

D.O.T. 66

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

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INTERDEPARTMENT CORRESPONDENCE

**FILE** P. I. No. 522780-, Ware County **OFFICE** Preconstruction  
HPPN-EDS-84(27)  
SR 38 Improvements **DATE** January 2, 2007  
**FROM** *C. John Keener*  
Genetha Rice-Singleton, Assistant Director of Preconstruction  
**TO** SEE DISTRIBUTION

**SUBJECT APPROVED REVISED PROJECT CONCEPT REPORT**

Attached for your files is the approval for subject project.

GRS/cj

Attachment

**DISTRIBUTION:**

Brian Summers  
Harvey Keepler  
Ken Thompson  
Jamie Simpson  
Michael Henry  
Keith Golden  
Joe Palladi (file copy)  
Babs Abubakari  
Glenn Durrence  
BOARD MEMBER

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

**INTERDEPARTMENT CORRESPONDENCE**

**FILE:** HPPN-EDS-84(27) **OFFICE:** Environment/Location  
P.I. No.: 522780  
Ware County **DATE:** December 15, 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, Ware County

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 the Department's current guidelines for GRIP projects, the urban typical section for project HPPN-EDS-84(27) is proposed to be revised. 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. In order to meet ADA requirements and meet current Department guidelines, the urban typical sections would be widened to accommodate 16-foot shoulders and bike lanes. An additional four feet of pavement on each side of the mainline (eight feet total additional width) at the edge of the travelway would also be included in order to accommodate bicyclists through the urban sections. This revision would require additional right of way. In the rural sections, the GDOT standard GRIP bicycle accommodating shoulders would be utilized.

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

DATE: \_\_\_\_\_

*12/19/06*

*Angela S. Alexander*  
\_\_\_\_\_  
State Transportation Planning Administrator

HDK/DRP/KLP/kp

Attachments

Distribution:

**Brian Summers**, Project Review Engineer  
**Keith Golden**, State Traffic Safety & Design Engineer  
**Angela Alexander**, State Transportation Planning Administrator  
**Jamie Simpson**, State Financial Management Administrator  
**Babs Abubakari**, State Program Delivery and Consultant Design Engineer  
**Glenn Durrence**, Jesup District Engineer  
**Paul Liles**, State Bridge & Structural Design Engineer

# REVISED PROJECT CONCEPT REPORT

## HPPN-EDS-84(27) – WARE CO.

**Need and Purpose:** The S.R 38 Improvements are part of the Governors 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; safety and operational characteristics along this segment will be improved.

**Project Location:** Project HPPN-EDS-84(27) in Ware county, would widen and reconstruct US 84/SR 38 from approximately 3600 feet west of CR 88/Ruskin Road on US 84/SR 38 to approximately 125 feet east of the Wadley Glenmore/SR 53 Connector intersection for a project length of approximately 5.6 miles. This project ties into the EDS-84(26) at the beginning terminus.

**Description of Approved Concept (Includes 2004 Revisions):** The project would begin approximately 3600 feet west of CR 88/Ruskin Road on US 84/SR 38 with a 32-foot depressed median rural four lane typical section. The reduced median will minimize impacts to wetlands and improve connectivity with EDS-84(26). The proposed alignment follows the existing highway for approximately 1000 feet before turning south on new location to avoid several eligible historic sites in Wahoma. The new location section would then proceed on a southeastern heading for approximately 2500 feet then turn eastward, with its' southern right-of-way bordering the CSX Railroad right-of-way. The new roadway would transition to a 44-foot depressed median typical section approximately 500 feet west of CR 411/Griffin Road, while continuing to hold the CSX Railroad right-of-way until the project crosses CR 611/13<sup>th</sup> Street. The project continues to parallel the railroad to approximately 1500 feet east of 5<sup>th</sup> Street, where the alignment bears northeast until connecting with existing US 84 approximately 1500 feet west of CR 527/Popham Road. Prior to reconnecting to US 84, the roadway transitions to an urban four lane 14-foot flush median typical section. The urban 14-foot median section continues along existing US 84 from approximately 1500 feet west of CR 527/Popham Road to approximately CR 290/Oregon Avenue, where the alignment turns southeast on to new location. The urban 14-foot flush median typical section continues on new location to approximately CR 112/New Mexico Avenue, where the project transitions to a rural four lane 14-foot flush median section. The rural 14-foot flush median typical section continues on new location south of existing US 84 to approximately 300 feet north of Idaho Avenue, where the alignment turns to the north. As the alignment turns northward, the typical section transitions to a 14-foot flush median urban section, which continues to the end of the project. Throughout this portion of the project, the existing CR 286 right-of-way located approximately 300 feet south US 84/SR 38 of would be utilized. Project HPPN-EDS-84(27) ends approximately 550 feet west of CR 287 at the intersection of Wadley Glenmore and the SR 53 Connector. The total length of the concept is approximately 5.6 miles.

**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: 12,500	Year: 2025	AADT: 19,750

**Proposed Features to be Revised:**

- **Typical Section:**
  - The urban 14-foot flush median 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. This section of US 84 has been designated as a bike corridor by the Southeast Regional Development Center.
- **Right-of-Way:**
  - Additional right-of-way is required in order to add the required bike lanes and shoulders along the proposed urban 14-foot flush median typical section portions of the project.

**Describe Revisions to be Approved:**

- **Typical Section:**
  - The urban 14-foot flush median 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. Four feet of additional pavement along the outside edges of the travelway would be added for bicycle accommodations (eight feet total additional pavement).
- **Right-of-Way:**
  - The additional shoulder width and bike lanes require that the proposed right-of-way be widened to approximately 120 feet along the proposed urban 14-foot flush median typical section portions of the project.

**Updated Traffic Data (AADT):**

Current Traffic		Design Traffic	
Year: 2012	AADT: 9,100	Year: 2032	AADT: 14,000

**Programmed/Schedule:**

P.E.: 1995

*EDS 092*  
R/W: ~~2007~~ LR/2008

Construction: ~~2008~~ LR

*JDL*  
12/29/06

**Revised Cost Estimates:**

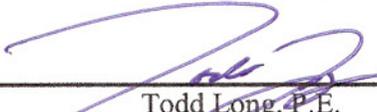
Construction cost and E&C:	\$ 19,890,000
Right-of-Way:	\$ 10,281,980
Utilities:	Local
	Rescission letter sent 12-15-05

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

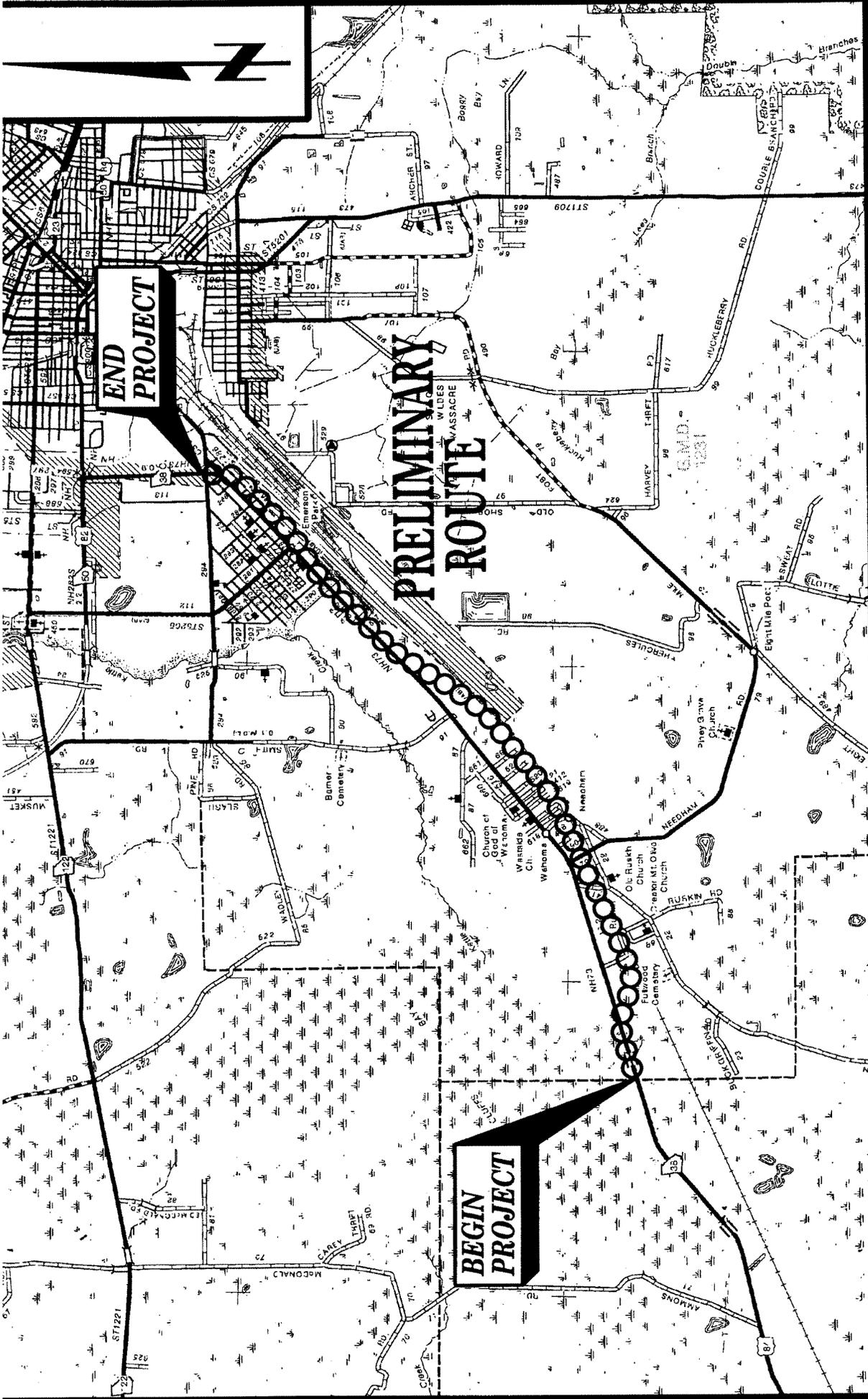
**Recommendation:** It is recommended that the proposed revision to this concept be approved for implementation.

HDK/DRP/KLP/kp

Attachments: Strip Map  
Typical Section  
Construction Cost Estimate  
Right-of-Way Cost Estimate

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

Approve:   
\_\_\_\_\_  
David Studstill, P.E.  
Chief Engineer



**END PROJECT**

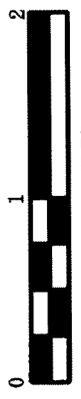
**PRELIMINARY ROUTE**

**BEGIN PROJECT**

**STRIP MAP  
HPPN-EDS-84(27)  
US 84SR 38 IMPROVEMENTS  
WARE COUNTY  
P.I.# 522780**



**LOCATION**



SCALE IN MILES

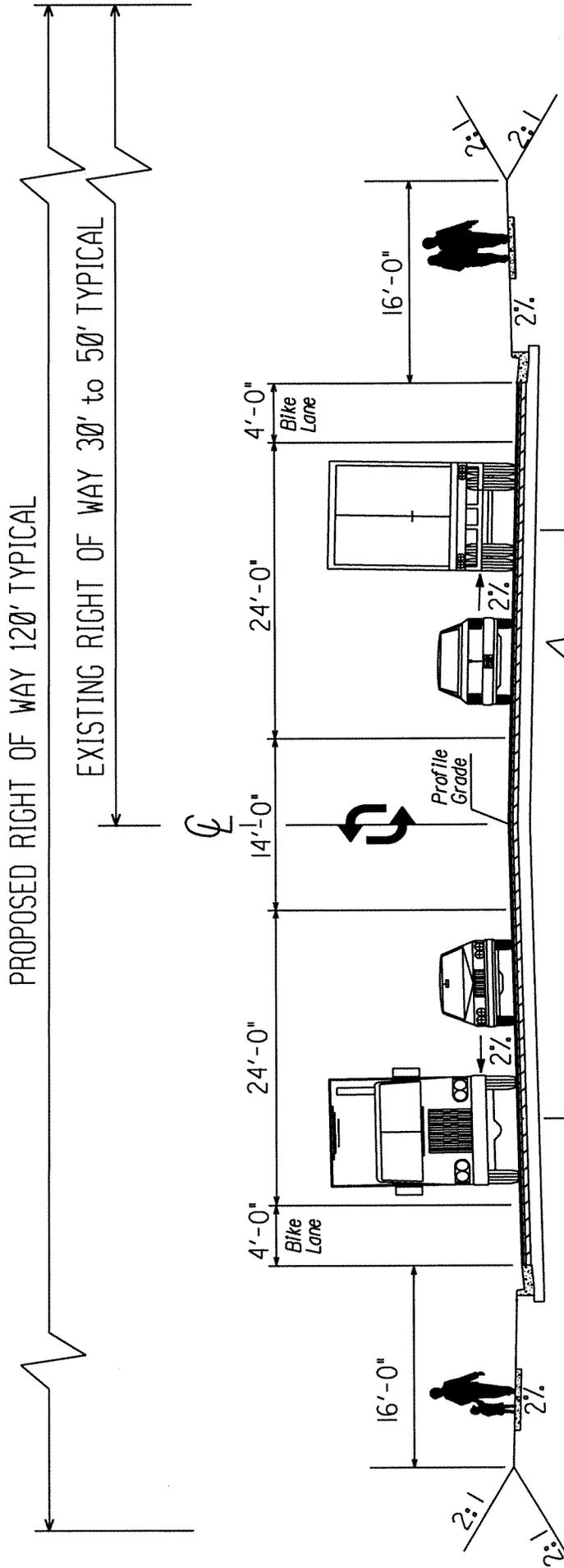
SOURCE: GENERAL HIGHWAY MAP, WARE COUNTY, GEORGIA  
PREPARED BY THE GEORGIA DEPARTMENT OF TRANSPORTATION, 1999

# GRIP TYPICAL SECTION

45 MPH SPEED DESIGN

14' FLUSH MEDIAN

## SR 38 - MAINLINE



### SR 38 IMPROVEMENTS FOR HPPN-EDS-84(27) WARE COUNTY

LIMITS OF THIS SECTION ARE FROM:

1500' WEST OF CR 527/POPHAM RD. TO 200' EAST OF CR 112/NEW MEXICO AVENUE

AND FROM:

550' WEST OF CR 287 TO WADLEY GLENMORE/SR 53 CONNECTOR INTERSECTION

NOT TO SCALE

# CONCEPT COST ESTIMATE

Office of Environment/Location

September 14, 2006 8:06 AM

County(s)

PI Number  Project Number

Project Name  Project Length  Miles

### Project Description

SR 38/US 84 Reconstruction on new location or widening of existing roadway.

### 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

Rural New Location: 4-Lanes with 32 ft Divided Median	<input type="text" value="1.20"/> Miles
Rural New Location: 4-Lanes with 44 ft Divided Median	<input type="text" value="2.30"/> Miles
Urban Widening: 2 To 4-Lanes with 14 ft Flush Median	<input type="text" value="1.50"/> Miles
Rural New Location: 4-Lanes with 14 ft Flush Median	<input type="text" value="0.60"/> Miles
Rural New Location: 2-Lanes with 24 ft Pavement	<input type="text" value="0.65"/> Miles
<input type="text"/>	<input type="text"/> Miles

Prepared By

**MAJOR STRUCTURES**

*Note! All distances are in feet*

**Bridges: Stream Crossings & Grade Separations**

NO	LOCATION	QTY	CROSSING TYPE	WIDTH	LENGTH	UNIT COST	TOTAL
1							
2							
3							
4							
5							
6							
7							
8							
9							
10							
11							
12							

**Bridge Culverts**

NO	LOCATION	TYPE / W x H / FILL	LENGTH	UNIT COST	TOTAL
1	200 feet from begin terminus	Triple / 6 x 4 / 10	130.0	1,339.33	174,000
2					
3					
4					
5					
6					
7					
8					

**Walls**

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

**MAJOR STRUCTURES SUBTOTAL** \$ 174,000

**Typical Section**

Rural New Location: 4-Lanes with 32 ft Divided Median

Typical Section Length  Miles

Right-of-Way Width  Feet

**GRADING AND DRAINAGE**

- 1. EARTHWORK
  - a. Unclassified Excavation Soil
  - b. Unclassified Excavation Rock
  - c. Borrow Excavation
- 2. MINOR DRAINAGE

QUANTITY	UNIT COST	TOTAL
	CY	
	CY	
	CY	
1.20	MI	77,287
<b>GRADING AND DRAINAGE SUBTOTAL</b>		<b>\$93,000</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"	25,974 TN	25.00	649,000
1 1/2" (165 LB/SY)	3,775 TN	88.00	332,000
3" (330 LB/SY)	7,617 TN	80.00	609,000
4" (440 LB/SY)	9,396 TN	90.58	851,000
	5,530 GL	2.20	12,000
	1.20 MI	53,844	65,000
<b>BASE AND PAVING SUBTOTAL</b>			<b>\$2,770,000</b>

**LUMP ITEMS**

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

QUANTITY	UNIT COST	TOTAL
1.20 MI	35,652	43,000
32.00 AC	6,000	192,000
1.20 MI	152,390	183,000
1.20 MI	21,926	26,000
1.20 MI	104,932	126,000
<b>LUMP ITEM SUBTOTAL</b>		<b>\$570,000</b>

**MISCELLANEOUS PROJECT ITEMS**

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

QUANTITY	UNIT COST	TOTAL
1,000 LF	17.11	17,000
4 EA	613.61	2,000
	MI	338,984
<b>MISCELLANEOUS SUBTOTAL</b>		<b>\$19,000</b>

**Typical Section**

Rural New Location: 4-Lanes with 44 ft Divided Median

Typical Section Length  Miles

Right-of-Way Width  Feet

**GRADING AND DRAINAGE**

- 1. EARTHWORK
  - a. Unclassified Excavation Soil
  - b. Unclassified Excavation Rock
  - c. Borrow Excavation
- 2. MINOR DRAINAGE

QUANTITY	UNIT COST	TOTAL
41,300 CY	6.98	288,000
114,940 CY	6.62	761,000
2.30 MI	88,880	107,000
<b>GRADING AND DRAINAGE SUBTOTAL</b>		<b>\$1,156,000</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"	49,783 TN	25.00	1,245,000
1 1/2" (165 LB/SY)	7,236 TN	88.00	637,000
3" (330 LB/SY)	14,600 TN	80.00	1,168,000
4" (440 LB/SY)	18,008 TN	90.58	1,631,000
	10,598 GL	2.20	23,000
	2.30 MI	53,844	124,000
			483,000
<b>BASE AND PAVING SUBTOTAL</b>			<b>\$5,311,000</b>

**LUMP ITEMS**

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

QUANTITY	UNIT COST	TOTAL
2.30 MI	41,000	94,000
69.70 AC	6,000	418,000
2.30 MI	173,816	400,000
2.30 MI	21,926	50,000
2.30 MI	120,672	278,000
<b>LUMP ITEM SUBTOTAL</b>		<b>\$1,240,000</b>

**Typical Section**

Urban 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
	CY		
	CY		
	CY		
1.50	MI	311,062	373,000
<b>GRADING AND DRAINAGE SUBTOTAL</b>			<b>\$373,000</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"	20,645 TN	25.00	516,000
1 1/2" (165 LB/SY)	4,501 TN	88.00	396,000
3" (330 LB/SY)	5,584 TN	80.00	447,000
4" (440 LB/SY)	7,568 TN	90.58	686,000
	4,696 GL	2.20	10,000
	16,168 LF	31.57	510,000
	1.50 MI	66,891	100,000
			267,000
<b>BASE AND PAVING SUBTOTAL</b>			<b>\$2,932,000</b>

**LUMP ITEMS**

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

QUANTITY	UNIT COST	TOTAL
1.50 MI	105,130	158,000
16.36 AC	6,000	98,000
1.50 MI	69,663	104,000
1.50 MI	58,697	88,000
1.50 MI	151,584	227,000
<b>LUMP ITEM SUBTOTAL</b>		<b>\$675,000</b>

**Typical Section**

Rural New Location: 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
	CY		
	CY		
	CY		
0.60	MI	62,338	75,000
<b>GRADING AND DRAINAGE SUBTOTAL</b>			<b>\$75,000</b>

**BASE AND PAVING**

- 1. GRADED AGGREGATE BASE
- 2. ASPHALT PAVING
  - a. Asph Conc 9.5 mm Superpave
  - b. Asph Conc 19 mm Superpave
  - c. Asph Conc 25 mm Superpave
  - d. Bituminous Tack Coat
- 3. CONCRETE PAVING
  - a. Curb and Gutter
  - b. Miscellaneous
- 4. OTHER PAVING

THICKNESS and SPREAD RATE	QUANTITY	UNIT COST	TOTAL
10"	14,847 TN	25.00	371,000
1 1/2" (165 LB/SY)	2,178 TN	88.00	192,000
3" (330 LB/SY)	4,399 TN	80.00	352,000
4" (440 LB/SY)	4,939 TN	90.58	447,000
	3,063 GL	2.20	7,000
	LF		
0.60	MI	52,475	31,000
			140,000
<b>BASE AND PAVING SUBTOTAL</b>			<b>\$1,540,000</b>

**LUMP ITEMS**

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

QUANTITY	UNIT COST	TOTAL
0.60 MI	27,630	17,000
10.91 AC	6,000	65,000
0.60 MI	122,347	73,000
0.60 MI	30,227	18,000
0.60 MI	81,322	49,000
<b>LUMP ITEM SUBTOTAL</b>		<b>\$222,000</b>

**Typical Section**

Rural New Location: 2-Lanes with 24 ft Pavement

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
	CY		
	CY		
	CY		
0.65	MI	28,217	34,000
<b>GRADING AND DRAINAGE SUBTOTAL</b>			<b>\$34,000</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"	7,137 TN	25.00	178,000
1 1/2" (165 LB/SY)	1,164 TN	88.00	102,000
3" (330 LB/SY)	2,346 TN	80.00	188,000
4" (440 LB/SY)	2,071 TN	90.58	188,000
	1,485 GL	2.20	3,000
	0.65 MI	20,313	13,000
<b>BASE AND PAVING SUBTOTAL</b>			<b>\$739,000</b>

**LUMP ITEMS**

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

QUANTITY	UNIT COST	TOTAL
0.65 MI	10,696	7,000
7.88 AC	6,000	47,000
0.65 MI	122,347	80,000
0.65 MI	7,939	5,000
0.65 MI	31,480	20,000
<b>LUMP ITEM SUBTOTAL</b>		<b>\$159,000</b>

## ESTIMATE SUMMARY

TYPICAL SECTION	COST (per mile)
1. Rural New Location: 4-Lanes with 32 ft Divided Median	\$ 2,861,000
2. Rural New Location: 4-Lanes with 44 ft Divided Median	\$ 3,351,000
3. Urban Widening: 2 To 4-Lanes with 14 ft Flush Median	\$ 2,653,000
4. Rural New Location: 4-Lanes with 14 ft Flush Median	\$ 3,062,000
5. Rural New Location: 2-Lanes with 24 ft Pavement	\$ 1,434,000
<b>PROJECT COST</b>	
<b>A. MAJOR STRUCTURES</b>	\$ 174,000
<b>B. GRADING AND DRAINAGE</b>	\$ 1,731,000
<b>C. BASE AND PAVING</b>	\$ 13,292,000
<b>D. LUMP ITEMS</b>	\$ 2,866,000
<b>E. MISCELLANEOUS</b>	\$ 19,000
<b>SUBTOTAL CONSTRUCTION COST</b>	\$ 18,082,000
<b>ENGINEERING &amp; CONTINGENCIES (10%)</b>	\$ 1,808,000
<b>INFLATION</b> ___ yr(s) @ ___ % per yr	
<b>GRAND TOTAL CONSTRUCTION COST</b>	\$ 19,890,000

# Department of Transportation State of Georgia

-----  
Interdepartmental Correspondence

**FILE** R/W Cost Estimate **OFFICE** Atlanta  
*PC / Gam* **DATE** September 25, 2006  
**FROM** Phil Copeland, Right of Way Administrator  
**TO** Harvey Keepler, State Environmental/Location Engineer  
ATTN: Kim Phillips  
**SUBJECT** **Preliminary Right of Way Cost Estimate**  
**Project: EDS-84(27) & EDS-84(26) Ware**  
**P.I. No.: 522780 & 522770**  
**Description: SR 38 from Ruskin to Wadley**

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.

DB:GAM

Attachments

cc: Brian Summers, Engineering Services  
Wilhelmina Mueller, R/W  
Windy Bickers, Financial Management  
File

# Preliminary Right of Way Cost Estimate

**Date:** September 13, 2006  
**Project:** EDS 84(27) Ware County **P.I. Number:** 522780  
**Existing/Required R/W:** 80' Exist/variable Req'd **No.Parcels:** 96  
**Project Termini:** S.R 38/U.S. 84 from approx. 0.7 west of Ruskin Rd. to Wadley/Glenmore Ave.  
**Project Description:** S.R. 38/U.S. 84 Widening & Improvement

**Land:**

Residential (1 acre or less)			
60 acres	@ \$ 4,500/AC	= \$ 270,000	
Large Tract (timber land)			
73.0 acres	@ \$ 1800/AC	= \$ 131,400	
			\$ 401,400

**Improvements:**

11 residential houses, 8 double wide mobile home		
18 single wide mobile homes, 1 Frame Res. Houses (vacant),		
1 vacant s.w. mo. Home		\$ 1,605,000
1 liquor Store Bldg. (business)		\$ 100,000
1 metal bldg. (business)		\$ 80,000
5 frame out buildings		\$ 75,000

**Relocation:**

31 residential	@ \$ 20,000	= \$ 620,000
2 business	@ \$ 25,000	= \$ 50,000

**Damages:**

Proximity (2 parcels)		\$ 30,000
-----------------------	--	-----------

\$ 2,961,400

Net Cost \$ 2,961,400

<b>Net Cost</b>		\$ 2,961,400
<b>Scheduling Contingency</b> 55 %		\$ 1,628,770
<b>Adm/Court Cost</b> 60 %		\$ 2,754,102
<b>Inflation Factor</b> 40 %		\$ 2,937,708
		<u>\$ 10,281,980</u>

**Total Cost \$ 10,281,980**

**Prepared By:** David M. Deane  
 GDOT R/W Consultant  
 Southern Acquisitions, LLC

**Approved:** Gemma K. Miller  
 GDOT R/W

# Ware County Land Sales

## HPPN - EDS 84(27) Ware

<u>Highest &amp; Best Use</u>	<u>Size (acres)</u>	<u>Value/ac</u>	<u>Sales price</u>
Small Tract Residential (1 to 5 acre tracts)	1.03 AC	\$ 5,340	\$ 5,500
	2.00 AC	\$ 5,000	\$ 10,000
	1.87 AC	\$ 3,475	\$ 6,500
	2.90 AC	\$ 3,500	\$ 10,000
Large tracts (Timber land)	200.03 AC	\$ 2,250	\$ 450,050
	1470.00 AC	\$ 1,600	\$ 2,350,000
	127.00 AC	\$ 1,800	\$ 227,300
	190.00 AC	\$ 1,800	\$ 342,000

**Note: Due to scarcity of recent large tract timber sales in Ware County, majority of sales were used from adjoining Clinch County.**