

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE PR-264-1(015); PR-459-1(015); PR-0630-1(015); OFFICE Preconstruction  
PR-264-2(015); RRS-000S(591) Bartow County  
P.I. Nos. 662395; 662390; 631010; 662396; 641500 DATE September 16, 1988  
FROM *R. L. Alston*  
R. L. Alston, P.E., Assistant Director of Preconstruction  
TO SEE DISTRIBUTION

SUBJECT PROJECT CONCEPT REPORT APPROVAL - East Connector Frontage Road  
SR 61/US 411 to White-Cassville Road

Attached for your files is the approval for subject project. Please note comments by Alva R. Byrom on cover letter.

RLA/cj

Attachment

DISTRIBUTION:

TIME SAVING  
PROCEDURES

- Alton L. Dowd, Jr.
- Robert E. Humphrey
- Frank Danchetz
- Gene Skeen
- Walker Scott
- Floyd Hardy (ATTN: Herman Griffin)
- Ron Colvin
- Charles Lewis
- Felton Rutledge

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

**INTERDEPARTMENT CORRESPONDENCE**

**FILE** PR-264-1(015); PR-459-1(015); PR-630-1(015); **OFFICE** Preconstruction  
 PR-264-2(015); RRS-000S(591) Bartow County  
 P.I.Nos. 662395; 662390; 631010; 662396; 641500 **DATE** August 16, 1988

**FROM** Alton A. Dewd, Jr., Director of Preconstruction

**TO** Hal Rives, Commissioner

**SUBJECT** PROJECT CONCEPT REPORT - East Connector Frontage Road  
 SR 61/US 411 to White-Cassville Road

These projects are defined as the East Connector that services a proposed industrial area between US 411 and White-Cassville Road, east of I-75 in Bartow County. This proposed industrial area's raw and finished products will be transported primarily by truck. The East Connector begins on US 411/SR 61 2500' east of I-75/SR 61 interchange and generally parallels I-75 and ends at the White-Cassville Road/I-75 Interchange (3.90 miles). This is mostly a new location project with short sections of existing CR 630 and CR 459 being utilized. There are no existing bridges on these projects. The estimated traffic is 2000 ADT (1990) and 3600 ADT (2010).

It is proposed to construct a new roadway between US 411/SR 61 and CR 630/White-Cassville Road, then along CR 630 to I-75 interchange to provide for two lanes or a five-lane typical section with some sections of curb and gutter and open ditch roadway. The section lengths and typical sections proposed are as follows:

1. PR-264-2(015) is for a new two lane road from SR 61/US 411 along the east side of I-75 to a point 800' north of Aubrey Lake (1.27 miles). The typical section to be provided is two, 12' lanes, two 8' refuge lanes, with curb and gutter, 10' shoulders on approximately 80' right-of-way. The existing double double 10' x 10' bridge culvert under I-75 is to be retained. A new bridge <sup>52</sup>44' x 325' is proposed to span the effluence of Aubrey Lake. An exception on this project is a grade separation and approach slabs on the CSX Railroad just north of SR 61. This project work includes adding turn lanes to US 411.
2. RRS-000S(591) is the grade separation with approach slabs over the CSX Railroad just north of SR 61. The bridge will be a <sup>52 ARB</sup>44' x 295' structure.
3. PR-264-1(015) is a new two lane road east of I-75 from a point 800' north of Aubrey Lake to Grassdale Road (0.83 mile). The typical section to be provided is two, 12' lanes and two, 8' refuge lanes with curb and gutter, 10' shoulders on approximately 120' right-of-way.
4. PR-459-1(015) is a new two lane road from Grassdale Road to CR 630/White-Cassville Road (1.43 miles). The typical section to be provided on this segment is two, 12' lanes, 10' shoulders (8' paved each side) and open ditch on approximately 120' right-of-way.

East Connector - Bartow County

5. PR-630-1(015) is the reconstruction of CR 630/White-Cassville Road from I-75 to CR 459 (o.37 mile). The typical section of this segment is two, 12' lanes in each direction, divided with a 14' flush median and 10' shoulders on open ditch on approximately 150' right-of-way.

The access control for these projects is by permit.

The estimated costs for these projects are as follows:

|   | PROPOSED ESTIMATE |
|---|-------------------|
| <u>PR-264-2(015)</u>                      |                   |
| Construction (includes E&C and inflation) | \$2,083,600       |
| Right-of-Way and Utilities                | LGPA              |
| <u>RRS-000S(591)</u>                      |                   |
| Construction (includes E&C and inflation) | \$ 598,300        |
| Right-of-Way                              | -0-               |
| Utilities                                 | LGPA              |
| <u>PR-264-1(015)</u>                      |                   |
| Construction (includes E&C and inflation) | \$ 991,600        |
| Right-of-Way and Utilities                | LGPA              |
| <u>PR-459-1(015)</u>                      |                   |
| Construction (includes E&C and inflation) | \$1,320,300       |
| Right-of-Way and Utilities                | LGPA              |
| <u>PR-630-1(015)</u>                      |                   |
| Construction (includes E&C and inflation) | \$ 257,300        |
| Right-of-Way and Utilities                | LGPA              |

The estimated total construction costs of these projects are \$5,251,000, of which the Department has committed \$3,000,000. The balance will be funded by others in accordance with the attached agreement between "the Department" and "Anheuser-Busch Incorporated" dated 7-15-88.

Hal Rives  
Page 3  
August 16, 1988

East Connector - Bartow County

A consultant is to prepare the plans for PR-264-2(015) and RRS-000S(591). An Environmental Assessment will be required on the RRS project. An Opportunity for a Hearing will be offered and time savings procedures are appropriate for these projects.

A minor encroachment upon the existing I-75 right-of-way will require FHWA concurrence.

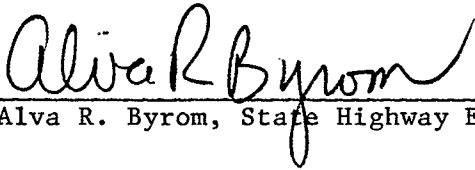
Alternates considered on these projects are: (1) to construct two lanes or four lanes; (2) three alternate alignments through wetlands were investigated; and (3) two alternate alignments for crossing the railroad and the outlet of Aubrey Lake were studied. The recommended alternate is considered the most cost effective, to have the best traffic service, and the least environmentally sensitive of all alternates.

It is recommended that we approve this project concept report for implementation. Time saving procedures are appropriate.

ALD:RLA/cj

Attachment

CONCUR

  
\_\_\_\_\_  
Alva R. Byrom, State Highway Engineer

APPROVE

  
\_\_\_\_\_  
Hal Rives, Commissioner

# DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

## INTERDEPARTMENT CORRESPONDENCE

**FILE** PR-264-2 (015), PR-264-1 (015), RRS-000S (591)  
 PR-459-1 (015), PR-630-1 (015) **Bartow County** **OFFICE** Atlanta, Georgia  
 P.I. No. 662396, 662395, 641500, 662390, 631010  
 East Connector **DATE** August 11, 1988

**FROM** Robert E. Humphrey, P.E., Project Review Engineer **R. E. H. - jn**

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

**SUBJECT PROJECT CONCEPT REPORT - REVISED**

We have reviewed the attached revised Concept report for this Major project.

We have received no signed cover sheets.

This report is satisfactory for approval.

The estimated costs of this project are as follows:

|                       | <u>PR-264-2 (015)<br/>Cost of Proposed<br/>Typical Section</u> | <u>PR-264-2 (015)<br/>Cost of 2 Lane Roadway with<br/>Culvert in lieu of Bridge</u> |
|-----------------------|--|---|
| Construction          | \$1,804,000  | \$1,325,000   |
| Inflation (5% per yr) | 90,200   | 66,250  |
| E & C (10%)           | 189,420  | 139,125   |
| Prelim. Engr.(5%)     | 90,200   | 66,250  |
| Right of Way          | LGPA   | LGPA  |
| Utilities             | LGPA   | LGPA  |
|                       |  |   |
|                       | <u>PR-264-1 (015)<br/>Proposed Typical<br/>Section</u>         | <u>PR-264-1 (015)<br/>Cost of 2 Lane<br/>Roadway</u>                                |
| Construction          | \$858,500  | \$527,300   |
| Inflation (5% per yr) | 42,925   | 26,365  |
| E & C (10%)           | 90,142   | 55,366  |
| Prelim. Engr.(5%)     | 42,925   | 26,365  |
| Right of Way          | LGPA   | LGPA  |
| Utilities             | LGPA   | LGPA  |

Cost Estimate continued on page 2.

Mr. Alton L. Dowd, Jr.  
August 11, 1988  
Page 2.

Bartow County  
Concept Report

**RRS-000S (591)**  
**Bridge and Approach**  
**Slabs Over CSX Railroad**

(Proposed section and  
2 lane section requires  
same bridge size)

|                       |           |
|-----------------------|-----------|
| Construction          | \$518,000 |
| Inflation (5% per yr) | 25,900    |
| E & C (10%)           | 54,390    |
| Prelim. Engr.(5%)     | 25,900    |
| Right of Way          | 0         |
| Utilities             | 0         |

**PR-459-1 (015)**  
**Proposed Section**

**PR-459-1 (015)**  
**Cost of 2 Lane Roadway**

|                       |             |           |
|-----------------------|-------------|-----------|
| Construction          | \$1,143,100 | \$921,500 |
| Inflation (5% per yr) | 57,155      | 46,075    |
| E & C (10%)           | 120,025     | 96,757    |
| Prelim. Engr.(5%)     | 57,155      | 46,075    |
| Right of Way-         | LGPA        | LGPA      |
| Utilities             | LGPA        | LGPA      |

**PR-630-1 (015)**  
**Widen Existing 2 Lane**  
**Roadway to 4 Lanes with**  
**14' Flush Median**

|                       |           |
|-----------------------|-----------|
| Construction          | \$222,804 |
| Inflation (5% per yr) | 11,140    |
| E & C (10%)           | 23,394    |
| Prelim. Engr.(5%)     | 11,140    |
| Right of Way          | LGPA      |
| Utilities             | LGPA      |

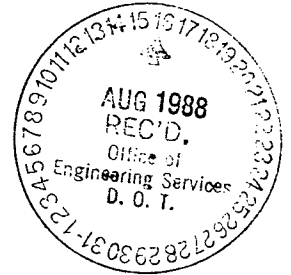
WRP/jmf

Attachments

c: Walker W. Scott, Jr.

# DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

## INTERDEPARTMENT CORRESPONDENCE



|             |   |               |                 |
|-------------|---|---------------|-----------------|
| <b>FILE</b> | PR-264-2 (015), PR-264-1 (015)<br>RRS-0008 (591), PR-459-1 (015)<br>PR-630-1 (015) Bartow Co. | <b>OFFICE</b> | Atlanta, Ga.    |
|             | P.I. No. 662396, 662395, 641500, 662390, 631010   | <b>DATE</b>   | August 15, 1988 |
| <b>FROM</b> | <i>RC</i><br>Ron Colvin, P.E., State Traffic & Safety Engineer                                |               |                 |
| <b>TO</b>   | Robert E. Humphrey, P.E., Project Review Engineer   |               |                 |

**SUBJECT**      **Revised Project Concept Report Review**

We have reviewed the concept report on the above project for the proposed construction of a new roadway serving a proposed industrial area on the east side of I-75 between SR 411 and White-Cassville Rd. The new roadway will be two lanes part urban and part rural. The section of White-Cassville between I-75 and the proposed new roadway will be widened to a five lane section and additional turn lanes will be added to SR 411 along with the possible realignment of the exit and entrance ramps of I-75 at SR 411. We believe that if the northbound I-75 exit ramp to SR 411 is not aligned with the new roadway, that weaving problems will occur along SR 411. With this we find this concept satisfactory for approval.

JJD:CKE:kt

Attachment (signature page)

cc: Walker W. Scott, State Road & Airport Design Engineer  
Felton Rutledge, District Engineer - Cartersville

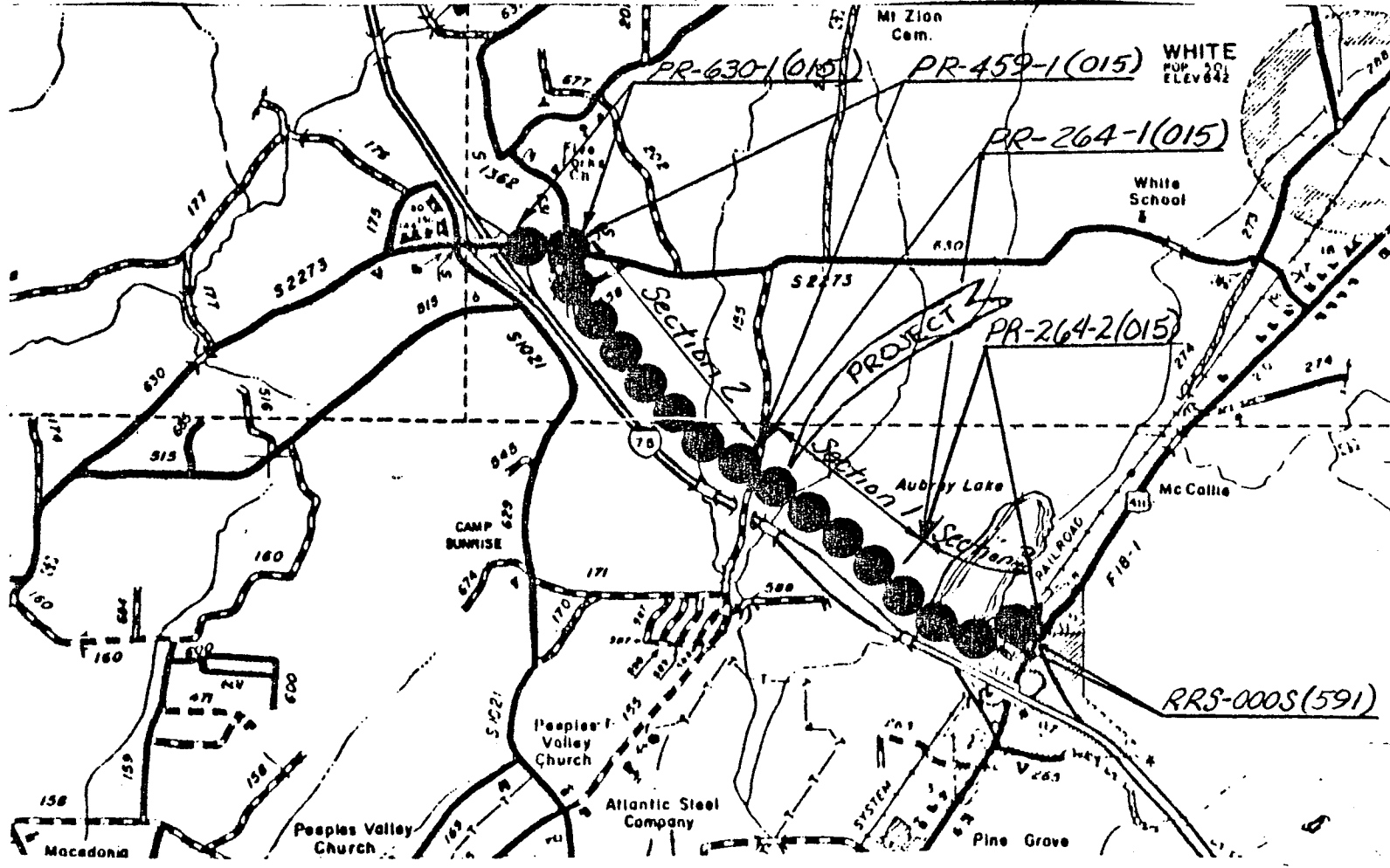
Revised 5-2-88  
Rev. 08-09-88



OFFICE OF ROAD AND AIRPORT DESIGN  
PROJECT CONCEPT REPORT

Project Number: \_\_\_\_\_  
P.I. Number: \_\_\_\_\_  
Federal Route Number: \_\_\_\_\_ NONE \_\_\_\_\_  
State Route Number: \_\_\_\_\_ NONE \_\_\_\_\_

PR-264-2 (015) PI # 662396  
PR-264-1 (015) PI # 662395  
RRS-000S (591) PI # 641500  
PR-459-1 (015) PI # 662390  
PR-630-1 (015) PI # 631010



RECOMMENDATION FOR APPROVAL:

DATE OF REPORT March 15, 1988

Mar. 18, 1988  
DATE

Walker W Scott Jr  
State Road & Airport Design Engineer

DATE  
8/15/88  
DATE

State Environmental/Location Engineer  
Ron Williams  
State Traffic and Safety Engineer

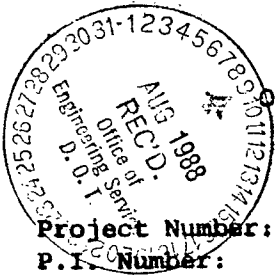
DATE

State Bridge and Structural Design Engineer

DATE

District Engineer



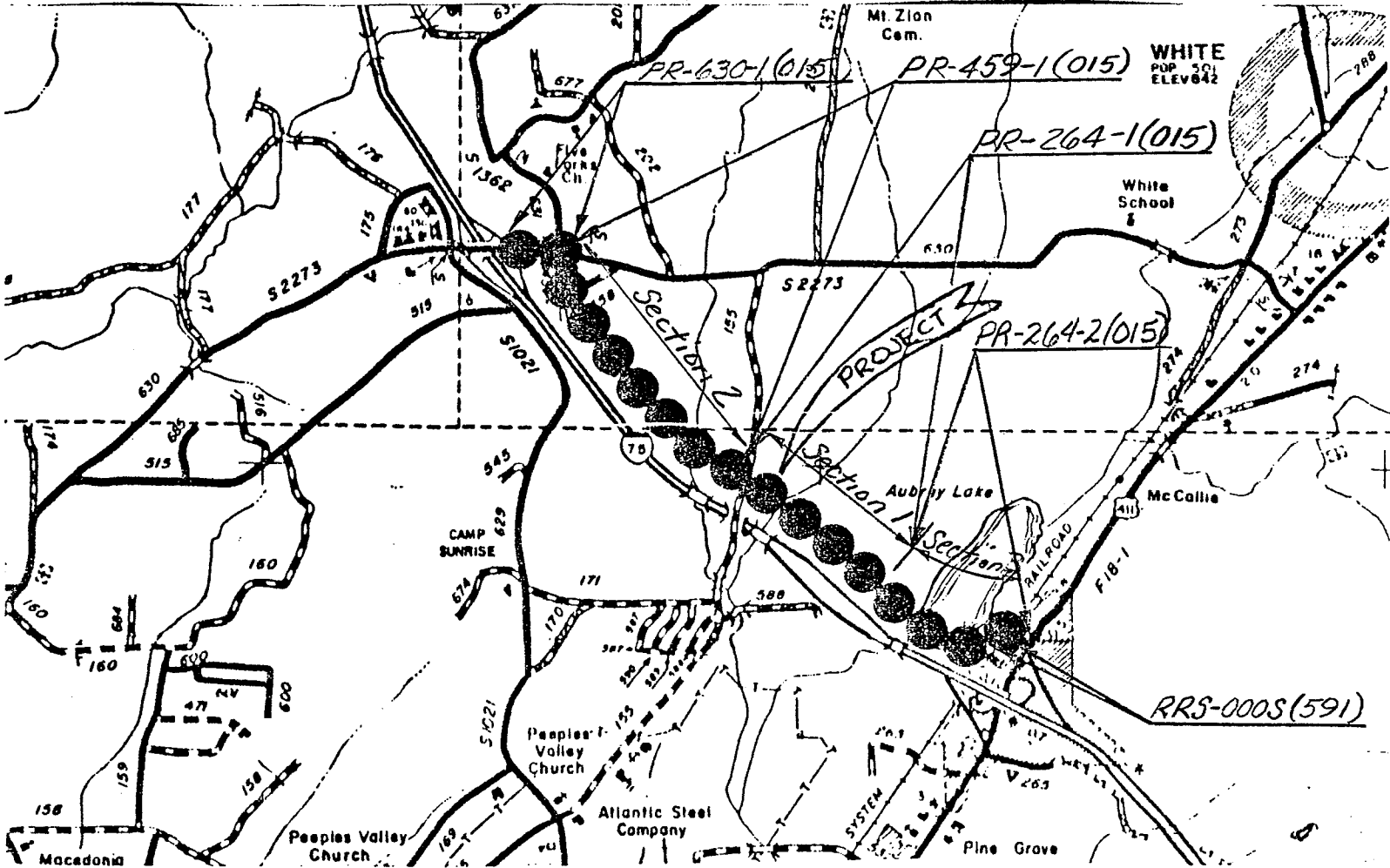


Revised 5-2-88  
Rev. 08-09-88

OFFICE OF ROAD AND AIRPORT DESIGN  
PROJECT CONCEPT REPORT

Project Number: \_\_\_\_\_  
 P.I. Number: \_\_\_\_\_  
 Federal Route Number: NONE  
 State Route Number: NONE

PR-264-2 (015) PI # 662396  
 PR-264-1 (015) PI # 662395  
 RRS-000S (591) PI # 641500  
 PR-459-1 (015) PI # 662390  
 PR-630-1 (015) PI # 631010



RECOMMENDATION FOR APPROVAL:

DATE OF REPORT March 15, 1988

Mar. 18, 1988  
DATE

Walker W Scott Jr  
State Road & Airport Design Engineer

DATE

State Environmental/Location Engineer

DATE

State Traffic and Safety Engineer

DATE

State Bridge and Structural Design Engineer

DATE

District Engineer

# DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA



## INTERDEPARTMENT CORRESPONDENCE

**FILE** PR-264-2(015) PI # 662396 Bartow County  
 PR-264-1(015) PI # 662395 Bartow County  
 RRS-000S(591) PI # 641500 Bartow County **OFFICE** Atlanta  
 PR-459-1(015) PI # 662390 Bartow County  
 PR-630-1(015) PI # 631010 Bartow County **DATE** August 9, 1988

**FROM** Walker W. Scott, Jr., P.E., State Road and Airport Design Engineer **WWS**

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

**SUBJECT** Project Concept Report Revisions

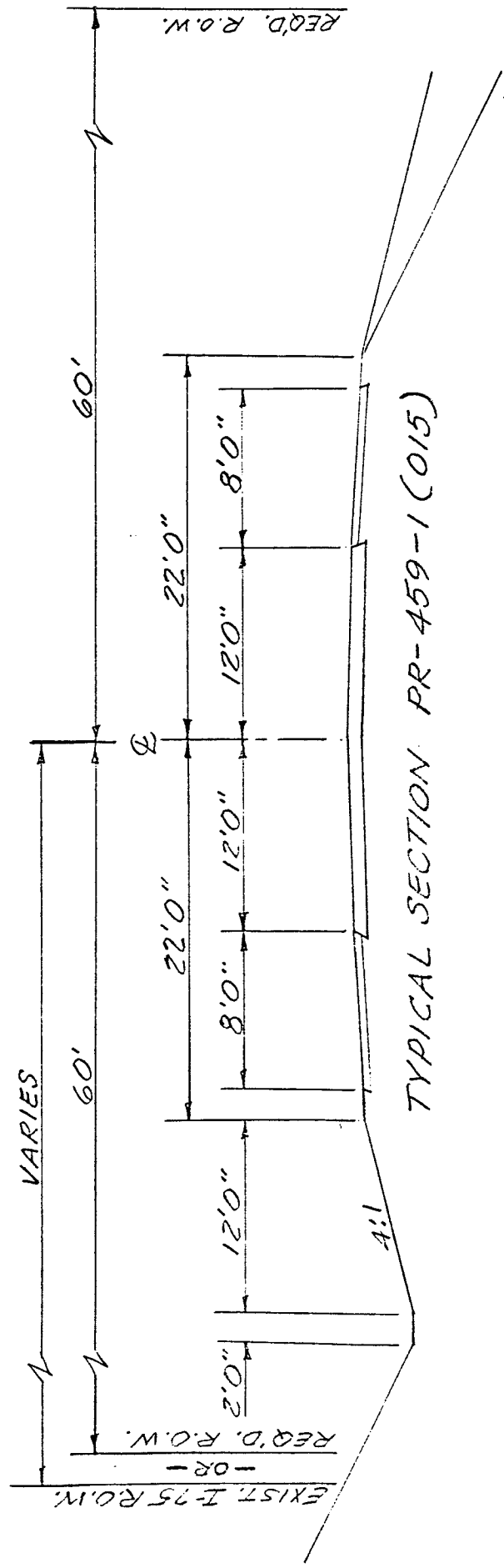
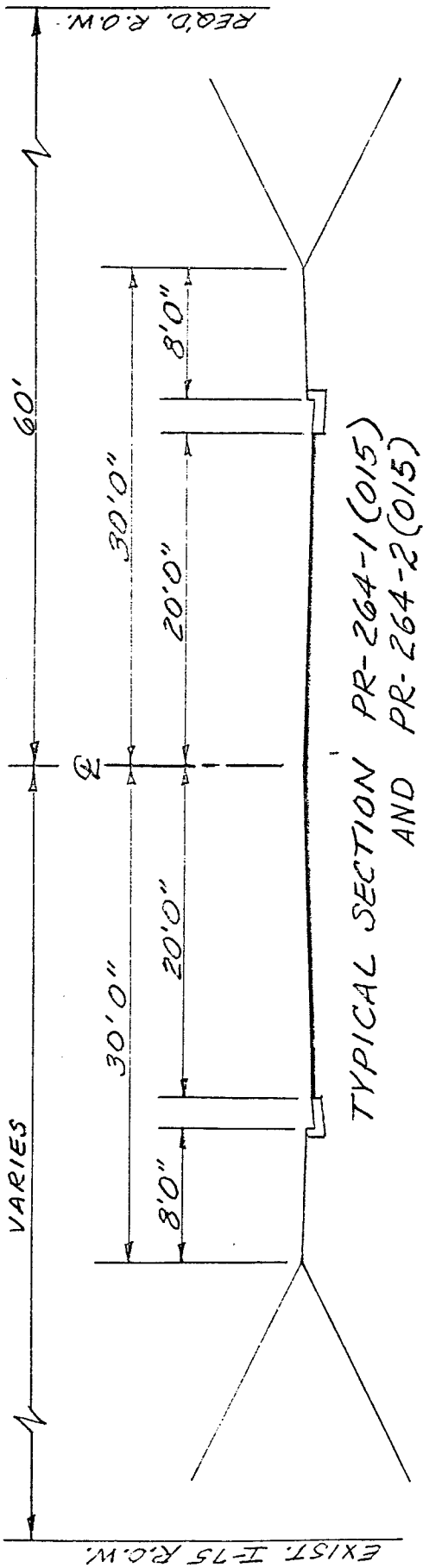
Attached is the revised Project Concept Report for the above listed projects for your review and further handling.

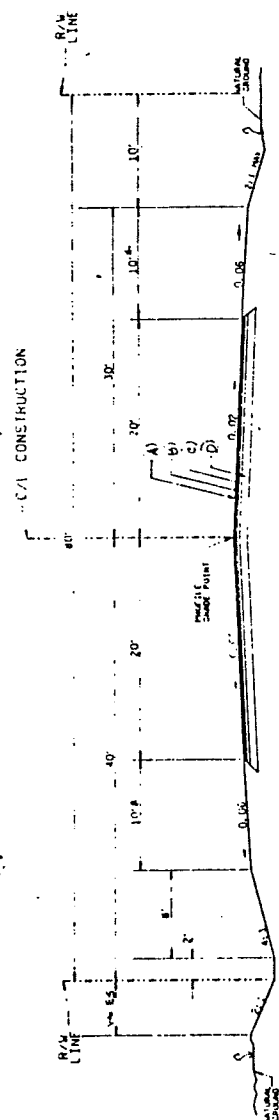
Revisions include:

1. Changed project number for widening White-Cassville Road
2. Length of project
3. Wording on proposed typical section
4. Estimated cost
5. Cost estimate summary

WWS:RWH:hcc  
Attachment

cc: Alton L. Dowd, Jr.  
Robert L. Alston, w/att  
Frank Danchetz, w/att  
Ron Colvin, w/att  
Charles Lewis, w/att  
Felton Rutledge, w/att





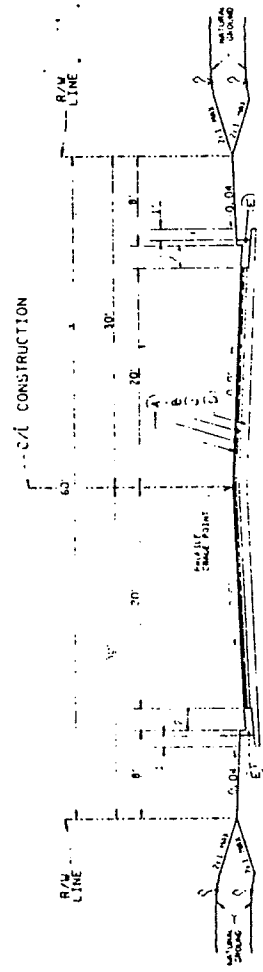
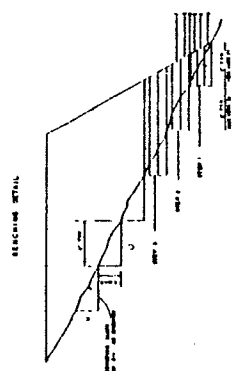
NOTE: AN ADDITIONAL 3'-6" TO SHOULDER WILL BE REQUIRED ON ALL 2:1 FILL SLOPES TO FACILITATE THE INSTALLATION OF GUARDRAIL.

- REQUIRED PAVEMENT
- Ⓐ ASPHALTIC CONCRETE 'C', 1 1/2"
  - Ⓑ ASPHALTIC CONCRETE 'B', 2"
  - Ⓒ ASPHALTIC CONCRETE BASE, 3"
  - Ⓓ GRADED AGGREGATE BASE, 8"
  - Ⓔ CONCRETE CURB & GUTTER, GA STD 9032B, 8" x 30", TYPE 2

TYPICAL SECTION

STA 52+41.71 - 52+135  
 STA 52+103 - 114+50.00  
 STA 114+50.00 - 135+30.28 (SHOULDER SIDE ONLY)

NOTE: FOR SUPERELEVATED SECTION, SEE GEORGIA STANDARD 9023C



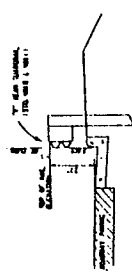
REQUIRED PAVEMENT: SEE ABOVE

TYPICAL SECTION

STA 14150.00 - 159+30.28 (LEFT SIDE ONLY)  
 STA 159+30.28 - 14160.00  
 STA 152+252 - 159+30.28

NOTE: FOR SUPERELEVATED SECTION, SEE GEORGIA STANDARD 9023C. SLOPE GUTTER SAME AS PAVEMENT ON HIGH SIDE OF SUPERELEVATION.

QUANTITY = DISTANCE FROM CURB AND GUTTER



|   |  |  |                           |                 |   |
|---|--|--|---------------------------|-----------------|---|
| <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%; font-size: small;">         DESIGNED: _____<br/>         DRAWING: _____<br/>         CHECKED: _____<br/>         APPROVED: _____       </td> <td style="width: 50%; text-align: center;"> </td> </tr> </table> | DESIGNED: _____<br>DRAWING: _____<br>CHECKED: _____<br>APPROVED: _____ |  | ANHEUSER-BUSCH<br>COMPANY | TYPICAL SECTION | PROJ. NO. 11-11-11-11<br>DATE: 11/11/11<br>SCALE: 1" = 10'<br>DRG. NO. 11-11-11 |
| DESIGNED: _____<br>DRAWING: _____<br>CHECKED: _____<br>APPROVED: _____  |  |  |                           |                 |   |
| REVISIONS<br>NO. DESCRIPTION  |  |  |                           |                 |   |