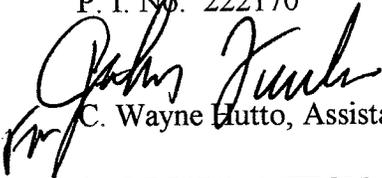


ORIGINAL TO GENERAL FILES

D.O.T. 66

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE EDS-545(32) Jefferson County **OFFICE** Preconstruction
P. I. No. 222170 **DATE** October 12, 2001
FROM  C. Wayne Hutto, Assistant Director of Preconstruction
TO SEE DISTRIBUTION

SUBJECT REVISED PROJECT CONCEPT REPORT APPROVAL

Attached for your files is the approval for subject project.

CWH/cj

Attachment

DISTRIBUTION:

Tom Turner
David Mulling
Harvey Keepler
Jerry Hobbs
Herman Griffin
Michael Henry
Phillip Allen
Marta Rosen
Jimmy Chambers
Mike Thomas
BOARD MEMBER

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE EDS-545(32) Jefferson County **OFFICE** Preconstruction
P. I. No. 222170 **DATE** October 10, 2001

FROM 
C. Wayne Hutto, Assistant Director of Preconstruction

TO SEE DISTRIBUTION

SUBJECT ^{REVISED} PROJECT CONCEPT REPORT APPROVAL ←

Attached for your files is the approval for subject project.

CWH/cj

Attachment

DISTRIBUTION:

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Marta Rosen
Paul Liles
Jimmy Chambers
Mike Thomas
BOARD MEMBER

REVISED PROJECT CONCEPT REPORT

Need and Purpose: US 1/SR 4 is the major north-south corridor in mid-east Georgia. The proposed projects, EDS-545(29),(30),(31) & (32) would widen and reconstruct US 1/SR 4 from the Wadley Bypass to SR 88 in Wrens. The existing roadway is reaching capacity and improvements would be required to maintain an acceptable level of service. Improvements would also eliminate congestion, enhance the traffic flow, and increase capacity while improving the operational characteristics and the safety along US 1/SR 4.

The US 1/SR 4 Improvements are part of the Governor's Road Improvement Program (G.R.I.P.). G.R.I.P. was initiated in the 1980's to address the importance of stimulating economic growth via an improved transportation network. It identified a system of economic development highways that consist of existing primary routes, plus additional truck connector routes. The system would place 98 percent of the state's population within 20 miles of a multi-lane highway. It would provide access for oversized trucks to cities having populations between 2,000 people and 5,000 people. Among the many benefits of such a system, areas lagging in growth would be provided greater opportunities to attract industry, business and jobs.

Project Location: EDS-545(32) would be located along US 1/SR 4 and would begin at milepost 20.15 and end at milepost 26.74 in Jefferson County.

Description of the approved concept: The approved concept for EDS-545(32) in Jefferson County is proposed to widen and reconstruct US 1/SR 4 from CR 138/Mennonite Church Rd to SR 88 in Jefferson County. The project would begin at CR 138/Mennonite Church Rd. and would proceed north with widening on the east side consisting of 4 lanes with a 44 foot median. East side widening would continue north approximately 800 feet, then proceed on new location west of existing US 1/SR 4 to avoid two eligible historic resources and a cemetery. The alignment would intersect CR 126/Mac Watty Rd approximately 700 feet west of existing US 1/SR 4 and return to east side widening on the existing roadway just north of CR 127/Turner Brown Rd. East side widening would continue to just north of Big Creek, then shift to west side widening. West side widening would continue north, to just south of CR 329/Stellaville Matthews Rd. Widening would then shift to the east side and proceed north to approximately 0.2 miles south of the southern intersection of CR 129/V.G. Russell Rd. Continuing north, the proposed median would taper to minimize displacements and east side widening would continue to approximately 0.3 miles north of the southern intersection of CR 129/V.G. Russell Rd. At this point, the typical section would change to 4 lanes with a 20 foot raised median and widening would transition to symmetrical widening. Symmetrical widening would continue north to the northern intersection of CR 129/V.G. Russell Rd., where curb & gutter would be utilized for approximately 0.2 miles north to the project's end at SR 88 in Wrens. Existing right-of-way along US 1/SR 4 varies from 130 feet to 140 feet. The proposed right-of-way would vary from 131 feet to 250 feet for the length of the project. The speed design would vary from 45 mph to 65 mph, and access would be by permit. It is recommended that the posted 45 mph speed limit be extended approximately 1 mile south of the Wrens south city limits to accommodate the change in typical section. The total length of the project would be approximately 6.7 miles.

PDP Classification: Major X Minor _____

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

Functional Classification: Rural Principal Arterial

U. S. Route Number(s): 1 **State Route Number(s):** 4

Traffic (AADT) as shown in the approved concept:

| Current Traffic | | Design Traffic | |
|-----------------|------------------|----------------|----------------------|
| Year: 1997 | ADT: 6700 - 8000 | Year: 2017 | ADT: 10,700 - 12,800 |

Proposed Features to be revised:

EDS-545(32)

1. The median is recommended for revision for a portion of the project.
2. Due to the low bridge sufficiency rating, the bridge over Big Creek must be replaced. It qualifies for federal funding and would now be replaced under a separate project number.

Revised feature(s) to be approved:

EDS-545(32)

1. To comply with current Department guidelines, the 20 foot raised median just south of Wrens would be changed to a 14 foot flush median.
2. The existing bridge over Big Creek is now proposed to be replaced under project **BRST-043-1(58)** in Jefferson County.

Updated traffic data (AADT):

| Current Traffic | | Design Traffic | |
|-----------------|--------------|----------------|--------------|
| Year: 2010 | AADT: 10,500 | Year: 2030 | AADT: 16,600 |

Programmed/Schedule:

EDS-545(32)

P.E. FY 2002 R/W FY 2004 Construction FY 2006

BRST-043-1(58)

P.E. 09/2001 R/W FY 2002 Construction FY 2003

Revised Cost Estimates:

EDS-545(32)

| | |
|--|---------------|
| Construction cost including inflation and E&C: | \$ 13,554,000 |
| Right-of-way: | \$ 3,589,900 |
| Utilities: | \$ 338,400 |

BRST-043-1(58)

| | |
|--|------------|
| Construction cost including inflation and E&C: | \$ 979,000 |
| Right-of-way: | \$ 145,100 |

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

Recommendation: It is recommended that the proposed revisions to this concept be approved for implementation.

HDK/EKP

Attachments:

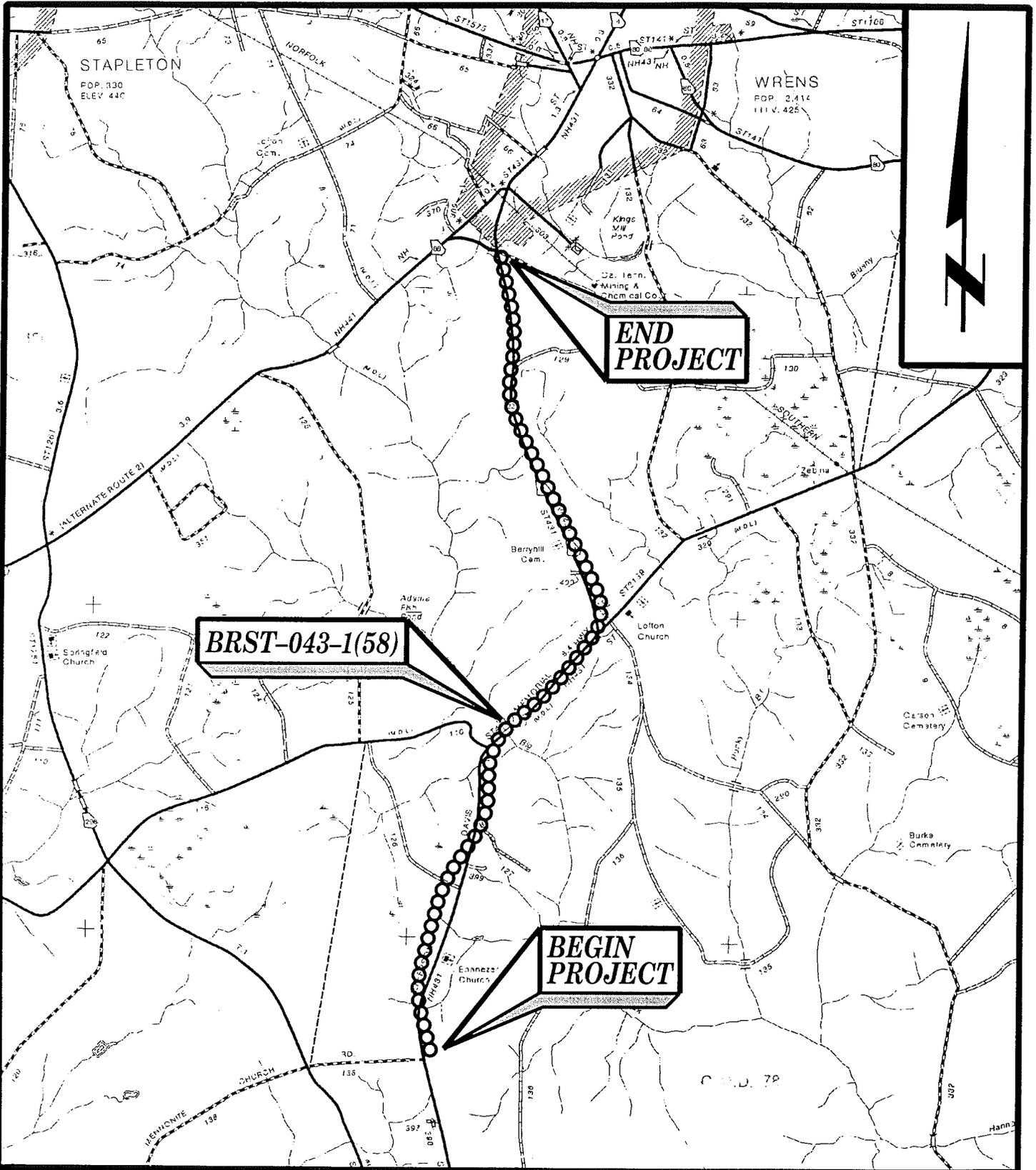
- Sketch Map
- Cost Estimate
- Typical Sections

Concur:

Thomas L. Turner by CWT
Director of Preconstruction

Approve:

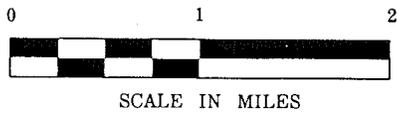
[Signature]
Chief Engineer



BRST-043-1(58)

END PROJECT

BEGIN PROJECT



LOCATION

STRIP MAP

EDS-545(32)
US 1/ SR 4 IMPROVEMENTS
JEFFERSON COUNTY
P.I.# 222170

SOURCE: GENERAL HIGHWAY MAP, JEFFERSON CO., GEORGIA
PREPARED BY THE GEORGIA DEPARTMENT OF TRANSPORTATION, 1994

PRELIMINARY COST ESTIMATE

Office of Environment/Location

September 18, 2001

County(s)

PI Number Project Number

Project Name Project Length Miles

Project Description

Existing Roadway

Comments

TRAFFIC:

Current Design Year Daily Volume (AADT)

Future Design Year Daily Volume (AADT)

Concept Estimate

Feasibility Estimate

Typical Section(s) Used in Estimate

Typical Section Length

| | |
|---|--|
| <input type="text" value="Rural New Location: 4-Lanes with 44 ft Divided Median"/> | <input type="text" value="1.6"/> Miles |
| <input type="text" value="Rural Widening: 2 To 4-Lanes with 44 ft Divided Median"/> | <input type="text" value="3.9"/> Miles |
| <input type="text" value="Rural Widening: 2 To 4-Lanes with 14 ft Flush Median"/> | <input type="text" value="1.0"/> Miles |
| <input type="text" value="Urban Widening: 2 To 4-Lanes with 14 ft Flush Median"/> | <input type="text" value="0.2"/> Miles |
| <input type="text"/> | <input type="text"/> Miles |
| <input type="text"/> | <input type="text"/> Miles |

Prepared By

PROJECT COSTS

MAJOR STRUCTURES

1. Bridges: Stream Crossings & Grade Separations

| NO | LOCATION | QTY | TYPE * | | W(FT) | L(FT) | UNIT COST | TOTAL |
|----|-----------------------|-----|--------|-----|-------|-------|-----------|---------|
| | | | S/G/R | W/N | | | | |
| 1 | Big Creek at MP 22.70 | 1 | S | N | 41.3 | 107.0 | 54.00 | 239,000 |
| 2 | | | | | | | | |
| 3 | | | | | | | | |
| 4 | | | | | | | | |
| 5 | | | | | | | | |
| 6 | | | | | | | | |
| 7 | | | | | | | | |
| 8 | | | | | | | | |
| 9 | | | | | | | | |
| 10 | | | | | | | | |
| 11 | | | | | | | | |
| 12 | | | | | | | | |
| 13 | | | | | | | | |
| 14 | | | | | | | | |
| 15 | | | | | | | | |
| 16 | | | | | | | | |

* S = Stream Crossing G = Grade Separation R = Railroad W = Widening N = New

2. Bridge Culverts

| NO | LOCATION | TYPE | SIZE | L(FT) | UNIT COST | TOTAL |
|----|----------|---------|------------|-------|-----------|-------|
| | | S/D/T/Q | W x H (FT) | | | |
| 1 | | | | | | |
| 2 | | | | | | |
| 3 | | | | | | |
| 4 | | | | | | |
| 5 | | | | | | |
| 6 | | | | | | |
| 7 | | | | | | |

3. Walls

| NO | LOCATION | TYPE | H(FT) | L(FT) | UNIT COST | TOTAL |
|----|----------|------|-------|-------|-----------|-------|
| 1 | | | | | | |
| 2 | | | | | | |
| 3 | | | | | | |
| 4 | | | | | | |

MAJOR STRUCTURES SUBTOTAL \$ 239,000

Typical Section

Rural New Location: 4-Lanes with 44 ft Divided Median

Typical Section Length Miles

Right-of-Way Width Feet

GRADING AND DRAINAGE

1. EARTHWORK

- a. Unclassified Excavation Soil
- b. Unclassified Excavation Rock
- c. Borrow Excavation

2. MINOR DRAINAGE

| QUANTITY | UNIT COST | TOTAL |
|------------|-----------|---------|
| 267,300 CY | 2.60 | 695,000 |
| 29700 CY | 10.00 | 297,000 |
| | CY | 2.44 |
| 1.6 MI | 101,000 | 162,000 |

GRADING AND DRAINAGE SUBTOTAL **\$1,154,000**

BASE AND PAVING

1. GRADED AGGREGATE BASE

2. ASPHALT PAVING

- a. Asph Conc 9.5 mm Superpave
- b. Asph Conc 19 mm Superpave
- c. Asph Conc 25 mm Superpave
- d. Bituminous Tack Coat

3. CONCRETE PAVING

- a. Curb and Gutter
- b. Miscellaneous

4. OTHER PAVING

| THICKNESS AND SPREAD RATE | QUANTITY | UNIT COST | TOTAL |
|---------------------------|-----------|-----------|---------|
| 10" | 35,368 TN | 14.05 | 497,000 |
| | | | |
| 1 1/2" (165 LB/SY) | 5,034 TN | 39.10 | 197,000 |
| 3" (330 LB/SY) | 10,067 TN | 36.76 | 370,000 |
| 4" (440 LB/SY) | 10,738 TN | 36.76 | 395,000 |
| | 5,799 GL | 0.99 | 6,000 |
| | | | |
| | 0 LF | 9.88 | 0 |
| | 0 MI | 42,000 | 0 |

BASE AND PAVING SUBTOTAL **\$1,612,000**

LUMP ITEMS

- 1. TRAFFIC CONTROL
- 2. CLEARING AND GRUBBING
- 3. LANDSCAPING
- 4. EROSION CONTROL
- 5. SIGNING/STRIPING
- 6. OTHER

| QUANTITY | UNIT COST | TOTAL |
|----------|-----------|---------|
| 1.6 MI | 41,000 | 66,000 |
| 48 AC | 6,000 | 291,000 |
| 1.6 MI | 80,002 | 128,000 |
| 1.6 MI | 97,000 | 155,000 |
| 1.6 MI | 19,321 | 31,000 |
| 1.6 MI | 96,000 | 154,000 |

LUMP ITEM SUBTOTAL **\$825,000**

MISCELLANEOUS

- 1. GUARDRAIL
 - a. GUARDRAIL ANCHORS
- 2. DETOURS

| QUANTITY | UNIT COST | TOTAL |
|----------|-----------|------------|
| 800 LF | 10.46 | 8,000 |
| 8 EA | 1,455.79 | 12,000 |
| | MI | 300,000.00 |

MISCELLANEOUS SUBTOTAL **\$20,000**

SPECIAL FEATURES

Typical Section

Rural Widening: 2 To 4-Lanes with 44 ft Divided Median

Typical Section Length Miles

Right-of-Way Width Feet

GRADING AND DRAINAGE

1. EARTHWORK

- a. Unclassified Excavation Soil
- b. Unclassified Excavation Rock
- c. Borrow Excavation

| QUANTITY | UNIT COST | TOTAL |
|------------|-----------|---------|
| 155,430 CY | 2.60 | 404,000 |
| 17270 CY | 10.00 | 173,000 |
| | 2.44 | |
| 3.9 MI | 100,927 | 394,000 |

2. MINOR DRAINAGE

GRADING AND DRAINAGE SUBTOTAL \$971,000

BASE AND PAVING

1. GRADED AGGREGATE BASE

2. ASPHALT PAVING

- a. Asph Conc 9.5 mm Superpave
- b. Asph Conc 19 mm Superpave
- c. Asph Conc 25 mm Superpave
- d. Bituminous Tack Coat

| THICKNESS AND SPREAD RATE | QUANTITY | UNIT COST | TOTAL |
|---------------------------|-----------|-----------|---------|
| 10" | 51,204 TN | 14.05 | 719,000 |
| 1 1/2" (165 LB/SY) | 12,269 TN | 39.10 | 480,000 |
| 3" (330 LB/SY) | 15,478 TN | 36.76 | 569,000 |
| 4" (440 LB/SY) | 14,094 TN | 36.76 | 518,000 |
| | 9,391 GL | 0.99 | 9,000 |
| | 0 LF | 9.88 | 0 |
| | 0 MI | 28,410 | 0 |

3. CONCRETE PAVING

- a. Curb and Gutter
- b. Miscellaneous

4. OTHER PAVING

BASE AND PAVING SUBTOTAL \$2,525,000

LUMP ITEMS

- 1. TRAFFIC CONTROL
- 2. CLEARING AND GRUBBING
- 3. LANDSCAPING
- 4. EROSION CONTROL
- 5. SIGNING/STRIPING
- 6. OTHER

| QUANTITY | UNIT COST | TOTAL |
|---------------------------|-----------|--------------------|
| 3.9 MI | 88,000 | 343,000 |
| 118 AC | 6,000 | 709,000 |
| 3.9 MI | 40,527 | 158,000 |
| 3.9 MI | 99,000 | 386,000 |
| 3.9 MI | 17,594 | 69,000 |
| 3.9 MI | 110,500 | 431,000 |
| LUMP ITEM SUBTOTAL | | \$2,096,000 |

Typical Section

Rural Widening: 2 To 4-Lanes with 14 ft Flush Median

Typical Section Length Miles

Right-of-Way Width Feet

GRADING AND DRAINAGE

1. EARTHWORK

- a. Unclassified Excavation Soil
- b. Unclassified Excavation Rock
- c. Borrow Excavation

2. MINOR DRAINAGE

| QUANTITY | | UNIT COST | TOTAL |
|--------------------------------------|----|-------------|------------------|
| 34740 | CY | 2.60 | 90,000 |
| 3860 | CY | 10.00 | 39,000 |
| | CY | 2.44 | |
| 1.0 | MI | \$60,363.10 | 60,000 |
| GRADING AND DRAINAGE SUBTOTAL | | | \$189,000 |

BASE AND PAVING

1. GRADED AGGREGATE BASE

2. ASPHALT PAVING

- a. Asph Conc 9.5 mm Superpave
- b. Asph Conc 19 mm Superpave
- c. Asph Conc 25 mm Superpave
- d. Bituminous Tack Coat

3. CONCRETE PAVING

- a. Curb and Gutter
- b. Miscellaneous

4. OTHER PAVING

| THICKNESS AND SPREAD RATE | QUANTITY | | UNIT COST | TOTAL |
|---------------------------------|----------|----|------------|------------------|
| 10" | 16,649 | TN | 14.05 | 234,000 |
| 1 1/2" (165 LB/SY) | 3,630 | TN | 39.10 | 142,000 |
| 3" (330 LB/SY) | 4,937 | TN | 36.76 | 181,000 |
| 4" (440 LB/SY) | 4,905 | TN | 36.76 | 180,000 |
| | 3,024 | GL | 0.99 | 3,000 |
| | 0 | LF | 9.88 | 0 |
| | 5 | MI | \$8,824.33 | 44,000 |
| | | | | 78,000 |
| BASE AND PAVING SUBTOTAL | | | | \$862,000 |

LUMP ITEMS

- 1. TRAFFIC CONTROL
- 2. CLEARING AND GRUBBING
- 3. LANDSCAPING
- 4. EROSION CONTROL
- 5. SIGNING/STRIPING
- 6. OTHER

| QUANTITY | | UNIT COST | TOTAL |
|---------------------------|----|-------------|------------------|
| 1.0 | MI | \$59,304.35 | 59,000 |
| 18 | AC | 6,000 | 109,000 |
| 1.0 | MI | \$18,472.12 | 18,000 |
| 1.0 | MI | \$66,394.47 | 66,000 |
| 1.0 | MI | \$27,665.74 | 28,000 |
| 1.0 | MI | \$49,623.65 | 50,000 |
| LUMP ITEM SUBTOTAL | | | \$330,000 |

Typical Section

Urban Widening: 2 To 4-Lanes with 14 ft Flush Median

Typical Section Length Miles

Right-of-Way Width Feet

GRADING AND DRAINAGE

1. EARTHWORK

- a. Unclassified Excavation Soil
- b. Unclassified Excavation Rock
- c. Borrow Excavation

| QUANTITY | UNIT COST | TOTAL |
|--------------------------------------|--------------|------------------|
| 7650 CY | 2.60 | 20,000 |
| 850 CY | 10.00 | 9,000 |
| | 2.44 | |
| 0.2 MI | \$353,479.01 | 71,000 |
| GRADING AND DRAINAGE SUBTOTAL | | \$100,000 |

2. MINOR DRAINAGE

BASE AND PAVING

- 1. GRADED AGGREGATE BASE**
- 2. ASPHALT PAVING**
 - a. Asph Conc 9.5 mm Superpave
 - b. Asph Conc 19 mm Superpave
 - c. Asph Conc 25 mm Superpave
 - d. Bituminous Tack Coat
- 3. CONCRETE PAVING**
 - a. Curb and Gutter
 - b. Miscellaneous
- 4. OTHER PAVING**

| THICKNESS AND SPREAD RATE | QUANTITY | UNIT COST | TOTAL |
|---------------------------------|----------|-------------|------------------|
| 10" | 3,098 TN | 14.05 | 44,000 |
| | | | |
| 1 1/2" (165 LB/SY) | 600 TN | 39.10 | 23,000 |
| 3" (330 LB/SY) | 736 TN | 36.76 | 27,000 |
| 4" (440 LB/SY) | 981 TN | 36.76 | 36,000 |
| | 520 GL | 0.99 | 1,000 |
| | | | |
| | 2440 LF | 9.88 | 24,000 |
| | 0 MI | \$52,177.07 | 0 |
| BASE AND PAVING SUBTOTAL | | | \$171,000 |

LUMP ITEMS

- 1. TRAFFIC CONTROL**
- 2. CLEARING AND GRUBBING**
- 3. LANDSCAPING**
- 4. EROSION CONTROL**
- 5. SIGNING/STRIPING**
- 6. OTHER**

| QUANTITY | UNIT COST | TOTAL |
|---------------------------|--------------|-----------------|
| 0.2 MI | \$105,130.43 | 21,000 |
| 2 AC | 6,000 | 13,000 |
| 0.2 MI | \$12,345.40 | 2,000 |
| 0.2 MI | \$58,594.24 | 12,000 |
| 0.2 MI | \$51,723.42 | 10,000 |
| 0.2 MI | \$120,592.11 | 24,000 |
| LUMP ITEM SUBTOTAL | | \$82,000 |

ESTIMATE SUMMARY

| Typical Section | Section Cost (per mile) |
|---|----------------------------|
| 1. Rural New Location: 4-Lanes with 44 ft Divided Median | \$2,244,000 |
| 2. Rural Widening: 2 To 4-Lanes with 44 ft Divided Median | \$1,434,000 |
| 3. Rural Widening: 2 To 4-Lanes with 14 ft Flush Median | \$1,381,000 |
| 4. Urban Widening: 2 To 4-Lanes with 14 ft Flush Median | \$221,000 |

PROJECT COST

| | |
|--------------------------------------|---------------------|
| A. MAJOR STRUCTURES | \$239,000 |
| B. GRADING AND DRAINAGE | \$2,414,000 |
| C. BASE AND PAVING | \$5,170,000 |
| D. LUMP ITEMS | \$3,333,000 |
| E. MISCELLANEOUS | \$20,000 |
| F. SPECIAL FEATURES | |
| SUBTOTAL CONSTRUCTION COST | \$11,176,000 |
| E. & C. (10%) | \$1,118,000 |
| INFLATION 2 yrs @ 5 % per yr | \$1,260,135 |
| GRAND TOTAL CONSTRUCTION COST | \$13,554,000 |

PRELIMINARY COST ESTIMATE

Office of Environment/Location

September 18, 2001

County(s)

PI Number Project Number

Project Name Project Length Miles

Project Description

Existing Roadway

Comments

TRAFFIC:

Current Design Year Daily Volume (AADT)

Future Design Year Daily Volume (AADT)

Concept Estimate

Feasibility Estimate

Typical Section(s) Used in Estimate

Typical Section Length

| | |
|--|--|
| <input type="text" value="Rural New Location: 2-Lanes with 24 ft Pavement"/> | <input type="text" value="0.5"/> Miles |
| <input type="text"/> | <input type="text"/> Miles |
| <input type="text"/> | <input type="text"/> Miles |
| <input type="text"/> | <input type="text"/> Miles |
| <input type="text"/> | <input type="text"/> Miles |
| <input type="text"/> | <input type="text"/> Miles |

Prepared By

PROJECT COSTS

MAJOR STRUCTURES

1. Bridges: Stream Crossings & Grade Separations

| NO | LOCATION | QTY | TYPE * | | W(FT) | L(FT) | UNIT COST | TOTAL |
|----|-----------------------|-----|--------|-----|-------|-------|-----------|---------|
| | | | S/G/R | W/N | | | | |
| 1 | Big Creek at MP 22.70 | 1 | S | N | 41.3 | 107.0 | 54.00 | 239,000 |
| 2 | | | | | | | | |
| 3 | | | | | | | | |
| 4 | | | | | | | | |
| 5 | | | | | | | | |
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| 13 | | | | | | | | |
| 14 | | | | | | | | |
| 15 | | | | | | | | |
| 16 | | | | | | | | |

* S = Stream Crossing G = Grade Separation R = Railroad W = Widening N = New

2. Bridge Culverts

| NO | LOCATION | TYPE | SIZE | L(FT) | UNIT COST | TOTAL |
|----|----------|---------|------------|-------|-----------|-------|
| | | S/D/T/Q | W x H (FT) | | | |
| 1 | | | | | | |
| 2 | | | | | | |
| 3 | | | | | | |
| 4 | | | | | | |
| 5 | | | | | | |
| 6 | | | | | | |
| 7 | | | | | | |

3. Walls

| NO | LOCATION | TYPE | H(FT) | L(FT) | UNIT COST | TOTAL |
|----|----------|------|-------|-------|-----------|-------|
| 1 | | | | | | |
| 2 | | | | | | |
| 3 | | | | | | |
| 4 | | | | | | |

MAJOR STRUCTURES SUBTOTAL \$ 239,000

Typical Section

Rural New Location: 2-Lanes with 24 ft Pavement

Typical Section Length Miles

Right-of-Way Width Feet

GRADING AND DRAINAGE

- 1. EARTHWORK
 - a. Unclassified Excavation Soil
 - b. Unclassified Excavation Rock
 - c. Borrow Excavation
- 2. MINOR DRAINAGE

| QUANTITY | UNIT COST | TOTAL |
|--------------------------------------|-----------|------------------|
| 39,510 CY | 2.60 | 103,000 |
| 4390 CY | 10.00 | 44,000 |
| MI | 2.44 | |
| 0.5 MI | 32,065 | 16,000 |
| GRADING AND DRAINAGE SUBTOTAL | | \$163,000 |

BASE AND PAVING

- 1. GRADED AGGREGATE BASE
- 2. ASPHALT PAVING
 - a. Asph Conc 9.5 mm Superpave
 - b. Asph Conc 19 mm Superpave
 - c. Asph Conc 25 mm Superpave
 - d. Bituminous Tack Coat
- 3. CONCRETE PAVING
 - a. Curb and Gutter
 - b. Miscellaneous
- 4. OTHER PAVING

| THICKNESS AND SPREAD RATE | QUANTITY | UNIT COST | TOTAL |
|---------------------------------|----------|-----------|------------------|
| 10" | 5,861 TN | 14.05 | 82,000 |
| 1 1/2" (165 LB/SY) | 895 TN | 39.10 | 35,000 |
| 3" (330 LB/SY) | 1,791 TN | 36.76 | 66,000 |
| 4" (440 LB/SY) | 1,549 TN | 36.76 | 57,000 |
| | 951 GL | 0.99 | 1,000 |
| | 0 LF | 9.88 | 0 |
| | 0 MI | 15,845 | 0 |
| | | | 24,000 |
| BASE AND PAVING SUBTOTAL | | | \$265,000 |

LUMP ITEMS

- 1. TRAFFIC CONTROL
- 2. CLEARING AND GRUBBING
- 3. LANDSCAPING
- 4. EROSION CONTROL
- 5. SIGNING/STRIPING
- 6. OTHER

| QUANTITY | UNIT COST | TOTAL |
|---------------------------|-----------|------------------|
| 0.5 MI | 10,696 | 5,000 |
| 6 AC | 6,000 | 36,000 |
| 0.5 MI | 27,589 | 14,000 |
| 0.5 MI | 97,000 | 49,000 |
| 0.5 MI | 6,996 | 3,000 |
| 0.5 MI | 25,043 | 13,000 |
| LUMP ITEM SUBTOTAL | | \$120,000 |

MISCELLANEOUS

- 1. GUARDRAIL
 - a. GUARDRAIL ANCHORS
- 2. DETOURS

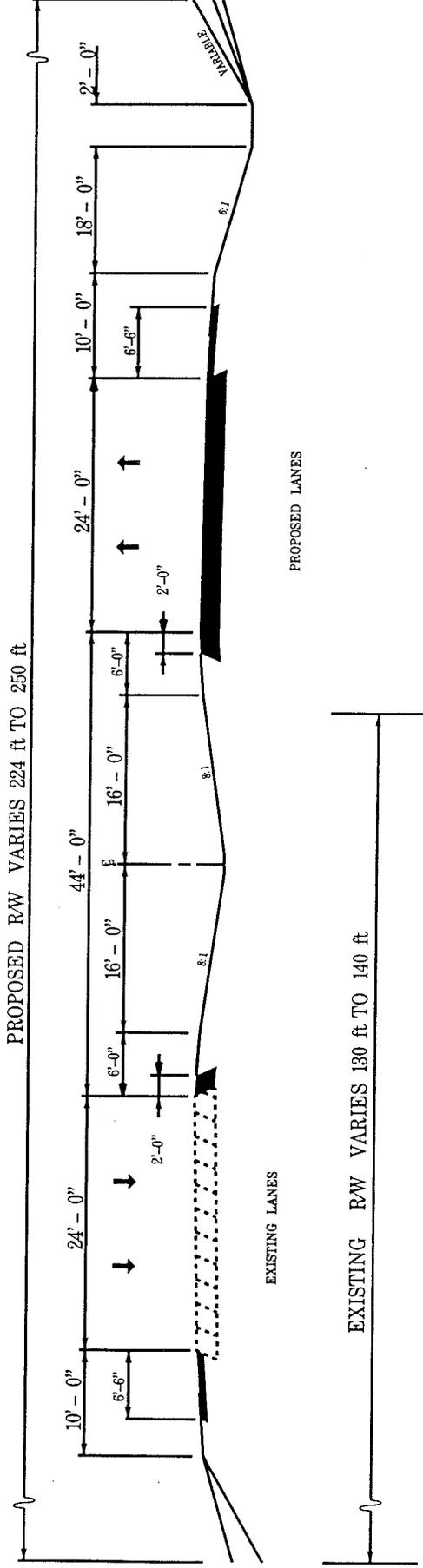
| QUANTITY | UNIT COST | TOTAL |
|-------------------------------|------------|-----------------|
| 800 LF | 10.46 | 8,000 |
| 8 EA | 1,455.79 | 12,000 |
| MI | 300,000.00 | 0 |
| MISCELLANEOUS SUBTOTAL | | \$20,000 |

SPECIAL FEATURES

ESTIMATE SUMMARY

| Typical Section | Section Cost (per mile) |
|--|----------------------------|
| 1. Rural New Location: 2-Lanes with 24 ft Pavement | \$1,096,000 |

| PROJECT COST | |
|--------------------------------------|------------------|
| A. MAJOR STRUCTURES | \$239,000 |
| B. GRADING AND DRAINAGE | \$163,000 |
| C. BASE AND PAVING | \$265,000 |
| D. LUMP ITEMS | \$120,000 |
| E. MISCELLANEOUS | \$20,000 |
| F. SPECIAL FEATURES | |
| SUBTOTAL CONSTRUCTION COST | \$807,000 |
| E. & C. (10%) | \$81,000 |
| INFLATION 2 yrs @ 5 % per yr | \$91,020 |
| GRAND TOTAL CONSTRUCTION COST | \$979,000 |

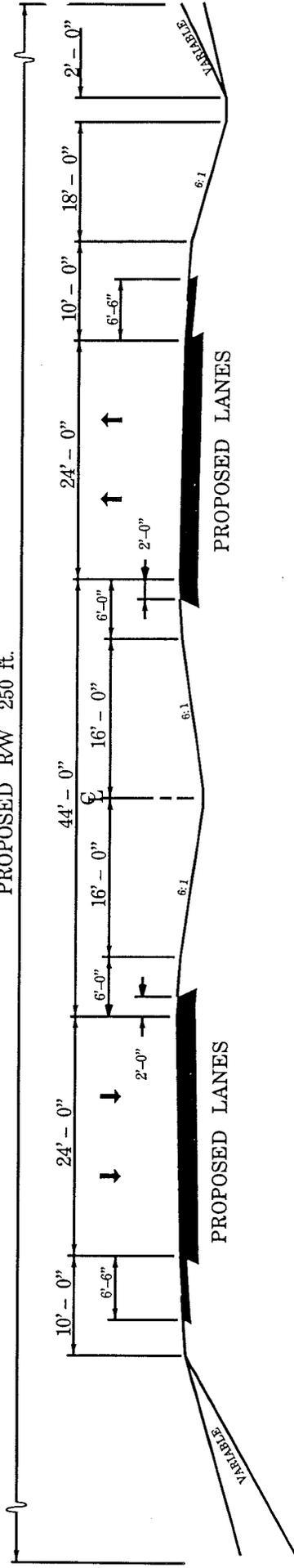


EDS-545(32) JEFFERSON COUNTY US 1 IMPROVEMENTS

- 1) From CR 138 to 0.1 mile north of CR 138
- 2) From just north of CR 127 to 0.2 mile south of CR 129 South

NOT TO SCALE

PROPOSED RW 250 ft.



EDS-545(32) JEFFERSON COUNTY

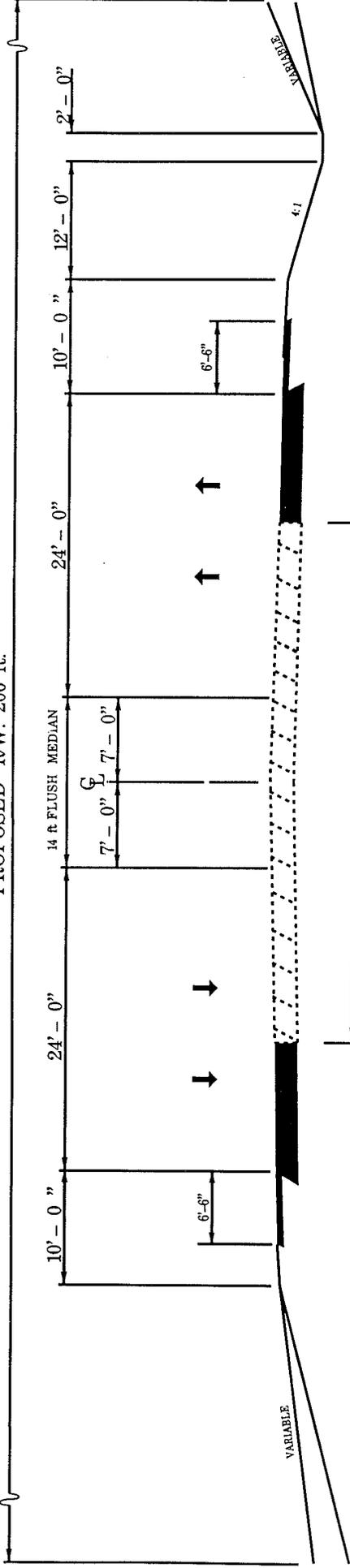
US 1 IMPROVEMENTS

NEW LOCATION

From 0.1 mile north of CR 138
to just north of CR 127

NOT TO SCALE

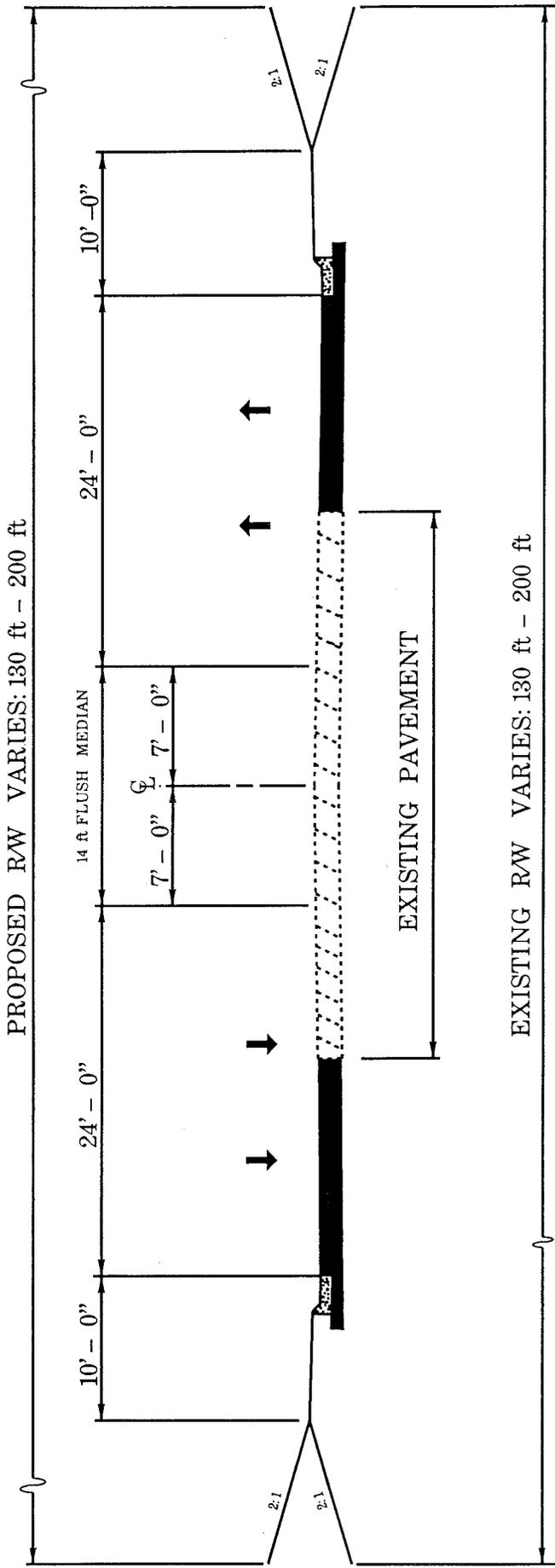
PROPOSED RAW: 200 ft.



EDS-545(32) JEFFERSON COUNTY US 1 IMPROVEMENTS

From 0.2 mile south of CR 129 South
to CR 129 North

NOT TO SCALE



EDS-545(32) JEFFERSON COUNTY

US 1 IMPROVEMENTS

From CR 129 North, just south of
 Wrens City Limits, to proposed
 relocation of SR 88 in Wrens

NOT TO SCALE