

D.O.T. 66

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

**FILE** FLF-540(11) Crawford-Peach Counties **OFFICE** Preconstruction  
P. I. No. 363130  
*CWHutto* **DATE** January 22, 2001  
**FROM** C. Wayne Hutto, Assistant Director of Preconstruction  
**TO** SEE DISTRIBUTION

RECEIVED

JAN 29 2001

OFFICE OF PROGRAMMING

**SUBJECT** NOTICE OF LOCATION AND DESIGN APPROVAL

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.

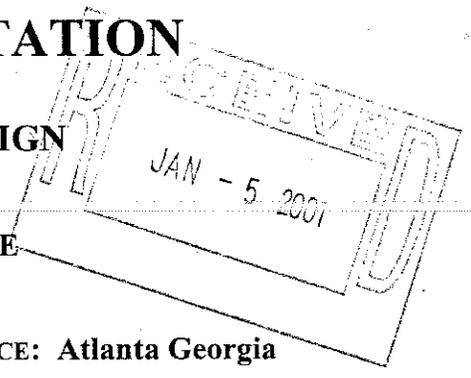
CWH/cj

Attachment

DISTRIBUTION:

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



**INTERDEPARTMENT CORRESPONDENCE**

**FILE: FLF-540(11) Crawford/Peach Counties  
P.I. No. 363130**

**OFFICE: Atlanta Georgia**

**DATE: January 3, 2000**

**FROM: James A. Kennerly, State Road and Airport Design Engineer**

**TO: Wayne Hutto, Assistant Director of Preconstruction**

**SUBJECT: Location and Design Report Approval**

**Description:** FLF-540(11) Crawford/Peach Counties represents a portion of the Fall Line Freeway west of Fort Valley. The project begins east of the Flint River at the end of project FLF-540(27) and extends to the intersection of the Fort Valley Bypass and Beverly Road/C.R. 34 at the beginning of project FLF-540(30). The approved concept proposes to reconstruct S.R. 96 within these limits. The alignment will be on new location from east of the Flint River to 0.97 kilometers (3.18 miles) east of the Central of Georgia Railroad. There it will run parallel to the existing S.R. 96 until it again goes off on new location and makes a continuous movement connection to the existing Fort Valley Bypass. The total project length is 7.74 kilometers (4.81 miles).

**Project Proposal:** Reconstruct, widen & relocate S.R.96, from two lanes to four 3.6 meter (12 foot) travel lanes (2 travel lanes each direction) divided by a 13.4 meter (44 foot) depressed grass median. The section would include 3.0 meter (10 foot) outside shoulders with 2.0 meters (6.5 foot) paved and 1.8 meter (6 foot) inside shoulders with 0.6 meters (2 foot) paved. Twin bridges would be constructed over Nakomis Creek and the Central of Georgia Railroad.

<b>Estimated Cost:</b>	<b>Current</b>	<b>Approved</b>
Construction (incl. E/C)	\$17,665,000	\$17,604,000
Right of Way	\$ 1,019,000	\$ 1,019,000
Utilities	\$ not available	\$ not available

**Concept Approval Date:** Original Concept – August 10, 1994  
Revised Concept – May 14, 1996

**Concept Update:** The design speed has been increased from 90 km/h (55 mph) to 105 km/h (65 mph).

As a result of the design speed increase, the ditch front slopes of the typical section were flattened from 4:1 to 6:1 and extended to provide adequate clear zone. Other changes to the typical section include steepening the median slopes from 8:1 to 6:1 and increasing the paved shoulder width from 1.2 meters (4 foot) to 2.0 meters (6.5 foot) in accordance with the new rumble strip guidelines.

The at-grade intersection with the Central of Georgia Railroad is to be closed as part of a railroad cost participation agreement. Existing S.R. 96 would remain open from C.R. 198 to a point 35 meters (115 feet) west of the at-grade intersection with the Central of Georgia Railroad with access to S.R. 96 via C.R. 198 and a proposed connector road 412 meters (1352 feet) west of the Central of Georgia Railroad. The existing bridge over Nakomis Creek would remain open for local traffic. Existing S.R. 96 would also remain open for local traffic from C.R. 64 to a point 570 meters (1870 feet) east of C.R. 64 with access to S.R. 96 via a second proposed connector road 412 meters (1352 feet) east of C.R. 64.

The proposed twin bridges over Nakomis Creek have been lengthened from 236.2 meters (774.9 feet) to 300 meters (984.3 feet) in order to span the wetlands. The proposed twin bridges over the Central of Georgia Railroad have also been lengthened from 54.9 meters (180.1 feet) to 56.4 meters (185.0 feet) in order to provide sufficient space for a future second line of railroad tracks.

The continuous movement curve to Fort Valley Bypass has been flattened from a 582.10 meter radius (3°00'00") to a 1000 meter radius (1°44'47") in order to improve the overall roadway design and improve the proposed new intersection with Vineville St. (existing S.R. 96).

Base year traffic (2004) is 6,100 ADT and design year traffic (2024) is 11,100 ADT for this project.

**Environmental Assessment Approval Date:** July 21, 2000.

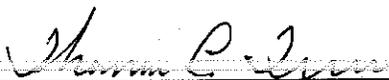
**Public Hearing Results:** A public hearing was held on January 13, 2000 for the project FLF-540(11) at Peach County High School in Fort Valley, Georgia.

A total of 63 people attended this public hearing. The results of the hearing were:

Responses – 32      Oppose – 4      Support – 24      Conditional/Undecided – 4

**Recommendation:** That we approve this Project Location and Design and that the attached "Notice" be approved for advertising.

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

**Recommended:**   
**Thomas L. Turner, P.E., Director of Preconstruction**

**Approved:**  1-18-01  
**Frank Danchetz, P.E., Chief Engineer** **Date of Approval**

# NOTICE OF LOCATION AND DESIGN APPROVAL

**PROJECT: FLF-540(11) CRAWFORD/PEACH COUNTIES  
P.I. NO. 363130**

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.

Project FLF-540(11) Crawford/Peach Counties begins at the Flint River east of project FLF-540(27) and ends at the Fort Valley Bypass. The approved concept proposes to reconstruct State Route 96 within these limits. The alignment will be on new location from the Flint River to 3.18 miles east of the Central of Georgia Railroad. There it will run parallel to the existing State Route 96 until it again goes off on new location and makes a continuous movement connection to the existing Fort Valley Bypass. This project is located within Georgia Militia Districts 529 and 1813 and within Land Lot Districts 29, 30, 36, 60, 61, 68, 69, 92, 101, 102, 123, 124, 133, 134, 155, and 156.

Date of Location and Design Approval: 18-JANUARY-2001

The proposed typical section will provide for four 12 foot travel lanes (2 lanes in each direction) divided by a 44 foot depressed grass median. The project is 4.91 miles long with twin bridges over Nakomis Creek and the Central of Georgia Railroad.

The proposed multi-laning will increase traffic carrying capacity and improve the operational characteristics and safety along this section of State Route 96.

Drawings of the proposed project are on file and are available for public inspection at the Georgia Department of Transportation Area Engineer's Office, 725 Andrews Drive, Thomaston, Georgia. Or, any interested party may obtain a copy of the drawings by writing to the Georgia Department of Transportation, No. 2 Capitol Square, Atlanta, Georgia 30334 and paying a nominal cost therefor.

Any written request in reference to this Notice should include the Project and P.I. Number as noted at the top of this Notice and may be referred to:

James A. Kennerly  
State Road and Airport Design Engineer  
GEORGIA DEPARTMENT OF TRANSPORTATION  
No. 2 Capital Square, Room 444  
Atlanta, Georgia 30334  
Telephone (404) 656-5386

PRELIMINARY COST ESTIMATE

PROJECT NUMBER: FLF-540(11)

COUNTY: Crawford/Peach

DATE: ~~January 2, 2001~~ ESTIMATED LETTING DATE: ~~April, 2002~~

PREPARED BY: Corey Baird

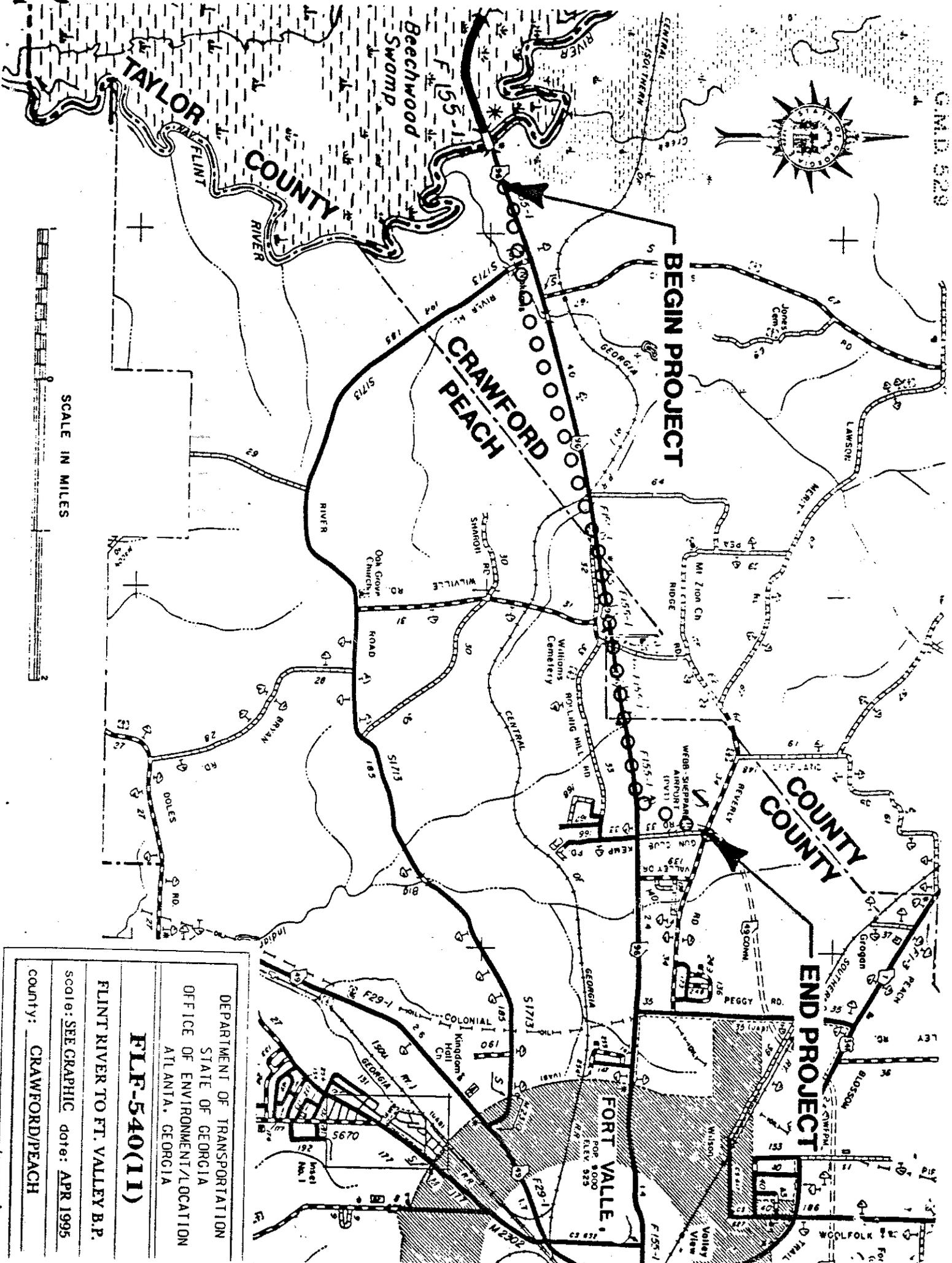
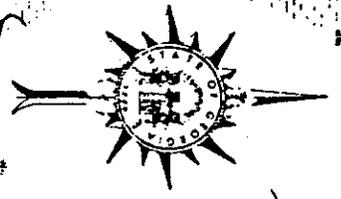
PROJECT LENGTH: 7.74 kilometers

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

PROJECT COST	
A. RIGHT-OF-WAY:	
1. PROPERTY (LAND & EASEMENT)	\$ 1,019,000
2. DISPLACEMENTS; RES:0, BUS;0, M.H.:0	\$ 0
3. OTHER COST (ADM./COST, INFLATION)	\$ 0
SUBTOTAL:A	\$ 1,019,000
B. REIMBURSABLE UTILITIES:	
1. RAILROAD	\$ 0
2. TRANSMISSION LINES	\$ 0
3. SERVICES	\$ 0
SUBTOTAL:B	\$ 0
C. CONSTRUCTION:	
1. MAJOR STRUCTURES	\$ 0
a. RETAINING WALLS	\$ 0
b. BRIDGES	\$ 4,600,000
c. DETOURS BRIDGES	\$ 0
d. BOX CULVERTS	\$ 621,200
SUBTOTAL:C-1	\$ 5,221,200
2. GRADING AND DRAINAGE:	
a. EARTHWORK 230,478 cu.yd.@2.92	\$ 3,025,000
b. DRAINAGE:	
1) Cross Drain Pipe (exclude box culverts)	\$ 325,000

PROJECT COST		
2) Curb and Gutter		\$ 0
3) Longitudinal System(include catch basins)		\$ 0
SUBTOTAL:C-2		\$ 3,350,000
3. BASE AND PAVING:		
a. AGGREGATE BASE		\$ 1,930,000
b. ASPHALT PAVING: Surface	\$ 600,000	
Binder	\$ 760,000	
Base	\$1320000	
SUBTOTAL:C-3.b		\$ 2,680,000
c. CONCRETE PAVING		\$ 0
d. OTHER		\$ 200,000
SUBTOTAL:C-3		\$ 4,810,000
4. LUMP ITEMS:		
a. TRAFFIC CONTROL		\$ 25,000
b. CLEARING AND GRUBBING		\$ 430,000
c. LANDSCAPING		\$ 160,000
d. EROSION CONTROL		\$ 450,000
e. DETOURS		\$ 0
SUBTOTAL:C-4		\$ 1,065,000
5. MISCELLANEOUS:		
a. LIGHTING		\$ 0
b. SIGNING - STRIPING - SIGNAL		\$ 120,000
c. GUARDRAIL		\$ 154,000
d. SIDEWALK - MEDIAN BARRIER - OTHER		\$ 0
SUBTOTAL:C-5		\$ 274,000
6. SPECIAL FEATURES	SUBTOTAL:C-6	\$ 0

ESTIMATE SUMMARY		
A. RIGHT-OF-WAY		\$ 1,019,000
B. REIMBURSABLE UTILITIES		\$ 0
C. CONSTRUCTION		
1. MAJOR STRUCTURES	\$ 5,221,200	
2. GRADING AND DRAINAGE	\$ 3,350,000	
3. BASE AND PAVING	\$ 4,810,000	
4. LUMP ITEMS	\$ 1,065,000	
5. MISCELLANEOUS	\$ 274,000	
6. SPECIAL FEATURES	\$ 0	
SUBTOTAL CONSTRUCTION COST		\$14,720,200
E. & C. (10%)		\$ 1,472,020
INFLATION (5% PER YEAR)		\$ 1,472,020
NUMBER OF YEARS	2	
TOTAL CONSTRUCTION COST		\$17,664,240
GRAND TOTAL PROJECT COST		\$18,683,240



SCALE IN MILES

**FLF-540(11)**

FLINT RIVER TO FT. VALLEY B.P.

Scale: SEE GRAPHIC date: APR 1995

County: CRAWFORD/PEACH

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA  
OFFICE OF ENVIRONMENT/LOCATION  
ATLANTA, GEORGIA