ORIGINAL TO GENERAL FILES

D.O.T. 66

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE P. I. No. 0001791, DeKalb County
STP-0001-00(791)
Lithonia Industrial Boulevard from
Rogers Lake Road to SR 124

OFFICE Preconstruction

DATE July 26, 2007

FROM Genetha Rice-Singleton, Assistant Director of Preconstruction

TO SEE DISTRIBUTION

SUBJECT **APPROVED REVISED PROJECT CONCEPT REPORT**

Attached for your files is the approval for subject project.

GRS/cj

Attachment

DISTRIBUTION:

Brian Summers

Ken Thompson
Jamie Simpson
Michael Henry
Keith Golden
Angela Alexander (file copy)
Babs Abubakari
Bryant Poole
BOARD MEMBER
FHWA

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE STP-0001-00(791), DeKalb County
Lithonia Industrial Boulevard Extension from
Rogers Lake Road to SR124/ Rock Chapel Road
P.I. No. 0001791

OFFICE Urban Design

DATE June 15, 2007

FROM James B. Buchan, P.E., State Urban Design Engineer

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).

The approved Concept Report consists of constructing Lithonia Industrial Boulevard on new location from the east end of Phase 1, Rogers Lake Road, to SR124/ Rock Chapel Road. The typical section consists of four 12-ft lanes with a 20-ft raised median, curb and gutter and 5-ft sidewalks. A bridge will be constructed over Swift Creek.

The revision to the Concept Report consists of shifting the current alignment in order to avoid encroaching on the buffer for the East DeKalb Landfill. The termini of the project will remain unchanged, however the middle portion of the project will be shifted approximately 75-ft to the south.

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

DATE 7/19/2007

State Transportation Planning Administrator

JBB:ASW:mgc
Attachment

Distribution:

Angela Alexander, State Transportation Planning Administrator, w/attachment
Jamie Simpson, State Transportation Financial Management Administrator, w/attachment
Harvey Keepler, State Environmental/Location Engineer, w/attachment
Keith Golden, State Traffic Safety and Design Engineer, w/attachment
Bryant Poole, District 7 Engineer, w/attachment
Brian Summers, Project Review Engineer, w/attachment
Paul Liles – State Bridge & Structural Design Engineer, w/attachment

REVISED PROJECT CONCEPT REPORT

Need and Purpose:

The purpose of the proposed project is to establish an industrial roadway facility within the Lithonia Industrial District. The improved connectivity would reduce the volume of commercial and industrial truck traffic currently using the local two-lane roadway network that exists in the project area and enhance further development of the industrial district. There are a wide variety of industrial land uses within the approximately 650-acre district. Substantial areas are developed as stone quarries, construction and demolition debris landfills, and automobile recycling facilities. Other industrial and manufacturing land uses include, but are not limited to, office/warehouse/distribution buildings, container manufacturing, concrete products production, building materials fabrication, and various service related businesses.

Existing Traffic Deficiencies

Traffic serving these businesses in addition to traffic traveling through the area, currently use a network of streets to accomplish the trip. The existing street network, which was not designed for large volumes of heavy truck traffic, would benefit from the reduced volume by requiring less maintenance. The existing street network does not adequately serve trucks because of narrow lane widths and poor pavement conditions. Additionally, all crossings of the CSX railroad in the industrial district area occur at-grade. The lack of grade separated railroad crossings in the industrial district contributes to the high volume of truck traffic through the center of the City of Lithonia. The Max Cleland Boulevard underpass of the CSX railroad in Lithonia is the only grade separated railroad crossing in the area. There are no other grade-separated crossings within five miles of the Max Cleland underpass to serve this area and provide an alternative truck route.

The proposed project would provide a multi-lane facility that includes a grade-separated railroad crossing to allow local and through trips to occur more efficiently. The proposed facility provides adequate lane widths, improved geometry and sufficient pavement strength. However, under a no-build scenario, continuous access from Lithonia Industrial Boulevard across the industrial district to SR 124 would not be possible. Traffic would continue to filter through the city on the local road network. Industrial vehicles would continue to deteriorate local roadway surfaces and increased congestion in the area, especially during peak hours. The local roads will require more frequent paving and repair, an unnecessary burden on the local governments that would be avoided by the construction of the proposed facility, which would be designed to carry the heavier truck traffic. The City of Lithonia and DeKalb County are jointly involved in the implementation of several transportation enhancement projects that are a component of the city's redevelopment plans. Removing industrial and commercial through traffic from Lithonia's central business district will contribute to the realization of their improvement and redevelopment plans.

Enhancement of Industrial Development

Commercial and industrial vehicles, as well as employees of the Turner Hill Road facilities and businesses within the Lithonia Industrial District, currently access the district from either of two interchanges with Interstate 20 (SR 402), Evans Mill Road (CR 599) or SR 124, and adjacent local roads. In the industrial district north of the City of Lithonia, there is currently no continuous direct connection between the east and west sides of the district. The proposed project would link the two sides of the industrial district and provide a multilane roadway that would facilitate the development of the district. In addition, under a separate and independent project, the Georgia Department of Transportation (GDOT) recently let a construction project to extend Lithonia Industrial Boulevard over I-20 with access provided to I-20 and Evans Mill Road.

Logical Termini

The logical western terminus for the proposed extension of Lithonia Industrial Boulevard is the existing three-way intersection with South Stone Mountain-Lithonia Road. Currently, Lithonia Industrial Boulevard ends at this intersection, although a two-lane roadway had previously existed east of this intersection. This abandoned section of roadway has been closed to traffic for many years and only portions of the pavement remain. The Lithonia Industrial Boulevard/South Stone Mountain Lithonia Road intersection was chosen as the logical western terminus of the project since Lithonia Industrial Boulevard is already a four-lane facility to the southwest of this intersection.

The logical eastern terminus for the proposed extension of Lithonia Industrial Boulevard would be the new intersection with SR 124. State Route 124 is a four-lane divided roadway that bisects the eastern side of the industrial district. Currently, there is no direct connection or continuous access to the western side of the district from SR 124 north of the City of Lithonia. The proposed extension of Lithonia Industrial Boulevard to SR 124 would provide a continuous route from Hillandale Drive near I-20, northeast to SR 124. State Route 124 was chosen as the logical eastern terminus of the project since extending Lithonia Industrial Boulevard to this point would provide a complete, multi-lane, internal transportation corridor within this area of the Lithonia Industrial District.

Capacity Analysis – LOS for Lithonia Industrial Boulevard

A capacity analysis for the proposed facility was performed to estimate the ability of the Lithonia Industrial Boulevard extension to accommodate future projected traffic volumes under the build conditions. The objective of this analysis is to determine the maximum amount of traffic that can be accommodated with reasonable safety while maintaining an acceptable Level of Service (LOS). Level of Service is a qualitative measure for roadway sections and intersections that describe operational conditions and the driver's perception of those conditions, ranging from A to F with LOS A representing the best operating conditions and LOS F the worst. This analysis was performed for roadway sections based on the projected Average Daily Traffic (ADT) volumes, and at major intersections using the 2025 Design Hourly Volumes (DHV) for the AM and PM peak hours. For roadway sections, LOS is generally defined as the ability to maneuver

within a traffic stream, whereas at intersections, LOS is defined in terms of control delay, which is a measure of driver discomfort, frustration, fuel consumption, and increased travel time. Control delay is made up of a number of factors relating to intersection control (signalization or stop signs), geometry, traffic and incidents.

Average Daily Traffic

Existing Lithonia Industrial Boulevard, south of South Stone Mountain-Lithonia Road, currently carries an estimated Average Daily Traffic (ADT) of 11,700 vehicles per day (vpd). With the existing four-lane divided typical section, this volume is indicative of LOS B conditions.

The ADT is projected to increase by approximately 34% to 15,700 vpd on the newly constructed section of Lithonia Industrial Boulevard for the 2005 build year. The ADT on Lithonia Industrial Boulevard is then projected to increase by 44% to 22,600 vpd by the 2025 design year along the heaviest traveled section, between South Stone Mountain Lithonia Road and Rogers Lake Road. This is a result of both commercial and industrial traffic being diverted from the existing network of two-lane roadways within the industrial district, planned future industrial development and future access of Lithonia Industrial Boulevard to I-20. With the proposed four-lane divided facility in place, this section would operate at LOS B for the 2005 build year and would maintain this LOS through the 2025 design year. Projected ADT analysis includes analysis of a future driveway east of SR 124 that would provide access to a planned industrial development.

Truck traffic is projected to comprise greater than 10% of the daily volume of traffic on the proposed roadway, which is typical for facilities serving industrial land uses such as those found in the Lithonia Industrial District. For comparison, truck traffic along roadways in non-industrialized areas typically does not comprise more than 2% of daily traffic volumes.

Intersection Capacity Analysis

All major intersections along the proposed project corridor were analyzed for the 2025 DHV under the build conditions to determine the intersection LOS. This analysis was conducted using the procedures found in the Highway Capacity Manual (HCM), published by the Transportation Research Board in Washington, DC. The procedures measure overall intersection LOS operations based on the intersection's turning movement (hourly) volume, lane configuration, and traffic control operations according to threshold values defined in the HCM. Safety is not included in the measures that establish service levels. Results of the LOS analysis are provided in Table 1.

The results presented in Table 1 show that each of the major intersections along the project corridor would sustain the design year volumes and operate at an acceptable LOS in the 2025 design year under the build condition.

Table 1: 2025 Peak Hour HCS Analysis Results

Intersection	2025 Design Year Build Condition	
	AM	PM
Lithonia Industrial Blvd at S. Stone Mountain Lithonia Rd	D	C
Lithonia Industrial Blvd at Rogers Lake Road	C	C
Lithonia Industrial Blvd at SR 124/Rock Chapel Road	D	D

Project Location:
This project is located in east DeKalb County north of the City of Lithonia, Georgia. The proposed Lithonia Industrial Boulevard Extension lies in the central portion of the Lithonia Industrial District between Rogers Lake Road and Rock Chapel Road (S.R. 124).

Description of the approved concept:
Phases 1 and 2 of Lithonia Industrial Boulevard lie entirely in DeKalb County just north of the City of Lithonia. Phase 1, P.I. No. 753230, HPP-9347(1), begins at South Stone Mountain Lithonia Road (CR 6342) and extends to just east of Rogers Lake Road (CR 688). A railroad grade separation at the CSXT main track is proposed over Lithonia Industrial Blvd. Phase 2, P.I. No. 0001791, STP-0001-00(791), begins at the end of Phase 1 and continues on to Rock Chapel Road (SR 124). The proposed Lithonia Industrial Boulevard will be constructed on new location and the typical section will be four 12-ft lanes with a 20-ft raised median, curb and gutter and 5-ft sidewalks. In addition, there will be improvements along South Stone Mountain Lithonia Road, Rogers Lake Road and Rock Chapel Road (SR 124) which include the addition of curb and gutter, upgrading of guardrail and sidewalks. A bridge will be constructed over a tributary of Swift Creek.

PDP Classification: Major__X__ Minor_____

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

Functional Classification: Lithonia Industrial Blvd: Urban Collector Street
Rock Chapel Road: Urban Principal Arterial

U. S. Route Number(s): __None__ **State Route Number(s):** __None__

Traffic (AADT) as shown in the approved concept:

Roadway	Base Year 2005	Design Year 2025
Lithonia Industrial Boulevard Extension	15,700	22,600
Rock Chapel Road	46,600	66,700

Proposed features to be revised:
Revised Alignment – This is a new location project that proposes to extend Lithonia Industrial Boulevard to the east and tie into Rock Chapel Road. The tangent in the middle portion of the alignment, as shown in the approved concept, was set so that the proposed 100-foot right-of-way width was split equally between the East DeKalb Landfill property on the north and the properties directly to the south. It has since been determined that while the proposed alignment did not lead to encroachment into the physical landfill, it did encroach upon the EPD mandated 100-foot buffer.

Describe the revised feature(s) to be approved:
Revised Alignment – The proposed revised alignment was developed in order to stay completely off of the East DeKalb Landfill's 100-foot buffer which extends all the way to the landfill's property line. The tangent in the middle portion of the proposed alignment, approximately 0.6 miles in length, will be shifted approximately 75-feet to the south of its previous location. The termini and all other aspects of the project will remain unchanged.

Updated traffic data (AADT):

Roadway	Base Year 2009	Design Year 2029
Lithonia Industrial Boulevard Extension	17,100	26,800
Rock Chapel Road	39,200	60,900

Programmed/Schedule:
P.E. ~~2004~~ Local R/W: 2006 Construction: 2008

VE Study Required: Yes( ) No(X)

Revised cost estimates:
1. Construction cost including inflation and E&C - $10,393,000 ✓
2. Right-of-Way - $750,000 ✓
3. Utilities - $60,000 ✓

Is the project located in a Non-attainment area? X Yes _____ No. The proposed project is listed in the Mobility 2030 Regional Transportation Plan. Refer to the Need and Purpose for full project justification.

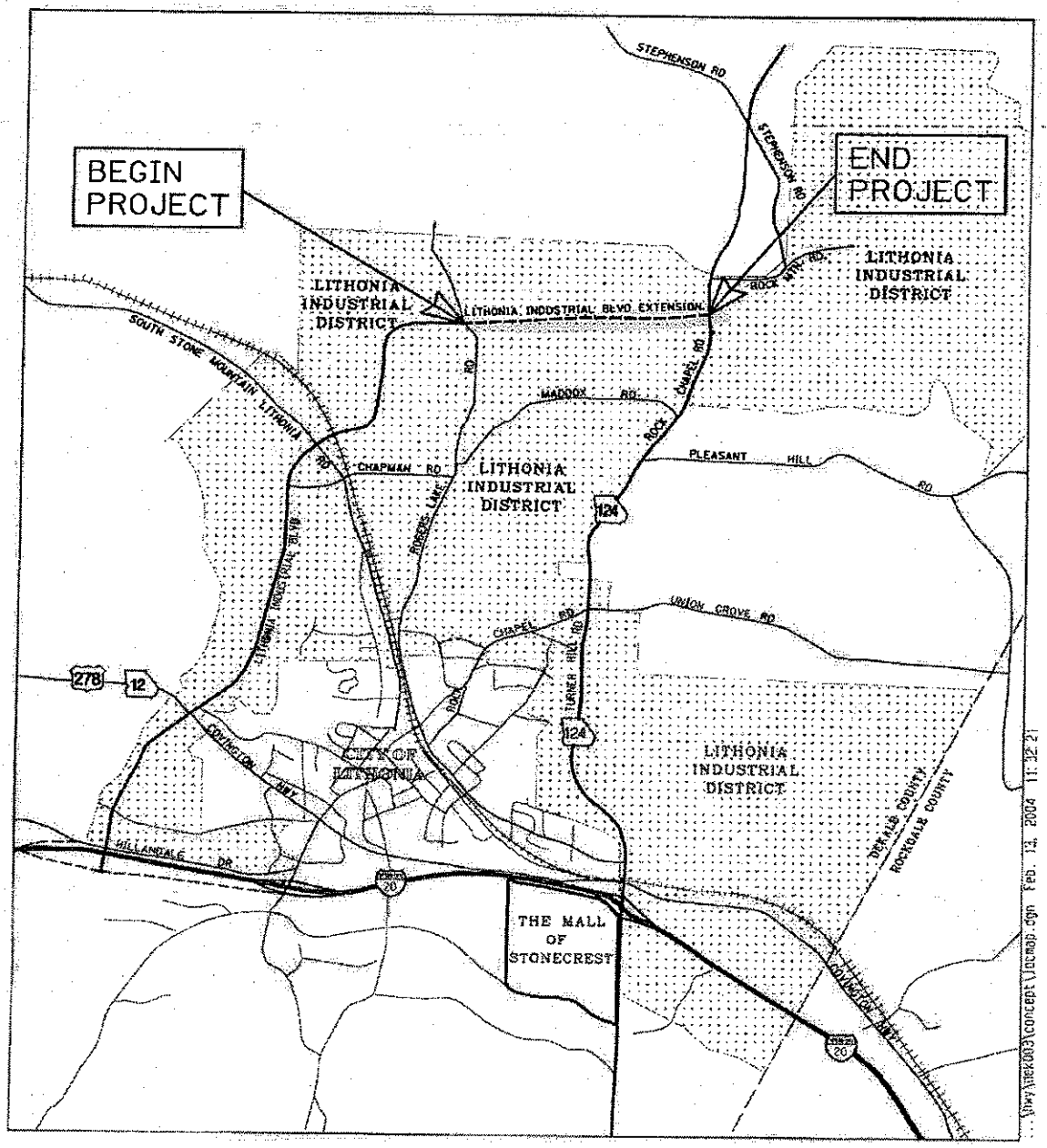
Recommendation: It is recommended that the proposed revisions to the concept be approved for implementation.

Attachments:
1. Sketch Map
2. Cost Estimate

Concur: _____
Director of Preconstruction

Approve: _____
Chief Engineer

Project Location Map



Lithonia Industrial Phase 2, DeKalb County
STP-0001-00(791), P.I. No.: 0001791

Estimate Report for file "0001791_2007-02-23"

Section ROADWAY ITEMS

Item Number	Quantity	Units	Unit Price	Item Description	Cost
150-1000	1	LS	100000.00	TRAFFIC CONTROL - STP-0001-00(791)	100000.00
201-1500	1	LS	150000.00	CLEARING & GRUBBING - STP-0001-00(791)	150000.00
207-0203	73	CY	62.41	FOUND BKFILL MATL, TP II	4555.93
208-0100	42000	CY	10.19	IN PLACE EMBANKMENT	427980.00
310-1101	33700	TN	17.32	GR AGGR BASE CRS, INCL MATL	583684.00
318-3000	250	TN	17.45	AGGR SURF CRS	4362.50
402-3121	12900	TN	100.00	RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	1290000.00
402-3130	3100	TN	100.00	RECYCLED ASPH CONC 12.5 MM SUPERPAVE, GP 2 ONLY, INCL BITUM MATL & H LIME	310000.00
402-3190	6900	TN	100.00	RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2,INCL BITUM MATL & H LIME	690000.00
402-3502	1400	TN	100.00	RECYCLED ASPH CONC 12.5 MM SUPERPAVE, GP 2 ONLY, INCL POLYMER-MODIFIED BITUM MATL & H LIME	140000.00
413-1000	4500	GL	1.89	BITUM TACK COAT	8505.00
432-5010	12200	SY	2.52	MILL ASPH CONC PVMT, VARIABLE DEPTH	30744.00
433-1000	570	SY	133.22	REINF CONC APPROACH SLAB	75935.40
436-1000	1300	LF	10.54	ASPHALTIC CONCRETE CURB - 5 IN	13702.00
441-0050	3	SY	44.42	CONC SLOPE DRAIN	133.26
441-0104	10900	SY	38.49	CONC SIDEWALK, 4 IN	419541.00
441-0301	3	EA	1895.33	CONC SPILLWAY, TP 1	5685.99
441-0303	1	EA	2255.75	CONC SPILLWAY, TP 3	2255.75
441-0740	460	SY	30.44	CONCRETE MEDIAN, 4 IN	14002.40
441-6222	11400	LF	17.57	CONC CURB & GUTTER, 8 IN X 30 IN, TP 2	200298.00
441-6740	13000	LF	14.82	CONC CURB & GUTTER, 8 IN X 30 IN, TP 7	192660.00
446-1001	3700	LF	1.75	PVMT REINF FABRIC STRIPS, TP 1, INCL BITUM BINDER	6475.00
500-3200	1	CY	435.85	CLASS B CONCRETE	435.85
500-3800	17	CY	892.43	CLASS A CONCRETE, INCL REINF STEEL	15171.31
550-1180	4100	LF	40.83	STORM DRAIN PIPE, 18 IN, H 1-10	167403.00
550-1181	38	LF	39.08	STORM DRAIN PIPE, 18 IN, H 10-15	1485.04
550-1240	970	LF	52.54	STORM DRAIN PIPE, 24 IN, H 1-10	50963.80
550-1300	1500	LF	69.41	STORM DRAIN PIPE, 30 IN, H 1-10	104115.00
550-1301	140	LF	82.63	STORM DRAIN PIPE, 30 IN, H 10-15	11568.20
550-1360	270	LF	81.00	STORM DRAIN PIPE, 36 IN, H 1-10	21870.00
550-1420	95	LF	128.67	STORM DRAIN PIPE, 42 IN, H 1-10	12223.65
550-1421	41	LF	92.01	STORM DRAIN PIPE, 42 IN, H 10-15	3772.41
550-1480	120	LF	136.71	STORM DRAIN PIPE, 48 IN, H 1-10	16405.20
550-1481	76	LF	121.20	STORM DRAIN PIPE, 48 IN, H 10-15	9211.20
550-1482	102	LF	126.24	STORM DRAIN PIPE, 48 IN, H 15-20	12876.48
550-4218	2	EA	677.92	FLARED END SECTION 18 IN, STORM DRAIN	1355.84
550-4224	2	EA	875.33	FLARED END SECTION 24 IN, STORM DRAIN	1750.66
550-4230	3	EA	886.75	FLARED END SECTION 30 IN, STORM DRAIN	2660.25
573-2006	1000	LF	18.38	UNDDR PIPE INCL DRAINAGE AGGR, 6 IN	18380.00
576-1015	70	LF	36.08	SLOPE DRAIN PIPE, 15 IN	2525.60
576-1018	17	LF	27.55	SLOPE DRAIN PIPE, 18 IN	468.35
576-1030	43	LF	50.00	SLOPE DRAIN PIPE, 30 IN	2150.00
611-4001	1	EA	1831.79	RECONSTR MINOR DRAINAGE STR	1831.79
611-8000	1	EA	1537.39	ADJUST CATCH BASIN TO GRADE	1537.39
611-8040	1	EA	982.68	ADJUST DROP INLET TO GRADE	982.68
634-1200	93	EA	109.55	RIGHT OF WAY MARKERS	10188.15
641-1100	290	LF	53.60	GUARDRAIL, TP T	15544.00
641-1200	2800	LF	18.32	GUARDRAIL, TP W	51296.00
641-5001	7	EA	634.07	GUARDRAIL ANCHORAGE, TP 1	4438.49
641-5012	6	EA	1806.67	GUARDRAIL ANCHORAGE, TP 12	10840.02
643-8200	190	LF	3.14	BARRIER FENCE (ORANGE), 4 FT	596.60
668-1100	52	EA	2317.62	CATCH BASIN, GP 1	120516.24
668-1110	100	LF	235.23	CATCH BASIN, GP 1, ADDL DEPTH	23523.00
668-1200	2	EA	2915.00	CATCH BASIN, GP 2	5830.00
668-1210	6	LF	310.21	CATCH BASIN, GP 2, ADDL DEPTH	1861.26
668-4300	1	EA	2224.60	STORM SEWER MANHOLE, TP 1	2224.60
668-4311	3	LF	286.92	STORM SEWER MANHOLE, TP 1, ADDL DEPTH, CL 1	860.76

668-5000	7	EA	1849.47	JUNCTION BOX	12946.29
				Section Sub Total:	**$5,392,329.34**

Section PERMANENT EROSION CONTROL

Item Number	Quantity	Units	Unit Price	Item Description	Cost
441-0204	340	SY	31.73	PLAIN CONC DITCH PAVING, 4 IN	10788.20
603-2182	320	SY	49.93	STN DUMPED RIP RAP, TP 3, 24 IN	15977.60
603-7000	320	SY	4.95	PLASTIC FILTER FABRIC	1584.00
700-6910	14	AC	909.95	PERMANENT GRASSING	12739.30
700-7000	39	TN	59.12	AGRICULTURAL LIME	2305.68
700-7010	32	GL	19.30	LIQUID LIME	617.60
700-8000	10	TN	348.60	FERTILIZER MIXED GRADE	3486.00
700-8100	630	LB	2.10	FERTILIZER NITROGEN CONTENT	1323.00
710-9000	1400	SY	3.72	PERMANENT SOIL REINFORCING MAT	5208.00
715-2200	3600	SY	2.38	BITUMINOUS TREATED ROVING, WATERWAYS	8568.00
716-2000	26300	SY	1.33	EROSION CONTROL MATS, SLOPES	34979.00
				Section Sub Total:	**$97,576.38**

Section TEMPORARY EROSION CONTROL

Item Number	Quantity	Units	Unit Price	Item Description	Cost
163-0232	7	AC	562.04	TEMPORARY GRASSING	3934.28
163-0240	620	TN	172.31	MULCH	106832.20
163-0300	4	EA	2821.82	CONSTRUCTION EXIT	11287.28
163-0502	1	EA	553.33	CONSTRUCT AND REMOVE SILT CONTROL GATE, TP 2	553.33
163-0503	3	EA	572.24	CONSTRUCT AND REMOVE SILT CONTROL GATE, TP 3	1716.72
163-0520	430	LF	16.83	CONSTRUCT AND REMOVE TEMPORARY PIPE SLOPE DRAIN	7236.90
163-0530	2500	LF	3.73	CONSTRUCT AND REMOVE BALED STRAW EROSION CHECK	9325.00
163-0531	1	EA	8307.42	CONSTRUCT AND REMOVE SEDIMENT BASIN, TP 1, STA NO - 230+00.00	8307.42
163-0550	54	EA	301.53	CONSTRUCT AND REMOVE INLET SEDIMENT TRAP	16282.62
165-0010	2400	LF	0.93	MAINTENANCE OF TEMPORARY SILT FENCE, TP A	2232.00
165-0030	2200	LF	1.84	MAINTENANCE OF TEMPORARY SILT FENCE, TP C	4048.00
165-0060	1	EA	1323.01	MAINTENACE OF TEMPORARY SEDIMENT BASIN, STA NO - 230+00.00	1323.01
165-0070	1200	LF	2.36	MAINTENANCE OF BALED STRAW EROSION CHECK	2832.00
165-0086	1	EA	255.67	MAINTENANCE OF SILT CONTROL GATE, TP 2	255.67
165-0087	3	EA	198.74	MAINTENANCE OF SILT CONTROL GATE, TP 3	596.22
165-0101	4	EA	666.44	MAINTENANCE OF CONSTRUCTION EXIT	2665.76
165-0105	54	EA	112.96	MAINTENANCE OF INLET SEDIMENT TRAP	6099.84
167-1000	2	EA	1291.40	WATER QUALITY MONITORING AND SAMPLING	2582.80
167-1500	24	MO	1069.02	WATER QUALITY INSPECTIONS	25656.48
171-0010	4800	LF	1.92	TEMPORARY SILT FENCE, TYPE A	9216.00
171-0030	4400	LF	3.96	TEMPORARY SILT FENCE, TYPE C	17424.00
				Section Sub Total:	**$240,407.53**

Section Signing and Marking

Item Number	Quantity	Units	Unit Price	Item Description	Cost
636-1020	45	SF	14.80	HIGHWAY SIGNS, TP 1 MATL, REFL SHEETING, TP 3	666.00
636-1033	160	SF	22.25	HIGHWAY SIGNS, TP 1 MATL, REFL SHEETING, TP 9	3560.00
636-2070	290	LF	8.40	GALV STEEL POSTS, TP 7	2436.00
636-2080	16	LF	10.96	GALV STEEL POSTS, TP 8	175.36
639-2002	460	LF	3.09	STEEL WIRE STRAND CABLE, 3/8 IN	1421.40
639-3003	4	EA	4291.60	STEEL STRAIN POLE, TP III	17166.40
653-0120	37	EA	71.39	THERMOPLASTIC PVMT MARKING, ARROW, TP 2	2641.43

653-0170	18	EA	81.14	THERMOPLASTIC PVMT MARKING, ARROW, TP 7	1460.52
653-0210	14	EA	112.40	THERMOPLASTIC PVMT MARKING, WORD, TP 1	1573.60
653-1501	20000	LF	0.54	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, WHITE	10800.00
653-1502	14500	LF	0.56	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, YELLOW	8120.00
653-1704	170	LF	5.02	THERMOPLASTIC SOLID TRAF STRIPE, 24 IN, WHITE	853.40
653-1804	1600	LF	1.87	THERMOPLASTIC SOLID TRAF STRIPE, 8 IN, WHITE	2992.00
653-3501	16500	GLF	0.49	THERMOPLASTIC SKIP TRAF STRIPE, 5 IN, WHITE	8085.00
653-3502	180	GLF	0.37	THERMOPLASTIC SKIP TRAF STRIPE, 5 IN, YELLOW	66.60
653-6004	620	SY	2.72	THERMOPLASTIC TRAF STRIPING, WHITE	1686.40
653-6006	430	SY	3.29	THERMOPLASTIC TRAF STRIPING, YELLOW	1414.70
654-1001	16	EA	3.63	RAISED PVMT MARKERS TP 1	58.08
654-1003	454	EA	3.77	RAISED PVMT MARKERS TP 3	1711.58
657-1054	790	LF	4.74	PREFORMED PLASTIC SOLID PVMT MKG, 5 IN, WHITE, TP PB	3744.60
657-3054	740	GLF	3.54	PREFORMED PLASTIC SKIP PVMT MKG, 5 IN, WHITE, TP PB	2619.60
657-6054	790	LF	4.60	PREFORMED PLASTIC SOLID PVMT MKG, 5 IN, YELLOW, TP PB	3634.00
				Section Sub Total:	**$76,886.67**

Section Traffic Signal

Item Number	Quantity	Units	Unit Price	Item Description	Cost
615-1200	160	LF	21.99	DIRECTIONAL BORE - 5 IN	3518.40
636-1041	36	SF	31.55	HIGHWAY SIGNS, TP 2 MATL, REFL SHEETING TP 9	1135.80
639-3004	4	EA	8786.74	STEEL STRAIN POLE, TP IV	35146.96
647-1000	1	LS	70000.00	TRAFFIC SIGNAL INSTALLATION NO -	70000.00
682-6110	50	LF	8.64	CONDUIT, RIGID, 1 IN	432.00
682-6233	320	LF	6.08	CONDUIT, NONMETL, TP 3, 2 IN	1945.60
				Section Sub Total:	**$112,178.76**

Section Bridge

Item Number	Quantity	Units	Unit Price	Item Description	Cost
211-0300	299	CY	37.32	BRIDGE EXCAVATION, STREAM CROSSING	11158.68
441-0004	952	SY	53.13	CONC SLOPE PAV, 4 IN	50579.76
500-0100	1907	SY	4.24	GROOVED CONCRETE	8085.68
500-1006	1133	LS	1114.41	SUPERSTR CONCRETE, CL AA, BR NO - 1 (1133)	1262626.53
500-2110	648	LF	340.74	CONCRETE PARAPET, SPCL DESIGN	220799.52
500-3002	576	CY	691.06	CLASS AA CONCRETE	398050.56
507-9003	889	LF	145.81	PSC BEAMS, AASHTO TYPE III, BR NO - 1	129625.09
507-9033	3056	LF	252.27	PSC BEAMS, AASHTO, BULB TEE, 74 IN, BR NO - 1	770937.12
511-1000	99895	LB	0.97	BAR REINF STEEL	96898.15
511-3000	208766	LS	0.95	SUPERSTR REINF STEEL, BR NO - 1 (208297)	198327.70
520-0353	15	EA	165.69	H-PILE POINTS, HP 12 X 53	2485.35
520-0589	16	EA	250.00	H-PILE POINTS, HP 14 X 89	4000.00
520-1125	400	LF	49.64	PILING IN PLACE, STEEL H, HP 12 X 53	19856.00
520-1151	210	LF	73.91	PILING IN PLACE, STEEL H, HP 14 X 89	15521.10
520-4125	1	EA	0.44	LOAD TEST, STEEL H, HP 12 X 53	0.44
520-4151	1	EA	67.48	LOAD TEST, STEEL H, HP 14 X 89	67.48
520-5000	50	LF	314.69	PILOT HOLES	15734.50
522-1000	1	LS	145240.00	SHORING	145240.00
603-2024	573	SY	54.35	STN DUMPED RIP RAP, TP 1, 24 IN	31142.55
603-7000	573	SY	4.95	PLASTIC FILTER FABRIC	2836.35
				Section Sub Total:	**$3,383,972.56**

Section Wall

Item Number	Quantity	Units	Unit Price	Item Description	Cost
500-2110	54	LF	340.74	CONCRETE PARAPET, SPCL DESIGN	18399.96
627-1000	250	SF	47.05	MSE WALL FACE, 0 - 10 FT HT, WALL NO - 1	11762.50
627-1010	1072	SF	52.45	MSE WALL FACE, 10 - 20 FT HT, WALL NO - 1	56226.40
627-1020	652	SF	54.24	MSE WALL FACE, 20 - 30 FT HT, WALL NO - 1	35364.48
627-1100	79	LF	85.72	COPING A, WALL NO - 1	6771.88
627-1120	54	LF	300.66	COPING B, WALL NO - 1	16235.64
				Section Sub Total:	**$144,760.86**

Total Estimated Cost: $9,448,112.10

Subtotal Construction Cost	**$9,448,112.10**
E&C Rate 10.0 %	$944,811.21
Inflation Rate 0 % @ 0 Years	$0.00
Total Construction Cost	**$10,392,923.31**
Right Of Way	$750,000.00
ReImb. Utilities	$60,000.00
Grand Total Project Cost	**$11,202,923.31**