

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE F-004-1(58); FLF-540 (16) & (17); IR-16-1(91) OFFICE Preconstruction
Bibb County
P.I. Nos. 362690; 362695; 363630; 310980 DATE August 9, 1991

FROM *C. Wayne Hutto*
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:

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DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

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MAY 30 1991

INTERDEPARTMENT CORRESPONDENCE

FILE F-004-1(58), FLF-540(17), IR-16-1(91), & OFFICE Urban Design
FLF-540(16) Bibb
P.I. Nos. 362690, 363630, 310980, & 362695 DATE May 29, 1991
Eisenhower Parkway Extension fm Broadway
to Jeffersonville Road

FROM Hoyt J. Lively, Jr., P.E., State Urban Design Engineer

TO William J. Durrence, Director of Preconstruction

SUBJECT SUBMISSION OF REVISED CONCEPT REPORT

Transmitted herewith for your review and approval is the revised Concept Report for the Eisenhower Parkway Extension in Macon.

The revisions to the original concept for the project include the bridging of 7th Street and the addition of the Edgewood Avenue connector, the high level bridge over the Norfolk Southern Railway Brosnan Yard, the shifting of the alignment to the west of the original I16 crossing in an effort to minimize wetland impacts, and the reduction of the median width from a 44' depressed median to a 20' raised median in an effort to reduce earthwork.

The estimated costs for the various items have been discussed with Engineering Services.

HJL

Attachment



DEPARTMENT OF TRANSPORTATION

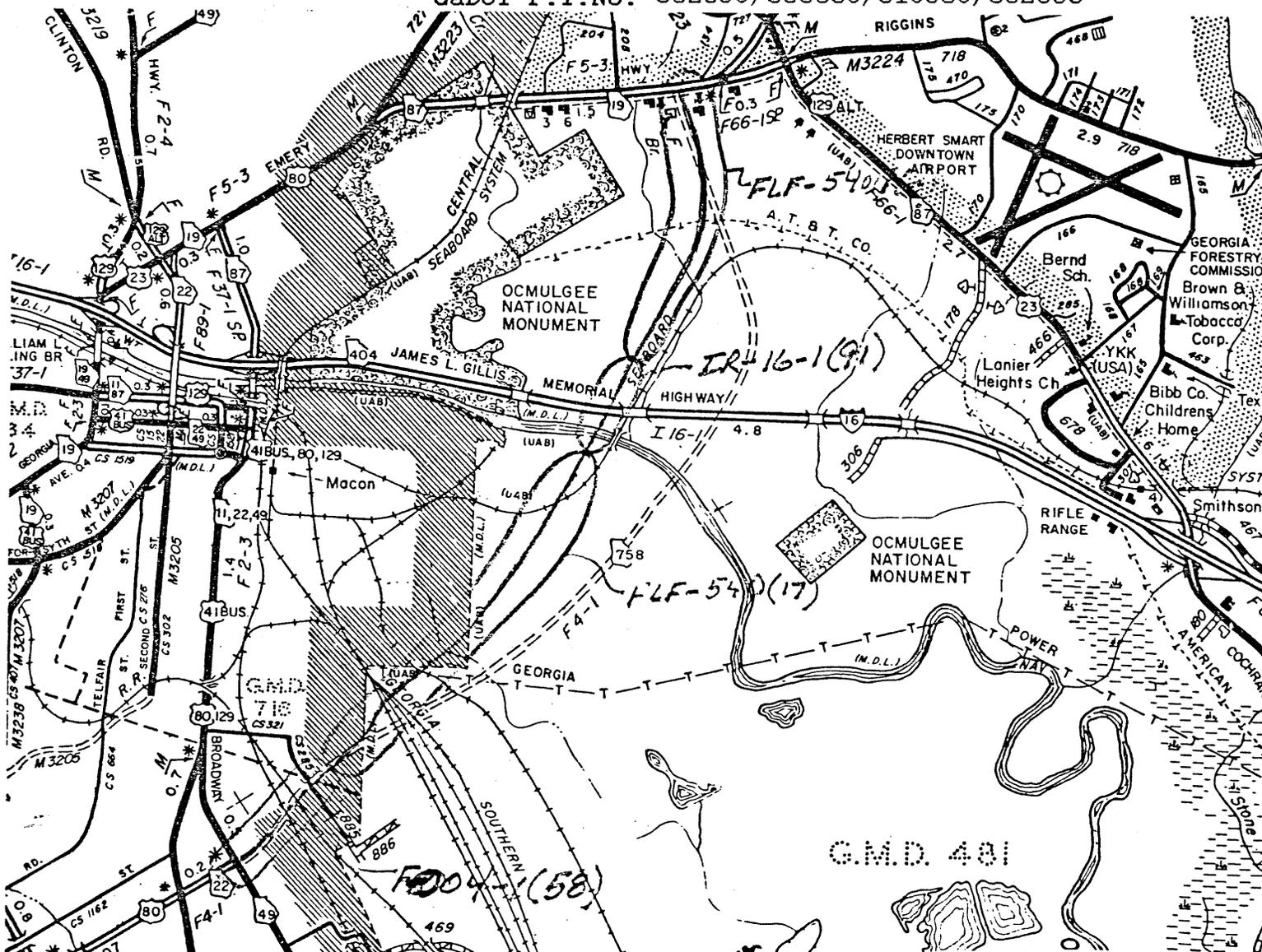
STATE OF GEORGIA

REVISED PROJECT CONCEPT REPORT

F-004-1(58), FLF-540(17), IR-16-1(91), & FLF-540(16) BIBB

EISENHOWER PARKWAY EXTENSION (FALL LINE FREEWAY) FROM BROADWAY TO JEFFERSONVILLE ROAD

Federal Route No: F004/I16
State Route No: SR540/SR404
GaDOT P.I.No. 362690/363630/310980/362695



RECOMMENDATION FOR APPROVAL

5/29/91
Date

[Handwritten Signature]
State Urban Design Engineer

Date: May 29, 1991

REVISED PROJECT CONCEPT

PROJECT NO.: F-004-1(58) Bibb P.I.No. 362690
FLF-540(17) Bibb 363630
IR-16-1(91) Bibb 310980
FLF-540(16) Bibb 362695

PREVIOUS PROJECT NO.: TSAP-758(1), TSAP-758(2), & IR-16-1(91) Bibb

ROUTE NO.: Fall Line Freeway

LOCATION: Eisenhower Parkway Extension in Macon from the intersection of Eisenhower Parkway and Broadway to Jeffersonville Road (Emery Hwy/US80/SR19), a distance of approximately 4.89 miles.

TRAFFIC AT TIME OF ORIGINAL CONCEPT:

BASE YR ADT 14,500 (YR 1990) DESIGN ADT 20,500 (YR 2010)

EXISTING TYPICAL SECTION: N/A. This is a new location project.

EXISTING MAJOR STRUCTURES: None.

APPROVED PROJECT CONCEPT

TYPICAL SECTION: Four lanes with a 44' grassed median and a rural section.

MAX DEG OF CURVE: 3.5 DEG MAX GRADE: 4% DESIGN SPEED: 60 mph

MAJOR STRUCTURES: 5 pairs of bridges - Central of Georgia Railroad and Southern Railroad - 1 pair, Southern Railroad Brosnan Yard and spur tracks -1 pair, Ocmulgee River - 1 pair, Interstate 16 - 1 pair, Seaboard Coastline Railroad -1 pair.

TYPE ACCESS: Partial limited.

COST ESTIMATES AS CONTAINED IN DATATRIEVE:

	F-004-1(58)	FLF-540(17)
CONST EST (W/E&C & INF):	\$ 13,058,000	20,144,000
R/W EST:	\$ 11,529,000	8,726,000
UTILITIES EST:	\$ By Locals	By Locals

	IR-16-1(91)	FLF-540(16)
CONST EST (W/E&C & INF):	\$ 6,465,000	5,980,000
R/W EST:	\$ 89,000	960,000
UTILITIES EST:	\$ By Locals	By Locals

TOTAL CONSTRUCTION = \$ 45,647,000

DATE CONCEPT APPROVED: June 30, 1986.

PROPOSED REVISED CONCEPT

TYPICAL SECTION: The typical section from Broadway to just west of the Lower Poplar intersection is proposed to be four lanes with a 44' grassed median. From just west of Lower Poplar to the end of the project at Jeffersonville Road the median width tapers to a 20' raised median. A rural section is proposed throughout the length of the project.

MAX DEG OF CURVE: 4 DEG **MAX GRADE:** 5% **DESIGN SPEED** 55 mph

MAJOR STRUCTURES: There will be four pairs of mainline bridges, two ramp bridges associated with the interchange at I16, and widening of two bridges on I16 at the CSX Railroad crossing of I16 and where I16 goes over Walnut Creek. The first pair of mainline bridges crosses Waterville Road, the Central of Georgia and Southern Railroad tracks, and 7th Street. This structure will be built under project F-004-1(58). The second pair of bridges will be built with project FLF-540(17) and will go over Southern Railroad spur tracks, the Southern Railroad Brosnan Yard, Walker Swamp Road, and the conveyor system for the Merry Brick Company. This structure will have a vertical clearance of 70' over the railyard. The third pair of bridges will be constructed under project IR-16-1(91) and will span over the CSX Railroad tracks, Ocmulgee River Levee, the Ocmulgee River, and I16. There will also be ramp bridges associated with the interchange at I16 to carry the I16 eastbound traffic to the mainline and the mainline traffic to I16 eastbound. The fourth pair of mainline bridges will be constructed with project FLF-540(16) and will carry the mainline over the CSX Railroad tracks.

TYPE ACCESS: Partial limited. It is proposed to have at-grade intersections at Broadway, Lower Boundary, Lower Poplar, and Jeffersonville Road. A grade separated interchange is proposed at the I16 intersection. Intersection spacings will be 4,404' from Broadway to Lower Boundary, 6,236' from Lower Boundary to Lower Poplar, 5,450' from Lower Poplar to I16 west side ramps, 1,060' from I16 west side ramps to I16 east side ramps, and 8,140' from I16 east side ramps to Jeffersonville Road.

ESTIMATED COST OF PROPOSED FINAL ALTERNATE:

<u>ITEM</u>	<u>F-004-1(58)</u>	<u>FLF-540(17)</u>
R/W	\$ 11,529,000	8,726,000
UTILITIES	By Locals	By Locals
CONSTR	10,506,000	29,850,000
INFLATION	525,000	1,493,000
E&C	1,103,000	3,134,000
TOTAL CONST	\$ 12,134,000	34,477,000

<u>ITEM</u>	<u>IR-16-1(91)</u>	<u>FLF-540(18)</u>
R/W	\$ 89,000	960,000
UTILITIES	By Locals	By Locals
CONSTR	18,160,000	10,069,000
INFLATION	908,000	503,000
E&C	1,907,000	1,057,000
TOTAL CONST	\$ 20,975,000	11,629,000

TOTAL CONSTRUCTION - \$ 79,215,000

PUBLIC HEARING RESULTS: A public hearing for the work was held June 3, 1986. There were 77 citizens that attended with 50 comments received, of which 42 supported the projects and 8 expressed conditional support. There were no comments received which were against the project.

OTHER PROJECTS IN AREA: IR-16-1(93) Bibb - Widening of bridges over Ocmulgee River, Walnut Creek, and Ocmulgee River Overflow. - On hold.

COMMENTS: The Location & Design for the original projects was approved February 16, 1987. Since that time the Environmental Office began negotiations with the various agencies for the 404 permit. During those negotiations there was considerable objection from the the resource agencies that the proposed alignment was totally unacceptable due to its wetlands impacts and a new route would have to be taken which would lessen the impacts. [The original route crossed I16 to the east of the railroad crossing of I16. The new route crosses to the west of the railroad.]

There have also been several other revisions to the original route which were shown at the June 3, 1986 public hearing. Waterville Avenue and 7th Street were shown to be closed. Due to the high cost of fill material and pressure from local businesses it was decided that the bridge over the Central of Georgia Railroad and Southern Railroad tracks would be lengthened to keep these two streets open. There was also an extension from Lower Boundary to the 7th Street/Edgewood Avenue intersection added to improve 7th Street access to the roadway.

In negotiating a settlement with the Norfolk Southern Railway Company to cross their Brosnan Yard it was agreed that a vertical clearance of 70' would be provided for the bridge over their tracks. This results in such a high fill and steep grade that it is impossible to tie Walker Swamp Road into the new roadway. Access to Walker Swamp Road from the new roadway will be via Lower Poplar and the bridge over the railroad yard will extend over Walker Swamp Road.

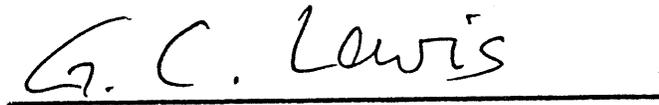
In order to minimize wetland impacts, lessen earthwork, and provide for the interchange with I16 the median width is reduced from 44' to 20' just west of the Lower Poplar intersection. The 20' median is carried to the end of the project at Jeffersonville Road.

RECOMMEND:



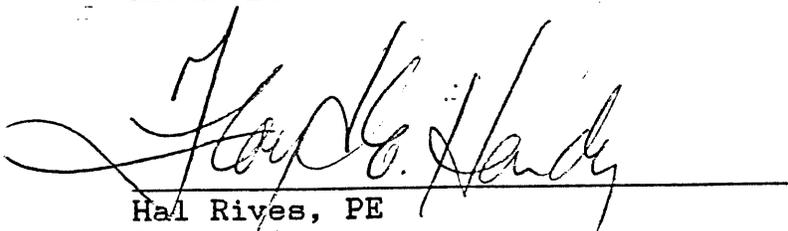
William J. Durrance ~~How J. LIVERY, JR~~
Director of Preconstruction

RECOMMEND:



G. C. Lewis, PE
State Highway Engineer

APPROVE:



Hal Rives, PE
Commissioner

Attachment: Construction Cost Estimate