ORIGINAL TO GENERAL FILES

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE P. I. No. 0000313, Ben Hill/Irwin Counties
STP00-0000-00(313)
SR 107 Widening from CR 264/Cleveland/Jeff Davis Road
To just east of the SR 107/US 129 Intersection

OFFICE Program Control

DATE August 11, 2009

FROM Genetha Rice-Singleton, Program Control Administrator

TO SEE DISTRIBUTION

SUBJECT APPROVED PROJECT CONCEPT REPORT

Attached for your files is the approval for subject project.

Attachment

DISTRIBUTION:

Ron Wishon
Glenn Bowman
Ken Thompson
Michael Henry
Keith Golden
Rachel Brown
Paul Liles
Joe Sheffield
Bobby Hilliard
Peter Emmanuel
BOARD MEMBER

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENTAL CORRESPONDENCE

FILE: P.I. No. 0000313, Ben Hill/Irwin Counties **OFFICE:** Program Control
STP00-0000-00(313)
SR 107 Widening from CR 264/Cleveland/Jeff Davis Road
To just east of the SR 107/US 129 Intersection **DATE:** August 3, 2009

FROM: Genetha Rice-Singleton, Program Control Administrator

TO: Gerald M. Ross, P.E., Chief Engineer

SUBJECT: ***PROJECT CONCEPT REPORT***

This project proposes to widen and reconstruct SR 107 from 2320' west of CR 264/Cleveland/Jeff Davis Road in Irwin County, where it ties into project STP00-0000-00(314) to 1600' east of the SR 107/US 129 Intersection in Ben Hill County. The total project length is 10.65miles. State Route 107 is an east-west corridor in South Georgia and provides a connection from the city of Fitzgerald westward to I-75. This project would also provide regional benefits by facilitating access to area development and providing the necessary infrastructure for continued future economic development. The existing roadway consists of two, 12' lanes with rural shoulders on 100' of existing right-of-way. The existing major structures are (1) Willacoochee Creek Bridge; (2) quad 10' x 10' Bridge culvert at MP 5.46 (Irwin); (3) single 6' x 6' MP 1.97 (Ben Hill); (4) double 10' x 10' MP 5.81 (Ben Hill); (5) triple 8' x 8' MP 5.94 (Ben Hill). The base year traffic (2012) is 6900 VPD and the design year (2032) traffic is 10950 VPD. The posted speed varies from 45 to 55 MPH and the design speed will vary from 45 to 65 MPH.

The proposed construction will widen SR 107 to a 4 lane roadway with a 44' depressed grassed median from the beginning of the project to mile marker 3.60 Ben Hill County. From there, the typical section will transition to a 4 lane with a 24' raised median, with a 16' shoulder on each side and curb and gutter and a 5' sidewalk to the end of the project. The proposed right-of-way will vary from 120' to 200'. The intersection of SR 107/CR 245/CR 106 will be removed and replaced with a 2.75 degree curve that will provide a continuous movement along SR 107. The existing bridge over Willacoochee Creek will be replaced with two bridges; each direction of travel will have a separate bridge. The existing culverts will be lengthened to accommodate the new travel lanes. Left and right turn lanes will be placed at all median openings or any other location they are warranted. This project in conjunction with projects STP00-0000-00(311) & (314) will provide four lanes between I-75 and the city of Fitzgerald.

Environmental concerns include requiring a COE 404 permit; an Environmental Assessment is anticipated; a Public Information Open House was held on May 15, 2007; time saving procedures are not appropriate.

The estimated costs for this project are:

	PROPOSED	APPROVED	FUNDING	PROG DATE
Construction (includes E&C)	$ 33,344,000	$ 48,154,409	L240	LR
Right-of-way	$ 7,291,000	$ 12,092,079	L240	LR
Utilities*	$ 1,762,000			

*Notification Needed

I recommend this project concept be approved.

GRS: JDQ

Attachment

CONCUR _____
Director of Preconstruction

APPROVED _____
Gerald M. Ross, P.E., Chief Engineer

PRECONSTRUCTION STATUS REPORT FOR PI:0000311,0000313,0000314

PROJ ID : 0000313
COUNTY : Ben Hill, Irwin
LENGTH (MI) : 9.47
PROJ NO.: STP00-0000-00(313)
PROJ MGR: Emmanuel, Peter B.
AOHD Initials: MAH
OFFICE : Program Delivery
CONSULTANT: Consultant Design (DOT contract)
SPONSOR : GDOT
DESIGN FIRM: Florence & Hutcheson, Inc.

SR 107 FM CR 264 TO JCT OF SR 11/US 129/BEN HILL/FITZGERALD

MPO: Not Urban
TIP #:
MODEL YR :
TYPE WORK: Widening
CONCEPT: ADD 4R(MED 44)
PROG TYPE: Reconstruction/Rehabilitation
Prov. for ITS: N
BOND PROJ :

DOT DIST: 4
CONG. DIST: 8
BIKE: N
MEASURE: E
NEEDS SCORE: 04
BRIDGE SUFF:

MGMT LET DATE :
MGMT ROW DATE :
SCHED LET DATE : 12/12/2012
WHO LETS?: GDOT Let
LET WITH :

SCHED START	SCHED FINISH	ACTIVITY	ACTUAL START	ACTUAL FINISH	%
	7/16/2009	Concept Development	1/10/2003		98
		Concept Meeting	12/23/2005	5/31/2007	100
		PM Submit Concept Report	12/15/2008	12/15/2008	100
		Receive Preconstruction Concept Approval	1/15/2009	7/7/2009	100
	7/16/2009	**Management Concept Approval Complete**	**7/14/2009**		**75**
	8/25/2009	Value Engineering Study	12/19/2007		29
		Public Information Open House Held	5/15/2007	5/15/2007	100
	6/10/2010	**Environmental Approval**	**10/11/2007**		6
1/22/2010	3/18/2010	Pub Hear Held/Comm Resp (EA/FONSI, GEPA)			0
		Mapping	5/26/2004	6/24/2004	100
		Field Surveys/SDE	10/21/2004	10/20/2005	100
	3/25/2010	**Preliminary Plans**	**2/16/2008**		45
		Underground Storage Tanks	9/11/2007	11/29/2007	100
7/17/2009	10/1/2009	404 Permit Obtainment			0
7/2/2010	7/2/2010	PFPR Inspection			0
7/5/2010	10/22/2010	R/W Plans Preparation			0
10/25/2010	**12/3/2010**	**R/W Plans Final Approval**			0
8/10/2010	8/12/2010	L & D Approval			0
12/6/2010	10/16/2012	R/W Acquisition			0
4/28/2011	5/11/2011	Stake R/W			0
		Soil Survey	3/19/2008	3/26/2009	100
8/9/2010	**6/20/2011**	**Final Design**			0
7/12/2011	7/13/2011	FFPR Inspection			0
7/27/2011	8/9/2011	Submit FFPR Responses (OES)			0

PROGRAMMED FUNDS

Phase	Approved	Proposed	Cost	Fund	Status	Date Auth
PE	2003	2003	2,607,013.00	Q24	AUTHORIZED	11/18/2002
ROW	LR	LR	12,092,079.39	L240	PRECST	
CST	LR	LR	48,154,409.16	L240	PRECST	

PE Cost Est Amt:		Date:	
ROW Cost Est Amt:	6,147,000.00	Date:	6/4/2008
CST Cost Est Amt:	29,562,630.00	Date:	6/20/2008

STIP AMOUNTS

Phase	Cost	Fund
PE		Q24
ROW	0.00	L240
CST	0.00	L240

PDD: OCT 1999 LR: ASSIGNED ROAD DESIGN 11/12/99. Reassigned to Consult Design 11/12/02.
Bridge: BRIDGE REQUIRED
Design: Concept Report submitted for approval 10/08
EIS: EA/NotApvd/NotonSchedROWIPhillips 12-2-08
LGPA: NOTIFICATION LETTER SENT TO BEN HILL|FITZGERALD|IRWIN 6-12-09.
Programming: #1 11-05
ROW: Preliminary Parcel Count is 120
Railroad: CSX - warning dev. upgrade req'd.
Traffic Op: CAH|SND CNSLTNT PLNS FR REVW|030603
Utility: EST SUB 05/06
EMG: 2106 (H85(94)/V88); REFLY 6274/04@250; DOT=M/S; C=D

District Comments

PE PROJ NO: PESTP000000313

1) Contract expires 2/28/2010

2) 2012 ADT=6,900 and 2032 ADT=10,950

3) Concept Report submitted for approval /4-12 ft. lanes 44 ft rural depressed median/24 ft Urban Median 6.5 ft bike

4) VE Study Requested 12/19/2007

Prel. Parcel CT: 120 **Total Parcel in ROW System:** **Cond. Filed:** **Acquired by:** DOT ***DEEDS CT:***
Under Review: **Options - Pending:** **Relocations:** **Acquisition MGR:**
Released: **Condemnations- Pend:** **Acquired:** **R/W Cert Date:**

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

Office of Consultant Design

PROJECT CONCEPT REPORT
SR 107 Widening
CR 264 (Cleveland Road/Jeff Davis Road) to SR 11/US 129

Project Number: STP-0000-00(313)
County: Ben Hill and Irwin
P. I. Number: 0000313

Federal Route Number:
State Route Number: S.R. 107

Recommendation for approval:

DATE 10-31-08 Kimberly Nesbitt
Project Manager

DATE 11/3/08 Michael Hutton
Office Head/District Engineer

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

DATE_____ _____
State Transportation Planning Administrator

DATE_____ _____
State Transportation Programming Engineer

DATE_____ _____
State Environmental/Location Engineer

DATE_____ _____
State Traffic Safety and Design Engineer

DATE_____ _____
District Engineer

DATE_____ _____
Project Review Engineer

DATE_____ _____
State Bridge Design Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

Office of Consultant Design

PROJECT CONCEPT REPORT
SR 107 Widening
CR 264 (Cleveland Road/Jeff Davis Road) to SR 11/US 129

Project Number: STP-0000-00(313)
County: Ben Hill and Irwin
P. I. Number: 0000313

Federal Route Number:
State Route Number: S.R. 107

Recommendation for approval:

DATE _____ _____
Project Manager

DATE _____ _____
Office Head/District Engineer

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

DATE 11/8/2008 Angela S. Alexander
State Transportation Planning Administrator

DATE_____ _____
State Transportation Programming Engineer

DATE_____ _____
State Environmental/Location Engineer

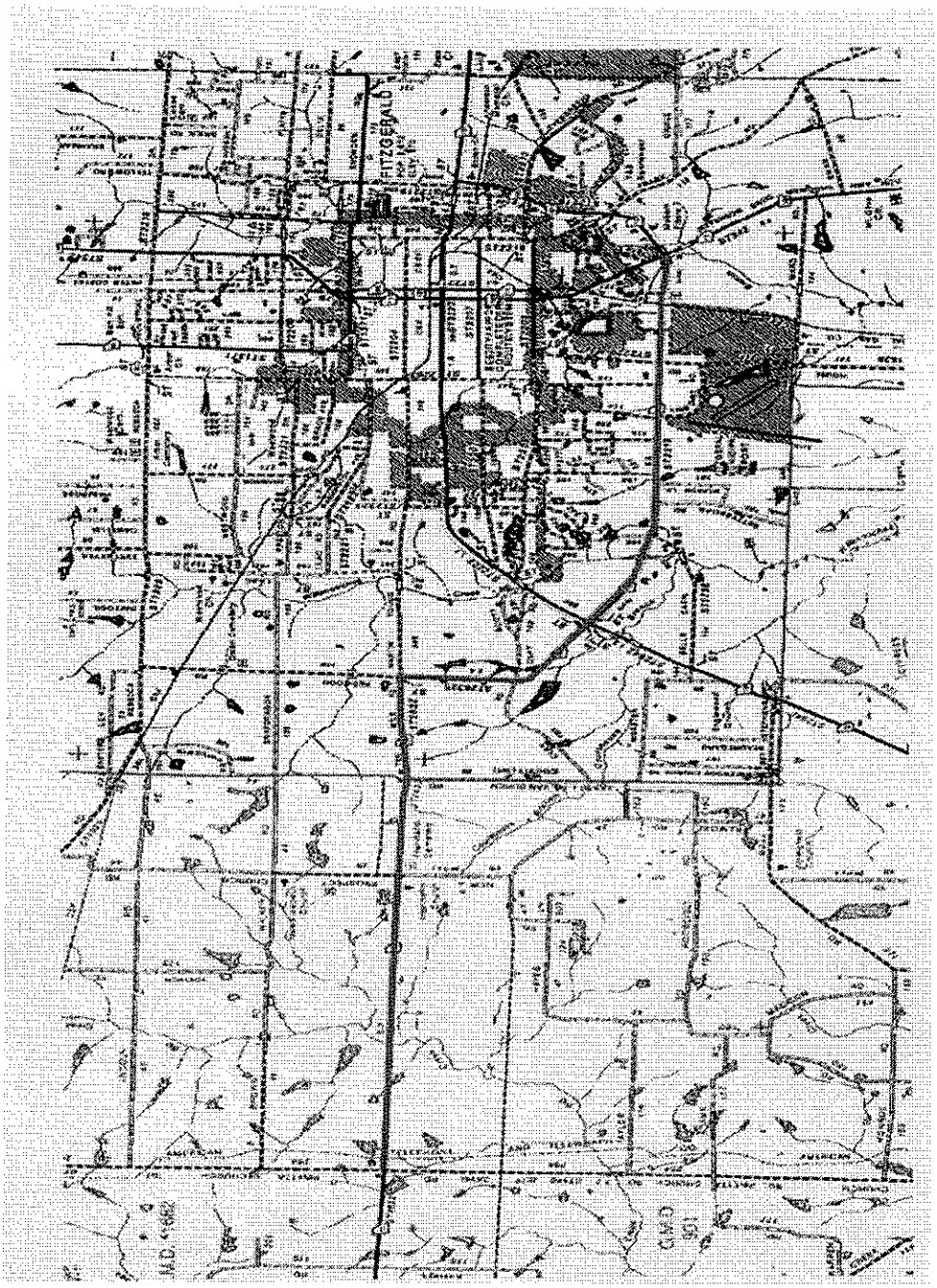
DATE_____ _____
State Traffic Safety and Design Engineer

DATE_____ _____
District Engineer

DATE_____ _____
Project Review Engineer

DATE_____ _____
State Bridge Design Engineer

2 Project Concept Report page
Project Number: STP-0000-00(313)
P. I. Number: 0000313
County: Ben Hill and Irwin



DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

Office of Consultant Design

PROJECT CONCEPT REPORT
SR 107 Widening
CR 264 (Cleveland Road/Jeff Davis Road) to SR 11/US 129

Project Number: STP-0000-00(313)
County: Ben Hill and Irwin
P. I. Number: 0000313

Federal Route Number:
State Route Number: S.R. 107

Recommendation for approval:

DATE _____ _____
Project Manager

DATE _____ _____
Office Head/District Engineer

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

DATE_____ _____
State Transportation Planning Administrator

DATE_____ _____
State Transportation Programming Engineer

DATE_____ _____
State Environmental/Location Engineer

DATE 11-5-08 _____
State Traffic Safety and Design Engineer

DATE_____ _____
District Engineer

DATE_____ _____
Project Review Engineer

DATE_____ _____
State Bridge Design Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE: **STP-000-00(313) Ben Hill/Irwin Counties**
PI# 0000313
SR 107 widening from CR 264/Cleveland/Jeff Davis Rd in Turner Co to SR 11/SR 90/US 129 in Ben Hill Co.

OFFICE: Tifton

DATE: November 3, 2008

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

TO Johnny D. Quarles, Project Concept Review Engineer

SUBJECT **CONCEPT REPORT SIGNATURE PAGE**

Please find attached a cover sheet for the above referenced project bearing my signature. The District supports the project and looks forward to its completion.

If you have any questions, please feel free to call me at (229) 386-3280.

JWS/bt

Attachment

c: Michael A. Haithcock, PE, Asst State Consultant Design & Prog Delivery Engineer
Kimberly W. Nesbitt, Consultant Design Group Manager
Brent A. Thomas, District Preconstruction Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

Office of Consultant Design

PROJECT CONCEPT REPORT
SR 107 Widening
CR 264 (Cleveland Road/Jeff Davis Road) to SR 11/US 129

Project Number: STP-0000-00(313)
County: Ben Hill and Irwin
P. I. Number: 0000313

Federal Route Number:
State Route Number: S.R. 107

Recommendation for approval:

DATE _____ _____
Project Manager

DATE _____ _____
Office Head/District Engineer

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

DATE_____ _____
State Transportation Planning Administrator

DATE_____ _____
State Transportation Programming Engineer

DATE_____ _____
State Environmental/Location Engineer

DATE_____ _____
State Traffic Safety and Design Engineer

DATE 11-3-08 _____
District Engineer

DATE_____ _____
Project Review Engineer

DATE_____ _____
State Bridge Design Engineer

Need and Purpose: see attachment

Description of the proposed project: Project STP-0000-00(313), PI Number 0000313, is proposed to begin widening approximately 2320 feet west of the Cleveland Road / County Road 264 intersection, mile marker 3.52, in Irwin County and will end approximately 1600 feet east of the S.R. 107 / U.S. 129 intersection, mile marker 5.90, in Ben Hill County. The proposed typical section for the rural location will be two 12-foot travel lanes in each direction separated by a 44-foot depressed median, with a 6.5 / 3.5 foot paved / graded shoulder. The proposed typical section for the urban area will be two 12-foot travel lanes in each direction separated by a 24-foot raised median, with a 16-foot shoulder on each side with curb and gutter and a 5-foot sidewalk. The rural section will end at approximately mile marker 3.60 Ben Hill County and transition for approximately 500 feet to the urban section. The typical right of way for the rural section is 200 feet, and 120 feet for the urban section. The length of the project is approximately 10.45 miles, 4.25 miles in Irwin County and 6.20 in Ben Hill County, with 80 % rural section and 20 % urban section. The proposed widening will be the final link of S.R. 107, completing a continuous multi-lane corridor between the cities of Ashburn, at I-75, and Fitzgerald, at S.R. 11 / U.S. 129.

The intersection of S.R. 107 / 10 Mile road (CR 245) and S.R. 107 / Redwood road (CR 106) will be removed and replaced with approximately 2.75 degree of curve that will provide a continuous travel way along S.R. 107. At this location, a connector road, approximately 1000' feet, will be provided for access to the proposed S.R. 107 roadway and the existing Industrial Drive.

The existing bridge over the Willacoochee creek at mile marker 3.14 will be maintained (AS A DETOUR) while the new bridge is built to the Southside; after the new bridge is completed, the existing bridge will be demolished and replaced with a new bridge. The proposed typical section for the bridge is 2 -12 foot lanes, with a 4 foot inside shoulder, and a 10 foot outside shoulder; see the S.R. 107 Proposed Bridge Typical. The reason the ~~bridge~~ ALIGNMENT is being widened to the south side is to avoid any impacts to the sewer lift-station and to avoid two residences along the north side of the alignment. The proposed bridge length will be approximately 166 feet.

A CSX At-grade railroad crossing is located near mile marker 5.44. This crossing will be upgraded to provide for all four lanes and the sidewalks.

This project crosses Georgia Bike Route 20 at the intersection of S.R. 107 and S.R. 125. The local government has requested that the rural bike shoulder be added to the S.R. 107 mainline rural typical section.

The maximum average daily traffic (ADT) on S.R. 107 is 6900 vehicles at the Wal-Mart Drive in 2012, the projected letting date, and a total of 10950 vehicles in 2032, the design year. The signal at the Wal-Mart entrance is proposed to be moved approximately 525' to the west along S.R. 107 in order to accommodate a 500' turn bay for both directions. For the S.R. 107 / S.R. 125 intersection a signal warrant analysis will be performed by the consultant designer; the existing condition is a flashing red 4-way stop sign. The right turn lane at the S.R. 107 / Jeff Davis intersection will require a 350' turn lane on S.R. 107; see the attached synchro reports.

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

PDP Classification: Major

Federal Oversight: Full Oversight ( ), Exempt(X), State Funded ( ), or Other ( )

Functional Classification: Rural Major Collector

U. S. Route Number(s): None **State Route Number(s):** 107

Traffic (AADT):

Current Year: 6900 (2012) Design Year: 10950 (2032)

Existing design features:

- Typical Section: two 12' lanes, graded shoulders vary from 4' to 10'
- Posted speed Rural 55 mph ; Urban 45 mph
- Maximum degree of curvature: 5 ° 00'
- Maximum grade: 2.5 %
- Width of right of way: 100 ft.
- Major structures: Willacoochee Creek Bridge, Quad 10' x 10' Bridge Culvert @ mm 5.46(Irwin), Single 6' x 6' mm 1.97 (Ben Hill) , Double 10' x 10' mm 5.81(Ben Hill), and a Triple 8' x 8' mm 5.94 (Ben Hill)
- Major interchanges or intersections along the project: SR 125, Perry House Road (CR247), SR 11 / US129
- Existing length of roadway segment and the beginning mile logs for each county segment: Irwin County 3.52 Miles, mile log 3.52 – 8.36; Ben Hill County 5.90, mile log 0.00-5.90

Proposed Design Features:

- Proposed typical section(s):
  - 4-12 ft Lanes
  - 44 ft Rural Depressed Median, 24 ft Urban Raised Median
  - 6.5 ft Bike Shoulder
  - 30 ft Clear Zone
- Proposed Design Speed Mainline: 65 mph , 45 mph (urban)
- Proposed Maximum grade Mainline 4 % Maximum grade allowable 4 %.
- Proposed Maximum grade Side Street N/A Maximum grade allowable N/A .
- Proposed Maximum grade driveway N/A
- Proposed Maximum degree of curve 3° 00' , 5° 00' (urban)
- Maximum degree allowable 3° 30' , 8° 00' (urban).
- Proposed Maximum Superelevation 8.0 % , 4.0 % (urban)
- Right of way
  - Width Rural 200 ft; Urban 120 ft.
  - Easements: Temporary ( ), Permanent (x), Utility ( ), Other ( ).
  - Type of access control: Full ( ), Partial ( ), By Permit (X), other ( ).

- Number of parcels: 97

Number of displacements:
- Business: 1
- Residences: 10
- Mobile homes: _____
- Other: _____

- Structures: Willacoochee Creek Bridge, Quad 10' x 10' Bridge Culvert @ mm 5.46(Irwin), Single 6' x 6' mm 1.97 (Ben Hill) , Double 10' x 10' mm 5.81(Ben Hill), and a Triple 8' x 8' mm 5.94 (Ben Hill)
- Major intersections and interchanges: SR 125/ CR 385, PERRY HOUSE RD / CR 247, US 129 / SR 11
- Traffic control during construction: Traffic to be maintained on existing roadways during construction, and shifted to new construction as necessary.
- Design Exceptions to controlling criteria anticipated: none anticipated

	UNDETERMINED	YES	NO
HORIZONTAL ALIGNMENT:	( )	( )	(X)
ROADWAY WIDTH:	( )	( )	(X)
SHOULDER WIDTH:	( )	( )	(X)
VERTICAL GRADES:	( )	( )	(X)
CROSS SLOPES:	( )	( )	(X)
STOPPING SIGHT DISTANCE:	( )	( )	(X)
SUPERELEVATION RATES:	( )	( )	(X)
HORIZONTAL CLEARANCE:	( )	( )	(X)
SPEED DESIGN:	( )	( )	(X)
VERTICAL CLEARANCE:	( )	( )	(X)
BRIDGE WIDTH:	( )	( )	(X)
BRIDGE STRUCTURAL CAPACITY:	( )	( )	(X)

- Design Variances: None Anticipated
- Environmental concerns: historical and wetland impacts.
- Level of environmental analysis:
  - Are Time Savings Procedures appropriate? Yes ( ), No (X),
  - Categorical exclusion ( ),
  - Environmental Assessment/Finding of No Significant Impact (FONSI) (X), or Environmental Impact Statement (EIS) ( ).
- Utility involvements: *(Alltel, Mediacom, Irwin County Communications, Fitzgerald Water Light and Bond, others not yet identified.)*
- VE STUDY REQUIRED (X) YES.

Project responsibilities:
- Design: Florence and Hutcheson, Inc.
- Right of Way Acquisition: GDOT
- Relocation of Utilities: GDOT
- Letting to contract: GDOT
- Supervision of construction: GDOT
- Providing material pits: Contractor
- Providing detours: to be determined

Coordination

- Initial Concept Meeting: May 31, 2006, GDOT District 4- Fitzgerald Area Office.
- Concept meeting: December 18, 2007, GDOT District 4 Office
- P. A. R. meetings, dates and results: Not yet held
- FEMA, USCG, and/or TVA: none required
- Public involvement: PIOH May 15, 2007.
- Local government comments: None
- Other projects in the area: STP-0000-00(311) P.I. No. 0000311 Turner County S.R. 107 Widening from I-75 to C.R. 250, MSL-0004-00(751) P.I. No. 0004751 S.R. 125 from S.R. 32 Irwin County to S.R. 107 Ben Hill County.
- Railroads: CSX Rail Ways.
- Other coordination to date: None

Scheduling – Responsible Parties' Estimate

- Time to complete the environmental process: 18 Months.
- Time to complete preliminary construction plans: 12 Months.
- Time to complete right of way plans: 6 Months.
- Time to complete the Section 404 Permit: 24 Months.
- Time to complete final construction plans: 8 Months.
- Time to complete to purchase right of way: 18-24 Months.

Other alternates considered:
No Build

Alternate alignment considered near mile marker 5.5 to move south, approximately 600 feet, of existing roadway and run to near S.R. 107 mile marker mile marker 1.6 Ben Hill county; this alignment was eliminated because it did not significantly reduce impacts and would be more expensive to build, because of the new location required.

Comments:

Attachments:

1. Need and Purpose Statement
2. Cost Estimates:
    a. Construction including E&C
    b. Right of Way
    c. Utilities.
3. Typical sections
4. Accident summaries
5. Capacity analysis
6. Bridge inventory
7. Minutes of Initial Concept and Concept meetings
8. Minutes of any meetings that show support or objection to the concept
9. Concept Layout

NEED and PURPOSE

State Route 107 from CR 264/Jeff Davis Road to SR 11/US 129

STP-0000-00(313) Irwin and Ben Hill County

PI No. 0000313

State Route 107 is an east-west corridor in South Georgia and provides a connection from the City of Fitzgerald westward to Interstate 75. SR 107 consists of two 12 foot lanes and is functionally classified as a rural major collector. SR 107 is also on a Surface Transportation Assistance Act (STAA) route which allows large trucks to operate on the Interstate and certain primary routes called collectively the National Network. This corridor serves traffic traveling east to west in this portion of Georgia. SR 107 is one of several routes that provide connectivity to Interstate 75 and is the most direct connector from Interstate 75 for the City of Fitzgerald in Ben Hill County.

Land Use

The land use along this corridor currently is predominantly forested and agricultural usage with little development. Land use will remain this way with most development occurring in areas already considered urban, according to the current Ben Hill County Comprehensive Plan (2005-2025).

Demographics

SR 107 crosses through Irwin and Ben Hill County, whose populations has increased by 14.8% and 7.6%, respectively, between 1990 and 2000. The 2000 population for Irwin and Ben Hill County was 9,931 and 17,484, respectively. This section of SR 107 crosses through Irwin County Census Tract 131559501 and Ben Hill Census Tract 130179603 which had year 2000 minority populations of 4.0% and 35.6%, respectively. By comparison, in the year 2000, the statewide average was 34.9% (the U.S. Census defines a minority population as Black/African-American, Hispanic/Latino, Asian/Pacific Islander, or American Indian/Alaska Native). The

U.S. Census Bureau estimated 17.4% Irwin County and 19.3% of Ben Hill County were living below the poverty level in 2003, compared to a statewide average of 13.3%.

Accidents

From 2001 to 2004, accident rates, injury rates and fatality rates were lower than the state average for a similar facility except for the accident rate of the year 2003. Table 1 below summarizes the corridor's accident statistics:

Table 1

	2001		2002		2003		2004	
	SR 107	State	SR 107	State	SR 107	State	SR 107	State
Accidents	19	-	8	-	18	-	13	-
Accident Rate	171	180	80	195	178	211	135	273
Injuries	9	-	6	-	23	-	7	-
Injury Rate	81	98	60	104	227	110	72	145
Fatalities	0	-	0	-	0	-	0	-
Fatality Rate	0	2.29	0	2.37	0	2.95	0	3.24

Traffic

The Average Annual Daily Traffic (AADT) on this portion of SR 107 for the year 2005 ranges from a high of 9,400 vehicles per day near the intersection of SR 107 and SR 11/US 129 to a low of 1,550 vehicles per day between CR 106/Redwood Road (Ben Hill County) and CR 103/Clay Road (Ben Hill County) which correspond to a Level of Service "D" and "B", respectively. Traffic for the year 2032 is projected to be 21,900 vehicles per day near the intersection of SR 107 and SR 11/US 129 to 2,300 vehicles per day from between CR 106/Redwood Road (Ben Hill County) and CR 103/Clay Road (Ben Hill County). This corresponds to a Level of Service "E" and "B", respectively, if no improvements are made. Truck traffic is estimated at 20% for both current (2005) and future (2032) traffic conditions.

Logical Termini

PI #0000313 is one of three proposed projects that will widen SR 107 from Interstate 75 to the City of Fitzgerald in Ben Hill County. The proposed limits of these three projects (PI # 0000311, 0000313 and 0000314) have logical termini together. Because these projects have logical termini only when considered as in combination, consideration should be given to analyze these three projects together in one environmental document.

The western terminus of these projects is proposed to begin at the intersection of SR 107 and Interstate 75 in Turner County. The terminus of this project is logical because of the Surface Transportation Assistance Act (STAA) route status of SR 107 and the high percentage (20%) of trucks that utilize this route to access Interstate 75.

The eastern terminus is logical because the traffic volumes drop from 9,400 vehicles per day to 5,600 vehicles per day at the intersection of SR 11/US 129 in the City of Fitzgerald.

Need and Purpose

In 1998, the Office of Planning completed a study that evaluated the benefits of widening SR 107 in Ben Hill, Irwin and Turner Counties. This study concluded that no improvements are required for SR 107 in Turner, Irwin or Ben Hill County based upon existing or forecast traffic and accident rates. Current data supports the findings of the study conducted in 1998 with the exception of the area of SR 107 within the City Limits of Fitzgerald which are projected to operate at an unacceptable Level of Service. In 2002, SR 32 and SR 125 were added to the Governor's Road Improvement Program to be four laned. These routes provide a parallel corridor to SR 107.

The City of Fitzgerald has approximately 50 major industries that include food processing, clothing manufacturing, carpet yarn manufacturing, housing manufacturing and cargo trailer manufacturing. These industries provide employment for the populations of Ben Hill, Coffee, Dodge, Irwin, Telfair, Turner and Wilcox Counties. SR 107 is the most direct route to the City of Fitzgerald from Interstate 75 and therefore the most utilized route for the manufacturing facilities to receive and ship goods. Improving SR 107 to a four lane facility from I-75 to Fitzgerald could help stimulate growth in these counties. This project is expected to be a benefit to all communities.

Print Form

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE PROJECT No. STP-0000-00(313) , IRWIN/BEN HILL

OFFICE PROGRAM DELIVERY

SR 107 Widening and Reconstruction from CR 264 to Junction of SR 11/US 129/Ben Hill/Fitzgerald

DATE July 6, 2009

P.I. No. 0000313

FROM Bobby Hilliard, P.E., State Program Delivery Engineer

TO Ronald E. Wishon, Project Review Engineer

SUBJECT REVISIONS TO PROGRAMMED COSTS

MNGT LET DATE N/A

PROJECT MANAGER Peter B. Emmanuel

MNGT R/W DATE N/A

PROGRAMMED COST (TPro W/OUT INFLATION)

CONSTRUCTION	$ 29,562,630.00	
RIGHT OF WAY	$ 6,147,000.00	
UTILITIES	$ N/A	

LAST ESTIMATE UPDATE

DATE	6/20/2008
DATE	6/4/2008
DATE	N/A

REVISED COST ESTIMATES

CONSTRUCTION*	$ 33,343,400.92
RIGHT OF WAY	$ 7,291,000.00
UTILITIES**	$ 1,761,500.00

* Costs contain 5 % Engineering and Inspection and 4 % Construction Contingencies.

** Costs contain 30 % contingency.

REASON FOR COST INCREASE

Addition of 125% adjustments for fuel and asphalt cement.

Revised: February 9, 2009

CONTINGENCY SUMMARY

Construction Cost Estimate:	$ 26,633,000.00	(Base Estimate)
Engineering and Inspection:	$ 1,331,650.00	(Base Estimate x 5 %)
Construction Contingency:	$ 1,065,320.00	(Base Estimate x 4 %) (The Construction Contingency is based on the Project Improvement Type in TPro.)
Total Fuel Adjustment	$ 1,467,000.00	(From attached worksheet)
Total Liquid AC Adjustment	$ 2,846,430.75	(From attached worksheet)
Construction Total:	$ 33,343,400.92	
Utility Cost Estimate:	$ 1,355,000.00	
Utility Contingency:	$ 406,500.00	30 %
Utility Total:	$ 1,761,500.00	

REIMBURSABLE UTILITY COST

Utility Owner	Reimbursable Cost
Irwin EMC	$360,000.00
Mediacom	$0.00
Alltel	$200,000.00
Fitzgerald W, L, & B	$745,000.00
GA Power Trans	$25,000.00
Meag	$0.00
So GA Natural Gas	$25,000.00

Attachments

c: Genetha Rice-Singleton, State Program Control Administrator

CONCEPT COST ESTIMATE

Office of Consultant Design

January 6, 2009 4:08 PM

County(s) Irwin / Ben Hill

PI Number 0000313 **Project Number** STP-0000-00(313)

Project Name SR 107 **Project Length** 10 **Miles**

Project Description

Widening and Reconstruction of SR 107 from CR 264 to SR 11/US 1129

Existing Roadway

SR 107 - 2 Lane Existing Rural Section

Comments

TRAFFIC:

Current Design Year	2009	**Daily Volume (AADT)**	4,350
Future Design Year	2029	**Daily Volume (AADT)**	6,725

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

Typical Section(s) Used in Estimate	Typical Section Length	
Rural Widening: 2 To 4-Lanes with 44 ft Divided Median	6.10	Miles
Rural New Location: 4-Lanes with 44 ft Divided Median	0.80	Miles
Urban Widening: 2 To 4-Lanes with 20 ft Raised Median Widen On One Side	2.40	Miles
		Miles
		Miles
		Miles

Prepared By John M. Baxter

MAJOR STRUCTURES

Note! All distances are in feet

Bridges: Stream Crossings & Grade Separations

NO	LOCATION	QTY	CROSSING TYPE	WIDTH	LENGTH	UNIT COST	TOTAL
1	Willacoochee Creek	2	Stream-New	40.00	200.0	80.00	1,280,000
2							
3							
4							
5							
6							
7							
8							
9							
10							
11							
12							

Bridge Culverts

NO	LOCATION	TYPE / W x H / FILL	LENGTH	UNIT COST	TOTAL
1	#1	Quad / 10 x 10 / 20	100.0	4,666.02	467,000
2	#2	Single / 6 x 6 / 20	100.0	732.19	73,000
3	#3	Double / 10 x 10 / 20	70.0	3,258.21	228,000
4	#4	Triple / 8 x 8 / 20	70.0	2,950.94	207,000
5					
6					
7					
8					

Walls

NO	LOCATION	TYPE	HEIGHT	LENGTH	UNIT COST	TOTAL
1						
2						
3						
4						
5						
6						

MAJOR STRUCTURES SUBTOTAL $ 2,255,000

Typical Section

Rural Widening: 2 To 4-Lanes with 44 ft Divided Median

Typical Section Length 6.10 **Miles** **Right-of-Way Width** 200 **Feet**

GRADING AND DRAINAGE

	QUANTITY		UNIT COST	TOTAL
1. EARTHWORK				
a. Unclassified Excavation Soil	229,000	CY	10.30	2,359,000
b. Unclassified Excavation Rock		CY		
c. Borrow Excavation		CY		
2. MINOR DRAINAGE	6.10	MI	84,928	518,000
GRADING AND DRAINAGE SUBTOTAL				$2,877,000

BASE AND PAVING

	THICKNESS and SPREAD RATE	QUANTITY		UNIT COST	TOTAL
1. GRADED AGGREGATE BASE	10"	76,846	TN	26.00	1,998,000
2. ASPHALT PAVING					
a. Asph Conc 9.5 mm Superpave	1 1/2" (165 LB/SY)	15,887	TN	85.00	1,350,000
b. Asph Conc 19 mm Superpave	2" (220 LB/SY)	15,105	TN	76.00	1,148,000
c. Asph Conc 25 mm Superpave	4" (440 LB/SY)	26,793	TN	73.00	1,956,000
d. Bituminous Tack Coat		15,371	GL	2.60	40,000
3. CONCRETE PAVING					
a. Curb and Gutter			LF		
b. Miscellaneous		6.10	MI	41,819	255,000
4. OTHER PAVING					675,000
BASE AND PAVING SUBTOTAL					$7,422,000

LUMP ITEMS

	QUANTITY		UNIT COST	TOTAL
1. TRAFFIC CONTROL	6.10	MI	88,000	537,000
2. CLEARING AND GRUBBING	147.88	AC	6,000	887,000
3. EROSION CONTROL	6.10	MI	152,642	931,000
4. SIGNING & MARKING	6.10	MI	25,098	153,000
5. MISCELLANEOUS	6.10	MI	103,770	633,000
LUMP ITEM SUBTOTAL				$3,141,000

MISCELLANEOUS PROJECT ITEMS

	QUANTITY		UNIT COST	TOTAL
1. GUARDRAIL	3,500	LF	22.68	79,000
2. GUARDRAIL ANCHORS	8	EA	790.56	6,000
3. DETOURS		MI	364,347	
4. SPECIAL FEATURES				
MISCELLANEOUS SUBTOTAL				$85,000

Typical Section

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

Typical Section Length 0.80 **Miles** **Right-of-Way Width** 200 **Feet**

GRADING AND DRAINAGE

	QUANTITY		UNIT COST	TOTAL
1. EARTHWORK				
a. Unclassified Excavation Soil	44,000	CY	10.30	453,000
b. Unclassified Excavation Rock		CY		
c. Borrow Excavation		CY		
2. MINOR DRAINAGE	0.80	MI	84,989	518,000
GRADING AND DRAINAGE SUBTOTAL				$971,000

BASE AND PAVING

	THICKNESS and SPREAD RATE	QUANTITY		UNIT COST	TOTAL
1. GRADED AGGREGATE BASE	10"	17,682	TN	26.00	460,000
2. ASPHALT PAVING					
a. Asph Conc 9.5 mm Superpave	1 1/2" (165 LB/SY)	2,517	TN	85.00	214,000
b. Asph Conc 19 mm Superpave	2" (220 LB/SY)	3,386	TN	76.00	257,000
c. Asph Conc 25 mm Superpave	4" (440 LB/SY)	6,264	TN	73.00	457,000
d. Bituminous Tack Coat		3,236	GL	2.60	8,000
3. CONCRETE PAVING					
a. Curb and Gutter			LF		
b. Miscellaneous		0.80	MI	61,824	49,000
4. OTHER PAVING					145,000
BASE AND PAVING SUBTOTAL					$1,590,000

LUMP ITEMS

	QUANTITY		UNIT COST	TOTAL
1. TRAFFIC CONTROL	0.80	MI	41,000	33,000
2. CLEARING AND GRUBBING	19.39	AC	6,000	116,000
3. EROSION CONTROL	0.80	MI	193,641	155,000
4. SIGNING & MARKING	0.80	MI	27,561	22,000
5. MISCELLANEOUS	0.80	MI	90,153	72,000
LUMP ITEM SUBTOTAL				$398,000

Typical Section

Urban Widening: 2 To 4-Lanes with 20 ft Raised Median Widen On One Side

Typical Section Length 2.40 **Miles** **Right-of-Way Width** 100 **Feet**

GRADING AND DRAINAGE

	QUANTITY		UNIT COST	TOTAL
1. EARTHWORK				
a. Unclassified Excavation Soil	31,000	CY	10.30	319,000
b. Unclassified Excavation Rock		CY		
c. Borrow Excavation		CY		
2. MINOR DRAINAGE	2.40	MI	405,289	2,472,000
GRADING AND DRAINAGE SUBTOTAL				$2,791,000

BASE AND PAVING

	THICKNESS and SPREAD RATE	QUANTITY		UNIT COST	TOTAL
1. GRADED AGGREGATE BASE	10"	20,863	TN	26.00	542,000
2. ASPHALT PAVING					
a. Asph Conc 9.5 mm Superpave	1 1/2" (165 LB/SY)	5,576	TN	85.00	474,000
b. Asph Conc 19 mm Superpave	2" (220 LB/SY)	3,763	TN	76.00	286,000
c. Asph Conc 25 mm Superpave	5" (550 LB/SY)	9,561	TN	73.00	698,000
d. Bituminous Tack Coat		5,027	GL	2.60	13,000
3. CONCRETE PAVING					
a. Curb and Gutter		38,848	LF	39.95	1,552,000
b. Miscellaneous		2.40	MI	77,043	185,000
4. OTHER PAVING					375,000
BASE AND PAVING SUBTOTAL					$4,125,000

LUMP ITEMS

	QUANTITY		UNIT COST	TOTAL
1. TRAFFIC CONTROL	2.40	MI	115,304	277,000
2. CLEARING AND GRUBBING	29.09	AC	6,000	175,000
3. EROSION CONTROL	2.40	MI	71,203	171,000
4. SIGNING & MARKING	2.40	MI	58,798	141,000
5. MISCELLANEOUS	2.40	MI	89,222	214,000
LUMP ITEM SUBTOTAL				$978,000

ESTIMATE SUMMARY

TYPICAL SECTION		COST (per mile)
1. Rural Widening: 2 To 4-Lanes with 44 ft Divided Median	$	2,203,000
2. Rural New Location: 4-Lanes with 44 ft Divided Median	$	3,699,000
3. Urban Widening: 2 To 4-Lanes with 20 ft Raised Median Widen On One Side	$	3,289,000

PROJECT COST

A. MAJOR STRUCTURES	**$**	**2,255,000**
B. GRADING AND DRAINAGE	**$**	**6,639,000**
C. BASE AND PAVING	**$**	**13,137,000**
D. LUMP ITEMS	**$**	**4,517,000**
E. MISCELLANEOUS	**$**	**85,000**
SUBTOTAL CONSTRUCTION COST	**$**	**26,633,000**
FUEL PRICE ADJUSTMENT	**$**	**4,313,431**
ENGINEERING (5%)	**$**	**1,332,000**
CONTINGENCY 4 %	**$**	**1,065,000**
GRAND TOTAL CONSTRUCTION COST	**$**	**33,343,000**

Date 1/6/2009

P.I. Number 000313 County Ben Hill/Irwin

Project Number STP00-0000-00(313)

Special Provision, Section 109-Measurement and Payment

FUEL PRICE ADJUSTMENT (*ENGLISH 125% MAX)*

ENTER FPL DIESEL	2.732
ENTER FPM DIESEL	6.147

ENTER FPL UNLEADED	1.729
ENTER FPM UNLEADED	3.89025

http://www.dot.ga.gov/doingbusiness/Materials/Pages/asphaltcementindex.aspx

INCREASE ADJUSTMENT
125.00%

INCREASE ADJUSTMENT
125.00%

ROADWAY ITEMS	QUANTITY	DIESEL FACTOR	GALLONS DIESEL	UNLEADED FACTOR	GALLONS UNLEADED	REMARKS
Excavations paid as specified by Sections 205 (CUBIC YARD)	304000.000	0.29	88160.00	0.15	45600.00	
Excavations paid as specified by Sections 206 (CUBIC YARD)		0.29		0.15		
GAB paid as specified by the ton under Section 310 (TON)	118391.000	0.29	34333.39	0.24	28413.84	
Hot Mix Asphalt paid as specified by the ton under Sections 400(TON)		2.90		0.71		
Hot Mix Asphalt paid as specified by the ton under Sections 402(TON)	88852.000	2.90	257670.80	0.71	63084.92	
PCC Pavement paid as specified by the square yard under Section 430(SY)		0.25		0.20		

BRIDGE ITEMS	Quantity	Unit Price	QF/1000	Diesel Factor	Gallons Diesel	Unleaded Factor	Gallons Unleaded	REMARKS
Bridge Excavation (CY) Section 211				8.00		1.50		
Class __Concrete (CY) Section 500				8.00		1.50		
Class __Concrete (CY) Section 500				8.00		1.50		
Class __Concrete (CY) Section 500				8.00		1.50		
Superstru Con Class__(CY) Section 500				8.00		1.50		
Superstru Con Class__(CY) Section 500				8.00		1.50		
Superstru Con Class__(CY) Section 500				8.00		1.50		
Concrete Handrail (LF) Section 500				8.00		1.50		
Concrete Barrier (LF) Section 500				8.00		1.50		

BRIDGE ITEMS	Quantity	Unit Price	QF/1000	Diesel Factor	Gallons Diesel	Unleaded Factor	Gallons Unleaded	REMARKS

Stru Steel Plan Quantity (LB) Section 501				8.00		1.50		
Stru Steel Plan Quantity (LB) Section 501				8.00		1.50		
PSC Beams_____ (LF) Section 507				8.00		1.50		
PSC Beams_____ (LF) Section 507				8.00		1.50		
PSC Beams_____ (LF) Section 507				8.00		1.50		
Stru Reinf Plan Quantity(LB) Section 511				8.00		1.50		
Stru Reinf Plan Quantity(LB) Section 511				8.00		1.50		
Bar Reinf Steel (LB) Section 511				8.00		1.50		
Piling___inch (LF) Section 520				8.00		1.50		
Piling___inch (LF) Section 520				8.00		1.50		
Piling___inch (LF) Section 520				8.00		1.50		
Piling___inch (LF) Section 520				8.00		1.50		
Piling___inch (LF) Section 520				8.00		1.50		
Piling___inch (LF) Section 520				8.00		1.50		
Drilled Caisson,___ (LF) Section 524				8.00		1.50		
Drilled Caisson,___ (LF) Section 524				8.00		1.50		
Drilled Caisson,___ (LF) Section 524				8.00		1.50		
Pile Encasement,___(LF) Section 547				8.00		1.50		
Pile Encasement,___(LF) Section 547				8.00		1.50		

SUM QF DIESEL=	**380164.19**	**SUM QF UNLEADED=**	**137098.76**

DIESEL PRICE ADJUSTMENT($)	**$1,194,399.85**
UNLEADED PRICE ADJUSTMENT($)	**$272,600.32**

ASPHALT CEMENT PRICE ADJUSTMENT
(BITUMINOUS TACK COAT 125% MAX)

APPLICABLE TO CONTRACTS/PROJECTS CONTAINING THE 413 SPECIFICATION, SECTION 413.5.01 ADJUSTMENTS
ASPHALT PRICE ADJUSTMENT FOR BITUMINOUS TACK COAT

http://www.dot.ga.gov/doingbusiness/Materials/Pages/asphaltcementindex.aspx

ENTER APL 522 **ENTER APM** 1174.5

125.00%	INCREASE ADJUSTMENT

L.I.N.	TYPE	TACK (GALLONS)	TACK (TONS)	REMARKS
413-1000	PG 64-22	23634	101.5104	

TMT = 101.5104

PRICE ADJUSTMENT($)	$63,586.11

400 / 402 ASPHALT CEMENT PRICE ADJUSTMENT 125% MAX

ENTER APL 522 **ENTER APM** 1174.5

http://www.dot.ga.gov/doingbusiness/Materials/Pages/asphaltcementindex.aspx

125.00%	INCREASE ADJUSTMENT

L.I.N. / Spec Number	MIX TYPE	HMA	JMF AC%	AC	REMARKS
402-3121	25 mm SP	42618	5.00	2130.90	
402-3130	9.5 mm SP	23980	5.00	1199.00	
402-3190	19 mm SP	22254	5.00	1112.70	
			5.00		
			5.00		
			5.00		
			5.00		
			5.00		
			5.00		
			5.00		
			5.00		
			5.00		
			5.00		
			5.00		
			5.00		
			TMT =	4442.60	

PRICE ADJUSTMENT($)	$2,782,844.64

ASPHALT CEMENT PRICE ADJUSTMENT FOR BITUMINOUS TACK COAT(Surface Treatment 125% MAX)

APPLICABLE TO CONTRACTS CONTAINING THE 413 SPEC. SECTION 413.5.01 ADJUSTMENTS ASPHALT PRICE ADJUSTMENT FOR BITUMINOUS TACK COAT

http://www.dot.ga.gov/doingbusiness/Materials/Pages/asphaltcementindex.aspx

ENTER APL 522 ENTER APM 1174.5

125.00%	INCREASE ADJUSTMENT

Use this side for Asphalt Emulsion Only

L.I.N.	TYPE	ASPHALT EMULSION (GALLONS)

TMT =

REMARKS:

Use this side for Asphalt Cement Only

L.I.N.	TYPE	TACK (GALLONS)

TMT =

REMARKS:

MONTHLY PRICE ADJUSTMENT($)	

ADJUSTMENT SUMMARY

FUEL PRICE ADJUSTMENT (*ENGLISH 125% MAX)*

DIESEL PRICE ADJUSTMENT($)	$1,194,399.85
UNLEADED PRICE ADJUSTMENT($)	$272,600.32
ASPHALT CEMENT PRICE ADJUSTMENT (BITUMINOUS TACK COAT 125% MAX)	$63,586.11
400 / 402 ASPHALT CEMENT PRICE ADJUSTMENT 125% MAX	$2,782,844.64
ASPHALT CEMENT PRICE ADJUSTMENT FOR BITUMINOUS TACK COAT(Surface Treatment 125% MAX)	

REMARKS:

TOTAL ADJUSTMENTS	$4,313,430.92

DWM 10/08

Preliminary Right of Way Cost Estimate

Date: AUGUST 28, 2007
Project: STP-0000-00(313) BEN HILL/IRWIN CO. **P.I. Number: 000313**
Existing/Required R/W: 100'/200' **No. Parcels: 97**
Project Termini: Beginning CR 264 in Irwin Co. to East of SR 11/US 129 in Fitzgerald.
Project Description: Widening & Reconstruction of SR 107

Land:

Commercial	25.4 ac.	@ $25,000/ac.	=	$635,000
Sm. Residential	12.7 ac.	@ $10,000/ac.	=	$127,000
Lg. Residential	12.7 ac.	@ $5,000/ac.	=	$63,500
Agricultural	76.2 ac.	@ $3,000/ac.	=	$228,600

TOTAL **$1,054,100**

Improvements: 9-SF Res., 1-DWMH & 2-Farm Bldgs **$575,000**

Relocation:

0 Commercial	@ $25,000/parcel	=	$00	
9 Residential	@ $40,000/parcel	=	$360,000	

TOTAL **$360,000**

Damages:

Proximity -	$310,000	
Consequential -	$100,000	
Cost to Cure -	$460,000	

TOTAL **$870,000**

SUB-TOTAL: **$2,859,100**

Net Cost		$2,859,100
Scheduling Contingency	55 %	$1,572,505
Adm/Court Cost	60 %	$1,715,460
Market Appreciation	40 %	$1,143,640

TOTAL **$7,290,705**

Total Cost **$7,291,000**

Prepared By: Paul C. Bryan
R/W Consultant

Approved: Howard P. Copeland
R/W Administrator

REVISED: 12-8-06

Irwin County Land Sales

Highest & Best Use	Size (acres)	Value/ac	Sales price
Small Tract Residential	1.12	$8,000	$9,000
	1.99	$6,000	$12,000
	5.00	$3,300	$16,500
	13.49	$3,850	$51,917
Small Tract Agricultural	45.00	$2,800	$126,000
	48.96	$3,500	$171,360
	75.65	$2,910	$220,000
Agricultural	85.22	$2,940	$220,000
	175.79	$1,280	$225,000
	543.50	$1,700	$925,000

Ben Hill County Land Sales

Highest & Best Use	Size (acres)	Value/ac	Sales price
Commercial	0.87	$287,360	$250,000
	2.57	$19,460	$50,000
	3.88	$16,750	$65,000
	21.22	$10,000	$212,200
Residential	1.27	$15,750	$20,000
	3.01	$11,630	$35,000
	4.36	$10,000	$43,600
Agricultural	21.61	$3,950	$85,360
	34.00	$2,300	$78,200
	146.58	$1,670	$245,000

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE

Project No: **STP-0000-00-(313)** OFFICE: **Tifton**
County **BEN HILL/ IRWIN** DATE: **May 26, 2006**
P.I. # **0000313**

Description: ***Widening & reconstructionof SR107 from CR 264 to JCT of SR 11/US 129 in Ben Hill/Fitzgerald***

FROM Tim Warren, P.E., District Utilities Engineer

TO Mike Haithcock, Project Manager

SUBJECT **UTILITY COST ESTIMATE**

A field review of utilities located on the above referenced project has been conducted without a design concept. Listed below is a breakdown of reimbursable and non-reimbursable cost.

Utility Owner	Reimbursable	Non- Reimbursable
Irwin Emc	**$360,000.00**	**$360,000.00**
Mediacom	**$0.00**	**$152,000.00**
Alltel	**$200,000.00**	**$331,205.00**
Fitgerald W,L,& B	**$745,000.00**	**$3,579,820.00**
Ga Power Trans	**$25,000.00**	**$0.00**
Meag	**$0.00**	**$0.00**
So Ga Natural Gas	**$25,000.00**	**$25,000.00**
Total	**$1,355,000.00**	**$4,448,025.00**

CSX Railroad on project.

If additional information is needed, please contact me or Bill Cooper, Assistant District Utilities Engineer at (229) 386-3288.

TW:BC:KC:sm

c: Jeff Baker, P.E., State Utilities Engineer
Brent Thomas, District Preconstruction Engineer
Jamie Simpson, State Financial Management Administrator
Babs Abubakari, P.E., State Consultant Design Engineer