

ORIGINAL TO GENERAL FILES

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

**OFFICE OF DESIGN POLICY & SUPPORT
INTERDEPARTMENTAL CORRESPONDENCE**

FILE P.I. #0007631 **OFFICE** Design Policy & Support
CSHPP-0007-00(631)
GDOT District 5 - Jesup
Chatham County **DATE** 9/2/2011
Truman Linear Park Trail – Phase II

FROM  for Brent Story, State Design Policy Engineer

TO SEE DISTRIBUTION

SUBJECT APPROVED CONCEPT REPORT

Attached is the approved Concept Report for the above subject project.

Attachment

DISTRIBUTION:

Genetha Rice-Singleton, Program Control Administrator
Bobby Hilliard, State Program Delivery Engineer
Cindy VanDyke, State Transportation Planning Administrator
Angela Robinson, Financial Management Administrator
Glenn Bowman, State Environmental Administrator
Ben Rabun, State Bridge Engineer
Kathy Zahul, State Traffic Engineer
Georgene Geary, State Materials & Research Engineer
Ron Wishon, State Project Review Engineer
Jeff Baker, State Utilities Engineer
Ken Thompson, Statewide Location Bureau Chief
Michael Henry, Systems & Classification Branch Chief
Karon Ivery, District Engineer
Bradford Saxon, District Preconstruction Engineer
Stephen Thomas, Asst. District Utilities Engineer
Teresa Scott, Project Manager
BOARD MEMBER - 12th Congressional District

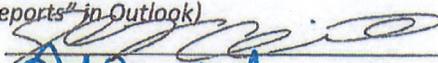
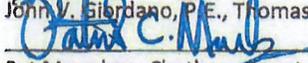
**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

PROJECT CONCEPT REPORT

Project Number: CSHPP-0007-00(631)
County: Chatham
P. I. Number: 0007631
Federal Route Number: N/A
State Route Number: N/A

The project consists of the construction of a multi-use trail as part of the Coastal Georgia greenway from the end of the Phase I path located at 52nd Street and Bee Road traveling south to its termination at the existing Lake Mayer recreational facility. The new pathway will be 8-ft wide and approximately 4.8 miles long. The project will be designed in accordance with AASHTO, GDOT, ADA and Chatham County guidelines.

Submitted for approval: (Submit to "Concept Reports" in Outlook)

DATE <u>3/8/11</u>	
DATE <u>3/16/2011</u>	<u>John V. Eibrdano, P.E., Thomas and Hutton</u> 
DATE _____	<u>Pat Monahan, Chatham County</u>
DATE _____	<u>Design Phase Office Head (if applicable)</u>
DATE <u>06/30/11</u>	
DATE <u>6/30/11</u>	<u>Office Head (Project Manager's Office)</u> 
DATE _____	<u>Project Manager</u>

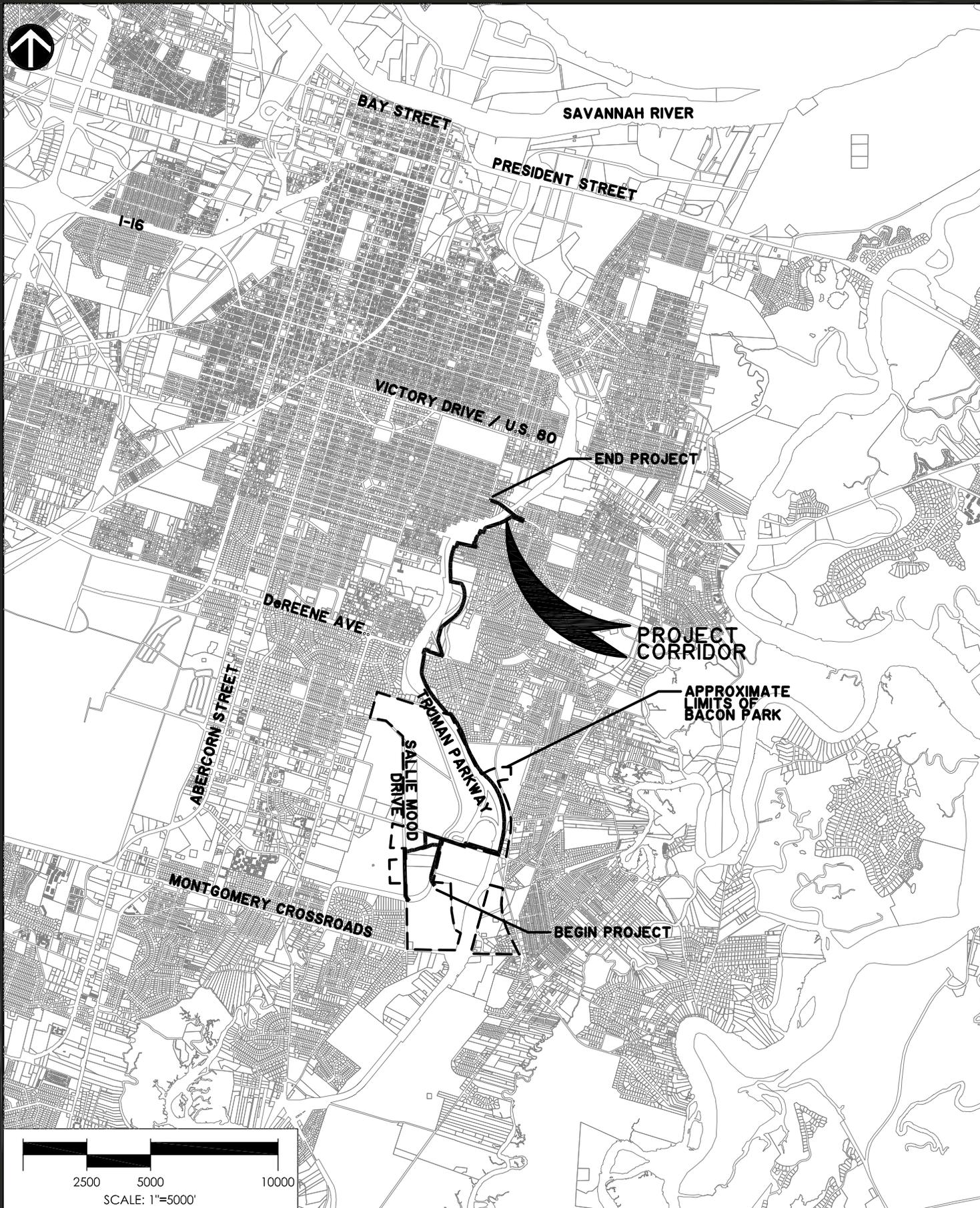
Recommendation for approval:

DATE _____	State Design Policy Engineer
DATE <u>7/11/2011</u>	<u>GENETHA RICE-SINGLETON *TJ</u>
DATE <u>7/5/2011</u>	Program Control Administrator *TJ <u>GLENN BOWMAN</u>
DATE <u>7/5/2011</u>	State Environmental Administrator <u>KATHY ZAHUL *TJ</u>
DATE _____	State Traffic Operations Engineer
DATE _____	Project Review Engineer
DATE <u>8/4/2011</u>	District Engineer <u>BEN LABUN *TJ</u>
DATE _____	State Bridge Design Engineer (if applicable)
DATE _____	State Transportation Financial Management Administrator

The 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 <u>7/8/2011</u>	
DATE _____	<u>CINDY VAN DYKE *TJ</u>
DATE _____	State Transportation Planning Administrator

** RECOMMENDATION ON FILE*



Need and Purpose:

The need for developing a linear park within the Casey Canal Corridor was first identified in the early 1970's. The idea was further developed in the 1992 "*Chatham County / Savannah Bikeway Plan*", the 1996 "*Chatham County Open Space Plan*", and the 1997, Coastal Georgia Land Trust "*Gateway to Coastal Georgia: Connecting the Coast*" Master Plan, that proposes a 450-mile regional trail system consisting of on- and off-road multi-purpose paved trails, unpaved equestrian, hiking and mountain bicycle trails, and water trails for canoes and kayaks. The Truman Linear Park trail was designated as Chatham County's Coastal Georgia Greenway Demonstration Project, and has been selected by Chatham County as a priority for implementation. The trail corridor is currently identified as number 39 in "*Chatham County Bikeway Plan*," September 2000.

When fully constructed the Truman Linear Park Trail will link 827 acres of existing park land in Chatham County by connecting to the Phase I trail and Daffin Park at its northern terminus (a 77 acre park owned by the City of Savannah) and at its southern terminus, Lake Mayer Community Park (part of the Bacon Regional Park Tract which consists of approximately 750 acres including the Bacon Park Golf Course and the largest undisturbed forest within the City of Savannah.)

Located within the City of Savannah, this off-road multi-purpose trail will attract a large and diverse group of users. The 1990 census data indicated that 36,540 people live within 1.3 miles of the trail corridor. A 10% population increase is projected by the year 2025 for a projected population of 40,200. The high number of expected trail users will be from different ethnic and economic backgrounds and will come from adjacent properties as well as other areas of the county. In addition, the trail will provide increased recreational opportunities for tourists.

The purpose of the Truman Linear Park Trail – Phase II design is to provide a handicap accessible off-road multi-purpose trail that will link the Phase I Trail (and the Daffin Park Loop Trail) to the Lake Mayer Community Park loop trail.

Description of the proposed project:

The proposed Phase II trail is approximately 6 miles and will link to the existing Phase I trail (Police Memorial Trail), and to the existing 1.4 mile Daffin Park Loop Trail, at its northern terminus; and to the existing Lake Mayer Community Park Loop trail (that is to be widened to accommodate extensive use) at its southern terminus. The Phase II trail is to be funded by two sources and is therefore being broken into two phases. This portion of the trail connects the Phase I trail to the Lake Mayer Community Park and is approximately 4.8 miles in length. It is to be funded as a High Priority Project (HPP). The remaining portion of the trail, approximately 1.2 miles, which is designated as the Truman Linear Park Trail – Phase II will be funded as a Transportation Enhancement project (TE) (PI 0000538).

The HPP portion of the Phase II trail is to include the construction of approximately 4.8 miles of new pathway connecting the phase I trail to the Lake Mayer Community Park. The trail is to be 8' in width and shall incorporate multiple rest stops and regional gateways. In addition, the path

will be crossing existing drainage canals which shall incorporate bridge structures spanning the canals.

Is the project located in a PM 2.5 Non-attainment area? _____ Yes No

Is this project located in an Ozone Non-attainment area? _____ Yes No

PDP Classification: Major _____ Minor

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

Functional Classification: Pedestrian Facility

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

Traffic (AADT):

Base Year: (20XX) N/A Design Year: (20YY) N/A

Existing Design Features:

- Typical Section: Portions of the proposed route will incorporate the widening of existing sidewalks, retrofitting existing bike trails, new pavement marking to define pedestrian and bike lanes, intersection pedestrian improvements, wooded rights of way.
- Width of right-of-way: Varies – the proposed project parallels portions of roads as well as traversing County owned property.
- Major structures:
 - 52nd Street Bridge over Truman Parkway
- Major interchanges or intersections along the project are the following:
 - Bee Rd. & 52nd Street
 - Truman Parkway & Delesseps Ave.
 - Truman Parkway & Derenne Ave.
 - Truman Parkway (Northbound) & Eisenhower Dr.
 - Truman Parkway (Southbound) & Eisenhower Dr.
- The proposed project parallels approximately 7473-lf of existing neighborhood and community roads and approximately 8,870-lf of the Truman Parkway. The approximately 9000-lf remaining portion of the project is a new location project.

Proposed Design Features:

- Proposed typical section(s):
 - Typical Section 1 – Addition of a 6- or 8-ft wide shoulder (6-ft with Design Variance approval) to an existing vehicular facility, paved for bicycle use, this addition will lie behind a concrete or asphalt curb
 - Typical Section 2 – The retrofitting of existing sidewalk facilities by the addition of a 2-ft strip of concrete between the existing back of curb and the existing 4-ft sidewalk to provide a 6-ft path.
 - Typical Section 3 – Proposed 10-ft wide asphalt multi-use trail

- Typical Section 4 – Timber Bridge crossings over existing drainage canals
 - Typical Section 5 – Timber Boardwalk crossings over wetland areas
 - Typical Section 6 – Proposed 10’ wide Nature Trail
 - Typical Section 7 – Regional Gateway
 - Typical Section 8 – Rest Stop
-
- Proposed Maximum Trail/Path Longitudinal Grade 5.0%
 - Proposed Maximum Trail/Path Cross Slope 2.0%
 - Design Speed 20 mph (desirable for paved surfaces)
12 mph (minimum for paved surfaces)
15 mph (unpaved)
 - Curve Radius 100’ (desirable)
36’ (minimum)
 - Superelevation 2% (maximum)
 - Right-of-Way:
 - Width Varies – The project will be within the existing property/ROW limits of various county, city and state owned roads and properties
 - Easements: Temporary () Permanent (X) Utility () Other ()
 - Type of access control: Full (N/A) Partial (N/A) By Permit (N/A) Other (N/A).
 - Number of parcels: 1 (easement)
 - Number of displacements: 0
 - Business: 0
 - Residences: 0
 - Mobile homes: 0
 - Other: 0
 - Structures:
 - Bridges
 - Existing 52nd Street Bridge over Truman Parkway – no improvements will be made to this existing bridge structure. The proposed path will utilize the existing raised 6-ft wide walkways on the bridge.
 - Proposed Timber Bridge over the Casey Canal #1– proposed pedestrian and bike bridge paralleling Eisenhower Drive over the Casey Canal. The bridge will utilize a 10-ft wide usable path.
 - Proposed Timber Bridge over the Casey Canal #2– proposed pedestrian and bike bridge crossing over the Casey Canal near the existing Sallie Mood Drive canal crossing. The bridge will utilize a 10-ft wide usable path.
 - Proposed Timber Bridge over the Casey Canal #3 - proposed pedestrian and bike bridge crossing over the Casey Canal at the north boundary of the Lake Mayer Community Park. The bridge will utilize a 10-ft wide usable path.
 - Major intersections, interchanges, median openings and signal locations. (List median openings indicating if existing and/or proposed.)
 - Bee Rd. & 52nd Street – Existing signalized intersection, a pedestrian signal is proposed for this intersection.
 - Truman Parkway & Delesseps Ave. – Existing signalized intersection, a pedestrian signal is proposed for this intersection.

- Truman Parkway & Derenne Ave. – Existing signalized intersection with existing pedestrian signals. No signal improvements are proposed at this intersection.
- Truman Parkway (Northbound) & Eisenhower Dr. - Existing signalized intersection with existing pedestrian signals. No signal improvements are proposed at this intersection.
- Truman Parkway (Southbound) & Eisenhower Dr. - Existing signalized intersection with existing pedestrian signals. No signal improvements are proposed at this intersection.

- Transportation Management Plan Anticipated: Yes () No (X)
- Design Exceptions to controlling criteria anticipated:

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

- Design Variances –Yes, a design variance will be required for the use of a 6-ft wide trail for portions of the project. The reduction in trail width for a portion of the project is due to existing site constraints that make it impractical to construct an 8-ft wide trail.
- Environmental concerns –
 - Wetlands – The project would involve the construction of bridges and boardwalks in those areas adjacent to crossing wetland areas and would not result in any impacts to the wetlands or any waters of the United States.
 - Water Quality – No significant impacts to the water quality in the new project areas are expected to occur as a result of the proposed project. A provision of the construction contract will be the implementation of a three stage erosion control plan in accordance with the Georgia Department of Natural Resources and Environmental Protection Division guidelines.
 - Floodplains – The project concept proposes three crossings of the Casey Canal within the 100-year floodplain. Construction of the project could require placement of fill material in the floodplain. The project (including bridge structures) would be designed in such a way that it would have no significant encroachment on the floodplain and would not interrupt or terminate the conveyance capacity of the existing canal.
 - Endangered/Threatened Species – The habitat for those species known to utilize brackish marshes and wetlands exists within the project corridor, however construction of the trail will occur within the existing road rights-of-way and on existing canal banks or on an existing roadbed, and except where

bridges will cross drainage ditches and the Casey Canal or its contributing drainage canals, there will be no impacts to habitat.

- Invasive Species – It is anticipated that common invasive species for this area exist within the project corridor. During the construction process measures will be taken to prevent or minimize the spread of invasive species and measures for removal and disposal of those species in or adjacent to the corridor. Measures used will be in accordance with the Georgia Department of Transportation Clearing and Grubbing Specifications.
- Historic Sites – SHPO issued a concurrence letter dated June 9, 2004 that indicated that no historic structural resources listed or eligible for listing in the National Register of Historic Places are located within the proposed project’s Area of Potential Effects (APE). It is not anticipated that any new historical structural resources will be impacted. During the environmental process this will be validated. A copy of the June 9, 2004 letter has been attached.
- Archaeological Resources - SHPO issued a concurrence letter dated June 9, 2004 that indicated that no archaeological resources listed or eligible for listing in the National Register of Historic Places are located within the proposed project’s APE. It is not anticipated that any new archaeological resources will be impacted. During the environmental process this will be validated. A copy of the June 9, 2004 letter has been attached.
- Noise – There are no anticipated increases in noise levels (post construction) as a result of this project.
- Air – There are no anticipated disturbances in air quality (post construction) as a result of this project.
- Anticipated Level of environmental analysis:
 - Are Time Savings Procedures appropriate? Yes () No (X) – No ROW is required
 - Categorical exclusion anticipated (Yes)
 - Environmental Assessment/Finding of No Significant Impact anticipated (FONSI) (No)
 - Environmental Impact Statement (EIS) (No)
- Utility involvements: Coordination with local utility providers
 - Power – Georgia Power Company
 - Cable – Comcast
 - Telephone – AT&T
 - Water – City of Savannah
 - Sewer – City of Savannah
- VE Study Anticipated Yes () No (X)
- Benefit/Cost Ratio N/A

Project Cost Estimate and Funding Responsibilities:

	PE	ROW	UTILITY	CST	MITIGATION
By Whom	County	County	County	GDOT/County	N/A
\$ Amount	\$328,800	Donation	N/A	\$1,390,472.83	N/A

* CST Cost includes: Base Construction, Engineering and Inspection, Fuel Cost Adjustment, and Asphalt Cement Cost Adjustment.

Project Activities Responsibilities:

- Design: _____ County
- Right-of-Way Acquisition: _____ County
- Right-of-Way funding (real property): _____ Donation
- Relocation of Utilities: _____ N/A
- Letting to contract: _____ County
- Supervision of construction: _____ County
- Providing material pits: _____ Contractor
- Providing detours: _____ N/A
- Environmental Studies/Documents/Permits: _____ County
- Environmental Mitigation: _____ N/A

Coordination

- Initial Concept Meeting date and brief summary.
 - May 4, 2011 – A meeting was held at the Chatham County Engineering office to discuss the details of the project. Representatives from GDOT, Chatham County and Thomas & Hutton were present. Minor comments were noted on the Concept Report to be addressed prior to re-submittal.
- Concept meeting date and brief summary.
 - Not Held
- P A R meetings, dates and results.
 - Not Held
- FEMA, USCG, and/or TVA.
 - Not Held
- Public involvement.
 - A public hearing is not required. However a public meeting was held on January 27, 2003 and a follow-up meeting, open to the public was held on March 25, 2004.
- Local government comments.
 - None – This project is being developed in conjunction with Chatham County, City of Savannah and the Chatham County – Savannah Metropolitan Planning Commission
- Other projects in the area
 - STP00-0000-00(538) Coastal Georgia Greenway – Multi-Use Trails in 9 Counties
This project is the TE grant funded portion of Truman Trail which will be widening the existing 8’ multi-use trail at the Lake Mayer Community Park.
- Railroads
 - No Involvement

Project Concept Report page 9
Project Number: CSHPP-0007-00(631)
P. I. Number: 0007631
County: Chatham

- Other coordination to date.
 - None

Scheduling – Responsible Parties' Estimate

- Time to complete the environmental process: Begin: June 2011 End: June 2012
- Time to complete preliminary construction plans: Begin: July 2011 End: October 2011
- Time to complete right-of-way/easement plans: Begin: October 2011 End: December 2011
- Time to complete the Section 404 Permit: Begin: January 2012 End: June 2012
- Time to complete final construction plans: Begin: June 2012 End: August 2012
- Time to complete to purchase right-of-way: Begin: June 2012 End: August 2012
- List other major items that will affect the project schedule: N/A

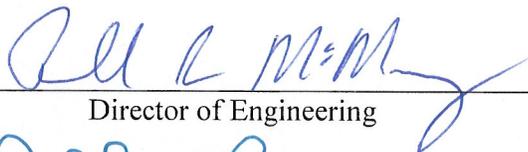
Other alternates considered: N/A

Comments: As appropriate

Attachments:

1. Detailed Cost Estimates:
 - a. Construction
 - b. Fuel & Asphalt Price Adjustment
2. Sketch location map.
3. Project Layout maps.
4. Typical sections.
5. SHPO Concurrence Letter Dated June 9, 2004.

Exempt projects

Concur: 
Director of Engineering

Approve: 
Chief Engineer

Date: 8.30.11



DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE PROJECT No. , **OFFICE**
 DATE

P.I. No.

FROM

TO Ronald E. Wishon, Project Review Engineer

SUBJECT REVISIONS TO PROGRAMMED COSTS

PROJECT MANAGER

MNGT LET DATE

MNGT R/W DATE

PROGRAMMED COST (TPro W/OUT INFLATION)

LAST ESTIMATE UPDATE

CONSTRUCTION \$

DATE

RIGHT OF WAY \$

DATE

UTILITIES \$

DATE

REVISED COST ESTIMATES

CONSTRUCTION* \$

RIGHT OF WAY \$

UTILITIES \$

* Costs contain % Engineering and Inspection

REASON FOR COST INCREASE

CONTINGENCY SUMMARY

Construction Cost Estimate:	\$ 1,192,884.05	(Base Estimate)
Engineering and Inspection:	\$ 59,644.20	(Base Estimate x 5 %)
Total Fuel Adjustment	\$ 79,000.58	(From attached worksheet)
Total Liquid AC Adjustment	\$ 58,944	(From attached worksheet)
Construction Total:	\$ 1,390,472.83	

REIMBURSABLE UTILITY COST

Utility Owner

Reimbursable Cost

City of Savannah Water and Sewer

0.00

Georgia Power Company Transmission

0.00

Georgia Power Company Distribution

0.00

Telephone - AT&T

0.00

Cable - Comcast

0.00

Attachments

JOB ESTIMATE REPORT

JOB NUMBER : 0007631 SPEC YEAR: 01
DESCRIPTION: TRUMAN LINEAR PARK TRAIL PHASE II

COST GROUPS FOR JOB 0007631

COST GROUP	DESCRIPTION	QUANTITY	PRICE	AMOUNT	ACTIVE?
ASPH	ASPHALT (TN)				Y
BASE	BASE/AGGREGATE (TN)				Y
EROC	EROSION CONTROL (SY)				Y
ERTHLS	EARTHWORK (LS)				Y
CONC	CONCRETE (SY)				Y
MOBL	MOBILIZATION (LUMP SUM)				Y
TRFT	TRAFFIC CONTROL-TEMPORARY (LS)				Y
THSL	THERMO PLASTIC LINEAR PAVEMENT MARKING				Y
SSGN	SMALL ROADSIDE SIGNS				Y
NONR	NON-ROADWAY (LS)				Y
CURB	CURB & GUTTER (LF)				Y
MISC	MISCELLANEOUS (LS)				Y
SGNL	TRAFFIC SIGNALS (LS)				Y
ERTHCY	EARTHWORK (CY)				Y
STRO	STRUCTURES, OTHER (SF)				Y

ACTIVE COST GROUP TOTAL 0.00
INFLATED COST GROUP TOTAL 0.00

ITEMS FOR JOB 0007631

LINE	ITEM	ALT	UNITS	DESCRIPTION	QUANTITY	PRICE	AMOUNT
0005	150-1000		LS	TRAFFIC CONTROL - ADDIT	1.000	25000.00	25000.00
0015	210-0100		LS	GRADING COMPLETE - ADDIT	1.000	100000.00	100000.00
0020	310-5060		SY	GR AGGR BS CRS 6IN INCL MATL	23000.000	9.92	228240.04
0025	402-3110		TN	RECY ASPH 9.5 MMSP,GP1OR2,INCL B M & HL	1600.000	80.54	128878.21
0030	441-0104		SY	CONC SIDEWALK, 4 IN	3500.000	28.04	98162.75
0035	700-6910		AC	PERMANENT GRASSING	23.000	556.82	12806.97
0040	700-7000		TN	AGRICULTURAL LIME	23.000	49.04	1128.11
0045	700-7010		GL	LIQUID LIME	58.000	19.71	1143.35
0050	700-8000		TN	FERTILIZER MIXED GRADE	14.000	498.90	6984.69
0055	700-8100		LB	FERTILIZER NITROGEN CONTENT	1150.000	2.59	2989.28
0060	163-0232		AC	TEMPORARY GRASSING	23.000	123.61	2843.08
0065	163-0240		TN	MULCH	69.000	220.27	15199.20
0070	163-0300		EA	CONSTRUCTION EXIT	6.000	1302.75	7816.50
0075	163-0550		EA	CONS & REM INLET SEDIMENT TRAP	40.000	183.97	7358.97
0080	165-0010		LF	MAINT OF TEMP SILT FENCE, TP A	37500.000	0.63	23869.13
0085	165-0030		LF	MAINT OF TEMP SILT FENCE, TP C	12500.000	0.60	7535.25
0090	165-0101		EA	MAINT OF CONST EXIT	6.000	349.62	2097.73
0095	165-0105		EA	MAINT OF INLET SEDIMENT TRAP	40.000	87.72	3508.87

JOB ESTIMATE REPORT

ITEM	LS	DESCRIPTION	1.000	50000.00	50000.00
0100	168-1000	COMPREHENSIVE MONITORING PGM PREPARATION			50000.00
0105	171-0010	TEMPORARY SILT FENCE, TYPE A	37500.000	1.81	67903.50
0110	171-0030	TEMPORARY SILT FENCE, TYPE C	12500.000	3.01	37655.38
0115	636-1020	Hwy SGN, TP1MAT, REFL SH TP3	200.000	13.57	2715.19
0120	636-1033	Hwy SIGNS, TP1MAT, REFL SH TP 9	400.000	18.65	7460.87
0125	636-2070	GALV STEEL POSTS, TP 7	1000.000	7.11	7116.30
0130	653-1504	THERM SOLID TRAF STRIPE, 12", WH	100.000	1.75	175.18
0135	653-1804	THERM SOLID TRAF STRIPE, 8", WH	2000.000	1.64	3295.50
0140	647-1000	TRAF SIGNAL INSTALLATION NO - NEW PEDESTRIAN CROSSING	1.000	10000.00	10000.00
0150	647-1000	TRAF SIGNAL INSTALLATION NO - NEW PEDESTRIAN CROSSING	1.000	10000.00	10000.00
0155	502-1300	BRIDGE TIMBER, COMPOSITE MARINE - 10' WIDE TIMBER PEDESTRIAN BRIDGE	260.000	250.00	65000.00
0160	765-1000	FLAGPOLE REST STOP	2.000	13000.00	26000.00
0170	765-1000	FLAGPOLE NEIGHBORHOOD ENTRANCE	8.000	10000.00	80000.00
0175	765-1000	FLAGPOLE REGIONAL GATEWAY	3.000	50000.00	150000.00
ITEM TOTAL					1192884.03
INFLATED ITEM TOTAL					1192884.03

TOTALS FOR JOB 0007631

ESTIMATED COST: 1192884.05
 CONTINGENCY PERCENT (0.0) : 0.00
 ESTIMATED TOTAL: 1192884.05

P.I. Number #0007631

County CHATHAM

Project Number CSHPP-0007-00(631)

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

ENTER FPL DIESEL	3.92
ENTER FPM DIESEL	8.820

ENTER FPL UNLEADED	3.66
ENTER FPM UNLEADED	8.235

<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)	23000.000	0.29	6670.00	0.24	5520.00	
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)	1600.000	2.90	4640.00	0.71	1136.00	
PCC Pavement paid as specified by the square yard under Section 430 (SY)		0.25		0.20		

BRIDGE ITEMS	Quantity	Unit Price	QF/1000	Diesel Factor	Gallons Diesel	Unleaded Factor	Gallons Unleaded	REMARKS
Bridge Excavation (CY) Section 211				8.00		1.50		
Class __ 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 <u>Plan Quantity</u> (LB) Section 501				8.00		1.50		
Stru Steel <u>Plan Quantity</u> (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 <u>Plan Quantity</u> (LB) Section 511				8.00		1.50		
Stru Reinf <u>Plan Quantity</u> (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=	11310.00	SUM QF UNLEADED=	6656.00
-----------------------	-----------------	-------------------------	----------------

DIESEL PRICE ADJUSTMENT(\$)	\$50,985.48
UNLEADED PRICE ADJUSTMENT(\$)	\$28,015.10

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

APPLICABLE TO CONTRACTS/PROJECTS CONTAINING THE 413 SPECIFICATION, SECTION 413.5.01 ADJUSTMENTS
ASPHALT PRICE ADJUSTMENT FOR BITUMINOUS TACK COAT

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

ENTER APL

614

ENTER APM

1381.5

125.00%

INCREASE ADJUSTMENT

L.I.N.	TYPE	TACK (GALLONS)	TACK (TONS)	REMARKS
TMT =				

PRICE ADJUSTMENT(\$)

400 / 402 ASPHALT CEMENT PRICE ADJUSTMENT 125% MAX

ENTER APL

614

ENTER APM

1381.5

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

125.00%

INCREASE ADJUSTMENT

L.I.N. / Spec Number	MIX TYPE	HMA	JMF AC%	AC	REMARKS
402-3110	9.5 mm SP	1600	5.00	80.00	
			5.00		
			5.00		
			5.00		
			5.00		
			5.00		
			5.00		
			5.00		
			5.00		
			5.00		
			5.00		
			5.00		
			5.00		
			5.00		
			5.00		
TMT =				80.00	

PRICE ADJUSTMENT(\$)

\$58,944.00

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

MISSING APL OR APM **MISSING APL OR APM**

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

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

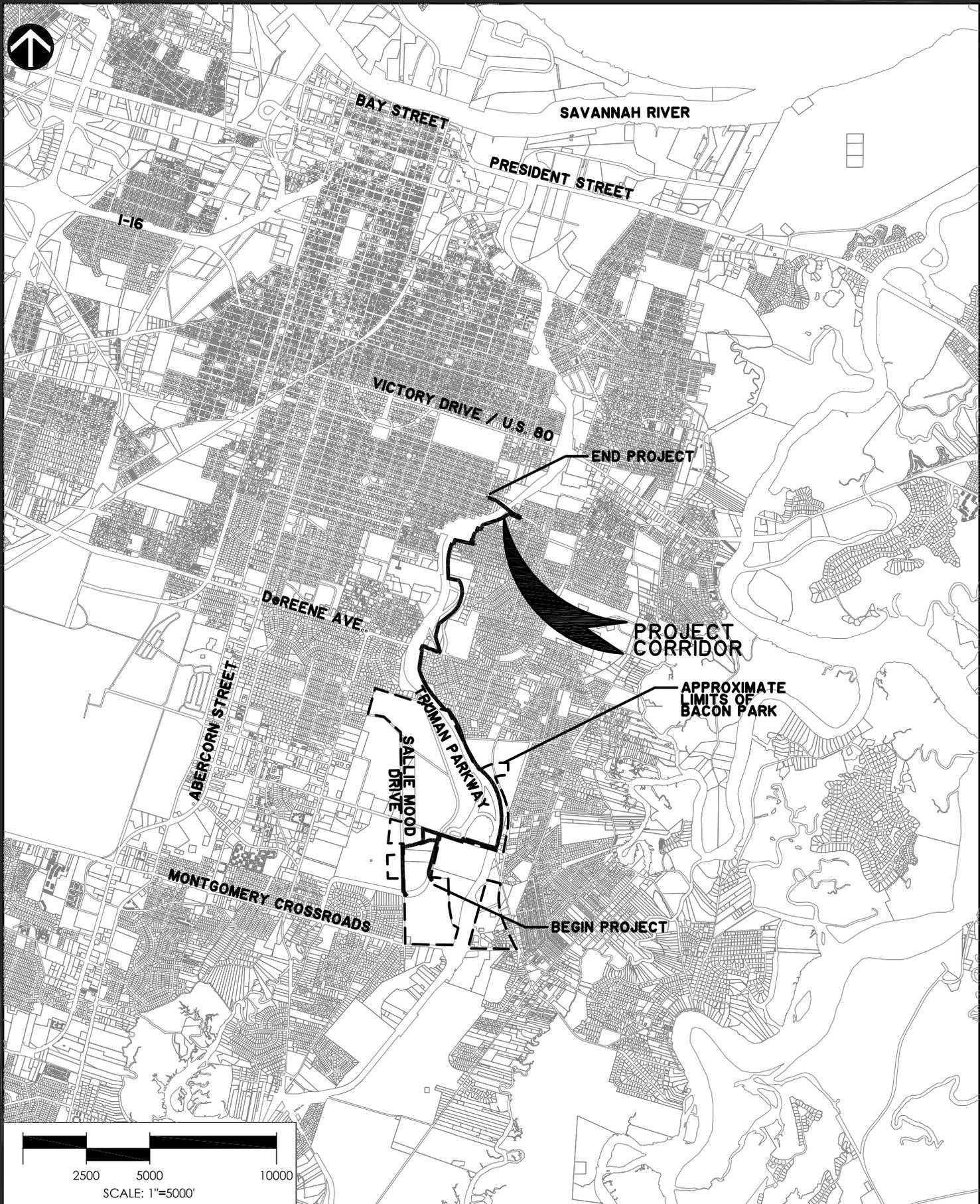
MONTHLY PRICE ADJUSTMENT(\$) **MISSING APL OR APM**

ADJUSTMENT SUMMARY

FUEL PRICE ADJUSTMENT (<i>ENGLISH 125% MAX</i>)	
DIESEL PRICE ADJUSTMENT(\$)	<u>\$50,985.48</u>
UNLEADED PRICE ADJUSTMENT(\$)	<u>\$28,015.10</u>
ASPHALT CEMENT PRICE ADJUSTMENT (<i>BITUMINOUS TACK COAT 125% MAX</i>)	
400 / 402 ASPHALT CEMENT PRICE ADJUSTMENT <i>125% MAX</i>	<u>\$58,944.00</u>
ASPHALT CEMENT PRICE ADJUSTMENT FOR BITUMINOUS TACK COAT(<i>Surface Treatment 125% MAX</i>)	<u>MISSING APL OR APM</u>

REMARKS:

TOTAL ADJUSTMENTS	\$137,944.58
--------------------------	---------------------





EXISTING TRAIL	
EXISTING ON STREET TRAIL	
PROPOSED HARD SURFACE TRAIL	

SIGNALIZED CROSSWALK		NEIGHBORHOOD ACCESS	
BOARDWALK		REGIONAL GATEWAY	
REST AREA			

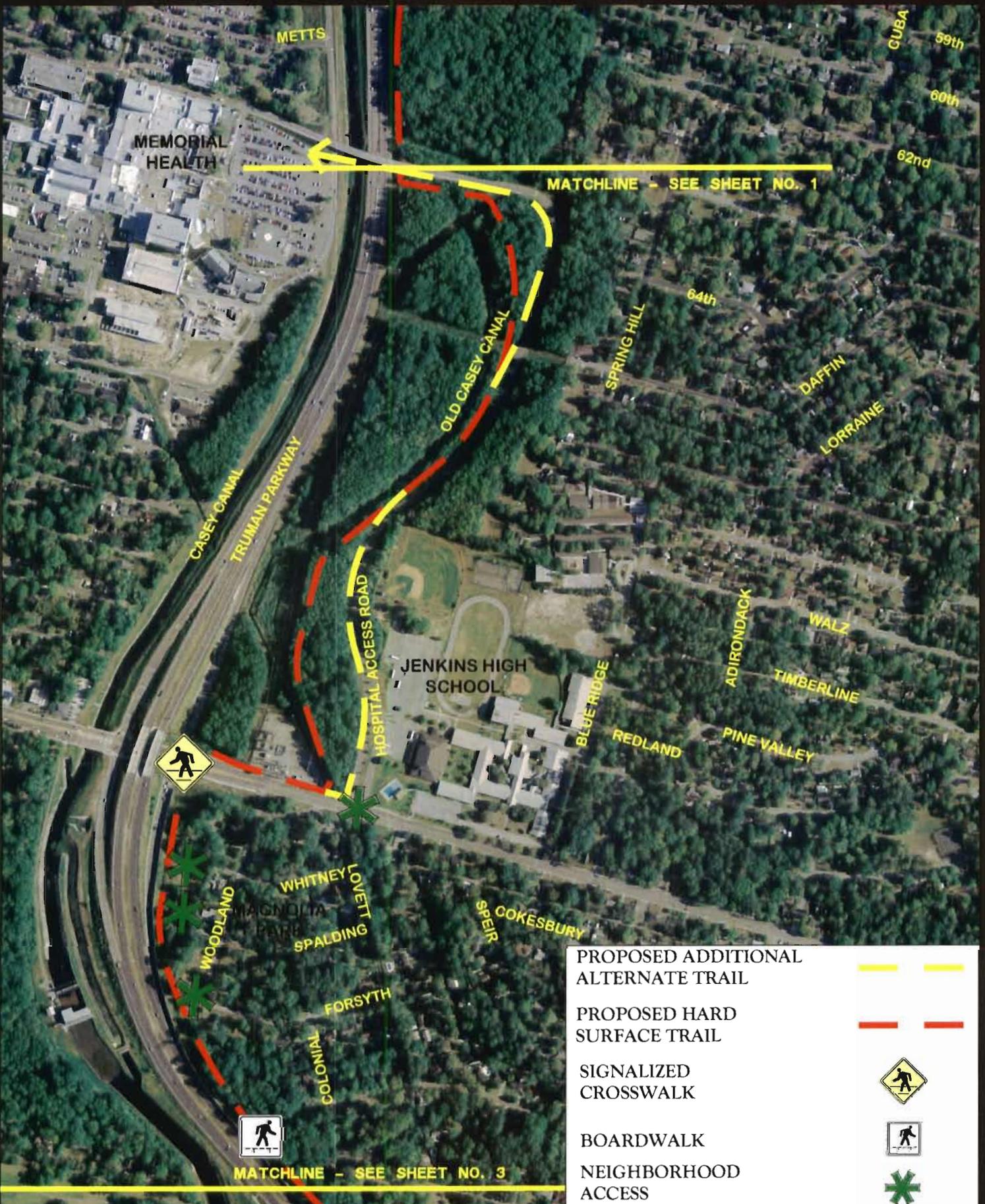
MATCHLINE - SEE SHEET NO. 2

THOMAS & HUTTON ENGINEERING CO.
 50 Park of Commerce Way Post Office Box 2727
 Savannah, GA 31402-2727 (912) 234-5300
 Brunswick, GA • Charleston, SC • Myrtle Beach, SC • Wilmington, NC

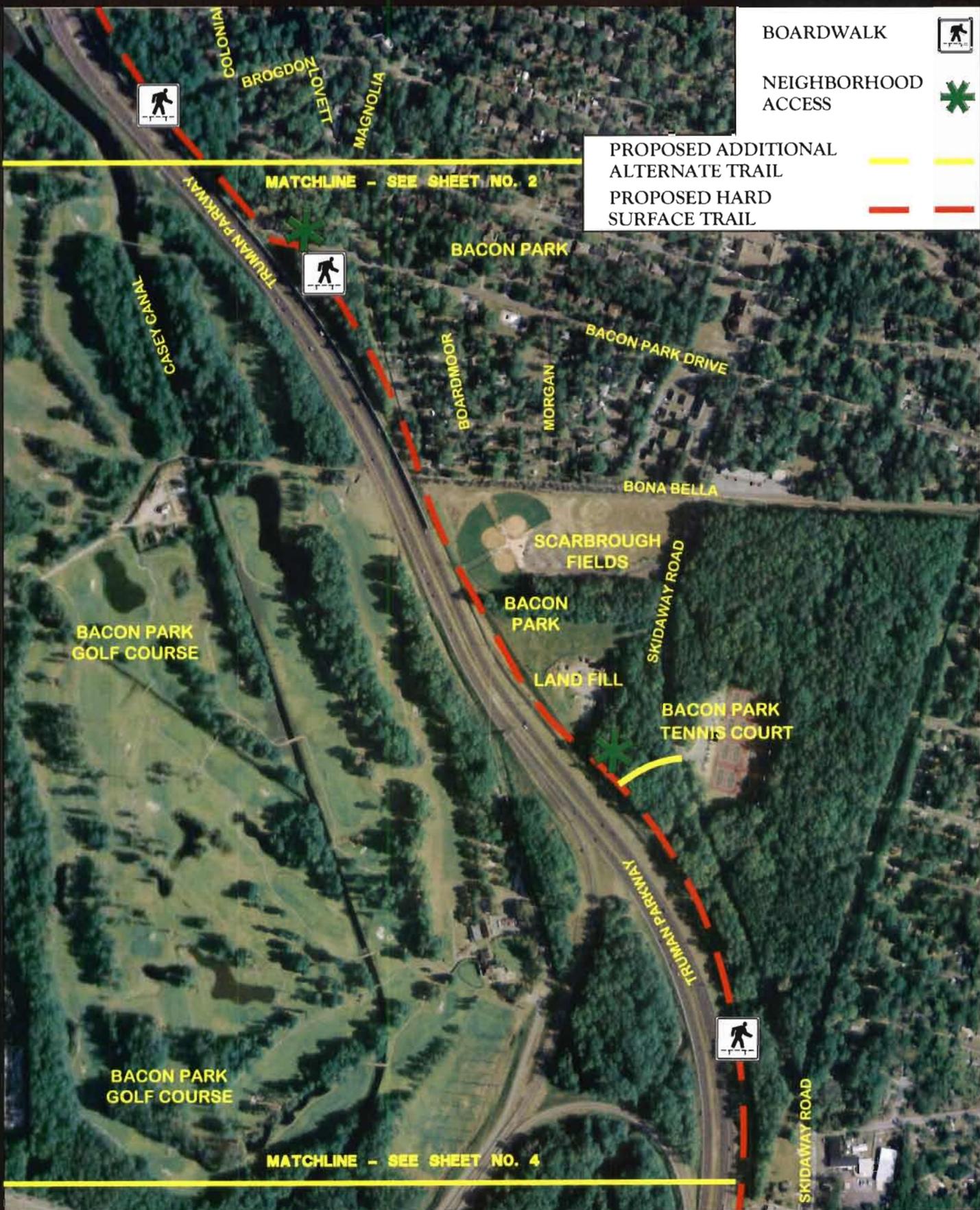
TRUMAN LINEAR PARK TRAIL PHASE II
 PROJECT LAYOUT 1 (HPP FUNDING)
 GDOT P.I. NO. 0007631



Prepared For:
CHATHAM COUNTY



PROPOSED ADDITIONAL ALTERNATE TRAIL	
PROPOSED HARD SURFACE TRAIL	
SIGNALIZED CROSSWALK	
BOARDWALK	
NEIGHBORHOOD ACCESS	



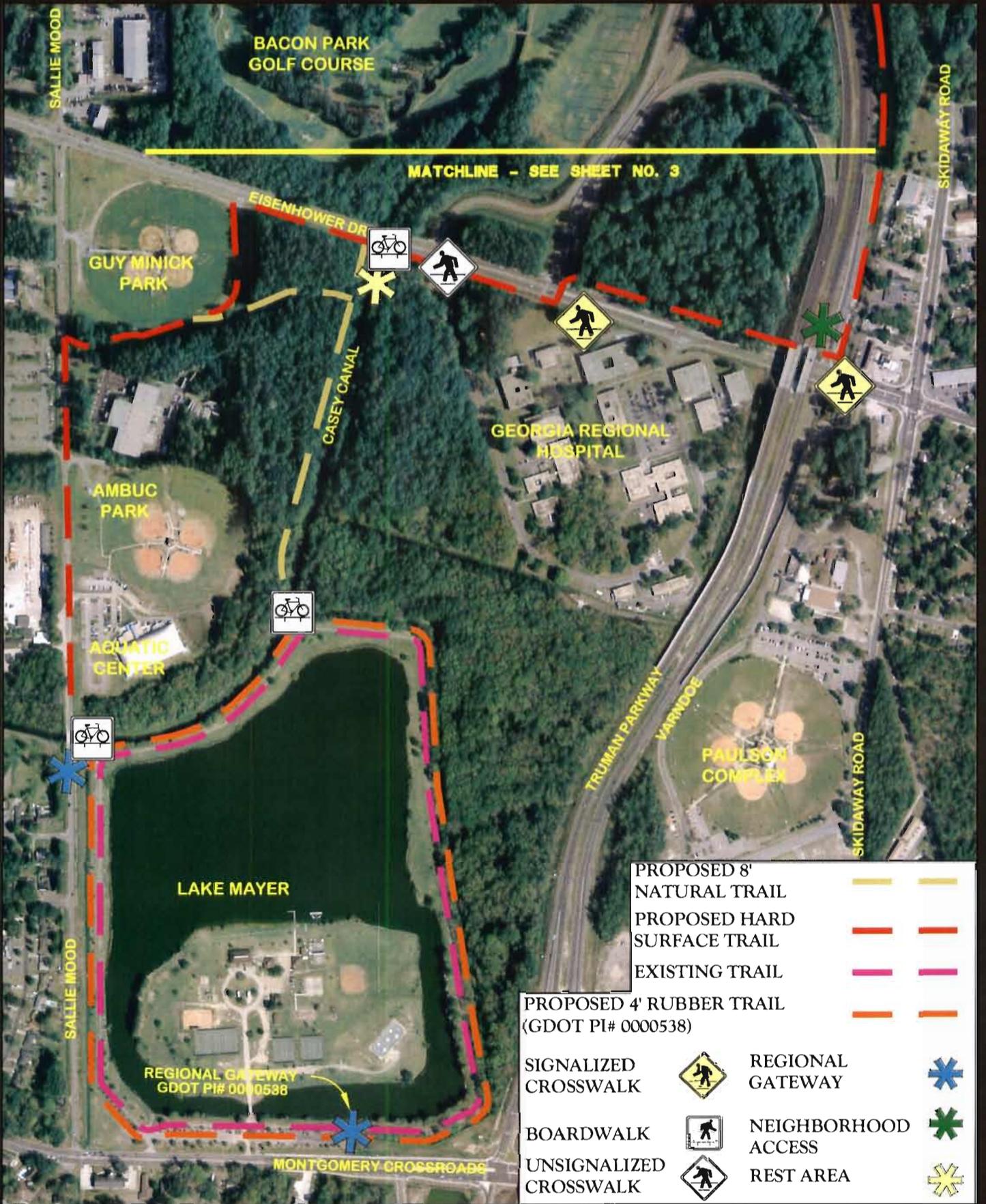
BOARDWALK	
NEIGHBORHOOD ACCESS	
PROPOSED ADDITIONAL ALTERNATE TRAIL	
PROPOSED HARD SURFACE TRAIL	

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TRUMAN LINEAR PARK TRAIL PHASE II
 PROJECT LAYOUT 3 (HPP FUNDING)
 GDOT P.I. NO. 0007631



Prepared For:
CHATHAM COUNTY



MATCHLINE - SEE SHEET NO. 3

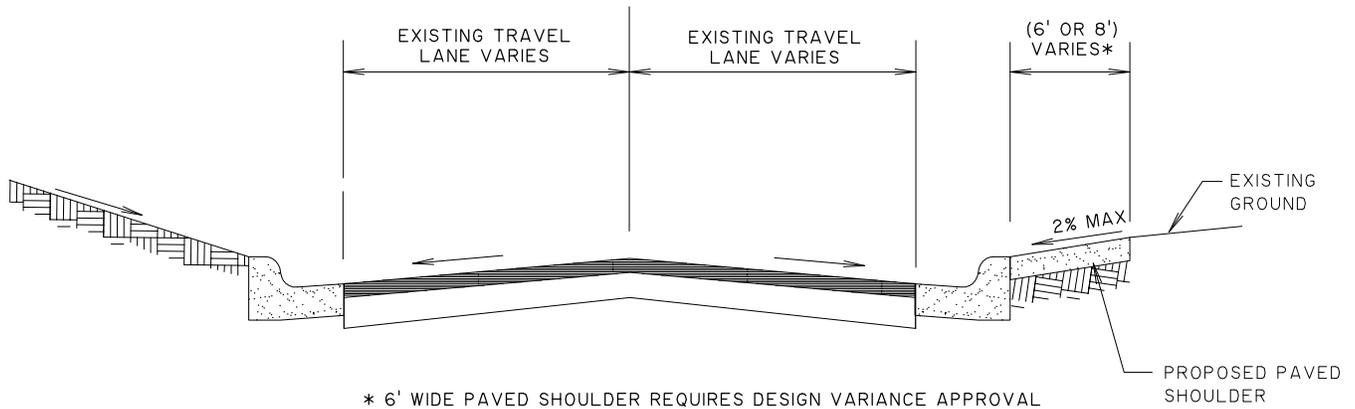
PROPOSED 8' NATURAL TRAIL	
PROPOSED HARD SURFACE TRAIL	
EXISTING TRAIL	
PROPOSED 4' RUBBER TRAIL (GDOT PI# 0000538)	

SIGNALIZED CROSSWALK		REGIONAL GATEWAY	
BOARDWALK		NEIGHBORHOOD ACCESS	
UNSIGNALIZED CROSSWALK		REST AREA	

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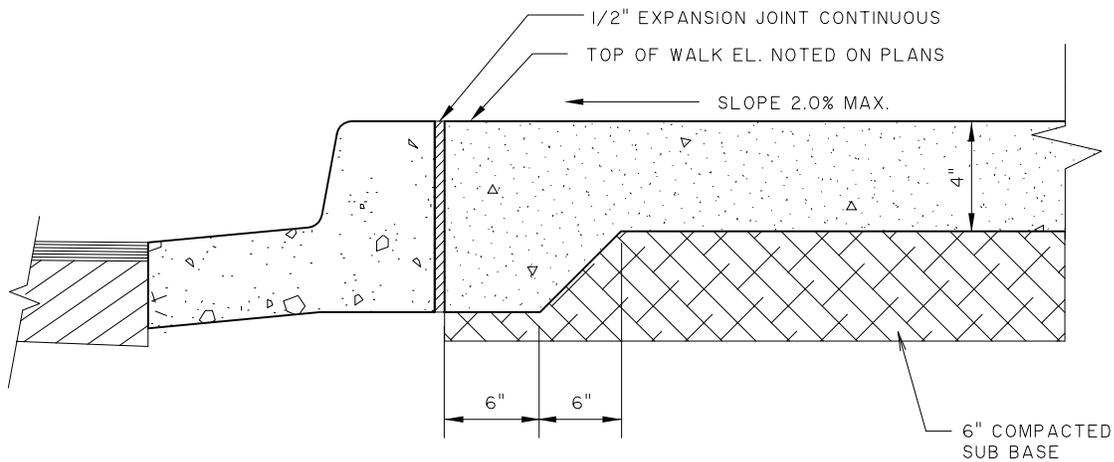
TRUMAN LINEAR PARK TRAIL PHASE II
 PROJECT LAYOUT 4 (HPP FUNDING)
 GDOT P.I. NO. 0007631

Prepared For:
CHATHAM COUNTY



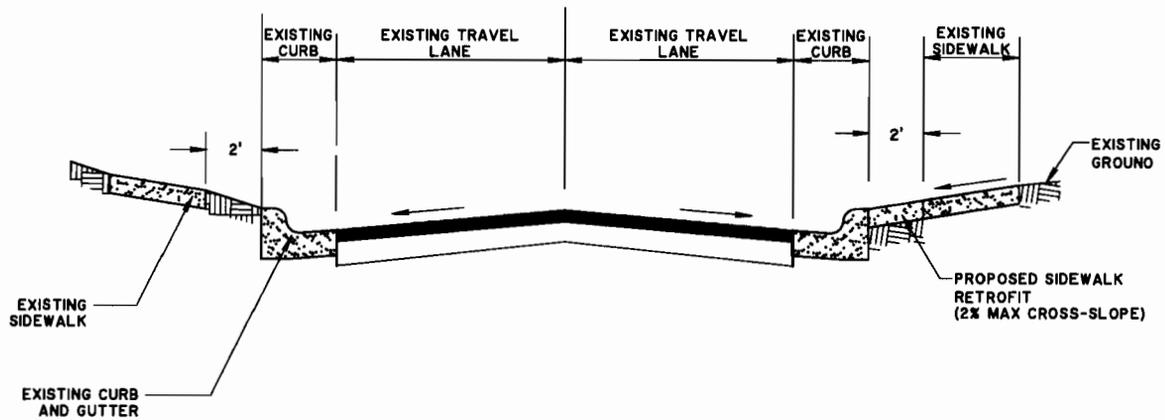
EXISTING ROADWAY TYPICAL SECTION

NOT TO SCALE



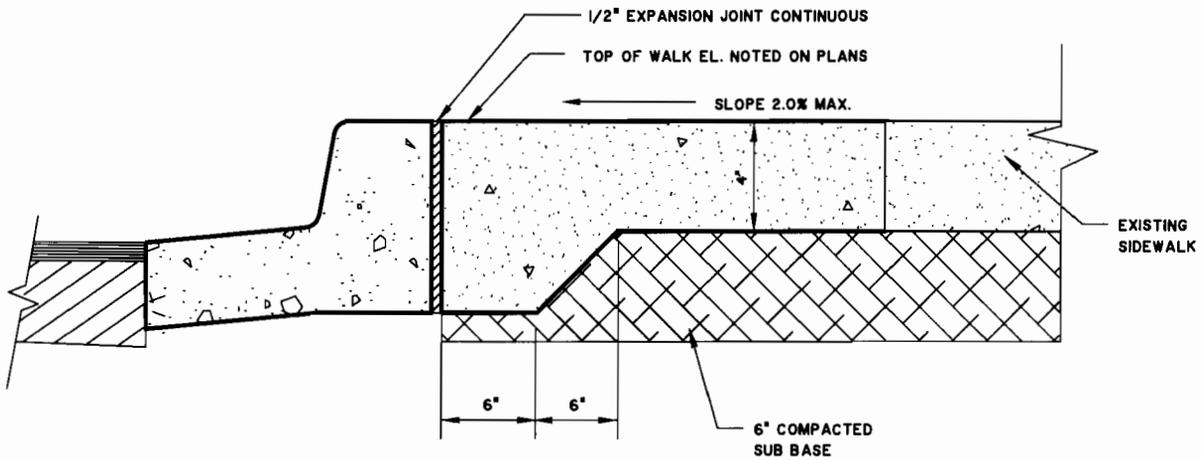
ADDITIONAL SHOULDER PAVEMENT DETAIL

NOT TO SCALE



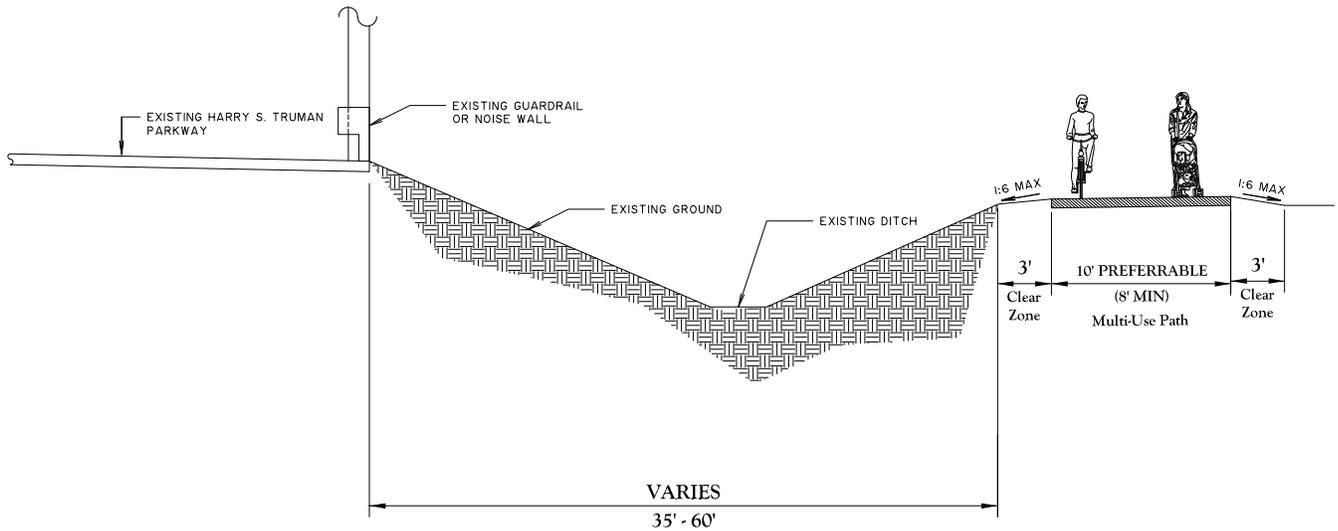
EXISTING ROADWAY TYPICAL SECTION

NOT TO SCALE



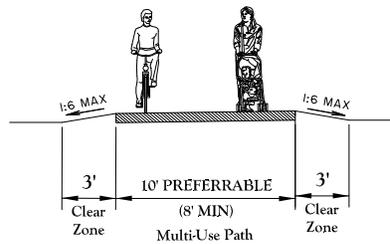
RETROFIT SIDEWALK DETAIL

NOT TO SCALE



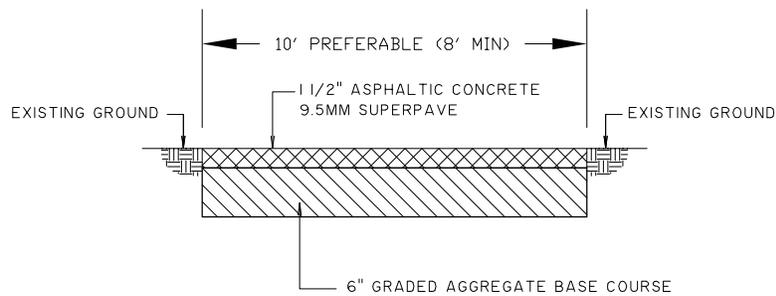
TYPICAL SECTION - ADJACENT TO TRUMAN PARKWAY

Not to Scale



TYPICAL SECTION - NOT ADJACENT TO TRUMAN PARKWAY

Not to Scale

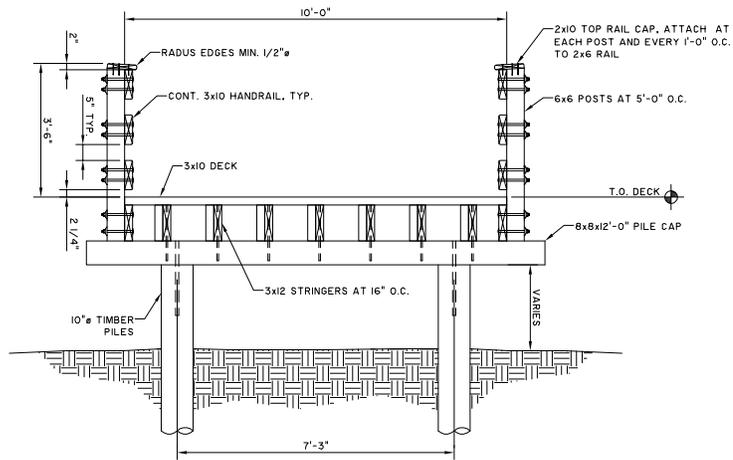


10' MULTI-USE PATH

NOT TO SCALE

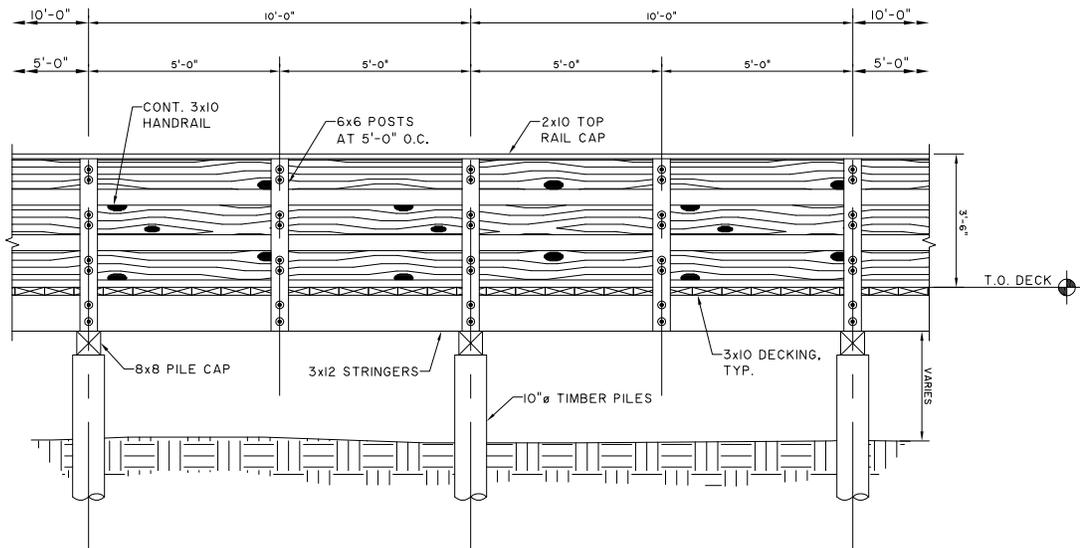
NOTE:

1. CROSS SLOPE OF PROPOSED 8' MULTI-USE TRAIL MAY NOT EXCEED 2%.
2. LONGITUDINAL SLOPE OF PROPOSED 8' MULTI-USE TRAIL MAY NOT EXCEED 5%.
3. ANY GAPS IN FINAL WEARING SURFACE MAY NOT EXCEED 1/2" IN WIDTH.



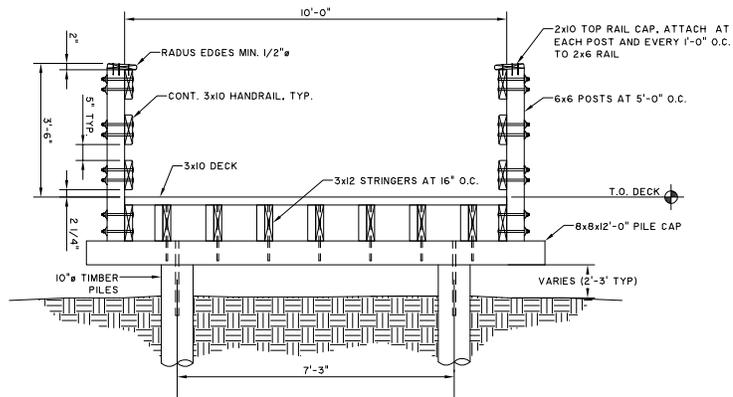
TIMBER BRIDGE - TYPICAL SECTION

NOT TO SCALE



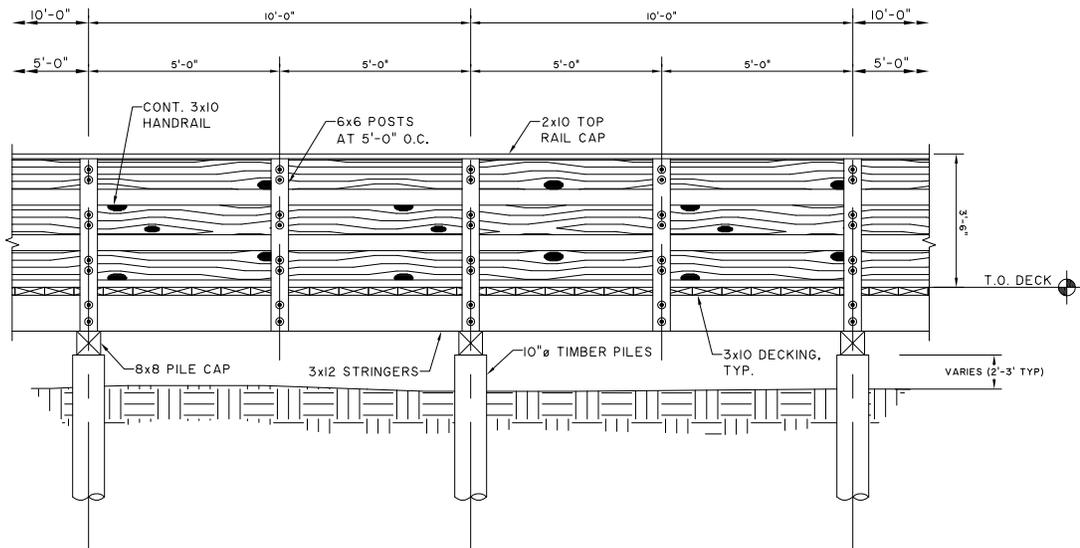
TIMBER BRIDGE - PROFILE

NOT TO SCALE



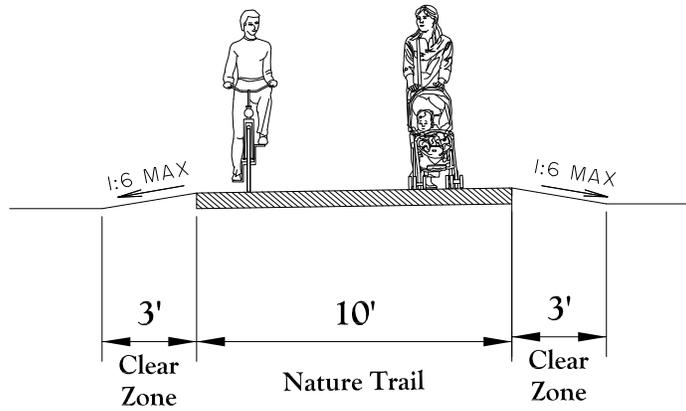
TIMBER BOARDWALK - TYPICAL SECTION

NOT TO SCALE



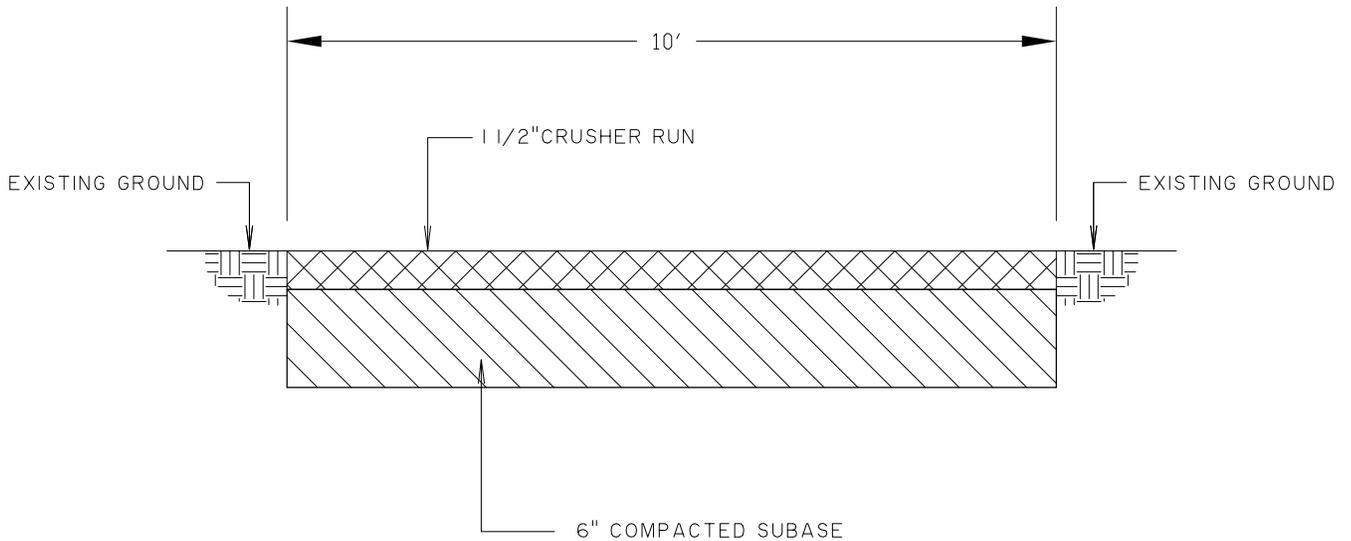
TIMBER BOARDWALK - PROFILE

NOT TO SCALE



TYPICAL SECTION

Not to Scale



10' NATURE TRAIL

NOT TO SCALE

NOTE:

1. CROSS SLOPE OF PROPOSED 8' NATURE TRAIL MAY NOT EXCEED 2%.
2. LONGITUDINAL SLOPE OF PROPOSED 8' NATURE TRAIL MAY NOT EXCEED 5%.



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TRUMAN LINEAR PARK TRAIL PHASE II - TYPICAL SECTION 6

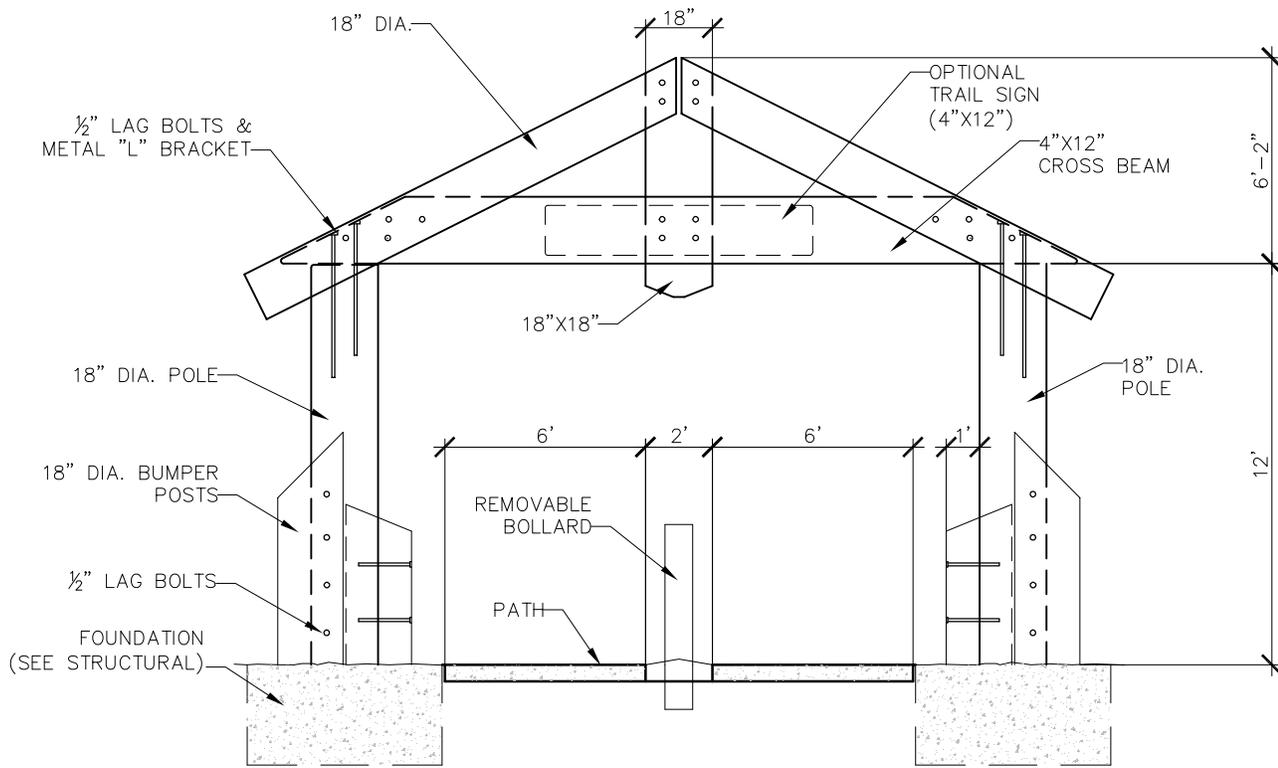
NATURE TRAIL DETAIL (HPP FUNDING)

GDOT P.I. NO. 0007631

Prepared For:

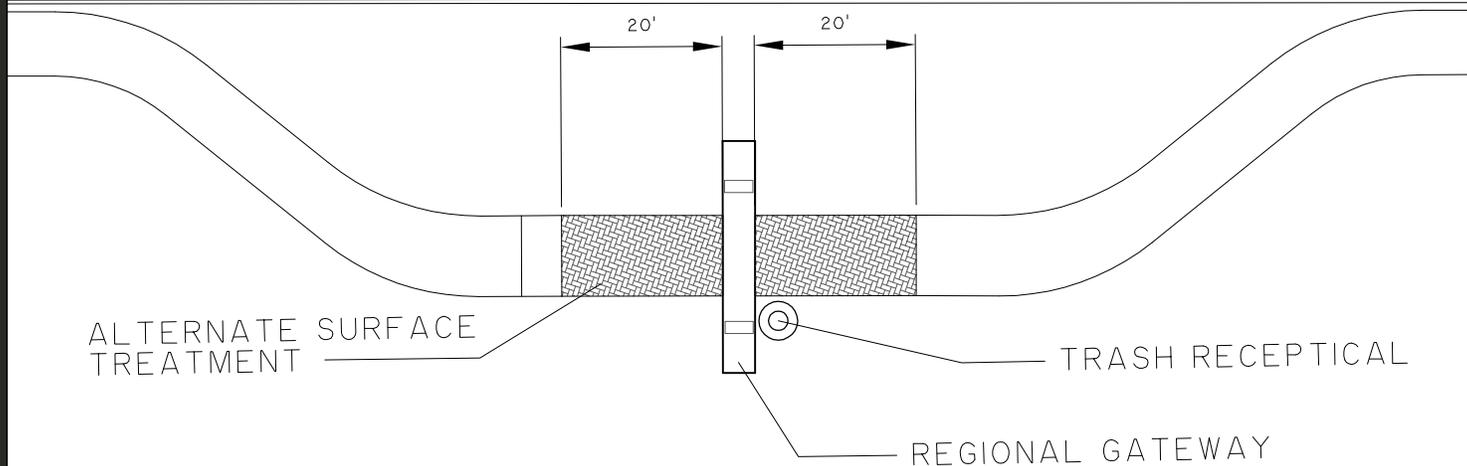
**CHATHAM
COUNTY**

12/21/2010

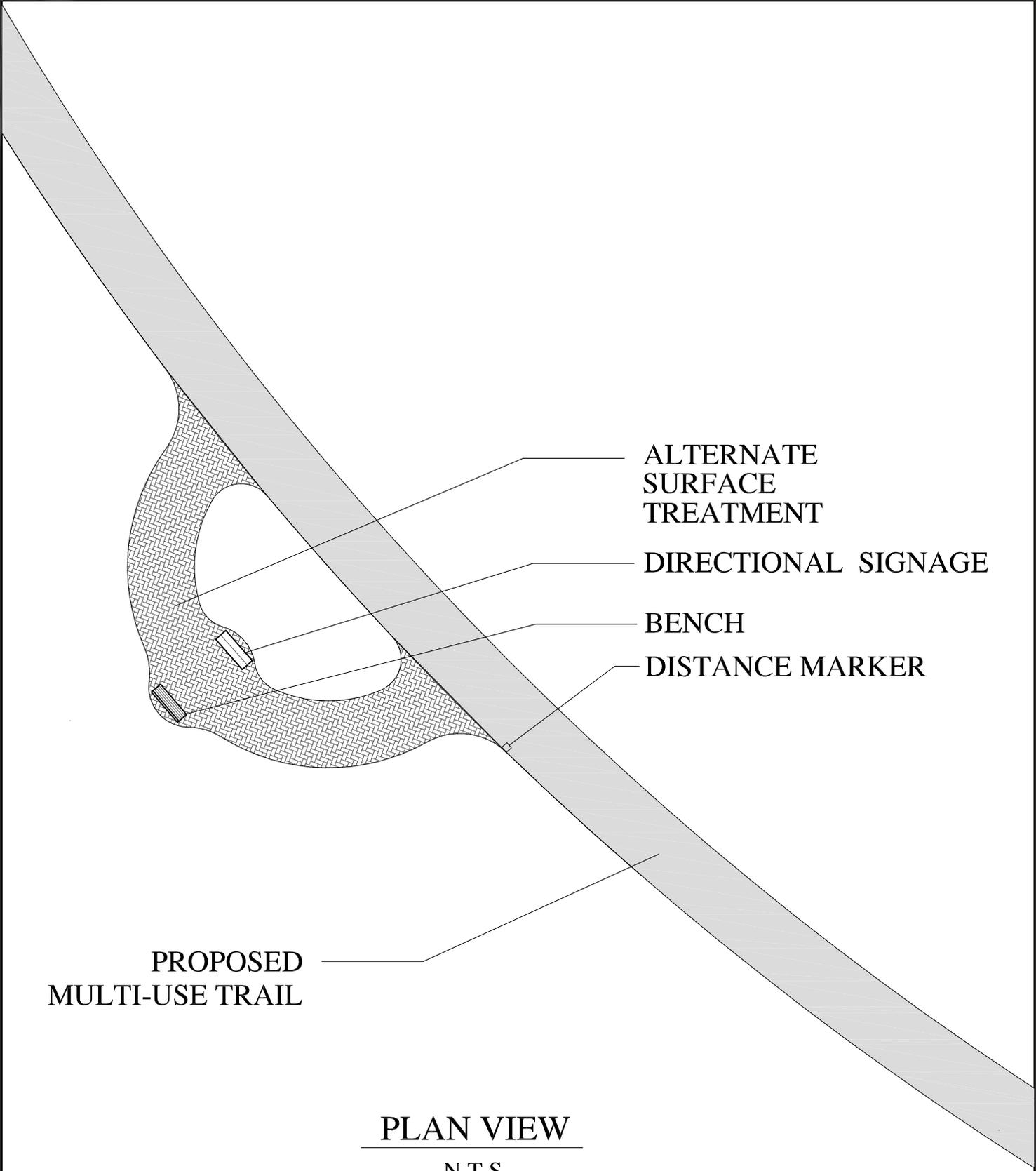


ELEVATION
N.T.S.

EXISTING ROAD



PLAN
N.T.S.



- ALTERNATE SURFACE TREATMENT
- DIRECTIONAL SIGNAGE
- BENCH
- DISTANCE MARKER

PROPOSED MULTI-USE TRAIL

PLAN VIEW

N.T.S.