

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE EDS-545(38) Wilkes/Elbert Counties **OFFICE** Preconstruction
P.I. No. 222260 **DATE** August 15, 1995

CW Hutto
FROM C. Wayne Hutto, Assistant Director of Preconstruction

TO SEE DISTRIBUTION

SUBJECT 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
Jim Kennerly
Darrell Elwell
Marion Waters
Paul Liles
Charles Norris

Wayne Shackelford

Page 2

August 1, 1995

EDS-545 Wilkes/Elbert Counties

EDS-545(38) Wilkes County

The proposed construction will provide four, 3.6m lanes with a 13.4m depressed grassed median for the entire project length. This project would fill the gaps between the Washington Bypass and project EDS-545(47) Wilkes County, which consists of constructing passing lanes at two sites along SR 17. Site 1 extends from 396km south of Middle Creek to CR 96 and Site 2 extends from 1.3km south of CR 193 to CR 113/Vinson Road. The passing lane construction is scheduled to begin in August, 1997, and the typical section will consist of four, 3.6m lanes separated by a 13.4m depressed grassed median to be compatible with project EDS-545(38). A short bypass on new location east of Tignall is proposed to avoid historical impacts. The proposed right-of-way varies from 64m to 76m. A new parallel 11.6m wide bridge will be constructed over Rock Creek to accommodate the new lanes. Access will be regulated by permit along the existing roadway and partial limited along the portion on new location. This roadway will remain open to traffic during construction.

EDS-545(X), Wilkes/Elbert Counties

The proposed construction will provide four, 3.6m lanes with a 13.4m depressed grassed median for the entire project length. A short bypass east of Fortsonia on new location from CR 35 to .792km south of CR 48 is proposed to avoid historical impacts. Parallel 11.6m wide bridges will be constructed over Broad River and Broad River Overflow to accommodate the new lanes. The proposed right-of-way varies from 64m to 76m. Access will be regulated by permit along the existing roadway and partial limited along the portion on new location. The existing roadway will remain open to traffic during construction.

EDS-545(X), Elbert County

The proposed construction will provide four, 3.6m lanes with a 6m raised median for the entire project length. The proposed right-of-way varies from 46m to 76m. The existing bridge over Dry Fork Creek will be widened to accommodate the new lanes. Access control will be regulated through driveway permits. This roadway will remain open to traffic during construction.

Environmental concerns include requiring a COE 404 permit; 3.7 hectares of hydric soils impacted; an Environmental Assessment will be prepared; 37 displacements--26 residences, 4 businesses, and 7 mobile homes; a public hearing will be held; time saving procedures are not appropriate.

Wayne Shackelford
Page 3
August 1, 1995

EDS-545 Wilkes/Elbert Counties

The estimated costs for these projects are:

	EDS-545(38) Wilkes	EDS-545(X) Wilkes/Elbert	EDS-545(X) Elbert		
	PROPOSED	PROPOSED	PROPOSED	APPROVED	PROG DATE
Construction (Incl E&C & inflation)	\$14,778,000	\$9,855,000	\$7,131,000	\$21,560,000	2000 00-03
Right-of-Way	\$ 3,524,000	\$3,520,000	\$3,686,000	\$ 5,326,000	
Utilities*	\$ 199,000	\$ 65,000	\$ 835,000	-----	

*LGPA sent 3/92 requesting Wilkes/Elbert Counties and Elberton cover utilities; Washington signed; Tignall refused.

This project will enhance safety and operational characteristics along this portion of SR 17. The SR 17 improvements are part of the Governors Road Improvement Program. I recommend this project concept be approved.

HJL:JDQ/cj

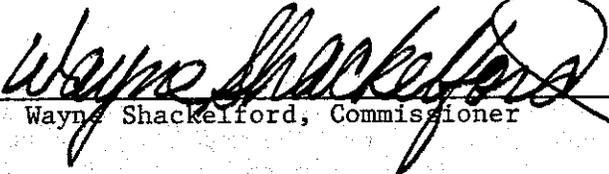
Attachment

CONCUR



Frank L. Danchetz, Chief Engineer

APPROVE



Wayne Shackelford, Commissioner

RECEIVED ..

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

JUN 30 1995

PRECONSTRUCTION

INTERDEPARTMENT CORRESPONDENCE

FILE EDS-545(38) WILKES-ELBERT OFFICE Atlanta, Georgia
P.I. NO. 222260 DATE JUNE 29, 1995

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

TO C. Wayne Hutto, Assistant Director of Preconstruction

SUBJECT PROJECT CONCEPT REPORT

The concept report submitted June 26, 1995 by the letter from David E. Studstill dated June 23, 1995 has been reviewed and is considered satisfactory.

The estimated costs for the project are as follows:

	<u>PART 1</u>	<u>PART 2</u>	<u>PART 3</u>
Construction	\$ 12,185,000	\$ 8,126,000	\$ 5,880,000
Inflation	\$ 1,219,000	\$ 813,000	\$ 588,000
E & C	\$ 1,374,000	\$ 916,000	\$ 663,000
Right of Way	\$ 3,524,000	\$ 3,520,000	\$ 3,686,000
Reimbursable	\$ 198,450	\$ 65,000	\$ 834,025
Utilities			

DTM

c: David Studstill

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF ENVIRONMENT/LOCATION

PROJECT CONCEPT REPORT

EDS-545(38)
WILKES/ELBERT COUNTIES
P.I. NO. 222260

Federal Route No.: F-14-1

Date of Report: June 12, 1995

State Route No.: 17

RECOMMENDATION FOR APPROVAL

6/21/95
Date

[Signature]
State Environmental/Location Engineer

Date

State Road & Airport Design Engineer

Date

State Traffic Operations Engineer

Date

District Engineer - TENNILLE

7/7/95
Date

Caul V. Tules Jr
State Bridge & Structural Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF ENVIRONMENT/LOCATION

PROJECT CONCEPT REPORT

EDS-545(38)
WILKES/ELBERT COUNTIES
P.I. NO. 222260

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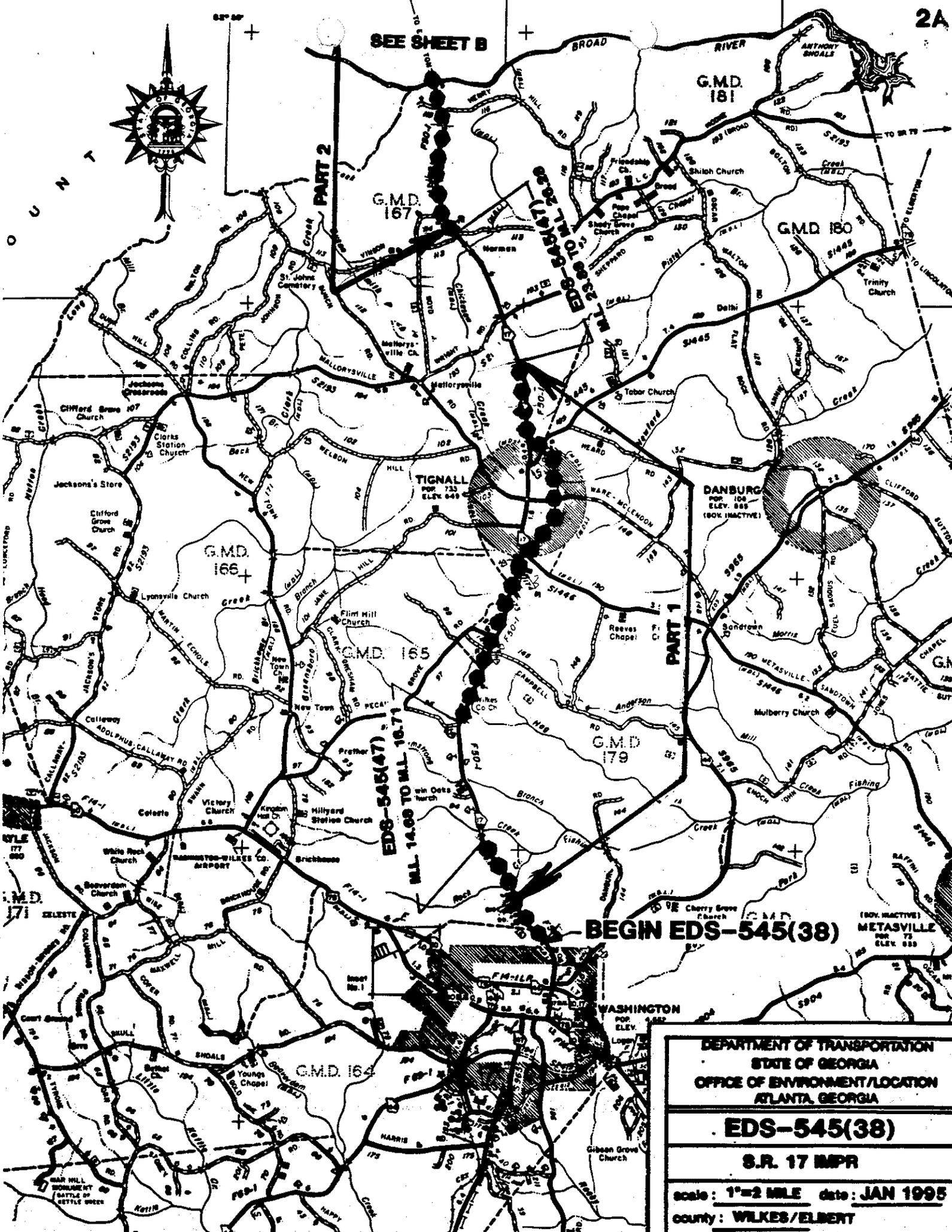
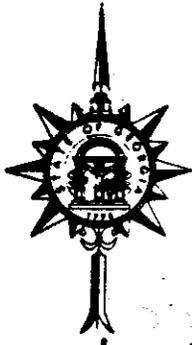
Date

District Engineer - TENNILLE

Date

State Bridge & Structural Engineer

SEE SHEET B



G.M.D. 167

G.M.D. 181

G.M.D. 180

G.M.D. 166

G.M.D. 165

G.M.D. 179

G.M.D. 171

G.M.D. 164

EDS-545(47)
ML 14.09 TO ML 16.71

EDS-545(38)
ML 16.71 TO ML 19.32

BEGIN EDS-545(38)

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF ENVIRONMENT/LOCATION
ATLANTA, GEORGIA

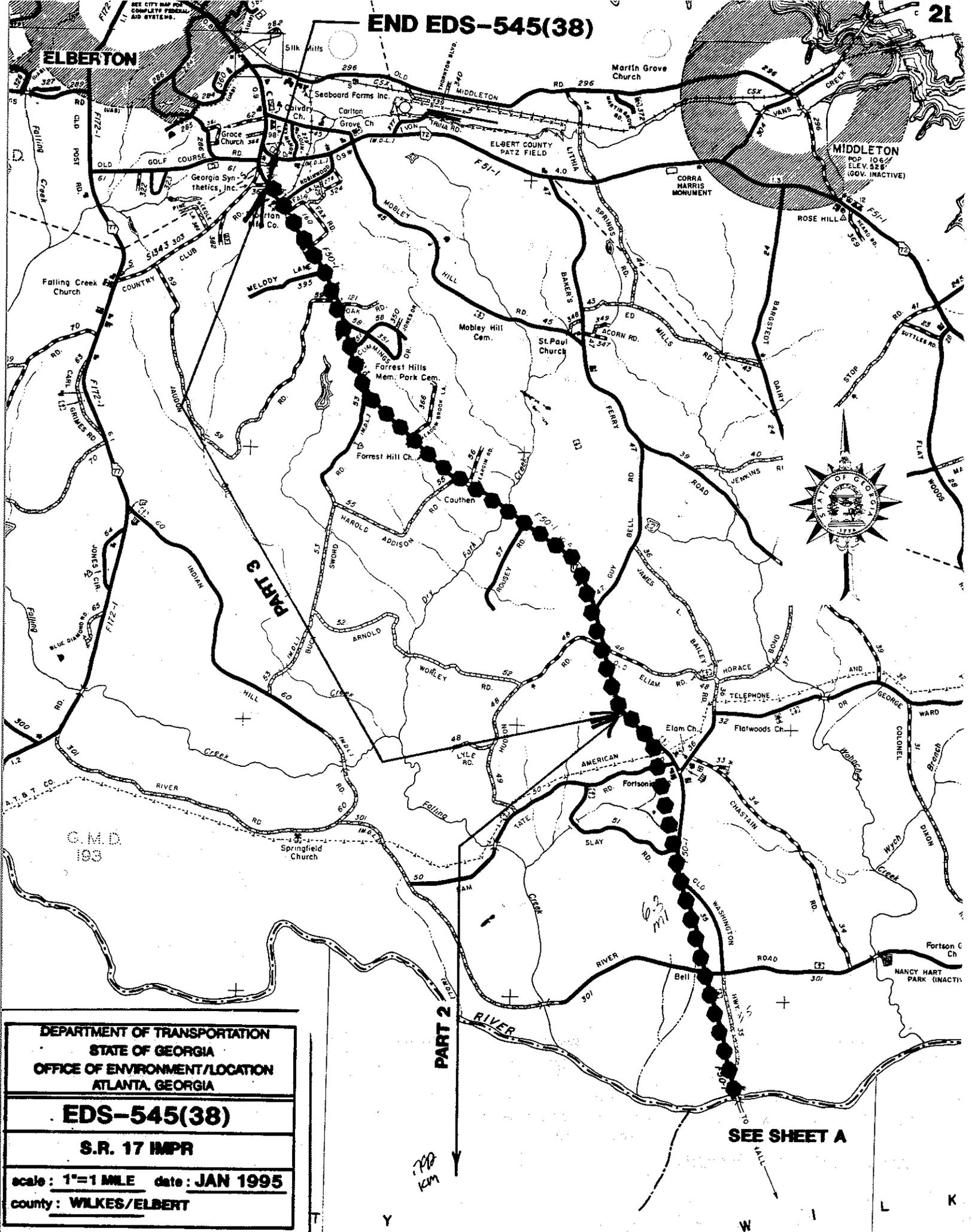
EDS-545(38)

S.R. 17 IMPR

scale: 1"=2 MILE date: JAN 1995

county: WILKES/ELBERT

END EDS-545(38)



ELBERTON

MIDDLETON
POP. 106
ELEV. 528
(GOV. INACTIVE)

PART 3

PART 2

SEE SHEET A

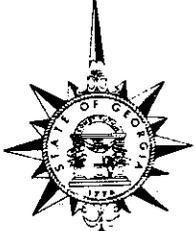
DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF ENVIRONMENT/LOCATION
ATLANTA, GEORGIA

EDS-545(38)

S.R. 17 IMPR

scale: 1"=1 MILE date: JAN 1995

county: WILKES/ELBERT



700
Km

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W

I

L

K

PROJECT CONCEPT REPORT

PROJECT NUMBER: EDS-545(38) Wilkes/Elbert

PROJECT LOCATION AND DESCRIPTION

Project EDS-545(38) begins at the northern termini of the proposed Washington By-Pass(EDS-545(13)) and extends approximately 40 km to the five lane section in Elberton. By-pass alternatives were considered at Tignall and Fortsonia to avoid historical impacts. The existing two lanes would be widened to four 3.6 m lanes with a 13.6 depressed grassed median, with the widening to the east side, to approximately 0.396 km south of Middle Creek. From this point to C.R. 96 is project EDS-545(47),M.L. 14.68 to M.L. 16.71. This is a proposed passing lane project that is to have a typical section of four 3.6 m travel lanes with a 13.6 m depressed grassed median. From C.R. 96, a four 3.6 m lanes section with a 13.6 depressed grassed median would continue, with the widening to the east side to C.R. 97 where the widening shifts to the western side to 0.427 km south of C. R. 190. The widening would continue on new location around Tignall to the east and tie back into S.R. 17 at 0.731 km south of Andrews Rd. where the widening shifts to the western side to 1.4 km south of C.R. 193. At this point, project EDS-545(47),M.L. 23.88 to M.L. 26.28, begins and extends to a point 0.457 km north of C.R. 113. This is a proposed passing lane project that is to have a typical section of four 3.6 m travel lanes with a 13.6 m depressed grassed median. From 0.457 km north of C.R. 113 to 0.213 km north of C.R. 35, a four 3.6 m lane section with a 13.6 m depressed grassed median would be utilized with the widening to the eastern side. A four lane section with a 13.6 m grassed median would be utilized, on new location, from 0.213 km north of C.R. 35 to 0.792 km south of C.R. 48. At this point, a typical section with four 3.6 m lanes and a 6 m raised median would be used to C.R. 47, with the widening to the west. At C.R. 47, the widening would shift to the eastern side to C.R. 57. From C.R. 57, using four 3.6 m lanes with a 6 m raised median, the widening would continue to just south of C.R. 367 with the widening to the west. New bridges are to be constructed parallel to the existing bridges at Rock Creek, the Broad River and the Broad River Overflow. The bridge at Dry Fork Creek is proposed to be widened. The required R/W varies from 46 m to 76 m and 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
POSTED SPEED	MINIMUM RADIUS OF CURVE	MAX GRADE
90 kph	440 m	7.5%

MAJOR STRUCTURES

FEATURES INTERSECTED/TYPE	LENGTH	WIDTH	PRIORITY RATING	SUFF. RATING
Broad River Overflow - Concrete T-Beam	62 m	12.9 m	0000	95.9
Broad River - Continuous Steel Stringer	229 m	11.8 m	0000	95.5
Dry Fork Creek - Continuous Steel Stringer	36.6 m	13 m	1838	81.9
Rock Creek - Concrete T-Beam	20 m	14.4 m	0000	81.1

RECOMMENDATION

Because of its 40 km length, it is recommended that this project be broken into three separate projects. The first project would be from the northern termini of the Washington By-pass to EDS-545(47), M.L. 23.88 (17.65 km). The second project would be from M.L. 23.88 to 975 m north of C.R. 50 (13.67 km) and the third project would be from 975 m north of C.R. 50 to just south of C.R. 367 (8.72 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	305 m Radius	ALLOWABLE	5 %
	PROPOSED	580 m Radius	PROPOSED	3.4%

MAJOR STRUCTURES

FEATURES INTERSECTED/TYPE	LENGTH	WIDTH
Rock Creek - (Build 1 new bridge)	20 m	11.6 m

PROPOSED RIGHT-OF-WAY

RIGHT-OF WAY WIDTH	PARCELS IMPACTED	DISPLACEMENTS
Varies 64 m to 76 m	58	BUS. :1 RES.: 7 M.H.: 2 D.W.: 1

TYPE OF ACCESS CONTROL: By permit/partial limited

ESTIMATED COST (PART 1)

CONSTRUCTION:	\$ 12,185,000	RIGHT-OF-WAY:	\$ 3,524,000
E & C (10%):	\$ 1,219,000	ACQUIRED BY:	D.O.T.
INFLATION:	\$ 1,374,000	UTILITIES:	\$ 198,450
<hr/>		ADJUSTED BY:	LGPA & D.O.T.
(2 yrs at 5% per yr):			
TOTAL CONST COST:	\$ 14,778,000		

PROPOSED ROADWAY (PART 2)

TYPICAL SECTION:	4-3.6 m lanes w/13.6depressed grassed median - rural			
DESIGN SPEED	MINIMUM RADIUS OF CURVE		MAX GRADE	
90 kph	ALLOWABLE	305 m Radius	ALLOWABLE	5.0 %
	PROPOSED	700m Radius	PROPOSED	3.0%

MAJOR STRUCTURES

FEATURES INTERSECTED/TYPE	LENGTH	WIDTH
Broad River Overflow - (Build 1 new bridge)	62 m	11.6 m
Broad River - (Build 1 new bridge)	229 m	11.6 m

PROPOSED RIGHT-OF-WAY

RIGHT-OF-WAY WIDTH	PARCELS IMPACTED	DISPLACEMENTS
Varies 64 m to 76 m	49	BUS.:1 RES.:4 M.H.:1

TYPE OF ACCESS CONTROL: By permit/partial limited

ESTIMATED COST (PART 2)

CONSTRUCTION:	\$ 8,126,000	RIGHT-OF-WAY:	\$ 3,520,000
E & C (10%):	\$ 813,000	ACQUIRED BY:	D.O.T.
INFLATION:	\$ 916,000	UTILITIES:	\$ 65,000
<hr/>		ADJUSTED BY:	LGPA & D.O.T.
(2 yrs at 5% per yr):			
TOTAL CONST COST:	\$ 9,855,000		

PROPOSED ROADWAY (PART 3)

TYPICAL SECTION:	4-3.6 m Lanes w/6 m raised median -rural			
DESIGN SPEED	MINIMUM RADIUS OF CURVE		MAX GRADE	
90 kph	ALLOWABLE	305m Radius	ALLOWABLE	5.0 %
	PROPOSED	580 m Radius	PROPOSED	3.8%

MAJOR STRUCTURES

FEATURES INTERSECTED/TYPE	LENGTH	WIDTH
Dry Fork Creek - (Widen existing bridge)	37 m	27 m

PROPOSED RIGHT-OF-WAY

RIGHT-OF-WAY WIDTH	PARCELS IMPACTED	DISPLACEMENTS
Varies from 46 m - 76 m	51	BUS.:2 RES.:15 M.H.:3

TYPE OF ACCESS CONTROL: By permit/partial limited

ESTIMATED COST (PART 3)

CONSTRUCTION:	\$ 5,880,000	RIGHT-OF-WAY:	\$ 3,686,000
E & C (10%):	\$ 588,000	ACQUIRED BY:	D.O.T.
INFLATION:	\$ 663,000	UTILITIES:	\$ 834,025
(2 yrs at 5% per yr):		ADJUSTED BY:	LGPA & D.O.T.
TOTAL CONS'T COST:	\$ 7,131,000		

CONSIDERATIONS

CONCEPT TEAM MEETING DATE:	May 11, 1994
PERMITS REQUIRED:	C.O.E. 404 (Approx. 0.8 hectares wetlands- PART 1) (Approx. 2.4 hectares wetlands- PART 2) (Approx. 0.05 hectares wetlands-PART 3)
ENVIRONMENTAL CONCERNS:	None
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

MISCELLANEOUS

TRAFFIC CONTROL DURING CONSTRUCTION: Maintain existing one lane in each direction
LEVEL OF ENVIRONMENTAL ANALYSIS: Environmental Assessment Report
UNDERGROUND STORAGE TANKS: None known at this time; 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 SUPERELEV 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. Widening from Fortsonia to Elberton was considered with widening to one side.
3. By-pass alternatives were considered at Fortsonia and Tignall.

COMMENTS

1. Since this project is approximately 40 km in length, it is recommended that it be divided into 3 separate projects.
2. Approximately 32% of this project requires vertical and horizontal reconstruction.
3. Project EDS-545(47) is within the limits of EDS-545(38), parts 1 and 2, but no costs were calculated for these sections. EDS-545(47) has a projected let date of 12-96 while EDS-545(38) has a projected let date of 1999.
4. 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: 222260

DATE: 06-08-1995

PROJECT NO: EDS-545(38)

PROJECT NAME: S.R. 17 IMPROVEMENTS

COUNTY: WILKES

PROJECT DESCRIPTION: S.R. 17 WIDENING FROM THE NORTHERN TERMINI OF THE WASHINGTON BY-PASS TO ELBERTON SECTION 1

PROJECT LENGTH: 10.970 MILES

SECTION LENGTH: 4.770 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(38) HAS BEEN DIVIDED INTO 3 SECTIONS. THE TOTAL LENGTH FOR SECTION 1 INCLUDES EDS-545(47)PROJECT 1 BUT NO COST WAS CALCULATED FOR

THIS SECTION.

PREPARED BY: CLV

PROJECT COSTS

A. RIGHT-OF-WAY		
1. PROPERTY (Land and Easements)		\$ 1,770,000
2. DISPLACEMENTS		\$ 154,000
3. OTHER COST		\$ 1,600,000
	SUBTOTAL	\$ 3,524,000
B. REIMBURSABLE UTILITIES		
1. RAILROAD		\$ 0
2. TRANSMISSION LINES		\$ 0
3. SERVICES		\$ 198,450
	SUBTOTAL	\$ 198,450
C. MAJOR STRUCTURES		
1. WALLS		\$ 0
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2. BRIDGE STREAM CROSSING ROCK CREEK		\$ 98,000
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3. BRIDGE OVER/UNDERPASS		\$ 0
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4. BOX CULVERTS		\$ 0
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	SUBTOTAL	\$ 98,000
D. GRADING AND DRAINAGE		
1. EARTHWORK		
a. UNCLASSIFIED EXCAVATION SOIL		\$ 133,000
81,000 CY @ \$1.65		
b. UNCLASSIFIED EXCAVATION ROCK		\$ 0
0 CY @ \$4.00		
c. BORROW EXCAVATION		\$ 907,000
377,000 CY @ \$2.41		
2. DRAINAGE		
a. MINOR DRAINAGE (INCLUDING CROSS DRAIN PIPES & LONGITUDINAL SYSTEM)		\$ 392,000
4.770 MILES @ \$82,080		
b. CURB AND GUTTER		\$ 0
0 LF @ \$8.06		
	SUBTOTAL	\$ 1,432,000

PROJECT COSTS

con't.

E. BASE AND PAVING

1. GRADED AGGREGATE BASE	\$ 1,061,000
10.00" -- 92,683 T @ \$11.45	
<hr/>	
2. ASPHALT PAVING	
a. ASPHALTIC CONCRETE "E"	\$ 439,000
1.50" -- 14,482 T @ \$30.31	
b. ASPHALTIC CONCRETE "B"	\$ 605,000
2.00" -- 19,309 T @ \$31.31	
c. ASPHALTIC CONCRETE BASE	\$ 697,000
3.00" -- 23,171 T @ \$30.09	
d. BITUMINOUS TACK COAT	\$ 10,000
12,784 G @ \$0.80	
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3. CONCRETE PAVING	\$ 0
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4. OTHER PAVING	\$ 281,000
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SUBTOTAL	\$ 3,093,000

F. LUMP ITEMS

1. TRAFFIC CONTROL	\$ 15,000
<hr/>	
2. CLEARING AND GRUBBING	\$ 408,000
87 ACRES @ \$4,700	
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3. LANDSCAPING	\$ 243,000
4.770 MILES @ \$51,000	
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4. EROSION CONTROL	\$ 229,000
4.770 MILES @ \$48,000	
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5. DETOURS (INCL. TEMP. BRIDGES)	\$ 0
<hr/>	
SUBTOTAL	\$ 895,000

G. MISCELLANEOUS

1. SIGNING/STRIPING	\$ 176,000
4.770 MILES @ \$37,000	
<hr/>	
2. GUARDRAIL	\$ 18,000
960 LF @ \$11.85 + B Anchors @ \$912.63	
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3. OTHER	\$ 768,000
4.770 MILES @ \$161,100	
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SUBTOTAL	\$ 962,000

H. SPECIAL FEATURES

COST FOR BY-PASS AROUND TIGNALL	\$ 5,705,000
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ESTIMATE SUMMARY

		SECTION COST (per mile)
A. RIGHT-OF-WAY.....	\$ 3,524,000	\$ 739,000
B. REIMBURSABLE UTILITIES.....	\$ 198,450	\$ 42,000

CONSTRUCTION COST SUMMARY

C. MAJOR STRUCTURES.....	\$ 98,000	
D. GRADING AND DRAINAGE.....	\$ 1,432,000	
E. BASE AND PAVING.....	\$ 3,093,000	
F. LUMP ITEMS.....	\$ 895,000	
G. MISCELLANEOUS.....	\$ 962,000	
H. SPECIAL FEATURES.....	\$ 5,705,000	
SUBTOTAL CONSTRUCTION COST.....	\$ 12,185,000	\$ 2,555,000
E. & C. (10%).....	\$ 1,219,000	
INFLATION...2 yr(s) @ 5% per year	\$ 1,374,000	
TOTAL CONSTRUCTION COST.....	\$ 14,778,000	\$ 3,098,000 *

GRAND TOTAL CONSTRUCTION COST \$ 18,500,450 \$ 3,879,000

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

PRELIMINARY COST ESTIMATE

OFFICE OF ENVIRONMENT/LOCATION

P.I. NO: 222260

DATE: 06-08-1995

PROJECT NO: EDS-545(38)

PROJECT NAME: S.R. 17 IMPROVEMENTS

COUNTY: WILKES/ELBERT

PROJECT DESCRIPTION: FROM THE NORTHERN TERMINI OF THE WASHINGTON BY-PASS
TO ELBERTON SECTION 2

PROJECT LENGTH: 8.490 MILES

SECTION LENGTH: 3.670 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(38) HAS BEEN DIVIDED INTO 3 SECTIONS. THE TOTAL LENGTH
FOR SECTION 2 INCLUDES EDS-545(47)PROJECT 2 BUT NO COST WAS CALCULATED FOR

THIS SECTION.

PREPARED BY: CLV

PROJECT COSTS

A. RIGHT-OF-WAY

1. PROPERTY (Land and Easements)	\$ 1,016,000
2. DISPLACEMENTS	\$ 154,000
3. OTHER COST	\$ 2,350,000

SUBTOTAL \$ 3,520,000

B. REIMBURSABLE UTILITIES

1. RAILROAD	\$ 0
2. TRANSMISSION LINES	\$ 0
3. SERVICES	\$ 65,000

SUBTOTAL \$ 65,000

C. MAJOR STRUCTURES

1. WALLS	\$ 0
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2. BRIDGE STREAM CROSSING BROAD RIVER BROAD RIVER OVERFLOW	\$ 650,749
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3. BRIDGE OVER/UNDERPASS	\$ 0
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4. BOX CULVERTS	\$ 0
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SUBTOTAL \$ 651,000

D. GRADING AND DRAINAGE

1. EARTHWORK

a. UNCLASSIFIED EXCAVATION SOIL 147,000 CY @ \$1.53	\$ 225,000
b. UNCLASSIFIED EXCAVATION ROCK 0 CY @ \$4.00	\$ 0
c. BORROW EXCAVATION 290,000 CY @ \$2.44	\$ 706,000

2. DRAINAGE

a. MINOR DRAINAGE (INCLUDING CROSS DRAIN PIPES & LONGITUDINAL SYSTEM) 3.670 MILES @ \$39,960	\$ 147,000
b. CURB AND GUTTER 0 LF @ \$8.06	\$ 0

SUBTOTAL \$ 1,078,000

PROJECT COSTS

con't.

E. BASE AND PAVING

1. GRADED AGGREGATE BASE	\$	<u>461,000</u>
10.00" -- 40,305 T @ \$11.45		
<hr/>		
2. ASPHALT PAVING		
a. ASPHALTIC CONCRETE "E"	\$	<u>313,000</u>
1.50" -- 10,328 T @ \$30.31		
b. ASPHALTIC CONCRETE "B"	\$	<u>431,000</u>
2.00" -- 13,771 T @ \$31.31		
c. ASPHALTIC CONCRETE BASE	\$	<u>268,000</u>
3.00" -- 8,914 T @ \$30.09		
d. BITUMINOUS TACK COAT	\$	<u>6,000</u>
7,410 G @ \$0.80		
<hr/>		
3. CONCRETE PAVING	\$	<u>0</u>
4. OTHER PAVING	\$	<u>148,000</u>
	SUBTOTAL	\$ <u>1,627,000</u>

F. LUMP ITEMS

1. TRAFFIC CONTROL	\$	<u>28,000</u>
2. CLEARING AND GRUBBING	\$	<u>209,000</u>
44 ACRES @ \$4,700		
3. LANDSCAPING	\$	<u>66,000</u>
3.670 MILES @ \$18,000		
4. EROSION CONTROL	\$	<u>88,000</u>
3.670 MILES @ \$24,000		
5. DETOURS (INCL. TEMP. BRIDGES)	\$	<u>0</u>
	SUBTOTAL	\$ <u>391,000</u>

G. MISCELLANEOUS

1. SIGNING/STRIPING	\$	<u>110,000</u>
3.670 MILES @ \$30,000		
2. GUARDRAIL	\$	<u>38,000</u>
1,920 LF @ \$11.85 + 16 Anchors @ \$912.63		
3. OTHER	\$	<u>129,000</u>
3.670 MILES @ \$35,100		
	SUBTOTAL	\$ <u>277,000</u>

H. SPECIAL FEATURES

INCLUDES COST FOR NEW LOCATION SECTION WITH A 44'	\$	<u>4,102,000</u>
(2.42 MILES)		

ESTIMATE SUMMARY

		SECTION COST (per mile)
A. RIGHT-OF-WAY.....	\$ 3,520,000	\$ 959,000
B. REIMBURSABLE UTILITIES.....	\$ 65,000	\$ 18,000

CONSTRUCTION COST SUMMARY

C. MAJOR STRUCTURES.....	\$ 651,000	
D. GRADING AND DRAINAGE.....	\$ 1,078,000	
E. BASE AND PAVING.....	\$ 1,627,000	
F. LUMP ITEMS.....	\$ 391,000	
G. MISCELLANEOUS.....	\$ 277,000	
H. SPECIAL FEATURES.....	\$ 4,102,000	
SUBTOTAL CONSTRUCTION COST.....	\$ 8,126,000	\$ 2,214,000
E. & C. (10%).....	\$ 813,000	
INFLATION...2 yr(s) @ 5% per year	\$ 916,000	
TOTAL CONSTRUCTION COST.....	\$ 9,855,000	\$ 2,685,000

GRAND TOTAL CONSTRUCTION COST * 13,440,000 * 3,662,000

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

PRELIMINARY COST ESTIMATE

OFFICE OF ENVIRONMENT/LOCATION

P.I. NO: 222260

DATE: 06-08-1995

PROJECT NO: EDS-545(38)

PROJECT NAME: S.R. 17 IMPROVEMENTS

COUNTY: ELBERT

PROJECT DESCRIPTION: FROM THE NORTHERN TERMINI OF THE WASHINGTON BY-PASS
TO ELBERTON SECTION 3

PROJECT LENGTH: 5.420 MILES

SECTION LENGTH: 5.420 MILES

TYPICAL SECTION:

RURAL WIDENING-2 TO 4 LANES WITH 20' RAISED MEDIAN WIDEN ON ONE SIDE (48' PAV'T

Minimum R/W = 50 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(38) HAS BEEN DIVIDED INTO 3 SECTIONS

PREPARED BY: CLV

PROJECT COSTS**A. RIGHT-OF-WAY**

1. PROPERTY (Land and Easements)	\$ 1,620,000
2. DISPLACEMENTS	\$ 374,000
3. OTHER COST	\$ 1,692,000

SUBTOTAL \$ 3,686,000

B. REIMBURSABLE UTILITIES

1. RAILROAD	\$ 0
2. TRANSMISSION LINES	\$ 0
3. SERVICES	\$ 834,025

SUBTOTAL \$ 834,025

C. MAJOR STRUCTURES

1. WALLS	\$ 0
----------	------

2. BRIDGE STREAM CROSSING DRY FORK CREEK	\$ 170,000
---	------------

3. BRIDGE OVER/UNDERPASS	\$ 0
--------------------------	------

4. BOX CULVERTS	\$ 0
-----------------	------

SUBTOTAL \$ 170,000

D. GRADING AND DRAINAGE**1. EARTHWORK**

a. UNCLASSIFIED EXCAVATION SOIL 217,000 CY @ \$1.47	\$ 320,000
--	------------

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

c. BORROW EXCAVATION 429,000 CY @ \$2.39	\$ 1,027,000
---	--------------

2. DRAINAGE

a. MINOR DRAINAGE (INCLUDING CROSS DRAIN PIPES & LONGITUDINAL SYSTEM) 5.420 MILES @ \$29,970	\$ 162,000
--	------------

b. CURB AND GUTTER 57,200 LF @ \$8.06	\$ 461,000
--	------------

SUBTOTAL \$ 1,970,000

PROJECT COSTS

con't.

E. BASE AND PAVING

1. GRADED AGGREGATE BASE	\$	<u>682,000</u>
10.00" -- 59,525 T @ \$11.45		
2. ASPHALT PAVING		
a. ASPHALTIC CONCRETE "E"	\$	<u>599,000</u>
1.50" -- 19,746 T @ \$30.31		
b. ASPHALTIC CONCRETE "B"	\$	<u>824,000</u>
2.00" -- 26,328 T @ \$31.31		
c. ASPHALTIC CONCRETE BASE	\$	<u>396,000</u>
3.00" -- 13,164 T @ \$30.09		
d. BITUMINOUS TACK COAT	\$	<u>11,000</u>
13,295 G @ \$0.80		
3. CONCRETE PAVING	\$	<u>0</u>
4. OTHER PAVING	\$	<u>251,000</u>
	SUBTOTAL	\$ <u>2,763,000</u>

F. LUMP ITEMS

1. TRAFFIC CONTROL	\$	<u>34,000</u>
2. CLEARING AND GRUBBING	\$	<u>154,000</u>
33 ACRES @ \$4,700		
3. LANDSCAPING	\$	<u>135,000</u>
5.420 MILES @ \$24,960		
4. EROSION CONTROL	\$	<u>163,000</u>
5.420 MILES @ \$30,000		
5. DETOURS (INCL. TEMP. BRIDGES)	\$	<u>0</u>
	SUBTOTAL	\$ <u>486,000</u>

G. MISCELLANEOUS

1. SIGNING/STRIPING	\$	<u>201,000</u>
5.420 MILES @ \$37,000		
2. GUARDRAIL	\$	<u>18,000</u>
960 LF @ \$11.85 + 8 Anchors @ \$912.63		
3. OTHER	\$	<u>272,000</u>
5.420 MILES @ \$50,100		
	SUBTOTAL	\$ <u>491,000</u>

H. SPECIAL FEATURES

\$ 0

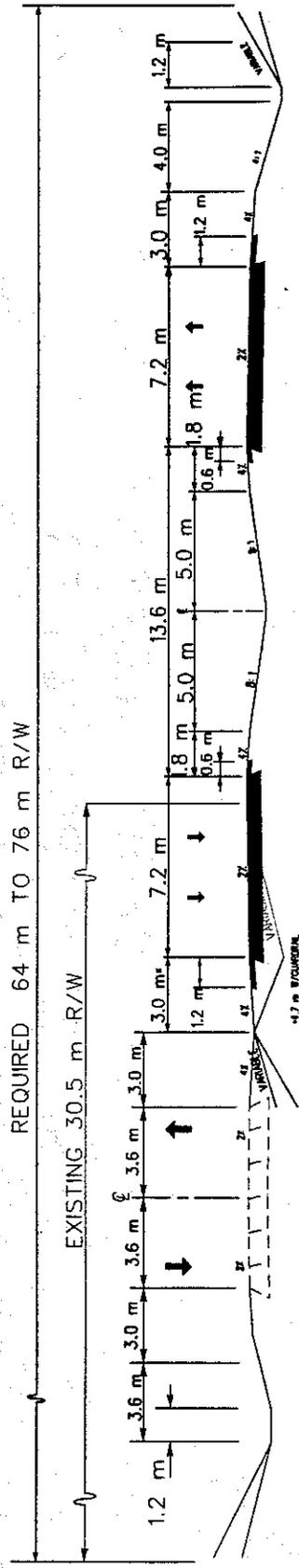
ESTIMATE SUMMARY

		SECTION COST (per mile)
A. RIGHT-OF-WAY.....	\$ 3,686,000	\$ 680,000
B. REIMBURSABLE UTILITIES.....	\$ 834,025	\$ 154,000

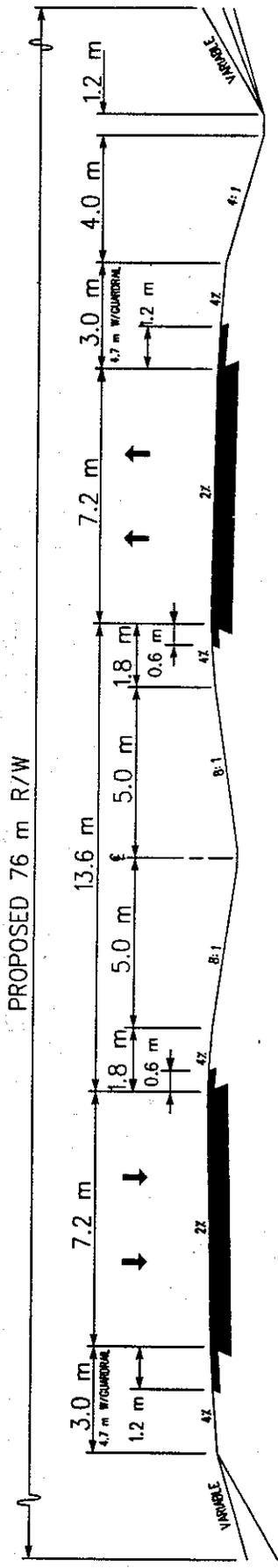
CONSTRUCTION COST SUMMARY

C. MAJOR STRUCTURES.....	\$ 170,000	
D. GRADING AND DRAINAGE.....	\$ 1,970,000	
E. BASE AND PAVING.....	\$ 2,763,000	
F. LUMP ITEMS.....	\$ 486,000	
G. MISCELLANEOUS.....	\$ 491,000	
H. SPECIAL FEATURES.....	\$ 0	
SUBTOTAL CONSTRUCTION COST.....	\$ 5,880,000	\$ 1,085,000
E. & C. (10%).....	\$ 588,000	
INFLATION...2 yr(s) @ 5% per year	\$ 663,000	
TOTAL CONSTRUCTION COST.....	\$ 7,131,000	\$ 1,316,000
<hr/>		
GRAND TOTAL CONSTRUCTION COST	\$ 11,651,025	\$ 2,150,000

RURAL WIDENING-2 TO 4 LANES WITH 20' RAISED MEDIAN WIDEN ON ONE SIDE (48' PAV'T)

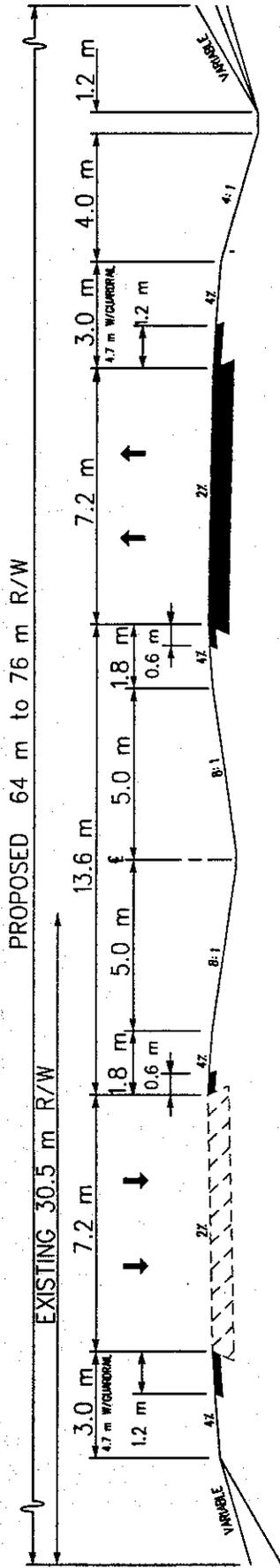


TYPICAL CROSS SECTION
 S.R. 17 IMPROVEMENTS
 EDS-545(38) WILKES/ELBERT COUNTIES
 PART 1
 NOT TO SCALE



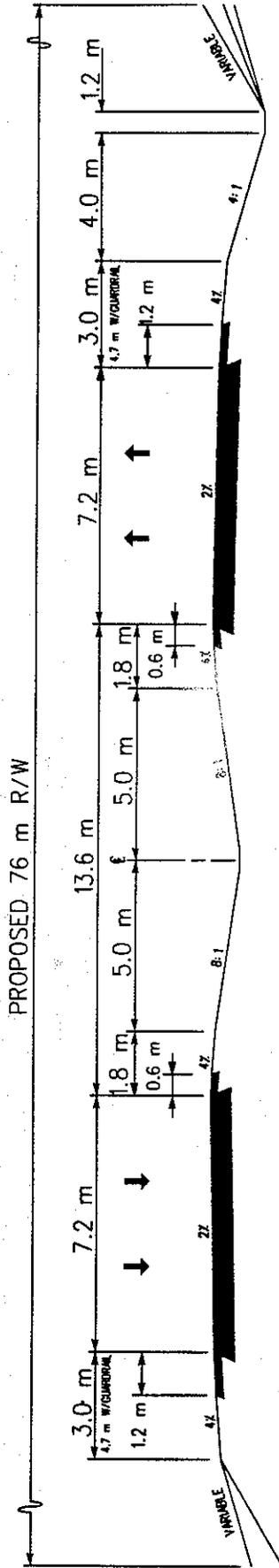
TYPICAL CROSS SECTION
 S.R. 17 IMPROVEMENTS
 EDS-545(38) WILKES/ELBERT COUNTIES
 PART 1

NOT TO SCALE



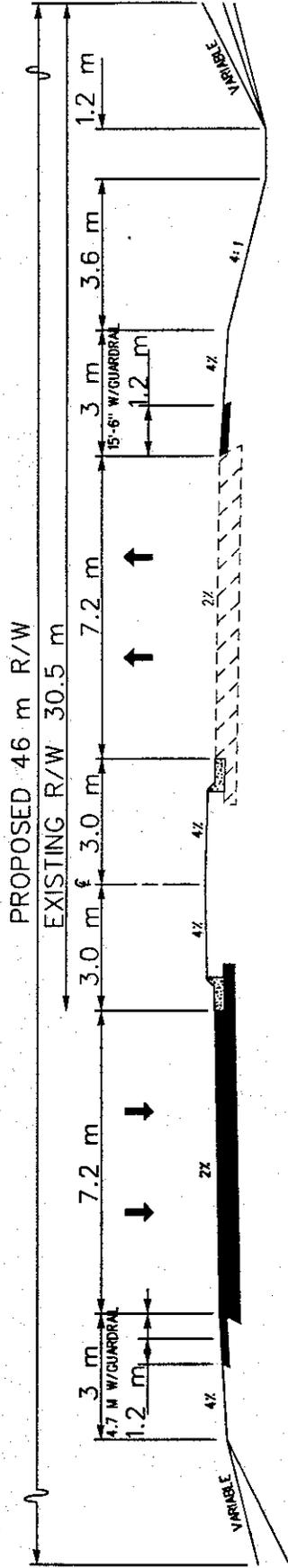
TYPICAL CROSS SECTION
 S.R. 17 IMPROVEMENTS
 EDS-545(38) WILKES/ELBERT COUNTIES
 PART 2

NOT TO SCALE



TYPICAL CROSS SECTION
 S.R. 17 IMPROVEMENTS
 EDS-545(38) WILKES/ELBERT COUNTIES
 PART 2

NOT TO SCALE



TYPICAL CROSS SECTION
 S.R. 17 IMPROVEMENTS
 EDS-545(38) WILKES/ELBERT COUNTIES

PART 3

NOT TO SCALE

D.O.T. 88

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 an 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.

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE EDS-545 (38) Wilkes-Elbert **OFFICE** Tennesse, Georgia
P.I. 222260 **DATE** July 19, 1995

FROM *DOG* David O. Griffith, District Preconstruction Engineer

TO Bobby Mustin, PE, Project Review Engineer

SUBJECT CONCEPT REPORT

Personnel from this office have reviewed the concept report for the referenced project and consider it satisfactory. A signed cover sheet is enclosed for your further handling.

DOG:mgi
Enclosure

cc: David Studstill



DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

RECEIVED
JUL 18 1995
PRECONSTRUCTION

INTERDEPARTMENT CORRESPONDENCE

FILE EDS-545(38) Wilkes / Elbert Counties OFFICE Traffic Operations
P.I. No. 222260 Atlanta, Georgia
DATE July 12, 1995

FROM *ABR* 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 SR 17 from an existing two lane roadway to a rural four lane facility, two 3.6 m lanes in each direction with a 13.6 m depressed median which transitions to a 6.0 m raised median at CR 35. Shoulder widths meet current design specifications. The project begins at the northern termini of the proposed Washington Bypass (EDS-545(13)) and extends approximately 40 km to the five lane section in Elberton.

New bridges will be constructed parallel to the existing bridges at Rock Creek, 20 m x 11.6 m ; Broad River Overflow, 62 m x 11.6 m and Broad River, 229 m x 11.6 m. The existing bridge over Dry Fork Creek will be widened to 37 m x 27 m.

We note this project is part of the Governor's Road Improvement Program (GRIP) 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 concept indicates that the project is approximately 40 km in length and recommends that it be divided into three separate projects. The concept also indicates that 32 % of the project requires vertical and horizontal reconstruction.

The concept provides for safety and operational capacity. Therefore, approval is recommended.

MGW:LEO

Attachment (signature page)

cc: David Studstill
James A. Kennerly
Bob Mustin, w / Attachment
General Files

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF ENVIRONMENT/LOCATION

PROJECT CONCEPT REPORT

EDS-545(38)
WILKES/ELBERT COUNTIES
P.I. NO. 222260

Federal Route No.: F-14-1

Date of Report: June 12, 1995

State Route No.: 17

RECOMMENDATION FOR APPROVAL

6/21/95
Date

[Signature]
State Environmental/Location Engineer

Date

State Road & Airport Design Engineer

Date

State Traffic Operations Engineer

7/19/95
Date

Charles W. Norje
District Engineer - TENNILLE *awc.*

Date

State Bridge & Structural Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
INTERDEPARTMENT CORRESPONDENCE

FILE EDS-545(38)Wilkes/Elbert Counties
P.I. No. 222260

OFFICE Environment/Location

DATE June 23, 1995

FROM *David E. Studstill* ^{CLV}
David E. Studstill, P.E., State Environmental/Location Engineer

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

SUBJECT **CONCEPT REPORT - S.R. 17 IMPROVEMENTS IN WILKES/ELBERT 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 Engineer
Hugh Tyner/District 1 Engineer



DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF ENVIRONMENT/LOCATION

PROJECT CONCEPT REPORT

EDS-545(38)
WILKES/ELBERT COUNTIES
P.I. NO. 222260

Federal Route No.: F-14-1

Date of Report: June 12, 1995

State Route No.: 17

RECOMMENDATION FOR APPROVAL

6/21/95
Date

O. E. [Signature]
State Environmental/Location Engineer

Date

State Road & Airport Design Engineer

6/12/95
Date

M. G. Waters, P.E.
State Traffic Operations Engineer

Date

District Engineer - TENNILLE

Date

State Bridge & Structural Engineer

REVISION REQUEST
FOR THE
CONSTRUCTION WORK PROGRAM

IN ACCORDANCE WITH THE BOARD RESOLUTION DATED AUGUST 16, 1973,
BOARD APPROVAL IS REQUESTED TO REVISE THE CONSTRUCTION WORK PROGRAM
FOR THE PROJECT AND ACTIVITY OUTLINED BELOW:

- ADDITION TO THE PROGRAM
 - DELETION FROM THE PROGRAM
 - SHIFT IN THE PROGRAM
 - CHANGE IN COST ESTIMATE
 - OTHER
- PE ROW CONST.
 FROM FY _____ TO FY _____

PROJECT DATA

COUNTY	PROJECT No. P.I. No.	TYPE WORK	DESCRIPTION
Wilkes/Elbert	EDS-545(38) 222260	Widen & Reconstruct (4-Lanes)	State Route 17: From North Washington Bypass to 4 lanes south of Elberton. Length = 26.63 Miles

EDS CORRIDOR "I"
Fund 1 = EDS
Fund 2 = 315

ESTIMATED COST (\$1,000's)	LOW ROAD	HIGH ROAD	FISCAL YEAR	CONG. DISTRICT	FIELD DISTRICT
PE					
ROW \$5,326	X		1994		
CONST \$21,560	X		1996	10	2/1

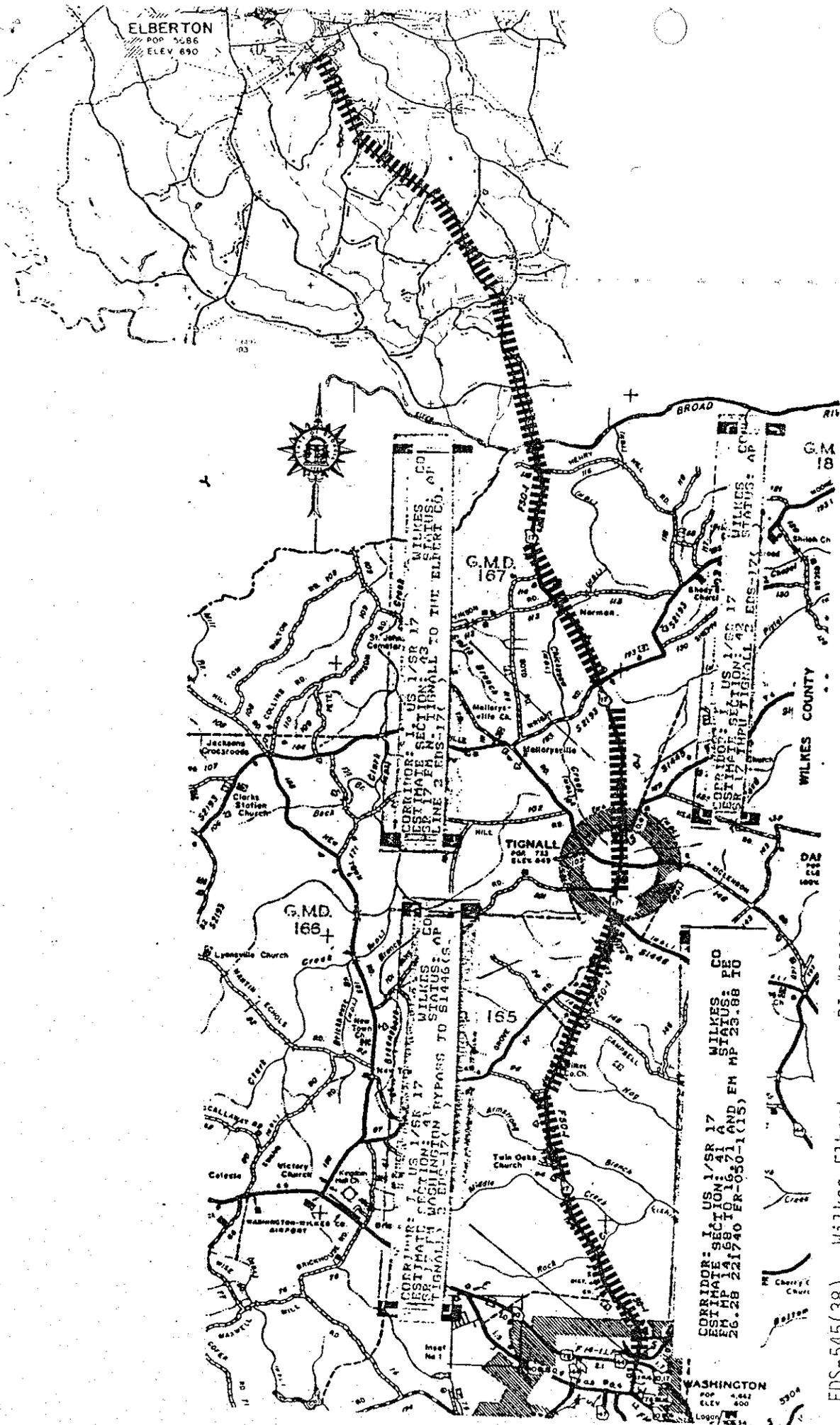
REASON FOR REVISIONS:

To add this project as requested by the Director of Preconstruction on January 31, 1992. This project is on the list of 1993 G.R.I.P. Projects.

<u>Wilkes County</u>		<u>Elbert County</u>	
ML 11.44	Begins	ML 0.00	
ML 28.77	Ending	ML 9.30	

RECOMMENDED *Frank L. P. [Signature]*
DIRECTOR, DIVISION OF PLANNING AND PROGRAMMING

RECOMMENDED *Wayne [Signature]*
COMMISSIONER



ELBERTON
POP 5086
ELEV 690

CORRIDOR: US 1/SR 17 WILKES CO
ESTIMATE SECTION: 43
EM MP 19.81 AND EM MP 23.86 TO
TIGNALL

CORRIDOR: US 1/SR 17 WILKES CO
ESTIMATE SECTION: 41
EM MP 26.25 AND EM MP 29.86 TO
TIGNALL

CORRIDOR: US 1/SR 17 WILKES CO
ESTIMATE SECTION: 41 A
EM MP 26.25 AND EM MP 29.86 TO
TIGNALL

WASHINGTON
POP 4,442
ELEV 400

EDS-545(38), Wilkes-Elbert PI #222260
State Route 17:

Widen and reconstruct from North Washington
Bypass to 4-lane south of Elberton.
Length = 26.63 miles

REVISION REQUEST
FOR THE
CONSTRUCTION WORK PROGRAM

IN ACCORDANCE WITH THE BOARD RESOLUTION DATED AUGUST 16, 1973,
BOARD APPROVAL IS REQUESTED TO REVISE THE CONSTRUCTION WORK PROGRAM
FOR THE PROJECT AND ACTIVITY OUTLINED BELOW:

- ADDITION TO THE PROGRAM
- DELETION FROM THE PROGRAM PE ROW CONST.
- SHIFT IN THE PROGRAM FROM FY _____ TO FY _____
- CHANGE IN COST ESTIMATE
- OTHER

PROJECT DATA

COUNTY Wilkes/Elbert PROJECT No. _____ TYPE _____
 P.J. No. _____ WORK _____
 DESCRIPTION _____
EDS-545(38) Widen & Reconstruct State Route 17:
222260 (4-Lanes) From North Washington Bypass
to 4 lanes south of Elberton.

EDS CORRIDOR "I"

Fund 1 = EDS
Fund 2 = 315

Length = 26.63 Miles

ESTIMATED COST (\$1,000's)	LOW ROAD	HIGH ROAD	FISCAL YEAR	CONG. DISTRICT	FIELD DISTRICT
PE					
ROW \$5,326	X		1994		
CONST \$21,560	X		1996	10	1

REASON FOR REVISIONS:

To add this project as requested by the Director of Preconstruction on January 31, 1992. This project is on the list of 1993 G.R.I.P. Projects.

Wilkes County

Elbert County

ML 11.44
ML 28.77

Begins
Ending

ML 0.00
ML 9.30

RECOMMENDED

Paul L. Panchy
DIRECTOR, DIVISION OF PLANNING AND PROGRAMMING

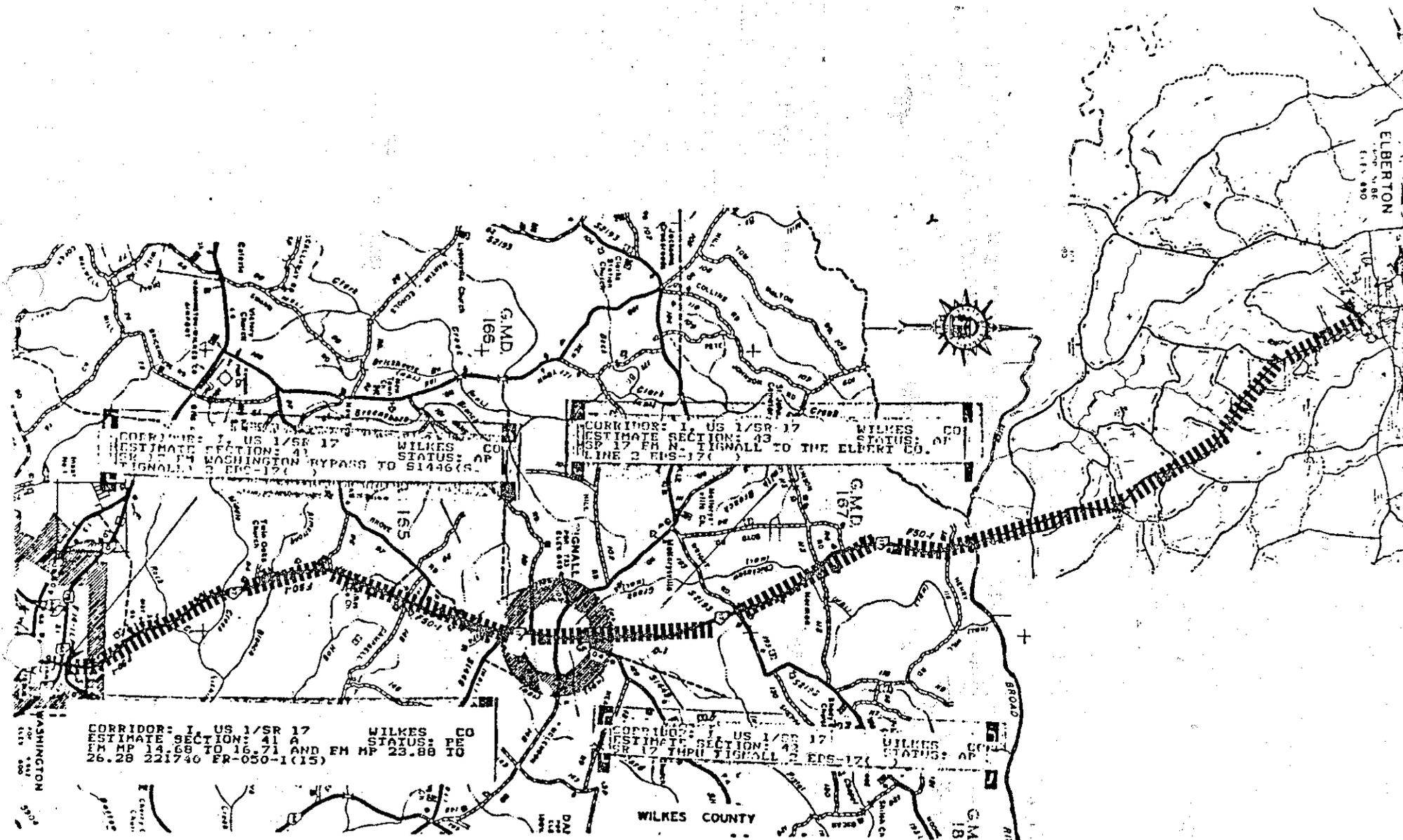
RECOMMENDED

Wayne Shultz
COMMISSIONER

GDCY BOARD

MAR 17 1992

APPROVED



EDS-545(38), Wilkes-Elbert PI #222260

State Route 17:

Widen and reconstruct from North Washington Bypass to 4-lane south of Elberton..

Length = 26.63 miles

MONTH March 1992

REVISION REQUEST
FOR THE
CONSTRUCTION WORK PROGRAM

IN ACCORDANCE WITH THE BOARD RESOLUTION DATED AUGUST 16, 1973,
BOARD APPROVAL IS REQUESTED TO REVISE THE CONSTRUCTION WORK PROGRAM
FOR THE PROJECT AND ACTIVITY OUTLINED BELOW:

- ADDITION TO THE PROGRAM
- DELETION FROM THE PROGRAM PE ROW CONST.
- SHIFT IN THE PROGRAM FROM FY _____ TO FY _____
- CHANGE IN COST ESTIMATE
- OTHER

PROJECT DATA

PROJECT No. _____ TYPE _____
P.I. No. _____ WORK _____

DESCRIPTION

COUNTY Wilkes/Elbert EDS-545(38) Widen & Reconstruct State Route 17:
222260 (4-Lanes) From North Washington Bypass
to 4 lanes south of Elberton.

EDS CORRIDOR "I"

Fund 1 = EDS

Fund 2 = 315

Length = 26.63 Miles

ESTIMATED COST (\$1,000's)	LOW ROAD	HIGH ROAD	FISCAL YEAR	CONG. DISTRICT	FIELD DISTRICT
PE					
ROW \$5,326	X		1994		
CONST \$21,560	X		1996	10	2/1

REASON FOR REVISIONS:

To add this project as requested by the Director of Preconstruction
on January 31, 1992. This project is on the list of 1993 G.R.I.P. Projects.

Wilkes County

ML 11.44
ML 28.77

Elbert County

ML 0.00
ML 9.30

RECOMMENDED

Paul L. D. Smith

DIRECTOR, DIVISION OF PLANNING AND PROGRAMMING

RECOMMENDED

Wayne Shultz
COMMISSIONER

GDC: [Signature]

MAN: [Signature]

APPROVED

