

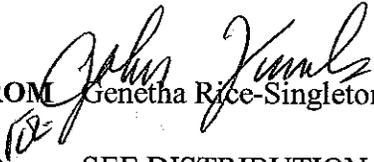
**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE P. I. No. 142060-, Oconee County
STP00-1267-00(008)
Mars Mill Road- SR 316 to Hog Mountain Road
Phase 1

OFFICE Program Control

DATE October 1, 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

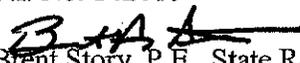
DISTRIBUTION:

Ron Wishon
Glenn Bowman
Ken Thompson
Michael Henry
Keith Golden
Paul Liles
Brent Story
Russell McMurry
Robert Mahoney
BOARD MEMBER

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENTAL CORRESPONDENCE

FILE: STP00-1267-00(008), Oconee County OFFICE: Road Design
P.I. No. 142060 DATE: August 14, 2009

FROM: 
Brent Story, P.E., State Road Design Engineer

TO: Genetha Rice-Singleton, Assistant Director of Preconstruction

SUBJECT: **Revised Project Concept Report**

Attached is the original copy of the revised Concept Report for your further handling for approval in accordance with the Plan Development Process (PDP). This Concept revision is being rerouted to correct the descriptions and mileage as defined in an earlier Concept revision dated July 29, 2009.

The concept report for Mars Hill Road project STP00-1267-00(008), P.I. No. 142060 was originally approved on August 23, 2000. The originally proposed project consisted of the widening and reconstruction of the existing 2-lane roadway to a 4-lane divided roadway along S.R. 53/Experiment Station Road, C.R. 264/Mars Hill and C.R. 261/Oconee Connector from S.R. 15 and S.R. 24/U.S. 129 and 441 in Watkinsville to the intersection of S.R. 316 northwest of Watkinsville, approximately 1 mile south of the Oconee County Line. The approved concept is proposed to be amended as follows:

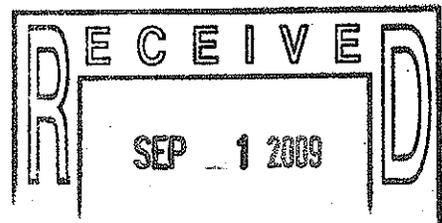
1. The southern terminus of the project has been shifted from SR 15 and S.R. 24/U.S. 129 and 441 to Hog Mountain Road. The new project length is 3.09 miles (reduced from 4.969 miles). **The remaining section of Mars Hill Road from SR 15 and S.R. 24/U.S. 129 and 441 to Hog Mountain Road will be programmed and constructed under two new projects.** (See Proposed feature to be revised)
2. The width of the urban shoulder has increased from 12 feet to 16 feet.
3. Projected traffic volumes (AADT) have been updated from years 2002 & 2022 to 2009 & 2029.

The revised concept report as presented herein and submitted for approval is consistent with that which is included in the Transportation Improvement Program (TIP).

DATE 8/25/09


State Transportation Planning Administrator

Distribution
Ron Wishon, Project Review Engineer
Glenn Bowman, P.E., State Environmental/Location Engineer
Keith Golden, P.E., State Traffic Safety & Design Engineer
Angela Alexander, State Transportation Planning Administrator
Paul Liles, P.E. State Bridge Design Engineer
Angela M. Whitworth, State Financial Management Administrator
Russell McMurry, P.E., District Engineer



REVISED PROJECT CONCEPT REPORT

Need and Purpose: See Attachment section 3i

Project location: The proposed project is located along S.R. 53/Experiment Station Road, C.R. 264/Mars Hill Road and C.R. 261/The Oconee Connector from S.R. 15 and S.R. 24/U.S. 129 and 441 in Watkinsville to the intersection of S.R. 316 northwest of Watkinsville, approximately 1 mile south of the Oconee County Line. The total revised project length is 3.09 miles.

Description of the approved concept: Project STP00-1267-00(008) consists of the widening and reconstruction of S.R. 53/Experiment Station Road, C.R. 264/Mars Hill Road and C.R. 261/The Oconee Connector from S.R. 15 and S.R. 24/U.S. 129 and 441 in Watkinsville to the intersection of S.R. 316 northwest of Watkinsville, approximately 1 mile south of the Oconee County Line. This project consists of widening the existing 2-lane roadway to a 4-lane divided roadway. The original project length was 4.86 miles

PDP Classification: Major X Minor _____
Federal Oversight: Full Oversight () Exempt (X) State Funded () Other ()

Functional Classification: Rural Major Collector

U.S. Route Number(s): N/A **State Route Number(s):** 53

Traffic (AADT):
(from approved concept) Base Year: 20,000 (2002) Design Year: 34,800 (2022)

Proposed features to be revised: The purpose of this revised concept is to split project STP00-1267-00(008) into 3 individual projects (phases) as follows:

Phase 1:

STP00-1267-00(008)

P.I. # 142060

ROW Cost: \$7,260,100.00

Construction Cost (incl E & C): \$20,432,340.90

Project Length: 3.09 Miles

Project Description; Mars Hill Road from CR 274/Hog Mountain Road to S.R. 8/S.R. 316 (This phase will retain the original P.I. and project number. See attached Project Location Map).

Phase 2:

CSSTP-0009-00(011)

P.I. # 0009011

ROW Cost: \$2,630,550.00 UTILITIES ~~\$22,013~~ 172,517

Construction Cost (incl E & C): \$9,463,615.12 FUEL ADJ. 626,717

Project Length: 1.14 miles

Project Description: SR 53/Mars Hill Road from S.R. 24/U.S. 441 to CR 274/Hog Mountain Road

Phase 3:

CSSTP-0009-00(012)

P.I. # 0009012

ROW Cost: \$1,894,000.00 UTILITIES \$88,063 (FUEL ADJ.)

Construction Cost (incl E & C): \$5,530,456.82 , \$ 342,964

Project Length: 0.73 miles

Project Description: SR 53/Mars Hill Road from SR 15 to SR. 24/ U.S. 441

The revised concept for P.I. # 142060 will relocate the southern terminus to Hog Mountain Road. The width of the urban shoulder has been increased from 12 feet to 16 feet and the base year and design year for the AADT have been revised.

Describe the revised feature(s) to be approved: The revised concept will split the project into 3 separate projects. This revised concept will shorten the project limits along Mars Hill Road by relocating the beginning and southern terminus of the project to Hog Mountain Road instead of S.R. 15 and S.R. 24/U.S. 129 and 441. The northern project terminus will remain at S.R. 316. The project length for STP00-1267-00(008) has been revised from 4.86 miles (as listed in the approved concept) to 3.09 miles, beginning approximately at milepost 11.57(S.R. 53) and ending at milepost 4.42 (Mars Hill Road). The remaining section of the previously approved concept will be constructed by two new projects.

- I. P.I. # 0009011: SR 53/Mars Hill Road from S.R. 24/U.S. 441 to CR 274/Hog Mountain Road (begin MP 12.62-end MP 11.49)
- II. P.I. # 0009012: SR 53/Mars Hill Road from SR 15 to SR. 24/ U.S. 441(begin MP 13.34-end MP 12.62)

The width of the urban shoulder section has been increased from 12 feet to 16 feet providing a more desirable sidewalk alignment. A shoulder width of 12 feet would require the sidewalk to wrap around the concrete valley gutter section of each driveway, resulting in an inconsistent sidewalk alignment that would be less efficient for pedestrian movements. A 16 foot shoulder allows for a smoother, more continuous sidewalk alignment, while also improving the intersection sight distance.

Updated Traffic (AADT): Current Year: 18,800 (2009) Design Year: 33,400 (2029)

Programmed/Schedule:

P.E.: FY 1999

R/W: FY 2015

Construction: 2020

Revised cost estimates:

- | | |
|-----------------------------------|------------------------|
| 1. Construction Cost (incl E & C) | \$20,432,340.90 |
| 2. Right-of-Way | \$ 7,260,100.00 |
| 3. Utilities | \$ 482,182.00 |
| 4. Fuel Adjustment | <u>\$ 1,815,232.00</u> |

Total: \$29,989,854.90

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

This project concept is contained in the Transportation Improvement Program (RTIP) and/or in the State Transportation Improvement Program (STIP). The concept as presented herein and submitted for approval is consistent with that which is included in the TIP and/or STIP. The conforming plan schematic, found in Attachment Section 3, provides for 4 through lanes on this section of the S.R. 53/Experiment Station Road, C.R. 264/Mars Hill Road and C.R. 261/ Oconee Connector corridor.

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

Attachments:

1. Project Location Map
2. Cost Estimate
3. Other supporting documents
 - i. Revised Need and Purpose
 - ii. Revised Benefit Cost Analysis Worksheet
 - iii. Revised Typical Section
 - iv. Revised Traffic Flow Diagrams

Exempt projects

Concur:

[Handwritten Signature]

Director of Preconstruction

Approve:

[Handwritten Signature]

Chief Engineer

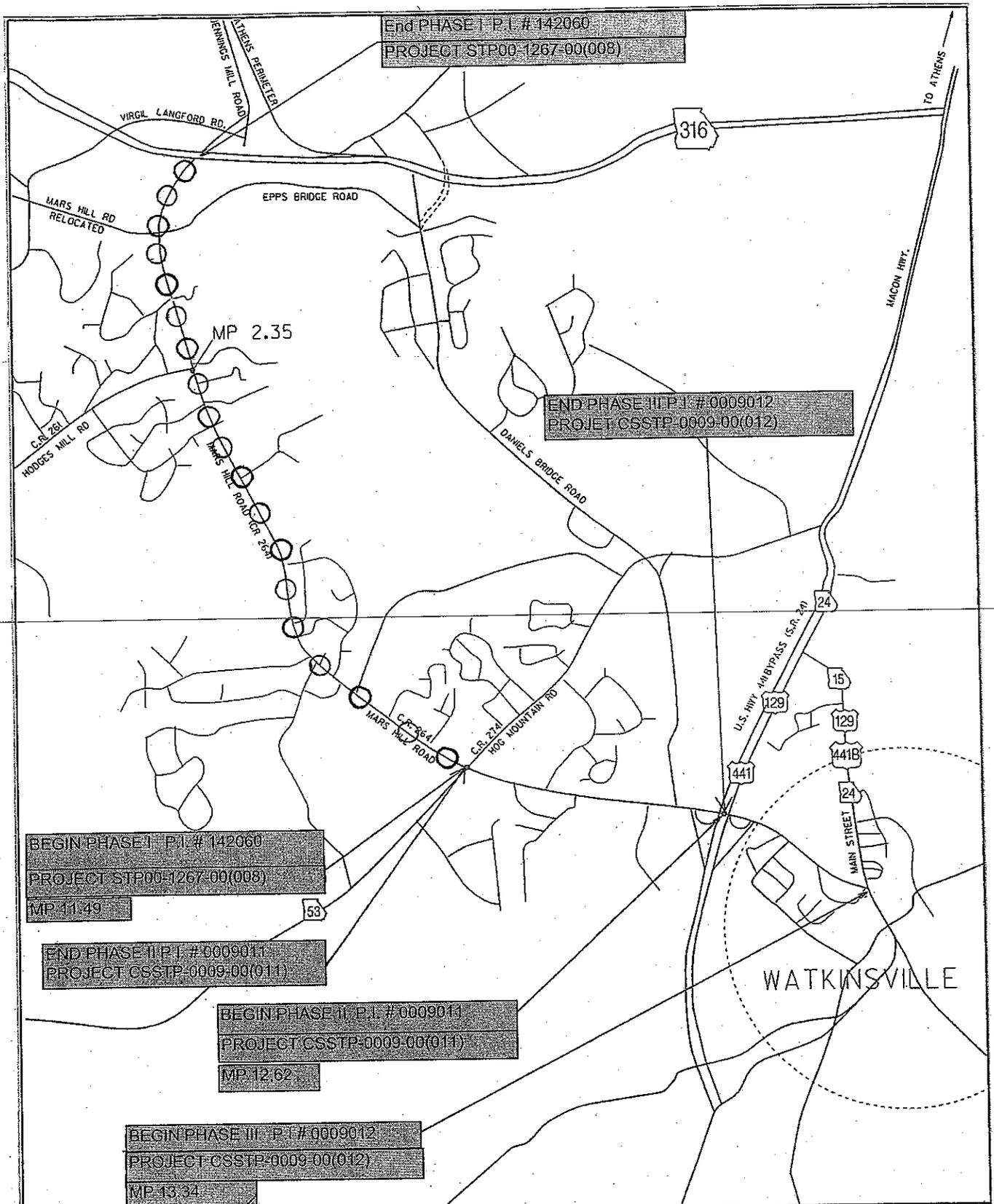
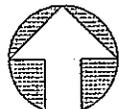


FIGURE 1

PROJECT LOCATION MAP
S.R. 53 & MARS HILL ROAD IMPROVEMENTS
GDOT PROJECT STP00-1267-00(008)

MA Moreland Altobelli
Associates, Inc.



NOT TO SCALE

Estimate Report for file "STP00-1267-00(008)"

Section TRAFFIC SIGNALS					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
636-1041	230	SF	37.36	HIGHWAY SIGNS, TP 2 MATL, REFL SHEETING, TP 9	8602.14
639-4004	19	EA	5819.39	STRAIN POLE, TP IV	110568.41
647-1000	1	LS	81035.00	TRAFFIC SIGNAL INSTALLATION NO - 6	81035.00
647-1000	1	LS	66536.00	TRAFFIC SIGNAL INSTALLATION NO - 7	66536.00
647-1000	1	LS	64252.00	TRAFFIC SIGNAL INSTALLATION NO - 8	64252.00
647-1000	1	LS	69836.00	TRAFFIC SIGNAL INSTALLATION NO - 9	69836.00
647-1000	1	LS	34087.00	TRAFFIC SIGNAL INSTALLATION NO - 10	34087.00
647-2170	4	EA	1557.35	PULL BOX, PB-7	6229.40
647-5230	1	EA	5998.97	SIGNAL ASSEMBLY, FLASHING SCHOOL, COMPLETE	5998.97
682-6233	450	LF	3.20	CONDUIT, NONMETL, TP 3, 2 IN	1440.00
935-1511	100	LF	2.31	OUTSIDE PLANT FIBER OPTIC CABLE, DROP, SINGLE MODE, 6 FIBER	231.00
935-3103	2	EA	596.39	FIBER OPTIC CLOSURE, UNDERGROUND, 24 FIBER	1192.78
935-4010	6	EA	52.14	FIBER OPTIC SPLICE, FUSION	312.84
935-6562	2	EA	1715.22	EXTERNAL TRANSCEIVER, DROP AND REPEAT, 1310 SINGLE MODE, (SIGNAL JOBS)	3430.44
Section Sub Total:					\$453,751.98

Section LANDSCAPING					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
XXX-XXXX	39	AC	4000.00	CLEARING AND GRUBBING	156000.00
XXX-XXXX	19	AC	1500.00	GRASSING	28500.00
XXX-XXXX	19	AC	13000.00	EROSION CONTROL	247000.00
Section Sub Total:					\$431,500.00

Section CONCRETE WORK					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
441-0104	20260	SY	30.72	CONC SIDEWALK, 4 IN	622387.20
441-0748	2800	SY	55.09	CONCRETE MEDIAN, 6 IN	154252.00
441-4020	1200	SY	43.97	CONC VALLEY GUTTER, 6 IN	52764.00
441-6222	76492	LF	14.96	CONC CURB & GUTTER, 8 IN X 30 IN, TP 2	1144320.32
500-3107	8000	CY	397.45	CLASS A CONCRETE, RETAINING WALL	3179600.00
Section Sub Total:					\$5,153,323.52

Section ROADWAY ITEMS					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
310-1101	95000	TN	17.04	GR AGGR BASE CRS, INCL MATL	1618800.00
402-3121	36388	TN	59.47	RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	2163994.36
402-3130	13627	TN	64.13	RECYCLED ASPH CONC 12.5 MM SUPERPAVE, GP 2 ONLY, INCL BITUM MATL & H LIME	873899.51
402-3190	18169	TN	67.77	RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	1231313.13
413-1000	11562	GL	2.00	BITUM TACK COAT	23124.00
641-1100	84	LF	52.35	GUARDRAIL, TP T	4397.40
641-1200	5695	LF	17.89	GUARDRAIL, TP W	101883.55
641-5001	18	EA	673.15	GUARDRAIL ANCHORAGE, TP 1	12116.70
641-5012	12	EA	1762.58	GUARDRAIL ANCHORAGE, TP 12	21150.96
Section Sub Total:					\$6,050,679.61

Section SIGNING & MARKING					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
636-1020	521	SF	16.67	HIGHWAY SIGNS, TP 1 MATL, REFL SHEETING, TP 3	8685.07
636-1029	11	SF	14.67	HIGHWAY SIGNS, TP 2 MATL, REFL SHEETING, TP 3	161.37

636-1033	1162	SF	20.24	HIGHWAY SIGNS, TP 1 MATL, REFL SHEETING, TP 9	23518.88
636-1041	75	SF	37.36	HIGHWAY SIGNS, TP 2 MATL, REFL SHEETING, TP 9	2802.00
636-2070	150	LF	8.71	GALV STEEL POSTS, TP 7	1306.50
636-2080	2790	LF	11.48	GALV STEEL POSTS, TP 8	32029.20
639-2002	910	LF	3.68	STEEL WIRE STRAND CABLE, 3/8 IN	3348.80
639-4002	2	EA	5191.80	STRAIN POLE, TP II	10383.60
639-4003	12	EA	6440.21	STRAIN POLE, TP III	77282.52
652-0094	12	EA	38.04	PAVEMENT MARKING, SYMBOL, TP 4	456.48
652-0110	12	EA	36.87	PAVEMENT MARKING, ARROW, TP 1	442.44
652-5301	27278	LF	0.15	SOLID TRAF STRIPE, 6 IN, WHITE	4091.70
652-5451	5227	LF	0.20	SOLID TRAFFIC STRIPE, 5 IN, WHITE	1045.40
652-6301	7592	GLF	0.12	SKIP TRAF STRIPE, 6 IN, WHITE	911.04
652-6501	7592	GLF	0.12	SKIP TRAFFIC STRIPE, 5 IN, WHITE	911.04
653-0120	154	EA	72.49	THERMOPLASTIC PVMT MARKING, ARROW, TP 2	11163.46
653-0170	12	EA	90.68	THERMOPLASTIC PVMT MARKING, ARROW, TP 7	1088.16
653-0210	16	EA	103.08	THERMOPLASTIC PVMT MARKING, WORD, TP 1	1649.28
653-0230	4	EA	168.85	THERMOPLASTIC PVMT MARKING, WORD, TP 3A	675.40
653-1501	52648	LF	0.44	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, WHITE	23165.12
653-1502	48016	LF	0.45	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, YELLOW	21607.20
653-1704	1298	LF	3.47	THERMOPLASTIC SOLID TRAF STRIPE, 24 IN, WHITE	4504.06
653-1804	14936	LF	1.68	THERMOPLASTIC SOLID TRAF STRIPE, 8 IN, WHITE	25092.48
653-3501	35441	GLF	0.33	THERMOPLASTIC SKIP TRAF STRIPE, 5 IN, WHITE	11695.53
653-3502	1804	GLF	0.34	THERMOPLASTIC SKIP TRAF STRIPE, 5 IN, YELLOW	613.36
653-6004	2051	SY	2.71	THERMOPLASTIC TRAF STRIPING, WHITE	5558.21
653-6006	350	SY	2.63	THERMOPLASTIC TRAF STRIPING, YELLOW	920.50
654-1001	394	EA	3.04	RAISED PVMT MARKERS TP 1	1197.76
654-1003	1356	EA	3.20	RAISED PVMT MARKERS TP 3	4339.20
657-1085	394	LF	5.36	PREFORMED PLASTIC SOLID PVMT MKG, 8 IN, CONTRAST (BLACK-WHITE), TP PB	2111.84
657-3085	394	GLF	4.09	PREFORMED PLASTIC SKIP PVMT MKG, 8 IN, CONTRAST (BLACK-WHITE), TP PB	1611.46
657-6085	394	LF	5.29	PREFORMED PLASTIC SOLID PVMT MKG, 8 IN, CONTRAST (BLACK-YELLOW), TP PB	2084.26
Section Sub Total:					\$286,453.32

Section MISCELLANEOUS ITEMS

Item Number	Quantity	Units	Unit Price	Item Description	Cost
153-1300	1	EA	73914.48	FIELD ENGINEERS OFFICE TP 3	73914.48
Section Sub Total:					\$73,914.48

Section MAJOR STRUCTURES

Item Number	Quantity	Units	Unit Price	Item Description	Cost
500-0100	1127	SY	4.19	GROOVED CONCRETE	4722.13
500-1006	397	LS	711.46	SUPERSTR CONCRETE, CL AA, BR NO -	282449.62
500-2100	174	LF	39.86	CONCRETE BARRIER	6935.64
500-3101	803	CY	238.02	CLASS A CONCRETE	191130.06
507-9032	1923	LF	201.35	PSC BEAMS, AASHTO, BULB TEE, 72 IN, BR NO -	387196.05
511-1000	187987	LB	0.89	BAR REINF STEEL	167308.43
511-3000	111163	LS	0.96	SUPERSTR REINF STEEL, BR NO -	106716.48
516-1100	247	LF	51.84	ALUM HANDRAIL, STD 3626	12804.48
520-1151	880	LF	90.30	PILING IN PLACE, STEEL H, HP 14 X 89	79464.00
520-4151	1	EA	1.00	LOAD TEST, STEEL H, HP 14 X 89	1.00
520-5000	226	LF	344.81	PILOT HOLES	77927.06
522-1000	1	LS	44100.49	SHORING	44100.49
540-1101	1	LS	86184.23	REMOVAL OF EXISTING BR, STA NO -	86184.23

603-2024	1837	SY	45.91	STN DUMPED RIP RAP, TP 1, 24 IN	84336.67
603-7000	1837	SY	3.80	PLASTIC FILTER FABRIC	6980.60
620-0100	500	LF	26.46	TEMPORARY BARRIER, METHOD NO. 1	13230.00
Section Sub Total:					\$1,551,486.94

Section TRAFFIC CONTROL					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
XXX-XXXX	1	LUMP SUM	1734990.00	TRAFFIC CONTROL	1734990.00
Section Sub Total:					\$1,734,990.00

Section GRADING AND EARTHWORK					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
208-0100	110220	CY	3.50	IN PLACE EMBANKMENT	385770.00
Section Sub Total:					\$385,770.00

Section DRAINAGE					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
550-1180	17719	LF	36.27	STORM DRAIN PIPE, 18 IN, H 1-10	642668.13
550-1240	5895	LF	41.79	STORM DRAIN PIPE, 24 IN, H 1-10	246352.05
550-1300	4880	LF	53.29	STORM DRAIN PIPE, 30 IN, H 1-10	260055.20
550-1360	2639	LF	62.22	STORM DRAIN PIPE, 36 IN, H 1-10	164198.58
550-1420	20	LF	87.72	STORM DRAIN PIPE, 42 IN, H 1-10	1754.40
550-4218	4	EA	551.07	FLARED END SECTION 18 IN, STORM DRAIN	2204.28
550-4224	5	EA	643.26	FLARED END SECTION 24 IN, STORM DRAIN	3216.30
550-4230	2	EA	761.29	FLARED END SECTION 30 IN, STORM DRAIN	1522.58
550-4236	3	EA	1055.83	FLARED END SECTION 36 IN, STORM DRAIN	3167.49
668-1110	84	LF	168.54	CATCH BASIN, GP 1, ADDL DEPTH	14157.36
668-2100	198	EA	2360.78	DROP INLET, GP 1	467434.44
668-4300	23	EA	2269.90	STORM SEWER MANHOLE, TP 1	52207.70
XXX-XXXX	1	Lump Sum	594047.00	BOX CULVERTS	594047.00
Section Sub Total:					\$2,452,985.51

Total Estimated Cost: \$18,574,855.36

Subtotal Construction Cost	\$18,574,855.36
E&C Rate 10.0 %	\$1,857,485.54
Inflation Rate 5.0 % @ 3 Years	\$3,220,647.73
Total Construction Cost	\$23,652,988.63
Right Of Way	\$7,260,100.00
Relmb. Utilities	\$482,182.00
Fuel Adjustment	\$1,815,232.00
Grand Total project Cost:	\$33,210,502.63

Estimate Report for file "CSSTP-0009-00(011)"

Section LANDSCAPING					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
XXX-XXXX	21	AC	4000.00	CLEARING AND GRUBBING	84000.00
XXX-XXXX	10	AC	1500.00	GRASSING	15000.00
XXX-XXXX	10	AC	13000.00	EROSION CONTROL	130000.00
Section Sub Total:					\$229,000.00

Section GRADING AND EARTHWORK					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
208-0100	59000	CY	3.50	IN PLACE EMBANKMENT	206500.00
Section Sub Total:					\$206,500.00

Section DRAINAGE					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
550-1180	6085	LF	38.29	STORM DRAIN PIPE, 18 IN, H 1-10	232994.65
550-1240	1525	LF	45.52	STORM DRAIN PIPE, 24 IN, H 1-10	69418.00
550-1300	1448	LF	59.55	STORM DRAIN PIPE, 30 IN, H 1-10	86228.40
550-1360	2206	LF	66.11	STORM DRAIN PIPE, 36 IN, H 1-10	145838.66
550-1420	23	LF	87.72	STORM DRAIN PIPE, 42 IN, H 1-10	2017.56
550-4218	3	EA	606.17	FLARED END SECTION 18 IN, STORM DRAIN	1818.51
550-4224	1	EA	744.88	FLARED END SECTION 24 IN, STORM DRAIN	744.88
550-4230	1	EA	834.37	FLARED END SECTION 30 IN, STORM DRAIN	834.37
603-2024	670	SY	45.91	STN DUMPED RIP RAP, TP 1, 24 IN	30759.70
603-7000	670	SY	3.80	PLASTIC FILTER FABRIC	2546.00
668-1100	80	EA	2429.74	CATCH BASIN, GP 1	194379.20
668-2100	22	EA	2455.35	DROP INLET, GP 1	54017.70
668-4300	4	EA	2309.91	STORM SEWER MANHOLE, TP 1	9239.64
XXX-XXXX	1	Lump Sum	190000.00	BOX CULVERTS	190000.00
Section Sub Total:					\$1,020,837.27

Section CONCRETE WORK					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
441-0104	18477	SY	34.66	CONC SIDEWALK, 4 IN	640412.82
441-0748	3340	SY	58.65	CONCRETE MEDIAN, 6 IN	195891.00
441-4020	2538	SY	39.46	CONC VALLEY GUTTER, 6 IN	100149.48
441-6222	74148	LF	15.92	CONC CURB & GUTTER, 8 IN X 30 IN, TP 2	1180436.16
500-3107	2937	CY	397.45	CLASS A CONCRETE, RETAINING WALL	1167310.65
Section Sub Total:					\$3,284,200.11

Section ROADWAY ITEMS					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
310-1101	34183	TN	17.99	GR AGGR BASE CRS, INCL MATL	614952.17
402-3121	13079	TN	60.11	RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	786178.69
402-3130	4905	TN	64.00	RECYCLED ASPH CONC 12.5 MM SUPERPAVE, GP 2 ONLY, INCL BITUM MATL & H LIME	313920.00
402-3190	6539	TN	68.26	RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	446352.14
413-1000	4161	GL	2.15	BITUM TACK COAT	8946.15
641-1200	4650	LF	18.14	GUARDRAIL, TP W	84351.00
641-5001	6	EA	675.50	GUARDRAIL ANCHORAGE, TP 1	4053.00
641-5012	6	EA	1864.63	GUARDRAIL ANCHORAGE, TP 12	11187.78
Section Sub Total:					\$2,269,940.93

Section MISCELLANEOUS ITEMS					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
153-1300	1	EA	69892.88	FIELD ENGINEERS OFFICE TP 3	69892.88
Section Sub Total:					\$69,892.88

Section TRAFFIC CONTROL					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
XXX-XXXX	1	LUMP SUM	1250000.00	TRAFFIC CONTROL	1250000.00
Section Sub Total:					\$1,250,000.00

Section TRAFFIC SIGNALS					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
636-1041	81	SF	37.36	HIGHWAY SIGNS, TP 2 MATL, REFL SHEETING, TP 9	3026.16
639-4004	10	EA	5819.39	STRAIN POLE, TP IV	58193.90
647-1000	1	LS	63927.00	TRAFFIC SIGNAL INSTALLATION NO - 3	63927.00
647-1000	1	LS	63331.00	TRAFFIC SIGNAL INSTALLATION NO - 5	63331.00
647-2170	2	EA	1557.35	PULL BOX, PB-7	3114.70
647-5230	1	EA	5998.97	SIGNAL ASSEMBLY, FLASHING SCHOOL, COMPLETE	5998.97
682-6233	150	LF	3.20	CONDUIT, NONMETL, TP 3, 2 IN	480.00
935-1511	100	LF	2.31	OUTSIDE PLANT FIBER OPTIC CABLE, DROP, SINGLE MODE, 6 FIBER	231.00
935-3103	2	EA	596.39	FIBER OPTIC CLOSURE, UNDERGROUND, 24 FIBER	1192.78
935-4010	8	EA	52.14	FIBER OPTIC SPLICE, FUSION	417.12
935-6562	2	EA	1715.22	EXTERNAL TRANSCEIVER, DROP AND REPEAT, 1310 SINGLE MODE, (SIGNAL JOBS)	3430.44
Section Sub Total:					\$203,343.07

Section SIGNING & MARKING					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
636-1020	186	SF	16.67	HIGHWAY SIGNS, TP 1 MATL, REFL SHEETING, TP 3	3100.62
636-1033	416	SF	20.24	HIGHWAY SIGNS, TP 1 MATL, REFL SHEETING, TP 9	8419.84
636-1041	27	SF	37.36	HIGHWAY SIGNS, TP 2 MATL, REFL SHEETING, TP 9	1008.72
636-2070	50	LF	8.71	GALV STEEL POSTS, TP 7	435.50
636-2080	1000	LF	11.48	GALV STEEL POSTS, TP 8	11480.00
639-2002	324	LF	3.68	STEEL WIRE STRAND CABLE, 3/8 IN	1192.32
652-0094	8	EA	38.04	PAVEMENT MARKING, SYMBOL, TP 4	304.32
652-0110	8	EA	36.87	PAVEMENT MARKING, ARROW, TP 1	294.96
652-5301	9760	LF	0.15	SOLID TRAF STRIPE, 6 IN, WHITE	1464.00
652-5451	1870	LF	0.20	SOLID TRAFFIC STRIPE, 5 IN, WHITE	374.00
652-6301	2716	GLF	0.12	SKIP TRAF STRIPE, 6 IN, WHITE	325.92
652-6501	2716	GLF	0.12	SKIP TRAFFIC STRIPE, 5 IN, WHITE	325.92
653-0120	55	EA	72.49	THERMOPLASTIC PVMT MARKING, ARROW, TP 2	3986.95
653-0170	8	EA	90.68	THERMOPLASTIC PVMT MARKING, ARROW, TP 7	725.44
653-0210	8	EA	103.08	THERMOPLASTIC PVMT MARKING, WORD, TP 1	824.64
653-1501	18837	LF	0.44	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, WHITE	8288.28
653-1502	17179	LF	0.45	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, YELLOW	7730.55
653-1704	464	LF	3.47	THERMOPLASTIC SOLID TRAF STRIPE, 24 IN, WHITE	1610.08
653-1804	5344	LF	1.68	THERMOPLASTIC SOLID TRAF STRIPE, 8 IN, WHITE	8977.92
653-3501	12680	GLF	0.33	THERMOPLASTIC SKIP TRAF STRIPE, 5 IN, WHITE	4184.40
653-3502	645	GLF	0.34	THERMOPLASTIC SKIP TRAF STRIPE, 5 IN, YELLOW	219.30
653-6004	734	SY	2.71	THERMOPLASTIC TRAF STRIPING, WHITE	1989.14
653-6006	125	SY	2.63	THERMOPLASTIC TRAF STRIPING, YELLOW	328.75
654-1001	141	EA	3.04	RAISED PVMT MARKERS TP 1	428.64
654-1003	485	EA	3.20	RAISED PVMT MARKERS TP 3	1552.00
Section Sub Total:					\$69,572.21

Total Estimated Cost: \$8,603,286.47

Subtotal Construction Cost	\$8,603,286.47
E&C Rate 10.0 %	\$860,328.65
Inflation Rate 5.0 % @ 3 Years	\$1,491,702.33

Total Construction Cost \$10,955,317.45

Right Of Way	\$2,630,550.00
Relmb. Utilities	\$172,517.00
Fuel Adjustment	\$626,717.00

Grand Total project Cost: \$14,385,101.00

Estimate Report for file "CSSTP-0009-00(012)"

Section LANDSCAPING						
Item Number	Quantity	Units	Unit Price	Item Description	Cost	
XXX-XXXX	6	AC	13000.00	EROSION CONTROL	78000.00	
XXX-XXXX	11	AC	4000.00	CLEARING AND GRUBBING	44000.00	
XXX-XXXX	6	AC	1500.00	GRASSING	9000.00	
Section Sub Total:					\$131,000.00	

Section GRADING AND EARTHWORK						
Item Number	Quantity	Units	Unit Price	Item Description	Cost	
208-0100	30150	CY	3.50	IN PLACE EMBANKMENT	105525.00	
Section Sub Total:					\$105,525.00	

Section CONCRETE WORK						
Item Number	Quantity	Units	Unit Price	Item Description	Cost	
441-0104	3380	SY	34.66	CONC SIDEWALK, 4 IN	117150.80	
441-0748	1450	SY	58.65	CONCRETE MEDIAN, 6 IN	85042.50	
441-4020	470	SY	39.46	CONC VALLEY GUTTER, 6 IN	18546.20	
441-6222	12000	LF	15.92	CONC CURB & GUTTER, 8 IN X 30 IN, TP 2	191040.00	
500-3107	4300	CY	397.45	CLASS A CONCRETE, RETAINING WALL	1709035.00	
Section Sub Total:					\$2,120,814.50	

Section ROADWAY ITEMS						
Item Number	Quantity	Units	Unit Price	Item Description	Cost	
310-1101	18000	TN	17.99	GR AGGR BASE CRS, INCL MATL	323820.00	
402-3121	6870	TN	60.11	RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	412955.70	
402-3130	2576	TN	64.00	RECYCLED ASPH CONC 12.5 MM SUPERPAVE, GP 2 ONLY, INCL BITUM MATL & H LIME	164864.00	
402-3190	3435	TN	68.26	RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	234473.10	
413-1000	2186	GL	2.15	BITUM TACK COAT	4699.90	
641-1200	1090	LF	18.14	GUARDRAIL, TP W	19772.60	
641-5001	4	EA	675.50	GUARDRAIL ANCHORAGE, TP 1	2702.00	
641-5012	4	EA	1864.63	GUARDRAIL ANCHORAGE, TP 12	7458.52	
Section Sub Total:					\$1,170,745.82	

Section MISCELLANEOUS ITEMS						
Item Number	Quantity	Units	Unit Price	Item Description	Cost	
153-1300	1	EA	69892.88	FIELD ENGINEERS OFFICE TP 3	69892.88	
Section Sub Total:					\$69,892.88	

Section DRAINAGE						
Item Number	Quantity	Units	Unit Price	Item Description	Cost	
550-1180	2727	LF	38.29	STORM DRAIN PIPE, 18 IN, H 1-10	104416.83	
550-1240	1227	LF	45.52	STORM DRAIN PIPE, 24 IN, H 1-10	55853.04	
550-1300	1470	LF	59.55	STORM DRAIN PIPE, 30 IN, H 1-10	87538.50	
550-1360	181	LF	66.11	STORM DRAIN PIPE, 36 IN, H 1-10	11965.91	
550-4218	2	EA	606.17	FLARED END SECTION 18 IN, STORM DRAIN	1212.34	
550-4224	3	EA	744.88	FLARED END SECTION 24 IN, STORM DRAIN	2234.64	
550-4236	2	EA	1068.75	FLARED END SECTION 36 IN, STORM DRAIN	2137.50	
603-2024	340	SY	45.91	STN DUMPED RIP RAP, TP 1, 24 IN	15609.40	
603-7000	340	SY	3.80	PLASTIC FILTER FABRIC	1292.00	
668-1100	32	EA	2429.74	CATCH BASIN, GP 1	77751.68	
668-2100	17	EA	2455.35	DROP INLET, GP 1	41740.95	
668-4300	8	EA	2309.91	STORM SEWER MANHOLE, TP 1	18479.28	
xxx-xxxx	1	Lump Sum	390000.00	BOX CULVERTS	390000.00	
Section Sub Total:					\$810,232.07	

Section SIGNING & MARKING					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
636-1020	95	SF	16.67	HIGHWAY SIGNS, TP 1 MATL, REFL SHEETING, TP 3	1583.65
636-1033	212	SF	20.24	HIGHWAY SIGNS, TP 1 MATL, REFL SHEETING, TP 9	4290.88
636-1041	14	SF	37.36	HIGHWAY SIGNS, TP 2 MATL, REFL SHEETING, TP 9	523.04
636-2070	26	LF	8.71	GALV STEEL POSTS, TP 7	226.46
636-2080	510	LF	11.48	GALV STEEL POSTS, TP 8	5854.80
639-2002	165	LF	3.68	STEEL WIRE STRAND CABLE, 3/8 IN	607.20
639-4003	2	EA	6440.21	STRAIN POLE, TP III	12880.42
652-0094	4	EA	38.04	PAVEMENT MARKING, SYMBOL, TP 4	152.16
652-0110	4	EA	36.87	PAVEMENT MARKING, ARROW, TP 1	147.48
652-5301	4982	LF	0.15	SOLID TRAF STRIPE, 6 IN, WHITE	747.30
652-5451	955	LF	0.20	SOLID TRAFFIC STRIPE, 5 IN, WHITE	191.00
652-6301	1387	GLF	0.12	SKIP TRAF STRIPE, 6 IN, WHITE	166.44
652-6501	1387	GLF	0.12	SKIP TRAFFIC STRIPE, 5 IN, WHITE	166.44
653-0120	28	EA	72.49	THERMOPLASTIC PVMT MARKING, ARROW, TP 2	2029.72
653-0170	4	EA	90.68	THERMOPLASTIC PVMT MARKING, ARROW, TP 7	362.72
653-0210	4	EA	103.08	THERMOPLASTIC PVMT MARKING, WORD, TP 1	412.32
653-1501	9615	LF	0.44	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, WHITE	4230.60
653-1502	8769	LF	0.45	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, YELLOW	3946.05
653-1704	237	LF	3.47	THERMOPLASTIC SOLID TRAF STRIPE, 24 IN, WHITE	822.39
653-1804	2728	LF	1.68	THERMOPLASTIC SOLID TRAF STRIPE, 8 IN, WHITE	4583.04
653-3501	6473	GLF	0.33	THERMOPLASTIC SKIP TRAF STRIPE, 5 IN, WHITE	2136.09
653-3502	330	GLF	0.34	THERMOPLASTIC SKIP TRAF STRIPE, 5 IN, YELLOW	112.20
653-6004	375	SY	2.71	THERMOPLASTIC TRAF STRIPING, WHITE	1016.25
653-6006	64	SY	2.63	THERMOPLASTIC TRAF STRIPING, YELLOW	168.32
654-1001	72	EA	3.04	RAISED PVMT MARKERS TP 1	218.88
654-1003	248	EA	3.20	RAISED PVMT MARKERS TP 3	793.60
Section Sub Total:					\$48,369.45

Section TRAFFIC CONTROL					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
xxx-xxxx	1	LUMP SUM	475000.00	TRAFFIC CONTROL	475000.00
Section Sub Total:					\$475,000.00

Section TRAFFIC SIGNALS					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
636-1041	75	SF	37.36	HIGHWAY SIGNS, TP 2 MATL, REFL SHEETING, TP 9	2802.00
639-4004	4	EA	5819.39	STRAIN POLE, TP IV	23277.56
647-1000	1	LS	64788.00	TRAFFIC SIGNAL INSTALLATION NO -	64788.00
647-2170	1	EA	1557.35	PULL BOX, PB-7	1557.35
682-6233	360	LF	3.20	CONDUIT, NONMETL, TP 3, 2 IN	1152.00
935-1511	50	LF	2.31	OUTSIDE PLANT FIBER OPTIC CABLE, DROP, SINGLE MODE, 6 FIBER	115.50
935-3103	1	EA	596.39	FIBER OPTIC CLOSURE, UNDERGROUND, 24 FIBER	596.39
935-4010	2	EA	52.14	FIBER OPTIC SPLICE, FUSION	104.28
935-6562	1	EA	1715.22	EXTERNAL TRANSCEIVER, DROP AND REPEAT, 1310 SINGLE MODE, (SIGNAL JOBS)	1715.22
Section Sub Total:					\$96,108.30

Total Estimated Cost: \$5,027,688.02

Subtotal Construction Cost	\$5,027,688.02
E&C Rate 10.0 %	\$502,768.80
Inflation Rate 5.0 % @ 3 Years	\$871,738.26

Total Construction Cost	\$6,402,195.08
Right Of Way	\$1,894,000.00
Relmb. Utilities	\$88,063.00
Fuel Adjustment	\$342,964.00

Grand Total project Cost: \$8,727,222.0

Preliminary Right of Way Cost Estimate

LaShone B. Alexander

Phil Copeland
 Right of Way Administrator
 By: LaShone Alexander

Date: May 27, 2009
Project: STP00-1267-00(008) Oconee County
Existing/Required R/W: Varies from 60' to 120'/Varies
Project Termini: SR 53 to SR 316 Phase I
Project Description: SR 53/Mars Hill Rd/Oconee Connector Widening

P.I. Number: 142060
No. Parcels: 94

Land:

Commercial R/W: 186,616 sf @ \$3.50/sf	\$ 653,156
Commercial Esmt: 217,306 sf @ \$3.50/sf @ 50%	380,285
Residential R/W: 273,801 sf @ \$1.50/sf	410,701
Residential Esmt.: 338,745 sf @ \$1.50/sf @ 50%	254,058
Agricultural R/W: 114,171 sf @ \$.75/sf	85,628
Agricultural Esmt.: 173,086 sf @ \$.75/sf @ 50%	<u>64,907</u>

\$ 1,848,735
 750,000

Improvements : Houses, Businesses, misc. site improvements

Relocation: Commercial (1) \$ 25,000
 Residential (2) \$ 80,000

105,000

Damage : Proximity 5 Parcels \$120,000
 Consequential 2 Parcels \$123,689
 Cost to Cure

223,689

Net Cost

\$ 2,927,424

Net Cost
 Scheduling Contingency 55 %
 Adm/Court Cost 60

\$ 2,927,424
 1,610,083
2,722,504
 \$ 7,260,100

Total Cost \$7,260,100

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

Preliminary Right of Way Cost Estimate

LaShone B. Alexander

Phil Copeland
 Right of Way Administrator
 By: LaShone Alexander

Date: May 27, 2009
Project: STP00-1267-00(008) Oconee County
Existing/Required R/W: Varies from 60' to 120'/Varies
Project Termini: US 441 to SR 53 Phase 2
Project Description: SR 53/Mars Hill Rd/Oconee Connector Widening

P.I. Number: 0009011
No. Parcels: 37

Land:

Commercial R/W:	79,639 sf @ \$3.50/sf	\$ 278,736
Commercial Esmt:	80,412 sf @ \$3.50/sf @ 50%	140,721
Residential R/W:	32,922 sf @ \$1.50/sf	49,383
Residential Esmt:	48,018 sf @ \$1.50/sf @ 50%	36,013
Agricultural R/W:	366,971 sf @ \$.75/sf	275,228
Agricultural Esmt:	121,621 sf @ \$.75/sf @ 50%	<u>45,607</u>

\$ 825,688
 150,000

Improvements: misc. site improvements

Relocation: Commercial (0) \$ 0
 Residential (0) \$ 0

Damage: Proximity 0 Parcels
 Consequential 2 Parcels \$85,000
 Cost to Cure 85,000

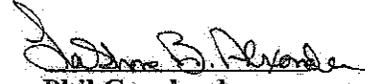
Net Cost \$ 1,060,688

Net Cost		\$ 1,060,688
Scheduling Contingency	55 %	583,378
Adm/Court Cost	60	<u>986,439</u>
		\$ 2,630,506

Total Cost \$2,630,550

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

Preliminary Right of Way Cost Estimate



Phil Copeland
 Right of Way Administrator
 By: LaShone Alexander

Date: May 27, 2009
Project: STP00-1267-00(008) Oconee County
Existing/Required R/W: Varies from 60' to 120'/Varies
Project Termini: SR 15 to US 441 Phase 3
Project Description: SR 53/Mars Hill Rd/Oconee Connector Widening

P.I. Number: 0009012
No. Parcels: 25

Land:

Commercial R/W:	70,000 sf @ \$3.50/sf	\$ 245,000
Commercial Esmt:	168,019 sf @ \$3.50/sf @ 50%	294,033
Residential R/W:	26,702 sf @ \$.75/sf	20,026
Residential Esmt:	37,313 sf @ \$.75/sf @ 50%	13,992
Agricultural R/W:	42,123 sf @ \$.75/sf	31,592
Agricultural Esmt:	24,016 sf @ \$.75/sf @ 50%	<u>9,006</u>

\$ 613,649
 150,000

Improvements : misc. site improvements

Relocation: Commercial (0) \$ 0
 Residential (0) \$ 0

Damage : Proximity 0 Parcels
 Consequential 0 Parcels
 Cost to Cure

000

Net Cost \$ 763,649

Net Cost		\$ 763,649
Scheduling Contingency	55 %	420,006
Adm/Court Cost	60	<u>710,193</u>
		\$ 1,893,849

Total Cost \$1,894,000

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

Need and Purpose: As a result of rapid growth in the northern portion of Oconee County, the Athens-Clarke, Oconee Regional Transportation study (ACORTS) has identified the widening and reconstruction Mars Hill Road and the Oconee Connector as a necessary project to provide transportation capacity, safety and operational improvements.

Planning Basis For Action

The proposed projects have been listed in the 1999 Oconee County Comprehensive plan (formerly as one single project combination) and are a key part of their long-range transportation planning in order to provide sustainable mobility between the city of Watkinsville and Athens-Clarke County. Oconee County is a member of ACORTS, which was formed in 1969, and includes all of Athens-Clarke County and the northern third of Oconee County where most of the major transportation projects are concentrated. ACORTS is responsible for implementing comprehensive and cooperative transportation projects and is one of 11 Metropolitan Planning Organizations (MPOs) in the state of Georgia. ACORTS publishes two primary documents – the Annual Transportation Improvement Program (TIP) that covers a short-term, 3-year project horizon, and the Transportation Plan (TP) that covers a long-range, 20-year project horizon. Other ACORTS members include the Georgia Department of Transportation (GDOT), Federal Highway Administration (FHWA), University of Georgia, Citizen Advisory groups, and the Athens/Clarke County Unified-Government. In addition to the TIP and TP, Oconee County coordinates extensively with the GDOT for the construction and improvement of transportation facilities under the Local Assistance Resurfacing Program (LARP) and numerous county contracts.

The proposed projects began in ACORTS as a TIP project to construct turn-lanes as needed on SR 53 from the Watkinsville Bypass (US 441) to Hog Mountain Road (CR 274). The section of SR 53 south of the Watkinsville Bypass to SR 15 (Main Street) in downtown Watkinsville was proposed later in order to provide improved access to roadside development and the project was programmed by the GDOT as Project STP-1275(8). The county had originally anticipated construction to occur in 1997, with a future widening of that section to four lanes programmed in the 20-year TP. A separate but complimentary TIP project was planned that would widen Mars Hill Road to four lanes from Hog Mountain Road to Epps Bridge Road, constructing turn lanes and improving intersections as needed, and bringing the roadway cross section and bridge structures up to standard. That project was to continue north from the prior project and was programmed by the GDOT as Project STP-1267(6), with construction anticipated to occur in 2000. In the meantime however the Oconee Connector, a local project, was completed in 2000. This project constructed a two-lane roadway from the intersection of Mars Hill Road and Epps Bridge Road, north across SR 316 to Jennings Mill Road. The project involved the realignment of Mars Hill Road to form a new intersection with Epps Bridge Road (now a part of Daniels Bridge Road), Daniels Bridge Road, and the Oconee Connector, north of this intersection. The project also re-established an at-grade crossing of SR 316 that was severed when SR 316 was extended east to the SR 10 Loop (Paul Broun Parkway/Athens Perimeter). The Oconee Connector was constructed as a two-

lane roadway within a 150-foot right-of-way to accommodate future widening to four-lanes. The future widening of the Oconee Connector has now been included as part of one of these projects.

Land Use Trends

Oconee county is experiencing rapid growth that, in spite of many years of planning and infrastructure development, is placing significant pressure on its water, sewer, transportation and school systems. The proposed projects are part of a number of necessary transportation improvements to accommodate this growth. The population of Oconee County has increased from 7,915 in 1970, about the time when most of the major county roads were being constructed, to 26,225 as of the 2000 U.S. census. The city of Watkinsville has likewise seen similar growth, increasing from 986 persons in 1970 to 2,097 in 2000. The U.S. Census Bureau classifies an urban area as an area with more than 2,500 people or an area with a density that is greater than 1,000 people per square mile. The four incorporated cities in Oconee County (Bishop, Bogart, North High Shoals and Watkinsville) had a combined 2000 population of 3,731 persons, of which Watkinsville comprised approximately 56 percent. These four cities represent only 14 percent of the total county population; therefore, the majority of the population lives in the unincorporated areas of the county, primarily the northern third. As reported in the 1999 Oconee County Comprehensive Plan, the heaviest concentrations of residential development occurs in the northern part of the county along Mars Hill Road, the Watkinsville bypass, Whitehall Road and Hodges Mill Road.

With the exception of Whitehall Road, each of these roads lies directly along the proposed projects corridors or connect directly to them. Commercial and industrial development in the county is limited; however, a sizable tract of land adjacent to the SR 316/Oconee Connector intersection is currently designated as commercial. Additionally, some commercial development has been and is currently in the process of being developed along Epps Bridge Road and Mars Hill Road.

The SR 316 corridor is considered to be a transitional area, and the county expects a shift in this area from its current rural character to more of a commercial center. In an attempt to continue controlled growth without sacrificing the quality of public services, the county has been limiting development primarily to the northern one-third of the county near existing infrastructure, transportation corridors and commercial development. This has been witnessed by a number of county public services that have recently located their facilities along SR 53 and Mars Hill Road. As the county continues to focus development along this corridor, the comprehensive plan reports that the county has designated over 1,500 acres as public/institutional to accommodate needed schools and other public facilities. The majority of this development will occur in the northwestern area of the county between Watkinsville and Bogart due to the influence of SR 316 and the Watkinsville Bypass. In addition, with the improved access to SR 316 from the widening of the Oconee Connector, travel demand along this corridor will continue to increase between Watkinsville and destinations in Clarke County.

Trends in Average Annual Daily Traffic

The project study area has experienced significant changes in land use and roadways that have altered travel demand and traffic patterns. These changes have included the construction of the Oconee Connector and the Watkinsville bypass, as well as a number of new public facilities along SR 53. Historically, the city of Watkinsville, as the county seat, has been the political and geographic center of the county with many of the county's community facilities located in the city. However, as previously discussed, many of the businesses and county related services are located on SR 53 and not on SR 15 in downtown Watkinsville.

As a result of the recently constructed Watkinsville bypass, a significant portion of traffic that would otherwise travel on SR 15 through the downtown Central Business District (CBD) has been re-routed around the northwest side of the city. Subsequently, historic traffic data supplied by the GDOT for SR 15 through Watkinsville indicate a significant reduction in traffic volumes over the last 15 years. Prior to the construction of the bypass, the average annual daily traffic (AADT) for this section of roadway increased from 10,600 vpd (vehicles per day) in 1986 to 13,300 vpd in 1992. During construction of the bypass, traffic was routed through the city, resulting in AADT volumes for this section of roadway ranging from 25,800 vpd in 1993 to over 30,000 vpd in 1995. Upon completion of the Watkinsville Bypass, through traffic was able to avoid the city resulting in reduced AADT of SR 15 through the downtown CBD of 21,900 vpd in 1996. The AADT has continued to decrease to approximately 13,000 in 2002. Similar traffic volume reductions have occurred southwest of the city on SR 24 (US 129) for the section just east of the bypass to SR 15. Traffic volumes decreased from 9,600 vpd in 1992 prior to the bypass, to approximately 7,000 vpd in 1996 once the bypass was open to traffic. This volume has since continued to decrease to approximately 3,000 vpd in 2001 as reported by the GDOT.

The AADT on Mars Hill Road was 5,200 in 1994 prior to construction of the Oconee Connector, and increased to 14,000 vpd in 1998 once the connection to SR 316 was complete. From 1998 to 2002, traffic continued to increase on Mars Hill Road by an average growth rate of four percent per year to 17,000 vpd.

With the completion of both the Oconee Connector and the Watkinsville bypass, the base roadway network for this corridor was established. Since 1999, traffic volumes on SR 53 and Mars Hill Road north of the Watkinsville Bypass have increased by an average of three to four percent per year; whereas, traffic volumes south of the bypass have experienced less than one percent annual growth. These growth trends are anticipated to continue at these rates in accordance with the future land use projections in the Oconee County Comprehensive Plan. Based on these trends, traffic north of the City of Watkinsville on SR 53 south of the Watkinsville Bypass is projected to grow annually at one percent to approximately 16,600 vpd by 2029.

Other Roadway Projects in the Area

These three projects are part of a number of key transportation infrastructure improvements throughout Oconee County that specifically focus on an existing corridor

in a high growth area. The following list of road improvement projects, as proposed by ACORTS, or the GDOT (and in most cases both entities), are independent transportation improvements which serve an interrelated purpose, that is, to expand the existing transportation network to provide additional capacity and improved access between major nodes of travel.

- GDOT Project STP-F001-00(098) – Jennings Mill Pkwy Extension from Virgil Langford Road at the Oconee Connector northeast onto new location, bridging over the SR 10 Loop, to the existing Jennings Mill Parkway at Epps Bridge Road. This project includes the relocation of Jennings Mill Road, construction of a frontage road parallel to the SR 10 Loop and construction of a half-diamond interchange at the SR 10 Loop with north facing ramps. This project will include bike lanes. This project is listed in the ACORTS FY 2003-2005 TIP, #R-16b. Total project length (all legs) is approximately 3.52 miles.
- GDOT Project NH-003-2(76) – SR 316 in Barrow and Oconee counties – 26 interchanges. This project would consolidate all existing remaining at-grade crossings of SR 316 as it is converted to a limited access facility. Crossing roadways would be severed or be converted into grade-separated interchanges. One of the 26 new interchanges would occur at the existing SR 316/Oconee Connector intersection.
- GDOT Project PRN-261-2(219) – Construction of the Oconee Connector from the reconfigured Mars Hill Road/Daniels Bridge Road intersection north to SR 316 and Jennings Mill Road. This project re-established a connection to Jennings Mill Road that was severed by the extension of SR 316 to US 78/SR 10 Loop. This project was completed in late 2000.
- GDOT Project STP-1433(2) – Widen Simonton Bridge Road from SR 15 in downtown Watkinsville to the Clarke county line. This project would include bike lanes. Construction is currently planned for long range. This project is also listed in the ACORTS FY 2003-2005 TIP, #R-20. Total project length is approximately 2.5 miles.
- GDOT Project STP-0002-00(351) – City of Watkinsville Downtown Streetscape Project. This project will address safety issues and make functional and aesthetic improvements on SR 15/Main Street and side streets through the downtown area, including sidewalk and lighting improvements.
- GDOT Project EDS-441(33) – Widen US 441 to four lanes from the Watkinsville Bypass south to the ACORTS boundary at SR 186, then continue to north of the Apalachee River. This project includes a new location portion to avoid the historic city of Bishop. This project is also listed in the ACORTS FY 2003-2005 TIP, #R-22. Total project length is approximately 10.9 miles, with 1.9 miles in ACORTS area.
- ACORTS Project H/R-36 – Construction a two-lane connecting route between SR 15 and the Watkinsville Bypass south of Watkinsville. Part of this project could use the existing alignment of Green Ferry Road from SR 15 to Colham Ferry Road, and then proceed on new location crossing over Old Bishop Road and bridging the railroad to intersect the bypass. This project is listed in the ACORTS 1995-2015 Transportation Plan. Total project length is approximately 2.3 miles.

Phase 1 - Mars Hill Rd / Oconee Connector from S.R.53 / Hog Mountain Rd to S.R.316

Description of Project Termini - Mars Hill Rd / Oconee Connector from S.R.53 / Hog Mountain Rd to S.R.316

The proposed project would begin at the intersection of SR 53 and Hog Mountain Road and would extend north on Mars Hill Road and the Oconee Connector to SR 316. Level of service is a quality measure describing operational conditions within a traffic stream, in general terms such as overall speed and travel time for a particular roadway section. Six levels of service are defined, from A to F, with LOS A representing the best operating conditions and LOS F the worst. Each LOS represents a range of operating conditions.

General Project Information

Mars Hill Rd a.k.a. County Rd 264 is a two-lane two-directional rural section roadway from S.R.53/Hog Mountain Rd to Daniels Bridge Rd. It is mostly residential with a few commercial buildings fronting the roadway. There are several subdivision and neighborhood side streets that intersect Mars Hill Rd, as well as a bridge over Barber Creek. Continuing north it becomes Oconee Connector, a 3 lane rural section (one NB and two SB) to S.R. 316. These sections of roadway would be improved to a 4 lane urban section with a 20 foot raised median, including left and right turn lanes to accommodate the growth along this corridor. Hodges Mill Rd will be moved to realign with Riverhaven Ln. Improvements of approximately 1800' of Hog Mountain Rd. and S.R. 53 from a 2-lane rural section and 2-lane rural w/ flush median section respectively from the Mars Hill Rd. intersection would be included. This project would add turn signals to the mainline at Jeannette Rankin Rd. and Hodges Mill Rd / Riverhaven Lane. The project length is approximately 3.6 mi.

Existing Deficiencies in the System

Currently, severe congestion and operational safety problems are occurring at intersections along the project corridor. Mars Hill Road is a two-lane mostly residential roadway that suffers from major congestion problems during peak traffic hours. The large number of neighborhood side streets present a problem because Mars Hill Road does not have left or right turn lanes for most of these. The posted speed of 45 mph, lack of turning storage lanes and lack of signalized intersections creates extreme delays and unsafe traffic conditions. Table 1a below shows the existing capacity analysis of the intersections in phase 1, and table 1b describes the build/no-build alternatives and the corresponding LOS.

Table 1a: Summary of Existing Intersection Capacity Analysis

Intersection	Type	2002 Existing	
		AM	PM
SR 53 @ Hog Mountain Road	Signalized	C	C
Mars Hill Road @ Rankin Road	Unsignalized	C	C
Mars Hill Road @ School Driveway	Unsignalized	B	B
Mars Hill Road @ Riverhaven Lane	Unsignalized	C	C
Mars Hill Road @ Hodges Mill Road	Unsignalized	F	F
Oconee Connector @ Mars Hill Rd/ Daniels Bridge	Signalized	D	C
Oconee Connector @ SR 316	Signalized	D	D

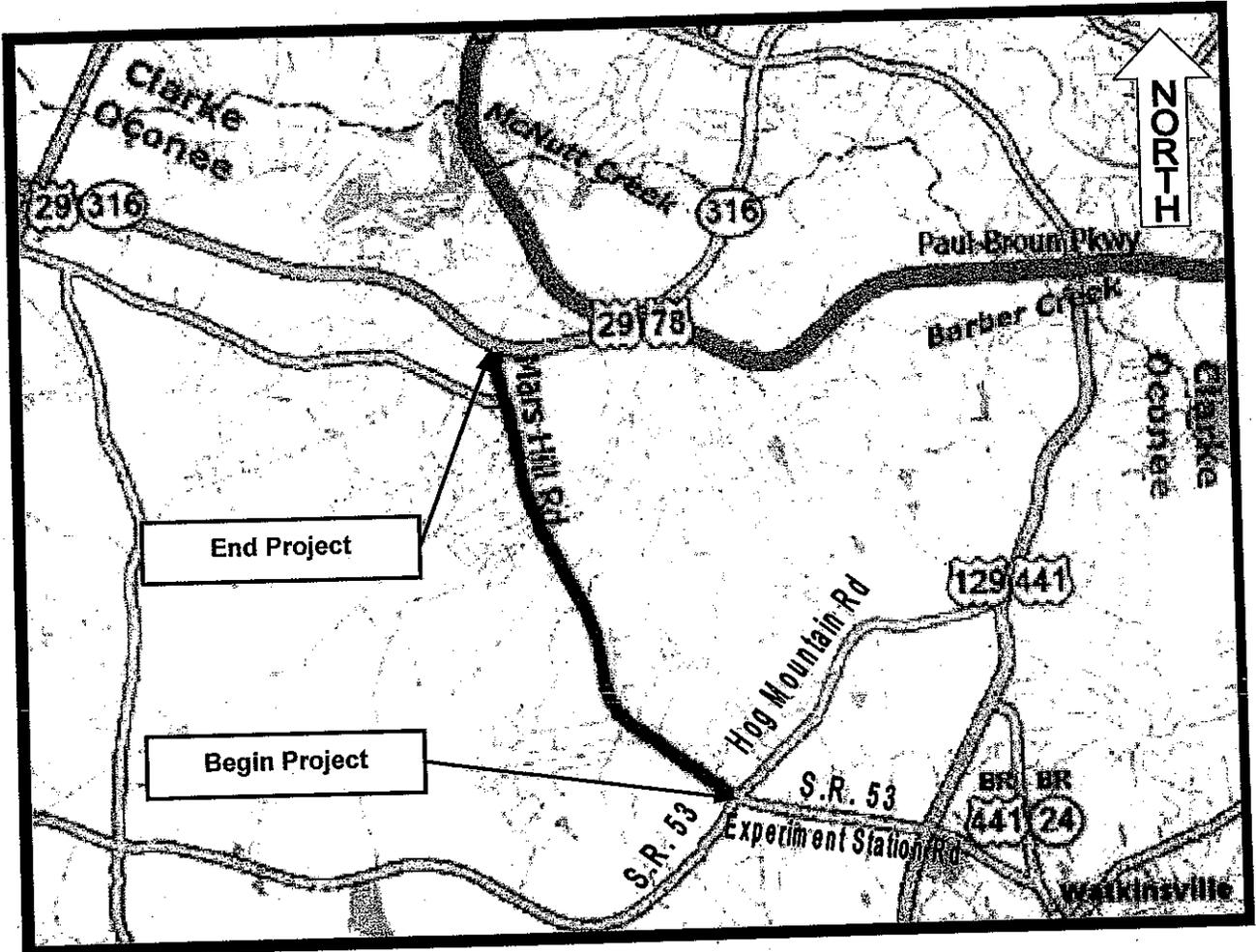
Note: Results for unsignalized intersection are reported in terms of side street LOS.

Table 1b: 2029 Build/No-Build HCS Analysis

Intersection Location	2029 No-Build			2029 Build		
	Type	AM	PM	Type	AM	PM
SR 53 @ Hog Mountain Road	Signalized	F	F	Signalized	D	D
Mars Hill @ Rankin Road	Unsignalized	F	F	Signalized	B	B
Mars Hill Road @ School Driveway	Unsignalized	F	F	Signalized	B	B
Mars Hill Road @ Riverhaven	Unsignalized	F	F	Signalized	B	C
Mars Hill Road @ Hodges Mill Rd.	Signalized	E	F	Signalized	B	C
Mars Hill Road @ Daniels Bridge Rd	Signalized	E	F	Signalized	B	C
Oconee Connector @ SR 316	Signalized	F	F	Signalized	F	F

Note: Results for unsignalized intersections are reported in terms of side street LOS.

Project Location Map
Mars Hill Rd / Oconee Connector from S.R.53 / Hog Mountain Rd to S.R.316 including
Hog Mountain Rd improvements



**Benefit Cost Analysis Work Sheet
CONGESTION Projects**

Project Number: STP00-1267-00(008)

PI Number: 142060

County: Oconee

Project Description: Phase-1 From SR53/Hog Mountain Road to SR316

Congestion Benefit = Tb + CMb + Fb

Person Time Savings Benefit (Tb)

*Db (hrs)	0.097
ADT	33400
Tb (\$s)	\$110,824,219.63

Commercial or Truck Time Savings Benefit (CMb)

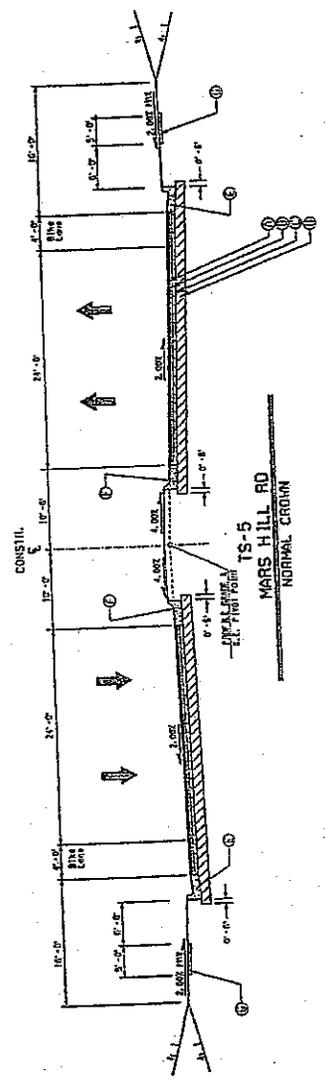
Db (hrs)	\$0.097
% Truck Traffic	0.08
ADT	33400
CMb	\$46,844,390.14

Fuel Savings Benefit (Fb)

ADT	33400
Fb (\$s)	\$38,620,561.39

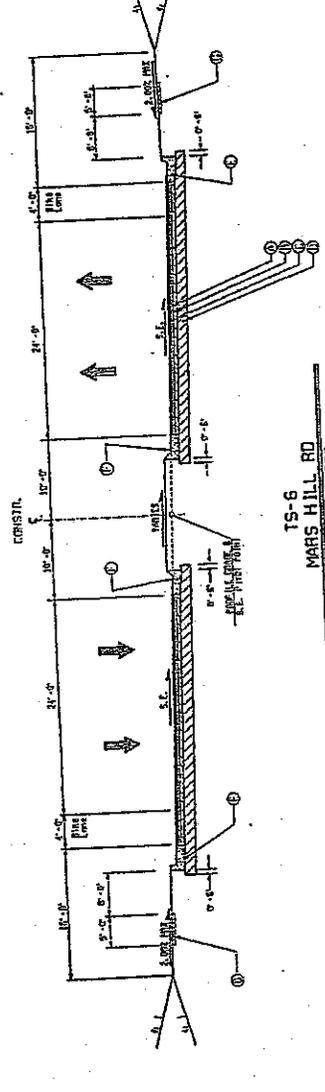
Total Congestion Benefit	\$196,289,171.16
Total Project Cost	\$25,649,460.37
B/C Ratio	7.65

DATE	PROJECT	NO.
1/15/53	53/100	100



TS-5
MARS HILL RD
NORMAL CROWN

LIMIT OF
4' CONC. MEDIAN
N. S. S.



TS-6
MARS HILL RD
SUPERELEVATED

MEDIAN DETAIL
W/ LEFT TURN LANE
SEE PLANS FOR
LOCATION
N. S. S.

- ① 105 LB/ST ASPHALTIC CONC. 12.5 mm SUPERFINE POLY-1000
- ② 220 LB/ST ASPHALTIC CONC. 17 mm SUPERFINE
- ③ 440 LB/ST ASPHALTIC CONC. 25 mm SUPERFINE
- ④ 10' GRAVEL AGGREGATE BASE
- ⑤ 10' 230' CURB & GUTTER, TYPE 2, CA STD. 90320
- ⑥ 4' CONC. STURDIESS CO. CONSTRUCTION DETAILS A3 & A4
- ⑦ 4' CONC. STURDIESS CO. CONSTRUCTION DETAILS A3 & A4
- ⑧ ASPHALTIC CONCRETE LEVELING

S. R. 53/MARS HILL RD/100 CONECTOR
TYPICAL SECTIONS

Department of Transportation
State of Georgia

MA

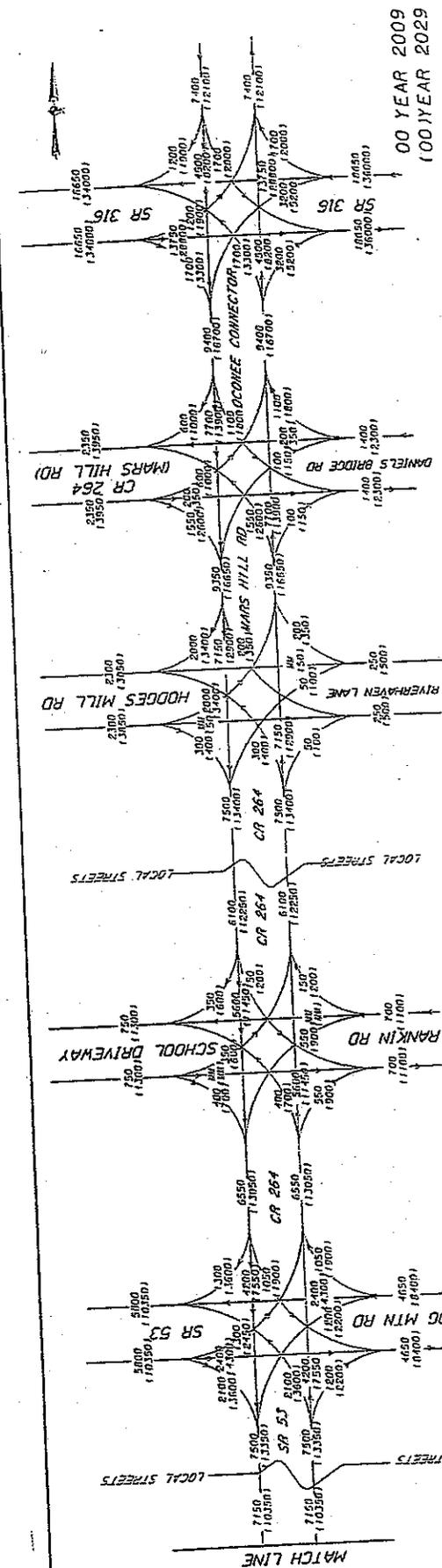
REVISIONS

NO.	DATE	DESCRIPTION
1	1/15/53	ISSUED FOR CONSTRUCTION

PROJECT: 53/100
SHEET NO.: 100

DATE: 1/15/53

DATE	BY	CHKD
10/03/09	10/03/09	10/03/09
10/03/09	10/03/09	10/03/09



00 YEAR 2009
100 YEAR 2029

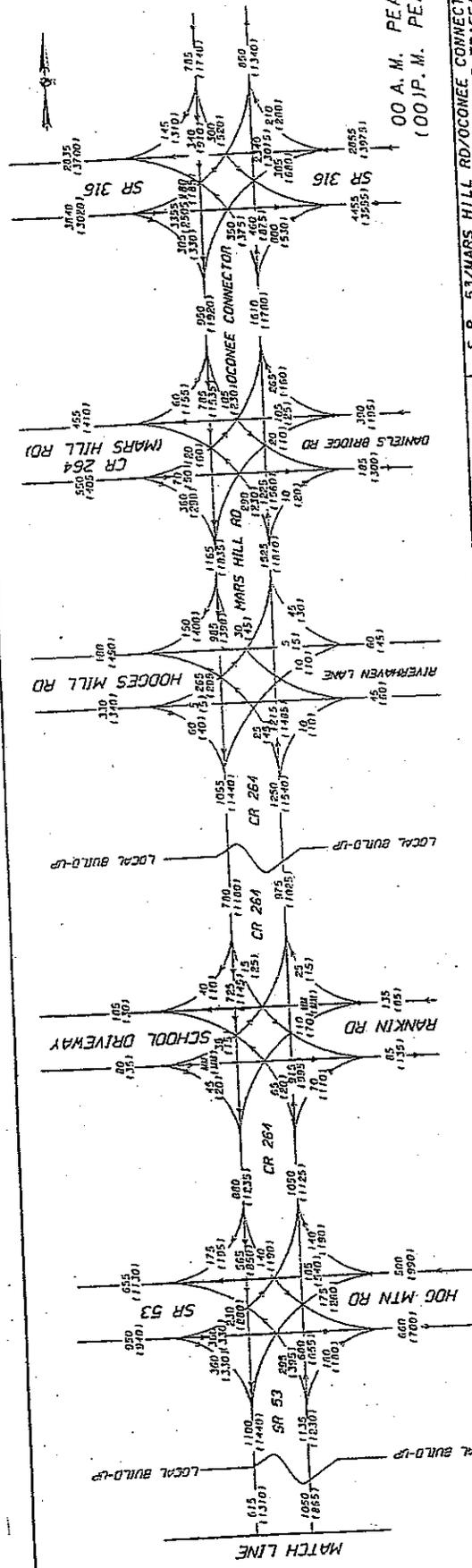
S. R. 53/MARS HILL RD/OCCONEE CONNECTOR
YEAR 2009/2029 (BUILD) AVERAGE DAILY TRAFFIC
TRAFFIC DIAGRAM

Department of Transportation
State of Georgia

NO.	DATE	BY	CHKD	REVISION

M. A. ...
 241 ...
 10/03/09

DATE	PROJECT NUMBER	SCALE
11/11/09	11111111	1"=100'



S. R. 53/MARS HILL RD/OCONEE CONNECTOR
 YEAR 2029 (BUILD) PEAK HOUR TRAFFIC
 TRAFFIC DIAGRAM

Department of Transportation
 State of Georgia

DATE	BY	CHKD	APP'D
11/11/09	MA		

MA
 M. A. ...
 211 ...
 770-233-5831



REV 18	DATE	BY	CHKD
1	11/11/09	MA	

P.I. Number 142060

County Oconee

Project Number STP00-1267-00(008)

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

ENTER FPL DIESEL	
ENTER FPM DIESEL	

ENTER FPL UNLEADED	2.45
ENTER FPM UNLEADED	5.5125

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

MISSING FPL OR FPM
WARNING

INCREASE ADJUSTMENT
125.00%

ROADWAY ITEMS	QUANTITY	DIESEL FACTOR	GALLONS DIESEL	UNLEADED FACTOR	GALLONS UNLEADED	REMARKS
Excavations paid as specified by Sections 205 (CUBIC YARD)		0.29		0.15		
Excavations paid as specified by Sections 206 (CUBIC YARD)		0.29		0.15		
GAB paid as specified by the ton under Section 310 (TON)	95000.000	0.29	27550.00	0.24	22800.00	
Hot Mix Asphalt paid as specified by the ton under Sections 400 (TON)		2.90		0.71		
Hot Mix Asphalt paid as specified by the ton under Sections 402 (TON)	68184.000	2.90	197733.60	0.71	48410.64	
PCC Pavement paid as specified by the square yard under Section 430 (SY)		0.25		0.20		

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

BRIDGE ITEMS	Quantity	Unit Price	QF/1000	Diesel Factor	Gallons Diesel	Unleaded Factor	Gallons Unleaded	REMARKS
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Stru Steel Plan Quantity (LB) Section 501				8.00		1.50	
Stru Steel Plan Quantity (LB) Section 501				8.00		1.50	
PSC Beams_____(LF) Section 507				8.00		1.50	
PSC Beams_____(LF) Section 507				8.00		1.50	
PSC Beams_____(LF) Section 507				8.00		1.50	
Stru Reinf Plan Quantity(LB) Section 511				8.00		1.50	
Stru Reinf Plan Quantity(LB) Section 511				8.00		1.50	
Bar Reinf Steel (LB) Section 511				8.00		1.50	
Piling____inch (LF) Section 520				8.00		1.50	
Piling____inch (LF) Section 520				8.00		1.50	
Piling____inch (LF) Section 520				8.00		1.50	
Piling____inch (LF) Section 520				8.00		1.50	
Piling____inch (LF) Section 520				8.00		1.50	
Piling____inch (LF) Section 520				8.00		1.50	
Drilled Caisson,____(LF) Section 524				8.00		1.50	
Drilled Caisson,____(LF) Section 524				8.00		1.50	
Drilled Caisson,____(LF) Section 524				8.00		1.50	
Pile Encasement,____(LF) Section 547				8.00		1.50	
Pile Encasement,____(LF) Section 547				8.00		1.50	

SUM QF DIESEL=	225283.60	SUM QF UNLEADED=	71210.64
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DIESEL PRICE ADJUSTMENT(\$)	MISSING FPL OR FPM
UNLEADED PRICE ADJUSTMENT(\$)	\$200,635.98

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

ENTER APL

ENTER APM

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

Use this side for Asphalt Emulsion Only

L.I.N.	TYPE	ASPHALT EMULSION (GALLONS)

TMT =

REMARKS:

Use this side for Asphalt Cement Only

L.I.N.	TYPE	TACK (GALLONS)

TMT =

REMARKS:

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

ADJUSTMENT SUMMARY

FUEL PRICE ADJUSTMENT (ENGLISH 125% MAX)

DIESEL PRICE ADJUSTMENT(\$)

MISSING FPL OR FPM

UNLEADED PRICE ADJUSTMENT(\$)

\$200,635.98

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

\$23,181.26

400 / 402 ASPHALT CEMENT PRICE ADJUSTMENT 125% MAX

\$1,591,414.56

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

MISSING APL OR APM

REMARKS:

TOTAL ADJUSTMENTS **\$1,815,231.80**

P.I. Number 9011

County Oconee

Project Number CSSTP-0009-00(011)

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

ENTER FPL DIESEL	
ENTER FPM DIESEL	

ENTER FPL UNLEADED	2.45
ENTER FPM UNLEADED	5.5125

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

MISSING FPL OR FPM
WARNING

INCREASE ADJUSTMENT
125.00%

ROADWAY ITEMS	QUANTITY	DIESEL FACTOR	GALLONS DIESEL	UNLEADED FACTOR	GALLONS UNLEADED	REMARKS
Excavations paid as specified by Sections 205 (CUBIC YARD)		0.29		0.15		
Excavations paid as specified by Sections 206 (CUBIC YARD)		0.29		0.15		
GAB paid as specified by the ton under Section 310 (TON)	34183.000	0.29	9913.07	0.24	8203.92	
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)	11444.000	2.90	33187.60	0.71	8125.24	
PCC Pavement paid as specified by the square yard under Section 430 (SY)		0.25		0.20		

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

BRIDGE ITEMS	Quantity	Unit Price	QF/1000	Diesel Factor	Gallons Diesel	Unleaded Factor	Gallons Unleaded	REMARKS
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Stru Steel Plan Quantity (LB) Section 501				8.00		1.50	
Stru Steel Plan Quantity (LB) Section 501				8.00		1.50	
PSC Beams____ (LF) Section 507				8.00		1.50	
PSC Beams____ (LF) Section 507				8.00		1.50	
PSC Beams____ (LF) Section 507				8.00		1.50	
Stru Reinf Plan Quantity(LB) Section 511				8.00		1.50	
Stru Reinf Plan Quantity(LB) Section 511				8.00		1.50	
Bar Reinf Steel (LB) Section 511				8.00		1.50	
Piling____ inch (LF) Section 520				8.00		1.50	
Piling____ inch (LF) Section 520				8.00		1.50	
Piling____ inch (LF) Section 520				8.00		1.50	
Piling____ inch (LF) Section 520				8.00		1.50	
Piling____ inch (LF) Section 520				8.00		1.50	
Piling____ inch (LF) Section 520				8.00		1.50	
Drilled Caisson,____ (LF) Section 524				8.00		1.50	
Drilled Caisson,____ (LF) Section 524				8.00		1.50	
Drilled Caisson,____ (LF) Section 524				8.00		1.50	
Pile Encasement,____ (LF) Section 547				8.00		1.50	
Pile Encasement,____ (LF) Section 547				8.00		1.50	

SUM QF DIESEL=	43100.67	SUM QF UNLEADED=	16329.16
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DIESEL PRICE ADJUSTMENT(\$)	MISSING FPL OR FPM
UNLEADED PRICE ADJUSTMENT(\$)	\$46,007.41

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

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

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

ENTER APL

ENTER APM

125.00% **INCREASE ADJUSTMENT**

L.I.N.	TYPE	TACK (GALLONS)	TACK (TONS)	REMARKS
413-1000	PG 58-22	4161	17.8719	
			TMT = <input style="width: 50px;" type="text" value="17.8719"/>	

PRICE ADJUSTMENT(\$) **\$8,342.61**

400 / 402 ASPHALT CEMENT PRICE ADJUSTMENT 125% MAX

ENTER APL

ENTER APM

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

125.00% **INCREASE ADJUSTMENT**

L.I.N. / Spec Number	MIX TYPE	HMA	JMF AC%	AC	REMARKS
402-3121	25 mm SP	13079	5.00	653.95	
402-3130	12.5 mm PEM	4905	5.00	245.25	
402-3190	19 mm SP	6539	5.00	326.95	
			5.00		
			5.00		
			5.00		
			5.00		
			5.00		
			5.00		
			5.00		
			5.00		
			5.00		
			5.00		
			5.00		
			5.00		
			5.00		
			5.00		
			5.00		
TMT =				1226.15	

PRICE ADJUSTMENT(\$) **\$572,366.82**

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

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

ENTER APL

ENTER APM

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

Use this side for Asphalt Emulsion Only

L.I.N.	TYPE	ASPHALT EMULSION (GALLONS)

TMT =

REMARKS:

Use this side for Asphalt Cement Only

L.I.N.	TYPE	TACK (GALLONS)

TMT =

REMARKS:

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

ADJUSTMENT SUMMARY

FUEL PRICE ADJUSTMENT (*ENGLISH 125% MAX*)

DIESEL PRICE ADJUSTMENT(\$)

MISSING FPL OR FPM

UNLEADED PRICE ADJUSTMENT(\$)

\$46,007.41

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

\$8,342.61

400 / 402 ASPHALT CEMENT PRICE ADJUSTMENT 125% MAX

\$572,366.82

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

MISSING APL OR APM

REMARKS:

TOTAL ADJUSTMENTS

\$626,716.84

P.I. Number 9012

County Oconee

Project Number CSSTP-0009-00(012)

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

ENTER FPL DIESEL	
ENTER FPM DIESEL	

ENTER FPL UNLEADED	2.45
ENTER FPM UNLEADED	5.5125

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

MISSING FPL OR FPM WARNING

INCREASE ADJUSTMENT 125.00%
--

ROADWAY ITEMS	QUANTITY	DIESEL FACTOR	GALLONS DIESEL	UNLEADED FACTOR	GALLONS UNLEADED	REMARKS
Excavations paid as specified by Sections 205 (CUBIC YARD)		0.29		0.15		
Excavations paid as specified by Sections 206 (CUBIC YARD)		0.29		0.15		
GAB paid as specified by the ton under Section 310 (TON)	18000.000	0.29	5220.00	0.24	4320.00	
Hot Mix Asphalt paid as specified by the ton under Sections 400 (TON)		2.90		0.71		
Hot Mix Asphalt paid as specified by the ton under Sections 402 (TON)	12881.000	2.90	37354.90	0.71	9145.51	
PCC Pavement paid as specified by the square yard under Section 430 (SY)		0.25		0.20		

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

BRIDGE ITEMS	Quantity	Unit Price	QF/1000	Diesel Factor	Gallons Diesel	Unleaded Factor	Gallons Unleaded	REMARKS
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Stru Steel Plan Quantity (LB) Section 501				8.00		1.50	
Stru Steel Plan Quantity (LB) Section 501				8.00		1.50	
PSC Beams_____(LF) Section 507				8.00		1.50	
PSC Beams_____(LF) Section 507				8.00		1.50	
PSC Beams_____(LF) Section 507				8.00		1.50	
Stru Reinf Plan Quantity(LB) Section 511				8.00		1.50	
Stru Reinf Plan Quantity(LB) Section 511				8.00		1.50	
Bar Reinf Steel (LB) Section 511				8.00		1.50	
Piling____inch (LF) Section 520				8.00		1.50	
Piling____inch (LF) Section 520				8.00		1.50	
Piling____inch (LF) Section 520				8.00		1.50	
Piling____inch (LF) Section 520				8.00		1.50	
Piling____inch (LF) Section 520				8.00		1.50	
Piling____inch (LF) Section 520				8.00		1.50	
Drilled Caisson,____(LF) Section 524				8.00		1.50	
Drilled Caisson,____(LF) Section 524				8.00		1.50	
Drilled Caisson,____(LF) Section 524				8.00		1.50	
Pile Encasement,____(LF) Section 547				8.00		1.50	
Pile Encasement,____(LF) Section 547				8.00		1.50	
SUM QF DIESEL=				42574.90	SUM QF UNLEADED=		13465.51
DIESEL PRICE ADJUSTMENT(\$)				MISSING FPL OR FPM			
UNLEADED PRICE ADJUSTMENT(\$)				\$37,939.07			

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

ENTER APL

ENTER APM

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

Use this side for Asphalt Emulsion Only

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

Use this side for Asphalt Cement Only

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

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

ADJUSTMENT SUMMARY

FUEL PRICE ADJUSTMENT (ENGLISH 125% MAX)

DIESEL PRICE ADJUSTMENT(\$)

MISSING FPL OR FPM

UNLEADED PRICE ADJUSTMENT(\$)

\$37,939.07

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

\$4,382.83

400 / 402 ASPHALT CEMENT PRICE ADJUSTMENT 125% MAX

\$300,642.54

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

MISSING APL OR APM

REMARKS:

TOTAL ADJUSTMENTS **\$342,964.44**