

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

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

FILE P.I. # 0012822 **OFFICE** Design Policy & Support
Fulton County
GDOT District 7 - Metro Atlanta **DATE** 04/15/2015
Signal Upgrades - SR141 @ 5 Locations and
CS434/Lenox Road @ Monarch Plaza

FROM  Brent Story, State Design Policy Engineer

TO SEE DISTRIBUTION

SUBJECT **APPROVED CONCEPT REPORT**

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

Attachment

DISTRIBUTION:

Hiral Patel, Director of Engineering
Joe Carpenter, Director of P3/Program Delivery
Genetha Rice-Singleton, Assistant Director of P3/Program Delivery
Albert Shelby, State Program Delivery Engineer
Darryl VanMeter, State Innovative Delivery Engineer
Bobby Hilliard, Program Control Administrator
Cindy VanDyke, State Transportation Planning Administrator
Eric Duff, State Environmental Administrator
Andrew Heath, State Traffic Engineer
Angela Robinson, Financial Management Administrator
Lisa Myers, State Project Review Engineer
Charles "Chuck" Hasty, State Materials Engineer
Lee Upkins, State Utilities Engineer
Paul Tanner, State Transportation Data Administrator
Attn: Systems & Classification Branch
Richard Cobb, Statewide Location Bureau Chief
Ed David Adams, State Safety Program Manager
Kathy Zahul, District Engineer
Scott Lee, District Preconstruction Engineer
Nicholas Fields, District Utilities Engineer
Carleton Fisher, Project Manager
BOARD MEMBER - 5th Congressional District

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
LIMITED SCOPE PROJECT CONCEPT REPORT**

Project Type: Signal Upgrade P.I. Number: 0012822
 GDOT District: 7 County: Fulton
 Federal Route Number: _____ State Route Number: 141

SR 141 @ 5 LOCS AND LENOX RD AT MONARCH PLAZA IN FULTON COUNTY

Submitted for approval:

Michael R. Holt, PE	<u>Michael R. Holt</u>	<u>01/22/16</u>
WSP Parsons Brinckerhoff, Inc.		DATE
<u>Albert Shelby</u>		<u>2-17-16</u>
State Program Delivery Engineer		DATE
<u>[Signature]</u>		<u>2-5-16</u>
GDOT Project Manager		DATE

Recommendation for approval:

* <u>ERIC DUFF</u>		<u>3/27/2016</u>
State Environmental Administrator		DATE
* <u>CHRISTOPHER RAYMOND</u>		<u>2/26/2016</u>
State Traffic Engineer		DATE
* <u>CHRISTIA L VANDYKE</u>		<u>2/24/2016</u>
State Transportation Planning Administrator		DATE

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

Approval:

Concur:	<u>Hiral Patel</u>	<u>4/7/2016</u>
	GDOT Director of Engineering	DATE
Approve:	<u>Margaret B. Purkle</u>	<u>4.12.16</u>
	GDOT Chief Engineer	DATE

* RECOMMENDATION ON FILE - [Signature]

PROJECT LOCATION MAP



PLANNING & BACKGROUND DATA

Project Justification Statement:

The following intersections located in Fulton County have been identified by District 7 as high priority for minor intersection improvements. The proposed project is to be included in the GDOT Statewide Traffic Signal Maintenance and Upgrade Lump Sum Program from the Office of Traffic Operations.

1. SR 141 (Peachtree Road) @ Sardis Way / Bolling Way
2. SR 141 @ Mathieson Drive
3. SR 141 @ Church Crossing (Signalized Pedestrian Crossing Only)
4. SR 141 @ Kingsboro Road
5. SR 141 @ Club Drive
6. Lenox Road @ Monarch Plaza

The project is to upgrade equipment, accommodate pedestrians, and to bring intersections to ADA standards. The District has given the following reasons for these intersections to be upgraded: pedestrian accommodations, ADA compliance, replace old conductor cable, install 332 cabinet w/2070 controller and battery backup power, replace support poles (mast arms preferred), address utility issues, and upgrade to fiber optic communications.

The project limits will be 200 feet from the center of the intersection, unless a setback loop needs to be replaced where the project limit will be up to 500 feet from the center of the intersection. With this being a minor improvement, traffic studies were not needed for this project. The scope of this project will be limited to equipment upgrades, pedestrian accommodations, and bringing

intersection to ADA standards. With the project funding coming from the Statewide Traffic Signal Maintenance and Upgrade Lump Sum Program, it is included in the STIP.

Existing conditions:

Mainline Design Features:

- SR 141 / Peachtree Rd from Sardis Way / Bolling Way to Church Crossing: SR 141 is a six-lane, undivided arterial roadway, with 3 northbound and 3 southbound lanes, with a curb and gutter drainage system. The lanes are 10 feet wide for a total paved width of 60 feet.
- SR 141 / Peachtree Rd from Kingsboro Rd to Club Drive: SR 141 is a six-lane, undivided arterial roadway with 3 northbound, 2 southbound and a two-way left turn lane, and a curb and gutter drainage system. The lanes are 10 feet wide for a total paved width of 60 feet.

The pedestrian facilities in the project area consist of variable sidewalks from 7 to 10 feet on both sides of the street.

The speed limit on SR 141 / Peachtree Rd is 30 to 35 mph. The existing signal installations include aerial span signals (many of which utilize joint use utility poles for support), 12-inch vehicular signal heads, crosswalks, and pedestrian signals on pedestals or poles near each crosswalk landing.

Mainline Design Features: Lenox Road (SR 141 Connector) has a six-lane section with variable numbers of turn lanes. The limited section of Lenox Rd within the project area has an elevated, grade separated intersection with the through lanes passing below the intersection. Lenox Road has a left turn lane and the through/right turn lane for each approach. The speed limit is not posted.

Side Road Design Features: Sardis Way / Bolling Way

Sardis Way is a short four lane undivided street between SR 141 and SR 9 (Roswell Road) with two 9-foot lanes in each direction, curb and gutter drainage, 5 foot or wider sidewalks on each side, and is adjacent to Charlie Loudermilk Park. Bolling Way has three 10-foot lanes. Two travel southbound away from the intersection and one northbound. Both streets approach SR 141 at different angles and this section of SR 141 is in a curve.

Side Road Design Features: Mathieson Drive

Mathieson Dr. is a 30-foot wide two lane street. Street parking is permitted on the southbound side beginning 50 feet back from the intersection. The northbound approach is a commercial center entrance. The speed limit is unposted.

Side Road Design Features: Church Crossing

This is not an intersection. It is a mid-block pedestrian signal between Peachtree Road United Methodist Church on the north side of street to commercial establishments and parking on the south side of the street. This approach includes a crosswalk 60 feet long perpendicular to the flow of traffic.

Side Road Design Features: Kingsboro Road

Kingsboro Road approaches SR 141 only from the south forming a "T" intersection. Kingsboro Rd is a 30-foot wide, two-lane undivided residential street. On-street parking is allowed and there is a 6-foot sidewalk is present on the west side for a distance of 250 feet leading away from the intersection.

Side Road Design Features: Club Drive

Club Drive approaches SR 141 only from the north and the entrance of an apartment entrance forms the southern leg of the intersection. Club Drive is a 40-foot wide residential street with two

wide lanes that also provide on-street parking. As Club Drive approaches SR 141, it flares undivided roadway with one 10-foot lane and one 8-foot parking lane in each direction, curb and gutter drainage, and 5+ foot sidewalks on each side.

Side Road Design Features: Monarch Plaza

This intersection is located on a structure and serves a commercial / office development to the west and retail on the east side. There is one through lane with exclusive right and left turn lanes for each approach.

Other projects in the area:

PI 0006684 - Buckhead Community Improvement District – Streetscape improvement Project Phase 3. The CID has commissioned a project to improve the streetscape between Roswell Road and Piedmont Road, which includes 3 intersections on this project. Proposed signal pole, cabinet, and in ground pullbox locations will be coordinated with the project.

PI 0012870 - GDOT – This project proposes to improve safety on State Route (SR) 9/US 19/Peachtree Road. The proposed project would convert one northbound general purpose travel lane into a two-way continuous left turn lane between the intersection of Pharr Road and the intersection of Peachtree Battle Avenue

Description of the proposed project:

The purpose of this project consists of developing traffic signal plans for the upgrade of six (6) existing traffic signal installations and signal communications in the City of Atlanta, Fulton County. The intersections are listed below:

1. SR 141 (Peachtree Road) @ Sardis Way / Bolling Way
2. SR 141 @ Mathieson Drive
3. SR 141 @ Church Crossing (Signalized Pedestrian Crossing Only)
4. SR 141 @ Kingsboro Road
5. SR 141 @ Club Drive
6. Lenox Road @ Monarch Plaza

MPO: Atlanta Regional Commission

TIP #:

TIA Regional Commission: Not a TIA Project

Congressional District(s): 5

Federal Oversight: Exempt State Funded Other

Projected Traffic: N/A

Current Year (20VV): N/A Open Year (20XX): N/A Design Year (20YY): N/A

Traffic Projections Performed by: N/A

Functional Classification (Mainline): Urban Principal Arterial

- SR 141 (Peachtree Rd)

Functional Classification (Mainline): Urban Local Road

- Lenox Road

Functional Classification (Side Road): Urban Local Road

- Sardis Way / Bolling Way

- Mathieson Drive
- Kingsboro Road
- Club Drive
- Monarch Plaza

Complete Streets - Bicycle, Pedestrian, and/or Transit Warrants:

Warrants met: None Bicycle Pedestrian Transit

ORP

DESIGN AND STRUCTURAL

Mainline Design Features: Peachtree Rd from Sardis Way/Bolling Way to Church Crossing and Kingsboro Road to Club Drive.

Feature	Existing	Standard*	Proposed
Typical Section			
- Number of Lanes	6		N/A
- Lane Width(s)	10 ft.		N/A
- Median Width & Type	N/A		N/A
- Outside Shoulder or Border Area Width	N/A		N/A
- Outside Shoulder Slope	N/A		N/A
- Inside Shoulder Width	N/A		N/A
- Sidewalks	6'-10' both sides		N/A
- Auxiliary Lanes	No		N/A
- Bike Lanes	None		N/A
Posted Speed	30 - 40 mph		N/A
Design Speed	N/A		N/A
Min Horizontal Curve Radius	N/A		N/A
Maximum Superelevation Rate	N/A		N/A
Maximum Grade	N/A		N/A
Access Control	N/A		N/A
Design Vehicle	N/A		N/A
Signal Design	Span Wire		Mast Arm

*According to current GDOT design policy if applicable

Major Interchanges/Intersections: None

Lighting required: No Yes

Transportation Management Plan [TMP] Required: No Yes
 If Yes: Project classified as: Non-Significant Significant
 TMP Components Anticipated: TTC TO PI

Will Context Sensitive Solutions procedures be utilized? No Yes

Design Exceptions to FHWA/AASHTO controlling criteria anticipated: None

Design Variances to GDOT Standard Criteria anticipated: None

UTILITY AND PROPERTY

Temporary State Route Needed: No Yes Undetermined

Railroad Involvement: None

NEPA/GEPA Comments & Information: UST/Hazwaste sites: A monitoring well was identified in the southwest corner of Intersection 1, SR 141/Peacethree Road at Sardis Way. The UST/Hazardous waste investigations would need to be done prior to certifying for ROW authorization.

COORDINATION, ACTIVITIES, RESPONSIBILITIES, AND COSTS

Project Meetings:

Kickoff Meeting: Friday, October 15, 2015 @ 1:30 PM

Project Activity	Party Responsible for Performing Task(s)
Concept Development	WSP Parsons Brinckerhoff, Inc.
Design	WSP Parsons Brinckerhoff, Inc.
Right-of-Way Acquisition	GDOT
Utility Relocation (Construction)	Utility Owners
Utility Coordination (Pre Let)	GDOT
Letting to Contract	GDOT
Construction Supervision	GDOT
Providing Material Pits	N/A
Providing Detours	N/A
Environmental Studies, Documents, & Permits	GDOT
Environmental Mitigation	N/A
Construction Inspection & Materials Testing	GDOT

Other coordination to date: N/A

Project Cost Estimate and Funding Responsibilities:

	Breakdown of PE	ROW	Reimbursable Utility	CST*	Environmental Mitigation	Total Cost
Funded By	GDOT	GDOT	GDOT	GDOT	N/A	
\$ Amount	\$234,384	\$300,000	TBD	\$82,949		\$1,427,333
Date of Estimate	9/24/2015	Programmed	GDOT	12/1/2015		

*CST Cost includes: Construction, Engineering and Inspection, and Liquid AC Cost Adjustment.

Comments/Additional Information:

LIST OF ATTACHMENTS/SUPPORTING DATA

1. CES Cost Estimates
2. Parsons Brinckerhoff Kickoff Meeting Minutes
3. Revisions to Programmed Costs Workbook

JOB NUMBER : 0012822 SPEC YEAR: 13
DESCRIPTION: SR 141 @ 5 LOCS & CS 434/LENOX RD @ MONARCH PLAZA IN FULTON

ITEMS FOR JOB 0012822

LINE	ITEM	ALT	UNITS	DESCRIPTION	QUANTITY	PRICE	AMOUNT
0005	150-1000		LS	TRAFFIC CONTROL - COMPLETE	1.000	50000.00	50000.00
0010	163-0232		AC	TEMPORARY GRASSING	1.000	420.63	420.64
0015	163-0240		TN	MULCH	1.000	193.96	193.97
0020	163-0550		EA	CONS & REM INLET SEDIMENT TRAP	46.000	127.52	5866.34
0025	165-0030		LF	MAINT OF TEMP SILT FENCE, TP C	300.000	1.36	410.71
0030	165-0105		EA	MAINT OF INLET SEDIMENT TRAP	23.000	48.42	1113.73
0035	171-0030		LF	TEMPORARY SILT FENCE, TYPE C	300.000	3.35	1007.84
0040	441-0104		SY	CONC SIDEWALK, 4 IN	280.000	48.72	13642.90
0045	441-0108		SY	CONC SIDEWALK, 8 IN	1680.000	53.24	89453.23
0050	441-0748		SY	CONC MEDIAN, 6 IN	30.000	62.57	1877.37
0055	441-6222		LF	CONC CURB & GUTTER/ 8X30TP2	240.000	22.75	5461.15
0060	610-6874		EA	REM WOOD POLE	2.000	500.00	1000.00
0065	636-1077		SF	HWY SIGN,ALUM EXT PL,REFL SHT,TP 9	108.000	39.60	4276.80
0070	636-2070		LF	GALV STEEL POSTS, TP 7	144.000	8.31	1197.71
0075	639-3004		EA	STEEL STRAIN POLE, TP IV W 65' MAST ARM	1.000	13170.54	13170.54
0080	639-3004		EA	STEEL STRAIN POLE, TP IV W 55' MAST ARM	1.000	13170.54	13170.54
0085	639-3004		EA	STEEL STRAIN POLE, TP IV W 55' AND 40' MAST ARMS	2.000	10601.81	21203.62
0090	639-3004		EA	STEEL STRAIN POLE, TP IV W 50' MAST ARM	5.000	11308.64	56543.21
0095	639-3004		EA	STEEL STRAIN POLE, TP IV W 45' MAST ARM	3.000	10601.81	31805.43
0100	639-3004		EA	STEEL STRAIN POLE, TP IV W 40' MAST ARM	6.000	11308.64	67851.86
0105	639-3004		EA	STEEL STRAIN POLE, TP IV W 30' MAST ARM	3.000	10601.81	31805.43
0110	647-1000		LS	TRAF SIGNAL INSTALLATION NO - 1	1.000	57100.00	57100.00
0115	647-1000		LS	TRAF SIGNAL INSTALLATION NO - 2	1.000	59300.00	59300.00
0120	647-1000		LS	TRAF SIGNAL INSTALLATION NO - 3	1.000	49900.00	49900.00
0125	647-1000		LS	TRAF SIGNAL INSTALLATION NO - 4	1.000	53000.00	53000.00
0130	647-1000		LS	TRAF SIGNAL INSTALLATION NO - 5	1.000	54600.00	54600.00
0135	647-1000		LS	TRAF SIGNAL INSTALLATION NO - 6	1.000	17900.00	17900.00
0140	653-0120		EA	THERM PVMT MARK, ARROW, TP 2	12.000	85.10	1021.29
0145	653-1501		LF	THERMO SOLID TRAF ST 5 IN, WHI	500.000	0.83	419.14
0150	653-1502		LF	THERMO SOLID TRAF ST, 5 IN YEL	500.000	0.74	371.88
0155	653-1704		LF	THERM SOLID TRAF STRIPE,24,WH	470.000	7.24	3406.07
0160	653-1804		LF	THERM SOLID TRAF STRIPE, 8,WH	3867.000	2.46	9516.38
0165	682-6233		LF	CONDUIT, NONMETL, TP 3, 2 IN	3320.000	2.46	8167.20
0170	682-9950		LF	DIRECTIONAL BORE - 5 IN	350.000	9.02	3157.00
0175	687-1050		LS	TRAFFIC SIGNAL DATABASE CONVERSION	1.000	3000.00	3000.00
0180	700-7000		TN	AGRICULTURAL LIME	1.000	128.52	128.53
0185	700-8000		TN	FERTILIZER MIXED GRADE	1.000	625.72	625.73

STATE HIGHWAY AGENCY

DATE : 11/17/2015
 PAGE : 2

JOB ESTIMATE REPORT

0190	700-8100	LB	FERTILIZER NITROGEN CONTENT	75.000	3.57	267.78
0195	935-1511	LF	OUT PLNT FBR OPT CBL,DROP,SM,6 FBR	900.000	1.93	1745.86
0200	935-4010	EA	FIBER OPTIC SPLICE, FUSION	36.000	52.69	1897.08
0205	935-5050	EA	FIBER OPTIC PATCH CORD, SM	6.000	74.00	444.00
0210	935-8000	LS	TESTING	1.000	3188.00	3188.00
0215	937-6000	EA	MICROWAVE RADAR DETECTION ASSEMBLY	19.000	2500.00	47500.00
0220	939-2300	EA	FIELD SWITCH, TYPE A	6.000	1698.08	10188.54
0225	999-5200	SF	DETECTABLE WARNING SURFACE	720.000	16.13	11613.60

 ITEM TOTAL 809931.10
 INFLATED ITEM TOTAL 809931.10

TOTALS FOR JOB 0012822

 ESTIMATED COST: 809931.10
 CONTINGENCY PERCENT (10.0) : 80993.11
 ESTIMATED TOTAL: 890924.21



3340 Peachtree Road, NE
Suite 2400, Tower Place 100
Atlanta, Georgia 30326-1087
404-237-2115
Fax: 404-237-3015

GDOT Signal Design, Task Order #9
PI 0012822, SR 141 (PEACHTREE ROAD) Fulton County
Field Visit/Kickoff Meeting Minutes
January 22, 2016

Meeting Date:
Thursday, October 15, 2015 1:30 PM

Participants:

Carleton Fisher, GDOT
Sam Harris, GDOT
Wade Woodard, GDOT
Dee Taylor, AECOM
Jill Brown, Edwards Pitman
Mike Holt, Parsons Brinckerhoff
Chris Rome, Parsons Brinckerhoff
Paul Slone, Parsons Brinckerhoff

General Comments:

- This is an RTOP corridor
- Intersections 1-3 are included in a Buckhead CID streetscape project. Project coordination expected.
- First priority is to design for mast arm poles. Depending upon location restrictions, strain poles with aerial spans may be used. Design team will coordinate with local agencies for input into preferred design structures as well.
- Radar detection assemblies will provide setback and stopbar detection where feasible.
- All protected permissive left-turn signals currently with the 5-section "doghouse" configuration will be converted to 4-section flashing yellow arrow (FYA) heads for dedicated left turn lanes and bimodal FYA heads for shared through and left lanes.
- All permissive left-turn movements opposite protected permissive signals will have 3-section FYA heads installed.
- Existing CCTV cameras on separate poles to remain
- Project team will coordinate with City of Atlanta and/or Buckhead CID regarding color of poles
- Parabolic Mast arms will be designed where needed to avoid utility conflicts.
- 40-foot poles will be designed where possible for relocating RTOP cameras.
- New drop cables will be designed to splice into existing fiber optic trunk cable.

Intersection Comments:

1. SR 141 (PEACHTREE ROAD) @ Sardis Way / Bolling Way
 - Pedestrian signals, detectors, ADA ramps on SE, SW & NE corners. Park corner (NW) recently updated. Monitoring well in SW corner.
 - Pedestrian crosswalks on all four legs.
 - May move stopbar on WB approach closer to crosswalk to eliminate entrance from intersection. Parcel under development. Wait & evaluate development project before final decision.
 - NE corner: Single mast arm, cabinet, add pedestrian landing
 - NW corner: Single mast arm
 - SW corner: Single mast arm, add curb ramp, potential UST/HazWaste site
 - SE corner: Single mast arm, add curb ramp
 - New cabinet, drop cable to closure east of intersection
 - Refresh Peachtree markings

Kickoff Meeting Minutes

PI 0012822, Fulton County

January 22, 2016

2. SR 141 (PEACHTREE ROAD) @ Mathieson Drive

- NE corner: Single mast arm, cabinet, add pedestrian landing
- NW corner: Single mast arm
 - Design Alternative: Tandem arm in the NW corner with no pole in the NE corner
- SW corner: Single mast arm, add curb ramp
- SE corner: Single mast arm, add curb ramp
- Pedestrian signals, detectors, ADA ramps on SE, SW, NW & NE corners.
- Pedestrian crosswalks on all four legs
- Add pedestrian landing on NE corner, parking lot corner with no delineation.
- Possible reuse of cabinet. In new sidewalk in front of PNC Bank (NW corner)
- Relocate CCTV camera on SW corner on mast arm pole
- Coordinate COA PD to relocated police box on NE corner to mast arm pole. (Wade Woodard)

3. SR 141 (PEACHTREE ROAD) @ Church Crossing (Ped signal)

- Single diagonal mast arm on north side to support all signal heads
- Move EB stop bar forward to exclude parking lot entrance from intersection
- Move WB stop bar further back to provide required min. sight distance to signals
- New cabinet

4. SR 141 (PEACHTREE ROAD) @ Kingsboro Road

- Pedestrian signals, detectors, ADA ramps on all four corners.
- Pedestrian crosswalks on all three legs
- Convert WB left turn phase FYA
- NE corner: Add pedestrian ramp
- NW corner: Tandem mast arm, add curb ramp
- SW corner: Add curb ramps
- SE corner: Single mast arm, add curb ramp
- New cabinet on NE corner. Plan for future FO connection.

5. SR 141 (PEACHTREE ROAD) @ Club Drive

- Pedestrian signals, detectors, ADA ramps on all four corners
- Remove islands on north side, extend existing curbs to reduce north side crossing length for pedestrians
- Pedestrian crosswalks on all four legs
- NE corner: Single mast arm, add pedestrian ramps
- NW corner: Single mast arm, add curb ramps
- SW corner: Add curb ramps, pedestrian pedestal
- SE corner: Tandem mast arm, add curb ramp
- New cabinet and plan for future FO connection in NW corner

6. SR 141 Connector (LENOX ROAD) @ Monarch Plaza

- RTOP to update cabinet before project
- Mast arm poles to remain due to structure unknowns
- NE approach (mall side) move cross walk forward
- E corner install ped pedestal
- SW approach move cross walk forward
- Update ADA ramps

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE P.I. No. **OFFICE**

PROJECT DESCRIPTION

DATE

From:

To: Lisa L. Myers, State Project Review Engineer

Subject: REVISIONS TO PROGRAMMED COSTS

PROJECT MANAGER **MGMT LET DATE**
MGMT ROW DATE

PROGRAMMED COSTS (TPro W/OUT INFLATION)

LAST ESTIMATE UPDATE

CONSTRUCTION	\$	<input type="text" value="780,000.00"/>	DATE	<input text"="" type="text" value="300,000.00"/>	DATE	<input text"="" type="text" value="-"/>	DATE	<input 106="" 340="" 625="" 641"="" data-label="Section-Header" type="text" value="---</input></td></tr></table></div><div data-bbox="/> <p><u>REVISED COST ESTIMATES</u></p>
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CONSTRUCTION*	\$	<input type="text" value="892,948.93"/>
RIGHT OF WAY	\$	<input type="text" value="300,000.00"/>
UTILITIES	\$	<input type="text" value="-"/>

*Cost Contains % Contingency

REASONS FOR COST INCREASE AND CONTINGENCY JUSTIFICATION:

CONTINGENCY SUMMARY

A. CONSTRUCTION COST ESTIMATE:	\$	809,931.00	Base Estimate From CES
B. ENGINEERING AND INSPECTION (E & I):	\$	40,496.55	Base Estimate (A) x 5 %
C. CONTINGENCY:	\$	42,521.38	Base Estimate (A) + E & I (B) x 5 % See % Table in "Risk Based Cost Estimation" Memo
D. TOTAL LIQUID AC ADJUSTMENT:	\$		Total From Liquid AC Spreadsheet
E. CONSTRUCTION TOTAL:	\$	892,948.93	(A + B + C + D = E)

REIMBURSABLE UTILITY COSTS

UTILITY OWNER	REIMBURSABLE COST
Georgia Power	\$ -
TOTAL	\$ -

ATTACHMENTS: