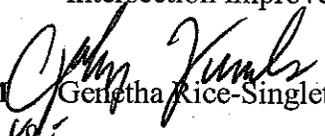


**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE P. I. No. 0007102, Rockdale County **OFFICE** Preconstruction
CSSTP-0007-00(102)
SR 20/McDonough Highway @ CR 26/Bell Road-
Intersection Improvements **DATE** May 14, 2009

FROM  Genetha Rice-Singleton, Assistant Director of Preconstruction

TO SEE DISTRIBUTION

SUBJECT APPROVED 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
Rachel Brown
Paul Liles
Mike Lobdell
Scott Lee
BOARD MEMBER

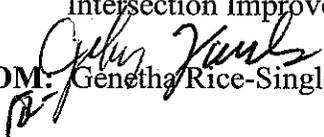
**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENTAL CORRESPONDENCE

FILE: P.I. No. 0007102, Rockdale County
CSSTP-0007-00(102)
SR 20/McDonough Highway @ CR 26/Bell Road-
Intersection Improvements

OFFICE: Preconstruction

DATE: May 6, 2009

FROM:  Genetha Rice-Singleton, Assistant Director of Preconstruction

TO: Gerald M. Ross, P.E., Chief Engineer

SUBJECT: *PROJECT CONCEPT REPORT*

This project is the SR 20/McDonough Highway @ CR 26/Bell Road intersection improvements in, Rockdale County, Georgia. SR 20 at Bell Road is a stop control T-intersection in the southern part of Rockdale County approximately 3.0 miles from Newton county line. Bell Road operates as a stop control. SR 20 has a posted speed of 45 MPH with a right turn lane southbound onto Bell Road. Bell Road is currently a two lane undivided county route with a posted speed of 35 MPH and no turn lanes at this intersection. The accident information from 2004 to 2006 indicates a total of 36 accidents within the project limits. Nine (9) of the accidents were right angle accidents, Twenty-one (21) were rear end collisions, one (1) was a side-swipe, two (2) were head-on accidents, and two (2) were relating to struck object. The base year traffic (2010) along this section of SR 20 is 17,699 VPD. The design year (2030) volumes are projected to be 27,362 VPD. Along CR 26/Bell Road the base year traffic (2010) is 2419 VPD and the design year traffic (2030) is 3983 VPD. For the analysis year 2030, SR 20/McDonough Highway @ CR 26/Bell Road intersection will function at a level of service (LOS) "F" without the proposed improvements by the design year. With the construction of the proposed improvements, the project is expected to improve intersection LOS to a "D" by the design year 2030.

The proposed project will add an exclusive northbound 100' long left turn lane at the intersection of SR 20/McDonough Highway @ CR 26/Bell Road and add a 244' long two way left turn lane north of the intersection of SR 20 and Bell Road. This project proposed to add a 10' wide left turn lane on Bell Road. Traffic will be maintained during construction.

Environmental concerns include requiring a Categorical Exclusion will be prepared; a public hearing is not required; time saving procedures are appropriate.

The estimated costs for this project are:

	<u>PROPOSED</u>	<u>APPROVED</u>	<u>FUNDING</u>	<u>PROG DATE</u>
Construction (includes E&C)	\$ 569,000	\$ 640,000	L230	2011(proposed)
Right-of-way & Utilities	Local	Local	Local	Local

* Rockdale County signed PMA on 3-14-06 for utilities; right-of way and construction to be done by future agreements.

I recommend this project concept be approved.

GRS: JDQ

Attachment

CONCUR

Y. H. Rice - State to District

Director of Reconstruction

APPROVED

Gerald M. Ross

Gerald M. Ross, P.E., Chief Engineer

FY 2008-2013 Transportation Improvement Program

RO-235E2
 0004650
 Programmed

SIGMAN ROAD
 AT GRES MILL ROAD

Jurisdiction: Rockdale County
 Sponsor: GRTA
 Service Type: Roadway Operational Upgrades

Existing: 2
 Planned: 2
 Length (mi.): 0.4

Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Network Year: 2010
 Open Year: 2010

Status	Year	Fund Type			Total
		Federal	State	Bonds	
PE AUTH	2008	\$0,000	\$0,000	\$0,000	\$0,000
ROW	2008	\$0,000	\$0,000	\$95,000	\$140,000
CST	2009	\$0,000	\$0,000	\$575,000	\$671,000
		\$0,000	\$0,000	\$670,000	\$811,000

RO-236
 0007102
 Programmed

SR 20 (MCDONOUGH HIGHWAY)
 AT BELL RD

Jurisdiction: Rockdale County
 Sponsor: Rockdale County
 Service Type: Roadway Operational Upgrades

Existing: N/A
 Planned: N/A
 Length (mi.): N/A

Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Network Year: 2010
 Open Year: 2011

Status	Year	Fund Type			Total
		Federal	State	Bonds	
PE	2008	\$0,000	\$0,000	\$0,000	\$150,000
ROW	2009	\$0,000	\$0,000	\$0,000	\$100,000
CST	2010	\$512,000	\$0,000	\$0,000	\$640,000
		\$512,000	\$0,000	\$0,000	\$890,000

RO-237
 0006932
 Programmed

KLONDIKE ROAD
 AT MCDANIEL MILL ROAD / HURST ROAD

Jurisdiction: Rockdale County
 Sponsor: Rockdale County
 Service Type: Roadway Operational Upgrades

Existing: N/A
 Planned: N/A
 Length (mi.): N/A

Analysis: Exempt from Air Quality Analysis (40 CFR 93)

Network Year: 2010
 Open Year: 2010

Status	Year	Fund Type			Total
		Federal	State	Bonds	
PE AUTH	2007	\$0,000	\$0,000	\$0,000	\$0,000
ROW	2008	\$0,000	\$0,000	\$150,000	\$150,000
CST	2009	\$856,000	\$0,000	\$214,000	\$1,070,000
		\$856,000	\$0,000	\$364,000	\$1,220,000



NTS

INTERSECTION OF SR 20 AND BELL ROAD

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

DEC 19 2008

FILE: P.I. No. 0007102

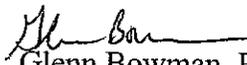
OFFICE: Environment/Location

PROJECT No. CSSTP-0007-00(102) / ROCKDALE
County

DATE: 12/17/08

SR 20/McDonough Highway @ CR 26/Bell Road

FROM:


Glenn Bowman, P.E., State Environmental/Location Engineer

TO:

Genetha Rice-Singleton, Assistant Director of Preconstruction

SUBJECT: PROJECT CONCEPT REPORT REVIEW

The Concept Report for the above project has been reviewed and appears satisfactory subject to the following comments:

1. At least five (5) historic structures are located within 200-800 feet of this intersection. If significant impacts to historic (4f) resources cannot be avoided, then the proposed environmental schedule must be revised significantly.
2. The proposed project has no schedule. *(The project does have a schedule.)*
3. The concept report mentions an additional turn lane north of Bell Road, but it is hard to tell from the description which road this will turn into. Please add more description for clarity.
4. The discussion of alternatives on Page 6 reads as if an alternative has been selected. Since NEPA has not been completed yet, these alternatives should still be under consideration. Alternative selection is ultimately determined upon the approval of the environmental document.

If you have any questions, please contact Glenn Bowman at (404) 699-4401.

GB:lc

cc: Brian Summers
Jamie Simpson
Keith Golden
Angela Alexander
Bryant Poole

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

District Seven Preconstruction

PROJECT CONCEPT REPORT

SR 20/McDonough Highway @ CR 26/Bell Road

Project Number: CSSTP-0007-00(102)

County: Rockdale

P.I. Number: 0007102

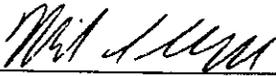
Federal Route Number: N/A

State Route Number: 20

See sheet 2 for location map

Recommendation for approval:

DATE 12/2/08


Project Manager

DATE 12/3/08

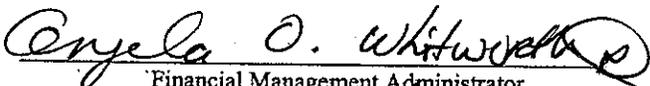

District Engineer

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

DATE _____

State Transportation Planning Administrator

DATE 12-17-08


Financial Management Administrator

DATE _____

State Environmental/Location Engineer

DATE _____

State Traffic Operations

DATE _____

Project Review Engineer



**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

District Seven Preconstruction

PROJECT CONCEPT REPORT

SR 20/McDonough Highway @ CR 26/Bell Road

Project Number: CSSTP-0007-00(102)

County: Rockdale

P.I. Number: 0007102

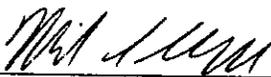
Federal Route Number: N/A

State Route Number: 20

See sheet 2 for location map

Recommendation for approval:

DATE 12/2/08


Project Manager

DATE 12/3/08


District Engineer

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

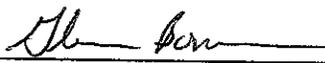
DATE _____

State Transportation Planning Administrator

DATE _____

Office of Financial Management Administrator

DATE 12/17/08


State Environmental/Location Engineer

DATE _____

State Traffic Operations

DATE _____

Project Review Engineer

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

District Seven Preconstruction

PROJECT CONCEPT REPORT

SR 20/McDonough Highway @ CR 26/Bell Road

Project Number: CSSTP-0007-00(102)

County: Rockdale

P.I. Number: 0007102

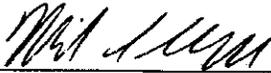
Federal Route Number: N/A

State Route Number: 20

See sheet 2 for location map

Recommendation for approval:

DATE 12/2/08



Project Manager

DATE 12/3/08



District Engineer

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

DATE _____

State Transportation Planning Administrator

DATE _____

Office of Financial Management Administrator

DATE _____

State Environmental/Location Engineer

DATE 12-22-08



State Traffic Operations

DATE _____

Project Review Engineer

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

District Seven Preconstruction

PROJECT CONCEPT REPORT

SR 20/McDonough Highway @ CR 26/Bell Road

Project Number: CSSTP-0007-00(102)

County: Rockdale

P.I. Number: 0007102

Federal Route Number: N/A

State Route Number: 20

See sheet 2 for location map

Recommendation for approval:

DATE 12/2/08



Project Manager

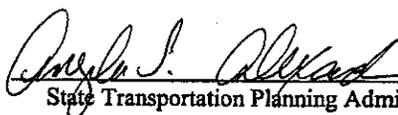
DATE 12/3/08



District Engineer

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

DATE 12/21/2008



State Transportation Planning Administrator

DATE _____

Office of Financial Management Administrator

DATE _____

State Environmental/Location Engineer

DATE _____

State Traffic Operations

DATE _____

Project Review Engineer

Need and Purpose: Project Number CSSTP-0007-00(102) proposes to add a northbound left turn lane at the intersection of State Route (SR) 20/McDonough Highway @ County Route (CR) 26/Bell Road to improve the operation and safety of this intersection. This project also proposes to add a two way left turn lane north of SR 20 @ Bell Road and a left turn lane on Bell Road. SR 20 is a north/south two lane undivided urban minor arterial throughout the majority of Rockdale County. SR 20 @ Bell Road is a stop control T-Intersection in the southern part of the Rockdale County approximately .31 miles from Newton county line. Bell Road operates as a stop control. SR 20 has a posted speed limit of 45 mph with a right turn lane southbound onto Bell Road. Bell Road is currently a two lane undivided county route with a posted speed limit of 35 miles per hour and no turn lanes at this intersection.

The average daily traffic on SR 20 traveling thru this intersection is 17,699 vehicles per day. The average daily traffic on Bell Road, to the west of SR 20 is 2,419 vehicles per day. For the analysis year 2007, Bell Road & McDonough Highway intersection currently operates at a level of service D at the PM peak hour. For the analysis year 2030, Bell Road & McDonough Highway intersection will function at a level of service of F without the proposed improvement by the design year of 2030. With the construction of the proposed improvement, the project is expected to improve the intersection LOS to a D by the design year of 2030.

Due to the high volume of vehicles traveling northbound on SR 20 and vehicles trying to make a left turn onto Bell Road, there have been a high number of rear end crashes on SR 20. Northbound traffic is frequently delayed by drivers turning left that are waiting for a gap in southbound traffic.

Accident Summary for the intersection of McDonough Highway and Bell Road SE

YEAR	ACCIDENT			SUMMARY		TOTAL
	REAR-END	SIDE-SWIPE	ANGLE	HEAD-ON	STRUCK OBJECT	
2004	4	0	5	1	0	10
2005	11	1	2	1	1	16
2006	6	0	2	0	2	10

It is anticipated that, without the proposed improvement, accident rates at this intersection will continue to be higher than the statewide average. By constructing the northbound left turn lane on SR 20 at Bell Road, the overall operation and safety of this intersection will be improved.

Description of the proposed project: Project CSSTP-0007-00(102) in Rockdale proposes to add an exclusive northbound 12 foot wide, 100 foot long left turn lane at the intersection of SR 20 and Bell Road by a symmetrical widening. This project also proposes to add a 10 foot wide left turn lane on Bell Road and a 14 foot wide, 244 foot long two way left turn lane north of SR 20 and Bell Road. The length of this project is .165 miles.

Is the project located in a Non-attainment area? Yes No
 Project does not add capacity to any roadways.

Project Concept Report page: 4
Project Number: CSSTP-0007-00(102)
P. I. Number: 0007102
County: Rockdale

PDP Classification: Major _____ Minor X

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

Functional Classification: Urban Minor Arterial

U. S. Route Number(s): N/A **State Route Number(s):** 20

Traffic (AADT):

SR 20/ McDonough Highway

Current Year: (2010) 17699 Design Year: (2030) 27362

CR 26/ Bell Road

Current Year: (2010) 2419 Design Year: (2030) 3983

Existing design features:

- Typical Sections:
SR 20/McDonough Highway:
consists of 1-12 ft. north bound thru lane, 1-12 ft. south bound right turn lane, and 8 ft. shoulders (30" curb & gutter and sidewalk).
Bell Road/CR 26:
consists of 1-10 ft. turn lane, 1- 10 ft. left turn, and 1-11 ft. receiving lane from SR 20 south.
- Posted speed: 45 mph Posted speed (SR 20): 35 mph
- Maximum super-elevation rate for curve: 4%
- Minimum radius for curve: N/A
- Maximum grade: 4%
- Width of right of way: 80 ft
- Major structures: None
- Major interchanges or intersections along the project: None
- Existing length of roadway segment .158 mile

Proposed Design Features:

- Typical Sections:
SR 20/McDonough Highway:
South of the intersection of SR 20 @ Bell Road will consist of 1-11 ft. north bound thru lane, 1-11 ft. south bound thru lane, 1-12 ft. north bound left turn lane, & 12 ft. urban shoulders (30" curb & gutter and sidewalk).
North of the intersection of SR 20 @ Bell Road will consist of 1-11 ft. south bound right turn lane, 1-14 ft. two way left turn lane, 1-11 ft. north bound thru lanes, 1-11 ft. south bound thru lanes, and varying shoulder widths of 8 ft. urban shoulders (30" curb & gutter and sidewalk) to 12 ft. urban shoulders (30" curb & gutter and sidewalk).

Bell Road/CR 26:

will consist of 1-10 ft. turn lane, 1-10 ft. left turn lane, and 1-11 ft. merging thru lane.

- Proposed Design Speed Mainline: 45 mph
- Proposed Maximum grade Mainline: 4% Maximum grade allowable: 6%
- Proposed Maximum grade driveway: 4%
- Proposed Minimum radius for curve: 4475 Minimum radius allowable: 730
- Proposed Maximum super-elevation rate for curve: 4%
- Right of way:
 - Width: 80 ft.
 - Easements: Temporary (), Permanent (X), Utility (), Other ().
 - Type of access control: Full (), Partial (), By Permit (X), Other ().
 - Number of parcels: 5 Number of displacements:
 - Business: 0
 - Residences: 0
 - Mobile homes: 0
 - Other: 0
- Structures:
 - Bridge: None
- Major intersections and interchanges.
- Traffic control during construction: Traffic will remain open.
- Design Exceptions to controlling criteria anticipated:

	<u>UNDETERMINED</u>	<u>YES</u>	<u>NO</u>
HORIZONTAL ALIGNMENT:	()	()	(X)
ROADWAY WIDTH:	()	(X)	()
SHOULDER WIDTH:	()	()	(X)
VERTICAL GRADES:	()	()	(X)
CROSS SLOPES:	()	()	(X)
STOPPING SIGHT DISTANCE:	()	()	(X)
SUPERELEVATION RATES:	()	()	(X)
HORIZONTAL CLEARANCE:	()	()	(X)
SPEED DESIGN:	()	()	(X)
VERTICAL CLEARANCE:	()	()	(X)
BRIDGE WIDTH:	()	()	(X)
BRIDGE STRUCTURAL CAPACITY:	()	()	(X)

- Design Variances: Lane width
- Environmental concerns: None
- Level of environmental analysis:
 - Are Time Savings Procedures appropriate? Yes (X), No (),
 - Categorical exclusion (X),
 - Environmental Assessment/Finding of No Significant Impact (FONSI) (), or
 - Environmental Impact Statement (EIS) ().
- Utility involvements:
 - Atlanta Gas
 - Rockdale Water
 - Georgia Power
 - AT&T

Project Concept Report page: 6
Project Number: CSSTP-0007-00(102)
P. I. Number: 0007102
County: Rockdale

Project responsibilities:

- o Design: GDOT
 - o Right of Way Acquisition: ~~GDOT~~ LOCAL
 - o Relocation of Utilities: ~~GDOT~~ LOCAL
 - o Letting to contract: GDOT
 - o Supervision of construction: GDOT
 - o Providing material pits: Contractor
 - o Providing detours: Contractor
- Handwritten:* Hall 5/6/2009

Coordination

- Concept meeting date and brief summary: To be scheduled
- P. A. R. meetings, dates and results: N/A
- FEMA, USCG, and/or TVA: N/A
- Public involvement: To be determined
- Local government comments: None
- Other projects in the area: None
- Other coordination to date: N/A
- Railroads: N/A

Scheduling – Responsible Parties' Estimate

- Time to complete the environmental process: 12 Months.
- Time to complete preliminary construction plans: 5 Months.
- Time to complete right of way plans: 6 Months.
- Time to complete final construction plans: 4 Months.
- Time to complete to purchase right of way: 9 Months.

Other alternates considered:

- Alternative 1: No build. This alternative was not chosen because it did not meet the projects need and purpose.
- Alternative 2: Provide a traffic signal at the intersection of SR 20 and Bell Road. This alternative was not chosen because it would decrease the level of service at this intersection.
- Alternative 3: Considered providing a left turn lane onto Bell Road by widening SR 20 to the east. This alternative was not chosen because of the potential right of way purchase needed to construct this alternative.

Comments: None

Attachments:

1. Cost Estimates:
 - a. Construction including E&C,
 - b. Right of Way, and
 - c. Utilities.
2. Typical sections
3. L & D notice

Summary of Costs

Project P.I. No.0007102

Subtotal Construction Cost	\$502,397.94
• Engineering & Inspection 5%	\$25,119.72
• Construction Contingency 5%	\$26,375.86
• Total Fuel Adjustment	\$4,074.25
• Total Liquid AC Adjustment	<u>\$10,129.16</u>
Total Construction Cost	\$568,636.93
• Right-of-Way	\$242,450.00
• Reimbursable Utilities	<u>\$00.00</u>
Total Project Cost	\$811,086.93

Estimate Report for file "0007102sym"

Section ROADWAY					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
150-1000	1	LS	90000.00	TRAFFIC CONTROL -	90000.00
210-0100	1	LS	180000.00	GRADING COMPLETE -	180000.00
310-1101	550	TN	19.30	GR AGGR BASE CRS, INCL MATL	10615.00
402-3121	218	TN	60.74	RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	13241.32
402-3130	65	TN	62.44	RECYCLED ASPH CONC 12.5 MM SUPERPAVE, GP 2 ONLY, INCL BITUM MATL & H LIME	4058.60
402-3190	87	TN	64.27	RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	5591.49
413-1000	60	GL	1.99	BITUM TACK COAT	119.40
432-5010	2100	SY	1.57	MILL ASPH CONC PVMT, VARIABLE DEPTH	3297.00
441-0016	274	SY	39.25	DRIVEWAY CONCRETE, 6 IN TK	10754.50
441-0018	100	SY	44.24	DRIVEWAY CONCRETE, 8 IN TK	4424.00
441-0104	1200	SY	34.37	CONC SIDEWALK, 4 IN	41244.00
441-4020	450	SY	40.50	CONC VALLEY GUTTER, 6 IN	18225.00
441-6022	2100	LF	17.33	CONC CURB & GUTTER, 6 IN X 30 IN, TP 2	36393.00
446-1100	1300	LF	5.15	PVMT REINF FABRIC STRIPS, TP 2, 18 INCH WIDTH	6695.00
550-1180	1400	LF	36.48	STORM DRAIN PIPE, 18 IN, H 1-10	51072.00
550-2180	140	LF	28.90	SIDE DRAIN PIPE, 18 IN, H 1-10	4046.00
550-4218	2	EA	650.63	FLARED END SECTION 18 IN, STORM DRAIN	1301.25
Section Sub Total:					\$481,077.57

Section EROSION CONTROL					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
700-6910	1	AC	927.63	PERMANENT GRASSING	927.63
700-7000	3	TN	63.96	AGRICULTURAL LIME	191.88
700-7010	4	GL	21.00	LIQUID LIME	84.00
700-8000	1	TN	370.52	FERTILIZER MIXED GRADE	370.52
700-8100	50	LB	2.37	FERTILIZER NITROGEN CONTENT	118.50
Section Sub Total:					\$1,692.53

Section TEMPORARY EROSION CONTROL					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
163-0232	1	AC	511.15	TEMPORARY GRASSING	511.15
163-0240	5	TN	221.56	MULCH	1107.80
163-0523	5	EA	167.22	CONSTRUCT AND REMOVE TEMPORARY DITCH CHECKS - TYPE C SILT FENCE	836.10
163-0530	940	LF	3.89	CONSTRUCT AND REMOVE BALED STRAW EROSION CHECK	3656.60
165-0030	940	LF	1.03	MAINTENANCE OF TEMPORARY SILT FENCE, TP C	968.20
165-0040	5	EA	125.69	MAINTENANCE OF EROSION CONTROL CHECKDAMS/DITCH CHECKS	628.45
171-0030	1880	LF	3.94	TEMPORARY SILT FENCE, TYPE C	7407.20
550-2240	36	LF	35.23	SIDE DRAIN PIPE, 24 IN, H 1-10	1268.28
Section Sub Total:					\$16,383.78

Section SIGNING AND MARKING					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
636-1020	15	SF	14.84	HIGHWAY SIGNS, TP 1 MATL, REFL SHEETING, TP 3	222.60
636-2010	30	LF	7.05	GALV STEEL POSTS, TP 1	211.50
653-0110	8	EA	55.67	THERMOPLASTIC PVMT MARKING, ARROW, TP 1	445.36
653-1501	2700	LF	0.42	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, WHITE	1134.00
653-1502	2200	LF	0.43	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, YELLOW	946.00
653-1704	15	LF	3.64	THERMOPLASTIC SOLID TRAF STRIPE, 24 IN, WHITE	54.60

653-3501	500	GLF	0.46	THERMOPLASTIC SKIP TRAF STRIPE, 5 IN, WHITE	230.00
Section Sub Total:					\$3,244.06

Total Estimated Cost: \$502,397.94

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

125.00% INCREASE ADJUSTMENT

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

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

MONTHLY PRICE ADJUSTMENT(\$)

ADJUSTMENT SUMMARY

FUEL PRICE ADJUSTMENT (ENGLISH 125% MAX)

DIESEL PRICE ADJUSTMENT(\$) \$3,363.43

UNLEADED PRICE ADJUSTMENT(\$) \$710.82

ASPHALT CEMENT PRICE ADJUSTMENT (BITUMINOUS TACK COAT 125% MAX) \$139.16

400 / 402 ASPHALT CEMENT PRICE ADJUSTMENT 125% MAX \$9,990.00

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

REMARKS:	
----------	--

TOTAL ADJUSTMENTS \$14,203.41

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

ENTER FPL DIESEL	2.373
ENTER FPM DIESEL	5.339

ENTER FPL UNLEADED	1.566
ENTER FPM UNLEADED	3.5235

<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)	550.000	0.29	159.50	0.24	132.00	
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)	370.000	2.90	1073.00	0.71	262.70	
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
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=	1232.50	SUM QF UNLEADED=	394.70
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DIESEL PRICE ADJUSTMENT(\$)	\$3,363.43
UNLEADED PRICE ADJUSTMENT(\$)	\$710.82

Department of Transportation State of Georgia

Interdepartmental Correspondence

FILE R/W Cost Estimate **OFFICE** Atlanta
DATE September 3, 2008

FROM Phil Copeland, Right of Way Administrator

TO Kelvin Wilson, DE II District Seven Design

SUBJECT **Preliminary Right of Way Cost Estimate**
Project: CSSTP-0007-00(102)Rockdale
PI. No.: 0007102
Description: SR 20 @ Bell Road Intersection Improvement Project

As per your request, attached is a copy of the approved Revised Preliminary Right of Way Cost Estimate on the above referenced project.

Please note the area of Required R/W was furnished with your request. **Please include total Required R/W areas for the entire corridor in all future requests.**

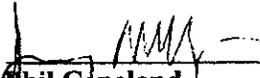
If you have any questions, please contact Jerry Milligan at the Chamblee Right of Way Office at (770) 986-1541.

PC:GAM

Attachments

cc: Brian Summers, Engineering Services
Wes Brock, R/W
Windy Bickers, Financial Management
File

Preliminary Right of Way Cost Estimate


Phil Copeland
Right of Way Administrator
By: Jerry Milligan

Date: September 3, 2008
Project: CSSTP-0007-00(102)Rockdale
Existing/Required R/W: Varies/Varies
Project Termini : SR 20 @ Bell Road
Project Description: SR 20 @ Bell Road Intersection Improvement

P.I. Number: 0007102
No. Parcels: 5

Land:		
Commercial Esmt.:3,630sf @ \$ 6.00 /sf	\$	21,780
Improvements : landscaping, signs, misc. site improvements		45,000
Relocation: Commercial (0) Residential (0)		0
Damage : Proximity Consequential Cost to Cure (1)		<u>35,000</u>
Net Cost	\$	101,780
Net Cost	\$	101,780
Scheduling Contingency 55 %		55,979
Adm/Court Cost 60 %		<u>94,655</u>
	\$	252,414

Total Cost \$252,450

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

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE CSSTP-0007-00(102) Rockdale Co. **OFFICE** District #7 Office
P.I. No. 0007102 **DATE** October 26, 2008

FROM Jonathan Walker
District Utilities Engineer

TO Mike Lobdell P.E. Preconstruction Engineer
ATTN Kelvin Wilson, DE2

SUBJECT PRELIMINARY UTILITY COST (ESTIMATE)

As requested by your office, we are furnishing you with a Preliminary Utility Cost estimates for each utility with facilities potentially located within the project limits.

FACILITY OWNER	NON- REIMBURSABLE	REIMBURSABLE
Georgia Power Co. Power Pole	\$8,750.00	
Rockdale County Water, Fire Hydrant	\$2,700.00	
Totals	\$11,450.00	
30% Utilities Contingency:		
Total Reimbursement Cost:	\$0.00	

Total reimbursable cost for the above project is \$0.00

If you have any questions, please contact Wade Woodard at 770-986-1117.

Sincerely,

Bryant R. Poole
District Engineer

By: 
Jonathan Walker
District Utilities Engineer

BRP: JW: WW
Attachments

C: Jeff Baker P.E. / Utilities (O.G.C. 10th Floor)
File

NOTICE OF LOCATION AND DESIGN APPROVAL

CSSTP-0007-00(102)
P. I. Number: 0007102

Notice is hereby given in compliance with Georgia Code 22-2-109 that the Georgia Department of Transportation has approved the Location and Design of this project.

The date of location approval is May 14, 2009

Project CSSTP-0007-00(102) will add a northbound left turn lane at the intersection SR 20/McDonough Highway @ CR 26/Bell Road and add a left lane north of the intersection of SR 20 @ Bell Road within the county of Rockdale. This project also proposes to add a 10 foot wide left turn lane on Bell Road. The project lies within Land Lots 110 and 83 in Land District 10.

This section of roadway is currently two lanes (one northbound and one southbound). The proposed project length is .165 miles.

Drawings or maps or plats of the proposed project, as approved, are on file and are available for public inspection at the Georgia Department of Transportation:

Thomas Parker
tparker@dot.ga.gov
805 George Luther Drive
Decatur, GA 30032
(404) 299-4386

Any interested party may obtain a copy of the drawings or maps or plats or portions thereof by paying a nominal fee and requesting in writing to:

Mike Lobdell, P.E.
District Seven Preconstruction
mlobdell@dot.ga.gov
5025 New Peachtree Rd
Chamblee, GA 30341
(770) 986-1257

Any written request or communication in reference to this project or notice SHOULD include the Project and P. I. Numbers as noted at the top of this notice.

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE: CSSTP-0007-00(102) Rockdale
PI No. 0007102
SR 20/McDonough Highway @ CR 26/Bell Road

OFFICE: District Seven

DATE: September 29, 2008

FROM: Bryant Poole, Metro District Engineer

TO: Brian Summers, P.E., State Project Review Engineer

ATTENTION: Steve Carter, Design Review Engineer Manager

SUBJECT: Request for a Design Variance for 11-foot Lane Width

Approval of a design variance is requested for this project.

Project CSSTP-0007-00(102) is a .165-mile-long intersection improvement project located in Conyers, Rockdale County, at the intersection of State Route (SR) 20 (McDonough Highway) and County Route (CR) 26 (Bell Road). SR 20 within the current project limits is a north-south two 12-foot lane undivided urban minor arterial throughout the majority of Rockdale County. Bell Road is a two-lane undivided county route with 10-foot lanes. SR 20 has a posted speed limit of 45 mph, and Bell Road has a posted speed limit of 35 mph. This project includes the addition of a 12-foot northbound left-turn lane at the intersection of SR 20@ Bell Road by providing a symmetrical taper. This project also includes the addition of a 14-foot two-way left turn lane north of SR 20 @ Bell Road by reducing the through lane widths on SR 20 from 12 feet to 11 feet.

The proposed feature requiring a design variance is the lane widths located on SR 20 within the project limits. According to the AASHTO 2004 Policy on Geometric Design of Highways and Streets, 12-foot lanes are desirable on both rural and urban facilities. However, in urban areas where right-of-way becomes a stringent control, 11-foot lanes are acceptable. The project proposes to use 440 feet of 11-foot lanes on SR 20 from mile post 17.40 to 17.25.

The design ADT for SR 20 is 17,699 and is projected to be 27362 in 2030. The design ADT along Bell Road is 2419 and is projected to be 3983 in 2030. Collision data from the three most recent years available reports a total of 36 accidents at this intersection.

Accident Summary for the Intersection of McDonough Highway and Bell Road SE

YEAR	REAR- END	SIDE- SWIPE	ANGLE	HEAD-ON	STRUCK OBJECT	TOTAL
2004	4	0	5	1	0	10
2005	11	1	2	1	1	16
2006	6	0	2	0	2	10

The current budget for right-of-way is \$100,000.00. The current cost estimate for right-of-way is \$252,450. The additional cost associated with constructing the 12 foot lanes would add an additional \$83,308 to the project plus the cost of the construction easement. The proposed design variance for 11-foot lanes is necessary because the project budget does not include enough money to purchase the additional right-of-way necessary for constructing 12-foot lanes.

This project will be signed and marked according to current standards and specifications to lessen the impact of not meeting the 12-foot lanes.

This office recommends that this design variance be approved for the use of 11-foot lanes along SR 20 within the project limits of the project.

Approved: _____

Gerald Ross, Chief Engineer

Date