ORIGINAL TO GENERAL FILES

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE P. I. No. 422120-/422125-, Clinch-Ware Counties
EDS-84(23) / BHN-007-3(25)
US 84/SR 38 Improvements

OFFICE Preconstruction

DATE November 20, 2006

FROM 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.

Attachment

DISTRIBUTION:

Brian Summers
Harvey Keepler
Ken Thompson
Michael Henry
Keith Golden
Joe Palladi
Paul Liles
Joe Sheffield
Glenn Durrence
BOARD MEMBER

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE: EDS-84(23) & BHN-007-3(25)
P.I. No.: 422120 & 422125
Clinch & Ware Counties

OFFICE: Environment/Location

DATE: October 24, 2006

HDK/DRP

FROM: Harvey D. Keepler, State Environmental/Location Engineer

TO: Genetha Rice-Singleton, Assistant Director of Preconstruction

SUBJECT: **Revised Project Concept Report** – SR 38 Improvements, Clinch & Ware Counties

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 meet current Department guidelines for GRIP projects, the urban typical section for project EDS-84(23) is proposed to be revised to include 4-foot bike lanes at the edges of the travelway and wider ADA shoulders on each side of the mainline. The Southeast Regional Development Center Plan designated the entire stretch of US 84 beginning in Clinch County, through Ware, and into Pierce County as a bike route. The proposed alignment would shift further north just east of Homerville requiring additional right of way to avoid impacts to the railroad. The rural sections would use the GDOT standard GRIP bicycle accommodating shoulders. None of the existing bridges within this project meet HS-20 design criteria and are to be replaced [TOPPS Policy 2405-1].

These projects are part of the Governor's Road Improvement Program (GRIP). The revised concept as presented herein and submitted for approval has EDS-84(23) listed in the current State Transportation Improvement Program (STIP), but not BHN-007-3(25). Both projects are consistent with that which is included in the Department's Construction Work Program (CWP).

DATE: 11/2/06

Angela L. Alexander
State Transportation Planning Administrator

HDK/DRP/KLP

Attachments

Distribution:
Brian Summers, Project Review Engineer
Keith Golden, State Traffic Safety & Design Engineer
Joe Palladi, State Transportation Planning Administrator
Jamie Simpson, State Financial Management Administrator
Babs Abubakari, State Consultant Design Engineer
Joe Sheffield, Tifton District Engineer
Glenn Durrence, Jesup District Engineer
Paul Liles, State Bridge & Structural Design Engineer

REVISED PROJECT CONCEPT REPORT
EDS-84(23) – CLINCH & WARE CO.

Need and Purpose: The SR 38 Improvements are part of the Governor's Road Improvement Program (G.R.I.P.) and involves the multi-laning of this primary east-west corridor in South 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 38 beginning at mile post 15.6 in Clinch County and ending at mile post 3.9 in Ware County. The total length of the project is approximately 11.4 miles. Project EDS-84(23) is located entirely within Clinch and Ware Counties.

Description of Approved Concept: The project begins just west of Woodyard Creek by tying to EDS-84 (20) and would widen US 84/SR 38 on the north side by adding a 14-foot flush median urban section and two 12-foot lanes. The alignment would widen to the northern side in order to stay off the CSX railroad, and would continue to a point approximately 500 feet east of the Woodyard Creek Overflow Bridge where the urban section changes to rural. At this point, the median would taper out to a 32-foot grassed median, and continue eastward while widening to the northern side until reaching Peter's Branch where the alignment shifts northward on new location where it would bypass Argyle to its north side. After crossing the existing power easement, the alignment parallels the easement on its northern side until approximately CR 128 where the alignment would return southward to continue widening the northern side of the existing alignment beginning just past Polly Branch. The 32-foot depressed median section would continue until approximately 500 feet west of existing CR 27 in Ware County. From there, the median would taper down to a 14-foot flush median with urban shoulders while widening US 84/SR 38 symmetrically. The urban section would correspond to the existing urban section through Manor. It would continue through Manor to approximately 200 feet east of CR 26/Mills Road where it would then taper out to a 32-foot grassed median and continue to a point just west of Greasy Branch Creek, east of Manor, where the project would end.

PDP Classification: Major/Construction on existing location
Full Oversight ( ), Exempt (X), SF ( ), Other ( )

Functional Classification: Rural Principal Arterial
U.S. Route Number(s): 84 **State Route Number(s):** 38

Traffic (AADT) as shown in the approved concept:

Current Traffic		Design Traffic	
Year: 2005	AADT: 7,150	Year: 2025	AADT: 10,800

Proposed Features to be Revised:

- **Typical Section:**
  - The urban typical sections are recommended to be revised due to the addition of bike lanes and to meet current GDOT and ADA policies regarding shoulder widths.

Describe Revisions to be Approved:

- **Typical Section:** The urban typical section is recommended to be revised for an acceptable width according to Department guidelines. This would make the proposed shoulder width 16 feet where applicable. The Southeast Regional Development Center has designated the entire stretch of US 84 beginning in Clinch County, through Ware County, and into Pierce County as a bike route. To comply, four feet of additional pavement along the outside edges of the travelway would be added for bicycle accommodations (eight feet total additional pavement width). The urban sections are from the beginning of the project to approximately 500 feet east of Woodyard Creek Overflow Bridge and from 500 feet west of existing CR 27 through the Manor Community in Ware County to approximately 1000 feet east of CR 57.

Updated Traffic Data (AADT):

Current Traffic		Design Traffic	
Year: 2012	AADT: 8,300	Year: 2032	AADT: 12,950

Programmed/Schedule:

P.E.: 1995 R/W: 2006 Construction: Long Range

Revised Cost Estimates:

Construction cost including E&C:		
	EDS-84(23):	$ 38,164,700
	BHN-007-3(25):	$ 536,800 [1.]
Right-of-Way:		$ 5,763,500 (as per R/W)
Utilities:		$ 125,000 (reimbursable) [2.]

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.

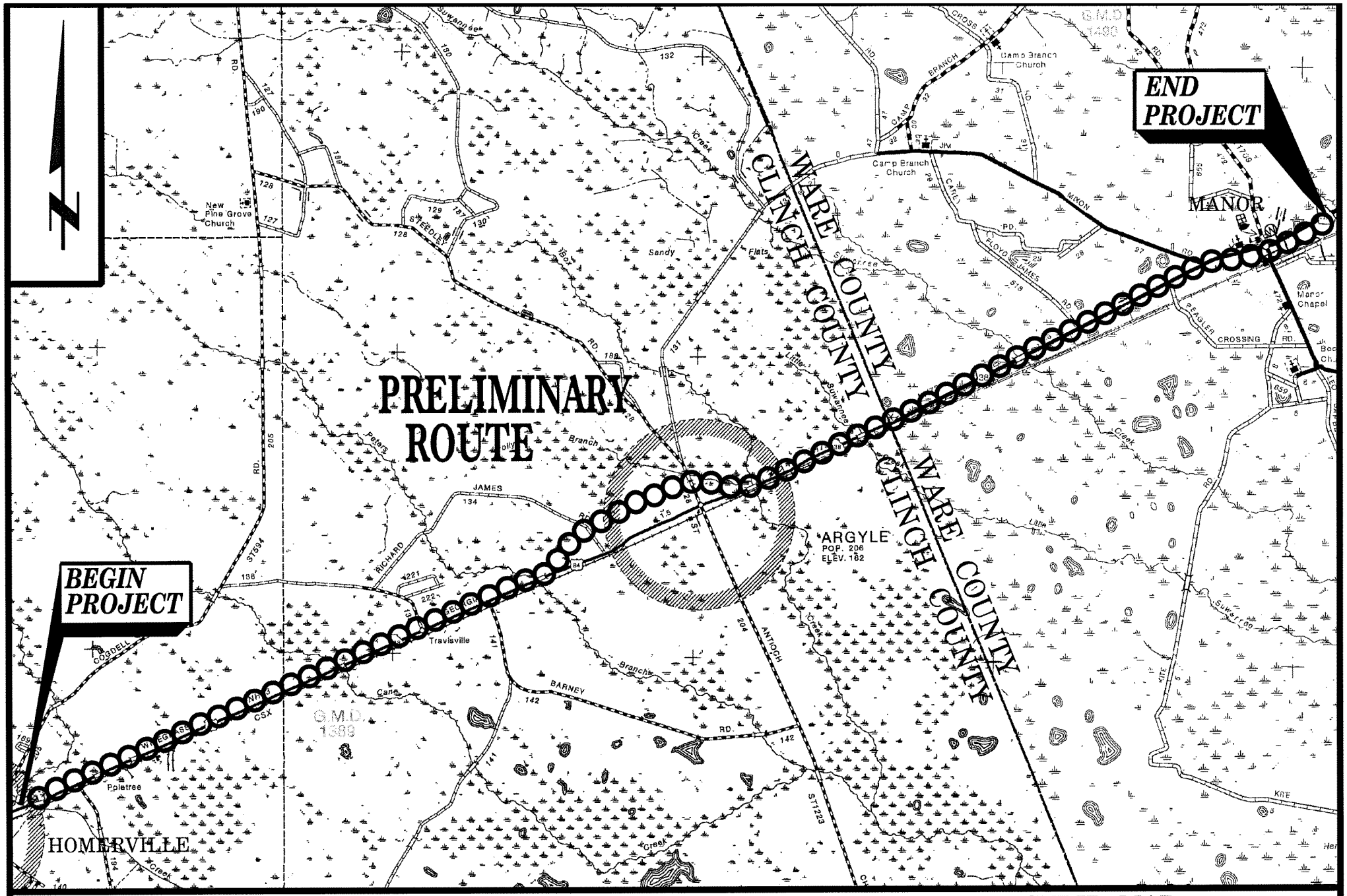
HDK/DRP/KLP

Attachments: Strip Map
Typical Sections
Construction Cost Estimates
Right of Way Cost Estimates

Concur: _____
Todd Long, P.E., Director of Pre-Construction

Approve: _____
David Studstill, P.E., Chief Engineer

1. Bridge estimate BHN-007-3(25) provided by Heath & Lineback 8/9/06 without inflation.
2. Non-reimbursable utility costs are $626,343.00.



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SCALE IN MILES

LOCATION

STRIP MAP
EDS-84(23)
US 84 /SR 38 IMPROVEMENTS
CLINCH/WARE COUNTIES
P.I.# 422120

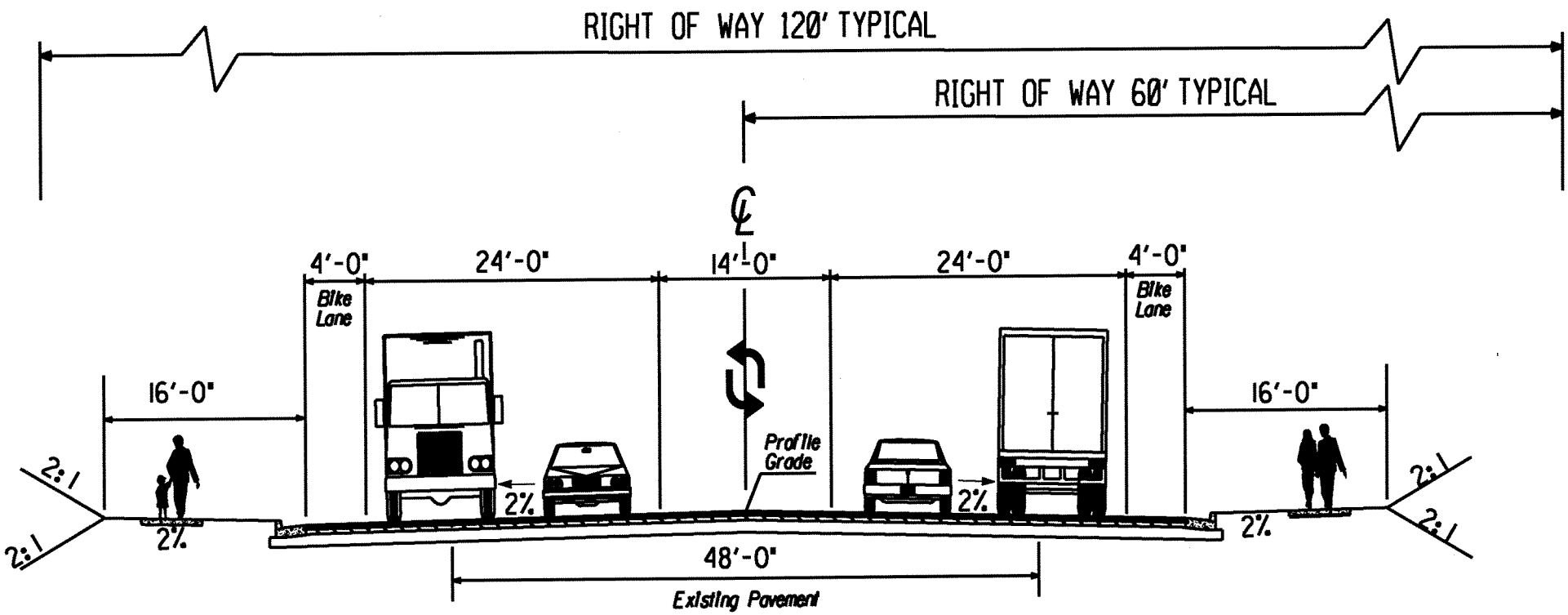
06/24/2004

SOURCE: GENERAL HIGHWAY MAP, CLINCH & WARE CO., GEORGIA
PREPARED BY THE GEORGIA DEPARTMENT OF TRANSPORTATION, 1999.

GRIP TYPICAL SECTION

45 MPH SPEED DESIGN
14' FLUSH MEDIAN

SR 38 - MAINLINE



SR 38 IMPROVEMENTS FOR EDS-84(23) CLINCH/WARE COUNTIES

LIMITS OF THIS SECTION ARE FROM WEST OF WOODYARD CREEK BRIDGE
TO APPROX. 500 FEET EAST OF WOODYARD CREEK OVERFLOW BRIDGE
& FROM APPROX. 1000 FEET EAST OF EXISTING CR 27 THROUGH MANOR
TO APPROX. 1300 FEET EAST OF CR 26

NOT TO SCALE

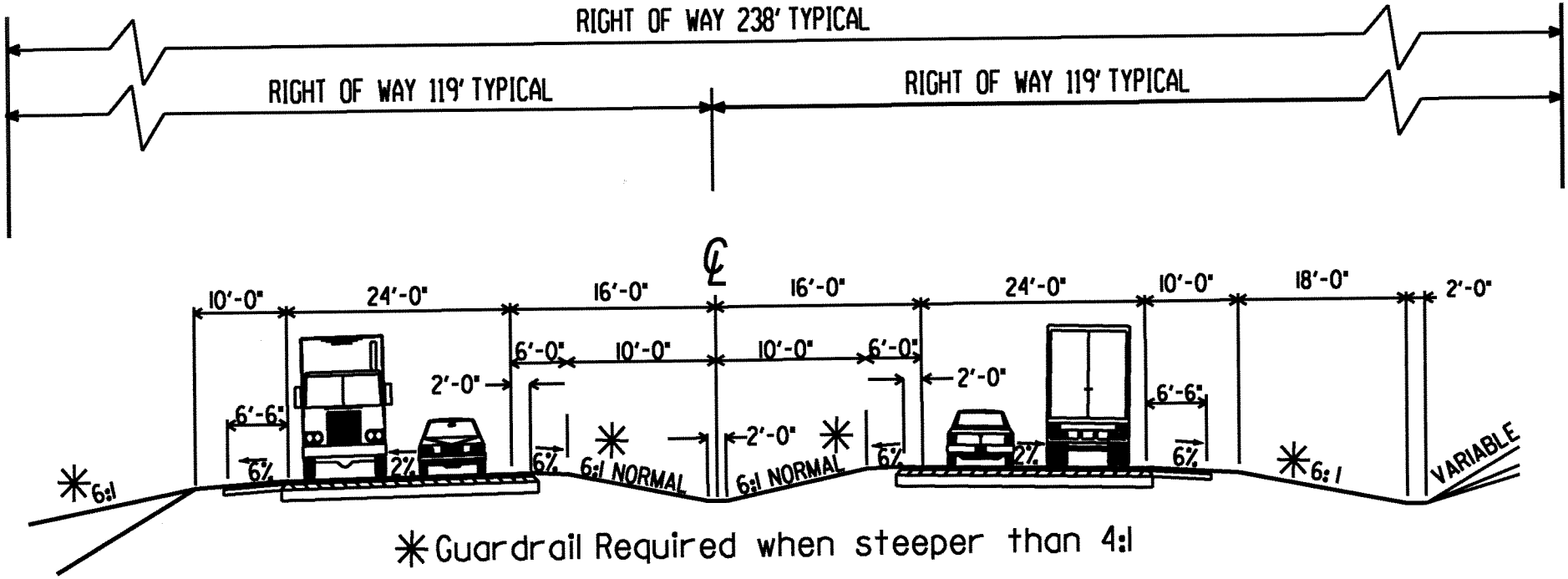
AUG06

GRIP TYPICAL SECTION

65 mph Speed Design

32' DEPRESSED GRASS MEDIAN

SR 38 - MAINLINE



✳ Guardrail Required when steeper than 4:1

SR 38 IMPROVEMENTS FOR EDS-84(23) CLINCH/WARE COUNTIES

LIMITS OF THIS SECTION ARE FROM APPROX. 500 FEET EAST OF WOODYARD CREEK OVERFLOW BRIDGE TO APPROX. 1000 FEET EAST OF EXISTING CR 27 & FROM APPROX. 1300 FEET EAST OF CR 26 TO THE PROJECT END

NOT TO SCALE

AUG06

Estimate Report for file "EDS-84(23)"

Section Roadway

Item Number	Quantity	Units	Unit Price	Item Description	Cost
150-1000	1	LS	134646.83	TRAFFIC CONTROL -	134646.83
150-1010	4	LS	30000.00	TRAFFIC CONTROL -	120000.00
201-1500	1	LS	1300000.00	CLEARING & GRUBBING -	1300000.00
205-0001	540000	CY	4.25	UNCLASS EXCAV	2295000.00
318-3000	12000	TN	17.82	AGGR SURF CRS	213840.00
433-1000	3900	SY	151.20	REINF CONC APPROACH SLAB	589680.00
441-0106	9438	SY	38.81	CONC SIDEWALK, 6 IN	366288.78
441-6012	16987	LF	16.22	CONC CURB & GUTTER, 6 IN X 24 IN, TP 2	275529.14
446-1002	64100	LF	2.62	PVMT REINF FABRIC STRIPS, TP 2, INCL BITUM BINDER	167942.00
456-2015	20	GLM	772.50	INDENTATION RUMBLE STRIPS - GROUND-IN-PLACE (SKIP)	15450.00
634-1200	600	EA	93.25	RIGHT OF WAY MARKERS	55950.00
641-1100	1400	LF	35.91	GUARDRAIL, TP T	50274.00
641-1200	7100	LF	15.23	GUARDRAIL, TP W	108133.00
641-5001	12	EA	535.08	GUARDRAIL ANCHORAGE, TP 1	6420.96
641-5012	38	EA	1674.76	GUARDRAIL ANCHORAGE, TP 12	63640.88
				Section Sub Total:	**$5,762,795.59**

Section Pavement

Item Number	Quantity	Units	Unit Price	Item Description	Cost
310-5060	94067	SY	18.00	GR AGGR BASE CRS, 6 INCH, INCL MATL	1693206.00
310-5080	265445	SY	19.50	GR AGGR BASE CRS, 8 INCH, INCL MATL	5176177.50
402-1812	28066	TN	80.00	RECYCLED ASPH CONC LEVELING, INCL BITUM MATL & H LIME	2245280.00
402-3121	43799	TN	90.58	RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	3967313.42
402-3131	39759	TN	88.00	RECYCLED ASPH CONC 9.5 MM SUPERPAVE, GP 2 ONLY, INCL BITUM MATL & H LIME	3498792.00
402-3190	39547	TN	80.00	RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2,INCL BITUM MATL & H LIME	3163760.00
				Section Sub Total:	**$19,744,528.92**

Section Drainage

Item Number	Quantity	Units	Unit Price	Item Description	Cost
550-1180	10625	LF	34.18	STORM DRAIN PIPE, 18 IN, H 1-10	363162.50
550-2180	2318	LF	26.32	SIDE DRAIN PIPE, 18 IN, H 1-10	61009.76
550-3318	75	EA	701.86	SAFETY END SECTION 18 IN, STORM DRAIN, 4:1 SLOPE	52639.50
550-4118	262	EA	301.97	FLARED END SECTION 18 IN, SIDE DRAIN	79116.14
668-2100	125	EA	2817.39	DROP INLET, GP 1	352173.75
				Section Sub Total:	**$908,101.65**

Section Traffic

Item Number	Quantity	Units	Unit Price	Item Description	Cost
636-1020	400	SF	14.17	HIGHWAY SIGNS, TP 1 MATL, REFL SHEETING, TP 3	5668.00
636-1031	1100	SF	21.09	HIGHWAY SIGNS, TP 1 MATL, REFL SHEETING TP 6	23199.00
636-2070	3300	LF	7.32	GALV STEEL POSTS, TP 7	24156.00
636-2080	40	LF	9.22	GALV STEEL POSTS, TP 8	368.80
636-2090	280	LF	7.01	GALV STEEL POSTS, TP 9	1962.80
652-0120	90	EA	39.71	PAVEMENT MARKING, ARROW, TP 2	3573.90
652-5451	20000	LF	0.15	SOLID TRAFFIC STRIPE, 5 IN, WHITE	3000.00
652-5452	19000	LF	0.15	SOLID TRAFFIC STRIPE, 5 IN, YELLOW	2850.00
653-1501	112000	LF	0.29	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, WHITE	32480.00
653-1502	110000	LF	0.29	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, YELLOW	31900.00
653-1704	370	LF	3.67	THERMOPLASTIC SOLID TRAF STRIPE, 24 IN, WHITE	1357.90

653-3501	114000	GLF	0.18	THERMOPLASTIC SKIP TRAF STRIPE, 5 IN, WHITE	20520.00
653-6004	1500	SY	2.59	THERMOPLASTIC TRAF STRIPING, WHITE	3885.00
653-6006	2000	SY	2.80	THERMOPLASTIC TRAF STRIPING, YELLOW	5600.00
654-1001	280	EA	3.58	RAISED PVMT MARKERS TP 1	1002.40
654-1003	1600	EA	3.77	RAISED PVMT MARKERS TP 3	6032.00
654-1010	50	EA	34.17	RAISED PVMT MARKERS TP 10	1708.50
				Section Sub Total:	**$169,264.30**

Section Erosion

Item Number	Quantity	Units	Unit Price	Item Description	Cost
163-0232	115	AC	520.09	TEMPORARY GRASSING	59810.35
163-0240	3300	TN	203.42	MULCH	671286.00
163-0300	40	EA	1810.13	CONSTRUCTION EXIT	72405.20
163-0503	45	EA	516.75	CONSTRUCT AND REMOVE SILT CONTROL GATE, TP 3	23253.75
163-0520	600	LF	13.92	CONSTRUCT AND REMOVE TEMPORARY PIPE SLOPE DRAIN	8352.00
163-0521	30	EA	160.13	CONSTRUCT AND REMOVE TEMPORARY DITCH CHECKS	4803.90
163-0530	16000	LF	2.99	CONSTRUCT AND REMOVE BALED STRAW EROSION CHECK	47840.00
163-0550	85	EA	271.97	CONSTRUCT AND REMOVE INLET SEDIMENT TRAP	23117.45
165-0030	57000	LF	1.31	MAINTENANCE OF TEMPORARY SILT FENCE, TP C	74670.00
165-0040	30	EA	71.07	MAINTENANCE OF EROSION CONTROL CHECKDAMS/DITCH CHECKS	2132.10
165-0050	1200	LF	2.37	MAINTENANCE OF SILT RETENTION BARRIER	2844.00
165-0070	8000	LF	1.73	MAINTENANCE OF BALED STRAW EROSION CHECK	13840.00
165-0087	45	EA	169.96	MAINTENANCE OF SILT CONTROL GATE, TP 3	7648.20
165-0101	40	EA	470.73	MAINTENANCE OF CONSTRUCTION EXIT	18829.20
167-1000	14	EA	1688.38	WATER QUALITY MONITORING AND SAMPLING	23637.32
171-0030	57000	LF	3.36	TEMPORARY SILT FENCE, TYPE C	191520.00
603-2180	850	SY	34.50	STN DUMPED RIP RAP, TP 3, 12 IN	29325.00
603-7000	850	SY	4.25	PLASTIC FILTER FABRIC	3612.50
700-6910	230	AC	838.07	PERMANENT GRASSING	192756.10
700-7010	570	GL	18.78	LIQUID LIME	10704.60
700-8000	230	TN	283.70	FERTILIZER MIXED GRADE	65251.00
700-8100	10	LB	1.65	FERTILIZER NITROGEN CONTENT	16.50
715-2200	71000	SY	2.00	BITUMINOUS TREATED ROVING, WATERWAYS	142000.00
716-2000	57000	SY	1.12	EROSION CONTROL MATS, SLOPES	63840.00
				Section Sub Total:	**$1,753,495.17**

Section Bridge

Item Number	Quantity	Units	Unit Price	Item Description	Cost
540-1102	6	LS	49166.00	REMOVAL OF EXISTING BR, BR NO -	294996.00
543-1100	14	LS	433000.00	CONSTR OF BRIDGE - COMPLETE - TO BOTTOM OF CAP	6062000.00
				Section Sub Total:	**$6,356,996.00**

Total Estimated Cost: $34,695,181.63

Subtotal Construction Cost	**$34,695,181.63**
E&C Rate 10.0 %	$3,469,518.16
Inflation Rate 0.0 % @ 0.0 Years	$0.00
Total Construction Cost	**$38,164,699.79**

Right Of Way	$5,763,500.00
ReImb. Utilities	$0.00
Grand Total Project Cost	**$43,928,199.79**

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE **BHN-007-3(25) Ware County**
SR 38 (US 84) Over Suwanee Creek
P.I. No. 422125

OFFICE Atlanta

FROM Mohammed (Babs) Abubakari, State Consultant Design Engineer

DATE July 17, 2006

TO Brian Summers, Project Review Engineer

SUBJECT **REVISION TO PROGRAMMED COSTS**

NO REVISION REQUIRED	**N/A**
PROGRAMMED COSTS:	
• Construction Cost	**$0**
• Right-of-Way Cost	**N/A**
• Reimbursable Utility Cost	**NONE**
NEW COST ESTIMATES:	
• Construction Cost*	**$621,413.10**
• Right-of-Way Cost	**N/A**
• Reimbursable Utility Cost	**NONE**

*Costs contain 10 % E&C, and 5 % for 3 years of inflation

Reasons why the costs changed:
Removal of existing bridge 7 and construction of east bound bridge 7 was added to this project.

Attachment: Cost Estimate including estimate quantities and unit prices

Estimate Report for file "BHN-007-3(25) P.I. NO. 422125"

Section BRIDGE

Item Number	Quantity	Units	Unit Price	Item Description	Cost
540-1102	1	LS	55000.00	REMOVAL OF EXISTING BRIDGE 7	55000.00
543-1100	1	LS	433000.00	CONSTR OF EAST BOUND BRIDGE 7	433000.00
				Section Sub Total:	**$488,000.00**

Total Estimated Cost: $488,000.00

Subtotal Construction Cost	**$488,000.00**
E&C Rate 10.0 %	$48,800.00
Inflation Rate 5.0 % @ 3.0 Years	$84,613.10
Total Construction Cost	**$621,413.10**
Right Of Way	$0.00
ReImb. Utilities	$0.00
Grand Total Project Cost	**$621,413.10**

Department of Transportation
State of Georgia

Interdepartmental Correspondence

FILE	R/W Cost Estimate DB/GKM	OFFICE DATE	Atlanta July 13, 2004
FROM	Don Brown, Right of Way Administrator		
TO	Harvey Keepler, State Environmental/Location Engineer ATTN: Dave Peters		
SUBJECT	**Preliminary Right of Way Cost Estimate** **Project: EDS-84(23 & 26) & HPPN-EDS-84(27)Clinch & Ware** **P.I. No.: 422120, 522770, 522780** **Description: SR 38 / US 84 Widening & Improvement**		

As per your request, attached are copies of the updated approved Preliminary Right of Way Cost Estimate on the above referenced project.

Please note the area of Required Right of Way was furnished with your request and is very much appreciated.

If you have any questions, please contact Jerry Milligan at the West Annex Right of Way Office at (770) 986-1541.

P.I. # 422120

$4,116,800 X 1.4

= 5,763,500

TM:RCF:GAM:jm
Attachments
c: David Mulling, Engineering Services
Wilhelmina Mueller, R/W
Windy Bickers, Financial Management
File

Preliminary Right of Way Cost Estimate

Date:	June 30, 2004	**P.I. Number:**	422120
Project:	EDS-84 (23) Clinch/Ware	**No.Parcels:**	69
Existing/Required R/W:	80'Exist/Variable Req'd		
Project Termini:	East C.L. Homerville to East of Manor		
Project Description:	S.R.# 38/U.S. 84 Widening & Improvement		

Land:

Agricultural Residential (1 acre or less)					
14.398 acre @ $ 3750/ac	= $	53,992			
Agricultural (5 acres & above)					
24.102 acre @ $ 1275/ac	= $	30,730			
Large Tract (Timber land)					
110.0 acre @ $1100/ac.	= $	121,000	$	205,722	
Improvements:					
12 residences, 1 convenience store (canopy & UST'S)			$	600,000	
Relocation:					
12 Residential @ $ 20,000 / parcel			$	240,000	
Damages:					
Proximity - 4 Parcels	$	40,000			
Cost To Cure - 1 Parcel	$	100,000	$	140,000	
					$ 1,185,722

Net Cost		$	1,185,722
Scheduling Contingency	55 %	$	652,147
Adm/Court Cost	60 %	$	1,102,721
Inflation Factor	40 %	$	1,176,236
		$	4,116,826

Total Cost $ 4,116,826

Prepared By : Southern Acquisitions, L.L.C.

Approved : GDOT R/W

Ware County Land Sales

EDS 84(23) Ware County & CLINCH COUNTY

Highest & Best Use	Size (acres)	Value/ac	Sales price
Agricultural Residential (1 acre or less)	2.00	$ 2,500	$ 5,000
	6.00	$ 3,750	$ 22,500
	4.00	$ 4,125	$ 16,500
Agricultural (5 acres & above)	12.44	$ 1,500	$ 18,000
	19.40	$ 1,275	$ 24,750
	49.34	$ 2,026	$ 100,000
Large Tracts (Timber Land)	5527	$ 950	$ 5,250,650
	3152	$ 1,124	$ 3,543,000
	10,427	$ 1,100	$11,470,080

Comments Attachment

Of the 3 projects EDS 84(26) Ware, EDS 84(27) Ware & EDS 84(23) Clinch/Ware, EDS 84(27) Ware will be most drastic. Along the new location as shown on the photographs, there will be a large amount of relocation (as indicated on cost estimate). This particular neighborhood has had very little new growth recently; most affected will be single and double wide mobile homes. There also will be some residential houses affected.

I used the same large tract timber sales on EDS 84(26) Ware as used on EDS 84(23) Clinch/Ware. Most all recent large tract sales (timber land) have occurred in Clinch County. A large portion of the proposed acquisition will be on the two above mentioned projects. EDS 84(27) Ware has the least amount of timber land acquisition of the three projects.

As indicated on the aerial photographs a large portion of the acquisition will be in wetland areas. Therefore , in my opinion, there should be very little new development outside what exist now, in the foreseeable future.