

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE: IM000-0000-00(689)(690) Camden Chatham **OFFICE:** Engineering Services
P.I. Nos.: 0000689 & 0000690
I-95 Welcome Centers **DATE:** September 15, 2009

FROM: Ronald E. Wishon, Project Review Engineer *REW*

TO: Brent Story, PE, State Road and Airport Design Engineer
Attn.: Clay Bastian

SUBJECT: IMPLEMENTATION OF VALUE ENGINEERING STUDY ALTERNATIVES

The VE Study for the above projects was held July 7-10, 2009. Responses were received on September 1, 2009. Recommendations for implementation of Value Engineering Study Alternatives are indicated in the table below. The Project Manager shall incorporate the VE alternatives recommended for implementation to the extent reasonable in the design of the project.

Northbound Camden Welcome Center – Full Oversight				
ALT #	Description	Potential Savings/LCC	Implement	Comments
A-1	Revise traffic circulation patterns.	Design Suggestion	No	The goal of the design is to have the building face the interstate and for car traffic to enter the facility at the front of the building.
A-4	Revise the pavement design. Use asphalt pavement for the car only areas.	Proposed = \$1,134,000 Actual = \$413,150	Yes	OMR has validated the preferred car park pavement design and the alternate car park pavement design proposed by the Project Manager. See attached tables for the new pavement design.
B-1	Reuse existing pavement and reduce grading complete item.	\$3,759,000	No	The proposed design plans to raise the building elevation to reduce the existing flooding and improve the operation of the sanitary sewer system. This prohibits the re-use of a majority of the existing pavement.
C-1	Use obliterated concrete pavement in place of GAB.	\$1,138,900	Yes	The construction office indicated that this is generally a contractor request; however, the Project Manager will add a note instructing the contractor to use available obliterated concrete pavement in lieu of GAB.

D-3	Use narrower drive and parking aisles.	\$169,000	No	While this recommendation would reduce the widths of the parking spaces to AASHTO minimums, the proposed design allows for trucks and motor homes that miss the truck parking area. FHWA commented that "...AASHTO states that greater than minimum widths may be desirable and the recommendation does not save a significant amount."
E-1	Reduce scope of landscaping/site plan.	\$287,600	No	Both GDOT and the Department of Economic Development are opposed to changes that would reduce the proposed landscaping. See attached email for further explanation.
I-1	Use asphalt sidewalks.	\$154,000	No	Asphalt sidewalks are not aesthetically pleasing and would become a maintenance issue.

Southbound Chatham Welcome Center - Exempt

ALT #	Description	Potential Savings/LCC	Implement	Comments
A-1.1	Revise traffic circulation patterns – Option 1.	Design Suggestion	No	This alternate includes an area of opposing traffic which would create confusion and conflict.
A-1.2	Revise traffic circulation patterns – Option 2.	Proposed = (-\$23,000) Cost increase Actual = (-\$191,000) Cost increase	No	The VE Study report did not include the cost of additional full depth pavement that would be required.
D-1	Reduce scope of landscaping/site plan.	\$208,100	No	Both GDOT and the Department of Economic Development are opposed to changes that would reduce the proposed landscaping. See attached email for further explanation.
F-1	Eliminate 30" RCP and use ditch for drainage.	\$51,000	No	The required ditch depth would create a very wide ditch utilizing 2:1 slopes. This would impact the embankment of I-95, including an overhead sign structure and guardrail.

G-1	Revise the pavement design in car parking and ramp areas.	Proposed = \$111,500 Actual = \$4,222	Yes	OMR has validated the preferred car park pavement design and the alternate car park pavement design proposed by the Project Manager. See attached tables for the new pavement design.
G-2	Use narrower drive and parking aisles.	\$47,000	No	While this recommendation would reduce the widths of the parking spaces to AASHTO minimums, the proposed design allows for trucks and motor homes that miss the truck parking area. FHWA commented that "...AASHTO states that greater than minimum widths may be desirable and the recommendation does not save a significant amount."
H-1	Use asphalt sidewalks in lieu of concrete.	\$82,000	No	Asphalt sidewalks are not aesthetically pleasing and would become a maintenance issue.
I-1	Reduce the amount of curbing.	\$38,000	No	The curbing indicates a lower speed facility. As vehicles enter the welcome center, drivers should slow down and become aware of pedestrians.

Below are comments submitted by FHWA and the Project Managers response to those comments.

1. Modified access to the Camden Welcome Center from I-95 may require an IMR or increased traffic analysis.

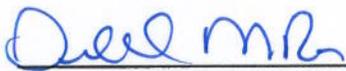
Response: Waiver to IMR requirement was granted in June 2006. Additional traffic analysis was performed in relation to separating the existing combined Welcome Center/St. Mary's Road exit.

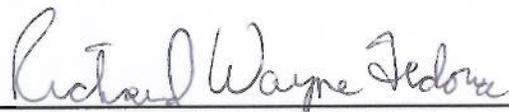
2. GDOT is currently considering closure of several rest areas. Is GDOT committed to keeping these welcome centers open permanently? If GDOT is not sure about this, would it be prudent to postpone these projects or perform a less expensive improvement?

Response: Yes, GDOT is committed to keeping the I-95/Welcome/Visitor Centers open indefinitely; however, both projects are being postponed until their priority and funding is established. The goal is to complete all design and place on "SHELF" status.

Additional information was provided on September 10 and 11, 2009.

The Office of Engineering Services concurs with the Project Manager's responses.

Approved:  Date: 9/16/09
Gerald M. Ross, PE, Chief Engineer

Approved:  Date: 9/22/2009
for Rodney Barry, PE, FHWA Division Administrator

REW/LLM

Attachments

- c: FHWA - R. Wayne Fedora/Dana Robbins
Genetha Rice Singleton
Brent Story/Jim Simpson/Clay Bastian
Laura Rish
Will Murphy
Nabil Raad
Lisa Myers
Matt Sanders

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE IM000-0000-00(689) & IM000-0000-00(690) **OFFICE** Road Design
PI No.: 0000689 & 0000690
I-95 Welcome/Visitor Centers Reconstruction **DATE** September 4, 2009

FROM 
Brent Story, P.E., State Road and Airport Design Engineer

TO Ron Wishon, Project Review Engineer
Attention: Lisa Myers/Matt Sanders

SUBJECT VALUE ENGINEERING STUDY – FINAL REPORT RESPONSE

Below are the responses to the Value Engineering Study conducted on July 7-10, 2009, for the above referenced projects. Each comment was studied and addressed by the Department's Project Manager and design team.

Camden Alternative A-1:

Revise traffic circulation patterns.

COMMENTS:

The goal is to have the building face the interstate and for car traffic also to enter the facility at the front of the building. This is the reason for the proposed circulation pattern. There is no cost savings associated with this alternate and redesign of the circulation pattern would be costly and time-consuming. Implementation of this alternate is not recommended.

Camden Alternative A-4:

Revise pavement design to use asphalt for the car only areas.

COMMENTS:

In lieu of a concrete design, the Office of Materials and Research provided two possible flexible pavement designs. The "Preferred" paving; 1.25 inches 9.5 mm Superpave, 2 inches 19 mm Superpave, 3 inches 25 mm Superpave and 8 inches GAB. The "Alternate"; 1.25 inches 9.5 mm Superpave, 4 inches 19 mm Superpave, and 8 inches GAB. Both designs were estimated, the greatest savings will be realized by using the "Alternate" pavement design. Additionally, FHWA noted that addition of OGFC needs to be considered. This design will be taken to the Pavement Design Committee for approval. Implementation of this alternate is recommended.

Camden Alternative B-1:

Reuse existing pavement and reduce grading complete.

COMMENTS:

Part of the design is to raise the building elevation to eliminate or reduce the existing flooding that occurs and to improve the operation of the sanitary sewer system. This prohibits the re-use of a majority of the pavement. Implementation of this alternate is not recommended.

Camden Alternative C-1:

Use obliterated concrete pavement in place of GAB.

COMMENTS:

This alternate is usually a contractor request and would normally be allowed if the material meets specifications and reinforcing steel is removed.

Camden Alternative D-3:

Use narrower drive and parking aisles.

COMMENTS:

This idea proposes to reduce widths of parking spaces and aisles to AASHTO minimums. But, the proposed wider width allows for trucks and motor homes that may miss the truck parking area. FHWA also added that "... AASHTO states that greater than minimum widths may be desirable and the recommendation does not save a significant amount." Implementation of this alternate is not recommended.

Camden Alternative E-1:

Reduce scope of landscape/ site plan.

COMMENTS:

This alternate discussed internally and was presented to the Department of Economic Development and both Departments are opposed to changes that would reduce the current, proposed design. Implementation of this alternate is not recommended.

Camden Alternative I-1:

Use asphalt sidewalks.

COMMENTS:

Asphalt sidewalks are not aesthetically pleasing and would become a maintenance issue. Implementation of this alternate is not recommended

Chatham Alternative A-1.1:

Revise traffic circulation pattern, Option1.

COMMENTS:

This alternate includes an area of opposing traffic which would create confusion and conflict. Implementation of this alternate is not recommended.

Chatham Alternative A-1.2:

Revise traffic circulation pattern, Option 2.

COMMENTS:

This alternate would increase the cost more than what was stated in the report. The cost of the additional full depth pavement that would be required was not included nor the cost and time for redesign. Implementation of this alternate is not recommended.

Chatham Alternative D-1:

Reduce scope of landscape/ site plan.

COMMENTS:

This alternate discussed internally and was presented to the Department of Economic Development and both Departments are opposed to changes that would reduce the current, proposed design. Implementation of this alternate is not recommended.

Chatham Alternative F-1:

Eliminate 30 inch RCP and use open ditch.

COMMENTS:

The required ditch depth would create a very wide ditch utilizing 2:1 slopes which would impact the embankment of I-95, including an overhead sign structure and guardrail. Implementation of this alternate is not recommended.

Chatham Alternative G-1:

Revise pavement design.

COMMENTS:

In lieu of a concrete design, the Office of Materials and Research provided two possible flexible pavement designs. The "Preferred" paving; 1.25 inches 9.5 mm Superpave, 2 inches 19 mm Superpave, 3 inches 25 mm Superpave and 8 inches GAB. The "Alternate"; 1.25 inches 9.5 mm Superpave, 4 inches 19 mm Superpave, and 8 inches GAB. Both designs were estimated, the greatest savings will be realized by using the "Alternate" pavement design. Additionally, FHWA noted that addition of OGFC needs to be considered. This design will be taken to the Pavement Design Committee for approval. Implementation of this alternate is recommended.

Chatham Alternative G-2:

Use narrower drive and parking aisles.

COMMENTS:

This idea proposes to reduce widths of parking spaces and aisles to AASHTO minimums. But, the proposed wider width allows for trucks and motor homes that may miss the truck parking area. FHWA also added that "... AASHTO states that greater than minimum widths may be desirable and the recommendation does not save a significant amount." Implementation of this alternate is not recommended.

Chatham Alternative H-1:

Use asphalt sidewalks.

COMMENTS:

Asphalt sidewalks are not aesthetically pleasing and would become a maintenance issue. Implementation of this alternate is not recommended for implementation.

Chatham Alternative I-1:

Reduce the amount of curbing.

COMMENTS:

The curbing indicates a lower speed facility. As vehicles enter the welcome center, drivers will need to slow down and be aware of pedestrians. Implementation of this alternate is not recommended.

Additionally, FHWA provided 2 general comments to be included in this response:

1. Modified access to the Camden Welcome center from I-95 may require an IMR or increased traffic analysis.

Response: Waiver to IMR requirement was granted in June 2006. Additional traffic analysis was performed in relation to separating the existing combined Welcome Center/St. Mary's Road exit.

2. GDOT is currently considering closure of several rest areas. Is GDOT committed to keeping these welcome centers open permanently? If GDOT is not sure about this, would it be prudent to postpone these projects or perform a less expensive improvement?

Response: Yes, GDOT is committed to keeping the I-95 Welcome/Visitor Centers open indefinitely. However, both projects are being postponed until their priority and funding is established. The goal is to complete all design and place on "SHELF" status.

Please contact Project Manager, Clay Bastian at (404) 631-1610 for any additional information or comments you may have.

BAS:CCB:

Myers, Lisa

From: Bastian, Clay
Sent: Thursday, September 10, 2009 10:27 AM
To: Myers, Lisa
Cc: Simpson, Jim
Subject: RE: I-95 Welcome Centers VE Study responses
Attachments: OMR VE Pavement Design Cost Est.pdf; OMR - VE Response.pdf

Lisa,

Please see attached documents. *OMR – VE Response.pdf*, was sent to Ron Wishon August 19, 2009 and delivered to Road Design by Matt Sanders. *OMR VE Pavement Design Cost Est.pdf* was provided by the design consultant. These documents provide the information requested for items Camden A-4 and Chatham G-1.

Item Camden C-1 was discussed with James Magnus. He stated we do not specify this, however if the contractor request to use obliterated concrete pavement in place of GAB and can prove the material meets GDOT specifications with reinforcing steel removed it will be allowed. We can add to the "Project Notes" instructing the contractor to use available obliterated concrete pavement in lieu of GAB and make this a yes.

Documentation for Item Chatham A-1.2 will be forwarded when received from the design consultant.

Clay C. Bastian
Design Group Manager
Office of Road Design
Georgia Department of Transportation
Phone 404-631-1610 Fax 404-631-1949
Email cbastian@dot.ga.gov

From: Myers, Lisa
Sent: Thursday, September 10, 2009 7:08 AM
To: Bastian, Clay
Cc: Simpson, Jim
Subject: I-95 Welcome Centers VE Study responses

Clay,

I received your responses for the Welcome Center projects. I need some additional information. Please send me the additional information (it can be an email) so I can process your responses. I will also need a pdf of the letter sized plan cover sheets to attach to the letter.

Camden A-4

Your response mentioned two alternate pavement designs. Please send your revised pavement designs to AJ Jubran and let him know you need OMRs recommendation for your responses to the VE Study. AJ has a shortened process to bring these issues to the PDC without having to wait for a meeting. Please tell him you need a response as soon as possible, since we would like to get the implementation process completed by the end of September.

Project Description: CAMDEN COUNTY WELLCOME CENTER
 Project Number: IM000-0000-00(688)
 County: CAMDEN

ORIGINAL CAR PARK PAVEMENT DESIGN

Pay Item	Material	Area (sf)	Thickness (in)	Spread Rate (lbs/yrd ²)	Spread Rate (gal/yrd ²)	Original TON	Original SY	Original GAL	Unit Cost \$	Total Cost \$
438-0018	PPC PVMT CL3 CONC	98115	8				10901.67		\$41.62	453727.37
402-3190	19 mm Superpave	98115	3	330		1798.78			\$67.77	121902.98
310-5120	GAB	98567	12				10951.89		\$22.88	250579.22

TOTAL COST 826,209.57

PREFERRED CAR PARK PAVEMENT DESIGN (TABLE A)

Pay Item	Material	Area (sf)	Thickness (in)	Spread Rate (lbs/yrd ²)	Spread Rate (gal/yrd ²)	Original TON	Original SY	Original GAL	Unit Cost \$	Total Cost \$
402-3102	9.5 mm Superpave	98115	1.25	135		735.86			\$65.22	47992.95
402-3190	19 mm Superpave	98115	2	220		1199.18			\$67.77	81268.65
402-3121	25 mm Superpave	98115	3	330		1798.78			\$59.47	106873.15
310-5080	GAB	98115	8				10901.67		\$15.98	174208.63
413-1000	Bitum Tack Coat	196230			0.06			1308.2	\$2.00	2616.40

TOTAL COST 413,059.79

TOTAL SAVING \$413,149.78

ALTERNATE CAR PARK PAVEMENT DESIGN (TABLE B)

Pay Item	Material	Area (sf)	Thickness (in)	Spread Rate (lbs/yrd ²)	Spread Rate (gal/yrd ²)	Original TON	Original SY	Original GAL	Unit Cost \$	Total Cost \$
402-3102	9.5 mm Superpave	98115	1.25	135		735.86			\$65.22	47992.95
402-3190	19 mm Superpave	98115	4	440		2398.37			\$67.77	162537.31
310-5080	GAB	98115	8				10901.67		\$15.98	174208.63
413-1000	Bitum Tack Coat	95115			0.06			634.1	\$2.00	1268.20

TOTAL COST 386,007.09

TOTAL SAVING \$440,202.47

Project Description: I-95 CHATHAM COUNTY WELCOME CENTER IMPROVEMENTS
 Project Number: IM-0000-00(690)
 County: CHATHAM

ORIGINAL CAR PARK PAVEMENT DESIGN

Pay Item	Material	Area (sf)	Thickness (in)	Spread Rate (lbs/yr ²)	Spread Rate (gal/yr ²)	Original TON	Original SY	Original GAL	Unit Cost \$	Total Cost \$
402-3130	12.5 mm Superpave	42773	1.5	165		392.09			\$64.13	25144.46
402-3190	19 mm Superpave	42773	2	220		522.78			\$67.77	35428.88
402-3121	25 mm Superpave	42773	3	330		784.17			\$59.47	46634.69
310-5080	GAB	42773	8				4752.56		\$15.98	75945.84
413-1000	Bitum Tack Coat	85546			0.06			570.3067	\$2.00	1140.61
TOTAL COST										184,284.48

PREFERRED CAR PARK PAVEMENT DESIGN (TABLE A)

Pay Item	Material	Area (sf)	Thickness (in)	Spread Rate (lbs/yr ²)	Spread Rate (gal/yr ²)	Original TON	Original SY	Original GAL	Unit Cost \$	Total Cost \$
402-3102	9.5 mm Superpave	42773	1.25	135		320.80			\$65.22	20922.41
402-3190	19 mm Superpave	42773	2	220		522.78			\$67.77	35428.88
402-3121	25 mm Superpave	42773	3	330		784.17			\$59.47	46634.69
310-5080	GAB	42773	8				4752.56		\$15.98	75945.84
413-1000	Bitum Tack Coat	85546			0.06			570.3067	\$2.00	1140.61
TOTAL COST										180,072.43
TOTAL SAVING										\$ 4,222.05

ALTERNATE CAR PARK PAVEMENT DESIGN (TABLE B)

Pay Item	Material	Area (sf)	Thickness (in)	Spread Rate (lbs/yr ²)	Spread Rate (gal/yr ²)	Original TON	Original SY	Original GAL	Unit Cost \$	Total Cost \$
402-3102	9.5 mm Superpave	42773	1.25	135		320.80			\$65.22	20922.41
402-3190	19 mm Superpave	42773	4	440		1045.56			\$67.77	70857.75
310-5080	GAB	42773	8				4752.56		\$15.98	75945.84
413-1000	Bitum Tack Coat	42773			0.06			285.1533	\$2.00	570.31
TOTAL COST										168,296.31
TOTAL SAVING										\$ 15,988.17

DEPARTMENT OF TRANSPORTATION

STATE OF GEORGIA

INTERDEPARTMENTAL CORRESPONDENCE

FILE IM-0000-00(689) Camden
IM-0000-00(690) Chatham
PI Nos. 0000689 & 0000690

OFFICE Materials and Research

DATE August 19, 2009

FROM  Georgene M. Geary, P. E., State Materials and Research Engineer

TO Ronald E. Wishon, State Project Review Engineer, Atlanta
Attention: Matt Sanders

SUBJECT Value Engineering Report Response
I-95 Welcome Centers in Camden and Chatham Counties

As requested, we have reviewed the value engineering report for the aforementioned project. The report was prepared by MACTEC Engineering and Consulting, Inc. on July 22, 2009. Our comments are as follows:

1. Typically, interstate and interstate-related facilities require no less than 12 inches of graded aggregate base (GAB). We will wave this requirement for the car park areas only in order to reduce costs. We will require a GAB thickness of 8 inches, which is the current minimum thickness placed on any state road.
2. The multi-unit/ single-unit truck breakdown for the car park areas was provided in the designs prepared by this Office on June 21, 2007. We recommend the use of these values in the car park pavement designs.
3. Open-grade friction course (OGFC) is not recommended for the car park areas at the Welcome Centers.
4. We do not recommend any reduction in the pavement section for any of the ramps.
5. Typically, the initial design year is the Management Let Year plus 2 years. Therefore, we projected traffic for both designs to the initial design year of 2012.

6. If the Welcome Center in Camden County is adjusted to save the existing pavement structure, then there will likely not be enough quantities to make the full-depth reclamation proposal economical.
7. We recommend the use of the following pavement structures for the car park areas only.

PAY ITEM NUMBER	MATERIAL	COURSE	THICKNESS	SPREAD RATE
402-3102	9.5 mm Superpave	Surface	1.25 inches	135 lbs/yd ²
402-3190	19 mm Superpave	Binder	2 inches	220 lbs/yd ²
402-3121	25 mm Superpave	Asphalt Base	3 inches	330 lbs/yd ²
310-5080	Graded Aggregate Base	Base	8 inches	N/A

Table A: Preferred Car Park Pavement Design

PAY ITEM NUMBER	MATERIAL	COURSE	THICKNESS	SPREAD RATE
402-3102	9.5 mm Superpave	Surface	1.25 inches	135 lbs/yd ²
402-3190	19 mm Superpave	Binder	4 inches	440 lbs/yd ²
310-5080	Graded Aggregate Base	Base	8 inches	N/A

Table B: Alternate Car Park Pavement Design

If additional information is needed, please contact Steve Pahno of the Pavement Management Branch at 404-363-7571.

GMG: JTR: AJJ: SVP

Attachment:

Full-Depth Designs (4)

Copy: file

Sheila Hines, State Bituminous Construction Engineer, Forest Park
 Glenn W. Durrence, P.E., District Engineer, Jesup
 Bryan Czech, Area Engineer, Brunswick
 Troy Pittman, Area Engineer, Savannah

Myers, Lisa

From: Bastian, Clay
Sent: Thursday, September 10, 2009 1:14 PM
To: Myers, Lisa
Cc: Simpson, Jim
Subject: FW: I-95 Welcome Centers VE Study responses

Lisa,

Here are the numbers for Chatham A-1.2

Clay C. Bastian
Design Group Manager
Office of Road Design
Georgia Department of Transportation
Phone 404-631-1610 Fax 404-631-1949
Email cbastian@dot.ga.gov

From: McDow, Matt [<mailto:Matt.McDow@arcadis-us.com>]
Sent: Thursday, September 10, 2009 11:51 AM
To: Bastian, Clay
Subject: RE: I-95 Welcome Centers VE Study responses

Clay,

As discussed earlier, the VE team did not include the additional full depth pavement that would be required for this option. This would result in approximately:

2000 tons of GAB at \$22 / ton = \$44,000

1500 tons of asphalt at \$65 / ton = \$97,500

SUBTOTAL = \$141,500

MARKUP (13.34%) = \$18,876

TOTAL = \$160,376

TOTAL ROUNDED = \$161,000

Design fees = \$30,000

TOTAL COST = \$191,000

This cost is over and above the \$23,000 included in the report.

Matt McDow, PE | Project Manager | matt.mcdow@arcadis-us.com

ARCADIS U.S., Inc. | 2849 Paces Ferry Road, Suite 400 | Atlanta, GA, 30339

T. 770.431.8666 | M. 770.653.8525 | F. 770.435.2666

www.arcadis-us.com

ARCADIS, Imagine the result

Please consider the environment before printing this email.

From: Bastian, Clay [<mailto:cbastian@dot.ga.gov>]
Sent: Thursday, September 10, 2009 7:38 AM

Myers, Lisa

From: Bastian, Clay
Sent: Tuesday, September 15, 2009 2:35 PM
To: Myers, Lisa
Cc: Simpson, Jim
Subject: RE: I-95 Welcome Centers VE Study responses

Lisa,

Here are two reasons from Economic Development:

Department of Economic Development believes the landscape plan as is, better enhances the site and therefore the experience of visitors to the welcome center.

Department of Economic Development does not agree with the assumption, seating and picnic areas are rarely used and can be further reduced. The operators indicated the picnic areas could be reduced, which the design has done.

The VE recommendation is to eliminate portions of landscaping which is contrary to AASHTO guidelines. See below.

AASHTO: "Guide for Development of Rest Areas on Major Arterials and Freeways"

It is important to protect area visual quality, preserve natural beauty, and maintain or improve aesthetics of highway roadsides and facilities. Landscaping should help to achieve these goals and be considered integral to site selection and design. The design concept for each site should be comprehensive. Landscape design should consider site layout, public safety, native plantings, erosion control, wind and sun protection, sustainable landscape, and minimal use of water, labor and chemicals in long-term maintenance of landscape. Landscape design should begin near the beginning of the deceleration ramp, continue throughout the rest area and extend back to the highway. Landscape design elements include plant materials, hardscape materials, gradients, and alignments. These elements should flow from the highway into and from the rest area. Abrupt change detracts from unified design."

"Use of plant materials should be considered an essential part of rest area design. They offer opportunities to define spaces, provide shade, accent and direct views, and create focal points. Trees and shrubs can become architectural elements affecting climate, providing aesthetic stimulation, and creating wildlife habitat. Immediate and long-term effects of landscape development are important in design, maintenance, and site security."

"Tree and shrub plantings may reinforce circulation patterns and landforms, screen unwanted views, delineate spaces, and accentuate views and other site features. Plantings can modify the effects of wind, help control erosion on steep slopes and drainageways, and reduce such maintenance problems as drifting snow and sand. Living snow fences can reduce problems of heavy drifting and eliminate costly installation and maintenance of snow fences. Plant materials can also discourage unwanted entry into restricted areas."

If additional information is required, please let me know.

Thanks,

PRECONSTRUCTION STATUS REPORT FOR PI:0000689_0000690

PROJ ID: 0000689
COUNTY: Camden
LENGTH (MI): 0.40
PROJ NO.: IM000-0000-00(689)
PROJ MGR: Bastian, Clay
AOHD Initials: JSS
OFFICE: Road Design
CONSULTANT: Consultant Design (DOT contract)
SPONSOR: GDOT
DESIGN FIRM: ARCADIS Geraghty & Miller, Inc.

I-95 RECONSTRUCTION OF THE NORTH BOUND WELCOME CENTER
MPO: Not Urban
TIP #:
MODEL YR:
TYPE WORK: Rest Area
CONCEPT: REST AREA IMP
PROG TYPE: Reconstruction/Rehabilitation
Prov. for ITS: N
BOND PROJ.:

MGMT LET DATE: 04/20/2007
MGMT ROW DATE:
BASELINE LET DATE:
SCHED LET DATE: 1/6/2010
WHO LETS?: Prepare Plans for Shelf
LET WITH:

LATE START	LATE FINISH	TASKS	ACTUAL START	ACTUAL FINISH	%	PROGRAMMED FUNDS				Date Auth							
						Activity	Approved	Proposed	Cost		Fund	Status					
		Concept Development	6/20/2005	6/7/2006	100	PE	2001	2001	922,387.95	Q01	AUTHORIZED	12/21/2001					
		Concept Meeting	2/16/2006	2/16/2006	100	ROW	2007	2007	45,000.00	Q01	AUTHORIZED	6/27/2006					
		PM Submit Concept Report	3/27/2006	3/27/2006	100	CST	LR	2025	36,464,352.04	L010	PRECST						
		Receive Preconstruction Concept Approval	4/8/2006	4/25/2006	100												
		Management Concept Approval Complete	4/25/2006	6/7/2006	100												
	10/6/2009	Value Engineering Study	2/10/2009		82												
		Public Information Open House Held	1/17/2008	1/17/2008	100												
		Environmental Approval	2/9/2007	2/9/2007	100												
		Field Surveys/SDE	2/23/2006	11/8/2007	100												
		Preliminary Plans	2/24/2006	3/23/2007	100												
		Underground Storage Tanks	10/19/2007	11/8/2007	100												
		404 Permit Obtainment	4/9/2009	4/27/2009	100												
		PFPR Inspection	3/20/2007	3/20/2007	100												
		R/W Plans Preparation	12/29/2006	3/22/2007	100												
		R/W Plans Final Approval	2/14/2007	4/17/2007	100												
		L & D Approval	4/25/2006	6/7/2006	100												
		R/W Acquisition	3/21/2007	6/30/2008	100												
		Stake R/W	12/19/2007	1/7/2008	100												
		Soil Survey	8/7/2006	10/16/2006	100												
		Final Design	12/28/2006		87												
	10/14/2009	PFPR Inspection	11/20/2008	11/20/2008	100												
		Submit PFPR Responses (OES)	1/5/2009	1/5/2009	100												
PDD: MARCH 2000 BOARD ADD: ASSIGNED TO ROAD DESIGN. Design w/0000690 Chatham. Bridge: NO BRIDGE REQUIRED Design: (CSLT-ARCADIS) VE Study PM reply to Eng Ser - 9/4/09 EIS: CE/Avr/2-9-07/On-Sched Feb10 Let/Rish (8-28-09) LGPA: NOT APPLICABLE - OTHER FUNDS - INDUSTRY & TRADE Programming: INDUSTRY & TRADE IS CONTRIBUTING \$300K/11 2-05/12 6-06/13 11-07 Traffic Op: >CCB:TF 2 signs updated 4 plans to submit 2 FL DOT 2/09 Utility: 2nd submissions 3 of 3 to design 7-30-08 EMG: RECSTR/REHAB (WELCOME CENTER/REST AREA) Engr Services: DV req'd						ACTIVITY PE Cost Est Amt: 922,387.95 Date: 6/7/2006 ROW Cost Est Amt: 45,000.00 Date: 2/10/2009 CST Cost Est Amt: 22,385,949.00 Date: 2/10/2009						STIP AMOUNTS Activity Cost Fund PE 0.00 Q01 ROW 0.00 Q01 CST 0.00 L010					
District Comments																	

Prel. Parcel CT:	Under Review:	Released:	Total Parcel in ROW System:	Options - Pending:	Condemnations- Pend:	Cond. Filled:	Relocations:	Acquired:	Acquired by:	Acquisition MGR:	R/W Cert Date:	DEEDS CT:
1	0	1	1	0	0	0	0	1	DOT	Hall, Marie	6/30/08	1

PRECONSTRUCTION STATUS REPORT FOR PI:0000689,0000690

I-95 RECONSTRUCTION OF THE SOUTH BOUND WELCOME CENTER

PROJ ID : 0000690
 COUNTY : Chatham
 LENGTH (MI) : 0.46
 PROJ NO. : IM000-0000-00(690)
 PROJ MGR : Bastian, Clay
 AOH Initials : JSS
 OFFICE : Road Design
 CONSULTANT : Consultant Design (DOT contract)
 SPONSOR : GDOT
 DESIGN FIRM : ARCADIS Geraghty & Miller, Inc.

MPO : Savannah TMA
 TIP # : 2001-H-02
 MODEL YR :
 TYPE WORK : Rest Area
 CONCEPT : REST AREA IMP
 PROG TYPE : Reconstruction/Rehabilitation
 Prov. for ITS : N
 BOND PROJ. :

MGMT LET DATE :
 MGMT ROW DATE :
 BASELINE LET DATE :
 SCHED LET DATE : 12/17/2009
 WHO LETS? : Plans on SHELF
 LET WITH :

LATE START	LATE FINISH	TASKS	ACTUAL START	ACTUAL FINISH	%	PROGRAMMED FUNDS				Date Auth		
						Activity	Approved	Proposed	Cost		Fund	Status
		Concept Development	6/22/2005	6/1/2006	100	PE	2003	2003	966,426.02	Q01	AUTHORIZED	5/1/2003
		Concept Meeting	2/16/2006	2/16/2006	100	CST	2008	2008	13,338,478.35	L010	AUTHORIZED	11/6/2007
		Concept Submittal and Review	3/27/2006	3/27/2006	100							
		Receive Preconstruction Concept Approval	4/12/2006	4/26/2006	100							
		Management Concept Approval Complete	4/26/2006	6/1/2006	100							
		Value Engineering Study	2/10/2009		82							
		Public Information Open House Held	11/8/2007	11/8/2007	100							
		Environmental Approval	8/23/2006	8/23/2006	100							
		Field Surveys/SDE	2/23/2006	11/8/2007	100							
		Preliminary Plans	3/24/2006	3/13/2007	100							
		Underground Storage Tanks	11/2/2007	11/8/2007	100							
		PFPR Inspection	3/13/2007	3/13/2007	100							
		L & D Report Development and Approval	4/26/2006	6/1/2006	100							
		Soil Survey	8/7/2006	10/6/2006	100							
		Final Design	12/28/2006	9/6/2007	100							
		PFPR Inspection	7/12/2007	7/12/2007	100							
		PFPR Response	7/27/2007	8/20/2007	100							

STIP AMOUNTS		
Activity	Cost	Fund
PE	966,426.02	0.00
CST	13,338,478.35	0.00

District Comments

PDD: MARCH 2000 BOARD ADD. ASSIGNED TO ROAD DESIGN. Design w/0000689 Camden.
 Bridge: NO BRIDGE REQUIRED
 Design: VE Study PM Reply to Eng Ser 9/4/09
 EIS: PCE/APw/8-23-06/Re6-18-08/OnSched Feb10 LelliRish (8-28-09)
 LGPA: NOT APPLICABLE - OTHER FUNDS - INDUSTRY & TRADE
 Prog. Develop: CHANGED TO EXEMPT PER FHWA 6-09
 Programming: #1 2-05/#2 6-06/#3 2-08/#4 3-09
 Traffic Op: !FFPR sent 06/07/07 R/W
 Utility: OCD SUE
 EMG: REC/S/REHAB (REST AREA/WELCOME CENTER)

Prel. Parcel CT:	0	Total Parcel in ROW System:		Acquired by:	N/R	DEEDS CT:
Under Review:		Options - Pending:		Acquisition MGR:		
Released:		Condemnations- Pend:		R/W Cert Date:	8/4/08	