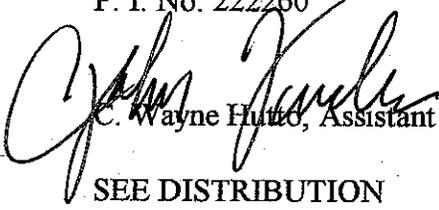


ORIGINAL TO GENERAL FILES

D.O.T. 66

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE EDS-545(38) Wilkes County **OFFICE** Preconstruction
P. I. No. 222260
DATE June 11, 2002
FROM  C. Wayne Hutto, Assistant Director of Preconstruction
TO SEE DISTRIBUTION

SUBJECT REVISED PROJECT CONCEPT REPORT APPROVAL

Attached for your files is the approval for subject project.

CWH/cj

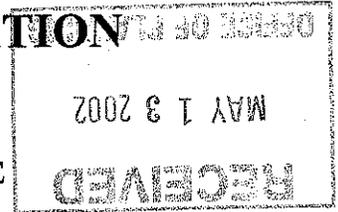
Attachment

DISTRIBUTION:

David Mulling
Harvey Keeper
Jerry Hobbs
Herman Griffin
Michael Henry
Phillip Allen
Marta Rosen
Ben Buchan
Mike Thomas
BOARD MEMBER

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE



FILE: EDS-545(38) **OFFICE:** Environment/Location
P.I. No.: 222260
Wilkes County **DATE:** May 13, 2002

FROM: *Harvey D. Keepler*
Harvey D. Keepler, State Environment/Location Engineer

TO: Wayne Hutto, Assistant Director of Preconstruction

SUBJECT: Revised Project Concept Report – S.R. 17 Improvements, Wilkes Co.

Attached is the original copy of the revised concept Report for your further handling for approval in accordance with the Plan Development Process (PDP).

In order to reflect proposed changes to the alignment and speed design for project EDS-545(38), and to coordinate the changes in termini for connecting project EDS-545(47), it is recommended that the concept for project EDS-545(38) be revised.

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

DATE: 5/23/02 *Marta Rosen*
State Transportation Planning Administrator

HDK/KET/drp

Attachments

Distribution:

- David Mulling**, Project Review Engineer
- Phillip Allen**, Traffic Safety and Design Engineer
- Marta Rosen**, State Transportation Planning Administrator
- Herman Griffin**, Financial Management Administrator
- Ben Buchan**, State Consultant Design Engineer
- Mike Thomas**, Tennesse District Engineer

REVISED PROJECT CONCEPT REPORT

EDS-545(38) – WILKES CO.

Need and Purpose: The SR 17 Improvements are part of the Governor's 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.

Project Location: The proposed concept would be located along SR 17 beginning at mile post 16.9 and ending at mile post 23.2. The total length of the project is approximately 6.8 miles. Project EDS-545(38) is located entirely within Wilkes County.

Description of Approved Concept:¹ The approved concept for project EDS-545(38) provides for the construction of four 12-foot lanes with a 44-foot depressed grassed median for the entire project length. The proposed right-of-way varies from 210 feet to 250 feet. Project EDS-545(38) would fill the gaps along SR 17 between the Washington Bypass and project EDS-545(47) in Wilkes County. Project EDS-545(47) consists of constructing passing lanes at two sites along SR 17, herein referred to as EDS-545(47)-Site 1 (southern section) and EDS-545(47)-Site 2 (northern section). The typical section for passing lane project EDS-545(47) would consist of four 12-foot lanes separated by a 44-foot depressed grassed median to be compatible with project EDS-545(38). Access for project EDS-545(38) will be regulated by permit along the existing roadway and partial limited along the portion on new location. This roadway would remain open to traffic during construction.

Project EDS-545(38) would begin at the northern terminus of the Washington Bypass (project EDS-545(13)) and proceed northward to Rock Creek, where a new parallel 38-foot wide bridge would be constructed to accommodate the new lanes. After bridging Rock Creek, project EDS-545(38) would continue northward to approximately 1300 feet south of Middle Creek, where EDS-545(38) would tie into passing lane project EDS-545(47)-Site 1. Project EDS-545(47)-Site 1 would extend from 1300 feet south of Middle Creek to CR 96/Thornton Road. At CR 96/Thornton Road, project EDS-545(38) would resume and proceed northward to the town of Tignall, where a short bypass would be constructed to the east in order to avoid the Tignall Historic District. Just north of the Tignall city limits, EDS-545(38) would again widen the existing roadway, proceeding northward to approximately 0.8 mile south of CR 193, where project EDS-545(38) would end by connecting to project EDS-545(47)-Site 2. Project EDS-545(38) has a proposed length of approximately 8.8 miles.

PDP Classification: Major/Construction on existing and new location

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

Functional Classification: Rural Principal Arterial

U.S. Route Number(s): N/A

State Route Number(s): 17

¹ See attached strip map dated March, 1996 (from previously approved Concept Report)

Traffic (AADT) as shown in the approved concept:

Current Traffic		Design Traffic	
Year: 1998	AADT: 7,800	Year: 2018	AADT: 13,550

Proposed Features to be Revised:

Project Termini: The project termini of EDS-545(38) are proposed to be revised in order to reflect the changes to the termini of project EDS-545(47). The southern terminus of EDS-545(38) would be moved northward to connect to the north end of the southernmost section of EDS-545(47), approximately 2000 feet north of CR 96/Thornton Road. The northern terminus of EDS-545(38) would be moved to approximately 1.0 miles south of CR 193/Wright Road. Note that under this concept, EDS-545(38) would no longer be divided by a section of EDS-545(47), but would be continuous between the two project termini.

Speed Design: In order to remain consistent with the Department policy for GRIP Corridor roadways, the speed design is recommended for revision.

Describe Revisions to be Approved:

1. EDS-545(38) is proposed to be revised to begin in Wilkes County at the north terminus of the southern section of EDS-545(47), approximately 2000 feet north of CR 96/Thornton Road. The alignment would begin by widening the existing SR 17 to the east, and proceed northward to CR 97/Pecan Grove Rd. At approximately CR 97/Pecan Grove Road, the Tignall Bypass would begin. The proposed alignment would extend onto new location west of existing SR 17, then cross over SR 17 approximately 1700 feet south of the existing intersection of CR 190/Sandtown Road and SR 17. The proposed bypass would continue northward to the east of SR 17, bypassing the Tignall historic district. It would tie back into the existing SR 17 approximately 1 mile south of CR 193/Wright Road. Note that the currently proposed Tignall Bypass is to be constructed to the west of the previously approved concept. Constructing the bypass west of the previously approved bypass results in a shorter project length and places the alignment closer to the center of Tignall. The Tignall Bypass would reduce the number of residential and business displacements and avoid impacting the Tignall historic district, as well as other historic properties. North of Tignall, the alignment would continue north to approximately 1 mile south of CR 193/Wright Road, where project EDS-545(38) ends by connecting to the northern section of project EDS-545(47). The proposed project length is approximately 6.8 miles.
2. The speed design would be 65 mph.

Updated Traffic Data (AADT):

Current Traffic		Design Traffic	
Year: 2006	AADT: 7,800	Year: 2026	AADT: 13,500

Programmed/Schedule:

P.E.: Sept. 2001 R/W: 2003 Construction: 2005

Revised Cost Estimates:

Construction cost including inflation and E&C:	\$ 19,479,000
Right-of-Way:	\$ 4,907,000
Utilities ² :	\$ 171,712

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

Recommendation: It is recommended that the proposed revision to this concept be approved for implementation.

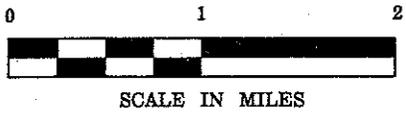
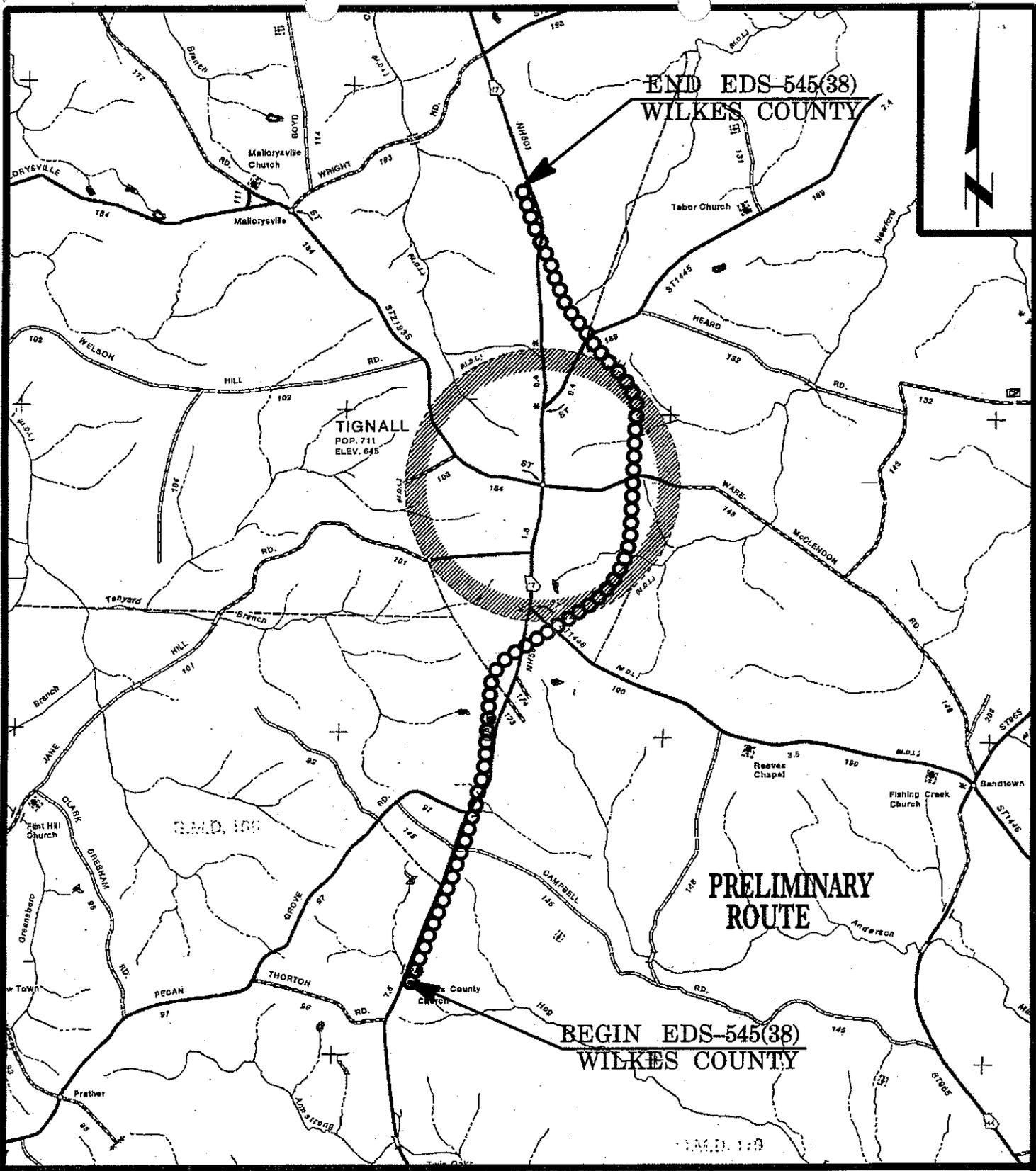
HDK/KET/drp

Attachments: Strip Map – Current Proposal
Typical Section
Construction Cost Estimate
Strip Map – 1996 Proposal

Concur: Thomas L. Turner
Thomas L. Turner, P.E.
Director of Preconstruction

Approve: Frank L. Danchetz
Frank L. Danchetz, P.E.
Chief Engineer

² According to DataTrieve: "REQ WILKES/ELBERT/ELBERTON=UTL 3/92\WASH'TON SGN\TIGNALL REF"



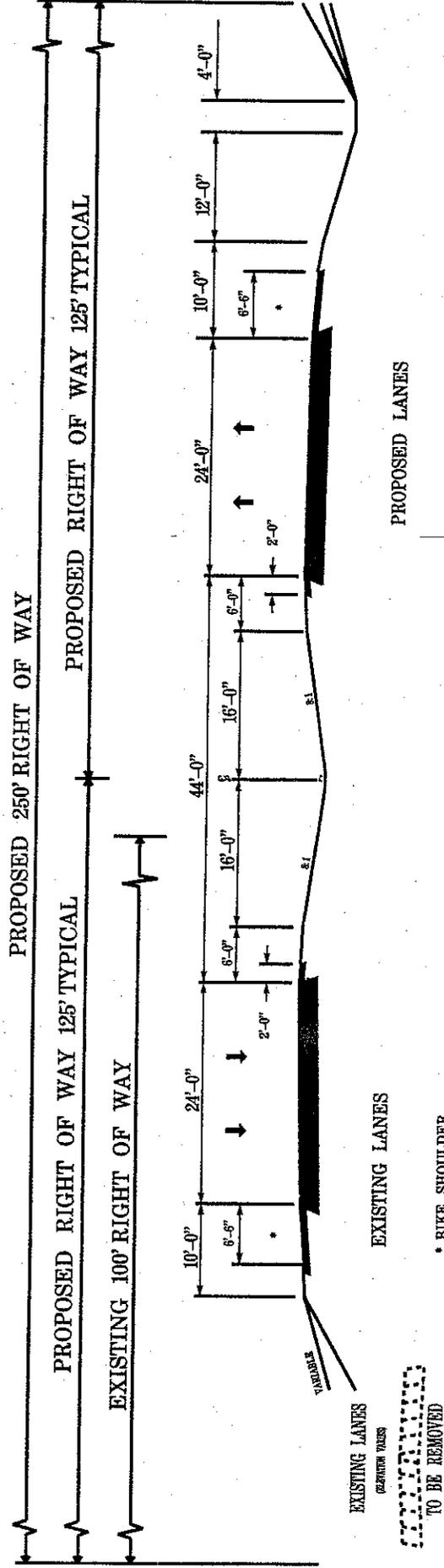
LOCATION

STRIPMAP
EDS-545(38)
SR 17 IMPROVEMENTS
WILKES COUNTY
P.I.# 222260

SOURCE: GENERAL HIGHWAY MAP, WILKES CO., GEORGIA
PREPARED BY THE GEORGIA DEPARTMENT OF TRANSPORTATION, 1988.

Feb. 27, 2002

GRIP TYPICAL SECTION
 44 FOOT DEPRESSED MEDIAN RURAL SECTION
 65 mph Speed Design

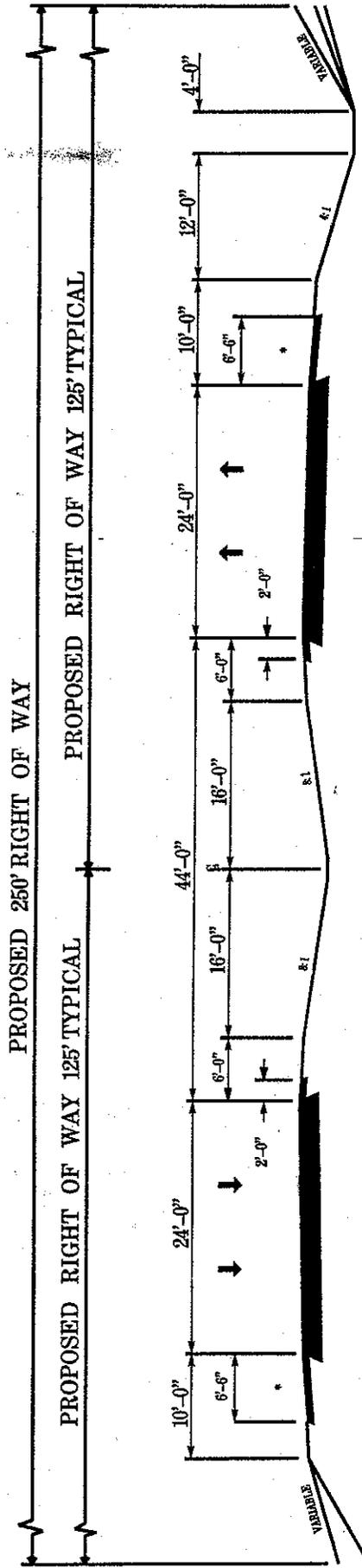


SR 17 IMPROVEMENTS
 EDS-545(38) - WILKES COUNTY
 PI 222260
 HOLDING LEFT SIDE ROW

FROM 2000 FT SOUTH OF CR 96 THORNTON RD TO PECAN GROVE RD

NOT TO SCALE

GRIP TYPICAL SECTION
44 FOOT DEPRESSED MEDIAN RURAL SECTION
 65 mph Speed Design



SR 17 IMPROVEMENTS
EDS-545(38) - WILKES COUNTY
PI 222260
NEW LOCATION

TIGNALL BYPASS - FROM CR 97/PECAN GROVE RD TO 1 MILE SOUTH OF CR 193/WRIGHT RD

NOT TO SCALE

PRELIMINARY COST ESTIMATE

Office of Environment/Location

May 13, 2002

County(s)

PI Number Project Number

Project Name Project Length Miles

Project Description

Widening/Improvement of SR 17

Existing Roadway

2-lane rural

Comments

TRAFFIC:

Current Design Year Daily Volume (AADT)

Future Design Year Daily Volume (AADT)

Concept Estimate

Feasibility Estimate

Typical Section(s) Used in Estimate

Typical Section Length

Rural Widening: 2 To 4-Lanes with 44 ft Divided Median	1.78 Miles
Rural New Location: 4-Lanes with 44 ft Divided Median	5 Miles
Rural New Location: 2-Lanes with 24 ft Pavement	1 Miles
	Miles
	Miles
	Miles

Prepared By

PROJECT COSTS

MAJOR STRUCTURES

1. Bridges: Stream Crossings & Grade Separations

NO	LOCATION	QTY	TYPE *		L(FT)	UNIT COST	TOTAL
			S/G/R	W/N			
1							
2							
3							
4							
5							
6							
7							
8							
9							
10							
11							
12							
13							
14							
15							
16							

* S = Stream Crossing G = Grade Separation R = Railroad W = Widening N = New

2. Bridge Culverts

NO	LOCATION	TYPE	SIZE	L(FT)	UNIT COST	TOTAL
		S/D/T/Q	W x H (FT)			
1	W/US-5	Double	6 x 6	200.0	575.00	115,000
2	W/US-6	Single	4 x 4	165.0	224.24	37,000
3	W/US-11	Double	5 x 6	270.0	455.56	123,000
4	W/US-15	Double	6 x 6	280.0	564.29	158,000
5	W/US-16	Single	6 x 4	290.0	275.86	80,000
6						
7						

3. Walls

NO	LOCATION	TYPE	H(FT)	L(FT)	UNIT COST	TOTAL
1						
2						
3						
4						

MAJOR STRUCTURES SUBTOTAL \$ 513,000

Typical Section

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

Typical Section Length Miles

Right-of-Way Width Feet

GRADING AND DRAINAGE

1. EARTHWORK

- a. Unclassified Excavation Soil
- b. Unclassified Excavation Rock
- c. Borrow Excavation

2. MINOR DRAINAGE

QUANTITY	UNIT COST	TOTAL
316,081 CY	2.50	790,000
0 CY	10.00	0
98,774 CY	3.72	367,000
1.78 MI	100,927	180,000
GRADING AND DRAINAGE SUBTOTAL		\$1,337,000

BASE AND PAVING

1. GRADED AGGREGATE BASE

2. ASPHALT PAVING

- a. Asph Conc 9.5 mm Superpave
- b. Asph Conc 19 mm Superpave
- c. Asph Conc 25 mm Superpave
- d. Bituminous Tack Coat

3. CONCRETE PAVING

- a. Curb and Gutter
- b. Miscellaneous

4. OTHER PAVING

THICKNESS AND SPREAD RATE	QUANTITY	UNIT COST	TOTAL
10"	23,370 TN	13.05	305,000
1 1/2" (165 LB/SY)	5,600 TN	34.55	193,000
3" (330 LB/SY)	7,064 TN	34.54	244,000
4" (440 LB/SY)	6,433 TN	34.62	223,000
	4,286 GL	0.82	4,000
	0 LF	9.39	0
	0 MI	28,410	0
			97,000
BASE AND PAVING SUBTOTAL			\$1,066,000

LUMP ITEMS

- 1. TRAFFIC CONTROL
- 2. CLEARING AND GRUBBING
- 3. LANDSCAPING
- 4. EROSION CONTROL
- 5. SIGNING/STRIPING
- 6. OTHER

QUANTITY	UNIT COST	TOTAL
1.78 MI	88,000	157,000
54 AC	6,000	324,000
1.78 MI	40,527	72,000
1.78 MI	99,000	176,000
1.78 MI	17,594	31,000
1.78 MI	110,500	197,000
LUMP ITEM SUBTOTAL		\$957,000

MISCELLANEOUS

- 1. GUARDRAIL
 - a. GUARDRAIL ANCHORS
- 2. DETOURS

QUANTITY	UNIT COST	TOTAL
	LF 10.11	0
	EA 435.59	0
	MI 300,000.00	0
MISCELLANEOUS SUBTOTAL		\$0

SPECIAL FEATURES

Typical Section

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

Typical Section Length Miles

Right-of-Way Width Feet

GRADING AND DRAINAGE

1. EARTHWORK

- a. Unclassified Excavation Soil
- b. Unclassified Excavation Rock
- c. Borrow Excavation

2. MINOR DRAINAGE

QUANTITY	UNIT COST	TOTAL
888,515 CY	2.50	2,221,000
0 CY	10.00	0
278,226 CY	3.72	1,035,000
5 MI	101,000	505,000
GRADING AND DRAINAGE SUBTOTAL		\$3,761,000

BASE AND PAVING

1. GRADED AGGREGATE BASE

2. ASPHALT PAVING

- a. Asph Conc 9.5 mm Superpave
- b. Asph Conc 19 mm Superpave
- c. Asph Conc 25 mm Superpave
- d. Bituminous Tack Coat

3. CONCRETE PAVING

- a. Curb and Gutter
- b. Miscellaneous

4. OTHER PAVING

THICKNESS AND SPREAD RATE	QUANTITY	UNIT COST	TOTAL
10"	110,526 TN	13.05	1,442,000
1 1/2" (165 LB/SY)	15,730 TN	34.55	543,000
3" (330 LB/SY)	31,460 TN	34.54	1,087,000
4" (440 LB/SY)	33,557 TN	34.62	1,162,000
	18,123 GL	0.82	15,000
	0 LF	9.39	0
	0 MI	42,000	0
			425,000
BASE AND PAVING SUBTOTAL			\$4,674,000

LUMP ITEMS

- 1. TRAFFIC CONTROL
- 2. CLEARING AND GRUBBING
- 3. LANDSCAPING
- 4. EROSION CONTROL
- 5. SIGNING/STRIPING
- 6. OTHER

QUANTITY	UNIT COST	TOTAL
5 MI	41,000	205,000
152 AC	6,000	909,000
5 MI	80,002	400,000
5 MI	97,000	485,000
5 MI	19,321	97,000
5 MI	96,000	480,000
LUMP ITEM SUBTOTAL		\$2,576,000

Typical Section

Rural New Location: 2-Lanes with 24 ft Pavement

Typical Section Length Miles

Right-of-Way Width Feet

GRADING AND DRAINAGE

1. EARTHWORK

- a. Unclassified Excavation Soil
- b. Unclassified Excavation Rock
- c. Borrow Excavation

2. MINOR DRAINAGE

QUANTITY		UNIT COST	TOTAL
88,786	CY	2.50	222,000
	CY	10.00	
27,802	CY	3.72	103,000
1	MI	32,065	32,000
GRADING AND DRAINAGE SUBTOTAL			\$357,000

BASE AND PAVING

1. GRADED AGGREGATE BASE

2. ASPHALT PAVING

- a. Asph Conc 9.5 mm Superpave
- b. Asph Conc 19 mm Superpave
- c. Asph Conc 25 mm Superpave
- d. Bituminous Tack Coat

3. CONCRETE PAVING

- a. Curb and Gutter
- b. Miscellaneous

4. OTHER PAVING

THICKNESS AND SPREAD RATE	QUANTITY	UNIT	COST	TOTAL
10"	11,721	TN	13.05	153,000
1 1/2" (165 LB/SY)	1,791	TN	34.55	62,000
3" (330 LB/SY)	3,582	TN	34.54	124,000
4" (440 LB/SY)	3,098	TN	34.62	107,000
	1,901	GL	0.82	2,000
	0	LF	9.39	0
	5	MI	15,845	79,000
				53,000
BASE AND PAVING SUBTOTAL				\$580,000

LUMP ITEMS

- 1. TRAFFIC CONTROL
- 2. CLEARING AND GRUBBING
- 3. LANDSCAPING
- 4. EROSION CONTROL
- 5. SIGNING/STRIPING
- 6. OTHER

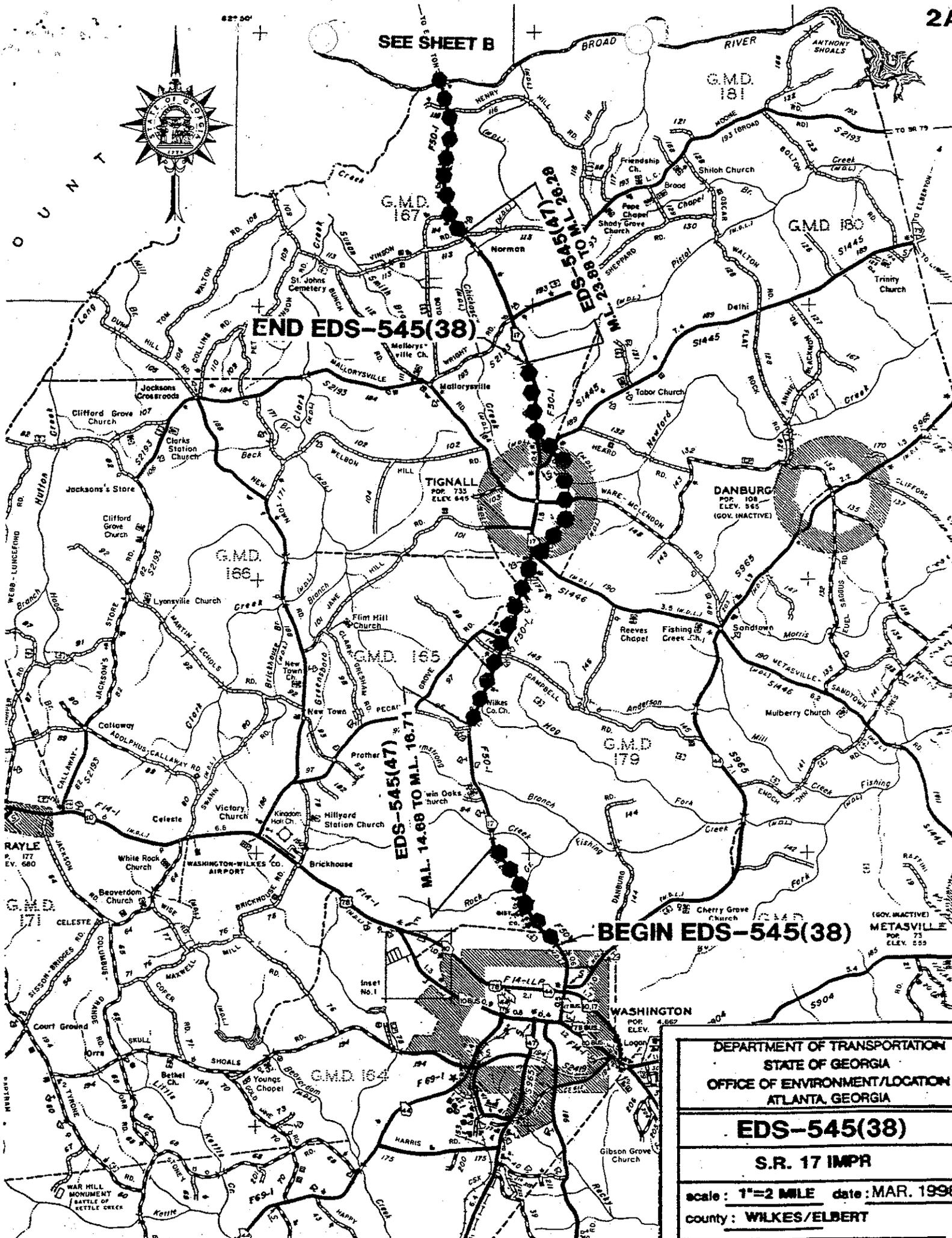
QUANTITY	UNIT	COST	TOTAL
1	MI	10,696	11,000
12	AC	6,000	73,000
1	MI	27,589	28,000
1	MI	97,000	97,000
1	MI	6,996	7,000
1	MI	25,043	25,000
LUMP ITEM SUBTOTAL			\$241,000

ESTIMATE SUMMARY

Typical Section	Section Cost (per mile)
1. Rural Widening: 2 To 4-Lanes with 44 ft Divided Median	\$1,888,000
2. Rural New Location: 4-Lanes with 44 ft Divided Median	\$2,202,000
3. Rural New Location: 2-Lanes with 24 ft Pavement	\$1,178,000

PROJECT COST	
A. MAJOR STRUCTURES	\$513,000
B. GRADING AND DRAINAGE	\$5,455,000
C. BASE AND PAVING	\$6,320,000
D. LUMP ITEMS	\$3,774,000
E. MISCELLANEOUS	
F. SPECIAL FEATURES	
SUBTOTAL CONSTRUCTION COST	\$16,062,000
E. & C. (10%)	\$1,606,000
INFLATION 2 yrs @ 5 % per yr	\$1,810,970
GRAND TOTAL CONSTRUCTION COST	\$19,479,000

SEE SHEET B



END EDS-545(38)

EDS-545(47)
M.L. 14.68 TO M.L. 16.71

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: MAR. 1996
 county: WILKES/ELBERT

ORIGINAL TO GENERAL FILES

D.O.T. 66

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE EDS-545(38) Wilkes County **OFFICE** Preconstruction
P.I. No. 222260 **DATE** May 7, 1996

FROM 
C. Wayne Hutto, Assistant Director of Preconstruction

TO SEE DISTRIBUTION

SUBJECT REVISED PROJECT CONCEPT REPORT APPROVAL

Attached for your files is the approval for subject project.

CWH/cj

Attachment

DISTRIBUTION:

Walker Scott
Bobby Mustin
David Studstill (ATTN: Harvey Keepler)
Jerry Hobbs
Herman Griffin
Darrell Elwell (ATTN: Michael Henry)
Marion Waters
Toni Dunagan
Paul Liles
Jim Kennerly
Charles Norris

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

RECEIVED
APR 11 1996
PRECONSTRUCTION

FILE EDS-545(38), Wilkes County **OFFICE** Environment/Location
P.I. No.:222260 **DATE** April 10, 1996
FROM *David E. Studstill* ^{ERS}, P.E., State Environment/Location Engineer
TO Walker W. Scott Jr., P.E. Director of Preconstruction
SUBJECT Revised Concept Report

EDS-545(38) consists of the widening, reconstruction and relocation of SR 17 from the northern terminus of the proposed Washington Bypass to .8 miles south of CR 193. A by-pass on new location east of Tignall is proposed to avoid historical impacts.

The approved Tignall Bypass project length is 3.9 miles. The typical section will consist of four 12 ft. lanes separated by a 44 ft. depressed grassed median.

We are revising EDS-545(38) from a project length of 8 miles to 8.8 miles. This project length increase is a result of a historic boundary revision by the State Historic Preservation Division. A history boundary size was increased requiring shifting the approved Tignall by-pass alignment farther to the east of Tignall. EDS-545(38) is subject to change, as the federally mandated 404 B(1) process has yet to take place.

The estimated cost for the project is as follows:

	PROPOSED	APPROVED	PROG. DATE
Const. (Infl. & E&C)	\$ 20,661,000	\$ 14,778,000	00-03
Right-of-Way	\$ 5,179,000	\$ 3,524,000	
Utilities	\$ 198,450	\$ 198,450	

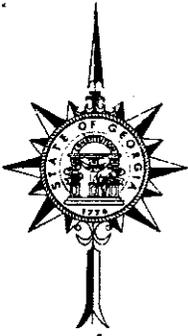
Recommend the approval of this revised concept.

Signature blocks:

CONCUR *Walker W. Scott Jr.*
Walker W. Scott Jr., P.E. Director of Preconstruction
APPROVE *Frank Danchetz*
Frank Danchetz, P.E. Chief Engineer

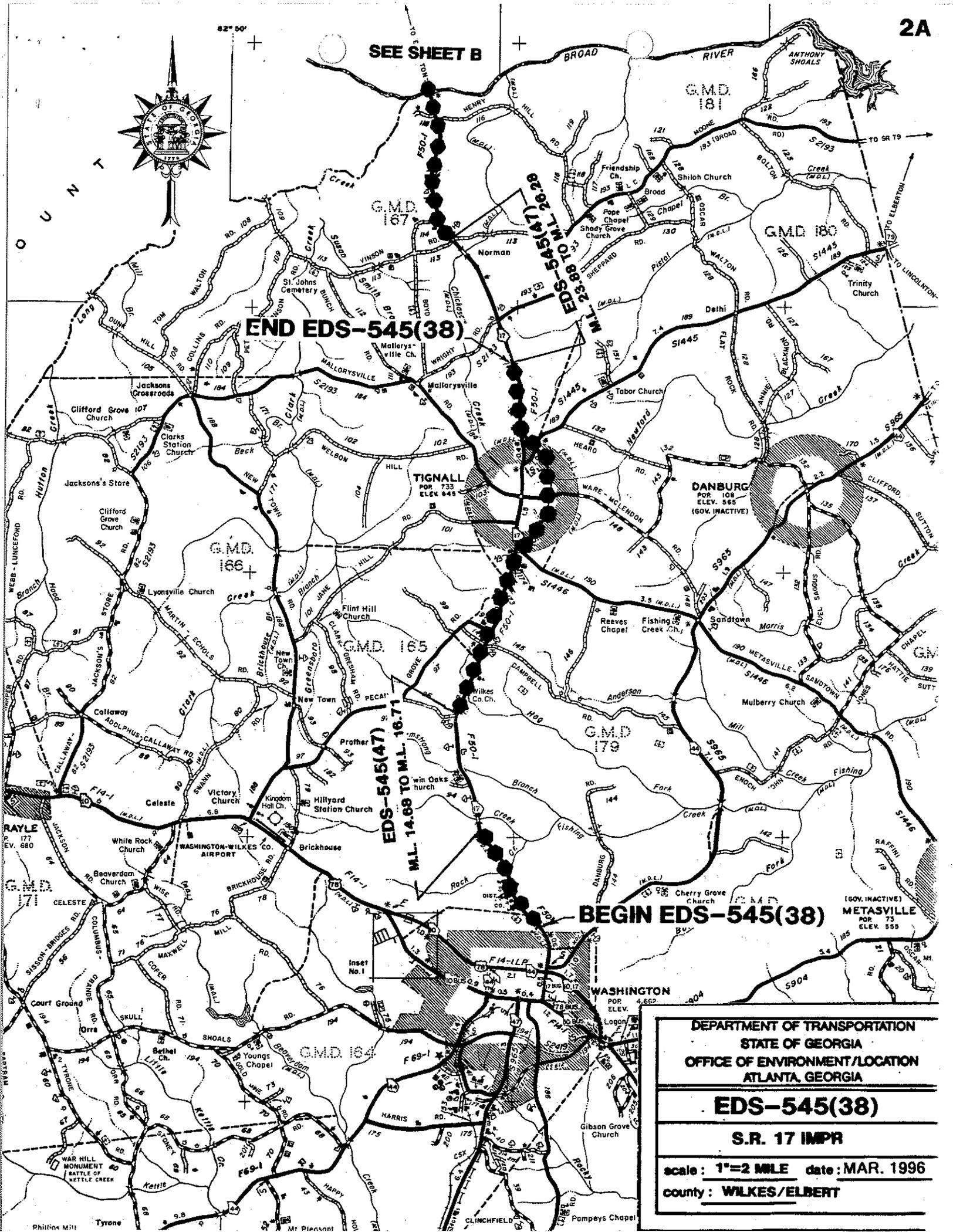
DES/ERS
Attachments

SEE SHEET B



W
O
U
N
T

82° 50'



END EDS-545(38)

END EDS-545(38) (7A) (7B) (7C) (7D) (7E) (7F) (7G) (7H) (7I) (7J) (7K) (7L) (7M) (7N) (7O) (7P) (7Q) (7R) (7S) (7T) (7U) (7V) (7W) (7X) (7Y) (7Z)

EDS-545(47)
M.L. 14.68 TO M.L. 16.71

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: MAR. 1996

county: **WILKES/ELBERT**

PRELIMINARY COST ESTIMATE

OFFICE OF ENVIRONMENT/LOCATION

P.I. NO: 222260

DATE: 04-05-1996

PROJECT NO: EDS-545(38)

PROJECT NAME: S.R. 17 IMPROVEMENTS

COUNTY: WILKES

PROJECT DESCRIPTION: FROM NORTHERN TERMINI OF THE WASHINGTON BY-PASS

NORTH ON S.R. 17. A BY-PASS WILL BE CONSTRUCTED EAST OF TIGNALL. PROJECT

WILL END .8 MILES SOUTH OF CR 193

PROJECT LENGTH: 8.800 MILES

SECTION LENGTH: 8.800 MILES

TYPICAL SECTION:

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

Minimum R/W = 250 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: HORIZONTAL AND VERTICAL RECONSTRUCTION ON THE 2 LANE UPGRADE TO
4 LANE WILL USE THE SAME TYPICAL AS THE NEW LOCATION EAST OF TIGNALL.

PREPARED BY: ERS/CLV

PROJECT COSTS

A. RIGHT-OF-WAY

1. PROPERTY (Land and Easements)	\$ 2,330,000
2. DISPLACEMENTS	\$ 507,000
3. OTHER COST	\$ 2,342,000

SUBTOTAL \$ 5,179,000

B. REIMBURSABLE UTILITIES

1. RAILROAD	\$ 0
2. TRANSMISSION LINES	\$ 0
3. SERVICES	\$ 198,450

SUBTOTAL \$ 198,450

C. MAJOR STRUCTURES

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

2. BRIDGE STREAM CROSSING ROCK CREEK	\$ 98,000
---	-----------

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

4. BOX CULVERTS TWO BOX CULVERTS 6X6 7X6 TIGNALL BY-PASS	\$ 147,000
---	------------

SUBTOTAL \$ 245,000

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

a. UNCLASSIFIED EXCAVATION SOIL 1,203.950 CY @ \$2.72	\$ 3,275,000
b. UNCLASSIFIED EXCAVATION ROCK 0 CY @ \$4.00	\$ 0
c. BORROW EXCAVATION 377,000 CY @ \$2.26	\$ 852,000

2. DRAINAGE

a. MINOR DRAINAGE (INCLUDING CROSS DRAIN PIPES & LONGITUDINAL SYSTEM) 8.800 MILES @ \$82.080	\$ 722,000
b. CURB AND GUTTER 0 LF @ \$8.06	\$ 0

SUBTOTAL \$ 4,849,000

PROJECT COSTS

con't.

E. BASE AND PAVING	
1. GRADED AGGREGATE BASE	\$ 2,122,000
10.00" -- 170,988 T @ \$12.41	
2. ASPHALT PAVING	
a. ASPHALTIC CONCRETE "E"	\$ 860,000
1.50" -- 26,717 T @ \$32.20	
b. ASPHALTIC CONCRETE "B"	\$ 1,154,000
2.00" -- 35,622 T @ \$32.39	
c. ASPHALTIC CONCRETE BASE	\$ 2,667,000
6.00" -- 85,494 T @ \$31.19	
d. BITUMINOUS TACK COAT	\$ 29,000
33,180 G @ \$0.87	
3. CONCRETE PAVING	\$ 0
4. OTHER PAVING	\$ 683,000
	SUBTOTAL \$ 7,515,000
F. LUMP ITEMS	
1. TRAFFIC CONTROL	\$ 30,000
2. CLEARING AND GRUBBING	\$ 1,253,000
267 ACRES @ \$4,700	
3. LANDSCAPING	\$ 449,000
8.800 MILES @ \$51,000	
4. EROSION CONTROL	\$ 422,000
8.800 MILES @ \$48,000	
5. DETOURS (INCL. TEMP. BRIDGES)	\$ 0
	SUBTOTAL \$ 2,154,000
G. MISCELLANEOUS	
1. SIGNING/STRIPING	\$ 326,000
8.800 MILES @ \$37,000	
2. GUARDRAIL	\$ 51,000
3.100 LF @ \$11.41 + 16 Anchors @ \$999.00	
3. OTHER	\$ 1,418,000
8.800 MILES @ \$161,100	
	SUBTOTAL \$ 1,795,000
H. SPECIAL FEATURES	\$ 478,000
TWO LANE PAVING COST FOR PRICE RD CR 145 AND TIGNALL BY-PASS SOUTH AND NORTH	

ESTIMATE SUMMARY

		SECTION COST (per mile)
A. RIGHT-OF-WAY.....	\$ 5,179,000	\$ 589,000
B. REIMBURSABLE UTILITIES.....	\$ 198,450	\$ 23,000

CONSTRUCTION COST SUMMARY

C. MAJOR STRUCTURES.....	\$ 245,000	
D. GRADING AND DRAINAGE.....	\$ 4,849,000	
E. BASE AND PAVING.....	\$ 7,515,000	
F. LUMP ITEMS.....	\$ 2,154,000	
G. MISCELLANEOUS.....	\$ 1,795,000	
H. SPECIAL FEATURES.....	\$ 478,000	
SUBTOTAL CONSTRUCTION COST.....	\$ 17,036,000	\$ 1,936,000
E. & C. (10%).....	\$ 1,704,000	
INFLATION...2 yr(s) @ 5% per year	\$ 1,921,000	
TOTAL CONSTRUCTION COST.....	\$ 20,661,000	\$ 2,348,000

GRAND TOTAL CONSTRUCTION COST \$ 26,038,450 \$ 2,959,000

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

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

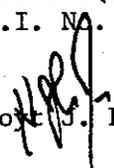
DISTRIBUTION:

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

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE EDS-545(38) Wilkes/Elbert Counties **OFFICE** Preconstruction
P.I. No. 222260 **DATE** August 1, 1995

FROM  Hoyt J. Lively, Jr., P.E., Director of Preconstruction

TO Wayne Shackelford, Commissioner

SUBJECT PROJECT CONCEPT REPORT

This project consists of the widening, reconstruction and relocation of SR 17 from the northern terminus of the proposed Washington Bypass to the existing five lane section in Elberton for a total of 40km. The existing roadway consists of two, 3.6m lanes with 3.0m rural shoulders on 30.5m of existing right-of-way. The proposed project would encompass project EDS-545(7), Wilkes County, which consists of the construction of passing lanes with a proposed typical section of four, 3.6m lanes with a 13.6m depressed grassed median at two (2) sites along SR 17. The existing major structures are: (1) Broad River Overflow--62m x 12.9m bridge with a sufficiency rating of 95.9; (2) Broad River--229m x 11.8m bridge with a sufficiency rating of 95.5; (3) Dry Fork Creek--36.6m x 13m bridge with a sufficiency rating of 81.9; (4) Rock Creek--20m x 14.4m bridge with a sufficiency rating of 81.1. The base year traffic (1998) is 7800 VPD and the design year traffic (2018) is 13,550 VPD. The posted speed is 70km/h through Tignall and 90km/h for the remainder of the project. The design speed is 90km/h.

Because of the length of this project (40.0km), it is recommended that the project be divided into three projects. The first project limits would be from the northern terminus of the Washington Bypass to 1.3km south of CR 193, the south terminus of the north passing lane, for a total of 12.87km. It is recommended that this project be EDS-545(38) Wilkes County, P.I. No. 222260.

The second project would extend from CR 113/Vinson Road (northern terminus of project EDS-545(47) Wilkes County) to 975m north of CR 50 for a total of 10.13km. It is recommended that the project be EDS-545(X) Wilkes/Elbert Counties, P.I. No. 2222XX. The unit number and P.I. number would be determined by the Office of Programming.

The third project would extend from 975m north of CR 50 to just south of CR 367 for a total of 8.72km. It is recommended that the project be EDS-545(X) Elbert County, P.I. No. 2222XX. The unit number and P.I. number would be determined by the Office of Programming.

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	-----	

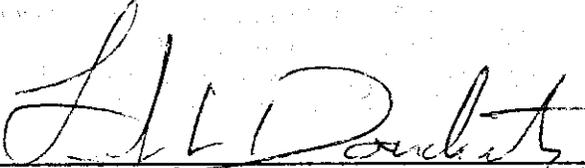
*LGPA sent 3/92 requesting Wilkes/Elbert Counties and Elberton cover utilities; Washington signed; Tignall refused.

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

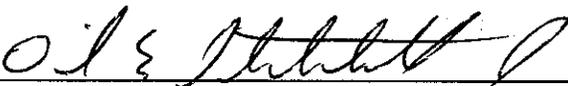
Federal Route No.: F-14-1

Date of Report: June 12, 1995

State Route No.: 17

RECOMMENDATION FOR APPROVAL

6/21/95
Date


State Environmental/Location Engineer

Date

State Road & Airport Design Engineer

Date

State Traffic Operations Engineer

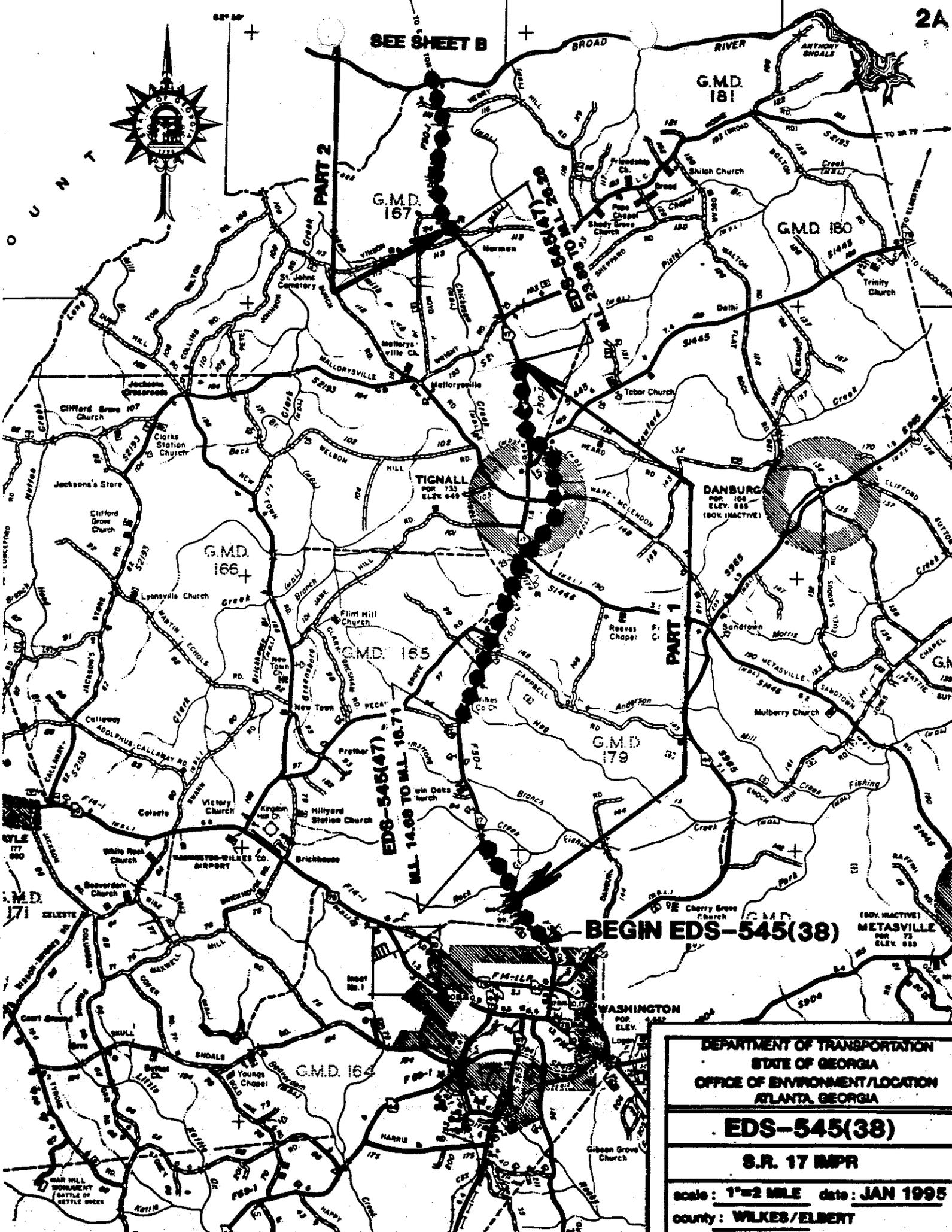
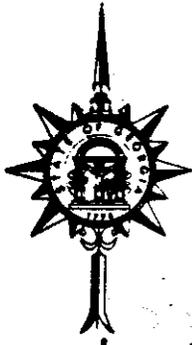
Date

District Engineer - TENNILLE

Date

State Bridge & Structural Engineer

SEE SHEET B



PART 2

PART 1

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(37)
ML 16.71 TO ML 18.22

BEGIN EDS-545(38)

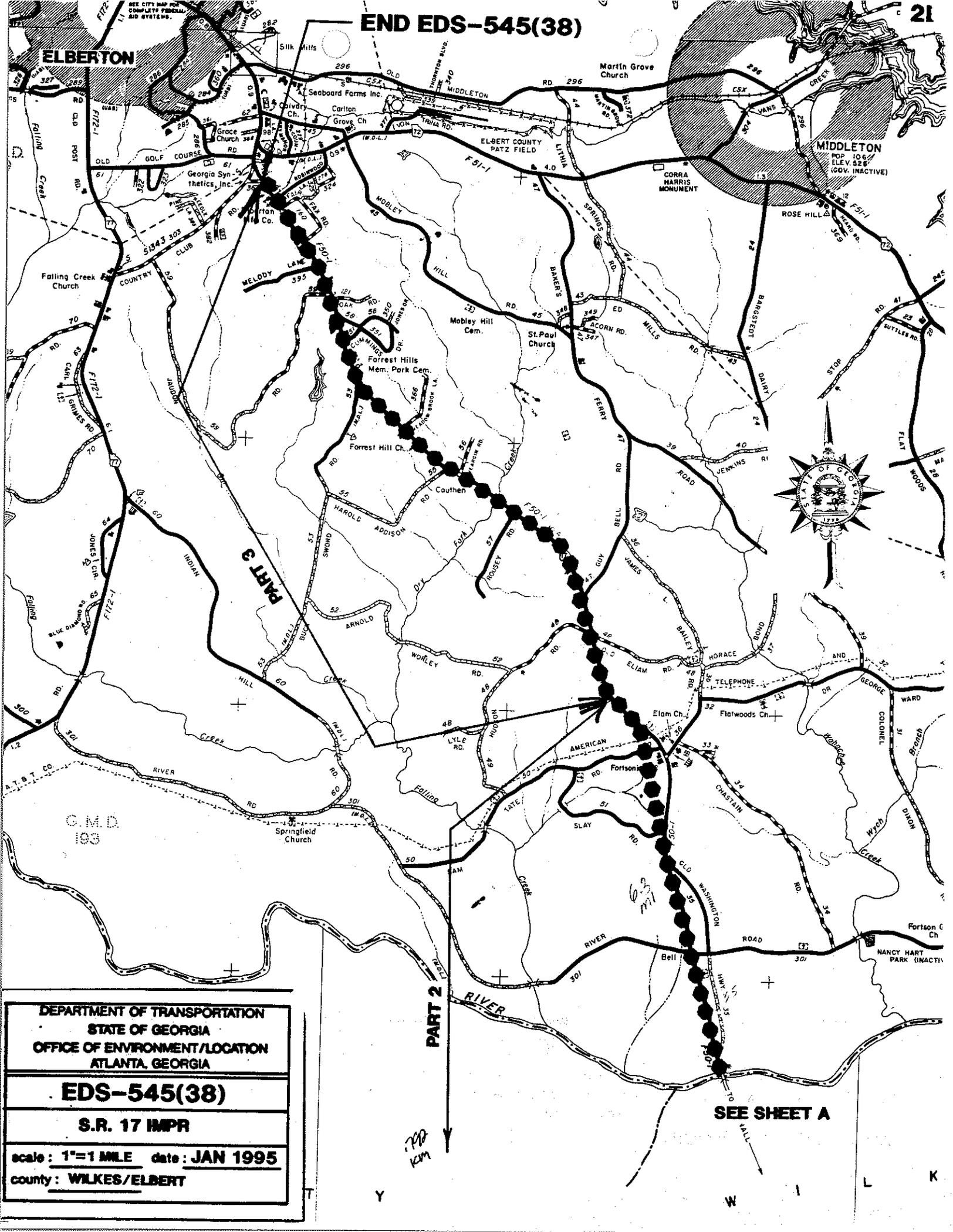
DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF ENVIRONMENT/LOCATION
ATLANTA, GEORGIA

EDS-545(38)

S.R. 17 IMPR

scale: 1"=2 MILE date: JAN 1995

county: WILKES/ELBERT



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

Y

W

I

L

K

G.M.D. 193

700
Km

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
<hr/>		
2. BRIDGE STREAM CROSSING ROCK CREEK		\$ 98,000
<hr/>		
3. BRIDGE OVER/UNDERPASS		\$ 0
<hr/>		
4. BOX CULVERTS		\$ 0
<hr/>		
	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	
<hr/>	
3. CONCRETE PAVING	\$ 0
<hr/>	
4. OTHER PAVING	\$ 281,000
<hr/>	
SUBTOTAL	\$ 3,093,000

F. LUMP ITEMS

1. TRAFFIC CONTROL	\$ 15,000
<hr/>	
2. CLEARING AND GRUBBING	\$ 408,000
87 ACRES @ \$4,700	
<hr/>	
3. LANDSCAPING	\$ 243,000
4.770 MILES @ \$51,000	
<hr/>	
4. EROSION CONTROL	\$ 229,000
4.770 MILES @ \$48,000	
<hr/>	
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 + 8 Anchors @ \$912.63	
<hr/>	
3. OTHER	\$ 768,000
4.770 MILES @ \$161,100	
<hr/>	
SUBTOTAL	\$ 962,000

H. SPECIAL FEATURES

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

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
----------	------

2. BRIDGE STREAM CROSSING BROAD RIVER BROAD RIVER OVERFLOW	\$ 650,749
---	------------

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

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

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

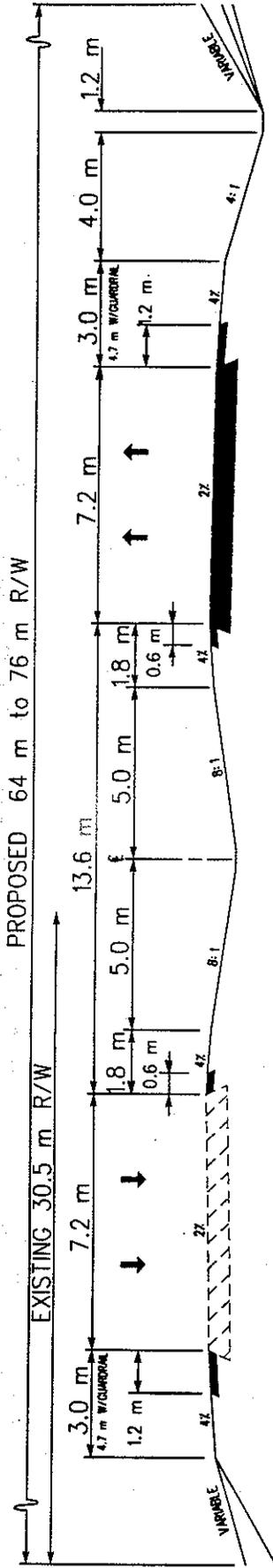
		SECTION COST (per mile)
A. RIGHT-OF-WAY.....	\$ 3,686,000	\$ 680,000
B. REIMBURSABLE UTILITIES.....	\$ 834,025	\$ 154,000

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

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)



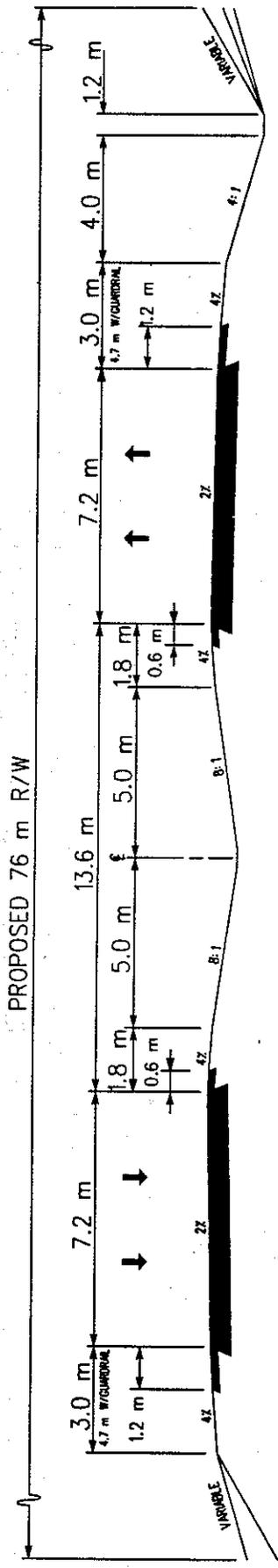
TYPICAL CROSS SECTION

S.R. 17 IMPROVEMENTS

EDS-545(38) WILKES/ELBERT COUNTIES

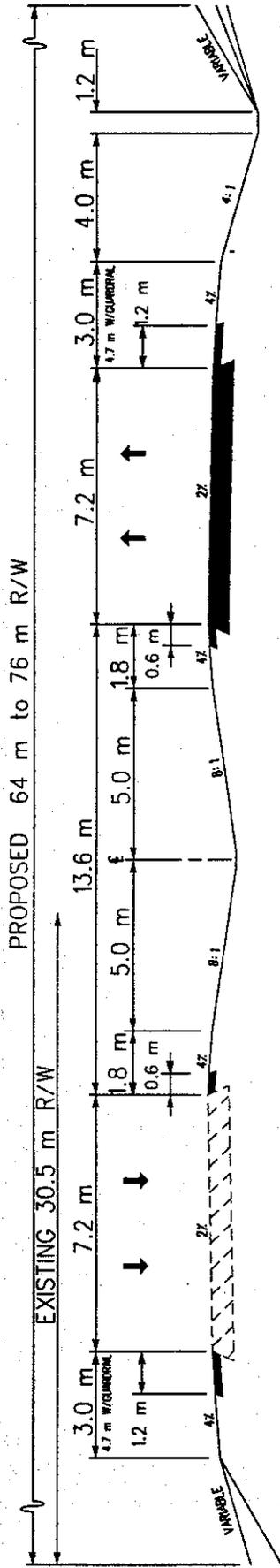
PART 1

NOT TO SCALE



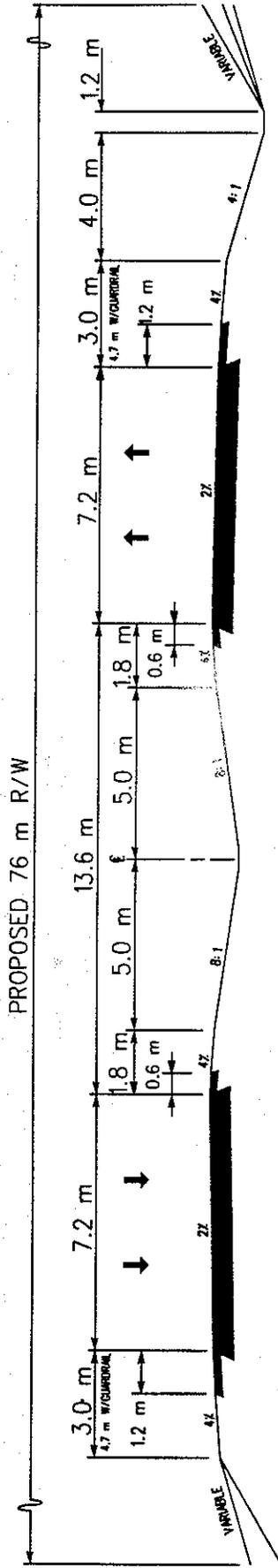
TYPICAL CROSS SECTION
 S.R. 17 IMPROVEMENTS
 EDS-545(38) WILKES/ELBERT COUNTIES
 PART 1

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

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** Tennille, Georgia
P.I. 222260 **DATE** July 19, 1995

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

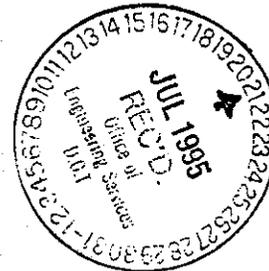
TO Bobby Mustin, PE, Project Review Engineer

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. Norr Jr.
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

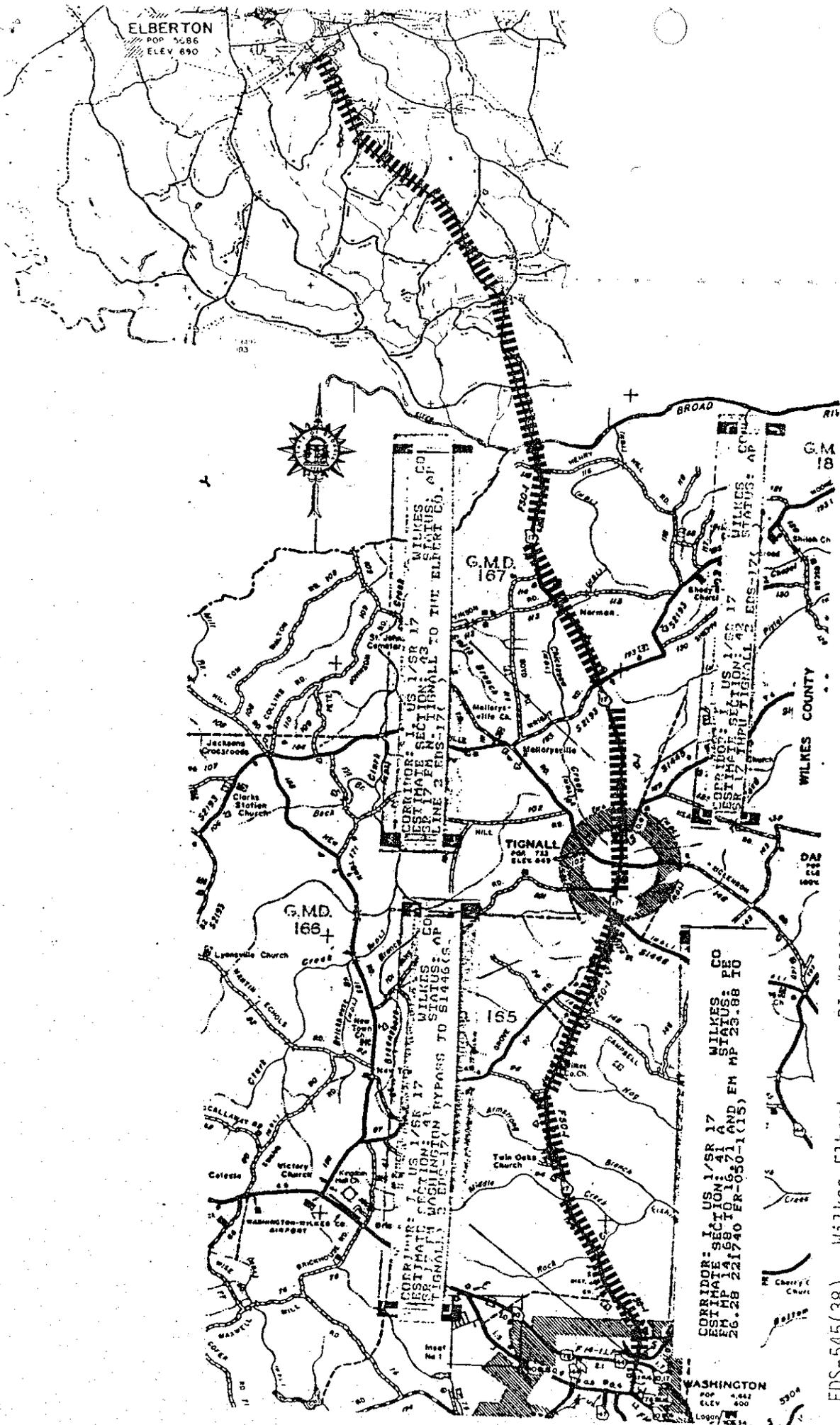
REASON FOR REVISIONS:

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	ML 0.00
ML 28.77	ML 9.30
Begins	
Ending	

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

RECOMMENDED *Wayne [Signature]*
COMMISSIONER



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	PROJECT No.	TYPE	DESCRIPTION
Wilkes/Elbert	P.J. No.	WORK	
	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

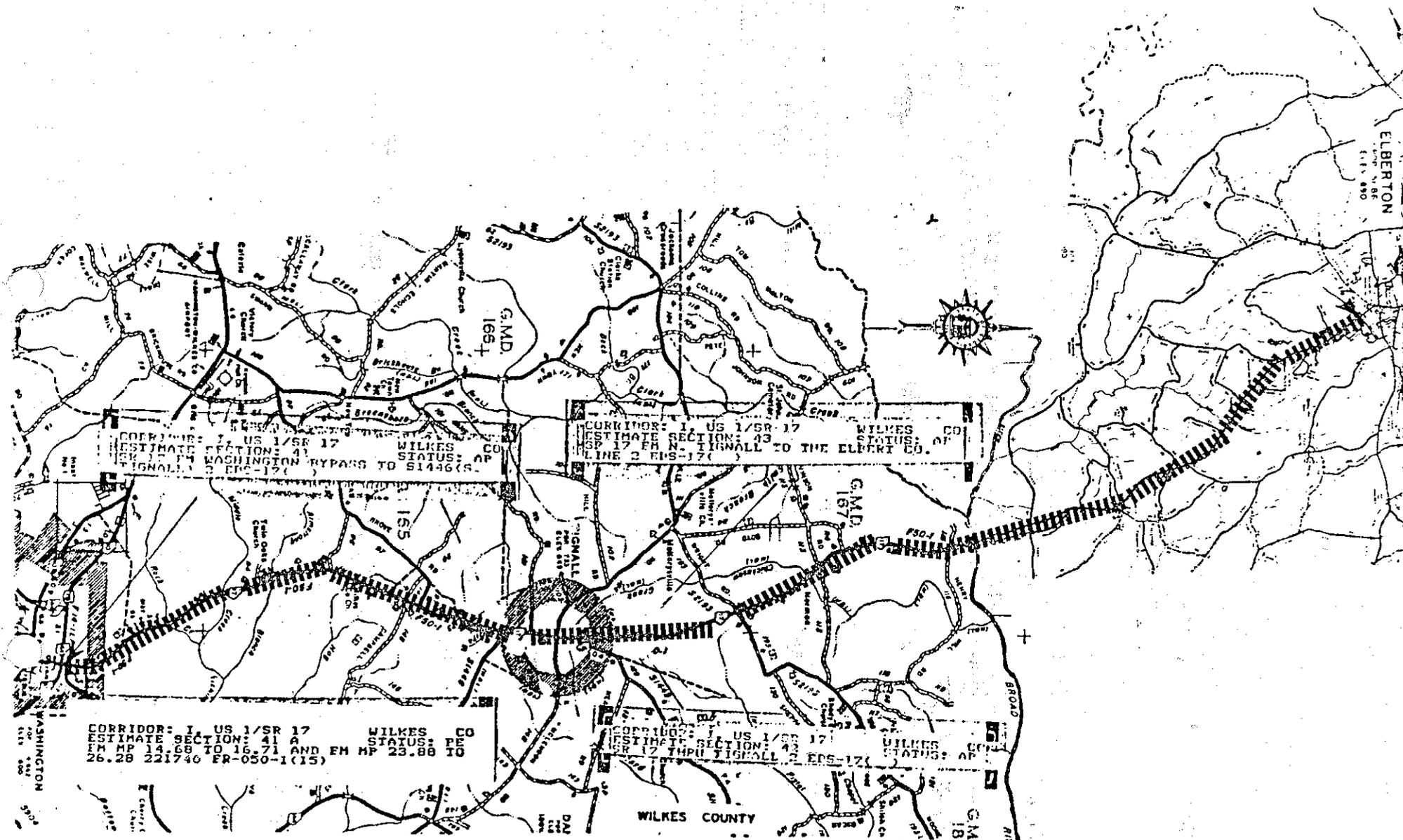
RECOMMENDED

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

Begins

ML 28.77

Ending

Elbert County

ML 0.00

ML 9.30

RECOMMENDED

Paul D. Smith

DIRECTOR, DIVISION OF PLANNING AND PROGRAMMING

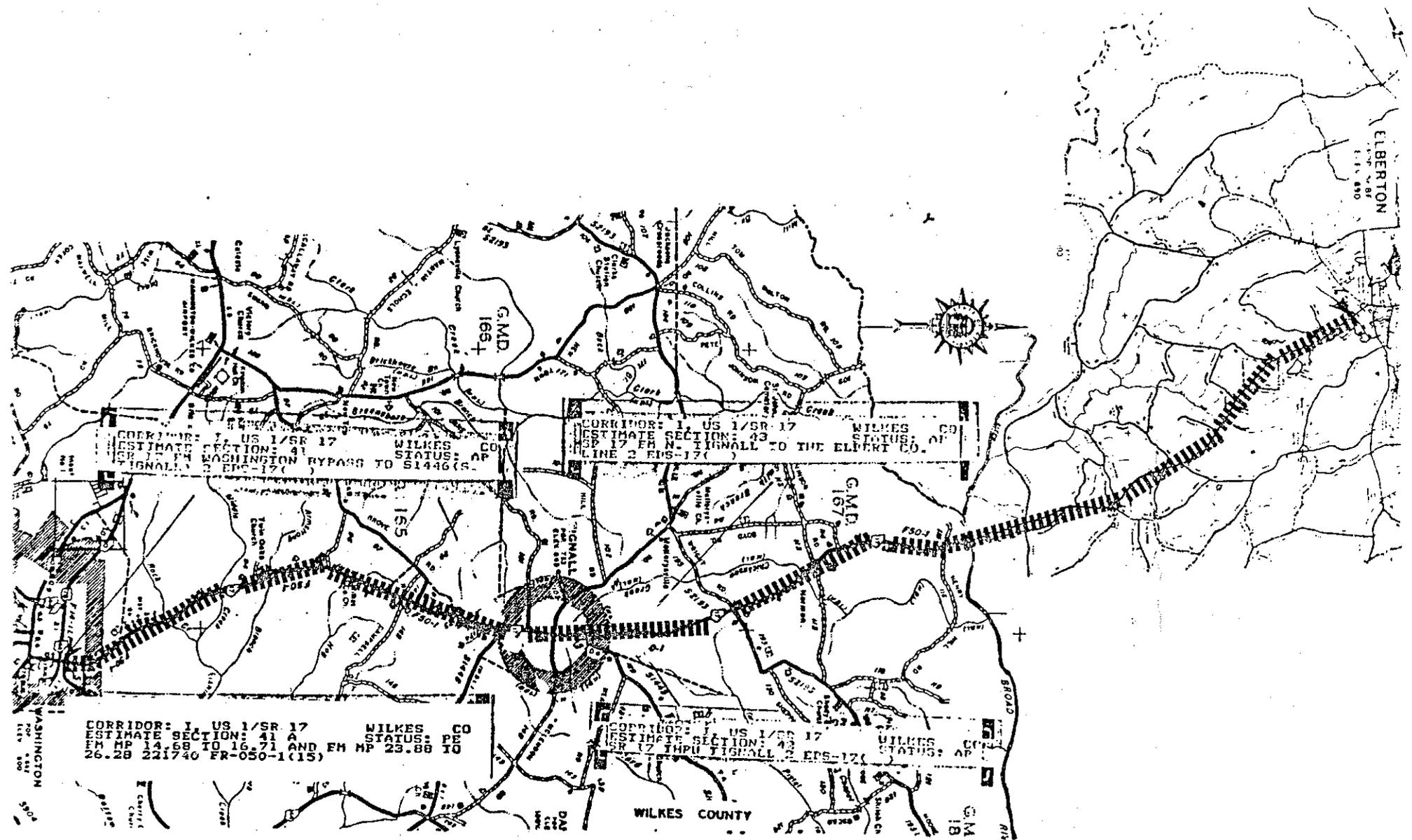
RECOMMENDED

Wayne Shultz
COMMISSIONER

GDC: [Signature]

MAN: [Signature]

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