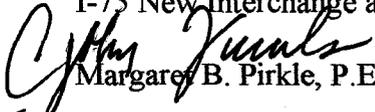


D.O.T. 66

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE P. I. No. 311910-, Bibb County **OFFICE** Preconstruction
NH-75-1(246)
I-75 New Interchange at Sardis Church Road **DATE** May 30, 2006
FROM  Margaret B. Pirkle, P.E., Assistant Director of Preconstruction
TO  SEE DISTRIBUTION

SUBJECT APPROVED REVISED PROJECT CONCEPT REPORT

Attached for your files is the approval for subject project.

MBP/cj

Attachment

DISTRIBUTION:

Brian Summers
Harvey Keepler
Ken Thompson
Jamie Simpson
Michael Henry
Keith Golden
Joe Palladi (file copy)
Babs Abubakari
Ben Buchan
Thomas Howell
BOARD MEMBER
FHWA

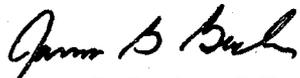
APB

RECEIVED
APR 11 2006
BY:

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE NH-75-1(246), Bibb County OFFICE Urban Design
P.I. No. 311910
I-75 New Interchange at Sardis Church Road DATE March 31, 2006



FROM James B. Buchan, P.E., State Urban Design Engineer

TO Margaret B. Pirkle, P.E., Assistant Director of Preconstruction

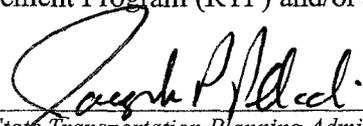
SUBJECT **Revised Project Concept Report**

Attached is the original copy of the revised Concept Report for your further handling for approval in accordance with the Plan Development Process (PDP).

The concept is being revised to extend the project termini on I-75 and to add ITS design. The project termini were extended to include the widening of I-75 that was originally included in Project No. IM-NH-75-1(192) CT.2: Hartley Bridge Road. Due to different construction dates for both projects, it was decided that it would be more economical to add the widening on I-75 near Sardis Church to this project. In addition, ITS design was added to the project as a result of a request from District 3 to add ITS design on the Hartley Bridge Road project. The project schedule for the Hartley Bridge Road project would not allow for this addition. Therefore, it was decided to include the ITS design in this project.

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

DATE 4/8/06


State Transportation Planning Administrator

JBB:NSM ^{AS}

- cc: Brian Summers, Project Review Engineer
- Harvey Keepler, State Environmental/Location Engineer
- Keith Golden, State Traffic Safety and Design Engineer
- Joseph P. Palladi, State Transportation Planning Administrator
- Jamie Simpson, State Transportation Financial Management Administrator
- Thomas Howell, District Three Engineer
- Paul Liles, State Bridge Design Engineer

REVISED PROJECT CONCEPT REPORT

Need and Purpose: See Attachment

Project Location: The proposed project is located in the southern part of Bibb County, south of the I-475/I-75 interchange and the Hartley Bridge Road interchange. This project begins at approximately 1.18 miles south of Sardis Church Road along I-75 and ends at approximately 0.45 miles north of Sardis Church Road along I-75. It also extends on Sardis Church Road from 1.89 miles west of I-75 to 3.05 miles east of I-75. The project lengths are 1.16 miles on Sardis Church Road and 1.63 miles on I-75.

Description of the approved concept: The proposed construction will construct a partial cloverleaf AB interchange at I-75 and Sardis Church Road, located on the southside of Sardis Church Road. The existing bridge over I-75 will be replaced to accommodate future widening of I-75 as well as a 16.5-foot (5m) clearance height. To maintain an acceptable level of service along I-75 for the design year, auxiliary lanes will be added in both directions from Hartley Bridge Road to Sardis Church Road. Sardis Church Road will be widened to a four-lane roadway, two lanes in each direction divided by a 20-foot (6.1m) raised median. This project will include 8.0-foot (2.4m) paved shoulders with 4.0-foot (1.2m) paved bike lanes on both sides of Sardis Church Road within the project limits. The proposed widening will extend from just west of I-75 to just east of I-75. It will connect to proposed local designed project, STP-0000-00(566), that extends in an easterly direction to SR 247/Hawkinsville Road.

PDP Classification:

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

Functional Classification: Interstate

U.S. Route Number (s): I-75

State Route Number (s): 401

Traffic (AADT) as shown in the approved concept:

Current Year: 14400 (2002 – Sardis Church Rd) Design Year: 24600 (2022 – Sardis Church Rd)

Current Year: 104780 (2002 – I-75) Design Year: 186960 (2022 – I-75)

Proposed features to be revised: The proposed project termini on I-75 need to be extended to include the widening on I-75 that was originally included in the Hartley Bridge Road Project, Project No. IM-NH-75-1(192) CT2. The Hartley Bridge Road project let date is currently a year ahead of this project's scheduled let date. Due to the different construction dates, it was more economical to add the widening on I-75 near Sardis Church to this project.

Describe the revised feature (s) to be approved: The proposed project limits extends the project terminus to 1.18 miles south of Sardis Church Road and 0.45 miles north of Sardis Church Road on I-75. The proposed project will also extend the current Macon ITS system from about 500 feet south of Tobesofkee Creek along I-475 to the beginning of the project limits on I-75.

Revised Concept Report
PI 311910
Page 2

Updated traffic data (AADT):

Current Year: 13000 (2010 – Sardis Church Rd) Design Year: 25000 (2030 – Sardis Church Rd)
Current Year: 96500 (2010 – I-75) Design Year: 152500 (2030 – I-75)

Programmed/Schedule:

P.E. 7/97 R/W 6/06 Construction 5/07

Revised Cost Estimates:

- | | |
|----------------------------------------------------|-----------------|
| 1. Construction cost including inflation and E & C | \$29,163,123.26 |
| 2. Right-of-way | \$7,836,651.00 |
| 3. Utilities | (By Locals) |

Is the project located in a Non-attainment area? X YES NO

The proposed project consists of a four lane section along Sardis Church Rd.; the proposed construction of ramps to and from Sardis Church Rd and I-75; and the proposed construction of a five lane section approximately 0.45 miles north of Sardis Church Rd. on I-75 in both directions; a four lane section under Sardis Church Rd in both directions which tapers to the existing three lane section past Sardis Church. The proposed design conforms to the planning model. Please see attached model diagram.

Recommendation: This office recommends that the proposed revision to the concept be approved for implementation.

JBB: NSM

Attachments:

- Need and Purpose Statement
- Sketch Map
- Traffic Diagrams
- Cost Estimate
- Conforming plan's network schematics showing thru lanes

Concur: Buddy A. [Signature]
Director of Preconstruction

Approve: Thomas Chandre [Signature]
F&C Division Administrator, FHWA

Approve: Paul E. [Signature]
Chief Engineer

Need and Purpose
NH-75-1(246), Bibb County
PI NO. 311910

New Interchange at I-75 and Sardis Church Road

Background

The Macon Area Transportation Study (MATS) first identified the need for the proposed interchange and a multi-lane arterial to provide improved access between I-75 and US129/SR247 in the 2015 MATS Long Range Transportation Plan, completed in 1994, and it is again cited in the 2030 MATS Long Range plan. The combination of improvements would provide direct Interstate access to the Middle Georgia Regional (Lewis B. Wilson) Airport and Industrial Park in Bibb County and Robins Air Force Base in Houston County. Currently, east-west movements from I-75 are hampered by the lack of a grid surface street continuity between I-75 and US129/SR247. I-75/SR 401 is a 6 lane facility functionally classified as an urban interstate connecting Atlanta with Macon, Warner Robins, and Valdosta. CR 717/Sardis Church Road is a Major Collector from Hartley Bridge Road to SR 111.

Communities Served

The proposed interchange is located approximately halfway between the Macon and Warner Robins Urbanized Areas and would serve a triangle of three counties: Bibb, Houston, and Peach Counties. In 1990, Bibb County, which includes the Macon Urbanized Area, had a population of 149,967 people. Houston County, which includes the Warner Robins Urbanized Area and the city of Perry, had a population of 110,765. Peach County, with the cities of Fort Valley and Byron, had a population of 24,655. While the population of Bibb County has remained relatively stable over the past 20 years, Peach County has experienced strong growth, and Houston County has experienced very aggressive growth. Houston County is considered one of the fastest growing counties in Georgia.

The table below shows the population growth for the three counties over the last forty years.

U.S. Census <u>Year</u>	Bibb <u>County</u>	Houston <u>County</u>	Peach <u>County</u>
1960	141,249	39,154	13,846
1970	143,366	62,924	15,990
1980	150,256	77,605	19,151
1990	149,967	89,208	21,189
2000	153,877	110,765	24,655
1960 – 2000 Growth	8.9%	182.9%	78.1%

Although Bibb County has experienced only moderate population growth, the western and southern portions of the County have experienced fairly rapid residential development. The area adjacent to the proposed interchange and east of I-75 along Sardis Church and Walden Roads is rapidly changing from agricultural and rural residential to suburban medium density residential. The relatively vibrant economies of these Middle Georgia counties are strongly dependent on Robins Air Force Base and various support industries.

Interchange Spacing

The proposed Sardis Church Road interchange is located approximately 2.04 miles south of the Hartley Bridge Road interchange and 4.18 miles north of the SR49 interchange. The following table documents center to center spacing for existing interchanges and the proposed interchange.

SR 247C to SR 49	3.30 miles	5.31km
SR 49 to Sardis Church Road	4.18 miles	6.73km
Sardis Church Road to Hartley Bridge Road	2.04 miles	3.28km
Hartley Bridge Road to I-475	1.10 miles	1.77km
I-475 to US 41/SR 247	3.16 miles	5.08km
AVERAGE SPACING	2.76 miles	4.44km

Interchange spacing regulations specify a minimum distance of two miles between rural interchanges and one mile between urban interchanges. The proposed Sardis Church Road interchange meets interchange spacing requirements.

Existing, Design Year and Future Traffic-Provided by Office of Environment and Location

Level of service (LOS) is defined as a qualitative measure describing operational conditions within a traffic stream. There are six identified LOS with letters 'A' through 'F'. LOS A represents the best operating conditions and LOS F represents the worst. LOS C is considered acceptable and marks the beginning of a range of traffic flow in which level of driving comfort declines noticeably on the roadway. LOS E represents at or near capacity for traffic flow. LOS F represents heavily congested flow with traffic demands exceeding capacity.

The 2004 Average Annual Daily Traffic (AADT) on I-75 is 74,000 vehicles per day, measured between the Crawford County Line and Hartley Bridge Road, providing for *Level of Service* (LOS) "C". The no-build design traffic volumes (2030) on I-75 for the interchange show 135,000 AADT, also providing for *Level of Service* (LOS) "E". During 2004, Sardis Church Road carries an AADT of about 2,200 vehicles per day.

Accident Data/Safety – Provided by Office of Safety

The accident and injury rates in the 2.43 mile corridor from just north of the Crawford County line to 0.6 miles South of Hartley Bridge Road are lower than the statewide averages for urban interstates. The fatality rate was also below the statewide average in 2003, although it was above statewide averages in 2002 and 2004. The improvement to the existing facility should help to reduce the accidents along the project corridor by reducing current and forecasted traffic congestion. The 89 accidents along the study corridor consisted 52% Single Vehicle collisions, 18% Rear-end collisions, 18% Sideswipes, and 12% Angle intersecting collisions. The following table summarizes the corridor's accident statistics:

	2002		2003		2004	
	North of Crawford Co. Line to North of Sardis Church Road	State ¹	North of Crawford Co. Line to North of Sardis Church Road	State ¹	North of Crawford Co. Line to North of Sardis Church Road	State ¹
Total accidents	25		37		27	
Accident rate ²	39	204	57	200	34	190
Injuries	12		10		3	
Injury rate	19	74	15	70	4	65
Fatalities	1		0		1	
Fatality rate	1.55	0.54	0.00	0.71	1.27	0.59

Logical Termini

The northern project terminus is logical in that is adjacent to P.I.# 311465, scheduled for construction in 2007, which will widen that section to meet forecasted travel demand. The southern project terminus is logical in that the Sardis Church Road intersection is expected to divert traffic off of I-75, allowing an after-construction LOS of "C" for the section south of the project. Improving conditions at the target interchange would not result in creating a need to construct another project.

Other projects in area

Project Numbers	Description	Programming
IM-NH-75-1(192)CT 2, P.I.# 311465	I-75/I-475 Interchange @ CR 740/Hartley Bridge Road	ROW 2007, CST 2009
PI Pending	I-75 Widening from Sardis Church Road to Perry Parkway	Long Range
STP-0000-00(566), 0000566	P.I.# CR 717/Sardis Church Rd From I-75 To SR 247/Hawkinsville Rd	ROW 2007, CST 2009

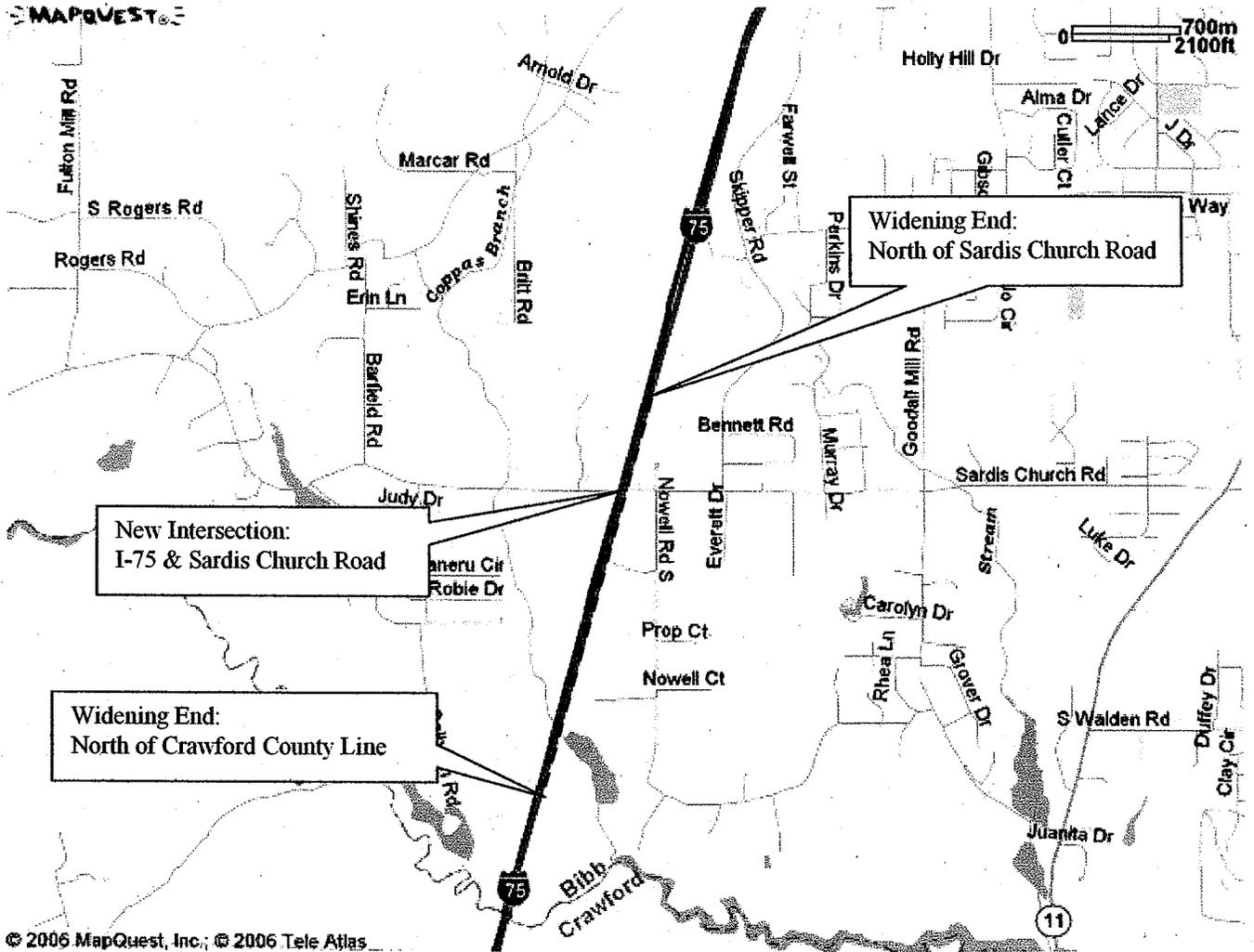
¹ Statewide rates for similar facilities (Urban Interstate)

² Accident rates per 100 Million Vehicle Miles Traveled

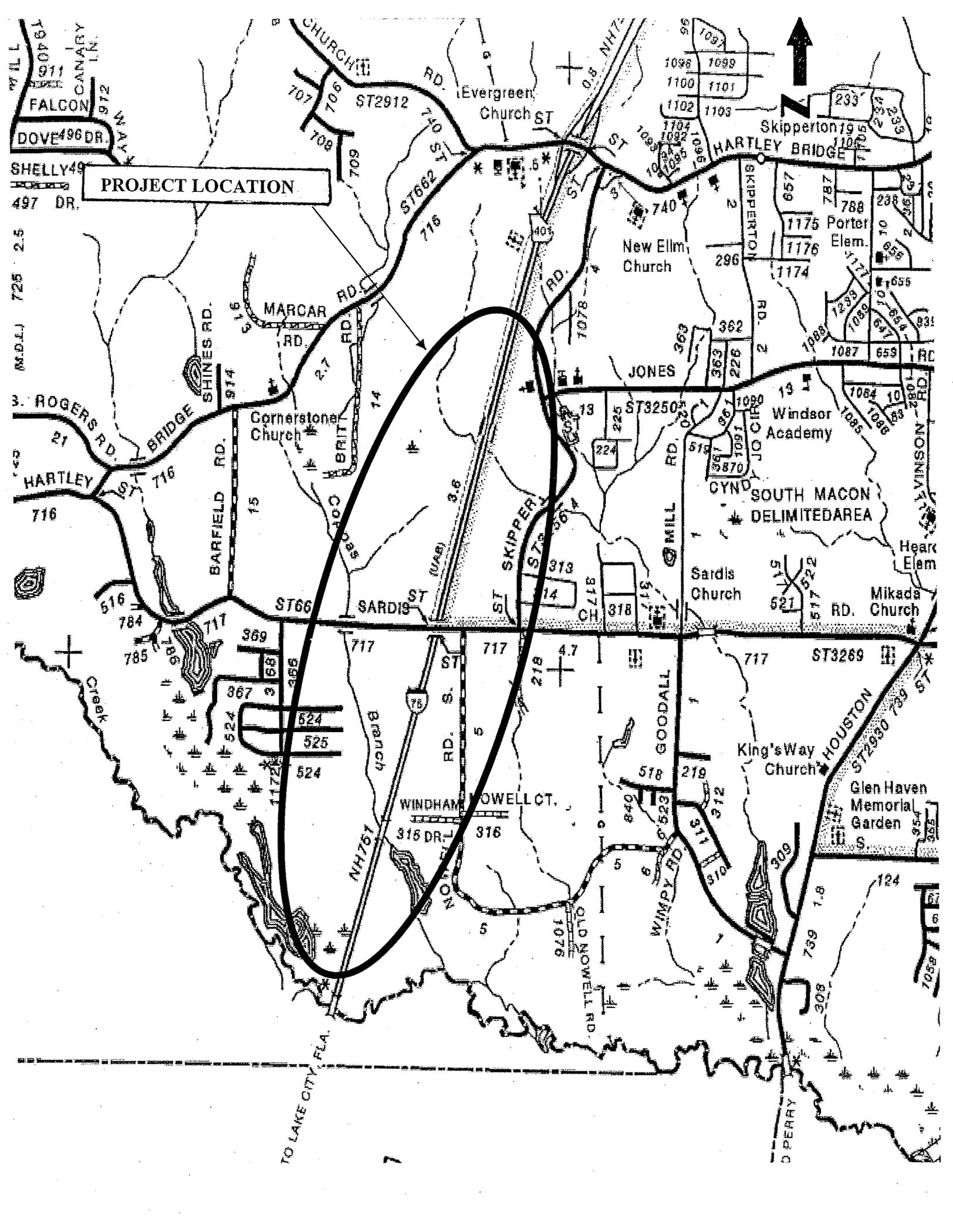
Need and Purpose

Currently, east-west movements from I-75 are hampered by poor surface street continuity between I-75 and US129/SR247, and two at-grade railroad crossings. In addition, the common section of US41/US129/SR247, a divided six-lane facility, is congested and constrained by the numerous bridges crossing the Tobesofkee Creek and Rocky Creek floodplains. Nearly every adopted Macon transportation plan has identified this section of US41/US129/SR247 as a constriction to travel. The combination of the proposed interchange and multi-lane arterial (P.I.#0000566, scheduled for construction in 2009), would provide direct Interstate access to the Middle Georgia Regional (Lewis B. Wilson) Airport and Industrial Park, in Bibb County, and Robins Air Force Base and Warner Robins, in Houston County. The proposed facilities also would provide an alternate route for traffic using the common section of US41/US129/SR247, improving connectivity and travel time for residents of southern Bibb County. Another benefit of the proposed improvement is accommodating the existing and future traffic demands on I-75 through the associated widening.

Project Limits:



Map of NH-75-1(246), Bibb County PI NO. 311910



WILL L
911
FALCON
DOVE 496 DR.
CANARY LN.
972

PROJECT LOCATION

M.D.L.J 725 2.5

3. ROGERS RD.
HARTLEY
716

Creek

TO LAKE CITY, FLA.

CHURCH RD.
ST2912
707
708
709

Evergreen Church ST

1098 1099
1100 1101
1102 1103

Skipperton 19
HARTLEY BRIDGE

New Elm Church

MARCAR RD.
SHINES RD.
2.7 RD.
3.6

Cornerstone Church

JONES

Windsor Academy

SOUTH MACON DELIMITED AREA

SARDIS ST

Sardis Church

Mikada Church

WINDHAM WELLS CT.

King's Way Church

Glen Haven Memorial Garden

GOODALL

HOUSTON

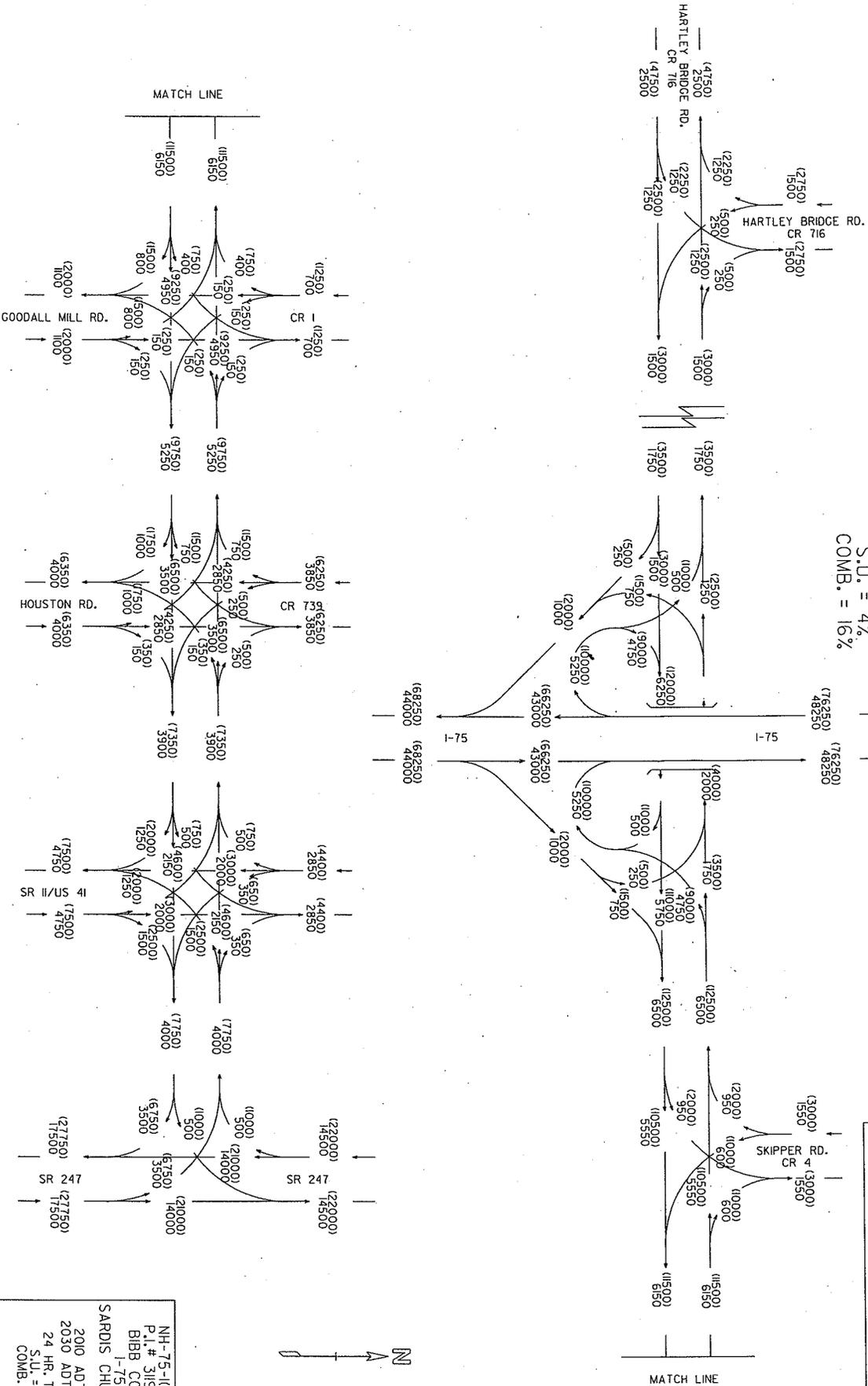
OLD NOWELL RD.

PERRY

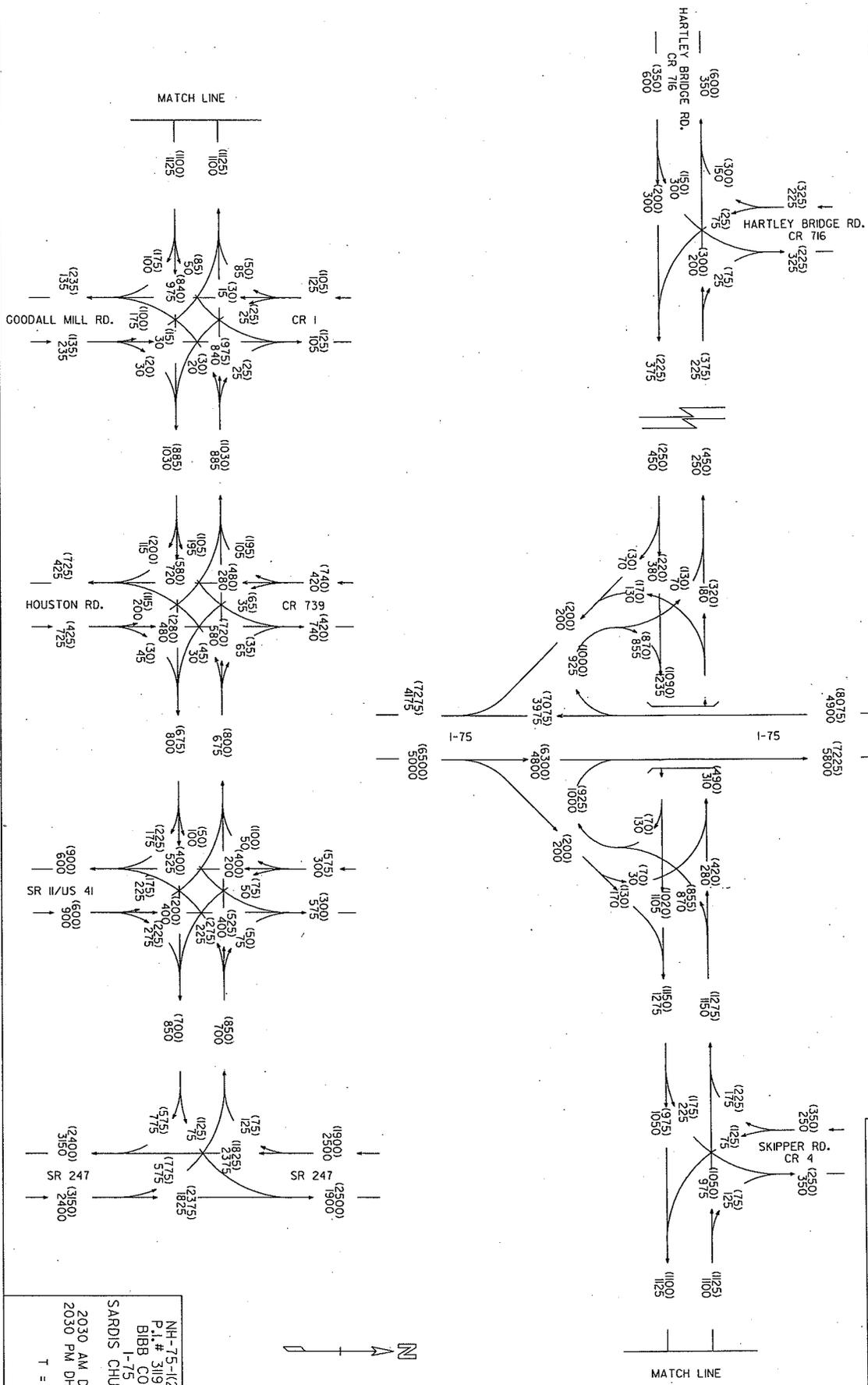


24 HR. T = 20%
 S.U. = 4%
 COMB. = 16%

GEORGIA DEPARTMENT OF TRANSPORTATION
 OFFICE OF ENVIRONMENT/LOCATION



NIH-75-(1246)
 P.I.# 31910
 BIBB COUNTY
 I-75 @
 SARDIS CHURCH RD.
 2010 ADT = 000
 2030 ADT = 000
 24 HR. T = 6%
 S.U. = 2%
 COMB. = 4%



NH-75-(2246)
P.L.# 311910
BIBB COUNTY
I-75 @
SARDIS CHURCH RD.
2030 AM DHV = 000
2030 PM DHV = (000)
T = 4%
ROL
6/205

Estimate Report for file "311910"

Section Roadway Items					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
150-1000	1	LS	500000.00	TRAFFIC CONTROL -	500000.00
153-1300	1	EA	70000.00	FIELD ENGINEERS OFFICE TP 3	70000.00
201-1500	1	LS	1500000.00	CLEARING & GRUBBING -	1500000.00
208-0100	300000	CY	9.34	IN PLACE EMBANKMENT	2802000.00
310-1101	127000	TN	15.31	GR AGGR BASE CRS, INCL MATL	1944370.00
318-3000	1000	TN	16.66	AGGR SURF CRS	16660.00
402-1812	500	TN	41.95	RECYCLED ASPH CONC LEVELING, INCL BITUM MATL & H LIME	20975.00
402-3112	11500	TN	55.14	RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	634110.00
402-3121	32000	TN	42.38	RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	1356160.00
402-3130	3200	TN	41.00	RECYCLED ASPH CONC 12.5 MM SUPERPAVE, GP 2 ONLY, INCL BITUM MATL & H LIME	131200.00
413-1000	10000	GL	1.05	BITUM TACK COAT	10500.00
430-0220	152000	SY	43.98	PLAIN PC CONC PVMT, CL 1 CONC, 12 INCH THK	6684960.00
433-1000	710	SY	149.29	REINF CONC APPROACH SLAB	105995.90
441-0104	7000	SY	25.44	CONC SIDEWALK, 4 IN	178080.00
441-0204	1000	SY	27.93	PLAIN CONC DITCH PAVING, 4 IN	27930.00
441-0740	500	SY	26.66	CONCRETE MEDIAN, 4 IN	13330.00
441-4020	200	SY	29.25	CONC VALLEY GUTTER, 6 IN	5850.00
441-6222	16500	LF	12.99	CONC CURB & GUTTER, 8 IN X 30 IN, TP 2	214335.00
441-6740	12000	LF	11.23	CONC CURB & GUTTER, 8 IN X 30 IN, TP 7	134760.00
620-0100	3000	LF	45.23	TEMPORARY BARRIER, METHOD NO. 1	135690.00
634-1200	45	EA	89.69	RIGHT OF WAY MARKERS	4036.05
641-1100	1200	LF	31.09	GUARDRAIL, TP T	37308.00
641-1200	2600	LF	13.69	GUARDRAIL, TP W	35594.00
641-2200	8500	LF	19.60	DBL FACED GUARDRAIL, TP W	166600.00
641-5001	10	EA	479.73	GUARDRAIL ANCHORAGE, TP 1	4797.30
641-5012	10	EA	1553.85	GUARDRAIL ANCHORAGE, TP 12	15538.50
999-0000	68000	SY	35.00	CONSTR, MAINT, & RMV MAINLINE DETOUR	2380000.00
Section Sub Total:					\$19,130,779.75

Section Drainage Items					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
500-3101	350	CY	465.58	CLASS A CONCRETE	162953.00
511-1000	35000	LB	0.73	BAR REINF STEEL	25550.00
550-1150	250	LF	26.89	STORM DRAIN PIPE, 15 IN, H 1-10	6722.50
550-1180	7500	LF	32.90	STORM DRAIN PIPE, 18 IN, H 1-10	246750.00
550-1240	500	LF	39.78	STORM DRAIN PIPE, 24 IN, H 1-10	19890.00
550-1300	900	LF	49.83	STORM DRAIN PIPE, 30 IN, H 1-10	44847.00
550-1360	300	LF	60.33	STORM DRAIN PIPE, 36 IN, H 1-10	18099.00
550-1480	400	LF	97.51	STORM DRAIN PIPE, 48 IN, H 1-10	39004.00
550-1900	100	LF	92.00	STORM DRAIN PIPE, 90 IN, H 1-10	9200.00
550-3315	10	EA	753.61	SAFETY END SECTION 15 IN, STORM DRAIN, 4:1 SLOPE	7536.10
550-3318	8	EA	691.19	SAFETY END SECTION 18 IN, STORM DRAIN, 4:1 SLOPE	5529.52
550-3324	8	EA	933.84	SAFETY END SECTION 24 IN, STORM DRAIN, 4:1 SLOPE	7470.72
550-3330	10	EA	1394.19	SAFETY END SECTION 30 IN, STORM DRAIN, 4:1 SLOPE	13941.90
550-3336	4	EA	2138.71	SAFETY END SECTION 36 IN, STORM DRAIN, 4:1 SLOPE	8554.84
550-3342	4	EA	2502.26	SAFETY END SECTION 42 IN, STORM DRAIN, 4:1 SLOPE	10009.04
550-4130	12	EA	488.03	FLARED END SECTION 30 IN, SIDE DRAIN	5856.36
550-4136	2	EA	529.84	FLARED END SECTION 36 IN, SIDE DRAIN	1059.68
550-4218	10	EA	482.38	FLARED END SECTION 18 IN, STORM DRAIN	4823.80
550-4224	8	EA	538.00	FLARED END SECTION 24 IN, STORM DRAIN	4304.00
603-2018	300	SY	37.66	STN DUMPED RIP RAP, TP 1, 18 IN	11298.00
603-7000	300	SY	4.03	PLASTIC FILTER FABRIC	1209.00

668-1100	50	EA	1801.48	CATCH BASIN, GP 1	90074.00
Section Sub Total:					\$744,682.46

Section Signing and Marking Items

Item Number	Quantity	Units	Unit Price	Item Description	Cost
636-1020	225	SF	13.61	HIGHWAY SIGNS, TP 1 MATL, REFL SHEETING, TP 3	3062.25
636-2070	600	LF	7.02	GALV STEEL POSTS, TP 7	4212.00
639-3004	8	EA	8115.26	STEEL STRAIN POLE, TP IV	64922.08
647-1000	1	LS	57372.00	TRAFFIC SIGNAL INSTALLATION NO - 1	57372.00
647-1000	1	LS	57372.00	TRAFFIC SIGNAL INSTALLATION NO - 2	57372.00
653-0120	25	EA	60.07	THERMOPLASTIC PVMT MARKING, ARROW, TP 2	1501.75
653-0170	2	EA	76.68	THERMOPLASTIC PVMT MARKING, ARROW, TP 7	153.36
653-1501	40000	LF	0.27	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, WHITE	10800.00
653-1502	50000	LF	0.27	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, YELLOW	13500.00
653-1704	250	LF	3.37	THERMOPLASTIC SOLID TRAF STRIPE, 24 IN, WHITE	842.50
653-1804	500	LF	1.66	THERMOPLASTIC SOLID TRAF STRIPE, 8 IN, WHITE	830.00
653-3501	85000	GLF	0.17	THERMOPLASTIC SKIP TRAF STRIPE, 5 IN, WHITE	14450.00
653-6004	500	SY	2.54	THERMOPLASTIC TRAF STRIPING, WHITE	1270.00
653-6006	500	SY	2.71	THERMOPLASTIC TRAF STRIPING, YELLOW	1355.00
654-1001	1500	EA	3.53	RAISED PVMT MARKERS TP 1	5295.00
654-1003	500	EA	3.76	RAISED PVMT MARKERS TP 3	1880.00
655-5000	3	EA	221.37	PVMT ARROW, THERMOPLASTIC, WITH RAISED REFLECTORS	664.11
657-1054	600	LF	3.47	PREFORMED PLASTIC SOLID PVMT MKG, 5 IN, WHITE, TP PB	2082.00
657-3054	900	GLF	2.56	PREFORMED PLASTIC SKIP PVMT MKG, 5 IN, WHITE, TP PB	2304.00
Section Sub Total:					\$243,868.05

Section Bridge Items

Item Number	Quantity	Units	Unit Price	Item Description	Cost
540-1102	1	LS	325000.00	REMOVAL OF EXISTING BR, BR NO -	325000.00
999-0001	1	Lump Sum	3164000.00	BRIDGE #1 SARDIS CHURCH OVER I-75	3164000.00
Section Sub Total:					\$3,489,000.00

Section Erosion Control Items - Permanent

Item Number	Quantity	Units	Unit Price	Item Description	Cost
700-6910	50	AC	804.69	PERMANENT GRASSING	40234.50
700-7000	50	TN	59.04	AGRICULTURAL LIME	2952.00
700-7010	100	GL	19.04	LIQUID LIME	1904.00
700-8000	20	TN	266.98	FERTILIZER MIXED GRADE	5339.60
700-8100	1000	LB	1.56	FERTILIZER NITROGEN CONTENT	1560.00
710-9000	2500	SY	4.39	PERMANENT SOIL REINFORCING MAT	10975.00
Section Sub Total:					\$62,965.10

Section Erosion Control Items - Temporary

Item Number	Quantity	Units	Unit Price	Item Description	Cost
163-0232	150	AC	483.39	TEMPORARY GRASSING	72508.50
163-0240	50	TN	195.38	MULCH	9769.00
163-0300	6	EA	1254.90	CONSTRUCTION EXIT	7529.40
163-0503	50	EA	490.56	CONSTRUCT AND REMOVE SILT CONTROL GATE, TP 3	24528.00
163-0530	5000	LF	2.71	CONSTRUCT AND REMOVE BALED STRAW EROSION CHECK	13550.00
				MAINTENANCE OF TEMPORARY SILT FENCE, TP	

165-0010	25000	LF	1.07	A	26750.00
165-0030	12000	LF	1.18	MAINTENANCE OF TEMPORARY SILT FENCE, TP C	14160.00
165-0070	5000	LF	1.48	MAINTENANCE OF BALED STRAW EROSION CHECK	7400.00
165-0087	6	EA	175.14	MAINTENANCE OF SILT CONTROL GATE, TP 3	1050.84
165-0101	6	EA	417.31	MAINTENANCE OF CONSTRUCTION EXIT	2503.86
167-1000	2	EA	1767.98	WATER QUALITY MONITORING AND SAMPLING	3535.96
167-1500	36	MO	838.87	WATER QUALITY INSPECTIONS	30199.32
171-0010	50000	LF	1.86	TEMPORARY SILT FENCE, TYPE A	93000.00
171-0030	50000	LF	3.19	TEMPORARY SILT FENCE, TYPE C	159500.00
716-2000	2500	SY	1.06	EROSION CONTROL MATS, SLOPES	2650.00
Section Sub Total:					\$468,634.88

Section ITS Items					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
935-0000	1	Lump Sum	2372000.00	ITS SYSTEM - COMPLETE	2372000.00
Section Sub Total:					\$2,372,000.00

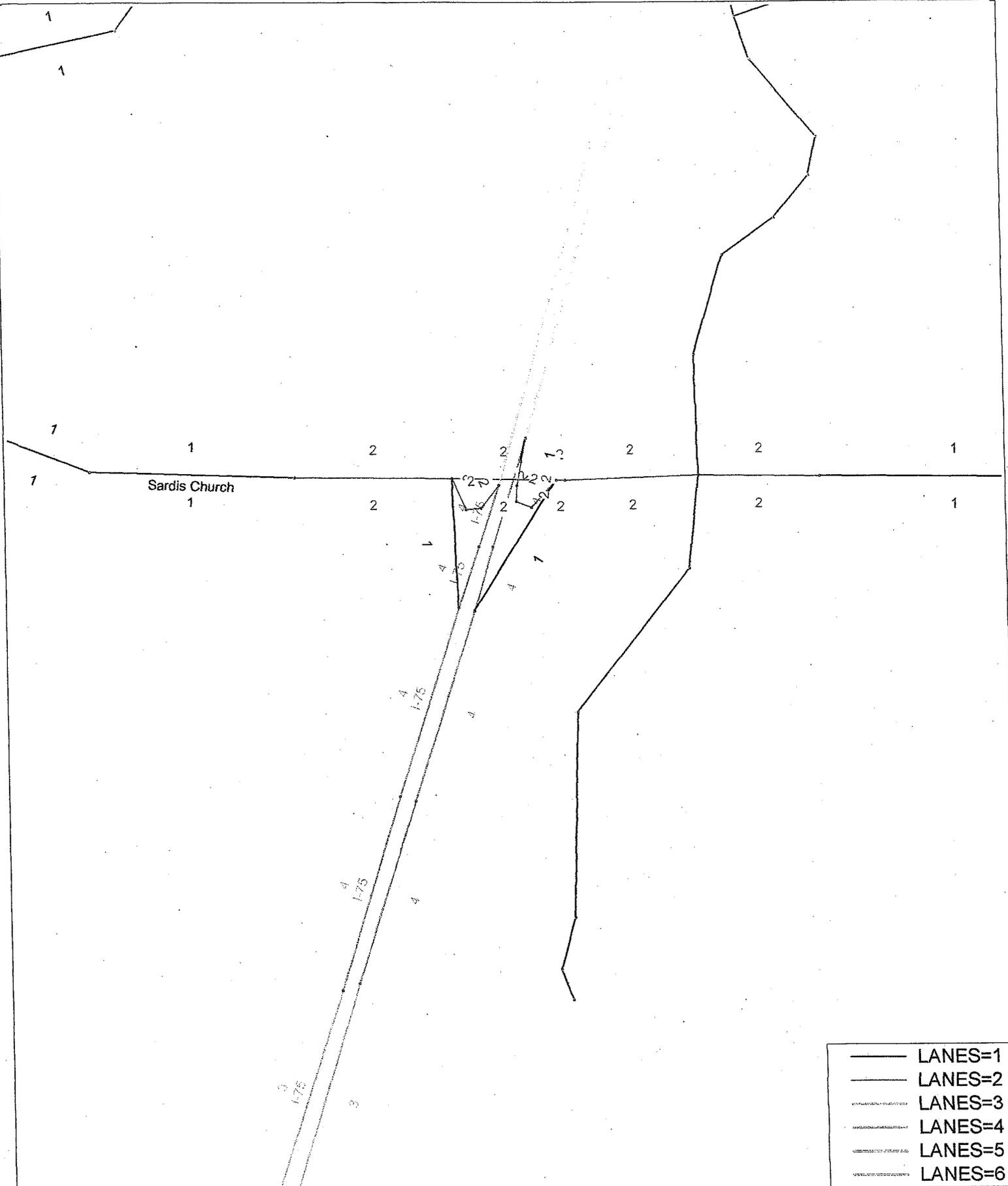
Total Estimated Cost: \$26,511,930.24

Subtotal Construction Cost	\$26,511,930.24
E&C Rate 10.0 %	\$2,651,193.02
Inflation Rate 0 % @ 0 Years	\$0.00
<hr/>	
Total Construction Cost	\$29,163,123.26
Right Of Way	\$7,836,651.00
ReImb. Utilities	\$0.00
<hr/>	
Grand Total Project Cost	\$36,999,774.26

I-75/Sardis Church Interchange (PI# 311910)

MATS 2009 Network

Directional Lanes (see legend)



Sardis Church
1

I-75

I-75

I-75

- LANES=1
- - - LANES=2
- · · LANES=3
- · - · LANES=4
- - - - LANES=5
- - - - LANES=6