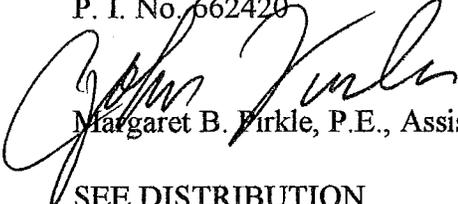


ORIGINAL TO GENERAL FILES

D.O.T. 66

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE EDS-27(127) Floyd County **OFFICE** Preconstruction
P. I. No. 662420
DATE February 11, 2003
FROM  Margaret B. Finkle, 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
Percy Middlebrooks
Michael Henry
Phillip Allen
Marta Rosen
Ben Buchan
Kent Sager
BOARD MEMBER

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE: EDS-27(127), Floyd County. **OFFICE:** Environment/Location
P.I. No. 662420 **DATE:** January 28, 2003
FROM: *Harvey D. Keepler/Key*
Harvey D. Keepler, State Environment/Location Engineer
TO: Meg Pirkle, 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 shift would eliminate the crossing of a landfill.

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).

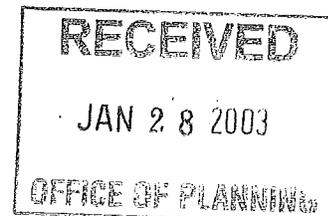
DATE 1/29/03

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
Percy Middlebrooks, Financial Management Administrator
Kent L. Sager, Cartersville District Engineer
Ben Buchan, State Consultant Design Engineer
Paul Liles, State Bridge and Structural Design Engineer



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 S.R. 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 C.R. 96/Preacher Smith Road (the eastern terminus of the South Rome Bypass) to S.R. 746 at US 411/SR 20. It incorporates a section of Preacher Smith Road, from S.R. 101 to C.R.-97/McBurnette Road, before continuing on new location. The alignment then ties into S.R. 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 S.R. 101/Rockmart Highway and C.R. 96/Preacher Smith Road. It would proceed northeastward on new location incorporating C.R. 96/Preacher Smith Road's right-of-way. Then it would cross C.R. 97/McBurnette Road and C.R. 94/Pleasant Valley Road. It would then turn in a northern direction to the east of C.R. 92/Boyd Valley Road and parallel the Southern Natural Gas Company pipeline on the east side. It would cross C.R. 884/Ladell Road/O'Leary Lane, C.R. 639/Chulio Road, and bridge C.R. 640/Callier Springs Road with the parallel stream. It would then bridge over US 411/S.R. 20 with a full diamond interchange before tying into the East Rome Bypass/S.R.746/Loop 1.

The intersections of C.R. 98/Isbell Road, C.R. 97/McBurnette Road, C.R. 94/Pleasant Valley Road, C.R. 884/Ladell Road/O'Leary Lane, C.R. 639/Chulio Road, U.S.411/ S.R. 20, and C.R. 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 S.R. 101.

PDP Classification: Major New Location

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: 2007	AADT: 10,400	Year: 2027	AADT: 18,400

Proposed features to be revised:

- The Alignment is proposed to be shifted to avoid a landfill area. This shift would minimize maintenance of settlement issues and is recommended for revision.
- There would be additional impacts to an Etowoh River tributary.

Description of Revised features to be approved:

- The alignment is proposed to be shifted approximately 1400' to the west, between C.R. 639/Chulio Road and C.R. 640/Callier Springs Road. This would shift the alignment from the east side of Southern Natural Gas Company pipeline to the west side from just south of C.R. 639 Chulio Road to just north of C.R. 640/Callier Springs Road. This shift would eliminate the crossing of a landfill, owned by the City of Rome.
- The tributary to the Etowah River would be crossed twice with the proposed alignment shift. A culvert is planned to be constructed at the southern stream crossing, and the northern crossing would be bridged along with C.R. 640/Callier Springs Road.

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:	\$ 31,397,000
Right-of-Way:	\$ 16,557,000
Utilities:	Requested cost January 13, 2003

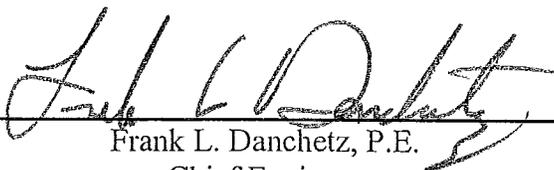
Is the project located in a Non-attainment area? Yes X No

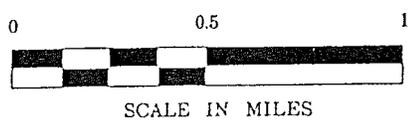
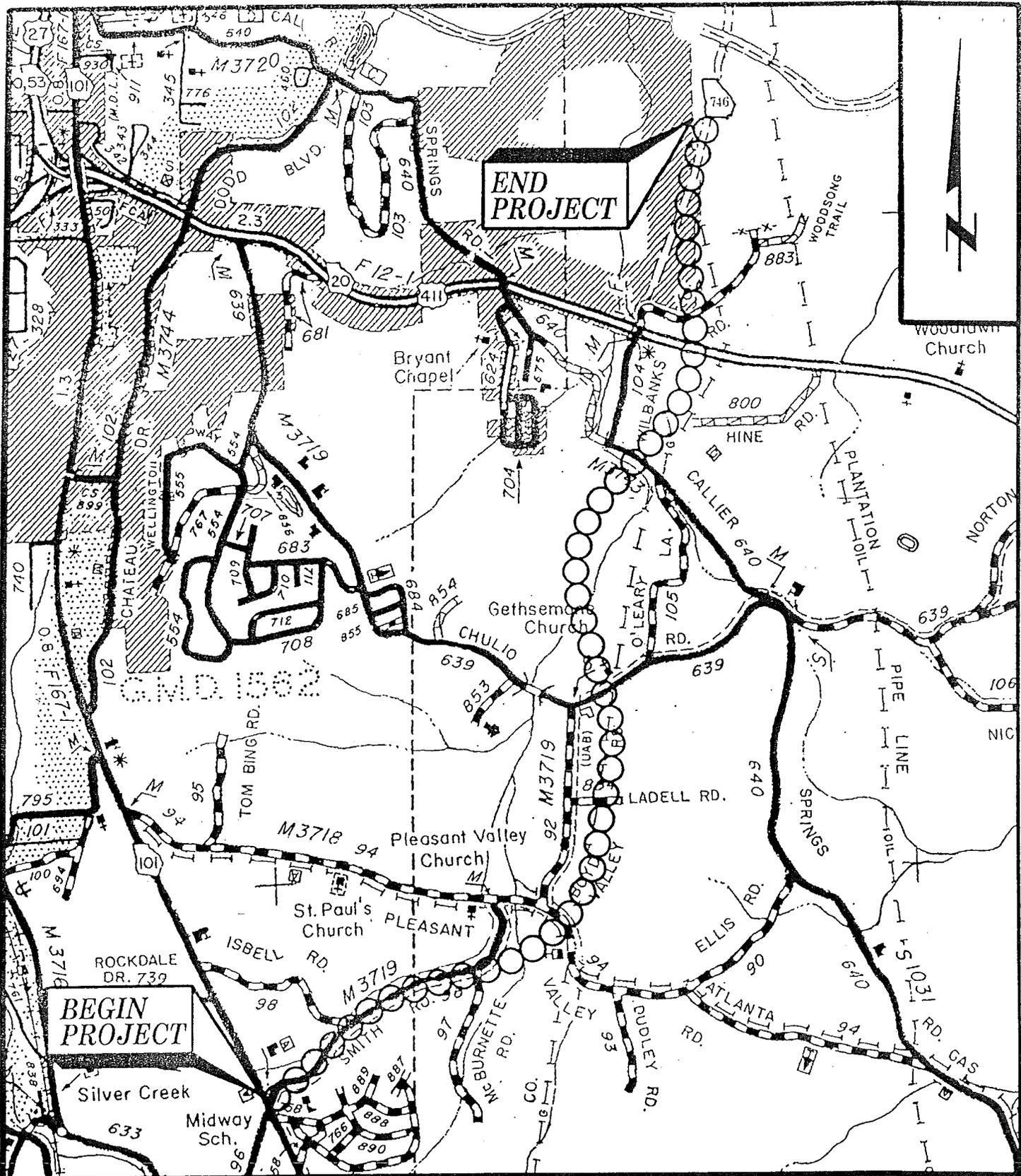
Recommendation: It is recommended that the proposed revision to this concept be approved for implementation.

HDK/KET/dnb

Attachments: Sketch Map
Cost Estimate
Typical Sections

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

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



STRIP MAP
EDS-27(127)
SR. 101 TO SR. 746 CONNECTOR
FLOYD COUNTY
P.I.# 662420

SOURCE: GENERAL HIGHWAY MAP, FLOYD CO., GEORGIA
PREPARED BY THE GEORGIA DEPARTMENT OF TRANSPORTATION, 1998

PRELIMINARY COST ESTIMATE

Office of Environment/Location

January 27, 2003

County(s)

PI Number Project Number

Project Name Project Length Miles

Project Description

The alignment from Preacher Smith Road /CR 96 at SR 101 to SR 746/Loop 1 north of US 411

Existing Roadway

Comments

Alignment shifted back to original alignment to shift off landfill area.

TRAFFIC:

Current Design Year Daily Volume (AADT)

Future Design Year Daily Volume (AADT)

Concept Estimate

Feasibility Estimate

Typical Section(s) Used in Estimate

Typical Section Length

Typical Section(s) Used in Estimate	Typical Section Length
Rural New Location: 4-Lanes with 44 ft Divided Median	<input type="text" value="4.0"/> Miles
Rural New Location: 2-Lanes with 24 ft Pavement	<input type="text" value="2.5"/> Miles
<input type="text"/>	<input type="text"/> Miles
<input type="text"/>	<input type="text"/> Miles
<input type="text"/>	<input type="text"/> Miles
<input type="text"/>	<input type="text"/> Miles

Prepared By

PROJECT COSTS

MAJOR STRUCTURES

1. Bridges: Stream Crossings & Grade Separations

NO	LOCATION	QTY	TYPE *		W(FT)	L(FT)	UNIT COST	TOTAL
			S/G/R	W/N				
1	Callier Springs Rd. Sta. 345+00	2	G	N	41.0	562.0	57.00	2,627,000
2	US 411 Sta. 368+90	2	G	N	41.0	251.0	57.00	1,173,000
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	SIZE	L(FT)	UNIT COST	TOTAL
		S/D/T/Q	W x H (FT)			
1	Station 315+50	Triple	5 x 5	448.0	886.16	397,000
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 S 4,197,000

Typical Section

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

Typical Section Length Miles

Right-of-Way Width Feet

GRADING AND DRAINAGE

- 1. EARTHWORK
 - a. Unclassified Excavation Soil
 - b. Unclassified Excavation Rock
 - c. Borrow Excavation
- 2. MINOR DRAINAGE

QUANTITY		UNIT COST	TOTAL
2,198,700	CY	1.79	3,936,000
515,000	CY	20.00	10,300,000
	CY	2.09	
4.0	MI	101,000	404,000
GRADING AND DRAINAGE SUBTOTAL			\$14,640,000

BASE AND PAVING

- 1. GRADED AGGREGATE BASE
- 2. ASPHALT PAVING
 - a. Asph Conc 9.5 mm Superpave
 - b. Asph Conc 19 mm Superpave
 - c. Asph Conc 25 mm Superpave
 - d. Bituminous Tack Coat
- 3. CONCRETE PAVING
 - a. Curb and Gutter
 - b. Miscellaneous
- 4. OTHER PAVING

THICKNESS AND SPREAD RATE	QUANTITY	UNIT COST	TOTAL
10"	88,420 TN	7.03	622,000
1 1/2" (165 LB/SY)	12,584 TN	34.78	438,000
3" (330 LB/SY)	25,168 TN	36.18	911,000
4" (440 LB/SY)	26,846 TN	33.91	910,000
	14,498 GL	0.85	12,000
	0 LF	9.61	0
	0 MI	42,000	0
BASE AND PAVING SUBTOTAL			\$3,182,000

LUMP ITEMS

- 1. TRAFFIC CONTROL
- 2. CLEARING AND GRUBBING
- 3. LANDSCAPING
- 4. EROSION CONTROL
- 5. SIGNING/STRIPING
- 6. OTHER

QUANTITY	UNIT COST	TOTAL
4.0 MI	41,000	164,000
121 AC	6,000	727,000
4.0 MI	80,002	320,000
4.0 MI	97,000	388,000
4.0 MI	19,321	77,000
4.0 MI	96,000	384,000
LUMP ITEM SUBTOTAL		\$2,060,000

MISCELLANEOUS

- 1. GUARDRAIL
 - a. GUARDRAIL ANCHORS
- 2. DETOURS

QUANTITY	UNIT COST	TOTAL
3,380 LF	8.78	30,000
12 EA	1,250.05	15,000
0 MI	300,000.00	0
MISCELLANEOUS SUBTOTAL		\$45,000

SPECIAL FEATURES

Typical Section

Rural New Location: 2-Lanes with 24 ft Pavement

Typical Section Length MilesRight-of-Way Width Feet

GRADING AND DRAINAGE

1. EARTHWORK

- a. Unclassified Excavation Soil
- b. Unclassified Excavation Rock
- c. Borrow Excavation

2. MINOR DRAINAGE

QUANTITY		UNIT COST	TOTAL
	CY	1.79	
	CY	20.00	
	CY	2.09	
2.5	MI	32,065	80,000
GRADING AND DRAINAGE SUBTOTAL			\$80,000

BASE AND PAVING

1. GRADED AGGREGATE BASE

2. ASPHALT PAVING

- a. Asph Conc 9.5 mm Superpave
- b. Asph Conc 19 mm Superpave
- c. Asph Conc 25 mm Superpave
- d. Bituminous Tack Coat

3. CONCRETE PAVING

- a. Curb and Gutter
- b. Miscellaneous

4. OTHER PAVING

THICKNESS AND SPREAD RATE	QUANTITY		UNIT COST	TOTAL
10"	29,303	TN	7.03	206,000
1 1/2" (165 LB/SY)	4,477	TN	34.78	156,000
3" (330 LB/SY)	8,954	TN	36.18	324,000
4" (440 LB/SY)	7,744	TN	33.91	263,000
	4,753	GL	0.85	4,000
	0	LF	9.61	0
		MI	15,845	0
				95,000
BASE AND PAVING SUBTOTAL				\$1,048,000

LUMP ITEMS

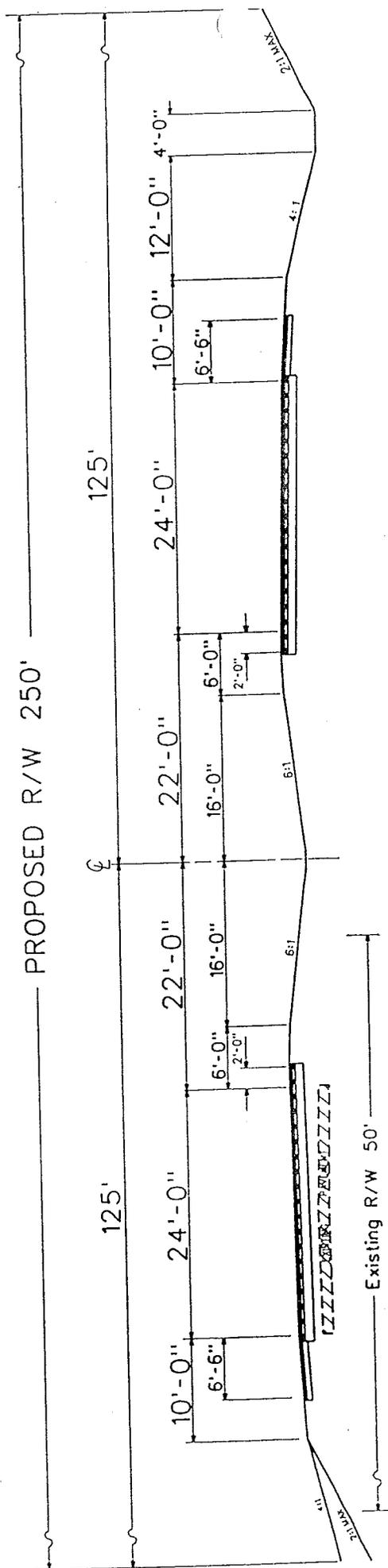
- 1. TRAFFIC CONTROL
- 2. CLEARING AND GRUBBING
- 3. LANDSCAPING
- 4. EROSION CONTROL
- 5. SIGNING/STRIPING
- 6. OTHER

QUANTITY		UNIT COST	TOTAL
2.5	MI	10,696	27,000
36	AC	6,000	218,000
2.5	MI	27,589	69,000
2.5	MI	97,000	243,000
2.5	MI	6,996	17,000
2.5	MI	25,043	63,000
LUMP ITEM SUBTOTAL			\$637,000

ESTIMATE SUMMARY

Typical Section	Section Cost (per mile)
1. Rural New Location: 4-Lanes with 44 ft Divided Median	\$4,971,000
2. Rural New Location: 2-Lanes with 24 ft Pavement	\$706,000

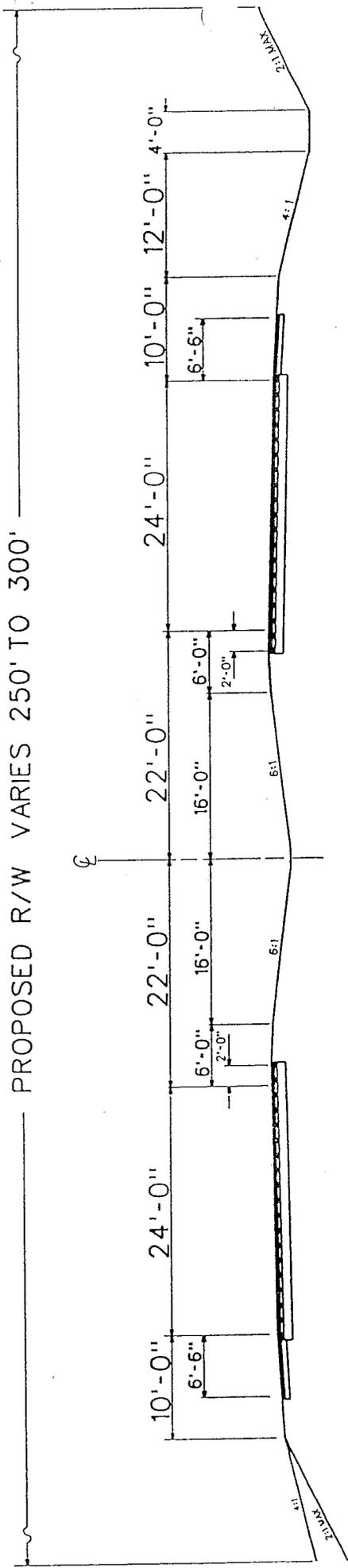
PROJECT COST	
A. MAJOR STRUCTURES	-\$4,197,000
B. GRADING AND DRAINAGE	\$14,720,000
C. BASE AND PAVING	\$4,230,000
D. LUMP ITEMS	\$2,697,000
E. MISCELLANEOUS	\$45,000
F. SPECIAL FEATURES	-
SUBTOTAL CONSTRUCTION COST	\$25,889,000
E. & C. (10%)	\$2,589,000
INFLATION 2 yrs @ 5 % per yr	\$2,918,995
GRAND TOTAL CONSTRUCTION COST	\$31,397,000



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