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DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE P. I. No. 222410, Dodge-Bleckley Counties **OFFICE** Preconstruction
MLP-87(45)
SR 87/US 23 Widening and Reconstruction **DATE** April 19, 2005
FROM *Cyprus James* Margaret B. Pirkle, P.E., Assistant Director of Preconstruction
TO *vo-* SEE DISTRIBUTION

SUBJECT REVISED PROJECT CONCEPT REPORT APPROVAL

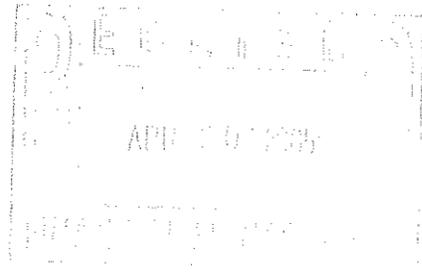
Attached for your files is the approval for subject project.

MBP/cj

Attachment

DISTRIBUTION:

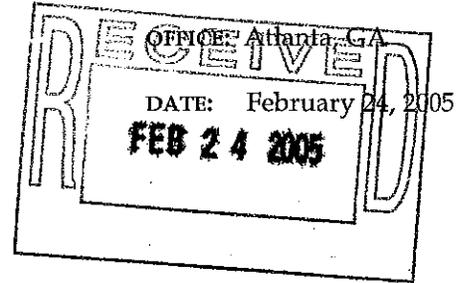
- David Mulling
- Harvey Keeper
- Ken Thompson
- Jamie Simpson
- Michael Henry
- Keith Golden
- Joe Palladi (file copy)
- Babs Abubakari
- Brent Story
- Mike Thomas
- BOARD MEMBER



DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE: WIDENING & RECONSTRUCTION OF US 23/SR 87
MLP-87(45), Dodge/Bleckley
PI# 222410
FROM: *Brent A. Story*
Brent A. Story, P.E., State Road & Airport Design Engineer
TO: Meg Pirkle, P.E., Assistant Director of Preconstruction
SUBJECT: Revised Project Concept Report



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 project consists of the widening and reconstruction of US 23/SR 87 beginning just south of the STP-066-1(29) Spur intersection and continues north to just south of SR 257 (West) for a total project length of 9.5 miles. This project was developed using Metric Units of Measurement and has been converted to English Units of Measurement.

The project concept currently proposes to retain the existing three-lane roadway from CR 141 to CR 78 while reconstructing the existing shoulders. Three travel lanes (one lane northbound and two lanes southbound) with a 14 foot wide flush median are proposed from CR 78 to CR 139. Beginning at CR 139, the roadway would be widened to provide two travel lanes in each direction with a 14 foot wide flush median and would continue to just north of CR 348. The median would then transition to a 44 foot wide grassed median and continue to just south of CR 334. The median would then transition to a 14 foot wide flush median with curb and gutter and continue to CR 133. The roadway would then transition to two lanes in each direction with a 44 foot wide grassed median and would continue to just south of SR 257 (East) where the median would transition to a 14' flush median. This typical would continue to the end of the project at SR 257 (West).

This project now proposes to begin just south of project STP-066-1(29) Spur and continue north for 9.5 miles to just south of SR 257 (West). The project will begin with an existing 3 lane section and transition to two 12 foot wide southbound lanes and one 12 foot wide northbound lane between the Spur and CR 8/CR 137. At this point the typical section will transition to two 12 foot travel lanes in each direction separated by a 24 foot wide raised median. This typical will continue for 2600 feet where the median will then transition to a 44 foot grassed median and continue to a point 1450 feet south of CR 334 (South). The typical section will then transition to two 12 foot wide travel lanes in each direction separated by a 14 foot wide flush median with an urban shoulder and will continue to CR 133. The typical section will then transition to two 12 foot wide travel lanes in each direction separated by a 14 foot wide flush median with rural shoulders to a point 2250 feet south of CR 109. The median will then transition to a 44 foot wide grassed median and continue to CR 281. The median will then transition to a 14 foot wide flush median and continue to just south of SR 257 (West) where the project ties to MLP-87(43).

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

BAS:JLM:SJ:ss
Attachments

- cc: David Mulling, Project Review Engineer
- Harvey Keepler, State Environmental/Location Engineer
- Keith Golden, State Traffic Safety and Design Engineer
- Joseph Palladi, State Transportation Planning Administrator
- Jamie Simpson, State Transportation Financial Management Administrator
- Mike Thomas, District Engineer

Joseph Palladi
State Transportation Planning Administrator

4/1/05
Date

REVISED PROJECT CONCEPT REPORT

Need and Purpose: This project entails the widening and reconstruction of US 23/SR 87 to four lanes with a divided median from CR 332 to 500 feet north of SR 257. Approximately 88% of the project's total length lies in Dodge County and approximately 12% lies in Bleckley County. The southern end of MLP-87(45) ties into project NHS-066-1(28), a project that added a northbound passing and turn lanes from CR 141 to just north of CR 78. The northern end of MLP-87(45) ties into proposed Project MLP-87(43) Bleckley County, a widening project.

SR 87 is a STAA (Surface Transportation Assistance Act) truck route and was upgraded in 1992 to allow single and twin trailer trucks. SR 87 serves as the main truck access between the cities of McRae and Cochran. The widening improvement will enhance the safety and operational characteristics of this route for trucks and passenger vehicles.

Traffic projections show volumes almost doubling over the next twenty-five years. The widening improvement will increase the traffic carrying capacity to accommodate these higher volumes while eliminating congestion due to lack of passing opportunities.

Project location: This project begins just south of the STP-066-1(29) Spur intersection and continues north to 0.4 miles north of SR 257 (east) for a total project length of 9.5 miles.

Description of the approved concept:

PDP Classification: Major X Minor _____

Federal Oversight: Full Oversight (), Exempt(), State Funded(X), or Other ()

Functional Classification:

U. S. Route Number(s): 23 **State Route Number(s):** 87

Traffic (AADT) as shown in the approved concept:

Current Year: (2000) 6800 Design Year: (2020) 11900

Proposed features to be revised: This project concept currently proposes to retain the existing three-lane roadway from CR 141 to CR 78 while reconstructing the existing shoulders. Four lanes are proposed from CR 78 to CR 139. Beginning at CR 139, the roadway would be widened to provide two travel lanes in each direction with a 14 foot wide flush median and would continue to just north of CR 348. The median would then transition to a 44 foot wide grassed median and continue to just south of CR 334. The median would then transition to a 14 foot wide flush median with curb and gutter and continue to CR 133. The roadway would then transition to two lanes in the direction with a 44 foot wide grassed median and would continue to just south of SR 257 (east) where the median would transition to a 14 foot wide flush median. This typical would continue to the end of the project at SR 257 (west).

Describe the revised feature(s) to be approved: This project now proposes to begin just south of project STP-066-1(29) Spur and continue north for 9.5 miles to just south of SR 257 (West). The

project will begin with an existing 3 lane section and transition to two 12 foot wide southbound lanes and one 12 foot wide northbound lane between the Spur and CR 8/CR 137. At this point the typical section will transition to two 12 foot travel lanes in each direction separated by a 24 foot wide raised median. This typical will continue for 2600 feet where the median will then transition to a 44 foot grassed median and continue to a point 1450 feet south of CR 334 (South). The typical section will then transition to two 12 foot wide travel lanes in each direction separated by a 14 foot wide flush median with an urban shoulder and will continue to CR 133. The typical section will then transition to two 12 foot wide travel lanes in each direction separated by a 14 foot wide flush median with rural shoulders to a point 2250 feet south of CR 109. The median will then transition to a 44 foot wide grassed median and continue to CR 281. The median will then transition to a 14 foot wide flush median and continue to just south of SR 257 (West) where the project ties to MLP-87(43).

Updated traffic data (AADT):

Current Year: (2000) 6500 Design Year: (2020) 11500

Programmed/Schedule:

2002/\$6,705,820.

P.E. 1996/\$300,000.

R/W: 2008/\$10,342,000.

Construction: 2011/\$21,714,000.

Revised cost estimates:

1. Construction cost including inflation and E&C - \$21,714,000.00
2. Right-of-way - \$10,342,000.00
3. Utilities - \$434,000.00

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

Recommendation: Recommend that the proposed revision to the concept be approved for implementation.

Attachments:

1. Sketch Map
2. Cost Estimate
3. Typicals

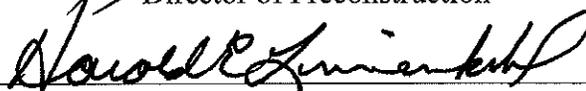
• **Exempt projects**

Concur:



Director of Preconstruction

Approve:



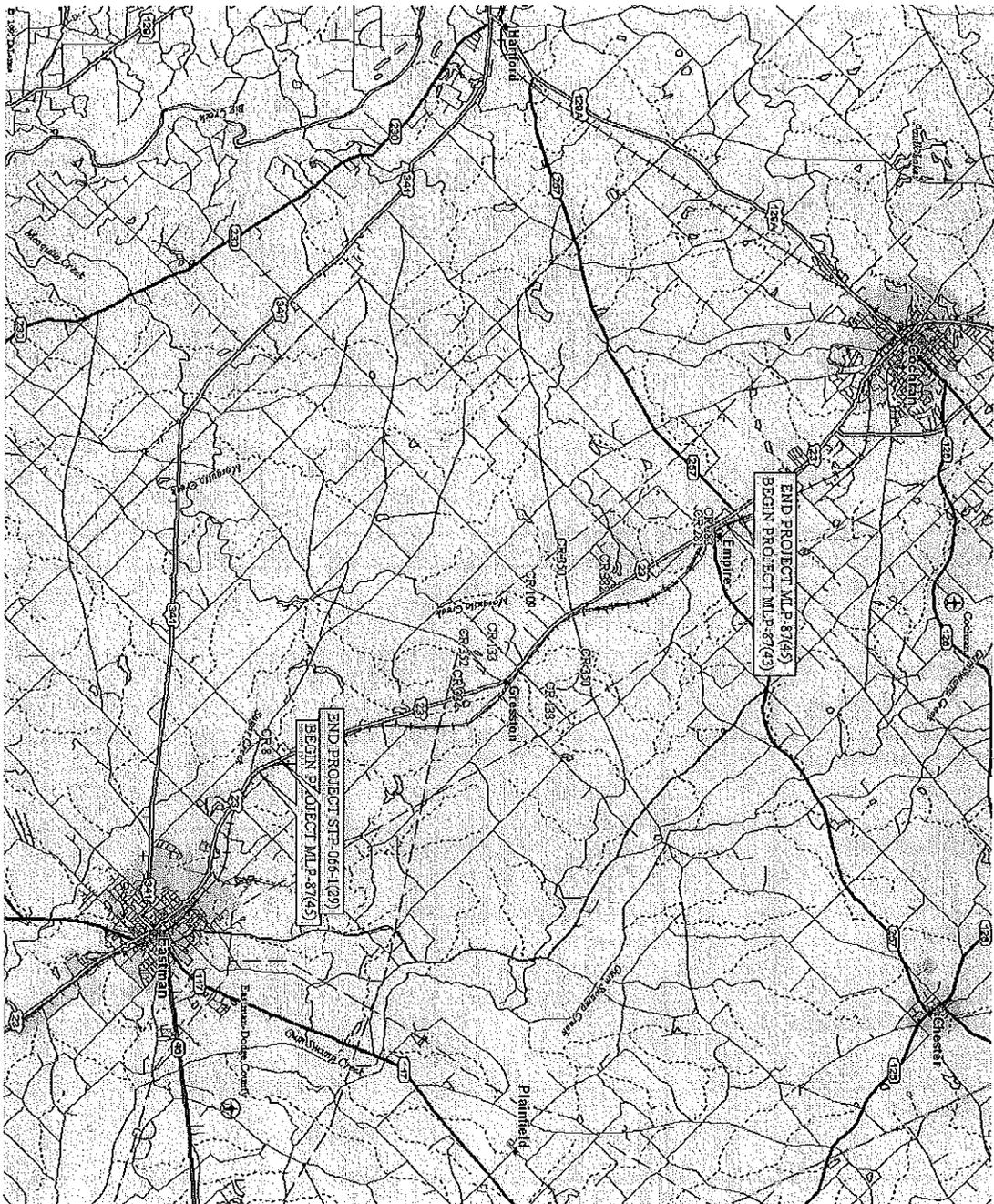
Chief Engineer

COMMISSIONER

SCORING RESULTS AS PER TOPPS 2440-2

Project Number:		County:		PI No.:	
Report Date:		Concept By:			
<input type="checkbox"/> CONCEPT		DOT Office:			
		Consultant:			
Project Type: Choose One From Each Column		<input type="checkbox"/> Major <input type="checkbox"/> Minor	<input type="checkbox"/> Urban <input type="checkbox"/> Rural	<input type="checkbox"/> ATMS <input type="checkbox"/> Bridge <input type="checkbox"/> Building <input type="checkbox"/> Interchange <input type="checkbox"/> Intersection <input type="checkbox"/> Interstate <input type="checkbox"/> New Location <input type="checkbox"/> Widening & Reconstruction <input type="checkbox"/> Miscellaneous	
FOCUS AREAS	SCORE	RESULTS			
Presentation					
Judgement					
Environmental					
Right of Way					
Utility					
Constructability					
Schedule					

PROJECT SKETCH MAP



PRELIMINARY COST ESTIMATE

PROJECT NUMBER: MLP-87(45)
DATE: January 28, 2005

COUNTY: DODGE/BLECKLEY
ESTIMATED LET DATE: September 27, 2007

PREPARED BY: Sara Jordan

PROJECT LENGTH: 9.5 MILES +/-

PROGRAMMING PROCESS CONCEPT DEVELOPMENT DURING PROJECT DEV.

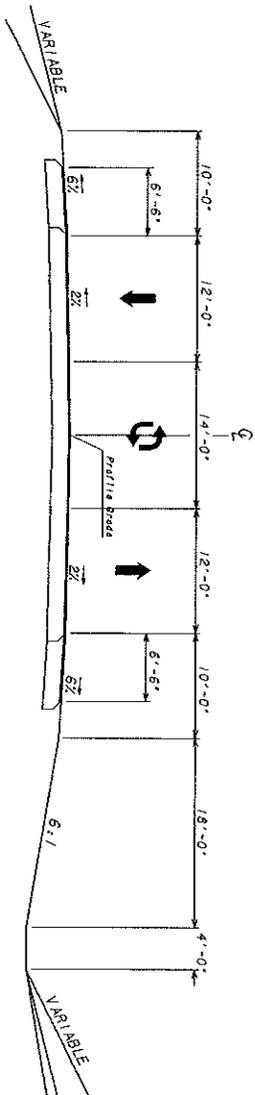
PROJECT COST	
A. RIGHT OF WAY:	
1. PROPERTY (LAND & EASEMENT)	\$ 801,000
2. DISPLACEMENTS: RESIDENTS: 4, BUSINESSES: 0, MOBILE HOMES: 0	\$ 995,000
3. OTHER COST (ADMINISTRATION COST & INFLATION)	\$ 8,546,000
SUBTOTAL: A	\$ 10,342,000
B. REIMBURSABLE UTILITIES:	
1. RAILROAD	\$ -0-
2. TRANSMISSION LINES	\$ 433,554
3. SERVICES	\$ -0-
SUBTOTAL: B	\$ 433,554
C. CONSTRUCTION:	
1. MAJOR STRUCTURES	
a. RETAINING WALLS	\$ -0-
b. BRIDGES	\$ -0-
c. DETOUR BRIDGES	\$ -0-
d. BOX CULVERTS	\$ 348,000
SUBTOTAL:C-1	\$ 348,000

2. GRADING AND DRAINAGE		
a. EARTHWORK	597,000@\$3.86+76,000@\$4.07	\$ 2,614,000
b. DRAINAGE		
1) Cross Drains/Side Drains/End Treatments/Drop Inlets		\$ 653,000
2) Curb and Gutter		\$ 386,000
3) Longitudinal System (Pipes & Catch Basins)		\$ 470,000
SUBTOTAL: C-2		\$ 4,123,000
3. BASE AND PAVING		
a. GRADED AGGREGATE BASE		\$ 2,969,000
b. ASPHALT PAVING: Surface	36,198@\$51.42	\$ 1,862,000
Binder	45,096@\$47.58	\$ 2,146,000
Base	95,960@\$37.02	\$ 3,553,000
SUBTOTAL: C-3.b		\$ 7,561,000
c. OTHER PAVING (Concrete Driveways & Bituminous Tack Coat)		\$ 29,000
SUBTOTAL: C-3		\$ 10,559,000
4. LUMP ITEMS:		
a. TRAFFIC CONTROL		\$ 400,000
b. CLEARING AND GRUBBING		\$ 800,000
c. LANDSCAPING		\$ 207,000
d. EROSION CONTROL		\$ 1,000,000
e. DETOURS		\$ -0-
SUBTOTAL: C-4		\$ 2,407,000

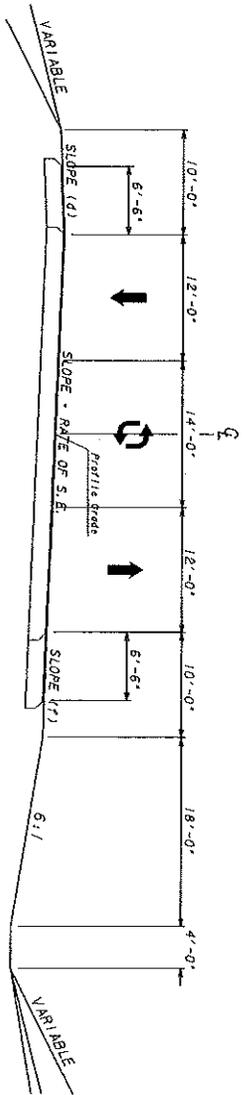
PROJECT COST		
5. MISCELLANEOUS:		
a. LIGHTING		\$ -0-
b. SIGNING & MARKING		\$ 253,900
c. GUARDRAIL		\$ 17,200
d. CONCRETE SIDEWALK		\$ 196,000
e.		
	SUBTOTAL: C-5	\$ 467,100
6. SPECIAL FEATURES	SUBTOTAL: C-6	\$ -0-

ESTIMATE SUMMARY		
A. RIGHT OF WAY		\$ 10,342,000
B. REIMBURSABLE UTILITIES		\$ 433,554
C. CONSTRUCTION		
1. MAJOR STRUCTURES	\$ 348,000	
2. GRADING AND DRAINAGE	\$ 4,123,000	
3. BASE AND PAVING	\$ 10,559,000	
4. LUMP ITEMS	\$ 2,407,000	
5. MISCELLANEOUS	\$ 467,100	
6. SPECIAL FEATURES	\$ -0-	
SUBTOTAL CONSTRUCTION COST	\$ 17,904,100	
E. & C. (10%)	\$1,790,410	
INFLATION (5% PER YEAR)	\$ 2,018,687	
NUMBER OF YEARS	2	
TOTAL CONSTRUCTION COST		\$ 21,713,197
GRAND TOTAL PROJECT COST		\$ 32,488,751

TYPICAL SECTION S. R. 87



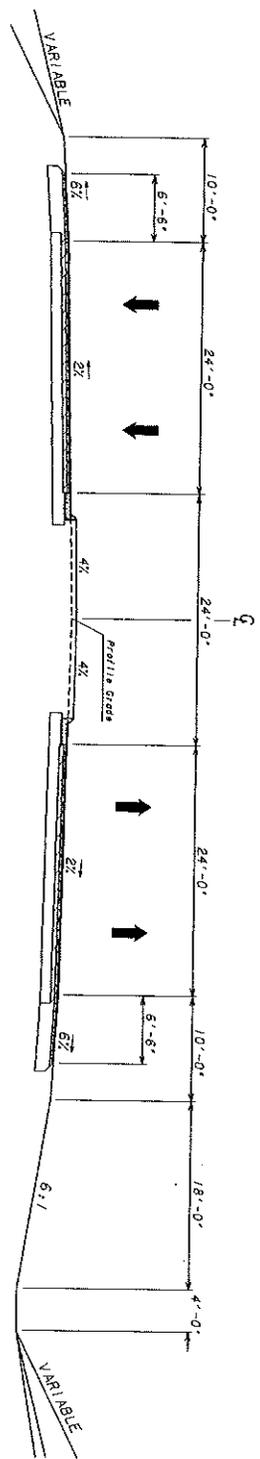
TANGENT SECTION
APPLIES FROM PROJECT BEGINNING TO PROJECT STP-066-1(29) SPUR



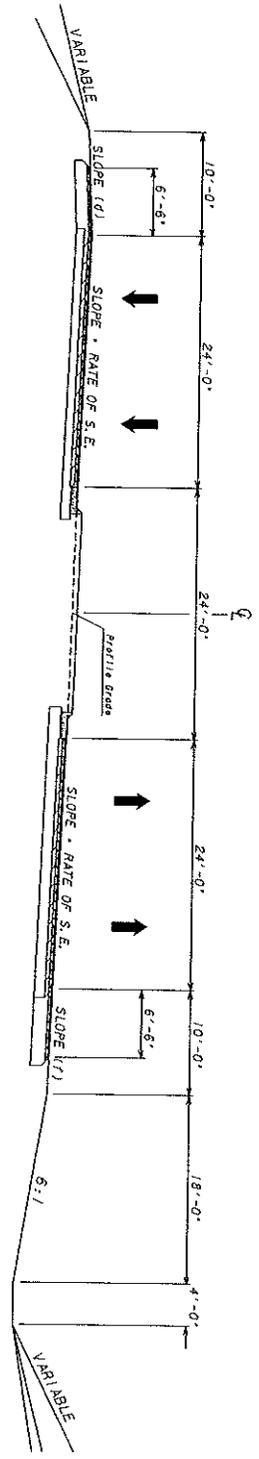
SUPERELEVATION SECTION
SEE PLANS FOR LOCATION OF SUPERELEVATION SECTIONS

TYPICAL SECTION

S. R. 87

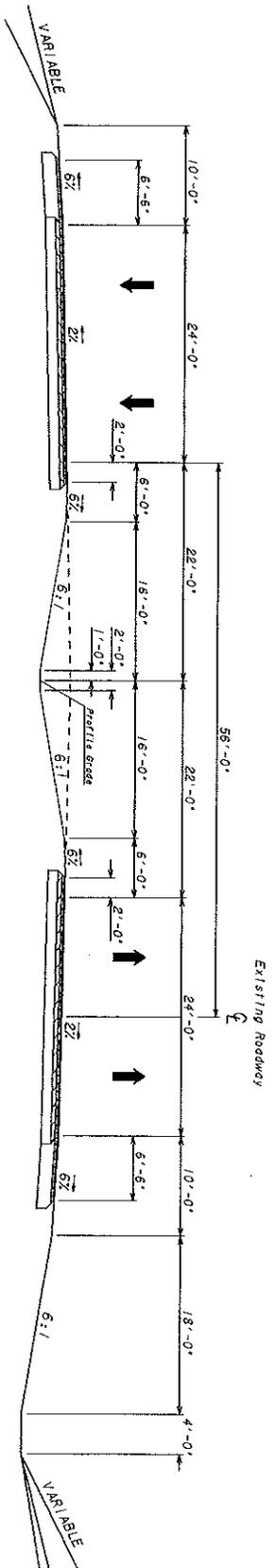


TANGENT SECTION
 APPLIES FROM CR 8/CR 137 TO 2600' NORTH

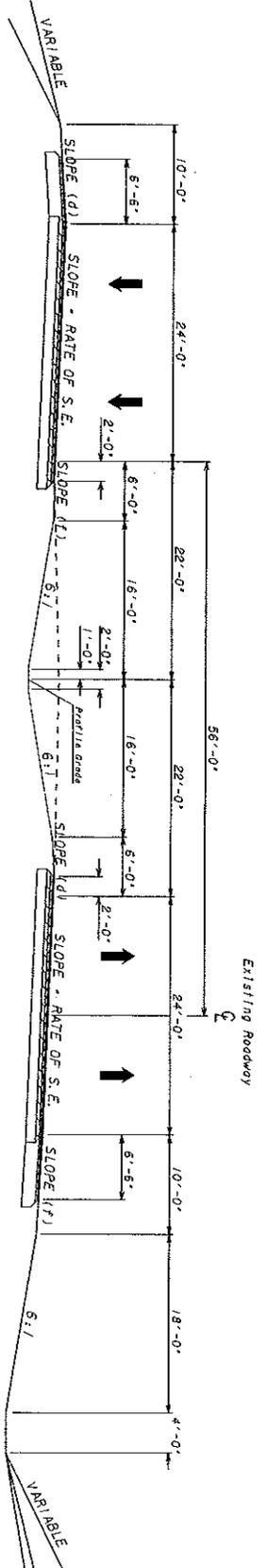


SUPERELEVATION SECTION
 SEE PLANS FOR LOCATION OF SUPERELEVATION SECTIONS

TYPICAL SECTION S. R. 87



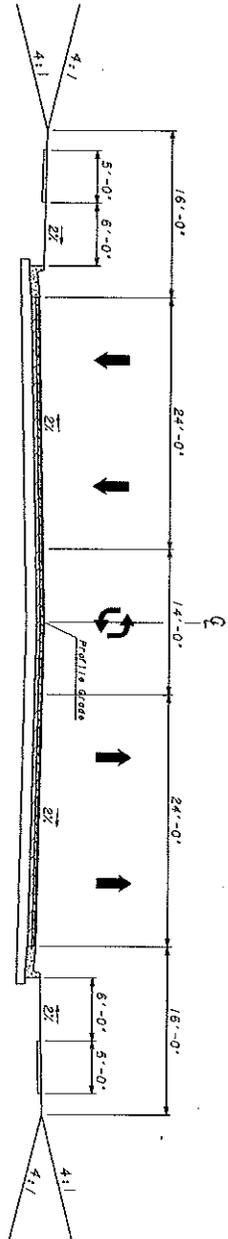
TANGENT SECTION
APPLIES FROM 2600' NORTH OF CR 82CR 137 TO CR 334 (SOUTH)
AND FROM CR 109 TO CR 281



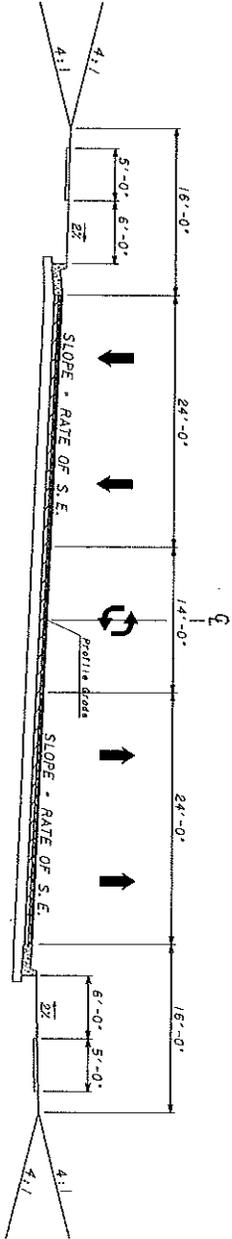
SUPERELEVATION SECTION
SEE PLANS FOR LOCATION OF SUPERELEVATION SECTIONS

TYPICAL SECTION

S. R. 87

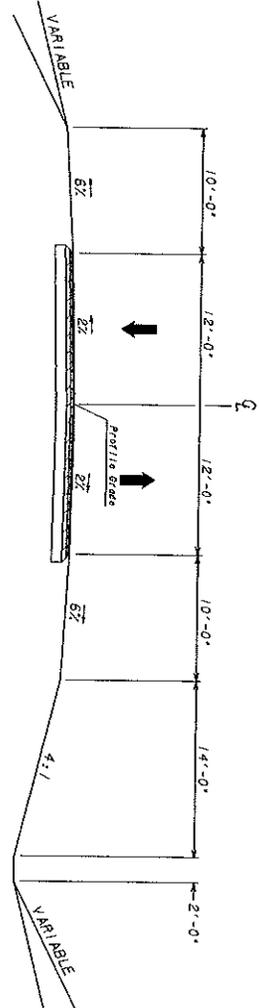


TANGENT SECTION
 APPLIES FROM CR 334 (SOUTH) TO CR 133

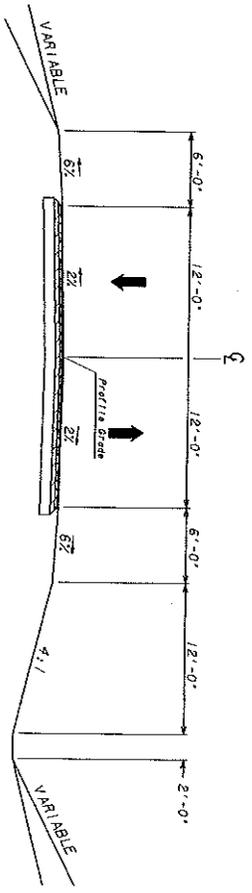


SUPERELEVATION SECTION
 SEE PLANS FOR LOCATION OF SUPERELEVATION SECTIONS

TYPICAL SECTION SIDEROADS



TANGENT SECTION
APPLIES TO S. R. 257



TANGENT SECTION
APPLIES TO ALL SIDEROADS EXCLUDING S. R. 257