

ORIGINAL TO GENERAL FILES

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

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**OFFICE OF DESIGN POLICY & SUPPORT  
INTERDEPARTMENTAL CORRESPONDENCE**

**FILE** P.I. #631260 **OFFICE** Design Policy & Support  
STP00-1004-00(002)  
GDOT District 6 - Cartersville  
Gilmer County **DATE** July 12, 2011  
SR 382 EXT. FM CR 239 TO SR 5/SR 515

**FROM**  Brent Story, State Design Policy Engineer

**TO** SEE DISTRIBUTION

**SUBJECT** APPROVED CONCEPT REPORT

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

Attachment

DISTRIBUTION:

Genetha Rice-Singleton, Program Control Administrator  
Bobby Hilliard, State Program Delivery Engineer  
Cindy VanDyke, State Transportation Planning Administrator  
Angela Robinson, Financial Management Administrator  
Glenn Bowman, State Environmental Administrator  
Kathy Zahul, State Traffic Engineer  
Georgene Geary, State Materials & Research Engineer  
Ron Wishon, State Project Review Engineer  
Jeff Baker, State Utilities Engineer  
Ken Thompson, Statewide Location Bureau Chief  
Michael Henry, Systems & Classification Branch Chief  
Kent Sager, District Engineer  
DeWayne Comer, District Preconstruction Engineer  
Kerry Bonner, District Utilities Engineer  
Galen Barrow, District Environmentalist  
Suzanne Dunn, Project Manager  
BOARD MEMBER - 9th Congressional District

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

District Six

REVISED PROJECT CONCEPT REPORT

Project Number: STP00-1004-00(002)

County: Gilmer

P. I. Number: 631260

Federal Route Number: N/A

State Route Number: 382

SR382 Extension from CR239 to SR5/SR515 on  
new Location

Submitted for approval:

DATE 6/7/11

Paul S. [Signature]  
District Engineer

DATE 6-7-2011

[Signature]  
Project Manager

Recommendation for approval:

DATE 1/5/2011

Glenn Bowman \*  
State Environmental Administrator

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 the State Transportation Improvement Program (STIP).

DATE 1/6/2011

Matthew Fowler \*  
for State Transportation Planning Administrator

\* Recommendation on file. KICF

## REVISED PROJECT CONCEPT REPORT

**Need and Purpose:** See attachment "A".

**Project Location:** This project is located five miles south of City of Ellijay, in Gilmer County, GA on SR5/SR515. It is intended to extend SR382 to SR5/SR515 on new location for 0.35 mile (from MP 9.72, on existing SR382). Also included are improvement on CR239/Old Highway 5 to account for turn lanes and SR5/SR515 to add deceleration and acceleration lanes respectively to and from the newly proposed extension of SR382.

**Description of the approved concept:** See the proposed features on the next page.

**PDP Classification:** Major ( ) Minor (X)

**Federal Oversight:** Full Oversight ( ), Exempt(X), State Funded ( ), or Other ( )

**Functional Classification:** Rural Major Collector

**U. S. Route Number(s):** None State Route Number(s): SR382

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

Base Year (2011): 950 Design Years (2031): 1825

**Updated traffic data (AADT)**

Base Year (2015): 950 Design Years (2035): 1825

**Approved/Programmed Schedule:**

P.E: 1992 R/W: April, 2013 Construction: October 2014

**VE Study Required** Yes ( ) No (X)

**Benefit/Cost Ratio:** 1.17

**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:**

- **Project Description:** This project is the extension of SR382 on new location starting at MP 10.07 SR382 at the intersection CR239/SR5 Alternate. Then runs Easterly to MP 6.63 SR/5515. The typical section of SR382 extension will be two 12 foot lanes with 10 foot shoulders which will have 6.5 feet of the shoulders paved to accommodate bike traffic. See Attachments “B” & “C” for lane configuration at both intersections. The Extension of SR382 will allow traffic traveling over to SR5/515 a more direct route, safer route, and will help traffic to move more freely. The length of project is 0.6 Miles. The construction of this project will allow for a 1.5 mile section of SR5 Alternate to be removed from the system and eliminate maintenance for said section.
- **Project Termini:** See the above description.
- **Right-of-way width:** 100 ft.
- **Controlling criteria:**
  - Maximum Grade Mainline: 7%
  - Maximum Grade Mainline allowable: 7%.

**Proposed Features:**

- **Project Description:** This project consists of realigning SR382 on new location for 0.35 mile (from MP 9.72, on existing SR382) to meet sight distance requirement at its intersection with CR239/Old Highway 5 (at MP 10.13, on existing SR382), extending it (from MP 10.13, on existing SR382) east for 0.44 mile on new location, and finally terminating it at its junction with SR 5/SR 515 (at MP 6.21, on existing SR515). 0.18 mile of a 12 feet right turning lane and 0.42 mile of a 12 feet acceleration lane will be added to SR515 (on its west side) at its junction with the proposed SR382 extension. The typical section of SR382 extension will be two 12 feet lanes with 10 feet shoulders which account 6.5 feet of paved shoulders to accommodate bikes traffic. The length of project is 0.79 mile on the mainline, SR382.
- **Project Termini:** See the above description
- **Right-of-way width:** 300 feet.
- **Controlling criteria:**
  - Maximum Grade Mainline: 9%
  - Maximum Grade allowable Mainline: 9%.

**Description and reasons of the revised feature(s) to be approved:**

- *Revised alignment:* The newly proposed alignment has been shifted 0.07 mile (or 367 feet) south of the existing intersection of SR382 and CR239. This shift has reduced the environmental effects on project surroundings (especially nearby creeks) and minimizes the utility and earthwork costs, which could generate almost 5 million dollar in cost saving.
- *Project Termini:* See the above reason.

- *Right-of-way width:* The project topographic features (terrain) are mountainous; consequently the ROW is drastically varying and requires a maximum ROW width of **300 feet** to be applied at some locations.
- *Controlling criteria:* Since the terrain is mountainous, proposed maximum grade of the mainline is set at **9%**, the proposed maximum grade allowable is also set at **9%**. See GDOT Design Policy Manual (Table 4.5 on page 4-18).

### **Potential Environmental Impacts of Proposed Revision:**

While the proposed revision reduces the environmental effects by shifting the SR382 alignment about 350 feet south of its existing path (located only 11 feet south of a permanent wetland at mile post 9.97), the proposed project was determined to have a “may effect – not likely to adversely affect” for the federally threatened and state threatened species. The anticipated reduced impacts and findings of ecological resources resulting from the proposed revision include:

- Permanent wetland/open water/ephemeral channel impacts are estimated at 0.041 acre.
- Temporary impacts due to re-channelization and vegetation clearing to maintain proper side slopes along the roadway are estimated at 0.01 acre (79 linear feet).
- Permanent stream impacts are estimated at 170 linear feet and require coordination with the USFWS for channel loss under the FWCA.
- Total project stream buffer impacts requiring a variance are 0.054-acre (194 linear feet).
- Three invasive species have been identified within the proposed project corridor and include Chinese privet (*Ligustrum sinense*), kudzu (*Pueraria montana*) and Chinese yam (*Dioscorea batata*)
- A records review for federal and state listed threatened and endangered species listed four federally protected and four additional state protected species, which include faunal and flora species found in Gilmer County. Suitable habitat was only observed for the small whorled pogonia (*Isotria medeoloides*) within the project corridor.

All efforts will be taken where possible to avoid and/or minimize impact to the natural environment and best management practices will be used when necessary to ensure the protection of all natural areas.

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

**Environmental Responsibilities (Studies/Documents/Permits):** *Wilbur Smith Associates & GDOT.*

<b>Updated Cost Estimate</b>	
Base Construction Cost	\$3,861,089.71
Engineering and Inspection	\$193,204.49
Fuel & Asphalt Adjustment	<u>\$1,436,559.46</u>
<u>Total Construction Cost</u>	\$5,490,853.66
Right-of-Way	\$2,930,000.00
Utilities (reimbursable)	\$660,000.00

**Recommendation:** Because of the reduction in the overall cost of this project and the reduction in the environmental impact due to this newly proposed alignment, I recommend that the proposed revision to the concept be approved for implementation.

Attachments:

- A. Need and Purpose (2 pages)
- B. Sketch Map (3 pages)
- C. Proposed Typical Section (1 page)
- D. Traffic Count (2 pages)
- E. Job Estimate Report (2 pages)
- F. Revised Cost Estimates (2 pages)
- G. Fuel & Asphalt Adjustment (4 pages)
- H. Right-of-Way Cost Estimate (1 page)
- I. Utilities Cost Estimate (1 page)
- J. Contingency Summary (2 pages)
- K. Memorandum on New Historic Resources (3 pages)
- L. Benefit Cost Analysis Work Sheet (2 pages)
- M. Phase Two Ecology Assessment Executive Summary (5 pages)

Concur: \_\_\_\_\_

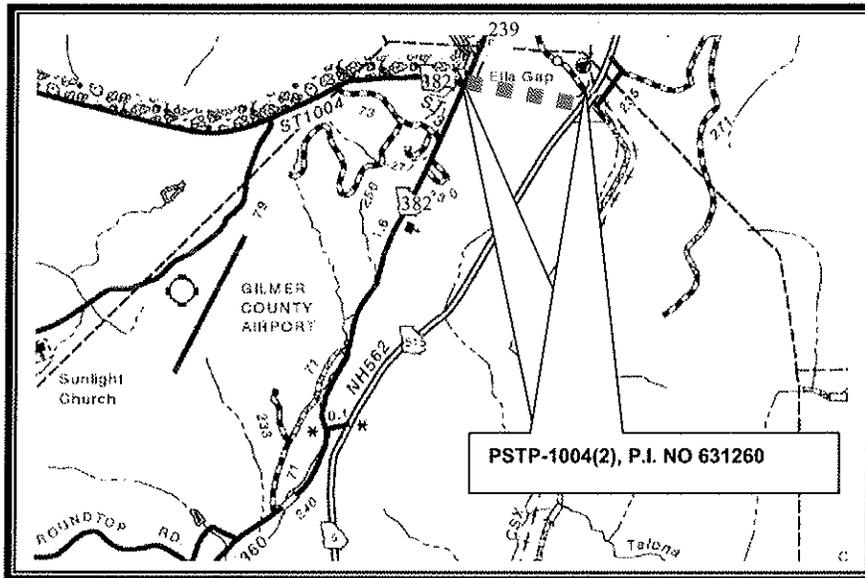
*Bill R. McManis*  
Director of Engineering

Approve: \_\_\_\_\_

*Dee M. [Signature]*  
Chief Engineer

Date: 7/9/2011

**Attachment "A"**  
**NEED AND PURPOSE**  
**PSTP-1004(2), P.I. NO 631260**  
**SR 382 Extension**  
**Gilmer County**



**Need and Purpose**

The purpose of proposed SR 382 extension is to provide a more direct route from CR 239 to SR 5 /SR 515, Appalachian Development Highway Corridor A. The current route makes two sharp turn movements within a short distance of SR 5/SR 515 and has very poor horizontal and vertical alignment. The length of the extension is 0.6 miles and the length of SR 382 from the intersection of CR 239 to SR 5/SR 515 is 1.5 miles.

**Travel Demand**

The annual average daily traffic (AADT) volume along the existing section of SR 382 from CR 239 to SR 5/515 was 3,330 in 2002 and is expected to be 9,900 AADT by 2031. The Level of Service (LOS) of the existing two-lane section of SR 382 was C in 2002 and is expected to be LOS D by 2031. The projected traffic volume along the extension is expected to be 1,825 AADT by 2031 and the LOS is expected to be B. About 9% trucks are expected to travel along the extension. The old section of SR 382 from CR 239 to SR 5 /SR 515 is expected to improve to LOS C in 2031 with the extension in place.

Between 2000 and 2002, accident rates along the existing 1.5 mile section of SR 382 were lower than the statewide accident rates. There were 4 accidents reported along the route in 2000, 3 in 2001, 2 in 2002, and 5 in 2003. Of the 14 accidents, about 28% were rear-ends, 36% were angle type, and 36% were non-vehicle collision type accidents. About 8 of the accidents occurred at the route's intersection with CR 239, and 6 of these accidents involved drivers making a left turn.

Land use in the project area is mixed residential, commercial, and forestry. The proposed extension project is located in Census Tract 1312080400. According to the 2000 Census, there were about 3,115 housing units located in this census tract. About 33.5% of the 3,115 housing units were built between 1995 and 2000. Gilmer County Airport is also located in this area. It's located just south of SR 382.

**Environmental Justice**

In 2000, Census Tract 1312080400 had a population of 6,384 persons. About 0.38% of the population was Black and 7.85% was Hispanic/Latino. About 13.3% of the population lived below the poverty level.

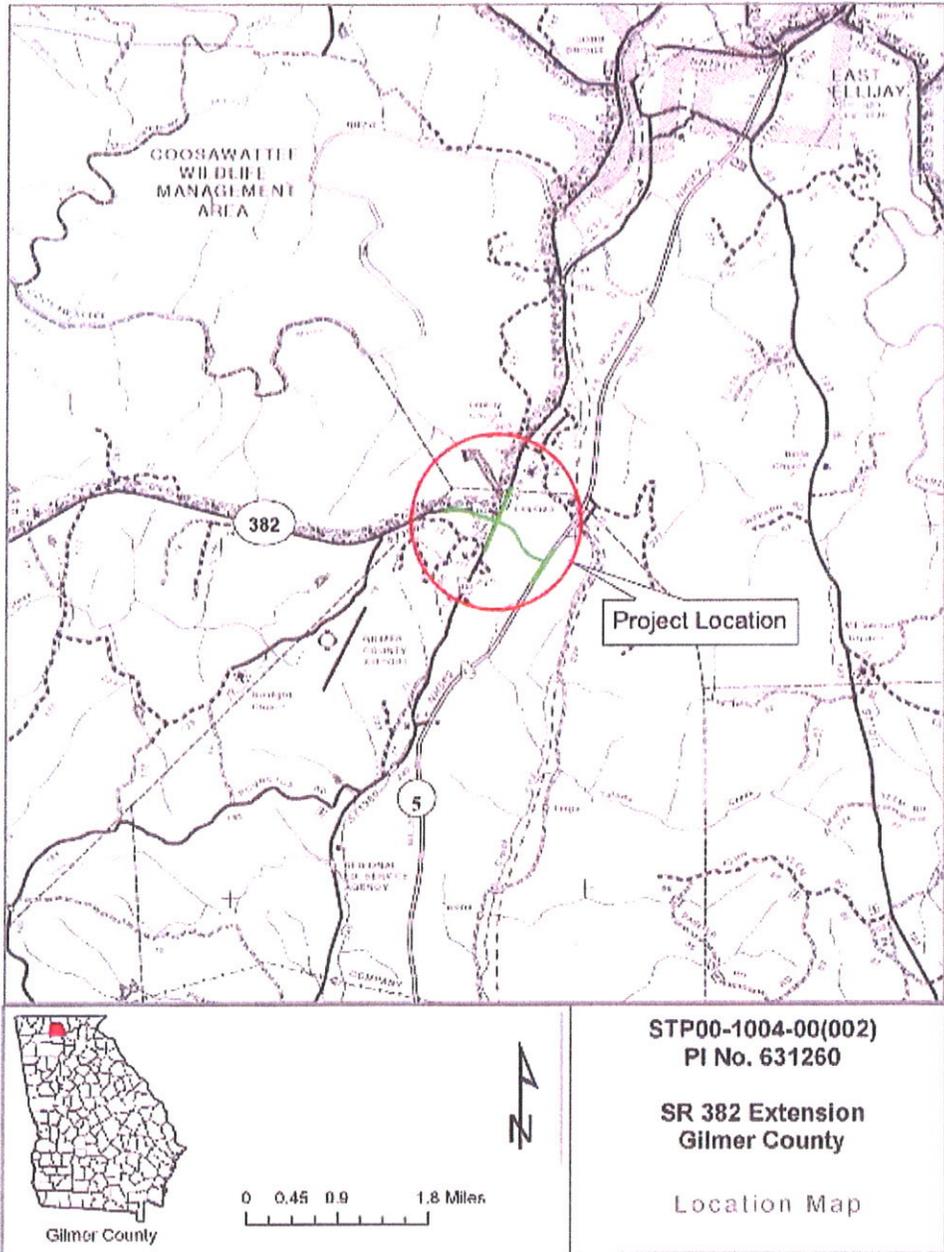
**Other System Linkage**

In addition to the SR 382 Extension Project, there are long range plans to construct passing lanes along SR 382 between SR 136 and SR 5 under Project STP-1004(3), P.I. 642070. The passing lane project should not interfere with the proposed extension project, but should be coordinated along with the extension project. Both projects will provide improvement along SR 382. The proposed extension of SR 382 is not a part of the GDOT's Statewide Bicycle & Pedestrian Plan.

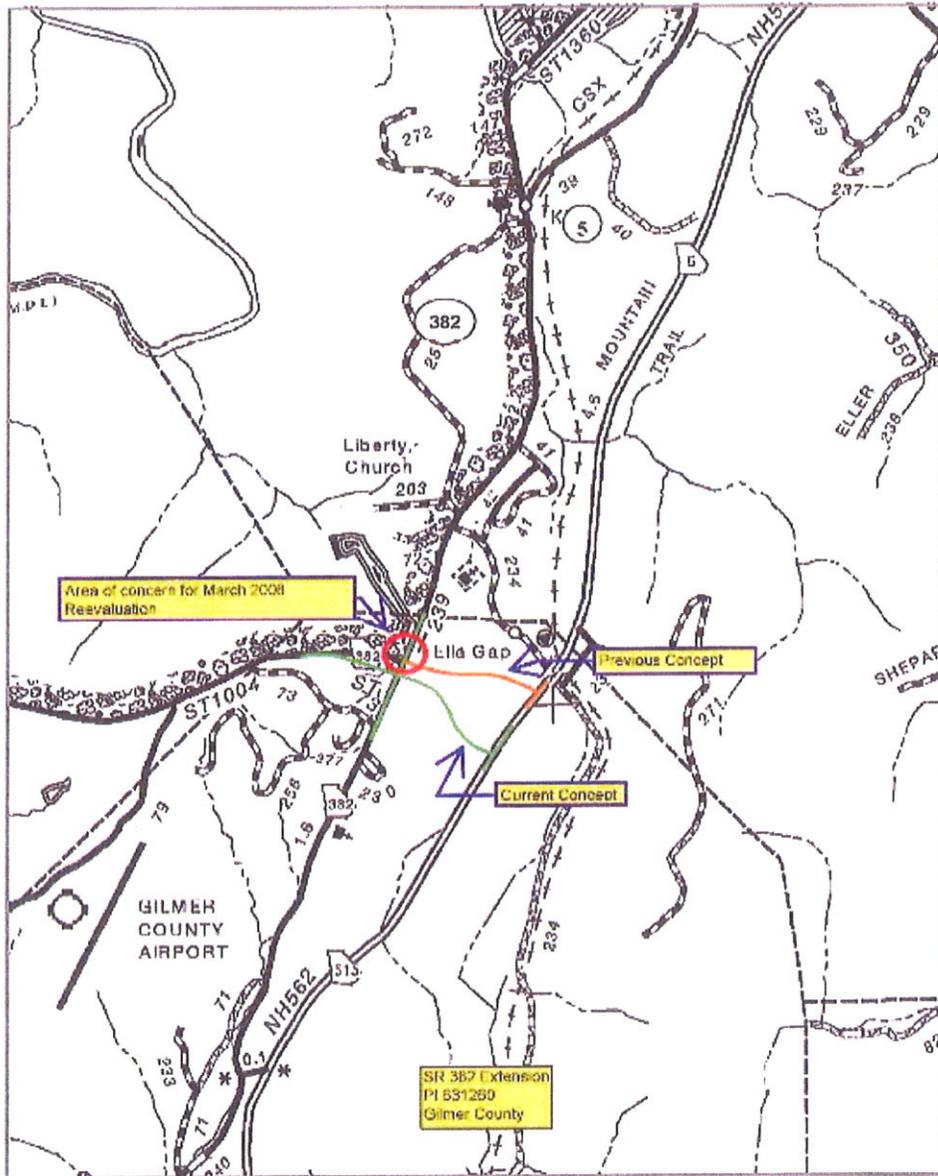
**Conclusion**

SR 382 Extension Project will provide a more direct and improved routing of SR 382 from CR 239 to CR 5/515. The travel distance along SR 382 from CR 239 where the project begins to SR 5/SR 515 will be reduced by 0.9 miles.

GDOT Project STP-1004(2), Gilmer County  
Project Location Map

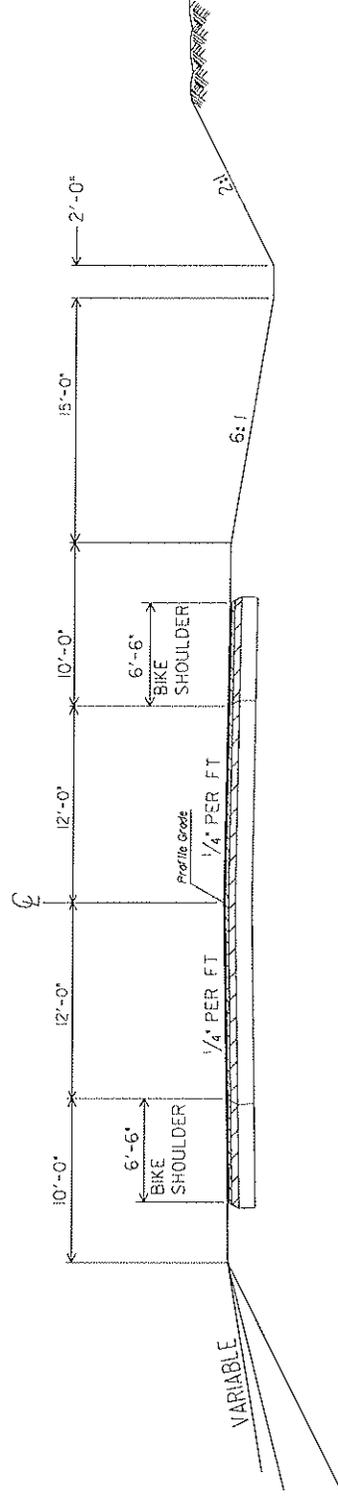


GDOT Project STP-1004(2), Gilmer County  
Concept Comparison Map





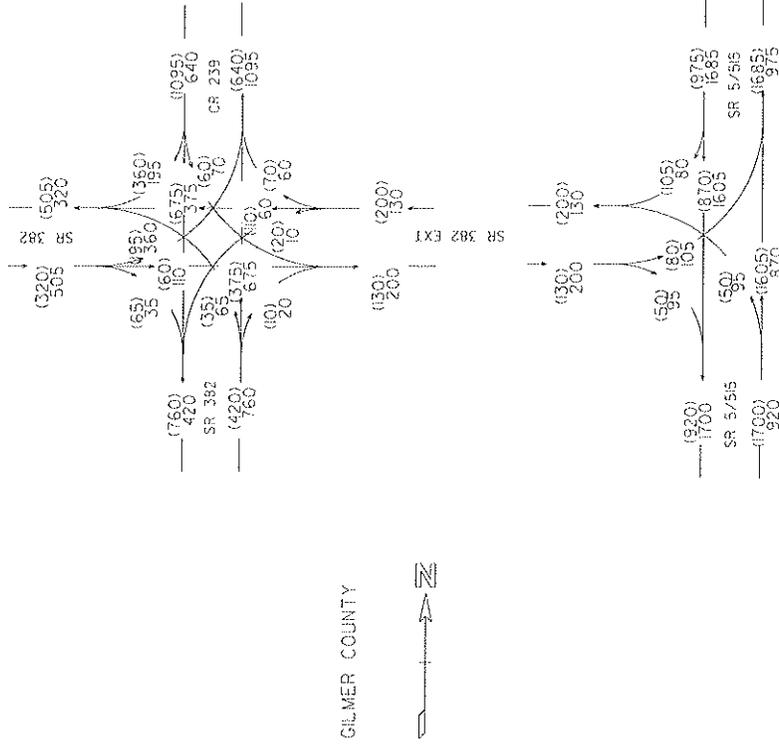
# TYPICAL SECTION



NO SCALE

STATE	PROJECT NUMBER	SHEET TOTAL
GA.		NO. SHEETS

FILE NAME :



2035 PM DHV = 1000  
2655 AM DHV = 700  
T = 5%

2035 ADT = 1000  
2655 ADT = 600  
24 HR T = 9%  
SU = 3%  
COMB = 16%

STP00-1004-00(1002)  
P.L. = 6/3/2000  
GILMER COUNTY  
S.R. 382 EXT. F.M.  
C.R. 239  
TO S.R. 5/515



JOB ESTIMATE REPORT

JOB NUMBER : 631260  
 SPEC YEAR: 01  
 DESCRIPTION: SR 382 EXTENSION FROM CR 239 TO SR5/SR515 NEW APD CORRIDOR

COST GROUPS FOR JOB 631260

COST GROUP	DESCRIPTION	QUANTITY	PRICE	AMOUNT	ACTIVE?
ROW	RIGHT OF WAY COST GROUP	1.000	2930000.00000	2930000.00	Y
UTIL	UTILITIES (LF)	1.000	858000.00000	858000.00	Y
ACTIVE COST GROUP TOTAL				3788000.00	
INFLATED COST GROUP TOTAL				3788000.00	

ITEMS FOR JOB 631260

LINE	ITEM	ALT	UNITS	DESCRIPTION	QUANTITY	PRICE	AMOUNT	ACTIVE?
0005	201-1500		LS	CLEARING & GRUBBING - STP00-1004-00(002)	1.000	105000.00	105000.00	
0009	205-0001		CY	UNCLASS EXCAV	219970.000	5.36	1179105.19	
0010	206-0002		CY	BORROW EXCAV, INCL MATL	88800.000	5.45	484450.18	
0015	402-4510		TN	RECYL AC 12.5 MM SP,GP2ONLY, INC P-MB&HL	4347.000	73.07	317645.68	
0020	402-3190		TN	RECYL AC 19 MM SP,GP 1 OR 2 ,INC BM&HL	3914.000	62.18	243386.92	
0025	402-3121		TN	RECYL AC 25MM SP,GP1/2,BM&HL	11739.000	57.39	673758.73	
0030	310-1101		TN	GR AGGR BASE CRS, INCL MATL	18609.000	15.96	297089.71	
0035	413-1000		GL	BITUM TACK COAT	3090.000	2.02	6264.45	
0040	641-1200		LF	GUARDRAIL, TP W	3000.000	14.46	43380.45	
0045	641-5001		EA	GUARDRAIL ANCHORAGE, TP 1	7.000	628.61	4400.31	
0050	641-5012		EA	GUARDRAIL ANCHORAGE, TP 12	7.000	1803.14	12622.00	
0055	153-1300		EA	FIELD ENGINEERS OFFICE TP 3	1.000	58720.50	58720.50	
0060	432-5010		SY	MILL ASPH CONC PVMT, VARB DEPTH	17500.000	1.94	34068.48	
0065	441-0016		SY	DRIVEWAY CONCRETE, 6 IN TK	720.000	33.35	24015.31	
0070	441-0018		SY	DRIVEWAY CONCRETE, 8 IN TK	230.000	40.81	9388.45	
0075	441-0050		SY	CONC SLOPE DRAIN	86.000	51.30	4412.11	
0080	441-0204		SY	PLAIN CONC DITCH PAVING, 4 IN	84.000	38.00	3192.07	
0085	456-2015		GLM	INDENT. RUMB. STRIPS - GRND-IN-PL (SKIP)	1.200	2454.36	2945.24	
0090	500-3101		CY	CLASS A CONCRETE	168.614	609.69	102803.67	
0095	511-1000		LB	BAR REINF STEEL	19357.000	0.69	13441.69	
0100	550-1180		LF	STM DR PIPE 18",H 1-10	44.000	34.06	1499.05	
0105	550-1181		LF	STM DR PIPE 18",H 10-15	120.000	30.35	3642.56	
0110	550-1240		LF	STM DR PIPE 24",H 1-10	16.000	45.69	731.04	
0115	550-1241		LF	STM DR PIPE 24",H 10-15	190.000	29.64	5632.87	
0120	550-1246		LF	STM DR PIPE 24",H 35-40	208.000			
0125	550-1300		LF	STM DR PIPE 30",H 1-10	104.000	48.67	5062.27	
0130	550-1301		LF	STM DR PIPE 30",H 10-15	148.000	64.04	9478.34	
0135	550-1360		LF	STM DR PIPE 36",H 1-10	280.000	52.59	14725.96	
0140	550-2180		LF	SIDE DR PIPE 18",H 1-10	120.000	27.76	3331.42	
0145	550-4218		EA	FLARED END SECT 18 IN, ST DR	2.000	507.18	1014.37	
0150	550-4224		EA	FLARED END SECT 24 IN, ST DR	4.000	530.05	2120.21	

STATE HIGHWAY AGENCY

JOB ESTIMATE REPORT

DATE : 06/06/2011  
PAGE : 2

0155	EA	550-4230	FLARED END SECT 30 IN, ST DR	1.000	843.35	843.36
0160	EA	550-3336	SAFETY END SECTION 36", STD, 4:1	1.000	1888.42	1888.42
0165	LF	573-1006	UNDDR PIPE ONLY, 6 IN	104.000		
0170	EA	668-2100	DROP INLET, GP 1	5.000	1666.74	8333.72
0175	LF	668-2110	DROP INLET, GP 1, ADDL DEPTH	10.000	178.40	1784.06
0180	EA	668-4300	STORM SEW MANHOLE, TP 1	2.000	1776.56	3553.14
0185	LF	668-4312	ST SEW MANHOLE, TP 1, A DEP, CL 2	20.000	209.09	4181.92
0190	EA	668-6000	SPRING BOX	1.000	2244.45	2244.45
0195	LF	550-2240	SIDE DR PIPE 24", H 1-10	52.000	21.08	1096.54
0200	EA	550-3418	SAFETY END SECTION 18", SD, 4:1	3.000	494.17	1482.52
0205	EA	550-3424	SAFETY END SECTION 24", SD, 4:1	1.000	560.02	560.03
0210	EA	550-4118	FLARED END SECT 18 IN, SIDE DR	3.000	368.22	1104.67
0215	EA	550-4124	FLARED END SECT 24 IN, SIDE DR	1.000	530.81	530.82
0220	LN	163-0240	MULCH	5.000	343.41	1717.09
0225	EA	163-0300	CONSTRUCTION EXIT	5.000	1404.70	7023.50
0230	LF	163-0520	CONSTR AND REMOVE TEMP PIPE SLOPE DRAIN	1000.000	11.83	11837.45
0235	EA	163-0532	CONSTR & REM SEDIMENT BASIN, TP 2, STA	3.000		
0240	EA	163-0550	NO- STP00-1004-00(002)		129.39	388.19
0245	EA	163-1049	CONS & REM INLET SEDIMENT TRAP	3.000		
0250	LS	208-0200	MAINT & CLEAN EX SEDIMENT BASN	1.000		
0255	CY	603-2180	ROCK EMBANKMENT	1000.000	34.43	34435.93
0260	SY	700-6910	STN DUMPED RIP RAP, TP 3, 12"	530.000	31.94	16929.09
0265	AC	700-7000	PERMANENT GRASSING	15.000	497.24	7458.61
0270	TN	700-7010	AGRICULTURAL LIME	45.000	65.81	2961.57
0275	GL	700-7010	LIQUID LIME	38.000	20.54	780.59
0285	CY	700-9000	LOOSE SOD	1390.000		
0295	EA	150-5010	TRAF CTRL, PORTABLE IMPACT ATTN	4.000	8071.48	32285.95
0300	EA	610-6515	REM HIGHWAY SIGN, STD	35.000	48.00	1680.01
0305	SF	636-1020	HWY SGN, TP1MAT, REFL SH TP3	280.000	13.79	3861.78
0310	SF	636-1033	HWY SIGNS, TP1MAT, REFL SH TP 9	145.000	19.86	2880.70
0315	LF	636-2090	GALV STEEL POSTS, TP 9	610.000	7.63	4659.89
0320	EA	653-0120	THERM PVMT MARK, ARROW, TP 2	17.000	70.35	1195.97
0325	EA	653-0110	THERM PVMT MARK, ARROW, TP 1	3.000	67.43	202.31
0330	EA	653-0170	THERM PVMT MARK, ARROW, TP 7	7.000	90.74	635.24
0335	SY	653-6004	THERM TRAF STRIPING, WHITE	2921.000	2.83	8274.49
0340	SY	653-6006	THERM TRAF STRIPING, YELLOW	2838.000	2.63	7465.64
0345	LF	653-1704	THERM SOLID TRAF STRIPE, 24", WH	32.000	4.29	137.37
0350	LF	653-1804	THERM SOLID TRAF STRIPE, 8", WH	750.000	1.71	1287.12
0355	LF	653-1501	THERMO SOLID TRAF ST 5 IN, WHI	18022.000	0.31	5728.47
0360	LF	653-1502	THERMO SOLID TRAF ST, 5 IN YEL	21294.000	0.34	7279.14
0365	GLF	653-3501	THERMO SKIP TRAF ST, 5 IN, WHI	7155.000	0.20	1494.46
0370	EA	654-1001	RAISED PVMT MARKERS TP 1	330.000	3.50	1155.64
0375	EA	654-1003	RAISED PVMT MARKERS TP 3	354.000	3.60	1275.13
0380	EA	654-1010	RAISED PVMT MARKERS TP 10	30.000	37.51	1125.48
0385	EA	654-1010	RAISED PVMT MARKERS TP 10			
ITEM TOTAL						
INFLATED ITEM TOTAL					3861089.71	3861089.71
TOTALS FOR JOB 631260						
ESTIMATED COST:						
CONTINGENCY PERCENT ( 0.0 ) :						
					7649089.69	7649089.69
						0.00

**Special Provision, Section 109-Measurement and Payment  
FUEL PRICE ADJUSTMENT (ENGLISH 125% MAX)**

ENTER FPL DIESEL	3.923
ENTER FPM DIESEL	8.827

ENTER FPL UNLEADED	
ENTER FPM UNLEADED	

<http://www.dot.ga.gov/doingbusiness/Materials/Pages/asphaltcementindex.aspx>

<b>INCREASE ADJUSTMENT</b>
<b>125.00%</b>

<b>MISSING FPL OR FPM</b>
<b>WARNING</b>

ROADWAY ITEMS	QUANTITY	DIESEL FACTOR	GALLONS DIESEL	UNLEADED FACTOR	GALLONS UNLEADED	REMARKS
Excavations paid as specified by Sections 205 (CUBIC YARD)	219970.000	0.29	63791.30	0.15	32995.50	
Excavations paid as specified by Sections 206 (CUBIC YARD)	88800.000	0.29	25752.00	0.15	13320.00	
GAB paid as specified by the ton under Section 310 (TON)	18609.000	0.29	5396.61	0.24	4466.16	
Hot Mix Asphalt paid as specified by the ton under Sections 400 (TON)		2.90		0.71		
Hot Mix Asphalt paid as specified by the ton under Sections 402 (TON)	20000.000	2.90	58000.00	0.71	14200.00	
PCC Pavement paid as specified by the square yard under Section 430 (SY)		0.25		0.20		

BRIDGE ITEMS	Quantity	Unit Price	QF/1000	Diesel Factor	Gallons Diesel	Unleaded Factor	Gallons Unleaded	REMARKS
Bridge Excavation (CY) Section 211				8.00		1.50		
Class ___ Concrete (CY) Section 500				8.00		1.50		
Class ___ Concrete (CY) Section 500				8.00		1.50		
Class ___ Concrete (CY) Section 500				8.00		1.50		
Superstru Con Class___(CY) Section 500				8.00		1.50		
Superstru Con Class___(CY) Section 500				8.00		1.50		
Superstru Con Class___(CY) Section 500				8.00		1.50		
Concrete Handrail (LF) Section 500				8.00		1.50		
Concrete Barrier (LF) Section 500				8.00		1.50		

BRIDGE ITEMS	Quantity	Unit Price	QF/1000	Diesel Factor	Gallons Diesel	Unleaded Factor	Gallons Unleaded	REMARKS
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Stru Steel Plan Quantity (LB) Section 501				8.00		1.50	
Stru Steel Plan Quantity (LB) Section 501				8.00		1.50	
PSC Beams_____(LF) Section 507				8.00		1.50	
PSC Beams_____(LF) Section 507				8.00		1.50	
PSC Beams_____(LF) Section 507				8.00		1.50	
Stru Reinf Plan Quantity(LB) Section 511				8.00		1.50	
Stru Reinf Plan Quantity(LB) Section 511				8.00		1.50	
Bar Reinf Steel (LB) Section 511				8.00		1.50	
Piling____inch (LF) Section 520				8.00		1.50	
Piling____inch (LF) Section 520				8.00		1.50	
Piling____inch (LF) Section 520				8.00		1.50	
Piling____inch (LF) Section 520				8.00		1.50	
Piling____inch (LF) Section 520				8.00		1.50	
Piling____inch (LF) Section 520				8.00		1.50	
Drilled Caisson,____(LF) Section 524				8.00		1.50	
Drilled Caisson,____(LF) Section 524				8.00		1.50	
Drilled Caisson,____(LF) Section 524				8.00		1.50	
Pile Encasement,____(LF) Section 547				8.00		1.50	
Pile Encasement,____(LF) Section 547				8.00		1.50	

SUM QF DIESEL=	152939.91	SUM QF UNLEADED=	64981.66
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DIESEL PRICE ADJUSTMENT(\$)	\$689,980.76
UNLEADED PRICE ADJUSTMENT(\$)	MISSING FPL OR FPM



# ASPHALT CEMENT PRICE ADJUSTMENT FOR BITUMINOUS TACK COAT(Surface Treatment 125% MAX)

APPLICABLE TO CONTRACTS CONTAINING THE 413 SPEC. SECTION 413.5.01 ADJUSTMENTS ASPHALT PRICE ADJUSTMENT FOR BITUMINOUS TACK COAT

<http://www.dot.ga.gov/doingbusiness/Materials/Pages/asphaltcementindex.aspx>

ENTER APL

ENTER APM

<b>125.00%</b>	<b>INCREASE ADJUSTMENT</b>
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Use this side for Asphalt Emulsion Only		
L.I.N.	TYPE	ASPHALT EMULSION (GALLONS)
TMT = <input style="width: 100px;" type="text"/>		
REMARKS:		

Use this side for Asphalt Cement Only		
L.I.N.	TYPE	TACK (GALLONS)
TMT = <input style="width: 100px;" type="text"/>		
REMARKS:		

MONTHLY PRICE ADJUSTMENT(\$)	
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## ADJUSTMENT SUMMARY

FUEL PRICE ADJUSTMENT ( <i>ENGLISH 125% MAX</i> )	
DIESEL PRICE ADJUSTMENT(\$)	<u>\$689,980.76</u>
UNLEADED PRICE ADJUSTMENT(\$)	<u>MISSING FPL OR FPM</u>
ASPHALT CEMENT PRICE ADJUSTMENT (BITUMINOUS TACK COAT 125% MAX)	<u>\$9,778.71</u>
400 / 402 ASPHALT CEMENT PRICE ADJUSTMENT 125% MAX	<u>\$736,800.00</u>
ASPHALT CEMENT PRICE ADJUSTMENT FOR BITUMINOUS TACK COAT(Surface Treatment 125% MAX)	

REMARKS:	
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<b>TOTAL ADJUSTMENTS</b>	<b>\$1,436,559.46</b>
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# DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

## INTERDEPARTMENT CORRESPONDENCE

**FILE** Project No. STP00-1004-00(002) **OFFICE** Right of Way  
P.I. No. 631260 County Gilmer  
SR 382 Exit from CR 239 to SR 5/SR 515 New APD Corridor

**DATE** 03/30/2011

**FROM**  Howard P. Copeland, Right of Way Administrator

**TO** DeWayne Comer, Project Manager

**SUBJECT** Cost Estimates

**Mgmt LET Date:** 10/15/2013  
**Mgmt R/W Date:** 04/15/2012

Attached is a current detailed cost estimate that we received that will be utilized for Right of Way authorization.

ROW Phase: 2013 \$3,797,460.01

**Attached Cost Estimate \$2,930,000.00**

Please let Floyd J. Williams know, for tracking purposes, once the cost estimate has been sent to Engineering Services. Right of Way funding cannot be requested until the cost estimate has been approved by the Chief Engineer.

Timely submission of the cost estimate and timely approval notification is critical to maintaining the Right of Way authorization schedule. If you have any questions please call Floyd J. Williams at 404-347-0191.

631260 DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE: STP00-1004-00(002), Gilmer Co. OFFICE: Cartersville  
P.I. No. 631260-  
SR 382 Ext from CR 239 to SR 5 / SR 515  
New APD Corridor

FROM:  Kerry D. Bonner, District Utilities Engineer DATE: June 3, 2011

TO: DeWayne Comer, P.E., District Preconstruction Engineer  
ATTN: Steve Malinak, District Design Squad Leader

SUBJECT: PRELIMINARY UTILITY COST ESTIMATE

We are furnishing you with a Preliminary Utility Cost estimate for each utility with facilities potentially located within the project limits.

FACILITY OWNER	NON REIMBURSABLE	REIMBURSABLE
Dalton Utilities (Trans)		\$ 300,000.00
Ellijay Telephone Co.	\$ 178,668.00	
Ellijay-Gilmer Co. Water*	\$ 58,411.00	
Georgia Power Company (Dist)		\$ 360,000.00
Georgia Power Company (Trans)	NO CONFLICT	
Totals	\$ 237,099.00	\$ 660,000.00

Total cost for the above project is \$ 897,099.00.

\*The reimbursable amount could increase to \$ 718,411.00 if Ellijay-Gilmer County Water was to apply for utility assistance for the relocation of their facilities.

If you have any questions, please contact Jennifer Deems at 770-387-3616.

KDB/jd

C: Jeff Baker, P. E., State Utilities Engineer;  
File/Estimating Book

# DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

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INTERDEPARTMENT CORRESPONDENCE

FILE PROJECT No.  ,   
  
OFFICE   
DATE

P.I. No.

FROM

TO Ronald E. Wishon, Project Review Engineer

**SUBJECT REVISIONS TO PROGRAMMED COSTS**

PROJECT MANAGER

MNGT LET DATE

MNGT R/W DATE

**PROGRAMMED COST (TPro W/OUT INFLATION)**

**LAST ESTIMATE UPDATE**

CONSTRUCTION \$   
RIGHT OF WAY \$   
UTILITIES \$

DATE   
DATE   
DATE

**REVISED COST ESTIMATES**

CONSTRUCTION\* \$   
RIGHT OF WAY \$   
UTILITIES\*\* \$

\* Costs contain  % Engineering and Inspection and  % Construction Contingencies.

\*\* Costs contain  % contingency.

**REASON FOR COST INCREASE**

**CONTINGENCY SUMMARY**

Construction Cost Estimate:	\$ 3,864,089.71	(Base Estimate)
Engineering and Inspection:	\$ 193,204.49	(Base Estimate x 5 %)
Construction Contingency:	\$ 115,922.69	(Base Estimate x 3 %)
		(The Construction Contingency is based on the Project Improvement Type in TPro.)
Total Fuel Adjustment	\$ 689,980.76	(From attached worksheet)
Total Liquid AC Adjustment	\$ 746,578.71	(From attached worksheet)
<b>Construction Total:</b>	<b>\$ 5,599,997.65</b>	
Utility Cost Estimate:	\$ 660,000.00	
Utility Contingency:	\$ 198,000.00	30 %
<b>Utility Total:</b>	<b>\$ 858,000.00</b>	

**REIMBURSABLE UTILITY COST**

Utility Owner

Reimbursable Cost

Dalton Utilities (Power Trans.)	\$300,000.00
Georgia Power Dist.	\$360,000.00

Attachments

c: Genetha Rice-Singleton, State Program Control Administrator

**DEPARTMENT OF TRANSPORTATION**

**STATE OF GEORGIA**

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**INTERDEPARTMENT CORRESPONDENCE**

**FILE** P.I. #631260 **OFFICE** Environmental Services  
**DATE** September 14, 2010  
**FROM** Sharman Southall  
**TO** Files  
**SUBJECT** GDOT Project STP00-1004-00(002), Gilmer County;  
P.I. # 631260 and HP-080115-001;  
Project Re-evaluation

Attached is a memorandum prepared by New South Associates, of Stone Mountain, Georgia for the subject project. Recently the project was revised to shift the proposed alignment to reduce right-of-way impacts. Since no new historic resources were identified in the most recent survey (June 2009) and the proposed design changes will not affect the original finding of No Historic Properties Affected, the Department agrees that no further documentation related to these design changes under Section 106 is required.

SRS/

cc: Rodney N. Barry, P.E., FHWA, w/attachment (Attn: Katy Allen)  
David Crass, Deputy SHPO, w/attachment  
Northwest Georgia Regional Development Center, w/attachment  
Jim Smith, Director, Gilmer County Department of Planning & Community Development,  
w/attachment  
Galen Barrow, GDOT District 6 NEPA, w/attachment  
Willard Steele, Seminole Tribe of Florida, w/attachment  
Emily Ritzler, Wilbur Smith Associates  
Christina Olson, New South Associates

**DEPARTMENT OF TRANSPORTATION**

**STATE OF GEORGIA**

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**INTERDEPARTMENT CORRESPONDENCE**

**FILE** P.I. # 631260 **OFFICE** Environmental Services

**DATE** August 5, 2010

**FROM** Christina Olson, New South Associates

**TO** Files

**SUBJECT** GDOT Project STP00-1004-00(002), Gilmer County;  
P.I. # 631260; HP # 080115-001  
Project Re-evaluation.

This project currently consists of realigning SR 382 for 0.35 miles heading east to meet the sight distance requirement at its intersection with CR 239/Old Highway 5 and extending it east for 0.44 mile on new location from that new intersection (of SR 382 and CR 239/Old Highway 5) and finally terminating it at its junction with SR 5/SR 515 (see attached Project Location Map). The CR 239/Old Highway 5 will be reconstructed for approximately 618 feet to the north and 698 feet to the south to account for subsequent grade change due to SR 382 improvement and new turn lanes at the new intersection. The project is located in Gilmer County near Ella Gap.

The typical section of SR 382 extension will be two 12-foot lanes with 10-foot shoulders, which accounts for 6.5 feet of paved shoulders to accommodate bike traffic. The length of the project is approximately 0.79 mile on SR 382 and 0.25 mile on CR 239/Old Highway 5 for a total of 1.08 miles. The existing right-of-way on SR 382 is 100 feet; the estimated required right-of-way for the realignment and extension ranges from 116 feet to 278 feet. CR 239 has an existing right-of-way of 50 feet; the estimated required right-of-way for the new interchange and associated turn lanes would range from 50 feet to 165 feet.

The project was originally surveyed by GDOT staff in 2008. The project alignment at that time extended SR 382 on new location from its existing intersection with CR 239/Old Highway 5 and terminating approximately 600 feet south of the intersection of Talona Road and SR 515 (see attached Concept Comparison Map). No properties 50

years of age or older were identified within the APE, resulting in a finding of No Historic Properties Affected dated February 14, 2008 (Carr 2008). The project was re-evaluated on March 3, 2008, due to a change in the project alignment at the intersection of SR 382 and CR 239/Old Highway 5, and APE. Again, no properties 50 years of age or older were identified within the APE and a project re-evaluation memo was added to the file. The project was re-evaluated for a second time on June 3, 2008 due to an additional change in alignment at the same intersection, and again no properties 50 years of age or older were identified within the APE. A second re-evaluation memo was submitted to the file.

The entire project alignment was shifted south in 2009 as described in this document to reduce right-of-way impacts, resulting in this third re-evaluation of the project. The project concept has shifted the new location portion of the roadway to the south. The intersection of SR 382 and CR 239/Old Highway 5 has been relocated approximately 367 feet south of the existing intersection. The current alignment terminates approximately 3,800 feet south of the intersection of Talona Road and SR 515. Existing information on previously identified historic properties was checked to determine if any are located within the new APE of this undertaking. This review included National Register listed properties, pending National Register nominations, National Historic Landmarks, and the updated Georgia Historic Bridge Survey (GHBS). No properties listed in or nominated for listing in the National Register, National Historic Landmarks or bridges determined eligible for inclusion in the National Register were identified within the proposed project's APE.

Because of the age of the DNR Gilmer County survey, the new APE for the proposed project was field surveyed for historic properties in November 2009. As a result of these efforts, no property listed in or considered eligible for listing in the National Register was identified within the proposed project's APE. No property 50 years old or older was identified; therefore, the original documentation is still valid and no further documentation under Section 106 is required.

CLO/  
Attachment

**Benefit Cost Analysis Work Sheet  
CONGESTION Projects**

STP00-1004-00(002)

PI # 631260

GILMER COUNTY

SR 382 EXTENSION

**Congestion Benefit = Tb + CMb + Fb**

**Person Time Savings Benefit (Tb)**

*Db (hrs)	0.0496044
ADT	3,650.00
Tb (\$s)	\$5,500,000.00

**Commercial or Truck Time Savings Benefit (CMb)**

Db (hrs)	0.0496044
% Truck Traffic	0.09
ADT	3,650.00
CMb	\$2,959,587.62

**Fuel Savings Benefit (Fb)**

ADT	3,650.00
Fb (\$s)	\$2,168,900.72

<b>Total Congestion Benefit</b>	<b>\$10,628,488.34</b>
<b>Total Project Cost</b>	<b>\$9,080,853.66</b>
<b>B/C Ratio</b>	<b>1.17</b>

\*Reduction in delay or **Delay Benefit ( $D_b$ )** can be defined as the difference between the peak hour travel time through the corridor without the proposed improvement and the peak hour travel time through the corridor with the proposed improvement.

Phase Two Ecology Assessment/Description of Jurisdictional Wetlands,  
Non-Wetland Waters of the U.S., and Protected Species Surveys

STP00-1004-00(002)  
Gilmer County  
SR 382 Extension from CR 239 to SR5/SR515  
PI# 631260

Prepared by:  
Wilbur Smith Associates  
May 2010

Draft Number:	<u>  1  </u>	Date:	<u>1/17/2011</u>
Draft Number:	<u>  2  </u>	Date:	<u>3/18/2011</u>
Draft Number:	<u>  3  </u>	Date:	<u>4/29/2011</u>
Draft Number:	<u>      </u>	Date:	<u>      </u>

Prepared by Michael Belvin

Wilbur Smith Associates

## Executive Summary

On June 2, 2010 a Phase One Ecology Report was prepared and submitted to the Federal Highway Administration. The report identified eight jurisdictional waters of the U.S. within the vicinity of the project corridor. It was anticipated that impacts for two streams would result during the construction requiring 90 feet of new culvert, 80 feet culvert extension, and 330 feet of stream buffer encroachment. In addition to the streams, one wetland, two ponds and seven ephemeral channels were also identified within the project corridor. Approximately 0.05 acre of wetlands is located within the existing right-of-way of SR 382; however, no impacts are anticipated. Approximately 0.041 acre (1,065 linear feet) of ephemeral channel would be impacted by the proposed project due to placement of fill within the channel. Impacts to wetlands and streams were calculated based on the proposed right-of-way limits. Anticipated impacts and findings of ecological resources include:

- Permanent wetland/open water/ephemeral channel impacts are estimated at 0.041 acre.
- Temporary wetland/open water/ephemeral channel impacts are estimated at 0.00 acre.
- Permanent stream impacts are estimated at 370 linear feet.
- Approximately 330 linear feet of stream buffer encroachment.

The Phase One Ecology Report also includes a list of threatened and endangered species with a distributional range that includes the proposed project. Suitable habitat was observed for small whorled pogonia (*Isotria medeoloides*) within the project corridor but no protected species were observed within the project corridor. No suitable habitat, other than for small whorled pogonia, was observed for protected species.

This Phase II Ecology Report provides a description of the natural environment and the proposed impacts associated with the reconstruction and extension of SR 382 for a total length of 1.08 miles. The study area was surveyed by GDOT staff on May 2, 2008 and again on September 28, 2009 by Wilbur Smith Associates staff. These surveys were completed in accordance with GDOT Environmental Procedures Manual (2008).

*Habitat.* The project is located in a rural area that includes residential, commercial, agricultural and forested land use types. The study area is dominated by a mixed hardwood and pine community. The study area also consists of agricultural fields dominated by fescues (*Festuca sp.*) and a wetland at the north edge of the proposed alignment.

*Invasive Species.* There were three invasive species identified within the proposed project corridor and include Chinese privet (*Ligustrum sinense*), kudzu (*Pueraria montana*) and Chinese yam (*Dioscorea batata*). GDOT will take measures to prevent or minimize the spread of invasive species as appropriate for site specific conditions and for that time of the year.

*Protected Species.* A records review for federal and state listed threatened and endangered species listed four federally protected and four additional state protected species, which include faunal and flora species found in Gilmer County. The Georgia Department of Natural Resources (GDNR) was also contacted and identified four known species occurrences and two high priority streams within a three-mile radius of the study area. Suitable habitat was only observed for the small whorled pogonia (*Isotria medeoloides*) within the project corridor but the species was not observed during field surveys.

The proposed project determination was to have a “no affect” on any federal and state protected species with the exception of the small whorled pogonia. The proposed project was determined to have a “may effect – not likely to adversely affect” for this federally threatened and state threatened species.

*Waters of the US.* Field surveys identified eight streams, two ponds and one wetland. In addition, four non-jurisdictional ephemeral channels were also observed within the study area. The proposed project has the potential to impact two streams and the four non-jurisdictional ephemeral channels (roadside ditches). There are approximately 0.02 acre of permanent impacts in the form of fill (138 linear feet), and 0.01 acre (79 linear feet) of temporary impacts due to re-channelization and vegetation clearing to maintain proper side slopes along the roadway

Total project stream buffer impacts requiring a variance are 0.054-acre (194 linear feet) of riparian stream buffer along one unnamed intermittent tributary and three unnamed perennial tributaries of Cossawatee River. The total project impacts to state waters will be from the construction of culverts over two of the perennial tributaries and the excavation of the adjacent area to provide adequate side slopes for safety purposes. An application for a 25-foot vegetative buffer encroachment will be submitted to Erosion and Sedimentation Control Unit of Environmental Protection Division.

Due to impacts associated with the proposed construction a Nationwide 14 permit will be required in accordance with section 404 of the Clean Water Act.

Stream #11 (S11) is the only stream within the project area having 170 linear feet of impact and will require coordination with the USFWS for channel loss under the FWCA.

There are no 303(d) streams listed within a mile of the proposed area.

*Migratory Birds.* The proposed project corridor does contain large contiguous tracts of land that may be capable of supporting migratory bird populations. However, the majority of the project is located along disturbed areas where the land use consists of roadways, utility easements, farming, residential, and commercial and therefore not anticipated as having an adverse effect on migratory birds. There are no bridges located within the existing and/or proposed ROW for

the project. Although nests were observed within a double box culvert under Old SR 5, with the implementation of Special Provisions 107.23G restricting construction outside the known nesting period of migrating birds, the proposed project would not affect nesting migratory birds.

There are no bald eagle nests located within one mile of the proposed project. The proposed project would not result in a “take”, as defined under the Bald and Golden Eagle Protection Act. Therefore, the proposed project would have “no effect” on the bald eagle.

All efforts will be taken where possible to avoid and/or minimize impact to the natural environment and best management practices will be used when necessary to ensure the protection of all natural areas.