

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

---

**OFFICE OF DESIGN POLICY & SUPPORT  
INTERDEPARTMENTAL CORRESPONDENCE**

**FILE** P.I. #0005749 & 351010-  
STP00-0005-00(749) &  
STP00-8060-00(002)  
GDOT District 3 - Thomaston  
Muscogee County  
CS 1618/Whittlesey Rd from North of Rollins  
Way to East of SR1/US27/Veterans Parkway

**OFFICE** Design Policy & Support

**DATE** February 1, 2011

**FROM**  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 projects.

Attachment

**DISTRIBUTION:**

Genetha Rice-Singleton, Program Control Administrator  
Ron Wishon, State Project Review Engineer  
Glenn Bowman, State Environmental Administrator  
Ken Thompson, Statewide Location Bureau Chief  
Kathy Zahul, State Traffic Engineer  
Cindy VanDyke, State Transportation Planning Administrator  
Ben Rabun, State Bridge Engineer  
Bobby Hilliard, State Program Delivery Engineer  
Georgene Geary, State Materials & Research Engineer  
Angela Robinson, Financial Management Administrator  
Jeff Baker, State Utilities Engineer  
Kerry Gore, District Utilities Engineer  
Bill Rountree, District Preconstruction Engineer  
David Millen, District Engineer  
Kevin Vanhouten, Project Manager  
BOARD MEMBER - 3rd Congressional District

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

REVISED PROJECT CONCEPT REPORT

Project Number: STP00-8060-00(002) & STP00-0005-00(749)

County: Muscogee County

P.I. Number: 351010 & 0005749

Federal Route Number: N/A

State Route Number: N/A

The common terminus between STP00-8060-00(002) & STP00-0005-00(749) was shifted 700' north of Rollins Way at the request of the City of Columbus. The lane width and median width was reduced along US 27/SR 1/Veterans Parkway to minimize impacts to commercial properties. The number of lanes were reduced on Bradley Park Drive to minimize impacts to commercial properties.

Submitted for approval:

DATE 10/16/2010

Bill R. McManis  
Design Phase Office Head

DATE 10/19/2010

Bobby Hillman  
Project Manager Office Head

DATE 10/18/2010

Kevin B. Van Houten  
Project Manager

Recommendation for approval:

DATE 12/14/2010

Glenn Bowman (Recommendation on file) LC  
State Environmental Administrator

DATE \_\_\_\_\_

N/A  
State Bridge Design Engineer

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

DATE 12-17-10

Please see attached sheet  
State Transportation Planning Administrator

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

Statewide Location Bureau  
Statewide Transportation Bureau  
DEC 27 2010

MEMORANDUM

FILE STP00-8060-00(002), Muscogee County OFFICE Planning  
STP00-0005-00(749), Muscogee County  
P.I. 0005749 / 351010  
DATE 12/17/10

FROM Cindy VanDyke, State Transportation Planning Administrator

TO Brent A. Story, P.E. State Design Policy Engineer  
Attn: Dave Peters

SUBJECT Revised Concept Report- CS 1618 / Whittlesey Rd from Whitesville Rd to Bradley Park Dr  
and Whittlesey Rd & Veterans Pkwy from Rollins Way to Gepca Dr

STP00-0005-00(749), P.I. 0005749 / STP00-8060-00(002), P.I. 351010

The Planning Office was requested by Preconstruction to verify if the two subject projects, submitted via a single revised concept report package, were identified in the current STIP. The first project, PI# 0005749 is not in the current STIP and has not been included in a previous TIP/STIP. Future phases for PI# 0005749 will be added to the current/future STIP as funding and need become available upon approval by the Director of Planning. The second project, PI# 351010 has been included in a previous STIP and has a Construction phase in the currently approved FY'11-14 TIP/STIP. Once the revised concept is approved on both projects, the Planning Office will work with the Columbus Metropolitan Planning Organization (MPO) to update the project description in the current TIP/STIP and Long Range Transportation Plan as appropriate.

CLV:dec

Attachment

CC: Radney Simpson  
Kevin VanHouten  
Lamu Chanthavong

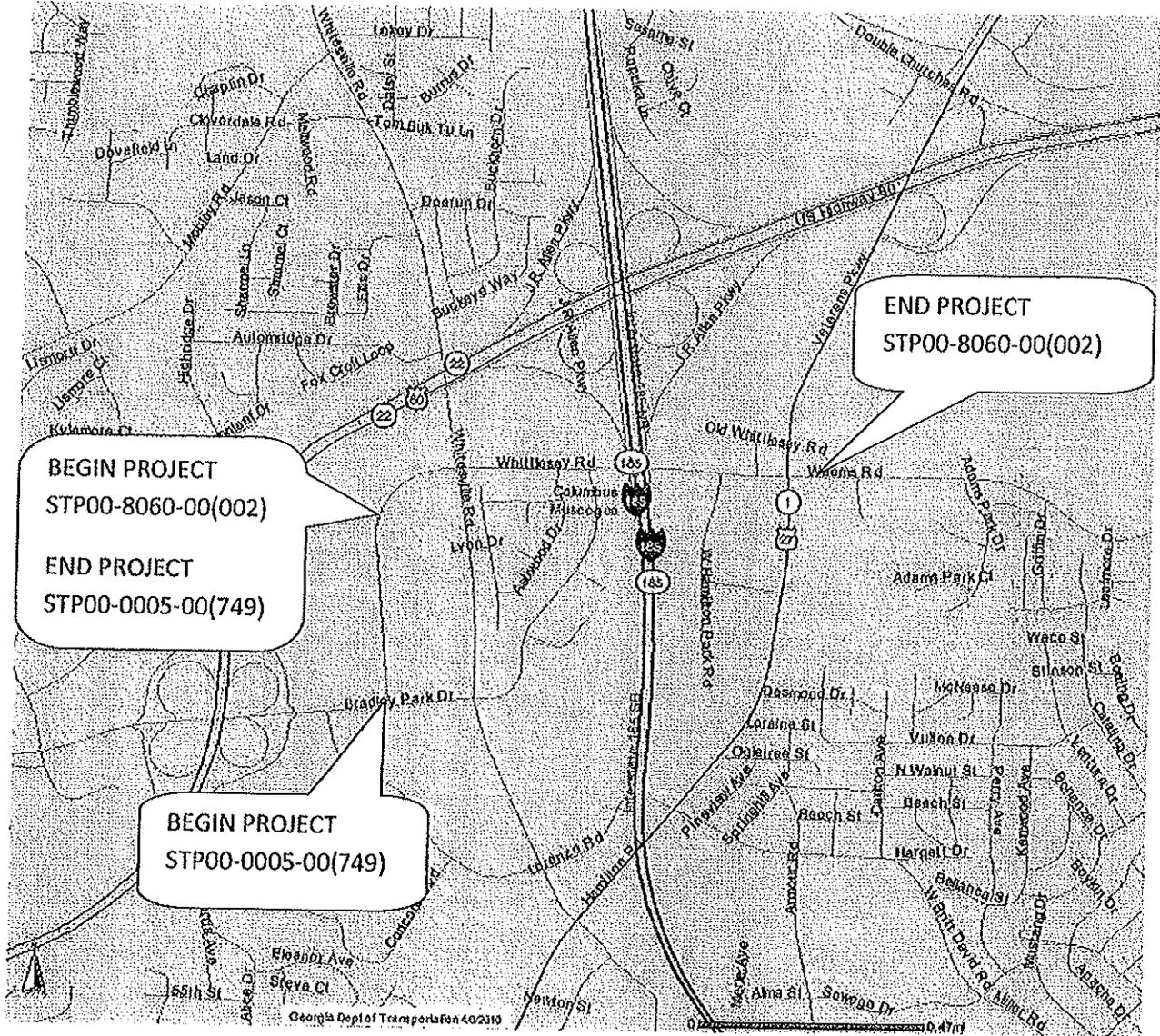
Date:

12-17-10

  
\_\_\_\_\_  
State Transportation Planning Administrator

STP00-0005-00(749) & STP00-8060-00(002)

PI 0005749 & PI 351010-



WHITTLESEY ROAD & VETERANS PARKWAY

LOCATION MAP

## **REVISED PROJECT CONCEPT REPORT**

**Need and Purpose Statement**  
**STP00-8060-00(002) & STP00-0005-00(749), Muscogee County**  
**Whittlesey Road/CS 1618 Widening**  
**P.I. 351010 & 0005749, TIP # 86-SR-2006**

### Background:

The purpose of the proposed Whittlesey Road Widening Project in Columbus, Muscogee County is to reduce crash frequency and severity for both pedestrians and drivers, improve access, and increase capacity along this facility. Whittlesey Road is an urban collector street and provides access to Interstate 185 (I-185). I-185 is part of the Governor's Road Improvement Program (GRIP) and the National Highway System (NHS). The Whittlesey Road project begins at Bradley Park Drive, just east of US 80 / SR 22, and terminates at US 27/SR 1/Veterans Parkway (see map on Page 6). Additional improvements are on US 27/SR 1/Veterans Parkway between Gepca Drive (just South of Whittlesey Road) and Adams Farm Road. The major land use along Whittlesey Road is commercial, which includes Patton Plaza Shopping Center, auto dealerships, restaurants, office buildings, Lowes and the Main Street Shopping Center, located near US 27/SR 1. There is one area zoned residential, south of Whittlesey Road between Whitesville Road and Bradley Park Drive. The recent growth of commercial development along the corridor and its proximity to major arterials and Interstates are contributing factors to the need for improvements along Whittlesey Road.

Of regional importance, Whittlesey Road is part of a system of urban collector streets that feed into the Interstate and Georgia State Route system in the northern part of Columbus. Approximately 0.15 mile north of the Whittlesey Road/US 27/SR 1 intersection, US 27/SR 1 has direct access to US 80/North Bypass. A second access route to US 80/North Bypass is at the Bradley Park Drive interchange approximately 0.25 mile to the west of the project corridor. The Whittlesey Road corridor is located directly in between these two access points to the North Bypass (US 80/SR 22). The North Bypass is an east-west route connecting to I-185 and US 27/SR 1 in Georgia and to US 280/US 431 in Alabama. I-185 and US 280/SR 520 are part of the GRIP, NHS, and Surface Transportation Assistance Act (STAA) National Network Route. Whittlesey Road is located approximately 1.70 mile northwest of the Columbus Metropolitan Airport.

The community is accessible via the Columbus Metropolitan Transit System (METRA) that runs on Whittlesey Road from Bradley Park Drive (near the US 80 access point) to US 27/SR 1, and progresses southbound on US 27/SR 1. This bus route connects the commercial development on Whittlesey Road, just west of Whitesville Road, with the commercial development at the northeast corner of Whittlesey Road and Veterans Parkway. The sidewalks would provide pedestrian connectivity and provide alternate model of travel within the area. The proposed project conforms to the existing and future Land Use Plan for the County, where commercial and residential development will continue in existing areas.

Whittlesey Road currently has high crash rates, limited capacity, and increased traffic volumes. The US 27/SR 1 corridor, an urban principal arterial in the project vicinity, is a primary north-south corridor in western Georgia. The existing Whittlesey Road corridor possesses several operational deficiencies that this project would address. These deficiencies include:

- substandard capacity for existing and predicted traffic volumes;
- no turn lanes on Whittlesey Road and adjoining side streets to provide refuge for turning motorists;
- no sidewalks;
- substandard vertical geometry at the Whitesville Road/Whittlesey Road intersection; and
- numerous side streets, driveways, and shopping center intersections that cause frequent stops in traffic flow.

#### Environmental Justice

According to the socio-economic analysis performed for this project, the composition of the region is approximately 4% low-income and 17% minority, which are both below the average percentages for Muscogee County and the State of Georgia. According to the 2000 US Census data, the study area's age distribution is approximately 11% elderly people (65 years and older) and 23% minors (17 years old and younger). The percentage of elderly people is similar to the county and state averages, however the percentage of minors (17 years and younger) is slightly lower than the county and state averages. The proposed project would be beneficial to all age, race, and income groups providing new sidewalks and improving access to the commercial shopping areas, as well as connecting pedestrians to Columbus' public transit system, METRA.

#### Existing and Project Traffic Conditions

Level-of-Service (LOS) is a measure used to describe operational conditions within a traffic stream. There are six identified LOS at which a roadway can operate. A letter "A" through "F" identifies each of the six. LOS "A" represents free flow traffic where drivers are virtually unaffected by the presence of other vehicles; whereas, LOS "F" represents operating conditions in which demand exceeds capacity.

The Average Daily Traffic (ADT) on Whittlesey Road for Year 2008 is estimated at 13,400 or a Level-of-Service of D. The ADT for the design year (2032) is 23,900 or a Level-of-Service of F. The Level of Service (LOS) for the No-Build Alternative ranges depending on the section of Whittlesey Road. Table 1 (on Page 3) has a description of 2008 and 2032 traffic and LOS by section. The increase in ADT on Whittlesey Road demonstrates the need for additional road capacity.

**TABLE 1**  
**Average Daily Traffic (ADT) for 2008 and 2032**

<b>Whittlesey Road</b>	<b>ADT (2008)</b>	<b>LOS 2008</b>	<b>ADT (2032)</b>	<b>LOS 2032</b>
North of Bradley Park Drive	12,100	D	21,600	E
East of Whitesville Road	9,700	D	17,800	E
East of Bradley Park Drive (Under I-185)	13,400	D	23,900	F
West of US 27/SR 1	13,100	D	23,675	F

Logical Termini

The STP00-8060-00(002) & STP00-0005-00(749) project termini are logical in that the Whittlesey Road proposed project corridor extends from Bradley Park Drive, an urban minor arterial, to US 27/SR 1, an urban principal arterial. Bradley Park Drive and US 27/SR 1 carry the largest volume of traffic and are two of the main connectors to the North Bypass.

The western project terminus, Bradley Park Drive, is logical because it would accommodate the extensive traffic turning movements at the Whittlesey Road/Bradley Park Drive intersection, the vehicles traveling between US 80 and the commercial development, and would provide continuous capacity improvements along the full extent of Whittlesey Road. The major turning movements at the Whittlesey Road/Bradley Park Drive intersection are summarized as follows. For the 2008 traffic volume projections, 79% (79% in 2032) of the southbound traffic is expected to turn westbound onto Bradley Park Drive (4 lane facility) from Whittlesey Road. In addition, 86% of the Bradley Park Drive 2008 projected traffic (86% in 2032) is expected to continue westbound through the Whittlesey Road/Bradley Park Drive intersection.

The eastbound Bradley Park Drive traffic is anticipated to be equally divided between continuing through the Whittlesey Road/Bradley Park Drive intersection and turning northbound onto Whittlesey Road (63% eastbound and 37% northbound, for both 2008 and 2032 projections). To summarize, the highest traffic volumes along Bradley Park Drive are expected to be west of the Whittlesey Road/Bradley Park Drive intersection. The high percentage of the projected westbound traffic that is anticipated to continue along Bradley Park Drive would be due to the Bradley Park Drive/US 80 interchange.

The project's eastern terminus, US 27/SR 1/Veterans Parkway, is logical because Whittlesey Road becomes a 4 lane facility East of US 27/SR 1/Veterans Parkway. This section of Whittlesey Road East of US 27/SR 1/Veterans Parkway is also known as Weems Road before turning off to the East/Southeast. On Whittlesey Road/Weems Road in the vicinity of the commercial district, the projected 2008 ADT is 20,900 VPD (37,500 VPD in 2032). These termini are sufficient to both accommodate local businesses and residents, and provide access to the US 80/North Bypass via Bradley Park Drive and US 27/SR 1.

This project has independent utility for capacity needs between urban collector streets and by providing a corridor access to state and interstate routes. Currently, vehicles traveling on Whittlesey Road accessing the US 80/North Bypass have three options: 1) utilize US 27/SR 1; 2) utilize Bradley Park Drive; or 3) utilize Whitesville Road (via Whittlesey Road).

Project Linkage

The following proposed projects in Table 2 are within the vicinity of Projects STP00-8060-00(002) & STP00-0005-00(749):

**TABLE 2  
Whittlesey Road Adjoining Projects**

PROJECT NO.	FACILITY	LIMITS	DESCRIPTION	SCHEDULE
STP00-0011-01(053)	US 27/SR1/ Veterans Pkwy	From: Old Moon Rd  To: Gatlin Lane (Muscogee and Harris Counties)	P.I. No. 332820	PE: Authorized 1999  Concept: Under Development  ROW: 2012  CST: Long Range
STP00-0011-01(046)	US 27/SR 1/ Veterans Pkwy	From: 45 <sup>th</sup> St  To: Old Moon Rd	P.I. No. 332250	PE: Authorized 1999  Concept: Under Development  ROW: Long Range  CST: Long Range

Crash Data

The history of crashes on Whittlesey Road and the comparative statewide crash and injury rates for urban collectors are shown in Tables 3 & 4 (on Page 6).

**TABLE 3**

**Crash History of Whittlesey Road  
Bradley Park Drive to US 27/SR 1/Veterans Parkway (Mile Point 0.0 to 1.27)**

<b>YEAR</b>	<b>CRASH/ CRASH RATE</b>	<b>INJURY/ INJURY RATE</b>	<b>FATALITIES</b>
2006	108 / 2,876	28 / 746	0 / 0.00
2007	150 / 4,065	55 / 1,491	0 / 0.00
2008	104 / 2,819	45 / 1,220	0 / 0.00

All rates are per 100 million vehicle miles of travel.  
Numerical values in bold are higher than corresponding statewide rate.

**TABLE 4**

**Statewide Rates, Urban Collector Street**

<b>YEAR</b>	<b>CRASH RATE</b>	<b>INJURY RATE</b>	<b>FATALITY RATE</b>
2006	510	123	1.70
2007	475	114	1.33
2008	443	105	1.12

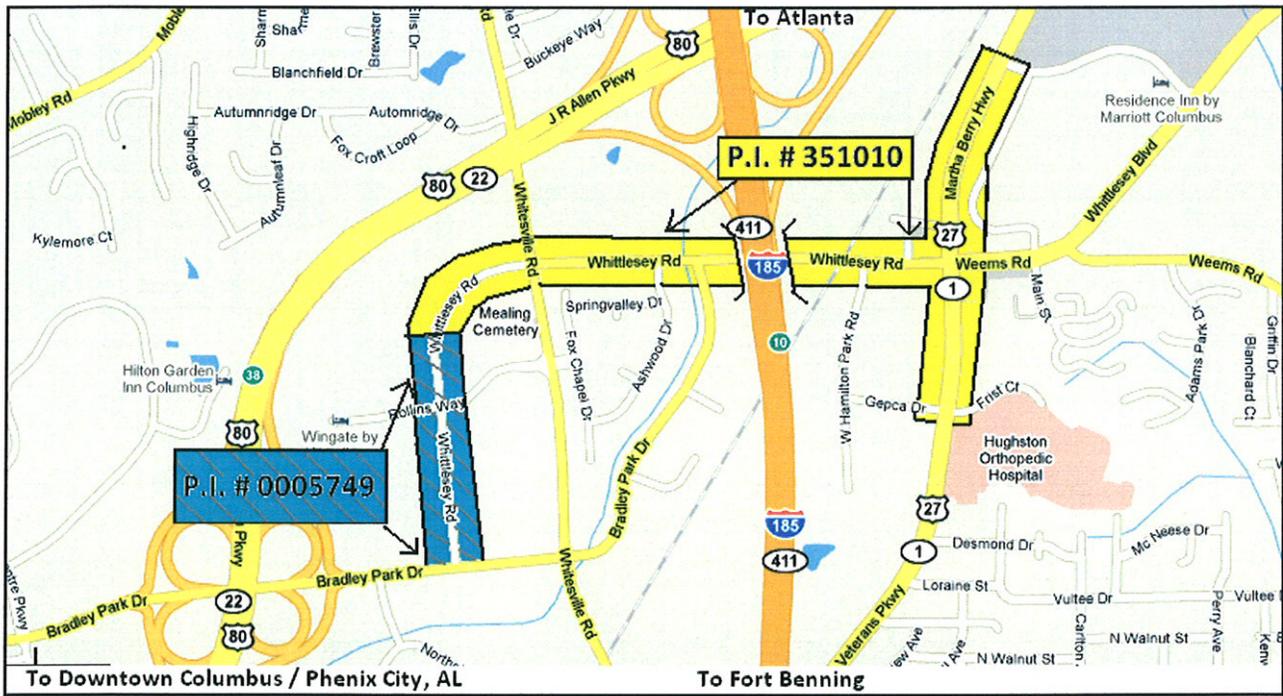
All rates are per 100 million vehicle miles of travel.

According to available crash data, the crash and injury rates along the project corridor exceeded the statewide rates. In the latest year, Year 2008, the crash rate along the project corridor was almost four times the statewide rate and the injury rate was more than six times the statewide injury rate for an urban collector street. With the increase of traffic volumes expected for this corridor, crash rates and injury rates are anticipated to continue to exceed the statewide rates should the project not be built.

Need and Purpose

This project is needed to reduce future crash frequency and severity and accommodate future traffic demands along the Whittlesey Road / CS 1618 corridor between the currently identified limits.

## Project Area Map



**Approved Project location:** Projects STP00-8060-00(002) and STP00-0005-00(749) are located 100% in the city of Columbus, GA in Muscogee County. The proposed projects have a combined length of 1.34 miles. Project STP00-0005-00(749) begins at Rollins Way (MP 1.00) and ends at the intersection of Bradley Park Drive (MP 1.27) and Whittlesey Road for a length of 0.27 miles. Project STP00-8060-00(002) begins approximately 300 feet east of the intersection SR 1/US 27/Veterans Parkway at MP 0.07 along Whittlesey Road/CS1617 and proceeds in a westward direction, crossing SR 1/US 27/Veterans Parkway (MP 0.00) and ending at the intersection of Rollins Way and Whittlesey Road/CS1618 (MP 1.00) for a length of 1.07 miles. STP00-8060-00(002) also includes SR1/US 27/Veterans Parkway, beginning at Gepca Drive/Frist Court (MP 13.51) and ending at the intersection of Commercial Court/Adams Farm Drive (MP 14.10) for a length of 0.59 miles.

**Proposed Project location:** Projects STP00-8060-00(002) and STP00-0005-00(749) are located 100% in the city of Columbus, GA in Muscogee County. The proposed projects have a combined length of 1.42 miles. Project STP00-0005-00(749) begins north of Rollins Way (MP 0.93) and ends at the intersection of Bradley Park Drive (MP 1.27) and Whittlesey Road for a length of 0.34 miles. Project STP00-8060-00(002) begins approximately 500 feet east of the intersection SR 1/US 27/Veterans Parkway at MP 0.15 along Whittlesey Road/CS1617 and proceeds in a westward direction, crossing SR 1/US 27/Veterans Parkway (MP 0.00) and ending north of the intersection of Rollins Way and Whittlesey Road/CS1618 at MP 0.93 for a length of 1.08 miles. STP00-8060-00(002) also includes improvement along SR1/US

27/Veterans Parkway, beginning at Gepca Drive/Frist Court (MP 13.51) and ending at the intersection of Commercial Court/Adams Farm Drive (MP 14.10) for a length of 0.59 miles.

**Description of the approved concept:** The original approved concept was revised to include a western terminus from Whittlesey Road to Bradley Park Drive based on existing and projected traffic data that support the change in logical termini. Project STP00-8060-00(002) begins just west of Whitesville Road and continues along Whittlesey Road to just east of Veterans Parkway. The eastern terminus would remain the same as in the original approved concept. The project length in the current approved concept is 1.34 miles.

The currently approved concept proposes to widen Whittlesey Road from an existing 2-lane rural section to a 4-lane urban section. The approved typical section consists of two, 12-foot lanes in each direction, a 20-foot raised median, and 16-foot shoulders, including curb and gutter, 6-foot grass strip borders and 5-foot sidewalks. The 16-foot shoulder on the west side of Whittlesey Road is reduced to a 10-foot shoulder with 6-foot sidewalk and no grass strip border beginning approximately 500 feet north of Rollins Way and continues for 300 feet and then transitions back to a 16-foot shoulder. Along the section of Whittlesey Road from West Hamilton Park Drive to just east of Veterans Parkway, the shoulder width is reduced to 10 feet with 6-foot sidewalks and no grass strip border and then transitions back to a 16-foot shoulder.

**PDP Classification:** Major  X  Minor \_\_\_\_\_

**Federal Oversight:** Full Oversight ( ), Exempt (X), State Funded ( ), Other ( )

**Functional Classification:** Urban Collector

**U.S. Route Number(s):** Whittlesey Road- N/A Veterans Parkway – US 27

**State Route Number(s):** Whittlesey Road -N/A Veterans Parkway – SR 1

**Traffic (AADT) as shown in the approved concept:**

Base Year:  23,500(2008)

Design Year:  33,500(2028)

**Updated traffic data (AADT):**

P.I. 351010

Base Year:  22,800(2012)

Design Year:  37,500(2032)

P.I. 0005749

Base Year:  13,100(2012)

Design Year:  21,600(2032)

**Approved/Programmed Schedule:**

PI 351010  
P.E. 1999 R/W: 2007 - Local Construction: 2013

PI 0005749  
P.E. LR1 R/W: LR1 Construction: LR1

**VE Study Required** Yes (X) No ( ) Completed: June 12, 2008

**Benefit/Cost Ratio** 5.81

**Is the project located in an Ozone Non-attainment area?** Yes ( ) No (X)

**Is the project in a PM2.5 Non-Attainment area?** Yes ( ) No (X)

<b>Approved Features:</b>	<b>Proposed Features:</b>
<ul style="list-style-type: none"> <li>➤ The total project length of 1.34 miles consists of a length for STP00-0005-00(749) of 0.27 miles and a length for STP00-8060-00(002) of 1.07 miles</li> <li>➤ The common terminus between STP00-0005-00(749) and STP00-8060-00(002) is MP 1.00 along Whittlesey Road.</li> <li>➤ The approved typical section along Whittlesey Road is an urban section with two, 12-foot lanes in each direction, a 20-foot raised median, 16-foot shoulders with 6-foot grass strip borders and 5-foot sidewalks. Along the section of Whittlesey Road from West Hamilton Park Drive to just east of Veterans Parkway, the shoulder width is 10-foot with 6-foot sidewalks and no grass strip border. In addition, one approximately 300-foot section on the left(west) side of Whittlesey Road west of Whitesville Road has a 10-foot shoulder with 6-foot sidewalks and no grass strip border.</li> </ul>	<ul style="list-style-type: none"> <li>➤ The revised total project length of 1.42 miles consists of a length for STP00-0005-00(749) of 0.34 miles and a length for STP00-8060-00(002) of 1.08 miles</li> <li>➤ The common terminus between STP00-0005-00(749) and STP00-8060-00(002) will be MP 0.93 along Whittlesey Road.</li> <li>➤ The revised typical section for Whittlesey Road between Bradley Park Drive (western intersection) and Veterans Parkway will be an urban section with two, 12-foot lanes in each direction to West Hamilton Parkway. From West Hamilton Parkway to Veterans Parkway there will be two, 12-foot lanes westbound and three, 12-foot lanes eastbound. The revised typical section for Whittlesey Road will have a 20-foot raised median and shoulders varying in width from 8 ½-foot to 16-feet with sidewalks varying from 5-foot to 6-foot. The 8 ½ -foot shoulders will have 6-foot sidewalks and no grass strip. The shoulders wider than 8 ½ -foot will have grass strip borders varying from 2-foot to</li> </ul>

<ul style="list-style-type: none"> <li>➤ The approved typical section along Bradley Park Drive is an urban section with two 12-foot lanes in each direction, a 6-foot raised median, a 16-foot shoulder on the east side of the roadway with curb and gutter, 6-foot grass strip border and 5-foot sidewalk and a 5-foot shoulder on the west side of the roadway with curb and gutter.</li> <li>➤ The approved typical section along Veterans Parkway is an urban section with three, 12-foot lanes in each direction, a raised median that varies in width from 20-feet to 32-feet, 16-foot shoulders with curb and gutter, 6-foot grass strip border and 5-foot sidewalks. There is one section north of Whittlesey Road where the shoulder is reduced to 9.5-foot on the east side. The 9.5-foot shoulder includes curb and gutter, a 6-foot sidewalk, and a retaining wall.</li> </ul>	<p>6-foot wide with 5-foot sidewalks.</p> <ul style="list-style-type: none"> <li>➤ The revised typical section for Bradley Park Drive, under STP00-8060-00(002), will be an urban section with one 12-foot lane in each direction, a 14-foot flush median, and a 5-foot shoulder with curb and gutter on the west and a 16-foot shoulder with a 5-foot sidewalk and curb and gutter on the east.</li> <li>➤ The revised typical section for Veterans Parkway will be three, 11-foot lanes in each direction, an 18-foot raised median, and shoulders varying from 8 ½-foot to 16-foot with curb and gutter on both sides. The 8 ½ -foot shoulder will have 6-foot sidewalks and no grass strip. The shoulders wider than 8 ½ -foot will have a minimum of 2-foot grass strip borders and 5-foot sidewalks.</li> <li>➤ Proposed Design Variance Request is attached.</li> </ul>
<p><b>Reason for Change:</b>  The revised total project length of 1.42 miles would extend the proposed raised median along Whittlesey Road to connect with the existing raised median approximately 500 feet east of SR 1/ US 27/ Veterans Parkway.</p> <p>The office of Roadway Design has received a request from the City of Columbus to remove the raised median along Whittlesey Road from the intersection of Whitesville Road south to the intersection of Rollins Way. The median will remain as currently designed on the eastbound approach to the intersection of Whittlesey Road with Whitesville Road to maintain traffic operations and control access from/to driveways in the operational area of the intersection. By moving the common terminus between the projects the median between MP 0.93 and MP 1.07 will be constructed under SPT00-0005-00(749).</p> <p>The shoulders were minimized under the I-185 bridge to avoid impacts to the existing bridge columns. A third lane was added in the east bound direction along Whittlesey Road before Veterans Parkway to conform to the three lanes on the east side of the Whittlesey Road/Veterans Parkway intersection. The shoulders were minimized in this same section to minimize right of way costs and reduce impacts to the existing commercial properties.</p>	

The number of lanes was reduced along Bradley Park Drive to minimize right of way costs and reduce impacts to existing commercial properties.

The lane width and median width were reduced along Veterans Parkway to minimize right of way costs and reduce impacts to commercial properties.

**Potential Environmental Impacts of Proposed Revision:** There are no anticipated increases in environmental impacts.

**Have Proposed Revisions Been Reviewed by Environmental Staff?** (X) Yes No ( )

**Environmental Responsibilities (Studies/Documents/Permits):** GDOT

	Updated Cost Estimate	
	PI 351010	PI 0005749
Base Construction Cost	\$9,128,000.00	\$1,484,500.00
Engineering and Inspection	\$456,400.00	\$74,225.00
Fuel Adjustment	\$1,415,000.00	\$260,950.00
<u>Total Construction Cost</u>	\$10,999,400.00	\$1,819,675.00
Right-of-Way	Auth.	\$1,183,500.00
Utilities (reimbursable)	\$428,000.00	\$219,000.00
Environmental Mitigation	\$1335.74	

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

Revised Concept Report  
P.I. # 351010 & 0005749  
Muscogee County

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

Attachments:

1. Project Location Map
2. Benefit Cost Analysis Worksheet
3. Typical Sections
4. Cost Estimate
  - a. PI 351010 Construction Cost Estimate
  - b. PI 351010 Fuel Price Adjustment
  - c. PI 351010 Utility Cost Estimate
  - d. PI 351010 At-grade Railroad Crossing Cost Estimate
  - e. PI 351010 Environmental Commitment Table
  - f. PI 0005749 Construction Cost Estimate
  - g. PI 0005749 Fuel Price Adjustment
  - h. PI 0005749 Preliminary ROW Cost Estimate
  - i. PI 0005749 Preliminary Utility Cost Estimate
5. Design Variance

**Exempt projects**

Concur:

  
Director of Engineering

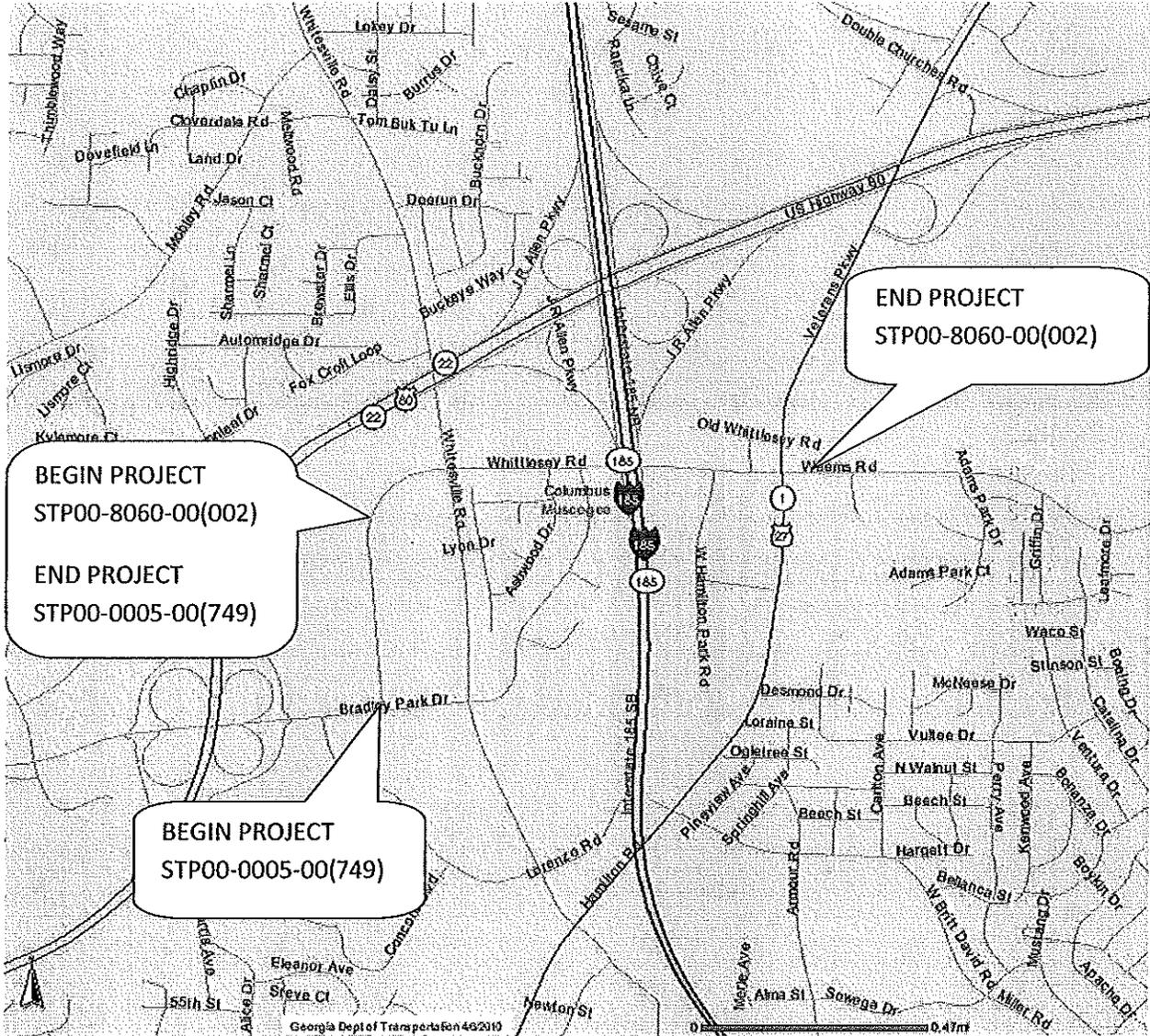
Approve:

  
Chief Engineer

Date: 1/27/10

STP00-0005-00(749) & STP00-8060-00(002)

PI 0005749 & PI 351010-



WHITTLESEY ROAD & VETERANS PARKWAY

LOCATION MAP

**Benefit Cost Analysis Work Sheet  
CONGESTION Projects**

PROJECT NUMBER

PI NUMBER

COUNTY

PROJECT DESCRIPTION

**Congestion Benefit = Tb + CMb + Fb**

**Person Time Savings Benefit (Tb)**

*Db (hrs)	0.1858
ADT	18,750.00
Tb (\$s)	\$119,758,906.25

**Commercial or Truck Time Savings Benefit (CMb)**

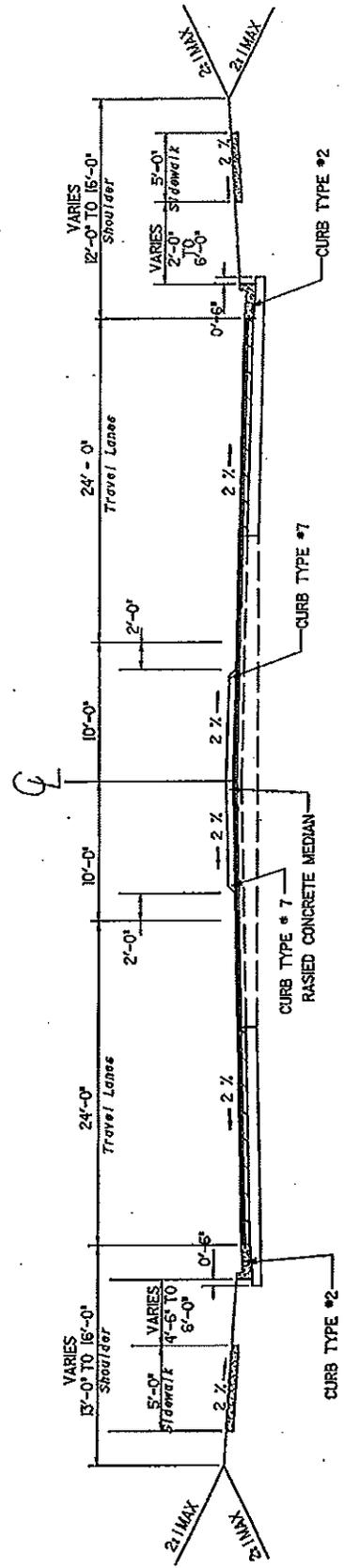
Db (hrs)	0.1858
% Truck Traffic	0.025
ADT	18,750.00
CMb	\$15,818,402.34

**Fuel Savings Benefit (Fb)**

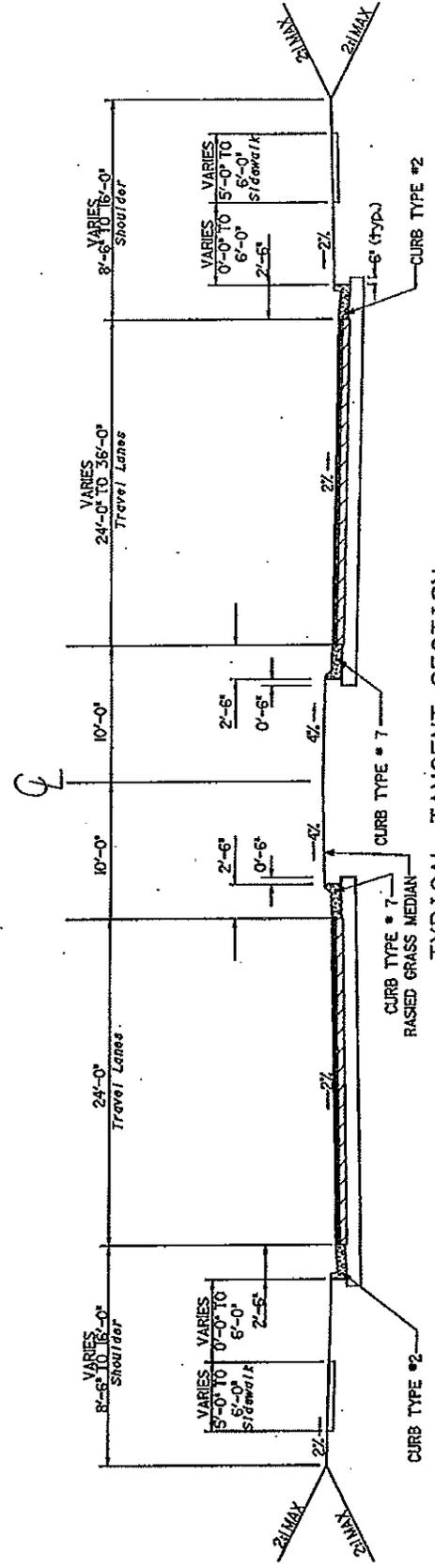
ADT	18,750.00
Fb (\$s)	\$41,732,421.88

<b>Total Congestion Benefit</b>	<b>\$177,304,730.47</b>
<b>Total Project Cost</b>	<b>\$30,500,000.00</b>
<b>B/C Ratio</b>	<b>5.81</b>

STP00-8060-00(002) & STP00-0005-00(749)



TYPICAL TANGENT SECTION  
WHITTLESEY ROAD FROM BRADLEY PARK DRIVE TO WHITESVILLE ROAD



TYPICAL TANGENT SECTION  
WHITTLESEY ROAD FROM WHITESVILLE ROAD TO VETERANS PARKWAY



# DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

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INTERDEPARTMENT CORRESPONDENCE

FILE PROJECT No.  ,  OFFICE   
 DATE

P.I. No.

FROM  *(Signature)*

TO Ronald E. Wishon, Project Review Engineer

**SUBJECT REVISIONS TO PROGRAMMED COSTS**

PROJECT MANAGER

MNGT LET DATE

MNGT R/W DATE

**PROGRAMMED COST (TPro W/OUT INFLATION)**

**LAST ESTIMATE UPDATE**

CONSTRUCTION \$

DATE

RIGHT OF WAY \$

DATE

UTILITIES \$

DATE

**REVISED COST ESTIMATES**

CONSTRUCTION\* \$

RIGHT OF WAY \$

UTILITIES \$

\* Costs contain  % Engineering and Inspection

**REASON FOR COST INCREASE**

Construction cost changed due to removal of contingencies and change in unit costs.

**CONTINGENCY SUMMARY**

Construction Cost Estimate:	\$ <input type="text" value="9,128,000"/>	(Base Estimate)
Engineering and Inspection:	\$ <input type="text" value="456,400"/>	(Base Estimate x <input type="text" value="5"/> %)
Total Fuel Adjustment	\$ <input type="text" value="500,000"/>	(From attached worksheet)
Total Liquid AC Adjustment	\$ <input type="text" value="915,000"/>	(From attached worksheet)
<b>Construction Total:</b>	<b>\$ <input type="text" value="10,999,400"/></b>	

**REIMBURSABLE UTILITY COST**

Utility Owner	Reimbursable Cost
<input type="text" value="Georgia Power"/>	<input type="text" value="\$428,000"/>
<input type="text"/>	<input type="text"/>

Attachments

c: Genetha Rice-Singleton, State Program Control Administrator

JOB DETAIL ESTIMATE

SPEC YEAR: 01

ROAD FROM ROLLINS WAY TO VETERANS PKWY

ITEMS FOR JOB 351010

LT	UNITS	DESCRIPTION	QUANTITY	PRICE	AMOUNT
LS		TRAFFIC CONTROL - STP00-8060-00(002)	1.000	1000000.00	1000000.00
EA		FIELD ENGINEERS OFFICE TP 3	1.000	62542.69	62542.70
LS		GRADING COMPLETE - STP00-8060-00(002)	1.000	1000000.00	1000000.00
LS		RAILROAD CONSTRUCTION	1.000	314470.00	314470.00
TN		GR AGGR BASE CRS, INCL MATL	37751.000	15.48	584456.07
TN		AGGR SURF CRS	1000.000	16.02	16023.87
TN		RECYL AC LEVELING, INC BM&HL	5776.000	64.44	372232.59
TN		RECYL AC 25MM SP, GP1/2, BM&HL	15128.000	56.73	858257.88
TN		RECYL AC 19 MM SP, GP 1 OR 2 , INC BM&HL	9688.000	59.04	572019.24
TN		RECYL AC 12.5 MM SP, GP2ONLY, INC P-MBM&HL	8106.000	67.78	549461.89
GL		BITUM TACK COAT	8642.000	2.29	19872.11
SY		MILL ASPH CONC PVMT/ 1.50" DEP	25646.000	1.84	47358.93
SY		MILL ASPH CONC PVMT, 3.5" DPTH	25646.000	1.76	45255.96
SY		MILL ASPH CONC PVMT, VARB DEPTH	12956.000	2.34	30319.76
SY		CONC SIDEWALK, 4 IN	10889.000	22.01	239746.60
SY		CONC MEDIAN, 4 IN	708.000	24.77	17543.57
SY		CONC MEDIAN, 6 IN	1979.000	44.61	88288.51
SY		CONC VALLEY GUTTER, 6 IN	34.000	35.91	1221.05
SY		CONC VALLEY GUTTER, 8 IN	211.000	44.79	9450.74
LF		CONC HEADER CURB, 6" , TP 2	821.000	12.42	10201.89
LF		CONC CURB & GUTTER/ 8"X30"TP2	22426.000	10.03	225089.09
LF		CONC CURB & GUTTER/ 8"X30" TP7	7376.000	8.95	66088.89
LF		PVMT REF FAB STRIPS, TP2,18 INCH WIDTH	6848.000	3.61	24774.97
CY		CL A CONC, RET WALL	440.000	446.91	196643.53
LF		CLASS A CONCRETE, TYPE P2, RETAINING WAL	653.000	363.66	237471.10
CY		CL B CONC, RET WALL	368.000	472.84	174006.39
CY		CL B CONC,BASE OR PVMT WIDEN	76.000	158.53	12048.43
LB		BAR REINF STEEL	35681.000	0.65	23262.58
LF		GALV STEEL PIPE HDRAIL,2", ROUD	2059.000	42.09	86663.37
LS		REM CLVT, CONCRETE, STA - 38+20	1.000	10000.00	10000.00
SY		WATERPROOFING	46.000	62.45	2872.81
LF		TEMP BARRIER, METHOD NO. 1	500.000	28.81	14407.59
SF		MSE WALL FACE, 0 - 10 FT HT, WALL NO - 14	524.000	33.08	17335.52
SF		MSE WALL FACE, 10 - 20 FT HT, WALL NO - 14	3110.000	33.00	102659.20
LF		COPTING B, WALL NO - 14	304.000	199.07	60519.02
CY		ADDITIONAL MSE BACKFILL	131.000	28.45	3727.74
EA		CHANGEABLE MESS SIGN,PORT,TP 3	6.000	7680.79	46084.74
EA		RIGHT OF WAY MARKERS	155.000	87.55	13570.38
LF		GUARDRAIL, TP T	75.000	58.91	4418.80
LF		GUARDRAIL, TP W	551.000	17.53	9663.86

STATE HIGHWAY AGENCY

LF	BARRIER FENCE (ORANGE), 4 FT	1400.000	1.50	28000.00
LF	SOUND BARRIER	240.000	20.00	61256.90
LF	CONCRETE SIDE BARRIER, TY 2	271.000	255.23	10620.19
CY	FOUND BK FILL MATL, TP II BOX CULVERT	249.000	39.18	11611.23
CY	CLASS A CONCRETE BOX CULVERT	5.000	466.31	3221.58
CY	CL A CONC, INCL REINF STEEL	24486.000	644.31	16331.92
LB	BAR REINF STEEL BOX CULVERT	7150.000	0.66	179434.76
LF	STM DR PIPE 18",H 1-10	1322.000	25.09	46226.23
LF	STM DR PIPE 24",H 1-10	1557.000	34.96	60994.70
LF	STM DR PIPE 30",H 1-10	932.000	39.17	45031.78
LF	STM DR PIPE 36",H 1-10	342.000	48.31	20650.58
LF	STM DR PIPE 42",H 1-10	90.000	60.38	2442.92
LF	SIDE DR PIPE 18",H 1-10	4.000	27.14	1291.26
EA	FLARED END SECT 18 IN, SIDE DR	3.000	322.81	4019.60
EA	RECONSTR DROP INLET, GROUP 1	1.000	1339.86	1458.85
EA	REC STORM SEW MANHOLE, TYPE 1	1.000	1458.84	1083.26
EA	ADJUST MANHOLE TO GRADE	73.000	1083.26	15540.28
LF	JACK OR BORE PIPE - 42" STEEL, 3/4" THICK	103.000	212.88	225992.55
EA	CATCH BASIN, GP 1	98.000	2194.10	15494.93
LF	CATCH BASIN, GP 1, ADDL DEPTH	4.000	158.11	10776.02
EA	CATCH BASIN, GP 2	22.000	2694.00	4963.84
LF	CATCH BASIN, GP 2, ADDL DEPTH	43.000	225.62	76258.67
EA	DROP INLET, GP 1	25.000	1773.45	4144.93
EA	DROP INLET, GP 1, ADDL DEPTH	16.000	165.79	30421.56
EA	STORM SEW MANHOLE, TP 1	24.000	1901.34	4453.01
LF	ST SEW MANHOLE, TP 1, A DEP, CL 1	1.000	185.54	1581.73
EA	JUNCTION BOX	18.000	1581.73	3608.31
LF	ST SEW MANHOLE, TP 1, A DEP, CL 3	2.000	200.46	13878.40
EA	DRWAY GRATE INLET SP D PIP SZ-	3548.000	6939.20	25937.09
LF	DIRECTIONAL BORE - 3"	443.000	7.31	4181.13
LF	DIRECTIONAL BORE - 5"	441.000	9.43	5367.37
SF	HWY SGN, TP1MAT, REFL SH TP3	408.000	12.17	7610.95
SF	HWY SIGNS, TP1MAT, REFL SH TP 9	1379.000	18.65	9323.39
LF	GALV STEEL POSTS, TP 7	17.000	6.76	156.19
LF	GALV STEEL POSTS, TP 8	820.000	9.18	2793.20
LF	STEEL WIRE STRAND CABLE, 3/8"	6.000	3.40	7076.45
EA	STEEL STRAIN POLE, TP III	24.000	7076.45	42458.72
EA	STRAIN POLE, TP IV	1.000	5070.26	121686.41
LS	TRAF SIGNAL INSTALLATION NO - 1	1.000	44000.00	44000.00
LS	TRAF SIGNAL INSTALLATION NO - 2	1.000	44000.00	44000.00
LS	TRAF SIGNAL INSTALLATION NO - 3	1.000	44000.00	44000.00
LS	TRAF SIGNAL INSTALLATION NO - 4	1.000	44000.00	44000.00
LS	TRAF SIGNAL INSTALLATION NO - 5	1.000	44000.00	44000.00
LS	TRAF SIGNAL INSTALLATION NO - 6	1.000	44000.00	44000.00
EA	THERM PVMT MARK, RR/HWY X SYM	2.000	376.53	753.07
EA	THERM PVMT MARK, ARROW, TP 2	109.000	67.19	7324.62
EA	THERM PVMT MARK, ARROW, TP 3	4.000	100.53	402.15
EA	THERM PVMT MARK, ARROW, TP 7	2.000	99.17	198.35
EA	THERM PVMT MARK, WORD, TP 1	13.000	100.53	1306.90
LF	THERMO SOLID TRAF ST 5 IN, WHI	25900.000	0.30	7821.80
LF	THERMO SOLID TRAF ST, 5 IN YEL	21484.000	0.33	7149.88

STATE HIGHWAY AGENCY

JOB DETAIL ESTIMATE

LF	THERM SOLID TRAF STRIPE, 24", WH	1018.000	3.16	3223.71
LF	THERM SOLID TRAF STRIPE, 8", WH	5607.000	1.68	9468.99
GLF	THERMO SKIP TRAF ST, 5 IN, WHI	25450.000	0.17	4539.01
GLF	THERMO SKIP TRAF ST, 5 IN, YEL	3000.000	0.16	501.42

LF	OUT PLNT FBR OPT CBL, LOOSE TB, SM, 48 FBR	3475.000	1.10		3826.50
LF	OUT PLNT FBR OPT CBL, DROP, SM, 6 FBR	385.000	2.70		1042.96
EA	FIBER OPTIC CLOSURE, UNDRGRD, 6 FIBER	222.000	452.98		100561.82
EA	FBR. OP. CLOS., FDC PRE-TERM., TYP. A, 6	1.000	499.45		499.46
EA	FIBER OPTIC SPLICE, FUSION	36.000	49.05		1766.13
EA	EXT TRNSCVR, DRP&RPT, 1310SM, (SIGNAL JOBS)	1.000	1394.50		1394.51
LS	TESTING	1.000	1565.69		1565.69
AC	TEMPORARY GRASSING	4.000	207.70		830.83
TN	MULCH	259.000	174.45		45183.92
EA	CONSTRUCTION EXIT	42.000	958.41		40253.62
EA	CONSTR AND REMOVE SILT CONTROL GATE, TP 3	24.000	330.42		7930.17
LF	CONSTR AND REMOVE TEMP PIPE SLOPE DRAIN	457.000	13.02		5951.08
EA	CNST/REM RIP RAP CKDM, STN P RIPRAP/SN BG	37.000	222.56		8234.88
LF	CNST/REM TEMP SED BAR OR BLD STRW CK DM	3032.000	2.88		8733.13
EA	CONSTR & REM STONE FILTER RING	1.000	771.00		771.01
EA	CONS & REM INLET SEDIMENT TRAP	216.000	152.07		32848.37
LF	MAINT OF TEMP SILT FENCE, TP A	6855.000	0.57		3921.54
LF	MAINT OF TEMP SILT FENCE, TP C	1847.000	0.66		1232.17
LF	MAINT OF CHECK DAMS - ALL TYPES	560.000	1.21		681.23
LF	MAINT OF SEDIMENT BARRIER - BALED STRAW	1516.000	0.88		1349.04
EA	MAINT OF SILT CONTROL GATE, TP 3	24.000	106.99		2567.85
EA	MAINT OF CONST EXIT	42.000	361.35		15177.11
EA	MAINT OF INLET SEDIMENT TRAP	216.000	58.52		12640.76
EA	MAINT OF STONE FILTER RING	5.000	123.37		616.87
EA	WATER QUALITY MONITORING AND SAMPLING	2.000	482.97		965.95
MO	WATER QUALITY INSPECTIONS	24.000	480.29		11527.17
LF	TEMPORARY SILT FENCE, TYPE A	13709.000	1.54		21183.42
LF	TEMPORARY SILT FENCE, TYPE C	3694.000	2.95		10924.93
SY	PLAIN CONC DITCH PAVING, 4 IN	100.000	31.60		3160.39
EA	FLARED END SECT 18 IN, ST DR	1.000	460.80		460.81
EA	FLARED END SECT 30 IN, ST DR	3.000	669.58		2008.76
SY	STN DUMPED RIP RAP, TP 1, 24"	423.000	39.60		16752.14
SY	STN DUMPED RIP RAP, TP 3, 18"	28.000	42.39		1186.96
SY	PLASTIC FILTER FABRIC	691.000	3.42		2367.68
AC	PERMANENT GRASSING	8.000	571.17		4569.39
TN	AGRICULTURAL LIME	24.000	46.81		1123.55
STATE HIGHWAY AGENCY					
JOB DETAIL ESTIMATE					
GL	LIQUID LIME	20.000	19.06		381.23
TN	FERTILIZER MIXED GRADE	5.000	457.63		2288.19
LB	FERTILIZER NITROGEN CONTENT	415.000	2.04		846.73
SY	BITUM TRTD ROVING, WATERWAYS	130.000	1.37		178.74
SY	EROSION CONTROL MATS, SLOPES	11755.000	1.01		11900.88
EA	THERM PVMT MARK, ARROW, TP 7	2.000	99.17		198.35

9,127,747.43  
9,127,747.43

9,127,747.49

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**Special Provision, Section 109-Measurement and Payment  
FUEL PRICE ADJUSTMENT (ENGLISH 125% MAX)**

ENTER FPL DIESEL	2.881
ENTER FPM DIESEL	6.482

ENTER FPL UNLEADED	2.532
ENTER FPM UNLEADED	5.697

<http://www.dot.ga.gov/doingbusiness/Materials/Pages/asphaltcementindex.aspx>

<b>INCREASE ADJUSTMENT</b>
125.00%

<b>INCREASE ADJUSTMENT</b>
125.00%

ROADWAY ITEMS	QUANTITY	DIESEL FACTOR	GALLONS DIESEL	UNLEADED FACTOR	GALLONS UNLEADED	REMARKS
Excavations paid as specified by Sections 205 (CUBIC YARD)	34725.000	0.29	10070.25	0.15	5208.75	
Excavations paid as specified by Sections 206 (CUBIC YARD)	2688.000	0.29	779.52	0.15	403.20	
GAB paid as specified by the ton under Section 310 (TON)	37751.000	0.29	10947.79	0.24	9060.24	
Hot Mix Asphalt paid as specified by the ton under Sections 400 (TON)		2.90		0.71		
Hot Mix Asphalt paid as specified by the ton under Sections 402 (TON)	32922.000	2.90	95473.80	0.71	23374.62	
PCC Pavement paid as specified by the square yard under Section 430 (SY)		0.25		0.20		

BRIDGE ITEMS	Quantity	Unit Price	QF/1000	Diesel Factor	Gallons Diesel	Unleaded Factor	Gallons Unleaded	REMARKS
Bridge Excavation (CY) Section 211				8.00		1.50		
Class __ Concrete (CY) Section 500				8.00		1.50		
Class __ Concrete (CY) Section 500				8.00		1.50		
Class __ Concrete (CY) Section 500				8.00		1.50		
Superstru Con Class __ (CY) Section 500				8.00		1.50		
Superstru Con Class __ (CY) Section 500				8.00		1.50		
Superstru Con Class __ (CY) Section 500				8.00		1.50		
Concrete Handrall (LF) Section 500				8.00		1.50		
Concrete Barrier (LF) Section 500				8.00		1.50		

BRIDGE ITEMS	Quantity	Unit Price	QF/1000	Diesel Factor	Gallons Diesel	Unleaded Factor	Gallons Unleaded	REMARKS
Stru Steel Plan Quantity (LB) Section 501				8.00		1.50		
Stru Steel Plan Quantity (LB) Section 501				8.00		1.50		
PSC Beams____ (LF) Section 507				8.00		1.50		
PSC Beams____ (LF) Section 507				8.00		1.50		
PSC Beams____ (LF) Section 507				8.00		1.50		
Stru Reinf Plan Quantity(LB) Section 511				8.00		1.50		
Stru Reinf Plan Quantity(LB) Section 511				8.00		1.50		
Bar Reinf Steel (LB) Section 511				8.00		1.50		
Piling____ inch (LF) Section 520				8.00		1.50		
Piling____ inch (LF) Section 520				8.00		1.50		
Piling____ inch (LF) Section 520				8.00		1.50		
Piling____ inch (LF) Section 520				8.00		1.50		
Piling____ inch (LF) Section 520				8.00		1.50		
Piling____ inch (LF) Section 520				8.00		1.50		
Drilled Caisson,____ (LF) Section 524				8.00		1.50		
Drilled Caisson,____ (LF) Section 524				8.00		1.50		
Drilled Caisson,____ (LF) Section 524				8.00		1.50		
Pile Encasement,____ (LF) Section 547				8.00		1.50		
Pile Encasement,____ (LF) Section 547				8.00		1.50		

<b>SUM QF DIESEL=</b>	<b>117271.36</b>	<b>SUM QF UNLEADED=</b>	<b>38046.81</b>
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<b>DIESEL PRICE ADJUSTMENT(\$)</b>	<b>\$388,537.61</b>
<b>UNLEADED PRICE ADJUSTMENT(\$)</b>	<b>\$110,784.70</b>



## ASPHALT CEMENT PRICE ADJUSTMENT FOR BITUMINOUS TACK COAT(Surface Treatment 125% MAX)

APPLICABLE TO CONTRACTS CONTAINING THE 413 SPEC. SECTION 413.5.01 ADJUSTMENTS ASPHALT PRICE ADJUSTMENT FOR BITUMINOUS TACK COAT

<http://www.dot.ga.gov/doingbusiness/Materials/Pages/asphaltcementindex.aspx>

ENTER APL

ENTER APM

Use this side for Asphalt Emulsion Only		
L.I.N.	TYPE	ASPHALT EMULSION (GALLONS)
TMT = <input style="width: 100px;" type="text"/>		
REMARKS:		

Use this side for Asphalt Cement Only		
L.I.N.	TYPE	TACK (GALLONS)
TMT = <input style="width: 100px;" type="text"/>		
REMARKS:		

### ADJUSTMENT SUMMARY

FUEL PRICE ADJUSTMENT (*ENGLISH 125% MAX*)

DIESEL PRICE ADJUSTMENT(\$) \$388,537.61

UNLEADED PRICE ADJUSTMENT(\$) \$110,784.70

ASPHALT CEMENT PRICE ADJUSTMENT (BITUMINOUS TACK COAT 125% MAX) \$20,177.48

400 / 402 ASPHALT CEMENT PRICE ADJUSTMENT 125% MAX \$894,819.96

ASPHALT CEMENT PRICE ADJUSTMENT FOR BITUMINOUS TACK COAT(Surface Treatment 125% MAX)

REMARKS: Use the rounded amount of \$1,415,000 for Fuel adjustment.

<b>TOTAL ADJUSTMENTS</b>	<b>\$1,414,319.75</b>
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**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

**INTERDEPARTMENT CORRESPONDENCE**

FILE **STP00-8060-00(02), Muscogee County, P.I. # 351010** OFFICE Thomaston  
*Whittlesey Road & Veterans Parkway from Rollins Way to GEPCA Drive*  
DATE April 8, 2010

FROM Kerry Gore, District Utilities Engineer

TO Neal O'Brien, 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.

<u>FACILITY OWNER</u>	<u>NON-REIMBURSABLE</u>	<u>REIMBURSABLE</u>
Atmos Energy	1,530,500	0
BellSouth d/b/a AT&T Georgia	1,179,454	0
Columbus Water Works	1,785,388	0
Georgia Power (Distribution)	0	428,000
Knology	15,092	0
Mediacom	33,144	0
<b>TOTALS</b>	<b>\$4,543,578</b>	<b>\$428,000</b>

Total Preliminary Utility Cost Estimate ~~\$4,971,578~~

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)



15-Jun-10

**Detailed Estimate for Grade Crossing Warning Devices**

City/State: COLUMBUS, GA  
MilePost: R-8.1  
State Proj. No.: STPE-00-8080-00  
S&E Proj. No.: 03.0002  
Man Days: 128

Road: WHITTLESEY RD.  
DOT/AAR: 719062N  
County: MUSCOGEE  
AFE: F32887  
File Number: 061-03.0929

<b>***Purchases - Others***</b>	
Meals and Lodging:	\$17,203.20
Rental of Equipment:	\$30,464.00
(2 Trucks, 1 Backhoe w/ Trailer and 1 Pipe-Pusher for 32 Days)	
Construction Supervision Vehicle:	\$10,633.73
<b>Purchases - Other Total:</b>	<b>\$58,300.93</b>
<b>***Material And Additives***</b>	
Material Cost:	\$125,831.00
Sales and Use Tax:	\$6,292.00
Material Handling Freight:	\$6,291.56
<b>Material Total:</b>	<b>\$138,414.56</b>
<b>***Labor And Additives***</b>	
Labor Cost:	\$35,840.00
(4 man crew at \$1,120.00 a day for: 32 days)	
Payroll Tax & Overheads:	\$47,609.86
Preliminary Engineering:	\$14,227.07
Construction Supervision:	\$20,077.57
<b>Labor Total:</b>	<b>\$117,754.50</b>
<b>Project Cost:</b>	<b>\$314,469.99</b>
Scrap / Salvage Credit:	\$0.00
<b>Project Total:</b>	<b>\$314,469.99</b>

Estimated on: 15-Jun-10

Estimated by: ndr3j

**Estimate valid for 1 year from date of estimate**



# Norfolk Southern Railway

## Highway Crossing Signalization Program - Material List

Do not substitute items without permission from S & E Engineering

City:	COLUMBUS
Road:	WHITTLESEY RD.
Mile Post:	R-6.1
Drawing Number:	SE8900P
State ProjectNumber:	STPE-00-8060-00
County:	MUSCOGEE
A A R Number:	719062N
Project Number:	03.0002
File Number:	061-03.0929
New File Number:	CX0103626
A F E Number:	F32667
Store Number:	
Supervisor:	D.L. WATSON
Tax Code:	1000
Vendor to supply the following copies after pricing: 1 Set - Material Management with original Invoice 2 Sets - with plans shipped in car with material 1 Set - S&E Gen. Supt. Construction w/copy of invoice	

Location: COLUMBUS

GA S&E Proj. No.: 03.0002 AFE No.: F32667 Drawing No.: SE8900P

Store No.:

P.O.Number:

Date Required:

Date Shipped:

Vendor: Xorail

Qty.	Class-Item-CD	UI	Price per Item	Total Price	Item Description	Quantity Shipped	Quantity Installed Date Quan.	Quantity Returned (Credit)	Special Instructions
3	670-360693-4	EA	\$5.47	\$16.41	AAR/DOT NUMBER PLATE/DECAL, ORDER 3 PER PROJECT. 60 DAY LEAD TIME. SUPPLIED BY STRAN.				
1	165-006505-4	EA	\$1,051.54	\$1,051.54	AC SERVICE, COMPLETE LESS METER BASE, ASSEMBLED ON 30' POLE				
2	670-520496-4	EA	\$10.16	\$20.32	ARC SUPPRESSOR WITH DIODE, SAFETRAN PART# 8A299, BAKELITE BASE 023612-X. USE WITH SSCIII				
12	670-119241-4	EA	\$33.96	\$407.40	ARRESTOR, LIGHTNING HEAVY DUTY CLEAR VIEW SAFETRAN 025885-1X				
13	105-288384-4	EA	\$278.63	\$3,622.19	BATTERY, GNB 368AH MODEL 50G15 SINGLE CELL 2.25 VOLTS, FOR USE WITH CROSSINGS DESIGNED AFTER 09/09				
2	670-052980-4	EA	\$17.49	\$34.98	BLOCK, TERMINAL MULTIJUNT OF 6 WITH CONNECTORS HARMON 0250094-000				
1	670-012675-4	EA	\$54.75	\$54.75	BRACKET CASTING, BREAKAWAY FOR ALUM/FIB ARM. NEG 385102ADP/6. GOES WITH 670-012659-4 FOR GATES >28'				
4	670-980689-4	EA	\$80.57	\$322.28	BRACKET HIGH WIND, (RIGID 3), W/G- 191036, WALRUS TUSK TYPE				
1	670-012659-4	EA	\$146.85	\$146.85	BRACKET, ALSO ORDER 670-012676-4 NEG 385102-175 FIB.-ALUM. GATE ARM CONVER. ASSM INC. ADAPT. CASTING. FOR GATES > 28'.				
3	670-561376-4	EA	\$1,197.90	\$3,593.70	BRACKET, GATE SAVER, NEG385102G5, SPRING LOADED SWING AWAY ADAPTER FOR FIBERGLASS/ALUMINUM GATES, USE WITH GATE 38' AND LESS				
1	165-001612-4	EA	\$7.51	\$7.51	BREAKER, 20 AMP 120-240V SQUARE D Q0120 SINGLE POLE				
1	670-491449-4	EA	\$10.21	\$10.21	BUSS STRIP 36" COPPER, ERCO P/N B2700HC36				
1	670-356949-4	EA	\$58.69	\$58.69	CABLE, 10' GENERATOR HOOK UP, SERRMI P/N 40524. FEMALE CONNECTOR				
600	465-939422-4	LF	\$2.69	\$1,614.00	CABLE, UG 12 CONDUCTOR NO 14 AWG SOLID EACH CONDUCTOR WITH 5/64 IN INSULATION 10 MIL				
300	465-292862-4	LF	\$1.24	\$372.00	CABLE, UG 2-6 TWISTED, 5-23 OKONITE 113-12-3983 SOLID TINNED CONDUCTOR				
600	465-292929-4	LF	\$3.75	\$2,250.00	CABLE, UG 5 COND. NO. 6 AWG SOLID COPPER CABLE TO MEET NS CORP. SPEC. FOR SIGNAL				

APPROVED BY STATE

APPROVED BY RAILROAD

CAR NUMBER

SEAL NUMBER

Location: COLUMBUS GA S&E Proj. No.: 03.0002 AFE No.: F32667 Drawing No.: SE8900P  
 Store No.: P.O.Number: Date Required: Date Shipped: Vendor: Xorail

Qty.	Class-Item-CD	UJ	Price per Item	Total Price	Item Description	Quantity Shipped	Quantity Installed Date	Quantity Returned (Credit)	Special Instructions
300	465-791835-4	FT	\$3.24	\$972.00	CABLE, UG AC ENTRANCE 3C#6-7X OKONITE FMF-L 094-078 TR W/G 1 X 8 7X W010 BRZ TAPE 600V PRODUCT CODE 206-11-6070				
1	670-009120-4	EA	\$3,307.24	\$3,307.24	CANTILEVER, W/F ARM 20' W/WALKWAY KIT SAFETRA N #071294-20NS2				
1	670-092415-4	EA	\$4,033.13	\$4,033.13	CANTILEVER, W/F ARM 30' W/WALKWAY KIT SAFETRA N #071294-30NS2				
140	165-544477-4	FT	\$3.41	\$477.40	CONDUIT, 4"x10" PVC, SCHEDULE 80 BELL CONNECTOR AT ONE END, 1/2 PT. GLUE IN KIT 670-123298-4				
2	670-664917-4	EA	\$61.53	\$123.06	CONNECTOR KIT, WELDED FAR RAIL, CONSISTING OF RUBBER HOSE PROPERLY DRILLED, BONDSTRAND, 1 SPLICING SLEEVE, 1 REDUCING SLEEVE, 3 CLAMPS, 1 TRACK CLIP, 1 WEB WELDED TRACK CONNECTOR, 1 WELD METAL, SAFETRA N 111359-2X				
2	670-632520-4	EA	\$51.89	\$103.78	CONNECTOR KIT, WELDED NEAR RAIL, CONSISTING OF RUBBER HOSE PROPERLY DRILLED, BONDSTRAND, SPLICING SLEEVE, 1 REDUCING SLEEVE, 5 CLAMPS, 1 TRACK CLIP, 1 WEB WELDED TRACK CONNECTOR, 1 WELD METAL, SAFETRA N 111359-1X				
1	670-793404-4	EA	\$1,190.57	\$1,190.57	COUNTERWEIGHT PKAGE, 17-24"GATE S'TRAN S- MECH ONLY, STAINLESS, TO INCLUDE HUB, SUPPORT ARMS				
1	670-794453-4	EA	\$1,299.32	\$1,299.32	COUNTERWEIGHT PKAGE, 25-31"GATE STAN S- MECH ONLY, STAINLESS TO INCLUDE HUB, SUPPORT ARMS				
1	670-689122-4	EA	\$1,628.94	\$1,628.94	COUNTERWEIGHT PKAGE, 32-41"GATE S'TRAN S- MECH ONLY, STAINLESS, TO INCLUDE HUB, SUPPORT ARMS				
8	670-760012-4	EA	\$40.02	\$320.16	COVER, FOR 1 WAY FLASHING LIGHT ASSY, 18 OZ. BLACK VINYL COATED NYLON. TO COVER 2 LAMPS				
1	670-985650-4	EA	\$349.99	\$349.99	DISPOSAL, CONSTRUCTION DEBRIS AND CLEANING X'ING EQUIPMENT CONTAINER				
1	670-000004-4	EA	\$700.00	\$700.00	FCC LICENSE FOR MONITOR/RADIO				
6	670-000003-4	EA	\$255.85	\$1,279.25	FILL/STONE #57, QUANTITY IS BASED ON TRUCK LOAD PLUS DELIVERY COST				
2	670-744631-4	EA	\$3,116.95	\$6,231.90	FOUNDATION, CFS FOR SAFETRA N MODEL "W/F" ARMS 12' TO 30' SINGLE MAST, DIXIE# 9-10-3WS-C, 6"10" CR 02-205902				

APPROVED BY STATE APPROVED BY RAILROAD CAR NUMBER SEAL NUMBER

Location: COLUMBUS GA S&E Proj. No.: 03.0002 AFE No.: F32687 Drawing No.: SE8900P

Store No.: P.O.Number: Date Required: Date Shipped: Vendor: Xorall

Qty.	Class-Item-CD	UI	Price per Item	Total Price	Item Description	Quantity Shipped	Quantity Installed Date Quan.	Quantity Returned (Credit)	Special Instructions
3	670-015231-4	EA	\$577.50	\$1,732.50	FOUNDATION, DIXIE,S-2 GATE 26"X26"X5'6" ASSEMBLED				
1	670-257031-4	EA	\$339.19	\$339.19	GATE ARM FIBERGLASS-ALUMINUM 17'-24 FT., INCLUDES GATE GUARD FOR GATE LIGHT CABLE, NEG P/N 8002-24NFS/CG				
1	670-263738-4	EA	\$381.04	\$381.04	GATE ARM FIBERGLASS-ALUMINUM 25-31 FT. INCLUDES GATE GUARD FOR GATE LIGHT CABLE, NEG P/N 8002-4NFS/CG				
1	670-273865-4	EA	\$550.00	\$550.00	GATE ARM NEG ALUM-LITE (HIGH WIND) 34'-40' ARM ASSEMBLY WITH 3" NEG-2018 LIGHTS, INCLUDES GATE GUARD FOR GATE LIGHT CABLE; NEG P/N 8006A-404N/CG				
1	670-574402-4	EA	\$32,616.09	\$32,616.09	GCP 4000 1 TRK, REDUNDANT, (2TRK CHASSIS), WIRED RACK EQUIPMENT FOR 6X8 FARADAY, 2 EA SSCIII, 1 EA 40 AMP & 1 EA 60 AMP CRAIG CHARGER, WITH SEAR III, SAFETRAIN 003131-2X				
1	670-477991-4	EA	\$317.90	\$317.90	KIT, GROUNDING ASSY FOR AL I/S INCLUDES 8 GRD RDS,200#4WIRE,12 4 WIRE ONE-SHOTS, ERICO SBK208				
2	670-123298-4	EA	\$312.40	\$624.80	KIT, HARDWARE SUPPLIES REQUIRED X'ING P'CKAGES, WEB CONNECTORS FOR SHUNT(8EA) TAPE, AMPS,P'GUM PAINT,SLEEVES,TAGS,GLUE, 100 EA WHITE TAGS, JNE CAN BLUE MARKING PAINT ETC...				
4	670-441677-4	EA	\$689.70	\$2,758.80	LAMP ASSY, 4" JURY ARM TIP & LANE LIGHT, USE WITH WT/F CANT ARM,1W (BACK) OR 1W (FRONT) IND. 20" BKGRD, FLX-12" W/BULB. ORDER 2 FOR 2W APPLICATION. SAFETRAIN P/N 042003-001534				
2	670-816589-4	EA	\$679.59	\$1,359.18	LAMP ASSY, 5" MAST MTG. 1W IND. 20" BKGRD, (BACK) LTS.FLX -12W/BULB S'TRAIN # 042003-001493				
1	670-764166-4	EA	\$1,224.67	\$1,224.67	LAMP ASSY, 5" MAST MTG. 2W IND. 20" BKGRD, FLX-12 W/BULB S'TRAIN #042003-487XNS				
2	670-167654-4	EA	\$696.72	\$1,393.44	LAMP ASSY, FLX 12" LIGHT UNIT, USE WITH W & WT/F MAST, 1W (FRONT) INDICATION FOR WT/F CANTILEVER MAIN MAST,SAFTRAIN P/N 042003-489XNS				
9	165-643547-4	EA	\$6.03	\$54.27	LAMP, 18 WATT 10 VOLT S-11 SC BAY 18S11/ISC CLEAR RWY SIGNAL UJ-71463 GE				

APPROVED BY STATE APPROVED BY RAILROAD CAR NUMBER SEAL NUMBER

Location: COLUMBUS GA S&E Proj. No.: 03.0002 AFE No.: F32667 Drawing No.: SE8900P

Store No.: P.O.Number: Date Required: Date Shipped: Vendor: Xorall

Qty.	Class-Item-CD	UJ	Price per Item	Total Price	Item Description	Quantity Shipped	Quantity Installed Date Quan.	Quantity Returned (Credit)	Special Instructions
16	670-440826-4	EA	\$1.64	\$26.24	LINK, SAFETRAN 024620-1X INSL TESTING COMP 1 IN CENTER SIGNAL CIRCUITS CR 02-286682				
7	255-590880-4	EA	\$17.08	\$119.56	LOCK, AMERICAN LOCK MODEL H-10KA KEYPED ALIKE TO PRIVATE KEYWAY D456 AND STAMPED 'NS SIG'				
2	670-637778-4	EA	\$1,021.54	\$2,043.08	MAST, 6" ALUMINUM 13'10" WITH DOUBLE JCT. BOX BASE. STRAN # 070519-11AX.				
1	670-135958-4	EA	\$1,670.03	\$1,670.03	MAST, 6" ALUMINUM 22' WITH DOUBLE JCT. BOX BASE. SAFETRAN 070519-X598				
2	670-201210-4	EA	\$4,823.79	\$9,647.58	MAST, W/F ARMS, 12 W/LADDER KIT FOR 21'-30', PN 071271-30NS				
3	670-850933-4	EA	\$4,026.88	\$12,080.64	MECHANISM, GATE MODEL S-60, WITH DEFROSTER AND MINI TRACKSIDE SENSOR STRAN # 0740007-X002B3				
2	670-000001-4	EA	\$726.23	\$1,452.46	MISC. EXPENSE, MATERIAL/FILL				
1	000-000000-4	EA	\$5,000.00	\$5,000.00	MISC. EXPENSE, UNDERGROUND BORING				
2	670-001355-4	EA	\$64.62	\$129.24	PACKAGE, HARDWARE SIGN 12 IN. (USE WITHWTF MAST) MOUNTING, SERRMI A1250-5, HARMON @180004/0007,				
1	670-001347-4	EA	\$46.84	\$46.84	PACKAGE, HARDWARE SIGN 5 IN. MOUNTING, SERRMI A1250-5, HARMON @200965-000, OR				
1	255-648907-4	EA	\$16.81	\$16.81	PADLOCK, SAFETRAN PART NO. 030399-29X SCREW TYPE FOR CIR CONTROLLER AND BTY. BOX				
3	670-514605-4	EA	\$11.13	\$33.39	PINNACLE, W-C SECT 1-11, 4" & 6" REF K1 110-8 OR SAFETRAN NO. @035045-503X				
1	165-902002-4	EA	\$308.00	\$308.00	PROTECTOR, SURGE 120/240VAC, ERICO P/N EPD120/240DFL				
4	465-002899-4	EA	\$36.06	\$144.24	REEL, CABLE DISPOSABLE FOR CROSSING SIGNAL PACKAGES				
2	670-780627-4	EA	\$29.97	\$59.94	RESISTOR ADJUSTABLE 0.63 OHM MINIMUM RESIST 0.088-OHM, ITEM 248 S-500 SAFETRAN P/N 029602-1X				
2	435-806560-4	EA	\$2.89	\$5.78	SAND, 26LB BAG FOR CABLE ENTRANCE INTO THE SHELTER				
1	670-102061-4	EA	\$387.33	\$387.33	SEARIII, (EBELL) - CROSSING BELL INCLUDES BELL SENSOR FOR SEAR MONITORING SAFETRAN 8000-80301-0002				

APPROVED BY STATE \_\_\_\_\_ APPROVED BY RAILROAD \_\_\_\_\_ CAR NUMBER \_\_\_\_\_ SEAL NUMBER \_\_\_\_\_

Location: COLUMBUS

GA S&E Proj. No.: 03.0002 AFE No.: F32667 Drawing No.: SE8900P

Store No.:

P.O. Number:

Date Required:

Date Shipped:

Quantity Installed Date Quan.

Quantity Returned (Credit)

Special Instructions

Qty.	Class-Item-CD	UI	Price per item	Total Price	Item Description	Quantity Shipped	Quantity Installed Date Quan.	Quantity Returned (Credit)	Special Instructions
1	670-027556-4	EA	\$2,676.32	\$2,676.32	SEARIII, ACCESSORY PACKAGE, W/2-ILOD, 1-E-BELL, 2-GTS, 1-GFT, 1-VHFC, WITHOUT MTSS/SEAR UNIT				
1	670-749325-4	EA	\$226.97	\$226.97	SHELF, FOLDING, FOR LAPTOP USE IN FARADAY 6X8 SHELTER, SAFETRAN 052852-128X				
1	670-755523-4	EA	\$9,325.16	\$9,325.16	SHELTER, 6'X8' ALUMN FARADAY W/CABLE CHUTES BEHIND TERMINAL BOARD, W/1EA EQUIPMENT RACK, W/GEN RECEPTICAL, BREAKER BOX GFI OUTLET FOR LAPTOP SHELF SAFETRAN 058400-68-85				
1	670-471572-4	EA	\$2.77	\$2.77	SHIELD, GROUND SERRMI P/N 61278 FOR GROUNDING A RH 4 POST				
1	670-472200-4	EA	\$2.76	\$2.76	TERMINAL BLOCK DIRECTLY TO FARADAY SHIELD SHIELD, GROUND SERRMI PART NO. 61278 FOR GROUNDING A LH 4 POST				
2	670-586967-4	EA	\$42.49	\$84.98	TERMINAL BLOCK DIRECTLY TO FARADAY SHIELD SHUNT COVER W/LAG SCREWS, 10'X19', SERRMI #40271, ORDER 1 PER SHUNT				
4	670-792699-4	EA	\$49.50	\$198.00	SHUNT, HARDWIRE SERRMI A1000-5				
2	670-397239-4	EA	\$40.23	\$80.46	SIGN CROSSING MALFUNCTION ASSEMBLY FOR 12" MAST, SAFETRAN #T17216				
1	670-393331-4	EA	\$37.43	\$37.43	SIGN CROSSING MALFUNCTION ASSEMBLY FOR 4" AND 5" MAST, SAFETRAN #T17216				
3	670-806648-4	EA	\$71.70	\$215.10	SIGN, X-BUCK, LESS HARDWARE, SAFETRAN 036200-X CR 02-490546				
1	670-330382-4	RL	\$15.68	\$15.68	TAPE, THOR 3" DURATEC, ORANGE 1000' LENGTHS. *WARNING STOP DIGGING*				
18	670-478560-4	EA	\$21.52	\$387.36	TERMINAL BLOCK, ERICO 4 POST P/N B2700A2C1WH W/HARDWARE LESS LIGHTNING ARRESTOR				
4	670-007238-4	EA	\$119.07	\$476.28	UNIT, THE INSTALLATION AND WIRING OF A DEVICE WHICH REQUIRE A MINIMUM OF FOUR WIRE CONNECT-				

Total Material: \$125,831.28

APPROVED BY STATE

APPROVED BY RAILROAD

CAR NUMBER

SEAL NUMBER

# ENVIRONMENTAL COMMITMENTS TABLE

**Project Information**

STP00-8060-00(002)  
 & STP00-0005-  
 00(749)  
 Muscogee  
 PI No.: 351010- & 0005749  
 Status: FPPR

**Project Manager Review**

I have reviewed these commitments and verified their feasibility.

All delineations are marked on the plans.

**Specialist Review**

Air/Noise  
 Archaeology  
 Ecology/404  
 History  
 NEPA

Date Updated: May 27, 2010

PM Signature \_\_\_\_\_ Date \_\_\_\_\_

NO.	COMMITMENT/REQUIREMENT (Separate out commitments by PI No.)	DOCUMENT STIPULATED IN	RESPONSIBLE PARTY	ESTIMATED COST*	PLACE ON PLANS (Yes or No)	REQUIRES A SPECIAL PROVISION (Yes or No)	STATUS  (Pre- and Post Construction -- Complete or Incomplete; During Construction - Signature Required)
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## Pre-Construction Commitments

1	Delineate wetlands, streams, open waters, and buffers on plans.	EA and Ecology Report	Office of Roadway Design	N/A	Yes	No	Complete
2	Historic boundaries will be placed on the plans. Notes stating no staging of equipment within the boundaries will be placed on the plans.	EA and History AOE	Office of Roadway Design	N/A	Yes	No	Complete
3	Purchase 3.5 acres of property on the south side of Whittesey Road across from the McCardle House for green space. Contingent upon vegetative buffer mitigation measure proposed, indirect effects are not anticipated for this NRHP eligible resource.	Statement of Conditional No Adverse Effect	City of Columbus, November 5, 2001	\$1112.48	No	No	Complete
4	A USACE Section 404 Nationwide 14 Permit would be required for impacts to Stream 1 of 80 linear feet, Stream 3 of 30 linear feet, and Wetland 2 of 0.02 acre.	EA and Ecology Report	Office of Environmental Services	N/A	No	No	Incomplete
5	Mitigation will be required for the impacts to the streams and wetlands.	Ecology Report	Office of Environmental Services	TBA	No	No	Incomplete
6	A Buffer Variance will be required.	Ecology Report	Office of Environmental Services	N/A	No	No	Incomplete

ENVIRONMENTAL COMMITMENTS TABLE  
 Project No. STP00-8060-00(002) & STP00-0005-00(749), Muscogee County  
 Date Updated: May 27, 2010

NO.	COMMITMENT/REQUIREMENT (Separate out commitments by PI No.)	DOCUMENT STIPULATED IN	RESPONSIBLE PARTY	ESTIMATED COST	PLACE ON PLANS (Yes or No)	REQUIRES A SPECIAL PROVISION (Yes or No)	STATUS (Pre- and Post Construction - Complete or Incomplete; During Construction - Signature Required)
7	The Mealing Cemetery will be labeled as an ESA and orange fencing will be placed around the boundary per Special Provision 107.23F.	Memo from Environmental Services to Roadway Design, January 30, 2010	Office of Roadway Design/Office of Environmental Services	\$223.26	Yes	Yes - 107.23F	Complete

**During Construction Commitments**  
 Construction or Area Engineer signature required upon the completion of all During Construction Commitments.

8	A Notice of Intent (NOI) to the NPDES General Permit will be submitted prior to construction. The construction contractor, following the award of the contract, but prior to the start of construction, shall acquire the permit.	Reevaluation	Office of Bidding Administration/ Construction Contractor	N/A	No	No	Construction or Area Engineer signature required:
9	Orange fencing will be placed around the boundary of the Mealing Cemetery per Special Provision 107.23F.	Memo from Environmental Services to Roadway Design, January 30, 2010	Construction	N/A	Yes	Yes - 107.23F	Construction or Area Engineer signature required:

**Post Construction Commitments**

None							
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Total Estimated Cost\* for all Project Commitments: \$1335.74

# DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

-----  
INTERDEPARTMENT CORRESPONDENCE

FILE PROJECT No.  ,  OFFICE   
 DATE

P.I. No.

FROM

TO Ronald E. Wishon, Project Review Engineer

**SUBJECT REVISIONS TO PROGRAMMED COSTS**

PROJECT MANAGER

MNGT LET DATE

MNGT R/W DATE

**PROGRAMMED COST (TPro W/OUT INFLATION)**

**LAST ESTIMATE UPDATE**

CONSTRUCTION \$

DATE

RIGHT OF WAY \$

DATE

UTILITIES \$

DATE

**REVISED COST ESTIMATES**

CONSTRUCTION\* \$

RIGHT OF WAY \$

UTILITIES \$

\* Costs contain  % Engineering and Inspection

**REASON FOR COST INCREASE**

The last Construction Cost Estimate included inflation, ROW cost and Utility cost. Separate estimates have now been provided.

**CONTINGENCY SUMMARY**

Construction Cost Estimate:	\$ <input type="text" value="1,484,500"/>	(Base Estimate)
Engineering and Inspection:	\$ <input type="text" value="74,225"/>	(Base Estimate x <input type="text" value="5"/> %)
Total Fuel Adjustment	\$ <input type="text" value="86,300"/>	(From attached worksheet)
Total Liquid AC Adjustment	\$ <input type="text" value="174,650"/>	(From attached worksheet)
<b>Construction Total:</b>	<b>\$ <input type="text" value="1,819,675"/></b>	

**REIMBURSABLE UTILITY COST**

Utility Owner	Reimbursable Cost
<input type="text" value="Georgia Power (Distribution)"/>	<input type="text" value="\$219,000"/>
<input type="text"/>	<input type="text"/>

Attachments

c: Genetha Rice-Singleton, State Program Control Administrator

JOB DETAIL ESTIMATE

SPEC YEAR: 01

ROAD FROM NORTH OF ROLLINS WAY TO BRADLEY PARK

COST GROUPS FOR JOB 0005749-

	QUANTITY	PRICE	AMOUNT	ACTIVE?
E (TN)	1.000			Y
(LS)			0.00	Y
			0.00	Y

ITEMS FOR JOB 0005749-

UNITS	DESCRIPTION	QUANTITY	PRICE	AMOUNT	ACTIVE?
LS	TRAFFIC CONTROL - STP00-0005-00(749)	1.000	250000.00	250000.00	
LS	GRADING COMPLETE - STP00-0005-00(749)	1.000	250000.00	250000.00	
TN	GR AGGR BASE CRS, INCL MATL	5555.000	14.67	81491.85	
TN	RECYL AC 25MM SP, GP1/2, BM&HL	2577.000	55.37	142688.49	
TN	RECYL AC 19 MM SP, GP 1 OR 2 ,INC BM&HL	1899.000	59.17	112363.83	
TN	RECYL AC 12.5 MM SP, GP2ONLY, INC P-MBM&HL	1424.000	67.15	95621.60	
GL	BITUM TACK COAT	6104.000	1.90	11597.60	
SY	MILL ASPH CONC PVMT/ 1.50" DEP	8416.000	1.61	13549.76	
SY	CONC SIDEWALK, 4 IN	2030.000	26.61	54036.98	
SY	CONC MEDIAN, 4 IN	2267.000	21.75	49312.62	
LF	CONC CURB & GUTTER/ 8"X30"TP2	4477.000	12.48	55913.12	
LF	CONC CURB & GUTTER/ 8"X30" TP7	3753.000	11.74	44073.32	
LF	PVMT REF FAB STRIPS, TP2, 18 INCH WIDTH	4006.000	3.78	15166.16	
LF	TEMP BARRIER, METHOD NO. 1	500.000	32.96	16483.61	
LF	STM DR PIPE 18",H 1-10	2950.000	28.52	84151.58	
LF	STM DR PIPE 24",H 1-10	900.000	36.02	32423.30	
EA	CATCH BASIN, GP 1	24.000	1900.00	45600.00	
LS	TRAF SIGNAL INSTALLATION NO - 1	1.000	50000.00	50000.00	
LS	TRAF SIGNAL INSTALLATION NO - SIGNING & MARKING	1.000	37690.00	37690.00	
AC	TEMPORARY GRASSING	1.000	230.93	230.93	
TN	MULCH	49.000	219.54	10757.63	
EA	CONSTRUCTION EXIT	6.000	1107.22	6643.34	
EA	CONS & REM INLET SEDIMENT TRAP	24.000	201.17	4828.08	
LF	MAINT OF TEMP SILT FENCE, TP A	2040.000	0.52	1069.71	
EA	MAINT OF CONST EXIT	6.000	407.63	2445.78	
EA	MAINT OF INLET SEDIMENT TRAP	24.000	51.99	1247.83	
EA	WATER QUALITY MONITORING AND SAMPLING	2.000	244.27	488.55	
MO	WATER QUALITY INSPECTIONS	18.000	276.59	4978.74	
LF	TEMPORARY SILT FENCE, TYPE A STATE HIGHWAY AGENCY	4079.000	1.80	7343.42	

JOB DETAIL ESTIMATE

AC	PERMANENT GRASSING	1.000	383.26	383.26
TN	AGRICULTURAL LIME	4.000	57.79	231.18
GL	LIQUID LIME	3.000	22.27	66.83
TN	FERTILIZER MIXED GRADE	1.000	426.68	426.69
LB	FERTILIZER NITROGEN CONTENT	70.000	1.81	126.73
SY	EROSION CONTROL MATS, SLOPES	1000.000	1.00	1004.18

1,484,436.71  
1,484,436.71

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			1,484,436.70	
			0.00	
			1,484,436.70	

0 ):

P.I. Number 5749

County MUSCOGEE

Project Number STP00-0005-00(749)

**Special Provision, Section 109-Measurement and Payment  
FUEL PRICE ADJUSTMENT (ENGLISH 125% MAX)**

ENTER FPL DIESEL	2.881
ENTER FPM DIESEL	6.482

ENTER FPL UNLEADED	2.532
ENTER FPM UNLEADED	5.697

<http://www.dot.ga.gov/doingbusiness/Materials/Pages/asphaltcementindex.aspx>

<b>INCREASE ADJUSTMENT</b>
125.00%

<b>INCREASE ADJUSTMENT</b>
125.00%

ROADWAY ITEMS	QUANTITY	DIESEL FACTOR	GALLONS DIESEL	UNLEADED FACTOR	GALLONS UNLEADED	REMARKS
Excavations paid as specified by Sections 205 (CUBIC YARD)	5866.000	0.29	1701.14	0.15	879.90	
Excavations paid as specified by Sections 206 (CUBIC YARD)		0.29		0.15		
GAB paid as specified by the ton under Section 310 (TON)	5555.000	0.29	1610.95	0.24	1333.20	
Hot Mix Asphalt paid as specified by the ton under Sections 400 (TON)		2.90		0.71		
Hot Mix Asphalt paid as specified by the ton under Sections 402 (TON)	5900.000	2.90	17110.00	0.71	4189.00	
PCC Pavement paid as specified by the square yard under Section 430 (SY)		0.25		0.20		

BRIDGE ITEMS	Quantity	Unit Price	QF/1000	Diesel Factor	Gallons Diesel	Unleaded Factor	Gallons Unleaded	REMARKS
Bridge Excavation (CY) Section 211				8.00		1.50		
Class __ Concrete (CY) Section 500				8.00		1.50		
Class __ Concrete (CY) Section 500				8.00		1.50		
Class __ Concrete (CY) Section 500				8.00		1.50		
Superstru Con Class __ (CY) Section 500				8.00		1.50		
Superstru Con Class __ (CY) Section 500				8.00		1.50		
Superstru Con Class __ (CY) Section 500				8.00		1.50		
Concrete Handrail (LF) Section 500				8.00		1.50		
Concrete Barrier (LF) Section 500				8.00		1.50		

BRIDGE ITEMS	Quantity	Unit Price	QF/1000	Diesel Factor	Gallons Diesel	Unleaded Factor	Gallons Unleaded	REMARKS
Stru Steel <u>Plan Quantity</u> (LB) Section 501				8.00		1.50		
Stru Steel <u>Plan Quantity</u> (LB) Section 501				8.00		1.50		
PSC Beams____ (LF) Section 507				8.00		1.50		
PSC Beams____ (LF) Section 507				8.00		1.50		
PSC Beams____ (LF) Section 507				8.00		1.50		
Stru Reinf <u>Plan Quantity</u> (LB) Section 511				8.00		1.50		
Stru Reinf <u>Plan Quantity</u> (LB) Section 511				8.00		1.50		
Bar Reinf Steel (LB) Section 511				8.00		1.50		
Piling____ inch (LF) Section 520				8.00		1.50		
Piling____ inch (LF) Section 520				8.00		1.50		
Piling____ inch (LF) Section 520				8.00		1.50		
Piling____ inch (LF) Section 520				8.00		1.50		
Piling____ inch (LF) Section 520				8.00		1.50		
Piling____ inch (LF) Section 520				8.00		1.50		
Drilled Caisson,____ (LF) Section 524				8.00		1.50		
Drilled Caisson,____ (LF) Section 524				8.00		1.50		
Drilled Caisson,____ (LF) Section 524				8.00		1.50		
Pile Encasement,____ (LF) Section 547				8.00		1.50		
Pile Encasement,____ (LF) Section 547				8.00		1.50		
<b>SUM QF DIESEL=</b>		<b>20422.09</b>		<b>SUM QF UNLEADED=</b>		<b>6402.10</b>		
<b>DIESEL PRICE ADJUSTMENT(\$)</b>				<b>\$67,661.45</b>				
<b>UNLEADED PRICE ADJUSTMENT(\$)</b>				<b>\$18,641.63</b>				

## ASPHALT CEMENT PRICE ADJUSTMENT (BITUMINOUS TACK COAT 125% MAX)

*APPLICABLE TO CONTRACTS/PROJECTS CONTAINING THE 413 SPECIFICATION, SECTION 413.5.01 ADJUSTMENTS  
ASPHALT PRICE ADJUSTMENT FOR BITUMINOUS TACK COAT*

<http://www.dot.ga.gov/doingbusiness/Materials/Pages/asphaltcementindex.aspx>

ENTER APL       ENTER APM

     INCREASE ADJUSTMENT

L.I.N.	TYPE	TACK (GALLONS)	TACK (TONS)	REMARKS
413-1000		<input type="text" value="6104"/>	<input type="text" value="26.2173"/>	
			TMT = <input type="text" value="26.2173"/>	

## 400 / 402 ASPHALT CEMENT PRICE ADJUSTMENT 125% MAX

ENTER APL       ENTER APM

<http://www.dot.ga.gov/doingbusiness/Materials/Pages/asphaltcementindex.aspx>

     INCREASE ADJUSTMENT

L.I.N. / Spec Number	MIX TYPE	HMA	JMF AC%	AC	REMARKS
402-4510	12.5 mm SP	1424	5.00	71.20	
402-3121	25 mm SP	2577	5.00	128.85	
402-3190	19 mm SP	1899	5.00	94.95	
			5.00		
			5.00		
			5.00		
			5.00		
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			5.00		
			5.00		
			5.00		
			TMT =	<input type="text" value="295.00"/>	

## ASPHALT CEMENT PRICE ADJUSTMENT FOR BITUMINOUS TACK COAT(Surface Treatment 125% MAX)

APPLICABLE TO CONTRACTS CONTAINING THE 413 SPEC. SECTION 413.5.01 ADJUSTMENTS ASPHALT PRICE ADJUSTMENT FOR BITUMINOUS TACK COAT

<http://www.dot.qa.gov/doingbusiness/Materials/Pages/asphaltcementindex.aspx>

ENTER APL

ENTER APM

Use this side for Asphalt Emulsion Only		
L.I.N.	TYPE	ASPHALT EMULSION (GALLONS)
TMT = <input style="width: 100px;" type="text"/>		
REMARKS: <input style="width: 95%;" type="text"/>		

Use this side for Asphalt Cement Only		
L.I.N.	TYPE	TACK (GALLONS)
TMT = <input style="width: 100px;" type="text"/>		
REMARKS: <input style="width: 95%;" type="text"/>		

### ADJUSTMENT SUMMARY

FUEL PRICE ADJUSTMENT (*ENGLISH 125% MAX*)

DIESEL PRICE ADJUSTMENT(\$) \$67,661.45

UNLEADED PRICE ADJUSTMENT(\$) \$18,641.63

ASPHALT CEMENT PRICE ADJUSTMENT (BITUMINOUS TACK COAT 125% MAX) \$14,251.72

400 / 402 ASPHALT CEMENT PRICE ADJUSTMENT 125% MAX \$160,362.00

ASPHALT CEMENT PRICE ADJUSTMENT FOR BITUMINOUS TACK COAT(Surface Treatment 125% MAX)

REMARKS:

RECEIVED  
SEP 13 2010  
ROADWAY DESIGN

# Department of Transportation State of Georgia

-----  
Interdepartmental Correspondence

**FILE** R/W Cost Estimate **OFFICE** Atlanta  
**DATE** September 8, 2010  
**FROM** Phil Copeland, Right of Way Administrator  
LaShone Alexander, Right of Way Cost Estimator  
**TO** Jill Franks, PE  
**SUBJECT** **Preliminary Right of Way Cost Estimate**  
**Project: STP-0005-00(749) Muscogee County**  
**P.I. No.: 0005749**  
**Description: Widening and Improvement**

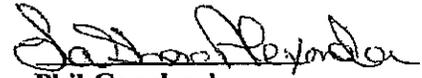
As per your request, attached is a copy of the approved Preliminary Right of Way Cost Estimates on the above referenced projects.

If you have any questions, please contact LaShone Alexander at One Georgia Center 600 West Parkway Street, NW Atlanta, GA 30308, Right of Way Office at (478) 553-1569 or (478) 232-4045.

PC:LA  
Attachments  
c: File

McMurry	<i>PM</i>
Casey	
Hasty	<i>Neal</i>
McCook	
Richardson	
Other	
File	

# Preliminary Right of Way Cost Estimate



**Phil Copeland**  
 Right of Way Administrator  
 By: LaShone Alexander

**Date:** September 8, 2010  
**Project:** STP-0005-00(749) Muscogee County  
**Existing/Required R/W:** Varies/Varies  
**Project Termini:** CS 1618/Whittlesley Rd Fm Whitesville to Bradley Park Drive  
**Project Description:** Widening and Improvement

**P.L. Number:** 0005749  
**No. Parcels:**

<b>Land:</b> Commercial 64,644 sf @ \$ 4.50/sf	\$ 290,898
Commercial Easement 60,526 sf @ \$ 4.50/sf @ 50%	\$ 136,183
	<u>\$ 427,081</u>
<b>Improvements :</b> misc. site improvements	\$ 50,000

**Relocation:**  
 Residential (0)  
 Commercial (0)

<b>Damage :</b> Cost to Cure (0)	
Proximity (0)	
Uneconomic Remnants	<u>000</u>

Net Cost \$ 477,081

Net Cost		\$ 477,081
Scheduling Contingency	55 %	262,394
Adm/Court Cost	60 %	<u>443,685</u>
		\$ 1,183,160

**Total Cost \$1,183,500**

Note: The Market Appreciation (40%) is not included in the updated Preliminary Cost Estimate.

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

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**INTERDEPARTMENT CORRESPONDENCE**

FILE **STP00-0005-00(749), Muscogee County, P.I. # 0005749** OFFICE Thomaston  
*CS 1618/Whittlesey Rd from Whitesville Rd to Bradley Park Drive* DATE September 27, 2010

FROM Kerry Gore, District Utilities Engineer

TO Kevin VanHouten, 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.

<u>FACILITY OWNER</u>	<u>NON-REIMBURSABLE</u>	<u>REIMBURSABLE</u>
Atmos Energy	225,250	0
BellSouth d/b/a AT&T Georgia	201,600	0
Columbus Water Works	543,536	0
Georgia Power (Distribution)	0	219,000
Knology	32,043	0
Mediacom	35,000	0
Georgia Power (Transmission)	No Facilities	
Georgia Transmission Corp	No Facilities	
Flint Energies	No Facilities	
<b>TOTALS</b>	<b>\$1,037,429</b>	<b>\$219,000</b>

Total Preliminary Utility Cost Estimate \$1,256,429.

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

KG/pls

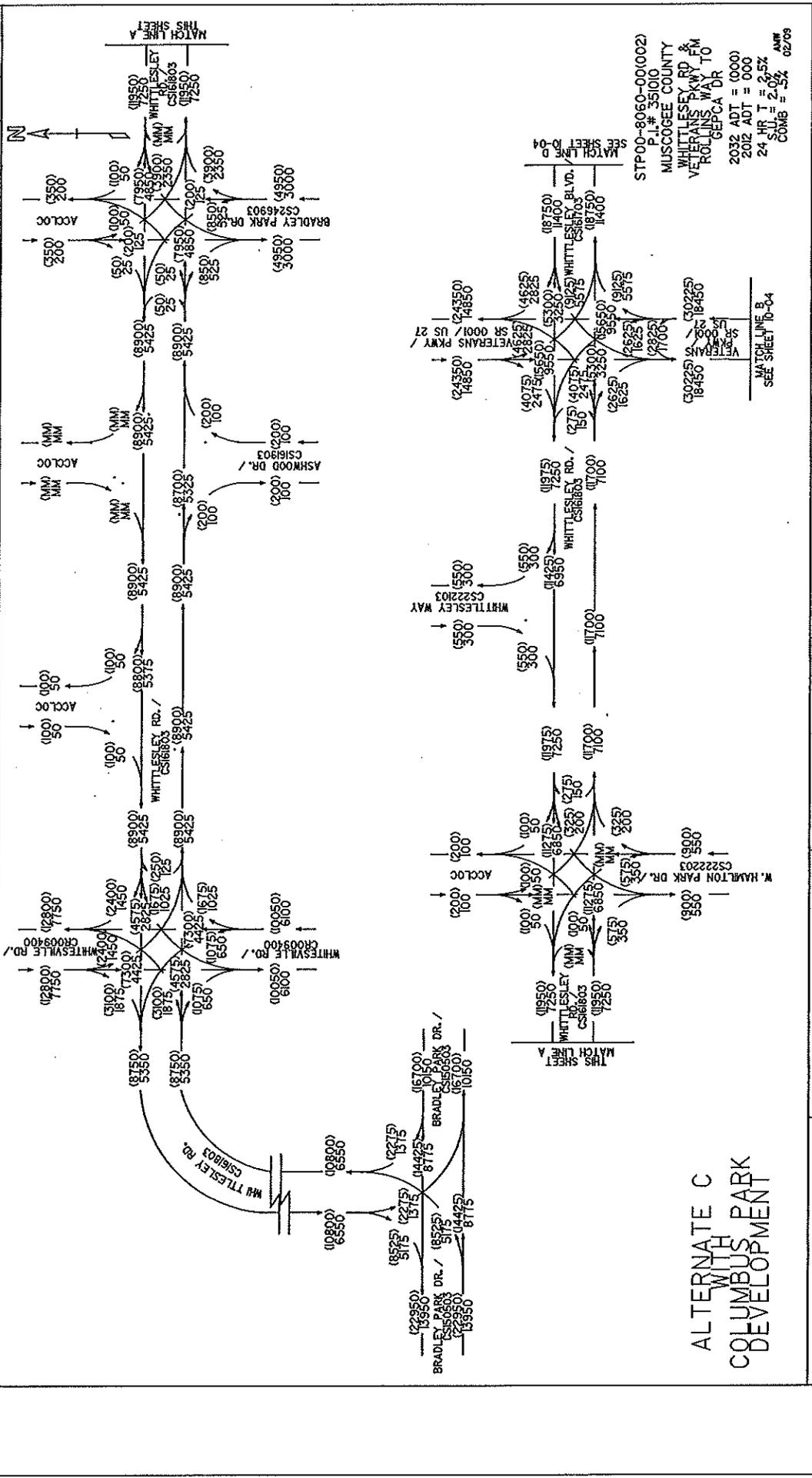
cc: Jeff Baker, P.E., State Utilities Engineer (via: e-mail)  
Angela Robinson, Office of Financial Management (via: e-mail)  
Wayne Pittman, Area Engineer (via: e-mail)  
Neal O'Brien, Design Group Manager (via: e-mail)  
Jill Franks, Assistant Design Group Manager (via: e-mail)





SHEET 10F 4

DATE	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
04	GA	57225-8060-001002		



REVISION DATES	STATE OF GEORGIA DEPARTMENT OF TRANSPORTATION OFFICE: ROADWAY DESIGN
	TRAFFIC DIAGRAM
	WHITTLESLEY ROAD







**GDOT PROJECT STP00-8060-00(002), PI No. 351010, MUSCOGEE COUNTY**

**CRASH DATA FOR YEAR 2006, 2007 and 2008**

	Fatal Crash Rate		Injury Crash Rate		Crash Rate	
	2006	2006 SWA (State Wide Average)	2006	2006 SWA (State Wide Average)	2006	2006 SWA (State Wide Average)
Whittlesey Road	0	1.7	542	123	1755	510
Veterans Parkway	0	1.63	371	99	1580	389
	Fatal Crash Rate		Injury Crash Rate		Crash Rate	
	2007	2007 SWA (State Wide Average)	2007	2007 SWA (State Wide Average)	2007	2007 SWA (State Wide Average)
Whittlesey Road	0	1.33	747	114	2240	475
Veterans Parkway	0	1.33	803	119	2465	495
	Fatal Crash Rate		Injury Crash Rate		Crash Rate	
	2008	2008 SWA (State Wide Average)	2008	2008 SWA (State Wide Average)	2008	2008 SWA (State Wide Average)
Whittlesey Road	0	1.12	649	105	1786	443
Veterans Parkway	0	1.26	774	113	1849	473

**Note : Rates are per 100 Million Vehicle Miles**

BUCHAN MB  
BOWMAN Neal  
RICHARDSON \_\_\_\_\_  
OTHER \_\_\_\_\_  
GROUPS \_\_\_\_\_  
FILE Project Concept Book  
Project Files

ORIGINAL TO GENERAL FILES  
**RECEIVED**  
OCT - 1 2004  
URBAN DESIGN

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

**INTERDEPARTMENT CORRESPONDENCE**

**FILE** STP-8060(2) / STP-0005-00(749) **OFFICE** Preconstruction  
Muscogee County  
P. I. Nos. 351010 / 0005749  
Whittlesey Road Widening/Reconstruction **DATE** September 29, 2004  
**FROM** *[Signature]* Margaret E. Pirkle, P.E., Assistant Director of Preconstruction  
**TO** SEE DISTRIBUTION

**SUBJECT REVISED PROJECT CONCEPT REPORT APPROVAL**

Attached for your files is the approval for subject project.

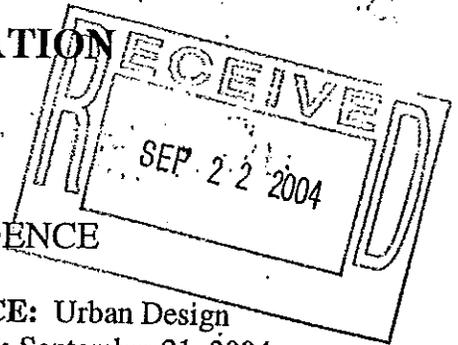
MBP/cj

Attachment

**DISTRIBUTION:**

- David Mulling
- Harvey Keepler
- Jerry Hobbs
- Jamie Simpson
- Michael Henry
- Phillip Allen
- Joe Palladi (file copy)
- Brent Story
- Ben Buchan
- Thomas Howell
- BOARD MEMBER

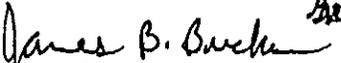
DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA



INTERDEPARTMENTAL CORRESPONDENCE

**FILE:** STP-8060(2) & STP-0005-00(749)  
P. I. No. 351010 & 0005749  
Whittlesey Rd. from Bradley Park Dr. to  
Veterans Pkwy in Muscogee County

**OFFICE:** Urban Design  
**DATE:** September 21, 2004

**FROM:**   
James B. Buchan, P.E., *State Urban Design Engineer*  
**TO:** Meg Pirkle, P.E., *Assistant Director of Preconstruction*

**SUBJECT:** Revised Project Concept Report

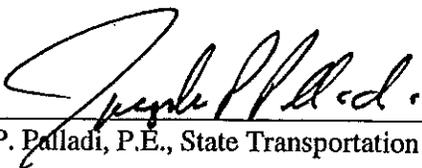
Attached is the original copy of the revised Concept Report for your further handling for approval in accordance with the Plan Development Process (PDP).

Projects STP-8060(2) & STP-0005-00(749) in Muscogee County require a revised concept report due to a necessary change in project termini, typical sections, and traffic data. The western terminus, which was formerly located just west of the Whittlesey Road/Whitesville Road intersection, has been relocated farther west to the intersection of Whittlesey Road and Bradley Park Drive, just east of US 80, to correspond with traffic movements and volumes at the Bradley Park Drive/Whittlesey Road intersection. The eastern terminus will remain just east of the Whittlesey Road/Veterans Parkway (US 27/SR 1) intersection. Originally, the project length was approximately 0.98 mile, and was later revised to 1.07 miles. The new terminus adds approximately 0.27 mile to the project length, making the proposed total length 1.34 miles. The shoulder width has been revised from 12 feet to 16 feet along Whittlesey Road from Bradley Park Drive to W. Hamilton Drive to provide an optimal pedestrian environment. From W. Hamilton Drive to Veterans Parkway the shoulder has been revised from 12 ft to 10 ft to reduce impacts. Traffic data and LOS data have been updated from 2005/2025 projections to 2008/2028 projections. Accident data have also been updated in the Need and Purpose to correspond with the new project limits.

The revised concept as presented herein and submitted for approval is consistent with that which is included in the Regional Transportation Program (RTP) and the State Transportation Improvement Program (STIP):

DATE

9/21/04

  
Joseph P. Palladi, P.E., State Transportation Planning Administrator

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

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**REVISED PROJECT CONCEPT REPORT**

STP-8060(2) & STP-0005-00(749), Muscogee County  
P.I. No. 351010 & 0005749

Whittlesey Road from Bradley Park Drive to Veterans Parkway (US 27/SR 1)

**Need and Purpose:** See attachment.

**Project location:** Projects STP 8060(2) & STP-0005-00(749), Muscogee County will provide widening and reconstruction of Whittlesey Road (CS 1618) for a distance of 1.34 miles. The project begins at the intersection of Bradley Park Drive and Whittlesey Road, and extends east to a point just east of the Veterans Parkway (US 27/SR 1)/Whittlesey Road intersection. Whittlesey Road is located in the City of Columbus, GA, approximately 0.5 mile south of the I-185/North Bypass (US 80) interchange.

**Description of the approved concept:** The approved concept proposed to widen the existing 2-lane Whittlesey Road to a 4-lane urban section with a 20-foot raised median, 12-foot shoulders, and 5-foot sidewalks. The existing right-of-way along Whittlesey Road varies from 70 to 100 feet. The proposed right-of-way along Whittlesey Road would be a minimum of 92 feet, and a maximum of 140 feet.

**PDP Classification:** Major (X) Minor ( )

**FHWA Oversight:** Full Oversight ( ), Exempt (X), SF ( ), Other ( )

**Functional Classification:** Urban Collector

**U. S. Route Number(s):**     N/A     **State Route Number(s):**     N/A    

**Traffic (AADT) as shown in the approved concept:**

Current Year:     19,500 (2005)     Design Year:     30,100 (2025)    

**Proposed features to be revised:**

The features to be revised in the approved concept for STP-8060(2) & STP-0005-00(749) are the project termini, the typical sections, and traffic data.

The project termini in the approved concept report are from just west of Whitesville Road to just east of Veterans Parkway (US 27/SR 1), a distance of 1.07 miles along Whittlesey Road.

The typical section in the approved concept report is an urban section with two, 12-foot lanes in each direction, a 20-foot raised median and 12-foot shoulders, and 5-foot sidewalks on both sides.

**Revised feature(s) to be approved:**

The western terminus is proposed to be modified from the intersection of Whittlesey Road and Whitesville Road to the intersection of Whittlesey Road and Bradley Park Drive (just east of US 80) based on existing and projected traffic data that support the change in logical termini. Project STP-0005-00(749) has been added to the Work Program and the Regional Transportation Plan (RTP) and refers to the project extension from Bradley Park Drive to just west of Whitesville Road for a distance of 0.27 mile. STP-8060(2) begins just west of Whitesville Road and continues along Whittlesey Road to just east of Veterans Parkway. The eastern terminus (just east of Veterans Parkway) would remain the same as in the approved concept report. The revised project length is 1.34 miles. The revised western project terminus is logical because it would accommodate the extensive traffic turning movements at the Whittlesey Road/Bradley Park Drive intersection, the vehicles traveling between US 80 and the commercial development along Whittlesey Road, and would provide continuous capacity improvements along the full extent of Whittlesey Road.

The revised typical section will be an urban section with two 12-foot lanes in each direction, a 20-foot raised median, and 16-foot shoulders with 6-foot grass strip borders and 5-foot sidewalks (see attachment). Along the section of Whittlesey Road from West Hamilton Park Drive to just east of Veterans Parkway, the shoulder width would be reduced to 10 feet with 6-foot sidewalks and no grass strip border, thus reducing impacts to access for the commercial development in the vicinity of the Whittlesey Road/Veterans Parkway intersection. In addition, one approximately 300-foot section on the left/west side of Whittlesey Road west of Whitesville Road will also have a 10-foot shoulder with 6-foot sidewalks and no grass strip border. The 10-foot shoulder with no grass strip meets the criteria of the "Alternate Section without Grass Strip" Detail from GDOT's Special Concrete Sidewalk Details, which has replaced the GA Standard 9031W.

no usable gaps in the traffic streams. The worst LOS, "F", occurs when the density is great and the average speed is low.

Both US 27/SR 1 and Bradley Park Drive, which are termini of Whittlesey Road, are roadways with at least 2 travel lanes in each direction. The ADT for 2008 and 2028 at these two terminal intersections and other major intersections along Whittlesey Road are summarized in Table 2 below.

**TABLE 2**  
**Average Daily Traffic (ADT) for 2008 and 2028**

Side Road	ADT (2008)	ADT (2028)
Bradley Park Drive (just east of US 80)	33,000	51,000
Whitesville Road	15,500	25,000
Bradley Park Drive (east of Ashwood Drive)	7,800	10,900
US 27/SR 1	33,000	48,400
Weems Road (commercial area)	23,500	33,500
Weems Road (residential area)	11,500	16,700

The STP-8060(2) & STP-0005-00(749) project termini are logical in that the Whittlesey Road proposed project corridor extends from Bradley Park Drive, an urban minor arterial, to US 27/SR 1, an urban principal arterial. Bradley Park Drive and US 27/SR 1 carry the largest volume of traffic and are two of the main connectors to the North Bypass.

The western project terminus, Bradley Park Drive, is logical because it would accommodate the extensive traffic turning movements at the Whittlesey Road/Bradley Park Drive intersection, the vehicles traveling between US 80 and the commercial development, and would provide continuous capacity improvements along the full extent of Whittlesey Road. The major turning movements at the Whittlesey Road/Bradley Park Drive intersection are summarized as follows. For the 2008 traffic volume projections, 86% (87% in 2028) of the traffic is expected to turn westbound onto Bradley Park Drive from Whittlesey Road southbound. In addition, 88% of the Bradley Park Drive 2008 projected traffic (89% in 2028) is expected to continue westbound through the Whittlesey Road/Bradley Park Drive intersection.

The eastbound Bradley Park Drive traffic is anticipated to be equally divided between continuing through the Whittlesey Road/Bradley Park Drive intersection and turning northbound onto Whittlesey Road (53% eastbound and 47% northbound, for both 2008 and 2028 projections). To summarize, the highest traffic volumes along Bradley Park Drive are expected to be west of the Whittlesey Road/Bradley Park Drive intersection. The high percentage of the projected westbound traffic that is anticipated to continue along Bradley Park Drive would be due to the Bradley Park Drive/US 80 interchange.

The project's eastern terminus, US 27/SR 1/Veterans Parkway, is logical because traffic diminishes east of US 27/SR 1. Whittlesey Road to the east of US 27/SR 1 becomes Weems Road. In the immediate vicinity east of the US 27/SR 1 intersection, Weems

Road is commercial, and then transitions to residential use as the road continues east. In the residential area of Weems Road traffic counts are diminished, so there is no need for additional widening. On Weems Road in the vicinity of the commercial district, the projected 2008 ADT is 23,500 VPD (33,500 VPD in 2028) and as Weems Road changes to residential land use, the projected 2008 ADT is 11,500 VPD (16,700 VPD in 2028). These termini are sufficient to both accommodate local businesses and residents, and provide access to the US 80/North Bypass via Bradley Park Drive and US 27/SR 1.

This project has independent utility for capacity needs between urban collector streets and by providing a corridor access to state and interstate routes. Currently, vehicles traveling on Whittlesey Road accessing the US 80/North Bypass have three options: 1) utilize US 27/SR 1; 2) utilize Bradley Park Drive; or 3) utilize Whitesville Road (via Whittlesey Road).

The following proposed projects in Table 3 are within the vicinity of Projects STP-8060(2) and STP-0005-00(749):

**TABLE 3  
Whittlesey Road Adjoining Projects**

PROJECT NO.	FACILITY	LIMITS	DESCRIPTION	SCHEDULE
STP-011-1(53)	US 27/SR1/ Veterans Pkwy	From: Old Moon Rd To: Gatlin Lane (Muscogee and Harris Counties)	P.I. No. 332820	Let Date: Long Range Concept: Under Development
STP-011-1(46)	US 27/SR 1	From: 45 <sup>th</sup> St To: Old Moon Rd	P.I. No. 332250	Let Date: Long Range Concept: Under Development

The history of accidents on Whittlesey Road and the comparative statewide accident and injury rates for urban collectors are shown in Tables 4 & 5.

**TABLE 4  
Accident History of Whittlesey Road  
Bradley Park Drive to US 27/SR 1/Veterans Parkway (Mile Point 0.0 to 1.27)**

YEAR	ACCIDENT/ ACCIDENT RATE	INJURY/INJURY RATE	FATALITIES
1995	<b>34/1,436</b>	19/802	0
1996	<b>24/1,013</b>	6/253	0
1997	<b>46/1,942</b>	19/802	0
1998*	<b>32/1,351</b>	8/338	0
1999	Pending	Pending	Pending
2000	<b>74/3,125</b>	17/718	0
2001	<b>107/4,518</b>	23/971	0

\*1998 data are 62% complete as of October, 2003.  
All rates are per 100 million vehicle miles of travel.  
Numerical values in bold are higher than corresponding statewide rate.

**TABLE 5**  
**Statewide Rates, Urban Collector Street**

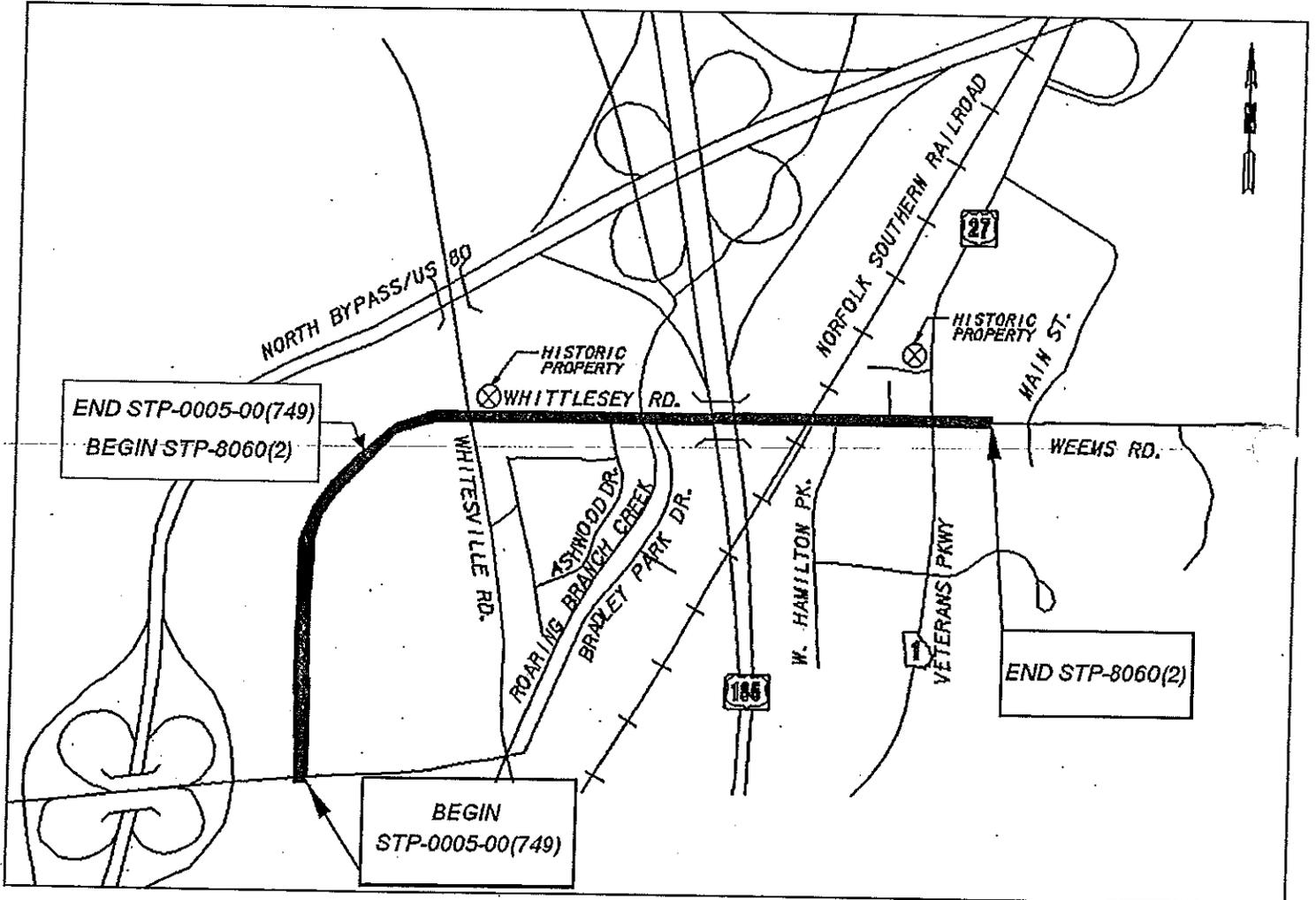
YEAR	ACCIDENT RATE	INJURY RATE	FATALITY RATE
1995	467	136	1.07
1996	461	132	1.23
1997	479	131	1.28
1998	465	129	0.86
1999	Pending	Pending	Pending
2000	515	127	1.43
2001	527	136	1.47

All rates are per 100 million vehicle miles of travel.

According to available accident data, the accident and injury rates along the project corridor exceeded the statewide rates. **In the latest year, Year 2001, the accident rate along the project corridor was almost nine times the statewide rate and the injury rate was more than seven times the statewide injury rate for an urban collector street.** The accident data support the need for the proposed project intersection improvements, because 95% of all accidents during 1995-1997 took place at intersections. The accidents that dominate throughout this corridor are angle-intersecting or rear-end collisions, which occurred in 74%, 88%, and 74% of the cases during the years 1995, 1996, and 1997, respectively. With the increase of traffic volumes expected for this corridor, accident rates and injury rates are anticipated to continue to exceed the statewide rates should the project not be built.

# PROJECT LOCATION MAP

**WHITTLESEY ROAD WIDENING**  
**STP-8060(2) & STP-0005-00(749), MUSCOGEE COUNTY**  
**P.I. NO. 351010 & 0005749**



**NOT TO SCALE**

**Updated traffic data (AADT):**

351010: Current Year: 21,000 (2008) Design Year: 32,600 (2028)

0005749: Current Year: 18,000 (2008) Design Year: 27,500 (2028)

**Programmed/Schedule:**

351010: P.E. 1999 R/W: Local Construction: LR

0005749: P.E. LR R/W: Local Construction: LR

**Revised cost estimates:**

	<b>PROPOSED 351010</b>	<b>PROPOSED 0005749</b>	<b>APPROVED</b>
Construction (inc. inflation and E&C)	\$7,241,028	\$1,541,266	\$6,116,071
Right-of-Way	\$15,328,175 (Local)	\$2,996,390 (Local)	\$4,120,000
Utilities	\$231,334 (Local)	\$56,924	\$214,000

Is the project located in a Non-attainment area? Yes      No X

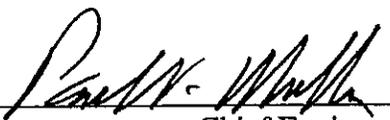
**Recommendation:** Recommend that the proposed revision to the concept be approved for implementation.

**Attachments:**

1. Project Location Map,
2. Need and Purpose Statement,
3. Typical Sections,
4. Updated Traffic Projections (2008/2028),
5. Cost Estimate,
6. Resolution for 2003-05 TIP Amendment.

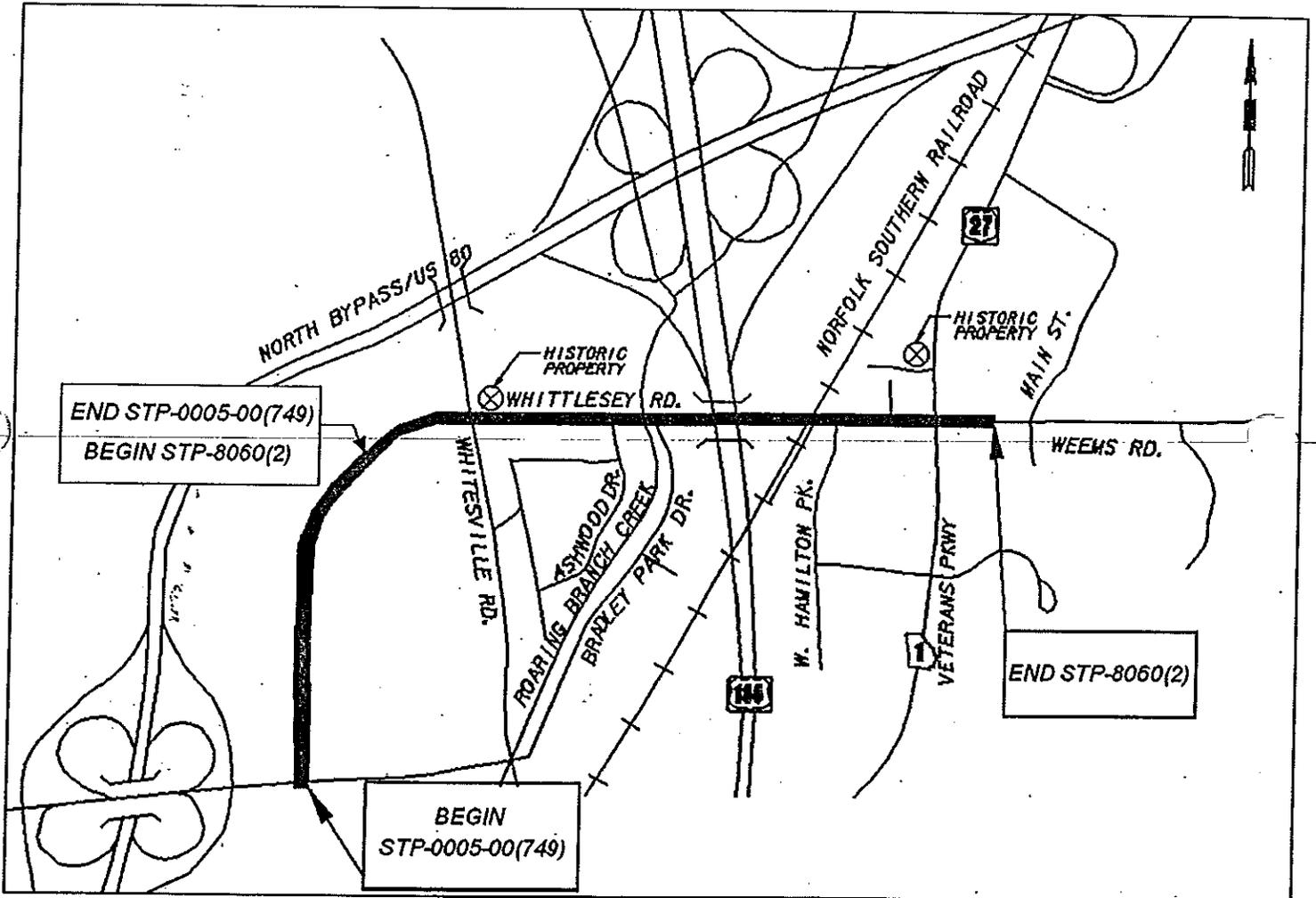
- Exempt Project

Concur:   
Director of Preconstruction

Approve:   
Chief Engineer

# PROJECT LOCATION MAP

WHITTLESEY ROAD WIDENING  
STP-8060(2) & STP-0005-00(749), MUSCOGEE COUNTY  
P.I. NO. 351010 & 0005749



NOT TO SCALE

**Need and Purpose Statement**  
**STP-8060(2) & STP-0005-00(749), Muscogee County**  
**Whittlesey Road/CS 1618 Widening**  
**P.I. 351010 & 0005749, TIP # 86-SR-2006**

The purpose of the proposed Whittlesey Road Widening Project in Columbus, Muscogee County is to improve safety for both pedestrians and drivers, improve access, and increase capacity along this facility. Whittlesey Road is an urban collector street and provides access to I-185, which is part of the Governor's Road Improvement Program (GRIP) and the National Highway System (NHS). Whittlesey Road begins at Bradley Park Drive, just east of US 80, and terminates at US 27/SR 1/Veterans Parkway. Just east of US 27/SR 1, the name of Whittlesey Road changes to Weems Road. The major land use along Whittlesey Road is commercial, which includes Patton Plaza Shopping Center, auto dealerships, restaurants, office buildings, Lowes and the Main Street Shopping Center, located near US 27/SR 1. There is one area zoned residential, south of Whittlesey Road between Whitesville Road and Bradley Park Drive. The recent growth of commercial development along the corridor and its proximity to major arterials and Interstates are contributing factors to the need for improvements along Whittlesey Road.

Of regional importance, Whittlesey Road is part of a system of urban collector streets that feed into the Interstate and Georgia State Route system in the northern part of Columbus. Approximately 0.15 mile north of the Whittlesey Road/US 27/SR 1 intersection, US 27/SR 1 has direct access to US 80/North Bypass. A second access route to US 80/North Bypass is at the Bradley Park Drive interchange approximately 0.25 mile to the west of the project corridor. The Whittlesey Road corridor is located directly in between these two access points to the North Bypass (US 80/SR 22). The North Bypass is an east-west route connecting to I-185 and US 27/SR 1 in Georgia and to US 280/US 431 in Alabama. I-185 and US 280/SR 520 are part of the GRIP, NHS, and Surface Transportation Assistance Act (STAA) National Network Route. Whittlesey Road is located approximately 1.70 mile northwest of the Columbus Metropolitan Airport.

Whittlesey Road currently has high accident rates, limited capacity, and increased traffic volumes. The US 27/SR 1 corridor, an urban principal arterial in the project vicinity, is a primary north-south corridor in western Georgia. The existing Whittlesey Road corridor possesses several safety and operational deficiencies that this project would address. These deficiencies include:

- substandard capacity for existing and predicted traffic volumes;
- no turn lanes on Whittlesey Road and adjoining side streets to provide refuge for turning motorists;
- no sidewalks;
- substandard vertical geometry at the Whitesville Road/Whittlesey Road intersection; and
- numerous side streets, driveways, and shopping center intersections that cause frequent stops in traffic flow.

According to the socio-economic analysis performed for this project, the composition of the region is approximately 4% low-income and 17% minority, which are both below the average percentages for Muscogee County and the State of Georgia. According to the 2000 US Census data, the study area's age distribution is approximately 11% elderly people (65 years and older) and 23% minors (17 years old and younger). The percentage of elderly people is similar to the county and state averages, however the percentage of minors (17 years and younger) is slightly lower than the county and state averages. The proposed project would be beneficial to all age, race, and income groups by increasing pedestrian safety with new sidewalks and improving access to the commercial shopping areas, as well as connecting pedestrians to Columbus' public transit system, METRA. The proposed median would limit the turns of vehicles into driveways, further creating a safer pedestrian environment along Whittlesey Road.

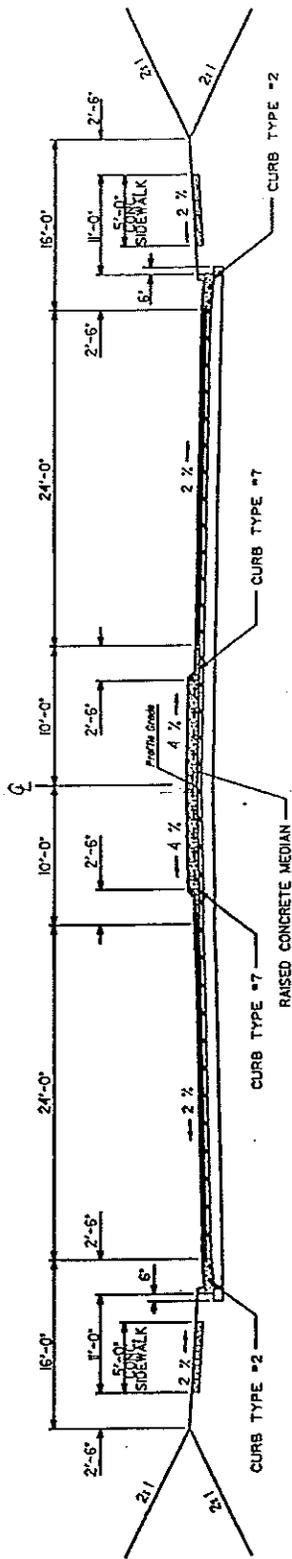
The community is accessible via the Columbus Metropolitan Transit System (METRA) that runs on Whittlesey Road from Bradley Park Drive (near the US 80 access point) to US 27/SR 1, and progresses southbound on US 27/SR 1. This bus route connects the commercial development on Whittlesey Road, just west of Whitesville Road, with the commercial development at the northeast corner of Whittlesey Road and Veterans Parkway. The sidewalks would provide pedestrian connectivity and provide an alternate mode of travel within the area. The proposed project conforms to the existing and future Land Use Plan for the County, where commercial and residential development will continue in existing areas.

The Average Daily Traffic (ADT) on Whittlesey Road for Year 2008 is estimated at 21,000. The ADT for the design year (2028) is 32,600. The Level of Service (LOS) for the No-Build Alternative ranges from a LOS of "B," "C," "E" and "F" for Year 2008 to a LOS "C," "D," "E," and "F" in 2028 (see Table 1, Level of Service for 2008 and 2028). The traffic analysis yields LOS ratings for each intersection and section of roadway. The increase in ADT on Whittlesey Road demonstrates the need for additional road capacity.

**TABLE 1**  
**Level of Service of 2008 and 2028**

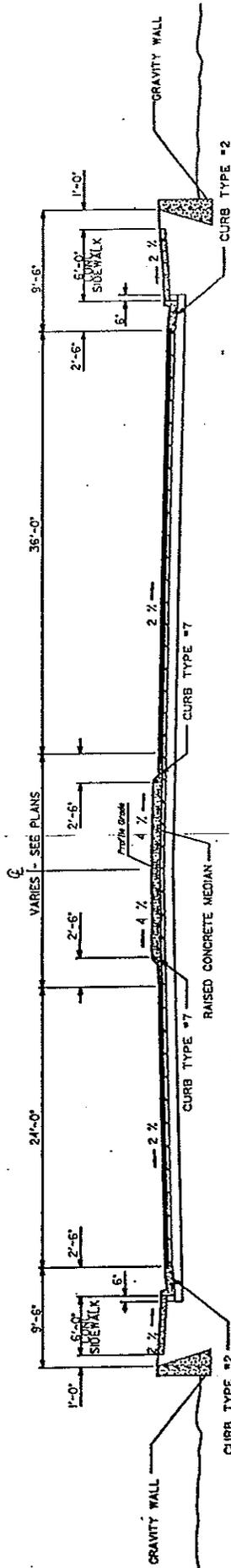
Year	No-Build Alternative
2008	B, C, E, F
2028	C, D, E, F

The best LOS is "A", which occurs when the density is the lowest and the average speed is nearly equal to the free flow speed. The LOS "B" indicates that traffic has reasonably free flow and speeds at the free-flow speed are generally maintained. Level of Service "C" occurs when the density increases and the average speed decreases. The LOS "D" is the level at which speeds begin to decline slightly with increasing flows. Level of Service "E" indicates that traffic flow is very susceptible to congestion and passing impediments where operations are at capacity and are volatile because there are virtually



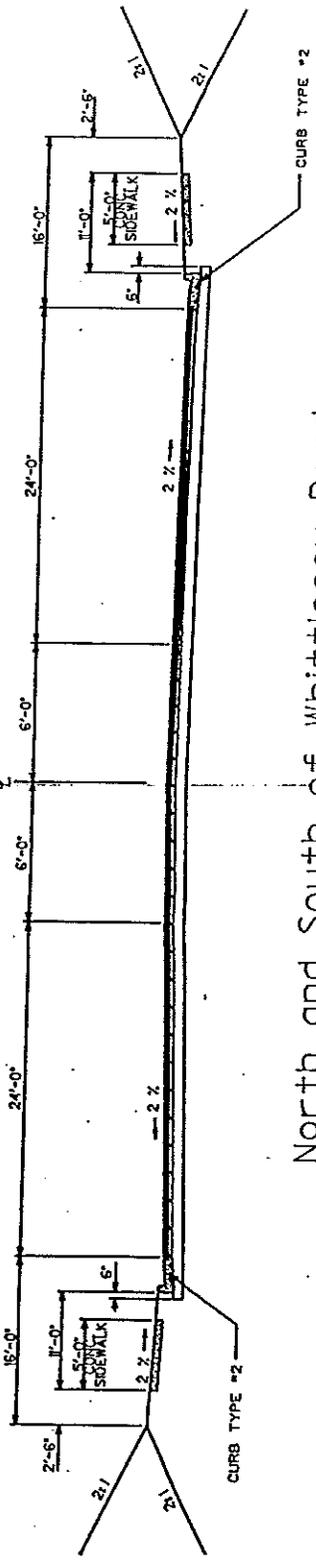
20' Raised Median from Bradley Park Drive to W. Hamilton Park Drive

NOT TO SCALE



5-Lane Section with Raised Median from  
W. Hamilton Park Drive to Veteran's Parkway

TYPICAL SECTIONS  
WHITTLESEY ROAD

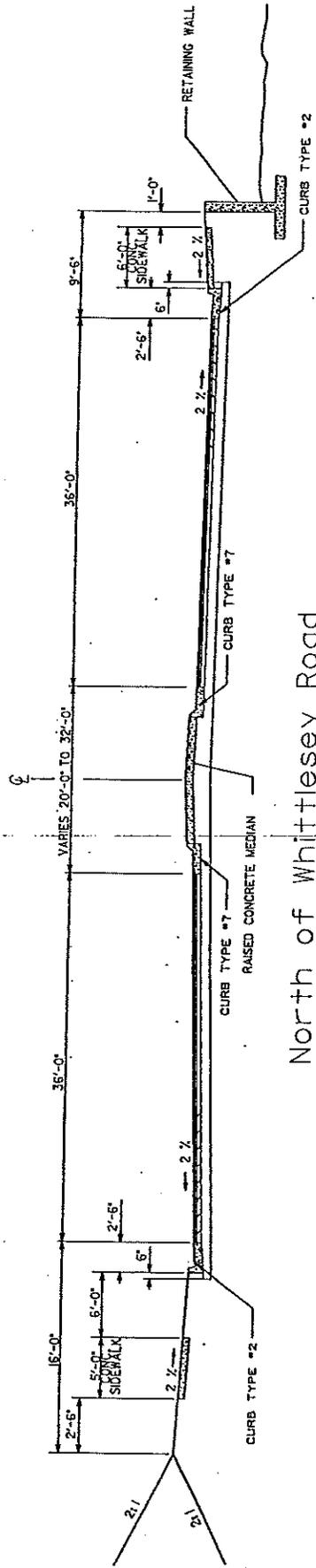


North and South of Whittlesey Road

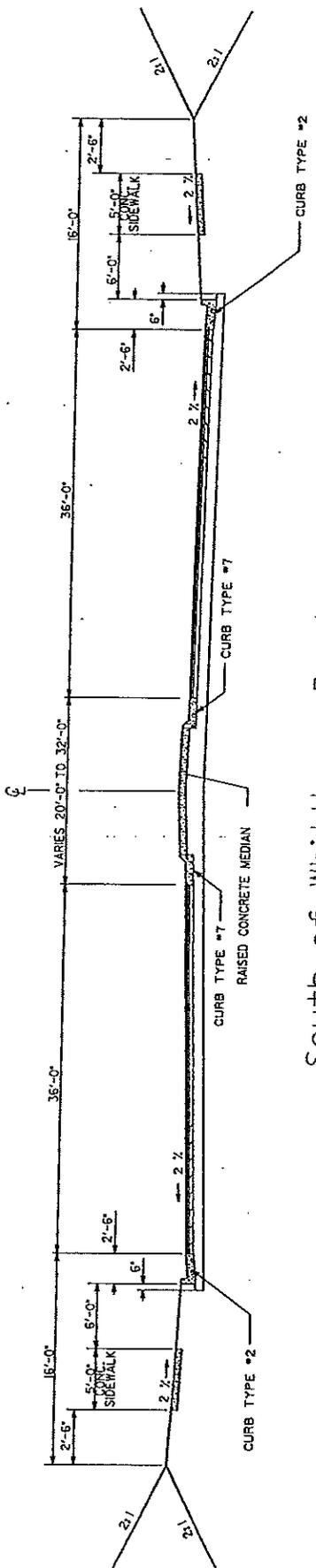
TYPICAL SECTION  
WHITESVILLE ROAD

NOT TO SCALE





North of Whittlesey Road



South of Whittlesey Road

TYPICAL SECTIONS  
VETERAN'S PARKWAY (US 27/SR 1)

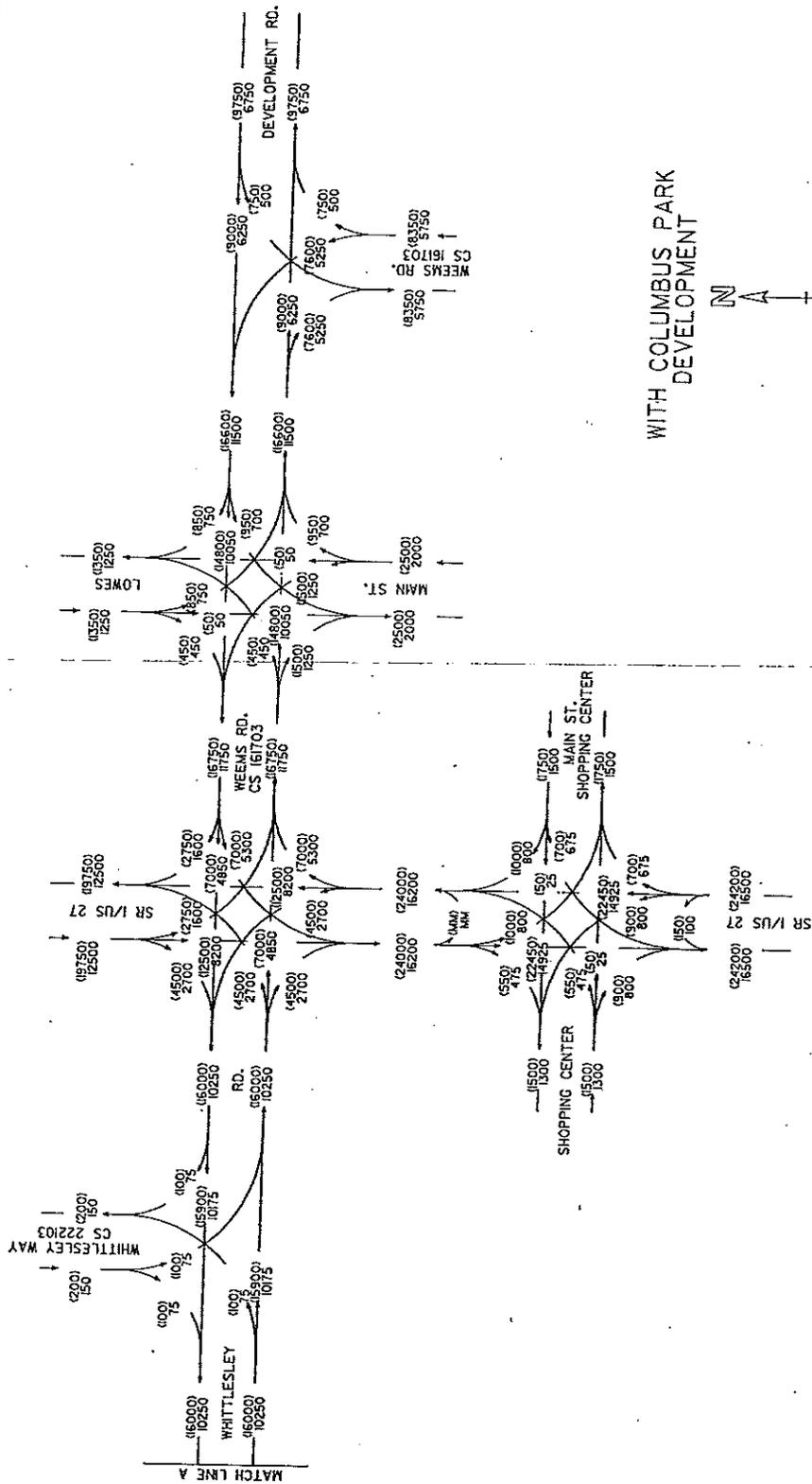
NOT TO SCALE



STP-8060(2)  
P.I.# 351010  
MUSCOGEE COUNTY  
WHITTLESEY ROAD  
2008 ADT = 000  
2028 ADT = (000)  
24 HR. T = 5%  
S.U. = 2%  
COMB. F = 3%

PG.  
2/3

SHEET 2 OF 4



WITH COLUMBUS PARK  
DEVELOPMENT







**COST ESTIMATE**  
Whittlesey Road Widening

<b>PROJECT NO.:</b>	STP-8060(2)	<b>COUNTY:</b>	Muscogee
<b>P.I. No.:</b>	351010	<b>ESTIMATED LETTING DATE:</b>	2006
<b>DATE:</b>	9/15/04	<b>PROJECT LENGTH:</b>	1.739 km / 1.081 mile
<b>PREPARED BY:</b>	KCA		

- Programming Process
- Concept Development
- During Project Development

**GDOT PROJECT MANAGER:** Neal O'Brien

**PROJECT COSTS**

(Engineer's Opinion of Probable Costs)

<b>A. RIGHT-OF-WAY</b>		
1	Property (land and easements)	
2	Displacements (residents, businesses, improvements and damages)	
3	Other Costs (administrative/court and inflation)	
	<b>SUBTOTAL</b>	<b>\$15,328,175</b>
<b>B. UTILITIES</b>		
1	(Reimbursable)	
a	Railroad	
b	Transmission Lines	
c	Services	
d	Other	
	<b>SUBTOTAL</b>	<b>\$231,334</b>
<b>C. MAJOR STRUCTURES</b>		
1	Retaining Walls	\$677,049
2	Box Culverts	\$85,132
	<b>SUBTOTAL</b>	<b>\$762,180</b>
<b>D. GRADING AND DRAINAGE</b>		
1	Earthwork	\$205,824
2	Drainage	\$413,918
a	Cross Drain Pipe	
b	Storm Drain Pipe	
c	Median Drainage	
d	Catch Basins	
	<b>SUBTOTAL</b>	<b>\$619,742</b>
<b>E. BASE AND PAVING</b>		
1	Aggregate Base	\$1,161,528
2	Asphaltic Paving	
a	Asphaltic Concrete 9.5 MM Superpave 165 LBS/SY	\$241,155
b	Asphaltic Concrete 19 MM Superpave 220 LBS/SY	\$349,240
c	Asphaltic Concrete 25 MM Superpave 440 LBS/SY	\$531,084
3	Concrete Median Paving	\$23,295
4	Concrete Sidewalk	\$117,361
5	Concrete Curb & Gutter, TP 2	\$155,305
6	Concrete Curb & Gutter, TP 7	\$94,889
	<b>SUBTOTAL</b>	<b>\$2,673,856</b>

<b>F. LUMP SUM ITEMS</b>		
1	Traffic Control	\$540,500
2	Clearing and Grubbing	\$216,200
3	Landscaping	\$10,810
4	Erosion Control	\$540,500
5	Grassing	\$37,835
	<b>SUBTOTAL</b>	<b>\$1,345,845</b>
<b>G. MISCELLANEOUS</b>		
1	Signing/Striping/Signal	\$259,440
2	Guardrail	\$17,220
	<b>SUBTOTAL</b>	<b>\$276,660</b>
<b>H. SPECIAL FEATURES</b>		
1	Field Engineer's Office, Type 3	\$45,849
	<b>SUBTOTAL</b>	<b>\$45,849</b>
	<b>SUBTOTAL CONSTRUCTION COST ( C thru H)</b>	<b>\$5,724,133</b>
	<b>ENGINEERING/CONSTRUCTION CONTINGENCIES (10%)</b>	<b>\$572,413</b>
	<b>INFLATION (5%/YEAR X 3 YEARS)</b>	<b>\$944,482</b>
	<b>TOTAL CONSTRUCTION COST</b>	<b>\$7,241,028</b>
	<b>RIGHT-OF-WAY(A)</b>	<b>\$15,328,175</b>
	<b>UTILITY COST(B)</b>	<b>\$231,334</b>
	<b>TOTAL PROJECT COST</b>	<b>\$22,800,537</b>

**COST ESTIMATE**  
Whittlesey Road Widening

**PROJECT NO.:** STP-0005-00(749)  
**P.I. No.:** 5749  
**DATE:** 9/15/04  
**PREPARED BY:** KCA

**COUNTY:** Muscogee  
**ESTIMATED LETTING DATE:** 2006  
**PROJECT LENGTH:** 0.428 km / 0.266 mile

- Programming Process
- Concept Development
- During Project Development

**GDOT PROJECT MANAGER:** Neal O'Brien

**PROJECT COSTS**

(Engineer's Opinion of Probable Costs)

<b>A. RIGHT-OF-WAY</b>		
1	Property (land and easements)	
2	Displacements (residents, businesses, improvements and damages)	
3	Other Costs (administrative/court and inflation)	
	<b>SUBTOTAL</b>	<b>\$2,996,390</b>
<b>B. UTILITIES</b>		
1	(Reimbursable)	
a	Railroad	
b	Transmission Lines	
c	Services	
d	Other	
	<b>SUBTOTAL</b>	<b>\$56,924</b>
<b>C. MAJOR STRUCTURES</b>		
1	Retaining Walls	\$0
2	Box Culverts	\$0
	<b>SUBTOTAL</b>	<b>\$0</b>
<b>D. GRADING AND DRAINAGE</b>		
1	Earthwork	\$51,456
2	Drainage	\$103,480
a	Cross Drain Pipe	
b	Storm Drain Pipe	
c	Median Drainage	
d	Catch Basins	
	<b>SUBTOTAL</b>	<b>\$154,936</b>
<b>E. BASE AND PAVING</b>		
1	Aggregate Base	\$290,382
2	Asphaltic Paving	
a	Asphaltic Concrete 9.5 MM Superpave 165 LBS/SY	\$60,287
b	Asphaltic Concrete 19 MM Superpave 220 LBS/SY	\$87,307
c	Asphaltic Concrete 25 MM Superpave 440 LBS/SY	\$132,767
3	Concrete Median Paving	\$5,824
4	Concrete Sidewalk	\$29,337
5	Concrete Curb & Gutter, TP 2	\$38,824
6	Concrete Curb & Gutter, TP 7	\$23,718
	<b>SUBTOTAL</b>	<b>\$668,446</b>

<b>F. LUMP SUM ITEMS</b>		
1	Traffic Control	\$133,000
2	Clearing and Grubbing	\$53,200
3	Landscaping	\$2,660
4	Erosion Control	\$133,000
5	Grassing	\$9,310
	<b>SUBTOTAL</b>	<b>\$331,170</b>
<b>G. MISCELLANEOUS</b>		
1	Signing/Striping/Signal	\$63,840
2	Guardrail	\$0
	<b>SUBTOTAL</b>	<b>\$63,840</b>
<b>H. SPECIAL FEATURES</b>		
1	Field Engineer's Office, Type 3	\$0
	<b>SUBTOTAL</b>	<b>\$0</b>
	<b>SUBTOTAL CONSTRUCTION COST ( C thru H)</b>	<b>\$1,218,392</b>
	<b>ENGINEERING/CONSTRUCTION CONTINGENCIES (10%)</b>	<b>\$121,839</b>
	<b>INFLATION (5%/YEAR X 3 YEARS)</b>	<b>\$201,035</b>
	<b>TOTAL CONSTRUCTION COST</b>	<b>\$1,541,266</b>
	<b>RIGHT-OF-WAY(A)</b>	<b>\$2,996,390</b>
	<b>UTILITY COST(B)</b>	<b>\$56,924</b>
	<b>TOTAL PROJECT COST</b>	<b>\$4,594,580</b>

**RESOLUTION 03-01-4**

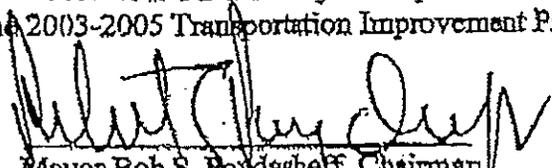
**COLUMBUS-PHENIX CITY TRANSPORTATION STUDY  
POLICY COMMITTEE**

**A RESOLUTION TO AMEND THE FY 2003-2005 TRANSPORTATION IMPROVEMENT  
PROGRAM (TIP)**

WHEREAS the Governors of Georgia and Alabama have designated the Columbus Department of Engineering as the Metropolitan Planning Organization (MPO) for the Columbus-Phenix City urban area;

WHEREAS it is necessary to amend the 2003-2005 Transportation Improvement Program (TIP) to change the limits for Whittlesey Road. The new limits will be from Veteran's Parkway to Bradley Park Drive.

**BE IT RESOLVED** that the Columbus-Phenix City Transportation Study Policy Committee approve the amendment to the 2003-2005 Transportation Improvement Program.

  
Mayor Bob S. Roydasheff, Chairman  
Columbus-Phenix City Transportation Study  
Policy Committee

1-31-03

PROJ ID	COUNTY	DESCRIPTION	SCHED. DATE	MGMT. LET DA.
351010-	Muscogee	CS 1618/WHITTLESEY ROAD FROM WHITESVILLE RD TO VETBRANS PKWY	7/18/2006	
STP-8060(2)		FIELD DIST: 3		
TIP #:	86-SR-2006	TWIN: US:	Phase Approved	Proposed Cost
MPO:	Columbus TMA	EST DATE: 3/3/2004	PE 1999 1999	\$ 710,000.00 Q23 AUT
PROJ MGR:	Obrien, Neal	PROJ LENGTH: 0.98	ROW LOCL LOCL	\$ 1,120,000.00 LOC PRECS1
PROG TYPE:	Reconstruction/Rehabilitation	TYPE WORK: Widening	CST LR LR	\$ 6,117,000.00 Q23 PRECST
CONCEPT:	ADD 4U(MED 20)	LET RESP: DOT		

SCHED START	SCHED FINISH	ACTIVITY	ACTUAL START	ACT/EST FINISH	PCT	DISTRICT COMMENTS
		Define Project Concept	6/6/2000	8/18/2000	100	AJR-AG - UTILITIES--
		Concept Meeting	9/26/2000	9/26/2000	100	RELOCATED UTILITIES
		Concept Submittal and Review	12/12/2001	12/31/2001	100	WILL AFFECT THE
		Receive Preconstruction Concept Approval	2/14/2002	3/7/2002	100	HISTORIC PROPERTIES.
9/6/2004	12/3/2004	Management Concept Approval Complete	3/18/2002	3/18/2002	100	THIS WILL IMPACT THE
		Revise or Re-validate Approved Concept			0	ENVIRONMENTAL
		Public Information Open House Held	5/15/2001	5/15/2001	100	EVALUATION. WE CAN
9/6/2004	9/6/2004	Environmental Approval	7/1/2002		46	DETERMINE THE IMPAC
		Public Hearing Held	5/15/2001	5/15/2001	100	AS WE WORK THROUGH
		Field Surveys/SDE	10/18/2000	11/15/2000	100	RELOCATION PLANS
9/5/2004	9/3/2004	Preliminary Plans	3/29/2002		36	09/09/03, UTILS COST EST
9/6/2004	9/10/2004	Underground Storage Tanks	5/30/2004		24	01-28-02 -(R) \$214,000 -
9/6/2004	1/21/2005	404 Permit Obtainment			0	(NR) \$2,271,789 - EA @
9/27/2004	9/28/2004	FFPR Inspection			0	FHWA 8/29/02 - TIP
11/3/2004	1/25/2005	R/W Plans Preparation			0	CHANGE NEEDED FOR
3/23/2005	3/28/2005	R/W Plans Final Approval			0	TERMINI - CHANGE TO
11/3/2004	11/5/2004	L & D Report Development and Approval			0	BRADLEY PK. - LOGICAL
3/29/2005	5/19/2006	R/W Acquisition			0	TERM. TO BRADLEY
8/19/2005	9/1/2005	Stake R/W			0	PARK DRIVE 3-10-03 -
11/3/2004	11/12/2004	Soil Survey			0	GOES W/0005749 - EA
11/8/2004	7/18/2005	Final Design			0	GOING BACK TO FHWA
8/9/2005	8/10/2005	FFPR Inspection			0	VERY SOON 2-24
8/24/2005	9/6/2005	FFPR Response			0	

BIKE PROVISIONS INCLUDED?	N	MEASUREMENT SYSTEM:	E	CONSULTANT:	C	UT EST:	\$0
Bridge:	NO BRIDGE REQUIRED						
Design:	SPAKCA/Ext Proj Lmt;Revise CNPT, Need Env Doc 5-20-04						
EIS:	TWINH I ELSTON						
GPA:	MUSCOGEE SGN DO ROW & UTIL 3-5-99;MSW 11-30-99.						
DD:	DOT PE. 9/1/99.						
Permits:	NW 14/PCN; MITIGATION REQUIRED						
Programming:	PR2/P=1-27-99#1 3-1-2000#2 12-03						
Traffic Op:	CAHISND CNSLTNT PLNS FR REVWI030601!\$+						
Utility:	SUE Level B Compl 02/07/02-TBE						

<b>ADDITIONAL INFORMATION</b>							
REL PARCEL CT:	25	TOTAL PARCEL CT:		ACQUIRED BY:	LOC ACQ MGR:	UNDER-REVIEW CT:	
RELEASED CT:		OPT-PEND CT:		DEEDS CT:	COND-PEND CT:	COND-FILED CT:	
WCERT DT:		ACQUIRED CT:		RELOCATION CT:			

PROJ ID	COUNTY	DESCRIPTION				SCHED. DATE	MGMT. LET DATE			
0005749	Muscogee	CS 1618/WHITTLESEY RD FM WHITESVILLE RD TO BRADLEY PARK DR								
STP-0005-00(749)		FIELD DIST:	3		Phase	Approved	Proposed	Cost	Fund	Status
TJP #:	86-SR-2007	TWIN:	US:		PE	LR	LR	\$ 750,000.00	Q23	PRECS1
:	Columbus TMA	EST DATE:	1/1/2003		ROW	LR	LR	\$ 3,000,000.00	Q23	PRECS1
					CST	LR	LR	\$ 5,000,000.00	Q23	PRECS1
PROJ MGR:	Obrien, Neal	PROJ LENGTH:	0.56							
PROG TYPE:	Reconstruction/Rehabilitation	TYPE WORK:	Widening							
CONCEPT:	4U (MED 20)	LET RESP:	DOT							

SCHED START	SCHED FINISH	ACTIVITY	ACTUAL START	ACT/EST FINISH	PCT	DISTRICT COMMENTS
						CDC-JS -GOES W/351010 - DO REVISED & REVIEWED BEING REWORKED BEFORE FHWA SUBMITTAL [8-27-03]

BIKE PROVISIONS INCLUDED? N MEASUREMENT SYSTEM: E CONSULTANT: C UT EST: \$0  
 Design: REV CNCPT PI 351010 TO INCL THIS PROJ FOR LOG TERM/8-18-03  
 EIS: ELSTON  
 LGPA: TO BE DETERMINED  
 PDD: JAN03 LR: Assigned to Road Design. 1/29/03. Reassigned to Urban Design. 6/10/03.

**R/W INFORMATION**

PREL PARCEL CT: 6 TOTAL PARCEL CT: ACQUIRED BY: DOT ACQ MGR: UNDER-REVIEW CT:  
 RELEASED CT: OPT-PEND CT: DEEDS CT: COND-PEND CT: COND-FILED CT:  
 RW CERT DT: ACQUIRED CT: RELOCATION CT:

ORIGINAL TO GENERAL FILES

D.O.T. 66

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE P. I. No. 351010-, Muscogee County OFFICE Preconstruction  
STP-8060(2)  
Whittlesey Road Widening and Reconstruction DATE May 4, 2006

FROM *John Venable*  
Margaret B. Pirkle, P.E., Assistant Director of Preconstruction

TO *MBP* SEE DISTRIBUTION

SUBJECT APPROVED NOTICE OF LOCATION AND DESIGN

Attached for your further handling is the approved Location and Design Report on the above subject project.

Also attached is the Notice of Location and Design Approval. This is authorization for the District to proceed with advertisement.

MBP/cj

Attachment

DISTRIBUTION:

Brian Summers  
Harvey Keepler  
Jamie Simpson  
Paul Liles  
Keith Golden  
Ken Thompson  
Joe Palladi (file copy)  
Babs Abubakari  
Ben Buchan  
Thomas Howell  
BOARD MEMBER

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

**FILE** STP-8060(2) Muscogee County  
P.I. No. 351010-  
Whittlesey Road from Whitesville Road to  
Veterans Parkway  
*James B. Buchan*  
**FROM** James B. Buchan, P.E., State Urban Design Engineer  
**TO** Meg Pirkle, P.E., Assistant Director of Preconstruction  
**SUBJECT** Location and Design Report

**OFFICE** Urban Design

**DATE** April 18, 2006

MAY - 1 2006

**DESCRIPTION:** The project is the widening and reconstruction of Whittlesey Road and Veterans Parkway. The project begins on Whittlesey Road at Rollins Drive and continues north and then east 1.089 miles to Veterans Parkway in the City of Columbus, Georgia. Construction begins on Veterans parkway at Gepca Drive / First Court and continues north across Whittlesey Road 0.515 miles. The project consists of widening from two and three lanes on Whittlesey Road to a four lane urban curb and gutter section with twenty foot raised median and turn lanes at intersections. Veterans Parkway will be widened from four lanes with a flush median to a 6 lane urban curb and gutter section with a twenty foot raised median.

**CONCEPT APPROVAL DATE:** March 18, 2002

**REVISED CONCEPT APPROVAL DATE:** September 29, 2004

**ENVIRONMENTAL ASSESSMENT APPROVAL DATE:** September 20, 2004

**FINDING OF NO SIGINIFICANT IMPACT (FONSI) APPROVAL DATE:** September 12, 2005

**PUBLIC HEARING RESULTS:** A Public Hearing Open House was held on November 30, 2004. There were 104 people in attendance. A total of 9 comments were received. Of the 9 comments there were 3 for the project, 5 for the project with conditions, and 1 against.

**RECOMMENDATIONS:** It is recommended that the project Location and Design be approved and that the attached 'Notice' be approved for advertising.

Recommend: *Buddy Gratton*  
Buddy Gratton, P.E., Director of Preconstruction

Approved: *David Studstill*  
David Studstill, P.E., Chief Engineer

*JBB*  
JBB: WNO

Attachments: Sketch Map, Cost Estimate, and Notice of Location and Design Approval

NOTICE OF LOCATION AND DESIGN APPROVAL

STP-8060 (2), MUSCOGEE COUNTY

P.I. NO. 351010-

NOTICE is hereby given in compliance with Georgia Code 22-2-109 that the Georgia Department of Transportation has approved the Location and Design of the above project.

This project consists of widening and reconstructing the Whittlesey Road from Whitesville Road to Veterans Parkway. The project lies entirely within Muscogee County and within the Coweta Reserve Land District and Land Lot 77.

Date of Location and Design approval: MAY 4, 2006

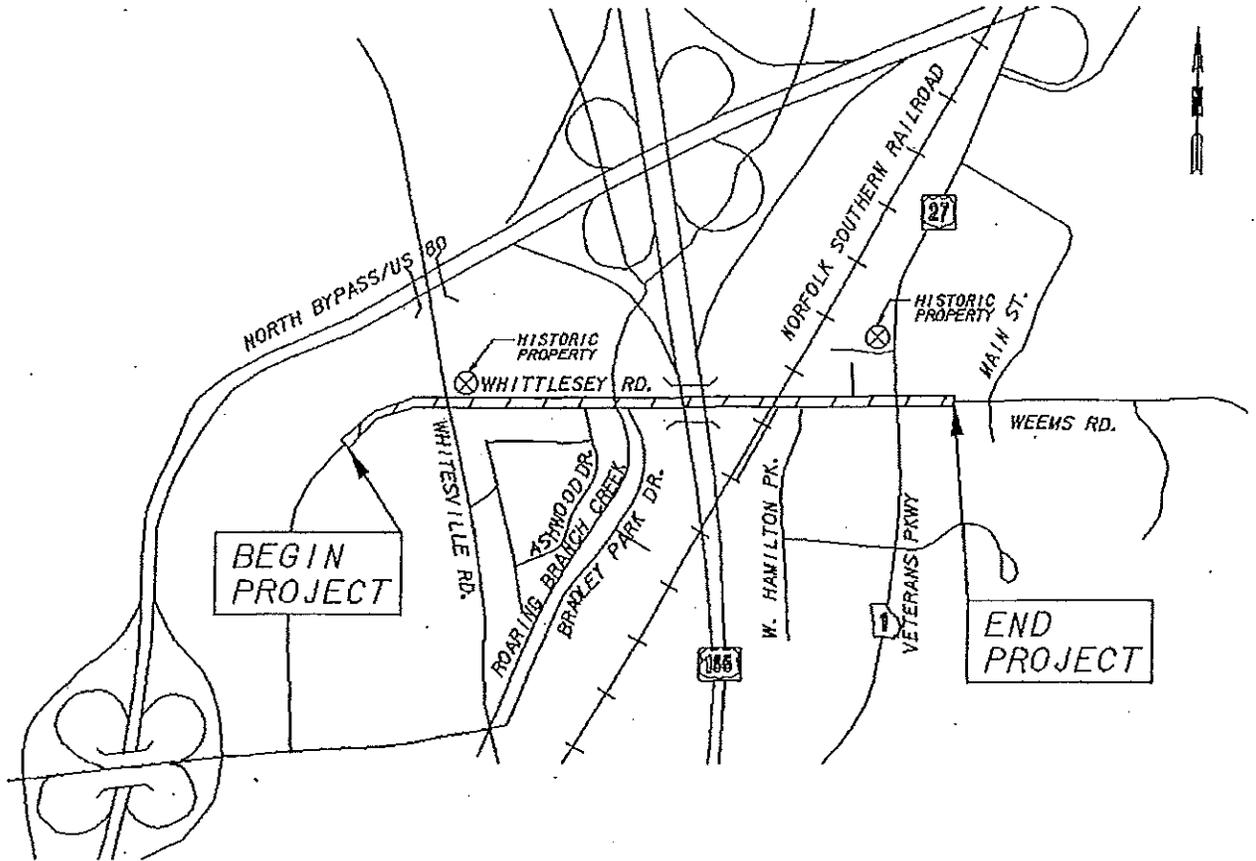
The project is the widening and reconstruction of Whittlesey Road and Veterans Parkway. The project begins on Whittlesey Road at Rollins Drive and continues north and then east 1.089 miles to Veterans Parkway in the City of Columbus, Georgia. Construction begins on Veterans parkway at Gepca Drive / First Court and continues north across Whittlesey Road 0.515 miles. The project consists of widening from two and three lanes on Whittlesey Road to a four lane urban curb and gutter section with twenty foot raised median and turn lanes at intersections. Veterans Parkway will be widened from four lanes with a flush median to a 6 lane urban curb and gutter section with a twenty foot raised median.

Drawings, maps, or plats of the proposed project as approved are on file and are available for inspection at the Georgia Department of Transportation, No. 2 Capitol Square, S.W., Atlanta, Georgia, 30334-1002, in the Office of Urban Design, Room 356. Or, any interested party may obtain a copy of the drawings, maps, or plats by writing to the Georgia Department of Transportation, No. 2 Capitol Square, S.W., Atlanta, Georgia 30334-1002, and paying a nominal cost therefore.

Any written request in reference to this Notice may be referred to:

James B. Buchan, P.E.  
State Urban Design Engineer  
Georgia Department of Transportation  
No. 2 Capitol Square  
Atlanta, GA 30334-1002

### VICINITY MAP



**WHITTLESEY ROAD WIDENING  
STP-8060(2), MUSCOGEE COUNTY  
P.I. NO. 351010  
PROJECT LOCATION MAP**

**SCALE: NONE  
FIGURE NO. 1**

## Estimate Report for file ""

Section ROADWAY					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
150-1000	1	LS	800000.00	TRAFFIC CONTROL -	800000.00
153-1300	1	EA	57527.64	FIELD ENGINEERS OFFICE TP 3	57527.64
201-1500	1	LS	320000.00	CLEARING & GRUBBING -	320000.00
310-1101	62136	TN	15.44	GR AGGR BASE CRS, INCL MATL	959379.84
402-3112	10126	TN	55.58	RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	562803.08
402-3113	7594	TN	48.74	RECYCLED ASPH CONC 12.5 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	370131.56
402-3121	20252	TN	43.04	RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	871646.08
441-0104	11572	SY	26.41	CONC SIDEWALK, 4 IN	305616.52
441-0754	7707	SY	39.21	CONCRETE MEDIAN, 7 1/2 IN	302191.47
441-6222	20830	LF	13.45	CONC CURB & GUTTER, 8 IN X 30 IN, TP 2	280163.50
441-6740	14006	LF	11.62	CONC CURB & GUTTER, 8 IN X 30 IN, TP 7	162749.72
500-3101	194	CY	468.67	CLASS A CONCRETE	90921.98
500-3200	1834	CY	407.24	CLASS B CONCRETE	746878.16
500-3800	1094	CY	664.30	CLASS A CONCRETE, INCL REINF STEEL	726744.20
511-1000	19664	LB	0.74	BAR REINF STEEL	14551.36
550-1180	7650	LF	32.94	STORM DRAIN PIPE, 18 IN, H 1-10	251991.00
550-1240	1500	LF	39.97	STORM DRAIN PIPE, 24 IN, H 1-10	59955.00
550-1300	600	LF	49.84	STORM DRAIN PIPE, 30 IN, H 1-10	29904.00
550-1360	750	LF	61.14	STORM DRAIN PIPE, 36 IN, H 1-10	45855.00
550-1480	90	LF	99.01	STORM DRAIN PIPE, 48 IN, H 1-10	8910.90
550-3324	5	EA	951.26	SAFETY END SECTION 24 IN, STORM DRAIN, 4:1 SLOPE	4756.30
668-1100	75	EA	1821.80	CATCH BASIN, GP 1	136635.00
668-1110	65	LF	194.54	CATCH BASIN, GP 1, ADDL DEPTH	12645.10
668-2100	20	EA	2706.61	DROP INLET, GP 1	54132.20
668-4300	10	EA	1842.45	STORM SEWER MANHOLE, TP 1	18424.50
668-5000	2	EA	1705.02	JUNCTION BOX	3410.04
<b>Section Sub Total:</b>					<b>\$7,197,924.15</b>

Section EROSION CONTROL					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
163-0232	2	AC	480.39	TEMPORARY GRASSING	960.78
163-0240	80	TN	196.28	MULCH	15702.40
163-0300	13	EA	1272.08	CONSTRUCTION EXIT	16537.04
163-0503	11	EA	493.20	CONSTRUCT AND REMOVE SILT CONTROL GATE, TP 3	5425.20
163-0520	1028	LF	12.72	CONSTRUCT AND REMOVE TEMPORARY PIPE SLOPE DRAIN	13076.16
163-0530	514	LF	2.77	CONSTRUCT AND REMOVE BALED STRAW EROSION CHECK	1423.78
163-0550	216	EA	251.13	CONSTRUCT AND REMOVE INLET SEDIMENT TRAP	54244.08
165-0010	8742	LF	1.03	MAINTENANCE OF TEMPORARY SILT FENCE, TP A	9004.26
165-0030	2571	LF	1.20	MAINTENANCE OF TEMPORARY SILT FENCE, TP C	3085.20
165-0070	514	LF	1.49	MAINTENANCE OF BALED STRAW EROSION CHECK	765.86
165-0087	10	EA	178.04	MAINTENANCE OF SILT CONTROL GATE, TP 3	1780.40
165-0101	13	EA	429.94	MAINTENANCE OF CONSTRUCTION EXIT	5589.22
165-0105	216	EA	89.74	MAINTENANCE OF INLET SEDIMENT TRAP	19383.84
167-1000	1	EA	1721.98	WATER QUALITY MONITORING AND SAMPLING	1721.98
167-1500	38	MO	828.44	WATER QUALITY INSPECTIONS	31480.72
171-0010	8742	LF	1.86	TEMPORARY SILT FENCE, TYPE A	16260.12
171-0030	2571	LF	3.21	TEMPORARY SILT FENCE, TYPE C	8252.91
441-0204	280	SY	29.07	PLAIN CONC DITCH PAVING, 4 IN	8139.60
603-2182	216	SY	42.85	STN DUMPED RIP RAP, TP 3, 24 IN	9255.60
603-7000	216	SY	4.03	PLASTIC FILTER FABRIC	870.48
700-6910	22	AC	802.27	PERMANENT GRASSING	17649.94
700-7000	163	TN	58.90	AGRICULTURAL LIME	9600.70
700-7010	55	GL	18.95	LIQUID LIME	1042.25
700-8000	48	TN	270.01	FERTILIZER MIXED GRADE	12960.48
700-8100	1100	LB	1.58	FERTILIZER NITROGEN CONTENT	1738.00
710-9000	403	SY	4.41	PERMANENT SOIL REINFORCING MAT	1777.23
716-2000	11312	SY	1.07	EROSION CONTROL MATS, SLOPES	12103.84
<b>Section Sub Total:</b>					<b>\$279,832.07</b>

Section SIGNAL					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
639-4004	16	EA	4437.40	STRAIN POLE, TP IV	70998.40
647-1000	4	LS	42795.10	TRAFFIC SIGNAL INSTALLATION NO -	171180.40

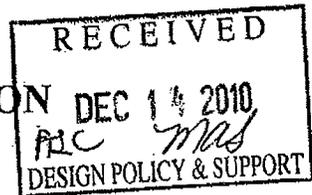
647-2140	8	EA	1215.64	PULL BOX, PB-4	9725.12
687-1000	4	LS	37639.18	TRAFFIC SIGNAL TIMING -	150556.72
935-1113	1500	LF	1.78	OUTSIDE PLANT FIBER OPTIC CABLE, LOOSE TUBE, SINGLE MODE, 24 FIBER	2670.00
935-6562	1	EA	1597.87	EXTERNAL TRANSCEIVER, DROP AND REPEAT, 1310 SINGLE MODE, (SIGNAL JOBS)	1597.87
935-8000	1	LS	3093.72	TESTING	3093.72
936-1000	1	EA	13744.83	CCTV SYSTEM	13744.83
939-1162	1	EA	1829.49	FIBER OPTIC EXTERNAL TRANSCEIVER, DROP AND REPEAT, 1310 SINGLE MODE	1829.49
939-1355	2	EA	3817.12	DSL MODEM	7634.24
<b>Section Sub Total:</b>					<b>\$433,030.79</b>

### Section TRAFFIC SIGNS & MARKING

Item Number	Quantity	Units	Unit Price	Item Description	Cost
632-0003	2	EA	10851.84	CHANGEABLE MESSAGE SIGN, PORTABLE, TYPE 3	21703.68
636-1020	200	SF	13.83	HIGHWAY SIGNS, TP 1 MATL, REFL SHEETING, TP 3	2766.00
636-1031	450	SF	20.85	HIGHWAY SIGNS, TP 1 MATL, REFL SHEETING TP 6	9382.50
636-1032	20	SF	27.70	HIGHWAY SIGNS, TP 2 MATL, REFL SHEETING TP 6	554.00
636-2070	950	LF	7.05	GALV STEEL POSTS, TP 7	6697.50
636-2080	400	LF	9.03	GALV STEEL POSTS, TP 8	3612.00
636-3010	2	EA	372.27	GROUND-MOUNTED BREAKAWAY SIGN SUPPORT	744.54
639-2002	60	LF	2.96	STEEL WIRE STRAND CABLE, 3/8 IN	177.60
639-4003	4	EA	4336.36	STRAIN POLE, TP III	17345.44
653-0120	50	EA	60.90	THERMOPLASTIC PVMT MARKING, ARROW, TP 2	3045.00
653-0170	40	EA	78.10	THERMOPLASTIC PVMT MARKING, ARROW, TP 7	3124.00
653-0210	15	EA	94.42	THERMOPLASTIC PVMT MARKING, WORD, TP 1	1416.30
653-1501	30000	LF	0.28	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, WHITE	8400.00
653-1502	20000	LF	0.28	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, YELLOW	5600.00
653-1704	450	LF	3.45	THERMOPLASTIC SOLID TRAF STRIPE, 24 IN, WHITE	1552.50
653-1804	3500	LF	1.69	THERMOPLASTIC SOLID TRAF STRIPE, 8 IN, WHITE	5915.00
653-3501	20000	GLF	0.17	THERMOPLASTIC SKIP TRAF STRIPE, 5 IN, WHITE	3400.00
654-1001	100	EA	3.53	RAISED PVMT MARKERS TP 1	353.00
654-1003	750	EA	3.78	RAISED PVMT MARKERS TP 3	2835.00
654-1010	20	EA	32.33	RAISED PVMT MARKERS TP 10	646.60
<b>Section Sub Total:</b>					<b>\$99,270.66</b>

**Total Estimated Cost: \$8,010,057.67**

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA



INTERDEPARTMENT CORRESPONDENCE

FILE STP00-8060-00(002), Muscogee County OFFICE Atlanta, Georgia  
P.I. No.: 351010-  
CS 1618/Whittlesey Road and SR 1/US 27/ DATE September 30, 2010  
Veterans Parkway from Rollins Way to Gepca Drive

FROM Russell R. McMurry, P.E., State Roadway Design Engineer *RLM*

TO Brent A. Story, P.E., State Design Policy Engineer

SUBJECT Request for Design Variance for Reduce Median Width

Approval of a Design Variance is requested for this project.

The proposed project would widen and reconstruct CS 1618/Whittlesey Road from an existing two-lane roadway with rural shoulders to a four-lane roadway with a 20-foot raised median and urban shoulders; and widen SR 1/US 27/Veterans Parkway from an existing four-lane urban roadway with 14-foot flush median to a six-lane urban roadway with a 20-foot raised median. Five-foot wide sidewalks would be constructed on both shoulders along each roadway. The proposed work along Whittlesey Road would begin approximately 300 feet east of the intersection SR 1/US 27/Veterans Parkway at MP 0.07 and proceeds in a westward direction, crossing SR 1/US 27/Veterans Parkway (MP 0.00) and ending north of the intersection of Rollins Way and Whittlesey Road/CS1618 (MP 1.00) for a length of 1.07 miles. The proposed work along Veterans Parkway would begin at the intersection of Gepca Drive/Frist Court (MP 13.51) and end at the intersection of Commercial Court/Adams Farm Drive (MP 14.10) for a length of 0.59 miles. The proposed project is located 100% within the city of Columbus - Muscogee County Consolidated Government and 100% within the 3<sup>rd</sup> U.S. Congressional District of the State of Georgia. The typical sections listed above are listed in the currently-approved Project Concept Report dated September 29, 2004.

The feature requiring a design variance is the ~~median width~~ along Veterans Parkway. As a result of having to reduce impacts to access for commercial development, the typical section along Veterans Parkway will be revised to include six 11-foot travel lanes with an 18-foot raised median. Veterans Parkway is functionally classified as an Urban Principal Arterial, with a posted speed limit of 45 mph. The current GDOT design standard for median widths on Urban Principal Arterials ranges from 19 to 23 feet. The reduced median width of 18 feet is proposed along the entire length of Veterans Parkway (MP 13.51 to MP 14.10). The reduction of typical section width along Veterans Parkway will result in an estimated project cost savings \$503,100 (\$368,600 in right of way; \$134,500 in construction materials).

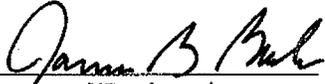
Vehicle crash data for calendar years 2006, 2007, and 2008 has been collected within the limits of the proposed project. In comparison to statewide averages, crash rates range 4 to 5 times higher along Veterans Parkway and 3.5 to 4.5 times higher along Whittlesey Road.

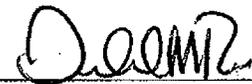
Mr. Story  
September 30, 2010  
Page 2 of 2

Injury rates range 3 to 7 times higher along Veterans Parkway and 4 to 6.5 times higher along Whittlesey Road; no fatalities occurred along either roadway during the analysis period. Of the vehicle crashes which occurred during the analysis period, approximately 33% and 40% were angle-type for Veterans Parkway and Whittlesey Road, respectively.

A summary of the projected traffic volumes is as follows: Average Daily Traffic (ADT) volumes along Veterans Parkway range from 29,700 at the northern project limits to 36,900 at the southern project limits for the build year of 2012; 48,700 to 60,450 for the design year of 2032; and along Whittlesey Road from 10,700 at the western project limits to 22,800 at the eastern project limits for the build year of 2012; 17,500 to 37,500 for the design year of 2032.

Due to the reduction of impacts to adjacent properties and estimated project cost savings noted above, it is recommended by this office that the Request for Design Variance for Reduced Median Width be approved. If you have any questions, please contact Mr. Neal O'Brien at (404) 631-1725 or Mrs. Jill Franks, P.E., at (404) 631-1726.

Recommend:  1/6/2011  
Director of Engineering Date

Approved:  1/10/11  
Chief Engineer Date

Attachments:

Traffic Diagrams  
Vehicle Crash Data for 2006, 2007, and 2008  
Revised Project Concept Report  
Notice of Location and Design Report