

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE P. I. No. 0007546, Henry County **OFFICE** Preconstruction
CSHPP-0007-00(546)
SR 42/US 23 @ CR 367/Harris Drive-
Intersection improvements **DATE** January 30, 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.

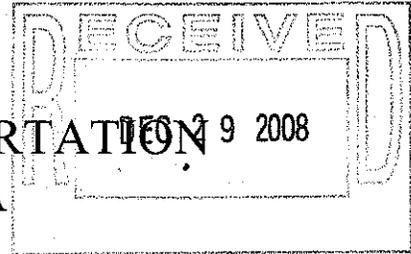
Attachment

DISTRIBUTION:

Ron Wishon
Glenn Bowman
Ken Thompson
Michael Henry
Keith Golden
Paul Liles
Thomas Howell
David Millen
BOARD MEMBER

RECEIVED DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

DEC 12 2008



OFFICE OF PLANNING

INTERDEPARTMENT CORRESPONDENCE

FILE CSHPP-0007-00(546) HENRY OFFICE Thomaston
P.I. NO. 0007546
Intersections Improvements-
S.R. 42/US23@CR367/Harris Dr.
DATE November 6, 2008

FROM Thomas B. Howell, P.E., District Engineer

TO Genetha Rice-Singleton, Assistant Director of Preconstruction

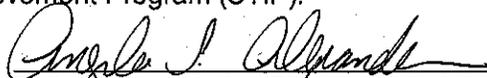
SUBJECT **Revised Project Concept Report**

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 proposed revision reduces the shoulder widths on Harris Drive from ten feet to six feet. This revision is being requested as per a recommendation in a Henry County SPLOST Review for cost savings.

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).

12/21/2008
Date


State Transportation Planning Administrator

DBM:WJR:JWM:CEF

C: Brian Summers, Project Review Engineer
Glenn Bowman, State Environmental/Location Engineer
Keith Golden, State Traffic and Safety Design Engineer
Angela Alexander, State Transportation Planning Administrator
OFM Concept Reports Mailbox
Thomas Howell, District Engineer
Lamar Pruitt, Assistant District Engineer
Debra Fowler Pruitt, District Environmentalist
Colandra Barron, Support Assistant
Mike England, District Traffic Engineer
Ken Robinson, District Maintenance Engineer
Tommy Cleveland, District Location Engineer
Kenneth D. Crabtree, Assistant District Construction Engineer
Michael Presley, Traffic Operations Manager
Johnny Quarles, Project Concept Review Engineer
Tom Queen, Planning and Programming Engineer
Kerry Gore, District Utility Engineer

REVISED PROJECT CONCEPT REPORT

Need and Purpose:

Planning Background

This project CSHPP-0007-00(546) is included in the Atlanta Regional Commission's 2030 Regional Transportation Plan and Transportation Improvement Program as project HE-168. Funding for the project was provided by a congressional earmark from the SAFETEA-LU legislation enacted in 2005.

Proposed Improvement

S.R. 42 is a major north-west arterial that parallels I-75 through Henry County. Henry County has placed a high priority on improving this facility to meet the needs of this rapidly growing county. S.R. 42 at the intersection with Harris Drive is a two lane facility having 12' lanes, no turn lanes and a posted speed of 55 miles per hour. S.R. 42 is functionally classified as an Urban Minor Arterial.

Harris Drive is one of the few local roads that provide east-west connectivity in the southeastern portion of Henry County, connecting S.R. 42 and Jefferson Road. Harris Drive (CR367) is a two lane facility with a posted speed of 45 miles per hour. Harris Drive is classified as an Urban Local Street.

Harris Drive intersects S.R. 42 at a severe angle, compromising the operation of SR 42 and reducing the safety of the intersection. The proposed improvement will improve the operational characteristics and safety of the intersection by relocating Harris Drive to improve the angle at which Harris Drive intersects S.R. 42 and provide appropriate turn lanes and traffic control as required. The proposed improvement will also provide improved sight distance for drivers using both facilities.

Project Background

At the present time, development along S.R. 42 is largely rural in nature. However, the increasing amount of residential development in the S.R. 42 corridor is contributing to steadily growing traffic volumes. The rural character of Harris Drive is changing rapidly as shown by the new major residential development being constructed within a mile of the S.R. 42 intersection.

Future land use plans for the county show significant changes in the corridor. The Henry County future land use plan for the S.R. 42 corridor includes a mix of industrial development, attracted by good railroad access, and higher levels of residential development. The proposed changes in land use will result in higher traffic volumes along both S.R. 42 and Harris Drive.

Safety

The number of crashes has steadily increased this intersection. The number of crashes at this location has almost doubled from 4 in 2003 to 7 in 2005. More importantly the character of these crashes has changed. In 2003, three of four were not with another vehicle such as a tree or a deer. In 2005, six crashes were rear end collisions and one angle collision. In addition, the number of accidents involving injuries has also increase as shown in the table below.

SR 42 crashes	2003	2004	2005
Total Crashes	4	4	7
Total Injuries	0	4	2

Travel Demand and Operational Characteristics

Traffic volumes along S.R. 42 have steadily increased during the past 5 years from 7,100 AADT in 2001 to 10,200 AADT in 2005. The projected AADT for SR 42 in 2007 is 16,800 north of the Harris Drive intersection and 10,000 AADT south of the intersection. The projected AADT on Harris Drive is 9,200 in 2007. It is anticipated that by 2031 the AADT will increase to 32,300 on SR 42 and 13,600 on Harris Drive. This is an increase in traffic of approximately 92% on S.R. 42 and a 47% increase on Harris Drive. More importantly, the volume of left turn movements along both S.R. 42 and Harris Drive will increase as well, increasing the probability of crashes at this location. More than half of the projected volume southbound on S.R. 42 in 2011, 4,000 ADT, is projected to turn left at Harris Drive. By 2031, this volume will increase to 6,800 ADT. The intersection will operate at Level of Service F by the year 2031 unless improvements are made.

Projects in the Area

The Construction Work Program has no projects in the immediate vicinity of the S.R. 42/Harris Drive intersection.

Community Issues

Henry County is part of the Atlanta metropolitan area and is a rapidly growing residential area. The 2000 Census listed the population in Henry County as 120,000. During the 1990 Census year, Henry County had a population of 59,200. Between 1990 and 2000, Henry County gained 60,800 residents, a 50.6 percent increase which ranked highest in the region in net population increase. Population is expected to grow rapidly and employment growth will likely accelerate as population density increases. The 2010 population projection for Henry County is 211,828. These factors would not impact the proposed project. The land uses in the vicinity of the project is a mix of rural agricultural, light industrial and low and medium residential property.

Need and Purpose

The purpose of this project is to improve the safety and operation of the intersection of S.R 42 and Harris Drive. Traffic crash data supports the need to provide for left turn movements to Harris Drive. The rapid growth in residential development in the corridor will generate significantly higher traffic volumes that will further compromise the safe operation of this state highway. Although traffic volume increases will warrant the addition of capacity to S.R. 42 in the long term, the current traffic patterns and the number of injury crashes indicate that a shorter term safety improvement is needed at this location.

Project location: This project is located 2.5 miles north of Locust Grove, Georgia in Henry County. This project will begin on S.R.42 at milepost 6.91 and end at milepost 6.69 for a length of 0.22 miles. The project will begin on Harris Drive at milepost 1.47 and end at milepost 1.37.

Description of the approved concept:

PDP Classification: Major Minor (X)

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

Functional Classification: S.R. 42 Urban Minor Arterial Harris Drive: Urban Local Street

U.S. Route Number: 23

State Route Number: 42

Traffic (AADT) as shown in the approved concept:

S.R.42 Current Year (2011) 16800 vpd Design Year (2031) 33000 vpd

Harris Drive Current Year (2011) 9200 vpd Design Year (2031) 13600 vpd

Proposed features to be revised:

- Harris Drive will have twelve foot right and left westbound turn lanes and a twelve foot eastbound through lane with six foot grass shoulders.
- Proposed Design Speed: Harris Drive: 45 mph (stop condition)

Describe the revised feature(s) to be approved: Revise the shoulder widths on Harris Drive from ten feet to six feet wide. This revision is being recommended as a result of a Henry County SPLOST Review for cost savings. The proposed typical is described below.

- Proposed Typical Section(s): Harris Drive will have twelve foot right and left westbound turn lanes and a twelve foot eastbound through lane with six foot grass shoulders.
Proposed Design Speed: Harris Drive: 35 mph

Updated traffic data (AADT): N/A

Programmed/Schedule:

P.E. 2007

R/W Local

Construction 2010 (PROPOSED)

Revised cost estimates:

- | | |
|--|--------------|
| 1. Construction cost including inflation and E&C, | \$ 1,032,000 |
| 2. Right-of-way, and | \$ 157,000 |
| 3. Utilities | \$ 65,000 |

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

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
OFFICE OF DISTRICT THREE DESIGN

PROJECT LOCATION SKETCH

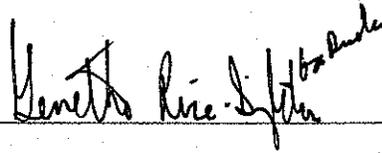
CSHPP-0007-00(546)
HENRY COUNTY
P.I. NO.: 0007546



Attachments:

1. Sketch Map,
2. Cost Estimate,

Concur:

Handwritten signature of Kenneth Rice-Lytle in cursive script, written over a horizontal line.

Director of Preconstruction

Approve:

Handwritten signature of Dale Miller in cursive script, written over a horizontal line.

Chief Engineer

Estimate Report for file "Henry 0007546"

Section ROADWAY					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
150-1000	Lump	LS	100000.00	TRAFFIC CONTROL -	100000.00
207-0203	20	CY	51.28	FOUND BK FILL MATL, TP II	1025.60
210-0100	Lump	LS	150000.00	GRADING COMPLETE -	150000.00
310-1101	2500	TN	18.67	GR AGGR BASE CRS, INCL MATL	46675.00
318-3000	500	TN	22.73	AGGR SURF CRS	11365.00
402-1811	500	TN	113.01	RECYCLED ASPH CONC LEVELING, INCL BITUM MATL	56505.00
402-3121	2000	TN	100.00	RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	200000.00
402-3130	700	TN	100.00	RECYCLED ASPH CONC 12.5 MM SUPERPAVE, GP 2 ONLY, INCL BITUM MATL & H LIME	70000.00
402-3190	500	TN	100.00	RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	50000.00
413-1000	80	GL	2.17	BITUM TACK COAT	173.60
432-5010	300	SY	1.42	MILL ASPH CONC PVMT, VARIABLE DEPTH	426.00
500-3200	1	CY	451.33	CLASS B CONCRETE	451.33
600-0001	10	CY	241.81	FLOWABLE FILL	2418.10
634-1200	17	EA	104.77	RIGHT OF WAY MARKERS	1781.09
643-8200	500	LF	3.30	BARRIER FENCE (ORANGE), 4 FT	1650.00
Section Sub Total:					\$692,470.72

Section EROSION CONTROL - TEMPORARY					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
163-0232	2	AC	477.88	TEMPORARY GRASSING	955.76
163-0240	27	TN	187.98	MULCH	5075.46
163-0300	3	EA	1521.75	CONSTRUCTION EXIT	4565.25
163-0503	2	EA	542.90	CONSTRUCT AND REMOVE SILT CONTROL GATE, TP 3	1085.80
163-0523	70	EA	166.88	CONSTRUCT AND REMOVE TEMPORARY DITCH CHECKS - TYPE C SILT FENCE	11681.60
163-0530	800	LF	3.63	CONSTRUCT AND REMOVE BALED STRAW EROSION CHECK	2904.00
165-0030	1700	LF	1.03	MAINTENANCE OF TEMPORARY SILT FENCE, TP C	1751.00
165-0040	35	EA	123.02	MAINTENANCE OF EROSION CONTROL CHECKDAMS/DITCH CHECKS	4305.70
165-0070	400	LF	1.78	MAINTENANCE OF BALED STRAW EROSION CHECK	712.00
165-0087	2	EA	131.36	MAINTENANCE OF SILT CONTROL GATE, TP 3	262.72
165-0101	3	EA	510.76	MAINTENANCE OF CONSTRUCTION EXIT	1532.28
167-1000	2	EA	783.30	WATER QUALITY MONITORING AND SAMPLING	1566.60
167-1500	6	MO	905.40	WATER QUALITY INSPECTIONS	5432.40
171-0030	3400	LF	3.92	TEMPORARY SILT FENCE, TYPE C	13328.00
Section Sub Total:					\$55,158.57

Section EROSION CONTROL - PERMANENT

Item Number	Quantity	Units	Unit Price	Item Description	Cost
603-2182	100	SY	53.66	STN DUMPED RIP RAP, TP 3, 24 IN	5366.00
603-7000	100	SY	5.36	PLASTIC FILTER FABRIC	536.00
700-6910	4	AC	899.19	PERMANENT GRASSING	3596.76
700-7000	12	TN	66.81	AGRICULTURAL LIME	801.72
700-7010	10	GL	20.41	LIQUID LIME	204.10
700-8000	5	TN	382.77	FERTILIZER MIXED GRADE	1913.85
700-8100	200	LB	2.45	FERTILIZER NITROGEN CONTENT	490.00
710-9000	500	SY	4.77	PERMANENT SOIL REINFORCING MAT	2385.00
715-2100	300	SY	2.06	BITUMINOUS TREATED ROVING, SLOPES	618.00
716-1000	200	SY	2.05	EROSION CONTROL MATS, WATERWAYS	410.00
Section Sub Total:					\$16,321.43

Section DRAINAGE

Item Number	Quantity	Units	Unit Price	Item Description	Cost
550-1180	72	LF	35.41	STORM DRAIN PIPE, 18 IN, H 1-10	2549.52
550-2180	50	LF	31.03	SIDE DRAIN PIPE, 18 IN, H 1-10	1551.50
550-3418	1	EA	648.26	SAFETY END SECTION 18 IN, SIDE DRAIN, 4:1 SLOPE	648.26
550-3618	1	EA	718.61	SAFETY END SECTION 18 IN, SIDE DRAIN, 6:1 SLOPE	718.61
550-4218	2	EA	631.77	FLARED END SECTION 18 IN, STORM DRAIN	1263.54
Section Sub Total:					\$6,731.43

Section SIGNING AND MARKING

Item Number	Quantity	Units	Unit Price	Item Description	Cost
611-5551	6	EA	368.24	RESET SIGN	2209.44
636-1020	60	SF	15.52	HIGHWAY SIGNS, TP 1 MATL, REFL SHEETING, TP 3	931.20
636-2070	120	LF	8.74	GALV STEEL POSTS, TP 7	1048.80
653-0120	14	EA	74.36	THERMOPLASTIC PVMT MARKING, ARROW, TP 2	1041.04
653-1501	4400	LF	0.46	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, WHITE	2024.00
653-1502	2500	LF	0.46	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, YELLOW	1150.00
653-1704	14	LF	3.55	THERMOPLASTIC SOLID TRAF STRIPE, 24 IN, WHITE	49.70
653-3501	200	GLF	0.38	THERMOPLASTIC SKIP TRAF STRIPE, 5 IN, WHITE	76.00
653-6004	200	SY	2.81	THERMOPLASTIC TRAF STRIPING, WHITE	562.00
653-6006	400	SY	2.71	THERMOPLASTIC TRAF STRIPING, YELLOW	1084.00
654-1001	30	EA	3.23	RAISED PVMT MARKERS TP 1	96.90
654-1002	60	EA	2.92	RAISED PVMT MARKERS TP 2	175.20
654-1010	15	EA	36.59	RAISED PVMT MARKERS TP 10	548.85
Section Sub Total:					\$10,997.13

Total Estimated Cost: \$781,679.28

Subtotal Construction Cost	\$781,679.28
E&I Contingency	\$39,083.96
Construction Contingency	\$39,083.96
Fuel Price Contingency	\$171,339.58
	<hr/>
Total Construction Cost	\$1,031,186.78
Right Of Way	\$156,250.00
ReImb. Utilities	\$50,000.00
Utility Contingency	\$15,000.00
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Grand Total Project Cost	\$1,252,436.78

P.I. Number 0007546'

County Henry

Date 1/12/2009

Project Number CSHPP-0007-00(546)

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

ENTER FPL DIESEL	
ENTER FPM DIESEL	

ENTER FPL UNLEADED	3.678
ENTER FPM UNLEADED	8.2755

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

MISSING FPL OR FPM
WARNING

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)	2500.000	0.29	725.00	0.24	600.00	
Hot Mix Asphalt paid as specified by the ton under Sections 400 (TON)	3700.000	2.90	10730.00	0.71	2627.00	
Hot Mix Asphalt paid as specified by the ton under Sections 402 (TON)		2.90		0.71		
PCC Pavement paid as specified by the square yard under Section 430 (SY)		0.25		0.20		

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

BRIDGE ITEMS	Quantity	Unit Price	QF/1000	Diesel Factor	Gallons Diesel	Unleaded Factor	Gallons Unleaded	REMARKS
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Stru Steel Plan Quantity (LB) Section 501				8.00		1.50	
Stru Steel Plan Quantity (LB) Section 501				8.00		1.50	
PSC Beams____ (LF) Section 507				8.00		1.50	
PSC Beams____ (LF) Section 507				8.00		1.50	
PSC Beams____ (LF) Section 507				8.00		1.50	
Stru Reinf Plan Quantity(LB) Section 511				8.00		1.50	
Stru Reinf Plan Quantity(LB) Section 511				8.00		1.50	
Bar Reinf Steel (LB) Section 511				8.00		1.50	
Piling____ inch (LF) Section 520				8.00		1.50	
Piling____ inch (LF) Section 520				8.00		1.50	
Piling____ inch (LF) Section 520				8.00		1.50	
Piling____ inch (LF) Section 520				8.00		1.50	
Piling____ inch (LF) Section 520				8.00		1.50	
Piling____ inch (LF) Section 520				8.00		1.50	
Drilled Caisson,____ (LF) Section 524				8.00		1.50	
Drilled Caisson,____ (LF) Section 524				8.00		1.50	
Drilled Caisson,____ (LF) Section 524				8.00		1.50	
Pile Encasement,____ (LF) Section 547				8.00		1.50	
Pile Encasement,____ (LF) Section 547				8.00		1.50	
SUM QF DIESEL=		11455.00		SUM QF UNLEADED=		3227.00	
DIESEL PRICE ADJUSTMENT(\$)				MISSING FPL OR FPM			
UNLEADED PRICE ADJUSTMENT(\$)				\$13,649.24			

Preliminary Right of Way Cost Estimate

Phil Copeland
 Right of Way Administrator
 By: Jerry Milligan

Date: October 7, 2008
Project: CSHPP-0007-00(546)Henry
Existing/Required R/W: Varies/Varies
Project Termini : SR 42/US 23 @ Harris Drive
Project Description: SR 42 @ Harris Drive Intersection Improvement

P.I. Number: 0007546
No. Parcels: 6

Land: Residential/Ag.: R/W: 1.51 acres @ \$ 25,000/acre	\$	37,750	
Residential/Ag. Esmt: 0.02 acres @ \$ 25,000/acre @ 50%		<u>250</u>	\$ 38,000

Improvements : misc. site improvements 25,000

Relocation: Commercial (0)
 Residential (0) 0

Damage : Proximity
 Consequential
 Cost to Cure 0

Net Cost \$ 63,000

Net Cost		\$	63,000
Scheduling Contingency 55 %			34,650
Adm/Court Cost 60 %			<u>58,590</u>
		\$	156,240

Total Cost **\$156,250**

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

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE **CSHPP-0007-00(546), HenryCounty, P.I.# 0007546** OFFICE Thomaston
SR-42 @ CR 367 / Harris Drive

DATE November 4, 2008

FROM Thomas B. Howell, P.E., District Engineer

TO David Millen, District Preconstruction Engineer
Attn: Bill Rountree, District Design Engineer

SUBJECT **UTILITY COST ESTIMATE**

The following is a ballpark utility cost estimate for facilities located within the scope of the above referenced project.

UTILITY OWNER	PUBLIC OR PRIVATE	TYPE OF UTILITY	REIMBURSABLE	NON-REIMBURSABLE
Central Georgia EMC	Public	Electric	50,000	0
BellSouth d/b/a AT&T Georgia	Private	Telecom	0	150,000
Atlanta Gas Light	Private	Nat Gas	0	75,000
Charter Communications	Private	Cable	0	25,000
Henry Co Water & Sewer	Public	Water/Sewer	0	150,000
TOTAL PROJECT COST			\$50,000	\$400,000

If you have any questions, please call Glenn A. Williams at 706-646-6696.

KMG:GAW:pls

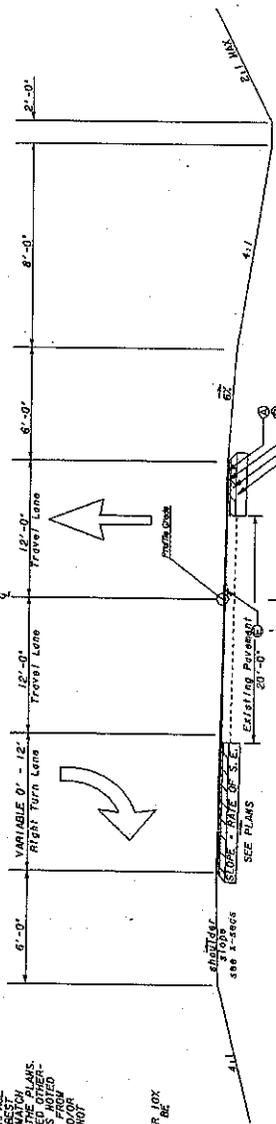
cc: Constance Flint (via: e-mail)

STATE	GA	PROJECT NUMBER	CSHPD-2007-001243	SHEET NO.	TOTAL SHEETS
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DRIVERS THAT ARE TO BE RECONSTRUCTED SHALL BE PLACED IN KIND FOR EASEMENT BEYOND THE RIGHT OF WAY

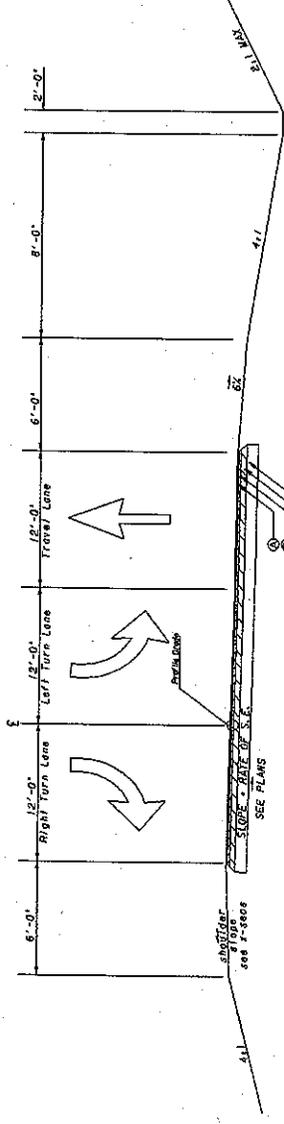
I.E. ASPHALT FOR ASPHALT, CONCRETE FOR CONCRETE, AND AGGREGATE SURFACE FOR AGGREGATE SURFACE. THE CONTRACTOR SHALL CONSIDER THE BEST AVAILABLE DATA, THE ACTUAL FIELD LOCATION OF EXISTING DRIVERS OR AS LOCATED IN THE PLANS, THE ACTUAL FIELD LOCATION OF EXISTING DRIVERS OR AS LOCATED IN THE PLANS, AND THE ACTUAL FIELD LOCATION OF EXISTING DRIVERS OR AS LOCATED IN THE PLANS, AND THE ACTUAL FIELD LOCATION OF EXISTING DRIVERS OR AS LOCATED IN THE PLANS. THE CONTRACTOR SHALL OBTAIN THE APPROVAL FROM THE STATE HIGHWAY DEPARTMENT FOR THE REMOVAL FROM THE PLANS OF ANY EXISTING DRIVERS THAT ARE NOT TO BE RECONSTRUCTED. THE NUMBER OF DRIVERS TO BE RECONSTRUCTED SHALL BE DETERMINED BY THE CONTRACTOR. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING THE NECESSARY PERMITS FROM THE STATE HIGHWAY DEPARTMENT FOR THE RECONSTRUCTION OF DRIVERS THAT ARE TO BE RECONSTRUCTED. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING THE NECESSARY PERMITS FROM THE STATE HIGHWAY DEPARTMENT FOR THE RECONSTRUCTION OF DRIVERS THAT ARE TO BE RECONSTRUCTED.

ASPHALT - ASPHALTIC CONCRETE (1185 LB/ST)
 CONCRETE - RESIDENTIAL - DRIVERWAY CONCRETE, 6" THICK
 WHILE ALL DRIVERS TO THE BUILD RIGHT OF WAY, LEFT DRIVERS OVER JOX
 AGGREGATE SURFACE COURSE BEYOND THE RIGHT OF WAY.



TYPICAL SECTION #7
 CR336 HARRIS DRIVE
 APPLIES: STA. 202+00 TO 206+00

**Right Pavement will be milled 100' from Right End Construction for smooth finish.



TYPICAL SECTION #2
 CR316 HARRIS DRIVE
 APPLIES: STA. 200+00 TO 202+00

① ASPHALTIC CONCRETE 0.5mm SUPERPAVE TYPE 2 (660 LB/ST) ② ASPHALTIC CONCRETE 0.75mm SUPERPAVE TYPE 2 (660 LB/ST) ③ ASPHALTIC CONCRETE 20mm SUPERPAVE (660 LB/ST) ④ GRADED AGGREGATE BASE 12 IN ⑤ ASPHALTIC CONCRETE LEVELING AS RECD	GEORGIA DEPARTMENT OF TRANSPORTATION	NOT TO SCALE	REVISION DATES	STATE OF GEORGIA DEPARTMENT OF TRANSPORTATION OFFICE: TYPICAL SECTIONS	DRAWING NO. 5-02
			REVISED BY	DATE	CHECKED BY