

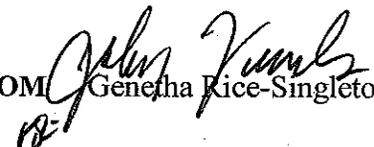
DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE P. I. No. 0000931, Whitfield County
NHS00-0000-00(931)
I-75 @ SR 3/US 41 Rocky Face Exit-
Interchange Reconstruction Phase II

OFFICE Program Control

DATE July 24, 2009

FROM  Genetha Rice-Singleton, Program Control Administrator

TO  SEE DISTRIBUTION

SUBJECT APPROVED REVISED PROJECT CONCEPT REPORT

Attached for your files is the approval for subject project.

Attachment

DISTRIBUTION:

Ron Wishon
Glenn Bowman
Ken Thompson
Michael Henry
Keith Golden
Angela Alexander
Paul Liles
Bobby Hilliard
Peter Emmanuel
Kent Sager
Dewayne Comer
BOARD MEMBER

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE NHS00-0000-00(931), Whitfield County
P. I. No.: 0000931

OFFICE: Program Delivery
DATE: May, 26, 2009

FROM: Bobby Hilliard, P.E.
TO: Genetha Rice- Singleton, Assistant Director of Preconstruction
SUBJECT: Revised Project Concept Report

Attached is the original copy of the Revised Concept Report for your further handling for approval in accordance with the Plan Development Process (PDP).

This project is the reconstruction of the I-75 interchange at US 41/ SR 3 (Rocky Face). The Concept Report was approved on January 14, 2000. The changes to the original concept include removal of the northbound collector distributor, provision for the future lane to the inside for both northbound and southbound, changing the northbound I-75 to westbound US 41/ SR 3 from the northeast quadrant to the southeast quadrant of the interchange and reconstruction of the I-75 bridge over US 41/ SR 3 which will allow for a six lane section with a twenty foot raised median along US 41/ SR 3 in the area of the bridge.

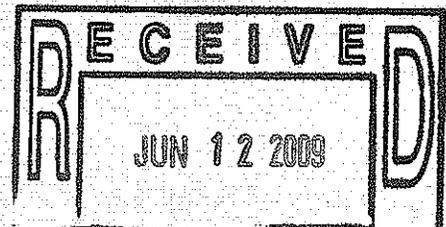
The revised concept as presented herein and submitted for approval is consistent with that which is included in the Regional Transportation Program (RTP) and/or the State Transportation Improvement Program (STIP).

DATE 6/11/09


State Transportation Planning Administrator

Distribution:

*Ron Wishon, Project Review Engineer
Glenn Bowman, State Environment/Location Engineer
Keith Golden, State Traffic Safety and Design Engineer
Angela Alexander, State Transportation Planning Administrator
Angela Whitworth, State Transportation Financial Management Administrator
Kent Sager, District Engineer
Paul Liles, State Bridge Design Engineer*



REVISED PROJECT CONCEPT REPORT

NHS00-0000-00(931),
INTERCHANGE RECONSTRUCTION I-75 @ U.S. 41/ S.R. 3 (ROCKY FACE)
WHITFIELD COUNTY
P.I. No. 0000931

Need and Purpose:

This project is the reconstruction of the interchange on I-75 at SR 3/ US 41 in Whitfield County. State Route 3/ US 41 is known as the North Dalton Bypass at this location, and is a major truck access route that serves the north Dalton area including carpet manufacturing facilities. Improvements to the interchange are needed due to the continuing traffic growth, heavy truck usage, and turning volumes that result in traffic backups onto the interchange ramps.

Interstate I-75, in the area of this interchange, currently has three lanes in each direction. Traffic volumes on I-75 in 2009 were approximately 65,200 vehicles per day (vpd). The percentage of trucks is approximately 34% of the vehicular traffic. This project will also accommodate the future widening of Interstate-75. Interstate-75 is currently operating at an acceptable level-of-service (LOS) 'C'.

State Route 3/ US 41 also currently carries a high volume of vehicles, approximately 42,300 vpd east of the interchange in 2009 and 22,300 vpd west of the interchange. The truck percentage has been estimated at 16% for SR 3/ US 41. State Route 3/ US 41 currently has a LOS 'C' just east of I-75, and 'C' just west of I-75. This shows that as the traffic volumes grow, the ability of this intersection to operate efficiently will continue to deteriorate, and delays will be experienced. Projected 2035 daily volumes on SR 3/ US 41 range from 38,000 vpd to 56,000 vpd. The intersection will experience an unacceptable level-of-service, causing congestion in the area. As the level-of-service decreases within the intersection, backups occur onto the ramps, with a loss of efficiency on the ramps and ramp junctions.

The ramps are currently operating at levels-of-service 'D' and 'E' which is lower than acceptable. The loss of efficiency on the ramps can cause congestion on the freeway, since some vehicles will avoid the outside lanes and the turbulence caused by entering/ exiting vehicles.

Improving the interchange will allow a more efficient movement of vehicles. The northbound and southbound exits will be single-exit design, thus increasing the operational efficiency. The single-exit design removes the weaving from the main-line and transfers it to a slower speed facility; simplifies signing and the decision process; and satisfies driver expectancy. The single-exit ramps for I-75 southbound will utilize collector-distributor (C-D) roads separated from the I-75 main-line by using a concrete barrier wall. The entrance ramps to I-75 will also have a longer length, allowing motorists to attain the appropriate running speed of the freeway before reaching the tapered section, thus improving safety. State Route 3/US 41 will be widened to three-lanes in each direction, with appropriate turn lanes.

The proposed interchange improvements will allow the interchange to operate at an acceptable level-of-service through the 20-year design period. The northbound exit ramps will have LOS 'B' in the a.m. and 'B' in the p.m. The northbound entrance ramps will have a future LOS of 'B' in the a.m. and 'C' in the p.m. The northbound ramp intersection at SR 3/ US 41 will have a LOS of 'A' in the a.m. and 'A' in the p.m. The southbound exit ramp, entrance ramp and the intersection with SR 3/ US 41 also have levels-of-service similar to the northbound ramps, LOS 'B' and 'B', which are also acceptable.

The western terminus along SR 3/ US 41 is at Tibbs Road (CR 0362), and SR 3/ US 41 is currently a four-lane facility beyond Tibbs Road. A majority of the trucks utilize Tibbs Road to access the carpet manufacturing and retail facilities west of Interstate -75. The eastern terminus is at Chattanooga Road. The Appalachian Scenic Corridor Study, a needs and feasibility study of east-west access across north Georgia, recommended the six-laning of SR 3/ US41 from I-75 to SR 2/ SR 52/ US 76. Although identified, the recommendations have not yet been added to the Department's work program.

Project location: This project is the reconstruction of the interchange on I-75 at US 41/ SR 3 in the city of Dalton, Ga, in Whitfield County. The project length along I-75 is 0.98 miles beginning at mile post 335.4 and ending at mile post 336.1. The project length along US 41/ SR 3 is 0.69 miles beginning at mile post 20.9 and ending at mile post 20.2.

Description of the approved concept: This project consists of the reconstruction of the I-75 at US 41/ SR 3 (Rocky Face) interchange located in Whitfield County. This interchange will be reconfigured as a partial cloverleaf with loop ramps located in the northeast and southwest quadrants. Included is the widening of I-75 and the bridges over US 41/ SR 3 and Mill Creek to accommodate a future travel lane and shoulder. The northbound and southbound exit ramps will be reconstructed and a collector-distributor style ramp will be added parallel to each side of I-75. The northbound and southbound entrance ramps will be reconstructed to accommodate the reconfigured exit ramp geometry. To improve capacity, US 41/ SR 3 will be widened with an additional lane in each direction. Due to the limitations of the existing I-75 bridge structure, storage will be obtained by adding dual left turn lanes to access both I-75 NB and SB entrance ramps. These intersections will be controlled by a traffic signal. A design exception will be required for substandard shoulders and horizontal clearance on US 41/ SR 3 under the existing I-75 bridge structure. The profile along I-75 will be set based on the existing roadway. The proposed profile for US 41/ SR 3 may need to be lowered to meet vertical clearance requirements as a result of the widening of the I-75 bridge over US 41/ SR 3.

PDP Classification: Major X Minor _____

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

Functional Classification:

I-75: Urban Interchange

U.S. 41/ S.R. 3: Minor Urban Arterial

U. S. Route Number(s): US 41/ US 76, I-75

State Route Number: SR 3

Traffic (AADT) as shown in the approved concept:

I-75:

Current Year: 77,500 (1998)

Design Year: 127,300 (2018)

U.S. 41/ S.R. 3:

Current Year: 44,300 (1998)

Design Year: 70,900 (2018)

Proposed features to be revised:

- The I-75 typical section will be revised. The addition of the future lane along I-75 will be to the inside instead of to the outside as per the Approved Concept Report.
- The collector distributor adjacent to I-75 northbound will not be constructed.
- The loop ramp in the northeast quadrant of the interchange will not be constructed and additional lanes will be constructed in the southeast quadrant to accommodate this movement.
- The US 41/ SR 3 typical section will be changed in the area of the I-75 bridge. The typical section will accommodate six (6) through lanes with a 20 foot raised median. The outside shoulder will be an 18' urban shoulder with MSE walls.
- The design exceptions cited in the Approved Concept Report will not be necessary with the reconstruction of the I-75 bridge. These design exceptions were for horizontal clearance and vertical clearance along SR 3/ US 41.

Describe the revised feature(s) to be approved:

- The I-75 typical section will be revised. The Approved Concept Report includes a provision for a future lane along I-75 to the outside. The existing I-75 median is 40' wide and is barrier separated. The Revised Concept proposes to accommodate the future lane to the inside of I-75 utilizing the existing median.
- The collector distributor adjacent to I-75 northbound will not be constructed. The Approved Concept Report included a barrier separated collector distributor auxiliary lane to run parallel to I-75 northbound and southbound. The northbound collector distributor led to the loop ramp in the northeast quadrant of the interchange and provides the I-75 northbound to US 41/ SR 3 westbound movement. The Revised Concept Report provides for the I-75 northbound to US 41/ SR 3 westbound to be included as dual left turn lanes in the southeast quadrant of the intersection. A signalized intersection is proposed.
- The US 41/ SR 3 typical section will be revised. The Approved Concept Report depicts US 41/ SR 3 in the area of the I-75 bridge as a six lane facility with a 3 ½ foot median and dual left turn lanes immediately after the bridge to provide access to I-75 northbound and southbound. Numerous design exceptions that were required due to the existing I-75 bridge configuration with respect to US 41/ SR 3. These design exceptions were for horizontal and vertical clearance. The I-75 bridge will be reconstructed as a single span bridge with MSE walls at the end bents. This configuration will negate the need for design exceptions with respect to US 41/ SR 3. The revised typical section will consist of a six lane roadway with urban shoulder and a 20' raised median. The 20' median will accommodate single left turn lanes to access I-75 northbound and southbound. The outside shoulder will be 18'.

Updated traffic data (AADT):

I-75:

Current Year: 65,200 (2009)

Design Year: 89,900 (2035)

U.S. 41/ S.R. 3:

Current Year: 42,300 (2009)

Design Year: 55,800 (2035)

Programmed/Schedule:

P.E. 2005

R/W: 2012

Construction: 2015

VE Study Required Yes() No(X) VE Study was held November , 2008.

Revised cost estimates:

- 1. Construction cost including inflation and E&C, \$ 22,972,000
- 2. Right-of-Way, and \$ 10,972,000
- 3. Utilities - LGPA -

*add
6/18/09*

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

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

Attachments:

- 1. Sketch Map,
- 2. Cost Estimate,
- 3. Approved Concept layout.
- 4. Revised Concept layout.
- 5. Revised Concept typical sections.

Concur: *Matthew Rice-Allen* *for Director*
Director of Preconstruction

Approve: *Richard Wayne Fedora*
for Division Administrator, FHWA

Approve: *Odeil M. Pan*
Chief Engineer

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

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 \$

DATE

RIGHT OF WAY \$

DATE

UTILITIES \$

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: \$ (Base Estimate)

Engineering and Inspection: \$ (Base Estimate x %)

Construction Contingency: \$ (Base Estimate x %)

(The Construction Contingency is based on the Project Improvement Type in TPro.)

Total Fuel Adjustment \$ (From attached worksheet)

Total Liquid AC Adjustment \$ (From attached worksheet)

Construction Total: \$

Utility Cost Estimate: \$

Utility Contingency: \$ %

Utility Total: \$

REIMBURSABLE UTILITY COST

Utility Owner

Reimbursable Cost

Attachments

c: Genetha Rice-Singleton, State Program Control Administrator

P.I. Number 0000931

County Whitfield

Project Number NHS00-0000-00(931)

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

ENTER FPL DIESEL	2.137
ENTER FPM DIESEL	4.808

ENTER FPL UNLEADED	1.903
ENTER FPM UNLEADED	4.28175

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

INCREASE ADJUSTMENT
125.00%

INCREASE ADJUSTMENT
125.00%

ROADWAY ITEMS	QUANTITY	DIESEL FACTOR	GALLONS DIESEL	UNLEADED FACTOR	GALLONS UNLEADED	REMARKS
Excavations paid as specified by Sections 205 (CUBIC YARD)		0.29		0.15		
Excavations paid as specified by Sections 206 (CUBIC YARD)		0.29		0.15		
GAB paid as specified by the ton under Section 310 (TON)	56000.000	0.29	16240.00	0.24	13440.00	
Hot Mix Asphalt paid as specified by the ton under Sections 400 (TON)	9250.000	2.90	26825.00	0.71	6567.50	
Hot Mix Asphalt paid as specified by the ton under Sections 402 (TON)	40100.000	2.90	116290.00	0.71	28471.00	
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 A Concrete (CY) Section 500	850.00	900.00	765.0000	8.00	6120.00	1.50	1147.50	
Class AA Concrete (CY) Section 500	1110.00	700.00	777.0000	8.00	6216.00	1.50	1165.50	
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	610.00	57.00	34.7700	8.00	278.16	1.50	52.16	

BR'DGE ITEMS	Quantity	Unit Price	QF/1000	Diesel Factor	Gallons Diesel	Unleaded Factor	Gallons Unleaded	REMARKS
Stru Steel Plan Quantity (LB) Section 501				8.00		1.50		
Stru Steel Plan Quantity (LB) Section 501				8.00		1.50		
PSC Beams <u>TPI</u> (LF) Section 507	6700.00	255.00	1708.5000	8.00	13668.00	1.50	2562.75	
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	384500.00	1.00	384.5000	8.00	3076.00	1.50	576.75	
Piling <u>16</u> inch (LF) Section 520	3600.00	52.00	187.2000	8.00	1497.60	1.50	280.80	
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	400.00	450.00	180.0000	8.00	1440.00	1.50	270.00	
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		
Pife Encasement, _____ (LF) Section 547				8.00		1.50		
SUM QF DIESEL=			191650.76	SUM QF UNLEADED=			54533.96	
DIESEL PRICE ADJUSTMENT(\$)					\$470,991.33			
UNLEADED PRICE ADJUSTMENT(\$)					\$119,344.83			

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

Use this side for Asphalt Emulsion Only		
L.I.N.	TYPE	ASPHALT EMULSION (GALLONS)
TMT = <input style="width: 100px;" type="text"/>		
REMARKS: <input style="width: 95%;" type="text"/>		

Use this side for Asphalt Cement Only		
L.I.N.	TYPE	TACK (GALLONS)
TMT = <input style="width: 100px;" type="text"/>		
REMARKS: <input style="width: 95%;" type="text"/>		

ADJUSTMENT SUMMARY

FUEL PRICE ADJUSTMENT (*ENGLISH 125% MAX*)

DIESEL PRICE ADJUSTMENT(\$) \$470,991.33

UNLEADED PRICE ADJUSTMENT(\$) \$119,344.83

ASPHALT CEMENT PRICE ADJUSTMENT (BITUMINOUS TACK COAT 125% MAX)

400 / 402 ASPHALT CEMENT PRICE ADJUSTMENT 125% MAX

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

REMARKS:

TOTAL ADJUSTMENTS	\$590,336.16
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Estimate Report for file "000931_ Revised Concept Report Estimate2009429949"

Section Drainage Items					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
500-3101	200	CY	700.00	CLASS A CONCRETE	140000.00
511-1000	28500	LB	1.00	BAR REINF STEEL	28500.00
550-1180	8000	LF	32.94	STORM DRAIN PIPE, 18 IN, H 1-10	263520.00
550-1240	500	LF	39.97	STORM DRAIN PIPE, 24 IN, H 1-10	19985.00
550-1300	650	LF	54.77	STORM DRAIN PIPE, 30 IN, H 1-10	35600.50
550-1420	600	LF	87.36	STORM DRAIN PIPE, 42 IN, H 1-10	52416.00
550-3318	8	EA	694.19	SAFETY END SECTION 18 IN, STORM DRAIN, 4:1 SLOPE	5553.52
550-3324	8	EA	951.26	SAFETY END SECTION 24 IN, STORM DRAIN, 4:1 SLOPE	7610.08
550-4218	10	EA	492.73	FLARED END SECTION 18 IN, STORM DRAIN	4927.30
550-4224	8	EA	552.21	FLARED END SECTION 24 IN, STORM DRAIN	4417.68
603-2018	600	SY	38.29	STN DUMPED RIP RAP, TP 1, 18 IN	22974.00
603-7000	600	SY	4.03	PLASTIC FILTER FABRIC	2418.00
668-1100	70	EA	1821.80	CATCH BASIN, GP 1	127526.00
Section Sub Total:					\$715,448.08

Section Singing and Marking Items					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
636-1020	225	SF	13.83	HIGHWAY SIGNS, TP 1 MATL, REFL SHEETING, TP 3	3111.75
636-2070	600	LF	7.05	GALV STEEL POSTS, TP 7	4230.00
638-1001	3	LS	86043.50	STR SUPPORT FOR OVERHEAD SIGN, TP 1 , STA -	258130.50
639-3004	8	EA	8610.56	STEEL STRAIN POLE, TP IV	68884.48
647-1000	1	LS	50000.00	TRAFFIC SIGNAL INSTALLATION NO - 1	50000.00
647-1000	1	LS	50000.00	TRAFFIC SIGNAL INSTALLATION NO - 2	50000.00
647-1000	1	LS	50000.00	TRAFFIC SIGNAL INSTALLATION NO -3	50000.00
647-1000	1	LS	50000.00	TRAFFIC SIGNAL INSTALLATION NO - 4	50000.00
653-0120	25	EA	60.90	THERMOPLASTIC PVMT MARKING, ARROW, TP 2	1522.50
653-0170	2	EA	78.10	THERMOPLASTIC PVMT MARKING, ARROW, TP 7	156.20
653-1501	40000	LF	0.28	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, WHITE	11200.00
653-1502	50000	LF	0.28	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, YELLOW	14000.00
653-1704	250	LF	3.45	THERMOPLASTIC SOLID TRAF STRIPE, 24 IN, WHITE	862.50
653-1804	500	LF	1.69	THERMOPLASTIC SOLID TRAF STRIPE, 8 IN, WHITE	845.00
653-3501	85000	GLF	0.17	THERMOPLASTIC SKIP TRAF STRIPE, 5 IN, WHITE	14450.00
653-6004	500	SY	2.56	THERMOPLASTIC TRAF STRIPING, WHITE	1280.00
653-6006	500	SY	2.74	THERMOPLASTIC TRAF STRIPING, YELLOW	1370.00
654-1001	1500	EA	3.53	RAISED PVMT MARKERS TP 1	5295.00
654-1003	500	EA	3.78	RAISED PVMT MARKERS TP 3	1890.00
655-5000	3	EA	221.37	PVMT ARROW, THERMOPLASTIC, WITH RAISED REFLECTORS	664.11
657-1054	600	LF	3.51	PREFORMED PLASTIC SOLID PVMT MKG, 5 IN, WHITE, TP PB	2106.00
657-3054	900	GLF	2.67	PREFORMED PLASTIC SKIP PVMT MKG, 5 IN, WHITE, TP PB	2403.00
Section Sub Total:					\$592,401.04

Section Erosion Control Items - Permanent					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
700-6910	50	AC	802.27	PERMANENT GRASSING	40113.50
700-7000	50	TN	58.90	AGRICULTURAL LIME	2945.00
700-7010	100	GL	18.95	LIQUID LIME	1895.00

700-8000	20	TN	270.01	FERTILIZER MIXED GRADE	5400.20
700-8100	1000	LB	1.58	FERTILIZER NITROGEN CONTENT	1580.00
710-9000	2500	SY	4.41	PERMANENT SOIL REINFORCING MAT	11025.00
Section Sub Total:					\$62,958.70

Section Roadway Items

Item Number	Quantity	Units	Unit Price	Item Description	Cost
150-1000	1	LS	500000.00	TRAFFIC CONTROL -	500000.00
201-1500	1	LS	300000.00	CLEARING & GRUBBING -	300000.00
208-0100	200000	CY	9.34	IN PLACE EMBANKMENT	1868000.00
310-1101	56000	TN	15.44	GR AGGR BASE CRS, INCL MATL	864640.00
318-3000	1000	TN	16.83	AGGR SURF CRS	16830.00
400-3604	4150	TN	91.02	ASPH CONC 12.5 MM SMA, GP 2 ONLY, INCL POLYMER-MODIFIED BITUM MATL & H LIME	377733.00
400-3624	5100	TN	81.09	ASPH CONC 12.5 MM PEM, GP 2 ONLY, INCL POLYMER-MODIFIED BITUM MATL & H LIME	413559.00
402-1812	5000	TN	85.00	RECYCLED ASPH CONC LEVELING, INCL BITUM MATL & H LIME	425000.00
402-3112	9500	TN	85.00	RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	807500.00
402-3121	18600	TN	85.00	RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	1581000.00
402-3141	7000	TN	85.00	RECYCLED ASPH CONC 12.5 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL	595000.00
413-1000	8000	GL	1.08	BITUM TACK COAT	8640.00
432-0208	16000	SY	3.25	MILL ASPH CONC PVMT, 2 IN DEPTH	52000.00
433-1000	1170	SY	130.59	REINF CONC APPROACH SLAB	152790.30
441-0104	2500	SY	26.41	CONC SIDEWALK, 4 IN	66025.00
441-0204	500	SY	29.07	PLAIN CONC DITCH PAVING, 4 IN	14535.00
441-0740	2000	SY	26.82	CONCRETE MEDIAN, 4 IN	53640.00
441-4020	120	SY	29.64	CONC VALLEY GUTTER, 6 IN	3556.80
441-6222	8000	LF	13.45	CONC CURB & GUTTER, 8 IN X 30 IN, TP 2	107600.00
441-6740	4800	LF	11.62	CONC CURB & GUTTER, 8 IN X 30 IN, TP 7	55776.00
456-2012	4	GLM	967.16	INDENTATION RUMBLE STRIPS - GROUND-IN-PLACE (CONTINUOUS)	3868.64
620-0100	20000	LF	40.76	TEMPORARY BARRIER, METHOD NO. 1	815200.00
621-3021	6000	LF	59.46	CONCRETE BARRIER, TYPE 21	356760.00
641-1100	300	LF	31.32	GUARDRAIL, TP T	9396.00
641-1200	4300	LF	14.29	GUARDRAIL, TP W	61447.00
641-5001	10	EA	498.00	GUARDRAIL ANCHORAGE, TP 1	4980.00
641-5012	10	EA	1588.91	GUARDRAIL ANCHORAGE, TP 12	15889.10
650-1100	4	EA	11967.41	IMPACT ATTENUATOR UNIT (CRASH COMPRESSION CUSHION) TYPE P-	47869.64
Section Sub Total:					\$9,579,235.48

Section Erosion Control Items - Temporary

Item Number	Quantity	Units	Unit Price	Item Description	Cost
163-0232	150	AC	480.39	TEMPORARY GRASSING	72058.50
163-0240	50	TN	196.28	MULCH	9814.00
163-0300	6	EA	1272.08	CONSTRUCTION EXIT	7632.48
163-0503	50	EA	493.20	CONSTRUCT AND REMOVE SILT CONTROL GATE, TP 3	24660.00
163-0530	5000	LF	2.77	CONSTRUCT AND REMOVE BALED STRAW EROSION CHECK	13850.00
165-0010	25000	LF	1.03	MAINTENANCE OF TEMPORARY SILT FENCE, TP A	25750.00
165-0030	12000	LF	1.20	MAINTENANCE OF TEMPORARY SILT FENCE, TP C	14400.00
165-0070	5000	LF	1.49	MAINTENANCE OF BALED STRAW EROSION CHECK	7450.00
165-0087	6	EA	178.04	MAINTENANCE OF SILT CONTROL GATE, TP 3	1068.24
165-0101	6	EA	429.94	MAINTENANCE OF CONSTRUCTION EXIT	2579.64
167-1000	2	EA	1721.98	WATER QUALITY MONITORING AND SAMPLING	3443.96
167-1500	36	MO	828.44	WATER QUALITY INSPECTIONS	29823.84
171-0010	50000	LF	1.86	TEMPORARY SILT FENCE, TYPE A	93000.00
171-0030	50000	LF	3.21	TEMPORARY SILT FENCE, TYPE C	160500.00
716-2000	2500	SY	1.07	EROSION CONTROL MATS, SLOPES	2675.00

Section Sub Total: \$468,705.66

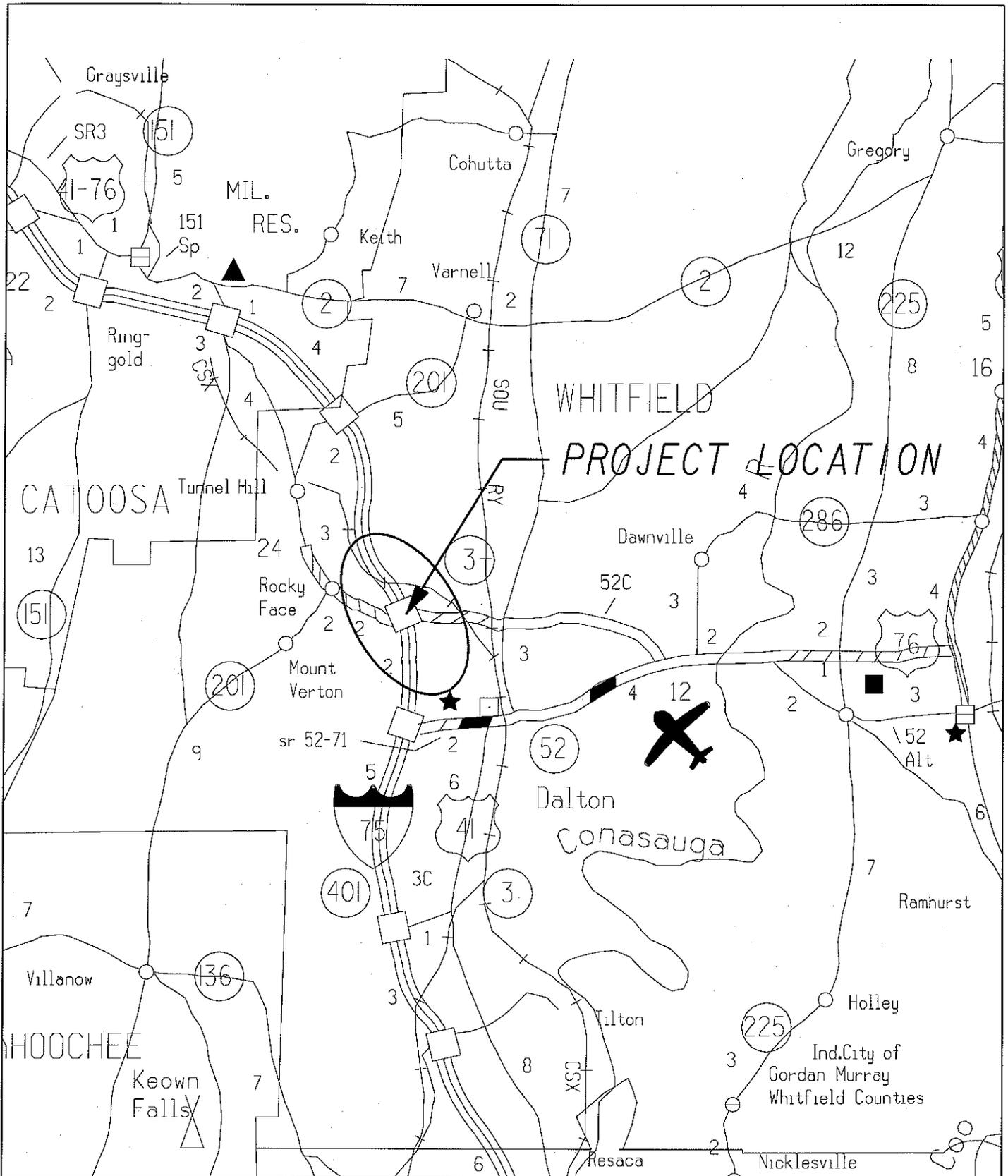
Section Bridge Items					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
540-1101	1	LS	225000.00	REMOVAL OF EXISTING BR, STA NO -	225000.00
627-1000	10350	SF	42.00	MSE WALL No 1 (lump Sum)	434700.00
627-1010	9070	SF	42.83	MSE Wall No 2 (lump sum)	388468.10
627-1010	11400	SF	54.42	MSE WALL NO -3 (lump sum)	620388.00
627-1020	1770	SF	57.85	MSE WALL NO - 4 (lump sum)	102394.50
627-1020	4840	SF	57.85	MSE WALL NO - 5 (lump sum)	279994.00
627-1020	5670	SF	54.67	MSE Wall No 6 (lump Sum)	309978.90
627-1020	1729	SF	57.85	MSE Wall No 7 (lump Sum)	100022.65
999-0001	1	Lump Sum	4155000.00	Bridge No. 1 I-75 over US 41	4155000.00
999-0002	1	Lump Sum	1200000.00	Bridge No. 2 I-75 over Mill Creek	1200000.00
Section Sub Total:					\$7,815,946.15

Section ITS Items					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
935-0000	1	Lump Sum	500000.00	ITS SYSTEM - COMPLETE	500000.00
Section Sub Total:					\$500,000.00

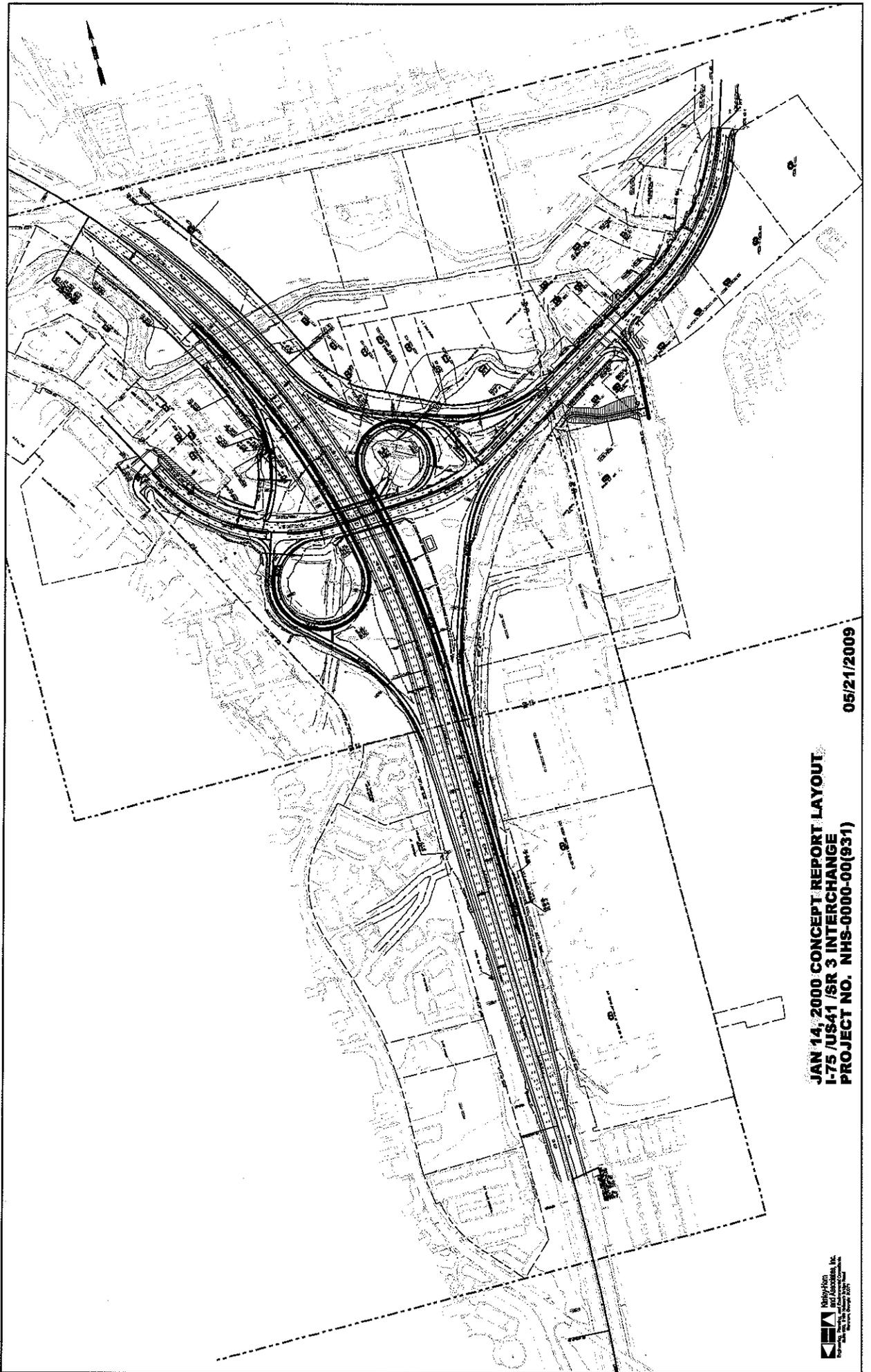
Section Lighting					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
441-0004	198	SY	45.42	CONC SLOPE PAV, 4 IN	8993.16
500-3101	248	CY	529.28	CLASS A CONCRETE	131261.44
511-1000	28026	LB	0.91	BAR REINF STEEL	25503.66
681-6850	8	EA	603.00	LUMINAIRE, LOW MOUNTING, 150W, HP SODIUM	4824.00
682-1304	800	LF	0.77	CABLE, TP THW, AWG NO 10	616.00
682-3424	16000	LF	6.68	MULT COND CABLE, TP RHW, 2-#2-1-#4	106880.00
682-6110	200	LF	10.90	CONDUIT, RIGID, 1 IN	2180.00
682-6120	500	LF	14.52	CONDUIT, RIGID, 2 IN	7260.00
682-6222	13000	LF	6.41	CONDUIT, NONMETL, TP 2, 2 IN	83330.00
682-9000	Lump	LS	16437.44	MAIN SERVICE PICK UP POINT	16437.44
682-9021	10	EA	1882.77	ELECTRICAL JUNCTION BOX, CONC GROUND MOUNTED	18827.70
683-1101	25	EA	20243.50	LIGHTING TOWER, STEEL, 100 FT MH, INCL LOWERING EQUIP	506087.50
683-6586	100	EA	765.24	HIGH LEVEL LUMINAIRE, TP 5, 1000 W, HP SODIUM	76524.00
Section Sub Total:					\$988,724.90

Total Estimated Cost: \$20,723,420.01

Grand Total Project Cost \$29,912,252.98



PROJECT LOCATION SKETCH
NHS00-0000-00(931) I-75 ROCKY FACE INTERCHANGE

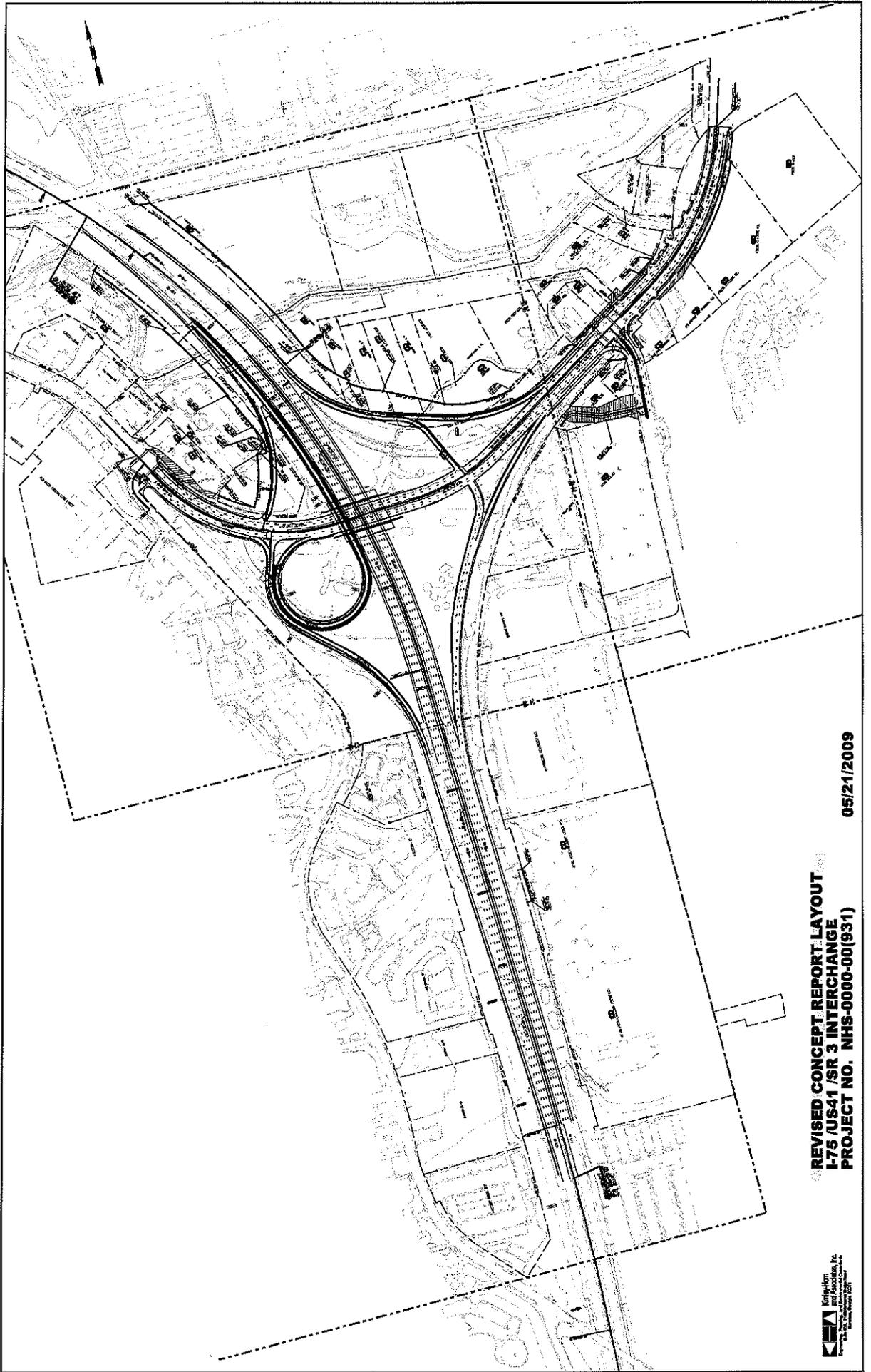


**JAN 14, 2000 CONCEPT REPORT LAYOUT
I-75 /US41 /SR 3 INTERCHANGE
PROJECT NO. NHS-0000-00(931)**

05/21/2009



**McClintock
and Associates, Inc.**
Professional Engineers
1000 North 10th Street
Tulsa, Oklahoma 74103



REVISED CONCEPT REPORT LAYOUT
I-75 /US41 /SR 3 INTERCHANGE
PROJECT NO. NHS-0000-00(931)

05/21/2009

