

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE: NHS00-0002-00(923) Chatham
P.I. No.: 0002923
SR 25 Conn/West Bay Street

OFFICE: Engineering Services

DATE: November 17, 2009

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

TO: Russell R. McMurray, PE, State Design Engineer
Attn.: Albert Welch

SUBJECT: IMPLEMENTATION OF VALUE ENGINEERING STUDY ALTERNATIVES

The VE Study for the above project was held August 17-20, 2009. Responses were received on October 30, 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.

ALT #	Description	Potential Savings/LCC	Implement	Comments
G-1	Begin construction to the west of I-516 westbound ramp terminal	Proposed = \$1,467,991 Actual = \$185,102	Yes	This will be done with modifications. The VE recommendation proposes to begin the project west of the I-516 WB ramp terminal and eliminate the roadway widening from Sta. 23+00 to Sta. 34+00; however, this area of the project contains work vital to satisfying the need and purpose of the project. In lieu of the VE Team's recommendation, the design team will eliminate the sidewalk on the north side of West Bay Street from West Lathrop Avenue to Graham Street, in the area within the footprint the limited access right of way for I-516. No businesses or public facilities are located within the limited access area; therefore, there is no need for pedestrian access. The WB right turn lane to WB I-516 will be eliminated, since it would be underutilized due to site constraints. This would allow for the elimination of Wall No. 2 under the I-516 ramp bridge. See attached cost calculations.

G-3	Add crosswalk and warning signs at unsignalized intersection	Design Suggestion	Yes	This will be done pending approval from the Office of Traffic Operations.
ROW-1	Reduce the shoulder width by 4 feet from Sta. 44+70 to Sta. 47+10 Rt. And Sta. 37+00 to Sta. 44+10 Lt. to reduce ROW impacts	\$310,000	No	The savings calculated by the VE team are incorrect. The calculations include \$248,000 in consequential damages on four parcels; however, consequential damages were not included in the ROW cost estimate for these parcels. The proposed project significantly impacts these parcels, and a 4' reduction in ROW is inconsequential. The reduction in shoulder width would not result in an appreciable savings, and would result in less desirable pedestrian facilities due to the reduced buffer width.
ROW-4	Revise storm water drainage to avoid taking Parcel 63	\$76,492	No	The grade of the proposed drainage pipe from L3 to L2 is already at the minimum. Introducing additional structures and a jog in the system would exacerbate and already undesirable situation. The proposed ROW acquisition could not be entirely eliminated as reported by the VE Team, thereby decreasing the potential savings.
P-1	Use 11 ft through lanes in lieu of 12 ft lanes	Proposed = \$113,033 Actual = \$56,517	Yes	This will be done with modifications. Bay Street is a principal arterial with a crash rate twice the statewide average. The daily truck traffic along the project is approximately 10%. Instead of utilizing two 11 ft through lanes, the design team will retain a 12 ft outside lane and revise the inside lane width to 11 ft.
P-2	Shorten the WB left turn lane on Bay Street at the intersection with Brittany Street	\$7,783	Yes	This will be done. The turn lane will be shortened from the desirable length of 300 ft to the minimum length of 200 ft based on the 35 MPH design speed.
D-1	Use HDPE pipe in lieu of RCP for all pipe not under mainline roadway pavement	\$94,479	Yes	This will be done.

D-2	Use HDPE pipe in lieu of RCP for all pipe not under side road pavement	\$3,186	No	The City of Savannah and Chatham County prefer to maintain the same standard for local roads as GDOT does for state routes; therefore, HDPE will not be installed beneath the pavement on side roads.
D-3	Move the 30 in storm drain line between the I-516 Bridge pier and new retaining wall to under the new pavement	Design Suggestion	Yes	The design team will explore this alternative during final design.
CG-1	Use 24 in wide curb and gutter in lieu of 20 in wide curb and gutter	Proposed = \$81,349 Actual = \$31,985	Yes	This will be done, with modifications. As proposed by the VE Team, the implementation of 24" curb and gutter along the outside edge of pavement would require the addition of 25 catch basins, thereby reducing the potential savings to \$12,679, which would be negated by redesign costs. The design team proposes to utilize 24" Type 7 curb and gutter along the median and 30" Type 2 curb and gutter along the outside edge of pavement. Since the roadway pavement drains to the outside edge, no additional catch basins would be required, thereby eliminating redesign costs. See attached cost calculations.
CG-2	Eliminate curb and gutter, sidewalk and side drains from four side roads	\$32,931	No	Since pedestrian safety is a need that must be addressed by this project, sidewalks will be included where reasonable to provide safe pedestrian access. Curb and gutter is only proposed on side roads with existing curb and gutter.
S-1	Use 6 ft wide sidewalks in lieu of 8 ft wide sidewalks on the south side of the road from Kenilworth Street to East Lathrop Avenue	\$29,765	No	Pedestrian activity in this environmental justice area is substantial due to a population dependent on transit and pedestrian travel. The planned mixed-use areas currently in development in this area are expected to increase pedestrian activity.
S-2	Use 5 ft wide sidewalks in lieu of 6 ft and 8 ft sidewalks	\$101,928	No	See comments for S-1.

W-1	Use soil nail walls in lieu of tie-back walls under the highway bridges	\$29,768	No	The Bridge Design Office indicated that a soil wall nail is not acceptable at this location. Soil nail walls are not used at bridge abutments or at locations where there is a structure or road behind the wall.
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Additional information was provided on November 12, 2009. See attached cost calculations and email from Bridge Design.

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

Approved:  Date: 11/18/09
Gerald M. Ross, PE, Chief Engineer

REW/LLM

Attachments

c: Ben Buchan
Russell McMurray/Darrell Richardson/Butch Welch/Marcela Coll
Steve Wyche
Larry Bowman
Will Murphy/Slade Cole
Ken Werho
Lisa Myers
Matt Sanders

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE



FILE NHS00-0002-00(923), Chatham County **OFFICE** Design
SR25 CONN/West Bay Street from
I-516 to the Bay Street Viaduct
P.I. No. 0002923 **DATE** October 27, 2009

FROM Russell R. McMurry, P.E., State Design Engineer *RLM*

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

SUBJECT VALUE ENGINEERING STUDY REPORT RESPONSE

The above mentioned project proposes improvements along SR25 CONN/ West Bay Street between West Lathrop Avenue and East Lathrop Avenue in Chatham County. The proposed improvements will connect the existing four-lane divided section at the west end of the project with the existing five-lane undivided section at the east end of the project. The length is approximately 1.1 miles.

McGee Partners is the consultant for Chatham County who is the project's sponsor. The consultant has addressed the Value Engineering Study Report recommendations on behalf of the County.

The Design Office has reviewed the submitted responses and concurs with the consultant's implementation recommendations. This office is forwarding the responses to the Office of Bridge Design for comments on Cost Reduction Alternative W-1 and to the Office of Traffic Safety and Design for comments on Design Suggestion G-1.

If further assistance is needed, please contact Albert Welch (404) 631-1690 or Marcela Coll at (404) 631-1692.

RRM:ASW:mgc *ASW*

Attachment

cc: Paul Liles, State Bridge Engineer
Kathy Bailey, Assistant State Traffic Engineer

McGee Partners, Inc.

1990 Lakeside Parkway
Suite 240
Tucker, Georgia 30084
T 770.938.6400
F 770.938.6333

October 21, 2009

Mr. Russell McMurry, P.E.
State Design Engineer
Georgia Department of Transportation
600 West Peachtree Street, 27th Floor
Atlanta, Georgia 30308

Attn: Mr. Albert "Butch" Welch

Re: NHS00-0002-00(923), Chatham County
SR 25 Conn/West Bay Street from
I-516 to the Bay Street Viaduct
P.I. No. 0002923
**VALUE ENGINEERING STUDY
RECOMMENDATION RESPONSES**

Dear Mr. McMurry:

In accordance with current Department policy, a Value Engineering Study was completed for the referenced project. The total cost estimate for construction, right of way and reimbursable utility relocation is approximately \$21,876,242.00. The Value Engineering Study Team generated twelve "Cost Reduction Alternatives" and two "Design Suggestions" for consideration. McGee Partners, on behalf of Chatham County, (design team) has reviewed each idea and suggestion, and offers the following recommendations regarding each.

Cost Reduction Alternatives

G-1: Start construction at the I-516 westbound on ramp in lieu of at the West Lathrop Avenue intersection

The design team's recommendation is to **implement a variation of G-1** since the primary need and purpose for this project, as documented in the EA/FONSI, is to improve vehicular and pedestrian safety, and the logical termini include West Bay Street from Old West Lathrop to the Bay Street Viaduct. From 2002 to 2004, 258 crashes, including 118 injuries, occurred along the 1.3 mile project corridor from Old West Lathrop Avenue to the Bay Street Viaduct. The resulting crash rate for the entire corridor is twice the statewide average for urban principal arterials. Fifty two (52) of the total crashes occurred within the 0.3-mile section of West Bay Street from Old West Lathrop Avenue to I-516. Nineteen (19) injuries resulted from these crashes which included 23 angle, 19 rear-end, 6 sideswipe, and 4 other crash types. The resulting crash rate for this section of West Bay Street is three times the statewide average. Therefore, omitting the proposed improvements for this section of West Bay Street as recommend by G-1 would be negligent. West of Old West Lathrop

Mr. Russell McMurry, P.E.
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October 21, 2009

Avenue, the crash rate is nearly equivalent to the statewide average. This supports the logical termini defined above. Inclusion of this section in the project would also allow the following improvements, most of which are recognized in the VE Study Report:

- Improve safety of pedestrian facilities from Old West Lathrop Avenue to Graham Street
- Upgrade pedestrian facilities and crossings to meet ADA requirements
- Close substandard median opening at Old West Lathrop Avenue
- Extend both substandard left turn lanes on West Bay Street at West Lathrop Avenue (West Lathrop Avenue southbound is the route to the eastbound I-516 on ramp)
- Replace the guardrail along the center columns with a flush crash wall at the columns, median barrier, and impact attenuators as required

Design Team's Variation (G-IV):

Eliminate the sidewalk on the north side of West Bay Street from West Lathrop Avenue to Graham Street. Since this area lies within the footprint of the I-516 limited access right of way, there are no businesses or public facilities in this area, and therefore, no need for pedestrian access. This allows the elimination of Wall No.1 under the mainline I-516 bridges. Next, eliminate the westbound right turn lane to the westbound I-516 ramp since its configuration and minimum length of 100 feet limit its utility. An increase in the deceleration distance provided is prohibited by site constraints. As designed, vehicles turning onto this ramp would simply drive across the lane near the point of divergence. Therefore, it would be underutilized and, as such, should be eliminated from the design. This would allow the elimination of Wall No. 2 under the I-516 ramp bridge and reduce pavement area. The design team's recommendation is to **implement G-IV**, which would result in a potential cost savings of \$185,102.

ROW-1: Narrow the shoulder where the right-of-way is impacted from Sta. 44+70 right to Sta. 47+10 right and Sta. 37+00 to Sta. 44+10 left

The design team's recommendation is to **not implement** this alternative. The reported cost savings of alternative ROW-1 are erroneous. The calculations include \$248,000 in consequential damages on Parcels 6, 10, 16 & 17. However, consequential damages are not included in the right of way cost estimate for the referenced parcels. The proposed project impacts these parcels quite significantly, and a 4' reduction in right of way is inconsequential. Therefore, this reduction in the shoulder width in these areas would not result in an appreciable savings. Finally, a reduction in the shoulder buffer width and would hinder utility relocation.

ROW-4: Revise storm water drainage to avoid taking Parcel 63

The design team's recommendation is to **not implement** this alternative. The grade of the proposed drainage pipe from L3 to L2 is already at the minimum. Introducing additional structures and a jog in the system would exacerbate an already undesirable situation. The currently proposed straight alignment is therefore the preferred configuration. The proposed right of way acquisition could not be completely eliminated, as indicated in the VE Study Team's potential savings calculation. Therefore, the reported potential cost savings is erroneous. Parcel 63 is currently undeveloped and is practically non-developable due to its narrow width and configuration. The design has been advised that any acquisition from Parcel 63 will ultimately result in a total take.

P-1: Use 11-ft-wide lanes in lieu of 12-ft-wide through lanes

The design team's recommendation is to **implement a variation of P-1**. AASHTO recommends 12-foot lanes on urban "higher speed, free-flowing, principal arterials." While Bay Street is not a high-speed, free-flowing roadway, it is a principal arterial that has a crash rate twice the statewide average. AASHTO also recommends 12-foot lanes on facilities where "substantial truck traffic is anticipated." The daily truck traffic along the project is 10%. Finally, implementation of 11-foot outside lanes would require the addition of approximately 45 catch basins due to reduced gutter spread capacity in the roadway. This would reduce the potential cost savings by \$123,610, resulting in a cost increase.

Design Team's Variation (P-1V):

Since AASHTO guidance for this situation is somewhat vague, the design team's recommendation is to include an 11-foot inside through lane and a 12-foot outside through lane. All auxiliary lanes would be 12 feet wide as currently proposed. Since the roadway pavement drains to the outside edge of pavement throughout the corridor and the outside gutter spread capacity would not be reduced, no additional catch basins would be required. Finally, since the 1 foot decrease in inside lane width would have no substantial impact on the right of way cost, the overall median width would be increased to accommodate this change instead of shifting the outside edge of pavement. Therefore, no significant redesign costs would be realized. The design team's recommendation is to **implement P-1V**, which would result in a potential cost savings of \$56,517.

P-2: Shorten the westbound left turn lane on West Bay Street at its intersection with Brittany Street

The design team's recommendation is to **implement** this alternative. The referenced left turn lane will be shortened from the desirable length of 300 feet to the minimum 200 feet based on the 35 MPH design speed.

D-1: Use HDPE pipe in lieu of reinforced concrete pipe for all storm water drain pipe not under pavement

The design team's recommendation is to **implement** this alternative.

D-2: Use HDPE pipe in lieu of reinforced concrete pipe for all storm water drain pipe under side roads

The design team's recommendation is to **not implement** this alternative. The City of Savannah and Chatham County prefer to maintain the same standard for local roads as GDOT does for state routes. Therefore, HDPE will not be installed beneath the pavement on side roads.

CG-1: Use 24-in-wide curb and gutter section in lieu of the 30-in-wide curb and gutter section

The design team's recommendation is to **implement a variation of CG-1**. The implementation of 24" curb and gutter along the outside edge of pavement would require the addition of approximately 25 catch basins due to reduced gutter capacity along the roadway. This would reduce the potential construction cost savings by \$68,670, resulting in a net savings of \$12,679. Further, this construction cost savings would be exceeded by the cost of redesign, resulting in an overall cost increase.

Design Team's Variation (CG-1V):

Use 24" Type 7 curb and gutter along the median (inside) and 30" Type 2 curb and gutter along the outside edge of pavement. Since the roadway pavement drains to the outside edge of pavement throughout the corridor and the outside gutter capacity would not be reduced, no additional catch basins would be required. Finally, since the 6" decrease in inside gutter width would have no substantial impact on the right of way cost, the overall median width would be increased to accommodate this change instead of shifting the outside edge of pavement. Therefore, no significant redesign costs would be realized. The design team's recommendation is to **implement CG-1V**, which would result in a potential cost savings of \$31,985.

CG-2: Eliminate the curb and gutter and sidewalks from some of the side roads

The design team's recommendation is to **not implement** this alternative. Since pedestrian safety is a need that must be addressed by this project, sidewalks will be included where reasonable to provide safe pedestrian access. Curb and gutter is only proposed on side roads with existing curb and gutter. Replacement of the existing curb and gutter is proposed where the side road elevation must be adjusted and where the existing curb and gutter adjacent to proposed pavement is in poor condition.

S-1: Use all 6-ft-wide sidewalks in lieu of some 8-ft-wide sidewalks

The design team's recommendation is to **not implement** this alternative. Pedestrian activity in this environmental justice area is currently substantial due to a population dependent on transit and pedestrian travel. GDOT's Context-Sensitive Design Manual calls for "developing transportation solutions that require continuous, collaborative communication and consensus between transportation agencies, professionals, and any and all stakeholders." Context-Sensitive Design (CSD) is appropriate along this corridor, and CSD has been invoked throughout the development of the Bay Street design. Local officials requested 10 ft sidewalks along Bay Street in accordance with an extensive study completed for the redevelopment of the West Savannah area. This study, The West Savannah Revitalization Plan, calls for Bay Street to provide a "high quality public realm" with commercial buildings fronting the street with parking in the rear. Meetings and discussions with City of Savannah officials led to a compromise to include 8-foot wide sidewalks along the south side of Bay Street and 6-foot wide sidewalks along the north side. The planned mixed-use areas along this corridor, such as the currently in progress redevelopment of Fellwood Homes, are expected to increase pedestrian activity. AASHTO's Pedestrian Guide states, "along arterials not in the CBD, sidewalk widths of 6 to 8 feet are desirable where a planting strip is provided between the sidewalks and curb." The pedestrian demands outlined above justify the use of the upper limit along this corridor.

S-2: Use all 5-ft-wide sidewalks in lieu of 6-ft-wide and 8-ft-wide sidewalks

The design team's recommendation is to **not implement** this alternative. Pedestrian activity in this environmental justice area is currently substantial due to a population dependent on transit and pedestrian travel. AASHTO's Pedestrian Guide states, "along arterials not in the CBD, sidewalk widths of 6 to 8 feet are desirable where a planting strip is provided between the sidewalks and curb." GDOT's Pedestrian and Streetscape Guide recommends a sidewalk width of 6 ft with planting strips along arterials. Finally, the planned mixed-use areas along this corridor, such as the currently in progress redevelopment of Fellwood Homes, are expected to increase pedestrian activity.

W-1: Use soil nail walls in lieu of tie-back walls behind the bridge piers

The design team's recommendation is to **implement** this alternative provided the Office of Bridge Design agrees that the suitability of the soil nail wall is appropriate in this application.

Design Suggestions

G-1: Add pedestrian cross walks at unsignalized intersections and add signs indicating vehicles are to stop for pedestrians in cross walks

The design team's recommendation is to **implement** this suggestion. However, the Office of Traffic Operations has ruled (August 2007) that pedestrian cross walks shall not be

Mr. Russell McMurry, P.E.
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October 21, 2009

McGee Partners, Inc.

included at unsignalized intersections in this project. The design team will revisit this issue with the Office of Traffic Operations along with to exploring the feasibility of including an additional traffic signal at the Fell Street intersection. A traffic signal at this intersection would substantially reduce the distance between signalized cross walks, thereby increasing the likelihood that pedestrians would walk laterally along Bay Street in order to reach a signalized cross walk instead of crossing mid-block. Reducing the distance between safe, accessible crossings is especially important to disabled pedestrians.

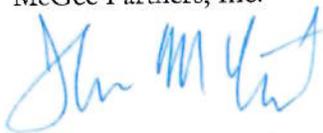
D-3: Move 30-in-diameter storm water drain line between the I-516 bridge pier and new retaining wall to under the pavement

The design team will explore this alternative and others during final design. The extents of the existing bridge footings and future maintenance access are two major items that will be further evaluated.

The design team has conducted additional studies and has evaluated the twelve "Cost Reduction Alternatives" and two "Design Suggestions" based on these studies. The design team recommends the implementation of two of the "Cost Reduction Alternatives" (P-2 & D-1) and three variations of the "Cost Reduction Alternatives" (G-1V, P-1V, & CG-1V). The design team also recommends the conditional recommendation of "Cost Reduction Alternatives" W-1. Finally, the design team commits to further explore both of the "Design Suggestions" (G-1 & D-3). If additional information is needed, contact me or Chris Marsengill at (770) 938-6400.

NHS00-0002-00(923), Chatham County
P.I.No. 0002923

Sincerely,
McGee Partners, Inc.



Thomas M. Crochet, P.E., PTOE
President

TMC:rcm

cc: Mr. Leon Davenport, Chatham County

Myers, Lisa

From: Coll, Marcela
Sent: Thursday, November 12, 2009 2:33 PM
To: Myers, Lisa
Cc: Welch, Albert (Butch)
Subject: FW: VE Study responses - NHS00-0002-00(923) Chatham PI No. 0002923
Attachments: PI0002923_COVER SHEET_LtrSize.pdf; PI0002923 VE Response CostEst Calcs_091021.pdf

Lisa,

Please see below email from the Bridge Office for recommendation W-1 and the attached cost calculations for recommendation G-1 and CG-1.

Also, a coversheet is provided as requested.

If additional information is please let me know.

Thank you,

*Marcela G. Coll
Assistant Design Group Manager
GDOT Office of Roadway Design
Phone: 404-631-1692
Fax: 404-631-1947*

From: Wyche, Steve
Sent: Thursday, November 12, 2009 10:41 AM
To: Coll, Marcela
Cc: Liles, Paul; DuVall, Bill; Welch, Albert (Butch)
Subject: RE: VE Study responses - NHS00-0002-00(923) Chatham PI No. 0002923

Marcela,

A soil nail wall is not an acceptable wall type at this location. Soil nail walls are not used at bridge abutments or at locations where there is a structure or road behind the wall. The bridge design office recommends using a tie-back wall or a reinforced concrete cantilever wall

Thanks,

Steve Wyche
Bridge Design Group Leader
GDOT - Office of Bridge Design

From: Coll, Marcela
Sent: Thursday, November 12, 2009 9:37 AM
To: Wyche, Steve
Cc: Welch, Albert (Butch)
Subject: RE: VE Study responses - NHS00-0002-00(923) Chatham PI No. 0002923

Steve,

We are awaiting Bridge Office's response in order to provide additional support to the submitted VE Study Responses as requested by Lisa Myers.

Would you please provide a delivery date for the written response?

If you need additional information please let me know.

Thank you,

NHS00-0002-00(923) Chatham County
 SR 25 CO/WEST BAY STREET IMPROVEMENTS FROM I-516 TO THE BAY STREET VIADUCT
 PI No. 0002923

Cost Estimate Calculations
 VE Study Recommendation Responses
 October 21, 2009

	Qty.	Unit	Unit Cost	Cost
Item G-1V:				
Remove Wall No. 1		Per VE Study		\$ 89,520
Remove Wall No. 2		Per VE Study		\$ 71,360
Remove right turn lane onto ramp	2,103	SF	\$ 4.25	\$ 8,938
				\$ 169,818
				\$ 15,284
				\$ 185,102
Item CG-1V:				
Remove 30" Type 7 C&G	11,200	LF	\$ 13.12	\$ 146,944
Add 24" Type 7 C&G	-11,200	LF	\$ 10.50	\$ (117,600)
				\$ 29,344
				\$ 2,641
				\$ 31,985

PRECONSTRUCTION STATUS REPORT FOR PI:0002923

SR 25 CONN/BAY STREET FROM I-516 TO THE BAY STREET VIADUCT

MGMT LET DATE :
 MGMT ROW DATE :
 BASELINE LET DATE :
 SCHED LET DATE :
 WHO LETS? :
 LET WITH :

PRIORITY CODE :
 DOT DIST :
 CONG. DIST :
 BIKE :
 MEASURE :
 NEEDS SCORE :
 BRIDGE SUFF :

MPO :
 TIP # :
 MODEL YR :
 TYPE WORK :
 CONCEPT :
 PROG TYPE :
 Prov. for ITS :
 BOND PROJ :

PROJ ID :
 COUNTY :
 LENGTH (MI) :
 PROJ NO. :
 PROJ MGR :
 AOHID Initials :
 OFFICE :
 CONSULTANT :
 SPONSOR :
 DESIGN FIRM :

BASE START	BASE FINISH	LATE START	LATE FINISH	TASKS	ACTUAL START	ACTUAL FINISH	%	Activity	Approved	Proposed	Cost	Fund	Status	Date Auth
				Concept Development	11/13/2001	2/15/2005	100	PE	2002	2002	67,000.00	Q05	AUTHORIZED	1/23/2002
				Concept Meeting	10/19/2004	10/19/2004	100	ROW	2010	2010	2,182,118.00	C230	PRECST	
				PM Submit Concept Report	1/5/2005	1/6/2005	100	ROW	LOCL	LOCL	26,836,882.00	L050	PRECST	
				Receive Preconstruction Concept Approval	2/10/2005	2/10/2005	100	CST	LR	LR	8,422,000.00	L050	PRECST	
				Management Concept Approval Complete	6/4/2009	2/15/2005	71							
				Value Engineering Study	8/24/2004	8/24/2004	100							
				Public Information Open House Held	10/4/2004	8/24/2007	100							
				Environmental Approval	1/18/2007	10/7/2004	100							
				Pub Hear Held/Comm Resp (EA/FONSI, GEPA)	9/22/2004	10/7/2004	100							
				Mapping	10/8/2004	10/7/2004	50							
				Field Surveys/SDE	12/13/2005		30							
				Preliminary Plans			0	PE Cost Est Amt						
				Underground Storage Tanks	7/21/2009	7/21/2009	100	ROW Cost Est Amt						
				404 Permit Obtainment			0	ROW Cost Est Amt						
				PFPR Inspection			0	CST Cost Est Amt						
				R/W Plans Preparation			0							
				R/W Plans Final Approval			0							
				L & D Approval			0							
				R/W Authorization			0							
				Stake R/W			0							
				Soil Survey			100							
				Final Design			0							
				PFPR Inspection			0							
				Submit PFPR Responses (OES)			0							

STIP AMOUNTS

Activity	Cost	Fund
PE		Q05
ROW	2,482,118.00	C230
ROW	0.00	L050
CST		L050

District Comments

TAS/County will review lighting with City; Coordinate with lighting at 516 & Bay St (PI 0004916)/6-8-05/Draft EA submitted to OEL May 20, 2005/2-13-06/EA to FHWA/9-12-06/Co. received comments from FHWA/3-28-06; revised draft Env doc returned to GDOT 7-7-06; PHOH will be needed/11-15-06/PHOH scheduled for 1-18-07; draft EA has been signed; ROW will not make 3-07; Co has sent a letter to the Chief Engineer advising that they do not have ROW \$ for this project/1-24-07/PHOH 1-18-07/5-2-07/working on preliminary plans

Acquired by: LOC
Acquisition MGR: Cravey, Mack (LOC)
R/W Cert Date:

DEEDS CT:

Cond. Filed:
Relocations:
Acquired:

Cond. Filed in ROW System:
Options - Pending:
Condemnations* Pend:

Prog. Develop: ARRA ADM MOD 8-5-09
Programming: #1 2-05
Traffic Op: CAHNSND LCL CNSLNT PLNS FR REVWJ010011_?PFPRsent7/16/09R/
Utility: SUE lvl B compl 03/28/07-TBE
EMG: RECST/REHAB (WIDENING); PE BY COUNTY
Engr Services: Waiting to on response from ASW to schedule PFPR;