

D.O.T. 66

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

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INTERDEPARTMENT CORRESPONDENCE

**FILE** P. I. No. 222560-, Morgan-Oconee Counties **OFFICE** Preconstruction  
EDS-441(42)  
US1/SR 4 Improvements **DATE** February 26, 2007

**FROM** *for* Genetha Rice-Singleton, Assistant Director of Preconstruction

**TO** SEE DISTRIBUTION

**SUBJECT APPROVED REVISED PROJECT CONCEPT REPORT**

Attached for your files is the approval for subject project.

GRS/cj

Attachment

DISTRIBUTION:

Brian Summers  
Harvey Keepler  
Ken Thompson  
Jamie Simpson  
Michael Henry  
Keith Golden  
Angela Alexander (file copy)  
Babs Abubakari  
Mike Thomas  
BOARD MEMBER

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

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**INTERDEPARTMENTAL CORRESPONDENCE**

FILE EDS-441(42), Morgan & Oconee Counties      OFFICE Environment/Location  
PI # 222560

DATE January 31, 2007

FROM *HDK/RRP*  
Harvey D. Keeper, State Environmental/Location Engineer

TO Genetha Rice-Singleton, Assistant Director of Preconstruction

SUBJECT **Revised Project Concept Report – US 1/SR 4 Improvements**

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

For EDS-441(42), the proposed changes to the approved concept would be revisions to the alignment, typical section, and right-of-way. The approved alignment, typical section, and right-of-way would be revised to minimize impacts to wetlands and streams.

This project is part of the Department's Governor's Road Improvement Program (GRIP). This revised concept as presented herein and submitted for approval is not currently listed in the Department's State Transportation Improvement Program (STIP), but is consistent with the Department's Construction Work Program (CWP).

*This project is only in the Long Range CWP. Prior to advancing to the STIP, it should be reviewed by the Planning Office for conformity with the Plan.*

DATE 2/13/07      Angela T. Alexander  
State Transportation Planning Administrator

*Distribution:*

- Brian Summers – State Project Review Engineer
- Keith Golden – State Traffic Safety and Design Engineer
- Angela T. Alexander – State Transportation Planning Administrator
- Jamie Simpson – State Transportation Financial Management Administrator
- Babs Abubakari – State Consultant Design Engineer
- Mike Thomas – Tennille District Engineer
- Paul Liles – State Bridge and Structural Design Engineer

## **REVISED PROJECT CONCEPT REPORT EDS-441(42) – MORGAN/OCONEE COUNTIES**

**Need and Purpose:** US 441/SR 24 is the major north-south corridor in northeast Georgia. The proposed project, EDS-441(42) would widen and reconstruct US 441/SR 24 from the north end of the Madison Bypass to just north of the Apalachee River in Oconee County. The existing roadway serves as a catalyst for the development of this region, and improvements would be required to maintain an acceptable level of service. Improvements would also eliminate congestion, enhance the traffic flow, aid in the economic development of the surrounding area and increase capacity while improving the operational characteristics and the safety along US 441/SR 24.

The US 441/SR 24 Improvements are part of the Governor's Road Improvement Program (GRIP). GRIP was initiated in the 1980's to address the importance of stimulating economic growth via an improved transportation network. It identified a system of economic development highways that consist of existing primary routes, plus additional truck connector routes. The system would place 98 percent of the state's population within 20 miles of a multi-lane highway. It would provide access for oversized trucks to cities having populations between 2,000 people and 5,000 people. Among the many benefits of such a system, areas lagging in growth would be provided greater opportunities to attract industry, business and jobs.

**Project Location:** EDS-441(42) would be located along US 441/US 129/SR 24 and would begin at milepost 12.75 in Oconee County and end at milepost 0.01 in Oconee County.

**Description of the approved concept:** The approved concept for EDS-441(42) in Morgan and Oconee Counties is proposed to widen and reconstruct US 441/SR 24 from the intersection of US 441/US 129/SR 24 and US 441 Bus/US 278/SR 12 to just north of the Apalachee River in Oconee County. From the beginning terminus of the project, the concept would proceed north and would extend the existing 5 lane section north approximately 1100 feet. Just north of this section, the concept would transition to a four lane, 44-foot grassed median rural typical section while hold existing R/W and widen to the east side of the road. The proposed alignment would widen to the east side to avoid four historic boundaries on the west side of existing US 441/US 129/SR 24, just south of CR 263/Morris Road. Just north of CR 263/Morris Road, the concept would change to east side widening holding the west side existing pavement for approximately 3700 feet north. The alignment would then shift to west side widening hold the east side existing pavement for approximately 2000 feet north of CR174/VFW Lane to approximately 1700 feet south of CR170/Apalachee Road. The alignment would then shift 600 feet west of existing US 441/US 129/SR 24 onto new location to avoid two eligible historic resource boundaries and the Southern Railway. Approximately 1100 feet north of CR177/Sidwell Road, the project would transition back to east side widening of existing US 441/US 129/SR 24 to the end of the project, just north of Apalachee River in Oconee County. EDS-441(43) would begin at the ending terminus of EDS-441(42). Existing right-of-way along US 441/SR 24 is 130 feet. The proposed right-of-way would vary from 130 feet to 250 feet for the length of the project. The speed design would vary from 45 mph to 65 mph, and access would be by permit. The project length would be approximately 7.8 miles.

**PDP Classification:** Major/Construction on existing roadway.

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

**Functional Classification:** Rural Principal Arterial

**U. S. Route Number(s):** 441 & 129

**State Route Number(s):** 24

**Traffic (AADT) as shown in the approved concept:**

Current Traffic		Design Traffic	
Year: 2001	ADT: 7,150-11,200	Year: 2021	ADT: 12,150-19,050

**Proposed Features to be revised:**

**Project Alignment:** The approved concept alignment for a portion of the project is proposed to be revised in order to minimize impacts to wetlands.

**Typical Section:** The approved typical section for a portion of the project is proposed to be revised to minimize impacts to wetlands.

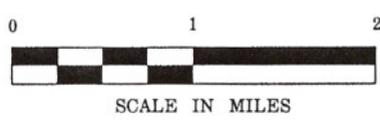
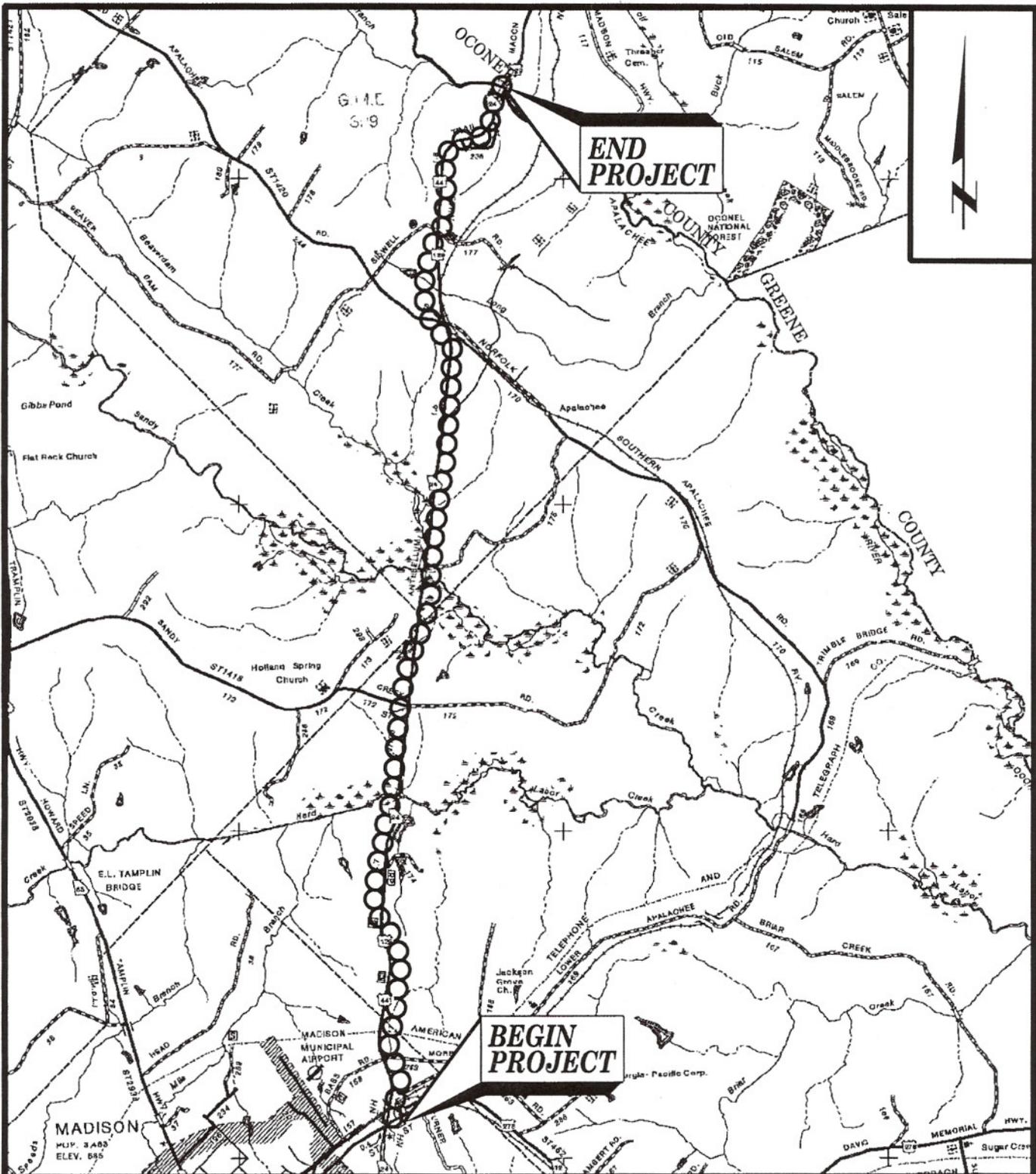
**Right-of-Way:** The approved right-of-way would be revised because of the proposed change in the typical section.

**Revised feature(s) to be approved:**

**Project Alignment:** The approved alignment from approximately 2,100 feet south of Big Sandy Creek north to the south Apalachee City Limits is proposed to be revised from west side widening holding the existing roadway to west side widening holding existing right-of-way. This, along with the proposed change for this section of the project to the typical section, would avoid a longitudinal encroachment to a stream and minimize impacts to wetlands. The alignment would then proceed north as discussed in the description of the approved concept to the end of the project.

**Typical Section:** The approved four lane, 44-foot grassed median rural typical section, from approximately 2,100 feet south of Big Sandy Creek north to the south Apalachee City Limits is proposed to be revised to GDOT's 65 mph wetland minimization typical section for GRIP corridors, which consists of four 12-foot lanes with a 32-foot grassed median utilizing open ditch drainage. At this point the alignment would then transition back to the approved four lane, 44-foot grassed median rural typical section, and proceed north as discussed above in the description of the approved concept to the end of the project.

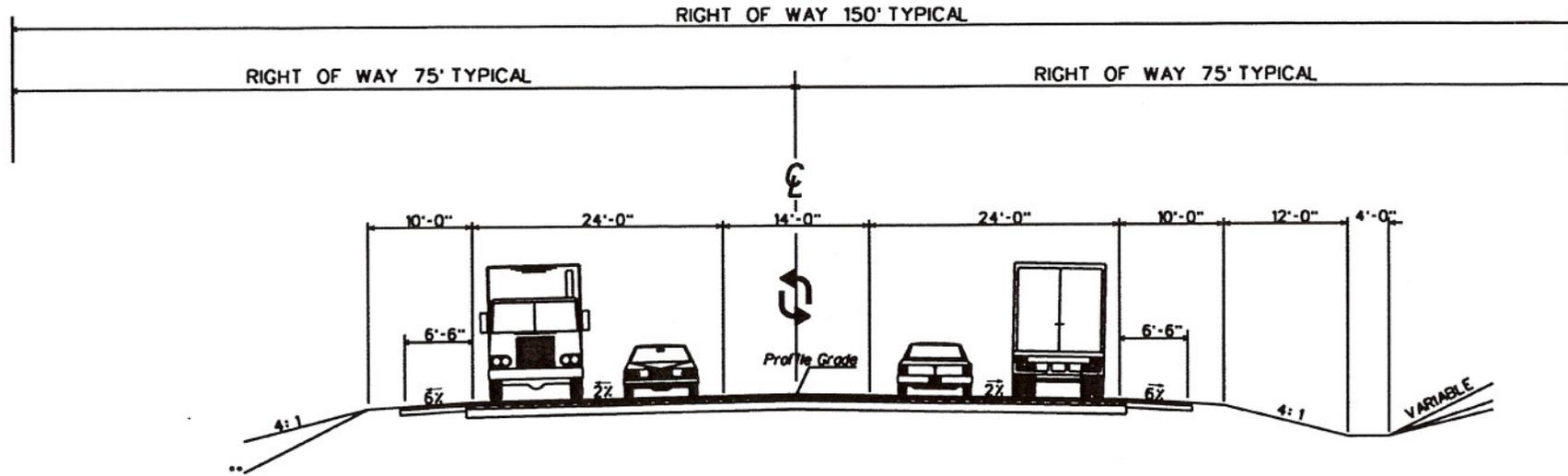




**STRIPMAP**  
 EDS-441(42)  
 S.R. 24/U.S. 441 IMPROVEMENTS  
 MORGAN COUNTY  
 P.I.# 222560

SOURCE: GENERAL HIGHWAY MAP, MORGAN CO., GEORGIA  
 PREPARED BY THE GEORGIA DEPARTMENT OF TRANSPORTATION, 1992

G.R.I.P. TYPICAL SECTION  
14-FOOT FLUSH MEDIAN RURAL SECTION  
45 MPH SPEED DESIGN



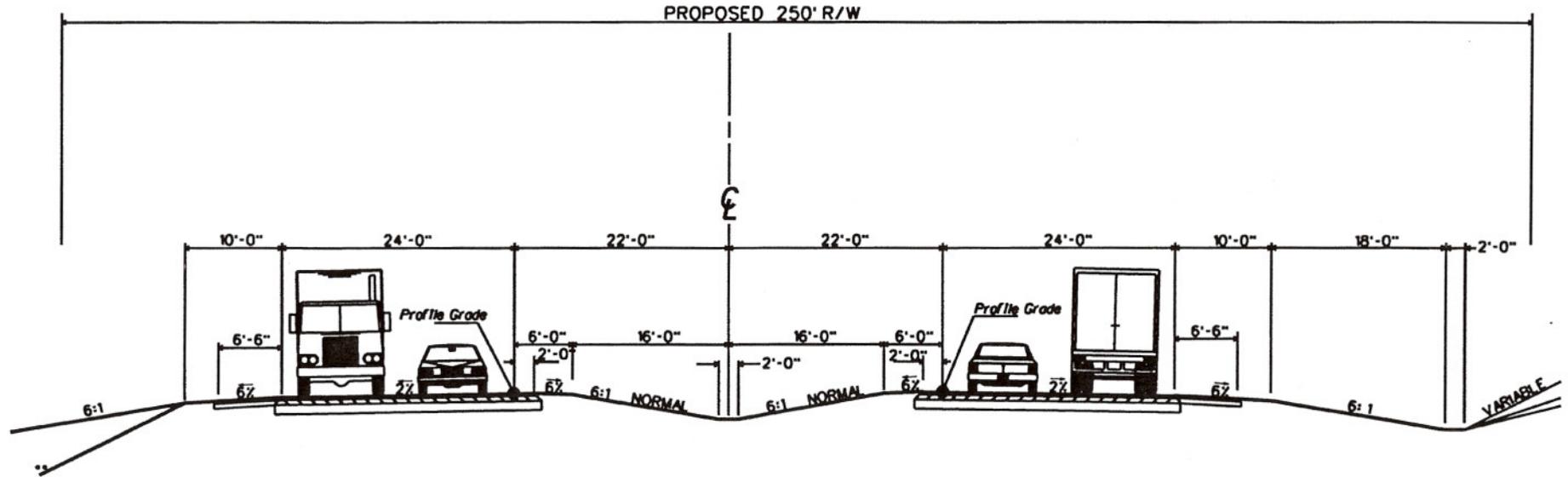
EDS-441(42) MORGAN/O'CONNOR

US 441/US 129/SR 24 IMPROVEMENTS

FROM THE BEGINNING OF THE PROJECT TO  
1100 FT NORTH OF THE MADISON BYPASS

NOT TO SCALE

G.R.I.P. TYPICAL SECTION  
44-FOOT DEPRESSED GRASS MEDIAN RURAL SECTION  
65 MPH SPEED DESIGN



\*\* Guardrail Required when steeper than 6:1

EDS-441(42) MORGAN/O'CONNOR

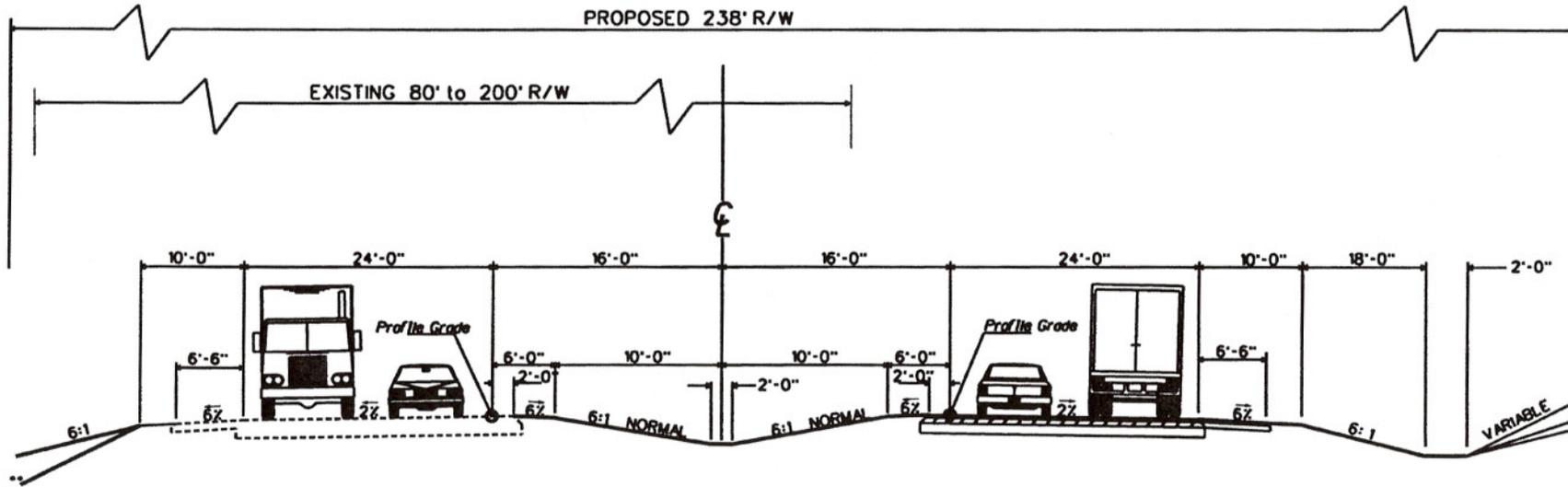
US 441/US 129/SR 24 IMPROVEMENTS

FROM 1100 FT NORTH OF THE MADISON BYPASS  
TO 2100 FT SOUTH OF BIG SANDY CREEK.

FROM THE SOUTH APALACHEE CITY LIMITS  
TO END OF THE PROJECT - JUST NORTH  
OF THE APALACHEE RIVER.

NOT TO SCALE

G.R.I.P. TYPICAL SECTION  
 32-FOOT DEPRESSED GRASS MEDIAN RURAL SECTION  
 65 MPH SPEED DESIGN



\*\* Guardrail Required when steeper than 6:1

EDS-441(42) MORGAN/OCCONEE

US 441/US 129/SR 24 IMPROVEMENTS

FROM 1100 FT NORTH OF THE MADISON BYPASS  
 TO 2100 FT SOUTH OF BIG SANDY CREEK

NOT TO SCALE

# CONCEPT COST ESTIMATE

Office of Environment/Location

January 30, 2007 8:25 AM

County(s)

PI Number  Project Number

Project Name  Project Length  Miles

### Project Description

From the the intersection of the Madison Bypass (US 441/SR 24) with US 441Bus/US 278, to just north of the Apalachee River.

### Existing Roadway

### 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
<input type="text" value="Rural Widening: 2 To 4-Lanes with 14 ft Flush Median"/>	<input type="text" value="0.20"/> Miles
<input type="text" value="Rural Widening: 2 To 4-Lanes with 44 ft Divided Median"/>	<input type="text" value="3.50"/> Miles
<input type="text" value="Rural Widening: 2 To 4-Lanes with 32 ft Divided Median"/>	<input type="text" value="0.90"/> Miles
<input type="text" value="Rural Widening: 2 To 4-Lanes with 44 ft Divided Median"/>	<input type="text" value="1.00"/> Miles
<input type="text" value="Rural New Location: 4-Lanes with 44 ft Divided Median"/>	<input type="text" value="1.10"/> Miles
<input type="text" value="Rural Widening: 2 To 4-Lanes with 44 ft Divided Median"/>	<input type="text" value="1.10"/> Miles

Prepared By

**MAJOR STRUCTURES**

*Note! All distances are in feet*

**Bridges: Stream Crossings & Grade Separations**

NO	LOCATION	QTY	CROSSING TYPE	WIDTH	LENGTH	UNIT COST	TOTAL
1	Bridge over CSX Railroad @ MP 12.85	1	Railway-Widen	14.00	253.0	170.00	602,000
2	Hard Labor Creek Bridge @ MP 15.19	2	Stream-New	41.30	300.0	80.00	1,982,000
3	Big Sandy Creek Bridge @ MP 41.45	2	Stream-New	41.30	315.0	80.00	2,082,000
4	Apalachee River Bridge @ MP 20.50	2	Stream-New	41.30	371.0	80.00	2,452,000
5							
6							
7							
8							
9							
10							
11							
12							

**Bridge Culverts**

NO	LOCATION	TYPE / W x H / FILL	LENGTH	UNIT COST	TOTAL
1					
2					
3					
4					
5					
6					
7					
8					

**Walls**

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

**MAJOR STRUCTURES SUBTOTAL** \$ 7,118,000

**Typical Section**

Rural Widening: 2 To 4-Lanes with 14 ft Flush 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
8,000 CY	11.16	89,000
800 CY	15.00	12,000
	CY	
0.20 MI	78,925	16,000
<b>GRADING AND DRAINAGE SUBTOTAL</b>		<b>\$117,000</b>

**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"	3,210 TN	30.94	99,000
1 1/2" (165 LB/SY)	726 TN	108.12	78,000
3" (330 LB/SY)	996 TN	114.48	114,000
4" (440 LB/SY)	1,009 TN	101.76	103,000
	727 GL	2.61	2,000
	0.20 MI	10,845	2,000
<b>BASE AND PAVING SUBTOTAL</b>			<b>\$438,000</b>

**LUMP ITEMS**

- 1. TRAFFIC CONTROL
- 2. CLEARING AND GRUBBING
- 3. EROSION CONTROL
- 4. SIGNING & MARKING
- 5. MISCELLANEOUS

QUANTITY	UNIT COST	TOTAL
0.20 MI	59,304	12,000
3.64 AC	6,000	22,000
0.20 MI	105,319	21,000
0.20 MI	59,130	12,000
0.20 MI	58,531	12,000
<b>LUMP ITEM SUBTOTAL</b>		<b>\$79,000</b>

**MISCELLANEOUS PROJECT ITEMS**

- 1. GUARDRAIL
- 2. GUARDRAIL ANCHORS
- 3. DETOURS
- 4. SPECIAL FEATURES

QUANTITY	UNIT COST	TOTAL
1,800 LF	27.96	50,000
12 EA	781.01	9,000
	MI	420,320
<b>MISCELLANEOUS SUBTOTAL</b>		<b>\$59,000</b>

**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
136,000 CY	11.16	1,518,000
13,600 CY	15.00	204,000
3.50 MI	131,962	26,000
<b>GRADING AND DRAINAGE SUBTOTAL</b>		<b>\$1,748,000</b>

**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"	40,647 TN	30.94	1,258,000
1 1/2" (165 LB/SY)	7,550 TN	108.12	816,000
3" (330 LB/SY)	12,178 TN	114.48	1,394,000
4" (440 LB/SY)	14,649 TN	101.76	1,491,000
	9,144 GL	2.61	24,000
	LF		
	3.50 MI	34,915	122,000
			511,000
<b>BASE AND PAVING SUBTOTAL</b>			<b>\$5,616,000</b>

**LUMP ITEMS**

- 1. TRAFFIC CONTROL
- 2. CLEARING AND GRUBBING
- 3. EROSION CONTROL
- 4. SIGNING & MARKING
- 5. MISCELLANEOUS

QUANTITY	UNIT COST	TOTAL
3.50 MI	88,000	308,000
106.06 AC	6,000	636,000
3.50 MI	173,152	606,000
3.50 MI	37,605	132,000
3.50 MI	130,335	456,000
<b>LUMP ITEM SUBTOTAL</b>		<b>\$2,138,000</b>

**Typical Section**

Rural Widening: 2 To 4-Lanes with 32 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
35,000 CY	11.16	391,000
3,500 CY	15.00	53,000
	CY	
0.90 MI	114,750	23,000
<b>GRADING AND DRAINAGE SUBTOTAL</b>		<b>\$467,000</b>

**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"	11,657 TN	30.94	361,000
1 1/2" (165 LB/SY)	2,831 TN	108.12	306,000
3" (330 LB/SY)	3,597 TN	114.48	412,000
4" (440 LB/SY)	4,179 TN	101.76	425,000
	2,822 GL	2.61	7,000
	LF		
	0.90 MI	34,915	31,000
<b>BASE AND PAVING SUBTOTAL</b>			<b>\$1,696,000</b>

**LUMP ITEMS**

- 1. TRAFFIC CONTROL
- 2. CLEARING AND GRUBBING
- 3. EROSION CONTROL
- 4. SIGNING & MARKING
- 5. MISCELLANEOUS

QUANTITY	UNIT COST	TOTAL
0.90 MI	76,522	69,000
25.96 AC	6,000	156,000
0.90 MI	156,954	141,000
0.90 MI	37,605	34,000
0.90 MI	113,335	102,000
<b>LUMP ITEM SUBTOTAL</b>		<b>\$502,000</b>

**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
38,850 CY	11.16	434,000
3,885 CY	15.00	58,000
	CY	
1.00 MI	131,962	26,000
<b>GRADING AND DRAINAGE SUBTOTAL</b>		<b>\$518,000</b>

**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"	12,952 TN	30.94	401,000
1 1/2" (165 LB/SY)	3,146 TN	108.12	340,000
3" (330 LB/SY)	3,997 TN	114.48	458,000
4" (440 LB/SY)	4,643 TN	101.76	472,000
	3,135 GL	2.61	8,000
	LF		
	1.00 MI	34,915	35,000
<b>BASE AND PAVING SUBTOTAL</b>			<b>\$1,885,000</b>

**LUMP ITEMS**

- 1. TRAFFIC CONTROL
- 2. CLEARING AND GRUBBING
- 3. EROSION CONTROL
- 4. SIGNING & MARKING
- 5. MISCELLANEOUS

QUANTITY	UNIT COST	TOTAL
1.00 MI	88,000	88,000
30.30 AC	6,000	182,000
1.00 MI	173,152	173,000
1.00 MI	37,605	38,000
1.00 MI	130,335	130,000
<b>LUMP ITEM SUBTOTAL</b>		<b>\$611,000</b>

**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
70,500 CY	11.16	787,000
7,050 CY	15.00	106,000
	CY	
1.10 MI	132,058	26,000
<b>GRADING AND DRAINAGE SUBTOTAL</b>		<b>\$919,000</b>

**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"	23,809 TN	30.94	737,000
1 1/2" (165 LB/SY)	3,461 TN	108.12	374,000
3" (330 LB/SY)	6,983 TN	114.48	799,000
4" (440 LB/SY)	8,613 TN	101.76	876,000
	5,069 GL	2.61	13,000
	LF		
	1.10 MI	51,618	57,000
			286,000
<b>BASE AND PAVING SUBTOTAL</b>			<b>\$3,142,000</b>

**LUMP ITEMS**

- 1. TRAFFIC CONTROL
- 2. CLEARING AND GRUBBING
- 3. EROSION CONTROL
- 4. SIGNING & MARKING
- 5. MISCELLANEOUS

QUANTITY	UNIT COST	TOTAL
1.10 MI	41,000	45,000
33.33 AC	6,000	200,000
1.10 MI	219,660	242,000
1.10 MI	41,294	45,000
1.10 MI	113,232	125,000
<b>LUMP ITEM SUBTOTAL</b>		<b>\$657,000</b>

**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
38,850 CY	11.16	434,000
3,885 CY	15.00	58,000
1.10 MI	131,962	26,000
<b>GRADING AND DRAINAGE SUBTOTAL</b>		<b>\$518,000</b>

**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"	14,034 TN	30.94	434,000
1 1/2" (165 LB/SY)	3,303 TN	108.12	357,000
3" (330 LB/SY)	4,314 TN	114.48	494,000
4" (440 LB/SY)	5,035 TN	101.76	512,000
	3,365 GL	2.61	9,000
	1.10 MI	34,915	38,000
			184,000
<b>BASE AND PAVING SUBTOTAL</b>			<b>\$2,028,000</b>

**LUMP ITEMS**

- 1. TRAFFIC CONTROL
- 2. CLEARING AND GRUBBING
- 3. EROSION CONTROL
- 4. SIGNING & MARKING
- 5. MISCELLANEOUS

QUANTITY	UNIT COST	TOTAL
1.10 MI	88,000	97,000
33.33 AC	6,000	200,000
1.10 MI	173,152	190,000
1.10 MI	37,605	41,000
1.10 MI	130,335	143,000
<b>LUMP ITEM SUBTOTAL</b>		<b>\$671,000</b>

## ESTIMATE SUMMARY

<b>TYPICAL SECTION</b>	<b>COST (per mile)</b>
1. Rural Widening: 2 To 4-Lanes with 14 ft Flush Median	\$ 3,170,000
2. Rural Widening: 2 To 4-Lanes with 44 ft Divided Median	\$ 2,715,000
3. Rural Widening: 2 To 4-Lanes with 32 ft Divided Median	\$ 2,961,000
4. Rural Widening: 2 To 4-Lanes with 44 ft Divided Median	\$ 3,014,000
5. Rural New Location: 4-Lanes with 44 ft Divided Median	\$ 4,289,000
6. Rural Widening: 2 To 4-Lanes with 44 ft Divided Median	\$ 2,925,000
<b>PROJECT COST</b>	
<b>A. MAJOR STRUCTURES</b>	<b>\$ 7,118,000</b>
<b>B. GRADING AND DRAINAGE</b>	<b>\$ 4,287,000</b>
<b>C. BASE AND PAVING</b>	<b>\$ 14,805,000</b>
<b>D. LUMP ITEMS</b>	<b>\$ 4,658,000</b>
<b>E. MISCELLANEOUS</b>	<b>\$ 59,000</b>
<b>SUBTOTAL CONSTRUCTION COST</b>	<b>\$ 30,927,000</b>
<b>ENGINEERING &amp; CONTINGENCIES (10%)</b>	<b>\$ 3,093,000</b>
<b>INFLATION</b> <u>3</u> yr(s) @ <u>5</u> % per yr	<b>\$ 5,362,000</b>
<b>GRAND TOTAL CONSTRUCTION COST</b>	<b>\$ 39,382,000</b>

# Preliminary Right of Way Cost Estimate

**Date:** October 12, 2006  
**Project:** STP-EDS-441(42)Morgan **P.I. Number:** 222560  
**Existing/Required R/W:** Varies/Varies **No.Parcels:** 63  
**Project Termini:** S.R. 24/US441 From S.R. 12/US 278 to Oconee County Line  
**Project Description:** S.R. 24/US 441 Widening and New Location Project

**Land:**

Commercial	2 acres @ \$ 70,000/acre = \$ 140,000	
Small Residential	17 acres @ \$ 14,000/acre = \$ 238,000	
Large Residential	24 acres @ \$ 8,000/acre = \$ 192,000	
Agricultural	128.27 acres @ \$ 6,000/acre = \$ 769,620	
		\$ 1,339,620

**Improvements:**

10 houses, 3 mobile homes, 1 business, curbing, asphalt, landscaping, signs, fencing and site improvements

\$ 1,140,000

**Relocation:**

1 Commercial @ \$ 25,000 / parcel = \$ 25,000	
13 Residential @ \$ 20,000 / parcel = \$ 260,000	
	\$ 285,000

**Damages:**

Proximity - 10 Parcels	\$ 60,000	
		\$ 60,000

\$ 2,824,620

Net Cost		\$ 2,824,620
Scheduling Contingency 55 %		\$ 1,553,541
Adm/Court Cost 60 %		\$ 2,626,896
Inflation Factor 40 %		\$ 2,802,023
		\$ 9,807,080

**Total Cost \$ 9,807,100**

Prepared By : Anita Payne  
 Anita Payne

Approved : Gerald R. Miller  
 GDOT R/W

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

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**INTERDEPARTMENT CORRESPONDENCE**

**FILE** EDS-441 (42) – Morgan County **OFFICE:** Tennille Utilities  
P.I. No. - 222560  
SR 24/US 441 from Madison Bypass to just North of **DATE:** October 23, 2006  
Apalachee River/Oconee

**FROM** *JDC/JLL*  
Jack D. Cooper, Jr., District Utilities Engineer

**TO** Harvey Keepler, State Environment/Location Engineer  
Attention: Keith Posey

**SUBJECT** **UTILITY COST ESTIMATE**

Attached is a Utility Cost Estimate that has been completed on the above referenced project. The estimate was done by Jamie Lindsey of this office and is based on preliminary plans provided by your office, dated September 12, 2006. Unit costs are based on the "mean item summary" and former "force account agreements".

All of the above information is an estimate and may be revised when project plans are developed and prior rights research has been performed. If you should have questions, please contact Jamie Lindsey in the Utilities Section of this office at 478-552-4637.

JDC:JLL

UTILITY COST ESTIMATE						
PROJECT #	COUNTY	PROJECT DESCRIPTION			P.I. NUMBER	LAYOUT DATE
EDS-441 (42)	Morgan	SR 24/US 441 from Madison Bypass to just north of Apalachee River/Oconee			222560	9/12/2006
PRIVATE UTILITY QUANTITIES	PUBLIC UTILITY QUANTITIES	UNITS	ITEM DESCRIPTION	UNIT PRICE	PRIVATE UTILITY COST	PUBLIC UTILITY COST
			POWER			
			WALTON EMC	\$\$\$\$\$\$		
37		Each	Relocate Distribution Power Poles	\$3,500.00	\$129,500.00	
			This owner also has facilities located within the existing Right of Way throughout the project limits that should not be eligible for reimbursement. Information for this estimate was provided by Terry Allgood with Walton EMC.			
SUB - TOTAL					\$129,500.00	
WATER						
CITY OF MADISON						
	6950	Lin Ft	Relocate Water Main - 8" C900	\$28.00		\$194,600.00
	10	Each	Relocate Fire Hydrant	\$1,550.00		\$15,500.00
	1	Lump	Service, Tie-Ins, etc.	\$21,000.00		\$21,000.00
			These facilities are located within the existing Right of Way throughout the project limits that should not be eligible for reimbursement. Information for this estimate was provided by David Nunn with the City of Madison.			
SUB - TOTAL						\$231,100.00
TELEPHONE						
AT&T						
182		Lin Ft	Extend Casing on Telecommunication FO cable	\$255.00	\$46,410.00	
			This owner has facilities located within private easement that cross the roadway within the project limits. Information for this estimate was taken from previous force account data and Gene Geren with AT&T.			
SUB-TOTAL					\$46,410.00	
TELEPHONE						
BELLSOUTH TELECOMMUNICATIONS, INCORPORATED						
38850		Lin Ft	Relocate Aerial Telephone Facilities - 3 cables and poles	\$5.50	\$213,675.00	
1		Each	Relocate Remote Terminal Site	\$125,000.00	\$125,000.00	
			This owner also has facilities located within the existing Right of Way throughout the project limits that should not be eligible for reimbursement. Information for this estimate was provided by Neal Leggett with BellSouth.			
SUB-TOTAL					\$338,675.00	

		TELEPHONE				
		<b>MCI WORLDCOM</b>				
1		Each	Relocate Underground Telephone Facilities - 2 cables	\$84,000.00	\$84,000.00	
			MCI has facilities located along the CSX railroad tracks. If the bridge footings can be designed to miss these cables, this cost can be avoided. Information for this estimate was taken from previous estimates provided by Clint Hinish with MCI Worldcom.			
				<b>SUB-TOTAL</b>	<b>\$84,000.00</b>	
		RAILROAD				
		<b>CSX TRANSPORTATION, INCORPORATED</b>				
			There is an existing bridge over the CSX crossing within the project limits that is proposed to be widened. There should not be any railroad reconstruction involved with this improvement.			
				<b>SUB-TOTAL</b>	<b>\$598,585.00</b>	<b>\$231,100.00</b>
Revised:		TOTAL PRIVATELY OWNED UTILITY RELOCATION COST				<b>\$598,585.00</b>
Revised:		TOTAL PUBLICLY OWNED UTILITY RELOCATION COST				<b>\$231,100.00</b>
Revised:		INFLATION @ 5% x 3 YEARS				<b>\$130,779.10</b>
Revised:		TOTAL POTENTIAL UTILITY RELOCATION COST FOR PROJECT				<b>\$960,464.10</b>
Estimate Prepared By: Jamie Lindsey - Assistant District Utilities Engineer					DATE:	23-Oct-06

Unit Costs are based on former "Force Account Agreements" and the Department of Transportation's "Mean Item Index"

The information above is an estimate and is subject to change as project plans are developed and prior rights research has been performed.