ORIGINAL TO GENERAL FILES

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

OFFICE OF DESIGN POLICY & SUPPORT
INTERDEPARTMENTAL CORRESPONDENCE

FILE P.I. # 350730-
STP00-8016-00(003)
GDOT District 3 - Thomaston
Muscogee County
SR 982/Talbotton Rd/Columbus from 7th Ave to
Woodruff/Hilton

OFFICE Design Policy & Support

DATE August 20, 2012

FROM for Brent Story, State Design Policy Engineer

TO SEE DISTRIBUTION

SUBJECT **APPROVED REVISED CONCEPT REPORT**

Attached is the approved Revised Concept Report for the above subject project.

Attachment

DISTRIBUTION:

Bobby Hilliard, Program Control Administrator
Genetha Rice-Singleton, State Program Delivery Engineer
Cindy VanDyke, State Transportation Planning Administrator
Angela Robinson, Financial Management Administrator
Glenn Bowman, State Environmental Administrator
Ben Rabun, State Bridge Engineer
Andy Casey, State Roadway Design Engineer
Attn: David Acree, Design Group Manager
Kathy Zahul, State Traffic Engineer
Georgene Geary, State Materials & Research Engineer
Lisa Myers, State Project Review Engineer
Jeff Baker, State Utilities Engineer
Ken Thompson, Statewide Location Bureau Chief
Michael Henry, Systems & Classification Branch Chief
David Millen, District Engineer
Bill Rountree, District Preconstruction Engineer
Kerry Gore, District Utilities Engineer
Derrick Brown, Project Manager
BOARD MEMBER - 2nd Congressional District

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
REVISED PROJECT CONCEPT REPORT

Project Type:	Widening	P.I. Number:	350730-
GDOT District:	3	County:	MUSCOGEE
Federal Route Number:	N/A	State Route Number:	SR 982

It is proposed to revise the typical section along Talbotton Road/ Warm Springs Road. (1) The 16-foot wide raised median in the approved concept is to be replaced with a flush median that varies from 0-foot wide to 12-foot wide from 7th Avenue to Crestview Drive as per to address concerns expressed by residential and commercial property owners and the Columbus- Phenix City MPO's Citizen Advisory Committee. (2) The 17th Street connector Road from 17th Street to Woodlawn Avenue in the approved concept is to be removed. (3) The 5-foot sidewalk will be removed from the urban shoulder where shoulder is adjacent to the multi-use trail. Revisions (2) & (3) are results of the approved V.E. Study implementation letter dated 09-19-2007.

Submitted for approval:

State Roadway Design Engineer	5/25/12 DATE
State Program Delivery Engineer	6-25-2012 DATE
Project Manager	6/25/12 DATE

Recommendation for approval:

Glenn Bowman* State Environmental Administrator	July 12, 2012 DATE

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

Cindy VanDyke* State Transportation Planning Administrator	July 2, 2012 DATE

* Recommendation on file

PLANNING, APPROVED CONCEPT, & BACKGROUND DATA

Project Justification Statement: The Columbus-Phenix City Transportation Study recommends in its Adopted Year 2005 Transportation Plan the widening and reconstruction of Talbotton-Warm Springs Road from 7th Avenue (near Hamilton Road) to Crestview Drive: approximately 1.9 miles. The Transportation Plan recommendation is to widen the existing two and three lane roadway to four through lanes and to provide turn lanes as needed or deemed necessary along the length.

Talbotton-Warm Springs Road operates as a minor arterial roadway. Nearby, and serving almost the same travel corridor, is the Columbus-Manchester Expressway. This Columbus-Manchester Expressway serves as the major arterial through this portion of Columbus. The Talbotton-Warm Springs Road corridor at one time was the major arterial in the area. Today, the Talbotton-Warm Springs Road corridor still serves intra-city through traffic; however, it also serves land access as a collector route. Existing traffic volumes on Talbotton-Warm Springs Road are in the 12,000-13,500 vehicle per day range.

The Regional Medical Center is served by the Talbotton-Warm Springs corridor at its southwest terminus. The corridor also serves the downtown area, by utilizing 4th Avenue. Along the length of this route, the land use is a mix of multi-family residential, commercial, office/institution, and manufacturing. A new consolidated elementary school with a possible enrollment of 700 students is located near the center of this project. On the north end of the project, a large number of medical professionals have located their offices adjacent to Warm Springs, Crestview, Woodruff, and Hilton Avenue. Columbus College and Peachtree Mall, are located just beyond the northeast end of the project, and are also served by this minor arterial.

Other complementary road improvement projects, located south of the Talbotton-Warm Springs Road project, include the 19th Street extension to Second Avenue and the Hamilton Road extension to Fifth Avenue. These improvements will better tie Talbotton Road and Hamilton road to Fourth Avenue. Improvement projects on the north eastern end of the project include Armour Road, Cody Road, Reece Road, and to certain extent the new Miller-Milgan Road intersection. Several of these projects are actually beyond the project limits of the Talbotton-Warm Springs project; however, they provide the necessary linkage to the other major and minor arterials in this area of Columbus to allow this road to continue to operate efficiently and effectively as a minor arterial.

The need exists to provide local through traffic and collector traffic an improved travel way on Talbotton-Warm Springs Road and the widening of this portion of the roadway between 7th Avenue and Crestview Drive provides for this need. The purpose of this road project will be to provide local traffic with a facility that will adequately serve current and future volumes. Future traffic volumes in the year 2010 are estimated to be in the 17,500-19,000 vehicles per day range on Talbotton-Warm Springs Road.

The Columbus-Phenix City Transportation Study was begun in 1965 and through a number of major and minor updates a Comprehensive Transportation Plan for addressing travel needs through the year 2005 has been developed and adopted by Federal, State, and Local Governments. This adopted year 2005 Columbus-Phenix City Transportation Plan is the direct result cooperative and continuous planning process coordinated by the Planning Division of the Columbus Department of Community Development with the assistance of the Georgia Department of Community development with the assistance of the

Georgia Department of Transportation, the Alabama Highway Department, and the Federal Highway Administration.

Description of the approved concept: The approved concept would widen SR 982/Talbotton Road/Warm Springs Road from the intersection with 7th Street (Milepost 0.04) northward to intersection with Woodruff Road/Hilton Avenue (Milepost 1.85) within the city limits of Columbus, Muscogee County, Georgia. The work would include reconstructing Talbotton Road/Warm Springs Road from an existing 2-lane alternating urban/rural section to a 4-lane urban section. The typical would consist of four, 11-foot wide travel lanes (two in each direction), a 16-foot wide raised median, and 12-foot wide urban shoulder with a 5-foot wide sidewalk on at least one side of the project (on both sides of the roadway in residential areas). Turn lanes will be constructed at intersections as required. Dual left turn lanes will be constructed on both approaches along Warm Springs Road at the intersection with Woodruff Road/Hilton Avenue.

PDP Classification: ☒ Major ☐ Minor

Federal Oversight: ☐ Full Oversight ☒ Exempt ☐ State Funded ☐ Other

Projected Traffic ADT as shown in the approved Concept Report:
Open Year (2000): 23,000 Design Year (2020): 36,500

Updated Traffic ADT:
Open Year (2016): 18,600 Design Years (2036): 22,700

Functional Classification (Mainline): Urban Minor Arterial Street

VE Study anticipated: ☐ No ☐ Yes ☒ Completed – Date: 6/21/2007

PROPOSED REVISIONS

Approved Features:	**Proposed Features:**
Talbotton Road/Warm Springs Road Typical Section: • Two, 11-foot wide lanes each direction • 16-foot wide raised median • 12-foot wide urban shoulders with curb and gutter and 5-foot wide sidewalks	Talbotton Road/Warm Springs Road Typical Section: • From 7th Avenue to 29th Street, from 400-feet before Woodlawn Avenue to 400-feet after Woodlawn Avenue, and from 35th Street to Crestview Drive: o Two, 11-foot wide lanes each direction o 12-foot wide flush median • From 29th Street to 400-feet before Woodlawn Avenue and 400-feet after Woodlawn Avenue to 35th Street: o Two, 12-foot wide lanes each direction o No Median

	• From Crestview Drive to Woodruff Road/Hilton Avenue: o Two, 11-foot wide lanes each direction o A 16-foot wide raised median • From 7th Avenue to Woodruff Road/Hilton Avenue: o 12-foot urban shoulder each side of corridor with curb and gutter and 5-foot wide sidewalk and 2-foot wide stamped concrete between back of curb and sidewalk o No sidewalk on southern side of corridor adjacent to multi-use trail
Reason(s) for change: The change to the roadway typical sections (removal of the raised median and double left turn lanes) is to address concerns raised by local residents and the Columbus-Phenix City MPO's Citizen Advisory Committee. The removal of the sidewalk adjacent to the multi-use trail and the removal of the 17th Street Connector Road is a result of the recommendations provided in the VE Study Report dated July 16, 2007.	

ENVIRONMENTAL

Air Quality:
Is the project located in a PM 2.5 Non-attainment area? ☒ No ☐ Yes
Is the project located in an Ozone Non-attainment area? ☒ No ☐ Yes

Potential environmental impacts of proposed revision: No anticipated environmental effect.

Have proposed revisions been reviewed by environmental staff? ☐ No ☒ Yes

Environmental responsibilities (Studies/Documents/Permits): GDOT

Environmental impacts by section: N/A

PROJECT COST & ADDITIONAL INFORMATION

Updated Cost Estimate		Date of Estimate
Base Construction Cost:	$9,653,878.25	03/21/2012
Engineering and Inspection:	$482,693.91	03/21/2012
Liquid AC Adjustment:	$1,005,004.00	03/21/2012
Total Construction Cost:	$11,142,000.00	03/21/2012

Right-of-Way:	$14,936,594.82	AUTHORIZED
Utilities (reimbursable costs):	$2,525,000.00	08/09/2010
Environmental Mitigation:	$0.00	
TOTAL PROJECT COST:	**$28,603,594.82**	**03/21/2012**

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

Comments: None

Attachments:

1. Sketch map
2. Cost Estimate(s)
3. Typical Sections
4. Traffic Diagram
5. VE Implementation Report
6. Highway Safety Manual Analysis

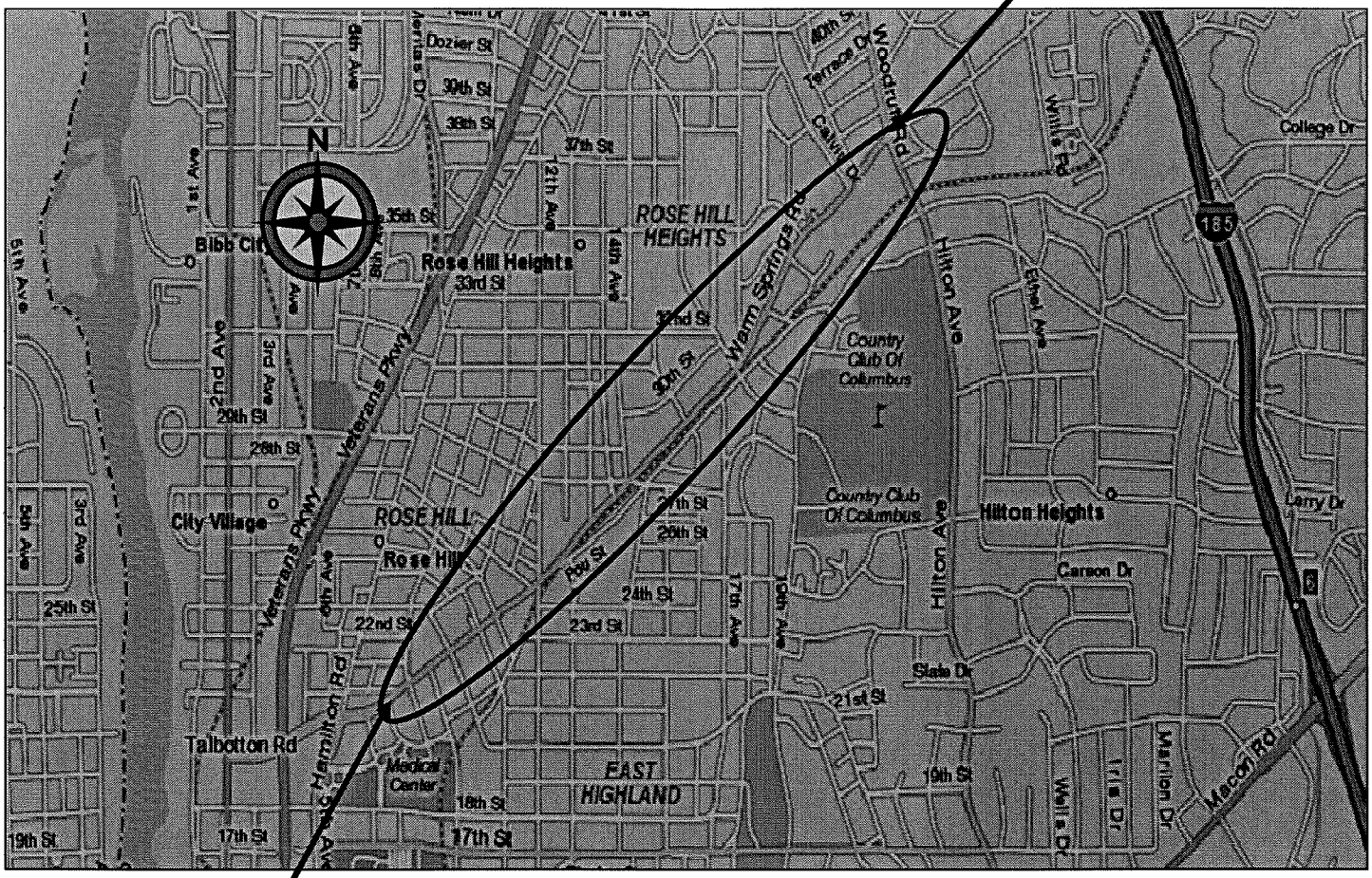
APPROVALS

Concur: _____
Director of Engineering

Approve: _____ 8/16/2012
Chief Engineer Date

LOCATION MAP
PROJECT STP00-8016-00(003)
SR982/TALBOTTON ROAD/WARM SPRINGS ROAD
PI No. 350730-
MUSCOGEE COUNTY

End Project
STP00-8016-00(003)



Begin Project
STP00-8016-00(003)

DETAILED COST ESTIMATE

Georgia Department of Transportation

Job: 350730

JOB NUMBER: *350730* **FED/STATE PROJECT NUMBER** *STP00-8016-00(003)*

SPEC YEAR: *01*

DESCRIPTION: *SR982/TALBOTTON ROAD/WARM SPRINGS ROAD WIDENING*

ITEMS FOR JOB 350730

0010 - ROADWAY

ine Numbe	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0020	150-1000	1.000	LS	$316,000.00	TRAFFIC CONTROL - STP00-8016-00(003)	$316,000.00
0025	150-5010	4.000	EA	$6,200.00	TRAF CTRL,PORTABLE IMPACT ATTN	$24,800.00
0030	153-1300	1.000	EA	$105,000.00	FIELD ENGINEERS OFFICE TP 3	$105,000.00
0035	210-0100	1.000	LS	$1,440,614.00	GRADING COMPLETE - STP00-8016-00(003)	$1,440,614.00
0040	310-1101	75292.000	TN	$15.00	GR AGGR BASE CRS, INCL MATL	$1,129,380.00
0045	318-3000	157.000	TN	$18.00	AGGR SURF CRS	$2,826.00
0049	402-1812	10939.000	TN	$66.00	RECYL AC LEVELING,INC BM&HL	$721,974.00
0050	402-3121	22534.000	TN	$58.00	RECYL AC 25MM SP,GP1/2,BM&HL	$1,306,972.00
0060	402-3130	8738.000	TN	$65.00	RECYL AC 12.5MM SP,GP2,BM&HL	$567,970.00
0055	402-3190	11634.000	TN	$63.00	RECYL AC 19 MM SP,GP 1 OR 2 ,INC BM&HL	$732,942.00
0065	413-1000	8329.000	GL	$2.50	BITUM TACK COAT	$20,822.50
0070	441-0104	11369.000	SY	$21.00	CONC SIDEWALK, 4 IN	$238,749.00
0075	441-0740	485.000	SY	$25.00	CONC MEDIAN, 4 IN	$12,125.00
0080	441-0748	354.000	SY	$40.00	CONC MEDIAN, 6 IN	$14,160.00
0085	441-4020	1382.000	SY	$30.00	CONC VALLEY GUTTER, 6 IN	$41,460.00
0090	441-4030	3643.000	SY	$38.00	CONC VALLEY GUTTER, 8 IN	$138,434.00
0095	441-4050	129.000	SY	$45.00	CONC VALLEY GUTTER,W/CURB,8"	$5,805.00
0100	441-5002	3396.000	LF	$10.00	CONC HEADER CURB, 6", TP 2	$33,960.00
0105	441-6022	32288.000	LF	$9.00	CONC CURB & GUTTER, 6"X30"TP2	$290,592.00
0110	500-3201	3067.000	CY	$350.00	CL B CONC, RET WALL	$1,073,450.00
0115	500-3800	5.000	CY	$850.00	CL A CONC, INCL REINF STEEL	$4,250.00
0120	515-2020	1538.000	LF	$40.00	GALV STEEL PIPE HDRAIL,2",ROUD	$61,520.00
0125	620-0100	984.000	LF	$26.00	TEMP BARRIER, METHOD NO. 1	$25,584.00
0130	634-1200	232.000	EA	$115.00	RIGHT OF WAY MARKERS	$26,680.00
0138	641-1200	1000.000	LF	$18.00	GUARDRAIL, TP W	$18,000.00
0139	641-5001	2.000	EA	$640.00	GUARDRAIL ANCHORAGE, TP 1	$1,280.00
0140	641-5012	2.000	EA	$1,750.00	GUARDRAIL ANCHORAGE, TP 12	$3,500.00
					SUBTOTAL FOR ROADWAY:	**$8,358,849.50**

0020 - DRAINAGE

ine Numbe	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0145	550-1180	12941.000	LF	$25.00	STM DR PIPE 18",H 1-10	$323,525.00
0150	550-1240	315.800	LF	$38.00	STM DR PIPE 24",H 1-10	$12,000.40
0155	550-1300	563.600	LF	$51.00	STM DR PIPE 30",H 1-10	$28,743.60
0370	611-8000	4.000	EA	$1,300.00	ADJUST CATCH BASIN TO GRADE	$5,200.00
0375	611-8020	4.000	EA	$1,200.00	ADJUST DRAIN INLET TO GRADE	$4,800.00
0380	611-8050	3.000	EA	$900.00	ADJUST MANHOLE TO GRADE	$2,700.00
0160	668-1100	110.000	EA	$1,900.00	CATCH BASIN, GP 1	$209,000.00
0165	668-2100	37.000	EA	$1,550.00	DROP INLET, GP 1	$57,350.00
0170	668-4300	16.000	EA	$1,600.00	STORM SEW MANHOLE, TP 1	$25,600.00
					SUBTOTAL FOR DRAINAGE:	**$668,919.00**

0030 - EROSION CONTROL -PERMANENT

ine Numbe	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0175	603-2182	25.000	SY	$42.00	STN DUMPED RIP RAP, TP 3, 24"	$1,050.00
0180	603-7000	25.000	SY	$3.50	PLASTIC FILTER FABRIC	$87.50
0185	700-6910	6.000	AC	$1,000.00	PERMANENT GRASSING	$6,000.00
0190	700-7000	16.000	TN	$65.00	AGRICULTURAL LIME	$1,040.00
0195	700-8000	6.000	TN	$450.00	FERTILIZER MIXED GRADE	$2,700.00
0200	700-8100	300.000	LB	$2.30	FERTILIZER NITROGEN CONTENT	$690.00
0205	716-2000	1500.000	SY	$1.24	EROSION CONTROL MATS, SLOPES	$1,860.00
					SUBTOTAL FOR EROSION CONTROL -PERMANENT :	**$13,427.50**

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DETAILED COST ESTIMATE

Georgia Department of Transportation

Job: 350730

0040 - EROSION CONTROL TEMPORARY

ine Numbe	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0210	163-0232	3.000	AC	$600.00	TEMPORARY GRASSING	$1,800.00
0215	163-0240	234.000	TN	$185.00	MULCH	$43,290.00
0220	163-0300	6.000	EA	$1,200.00	CONSTRUCTION EXIT	$7,200.00
0225	163-0503	2.000	EA	$500.00	CONSTR AND REMOVE SILT CONTROL GATE,TP 3	$1,000.00
0230	163-0527	25.000	EA	$200.00	CNST/REM RIP RAP CKDM,STN P RIPRAP/SN BG	$5,000.00
0240	165-0010	10349.000	LF	$0.75	MAINT OF TEMP SILT FENCE, TP A	$7,761.75
0245	165-0041	500.000	LF	$2.50	MAINT OF CHECK DAMS - ALL TYPES	$1,250.00
0250	165-0087	2.000	EA	$135.00	MAINT OF SILT CONTROL GATE, TP 3	$270.00
0255	165-0101	6.000	EA	$700.00	MAINT OF CONST EXIT	$4,200.00
0260	165-0105	122.000	EA	$110.00	MAINT OF INLET SEDIMENT TRAP	$13,420.00
0265	167-1000	1.000	EA	$500.00	WATER QUALITY MONITORING AND SAMPLING	$500.00
0270	167-1500	30.000	MO	$500.00	WATER QUALITY INSPECTIONS	$15,000.00
0275	171-0010	20698.000	LF	$1.50	TEMPORARY SILT FENCE, TYPE A	$31,047.00
0280	576-1018	100.000	LF	$35.00	SLOPE DRAIN PIPE, 18 IN	$3,500.00
					SUBTOTAL FOR EROSION CONTROL TEMPORARY:	**$135,238.75**

0050 - TRAFFIC SIGNAL

ine Numbe	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0285	647-1000	1.000	LS	$60,000.00	TRAF SIGNAL INSTALLATION NO - ! - 10TH AVENUE	$60,000.00
0290	647-1000	1.000	LS	$60,000.00	TRAF SIGNAL INSTALLATION NO - 2-COMER AVENUE	$60,000.00
0295	647-1000	1.000	LS	$60,000.00	TRAF SIGNAL INSTALLATION NO - 3-12TH AVENUE	$60,000.00
0300	647-1000	1.000	LS	$60,000.00	TRAF SIGNAL INSTALLATION NO - 4-SLADE DRIVE	$60,000.00
0305	647-1000	1.000	LS	$60,000.00	TRAF SIGNAL INSTALLATION NO - 5-WOODRUFF ROAD	$60,000.00
					SUBTOTAL FOR TRAFFIC SIGNAL :	**$300,000.00**

0060 - SIGNING AND MARKING

ine Numbe	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0310	615-1200	50.000	LF	$15.00	DIRECTIONAL BORE - STP008016-00(003)	$750.00
0315	636-1020	70.000	SF	$17.00	HWY SGN,TP1MAT,REFL SH TP3	$1,190.00
0320	636-1033	200.000	SF	$22.00	HWY SIGNS, TP1MAT,REFL SH TP 9	$4,400.00
0325	636-2070	364.000	LF	$8.00	GALV STEEL POSTS, TP 7	$2,912.00
0330	639-4004	20.000	EA	$5,000.00	STRAIN POLE, TP IV	$100,000.00
0335	653-0120	20.000	EA	$75.00	THERM PVMT MARK, ARROW, TP 2	$1,500.00
0340	653-1704	672.000	LF	$5.00	THERM SOLID TRAF STRIPE,24",WH	$3,360.00
0345	653-1804	8960.000	LF	$2.25	THERM SOLID TRAF STRIPE, 8",WH	$20,160.00
0350	653-3501	22400.000	GLF	$0.55	THERMO SKIP TRAF ST, 5 IN, WHI	$12,320.00
0355	653-3502	7400.000	GLF	$0.55	THERMO SKIP TRAF ST, 5 IN, YEL	$4,070.00
0360	654-1001	53.000	EA	$3.00	RAISED PVMT MARKERS TP 1	$159.00
0365	654-1003	635.000	EA	$3.50	RAISED PVMT MARKERS TP 3	$2,222.50
					SUBTOTAL FOR SIGNING AND MARKING:	**$153,043.50**

ine Numbe	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0235	163-0550	122.000	EA	$200.00	CONS & REM INLET SEDIMENT TRAP	$24,400.00
					SUBTOTAL FOR :	**$24,400.00**

TOTALS FOR JOB 350730

ITEMS COST:	**$9,653,878.25**
COST GROUP COST:	**$0.00**
ESTIMATED COST:	**$9,653,878.25**
CONTINGENCY PERCENT:	**0.00**
ENGINEERING AND INSPECTION:	**0.05**
ESTIMATED COST WITH CONTINGENCY AND E&I:	**$10,136,572.16**

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PROJ. NO.	STP00-8016-00(003)	CALL NO.
P.I. NO.	350730-	
DATE	2/2/2012	

INDEX (TYPE)	**DATE**	**INDEX**
REG. UNLEADED	Mar-12	$ 3.679
DIESEL		$ 4.070
LIQUID AC		$ 614.00

Link to Fuel and AC Index:

LIQUID AC ADJUSTMENTS

PA=[((APM-APL)/APL)]xTMTxAPL

Asphalt

Price Adjustment (PA)				**991824.9**	**$**	**991,824.90**
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	$	982.40		
Monthly Asphalt Cement Price month project let (APL)			$	614.00		
Total Monthly Tonnage of asphalt cement (TMT)				2692.25		

ASPHALT	**Tons**	**%AC**	**AC ton**
Leveling	10939	5.0%	546.95
12.5 OGFC		5.0%	0
12.5 mm	8738	5.0%	436.9
9.5 mm SP		5.0%	0
25 mm SP	22534	5.0%	1126.7
19 mm SP	11634	5.0%	581.7
	53845		**2692.25**

BITUMINOUS TACK COAT

Price Adjustment (PA)			**$**	**13,179.10**	**$**	**13,179.10**
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	$	982.40		
Monthly Asphalt Cement Price month project let (APL)			$	614.00		
Total Monthly Tonnage of asphalt cement (TMT)				35.77389558		

Bitum Tack Gals	gals/ton	tons
8329	232.8234	35.7738956

PROJ. NO.	STP00-8016-00(003)	CALL NO.	
P.I. NO.	350730-		
DATE	2/2/2012		

BITUMINOUS TACK COAT (surface treatment)

Price Adjustment (PA)				**0**	**$ -**
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	$	982.40	
Monthly Asphalt Cement Price month project let (APL)			$	614.00	
Total Monthly Tonnage of asphalt cement (TMT)				0	

Bitum Tack	SY	Gals/SY	Gals	gals/ton	tons
Single Surf. Trmt.		0.20	0	232.8234	0
Double Surf.Trmt.		0.44	0	232.8234	0
Triple Surf. Trmt		0.71	0	232.8234	0
					0

TOTAL LIQUID AC ADJUSTMENT	**$**	**1,005,004.00**

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE **STP-8016(3), Muscogee County, P.I. # 350730**
Talbotton Road Widening, 7th Ave to Woodruff/Hilton

OFFICE Thomaston

DATE August 9, 2010

FROM Kerry Gore, District Utilities Engineer

TO Derrick Brown, Project Manager

SUBJECT **PRELIMINARY UTILITY COST (ESTIMATE)**

As requested by your office, we are furnishing you with a Preliminary Utility Cost estimate for each utility with facilities potentially located within the project limits.

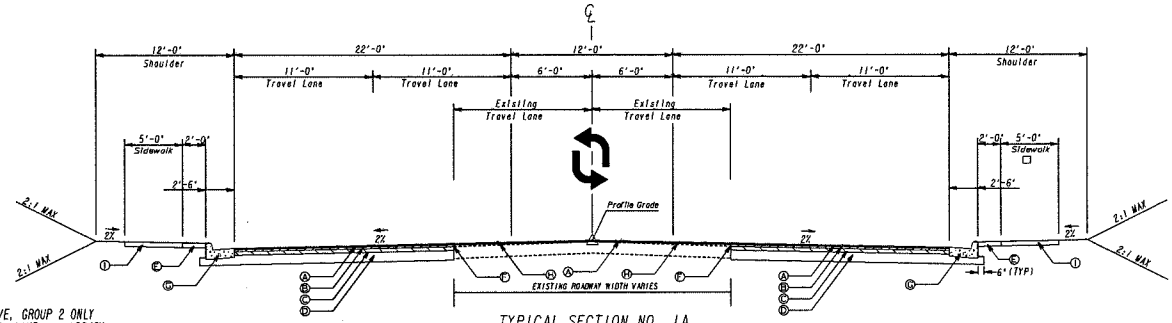
FACILITY OWNER	NON-REIMBURSABLE	REIMBURSABLE
Atmos Energy	900,700	0
BellSouth	4,402,422	0
Charter Communications	159,630	0
Columbus Water Works	7,310,306	0
Georgia Power Distribution	0	2,525,000
Knology	160,000	0
TOTALS	**$12,933,058**	**$2,525,000**

Total Preliminary Utility Cost Estimate $15,458,058.

If you have any questions, please contact Kim Brown at 706-646-6695.

KG/pls

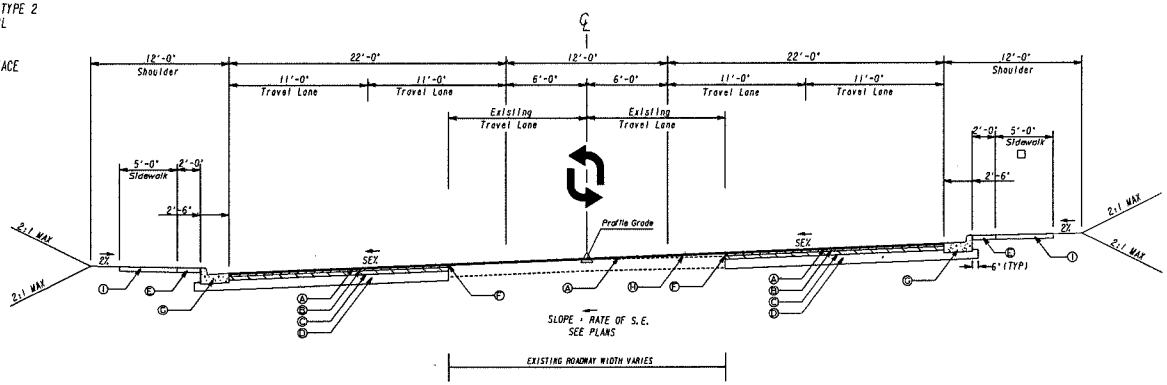
cc: Jeff Baker, P.E., State Utilities Engineer *(via: e-mail)*
Angela Robinson, Office of Financial Management *(via: e-mail)*
Wayne Pittman, Area Engineer *(via: e-mail)*



TYPICAL SECTION NO. 1A
TANGENT SECTION
STA. 19+66.28 TO STA. 65+96.00
STA. 76+10.00 TO STA. 83+70.00
STA. 100+20.00 TO STA. 107+74.00

□ NO SIDEWALK FROM STA. 50+00 RT. TO STA. 79+78 RT.

Ⓐ - RECYCLED ASPH. CONC. 12.5 MM SUPERPAVE, GROUP 2 ONLY INCL. POLYMER-MODIFIED BITUM MATL & H. LIME ___ LBS/SY
Ⓑ - RECYCLED ASPH. CONC. 19 MM SUPERPAVE, GP 1 OR 2, INCL. BITUM MATL & H. LIME ___ LBS/SY
Ⓒ - RECYCLED ASPH. CONC. 25 MM SUPERPAVE, GP 1 OR 2, INCL. BITUM MATL & H. LIME ___ LBS/SY
Ⓓ - GRADED AGGREGATE BASE
Ⓔ - STAMPED CONCRETE, 4"
Ⓕ - PAVEMENT REINFORCEMENT FABRIC, TP2, 18" WIDTH
Ⓖ - CONCRETE CURB & GUTTER, 8 IN x 30 IN, TYPE 2
Ⓗ - RECYCLED ASPHALTIC CONC. LEVELING, INCL BITUM MATL & H. LIME
Ⓘ - CONCRETE SIDEWALK, 4"
Ⓙ - 7½" CONCRETE MEDIAN WITH TYPE 7 CURB FACE



TYPICAL SECTION NO. 1B
SUPERELEVATION SECTION

SLOPE CONTROLS		
SLOPE	CUT	FILL
4:1	——	0-6'
2:1	ALL	OVER 6'

SLOPE : SEE ROADWAY PLANS FOR SUPERELEVATION RATES AND TRANSITIONS.

NOTE: FOR METHOD OF SUPERELEVATION SEE CONSTR PLAN & LAYOUT SHEETS-CURVE DATA. LOCATIONS OF NORMAL CROWN & FULL S.E. NOTED ON CONSTR CENTERLINE.

✱ SEE PLAN SHEETS.

GEORGIA
DEPARTMENT OF TRANSPORTATION

NOT TO SCALE

REVISION DATES

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE: ROADWAY DESIGN
TYPICAL SECTIONS
TALBPTTON/WARM SPRINGS RD
TYPICAL SECTIONS NO. 1 & 2

DRAWING No. 05-001

6/20/2011 GPLN

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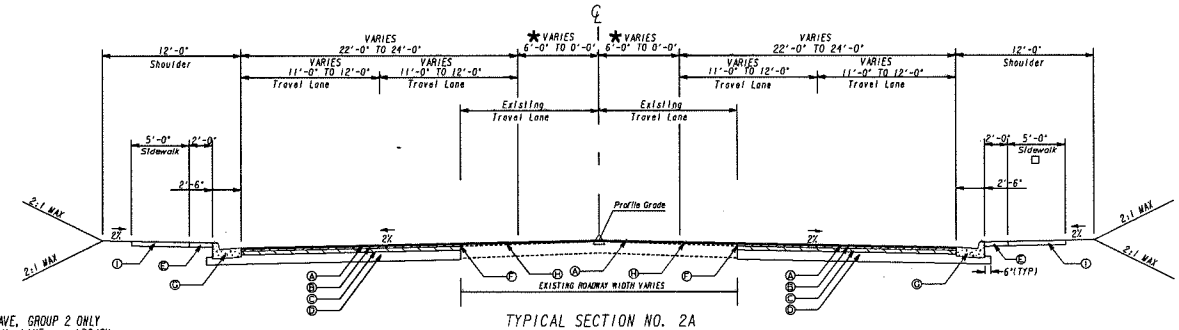
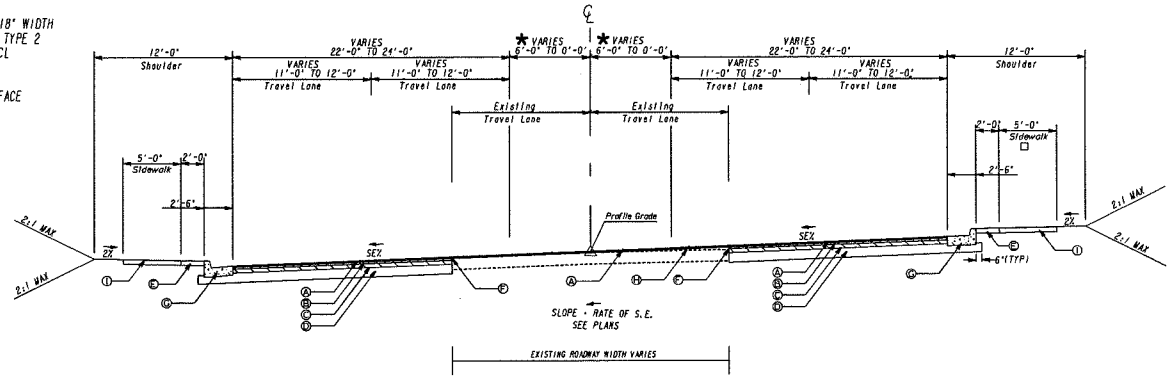


TYPICAL SECTION NO. 2A
TANGENT SECTION
STA. 65+96.00 TO STA. 76+10.00
STA. 83+70.00 TO STA. 100+20.00

□ NO SIDEWALK FROM STA. 50+00 RT. TO STA. 79+78 RT.

Ⓐ - RECYCLED ASPH. CONC. 12.5 MM SUPERPAVE, GROUP 2 ONLY INCL. POLYMER-MODIFIED BITUM MATL & H. LIME ___ LBS/SY
Ⓑ - RECYCLED ASPH. CONC. 19 MM SUPERPAVE, GP 1 OR 2, INCL. BITUM MATL & H. LIME ___ LBS/SY
Ⓒ - RECYCLED ASPH. CONC. 25 MM SUPERPAVE, GP 1 OR 2, INCL. BITUM MATL & H. LIME ___ LBS/SY
Ⓓ - GRADED AGGREGATE BASE
Ⓔ - STAMPED CONCRETE, 4"
Ⓕ - PAVEMENT REINFORCEMENT FABRIC, TP 2, 18" WIDTH
Ⓖ - CONCRETE CURB & GUTTER, 8 IN x 30 IN, TYPE 2
Ⓗ - RECYCLED ASPHALTIC CONC. LEVELING, INCL BITUM MATL & H. LIME
Ⓘ - CONCRETE SIDEWALK, 4"
Ⓙ - 7½" CONCRETE MEDIAN WITH TYPE 7 CURB FACE



TYPICAL SECTION NO. 2B
SUPERELEVATION SECTION

SLOPE CONTROLS		
SLOPE	CUT	FILL
4:1	——	0-6'
2:1	ALL	OVER 6'

SLOPE : SEE ROADWAY PLANS FOR SUPERELEVATION RATES AND TRANSITIONS.

NOTE: FOR METHOD OF SUPERELEVATION SEE CONSTR PLAN & LAYOUT SHEETS-CURVE DATA. LOCATIONS OF NORMAL CROWN & FULL S.E. NOTED ON CONSTR CENTERLINE.

★ SEE PLAN SHEETS.

GEORGIA DEPARTMENT OF TRANSPORTATION

NOT TO SCALE

REVISION DATES

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE: ROADWAY DESIGN
TYPICAL SECTIONS
TALBOTTON/WARM SPRINGS RD
TYPICAL SECTIONS NO. 3 & 4

DRAWING No. 05-002

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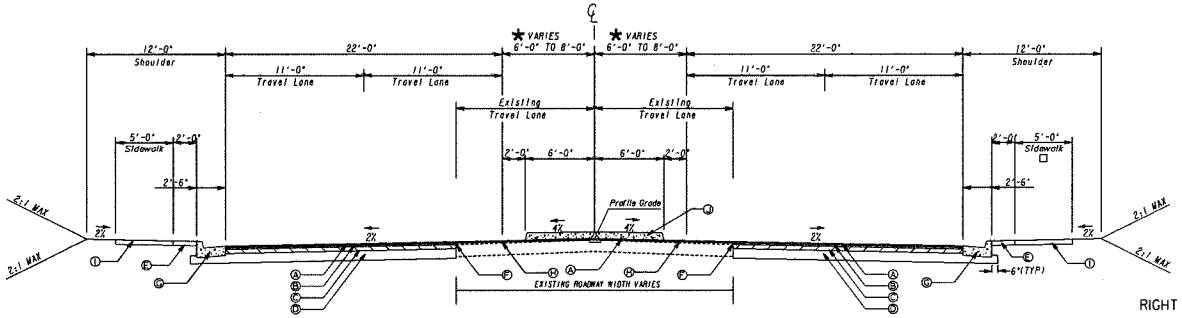
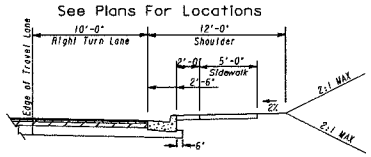


TYPICAL SECTION NO. 3A
TANGENT SECTION
STA. 107+74.00 TO STA. 118+33.00

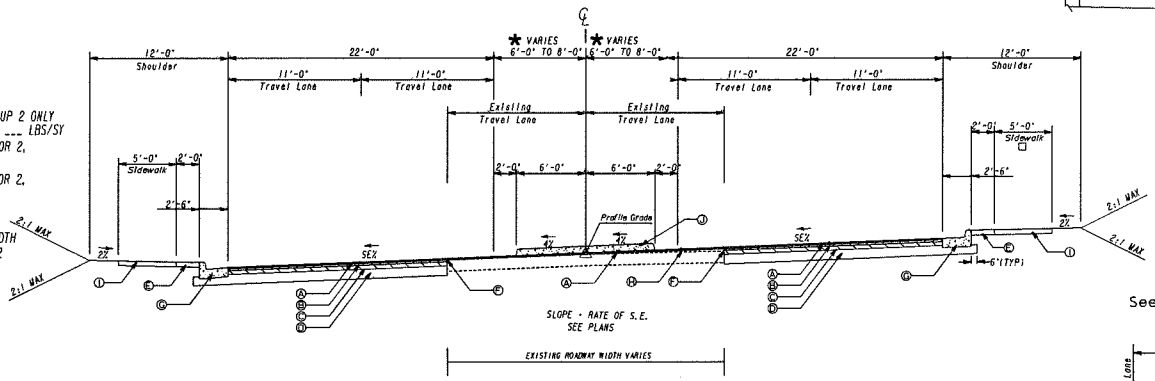
RIGHT TURN DETAIL
See Plans For Locations



SLOPE : SEE ROADWAY PLANS FOR SUPERELEVATION RATES AND TRANSITIONS.

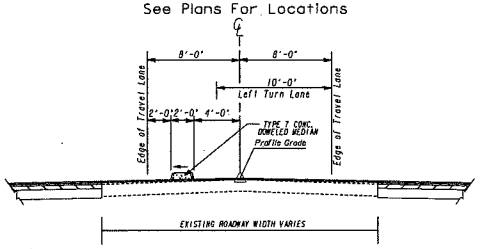
NOTE: FOR METHOD OF SUPERELEVATION SEE CONSTR PLAN & LAYOUT SHEETS-CURVE DATA. LOCATIONS OF NORMAL CROWN & FULL S.E. NOTED ON CONSTR CENTERLINE.

★ SEE PLAN SHEETS.



Ⓐ - RECYCLED ASPH. CONC. 12.5 MM SUPERPAVE, GROUP 2 ONLY INCL. POLYMER-MODIFIED BITUM MATL & H. LIME ___ LBS/SY
Ⓑ - RECYCLED ASPH. CONC. 19 MM SUPERPAVE, GP 1 OR 2, INCL. BITUM MATL & H. LIME ___ LBS/SY
Ⓒ - RECYCLED ASPH. CONC. 25 MM SUPERPAVE, GP 1 OR 2, INCL. BITUM MATL & H. LIME ___ LBS/SY
Ⓓ - GRADED AGGREGATE BASE
Ⓔ - STAMPED CONCRETE, 4"
Ⓕ - PAVEMENT REINFORCEMENT FABRIC, TP 2, 18" WIDTH
Ⓖ - CONCRETE CURB & GUTTER, 8 IN x 30 IN, TYPE 2
Ⓗ - RECYCLED ASPHALTIC CONC. LEVELING, INCL BITUM MATL & H. LIME
Ⓘ - CONCRETE SIDEWALK, 4"
Ⓙ - 7½" CONCRETE MEDIAN WITH TYPE 7 CURB FACE

LEFT TURN DETAIL
See Plans For Locations



SLOPE CONTROLS		
SLOPE	CUT	FILL
4:1	——	0-6'
2:1	ALL	OVER 6'

TYPICAL SECTION NO. 3B
SUPERELEVATION SECTION

GEORGIA
DEPARTMENT OF TRANSPORTATION

NOT TO SCALE

REVISION DATES

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE: ROADWAY DESIGN
TYPICAL SECTIONS

TALBOTTON/WARM SPRINGS RD
TYPICAL SECTIONS NO. 5 & 6

DRAWING No. 05-003

6/20/2011 GPLR

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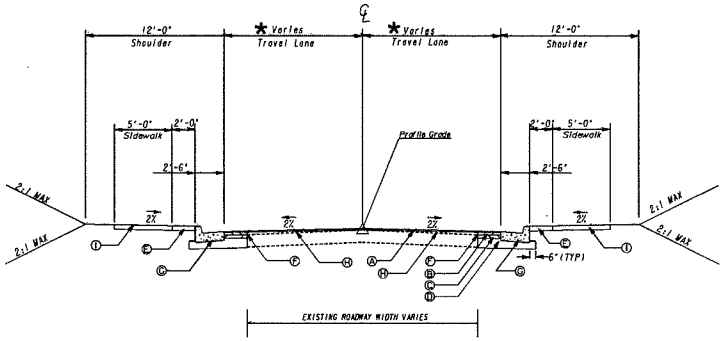
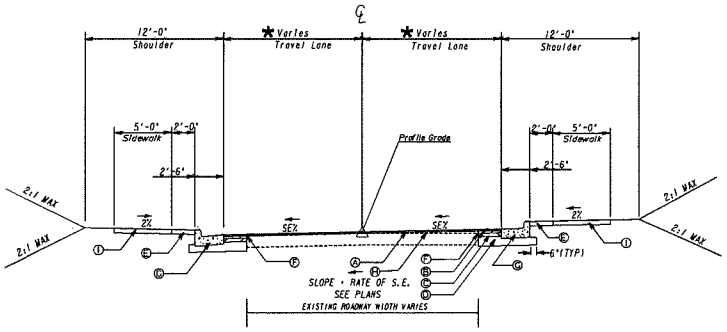
STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA	STP00-8016-00(003)		



TYPICAL SECTION NO. 4A
TANGENT SECTION
SIDE STREETS



TYPICAL SECTION NO. 4B
SUPERELEVATION SECTION
SIDE STREETS

Ⓐ - RECYCLED ASPH. CONC. 12.5 MM SUPERPAVE, GROUP 2 ONLY INCL. POLYMER-MODIFIED BITUM MATL & H. LIME ___ LBS/SY
Ⓑ - RECYCLED ASPH. CONC. 19 MM SUPERPAVE, GP 1 OR 2, INCL. BITUM MATL & H. LIME ___ LBS/SY
Ⓒ - RECYCLED ASPH. CONC. 25 MM SUPERPAVE, GP 1 OR 2, INCL. BITUM MATL & H. LIME ___ LBS/SY
Ⓓ - GRADED AGGREGATE BASE
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Ⓖ - CONCRETE CURB & GUTTER, 8 IN x 30 IN, TYPE 2
Ⓗ - RECYCLED ASPHALTIC CONC. LEVELING, INCL BITUM MATL & H. LIME
Ⓘ - CONCRETE SIDEWALK, 4"
Ⓙ - 7½" CONCRETE MEDIAN WITH TYPE 7 CURB FACE

SLOPE CONTROLS		
SLOPE	CUT	FILL
4:1	——	0-10'
2:1	ALL	OVER 10'

SLOPE : SEE ROADWAY PLANS FOR SUPERELEVATION RATES AND TRANSITIONS.

NOTE: FOR METHOD OF SUPERELEVATION SEE CONSTR PLAN & LAYOUT SHEETS-CURVE DATA. LOCATIONS OF NORMAL CROWN & FULL S.E. NOTED ON CONSTR CENTERLINE.

* SEE PLAN SHEETS.

NOT TO SCALE

REVISION DATES

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE: ROADWAY DESIGN

TYPICAL SECTIONS

TALBOTTON/WARM SPRINGS RD
TYPICAL SECTIONS NO. 7 & 8

DRAWING No. 05-004

ALLOWABLE RANGES TABLE

FOR THIS PROJECT, CROSS SLOPES THAT ARE ADJUSTED TO "BEST FIT" EXISTING PAVEMENT SLOPES ARE SUBJECT TO THE FOLLOWING LIMITS:

A. NORMAL CROWN

SECTION WITH GRADES 0.5% OR GREATER	SECTION WITH GRADES LESS THAN 0.5%
0.0150 FT/FT - MINIMUM	0.0156 FT/FT - MINIMUM
0.0208 FT/FT - DESIRABLE	0.0208 FT/FT - DESIRABLE
0.0250 FT/FT - MAXIMUM	0.0300 FT/FT - MAXIMUM

B. SUPERELEVATION RATE

S.E. RATE SHOWN ON PLANS OR SE RATE EXISTING IN FIELD, WHICHEVER IS GREATER.

C. SUPERELEVATION TRANSITION LENGTH (LENGTH FROM FLAT POINT TO FULL SE)

	RATE OF CHANGE	CORRESPONDING DIFFERENCE IN GRADE BETWEEN PIVOT POINT AND EDGE OF PAVEMENT
MINIMUM	1:150	0.67%
DESIRABLE	1:200	0.50%
MAXIMUM	1:300	0.33%

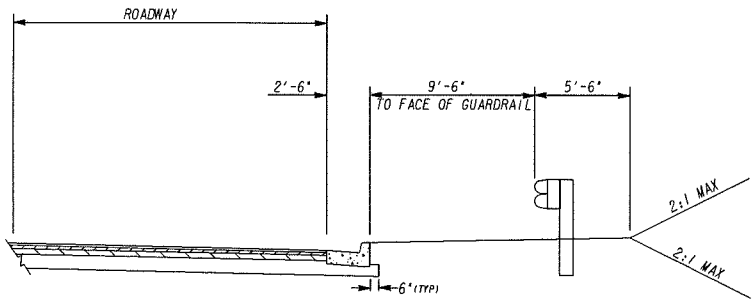
LENGTH SHALL BE SET TO AVOID CREATING A FLAT GUTTER GRADE ON LOW SIDE AND TO AVOID FLAT CROSS SLOPES AT OR NEAR THE LOW POINT OF VERTICAL CURVES.

D. POSITIONING OF SUPERELEVATION TRANSITION LENGTH ON SIMPLE CURVES

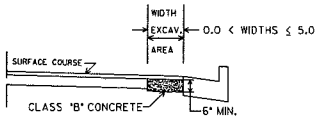
50% OF TRANSITION INSIDE CURVE - MAXIMUM
33% OF TRANSITION INSIDE CURVE - DESIRABLE
20% OF TRANSITION INSIDE CURVE - MINIMUM

NOTE: CROWN WIPE-OUT SHALL BE AT THE SAME RATE AS THE SE TRANSITION.

E. SMOOTHING OF BREAKS IN EDGE PROFILE AT BEGIN AND END OF TRANSITION SHALL BE ACCOMPLISHED BY VERTICAL CURVE WITH A MINIMUM LENGTH (IN FEET) EQUAL TO THE SPEED DESIGN (IN MPH).



GUARDRAIL DETAIL ALONG TRAIL



NO SCALE
CLASS "B" CONCRETE BASE OR PAVEMENT WIDENING
Item Code 500-9999 - Cu. Yds.

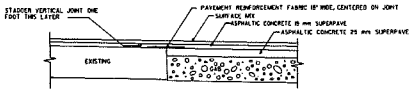
In excavated areas between the existing paving and new curb and gutter that are 5'-0" or less in width, Class "B" concrete shall be placed in lieu of the base and paving specified by the typical section. Payment will be made under "Class B Concrete Base and Pavement Widening".

In excavated areas greater than 5'-0" in width, the Contractor shall place base and paving as specified on the typical section.

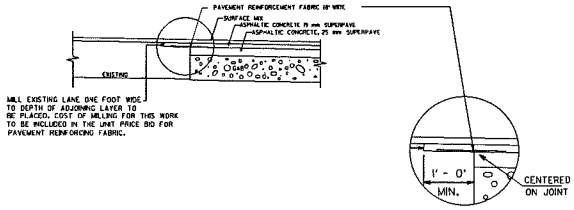
See plans for details of curb and gutter construction.

CLASS "B" CONCRETE BASE OR WIDENING DETAIL

TYPICAL SECTION DETAIL TO BE USED WHEN EXISTING PAVEMENT IS TO BE RESURFACED WITH TWO INCHES OR MORE OF ASPHALTIC CONCRETE



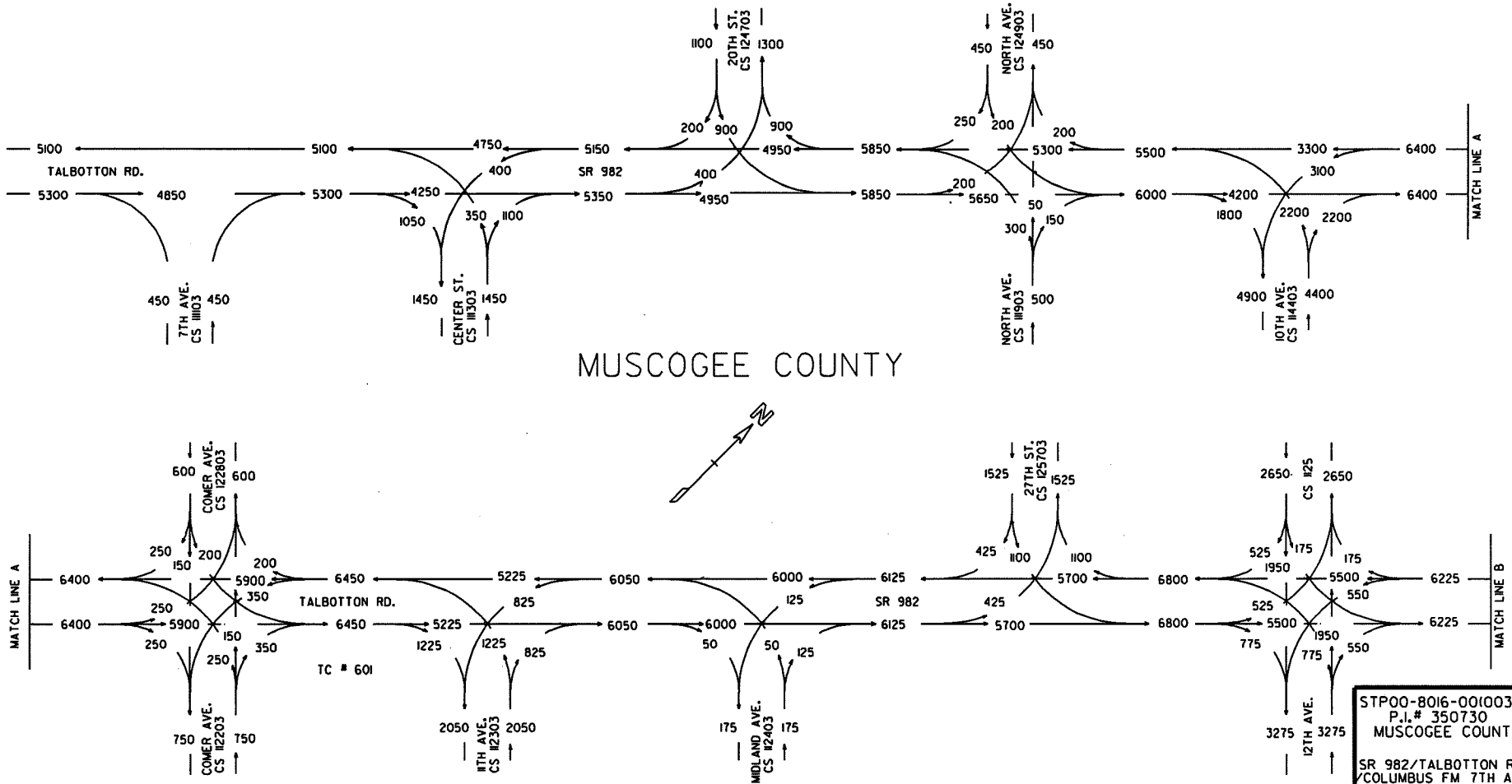
TYPICAL SECTION DETAIL TO BE USED WHEN EXISTING PAVEMENT IS TO BE RESURFACED WITH LESS THAN TWO INCHES OF ASPHALTIC CONCRETE



				REVISION DATES	STATE OF GEORGIA DEPARTMENT OF TRANSPORTATION
		GEORGIA DEPARTMENT OF TRANSPORTATION	NOT TO SCALE		OFFICE: ROADWAY DESIGN
					TYPICAL SECTIONS
					TALBOTTON/WARM SPRINGS RD MISCELLANEOUS DETAILS
					DRAWING No. 05-005

SHEET 1 OF 24

GEORGIA DEPARTMENT OF TRANSPORTATION
OFFICE OF PLANNING



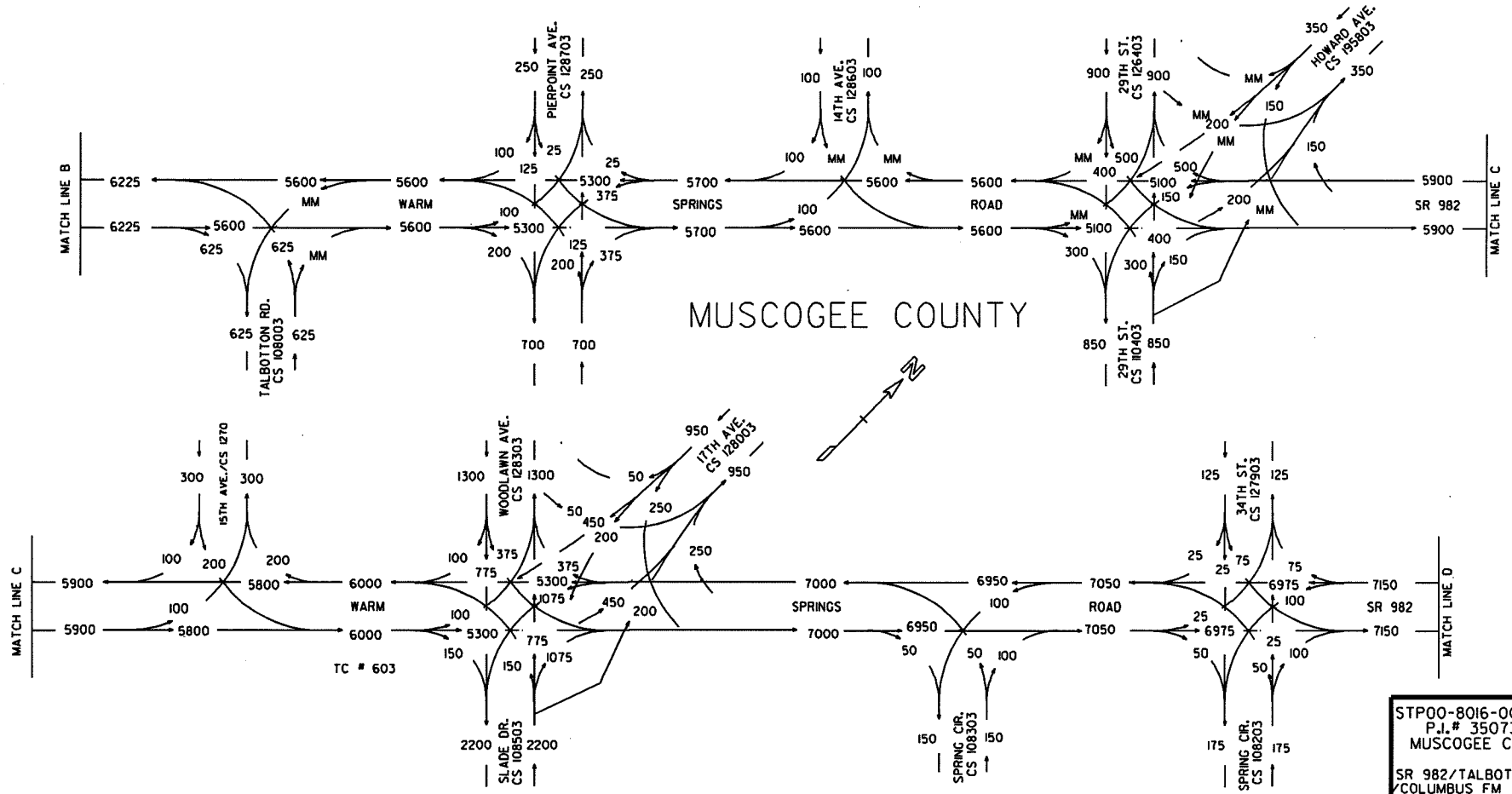
STP00-8016-00(003)
P.I.# 350730
MUSCOGEE COUNTY

SR 982/TALBOTTON RD
/COLUMBUS FM 7TH AVE
TO WOODRUFF/HILTON

2010 COVERAGE

RFN
1/12

GEORGIA DEPARTMENT OF TRANSPORTATION
OFFICE OF PLANNING



STP00-8016-00(003)
P.I.# 350730
MUSCOGEE COUNTY

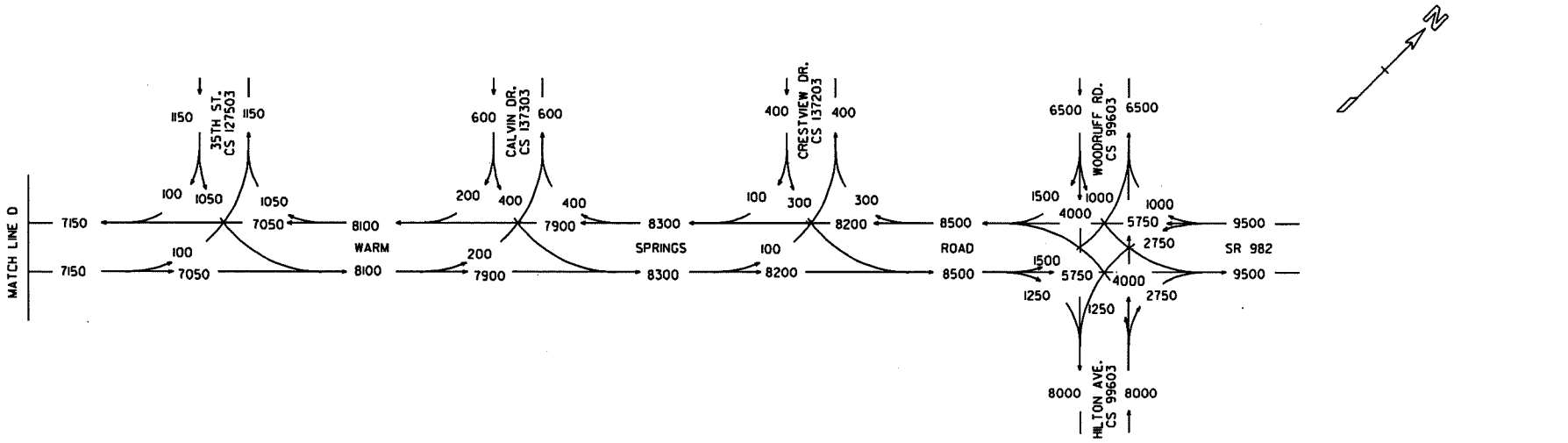
SR 982/TALBOTTON RD
/COLUMBUS FM 7TH AVE
TO WOODRUFF/HILTON

2010 COVERAGE

RFN
1/12

GEORGIA DEPARTMENT OF TRANSPORTATION
OFFICE OF PLANNING

MUSCOGEE COUNTY



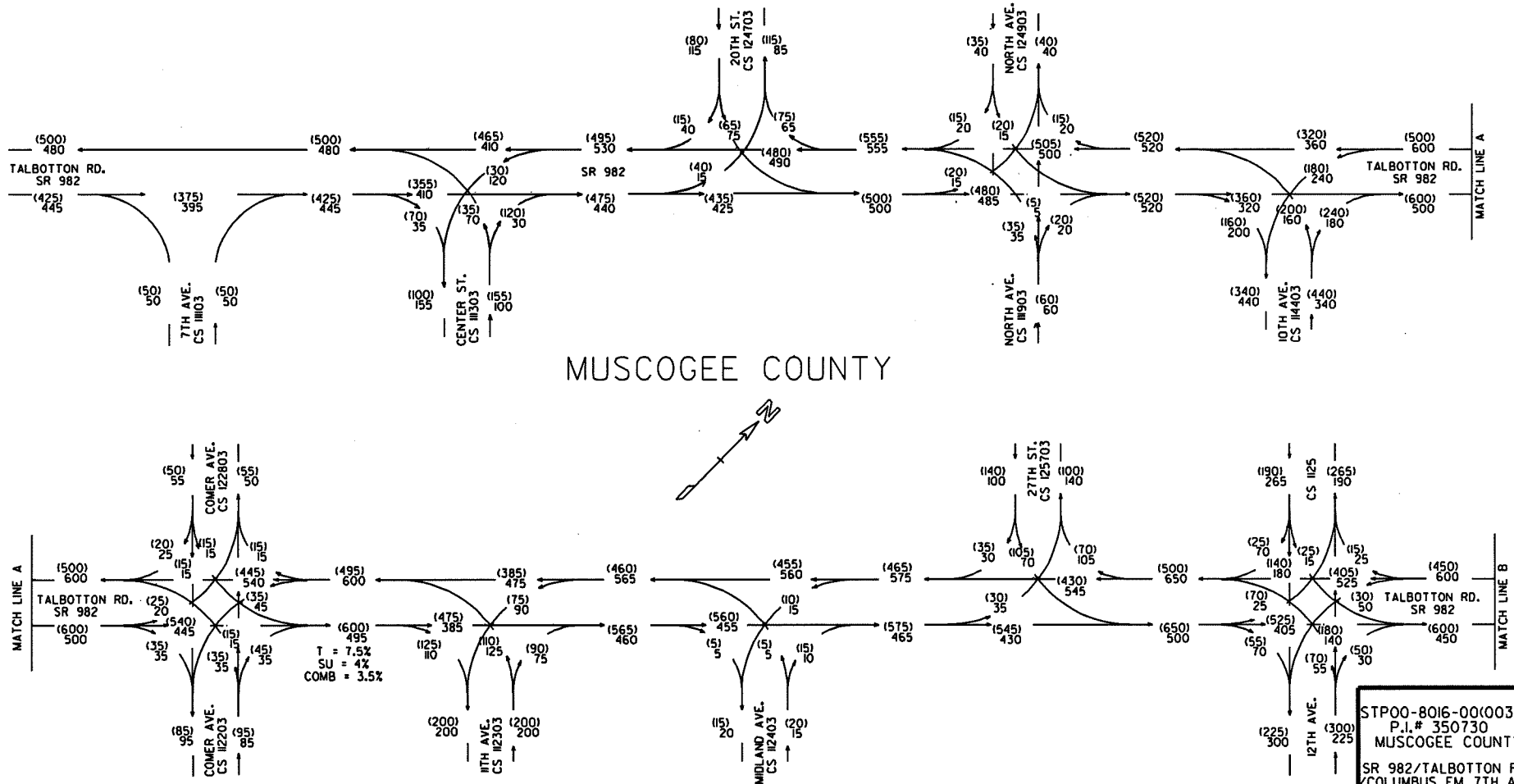
STP00-8016-00(003)
P.I.# 350730
MUSCOGEE COUNTY

SR 982/TALBOTTON RD
/COLUMBUS FM 7TH AVE
TO WOODRUFF/HILTON

2010 COVERAGE

RFN
1/12

GEORGIA DEPARTMENT OF TRANSPORTATION
OFFICE OF PLANNING



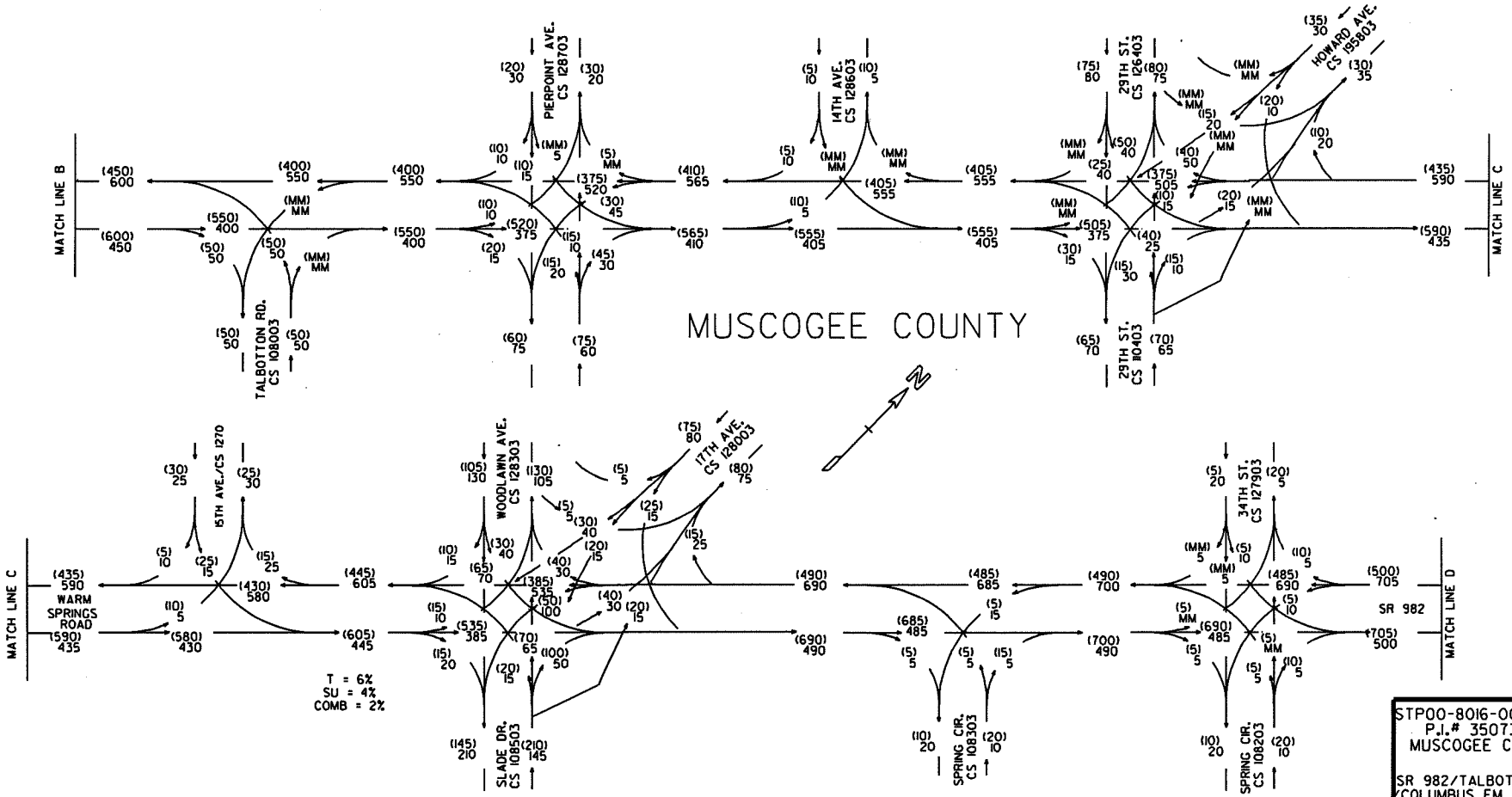
STP00-8016-00(003)
P.I.# 350730
MUSCOGEE COUNTY

SR 982/TALBOTTON RD
/COLUMBUS FM 7TH AVE
TO WOODRUFF/HILTON

2010 COVERAGE PM DHV = (000)
2010 COVERAGE AM DHV = 000

RFN
1/12

GEORGIA DEPARTMENT OF TRANSPORTATION
OFFICE OF PLANNING



STP00-8016-00(003)
P.I.# 350730
MUSCOGEE COUNTY

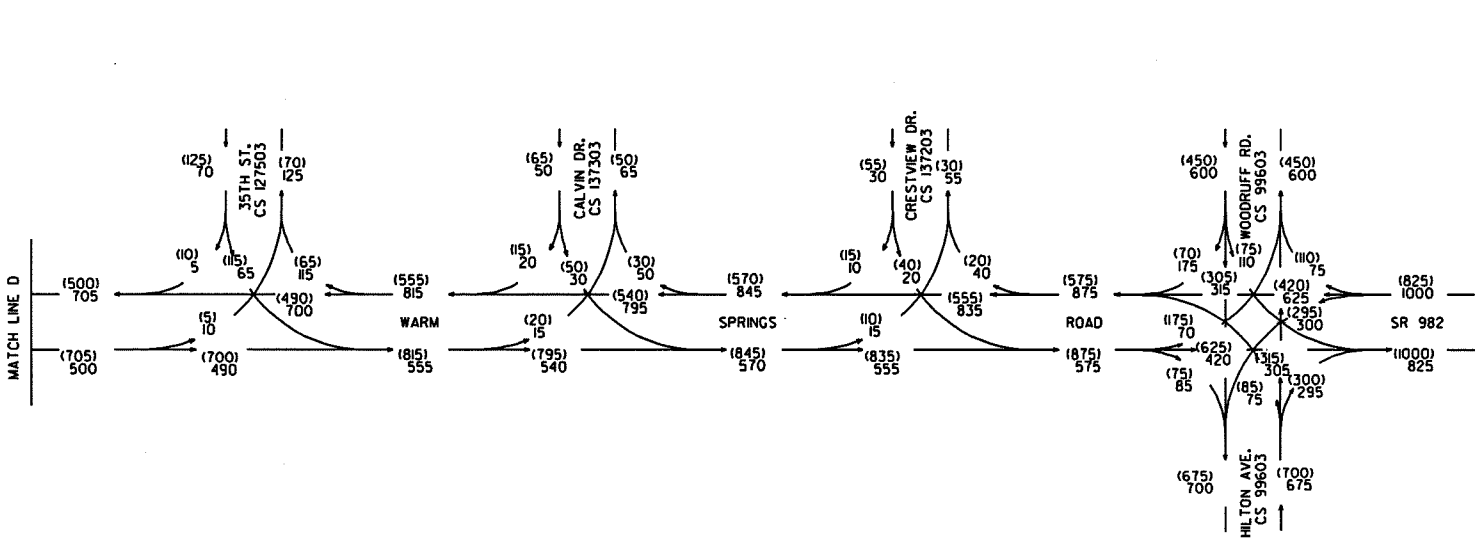
SR 982/TALBOTTON RD
/COLUMBUS FM 7TH AVE
TO WOODRUFF/HILTON

2010 COVERAGE PM DHV = (000)
2010 COVERAGE AM DHV= 000

RFN
1/12

GEORGIA DEPARTMENT OF TRANSPORTATION
OFFICE OF PLANNING

MUSCOGEE COUNTY



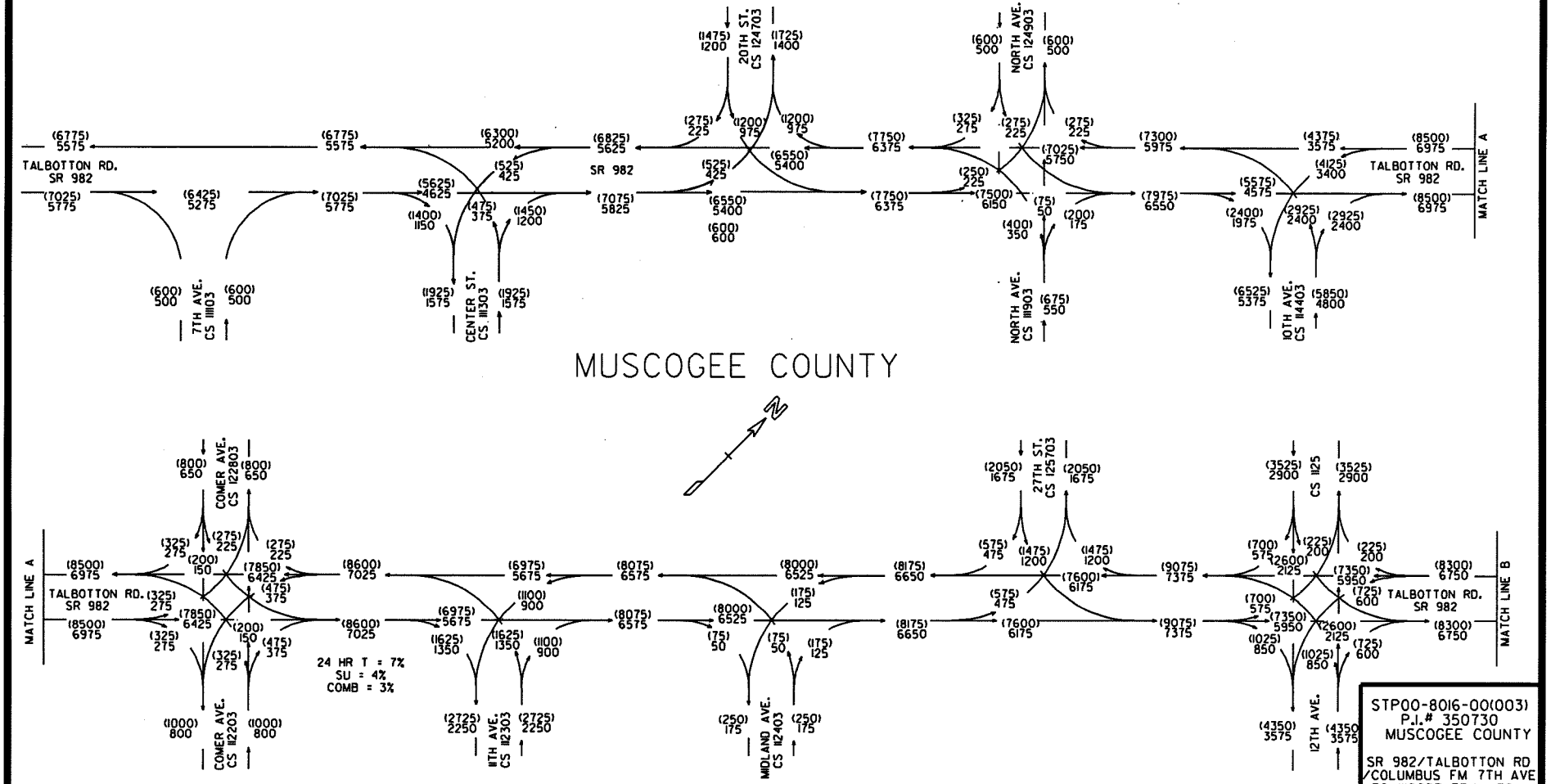
STP00-8016-00(003)
P.I.# 350730
MUSCOGEE COUNTY

SR 982/TALBOTTON RD
/COLUMBUS FM 7TH AVE
TO WOODRUFF/HILTON

2010 COVERAGE PM DHV = 1000
2010 COVERAGE AM DHV= 000

RFN
1/12

GEORGIA DEPARTMENT OF TRANSPORTATION
OFFICE OF PLANNING



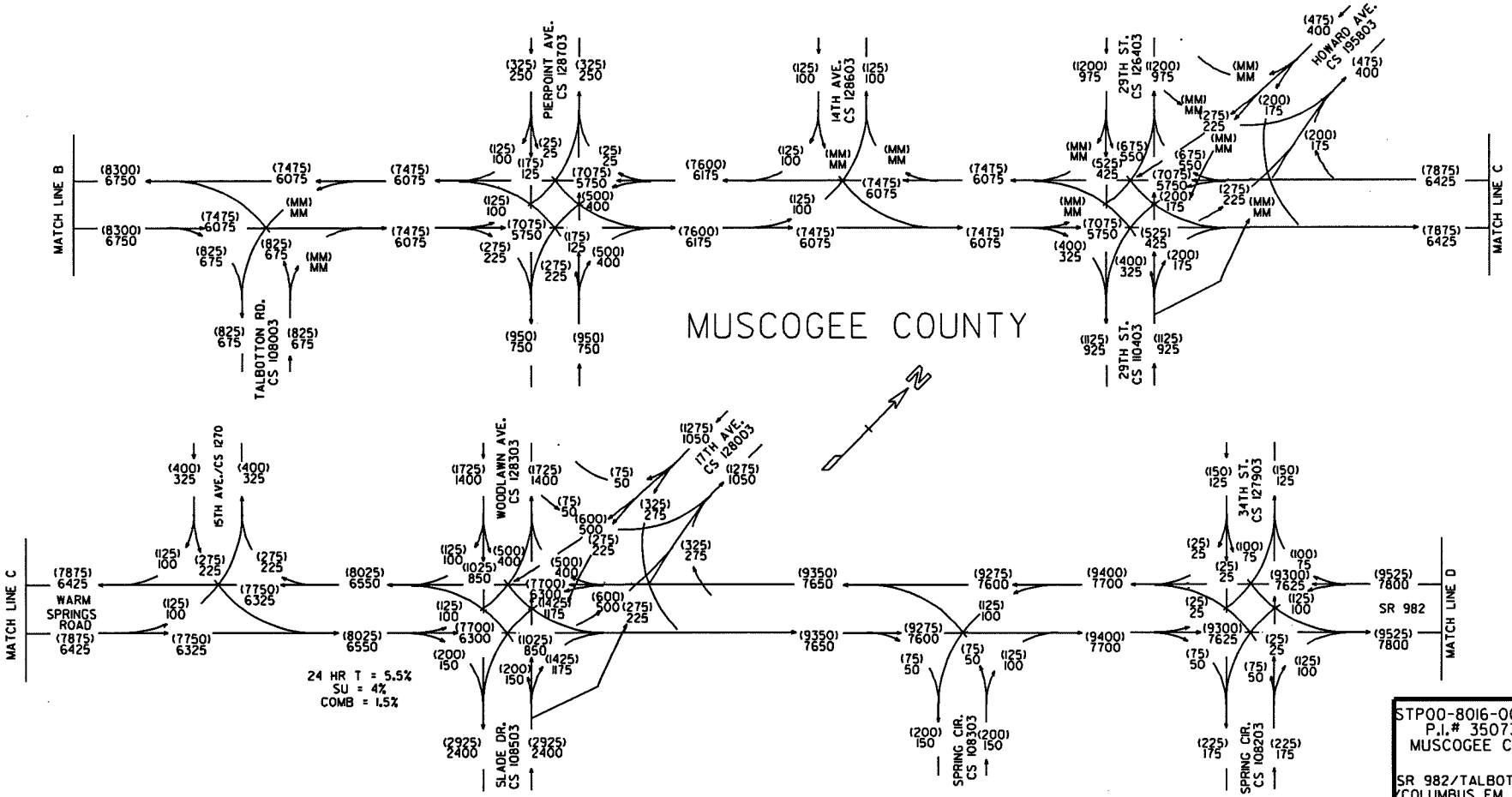
STP00-8016-00(003)
P.I.# 350730
MUSCOGEE COUNTY

SR 982/TALBOTTON RD
/COLUMBUS FM 7TH AVE
TO WOODRUFF/HILTON

2036 NO BUILD ADT = 1000
2016 NO BUILD ADT = 000

RFN
1/12

GEORGIA DEPARTMENT OF TRANSPORTATION
OFFICE OF PLANNING



STP00-8016-00(003)
P.I.# 350730
MUSCOGEE COUNTY

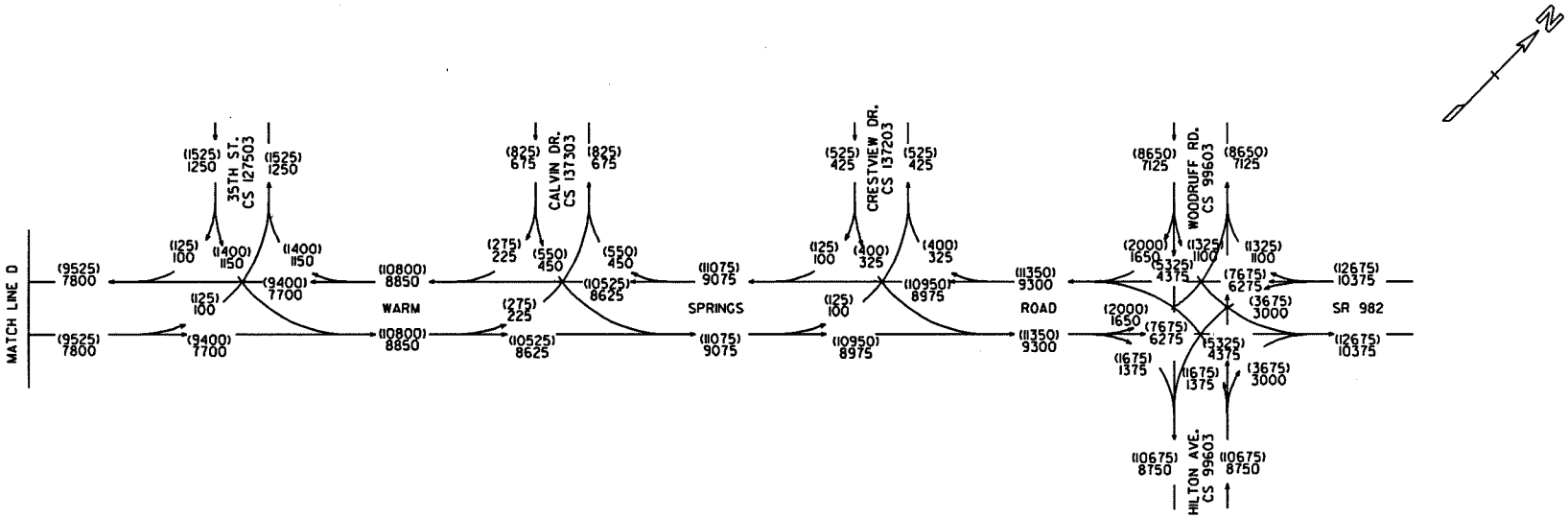
SR 982/TALBOTTON RD
/COLUMBUS FM 7TH AVE
TO WOODRUFF/HILTON

2036 NO BUILD ADT = 1000
2016 NO BUILD ADT = 000

RFN
1/12

GEORGIA DEPARTMENT OF TRANSPORTATION
OFFICE OF PLANNING

MUSCOGEE COUNTY



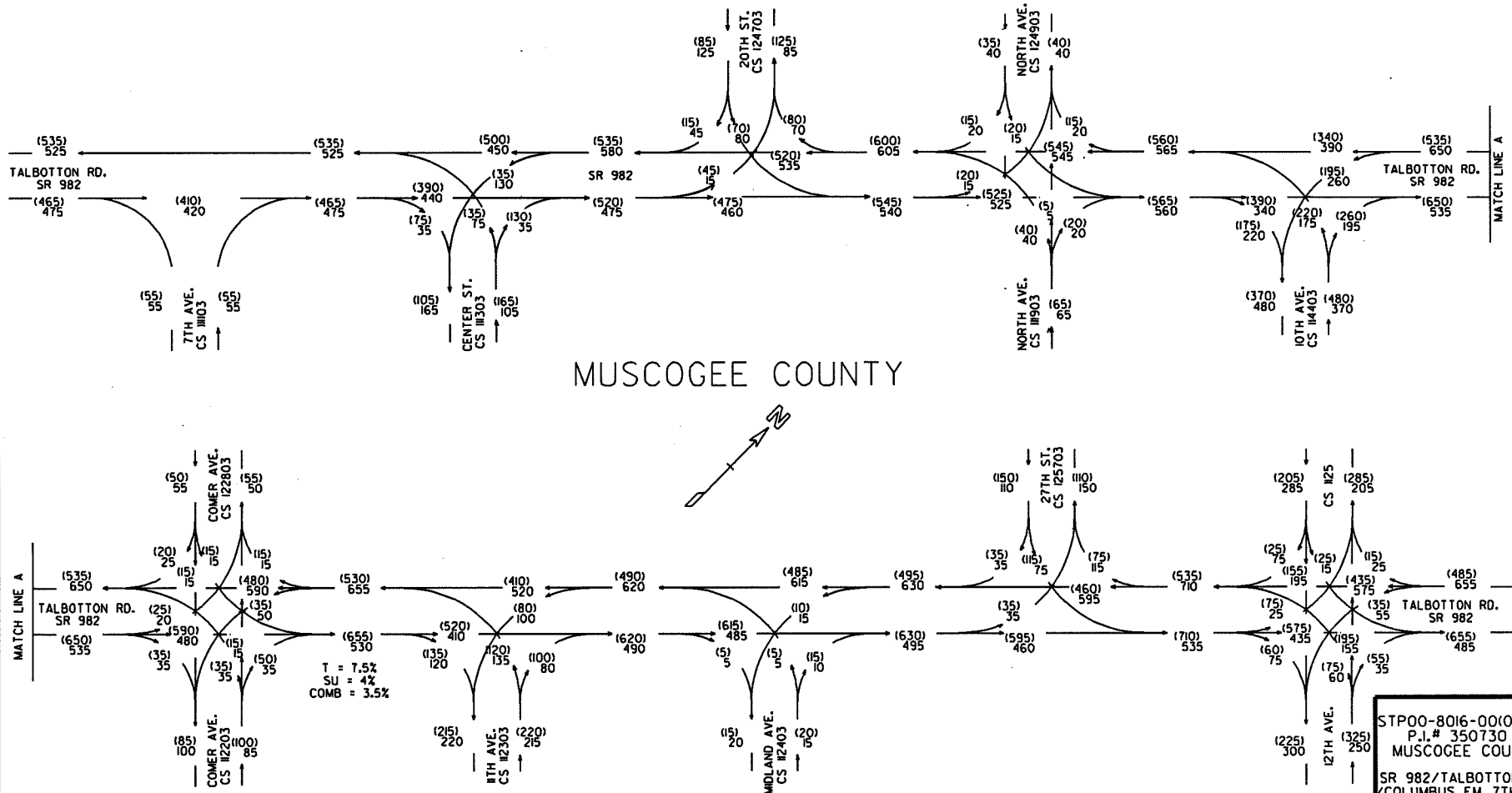
STP00-8016-00(003)
P.I.# 350730
MUSCOGEE COUNTY

SR 982/TALBOTTON RD
/COLUMBUS FM 7TH AVE
TO WOODRUFF/HILTON

2036 NO BUILD ADT = (000)
2016 NO BUILD ADT = 000

RFN
1/02

GEORGIA DEPARTMENT OF TRANSPORTATION
OFFICE OF PLANNING



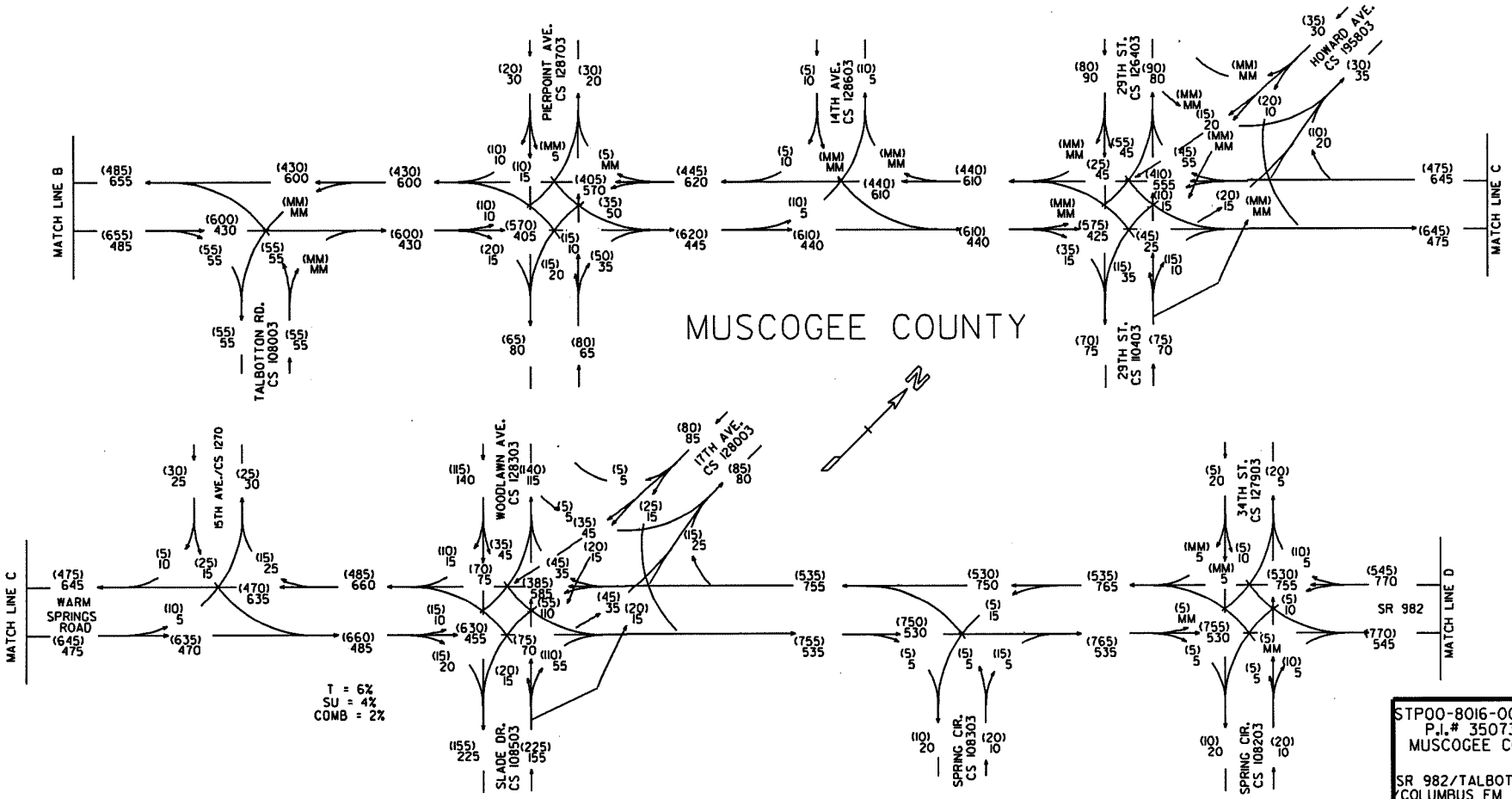
STP00-8016-00(003)
P.I.# 350730
MUSCOGEE COUNTY

SR 982/TALBOTTON RD
/COLUMBUS FM 7TH AVE
TO WOODRUFF/HILTON

2016 NO BUILD PM DHV = (000)
2016 NO BUILD AM DHV= 000

RFN
1/12

GEORGIA DEPARTMENT OF TRANSPORTATION
OFFICE OF PLANNING



STP00-8016-00(003)
P.I.# 350730
MUSCOGEE COUNTY

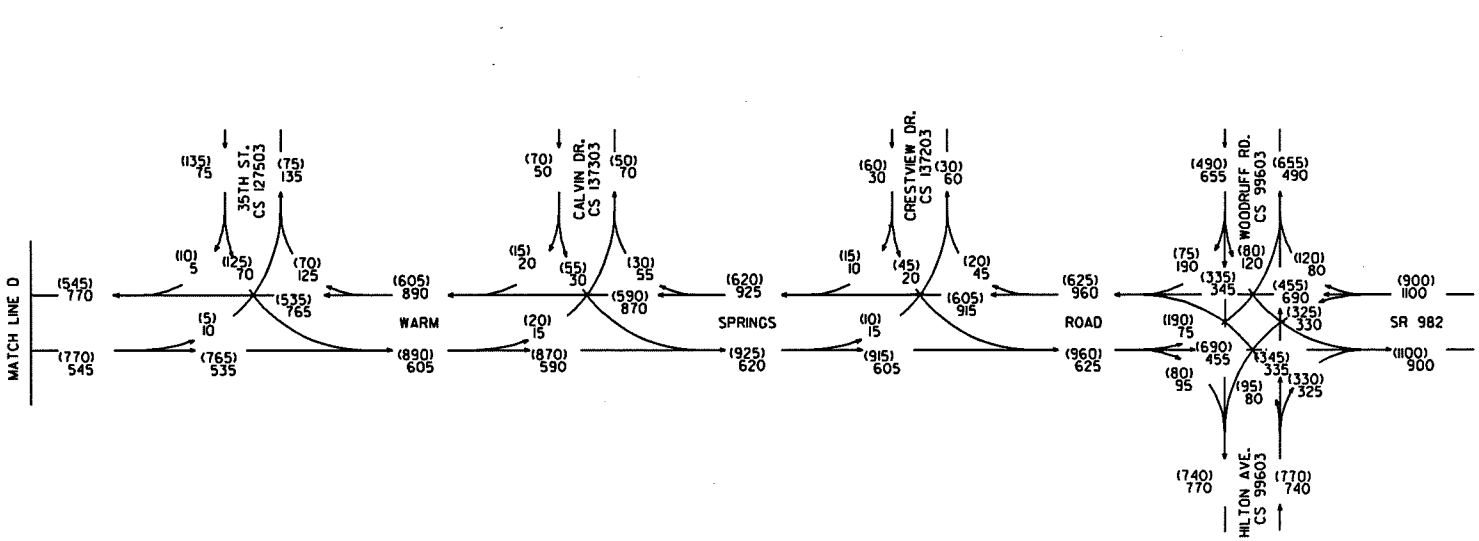
SR 982/TALBOTTON RD
/COLUMBUS FM 7TH AVE
TO WOODRUFF/HILTON

2016 NO BUILD PM DHV = (000)
2016 NO BUILD AM DHV= 000

RFN
1/12

GEORGIA DEPARTMENT OF TRANSPORTATION
OFFICE OF PLANNING

MUSCOGEE COUNTY



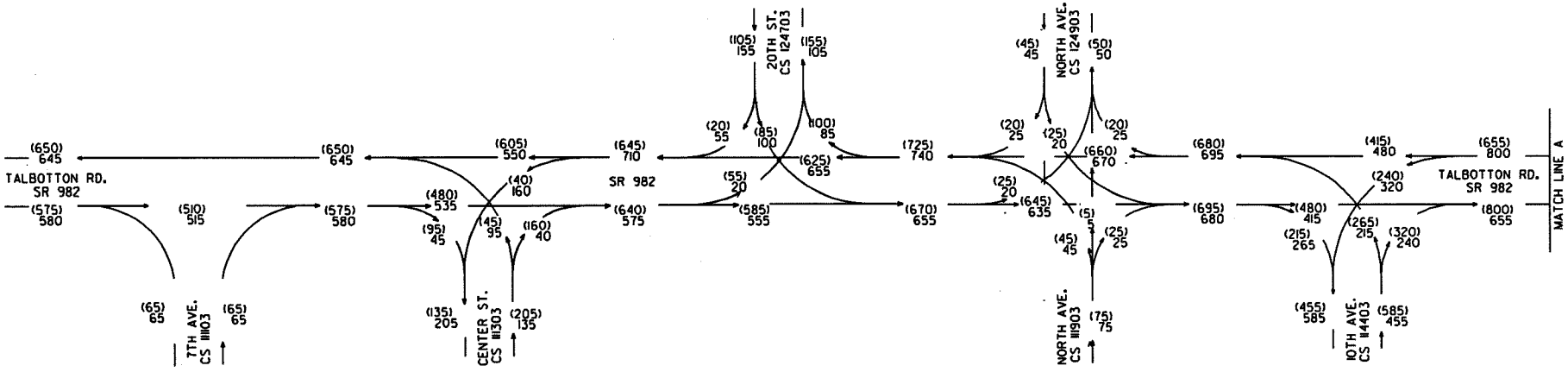
STP00-8016-00(003)
P.I.# 350730
MUSCOGEE COUNTY

SR 982/TALBOTTON RD
/COLUMBUS FM 7TH AVE
TO WOODRUFF/HILTON

2016 NO BUILD PM DHV = (000)
2016 NO BUILD AM DHV= 000

RFN
1/12

GEORGIA DEPARTMENT OF TRANSPORTATION
OFFICE OF PLANNING



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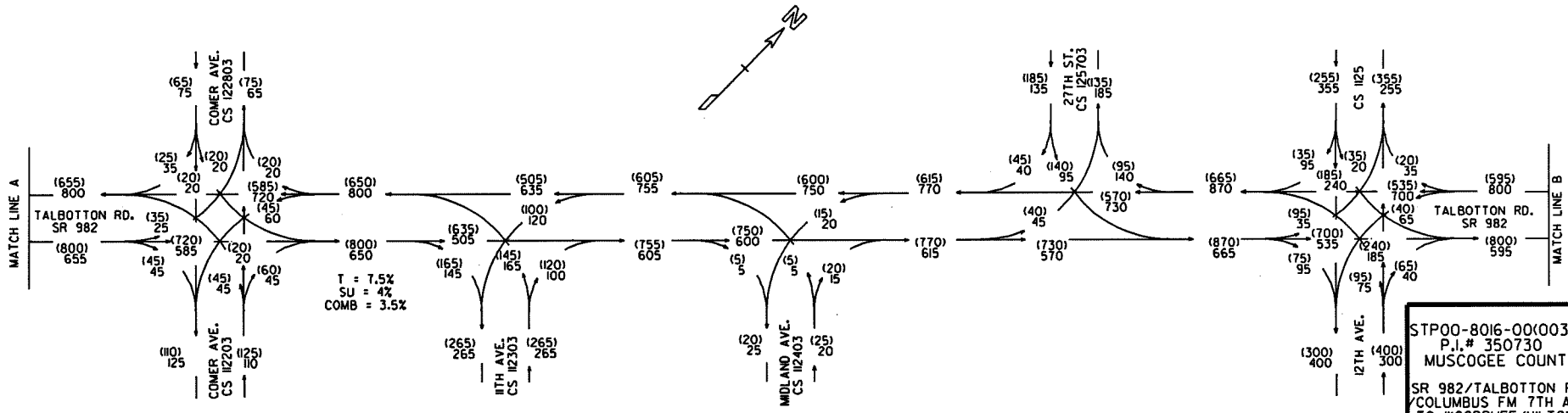

STP00-8016-00(003)
P.I.# 350730
MUSCOGEE COUNTY

SR 982/TALBOTTON RD
/COLUMBUS FM 7TH AVE
TO WOODRUFF/HILTON

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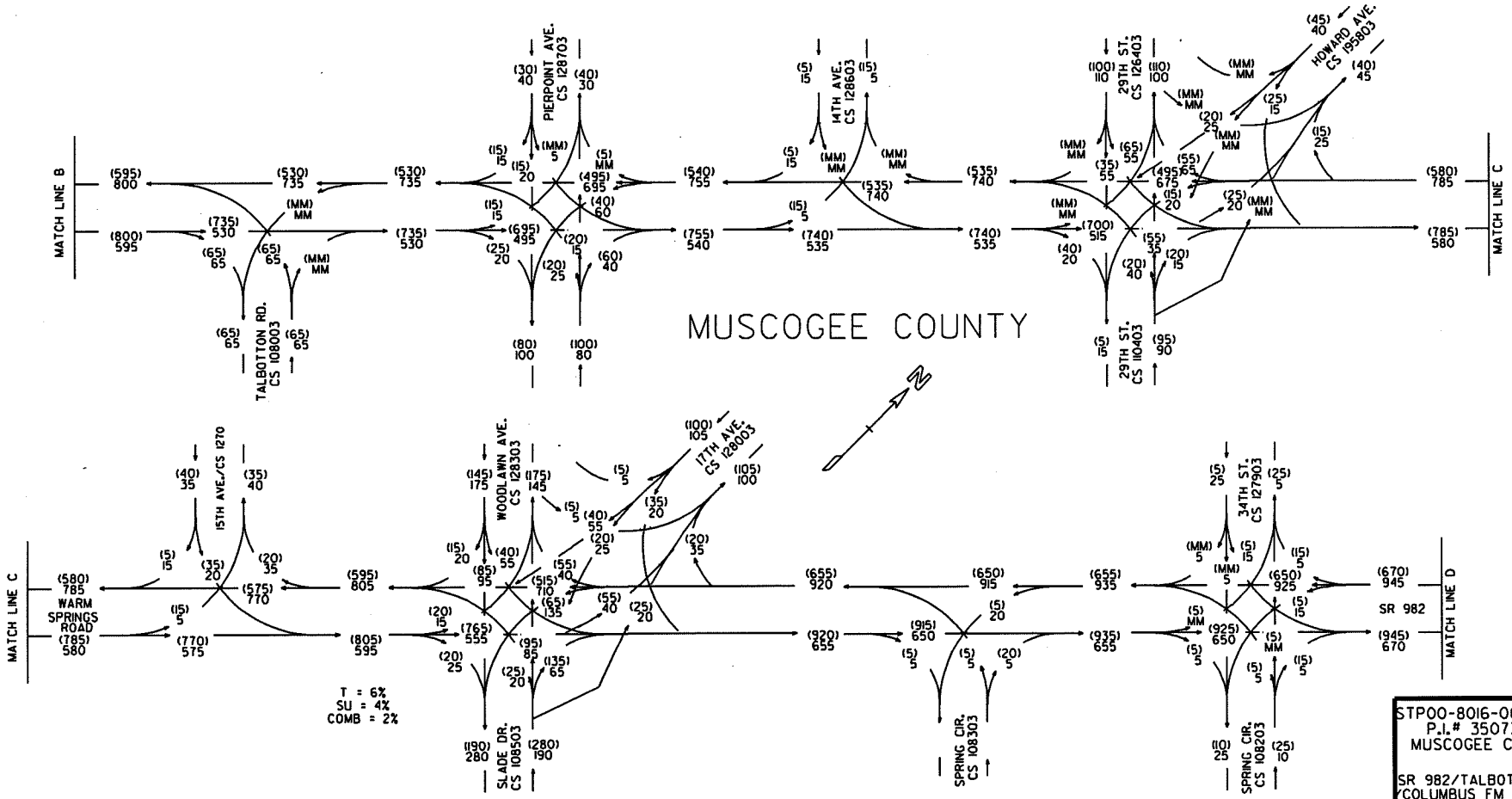

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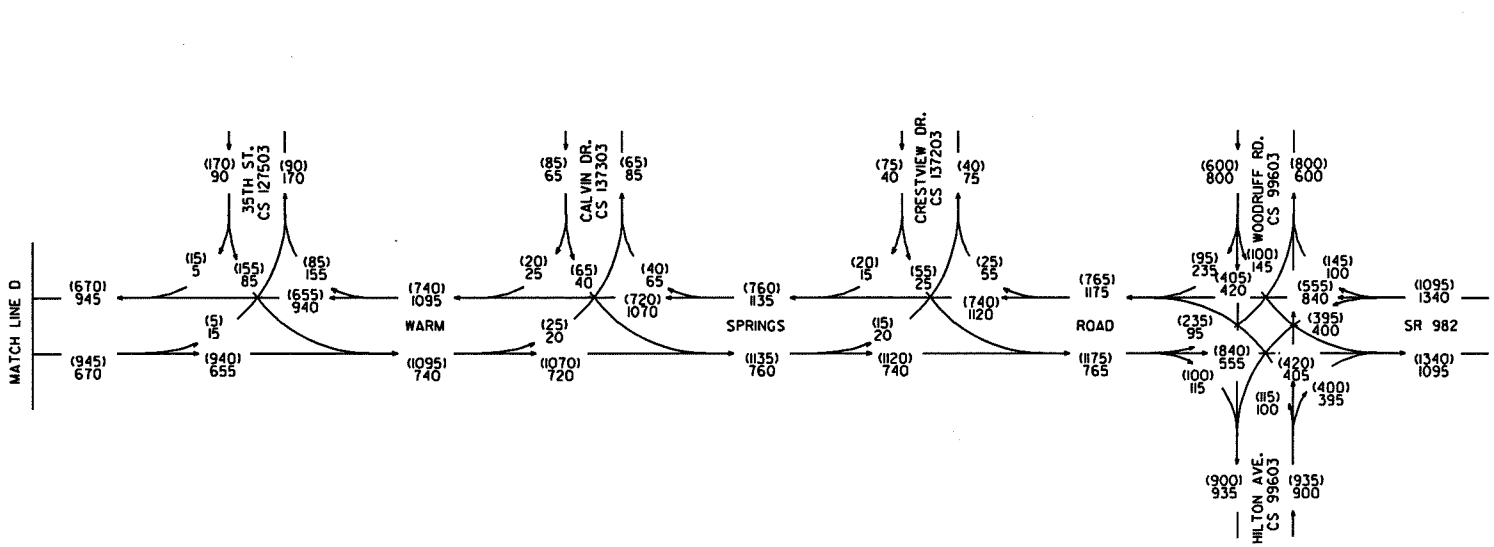

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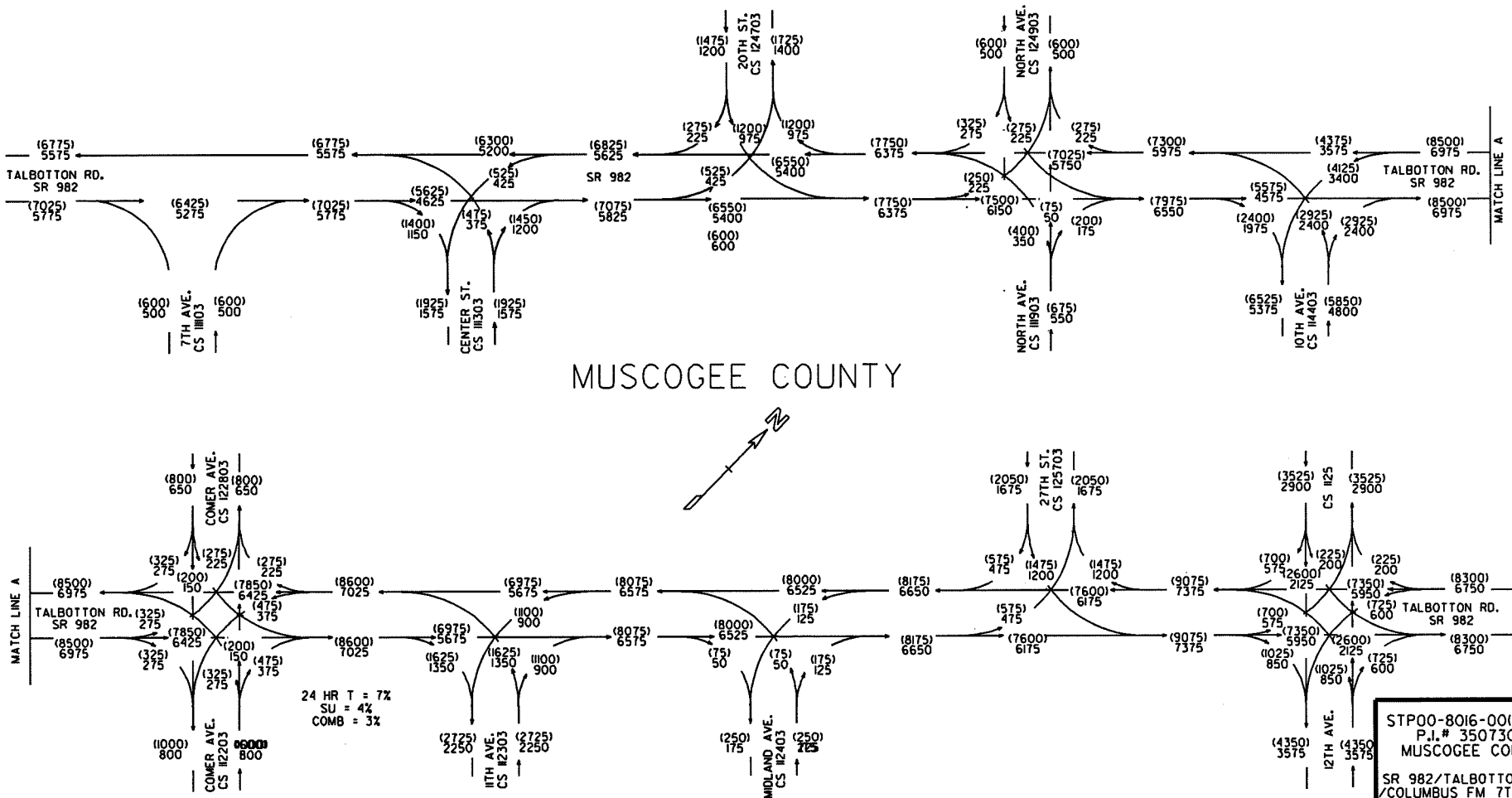

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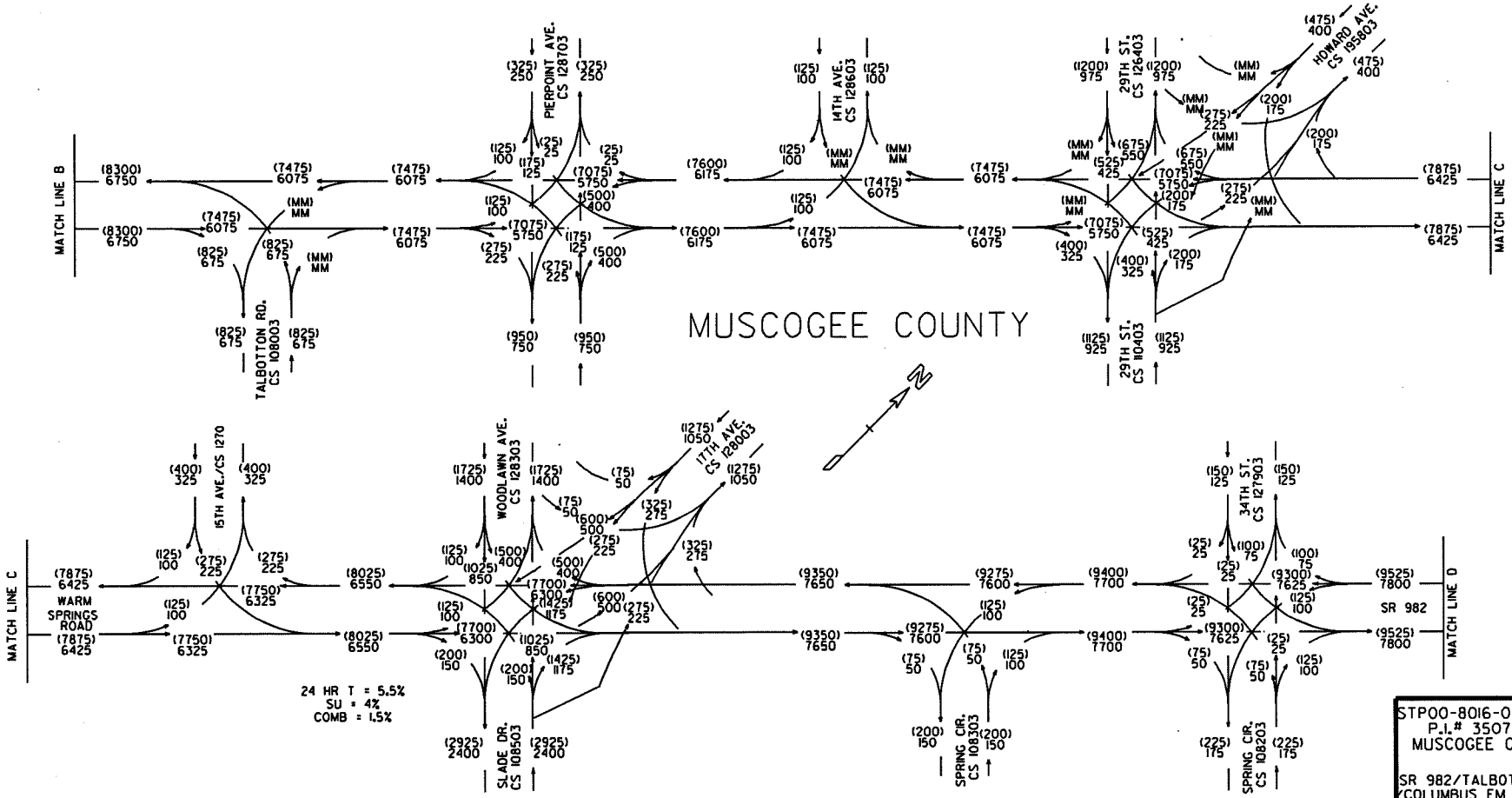

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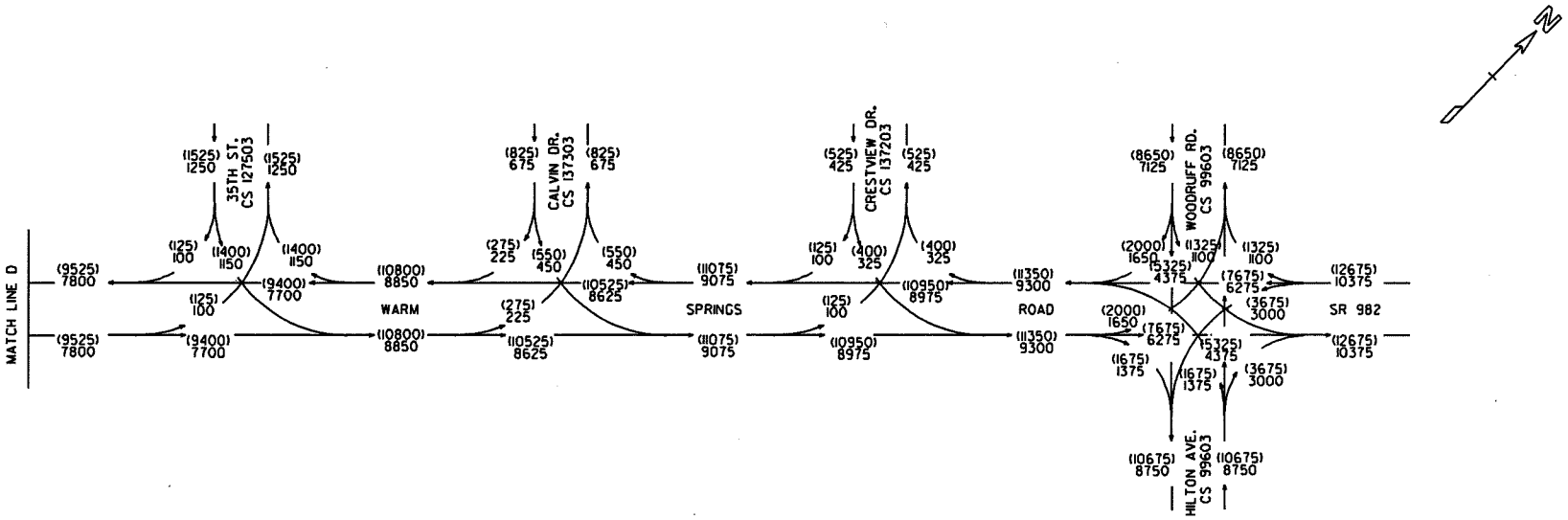

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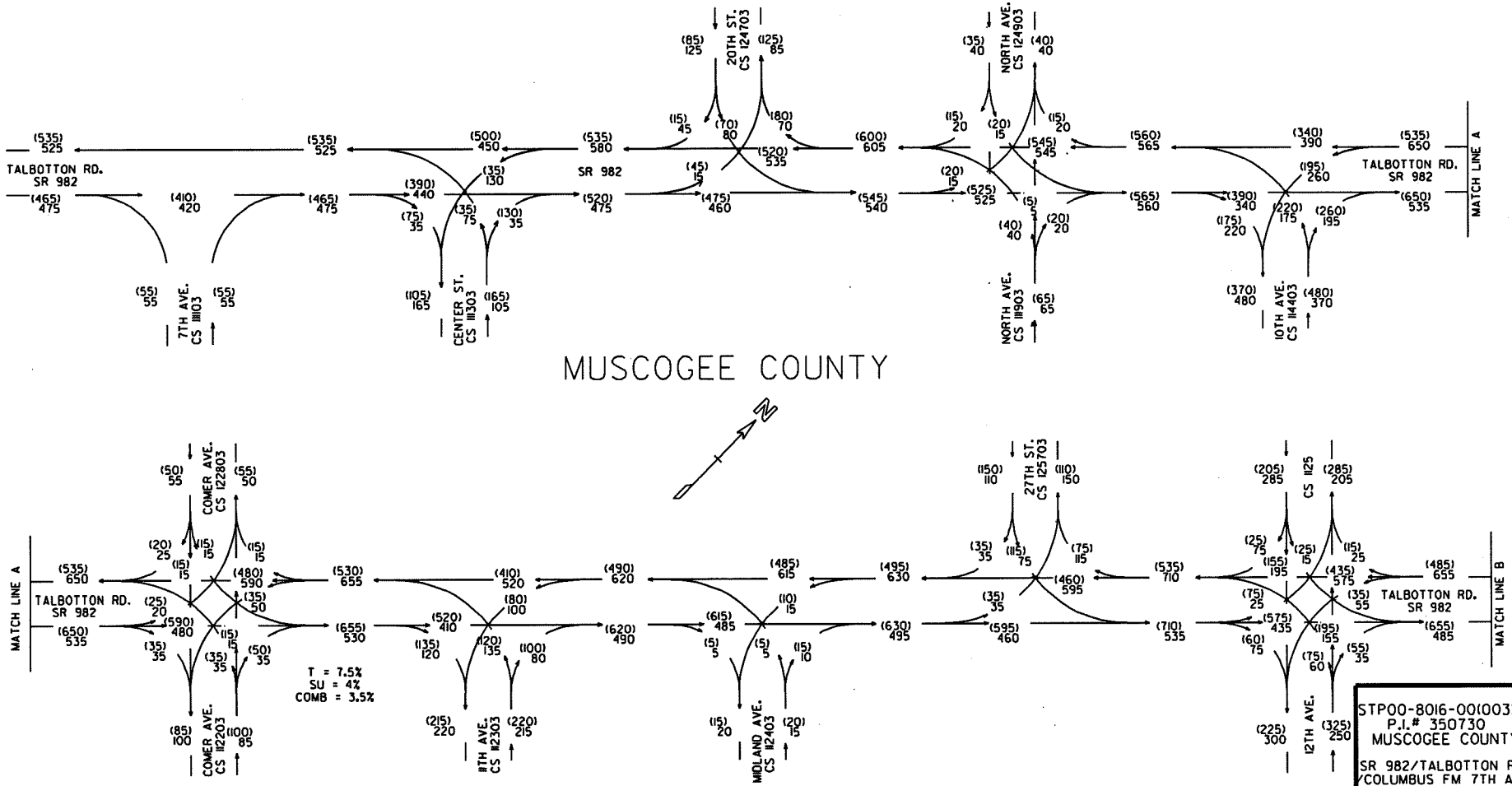

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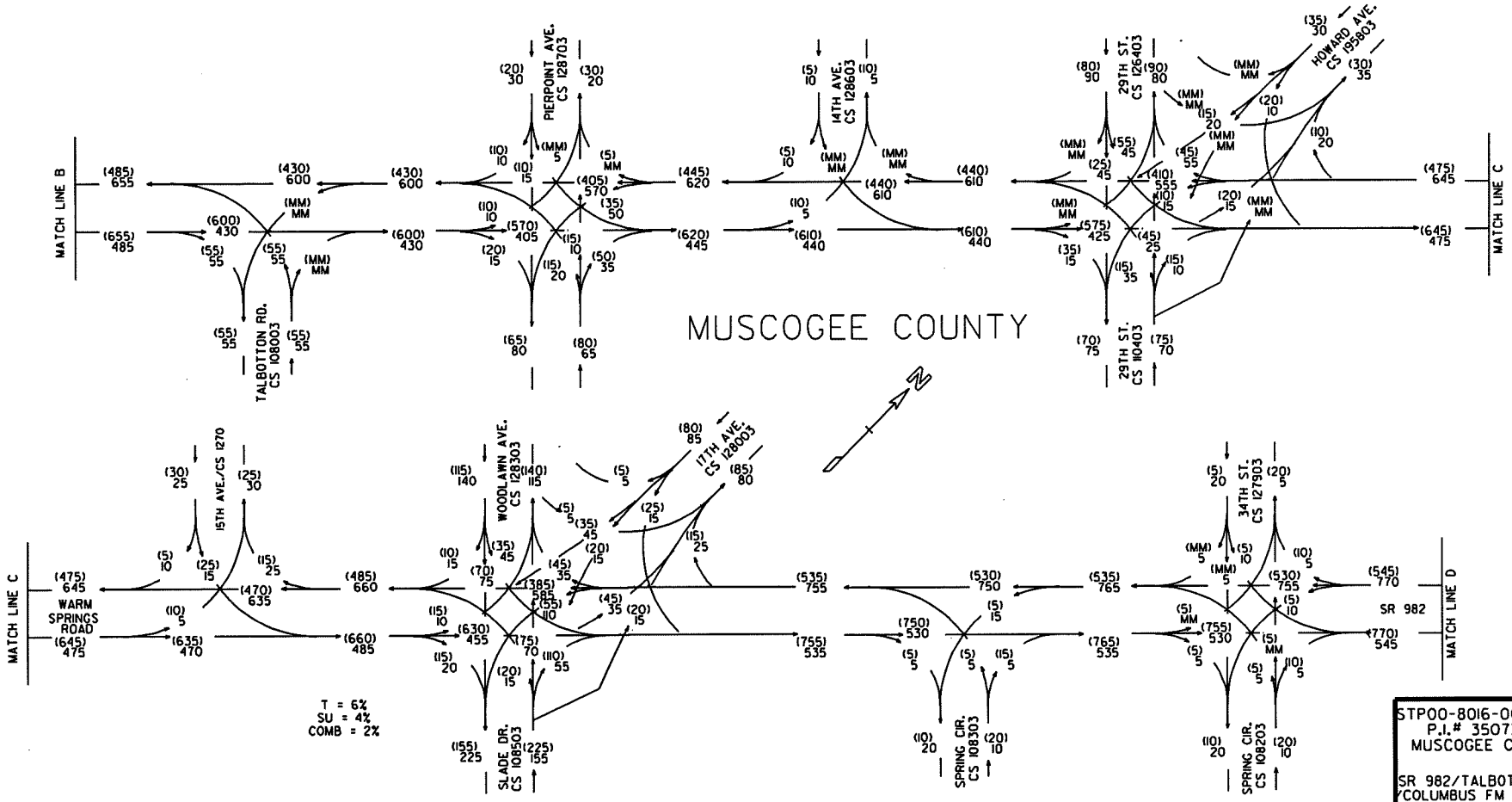

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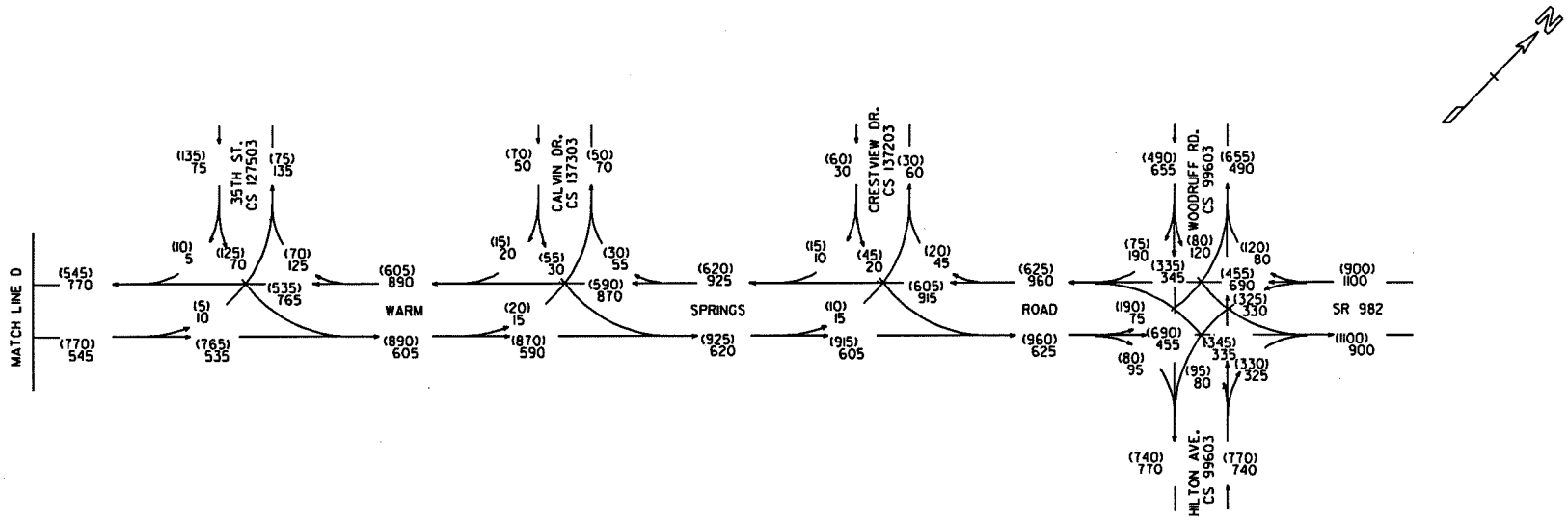

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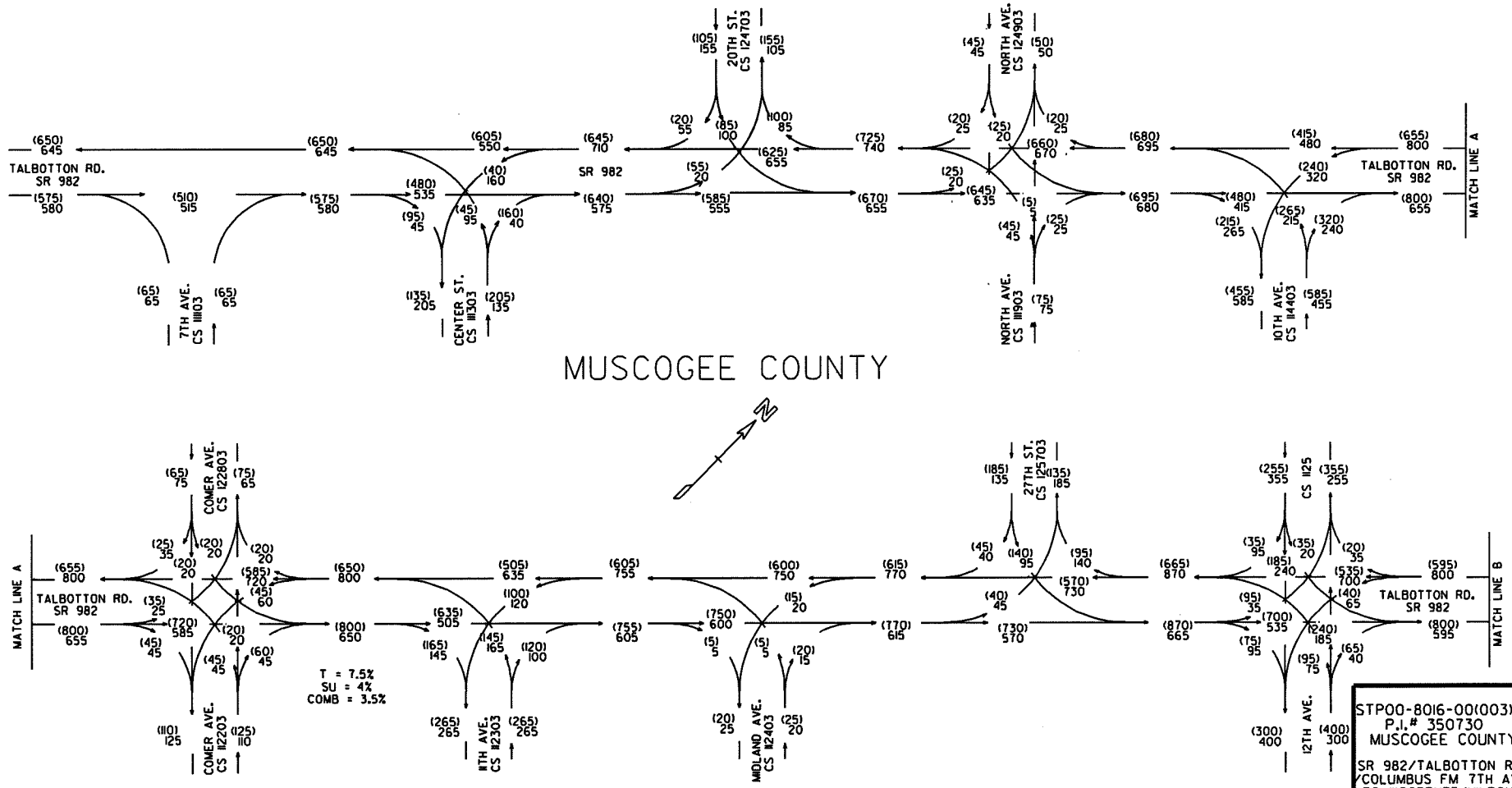

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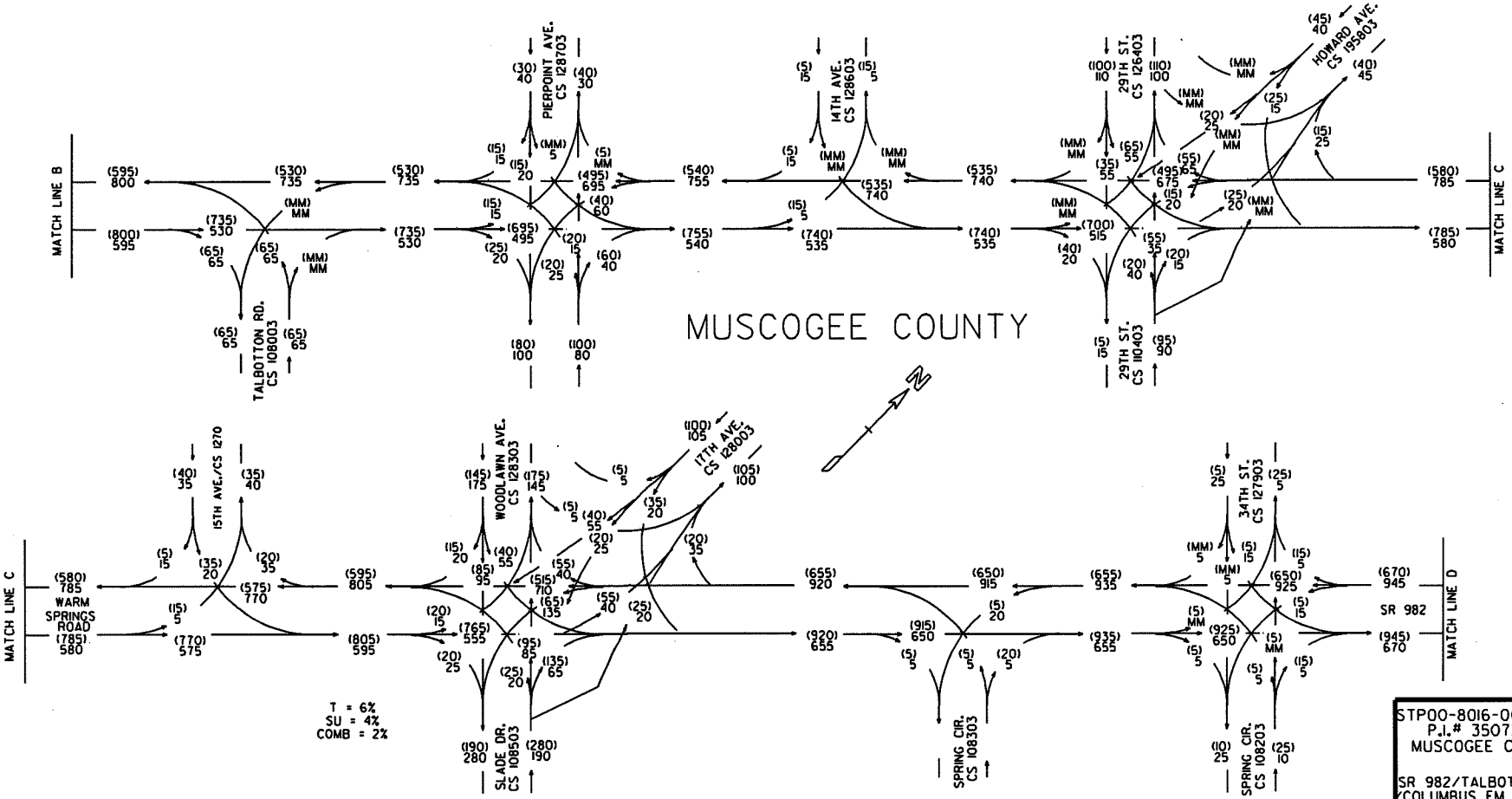

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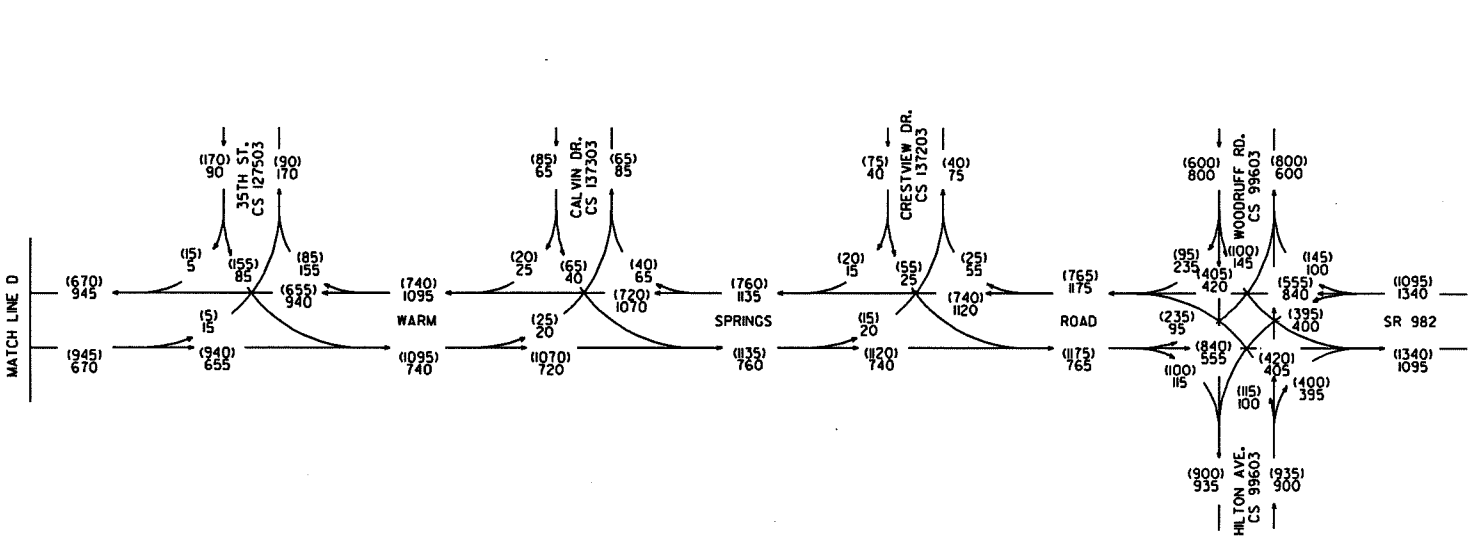

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DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE: STP00-8016-00(003), Muscogee County
P. I. No.: 350730
SR 982/Talbotton Road

OFFICE: Urban Design

DATE: April 14, 2008

FROM: James B. Buchan, P.E., State Urban Design Engineer

TO: Brian K. Summers, P.E. Project Review Engineer

SUBJECT: **IMPLEMENTATION OF VALUE ENGINEERING STUDY ALTERNATIVE REVISION**

A Value Engineering Study was performed on the above noted project from June 19-21, 2007. Based on information that was available at the time of the VE Study, several VE Alternates were proposed that had significant cost savings associated with them. One of those VE Recommendations was Alternative No. PB-8. This VE Recommendation is to remove the right in/right out for 27th Street onto Talbotton Road and replace it with a cul-de-sac. The report showed a cost savings of $246,000. Because of the cost savings from this VE recommendation, approval to implement this idea was given.

The cost savings of $246,000 is from the elimination of a relocation and reduction in sidewalk and asphalt. The elimination of the relocation is $200,000. The reduction in sidewalk and asphalt is $46,000. The VE Study did not take into consideration that the cul-de-sac, whether implemented to the right, left or centered along the 27th Street alignment, will impact the Jordan City Shopping Center or the Best Donut Shop or both. These impacts will affect parking on those parcels which will likely require right of way compensation for damages. This cost would reduce the savings indicated in the VE Study.

The above recommendation to be implemented required the Department to hold a PIOH to show the public the proposed changes as a result of the VE Study. The PIOH was attended by 41 people and 19 comments were provided. Of the 19, nine were in support, four were uncommitted, three were conditional and three were opposed. Of those that were opposed, all indicated the cul-de-sac as one of their reasons for opposing the project. One of the conditional comments is a letter from the owner of Jordan City Shopping center on 27th Street that states the cul-de-sac will have a "drastic effect on the business of our tenants". The City of Columbus also expressed their desire to maintain right in/right out access to 27th Street.

For the reasons stated above, the Office of Urban Design recommends that approval be given to overturning the initial approval to implement Alternate No. PB-8, to convert 27th Street at Talbotton Road from a right in/right out to a cul-de-sac.

Concur: _____ **Date:** 4/14/08
Brian K. Summers, P. E., Project Review Engineer

Approved: _____ **Date:** 4/14/08
Gerald Ross, P. E., Chief Engineer

Attachments
cc: Gus Shanine (FHWA), Laura Rish, Mark Williams, Ken Werho, Wayne Pittman, Marc Mastronardi, Lisa Myers

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

OCT 12 2007

INTERDEPARTMENT CORRESPONDENCE

FILE: STP-8016(3) Muscogee
P. I. No.: 350730
S.R. 982/Talbotton Road Widening/Reconstruction

OFFICE: Engineering Services

DATE: September 19, 2007

FROM: Brian Summers, P.E., Project Review Engineer

TO: James B. Buchan, P.E. State Urban Design Engineer

SUBJECT: **IMPLEMENTATION OF VALUE ENGINEERING STUDY ALTERNATIVES**

Recommendations for implementation of Value Engineering Study Alternatives are indicated in the table below. Incorporate alternatives recommended for implementation to the extent reasonable in the design of the project.

ALT No.	Description	Savings PW & LCC	Implement	Comments
		TYPICAL SECTION (TS)		
TS-3	Eliminate Sidewalk – Use trail	$60,000	Yes	This should be done.
TS-4	Reduce Median to 3.6m (12')	$305,000	No	The median width as proposed is 16'. Using a 12' width on the median would result in Raised Pavement Markers, Delineator Posts, or other devices being used to separate traffic at left turn lanes. This route has a traffic volume of 31,000 ADT and the accident rate is substantially higher than the statewide average.
TS-5	Reduce Lanes to 3.2m (10.5')	$100,000	No	This route has a traffic volume of 31,000 ADT and the accident rate is substantially higher than the statewide average.

ALT No.	Description	Savings PW & LCC	Implement	Comments
ALIGNMENT (PB)				
PB-5	Use Railroad and Talbotton Alignments	$7,000,000	No	The Environmental Document has not been approved. A great deal of effort has taken place to minimize impacts. There are numerous historical resources along this corridor. Any changes to the alignment would require a reevaluation of the Document and would delay the current schedule of the project.
PB-8	Cul-de-Sac 27th Street	$246,000	Yes	This should be done.
PB-11	Eliminate Relocated 17th Avenue	$800,000	Yes	This should be done.
EARTHWORK (EW)				
EW-3/4	Use Alternate Wall Type/Reduce Walls	$110,000	No	The Bridge Design Office's policy is not to allow Modular Block Walls next to traffic.
MAINTENANCE OF TRAFFIC (MT)				
MT-3	Close intersections/Side Roads	Design Suggestion	Yes	This will be addressed in the Staging of the project.
MT-4	Use Talbotton Road for Detour	Design Suggestion	Yes	This will be addressed in the Staging of the project.

A meeting was held on September 19, 2007 to discuss the above recommendations. Neal O'Brien and Jill Franks with Urban Design, and Brian Summers, Ron Wishon and Lisa Myers with Engineering Services were in attendance.

Approved: _____ **Date:** 10/10/07
Gerald M. Ross, P. E., Chief Engineer

BKS/REW

Attachments

c: Gus Shanine
Todd Long
Lamar Pruitt
Wayne Pittman
Mark Williams
Marc Mastronardi
Ken Werho
Laura Rish
Lisa Myers
NEAL O'BRIEN

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE STP-8016(3), Muscogee County
P.I. No. 350730
SR 982/Talbotton Road from 7th Avenue
to Woodruff/Hilton Drive

OFFICE Urban Design

DATE August 28, 2007

FROM James B. Buchan, P.E., State Urban Design Engineer

TO Brian Summers, P.E., State Review Engineer

SUBJECT **Value Engineering Study Report Response**

This office has received and reviewed the recommendations of the Value Engineering Study Workshop Report dated July 16, 2007. Below are our responses to the recommendations:

ROADWAY/PROFILE (RW) ALTERNATIVES

TS-3 Eliminate sidewalk – Use Trail

This will be implemented between 12th Street to Woodlawn Ave.

TS-4 Reduce Median Width 3.6m (12')

GDOT Design Policy Manual prefers a 24' raised median. The current design is a 4.8 m (16') raised median. The project length is approximately 3210 meters long. If the median width is reduced to 3.6 meters and raised pavement markers are utilized in lieu of a raised median then approximately 2/3 of the project would not have a raised median. Eleven hundred meters of median would be left to construct out of 3210 meters.

The use of raise pavement markers in lieu of a raised median, as suggested in the VE study, is not an adequate barrier to stop vehicles from turning in undesignated areas and would not eliminate safety concerns along with being a maintenance issue. The accident rate along this corridor has been significantly higher than the state wide average for the past 6 years. The traffic volumes are at 21,500 ADT (base year) and 30,000 ADT (design year). The GDOT Design Policy Manual in section 6.8.2 requires a raised median when the volumes of the roadway are greater than 18,000 ADT (base year) and 24,000 ADT (design year) or when the accident rate is greater that the state wide average. This project has both of these conditions.

For these reasons, we do not recommend implementing this alternative.

TS-5 Reduce Lane Width to 3.2 Meters (10.5')

Further reduction of the lane width will have a negative impact to the capacity of the roadway. Also there is a potential cost increase in the reduction of the safety of the roadway. By the GDOT Design Policy Manual in section 6.2.1 for Urban Area Type A characteristics, which this project falls under, "Lane width may be reduced to no less than 11-ft."

For these reasons, we do not recommend implementing this alternative.

PB-5 Utilize Talbotton and Railroad Alignments – Options A, B & C

Option A – Use the abandoned railroad right of way to shift the alignment to the south.
The railroad is a historic property. Making this change would cause significant impacts to the historic railroad and the historic Buck Ice property. The railroad corridor is currently owned by the City of Columbus. This corridor is being converted into a pedestrian trail under PI 0000099.

Option B – Use the Talbotton Road alignment in lieu of Warm Springs and tie-in to Warm Springs at Woodlawn.
If the project was to widen along Talbotton Road instead of Warm Springs, then Warm Springs Road would need to be cul-de-saced near 12th Avenue and Woodlawn. This option would result in significant business loss for the businesses located along Warm Springs Road. Payment for loss of business damages would significantly increase the cost of the project.

Option C – Create a one-way pair with Warm Springs and Talbotton
This option will create major impacts to the historic property of Buck Ice. Their access is currently directly off of Talbotton/Warm Springs road. If a one-way pair was constructed, access to Buck Ice would have to be configured completely different causing major changes to the facility and the historic status.

An exhaustive public involvement process has been completed and project stakeholders agree with the current design. This option is neither prudent nor feasible.

For these reasons, we do not recommend implementing these alternatives.

PB-8 Convert 27th Street to a Cul-de-sac

This will be implemented.

PB-11 Eliminate Relocation 17th Avenue

This will be implemented.

EW-3/4 Alternate Retaining Wall Type

The two walls suggested to be eliminated, cannot be eliminated because it would cause the existing structure to be acquired.

The cost of a modular block wall in a cut section is more expensive than a gravity wall. The Bridge Design Office's policy does not allow modular block walls next to traffic and behind the sidewalks is considered next to traffic. This office will coordinate with the City of Columbus to determine if a specific type of finish is desired.

For these reasons, we do not recommend implementing these alternatives.

MOT-3 Close Cross Streets During Construction.

The City of Columbus is in favor of closing selected cross street traffic during construction for a short period of time as long as access to businesses is maintained. More consideration and coordination with the City of Columbus is required as to which side streets can be closed during construction.

We will consider implementation of this alternative during development of the maintenance of traffic plans.

MOT-4 Use Talbotton Road as a Detour

The City of Columbus is in favor of using Talbotton Road as a Detour during constructions as long as access to businesses is maintained.

We will consider implementation of this alternative during development of the maintenance of traffic plans.

If there are any questions or comments concerning these recommendations, please contact Neal O'Brien or Jill Franks at (404) 656-5442.

JBB:JLF

cc: Todd Long, Director of Preconstruction
Ron Morris w/ PBS&J

PI 350730 Muscogee County

Proposed Revised Concept Report for Median Type/Width

The Highway Safety Manual (HSM) has been referenced for the availability of a Predictive Method analysis using a Safety Performance Function (SPF) with associated Crash Modification Factors (CMF) to provide a predicted average crash frequency. The HSM classifies the roadway on this project as an urban arterial with two travel lanes in each direction. The project is approximately 2-miles long with the approved Concept Report based on a 16-ft raised median. The proposed Revised Concept Report has approximately ½-mile undivided and the remainder divided by either a center two-way left turn lane (TWLTL) or a narrow raised median. The vast majority of the divided roadway sections and thus the total project length utilize a TWLTL. A Predictive Method is available for the undivided and raised median sections. The HSM indicates a divided roadway Predictive Method analysis can be completed using a CMF for the TWLTL but actually a CMF is not provided for the SPF to account for the TWLTL. Thus no complete Predictive Method analysis is available for this Revised Concept Report.