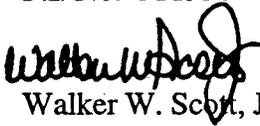


**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA****INTERDEPARTMENT CORRESPONDENCE**

FILE NH-IM-475-1(247) Bibb County **OFFICE** Preconstruction
P.I. No. 311950
DATE March 21, 1997

FROM 
Walker W. Scott, Jr., P.E., Director of Preconstruction

TO Wayne Shackelford, Commissioner

SUBJECT PROJECT CONCEPT REPORT

This project is the improvement of the Zebulon Road interchange over I-475 in Bibb County. The proposed improvements will extend from 137.0m east of the I-475 northbound exit and entrance ramps to Lake Wildwood Drive, for a total of 0.81km. Zebulon Road is experiencing a dramatic change from rural low density residential to suburban high density mixed use developments. As a result, Bibb County is widening Zebulon Road from Lamar Road east of I-475 to Forsyth Road/US 41, to four lanes with a flush median in two stages. The first stage, Zebulon Road from the northbound I-475 ramps eastward to Bass Road is under construction. The second stage will widen Zebulon Road from Bass Road to US 41. The existing Zebulon Road within the project limits consists of two, 3.6m lanes with variable rural shoulders on 39.62m of existing right-of-way. Base year and design year traffic on Zebulon Road are 28,000 VPD (2002) and 38,500 VPD (2022), the proposed speed design is 70km/h.

The proposed project will widen the existing two lane facility to four lanes with a 6.0m raised median with 3.0m outside shoulders and 1.8m sidewalks. The improvement will include dual left turn lanes onto southbound I-475. The existing bridge over I-475 will be widened to 28.8m to accommodate the new lanes. Lamar Road, located 91.0m east of the northbound entrance ramp will be restricted to right-in/right-out only. Full egress and ingress is not possible at this location because of the close proximity to the I-475 interchange ramps. No design exceptions are required to implement this project. Traffic will be maintained during construction.

Environmental concerns include requiring a Categorical Exclusion be prepared; one possible UST site; an opportunity for a public hearing will be advertised; time saving procedures are appropriate.

Wayne Shackelford
Page 2

NH-IM-475-1(247) Bibb
March 21, 1997

The estimated costs for this project are:

| | <u>PROPOSED</u> | <u>APPROVED</u> | <u>PRIG DATE</u> | <u>LET DATE</u> |
|---|-----------------|-----------------|------------------|-----------------|
| Construction (includes E&C and inflation) | \$3,738,000 | \$1,648,000 | 2000 | LR |
| Right-of-Way | \$ 180,000 | ----- | | |
| Utilities* | LGPA | LGPA | | |

*Bibb County signed LGPA on 4-3-96 to be responsible for utility relocations.

I recommend this project concept be approved.

WWS:JDQ/cj

Attachment

CONCUR 
Frank L. Danchetz, P.E., Chief Engineer

APPROVE 
for Larry R. Dreihaupt, Division Administrator, FHWA

APPROVE 
Wayne Shackelford, Commissioner

PRELIMINARY COST ESTIMATE

PROJECT NUMBER: NH-IM-475-1(247)

COUNTY: Bibb

DATE: 5-4-98

ESTIMATED LETTING DATE: Long Range

PREPARED BY: Wayne Sorrow

PROJECT LENGTH (KILOMETERS): 0.81

() PROGRAMMING PROCESS (X) CONCEPT DEVELOPMENT () DURING PROJECT DEV.

| PROJECT COST | |
|---|--------------|
| A. RIGHT-TO-WAY: | |
| 1. PROPERTY (LAND & EASEMENT) | \$ 180,000 |
| 2. DISPLACEMENTS; RES:0, BUS;0, M.H.:0 | \$ 0 |
| 3. OTHER COST (ADM./COST, INFLATION) | \$ 0 |
| SUBTOTAL:A | \$ 180,000 |
| B. REIMBURSABLE UTILITIES: | |
| 1. RAILROAD | \$ 0 |
| 2. TRANSMISSION LINES | \$ 0 |
| 3. SERVICES | \$ 0 |
| SUBTOTAL:B | \$ 0 |
| C. CONSTRUCTION: | |
| 1. MAJOR STRUCTURES | \$ 0 |
| a. RETAINING WALLS | \$ 0 |
| b. BRIDGES | \$ 1,841,000 |
| c. DETOURS BRIDGES | \$ 0 |
| d. BOX CULVERTS | \$ 0 |
| SUBTOTAL:C-1 | \$ 1,841,000 |
| 2. GRADING AND DRAINAGE: | |
| a. EARTHWORK - 25,000 @ \$2.85 | \$ 71,000 |
| b. DRAINAGE: | |
| 1) Cross Drain Pipe (exclude box culverts) | \$ 8,500 |
| 2) Curb and Gutter - 3000 @ \$10.91 | \$ 32,750 |
| 3) Longitudinal System(include catch basins) 2000 @ \$25.30 + 10 @ \$1439.00 | \$ 65,000 |
| SUBTOTAL:C-2 | \$ 177,250 |

| PROJECT COST | | | |
|--|-----------|--------------|------------|
| 3. BASE AND PAVING: | | | |
| a. AGGREGATE BASE - 4588 @ \$10.90 | | | \$ 50,000 |
| b. ASPHALT PAVING: Surface 1200 @ \$33.17 | \$ 39,800 | | |
| Binder 1000 @ \$38.45 | \$ 38,450 | | |
| Base 1875 @ \$38.40 | \$ 72,000 | | |
| SUBTOTAL:C-3.b | | | \$ 150,250 |
| c. CONCRETE PAVING - 1400 sq. yd. @ \$38.57 | | | \$ 54,000 |
| d. OTHER (Approach Slab) - 144 X 2 @ \$89.40 | | | \$ 26,000 |
| SUBTOTAL:C-3 | | | \$ 280,250 |
| 4. LUMP ITEMS: | | | |
| a. TRAFFIC CONTROL | | | \$ 50,000 |
| b. CLEARING AND GRUBBING | | | \$ 25,000 |
| c. LANDSCAPING | | | \$ 5,000 |
| d. EROSION CONTROL | | | \$ 15,000 |
| e. DETOURS | | | \$ 0 |
| SUBTOTAL:C-4 | | | \$ 95,000 |
| 5. MISCELLANEOUS: | | | |
| a. LIGHTING | | | \$ 175,000 |
| b. SIGNING - STRIPING - SIGNAL | | | \$ 100,000 |
| c. GUARDRAIL | | | \$ 15,000 |
| d. SIDEWALK - MEDIAN BARRIER | | | \$ 109,000 |
| SUBTOTAL:C-5 | | | \$ 399,000 |
| 6. SPECIAL FEATURES | | SUBTOTAL:C-6 | \$ 100,000 |

| ESTIMATE SUMMARY | | |
|---------------------------------|--------------|------------------|
| | | |
| A. RIGHT-OF-WAY | \$ | 180,000 |
| B. REIMBURSABLE UTILITIES | \$ | 0 |
| C. CONSTRUCTION | | |
| 1. MAJOR STRUCTURES | \$ 1,841,000 | |
| 2. GRADING AND DRAINAGE | \$ 177,250 | |
| 3. BASE AND PAVING | \$ 280,250 | |
| 4. LUMP ITEMS | \$ 95,000 | |
| 5. MISCELLANEOUS | \$ 399,000 | |
| 6. SPECIAL FEATURES | \$ 100,000 | |
| SUBTOTAL CONSTRUCTION COST | \$ 2,892,500 | |
| E. & C. (10%) | \$ 289,250 | |
| INFLATION (5% PER YEAR) | \$ 795,438 | |
| NUMBER OF YEARS | 5 | |
| TOTAL CONSTRUCTION COST | \$ | 3,977,188 |
| | | |
| GRAND TOTAL PROJECT COST | \$ | 4,157,188 |

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

RECEIVED
FEB 20 1997
PRECONSTRUCTION

INTERDEPARTMENT CORRESPONDENCE

FILE: NH-IM-475-1(247) BIBB CO.
P.I. No. 311950

OFFICE: Atlanta, Ga.

DATE: February 17, 1997

FROM:  James A Kennerly, State Road and Airport Design Engineer ^{HLA}

To: Wayne Hutto, Assistant Director of Preconstruction.

Subject: Project Concept Report Approval

As directed in the "Plan Development Process-General Guidelines" dated December 15, 1995, attached is a copy of the project concept report for the above project for your review and further handling. Please call Wayne Sorrow at (404) 656-5407, if you have any questions.

JAK:KDF^{KDF}

Attachments

cc: Walker Scott
Bob Mustin, w/attach.
David Studstill, w/attach.
Marion Waters, w/attach.
Joe Street, w/attach.
Paul Liles, w/attach

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENTAL CORRESPONDENCE

RECEIVED
FEB 27 1997
PRECONSTRUCTION

FILE: NH-IM-475-1(247) BIBB
P.I. Number 311950

OFFICE: Atlanta, Georgia

DATE: February 26, 1997

FROM: Bob Mustin, Project Review Engineer DTW

TO: C. Wayne Hutto, Assistant Director of Preconstruction

SUBJECT: PROJECT CONCEPT REPORT

We have reviewed the concept report submitted February 20, 1997 by the letter from James A. Kennerly dated February 17, 1997 and have no comments.

The estimated costs for the project are as follows:

| | |
|------------------------|--------------|
| Construction | \$ 2,718,000 |
| Inflation | \$ 680,000 |
| E & C | \$ 340,000 |
| Right of Way | \$ 180,000 |
| Reimbursable Utilities | \$ 0 |

DTM

c: Jim Kennerly - Attention: Wayne Sorrow

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF ROAD AND AIRPORT DESIGN

PROJECT CONCEPT REPORT
I-475 \ ZEBULON RD INTERCHANGE
NH-IM-475-1(247)

U.S. ROUTE NO: I-475
STATE ROUTE NO: 408
GADOT P.I. NO: 311950

Date of Report: 2-7-1997

| RECOMMENDATION FOR APPROVAL | |
|-----------------------------|--|
| <u>2/17/97</u> DATE | <u></u> State Road & Airport Design Engineer |
| DATE | State Environmental Engineer |
| DATE | State Traffic Operations Engineer |
| DATE | District Engineer |
| DATE | State Bridge Engineer |
| DATE | Project Review Engineer |

PROJECT NUMBER: NH-IM-475-1(247)

PROJECT LOCATION & DESCRIPTION

WIDENING OF ZEBULON ROAD TO A FOUR LANE URBAN SECTION DIVIDED BY A 6.0 m RAISED MEDIAN WITH ADDITIONAL WIDENING FOR DUEL LEFT TURN LANES ONTO SOUTHBOUND I-475, THROUGH THE I-475 INTERCHANGE AND INCLUDING THE BRIDGE OVER I-475. THE EXISTING BRIDGE WILL BE RETAINED AND WIDENED. THIS SECTION WILL INCLUDE A 1.8 m SIDEWALK ON EACH SIDE.

THIS PROJECT WILL BEGIN 137 m EAST OF THE I-475 NORTHBOUND EXIT AND ENTRANCE RAMPS AND END AT LAKE WILDWOOD DRIVE, A DISTANCE OF 0.81 km.

PROJECT LENGTH: 0.81 KILOMETERS

TRAFFIC

| CURRENT | | PROJECTED | |
|---------|-------|-----------|-------|
| YEAR | AADT | YEAR | AADT |
| 2002 | 28000 | 2022 | 38500 |

PDP CLASSIFICATION

MINOR EXISTING

FUNCTIONAL CLASSIFICATION

INTERSTATE PRINCIPAL ARTERIAL

NON-CA (X)

CA ()

EXEMPT ()

N/A ()

PROJECT NEED & PURPOSE

SEE ATTACHED

EXISTING ROADWAY

TYPICAL SECTION: TWO 3.6 m LANES

R/W WIDTH

39.62 Meters

POSTED SPEED

MAX RADIUS OF CURVE

MAXIMUM GRADE

70 kph

582.02 m Radius.

3.84 %

MAJOR STRUCTURES:

1. BRIDGE OVER I-475

2.

3.

PROPOSED ROADWAY

TYPICAL SECTION: FOUR 3.6 m LANES DIVIDED BY 6.00 m RAISED MEDIAN UTILIZING CONCRETE CURB AND GUTTER WITH URBAN SHOULDERS.

DESIGN SPEED

MAX RADIUS OF CURVE

MAX GRADE

70 kph

ALLOWABLE: 195 m

ALLOWABLE: 6.50 %

PROPOSED: 585 m

PROPOSED: 4.84 %

MAJOR STRUCTURES: 103.63 m X 28.8 m BRIDGE

| PROPOSED RIGHT OF WAY | |
|------------------------------------|--|
| R/W WIDTH | DISPLACEMENTS |
| 45.72 m | RES: <u> 0 </u> BUS: <u> 0 </u> M.H.: <u> 0 </u> |
| TYPE OF ACCESS CONTROL: CONTROLLED | |
| NUMBER OF PARCELS: 7 | |

| COORDINATION |
|--|
| CONCEPT TEAM MEETING DATE: JANUARY 7, 1997 |
| LOCATION INSPECTION DATE: NONE |
| PERMITS REQUIRED (4f, COE, 404, etc.): NONE ANTICIPATED |
| LEVEL OF PUBLIC INVOLVEMENT: ADVERTISE OPPORTUNITY FOR HEARING |
| TIME SAVING PROCEDURES APPROPRIATE: YES |
| OTHER PROJECT IN THE AREA: I-475-1(206) BIBB-MONROE COS. |

| MISCELLANEOUS | | | |
|--|-----|-----|--------------|
| TRAFFIC CONTROL DURING CONSTRUCTION: CONSTRUCT UNDER TRAFFIC | | | |
| LEVEL OF ENVIRONMENTAL ANALYSIS: CATEGORICAL EXCLUSION | | | |
| DESIGN VARIATIONS REQUIRED: | | | |
| SUBST HORIZ ALIGNMENT | YES | NO | UNDETERMINED |
| SUBST ROADWAY WIDTH | () | (X) | () |
| SUBST ROADWAY WIDTH | () | (X) | () |
| SUBST SHOULDER WIDTH | () | (X) | () |
| SUBST VERT GRADES | () | (X) | () |
| SUBST CROSS SLOPES | () | (X) | () |
| SUBST STOPPING SIGHT DIST | () | (X) | () |
| SUBST SUPERELEV RATES | () | (x) | () |
| SUBST HORIZ CLEARANCE | () | (x) | () |
| SUBST SPEED DESIGN | () | (x) | () |
| SUBST VERTICAL CLEARANCE | () | (x) | () |
| SUBST BRIDGE WIDTH | () | (x) | () |
| SUBST BR STRUCT CAPACITY | () | (x) | () |

| |
|-----------------------------------|
| MISCELLANEOUS |
| UNDERGROUND STORAGE TANKS: YES |
| HAZARDOUS SITES: NONE ANTICIPATED |

| |
|--------------------------------|
| ALTERNATIVES CONSIDERED |
| 1. NO BUILD |

| | | | |
|--------------------------|--------------|---------------|------------|
| ESTIMATED COST | | | |
| CONSTRUCTION: | \$ 2,717,500 | RIGHT-OF-WAY: | \$ 180,000 |
| E & C (10) : | \$ 271,750 | ACQUIRED BY : | D.O.T |
| INFLATION : | \$ 825,875 | UTILITIES : | \$ 0 |
| | | ADJUSTED BY : | LGPA |
| TOTAL CONSTRUCTION COST: | | \$3,815,125 | |
| | | | |

COMMENTS: Lamar Road is located approximately 91 m. east of the I-475 north bound entrance ramp and is tentatively planned to be relocated by Bibb County. Until such time as the Lamar Road relocation takes place the 6.0 m wide raised concrete median on Zebulon Road will be constructed on this project and will restrict Lamar road traffic to a right turn in and a right turn out only.

ATTACHMENTS: COST ESTIMATE
TYPICAL SECTION
CONCEPT MEETING MINUTES

PRELIMINARY COST ESTIMATE

PROJECT NUMBER: NH-IM-475-1(247)

COUNTY: BIBB

DATE: 11-22-96

ESTIMATED LETTING DATE: LONG RANGE

PREPARED BY: WAYNE SORROW

PROJECT LENGTH (KILOMETERS): 0.81

() PROGRAMMING PROCESS (X) CONCEPT DEVELOPMENT () DURING PROJECT DEV.

| PROJECT COST | | |
|--|-----------------|--------------|
| A. RIGHT-TO-WAY: | | |
| 1. PROPERTY (LAND & EASEMENT) | | \$ 180,000 |
| 2. DISPLACEMENTS; RES:0, BUS;0, M.H.:0 | | \$ 0 |
| 3. OTHER COST (ADM./COST, INFLATION) | | \$ 0 |
| | SUBTOTAL:A | \$ 180,000 |
| B. REIMBURSABLE UTILITIES: | | |
| 1. RAILROAD | | \$ 0 |
| 2. TRANSMISSION LINES | | \$ |
| 3. SERVICES | | |
| | SUBTOTAL:B | |
| C. CONSTRUCTION: | | |
| 1. MAJOR STRUCTURES | | \$ |
| a. RETAINING WALLS | | \$ 0 |
| b. BRIDGES | | \$ 1,841,000 |
| c. DETOURS BRIDGES | | \$ 0 |
| d. BOX CULVERTS | | \$ 0 |
| | SUBTOTAL:C-1 | \$ 1,841,000 |
| 2. GRADING AND DRAINAGE: | | |
| a. EARTHWORK | 25,000 @ \$2.85 | \$ 71,000 |
| b. DRAINAGE: | | |

| PROJECT COST | | |
|---|-----------------------|------------|
| 1) Cross Drain Pipe (exclude box culverts) | | \$ 8,500 |
| 2) Curb and Gutter 3000 @ \$10.91 | | \$ 32,750 |
| 3) Longitudinal System(include catch basins) 2000 @ \$25.30 + 10 @ \$1439.00 | | \$ 65,000 |
| SUBTOTAL:C-2 | | \$ 177,250 |
| 3. BASE AND PAVING: | | |
| a. AGGREGATE BASE | 4,588 @ \$10.92 | \$ 50,000 |
| b. ASPHALT PAVING: Surface | -1200 @ \$33.18 | \$ 39,800 |
| | Binder 1000 @ \$38.45 | \$ 38,450 |
| | Base 1875 @ \$38.42 | \$ 72,000 |
| SUBTOTAL:C-3.b | | \$ 200,250 |
| c. CONCRETE PAVING | 1400 S Y @ \$38.56 | \$ 54,000 |
| d. OTHER (APP SLAB) | 144 @ \$89.40 X 2 | \$ 26,000 |
| SUBTOTAL:C-3 | | \$ 280,250 |
| 4. LUMP ITEMS: | | |
| a. TRAFFIC CONTROL | | \$ 50,000 |
| b. CLEARING AND GRUBBING | | \$ 25,000 |
| c. LANDSCAPING | | \$ 5,000 |
| d. EROSION CONTROL | | \$ 15,000 |
| e. DETOURS | | \$ 0 |
| SUBTOTAL:C-4 | | \$ 95,000 |
| 5. MISCELLANEOUS: | | |
| a. LIGHTING | | \$ 0 |
| b. SIGNING - STRIPING - SIGNAL | | \$ 100,000 |
| c. GUARDRAIL | | \$ 15,000 |
| d. SIDEWALK - MEDIAN BARRIER | | \$ 109,000 |
| SUBTOTAL:C-5 | | \$ 224,000 |
| 6. SPECIAL FEATURES | SUBTOTAL:C-6 | \$ 100,000 |

| ESTIMATE SUMMARY | | |
|---------------------------------|--------------|------------------|
| | | |
| A. RIGHT-OF-WAY | \$ | 180,000 |
| B. REIMBURSABLE UTILITIES | \$ | 0 |
| C. CONSTRUCTION | | |
| 1. MAJOR STRUCTURES | \$ 1,841,000 | |
| 2. GRADING AND DRAINAGE | \$ 177,250 | |
| 3. BASE AND PAVING | \$ 380,250 | |
| 4. LUMP ITEMS | \$ 95,000 | |
| 5. MISCELLANEOUS | \$ 224,000 | |
| 6. SPECIAL FEATURES | \$ 100,000 | |
| SUBTOTAL CONSTRUCTION COST | \$ 2,717,500 | |
| E. & C. (10%) | \$ 271,750 | |
| INFLATION (5% PER YEAR) | \$ 825,875 | |
| NUMBER OF YEARS | 5 | |
| TOTAL CONSTRUCTION COST | \$ | 3,815,125 |
| | | |
| GRAND TOTAL PROJECT COST | \$ | 3,995,125 |

Need and Purpose Statement
NH-IM-475-1(247)
P.I. 311950
Bibb County

Located in western Bibb County, Zebulon Road (CR 726) is a rural two lane facility providing direct access between rapidly growing areas of Bibb County, I-475, and employment/retail centers of Macon. Due to zoning changes for sites near I-475, Zebulon Road is undergoing a dramatic change from rural, low density residential to suburban, high density mixed use developments. As a result of the zoning changes, Bibb County is widening Zebulon Road from Lamar Road, west of I-475 to Forsyth Road (US 41) to four through lanes with a flush median. The improvement, funded by a voter-approved special purpose local option sales tax program (SPLOST), is divided into three sections to be built in two stages. The first stage, Zebulon Road from the northbound I-475 ramps eastward to Bass Road, is under construction. The second stage will widen two sections of Zebulon Road: 1) Bass Road to US 41 and 2) Lamar Road to Lake Wildwood Drive. In conjunction with these local option sales tax improvements, the Georgia Department of Transportation agreed to fund the I-475/Zebulon Road interchange improvements.

The Department's proposed improvement will widen the existing two lane facility to four through lanes with a 6 meter raised median, 3 meter outside shoulders and 1.8 meter sidewalks. The improvement will include dual left turn lanes onto southbound I-475. The project begins on the west side of I-475 at the entrance the Lake Wildwood Subdivision (Lake Wildwood Drive) and extends eastward 0.67 kilometers to the I-475 northbound off ramp. Bibb County's Zebulon Road widening and the Department's I-475/Zebulon Road interchange improvements differ in median design. While the Department proposes to utilize a raised median within the interchange area, Bibb County is using a flush median design for Zebulon Road SPLOST improvements. Transitions between these differing designs will be coordinated by Bibb County and the Department. The Zebulon Road widening and I-475/Zebulon Road interchange improvements are needed to accommodate existing and future traffic. Traffic projections for the year 2002 and 2022 are 28,000 AADT and 38,500 AADT, respectively. The termini are logical in that they incorporate the I-475/Zebulon Road interchange and coordinate with Bibb County's current and future improvements to Zebulon Road. Zebulon Road is functionally classified as an urban minor arterial. I-475 is functionally classified as an Interstate Principal Arterial. The Federal Highway Administration approved these classifications on December 14, 1994.

Both the Zebulon Road widening and proposed improvement are included in the Macon Area Transportation Study's (MATS) Adopted Transportation Plan and Transportation Improvement Program (TIP). Both improvements are components of the Local Option Sales Tax Program (1% Sales Tax Referendum) approved by the voters of Macon and Bibb County on November 8, 1994.

NH-IM-475-1(247) Bibb County
PI NO. 311950

A concept meeting was held in the Road Design Conference Room on January 7, 1997 concerning the above project. In attendance were: Kim Fulbright, DOT Road Design; Wayne Sorrow, DOT Road Design; Hank Ashmore, DOT Road Design; Gordon Brown, Moreland Altobelli; Lewis Walker, DOT Thomaston; Reba Scott, DOT Planning; Jim Kennerly, DOT Road Design; Rnagabhishan, Macon Water Authority; Chad Foreman, Macon Water Authority; Allen Maul, DOT Right of Way; Ken Estes, DOT Traffic Operations; Brent Cook, DOT Planning; David Mulling, DOT Engineering Services; Mitch Britt, DOT Thomaston; Vernon Ryle, Macon-Bibb County MPO; Marlo Clowers, DOT Planning; Joe Holyfield, Bibb County; Bill Wilke, Macon-Bibb Co.; Kerry Gore, DOT Utilities; Rick Saunders, Moreland Altobelli and Van Etheridge, Moreland Altobelli.

This project is the widening of Zebulon Road to a four lane urban section divided by a 6.0 M raised median with additional widening for dual left turn lanes onto southbound I-475, through the I-475 interchange and including the bridge over I-475. This section will include a 1.8 M sidewalk on each side.

This project will begin 450' east of the I-475 on and off ramps and end at Lake Wildwood Drive, a distance of 0.81 KM.

The current traffic for this project for year 2002 is 28,000 and project traffic for year 2022 is 38,500.

We learned of a county project that will be located at the end of our project at this meeting and we will need to coordinate with the design of this project. There is a 16" water main located under the bridge and the Water Authority was concerned if it will be allowed to remain or will have to be relocated. They were informed that for now the water main could remain. The Department plans to overlay 475 with concrete, this may require jacking of the bridge to maintain clearance. We will discuss with the Bridge Department the widening or replacement of the bridge.

Estimated cost is \$3,996,000. At the present there are not relocations on this project and additional right of way is not required. We will have to work with FHWA to get an exception on the limit of access on this project. The Department is working on funding and we should get a cost estimate with just a ballpark figure to Herman Griffin requesting the funds for the project.

Environment and Location stated that there was no environmental problems, however they were concerned about one possible UST location. They are going to advertise for public hearing, since there are no relocations we may be able to meet with the individuals concerned without a public hearing.

The roadway is not signalized now, but will have to be signalized after project completion.

Engineering Services was concerned about whether or not the bridge jacking or widening would affect staging. The bridge has two lanes now and would be maintained until we have enough bridge built.

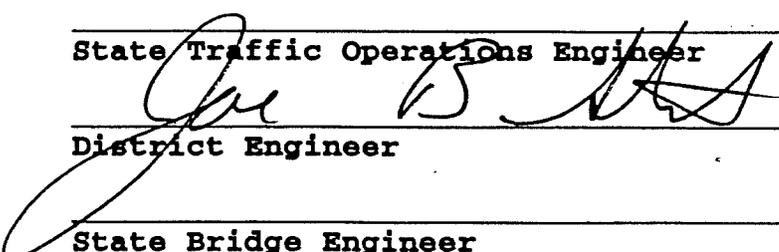
The County's project has a 16' raised median and is going to have to flare to a 20' median. The County needs to begin at Lamar Road and make the flare between there and the on and off ramps of 475. There are two developers at Lamar Road and there is some dispute as to whether or not it will be relocated. If it is not relocated it will not have a median opening. This is due to the close proximity of the ramps of 475. If Lamar Road is not relocated we will have to take signing into consideration.

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF ROAD AND AIRPORT DESIGN

PROJECT CONCEPT REPORT
I-475 \ ZEBULON RD INTERCHANGE
NH-IM-475-1(247)

U.S. ROUTE NO: I-475
STATE ROUTE NO: 408
GADOT P.I. NO: 311950

Date of Report: 2-7-1997

| RECOMMENDATION FOR APPROVAL | |
|-----------------------------|--|
| <u>2/17/97</u> DATE | <u></u> State Road & Airport Design Engineer |
| _____ DATE | _____ State Environmental Engineer |
| _____ DATE | _____ State Traffic Operations Engineer |
| <u>3-7-97</u> DATE | <u></u> District Engineer |
| _____ DATE | _____ State Bridge Engineer |
| _____ DATE | _____ Project Review Engineer |