DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE: STP00-0179-01(010) Bartow
BHF00-0179-01(011)
BRF00-0179-01(012)
CSSTP-0008-00(382)
P.I. Nos.: 621440, 621445, 621760, 0008382
SR 113Widening and Reconstruction

OFFICE: Engineering Services

DATE: September 16, 2010

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

TO: Cutis D. Comer, PE, Assistant District Engineer, Cartersville
Attn.: Cherie Marsh

SUBJECT: IMPLEMENTATION OF VALUE ENGINEERING STUDY ALTERNATIVES

The VE Study for the above projects was held July 12-15, 2010. Responses were received on September 15, 2010. Recommendations for implementation of Value Engineering Study Alternatives are indicated in the table below. The Project Manager shall incorporate the VE alternatives recommended for implementation to the extent reasonable in the design of the project.

STP00-0179-01(010) & BHF00-0179-01(011) PI Nos. 621440 & 621445				
ALT #	**Description**	**Potential Savings/LCC**	**Implement**	**Comments**
R-1	Retain CR 20 in its current location	$137,000	No	The alternative proposed by the VE Team is not viable. Because the mainline grade will be raised at the intersection, the tie in back to CR 20 must go beyond the radius return. The required right of way has already been acquired in the SE quadrant of the intersection.
R-5A	Construct 11 ft wide inside lanes in lieu of 12 ft wide lanes	$115,000	No	This corridor has a high percentage (9%) of trucks and the posted speed is 55 mph. The functional classification is rural arterial, and in order to meet AASHTO requirements for a rural arterial with a design speed of 55 mph and greater than 2000 vehicles per day, the lane width should remain 12 ft.

R-7A	Use a Type A median opening instead of a Type B median opening at the CR 20 intersection with SR 113	$137,000	No	Type B median openings provide improved sight distance over Type A median openings. With the current and projected traffic volumes on SR 113, using Type B median openings would greatly enhance the efficiency of the intersection.
R-7B	Use a Type A median opening instead of a Type B median opening at the CR 25 intersection with SR 113	$137,000	No	Type B median openings provide improved sight distance over Type A median openings. With the current and projected traffic volumes on SR 113, using Type B median openings would greatly enhance the efficiency of the intersection.
R-9A	Use 2 ft wide full depth paved shoulders and 4 ½ ft wide reduced depth shoulder	$302,000	No	Due to the high percentage (9%) of trucks, 6 ½ ft full depth shoulders will be used. Maintenance costs increase on high volume truck routes when reduced shoulder paving has been used. The truck weight causes broken shoulders that must be milled out and replaced.
R-10 & R-11	Move the horizontal alignment of SR 113 north, raise the profile, and use a retaining wall along SR 113 at the CR 25 intersection to reduce ROW impacts to the properties south of SR 113	$323,000	No	ROW negotiations have been completed and closed on two of the 4 parcels affected by the proposed design on the south side of SR 113. All four affected parcels (25, 26, 28, & 30) are partial takes. This alternative did not take into account the drainage for the low area between Sta. 215+40 to Sta. 216+40 Lt. This area collects approximately 2.25 acres and the VE alternative would create a ponding issue along the toe of the fill. If a special ditch was added to the VE recommendation, a significant amount of ROW would be needed from Parcel 29 and additional impacts to the gravel parking lot of this trucking facility would result. ROW would also be required from Parcel 23 (Raccoon Baptist Church).

D-1A	Replace the 8 ft x 6 ft concrete box culvert with 72 in diameter reinforced concrete pipe	Proposed = $27,000 Actual = $26,000	Yes	This will be done, however, dual 60" RCP will be used instead of the 72" pipe recommended in the VE alternate. The estimated savings will decrease slightly due to the length of the pipe, the decrease in headwall height and the increase in fill slope width.
BRF00-0179-01(102) PI No. 621790				
ALT #	**Description**	**Potential Savings/LCC**	**Implement**	**Comments**
R-5B	Construct 11 ft wide inside lanes in lieu of 12 ft wide lanes	$33,000	No	This corridor has a high percentage (9%) of trucks and the posted speed is 55 mph. The functional classification is rural arterial, and in order to meet AASHTO requirements for a rural arterial with a design speed of 55 mph and greater than 2000 vehicles per day, the lane width should remain 12 ft.
R-7C	Use a Type A median opening instead of a Type B median opening at the CR 23 intersection with SR 113	$137,000	No	Type B median openings provide improved sight distance over Type A median openings. With the current and projected traffic volumes on SR 113, using Type B median openings would greatly enhance the efficiency of the intersection.
R-9B	Use 2 ft wide full depth paved shoulders and 4 ½ ft wide reduced depth shoulder	$87,000	No	Due to the high percentage (9%) of trucks, 6 ½ ft full depth shoulders will be used. Maintenance costs increase on high volume truck routes when reduced shoulder paving has been used. The truck weight causes broken shoulders that must be milled out and replaced.

CSSTP-0008-00(382) PI No. 0008382				
ALT #	**Description**	**Potential Savings/LCC**	**Implement**	**Comments**
R-6	Adjust the vertical profile to reduce the amount of earthwork borrow material	Proposed = $268,000 Actual = $258,620	Yes	Original earthwork calculations were based on all projects being let concurrently. Several projects have been shifted to Long Range, making it possible to implement this recommendation. Savings have been revised to reflect more accurate earthwork calculations done with design software.
R-7D	Use a Type A median opening instead of a Type B median opening at the CR 533 intersection with SR 113	$137,000	No	Type B median openings provide improved sight distance over Type A median openings. With the current and projected traffic volumes on SR 113, using Type B median openings would greatly enhance the efficiency of the intersection.
R-7E	Use a Type A median opening instead of a Type B median opening at the Friction Drive intersection with SR 113	$137,000	No	Type B median openings provide improved sight distance over Type A median openings. With the current and projected traffic volumes on SR 113, using Type B median openings would greatly enhance the efficiency of the intersection.
R-8	Use 4 ft wide paved shoulders in lieu of 6 ½ ft wide paves shoulders	$167,000	Yes	This will be done.
D-1B	Replace the two concrete box culverts with reinforced concrete pipes	Proposed = $69,000 Actual = $79,463	Yes	This will be done with slight modifications. A single 54" RCP will be used at Sta. 521+75 to replace the 4 ft x 3 ft concrete box culvert proposed in the plans. Dual 72" RCP will be used at Sta. 537+00 to replace the 10 ft x 6 ft concrete box culvert proposed in the plans. Both substitutions are hydraulically equivalent to the originally proposed culverts, and slightly smaller than the VE Team's recommendation. The savings have been revised due to the use of the smaller pipe.

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

Approved: Gerald M Ross **Date:** 9/17/10

Gerald M. Ross, PE, Chief Engineer

REW/LLM
Attachments
c: Ben Buchan
Curtis DeWayne Comer/Cherie Marsh
Paul Liles/Bill Duvall/Bill Ingalsbe
Bobby Dollar
Patrick Bowers/Kenny Beckworth
Ken Werho/Nabil Raad
Lisa Myers
Matt Sanders

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE: Project No.: STP-179-1 (10), BHF-179-1(11), BHF-179-1(12), CSSTP-0008-00(382) Bartow

OFFICE: Program Delivery

P.I. Nos.: 621440,621445, 621760, 0008382
SR 113 Fm Cr 31 to Richland Creek @ Old Alabama Rd relocation – PH 3

FROM: Curtis D. Comer, P.E., Asst. District Engineer

DATE: Sept.13, 2010

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

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 Curtis D. Comer, Project Manager at 770-387-3619 or Cherie Marsh, Project Coordinator at 770-387-3618.

CDC:cm
c: Ben Buchan

AEI

AMERICAN ENGINEERS, INC.
PROFESSIONAL ENGINEERING

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Suite 101
Marietta, GA 30066
Office (770) 421-8422
Fax (770) 421-0064

September 14, 2010

Georgia Department of Transportation
District Six Office
500 Joe Frank Harris Parkway, S.E.
Cartersville, GA 30120
ATTN: Ms. Cherie Marsh, District Design Consultant Coordinator

RE: Project Nos. STP00-0179-01(010) & BHF00-0179-01(011)
P.I. Nos. 621440 & 621445
SR 113 from CR 31 to Richland Creek @ Old Alabama Road Relocation – Phase II
Bartow County

Dear Ms. Marsh:

Below are the responses to the Value Engineering Study conducted from July 12-15, 2010 for the above referenced projects. Please do not hesitate to contact us if you have any questions or need additional information.

Roadway (R):

Recommendation R-1: Retain CR 20 in its current location.

VE Team Savings: $137,000

No, will not be implemented. The alternative proposed by the VE Team is not viable. Ending construction at the radius return on CR 20 is not feasible because the tie back to CR 20 would go well beyond the radius return as mainline is being raised at the intersection and it is in 3.5% super-elevation opposite the grade of CR 20 on the south side of SR 113. Therefore, there would not be the savings indicated in the VE report. In addition, the required right-of-way on the southeast quadrant of the intersection to relocate CR 20 has already been purchased.

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Recommendation R-5A: Use 11-ft. inside lanes in lieu of 12-ft. lanes

VE Team Savings: $115,000

No, will not implement. The corridor has a high percentage (9%) of truck volume and the posted and design speed is 55 mph. The project has a functional classification of rural arterial and as such, the AASHTO Green Book (GB) indicates the minimum lane width for a corridor with over 2000 vehicles per day and a design speed of 55 mph is 24 feet. Also noted in the GB is "The high speeds and large volumes associated with divided arterials will justify the construction of 3.6-m [12-ft] lanes." DOT Traffic Operations concurs with this operational improvement.

Recommendation R-7A: At the CR 20 intersection with SR 113, change from a Type B median crossing to a Type A median crossing.

VE Team Savings: $137,000

No, will not be implemented. Type B median crossings provide geometric advantages over the Type A median crossings, i.e. improved sight distance. With the volumes of traffic on SR 113, current & projected,using the Type B median crossing would greatly enhance the efficiency of the intersection.

Recommendation R-7B: At the CR 25 intersection with SR 113, change from a Type B median crossing to a Type A median crossing.

VE Team Savings: $137,000

No, will not be implemented. Type B median crossings provide geometric advantages over the Type A median crossings, i.e. improved sight distance. With the volumes of traffic on SR 113, current & projected,using the Type B median crossing would greatly enhance the efficiency of the intersection.

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Recommendation R-9A: Use a 2-ft. wide full depth shoulder and a 4.5-ft. wide reduced depth shoulder for total width of 6.5-ft.

VE Team Savings: $302,000

No, will not be implemented. Due to the high percentage (9%) of truck volume, 6.5 ft. full depth shoulders will be used. Full depth paving will prevent future maintenance repairs. Maintenance cost increase on high volume truck routes when reduced shoulder paving has been used. The truck weight causes broken and mangled shoulders when full depth shoulders are not used. The damage shoulder must be milled out and replaced which increases maintenance costs that would be avoided if full depth shoulders were used during construction. When full depth shoulders are used under the same conditions, maintenance will not incur repair costs.

Recommendation R-10/R-11: Move the horizontal alignment of SR 113 north, raise the vertical alignment and use guardrail and a retaining wall along SR 113 at the CR 25 intersection to reduce right-of-way impacts to the properties south of SR 113.

VE Team Savings: $323,000

No, will not be implemented. This recommendation is moot at this time since Right-of-way negotiations have been completed and closed on two of the four parcels affected by the current design on the south side of SR 113. All four affected parcels (Parcels 25, 26, 28 & 30) are partial takes, i.e. there are no residential or commercial property takes.

The Alternative alignment did not take into account draining a low area between Sta. 215+40 to Sta. 216+40 LT. This area collects approximately 2.25 acres and the VE alternative would create a ponding issue along the toe of fill in this area. However, a special ditch to drain this low area was added to the VE recommendation and evaluated. In order to drain the low area, a significant amount of right-of-way would need to be acquired from Parcel 29 and additional impacts to the gravel parking lot of this trucking facility would result. There is a proposed sediment basin located on this property which would be pushed approximately 30-ft. further into the property if this Alternative were implemented.

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The alternative alignment would also require additional required Right-of-way from the Raccoon Baptist Church property/Parcel 23 in which context sensitive design was required along the frontage of the property.

Drainage (D):

Recommendation D-1A: Replace the 8-ft. x 6 ft. concrete box culvert with dual 72-in. diameter reinforced concrete pipes.

VE Team Savings: $27,000

Yes, will be implemented. However, dual 60" RCP's will be used as they will be equivalent to the 8-ft. x 6-ft. concrete box culvert. Although a smaller pipe size will be used, the estimated savings will decrease because the length of pipes. This is due to the decrease in headwall height and increase in fill slope widths.

Revised savings: $26,000 (See attached calculations)

REVISED SAVINGS COST WORKSHEET

PROJECT: **SR-113 FROM CR-31 TO RICHLAND CREEK @ OLD ALABAMA ROAD RELOCATION - PHASE II**
P.I. No. 621440 & P.I. No. 621445

ALTERNATIVE NO. **D-1A**

Bartow County, GA

PROJECT ITEM	ORIGINAL ESTIMATE				ALTERNATIVE ESTIMATE		
ITEM	UNITS	NO OF UNITS	COST/UNIT	TOTAL	No.of UNITS	COST/UNIT	TOTAL
Concrete Box Culvert 8x6x150							
Class A Concrete	CY	164.78	455.00	$74,974.90			
Bar Reinforced Steel	LB	18,485	0.92	$17,006.20			
Double 72" Diameter RCP							
60 Diameter RCP	LF				348	155.07	$53,964
Concrete Headwalls with Rebar	CY				23.5	498.70	$11,719
Subtotal				91,981			65,684
Markup % at							
TOTAL				91,981			65,684
TOTAL (Rounded)				92,000			66,000

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September 14, 2010

Georgia Department of Transportation
District Six Office
500 Joe Frank Harris Parkway, S.E.
Cartersville, GA 30120
ATTN: Ms. Cherie Marsh, District Design Consultant Coordinator

RE: Project No. BRF00-0179-01(012)
P.I. Nos. 621760
Widening and Reconstruction of SR 113 from CR 23/Lucas Road to Richland Creek
Bartow County

Dear Ms. Marsh:

Below are the responses to the Value Engineering Study conducted from July 12-15, 2010 for the above referenced project. Please do not hesitate to contact us if you have any questions or need additional information.

Roadway (R):

Recommendation R-5B: Use 11-ft. inside lanes in lieu of 12-ft. lanes

VE Team Savings: $33,000

No, will not implement. The corridor has a high percentage (9%) of truck volume and the posted and design speed is 55 mph. The project has a functional classification of rural arterial and as such, the AASHTO Green Book indicates the minimum lane width for a corridor with over 2000 vehicles per day and a design speed of 55 mph is 24 feet. Also noted in the GB is "The high speeds and large volumes associated with divided arterials will justify the construction of 3.6-m [12-ft] lanes." DOT Traffic Operations concurs with this operational improvement.

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Recommendation R-7C: At the CR 23 intersection with SR 113, change from a Type B median crossing to a Type A median crossing.

VE Team Savings: $137,000

No, will not be implemented. Type B median crossings provide geometric advantages over the Type A median crossings, i.e. improved sight distance. With the volumes of traffic on SR 113, current & projected,using the Type B median crossing would greatly enhance the efficiency of the intersection.

Recommendation R-9B: Use a 2-ft. wide full depth shoulder and a 4.5-ft. wide reduced depth shoulder for total width of 6.5-ft.

VE Team Savings: $87,000

No, will not be implemented. Due to the high percentage (9%) of truck volume, 6.5 ft. full depth shoulders will be used. Full depth paving will prevent future maintenance repairs. Maintenance cost increase on high volume truck routes when reduced shoulder paving has been used. The truck weight causes broken and mangled shoulders when full depth shoulders are not used. The damage shoulder must be milled out and replaced which increases maintenance costs that would be avoided if full depth shoulders were used during construction. When full depth shoulders are used under the same conditions, maintenance will not incur repair costs.

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September 14, 2010

Georgia Department of Transportation
District Six Office
500 Joe Frank Harris Parkway, S.E.
Cartersville, GA 30120
ATTN: Ms. Cherie Marsh, District Design Consultant Coordinator

RE: Project No. CSSTP-0008-00(382)
P.I. No. 0008382
SR 113 from Old Alabama Road Relocation to SR 61 @ New Alignment – Phase I
Bartow County

Dear Ms. Marsh:

Below are the responses to the Value Engineering Study conducted from July 12-15, 2010 for the above referenced projects. Please do not hesitate to contact us if you have any questions or need additional information.

Roadway (R):

Recommendation R-6: Adjust the profile to reduce the amount of earthwork borrow material.

VE Team Savings: $268,000

Yes, will be implemented. Original design was based on all four SR 113 projects being LET concurrently and there was 10,000 CY of waste for the combined four projects. However, now a couple of the projects have been shifted to Long Range and therefore it is beneficial to implement this alternative. However, the estimated savings will decrease as design software was used to calculate the actual earthwork more accurately.

Revised Savings: $258,620 (See attached calculations)

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Recommendation R-7D: At the CR 533 intersection with SR 113, change from a Type B median crossing to a Type A median crossing.

VE Team Savings: $137,000

No, will not be implemented. Type B median crossings provide geometric advantages over the Type A median crossings, i.e. improved sight distance. With the volumes of traffic on SR 113, current & projected,using the Type B median crossing would greatly enhance the efficiency of the intersection.

Recommendation R-7E: At the Friction Drive intersection with SR 113, change from a Type B median crossing to a Type A median crossing.

VE Team Savings: $137,000

No, will not be implemented. Type B median crossings provide geometric advantages over the Type A median crossings, i.e. improved sight distance. With the volumes of traffic on SR 113, current & projected,using the Type B median crossing would greatly enhance the efficiency of the intersection.

Recommendation R-8: Use a 4-ft. wide shoulder pavement in lieu of a 6.5-ft. wide shoulder pavement

VE Team Savings: $167,000

Yes, will be implemented. This section of the SR 113 projects is not a bike route and therefore a wider paved shoulder is not necessary.

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Drainage (D):

Recommendation D-1A: Replace the two concrete box culverts with reinforced concrete pipes. Replace the 4-ft. x 3-ft. concreted box culvert to a 48" RCP at Sta. 521+75. Replace the 10-ft. x 6-ft. concrete box culvert with dual 78" RCP's at Sta. 537+00

VE Team Savings: $69,000

Yes, will be implemented. However, a single 54" RCP will be used at Sta. 521+75 as it is equivalent to the 4-ft. x 3-ft. concrete box culvert.

Yes, will be implemented. However, dual 72" RCP's will be used at Sta. 537+00 as they are equivalent to the 10-ft. x 6-ft concrete box culvert. The estimated savings will increase due to the use of a smaller pipe size.

Revised Savings: $79,463 (See attached calculations)

REVISED SAVINGS COST WORKSHEET

PROJECT: **SR-113 FROM OLD ALABAMA ROAD RELOCATION TO SR-61 @ NEW ALIGNMENT PHASE 1**
P.I. No. 0008382

ALTERNATIVE NO. **R-6**

Bartow County, GA

PROJECT ITEM	ORIGINAL ESTIMATE				ALTERNATIVE ESTIMATE		
ITEM	UNITS	NO OF UNITS	COST/UNIT	TOTAL	No.of UNITS	COST/UNIT	TOTAL
Earthwork							
Unclassified Excavation	CY	32920	4.08	$134,313.60			
Borrow	CY	50,600	7.63	$386,078.00			
Earthwork							
Unclassified Excavation	CY				38820	4.08	158385.60
Borrow	CY				13550	7.63	103386.50
Subtotal				520391.60			261772.10
Markup % at							
TOTAL				520391.60			261772.10
TOTAL (Rounded)				520,392			261,772

REVISED SAVINGS COST WORKSHEET

PROJECT: **SR-113 FROM OLD ALABAMA ROAD RELOCATION TO SR-61 @ NEW ALIGNMENT PHASE 1**
P.I. No. 0008382

ALTERNATIVE NO. **D-1B**

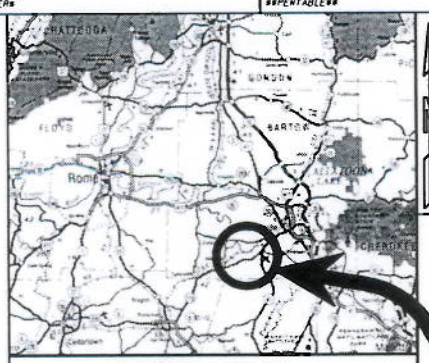
Bartow County, GA

PROJECT ITEM	ORIGINAL ESTIMATE				ALTERNATIVE ESTIMATE		
ITEM	UNITS	NO OF UNITS	COST/UNIT	TOTAL	No.of UNITS	COST/UNIT	TOTAL
Concrete Box Culvert 4x3x160							
Class A Concrete	CY	66.63	455.00	$30,316.65			
Bar Reinforced Steel	LB	6,749	0.92	$6,209.08			
54" Diameter RCP							
54 Diameter RCP	LF				154	115.81	17834.74
Concrete Headwalls with Rebar	CY				11.46	498.70	5715.10
Concrete Box Culvert 10x6x190							
Class A Concrete	CY	257.6	455.00	$117,208.00			
Bar Reinforced Steel	LB	31,942	0.92	$29,386.64			
Double 72" diameter RCP							
72 Diameter RCP	LF				390	165.25	64447.50
Concrete Headwalls with Rebar	CY				31.4	498.70	15659.18
Subtotal				183120.37			103656.52
Markup % at							
TOTAL				183120.37			103656.52
TOTAL (Rounded)				183,120			103,657

DATE### #USER#	$PRF# #PENTABLE##	#DGN# GRACOV	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
			GA	STP00-0179-01(010)		

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

PLAN AND PROFILE OF PROPOSED
SR 113 FROM CR 31 TO RICHLAND CREEK
@ OLD ALABAMA ROAD RELOCATION - PHASE II



LOCATION SKETCH

PROJECT LOCATION

FEDERAL AID PROJECT
STP00-0179-01(010) & BHF00-0179-01(011)
BARTOW COUNTY

FEDERAL ROUTE = NONE

STATE ROUTE = 113

P.I.NO. 621440 & 621445

DESIGN DATA:	
TRAFFIC A.D.T.:	16100 (2013)
TRAFFIC A.D.T.:	31100 (2033)
TRAFFIC D.H.V.:	2945
DIRECTIONAL DIST:	61/39
% TRUCKS:	9%
24 HR. TRUCKS %:	10%
SPEED DESIGN:	55 MPH

LOCATION & DESIGN APPROVAL DATE: 3-13-07

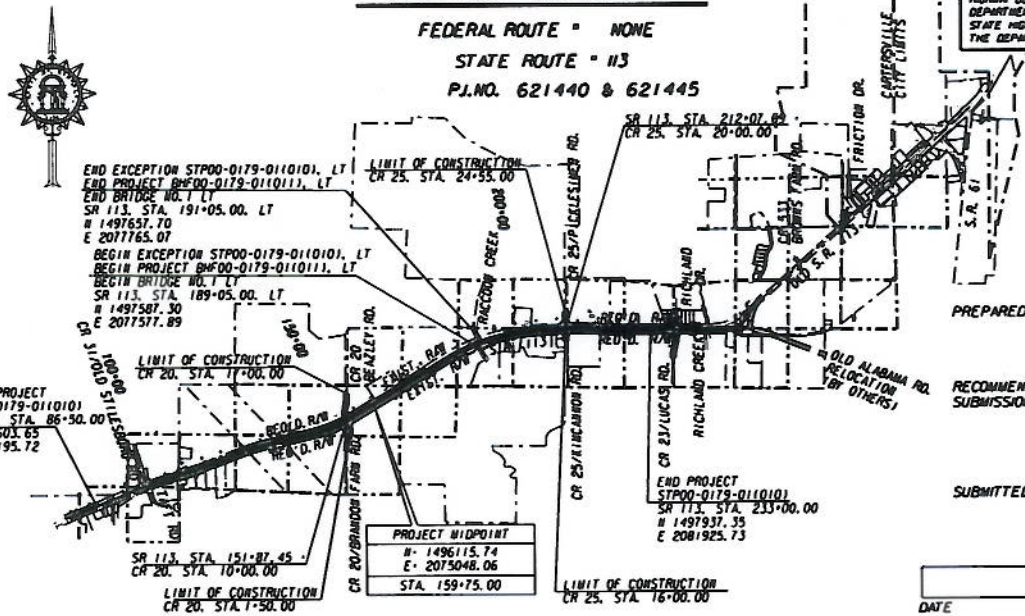
FUNCTIONAL CLASS: RURAL ARTERIAL

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

PROJECT DESIGNATION: EXEMPT

DESIGNED IN ENGLISH UNITS.

THIS PROJECT HAS BEEN PREPARED USING THE HORIZONTAL GEORGIA COORDINATE SYSTEM OF 1984 (NAD 83)(96) WEST ZONE, AND THE NORTH AMERICAN VERTICAL DATUM (NAVD) OF 1988.



NOTE:
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 HIGHWAY DEPARTMENT","GEORGIA STATE HIGHWAY DEPARTMENT","HIGHWAY DEPARTMENT",OR "DEPARTMENT" WHEN THE CONTEXT THEREOF MEANS THE STATE HIGHWAY DEPARTMENT OF GEORGIA,AND SHALL BE DEEMED TO MEAN THE DEPARTMENT OF TRANSPORTATION.

PREPARED BY: _____
DESIGN GREGORY M. WILKINSON, P.E.

RECOMMENDED FOR SUBMISSION BY: _____
DESIGN

SUBMITTED BY: _____
STATE DESIGN ENGINEER

DATE _____ CHIEF ENGINEER

PLANS COMPLETED	
REVISIONS	

PLANS PREPARED AND SUBMITTED BY:

AMERICAN ENGINEERS, INC.
DESIGN CONSULTANT
PROFESSIONAL ENGINEERING
AEI
655 Anderson Drive, Glasgow, KY 42141, (270) 651-7220
1634 Spire Circle, Suite 10, Marietta, GA 30066, (770) 421-9422
2500 Nelson Miller Parkway, Louisville, KY 40223, (502) 245-3013

THE DATA,TOGETHER WITH ALL OTHER INFORMATION SHOWN ON THESE PLANS OR IN ANYWAY 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 WAY. THE ATTENTION OF BIDDER IS SPECIFICALLY DIRECTED TO SUBSECTIONS 102.04,102.05,AND 104.03 OF THE SPECIFICATIONS.

LENGTH OF PROJECT	COUNTY No. 015 Project Nos. STP00-0179-01(010) BHF00-0179-01(011)
COUNTY: BARTOW	MILES
NET LENGTH OF ROADWAY	2.680
NET LENGTH OF BRIDGES	0.038
NET LENGTH OF PROJECT	2.718
NET LENGTH OF EXCEPTIONS	0.000
GROSS LENGTH OF PROJECT	2.718

SCALE IN FEET
0 1500 3000 6000

DATE###	PRF#	DGN#	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
USER#	##PENTABLE##	GAWCOV	GA	BRF00-0179-011012)		

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

PLAN AND PROFILE OF PROPOSED
WIDENING AND RECONSTRUCTION OF SR 113
FROM C. R. 23/LUCAS ROAD TO RICHLAND CREEK

FEDERAL AID PROJECT

BRF00-0179-011012)

BARTON COUNTY

FEDERAL ROUTE • NONE

STATE ROUTE • SR 113

P.I.NO. 621760

LOCATION SKETCH

PROJECT LOCATION

DESIGN DATA:	
TRAFFIC A.D.T.:	16600 (2013)
TRAFFIC A.D.T.:	31700 (2033)
TRAFFIC D.H.V.:	2995
DIRECTIONAL DIST:	61/39
% TRUCKS:	9%
24 HR.TRUCKS %:	14%
SPEED DESIGN:	55 MPH

LOCATION & DESIGN APPROVAL DATE: 3-13-07

FUNCTIONAL CLASS: RURAL ARTERIAL

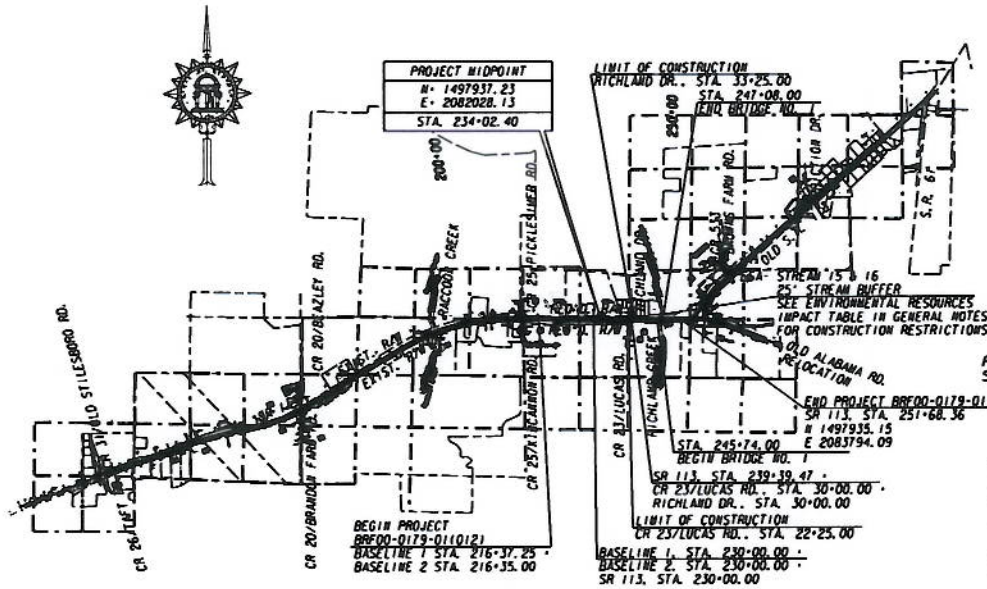
THIS PROJECT IS 100% IN BARTOW COUNTY AND IS 100% IN CONG.DIST.NO.11.

PROJECT DESIGNATION: EXEMPT

DESIGNED IN ENGLISH UNITS.

THIS PROJECT HAS BEEN PREPARED USING THE HORIZONTAL GEORGIA COORDINATE SYSTEM OF 1984 (1983-91) WEST ZONE, AND THE NORTH AMERICAN VERTICAL DATUM (NAVD) OF 1988.

THE DATA, TOGETHER WITH ALL OTHER INFORMATION SHOWN ON THESE PLANS OR IN MATERIAL 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 WAY, THE ATTENTION OF BIDDER IS SPECIFICALLY DIRECTED TO SUBSECTIONS 102.04, 102.05, AND 104.03 OF THE SPECIFICATIONS.



LENGTH OF PROJECT	COUNTY NO. 015 Project No. BRF00-0179-011012)
COUNTY: BARTOW	MILES
NET LENGTH OF ROADWAY	0.644
NET LENGTH OF BRIDGES	0.025
NET LENGTH OF PROJECT	0.669
NET LENGTH OF EXCEPTIONS	0.000
GROSS LENGTH OF PROJECT	0.669

SCALE IN FEET

0 1500 3000 6000

NOTE:
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 HIGHWAY DEPARTMENT", "GEORGIA STATE HIGHWAY DEPARTMENT", "HIGHWAY DEPARTMENT", OR "DEPARTMENT" WHEN THE CONTEXT THEREOF MEANS THE STATE HIGHWAY DEPARTMENT OF GEORGIA, AND SHALL BE DEEMED TO MEAN THE DEPARTMENT OF TRANSPORTATION.

PLANS PREPARED AND SUBMITTED BY:

Georgia Offices
65 Aberdeen Drive, Dawsonville, GA 30534 (770) 781-8822
1534 White Circle, Suite 101, Marietta, GA 30066 (770) 421-8422
2500 Nelson Miller Parkway, Louisville, KY 40223 (502) 245-3813
AMERICAN ENGINEERS, INC.
www.aei.cc
PROFESSIONAL ENGINEERING DESIGN CONSULTANT

PREPARED UNDER THE SUPERVISION OF:

GREGORY M. WILKINSON, P.E.

DATE STATE TRAFFIC ENGINEER

DATE CHIEF ENGINEER

PLANS COMPLETED	
REVISIONS	

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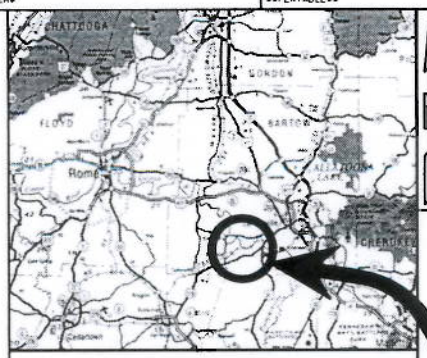
DATE=== #USER#	#PRF# ##PENTABLE##	#DGN# GAWCOV	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
			GA	CSSTP-0008-00(382)		

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

PLAN AND PROFILE OF PROPOSED
SR 113 FROM OLD ALABAMA ROAD RELOCATION
TO SR 61 @ NEW ALIGNMENT - PHASE I



LOCATION SKETCH

PROJECT LOCATION

FEDERAL AID PROJECT
CSSTP-0008-00(382)
BARTOW COUNTY

FEDERAL ROUTE = NONE

STATE ROUTE = SR 113

P.I.NO. 0008382

DESIGN DATA:	
TRAFFIC A.D.T.:	10200 (2013)
TRAFFIC A.D.T.:	18900 (2033)
TRAFFIC D.H.V.:	1710
DIRECTIONAL DIST:	58/42
% TRUCKS:	9%
24 HR. TRUCKS %:	14%
SPEED DESIGN:	55 MPH

LOCATION & DESIGN APPROVAL DATE: 3-13-07

FUNCTIONAL CLASS: RURAL ARTERIAL

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

PROJECT DESIGNATION: EXEMPT

DESIGNED IN ENGLISH UNITS.

THIS PROJECT WAS BEEN PREPARED USING THE HORIZONTAL GEORGIA COORDINATE SYSTEM OF 1994 WEST ZONE AND THE NORTH AMERICAN VERTICAL DATUM (NAVD) OF 1988.

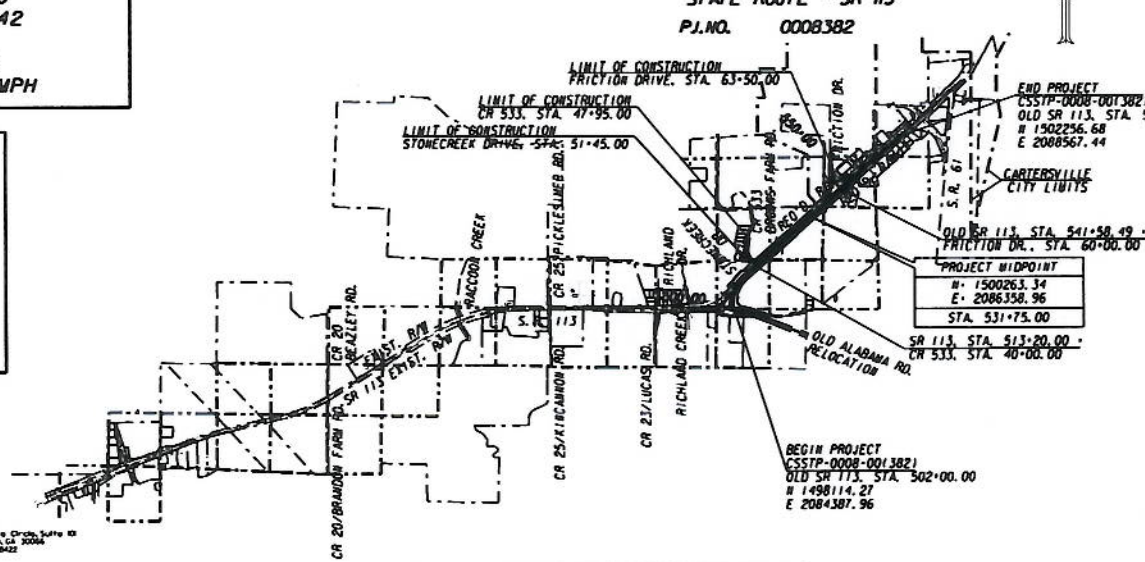
PLANS PREPARED AND SUBMITTED BY:

AMERICAN ENGINEERS, INC.

Home Office
165 Aberdeen Drive, Glasgow, KY 42141 (270) 651-7220
2500 Nelson Miller Parkway, Louisville, KY 40223 (502) 245-3313
6534 White Circle, Suite 101, Marietta, GA 30066 (770) 421-8422

PROFESSIONAL ENGINEERING

THE DATA, TOGETHER WITH ALL OTHER INFORMATION SHOWN ON THESE PLANS OR IN ANYWAY 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 WAY. THE ATTENTION OF BIDDER IS SPECIFICALLY DIRECTED TO SUBSECTIONS 102.04, 102.05, AND 104.03 OF THE SPECIFICATIONS.



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PREPARED BY: _____
DESIGN GREGORY M. WILKINSON, P.E.

RECOMMENDED FOR SUBMISSION BY: _____
DESIGN

SUBMITTED BY: _____
STATE DESIGN ENGINEER

DATE _____ CHIEF ENGINEER

LENGTH OF PROJECT	COUNTY no. 015 Project no. CSSTP-0008-00(382)
COUNTY: BARTOW	MILES
NET LENGTH OF ROADWAY	1.276
NET LENGTH OF BRIDGES	0.000
NET LENGTH OF PROJECT	1.276
NET LENGTH OF EXCEPTIONS	0.000
GROSS LENGTH OF PROJECT	1.276

SCALE IN FEET
0 1500 3000 6000

PLANS COMPLETED	
REVISIONS	

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PRECONSTRUCTION STATUS REPORT FOR PI:621440-,621445-,621760-,0008382

PROJ ID : 0008382
COUNTY : Bartow
LENGTH (MI) 1.10
PROJ NO.: CSSTP-0008-00(382)
PROJ MGR: Comer, DeWayne
AOHD Initials: CLM-DC
OFFICE : District 6
CONSULTANT: Consultant Design (DOT contract)
SPONSOR : GDOT
DESIGN FIRM: American Engineers, Inc.

SR 113 FM OLD ALA RD RELOC TO SR 61 @ NEW ALIGNMENT - PH I

MPO: Not Urban
TIP #:
MODEL YR :
TYPE WORK: Widening
CONCEPT: ADD 4R(MED 44)
PROG TYPE: Reconstruction/Rehabilitation
Prov. for ITS: N
BOND PROJ :

PRIORITY CODE:
DOT DIST: 6
CONG. DIST: 11
BIKE: N
MEASURE: E
NEEDS SCORE: 7
BRIDGE SUFF:

MGMT LET DATE : 12/16/2011
MGMT ROW DATE : 04/20/2007
BASELINE LET DATE: 01/20/2011
SCHED LET DATE : 2/16/2012
WHO LETS?: Prepare Plans for Shelf
LET WITH : 621760-

BASE START	BASE FINISH	LATE START	LATE FINISH	TASKS	ACTUAL START	ACTUAL FINISH	%
				Concept Development	7/10/1990	5/7/1991	100
				Concept Meeting	9/25/1990	9/25/1990	100
				PM Submit Concept Report	12/5/1990	12/5/1990	100
				Concept Report Review and Comments	3/5/1991	3/5/1991	100
				Management Concept Approval Complete	**5/7/1991**	**5/7/1991**	**100**
				Revise or Re-validate Approved Concept	7/10/2006	8/18/2006	100
			10/5/2010	Value Engineering Study	4/16/2010		74
				Public Information Open House Held	6/26/2001	6/26/2001	100
				Environmental Approval	**10/1/1994**	**4/20/1995**	**100**
				Pub Hear Held/Comm Resp (EA/FONSI, GEPA)	1/7/2000	1/9/2000	100
				Mapping	12/16/2004	1/5/2005	100
			9/27/2010	Field Surveys/SDE	1/5/2005		89
				Preliminary Plans	**1/19/2006**	**11/11/2006**	63
8/28/2009	1/7/2010		1/27/2011	Underground Storage Tanks	1/1/2000		50
				404 Permit Obtainment	9/28/2005	9/11/2006	100
				PFPR Inspection	1/18/2007	1/18/2007	100
	12/17/2009		1/13/2011	R/W Plans Preparation	1/19/2007		92
				R/W Plans Final Approval	**2/9/2007**	**3/7/2007**	**100**
				L & D Approval	3/6/2007	3/13/2007	100
				R/W Authorization	7/2/2007	7/2/2007	100
				Stake R/W	9/3/2007	9/14/2007	100
				Soil Survey	8/3/2005	8/1/2006	100
	8/16/2010		**12/9/2010**	**Final Design**	**11/10/2009**		60
9/7/2010	9/8/2010	10/15/2010	10/18/2010	FFPR Inspection			0
9/22/2010	10/5/2010	11/1/2010	11/12/2010	Submit FFPR Responses (OES)			0

PROGRAMMED FUNDS

Activity	Approved	Proposed	Cost	Fund	Status	Date Auth
ROW	2007	2007	1,535,000.00	L250	AUTHORIZED	7/2/2007
CST	LR	LR	8,256,358.55	L250	PRECST	
CST	LR	LR	222,300.00	L680	PRECST	

ROW Cost Est Amt:	1,535,000.00	Date:	3/13/2007
CST Cost Est Amt:	5,577,700.00	Date:	3/13/2007
CST Cost Est Amt:	222,300.00	Date:	3/13/2007

STIP AMOUNTS

Activity	Cost	Fund
ROW	0.00	L250
CST	5,799,000.00	L250
CST	0.00	L680

PDD: Project reassigned to District 6. 9/5/07.
Bridge: NO BRIDGE REQUIRED
Design: CLM/JMD/NTP 2/28/05, POSSIBLE TWIN W/621410/621760
EIS: EA/FONSI 4-20-1995 | latest reevaluation 6-11-09 ROW | On Schedule LET | 6.22.10 Dollar
LGPA: BARTOW SGN DO PUB UTIL/REF PRIVATE UTIL 2-10-03|RESCISSION LETTER SENT TO BARTOW 3-28-06|SEE PI# 621440-
Planning: Non-attainment area.
Programming: SPLIT FROM PI# 621440-|#1 2-08|ADDED $177,840 FED 2009 EARMARK 3-27-09|#2 2-2010
ROW: Buying R/W
Traffic Op: AWAITING PFPR PLANS FOR REVIEW
Utility: 2nd sub to utilities 4-15-10; 5 of 5 to PM 8-24-10
EMG: RECST/REHAB (WIDENING); C=M/S/D

District Comments

This project should be let in the same year as 621410, 621440, 621445 and 621760.

0008382/621760 | SWO ISSUED 2/26/08 - SEE 621440
NTP has been given to designers and they are working on revisions. 11-10-09

Have been receiving RW rev from 2/15/10 through 6/21/10 on parcels 45, 46, 47, 48, 49, 50, 51, 52, 54, 55, 57, 58, 59, 60 & 61. Still holding on revision to parcel 50. Have had to update all cost to cures sign reports and appraisals due to revisions and age of previous appraisals. We are starting offers back up as updated reports are released.

Prel. Parcel CT:	33	**Total Parcel in ROW System:**	18	**Cond. Filed:**	0	**Acquired by:**	DOT	*DEEDS CT:*	6
Under Review:	0	**Options - Pending:**	5	**Relocations:**	1	**Acquisition MGR:**	Digsby, Pam		
Released:	18	**Condemnations- Pend:**	1	**Acquired:**	6	**R/W Cert Date:**			

PRECONSTRUCTION STATUS REPORT FOR PI:621440-,621445-,621760-,0008382

PROJ ID : 621440-
COUNTY : Bartow
LENGTH (MI) 2.90
PROJ NO.: STP00-0179-01(010)
PROJ MGR: Comer, DeWayne
AOHD Initials: CLM-DC
OFFICE : District 6
CONSULTANT: Consultant Design (DOT contract)
SPONSOR : GDOT
DESIGN FIRM: American Engineers, Inc.

SR 113 FM CR 31 TO RICHLAND CREEK @ OLD ALA RD RELOC -PH III

MPO: Not Urban
TIP #: BT-029
MODEL YR : 2020
TYPE WORK: Widening
CONCEPT: ADD 4R(MED 44)
PROG TYPE: Reconstruction/Rehabilitation
Prov. for ITS: N
BOND PROJ :

PRIORITY CODE:
DOT DIST: 6
CONG. DIST: 11
BIKE: Y
MEASURE: E
NEEDS SCORE: 7
BRIDGE SUFF:

MGMT LET DATE : 12/16/2011
MGMT ROW DATE : 06/15/2007
BASELINE LET DATE: 01/20/2011
SCHED LET DATE : 2/16/2012
WHO LETS?: Prepare Plans for Shelf
LET WITH : 621445-

BASE START	BASE FINISH	LATE START	LATE FINISH	TASKS	ACTUAL START	ACTUAL FINISH	%
				Concept Development	7/10/1990	5/7/1991	100
				Concept Meeting	9/25/1990	9/25/1990	100
				PM Submit Concept Report	12/5/1990	12/5/1990	100
				Concept Report Review and Comments	3/5/1991	3/5/1991	100
				Management Concept Approval Complete	**5/7/1991**	**5/7/1991**	**100**
				Revise or Re-validate Approved Concept	7/15/2006	8/16/2006	100
8/31/2009	10/14/2009		10/5/2010	Value Engineering Study	4/16/2010		82
				Public Information Open House Held	6/26/2001	6/26/2001	100
				Environmental Approval	**10/1/1994**	**4/20/1995**	**100**
				Pub Hear Held/Comm Resp (EA/FONSI, GEPA)	1/7/2000	1/9/2000	100
				Mapping	12/16/2004	1/5/2005	100
			9/27/2010	Field Surveys/SDE	1/11/2010		89
				Preliminary Plans	**1/19/2006**	**11/11/2006**	**89**
	9/3/2009		9/30/2010	Preliminary Bridge Design	5/7/2006		98
8/28/2009	11/5/2009	9/24/2010	12/2/2010	Underground Storage Tanks			0
				404 Permit Obtainment	9/28/2005	9/11/2006	100
				PFPR Inspection	1/18/2007	1/18/2007	100
	12/17/2009		1/13/2011	R/W Plans Preparation	4/15/2007		92
				R/W Plans Final Approval	**2/9/2007**	**3/7/2007**	**100**
				L & D Approval	3/6/2007	3/13/2007	100
				R/W Authorization	7/9/2007	8/7/2007	100
				Stake R/W	9/3/2007	11/3/2007	100
				Soil Survey	1/9/2006	8/1/2006	100
	12/29/2009		9/28/2010	Bridge Foundation Investigation	8/1/2006		67
	8/18/2010		**1/20/2011**	**Final Design**	**11/10/2009**		25
12/30/2009	8/10/2010		10/5/2010	Final Bridge Plans Preparation	1/13/2010		95
9/9/2010	9/10/2010	10/15/2010	10/18/2010	FFPR Inspection			0
9/24/2010	10/7/2010	11/1/2010	11/12/2010	Submit FFPR Responses (OES)			0

PROGRAMMED FUNDS

Activity	Approved	Proposed	Cost	Fund	Status	Date Auth
PE	1998	1998	1,570,492.52	Q25	AUTHORIZED	4/2/1998
ROW	2008	2008	2,800,000.00	L250	AUTHORIZED	8/7/2007
CST	2020	2020	18,340,842.17	L250	PRECST	

PE Cost Est Amt:	1,570,492.52	Date:	
ROW Cost Est Amt:	2,800,000.00	Date:	3/13/2007
CST Cost Est Amt:	11,800,396.00	Date:	7/31/2008

STIP AMOUNTS

Activity	Cost	Fund
PE	0.00	Q25
ROW	0.00	L250
CST	11,019,000.00	L250

PDD: WILL LOCALS PAY FOR UTLITIES. NEED 01 CONSULTANT. LET W/ 621445-, COORD W/621760- 6/16/00
Bridge: BRIDGE REQUIRED (SEE 621445)
Design: CLM/JMD/American Engineers, NTP 2/28/05
EIS: EA/FONSI 4-20-1995 | latest reevaluation 6-11-09 ROW | On Schedule LET | 6.22.10 Dollar
LGPA: BARTOW SGN DO PUB UTIL/REF PRIVATE UTIL 2-10-03|RESCISSION LETTER SENT TO BARTOW 3-28-06.
Planning: Non-attainment area.
Programming: PR2/P=5-14-98|#1 2-03|PI# 0008382 SPLIT FROM THIS PROJECT|#2 2-08
ROW: Updating appaisals on revised properties as plans come in. 6/23/10
Traffic Op: KBH:SEND CONSLT S&M PLN4 REV12/2/98!PFPR sent 12/08/06 kw/nr
UST: S2-SHEEN@4'
Utility: 2nd sub to utilities 4-15-10; 5 of 8 to PM 8-27-10
EMG: 1283 (H85-W/V29); C=M/S/D=(AMERICAN ENGS), FLY 6356/'04

District Comments

This project should be let in the same year as 621445, 621760, 0008382 and 621410.
3/06 - PLEASE COORDINATE THE TIE WITH OLD ALABAMA ROAD, SWO ISSUED 2/26/08
Have been receiving RW rev from 2/15/10 through 6/21/10 on parcels 3, 3A, 4, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 23, 25 & 29. Still waiting on revisions to parcels 4 & 12. Have had to update all cost to cures, sign reports and appraisals due to revisions and age of previous appraisals. We are starting offers back up as updated reports are released.

Prel. Parcel CT:	48	**Total Parcel in ROW System:**	30	**Cond. Filed:**	2	**Acquired by:**	DOT	***DEEDS CT:*** 12
Under Review:	4	**Options - Pending:**	2	**Relocations:**	3	**Acquisition MGR:**	Digsby, Pam	
Released:	25	**Condemnations- Pend:**	0	**Acquired:**	14	**R/W Cert Date:**		

PRECONSTRUCTION STATUS REPORT FOR PI:621440-,621445-,621760-,0008382

PROJ ID :	621445-	**SR 113 @ RACCOON CREEK**				**MGMT LET DATE :**	12/16/2011
COUNTY :	Bartow		**MPO:**	Not Urban	**PRIORITY CODE:**	**MGMT ROW DATE :**	
LENGTH (MI)	0.05		**TIP #:**	BT-030	**DOT DIST:** 6	**BASELINE LET DATE:**	01/11/2011
PROJ NO.:	BHF00-0179-01(011)		**MODEL YR :**		**CONG. DIST:** 11	**SCHED LET DATE :**	2/7/2012
PROJ MGR:	Comer, DeWayne		**TYPE WORK:**	Bridges	**BIKE:** Y	**WHO LETS?:**	Prepare Plans for Shelf
AOHD Initials:	CLM-DC		**CONCEPT:**	BR REPL	**MEASURE:** E	**LET WITH :**	621440-
OFFICE :	District 6		**PROG TYPE:**	Reconstruction/Rehabilitation	**NEEDS SCORE:** 9		
CONSULTANT:	Consultant Design (DOT contract)		**Prov. for ITS:**	N	**BRIDGE SUFF:** 41.87		
SPONSOR :	GDOT		**BOND PROJ :**				
DESIGN FIRM:	American Engineers, Inc.						

BASE START	BASE FINISH	LATE START	LATE FINISH	TASKS	ACTUAL START	ACTUAL FINISH	%
				Concept Development	7/10/1990	5/7/1991	100
				Concept Meeting	9/25/1990	9/25/1990	100
				PM Submit Concept Report	12/5/1990	12/5/1990	100
				Concept Report Review and Comments	3/5/1991	3/5/1991	100
				Management Concept Approval Complete	**5/7/1991**	**5/7/1991**	**100**
				Revise or Re-validate Approved Concept	7/15/2006	8/16/2006	100
	8/28/2009		10/5/2010	Value Engineering Study	4/16/2010		81
			9/24/2010	Public Information Open House Held	6/26/2001		100
				Environmental Approval	**10/1/1994**	**4/20/1995**	100
				Pub Hear Held/Comm Resp (EA/FONSI, GEPA)	1/7/2000	1/9/2000	100
				Mapping	12/16/2004	1/5/2005	100
	8/27/2009			Field Surveys/SDE	6/15/1994	1/5/2005	100
			9/23/2010	**Preliminary Plans**	**1/19/2006**		85
8/28/2009	1/7/2010			Preliminary Bridge Design	5/7/2006	5/12/2006	100
		9/24/2010	2/3/2011	Underground Storage Tanks			0
				404 Permit Obtainment	9/28/2005	9/11/2006	75
				PFPR Inspection	1/18/2007	1/18/2007	100
				R/W Plans Preparation	10/16/2006	12/1/2006	100
				R/W Plans Final Approval	**2/9/2007**	**3/7/2007**	**100**
9/25/2009	9/29/2009			L & D Approval	3/6/2007	3/13/2007	100
1/6/2010	1/19/2010	10/22/2010	10/26/2010	R/W Authorization			0
	1/19/2010	2/2/2011	2/15/2011	Stake R/W			0
8/28/2009	3/9/2010		9/23/2010	Soil Survey	1/9/2006		98
8/28/2009	**9/3/2010**			Bridge Foundation Investigation	11/19/2007	6/25/2010	100
3/10/2010	8/24/2010		**9/5/2011**	**Final Design**	**11/12/2008**		15
9/27/2010	9/28/2010		10/1/2010	Final Bridge Plans Preparation	1/13/2010		95
10/12/2010	10/25/2010	10/15/2010	10/18/2010	FFPR Inspection			0
		11/1/2010	11/12/2010	Submit FFPR Responses (OES)			0

PROGRAMMED FUNDS

Activity	Approved	Proposed	Cost	Fund	Status	Date Auth
PE	1993	1993	119,625.54	Q10	AUTHORIZED	3/18/1993
CST	2020	2020	1,057,741.49	L1C0	PRECST	

PE Cost Est Amt: Date:

CST Cost Est Amt: 680,545.00 Date: 7/31/2008

STIP AMOUNTS

Activity	Cost	Fund
PE		Q10
CST	821,000.00	L1C0

PDD: LR. W/621440 4/15/98

Bridge: SCP 03/02/07 CONSUL - AE

Design: CLM/JMD/SEE 621440 - NTP 2/28/05 2/26/08- S.W.O. issued.

EIS: EA/FONSI 4-20-1995 | latest reevaluation 6-11-09 ROW | On Schedule LET | 6.22.10 Dollar

LGPA: BARTOW SGN DO PUB UTIL/REF PRIVATE UTIL 2-10-03|RESCISSION LETTER SENT TO BARTOW 3-28-06

Planning: Non-attainment area.

Programming: PR2/PE=6-17-93..RF WESTON{MLP-PEVR(31)}|#1 2-03|#2 11-04

ROW: 5724 SMC acq 6-10-02; addl 591.5 SMC req 8-12-02, w/621130

Traffic Op: CAH|BR REPL PRJCT|SEE 621440- BARTOW CO|$

Utility: 2nd sub to utilities 4-15-10; 2 of 5 to PM 8-5-10

EMG: RECST/REHAB (BRIDGE REPLACEMENT)

District Comments

This project should be let in the same year with 621760, 0008382, 621410 and 621440.
SEE 621440- BRIDGE SUFF. RATING 41.0 RACCOON CREEK, SWO ISSUED 2/26/08

Prel. Parcel CT:	4	**Total Parcel in ROW System:**		**Cond. Filed:**	**Acquired by:**	N/R	*DEEDS CT:*
Under Review:		**Options - Pending:**		**Relocations:**	**Acquisition MGR:**	Digsby, Pam	
Released:		**Condemnations- Pend:**		**Acquired:**	**R/W Cert Date:**		

PRECONSTRUCTION STATUS REPORT FOR PI:621440-,621445-,621760-,0008382

PROJ ID : 621760-
COUNTY : Bartow
LENGTH (MI) 0.60
PROJ NO.: BRF00-0179-01(012)
PROJ MGR: Comer, DeWayne
AOHD Initials: JMD-DC
OFFICE : District 6
CONSULTANT: Consultant Design (DOT contract)
SPONSOR : GDOT
DESIGN FIRM: American Engineers, Inc.

SR 113 @ RICHLAND CREEK

MPO: Not Urban
TIP #: BT-035
MODEL YR :
TYPE WORK: Bridges
CONCEPT: BR REPL
PROG TYPE: Replacement
Prov. for ITS: N
BOND PROJ :

PRIORITY CODE:
DOT DIST: 6
CONG. DIST: 11
BIKE: Y
MEASURE: E
NEEDS SCORE: 8
BRIDGE SUFF: 21.45

MGMT LET DATE : 12/16/2011
MGMT ROW DATE : 11/21/2008
BASELINE LET DATE: 01/06/2011
SCHED LET DATE : 2/2/2012
WHO LETS?: Prepare Plans for Shelf
LET WITH : 0008382

BASE START	BASE FINISH	LATE START	LATE FINISH	TASKS	ACTUAL START	ACTUAL FINISH	%
				Concept Development	7/10/1990	5/7/1991	100
				Concept Meeting	9/25/1990	9/25/1990	100
				PM Submit Concept Report	12/5/1990	12/5/1990	100
				Concept Report Review and Comments	3/5/1991	3/5/1991	100
				Management Concept Approval Complete	**5/7/1991**	**5/7/1991**	**100**
				Revise or Re-validate Approved Concept	7/15/2006	8/16/2006	100
			10/5/2010	Value Engineering Study	4/16/2010		82
9/11/2009	9/11/2009	10/8/2010	10/8/2010	Public Information Open House Held			0
				Environmental Approval	**10/1/1994**	**4/20/1995**	100
				Pub Hear Held/Comm Resp (EA/FONSI, GEPA)	1/7/2000	1/9/2000	100
				Mapping	12/16/2004	1/5/2005	100
				Field Surveys/SDE	6/15/1994	1/5/2005	100
				Preliminary Plans	**1/19/2006**	**11/11/2006**	88
				Preliminary Bridge Design	5/7/2006	5/12/2006	100
8/28/2009	1/7/2010	9/24/2010	2/3/2011	Underground Storage Tanks			0
				404 Permit Obtainment	9/28/2005	9/11/2006	100
				PFPR Inspection	1/18/2007	1/18/2007	100
				R/W Plans Preparation	2/9/2007	3/7/2007	100
				R/W Plans Final Approval	**2/9/2007**	**3/7/2007**	**100**
				L & D Approval	3/6/2007	3/13/2007	100
				R/W Authorization	6/29/2009	6/29/2009	100
				Stake R/W	9/3/2007	11/3/2007	100
				Soil Survey	1/9/2006	8/1/2006	100
8/28/2009	12/8/2009			Bridge Foundation Investigation	11/19/2007	8/12/2010	100
	8/16/2010		**7/21/2011**	**Final Design**	**11/10/2009**		29
12/9/2009	3/30/2010		9/30/2010	Final Bridge Plans Preparation	2/23/2010		94
9/7/2010	9/8/2010	10/15/2010	10/18/2010	FFPR Inspection			0
9/22/2010	10/5/2010	11/1/2010	11/12/2010	Submit FFPR Responses (OES)			0

PROGRAMMED FUNDS

Activity	Approved	Proposed	Cost	Fund	Status	Date Auth
PE	1993	1993	129,007.33	33D	AUTHORIZED	6/8/1993
PE	1993	1993	117,011.33	L030	AUTHORIZED	6/8/1993
ROW	2009	2009	1,165,000.00	L1C0	AUTHORIZED	6/29/2009
CST	LR	LR	6,973,430.83	L1C0	PRECST	

PE Cost Est Amt: 129,007.33 Date:
PE Cost Est Amt: 117,011.33 Date:
ROW Cost Est Amt: 1,165,000.00 Date: 1/6/2009
CST Cost Est Amt: 4,711,000.00 Date: 3/13/2007

STIP AMOUNTS

Activity	Cost	Fund
PE	0.00	33D
PE	0.00	L030
ROW	1,011,360.00	L1C0
CST	4,711,000.00	L1C0

PDD: MUST BE LET WITH COUNTY PROJECT 621410-. POSS W/O CONTRACT FOR DESIGN. 4/15/98
Bridge: SCP 03/02/07 - CONSUL - AE
Design: CLM/JMD/Let w/ 621410- design w/621440/621445/0008382 S.W.O
EIS: EA/FONSI 4-20-1995 | latest reevaluation 6-11-09 ROW | On Schedule LET | 6 22 10 Dollar
LGPA: BARTOW SGN DO PUB UTIL/REF PRIVATE UTIL 2-10-03|RESCISSION LETTER SENT TO BARTOW 7-15-04
Planning: Non-attainment area
Prog. Develop: RW STIP AMENDMENT #27 3-07|RW STIP AMENDMENT #27 1-09
Programming: SPLIT FM 621130 PR2/8-6-93|#1 3-1-2000|#2 2-03|#3 11-04|#4 8-09
ROW: 5724 SMC acq 6-10-02; addl 591.5 SMC req 8-12-02; w/621130 - Authorization requested 3/5/09
Traffic Op: CAH|BR REPL PRJCT|SEE 621410- BARTOW CO|$
Utility: 2nd sub to utilities 4-15-10; 4 of 4 to PM 8-24-10
EMG: BRIDGE REPLACEMENT

District Comments

This project should be let in the same year with 0008382, 621410, 621440 and 621445.
BRIDGE SUFF. RATING - 23.4 RICHLAND CR.
Have been receiving RW rev from 2/15/10 through 6/21/10 on parcels 30, 31, 32, 33, 34, 35, 36, 37, 41, 42 & 43. 1 parcel was added 5/10 (p34A) due to sediment basin being moved. Have had to update all cost to cures, sign reports and appraisals due to revisions and age of previous appraisals. We are starting offers back up as updated reports are released.

Prel. Parcel CT:	6	**Total Parcel in ROW System:**	15	**Cond. Filed:**	0	**Acquired by:**	DOT
Under Review:	0	**Options - Pending:**	3	**Relocations:**	1	**Acquisition MGR:**	Digsby, Pam
Released:	15	**Condemnations- Pend:**	0	**Acquired:**	6	**R/W Cert Date:**	

DEEDS CT: 6