

ORIGINAL TO GENERAL FILES

D.O.T. 66

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE P. I. No. 122260, Stephens County **OFFICE** Preconstruction
 EDS-545(37)
 SR 17 Termini Revision **DATE** April 19, 2005

FROM *John Finkle*
 Margaret B. Finkle, P.E., Assistant Director of Preconstruction

TO *MB* 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 Keeper
- Ken Thompson
- Jamie Simpson
- Michael Henry
- Keith Golden
- Joe Palladi (file copy)
- Babs Abubakari
- Russell McMurry
- BOARD MEMBER

DATE: 4/19/05

cc: David Mulling
 Harvey Keeper
 Keith Golden
 Joe Palladi
 Jamie Simpson
 Russell McMurry
 Paul Lies

REVISED PROJECT CONCEPT REPORT

EDS-545 (37), Stephens County

P. I. No.122260

Need and Purpose:

This project is identified as a part of the Governor's Road Improvement Program (GRIP). As part of this program, the existing two-lane SR 17 will be improved to multilane from Scott Road to Brookhaven Circle. GRIP was initiated in the 1980's to address the importance of stimulating growth via an improved transportation network. The GRIP has identified a system of economic development highways that consist of approximately 2,627 miles of existing primary routes, and an additional 113 miles of truck connector routes. The system would place 98% of the State's population within 20 miles of a multilane highway. It would provide access for oversized trucks to cities having populations of 5,000 or more, and to most cities having populations between 2,000 and 5,000.

Among the many benefits of such a system is that areas lagging in growth would be enhanced. In addition, tourism industries would benefit as would accessibility to recreation and historic sites. Georgia is to remain a growth state in the near future. The demands created by population and economic growth will spill over onto the non-Interstate systems that form a critical link for both large and small communities in the state. This essentially makes highway access a prime requisite for community growth in the future.

Currently limitations on trucks prevent access for many Georgia communities and affect economic potential. The Governor's Road Improvement Program would provide access to communities denied service by larger trucks. This is beneficial, because based on the experiences of the Georgia Department of Industry and Trade, if two cities are competing for an industry, the city closest to a four-lane roadway will usually attract the industry.

The proposed multilane of SR 17 will serve as a catalyst for the development of the region, connecting the Atlanta area with the more sparsely developed areas along the corridor. Traffic carrying capacity will be increased and safety and operational characteristics along these segments will be improved.

Project location:

Project EDS-545(37) is the widening and reconstruction of SR 17 from CR 13/Rumsey Road to CR 190/Memorial Drive in Stephens County. As part of the project, the existing two- and three-lane roadway will be widened to a four-lane roadway with a 44-foot depressed median and will be transitioned to a four-lane roadway with a 20-foot raised median as the project approaches Toccoa.

Description of the approved concept:

The revised concept for project EDS-545(37), approved January 26, 1999, begins on new location at CR 13/Rumsey Road and traverses to CR 24/Scott Road, at which point it converges with the existing SR 17. At this location, the roadway will be widened on the east side, holding the existing right-of-way on the west side, to create a four-lane divided roadway with a 44-foot depressed median. The road widening to the east will continue until just north of CR 195/Eastanollee Bypass. The alignment will then shift to the west side of SR 17 to avoid impacting two historical properties and

continue to just south of CR 192/Meadowbrook Drive. This alignment will flatten the curve at CR 194/Moore Circle. The alignment will then transition to a rural-divided four-lane roadway with a 20-foot raised median, widening symmetrically about existing SR 17. The typical section then will change to an urban-divided four-lane (20-foot raised median) roadway 1,000 feet south of CR 191/Fieldcrest Road to avoid impacting a historical property on the east side and a church property on the west side. This alignment will flatten the curve at CR 191/Fieldcrest Road and continue to CR 190/Memorial Drive.

PDP Classification: Major/Existing

Full Oversight (), Exempt (X), SF (), Other ()

Functional Classification: Rural Arterial

U. S. Route Number: N/A

State Route Number: 17

Traffic (AADT) as shown in the approved concept:

Current Year: 1997 12,850 vpd Design Year: 2017 21,150 vpd

Proposed features to be revised:

Project termini- The approved concept for this project is being revised to change the “begin” and “end” limits for this project.

- The beginning point is being moved forward (reduction of 1.16 miles) from the intersection of SR 17 at Rumsey Road/CR 13 to begin at the intersection with Scott Road/CR 24. The proposed typical shall remain a rural four-lane divided roadway with a 44-foot depressed grass median. The purpose of this change in project limits is to provide logical termini and better maintenance of traffic for this project and the adjacent project EDS 545 (20).
- The ending point is being extended 0.90 miles from the intersection of SR 17 with Memorial Drive/CR 190 to the intersection with Brookhaven Circle. The present and future traffic volumes require a “retrofit” urban-divided four-lane roadway with a 14-foot flush median and 3 ft outside paved shoulders is proposed as the typical section (see attached typical section) for the extension of SR 17. The extension of this project was requested by the Gainesville District to close a 0.90 mile “gap” that would be left if this project ends at its presently proposed termini (Memorial Drive).

Describe the revised feature to be approved:

Approval is requested for a change in *project termini* on both ends of the project. The reasons to revise the project limits are stated above. In addition, a typical section is to be added that uses the “retrofit” urban-divided four-lane roadway with a 14-foot flush median and 3 ft outside paved shoulders. This section would apply to the 0.90-mile project extension and would allow smooth transition to the existing 5-lane section at the end of the project.

The present approved project concept length is 4.20 miles. These changes in project termini will change the project length to 3.94 miles.

Updated traffic data (AADT): Current Year: 2007 23,500 vpd Design Year: 2027 38,500 vpd

Programmed/Schedule:

P.E: 1994/2002

R/W: 2006

Construction: 2007

Revised cost estimates:

1. Construction cost (including inflation and E&C): \$11,885,513
2. Right-of-way: \$8,437,000
3. Utilities (reimbursable): \$60,000

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

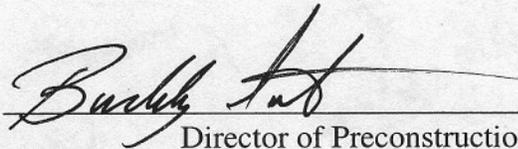
Recommendation: It is recommended that the proposed revision (project termini) to the concept be approved for implementation.

Attachments:

1. Sketch Map
2. Typical Section
3. Cost Estimate

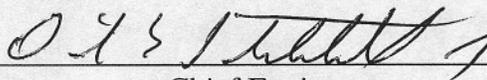
• **Exempt projects**

Concur:



Director of Preconstruction

Approve:

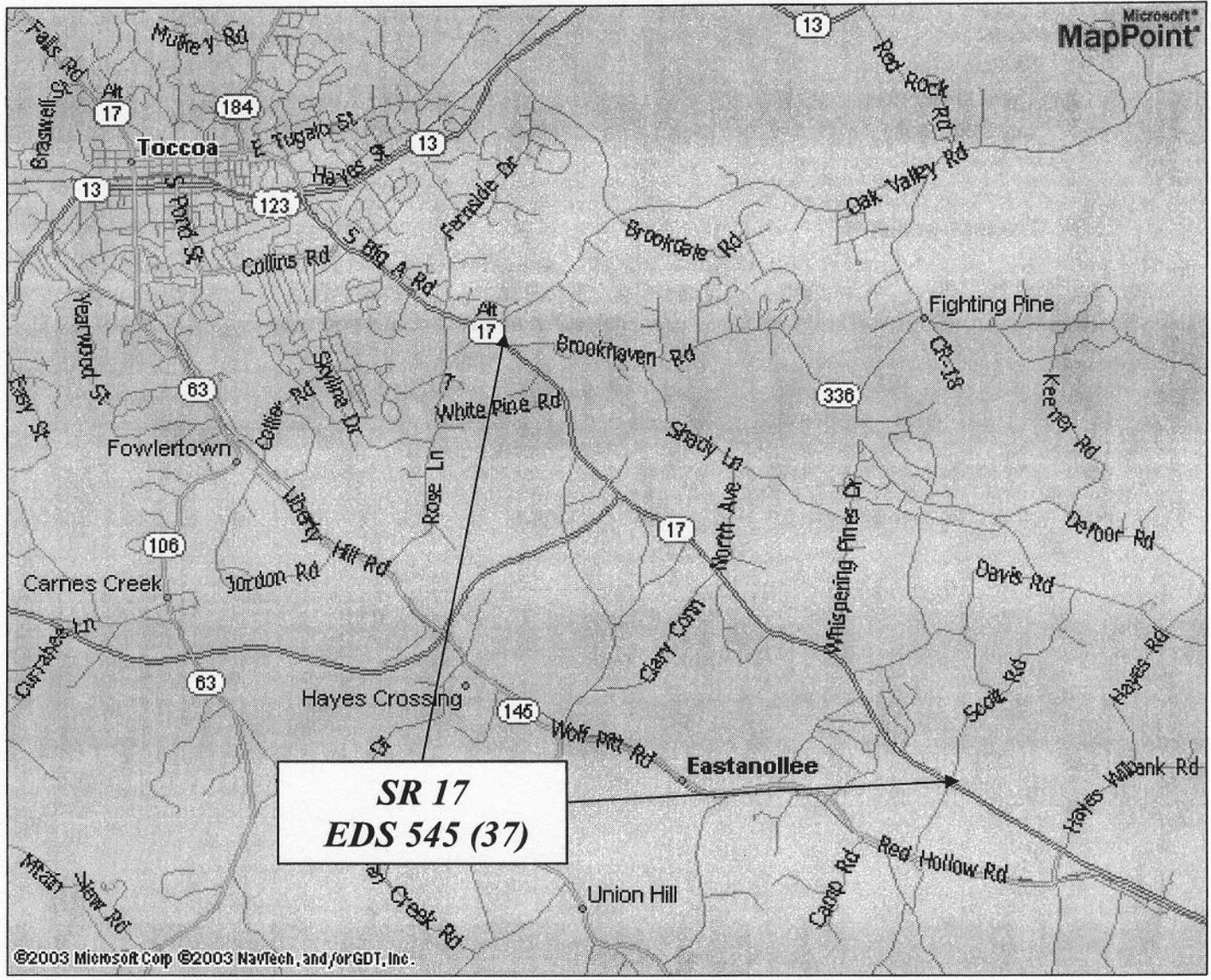


Chief Engineer

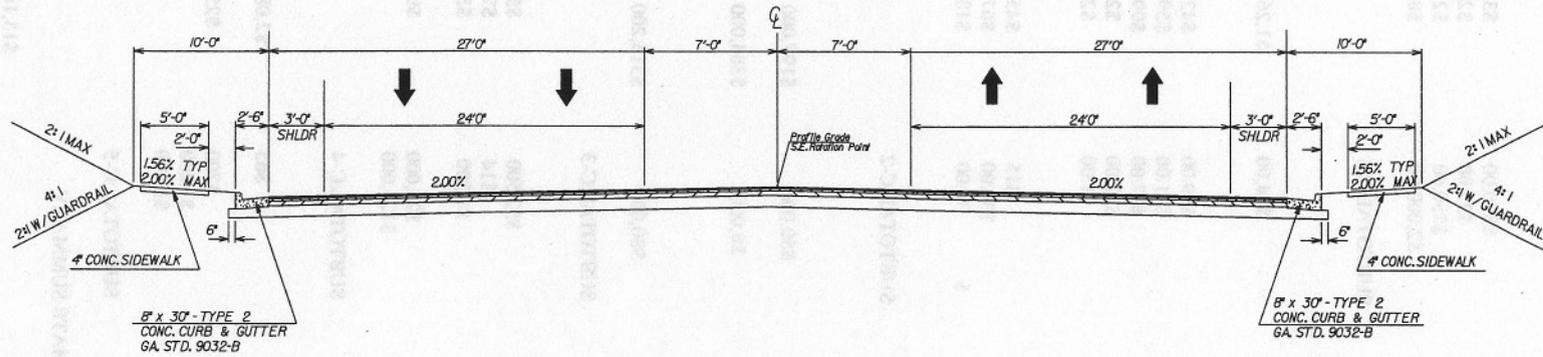
SR 17
EDS 242 (37)

SR 17 - EDS 545 (37)
Stephens County, P.I.No. 122260

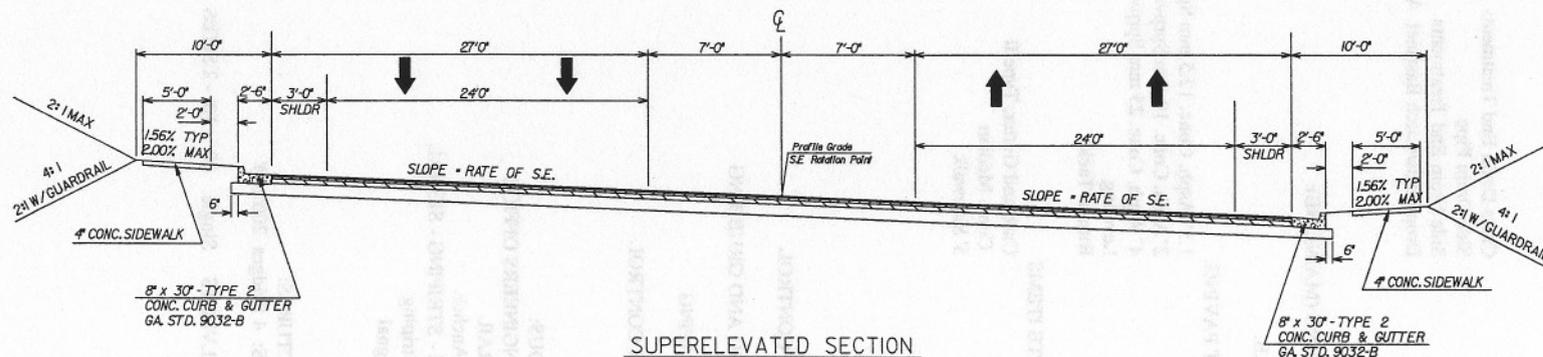
(Project Location Map)



| | | | |
|-------|----------------|-----------|--------------|
| STATE | PROJECT NUMBER | SHEET NO. | TOTAL SHEETS |
| GA. | EDS-545(37) | | |



'RETROFIT' TYPICAL SECTION
FROM MEMORIAL
N.T.S.



SUPERELEVATED SECTION
N.T.S.

Plot Driver: MCDONOUGH

Filename: #FELS

Time: #TIMES

Project Name: #PROJECTNAME

Job Name: #JOB

User Name: #USER

Date: #DATE



PRELIMINARY

| REVISION DATES | |
|----------------|--|
| | |
| | |
| | |
| | |

GEORGIA
DEPARTMENT OF TRANSPORTATION
TYPICAL SECTION
PROJECT EDS-545(37)
COUNTY FRANKLIN/
STEPHENS

**PRELIMINARY PROJECT COST ESTIMATE
EDS-545 (37)**

| | | | | |
|----|-----------------------------------|--------|------------|----------|
| 2) | Cross Drain End Treatments | 40 EA | \$800.00 | \$32,000 |
| 3) | Side Drain Pipe | 800 LF | \$25.00 | \$20,000 |
| 4) | Side Drain End Treatments | 40 EA | \$550.00 | \$22,000 |
| 5) | Drop Inlets/Catch Bas(Incl. Add d | 40 EA | \$2,000.00 | \$80,000 |

SUBTOTAL:C-1 **\$2,079,000**

2 BASE AND PAVING (MAINLINE):

| | | | | |
|----|---------------------------------|-----------|---------|-------------|
| a. | 12 in G.A.B. | 90100 TON | \$14.00 | \$1,261,400 |
| b. | ASPHALT PAVING: | | | |
| 1) | 1.5" Asph. Conc. 12.5 mm Sprpve | 10800 TON | \$39.00 | \$421,200 |
| 2) | 2" Asph. Conc. 19 mm Sprpve | 14400 TON | \$41.00 | \$590,400 |
| 3) | 4" Asph. Conc. 25 mm Sprpve | 27000 TON | \$37.00 | \$999,000 |
| 4) | Leveling | 530 TON | \$42.00 | \$22,260 |
| 5) | Bitum. Tack | 25500 GAL | \$1.00 | \$25,500 |
| c. | CONCRETE ITEMS | | | |
| 1) | Curb and Gutter, Type II | 30000 LF | \$15 | \$450,000 |
| 2) | Conc. Median | 18800 SY | \$36.00 | \$676,800 |
| 3) | 5' Sidewalk | 6000 SY | \$30.00 | \$180,000 |

d. OTHER

SUBTOTAL:C-2 **\$4,626,560**

3 LUMP ITEMS:

| | | | | |
|----|-----------------------|---------|----------|-----------|
| a. | TRAFFIC CONTROL | 3.94 MI | \$50,000 | \$197,000 |
| b. | CLEARING AND GRUBBING | 64 AC | \$6,000 | \$384,000 |
| c. | LANDSCAPING | | | |
| d. | EROSION CONTROL | 3.94 MI | \$80,000 | \$315,200 |

SUBTOTAL:C-3 **\$896,200**

4 MISCELLANEOUS:

| | | | | |
|----|-----------------------------|---------|-----------|----------|
| a. | FIELD ENGINEERS OFFICE | 1 EA | \$52,500 | \$52,500 |
| b. | GUARDRAIL | 5000 LF | \$14 | \$70,000 |
| | Guardrail Anchor. | 20 EA | \$1,500 | \$30,000 |
| c. | SIGNING - STRIPING - SIGNAL | | | |
| | Signing/Striping | 3.94 MI | \$25,000 | \$98,500 |
| | Traffic Signal | EA | \$125,000 | \$0 |

SUBTOTAL:C-4 **\$251,000**

5 MAJOR STRUCTURES:

| | | | | |
|----|---------------------------------------|----------|---------|-------------|
| a. | BRIDGES: 4 Bridges 200'x40' | 32000 SF | \$65 | \$2,080,000 |
| b. | BOX CULVERTS Single 10'x10' - 2 SITES | 360 LF | \$700 | \$252,000 |
| | | LF | \$1,200 | \$0 |
| | | LF | \$1,200 | \$0 |

SUBTOTAL:C-5 **\$2,332,000**

ESTIMATE SUMMARY

| | | |
|----|------------------------|--------------|
| A. | RIGHT OF WAY | \$13,164,000 |
| B. | REIMBURSABLE UTILITIES | \$60,000 |
| C. | CONSTRUCTION | |

PRELIMINARY PROJECT COST ESTIMATE
EDS-545 (37)

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P.I.NO. 122260
Stephens Co

| | | | | | |
|---|----------------------------|-----------|-----|--|---------------------|
| 1 | GRADING AND DRAINAGE | | | | \$2,079,000 |
| 2 | BASE AND PAVING | | | | \$4,626,560 |
| 3 | LUMP ITEMS | | | | \$896,200 |
| 4 | MISCELLANEOUS | | | | \$251,000 |
| 5 | MAJOR STRUCTURES | | | | \$2,332,000 |
| | SUBTOTAL CONSTRUCTION COST | | | | \$10,184,760 |
| | INFLATION | 2 YEARS @ | 3 % | | \$620,252 |
| | E. & C. (10 %) | | | | \$1,080,501 |
| | TOTAL CONSTRUCTION COST | | | | \$ 11,885,513 |
| | GRAND TOTAL PROJECT COST | | | | \$25,109,513 |