

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE: CSSFT-0008-00(375) Douglas **OFFICE:** Engineering Services
P.I. No.: 0008375
US 78/SR 8 @ Mason Creek and Post Rd. **DATE:** May 3, 2012

FROM: Lisa L. Myers, State Project Review Engineer

TO: Bobby K. Hilliard, PE, State Program Delivery Engineer
Attn.: Perry Black

SUBJECT: IMPLEMENTATION OF VALUE ENGINEERING STUDY ALTERNATIVES

The VE Study for the above project was held January 31-February 3, 2012. Revised responses were received on April 27, 2012. 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
A-1	Reduce the radius of the horizontal curve at Conners Road from Sta. 1+00 to Sta. 3+00 and revise the profile on the north end to tie into the existing profile sooner	Proposed = \$260,100 Actual = \$157,324	Yes, with modifications	The engineer's cost savings were calculated differently once the plans were revised.
A-2	Eliminate the pavement replacement on Mattie McCoy Lane from Sta. 3+00 to Sta. 5+50	\$269,000	No	Currently, Mattie McCoy Lane intersects into Conners Road at an acute skew angle and the through movement is located on a horizontal curve. This creates an alignment break of 4°-40' and the GDOT Design Policy Manual recommends limiting the angle of deflection without using a curve to 0°-40' as the maximum for a 35 mph speed design. The elimination of the western portion of Conners Road will make Mattie McCoy Lane the dominant movement. The originally proposed overlay with minimal width full depth pavement is needed to address improvements in this area.

A-4	Move the alignment of Mason Creek Road from Sta. 16+00 to Sta. 24+00 further west, closer to the existing alignment	Design Suggestion	No	In order to comply with the maximum vertical grade break of 2% for a signalized intersection the profile needs to be raised as much as 7 feet within the project limits. Due to such a significant change in profile grade, the alignment needs to be offset (as shown in the proposed plans) to maintain traffic during construction. An off-site detour would not be feasible.
A-6	Reduce the radius on the corners of Bankhead Highway/Mason Creek Road down to 75 feet	\$9,500	No	The pedestrian island in the intersection's southeast corner would be too small to provide a pedestrian traffic signal head, ramps, or openings from all three sidewalk directions. The use of these larger radii allow for refuge in the intersection's northwest and southeast corner by having raised islands. Without these islands pedestrians have to traverse an additional lane. There would be a loss of right turn efficiency by changing the right turn movement from a yield to a right turn on red condition.
A-7	Shorten the project limits on the west end of Bankhead Highway from Sta. 24+00 to Sta. 26+00	Proposed = \$85,000 Actual = \$57,810	Yes, with modifications	This will be done with modifications however; a minimum tangent run out length of 45 feet will be required as per AASHTO. This would require that the project start at Sta. 25+50 instead of Sta. 26+00 as proposed by the VE Team.
A-8	Shorten the east end of the project on Bankhead Highway from Sta. 53+31 to Sta. 52+00	Proposed = \$68,000 Actual = \$22,344	Yes, with modifications	The engineer's cost savings were calculated differently once the plans were revised.
A-10	Move the cul-de-sac further south on Post Road and flip the bulb to the north side to take advantage of the existing right of way	\$3,900	No	Moving the cul-de-sac further south along existing Post Road may create additional impacts for the BellSouth facility that is presently in the northeast corner of the intersection with Mason Creek Road. This facility is located outside of the right of way on its own easement and would be a non-reimbursable utility cost.

P-1	Revise the profile and alignment on Bankhead Highway to account for a 45 mph design speed in lieu of the 55 mph design speed	Proposed = \$62,000 Actual = \$72,167	Yes, with modifications	This will be done; however, the proposed sag vertical curve on SR8/US78 from Sta. 34+51.95 to Sta. 42+01.95 will be revised to have a 'K value' closer to the revised 45 mph posted speed.
ROW-1	Use more slope easements in lieu of permanent right of way	Proposed = \$743,000 Actual = \$133,017	Yes, with modifications	GDOT Office of Maintenance recommends that all drainage structures and ditches be placed on permanent right of way. Relocated utilities cannot be placed on temporary easement. However, the Office of Maintenance and Office of Right of Way were amicable to using permanent easement on the project outside of the shoulder break points.
S-1	Reduce the clear zone dimension to 24 feet and 18 feet for the 45 mph and 35 mph design sections, respectively	Proposed = \$203,800 Actual = \$219,269	Yes, with modifications	The engineer's cost savings were calculated differently once the plans were revised.
S-2	Use a 4 foot shoulder in lieu of a 6.5 foot shoulder on Bankhead Highway	Proposed = \$136,000 Actual = \$173,867	Yes, with modifications	The engineer's cost savings were calculated differently once the plans were revised.
S-6	Change the 4:1 slopes to 2:1 slopes and reduce the amount of required right of way	\$49,300	No	For the placement of the GDOT Type 12 guardrail approach anchors, a shoulder with an additional 9 feet paved width would be necessary. In areas where a standard ditch is utilized, the amount of savings in earthwork or right of way versus the typical section would be negligible. Except on proposed high fill height locations where traversable slopes are impractical and guardrail would be utilized, such as the left side of SR8/US78 between Sta. 34+00 to Mann Road and the left side of Mann Road from SR8/US78 to Sta. 25+50, the roadway slopes within the project are designed to be traversable.

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

Approved:  Date: 5/4/12
Gerald M. Ross, PE, Chief Engineer

LLM/MJS

Attachments

c: Russell McMurry
Bobby Hilliard/Stanley Hill/Perry Black/Derrick Cameron
Larry Bowman
Melissa Harper
Lee Upkins
Ken Werho/Nabil Raad
Matt Sanders

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE CSSFT-0008-00(375) Douglas County OFFICE Program Delivery
P.I. No. 0008375
SR 8/US78 @ Mason Creek Rd. and Post Road DATE April 4, 2012

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

TO Lisa Myers, State Project Review Engineer,

ATTEN: 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 there are any questions please contact Perry Black of this Office at (404) 631-1224

BKH:SH:DDC:pb

Attachments

Cc: Russell McMurry, P.E., Director of Engineering



G R E S H A M
S M I T H A N D
P A R T N E R S

April 20, 2012

Mr. Perry Black
Project Manager, Office of Program Delivery
Georgia Department of Transportation
600 West Peachtree Street, 24th Floor
Atlanta, Georgia 30308

**Subject: Value Engineering Study-Responses
CSSFT-0008-00(375) Douglas County
P.I. Number: 0008375
SR 8/US78 @ Mason Creek Road and Post Road
GS&P Project No. 26340.11**

Reference is made to the recommendations that were contained in the *Value Engineering Study Report –SR8/US 78 (Bankhead Highway) at Mann Road/ Mason Creek Road and at Post Road Intersection Improvements, Douglas County* dated February 2012 for the above referenced project. Our responses and recommendations are as follows:

- Value Engineering Alternative No. A-1** -Reduce the radius of the horizontal curve at Conners Road from STA 1+00 to 3+00 and revise the profile on the north end to tie into the existing profile sooner.
Approval of the VE Alternative A-1 is recommended.

Category	Savings from VE Study Report			Engineer's Estimated Savings		
	Savings	Add'l Cost	Net	Savings	Add'l Cost	Net
Grading	\$0.00		\$0.00	\$8,000.00		\$8,000.00
Paving	\$23,757.00		\$23,753.00	\$28,507.00		\$25,915.61
Right of Way	\$236,385.00		\$236,385.00	\$128,274.00		\$123,408.66
			\$260,100.00			\$157,324.27

- Value Engineering Alternative No. A-2** - Eliminate the pavement replacement on Mattie McCoy Lane from STA 3+00 to 5+50.
Approval of VE Study Alternative A-2 is not recommended for the following reasons:

- The proposed pavement replacement is intended to tie Mattie McCoy Lane directly into the southern remnant of Conners Road since the portion of Conners Road between this point and SR8/US78/Bankhead Highway is proposed to be eliminated. Mattie McCoy Lane presently intersects into Conners Road at a tee intersection with a very acute intersection skew and the through movement being on a horizontal curve.
- Having Mattie McCoy Lane, a local roadway posted for 35 mph, tie directly into Conners Road, which is also posted for 35 mph, as a through movement without the pavement replacement would create an alignment break of 4° 40'. However, the *GDOT Design Policy Manual*

recommends that the maximum horizontal alignment deflection without the use of a curve be limited to 0° 40' with a 35 mph design speed.

- Most of the improvements could be accomplished as an asphalt overlay with little full depth pavement. The right of way impacts result from the necessary shoulder and ditching improvements.

3. Value Engineering Alternative No. A-4- Move the alignment of Mason Creek Road from STA 16+00 to 27+00 further west, closer to the existing alignment

Approval of VE Study Alternative A-4 is not recommended for the following reasons:

- In order for Mann Road, which is located directly across the intersection with SR8/US78/Bankhead Highway from Mason Creek Road and within the above station ranges, to have vertical geometry that is compliant with AASHTO guidelines for its 35 mph posted speed limit and vertical grade breaks for a signalized intersection (2% maximum) that adhere to the *GDOT Design Policy Manual* guidelines, its profile grade will need to be raised as much as 7 ft within the project limits. Due to such a significant change in profile grade, the alignment will need to be offset in order to maintain traffic during construction.
- There is no improved parallel road in the immediate vicinity of this portion of Mann Road, so an off-site detour would not be feasible.

4. Value Engineering Alternative No. A-6- Reduce the radius on the corners of Bankhead Highway (US 78/ SR 8) / Mason Creek Road down to 75 feet.

Approval of VE Study Alternative A-6 is not recommended.

- The resulting pedestrian island in the intersection's southeast corner would be so small with the 75 ft. radius that it would be impractical to provide a pedestrian traffic signal head, pedestrian ramps or cut-through openings from all three sidewalk directions.
- The use of these larger radii allow for pedestrian refuge in the intersection's northwest and southeast corner by having the raised islands. Without these raised islands, pedestrians crossing SR8/US78/Bankhead Highway, Mann Road or Mason Creek Road will have to traverse an additional lane.
- Some loss of right turn efficiency will be lost by changing the right turn movement from a 'yield' to a 'right turn on red' condition.

5. Value Engineering Alternative No. A-7 – Shorten the project limits on the west end of Bankhead Highway (US 78/ SR 8) from STA 24+00 to 26+00.

Approval of the VE Alternative A-7 is partly recommended as follows:

- Beginning at Sta. 26+71.09, a 1200 ft. radius horizontal curve is proposed for SR8/US78/Bankhead Highway. Using the former 55 mph design speed, the guidelines in the *2004 AASHTO Geometric Design of Highways and Streets* state that a 5.9% superelevation is needed for this curve. This would result in a superelevation runoff of 151 ft. with two thirds of this length (100 ft.) being on the adjacent tangents as per GDOT guidelines. A minimum tangent runout length of 51 ft. would also be required on the tangent as per AASHTO guidance.
- Using a reduced 45 mph design speed, the guidelines in the *2004 AASHTO Geometric Design of Highways and Streets* state that a 5.0% superelevation could be used for this curve. This would result in a superelevation runoff of 111 ft. with two thirds of this length (75 ft.) being on the adjacent tangents as per GDOT guidelines. A minimum tangent runout length of 45 ft. would also be required on the tangent as per AASHTO guidance. This would curtail the project to start at Sta. 25+50 instead of Sta. 24+00.
- If implemented as above, the above considerations would modify the cost/benefit for Alternative A-7 as follows:

Category	Savings from VE Study Report			Engineer's Estimated Savings		
	Savings	Add'l Cost	Net	Savings	Add'l Cost	Net
Paving	\$76,920.00		\$76,920.00	\$3,432.00		\$3,432.00
Erosion	\$3,050.00		\$3,050.00	\$972.00		\$972.00
Right of Way	\$0.00		\$0.00	\$48,939.16		\$48,939.16
Earthwork	\$4,441.00		\$4,441.00	\$4,146.12		\$4,146.12
Striping	\$252.00		\$252.00	\$321.00		\$321.00
			\$84,663.00			\$57,810.28

6. **Value Engineering Alternative No. A-8** – Shorten the east end of the project on Bankhead Highway (US 78/ SR 8) from STA 53+31 to 52+00.
Approval of the VE Alternative A-8 is recommended.

Category	Savings from VE Study Report			Engineer's Estimated Savings		
	Savings	Add'l Cost	Net	Savings	Add'l Cost	Net
Paving	\$50,382.00		\$50,382.00	\$2,262.00		\$2,262.00
Erosion	\$731.00		\$731.00	\$842.40		\$842.40
Right of Way	\$14,672.00		\$14,672.00	\$17,287.43		\$17,287.43
Earthwork	\$1,969.00		\$1,969.00	\$1,674.46		\$1,674.46
Striping	\$165.00		\$165.00	\$278.20		\$278.20
			\$67,919.00			\$22,344.4

7. **Value Engineering Alternative No. A-10** – Move cul-de-sac further south on Post Road and flip the bulb to the north side to take advantage of existing right of way.
Approval of the VE Alternative A-10 is not recommended.

- Moving the cul-de-sac further south along existing Post Road may create additional impacts for the BellSouth facility that is presently in the northeast corner of the intersection of Post Road and Mason Creek Road. This facility is located outside of the right of way on its own easement and would therefore be a non-reimbursable utility cost.
- Shifting the cul-de-sac further south along existing Post Road will place it in closer proximity to the southern portion of Mason Creek Road and realigned Post Road. Since these roadways are proposed to have rural shoulders, a barricade or some other divider will need to be placed behind the cul-de-sac to discourage motorists on the southern portions of Post Road and Mason Creek Road from driving over the shoulder to access the northern portion of Post Road in order to circumvent any queued traffic at the proposed intersection of Mason Creek Road with SR8/US78/Bankhead Highway or the southern portion of Conners Road.

8. **Value Engineering Alternative No. P-1** – Revise the profile and alignment on Bankhead Highway (US 78/ SR 8) to account for a 45 mph design speed in lieu of the 55 mph design speed.
Approval of the VE Alternative P-1 is partly recommended as follows:

- It is recommended that the proposed crest vertical curve on SR8/US78/Bankhead Highway from Sta. 44+12.48 to Sta. 51+42.48 with a K value of 114 be retained as currently shown on the plans. There is presently poor sight distance between the intersection of SR8/US78/Bankhead Highway, Mann Road and Mason Creek Road and approaching westbound motorists on SR 8. Therefore, this may potentially be a contributing factor for the crashes that have occurred at the intersection. According to officials from Douglas County and comments received at the PIOH, the average operating speeds of motorists along this portion of SR 8 are in excess of the 45 mph posted speed. Therefore, a crest vertical curve with a 'K value' in excess of the minimum value improves the operation of the proposed improved intersection.
- It is recommended that proposed sag vertical curve on SR8/US78/Bankhead Highway from Sta. 34+51.95 to Sta. 42+01.95 be revised to have a 'K value' closer to the revised 45 mph posted speed. Since 'K values' for sag curves in 2004 AASHTO Geometric Design of Highways and

Streets guidance are dictated more by headlight trajectories than line of sight, a reduced 'K value' based on a 45 mph design would have less impact on sight distance than a crest vertical curve. Further, this proposed sag curves on SR 8 traverses a relatively high fill area and would have a significant difference in elevation from the existing grade of SR 8, so the most savings in earthwork and right of way will be realized in this location by the 45 mph speed design.

- In order for SR8/US78/Bankhead Highway to have vertical geometry that is compliant with AASHTO guidelines for its 45 mph posted speed limit and to eliminate the hidden dip, its profile grade will need to be raised as much as 7 ft within the project limits. Due to such a significant change in profile grade, the alignment will need to be offset in order to maintain traffic during construction.
- If implemented as above, the above considerations would modify the cost/benefit for Alternative P-1 as follows:

Category	Savings from VE Study Report			Engineer's Estimated Savings		
	Savings	Add'l Cost	Net	Savings	Add'l Cost	Net
Grassing	\$0.00		\$0.00	\$217.39		\$150.00
Erosion Control Mats, Slopes	\$0.00		\$0.00	\$1,090.00		\$1090.00
Right of Way	\$44,702.00		\$44,702.00	\$57,926.51		\$60,210.00
Earthwork	\$16,914.00		\$16,914.00	\$7,700.00		\$13,160.00
Drainage Structures	\$0.00		\$0.00	\$2,479.00		\$2,479.00
			\$61,616.00			\$72,166.70

9. Value Engineering Alternative No. ROW-1 – Use more slope easements and less permanent right of way. *Approval of the VE Alternative ROW-1 is partly recommended as follows:*

- According to the GDOT Office of Maintenance, all drainage structures and facilities such as ditches would need to be on permanent right of way (either right of way or permanent easement) and not temporary slope easement to ensure that they can be readily accessed by GDOT maintenance forces. Permanent right of way would still need to be used between the shoulder break points on all roadways.
- Relocated utilities within the GDOT right of way are typically placed between the construction limits and proposed right of way limit. However, relocated utilities can not be placed on temporary easement.
- The GDOT Office of Maintenance also prefers that other support structure such as fill slopes be placed on permanent right of way/easement. Otherwise, the fill slopes, etc. would revert to the adjacent property owners where they could potentially be altered (such as excavating a fill slope) that could have repercussions on the roadway.
- However, both the GDOT Office of Maintenance and Office of Right of Way were amicable to using permanent easement on the project outside of the proposed shoulder break points. Unlike slope easement, access is retained for maintenance concerns, but the cost can potentially be half than right of way. Therefore, it is recommended that permanent easement be purchased outside of the shoulder break point instead of temporary easement in the place of permanent right of way.
- If implemented as above, the above considerations would modify the cost/benefit for Alternative ROW-1 as follows:

Category	Savings from VE Study Report			Engineer's Estimated Savings		
	Savings	Add'l Cost	Net	Savings	Add'l Cost	Net
Right of Way	\$1,858,440.00		\$1,858,440.00	\$266,032.32		\$266,032.32
Easement		\$(1,115,064.00)	\$(1,115,064.00)		\$(133,016.16)	\$(133,016.16)
			\$743,376.00			\$133,016.16

10. Value Engineering Alternative No. S-1 – Reduce the clear zone dimension to 24 feet and 18 feet for the 45 mph and 35 mph design sections, respectively.

Approval of the VE Alternative S-1 is partly recommended as follows:

- Based on utilizing a 45 mph design speed on SR8/US78/Bankhead Highway instead of a 55 mph speed, the clear zone on this roadway can be reduced to a 24 ft width. Based on guidance from the GDOT Office of Design Policy and Support, the 4:1 foreslope width will be reduced to a 12 ft width and a 4 ft wide ditch will be used instead of a 2 ft ditch in order to further reduce impacts and improve ditch hydraulics. Combined with an 8 ft wide shoulder (as per Alternative S-2 in the VE Study Report), this would attain the 24 ft clear zone for the reduced 45 mph design speed.
- For the 35 mph roadways, the foreslope width can be reduced 10 ft width which combined with the 8 ft wide shoulder and 2 ft wide ditch will have an overall width of 20 feet. It is not practical to use a 4:1 foreslope that is less than a 10 ft width when there are driveways with side drains present. A 10 ft. wide foreslope with a 4:1 grade produces a 2'-6" deep ditch, which is the minimum depth to accommodate an 18" diameter CMP side drain and a minimum one foot of cover (excluding the driveway pavement structure) as per GDOT Std. 1030D. Further, since most pavement structures are 1'-0" to 1'-6" deep, a shallow roadside ditch would have water from the ditch seeping into and potentially damaging the roadway subbase.
- If implemented as above, the above considerations would modify the cost/benefit for Alternative S-1 as follows:

Category	Savings from VE Study Report			Engineer's Estimated Savings		
	Savings	Add'l Cost	Net	Savings	Add'l Cost	Net
Earthwork				\$6,516.00		\$6,516.00
Grassing				\$217.39		\$217.39
Right of Way	\$203,800.00		\$203,800.00	\$212,535.48		\$212,535.48
			\$203,800.00			\$219,268.87

11. Value Engineering Alternative No. S-2 – Use a 4-foot shoulder in lieu of 6.5 foot on Bankhead Highway (US 78/ SR 8).

Approval of the VE Alternative S-2 is recommended.

Category	Savings from VE Study Report			Engineer's Estimated Savings		
	Savings	Add'l Cost	Net	Savings	Add'l Cost	Net
Paving	\$82,110.00		\$82,110.00	\$63,320.00		\$63,320.00
Right of Way	\$48,668.00		\$48,668.00	\$116,187.84		\$116,187.84
Earthwork	\$4,806.00		\$4,806.00	\$115.50		\$115.50
			\$135,584.00			\$173,867.39

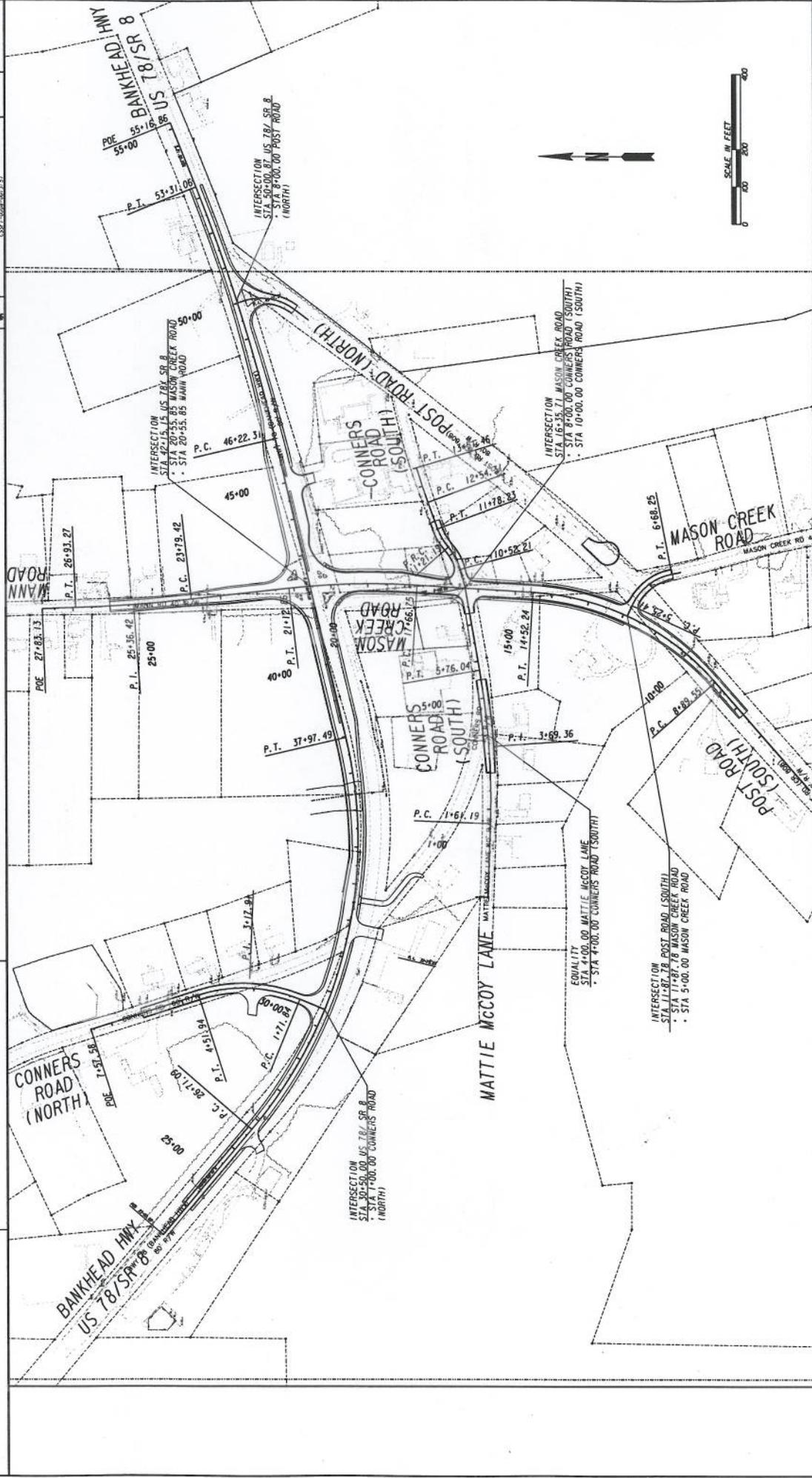
12. Value Engineering Alternative No. S-6 – Change the 4:1 slopes to 2:1 and reduce the amount of right of way required

Approval of the VE Alternative S-6 is not recommended.

- A 2:1 foreslope is non-traversable which would require the use of guardrail with a shoulder that would have an additional 5'-6" width as per GDOT Std. 4052. For the placement of the GDOT Type 12 guardrail approach anchors, a shoulder with an additional 9 ft paved width would be necessary.
- In areas where a standard ditch is utilized, the amount of savings in earthwork or right of way versus the typical section discussed in VE Alternative S-1 would be negligible.
- The placement of guardrail is used to help protect motorists from adjacent potential roadside hazards or non-traversable areas as per the clear zone concept but the guardrail itself can potentially be a hazardous obstacle for a vehicle that leaves the roadway. The 2004 *AASHTO*

Geometric Design of Highways and Streets recommends as a first priority to “remove the obstacle or redesign it so it can be... traversed” and, if that is not possible, to “redirect a vehicle by shielding the obstacle by using an appropriate breakaway device”. The GDOT Design Policy Manual also follows this policy and states the following regarding the use of 2:1 slopes: “All front slopes (foreslopes) should be 4:1 or flatter, and no steeper than 2:1. GDOT discourages the use of 2:1 front slopes with guardrail unless economic constraints (construction costs, right of way impacts, or environmental impacts) outweigh the practicality of a 4:1 front slope”. Therefore, except on proposed high fill height locations where traversable slopes are impractical and guardrail would be utilized, such as the left side of SR8/US78/Bankhead Highway between Sta. 34+00 to Mann Road and the left side of Mann Road from Bankhead Highway to Sta. 25+50, the roadway slopes within the project are designed to be traversable based upon the above guidelines.

- 2:1 foreslopes are more difficult to maintain as they cannot be mowed from a tractor/lawnmower and are more susceptible to erosion. The guardrail itself and guardrail anchors would also need to be maintained from corrosion and vehicle impacts.



<p>GEORGIA DEPARTMENT OF TRANSPORTATION</p>	<p>GRESHAM SMITH AND PARTNERS</p>	<p>REVISION DATES</p> <table border="1"> <tr><td> </td><td> </td></tr> </table>																					<p>STATE OF GEORGIA DEPARTMENT OF TRANSPORTATION PROGRAM DELIVERY OFFICE:</p>
<p>SCALE IN FEET 0 120 240 480</p>		<p>CONCEPT DISPLAY</p> <p>PROJECT: CSST-0008-001353 COUNTY: DOUGLAS</p>																					

PRECONSTRUCTION STATUS REPORT FOR PI:0008375

MGMT LET DATE : 02/15/2014
MGMT ROW DATE : 12/15/2012
BASELINE LET DATE: 02/13/2014
SCHED LET DATE : 10/16/2014
WHO LETS?: GDOT Let
LET WITH :

SR 8/US 78@ CR 268/MANN RD/MASON CREEK RD & @ CR 808/POST RD
MIPO: Atlanta TMA
PRIORITY CODE: 6133
DOT DIST: 7
CONG. DIST: 3
BIKE: N
MEASURE: E
NEEDS SCORE:
BRIDGE SUFF:

PROJ ID : 0008375
COUNTY : Douglas
LENGTH (MI): 0.54
PROJ MGR: CSSFT-0008-00(375)
AOHD Initials: SSH
OFFICE : Program Delivery
CONSULTANT: Proposed Consultant Design (DOT contract)
SPONSOR : GDOT
DESIGN FIRM: Gresham, Smith and Partners

BASE START	BASE FINISH	LATE START	LATE FINISH	TASKS	ACTUAL START	ACTUAL FINISH	%	PROGRAMMED FUNDS					
								Activity	Approved	Proposed	Status		
5/9/2011	9/26/2011	7/6/2012	7/6/2012	Concept Development	6/6/2011	11/10/2011	56	PE	2008	2008	LS30	AUTHORIZED	11/26/2007
5/31/2011	5/31/2011	8/15/2011	8/15/2011	Concept Meeting	11/10/2011	1/3/2012	100	ROW	LUMP	LUMP	LS30	PRECST	
8/16/2011	9/26/2011	5/28/2012	7/6/2012	PM Submit Concept Report	10/19/2011	5/3/2012	100	CST	LUMP	LUMP	LS30	PRECST	
9/26/2011	9/26/2011	7/6/2012	7/6/2012	Concept Report Review and Comments	10/20/2011	10/20/2011	100						
				Management Concept Approval Complete	9/13/2011	4/7/2011	25						
				Value Engineering Study	1/10/2011		0						
10/11/2011	10/11/2011			Public Information Open House Held			100						
9/27/2011	6/4/2012			Environmental Approval			0						
10/12/2011	11/15/2011			Field Survey/SDE			0						
11/18/2011	5/31/2012	7/24/2012	2/4/2013	Preliminary Plans			0						
7/3/2012	7/3/2012	3/5/2013	3/5/2013	FFPR Inspection			0						
7/4/2012	8/7/2012	3/6/2013	4/9/2013	R/W Plans Preparation			0						
8/8/2012	10/8/2012	4/10/2013	6/10/2013	R/W Plans Final Approval			0						
11/20/2012	12/17/2012	7/23/2013	8/19/2013	R/W Authorization			0						
3/26/2013	4/8/2013	11/26/2013	12/9/2013	Stake R/W			0						
2/24/2012	12/4/2012	10/30/2012	8/8/2013	Soil Survey			0						
8/8/2012	6/11/2013	4/10/2013	2/11/2014	Final Design			0						
7/10/2013	7/10/2013	3/12/2014	3/12/2014	FFPR Inspection			0						
7/18/2013	7/31/2013	3/20/2014	4/2/2014	Submit FFPR Responses (OES)			0						

Activity	Approved	Proposed	Fund	Status	Date Auth	STIP AMOUNTS				
						Cost Estimate Amount	Date	Fund		
PE	2008	2008	LS30	AUTHORIZED	11/26/2007	\$522,000.00		PE	0.00	LS30
ROW	LUMP	LUMP	LS30	PRECST		4,182,000.00	2/6/2012	ROW	0.00	LS30
CST	LUMP	LUMP	LS30	PRECST		3,010,415.10	9/27/2011	CST	0.00	LS30

ACTUAL FINISH
 PB: 10-3-11- submitted revised C/E 9/15/11 CST=\$3,010,415.10; R/W=\$6,557,000.00; Util = \$95,179.00
 PB: 1-23-12-submitted revised R/W Cost Estimate=\$4,182,000.00

District Comments
 NO BRIDGE REQUIRED
 Design: PB:1-23-12- Concept report in review B/C 1.86
 EIS: CE | Not Appd | On Schedule ROW DEC '12 ROW | Bowman 5.1.12
 LGPA: NOTIFICATION LETTER SENT TO DOUGLAS 12-6-06.
 Programming: PE LS 0006130#1 7-2010#2 10-2011
 MC
 Utility: YPF: no activity 03/10/SUE
 EMG: SAFETY (TURN LANES)
 Engr Services: VE Impl Letter Approved 5/4/12

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

Cond. Filed:
Relocations:
Acquired:

Prel. Parcel CT: 46 **Total Parcel in ROW System:**
Under Review: Options - Pending:
Released: Condemnations- Pend: