

ORIGINAL TO GENERAL FILES

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

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

FILE P.I. # 0008256 **OFFICE** Design Policy & Support
Cherokee & Cobb Counties
GDOT District 6 - Cartersville & **DATE** June 3, 2013
District 7 - Metro Atlanta
I-75/I-575 Managed Lanes

FROM  for Brent Story, State Design Policy Engineer

TO SEE DISTRIBUTION

SUBJECT APPROVED LOCATION & DESIGN REPORT

Attached is the approved Location and Design Report with Notice of Location & Design Approval for the above subject project.

Attachment

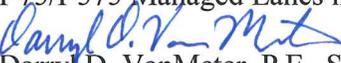
DISTRIBUTION:

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John Hancock, Project Manager
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DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

INTERDEPARTMENTAL CORRESPONDENCE

FILE CSNHS-0008-00(256) Cobb and Cherokee **OFFICE** Innovative Program Delivery
PI: 0008256
I-75/I-575 Managed Lanes in Cobb & Cherokee **DATE** May 29, 2013

FROM  Darryl D. VanMeter, P.E., State Innovative Program Delivery Engineer

TO Brent A. Story, P.E., State Design Policy and Support Engineer
Attention: Dave Peters

SUBJECT Request for Location and Design Approval

Description and Project Proposal: This project begins on I-75 where the current HOV system ends at Akers Mill Road. It is proposed to construct 2 reversible lanes managed lanes on southbound side of I-75 between I-285 and I-575. Just South of I-575 the managed lanes will move to the median. One lane will continue north on I-75 to north of Hickory Groove Road. One lane will continue north on I-575 to Sixes Road. A barrier separated system is proposed, and access points on I-75 will be provided which will not interfere with general purpose interchange operation. I-575 will have slip ramps to or from general purpose lanes. The operation of the manage lanes will be tolled to improve effectiveness. Access points on I-75 will be provided at I-285, Terrell Mill, Roswell Road, I-575, Big Shanty and Hickory Grove. The project length is 16.8 miles on I-75, 11.3 miles on I-575 and 1.6 miles on I-285.

Concept Approval Date: 09/15/2011

Concept Update: Total # of Parcels = 81
Total # of commercial relocations = 8
Total # of residential relocations = 5

Environmental EIS/ROD approved 5/23/2013

Public Involvement:

Coordination for the project, including agency scoping, was initiated with an agency scoping meeting in August 2004. Additional agency scoping meetings were held in January 2005 and January 2006. Public Information Open Houses (PIOH) were held for the project in 2004, 2005 and 2006.

Public Hearing Open House Results:

- The AA/DEIS was released for review in May 2007. The AA/DEIS assessed the No-Build Alternative and four build alternatives. Public hearings for the AA/DEIS were held in May and June 2007.
- Comments were received from 13 federal, state, and local governments; 19 businesses and organizations; 11 trucking industry representatives; and over 70 individuals.
- The comments received on the AA/DEIS addressed three main topics – the design and

operation of the alternatives, the environmental impacts, and the financial feasibility of the project. Substantial opposition was expressed concerning the proposed truck-only lanes due primarily to the claim that negligible benefits would be provided and the proposed mandatory use of the tolled facilities. Comments cited that the proposed operating plans for the bus service for both the bus rapid transit (BRT) and Reduced BRT element of the proposed project were unreasonable and provided exceptionally high transit service at a substantial cost to the region. Additional comments expressed concern with the large footprint of the project (including two HOV and two truck only lanes in each direction on I-75) and its substantial adverse impacts on adjacent neighborhoods and property owners. Comments also called attention to the very high cost of construction and the operating costs of all of the proposed build alternatives. Comments considered the proposed project potentially infeasible and/or inappropriate allocation of public funds for the construction and operation of a single transportation project.

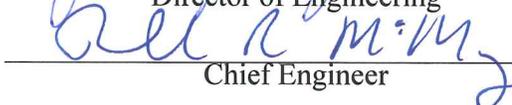
- o As GDOT progressed with refining the NWCP in response to comments on the AA/DEIS, the project stakeholders were provided with ongoing opportunities to provide comments. The build alternative was eliminated from consideration in the AA/DEIS. To ensure agencies and members of the public were informed about changes in the proposed project, a SDEIS was prepared to document those changes. The NOI for the SDEIS was published in the *Federal Register* on December 24, 2009. The notice advised interested parties of a new build alternative– the Two-Lane Reversible Alternative. Over 85 agencies, organizations, and stakeholders were invited to participate in a project stakeholder briefing held in January 2010 following the publication of the NOI for the SDEIS.
- o Public hearings for the SDEIS were held in October 2010.
- o Small group meetings were held in November 2011 to disclose additional sound barriers that were included in the FEIS but not included in the SDEIS.
- o Post-FEIS Reevaluation outreach included distribution of a project letter and comment card and sound barrier outreach to property owners and tenants who were identified as not eligible for noise abatement in the SDEIS and the FEIS, but were identified as eligible as a result of additional analysis that was conducted for the FEIS Reevaluation.

Consistency with Approved Planning:

The design description as presented herein and submitted for approval is consistent with the approved Concept Report.

Recommendations: Recommend that the location and design for the project be approved and that the attached Notice be approved for advertising.

RECOMMEND:  5/29/13
 Director of Engineering Date

APPROVE:  5/29/13
 Chief Engineer Date

- Attachments:
- Sketch Map
- Cost Estimate

Date of L+D Approval: June 3, 2013

Notice of Location and Design Approval

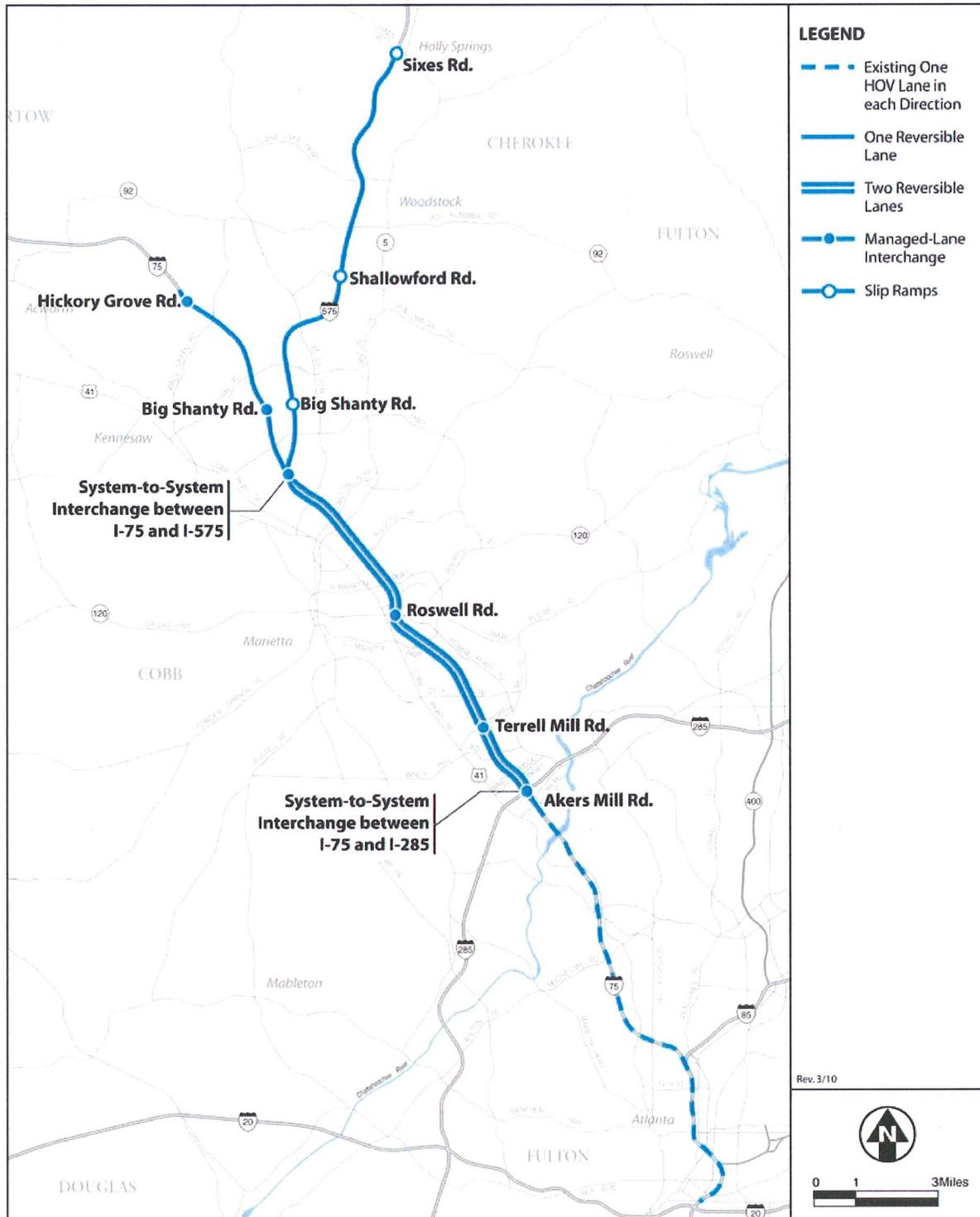


Figure 1 - Location Map

Project: CSNHS-0008-00(256), P.I. Number 0008256
 Description: Managed Lanes on I-75 from Akers Mill Road (M.P. 258.5) to north of Hickory Grove Road (M.P. 275), Managed Lane on I-575 from I-75 (M.P. 0.0) to Sixes Road (M.P. 11) and Managed Lane System to System Interchange at I-75/I-575

NORTHWEST I-75/I-575 CORRIDOR PROJECT (REVERSIBLE MANAGED LANES ALTERNATIVE)

GEORGIA DEPARTMENT OF TRANSPORTATION

FROM I-285 INTERCHANGE TO I-75 AT HICKORY GROVE ROAD AND
FROM I-75/I-575 INTERCHANGE TO I-575 SOUTH OF SIXES ROAD

FUNCTIONAL ESTIMATE OF PROBABLE COSTS OF CONSTRUCTION

Estimate Date: May 1, 2012

ESTIMATED TOTAL COST = \$ 904,005,491

| ITEM DESCRIPTION | QUANTITY | UNIT | UNIT COST | SUBTOTAL COST |
|---|----------|------|---------------|---------------|
| 1.0 ROADWAY | | | | |
| Traffic Control | | | | |
| Complex MOT Sections (interchanges and flyovers) | | | | |
| Traffic Control Personnel Work Shifts ¹ | 780 | EA | \$ 8,400.00 | \$ 6,552,000 |
| Temp Drainage | 4,500 | LF | \$ 49.75 | \$ 223,875 |
| Temp Electrical | 2 | EA | \$ 160,000.00 | \$ 320,000 |
| Temp ITS | 2 | EA | \$ 40,000.00 | \$ 80,000 |
| Temp Asphalt | 11,300 | TN | \$ 78.29 | \$ 884,677 |
| Temp GAB | 8,861 | TN | \$ 17.25 | \$ 152,852 |
| TEMP STRIPING | 571,000 | LF | \$ 0.56 | \$ 319,760 |
| Temp RPM's | 16,200 | EA | \$ 3.96 | \$ 64,152 |
| Removing Striping | 472,200 | LF | \$ 0.56 | \$ 264,432 |
| MOT Devices | 1,190 | EA | \$ 250.00 | \$ 297,500 |
| Police | 12,480 | HR | \$ 47.84 | \$ 597,043 |
| Portable Impact Attenuators | 16 | EA | \$ 8,769.70 | \$ 140,315 |
| Arrow Boards | 7 | EA | \$ 2,100.00 | \$ 14,700 |
| Changeable Message Boards | 7 | EA | \$ 4,889.03 | \$ 34,223 |
| Purchase temp barrier | 82,000 | LF | \$ 23.05 | \$ 1,890,100 |
| Move temp barrier | 58,750 | LF | \$ 10.00 | \$ 587,500 |
| Remove temp barrier | 82,000 | LF | \$ 12.43 | \$ 1,019,260 |
| Normal MOT Sections (in the median) | | | | |
| Traffic Control Personnel Work Shifts | 1,130 | EA | \$ 8,400.00 | \$ 9,492,000 |
| Temp Drainage | 0 | LF | \$ 49.75 | \$ - |
| Temp Electrical | 3 | EA | \$ 160,000.00 | \$ 480,000 |
| Temp ITS | 3 | EA | \$ 40,000.00 | \$ 120,000 |
| Temp Asphalt | 0 | TN | \$ 78.29 | \$ - |
| TEMP STRIPING | 329,000 | LF | \$ 0.56 | \$ 184,240 |
| Temp RPM's | 6,800 | EA | \$ 3.96 | \$ 26,928 |
| Removing Striping | 164,800 | LF | \$ 0.56 | \$ 92,288 |
| MOT Devices | 2,410 | EA | \$ 250.00 | \$ 602,500 |
| Police | 18,080 | HR | \$ 47.84 | \$ 864,947 |
| Portable Impact Attenuators | 20 | EA | \$ 8,769.70 | \$ 175,394 |
| Arrow Boards | 19 | EA | \$ 2,100.00 | \$ 39,900 |
| Changeable Message Boards | 17 | EA | \$ 4,889.03 | \$ 83,114 |
| Purchase temp barrier | 0 | LF | \$ 23.05 | \$ - |
| Move temp barrier | 133,250 | LF | \$ 10.00 | \$ 1,332,500 |
| Remove temp barrier | 0 | LF | \$ 12.43 | \$ - |
| Clearing & Grubbing (120 AC) | | | | |
| I-285 I/C | 27 | AC | \$ 45,000.00 | \$ 1,215,000 |
| I-75 fr I-285 to I-75/I-575 Split | 80 | AC | \$ 55,000.00 | \$ 4,400,000 |
| I-75/I-575 Split | 14 | AC | \$ 45,000.00 | \$ 630,000 |
| I-75 fr I-75/I-575 Split to Hickory Grove RD | 7 | AC | \$ 30,000.00 | \$ 210,000 |
| I-575 fr I-75/I-575 Split to Sixes RD | 2 | AC | \$ 25,000.00 | \$ 50,000 |
| Earthwork | | | | |
| Excavation | 710,993 | CY | \$ 2.04 | \$ 1,450,426 |
| Excavation - Rock | 34,031 | CY | \$ 35.00 | \$ 1,191,102 |
| Borrow | 31,768 | CY | \$ 6.26 | \$ 198,868 |
| In Place Embankment | 200,472 | CY | \$ 6.39 | \$ 1,281,015 |
| Filter Fabric | 199,256 | SY | \$ 3.37 | \$ 671,491 |
| New Pavement | | | | |
| Graded Aggregate Base | 589,195 | TN | \$ 17.25 | \$ 10,163,614 |
| Recycled Asph Conc 25 MM Superpave, Gp 1 OR 2, Incl Bitum & H Lime | 56,857 | TN | \$ 58.92 | \$ 3,350,014 |
| Asph Conc 12.5 MM SMA, Gp 2 Only, Incl Polymer-Modified Bitum Matl & H Lime | 28,019 | TN | \$ 95.27 | \$ 2,669,370 |
| Recycled Asph Conc 19 MM Superpave, Gp 1 OR 2, Incl Bitum | 152,039 | TN | \$ 60.78 | \$ 9,240,930 |
| Asph Conc 12.5MM PEM, Gp 2 Only, Incl Polymer-Modified Bitum Matl & H Lime | 20,579 | TN | \$ 103.69 | \$ 2,133,837 |
| Recycled Asph Conc 12.5 MM Superpave, Gp 2 Only, Incl Bitum Matl | 3,602 | TN | \$ 60.34 | \$ 217,345 |
| Recycled Asph Conc Leveling, Incl Bitum Matl & H Lime | 26,503 | TN | \$ 67.65 | \$ 1,792,928 |
| Bitum Tack Coat | 113,498 | GL | \$ 2.59 | \$ 293,959 |
| Plain PC Conc Pvmt, Cl 1 Conc, 12 Inch Thk | 649,662 | SY | \$ 38.80 | \$ 25,206,886 |
| Mill Asph Conc Pvmt, Variable Depth | 52,725 | SY | \$ 1.28 | \$ 67,488 |
| Asphaltic Concrete Curb | 10,360 | LF | \$ 8.61 | \$ 89,200 |
| Pvmt Reinf Fabric Strips, Tp 2, 18 In Width | 94,016 | LF | \$ 3.94 | \$ 370,423 |
| Indentation Rumble Strips - Ground-In-Place (Continuous) | 84 | GLM | \$ 1,341.93 | \$ 112,722 |
| Uddr Pipe Incl Drainage Aggr, 6 In | 2,500 | LF | \$ 8.82 | \$ 22,050 |
| Flatwork | | | | |
| Curb and Gutter | 5,999 | LF | \$ 11.87 | \$ 71,208 |
| Concrete lined ditches | 54,908 | SY | \$ 24.70 | \$ 1,356,228 |
| Sidewalks | 2,228 | SY | \$ 23.06 | \$ 51,378 |

NORTHWEST I-75/I-575 CORRIDOR PROJECT (REVERSIBLE MANAGED LANES ALTERNATIVE)

GEORGIA DEPARTMENT OF TRANSPORTATION
FROM I-285 INTERCHANGE TO I-75 AT HICKORY GROVE ROAD AND
FROM I-75/I-575 INTERCHANGE TO I-575 SOUTH OF SIXES ROAD
FUNCTIONAL ESTIMATE OF PROBABLE COSTS OF CONSTRUCTION

Estimate Date: May 1, 2012

ESTIMATED TOTAL COST = \$ 904,005,491

| ITEM DESCRIPTION | QUANTITY | UNIT | UNIT COST | SUBTOTAL COST |
|---------------------------------------|--------------|------|---------------|-----------------------|
| Right of Way Markers | 110 | EA | \$ 101.27 | \$ 11,140 |
| Traffic Barrier at Grade | | | | |
| Concrete Barrier, TP S-2 | 146,667 | LF | \$ 87.98 | \$ 12,903,763 |
| Concrete Barrier, TP S-3 | 3,752 | LF | \$ 235.85 | \$ 884,909 |
| Concrete Side Barrier, TP 7-S | 159 | LF | \$ 279.13 | \$ 44,382 |
| Concrete Barrier, TP 26 | 1,620 | LF | \$ 230.00 | \$ 372,600 |
| Other | | | | |
| Impact Attenuators | 72 | EA | \$ 13,460 | \$ 969,120 |
| Guardrail | 33,800 | LF | \$ 16.41 | \$ 554,658 |
| Guardrail Anchor | 246 | EA | \$ 1,251.30 | \$ 307,820 |
| Cable Barrier | 39,619 | LF | \$ 14.00 | \$ 554,666 |
| Cable Terminal | 38 | EA | \$ 3,050.00 | \$ 115,900 |
| Approach Slabs | 10,375 | SF | \$ 199.87 | \$ 2,073,651 |
| SUBTOTAL ROADWAY | | | | \$ 114,236,290 |
| 2.0 STRUCTURES | | | | |
| Box Beam | 6,583.50 | SF | \$ 80.00 | \$ 526,680 |
| Box Girder | 7,455.60 | SF | \$ 130.00 | \$ 969,228 |
| BT-54 | 10,362.00 | SF | \$ 105.00 | \$ 1,088,010 |
| BT-63 | 5,142.75 | SF | \$ 105.00 | \$ 539,989 |
| BT-72 | 35,889.00 | SF | \$ 105.00 | \$ 3,768,345 |
| BT-74 | 1,037,880.38 | SF | \$ 105.00 | \$ 108,977,440 |
| PG - 36" | 15,618.96 | SF | \$ 93.75 | \$ 1,464,278 |
| PG - 48" | 20,615.27 | SF | \$ 125.00 | \$ 2,576,909 |
| PG - 66" | 26,790.00 | SF | \$ 171.88 | \$ 4,604,531 |
| PG - 70" | 6,868.75 | SF | \$ 182.29 | \$ 1,252,116 |
| PG - 76" | 53,392.50 | SF | \$ 197.92 | \$ 10,567,266 |
| PG - 86" | 132,398.75 | SF | \$ 223.96 | \$ 29,651,803 |
| PSC-1 MOD | 2,814.38 | SF | \$ 105.00 | \$ 295,509 |
| PSC-II | 20,012.71 | SF | \$ 105.00 | \$ 2,101,335 |
| W Beam | 20,463.47 | SF | \$ 78.75 | \$ 1,611,498 |
| PPC Spliced Girders | 132,345.00 | SF | \$ 180.00 | \$ 23,822,100 |
| Bridge Removal Cost | 1 | LS | \$ 719,308.00 | \$ 719,308 |
| Sound Barrier | | | | |
| I-75 (33 Walls) | 1,116,972 | SF | \$ 25.00 | \$ 27,924,300 |
| I-575 (9 Walls) | 651,370 | SF | \$ 25.00 | \$ 16,284,250 |
| Retaining Wall | | | | |
| MSE Retaining Wall 0-10 Ft | 60,320 | SF | \$ 42.16 | \$ 2,543,091 |
| MSE Retaining Wall 10-30 Ft | 847,490 | SF | \$ 39.47 | \$ 33,450,430 |
| MSE Retaining Wall >30 Ft | 456,991 | SF | \$ 40.00 | \$ 18,279,640 |
| Tie back Walls | 38,765 | SF | \$ 90.00 | \$ 3,488,850 |
| Type H Barrier | 48,932 | LF | \$ 209.63 | \$ 10,257,615 |
| Coping | 6,446 | LF | \$ 73.54 | \$ 474,039 |
| 7-WS Barrier | 18,548 | LF | \$ 70.00 | \$ 1,298,360 |
| SUBTOTAL STRUCTURES | | | | \$ 308,536,920 |
| 3.0 DRAINAGE | | | | |
| Foundation Backfill Material, Type II | 3,262 | CY | \$ 45.04 | \$ 146,920 |
| Shoring | 4 | LS | \$ 135,175.45 | \$ 540,702 |
| Storm Drain Pipe, 15 In, H 1-10 | 5 | LF | \$ 45.93 | \$ 230 |
| Storm Drain Pipe, 18 In, H 1-10 | 95,237 | LF | \$ 33.99 | \$ 3,237,106 |
| Storm Drain Pipe, 24 In, H 1-10 | 9,614 | LF | \$ 40.92 | \$ 393,405 |
| Storm Drain Pipe, 30 In, H 1-10 | 3,486 | LF | \$ 47.01 | \$ 163,877 |
| Storm Drain Pipe, 36 In, H 1-10 | 600 | LF | \$ 55.00 | \$ 33,000 |
| Storm Drain Pipe, 42 In, H 1-10 | 48 | LF | \$ 74.53 | \$ 3,577 |
| Storm Drain Pipe, 48 In, H 1-10 | 793 | LF | \$ 101.87 | \$ 80,783 |
| Storm Drain Pipe, 54 In, H 1-10 | 56 | LF | \$ 152.04 | \$ 8,514 |
| Flared End Section 18 In, Storm Drain | 33 | EA | \$ 492.83 | \$ 16,263 |
| Flared End Section 24 In, Storm Drain | 3 | EA | \$ 594.05 | \$ 1,782 |
| Flared End Section 30 In, Storm Drain | 8 | EA | \$ 761.00 | \$ 6,088 |
| Flared End Section 36 In, Storm Drain | 3 | EA | \$ 939.24 | \$ 2,818 |
| Flared End Section 42 In, Storm Drain | 1 | EA | \$ 1,317.30 | \$ 1,317 |
| Stone Dump Rip-Rap, Tp 3, 24 In | 1,174 | SY | \$ 44.36 | \$ 52,079 |
| Plastic Filter Fabric | 1,174 | SY | \$ 3.37 | \$ 3,956 |
| Catch Basin, GP 1 | 18 | EA | \$ 2,056.42 | \$ 37,016 |
| Drop Inlet, Gp 1 | 979 | EA | \$ 2,567.17 | \$ 2,513,259 |
| Drop Inlet, Gp 2 | 2 | EA | \$ 2,608.98 | \$ 5,218 |

NORTHWEST I-75/I-575 CORRIDOR PROJECT (REVERSIBLE MANAGED LANES ALTERNATIVE)

GEORGIA DEPARTMENT OF TRANSPORTATION

FROM I-285 INTERCHANGE TO I-75 AT HICKORY GROVE ROAD AND
FROM I-75/I-575 INTERCHANGE TO I-575 SOUTH OF SIXES ROAD

FUNCTIONAL ESTIMATE OF PROBABLE COSTS OF CONSTRUCTION

Estimate Date: May 1, 2012

ESTIMATED TOTAL COST = \$ 904,005,491

| ITEM DESCRIPTION | QUANTITY | UNIT | UNIT COST | SUBTOTAL COST |
|----------------------------|----------|------|-------------|---------------------|
| Storm Sewer Manhole, Tp 1, | 41 | EA | \$ 2,058.44 | \$ 84,396 |
| Bar Reinforcing Steel | 28,971 | LBS | \$ 0.75 | \$ 21,728 |
| Class A Conc | 273 | CY | \$ 524.52 | \$ 143,194 |
| SUBTOTAL DRAINAGE | | | | \$ 7,497,229 |

| 4.0 SIGNING AND MARKING | | | | |
|--|--------|-----|--------------|----------------------|
| Pavement Marking | | | | |
| Solid Pavement Marking - Asphalt | 63.6 | LM | \$ 1,868.73 | \$ 118,851 |
| Skip Pavement Marking - Asphalt | 36.1 | GLM | \$ 1,069.32 | \$ 38,602 |
| Solid Pavement Marking - Concrete | 16.8 | LM | \$ 28,034.46 | \$ 470,979 |
| Skip Pavement Marking - Concrete | 6.4 | GLM | \$ 12,934.00 | \$ 82,778 |
| Raised pavement markers | 2,770 | EA | \$ 3.96 | \$ 10,969 |
| Signing | | | | |
| Removal of existing overhead sign structures | 42 | EA | \$ 5,000.00 | \$ 210,000 |
| Type I Sign Structures (large) | 73 | EA | \$ 90,000.00 | \$ 6,570,000 |
| Type I Sign Structures (small) | 24 | EA | \$ 65,000.00 | \$ 1,560,000 |
| Type III Sign Structures | 33 | EA | \$ 40,000.00 | \$ 1,320,000 |
| Overhead sign panels | 63,400 | SF | \$ 25.00 | \$ 1,585,000 |
| CMS Element | 38 | EA | \$ 20,830.00 | \$ 791,540 |
| CMS Element (small) | 14 | EA | \$ 10,415.00 | \$ 145,810 |
| CMS Element (arterial) | 40 | EA | \$ 5,205.00 | \$ 208,200 |
| Cabinet | 61 | EA | \$ 5,500.00 | \$ 335,500 |
| Field Switch | 61 | EA | \$ 3,000.00 | \$ 183,000 |
| Standard signs | 291 | EA | \$ 2,039.20 | \$ 593,407 |
| Special Roadside Signs | 46 | EA | \$ 11,126.00 | \$ 511,796 |
| SUBTOTAL SIGNING AND MARKING | | | | \$ 14,736,433 |

| 5.0 MISCELLANEOUS | | | | |
|--|---------|----|-----------------|---------------------|
| Fencing | | | | |
| Ch Lk Fence, ZC Coat, 6 Ft, 9 GA | 16,375 | EA | \$ 26.90 | \$ 440,488 |
| Lighting | | | | |
| Mongoose 250W Clear HPS 28000 Lumens 1 Lamp | 345 | EA | \$ 3,300.00 | |
| Mongoose 250W Clear HPS 28000 Lumens 2 Lamps | 62 | EA | \$ 4,000.00 | |
| Wallpack IV 150W Clear HPS 16000 Lumens | 30 | EA | \$ 550.00 | |
| Factor - (due to partial incomplete lighting study) ² | 300% | % | \$ 1,403,000.00 | \$ 4,209,000 |
| Erosion Control | | | | |
| Silt Fence | 522,720 | LF | \$ 2.60 | \$ 1,359,072 |
| Temporary Grassing | 138 | AC | \$ 700.00 | \$ 96,250 |
| Mulch | 1,485 | TN | \$ 162.71 | \$ 241,624 |
| Construction Exist | 138 | EA | \$ 1,203.33 | \$ 165,458 |
| Construct and Remove Silt Control Gate, TP 3 | 22 | EA | \$ 394.92 | \$ 8,688 |
| Constr & Rem Rip Rap Check Dams Stone Plain Rip Rap/Sand Bags | 605 | EA | \$ 206.11 | \$ 124,697 |
| Constr & Rem Fabric Check Dam - Type C | 68,376 | LF | \$ 3.04 | \$ 207,863 |
| Constr & Rem Rock Filter Dams | 114 | EA | \$ 299.40 | \$ 34,120 |
| Construct And Remove Inlet Sediment Trap | 1,265 | EA | \$ 139.80 | \$ 176,847 |
| Maintenance of Rock Filter Dams | 114 | EA | \$ 136.99 | \$ 15,611 |
| Maintenance of Temporary Silt Fence - Type C | 392,040 | LF | \$ 2.60 | \$ 1,019,304 |
| Maintenance of Erosion Control Check Dams - All Types | 80,476 | LF | \$ 1.41 | \$ 113,471 |
| Maintenance of Silt Control Gate - TP 3 | 22 | EA | \$ 145.38 | \$ 3,198 |
| Maintenance of Construction Exit | 138 | EA | \$ 656.31 | \$ 90,243 |
| Maintenance of Inlet Sediment Trap | 1,265 | EA | \$ 52.07 | \$ 65,869 |
| Water Quality Monitoring and Sampling | 4 | EA | \$ 298.23 | \$ 1,312 |
| Water Quality Inspections | 48 | MO | \$ 628.64 | \$ 30,426 |
| Constr & Rem Sediment Basin, Tp 1 | 6 | EA | \$ 6,100.00 | \$ 33,550 |
| Maint of Temp Sediment Basin | 6 | EA | \$ 1,130.00 | \$ 6,215 |
| Permanent Grassing | 275 | AC | \$ 754.71 | \$ 207,545 |
| Agricultural Lime | 550 | TN | \$ 88.45 | \$ 48,648 |
| Liquid Lime | 688 | GL | \$ 19.64 | \$ 13,503 |
| Fertilizer Mixed Grade | 232 | TN | \$ 414.24 | \$ 96,145 |
| Fertilizer Nitrogen Contenet | 13,750 | LB | \$ 2.40 | \$ 33,000 |
| Const and Remove Temp. Pipe Slope Drain | 2,750 | LF | \$ 11.15 | \$ 30,663 |
| Erosion Contrl Mats, Slopes | 220,000 | SY | \$ 0.90 | \$ 198,000 |
| Etowah Habitat Conservation Plan (HCP) Infiltration Basin | 1 | EA | \$ 50,000.00 | \$ 50,000 |
| SUBTOTAL MISCELLANEOUS | | | | \$ 9,120,808 |

6.0 TOLLING and ITS

NORTHWEST I-75/I-575 CORRIDOR PROJECT (REVERSIBLE MANAGED LANES ALTERNATIVE)

GEORGIA DEPARTMENT OF TRANSPORTATION
FROM I-285 INTERCHANGE TO I-75 AT HICKORY GROVE ROAD AND
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| ITEM DESCRIPTION | QUANTITY | UNIT | UNIT COST | SUBTOTAL COST |
|--|----------|-----------|---------------------|---------------------|
| TOLLING | | | | |
| ROADSIDE ITEMS | | | | |
| Hardware per Tolling Point I-75 (all tolling locations) | | | | |
| AVI Antenna and related parts | 38 | EA | \$ 3,500 | \$ 133,000 |
| AVI Reader | 25 | EA | \$ 5,400 | \$ 135,000 |
| AVDC System One-Lane (Per Tolling Point) | 19 | EA | \$ 19,053 | \$ 362,007 |
| AVDC System Two-Lane (Per Tolling Point) | | | | |
| VES | | | | |
| Controller - VES Host | 18 | EA | \$ 15,000 | \$ 270,000 |
| Cameras | 59 | EA | \$ 12,000 | \$ 708,000 |
| Connectors, cables, power supplies,etc. - for cameras | 59 | EA | \$ 2,840 | \$ 167,560 |
| Gantry | 15 | EA | \$ 117,678 | \$ 1,765,170 |
| Gantry (Two lane) | | | | |
| Roadside Cabinet, equipment racks, switches | 15 | EA | \$ 8,730 | \$ 130,950 |
| Zone Controller | 16 | EA | \$ 14,500 | \$ 232,000 |
| Security Access | 0 | EA | \$ 3,620 | \$ - |
| UPS | 16 | EA | \$ 6,000 | \$ 96,000 |
| Generator | 0 | EA | \$ 7,000 | \$ - |
| Lightning Suppression (per gantry) | 16 | EA | \$ 9,000 | \$ 144,000 |
| Installation | 24 | EA | \$ 60,000 | \$ 1,440,000 |
| Number of I-75/575 (one lane) Tolling Points | | EA | | \$ 5,583,687 |
| Hardware per Tolling Points I-75 (two lane) | | | | |
| AVI Antenna | 0 | EA | \$ 800 | \$ - |
| AVI Reader | 0 | EA | \$ 14,300 | \$ - |
| AVDC System One-Lane (Per Tolling Point) | | | | |
| AVDC System Two-Lane (Per Tolling Point) | 0 | EA | \$ 94,263 | \$ - |
| VES | | | | |
| Controller | 0 | EA | \$ 12,000 | \$ - |
| Cameras (B&W) | 0 | EA | \$ 20,399 | \$ - |
| Connectors, cables, power supplies,etc. | 0 | EA | \$ 10,000 | \$ - |
| Gantry (One lane) | | | | |
| Gantry (Two lane) | 0 | EA | \$ 128,000 | \$ - |
| Roadside Cabinet | 0 | EA | \$ 5,500 | \$ - |
| Zone Controller | 0 | EA | \$ 18,000 | \$ - |
| Security Access | 0 | EA | \$ 3,620 | \$ - |
| UPS | 0 | EA | \$ 3,375 | \$ - |
| Generator | 0 | EA | \$ 7,000 | \$ - |
| Lightning Suppression | 0 | EA | \$ 9,000 | \$ - |
| Installation | 0 | EA | \$ 35,000 | \$ - |
| Number of I-75 (two lane) Tolling Points | 0 | | | \$ - |
| Ingress Points - Hardware | 1 | LS | \$ 468,800 | \$ 468,800 |
| Tolling Point - Software - Lane Software | 1 | LS | \$ 700,000 | \$ 700,000 |
| Host Items | | | | |
| Server, workstations, printers | 1 | LS | \$ 300,000 | \$ 300,000 |
| Comm Equip & Monitoring SW | 1 | LS | \$ 150,000 | \$ 150,000 |
| UPS | 1 | LS | \$ 20,000 | \$ 20,000 |
| Host - Hardware | 1 | LS | \$ 470,000 | \$ 470,000 |
| Host System Software | 1 | LS | \$ 53,685 | \$ 53,685 |
| Third Party Software and Lic | 0 | LS | \$ - | \$ - |
| Dynamic Pricing Algorithm | 1 | LS | \$ 100,000 | \$ 100,000 |
| MOMS | 1 | LS | \$ 97,000 | \$ 97,000 |
| CSC & TMS Integration | 1 | LS | \$ 100,000 | \$ 100,000 |
| VES OCR and Aggregation | 1 | LS | \$ 53,000 | \$ 53,000 |
| Host - Software | 1 | LS | \$ 403,685 | \$ 403,685 |
| Documentation | 1 | LS | \$ 100,000 | \$ 100,000 |
| Engineering and Design | 1 | LS | \$ 250,000 | \$ 250,000 |
| Hardware Spares | 1 | LS | \$ 463,322 | \$ 463,322 |
| PM & QC Management | 1 | LS | \$ 650,000 | \$ 650,000 |
| Testing | 1 | LS | \$ 192,000 | \$ 192,000 |
| Training | 1 | LS | \$ 50,000 | \$ 50,000 |
| Warranty | 1 | LS | \$ 762,453 | \$ 762,453 |
| Miscellaneous | 1 | LS | \$ 1,639,274 | \$ 1,639,274 |
| Support Items | 1 | LS | \$ 4,107,049 | \$ 4,107,049 |
| Intelligent Transportation System (ITS) | | | | |
| IntelliDrive RSE | 35 | EA | \$ 15,000.00 | \$ 525,000 |

NORTHWEST I-75/I-575 CORRIDOR PROJECT (REVERSIBLE MANAGED LANES ALTERNATIVE)

GEORGIA DEPARTMENT OF TRANSPORTATION
FROM I-285 INTERCHANGE TO I-75 AT HICKORY GROVE ROAD AND
FROM I-75/I-575 INTERCHANGE TO I-575 SOUTH OF SIXES ROAD
FUNCTIONAL ESTIMATE OF PROBABLE COSTS OF CONSTRUCTION

Estimate Date: May 1, 2012

ESTIMATED TOTAL COST = \$ 904,005,491

| ITEM DESCRIPTION | QUANTITY | UNIT | UNIT COST | SUBTOTAL COST |
|------------------|----------|------|-----------|---------------|
|------------------|----------|------|-----------|---------------|

| Traffic Control Center (building excluded) | | | | |
|--|---|----|---------------|------------|
| Work Station | 5 | EA | \$ 10,000.00 | \$ 50,000 |
| Video Wall | 1 | EA | \$ 15,000.00 | \$ 15,000 |
| Server, Software, & Integration | 1 | LS | 350,000 | \$ 350,000 |
| Communication | 1 | LS | \$ 120,000.00 | \$ 120,000 |
| TCC Misc. | 1 | LS | 100,000 | \$ 100,000 |

NORTHWEST I-75/I-575 CORRIDOR PROJECT (REVERSIBLE MANAGED LANES ALTERNATIVE)

GEORGIA DEPARTMENT OF TRANSPORTATION

FROM I-285 INTERCHANGE TO I-75 AT HICKORY GROVE ROAD AND
FROM I-75/I-575 INTERCHANGE TO I-575 SOUTH OF SIXES ROAD

FUNCTIONAL ESTIMATE OF PROBABLE COSTS OF CONSTRUCTION

Estimate Date: May 1, 2012

ESTIMATED TOTAL COST = \$ 904,005,491

| ITEM DESCRIPTION | QUANTITY | UNIT | UNIT COST | SUBTOTAL COST |
|--|----------|------|---------------|----------------------|
| ITS-Field Equipment | | | | |
| CCTV System | 80 | EA | \$ 5,000.00 | \$ 400,000 |
| MDS | 142 | EA | \$ 3,500.00 | \$ 497,000 |
| Pole | 120 | EA | \$ 17,000.00 | \$ 2,040,000 |
| Structure for CMS | 13 | EA | \$ 90,000.00 | \$ 1,170,000 |
| Pullbox (all type) | 535 | EA | \$ 1,300.00 | \$ 695,500 |
| CMS (toll info signs and comparative travel time signs excluded) | 13 | EA | \$ 100,000.00 | \$ 1,300,000 |
| Barrier Gates | 18 | EA | \$ 470,000.00 | \$ 8,460,000 |
| Duct Bank (ft) | 52,800 | EA | \$ 25.00 | \$ 1,320,000 |
| Fiber (ft, 2 runs) | 430,265 | EA | \$ 7.00 | \$ 3,011,855 |
| Power Service | 192 | EA | \$ 3,000.00 | \$ 576,000 |
| F/O Drop | 219 | EA | \$ 150.00 | \$ 32,850 |
| Field Switch (all type) | 219 | EA | \$ 3,000.00 | \$ 657,000 |
| F/O Closure | 241 | EA | \$ 750.00 | \$ 180,750 |
| Cabinet (all type) | 197 | EA | \$ 5,500.00 | \$ 1,089,500 |
| Hub | 2 | EA | \$ 150,000.00 | \$ 300,000 |
| Network Switch | 5 | EA | \$ 110,000.00 | \$ 550,000 |
| Hub Misc. | 2 | LS | \$ 20,000.00 | \$ 40,000 |
| Relocation of Ext Equipment | 1 | LS | \$ 100,000.00 | \$ 100,000 |
| Lane Control System | 0 | EA | \$ 50,000.00 | \$ - |
| Testing | 1 | LS | \$ 75,000.00 | \$ 75,000 |
| Training | 1 | LS | \$ 25,000.00 | \$ 25,000 |
| Traffic Signal | 4 | EA | \$ 150,000.00 | \$ 600,000 |
| Generator - Permanent | 7 | EA | \$ 60,715.00 | \$ 425,005 |
| SUBTOTAL TOLLING and ITS | | | | \$ 36,432,681 |

| 7.0 OTHER | | | | |
|---|------|---------|-------------|----------------------|
| Reserve Fund - Design Speed for I-575 changed to 65 MPH and MS4 Requirements ³ | | | | \$ 34,000,624 |
| Environmental Mitigation | | | | |
| Streams Impacted (3025 LF) | | | | |
| Stream 1E | 94 | Credits | \$ 140.00 | \$ 13,160 |
| Stream 5 | 375 | Credits | \$ 140.00 | \$ 52,500 |
| Stream 8 | 8410 | Credits | \$ 140.00 | \$ 1,177,400 |
| Stream 18A | 8330 | Credits | \$ 140.00 | \$ 1,166,200 |
| Stream 22 | 188 | Credits | \$ 70.00 | \$ 13,160 |
| Wetland Impacted (0.3 AC) | | | | |
| W/L 11 | 1.3 | Credits | \$ 8,000.00 | \$ 10,400 |
| W/L 53 | 0.7 | Credits | \$ 8,000.00 | \$ 5,600 |
| Hazardous Materials (Contingency) ⁴ | | | | \$ 3,000,000 |
| SUB-TOTAL OTHER COST | | | | \$ 39,439,044 |

| CONSTRUCTION COST SUMMARY - HIGHWAY | | | | |
|--|-----|---|----------------|----------------------|
| Subtotal Construction | | | | \$490,560,360 |
| Aesthetics (2%) | 2% | % | | \$ 9,811,207 |
| Mobilization (3%) | 3% | % | | \$ 14,716,811 |
| Landscaping (1%) | 1% | % | | \$ 4,905,604 |
| Construction Contingency ⁵ | 10% | % | \$ 519,993,982 | \$ 51,999,398 |
| Utilities | | | | \$ 24,024,000 |
| SUB-TOTAL CONSTRUCTION COST | | | | \$596,017,380 |

| | |
|--|-----------------------|
| CONSTRUCTION COST - TOTAL | \$ 635,456,424 |
| CONSTRUCTION COST - WITHOUT CONTINGENCY | \$ 574,913,026 |

NORTHWEST I-75/I-575 CORRIDOR PROJECT (REVERSIBLE MANAGED LANES ALTERNATIVE)

GEORGIA DEPARTMENT OF TRANSPORTATION

**FROM I-285 INTERCHANGE TO I-75 AT HICKORY GROVE ROAD AND
FROM I-75/I-575 INTERCHANGE TO I-575 SOUTH OF SIXES ROAD**

FUNCTIONAL ESTIMATE OF PROBABLE COSTS OF CONSTRUCTION

Estimate Date: May 1, 2012

ESTIMATED TOTAL COST = \$ 904,005,491

| ITEM DESCRIPTION | QUANTITY | UNIT | UNIT COST | SUBTOTAL COST |
|------------------|----------|------|-----------|---------------|
|------------------|----------|------|-----------|---------------|

| 8.0 ROW and UTILITIES | | | | |
|--|-------|-----|-----------------|----------------------|
| Right of Way | | | | |
| ROW Land and Displacements (Total 80 parcels) | | | | |
| Land and Improvements | | | | |
| Land (Fee Simple - Residential) | 3.00 | AC | \$ 275,000.00 | \$ 825,000 |
| Land (Fee Simple - Commercial) | 7.900 | AC | \$ 400,000.00 | \$ 3,160,000 |
| Land (Perm Esmt - Residential) @ 50% | 1.00 | AC | \$ 275,000.00 | \$ 137,500 |
| Land (Perm Esmt - Commercial) @ 50% | 2.950 | AC | \$ 400,000.00 | \$ 590,000 |
| Improvements | 1 | LS | \$ 4,450,000.00 | \$ 4,450,000 |
| Proximity Damage | 1 | LS | \$ 650,000.00 | \$ 650,000 |
| Consequential | 0 | EA | \$ - | \$ - |
| Cost to Cure | 0 | EA | \$ - | \$ - |
| Counter Offers and Condemnation Increases (@50%) | 50% | % | \$ 9,812,500.00 | \$ 4,906,250 |
| Relocation | | | | |
| Commercial Displacement | 6 | EA | \$ 15,000.00 | \$ 90,000 |
| Residential Owner | 7 | EA | \$ 40,000.00 | \$ 280,000 |
| Pro-Rata Taxes | 80 | EA | \$ 1,000.00 | \$ 80,000 |
| Residential Owner | 80 | EA | \$ 1,000.00 | \$ 80,000 |
| Valuation Services | | | | |
| Estimated Fees (per Residential Parcel) | 10 | EA | \$ 1,000.00 | \$ 10,000 |
| Estimated Fees (per Commercial Parcel) | 70 | EA | \$ 2,000.00 | \$ 140,000 |
| Sign Estimates | 5 | EA | \$ 1,000.00 | \$ 5,000 |
| Updates and Incidental (Min \$2500 or 25%) | 25% | % | \$ 155,000.00 | \$ 38,750 |
| Legal Services | | | | |
| Meeting with Attorneys | 80 | EA | \$ 125.00 | \$ 10,000 |
| Preliminary Titles | 80 | EA | \$ 200.00 | \$ 16,000 |
| Closing and Final Title | 80 | EA | \$ 300.00 | \$ 24,000 |
| Recording Fees | 80 | EA | \$ 50.00 | \$ 4,000 |
| Condemnation Filing | 12 | EA | \$ 5,000.00 | \$ 60,000 |
| Litigation Costs | 12 | EA | \$ 25,000.00 | \$ 300,000 |
| Updates and Incidentals | 12 | EA | \$ 7,500.00 | \$ 90,000 |
| Demolition | | | | |
| Residential Structures | 7 | EA | \$ 15,000.00 | \$ 105,000 |
| Commercial Structures | 6 | EA | \$ 25,000.00 | \$ 150,000 |
| Administrative (\$50 per HR) | | | | |
| Pre-Acquisition | 80 | HRS | \$ 40.00 | \$ 160,000 |
| Acquisition | 80 | HRS | \$ 100.00 | \$ 400,000 |
| Relocation | 0 | HRS | \$ 50.00 | \$ - |
| Administrative Appeals | 20 | HRS | \$ 50.00 | \$ 50,000 |
| Post-Acquisition | 12 | HRS | \$ 100.00 | \$ 60,000 |
| ROW Acquisition Consultant | 75 | PCL | \$ 10,000.00 | \$ 750,000 |
| Total ROW | | | | \$ 17,621,500 |
| UTILITIES | | | | |
| Relocate Major Existing Utility Lines | | | | |
| Atlanta Gas Light Company | 1 | LS | \$ 950,000.00 | \$ 950,000 |
| AT&T Georgia | 1 | LS | \$ 1,490,000.00 | \$ 1,490,000 |
| Cherokee Water and Sewer | 1 | LS | \$ 30,000.00 | \$ 30,000 |
| Cobb County Water System | 1 | LS | \$ 300,000.00 | \$ 300,000 |
| Cobb EMC | 1 | LS | \$ 800,000.00 | \$ 800,000 |
| Cobb County Marietta Water Authority | 1 | LS | \$ 290,000.00 | \$ 290,000 |
| Colonial Pipeline | 1 | LS | \$ 500,000.00 | \$ 500,000 |
| Comcast Communications | 1 | LS | \$ 500,000.00 | \$ 500,000 |
| Georgia Power Co. - Dist | 1 | LS | \$ 4,000,000.00 | \$ 4,000,000 |
| Georgia Power Co. - Trans | 1 | LS | \$ 3,000,000.00 | \$ 3,000,000 |
| Georgia Transmission Corporation | 1 | LS | \$ 500,000.00 | \$ 500,000 |
| Level 3 Communications | 1 | LS | \$ 10,000.00 | \$ 10,000 |
| MEAG Power | 1 | LS | \$ 4,000,000.00 | \$ 4,000,000 |
| Marietta Power | 1 | LS | \$ 290,000.00 | \$ 290,000 |
| Marietta Water | 1 | LS | \$ 1,510,000.00 | \$ 1,510,000 |
| Verizon Business | 1 | LS | \$ 100,000.00 | \$ 100,000 |
| Zayo | 1 | LS | \$ 180,000.00 | \$ 180,000 |
| Woodstock Water and Sewer | 1 | LS | \$ 30,000.00 | \$ 30,000 |
| Utility Contingency (30%) | 30% | % | \$18,480,000.00 | \$ 5,544,000.00 |
| Total Utilities | | | | \$ 24,024,000 |

NORTHWEST I-75/I-575 CORRIDOR PROJECT (REVERSIBLE MANAGED LANES ALTERNATIVE)

GEORGIA DEPARTMENT OF TRANSPORTATION
FROM I-285 INTERCHANGE TO I-75 AT HICKORY GROVE ROAD AND
FROM I-75/I-575 INTERCHANGE TO I-575 SOUTH OF SIXES ROAD
FUNCTIONAL ESTIMATE OF PROBABLE COSTS OF CONSTRUCTION

Estimate Date: May 1, 2012

ESTIMATED TOTAL COST = \$ 904,005,491

| ITEM DESCRIPTION | QUANTITY | UNIT | UNIT COST | SUBTOTAL COST |
|------------------|----------|------|-----------|---------------|
|------------------|----------|------|-----------|---------------|

| | | | | |
|-----------------------------------|--|--|--|----------------------|
| SUBTOTAL ROW and UTILITIES | | | | \$ 41,645,500 |
|-----------------------------------|--|--|--|----------------------|

9.0 DEVELOPER/DESIGN-BUILD COST⁶

| Administrative | | | | |
|---|----|----|----------------|-----------------------|
| Public Education, Outreach Program & EJ Mitigation | 1 | LS | \$ 2,500,000 | \$ 2,500,000 |
| Engineering/Architectural | | | | |
| Design Build Team Final Design | 6% | % | \$ 635,456,424 | \$ 38,127,385 |
| Construction Support | | | | |
| Design Build Team Materials Testing | 2% | % | \$ 635,456,424 | \$ 12,709,128.47 |
| Design Build Team Construction Management | 5% | % | \$ 635,456,424 | \$ 31,772,821.187 |
| Insurance | | | | |
| Insurance | 1 | LS | \$ 23,686,400 | \$ 23,686,400 |
| TOTAL DEVELOPER / DESIGN-BUILD COST (CURRENT COST) | | | | \$ 108,795,735 |

10.0 AGENCY COST⁷

| Administrative | | | | |
|---|------|----|------------------|----------------------|
| GDOT Administration | 1 | LS | \$ 5,800,000.00 | \$ 5,800,000.00 |
| RFP Development, NEPA, and Procurement Support | 1 | LS | \$ 15,000,000.00 | \$ 15,000,000.00 |
| Financial Support/Investment Grade Traffic and Revenue (IGTR) | 1 | LS | \$ 4,300,000.00 | \$ 4,300,000.00 |
| Public Education, Outreach Program | 1 | LS | \$ 650,000.00 | \$ 650,000 |
| SRTA Tolling Plan Review/Oversight | 2.5% | % | \$ 36,432,681.00 | \$ 910,817 |
| PMCS | 1 | LS | \$ 1,400,000.00 | \$ 1,400,000 |
| Engineering/Architectural | | | | |
| Program Management / GEC | 1 | LS | \$ 25,000,000.00 | \$ 25,000,000 |
| NEPA Support | 1 | LS | \$ 800,000.00 | \$ 800,000 |
| Construction Support | | | | |
| Materials Testing | 1 | LS | \$ 4,500,000.00 | \$ 4,500,000 |
| Construction Engineering Inspection | 1 | LS | \$ 15,000,000.00 | \$ 15,000,000 |
| Design Build Costs | | | | |
| Payment for Work Product | 4 | EA | \$ 1,750,000.00 | \$ 7,000,000 |
| TOTAL AGENCY COST (CURRENT COST) | | | | \$ 80,360,817 |

| TOTAL PROJECT COST SUMMARY (CURRENT COST) | | | | |
|--|--|--|--|-----------------------|
| Sub-Total Construction Cost | | | | \$ 635,456,424 |

NORTHWEST I-75/I-575 CORRIDOR PROJECT (REVERSIBLE MANAGED LANES ALTERNATIVE)

GEORGIA DEPARTMENT OF TRANSPORTATION
FROM I-285 INTERCHANGE TO I-75 AT HICKORY GROVE ROAD AND
FROM I-75/I-575 INTERCHANGE TO I-575 SOUTH OF SIXES ROAD
FUNCTIONAL ESTIMATE OF PROBABLE COSTS OF CONSTRUCTION

Estimate Date: May 1, 2012

ESTIMATED TOTAL COST = \$ 904,005,491

| ITEM DESCRIPTION | QUANTITY | UNIT | UNIT COST | SUBTOTAL COST |
|---|----------|------|-----------|-----------------------|
| Sub-Total Developer/Design-Build Cost | | | | \$ 108,795,735 |
| Total Design Build Cost | | | | \$ 744,252,159 |
| Sub-Total ROW | | | | \$ 17,621,500 |
| Sub-Total Agency Cost | | | | \$ 80,360,817 |
| TOTAL PROJECT COST (CURRENT COST - May 2012) | | | | \$ 842,234,476 |

| 11.0 PREVIOUSLY INCURRED EXPENDITURES TO DATE | | | | |
|---|--|--|--|---------------|
| Consultants | | | | \$ 56,852,989 |
| GDOT | | | | \$ 521,005 |
| Legal & Financial Services (State Funded) | | | | \$ 4,397,022 |
| SUBTOTAL PRIOR YEARS EXPENDITURES | | | | \$ 61,771,016 |

| | |
|---|-----------------------|
| Total Project Costs + Previously Incurred Expenditures | \$ 904,005,491 |
|---|-----------------------|

Year Of Expenditure - YOY

ESCALATION

NORTHWEST I-75/I-575 CORRIDOR PROJECT (REVERSIBLE MANAGED LANES ALTERNATIVE)

GEORGIA DEPARTMENT OF TRANSPORTATION
FROM I-285 INTERCHANGE TO I-75 AT HICKORY GROVE ROAD AND
FROM I-75/I-575 INTERCHANGE TO I-575 SOUTH OF SIXES ROAD
FUNCTIONAL ESTIMATE OF PROBABLE COSTS OF CONSTRUCTION

Estimate Date: May 1, 2012

ESTIMATED TOTAL COST = \$ 904,005,491

| ITEM DESCRIPTION | QUANTITY | UNIT | UNIT COST | SUBTOTAL COST |
|------------------|----------|------|-----------|---------------|
|------------------|----------|------|-----------|---------------|

| | | | | |
|--|--|--|--|----------------|
| Current Cost Estimate Date | | | | August 1, 2012 |
| Start of Construction | | | | July 30, 2014 |
| Construction Complete | | | | March 28, 2018 |
| Construction Period Between Start and Complete | | | | 44 months |
| Mid Point of Construction | | | | June 9, 2016 |
| Current (Aug 1, 2012) to Mid Point of Construction | | | | 46 months |
| Escalation Rate ⁸ | | | | 3.0% |

| | | | | |
|---|--|--|--|------------------|
| Current Cost Estimate (Aug 1, 2012) | | | | \$ 842,234,476 |
| YOE Total Project Costs (w/o Prior Years) - Mid Point of Construction | | | | \$ 943,903,612 |
| Cost of Escalation | | | | \$ 101,669,136 |
| YOE Total Project Costs (w/ Prior Years) - Mid Point of Construction | | | | \$ 1,005,674,627 |

(1) **Traffic Control Personnel Work Shifts**- These are the work times for the workers who will perform the actual traffic control work, non-material/product related labor, i.e. movement of
 (2) **Factor** - The lighting study was not complete and did not include any cost for wiring, just installation of the structures. The factor was included to account for this. Also, the large high
 (3) **Reserve Fund** - this fund is for changes in project scope include those that are factors that are recognized but costs have not been developed. These include the future requirements for MS\$ and the change in speed design along I-575 to 65 MPH.

(4) **Hazardous Materials** - A contingency for any potential hazardous materials that may be discovered unexpectedly when constructing, acquiring property, etc.

(5) **Construction Contingency** - The plans are 30% complete and reports are not yet finalized and approved. The construction contingency includes structures or pavement uncertainties due to geotechnical reports not being complete, drainage uncertainties due to the level of design, and changes in tolling requirements and equipment for the new criteria. Communications with shortlisted developers from the previous procurement regarding the projects design provided a better knowledge of the unknown risk listed previously and a contingency of 10% was set

(6) **Developer/Design Build Cost** - The design-builder costs include the costs that are provided in the bid proposal by the design-builder and are the responsibility of the design-builder to perform. These cost are escalated to YOE.

(7) **Agency Cost** - Agency costs are generally the overhead project costs associated with administering and delivering the project that are not included in the bid design build contract costs

(8) **Escalation Rate** - Several sources of data and historical factors were used in determining the inflation rate to use, including the Bureau of Labor Statistics (BHWY) and RS Means data. In looking at the RS Means data, the period from 1988 to 2003 was a steady average of about 2.5%. The period after the last year with less than 1% escalation (1985) only rebounded with an average of 2.7% over the following five years. Based on the Bureau of Labor Statistics CPI for ALL ITEMS, seasonally adjusted, the average annual rates of inflation over the past three years are: 2009 -0.3%, 2010 +1.6%, 2011 +3.1% (Nov 2011)

If approved, the anticipated Transportation Investment Act (TIA) Referendum will increase the demand for engineering and construction services statewide and particularly for the Atlanta region. It is anticipated that the TIA Referendum will add an additional project volume of approximately 6.1 billion dollars in the Atlanta region alone over the next 10 years.

Summary of factors that could impact the cost estimate related to escalation:

- **Availability** - This is the number of contractors available, ready, and interested in the local market. The Atlanta region has high availability and interest. The NWC Project will be the largest roadway project in the history of Georgia. There is also significant interest by large national construction firms.
- **Capacity** - This is the amount of work backlog. There is minimal backlog and projected volume of work in the Atlanta region and nationally. Therefore, capacity is high.
- **Labor Costs** - Labor costs are depressed due to the lack of work.
- **Material Costs** - Material costs have increased.
- **Fuel Costs** - Fuel costs are anticipated to increase.

NOTICE OF LOCATION AND DESIGN APPROVAL

CSNHS-0008-00(256)
COBB AND CHEROKEE
P. I. 0008256

Notice is hereby given in compliance with Georgia Code 22-2-109 and 32-3-5 that the Georgia Department of Transportation has approved the Location and Design of this project.

The date of location approval is: **June 3, 2013**

This project begins on I-75 where the current HOV system ends at Akers Mill Road in Cobb County. It is proposed to construct 2 reversible lanes managed lanes on southbound side of I-75 between I-285 and I-575. Just South of I-575 the managed lanes will move to the median. One lane will continue north on I-75 to north of Hickory Grove Road in Cherokee County. One lane will continue north on I-575 to Sixes Road, also in Cherokee County. A barrier separated system is proposed, and access points on I-75 will be provided which will not interfere with general purpose interchange operation. I-575 will have slip ramps to or from GP lanes. The operation of the managed lanes will be tolled to improve effectiveness. Access points on I-75 will be provided at I-285, Terrell Mill, Roswell Road, I-575, Big Shanty and Hickory Grove. This project is within Land Districts 16 and 17. Land Lots involved for this project are as follows:

505, 576-578, 646-648, 650-652, 716-718, 723-727, 784-789, 796-803, 852-855, 857-859, 871-877, 880, 881, 913-915, 917, 918, 927-929, 944-947, 980-982, 998, 999, 1011-1014, 1018-1020, 1049, 1068-1070, 1092-1094, 1138-1140, 1166, 1167, 1210, 1211, 1238, 1239, 1281, 1282

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

Sebastian Nesbitt, Dist 7, Area 2
snesbitt@dot.ga.gov
1269 Kennestone Circle
Marietta, Georgia 30066
(770) 528-3238 / 3416

Lisa Wesley, Dist 6, Area 1
lwesley@dot.ga.gov
874 Peeples Valley Rd, N.W.
Cartersville, Georgia 30120
(770) 387-3680

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

Albert S. Welch, Jr., P.E.
Office of Innovative Program Delivery
awelch@dot.ga.gov
One Georgia Center
600 West Peachtree NW
Atlanta, Georgia 30308
(404) 631-1990

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