

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE: STP00-0003-00(623) Peach **OFFICE:** Engineering Services
P.I. No.: 0003623
SR 49 Drainage Improvements **DATE:** May 6, 2011

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

TO: David B. Millen, PRLS, District Engineer, Thomaston
Attn.: Jason Mobley

SUBJECT: IMPLEMENTATION OF VALUE ENGINEERING STUDY ALTERNATIVES

The VE Study for the above project was held February 14-17, 2011. Responses were received on April 22, 2011. 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
DR-7	Reduce the length of jack and bore sections between B59 and B60	Proposed = \$50,968 Actual = \$49,309	Yes, with modifications	This will be done; however, the layout has been modified from what was proposed by the VE Team. The modification resulted in a slightly smaller savings. This implementation is subject to railroad approval.
DR-8	Reduce the size of outfall from B60 to B66 by utilizing existing outfall	\$38,581	No	This has already been done with the System C drainage design. It currently reroutes water that should be flowing into System B. The amount of flow diverted to the existing outfall by way of System C is causing the existing pipe to flow at near capacity.
DR-9	Reroute C1 to C8 collection system to go through the B33 system	\$73,541	No	This recommendation would negate the use of the existing outfall and increase the size of the pipes in System B. Portions of the proposed savings would be realized by eliminating all road construction close to the intersection. The proposed construction limits must remain as shown in the plans to accommodate signing and marking and upgrading the signals

DR-10	Place proposed drainage structures in same location of existing storm drain to minimize impacts to utilities	\$110,000	No	The illustration on page 2-14 of the VE Report does not accurately reflect the location of the existing pipes. As shown in the attached plan sheets, the existing utilities are located closer to the existing pipes than the proposed pipes and moving to the location specified by the VE Team will cause a conflict with the existing 6" gas main from Sta. 33+65 to Sta. 43+20. A major modification of System B would result in a resubmittal to all utilities. This could extend the schedule by 5 months and add \$30,000 of redesign costs.
DR-13	Use two jack and bore sections in lieu of one from A41 to A55	Proposed = \$76,699 Actual = \$33,261	Yes, with modifications	This will be done; however, some of the lengths shown in page 2-18 of the VE Report will be modified to provide the required 25 ft of clearance from the centerline of the track. This results in two sections of jack or bore pipe. This implementation is subject to railroad approval but does meet the requirements negotiated with Quest Communications.
DR-14	Eliminate piping in selective areas	Proposed = \$30,633 Actual = \$6,553	Yes, partially (Site 2)	<p>Site 1 – This recommendation would reduce some storm drain pipe length, but increase the required length of sanitary sewer pipe and add three sewer man holes.</p> <p>Site 2 – Some of the proposed 30" pipe shown on page 2-23 of the VE Report will actually be 36" pipe; however, since the proposed recommendation still provides a small savings, it will be implemented at this site.</p> <p>Site 3 – This recommendation would reduce the length of 18" pipe, but would result in an increased pipe size from structure A-31 to A-35; therefore, the proposed design is more economical.</p>

				<p>Site 4 – To avoid conflict with a clay sewer line, the proposed pipe must be raised 1 ft, which would place it in the subbase of the pavement and would require non-standard catch basins. This recommendation would also increase the size of the pipe on the left side of SR 49 causing increase utility conflicts.</p> <p>Sites 5 & 6 – A major modification to drainage System B would result in a resubmittal to all utilities. This recommendation would also impact the 6" gas main and cause at least \$20,000 in relocation costs for cutovers on the gas main. This recommendation would add 5 months to the schedule.</p>
--	--	--	--	---

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

Approved:  Date: 5/10/11
Gerald M. Ross, PE, Chief Engineer

REW/LLM

Attachments

- c: Ben Buchan
David Millen/Bill Rountree/Jason Mobley/Tyler Peek
Ken Robinson/Mike England/Kerry Gore/Debra Pruitt/Scott Parker
Ken Werho
Lisa Myers
Matt Sanders

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE STP00-0003-00(623) Peach **OFFICE** District 3
P.I. No. 0003623
Fort Valley Drainage Improvements
DATE April 21, 2011

FROM David B. Millen, P.R.L.S., District Engineer *By: JWM*
TO Ronald Wishon, State Project Review Engineer
Attn: Lisa Myers, Assistant State Project Review Engineer, VE Coordinator

SUBJECT **VALUE ENGINEERING STUDY RESPONSES**

This office has reviewed and concurs with the attached Value Engineering Study Responses prepared by Heath and Lineback. The baseline let date for this project is July 2011. A cover sheet of the project is also attached. If additional information is needed, please contact Jason Mobley, Project Manager, at (706)-646-6990.

DBM:WJR:JWM

Attachments

C: Ben Buchan, Director of Engineering



Heath & Lineback Engineers I N C O R P O R A T E D

2390 Canton Rd., Bldg. 200 • MARIETTA, GEORGIA 30066
e-mail: tbarwick@heath-lineback.com
770.424.1668 • (FAX) 770.424.2907

April 21, 2011

RE: STP00-0003-00(623)
Peach County
PI No. 0003623
VE Study Responses

1. **Recommendation DR-7:** (Reduce length of jack or bore sections between B59 and B60)

VE Team Savings: \$ 50,698.

Yes, will implement; however, the current layout has been modified from that proposed by the VE Study team resulting in a revised savings of \$ 49,309. This implementation is subject to railroad approval. Please see attached Sheets for layout and revised cost estimate.

2. **Recommendation DR-8:** (Reduce the size of outfall from B60-B66 by utilizing existing outfall)

VE Team Savings: \$ 38,581.

No, will not implement. This recommendation is already implemented with the System C drainage design. It currently reroutes water that should be flowing into System B. The amount of flow diverted to the existing outfall by way of System C is causing the existing pipe to flow at near capacity.

Recommendation DR-9: (Re-route C1 to C8 collection system to go through structure B33 into system B)

VE Team Savings: \$ 73,541.

No, will not implement. This recommendation would negate the use of the existing outfall and increase the size of the pipes in System B. Some of the savings stated in this recommendation involve stopping all road construction close to the intersection. The construction will need to stay at the limits as shown in the current plans to accommodate signing and marking and upgrading the signals at the intersection.

3. **Recommendation DR-10:** (Placed proposed drainage structures in same location of existing storm drain to minimize impacts to utilities)

VE Team Savings: \$ 97,507.

No, will not implement. The Illustration on page 2-14 of the report does not accurately reflect the location of the existing pipes. As shown in the attached plan sheets, the existing utilities are located closer to the existing pipes than the proposed pipes and moving to this location will cause a conflict with the existing 6" gas main from station 33+65 to 43+20 causing at least \$20,000 in cutovers based on discussions with the District 3 Utility Department during the design phase of this project. This

will also require the closure of the connection from US341/SR7 and SR96 to SR49 SB during the excavation of the existing pipes and construction of the proposed box culvert. The proposed system was designed to minimize cross drains in an effort to reduce the impact to existing utilities as much as possible. A major modification to drainage system B will result in a resubmittal to all utility companies. This will result in a schedule extension of approximately 5 months (2 months for design and 3 months for utility company review). Also, the savings did not incorporate drainage redesign costs of approximately \$30,000.

4. **Recommendation DR-13:** (Use two jack or bore sections in lieu of one from drainage structures A-41 to A-55)

VE Team Savings: \$ 76,699.

Yes, will implement; however some of the lengths shown in the report on page 2-18 will have to be modified to keep the construction 25 feet from the centerline of the tracks. This results in two sections of jack or bore pipe totaling 167 LF, and an open cut section of 63 LF. This implementation is subject to railroad approval, but it does meet the requirements negotiated with Qwest Communications to avoid their utilities located on railroad property. This is the wording Qwest has requested be placed on our construction plans:

PURSUANT TO THE AGREEMENT BETWEEN GDOT, NORFOLK SOUTHERN RAILROAD AND QWEST COMMUNICATIONS, THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE FOLLOWING TASKS RELATING TO THE JACK OR BORE OF THE 36" PIPE IN THIS LOCATION:

1. VERBAL NOTIFICATION TO QWEST (SCOTT SIMCOX, TEL. NO. 770-777-5670) OF THE JACK OR BORE SCHEDULE NO LESS THAN 5-DAYS PRIOR TO BEGINNING THE BORE OPERATION.
2. MAINTAIN PHYSICAL EXPOSURE OF THE QWEST FACILITY DURING THE BORE OPERATION FOR THE BENEFIT OF QWEST INSPECTORS.
3. PROPER BACKFILL AND COMPACTION OF THE EXPOSED QWEST FACILITY WITHIN 1-DAY OF THE COMPLETION OF THE BORE OPERATION.

The actual savings will be \$ 33,261. The original spreadsheet had a \$30,800 error in the proposed cost as well.

5. **Recommendation DR-14:** (Eliminate piping in selective areas)

VE Team Savings: \$ 30,633.

Site 1 - No, will not implement. This option will reduce some storm drain pipe length, but will increase the length of sanitary sewer that will need to be replaced as well as add three sewer manholes. Please see attached sheets for revised cost estimate.

Site 2 - Yes, will implement. Some the proposed 30" pipe shown on sheet 2-23 will actually be 36" pipe; however, the proposed option still costs \$6,552.77 less than the existing layout. Please see attached sheets for layout and revised cost estimate.

Site 3 – No, will not implement. This option will reduce the length of 18 inch pipe by about 55 LF but will result in an increased pipe size from structure A-31 to A-35. This means the layout as currently

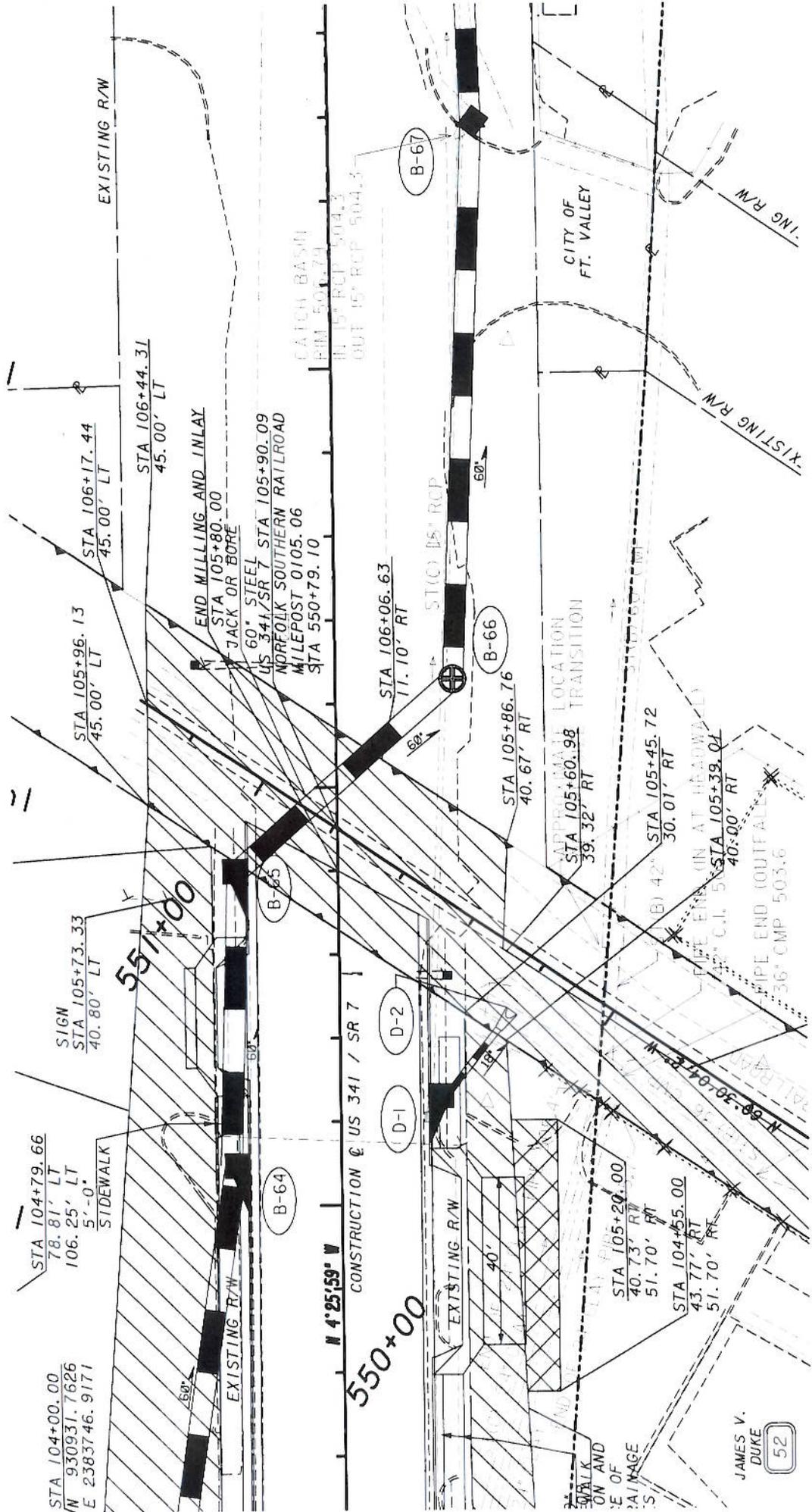
shown is less expensive by approximately \$2,200. Please see attached sheets for layout and revised cost estimate.

Site 4 - No, will not implement. To avoid an additional conflict with a clay sewer line, the proposed pipe would have to be raised by 1 foot forcing the proposed to be in the subbase of the pavement and would require nonstandard catch basins. This option will also increase the size of the pipe running down the left side of SR49 causing increased utility conflicts.

Sites 5 & 6 - No, will not implement. A major modification to drainage system B will result in a resubmittal to all utility companies. This option will also impact the 6" gas main and cause at least \$20,000 in relocation costs for cutovers on the gas main. This will result in a schedule extension of approximately 5 months (2 months for design and 3 months for utility company review).

Revised Savings: \$ 6,552.77.

Total Revised Project Savings: \$89,123.



STA 104+00.00
 W 930931.7626
 E 2383746.9171

STA 104+79.66
 78.81' LT
 106.25' LT
 5'-0" SIDEWALK

SIGN
 STA 105+73.33
 40.80' LT

STA 105+96.13
 45.00' LT

STA 106+17.44
 45.00' LT

STA 106+44.31
 45.00' LT

END MILLING AND INLAY
 JACK OR BORE
 STA 105+80.00
 60" STEEL
 US 341 / SR 7
 NORFOLK SOUTHERN RAILROAD
 MILEPOST 0105.06
 STA 550+79.10

CATCH BASIN
 RIM 506.74
 IN 15" RCP 504.3
 OUT 15" RCP 504.3

CONSTRUCTION ϕ US 341 / SR 7

N 4°25'59" W

550+00

EXISTING R/W

(D-1) (D-2)

STA 106+06.63
 71.10' RT

STA 105+86.76
 40.67' RT

STA 105+45.72
 30.01' RT

STA 105+39.01
 40.00' RT

STA 105+20.00
 40.73' RW
 51.70' RT

STA 104+55.00
 43.77' RT
 51.70' RT

WALK ON AND PAINTAGE

ADDITIONAL LOCATION TRANSITION
 STA 105+60.98
 39.32' RT

CITY OF FT. VALLEY

EXISTING R/W

EXISTING R/W

Revised Cost Worksheet

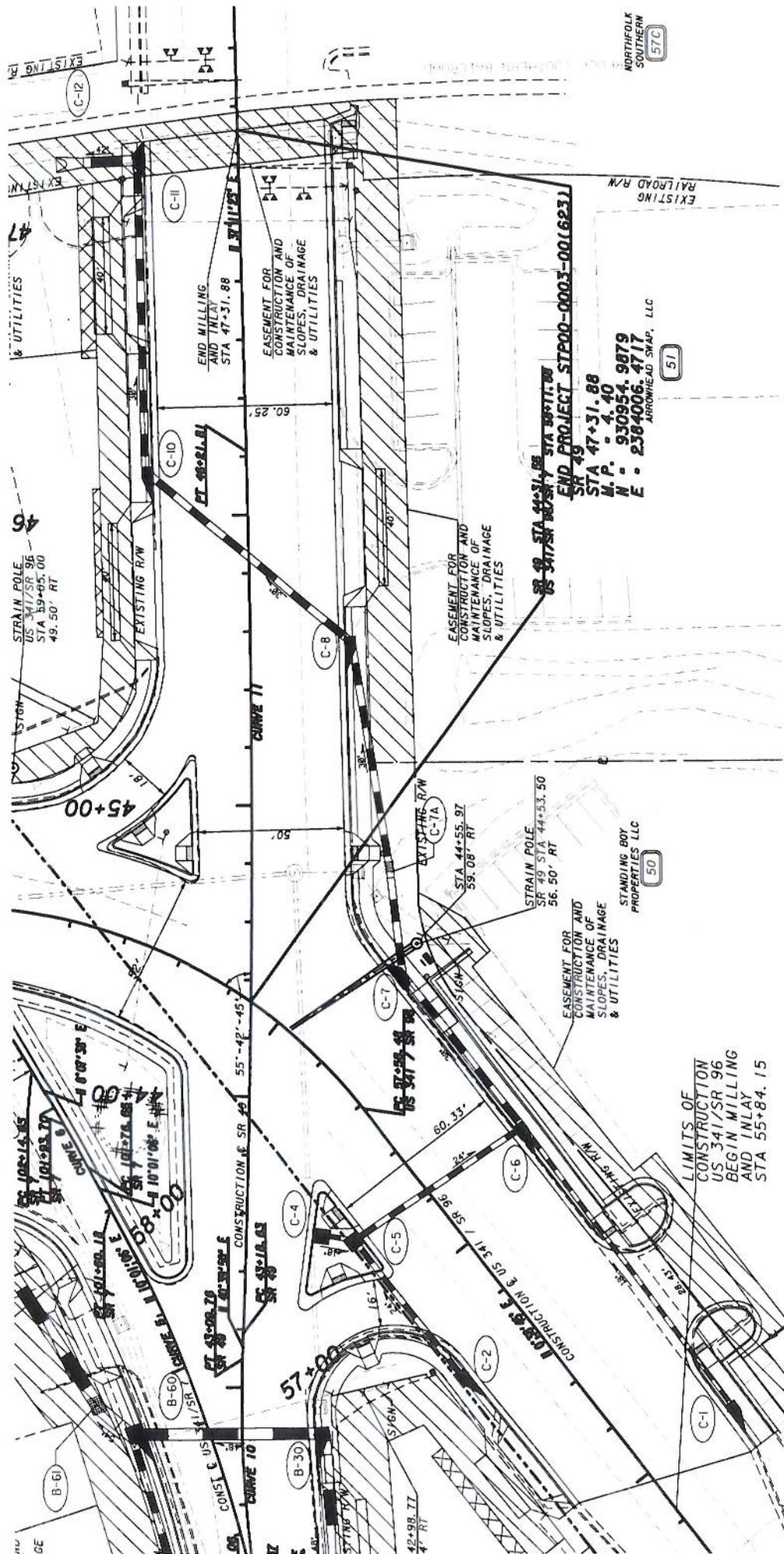
PROJECT: Georgia Department of Transportation ALTERNATIVE NO.: **DR-7**
 STP00-0003-00(623) - PI No. 0003623 SR49
 South of CS629 to SR7 from SR49 to South of CS740

DESCRIPTION: Reduce the length of the jack or bore section in
 drainage structures B-59 to B-60

CONSTRUCTION ITEM		VE PROPOSED ESTIMATE				REVISED ESTIMATE			
ITEM	UNITS	NO. OF UNITS	COST/UNIT	TOTAL	NO. OF UNITS	COST/UNIT	TOTAL		
Jack or Bore 78" Steel Pipe	LF	55	\$ 310.97	\$ 17,103.35					
Jack or Bore 60" Steel Pipe	LF				70	\$ 295	\$ 20,650.00		
60" Storm Drain Pipe-RCP	LF	204	\$ 116.07	\$ 23,678.28	132	\$ 116.07	\$ 15,321.24		
Storm Sewer Manhole, TP 2	EA				1	\$ 3250.12	\$ 3,250.12		
18" Storm Drain Pipe-RCP	LF				21	\$ 28.22	\$ 592.62		
Catch Basin, GP 1	EA				1	\$ 2032.11	\$ 2,032.11		
550-4218 FES 18"	EA				1	\$ 443.31	\$ 443.31		

Original Estimate cost based on latest GDOT Item Mean Summary is \$95,827.78.

Sub-total		\$	40,781.63				42,289.40
Cons't Mark-up 10%			4,078.16			\$	4,228.94
TOTAL		\$	44,859.79			\$	46,518.34
Actual Savings:						\$	49,309.44



NORTHFOLK
SOUTHERN
STC

END MILLING AND INLAY
STA 47+31.88

EASEMENT FOR CONSTRUCTION AND MAINTENANCE OF SLOPES, DRAINAGE & UTILITIES

EASEMENT FOR CONSTRUCTION AND MAINTENANCE OF SLOPES, DRAINAGE & UTILITIES

END PROJECT STP00-0003-00(623)
STA 49
US 341/ SR 96
STA 47+31.88
M.P. - 4.40
N.E. - 930954.9879
E - 2384006.4717
ARROWHEAD SWAP, LLC

STRAIN POLE
US 341/ SR 96
STA 49+05.00
49.50' RT

STRAIN POLE
SR 96 STA 44+53.50
56.50' RT

EASEMENT FOR CONSTRUCTION AND MAINTENANCE OF SLOPES, DRAINAGE & UTILITIES

STANDING BOY
PROPERTIES LLC

LIMITS OF CONSTRUCTION
US 341/ SR 96
BEGIN MILLING AND INLAY
STA 55+84.15

51

50

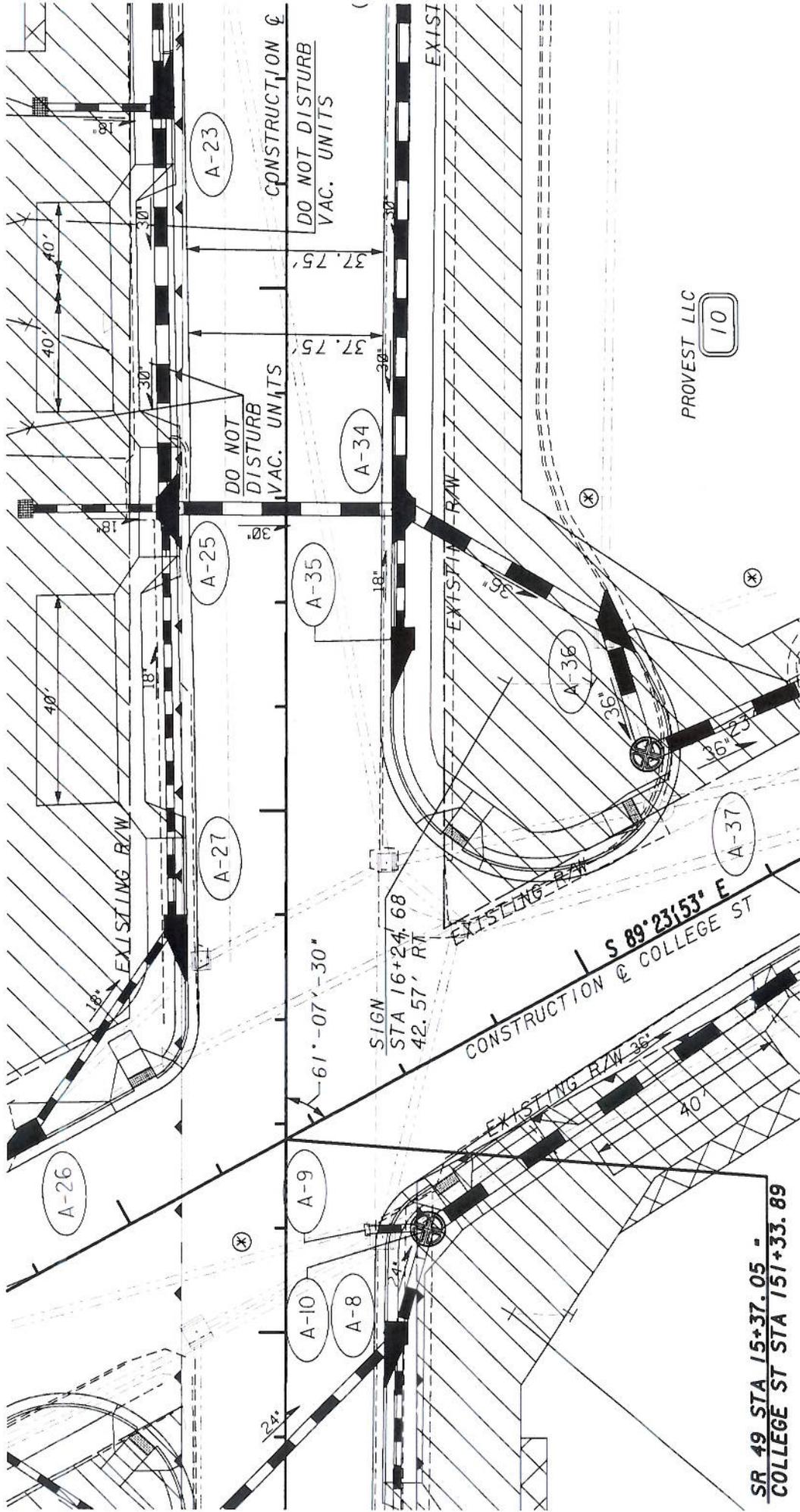
Revised Cost Worksheet

PROJECT:	Georgia Department of Transportation STP00-0003-00(623) - PI No. 0003623 SR49 South of CS629 to SR7 from SR49 to South of CS740	ALTERNATIVE NO.:	DR-13
DESCRIPTION:	Use two jack or bore sections in lieu of one from drainage structures A-41 to A-55		

CONSTRUCTION ITEM		VE PROPOSED ESTIMATE				REVISED ESTIMATE			
ITEM	UNITS	NO. OF UNITS	COST/UNIT	TOTAL	NO. OF UNITS	COST/UNIT	TOTAL		
Jack or Bore 36" Steel Pipe	LF	100	\$ 280	\$ 28,000.00	167	\$ 280	\$ 46,760.00		
Jack or Bore 54" Steel Pipe	LF								
36" Storm Drain Pipe-RCP	LF								
36" Storm Drain Pipe-Steel	LF	125	\$ 100	\$ 12,500.00	63	\$ 100	\$ 6,300.00		

Original Estimate cost based on latest GDOT Item Mean Summary is \$91,626.98.

Sub-total		\$	40,500.00			53,060.00
Cons't Mark-up	10%		4,050.00		\$	5,306.00
TOTAL		\$	44,550.00		\$	58,366.00
Actual Savings:					\$	33,260.98



PROVEST LLC
10

SR 49 STA 15+37.05 -
COLLEGE ST STA 151+33.89

Revised Cost Worksheet

PROJECT: Georgia Department of Transportation ALTERNATIVE NO.: **DR-14**
 STP00-0003-00(623) - PI No. 0003623
 SR49 South of CS629 to SR7 from SR49 to South of CS740

DESCRIPTION: Eliminate Piping in Selected Areas

CONSTRUCTION ITEM		VE PROPOSED ESTIMATE				REVISED ESTIMATE			
ITEM	UNITS	NO. OF UNITS	COST/UNIT	TOTAL	NO. OF UNITS	COST/UNIT	TOTAL		
Site 1									
24" Storm Drain Pipe-RCP	LF	104	\$ 36.89	\$ 3,836.56	39	\$ 36.89	\$ 1,438.71		
18" Storm Drain Pipe-RCP	LF				62	\$ 28.22	\$ 1,749.64		
8" Sanitary Sewer Pipe - PVC	LF				347	\$ 26.15	\$ 9,074.05		
Storm Manhole, GP 1	EA	1	\$ 1878.72	\$ 1,878.72	3	\$ 1878.72	\$ 5,636.16		
Catch Basin, GP 1	EA				1	\$ 2032.11	\$ 2,032.11		
Sub-Total				\$ 5,715.28			\$ 19,930.67		
Site 2									
18" Storm Drain Pipe-RCP	LF				25	\$ 28.22	\$ 705.50		
30" Storm Drain Pipe-RCP	LF	45	\$ 47.17	\$ 2,122.65	45	\$ 47.17	\$ 2,122.65		
36" Storm Drain Pipe-RCP	LF	38	\$ 59.24	\$ 2,251.12	64	\$ 59.24	\$ 3,791.36		
Catch Basin, GP 1	EA				1	\$ 2032.11	\$ 2,032.11		
Sub-Total				\$ 4,373.77			\$ 7,946.12		
Site 3*									
18" Storm Drain Pipe-RCP	LF	262	\$ 28.22	\$ 7,393.64	110	\$ 28.22	\$ 3,104.20		
24" Storm Drain Pipe-RCP	LF	75	\$ 36.89	\$ 2,766.75	266	\$ 36.89	\$ 9,812.74		
30" Storm Drain Pipe-RCP	LF	102	\$ 47.17	\$ 4,811.34	379	\$ 47.17	\$ 17,877.43		
36" Storm Drain Pipe-RCP	LF	304	\$ 59.24	\$ 18,008.96					
Sub-Total				\$ 32,980.69			\$ 30,794.37		

* - This actually compares the existing system to the corrected cost for the proposed system showing the difference in cost between the two options. The existing layout costs \$2,186.32 less.

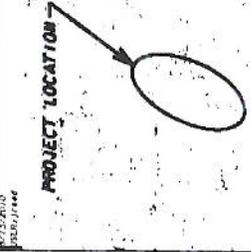
Original Estimate cost based on latest GDOT Item Mean Summary is \$60,623.51.

Sub-total		\$	43,069.74		58,671.16
Const Mark-up 10%			4,306.97		5,867.12
TOTAL		\$	47,376.71		\$ 64,538.28
Actual Savings:					\$ -3,914.77
Actual Savings Using corrected VE Site 3 Proposed Estimate:					\$ -6,319.72

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA



PLAN AND PROFILE OF PROPOSED SR 49 DRAINAGE IMPROVEMENTS STP00-0003-00(623), PEACH COUNTY FEDERAL AID PROJECT



LOCATION SKETCH

SR 49 STA 10+00.00
MP = 3.7
N = 927705.5990
E = 2182198.7060

SR 49 STA 15+37.05 - START POINT
COLLEGE ST STA 151+33.89

SR 49 STA 20+40.64 -
CENTRAL AVE STA 201+41.44

SR 49 STA 23+80.00 -
MAIN ST STA 201+57.77

SR 49 STA 25+14.16 -
CHURCH ST STA 410+00.00

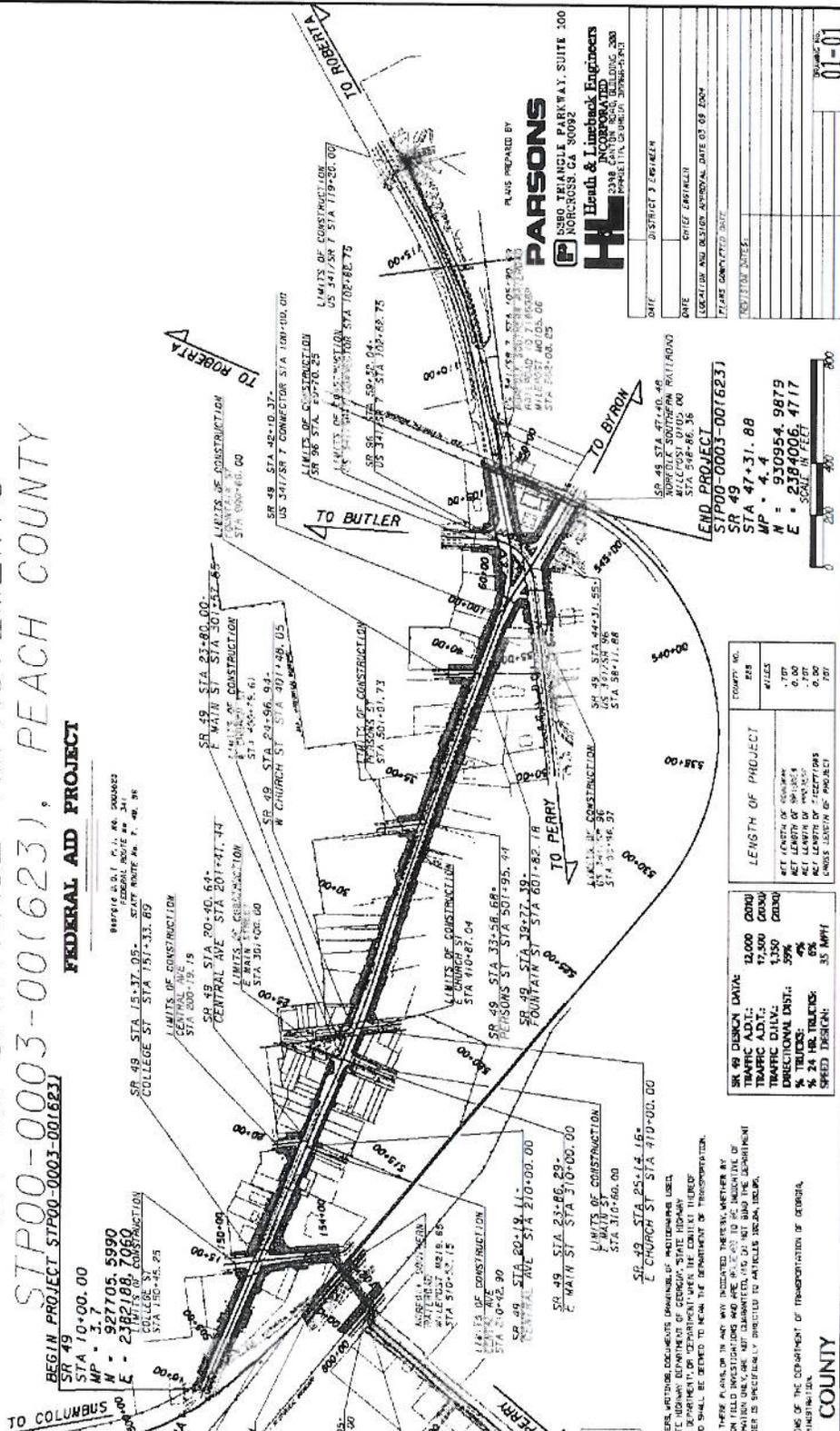
SR 49 STA 29+86.89 -
MAIN ST STA 310+00.00

SR 49 STA 33+56.88 -
PERRIN ST STA 501+95.24

SR 49 STA 38+72.39 -
FOUNTAIN ST STA 607+82.18

SR 49 STA 42+37.00 -
CONNECTOR STA 100+00.00

SR 49 STA 47+31.88 -
END POINT



PLANS PREPARED BY
PARSONS
2580 TRIANGLE PARKWAY, SUITE 300
NORCROSS, GA 30092

H Heath & Lineback Engineers
1338 INCORPORATED LOGIC 300
PARSONS TRIANGLE PARKWAY, SUITE 300
NORCROSS, GA 30092

DATE	DISTRICT 3 ENGINEER
DATE	CHIEF ENGINEER
DATE	LOCATION AND DESIGN APPROVAL DATE OF 68 DOW
DATE	DESIGNER
DATE	PROJECT NO.
DATE	SCALE IN FEET
DATE	01-01

END PROJECT
STP00-0003-00(623)
SR 49
STA 47+31.88
MP = 4.4
N = 930954.9879
E = 2384006.4717
SCALE IN FEET

SR 49 DESIGN DATA:	TRAFFIC ADJ.: 12,000 (GDD)	COUNTY NO. 003
TRAFFIC ADJ.: 12,500 (GDD)	% TRUCKS: 5%	FILES 0.00
% TRUCKS: 5%	% 24 HR. TRUCKS: 6%	NET LENGTH OF PROJECT: 0.00
% 24 HR. TRUCKS: 6%	SPEED DESIGN: 35 MPH	NET LENGTH OF PROJECTS: 0.00
SPEED DESIGN: 35 MPH		GROSS LENGTH OF PROJECT: 0.00

ALL WORK TO BE DONE IN ACCORDANCE WITH THE SPECIFICATIONS OF THE DEPARTMENT OF TRANSPORTATION OF GEORGIA, CURRENT EDITION, AS APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION.

STP00-0003-00(623), PEACH COUNTY

PRECONSTRUCTION STATUS REPORT FOR PI:0003623

PROJ ID: 0003623 **SR 49 FM S OF CS 629 TO SR 7 & SR 7 FM SR 49 TO S OF CS 740**
COUNTY: Peach **MPO:** Not Urban
LENGTH (MI): 0.72 **TIP #:**
PROJ NO.: STP00-0003-00(623) **MODEL YR:**
PROJ MGR: White, Chad **TYPE WORK:** Miscellaneous Improvements
AOHD Initials: MAH **CONCEPT:** DRAINAGE IMP
OFFICE: Program Delivery **PROG TYPE:** Maintenance
CONSULTANT: Consultant Design (DOT contract) **Prov. for ITS:** N
SPONSOR: GDOT **BOND PROJ.:**
DESIGN FIRM: Heath & Lineback Engineers, Inc.

MGMT LET DATE: 03/15/2012
MGMT ROW DATE: 02/19/2010
BASELINE LET DATE: 07/11/2011
SCHED LET DATE: 2/20/2012
WHO LETS?: GDOT Let
LET WITH:

ACTUAL		ACTUAL		ACTUAL		ACTUAL		ACTUAL		ACTUAL		ACTUAL	
START	FINISH	START	FINISH	START	FINISH	START	FINISH	START	FINISH	START	FINISH	START	FINISH
2/1/2010	3/17/2010	3/5/2003	3/9/2004	9/23/2003	9/23/2003	3/9/2004	3/9/2004	3/9/2004	3/9/2004	3/9/2004	3/9/2004	3/9/2004	3/9/2004
1/29/2010	6/10/2010	12/1/2003	12/1/2003	12/4/2003	3/16/2010	7/19/2004	8/13/2004	12/26/2006	9/15/2007	11/15/2007	11/15/2007	11/15/2007	11/15/2007
4/16/2010	5/13/2010	3/24/2010	3/24/2010	5/13/2010	5/13/2010	6/11/2010	12/23/2010	1/21/2011	9/2/2011	2/11/2011	9/12/2011	9/23/2011	9/23/2011
8/20/2010	9/2/2010												
6/11/2010	12/23/2010												
1/21/2011	1/21/2011												
1/3/2011	2/11/2011												

PROGRAMMED FUNDS		PROGRAMMED FUNDS		PROGRAMMED FUNDS		PROGRAMMED FUNDS		PROGRAMMED FUNDS		PROGRAMMED FUNDS		PROGRAMMED FUNDS	
Activity	Approved	Proposed	Cost	Fund	Status	Date Auth	Activity	Approved	Proposed	Cost	Fund	Activity	Cost
PE	2003	2003	1,282,263.77	Q20	AUTHORIZED	6/23/2003	PE	\$1,282,263.77		0.00	Q20	PE	0.00
ROW	2010	2010	2,380,000.00	L200	AUTHORIZED	6/7/2010	ROW	\$2,380,000.00		909,000.00	L200	ROW	909,000.00
UTL	2012	2012	3,012,917.25	L200	PRECST		UTL	\$2,895,922.00		3,132,229.24	L200	UTL	3,132,229.24
CST	2012	2012	3,583,697.34	L200	PRECST		CST	\$3,444,538.00		3,725,612.30	L200	CST	3,725,612.30

STIP AMOUNTS		STIP AMOUNTS		STIP AMOUNTS		STIP AMOUNTS		STIP AMOUNTS		STIP AMOUNTS		STIP AMOUNTS	
Activity	Amount	Date	Activity	Amount	Date	Activity	Amount	Date	Activity	Amount	Date	Activity	Amount
PE	\$1,282,263.77	2/5/2010	PE	0.00		PE	0.00		PE	0.00		PE	0.00
ROW	\$2,380,000.00	1/4/2010	ROW	\$2,380,000.00	2/5/2010	ROW	\$2,380,000.00	2/5/2010	ROW	909,000.00		ROW	909,000.00
UTL	\$2,895,922.00	2/5/2010	UTL	\$2,895,922.00	1/4/2010	UTL	\$2,895,922.00	1/4/2010	UTL	3,132,229.24		UTL	3,132,229.24
CST	\$3,444,538.00	2/5/2010	CST	\$3,444,538.00	2/5/2010	CST	\$3,444,538.00	2/5/2010	CST	3,725,612.30		CST	3,725,612.30

District Comments:
 PE TASK ORDER #9 WITH H&L (TOOCDDDES080057) EXPIRES 02-08-12. [2-14-11] ACQ UNDWY. [9-30-10 TO 2-13-11] SCHED TIGHT FOR ACQ. [6-28-10 TO 7-26-10] SCHED TIGHT FOR ACQ. [4-12-10] ENVYRN NOW APPVD NEED RW PLANS APPVL AND RW ALTH IN 2010 (NEED MRD JUNE 2010 MLD MARCH 2012). [10-14-09] NEED REV CONCEPT ADDING LIGHTING & SIGNALS @ MAIN ST. & 5 WAY. [04-30-09 TO 07-29-09] NEED ENVIRONMENTAL [2-23-09] NEED RW FUNDING. [12-10-08 TO 1-13-09] WAITING ON ENVIRONMENTAL APPROVAL. FROM FHWA AND FUNDS FOR POT HOLE MATRIX CONTRACT. [7 11 08] [CE TO FHWA THIS MONTH; [7 1 08] [Preacq. Underway.

District Comments													
Acquired by:	DOT												
Perry, Carol		Perry, Carol		Perry, Carol		Perry, Carol		Perry, Carol		Perry, Carol		Perry, Carol	
R/W Cert Date:		R/W Cert Date:		R/W Cert Date:		R/W Cert Date:		R/W Cert Date:		R/W Cert Date:		R/W Cert Date:	