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D.O.T. 66

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE EDS-27(127) Floyd County
P. I. No. 662420

OFFICE Preconstruction

DATE April 2, 2002

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:

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DEPARTMENT OF TRANSPORTATION

STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

RECEIVED
MAR 11 2002
OFFICE OF PLANNING

FILE: EDS-27(127), Floyd County.
P.I. No. 662420

OFFICE: Environment/Location
DATE: March 11, 2002

FROM: Harvey D. Keepler/KEP
Harvey D. Keepler, State Environment/Location Engineer

TO: Wayne Hutto, Assistant Director of Preconstruction

SUBJECT: **Revised Project Concept Report** – Southeast Rome Bypass

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

The proposed changes to the approved concept would be revisions to the alignment. The alignment would be revised to decrease the number of stream crossings on the tributary to the Etowah River and improve the cost of construction.

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

DATE 3/22/02

Marta Rosen
State *Transportation* Planning Administrator

Distribution:

David Mulling, Project Review Engineer
Phillip Allen, State Traffic Safety and Design Engineer
Marta Rosen, State Transportation Planning Administrator
Herman Griffin, Financial Management Administrator
Kent L. Sager, Cartersville District Engineer
Ben Buchan, State Consultant Design Engineer
Paul Liles, State Bridge and Structural Design Engineer

(Cont'd)

REVISED PROJECT CONCEPT REPORT

Need and Purpose: This project is part of the Governor's Road Improvement Program (GRIP). It is also proposed to serve as part of the proposed Atlanta to Memphis corridor. The Southeast Rome Bypass, in conjunction with the South Rome Bypass, is essential to the effort to reduce the travel demands on the existing U.S. 27 corridor to and through Rome. Sections of the U.S. 27 corridor are currently congested, with up to 39,000 vehicles per day (VPD- 1998 AADT). Anticipated traffic growth will continue to add to the congestion in the future. In 2023 the travel volumes on U.S. 27 are predicted to approach 44,000 to 62,000 VPD in the downtown area. The proposed South and Southeast Rome Bypass would reduce this traffic to 38,000 to 50,000. An estimated 18,000 VPD would use the bypass by the year 2023. These proposed projects as well as others are essential in the effort to reduce the travel demands on the congested principal arterial through the city of Rome.

Project Location: Project EDS 27(127), Floyd County is from SR 101 south of Rome to SR 746 at US 411 east of Rome. The total length of the project is approximately 3.5 miles.

Description of Approved Concept: This project would construct a new bypass to the southeast of Rome from SR 101 at CR 96/Preacher Smith Road (the eastern terminus of the South Rome Bypass) to SR 746 at US 411/SR 20. It incorporates a section of Preacher Smith Road, from SR 101 to CR 97/McBurnette Road, before continuing on new location. The alignment then ties into SR 746, just north of US 411/SR 20. The length is 3.53 miles.

The new location proposal would be a rural four lane divided roadway with a 44' median and a right-of-way that varies from 250'to 300'. The design speed is 55 mph. The section along Preacher Smith Road would be rebuilt to a rural four lane divided highway with a 44' median on a minimum of 250' of right-of-way. The existing right-of-way is 50'.

The concept would begin at the intersection of SR 101/Rockmart Highway and CR 96/Preacher Smith Road. It would proceed on new location incorporating CR 96/Preacher Smith Road's right-of-way. Then it would cross CR 97/ McBurnette Road and CR 94/ Pleasant Valley Road. It would then turn in a northern direction to the east of CR 92/ Boyd Valley Road and parallel the Southern Natural Gas Company pipeline on the west. It would cross CR 884/Ladell Road, CR 639/Chulio Road, and bridge CR 640/Callier Springs Road with the parallel stream. It would then bridge over US 411/SR 20 with a full diamond interchange before tying into the East Rome Bypss/S.R.746/Loop 1.

The intersections of CR 98/ Isbell Road, CR 97/ McBurnette Road, C.R. 94/ Pleasant Valley Road, C.R. 884/ Ladell Road, C.R. 639/ Chulio Road, U.S.411/ S.R. 20, and CR 104/ Wilbanks Road would be relocated or improved. Traffic would be maintained on the existing network of roads during construction. This project ties into project EDS 27(154) on the south end at SR 101.

PDP Classification: Major New Location

FEDERAL OVERSIGHT: Full Oversight ( ), Exempt (X), SF ( ), Other ( )

Functional Classification: Rural Principal Arterial

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

Traffic (AADT) as shown in the approved concept:

Current Traffic		Design Traffic	
Year: 2000	AADT: 9,000	Year: 2020	AADT: 18,000

Proposed features to be revised:

- Through coordination with federal resource agencies to obtain the necessary 404 permit, and to minimize impacts to stream crossings and wetlands, the proposed alignment is recommended for revision.

- To reduce the cost of construction, the proposed alignment is recommended for revision.

Description of Revised features to be approved:

- The alignment is proposed to be shifted approximately 1400' to the east between CR 639/Chulio Road and CR 640/Callier Springs Road. This would shift the alignment from the west side to the east side of Southern Natural Gas Company pipeline from CR 94/Pleasant Valley Road to just north of CR 640/Callier Springs Road. This shift would eliminate two crossings of a tributary to the Etowah River, the need for one culvert and reduce the length of bridges proposed over Callier Springs Road. The amount of earthwork necessary for construction would also decrease, and the length of the project would be reduced to 3.45 miles.

Updated Traffic Data (AADT):

Current Traffic		Design Traffic	
Year: 2007	AADT: 10,400	Year: 2027	AADT: 18,400

Programmed/Schedule:

P.E.: 0109 R/W: 2003 Construction: 2005

Revised Cost Estimates:

Construction cost including inflation and E&C:	$ 21,312,000
Right-of-Way:	$ 5,065,000
Utilities:	$ 5,618,000

Is the project located in a Non-attainment area? _____ **Yes** ___X___ **No**

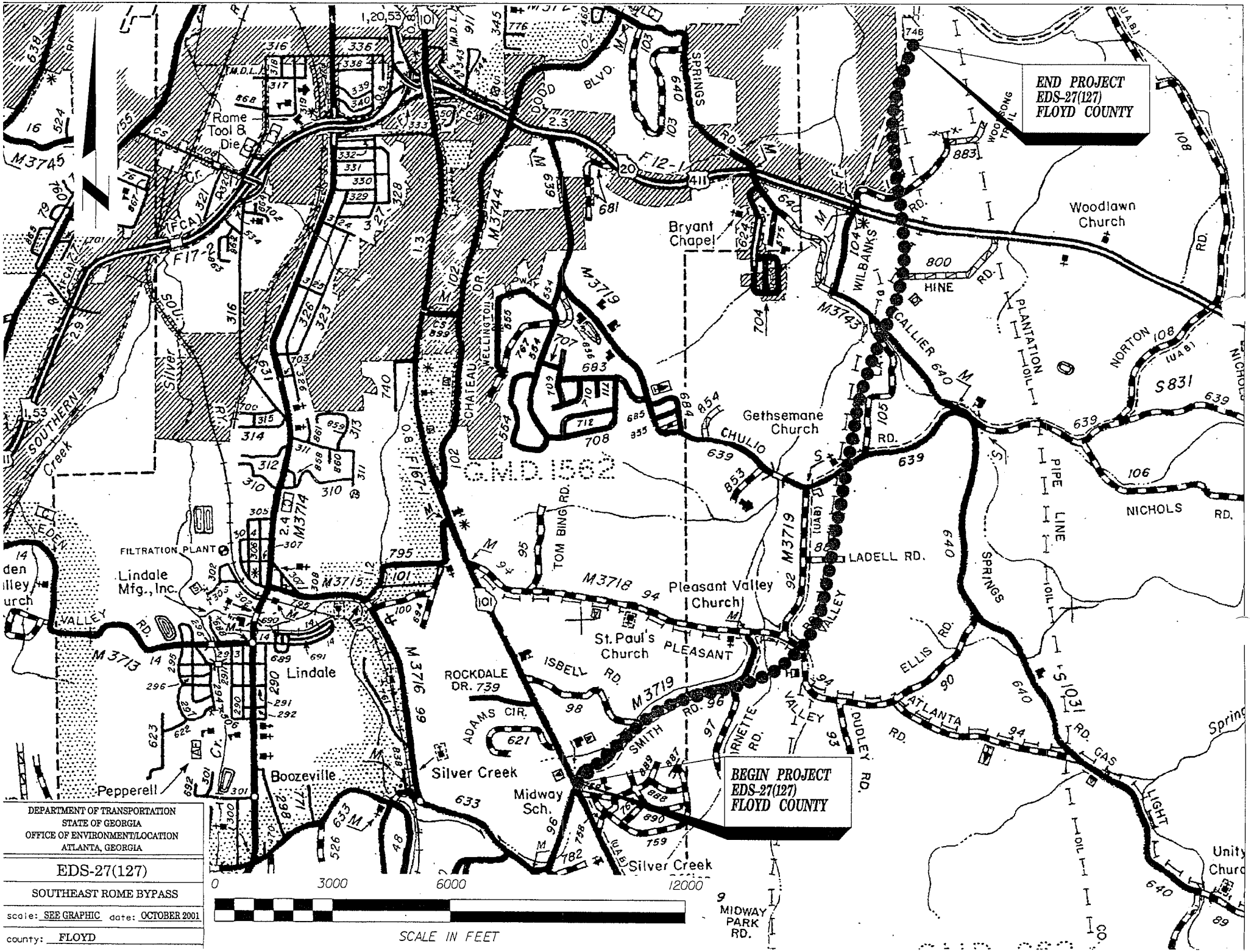
Recommendation: It is recommended that the proposed revision to this concept be approved for implementation.

HDK/KET/frm

Attachments: Sketch Map
Cost Estimate
Typical Sections

Concur: Thomas L. Turner by CWH
Thomas L. Turner, P.E.
Director of Pre-Construction

Approve: _____
Frank L. Danchetz, P.E.
Chief Engineer



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

EDS-27(127)

SOUTHEAST ROME BYPASS

scale: SEE GRAPHIC date: OCTOBER 2001

county: FLOYD

PRELIMINARY COST ESTIMATE

Office of Environment/Location

November 7, 2001

County(s) Floyd

PI Number 662420 **Project Number** EDS 27(127)

Project Name Finial Southeast Rome Bypass **Project Length** 3.45 **Miles**

Project Description

Southeast Rome Bypass from Preacher Smith Road/CR 96 at SR 101 to SR 746/Loop 1 north of US 411.

Existing Roadway

N/A

Comments

Finial alignment cost

TRAFFIC:

Current Design Year 2007 **Daily Volume (AADT)** 10,400

Future Design Year 2027 **Daily Volume (AADT)** 18,400

[X] **Concept Estimate** [ ] **Feasibility Estimate**

Typical Section(s) Used in Estimate	Typical Section Length
Rural New Location: 4-Lanes with 44 ft Divided Median	3.45 Miles
Rural New Location: 2-Lanes with 24 ft Pavement	3.56 Miles
	Miles
	Miles
	Miles
	Miles

Prepared By Fred Matheny

PROJECT COSTS

MAJOR STRUCTURES

1. Bridges: Stream Crossings & Grade Separations

NO	LOCATION	QTY	TYPE * S/G/R	TYPE * W/N	W(FT)	L(FT)	UNIT COST	TOTAL
1	Collier Springs Rd. sta. 337+50	2	G	N	41.0	319.0	57.00	1,491,000
2	US 411 station 366+50	2	G	N	41.0	254.0	57.00	1,187,000
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								
13								
14								
15								
16								

* S = Stream Crossing G = Grade Separation R = Railroad W = Widening N = New

2. Bridge Culverts

NO	LOCATION	TYPE S/D/T/Q	SIZE W x H (FT)	L(FT)	UNIT COST	TOTAL
1						
2						
3						
4						
5						
6						
7						

3. Walls

NO	LOCATION	TYPE	H(FT)	L(FT)	UNIT COST	TOTAL
1						
2						
3						
4						

MAJOR STRUCTURES SUBTOTAL $ 2,678,000

Typical Section

Rural New Location: 4-Lanes with 44 ft Divided Median

Typical Section Length 3.45 **Miles** **Right-of-Way Width** 250 **Feet**

GRADING AND DRAINAGE

	QUANTITY		UNIT COST	TOTAL
1. EARTHWORK				
a. Unclassified Excavation Soil	1,527,600	CY	2.46	3,758,000
b. Unclassified Excavation Rock	359,000	CY	10.00	3,590,000
c. Borrow Excavation	0	CY	2.44	0
2. MINOR DRAINAGE	3.45	MI	101,000	348,000
GRADING AND DRAINAGE SUBTOTAL				**$7,696,000**

BASE AND PAVING

	THICKNESS AND SPREAD RATE	QUANTITY		UNIT COST	TOTAL
1. GRADED AGGREGATE BASE	10"	76,263	TN	9.28	708,000
2. ASPHALT PAVING					
a. Asph Conc 9.5 mm Superpave	1 1/2" (165 LB/SY)	10,854	TN	35.69	387,000
b. Asph Conc 19 mm Superpave	3" (330 LB/SY)	21,707	TN	36.24	787,000
c. Asph Conc 25 mm Superpave	4" (440 LB/SY)	23,155	TN	35.31	818,000
d. Bituminous Tack Coat		12,505	GL	0.90	11,000
3. CONCRETE PAVING					
a. Curb and Gutter		0	LF	10.17	0
b. Miscellaneous		0	MI	42,000	0
4. OTHER PAVING					271,000
BASE AND PAVING SUBTOTAL					**$2,982,000**

LUMP ITEMS

	QUANTITY		UNIT COST	TOTAL
1. TRAFFIC CONTROL	3.45	MI	41,000	141,000
2. CLEARING AND GRUBBING	105	AC	6,000	627,000
3. LANDSCAPING	3.45	MI	80,002	276,000
4. EROSION CONTROL	3.45	MI	97,000	335,000
5. SIGNING/STRIPING	3.45	MI	19,321	67,000
6. OTHER	3.45	MI	96,000	331,000
LUMP ITEM SUBTOTAL				**$1,777,000**

MISCELLANEOUS

	QUANTITY		UNIT COST	TOTAL
1. GUARDRAIL	4,600	LF	9.64	44,000
a. GUARDRAIL ANCHORS	10	EA	1,345.31	13,000
2. DETOURS		MI	300,000.00	0
MISCELLANEOUS SUBTOTAL				**$57,000**

SPECIAL FEATURES

Typical Section

Rural New Location: 2-Lanes with 24 ft Pavement

Typical Section Length 3.56 **Miles** **Right-of-Way Width** 120 **Feet**

GRADING AND DRAINAGE

	QUANTITY		UNIT COST	TOTAL
1. EARTHWORK				
a. Unclassified Excavation Soil		CY	2.46	
b. Unclassified Excavation Rock		CY	10.00	
c. Borrow Excavation		CY	2.44	
2. MINOR DRAINAGE	3.56	MI	32,065	114,000
GRADING AND DRAINAGE SUBTOTAL				**$114,000**

BASE AND PAVING

	THICKNESS AND SPREAD RATE	QUANTITY		UNIT COST	TOTAL
1. GRADED AGGREGATE BASE	10"	34,961	TN	9.28	324,000
2. ASPHALT PAVING					
a. Asph Conc 9.5 mm Superpave	1 1/2" (165 LB/SY)	4,825	TN	35.69	172,000
b. Asph Conc 19 mm Superpave	3" (330 LB/SY)	9,649	TN	36.24	350,000
c. Asph Conc 25 mm Superpave	4" (440 LB/SY)	11,027	TN	35.31	389,000
d. Bituminous Tack Coat		5,723	GL	0.90	5,000
3. CONCRETE PAVING					
a. Curb and Gutter		0	LF	10.17	0
b. Miscellaneous		0	MI	15,845	0
4. OTHER PAVING					124,000
BASE AND PAVING SUBTOTAL					**$1,364,000**

LUMP ITEMS

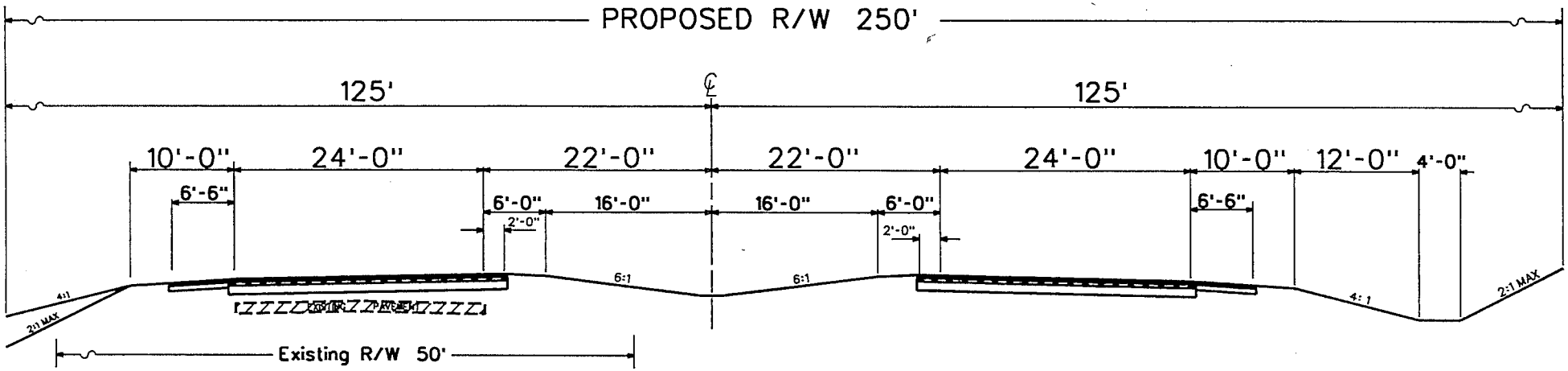
	QUANTITY		UNIT COST	TOTAL
1. TRAFFIC CONTROL	3.56	MI	10,696	38,000
2. CLEARING AND GRUBBING	52	AC	6,000	311,000
3. LANDSCAPING	3.56	MI	27,589	98,000
4. EROSION CONTROL	3.56	MI	97,000	345,000
5. SIGNING/STRIPING	3.56	MI	6,996	25,000
6. OTHER	3.56	MI	25,043	89,000
LUMP ITEM SUBTOTAL				**$906,000**

ESTIMATE SUMMARY

Typical Section	Section Cost (per mile)
1. Rural New Location: 4-Lanes with 44 ft Divided Median	$3,610,000
2. Rural New Location: 2-Lanes with 24 ft Pavement	$670,000

PROJECT COST

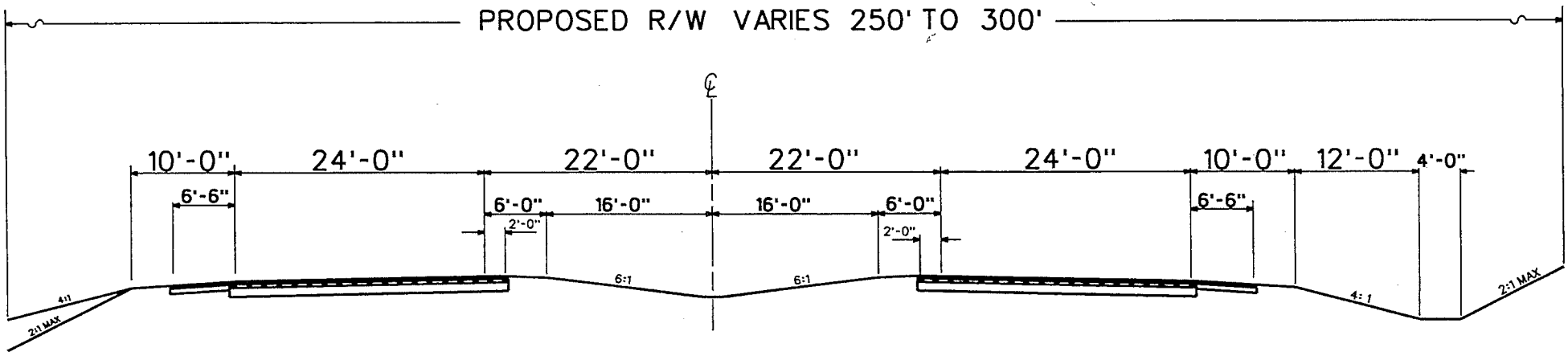
A. MAJOR STRUCTURES	$2,678,000
B. GRADING AND DRAINAGE	$7,810,000
C. BASE AND PAVING	$4,346,000
D. LUMP ITEMS	$2,683,000
E. MISCELLANEOUS	$57,000
F. SPECIAL FEATURES	
SUBTOTAL CONSTRUCTION COST	$17,574,000
E. & C. (10%)	$1,757,000
INFLATION 2 yrs @ 5 % per yr	$1,981,428
GRAND TOTAL CONSTRUCTION COST	$21,312,000



TYPICAL CROSS SECTION

EDS–27(127)
SOUTHEAST ROME BYPASS
FLOYD COUNTY
FROM SR 101 TO CR 97 /McBURNETTE ROAD

NOT TO SCALE



TYPICAL CROSS SECTION

EDS–27(127)
SOUTHEAST ROME BYPASS
FLOYD COUNTY
FROM CR 97 /McBURNETTE ROAD TO SR 746

NOT TO SCALE