

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE: CSSTP-0007-00(494) **OFFICE:** Engineering Services
P.I. No.: 0007494
Douthit Ferry Road Widening **DATE:** February 1, 2013

FROM: Lisa L. Myers, State Project Review Engineer *LLM*

TO: Genetha Rice-Singleton, State Program Delivery Engineer
Attn.: Leonora Leigh

SUBJECT: IMPLEMENTATION OF VALUE ENGINEERING STUDY ALTERNATIVES

The VE Study for the above project was held October 29 - November 1, 2012. The revised responses were received on February 1, 2013. 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. Please note, if the implementation of a VE recommendation requires a Design Exception and/or Design Variance, the DE or DV must be requested separately.

ALT #	Description	Potential Savings/ LCC	Implement	Comments
P-1	Reduce interior lane width from 12 feet to 11feet.	\$145,000	Yes	This will be done.
P-2	Reduce median width from 20 feet to 16 feet.	Proposed = \$325,000 Actual = \$75,000	No	The City of Cartersville is in a permitted area for MS-4 and a 20' wide median can accommodate the features to control the runoff of Total Suspended Solids (TSS) without purchasing additional required Right of Way for the construction of those features. This project qualifies as a 5-lane section but the 20' median provides better visibility with the larger offset for left turn lanes. See attached calculations for the actual cost savings for this alternative.
P-4	Reduce the median width from 20 feet to 8 feet from Carrington Drive/Carter Grove Circle to the First Baptist Church of Cartersville Driveway.	\$195,000	No	As stated in P-2, a 20' median can accommodate MS-4 requirements on the project by controlling the runoff of TSS with enhanced swales and other features. An 8' median would not be able to accommodate those features. The City of Cartersville also plans to make this an aesthetic corridor by landscaping the median.

P-5	Use multi-use path and remove on-road bike lanes from the bridge to the roundabout.	\$139,000	No	The Complete Streets Design Policy Ch. 9.5.2 states that “shared use paths are intended to supplement a network of on road facilities, not replace them.” There are two designated bike trails located on this project (Route 125 & Route 145) which are included in the Bartow County and City of Cartersville Transportation Plan as well as other projects in the area. Attachments (2) have been included to illustrate the other Transportation Enhancement Project Locations.
P-7	Use rural shoulders on west side of Douthit Ferry Road from Sta.116+18 to 167+00 and move bike lane to the paved shoulder.	\$206,600	No	This segment of Douthit Ferry Road is traveled by pedestrians from the residential areas to access the two churches, middle school, and park. It also meets the criteria in the Complete Streets Design Policy, Chapter 9.4.1 Pedestrian Warrants. Plans for future development already include a third church, elementary school, and more residential and commercial units.
P-7.1	Use rural shoulders on east side of Douthit Ferry Road from Sta.115+00 to 169+00 and move bike lane to the paved shoulder and remove the sidewalk.	\$367,000	No	This segment of Douthit Ferry Road is traveled by pedestrians from the residential areas to access the two churches, middle school, and park. It also meets the criteria in the Complete Streets Design Policy, Chapter 9.4.1 Pedestrian Warrants. Plans for future development already include a third church, elementary school, and more residential and commercial units.
P-9	Use a 5-lane section in lieu of the 4-lane with a 20’ raised median.	\$124,000	No	The need for a separated divided roadway is to connect two major roadways (SR 61 and the future SR 113). The 5-lane section alternative will not be able to accommodate MS-4 requirements without requiring additional Right of Way.
P-13	Shift Roundabout south to allow for constructability and reduced Right of Way impacts.	\$321,000	No	Shifting the roundabout south will negatively impact the new bus driveway for the middle school which has curves already designed near the minimum based on Auto Turn. This shift would also affect the faculty parking lot which would have to be replaced. See those costs included in the attachments for P-13.

Implementation of Value Engineering Study Alternatives

E-1	Lower the profile grade at the proposed roundabout.	Proposed = \$321,000 Actual = \$446,720	Yes, with modifications	The vertical profile will be lowered 5 feet instead of the recommended 8.5 feet to maintain positive drainage at the intersection. However, see the attached calculations for additional savings along Pine Grove Road.
E-3	Remove redundant ditches along both sides of Douthit Ferry Road.	\$2,480,000	Yes	This will be done.
RW-3	Narrow the Right of Way and use easements instead.	\$338,000	Yes	This will be done.
RW-4	Re-align connection of Park Court to Riverside Court.	Proposed = \$125,000 Actual = \$62,500	No	The alternative alignment will not avoid all damages to the adjacent parcels: 5, 6, 46, & 47. See the attached sketch for RW-4 which was re-drawn during the consideration of this design alternative.
B-2	Review bridge design and proposed layout.	\$0	No	The alignment previously shown at the VE Study no longer applies to the current design. With guidance from the GDOT Bridge Office the design team will maintain the location of the current proposed centerline which requires widening of the existing bridge on both the east and west sides.
P-10	Use a realistic unit cost for the proposed 8 inch concrete pavement.	\$0	Yes	There is no cost savings associated with this suggestion, but the Office of Materials recommends the design team to use a unit price of \$43/SY in future cost estimates.

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

Approved: 

Russell McMurry, P.E., Chief Engineer

Date: 2/5/13

LLM/MJS
Attachments

c: Russell McMurry
Genetha Rice-Singleton/Albert Shelby/Leonora Leigh
Mark Mastronardi/Melissa Harper

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Implementation of Value Engineering Study Alternatives

P.I. No. 0007494

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Ben Rabun/Bill Duvall
Carla Benton-Hooks/Pam Baughman
Patrick Bowers
Ken Werho
Matt Sanders

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE: CSSTP-0007-00(494), Bartow County **OFFICE:** Program Delivery
P.I. No.: 0007494
CR343/Douthit Ferry Road from **DATE:** December 19, 2012
Old Alabama Rd to SR61/SR113 *Albert Shelby for*

FROM: Genetha Rice-Singleton, State Program Delivery Engineer

TO: Lisa Myers, State Project Review Engineer
Attn: Matt Sanders, Value Engineering Specialist

SUBJECT: RESPONSE TO VALUE ENGINEERING STUDY ALTERNATIVES

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

If you have any questions, please contact Leonora Leigh, Project Manager at 678-580-8798

GRS:AVS:LEL
c: Russell McMurry

RESPONSE TO VALUE ENGINEERING REPORT DATED NOVEMBER 19, 1012

Douthit Ferry Road Widening
City of Cartersville
Bartow County
CSSTP-0007-00 (494) – PI No. 0007494

For Submission and Approval By:



600 West Peachtree Street
Atlanta, GA 30308

On Behalf of



Cartersville

Be Charmed • Be Prosperous • Belong

City of Cartersville
Public Works Department
330 South Erwin Street
Cartersville, GA 30120

Prepared By



CIVIL ENGINEERS - LAND SURVEYORS - LAND PLANNERS

925 North Tennessee Street, Cartersville, Georgia 30120
Phone: 770-387-0440 Fax: 770-607-5151



VE Team Recommended Savings: \$4,823,000

VE Team Revised Savings: \$4,386,800

Southland Engineering / City of Cartersville Proposed Savings: \$3,409,500

Implementation of Value Engineering Study Alternatives
Douthit Ferry Rd Widening – P.I. 0007494

ALT #	Description	Southland Potential Savings/ LCC	Implement	Comments
P-1	Reduce interior lane width from 12 ft to 11 ft	\$145,000	Yes	This will be done.
P-2	Reduce median width from 20 ft to 16 ft	(Revised Savings) \$75,000	No	The City of Cartersville will be in a Permitted Area for MS-4 beginning December 2012. A 20' median can accommodate the control features to control the runoff of TSS. This project also qualifies as a 5-lane section purchasing R/W for a desirable 24' median or a minimum 20' median. The 20' median reduces the R/W and allows for construction of MS-4 requirements without purchasing additional R/W for their construction. The 20' median provides better site visibility with a larger offset of left turn lanes.
P-4	Reduce the median width from 20 ft to 8 ft from Carrington Dr/Carter Grove Cir to First Baptist Church of Cartersville Driveway	\$195,000	No	As stated in P-2, a 20' median can accommodate MS-4 requirements on the project by controlling the runoff of TSS with enhanced swales and other control features. An 8' median would not accommodate the MS-4 features. This project also qualifies as a 5-lane section purchasing R/W for a desirable 24' median or a minimum 20' median. The 20' median reduces the R/W and allows for construction of MS-4 requirements without purchasing additional R/W for their construction. The 20' median provides better site visibility with a larger offset of turn lanes. The City of Cartersville also has plans to make this an aesthetic corridor by landscaping the median. The 8' median will not accommodate this.

P-5	Use multi-use path and remove on-road bike lane from the bridge to the roundabout.	\$0	No	We are following the guidelines set forth in the Complete Streets Design Policy, Chapter 9.5.2, Item 3 - Shared Use Paths. Shared Use Paths are intended to supplement a network of on-road facilities, not replace them. There are two designated bike trails on this project - Route 125 and Route 145. The Bartow/Cartersville Long Range Transportation Plan includes Bicycle and Pedestrian Action Items with recommended goals. Projects have been identified in this area as part of the Bartow/Cartersville Short Term Transportation Study. AASHTO Guidance on "Side Paths" states that on paths adjacent to roadways, motorists often do not notice bicyclists approaching from their right.
P-7 and P-7.1	Use rural shoulders with paved bike lanes on both sides of Douthit Ferry Rd from the bridge to the roundabout. Remove sidewalk from the east side.	\$206,600 and \$367,700	No	This segment of Douthit Ferry Rd is traveled by pedestrians with anticipated future growth. Currently there are residential areas, 2 churches, a middle school and a park. Future plans for a mixed-use development include a 3rd church, residential units and commercial development. A property adjacent to the middle school is zoned for a future elementary school. Rural shoulders on both sides of Douthit Ferry Rd will not accommodate safe passage of the anticipated pedestrian traffic along this corridor. This segment of Douthit Ferry Rd. meets the criteria in the Complete Streets Design Policy, Chapter 9.4.1 Pedestrian Warrants.
P-9	Use a 5-lane section	\$0	No	The City's need for a separated divided roadway is to connect two major roadways - Old Alabama Road (future SR 113) and SR 61/SR 113. This project is also part of a future City Plan of a western bypass that will connect Old Alabama Rd with US 411. A 5-lane section will increase the conflict points by 60% over a raised median section. MS-4 requirements for this project would need to be constructed on additional R/W. As the corridor develops a raised median section will be needed, requiring bridge widening, additional roadway widening and drainage structures, removing all curb and gutter and sidewalks and extending drainage structures and more R/W acquisition.



SOUTHLAND
ENGINEERING
CIVIL ENGINEERS - LAND SURVEYORS - LAND PLANNERS

P-13	Shift roundabout south to allow for constructibility and reduced R/W impacts	(Revised Savings) \$265,810	No	Shifting the roundabout south will negatively impact the middle school's new bus driveway that has been approved by local school officials. Moving the roundabout south will impact the drive as the curves are already near the minimum design requirements based on Auto Turn. Shifting the roundabout south will also negatively impact the faculty parking lot requiring redesign and reconstruction to replace the displaced spaces.
E-1	Lower the grade at the proposed roundabout	(Revised Savings) \$446,720	Yes	We will lower the roundabout by 5' instead of the recommended 8.5' to maintain positive drainage at the intersection. Lowering the grade will also reduce R/W providing additional savings.
E-3	Remove redundant ditches along both sides of the Douthit Ferry Rd	\$2,480,000	Yes	This will be done.
RW-3	Narrow the Right of Way and use easements	\$338,000	Yes	This will be done.
RW-4	Realign the connection of Park Ct to Riverside Ct	(Cost Increase) \$62,500	No	The realignment will not avoid damages to Parcels 5 & 6 and will add additional relocations of Parcels 46 & 47.
B-2	Review bridge design and layout	\$0	No	VE Team recommended shifting the road in order to match the centerline of the existing bridge. The design has changed since the VE Study to widen the road and bridge to the east side. We will maintain the road alignment across the bridge, widening the bridge to both the west and east sides. We will use one bridge by widening the existing bridge and carry the 8 ft raised median across it.
P-10	Use a realistic unit cost for 8 inch concrete pavement	\$0	Yes	The Office of Materials recommends using a unit price of \$43



Recommendation P-1: Reduce interior lane width from 12 ft to 11 ft
VE Team Savings: \$145,000

Yes will implement

Recommendation P-2: Reduce median width from 20 ft to 16 ft
VE Team Savings: \$325,000

No, will not implement. The City of Cartersville will be in a Permitted Area for MS-4s in December 2012. A 20' median can accommodate MS-4 requirements on the project. The plan to meet the MS-4 along the corridor is to use the 20 ft grass median to control the runoff of total suspended solids (TSS) with enhanced swales and other types of control features. By putting the controls in the median this would save additional rights of way along the corridor to provide these TSS controls at the toe of the slopes. The Additional ROW cost is \$250,000 as shown on the attachment for P-2. This project qualifies in the Design Project Manual on page 6-14, Table 6.3 as a 5-lane section purchasing right of way for a desirable 24 ft raised median or a minimum 20 ft raised median. The 20 ft minimum median was chosen to reduce rights of way and still provide room for the TSS features to be constructed. Also the 20 ft median will provide better site visibility as there is more room to offset the turn lanes.

Proposed Revised Savings: \$75,000. See attached calculations.

Recommendation P-4: Reduce the median width from 20 ft to 8 ft from Carrington Drive/Carter Grove Circle to First Baptist Church Cartersville Driveway
VE Team Savings: \$195,000

No, will not implement. As stated in P-2, a 20' median can accommodate MS-4 requirements on the project. The plan to meet the MS-4 along the corridor is to use the 20 ft grass median to control the runoff of total suspended solids (TSS) with enhanced swales and other types of control features. The recommended 8 ft median would not accommodate the MS-4 features. This project qualifies in the Design Project Manual on page 6-14, Table 6.3 as a 5-lane section purchasing right of way for a desirable 24 ft raised median or a minimum 20 ft raised median. The 20 ft minimum median was chosen to reduce rights of way and still provide room for the TSS features to be constructed. Also the 20 ft median will provide better site visibility as there is more room to offset the turn lanes. Also the City of Cartersville has plans to landscape the grass median to make Douthit Ferry Road an aesthetic corridor entering the city from Old Alabama Road on the south side of Cartersville.

Recommendation P-5: Use multi-use path and remove on-road bike lane from the bridge to the roundabout
VE Team Savings: \$139,000

No, will not implement. We are following the guidelines set forth in the Complete Streets Design Policy on page 9-16, Chapter 9.4.1. Pedestrian Warrants and page 9-25, Chapter 9.5.2 Bicycle Accommodation Design, Item 3. Shared-Use Paths. The Design Policy Manual states on page 9-25 under Section 3. Shared Use Paths that shared-use paths are intended to supplement a network of on-road facilities and should not be used as an alternate for an on-road bikeway. Page 9-16 and 9-17 have standards and guidelines that this corridor meets. 1. There are pedestrian and bike traffic generators in the area as there are churches schools, residential neighborhoods, and a park. 2. There is evidence of pedestrian traffic along the corridor. 3. The City of Cartersville indicates there is a need for the bike and pedestrian facilities. 4. There are two designated bike routes, Route 125 and Route 145, along the corridor. 5. There are two projects under design in the area now through the Transportation Enhancement Funding Program. P.I. No. 0010700 Bartow is the Petit Creek Trail Phase III. The project begins across SR 61/113 from this project with a sidewalk then a shared-use path and runs north to connect to an existing shared-use path. There is also under design P.I. No. 0008067 which begins at SR 61 / SR 113 approximately 2100 ft west of the Douthit Ferry Road/ SR 61/ SR 113 intersection and runs south until it connects to an existing multi-use trail. This existing multi-use trail connects to Douthit Ferry Road. The location maps are attached. 6. There is Bicycle and Pedestrian Action Items included in Table 6.1 of Bartow/Cartersville Long Range Transportation Plan, there are also



maps and recommended pedestrian goals and projects identified in the Bartow/Cartersville Short Term Transportation Study. Information on item six was obtained from the City of Cartersville. 7. The City of Cartersville and Bartow County have a large community of avid bike riders. Previous training on the subject of parallel multi-use paths has indicated the following: AASHTO Guidance on "Side Paths" - some problems with paths located immediately adjacent to roadways - 3. At intersections, motorists entering or crossing the roadway often do not notice bicyclists approaching from their right; they are not expecting contra-flow vehicles. A motorist turning to exit the roadway may likewise fail to notice the bicyclist coming from the left, especially when site distances are limited.

Recommendation P-7: Use rural shoulders on west side of Douthit Ferry Road from station 116+18 to station 167+00. Move bike lane to paved shoulder.
VE Team Savings: \$206,600

Recommendation P-7.1: Use rural shoulders on east side of Douthit Ferry Road from station 115+00 to station 169+00. Move bike lane to paved shoulder. Remove sidewalk.
VE Team Savings: \$367,700

Response to items P-7 and P-7.1 - No, will not implement. This segment of Douthit Ferry Road is traveled by pedestrians with anticipated growth in the future. Currently, there are residential neighborhoods, 2 churches, a middle school, and a park. Future plans for a mixed-use development that include a 3rd church, residential units and commercial development are under way. There is also a property adjacent to the middle school that is zoned for a future elementary school. Rural shoulders on either side of Douthit Ferry Road will not accommodate safe passage of the anticipated pedestrian traffic along this corridor. The GDOT Pedestrian and Streetscape Guide states in Toolkit 5 page 92, that the desirable separation between the edge of the street and the walkway is 5 ft with a minimum of 2 ft. It also states on the same page that Sidewalks are typically raised and located adjacent to curbs. Since the curb and gutter section provides a separation of 4.5ft (2.5 ft curb and gutter – 2 ft grass strip) the rural shoulder would need to be 12.5 ft (5 ft separation 5 ft sidewalk 2.5 ft to shoulder point) to provide the necessary separation from the edge of pavement. This also does not allow for a bicycle lane on the shoulder unless bikers ride on the sidewalk. This segment meets the criteria stated in the Georgia Design Policy Manual, Chapter 9.4.1. Pedestrian Warrants page 9-16 and explained above under item P-5. There is Bicycle and Pedestrian Action Items included in Table 6.1 of Bartow/Cartersville Long Range Transportation Plan, there are also maps and recommended pedestrian goals and projects identified in the Bartow/Cartersville Short Term Transportation Study. Information on the Long Range Transportation Plan was obtained from the City of Cartersville.

Recommendation P-9: Use a 5-lane section
VE Team Savings: \$124,000

No, will not implement. The purpose of a separated divided roadway is control of access and ease of operation. The City's need for this type of facility is to connect two major roadways, SR 61 /SR 113 a divided roadway on the north and Old Alabama Road which is under design by GDOT as a depressed median on the south. Old Alabama Road will become SR 113 when completed. This project is also a part of a future City plan of a western bypass that will connect Old Alabama Road with US 411 approximately 0.75 miles west of SR 3/US 41 north of Cartersville. A project is on a SPLOST list that will connect Bunt Hickory Road to US 411 at 0.75 miles west of SR3 / US 41 at a new access break that has already been approved by GDOT. The Douthit Ferry Road corridor is developing. The north end of the project is commercial/industrial. The rest of the project has residential neighborhoods, 2 churches, a middle school, and a park. Future plans for a mixed-use development that include a 3rd church, residential units, a retirement community, and commercial developments are under way. There is also a property adjacent to the middle school that is zoned for a future elementary school. There are 60% more conflict points (131 with the raised median – 209 with flush median) along the flush median proposed by P-9 than a raised median. These conflict points do not include pedestrian conflicts which would also increase. These conflict points are the result of driveways along the corridor for residential and commercial connections. P-9 states that "most of this corridor is residential and park land and will be controlled". The VE team does not indicate how the corridor will be controlled. Whatever way the access controls are accomplished, there will be additional access points required to accommodate the developments along the corridor. This project qualifies in the Design Project Manual on page 6-14, Table 6.3 as a 5-



lane section purchasing right of way for a desirable 24 ft raised median or a minimum 20 ft raised median. The draft concept report provided to the VE Team indicates that a 20 ft raised median will cost \$152,361 less to construct than a flush median section with the purchase of rights of way for a 20 ft future raised median. Also, if the project is constructed as a 5-lane flush median section, when the corridor grows as expected and a raised median is needed, the sidewalks, curb and gutter, drainage, utilities, and rights of way required would be relocated on one side of the entire corridor to accommodate the raised median. Also the bridge constructed on this project would require widening to accommodate the raised median. The bridge and roadway items would be an additional cost of approximately \$2,132,000. This does not include the additional rights of way that would be necessary. The plan to meet the MS-4 along the corridor is to use the 20 ft grass median to control the runoff of total suspended solids (TSS) with enhanced swales and other types of control features. By putting the controls in the median this would save additional rights of way to provide these TSS controls at the toe of the slopes. Therefore, since a 5-lane facility with a flush median does not meet the needs of the corridor and the City of Cartersville and Bartow County SPLOST list for a western bypass, the increase of conflict points, the use of the median to control total suspended solids, and ongoing and expected development along the corridor it is not recommended to implement this item.

**Recommendation P-13: Shift roundabout south to allow for constructability and reduced RW impacts.
VE Team Savings: \$321,000**

No, will not implement - Shifting the roundabout south will negatively impact the middle school by interfering with the design of the new middle school bus drive which has been shown to the local school officials. They were very pleased and in favor of the design and this is one of the factors in the local government's decision in approving the roundabout and signing the Letter of Support. The bus drive design separates the school bus traffic from the car traffic including teachers and parents. Moving the roundabout south will impact the drive as the curves are already close to minimum design based on auto turn. This item will cause the relocation of 20 parking spaces in the Cartersville Middle School teacher parking lot at a cost of \$55,190. The sketch and calculations are attached. Some of the ROW savings mentioned in P-13 will be realized in E-1 as lowering the grade reduces the ROW along Pine Grove Road. Please see E-1 for details.

Proposed Revised Savings: \$265,810. See attached calculations.

**Recommendation E-1: Lower the grade at the proposed roundabout
VE Team Savings: \$321,000**

Yes, Partial Implementation: The grade will be lowered 5 ft instead of 8.5 ft to allow for positive drainage at the intersection. The revised cost savings are \$254,500. See Attachment for E-1 for calculations. By lowering the grade on Item E-1, the design can be improved on Pine Grove Road. We can improve constructability and reduce the rights of way with a savings of \$170,000. Also Permanent Easement will be used to construct the slopes. This is a savings of \$22,220.00. This is a total savings of \$192,220.00.

Proposed Revised Savings: \$446,720. See attached calculations.

**Recommendation E-3: Remove redundant ditches along both sides of Douthit Ferry Road
VE Team Savings: \$2,480,000**

Yes, will implement.

**Recommendation RW-3: Narrow the Right of Way and use easements
VE Team Savings: \$338,000**

Yes, will implement.



Recommendation RW-4: Realign connection of Park Court to Riverside Court.

VE Team Savings: \$125,000

No, will not implement; the realignment will not avoid damages on Parcels 5 & 6 and will relocate parcels 46 and 47 as it appears on the sketch shown by the VE Study. The VE Study sketch does not consider the construction of the 12 ft urban shoulders, construction limits, and rights of way necessary to construct the realigned roadway. A new sketch is provided that has the 12 ft urban shoulder, construction limits and approximate rights of way shown. The reduction or avoidance of the administrative fees associated with condemnation filings will not be realized as two condemnations will still be required in parcels 46 and 47 and parcel 6 would still be a condemnation. Also parcel 5 would have damages as the driveway to the house would need to be relocated. So an additional cost of a third condemnation would be necessary. The VE Study estimated \$62,500 per parcel for administrative cost which is based on the ROW estimate in the draft concept report. This amount of \$62,500 would be an additional cost to the project. Therefore since the realignment will not produce the savings as thought by the VE Study and the alignment as designed only produces two condemnations instead of three, it is not recommended to implement item RW-4.

Cost Increase: \$62,500. See attached calculations.

Design Consideration B-2: Review bridge design and layout.

VE Team Savings: \$0

No, will not implement as suggested in the VE Study to shift the road in order to match the centerline of the existing bridge. The alignment that is shown on Design Recommendation B-2 no longer applies to the current design. The proposed plans used at the VE Study included an alignment that shifted the bridge widening/parallel bridge to the west side of the existing bridge using a 20 ft raised median. This was the alignment suggested by the Eastern band of tribes at that time. While the VE Study was ongoing, a webinar was held on October 31, 2012 with the Eastern band of tribes. OES facilitated this meeting with the necessary attendees. The tribes, after further discussion, agreed and decided to use an alignment that widens to the east side of the existing bridge using an 8 ft median. We will now design the bridge using an 8 ft median and carry that median across the bridge. This is being constructed this way to avoid the mound site just north of the bridge on the right side. The 8 ft median across the bridge will consist of 4 ft raised median with 2 ft of gutter line on each side which matches the roadway section. Initially, the updated design included maintaining the existing bridge with all widening to the east side. However, this creates a shift in the roadway that the Bridge Office deems undesirable (as stated in an email from Bill Duvall, Assistant State Bridge Engineer, on Monday, January 28, 2013). With guidance from the Bridge Office, we will maintain the location of the current proposed centerline and road across the bridge which will require widening of the existing bridge on both the east and west sides while still continuing the 8 ft raised median across the bridge.

Design Consideration P-10: Use a realistic unit cost for 8 inch concrete pavement.

VE Team Savings: \$0

Yes, will implement. We have consulted with the Office of Materials on the unit cost for 8" concrete pavement. AJ Jubran, the State Pavement Engineer, recommends using a unit price of \$43 for this project as stated in an email received on Thursday, January 17, 2013.

Attachments:

Total Proposed Cost Savings in response, P-2 ROW Cost, P-5 Transportation Enhancement Location Maps, P-9 Cost Estimate, P-13 Cost and Sketch, Calculations and Sketches for E-1, RW-4 Calculations and Sketch, and B-2 Sketch



Total Proposed Cost Savings in Response to VE Study

PROPOSED COST SAVINGS						
Item	Implement			Savings – VE Study*	Savings VE Study Revised**	VE Savings Proposed***
	Yes	No	Partial			
P-1	Y			\$145,000	\$145,000	\$145,000
P-2		N		\$325,000	\$75,000	\$0
P-4		N		\$195,000	\$195,000	\$0
P-5		N		\$0	\$0	\$0
P-7		N		\$206,600	\$206,600	\$0
P7.1		N		\$367,700	\$367,700	\$0
P-9		N		\$0	\$0	\$0
P-13		N		\$321,000	\$265,810	\$0
E-1			Y	\$321,000	\$321,000	\$446,720
E-3	Y			\$2,480,000	\$2,480,000	\$2,480,000
RW-3	Y			\$338,000	\$338,000	\$338,000
RW-4		N		\$125,000	(-\$62,500)	\$0
B-2		N		\$0	\$0	\$0
P-10	Y			\$0	\$0	\$0
TOTALS				\$4,823,000	\$4,386,800	\$3,409,500

* Savings – VE Study: These numbers represent the cost savings calculated by the VE Study Team.

** Savings – VE Study, Revised: These numbers represent the revised cost savings calculated by Southland Engineering.

*** VE Savings, Proposed: These numbers are the proposed savings that will be implemented.



Attachment for P-2 – Additional Right of Way Cost to place Swales and TSS Features at toe of Slope

Station	Side	Average width of Add'l ROW - FT	Type of land	Calculation	SQ FT
101+00 – 110+00	LT	15	R	900 X 15	13,500
101+00 – 110+00	RT	15	R	900 X 15	13,500
112+50 – 120+00	RT	8	R	800 X 8	6,400
112+50 – 120+00	LT	15	CI	NA	NA
126+50 – 135+50	LT	8	CI	NA	NA
126+50 – 135+50	RT	8	R	1000 X 8	8,000
147+50 – 155+00	RT	15	C	750 X 15	11,250
147+50 – 155+00	LT	8	CI	NA	NA
160+00 – 181+00	RT	8	C	700 X 8	5,600
			CI	1400 X 8	NA
160+00 – 181+00	LT	15	R	900 X 15	13,500
			CI	1200 X 15	NA
182+00 – 205+00	RT	15	R	1300 X 15	19,500
			C	1000 X 15	15,000
215+00 – 220+00	LT	8	C	500 X 8	4,000
Totals			Commercial		35,850
			Residential		74,400

R = Residential Property = \$25,000 per acre – Per ROW Estimate
 C = Commercial Property = \$250,000 per Acre – Per ROW estimate
 CI = City of Cartersville Land – As per ROW Cost Estimate will be a donation with no cost.

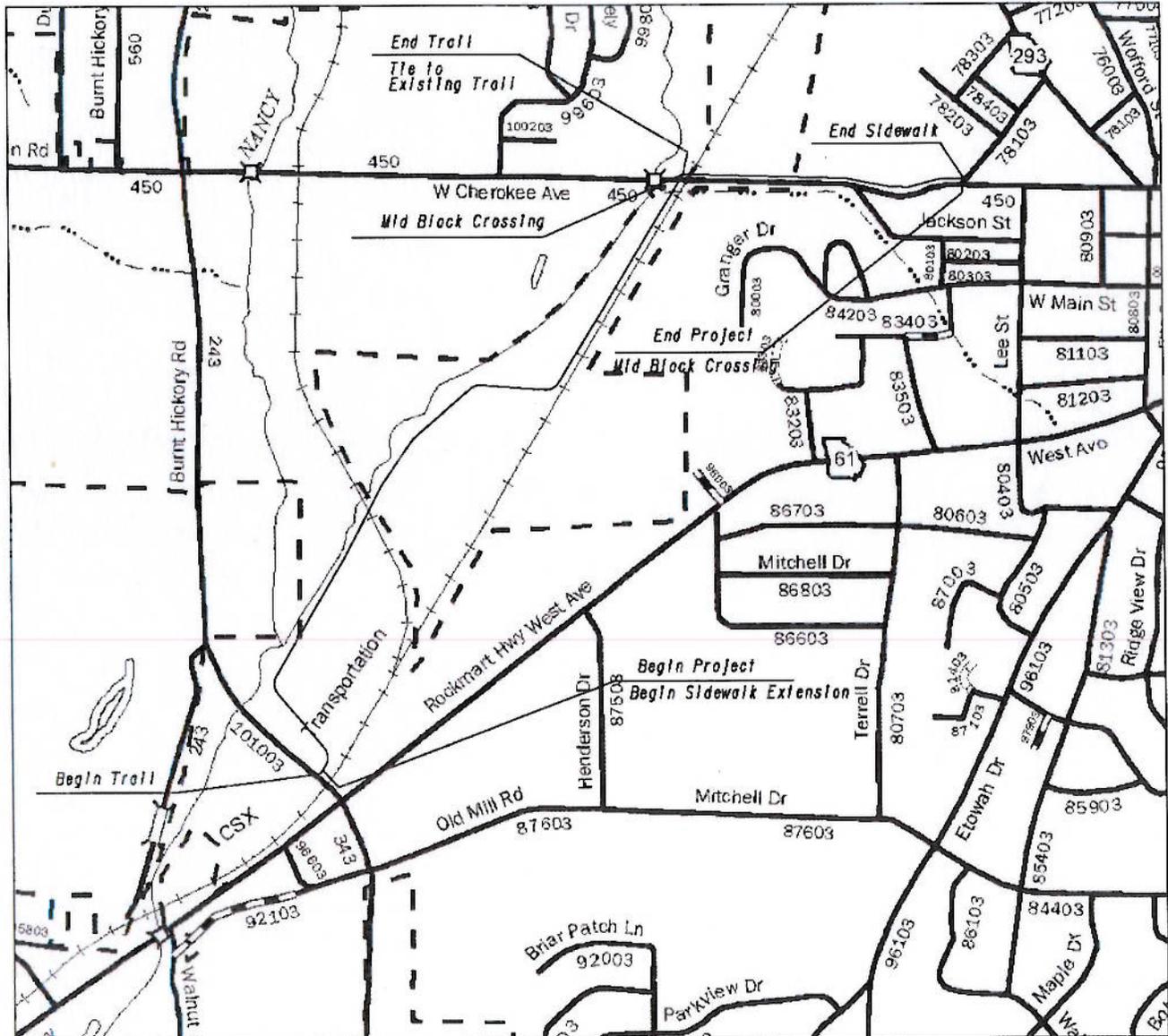
TOTALS – Residential Property = 74,400 SF / 43560 = 1.708 Acres
 1.708 X \$25,000 per acre = \$42,700

Commercial Property = 35,850 SF / 43560 = 0.823 Acres
 0.823 X \$250,000 per acre = \$205,750

**Total Cost to provide Swales and TSS Features at toe of slope = \$248,450
 Rounded to \$250,000**

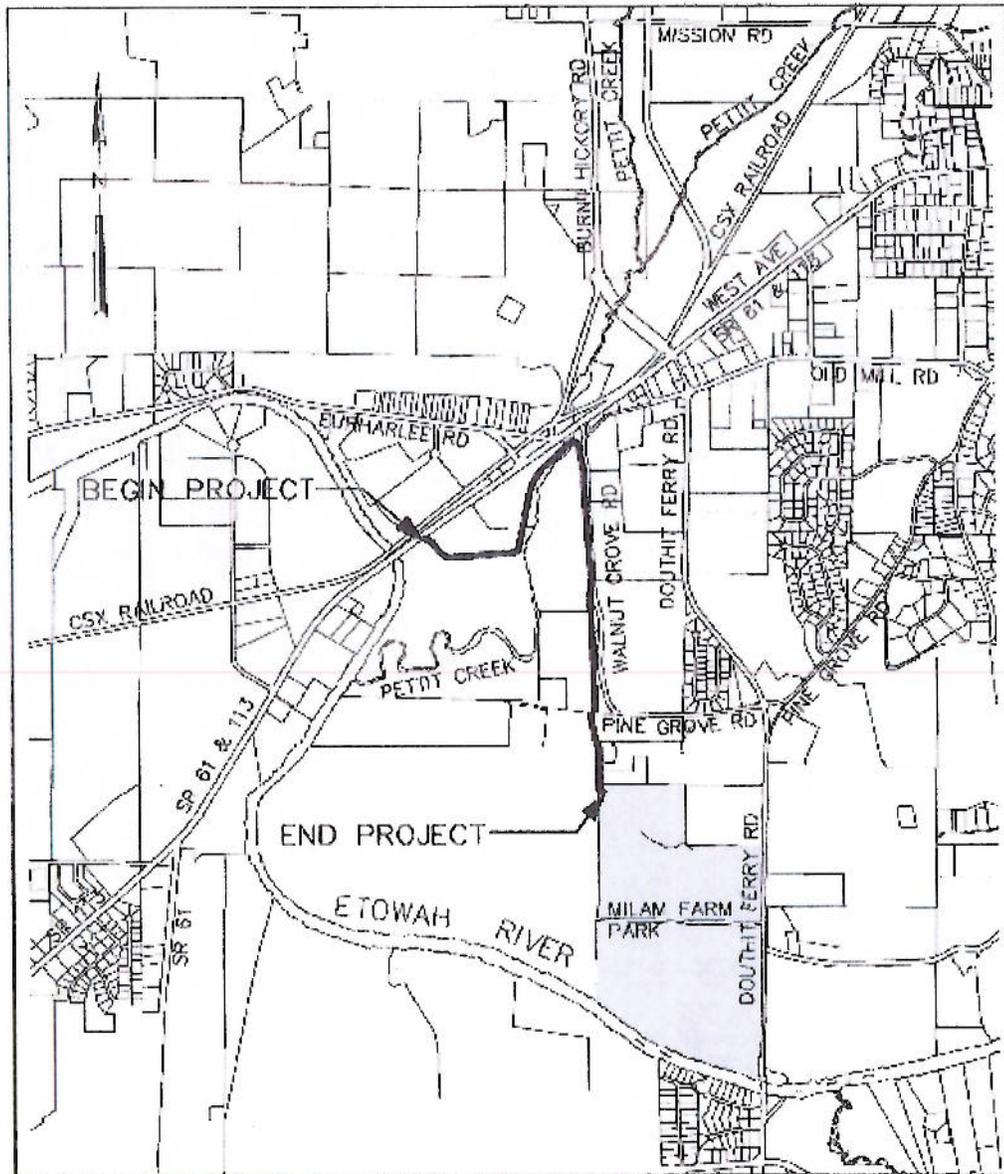
Attachment for P-5 – Transportation Enhancement Project Locations

001700 Bartow Pettit Creek Trail – Phase III



Attachment for P-5 – Transportation Enhancement Project Locations
 (Cont.)

001700 Bartow Pettit Creek Trail – Phase III



<p>EXHIBIT A-1 PROJECT AREA MAP</p> <p>Pharr Engineering SCALE 1"=2000' DATE: 10/1/07</p>	<p>LEAKE MOUNDS - ETOWAH RIVERWALK LINK CARTERSVILLE, GEORGIA</p>  <p>City of Cartersville</p>
--	--



Cost Estimate for P-9 to add Raised Median

DETAILED ESTIMATE

ITEM NUMBER	DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	COST
ROADWAY ITEMS					
150-1000	TRAFFIC CONTROL -	LS	1	\$ 30,000.00	\$ 30,000.00
201-1500	CLEARING & GRUBBING -	LS	1	\$ 8,000.00	\$ 8,000.00
205-0001	UNCLASS EXCAV	CY	16380	\$ 2.30	\$ 37,674.00
207-0203	FOUND BKFILL MATL, TP II	CY	2030	\$ 45.87	\$ 93,116.10
310-1101	GR AGGR BASE CRS, INCL MATL	TN	9256.00	\$ 14.77	\$ 136,711.12
318-3000	AGGR SURF CRS	TN	675	\$ 17.71	\$ 11,954.25
402-1812	RECYCLED ASPH CONC LEVELING, INCL BITUM MATL & H LIME	TN	91.00	\$ 69.18	\$ 6,295.38
402-3130	RECYCLED ASPH CONC 12.5 MM SUPERPAVE, GP 2 ONLY, INCL BITUM MATL & H LIME	TN	1246	\$ 65.98	\$ 82,211.08
402-3121	RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	TN	1246	\$ 58.49	\$ 72,878.54
402-3190	RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	TN	1402.00	\$ 63.66	\$ 89,251.32
413-1000	BITUM TACK COAT	GL	1630.00	\$ 2.47	\$ 4,026.10
430-0180	PLN PC CONC PVMT/CL1C/8" TK	SY	9542.00	\$ 25.35	\$ 241,889.70
					\$ -
433-1000	REINF CONC APPROACH SLAB	SY	54.00	\$ 175.54	\$ 9,479.16
441-6222	CONC CURB & GUTTER, 8 IN X 30 IN, TP 2	LF	13820.00	\$ 12.30	\$ 169,986.00
441-6740	CONC CURB & GUTTER, 8 IN X 30 IN, TP 7	LF	13043.00	\$ 11.85	\$ 154,559.55
441-0104	CONC SIDEWALK, 4 IN	SY	7677	\$ 23.66	\$ 181,637.82
441-0756	CONCRETE MEDIAN, 8 IN	SY	1382	\$ 46.81	\$ 64,691.42
441-4030	CONC VALLEY GUTTER, 8 IN	SY	147	\$ 41.04	\$ 6,032.88
550-1180	STORM DRAIN PIPE, 18 IN, H 1-10	LF	5393	\$ 30.00	\$ 161,790.00
550-1240	STORM DRAIN PIPE, 24 IN, H 1-10	LF	2468	\$ 38.88	\$ 95,955.84
550-1300	STORM DRAIN PIPE, 30 IN, H 1-10	LF	962	\$ 49.03	\$ 47,166.86
550-1360	STORM DRAIN PIPE, 36 IN, H 1-10	LF	280	\$ 57.52	\$ 16,105.60
550-1480	STORM DRAIN PIPE, 48 IN, H 1-10	LF	67	\$ 92.41	\$ 6,191.47
550-2180	SIDE DRAIN PIPE, 18 IN, H 1-10	LF	466	\$ 24.88	\$ 11,594.08
550-3618	SAFETY END SECTION 18 IN, SIDE DRAIN, 6:1 SLOPE	EA	13	\$ 412.41	\$ 5,361.33
573-2006	UNDDR PIPE INCL DRAINAGE AGGR, 6 IN	LF	250	\$ 10.13	\$ 2,532.50
550-1840	STORM DRAIN PIPE, 84 IN, H 1-10	LF		\$ 208.86	\$ -
668-1100	CATCH BASIN, GP 1	EA	68	\$ 2,105.62	\$ 143,182.16
					\$ -
					\$ -
PERMANENT EROSION CONTROL ITEMS					
603-2024	STN DUMPED RIP RAP, TP 1, 24 IN	SY	250	\$ 38.60	\$ 9,650.00
603-2181	STN DUMPED RIP RAP, TP 3, 18 IN	SY	100	\$ 30.10	\$ 3,010.00
603-7000	PLASTIC FILTER FABRIC	SY	350	\$ 3.08	\$ 1,078.00
700-6910	PERMANENT GRASSING	AC	16	\$ 680.51	\$ 10,888.16
700-7000	AGRICULTURAL LIME	TN	24	\$ 64.14	\$ 1,539.36
700-8000	FERTILIZER MIXED GRADE	TN	22	\$ 456.96	\$ 10,053.12
700-8100	FERTILIZER NITROGEN CONTENT	LB	800	\$ 1.90	\$ 1,520.00



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710-9000	PERMANENT SOIL REINFORCING MAT	SY	1500	\$ 3.96	\$ 5,940.00
716-2000	EROSION CONTROL MATS, SLOPES	SY	33750	\$ 0.90	\$ 30,375.00
					\$ -
	TEMPORARY EROSION CONTROL ITEMS				\$ -
163-0232	TEMPORARY GRASSING	AC	8	\$ 306.47	\$ 2,451.76
163-0240	MULCH	TN	342	\$ 126.89	\$ 43,396.38
163-0300	CONSTRUCTION EXIT	EA	2	\$ 1,129.78	\$ 2,259.56
163-0520	CONSTRUCT AND REMOVE TEMPORARY PIPE SLOPE DRAIN	LF		\$ 11.58	\$ -
163-0527	CONSTRUCT AND REMOVE RIP RAP CHECK DAMS, STONE PLAIN RIP RAP/SAND BAGS	EA	5	\$ 208.43	\$ 1,042.15
163-0528	CONSTRUCT AND REMOVE FABRIC CHECK DAM - TYPE C SILT FENCE	LF	2775	\$ 3.20	\$ 8,880.00
163-0529	CONSTRUCT AND REMOVE TEMPORARY SEDIMENT BARRIER OR BALED STRAW CHECK DAM	LF	720	\$ 3.55	\$ 2,556.00
163-0531	CONSTRUCT AND REMOVE SEDIMENT BASIN, TP 1, STA NO -	EA	1	\$ 8,220.20	\$ 8,220.20
163-0531	CONSTRUCT AND REMOVE SEDIMENT BASIN, TP 1, STA NO -	EA	1	\$ 8,220.20	\$ 8,220.20
163-0542	CONSTRUCT AND REMOVE STONE FILTER RING	EA		\$ 420.17	\$ -
163-0550	CONSTRUCT AND REMOVE INLET SEDIMENT TRAP	EA	69	\$ 156.81	\$ 10,819.89
165-0010	MAINTENANCE OF TEMPORARY SILT FENCE, TP A	LF	1375	\$ 0.62	\$ 852.50
165-0030	MAINTENANCE OF TEMPORARY SILT FENCE, TP C	LF	1750	\$ 0.60	\$ 1,050.00
165-0041	MAINTENANCE OF CHECK DAMS - ALL TYPES	LF	1420	\$ 1.47	\$ 2,087.40
165-0060	MAINTENANCE OF TEMPORARY SEDIMENT BASIN, STA NO -	EA	1	\$ 1,228.23	\$ 1,228.23
165-0060	MAINTENANCE OF TEMPORARY SEDIMENT BASIN, STA NO -	EA	1	\$ 1,228.23	\$ 1,228.23
165-0071	MAINTENANCE OF SEDIMENT BARRIER - BALED STRAW	LF	360	\$ 1.13	\$ 406.80
165-0101	MAINTENANCE OF CONSTRUCTION EXIT	EA	2	\$ 518.12	\$ 1,036.24
165-0105	MAINTENANCE OF INLET SEDIMENT TRAP	EA	69	\$ 48.80	\$ 3,367.20
165-0111	MAINTENANCE OF STONE FILTER RING	EA		\$ 146.55	\$ -
167-1000	WATER QUALITY MONITORING AND SAMPLING	EA	2	\$ 303.72	\$ 607.44
167-1500	WATER QUALITY INSPECTIONS	MO	12	\$ 1,500.00	\$ 18,000.00
171-0030	TEMPORARY SILT FENCE, TYPE C	LF	2750	\$ 1.74	\$ 4,785.00
171-0030	TEMPORARY SILT FENCE, TYPE C	LF	3700	\$ 2.44	\$ 9,028.00
					\$ -
	SIGNING & MARKING ITEMS				\$ -
636-1020	HIGHWAY SIGNS, TP 1 MATL, REFL SHEETING, TP 3	SF		\$ 12.15	\$ -
636-1033	HIGHWAY SIGNS, TP 1 MATL, REFL SHEETING, TP 9	SF	75	\$ 17.11	\$ 1,283.25
636-1041	HIGHWAY SIGNS, TP 2 MATL, REFL SHEETING, TP 9	SF		\$ 35.94	\$ -
636-2070	GALV STEEL POSTS, TP 7	LF	750	\$ 6.61	\$ 4,957.50
636-2090	GALV STEEL POSTS, TP 9	LF	135	\$ 6.75	\$ 911.25
647-1000	TRAFFIC SIGNAL INSTALLATION NO 1	LS	1	\$ 75,000.00	\$ 75,000.00
647-1000	TRAFFIC SIGNAL INSTALLATION NO 2	LS	1	\$ 75,000.00	\$ 75,000.00
					\$ -
653-0110	THERMOPLASTIC PVMT MARKING, ARROW, TP 1	EA	22	\$ 64.33	\$ 1,415.26
653-0120	THERMOPLASTIC PVMT MARKING, ARROW, TP 2	EA	43	\$ 67.97	\$ 2,922.71
653-0130	THERMOPLASTIC PVMT MARKING, ARROW, TP 3	EA	5	\$ 67.97	\$ 339.85
653-1501	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, WHITE	LF	5894	\$ 0.49	\$ 2,888.06
653-1502	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, YELLOW	LF	15659	\$ 0.52	\$ 8,142.68
653-1704	THERMOPLASTIC SOLID TRAF STRIPE, 24 IN, WHITE	LF	500	\$ 4.82	\$ 2,410.00
653-1804	THERMOPLASTIC SOLID TRAF STRIPE, 8 IN, WHITE	LF	3383	\$ 1.87	\$ 6,326.21
653-3501	THERMOPLASTIC SKIP TRAF STRIPE, 5 IN, WHITE	GLF	12981	\$ 0.36	\$ 4,673.16
653-1704	THERMOPLASTIC SOLID TRAF STRIPE, 24 IN, WHITE	LF		\$ 4.82	\$ -
653-6004	THERMOPLASTIC TRAF STRIPING, WHITE	SY	168	\$ 2.85	\$ 478.80



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653-6006	THERMOPLASTIC TRAF STRIPING, YELLOW	SY	47	\$ 3.42	\$ 160.74
654-1001	RAISED PVMT MARKERS TP 1	EA	4	\$ 2.90	\$ 11.60
654-1002	RAISED PVMT MARKERS TP 2	EA	30	\$ 2.86	\$ 85.80
654-1003	RAISED PVMT MARKERS TP 3	EA	300	\$ 3.48	\$ 1,044.00
	Additional Bridge Widening 8 ft X 280 = 2240 SF X \$95/SF =				\$ 212,800.00
				Grand Total	\$ 2,282,760.55



P-13 Cost to Cure of 20 Parking Spaces in Teachers Parking lot of Cartersville Middle School

Loss of 20 parking spaces along Walnut Grove Road to shift Roundabout South

Area to Cure north of existing parking lot = 12,250 SF

$12,250 / 9 = 1361$ SY

Paving Section = 1.5" 12.5 mm GP 1 or 2 – 402-3113 – \$65.98 ton
2" 19 mm GP 1 or 2 – 402-3191 - \$63.66 ton
6" Graded Aggregate Base Crs – 310-1101 - \$14.77 ton
Bitum Tack Coat – 413-1000 - \$2.47 gal

$1 \frac{1}{2}$ "12.5 mm - $1361 \times 165 \text{ lbs/sy} / 2000 = 112 \text{ tons} \times 65.98 = \7390
 $19 \text{ mm} - 1361 \times 220 \text{ lbs/sy} / 2000 = 150 \text{ tons} \times \$63.66 = \$9549$
 $6" \text{ GAB} - 1361 \times 660 \text{ lbs/sy} / 2000 = 449 \text{ tons} \times \$14.77 = \$6632$
 $\text{Tack Coat} - 1361 \times 0.035 \text{ gal/sy} / 2000 = 48 \text{ gal} \times \$2.47 = \$119$
Clearing and Grading = \$15,000
Striping = \$1,500
Erosion Control = \$5,000
Engineering – 100 man-hours at \$100 per hour = \$10,000

TOTAL COST TO RELOCATE PARKING SPACES = \$55,190

Sketch for P-13 Cost to Cure of 20 Parking Spaces





Attachment for E-1 – Partial Implementation of E-1 Calculations

Earthwork – Main Line: A reduction of the profile by 5 ft is 60% of the 8.5 ft reduction that was recommended by the VE Study Team, therefore, we will reduce the appropriate VE Study Team values to use 60% where appropriate. (Refer to p.46 of the VE Study Report)

Area between the original profile and the VE Team proposed profile: 6,647 SQ FT

Area between the original profile and proposed profile: (6,647 sq. ft) x 0.6 = 3,988 SQ. FT.

Average cross section length as per the provided cross section in range of station 162+57.63 to station 179+46.54: 160'

This will remain the same.

The earthwork reduction is estimated at $3,988 \times 160/27 = 23,633$ CY.

The unit cost for earthwork is \$4.22 per CY.

This will remain the same.

The total earthwork saving is $23,633 \times \$4.22 = \$99,731$

Right-of-Way – Main Line: This will remain the same as what the VE Study Team calculated for a total savings of \$154, 500.

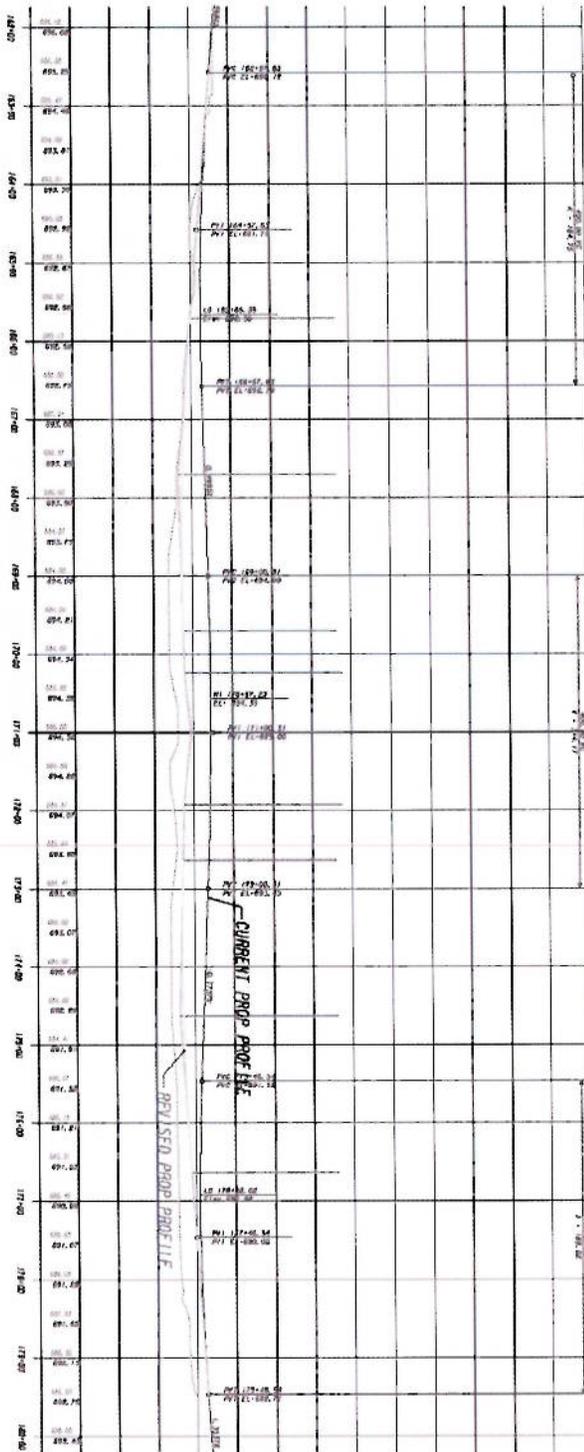
Total Savings with Partial Implementation:

Earthwork: **\$99,731**

R/W: **\$154, 500**

Total: **\$254,231, rounded to \$254,500**

Attachment for E-1 – Partial Implementation of E-1 - Sketch





E-1 Additional Savings – PINE GROVE ROAD

Calculations

Reduction of ROW from plans = 7835 SF

$7835 / 43560 = 0.170$ Acres

$0.170 \times \$1,000,000$ per acre = \$170,000

Use Permanent Easement to construct shoulders

Area from plans = 1936 SF

$1936 / 43560 = 0.044$ Acres

Permanent Easement = 50% of ROW

$0.044 \times \$500,000$ per Acre = \$22,220

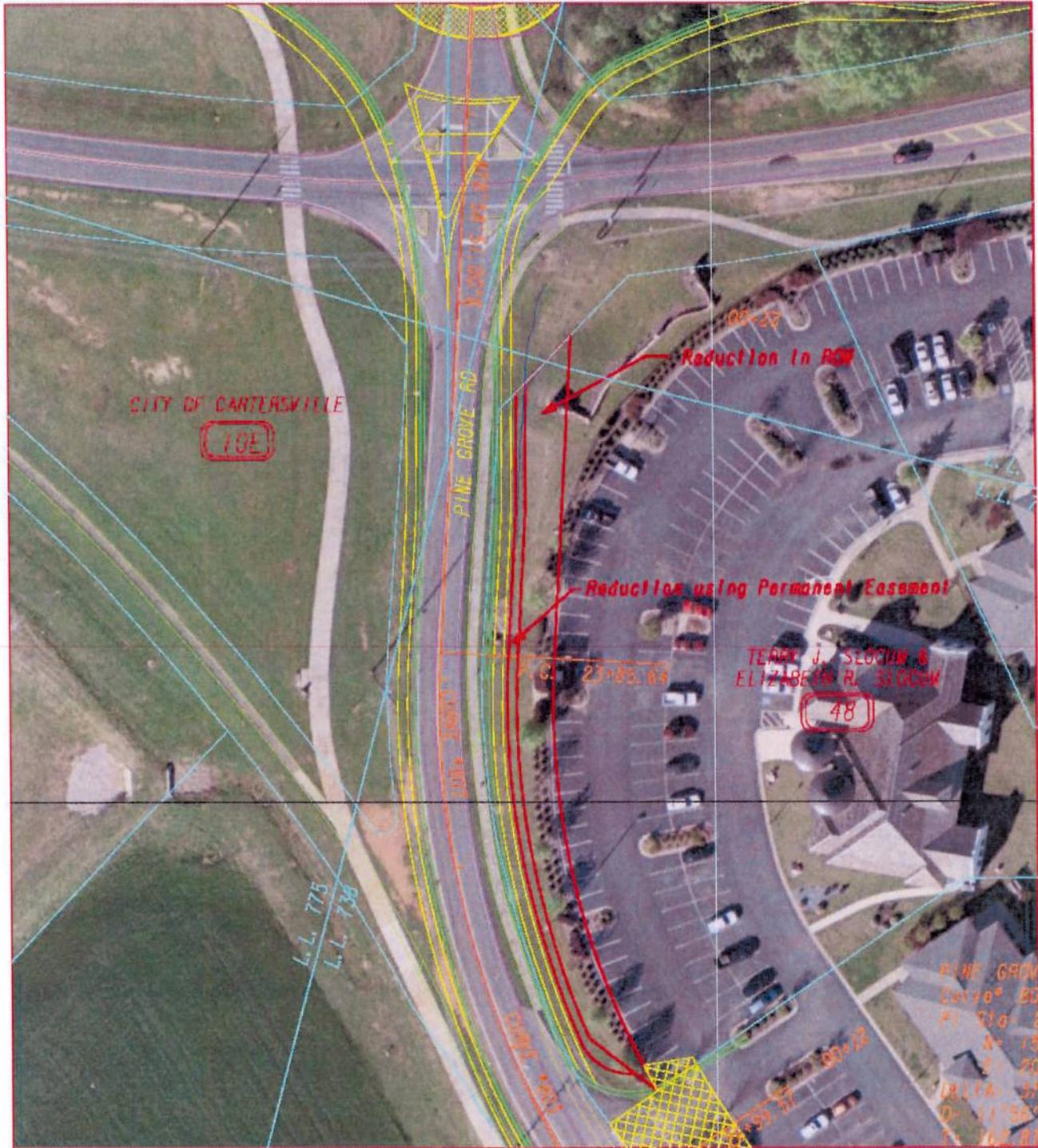
$\$170,000 + \$22,220 = \$192,220$

Total revised cost Savings = \$192,220.00

TOTAL SAVINGS FOR E-1 =

\$254,500
<u>+ \$192,220</u>
\$446,720

E-1 ADDITIONAL SAVINGS
Plan View Sketch





Attachment for RW-4 Calculations

Information from page 56 in the VE Study

Administrative cost

Condemnation filing -	\$5,000 Each
Displacements -	\$40,000 Each
Demolition -	\$15,000 Each
Relocation Administrative Service -	\$2,500 Each

Total per Parcel - \$62,500

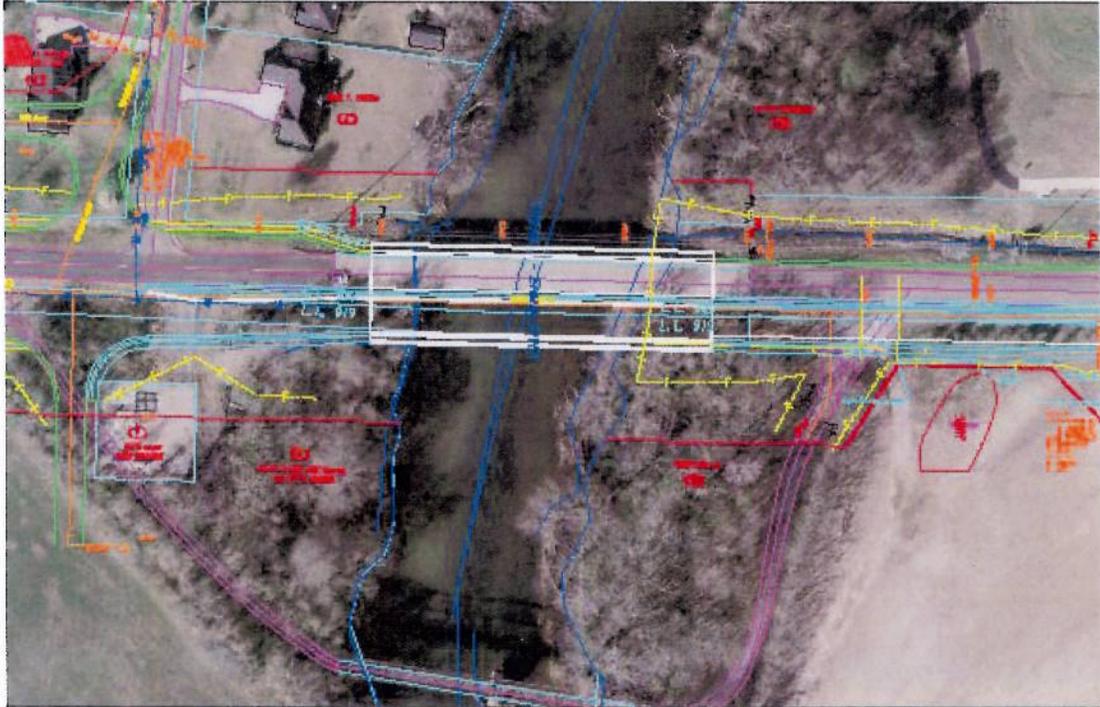
Parcels to relocate = 3 (6, 46 & 47) – See Sketch on Following Page

$3 \times 62,500 = \$187,500$

$\$187,500 - \$125,000 \text{ expected savings for VE Study} = \$62,500$

RW-4 will cost an additional \$62,500 to implement

Attachment for B-2 - Sketch



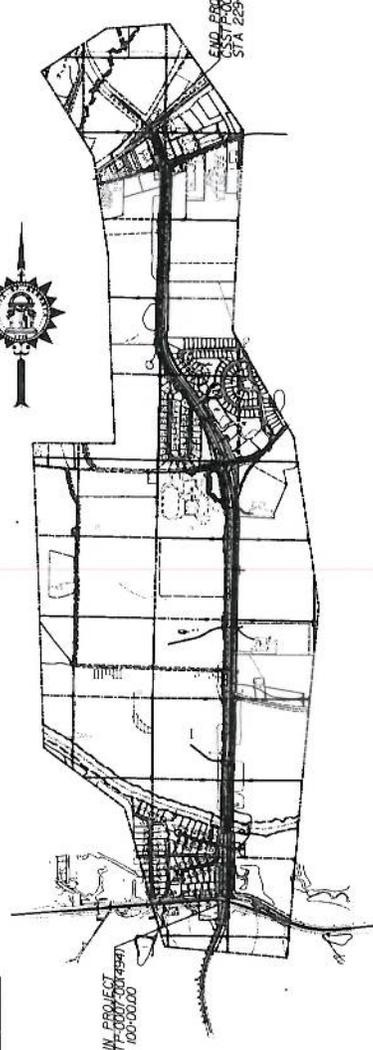
DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

PLAN AND PROFILE OF PROPOSED DOUTHIT FERRY ROAD WIDENING FROM OLD ALABAMA ROAD TO SR 113/SR 61

FEDERAL AID PROJECT
CSSTP-0007-001494)
BARTOW COUNTY

FEDERAL ROUTE • N/A
STATE ROUTE • N/A
P.I.NO. 0007494

NOTE 1:
ALL REFERENCES IN THIS DOCUMENT WHICH INCLUDES ALL PAPERS, WRITINGS, DOCUMENTS, DRAWINGS OR PHOTOGRAPHS USED OR TO BE USED IN CONNECTION WITH THIS DOCUMENT TO "STATE HIGHWAY DEPARTMENT OF GEORGIA," "STATE DEPARTMENT OF TRANSPORTATION," "STATE HIGHWAY DEPARTMENT," "STATE DEPARTMENT," OR "DEPARTMENT OF GEORGIA" SHALL BE DEEMED TO MEAN THE DEPARTMENT OF TRANSPORTATION.



LENGTH OF PROJECT	COUNTY RAOIS	
	Project No.	MILES
NET LENGTH OF ROADWAY	CSSTP-0007-001494)	2.427
NET LENGTH OF BRIDGES		0.053
NET LENGTH OF PROJECT		2.480
NET LENGTH OF EXCEPTIONS		0.000
GROSS LENGTH OF PROJECT		2.480

LOCATION SKETCH

DESIGN DATA:
TRAFFIC ADT.: 12,950 (2018)
TRAFFIC ADT.: 26,050 (2038)
TRAFFIC DJV.: 2525 (2038)
DIRECTIONAL DIST.: 50.7%
% TRUCKS: 2
24 HR. TRUCKS %: 4
SPEED DESIGN: 35 MPH

LOCATION & DESIGN APPROVAL DATE:
FUNCTIONAL CLASS:
URBAN COLLECTOR

THIS PROJECT IS 100% IN BARTOW COUNTY AND IS 100% IN CONG. DIST. NO. 11.

PROJECT DESIGNATION: OTHER
DESIGNED IN ENGLISH UNITS.

THIS PROJECT HAS BEEN PREPARED USING THE HORIZONTAL GEORGIA COORDINATE SYSTEM OF 1984 (NAD 83) WITH THE NORTH AMERICAN VERTICAL DATUM (NAVD) OF 1988.

BEGIN PROJECT
CSSTP-0007-001494)
STA 60+00.00

END PROJECT
CSSTP-0007-001494)
STA 289+00.00

PREPARED BY: DESIGN

RECOMMENDED FOR SUBMISSION BY: DESIGN

SUBMITTED BY: STATE DESIGN ENGINEER

DATE	CHIEF ENGINEER
PLANS COMPLETED	
REVISIONS	

01-001

THE DATA TOGETHER WITH ALL OTHER INFORMATION SHOWN ON THESE PLANS OR IN WRITING INDICATED THEREBY, WHETHER BY DRAWINGS OR NOTES, OR IN ANY OTHER MANNER, ARE BASED UPON FIELD INVESTIGATIONS AND ARE BELIEVED TO BE INDICATIVE OF ACTUAL CONDITIONS. HOWEVER, THE SAME ARE SHOWN AS INFORMATION ONLY, ARE NOT GUARANTEED, AND DO NOT BIND THE DEPARTMENT OF TRANSPORTATION IN ANY MANNER. THE ATTENTION OF BIDDER IS SPECIFICALLY DIRECTED TO SUBSECTION 1024-0025 AND 1025 OF THE SPECIFICATIONS.

PRECONSTRUCTION STATUS REPORT FOR PI:0007494

PROJ ID: 0007494
COUNTY: Bartow
LENGTH (MD): 2.43
PROJ NO.: CSSTP-0007-00(494)
PROJ MGR: Leigh, Leonora
AOIID Initials: AVS
OFFICE: Program Delivery
CONSULTANT: Local Design, Local PE funds
SPONSOR: Cartersville
DESIGN FIRM: Southland Engineering, Inc.

CR 343/DOUTHIT FERRY RD FM OLD ALABAMA RD TO SR 61/SR 113
MPO: Not Urban
TIP #:
MODEL YR:
TYPE WORK: Widening
CONCEPT: ADD 4U(MED 20)
PROG TYPE: Reconstruction/Rehabilitation
Prov. for ITS: N
BOND PROJ.:

MGMT LET DATE: 08/15/2016
MGMT ROW DATE: 07/15/2014
BASELINE LET DATE: 08/08/2016
SCHED LET DATE: 7/29/2016
WHO LETS?: GDOT Let
LET WITH:

PRIORITY CODE:
DOT DIST: 6
CONG. DIST: 11
BIKE: Y
MEASURE: E
NEEDS SCORE:
BRIDGE SUFF:

BASE START	BASE FINISH	LATE START	LATE FINISH	TASKS	ACTUAL START	ACTUAL FINISH	%	PROGRAMMED FUNDS				STIP AMOUNTS					
								Activity	Approved	Proposed	Cost	Fund	Status	Date Auth	Activity	Cost	Fund
11/16/2011	11/16/2011	3/5/2013	4/16/2013	Concept Development	3/3/2008	6/6/2012	55	PE	2012	2012	1,126,162.42	LOC	AUTHORIZED	11/4/2011	PE	1,126,162.42	LOC
11/30/2011	11/30/2011	3/5/2013	3/5/2013	Concept Meeting	6/6/2012	6/6/2012	100	PE	2012	2012	56,308.12	L200	AUTHORIZED	11/4/2011	PE	56,308.00	L200
12/1/2011	1/1/2012	3/6/2013	4/16/2013	PM Submit Concept Report			0	PE	2012	2012	8,971,369.20	LOC	PRECST		ROW	1,000,000.00	LOC
1/1/2012	1/1/2012	4/16/2013	4/16/2013	Receive Concept Review and Comments			0	ROW	2015	2015	862,287.11	LOC	PRECST		UTL	0.00	LOC
11/10/2011	4/11/2012	4/16/2013	4/16/2013	Management Concept Approval Complete	7/6/2012	2/5/2013	100	UTL	2018	2018	10,925,875.84	M231	PRECST		CST	0.00	M231
2/23/2012	2/23/2012	5/29/2013	5/29/2013	Value Engineering Study			0	CST	2018	2018							
1/12/2012	11/27/2013	5/29/2013	4/16/2013	Public Information Open House Held	10/17/2010		25										
7/25/2013	9/18/2013	4/16/2013	4/16/2013	Environmental Approval	3/9/2012		25										
3/1/2012	3/21/2012	4/16/2013	4/16/2013	Pub Hear Held/Comm Resp (EA/FONSI, GEPA)	10/1/2010		50										
3/23/2012	4/26/2012	6/5/2013	6/5/2013	Mapping	10/1/2010		27										
5/1/2012	12/9/2013	11/29/2013	11/29/2013	Field Surveys/SDE	10/17/2010		0										
8/7/2012	1/28/2013	6/10/2013	11/29/2013	Preliminary Plans			0										
1/12/2012	5/23/2012	4/17/2013	8/27/2013	Preliminary Bridge Design			0										
7/28/2015	1/11/2016	7/20/2015	1/1/2016	Underground Storage Tanks			0										
1/7/2014	1/7/2014	12/30/2013	12/30/2013	404 Permit Obtainment			0										
1/8/2014	4/1/2014	12/31/2013	3/24/2014	PFPR Inspection			0										
4/2/2014	6/2/2014	3/25/2014	5/23/2014	R/W Plans Preparation			0										
2/13/2014	2/17/2014	2/5/2014	2/7/2014	R/W Plans Final Approval			0										
7/1/2014	7/28/2014	6/23/2014	7/18/2014	L & D Approval			0										
11/4/2014	11/17/2014	10/27/2014	11/7/2014	R/W Authorization			0										
8/7/2012	6/13/2013	6/10/2013	4/16/2014	Slake R/W			0										
1/29/2013	12/5/2013	12/2/2013	10/8/2014	Soil Survey			0										
2/18/2014	11/23/2015	2/10/2014	11/13/2015	Bridge Foundation Investigation			0										
4/11/2014	1/15/2015	10/9/2014	7/15/2015	Final Design			0										
12/22/2015	12/22/2015	12/14/2015	12/14/2015	Final Bridge Plans Preparation			0										
12/30/2015	1/12/2016	12/22/2015	1/4/2016	FFPR Inspection			0										
				Submit FFPR Responses (OES)			0										

Bridge: BRIDGE REQUIRED

Design: City of Cartersville/Southland Engineering

EIS: E:\NotAppvd\NotOnSchedule-BaseEnv\11.27.13\Benton-Hooks\01.23.13

LGPA: REV PFA SGN CARTERSVILLE DO PE\ROW & UTILITIES\DOT TO FUND CST 10-4-07.

Planning: Non-attainment area.

Prog. Develop: PE IS FOR REVIEW ONLY

Programming: ADDED BY PNRC 7-05#1 4-2012(CONFIRMED EXEMPT PER FHWA 9-7-2012

Utility: Need plans 10-30-09

EMG: RECST/REHAB: PE BY LOCAL

Engr Services: VE Implementation Approved 2/5/13

Prel. Parcel CT: 40
Under Review: Total Parcel in ROW System:
Released: Options - Pending:
 Condemnations- Pend:
 Acquired:

Acquired by: LOC
Acquisition MGR:
R/W Cert Date:

DEEDS CT:

Concept Team Meeting held on 06/06/12. Concept Report will be submitted after ARC modeling.
 VE Study completed and designer is working on VE responses. LEL 22JAN13