

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE: CSSTP-0006-00(327) Barrow **OFFICE:** Engineering Services
P.I. No.: 0006327
West Winder Bypass - 3 phases **DATE:** July 16, 2010

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

TO: Bobby K. Hilliard, PE, State Program Delivery Engineer
Attn.: Douglas Fadool

SUBJECT: IMPLEMENTATION OF VALUE ENGINEERING STUDY ALTERNATIVES

The VE Study for the above project was held April 19-22, 2010. Responses were received on July 15, 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.

ALT #	Description	Potential Savings/LCC	Implement	Comments
1	Modify realignment north of Fred Kilcrease Road to line up with a slight realignment of Bill Rutledge Road to the north	\$298,000	No	The originally proposed design includes the desirable angle of intersection (90°). By changing the intersection to 70° as recommended by the VE Team, individual stream impacts will increase.
2	Realign the bridge over Bankhead Highway, CSX RR and SR 8 closer to a 90° skew	\$438,000	Yes	This will be done.
6	Remove the cul-de-sac on Patrick Mill Road and create a right-in right-out intersection with the West Winder Bypass	Design Suggestion	No	This recommendation would add an undesirable point of access to the West Winder Bypass and increase the construction costs.
7	Move the cul-de-sac on Patrick Mill Road 500 ft south to provide access to the historic property	Design Suggestion	No	The cost savings of eliminating the demolition of 500 ft of pavement is negligible. If left undisturbed, this section of pavement would serve no practical use and would be an unnecessary maintenance issue. The historic property already has access to the retained portion of the pavement.

9	Modify the realignment of Tom Miller Road and Fair Long Way	\$646,000	No	This recommendation reduces the distance between signalized intersections from 1,150 feet to 800 feet. Acquiring the access rights from the ramps to the new median opening for Tom Miller Road/Fair Long Way as proposed by the VE Team would reduce the potential VE savings.
12	Reduce the length of the ramps to and from SR 316 and the West Winder Bypass	\$2,188,000	Yes	This will be done.
13	Use 11 ft wide inside lanes in lieu of 12 ft wide lanes	\$509,000	Yes	This will be done.
14	Move the Burson Maddox Road intersection 300 ft south of the original design intersection with West Winder Bypass	\$344,000	Yes	This will be done.
15	Revise the alignment of Matthews School Road to connect to SR 8 close to the existing intersection	\$14,000	Yes, partially	To avoid additional ROW and construction costs, the "right in" portion of the VE recommendation will be eliminated, and the right turn movements will utilize the newly proposed intersection.
16	Reduce the concrete paved shoulder widths on the ramps to and from SR 316 and the new West Winder bypass	\$310,000	Yes	This will be done.
17	Reduce the width of the median from 24 ft to 20 ft	\$935,000	Yes	This will be done. A width of 24 ft will be provided at intersections to offset left turn lanes.
18	Use 4 ft wide outside paved shoulders in lieu of 6.5 ft wide outside paved shoulders	\$418,000	Yes	This will be done.

19	Use vertical bridge abutments in lieu of slope paving	\$1,219,000	No	The Office of Bridge Design indicates there would be a cost increase with the implementation of this alternative. There are also increased maintenance costs with MSE walls, and future expansion is limited. Due to the sequence of construction and coordination with subcontractors and equipment, bridge and wall costs are higher than the general bridge and wall costs for separate structures.
24	Use a partial cloverleaf interchange for the West Winder Bypass and SR 316 connection in lieu of a diamond interchange	\$6,180,000	No	The proposed partial cloverleaf would have weaving operational issues between the two loop ramps.
25	Remove the middle pier on the bridge over Bankhead Highway, CSX RR and SR 8	\$160,000	No	There is not sufficient information to determine which option is most efficient. Once the survey has been completed and the structure type and length are determined, the most economical span arrangements will be developed.
26	Use 10 ft wide shoulders on bridges in lieu of 12 ft wide shoulders	\$323,000	Yes	This will be done.
28	Reduce the length of the bridge over Bankhead Highway, CSX RR and SR 8	\$241,000	No	Recommendation No. 2 provides greater cost savings.
33	Use 4:1 slopes where 6:1 slopes are being used to save ROW acquisition	\$1,718,000	Yes	This will be done.
34	Eliminate the traffic signal at the intersection of Bill Rutledge Road and Fred Kilcrease Road	\$127,000	No	A traffic signal warrant analysis was performed and it shows the need for a signal based upon the build year traffic volumes.
35	Reduce turn lane storage lengths at the intersection of Carl Bethlehem Road and the West Winder Bypass	Proposed = \$171,000 Actual = \$130,000	Yes, partially	The reductions will apply to six of the eight storage bays. Based on analysis of traffic counts, all but the NB left turn lane on West Winder Bypass and the EB right turn lane on Carl Bethlehem Road will be shortened. This will result in a revised savings of \$130,000.

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

Approved:  Date: 7/16/10
Gerald M. Ross, PE, Chief Engineer

REW/LLM

Attachments

c: Ben Buchan
Bobby Hilliard/Michael Haithcock/Douglas Fadool
Paul Liles/Bill Duvall/Bill Ingalsbe
Larry Bowman
Randall Davis
Ken Werho
Lisa Myers
Matt Sanders

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE: CSSTP-0006-00(327) Barrow County **OFFICE:** Program Delivery
P.I. No.: 0006327
West Winder Bypass **DATE:** July 15, 2010

FROM: Bobby K. Hilliard, PE, State Program Delivery Engineer *B.K.H.*

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

SUBJECT: RESPONSE TO VALUE ENGINEERING STUDY ALTERNATIVES

Attached are the responses for the referenced Value Engineering Study. This office concurs with the responses.

If you have any questions, please contact Douglas Fadool, AVS, Project Manager at 404-308-1353.


BKH:MAH:DF:sha
c: Ben Buchan



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Value Engineering Responses

CSSTP-0006-00(327)

PI No. 0006327

Barrow County

- 1) **Alt. No. 1: Modify realignment of Fred Kilcrease Road to line up with a slight realignment of Bill Rutledge Road to the North.**

VE Team Savings = \$298,000

No, will not implement. The proposed design includes the desirable angle for intersections, which is 90 degrees. By changing the intersection angle to 70 degrees, individual stream impacts will likely be greater and the skew is not desirable. The proposed truck percentage on the West Winder Bypass is 22%. The proposed VE savings will likely be reduced.

- 2) **Alt. No. 2: Realign West Winder Bypass bridge over Bankhead Highway, the CSX Railroad and SR 8 closer to a 90 degree skew.**

VE Team Savings = \$438,000

Yes, will implement.

- 3) **Alt. No. 6: Remove cul-de-sac on exiting Patrick Mill Road and create a right-in/right-out connection to the West Winder Bypass.**

VE Team Savings = N/A

No, will not implement. This recommendation will slightly add to the overall construction cost and will add an undesirable point of access to the West Winder Bypass.

- 4) **Alt. No. 7: Move cul-de-sac on Patrick Mill Road South to provide access to the historic property.**

VE Team Savings = N/A

No, will not implement. The cost savings of preventing the demolition of 500 feet of pavement is negligible and could be offset in the event that the contractor would be able





to use this space as a paved staging area. The historic property already has access to the retained portion of the pavement. If left undisturbed, this section of pavement would serve no practical use and would simply be an additional unnecessary maintenance issue.

5) Alt. No. 9 Modify the alignment of Tom Miller Road and Fair Long Way.

VE Team Savings = \$646,000

No, will not implement. The proposed VE recommendation reduces the distance between signalized intersections from 1,150 feet to 800 feet. As stated in the VE report, "it is recommended that limit of access rights be acquired from the ramps to the new median opening for Tom Miller Road/Fair Long Way because the desirable distance for the first median opening from the ramps is 1,000 feet". Reducing the intersection distance to less than 1000 feet between signalized intersections is highly undesirable and the recommendation to buy the limited access right for corner properties next to SR 316 will be costly and potentially litigious. The proposed VE savings will likely be reduced after taking into account the purchase of access rights.

6) Alt. No. 12: Shorten the ramps to and from SR 316 to the new West Winder Bypass.

VE Team Savings = \$2,188,000

Yes, will implement.

7) Alt. No. 13: Use an 11-ft. wide inside lane in lieu of a 12-ft.-wide lane.

VE Team Savings = \$509,000

Yes, will implement.

8) Alt. No. 14: Move Burson Maddox Road 300 ft. South of as-designed intersection with the Bypass.

VE Team Savings = \$344,000

Yes, will implement.

9) Alt. No. 15: Connect Mathews School Road directly to SR 8 close to the existing connection to SR 8.

VE Team Savings = \$14,000





Yes, partial implement. To avoid additional right of way and construction cost, the design team proposes to eliminate the “right in” portion of the recommendation and bring the right turn movement to the new proposed intersection resulting in a more conventional, less costly design.

10) Alt. No. 16: Narrow the paved concrete shoulders on the ramps to and from SR 316 and the new West Winder Bypass.

VE Team Savings = \$310,000

Yes, will implement.

11) Alt. No. 17: Narrow the median from 24-ft.-wide to 20-ft.-wide.

VE Team Savings = \$935,000

Yes, will implement. Will provide 24 feet at intersections to offset left turns.

12) Alt. No. 18: Use 4-ft.-wide paved outside shoulders in lieu of 6.5-ft.-wide paved outside shoulders.

VE Team Savings = \$418,000

Yes, will implement.

13) Alt. No. 19: Use vertical bridge abutments in lieu of ends with sloped paving.

VE Team Savings = \$1,219,000

No, will not implement. See attached memo dated 7-12-10 from Mr. Paul V. Liles.

14) Alt. No. 24: Use a partial cloverleaf in lieu of a diamond interchange.

VE Team Savings= \$ 6,180,000

No, Will not implement. See Alt. No. 12. In addition, the design team prefers to maintain the diamond interchange since other nearby grade separations along SR 316 that under design are being proposed as diamond interchanges. The proposed partial cloverleaf would have weaving operational issues between the two loop ramps over the bridge in the am and pm peak hours, at a minimum. Also, there are ROW savings that





can be realized by moving the diamond ramps in tighter while maintaining the proposed signal spacing.

15) Alt. No. 25: Delete the center pier for the West Winder Bypass bridge over Bankhead Highway, CSX Railroad and SR 8.

VE Team Savings = \$160,000

No, will not implement. See attached memo dated 7-12-10 from Mr. Paul V. Liles.

16) Alt. No. 26: Use 10-ft.-wide shoulders on the bridge to match the roadway shoulders in lieu of 12-ft.-wide shoulders.

VE Team Savings = \$ 322,000

Yes, will implement the 10 ft. shoulder, truck percentage is 22%..

17) Alt. No. 28: Shorten the West Winder Bridge over Bankhead Highway, CSX Railroad and SR 8 by 22 ft. 6 in.

VE Team Savings = \$ 241,000

N/A, will not implement. See Alt. No. 2. The implementation of Alt. No. 2 produces a greater cost savings.

18) Alt. No. 33: Use 4:1 slopes in lieu of 6:1 slopes at the end of the shoulders and reduce the width of the right-of-way.

VE Team Savings = \$ 1,718,000

Yes, will implement.

19) Alt. No. 34: Eliminate the traffic signal at the intersection of Bill Rutledge Road and Fred Kilcrease Road and the West Winder Bypass.

VE Team Savings = \$127,000





No, will not implement. A traffic signal warrant analysis was performed (see attached) that shows the need for a signal based upon the "build year" traffic volumes. The analysis includes 100% volume threshold and right turn reduction procedures (NCHRP 457).

20) Alt. No. 35: Reduce turn lane storage lengths at the intersection of Carl Bethlehem Road and the West Winder Bypass.

VE Team Savings = \$171,000

Yes, will partially implement this proposal. The reductions will apply to six of the eight turn lane storage bays. The reductions are based on analysis of the traffic counts and apply to all but the northbound left turn lane on West Winder Bypass and the eastbound right turn lane on Carl Bethlehem Road. As a result of partial implementation, the realized VE Team Savings would be approximately \$130,000.



Traffic Signal Warrant Analysis

West Winder Bypass at Bill Rutledge Rd and Fred Kilcrease Rd

Signal Warrants - Summary

Major Street Approaches

Northbound: West Winder Bypass

Number of Lanes: 2
 Approach Speed: 45
 Total Approach Volume: 10,254

Southbound: West Winder Bypass

Number of Lanes: 2
 Approach Speed: 45
 Total Approach Volume: 9,723

Minor Street Approaches

Eastbound: Fred Kilcrease Rd

Number of Lanes: 2
 Total Approach Volume: 2,184

Westbound: Bill Rutledge Rd

Number of Lanes: 2
 Total Approach Volume: 1,953

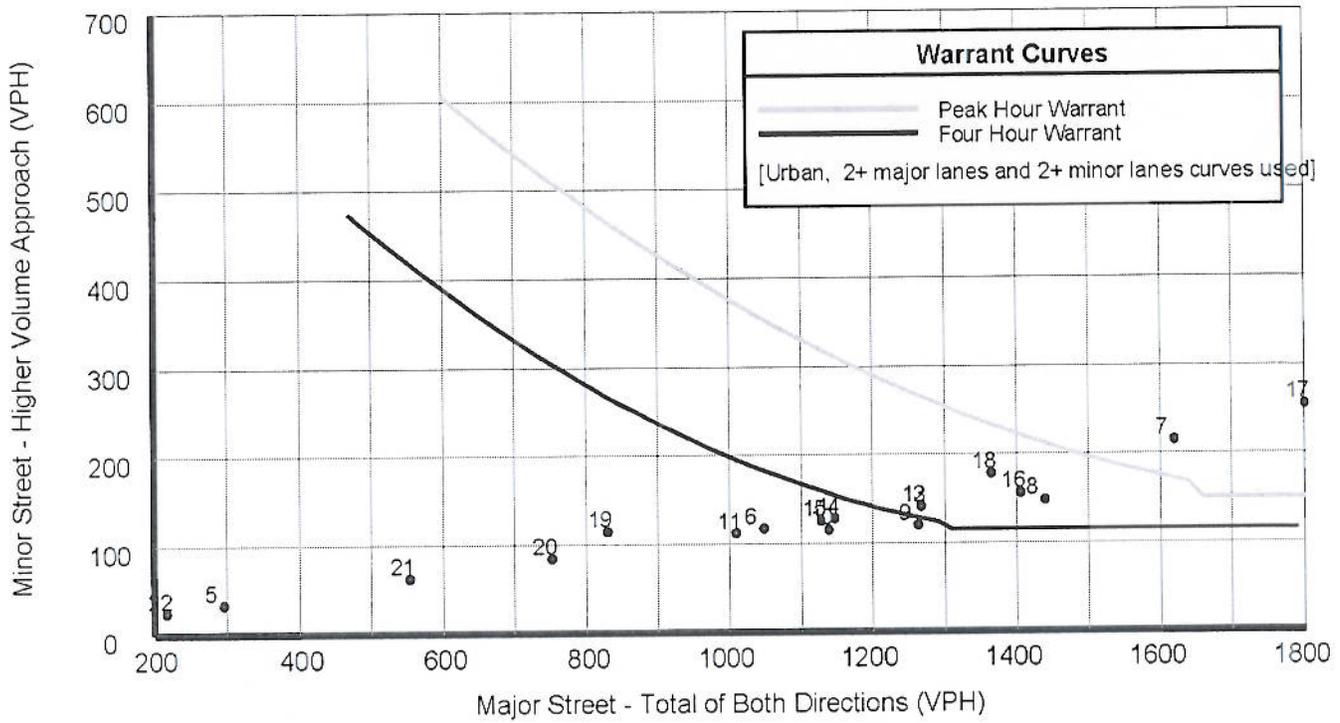
Warrant Summary (Urban values apply.)

Warrant 1 - Eight Hour Vehicular Volumes	Satisfied
Warrant 1A - Minimum Vehicular Volume	Not Satisfied
Required volumes reached for 2 hours, 8 are needed	
Warrant 1B - Interruption of Continuous Traffic	Satisfied
Required volumes reached for 13 hours, 8 are needed	
Warrant 1 A&B - Combination of Warrants	Not Satisfied
Required volumes reached for 3 hours, 8 are needed	
Warrant 2 - Four Hour Volumes	Satisfied
Number of hours (7) volumes exceed minimum >= minimum required (4).	
Warrant 3 - Peak Hour	Not Evaluated
Warrant 3A - Peak Hour Delay	Not Evaluated
Warrant 3B - Peak Hour Volumes	Not Evaluated
Warrant 4 - Pedestrian Volumes	Not Evaluated
Warrant 5 - School Crossing	Not Evaluated
Warrant 6 - Coordinated Signal System	Not Evaluated
Warrant 7 - Crash Experience	Not Evaluated
Warrant 8 - Roadway Network	Not Evaluated

Traffic Signal Warrant Analysis

West Winder Bypass at Bill Rutledge Rd and Fred Kilcrease Rd

Signal Warrants - Summary



Analysis of 8-Hour Volume Warrants:

Hour Begin	Major Total	Higher Minor Vol	Dir	War-1A			War-1B			War-1A&B		
				Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?
00:00	58	6	EB	600-No	200-No	---	900-No	100-No	---	720-No	160-No	---
01:00	30	3	EB	600-No	200-No	---	900-No	100-No	---	720-No	160-No	---
02:00	30	3	EB	600-No	200-No	---	900-No	100-No	---	720-No	160-No	---
03:00	30	3	EB	600-No	200-No	---	900-No	100-No	---	720-No	160-No	---
04:00	79	9	EB	600-No	200-No	---	900-No	100-No	---	720-No	160-No	---
05:00	297	33	EB	600-No	200-No	---	900-No	100-No	---	720-No	160-No	---
06:00	1,049	117	EB	600-Yes	200-No	Major	900-Yes	100-Yes	Both	720-Yes	160-No	Major
07:00	1,620	215	WB	600-Yes	200-Yes	Both	900-Yes	100-Yes	Both	720-Yes	160-Yes	Both
08:00	1,440	148	WB	600-Yes	200-No	Major	900-Yes	100-Yes	Both	720-Yes	160-No	Major
09:00	1,263	120	EB	600-Yes	200-No	Major	900-Yes	100-Yes	Both	720-Yes	160-No	Major
10:00	1,139	115	EB	600-Yes	200-No	Major	900-Yes	100-Yes	Both	720-Yes	160-No	Major
11:00	1,010	112	EB	600-Yes	200-No	Major	900-Yes	100-Yes	Both	720-Yes	160-No	Major
12:00	1,267	141	EB	600-Yes	200-No	Major	900-Yes	100-Yes	Both	720-Yes	160-No	Major
13:00	1,267	141	EB	600-Yes	200-No	Major	900-Yes	100-Yes	Both	720-Yes	160-No	Major
14:00	1,148	128	EB	600-Yes	200-No	Major	900-Yes	100-Yes	Both	720-Yes	160-No	Major
15:00	1,128	125	EB	600-Yes	200-No	Major	900-Yes	100-Yes	Both	720-Yes	160-No	Major
16:00	1,406	156	EB	600-Yes	200-No	Major	900-Yes	100-Yes	Both	720-Yes	160-No	Major
17:00	1,895	255	EB	600-Yes	200-Yes	Both	900-Yes	100-Yes	Both	720-Yes	160-Yes	Both
18:00	1,366	178	EB	600-Yes	200-No	Major	900-Yes	100-Yes	Both	720-Yes	160-Yes	Both
19:00	831	114	WB	600-Yes	200-No	Major	900-No	100-Yes	Minor	720-Yes	160-No	Major
20:00	753	84	EB	600-Yes	200-No	Major	900-No	100-No	---	720-Yes	160-No	Major
21:00	554	62	EB	600-No	200-No	---	900-No	100-No	---	720-No	160-No	---
22:00	218	24	EB	600-No	200-No	---	900-No	100-No	---	720-No	160-No	---
23:00	99	11	EB	600-No	200-No	---	900-No	100-No	---	720-No	160-No	---

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE CSSTP-0006-00(327) BARROW COUNTY **DATE** July 12, 2010
P.I No. 0006327

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

TO Bobby Hilliard, P.E., State Program Delivery Engineer
Attn: Douglas Fadool

SUBJECT **BRIDGE DESIGN VALUE ENGINEERING RESPONSE**

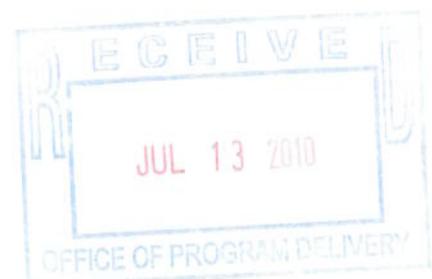
The Value Engineering Study for the above referenced project dated April 29, 2010 contained five VE Alternatives requiring responses from the Bridge Office, VE Alternatives 2, 19, 25, 26 and 28. Below are our recommendations for these alternatives.

VE Alternative 2 – “Realign West Winder Bypass bridge over Bankhead Highway, the CSX Railroad and SR 8 closer to a 90 degree skew.”

Recommendation: **Possible Implementation.** Structurally it is more efficient to construct the proposed bridge over Bankhead Highway, CSX Transportation and SR 8 with minimal skew. However, at this site other factors must be considered by the engineer of record to determine the most economical solution including alignment, profile, horizontal clearances, vertical clearances, ROW, drainage, etc.

VE Alternative 19 – “Use vertical bridge abutments in lieu of ends with sloped paving.”

Recommendation: **Do Not Implement.** Based on our estimate there would be a cost increase to implement this alternative. In addition to cost, long term there are more maintenance issues with MSE walls and the approach roadway than there are with typical spill through abutments. MSE wall abutments limit the possibility of future expansion for both the road being carried as well as the facility beneath the structure. Due to sequence of construction, coordination with subcontractors and equipment, bridge costs and wall costs are higher than the general bridge and wall costs for separate structures.



VE Alternative 25 – “Delete the center pier for the West Winder Bypass bridge over Bankhead Highway, CSX Railroad and SR 8.”

Recommendation: **Do Not Implement.** The project is currently in the concept phase; this alternative should have been a Design Suggestion. There is not sufficient information at this point in the design to determine which option is most efficient. Once the survey is completed and the structure type and length are determined then economical span arrangements will be developed.

VE Alternative 26 – “Use 10-ft.-wide shoulders on the bridge to match the roadway shoulders in lieu of 12-ft.-wide shoulders.”

Recommendation: **Implement with Modifications.** In accordance with Policy 4265-9 (Geometric Design Guide for Bridges on Local Roads and Streets, Not Having State Route Numbers) the outside bridge shoulder width should be a minimum of 8 feet. The designer needs to determine if a wider shoulder is warranted for this project based on volume of truck traffic.

VE Alternative 28 – “Shorten the West Winder Bridge over Bankhead Highway, CSX Railroad and SR 8 by 22ft. 6 in.”

Recommendation: **Do Not Implement.** The project is currently in the concept phase; this alternative should have been a Design Suggestion. Constructing an obstruction within the clear-zone is not desirable. There is not sufficient information at this point in the design to determine which option is most efficient. Once the survey is completed and the structure type and length are determined then economical span arrangements will be developed.

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

PRECONSTRUCTION STATUS REPORT FOR PROJECT MANAGER :Fadool, Douglas

WEST WINDER BYP FM 0.18 MILES OF SR 316 TO SR 211; INC INTCH

PROJ ID: 0006327
COUNTY: Barrow
LENGTH (MI): 5.00
PROJ NO.: CSSTP-0006-00(327)
PROJ MGR: Fadool, Douglas
AOHD Initials: MAH
OFFICE: Program Delivery
CONSULTANT: Local Design, Local PE funds
SPONSOR: Barrow County
DESIGN FIRM: Moreland Altabelli Associates, Inc.

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

DOT DIST: 1
CONG. DIST: 7
BIKE: N
MEASURE: E
NEEDS SCORE:
BRIDGE SUFF:

MPO: Atlanta TMA
TIP #: BA-005
MODEL YR: 2020
TYPE WORK: Widening
CONCEPT: Reconstruction/Rehabilitation
PROG TYPE:
BOND PROJ:

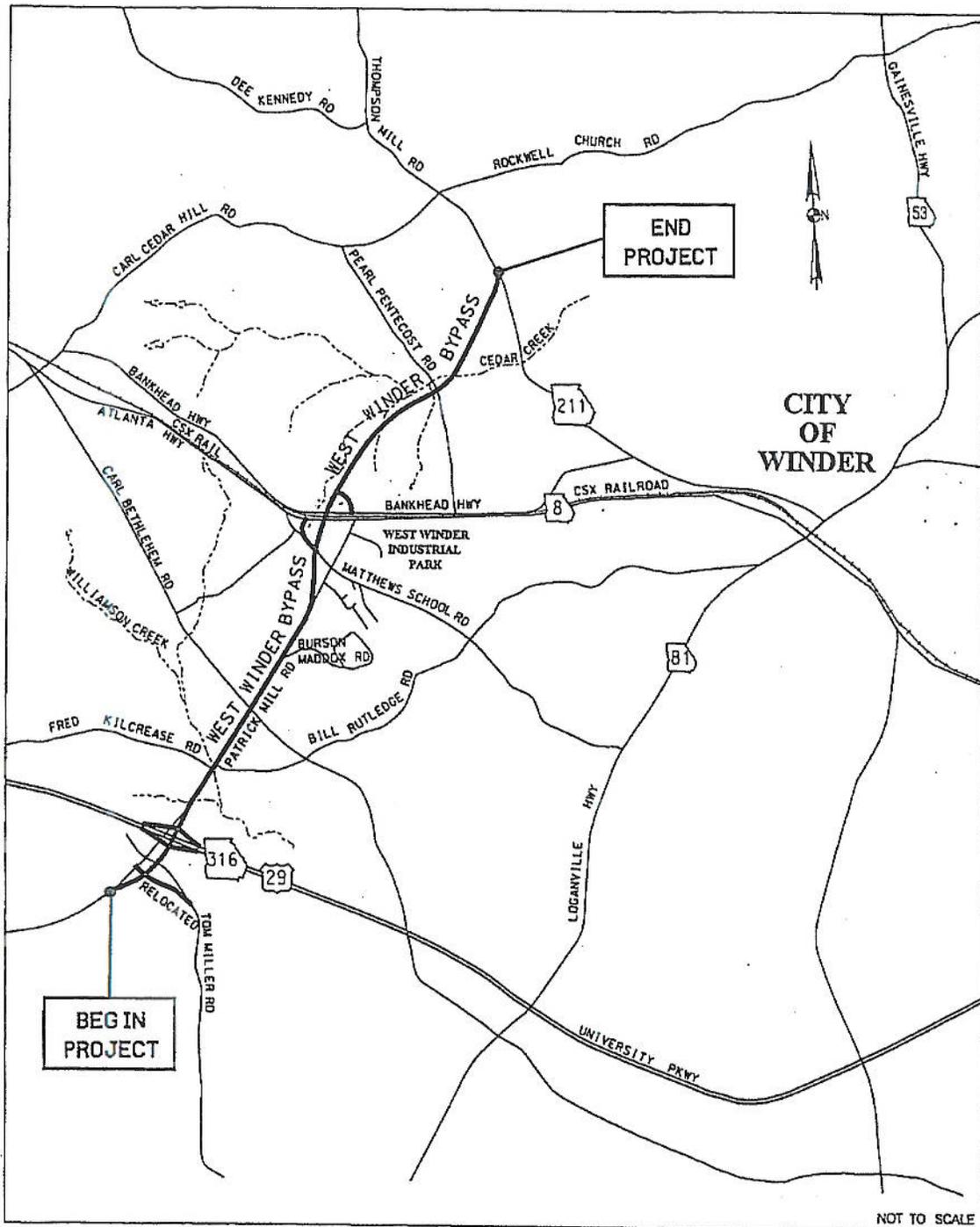
BASE START		LATE START		LATE FINISH		Tasks		ACTUAL START	ACTUAL FINISH	%
4/23/2011	6/16/2011	4/23/2011	6/16/2011	8/25/2011	6/16/2011	8/25/2011	Concept Development	7/17/2004	7/20/2006	100
4/9/2010	7/27/2010	7/30/2010	11/16/2010	6/16/2011	7/30/2010	6/16/2011	Concept Meeting	9/27/2005	9/27/2005	100
7/28/2010	6/28/2011	11/17/2010	10/18/2011	6/28/2006	7/18/2006	7/18/2006	PM Submit Concept Report	6/28/2006	7/31/2009	100
				7/18/2006	7/18/2006	7/18/2006	Management Concept Approval Complete	7/18/2006	7/20/2006	100
				8/15/2009	8/15/2009	8/15/2009	Revise or Re-validate Approved Concept	8/15/2009	10/1/2009	100
				9/26/2006	9/26/2006	9/26/2006	Public Information Open House Held	9/26/2006	9/26/2006	100
				2/7/2008	2/7/2008	2/7/2008	Environmental Approval	2/7/2008	2/7/2008	7
							Pub Hear Held/Comm Resp (EA/FONSI, GEPA)			0
							Database Preparation			0
							Preliminary Plans			0

PROGRAMMED FUNDS		STIP AMOUNTS	
Activity	Approved	Proposed	Cost
PE	2005	2005	80,000.00
ROW	LR	LR	63,280,443.18
CST	LR	LR	62,342,728.65
UTL	LR	LR	3,848,635.14

ACTIVITY		DATE	
Activity	Cost	Activity	Cost
PE	42,750,000.00	PE	0.00
ROW	2,600,000.00	ROW	0.00
Utility	42,116,513.66	UTL	0.00
CST		CST	0.00

PDD: JAN04 LR: Assigned to Road Design. 1/26/04. High local priority, locals want CST funds advanced. 3/31/05.
Bridge: BRIDGE REQUIRED
Design: Revised Concept approved 10-1-09, Tier 4, B/C = 0.
EIS: EA/NotAppvd/NoSched/IB 4.19.10
LGPA: REV PMA SGN BARROW DO PE & ROW/DOT TO FUND ROW 11-30-07
Prog. Develop: PI# 0096326 WAS COMBINED WITH THIS PROJECT
Programming: #1 9-05 12-06 Linnenkohl approved to fund ROW - real property only
Traffic Op: 2 B COMPLETED BY CONSULTANT \$?
Utility: NEED IST SUBMISSION PLANS 10/13/04; COUNTY PAY; GDOT COORD.
EMG: RECSTR/REHAB (WIDENING); PE BY COUNTY

Pre. Parcel CT:	96	Total Parcel in ROW System:	Cond. Filed:	Acquired by:	LOC	DEEDS CT:
Under Review:		Options - Pending:	Relocations:	Acquisition MGR:		
Released:		Condemnations - Pend:	Acquired:	ROW Cert Date:		



West Winder Bypass, Barrow County

CSSTP-0006-00(327) PI No. 0006327