

ORIGINAL TO GENERAL FILES

D.O.T. 66

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE STP-2946(1) / (2) Bartow County **OFFICE** Preconstruction
P. I. Nos. 621410 / 621415
DATE April 22, 1999
FROM 
C. Wayne Hutto, Assistant Director of Preconstruction
TO SEE DISTRIBUTION

SUBJECT REVISED PROJECT CONCEPT REPORT APPROVAL

Attached for your files is the approval for subject project.

CWH/cj

Attachment

DISTRIBUTION:

Walker Scott
Bobby Mustin
David Studstill (ATTN: Harvey Keeper)
Jerry Hobbs
Herman Griffin
Marta Rosen (ATTN: Michael Henry)
Marion Waters
Toni Dunagan
Charles Law

APPENDIX D

REVISED PROJECT CONCEPT REPORT

D.O.T. 66

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENTAL CORRESPONDENCE

FILE PROJECT NUMBER ^{BARTOW Co.} STP-2946(1) & STP-2946(2) OFFICE Preconstruction
P.I. NUMBER 621410 & 621415 DATE March 1, 1999

FROM  W. Hullett - District 6 / Preconstruction Engineer

TO Mr. Walker Scott, P.E. - Director of Preconstruction

SUBJECT S.R. 113 Relocation - Old Alabama Road - 8.5 miles - ^{REVISED} PROJECT CONCEPT REPORT

Project STP-2946 (1) spur was the original project for the future relocation of S.R. 113. The project extends from the present S.R. 113 eastward to I-75. The project corridor will be divided into two construction phases. Phase I - STP-2946(2) - Beginning at C.R. 699 widening the existing Old Alabama Road then northeast on new location through an existing mining operation bridging over S.R. 293 and CSX Railroad. Then continuing in a northeast direction bridging over U.S. 41 and connecting to the I-75 interchange at Red Top Mountain Road. The existing Red Top Mountain Road will t-intersect into the proposed Old Alabama Road Bypass. Phase II - STP-2946(1) - Beginning at existing S.R. 113 on new location to the existing intersection of Old Alabama Road and S.R. 61 then continuing eastward widening the existing Old Alabama Road bridging over Pumpkinvine Creek to C.R. 699. Phase II of the Old Alabama Road improvements will require some reconstruction to improve highway geometrics. Project length for Phase I - STP-2946(2) is 3.13 miles and project length for Phase II - STP-2946(1) is 5.35 miles.

The build year 2002 traffic volume is 9,700 ADT. The projected year 2022 traffic volume is 20,500 ADT. The relocation of S. R. 113 onto Old Alabama Road will allow approximately 900-1000 truck trips per day to be diverted around the City of Cartersville and the City of Emerson. The project PDP Classification is on new and existing location with a Functional Classification for a Major Rural Arterial. The design speed remains at 55 mph with a maximum degree of curve of 4 degrees 30 minutes and maximum grade of 6 percent. The major structures for Phase I - STP-2946(2) will be a bridge spanning 780 feet over S.R. 293 and CSX Railroad and a bridge spanning 590 feet over U.S. 41. The major structures for Phase II - STP-2946(1) will be a bridge spanning 520 feet over Pumpkinvine Creek. A triple (8x8) box culvert at Pyle Creek and a quadruple (8x10) box culvert at Ward Creek will need to be extended in Phase II - STP-2946(1). The quadruple box culvert at Ward Creek may require a bridge, due to the 100-year storm overtopping the roadway. The proposed width of right-of-way will be a minimum of 200 feet. Access control will be partial limited access from present S.R. 113 to S.R. 61 and access regulated through driveway permits from S.R. 61 to limited access at I-75.

APPENDIX D

REVISED PROJECT CONCEPT REPORT

This project will consist of a 4-lane rural roadway with a 44' grassed median, including 12' graded outside shoulders with 8' paved and 6' graded inside shoulders with 2' paved. The 8' paved outside shoulder will require 3 feet of indentation strips. The remaining 5 feet of paved shoulder will be for bike lanes, due to the Old Alabama Road project being programmed in the PED Route 35 March to the Sea. The bridge typical section will be 2 - 24' lanes with 10' outside shoulders and 4' inside shoulders.

Level of environmental analysis will be a categorical exclusion to an environmental assessment. Alternatives considered were an alternate to the south of the City of Emerson to I-75 and an alternate along the existing Old Alabama Road through the City of Emerson to I-75 both having big impact to residential property.

Estimated Costs: (See attached) Proposed Approved Prog. Date

Constr.(Infl. & E&C) - See attached

Right-of-Way - See attached

Utilities - See attached

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

Concur: Walter W. W. W.

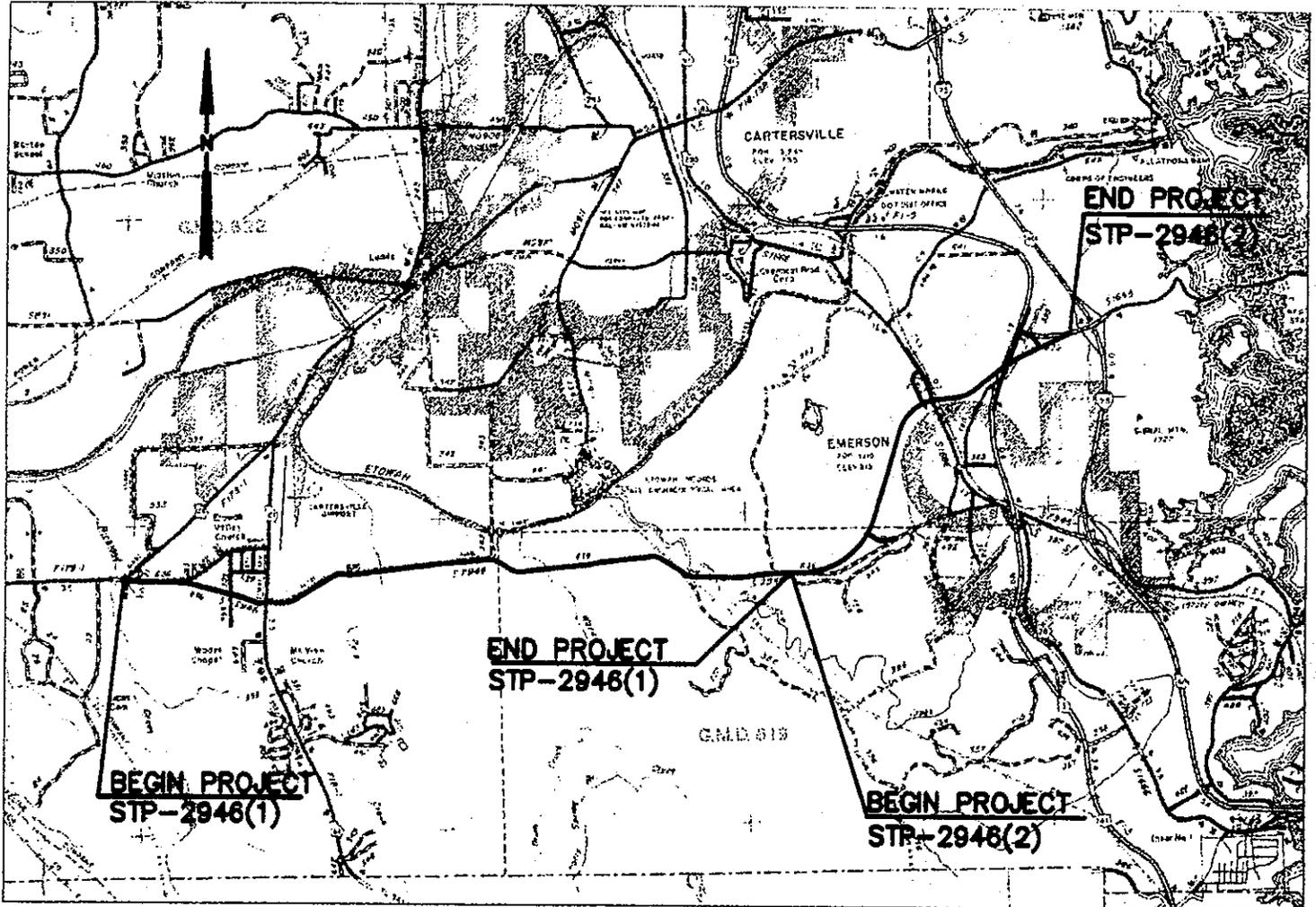
Director of Preconstruction

Approve: H. L. D. D.

Chief Engineer

Attachments: Sketch Map, Typical sections and Cost Estimates

PROJECT MAP - Project No. : STP - 2946(1) & STP-2946(2)



PHASE I STP-2946(2) - ESTIMATED COST			
CONSTRUCTION:	\$ 17,165,000	RIGHT-OF-WAY:	\$ 3,400,000
E & C (10) :	\$ 1,802,325	ACQUIRED BY :	Georgia D.O.T
INFLATION :	\$ 858,250	UTILITIES :	\$ 371,800
		ADJUSTED BY :	LGPA
TOTAL CONSTRUCTION COST:		\$ 19,826,000	

PHASE II STP-2946(1) - ESTIMATED COST			
CONSTRUCTION:	\$ 15,040,000	RIGHT-OF-WAY:	\$ 3,360,000
E & C (10) :	\$ 1,741,068	ACQUIRED BY :	Georgia D.O.T
INFLATION :	\$ 2,370,680	UTILITIES :	\$ 908,565
		ADJUSTED BY :	LGPA
TOTAL CONSTRUCTION COST:		\$ 19,152,000	

COMMENTS:

ATTACHMENTS: cost estimate, typical sections and concept team meeting minutes.

PHASE I STP-2946(2) - PRELIMINARY COST ESTIMATE

PROJECT NUMBER: STP-2946(2)

COUNTY: BARTOW COUNTY

DATE: February 15, 1999

ESTIMATED LETTING DATE: April 2000

PREPARED BY: Jordan, Jones & Goulding, Inc. PROJECT LENGTH: 5.04 km (3.13 mi)

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

PROJECT COST (Phase I)	
A. RIGHT-TO-WAY:	
1. PROPERTY (LAND & EASEMENT)	\$ 2,800,000
2. DISPLACEMENTS; RES:6, BUS:0, M.H.:0	\$ 600,000
3. OTHER COST (ADM./COST, INFLATION)	\$
SUBTOTAL:A	\$ 3,400,000
B. REIMBURSABLE UTILITIES:	
1. RAILROAD	\$ 25,000
2. TRANSMISSION LINES	\$ 54,600
3. SERVICES	\$ 292,200
SUBTOTAL:B	\$ 371,800
C. CONSTRUCTION:	
1. MAJOR STRUCTURES	
a. OVERPASSES - S.R. 293 (CSX Railroad) & U.S. 41 (S.R.3)	\$ 6,770,000
b. OTHER - 3 Box Culverts	\$ 665,000
SUBTOTAL:C-1	\$ 7,435,000
2. GRADING AND DRAINAGE:	
a. EARTHWORK	
	\$ 5,500,000
b. DRAINAGE:	
1) Cross Drain Pipe	\$ 260,000
2) Curb and Gutter	\$
3) Longitudinal System(include catch basins)	\$

PROJECT COST (Phase I)		
SUBTOTAL:C-2		\$ 6,240,000
3. BASE AND PAVING:		
a. AGGREGATE BASE		\$ 720,000
b. ASPHALT PAVING: Surface	\$ 275,000	
Binder	\$ 490,000	
Base	\$ 640,000	
SUBTOTAL:C-3.b		\$ 1,405,000
c. CONCRETE PAVING		\$ 20,000
d. OTHER		\$
SUBTOTAL:C-3		\$ 2,145,000
4. LUMP ITEMS:		
a. GRASSING		\$ 100,000
b. CLEARING AND GRUBBING		\$ 460,000
c. LANDSCAPING		\$ 100,000
d. EROSION CONTROL		\$ 225,000
e. TRAFFIC CONTROL		\$ 150,000
SUBTOTAL:C-4		\$ 1,035,000
5. MISCELLANEOUS:		
a. LIGHTING		\$
b. SIGNING - MARKING		\$ 110,000
c. GUARDRAIL - MODIFY END OF BRIDGE AND HANDRAIL		\$ 200,000
d. SIDEWALK		\$
SUBTOTAL:C-5		\$ 310,000
6. SPECIAL FEATURES		SUBTOTAL:C-6 \$

ESTIMATE SUMMARY (Phase I)		
A. RIGHT-OF-WAY		\$ 3,400,000
B. REIMBURSABLE UTILITIES		\$ 371,800
C. CONSTRUCTION		
1. MAJOR STRUCTURES		\$ 7,435,000
2. GRADING AND DRAINAGE		\$ 6,240,000
3. BASE AND PAVING		\$ 2,145,000
4. LUMP ITEMS		\$ 1,035,000
5. MISCELLANEOUS		\$ 310,000
6. SPECIAL FEATURES		\$
SUBTOTAL CONSTRUCTION COST		\$ 17,165,000
E. & C. (10%)		\$ 1,802,325
INFLATION (5% PER YEAR)		\$ 858,250
NUMBER OF YEARS	1	
TOTAL CONSTRUCTION COST		\$ 19,826,000
GRAND TOTAL PROJECT COST		

PHASE II STP-2946(1) - PRELIMINARY COST ESTIMATE

PROJECT NUMBER: STP-2946(1)

COUNTY: BARTOW COUNTY

DATE: January 15, 1999

ESTIMATED LETTING DATE: December 2000

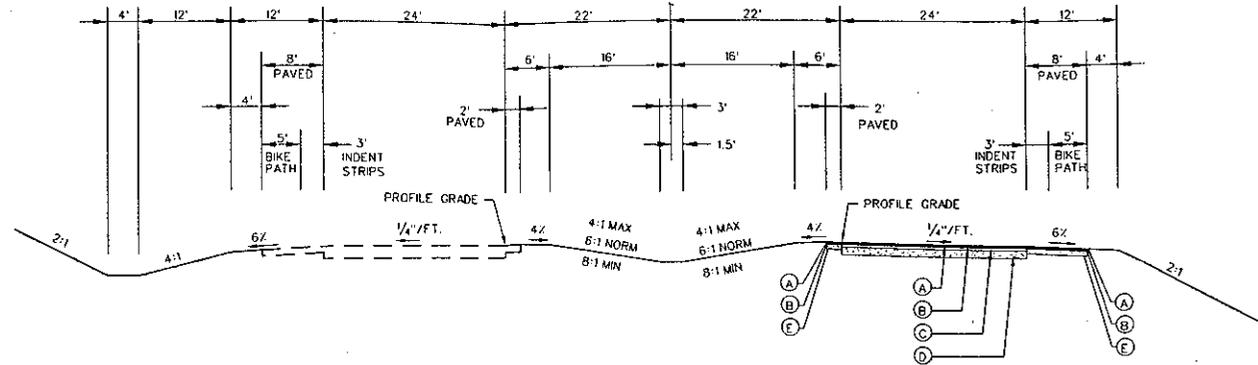
PREPARED BY: Jordan, Jones & Goulding, Inc. PROJECT LENGTH: 8.61 km (5.35 mi.)

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

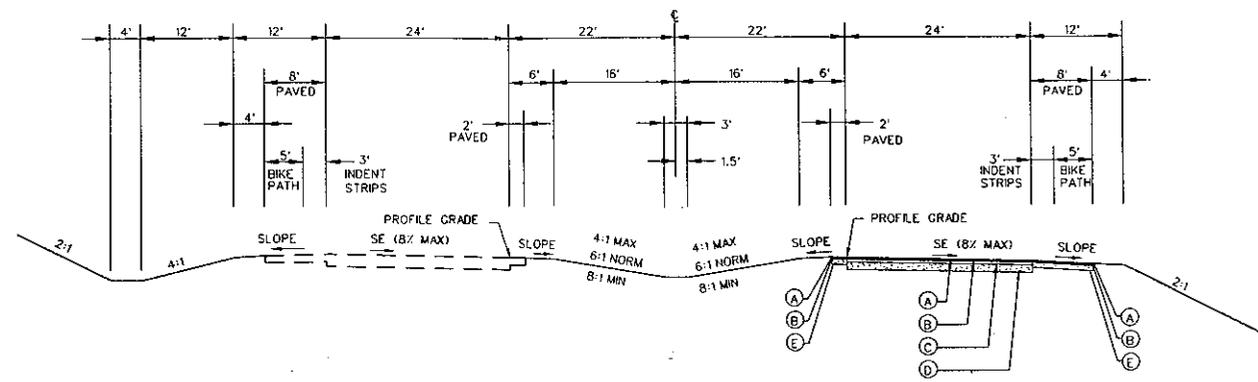
PROJECT COST (Phase II)	
A. RIGHT-TO-WAY:	
1. PROPERTY (LAND & EASEMENT)	\$ 2,900,000
2. DISPLACEMENTS; RES:4, BUS:0, M.H.:1	\$ 460,000
3. OTHER COST (ADM./COST, INFLATION)	\$
SUBTOTAL:A	\$ 3,360,000
B. REIMBURSABLE UTILITIES:	
1. RAILROAD	\$
2. TRANSMISSION LINES	\$ 601,200
3. SERVICES	\$ 307,365
SUBTOTAL:B	\$ 908,565
C. CONSTRUCTION:	
1. MAJOR STRUCTURES	
a. OVERPASSES - Bridge over Pumpkinvine Creek	\$ 2,100,000
b. OTHER - Quadruple 8'x10' & Triple 8'x8' Box Culvert	\$ 1,760,000
SUBTOTAL:C-1	\$ 3,860,000
2. GRADING AND DRAINAGE:	
a. EARTHWORK	
	\$ 2,800,000
b. DRAINAGE:	
1) Cross Drain Pipe	\$ 400,000
2) Curb and Gutter	\$

PROJECT COST (Phase II)		
3) Longitudinal System(include catch basins)		\$
SUBTOTAL:C-2		\$ 4,050,000
3. BASE AND PAVING:		
a. AGGREGATE BASE		\$ 1,700,000
b. ASPHALT PAVING: Surface	\$ 600,000	
Binder	\$ 1,200,000	
Base	\$ 1,650,000	
SUBTOTAL:C-3.b		\$ 3,450,000
c. CONCRETE PAVING		\$ 10,000
d. OTHER		\$
SUBTOTAL:C-3		\$ 5,160,000
4. LUMP ITEMS:		
a. GRASSING		\$ 190,000
b. CLEARING AND GRUBBING		\$ 580,000
c. LANDSCAPING		\$ 180,000
d. EROSION CONTROL		\$ 430,000
e. TRAFFIC CONTROL		\$ 250,000
SUBTOTAL:C-4		\$ 1,630,000
5. MISCELLANEOUS:		
a. LIGHTING		\$
b. SIGNING - MARKING		\$ 180,000
c. GUARDRAIL – MODIFY END OF BRIDGE AND HANDRAIL		\$ 160,000
d. SIDEWALK		\$
SUBTOTAL:C-5		\$ 340,000
6. SPECIAL FEATURES	SUBTOTAL:C-6	\$

ESTIMATE SUMMARY (Phase II)		
A. RIGHT-OF-WAY		\$ 3,360,000
B. REIMBURSABLE UTILITIES		\$ 908,565
C. CONSTRUCTION		
1. MAJOR STRUCTURES		\$ 3,860,000
2. GRADING AND DRAINAGE		\$ 4,050,000
3. BASE AND PAVING		\$ 5,160,000
4. LUMP ITEMS		\$ 1,630,000
5. MISCELLANEOUS		\$ 340,000
6. SPECIAL FEATURES		\$
SUBTOTAL CONSTRUCTION COST		\$ 15,040,000
E. & C. (10%)		\$ 1,741,068
INFLATION (5% PER YEAR)		\$ 2,370,680
NUMBER OF YEARS	3	
TOTAL CONSTRUCTION COST		\$19,152,000
GRAND TOTAL PROJECT COST		



PHASE II- TYPICAL ROADWAY SECTION
S.R. 113 TO C.R. 699



PHASE I- TYPICAL ROADWAY SECTION
S.R. 113 TO C.R. 699

- (A) 1.5" ASPHALTIC CONCRETE, 90 Kg/m
- (B) 2" ASPHALTIC CONCRETE, 120 Kg/m
- (C) 4" ASPHALTIC CONCRETE BASE, 360 Kg/m
- (D) 12" GRADED AGGREGATE BASE
- (E) 8" GRADED AGGREGATE BASE

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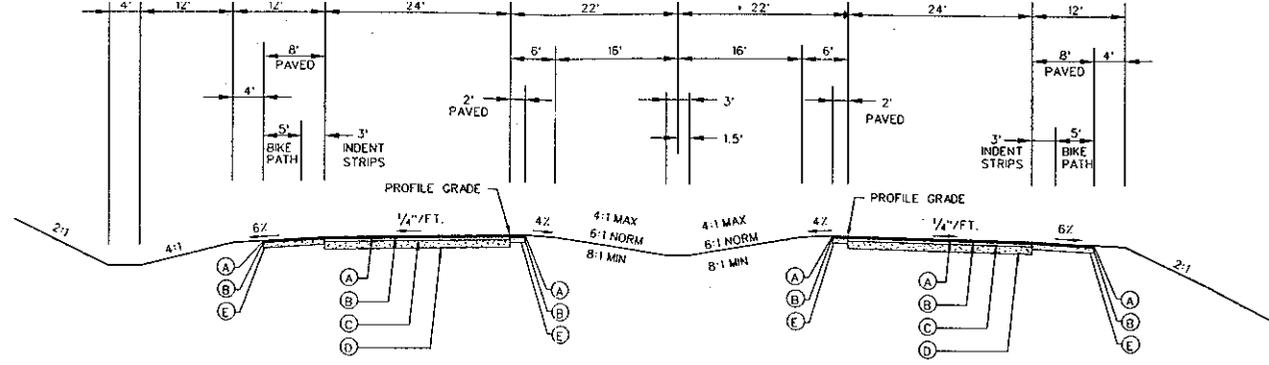
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FOR CONSTRUCTION

NO.	DATE	DESCRIPTION OF REVISION

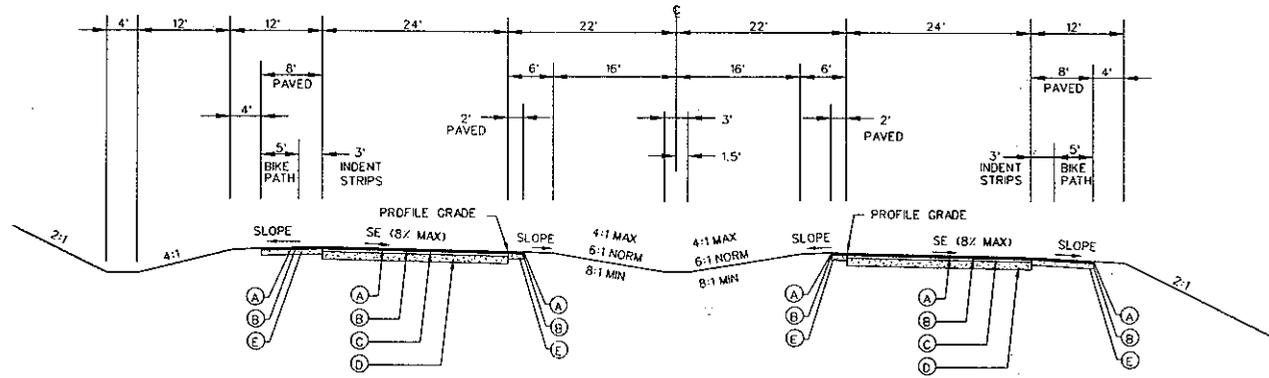
OLD ALABAMA ROAD			
TYPICAL SECTIONS			
DESIGNED:	CHECKED:	DATE:	
DRAWN:	J09 NO. 2184.012	SCALE:	
		SHEET	REV

THIS LINE IS ONE INCH LONG WHEN PLOTTED FULL SCALE

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PHASE 1 - TYPICAL ROADWAY SECTION
C.R. 699 TO I-75



PHASE 1 - TYPICAL ROADWAY SECTION
C.R. 699 TO I-75

- (A) 1.5" ASPHALTIC CONCRETE, 90 Kg/m
- (B) 2" ASPHALTIC CONCRETE, 120 Kg/m
- (C) 4" ASPHALTIC CONCRETE BASE, 360 Kg/m
- (D) 12" GRADED AGGREGATE BASE
- (E) 8" GRADED AGGREGATE BASE



NOT RELEASED
FOR CONSTRUCTION

NO.	DATE	DESCRIPTION OF REVISION

OLD ALABAMA ROAD			
TYPICAL SECTIONS			
DESIGNED:	CHECKED:	DATE:	
DRAWN:	JOB NO. 2184.012	SCALE:	

THIS LINE IS ONE INCH LONG WHEN PLOTTED FULL SCALE

PROJECT NUMBER/COUNTY: STP-2946(1), Bartow

P.I. NUMBER: 621410

The project concept is contained in the Transportation Improvement Program (TIP) 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 TIP and/or the STIP.



STATE TRANSPORTATION PLANNING ADMINISTRATOR

DATE: 3/31/99

PROJECT NUMBER/COUNTY: STP-2946(2), Bartow

P.I. NUMBER: 621415

This project is not shown in the STIP because the phase(s) PE, ROW and CST are outside the three (3) year range of the STIP. This project will be added to the STIP when appropriate.



STATE TRANSPORTATION PLANNING ADMINISTRATOR

DATE: 3/31/99