ORIGINAL TO GENERAL FILES

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

OFFICE OF DESIGN POLICY & SUPPORT
INTERDEPARTMENTAL CORRESPONDENCE

FILE P.I. #332975
STP00-0163-01(022)
Henry County
Intersection Improvement on
SR 81@ Racetrack Road
District 3

OFFICE Design Policy & Support

DATE March 30, 2010

FROM for Brent Story, State Design Policy Engineer

TO SEE DISTRIBUTION

SUBJECT **APPROVED REVISED CONCEPT REPORT**

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

Attachment

DISTRIBUTION:

Genetha Rice-Singleton, Program Control Adminstrator
Ron Wishon, State Project Review Engineer
Glenn Bowman, State Environmental Administrator
Ken Thompson, Statewide Location Bureau Chief
Michael Henry, Systems & Classification Branch Chief
Keith Golden, State Traffic Operations Engineer
Angela Alexander, State Transportation Planning Administrator
Paul Liles, State Bridge Engineer
Bobby Hilliard, State Program Delivery Engineer
Angela Robinson, Financial Management Administrator
Jeff Baker, State Utilities Engineer
Kerry Gore, District Utilities Engineer
Bill Rountree, District Preconstruction Engineer
David Millen, District Engineer
Kimberly Nesbitt, Project Manager
BOARD MEMBER

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

REVISED PROJECT CONCEPT REPORT

Project Number: STP00-0163-01(022)
County: HENRY
P. I. Number: 332975
Federal Route Number: N/A
State Route Number: SR 81

The typical section is proposed to be revised from a rural section to an urban section. Henry County is a suburban county experiencing rapid commercial/residential growth. Several commercial developments are proposed along the project. There is a proposed future connector road that will tie into SR 81 at the proposed realigned CR 376/Racetrack Road, making this a four-legged intersection. It is proposed to include urban shoulders to lessen right of way impacts and facilitate economic growth and development of the surrounding area. In addition, the functional classifications of the roadways at the intersection are now urban as opposed to rural when the original concept was approved.

Submitted for approval:

DATE 2-10-10 _____ State Roadway Design Engineer

DATE 2-10-2010 _____ For State Program Delivery Engineer

DATE 2-10-2010 _____ Project Manager

Recommendation for approval:

DATE _____ _____ State Environmental Administrator

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

DATE_____ _____ State Transportation Planning Administrator

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

REVISED PROJECT CONCEPT REPORT

Project Number: STP00-0163-01(022)
County: HENRY
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DATE 2-10-10 — State Roadway Design Engineer

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DATE 2-10-2010 — Project Manager

Recommendation for approval:

DATE _____ — State Environmental Administrator

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

DATE 3-5-2010 — State Transportation Planning Administrator

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

REVISED PROJECT CONCEPT REPORT

Project Number: STP00-0163-01(022)
County: HENRY
P. I. Number: 332975
Federal Route Number: N/A
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Submitted for approval:

DATE 2-10-10 — State Roadway Design Engineer

DATE 2-10-2010 — For State Program Delivery Engineer

DATE 2-10-2010 — Project Manager

Recommendation for approval:

DATE 03/02/2010 — Glenn Bowman/DRP (Approval on file)
State Environmental Administrator

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

DATE 3-5-2010 — State Transportation Planning Administrator

Williams, Gabrielle

From: Peters, Dave
Sent: Wednesday, March 03, 2010 11:01 AM
To: Williams, Gabrielle
Subject: FW: PI# 332975- Henry County - Revised Concept Report for your review

We can now list this one as having the Env. Administrator's "Approval on File".

Dave Peters
(404) 699-4453

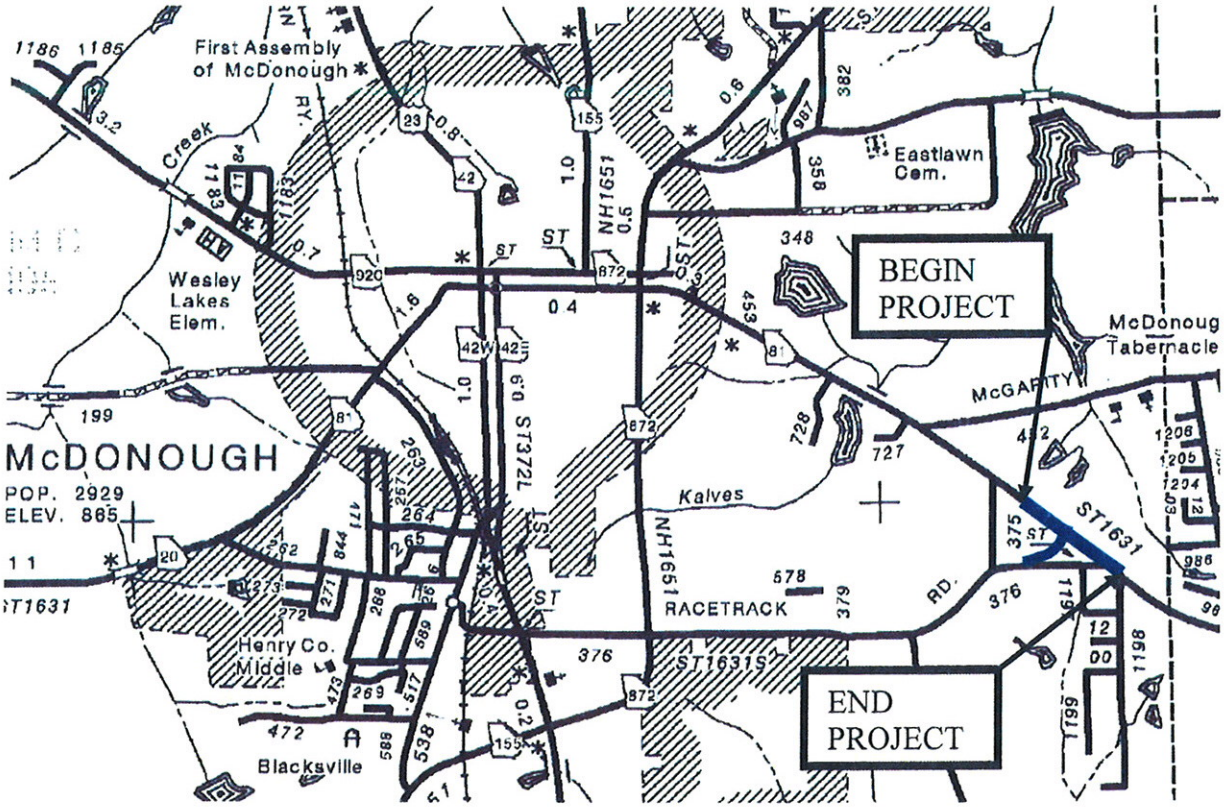
From: Bowman, Glenn
Sent: Tuesday, March 02, 2010 3:08 PM
To: Peters, Dave
Subject: Approve: PI# 332975- Henry County - Revised Concept Report for your review

If they are now going to require the Env. Administrator signature on these it would really be nice if we add a new paragraph or so in the body of "Potential environmental consequences" regarding the proposed change. For a project like this I would think it could be real short such as "a lessening of environmental impacts overall due to a reduced footprint," or a more detailed account by discipline history, ecology, etc. What do you think?

Glenn Bowman, P.E.
State Environmental Administrator
Georgia Department of Transportation
600 West Peachtree Street, NW, Atlanta, GA 30308
Phone: 404-631-1101 Fax: 404-631-1916

SITE LOCATION MAP

SR 81 @ CR 376 (Racetrack Road)
Henry County
STP00-0163-01(022)
P.I. NO. 332975



N ↑ **N.T.S.**

REVISED PROJECT CONCEPT REPORT

Need and Purpose: The purpose of this project is to improve the safety and operation of the intersection of SR 81 with Racetrack Road in Henry County. SR 81 is a major west/east route that runs from the city of McDonough in Henry County east to the city of Covington in Newton County. Racetrack Road is a county road that circulates mostly residential traffic around the city of McDonough to SR 81. Turn lanes in the corridor will provide safer operating conditions for thru traffic. Currently Racetrack Road enters SR 81 at a skew of 50 degrees. Realigning the intersection to 90 degrees to form a "T" intersection and adding turn lanes in conjunction with a stop and go traffic signal will improve operational efficiency at the intersection, thus improving the overall operation of traffic flow. This project will provide both safety and operational benefits as well as provide the public with a safer driving environment.

Project location: The intersection of SR 81 @ CR 376/Racetrack Road is located approximately 1.41 miles east of the McDonough City limits and 10.72 miles west of the Newton County line.

Description of the approved concept:
SR 81: Widening 12 feet on the north side to provide for a left turn lane, and 12 feet on the south side to provide for a right turn lane, with 10-foot shoulders (4 foot paved/6 foot grass), a 12-foot front slope and a 4-foot flat bottom ditch to give a clear zone width of 26 feet.
CR 376/Racetrack Road: Realign roadway 90 degrees to the intersection, widening 12 feet on the eastbound side to provide for right turn lane with 10-foot shoulder (4 foot paved/6 foot grassed), a 12-foot front slope and a 4-foot flat bottom ditch to give a clear zone width of 26 feet.

PDP Classification: Major_____ Minor___X_____

Federal Oversight: Full Oversight ( ), Exempt (X), State Funded ( ), or Other ( )

Functional Classification:
SR 81: Urban Principal Arterial
CR 376/Racetrack Road: Urban Minor Arterial

U. S. Route Number(s): N/A **State Route Number(s): SR 81**

Traffic (AADT) as shown in the approved concept:
Base Year: (2007) 20,300 Design Year: (2027) 42,400

Updated traffic data (AADT):
Base Year: (2011) 28,400 Design Year: (2031) 52,700

Approved Programmed/Schedule:
P.E. 2003 R/W: LOCL Construction: LUMP

VE Study Required **Yes ( )** **No (X)**

Benefit/Cost Ratio N/A

Is the project located in an Ozone Non-attainment area? Yes (X) No ( )
Is the project in a PM2.5 Non-Attainment area? Yes (X) No ( )
This project is an operational and safety improvement project. Both SR 81 and CR 376/Racetrack Road have two through lanes (one lane in each direction) in the before and after condition. Because of this, the network schematic for conforming lanes is not included with this report.

Approved Features:	**Proposed Features:**
Typical Section The approved concept report, previously revised on February 9, 2005, shows a 10-foot rural shoulder. This causes significant impact to the surrounding areas and impacts several proposed commercial developments at the intersection. Angle of Intersection CR 376/Racetrack Road 90°	Typical Section The proposed revised typical section provides a 16-foot urban shoulder with 5-foot sidewalks on both SR 81 and CR 376/Racetrack Road. A two foot operational offset is included on SR 81 where there is no turn lane. Angle of Intersection CR 376/Racetrack Road CR 376/Racetrack Road will be realigned to intersect SR 81 at an 80° angle which meets current standards.
Reason for Change: This will lessen right of way impacts and facilitate economic growth in the fast growing metro Atlanta suburb. In addition the functional classification of both intersection roadways have changed from rural to urban since the original and first revised concepts were approved.	

Updated Cost Estimate	
Construction including Engineering and Inspection	$1,296,843.92
Fuel Adjustment	$233,655.22
Right-of-Way	$436,000.00
Utilities (reimbursable)	$0
Utility Contingencies	$0
Environmental Mitigation	$0

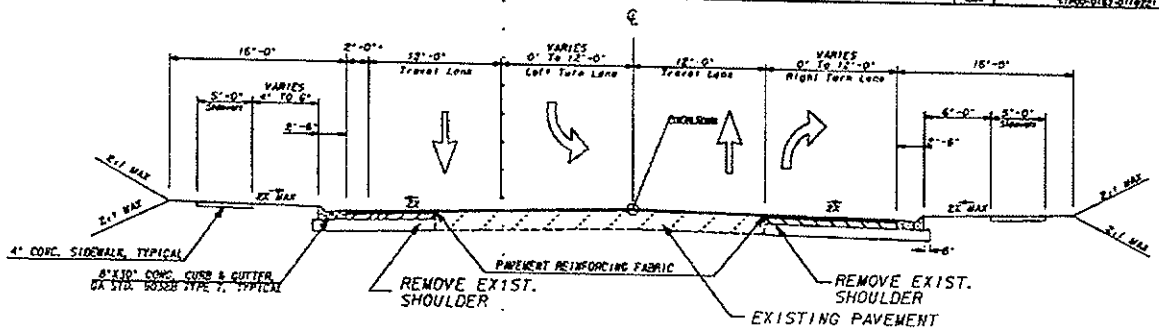
Recommendation: It is recommended that the proposed revision to the concept be approved for implementation.

Attachments:

1. Sketch Map
2. Typical Sections
3. Updated Cost Estimates

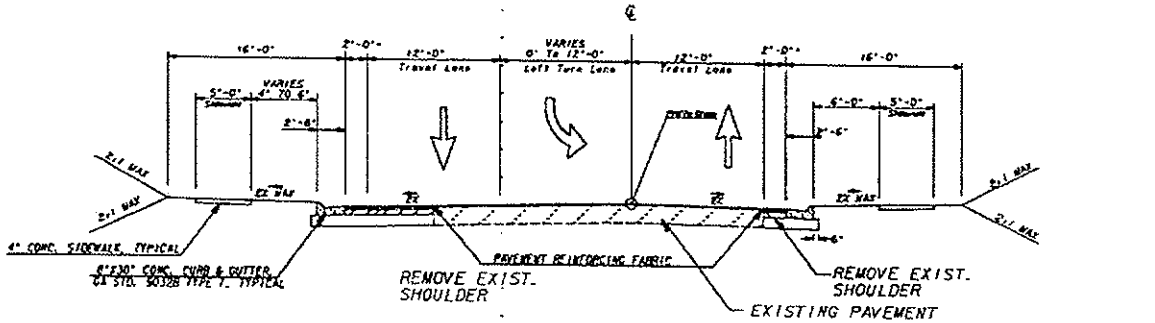
Concur: _____
Director of Engineering

Approve: _____ Date: 3/24/2010
Chief Engineer



TYPICAL SECTION #1
SR 81
STATION 13+00.00 to 21+00.00
STATION 24+26.51 to 28+25.00

* WHERE THERE IS NO TURN LANE, 2' OF ADDITIONAL PAVEMENT IS REQUIRED FOR AN OPERATIONAL OFFSET



TYPICAL SECTION #2
SR 81
STATION 21+00.00 to 24+26.51
STATION 28+25.00 to 36+00.00
(SEE PLANS FOR SUPERELEVATION)

- 2' OF ADDITIONAL PAVEMENT REQUIRED FOR AN OPERATIONAL OFFSET

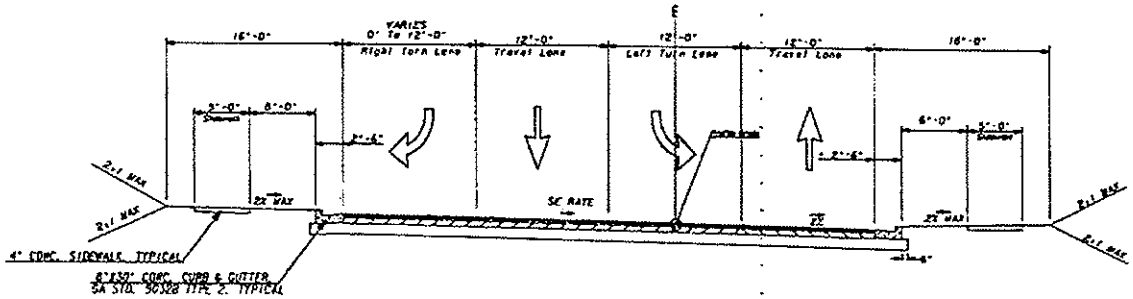
GEORGIA
DEPARTMENT
OF
TRANSPORTATION

NOT TO SCALE

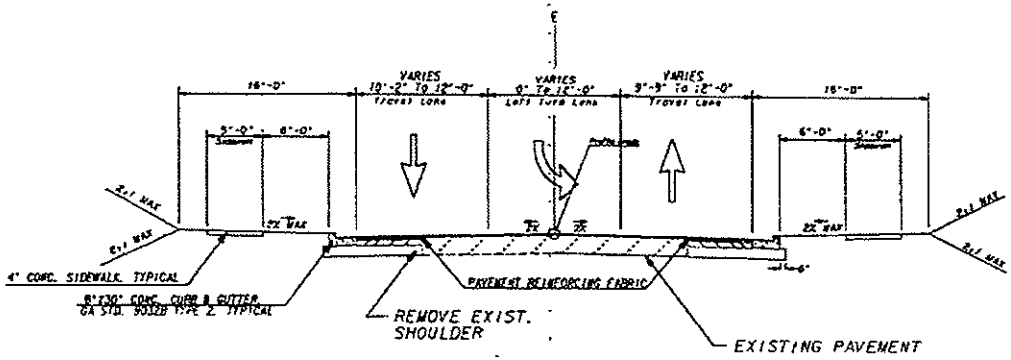
REVISION DATES

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE: PROGRAM DELIVERY
TYPICAL SECTIONS
SR 81 @ CR 376/RACETRACK RD
HENRY COUNTY

DRAWING No. 5-001



TYPICAL SECTION #3
SUPERELEVATION
CR 376/RACETRACK ROAD
STATION 60+00 TO 65+00



TYPICAL SECTION #4
CR 376 (RACETRACK ROAD)
STATION 65+00 TO 70+38.67
(SEE PLANS FOR SUPERELEVATION)

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA	[illegible]		

GEORGIA
DEPARTMENT
OF
TRANSPORTATION

NOT TO SCALE

REVISION DATES

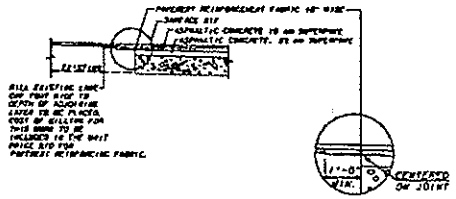
STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE: PROGRAM DELIVERY
TYPICAL SECTIONS
SR 81 @ CR 376/RACETRACK RD
HENRY COUNTY

DRAWING NO. 5-002

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA	STP00-0182-01(022)		

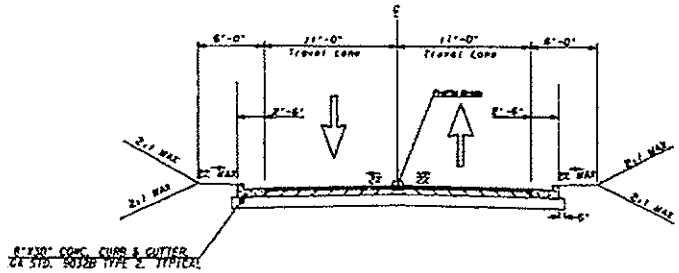
TYPICAL SECTION DETAIL TO BE USED WHEN EXISTING PAVEMENT IS TO BE RESURFACED WITH TWO INCHES OR MORE OF ASPHALTIC CONCRETE

TYPICAL SECTION DETAIL TO BE USED WHEN EXISTING PAVEMENT IS TO BE RESURFACED WITH LESS THAN TWO INCHES OF ASPHALTIC CONCRETE

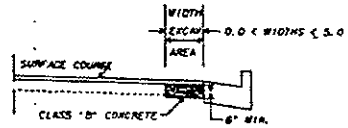


SLOPE CONTROLS		
SLOPE	CUT	FILL
4:1	—	0-10'
2:1	ALL	OVER 10'

2:1 FILL SLOPES OVER 6' HIGH REQUIRE GUARDRAIL SEE CROSS SECTIONS FOR MORE DETAILED SLOPE DETAILS



TYPICAL SECTION #5
CHURCHILL WAY STATION 80+00 TO 82+00.00
STEEPLECHASE DRIVE STATION 90+00 TO 91+77.66



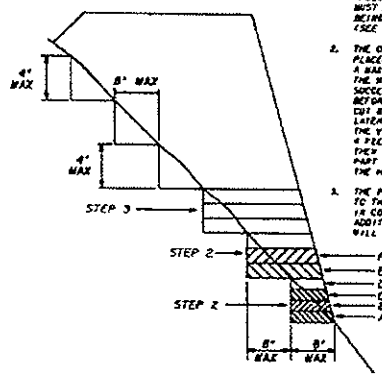
NO SCALE
CLASS "B" CONCRETE BASE OR PAVEMENT WIDENING
- Item Code 500-9999 - Cu. Yds.

In excavated areas between the existing paving and new curb and gutter that are 5'-0" or less in width, Class "B" concrete shall be placed in lieu of the base and paving specified by the typical section. Payment will be made under "Class B Concrete Base and Pavement Widening".

In excavated areas greater than 5'-0" in width, the Contractor shall place base and paving as specified on the typical section.

See plans for details of curb and gutter construction.

1. WHERE THE EMBANKMENT IS TO BE PLACED ON A HILLSIDE OR ANOTHER EXISTING EMBANKMENT HAVING A SLOPE OF 3 TO 1 OR STEEPER, THE FOUNDATION MUST BE BENCHED WHILE THE EMBANKMENT IS BEING MADE. (SEE DIAGRAM AT LEFT)
2. THE DIAGRAM SHOWS THAT BEFORE LAYER "A" IS PLACED THE FIRST STEP 3:1 IS CUT INTO THE SLOPE A MAXIMUM DISTANCE OF ABOUT 8 FEET (ABOUT ½ THE WIDTH OF THE TYPICAL 0-8 BULLDOZER BLADE). SUCCESSIVE LAYERS B, C, AND D ARE THEN PLACED. BEFORE LAYER "E" IS PLACED, THE SECOND STEP IS CUT 8 FEET INTO THE SLOPE AND SUCCESSIVE LAYERS ARE AGAIN PLACED. IF IT IS ANTICIPATED THAT THE VERTICAL PART OF THE STEP WILL EXCEED 4 FEET IF A 8 FEET HORIZONTAL CUT IS MADE, THEN THE ACTUAL CUT STOPS WHEN THE VERTICAL PART REACHES A MAXIMUM OF 4 FEET ALLOWING THE HORIZONTAL DISTANCE TO VARY.
3. THE PROCESS OF BENCHING IS CONSIDERED INCIDENTAL TO THE ITEM OF UNCLASSIFIED EXCAVATION AND BORROW IN CONSTRUCTION OF THE EMBANKMENT AND NO ADDITIONAL MEASUREMENT OF QUANTITY OR PAYMENT WILL BE MADE FOR BENCHING.



BENCHING DETAIL
NOT TO SCALE

ALLOWABLE RANGES TABLE

FOR THIS PROJECT, CROSS SLOPES THAT ARE BUILTTO TO "BEST FIT" EXISTING PAVEMENT SLOPES ARE SUBJECT TO THE FOLLOWING LIMITS:

A. NORMAL CROWN

SECTION WITH GRADES 0.30 OR GREATER	SECTION WITH GRADES LESS THAN 0.30
0.0150 FT/FT - MINIMUM 0.0200 FT/FT - DESIRABLE 0.0250 FT/FT - MAXIMUM	0.0150 FT/FT - MINIMUM 0.0200 FT/FT - DESIRABLE 0.0300 FT/FT - MAXIMUM

B. SUPERELEVATION RATE

S.C. RATE SHOWN ON PLANS OR BE MADE EXISTING IN FIELD WHICHEVER IS GREATER.

C. SUPERELEVATION TRANSITION LENGTH (LENGTH FROM FLAT POINT TO FULL SE)

	RATE OF CHANGE	CORRESPONDING DIFFERENCE IN GRADE BETWEEN PIVOT POINT AND EDGE OF PAVEMENT
MINIMUM	1:150	0.67%
DESIRABLE	1:200	0.50%
MAXIMUM	1:300	0.33%

LENGTH SHALL BE SET TO AVOID CREATING A FLAT GUTTER GRADE ON LOW SIDE AND TO AVOID FLAT CROSS SLOPES AT OR NEAR THE LOW POINT OF VERTICAL CURVES.

D. POSITIONING OF SUPERELEVATION TRANSITION LENGTH ON SIMPLE CURVES

SIDE OF TRANSITION INSIDE CURVE - MAXIMUM
SIDE OF TRANSITION INSIDE CURVE - DESIRABLE
SIDE OF TRANSITION INSIDE CURVE - MINIMUM

NOTE: CROWN "TIPS-OUT" SHALL BE AT THE SAME RATE AS THE SE TRANSITION.

E. SMOOTHING OF BREAKS IN CURB PROFILE AT BEGIN AND END OF TRANSITION SHALL BE ACCOMPLISHED BY VERTICAL CURVE WITH A MINIMUM LENGTH (IN FEET) EQUAL TO THE SPEED DESIGN (IN MPH).

				REVISION DATES
		GEORGIA DEPARTMENT OF TRANSPORTATION	NOT TO SCALE	

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE-PROGRAM DELIVERY
TYPICAL SECTIONS
SR 81 @ CR 376/RACETRACK RD
HENRY COUNTY

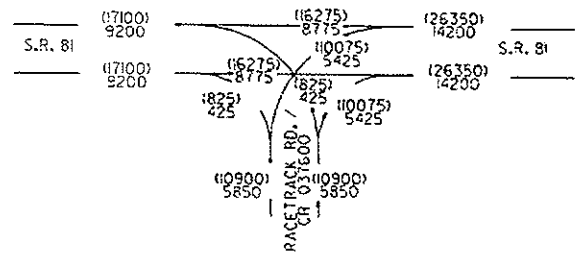
DRAWING NO. 5-003

SHEET 1 OF 1

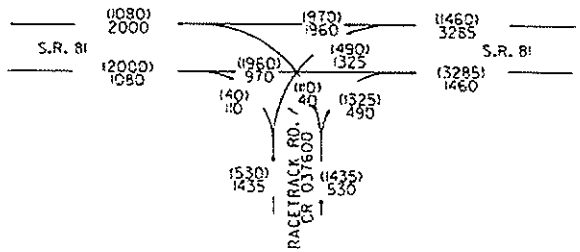
HENRY COUNTY

GEORGIA DEPARTMENT OF TRANSPORTATION
OFFICE OF ENVIRONMENT/LOCATION

N



2031 ADT = (000)
2011 ADT = 000
24 HOUR T. = 4.0%
S.U. = 3.0%
COMB. = 1.0%



2031 PM DHV = (000)
2031 AM DHV = 000
T. = 3.5%

STP00-0163-01(022)
P.I. # 332975
HENRY COUNTY

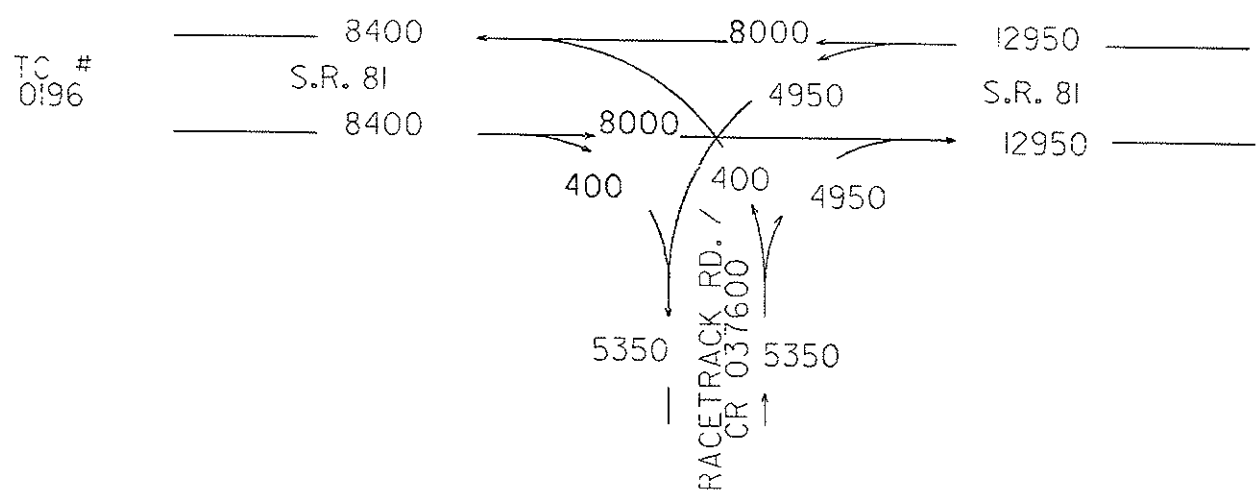
S.R. 81 @ CR 376/
RACETRACK RD

AMM
07/09

SHEET 1 OF 1

HENRY COUNTY

GEORGIA DEPARTMENT OF TRANSPORTATION
OFFICE OF ENVIRONMENT/LOCATION



STP00-0163-01(022)
P.I. # 332975
HENRY COUNTY

S.R. 81 @ CR 376/
RACETRACK RD

2008 EXISTING
TRAFFIC

AMK
01/09

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE PROJECT No. STP00-0163-01(022), Henry County
SR 81 @ CR 376/Racetrack Road
P.I. No. 332975

OFFICE Program Delivery

DATE 2/8/2010

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

TO Ronald E. Wishon Acting Project Review Engineer

SUBJECT REVISIONS TO PROGRAMMED COSTS

PROJECT MANAGER Kimberly Nesbitt

MNGT LET DATE 6/18/2010

MNGT R/W DATE 5/16/2008

PROGRAMMED COST (TPro W/OUT INFLATION)		**LAST ESTIMATE UPDATE**
CONSTRUCTION	$1,445,000.00	DATE 2/7/2007
RIGHT OF WAY	$436,000	DATE 6/4/2008
UTILITIES	$0	DATE Select Date

REVISED COST ESTIMATES

CONSTRUCTION*	$1,530,499.13
RIGHT OF WAY	$436,000
UTILITIES**	$0

* Costs contain 5% Engineering and Inspection and 0% Construction Contingencies and Fuel and Liquid AC Adjustments.

** Costs contain __% contingency.

REASON FOR COST INCREASE Updated quantities for final plans.

CONTINGENCY SUMMARY

Construction Cost Estimate:	$1,235,089.45 (Base Estimate)	
Engineering and Inspection:	$61,754.47	(Base Estimate x 5 %)
Construction Contingency:	$0	(Base Estimate x 0 %) (The Construction Contingency is based on the Project Improvement Type in TPro.)
Total Fuel Adjustment	$ 72,070.72	(From attached worksheet)
Total Liquid AC Adjustment	$ 161,584.49	(From attached worksheet)
Construction Total:	$1,530,499.13	
Utility Cost Estimate:	$Enter Value	
Utility Contingency:	$Enter Value ___ %	
Utility Total:	$Enter Value	

REIMBURSABLE UTILITY COST

Utility Owner	Reimbursable Costs

Attachments

Estimate Report for file "332975 FFPR 1-29-10"

Section ROADWAY ITEMS

Item Number	Quantity	Units	Unit Price	Item Description	Cost
150-1000	1	LS	55000.0	TRAFFIC CONTROL - STP00-0163-01(022)	55000.0
210-0100	1	LS	125000.0	GRADING COMPLETE - STP00-0163-01(022)	125000.0
310-1101	6647	TN	14.87	GR AGGR BASE CRS, INCL MATL	98840.89
318-3000	170	TN	16.89	AGGR SURF CRS	2871.3
402-1812	825	TN	59.21	RECYCLED ASPH CONC LEVELING, INCL BITUM MATL & H LIME	48848.25
402-3121	2490	TN	54.01	RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	134484.9
402-3130	457	TN	59.87	RECYCLED ASPH CONC 12.5 MM SUPERPAVE, GP 2 ONLY, INCL BITUM MATL & H LIME	27360.59
402-3190	768	TN	58.0	RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2,INCL BITUM MATL & H LIME	44544.0
402-4510	874	TN	63.37	RECYCLED ASPH CONC 12.5 MM SUPERPAVE, GP 2 ONLY, INCL POLYMER-MODIFIED BITUM MATL & H LIME	55385.38
413-1000	1615	GL	1.73	BITUM TACK COAT	2793.95
432-0206	8469	SY	1.25	MILL ASPH CONC PVMT, 1 1/2 IN DEPTH	10586.25
441-0014	160	SY	21.87	DRIVEWAY CONCRETE, 4 IN TK	3499.20
441-0104	3640	SY	23.64	CONC SIDEWALK, 4 IN	86049.6
441-4020	176	SY	35.26	CONC VALLEY GUTTER, 6 IN	6205.75
441-6222	2710	LF	11.76	CONC CURB & GUTTER, 8 IN X 30 IN, TP 2	31869.6
441-6740	4375	LF	10.66	CONC CURB & GUTTER, 8 IN X 30 IN, TP 7	46637.5
446-1100	4980	LF	3.01	PVMT REINF FABRIC STRIPS, TP 2, 18 INCH WIDTH	14989.8
500-9999	130	CY	157.93	CLASS B CONC, BASE OR PVMT WIDENING	20530.9
550-1180	3072	LF	29.13	STORM DRAIN PIPE, 18 IN, H 1-10	89487.36
550-1240	373	LF	35.46	STORM DRAIN PIPE, 24 IN, H 1-10	13226.58
550-1300	105	LF	41.61	STORM DRAIN PIPE, 30 IN, H 1-10	4369.05
550-1360	39	LF	49.93	STORM DRAIN PIPE, 36 IN, H 1-10	1947.27
550-2180	44	LF	21.68	SIDE DRAIN PIPE, 18 IN, H 1-10	953.92
550-2240	44	LF	28.11	SIDE DRAIN PIPE, 24 IN, H 1-10	1236.84
550-3318	2	EA	616.85	SAFETY END SECTION 18 IN, STORM DRAIN, 4:1 SLOPE	1233.7
550-3324	2	EA	746.15	SAFETY END SECTION 24 IN, STORM DRAIN, 4:1 SLOPE	1492.3
550-4218	1	EA	445.27	FLARED END SECTION 18 IN, STORM DRAIN	445.27
550-4224	1	EA	551.46	FLARED END SECTION 24 IN, STORM DRAIN	551.46
550-4230	2	EA	725.01	FLARED END SECTION 30 IN, STORM DRAIN	1450.02
550-4236	1	EA	920.82	FLARED END SECTION 36 IN, STORM DRAIN	920.82
632-0003	2	EA	6817.61	CHANGEABLE MESSAGE SIGN, PORTABLE, TYPE 3	13635.22
634-1200	33	EA	85.4	RIGHT OF WAY MARKERS	2818.20
643-0010	2000	LF	5.58	FIELD FENCE WOVEN WIRE	11160.0
643-8000	2	EA	470.77	GATE, FIELD FENCE -	941.54
643-8200	120	LF	1.88	BARRIER FENCE (ORANGE), 4 FT	225.6
668-1100	34	EA	2117.93	CATCH BASIN, GP 1	72009.62
668-1110	18	LF	149.49	CATCH BASIN, GP 1, ADDL DEPTH	2690.82
668-2100	8	EA	1821.91	DROP INLET, GP 1	14575.28
668-4300	1	EA	1965.96	STORM SEWER MANHOLE, TP 1	1965.96
668-4311	1	LF	181.3	STORM SEWER MANHOLE, TP 1, ADDL DEPTH, CL 1	181.3
				Section Sub Total:	**$1,053,016.00**

Section TEMPORARY EROSION CONTROL

Item Number	Quantity	Units	Unit Price	Item Description	Cost
163-0232	5	AC	291.16	TEMPORARY GRASSING	1455.80
163-0240	142	TN	141.98	MULCH	20161.16
163-0300	2	EA	932.66	CONSTRUCTION EXIT	1865.32
163-0503	6	EA	368.6	CONSTRUCT AND REMOVE SILT CONTROL GATE, TP 3	2211.60
163-0520	200	LF	12.43	CONSTRUCT AND REMOVE TEMPORARY PIPE SLOPE DRAIN	2486.0
163-0528	280	LF	2.79	CONSTRUCT AND REMOVE FABRIC CHECK DAM - TYPE C SILT FENCE	781.2

163-0550	37	EA	145.08	CONSTRUCT AND REMOVE INLET SEDIMENT TRAP	5367.96
165-0030	3895	LF	0.63	MAINTENANCE OF TEMPORARY SILT FENCE, TP C	2453.85
165-0041	140	LF	1.65	MAINTENANCE OF CHECK DAMS - ALL TYPES	231.0
165-0087	6	EA	99.23	MAINTENANCE OF SILT CONTROL GATE, TP 3	595.38
165-0101	2	EA	432.2	MAINTENANCE OF CONSTRUCTION EXIT	864.4
165-0105	37	EA	52.5	MAINTENANCE OF INLET SEDIMENT TRAP	1942.5
167-1000	3	EA	409.97	WATER QUALITY MONITORING AND SAMPLING	1229.91
167-1500	18	MO	508.17	WATER QUALITY INSPECTIONS	9147.06
171-0030	7790	LF	2.65	TEMPORARY SILT FENCE, TYPE C	20643.5
				Section Sub Total:	**$71,436.64**

Section PERMANENT EROSION CONTROL

Item Number	Quantity	Units	Unit Price	Item Description	Cost
603-2024	60	SY	42.33	STN DUMPED RIP RAP, TP 1, 24 IN	2539.79
603-2182	80	SY	32.56	STN DUMPED RIP RAP, TP 3, 24 IN	2604.8
603-7000	140	SY	3.36	PLASTIC FILTER FABRIC	470.4
700-6910	9	AC	667.95	PERMANENT GRASSING	6011.55
700-7000	18	TN	52.94	AGRICULTURAL LIME	952.92
700-7010	23	GL	15.9	LIQUID LIME	365.7
700-8000	7	TN	360.45	FERTILIZER MIXED GRADE	2523.15
700-8100	450	LB	2.22	FERTILIZER NITROGEN CONTENT	999.00
710-9000	1700	SY	2.38	PERMANENT SOIL REINFORCING MAT	4046.0
716-2000	2220	SY	0.94	EROSION CONTROL MATS, SLOPES	2086.79
				Section Sub Total:	**$22,600.12**

Section SIGNING AND PAVEMENT MARKING

Item Number	Quantity	Units	Unit Price	Item Description	Cost
636-1020	54	SF	13.48	HIGHWAY SIGNS, TP 1 MATL, REFL SHEETING, TP 3	727.92
636-1033	132	SF	18.17	HIGHWAY SIGNS, TP 1 MATL, REFL SHEETING, TP 9	2398.44
636-2070	169	LF	6.93	GALV STEEL POSTS, TP 7	1171.16
636-2080	216	LF	8.94	GALV STEEL POSTS, TP 8	1931.04
653-0120	16	EA	68.7	THERMOPLASTIC PVMT MARKING, ARROW, TP 2	1099.2
653-1501	8449	LF	0.31	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, WHITE	2619.19
653-1502	11406	LF	0.33	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, YELLOW	3763.98
653-1704	115	LF	3.59	THERMOPLASTIC SOLID TRAF STRIPE, 24 IN, WHITE	412.84
653-1804	930	LF	1.69	THERMOPLASTIC SOLID TRAF STRIPE, 8 IN, WHITE	1571.7
653-3501	660	GLF	0.22	THERMOPLASTIC SKIP TRAF STRIPE, 5 IN, WHITE	145.2
653-3502	848	GLF	0.26	THERMOPLASTIC SKIP TRAF STRIPE, 5 IN, YELLOW	220.48
653-6004	168	SY	2.55	THERMOPLASTIC TRAF STRIPING, WHITE	428.4
653-6006	1846	SY	2.65	THERMOPLASTIC TRAF STRIPING, YELLOW	4891.9
654-1001	151	EA	2.97	RAISED PVMT MARKERS TP 1	448.47
654-1003	48	EA	3.35	RAISED PVMT MARKERS TP 3	160.8
				Section Sub Total:	**$21,990.74**

Section TRAFFIC SIGNAL

Item Number	Quantity	Units	Unit Price	Item Description	Cost
639-5000	4	EA	5344.93	PRESTRESSED CONC STRAIN POLE, TP - IV	21379.72
647-1000	1	LS	44306.58	TRAFFIC SIGNAL INSTALLATION NO - 1	44306.58
647-2130	1	EA	359.65	PULL BOX, PB-3	359.65
				Section Sub Total:	**$66,045.95**

Total Estimated Cost: $1,235,089.45

Subtotal Construction Cost	**$1,235,089.45**
E&C Rate 5.0 %	$61,754.47
Inflation Rate 0.0 % @ 0 Years	$0.00
Total Construction Cost	**$1,296,843.92**
Right Of Way	0.00
ReImb. Utilities	0.00
Grand Total Project Cost	**$1,296,843.92**

Date 2/8/2010

P.I. Number 332975- County Henry

Project Number STP00-0163-01(0022)

Special Provision, Section 109-Measurement and Payment

FUEL PRICE ADJUSTMENT (*ENGLISH 125% MAX*)

ENTER FPL DIESEL	2.772
ENTER FPM DIESEL	6.237

ENTER FPL UNLEADED	2.538
ENTER FPM UNLEADED	5.7105

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

INCREASE ADJUSTMENT	INCREASE ADJUSTMENT
125.00%	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)	6647.000	0.29	1927.63	0.24	1595.28	
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)	5414.000	2.90	15700.60	0.71	3843.94	
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
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=	17628.23	SUM QF UNLEADED=	5439.22

DIESEL PRICE ADJUSTMENT($)	$56,195.27
UNLEADED PRICE ADJUSTMENT($)	$15,875.45

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 485 **ENTER APM** 1091.25

125.00%	INCREASE ADJUSTMENT

L.I.N.	TYPE	TACK (GALLONS)	TACK (TONS)	REMARKS
413-1000		1615	6.9366	

TMT = 6.9366

PRICE ADJUSTMENT($)	$4,037.09

400 / 402 ASPHALT CEMENT PRICE ADJUSTMENT 125% MAX

ENTER APL 485 **ENTER APM** 1091.25

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
402-1812	4.75 mm	825	5.00	41.25	Leveling
402-3121	25 mm SP	2490	5.00	124.50	
402-3130	12.5 mm SP	457	5.00	22.85	
402-3190	19 mm SP	768	5.00	38.40	
402-4510	12.5 mm SP	874	5.00	43.70	Polymer-modified
			5.00		
			5.00		
			5.00		
			5.00		
			5.00		
			5.00		
			5.00		
			5.00		
			5.00		
			5.00		
			TMT =	270.70	

PRICE ADJUSTMENT($)	$157,547.40

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

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

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

ENTER APL 485 ENTER APM 1091.25

125.00%	INCREASE ADJUSTMENT

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($)	

ADJUSTMENT SUMMARY

FUEL PRICE ADJUSTMENT (*ENGLISH 125% MAX*)

DIESEL PRICE ADJUSTMENT($)	$56,195.27
UNLEADED PRICE ADJUSTMENT($)	$15,875.45
ASPHALT CEMENT PRICE ADJUSTMENT (BITUMINOUS TACK COAT 125% MAX)	$4,037.09
400 / 402 ASPHALT CEMENT PRICE ADJUSTMENT 125% MAX	$157,547.40
ASPHALT CEMENT PRICE ADJUSTMENT FOR BITUMINOUS TACK COAT(Surface Treatment 125% MAX)	

REMARKS:

TOTAL ADJUSTMENTS	$233,655.22

DWM 10/06