

D.O.T. 64

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE EDS-545(40) McDuffie/Wilkes Counties **OFFICE** Preconstruction
P.I. No. 222250 **DATE** July 12, 1995

FROM *CW Hutto / del.*
C. Wayne Hutto, Assistant Director of Preconstruction

TO SEE DISTRIBUTION

SUBJECT PROJECT CONCEPT REPORT APPROVAL

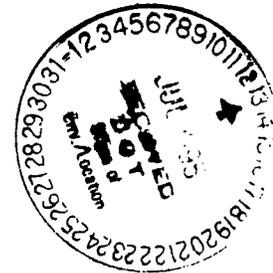
Attached for your files is the approval for subject project.

CWH/cj

Attachment

DISTRIBUTION:

John Lively
Bobby Mustin
David Studstill
Herman Griffin
Walker Scott
Darrell Elwell
Marion Waters
Paul Liles
Charles Norris



DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE EDS-545(40) McDuffie/Wilkes Counties OFFICE Preconstruction
P.I. No. 222250 DATE June 21, 1995

FROM *W. Lively* Lively, Jr., P.E., Director of Preconstruction

TO Wayne Shackelford, Commissioner

SUBJECT PROJECT CONCEPT REPORT

This project is the widening of SR 17 from SR 43 to the southern end of the Washington Bypass for a total of 25.6 km. The existing roadway consists of 2-3.6 m lanes with 3.0 m rural shoulders. The existing right-of-way varies from 30.5 m to 61 m. The existing major structures are: (1) Big Creek - 61 m x 10.4 m bridge with a sufficiency rating of 64.7; (2) Hart Creek - 49 m x 10.4 m bridge with a sufficiency rating of 64.7; (3) Little River - 137 m x 10.4 m bridge with a sufficiency rating of 80.0. The base year traffic (1998) is 7800 VPD and the design year traffic (2018) is ~~31,550~~ ^{13,550} VPD. The posted speed and the design speed is 90 km/h.

Because of the length of this project (25.6 km), it is recommended that the project be divided into two projects. The first project limits would be from SR 43 to CR 6/Smith Mill Road for a total of 9 km. It is recommended that this project be EDS-545(40) McDuffie County, P.I. No. 222250.

The second project would extend from CR 6/Smith Mill Road to the Washington Bypass for a total of 16.6 km. It is recommended that the project be EDS-545(X) McDuffie/Wilkes Counties, P.I. No. 2222XX. The unit number and P.I. Number would be determined by the Office of Programming.

EDS-545(40) McDuffie County

The proposed construction will provide 4-3.6 m lanes with a 13.4 m depressed grassed median for the entire project length. The proposed right-of-way varies from 46 m to 76 m. New 11.6 m wide parallel bridges will be constructed over Big Creek and Hart Creek and the existing bridges will be widened to 11.6 m. Approximately 60% of the existing roadway will require reconstruction. This roadway will remain open to traffic during construction.

Wayne Shackelford
Page 2
June 21, 1995

EDS-545(40) McDuffie/Wilkes Counties

EDS-545(X) McDuffie/Wilkes Counties

The proposed construction will provide 4-3.6 m lanes with a 13.4 m depressed grassed median for the entire project length. Because of adverse horizontal and vertical conditions and to avoid historic resources, the alignment would bypass Aonia to the west on new location and cross existing SR 17 to the north of Aonia. The alignment would continue on new location east of and parallel to SR 17 to the Washington Bypass. Access would be regulated by permit along the existing roadway and partial limited along the portion on new location. The proposed right-of-way varies from 64 m to 76 m. A new parallel 137 m x 11.6 m bridge will be constructed over Little River and the existing bridge will be widened to 11.6 m. The existing roadway will remain open to traffic during construction.

Environmental concerns for both projects include requiring a COE 404 permit; 1.21 hectares of hydric soils impacted; an Environmental Assessment Report will be prepared; 9 displacements - 5 businesses, 4 residences; a public hearing will be held; time saving procedures are not appropriate.

The estimated costs for these projects are:

	<u>PROPOSED</u> <u>EDS-545(40)</u>	<u>PROPOSED</u> <u>EDS-545(X)</u>	<u>APPROVED</u>	<u>PROG. DATE</u>
Constr(Infl&E/C)	\$7,488,000	\$16,643,000	\$13,400,000	1999
Right-of-way	\$2,015,000	\$3,005,000	\$1,594,000	99-10
Utilities*	\$94,000	\$45,000	---	

*LGPA sent 3-23-92 requesting Wilkes County do utilities; McDuffie County signed LGPA for utilities on 5-7-92.

These projects are part of the Governor's Road Improvement Program. I recommend these project concepts be approved.

HJL/JDQ/se

CONCUR: Frank Danchetz
Frank Danchetz, P.E., Chief Engineer

APPROVED: Wayne Shackelford
Wayne Shackelford, Commissioner

RECEIVED

JUN 30 1995

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

PRECONSTRUCTION

INTERDEPARTMENT CORRESPONDENCE

FILE EDS-545(40) MCDUFFIE-WILKES OFFICE Atlanta, Georgia
P.I. NO. 222250 DATE JUNE 29, 1995

FROM Bob Mustin, P.E., Project Review Engineer *UTW*

TO C. Wayne Hutto, Assistant Director of Preconstruction

SUBJECT PROJECT CONCEPT REPORT

The concept report submitted June 16, 1995 been reviewed and is considered satisfactory.

The estimated costs for the project are as follows:

	<u>PART 1</u>	<u>PART 2</u>
Construction	\$ 6,174,000	\$ 13,723,000
Inflation	\$ 617,000	\$ 1,372,000
E & C	\$ 697,000	\$ 1,548,000
Right of Way	\$ 2,015,000	\$ 3,005,000
Reimbursable Utilities	\$ 93,800	\$ 45,000

DTM

c: David Studstill

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE EDS-545(40)
McDuffie/Wilkes Counties
P.I. No. 222250

OFFICE Environment/Location

DATE June 16, 1995

FROM David E. Studstill, P.E., State Environment/Location Engineer

TO Bobby Mustin, Project Review Engineer

SUBJECT **Concept Report - S.R. 17 Improvements in McDuffie/Wilkes Cos.**



In accordance with the Plan Development Process, the concept report for the above project is attached for your review and processing.

DES/CLV

Attachment

cc: C.Wayne Hutto
James Kennerly
Marion Waters
Paul Liles
Charles Norris/District 2 - Tennille

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF ENVIRONMENT/LOCATION

PROJECT CONCEPT REPORT

EDS-545(40)
McDUFFIE/WILKES COUNTIES
P.I. NO. 222250

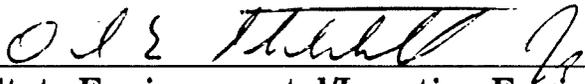
Federal Route No.: F-14-1

Date of Report: June 15, 1995

State Route No.: 17

RECOMMENDATION FOR APPROVAL

6/16/95
Date


State Environmental/Location Engineer

Date

State Road & Airport Design Engineer

Date

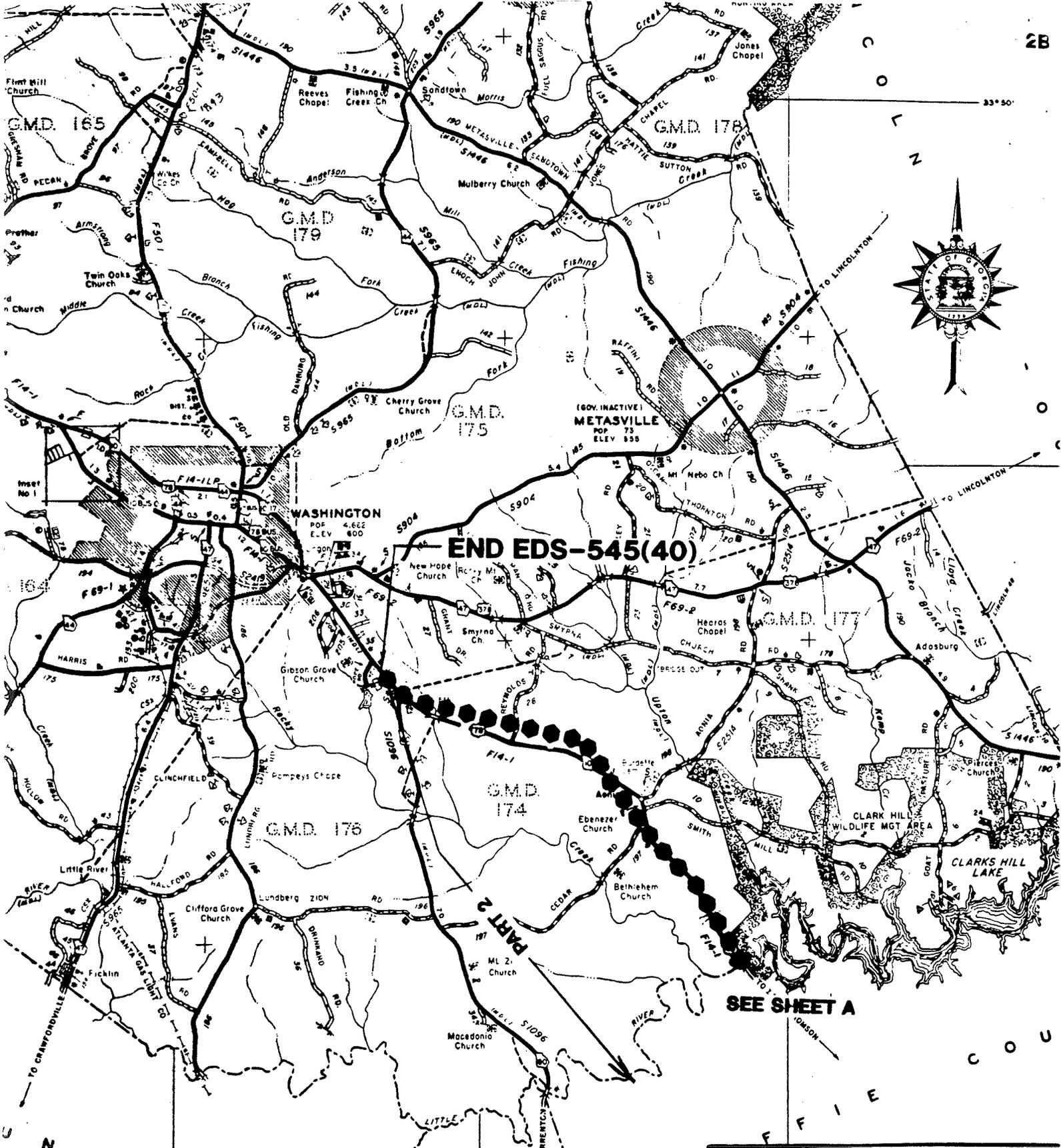
State Traffic Operations Engineer

Date

District Engineer - TENNILLE

Date

State Bridge & Structural Engineer



END EDS-545(40)

SEE SHEET A

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA OFFICE OF ENVIRONMENT/LOCATION ATLANTA, GEORGIA
EDS-545(40)
S.R. 17 IMPR
scale: <u>1"=2 MILE</u> date: <u>JAN 1995</u> county: <u>MCDUFFIE/WILKES</u>

WARREN

82°40'

82°40'

F F I E

M.C.D.

C N T Y

TO CRAWFORDVILLE
TO WARENTON

TO CLARKSBURG
TO CLARKSBURG

164

F14-1

HILL

PROJECT CONCEPT REPORT

PROJECT NUMBER: EDS-545(40)McDuffie/Wilkes

PROJECT LOCATION AND DESCRIPTION

Project EDS-545(40) is the widening of S.R. 17 from the S.R. 43 connector to the southern end of the Washington By-Pass for a distance of approximately 25.6 km. The widening would begin on the western side, using a typical section of four 3.6 m lanes with a 13.6 m grassed median, from the S.R. 43 connector to a point 0.427 km east of C.R. 301 relocation where the widening would shift to the eastern side of S.R. 17 and continue to a point of 0.487 km east of C.R. 6/Smith Mill Rd. The widening would then shift to the western side and continue to a point approximately 2.8 km north of the Little River. There, the widening would shift back to the northeastern side until a point 0.457 km south of C.R. 197. The widening would continue on new location to the northwest of Aonia, using a four 3.6 m lane section with a 13.6 m grassed median for approximately 1.1 km, crossing back over S.R. 17 north of S.R. 198 and continuing on new location to the north of S.R. 17 to a point just south of S.R. 80. At this point, the widening would shift to the west side and extend to the Washington By-Pass. The existing bridges at Big Creek, Hart Creek and the Little River are to be widened and new ones built parallel to the existing bridges. Required R/W varies from 46 m to 76 m. The speed design is 90 kph.

TRAFFIC

CURRENT		PROJECTED	
YEAR	AADT	YEAR	AADT
1998	7800	2018	13550

PDP CLASSIFICATION

FUNCTIONAL CLASSIFICATION

MAJOR / EXISTING

RURAL ARTERIAL

NON-CA ()

CA ()

N/A (X)

EXEMPT ()

NEED AND PURPOSE

The S.R 17 Improvements are part of the Governors Road Improvement Program(G.R.I.P.) and involves the multi-laning of this primary north-south corridor in east Georgia, serving as a catalyst for the development of this region. The improvements will aid in the economic development of sparsely populated rural areas and small towns along this route. Traffic carrying capacity will be increased and safety and operational characteristics along this segment will be improved.

EXISTING ROADWAY

TYPICAL SECTION:	2 - 3.6 m lanes with 3 m shoulders-rural	R/W WIDTH 30.5 m - 61 m
POSTED SPEED	MINIMUM RADIUS OF CURVE	MAX GRADE
90 kph	555 m	5.0%

MAJOR STRUCTURES

FEATURES INTERSECTED/TYPE	LENGTH	WIDTH	PRIORITY RATING	SUFF. RATING
Big Creek - Continous Steel Stringer bridge	61m	10.4 m	2096	64.7
Hart Creek - Continuous Steel Stringer bridge	49 m	10.4 m	2143	64.7
Little River - Continuous Steel Stringer bridge	137 m	10.4 m	2275	80.0

RECOMMENDATION

Because of its 25.6 km length, it is recommended that this project be divided into 2 parts. Part 1 would begin at the S.R. 43 connector and continue to C.R. 6/Smith Mill Rd. for a distance of approximately 9 km. Part 2 would begin at C.R. 6/Smith Mill Rd. and continue to the southern termini of the Washington By-pass for a distance of approximately 16.6 km.

PROPOSED ROADWAY (PART 1)

TYPICAL SECTION:	4-3.6 m lanes w/13.6 m depressed grassed median rural			
DESIGN SPEED	MINIMUM RADIUS OF CURVE		MAX GRADE	
90 kph	ALLOWABLE	275m Radius	ALLOWABLE	5.0 %
	PROPOSED	875 m Radius	PROPOSED	4.5 %

MAJOR STRUCTURES

FEATURES INTERSECTED/TYPE	LENGTH	WIDTH
Big Creek (Widen Existing Bridge & Build 1 New Bridge)	61 m	11.6 m
Hart Creek (Widen Existing Bridge & Build 1 New Bridge)	49 m	11.6 m

PROPOSED RIGHT-OF-WAY

RIGHT-OF WAY WIDTH	PARCELS IMPACTED	DISPLACEMENTS
Varies 46 m to 76 m	36	BUS. : 3 RES.: 3 M.H.: 1

TYPE OF ACCESS CONTROL: By permit/partial limited

ESTIMATED COST (PART 1)

CONSTRUCTION:	\$ 6,174,000	RIGHT-OF-WAY:	\$ 2,015,000
E & C (10%):	\$ 617,000	ACQUIRED BY:	D.O.T.
INFLATION:	\$ <u>697,000</u>	UTILITIES:	\$ 93,800
(2 yrs at 5% per yr):		ADJUSTED BY:	LGPA & D.O.T.
TOTAL CONS'T COST:	\$ 7,488,000		

PROPOSED ROADWAY (PART 2)

TYPICAL SECTION:	4-3.6 m lanes w/13.6 depressed grassed median - rural			
DESIGN SPEED	MINIMUM RADIUS OF CURVE		MAX GRADE	
90 kph	ALLOWABLE	275m Radius	ALLOWABLE	5.0 %
	PROPOSED	555m Radius	PROPOSED	3.0%

MAJOR STRUCTURES

FEATURES INTERSECTED/TYPE	LENGTH	WIDTH
Little River - (Widen existing bridge & build 1 new bridge)	137m	11.6 m

PROPOSED RIGHT-OF-WAY

RIGHT-OF-WAY WIDTH	PARCELS IMPACTED	DISPLACEMENTS
Varies 64m to 76 m	42	BUS.:2 RES.:1 M.H.:0

TYPE OF ACCESS CONTROL: By permit/partial limited

ESTIMATED COST (PART 2)

CONSTRUCTION:	\$ 13,723,000	RIGHT-OF-WAY:	\$ 3,005,000
E & C (10%):	\$ 1,372,000	ACQUIRED BY:	D.O.T.
INFLATION:	\$ 1,548,000	UTILITIES	\$ 45,000
(2 yrs at 5% per yr):		ADJUSTED BY:	LGPA & D.O.T.
TOTAL CONS'T COST:	\$ 16,643,000		

COORDINATION

CONCEPT TEAM MEETING DATE: May 11, 1994

ENVIRONMENTAL CONCERNS None

PERMITS REQUIRED: C.O.E. 404 (Approx. 0.15 hectares wetlands -PART 1)
(Approx. 1.06 hectares wetlands- PART 2)

LEVEL OF PUBLIC INVOLVEMENT: Public Hearing to be scheduled

TIME SAVING PROCEDURES APPROPRIATE: NO

OTHER PROJECTS IN THE AREA: EDS-545(40)McDuffie/Wilkes, EDS-545(47)Wilkes,
EDS-545(13)Wilkes, EDS-545(46)McDuffie,
EDS-545(3)McDuffie

MISCELLANEOUS

TRAFFIC CONTROL DURING CONSTRUCTION: Maintain existing one lane in each direction

LEVEL OF ENVIRONMENTAL ANALYSIS: Environmental Assessment Report

UNDERGROUND STORAGE TANKS: 1 possible: investigation requested.

HAZARDOUS WASTE SITES: None known at this time; investigation requested.

DESIGN VARIATIONS REQUESTED:

	YES	NO	UNDETERMINED
SUBST HORIZ ALIGNMENT	()	(X)	()
SUBST ROADWAY WIDTH	()	(X)	()
SUBST SHOULDER WIDTH	()	(X)	()
SUBST VERTICAL GRADES	()	(X)	()
SUBST CROSS SLOPES	()	(X)	()
SUBST STOPPING SIGHT DIST	()	(X)	()
SUBST SUPERLEV RATES	()	(X)	()
SUBST HORIZONTAL CLEARANCE	()	(X)	()
SUBST SPEED DESIGN	()	(X)	()
SUBST VERTICAL CLEARANCE	()	(X)	()
SUBST BRIDGE WIDTH	()	(X)	()
SUBST BR STRUCT CAPACITY	()	(X)	()

ALTERNATIVES CONSIDERED

1. No build.
2. A widening alternative was considered through Aonia GA. to the Washington By-pass. This recommended alternative impacts several historical properties along S.R. 17.

COMMENTS

1. Approximately 58% of this project requires vertical reconstruction.
2. This alignment has not been through the 404-B(1) guideline process with the Federal resource agencies and is subject to change.

ATTACHMENTS: COST ESTIMATE, TYPICAL SECTIONS, TEAM MEETING MINUTES

PREPARED BY: Cindy VanDyke, T.E. II

PRELIMINARY COST ESTIMATE

OFFICE OF ENVIRONMENT/LOCATION

P.I. NO: 222250

DATE: 06-15-1995

PROJECT NO: EDS-545(40)

PROJECT NAME: S.R. 17 IMPROVEMENTS

COUNTY: MCDUFFIE

PROJECT DESCRIPTION: FROM THE S.R. 43 CONN. TO THE WASHINGTON BY-PASS

SECTION 1

PROJECT LENGTH: 5.600 MILES

SECTION LENGTH: 4.800 MILES

TYPICAL SECTION:

RURAL WIDENING-2 TO 4 LANES WITH 44' DIV MEDIAN (48' PAV'T)

Minimum R/W = 100 ft

EXISTING ROADWAY (If Applicable): S.R. 17

TRAFFIC:

INITIAL DESIGN YEAR: 1998

DAILY VOLUME (AADT): 7,800

FINAL DESIGN YEAR: 2018

DAILY VOLUME (AADT): 13,550

FEASIBILITY STUDY PRE-PROGRAMMING PROCESS PROGRAMMING PROCESS

COMMENTS: EDS-545(40) HAS BEEN DIVIDED INTO 2 SECTIONS. SECTION 1 IS FROM THE S.R. 43 CONN. TO C.R. 6 AND SECTION 2 IS FROM C.R. 6 TO THE WASHINGTON

BY-PASS.SEE SPECIAL FEATURES

PREPARED BY: CLV

PROJECT COSTS

A. RIGHT-OF-WAY

- 1. PROPERTY (Land and Easements) \$ 435,000
- 2. DISPLACEMENTS \$ 677,000
- 3. OTHER COST \$ 903,000

SUBTOTAL \$ 2,015,000

B. REIMBURSABLE UTILITIES

- 1. RAILROAD \$ 0
- 2. TRANSMISSION LINES \$ 0
- 3. SERVICES \$ 93,800

SUBTOTAL \$ 93,800

C. MAJOR STRUCTURES

- 1. WALLS \$ 0

- 2. BRIDGE STREAM CROSSING \$ 460,000
- BIG CREEK HART CREEK

- 3. BRIDGE OVER/UNDERPASS \$ 0

- 4. BOX CULVERTS \$ 0

SUBTOTAL \$ 460,000

D. GRADING AND DRAINAGE

1. EARTHWORK

- a. UNCLASSIFIED EXCAVATION SOIL \$ 504,000
- 357,000 CY @ \$1.41

- b. UNCLASSIFIED EXCAVATION ROCK \$ 0
- 0 CY @ \$4.00

- c. BORROW EXCAVATION \$ 611,000
- 249,000 CY @ \$2.45

2. DRAINAGE

- a. MINOR DRAINAGE (INCLUDING CROSS DRAIN PIPES & LONGITUDINAL SYSTEM) \$ 192,000
- 4.800 MILES @ \$39,960

- b. CURB AND GUTTER \$ 0
- 0 LF @ \$8.06

SUBTOTAL \$ 1,307,000

PROJECT COSTS

con't.

E. BASE AND PAVING

1. GRADED AGGREGATE BASE	\$ 604,000
10.00" -- 52,716 T @ \$11.45	
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2. ASPHALT PAVING	
a. ASPHALTIC CONCRETE "E"	\$ 530,000
1.50" -- 17,487 T @ \$30.31	
b. ASPHALTIC CONCRETE "B"	\$ 730,000
2.00" -- 23,316 T @ \$31.31	
c. ASPHALTIC CONCRETE BASE	\$ 351,000
3.00" -- 11,658 T @ \$30.09	
d. BITUMINOUS TACK COAT	\$ 9,000
11,775 G @ \$0.80	
<hr/>	
3. CONCRETE PAVING	\$ 0
4. OTHER PAVING	\$ 222,000
SUBTOTAL	\$ 2,446,000

F. LUMP ITEMS

1. TRAFFIC CONTROL	\$ 27,000
2. CLEARING AND GRUBBING	\$ 273,000
58 ACRES @ \$4,700	
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3. LANDSCAPING	\$ 86,000
4.800 MILES @ \$18,000	
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4. EROSION CONTROL	\$ 115,000
4.800 MILES @ \$24,000	
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5. DETOURS (INCL. TEMP. BRIDGES)	\$ 0
SUBTOTAL	\$ 501,000

G. MISCELLANEOUS

1. SIGNING/STRIPING	\$ 144,000
4.800 MILES @ \$30,000	
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2. GUARDRAIL	\$ 38,000
1,920 LF @ \$11.85 + 16 Anchors @ \$912.63	
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3. OTHER	\$ 168,000
4.800 MILES @ \$35,100	
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SUBTOTAL	\$ 350,000

H. SPECIAL FEATURES

COST FOR THE NEW LOCATIONS SECTION	\$ 1,110,000
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ESTIMATE SUMMARY

		SECTION COST (per mile)
A. RIGHT-OF-WAY.....	\$ 2,015,000	\$ 420,000
B. REIMBURSABLE UTILITIES.....	\$ 93,800	\$ 20,000

CONSTRUCTION COST SUMMARY

C. MAJOR STRUCTURES.....	\$ 460,000	
D. GRADING AND DRAINAGE.....	\$ 1,307,000	
E. BASE AND PAVING.....	\$ 2,446,000	
F. LUMP ITEMS.....	\$ 501,000	
G. MISCELLANEOUS.....	\$ 350,000	
H. SPECIAL FEATURES.....	\$ <u>1,110,000</u>	
SUBTOTAL CONSTRUCTION COST.....	\$ 6,174,000	\$ 1,286,000
E. & C. (10%).....	\$ 617,000	
INFLATION...2 yr(s) @ 5% per year	\$ <u>697,000</u>	
TOTAL CONSTRUCTION COST.....	\$ 7,488,000	\$ 1,560,000

GRAND TOTAL CONSTRUCTION COST \$ 9,596,800 \$ 1,999,000

RURAL WIDENING-2 TO 4 LANES WITH 44' DIV MEDIAN (48' PAV'T)

PRELIMINARY COST ESTIMATE

OFFICE OF ENVIRONMENT/LOCATION

P.I. NO: 222250

DATE: 06-15-1995

PROJECT NO: EDS-545(40)

PROJECT NAME: S.R. 17 IMPROVEMENTS

COUNTY: MCDUFFIE/WILKES

PROJECT DESCRIPTION: FROM THE S.R. 43 CONNECTOR TO THE WASHINGTON BY-PASS

SECTION 2

PROJECT LENGTH: 10.200 MILES

SECTION LENGTH: 7.100 MILES

TYPICAL SECTION:

RURAL NEW LOCATION-4-LANES WITH 44' DIV MEDIAN (48' PAV'T)

Minimum R/W = 150 ft

EXISTING ROADWAY (If Applicable): S.R. 17

TRAFFIC:

INITIAL DESIGN YEAR: 1998

DAILY VOLUME (AADT): 7,800

FINAL DESIGN YEAR: 2018

DAILY VOLUME (AADT): 13,550

FEASIBILITY STUDY PRE-PROGRAMMING PROCESS PROGRAMMING PROCESS

COMMENTS: EDS-545(40) HAS BEEN DIVIDED INTO 2 SECTIONS. SECTION 1 IS FROM

THE S.R.43 CONN. TO C.R. 6. SECTION 2 IS FROM C.R. 6 TO THE WASHINGTON

BY-PASS.

PREPARED BY: CLV

PAGE 1 OF 7

PROJECT COSTS

A. RIGHT-OF-WAY

1. PROPERTY (Land and Easements)	\$ <u>1,237,000</u>
2. DISPLACEMENTS	\$ <u>421,000</u>
3. OTHER COST	\$ <u>1,347,000</u>

SUBTOTAL \$ 3,005,000

B. REIMBURSABLE UTILITIES

1. RAILROAD	\$ <u>0</u>
2. TRANSMISSION LINES	\$ <u>0</u>
3. SERVICES	\$ <u>45,000</u>

SUBTOTAL \$ 45,000

C. MAJOR STRUCTURES

1. WALLS	\$ <u>0</u>
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2. BRIDGE STREAM CROSSING LITTLE RIVER	\$ <u>1,026,225</u>
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3. BRIDGE OVER/UNDERPASS	\$ <u>0</u>
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4. BOX CULVERTS ROCK CREEK TRIB.	\$ <u>98,000</u>
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SUBTOTAL \$ 1,124,000

D. GRADING AND DRAINAGE

1. EARTHWORK

a. UNCLASSIFIED EXCAVATION SOIL 527,530 CY @ \$1.37	\$ <u>725,000</u>
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b. UNCLASSIFIED EXCAVATION ROCK 0 CY @ \$4.00	\$ <u>0</u>
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c. BORROW EXCAVATION 367,000 CY @ \$2.41	\$ <u>884,000</u>
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2. DRAINAGE

a. MINOR DRAINAGE (INCLUDING CROSS DRAIN PIPES & LONGITUDINAL SYSTEM) 7.100 MILES @ \$82,080	\$ <u>583,000</u>
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b. CURB AND BUTTER 0 LF @ \$8.06	\$ <u>0</u>
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SUBTOTAL \$ 2,192,000

PROJECT COSTS

con't.

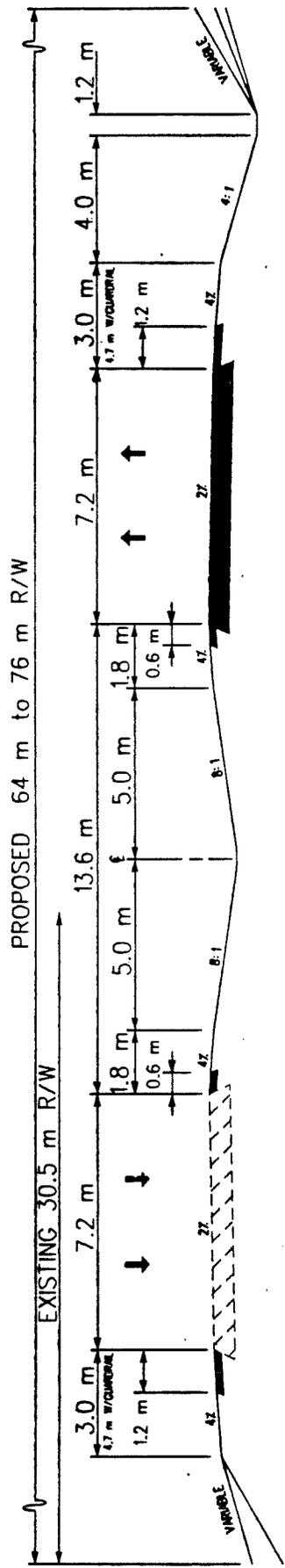
E. BASE AND PAVING	
1. GRADED AGGREGATE BASE	\$ <u>1,580,000</u>
10.00" -- 137,956 T @ \$11.45	
2. ASPHALT PAVING	
a. ASPHALTIC CONCRETE "E"	\$ <u>653,000</u>
1.50" -- 21,556 T @ \$30.31	
b. ASPHALTIC CONCRETE "B"	\$ <u>900,000</u>
2.00" -- 28,741 T @ \$31.31	
c. ASPHALTIC CONCRETE BASE	\$ <u>1,038,000</u>
3.00" -- 34,489 T @ \$30.09	
d. BITUMINOUS TACK COAT	\$ <u>15,000</u>
19,029 G @ \$0.80	
3. CONCRETE PAVING	\$ <u>0</u>
4. OTHER PAVING	\$ <u>419,000</u>
	SUBTOTAL \$ <u>4,605,000</u>
F. LUMP ITEMS	
1. TRAFFIC CONTROL	\$ <u>15,000</u>
2. CLEARING AND GRUBBING	\$ <u>607,000</u>
129 ACRES @ \$4,700	
3. LANDSCAPING	\$ <u>362,000</u>
7.100 MILES @ \$51,000	
4. EROSION CONTROL	\$ <u>341,000</u>
7.100 MILES @ \$48,000	
5. DETOURS (INCL. TEMP. BRIDGES)	\$ <u>0</u>
	SUBTOTAL \$ <u>1,325,000</u>
G. MISCELLANEOUS	
1. SIGNING/STRIPING	\$ <u>263,000</u>
7.100 MILES @ \$37,000	
2. GUARDRAIL	\$ <u>18,000</u>
960 LF @ \$11.85 + B Anchors @ \$912.63	
3. OTHER	\$ <u>1,144,000</u>
7.100 MILES @ \$161,100	
	SUBTOTAL \$ <u>1,425,000</u>
H. SPECIAL FEATURES	\$ <u>3,052,000</u>
COST FOR WIDENING SECTION	

ESTIMATE SUMMARY

		SECTION COST (per mile)
A. RIGHT-OF-WAY.....	\$ 3,005,000	\$ 423,000
B. REIMBURSABLE UTILITIES.....	\$ 45,000	\$ 6,000

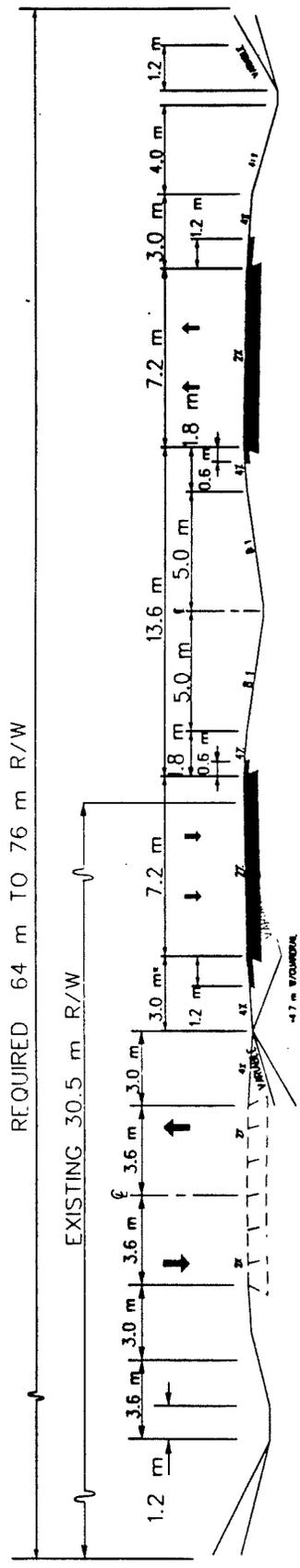
CONSTRUCTION COST SUMMARY

C. MAJOR STRUCTURES.....	\$ 1,124,000	
D. GRADING AND DRAINAGE.....	\$ 2,192,000	
E. BASE AND PAVING.....	\$ 4,605,000	
F. LUMP ITEMS.....	\$ 1,325,000	
G. MISCELLANEOUS.....	\$ 1,425,000	
H. SPECIAL FEATURES.....	\$ <u>3,052,000</u>	
SUBTOTAL CONSTRUCTION COST.....	\$ 13,723,000	\$ 1,933,000
E. & C. (10%).....	\$ 1,372,000	
INFLATION...2 yr(s) @ 5% per year	\$ <u>1,548,000</u>	
TOTAL CONSTRUCTION COST.....	\$ 16,643,000	\$ 2,344,000
<hr/>		
GRAND TOTAL CONSTRUCTION COST	\$ 19,693,000	\$ 2,774,000

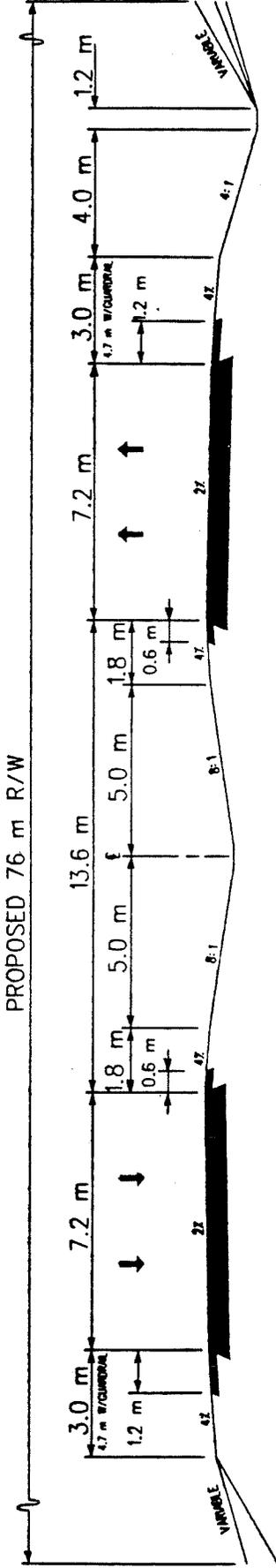


TYPICAL CROSS SECTION
 S.R. 17 IMPROVEMENTS
 EDS-545(40) PART 1 McDUFFIE/WILKES COUNTIES

NOT TO SCALE



TYPICAL CROSS SECTION
 S.R. 17 IMPROVEMENTS
 EDS-545(40) PART 1 McDUFFIE/WILKES COUNTIES
 NOT TO SCALE



TYPICAL CROSS SECTION
 S.R. 17 IMPROVEMENTS
 EDS-545(40) PART 2 McDUFFIE/WILKES COUNTIES

NOT TO SCALE

D.P.T. 00

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE EDS-545(38) (40) McDuffie,
Wilkes & Elbert Counties

OFFICE Environment/Location

DATE May 20, 1994

FROM Joseph H. Hadarits, T.E. III

TO Distribution Below:

SUBJECT Concept Team Meeting Minutes-S.R. 17 Improvements

On Wednesday May 11, 1994 at 1:30 p.m., a concept team meeting for improving S.R. 17 was held at the Office of Environment/Location. Representing District 90 was state representative: Charles W. Yeargin; representing Elbert County were: Emory Sayer, Charles Hopkins and Mike Thornton; representing Wilkes County: George Grimaud; representing The City of Washington were Frank W. Thomas Jr. and Mike Eskew; representing The U.S. Army Corps of Engineers: Ed Johnson; representing A T & T: Steve Jordan and William R. Wadley; representing Byers Engineering and A T & T: Danny Hemphill; representing Wilkes Telephone Company: James Lance; representing Southern Bell: Karen Whitmer; representing Atlanta Gas Light Company: Bob Gardner; representing Georgia Power: Dan Everitt. Also attending the meeting from the Gainesville District: Laland Owens; from the Tennille District: Julie Forrester, Phillip Scarborough, Thomas L. Clark and Douglas Alan Smith; from Right of Way: John Lord; from Traffic Operations: Del Clippard; from Programming: Reba Scott; from Road Design: Kimbal D. Fulbright and William H. Ferguson; from Environment/Location: John Hendon, Jerry Hobbs and Herman Hadarits.

The meeting was opened by Jerry Hobbs and a detailed description of the projects was given by Herman Hadarits.

Project EDS 545(40) would begin at the S.R. 43 relocation and extend to the Washington Bypass. Two alternates were studied from Aonia, Ga. to the Washington Bypass. Widening from the project beginning to the Aonia community would be on the west side using a typical section of 4 lanes with a 44' median. Alternate "A-1" follows the existing alignment using a typical section of 4-lanes with a 44' median from south of Aonia with widening to the west to C.R. 28, then shifts to the east side and continues to the Washington Bypass. Historical properties would be impacted by this alternative.

The new location alternate "A-2" bypasses Aonia to the West and crosses existing S.R. 17 to the north of Aonia, then continues east of and general parallel to S.R. 17 to the Washington Bypass. This recommended alternate avoids several historical properties located along S.R.17 and consist of 4 lanes with 44' median. Access throughout this project would be by permit along the existing road and partial limited along the new location alternative. The proposed Right of Way varies from 209' to 250' and the speed design is 55 miles per hour.

Project EDS-545(38) begins with a tie in to the Washington Bypass and continues northward using a typical section of 4 lanes with a 44' median with widening to the east to Armstrong Branch then transitions to the west and continues to the proposed Tignall Bypass. One historical property would be impacted at C.R. 96 with this recommended alternative. The Tignall Bypass would be to the east of Tignall beginning and ending just outside the city limits. A large Tignall historical district would be avoided with this bypass. The widening then transitions from the east to the west side and continues to C.R. 113 where the widening shifts to the east and continues to just south of Fortsonia. Two alternatives were studied in Fortsonia including a new location alternative to the west of town which avoids historical impacts. The existing widening continues on the east side and transitions from a 44' median to a 20' raised median at C.R. 35. At C.R. 50 historical properties are impacted as the widening transitions to the west side and continues to just past C.R. 47 where the widening shifts to the east side. The widening then transitions to the west side at C.R. 57 and continues to the 5 lane section in Elberton. Another alternate with symmetrical widening including the 20' raised median is under consideration from Fortsonia to Elberton but would impact several historical properties. Access throughout this project would be by permit along the existing road and partial limited along the new location alternative. The proposed Right of Way varies from 137' to 250' and the speed design is 55 miles per hour.

Representative Charles Yeargin

Representative Yeargin was concerned that active businesses in Fortsonia would be displaced and vacant historical structures in a poor state of repair would be saved. He also requested that a study be made using symmetrical widening from Fortsonia to Elberton for comparison with widening to one side.

Wilkes County

They support the Aonia Bypass alternative which avoids their "2-12" water lanes.

U. S. Army Corps of Engineers

The 3 acres of hydric soil and 11 stream crossings that were impacted on these projects were areas of concern to this Federal Resource Agency.

Wilkes Telephone Company

The Norman community will get an electronic office and the recently constructed utility building at Boyd Road would need to be avoided. They have a contract ongoing to install toll cable (fiber optics) and will coordinate their activities with the Tennille District.

Southern Bell

They have lines from north of Fortsonia to Elberton.

Atlanta Gas

They have a 4" gas line on the west side between Washington and Tignal. North of Tignal they switch to the east side.

Road Design

A large water line located along S.R. 17 on the Thomson Bypass project may extend onto these projects.

Leveling cost would be high for widening to one side between Fort Sonia and Elberton. The Thomson Bypass project may impact a cemetery near the S.R. 43 relocation and the transition to these projects would need to avoid this cemetery.

Programming

Construction is scheduled for 1999, right-of-way for 1997 and PE for 1995 for these projects.

D.D.T.66

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

RECEIVED
JUN 20 1995
PRECONSTRUCTION

INTERDEPARTMENT CORRESPONDENCE

FILE EDS-545(40) McDuffie / Wilkes Counties OFFICE Traffic Operations
P.I. No. 222250, US 78 / SR 17 Atlanta, Georgia
DATE June 19, 1995

FROM *MB: f*
Marion G. Waters, III, P.E., State Traffic Operations Engineer

TO Wayne Hutto, Assistant Director of Preconstruction

SUBJECT Project Concept Report

We have reviewed the concept report on the above project for widening US 78 / SR 17 to a four lane facility, two 3.6 m lanes in each direction with a 13.6 m depressed median. Major structures are located at Big Creek and Hart Creek respectively (widen existing bridge and build one new bridge) 61 m X 11.6 m and 49 m X 11.6 m. Construction begins at SR 43 Connector, just north of I-20 and terminates at the southern end of the Washington Bypass.

We note this project is part of the Governor's Road Improvement Program (G.R.I.P.) and traffic carrying capacity will be increased and operational characteristics along this section of US 78 / SR 17 will be improved. Therefore, approval is recommended.

MGW:LEO

Attachment (signature page)

cc: David Stuostill
Walker W. Scott, Jr.,
Bob Mustin, w /attachment
General Files

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF ENVIRONMENT/LOCATION

PROJECT CONCEPT REPORT

EDS-545(40) McDUFFIE/WILKES COUNTIES P.I. NO. 222250

Federal Route No.: F-14-1

Date of Report: June 15, 1995

State Route No.: 17

RECOMMENDATION FOR APPROVAL

6/16/95

Date

O. J. & Thelma J.

State Environmental/Location Engineer

Date

State Road & Airport Design Engineer

6/19/95

Date

M. G. Waters, P.E.

State Traffic Operations Engineer

Date

District Engineer - TENNILLE

Date

State Bridge & Structural Engineer

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

RECEIVED

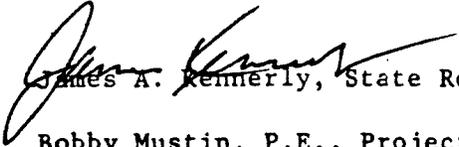
JUN 22 1995

PRECONSTRUCTION

FILE EDS-545(40)McDuffie/Wilkes Cos.
PI No. 222250

OFFICE Atlanta

DATE June 21, 1995

FROM  James A. Kemmerly, State Road & Airport Design Engineer

TO Bobby Mustin, P.E., Project Review Engineer

SUBJECT Concept Report Comments

Attached is the signed cover sheet for the concept on the above project. The concept report has been reviewed by this office and is considered satisfactory subject to the following comments:

1. On page 3 under Project Location and Description in the second sentence "east of CR 301" should be "north of CR 301."
2. The traffic data differs from the concept report submitted February 28, 1995 and no longer matches the traffic information furnished to our office.
3. According to the 1994 Green Book the minimum radius of curve should be 305 m for 90 KPH with 8% maximum superelevation.
4. Based on the information we have available the following information differs from the report:
 - a. Existing minimum radius of curve should be 437 m
 - b. Proposed minimum radius of curve of Part 1 and 2 should be 571 m.
 - c. Existing maximum grade should be 5.1%.
 - d. Proposed maximum grade for part 1 and 2 should be 5.0%.

JAK:KDF:hcc

Attachment

cc: Wayne Hutto
David Studstill



DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF ENVIRONMENT/LOCATION

PROJECT CONCEPT REPORT

EDS-545(40)
McDUFFIE/WILKES COUNTIES
P.I. NO. 222250

Federal Route No.: F-14-1

Date of Report: June 15, 1995

State Route No.: 17

RECOMMENDATION FOR APPROVAL

6/16/95
Date

[Signature]
State Environmental/Location Engineer

Date

State Road & Airport Design Engineer

Date

State Traffic Operations Engineer

Date

District Engineer - TENNILLE

6/19/95
Date

Paul V. Tils
State Bridge & Structural Engineer

