

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

**FILE** P.I. No. 322450-, 0008406 & 0008407  
Peach/Houston Counties  
STP00-0155-01(021), CSNHS-0008-00(406) & (407)  
SR 96 Widening (Phases I-III)  
I-75 to SR 247/US 129

**OFFICE:** Program Control

**DATE:** October 29, 2009

**FROM**  Genetha Rice-Singleton, Program Control Administrator

**TO** SEE DISTRIBUTION

**SUBJECT** APPROVED REVISED PROJECT CONCEPT REPORT

Attached for your files is the approval for subject project.

Attachment

**DISTRIBUTION:**

Ron Wishon  
Glenn Bowman  
Ken Thompson  
Michael Henry  
Keith Golden  
David Millen  
Paul Liles  
Bobby Hilliard  
Vinesha Pegram  
Stanley Hill  
BOARD MEMBER

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

**INTERDEPARTMENT CORRESPONDENCE**

**FILE:** STP00-0155-01(021), CSNHS-0008-00(406) & (407) **OFFICE:** Program Delivery  
Peach/Houston Counties  
SR 96 Widening (Phases I - III) - I-75  
to SR 247/US 129  
P.I. Nos. 322450, 0008406 & 0008407 **DATE:** August 20, 2009

**FROM:** Bobby Hilliard, P.E., State Program Delivery Engineer

*Bobby Hilliard*

**TO:** Genetha Rice-Singleton, Acting 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).

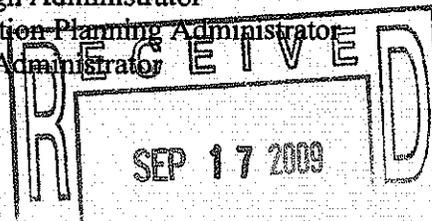
Since the impacts from the Value Engineering (VE) and logical termini memo will modify the construction limits, project description, and cost, it is necessary to provide a Revised Concept Report. This Revised Concept Report shall reflect the implemented recommendations from the Value Engineering Study and approved logical termini memo. The VE Study recommendations consist of increasing the urban shoulder width from 12' to 16'. The approved logical termini recommends extending the project limits, of Phase 3 (P.I. No. 0008407), to Old Hawkinsville Road. In addition, the outside shoulder type was also changed from urban to rural through the proposed Partial Cloverleaf AB - 2 Quad Interchange at SR 96 & SR 247 (P.I. No. 0008407), which will be designed with limited access and no pedestrian or bicycle access.

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

**DATE** 9/16/09

*Angela J. Alexander*  
State Transportation Planning Administrator

*S.H.*  
**Distribution:** Ron Wishon, P.E., Project Review Engineer  
Glenn S. Bowman, P.E., State Environmental/Location Engineer  
Keith Golden, P.E., Traffic Safety and Design Administrator  
Angela T. Alexander, P.E., State Transportation Planning Administrator  
Angela Whitworth, Financial Management Administrator  
Thomas Howell, P.E., District 3 Engineer  
Paul Liles, P.E., State Bridge Design Engineer





# REVISED PROJECT CONCEPT REPORT

SR 96 Widening – Phases I - III

STP00-0155-01(021), CSNHS-0008-00(406) & CSNHS-0008-00(407)

Peach/Houston Counties

P.I. Nos. 322450, 0008406 & 0008407

## Need and Purpose (as stated in the original approved concept report):

This project is the widening and reconstruction of SR 96 from I-75 to SR 247 for a total of 8.97 miles. The existing roadway consists of two – 12-foot lanes with rural shoulders. This project in conjunction with projects STP-115-1(22) & (23) will improve truck access and provide a multi-lane facility between I-75 and I-16. The base year traffic (1999) is 10950 VPD and the design year traffic (2019) is 19700 VPD. The posted speed limit and the design speed limit is 55 mph.

The proposed construction will provide four – 12-foot lanes with a 44-foot depressed grassed median from I-75 to CR 143, CR 414 to CR 398, and from CR 158 to CR 133. A four lane section with a 20-foot raised median will be utilized for the remainder of the project. Several small box culverts will be extended to appropriate lengths to accommodate the widened section. This roadway will remain open to traffic during construction.

Environmental concerns include requiring a COE 404 permit; an Environmental Assessment will be prepared; potential historic impacts; possible 106/4(f) involvement; archaeology survey required; a public hearing is required; time saving procedures are not appropriate.

## Project location:

The proposed project is located within Peach County and Houston County. The project begins approximately 0.4 miles east of the I-75 / SR-96 interchange (milepost 13.95) in Peach County and continues east along SR-96 for approximately 8.97 miles to just east of SR-247/US129 (milepost 7.48) in Houston County.

## Description of the approved concept:

The approved concept proposes to expand the existing two-lane section to a four-lane section with 12-foot lanes, either a 44-foot depressed median or 20-foot raised median, and turn lanes as required. The shoulders were to be 10 feet with curb and gutter.

**PDP Classification:** Major X, Minor \_\_\_\_\_,

**Federal Oversight:** Full Oversight ( ), Exempt (X), SF ( ), Other ( )

**Functional Classification:** Rural Minor Arterial (Peach County) and an Urban Principal Arterial (Houston County)

**U.S. Route Number:** NA

**State Route Number:** SR-96

## Traffic (AADT) as shown in the approved concept:

Opening Year (1999): 10,950 ADT

Design Year (2019): 19,700 ADT

**Proposed features to be revised:**

- Typical Section
  - Urban shoulder width increased from 12' to 16' (all Phases)
  - Changed the typical section between Old Perry Rd and Relocated Old Hawkinsville Road to a rural section without bike lanes (Phase 3, PI No. 0008407)
- Project Termini and Limits
  - The overall project limit was extended from SR 247 to CR 540/Old Hawkinsville Road.
  - The project limits between Phases I & II (PI Nos. 322450 & 0008406) were changed from Lake Joy Road to Houston Lake Road.
- Access Control – SR 96 grade separation at SR 247 & Norfolk Southern Railroad changed to limited access interchange; Partial Cloverleaf, quadrants A & B only (PARCLO AB, 2-Quad) (Phase 3, PI No. 0008407)

**Describe the revised features to be approved:**

Typical Section

The approved revised concept report (approved 9/11/06, prepared for all three phases) changed the shoulder type from a rural shoulder to an urban shoulder with curb & gutter and sidewalk throughout the project corridor. The width of the urban shoulder was set at 12 feet. As a result of the Value Engineering study, it was recommended that the urban shoulder width be increased from 12 feet to 16 feet (increasing the grass strip width behind the curb from 2-feet to 6-feet) to accommodate relocated underground utilities and allow the proposed sidewalk to align with the back of the driveway apron valley gutters. The additional construction cost estimated by the VE team was \$249,630. Note that no additional right-of-way is anticipated along the corridor due to this typical section change, as the r/w has been set at a 16-foot offset since the Public Information Open House.

The typical section through the original grade separation at SR 96 & SR 247 consisted of two lanes each direction with a 24-foot raised median (adding two, 2-foot shoulders/buffers on inside lanes), 4-foot bike lanes and 5-foot sidewalks in both directions. Since the grade separation design was being reconfigured to a full interchange (with limited access) due to local government and public input, it is recommended from an access control and safety standpoint to eliminate the bike lanes and sidewalks thru the Interchange. A rural outside shoulder section is proposed along SR 96 from Old Perry Rd, east to Relocated Old Hawkinsville Road (a distance of 1.14 miles), with 10-foot graded shoulders (6.5-feet paved), 4:1 front slopes, with a 4-foot ditch section where required. The State Bike Route 40, which currently runs along SR 96 in this area, will be re-routed along Old SR 96 from Old Perry Rd travelling eastbound and will re-connect with Relocated SR 96 at Thompson Mill Road (a distance of approximately 2.1 miles). No roadway improvements are proposed along Old SR 96 to accommodate bike traffic, with the exception of

“Share the Road” signs which will be placed at all major intersection approaches through the re-routed bikeway.

### Project Termini and Limits

The original approved concept report shows the project as the widening and reconstruction of SR 96 from I-75 to SR 247 for a total of 8.97 miles. Due to the reconfiguration/redesign of the SR 96/SR 247 Interchange, it is proposed to extend the project east to Old Hawkinsville/Thompson Mill Road (approximately 1.9 miles along a different alignment), for a total project length of 10.4 miles. The logical termini package, approved by FHWA on June 5, 2008, discusses the extension of the project in further detail (See Attachment 2).

SR 247 is the major traffic generator along the SR 96 corridor; however, the project extends past this point in order to tie Relocated SR 96 back in with existing SR 96 at its intersection with Old Hawkinsville Road/Thompson Mill Road. In the area of SR 247, existing traffic along SR 96 utilizing the eastbound lanes towards SR 247 is 6,500 and existing traffic utilizing the westbound lanes towards SR 247 is 4,000. Of the 10,500 vehicles approaching SR 247 along SR 96, 1,300 turn south on SR 247 (approximately 12 percent) and 3,300 turn north on SR 247 (approximately 31 percent). Although the major traffic drop occurs at SR 247, the connection back to existing SR 96, east of SR 247, at Old Hawkinsville Road/Thompson Mill Road is crucial for continuity and to allow for a smoother flow of traffic through the Bonaire area. Existing traffic along SR 96 at Old Hawkinsville Road/Thompson Mill Road consists of 7,500 vpd. Of these 7,500 vpd, 750 turn north to Old Hawkinsville Road (approximately 10 percent) and 1,000 vpd turn south to Thompson Mill Road (approximately 13 percent).

The Revised Concept Report, approved in September 2006, showed the SR 96 Widening project to be presented to the public in three phases. The limits of the three phases were described as follows:

- Phase 1 – I-75 to Lake Joy Road (2.79 miles)
- Phase 2 – Lake Joy Road to Moody Road (4.00 miles, including a 0.83 mile exception)
- Phase 3 – Moody Road to SR 247/US 129 (1.67 miles)

However, SR 96 was widened to a 4 lane section from Sutherlin Rd (just west of Houston lake road) to Peach Blossom Rd (just east of Houston Lake Road) as part of the Houston Lake Road widening project (PI 350840) completed in 2006. Therefore, it is recommended to revise the terminus of Phase 1 and the beginning of Phase 2 to Houston Lake Road. The terminus will be changed to Old Hawkinsville/CR 540, as described in the discussion above.

The recommended project termini, by phase, are as follows:

- Phase 1 – I-75 to Houston Lake Road (4.17 miles) (0.83 mile exception is between Phase 1 and 2)
- Phase 2 – Houston Lake Road to Moody Road (2.43 miles)
- Phase 3 – Moody Road to Old Hawkinsville Road/CR 540 (3.60 miles)

Bear in mind, the SR 96 Widening project (Phases I – III) is being cleared as one Environmental Assessment.

Access Control

The previous revised concept report shows a grade separation at SR 96 & SR 247, utilizing Ammons Drive for two-way access to the Relocated SR 96 to SR 247. This concept allowed for full access along SR 96 on either side of the bridge. Required right-of-way was set at the urban shoulder break points, the width varying from 112 feet, in areas with no right turn lanes, to 136 feet, where there are right turn lanes on both sides of the road. The new revised full interchange concept requires that limited access be maintained 300-foot minimum from ramp termini. Pedestrian access will also be controlled, as previously discussed. Therefore, the required right-of-way will change from a set distance based on the urban shoulder break point, to a variable offset based on the limit of construction.

Design Exceptions and Variances

None anticipated.

The project was changed from Metric units, as in the approved concept report, to English units.

**Updated traffic data (AADT):** No change from approved revised concept report (9/11/06)

Opening Year (2012): 30,000 ADT      Design Year (2032): 42,750 ADT

**Programmed/Schedule:**

P.E. 2006                      R/W 2010                      Construction 2012

VE Study Required:    Yes (X)                      No ( )    Completed February 25, 2008

**Revised Cost Estimates (08/31/2009):**

I. Construction Cost

- Phase 1 (322450) – I-75 to Lake Joy Road
  - i. Construction Cost - \$19,155,409.98
  - ii. E&I (5%) - \$957,770.50
  - iii. Const. Contingencies (4%) - \$766,216.40
  - iv. Asphalt/Fuel Index Adjustment costs - \$5,932,022.03

**Phase 1 Total – \$26,811,418.91**
  
- Phase 2 (0008406) – Lake Joy Road to Moody Road
  - i. Construction Cost - \$10,310,946.24
  - ii. E&I (5%) - \$515,547.31
  - iii. Const. Contingencies (4%) - \$412,437.85
  - iv. Asphalt/Fuel Index Adjustment costs - \$2,725,527.10

**Phase 2 Total – \$13,964,458.50**

Revised Project Concept Report #2 – SR 96 Phases I, II & III  
Project Number: STP00-0155-01(021), CSNHS-00008-00(406) & (407)  
PI Nos. 322450, 0008406 & 0008407  
County: Peach/Houston

- Phase 3 (0008407) – Moody Road to Old Hawkinsville Rd.
    - i. Construction Cost - \$22,964,094.55
    - ii. E&I (5%) - \$1,148,204.73
    - iii. Const. Contingencies (4%) - \$918,563.78
    - iv. Asphalt/Fuel Index Adjustment costs - \$5,761,466.42
- Phase 3 Total – \$30,792,329.48**

**Construction Cost Total - \$71,568,206.89**

2. Right-of-way, including contingencies (8-28-09):
  - Phase 1 (322450) – I-75 to Lake Joy Road - \$11,858,357
  - Phase 2 (0008406) – Lake Joy Road to Moody Road - \$5,665,457
  - Phase 3 (0008407) – Moody Road to Old Hawkinsville Rd. - \$23,432,012

**Total - \$40,955,826**
3. Reimbursable Utilities (see attached Utility Report for breakdown by Utility):
  - Phase 1 (322450) – I-75 to Lake Joy Road - \$229,195
  - Phase 2 (0008406) – Lake Joy Road to Moody Road - \$1,194,922
  - Phase 3 (0008407) – Moody Road to Old Hawkinsville Rd. - \$1,047,511

**Total - \$2,471,628**

**Total Cost: \$114,995,660.89**

**Is the project located in a Non-attainment area? \_\_\_\_\_ Yes   X   No**

The proposed project concept matches the conforming plan's model description. The project proposes to widen SR 96 to a four lane divided section from I-75 to Old Hawkinsville Rd/CR 540. The proposed changes are scheduled to be open to traffic in 2014.

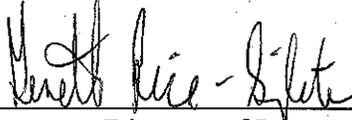
**Recommendation:**

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

**Attachments:**

1. Approved Need & Purpose from Revised Concept Report (dated 9/11/06)
2. Approved Logical Termini package
3. Location Map
4. Cost Estimate (incl. R/W & Utilities)
5. Typical Sections
6. Interchange Layout

**Exempt projects**

Concur:   
Director of Preconstruction

Approve:   
Chief Engineer





**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

**INTERDEPARTMENT CORRESPONDENCE**

**FILE** PI No. 322450  
Houston/Peach Co.

**OFFICE** Planning

**DATE** March 27, 2006

**FROM**   
Joseph P. Palladi, P.E., State Transportation Planning Administrator

**TO** Baba Abubakari, P.E., State Consultant Design Engineer  
Attention: Stanley Hill, Design Group Manager

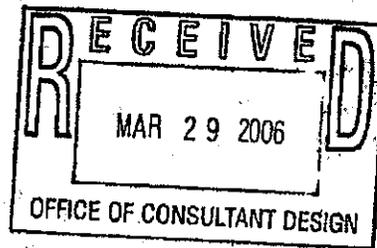
**SUBJECT** Need and Purpose Statement for STP-155-1(21), P I No. 322450,  
SR 96 widening from I-75 to SR 247

As requested, attached is the Need and Purpose Statement for the subject project,  
revised for the change in project length.

If you have any questions and need additional information, please contact Winn  
Keathley at (404) 657-6895.

JPP: WK

Attachment



**Need and Purpose**  
**STP-155-1(21), Houston/Peach County**  
**PI NO. 322450**  
**SR 96**

**Background**

SR-96 is classified as a minor arterial from I-75 to SR 247. SR 96 is a primary east-west corridor in central Georgia which connects to I-75 on the west and I-16 to the east. The proposed project involves the widening and reconstruction of SR-96 from SR-I-75 to SR 247 for a total of 8.97 miles. The need for this project was first determined by a GDOT study requested by the Mayor of Warner Robins in 1993. State Route 96 is a school bus route. The project involves a widening of SR 96 from I-75 to SR 247 as part of a larger corridor widening extending from I-75 to I-16.

**Existing, Design Year and Future Traffic-Data provided by office of consultant design**

The 2004 Average Annual Daily Traffic (AADT) on SR-96 is 13,750 vehicles per day, measured at Lake Joy Road providing for *Level of Service (LOS) "B"*. The design traffic volumes (2032) on SR 96 indicate 40,000 AADT, providing for a no-build *Level of Service (LOS)* in the "F" range. Growth in this area is likely to continue, possibly at an even quicker rate than in the past. The increasing traffic volumes, the large percentage of trucks (15%) and lack of passing opportunities will eventually cause the roadway to reach unacceptable levels of service.

**Accident Data/Safety- Data Provided by Office of Traffic Safety**

Although the project corridor has two passing lanes, one in each direction, the accident rates in the corridor were higher than the statewide average for rural minor arterial facilities in 2004 and the injury rate exceeded the statewide average in 2002 and 2003. The fatality rate was below the statewide average for 2002 through 2004. The improvement to the existing facility should help to reduce the accidents along the project corridor by correcting substandard vertical and horizontal alignments to current state route standards. The 670 accidents along the study corridor consisted of 50% Rear-end collisions, 6% Sideswipes, 20% Angle collisions, 20% Single Vehicle accidents, and 4% Head-on collisions. The following table summarizes the corridor's accident statistics:

	2002		2003		2004	
	SR96 from I-75 to SR 247	State <sup>1</sup>	SR96 from I-75 to SR 247	State <sup>1</sup>	SR96 from I-75 to SR 247	State <sup>1</sup>
Total accidents	215		215		240	
Accident rate <sup>2</sup>	559	568	568	572	603	490
Injuries	102		112		72	
Injury rate	265	218	296	218	181	187
Fatalities	0		0		0	
Fatality rate	00.00	1.22	0.00	1.48	0.00	1.41

<sup>1</sup> Statewide rates for similar facilities (Rural Minor Arterial )

<sup>2</sup> Accident rates per 100 Million Vehicle Miles Traveled

### Logical Termini

The I-75 terminus in Peach county is logical in that there is a drop in traffic to the west of that intersection. The SR 247 terminus is logical in that it is adjacent to P.I. #322460, scheduled for construction after 2011, and because there is a traffic decrease to the east of that intersection. After the widening planned in P.I. # 322460 and P.I. # 322470 (from SR 247 to I-16), the sections on either end of the study corridor are capable of handling projected traffic volumes and would not result in creating a need to construct another project. The Planning Office recommends that this SR 96 study corridor from I-75 to SR 247 be considered in the same environmental document as P.I. # 322460 and P.I. # 322470.

### Other projects in area

Project Numbers	Description	Programming
STP-155-1(22), P.I.#322460	SR 96 from SR247 in Houston Co. to SR 87/US 23 in Twiggs Co. - 7.84 mile widening	P.E. - 1994 ROW - LR CST - LR

### Need and Purpose

The need and purpose of the proposed project is to satisfactorily accommodate the existing and future traffic demands. Additional benefits will include an improved truck route between I-75 and I-16, a safer driving environment with enhanced travel conditions for motorists along SR 96 and correcting the operational deficiencies which currently exist within the project corridor.





U.S. Department  
of Transportation  
**Federal Highway  
Administration**

GEORGIA DIVISION  
61 Forsyth Street S.W. Suite 17T100  
Atlanta, Georgia 30303  
GA-HPD

June 5, 2008

Ms. Gena L. Abraham, Commissioner  
Georgia Department of Transportation  
No. 2 Capitol Square, S.W.  
Atlanta, Georgia 30334 -1002

Dear Commissioner Abraham;

Our office has received your revised logical termini justification form dated May 6, 2008 on project number STP-155-1(21) and CSSNHS-0008-00(406) (407) in Peach and Houston Counties, Georgia. The Federal Highway Administration has reviewed the information and concurs with your conclusion that the project as submitted has logical termini. Please notify our office of any changes to the project limits, alignment or significant traffic changes in the area.

If you have any questions or would like set up arrangements for a meeting with our staff, please contact Ms. Michele Lindberg, (404) 562-3634.

Sincerely,

Rodney N. Barry, P.E.  
Division Administrator

Project File: STP-155-1(21)  
Reader File:

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

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**Logical Termini Justification**

**I. General Information**

Project Nos.: STP-155-1(21), CSNHS-0008-00(406) (407)  
Project P.I.: 322450, 0008406, 0008407

Counties: Peach and Houston

Project Name: SR 96 Widening and Improvements from I-75 to Old Hawkinsville Road/Thompson Mill Road

**II. Summary of Need and Purpose**

The purpose of and need for the proposed action is to improve the capacity, operational efficiency, and continuity of the State Route (SR) 96 corridor, as growth on the corridor continues, and to provide an improved and continuous truck route between Interstate 75 (I-75) and Interstate 16 (I-16). The proposed project involves improvements that would create additional capacity on SR 96 (with some of the improvements being located on new alignment), thus allowing traffic to flow more smoothly through the congested Bonaire area. Furthermore, the proposed project would create a continuous route by tying the relocated SR 96 alignment back in with existing SR 96 east of SR 247 at Thompson Mill Road.

**III. Project Description (Include tie-in roads)**

**Existing:**

Currently, SR 96 between I-75 and Old Hawkinsville Road/Thompson Mill Road consists of two, 12-foot travel lanes (one in each direction) with rural shoulders and side ditches. Existing right-of-way varies between 80 and 100 feet and the posted speed limit is 55 mph.

**Proposed:**

Proposed project STP-155-1(21) would widen SR 96 from a two-lane facility, to a divided four-lane facility, from approximately 0.4 mile east of the I-75/SR 96 interchange to Lake Joy Road, a distance of approximately 3.3 miles. Proposed project CSNHS-0008-00(406) would widen SR 96 from a two-lane facility, to a divided four-lane facility, from Lake Joy Road to Moody Road, a distance of approximately 4.0 miles. Proposed project CSNHS-0008-00(407) would widen SR 96 from a two-lane facility, to a divided four-lane facility, from Moody Road to Thompson Mill Road, a distance of approximately 1.7 miles. Total project length would be approximately 9 miles.

Two typical sections are proposed in the project corridor. The first would consist of four 12-foot travel lanes (two in each direction) with a 44-foot depressed grassed median and 12-foot shoulders that would include a 4-foot bike lane, curb and gutter and a 5-foot sidewalk. In order to reduce impacts in the more urban areas of the project corridor, a second typical section is proposed. It consists of four 12-foot travel lanes (two in each direction) with a 24-foot raised median and 12-foot shoulders that would include a 4-foot bike lane, curb and gutter and a 5-foot sidewalk. Four foot bike lanes and 5-foot sidewalks would be constructed along the entire length of the project on both sides of SR 96. Due to the type of typical sections utilized for the proposed project, the design speed would be reduced from 55 MPH to 45 MPH, and proposed right-of-way would vary between 124 feet and 148 feet. Refer to the attached Figure 1 for the locations of the typical sections.

The preferred alternative consists of the widening of SR 96 from approximately 0.4 mile east of the I-75/SR 96 interchange to just east of Thompson Mill Road (no improvements would occur to the I-75/SR 96 interchange). From approximate 0.4 mile east of the I-75/SR 96 interchange to Lake Joy Road, SR 96 would be widened from two to four lanes with a 44-foot depressed grass median, 4-foot bike lanes, 2-foot curb and gutter, and 10-foot shoulders. From Lake Joy Road to CR 414/Air Park Drive, SR 96 would be widened from two to four lanes with a 24-foot raised median, 4-foot bike lanes, 2-foot curb and gutter and 10-foot shoulders. From CR 414/Air Park Drive to CR 398/Heard Drive, the proposed 44-foot depressed grass median typical section would

be utilized; from CR 398/Heard Drive to CR 158/Sasser Drive, the 24-foot raised median typical section would be utilized, from CR 158/Sasser Drive to CR 133/Old Perry Road, the 44-foot depressed grass median typical section would be utilized; and from CR 133/Old Perry Road to just east of Thompson Mill Road, the 24-foot raised median typical section would be utilized. Four-foot bike lanes and 5-foot sidewalk would be included along both sides of SR 96 for the entire length of the project. Treatment for both the 44-foot depressed and the 24-foot raised median would be grass. No additional plantings are proposed.

The proposed widening would occur symmetrically along SR 96 except in areas where the alignment was shifted to one side of SR 96 or the other to minimize impacts to environmental resources. A new alignment section is proposed near the intersection of SR 96 and US 129/SR 247 in order to avoid impacts to the downtown Bonaire commercial district located at the intersection. Approximately 1100 feet west of the existing SR 96/Old Perry Road intersection, the proposed improvements would be constructed on new alignment north of existing SR 96. The proposed SR 96 crossing of the Norfolk Southern rail line and US 129/SR 247 would be on bridge. Relocated SR 96 would continue east to the existing alignment of Old Hawkinsville Road, where it would mostly follow the existing alignment of Old Hawkinsville Road and tie back in with existing SR 96 just east of Thompson Mill Road. Figure 2 depicts the proposed improvements in the area of the relocated SR 96/US 129/SR 247 intersection and the tie-in with existing SR 96.

Due to the grade separation at relocated SR 96 at SR 247, a new connection from SR 247 would tie-in to relocated SR 96 at a signalized, T intersection approximately 730 feet east of relocated SR 96's bridge crossing of SR 247 (refer to Figure 2). This new connection's intersection with SR 247 would also be signalized. Access to relocated SR 96 westbound from SR 247 southbound would be provided via an 'exit ramp' that would begin approximately 2100 feet north of the relocated SR 96's crossing of SR 247 and would continue south to form a T intersection with relocated SR 96 (refer to Figure 2). The existing at-grade SR 96 at US 129/SR 247 intersection would remain open.

Improvements would also occur to Old Hawkinsville Road. Because relocated SR 96 would mostly follow the existing alignment of Old Hawkinsville Road, Old Hawkinsville Road would be relocated to the east beginning approximately one mile north of its existing intersection with existing SR 96. From this point, relocated Old Hawkinsville Road would continue south for a distance of approximately 0.78 miles where it would intersect with existing SR 96. The relocated Old Hawkinsville Road would also intersect relocated SR 96 approximately 1350 feet south of where the relocated Old Hawkinsville Road leaves its existing alignment (refer to Figure 2).

Existing right-of-way along SR 96 varies between 80 feet and 100 feet. Proposed right-of-way would vary from 124 feet in areas with no right turn lanes to 148 feet where there are right turn lanes along both sides of SR 96.

No major structures would need to be replaced as part of the proposed project.

#### **IV. Proposed Termini**

##### **A. Southern/Western:**

The western terminus of the proposed project is I-75. I-75 is a major traffic generator along the SR 96 corridor. Existing ADT (2007) along SR 96 at I-75 is 12,500 vehicles per day (vpd). Of the 6,250 vehicles utilizing the westbound lanes of SR 96 towards I-75, 1,200 vpd turn onto I-75 northbound (approximately 19 percent) and 2,100 vpd turn onto I-75 southbound (approximately 34 percent).

The existing typical section of SR 96 east of I-75, between I-75 and Sod Farm Road, consists of four 12-foot travel lanes with a 44-foot depressed median. West of I-75, the existing typical section of SR 96 consists of two 12-foot travel lanes with rural shoulders and side ditches.

Project Numbers: STP-115-1(21), CSNHS-0008-00(406) (407)  
Counties: Peach and Houston  
P.I. Numbers: 322450, 0008406, 0008407  
Date: February 13, 2008

**B. Northern/Eastern:**

At the eastern terminus, SR 247 is the major traffic generator along the SR 96 corridor; however, the project extends past this point in order to tie relocated SR 96 back in with existing SR 96 at its intersection with Old Hawkinsville Road/Thompson Mill Road. In the area of SR 247, existing traffic along SR 96 utilizing the eastbound lanes towards SR 247 is 6,500 and existing traffic utilizing the westbound lanes towards SR 247 is 4,000. Of the 10,500 vehicles approaching SR 247 along SR 96, 1,300 turn south on SR 247 (approximately 12 percent) and 3,300 turn north on SR 247 (approximately 31 percent). Although the major traffic drop occurs at SR 247, the connection back to existing SR 96, east of SR 247, at Old Hawkinsville Road/Thompson Mill Road is crucial for continuity and to allow for a smoother flow of traffic through the Bonaire area. Existing traffic along SR 96 at Old Hawkinsville Road/Thompson Mill Road consists of 7,500 vpd. Of these 7,500 vpd, 750 turn north to Old Hawkinsville Road (approximately 10 percent) and 1,000 vpd turn south to Thompson Mill Road (approximately 13 percent).

The existing typical section of SR 96 east of Old Hawkinsville Road/Thompson Mill Road consists of two 12-foot travel lanes with rural shoulders and side ditches.

**V. Traffic Conditions**

Location	Existing Year (2007)		Build Year No-Build (2012)		Build Year Proposed Project (2012)		Design Year No-Build (2032) <sup>3</sup>		Design Year Proposed Project (2032) <sup>1,2,3</sup>	
	ADT	V/C (LOS)	ADT		ADT		ADT	V/C (LOS)	ADT	V/C (LOS)
<b>Roadway Links Within Proposed Termini</b>										
Western: SR 96 at Sod Farm Road	11,000	A	19,000		19,000		28,500	C	28,500	C
Eastern: SR 96 at Thompson Mill Road (west of)	7,500	B	10,800		10,500 <sup>6</sup>		21,700	F	18,100	B
Middle of Project Corridor: SR 96 at Houston Lake Road	15,000	C	25,300		25,300		39,000	F	39,000	C
<b>Intersections Within Proposed Termini</b>										
	AM LOS	PM LOS	AM LOS	PM LOS	AM LOS	PM LOS	AM LOS	PM LOS	AM LOS	PM LOS
Western: SR 96 at I-75	n/a	n/a <sup>2</sup>	n/a <sup>2</sup>	n/a <sup>2</sup>	n/a <sup>2</sup>	n/a <sup>2</sup>	n/a <sup>2</sup>	n/a <sup>2</sup>	n/a <sup>2</sup>	n/a <sup>2</sup>
Eastern: SR 96 at Old Hawkinsville Road	B	B	D	D	B	B	F	F	B	B
<b>Roadway Links Outside Proposed Termini</b>										
Western: SR 96 at I-75	5,000	n/a <sup>2</sup>	n/a <sup>2</sup>	n/a <sup>2</sup>	n/a <sup>2</sup>	n/a <sup>2</sup>	8,800	n/a <sup>2</sup>	8,800	n/a <sup>2</sup>
Eastern: Existing SR 96 at Old Hawkinsville Road (east of)	8,500	n/a <sup>4</sup>	11,200	n/a <sup>4</sup>	11,200	n/a <sup>4</sup>	19,300	C	19,300	C
<b>Notes:</b> - <sup>1</sup> Design year build information includes redesign at SR 96 at SR 247 and tie-in at Thompson Mill Road. - <sup>2</sup> 2012 ADT not available for SR 96 at I-75. Existing and Build (2012) year LOS information for SR 96 at I-75 and for SR 96 west of I-75 was not analyzed as the proposed improvements begin approximately 0.4 mile east of this intersection at Sod Farm Road. It should be noted that the segment of SR 96 located between I-75 and Sod Farm Road is currently a four lane section. - <sup>3</sup> Design Year traffic information for I-75 at SR 96 is based on Year 2023 as these numbers were calculated as part of an adjacent project (IM-NH-75-1(207)) whose design year was 2023. - <sup>4</sup> Existing (2007) and Build (2012) Year LOS information for SR 96 east of Old Hawkinsville Road/Thompson Mill Road was not calculated. However, this section of roadway would operate at an acceptable LOS in 2032; therefore, it currently operates at an acceptable LOS. - <sup>5</sup> SR 96 west of Thompson Mill Road would operate at LOS A under the build condition in 2012.										

It should be noted that build and design year ADT along SR 247 between the relocated SR 96 and the existing SR 96 would be 13,300 vpd in 2012 and 22,500 vpd in 2032. Currently, SR 247 is a five lane section. Intersection LOS in 2012 and 2032 would operate at LOS C or better along this segment of SR 247.

**A. For the design year, describe the build traffic conditions within the proposed termini.**

Design year (2032) ADT for the SR 96 corridor between I-75 and Old Hawkinsville Road/Thompson Mill Road is projected to be 39,000. This is an approximate 62 percent increase over the existing volumes of 15,000. Of these anticipated traffic volumes, 15 percent are expected to be trucks. The increasing traffic volumes, larger percentage of trucks, and lack of passing opportunities will cause the LOS along SR 96 to deteriorate to a LOS F without the proposed improvements.

**B. For the design year, describe traffic conditions immediately adjacent to the proposed project. How would the proposed project affect the need for and feasibility of adjacent transportation improvements?**

Both I-75 and SR 247 are major traffic generators for SR 96. Existing ADT at the SR 96/I-75 interchange is 12,500. West of the project limits, ADT in the design year (2032) along SR 96 is 8,800. This calculates to a drop in traffic by approximately 29 percent. Furthermore, design year ADT at the SR 96/SR 247 interchange is 25,500. East of the interchange, along existing SR 96, ADT is 15,700. This calculates to a drop in traffic by approximately 38 percent. Due to the projected drop in traffic along SR 96 at both I-75 and SR 247, the proposed project would not necessitate additional adjacent transportation improvements. Although SR 247 is the major traffic generator in the area of the eastern terminus, the proposed four lane section would continue past SR 247 in order to tie back in with existing SR 96 at Thompson Mill Road. This connection back to existing SR 96 is crucial for a continuous and smoother flow of traffic through the Bonaire area. Although existing SR 96 east of Thompson Mill Road is anticipated to carry 19,300 vpd in the design year, it would continue to operate at an acceptable LOS without further improvements.

However, adjoining projects are proposed/have occurred at either end of the corridor. PI 311540 (Peach County) is located adjacent to the proposed project at its western terminus at I-75. This project reconfigured the SR 96/I-75 interchange and its construction is complete. PI 322460 (Houston County) is located adjacent to the proposed project at its eastern terminus. This project would widen SR 96 from Old Hawkinsville Road/Thompson Mill Road to SR 87 in Twiggs County. ROW is programmed for 2009 and construction is programmed for 2010.

## VI. Adjacent Projects

Include a figure depicting adjacent and/or intersecting projects with the P.I. Number and Project Number / Local Designation where available.

**Describe how the proposed project is connected with or related to other adjacent projects. Indicate status and schedule of each adjacent project.**

IM-NH-75-1(207), PI 311540 (Peach County) is located adjacent to the proposed project at its western terminus. The tie-in occurs at Sod Farm Road. Construction for this project has been completed and consisted of the reconfiguration of the SR 96/I-75 interchange. The construction of this project also provided a four lane section along SR 96 between I-75 and Sod Farm Road. This project was completed by the Department.

PI 322460 (Houston County) is located adjacent to the proposed project at its eastern terminus. This project would widen SR 96 from Old Hawkinsville Road/Thompson Mill Road to SR 87 in Twiggs County. The tie-in would occur on the existing alignment of SR 96, just east of Old Hawkinsville Road/Thompson Mill Road. ROW is programmed for 2009 and construction is programmed for 2010. This project will also be completed by the Department.

Project Numbers: STP-115-1(21), CSNHS-0008-00(406) (407)

Counties: Peach and Houston

P.I. Numbers: 322450, 0008406, 0008407

Date: February 13, 2008

## VII. Justification of Logical Termini

**Describe how proposed termini in Section III are adequate to address the need and purpose, have independent utility, and enable consideration of other reasonably foreseeable improvements.**

### Connect Logical Termini

Logical termini for the proposed projects consist of I-75 as the western terminus and Old Hawkinsville Road/Thompson Mill Road as the eastern terminus. I-75 is a major traffic generator for the SR 96 project corridor. As reflected in the most recent traffic data, existing ADT along SR 96 at I-75 is 12,500 vpd. Of the 6,250 vehicles utilizing the westbound lanes of SR 96 towards I-75, 1,200 turn onto I-75 northbound (approximately 19 percent) and 2,100 turn onto I-75 southbound (approximately 34 percent).

The eastern terminus of the project is Thompson Mill Road. While SR 247 is the major traffic generator near the eastern terminus, the proposed project extends past this point in order to tie back in with existing SR 96. In the area of SR 247, existing traffic along SR 96 utilizing the eastbound lanes towards SR 247 is 6,500 and existing traffic utilizing the westbound lanes towards SR 247 is 4,000. Of the 10,500 vehicles approaching SR 247 along SR 96, 1,300 turn south on SR 247 (approximately 12 percent) and 3,300 turn north on SR 247 (approximately 31 percent). Although the major traffic drop occurs at SR 247, the connection back to existing SR 96, east of SR 247, at Thompson Mill Road is crucial for continuity along the improved SR 96 and to allow for a smoother flow of traffic through the Bonaire area. Existing traffic along SR 96 at Old Hawkinsville Road/Thompson Mill Road consists of 7,500 vpd. Of these 7,500 vpd, 750 turn north to Old Hawkinsville Road (approximately 10 percent) and 1,000 vpd turn south to Thompson Mill Road (approximately 13 percent).

The existing typical section of SR 96 east of I-75, between I-75 and Sod Farm Road, consists of four 12-foot travel lanes with a 44-foot depressed median. West of I-75 and east of Old Hawkinsville Road/Thompson Mill Road, the existing typical section of SR 96 consists of two 12-foot travel lanes with rural shoulders and side ditches. Based on the traffic and LOS provided, SR 96 east and west of the proposed project termini is sufficient to handle the projected traffic without further improvements as the existing typical sections are sufficient to handle the projected design year traffic. In addition, SR 247 between its intersection with existing SR 96 and the proposed intersection with relocated SR 96 is sufficient to handle the projected traffic without further improvements, as the existing five lane typical section would operate at an acceptable LOS in the design year.

Therefore, the length of the proposed project, approximately 9.0 miles, is sufficient to connect logical termini and be of sufficient length to address environmental matters on a broad scope.

### Independent Utility

The length of the proposed project, approximately 9.0 miles, is sufficient to address environmental concerns on a broad scope. On a regional level, the proposed projects, in conjunction with STP-155-1(22) and STP-155-1(23) would create a multi-lane facility between I-75 and I-16. However, the proposed project would have independent utility without the construction of these projects. The area between I-75 and SR 247 is experiencing growth with respect to commercial, institutional and residential development. Residents and employees of the area utilize the SR 96 corridor to reach I-75 and SR 247 as well as other major side streets located within the corridor such as Lake Joy Road, Houston Lake Road, and Moody Road. The purpose of and need for the proposed action is to improve the capacity, operational efficiency, and continuity of the State Route (SR) 96 corridor, as growth on the corridor continues, and to provide an improved and continuous truck route between I-75 and I-16. The proposed project involves improvements that would create additional capacity on SR 96 (with some of the improvements being located on new alignment), thus allowing traffic to flow more smoothly through the congested Bonaire area. The proposed project would create a continuous route by tying the relocated SR 96 alignment back in with existing SR 96 east of SR 247 at Thompson Mill Road.

The existing typical sections of SR 96 east and west of the proposed project are sufficient to handle the projected design year traffic. The existing typical section east of the proposed project, between I-75 and Sod Farm Road, consists of four 12-foot travel lanes with a 44-foot depressed median. West of I-75 and east of Old Hawkinsville Road, the existing typical section of SR 96 consists of two 12-foot travel lanes with rural shoulders and side ditches. Based on projected traffic volumes, SR 96 east and west of the proposed project termini is sufficient to handle the projected traffic without further improvements (refer back to Section V. Traffic Conditions).

Project Numbers: STP-115-1(21), CSNHS-0008-00(406) (407)

Counties: Peach and Houston

P.I. Numbers: 322450, 0008406, 0008407

Date: February 13, 2008

The proposed improvements would create a safer, more efficient, and continuous transportation facility for these users. In addition, the proposed project has been designed in such a way as to not restrict consideration of alternatives for other reasonably foreseeable transportation improvements. Therefore, the proposed project would have independent utility, be usable, and be a reasonable expenditure of funds even if no additional transportation improvements in the area are made.

Restriction of Consideration

The proposed improvements would create a safer and more efficient transportation facility for these users and has been designed in such a way as to not restrict consideration of alternatives for other reasonably foreseeable transportation improvements. Relocated SR 96 would tie back in with existing SR 96 just east of existing SR 96's intersection with Old Hawkinsville Road/Thompson Mill Road. As a result of the preliminary concept development, it can be determined that the preferred alternative has enough flexibility that future projects to the east of SR 96 can be designed or improved without forcing environmental impacts or restricting alternative alignments.

Therefore, the proposed project would not restrict consideration of alternatives for other reasonably foreseeable transportation improvements.

**Prepared By:**

Wendy Olson  
(Project Planner)

4.29.08  
Date

**Concurred By:**

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

May 6, 2008  
Date

**Approved By:**

Michael Lindberg  
FOR: Rodney N. Barry, P.E.  
Federal Highway Administration

June 5, 2008  
Date

**Attachments:**

Project Location Map  
Improvements in the area of SR 247, Old Hawkinsville Road, and Thompson Mill Road  
Adjacent Project Map  
Traffic Diagrams

Project Numbers: STP-115-1(21), CSNHS-0008-00(406) (407)

Counties: Peach and Houston

P.I. Numbers: 322450, 0008406, 0008407

Date: February 13, 2008

## Ghazi, Aghdas

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**From:** Shrujal Amin [samin@maai.net]  
**Sent:** Wednesday, July 29, 2009 5:01 PM  
**To:** Ghazi, Aghdas  
**Cc:** McManus, Brad; Buddy Gratton  
**Subject:** Hinesville Bypass  
**Attachments:** 522570-Hinesville-Bypass-Final-Concept-minutes.doc

Aghdas,

It was a pleasure meeting you yesterday. I have attached a copy of the Concept Team Meeting Minutes from earlier this year. I also met with Larry Bowman at OEL yesterday and told him about our discussions. Please let me know if there is anything else I can provide to you to help expedited the PIOH.

I look forward to working with you.

Shrujal Amin, PE  
Moreland Altobelli Associates, Inc.  
2211 Beaver Ruin Road, Suite 190  
Norcross, GA 30071  
770-263-5945 (office)  
404-840-2741 (mobile)  
770-263-0166 (fax)  
[www.maai.net](http://www.maai.net)

## COST ESTIMATE REPORT SUMMARY

**SR 96 Widening**  
**STP00-0155-01 (021), CSNHS-0008-00(406), & CSNHS-0008-00(407)**  
**Peach/Houston Counties**  
**P.I. No. 322450, 0008406, & 0008407**

### Revised Cost Estimates\* (08/31/2009):

#### 1. Construction Cost

- Phase 1 (322450) – I-75 to Lake Joy Road
  - i. Construction Cost - \$19,155,409.98
  - ii. E&I (5%) - \$957,770.50
  - iii. Const. Contingencies (4%) - \$766,216.40
  - iv. Asphalt/Fuel Index Adjustment costs - \$5,932,022.03**Phase 1 Total – \$26,811,418.91**
  
- Phase 2 (0008406) – Lake Joy Road to Moody Road
  - i. Construction Cost - \$10,310,946.24
  - ii. E&I (5%) - \$515,547.31
  - iii. Const. Contingencies (4%) - \$412,437.85
  - iv. Asphalt/Fuel Index Adjustment costs - \$2,725,527.10**Phase 2 Total – \$13,964,458.50**
  
- Phase 3 (0008407) – Moody Road to Old Hawkinsville Rd.
  - i. Construction Cost - \$22,964,094.55
  - ii. E&I (5%) - \$1,148,204.73
  - iii. Const. Contingencies (4%) - \$918,563.78
  - iv. Asphalt/Fuel Index Adjustment costs - \$5,761,466.42**Phase 3 Total – \$30,792,329.48**

**Construction Cost Total - \$71,568,206.89**

#### 2. Right-of-way, including contingencies:

- Phase 1 (322450) – I-75 to Lake Joy Road - \$11,858,357
  - Phase 2 (0008406) – Lake Joy Road to Moody Road - \$5,665,457
  - Phase 3 (0008407) – Moody Road to Old Hawkinsville Rd. - \$23,432,012
- Total - \$40,955,826**

#### 3. Reimbursable Utilities (see attached Utility Report for breakdown by Utility):

- Phase 1 (322450) – I-75 to Lake Joy Road - \$229,195
  - Phase 2 (0008406) – Lake Joy Road to Moody Road - \$1,194,922
  - Phase 3 (0008407) – Moody Road to Old Hawkinsville Rd. - \$1,047,511
- Total - \$2,471,628**

**Total Cost: \$114,995,660.89**

*\*Does not include Inflation Rate*

**Estimate Report for file "SR 96 Widening - PI 322450 - 08-31-09"**

<b>Section Roadway</b>					
<b>Item Number</b>	<b>Quantity</b>	<b>Units</b>	<b>Unit Price</b>	<b>Item Description</b>	<b>Cost</b>
150-1000	1	LS	170000.00	TRAFFIC CONTROL -	170000.00
153-1300	1	EA	73914.48	FIELD ENGINEERS OFFICE TP 3	73914.48
205-0001	72000	CY	2.47	UNCLASS EXCAV	177840.00
206-0002	118900	CY	2.98	BORROW EXCAV, INCL MATL	354322.00
310-5100	234177	SY	16.44	GR AGGR BASE CRS, 10 INCH, INCL MATL	3849869.88
402-3121	115918	TN	59.47	RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	6893643.46
402-3130	19320	TN	64.13	RECYCLED ASPH CONC 12.5 MM SUPERPAVE, GP 2 ONLY, INCL BITUM MATL & H LIME	1238991.60
402-3190	25760	TN	67.77	RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	1745755.20
413-1000	32785	GL	2.00	BITUM TACK COAT	65570.00
441-0104	21833	SY	30.72	CONC SIDEWALK, 4 IN	670709.76
441-0740	10384	SY	32.91	CONCRETE MEDIAN, 4 IN	341737.44
441-4030	990	SY	43.89	CONC VALLEY GUTTER, 8 IN	43451.10
441-6022	39300	LF	12.46	CONC CURB & GUTTER, 6 IN X 30 IN, TP 2	489678.00
441-6720	39300	LF	10.93	CONC CURB & GUTTER, 6 IN X 30 IN, TP 7	429549.00
550-1180	7920	LF	36.27	STORM DRAIN PIPE, 18 IN, H 1-10	287258.40
550-1240	3960	LF	41.79	STORM DRAIN PIPE, 24 IN, H 1-10	165488.40
550-1360	3960	LF	62.22	STORM DRAIN PIPE, 36 IN, H 1-10	246391.20
634-1200	150	EA	93.93	RIGHT OF WAY MARKERS	14089.50
641-1200	330	LF	17.89	GUARDRAIL, TP W	5903.70
668-1100	99	EA	2429.74	CATCH BASIN, GP 1	240544.26
668-1200	17	EA	3088.68	CATCH BASIN, GP 2	52507.56
668-2100	41	EA	2360.78	DROP INLET, GP 1	96791.98
<b>Section Sub Total:</b>					<b>\$17,654,006.92</b>

<b>Section Temporary Erosion Control</b>					
<b>Item Number</b>	<b>Quantity</b>	<b>Units</b>	<b>Unit Price</b>	<b>Item Description</b>	<b>Cost</b>
163-0232	5	AC	283.37	TEMPORARY GRASSING	1416.85
163-0240	15	TN	129.90	MULCH	1948.50
163-0300	2	EA	1148.70	CONSTRUCTION EXIT	2297.40
163-0527	115	EA	78.59	CONSTRUCT AND REMOVE RIP RAP CHECK DAMS, STONE PLAIN RIP RAP/SAND BAGS	9037.85
163-0531	5	EA	7381.63	CONSTRUCT AND REMOVE SEDIMENT BASIN, TP 1, STA NO -	36908.15
163-0550	225	EA	188.29	CONSTRUCT AND REMOVE INLET SEDIMENT TRAP	42365.25
165-0010	9850	LF	0.53	MAINTENANCE OF TEMPORARY SILT FENCE, TP A	5220.50
165-0030	11800	LF	0.66	MAINTENANCE OF TEMPORARY SILT FENCE, TP C	7788.00
165-0060	5	EA	1698.39	MAINTENANCE OF TEMPORARY SEDIMENT BASIN, STA NO -	8491.95
165-0101	2	EA	481.34	MAINTENANCE OF CONSTRUCTION EXIT	962.68
165-0105	225	EA	78.69	MAINTENANCE OF INLET SEDIMENT TRAP	17705.25
167-1000	4	EA	460.30	WATER QUALITY MONITORING AND SAMPLING	1841.20
167-1500	24	MO	685.80	WATER QUALITY INSPECTIONS	16459.20
171-0010	19700	LF	1.84	TEMPORARY SILT FENCE, TYPE A	36248.00
171-0030	23600	LF	2.95	TEMPORARY SILT FENCE, TYPE C	69620.00
700-8000	1	TN	409.57	FERTILIZER MIXED GRADE	409.57
<b>Section Sub Total:</b>					<b>\$258,720.35</b>

<b>Section Permanent Erosion Control</b>					
<b>Item Number</b>	<b>Quantity</b>	<b>Units</b>	<b>Unit Price</b>	<b>Item Description</b>	<b>Cost</b>
163-0240	30	TN	129.90	MULCH	3897.00
603-2180	2060	SY	29.95	STN DUMPED RIP RAP, TP 3, 12 IN	61697.00
603-7000	2060	SY	3.80	PLASTIC FILTER FABRIC	7828.00
700-6910	10	AC	674.07	PERMANENT GRASSING	6740.70
700-7000	30	TN	60.51	AGRICULTURAL LIME	1815.30
700-7010	25	GL	20.53	LIQUID LIME	513.25
700-8000	6	TN	409.57	FERTILIZER MIXED GRADE	2457.42

700-8100	500	LB	2.30	FERTILIZER NITROGEN CONTENT	1150.00
716-2000	7071	SY	0.95	EROSION CONTROL MATS, SLOPES	6717.45
<b>Section Sub Total:</b>					<b>\$92,816.12</b>

**Section Signing & Marking**

Item Number	Quantity	Units	Unit Price	Item Description	Cost
636-1020	800	SF	16.67	HIGHWAY SIGNS, TP 1 MATL, REFL SHEETING, TP 3	13336.00
636-1029	200	SF	14.67	HIGHWAY SIGNS, TP 2 MATL, REFL SHEETING, TP 3	2934.00
636-1033	600	SF	20.24	HIGHWAY SIGNS, TP 1 MATL, REFL SHEETING, TP 9	12144.00
636-1041	200	SF	37.36	HIGHWAY SIGNS, TP 2 MATL, REFL SHEETING, TP 9	7472.00
636-2070	2400	LF	8.71	GALV STEEL POSTS, TP 7	20904.00
636-2080	1000	LF	11.48	GALV STEEL POSTS, TP 8	11480.00
636-2090	400	LF	9.36	GALV STEEL POSTS, TP 9	3744.00
636-3010	4	EA	569.19	GROUND-MOUNTED BREAKAWAY SIGN SUPPORT	2276.76
639-2002	800	LF	3.68	STEEL WIRE STRAND CABLE, 3/8 IN	2944.00
639-3003	6	EA	8208.00	STEEL STRAIN POLE, TP III	49248.00
653-0120	195	EA	72.49	THERMOPLASTIC PVMT MARKING, ARROW, TP 2	14135.55
653-0170	28	EA	90.68	THERMOPLASTIC PVMT MARKING, ARROW, TP 7	2539.04
653-0210	12	EA	103.08	THERMOPLASTIC PVMT MARKING, WORD, TP 1	1236.96
653-1704	600	LF	3.47	THERMOPLASTIC SOLID TRAF STRIPE, 24 IN, WHITE	2082.00
653-1804	8000	LF	1.68	THERMOPLASTIC SOLID TRAF STRIPE, 8 IN, WHITE	13440.00
653-2501	10	LM	1283.88	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, WHITE	12838.80
653-2502	9	LM	1265.57	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, YELLOW	11390.13
653-4501	9	GLM	721.11	THERMOPLASTIC SKIP TRAF STRIPE, 5 IN, WHITE	6489.99
653-6004	6500	SY	2.71	THERMOPLASTIC TRAF STRIPING, WHITE	17615.00
653-6006	2480	SY	2.63	THERMOPLASTIC TRAF STRIPING, YELLOW	6522.40
654-1001	224	EA	3.04	RAISED PVMT MARKERS TP 1	680.96
654-1003	920	EA	3.20	RAISED PVMT MARKERS TP 3	2944.00
<b>Section Sub Total:</b>					<b>\$218,397.59</b>

**Section Traffic Signals**

Item Number	Quantity	Units	Unit Price	Item Description	Cost
615-1200	1570	LF	9.98	DIRECTIONAL BORE - 5 IN	15668.60
636-1041	60	SF	37.36	HIGHWAY SIGNS, TP 2 MATL, REFL SHEETING, TP 9	2241.60
639-3004	28	EA	12104.30	STEEL STRAIN POLE, TP IV	338920.40
647-1000	1	LS	68000.00	TRAFFIC SIGNAL INSTALLATION NO - 1	68000.00
647-1000	1	LS	68000.00	TRAFFIC SIGNAL INSTALLATION NO - 2	68000.00
647-1000	1	LS	68000.00	TRAFFIC SIGNAL INSTALLATION NO - 3	68000.00
647-1000	1	LS	68000.00	TRAFFIC SIGNAL INSTALLATION NO - 4	68000.00
647-1000	1	LS	68000.00	TRAFFIC SIGNAL INSTALLATION NO - 5	68000.00
647-1000	1	LS	68000.00	TRAFFIC SIGNAL INSTALLATION NO - 6	68000.00
647-1000	1	LS	68000.00	TRAFFIC SIGNAL INSTALLATION NO - 7	68000.00
647-2160	16	EA	883.33	PULL BOX, PB-6	14133.28
647-2170	6	EA	1557.35	PULL BOX, PB-7	9344.10
682-6233	1910	LF	3.20	CONDUIT, NONMETL, TP 3, 2 IN	6112.00
935-1115	1400	LF	2.50	OUTSIDE PLANT FIBER OPTIC CABLE, LOOSE TUBE, SINGLE MODE, 48 FIBER	3500.00
935-3105	2	EA	385.00	FIBER OPTIC CLOSURE, UNDERGROUND, 48 FIBER	770.00
935-4010	12	EA	52.14	FIBER OPTIC SPLICE, FUSION	625.68
935-6562	2	EA	1715.22	EXTERNAL TRANSCEIVER, DROP AND REPEAT, 1310 SINGLE MODE, (SIGNAL JOBS)	3430.44
935-8000	1	LS	1940.15	TESTING	1940.15
935-8500	1	LS	558.37	TRAINING	558.37

**Section Sub Total: \$873,244.62**

Section Structures					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
500-3201	113	CY	515.26	CLASS B CONCRETE, RETAINING WALL	58224.38
<b>Section Sub Total:</b>					<b>\$58,224.38</b>

**Total Estimated Cost: \$19,155,409.98**

<b>Subtotal Construction Cost</b>	<b>\$19,155,409.98</b>
E&C Rate 0.0 %	\$0.00
Inflation Rate 0.0 % @ 0 Years	\$0.00
<hr/>	
<b>Total Construction Cost</b>	<b>\$19,155,409.98</b>
Right Of Way	\$11,858,357.00
ReImb. Utilities	\$229,195.00
<hr/>	
<b>Grand Total Project Cost</b>	<b>\$31,242,961.98</b>

## Estimate Report for file "SR 96 Widening - PI 0008406 - 08-31-09"

Section Roadway					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
150-1000	1	LS	80000.00	TRAFFIC CONTROL -	80000.00
153-1300	1	EA	73914.48	FIELD ENGINEERS OFFICE TP 3	73914.48
205-0001	36000	CY	2.47	UNCLASS EXCAV	88920.00
206-0002	59500	CY	2.98	BORROW EXCAV, INCL MATL	177310.00
310-5100	107108	SY	16.44	GR AGGR BASE CRS, 10 INCH, INCL MATL	1760855.52
402-3121	53018	TN	59.47	RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	3152980.46
402-3130	8836	TN	64.13	RECYCLED ASPH CONC 12.5 MM SUPERPAVE, GP 2 ONLY, INCL BITUM MATL & H LIME	566652.68
402-3190	11782	TN	67.77	RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	798466.14
413-1000	14995	GL	2.00	BITUM TACK COAT	29990.00
441-0104	12023	SY	30.72	CONC SIDEWALK, 4 IN	369346.56
441-0740	11586	SY	32.91	CONCRETE MEDIAN, 4 IN	381295.26
441-4030	1110	SY	43.89	CONC VALLEY GUTTER, 8 IN	48717.90
441-6022	21650	LF	12.46	CONC CURB & GUTTER, 6 IN X 30 IN, TP 2	269759.00
441-6720	21650	LF	10.93	CONC CURB & GUTTER, 6 IN X 30 IN, TP 7	236634.50
550-1180	8880	LF	36.27	STORM DRAIN PIPE, 18 IN, H 1-10	322077.60
550-1240	4440	LF	41.79	STORM DRAIN PIPE, 24 IN, H 1-10	185547.60
550-1360	4440	LF	62.22	STORM DRAIN PIPE, 36 IN, H 1-10	276256.80
634-1200	160	EA	93.93	RIGHT OF WAY MARKERS	15028.80
641-1200	370	LF	17.89	GUARDRAIL, TP W	6619.30
668-1100	111	EA	2429.74	CATCH BASIN, GP 1	269701.14
668-1200	19	EA	3088.68	CATCH BASIN, GP 2	58684.92
668-2100	46	EA	2360.78	DROP INLET, GP 1	108595.88
<b>Section Sub Total:</b>					<b>\$9,277,354.54</b>

Section Temporary Erosion Control					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
163-0232	5	AC	283.37	TEMPORARY GRASSING	1416.85
163-0240	11	TN	129.90	MULCH	1428.90
163-0300	2	EA	1148.70	CONSTRUCTION EXIT	2297.40
163-0527	77	EA	78.59	CONSTRUCT AND REMOVE RIP RAP CHECK DAMS, STONE PLAIN RIP RAP/SAND BAGS	6051.43
163-0531	1	EA	7381.63	CONSTRUCT AND REMOVE SEDIMENT BASIN, TP 1, STA NO -	7381.63
163-0550	130	EA	188.29	CONSTRUCT AND REMOVE INLET SEDIMENT TRAP	24477.70
165-0010	3658	LF	0.53	MAINTENANCE OF TEMPORARY SILT FENCE, TP A	1938.74
165-0030	8535	LF	0.66	MAINTENANCE OF TEMPORARY SILT FENCE, TP C	5633.10
165-0060	1	EA	1698.39	MAINTENANCE OF TEMPORARY SEDIMENT BASIN, STA NO -	1698.39
165-0101	2	EA	481.34	MAINTENANCE OF CONSTRUCTION EXIT	962.68
165-0105	130	EA	78.69	MAINTENANCE OF INLET SEDIMENT TRAP	10229.70
167-1000	16	EA	460.30	WATER QUALITY MONITORING AND SAMPLING	7364.80
167-1500	24	MO	685.80	WATER QUALITY INSPECTIONS	16459.20
171-0010	7315	LF	1.84	TEMPORARY SILT FENCE, TYPE A	13459.60
171-0030	17070	LF	2.95	TEMPORARY SILT FENCE, TYPE C	50356.50
700-8000	1	TN	409.57	FERTILIZER MIXED GRADE	409.57
<b>Section Sub Total:</b>					<b>\$151,566.19</b>

Section Permanent Erosion Control					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
163-0240	21	TN	129.90	MULCH	2727.90
603-2180	2310	SY	29.95	STN DUMPED RIP RAP, TP 3, 12 IN	69184.50
603-7000	2310	SY	3.80	PLASTIC FILTER FABRIC	8778.00
700-6910	7	AC	674.07	PERMANENT GRASSING	4718.49
700-7000	21	TN	60.51	AGRICULTURAL LIME	1270.71

700-7010	18	GL	20.53	LIQUID LIME	369.54
700-8000	5	TN	409.57	FERTILIZER MIXED GRADE	2047.85
700-8100	350	LB	2.30	FERTILIZER NITROGEN CONTENT	805.00
716-2000	30456	SY	0.95	EROSION CONTROL MATS, SLOPES	28933.20
<b>Section Sub Total:</b>					<b>\$118,835.19</b>

**Section Signing & Marking**

Item Number	Quantity	Units	Unit Price	Item Description	Cost
636-1020	840	SF	16.67	HIGHWAY SIGNS, TP 1 MATL, REFL SHEETING, TP 3	14002.80
636-1029	210	SF	14.67	HIGHWAY SIGNS, TP 2 MATL, REFL SHEETING, TP 3	3080.70
636-1033	630	SF	20.24	HIGHWAY SIGNS, TP 1 MATL, REFL SHEETING, TP 9	12751.20
636-1041	210	SF	37.36	HIGHWAY SIGNS, TP 2 MATL, REFL SHEETING, TP 9	7845.60
636-2070	2520	LF	8.71	GALV STEEL POSTS, TP 7	21949.20
636-2080	1050	LF	11.48	GALV STEEL POSTS, TP 8	12054.00
636-2090	420	LF	9.36	GALV STEEL POSTS, TP 9	3931.20
636-3010	2	EA	569.19	GROUND-MOUNTED BREAKAWAY SIGN SUPPORT	1138.38
639-2002	760	LF	3.68	STEEL WIRE STRAND CABLE, 3/8 IN	2796.80
639-3003	6	EA	8208.00	STEEL STRAIN POLE, TP III	49248.00
653-0120	97	EA	72.49	THERMOPLASTIC PVMT MARKING, ARROW, TP 2	7031.53
653-0160	3	EA	114.00	THERMOPLASTIC PVMT MARKING, ARROW, TP 6	342.00
653-0170	9	EA	90.68	THERMOPLASTIC PVMT MARKING, ARROW, TP 7	816.12
653-0210	10	EA	103.08	THERMOPLASTIC PVMT MARKING, WORD, TP 1	1030.80
653-1704	630	LF	3.47	THERMOPLASTIC SOLID TRAF STRIPE, 24 IN, WHITE	2186.10
653-1804	8400	LF	1.68	THERMOPLASTIC SOLID TRAF STRIPE, 8 IN, WHITE	14112.00
653-2501	12	LM	1283.88	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, WHITE	15406.56
653-2502	10	LM	1265.57	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, YELLOW	12655.70
653-4501	10	GLM	721.11	THERMOPLASTIC SKIP TRAF STRIPE, 5 IN, WHITE	7211.10
653-6004	1000	SY	2.71	THERMOPLASTIC TRAF STRIPING, WHITE	2710.00
653-6006	1000	SY	2.63	THERMOPLASTIC TRAF STRIPING, YELLOW	2630.00
654-1001	240	EA	3.04	RAISED PVMT MARKERS TP 1	729.60
654-1003	1000	EA	3.20	RAISED PVMT MARKERS TP 3	3200.00
<b>Section Sub Total:</b>					<b>\$198,859.39</b>

**Section Traffic Signals**

Item Number	Quantity	Units	Unit Price	Item Description	Cost
615-1200	5000	LF	9.98	DIRECTIONAL BORE - 5 IN	49900.00
636-1041	70	SF	37.36	HIGHWAY SIGNS, TP 2 MATL, REFL SHEETING, TP 9	2615.20
639-3004	12	EA	12104.30	STEEL STRAIN POLE, TP IV	145251.60
647-1000	1	LS	68000.00	TRAFFIC SIGNAL INSTALLATION NO - 1	68000.00
647-1000	1	LS	68000.00	TRAFFIC SIGNAL INSTALLATION NO - 2	68000.00
647-1000	1	LS	68000.00	TRAFFIC SIGNAL INSTALLATION NO - 3	68000.00
647-2160	5	EA	883.33	PULL BOX, PB-6	4416.65
647-2170	2	EA	1557.35	PULL BOX, PB-7	3114.70
682-6233	10600	LF	3.20	CONDUIT, NONMETL, TP 3, 2 IN	33920.00
935-1115	15800	LF	2.50	OUTSIDE PLANT FIBER OPTIC CABLE, LOOSE TUBE, SINGLE MODE, 48 FIBER	39500.00
935-3105	5	EA	385.00	FIBER OPTIC CLOSURE, UNDERGROUND, 48 FIBER	1925.00
935-4010	28	EA	52.14	FIBER OPTIC SPLICE, FUSION	1459.92
935-6562	6	EA	1715.22	EXTERNAL TRANSCEIVER, DROP AND REPEAT, 1310 SINGLE MODE, (SIGNAL JOBS)	10291.32
935-8000	1	LS	1940.15	TESTING	1940.15
935-8500	1	LS	558.37	TRAINING	558.37

**Section Sub Total: \$498,892.91**

<b>Section Structures</b>					
<b>Item Number</b>	<b>Quantity</b>	<b>Units</b>	<b>Unit Price</b>	<b>Item Description</b>	<b>Cost</b>
500-3201	127	CY	515.26	CLASS B CONCRETE, RETAINING WALL	65438.02
<b>Section Sub Total:</b>					<b>\$65,438.02</b>

**Total Estimated Cost: \$10,310,946.24**

**Subtotal Construction Cost \$10,310,946.24**

E&C Rate 0.0 % \$0.00

Inflation Rate 0.0 % @ 0 Years \$0.00

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**Total Construction Cost \$10,310,946.24**

Right Of Way \$5,665,457.00

ReImb. Utilities \$1,194,922.00

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**Grand Total Project Cost \$17,171,325.24**

## Estimate Report for file "SR 96 Widening - PI 0008407 - 08-31-09"

Section Roadway					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
150-1000	1	LS	120000.00	TRAFFIC CONTROL -	120000.00
153-1300	1	EA	73914.48	FIELD ENGINEERS OFFICE TP 3	73914.48
205-0001	62500	CY	2.47	UNCLASS EXCAV	154375.00
206-0002	103200	CY	2.98	BORROW EXCAV, INCL MATL	307536.00
310-5100	224715	SY	16.44	GR AGGR BASE CRS, 10 INCH, INCL MATL	3694314.60
402-3121	111234	TN	59.47	RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	6615085.98
402-3130	18540	TN	64.13	RECYCLED ASPH CONC 12.5 MM SUPERPAVE, GP 2 ONLY, INCL BITUM MATL & H LIME	1188970.20
402-3190	24720	TN	67.77	RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	1675274.40
413-1000	31460	GL	2.00	BITUM TACK COAT	62920.00
441-0104	21560	SY	30.72	CONC SIDEWALK, 4 IN	662323.20
441-0740	23790	SY	32.91	CONCRETE MEDIAN, 4 IN	782928.90
441-4030	2000	SY	43.89	CONC VALLEY GUTTER, 8 IN	87780.00
441-6022	38800	LF	12.46	CONC CURB & GUTTER, 6 IN X 30 IN, TP 2	483448.00
441-6720	26570	LF	10.93	CONC CURB & GUTTER, 6 IN X 30 IN, TP 7	290410.10
550-1180	9700	LF	36.27	STORM DRAIN PIPE, 18 IN, H 1-10	351819.00
550-1240	4860	LF	41.79	STORM DRAIN PIPE, 24 IN, H 1-10	203099.40
550-1301	150	LF	56.87	STORM DRAIN PIPE, 30 IN, H 10-15	8530.50
550-1360	4860	LF	62.22	STORM DRAIN PIPE, 36 IN, H 1-10	302389.20
550-3518	12	EA	1159.03	SAFETY END SECTION 18 IN, STORM DRAIN, 6:1 SLOPE	13908.36
550-4118	8	EA	379.53	FLARED END SECTION 18 IN, SIDE DRAIN	3036.24
550-4218	15	EA	551.07	FLARED END SECTION 18 IN, STORM DRAIN	8266.05
550-4224	15	EA	643.26	FLARED END SECTION 24 IN, STORM DRAIN	9648.90
550-4236	15	EA	1055.83	FLARED END SECTION 36 IN, STORM DRAIN	15837.45
634-1200	175	EA	93.93	RIGHT OF WAY MARKERS	16437.75
641-1100	120	LF	52.35	GUARDRAIL, TP T	6282.00
641-1200	3500	LF	17.89	GUARDRAIL, TP W	62615.00
641-5001	8	EA	673.15	GUARDRAIL ANCHORAGE, TP 1	5385.20
641-5012	8	EA	1762.58	GUARDRAIL ANCHORAGE, TP 12	14100.64
668-1100	143	EA	2429.74	CATCH BASIN, GP 1	347452.82
668-1200	19	EA	3088.68	CATCH BASIN, GP 2	58684.92
668-2100	52	EA	2360.78	DROP INLET, GP 1	122760.56
<b>Section Sub Total:</b>					<b>\$17,749,534.85</b>

Section Temporary Erosion Control					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
163-0232	25	AC	283.37	TEMPORARY GRASSING	7084.25
163-0240	75	TN	129.90	MULCH	9742.50
163-0300	2	EA	1148.70	CONSTRUCTION EXIT	2297.40
163-0527	75	EA	78.59	CONSTRUCT AND REMOVE RIP RAP CHECK DAMS, STONE PLAIN RIP RAP/SAND BAGS	5894.25
163-0531	2	EA	7381.63	CONSTRUCT AND REMOVE SEDIMENT BASIN, TP 1, STA NO -	14763.26
163-0550	185	EA	188.29	CONSTRUCT AND REMOVE INLET SEDIMENT TRAP	34833.65
165-0010	3650	LF	0.53	MAINTENANCE OF TEMPORARY SILT FENCE, TP A	1934.50
165-0030	8500	LF	0.66	MAINTENANCE OF TEMPORARY SILT FENCE, TP C	5610.00
165-0060	2	EA	1698.39	MAINTENANCE OF TEMPORARY SEDIMENT BASIN, STA NO -	3396.78
165-0101	2	EA	481.34	MAINTENANCE OF CONSTRUCTION EXIT	962.68
165-0105	185	EA	78.69	MAINTENANCE OF INLET SEDIMENT TRAP	14557.65
167-1000	16	EA	460.30	WATER QUALITY MONITORING AND SAMPLING	7364.80
167-1500	24	MO	685.80	WATER QUALITY INSPECTIONS	16459.20
171-0010	7300	LF	1.84	TEMPORARY SILT FENCE, TYPE A	13432.00
171-0030	17000	LF	2.95	TEMPORARY SILT FENCE, TYPE C	50150.00
700-8000	5	TN	409.57	FERTILIZER MIXED GRADE	2047.85

**Section Sub Total: \$190,530.77**

**Section Permanent Erosion Control**

Item Number	Quantity	Units	Unit Price	Item Description	Cost
163-0240	150	TN	129.90	MULCH	19485.00
603-2180	2250	SY	29.95	STN DUMPED RIP RAP, TP 3, 12 IN	67387.50
603-7000	2250	SY	3.80	PLASTIC FILTER FABRIC	8550.00
700-6910	50	AC	674.07	PERMANENT GRASSING	33703.50
700-7000	150	TN	60.51	AGRICULTURAL LIME	9076.50
700-7010	125	GL	20.53	LIQUID LIME	2566.25
700-8000	30	TN	409.57	FERTILIZER MIXED GRADE	12287.10
700-8100	2500	LB	2.30	FERTILIZER NITROGEN CONTENT	5750.00
716-2000	226159	SY	0.95	EROSION CONTROL MATS, SLOPES	214851.05
<b>Section Sub Total:</b>					<b>\$373,656.90</b>

**Section Signing & Marking**

Item Number	Quantity	Units	Unit Price	Item Description	Cost
636-1020	720	SF	16.67	HIGHWAY SIGNS, TP 1 MATL, REFL SHEETING, TP 3	12002.40
636-1029	180	SF	14.67	HIGHWAY SIGNS, TP 2 MATL, REFL SHEETING, TP 3	2640.60
636-1033	540	SF	20.24	HIGHWAY SIGNS, TP 1 MATL, REFL SHEETING, TP 9	10929.60
636-1041	180	SF	37.36	HIGHWAY SIGNS, TP 2 MATL, REFL SHEETING, TP 9	6724.80
636-2070	2350	LF	8.71	GALV STEEL POSTS, TP 7	20468.50
636-2080	950	LF	11.48	GALV STEEL POSTS, TP 8	10906.00
636-2090	400	LF	9.36	GALV STEEL POSTS, TP 9	3744.00
636-3010	2	EA	569.19	GROUND-MOUNTED BREAKAWAY SIGN SUPPORT	1138.38
639-2002	500	LF	3.68	STEEL WIRE STRAND CABLE, 3/8 IN	1840.00
639-3003	6	EA	8208.00	STEEL STRAIN POLE, TP III	49248.00
653-0120	100	EA	72.49	THERMOPLASTIC PVMT MARKING, ARROW, TP 2	7249.00
653-0160	3	EA	114.00	THERMOPLASTIC PVMT MARKING, ARROW, TP 6	342.00
653-0170	9	EA	90.68	THERMOPLASTIC PVMT MARKING, ARROW, TP 7	816.12
653-0210	10	EA	103.08	THERMOPLASTIC PVMT MARKING, WORD, TP 1	1030.80
653-1704	540	LF	3.47	THERMOPLASTIC SOLID TRAF STRIPE, 24 IN, WHITE	1873.80
653-1804	7140	LF	1.68	THERMOPLASTIC SOLID TRAF STRIPE, 8 IN, WHITE	11995.20
653-2501	6	LM	1283.88	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, WHITE	7703.28
653-2502	5	LM	1265.57	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, YELLOW	6327.85
653-4501	5	GLM	721.11	THERMOPLASTIC SKIP TRAF STRIPE, 5 IN, WHITE	3605.55
653-6004	2500	SY	2.71	THERMOPLASTIC TRAF STRIPING, WHITE	6775.00
653-6006	1000	SY	2.63	THERMOPLASTIC TRAF STRIPING, YELLOW	2630.00
654-1001	210	EA	3.04	RAISED PVMT MARKERS TP 1	638.40
654-1003	900	EA	3.20	RAISED PVMT MARKERS TP 3	2880.00
<b>Section Sub Total:</b>					<b>\$173,509.28</b>

**Section Traffic Signals**

Item Number	Quantity	Units	Unit Price	Item Description	Cost
615-1200	2000	LF	9.98	DIRECTIONAL BORE - 5 IN	19960.00
636-1041	150	SF	37.36	HIGHWAY SIGNS, TP 2 MATL, REFL SHEETING, TP 9	5604.00
639-4004	24	EA	5819.39	STRAIN POLE, TP IV	139665.36
647-1000	1	LS	68000.00	TRAFFIC SIGNAL INSTALLATION NO - 1	68000.00
647-1000	1	LS	68000.00	TRAFFIC SIGNAL INSTALLATION NO - 2	68000.00
647-1000	1	LS	68000.00	TRAFFIC SIGNAL INSTALLATION NO - 3	68000.00
647-1000	1	LS	68000.00	TRAFFIC SIGNAL INSTALLATION NO - 4	68000.00

647-1000	1	LS	68000.00	TRAFFIC SIGNAL INSTALLATION NO - 5	68000.00
647-1000	1	LS	68000.00	TRAFFIC SIGNAL INSTALLATION NO - 6	68000.00
647-2160	4	EA	883.33	PULL BOX, PB-6	3533.32
647-2170	7	EA	1557.35	PULL BOX, PB-7	10901.45
682-6233	7500	LF	3.20	CONDUIT, NONMETL, TP 3, 2 IN	24000.00
935-1115	4000	LF	2.50	OUTSIDE PLANT FIBER OPTIC CABLE, LOOSE TUBE, SINGLE MODE, 48 FIBER	10000.00
935-1511	1000	LF	2.31	OUTSIDE PLANT FIBER OPTIC CABLE, DROP, SINGLE MODE, 6 FIBER	2310.00
935-3105	5	EA	385.00	FIBER OPTIC CLOSURE, UNDERGROUND, 48 FIBER	1925.00
935-3602	5	EA	538.20	FIBER OPTIC CLOSURE, FDC PRE-TERMINATED, TYPE A, 6-FIBER	2691.00
935-4010	28	EA	52.14	FIBER OPTIC SPLICE, FUSION	1459.92
935-6562	4	EA	1715.22	EXTERNAL TRANSCEIVER, DROP AND REPEAT, 1310 SINGLE MODE, (SIGNAL JOBS)	6860.88
935-8000	1	LS	1940.15	TESTING	1940.15
935-8500	1	LS	558.37	TRAINING	558.37
936-1001	1	EA	7500.00	CCTV SYSTEM, TYPE B	7500.00
936-8000	1	LS	1000.00	TESTING	1000.00
939-1191	1	EA	5000.00	VIDEO ENCODER, TYPE B	5000.00
939-1196	1	EA	5000.00	VIDEO DECODER, TYPE B	5000.00
939-1355	4	EA	200.00	DSL MODEM	800.00
939-2237	2	EA	1000.00	GBIC, TYPE D	2000.00
939-2305	7	EA	3001.65	FIELD SWITCH, TYPE C	21011.55
939-4040	1	EA	4500.00	TYPE D CABINET	4500.00
939-8000	1	LS	2265.00	TESTING	2265.00
<b>Section Sub Total:</b>					<b>\$688,486.00</b>

**Section Bridge 1 - SR 96 over Norfolk Southern RR**

Item Number	Quantity	Units	Unit Price	Item Description	Cost
211-0200	520	CY	41.11	BRIDGE EXCAVATION, GRADE SEPARATION	21377.20
433-1000	673	SY	140.30	REINF CONC APPROACH SLAB	94421.90
441-0004	1375	SY	43.13	CONC SLOPE PAV, 4 IN	59303.75
500-0100	1897	SY	4.19	GROOVED CONCRETE	7948.43
500-1006	1	LS	430471.00	SUPERSTR CONCRETE, CL AA, BR NO - 1	430471.00
500-2100	352	LF	39.86	CONCRETE BARRIER	14030.72
500-3002	511	CY	470.98	CLASS AA CONCRETE	240670.78
507-9003	2243	LF	140.03	PSC BEAMS, AASHTO TYPE III, BR NO - 1	314087.29
511-1000	106870	LB	0.89	BAR REINF STEEL	95114.30
511-3000	1	LS	115000.00	SUPERSTR REINF STEEL, BR NO - 1	115000.00
520-1147	2158	LF	77.56	PILING IN PLACE, STEEL H, HP 14 X 73	167374.48
<b>Section Sub Total:</b>					<b>\$1,559,799.85</b>

**Section Bridge 2 - SR 96 over SR 247**

Item Number	Quantity	Units	Unit Price	Item Description	Cost
211-0200	570	CY	41.11	BRIDGE EXCAVATION, GRADE SEPARATION	23432.70
433-1000	754	SY	140.30	REINF CONC APPROACH SLAB	105786.20
441-0004	1260	SY	43.13	CONC SLOPE PAV, 4 IN	54343.80
500-0100	2045	SY	4.19	GROOVED CONCRETE	8568.55
500-1006	1	LS	610670.00	SUPERSTR CONCRETE, CL AA, BR NO -	610670.00
500-2100	428	LF	39.86	CONCRETE BARRIER	17060.08
500-3002	593	CY	470.98	CLASS AA CONCRETE	279291.14
507-9002	1005	LF	112.23	PSC BEAMS, AASHTO TYPE II, BR NO -	112791.15
507-9032	2152	LF	201.35	PSC BEAMS, AASHTO, BULB TEE, 72 IN, BR NO -	433305.20
511-1000	124000	LB	0.89	BAR REINF STEEL	110360.00
511-3000	1	LS	163140.00	SUPERSTR REINF STEEL, BR NO -	163140.00
520-1147	2480	LF	77.56	PILING IN PLACE, STEEL H, HP 14 X 73	192348.80
<b>Section Sub Total:</b>					<b>\$2,111,097.62</b>

**Section Structures - Misc.**

Item Number	Quantity	Units	Unit Price	Item Description	Cost
500-3201	228	CY	515.26	CLASS B CONCRETE, RETAINING WALL	117479.28

**Section Sub Total: \$117,479.28**

**Total Estimated Cost: \$22,964,094.55**

<b>Subtotal Construction Cost</b>	<b>\$22,964,094.55</b>
E&C Rate 0.0 %	\$0.00
Inflation Rate 0.0 % @ 0 Years	\$0.00
	<hr/>
<b>Total Construction Cost</b>	<b>\$22,964,094.55</b>
Right Of Way	\$23,432,012.00
ReImb. Utilities	\$1,047,511.00
	<hr/>
<b>Grand Total Project Cost</b>	<b>\$47,443,617.55</b>

P.I. Number 322450

County Peach/Houston

Project Number STP00-0155-01(021)

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

ENTER FPL DIESEL	2.506
ENTER FPM DIESEL	5.639

ENTER FPL UNLEADED	2.436
ENTER FPM UNLEADED	5.481

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

<b>INCREASE ADJUSTMENT</b>
125.00%

<b>INCREASE ADJUSTMENT</b>
125.00%

ROADWAY ITEMS	QUANTITY	DIESEL FACTOR	GALLONS DIESEL	UNLEADED FACTOR	GALLONS UNLEADED	REMARKS
Excavations paid as specified by Sections 205 (CUBIC YARD)	72000.000	0.29	20880.00	0.15	10800.00	
Excavations paid as specified by Sections 206 (CUBIC YARD)	118900.000	0.29	34481.00	0.15	17835.00	
GAB paid as specified by the ton under Section 310 (TON)	134652.000	0.29	39049.08	0.24	32316.48	234177 SY (10") converted to TONS
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)	160998.000	2.90	466894.20	0.71	114308.58	
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	
<b>SUM QF DIESEL=</b>		<b>561304.28</b>		<b>SUM QF UNLEADED=</b>		<b>175260.06</b>	
<b>DIESEL PRICE ADJUSTMENT(\$)</b>				<b>\$1,617,622.80</b>			
<b>UNLEADED PRICE ADJUSTMENT(\$)</b>				<b>\$490,973.53</b>			



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

*APPLICABLE TO CONTRACTS CONTAINING THE 413 SPEC. SECTION 413.5.01 ADJUSTMENTS ASPHALT PRICE ADJUSTMENT FOR BITUMINOUS TACK COAT*

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

ENTER APL

ENTER APM

**125.00%      INCREASE ADJUSTMENT**

Use this side for Asphalt Emulsion Only		
L.I.N.	TYPE	ASPHALT EMULSION (GALLONS)
TMT = <input style="width: 100px;" type="text"/>		
REMARKS: <input style="width: 95%;" type="text"/>		

Use this side for Asphalt Cement Only		
L.I.N.	TYPE	TACK (GALLONS)
TMT = <input style="width: 100px;" type="text"/>		
REMARKS: <input style="width: 95%;" type="text"/>		

**MONTHLY PRICE ADJUSTMENT(\$)**

### ADJUSTMENT SUMMARY

FUEL PRICE ADJUSTMENT ( <i>ENGLISH 125% MAX</i> )	
DIESEL PRICE ADJUSTMENT(\$)	<u>\$1,617,622.80</u>
UNLEADED PRICE ADJUSTMENT(\$)	<u>\$490,973.53</u>
ASPHALT CEMENT PRICE ADJUSTMENT (BITUMINOUS TACK COAT 125% MAX)	<u>\$65,732.37</u>
400 / 402 ASPHALT CEMENT PRICE ADJUSTMENT 125% MAX	<u>\$3,757,693.32</u>
ASPHALT CEMENT PRICE ADJUSTMENT FOR BITUMINOUS TACK COAT(Surface Treatment 125% MAX)	

REMARKS:	<input style="width: 85%;" type="text"/>
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**TOTAL ADJUSTMENTS      \$5,932,022.03**

P.I. Number 0008406

County Houston

Date 8/31/2009

Project Number CSNHS-0008-00(406)

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

ENTER FPL DIESEL	2.506
ENTER FPM DIESEL	5.639

ENTER FPL UNLEADED	2.436
ENTER FPM UNLEADED	5.481

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

<b>INCREASE ADJUSTMENT</b>
125.00%

<b>INCREASE ADJUSTMENT</b>
125.00%

ROADWAY ITEMS	QUANTITY	DIESEL FACTOR	GALLONS DIESEL	UNLEADED FACTOR	GALLONS UNLEADED	REMARKS
Excavations paid as specified by Sections 205 (CUBIC YARD)	36000.000	0.29	10440.00	0.15	5400.00	
Excavations paid as specified by Sections 206 (CUBIC YARD)	59500.000	0.29	17255.00	0.15	8925.00	
GAB paid as specified by the ton under Section 310 (TON)	61587.000	0.29	17860.23	0.24	14780.88	107108 SY (10") converted to TONS
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)	73636.000	2.90	213544.40	0.71	52281.56	
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	
<b>SUM QF DIESEL=</b>		<b>259099.63</b>		<b>SUM QF UNLEADED=</b>		<b>81387.44</b>	
<b>DIESEL PRICE ADJUSTMENT(\$)</b>				<b>\$746,699.22</b>			
<b>UNLEADED PRICE ADJUSTMENT(\$)</b>				<b>\$227,998.77</b>			



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

*APPLICABLE TO CONTRACTS CONTAINING THE 413 SPEC. SECTION 413.5.01 ADJUSTMENTS ASPHALT PRICE ADJUSTMENT FOR BITUMINOUS TACK COAT*

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

ENTER APL

ENTER APM

125.00%

INCREASE ADJUSTMENT

### Use this side for Asphalt Emulsion Only

L.I.N.	TYPE	ASPHALT EMULSION (GALLONS)
TMT =		<input type="text"/>
REMARKS:		

### Use this side for Asphalt Cement Only

L.I.N.	TYPE	TACK (GALLONS)
TMT =		<input type="text"/>
REMARKS:		

MONTHLY PRICE ADJUSTMENT(\$)

### ADJUSTMENT SUMMARY

FUEL PRICE ADJUSTMENT (*ENGLISH 125% MAX*)

DIESEL PRICE ADJUSTMENT(\$)

\$746,699.22

UNLEADED PRICE ADJUSTMENT(\$)

\$227,998.77

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

\$30,064.27

400 / 402 ASPHALT CEMENT PRICE ADJUSTMENT 125% MAX

\$1,720,764.84

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

REMARKS:

**TOTAL ADJUSTMENTS**

**\$2,725,527.10**

P.I. Number 0008407

County Houston

Project Number CSNHS-0008-00(407)

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

ENTER FPL DIESEL	2.506
ENTER FPM DIESEL	5.639

ENTER FPL UNLEADED	2.436
ENTER FPM UNLEADED	5.481

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

<b>INCREASE ADJUSTMENT</b>
125.00%

<b>INCREASE ADJUSTMENT</b>
125.00%

ROADWAY ITEMS	QUANTITY	DIESEL FACTOR	GALLONS DIESEL	UNLEADED FACTOR	GALLONS UNLEADED	REMARKS
Excavations paid as specified by Sections 205 (CUBIC YARD)	62500.000	0.29	18125.00	0.15	9375.00	
Excavations paid as specified by Sections 206 (CUBIC YARD)	103200.000	0.29	29928.00	0.15	15480.00	
GAB paid as specified by the ton under Section 310 (TON)	129211.000	0.29	37471.19	0.24	31010.64	224715 SY (10") converted to TONS
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)	154494.000	2.90	448032.60	0.71	109690.74	
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	1090.00	41.11	44.8099	8.00	358.48	1.50	67.21	
Class Concrete (CY) Section 500	1104.00	470.98	519.9619	8.00	4159.70	1.50	779.94	
Class Concrete (CY) Section 500				8.00		1.50		
Class Concrete (CY) Section 500				8.00		1.50		
Superstru Con Class (CY) Section 500	1.00	1,041,141.00	1041.1410	8.00	8329.13	1.50	1561.71	
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	780.00	39.86	31.0908	8.00	248.73	1.50	46.64	

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	2243.00	140.03	314.0873	8.00	2512.70	1.50	471.13
PSC Beams (LF) Section 507	1005.00	112.23	112.7912	8.00	902.33	1.50	169.19
PSC Beams (LF) Section 507	2152.00	201.35	433.3052	8.00	3466.44	1.50	649.96
Stru Reinf Plan Quantity(LB) Section 511	1.00	278,140.00	278.1400	8.00	2225.12	1.50	417.21
Stru Reinf Plan Quantity(LB) Section 511				8.00		1.50	
Bar Reinf Steel (LB) Section 511	230870.00	0.89	205.4743	8.00	1643.79	1.50	308.21
Piling__inch (LF) Section 520	4638.00	77.56	359.7233	8.00	2877.79	1.50	539.58
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	
<b>SUM QF DIESEL=</b>		<b>560280.99</b>		<b>SUM QF UNLEADED=</b>		<b>170567.17</b>	
<b>DIESEL PRICE ADJUSTMENT(\$)</b>				<b>\$1,614,673.78</b>			
<b>UNLEADED PRICE ADJUSTMENT(\$)</b>				<b>\$477,826.86</b>			



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

*APPLICABLE TO CONTRACTS CONTAINING THE 413 SPEC. SECTION 413.5.01 ADJUSTMENTS ASPHALT PRICE ADJUSTMENT FOR BITUMINOUS TACK COAT*

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

ENTER APL

ENTER APM

**125.00%      INCREASE ADJUSTMENT**

Use this side for Asphalt Emulsion Only		
L.I.N.	TYPE	ASPHALT EMULSION (GALLONS)
TMT = <input style="width: 100px;" type="text"/>		
REMARKS: <input style="width: 95%;" type="text"/>		

Use this side for Asphalt Cement Only		
L.I.N.	TYPE	TACK (GALLONS)
TMT = <input style="width: 100px;" type="text"/>		
REMARKS: <input style="width: 95%;" type="text"/>		

**MONTHLY PRICE ADJUSTMENT(\$)**

### ADJUSTMENT SUMMARY

FUEL PRICE ADJUSTMENT (*ENGLISH 125% MAX*)

DIESEL PRICE ADJUSTMENT(\$)

\$1,614,673.78

UNLEADED PRICE ADJUSTMENT(\$)

\$477,826.86

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

\$63,075.81

400 / 402 ASPHALT CEMENT PRICE ADJUSTMENT 125% MAX

\$3,605,889.96

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

REMARKS:	<input style="width: 85%;" type="text"/>
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**TOTAL ADJUSTMENTS      \$5,761,466.42**

## Preliminary Right of Way Cost Estimate

DATE: August 28, 2009

PROJECT: STP-155-1(21)

P.L NUMBER: 322450

PROJECT DESCRIPTION: SR96 Widening

PARCELS: 115

PROJECT TERMINI: SR96 from I-75 to CS1121/Lake Joy Road

COUNTY: Peach/Houston

**LAND:**

Commercial - 6.03 Acres ROW	\$	2,518,030	
Commercial - 3.3 Acres Easement @50%	\$	599,850	
Residential - 14.3 Acres ROW	\$	565,623	
Residential - 20.0 Acres Easement @50%	\$	478,343	
<b>Total</b>			<b>\$4,161,846</b>

**IMPROVEMENTS:**

Buildings, walls, fencing, misc. site improvements	\$434,750
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**RELOCATION: (Including Consequential Displacements)**

Businesses ( 0 Displaced x \$25,000);	\$0	
Residential Owner ( 1 Displaced x \$40,000);	\$40,000	
<b>Total</b>		<b>\$40,000</b>

**DAMAGES:**

Proximity	\$90,000	
Consequential	\$20,000	
Cost to Cure	\$35,000	
<b>Total</b>		<b>\$145,000</b>

**SUB-TOTAL:**

Net Cost	\$4,781,596
Scheduling Contingency 55%	\$2,629,878
Admin/Court Cost 60%	\$4,446,884

<b>TOTAL</b>	<b>\$11,858,357</b>
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**TOTAL COST (ROUNDED)**

**\$11,858,357**

Prepared by: PBS&J - ROW  
(Debra Reddick, L.G. Hobgood)

Reviewed/Approved:   
Howard P. Copeland, R/W Administrator

Note: Accuracy of estimate is the sole responsibility of the Preparer.  
Note: The Market Appreciation (40%) is not included in this Preliminary Cost Estimate



# Preliminary Right of Way Cost Estimate

DATE: August 28, 2009

PROJECT: CSNHS-0008-00(407)

P.I. NUMBER: 8407

PROJECT DESCRIPTION: SR96 Widening

PARCELS: 78

PROJECT TERMINI: SR96 from Moody Rd. to SR 247/129 - Phase III

COUNTY: Houston

## LAND:

Commercial - 14.52 Acres ROW	\$	4,087,443	
Commercial - 1.6 Acres Easement @50%	\$	279,816	
Residential - 53.46 Acres ROW	\$	1,718,295	
Residential - 11.00 Acres Easement @50%	\$	206,837	
<b>Total</b>			<b>\$6,292,392</b>

## IMPROVEMENTS:

Buildings, walls, fencing, misc. site improvements **\$941,000**

## RELOCATION: (Including Consequential Displacements)

Businesses ( 4 Displaced x \$25,000):	\$200,000	
Residential: ( 6 Displaced x \$40,000):	\$240,000	
<b>Total</b>		<b>\$440,000</b>

## Damages:

Proximity	\$600,000	
Consequential	\$200,000	
Cost to Cure	\$975,000	
<b>Total</b>		<b>\$1,775,000</b>

**SUB-TOTAL** **\$9,448,392**

Net Cost	\$9,448,392
Scheduling Contingency 55%	\$5,196,615
Admin/Court Cost 60%	\$8,787,064

**TOTAL** **\$23,432,012**

**TOTAL COST (ROUNDED) \$23,432,012**

Prepared by:

PBS&J (Debra Reddick, LG Hobgood)

Approved by:   
Howard P. Copeland, R/W Administrator

Note: Accuracy of estimate is the sole responsibility of the Preparer.

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

# DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

## INTERDEPARTMENT CORRESPONDENCE

FILE **STP-155-01(021), Houston/Peach County, P.I. # 322450** OFFICE Thomaston  
*SR-96 from I-75/Peach to CS 1121/Lake Joy Rd/Houston, Phase I*  
DATE August 4, 2009

FROM Kerry Gore, District Utilities Engineer

TO Vinesha Pegram, Project Manager

SUBJECT **PRELIMINARY UTILITY COST (ESTIMATE)**

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

<u>FACILITY OWNER</u>	<u>NON-REIMBURSABLE</u>	<u>REIMBURSABLE</u>
Houston County Water	987,000	0
Georgia Power - Distribution	0	0
Jointly Owned Natural Gas	48,126	0
Georgia Transmission Corp.	0	0
Flint EMC	252,197	176,304
BellSouth d/b/a AT&T Georgia	76,047	0
ComSouth	13,647	0
Cox Communications	113,971	0
Windstream	113,580	0
City of Warner Robins	210,000	0
<b>TOTALS</b>	<b>\$1,814,568</b>	<b>\$176,304</b>
<b>30% Utilities Contingency</b>		<b>\$52,891</b>
<b>Total Reimbursement Cost</b>		<b>\$229,195</b>

Total Preliminary Utility Cost Estimate ~~\$2,048,763~~.

If you have any questions, please contact Kerry Gore at 706-646-6692.

KG/pls

cc: Jeff Baker, P.E., State Utilities Engineer (via: e-mail)  
Angela Whitworth, Office of Financial Management (via: e-mail)  
Brink Stokes, Area Engineer (via: e-mail)

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

**INTERDEPARTMENT CORRESPONDENCE**

FILE **CSNHS-0008-00(406), Houston/Peach County, P.I. # 0008406** OFFICE Thomaston  
*SR-96 from CS 1121/Lake Joy Road to CS 1116/Moody Road, Phase II*  
DATE August 4, 2009

FROM Kerry Gore, District Utilities Engineer

TO Vinesha Pegram, Project Manager

SUBJECT **PRELIMINARY UTILITY COST (ESTIMATE)**

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

<u>FACILITY OWNER</u>	<u>NON-REIMBURSABLE</u>	<u>REIMBURSABLE</u>
Houston County Water	2,370,375	0
Georgia Power - Distribution	0	78,750
Jointly Owned Natural Gas	48,125	0
Georgia Transmission Corp.	0	0
Flint EMC	252,196	176,304
BellSouth d/b/a AT&T Georgia	76,046	0
ComSouth	13,647	0
Cox Communications	113,971	0
Windstream	113,580	467,242
City of Warner Robins	945,000	196,875
<b>TOTALS</b>	<b>\$3,932,940</b>	<b>\$919,171</b>
<b>30% Utilities Contingency</b>		<b>\$275,751</b>
<b>Total Reimbursement Cost</b>		<b>\$1,194,922</b>

Total Preliminary Utility Cost Estimate ~~\$5,127,362~~

If you have any questions, please contact Kerry Gore at 706-646-6692.

KG/pls

cc: Jeff Baker, P.E., State Utilities Engineer (via: e-mail)  
Angela Whitworth, Office of Financial Management (via: e-mail)  
Brink Stokes, Area Engineer (via: e-mail)

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

**INTERDEPARTMENT CORRESPONDENCE**

FILE **CSNHS-0008-00(407), Houston/Peach County, P.I. # 0008407** OFFICE Thomaston  
*SR-96 from CS 1116/Moody Road to SR-247/US 129, Phase III*

FROM Kerry Gore, District Utilities Engineer DATE August 4, 2009

TO Vinesha Pegram, Project Manager

SUBJECT **PRELIMINARY UTILITY COST (ESTIMATE)**

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

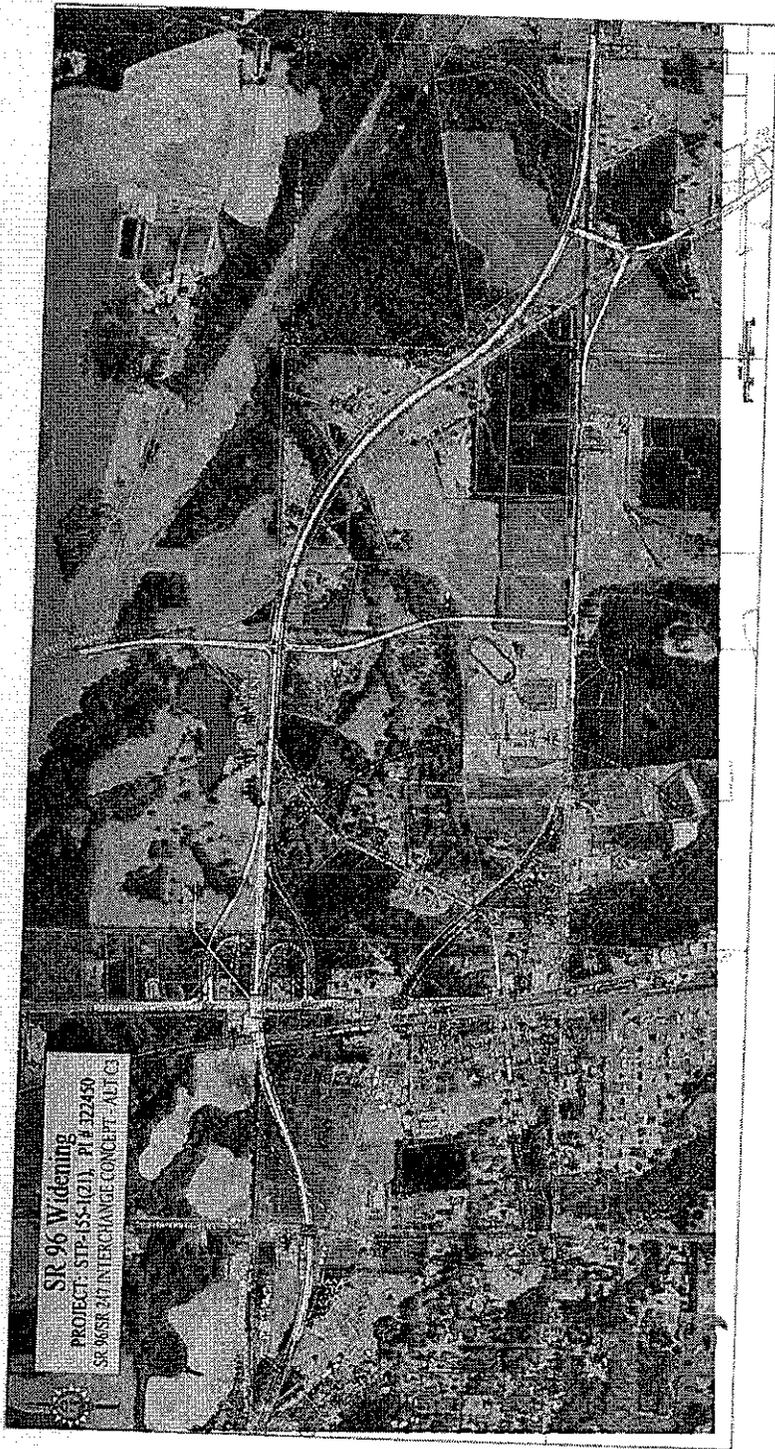
<u>FACILITY OWNER</u>	<u>NON-REIMBURSABLE</u>	<u>REIMBURSABLE</u>
Houston County Water	1,312,500	0
Georgia Power - Distribution	0	0
Jointly Owned Natural Gas	48,125	0
Georgia Transmission Corp.	0	38,850
Flint EMC	252,196	176,303
BellSouth d/b/a AT&T Georgia	76,046	0
ComSouth	13,646	0
Cox Communications	113,970	0
Windstream	113,579	0
City of Warner Robins	945,000	590,625
<b>TOTALS</b>	<b>\$2,875,062</b>	<b>\$805,778</b>
<b>30% Utilities Contingency</b>		<b>\$241,733</b>
<b>Total Reimbursement Cost</b>		<b>\$1,047,511</b>

Total Preliminary Utility Cost Estimate ~~\$3,922,573~~

If you have any questions, please contact Kerry Gore at 706-646-6692.

KG/pls

cc: Jeff Baker, P.E., State Utilities Engineer (via: e-mail)  
Angela Whitworth, Office of Financial Management (via: e-mail)  
Brink Stokes, Area Engineer (via: e-mail)



SR 96 Widening  
PROJECT: STP-155-1211, PI 432450  
SR 96SR 417 INTERCHANGE CONCEPT - ADTC3