DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE: NHS00-0000-00(763) Cook
P.I. No.: 0000763
I-75 from Lowndes Co. Line to SR 37

OFFICE: Engineering Services

DATE: July 29, 2010

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

TO: Bobby K. Hilliard, PE, State Program Delivery Engineer
Attn.: Michelle Wright

SUBJECT: IMPLEMENTATION OF VALUE ENGINEERING STUDY ALTERNATIVES

The VE Study for the above project was held November 16-19, 2009. Responses were received on June 25, 2010. 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.

The responses were sent to FHWA on June 28, 2010. FHWA requested additional information about functional classifications and traffic volumes for Old Coffee Road and Adel Quitman Road. This information was sent to FHWA on July 23, 2010. FHWA then indicated that they concurred with the responses except for RD-2. After further discussion with the GDOT Project Manager, it was agreed that the paved shoulder width should remain as proposed in the plans.

ALT #	Description	Potential Savings/LCC	Implement	Comments
BR-1	Use an 8 ft shoulder in lieu of a 10 foot shoulder on the bridges	$300,229	Yes	This will be done.
BR-2	Use two span structures with MSE walls in lieu of four span structures	$826,120	No	The VE Team did not consider the lower bridge costs, availability of MSE backfill material, additional MSE backfill material, additional costs for stage construction including multiple stages of shoring, additional construction due to staging, side-barrier, barrier transitions and guardrail as well as future maintenance costs associated with the MSE walls. The Bridge Design Office indicates the savings would be considerably less than the amount proposed by the VE Team. Additionally, the Bridge Office indicates bridges built on MSE walls are very difficult to widen in the future.

BR-3	Use 12 foot turn lanes on the bridges	$150,271	Yes	This will be done.
RD-1	Reduce the sum of the ramp shoulders from 14 ft to 12 ft	$231,542	Yes	This will be done.
RD-2	Use a 4 ft paved shoulder in lieu of a 6 ½ ft paved shoulder	$78,064	No	FHWA has indicated that the paved shoulder width be maintained to allow stopped vehicles a place of refuge. The added paved shoulder width will help to prevent eroding of the graded portion of the shoulder as well.
RD-13	Build a tight urban diamond at both interchanges	$3,476,049	No	The placement of the ramp terminals on CR 240/Old Coffee Rad and CR 216/Adel Quitman Road was dictated by the intersection sight distance. Since the intersections of the ramps will not be signalized, a minimum spacing of 660 ft between the ramp terminals was used. Unlike the present bridge, the new bridge will span eight travel lanes plus room for future lanes, and will have sufficient stopping sight distance for the 45 mph speed design. The proposed bridge will have a significantly longer parabolic curve over I-75 than the present bridge, creating a substantial grade difference between the old and new profiles in the proximity of the bridge. At the presently proposed ramp terminal locations, the grades between the present and proposed roadways are comparable and will allow for maintenance of traffic. Moving the ramp terminals closer together using a shorter two span bridge (BR-2) would require an additional length to the MSE walls along I-75. This would complicate the staging and require the construction of ramp detours with additional ROW. The cost of the ROW and staging would eliminate the savings and extend the proposed construction time of the project.
RD-14	Realign CR 216 from Ramp D and relocate longitudinal stream	Proposed = $1,007,237 Actual = $750,737	Yes	This will be done. The VE Team indicated that 3 billboards could be avoided; but one of the billboards would still be acquired to facilitate the revised Ramp D alignment. The revised savings reflects the change in ROW savings.

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

Approved: _____ **Date:** 8/3/10
Gerald M. Ross, PE, Chief Engineer

Approved: _____ **Date:** 8/9/10
for **Rodney Barry, PE, FHWA Division Administrator**

REW/LLM
Attachments
c: Angel Correa/Aric Mance/Christy Poon-Atkins - FHWA
Ben Buchan
Bobby Hilliard/Stanley Hill/Michelle Wright
Paul Liles/Bill Duvall/Bill Ingalsbe/Steve Gaston/Bryan Carter
Cindy Treadway/David Hedeen
Joe Cowan/Sonja Thompson
Nabil Raad
Lisa Myers
Matt Sanders

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

JUN 2010 D.O.T.

INTERDEPARTMENTAL CORRESPONDENCE

FILE NHS00-0000-00(763), Cook
P.I. No. 0000763
I-75 Interchange Reconstruction at CR 240 & CR 216

OFFICE Program Delivery

DATE June 23, 2010

FROM Bobby K. Hilliard, P.E., State Program Delivery Engineer BH. SH

TO Ronald E. Wishon, State Project Review Engineer
Attention: Lisa Myers

SUBJECT **Value Engineering Study Report Responses**

The above referenced project consists of I-75 interchange reconstruction at CR 240/Old Coffee Road (Exit 32) and CR 216/Adel Quitman Road (Exit 37).

In the attached letter, Clark Patterson Lee, the design consultant for this project, has responded to the Value Engineering Study Report recommendations. Concurrences from the appropriate GDOT Offices are also attached.

The Office of Program Delivery concurs with Clark Patterson Lee's implementation recommendations, as well as recommendations provided by the Division of Engineering (Office of Environmental Services, Office of Design, and Office of Bridge Design).

If there are any questions, please contact Michelle Wright of this Office at (912) 271-7562.

S.H.
BKH: SH: MW

Attachments

cc: Ben Buchan, Director of Engineering

Clark Patterson Lee
DESIGN PROFESSIONALS

May 13, 2010

Michelle Wright
Project Manager
Georgia Department of Transportation
Office of Program Delivery
600 West Peachtree Street, 25th Floor
Atlanta, GA 30308

RE: Project No.: NHS00-0000-00(763) PI No.: 0000763
VALUE ENGINEERING STUDY – FINAL REPORT RESPONSE

Ms. Wright,

Below are the responses to the Value Engineering Study conducted on November 16, 2009 for the above referenced project.

STRUCTURAL BRIDGES:

Value Engineering Alternative BR-1 – Use an 8'-0" In-Lieu of 10'-0" Shoulder on the Bridges.

Yes, implementation of this alternative is recommended.

VE Proposed Savings: $300,229

Value Engineering Alternative BR-2 – Use Two-Span Structure with Concrete Beams and MSE Walls.

No, implementation of this alternative is not recommended. See attached letter from State Bridge Engineer.

VE Proposed Savings: $0.0

MAY 14 2010

Value Engineering Alternative BR-3 – Use 12'-0" Turn Lanes on Bridges.

Yes, implementation of this alternative is recommended.

VE Proposed Savings: $150,271

350 Town Center Avenue
Suite 201
Suwanee, Georgia 30024
www.clarkpatterson.com
770.831.9000 Tel
770.831.9243 Fax

ROADWAY:

Value Engineering Alternative RD-1 – Reduce "Sum" of Ramp Shoulder Width by 2'-0 " (from 14'-0" to 12'-0").

Yes, implementation of this alternative is recommended.

VE Proposed Savings: $231,542

Value Engineering Alternative RD-2 – Use 4'-0" In-Lieu of 6'-6"Paved Shoulder.

Yes, implementation of this alternative is recommended.

VE Proposed Savings: $78,064

Value Engineering Alternative RD-13 – Build Tight Urban Diamonds at Both Intersections.

No, implementation of this alternative is not recommended.

The placement of the ramp terminals on CR 240/Old Coffee Road and CR 216/Adel Quitman Road was dictated by intersection sight distance. Since the intersections of the ramps with CR 240/Old Coffee Road and CR 216/Adel Quitman Road will be one-way stop control and not be signalized, a minimum spacing of 660 ft between the ramp terminals was used. Unlike the present bridge, the new bridge will be able to span eight travel lanes plus room for future truck only/HOV lanes and have sufficient stopping sight distance for the 45 mph design speed. A consequence of this is that the proposed bridge will have a significantly longer parabolic curve over I-75 than the present bridge, creating substantial grade differences between the old and new profiles in the proximity of the bridge. At the present proposed ramp terminal location, the grades between the present and proposed roadways are comparable and will allow ease in maintenance of traffic. Moving the ramp terminals closer together using a shorter two span bridge (BR-2 Alternative) would require an additional length to the MSE Walls paralleling I-75. This will complicate the staging requiring the construction of ramp detours with additional required right of way. The cost of the additional right of way and staging would reduce or eliminate the savings and extend the construction time of the project.

VE Proposed Savings: $0.0

Value Engineering Alternative RD-14 – Realign CR 216 Ramp "D" and Relocate Stream.

Yes, implementation of this alternative is recommended.

The total savings included the avoidance of three billboards, but one of the three billboards will still have to be acquired to facilitate the revised Ramp D alignment. Therefore, the proposed right-of-way savings must be reduced to account for one billboard @ $100,000 plus Scheduling @ 55% and Court Cost @ 60%.

See the attached additional supporting documentation.

VE Proposed Savings: $1,007,237

One Billboard	$100,000
Scheduling @ 55%	55,000
Court Cost @ 60%	60,000
	215,000 + 10% = $236,500

Additional Design Fee: $20,000
Revised Savings: $750,737

SUMMARY OF SAVINGS FOR THE RECOMMENDED ALTERNATIVES

• Alternative BR-1	$300,229
• Alternative BR-3	$150,271
• Alternative RD-1	$231,542
• Alternative RD-2	$78,064
• Alternative RD-14 (Revised Savings):	$750,737
• Total Savings:	$1,510,843

Very truly yours,

Adolfo J. Guzman

CLARK PATTERSON LEE
Adolfo Guzman, P.E.
Principal

Attachments
Supporting Documentation

Cc: Liles, Paul
Subject: RE: Proposed VE Study Responses - NHS00-0000-00(763) Cook PI#0000763

Michelle,

We are in agreement with the recommendations for items BR-1 and BR-3. However, we disagree with the findings of the VE Study on BR-2 and the recommendations provided by the consultant. We believe that the consultant needs to re-evaluate BR-2 and submit another recommendation. Consider the following:

1. In the VE Study the unit bridge cost was 95$/SF and unit MSE Walls cost was 45$/SF. When prices peaked the bridge cost was 95 $/SF and wall cost was 65 $/SF. In the past year the cost have dropped. Bridge costs are approximately 75 – 80 $/SF. Wall costs are currently around 45 $/SF. Considering that the MSE backfill is not readily available in Cook/Lowdnes counties, the MSE wall cost will be on the high side. These costs should be considered in the evaluation.
2. The VE Study did not include the Additional MSE Backfill at the bridge and needs to be added.
3. There was no mention of staging for the replacement of the existing bridges nor mention of shoring. Additional cost for shoring needs to be included in the estimate.
4. The construction of the bridge utilizing MSE walls requires a minimum waiting period for each stage. The contractor has to drive end bent piling, construct MSE walls and then return after waiting a minimum of 30 days for each stage. If the limits of the existing bridge are within the footprint of the proposed then there will be at least two stages for each abutment. This probably adds a week of time for each stage over what it takes to construct a conventional bridge. Engineering Services has provided an average cost for this additional time of $7,500 per day.
5. The unit amount of bridge savings for the CR 240 bridge should be 15589 in lieu of 15189 as shown in the VE Cost Worksheet.
6. There needs to be Type 7W wall the full length of each MSE wall with type 7R and guardrail a the leading ends.
7. Consideration shall be given to future maintenance cost differentials for MSE wall abutments.

After the consultant re-evaluates the BR-2 alternative and makes appropriate adjustments, please provide their recommendation for our further review.

Bill DuVall
Bridge Design
(404) 631-1883

From: Wright, Michelle
Sent: Wednesday, February 03, 2010 4:09 PM
To: DuVall, Bill; Werho, Ken
Cc: Gaston, Steve; Carter, Bryan S.; Raad, M. Nabil
Subject: Proposed VE Study Responses - NHS00-0000-00(763) Cook PI#0000763

Please review the attached proposed VE Study Responses for NHS00-0000-00(763), Cook, PI No. 0000763.

Please let me know whether you concur with the responses pertaining to your office and provide any comments you may have.

Please advise if this should be sent to someone else in your office for concurrence.

Thank you for your assistance,

Michelle Wright
Project Manager

VE Alternatives BR-1 and BR-3
Office of Bridge Design Concurrence

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE NHS00-0000-00(763) COOK COUNTY
P.I No. 0000763

DATE April 2, 2010

FROM Paul V. Liles, Jr., P.E., State Bridge Engineer

TO Bobby Hilliard, P.E., State Program Delivery Engineer
Attn: Michelle Wright

SUBJECT **BRIDGE DESIGN VALUE ENGINEERING RESPONSE**

The Value Engineering Study for the above referenced project dated December 4, 2009 contained one VE Alternative requiring response from the Bridge Office. Below is our recommendation for this alternative.

BR-2 VE Alternative – "The alternative calls for the reduction in length for the proposed bridge structures by the use of a two span bridge with MSE walls at the end bents."

Recommendation: **Do not Implement.** Other items not considered in the VE study include lower bridge costs, availability of MSE backfill material, additional MSE backfill material, additional costs for stage construction including multiple stages of shoring, additional construction due to staging, side-barrier, barrier transition and guardrail as well as future maintenance costs associated with the MSE walls. We estimate that the savings are considerably less than the amounts proposed in the study. In addition, we have found that bridges built on MSE walls are very difficult to widen in the future and that bridges should be built on MSE walls only if there are R/W or Environmental constraints that require the walls. We recommend a four span bridge at each site as originally proposed.

If you have any questions and/or comments, please contact Bill DuVall of the Bridge Design Office at (404) 631-1883 or at email address bduvall@dot.ga.gov.

PVL/WMD

cc: Ron Wishon, Engineering Services
Bill DuVall, Bridge Office

APR 6

VE Alternative BR-2
Office of Bridge Design Recommendation

Wright, Michelle

From: Richardson, Darrell
Sent: Monday, May 10, 2010 2:22 PM
To: Wright, Michelle
Cc: McMurry, Russell; Buchan, Ben
Subject: RE: PI 0000763 VE Response (Request Input on RD-14)

Michelle,

A comment and question.

The alternate alignment looks okay. I talked to Joe Garland, he said that his the profile was < 4%.

One suggestion as the consultant gets into preliminary design to help in deceleration maybe make this a parallel ramp.

Darrell M. Richardson, P.E.
Assistant State Roadway Design Engineer
Georgia Department of Transportation
404-631-1705 (Office)
404-895-5005 (Mobile)
drichardson@dot.ga.gov

From: McMurry, Russell
Sent: Monday, May 10, 2010 8:32 AM
To: Richardson, Darrell
Subject: FW: PI 0000763 VE Response (Request Input on RD-14)

From: Buchan, Ben
Sent: Thursday, May 06, 2010 4:58 PM
To: McMurry, Russell
Subject: FW: PI 0000763 VE Response (Request Input on RD-14)

Get someone to review the proposed revised alignment for Ramp D. I'd like to accept this recommendation if the alignment look OK.

Ben Buchan, P.E.
Director of Engineering
One Georgia Center
600 W. Peachtree Street, NW, 25th Floor
Atlanta, Georgia 30308

E-mail bbuchan@dot.ga.gov
ph. 404-631-1519
fax 404-631-1569

VE Alternative RD-14
Division of Engineering Concurrence

From: Wright, Michelle
Sent: Thursday, May 06, 2010 4:24 PM
To: Buchan, Ben
Cc: Hill, Stanley; Hilliard, Bobby
Subject: FW: PI 0000763 VE Response (Request Input on RD-14)

Good Afternoon, Ben,

Attached are the proposed VE Responses for PI 0000763 in Cook County.

I'm working to finalize these responses and request your input on ***Alternative No. RD-14 -- Re-align CR 216 Ramp D and Relocate Longitudinal Stream.***

Alternative RD-14 proposes to realign Ramp D by utilizing a tighter alignment, moving Ramp D in and relocating approximately 600' of stream to the outside of Ramp D. This realignment proposes to lessen environmental impacts by reducing wetland impacts and avoiding segregation of the stream from the wetlands.

Our consultant, Clark Patterson, recommends a modified implementation of the RD-14 alternative, utilizing a tighter alignment but still tying in Ramp D to CR 216 at the same location as originally proposed. This will be done utilizing an S curve (see sketch in attached e-mail), but the consultant has advised that a 45 mph design speed can be maintained.

In the attached e-mail, the sketch of Ramp D at the I-75/CR 216 interchange shows Alternate A (original design) and the VE Alternate (Clark Patterson's modified version in response to the VE Study). Page 46 of 75 of the VE Study Report (on TRex under the archive folder/icon) shows the design for Alternative RD-14 proposed by the VE consultant.

I met with Bobby Hilliard last week to discuss these proposed VE Reponses, and he advised that I should get your recommendation on this alternative.

Additional design fees, environmental fees, and additional time will be required to implement this alternative since the PAR Report has already been approved and the CE is ready to submit. The environmental re-work (an ecology addendum, USFWS coordination, and PAR revisions) and additional design work could take up to 10 months to complete.

If you have any questions or need any additional information, please give me a call to discuss.

Thank you,

Michelle Wright
Project Manager
Georgia Department of Transportation
Office of Program Delivery
600 West Peachtree Street, 25th Floor
Atlanta, GA 30308
(912) 271-7562
mjcwright@dot.ga.gov

VE Alternative RD-14
Division of Engineering Concurrence

From: Joe Garland [mailto:JGarland@ClarkPatterson.com]
Sent: Friday, April 23, 2010 3:25 PM
To: Wright, Michelle
Cc: Administrator
Subject: PI 0000763 VE Response

Michelle,
Revised per comments.

Please note, the letter from the Bridge office is a copy and you may wish to replace it with your copy.

A copy will be placed in the mail today.

Joe Garland

From: Wright, Michelle [micwright@dot.ga.gov]
Sent: Wednesday, January 13, 2010 8:54 AM
To: Joe Garland
Subject: FW: PI 0000763 VE Study
Attachments: Photos February 2009 020.jpg; Photos February 2009 021.jpg

Good morning, Joe,

I hope your week is going well.

Please see David Hedeen's comments on RD-14 below.

Thank you,

Michelle Wright
Project Manager
Georgia Department of Transportation
Office of Program Delivery
600 West Peachtree Street, 25th Floor
Atlanta, GA 30308
Phone: (912) 271-7562
Email: micwright@dot.ga.gov

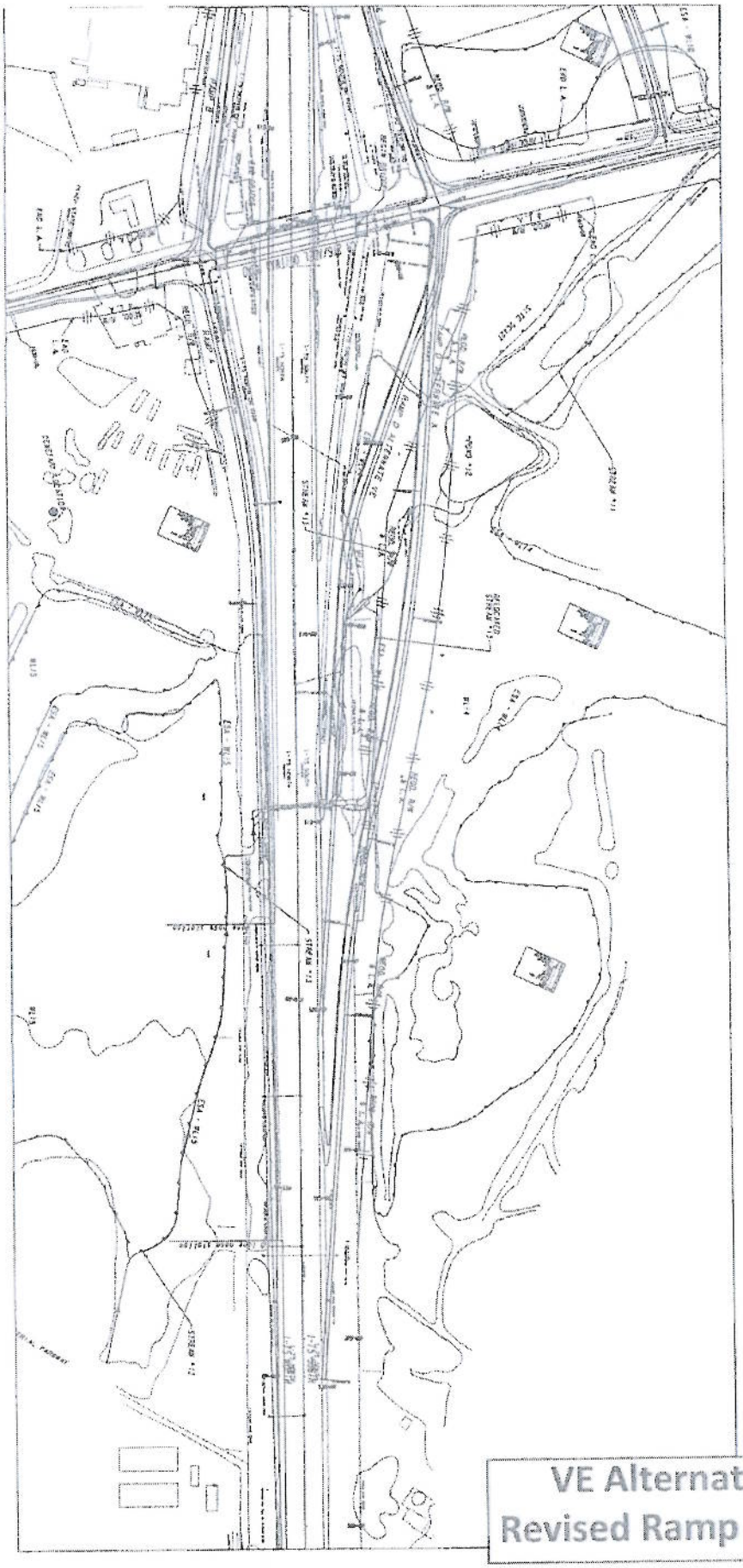
From: Hedeen, David
Sent: Tuesday, January 12, 2010 4:30 PM
To: Wright, Michelle
Cc: Treadway, Cindy
Subject: RE: PI 0000763 VE Study

Michelle,

In my professional opinion, the alternative design proposed in RD-14 would be ecologically beneficial. "Tightening the alignment" of Ramp D would minimize the direct and indirect effects of the interchange improvement project upon the adjacent forested wetland habitat. If adopted, RD-14 would decrease 404 impacts (fill and clearing) in the northwest quadrant of the CR-216 interchange. In turn, these decreased impacts would result in a decrease in wetland mitigation costs. RD-14 would also minimize deforestation and forest fragmentation at this location, which represents a significant benefit to native flora and wildlife, including migratory birds. In decreasing the overall footprint of the proposed project, the recommendation RD-14 would minimize negative effects of road construction on the existing ecological communities. Indirectly, as suggested by a member of the VE team, the relocation of this stream may in fact maintain the stream's hydrologic connection with the adjacent forested wetland habitat. The sole shortcoming of RD-14 from an ecological standpoint is the required impact to the existing stream that flows along Ramp D. However, the stream has already been heavily impacted and the reach that would be relocated is currently overrun by invasive plants(see attached photos). While the relocation would require additional environmental documentation and stream mitigation, it would be "doing right by the environment". Please let me know if you would like any additional information. Thank you for the opportunity to comment.

David Hedeen
Ecologist, GDOT
404-631-1419

VE Alternative RD-14
Office of Environmental Services Concurrence



VE Alternative RD-14
Revised Ramp D Alignment

Myers, Lisa

From: Wright, Michelle
Sent: Thursday, July 29, 2010 4:12 PM
To: Myers, Lisa
Subject: RE: VE Study responses for NHS00-0000-00(763) Cook PI No. 0000763

Lisa,

I'm okay with not implementing RD-2.

Thank you,

Michelle Wright
Project Manager
Georgia Department of Transportation
Office of Program Delivery
600 West Peachtree Street, 25th Floor
Atlanta, GA 30308
(912) 271-7562
micwright@dot.ga.gov

From: Myers, Lisa
Sent: Thursday, July 29, 2010 3:24 PM
To: Wright, Michelle
Subject: FW: VE Study responses for NHS00-0000-00(763) Cook PI No. 0000763

I got these comments back from FHWA. They appear to be ok with your responses, except for narrowing the shoulder width. Are you ok with not implementing that one? If so, please send me an email indicating you are willing to say no so I can include it in the VE responses.

If you are not willing to say no, then you need to provide some reasons to refute the comments made by FHWA.

Please do this as soon as possible as we really need to get this one resolved.

Thanks!

Lisa Myers, AVS ☺
Assistant State Project Review Engineer - VE Coordinator

GA DOT - Engineering Services
One Georgia Center - 5th Floor
600 W. Peachtree Street NW
Atlanta, GA 30308

Voice: 404-631-1770
Fax: 404-631-1956
lmyers@dot.ga.gov

From: Christy.Poon-Atkins@dot.gov [mailto:Christy.Poon-Atkins@dot.gov]
Sent: Thursday, July 29, 2010 2:33 PM
To: Myers, Lisa; Aric.Mance@dot.gov; Angel.Correa@dot.gov

Cc: melinda.roberson@dot.gov
Subject: RE: VE Study responses for NHS00-0000-00(763) Cook PI No. 0000763

Hi Lisa,

The VE Study responses for project NHS00-0000-00(763) in Cook County have been reviewed within the Division Office. Please see the remarks below and let me know if you have any questions or comments on anything.

Bridge Items:
BR-1 – Use an 8'-0" In-Lieu of 10'-0" Shoulder on the Bridges (GDOT: Yes, Implement), (FHWA: Yes, Implement) {Savings: $300,229}
BR-2 – Use Two-Span Structure with Concrete Beams and MSE Walls (GDOT: No Implementation) (FHWA: No Implementation)
BR-3 – Use 12'-0" Turn Lanes on Bridges (GDOT: Yes, Implement), (FHWA: Yes, Implement) {Savings: $150,271}

Roadway Items:
RD-1 – Reduce "Sum of Ramp Shoulder Width by 2'-0" (from 14'-0" to 12'-0") (GDOT: Yes, Implement), (FHWA: Yes, Implement) {Savings: $231,542}
RD-2 – Use 4'-0" In-Lieu of 6'-6" Paved Shoulder (GDOT: Yes, Implement), (FHWA: No Implementation {it is preferred that the paved shoulder width be maintained to allow stopped vehicle loads a place of refuge; also to not contribute as much to eroding the graded portion of the shoulder, traffic data shows 6% trucks, the overall savings is 0.26% of the total project cost}
RD-13 – Build Tight Urban Diamonds at Both Intersections (GDOT: No Implementation), (FHWA: No Implementation, GDOT notes that the current design of the intersections was dictated by the intersection sight distances)

Please review and let me know what you think.

Thank you,
Christy L. Poon-Atkins, P.E.
Phone: (404) 562-3638 Fax: (404) 562-3703

From: Myers, Lisa [mailto:lmyers@dot.ga.gov]
Sent: Friday, July 23, 2010 2:26 PM
To: Poon-Atkins, Christy (FHWA); Mance, Aric (FHWA); Correa, Angel (FHWA)
Cc: Roberson, Melinda (FHWA)
Subject: RE: VE Study responses for NHS00-0000-00(763) Cook PI No. 0000763

Christy,
Attached is the information you requested. Please let me know if you need anything else.

Lisa Myers, AVS
Assistant State Project Review Engineer - VE Coordinator

GA DOT - Engineering Services
One Georgia Center - 5th Floor
600 W. Peachtree Street NW
Atlanta, GA 30308

Voice: 404-631-1770
Fax: 404-631-1956
lmyers@dot.ga.gov

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

PLAN AND PROFILE OF PROPOSED
INTERSTATE 75
CR240 / OLD COFFEE ROAD
CR216 / ADEL QUITMAN ROAD

FEDERAL AID PROJECT
NHS00-0000-00 (763)
COOK COUNTY

FEDERAL ROUTE # 75
STATE ROUTE # 401
P. I. NO. 0000763

LOCATION SKETCH

DESIGN DATA:
TRAFFIC A.D.T.: 44480 (2012)
TRAFFIC A.D.T.: 61000 (2034)
TRAFFIC D.H.V.: 5505
DIRECTIONAL DIST: 55/45
% TRUCKS: 29%
24 HR. TRUCKS %: 33%
SPEED DESIGN: 70 MPH

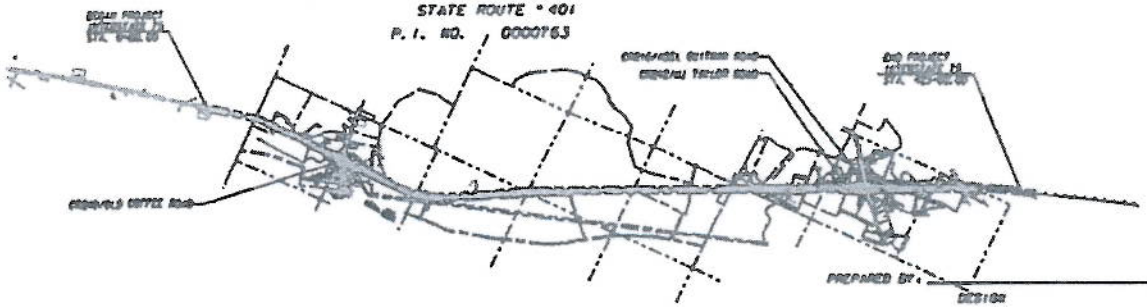
LOCATION & DESIGN APPROVAL DATE:

FUNCTIONAL CLASS:
INTERSTATE PRINCIPAL ARTERIAL

THIS PROJECT IS 100% IN COOK COUNTY AND IS 100% IN CONG. DIST. NO. 1.

PROJECT DESIGNATION:
IS FULL OVERLIGHT
DESIGNED IN ENGLISH UNITS.

MID-POINT COORDINATES
STA
N
E



PREPARED BY: _____ DESIGN

RECOMMENDED FOR APPROVAL BY: _____ DESIGN

DATE _____ CHIEF ENGINEER

LENGTH OF PROJECT	
COUNTY:	MILES
NET LENGTH OF BRIDGE	0.011
NET LENGTH OF DIVIDED	0.136
NET LENGTH OF PROJECT	0.011
NET LENGTH OF EXCEPTIONS	
GROSS LENGTH OF PROJECT	0.011

Clark Patterson Lee
DESIGN PROFESSIONALS

PLANS COMPLETED
REVISIONS

...\DGN\000763CV01.dgn 2/4/2010 3:54:39 PM

PRECONSTRUCTION STATUS REPORT FOR PI:0000763

I-75 FM LOWNDES COUNTY LINE TO SR 37 - PHASE II

PROJ ID :	0000763					**MGMT LET DATE :**	
COUNTY :	Cook					**MGMT ROW DATE :**	
LENGTH (MI)	7.90	**MPO:**	Not Urban	**PRIORITY CODE:**	PTIP	**BASELINE LET DATE:**	
PROJ NO.:	NHS00-0000-00(763)	**TIP #:**		**DOT DIST:**	4	**SCHED LET DATE :**	10/8/2013
PROJ MGR:	Wright, Michelle O.	**MODEL YR :**		**CONG. DIST:**	1	**WHO LETS?:**	GDOT Let
AOHD Initials:	SSH	**TYPE WORK:**	Interchange	**BIKE:**	N	**LET WITH :**	
OFFICE :	Program Delivery	**CONCEPT:**		**MEASURE:**	E		
CONSULTANT:	Turnkey Consultant, (Contract with GDOT)	**PROG TYPE:**	Reconstruction/Rehabilitation	**NEEDS SCORE:**	04		
SPONSOR :	GDOT	**Prov. for ITS:**	N	**BRIDGE SUFF:**			
DESIGN FIRM:	Clark Patterson Associates, Inc.	**BOND PROJ :**	RURAL I-75				

BASE START	BASE FINISH	LATE START	LATE FINISH	TASKS	ACTUAL START	ACTUAL FINISH	%
				Concept Development	12/29/1998	1/9/2000	100
				Concept Meeting	1/27/1999	1/27/1999	100
				PM Submit Concept Report	8/27/1999	8/27/1999	100
				Concept Report Review and Comments	9/30/1999	10/14/1999	100
				Management Concept Approval Complete	**1/5/2000**	**1/5/2000**	**100**
			9/30/2010	Revise or Re-validate Approved Concept	8/22/2007		49
			9/14/2010	Value Engineering Study	9/1/2009		50
				Public Information Open House Held	10/15/2008	10/16/2008	100
			9/9/2010	**Environmental Approval**	**6/1/2008**		75
				Mapping	7/20/1999	8/9/1999	100
				Field Surveys/SDE	10/2/2002	3/31/2003	100
		8/13/2010	**12/30/2010**	**Preliminary Plans**			0
		9/10/2010	12/10/2010	Preliminary Bridge Design			0
		8/13/2010	12/23/2010	Underground Storage Tanks			0
		8/13/2010	11/25/2010	404 Permit Obtainment			0
		5/4/2011	5/5/2011	PFPR Inspection			0
		5/6/2011	7/28/2011	R/W Plans Preparation			0
		7/29/2011	**9/29/2011**	**R/W Plans Final Approval**			**0**
		6/13/2011	6/15/2011	L & D Approval			0
		11/11/2011	11/15/2011	R/W Authorization			0
		2/22/2012	3/6/2012	Stake R/W			0
		8/13/2010	3/15/2011	Soil Survey			0
		12/13/2010	11/9/2011	Bridge Foundation Investigation			0
		6/16/2011	**8/23/2012**	**Final Design**			**0**
		11/10/2011	8/15/2012	Final Bridge Plans Preparation			0
		9/14/2012	9/17/2012	FFPR Inspection			0
		10/1/2012	10/12/2012	Submit FFPR Responses (OES)			0

PROGRAMMED FUNDS

Activity	Approved	Proposed	Cost	Fund	Status	Date Auth
PE	2005	2005	1,341,885.85	Q05	AUTHORIZED	3/16/2005
ROW	LR	LR	17,487,048.04	L050	PRECST	
CST	LR	LR	37,683,245.64	L050	PRECST	

PE Cost Est Amt:	1,341,885.85	Date:	
ROW Cost Est Amt:	11,482,400.00	Date:	10/10/2008
CST Cost Est Amt:	24,737,000.00	Date:	1/3/2007

STIP AMOUNTS

Activity	Cost	Fund
PE	0.00	Q05
ROW	0.00	L050
CST	0.00	L050

PDD:	FF>> APR00 BD ADD
Bridge:	BRIDGE REQUIRED
Design:	SH|SA:CPA-Revise Approved Concept.(2-Phase Project)
EIS:	CE | NotApvd | NoSched-(Need Ind Permit/PAR) | Treadway 7.19.10
LGPA:	COOK REF DO UTILITIES 7-6-92|SEE 410510-.
Programming:	SPLIT FROM 410510|#1 5-07|#2 2-08
ROW:	TURNKEY
Railroad:	Need plans
Traffic Op:	SM|SEND PLANS FOR REVIEW WHEN PFPR SET|09/18/06 $-
Utility:	OCD SUE -UT COST EST 12-18-08
EMG:	JOB#2000;LOC FIELD SURVEYS COMP 4/8/03;DOT=M/S;C=D

District Comments

PE PROJ NO: PENHS000000763

Traffic (2012/2032): I-75 (44,420/61,020); CR 240/Old Coffee Rd:(2130/2930); CR 216/Adel Quitma Rd:(4000/5490)
Tier 3, B/C=0.09 (5-18-09), Score=47
MW/OPD: 2-phase project; Current phase includes concept and env doc. ROW $12,279,000; CST $16,735,069;UTL $833,066 (10-09); Request to remove MGMT ROW DATE submitted on 9-11-09 & approved on 10-21-09; Revised Concept Report, revised cost estimates, and PAR Review incomplete due to contract termination; VE Responses submitted; CONTRACT TERMINATED/EXPIRED 6-19-2010.

Prel. Parcel CT:	**Total Parcel in ROW System:**	**Cond. Filed:**	**Acquired by:**	DOT	***DEEDS CT:***
Under Review:	**Options - Pending:**	**Relocations:**	**Acquisition MGR:**	TURNKEY	
Released:	**Condemnations- Pend:**	**Acquired:**	**R/W Cert Date:**		