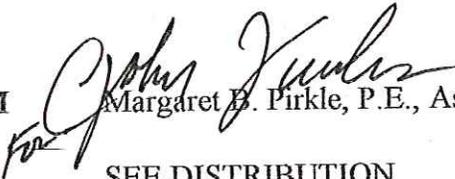


ORIGINAL TO GENERAL FILES

D.O.T. 66

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

**FILE** STP-036-1(19) Coffee County **OFFICE** Preconstruction  
P. I. No. 421345  
**DATE** February 11, 2003  
**FROM**  Margaret B. Firkle, P.E., Assistant Director of Preconstruction  
**TO** SEE DISTRIBUTION

**SUBJECT** REVISED PROJECT CONCEPT REPORT APPROVAL

Attached for your files is the approval for subject project.

MBP/cj

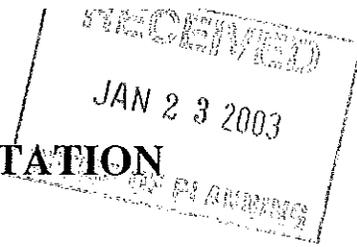
Attachment

DISTRIBUTION:

David Mulling  
Harvey Keeper  
Jerry Hobbs  
Percy Middlebrooks  
Michael Henry  
Phillip Allen  
Marta Rosen  
Ben Buchan  
Gerald Ross  
David Crim  
BOARD MEMBER



DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA



INTERDEPARTMENT CORRESPONDENCE

**FILE** STP-036-1 (19) Coffee County **OFFICE** Road Design  
PI No. 421345  
**DATE** January 22, 2003

**FROM** Gerald M. Ross, P.E., State Road & Airport Design Engineer <sup>BAS</sup>

**TO** Margaret B. Pirkle, P.E., Assistant Director of Preconstruction

**SUBJECT Revised Project Concept Report**

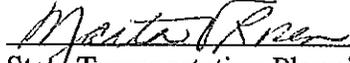
Attached is the original copy of the revised Concept Report for your further handling and approval in accordance with the Plan Development Process (PDP).

The current approved project concept consists of a four-lane divided roadway with a 44-foot depressed median for the first one-half of the project and a four-lane with a 14 foot flush median for the second half of the project. The current design speed is 55 mph. The revised concept would provide for a four-lane with a 14-foot flush median (five-lane section) for the entire length of the project and a design speed of 45 mph.

At the request of a state official and approved by GDOT management, the concept has been revised to reduce right of way impacts and provide more direct access to adjacent properties.

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

GMR:KDF:ss  
Attachments

Date 2-3-03   
State Transportation Planning Administrator

cc: David Mulling Harvey Keeper  
Phillip Allen Marta Rosen  
Percy Middlebrooks David Crim

JANUARY 22, 2003

## REVISED PROJECT CONCEPT REPORT

**PROJECT NO.:** STP-036-1(19)  
**P. I. NO.:** 421345

**COUNTY:** COFFEE  
**ROUTE NO.:** SR 32

**Need and Purpose:** The purpose of this project is to provide additional capacity lanes and to separate turning movements from the through traffic flow. This project will consist of widening 4.17 miles of State Route 32 from two lanes to five lanes and will not require bike lanes since this section of State Route 32 is not on the state or a local bike route system. The project's west termini is widening project STP-0001-00(046) and the east termini is widening project STP-036-1(13).

The projected traffic volumes represent demands that will exceed the capacity of the existing two-lane roadway. The existing Average Annual Daily Traffic (AADT) in the project corridor is 7,200. The AADT is expected to reach 9,400 by 2004 and 14,160 by the design year of 2024. Truck traffic is estimated at 15%. The current level-of-service is "C". The level-of-service is expected to drop to a level "D" by 2024. Widening this section of SR 32 will provide a level-of-service "A".

The accident rates for all three years are above the state average for this type of roadway. There were 20 accidents within the proposed project limits in 1995, 16 accidents in 1996 and 11 accidents in 1997. Over 50 % of these accidents were rear-end accidents.

This project is located in Census Block 9906. According to the 2000 Census, Block 9906 consists of 22.2% minority with 12 % of the total residents living below the poverty level. In comparison, the overall average minority population in Coffee County is at 31.8%, with 20.65% of all residents in Coffee County classified as living below the poverty level. Land use in this block is predominately residential with scattered commercial uses and undeveloped land.

There are two other widening projects in the area on State Route 32, Project STP-036-1(13) and Project STP-0001-00(046). Currently, Project STP-036-01(13) is under construction and consists of five-lane urban sections along with one-way pairs through the city of Douglas. These projects along with STP-036-1(19) are a part of the Governor's Road Improvement Program (GRIP). State Route 32 was identified and approved to be added to the GRIP in 2001. GRIP was initiated in the 1980's in order to address the importance of stimulating economic growth throughout the state via an improved transportation network. These projects will complement each other by the continuation of multi-lane sections, thereby enhancing the traffic flow in and around the Douglas area.

**Project location:** The project is the widening of 4.2 miles of S.R. 32 in a southeasterly directions from the CSX Railroad bridge west of CR 296/Troy Carter Road/Mitchell Road to the west city limits of Douglas (600 feet east of CR 458) where it would tie into a proposed five lane section on the adjoining project STP-036-1(13), all in Coffee County. The existing roadway has two 11-foot lanes with variable shoulders. There are no major structures on this project.

**Description of approved concept:** Widen and reconstruct SR 32 from two lanes to four lanes divided by a 44-foot depressed grass median from the beginning of the project to west of C.R. 113/Clyde Rollins Road. This section would include 10 foot outside shoulders with 6 foot paved and 6 foot inside shoulders with 2 foot paved. Just west of C.R. 113/Clyde Rollins Road the widening would transition to a four lane divided by a 14 foot flush median and 10 foot outside shoulders with 6 foot paved, which would extend to the end of the project. There would be limited use of curb and gutter to minimize right of way, cemetery and historical impacts.

**PDP Classification:** Major \_\_\_\_\_

**Federal Oversight:** Full Oversight () Exempt () SF () Other ()

**Functional Classification:** Rural Minor Arterial

**U. S. Route Number:** None

**State Route Number:** S. R. 32

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

Current Year: 9180 (1996)

Design Year: 13760 (2016)

**Proposed feature to be revised:**

- Speed limit of 55 mph
- Four-lane roadway with 44 foot depressed median for the first half of the project then a five lane section
- 10 foot outside shoulders with 6 foot paved

**Description of revised features to be approved:**

- Speed limit of 45 mph
- Five lane roadway for the entire length of the project
- 10 foot outside shoulders with 6.5 foot paved (curb and gutter would still be used in various areas to minimize impacts to right of way, cemetery and historical property)

**Updated traffic data (AADT):**

Current Year: 9440 (2004)

Design Year: 14160 (2024)

**Programmed/Schedule:**

P.E.: 9203

R/W: 9701

Construction: 2008

**Revised cost estimates:**

Construction cost (including inflation and E&C)	=	\$ 7,340,000.00
Right of Way cost	=	\$ 3,603,300.00
Utilities (Reimbursable)	=	\$ 359,100.00
Utilities (Non-Reimbursable = \$909,044)	=	<u>LGPA</u>
Total	=	\$11,302,400.00

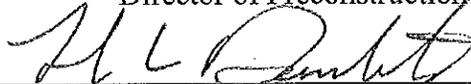
Is the project located in a Non-attainment area?  Yes  No

**Recommendation:** Recommend that the proposed revision to the concept be approved for implementation.

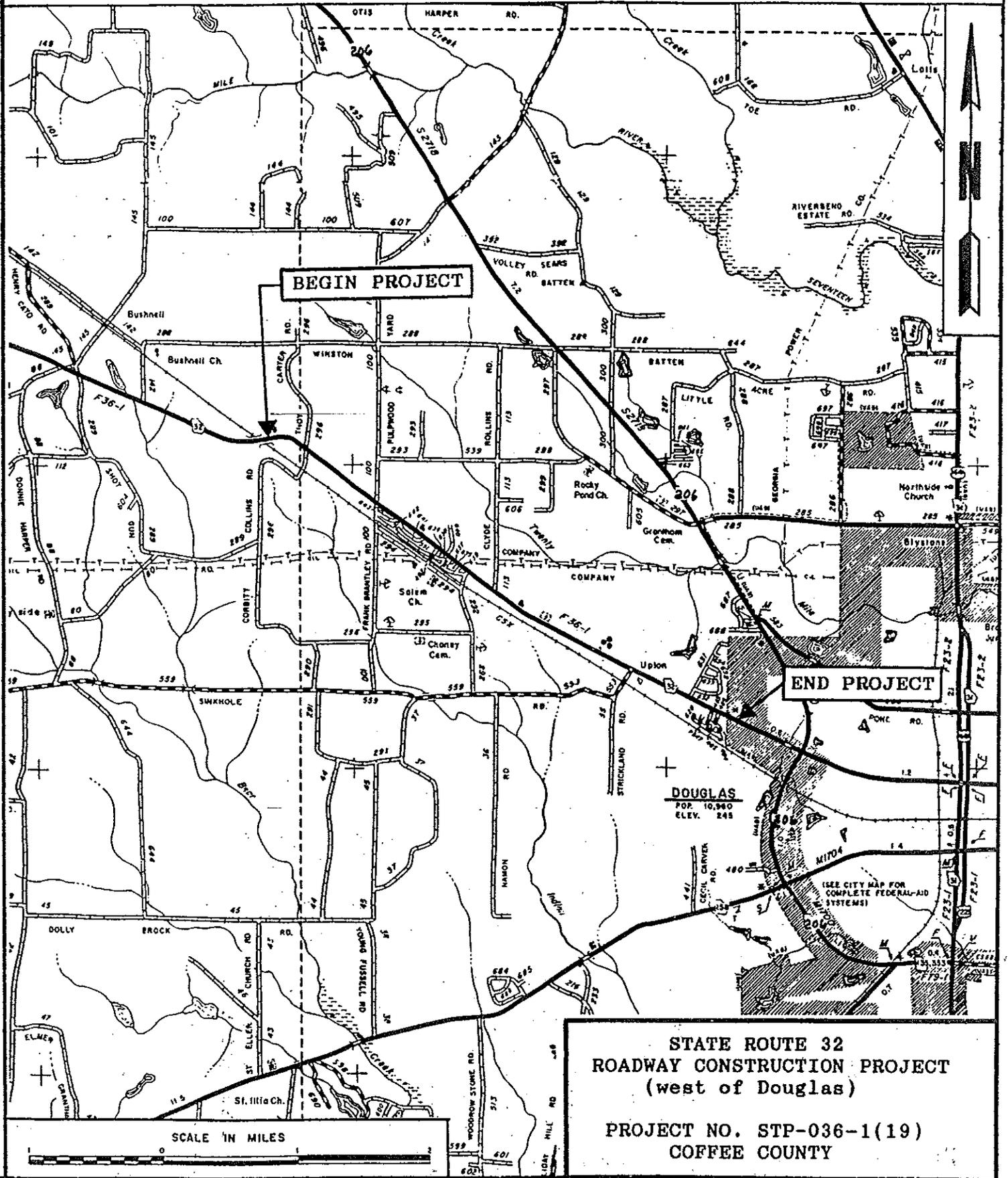
**Attachments:**

1. Sketch Map,
2. Construction Cost Estimate
3. Right of Way Cost Estimate
4. Utilities Cost Estimate

Concur:   
Director of Preconstruction

Approve:   
Chief Engineer

# LOCATION SKETCH



# CONSTRUCTION COST ESTIMATE

Office of Road and Airport Design

November 18, 2002

County(s)

PI Number  Project Number

Project Name  Project Length  Miles

### Project Description

Widening and reconstruction of SR 32 to a five-lane rural roadway for 3.9 miles to CR 631. Then five-lane urban roadway for 0.3 miles to city limits of Douglas.

### 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

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="4.2"/> Miles
<input type="text"/>	<input type="text"/> Miles
<input type="text"/>	<input type="text"/> Miles
<input type="text"/>	<input type="text"/> Miles
<input type="text"/>	<input type="text"/> Miles
<input type="text"/>	<input type="text"/> Miles

Prepared By

**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
80,000 CY	2.50	200,000
	10.00	
10,000 CY	3.72	37,000
5 MI	60,363	302,000
<b>GRADING AND DRAINAGE SUBTOTAL</b>		<b>\$539,000</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"	69,927 TN	13.05	913,000
1 1/2" (165 LB/SY)	14,433 TN	34.55	499,000
3" (330 LB/SY)	20,735 TN	34.54	716,000
4" (440 LB/SY)	20,599 TN	34.62	713,000
	12,516 GL	0.82	10,000
	5,400 LF	9.39	51,000
	4 MI	8,824	37,000
			294,000
<b>BASE AND PAVING SUBTOTAL</b>			<b>\$3,233,000</b>

**LUMP ITEMS**

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

QUANTITY	UNIT COST	TOTAL
4.2 MI	59,304	249,000
76 AC	6,000	458,000
4.2 MI	18,472	78,000
4.2 MI	66,394	279,000
4.2 MI	27,666	116,000
4.2 MI	49,624	208,000
<b>LUMP ITEM SUBTOTAL</b>		<b>\$1,388,000</b>

**MISCELLANEOUS**

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

QUANTITY	UNIT COST	TOTAL
1,600 LF	10.11	16,000
4 EA	435.59	2,000
	300,000.00	0
<b>MISCELLANEOUS SUBTOTAL</b>		<b>\$18,000</b>

**SPECIAL FEATURES**

\$

## ESTIMATE SUMMARY

Typical Section	Section Cost (per mile)
1. Rural Widening: 2 To 4-Lanes with 14 ft Flush Median	\$1,229,000

PROJECT COST	
A. MAJOR STRUCTURES	<input type="text"/>
B. GRADING AND DRAINAGE	<input type="text" value="\$539,000"/>
C. BASE AND PAVING	<input type="text" value="\$3,233,000"/>
D. LUMP ITEMS	<input type="text" value="\$1,388,000"/>
E. MISCELLANEOUS	<input type="text" value="\$18,000"/>
F. SPECIAL FEATURES	<input type="text" value="\$50,000"/>
<b>SUBTOTAL CONSTRUCTION COST</b>	<input type="text" value="\$5,228,000"/>
<b>E. &amp; C. (10%)</b>	<input type="text" value="\$523,000"/>
<b>INFLATION 5 yrs @ 5 % per yr</b>	<input type="text" value="\$1,588,895"/>
<b>GRAND TOTAL CONSTRUCTION COST</b>	<b>\$7,340,000</b>

# Preliminary Right of Way Cost Estimate

*Jerry Milligan*

**Harvey Booker**  
 Right of Way Administrator  
 By: Jerry Milligan

**Date:** October 11, 2002  
**Project:** STP-036(19)Coffee  
**Existing/Required R/W:** Varies/Varies  
**Project Termini:** S.R. 32 from west of CR 396 / Troy Carter Road to Douglas City Limits  
**Project Description:** Widening and Reconstruction of SR 32

**P.I. Number:** 421345  
**No. Parcels:** 119

**Land:**  
 R/W Agricultural / Residential 31 acres @ \$ 2,800 / acre \$ 86,800

**Improvements :** Single family residences, mobile homes, wells, sheds, signs, barn, and misc. site improvements 566,000

**Relocation:** Residential ( 15) 300,000

**Damage :** Proximity damages (7) \$ 60,000  
 Cost to cures (3) 25,000 85,000

Net Cost \$ 1,037,800

Net Cost		\$ 1,037,800
Scheduling Contingency	55 %	570,800
Adm/Court Cost	60 %	965,200
Inflation Factor	40 %	<u>1,029,500</u>
		\$ 3,603,300

**Total Cost \$ 3,603,300**



City of Douglas		
Reimbursable	=	\$ 15,000.00
Non-Reimbursable	=	\$422,344.00
Dixie Gas Line		
Reimbursable	=	\$150,000.00
TOTAL-Reimbursable	=	\$359,100.00
Non-Reimbursable	=	\$909,044.00

If additional information is needed, contact Emory L. Giddens, Assistant District Utilities Engineer at (229) 386-3288.

*ELG*  
WAB:ELG:BC:sm

- c: Tom Turner, Director of Preconstruction
- Herman Griffin, State Transportation Programming Adm.
- Gerald Ross, State Road & Airport Design Engineer
- Paul V. Liles, State Bridge Engineer
- Joe Palladi, State Urban Design Engineer
- Ben Buchan, State Consultant Design Engineer
- Harvey D. Keepler, State Environmental/Location Engineer