

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

51

INTERDEPARTMENT CORRESPONDENCE

FILE EDS-441(13) Telfair-Wheeler Counties OFFICE Preconstruction  
P.I. No. 562470 DATE February 25, 1994  
*CWH*  
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/se

Attachment

DISTRIBUTION:

John Lively  
Bob Mustin  
David Studstill  
Herman Griffin  
Toni Dunagan  
Darrell Elwell  
Craig Brack

FEB 09 1994

INTERDEPARTMENT CORRESPONDENCE

PRECONSTRUCTION

FILE EDS-441(13), Telfair/Wheeler Counties OFFICE Environment/Location  
P.I. No. 561470 DATE February 8, 1994

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

TO Frank L. Danchetz, P.E., State Highway Engineer

SUBJECT Revised Project Concept Report- NORTH MCRAE BYPASS

The approved concept is to construct a 2.36 mile new location, partial controlled access highway between U.S. 341/U.S. 23/S.R. 27 and U.S. 441/U.S. 319 northeast of McRae, near the entrance to Little Ocmulgee State Park. The typical section as approved is four lanes with a 44' median on 200' minimum rights-of-way. The project would begin at U.S. 341/U.S. 23/S.R. 27 approximately 0.38 mile southeast of S 2922, where the South McRae Bypass ends. From there it would extend north on new location bridging the Southern Railroad and the Ocmulgee River, then turn slightly to the northwest. The alignment would then intersect U.S. 280/S.R. 30 and cross the Georgia Central Railway at grade and tie into U.S. 441/U.S. 319 near the entrance to Little Ocmulgee State Park.

The approved North McRae Bypass alignment is proposed to be shifted to avoid the habitat of the Federally threatened eastern indigo snake. The new alignment would begin at U.S. 341/U.S. 23/S.R. 27 approximately 0.42 mile southeast of S 2922. From there, it would extend north on new location bridging the Southern Railroad, then turn northwest for approximately one mile before bridging the Ocmulgee River. The proposed alignment continues north bridging U.S. 280/S.R. 30 and the Georgia Central Railroad and ties into U.S. 441/U.S. 319 near the entrance to the Little Ocmulgee State Park. Access to U.S. 280/S.R. 30 would be provided by a slip ramp. The typical section is proposed to be 4 lanes with a 44' median on 250' minimum rights-of-way. The new length of the project is 2.48 miles.

Estimated Costs:	<u>Proposed</u>	<u>Approved</u>	<u>Prog. Date</u>
Construction (incl. E&C and Infl.)	\$ 12,365,000 ( <del>1995</del> <sup>FY97</sup> )	\$ 9,011,000 (1994)	<del>03/94</del> 7/96
Right-of-Way	\$ 1,031,000 ( <del>1995</del> <sup>FY95</sup> )	\$ 570,000 (1994)	
Utilities	LGPA	LGPA	SIGNED 2/23/89

(Cont'd)

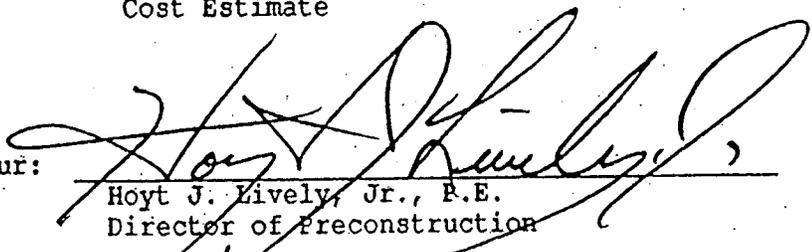
EDS-441(13), Telfair/Wheeler  
Revised Concept Report  
Page 2

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

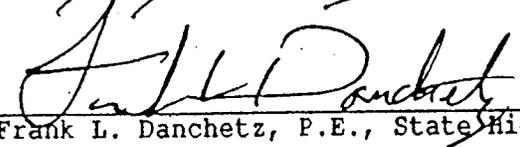
DES/AR

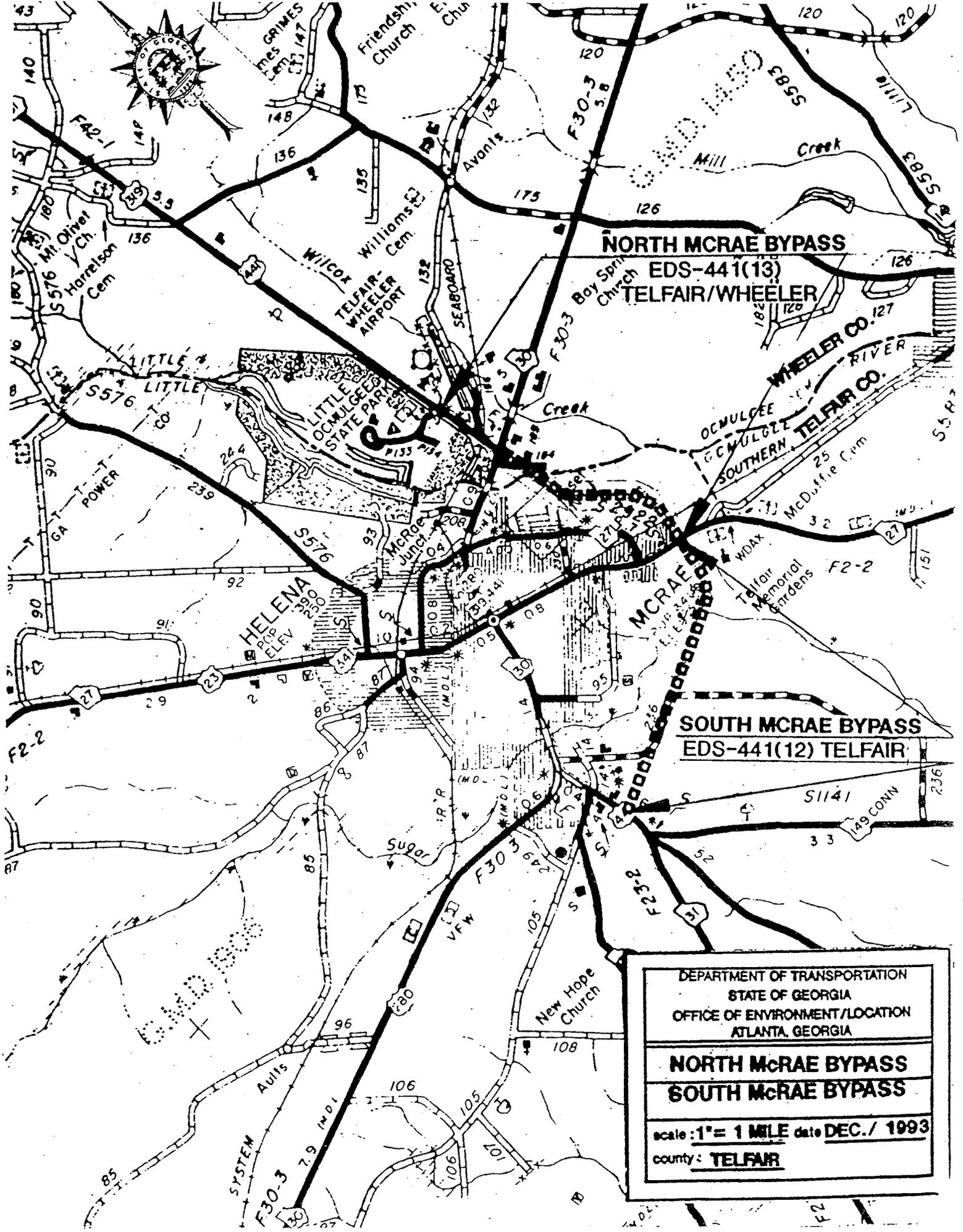
Attachments: Sketch Map  
Cost Estimate

Concur:

  
Hoyt J. Lively, Jr., P.E.  
Director of Preconstruction

Approve:

  
Frank L. Danchetz, P.E., State Highway Engineer



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

**NORTH McRAE BYPASS**  
**SOUTH McRAE BYPASS**

scale: 1" = 1 MILE date DEC./ 1993  
 county: **TELFAR**

PRELIMINARY COST ESTIMATE

OFFICE OF ENVIRONMENT/LOCATION

P.I. NO: 561470

DATE: 12-21-1993

PROJECT NO: EDS-441(13)

PROJECT NAME: NORTH MCRAE BYPASS - ALTERNATIVE "B"

COUNTY: TELFAIR/WHEELER

PROJECT DESCRIPTION: FROM US 341 APPROX. 0.4 MILE SOUTH OF S2992 EAST  
THEN NORTH TO US 441 AT LITTLE OCMULGEE STATE PARK.

PROJECT LENGTH: 2.480 MILES

SECTION LENGTH: 2.480 MILES

TYPICAL SECTION:

RURAL NEW LOCATION-4-LANES WITH 44' DIV MEDIAN (48' PAV'T)

Minimum R/W = 250 ft

EXISTING ROADWAY (If Applicable): N/A

TRAFFIC:

INITIAL DESIGN YEAR: 1993

DAILY VOLUME (AADT): 3,575

FINAL DESIGN YEAR: 2013

DAILY VOLUME (AADT): 5,850

FEASIBILITY STUDY     PRE-PROGRAMMING PROCESS     PROGRAMMING PROCESS

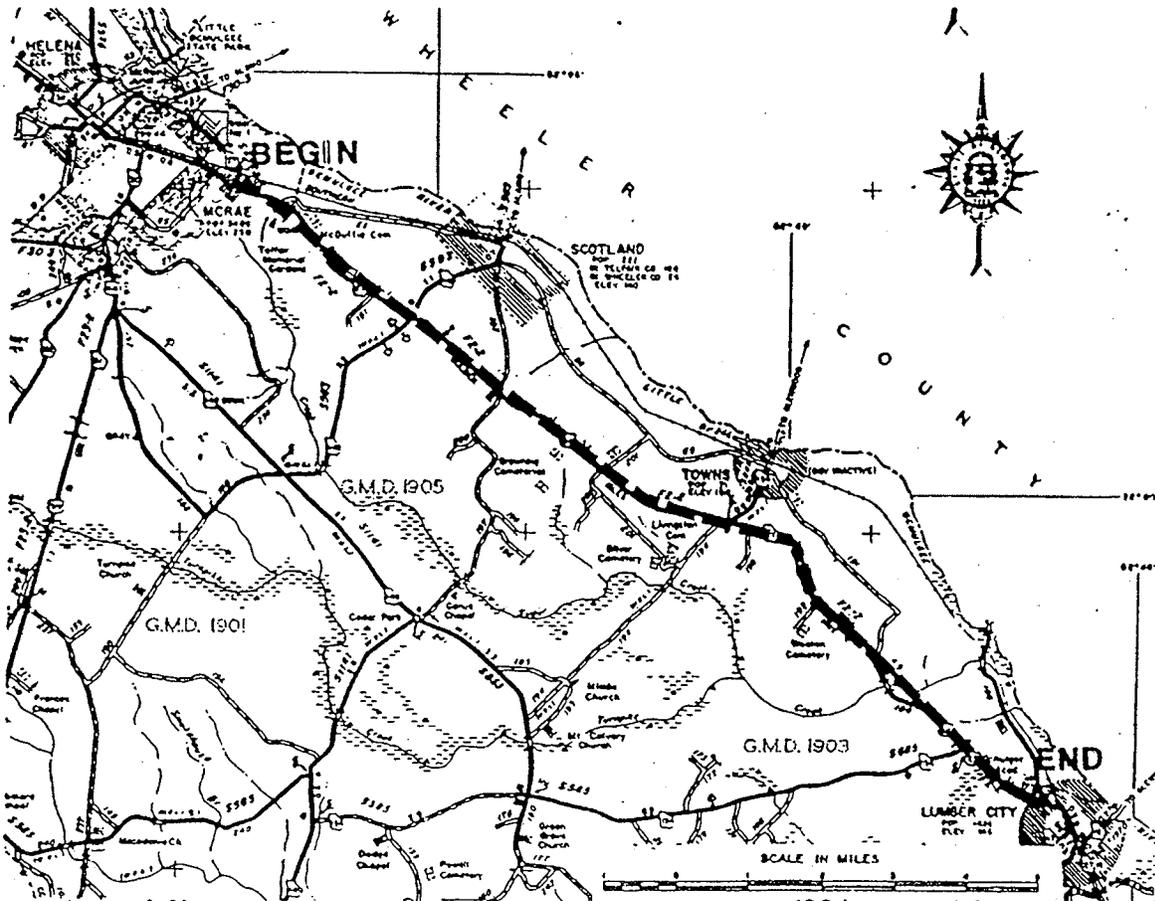
COMMENTS: NEW ALTERNATIVES PROPOSED BY F.W.S. IN OCTOBER, 1993.

PREPARED BY: ROBINSON

PROJECT CONCEPT REPORT



Project Number: GIP-341(23) Telfair County  
 P.I. Number: 561960  
 Federal Route Number: F2-2  
 State Route Number: S.R. 27



RECOMMENDATION FOR APPROVAL:

DATE OF REPORT March 25, 1988

March 25, 1988  
DATE

Joseph L. Drachetz  
STATE ENVIRONMENTAL/LOCATION ENGINEER

DATE

STATE ROAD AND AIRPORT DESIGN ENGINEER

DATE

STATE TRAFFIC AND SAFETY ENGINEER

DATE

DISTRICT ENGINEER/TENNILLE

DATE

STATE BRIDGE AND STRUCTURAL DESIGN ENGINEER

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE GIP-341(23) Telfair County OFFICE Preconstruction  
P.I. No. 561960 DATE June 13, 1988

FROM Alton L. Dowd, Jr., Director of Preconstruction  
TO Hal Rives, Commissioner

SUBJECT PROJECT CONCEPT REPORT - SR 27/US 341 Widening

This project is the reconstruction of SR 27/US 341 between McRae and Lumber City (14.4 miles). It begins at SR 27 Loop in McRae and extends to Lumber City west city limits. The purpose of this project is to improve the safety and capacity. It is part of the Golden Isle Parkway on the Economic Development System. The existing roadway is two, 12' lanes with 9' shoulders and open ditch on 100' right-of-way (estimated). An existing 1.4 miles passing lane eastbound is located near mid-project (MP 14.91 to 16.29) and a 0.95 mile passing lane westbound is located near Lumber City. An existing bridge structure (27.7' x 240') is located on Sugar Creek with a sufficiency rating of 77.7. The estimated traffic for this project is 2800-4500 ADT (1990) and 4900-7900 ADT (2010).

It is proposed to reconstruct the existing road to provide for two, 12' lanes in each direction divided with a 14' flush or a 44' grassed median, 10' shoulders and open ditch on 130' to 200' right-of-way, depending upon typical section used. The project begins at the intersection of SR 27 Loop/US 341 which is the end of a project presently under construction [TSAP-27(88)], and extends southeasterly along the existing road with a five-lane typical section for about 2000', then transitions to a 44' divided median. The 44' divided median will continue along the roadway for 13.3 miles to just west of the west city limits of Lumber City, connecting with a proposed five-lane road through Lumber City [GIP-341(20)]. The five lane construction is symmetrical around the existing road and the new lanes for the 44' divided section will be on the north side except for a 1½ miles segment between CR 197 and CR 201. The bridge structure over Sugar Creek is proposed to be widened to 43.25' x 240', and a new 43.25' x 240' bridge constructed parallel on the north side. The access control for this project is by permit.

The estimated cost of this project proposal is:

271-00027-018.03 E  
27.7' x 240' bridge

	CURRENT ESTIMATE	APPROVED ESTIMATE
Construction (includes E&C and inflation)	\$17,666,000	PE Only (1988)
Right-of-Way	\$ 3,435,000	
Utilities	LGPA	

SHF-002-2(29)  
52/76

Hal Rives  
Page 2  
June 13, 1988

GIP-341(23) Telfair County

This project is in the approved list of Economic Development projects for 1988 (PE).

A corridor public hearing was held on this project in McRae on November 20, 1985 with 322 citizens in attendance, resulting in 293 supporting, 2 opposing, and 5 undecided about the project. A State-aid Environment report was prepared and approved. There was overwhelming public support for the Golden Isles Parkway. A design public hearing is recommended.

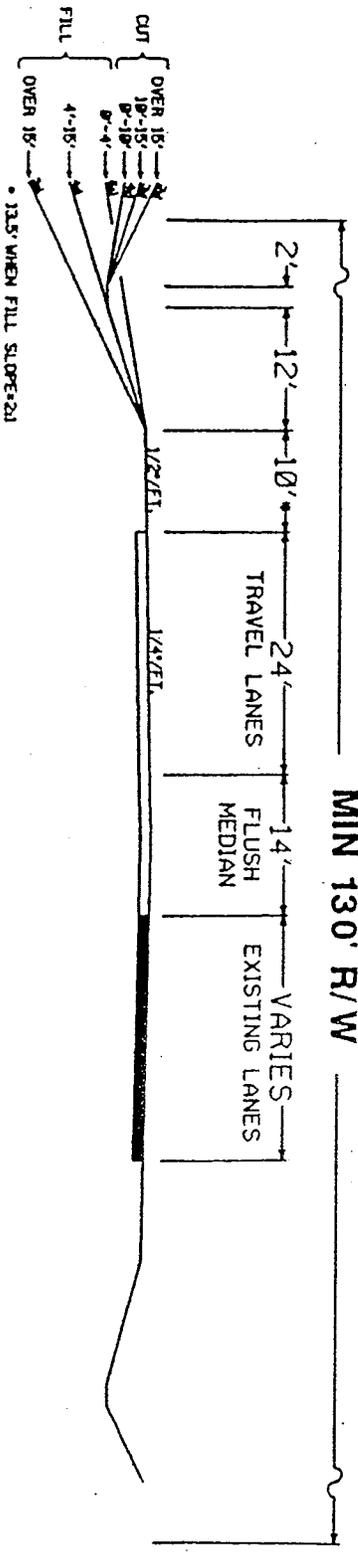
It is recommended that we approve this project concept report and further that this project be programmed for construction when funds are available.

ALD:RLA/cj

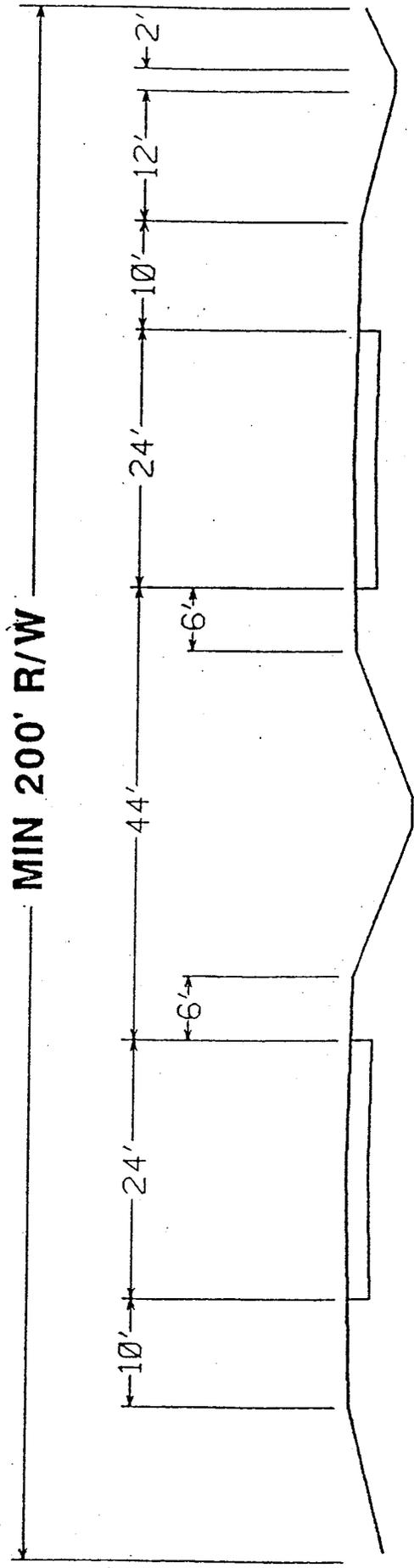
Attachments

CONCUR Alva R. Byrom  
Alva R. Byrom, State Highway Engineer

APPROVE Hal Rives  
Hal Rives, Commissioner



TYPICAL CROSS SECTION



# **BYPASS**

TYPICAL SECTION  
4-LANE WITH 44' MEDIAN

OFFICE OF ENVIRONMENT/LOCATION

P.I. NO: 561470

REVISED: \_

PROJECT NO: EDS-441(13)

REVISED: \_

PROJECT NAME: N. McRAE BYPASS

REVISED: 08-15-1988

COUNTY: TELFAIR/WHEELER

DATE: 02-03-87

PROJECT DESCRIPTION: WIDENING OF US 341 FROM THE END OF FROW  
GIP-TSAF-27(88) TO 1000' EAST OF BYPASS

PROJECT LENGTH: 0.600 MILES

TYPICAL SECTION: RURAL WIDENING-2 TO 4 LANES WITH 14' FLUSH MEDIAN  
& 150' MIN R/W

EXISTING ROADWAY (If Applicable): 2 LANES

TRAFFIC:

INITIAL DESIGN YEAR: 1990 DAILY VOLUME (AADT): 4,500

FINAL DESIGN YEAR: 2010 DAILY VOLUME (AADT): 7,900

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

COMMENTS: \_

PREPARED BY: JLH

PROJECT COSTS

## A. RIGHT-OF-WAY

1. PROPERTY (Land and Easements)	\$ <u>10,000</u>
<hr/>	
2. DISPLACEMENTS	\$ <u>0</u>
<hr/>	
3. OTHER COST	\$ <u>5,000</u>
<hr/>	
SUBTOTAL	\$ <u>15,000</u>

## B. REIMBURSABLE UTILITIES

1. RAILROAD	\$ <u>0</u>
<hr/>	
2. TRANSMISSION LINES	\$ <u>0</u>
<hr/>	
3. SERVICES	\$ <u>0</u>
<hr/>	
SUBTOTAL	\$ <u>0</u>

## C. MAJOR STRUCTURES

1. WALLS	\$ <u>0</u>
<hr/>	
2. BRIDGE STREAM CROSSING	\$ <u>0</u>
<hr/>	
3. BRIDGE OVER/UNDERPASS	\$ <u>0</u>
<hr/>	
4. BOX CULVERTS	\$ <u>0</u>
<hr/>	
SUBTOTAL	\$ <u>0</u>



## F. LUMP ITEMS

1. TRAFFIC CONTROL	\$	<u>15,000</u> <u>12,100</u>
2. CLEARING AND GRUBBING 7 ACRES @ \$4,700 2500	\$	<u>17,500</u> <u>30,764</u>
3. LANDSCAPING 0.600 MILES @ \$12,000 7ac @ 1500/ac	\$	<u>10,500</u> <u>7,200</u>
4. EROSION CONTROL 0.600 MILES @ \$15,000	\$	<u>9,000</u>
5. DETOURS (INCL. TEMP. BRIDGES)	\$	<u>0</u>
	SUBTOTAL \$	<u>52,000</u> <u>57,064</u>

## G. MISCELLANEOUS

1. LIGHTING	\$	<u>0</u>
2. SIGNING/STRIPING 0.600 MILES @ \$30,000	\$	<u>18,000</u>
3. GUARDRAIL 0 LF @ \$10.25 + 0 ANCHORS @ \$795	\$	<u>0</u>
4. OTHER 0.600 MILES @ \$51,000	\$	<u>30,600</u>
	SUBTOTAL \$	<u>48,600</u>

## H. SPECIAL FEATURES

	\$	<u>0</u>
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ESTIMATE SUMMARY

A. RIGHT-OF-WAY.....	\$	15,000
B. REIMBURSABLE UTILITIES.....	\$	0

CONSTRUCTION COST SUMMARY

C. MAJOR STRUCTURES.....	\$	0
D. GRADING AND DRAINAGE.....	\$	<del>46,700</del> 54,400
E. BASE AND PAVING.....	\$	<del>391,022</del> 450,684
F. LUMP ITEMS.....	\$	<del>59,064</del> 52,000
G. MISCELLANEOUS.....	\$	48,600
H. SPECIAL FEATURES.....	\$	0
<hr/>		
SUBTOTAL CONSTRUCTION COST.....	\$	<del>545,385</del> 605,684
INFLATION (5% per year).....	\$	<sup>62083</sup> <del>55,902</del> 2 yr(s)
E. & C. (10%).....	\$	<sup>60568</sup> <del>84,539</del>
<hr/>		
TOTAL CONSTRUCTION COST.....	\$	<del>655,826</del> 728,335
<hr/>		

GRAND TOTAL CONSTRUCTION COST \$ ~~670,826~~ 793,335

PRELIMINARY COST ESTIMATE

OFFICE OF ENVIRONMENT/LOCATION

P.I. NO: 561470

REVISED: \_

PROJECT NO: EDS-441(13)

REVISED: \_

PROJECT NAME: NORTH McRAE BYPASS

REVISED: 08-15-1988

COUNTY: TELFAIR/WHEELER

DATE: 02-03-87

PROJECT DESCRIPTION: FORM US 341 EAST OF McRAE TO US 441 NEAR THE  
ENTRANCE TO LITTLE OCMULGEE STATE PARK

PROJECT LENGTH: 2.400 MILES

TYPICAL SECTION: RURAL NEW LOCATION-4-LANES WITH 44' MEDIAN  
& 200' MIN R/W

EXISTING ROADWAY (If Applicable): \_

TRAFFIC:

INITIAL DESIGN YEAR: 1990 DAILY VOLUME (AADT): 2,900

FINAL DESIGN YEAR: 2010 DAILY VOLUME (AADT): 5,100

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

COMMENTS: \_

PREPARED BY: JLH

PROJECT COSTS

## A. RIGHT-OF-WAY

1. PROPERTY (Land and Easements)	\$ <u>152,000</u>
2. DISPLACEMENTS	\$ <u>195,000</u>
3. OTHER COST	\$ <u>208,000</u>
	SUBTOTAL \$ <u>555,000</u>

## B. REIMBURSABLE UTILITIES

1. RAILROAD	\$ <u>140,000</u>
2. TRANSMISSION LINES	\$ <u>0</u>
3. SERVICES	\$ <u>0</u>
	SUBTOTAL \$ <u>140,000</u>

## C. MAJOR STRUCTURES

1. WALLS	\$ <u>0</u>
2. BRIDGE STREAM CROSSING	\$ <u>2,880,000</u>
3. BRIDGE OVER/UNDERPASS	\$ <u>0</u>
4. BOX CULVERTS	\$ <u>0</u>
	SUBTOTAL \$ <u>2,880,000</u>



## F. LUMP ITEMS

1. TRAFFIC CONTROL	\$	<u>20,000</u>
<hr/>		
2. CLEARING AND GRUBBING	\$	<u>273,455</u>
58 ACRES @ \$4,700		
<hr/>		
3. LANDSCAPING	\$	<u>122,400</u>
2.400 MILES @ \$51,000		
<hr/>		
4. EROSION CONTROL	\$	<u>115,200</u>
2.400 MILES @ \$48,000		
<hr/>		
5. DETOURS (INCL. TEMP. BRIDGES)	\$	<u>0</u>
<hr/>		
	SUBTOTAL \$	<u>531,055</u>

## G. MISCELLANEOUS

1. LIGHTING	\$	<u>0</u>
<hr/>		
2. SIGNING/STRIPING	\$	<u>88,800</u>
2.400 MILES @ \$37,000		
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3. GUARDRAIL	\$	<u>27,990</u>
1,800 LF @ \$10.25 + 12 ANCHORS @ \$795		
<hr/>		
4. OTHER	\$	<u>386,400</u>
2.400 MILES @ \$161,000		
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	SUBTOTAL \$	<u>503,190</u>

## H. SPECIAL FEATURES

	\$	<u>0</u>
<hr/>		

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

PROJECT DATA

COUNTY	PROJECT No. P.I. No.	TYPE WORK	DESCRIPTION
Telfair	GIP-341(23) 561960	Widen & Reconstruct	S.R. 27/U.S. 341/Golden Isles Parkway  From S.R. 27 Loop just east of McRae southeast to the Lumber City city limits.  Length = 14.4 miles
EDS Corridor "G"			

ESTIMATED COST (\$1,000's)	LOW ROAD	HIGH ROAD	FISCAL YEAR	CONG. DISTRICT	FIELD DISTRICT
PE	X		1988		
ROW \$3,435		X	1989		
CONST \$17,666		X	1990	8	5

REASON FOR REVISIONS:

To add the estimated cost of rights-of-way and construction to the "High Road" Program for information until "EDS" funding is approved for the next phase. This is as approved in the Project Concept Report.  
Funding for P.E. was approved in 1988.  
The bridge at Sugar Creek is to be widened from 27.7' to 43.25' and a new parallel bridge constructed under project no. BHF-002-2(29) P.I. #521760.

RECOMMENDED *Harold G. Hardy*  
DIRECTOR, DIVISION OF PLANNING AND PROGRAMMING

RECOMMENDED \_\_\_\_\_  
COMMISSIONER

APPROVED BY  
Director of

JUL 08 1988  
  
Planning and  
Programming

**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. P.I. No.	TYPE WORK	DESCRIPTION
Telfair	GIP-341(23) 561960	Widen & Reconstruct	S.R. 27/U.S. 341/Golden Isles Parkway:
	AND BHF-002-2(29) 521760	AND Bridge Widening (existing 240'X 27.7' bridge)	From S.R. 27 Loop just east of McRae southeast to the city limits of Lumber City. Length = 15.5 miles

S Corridor "G"  
and 1 = EDS & 118  
and 2 = EDS & 114

ESTIMATED COST (\$1,000's)	LOW ROAD	HIGH ROAD	FISCAL YEAR	CONG. DISTRICT	FIELD DISTRICT
PE	X		1988	8	5
ROW					
CONST					

REASON FOR REVISIONS:

To add this project to the Construction Work Program for Preliminary Engineering as approved in the 1988 Economic Development Highway System Funding Program. This project is to be split into two projects as follows:

GIP-341(23) P.I. #561960  
Widen & reconstruct from S.R. 27 Loop just east of McRae to the city limits of Lumber City.

BHF-002-2(29) P.I. #521760  
Bridge widening at Sugar Creek. (271-00027-018.03E) Suff. Rating 77.7

RECOMMENDED

*[Signature]*  
DIRECTOR, DIVISION OF PLANNING AND PROGRAMMING

RECOMMENDED

*[Signature]*  
COMMISSIONER

<p><b>GDOT BOARD</b></p> <p>MAR 17 1988</p> <p>APPROVED</p>
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