

1-19-01 SRR/M

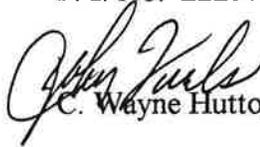
ORIGINAL TO GENERAL FILES

D.O.T. 66

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE EDS-441(44) Morgan County **OFFICE** Preconstruction
P. I. No. 222570 **DATE** January 10, 2001

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/cj

Attachment

DISTRIBUTION:

Tom Turner
David Mulling
Harvey Keepler
Jerry Hobbs
Herman Griffin
Michael Henry
Marion Waters
Marta Rosen
Jimmy Chambers (ATTN: Ted Cashin)
Mike Thomas

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

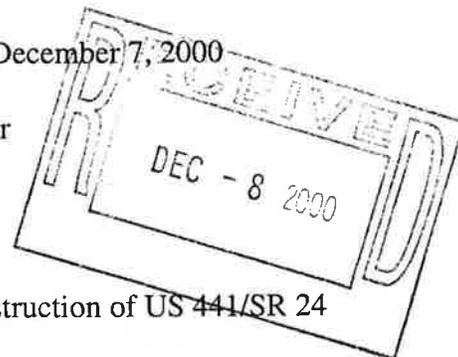
FILE: EDS-441(44) **OFFICE:** Environment/Location
P.I. No.: 222570
Morgan County

DATE: December 7, 2000

FROM: *Harvey D. Keepler / DKP*
Harvey D. Keepler, State Environment/Location Engineer

TO: Tom Turner, P.E., Director of Preconstruction

SUBJECT: **Revised Project Concept Report** – Widening & Reconstruction of US 441/SR 24



Approved Concept

Project EDS-441(44) is the proposed improvement to the existing US441/SR24. This project proposes to widen the existing roadway from 2 and 3 lanes to 4 with a 44 foot grassed median and a 20 foot raised median. The project begins at the Putnam-Morgan County line and extends north 8.6 miles to Industrial Park Road (CR225). At its beginning, the project holds the existing pavement left, widening the right side. Just past Halls Lane (CR126), the concept continues to widen on the right side holding the existing R/W on the left side, to avoid a historic boundary. The project keeps the same concept until Hill Top Road (CR204), where the alignment changes to the left side and holds existing R/W right to avoid the "Tucker family graves", a historic monument. Approximately 2200' south of Pierce Dairy Road (CR121), the concept begins transitioning to a 20' raised median and ties into the existing 5 lane section. The project ends at Industrial Park Road (CR225).

Revised Concept

It is recommended that the northern termini be revised from Industrial Park Road (CR225) to approximately 250 feet north of Pierce Dairy Road (CR121), approximately 1,000 feet before the intersection with I-20. This shift removes the I-20 intersection, which is to be designed as a separate project. The total project length changes from 8.6 miles to 8.1 miles.

It is recommended that the typical section be changed from a 20 foot raised median to a 14 foot flush median approximately 2400' south of Pierce Dairy Road (CR121). This concept continues to the end of the project.

<u>Estimated Cost:</u>	<u>Proposed (2000)</u>	<u>Approved (1997)</u>	<u>Prog. Date</u>
	8.1 miles	8.6 miles	
Construction (incl.E&C + infl.)	\$ 16,867,000	\$ 13,725,000	LR
Right-of-way	\$ 4,796,500	\$ 1,150,000	2004
Utilities	To be requested	\$ 711,000	

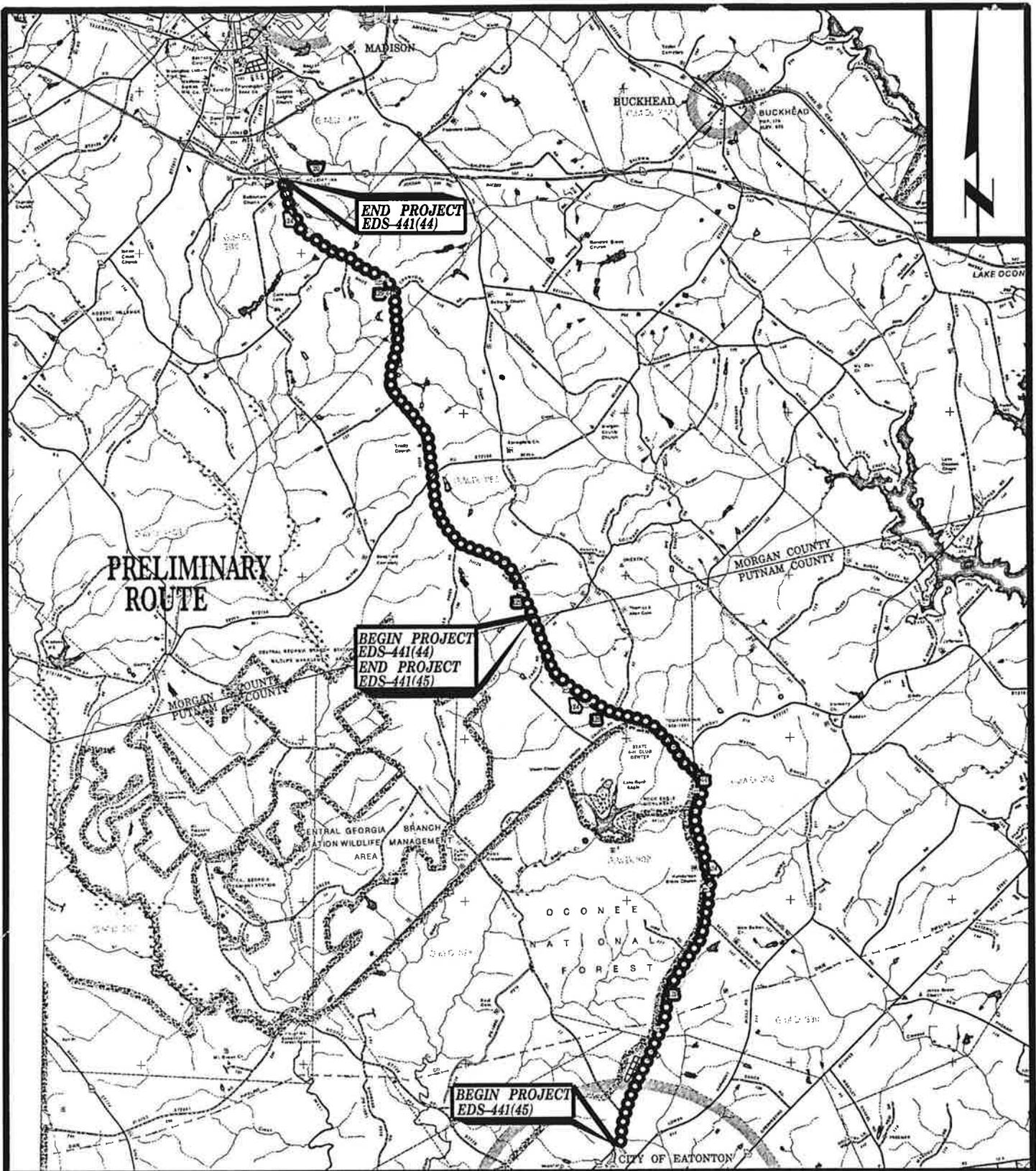
Recommendation: It is recommended that the proposed revision to the concept be approved for implementation.

Concur: 
Tom Turner, P.E.
Director of Preconstruction

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

HDK/DRP

Attachments: Sketch Map
Construction Cost Estimate



**PRELIMINARY
ROUTE**

**END PROJECT
EDS-441(44)**

**BEGIN PROJECT
EDS-441(44)
END PROJECT
EDS-441(45)**

**BEGIN PROJECT
EDS-441(45)**

0 2 4



SCALE IN MILES



LOCATION

STRIPMAP

EDS-441(45)(44)

S.R. 24 IMPROVEMENTS

PUTNAM /MORGAN COUNTIES

P.I.# 222580 & 222570

SOURCE: GENERAL HIGHWAY MAP, PUTNAM/MORGAN CO., GEORGIA
PREPARED BY THE GEORGIA DEPARTMENT OF TRANSPORTATION, 1994

PRELIMINARY COST ESTIMATE

Office of Environment/Location

December 7, 2000

County(s)

PI Number Project Number

Project Name Project Length Miles

Project Description

This project is the widening and reconstruction of US 441/SR 24 from the Putnam-Morgan County line to Industrial Park Road/CR 225.

Existing Roadway

2 and 3 x 12 ft. lanes with open ditch drainage

Comments

TRAFFIC:

Current Design Year Daily Volume (AADT)

Future Design Year Daily Volume (AADT)

Concept Estimate

Feasibility Estimate

Typical Section(s) Used in Estimate

Typical Section Length

Rural New Location: 4-Lanes with 44 ft Divided Median	6.6 Miles
Rural Widening: 2 To 4-Lanes with 44 ft Divided Median	1.0 Miles
Rural Widening: 2 To 4-Lanes with 14 ft Flush Median	.5 Miles
	Miles
	Miles
	Miles

Prepared By

Typical Section

Rural New Location: 4-Lanes with 44 ft Divided Median

Typical Section Length Miles

Right-of-Way Width Feet

GRADING AND DRAINAGE

1. EARTHWORK

- a. Unclassified Excavation Soil
- b. Unclassified Excavation Rock
- c. Borrow Excavation

2. MINOR DRAINAGE

QUANTITY		UNIT COST	TOTAL
280,000	CY	2.50	700,000
28000	CY	10.00	280,000
	CY	3.72	
6.6	MI	101,000	667,000
GRADING AND DRAINAGE SUBTOTAL			\$1,647,000

BASE AND PAVING

1. GRADED AGGREGATE BASE

2. ASPHALT PAVING

- a. Asph Conc 9.5 mm Superpave
- b. Asph Conc 19 mm Superpave
- c. Asph Conc 25 mm Superpave
- d. Bituminous Tack Coat

3. CONCRETE PAVING

- a. Curb and Gutter
- b. Miscellaneous

4. OTHER PAVING

THICKNESS AND SPREAD RATE	QUANTITY	UNIT COST	TOTAL
12"	142,180 TN	13.05	1,855,000
1 1/2" (165 LB/SY)	19,166 TN	34.55	662,000
3" (330 LB/SY)	38,333 TN	34.54	1,324,000
4" (440 LB/SY)	40,888 TN	34.62	1,416,000
	22,082 GL	0.82	18,000
	0 LF	9.39	0
	0 MI	42,000	0
			528,000
BASE AND PAVING SUBTOTAL			\$5,803,000

LUMP ITEMS

- 1. TRAFFIC CONTROL
- 2. CLEARING AND GRUBBING
- 3. LANDSCAPING
- 4. EROSION CONTROL
- 5. SIGNING/STRIPING
- 6. OTHER

QUANTITY	UNIT COST	TOTAL
6.6 MI	41,000	271,000
200 AC	6,000	1,200,000
6.6 MI	80,002	528,000
6.6 MI	97,000	640,000
6.6 MI	19,321	128,000
6.6 MI	96,000	634,000
LUMP ITEM SUBTOTAL		\$3,401,000

MISCELLANEOUS

- 1. GUARDRAIL
 - a. GUARDRAIL ANCHORS
- 2. DETOURS

QUANTITY	UNIT COST	TOTAL
	LF	10.11
	EA	435.59
	MI	300,000.00
MISCELLANEOUS SUBTOTAL		\$0

SPECIAL FEATURES

Typical Section

Rural Widening: 2 To 4-Lanes with 44 ft Divided Median

Typical Section Length MilesRight-of-Way Width Feet**GRADING AND DRAINAGE****1. EARTHWORK**

- a. Unclassified Excavation Soil
- b. Unclassified Excavation Rock
- c. Borrow Excavation

2. MINOR DRAINAGE

QUANTITY		UNIT COST	TOTAL
52,000	CY	2.50	130,000
5000	CY	10.00	50,000
	CY	3.72	
1.0	MI	100,927	101,000
GRADING AND DRAINAGE SUBTOTAL			\$281,000

BASE AND PAVING**1. GRADED AGGREGATE BASE****2. ASPHALT PAVING**

- a. Asph Conc 9.5 mm Superpave
- b. Asph Conc 19 mm Superpave
- c. Asph Conc 25 mm Superpave
- d. Bituminous Tack Coat

3. CONCRETE PAVING

- a. Curb and Gutter
- b. Miscellaneous

4. OTHER PAVING

THICKNESS AND SPREAD RATE	QUANTITY	UNIT COST	TOTAL
12"	10,771 TN	13.05	141,000
1 1/2" (165 LB/SY)	2,904 TN	34.55	100,000
3" (330 LB/SY)	5,808 TN	34.54	201,000
4" (440 LB/SY)	3,098 TN	34.62	107,000
	2,651 GL	0.82	2,000
	0 LF	9.39	0
	0 MI	28,410	0
			55,000
BASE AND PAVING SUBTOTAL			\$606,000

LUMP ITEMS

- 1. TRAFFIC CONTROL
- 2. CLEARING AND GRUBBING
- 3. LANDSCAPING
- 4. EROSION CONTROL
- 5. SIGNING/STRIPING
- 6. OTHER

QUANTITY	UNIT COST	TOTAL
1.0 MI	88,000	88,000
30 AC	6,000	182,000
1.0 MI	40,527	41,000
1.0 MI	99,000	99,000
1.0 MI	17,594	18,000
1.0 MI	110,500	111,000
LUMP ITEM SUBTOTAL		\$539,000

Typical Section

Rural Widening: 2 To 4-Lanes with 14 ft Flush Median

Typical Section Length Miles

Right-of-Way Width Feet

GRADING AND DRAINAGE

1. EARTHWORK

- a. Unclassified Excavation Soil
- b. Unclassified Excavation Rock
- c. Borrow Excavation

2. MINOR DRAINAGE

QUANTITY		UNIT COST	TOTAL
20,000	CY	2.50	50,000
2000	CY	10.00	20,000
	CY	3.72	
.5	MI	60,363	30,000
GRADING AND DRAINAGE SUBTOTAL			\$100,000

BASE AND PAVING

1. GRADED AGGREGATE BASE

2. ASPHALT PAVING

- a. Asph Conc 9.5 mm Superpave
- b. Asph Conc 19 mm Superpave
- c. Asph Conc 25 mm Superpave
- d. Bituminous Tack Coat

3. CONCRETE PAVING

- a. Curb and Gutter
- b. Miscellaneous

4. OTHER PAVING

THICKNESS AND SPREAD RATE	QUANTITY	UNIT COST	TOTAL
12"	8,342 TN	13.05	109,000
1 1/2" (165 LB/SY)	1,694 TN	34.55	59,000
3" (330 LB/SY)	3,388 TN	34.54	117,000
4" (440 LB/SY)	2,452 TN	34.62	85,000
	1,691 GL	0.82	1,000
	0 LF	9.39	0
	5 MI	8,824	44,000
BASE AND PAVING SUBTOTAL			\$457,000

LUMP ITEMS

- 1. TRAFFIC CONTROL
- 2. CLEARING AND GRUBBING
- 3. LANDSCAPING
- 4. EROSION CONTROL
- 5. SIGNING/STRIPING
- 6. OTHER

QUANTITY	UNIT COST	TOTAL
.5 MI	59,304	30,000
9 AC	6,000	55,000
.5 MI	18,472	9,000
.5 MI	66,394	33,000
.5 MI	27,666	14,000
.5 MI	49,624	25,000
LUMP ITEM SUBTOTAL		\$166,000

ESTIMATE SUMMARY

Typical Section	Section Cost (per mile)
1. Rural New Location: 4-Lanes with 44 ft Divided Median	\$1,644,000
2. Rural Widening: 2 To 4-Lanes with 44 ft Divided Median	\$1,426,000
3. Rural Widening: 2 To 4-Lanes with 14 ft Flush Median	\$1,446,000

PROJECT COST	
A. MAJOR STRUCTURES	<input type="text"/>
B. GRADING AND DRAINAGE	<input type="text" value="\$2,028,000"/>
C. BASE AND PAVING	<input type="text" value="\$6,866,000"/>
D. LUMP ITEMS	<input type="text" value="\$4,106,000"/>
E. MISCELLANEOUS	<input type="text"/>
F. SPECIAL FEATURES	<input type="text" value="\$908,000"/>
SUBTOTAL CONSTRUCTION COST	<input type="text" value="\$13,908,000"/>
E. & C. (10%)	<input type="text" value="\$1,391,000"/>
INFLATION 2 yrs @ 5 % per yr	<input type="text" value="\$1,568,148"/>
GRAND TOTAL CONSTRUCTION COST	<input type="text" value="\$16,867,000"/>

PROJECT NUMBER/COUNTY: EDS-441 (44) MORGAN

P. I. NUMBER: 222570

This project concept is contained in the Transportation Improvement Program (TIP) and/or in the State Transportation Improvement Program (STIP). The concept as presented herein and submitted for approval is consistent with that which is included in the TIP and/or the STIP.

Marta T. Riser
STATE TRANSPORTATION PLANNING ADMINISTRATOR

DATE: 12/14/00