

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE EDS-84(23) & BHF-007-3(25) Glinch-Ware Cos. OFFICE Preconstruction
P.I. No. 422120 & 422125 DATE September 10, 1992

FROM *CWH*
C. Wayne Hutto, Assistant Director of Preconstruction

TO SEE DISTRIBUTION

SUBJECT PROJECT CONCEPT REPORT APPROVAL

Attached for your files is the approval for subject project.

CWH/se

Attachment

DISTRIBUTION:

John Lively
Robert E. Humphrey
David Studstill
Herman Griffin
Roland Hinners
Darrell Elwell
George Boulineau
Ron Colvin
Shell Hartley
Paul Liles

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE EDS-84(23) & BHF-007-3(25) Clinch-Ware Counties OFFICE Preconstruction
P.I. Nos. 422120 & 422125

DATE August 24, 1992

FROM Hoyt Lively, Director of Preconstruction

TO Wayne Shackelford, Commissioner

SUBJECT PROJECT CONCEPT REPORT APPROVAL

EDS-84(23) Clinch-Ware Counties - This project is the widening of SR 38 from the east city limits of Homerville in Clinch County to the east city limits of Manor in Ware County for a total of 11.0 miles. The existing roadway consists of 2 lanes varying from 24' to 40' rural and urban sections. The major structures within the limits of this project are: (1) a double-triple 3'x6' culvert at Woodyard Creek Overflow; (2) a 84'x28' bridge over Woodyard Creek Overflow - suff. rating of 68.2; (3) a 210'x28' bridge over Cane Creek - suff. rating of 66.4; (4) a 84'x28' bridge over Peters Creek - suff. rating of 68.2; (5) a 126'x28' bridge over Box Creek - suff. rating of 66.4; (6) a 84'x28' bridge over Little Suwannee Creek - suff. rating of 68.2. The base year traffic (1997) is 5,100 VPD and the design year traffic (2017) is 7,500 VPD. The posted speed and the design speed is 45/55 MPH.

The proposed widening consists of 2-12' lanes rural section in each direction with a 14' median and 10' shoulders (4' paved) from the beginning of the project to Woodyard Creek Overflow east of Homerville. The widening changes to 2-12' lanes rural section in each direction separated by a 44' median with 6' inside shoulders (2' paved) and 10' outside shoulders (4' paved) from Woodyard Creek Overflow to 0.25 miles east of CR 134 west of Argyle and from 0.2 miles west of Box Creek in Argyle to CR 27 west of Manor. The widening changes to 2-12' lanes urban section in each direction with a 14' median from 0.25 miles east of CR 134 west of Argyle to 0.20 miles west of Box Creek in Argyle and from CR 27 west of Manor to the end of the project. The structures will be treated as follows: (1) the double-triple 3'x6' culvert at Woodyard Creek Overflow will be extended to accommodate the proposed section; (2) widen existing bridge to 38' and construct a parallel bridge (180'x38') at Woodyard Creek Overflow; (3) widen existing bridge to 38' and construct a parallel bridge (210'x38') at Cane Creek; (4) widen existing bridge to 38' and construct a parallel bridge (84'x38') at Peters Creek; (5) widen existing bridge to 38' and construct a parallel bridge (126'x38') at Box Creek; (6) widen existing bridge to 38' and construct a parallel bridge (140'x38') at Little Suwannee Creek (84'x38'); (7) a parallel bridge (140'x38') will be constructed at Suwannee Creek.

Wayne Shackelford
Page 2
August 24, 1992

EDS-84(23) & BHF-007-3(25) Clinch-Ware Counties

The original limits proposed were from the east city limits of Homerville to the west city limits of Manor for a total of 10.94 miles. The east terminus has been extended to the east city limits of Manor so as to be more logical.

BHF-007-3(25) Ware County - The widening of the existing 140'x27.8' bridge over Suwannee Creek to 38' is proposed under this project. The sufficiency rating is 75.9.

Traffic will be maintained on the existing roads during construction. The environmental concerns include requiring a COE 404 permit due to wetlands; 2 possible UST's; an EA will be prepared; 8 displacements - 5 residences, 1 double-wide, 2 commercial; a public hearing will be offered; time saving procedures are not appropriate. This route is part of the Governor's Road Improvement Program.

The estimated costs for these projects are:

	<u>PROPOSED</u>	<u>EDS-84(23)</u> <u>APPROVED</u>	<u>PROG. DATE</u>
Constr(Infl&E/C)	\$16,538,280	\$8,547,000	Preprogram
Rights-of-way	\$ 2,190,000	No Est.	FY 99
Utilities	\$ 504,000	No Est.	

	<u>PROPOSED</u>	<u>BHF-007-3(25)</u> <u>APPROVED</u>	<u>PROG. DATE</u>
Constr(Infl&E/C)	\$130,680	\$353,000	Preprogram FY 96

I recommend this project concept report be approved with the revised limits and removed from Preprogram Status, then added to the Construction Work Program with the same FY date of 1999 for both projects.

HJL/TMR/se

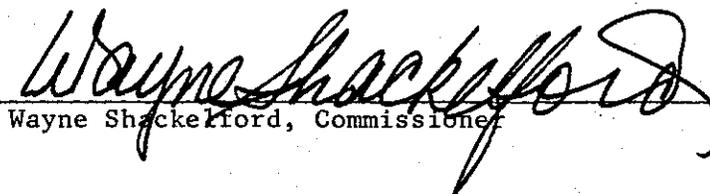
Attachment

CONCUR:



G. C. Lewis, State Highway Engineer

APPROVED:



Wayne Shackelford, Commissioner

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

RECEIVED

JUN 25 1992

INTERDEPARTMENT CORRESPONDENCE

FILE EDS-84 (23), BHF-007-3 (25) **Clinch - Ware** OFFICE Atlanta, Georgia
P.I. No. 422120, ~~522480~~ **422125 TR Counties** Bridge-Suwannee Creek &
Widening US 84 11 Miles **DATE** June 23, 1992

FROM Robert E. Humphrey, Project Review Engineer *REAH*

TO Hoyt J. Lively, Jr., Director of Preconstruction

SUBJECT PROJECT CONCEPT REPORT

We have reviewed the attached Concept Report for this Major project.

We have received signed cover sheets from the following offices:

Bridge Design

Traffic and Safety

District Engineer

Road Design

This report is satisfactory for approval.

The estimated costs of this project are as follows:

Construction	\$13,778,000	13,776,000 TR
Inflation (5% per year) x 2 yrs.	1,377,800	1,377,600
E & C (10%)	1,515,580	1,515,360
Preliminary Engineering (5%)	688,900	
Right of Way	2,190,000	
Utilities	504,000	

BDM/jmf

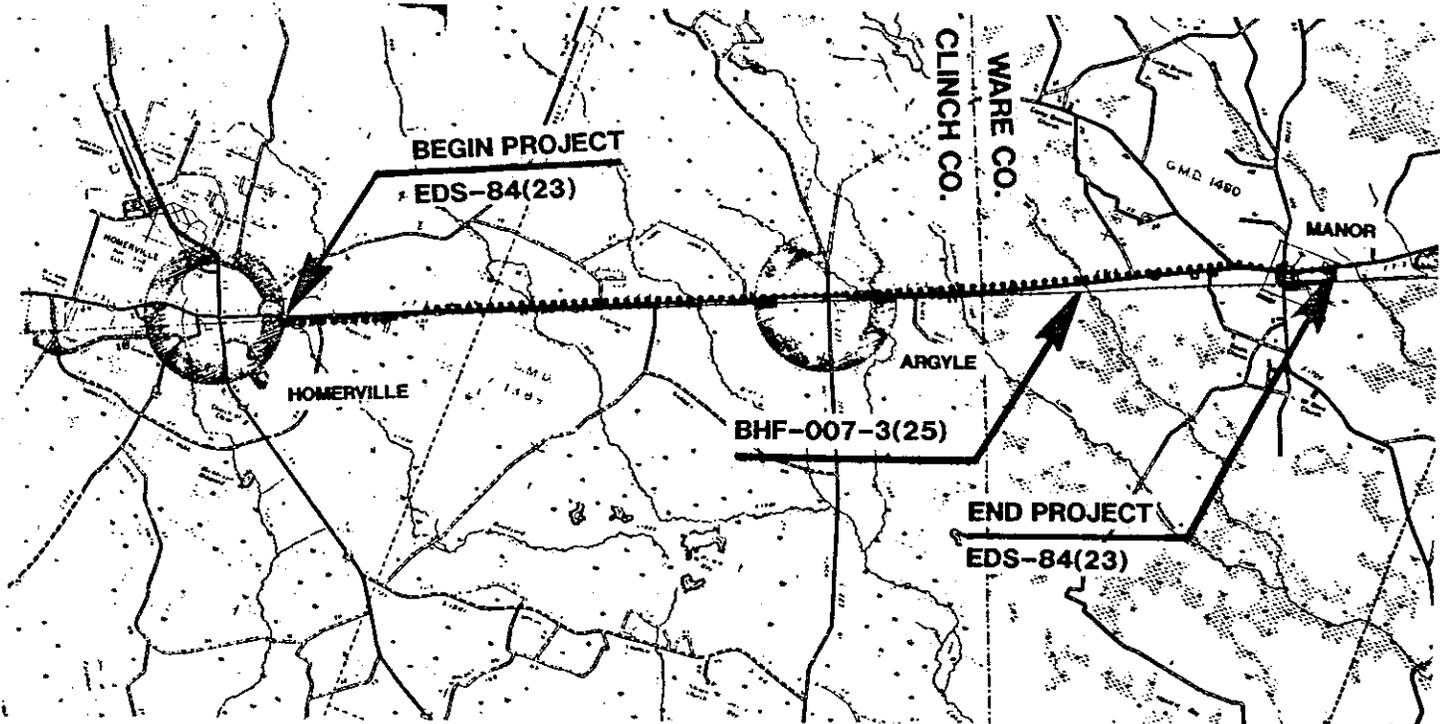
Attachments

c: David Studstill

OFFICE OF ENVIRONMENT/LOCATION

PROJECT CONCEPT REPORT

Project Number: EDS-84 (23) ; BHF-007-3 (25)
County: CLINCH / WARE
P.I. Number: 422120 / 522480 422125 TR
Federal Route Number: F-7-3
State Route Number: 38



RECOMMENDATION FOR APPROVAL:

5/22/92
DATE

[Signature]
STATE ENVIRONMENTAL/LOCATION ENGINEER

DATE

STATE ROAD AND AIRPORT DESIGN ENGINEER

DATE

STATE TRAFFIC AND SAFETY ENGINEER

DATE

STATE BRIDGE AND STRUCTURAL DESIGN ENGINEER

DATE

DISTRICT ENGINEER / TIFTON

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA



INTERDEPARTMENT CORRESPONDENCE

FILE EDS-84(16) (17) (20) (23); EDS-441(34) OFFICE Environment/Location
 BHF-007-3(25) (26), Lowndes/Lanier/Clinch/Ware
 P.I.# 422050/422060/422030/422120/422020/ DATE May 20, 1992
 422055/~~522480~~ 422,25 TR

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

TO Robert Humphrey, Project Review Engineer

SUBJECT Concept Reports - U.S. 84/S.R. 38 Imps. ; U.S. 441/S.R. 89 Imps.

In accordance with the plan development process, the reports for the above projects are attached for your review and processing.

DES/JDQ

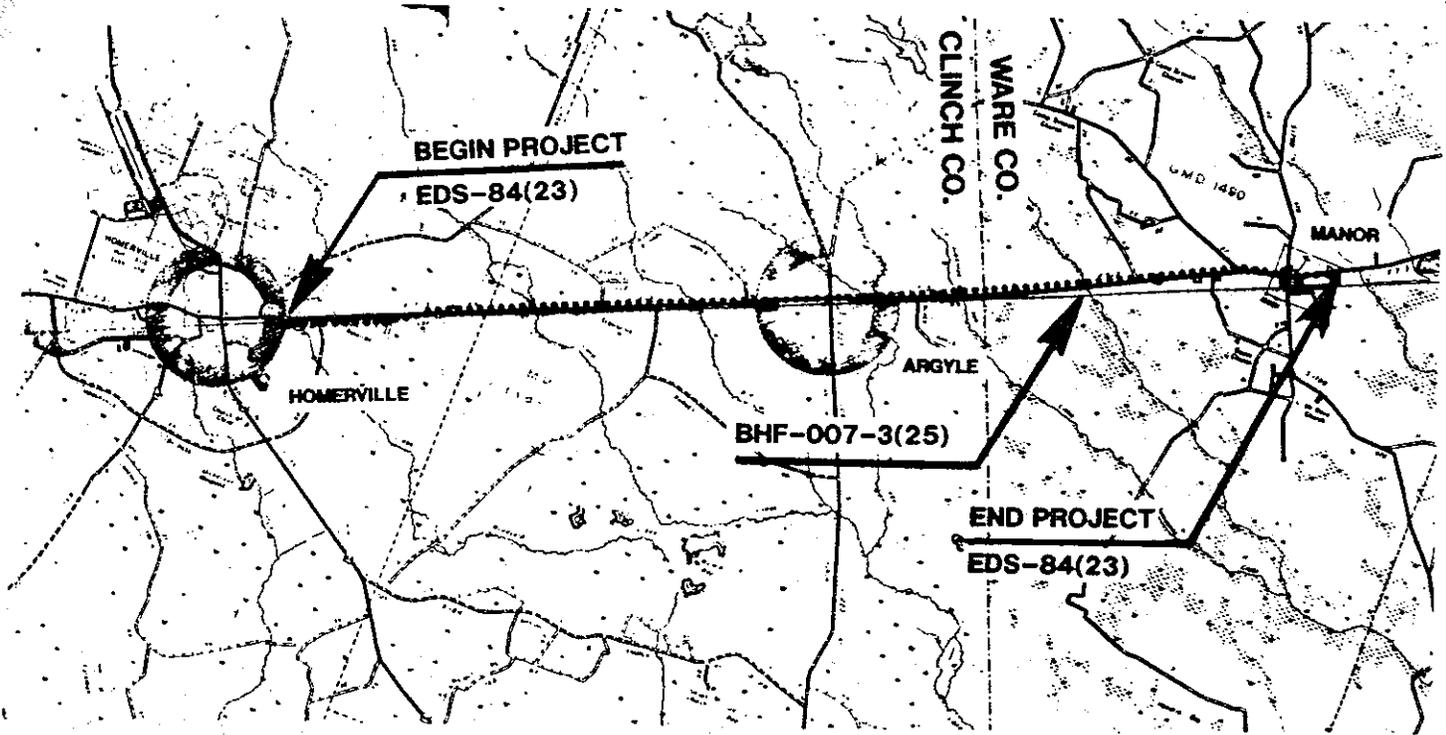
Attachments..

cc: Wayne Hutto
 Roland Hinners
 Ronald Colvin
 Paul Liles
 Shell Hartley , District Engineer/Tifton

OFFICE OF ENVIRONMENT/LOCATION

PROJECT CONCEPT REPORT

Project Number: EDS-84 (23) ; BHF-007-3 (25)
County: CLINCH / WARE
P.I. Number: 422120 / 522480
Federal Route Number: F-7-3
State Route Number: 38



RECOMMENDATION FOR APPROVAL:

5/22/92
DATE

[Signature]
STATE ENVIRONMENTAL/LOCATION ENGINEER

DATE

STATE ROAD AND AIRPORT DESIGN ENGINEER

6/12/92
DATE

[Signature]
STATE TRAFFIC AND SAFETY ENGINEER

DATE

STATE BRIDGE AND STRUCTURAL DESIGN ENGINEER

DATE

DISTRICT ENGINEER / TIFTON

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**



INTERDEPARTMENT CORRESPONDENCE

FILE EDS-84 (23) & BHF-007-3 (25)
Clinch/Ware Counties
P.I. No. 422120/522480

OFFICE Atlanta, Georgia

DATE June 8, 1992

FROM *RC* Ron Colvin, P.E., State Traffic and Safety Engineer

TO Robert E. Humphrey, P.E., Project Review Engineer

SUBJECT Project Concept Report Review

We have reviewed the concept report on the above projects for widening U.S. 84/S.R. 38 from the east city limits of Homerville to 0.6 mile east of C.R. 472 (through the urbanized area of Manor) for a total of 11.00 miles. Design speed is 45/55 MPH.

The existing two lane roadway would be widened to a five lane facility, two 12 feet lanes in each direction, with a 14 feet center turn lane from the beginning of project east for 1.0 miles and from 0.25 mile east of C.R. 134 to 0.2 mile west of Box Creek and from C.R. 27 to the east City Limits of Manor. A four lane divided section, two 12 feet lanes in each direction, with a 44 feet grassed median is proposed from 1.0 mile east of Homerville city limits to 0.25 mile east of C.R. 134 and from 0.2 mile west of Box Creek to C.R. 27.

The following is a list of Major Structures:

Project EDS-84 (23)

Parallel bridges at Woodyard Creek overflow (84'X38'), Cane Creek (210'X38'), Peters Branch (84'X38'), Box Creek (126'X38'), Little Suwannee Creek (84'X38'), and Suwannee Creek (140'X38'). Widen existing bridges to 38' (except at Suwanne Creek).

Project BHF-007-3(25)

Widen existing bridge at Suwannee Creek (140'X38').

We note this project is part of the Governor's Road Improvement Program to upgrade the U.S. 84 corridor.

Improvements for this section of U.S. 84 provides for safety and operational handling of traffic. Approval for the project concept is recommended.

RC:LEO:ds

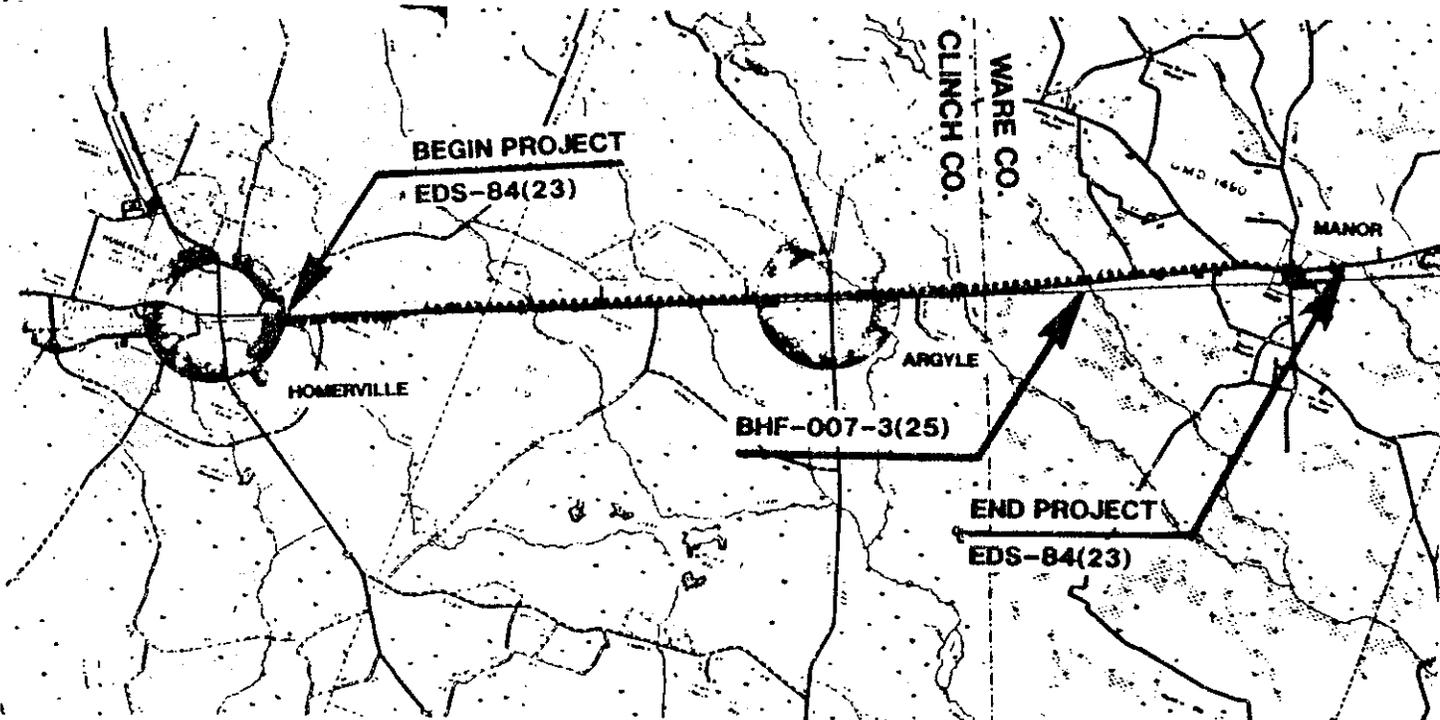
Attachment (signature page)

cc: David Studstill, State Environmental/Location Engineer
Shell Hartley, District Engineer - Tifton
Ronald "Bo" Davis, District Engineer - Jesup
Andy Tanner, District Traffic and Safety Engineer - Jesup

OFFICE OF ENVIRONMENT/LOCATION

PROJECT CONCEPT REPORT

Project Number: EDS-84 (23) ; BHF-007-3 (25)
County: CLINCH / WARE
P.I. Number: 422120 / 522480
Federal Route Number: F-7-3 4584
State Route Number: 38



RECOMMENDATION FOR APPROVAL:

5/22/92
DATE

6-15-92
DATE

DATE

DATE

DATE

[Signature]
STATE ENVIRONMENTAL/LOCATION ENGINEER

[Signature]
STATE ROAD AND AIRPORT DESIGN ENGINEER

STATE TRAFFIC AND SAFETY ENGINEER

STATE BRIDGE AND STRUCTURAL DESIGN ENGINEER

DISTRICT ENGINEER / TIFTON

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE EDS-84(16, 17, 20, 23); EDS-441(34) OFFICE Atlanta
BHF-007-3(25,26), Lowndes/Lanier/Clinch/Ware
P.I. #422050,422060,422030,422120,422020,422055, DATE June 12, 1992
5221480

FROM Roland Hinnens, P.E., State Road & Airport Design Engineer

TO *Roland Hinnens*
Robert Humphrey, Project Review Engineer

SUBJECT Signed Concept Cover Sheets

Attached are signed concept cover sheets. The concept reports were reviewed and are considered satisfactory except for the following comments. Each report should reflect the appropriate US route designation (US 84/US 441); and proposed slope ratios should be shown on typical sections contained in each report. The following slopes are recommended: behind curb and gutter- 4:1 normal and 2:1 maximum; for depressed medians - 6:1 normal, 8:1 minimum, and 4:1 maximum; and for roadway ditch sections - 4:1 at 12' with 4-foot ditch bottom.

RH:GRM:bc
Attachment

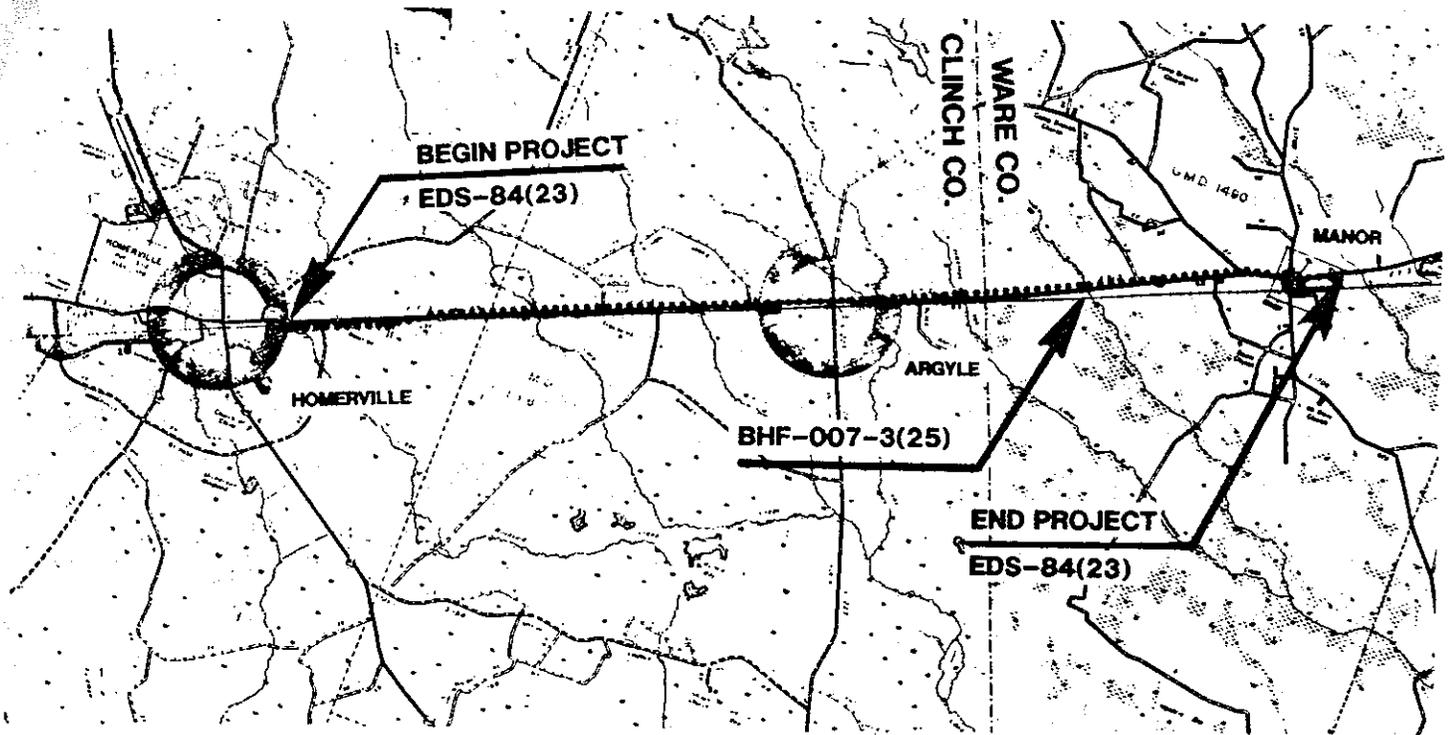
cc: David Studstill/Attention: Jerry Hobbs



OFFICE OF ENVIRONMENT/LOCATION

PROJECT CONCEPT REPORT

Project Number: EDS-84 (23) ; BHF-007-3 (25)
County: CLINCH / WARE
P.I. Number: 422120 / 522480
Federal Route Number: F-7-3
State Route Number: 38



RECOMMENDATION FOR APPROVAL:

5/22/92
DATE

DATE

DATE

DATE

6/8/92
DATE

[Signature]
STATE ENVIRONMENTAL/LOCATION ENGINEER

STATE ROAD AND AIRPORT DESIGN ENGINEER

STATE TRAFFIC AND SAFETY ENGINEER

STATE BRIDGE AND STRUCTURAL DESIGN ENGINEER

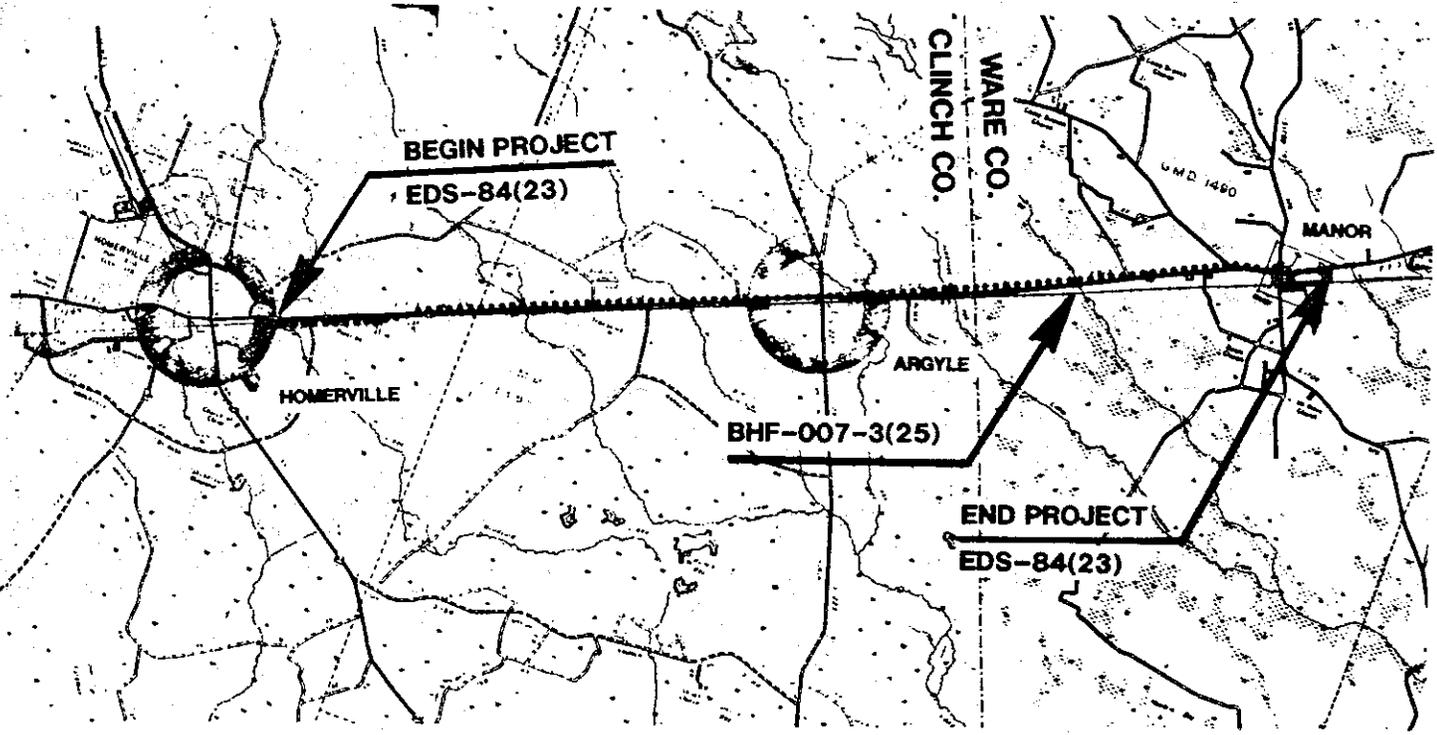
[Signature]
DISTRICT ENGINEER / TIFTON

Bridge

OFFICE OF ENVIRONMENT/LOCATION

PROJECT CONCEPT REPORT

Project Number: EDS-84 (23) ; BHF-007-3 (25)
 County: CLINCH / WARE
 P.I. Number: 422120 / 522480
 Federal Route Number: F-7-3
 State Route Number: 38



RECOMMENDATION FOR APPROVAL:

5/22/92
DATE

[Signature]
STATE ENVIRONMENTAL/LOCATION ENGINEER

DATE

STATE ROAD AND AIRPORT DESIGN ENGINEER

DATE

STATE TRAFFIC AND SAFETY ENGINEER

6/8/92
DATE

[Signature]
STATE BRIDGE AND STRUCTURAL DESIGN ENGINEER

DATE

DISTRICT ENGINEER / TIFTON

EDS-84(23), BHF-007-3(25)
Clinch/Ware Counties
U.S. 84/S.R.38 Improvements
P.I. Nos.422120/522480

Project EDS-84(23), Clinch/Ware Counties would consist of the widening of U.S. 84/S.R.38 from the east city limits of Homerville to 0.6 mile east of C.R. 472 (through the urbanized area of Manor) for a total of 11.00 miles.

The existing two lane roadway would be widened to a five lane facility, two 12-foot lanes in each direction with a 14-foot wide flush median from the beginning of the project east for 1.0 mile and from 0.25 mile east of C.R. 134 to 0.2 mile west of Box Creek and from C.R.27 to the east city limits of Manor. A four lane divided section, two 12-foot lanes in each direction with a 44'grassed median is proposed from 1.0 mile east of Homerville city limits to 0.25 mile east of C.R. 134 and from 0.2 mile west of Box Creek to C.R. 27.

From the east Homerville city limits, the widening of U.S. 84/S.R. 38 would be on the north side for 600 feet, and shift to the south side parallel to the CSX Roadroad to Woodyard Creek Overflow. From there, the widening would shift to the north side and continue on the north side to 0.25 mile east of C.R. 134. The widening would then become symmetrical to 1000 feet west of C.R. 204. At that point, the widening would shift to the south side to C.R. 204. From there, the widening would shift to the north side and continue to C.R. 27. At C.R. 27, the widening would be symmetrical to just beyond C.R. 472. From there, the widening would shift to the south side and continue through the urbanized area of Manor and terminate 0.15 mile west of Greasy Creek. A new bridge parallel to the existing bridge would be constructed over Cane Creek, Peters Branch, Box Creek, Little Suwanne Creek and Suwanne Creek to accommodate the new lanes, and the existing culverts over Woodyard Creek overflow would be extended to accommodate the widened section. The existing bridge over Cane Creek would be widened to 82 feet, and the existing bridges over Peters Branch, Box Creek, Little Suwanne Creek would be widened to 38 feet in width. C.R. 27 would be relocated to intersect U.S. 84/S.R.38 300 feet west of its present location. The existing right-of-way varies from 60 to 100 feet. Required additional right-of-way would vary from 30 to 84 feet. Access would be by permit.

Project BRF-007-3(25), Ware County consists of the widening of the existing bridge at Suwanne Creek. The existing bridge is 140 feet in length by 27.8 in width. The bridge would be widened to 38 feet in width.

PROJECT CONCEPT REPORT

DATE: MAY 20, 1992

PROJECT NUMBER: EDS-84(23); BHF-007-3(25)

COUNTY: CLINCH/WARE

PROJECT NAME: U.S. 84/S.R. 38 IMPROVEMENTS

P.I. NUMBER: 422120/522480

U.S. ROUTE NO: F7 - 3

STATE ROUTE NO: 38

LOCATION

FROM THE EAST CITY LIMITS OF HOMERVILLE TO THE EAST CITY LIMITS OF MANOR (11.0 MILES)

TRAFFIC

CURRENT

PROJECTED

YEAR

AA DT

YEAR

AA DT

1997

5100

2017

7500

PDP CLASSIFICATION

FUNCTIONAL CLASSIFICATION

MAJOR PROJECT ON EXISTING LOCATION

RURAL AND URBAN ARTERIAL

EXISTING TYPICAL SECTION

2 LANE RURAL / 2 LANE URBAN

POSTED SPEED

MAX EXIST DEGREE OF CURVE

MAX EXIST GRADE

45/55 MPH

3° - 00'

1% ±

EXISTING MAJOR STRUCTURES

P. RTG

S. RTG

FEATURES INTERSECTED

LENGTH

WIDTH

EDS-84 (23) :

02187

86.4

WOODYARD CREEK OVERFLOW

DBL TRIPLE 3 X 6

01585

68.2

WOODYARD CREEK OVERFLOW

84

28

01611

66.4

CANE CREEK

210

28

01596

68.2

PETERS CREEK

84

28

01342

66.4

BOX CREEK

126

28

01597

68.2

LITTLE SUWANNEE CREEK

84

28

BHF-007-3(25) :

00592

75.9

SUWANNEE CREEK

140

27.8

PROJECT NEED: THE PURPOSE OF THIS PROJECT IS TO UPGRADE THE U.S. 84 CORRIDOR. THIS WOULD HAVE A POSITIVE INFLUENCE ON ECONOMIC DEVELOPMENT. THIS PROJECT IS PART OF THE GOVERNORS ROAD IMPROVEMENT PROGRAM (G.R.I.P.).

PROJECT CONCEPT REPORT

PROJECT NUMBER: EDS-84(23); BHF-007-3(25)

PROPOSED TYPICAL SECTION

4 LANE WITH 44' MEDIAN; 4 LANE WITH 14' FLUSH MEDIAN

DESIGN SPEED

45/55

MAX DEGREE OF CURVE

ALLOWABLE: 9°-30'/6°-00'

PROPOSED: 3°-00'

MAX GRADE

ALLOWABLE: 5.5%/3.5%

PROPOSED: 1% ±

MAJOR STRUCTURES

84(23)
EDS-19(46): PARALLEL BRIDGES AT WOODYARD CREEK OVERFLOW (84 X 38), CANE CREEK (210 X 38), PETERS BRANCH (84 X 38), BOX CREEK (126 X 38), LITTLE SUWANNEE CREEK (84 X 38), SUWANNEE CREEK (140 X 38); WIDEN EXISTING BRIDGES TO 38' IN WIDTH (EXCEPT AT SUWANNEE CREEK); LENGTHEN CULVERT AT WOODYARD CREEK OVERFLOW

BHF-007-3(25): WIDEN EXISTING BRIDGE AT SUWANNEE CREEK (140 X 38)

TYPE ACCESS: CONTROLLED BY PERMIT

TRAFFIC CONTROL DURING CONSTRUCTION: MAINTAINED ON EXISTING ROADS

ESTIMATED COST:

	<u>EDS-84(23)</u>	<u>BHF-007-3(25)</u>		
CONSTRUCTION:	<u>\$13,670,000</u>	<u>\$ 108,000</u>	RIGHT-OF-WAY:	<u>\$ 2,190,000</u>
E&C (10%):	<u>1,367,000</u>	<u>11,000</u>	ACQUIRED BY:	<u>D.O.T.</u>
INFLATION:	<u>1,541,000</u>	<u>13,000</u>	UTILITIES:	<u>504,000</u>
	<u>2 YRS AT 5% PER YEAR</u>		ADJUSTED BY:	<u>UNKNOWN</u>

TOTAL CONST.

COST: \$16,578,000 \$ 132,000

DISPLACEMENTS: 5 RES., 1 DW TRAILER, 2 COMM.

LEVEL OF ENVIRONMENTAL ANALYSIS: ENVIRONMENTAL ASSESSMENT

LEVEL OF PUBLIC INVOLVEMENT: PUBLIC HEARING

TIME SAVING PROCEDURES APPROPRIATE: NO

DESIGN VARIATIONS REQUIRED: NONE REQUESTED BY ENVIRONMENT/LOCATION

PROJECT CONCEPT REPORT

PROJECT NUMBER: EDS-84(23); BHF-007-3(25)

OTHER PROJECTS IN AREA: EDS-84(16)(17)(20); EDS-441(34)

CONCEPT TEAM MEETING DATE: APRIL 21, 1992

LOCATION INSPECTION DATE: N/A

PERMITS REQUIRED (COE, 404, etc.): COE 404 (WETLAND IMPACTS @ 32 ACRES)

UNDERGROUND STORAGE TANKS: 2 POSSIBLE SITES - UST INVESTIGATION REQUESTED

HAZARDOUS WASTE SITES: N/A

OTHER ALTERNATES CONSIDERED: N/A

COMMENTS: 1) THIS PROJECT IS PART OF THE PROPOSED U.S. 84/S.R. 38 IMPROVEMENTS FROM JUST WEST OF THE ALAPAHA RIVER TO MANOR. 2) THE EAST TERMINI (WEST CITY LIMITS OF MANOR) HAS BEEN EXTENDED TO THE EAST CITY LIMITS OF MANOR BECAUSE THIS TERMINI WOULD BE MORE LOGICAL IT IS RECOMMENDED THAT THIS CHANGE BE IMPLEMENTED.

ATTACHMENTS: TYPICAL SECTIONS

COST ESTIMATE

TEAM MEETING MINUTES

PRELIMINARY COST ESTIMATE

OFFICE OF ENVIRONMENT/LOCATION

P.I. NO: 422120

DATE: 05-14-1992

PROJECT NO: EDS-84(23)

PROJECT NAME: U.S. 84 /S.R. 38 IMPS

COUNTY: CLINCH

PROJECT DESCRIPTION: EAST CL OF HOMERVILLE TO MANOR

PROJECT LENGTH: 11.000 MILES

SECTION LENGTH: 8.200 MILES

TYPICAL SECTION:

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

Minimum R/W = 84' ft

EXISTING ROADWAY (If Applicable): U.S. 84/ S.R. 38

TRAFFIC:

INITIAL DESIGN YEAR: 1997

DAILY VOLUME (AADT): 5,100

FINAL DESIGN YEAR: 2017

DAILY VOLUME (AADT): 7,500

FEASIBILITY STUDY PRE-PROGRAMMING PROCESS PROGRAMMING PROCESS

COMMENTS: THIS ESTIMATE INCLUDES COST FOR FIVE LANE FACILITIES
EAST OF HOMERVILLE AND THROUGH ARGYLE AND MANOR -
LISTED UNDER SPECIAL FEATURES.

PREPARED BY: J QUARLES

PROJECT COSTS

A. RIGHT-OF-WAY	
1. PROPERTY (Land and Easements)	\$ 540,000
2. DISPLACEMENTS	\$ 833,000
3. OTHER COST	\$ 817,000

SUBTOTAL \$ 2,190,000

B. REIMBURSABLE UTILITIES	
1. RAILROAD	\$ 0
2. TRANSMISSION LINES	\$ 0
3. SERVICES	\$ 504,000

SUBTOTAL \$ 504,000

C. MAJOR STRUCTURES	
1. WALLS	\$ 0

2. BRIDGE STREAM CROSSING	\$ 1,832,000
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PARALLEL BRIDGES - PETER BRANCH, BOA CREEK, LITTLE SUWANNE CREEK & SUWANNE CREEK, / WIDEN EXISTING BRIDGES TO

3. BRIDGE OVER/UNDERPASS	\$ 0
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4. BOX CULVERTS	\$ 300,000
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SUBTOTAL \$ 2,132,000

D. GRADING AND DRAINAGE	
1. EARTHWORK	

a. UNCLASSIFIED EXCAVATION SOIL	\$ 1,300,000
650,000 CY @ \$2.00	

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

c. BORROW EXCAVATION	\$ 0
0 CY @ \$3.00	

2. DRAINAGE	
a. MINOR DRAINAGE (INCLUDING CROSS DRAIN PIPES & LONGITUDINAL SYSTEM)	\$ 328,000

8.200 MILES @ \$39,960

b. CURB AND GUTTER	\$ 0
0 LF @ \$8.22	

SUBTOTAL \$ 1,628,000

ESTIMATE SUMMARY

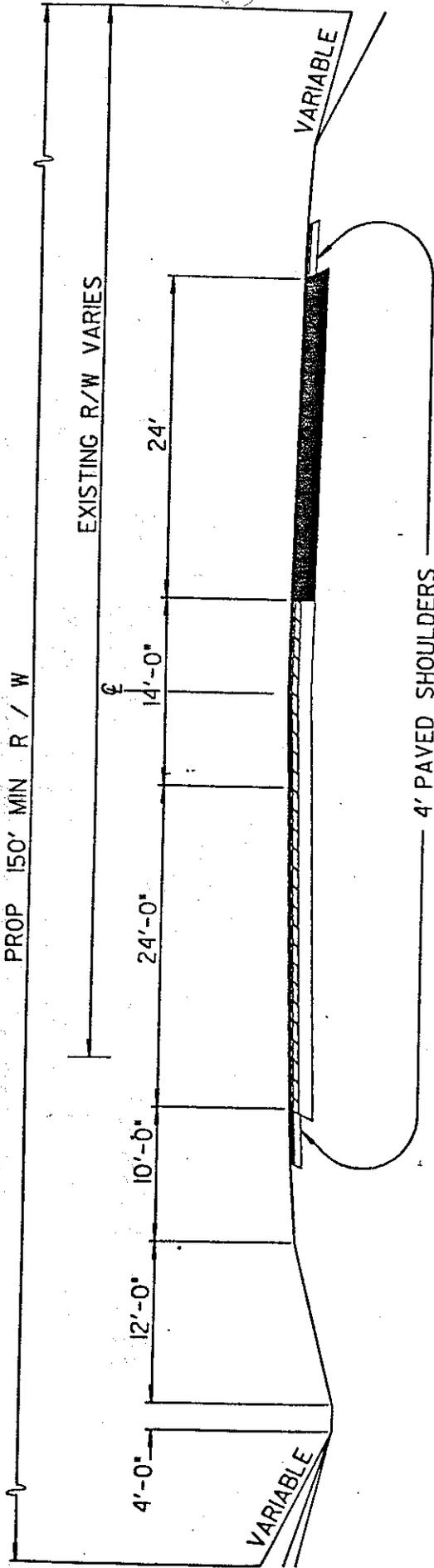
		SECTION COST (per mile)
A. RIGHT-OF-WAY.....	\$ 2,190,000	\$ 267,000
B. REIMBURSABLE UTILITIES.....	\$ 504,000	\$ 61,000

CONSTRUCTION COST SUMMARY

C. MAJOR STRUCTURES.....	\$ 2,132,000	
D. GRADING AND DRAINAGE.....	\$ 1,628,000	
E. BASE AND PAVING.....	\$ 5,005,000	
F. LUMP ITEMS.....	\$ 814,000 816,000 TR	
G. MISCELLANEOUS.....	\$ 557,000	
H. SPECIAL FEATURES.....	\$ 3,640,000	
	13,776,000	
SUBTOTAL CONSTRUCTION COST.....	\$ 13,778,000	\$ 1,680,000
E. & C. (10%).....	\$ 1,378,000	
INFLATION...2 yr(s) @ 5% per year	\$ 1,554,000	
TOTAL CONSTRUCTION COST.....	\$ 16,710,000	\$ 2,038,000

GRAND TOTAL CONSTRUCTION COST \$ 19,404,000 \$ 2,366,000

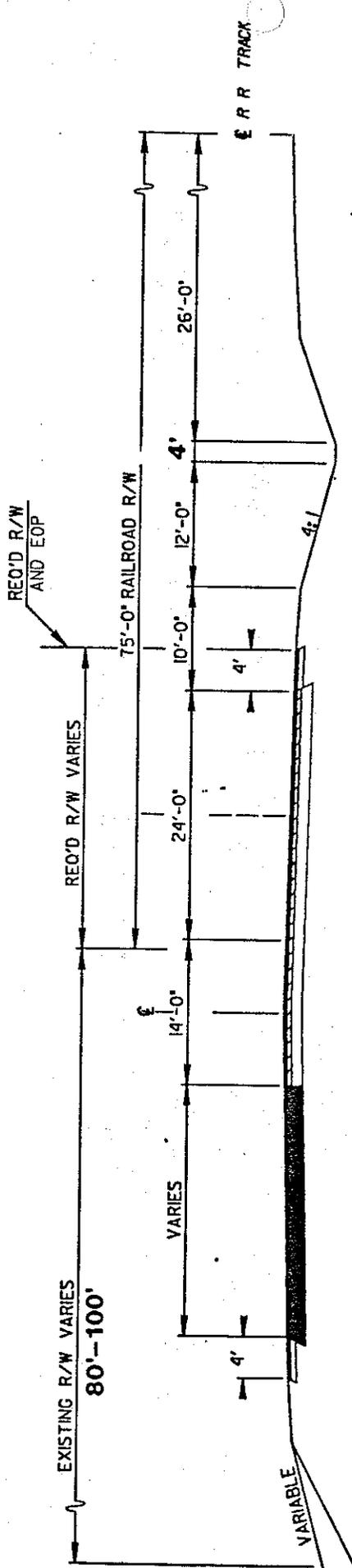
RURAL WIDENING-2 TO 4 LANES WITH 44' DIV. MEDIAN (48' PAV'T)



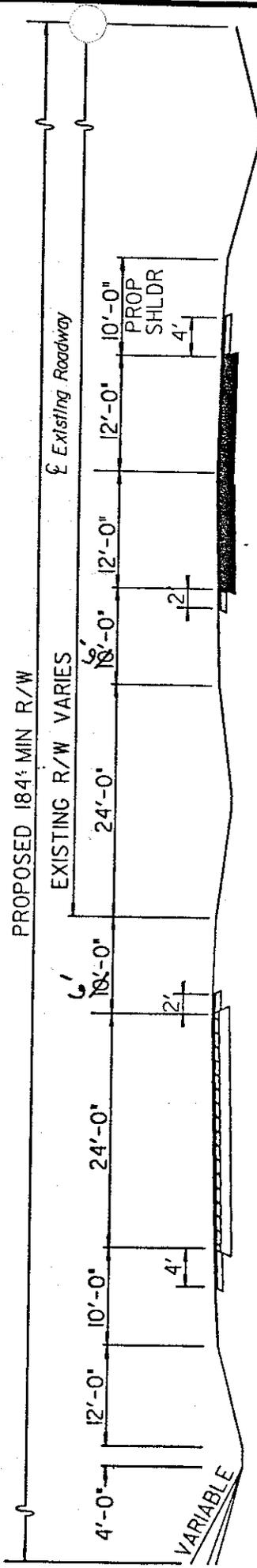
TYPICAL CROSS SECTION
EDS-84(23), CLINCH/WARE COUNTIES

FROM EAST CITY LIMITS OF HOMERVILLE EAST FOR 600' -

NOT TO SCALE



TYPICAL CROSS SECTION
EDS-84(23), CLINCH/WARE COUNTIES
FROM 600' - EAST OF THE HOMERVILLE EAST CL
TO WOODYARD CREEK OVERFLOW
NOT TO SCALE

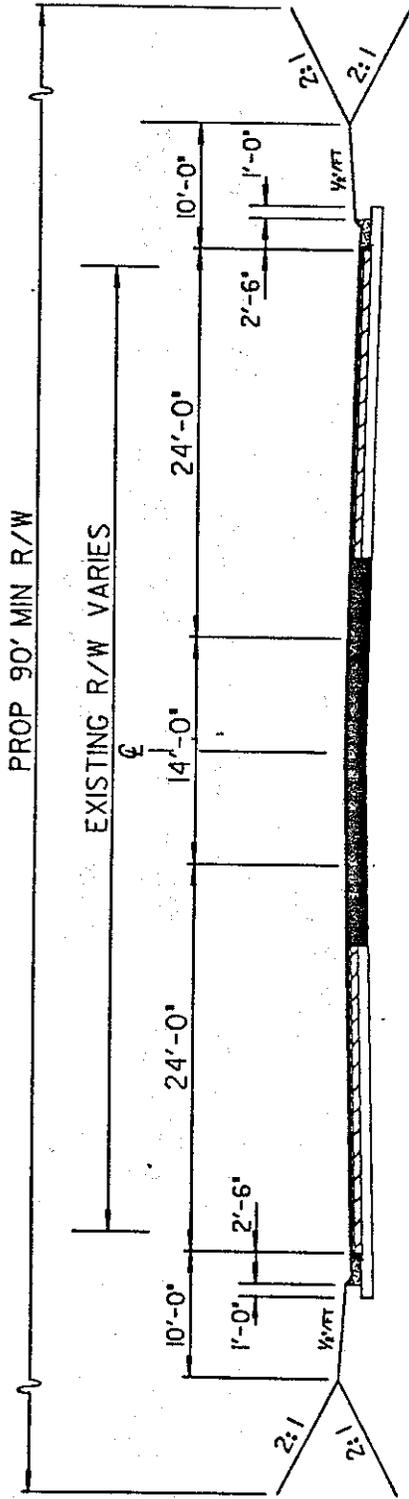


TYPICAL CROSS SECTION

EDS-84(23), CLINCH/WARE COUNTIES

FROM WOODYARD CREEK OVERFLOW TO 0.25 MILE EAST OF CR-134

NOT TO SCALE

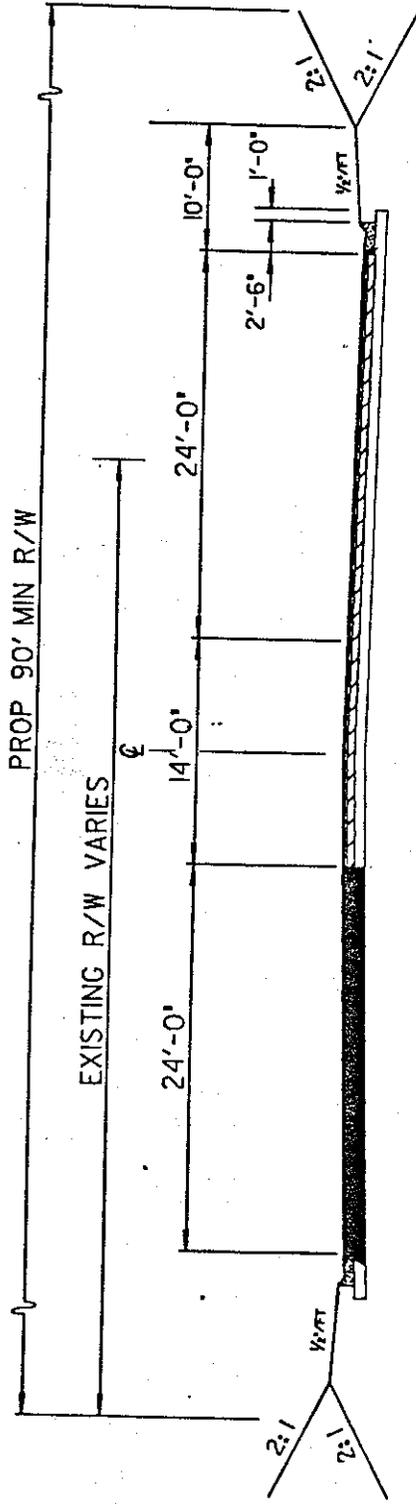


TYPICAL CROSS SECTION

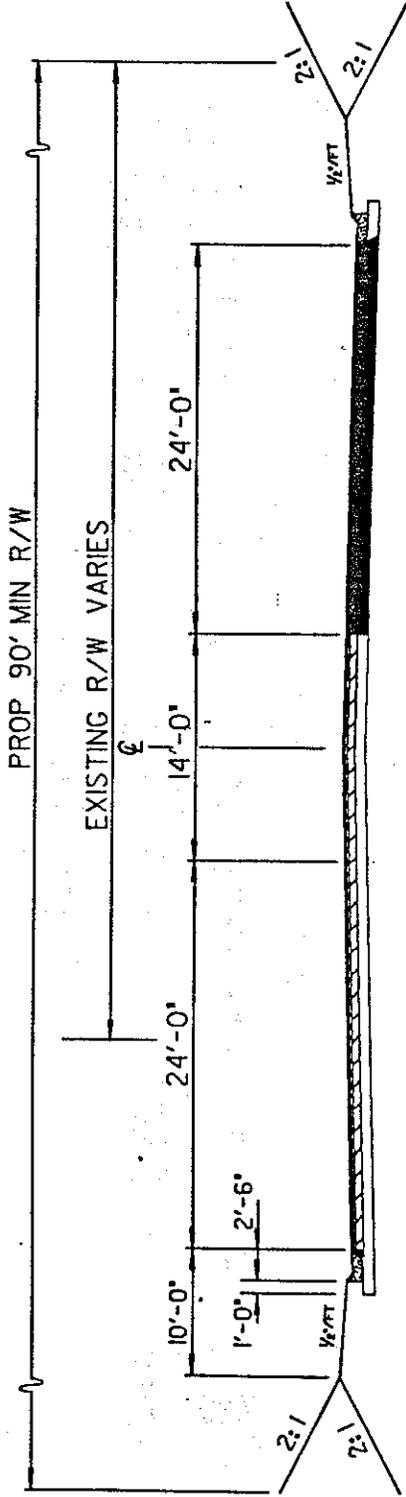
EDS-84(23), CLINCH/WARE COUNTIES

FROM 0.25 MILE EAST OF CR-134 TO 1000' WEST OF CR-204 IN ARGYLE

NOT TO SCALE



TYPICAL CROSS SECTION
EDS-84(23), CLINCH/WARE COUNTIES
FROM 1000' WEST OF CR-204 TO CR-204 IN ARGYLE
NOT TO SCALE

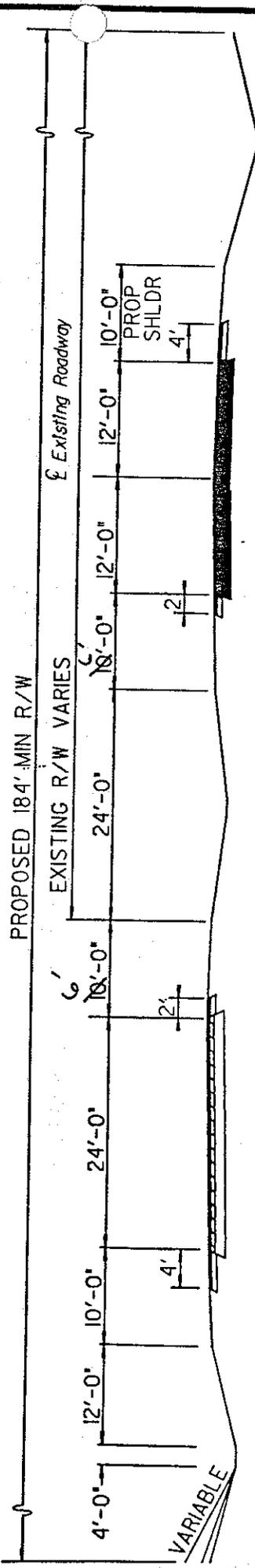


TYPICAL CROSS SECTION

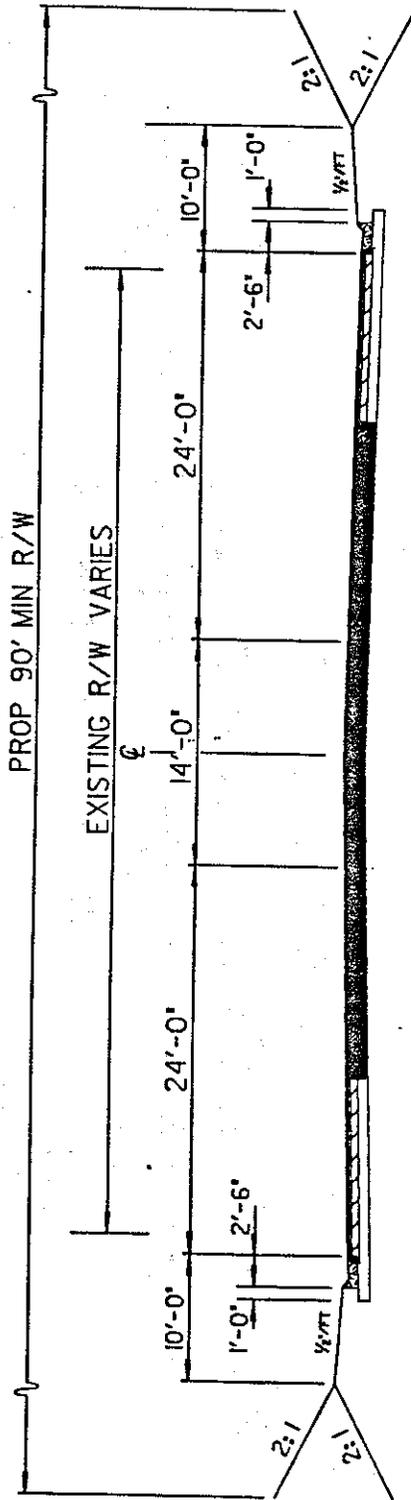
EDS-84(23), CLINCH/WARE COUNTIES

FROM CR-204 IN ARGYLE TO 0.2 MILE WEST OF BOX CREEK

NOT TO SCALE



TYPICAL CROSS SECTION
EDS-84(23), CLINCH/WARE COUNTIES
 FROM 0.2 MILE WEST OF BOX CREEK TO CR-27 IN MANOR
 NOT TO SCALE

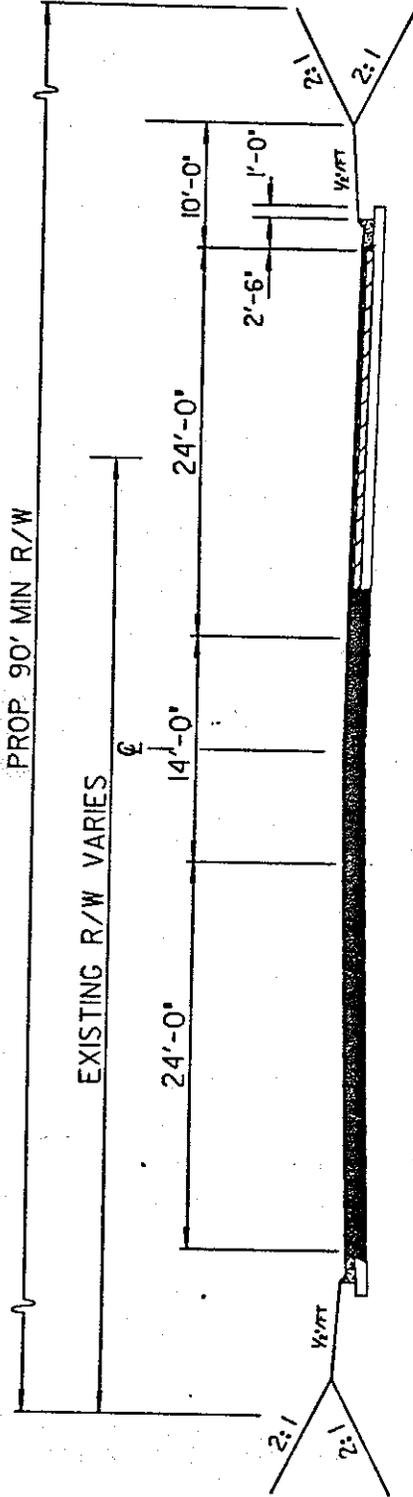


TYPICAL CROSS SECTION

EDS-84(23), CLINCH/WARE COUNTIES

FROM CR-27 TO CR-472 IN MANOR

NOT TO SCALE



TYPICAL CROSS SECTION
EDS-84(23), CLINCH/WARE COUNTIES
FROM CR-472 TO THE MANOR EAST CITY LIMITS
 NOT TO SCALE

D.O.T. 66
DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE EDS-84(16) (17) (20) (23); EDS-441(34) OFFICE Environment/Location
BHF-007-3(25) (26), Lowndes/Lanier/Clinch/Ware
U.S. 84/S.R. 38 Imps.; U.S. 441/S.R. 89 Imps. DATE May 2, 1992

FROM John D. Quarles, T.E. II

TO See Distribution

SUBJECT **Concept Team Meeting Minutes**

A team meeting for the U.S. 84/S.R. 38 Improvements and the U.S. 441/S.R. 89 Improvements was held on April 21, 1992 at 1:30 p.m. at the Office of Environment/Location. In attendance were: Johnny Quarles, John Hendon, Fred Methany, David Studstill, and Jerry Hobbs Environmental/Location; Herman Griffin, Programming; Carol Chambers, Mayor of Homerville; William Vest, Homerville City Manager; Peg Blicht, State Rep.; Fred Wilson and Carl Spinks, Planning; Freddie Walker and Ronnie Brogdon, Tifton/District; Steven Girardin, FHWA; Thomas Maloch, CSX; Steven Murphy and Robert Gardner, Atlanta Gas Light Co; Terri Tuberville, Oglethorpe Power Co; Marie Piper, Southern Bell; John Bishop, Road Design; Louis Owen, Traffic & Safety; Robert Sammons, DOT R/W; Dick Wohlwerd, Georgia Power Co.; Dave Mayhed, AT & T.

The following describes the concepts shown at the meeting.

U.S. 84/S.R. 38 Improvements

These projects would consist of the widening of U.S. 84/S.R. 38 from C.R. 15/Mullin's Lane in Lowndes County to just beyond C.R. 472 in Manor (Ware County) for a total of 30.40 miles.

Project EDS-84(16), Lowndes/Lanier/Clinch Counties would consist of the widening of U.S. 84/S.R. 38 for C.R. 15/Mullins Lane to C.R. 207 in DuPont for a distance of 11.10 miles.

Project BHF-007-3(26), Lanier/Clinch Counties consists of the replacement of the existing bridge over Alapaha River overflow and the widening of the existing bridge at Suwanoochee Creek.

Project EDS-84(17), Clinch County would consist of widening U.S. 84/S.R. 38 from C.R. 207 in DuPont to the west city limits of Homerville for a distance of 7.40 miles.

Project EDS-84(20), Clinch would consist of widening U.S. 84/S.R. 38 from the west city limits of Homerville to the east city limits of Homerville for a distance of 1.50 miles.

Project EDS-84(23), Clinch/Ware would consist of the widening of U.S. 84/S.R. 38 from the east city limits of Homerville to just east of C.R. 472 in Manor for a distance of 10.40 miles.

Project BRF-007-3(25), Ware County consists of the widening of the existing bridge at Suwanee Creek.

U.S. 441/S.R. 89 Improvements

This project would consist of the widening of U.S. 441/S.R. 89 or bypass of U.S. 441/S.R. 89 from U.S. 441 at C.R. 194 south of Homerville to the north Homerville city limits

Alternate "A" would consist of the widening of U.S. 84/S.R. 89 from C.R. 194 to the north Homerville city limits for a distance of 2.40 miles. The existing two lane roadway would be widened symmetrically to a five lane facility from C.R. 194 to Magnolia Street and widened on the east side from just south of Jerome Street to the north Homerville city limits. From Magnolia Street one-way pairs would be utilized to Jerome Street. The alignment would proceed northeast then east on new location (approximately 250 feet east of U.S. 441/S.R. 89 Church Street) and tie back into U.S. 441/S.R. 89 just west of Jerome Street. Two 12-foot lanes with a 10-foot refuge lane is proposed. The new alignment would be utilized as the northbound lanes and existing U.S. 441/S.R. 89 would be utilized as the southbound lanes.

Alternate "A-1" would consist of the widening of U.S. 441/S.R. 89 from C.R. 194 to the north Homerville city limits for a distance of 2.40 miles. The existing two-lane roadway would be widened symmetrically to a five lane facility from C.R. 194 to North Plant Avenue and widened on the east side from North Plant Avenue to the north city limits of Homerville.

Alternate "B" would consist of an east bypass of Homerville from C.R. 194 at U.S. 441 to the north city limits of Homerville for a distance of 3.0 miles.

Comments were as follows:

U.S. 84/S.R. 38 Improvements

Local Officials

The city manager inquired about the additional right-of-way need along Courtland Street in Homerville (one-way pairs). It was mentioned that approximately 10 feet (5 feet on each side) would be needed. The city officials also inquired about the possibility of utilizing North Plant Avenue and Dame as one-way pairs in Homerville. It was mentioned that this alignment would be re-evaluated before a recommendation is made to management. It was also suggested the proposed five-lane section from the west city limits of Homerville to College Street be shifted from widening symmetrical as proposed to widening all on the south side. It was mentioned that the former school site near Hampton Street will be abandoned and the nearby ball field is used as a practice field. It was mentioned that U.S. 84/S.R. 38 in Argyle and Manor would be widened to a five-lane urban section.

Design

John Bishop mentioned that utilities should be coordinated with utilities companies and mapping section (utilize survey). It was also requested that the projects be coordinate with bridge design because of possible major channel changes.

Planning

Fred Wilson and Carl Spinks requested that the Office of Environment/Location study an alignment to utilize North Plant Avenue and Dame Street as one-way pairs. It was stated that this alignment would be evaluated.

Traffic & Safety

Lewis Owens inquired about the traffic along U.S. 84/S.R. 38. It was mentioned that the projected ADT ranges from 5,000 to 10,000 ADT. It was also mentioned that no vertical reconstructed would be required.

Environmental

John Hendon mentioned that a preliminary history survey has been conducted.

District

It was mentioned that at the proposed S.R. 37 relocation an eight (8) inch water line and Georgia Power transmission line exist. It was also mentioned that the sub-station near Standard Container Company is scheduled to be abandoned. It was also mentioned that all utilities are on the north side for Homerville Bypass to C.R. 118. It was also mentioned that the District would be sent of the layouts for local review.

U.S. 441/S.R. 38 Improvements

Local Officials

It was suggested by the local officials that Alternate A-1 be implemented and Alternates "A" and "B" be eliminated. it was requested that a written description be provided fro the project in Homerville.

Planning

It was mentioned that one-way pairs on the west side was considered

JDQ/cdm

Attachments