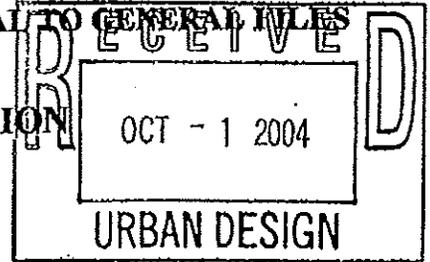


BUCHAN MB
BOWMAN Neat
RICHARDSON _____
OTHER _____
GROUPS _____
FILE Project Concept Book
Project Files

ORIGINAL TO GENERAL FILES



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 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.

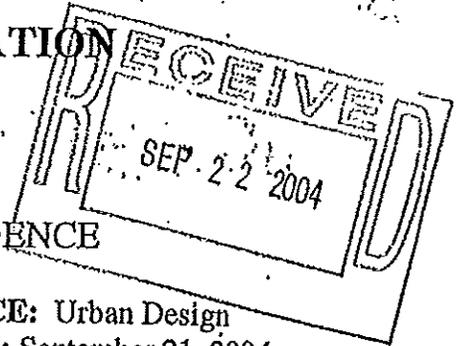
MBP/cj

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

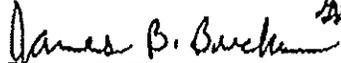
DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA



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**

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 (Muscookee and Harris Counties)	P.I. No. 332820	Let Date: Long Range Concept: Under Development
STP-011-1(46)	US 27/SR 1	From: 45 th 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	34/1,436	19/802	0
1996	24/1,013	6/253	0
1997	46/1,942	19/802	0
1998*	32/1,351	8/338	0
1999	Pending	Pending	Pending
2000	74/3,125	17/718	0
2001	107/4,518	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

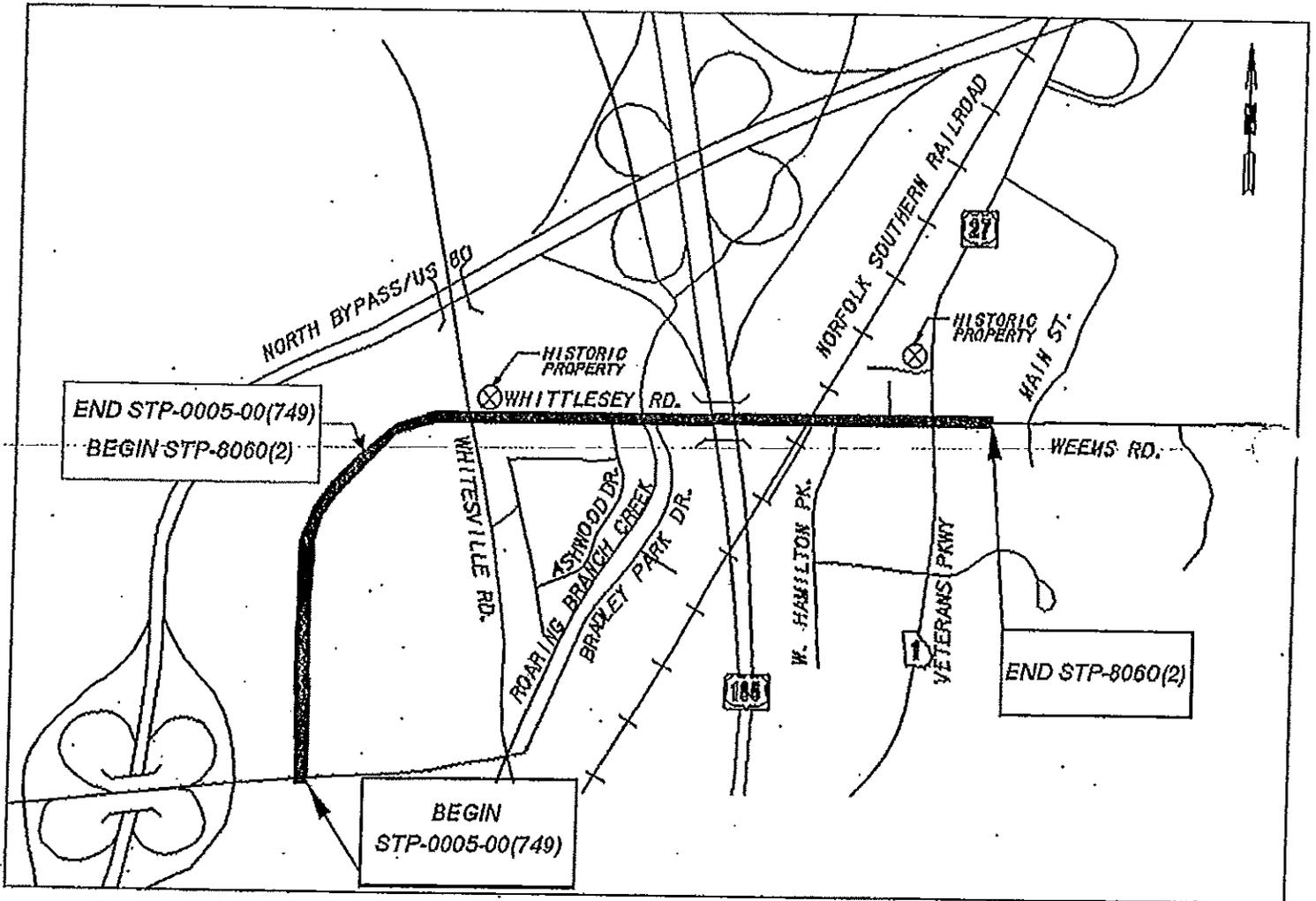
YEAR	ACCIDENT RATE	INJURY RATE	FATALITY RATE
1995	467	136	1.07
1996	461	132	1.23
1997	479	131	1.28
1998	465	129	0.86
1999	Pending	Pending	Pending
2000	515	127	1.43
2001	527	136	1.47

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:

	PROPOSED 351010	PROPOSED 0005749	APPROVED
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

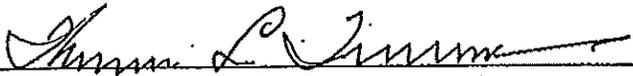
Recommendation: Recommend that the proposed revision to the concept be approved for implementation.

Attachments:

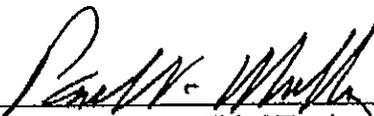
1. Project Location Map,
2. Need and Purpose Statement,
3. Typical Sections,
4. Updated Traffic Projections (2008/2028),
5. Cost Estimate,
6. Resolution for 2003-05 TIP Amendment.

- Exempt Project

Concur:

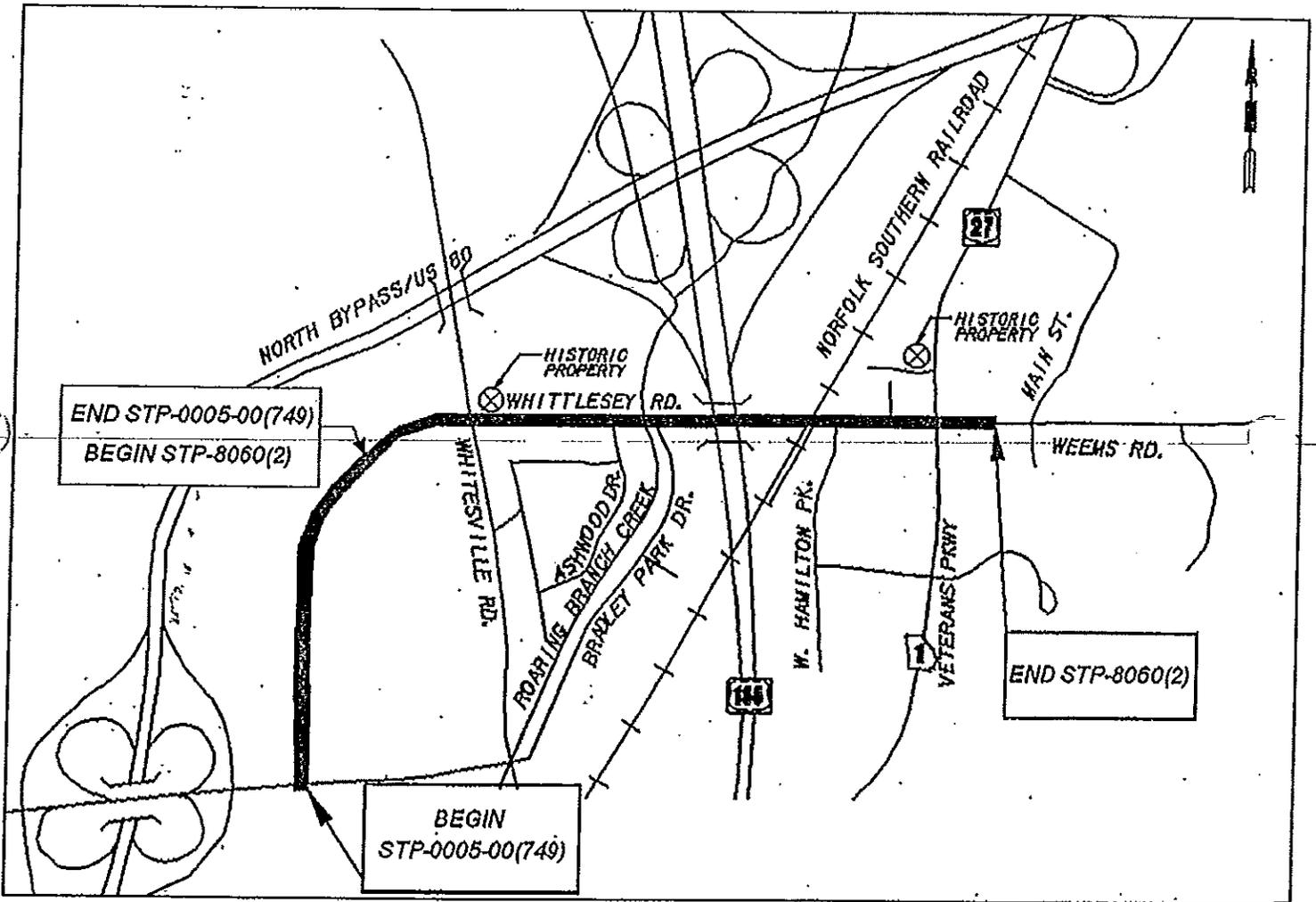

Director of Preconstruction

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.

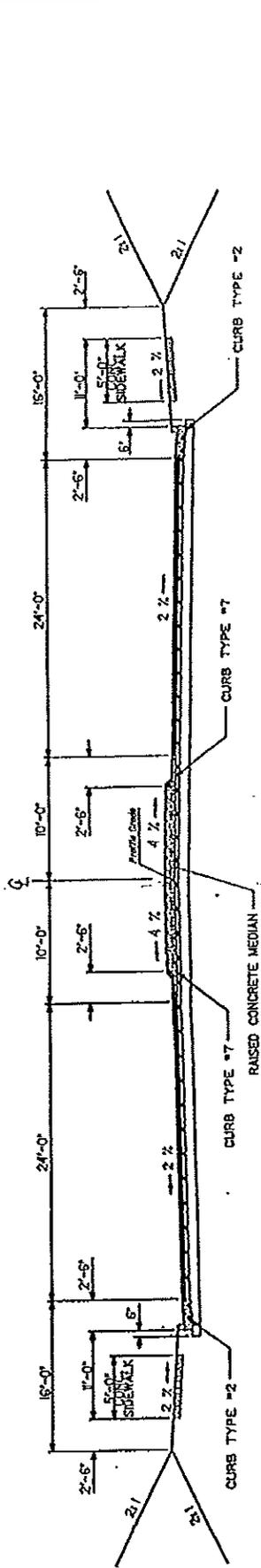
The community is accessible via the Columbus Metropolitan Transit System (METRA) that runs on Whittlesey Road from Bradley Park Drive (near the US 80 access point) to US 27/SR 1, and progresses southbound on US 27/SR 1. This bus route connects the commercial development on Whittlesey Road, just west 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

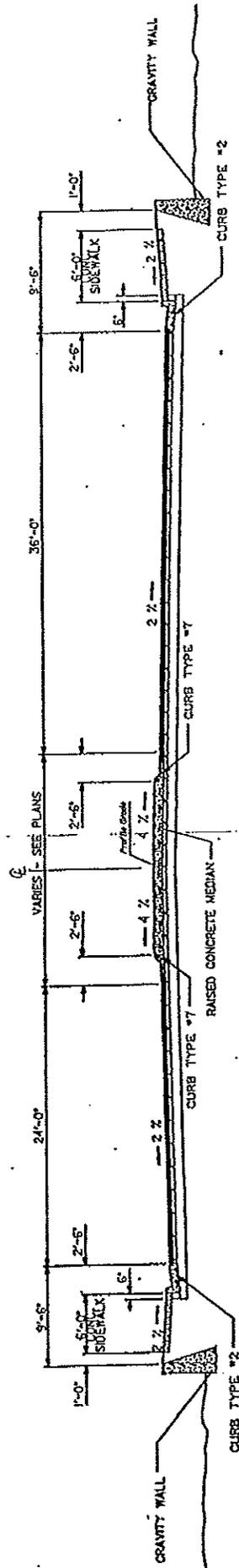
Year	No-Build Alternative
2008	B, C, E, F
2028	C, D, E, F

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



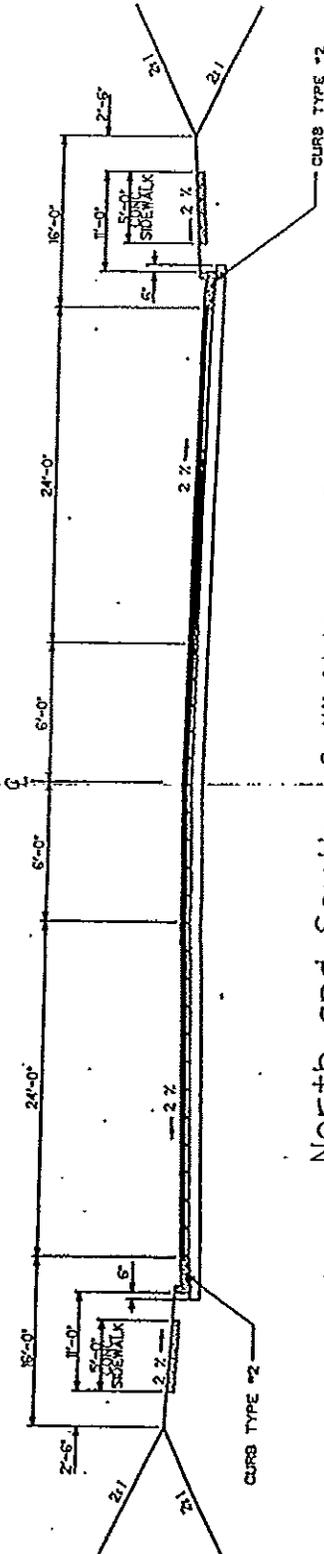
NOT TO SCALE

20' RAISED MEDIAN FROM BRADLEY PARK DRIVE TO W. HAMILTON PARK DRIVE



5-LANE SECTION WITH RAISED MEDIAN FROM
W. HAMILTON PARK DRIVE TO VETERAN'S PARKWAY

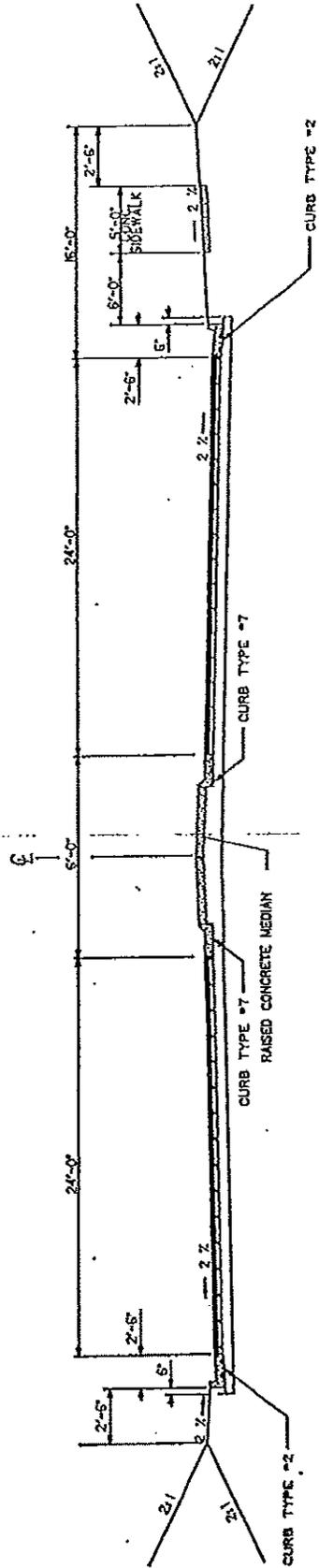
TYPICAL SECTIONS
WHITTLESEY ROAD



North and South of Whittlesey Road

TYPICAL SECTION
WHITESVILLE ROAD

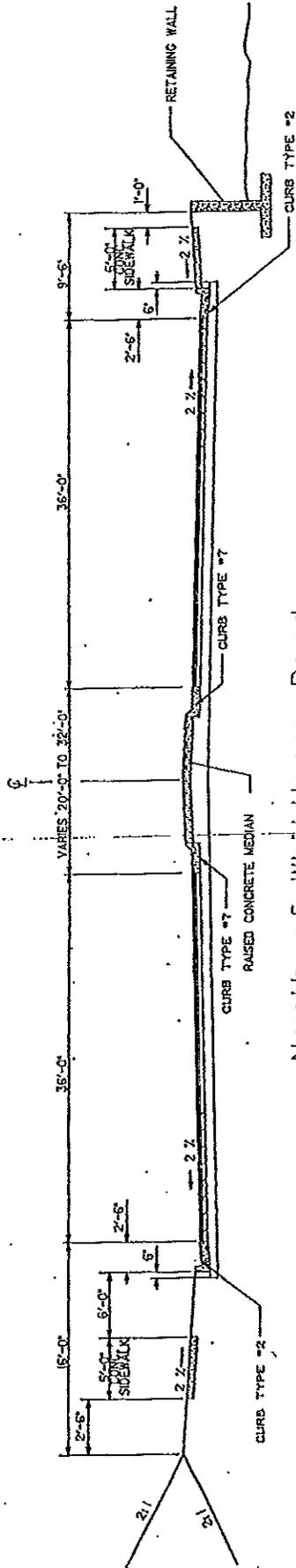
NOT TO SCALE



South of Whittlesey Road

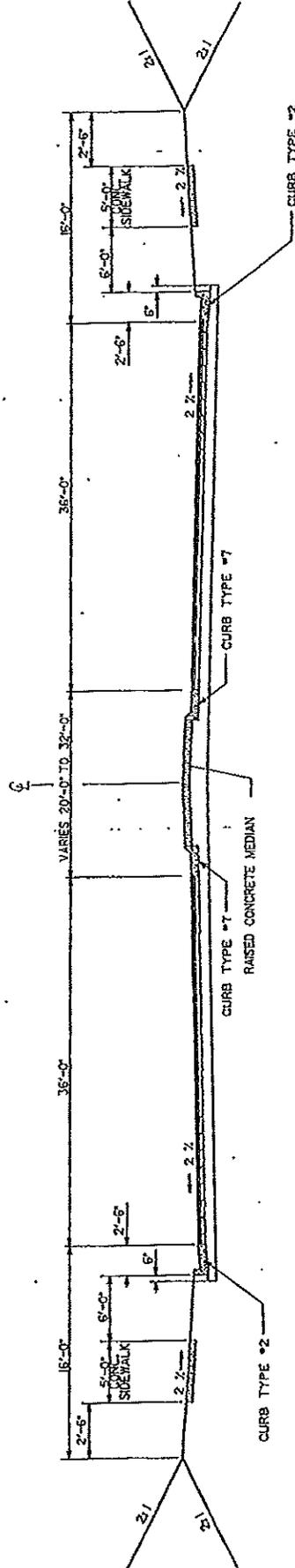
TYPICAL SECTION
BRADLEY PARK DRIVE (East of Ashwood Drive)

NOT TO SCALE



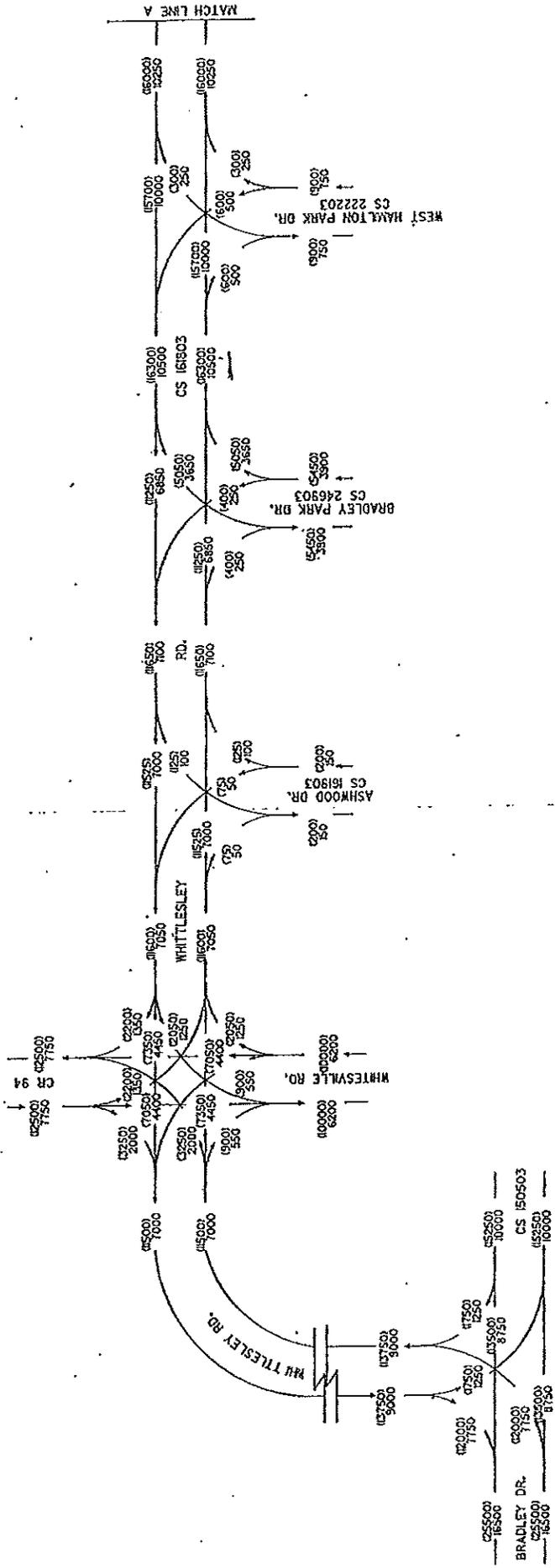
North of Whittlesey Road

NOT TO SCALE



South of Whittlesey Road

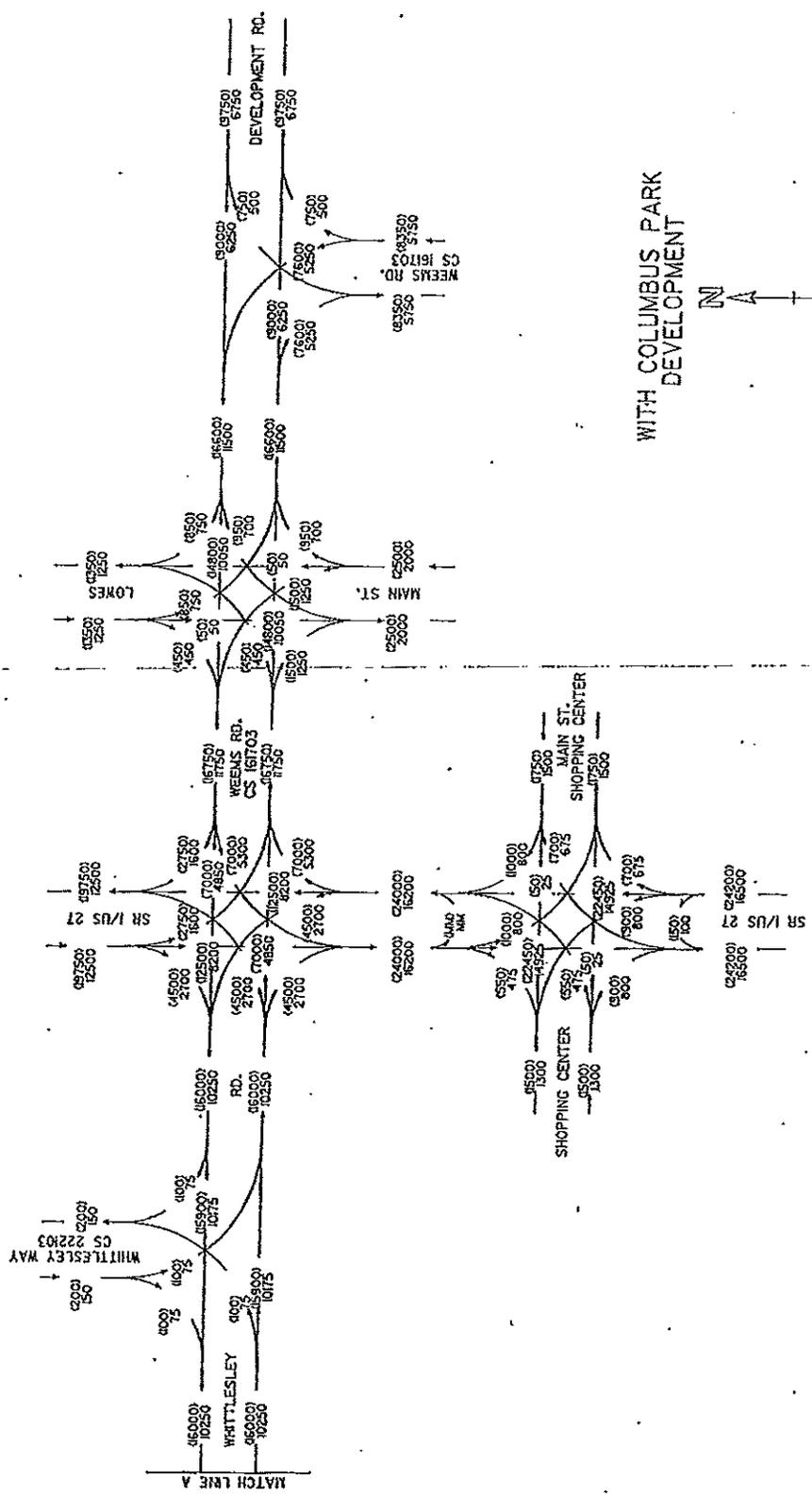
TYPICAL SECTIONS
VETERAN'S PARKWAY (US 27/SR 1)



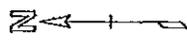
STP-8060(2)
P.I.# 3510
MUSCOGEE COUNTY
WHITTLESEY ROAD
2008 ADT = 900
2028 ADT = 1000
24 HR. T = 5%
S.U. = 2%
COMB. = 5%
R/L
2/03

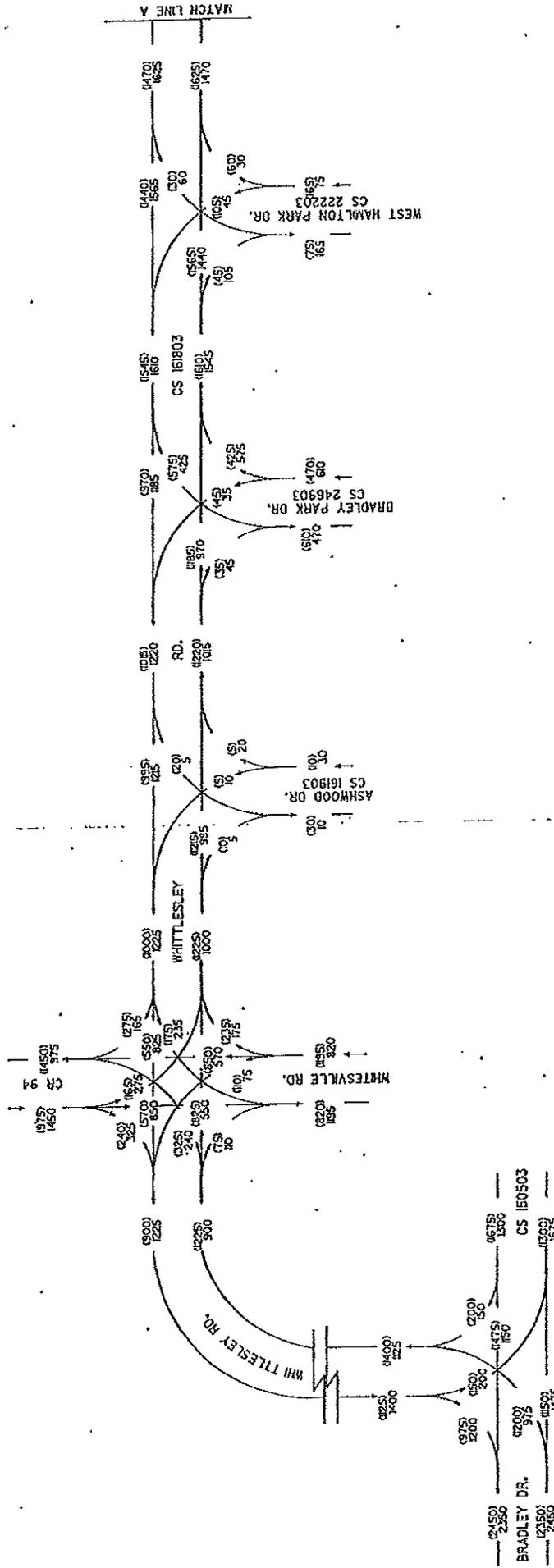
STP-8060(2)
P.L.# 351010
MUSCOGEE COUNTY
WHITTLESEY ROAD
2008 ADT = 000
2028 ADT = 1000
24 HR. T = 5%
S.U. = 2%
COMB. = 3%
REL.
2/03

SHEET 2 OF 4



WITH COLUMBUS PARK
DEVELOPMENT

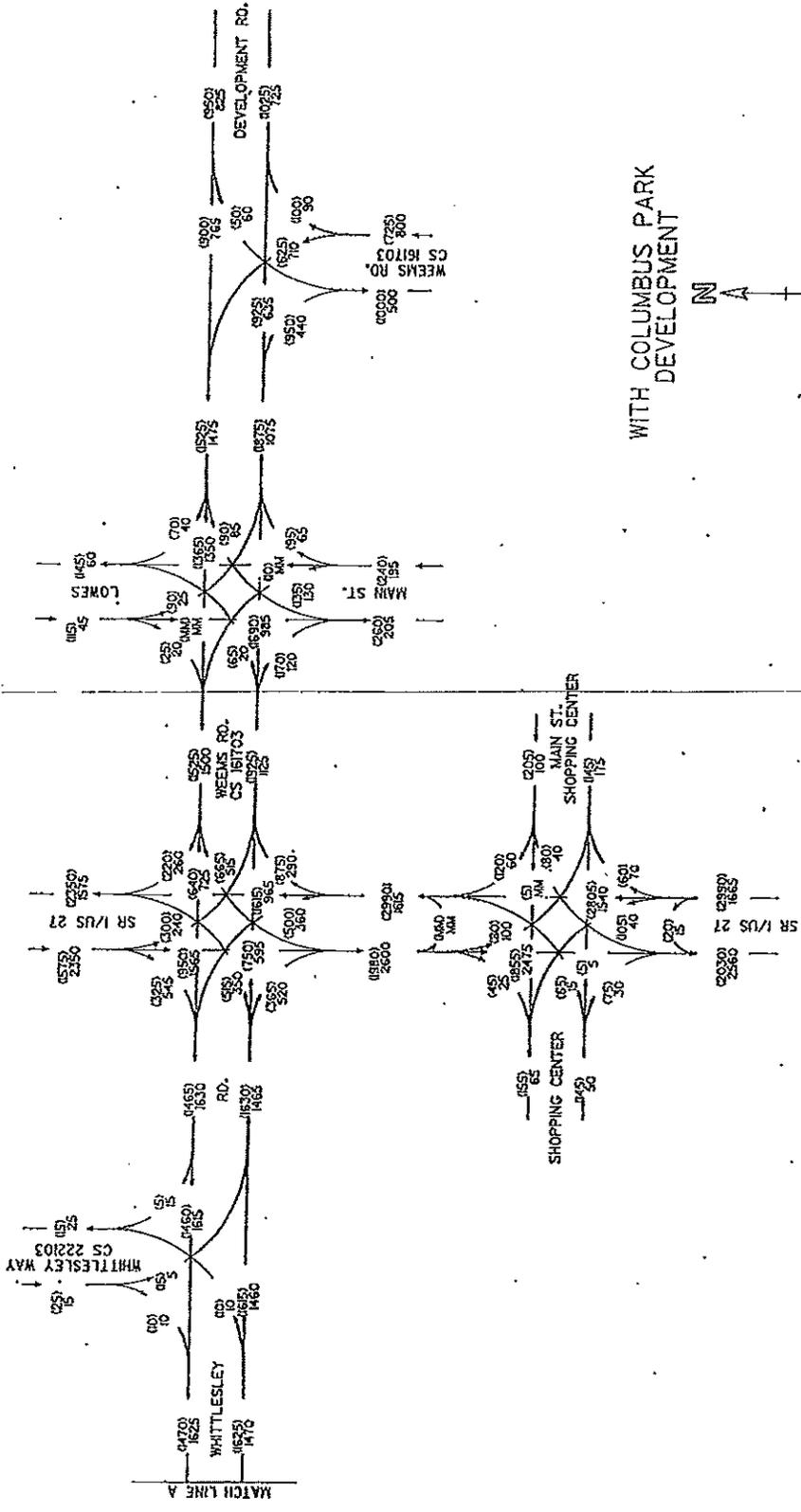




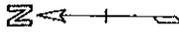
STP-8060(2)
PAL# 351010
MUSCOGEE COUNTY
WHITTLESEY ROAD
2028 AM DHV = 000
2028 PM DHV = (000)
T = 2Z

STP-8060(2)
P.L.# 351010
MUSCOGEE COUNTY
WHITTLESEY ROAD
2028 AM DRV = 000
2028 PM DRV = 1000
T = 2Z
R/L
2/03

SHEET 4 OF 4



WITH COLUMBUS PARK
DEVELOPMENT



COST ESTIMATE

Whittlesey Road Widening

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

- Programming Process
- Concept Development
- During Project Development

GDOT PROJECT MANAGER: Neal O'Brien

PROJECT COSTS

(Engineer's Opinion of Probable Costs)

A. RIGHT-OF-WAY		
1	Property (land and easements)	
2	Displacements (residents, businesses, improvements and damages)	
3	Other Costs (administrative/court and inflation)	
	SUBTOTAL	\$16,328,175
B. UTILITIES		
1	(Reimbursable)	
	a Railroad	
	b Transmission Lines	
	c Services	
	d Other	
	SUBTOTAL	\$231,334
C. MAJOR STRUCTURES		
1	Retaining Walls	\$677,049
2	Box Culverts	\$85,132
	SUBTOTAL	\$762,180
D. GRADING AND DRAINAGE		
1	Earthwork	\$205,824
2	Drainage	\$413,918
	a Cross Drain Pipe	
	b Storm Drain Pipe	
	c Median Drainage	
	d Catch Basins	
	SUBTOTAL	\$619,742
E. BASE AND PAVING		
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	\$94,880
	SUBTOTAL	\$2,673,856

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

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)

A. RIGHT-OF-WAY		
1	Property (land and easements)	
2	Displacements (residents, businesses, improvements and damages)	
3	Other Costs (administrative/court and inflation)	
	SUBTOTAL	\$2,996,390
B. UTILITIES		
1	(Reimbursable)	
a	Railroad	
b	Transmission Lines	
c	Services	
d	Other	
	SUBTOTAL	\$56,924
C. MAJOR STRUCTURES		
1	Retaining Walls	\$0
2	Box Culverts	\$0
	SUBTOTAL	\$0
D. GRADING AND DRAINAGE		
1	Earthwork	\$51,456
2	Drainage	\$103,480
a	Cross Drain Pipe	
b	Storm Drain Pipe	
c	Median Drainage	
d	Catch Basins	
	SUBTOTAL	\$154,936
E. BASE AND PAVING		
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	\$37,307
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
	SUBTOTAL	\$668,446

F. LUMP SUM ITEMS		
1	Traffic Control	\$133,000
2	Clearing and Grubbing	\$53,200
3	Landscaping	\$2,880
4	Erosion Control	\$133,000
5	Grassing	\$9,310
	SUBTOTAL	\$331,170
G. MISCELLANEOUS		
1	Signing/Striping/Signal	\$63,840
2	Guardrail	\$0
	SUBTOTAL	\$63,840
H. SPECIAL FEATURES		
1	Field Engineer's Office, Type 3	\$0
	SUBTOTAL	\$0
SUBTOTAL CONSTRUCTION COST (C thru H)		\$1,218,392
ENGINEERING/CONSTRUCTION CONTINGENCIES (10%)		\$121,839
INFLATION (5%/YEAR X 3 YEARS)		\$201,036
TOTAL CONSTRUCTION COST		\$1,541,266
RIGHT-OF-WAY(A)		\$2,996,390
UTILITY COST(B)		\$56,924
TOTAL PROJECT COST		\$4,594,680

RESOLUTION 03-01-4

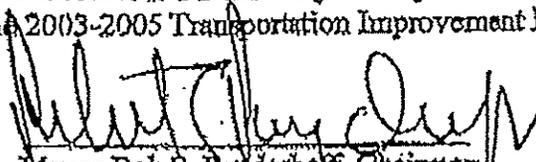
COLUMBUS-PHENIX CITY TRANSPORTATION STUDY
POLICY COMMITTEE

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. Rydashoff, Chairman
Columbus-Phenix City Transportation Study
Policy Committee

1-31-03

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

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

LIKE PROVISIONS INCLUDED? N **MEASUREMENT SYSTEM: B** **CONSULTANT: C** **UT EST: \$0**

bridge: NO BRIDGE REQUIRED

design: SP/KCA/Bxt Proj Lmt; Revise CNPT, Need Env Doc 5-20-04

IS: TWINH | BLSTON

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: CAHSND CNSLTNT PLNS FR REVW10306011\$+

utility: SUE Level B Compl 02/07/02-TBE

ADDITIONAL INFORMATION

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:
PERMIT CERT DT:		ACQUIRED CT:	RELOCATION CT:		

PROJ ID	COUNTY	DESCRIPTION		SCHED. DATE	MGMT. LET DA
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
TYP #:	86-SR-2007	TWIN:	US:	PB	LR LR \$ 750,000.00 Q23 PRECS
	Columbus TMA	EST DATE:	1/1/2003	ROW	LR LR \$ 3,000,000.00 Q23 PRECS
				CST	LR LR \$ 5,000,000.00 Q23 PRECS
PROJ MGR:	Obrien, Neal	PROJ LENGTH:	0.56		
PROG TYPE:	Reconstruction/Rehabilitation	TYPE WORK:	Widening		
CONCEPT:	4U (MBD 20)	LET RESP:	DOT		

SCHED START	SCHED FINISH	ACTIVITY	ACTUAL START	ACT/EST FINISH	PCT	DISTRICT COMMENTS
						CDC-JS -GOES W/351010 - D 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: BLSTON

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:			