ORIGINAL TO GENERAL FILES

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

OFFICE OF DESIGN POLICY & SUPPORT
INTERDEPARTMENTAL CORRESPONDENCE

FILE P.I. # 422120-
EDS00-0084-00(023)
GDOT Districts 4 & 5 – Tifton & Jesup
Clinch and Ware Counties
SR 38 Widening from Woodyard
Creek to Greasy Branch

OFFICE Design Policy & Support

DATE February 8, 2011

FROM for Brent Story, State Design Policy Engineer

TO SEE DISTRIBUTION

SUBJECT **APPROVED REVISED CONCEPT REPORT**

Attached is the approved Revised Concept Report for the above subject project.

Attachment

DISTRIBUTION:

Genetha Rice-Singleton, Program Control Administrator
Ron Wishon, State Project Review Engineer
Glenn Bowman, State Environmental Administrator
Ken Thompson, Statewide Location Bureau Chief
Kathy Zahul, State Traffic Engineer
Cindy VanDyke, State Transportation Planning Administrator
Ben Rabun, State Bridge Engineer
Bobby Hilliard, State Program Delivery Engineer
Georgene Geary, State Materials & Research Engineer
Angela Robinson, Financial Management Administrator
Jeff Baker, State Utilities Engineer
Tim Warren and Karon Ivery, District Utilities Engineers
Brent Thomas and Brad Saxon, District Preconstruction Engineers
Joe Sheffield and Tony Collins, District Engineers
Jeremy Busby, Project Manager
BOARD MEMBER - 1st Congressional District

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

REVISED PROJECT CONCEPT REPORT

Project Number: EDS00-0084-00(023)
County: Clinch/Ware
P.I. Number: 422120
Federal Route Number: 84
State Route Number: 38

The proposed revision to the concept would eliminate the sidewalks and reduce the shoulder width from 16 feet to 10 feet on the south side of SR 38 (CSX Railroad side) from west of Woodyard Creek Bridge to approximately 500 feet east of Woodyard Creek Overflow Bridge. It would also extend the urban section eastward to approximately 1400 feet east of CR26/Mills Road, where it would then taper out to a 32-foot grassed median.

Submitted for approval:

DATE 12-15-2010 — Russell R McMurry
State Roadway Design Engineer

DATE 1/4/2011 — Bobby Hilliard
State Program Delivery Engineer

DATE 12/17/10 — Jeremy T. Bucky
Project Manager

Recommendation for approval:

DATE 9/8/2010 — * GLENN BOWMAN / OFGS
State Environmental Administrator

DATE 1/12/2011 — * BEN RABUN / OFGS
State Bridge Design Engineer

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

DATE 9/10/2010 — * ANGELA ALEXANDER / OFGS
State Transportation Planning Administrator

* RECOMMENDATION ON FILE

REVISED PROJECT CONCEPT REPORT

Need and Purpose Statement

Background
State Route 38/US 84 is a primary east-west corridor in South Georgia that extends from the state of Alabama to Interstate 95 in Liberty County, Georgia. The SR 38/US 84 corridor is identified as part of the Governor's Road Improvement Program (GRIP), which was initiated to address the importance of stimulating economic growth. Approximately 91% of the SR 38/US 84 corridor is a four-lane facility classifies as a rural principal arterial.

PI 422120 will widen SR 38/US 84 to four lanes between just west of Woodyard Creek in Clinch County to just west of Greasy Creek in Ware County. PI 422125 will be coordinated with PI 422120 to widen the bridge along SR 38/US 84 over Suwannee Creek in Ware County from two to four lanes.

Economic Development
The GRIP was originally adopted in 1989 by the Georgia General Assembly to address the importance of stimulating economic growth via an improved transportation network. As of 2007, the GRIP includes more than 3,300 miles of roadway along 19 corridors. The widening of SR 38/US 84 have the following purposes under the GRIP: (1) improving connectivity to the Interstate System in rural Georgia; (2) providing opportunities for the growth of commerce; (3) providing effective and efficient transportation; and (4) providing safer travel via a four-lane divided highway.

Travel Demand
Design year 2017 traffic volumes within the project limits range from 6,000 to 6,750 vehicles per day (VPD) from Clinch to Ware Counties and have an acceptable level of service (LOS) of B. The projected 2037 traffic is expected to increase to a range of 8,500 to 9,500 VPD within the project limits and have an expected LOS of C without the proposed improvements.

Land Use/Socio-Economic
The land use along this route within the project limits is primarily undeveloped with a small number of industrial and residential developments. The median income for a household in the Clinch County was $26,755 and the median income for a family was $31,755. About 22.20% of families and 23.40% of the population was below the poverty line. The median income for a household in the Ware County was $28,360 and the median income for a family was $34,372. About 15.90% of families and 20.50% of the population were below the poverty line.

Crash Data
An analysis of the most current available crash data (years 2006 through 2008) showed that the majority of the crashes occurring within the project limits were mostly single vehicle collisions, such as vehicles running off of the roadway and vehicles colliding with a deer. The crash rates for all three years in both counties, with the exception of Clinch County in 2006 and Ware County in 2008, were under the statewide averages. Although fatality crash rates exceeded the statewide average for both counties in 2007, they were also single vehicle collisions.

SR 38/US 84	2006			2007			2008		
	SR38 Clinch Co.	SR38 Ware Co.	**State**	SR38 Clinch Co.	SR38 Clinch Co.	**State**	SR38 Clinch Co.	SR38 Clinch Co.	**State**
Crash Rate	73	71	73	82	101	114	41	126	116
Injury Rate	33	35	25	25	25	37	0	63	38
Fatality Rate	0.00	0.00	1.13	16.4	12.58	1.99	0.00	0.00	1.47

Projects in the Area

- PI # 522770, EDS00-0084-00(026), SR 38/US 84 from west of Greasy Branch Creek to west of CR 88/Ruskin Road, widening project. Construction is currently in long range. This project will widen SR 38/US 84 to 4 lanes as part of the GRIP.
- PI # 522780, HPPNES-0084-00(027), SR 38/US 84 from west of CR 88/Ruskin Road to east of CR 294/Wadley Road. Construction is currently in long range. This project will widen SR 38/US 84 to 4 lanes as part of the GRIP.
- PI # 522775, BHN00-0007-03(028), SR 38/US 84 over Greasy Branch – Little and Big Alligator Creek. This project will replace and widen the bridge over Greasy Branch – Little and Big Alligator Creek as part of the GRIP.

Logical Termini

The western terminus of this project will tie into an existing 4-lane section of SR 38/US 84. The eastern terminus will be connecting to other GRIP projects, PI 522770 and PI 522780, which will fulfill the State Constitutional requirement of widening US 84 from the Alabama state line to I-95 in Liberty County, Georgia.

Need and Purpose

The purpose of the proposed projects is to fulfill the State Constitutional requirements of GRIP. The widening of US 84 in both Clinch and Ware Counties will spur economic development in an area that is underdeveloped and rural.

Project location: The proposed project would be located along SR 38, beginning at mile post 15.38 (west of Woodyard Creek) in Clinch County and ending at mile post 3.99 (west of Greasy Branch Creek) in Ware County. The total length of the project is approximately 11.6 miles.

Description of the Approved Concept:

The last concept revision was approved on November 20, 2006.

The urban section of the proposed widening project starts from west of Woodyard Creek and ends approximately 500 feet east of the Woodyard Creek Overflow. The approved typical section consists of four travel lanes, one 14-foot flush median, 4-foot bike lanes and sidewalks on both sides of SR 38. The proposed shoulder width is 16 feet.

At approximately 500 Feet east of Woodyard Creek Overflow Bridge, the median would taper out to a 32-foot grassed median; a rural section would start and continue eastward. The approved typical section consists of 4 travel lanes, 32-foot depressed median and 10-foot shoulders on both sides of SR 38. The alignment shifts northward on new location where it would bypass Argyle to its north side. After crossing the existing power easement, the alignment would turn eastward and run parallel to the easement. After crossing CR128, the alignment would turn southward and would tie into existing SR 38 alignment near Box Creek. The rural section continues eastward until approximately 200 feet west of Peagler Crossing/CR 9 in Ware County, where the median would taper down to a 14-foot flush median.

The urban section would be re-introduced. The approved typical section consists of four travel lanes, a 14-foot flush median, 4-foot bike lanes and 5-foot sidewalks on both sides of SR 38. The urban section would correspond to the existing urban section through Manor. It would continue through Manor to approximately 200 feet east of CR26/Mills Road, where it would then taper out to a 32-foot grassed median. This project would end just west of Greasy Branch Creek, where another project PI 522770, EDS00-0084-00(026) has been programmed to continue improvement of this east-west corridor in South Georgia.

PDP Classification: Major

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

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

Traffic (AADT) as shown in the approved Concept:

Base Year: 2012 AADT 8,300 **Design Year: 2032 AADT 12,950**

Updated traffic data (AADT):

Base Year: 2017 AADT 6,750 **Design Year: 2037 AADT 9,500**

Approved Programmed/Schedule:

P.E. 1995/2010

R/W 2013

Construction 2015

VE Study Required: Yes (X) Held July 2007 No ( )

Benefit/Cost Ratio 0.08

Is the project located in an Ozone Non-attainment area? Yes ( ) No (X)

Is the project in a PM2.5 non-attainment area? **Yes ( ) No (X)**

Approved Features:	**Proposed Features:**
1. The approved typical section consists of four travel lanes, a 14-foot flush median, 4-foot bike lanes and 5-foot sidewalks on both sides of SR 38. The proposed shoulder width is 16 feet (limits of this typical section are from west of Woodyard Creek Bridge to approximately 500 feet east of Woodyard Creek Overflow Bridge). **2.** The urban section would continue through Manor to approximately 200 feet east of CR26/Mills Road, where it would then taper out to a 32-foot grassed median.	**1.** Elimination of sidewalks and reduction of shoulder width from 16 feet to 10 feet on the south side of SR 38 (CSX Railroad side). **2.** Extend the urban section eastward to approximately 1400 feet east of CR26/Mills Road, where it would then taper out to a 32-foot grassed median.
Reason for Change:	**1.** a) Due to the adjacent CSX railroad, no pedestrian traffic is expected on the south side of SR 38. However, pedestrian traffic is expected along the north side, where businesses and residents are adjacent to SR 38. Therefore, sidewalks will remain on the north side. b) Because of the proximity of the railroad Right of Way, a 16-foot shoulder necessitated a 2:1 front slope to tie to the existing ground. This slope in turn required guardrail protection. With the shoulder width reduced to 10 feet, a 4:1 front slope can instead be constructed to tie to the existing ground. This flattened front slope will eliminate the need for guardrail. In addition, no effect is expected to occur to right-of-way because the slope is proposed to be constructed on temporary easement. **2.** The above mentioned area has residential houses situated along both sides of the US 84/SR 38. To extend the urban section through this area would reduce the amount of the required Right of Way and eliminate displacements, therefore minimizing the impact to local residents. The current cost estimate is reflective of this reduction. The extension of the 14-foot flush median would also accommodate left turn movements from/to the residents' driveway.

Potential Environmental Impacts of Proposed Revision:
No anticipated environmental effects.

Have Proposed Revisions Been Reviewed by Environmental Staff? (X) Yes ( ) No

Environmental Responsibilities (Studies/Documents/Permits): Office of Environmental Services

Revised Project Concept Report
PI 422120
County: Clinch/Ware

Updated Cost Estimate	
Base Construction Cost	**$45,844,404**
Engineering and Inspection	**$2,292,220**
Fuel & Asphalt Adjustment	**$8,145,234**
Total Construction Cost	**$56,281,858**
Right of Way	**$6,917,500**
Utilities (reimbursable)	**$477,200**
Utilities (railroad)	**$930,800**
Utility Contingencies	**$0**
Environmental Mitigation	**$3,428,973**

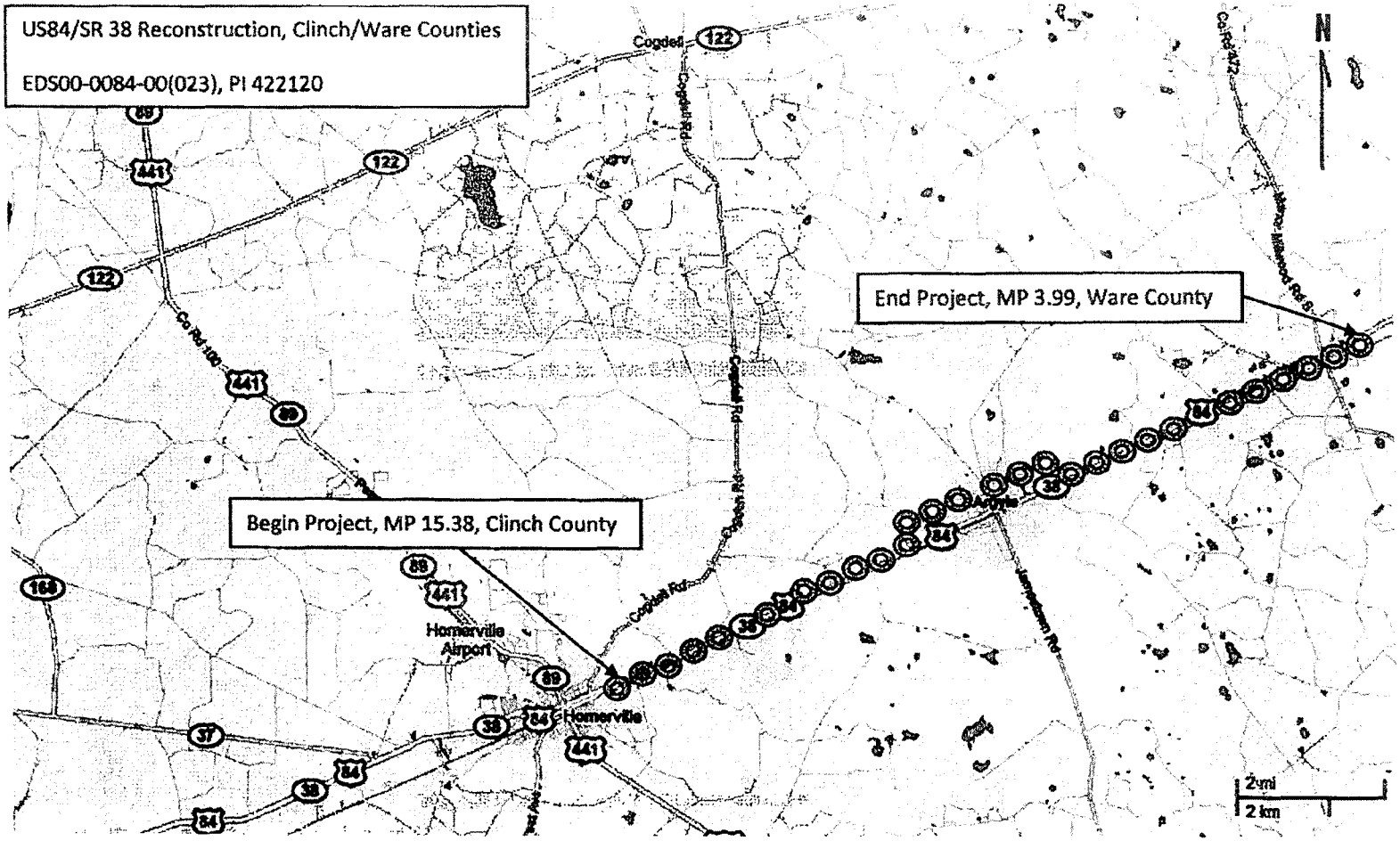
Recommendation: Recommend that the proposed revision to the concept be approved for implementation.

Attachments:

1. Sketch Map
2. Cost Estimate
3. Revised typical section

Concur: _____
Director of Engineering

Approve: _____ 1/27/11
Chief Engineer Date

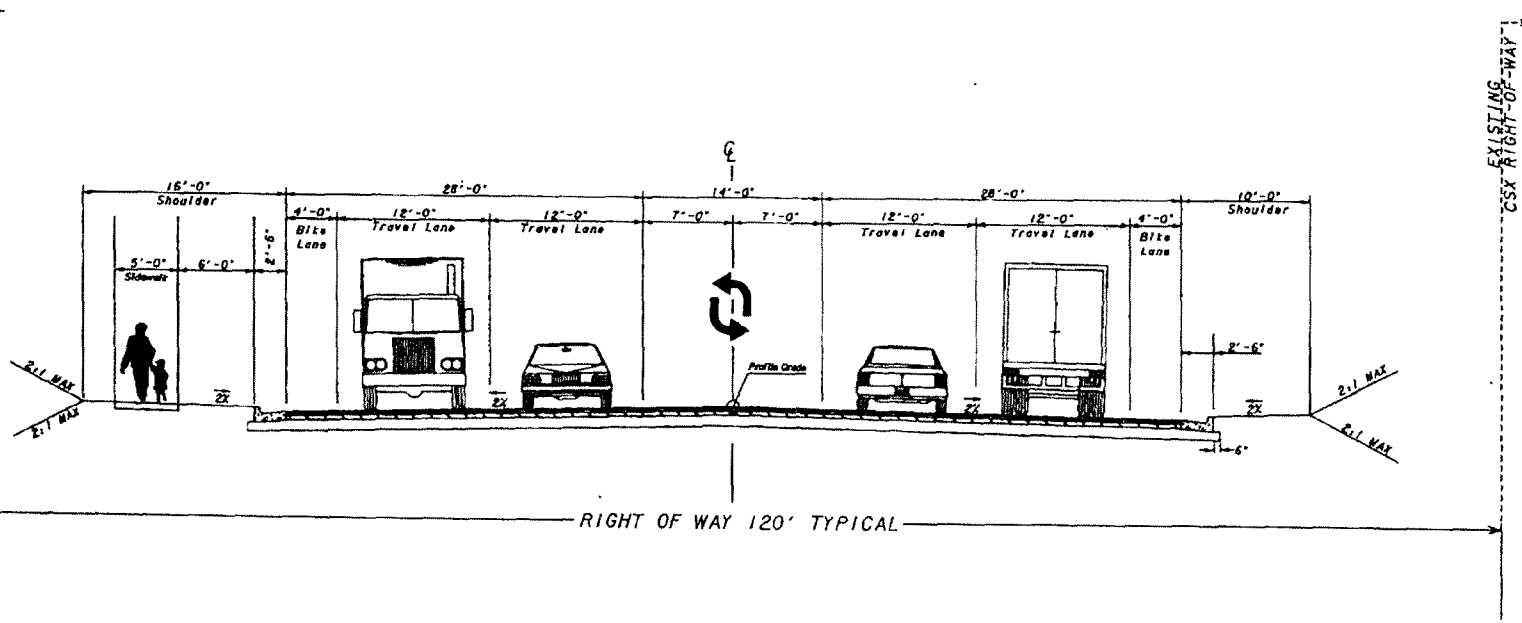

US84/SR 38 Reconstruction, Clinch/Ware Counties
EDS00-0084-00(023), PI 422120
End Project, MP 3.99, Ware County
Begin Project, MP 15.38, Clinch County
Homerville Airport
Homerville
Cogdell
Co Rd 100
N
2 mi
2 km

MARCH 2010

SR 38/US 84 MAINLINE TYPICAL SECTION

45 MPH SPEED DESIGN
14' FLUSH MEDIAN

P.I. 422120, EDS00-0084-00(023) (CLINCH/WARE COUNTIES)
LIMITS OF THIS TYPICAL SECTION ARE FROM WEST OF WOODYARD CREEK BRIDGE
TO APPROXIMATELY 500 FEET EAST OF WOODYARD CREEK OVERFLOW BRIDGE



STATE HIGHWAY AGENCY

DATE : 08/25/2010
PAGE : 1

JOB ESTIMATE REPORT

JOB NUMBER : 422120- SPEC YEAR: 01
DESCRIPTION: SR38/US84 FROM W OF WOODYARD CREEK TO W OF GREASY BRANCH

COST GROUPS FOR JOB 422120-

COST GROUP	DESCRIPTION	QUANTITY	PRICE	AMOUNT	ACTIVE?
BASE	BASE/AGGREGATE (TN)				Y
ASPH	ASPHALT (TN)				Y
ERTHCY	EARTHWORK (CY)				Y
EROC	EROSION CONTROL (SY)				Y
PFPM	PREFORMED PLASTIC PAVEMENT MARKING/SYMBOLS				Y
CONC	CONCRETE (SY)				Y
ACTIVE COST GROUP TOTAL				0.00	
INFLATED COST GROUP TOTAL				0.00	

ITEMS FOR JOB 422120-

LINE	ITEM	ALT	UNITS	DESCRIPTION	QUANTITY	PRICE	AMOUNT
0005	150-1000		LS	TRAFFIC CONTROL - EDS00-0084-00(023)	1.000	782059.85	782059.85
0010	150-5010		EA	TRAF CTRL,PORTABLE IMPACT ATTN	4.000	13117.98	52471.95
0015	153-1300		EA	FIELD ENGINEERS OFFICE TP 3	1.000	78728.23	78728.23
0020	201-1500		LS	CLEARING & GRUBBING - EDS00-0084-00(023)	1.000	3367400.00	3367400.00
0025	205-0001		CY	UNCLASS EXCAV	241679.000	6.04	1459741.16
0030	318-3000		TN	AGGR SURF CRS	3000.000	31.61	94857.39
0035	441-0016		SY	DRIVEWAY CONCRETE, 6 IN TK	7700.000	36.80	283435.46
0040	441-0106		SY	CONC SIDEWALK, 6 IN	14900.000	48.67	725220.55
0045	441-4020		SY	CONC VALLEY GUTTER, 6 IN	1510.000	32.74	49443.29
0050	441-6012		LF	CONC CURB & GUTTER/ 6"X24"TP2	17000.000	21.93	372875.11
0055	446-1100		LF	PVMT REF FAB STRIPS, TP2,18 INCH WIDTH	64100.000	3.55	227608.20
0060	456-2015		GLM	INDENT. RUMB. STRIPS - GRND-IN-PL (SKIP)	20.000	826.33	16526.61
0065	500-3200		CY	CL B CONC	65.000	527.61	34295.24
0070	634-1200		EA	RIGHT OF WAY MARKERS	600.000	93.71	56229.89
0075	641-1100		LF	GUARDRAIL, TP T	1400.000	43.80	61322.53
0080	641-1200		LF	GUARDRAIL, TP W	7100.000	15.25	108338.33
0085	641-5001		EA	GUARDRAIL ANCHORAGE, TP 1	12.000	649.99	7799.90
0090	641-5012		EA	GUARDRAIL ANCHORAGE, TP 12	38.000	1851.74	70366.44
0100	310-5120		SY	GR AGGR BS CRS 12IN INCL MATL	322475.000	21.21	6839814.07
0110	402-3121		TN	RECYL AC 25MM SP,GP1/2,BM&HL	72580.000	66.78	4847240.06
0115	402-3130		TN	RECYL AC 12.5MM SP,GP2,BM&HL	36290.000	61.10	2217556.34
0120	402-3190		TN	RECYL AC 19 MM SP,GP 1 OR 2 ,INC BM&HL	48390.000	62.90	3043762.45
0125	413-1000		GL	BITUM TACK COAT	37390.000	2.00	75036.87
0130	433-1200		SY	REF CONC APPR SL/I SLOPED EDGE	3700.000	177.27	655930.71
0135	550-1180		LF	STM DR PIPE 18",H 1-10	19555.000	41.21	805956.98
0140	550-2180		LF	SIDE DR PIPE 18",H 1-10	1830.000	28.96	52999.56
0145	550-3318		EA	SAFETY END SECTION 18",STD,4:1	11.000	719.34	7912.76

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JOB ESTIMATE REPORT

0150	550-4118	EA	FLARED END SECT 18 IN, SIDE DR	74.000	565.16	41821.91
0155	668-2100	EA	DROP INLET, GP 1	109.000	2657.50	289668.09
0160	636-1020	SF	HWY SGN,TP1MAT,REFL SH TP3	400.000	16.44	6576.62
0165	636-1033	SF	HWY SIGNS, TP1MAT,REFL SH TP 9	1100.000	18.63	20499.14
0170	636-2070	LF	GALV STEEL POSTS, TP 7	3300.000	8.55	28239.65
0175	636-2080	LF	GALV STEEL POSTS, TP 8	40.000	10.45	418.28
0180	636-2090	LF	GALV STEEL POSTS, TP 9	280.000	11.21	3139.69
0185	652-0120	EA	PAVEMENT MARKING, ARROW, TP 2	90.000	29.87	2688.95
0190	652-5451	LF	SOLID TRAF STRIPE, 5 IN, WHITE	20000.000	0.07	1585.60
0195	652-5452	LF	SOLID TRAF STRIPE, 5 IN, YELLO	19000.000	0.06	1295.99
0200	653-1501	LF	THERMO SOLID TRAF ST 5 IN, WHI	112000.000	0.32	36322.72
0205	653-1502	LF	THERMO SOLID TRAF ST, 5 IN YEL	110000.000	0.33	36379.20
0210	653-1704	LF	THERM SOLID TRAF STRIPE,24",WH	370.000	4.16	1540.34
0215	653-3501	GLF	THERMO SKIP TRAF ST, 5 IN, WHI	114000.000	0.17	20368.38
0220	653-6004	SY	THERM TRAF STRIPING, WHITE	1500.000	3.50	5252.48
0225	653-6006	SY	THERM TRAF STRIPING, YELLOW	2000.000	3.26	6530.28
0230	654-1001	EA	RAISED PVMT MARKERS TP 1	280.000	3.75	1052.36
0235	654-1003	EA	RAISED PVMT MARKERS TP 3	1600.000	4.46	7146.10
0240	654-1010	EA	RAISED PVMT MARKERS TP 10	50.000	35.54	1777.25
0245	163-0232	AC	TEMPORARY GRASSING	115.000	563.70	64826.01
0250	163-0240	TN	MULCH	3300.000	190.38	628259.61
0255	163-0300	EA	CONSTRUCTION EXIT	40.000	1804.31	72172.52
0260	163-0503	EA	CONSTR AND REMOVE SILT CONTROL GATE,TP 3	45.000	544.40	24498.34
0265	163-0520	LF	CONSTR AND REMOVE TEMP PIPE SLOPE DRAIN	600.000	20.94	12568.99
0270	163-0523	EA	CONSTR AND REM TEMP DCH CK - TP C SLT FN	30.000	169.73	5092.19
0275	163-0530	LF	CONSTR AND REMOVE BALED STRW EROSION CHK	16000.000	4.65	74478.08
0280	163-0550	EA	CONS & REM INLET SEDIMENT TRAP	85.000	339.25	28836.38
0285	165-0030	LF	MAINT OF TEMP SILT FENCE, TP C	57000.000	0.71	40954.50
0290	165-0040	EA	MAINT OF EROSION CTRL CHKDAMS/DITCH CHKS	30.000	94.01	2820.37
0295	165-0050	LF	MAINT OF SILT RETENTION BARRIER	1200.000	9.67	11605.69
0300	165-0070	LF	MAINT OF BALED STRAW EROSION CHECK	8000.000	1.50	12030.48
0305	165-0087	EA	MAINT OF SILT CONTROL GATE, TP 3	45.000	171.63	7723.60
0310	165-0101	EA	MAINT OF CONST EXIT	40.000	608.13	24325.33
0315	167-1000	EA	WATER QUALITY MONITORING AND SAMPLING	14.000	1471.04	20594.68
0320	171-0030	LF	TEMPORARY SILT FENCE, TYPE C	57000.000	4.04	230495.46
0325	603-2180	SY	STN DUMPED RIP RAP, TP 3, 12"	850.000	46.59	39602.66
0330	603-7000	SY	PLASTIC FILTER FABRIC	850.000	6.08	5169.65
0335	700-6910	AC	PERMANENT GRASSING	230.000	576.99	132709.41
0340	700-7010	GL	LIQUID LIME	570.000	12.59	7179.41
0345	700-8000	TN	FERTILIZER MIXED GRADE	230.000	324.75	74693.14
0350	700-8100	LB	FERTILIZER NITROGEN CONTENT	10.000	3.62	36.20
0355	715-2200	SY	BITUM TRTD ROVING, WATERWAYS	71000.000	1.98	141213.32
0360	716-2000	SY	EROSION CONTROL MATS, SLOPES	57000.000	1.89	108289.17
0370	543-9000	LS	CONSTR OF BRIDGE COMPLETE - LITTLE SUWANEE CREEK	1.000	684000.00	684000.00
0375	543-9000	LS	CONSTR OF BRIDGE COMPLETE - BOX CREEK	1.000	1140000.00	1140000.00
0380	543-9000	LS	CONSTR OF BRIDGE COMPLETE - PETERS BRANCH	1.000	684000.00	684000.00

STATE HIGHWAY AGENCY

JOB ESTIMATE REPORT

0385	543-9000	LS	CONSTR OF BRIDGE COMPLETE - CANE CREEK	1.000	1824000.00	1824000.00
0390	543-9000	LS	CONSTR OF BRIDGE COMPLETE - WOODYARD CREEK OVERFLOW	1.000	666000.00	666000.00
0395	543-9000	LS	CONSTR OF BRIDGE COMPLETE - WOODYARD/DARBY CREEK	1.000	1332000.00	1332000.00
0400	540-1101	LS	REM OF EX BR, STA NO - 483+00	1.000	104720.00	104720.00
0405	540-1101	LS	REM OF EX BR, STA NO - 409+00	1.000	65688.00	65688.00
0410	540-1101	LS	REM OF EX BR, STA NO - 359+00	1.000	98532.00	98532.00
0415	540-1101	LS	REM OF EX BR, STA NO - 256+00	1.000	74256.00	74256.00
0420	540-1101	LS	REM OF EX BR, STA NO - 166+00	1.000	164220.00	164220.00
0425	540-1101	LS	REM OF EX BR, STA NO - 73+00	1.000	74256.00	74256.00
0430	540-1101	LS	REM OF EX BR, STA NO - 28+00	1.000	131376.00	131376.00
0435	109-0100	*$*	PRICE ADJ - UNLEADED FUEL	1.000	954661.33	954661.33
0440	109-0200	*$*	PRICE ADJ - DIESEL FUEL	1.000	2653226.14	2653226.14
0445	109-0300	*$*	PRICE ADJ - ASPHALT CEMENT	1.000	4409767.17	4409767.17
0450	109-2305	*$*	FUEL PRI ADJ, UNL FUEL, (BRIDGE)	1.000	18587.77	18587.77
0455	109-2310	*$*	FUEL PRI ADJ, DIESEL, (BRIDGE)	1.000	108991.61	108991.61
0460	511-1000	LB	BAR REINF STEEL	109815.000	1.00	109962.15
0465	500-3101	CY	CLASS A CONCRETE	890.000	861.81	767013.27
0470	550-1240	LF	STM DR PIPE 24",H 1-10	1710.000	45.24	77365.12
0475	550-1300	LF	STM DR PIPE 30",H 1-10	1985.000	62.07	123214.39
0480	550-1360	LF	STM DR PIPE 36",H 1-10	1180.000	71.67	84575.44
0485	550-1480	LF	STM DR PIPE 48",H 1-10	1150.000	134.03	154141.64
0490	550-2240	LF	SIDE DR PIPE 24",H 1-10	230.000	34.91	8029.66
0495	550-2300	LF	SIDE DR PIPE 30",H 1-10	190.000	37.77	7176.36
0500	550-2360	LF	SIDE DR PIPE 36",H 1-10	105.000	62.39	6551.05
0505	550-3324	EA	SAFETY END SECTION 24",STD,4:1	2.000	1156.43	2312.87
0510	550-3330	EA	SAFETY END SECTION 30",STD,4:1	1.000	1687.30	1687.30
0515	550-3336	EA	SAFETY END SECTION 36",STD,4:1	1.000	2067.90	2067.91
0520	550-4124	EA	FLARED END SECT 24 IN, SIDE DR	8.000	478.08	3824.71
0525	550-4130	EA	FLARED END SECT 30 IN, SIDE DR	4.000	877.40	3509.60
0530	550-4218	EA	FLARED END SECT 18 IN, ST DR	111.000	730.04	81034.44
0535	550-4224	EA	FLARED END SECT 24 IN, ST DR	6.000	848.40	5090.41
0540	550-4230	EA	FLARED END SECT 30 IN, ST DR	10.000	896.44	8964.50
0545	550-4236	EA	FLARED END SECT 36 IN, ST DR	6.000	1083.96	6503.76
0550	668-1100	EA	CATCH BASIN, GP 1	116.000	2574.02	298587.43
0555	668-1110	LF	CATCH BASIN, GP 1, ADDL DEPTH	107.000	262.63	28102.27
0560	668-2110	LF	DROP INLET, GP 1, ADDL DEPTH	8.000	276.86	2214.94
0565	668-2200	EA	DROP INLET, GP 2	2.000	3501.44	7002.88
0570	668-2210	LF	DROP INLET, GP 2, ADDL DEPTH	2.000	323.82	647.66
0575	668-4300	EA	STORM SEW MANHOLE, TP 1	8.000	2554.28	20434.24
0580	668-4311	LF	ST SEW MANHOLE,TP 1,A DEP,CL 1	4.000	316.01	1264.05
0585	206-0002	CY	BORROW EXCAV, INCL MATL	642581.000	8.31	5339848.11
0590	310-5140	SY	GR AGGR BS CRS, 14", INCL MATL	117410.000	25.32	2972821.20

ITEM TOTAL 53989637.52
INFLATED ITEM TOTAL 53989637.52

TOTALS FOR JOB 422120-

ESTIMATED COST: 53989637.53
CONTINGENCY PERCENT (0.0): 0.00
ESTIMATED TOTAL: 53989637.53

PROJ. NO.	EDS00-0084-00(023)	CALL NO.	9/29/2009
P.I. NO.	422120-		
DATE	8/24/2010		

INDEX (TYPE)	DATE	INDEX
REG. UNLEADED	Aug-10	$ 2.625
DIESEL		$ 2.886
LIQUID AC		$ 458.00

Link to Fuel and AC Index:
http://www.dot.ga.gov/doingbusiness/Materials/Pages/asphaltcementindex.aspx

LIQUID AC ADJUSTMENTS

PA=[((APM-APL)/APL)-0.05]xTMTxAPL

Asphalt

Price Adjustment (PA)			$ 4,321,504.80	$ 4,321,504.80
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	125%	$ 1,030.50	
Monthly Asphalt Cement Price month project let (APL)			$ 458.00	
Total Monthly Tonnage of asphalt cement (TMT)			7863	

ASPHALT	Tons	%AC	AC ton
Leveling		5.0%	0
12.5 OGFC		5.0%	0
12.5 mm	36290	5.0%	1814.5
9.5 mm SP		5.0%	0
25 mm SP	72580	5.0%	3629
19 mm SP	48390	5.0%	2419.5
	157260		7863

BITUMINOUS TACK COAT

Price Adjustment (PA)			$ 88,262.37	$ 88,262.37
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	125%	$ 1,030.50	
Monthly Asphalt Cement Price month project let (APL)			$ 458.00	
Total Monthly Tonnage of asphalt cement (TMT)			160.5938235	

Bitum Tack Gals	gals/ton	tons
37390	232.8234	160.593823

PROJ. NO.	ED500-0084-00(023)	CALL NO.	9/29/2009
P.I. NO.	422120-		
DATE	8/24/2010		

BITUMINOUS TACK COAT (surface treatment)

Price Adjustment (PA)			$ -	$ -
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	125%	$ 1,030.50	
Monthly Asphalt Cement Price month project let (APL)			$ 458.00	
Total Monthly Tonnage of asphalt cement (TMT)			0	

Bitum Tack	SY	Gals/SY	Gals	gals/ton	tons
Single Surf. Trmt.		0.20	0	232.8234	0
Double Surf.Trmt.		0.44	0	232.8234	0
Triple Surf. Trmt		0.71	0	232.8234	0
					0

TOTAL ROAD/AC ADJUSTMENT $ [illegible]

PROJ. NO.	EDS00-0084-00(023)	CALL NO.	9/29/2009
P.I. NO.	422120-		
DATE	8/24/2010		

FUEL ADJUSTMENTS - ROADWAY

FPA = (|((FPM-FPL)/FPL)-.10|xQxF)FPL

			REGULAR UNLEADED	DIESEL	TOTALS
GRADED AGGREGATE BASE (Section 310)					
Fuel Price Adjustment (FPA)			$ 217,200.03	$ 288,545.07	$ 505,745.09
Monthly Fuel Price for month work was accomplished (FPM)	Max. Cap	125%	$ 5.906	$ 6.494	
Monthly Fuel Price for month when project was let (FPL)			$ 2.625	$ 2.886	
Quantity Placed (Q)	Ton	299793			
Fuel Usage Factor (F)			0.24	0.29	
			REGULAR UNLEADED	DIESEL	
ASPHALT (Sections 400 and 402)					
Fuel Price Adjustment (FPA)			$ 337,057.32	$ 1,513,597.62	$ 1,850,654.94
Monthly Fuel Price for month work was accomplished (FPM)	Max. Cap	125%	$ 5.906	$ 6.494	
Monthly Fuel Price for month when project was let (FPL)			$ 2.625	$ 2.886	
Quantity Placed (Q)	Ton	157260			
Fuel Usage Factor (F)			0.71	2.90	
			REGULAR UNLEADED	DIESEL	
EARTHWORK (Section 205 and 206)					
Fuel Price Adjustment (FPA)			$ 400,403.98	$ 851,083.45	$ 1,251,487.43
Monthly Fuel Price for month work was accomplished (FPM)	Max. Cap	125%	$ 5.906	$ 6.494	
Monthly Fuel Price for month when project was let (FPL)			$ 2.625	$ 2.886	
Quantity Placed (Q)	Cy	884260			
Fuel Usage Factor (F)			0.15	0.29	
			REGULAR UNLEADED	DIESEL	
CONCRETE PAVEMENT (Section 430)					
Fuel Price Adjustment (FPA)			$ -	$ -	$ -
Monthly Fuel Price for month work was accomplished (FPM)	Max. Cap	125%	$ 5.906	$ 6.494	
Monthly Fuel Price for month when project was let (FPL)			$ 2.625	$ 2.886	
Quantity Placed (Q)	Sy				
Fuel Usage Factor (F)			0.20	0.25	
TOTAL ROADWAY FUEL ADJUSTMENTS			$ 954,661.33	$ 2,653,226.14	$ 3,607,887.47

PROJ. NO.	EDS00-0084-00(023)
P.I. NO.	422120-
DATE	8/24/2010

CALL NO.

9/29/2009

FUEL ADJUSTMENTS - BRIDGE

FPA = ((((FPM-FPL)/FPL)-.10)x(QxF/1000))FPL

			REGULAR UNLEADED	DIESEL	TOTALS
Fuel Price Adjustment (FPA)			$ 18,587.77	$ 108,991.61	$ 127,579.39
Monthly Fuel Price for month work was accomplished (FPM)		125%	$ 5.906	$ 6.494	
Monthly Fuel Price for month when project was let (FPL)			$ 2.625	$ 2.886	
Quantity Placed (Q)	Cost	$ 4,104,960.00			
Fuel Usage Factor (F)			1.5	8	

Section		Bridge 1 Cost	Bridge 2 Cost	Bridge 3 Cost	Bridge 4 Cost
211	Bridge Excavation				
500	Superstr Conc Cl AA				
500	Class A Concrete				
500	Class AA Concrete				
500	Concrete Handrail				
500	Concrete Barrier				
501	Structural Steel				
507	Prestressed Conc Beams				
507	Prestressed Conc Beams				
507	Prestressed Conc Beams				
511	Super Reinforcement				
511	Bar Reinf Steel				
520	Piling				
520	Piling				
524	Drilled Caisson				
547	Pile Encasement				
547	Pile Encasement				
		$ -	$ -	$ -	$ -

Use when bridge items haven't been established. Assumes 80% of the estimated bridge cost will qualify for fuel adjustments.

EST. BRIDGE COST	% COST w/ADJ.
$ 5,131,200.00	80%
COST	$ 4,104,960.00

TOTAL BRIDGE FUEL ADJUSTMENTS	$ 18,587.77	$ 108,991.61	$ 127,579.39
TOTAL FUEL ADJUSTMENT (ROADWAY AND BRIDGE)	$ 973,249.11	$ 2,762,217.75	$ 3,735,466.86

Preliminary Right of Way Cost Estimate

Phil Copeland
Right of Way Administrator
By: LaShone Alexander

Date: June 15, 2010
Project: EDS 84 (23) Clinch/Ware County — P.I. Number: 422120 & 422125
Existing/Required R/W: Varies /Varies — No. Parcels: 109
Project Terminl : East C.L. Homerville to East of Manor
Project Description: SR 38/ US 84 Widening and Reconstruction

Land:			
Residential/Agricultural (1 to 5 acre tracts)			
15 acres @ $4500/acre	=	$ 67,500	
Agricultural/Residential (5 acres & above)			
24 acres @ $3500/acre	=	$ 84,000	
Large Tract, Timberland (100 acres & above)			
105 acres @ $1800/acre	=	$189,000	
Easement (Construction Easement from R.R.)			
32 acres @ $1800/acre x 50%	=	$ 28,800	
			$ 369,300
Improvements :			
20 Residences, 1 s-w mobile home			
3 frame sheds, 1 truck scale & 2 buildings	=	$ 1,185,000	
Relocation: Commercial (2) @ $25,000	=	$ 50,000	
Residential (21) @ $40,000	=	$ 840,000	
Damage : Proximity – 7 residences, 1 convenience store	=	$ 145,000	
Consequential, Cost to Cure			
1 gas canopy & UST's	=	$ 200,000	
			2,420,000
Net Cost			$ 2,789,300

Net Cost		$ 2,789,300
Scheduling Contingency	55 %	1,534,115
Adm/Court Cost	60 %	2,594,049
		$ 6,917,464

Total Cost $6,917,500

Note: The Market Appreciation (40%) is not included in the updated Preliminary Cost Estimate.

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE

Project No: EDS00-0084-00(023) OFFICE: Tifton
County CLINCH/WARE DATE: June 21, 2010

P.I. # 422120-

Description: *SR 38/US84 FM W OF WOODYARD CK/CLINCH TO W OF GREASY CK/WARE*

FROM Tim Warren, P.E., District Utilities Engineer

TO Jeremy Busby , Project Manager

SUBJECT UPDATED- UTILITY COST ESTIMATE - (VIA EMAIL)

A review of utilities located on the above referenced project has been conducted based on the latest available plans.. Listed below is a breakdown of the anticipated reimbursable and non-reimbursable cost.

Utility Owner	Reimbursable	Non-Reimbursable	Estimate Based on
Atlanta Gas Light -	$0.00	$239,000.00	Site Visit / Available Drawings
Bellsouth/AT&T SE	$3,200.00	$268,000.00	Site Visit / Available Drawings
Georgia Power Co (Transmission)	$396,800.00	$0.00	Site Visit / Available Drawings
Windstream Communications	$78,000.00	$502,000.00	Site Visit / Available Drawings
Manor Water Association	$0.00	$206,000.00	Site Visit / Available Drawings
COMCAST CABLE	$0.00	$107,000.00	Site Visit / Available Drawings
Georgia Power (Distribution) -	$0.00	$296,000.00	Site Visit / Available Drawings
Total	$477,200.00	$1,618,000.00	

** Indicates Potential Utility Aid Request from Local Gov't

If additional information is needed, please contact me or Bill Cooper, Assistant District Utilities Engineer at (229) 386-3288.

TW:BC:KC:cc

c: Jeff Baker, P.E., State Utilities Engineer
Brent Thomas, District Preconstruction Engineer
Angela Robinson, State Financial Management Administrator

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE EDS00-0084-00(023), Clinch County
PI No.: 422120

OFFICE: State Utilities Office

DATE: June 21, 2010

FROM Jeff Baker, State Utilities Engineer

TO Bobby Hilliard, Office of Program Delivery
ATTN: Jeremy Busby, Project Manager

SUBJECT PRELIMINARY RAILROAD COST FOR SURFACE WORK (CONCEPT ESTIMATE)

A review of railroads located within the project limits on the above referenced project has been conducted based on the proposed concept report provided. Listed below is a breakdown of the estimated railroad costs:

FACILITY OWNER	NON-REIMBURSABLE	REIMBURSABLE
CSX Transportation, Inc.	$0.00	$930,800.00
Total Reimbursement Cost:	$0.00	$930,800.00

Total railroad surface work reimbursable cost for the above project is estimated to be:
$930,800.00.

Please note that this amount does not include other reimbursable utility and railroad warning device costs that may be associated with this project. Also, keep the railroad costs separate from other utilities in your designer's cost estimate.

If you have any questions, please contact Richard Crowley, (404)631-1372, rcrowley@dot.ga.gov or Loren Bartlett, (404) 631-1370, lbartlett@dot.ga.gov.

JB:RLC:lfb

cc: Lee Upkins, State Utilities Preconstruction Engineer
Angela Robinson, State Financial Management Administrator
Tim Warren, District 4 Utilities Engineer
Key Phillips, Railroad Crossing Program Manager

ED500-0084-00(023)
PI#422120
Clinch/Ware County
SR38/US84 from W of Woodyard Creek to W of Greasy Branch

6/23/2010

River Basin:	Satilla River

Wetlands:

Req'd Credits	Rate ($/credit)	Cost ($)
974.48	3500	$3,410,680

Streams:

Req'd Credits	Rate ($/credit)	Cost ($)
406.5	45	$18,293

Total Mitigation Costs	$3,428,973 *

* this cost represent mitigation for entire US84 corridor, including PI#'s 422125, 522770, 522775, and 522780