

Greater Dalton

Metropolitan Planning Organization



FY 2035

Long Range Transportation Plan  
PROPOSED AMENDMENT ONE

In cooperation with:

The Georgia Department of Transportation  
The Federal Highway Administration

Amendment One Adopted by Policy Committee:



# Greater Dalton MPO

Greater Dalton Metropolitan Planning  
Organization  
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Director: Kent Benson

Coordinator: Susan Paredes

July 16, 2012

## PROPOSED AMENDMENT #1 TO THE 2035 Long Range Transportation Plan

**Summary:** Proposed Amendment #1 to the 2035 Long Range Transportation Plan will update the construction cost estimate on PI# 0000931 – the project known as Rocky Face Interchange Reconstruction Phase II provided by GDOT in June, 2012. This Amendment will also match updated costs amended in the 2013-2016 Transportation Improvement Plan (TIP) for this project.

**Funding:** The Rocky Face Interchange Construction Project Cost in the 2035 LRTP was estimated at \$26,516,749 for completing construction based on estimates provided in 2010 data. June 2012, the project construction costs increased to \$44,722,160 due in summary to a scope increase which will add replacement decking at Mill Creek Bridge and additional sound barriers to reduce environmental impact of the ramps. Permitting requirements changed from RP96 to Nationwide 404 permit. Other scope and cost modifications were:

- OMR requested 2" OGFC be used during staging instead of 1" 12.5 mm surface mix. Increase Traffic control cost by \$750,000.00
- OMR requested load transfer platform under Wall #5 (ramp f I-75 SB off ramp). Increase Grading complete by \$1,000,000.00
- Office of Bridge Design/Maintenance requested deck replacement for the Mill Creek bridge. Cost Increase of \$544,000.00
- Office of Environmental Services requested three Side Barriers to be added along I-75 and ramps to stay out of stream buffers. Increase cost by \$653,000.00
- Office of Traffic Operations & City of Dalton requested ATMS and signal interconnect due to in-operation of the current facility. Increase cost by \$200,000.00
- FHWA noticed Lighting addition (scope in the project but wasn't available during PFPR). Increase cost by \$250,000.00
- Poor soils requiring stabilization. Increase cost by \$250,000.00
- District Six requested that the median barrier begin earlier in the project than the PFPR design. Increase in project length, length of median barrier increased, inside pavement shoulder quantity increased. Increase cost by \$250,000.00
- Asphalt pavement design not completed by OMR consultant prior to PFPR. I-75 pavement increased by 4" GAB and 6" 25 mm SP. Increased cost by \$2,541,867.00

- US 41 pavement increased by 2" 19 mm SP (for overlay sections) and 7" 25 mm SP. Increase cost by \$1,117,250.00
- Engineering and Inspection added for FFPR estimate. Increase cost by \$1,990,165.92
- Fuel/ Asphalt index adjustment added for FFPR estimate. Increase cost by \$1,741,967.26
- Erosion control designed to higher standard than at PFPR. Increase cost by \$200,000.00

Overall

- Total direct estimated construction cost increase: \$11,488,250.18 per FFPR plans.
- The approved construction cost estimate (4/27/2011) after the completion of Constructability Review is \$30,649,053.70
- The submitted construction cost estimate per FFPR plans is \$43,535,451.50

**L RTP Document Modification**

The 2035 Long Range Transportation Plan is proposed to be modified as follows:

- Cost estimate figures revised on page 71 of the LRTP.

**PUBLIC ANNOUNCEMENT:**

The following proposed Amendment to the 2035 Long Range Transportation Plan (LRTP) will be posted for a period of no less than Thirty (30) days in order that the public may offer comments and recommendations to its leaders in this community development process.

If you have questions or comments, please feel free to contact the Greater Dalton Metropolitan Planning Organization Coordinator and staff listed below. Comments submitted after August 16, 2012 are welcome however, it will be at the discretion of the MPO to determine whether to present them before the MPO Policy Committee for further review.

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**THIS DOCUMENT IS ALSO AVAILABLE FOR REVIEW ONLINE AT:**

<http://www.whitfieldcountyga.com/engineer/mpo>

Table 22 - Road Improvement Plan 2010 to 2035

GDOT/Local Project No.	Project	Location/Termini	Description	Phase	Federal/State Funding	Local Funding	Total Cost
<b>SHORT-RANGE PROJECT RECOMMENDATIONS - (2010-2015)</b>							
0931 / 1	I-75/Rocky Face Exit	I-75 at SR 3/US 41	Interchng Reconst.	CST	\$44,722,160	\$0	\$44,722,160
610890 / 2	I-75/Carbondale Exit	I-75 at Carbondale Rd./CR 665	Interchng Reconst.	ROW	\$26,433,091	\$0	\$26,433,091
632670 / 56	SR 3	SR3 Conn.SR 136 to Gordon Co.	Widening	SCP	\$1,725,000	\$0	\$1,725,000
8719 / 38	N. Dalton Bypass/SR 71	N. Dalton Bypass/SR 71	Intersect . Improve	PE/ROW/CST	\$1,847,801	\$0	\$1,847,801
4607 / 29*	CR 3/Henry Owens Rd.at NS R/R	CR 3/Henry Owens Rd.at NS R/R	RR X-ing Safety	LUMP SUM	\$130,000	\$0	\$130,000
30*	CR 290/Beaver Rd. at CSX R/R	CR 290/Beaver Rd. at CSX R/R	RR X-ing Safety	LUMP SUM	\$130,000	\$0	\$130,000
5	Dawnville Rd.	Underwood Rd. to SR 286	Widen to 4 lanes	PE	\$626,080	\$346,080	\$972,160
26	Beaverdale	SR 71 to Lake Francis Rd.	Widen to 4 lanes	PE	\$731,782	\$403,200	\$1,134,982
8364 / 64*	SR 3/US 41 @ Little Swamp Crk	SR 3/US 41 @ Little Swamp Crk	Bridges	MAINTENANCE*	444,073	50,000	494,073
<b>SHORT-RANGE TOTALS</b>					<b>\$76,789,987</b>	<b>\$799,280</b>	<b>\$77,589,267.00</b>
<b>MID-RANGE PROJECT RECOMMENDATIONS (2016 to 2025) – Local Project Costs Escalated to 2020 Mid-Point YO.E.</b>							
610890 / 2	I-75/Carbondale Exit	I-75 at Carbondale Rd./CR 665	Interchng Reconst.	UTL/CST	\$27,490,210	\$515,650	\$28,005,860
631065 / 23	Airport Rd./CR 664	Tibbs Bridge Rd. to Murray Co.	Reconstruction	ROW/CST	\$2,331,787	\$757,830	\$3,089,617
611180/10-13	I-75 at SR 201	I-75 at SR 201	Widen I-75/SR 201	CST	\$1,508,369	\$0	\$1,508,369
631360 / 3	SR 3/US 41	Campbell Rd. to Catoosa Co.	Widening	CST/ROW/UTL	\$22,699,247	\$0	\$22,699,247
7058 / 57*	SR 2 at Conasauga River	SR 2 at Conasauga River	Bridge Widening	ROW/CST	\$534,368	\$0	\$534,368
622120 / 28*	ATMS-GDOT Reg. TCC-ITS	Various Locations TBD	Construct/Plemnt	CST	\$1,872,509	\$0	\$1,872,509
620630 / 11	South Dixie Hwy	SR 3 Connector to Walnut Ave.	Widening	ROW/CST	\$34,770,938	\$8,037,760	\$42,808,698
632670 / 56	SR 3	SR3 Conn. SR 136 to Gordon Co.	Widening	PE/UTL/ROW/CST	\$60,934,882	\$0	\$60,934,882
21*	US 41	@ Old Chattanooga & Lafayette	Intersect. Improve	PE/ROW/CST	\$712,800	\$712,800	\$1,425,600
22*	Reed Rd.	Rauschenberg to SR 71	Traffic Study	STUDY	\$0	\$336,000	\$336,000
5	Dawnville Rd.	Underwood Rd. to SR 286	Widen to 4 lanes	ROW/CST	\$7,199,920	\$3,979,920	\$11,179,840
26	Beaverdale	SR 71 to Lake Francis Rd.	Widen to 4 lanes	ROW/CST	\$8,415,494	\$4,636,800	\$13,052,294
62*	SR 2 & 201	Intersection of SR 2 & 201	Intersect. Improve.	PE/ROW/CST	\$1,492,992	\$0	\$1,492,992
<b>MID-RANGE TOTALS</b>					<b>\$169,963,516</b>	<b>\$18,976,760</b>	<b>\$188,940,276</b>
<b>LONG-RANGE PROJECT RECOMMENDATIONS (2026-2035) - Project Costs Escalated to 2030 Mid-Point YO.E.</b>							
15	E. Morris Street	SR 52 to Glenwood	Widen to 4 lanes	PE/ROW/CST	\$6,685,777	\$10,177,104	\$16,862,881
6	Underwood Rd.	Dawnville to N. Dalton Bypass	Widen to 4 lanes	PE/ROW/CST	\$10,192,000	\$5,936,448	\$16,128,448

50*	Dug Gap Batt/Dug Gap Rd.	Trade Center Dr. to Hurricane Rd.	Widen, Geometrics	PE/ROW/CST	\$3,043,884	\$1,838,796	\$4,882,680
			<b>LONG-RANGE TOTALS</b>		<b>\$19,921,661</b>	<b>\$17,952,348</b>	<b>\$37,874,009</b>
	<b>Fiscally-Constrained Road Improvement Plan Grand Totals for All Projects</b>						
					<b>\$266,675,164</b>	<b>\$37,728,388</b>	<b>\$304,403,552</b>