

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE P. I. No. 0007103, Walton County
CSSTP-0007-00(103)
Charlotte Roswell Boulevard
From SR 10/US 78 to SR 11/Monroe City Limits

OFFICE Program Control

DATE October 26, 2009


FROM Genetha Rice-Singleton, Program Control Administrator

TO SEE DISTRIBUTION

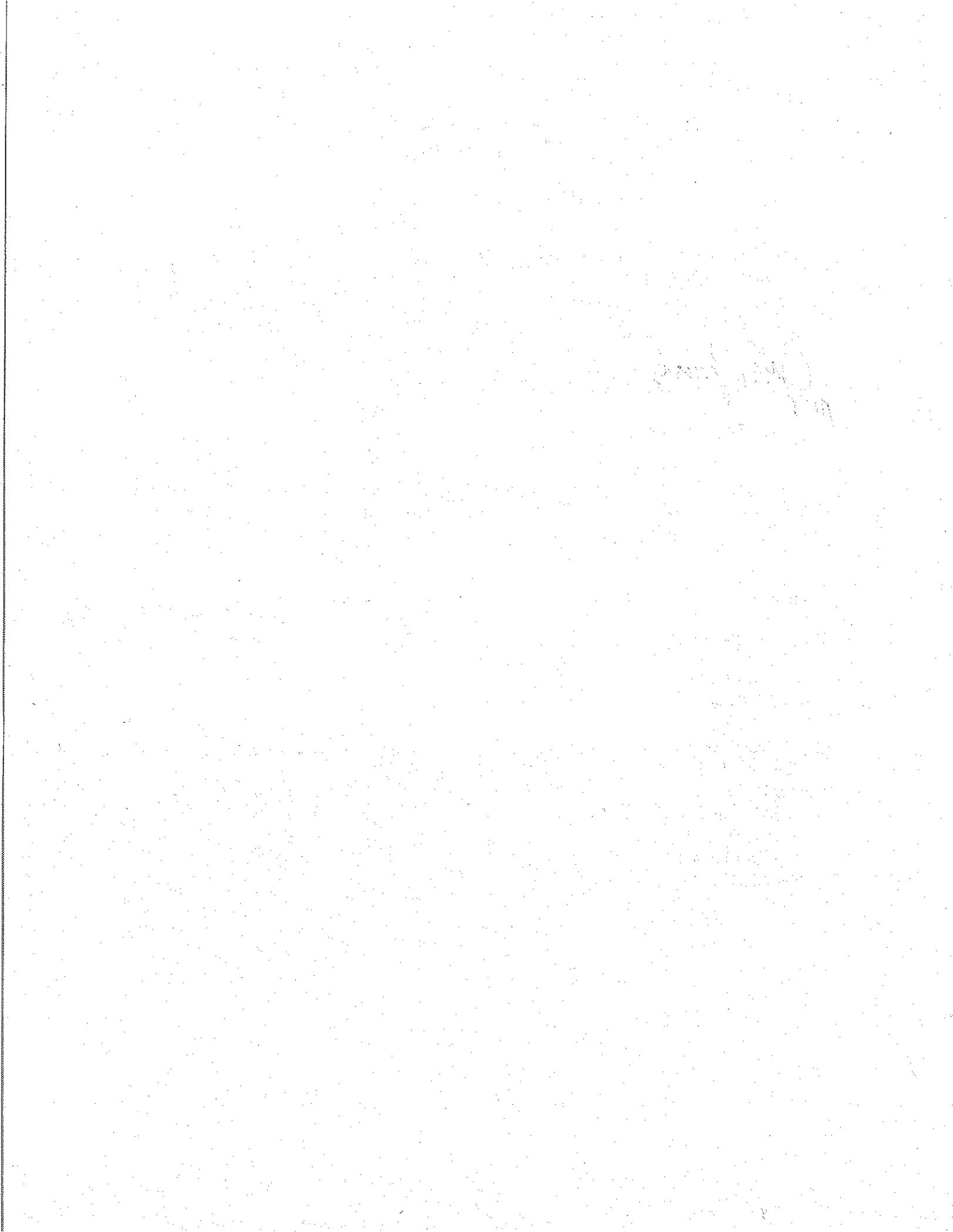
SUBJECT APPROVED REVISED PROJECT CONCEPT REPORT

Attached for your files is the approval for subject project.

Attachment

DISTRIBUTION:

Ron Wishon
Glenn Bowman
Ken Thompson
Michael Henry
Keith Golden
Paul Liles
Neil Kantner
Russell McMurry
Robert Mahoney
BOARD MEMBER



**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE: CSSTP-0007-00(103), Walton
P I Number 0007103
Charlotte Rowell Blvd Fm SR10/US78
to SR11/Monroe City Limits

OFFICE: Preconstruction

DATE: August 12, 2009

FROM:  Robert W Mahoney, P E , District Preconstruction 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)

From the approved project concept the general pavement width and shoulder widths were revised. The latest proposal removes the 14' auxiliary lane but maintains one 12' travel lane in each direction. The revised roadway shoulders will be 10' wide 8' grassed shoulders and 2' paved shoulders. No additional shoulder width for future widening will be provided. The proposed right-of-way limits will be developed in accordance with the proposed construction limits. Partial limited access at intersection with SR 10/US 78 and a design speed of 45 MPH will remain as approved. Project termini remain unchanged.

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).

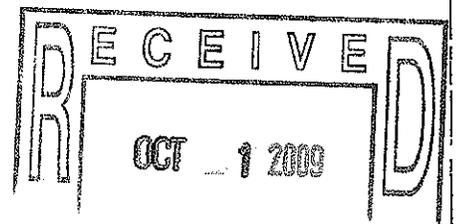
DATE 9/30/09


State Transportation Planning Administrator

Distribution

Johnny Quarles
Glen Bowman
Keith Golden
Angela Alexander
Angela Whitworth
Russell McMurry

Project Concept Review Engineer
State Environmental/Location Engineer
State Traffic Safety and Design Engineer
State Transportation Planning Administrator
State Financial Management Administrator
D1 District Engineer



REVISED PROJECT CONCEPT REPORT

Need and Purpose Statement The proposed project would extend a two-lane rural highway section with a center auxiliary from existing S R 138's current terminus at the S R 10/U S 78 interchange. The project would extend north for a distance of 1.5 miles and connecting to S R 11 near the current intersection of Double Springs Church Road in Walton County, Georgia. The purpose of this project is to provide increased connectivity around the perimeter of the City of Monroe and improve traffic safety by alleviating traffic volumes at the existing U S 78/S R 10-S R 11 interchange. This project would also satisfy the need in providing a more direct access to and from the new Monroe Area High School and the proposed elementary school on Double Springs Church Road, and enhance the general tax base of Walton County by creating new opportunities for economic development along the S R 138 corridor. S R 138 is currently classified as a rural arterial.

Background

The project includes the extension of a two lane rural highway from the current terminus of S R 138 at the U S 78/S R 10 interchange north to the current intersection of S R 11 and Double Springs Church Road. This project was proposed in 2004 and federal funds were allocated to Walton County under the federally designated Surface Transportation (STP) and subcategory Q23, for non-attainment air quality regions of the State of Georgia. This project is located entirely within Walton County, with a portion of it situated within the City Limits of Monroe, Georgia. The project improvements were proposed to connect existing S R 138 directly with S R 11 and therefore minimize traffic congestion at the U S 78/S R 10-S R 11 Interchange east of S R 138.

The conceptual engineering phase of this project was authorized and began in 2005, with the right-of-way phase scheduled for late 2006. The construction phase is scheduled to begin in 2007.

Existing Conditions

The existing roadway is generally a two-lane rural highway with 12-foot travel lanes and varying shoulder widths. From Spring Street, approximately one quarter mile south of the beginning terminus of the project, the pavement section is widened to provide future south bound-left turn access and right turn deceleration access onto an existing road stub. Beyond the posted end of S R 138 to the north the roadway pavement width narrows to one lane under the existing U S 78/S R 10 bridge. This single lane road is the continuing exit ramp from west bound U S 78/S R 10, which becomes the southbound lane of S R 138.

The existing rural roadway pavement section for S R 11 consists of three lanes (two travel lanes and a center turn lane). This section extends south of the proposed project end and continues a short distance north of Double Springs Church Road, then transitions to two travel lanes only near the intersection with Louise Drive. Double Springs Church Road is a two lane paved rural roadway beginning at S R 11 and extending west past the existing Monroe High School.

The current posted speeds on S R 138, S R 11 and Double Springs Church Road at the project site are 55 mph, 45 mph and 25 mph respectively, where the percentage of truck traffic is 8.4%, 6.9% and 3.9% for each of these roads respectively. In addition, there are no existing traffic signals within the limits of the project.

Proposed Improvements

The proposed two-lane rural highway will extend north from the current terminus of S R 138 1.5 miles, ending at the existing Double Springs Church Road/S R 11 intersection. South of U S 78/S R 10 the state route will continue to exist generally as a two-lane roadway system. Northbound and southbound access onto the existing eastbound on-ramp to U S 78/S R 10 is also being considered. At the U S 78/S R 10 bridge, the existing single-lane westbound exit ramp will be widened to the two-lane pavement section, yet requiring no change to the bridge structure itself. To accommodate the wider roadway section between the existing bridge support columns, narrow paved shoulders, noted as a design exception, will be constructed along the outside of the travel lanes, matching existing paved side ditches near the base of the columns. North of the U S 78/S R 10 overpass, the two-lane configuration will widen to reflect the proposed typical two-lane pavement section with the center auxiliary and continue to the end of the project at S R 11. The existing U S 78/S R 11 westbound exit ramp will be realigned and will end at the new road. Left and right turn lanes will be provided at this intersection. Proposed improvements to S R 11 in conjunction with the proposed highway, include a right turn/deceleration lane and associated pavement striping. An additional connecting two-lane rural roadway is planned from the proposed two-lane highway to Double Springs Church Road. The location of the intersection with Double Springs Church Road will align directly opposite the current driveway near the east end of the high school property frontage. Double Springs Church Road will be cut and a cul-de-sac constructed near the east boundary of the Board of Education property. Other improvements to Double Springs Church Road in conjunction with the new road intersection will include a new right turn lane onto the new connector road and new pavement striping. Neither horizontal nor vertical realignment of S R 11 or Double Springs Church Road is included in the project scope. Traffic signals are likely required at the following intersections: the exit ramp from U S 78/S R 10 Westbound and the proposed rural highway, Double Springs Church Road Connector and the proposed rural highway, and S R 11 and the proposed rural highway.

Traffic Analysis

Currently, within the project corridor, there are no signalized intersections, including S R 138 at U S 78/S R 10 and Double Springs Church Road at S R 11. The land use along the new road route is primarily open farmlands with some commercial development at the south end of the project and institutional land uses at the north end of the project.

The center (auxiliary) turn lane along the proposed rural highway will accommodate left turn movements at intersections with Double Springs Church Road Connector and S R 11.

The purpose of the study is to evaluate current and design-year traffic conditions and to provide recommendations for intersection improvements.

Existing and Projected Traffic Conditions

Traffic volumes The most recent traffic volumes available from GDOT count stations in the area are indicated below:

YEAR	U S 78 W of S R 138 Station TC 0001 (vpd)	U S 78 E of S R 138 Station TC 0003 (vpd)	U S 78 E of S R 11 Station TC 0005 (vpd)
2004	10,432	24,674	18,759
2003	8,890	20,841	16,946
2002	8,571	19,167	15,417

YEAR	S R 138 S of U S 78 Station TC 0165 (vpd)	S R 11 S of Double Springs Ch Rd Station TC 0085 (vpd)	S R 11 N of Double Springs Ch Rd Station TC 0087 (vpd)	S R 11 S of U S 78 Station TC 0081 (vpd)
2004	13,791	17,959	13,719	15,778
2003	11,002	16,217	12,707	14,363
2002	11,018	14,549	14,237	14,523

Additional counts were conducted at several locations in the area in September 2005 Peak hour turning movement counts were also conducted at several key intersections

- A - S R 11 north of Double Springs NB 8442 SB 8781
- B - Double Springs Church Rd EB 1639 WB 1019
- C - S R 11 south of Double Springs Ch Rd NB 9862 SB 8995
- D - S R 138 WB Ramp WB 7026
- E - S R 138 EB Ramp EB 7373
- F - U S 78 WB On Ramp WB 4933
- G - U S 78 EB Off Ramp EB 4642
- H - U S 78 EB On Ramp EB 1832
- I - U S 78 WB Off Ramp WB 1755

Location of these counts are indicated in Figure 1 below
Copies of all counts conducted are attached at the back of this report

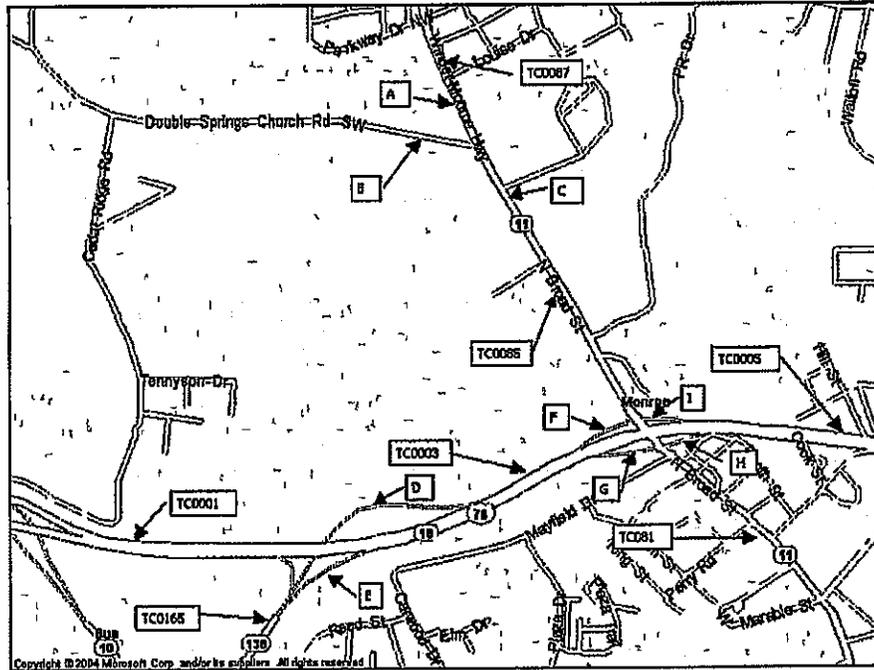


Figure 1 - GDOT and Project Count Locations

Future Traffic Volumes Projected traffic volumes for the base year (2008) and the design year (2028) were based on several factors. In addition to the traffic counts conducted on the ramps in the vicinity of the project, sampling counts were conducted on existing SR 138 and SR 11 ramps with U S 78. During the period sampled, approximately 60% of vehicles entering U S 78 eastbound from S R 138 immediately exited on the S R 11 off-ramp. Likewise, approximately 60% of vehicles entering U S 78 westbound from S R 11 immediately exited onto the S R 138 off-ramp. From these volumes the number of vehicles which might utilize the proposed rural highway rather than S R 11 and U S 78 for the year 2008 can be estimated. A growth rate of 2 % per year is applied to these volumes for the base year and 4 percent per year for the design year. Projected volumes for proposed highway at a point midway between S R 10/U S 78 and S R 11 are shown below.

YEAR	Projected Volume
2008	6,431
2028	13,555

Capacity Analysis Capacity analyses were conducted for each of the intersections along the project route. Further discussion of these intersections is provided later in this report. AM and PM peak hour levels of service for all intersections are provided in the table below.

Intersection	2008		2028	
	AM	PM	AM	PM
Proposed Highway /U S 78 Off Ramp	A	A	B	C
Proposed Highway/Double Springs Church Rd Connector	A	A	B	B
Proposed Highway /S R 11	A	A	A	A
Double Springs Ch Rd /Monroe High School	A	C	A	B

The detailed capacity analysis outputs for each intersection and conditions are provided in the appendix

Crash Data Crash data for the years 2002 through 2004 for the intersection of S R 11 and Double Springs Church Road was obtained from Georgia DOT. There were three crashes during that period, one in 2003 and two in 2004. One of the crashes in 2004 had injuries and involved a vehicle running off the road. There was one rear end crash and one angle crash. The rear end crash involved a south bound vehicle turning right. The addition of a right turn lane for south bound traffic will help prevent further occurrences of this type of crash. The addition of traffic signals typically helps reduce angle accidents. The other accident was likely caused by something other than roadway deficiencies.

Intersection Recommendations Discussion of individual major intersections is provided below.

Proposed Highway/U S 78 Off Ramp – The WB off ramp from U S 78 to S R 138 SB is currently a free flowing movement. The off ramp will be realigned and will form a “T” intersection with the proposed two lane highway. Signal Warrant analysis indicates a signal will be needed at this intersection in the base year. In 2008, it is projected that 7 of the required 8 hours of Warrant Number 1A will be met. Warrant Number 2 will be met for 10 hours where only 4 are required. Warrant Number 3 will be met for 3 hours where only 1 hour is required. Therefore, signalization is recommended. Recommended lane configuration is as follows:

WB - 1 Left Lane, 1 Right Lane, NB – 1 Through Lane, SB – 1 Through Lane

With this configuration, the intersection will operate at Level of Service A during the AM and PM peak periods in 2008. In 2028, it will operate at Level of Service B during the AM peak and Level of Service C during the PM peak.

Proposed Highway/Double Springs Connector – This “T” intersection will be formed with the construction of a new connector road between Double Springs Church Road at the Monroe High School driveway and the new rural highway. Signal Warrant analysis indicates a signal will be warranted in 2008 or shortly thereafter. It is projected that the intersection will meet Warrant Number 3, the Peak Hour warrant. Although none of the other warrants are projected to be met on opening day, it is felt that Warrant Number 1A will be met relatively soon after the new road opens and additional development occurs. Therefore, signalization is recommended. In addition, recommended lane configuration is as follows:

EB - 1 Left, 1 Right
NB - 1 Left, 1 Through
SB - 1 Through, 1 Right

With this configuration, the intersection will operate at Level of Service A during the AM and PM peak periods in 2008. In 2028 it will operate at Level of Service B during both peak periods.

Proposed Highway /S R 11 – This “T” intersection is planned near the existing intersection of Double Springs Church Road with S R 11. Signal Warrant analysis indicates a signal will be warranted in 2008. It is projected that 6 of the required 8 hours of Warrant Number 1A will be met. Warrant Number 1B will be met 13 out of the required 8 hours. Recommended lanes assignments are as follows:

EB - 1 Left, 1 Right
NB - 1 Left, 1 Through
SB - 1 Through, 1 Right

With this configuration, the intersection will operate at Level of Service A during the AM and PM peak periods in 2008. In 2028 it will operate at Level of Service A during the AM peak and Level of Service B during the PM peak.

Double Springs Church Road/Monroe High School – Signal Warrant analysis indicates that a signal will not be warranted at this intersection in the base year. Double Springs Church Road has very light traffic except what goes to the High School. The intersection should be monitored as traffic increases due to development in the area. Capacity analysis was conducted for this intersection as a four way stop. With this configuration, the intersection will operate at Level of Service A during the AM and PM peak periods in 2008. In 2028, it will operate at Level of Service C during the AM peak and Level of Service B during the PM peak.

S R 138/ U S 78 EB On Ramp – The project will add a left turn lane for south bound traffic near the terminus of S R 138 to access the U S 78 east bound on-ramp. The north bound S R 138 to east bound U S 78 movement will be accommodated by a right turn lane at this intersection instead of the current ramp configuration. This intersection will operate at Level of Service A for both peak periods in 2008 and Level of Service B for both periods in 2028. Since the left turns will be the only conflicting movement it does not appear that a traffic signal will be warranted.

Logical Termini

The southern terminus is the end of existing S R 138 The project's northern terminus is S R 11 at the Double Springs Church Road intersection

Project Linkage

The project links the south side of U S 78/S R 10 in the City of Monroe with the north side of the city, and also provides more efficient school traffic circulation along the S R 11 roadway system to and from downtown Monroe

Environmental Justice

(No significant issues found for this project)

Bike and Pedestrian Facilities

There are no proposed bike and pedestrian improvements within this corridor in the GDOT Statewide Bicycle and Pedestrian Plan In addition, this route is not in any local Bike/Pedestrian Plans

Accident Data

Accident data is not available for new location

Need and Purpose

The need for improvements proposed with this project is due to the volume of traffic at the U S 78/S R 10 interchange with S R 11 and the volume of traffic and long queues on S R 11 and Double Springs Church Road generated from the high school The new rural highway will provide an efficient safe route and significant inter-connectivity in the City of Monroe, and will alleviate excessive traffic volumes at these two intersections

Project Location: The project comprises the SR 138 extension from its terminus at the SR 10/US 78 interchange near the Monroe City Limits and continuing north inside the city limits on new location to SR 11 near the Double Springs Church Road The proposed project length is 1.50 miles Mile log is from 10 05 to 11 51 (Location Map is attached)

Description of the approved concept: The scope of improvements includes extending a two lane rural highway section with a center auxiliary from S R 138's current terminus at the S R 10/U S 78 interchange to S R 11 at the intersection of Double Springs Church Road The typical rural roadway section will include a 150-foot right-of-way, two 12-foot through lanes, a 14-foot center turn (auxiliary) lane/flush median and 24-foot shoulders Design will accommodate for the future widening of two additional lanes As a result of extending a two-lane rural roadway and adding a center turn lane to the roadway, the operating level of service will be satisfactory until 2028, at which point two additional through lanes, one along each outside edge of pavement, will be required

PDP Classification:

Major X

Minor

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

Functional Classification: Rural Arterial

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

Traffic (AADT) as shown in the approved concept:

Current Year (2008) 6,431 Design Year (2028) 13,555

Proposed features to be revised: The project features of the approved project concept to be revised are the general pavement width and shoulder widths. The project revision proposes one, 12' travel lane in each direction omitting the 14' auxiliary (center turn lane/flush median). Revised roadway shoulders will be 10' wide: 8' grassed shoulders and 2' paved shoulders. No additional shoulder width for future widening will be provided in the revision. The proposed right-of-way limits will be developed in accordance with the proposed construction limits. Partial limited access and a design speed of 45 MPH will remain as approved. Project termini remain unchanged.

Describe the revised features to be approved: We recommend for approval the following revised items: (1) Proposed pavement width reduction from 38 feet (two 12' through lanes and one 14' auxiliary (center turn lane/flush median)) to 24 feet (two 12' through lanes only); (2) Proposed shoulder width reduction from 24 feet (2' paved shoulder and 22' grassed shoulder) along each side to 10' feet (8' grassed shoulder and 2' paved shoulder along each side).

Updated traffic data (AADT):

Current Year (2013) 7,074 Design Year (2033) 10,520

Programmed/Schedule.

1. Existing Schedule: P E 2009 R/W 2009 Construction 2010 - 2011
2. Proposed Schedule: P E 2009 R/W 2010 Construction 2011 - 2012

VE Study Required Yes () No (X)

Revised cost estimates:

- 1 Construction cost including E & C (attached)
- 2 Right-of-Way (\$650,000 current TPRO)
- 3 Utilities (\$0 current TPRO)

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

Walton County is non-attainment for ozone and PM 2.5. This project is included in the Atlanta Regional Commission's 2005-2010 Transportation Improvement Program (TIP), with funding allocated also under the Surface Transportation Program (STP) and subcategory Q23, non-attainment area. All appropriate modeling and evaluations were performed for the project Environmental Assessment. DOT approval of the Air Assessment Report was received and FHWA approved the PM 2.5 determination letter on January 23, 2007.

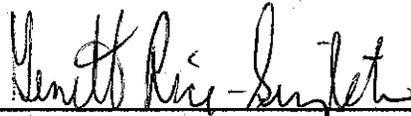
Recommendation. Recommend that the proposed revision to the concept be approved for implementation.

Attachments

- 1 Sketch Map,
- 2 Cost Estimate,
- 3 Conforming plans network schematics showing thru lanes, (Note This attachment is required for non-attainment areas only)

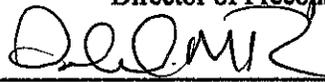
Exempt Projects

Concur



Director of Preconstruction

Approve



Chief Engineer

OPINION OF PROBABLE CONSTRUCTION COST					
WALTON COUNTY BOARD OF COMMISSIONERS					
GCDOT Project No CSSTP-0007-00(103)			Date	2/18/2008	
Local Agency Project No N/A			Revised	7/29/2009	
PPI Project No T05-274			Date Checked		
Project Description			Charlotte Rowell Boulevard		
Project Phase			Re-design Concept (12' lanes/10' shldr)		
Quantities Prepared By			John Gyllenswan, Terry Law		
Checked By			Mike Allgood		
Assumptions					
Pay Item are listed from Georgia Department of Transportation Item Mean Summary for 01/2007 to 12/2007 for Spec Year 2001 Contracts (English) Revision Date January 07, 2008					
Item No	Item Description	Unit	Quantity	Unit Cost	Approx Cost
ROADWAY					
150-1000	TRAFFIC CONTROL, PROJECT NO CSSTP-0007-00(103)	LS	1	\$40,000	40,000 00
201-1500	CLEARING AND GRUBBING, PROJECT NO CSSTP-0007-00(103)	LS	1	\$241,800	241,800 00
205-0001	UNCLASS EXCAV	CY	167579	\$4 51	755,781 29
310-5100	GR AGGR BASE CRS, 10 INCH, INCL MATL	SY	6065	\$16 47	99,890 55
310-5120	GR AGGR BASE CRS, 12 INCH, INCL MATL	SY	25560	\$20 97	535,993 20
402-3113	RECYCLED ASPH CONC 12 5 mm SUPERPAVE, GP 1 OR 2, INCL BITUM MATL	TN	3001	\$70 06	210,250 06
402-3121	RECYCLED ASPH CONC 25 mm SUPERPAVE, GP 1 OR 2, INCL BITUM MATL	TN	7996	\$63 93	511,184 28
402-3190	RECYCLED ASPH CONC 19 mm SUPERPAVE, GP 1 OR 2, INCL BITUM MATL	TN	3308	\$63 62	210,454 98
413-1000	BITUM TACK COAT (0 035 GAL/SY)	GL	3120	\$1 93	6,021 84
432-0206	MILL ASPH CONC PVMT, 1 1/2 IN DEPTH	SY	6419	\$2 16	13,865 04
441-0204	PLAIN CONCRETE DITCH PAVING, 4 IN	SY	8991	\$36 42	327,452 22
441-6222	CONC CURB & GUTTER, 8"x30", TP 2	LF	459	\$19 26	8,840 34
627-1000	MSE WALL FACE (0'-10' HT)	SF	1710	\$53 81	92,015 10
627-1010	MSE WALL FACE (10'-20' HT)	SF	1196	\$54 59	65,289 64
627-1020	MSE WALL FACE (20'-30' HT)	SF	772	\$58 02	44,791 44
627-1030	MSE WALL FACE (GTR THAN 30' HT)	SF	262	\$70 68	18,518 16
634-1200	RIGHT OF WAY MARKER	EA	68	\$102 34	6,959 12

JG
TL

OPINION OF PROBABLE CONSTRUCTION COST					
WALTON COUNTY BOARD OF COMMISSIONERS					
GCDOT Project No CSSTP-0007-00(103)			Date	2/18/2008	
Local Agency Project No N/A			Revised	7/29/2009	
PPI Project No T05-274			Date Checked		
Project Description			Charlotte Rowell Boulevard		
Project Phase			Re-design Concept (12' lanes/10' shldr)		
Quantities Prepared By			John Gyllenswan, Terry Law		
Checked By			Mike Allgood		
Assumptions					
Pay Item are listed from Georgia Department of Transportation Item Mean Summary for 01/2007 to 12/2007 for Spec Year 2001 Contracts (English) Revision Date January 07, 2008					
Item No	Item Description	Unit	Quantity	Unit Cost	Approx Cost
641-1200	GUARDRAIL, TP W	LF	1720	\$15 83	27,227 60
641-5001	GUARDRAIL ANCHORAGE, TP 1	EA	3	\$633 52	1,900 56
641-5012	GUARDRAIL ANCHORAGE, TP 12	EA	5	\$1,770 08	8,850 40
DRAINAGE					
207-0203	FOUND BK FILL MATL, TP 2	CY	349	\$54 58	\$19,048 42
500-3101	CLASS A CONCRETE	CY	507	\$528 99	\$268,197 93
500-3200	CLASS B CONCRETE	CY	44	\$407 75	\$17,941 00
511-1000	BAR REINF STEEL	LB	53,636	\$0 90	\$48,272 40
550-1300	STORM DRAIN PIPE, 30 IN, H 1-10	LF	146	\$68 88	\$10,056 48
550-1360	STORM DRAIN PIPE, 36 IN, H 1-10	LF	265	\$85 51	\$22,660 15
550-1420	STORM DRAIN PIPE, 42 IN, H 1-10	LF	105	\$109 94	\$11,543 70
550-1480	STORM DRAIN PIPE, 48 IN, H 1-10	LF	71	\$126 40	\$8,974 40
550-4230	FLARED END SECTION 30 IN, STORM DRAIN	EA	3	\$943 98	\$2,831 94
550-4236	FLARED END SECTION 36 IN, STORM DRAIN	EA	3	\$1,249 45	\$3,748 35
550-4242	FLARED END SECTION 42 IN, STORM DRAIN	EA	2	\$1,564 04	\$3,128 08
668-2100	DROP INLET, GP-1	EA	1	\$2,833 11	\$2,833 11
EROSION CONTROL					
163-0232	TEMPORARY GRASSING	AC	31	\$730 08	\$22,632 48

JG
TL

OPINION OF PROBABLE CONSTRUCTION COST					
WALTON COUNTY BOARD OF COMMISSIONERS					
GCDOT Project No CSSTP-0007-00(103)			Date	2/18/2008	
Local Agency Project No N/A			Revised	7/29/2009	
PPI Project No T05-274			Date Checked		
Project Description			Charlotte Rowell Boulevard		
Project Phase			Re-design Concept (12' lanes/10' shldr)		
Quantities Prepared By			John Gyllenswan, Terry Law		
Checked By			Mike Allgood		
Assumptions					
Pay Item are listed from Georgia Department of Transportation Item Mean Summary for 01/2007 to 12/2007 for Spec Year 2001 Contracts (English) Revision Date January 07, 2008					
Item No	Item Description	Unit	Quantity	Unit Cost	Approx Cost
163-0240	MULCH	TN	31	\$174 44	\$5,407 64
163-0300	CONSTRUCTION EXIT	EA	4	\$1,721 91	\$6,887 64
163-0502	CONSTRUCT AND REMOVE SILT CONTROL GATE, TP 2	EA	3	\$759 25	\$2,277 75
163-0503	CONSTRUCT AND REMOVE SILT CONTROL GATE, TP 3	EA	6	\$540 38	\$3,242 28
163-0521	CONSTRUCT AND REMOVE TEMPORARY DITCH CHECKS STONE	EA	2	\$193 05	\$386 10
163-0522	CONSTRUCT AND REMOVE TEMPORARY DITCH CHECKS SAND BAG	EA	16	\$88 73	\$1,419 68
163-0531	CONSTRUCT & REMOVE TEMPORARY SEDIMENT BASIN	EA	10	\$8,338 76	\$83,387 60
163-0550	CONSTRUCT& REMOVE INLET SEDIMENT TRAP	EA	1	\$286 24	\$286 24
165-0010	MAINTENANCE OF TEMPORARY SILT FENCE, TP A	LF	7981	\$0 80	\$6,384 80
165-0030	MAINTENANCE OF TEMPORARY SILT FENCE, TP C	LF	7708	\$1 58	\$12,178 64
165-0040	MAINTENANCE OF EROSION CONTROL CHECKDAMS/DITCH CHECKS	EA	76	\$64 93	\$4,934 68
165-0060	MAINTENANCE OF TEMPORARY SEDIMENT BASIN	EA	10	\$1,374 99	\$13,749 90
165-0086	MAINTENANCE OF SILT CONTROL GATE, TP 2		3	\$70 37	\$211 11
165-0087	MAINTENANCE OF SILT CONTROL GATE, TP 3	EA	6	\$152 53	\$915 18
165-0101	MAINTENANCE OF CONSTRUCTION EXIT	EA	4	\$663 73	\$2,254 92
165-0105	MAINTENANCE OF INLET SEDIMENT TRAP	EA	1	\$94 07	\$94 07
167-1000	WATER QUALITY MONITORING AND SAMPLING	EA	1	\$1,180 58	\$1,180 58
167-1500	WATER QUALITY INSPECTIONS	MO	12	\$984 19	\$11,810 28

JG
TL

OPINION OF PROBABLE CONSTRUCTION COST					
WALTON COUNTY BOARD OF COMMISSIONERS					
GCDOT Project No CSSTP-0007-00(103)			Date	2/18/2008	
Local Agency Project No N/A			Revised	7/29/2009	
PPI Project No T05-274			Date Checked		
Project Description			Charlotte Rowell Boulevard		
Project Phase			Re-design Concept (12' lanes/10' shldr)		
Quantities Prepared By			John Gyllenswan, Terry Law		
Checked By			Mike Alligood		
Assumptions					
Pay Item are listed from Georgia Department of Transportation Item Mean Summary for 01/2007 to 12/2007 for Spec Year 2001 Contracts (English) Revision Date January 07, 2008					
Item No	Item Description	Unit	Quantity	Unit Cost	Approx Cost
171-0010	TEMPORARY SILT FENCE, TP A	LF	7909	\$1 76	\$13,919 84
171-0030	TEMPORARY SILT FENCE, TP C	LF	7708	\$3 96	\$30,523 88
603-2024	STONE DUMPED RIP RAP, TP 1, 24 IN	SY	1096	\$53 67	\$58,822 32
603-2181	STONE DUMPED RIP RAP, TP 3, 18 IN	SY	925	\$54 71	\$50,608 75
603-6008	SAND-CEMENT BAG RIP-RAP, 6-IN	SY	2	\$86 58	\$173 16
700-6910	PERMANENT GRASSING	AC	31	\$1,084 13	\$33,608 03
700-7010	LIQUID LIME	GL	78	\$21 59	\$1,684 02
700-8100	FERTILIZER NITROGEN CONTENT	LB	1549	\$2 48	\$3,841 52
716-1000	EROSION CONTROL MATS, WATERWAYS	SY	2012	\$2 18	\$4,386 16
716-2000	EROSION CONTROL MATS, SLOPES	SY	32325	\$1 20	\$38,790 00
SIGNING & MARKING					
611-5360	RESET HIGHWAY SIGN	EA	1	\$579 11	\$579 11
636-1020	HIGHWAY SIGNS, TP 1 MATL, REFL SHEETING TP 3	SF	125	\$14 82	\$1,852 50
636-1032	HIGHWAY SIGNS, TP 2 MATL, REFL SHEETING TP 6	SF	98	\$20 80	\$2,038 40

**OPINION OF PROBABLE CONSTRUCTION COST
WALTON COUNTY BOARD OF COMMISSIONERS**

GCDOT Project No CSSTP-0007-00(103)	Date	2/18/2008
Local Agency Project No N/A	Revised	7/29/2009
PPI Project No T05-274	Date Checked	
Project Description	Charlotte Rowell Boulevard	
Project Phase	Re-design Concept (12' lanes/10' shldr)	
Quantities Prepared By	John Gyllenswan, Terry Law	
Checked By	Mike Alligood	
Assumptions		

Pay Item are listed from Georgia Department of Transportation Item Mean Summary for 01/2007 to 12/2007 for Spec Year 2001 Contracts (English) Revision Date January 07, 2008

Item No	Item Description	Unit	Quantity	Unit Cost	Approx Cost
636-1041	HIGHWAY SIGNS, TP 2 MATL, REFL SHEETING TP 9	SF	97 5	\$37 11	\$3,618 23
636-2070	GALV STEEL POSTS, TP 7	LF	494	\$8 06	\$3,981 64
653-0120	THERMOPLASTIC PVMT MARKING, ARROW, TP 2	EA	6	\$73 81	\$442 86
653-0130	THERMOPLASTIC PVMT MARKING, ARROW, TP 3	EA	1	\$103 57	\$120 50
653-1501	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, WHITE	LF	24207	\$0 62	\$15,008 34
653-1502	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, YELLOW	LF	23278	\$0 59	\$13,734 02
653-1704	THERMOPLASTIC SOLID TRAF STRIPE, 24 IN, WHITE	LF	148	\$4 11	\$608 28
653-1804	THERMOPLASTIC SOLID TRAF STRIPE, 8 IN, WHITE	LF	1806	\$2 12	\$3,828 72
653-3501	THERMOPLASTIC SKIP TRAF STRIPE, 5 IN, WHITE	GLF	670	\$0 55	\$368 50
653-3502	THERMOPLASTIC SKIP TRAF STRIPE, 5 IN, YELLOW	GLF	470	\$0 36	\$169 20
653-6004	THERMOPLASTIC TRAF STRIPING, WHITE	SY	792	\$2 93	\$2,320 56
653-6006	THERMOPLASTIC TRAF STRIPING, YELLOW	SY	2408	\$2 95	\$7,103 60
TRAFFIC SIGNALS					
639-4004	STEEL STRAIN POLES, TP 4	EA	11	\$7,411 02	\$81,521 22
647-1000A	TRAFFIC SIGNAL INSTALLATION	LS	1	\$50,740	\$50,740
647-1000B	TRAFFIC SIGNAL INSTALLATION	LS	1	\$50,740	\$50,740
647-1000C	TRAFFIC SIGNAL INSTALLATION	LS	1	\$50,740	\$50,740

JG
TL

OPINION OF PROBABLE CONSTRUCTION COST					
WALTON COUNTY BOARD OF COMMISSIONERS					
GCDOT Project No CSSTP-0007-00(103)			Date	2/18/2008	
Local Agency Project No N/A			Revised	7/29/2009	
PPI Project No T05-274			Date Checked		
Project Description			Charlotte Rowell Boulevard		
Project Phase			Re-design Concept (12' lanes/10' shldr)		
Quantities Prepared By			John Gyllenswan, Terry Law		
Checked By			Mike Alligood		
Assumptions					
Pay Item are listed from Georgia Department of Transportation Item Mean Summary for 01/2007 to 12/2007 for Spec Year 2001 Contracts (English) Revision Date January 07, 2008					
Item No	Item Description	Unit	Quantity	Unit Cost	Approx Cost
	OPINION OF PROBABLE CONSTRUCTION COST SUB-TOTAL				\$4,351,834
	E & C RATE			8%	\$348,147
	FUEL ADJUSTMENT COST				\$689,545.25
OPINION OF PROBABLE CONSTRUCTION COST					\$5,389,526

JG
TL

PI Number 7103

County Walton

Date 7/17/2009

Project Number CSSTP-0007-00(103)

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

ENTER FPL DIESEL	2 419
ENTER FPM DIESEL	6 443

ENTER FPL UNLEADED	2 448
ENTER FPM UNLEADED	6 508

<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)	167579 000	0 29	48597 91	0 15	25138 85	UNCLASS EXCAV
Excavations paid as specified by Sections 206 (CUBIC YARD)		0 29		0 15		N/A
GAB paid as specified by the ton under Section 310 (TON)	20204 000	0 29	5859 16	0 24	4848 98	6,065 SY @ 10" AND 25 560 SY @ 12"
Hot Mix Asphalt paid as specified by the ton under Sections 400 (TON)		2 90		0 71		N/A
Hot Mix Asphalt paid as specified by the ton under Sections 402 (TON)	14305 000	2 90	41484 50	0 71	10156 55	25 mm + 19 mm + 12 5 mm
PCC Pavement paid as specified by the square yard under Section 430 (SY)		0 25		0 20		N/A

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		N/A
Class Concrete (CY) Section 500	507 00	528 99	268 1979	8 00	2145 58	1 50	402 30	Class A Concrete
Class Concrete (CY) Section 500	44 00	407 75	17 9410	8 00	143 53	1 50	26 91	Class B Concrete
Class Concrete (CY) Section 500				8 00		1 50		N/A
Superstru Con Class (CY) Section 500				8 00		1 50		N/A
Superstru Con Class (CY) Section 500				8 00		1 50		N/A
Superstru Con Class (CY) Section 500				8 00		1 50		N/A
Concrete Handrail (LF) Section 500				8 00		1 50		N/A
Concrete Barrier (LF) Section 500				8 00		1 50		N/A

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		N/A
Stru Steel Plan Quantity (LB) Section 501				8 00		1 50		N/A
PSC Beams (LF) Section 507				8 00		1 50		N/A
PSC Beams (LF) Section 507				8 00		1 50		N/A
PSC Beams (LF) Section 507				8 00		1 50		N/A
Stru Reinf Plan Quantity (LB) Section 511				8 00		1 50		N/A
Stru Reinf Plan Quantity (LB) Section 511				8 00		1 50		N/A
Bar Reinf Steel (LB) Section 511	53836 00	0 80	46 2724	8 00	386 18	1 50	72 41	Bar Reinf Steel
Piling (Inch (LF) Section 520				8 00		1 50		N/A
Piling (Inch (LF) Section 520				8 00		1 50		N/A
Piling (Inch (LF) Section 520				8 00		1 50		N/A
Piling (Inch (LF) Section 520				8 00		1 50		N/A
Piling (Inch (LF) Section 520				8 00		1 50		N/A
Piling (Inch (LF) Section 520				8 00		1 50		N/A
Drilled Caisson (LF) Section 524				8 00		1 50		N/A
Drilled Caisson (LF) Section 524				8 00		1 50		N/A
Drilled Caisson (LF) Section 524				8 00		1 50		N/A
Pile Encasement (LF) Section 547				8 00		1 50		N/A
Pile Encasement (LF) Section 547				8 00		1 50		N/A
SUM QF DIESEL=		98816 88		SUM QF UNLEADED=		40643 98		
DIESEL PRICE ADJUSTMENT(\$)				\$274,337.31				
UNLEADED PRICE ADJUSTMENT(\$)				\$114,420.92				

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

BITUMINOUS

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

INCREASE ADJUSTMENT

Use this side for Asphalt Emulsion Only

LINE	TYPE	ASPHALT EMULSION (GALLONS)
TMT =		<input type="text"/>
REMARKS		

Use this side for Asphalt Cement Only

LINE	TYPE	TACK (GALLONS)
TMT =		<input type="text"/>
REMARKS		

MONTHLY PRICE ADJUSTMENT(\$)

ADJUSTMENT SUMMARY

FUEL PRICE ADJUSTMENT (ENGLISH 125% MAX)	
DIESEL PRICE ADJUSTMENT(\$)	<u>\$274,337 31</u>
UNLEADED PRICE ADJUSTMENT(\$)	<u>\$114,420 92</u>
ASPHALT CEMENT PRICE ADJUSTMENT (BITUMINOUS TACK COAT 125% MAX)	<u>\$5,531 81</u>
400 / 402 ASPHALT CEMENT PRICE ADJUSTMENT 125% MAX	<u>\$295,255 20</u>
ASPHALT CEMENT PRICE ADJUSTMENT FOR BITUMINOUS TACK COAT(Surface Treatment 125% MAX)	

REMARKS	
---------	--

TOTAL ADJUSTMENTS \$689,545 25

Preliminary Right of Way Cost Estimate

Date July 31, 2009

Project Charlotte Rowell Boulevard, Walton County

P.I. Number 0007103

Existing/Required R/W Required

No Parcels 5

Project Terminal End of S R 138 to S R 11 at Double Springs Church Road

Project Description: Extension of a two-lane rural highway section from S R 138's current terminus at the S R 10/U S 78 interchange to S R 11 at the intersection of Double Springs Church Road. The typical rural roadway section will include a variable right-of-way, two 12-foot through lanes and 10-foot shoulders.

Land

Commercial

993,956 sf	@ \$0.48	/sf = \$477,099	R/W
259,134 sf	@ \$0.24	/sf = \$62,192	(Permanent Easements)
311,435 sf	@ \$0.14	/sf = \$43,601	(Temporary Easements)

Industrial

0 sf	@ \$	/sf = \$0	R/W
0 sf	@ \$	/sf = \$0	(Permanent Easements)
0 sf	@ \$	/sf = \$0	(Temporary Easements)

Residential

0 sf	@ \$	/sf = \$0	R/W
0 sf	@ \$	/sf = \$0	(Permanent Easements)
0 sf	@ \$	/sf = \$0	(Temporary Easements)

Agricultural

0 sf	@ \$	/sf = \$0	R/W
0 sf	@ \$	/sf = \$0	(Permanent Easements)
0 sf	@ \$	/sf = \$0	(Temporary Easements)

TOTAL

\$ _____

Improvements Driveways will be re constructed or replaced as necessary for each parcel.

Relocation

Commercial @ \$25,000/parcel	=	\$ 0
Residential @ \$40,000/parcel	=	\$ 0

TOTAL

\$ 0

Damages

Proximity -	\$ 0
Consequential -	\$ 0
Cost to Cure -	\$ 0

TOTAL

\$ 0

SUB-TOTAL:

\$582,892

Net Cost \$ 582,892
Scheduling Contingency 55 % \$320,591
\$903,483

Adm/Court Cost 60 % \$542,090
\$1,445,573

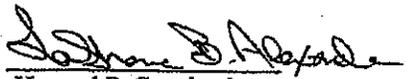
TOTAL \$1,445,573

Total Cost

\$ 1,445,573

Prepared By Neil Jackson, Mike Alligood

Reviewed / Approved



Howard P Copeland
R/W Administrator

Note Accuracy of estimate is the sole responsibility of the Preparer

Note The Market Appreciation(40%) is not included in this Preliminary Cost Estimate

REVISED 12-8-06