

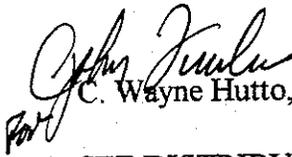
ORIGINAL TO GENERAL FILES

D.O.T. 66

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE STP-1300(4) Crisp County **OFFICE** Preconstruction
P. I. No. 450550 **DATE** February 13, 2001

FROM  C. Wayne Hutto, Assistant Director of Preconstruction

TO SEE DISTRIBUTION

SUBJECT PROJECT CONCEPT REPORT APPROVAL

Attached for your files is the approval for subject project.

CWH/cj

Attachment

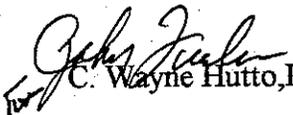
DISTRIBUTION:

Tom Turner
David Mulling
Harvey Keepler
Jerry Hobbs
Herman Griffin
Michael Henry
Marion Waters
Marta Rosen
Paul Liles
Jimmy Chambers (ATTN: Ted Cashin)
Jim Kennerly
David Crim

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE STP-1300(4) Crisp County **OFFICE** Preconstruction
P.I. No. 450550 **DATE** February 1, 2001

FROM  C. Wayne Hutto, P.E., Assistant Director of Preconstruction

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

SUBJECT PROJECT CONCEPT REPORT

This project is the construction of a bridge on 24th Avenue over the Norfolk Southern Rail Line and 5th Street in the City of Cordele. The proposed project limits will extend from US 41/SR 7 to 4th Street for a total of 0.30 mile. This project will eliminate an at-grade intersection with a hazard index of 3.38. There are currently 21 trains per day with an expected increase to 27 over the next 3 years and remaining so until the 2024 design year. Current train lengths between 5,000 and 11,000 feet are expected to remain unchanged. 24th Avenue is a two lane urban roadway with 5' sidewalk and a posted speed limit of 35 MPH. Currently, traffic volume at the crossing is 6,100 VPD and is projected to increase to 8,800 VPD by 2024.

The project proposes to construct a new bridge, 375' long, consisting of two, 12' lanes, curb and gutter and 6.5' sidewalk on both sides. Traffic will be maintained utilizing 22nd Avenue as a detour.

Environmental concerns include requiring a Categorical Exclusion be prepared; a public hearing is not required; time saving procedures are appropriate.

The estimated costs for this project are:

	<u>PROPOSED</u>	<u>APPROVED</u>	<u>PROG DATE</u>	<u>LET DATE</u>
Construction (includes E&C and inflation)	\$3,824,000	\$3,000 000	2004	03-07
Right-of-Way*	\$ 182,000	\$ 700,000		
Utilities*	\$ 100,000			

*DOT to pay for all right-of-way and utility costs.

Frank L. Danchetz
Page 2

STP-1300(4) Crisp
February 1, 2001

This project is in the STIP. I recommend this project concept be approved.

CWH:JDQ/cj

Attachment

CONCUR 
Thomas L. Turner, P.E., Director of Preconstruction

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

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENTAL CORRESPONDENCE

FILE: STP-1300(4) Crisp
P.I. Number 450550-

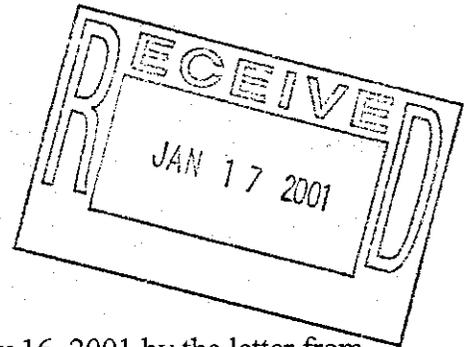
OFFICE: Engineering Services

DATE: January 17, 2001

FROM: David Mulling, Project Review Engineer *DTM*

TO: Wayne Hutto, Assistant Director of Pre-construction

SUBJECT: CONCEPT REPORT



We have reviewed the concept report submitted January 16, 2001 by the letter from James A. Kennerly dated January 4, 2001, and have no comment.

The costs for the project are:

Construction	\$2,897,000
Inflation	\$ 579,000
E&C	\$ 348,000
Reimbursable Utilities	\$ 0
Right of Way	\$ 182,000

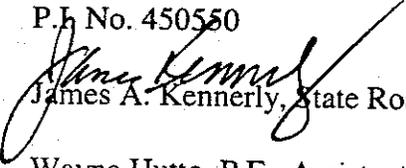
DTM

c: Jim Kennerly

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE STP-1300 (4), Crisp County
24th Avenue/S.R. 987 Grade Separation at Norfolk
Southern Rail Road
P.F. No. 450550
OFFICE Road Design
DATE January 4, 2000

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

TO Wayne Hutto, P.E., Assistant Director of Preconstruction

SUBJECT Concept Report Submittal

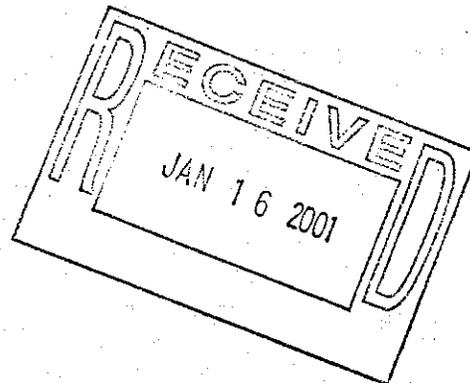
Attached for your review and approval is the Project Concept Report for the above project.

If you have any questions, please contact Stanley Hill of this office.

JAK: SH: hcc

Attachment

cc: David Mullin, w/attach
Harvey Keeper, w/attach
Marion Waters, w/attach
David Crim, District Four Engineer, w/attach
Paul Liles, w/attach
Marta Rosen, w/attach
Herman Griffin, w/attach



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

PROJECT CONCEPT REPORT

**STP-1300(4)
CRISP COUNTY
P.I. NO. 450550**

FEDERAL ROUTE NO: N/A
STATE ROUTE NO: N/A

Date of Report: 1/4/01

RECOMMENDATION FOR APPROVAL

01-13-01
DATE


State Road & Airport Design Engineer

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

DATE

State Transportation Programming Engineer

DATE

State Transportation Planning Administrator

DATE

State Environmental/Location Engineer

DATE

District Engineer

DATE

Project Review Engineer

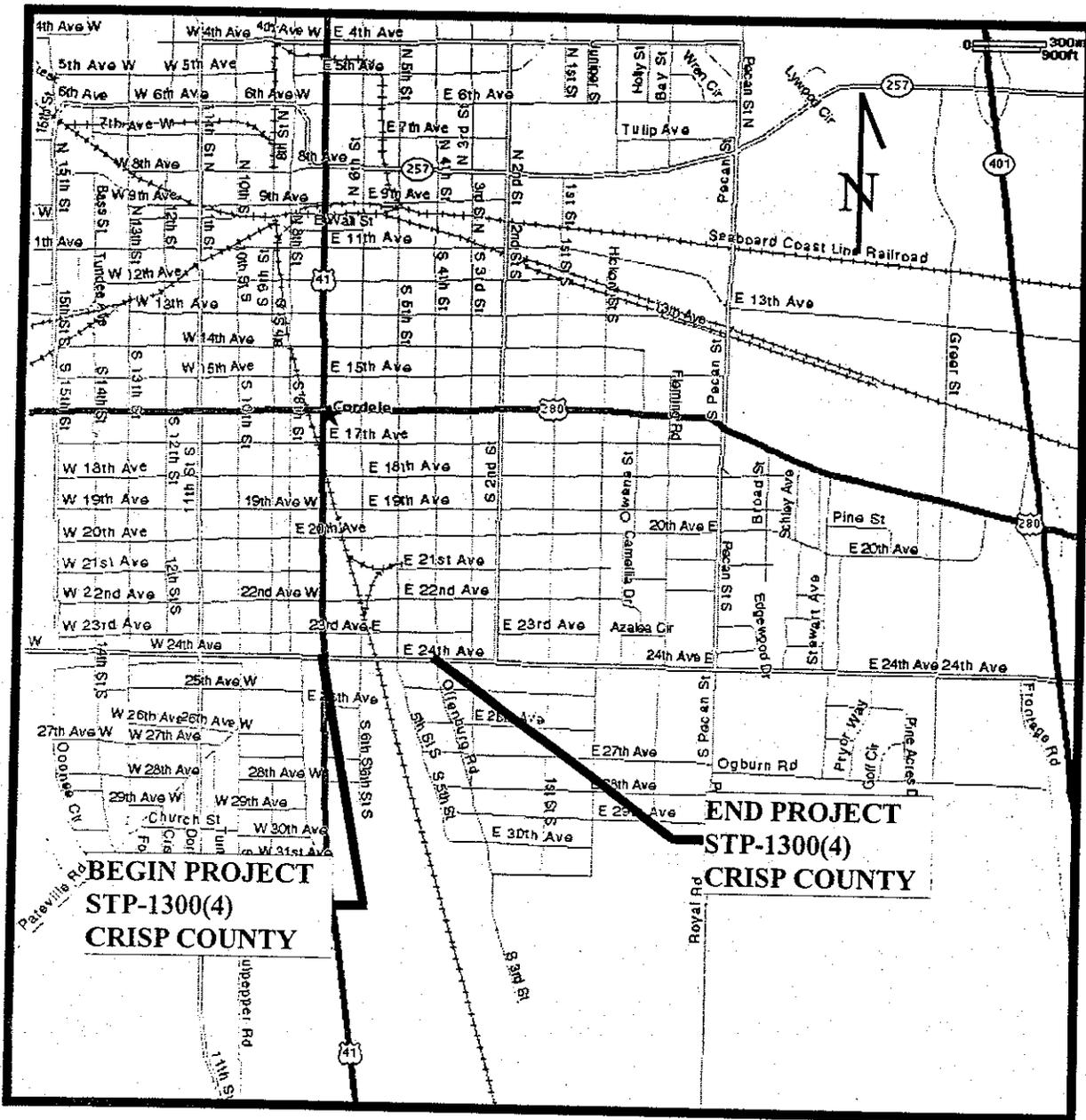
DATE

State Traffic Operations Engineer

DATE

State Bridge & Structural Engineer

PROJECT MAP - Project No. : STP-1300(4)



PROJECT NUMBER: STP-1300(4)

PROJECT LOCATION & DESCRIPTION

This roadway project consists of a grade separation at the intersection of Twenty-fourth Avenue and Norfolk Southern Railway located in Crisp County. The proposed separation will allow access for vehicles to the opposite side of the track during periods when access may be blocked at other crossings. The proposed concept consists of raising Twenty-fourth Avenue to bridge over Norfolk Southern Railway and Fifth Street. Retaining walls will need to be constructed to limit the impacts to adjacent properties. No access between Sixth Street and Twenty-four Avenue will be provided, and a cul-de-sac will be constructed on Sixth Street north of Cato Road.

PROJECT LENGTH: 0.3 miles

TRAFFIC

ON COMPLETION		PROJECTED	
YEAR	AADT	YEAR	AADT
2004	6600	2024	8800

PDP CLASSIFICATION

FUNCTIONAL CLASSIFICATION

MAJOR PROJECT/EXISTING LOCATION

URBAN MINOR ARTERIAL

FULL OVERSIGHT ()

EXEMPT (X)

SF ()

PROJECT NEED & PURPOSE

This project will construct a bridge over the Norfolk Southern rail line at 24th Avenue. The project will begin at SR-7 and end at 4th Street. The bridge will have two 12-foot lanes with sidewalk and will tie into the existing roadway, which consists of two 20-foot lanes with sidewalk. Twenty-fourth Avenue extends from SR-90 east of town to US-280 and SR-300 west of town. The expressed need and purpose of the project is to provide emergency access and an improved east-west corridor south of town.

Land use within the project limits is residential, light commercial and governmental use. This is also reflective of the land use along 24th Avenue. There are four schools and a housing project located on 24th Avenue. The schools generate a minimum of 68 school bus crossings per day.

Existing conditions at the crossing consists of gates, lights and bells; with 21 trains per day. There are ten night trains, ten-day trains and one night switching movement. The crossing is located approximately one block south of a rail yard. Train lengths are between 5,000 and 11,400 feet in length with speeds of approximately 25 MPH. The number of trains is expected to increase at a rate of two trains per year for the next three years, which will bring the total number of trains per day to 27 by 2024. Train lengths are estimated to remain unchanged. The 1999 traffic volume for 24th Avenue at the crossing is 6,100 vehicles per day and is projected to increase to 8,800 vehicles per day by 2024. This section of 24th Avenue functions at a Level of Service (LOS) B and will retain an acceptable LOS through 2024.

During the past five years, there were no recorded accidents at the crossing. The Hazard Index for the crossing is 3.38. The Hazard Index is an estimate of the number of accidents expected to occur at a given crossing during a five-year period. The calculation is based on train volume and traffic volumes at the crossing.

There are several programmed projects in the immediate area. The projects include the I-75 widening (NH-75-1 (156), 410260), a railroad crossing upgrade projects at 19th Avenue (STP-000RR (72)) and a crossing upgrade at 22nd Avenue (STP-00RR (119), 471170). Twenty-second Avenue is the proposed detour for construction of the 24th Avenue bridge. The crossing upgrade at 22nd Avenue will need to be completed prior to the detour for 24th Avenue. The 19th Avenue upgrade may not be necessary if the crossing is identified as needing to be closed in conjunction with the new grade separation.

Depending upon the train length, train delays average between 4-6 minutes for unimpeded trains. Switching movements at the rail yard located just north of the intersection results in even longer delays. There is one reported switching movement per day. There are two major sets of east-west tracks and one major set of north-south tracks through the city of Cordele. The east-west tracks belong to CSX and the north-south tracks to Norfolk Southern. These rail lines intersect each other north of the downtown area. The City has reported instances where trains on the north-south tracks have to stop to allow trains on the east-west tracks to clear the rail intersection north of town. This results in extended delays causing at grade rail crossings within a two-mile stretch of rail to be blocked. There are 35 trains per day on the east-west line.

There is a fire station located approximately four blocks from the rail crossing and other emergency services are located north of town. There are several grade separations located north of town near the hospital/EMS services, and the fire and police station. This allows emergency services to be dispatched to either side of the railroad in order to avoid train delay. However, this does not work when there are trains on both the east-west and north-south lines. The fire station on 24th Avenue currently uses SR-300 to avoid train delay.

This project will improve emergency response time and improve the east-west travel south of town since delays due to trains would be eliminated. The improved route would also divert some local traffic from US-280, which is located north of the project. The 12-foot, two-lane typical section limits possible future improvements along this route.

EXISTING ROADWAY

TYPICAL SECTION: 2 - 20' lanes with curb & gutter,
1.5' grass strip, and 5' sidewalk.
200' left turn lane to 7th Street

R/W WIDTH
60' - 65'

POSTED SPEED
35 MPH

MAX DEGREE OF CURVE
3° 00' 00"

MAXIMUM GRADE
5.30%

MAJOR STRUCTURES:
None existing

PROPOSED ROADWAY

TYPICAL SECTION: 2 - 12' lanes with curb & gutter
and 6.5' sidewalk. 200' left turn
lane to 7th Street

DESIGN SPEED
35 MPH

MAX DEGREE OF CURVE
ALLOWABLE: D= 16° 00' 00"
PROPOSED: D= 1° 30' 00"

MAX GRADE
ALLOWABLE: 7.00%
PROPOSED: 5.00%

MAJOR STRUCTURES:
Construct new 375' bridge over Norfolk Southern Railway and Fifth Street.

PROPOSED RIGHT OF WAY

R/W WIDTH: 60' - 70'

DISPLACEMENTS

RES: 0 BUS: 0 M.H.: 0

NUMBER OF PARCELS: 2

COORDINATION

CONCEPT TEAM MEETING DATE:	October 25, 2000
CONFORMS TO TIP/STIP:	Yes
MEETS LOGICAL TEMINI REQUIREMENTS:	Yes
P.A.R. MEETING:	To Be Determined
LOCATION INSPECTION DATE:	June 29, 2000
PERMITS REQUIRED (4f, COE, 404, ETC.):	Railroad Encroachment Permit
LEVEL OF PUBLIC INVOLVEMENT:	Public Information Meeting
TIME SAVING PROCEDURES APPROPRIATE:	No
LOCAL GOVERNMENT COMMITMENTS:	None
OTHER PROJECTS IN THE AREA:	1) NH-175-1(156), I-75 Widening (Unit 156) 2) STP-000RR (72), RR crossing upgrade @ 19th Ave 3) STP-000RR (119), 471170, RR crossing upgrade @ 22nd Ave

SCHEDULING CONSIDERATIONS

TIME TO COMPLETE ENVIRONMENTAL:	6 Months
TIME TO COMPLETE PRELIMINARY RD/RW PLANS:	12 Months
TIME TO COMPLETE FINAL CONSTRUCTION PLANS:	12 Months
TIME TO BUY RIGHT OF WAY:	12 Months

MISCELLANEOUS

TRAFFIC CONTROL DURING CONSTRUCTION: Detour Twenty-fourth Avenue traffic to Twenty-second Avenue during construction. **Project STP-000RR (119), 471170, Railroad crossing upgrade at 22nd Avenue needs to be completed prior to detouring traffic to 22nd Avenue.** Twenty-second Avenue will also need to be resurfaced prior to detouring.

LEVEL OF ENVIRONMENTAL ANALYSIS: C.E.

DESIGN EXCEPTIONS REQUIRED:	YES	NO	UNDETERMINED
SUBST HORZ ALIGNMENT	()	(X)	()
SUBST ROADWAY WIDTH	()	(X)	()
SUBST SHOULDER WIDTH	()	(X)	()
SUBST VERT GRADES	()	(X)	()
SUBST CROSS SLOPE	()	(X)	()
SUBST STOPPING SIGHT DIST	()	(X)	()
SUBST SUPERELEV RATES	()	(X)	()
SUBST HORIZ CLEARANCE	()	(X)	()
SUBST SPEED DESIGN	()	(X)	()
SUBST VERTICAL CLEARANCE	()	(X)	()
SUBST BRIDGE WIDTH	()	(X)	()
SUBST BR STRUCT CAPACITY	()	(X)	()

DESIGN VARIANCES REQUIRED: None

ACCESS CONTROL: Partial Limit of Access

UNDERGROUND STORAGE TANKS: None

HAZARDOUS WASTE SITES: None

UTILITIES: Standard distribution utilities within project limits. No major utilities within project limits

ALTERNATES CONSIDERED

- A. Construct a bridge on Twenty-fourth Avenue over the Norfolk Southern Railway. Access to Fifth Street and Sixth Street is restricted.
- B. Construct a bridge on Twenty-fourth Avenue over both the Norfolk Southern Railway and Fifth Street. Access to Sixth Street is restricted.
- C. Construct one bridge on Twenty-fourth Avenue over the Norfolk Southern Railway and a separate bridge over Fifth Street. Access to Sixth Street is restricted.
- D. No Build

Alternate B is the preferred alternate.

ESTIMATED COST

CONSTRUCTION:	\$2,896,771	RIGHT-OF-WAY:	\$181,500
E & C (15%):	\$434,516	ACQUIRED BY:	GDOT
INFLATION (5%, 4yrs):	\$717,913	UTILITIES:	\$0
		ADJUSTED BY:	No Reimbursable
TOTAL CONSTRUCTION COST:	\$4,049,200		

COMMENTS:

ATTACHMENTS: Cost Estimate, Typical Section, Traffic Diagrams, Concept Team Meeting Minutes, and Program Document

PRELIMINARY COST ESTIMATE

PROJECT NUMBER: STP-1300(4)

COUNTY: CRISP

DATE: 1/4/01

ESTIMATED LETTING DATE: 2004

PREPARED BY: Matt McDow

PROJECT LENGTH : 0.3 miles

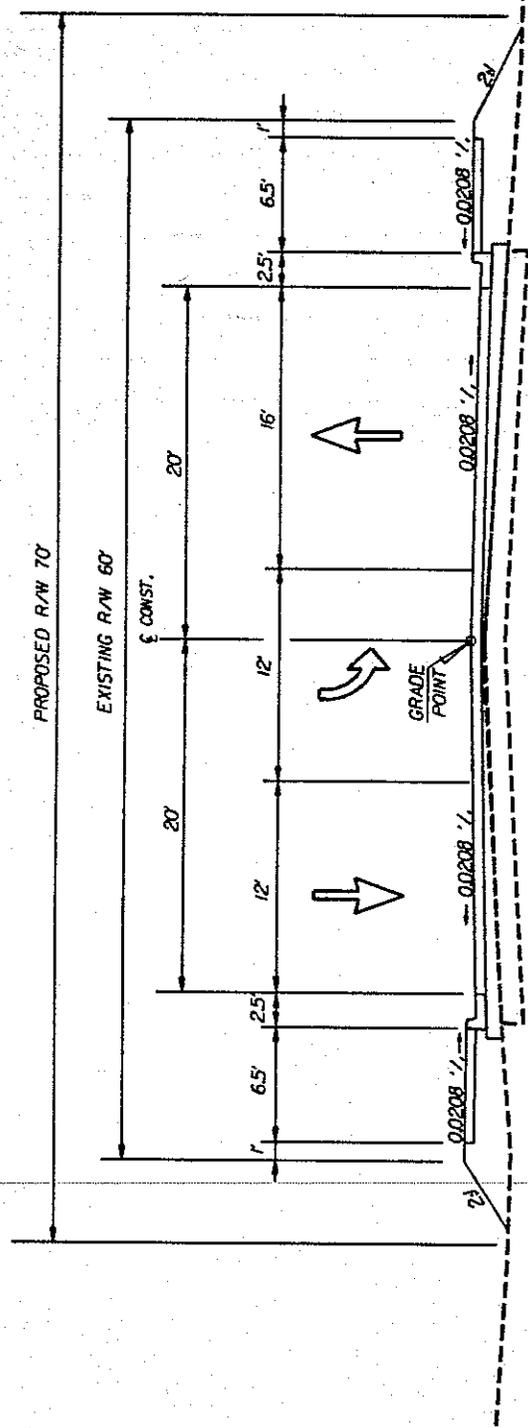
() PROGRAMMING PROCESS (X) CONCEPT DEV. () DURING PROJECT DEV.

PROJECT COST	
A. RIGHT-OF-WAY:	
1. PROPERTY (LAND & EASEMENT)	\$11,151
2. DISPLACEMENTS; RES: 0, BUS: 0, M.H.: 0	\$0
2. OTHER COST (DAMAGES, ADM. / COURT, INFL., ETC.)	\$170,349
SUBTOTAL: A	\$181,500
B. REIMBURSABLE UTILITIES:	
1. TRANSMISSION LINES	\$0
2. DISTRIBUTION LINES	\$0
3. OTHER UTILITIES	\$0
SUBTOTAL: B	\$0
C. CONSTRUCTION:	
1. MAJOR STRUCTURES:	
a. Bridge over Norfolk Southern Railway and 5th St. (\$65/ sq. ft.)	\$1,124,240
SUBTOTAL: C-1	\$1,124,240
2. GRADING AND DRAINAGE:	
a. EARTHWORK - Borrow Excav. 18000 CY (\$10 / cu. yd)	\$180,000
b. DRAINAGE	\$100,000
SUBTOTAL: C-2	\$280,000
3. BASE AND PAVING:	
a. 10" GR AGGR BASE CRS - (\$10 / SY)	\$43,786
b. ASPHALT PAVING:	
1. Superpave Base Course - 25mm, 4" depth (\$40/ton)	\$40,758
2. Superpave Intermed Course - 19mm, 2" depth (\$40 / ton)	\$21,146
3. Superpave Surface Course - 9.5mm, 1.5" depth (\$40 / ton)	\$16,127
4. Resurface 22nd Avenue - 9.5mm, 1.5" depth (\$40 / ton)	\$13,141
SUBTOTAL: C-3.b	\$91,173
d. Milling, Asph Conc, Variable Depth (\$5 / SY)	\$4,750
SUBTOTAL: C-3	\$139,709

4. LUMP ITEMS:	
a. TRAFFIC CONTROL	\$50,000
b. CLEARING AND GRUBBING	\$100,000
c. GRASSING	\$20,000
d. EROSION CONTROL	\$50,000
SUBTOTAL: C-4	\$220,000
5. MISCELLANEOUS:	
a. SIGNING & STRIPING	\$5,000
b. FIELD OFFICE	\$40,000
c. CONCRETE CURB AND GUTTER - (\$10 / ft)	\$24,600
e. CONCRETE SIDEWALK - (\$26 / SY)	\$46,222
f. FENCING - (\$10 / LF)	\$10,000
SUBTOTAL: C-5	\$115,822
6. SPECIAL FEATURES : Walls (\$45/sf)	
a. Wall along 24th Ave., East of Railway	\$675,000
b. Wall along 24th Ave., West of Railway	\$342,000
SUBTOTAL: C-6	\$1,017,000

ESTIMATE SUMMARY		
A. RIGHT-OF-WAY:		\$181,500
B. REIMBURSABLE UTILITIES:		\$0
C. CONSTRUCTION:		
1. MAJOR STRUCTURES	\$1,124,240	
2. GRADING AND DRAINAGE	\$280,000	
3. BASE AND PAVING	\$139,709	
4. LUMP ITEMS	\$220,000	
5. MISCELLANEOUS	\$115,822	
6. SPECIAL FEATURES	\$1,017,000	
SUBTOTAL CONSTRUCTION COST	\$2,896,771	
E. & C. (15%)	\$434,516	
INFLATION (5% PER YEAR)	\$717,913	
NUMBER OF YEARS: 4		
TOTAL CONSTRUCTION COST	\$4,049,200	

STATE	PROJECT NUMBER	DATE
GA.	STP-1300(14)	1/1/2001



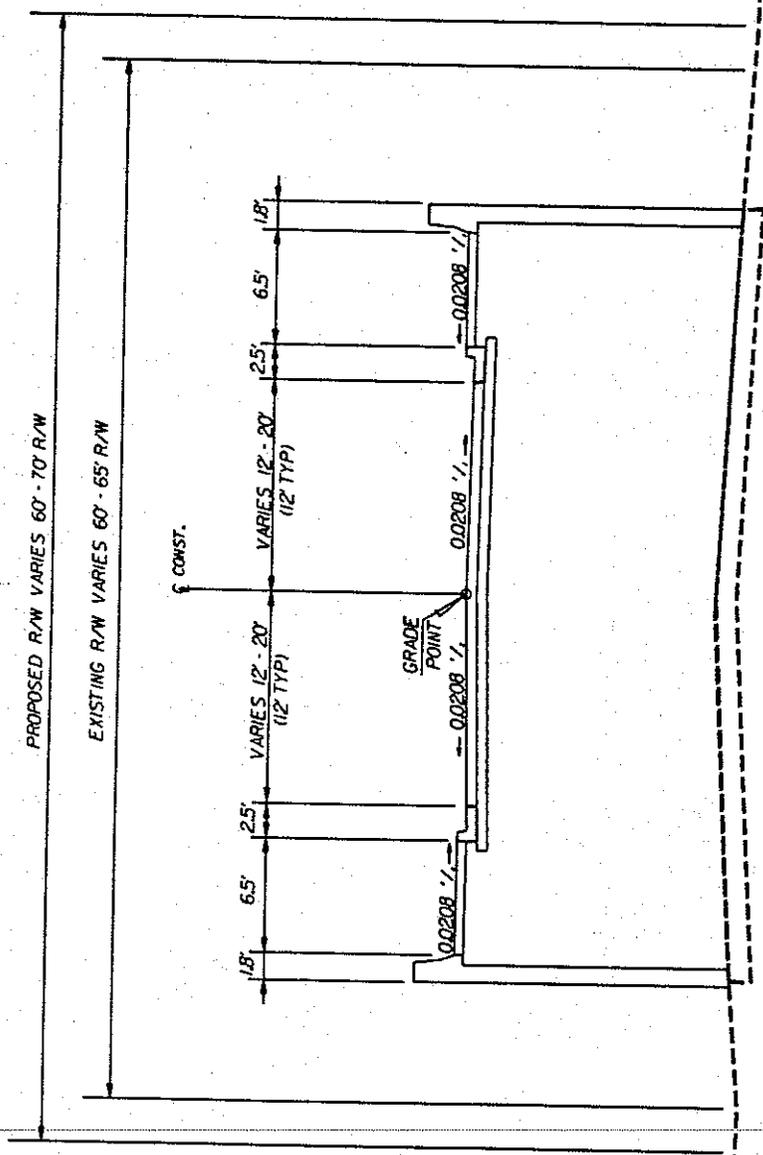
TYPICAL SECTION
 TWENTY-FOURTH AVE.
 BEGIN PROJECT

GEORGIA
 DEPARTMENT OF TRANSPORTATION
TYPICAL SECTIONS
 PROJECT STP-1300(14)
 COUNTY CRISP
 DATE 9/12/00

DATE	REVISIONS	DATE	REVISIONS

ARCADIS GERAGHTY/MILLER

STATE	PROJECT NUMBER	SHEET NUMBER
GA.	STP-1300(14)	2
		2

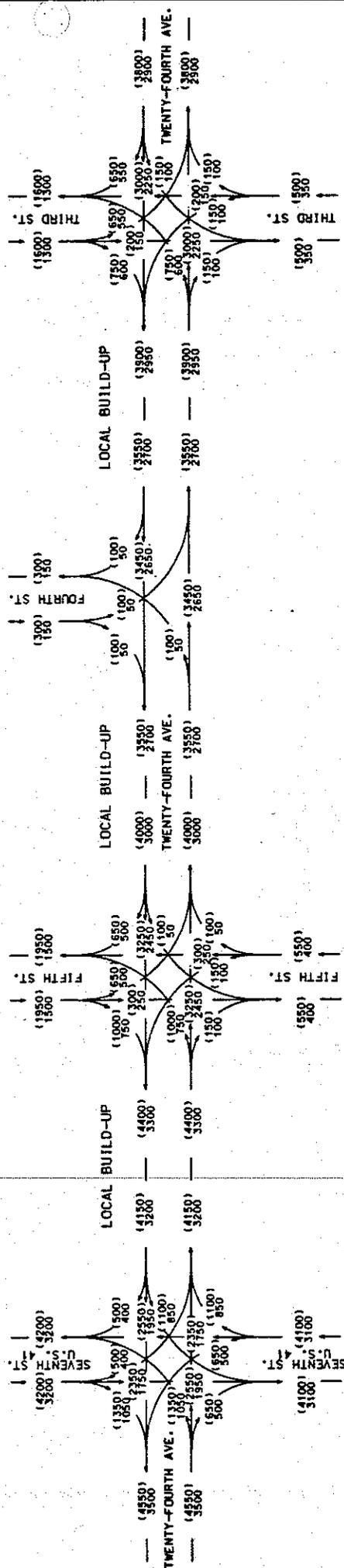


TYPICAL SECTION
 TWENTY-FOURTH AVE.
 WITH RETAINING WALLS

GEORGIA
DEPARTMENT OF TRANSPORTATION
TYPICAL SECTIONS
PROJECT STP-1300(14)
COUNTY CRISP
DATE 9/12/00

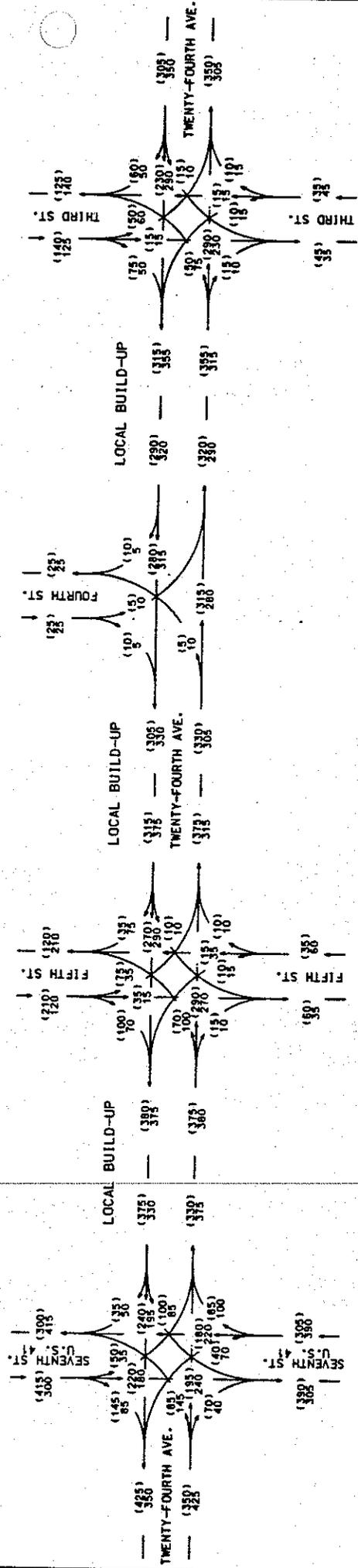
DATE	REVISIONS	DATE	REVISIONS

ARCADISGERAGHTY/MALLER
 (INC) L.L.P.



STP-1300(4)
 Plan # 250550
 GRADE SEPARATION
 CITY OF GRAYSON COUNTY
 2004 AADT= 000
 2024 AADT=1000
 24 HR V=3%

MAX
V=3%



STP-1300(4)
 PLOT # A20550
 GRADE SEPARATION
 GRANT SP. COUNTY
 2024 A.M. DHV=000
 T=3%
 MAM
 T-00



MEETING REPORT

Participants:
See Attached Sign-in Sheet

Copies:
Participants
Keith Franklin

ARCADIS Geraghty & Miller, Inc.
2849 Paces Ferry Road
Suite 400
Atlanta
Georgia 30339
Tel 770 431 8666
Fax 770 435 2666

TRANSPORTATION

Place/date of meeting:
GDOT, October 25, 2000

Minutes by:
Matt McDow

Subject:
24th Avenue Grade Separation at Norfolk
Southern Railway – Concept Team Meeting
STP-1300(4)
PI No. 450550

ARCADIS Geraghty & Miller Project No.:
GA062571.0630

This document should be reviewed by all recipients. Any additions, revisions, or deletions should be called to the attention of the writer within ten (10) days.

The meeting commenced at 10:00 a.m. Stanley Hill, the GDOT project manager for this project, chaired the meeting and highlighted the main elements of the draft concept report developed by ARCADIS Geraghty & Miller, Inc. Copies of the draft concept report were made available to all team members, and a plot of the preferred concept was displayed. Following are the meeting minutes of key issues and decisions that were addressed by various members of the team.

1. Stanley Hill, the GDOT project manager for this project, welcomed everyone to the meeting, and all attendees introduced themselves. See the attached sign-in sheet for a list of the attendees.
2. Mr. Hill discussed the project identification information. He stated that the functional classification for the project is urban minor arterial.
3. Ulysses Mitchell, with GDOT Planning, stated that the Need and Purpose Statement has not been completed for this project, but that it will focus on the need for an east-west corridor to reduce the traffic at nearby railroad crossings and to provide emergency access.
4. Mr. Hill corrected the projected traffic numbers contained in the draft concept report that was sent to the attendees. The correct numbers are: 5700 AADT for 2004 and 8800 AADT for 2024.
5. Mr. Hill discussed the existing typical section on 24th Avenue: two 20-foot lanes with curb and gutter, 1.5-foot grass strip, and 5-foot sidewalk.

6. Mr. Hill discussed the design criteria for the project:
 - a. Design speed is 35 mph.
 - b. Maximum degree of curve is 16° 00' 00" allowable and 1° 30' 00" proposed.
 - c. Maximum grade is 7 percent allowable and 5 percent proposed.
 - d. Access control is control by permit.
 - e. Drainage will be urban drainage.
7. Mr. Hill discussed the project costs:
 - a. Right-of-way cost is \$180,476.
 - b. There is no reimbursable utilities cost for this project.
 - c. The total construction cost is \$4,060,524.
8. Mr. Hill discussed the traffic control during the project construction. He stated it will be staged construction, and 24th Avenue will have to be closed for a portion of the construction. Traffic will be detoured to 22nd Avenue.
9. Jess Billmeyer, with ARCADIS Geraghty & Miller, discussed the project description:
 - a. The 24th Avenue grade will be raised from 7th Street, over the railroad and 5th Street, and will tie in at 4th Street. A for span, 375-foot bridge will span both the railroad and 5th Street.
 - b. The proposed typical section consists of two 12-foot lanes, a 1.5-foot grass strip, and a 5-foot sidewalk.
 - c. To limit impacts on adjacent properties, retaining walls will be required on both sides of 24th Avenue from approximately 100 feet east of 7th Street to approximately 100 feet west of 4th Street.
 - d. The Senior Citizen Center will have its access relocated to 23rd Avenue.
 - e. The Moore Brothers warehouse and the car wash will have their access off 6th Street.
 - f. Walter's garage, the farming supply building, and the self-storage business will have their access off 5th Street.

- g. The house on the northeast side of the project will have its access from the alley in the back. The Earnest Little parcel and the James Rivers parcel will keep their driveway onto 24th Street.
 - h. There are no right-of-way displacements. Some right-of-way will be purchased from the City of Cordele and Moore Brothers of Georgia. A construction easement will need to be purchased to construct the retaining wall.
 - i. The other alternates considered include:
 - i. No Build
 - ii. Bridge over just the railroad
 - iii. Two separate bridges over the railroad and over 5th Street
10. Mike Maloy, with GDOT Utility Department, stated that the railroad would assist with 5 percent of the bridge cost for the project. This will need to be coordinated with the GDOT Utility Department.
11. Mr. Maloy noted that fencing would be required on the barrier wall along the bridge to prevent vandalism. Tom Bracey, with Norfolk Southern, agreed that fencing would be required. The concept team agreed to add the cost for fencing along the barrier wall to the project cost estimate.
12. Mr. Bracey will investigate the need for future railroad tracks under the bridge, which would require a longer bridge span over the railroad.
13. Joe Sheffield, with GDOT District 4, stated that railroad crossing protection devices will need to be installed at the 22nd Avenue crossing prior to detouring traffic to this crossing. Otis Hammock, with GDOT Traffic Operations, will need to be contacted regarding this matter.
14. Mr. Sheffield requested that the 1.5-foot grass strip be removed since it will not be needed for utilities, and it causes a maintenance problem. The concept team agreed to consider removing the 1.5-foot grass strip from the typical section and widening the sidewalk to 6.5 feet.
15. Mr. Hill stated that there are no design variances or exceptions at this time.
16. Mr. Hill stated that there are no right-of-way displacements; however, right-of-way will be required from two parcels. Also, a construction easement would be required to construct the retaining walls.
17. Jean Burnette, the Cordele City Manager, asked if the detention pond located on the Moore Brothers parcel would be affected by the right-of-way take. Mr. Hill replied that the detention pond would not be affected.
18. Mr. Sheffield discussed the utility cost information:

- a. According to the GDOT Utility Office, the City of Cordele has a 2-inch gas line, an 8-inch sewer line, and an 8-inch water line located within the project limits. The non-reimbursable estimate for these utilities is \$56,400.
 - b. The non-reimbursable estimate for Crisp County Power is \$10,000.
 - c. The non-reimbursable estimate for BellSouth is \$5,575.
19. Don Gaskins, with GDOT District 4, stated that a Categorical Exclusion (CE) would cover the environmental impacts. He did not know of any hazardous waste sites or underground storage tanks within the project limits. Ms. Burnette, the Cordele City Manager, did not believe that any structures were eligible for the national registry.
20. Mr. Gaskins discussed the project scheduling. Preliminary Engineering (PE) was authorized in December 1998. Right-of-way acquisition is scheduled for fiscal year 2002. Construction is scheduled to begin in fiscal year 2004. A public information meeting will be required.
21. Mr. Hill stated that the other projects in the area include:
 - a. NH-I17-1(156), P.I. No. 410260, I-75 widening project (anticipated let date is December 2001)
 - b. STP-30-2(43), S.R. 30 / U.S. 280 at 15th Street
22. State representative Johnny Floyd of District 138 expressed his concern over the project's schedule. He noted that 24th Avenue connects to three schools and that train traffic is increasing in the area. The increased traffic results in extremely long traffic delays throughout the city. He requested that construction begin as soon as possible.
23. Jeanie Bartee, with the City of Cordele, also expressed concern over the project's schedule. She believes that the safety of the citizens is at risk by the delays caused to emergency vehicles at the crossing. She pointed out that Cordele has a north-south grade separated crossing; however, there is a definite need for an east-west grade separated crossing.
24. Ms. Burnette provided the team with statistics involving the 24th Avenue crossing. These statistics are enclosed.
25. Mark Lawing, with GDOT Engineering Services, noted that the sidewalk slope should be changed from 1/2-inch per foot to 1/4-inch per foot. The concept team agreed to correct the sidewalk slope.
26. Danny Gay, with GDOT Traffic Operations, stated that the traffic signal at 24th Avenue and Highway 41 has been recently upgraded and GDOT Traffic Operations does not see a need for an upgrade with this project. The concept team agreed to remove the cost for the signal upgrade from the project concept report.

27. Mr. Mitchell, with GDOT Planning, asked why the travel lanes were tapered from 20 feet to 12 feet. It was explained that this was done to limit impacts to properties adjacent to the roadway. Representative Floyd requested that the designers consider the large agricultural equipment that will need to use the road when deciding the final travel lane widths.
28. Mr. Mitchell inquired whether actual traffic counts were used in determining the AADT. It was confirmed that actual counts were used. He noted that the 2004 AADT for 24th Avenue shown in the concept report is lower than the 1999 AADT. Matt McDow, with ARCADIS Geraghty & Miller, confirmed this and noted that, according to GDOT estimates, the AADT for 24th Avenue has decreased every year since 1997.
29. Mr. Sheffield requested that the site map contained in the concept report be improved to show all the surrounding streets. The concept team agreed to improve the site map.
30. Mr. Sheffield questioned whether 24th Avenue was a state route. Mr. Hill confirmed that it is a temporary state route for the purposes of buying right-of-way, and GDOT will acquire the right-of-way.
31. Mr. Sheffield stated the resurfacing of 22nd Avenue would need to be included with this project because it will be used as a detour during construction. The concept team agreed to add the resurfacing of 22nd Avenue to the concept cost estimate.
32. Mr. Sheffield was concerned with removing access between 24th Avenue and the four houses on the northeast side of the project. He pointed out that the project is impacting the houses even though no right-of-way is being purchased. Rick Reasons, with GDOT, noted that \$50,000 was included in the right-of-way estimate to compensate for relocating the driveways.
33. Mr. Sheffield stated that measures need to be taken to discourage pedestrian access under the bridge.
34. Mr. Bracey stated that Norfolk Southern would like to look into closing some at-grade crossings between the 24th Avenue grade separation and the CSX grade separation farther north.
35. Mr. Bracey will provide Representative Floyd, the City of Cordele, and GDOT with train traffic counts through the area.
36. Brook Martin, with GDOT Traffic Operations, asked if a right turn lane was warranted on 24th Avenue at its intersection with Highway 41. Mr. Hill stated that, based on the traffic analysis, a right turn lane was not warranted.

Mr. Hill stated that the concept report is scheduled to be sent to the Assistant Pre-construction Director within the next three weeks and that any further comments need to be submitted before then.

Assign to Rd Design

Bruce Ferguson

REVISION REQUEST
for the
LONG RANGE PROGRAM

Authorization is requested to proceed with development of a project concept on the following project:

Action Requested: ADDITION TO THE PROGRAM

PROJECT DATA

County	Project No. P.I. No.	Type Work
CRISP	STP-1300(4) 450550	NEW CONSTRUCTION BRIDGES
Description: 24th AVENUE GRADE SEPARATION AT NORFOLK SOUTHERN RAILWAY		

Project Length = 0.31 Miles

FUNDING INFORMATION

Estimated Cost (\$1,000's)	DOT Share	Other Share	Fiscal Year	Cong. District	Field District
PE \$60			LR		
ROW \$700			LR	2	4
CONST \$3,000	\$3,000	\$0	LR		

Fund 1 = 3AA
Fund 2 = 33D

REASON FOR REVISION:

Requested by the Chief Engineer

RECOMMENDED

Wayne Bullman

DIRECTOR, DIVISION OF PLANNING AND PROGRAMMING

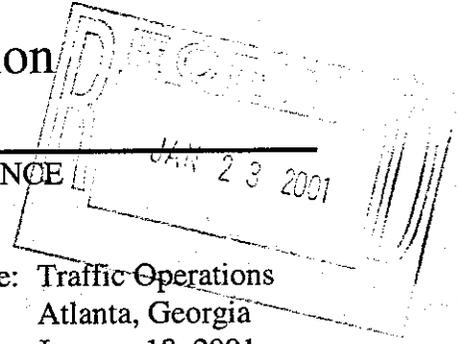
APPROVED

Wayne Mackelord

COMMISSIONER

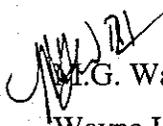
Department of Transportation
State of Georgia

INTERDEPARTMENTAL CORRESPONDENCE



File: STP-1300(4)/Crisp County
P.I. No. 450550

Office: Traffic Operations
Atlanta, Georgia
Date: January 18, 2001

From:  M.G. Waters, III, P.E., State Traffic Operations Engineer
To: Wayne Hutto, Assistant Director of Preconstruction

Subject: Project Concept Report Review

We have reviewed the concept report on the above project for the construction of a bridge over the Norfolk Southern rail line and 5th Street on 24th Avenue, beginning at SR 7 extending to 4th Street, in the city of Cordele. This project will eliminate an at-grade intersection with a Hazard Index of 3.38. There are currently 21 trains per day with an expected increase to 27 over the next three years and remaining so until the 2024 design year. Current train lengths between 5,000 and 11,400 feet are expected to remain unchanged.

24th Avenue is a two lane urban roadway with 20 foot travel lanes, 5 foot sidewalk and a posted speed limit of 35mph. Extending from SR 90, east of Cordele, it continues to US 280/SR 300 to the west. The 1999 traffic volume at the crossing was 6,100vpd and is projected to increase to 8,800vpd by 2024.

This project proposes to construct a new bridge, with 42 feet of clear distance, consisting of two 12 foot travel lanes, curb and gutter and 6.5 foot sidewalk on both sides. The width is in accordance with MOG 4265-9.

We believe this concept will improve safety and traffic operations along this section of roadway.

We therefore find this report satisfactory for approval.

MGW:TWS

Attachment (signature page)

c: Harvey Keepler
James A. Kennerly, State Road and Airport Design Engineer
Attention: Stanley Hill
David Mulling, w/ attachment
Marta Rosen

Distribution Continued

Brent Thomas, District Traffic Operations Engineer, Tifton
Chuck Hasty, TMC
General Files

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

PROJECT CONCEPT REPORT

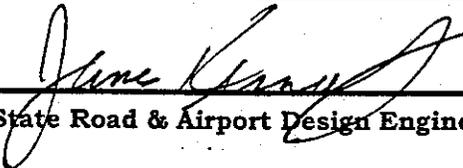
STP-1300(4)
CRISP COUNTY
P.I. NO. 450550

FEDERAL ROUTE NO: N/A
STATE ROUTE NO: N/A

Date of Report: 1/4/01

RECOMMENDATION FOR APPROVAL

01-13-01
DATE


State Road & Airport Design Engineer

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

DATE

State Transportation Programming Engineer

DATE

State Transportation Planning Administrator

DATE

State Environmental/Location Engineer

DATE

District Engineer

DATE

Project Review Engineer

1/22/2001
DATE


State Traffic Operations Engineer

DATE

State Bridge & Structural Engineer

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

PROJECT CONCEPT REPORT

STP-1300(4)
CRISP COUNTY
P.I. NO. 450550

FEDERAL ROUTE NO: N/A
STATE ROUTE NO: N/A

Date of Report: 1/4/01

RECOMMENDATION FOR APPROVAL

01-13-01
DATE


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State Transportation Planning Administrator

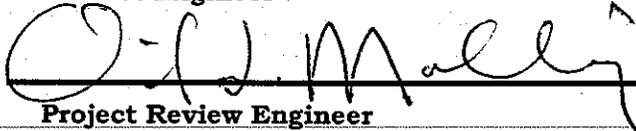
DATE

State Environmental/Location Engineer

DATE

District Engineer

1/17/01
DATE


Project Review Engineer

DATE

State Traffic Operations Engineer

DATE

State Bridge & Structural Engineer

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE STP-1300(4) Crisp Co.
PI No. 450550
24th Ave Bridge over Norfolk Southern
Railroad

OFFICE Tifton
DATE January 24, 2001

FROM Joe W. Sheffield, P.E., District Preconstruction Engineer *Joe W. Sheffield*

TO Wayne Hutto, Asst. Director of Preconstruction

SUBJECT **CONCEPT REPORT**

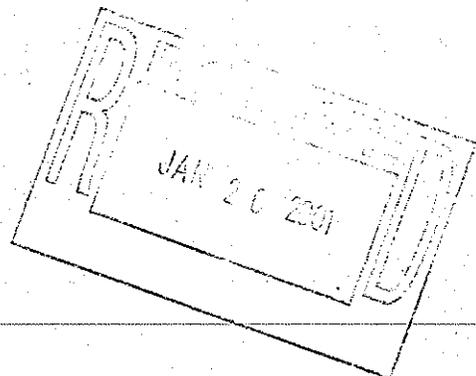
Please find attached a Concept Report bearing David C. Crim's signature indicating his approval with the following comment:

"Limited access rights should be purchased along 24th Avenue in conjunction with this project. The limits of access should roughly coincide with the limits of the proposed retaining walls."

If you have any questions, please call me at 229-386-3300.

JWS/bt

c David C. Crim
Stanley Hill



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

PROJECT CONCEPT REPORT

STP-1300(4)
CRISP COUNTY
P.I. NO. 450550

FEDERAL ROUTE NO: N/A
STATE ROUTE NO: N/A

Date of Report: 1/4/01

RECOMMENDATION FOR APPROVAL

01-13-01
DATE


State Road & Airport Design Engineer

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DATE

State Transportation Programming Engineer

DATE

State Transportation Planning Administrator

DATE

State Environmental/Location Engineer

01-24-01
DATE


District Engineer

DATE

Project Review Engineer

DATE

State Traffic Operations Engineer

DATE

State Bridge & Structural Engineer

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

PROJECT CONCEPT REPORT

STP-1300(4)
CRISP COUNTY
P.I. NO. 450550

FEDERAL ROUTE NO: N/A
STATE ROUTE NO: N/A

Date of Report: 1/4/01

RECOMMENDATION FOR APPROVAL

01-13-01
DATE


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State Transportation Planning Administrator

DATE

State Environmental/Location Engineer

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District Engineer

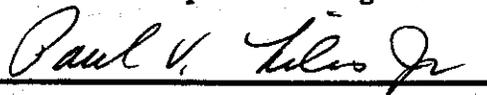
DATE

Project Review Engineer

DATE

State Traffic Operations Engineer

01-27-01
DATE


State Bridge & Structural Engineer

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

PROJECT CONCEPT REPORT

STP-1300(4)
CRISP COUNTY
P.I. NO. 450550

FEDERAL ROUTE NO: N/A
STATE ROUTE NO: N/A

Date of Report: 1/4/01

RECOMMENDATION FOR APPROVAL

01-13-01
DATE

State Road & Airport Design Engineer

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01-17-01
DATE

State Transportation Programming Engineer

DATE

State Transportation Planning Administrator

DATE

State Environmental/Location Engineer

DATE

District Engineer

DATE

Project Review Engineer

DATE

State Traffic Operations Engineer

DATE

State Bridge & Structural Engineer