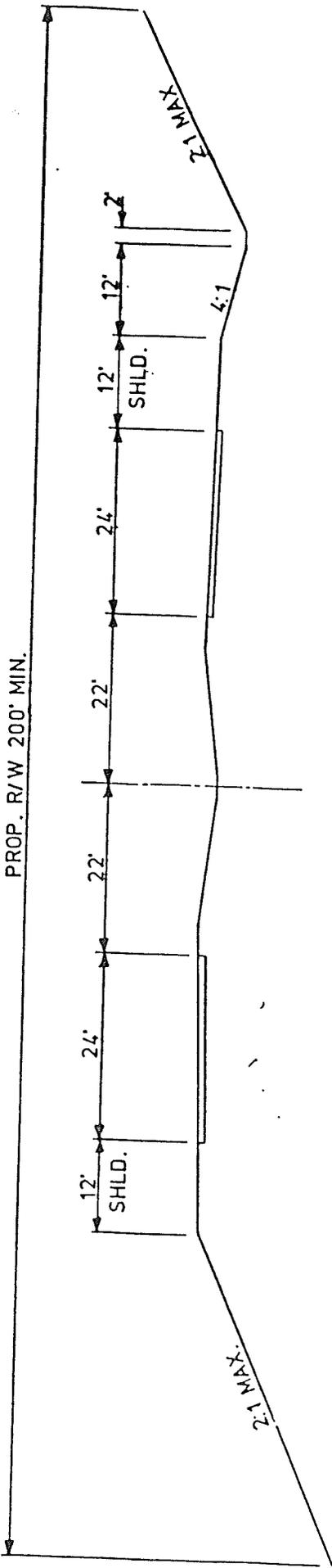
State Bridge Engineer

DATE

State Traffic and Safety Engineer

DATE

District Engineer, Jesup



**TYPICAL SECTION
MCRAE BYPASS**