

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

**INTERDEPARTMENT CORRESPONDENCE**

**FILE:** CSSTP-0006-00(431) Richmond **OFFICE:** Engineering Services  
P.I. No.: 0006431  
SR 56 Widening and Reconstruction **DATE:** September 17, 2009

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

**TO:** Bobby Hilliard, PE, State Program Delivery Engineer  
Attn.: Robert Murphy

**SUBJECT: IMPLEMENTATION OF VALUE ENGINEERING STUDY ALTERNATIVES**

The VE Study for the above project was held July 27-30, 2009. Responses were received on September 17, 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
P-4	Reduce inside lane width from 12 ft to 11 ft	\$590,000	No	SR 56 is classified as an Urban Minor Arterial with a design speed of 55 mph. The projected ADT is 35,230 and the corridor has 27% trucks. The four-year accident data includes 11 fatalities. Current AASHTO policy specifies 12 ft lane width for arterials with 55 mph speed design and ADT > 2000 (Exhibit 7-3, page 448). For divided arterials, the 12-ft lane width is justified by the associated high speeds and large volumes.
P-5	Use different pavement thickness for different sections of SR 56	Proposed = \$300,000 Actual = <b>-\$15,880</b> <b>Cost increase</b>	Yes, with modifications	OMR submitted a recommended pavement section in response to the VE report. Originally, three different pavement designs were prepared for the three distinct sections along the project corridor. The new pavement design proposed by OMR will use a consistent section throughout the project, making it easier to design and construct. The cost is only slightly greater than what was proposed in the plans. See attached e-mail from OMR and cost calculations from the design consultant.

M-1	Change median from 24 ft raised concrete to 14 ft flush for entire project	\$3,175,000	No	The existing ADT for the northern end of the project corridor exceeds the threshold for utilization of a two-way left turn lane (24,000 ADT). The design year ADT for this project is greater than 35,000 with 27% truck traffic. A TWLTL will not operate efficiently given the traffic and truck volumes on SR 56. A summary of the accident data for the corridor is attached. Due to the high number of fatal accidents, which significantly exceeds the statewide average, and the high percentage of truck traffic, construction of the raised median is warranted.
M-8	Change median from 24 ft raised concrete to 14 ft flush from beginning of project to Doug Bernard Parkway	\$1,500,000	No	While the design year ADT for the southern end of the project is less than 24,000, construction of the raised median is warranted based on accident history. The southern end of the project below Doug Bernard Parkway was identified as the segment of the project with the highest accident severity. Half of the recorded fatalities occurred along the southern segment.
M-10	Change raised median width from 24 ft to 22 ft	\$380,000	Yes	This will be done. Reducing the concrete median to 22 feet will meet the minimum AASHTO clear zone criteria. This will require a design variance as it does not meet GDOT Design Policy (Section 6.8.2).
R-2	Convert ROW to permanent easement beyond shoulder breakpoint	\$2,470,000	Yes	This will be done.
R-4	Retain existing shoulders in front of Lovett house, historic farm and sharecropper community	\$1,720,000	No	SHPO has agreed to the design as proposed in the area of the historic properties. If any changes were made in this area, additional coordination between OEL, FHWA and SHPO would be required. The existing shoulder width varies from 2.6 ft to 3.3 ft in front of the historic properties.

B-1	Use bridge shoulder as right turn lane onto Brown Road	\$210,000	No	Per current AASHTO policy for urban arterials, the full width of the approach roadway should be provided across the bridge (Exhibit 6-6, pg 426; Structures, pg 447). TOPPS 4265-10 indicates the minimum outside shoulder width of 8 ft for rural roads with ADT over 2000. The southbound approach roadway includes the right turn lane described in this recommendation.
B-6	Widen Little Spirit Creek Bridge (Bridge No. 1) on one side only	\$65,000	No	Bridge and Deck Condition Surveys are not complete, so it is not possible to determine if the bridges are suitable for widening at this time. If it is determined that the bridges are not suitable for widening, then a recommendation for replacement will be made. If bridges are suitable for widening, symmetrical widening is preferred. Widening to the east would reduce the hydraulic clearance. There is a cemetery to the east which would be impacted by widening the bridge to the east. Widening to the west would push the bridge further into Little Spirit Creek and in order to avoid impacting the stream, the length of the bridge would increase.
B-7	Reduce should widths to match new Bridge Width shoulder policy	\$155,000	Yes	The bridges will be revised to comply with TOPPS 4265-1.

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

Approved:  Date: 9/24/09  
 Gerald M. Ross, PE, Chief Engineer

REW/LLM  
 Attachments

- c: Genetha Rice Singleton
- Paul Liles/Bill Duvall/Bill Ingalsbe/Jenny Harris-Dunham
- Bobby Hilliard/Mike Haithcock/Robert Murphy
- Paul Alimia
- Rusty Merritt
- Nabil Raad
- Lisa Myers
- Matt Sanders

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

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INTERDEPARTMENTAL CORRESPONDENCE

**FILE:** STP-0006-00(431) Richmond County  
PI No.: 0006431  
Widening of SR56/Mike Padgett Highway  
CR17/Bennock Mill Road to CR 1516/Old Waynesboro Road

**OFFICE:** Program Delivery

**DATE:** September 15, 2009

**FROM:** Robert Murphy  
Project Manager

**TO:** Ron Wishon, State Project Review Engineer

**SUBJECT:** Value Engineering Study-Responses

Reference is made to the recommendations that were contained in the Value Engineering Study Report dated August 11, 2009 for the above referenced project. Our responses and recommendations are as follows:

**1. Value Engineering Alternative No. P-4:** Use 2-11' and 2-12' lanes in lieu of 4-12' lanes (2 in each direction).

Approval of the VE Alternative No. P-4 not recommended at this time.

- Current AASHTO Policy calls for lane widths on Arterials to be 12 feet for 55 mph design speed and ADT > 2,000 (Exhibit 7-3, pg 448). For divided arterials, the 12-foot lane width is justified by the associated high speeds and large volumes.
- The functional classification of SR 56 is an Urban Minor Arterial with a design speed of 55 mph; however, Right of Way or existing development constraints within the project limits do not exist as is typical on urban roadway projects to warrant the reduction in lane width.
- The project corridor is experiencing 27% trucks with a projected 35,230 ADT during the design year for the northern end of the project. The four-year accident data for corridor includes 11 fatalities. The reduction in lane width could increase the potential for traffic accidents.

**2. Value Engineering Alternative No. P-5:** Use different pavement thickness for different sections of SR56 where truck volumes vary.

Approval of VE Study Alternative No. P-5 is recommended.

- The pavement section depicted on the Typical Sections is a placeholder at this stage of project development as the existing pavement analysis has not yet been completed.
- The total potential savings from Alternative P-5 is based on a pavement design prepared for the Value Engineering Study, taking into consideration the high truck traffic along the corridor. The savings result from a reduction in this paving section for segments of the corridor with a lower truck volume.
- The OMR Pavement Design Committee has submitted a recommended pavement section in response to the Value Engineering Report per the attached e-mail.
- A relative cost comparison between the above referenced pavement sections, limited to full depth pavement and paved shoulder construction, yields a lower relative cost if OMR's pavement

section is utilized (see attached table). The *net increase* in project cost, based on OMR's pavement section as compared to the Preliminary Cost Estimate, is \$15,880.

- A pavement design will be submitted for review and approval by OMR based on this recommendation.
3. **Value Engineering Alternative No. M-1:** Use five-lane section throughout the project with center lane being the flush median in lieu of 24' raised concrete median.  
Approval of VE Study Alternative No. M-1 is not recommended at this time.
- The existing ADT for the northern end of the project corridor exceeds the threshold for when a two-way continuous left turn lane is generally considered appropriate (< 24,000 ADT). The Design Year ADT for this project is greater than 35,000 with 27% truck traffic. A TWLTL will not operate efficiently given the traffic and truck volumes on SR 56.
  - A summary of the accident information for the project corridor is attached. Due to the high number of fatalities, which significantly exceed the statewide average, coupled with the high percentage of truck traffic, construction of the raised median is warranted.
4. **Value Engineering Alternative No. M-8:** Use five-lane section on just the south end of the project with center lane being the flush median in lieu of a 24' raised concrete median.  
Approval of VE Study Alternative No. M-8 is not recommended at this time.
- Please refer to the response to Recommendation No. M-1 above. While the Design Year ADT for the southern segment is less than 24,000, construction of the raised median is warranted based on accident history. The southern end of the project below Doug Bernard Pkwy was identified as the segment of the project corridor with the highest accident severity during the Concept Team Meeting. Half of the recorded fatalities occurred along the southern segment of the project corridor.
5. **Value Engineering Alternative No. M-10:** Use a 22' raised concrete median in lieu of the 24' raised concrete median.  
Approval of VE Study Alternative No. M-10 is recommended.
- Per Section 6.8.2 of the GDOT Design Policy Manual, an Arterial (non-Grip) with a speed design greater than 45 mph requires a 24-ft raised median or 44-ft depressed median. The speed design of SR 56 is 55 mph.
  - Reducing the concrete median to 22 feet would meet the minimum AASHTO clear zone criteria. The typical section will be revised to reduce the width of the raised median to 13 feet from back of curb to back of curb.
6. **Value Engineering Alternative No. R-2:** Convert R/W to slope easement for slopes and drainage facilities.  
Approval of VE Study Alternative No. R-2 is recommended.
- This will reduce the right of way cost of the project with no impact on design criteria.
  - The proposed right of way limit would be placed at the shoulder break point with the front slope, ditch and back slope placed in permanent easement.
  - The cost saving from this recommendation could be offset by impacts on proposed utility relocations as 6.5 feet of the proposed 10 foot shoulder will be paved, leaving only 3.5 feet to place utilities.
7. **Value Engineering Alternative No. R-4:** Retain the existing shoulder at the historic properties.  
Approval of VE Study Alternative No. R-4 is not recommended at this time.

- The Historic Resources Survey Report (Report) prepared for the project recommended that three (3) historic properties be eligible for the National Register of Historic Places (NRHP). The three properties included the Dickerson Property, the Lovett House, and the Davis House.

The Report designated the eligible NRHP boundary at the Dickerson Property as a visual boundary containing approximately 19.2 acres and several parcels. The NRHP boundary includes six historic residences, associated outbuildings, vegetative growth and the fence row along the SR 56 right-of-way and the immediate surroundings. To protect the trees, vegetative growth, and fence row the NRHP boundary was extended approximately 30 feet into the existing SR 56 right-of-way for a distance of approximately 625 feet.

The eligible NRHP boundary established the Lovett House includes a visual boundary of approximately 57.8 acres. Elements included in the boundary include the house, outbuildings, landscape features, and farmland. The NRHP boundary along SR 56 corresponds to the property line / existing highway right-of-way line with an exception located in front of the Lovett House. For a distance of approximately 240 feet in front of the house, the NRHP boundary extends approximately 15 feet into the existing SR 56 right-of-way to protect landscape features located on the slope and top of slope of the roadside ditch.

The Davis House NRHP boundary includes approximately 2.4 acres. The boundary is a visual boundary that includes the house, landscape features, several outbuildings, and farmland. The boundary extends approximately 10 feet into the existing SR 56 right-of-way for a distance of approximately 280 feet to include landscape features on top of the slope of the existing roadside ditch.

In a letter addressed to the Georgia State Historic Preservation Officer (SHPO) dated April 4, 2008, the Federal Highway Administration (FHWA), and the Georgia Department of Transportation Office of Environment and Location (OEL) concurred with the findings of the Report prepared for the project. SHPO concurred with the eligibility recommendations by signature on April 15, 2008.

The original proposed alignment's effect on these resources was evaluated in an Assessment of Effects (AOE) document presented to OEL and FHWA in March 2008. In May 2008 the AOE for the project was submitted to SHPO. In a letter dated July 10, 2008, SHPO determined that the proposed project will have no adverse effect to the Dickerson Property, the Lovett House, and the Davis House.

- The existing shoulder width varies from 2.6-ft to 3.3-ft in front of the historic properties. Per the AASHTO Manual for urban arterial roadways with 55 mph speed design the minimum usable shoulder is 8 ft (Exhibit 7-3, pg 448).
- The clear zone requirement along SR 56 within the project limits is 26 to 32-ft per the current AASHTO Roadside Design Guide (Table 3.1, pg 3-6). Using the existing shoulder in front of the historic properties would reduce clear zone below the required minimum on the 55 mph corridor.
- If the proposed limits of construction should change at these resources locations, coordination with OEL, FHWA, and SHPO would need to be updated relative to the new limits. In addition to the unspecified amount of time needed for this agency coordination, a design exception would also be required to implement this recommendation.

**8. Value Engineering Alternative No. B-1:** Use shoulder for right turn lane on Brown Rd.  
Approval of VE Study Alternative No. B-1 is not recommended at this time.

- Per current AASHTO Policy, for urban arterial roadways the full width of the approach roadway should be provided across the bridge (Exhibit 6-6, pg 426; Structures, pg 447). Topps 4265-10 indicates the minimum outside shoulder width of 8 feet for rural roads with ADT over 2,000.
- The southbound approach roadway includes the subject right turn lane.

**9. Value Engineering Alternative No. B-6:** Widen to one side of Little Spirit Creek Bridge.  
Approval of VE Study Alternative No. B-6 is not recommended at this time.

- Currently, URS is waiting for results of Bridge and Deck Condition Surveys being performed at both structures by the Bridge Maintenance Office. The results of the surveys, which are expected to be available by mid-September, will help determine the plan of action for these two bridges. If the bridges are deemed not suitable for widening by the Maintenance Office, then a recommendation for replacement will be made. If the bridges are suitable for widening, the following considerations must be made:
- Widening the bridge asymmetrically to the east would reduce the hydraulic clearance to the bridge low chord even further as the existing bridge is built in superelevation with the high side to the west. In addition, a cemetery exists on the east side of SR 56 immediately south of Little Spirit Creek. The proposed ROW for the symmetrical widening has been adjusted to avoid impacting this parcel.
- Widening the bridge to the high side only (west) would retain the existing freeboard clearance. However, as noted in the Value Engineering Report, asymmetrical widening to the west would push the bridge further into Little Spirit Creek. In this case, the bridge length would need to be increased to avoid impacting the stream.

**10. Value Engineering Alternative No. B-7:** Reduce shoulder widths on both bridges. An 8' shoulder is acceptable under current GDOT policy.  
Approval of VE Study Alternative No. B-7 is recommended.

- The bridge typical sections will comply with Topps 4265-10 which has revised the minimum outside shoulder width to 8-ft for rural roads with ADT over 2,000.
- An 8 foot shoulder also complies with AASHTO for urban arterial roadways with 55 mph speed design.

## Myers, Lisa

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**From:** Jubran, Abdallah (AJ)  
**Sent:** Thursday, August 20, 2009 7:40 PM  
**To:** Murphy, Robert  
**Cc:** Myers, Lisa; Haithcock, Michael; Sanders, Matt; Jubran, Abdallah (AJ)  
**Subject:** RE: VE Study Report for CSSTP-0006-00(431) Richmond Co. PI# 0006431

**Importance:** High

Robert and Matt,

Three pavement designs were prepared for the three distinct sections along this project length. The pavement designs yielded one cross section. The PDC has recommends to the VE team and the Project Manager *to accept the proposed the section below instead of the original section and those proposed in the VE study.*

<i>PAY ITEM NUMBER</i>	<i>MATERIAL</i>	<i>COURSE</i>	<i>THICKNESS</i>	<i>SPREAD RATE</i>
402-3130	12.5 mm Superpave, Group 2 Only	Surface	1.5 inches	165 lbs/yd <sup>2</sup>
402-3190	19 mm Superpave	Binder	2 inches	220 lbs/yd <sup>2</sup>
402-3121	25 mm Superpave	Asphalt Base	4 inches	440 lbs/yd <sup>2</sup>
310-1101	Graded Aggregate Base	Base	14 inches	N/A

Using the section proposed above will:

- plans will be easier to prepare with one cross section
- realize cost savings over the one proposed in the VE study, and
- would facilitate construction with one pavement structure

A.J. Jubran, P.E.  
State Pavement Engineer  
Georgia Department of Transportation  
404-363-7582  
404-363-7684 fax

[ajubran@dot.ga.gov](mailto:ajubran@dot.ga.gov)

Help GDOT serve you better. Visit <http://www.howmyservice.dot.ga.gov> and rate the service you received from Team GDOT.



To: Recipient  
Recipient

From: Kenn Fink, P.E.

Date: August 4, 2009

Subject: SR 56 Richmond County – Accident Information

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Kimley-Horn and Associates, Inc. has collected and summarized additional accident information for the SR 56 corridor in Richmond County between Milepost 4.79 and Milepost 10.2. Accident data for SR 56 (MP 4.79 – MP 10.2) from just north of Tobacco Road to just south of Benneck Mill Road was obtained from the Georgia Department of Transportation for the years 2003, 2004, 2005, and 2006. It should be noted that the previous study, dated October 2007, used accident data along SR 56 (MP 4.79 – MP 9.9). However, this segment did not include the Tobacco Road intersection at approximately MP 10.0. Therefore, accident data was extended to MP 10.2 to fully capture accident data at the Tobacco Road intersection.

**Table 1** details the accident data along the SR 56 corridor between MP 4.79 and MP 10.20 in Richmond County. The accident information obtained from GDOT is provided for 2003, 2004, 2005, and 2006 at the six (6) study intersections along SR 56. For each of these four (4) years, the number of accidents, injuries, and fatalities are provided. Additionally, the types of accidents are provided to show how many head on, angle, rear end, sideswipe, and non-motor vehicle collisions have occurred. Additionally, **Figure 1** illustrates this information over the entire four year period from 2003 to 2006.

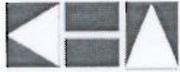
**Table 2** summarizes the number of accidents, injuries, and fatalities for this segment in each year, respectively. The rates determined for accidents, injuries, and fatalities were based on 100,000,000 vehicle miles traveled. This accident data was used to assess the safety of the subject roadway segment.

The four-year accident data for this segment indicates 444 total accidents with 230 total injuries and 11 fatalities. The accident data reveals that the majority of these accidents were rear end collisions. The second most frequent type of accident was angle collisions. During the four year period, the accident data indicates the average accident rate per 100 million vehicle miles was 322, 41% less than the statewide average over the same four year period. The average injury rate per 100 million vehicle miles during this four year period was 167, 20% less than the statewide average over the same four year period. The average fatality rate per 100 million vehicle miles during this four year period was 7.96, 419% higher than the statewide average over the same four year period. While the number of accidents and injuries along this SR 56 corridor are lower than the statewide average, the number of fatalities is much higher and of great concern.



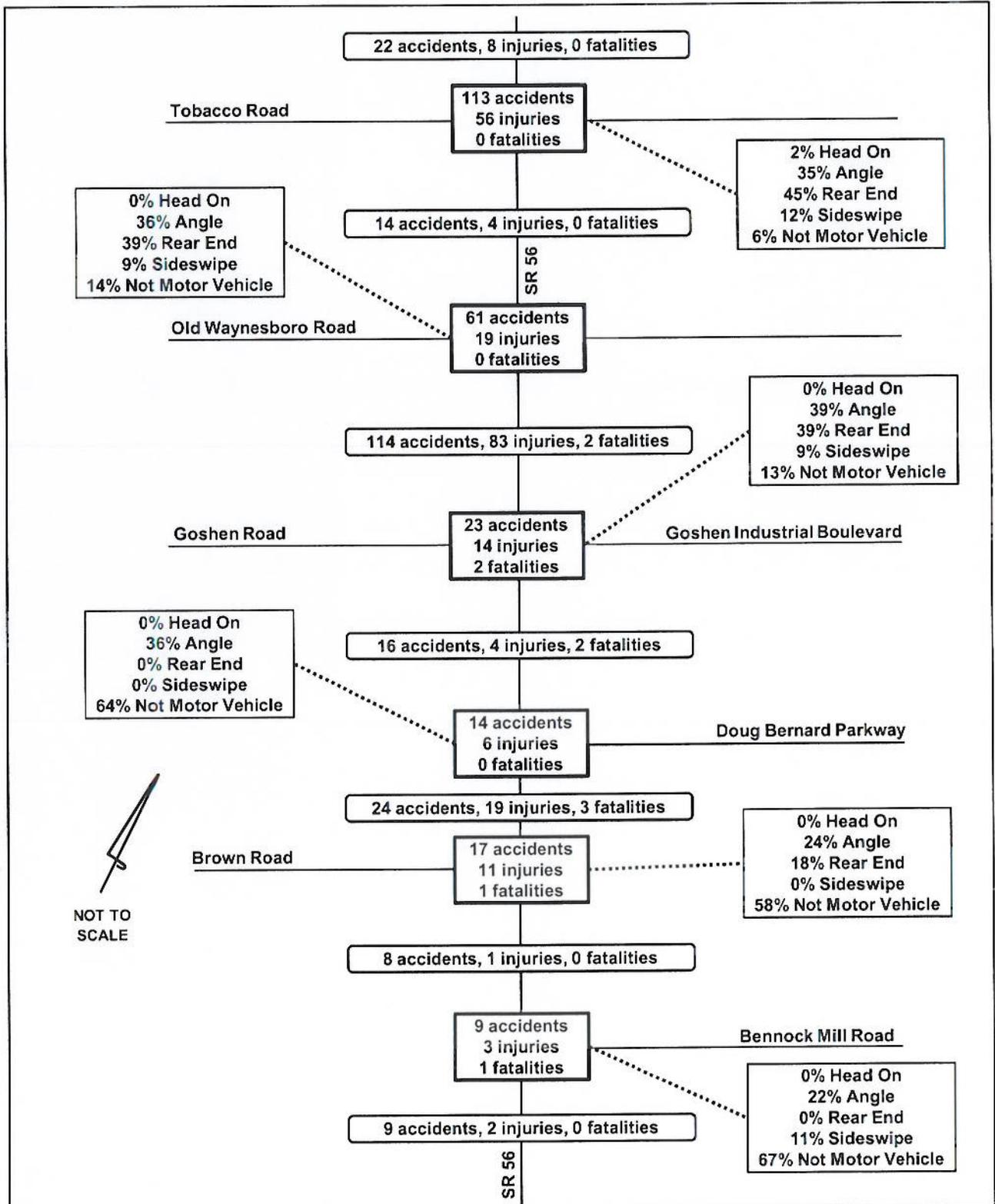
**Table 1: Accident Summary by Intersection**

Intersection	Year	Accidents	Injuries	Fatalities	Head On	Angle	Rear End	Sideswipe	Not Collision With Motor Vehicle
Bennoch Mill Road	2003	1	0	0	0	0	0	1	0
	2004	5	2	0	0	2	0	0	3
	2005	1	0	1	0	0	0	0	1
	2006	2	1	0	0	0	0	0	2
	<b>TOTAL</b>	<b>9</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>6</b>
Brown Road	2003	3	1	0	0	1	0	0	2
	2004	5	7	1	0	2	1	0	2
	2005	3	1	0	0	0	1	0	2
	2006	6	2	0	0	1	1	0	4
	<b>TOTAL</b>	<b>17</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>10</b>
Doug Bernard Parkway	2003	7	3	0	0	2	0	0	5
	2004	1	0	0	0	1	0	0	0
	2005	3	0	0	0	0	0	0	3
	2006	3	3	0	0	2	0	0	1
	<b>TOTAL</b>	<b>14</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>9</b>
Goshen Road / Goshen Industrial Boulevard	2003	9	6	2	0	2	4	1	2
	2004	6	7	0	0	5	1	0	0
	2005	5	1	0	0	1	3	1	0
	2006	3	0	0	0	1	1	0	1
	<b>TOTAL</b>	<b>23</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>9</b>	<b>2</b>	<b>3</b>
Old Waynesboro Road	2003	15	1	0	0	1	9	1	4
	2004	16	5	0	0	6	7	2	1
	2005	12	8	0	0	7	3	2	0
	2006	18	5	0	0	8	5	5	0
	<b>TOTAL</b>	<b>61</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>24</b>	<b>10</b>	<b>5</b>
Tobacco Road	2003	28	13	0	1	8	15	2	2
	2004	31	16	0	0	11	12	5	3
	2005	27	14	0	1	8	13	4	1
	2006	27	13	0	0	13	11	2	1
	<b>TOTAL</b>	<b>113</b>	<b>56</b>	<b>0</b>	<b>2</b>	<b>40</b>	<b>51</b>	<b>13</b>	<b>7</b>



<b>Table 2: Accident History (2003-2006)</b>									
<b>Year</b>	<b>Number of Accidents</b>	<b>Number of Injuries</b>	<b>Number of Fatalities</b>	<b>Accident Rate<sup>(1)</sup></b>	<b>Injury Rate<sup>(1)</sup></b>	<b>Fatality Rate<sup>(1)</sup></b>	<b>Statewide Average Accident Rate<sup>(1)</sup></b>	<b>Statewide Average Injury Rate<sup>(1)</sup></b>	<b>Statewide Average Fatality Rate<sup>(1)</sup></b>
<b>SR 56 from Tobacco Road to Bennock Mill Road: Urban Minor Arterial</b>									
2003	103	57	3	300	166	8.73	585	223	1.51
2004	132	71	4	378	203	11.44	509	194	1.44
2005	96	50	2	278	145	5.79	554	213	1.63
2006	113	52	2	332	153	5.88	548	208	1.55

<sup>(1)</sup> Rates are per 100 million vehicles miles



# DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

## WIDENING AND RECONSTRUCTION S.R. 56/MIKE PADGETT HIGHWAY RICHMOND COUNTY FEDERAL AID PROJECT STP-0006-00(431)

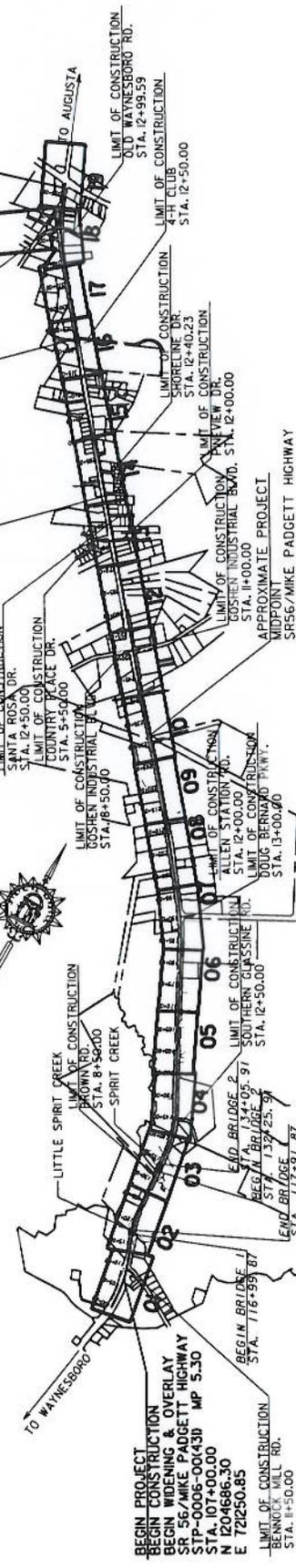
STATE ROUTE NO. 56  
 P.I. NO. 0006431



**LOCATION SKETCH**

THIS PROJECT IS PREPARED USING THE NAD 1983 GEODETIC COORDINATE SYSTEM, EAST ZONE, AND THE NATIONAL DATUM DATED 1929.

**PROJECT DESIGNATION: EXEMPT**  
 DESIGN DATA: 28880(2012)  
 TRAFFIC A. D. T.: 35230(2032)  
 TRAFFIC A. D. T.: 12891(2032)  
 DIRECTIONAL D. H. V. : 50750  
 X. TRACKS: 27 X  
 24 MPH. TRACKS X:  
 DESIGN SPEED: 55 MPH



STP-0006-00(431) RICHMOND COUNTY NO. 245 P. I. NO. 0006431	MILES
LENGTH OF PROJECT	4.67
NET LENGTH OF ROADWAY	0.72
NET LENGTH OF BRIDGES	0.00
NET LENGTH OF EXCEPTIONS	0.00
GROSS LENGTH OF PROJECT	4.72

STP-0006-00(431)  
 RICHMOND COUNTY

RECOMMENDED FOR APPROVAL BY: \_\_\_\_\_ DATE \_\_\_\_\_  
 DISTRICT ENGINEER  
 APPROVED BY: \_\_\_\_\_ DATE \_\_\_\_\_  
 CHIEF ENGINEER

PLANS COMPLETED FOR FFBR	77-77-2009
PLANS COMPLETED FOR DESIGN APPROVAL	77-77-2009
LOCATION AND DESIGN APPROVAL	77-77-2009
REVISIONS	

THIS PROJECT IS LOCATED ENTIRELY IN CONGRESS/DONALD BRIDGES AND ENTIRELY IN RICHMOND COUNTY FUNCTIONAL CLASSIFICATION: URBAN MINOR ARTERIAL

NOTE: ALL REFERENCES IN THIS DOCUMENT WHICH INCLUDES ALL PAPERS, WRITINGS, DOCUMENTS, DRAWINGS OR PHOTOGRAPHS USED OR TO BE USED IN CONNECTION WITH THIS GEORGIA STATE HIGHWAY DEPARTMENT, OR THE DEPARTMENT, WHEN THE CONTEXT THEREOF MEANS THE STATE HIGHWAY DEPARTMENT OF GEORGIA HEREIN, AND SHALL BE DEEMED TO MEAN THE DEPARTMENT OF TRANSPORTATION.

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**PRECONSTRUCTION STATUS REPORT FOR PI:0006431**

**PROJ ID :** 0006431 **SR 56 FM CR 17/BENNOCK MILL RD TO CR 1516/OLD WAYNESBORO RD** **MGMT LET DATE :** 06/15/2011  
**COUNTY :** Richmond **MPO:** Augusta TMA **MGMT ROW DATE :** 06/15/2010  
**LENGTH (MI) :** 4.68 **TIP #:** **BASELINE LET DATE:** 06/15/2011  
**PROJ NO.:** CSSTP-0006-00(431) **MODEL YR :** Widening **SCHED LET DATE :** 5/30/2012  
**PROJ MGR:** Murphy, Robert P. **TYPE WORK:** Reconstruction/Rehabilitation **WHO LETS? :** GDOT Let  
**AOHD Initials:** MAH **CONCEPT:** N **BRIDGE SUFF:** **LET WITH :**  
**OFFICE :** Turnkey Consultant, (Contract with GDOT)  
**CONSULTANT:** GDOT  
**SPONSOR :** Washington Group International

LATE START	LATE FINISH	TASKS	ACTUAL START	ACTUAL FINISH	%	PROGRAMMED FUNDS							
						Activity	Approved	Proposed	Cost				
2/19/2010		Concept Development	7/18/2006	4/21/2008	100	PE	2007	2007	3,442,311.15	L240	AUTHORIZED	7/18/2006	
		Concept Meeting	1/15/2008	1/15/2008	100	ROW	2009	2012	8,275,000.00	L230S	PRECST		
		PM Submit Concept Report	3/23/2008	3/23/2008	100	CST	LR	LR	17,067,000.00	L230S	PRECST		
		Receive Preconstruction Concept Approval	4/3/2008	4/11/2008	100								
		Management Concept Approval Complete	4/15/2008	4/21/2008	100								
	10/6/2009	Value Engineering Study	6/28/2007	11/8/2007	82								
	6/17/2010	Public Information Open House Held	11/8/2007	11/8/2007	100								
	4/15/2010	Environmental Approval	6/1/2007	2/21/2007	17								
		Pub Hear Held/Comm Resp (EA/FONSI, GEPA)	8/15/2006	2/21/2007	0								
		Mapping	8/15/2006	4/12/2007	100								
		Field Surveys/SDE	3/17/2008		8								
		Preliminary Plans			0								
9/25/2009		Underground Storage Tanks			0	PE Cost Est Amt:	3,442,311.15	Date:	4/21/2008	Activity	PE	Cost	0.00
9/25/2009		404 Permit Obtainment			0	ROW Cost Est Amt:	8,275,000.00	Date:	4/21/2008		ROW	500,000.00	L230S
10/29/2010		FPFR Inspection			0	CST Cost Est Amt:	17,067,000.00	Date:	4/21/2008		CST	0.00	L230S
11/2/2010		R/W Plans Preparation			0								
2/22/2011		R/W Plans Final Approval			0								
12/8/2010		L & D Approval			0								
3/28/2011		R/W Acquisition			0								
8/4/2011		Stake R/W			0								
9/25/2009		Soil Survey			0								
12/13/2010		Final Design			0								
11/7/2011		FPFR Inspection			0								
11/22/2011		Submit FPFR Responses (OES)			0								

**STIP AMOUNTS**  
 Activity Cost Fund  
 PE 0.00 L240  
 ROW 500,000.00 L230S  
 CST 0.00 L230S

**District Comments**  
 5/4/04 Sponsor: Dist & ARTS, locals support, needed proj 4/26/07 Initial conc team mtg  
 1) Currently revising hydraulic study report Will request VE study this month

**Cond. Filed:** DOT  
**Acquired by:** DOT  
**Relocations:** Acquisition MGR:  
**Acquired:** R/W Cert Date:

**Pre. Parcel CT:** 121 **Total Parcel in ROW System:**  
**Options - Pending:**  
**Condemnations- Pend:**

**Under Review:**  
**Released:**

**DEEDS CT:**