

ORIGINAL TO GENERAL FILES

D.O.T. 66

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

**FILE** STP-037-1(18)/BHF-037-1(19) Bibb County **OFFICE** Preconstruction  
P.I. Nos. 322000/322005  
**DATE** April 16, 1996  
**FROM**   
C. Wayne Hutto, Assistant Director of Preconstruction  
**TO** SEE DISTRIBUTION

**SUBJECT** PROJECT CONCEPT REPORT APPROVAL

Attached for your files is the approval for subject project.

CWH/cj

Attachment

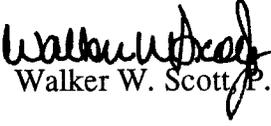
DISTRIBUTION:

Walker Scott  
Bobby Mustin  
David Studstill (ATTN: Harvey Keeper)  
Jerry Hobbs  
Herman Griffin  
Darrell Elwell (ATTN: Michael Henry)  
Marion Waters  
Toni Dunagan  
Paul Liles  
Joe Palladi  
Joe Street

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

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**INTERDEPARTMENT CORRESPONDENCE**

<b>FILE</b>	STP-037-1(18)/BHF-037-1(19) Bibb County P.I. Nos. 322000/322005	<b>OFFICE</b>	Preconstruction
		<b>DATE</b>	April 8, 1996
<b>FROM</b>	 Walker W. Scott, P.E., Director of Preconstruction		
<b>TO</b>	Wayne Shackelford, Commissioner		

**SUBJECT    PROJECT CONCEPT REPORT**

These combined projects are the widening and reconstruction of Riverside Drive in Macon, GA, from Hall Road to Northside Drive and the reconstruction of the I-75 interchange at Arkwright Road. The total length of the proposed project is 3.99km. This portion of Riverside has undergone rapid development and warrants capacity-oriented improvements. The existing Riverside Drive varies from two to three 3.6m lanes with variable shoulders. Arkwright Road consists of a three lane roadway with rural shoulders. The existing major structures are: (1) Sabbath Creek - 10.3m X 7.2m bridge with a sufficiency rating of 59.6; (2) I-75 over Arkwright Road - EB and WB lanes - 75.2m X 8.5m bridges, both with a sufficiency rating of 70.4. Accident history for three years within the limits of the proposed project consists of 107 accidents with 49 injuries. The base year traffic (1996) is 23,800 VPD and the design year traffic (2016) is 39,200 VPD. The posted speed varies from 70km/h to 90km/h and the design speed is 70km/h.

The proposed construction will widen Riverside Drive to four, 3.6m lanes with a 4.2m flush center turn lane. Riverside Drive in the vicinity of Arkwright Road will be realigned to bridge over Arkwright Road and provide access by a loop connector road utilizing a portion of the existing Riverside Drive roadway. Design exceptions ~~will~~<sup>may</sup> be required for the existing vertical grades, stopping sight distance, and speed design. The existing bridge on Riverside Drive over Sabbath Creek will be replaced. Riverside Drive will remain open to traffic during construction. An alternative to widen the existing bridge was considered; however, this option was eliminated because (1) the existing structure has been in place 55 years; (2) the existing structure does not provide adequate endfill slope to clear the stream channel; and (3) only 7 meters of the existing structure would be retained for a 25 meter-wide bridge.

Interchange modifications are proposed for the I-75/Arkwright Road interchange. The interchange will be modified into an urban interchange configuration. Arkwright Road will be widened from just south of existing Riverside Drive to just north of Sheraton Drive. The typical section will consist of three through lanes southbound and two through lanes northbound through

Wayne Shackelford

Page 2

April 8, 1996

STP-037-1(18)/BHF-037-1(19) Bibb

the interchange area. The existing bridges on I-75 over Arkwright Road will be replaced. The replacement structure will consist of one large bridge structure that will also span the inside median. Traffic will be detoured utilizing the widened inside median as a detour. This structure will be used as part of future widening of I-75.

Environmental concerns include requiring a COE 404 permit; an Environmental Assessment will be prepared; a public hearing is required; time saving procedures are not appropriate.

The estimated costs for these projects are:

	<u>PROPOSED</u>	<u>APPROVED</u>	<u>PROG DATE</u>
<u>STP-037-1(18)</u>			
Construction (includes E&C and inflation)	\$12,074,000	\$8,000,000	LR
Right-of-Way	\$ 1,000,000	\$1,000,000	01-10
Utilities*	_____	_____	
<u>BHF-037-1(19)</u>			
Construction (includes E&C and inflation)	\$ 486,000	\$ 320,000	LR
Right-of-Way and Utilities*	-----	-----	01-10

\*LGPA sent on 10-26-92 requesting the City of Macon be responsible for utility relocations; Bibb County refused LGPA on 11-17-92.

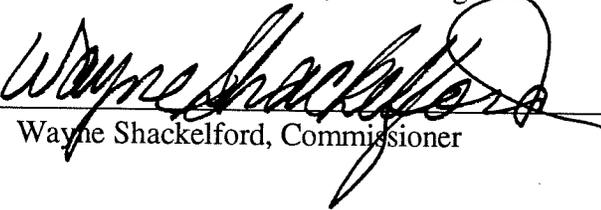
These projects are in the STIP. I recommend these project concepts be approved for Alternate 2A.

WWS:JDQ/cj

CONCUR

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

APPROVE

  
Wayne Shackelford, Commissioner

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

RECEIVED  
OCT 19 1995  
PRECONSTRUCTION

INTERDEPARTMENT CORRESPONDENCE

FILE STP-037-1(18) BIBB P.I. NO. 322000 OFFICE Atlanta, Georgia  
BHF-037-1(19) BIBB P.I. NO. 322005 DATE OCTOBER 16, 1995

FROM Bob Mustin, Project Review Engineer *DTM*

TO C. Wayne Hutto, Assistant Director of Preconstruction

SUBJECT PROJECT CONCEPT REPORT

The concept report submitted October 11, 1995 by the letter from Walker Scott dated September 27, 1995 has been reviewed and is considered satisfactory except as noted below:

1. Instead of widening the existing bridge carrying Riverside Drive over Sabbath Creek, consider removal and replacement of the bridge. Reasons for replacement are as follows: existing structure is designed for H-15 loading, existing 31 meter bridge length does not appear adequate to provide 2:1 endfill slopes and clear stream channel, existing bridge has asphaltic concrete overlay likely requiring concrete overlay of deck, only 7 meter width of existing bridge would be retained for 25 meter wide bridge, 55 year age of existing bridge, and design traffic of 39,200 vpd.

The estimated costs for the project are as follows:

	<u>STP-037-1(18)</u>	<u>BHF-037-1(19)</u>
Construction	\$ 8,443,000	\$ 340,000
Inflation	\$ 2,533,000	\$ 102,000
E & C	\$ 1,098,000	\$ 44,000
Right of Way	\$ 1,000,000	\$ 0
Reimbursable Utilities	\$ ?	\$ ?

DTM

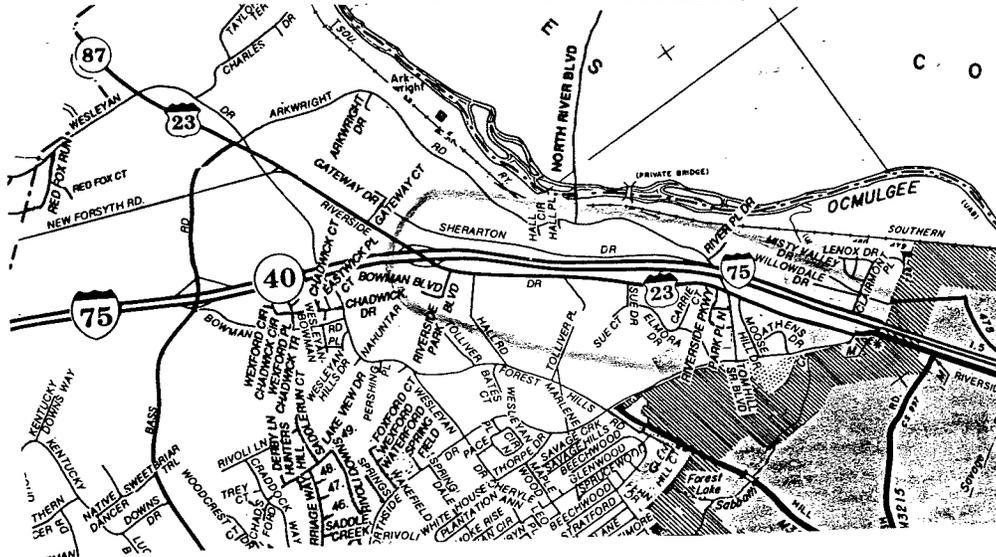
c: Walker Scott

DEPARTMENT OF TRANSPORTATION

STATE OF GEORGIA

PROJECT CONCEPT REPORT  
STP-037-1(18) & BHF-037-1(19) Bibb County  
Riverside Drive Widening from Hall Road to Northside Drive  
DATE: September 27, 1995

Federal Route No.: US 23  
State Route No.: 87  
Ga DOT P.I. Nos.: 322000 & 322005



RECOMMENDATIONS FOR APPROVAL

Oct 2, 1995

Date

*Walker W. Coffey*

State Urban Design Engineer

*no*

Date

State Environmental/Location Engineer

Date

State Traffic Operations Engineer

Date

District Engineer

Date

State Bridge & Structural Design Engineer

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE STP-037-1(18) Bibb County OFFICE Atlanta, Georgia  
BHF-037-1(19) Bibb County  
P.I. Nos. 322000 and 322005 DATE September 27, 1995  
FROM *Walker W. Scott*  
Walker W. Scott, Jr., P.E., State Urban Design Engineer *WWS*  
TO Bob Mustin, P.E., Project Review Engineer

SUBJECT **Proposed Project Concept Report**

Transmitted is the proposed project Concept Report for the widening of Riverside Drive (U.S. 23 / S.R. 87) from Hall Road to Northside Drive and the widening of the Riverside Drive bridge over Sabbath Creek in Macon.

Please take the necessary steps to process the report through the Department in accordance with the project review process.

WWS:JDW. *AA*  
Attachment

cc: David Studstill, w/attachment  
Marion Waters, w/attachment  
Paul Liles, w/attachment,  
Joe Street, w/attachment  
G. Charles Lewis  
Wayne Hutto  
Hoyt J. Lively, Jr.





**ACCIDENT HISTORY:**

	<b>1991</b>	<b>1992</b>	<b>1993</b>
ACCIDENTS	33	39	35
INJURIES	11	19	19
FATALITIES	0	0	0
ACCIDENT RATE	610	609	592
INJURY RATE	203	297	321
STATEWIDE AVERAGE FOR URBAN FAP SECTION (per 100 mil veh miles of travel)			
ACCIDENT RATE	492	439	540
INJURY RATE	206	185	233

The high rates of accidents and injuries as compared to the statewide averages indicate that improvements to the roadway need to be made.

STATEMENT OF NEED AND PURPOSE OF PROJECT: See attached

**PROPOSED PROJECT CONCEPT**

LENGTH: 2.48 miles (3.99 km)

LOCATION: Riverside Drive in Macon beginning at the intersection with Hall Road (CR 217) and ending at the intersection with Northside Drive (CR 79).

	MIN RADIUS OF CURVE	MAX GRADE	DESIGN SPEED
PROPOSED	3819.72 ft (1165 m)	6 %	45 mph (70 km/h)
ALLOWABLE	729.73 ft (295 m)	6 %	__ mph (__ km/h)

PROPOSED TYPICAL SECTION: See attached typical sections.

PROPOSED MAJOR STRUCTURES: It is proposed to widen the existing bridge over Sabbath Creek. It is also proposed to eliminate the at grade intersection with Arkwright Road by placing a bridge on Riverside Drive over Arkwright Road.

TYPE ACCESS: Regulated by permit.

TRAFFIC CONTROL DURING CONSTRUCTION: Existing traffic is to be maintained at all times during construction. See comments for details of proposed traffic control.

DESIGN VARIANCES REQUIRED:

	YES	NO	UNDETERMINED
HORIZONTAL ALIGNMENT		X	
VERTICAL GRADES			X
STOPPING SIGHT DISTANCE			X
SPEED DESIGN			X
ROADWAY WIDTH		X	
SHOULDER WIDTH		X	
CROSS SLOPES		X	
SUPERELEVATION RATES		X	
HORIZONTAL CLEARANCE		X	
VERTICAL CLEARANCE		X	
BRIDGE WIDTH		X	
BRIDGE STRUCT. CAPACITY		X	

ESTIMATED COST:

	Alternate Number 1- At Grade Intersection - Riverside Drive @ Arkwright Road	Alternate Number 2 - Bridge Riverside Drive over Arkwright Road	Alternate Number 2a - Same as Alt. 2 plus modification of I-75\Arkwright Road Interchange
R/W	\$1,000,000	\$1,000,000	\$1,000,000
UTILITIES	By locals	By locals	By locals
<b>SUBTOTAL</b>	<b>\$1,000,000</b>	<b>\$1,000,000</b>	<b>\$1,000,000</b>
CONSTRUCTION	\$4,667,000	\$5,407,000	\$8,661,000
INFLATION (6 years @ 5%)	\$1,400,000	\$1,622,000	\$2,598,000
E & C (10%)	\$ 607,000	\$ 703,000	\$1,126,000
<b>TOTAL CONST</b>	<b>\$6,674,000</b>	<b>\$7,732,000</b>	<b>\$12,385,000</b>

DISPLACEMENTS: None known at this time

PERMITS REQUIRED (COE 404, ETC.): A 404 permit may be required.

LEVEL OF ENVIRONMENTAL ANALYSIS: Environmental assessment

LEVEL OF PUBLIC INVOLVEMENT: A Public Hearing will be required.

TIME SAVINGS PROCEDURES APPROPRIATE      \_\_\_ YES       X  NO

OTHER PROJECTS IN AREA: STP-3214(1) Bibb - Widening of Northside Drive from Forest Hill Road to Riverside Drive - under design. Projects IM-16-1(92), NH-IM-75-2(177), NH-IM-16-1(104), and NH-IM-16-1(105) - Reconstruction and improvements to the I-75 and I-16 interchange - awaiting concept approval.

CONCEPT TEAM MEETING DATE: May 18, 1993 (December 1, 1994 - see comments)

LOCATION INSPECTION DATE: A field review of the project has not been held. However, the project site has been visited several times.

RAILROAD INVOLVEMENT: None

**POSSIBLE UNDERGROUND STORAGE TANK SITES:** There is one gas station located at the intersection of Riverside Drive with Arkwright Road.

**POSSIBLE HAZARDOUS WASTE SITES:** None known at this time.

**ALTERNATIVES CONSIDERED:** 1.) Widening of Riverside Drive with at-grade intersection at Arkwright Road. 2.) Widening of Riverside Drive with bridge over Arkwright Road. 2a.) Same as Alternate 2 but also includes modification of Arkwright Road\I-75 interchange into an Urban interchange configuration. 3.) No build.

**COMMENTS:** It is recommended that the posted speed limit from just north of Arkwright Road south to Macon be posted as 45 mph. The speed limit for this section of roadway currently is posted as 50 mph and the area is developed with office parks, motels, medical offices, and eating establishments.

The concept as originally presented at the concept meeting of May 18, 1993 called for the at grade intersection of Riverside Drive and Arkwright Road to be retained with widening as necessary in an attempt to improve the level of service of the intersection. Because of the intersection's proximity with the Arkwright Road\I-75 interchange, all lane tapers and storage lengths were of minimum allowable design standards. The concept was not met with enthusiasm by either the Department or the local officials. The Urban Design office agreed to do further study on the project in an effort to obtain a more satisfactory design. This concept is referred to as Alternate 1 in this report and on the attached cost estimate.

On December 1, 1994, a Concept Team Meeting was held for four projects that were all considered as part of the reconstruction of the I-75\I-16 interchange. Since that meeting involved a large number of the same Department personnel and local officials that would have an interest in the Riverside Drive project, those present were asked to stay and provide review and comment for an additional concept presentation on the Riverside Drive project. The plan shown at that presentation was to eliminate the Riverside Drive\Arkwright Road intersection by bridging Riverside Drive over Arkwright Road. Access between Riverside Drive and Arkwright Road would be provided by the use of a loop connector road that would utilize a portion of the existing Riverside Drive roadway. This plan would also provide a greater separation from the Arkwright Road\I-75 interchange and is referred to as Alternate 2 in this report and on the attached cost estimate. In addition, a supplemental plan which would also modify the Arkwright Road\I-75 interchange into an Urban interchange configuration was presented and is referred to as Alternate 2a in this report and on the cost estimate. This alternate would also involve the reconstruction of the two I-75 bridges over Arkwright Road.

It is the intent of this concept that all three alternates will be constructed while maintaining existing traffic. Alternates 1 and 2 basically involve the widening of Riverside Drive to one side and maintenance of traffic will not be particularly complicated. However, Alternate 2a will involve maintenance of traffic on I-75 and the I-75\Arkwright Road interchange in addition to Riverside Drive and Arkwright Road.

It will be necessary to reconstruct the two I-75 bridges over Arkwright Road before any widening of Arkwright Road can occur. Traffic on I-75 can be maintained in one of two ways while the bridges are reconstructed. The first method would involve the use of temporary detour bridges which would be removed after the new bridges are completed. The second method would involve constructing a permanent bridge in the median. Traffic would be detoured from one direction at a time while the bridge on that side is reconstructed. After completion of both of the new bridges, the median bridge would then be left in place to be used as part of future widening of I-75.

Attached to this report is a copy of a letter dated January 23, 1995 and signed by the Mayor of the City of Macon and the Chairman of the Bibb County Board of Commissioners in which they give their approval to the concept as presented at the meeting of December 1, 1994.

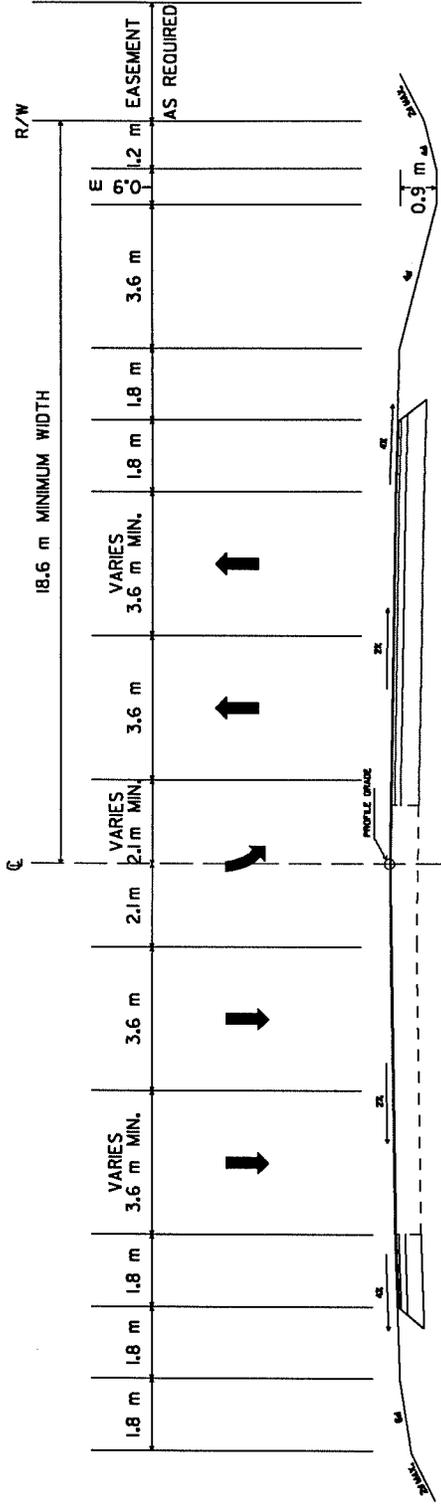
A need has been identified to widen I-75 in the median as far north as the Arkwright Road interchange. This project has not yet been programmed and no funding has been identified for it. The portion of the Riverside Drive project that would modify the Arkwright Road\I-75 interchange and improve Arkwright Road would not preclude the I-75 widening project.

After meetings and discussions with officials from Macon and Bibb County as well as personnel within the Department, it is the recommendation of this office that Alternate 2a be considered as the preferred alternate for this project.

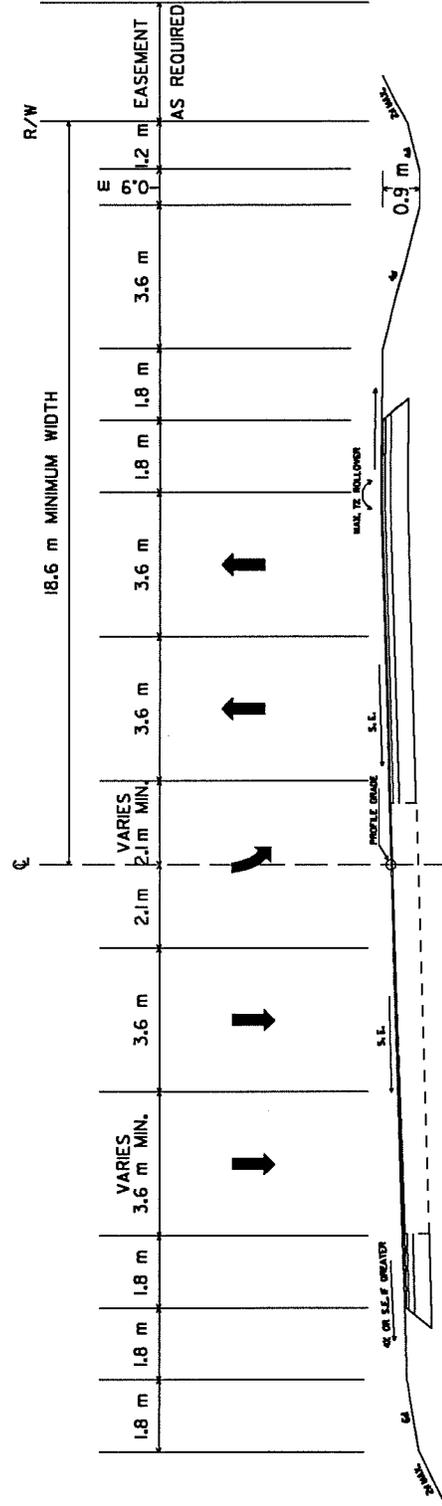
ATTACHMENTS: Typical Section, Need & Purpose Statement, Concept Team Meeting Minutes, Line Sketch Diagrams, Construction Cost Estimate, Letter from Bibb County

Project No.: STP-037-1(18)  
 County: Bibb

### TYPICAL SECTIONS



### TS NO. 1 - TANGENT SECTION RIVERSIDE DRIVE



### TS NO. 2 - SUPERELEVATED SECTION RIVERSIDE DRIVE

TYPICAL SECTIONS  
 RIVERSIDE DRIVE  
 SCALE : NONE

NEED AND PURPOSE STATEMENT  
STP-037-1(18), PI 322000  
BHF-037-1(19), PI 322005  
Bibb County

The proposed improvement is the widening of SR 87 (Riverside Drive) from Hall Road to Northside Drive. These termini are logical in that they identify points of geometric change from two lane to multi-lane sections.

Due to the opening of the I-75/Arkwright Interchange, the surrounding area has undergone rapid development. With vacant land still available throughout the area, development will continue to affect Riverside Drive. Although not all of the subject section of Riverside Drive warrants capacity-oriented improvement, roadway continuity requires it. Except for this section, Riverside Drive is a multi-lane facility from its interchange with I-75 southward to downtown Macon.

Since 1985, traffic on the subject section of Riverside Drive has more than doubled. In 1985, volumes ranged between 1900 to 4800 VPD. By 1994 traffic volumes had increased to 5600 and 11,000 VPD, respectively. The proposed widening of Riverside Drive is included in the Macon Area Transportation Study Plan and TIP.

FILE: STP-037-1(18) Bibb County  
Widening Riverside Drive  
PI 322000

From: Genetha Rice-Singleton

To: Files

Subject: Minutes of Concept Team Meeting

The Concept team meeting for The widening of Riverside Drive from Northside Drive to Hall Road was held May 18, 1993, in the Office of Urban Design, GA DOT. See the attached list for the names of those persons who were present.

Joe Wheeler opened the meeting by welcoming everyone and asking them to introduce themselves. He then described the project by referring to the concept drawing that was on display. The project will widen Riverside Drive from the existing two lane rural section to a four lane rural section. The projected R/W is 93' from existing edge of pavement. A 404 permit and a Public Hearing will be needed. The idea of a raised median throughout the project or a continuous left turn lane (flush median) was mentioned. Joe also stated that we are also looking at putting a split diamond interchange with frontage roads between Arkwright Road and Riverside Drive. It was stated that the display is three (3) years old and it may not show all of the development.

Joe briefly summarized the proposed design criteria:  
45 MPH speed design from Northside Drive to Arkwright Road.  
55 MPH speed design from Arkwright Road to Hall Road.

Joe stated that current aerial photography of the project area and traffic for the interchanges of I-75 with Riverside Drive and Arkwright Road had been requested but not yet received.

Joe asked for comments from various offices represented and the following comments were made:

PROGRAMMING/PLANNING-REBA SCOTT AND CORA COOK  
Reba Scott stated that the programming date is 1997 and there will be an update in 1996. Cora commented that we have roads like the frontage road in the area and that we need to look at the long range plans for Arkwright for five(5) lanes. She suggested the widening of the I-75 bridges. They also wanted to know what can be done under the bridge to help with the traffic on Arkwright Road. The area is booming and the portion between Arkwright Road and Hall Road is undeveloped.

TRAFFIC OPERATIONS-DEL CLIPPARD  
Del Clippard suggested that we treat the project as an urbanized area. This would cut back on the amount of R/W required. Del also mentioned that a median north of Arkwright Road would be feasible to control future development, but not south of Arkwright Road due to the fact that all of the development is on one side.

It was asked if we could widen the I-75 bridges. Walker Scott stated that the bridges could not be widened but would have to be replaced. Mr. Clippard wanted to know if the replacement could

be coordinated with his project. Cora Cook stated that it is currently not in the funding, but the option could be looked into next year.

#### DISTRICT

The Question was asked: Is the Sabbath Creek Bridge going to be retained? Joe Wheeler stated that we plan to be at grade and just widen the bridge. This is dependent on the condition of the existing bridge.

It was suggested to close the inside ramps at the Arkwright Road interchange and put a slip ramp closer to Northside Dr.; this would move some of the congestion away from the Riverside Drive-Arkwright Road intersection. A similar ramp is located at Pierce Avenue.

#### CITY OF MACON/BIBB COUNTY

Stated that we have slip ramps already. Bob Fountain stated that he felt strongly that we should use an urban section instead of the rural section.

#### UTILITIES

Mike Rowan wanted to know if this project will be done in metric. The response was yes, since it is scheduled to be let in 1996. Mr. Rowan will let all of the Utility companies know about this.

ATLANTA GAS LIGHT CO. No Comments.

SOUTHERN BELL No Comments.

GEORGIA POWER CO. No Comments.

#### MACON WATER AUTHORITY

Mr. R Nauabhushana was concerned about a request he has received to do an estimate for removing everything from Riverside Drive existing R/W to Easement. It was stated that it was just for an estimate. He was told to check the MOG.

The major concern of the meeting is that the Arkwright interchange be considered in the design of Riverside Drive.

Walker Scott stated that another concept meeting would be held if there is a big difference in the new topography and design after everything is considered.

Walker Scott added that the plan as presented at the meeting was by no means the final design. The purpose of the meeting was to get input needed in order to develop plans that would be used by the Environmental Office in their work and presented at the public hearing.

NAME	AGENCY
Joe Wheeler	GA DOT Urban Design
Walker Scott	GA DOT Urban Design
Genetha Rice-Singleton	GA DOT Urban Design
R Nauabhushana	Macon Water Authority
Ronald C. Moore	Southern Bell
Steve Murphy	Atlanta Gas Light Co.
Dale Mills	Georgia Power Co.
Dick Wohlwend	Georgia Power Co.
Joe Popwell	Georgia Power Co.
Gene Goins	GA DOT District 3
Mike Rowan	GA DOT Utilities
Joe Leoni	GA DOT District 3
Lewis Walker	GA DOT District 3
Cora Cook	GA DOT Planning
Marvin Helms	GA DOT District 3
Reba P. Scott	GA DOT Programming
Van Etheridge	GA DOT District 3
Bill Wikle	Macon/Bibb
Vernon Ryle	Macon/Bibb
Bob Fountain	Bibb County Engineer
Kenneth H. Sheets	City of Macon
Del Clippard	GA DOT-Traffic Operations
Herman Griffin	GA DOT-Programming

# **I-75 @ Arkwright Road/Riverside Drive**

Pre-concept Meeting

December 1, 1994

11:00 A.M.

Department of Transportation

Room 401

**Note:** This meeting was held after the I-75/I-16 concept meeting in the same location.

**Joe Palladi:** This is not a concept meeting. This is simply a chance for everyone to review our current thinking and concept modifications requested at the original concept meeting some time ago. The current interchange at I-75 and Arkwright Road is inadequate due to the extreme growth in the area. The intersection at Arkwright Road and Riverside Drive suffers from the same problems. There are severe stacking problems on Arkwright Road at Riverside Drive and I-75, as well as various topography problems. The proposal is to reconstruct the two intersections into a single point urban interchange. Riverside Drive would be elevated and straightened, with a bridge over Arkwright Road and a connecting road to Arkwright Road. The I-75 northbound exit ramp would have three left turn lanes onto Arkwright Road west. Traffic projections of 1200 vehicles per hour warrant this triple left. I-75 southbound would have 2 left turn lanes at Arkwright Road. The typical section for Arkwright Road consists of three through lanes westbound and two through lanes eastbound through the interchange area. Additional right and left turn lanes are developed as required based on projected traffic volumes. This is all in the pre-concept stages of development.

The local government requested copies of this layout for their review and the formulation of comments for this project. Copies were provided after the meeting. **Comments were requested to be returned by January 31, 1995.**

## Record of Attendees:

Gary Owens	D.O.T.-Urban Design
Joe Wheeler	D.O.T.-Urban Design
Joe Palladi	D.O.T.-Urban Design
Larry Choate	Georgia Power
Fred Moody	Georgia Power
Walker Scott	D.O.T.-Urban Design
Vernon Ryle	MATS MPO

Don Tussing	MATS MPO
Van Etheridge	D.O.T.-District Office
Lewis Walker	D.O.T.-District Office
Marvin Helms	D.O.T.-District Office
Joe Leoni	D.O.T.-District Office
Bob Gardner	Atlanta Gas Light Co.
Jim Stancil	D.O.T.-Engineering Services
Ken Reeves	D.O.T.-Traffic Operations
Del Clippard	D.O.T.-Traffic Operations
Hilman Pitts	D.O.T.-Utilities
Kenneth H. Sheets	City of Macon
Cora Cook	D.O.T.-Planning
Johnny Quarles	D.O.T.-Preconstruction
Reba P. Scott	D.O.T.-Programming
Patricia Hinman	D.O.T.-Urban Design
Vickie Dodson	D.O.T.-Urban Design
Wouter Gulden	D.O.T.-Office of Materials and Research
Sabrina Price	D.O.T.-Urban Design
R. Nagabhushana	Macon Water Authority
Bill Vaughn	Bibb County
Bob Fountain	Bibb County
Bill Wikle	Macon-Bibb County

PRELIMINARY COST ESTIMATE  
URBAN DESIGN OFFICE

DATE: SEPTEMBER 12, 1995 PREPARED BY: JDW

PROJECT NO.: STP-037-1(18) BIBB CO. FILE NAME:  
                   BHF-037-1(19) BIBB CO. 322000.SS

P.I. NO.: 322000 & 322005 LENGTH: 3.70 km

PROJECT DESCRIPTION: Riverside Drive Widening from Hall  
                           Road to Northside Drive - Alternate  
                           Number 1

PROPOSED CONCEPT: Widen existing two lane roadway with  
                           rural section to four lanes including  
                           at grade intersection @ Arkwright Road

TRAFFIC (ADT): Existing: 23800 Design: 39200

( ) PROGRAMMING PROCESS

(X) CONCEPT DEVELOPMENT

( ) DURING PROJECT DEVELOPMENT

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PROJECT COSTS

A.	RIGHT OF WAY		\$1,000,000
		SUBTOTAL	\$1,000,000
B.	UTILITIES		\$0
		SUBTOTAL	\$0
C.	CLEARING AND GRUBBING		
		11 ha @ \$29,700	\$326,700
		SUBTOTAL	\$326,700
D.	EARTHWORK		
	EMBANKMENT		
	IN-PLACE EMBANKMENT	0 m3 @	\$9 \$0
	BORROW INCL HAUL	0 m3 @	\$8 \$0
	EXCAVATION		
	SOIL	157500 m3 @	\$8 \$1,260,000
	ROCK	0 m3 @	\$13 \$0
	MISCELLANEOUS		
	WICK DRAINS	0 lm @	\$3 \$0
	FILTER FABRIC	0 m2 @	\$9 \$0
	DRAINAGE MATERIAL	0 m3 @	\$8 \$0
	DRILL HOLES	0 lm @	\$7 \$0
		SUBTOTAL	\$1,260,000

E. BASE AND PAVING

AGGREGATE BASE

GRADED AGGREGATE	31750	Mg @	\$14	\$444,500
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ASPHALT PAVING

ASPH CONC E	7650	Mg @	\$33	\$252,450
ASPH CONC B	5200	Mg @	\$39	\$202,800
ASPH CONC BASE	15500	Mg @	\$39	\$604,500
LEVELING	9500	Mg @	\$33	\$313,500
TACK COAT	19000	L @	\$0.30	\$5,700

SUBTOTAL \$1,823,450

F. DRAINAGE

CROSS DRAIN SYSTEM

900 mm CONC. PIPE	0	lm @	\$150	\$0
1200 mm CONC. PIPE	0	lm @	\$230	\$0
900 mm F.E.S.	0	EA @	\$525	\$0
1200 mm F.E.S.	0	EA @	\$1,300	\$0

LONGITUDINAL SYSTEM

450 mm CONC. PIPE	0	lm @	\$82	\$0
600 mm CONC. PIPE	0	lm @	\$98	\$0

DRAINAGE STRUCTURES

CATCH BASINS	0	EA @	\$1,300	\$0
DROP INLETS	0	EA @	\$1,200	\$0
MANHOLES	0	EA @	\$1,200	\$0

DRAINAGE LUMP SUM

(COST PER KILOMETER)	3.70	km @	\$126200	\$466,940
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SUBTOTAL \$466,940

G. CONCRETE WORK

APPROACH SLABS	360	m2 @	\$90	\$32,400
MEDIAN BARRIER	0	lm @	\$98	\$0
CURB AND GUTTER	500	lm @	\$26	\$13,000
VALLEY GUTTER	1000	m2 @	\$30	\$30,000
SIDEWALK	0	m2 @	\$18	\$0
MEDIAN PAVING	0	m2 @	\$22	\$0
DITCH PAVING	0	m2 @	\$36	\$0

SUBTOTAL \$75,400

H. TRAFFIC CONTROL

	1	LS @	\$150,000	\$150,000
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SUBTOTAL \$150,000

I.	EROSION CONTROL	1	LS @	\$228,700	\$228,700
				SUBTOTAL	\$228,700
J.	GUARDRAIL				
	W-BEAM RAIL	250	lm @	\$40	\$10,000
	T-BEAM RAIL	75	lm @	\$115	\$8,625
	TYPE 1 ANCHORS	6	EA @	\$350	\$2,100
	TYPE 11 ANCHORS	4	EA @	\$850	\$3,400
				SUBTOTAL	\$24,125
K.	SIGNS, STRIPING, SIGNALS, LIGHTING				
	STRIPING	1	LS @	\$48,300	\$48,300
	ROADSIDE SIGNS	1	LS @	\$2,500	\$2,500
	O.H. SIGNS W/LIGHTS	0	EA @	\$0	\$0
	TRAFFIC SIGNALS	1	EA @	\$20,000	\$20,000
	LIGHTING	1	LS @	\$0	\$0
				SUBTOTAL	\$70,800
L.	GRASSING/LANDSCAPING				
	GRASSING	4	ha @	\$1,250	\$5,000
				SUBTOTAL	\$5,000
M.	MISCELLANEOUS				
	FIELD ENGINEER OFFICE	1	EA @	\$15,000	\$15,000
	FENCING	0	lm @	\$26	\$0
	RIGHT-OF-WAY MARKERS	50	EA @	\$50	\$2,500
				SUBTOTAL	\$17,500
N.	MAJOR STRUCTURES				
	BRIDGES	450	m2 @	\$485	\$218,250
	RETAINING WALLS	0	m2 @	\$377	\$0
	BOX CULVERTS				
	CONCRETE	0	m3 @	\$393	\$0
	BAR REINF. STEEL	0	kg @	\$2.50	\$0
				SUBTOTAL	\$218,250

ESTIMATE SUMMARY - *ALT 1*

A. RIGHT OF WAY	\$1,000,000
B. REIMBURSABLE UTILITIES	\$0

CONSTRUCTION COST SUMMARY

C. CLEARING AND GRUBBING	\$327,000
D. EARTHWORK	\$1,260,000
E. BASE AND PAVING	\$1,823,000
F. DRAINAGE	\$467,000
G. CONCRETE WORK	\$75,000
H. TRAFFIC CONTROL	\$150,000
I. EROSION CONTROL	\$229,000
J. GUARDRAIL	\$24,000
K. SIGNS, STRIPING, SIGNALS, LIGHTING	\$71,000
L. GRASSING/LANDSCAPING	\$5,000
M. MISCELLANEOUS	\$18,000
SUBTOTAL OF ROADWAY ITEMS	\$4,449,000
N. MAJOR STRUCTURES	\$218,000
TOTAL CONSTRUCTION ESTIMATE	\$4,667,000
6 YEARS OF INFLATION AT 5.00%	\$1,400,000
10% E & C	\$607,000

TOTAL CONSTRUCTION ESTIMATE - *ALT 1* \$6,674,000

PRELIMINARY COST ESTIMATE  
URBAN DESIGN OFFICE

DATE: SEPTEMBER 12, 1995 PREPARED BY: JDW  
 PROJECT NO.: STP-037-1(18) BIBB CO. FILE NAME:  
                   BHF-037-1(19) BIBB CO. 322001.SS  
 P.I. NO.: 322000 & 322005 LENGTH: 3.99 km

PROJECT DESCRIPTION: Riverside Drive Widening from Hall  
Road to Northside Drive - Alternate  
Number 2

PROPOSED CONCEPT: Widen existing two lane roadway with  
rural section to four lanes including  
grade separation @ Arkwright Road

TRAFFIC (ADT): Existing: 23800 Design: 39200  
 PROGRAMMING PROCESS  
 CONCEPT DEVELOPMENT  
 DURING PROJECT DEVELOPMENT

PROJECT COSTS

A.	RIGHT OF WAY	\$1,000,000
	SUBTOTAL	\$1,000,000
B.	UTILITIES	\$0
	SUBTOTAL	\$0
C.	CLEARING AND GRUBBING	
	11 ha @ \$29,700	\$326,700
	SUBTOTAL	\$326,700
D.	EARTHWORK	
	EMBANKMENT	
	IN-PLACE EMBANKMENT 0 m3 @ \$9	\$0
	BORROW INCL HAUL 0 m3 @ \$8	\$0
	EXCAVATION	
	SOIL 157500 m3 @ \$8	\$1,260,000
	ROCK 0 m3 @ \$13	\$0
	MISCELLANEOUS	
	WICK DRAINS 0 1m @ \$3	\$0
	FILTER FABRIC 0 m2 @ \$9	\$0
	DRAINAGE MATERIAL 0 m3 @ \$8	\$0
	DRILL HOLES 0 1m @ \$7	\$0
	SUBTOTAL	\$1,260,000

PRELIMINARY COST ESTIMATE  
URBAN DESIGN OFFICE

DATE: SEPTEMBER 12, 1995

PREPARED BY: JDW

PROJECT NO.: STP-037-1(18) BIBB CO.  
                  BHF-037-1(19) BIBB CO.  
P.I. NO.: 322000 & 322005

FILE NAME: 322001.SS  
LENGTH: 3.99 km

PROJECT DESCRIPTION: Riverside Drive Widening from Hall  
                          Road to Northside Drive - Alternate  
                          Number 2

PROPOSED CONCEPT: Widen existing two lane roadway with  
                          rural section to four lanes including  
                          grade separation @ Arkwright Road

TRAFFIC (ADT): Existing: 23800                   Design: 39200

( ) PROGRAMMING PROCESS

(X) CONCEPT DEVELOPMENT

( ) DURING PROJECT DEVELOPMENT

PROJECT COSTS

RIGHT OF WAY		\$1,000,000
	SUBTOTAL	\$1,000,000

UTILITIES		\$0
	SUBTOTAL	\$0

CLEARING AND GRUBBING		
	11    ha @    \$29,700	\$326,700
	SUBTOTAL	\$326,700

EARTHWORK

EMBANKMENT

IN-PLACE EMBANKMENT	0	m3 @	\$9		\$0
BORROW INCL HAUL	0	m3 @	\$8		\$0

EXCAVATION

SOIL	157500	m3 @	\$8		\$1,260,000
ROCK	0	m3 @	\$13		\$0

MISCELLANEOUS

WICK DRAINS	0	lm @	\$3		\$0
FILTER FABRIC	0	m2 @	\$9		\$0
DRAINAGE MATERIAL	0	m3 @	\$8		\$0
DRILL HOLES	0	lm @	\$7		\$0

SUBTOTAL    \$1,260,000

E. BASE AND PAVING

AGGREGATE BASE

GRADED AGGREGATE	31750	Mg @	\$14	\$444,500
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ASPHALT PAVING

ASPH CONC E	7650	Mg @	\$33	\$252,450
ASPH CONC B	5450	Mg @	\$39	\$212,550
ASPH CONC BASE	16350	Mg @	\$39	\$637,650
LEVELING	9100	Mg @	\$33	\$300,300
TACK COAT	22500	L @	\$0.30	\$6,750

SUBTOTAL \$1,854,200

F. DRAINAGE

CROSS DRAIN SYSTEM

900 mm CONC. PIPE	0	lm @	\$150	\$0
1200 mm CONC. PIPE	0	lm @	\$230	\$0
900 mm F.E.S.	0	EA @	\$525	\$0
1200 mm F.E.S.	0	EA @	\$1,300	\$0

LONGITUDINAL SYSTEM

450 mm CONC. PIPE	0	lm @	\$82	\$0
600 mm CONC. PIPE	0	lm @	\$98	\$0

DRAINAGE STRUCTURES

CATCH BASINS	0	EA @	\$1,300	\$0
DROP INLETS	0	EA @	\$1,200	\$0
MANHOLES	0	EA @	\$1,200	\$0

DRAINAGE LUMP SUM

(COST PER KILOMETER)	3.99	km @	\$126200	\$503,538
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SUBTOTAL \$503,538

G. CONCRETE WORK

APPROACH SLABS	725	m2 @	\$90	\$65,250
MEDIAN BARRIER	0	lm @	\$98	\$0
CURB AND GUTTER	500	lm @	\$26	\$13,000
VALLEY GUTTER	1000	m2 @	\$30	\$30,000
SIDEWALK	0	m2 @	\$18	\$0
MEDIAN PAVING	0	m2 @	\$22	\$0
DITCH PAVING	0	m2 @	\$36	\$0

SUBTOTAL \$108,250

H. TRAFFIC CONTROL

	1	LS @	\$150,000	\$150,000
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SUBTOTAL \$150,000

I.	EROSION CONTROL	1	LS @	\$228,700	\$228,700
				SUBTOTAL	\$228,700
J.	GUARDRAIL				
	W-BEAM RAIL	250	lm @	\$40	\$10,000
	T-BEAM RAIL	75	lm @	\$115	\$8,625
	TYPE 1 ANCHORS	6	EA @	\$350	\$2,100
	TYPE 11 ANCHORS	4	EA @	\$850	\$3,400
				SUBTOTAL	\$24,125
K.	SIGNS, STRIPING, SIGNALS, LIGHTING				
	STRIPING	1	LS @	\$48,300	\$48,300
	ROADSIDE SIGNS	1	LS @	\$2,500	\$2,500
	O.H. SIGNS W/LIGHTS	0	EA @	\$0	\$0
	TRAFFIC SIGNALS	2	EA @	\$20,000	\$40,000
	LIGHTING	1	LS @	\$0	\$0
				SUBTOTAL	\$90,800
L.	GRASSING/LANDSCAPING				
	GRASSING	4	ha @	\$1,250	\$5,000
				SUBTOTAL	\$5,000
M.	MISCELLANEOUS				
	FIELD ENGINEER OFFICE	1	EA @	\$15,000	\$15,000
	FENCING	0	lm @	\$26	\$0
	RIGHT-OF-WAY MARKERS	50	EA @	\$50	\$2,500
				SUBTOTAL	\$17,500
N.	MAJOR STRUCTURES				
	BRIDGES	1725	m2 @	\$485	\$836,625
	RETAINING WALLS	0	m2 @	\$377	\$0
	BOX CULVERTS				
	CONCRETE	0	m3 @	\$393	\$0
	BAR REINF. STEEL	0	kg @	\$2.50	\$0
				SUBTOTAL	\$836,625

ESTIMATE SUMMARY - *ALT 2*

A.	RIGHT OF WAY	\$1,000,000
B.	REIMBURSABLE UTILITIES	\$0

CONSTRUCTION COST SUMMARY

C.	CLEARING AND GRUBBING	\$327,000
D.	EARTHWORK	\$1,260,000
E.	BASE AND PAVING	\$1,854,000
F.	DRAINAGE	\$504,000
G.	CONCRETE WORK	\$108,000
H.	TRAFFIC CONTROL	\$150,000
I.	EROSION CONTROL	\$229,000
J.	GUARDRAIL	\$24,000
K.	SIGNS, STRIPING, SIGNALS, LIGHTING	\$91,000
L.	GRASSING/LANDSCAPING	\$5,000
M.	MISCELLANEOUS	\$18,000
	SUBTOTAL OF ROADWAY ITEMS	\$4,570,000
N.	MAJOR STRUCTURES	\$837,000
	TOTAL CONSTRUCTION ESTIMATE	\$5,407,000
	6 YEARS OF INFLATION AT 5.00%	\$1,622,000
	10% E & C	\$703,000
	TOTAL CONSTRUCTION ESTIMATE <i>ALT 2</i>	\$7,732,000

PRELIMINARY COST ESTIMATE  
URBAN DESIGN OFFICE

DATE: SEPTEMBER 12, 1995

PREPARED BY: JDW

PROJECT NO.: STP-037-1(18) BIBB CO.

FILE NAME:

BHF-037-1(19) BIBB CO.

322002.SS

P.I. NO.: 322000 & 322005

LENGTH: 3.99 km

PROJECT DESCRIPTION: Riverside Drive Widening from Hall  
Road to Northside Drive - Alternate Number 2a

PROPOSED CONCEPT: Widen existing two lane roadway with  
rural section to four lanes including grade separation  
@ Arkwright Road and reconstruction of the interchange  
@ Arkwright Road and I-75 into an urban configuration.

TRAFFIC (ADT): Existing: 23800 Design: 39200

( ) PROGRAMMING PROCESS

(X) CONCEPT DEVELOPMENT

( ) DURING PROJECT DEVELOPMENT

PROJECT COSTS

A.	RIGHT OF WAY		\$1,000,000
		SUBTOTAL	\$1,000,000
B.	UTILITIES		\$0
		SUBTOTAL	\$0
C.	CLEARING AND GRUBBING		
		13 ha @ \$29,700	\$386,100
		SUBTOTAL	\$386,100
D.	EARTHWORK		
	EMBANKMENT		
	IN-PLACE EMBANKMENT	0 m3 @	\$9 \$0
	BORROW INCL HAUL	0 m3 @	\$8 \$0
	EXCAVATION		
	SOIL	181000 m3 @	\$8 \$1,448,000
	ROCK	0 m3 @	\$13 \$0
	MISCELLANEOUS		
	WICK DRAINS	0 lm @	\$3 \$0
	FILTER FABRIC	0 m2 @	\$9 \$0
	DRAINAGE MATERIAL	0 m3 @	\$8 \$0
	DRILL HOLES	0 lm @	\$7 \$0
		SUBTOTAL	\$1,448,000

E. BASE AND PAVING

AGGREGATE BASE

GRADED AGGREGATE	46250	Mg @	\$14	\$647,500
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ASPHALT PAVING

ASPH CONC E	10500	Mg @	\$33	\$346,500
ASPH CONC B	8050	Mg @	\$39	\$313,950
ASPH CONC BASE	23850	Mg @	\$39	\$930,150
LEVELING	10500	Mg @	\$33	\$346,500
TACK COAT	31300	L @	\$0.30	\$9,390

SUBTOTAL				\$2,593,990
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F. DRAINAGE

CROSS DRAIN SYSTEM

900 mm CONC. PIPE	0	lm @	\$150	\$0
1200 mm CONC. PIPE	0	lm @	\$230	\$0
900 mm F.E.S.	0	EA @	\$525	\$0
1200 mm F.E.S.	0	EA @	\$1,300	\$0

LONGITUDINAL SYSTEM

450 mm CONC. PIPE	0	lm @	\$82	\$0
600 mm CONC. PIPE	0	lm @	\$98	\$0

DRAINAGE STRUCTURES

CATCH BASINS	0	EA @	\$1,300	\$0
DROP INLETS	0	EA @	\$1,200	\$0
MANHOLES	0	EA @	\$1,200	\$0

DRAINAGE LUMP SUM

(COST PER KILOMETER)	3.99	km @	\$145200	\$579,348
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SUBTOTAL				\$579,348
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G. CONCRETE WORK

APPROACH SLABS	1075	m2 @	\$90	\$96,750
MEDIAN BARRIER	0	lm @	\$98	\$0
CURB AND GUTTER	500	lm @	\$26	\$13,000
VALLEY GUTTER	1200	m2 @	\$30	\$36,000
SIDEWALK	0	m2 @	\$18	\$0
MEDIAN PAVING	0	m2 @	\$22	\$0
DITCH PAVING	0	m2 @	\$36	\$0

SUBTOTAL				\$145,750
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H. TRAFFIC CONTROL

	1	LS @	\$250,000	\$250,000
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SUBTOTAL				\$250,000
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I.	EROSION CONTROL	1	LS @	\$263,000	\$263,000
				SUBTOTAL	\$263,000
J.	GUARDRAIL				
	W-BEAM RAIL	280	lm @	\$40	\$11,200
	T-BEAM RAIL	85	lm @	\$115	\$9,775
	TYPE 1 ANCHORS	7	EA @	\$350	\$2,450
	TYPE 11 ANCHORS	5	EA @	\$850	\$4,250
				SUBTOTAL	\$27,675
K.	SIGNS, STRIPING, SIGNALS, LIGHTING				
	STRIPING	1	LS @	\$55,500	\$55,500
	ROADSIDE SIGNS	1	LS @	\$3,000	\$3,000
	O.H. SIGNS W/LIGHTS	0	EA @	\$0	\$0
	TRAFFIC SIGNALS	4	EA @	\$20,000	\$80,000
	LIGHTING	1	LS @	\$0	\$0
				SUBTOTAL	\$138,500
L.	GRASSING/LANDSCAPING				
	GRASSING	5	ha @	\$1,250	\$6,250
				SUBTOTAL	\$6,250
M.	MISCELLANEOUS				
	FIELD ENGINEER OFFICE	1	EA @	\$15,000	\$15,000
	FENCING	0	lm @	\$26	\$0
	RIGHT-OF-WAY MARKERS	50	EA @	\$50	\$2,500
				SUBTOTAL	\$17,500
N.	MAJOR STRUCTURES				
	BRIDGES	4150	m2 @	\$485	\$2,012,750
	RETAINING WALLS	2100	m2 @	\$377	\$791,700
	BOX CULVERTS				
	CONCRETE	0	m3 @	\$393	\$0
	BAR REINF. STEEL	0	kg @	\$2.50	\$0
				SUBTOTAL	\$2,804,450

ESTIMATE SUMMARY

A.	RIGHT OF WAY	\$1,000,000
B.	REIMBURSABLE UTILITIES	\$0

CONSTRUCTION COST SUMMARY

C.	CLEARING AND GRUBBING	\$386,000
D.	EARTHWORK	\$1,448,000
E.	BASE AND PAVING	\$2,594,000
F.	DRAINAGE	\$579,000
G.	CONCRETE WORK	\$146,000
H.	TRAFFIC CONTROL	\$250,000
I.	EROSION CONTROL	\$263,000
J.	GUARDRAIL	\$28,000
K.	SIGNS, STRIPING, SIGNALS, LIGHTING	\$139,000
L.	GRASSING/LANDSCAPING	\$6,000
M.	MISCELLANEOUS	\$18,000
	SUBTOTAL OF ROADWAY ITEMS	\$5,857,000
N.	MAJOR STRUCTURES	\$2,804,000
	TOTAL CONSTRUCTION ESTIMATE	\$8,661,000
	6 YEARS OF INFLATION AT 5.00%	\$2,598,000
	10% E & C	\$1,126,000

TOTAL CONSTRUCTION ESTIMATE-*ALT 2A* \$12,385,000



SCOTT \_\_\_\_\_  
 RICHMAN \_\_\_\_\_  
 CHASTERS \_\_\_\_\_  
 DALLIN ✓ \_\_\_\_\_  
 WELLS \_\_\_\_\_  
 GIBBS \_\_\_\_\_

Barbara H. Hocum  
 CLERK OF THE BOARD

# Bibb County

Harry Justice  
 CHAIRMAN

F. S. Sell, Jr.  
 COUNTY ATTORNEY  
 P.O. BOX 229  
 MACON, GA. 31297-2899

# Board of Commissioners

COURTHOUSE  
 P.O. BOX 4708  
 MACON, GEORGIA 31298  
 (912) 749-6345  
 FAX 749-6329

HILL \_\_\_\_\_  
*Let's draw*  
 Albert Billingslea  
 VICE CHAIRMAN  
 Joe O. Allen  
 William H. Randall  
 Earl Zimmerman, Jr.

January 23, 1995

Mr. Walter W. Scott, Jr., P.E.  
 State Urban Design Engineer  
 Georgia Department of Transportation  
 2 Capitol Square, S.W.  
 Atlanta, Georgia 30334

RE: I-16/I-75 Interchange and  
 I-75 @ Arkwright Road/Riverside Drive

Dear Mr. Scott:

Thank you for giving us the opportunity to review the concept of the above-referenced projects. Based on our review with the City Engineer, County Engineer, Traffic Engineer, and Project Director of MATS, we concur with the State's preferred Alternate "A" design except for the Pierce Avenue and Coliseum Drive interchanges. Specifically, the Pierce Avenue alternative (i.e., the do nothing scenario) does not address the traffic problem associated with this facility. A "do nothing scenario" could exacerbate the problem since we expect a significant traffic increase for this facility in the future. The Alternate "B" design would disrupt existing development; and it is our belief that the cost would outweigh the benefits for these modifications. It is our opinion that something could be done in the vicinity of the Riverside Plaza Shopping Center which could be coordinated with the existing traffic signal, thereby improving access to and from Riverside Drive from I-16. Further, the slip-ramp southeast of the Riverside Drive/Pierce Avenue intersection should be closed. This arrangement would provide signalized turning movements as well as divert much of the traffic which currently travels through the Riverside Drive/Pierce Avenue intersection out of this congested area, thereby increasing the capacity of the intersection.

The Coliseum/I-16 interchange will be the gateway to downtown Macon because of the location of the Coliseum, the Georgia Music Hall of Fame, and the Sports Hall of Fame. It is important that the

Mr. Walter Scott, Jr., DOT  
January 23, 1995  
Page Two

operational efficiency of this interchange be improved to enhance the ease of visiting the major facilities. For example, it is estimated that 250,000 people per year will visit the Music Hall of Fame. Last year, the Coliseum had 371,849 people in attendance. Today, we do not have figures for the Sports Hall of Fame; however, visitation to this facility will be considerable.

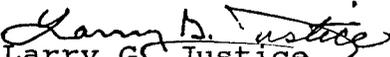
We would like to request that every consideration be given to providing an expanded, full service interchange at MLK, possibly including a loop ramp design in the southeast quadrant or Griner type configuration that would provide the increased capacity necessary to serve the public facilities planned for this area.

As stated by our staff at the concept meeting, we would like the project to be coordinated with the development of a riverfront project. This provides us with a tremendous opportunity to enhance the transportation and environmental quality for our community. We further request that any development be done in such a manner as not to increase flood potential for our community. As you are aware, we have had some recent major flooding in this area, and we feel that additional work does not need to increase the potential for higher flood stages.

In regard to the Arkwright Road interchange, we have reviewed the preliminary concept and, based on our staff's professional opinion, we feel that the concept is appropriate. Please keep us informed as the concept progresses.

Again, thank you for the opportunity to comment on these projects. If we can be of further service, please feel free to contact us.

Sincerely,

  
Larry G. Justice  
Chairman, Bibb County  
Board of Commissioners

  
Mr. David L. Carter  
Mayor  
City of Macon

st

Alternate  
1

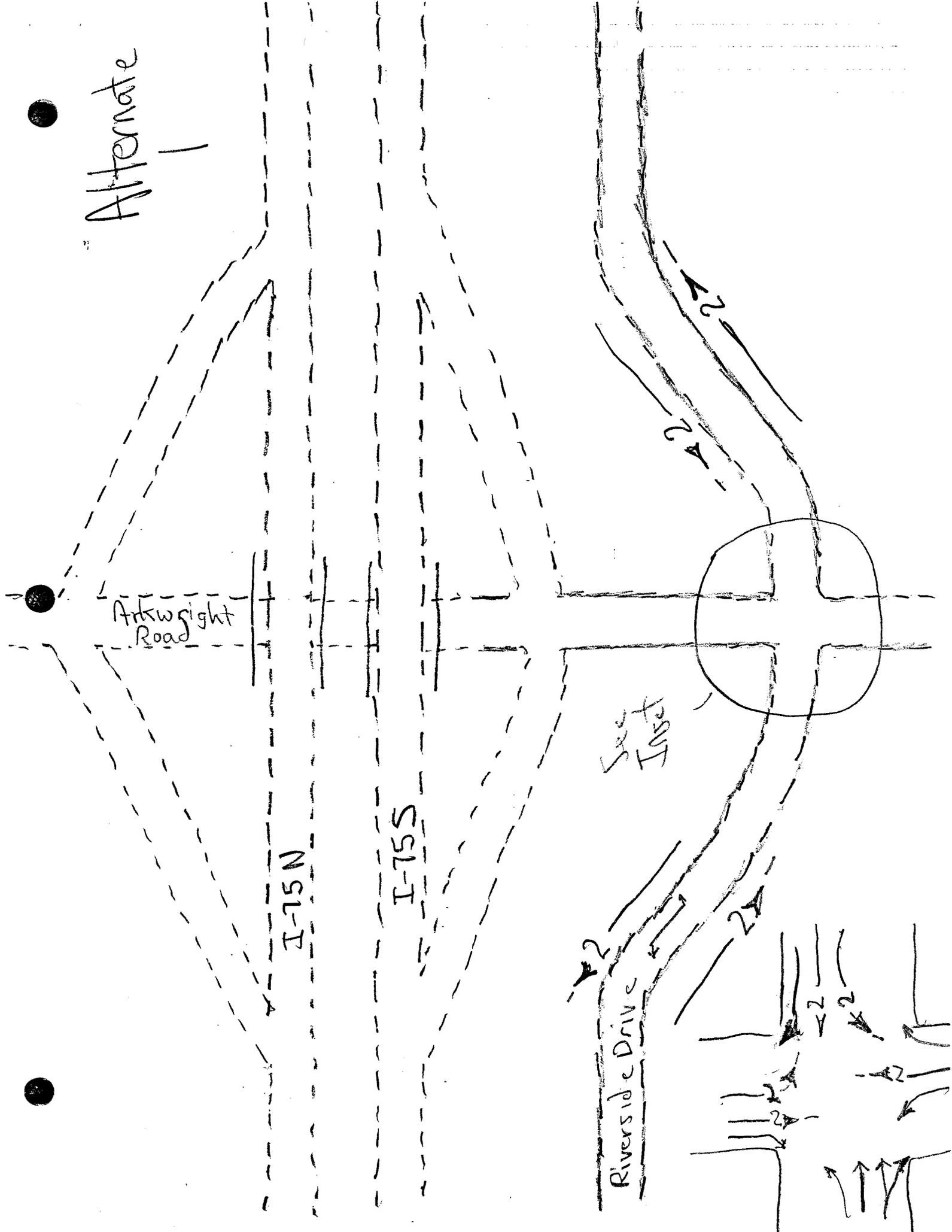
Arkwright  
Road

I-75N

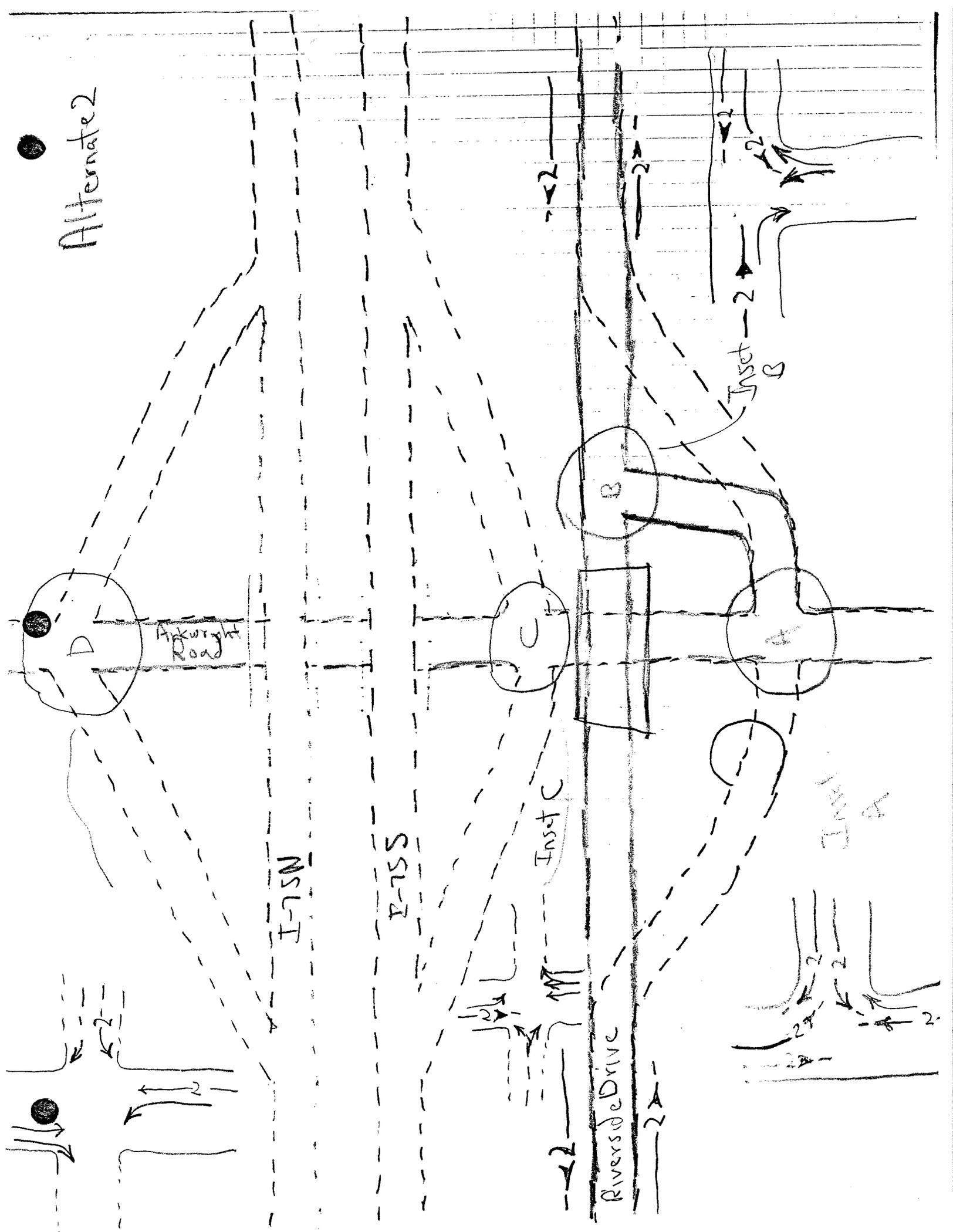
I-75S

Sec  
Inset

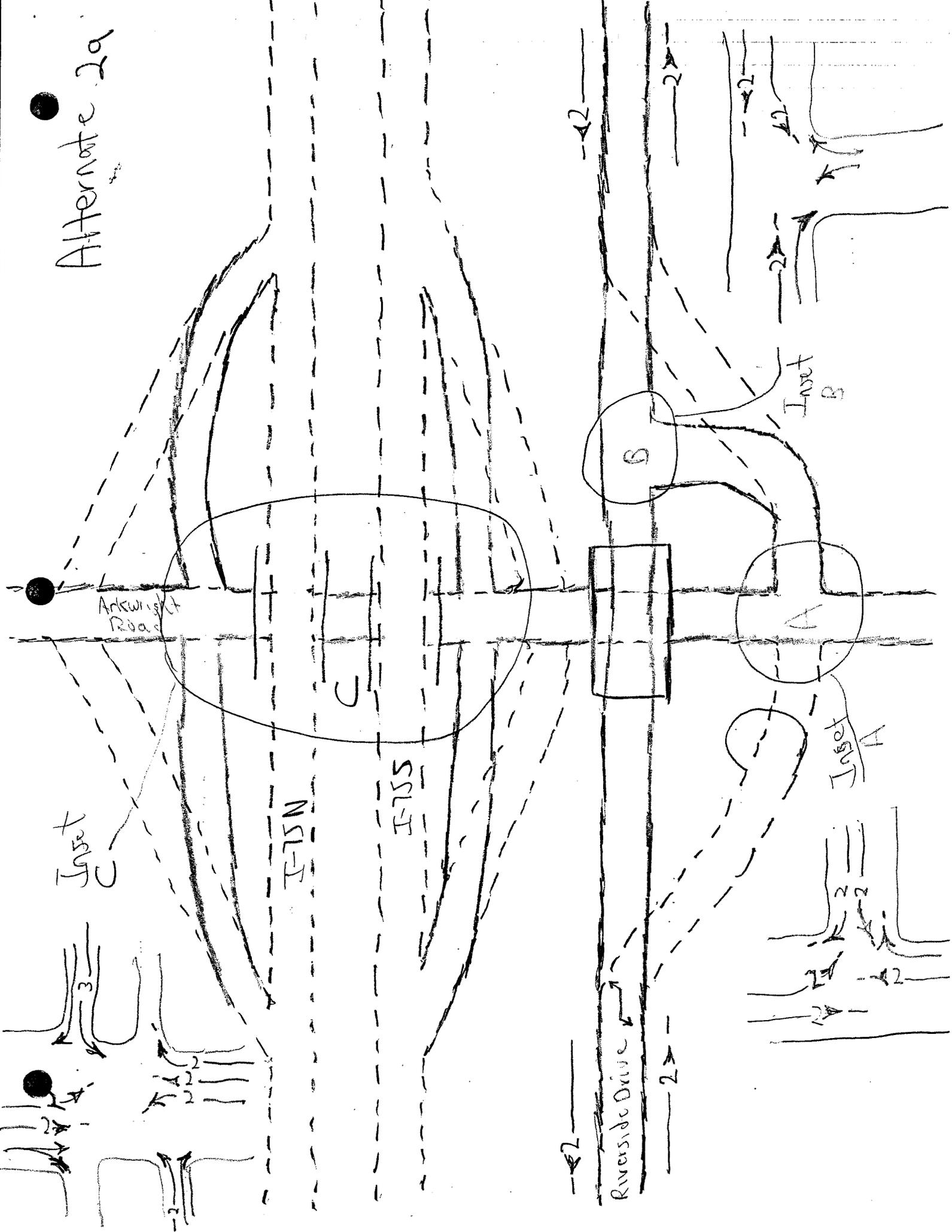
Riverside Drive



Alternate 2



# Alternate 2a

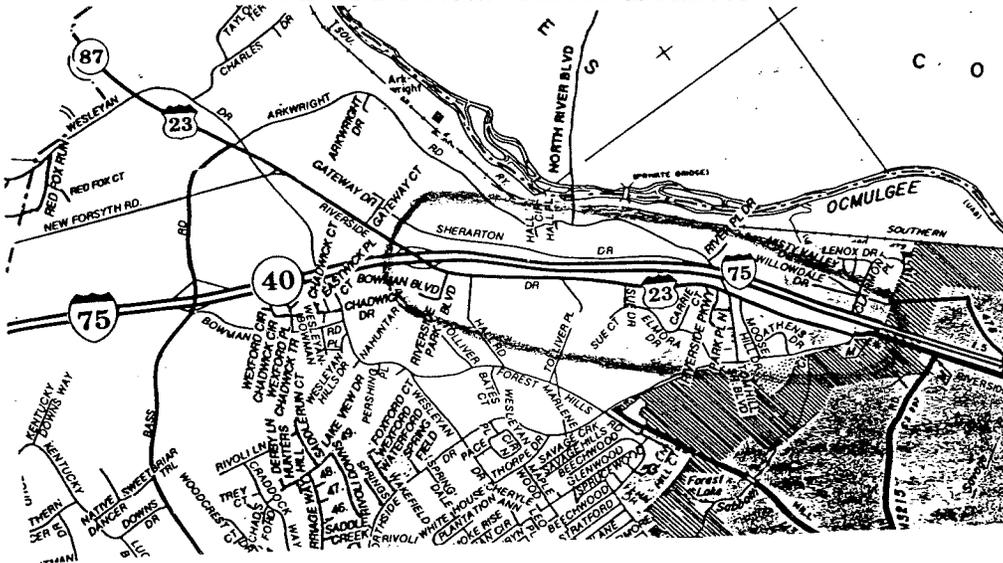


DEPARTMENT OF TRANSPORTATION

STATE OF GEORGIA

PROJECT CONCEPT REPORT  
STP-037-1(18) & BHF-037-1(19) Bibb County  
Riverside Drive Widening from Hall Road to Northside Drive  
DATE: September 27, 1995

Federal Route No.: US 23  
State Route No.: 87  
Ga DOT P.I. Nos.: 322000 & 322005



RECOMMENDATIONS FOR APPROVAL

Oct 2, 1995      Walker W. D. Coyle              
Date                      State Urban Design Engineer

\_\_\_\_\_  
Date                      State Environmental/Location Engineer

\_\_\_\_\_  
Date                      State Traffic Operations Engineer

\_\_\_\_\_  
Date                      District Engineer

Oct 13, 1995      Paul V. Tiller Jr      \_\_\_\_\_  
Date                      State Bridge & Structural Design Engineer

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

RECEIVED  
OCT 27 1995  
PRECONSTRUCTION

FILE STP-037-1(18) Bibb OFFICE Thomaston  
BHF-037-1(19) Bibb  
P.I. Nos. 322000, 322005 DATE October 26, 1995

FROM Joe B. Street, District Engineer

TO Bobby Mustin, P.E., Project Review Engineer

SUBJECT CONCEPT REPORT REVIEW

We have reviewed the concept report on the above projects and concur with the recommendation for approval.

Attached for your further handling is the concept report cover sheet which has been signed by the District Engineer.

JAL:VS  
Attachment  
xc: Walker Scott  
David Studstill  
Wayne Hutto

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

RECEIVED

OCT 31 1995

PRECONSTRUCTION

INTERDEPARTMENT CORRESPONDENCE

FILE STP-037-1(18) & BHF-037-1(19) Bibb Co. OFFICE Traffic Operations  
 P.I. Nos.322000 & 322005 Atlanta, Georgia  
 DATE October 26, 1995

FROM *ABR* Marion G. Waters, III, P.E., State Traffic Operations Engineer

TO Wayne Hutto, Assistant Director of Preconstruction

SUBJECT Project Concept Report Review

We have reviewed the concept report on the above project for the widening of US 23/SR 87 (Riverside Drive) from Hall Road to Northside Drive for a length of 2.48 miles. The proposed preferred alternate will widen Riverside Drive to four lanes with a center turn lane, bridge Riverside Drive over Arkwright Road and provide access by a loop connector road utilizing a portion of the existing Riverside Drive roadway, and modify the Arkwright Road/I-75 interchange into an Urban interchange configuration. This alternate will require the reconstruction of the two existing I-75 bridges over Arkwright Road.

We recommend that consideration be given to providing a 20' raised median section for at least that portion of the project north of Arkwright Road which is less developed.

We believe this concept will improve safety and operational capacity along this section of roadway. Subject to the above comment, we find this report satisfactory for approval.

MGW:TOC:dc

Attachment (signature page)

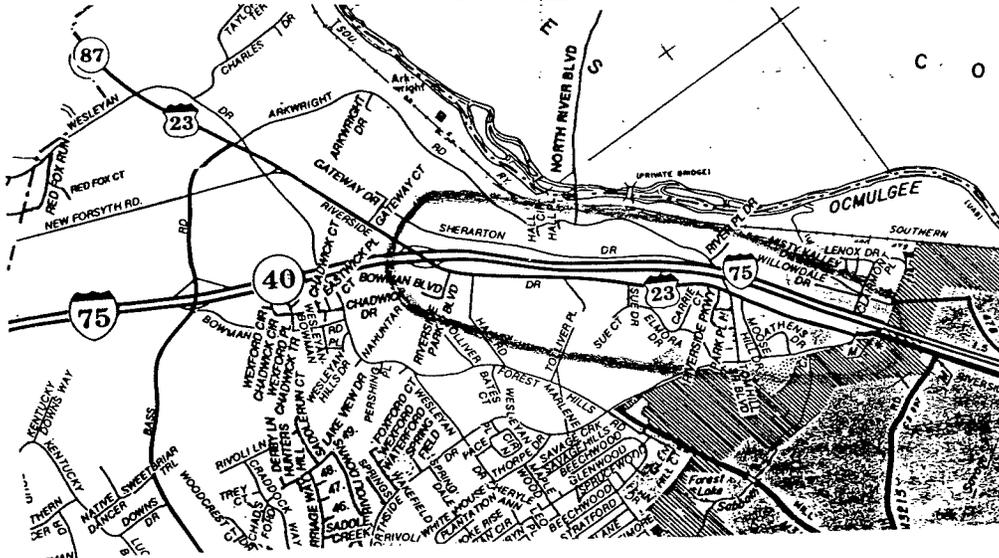
cc: David Studstill  
Walker Scott (Attn: Joe Wheeler)  
Bob Mustin, w/attachment  
General Files

DEPARTMENT OF TRANSPORTATION

STATE OF GEORGIA

PROJECT CONCEPT REPORT  
STP-037-1(18) & BHF-037-1(19) Bibb County  
Riverside Drive Widening from Hall Road to Northside Drive  
DATE: September 27, 1995

Federal Route No.: US 23  
State Route No.: 87  
Ga DOT P.I. Nos.: 322000 & 322005



RECOMMENDATIONS FOR APPROVAL

Oct 2, 1995  
Date

Walker W. S. Cook  
State Urban Design Engineer

Date

State Environmental/Location Engineer

10/27/95  
Date

M. G. Waters, A.P.  
State Traffic Operations Engineer

Date

District Engineer

Date

State Bridge & Structural Design Engineer