

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE: CSNHS-0009-00(156)(157) Henry **OFFICE:** Engineering Services
P.I. Nos.: 0009156/0009157/0010126
I-75 Managed Lane and Auxiliary Lane **DATE:** March 21, 2011

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

TO: Darryl D. VanMeter, PE, State Innovative Program Delivery Engineer
Attn.: Mike Dover and Kelvin Mullins

SUBJECT: IMPLEMENTATION OF VALUE ENGINEERING STUDY ALTERNATIVES

The VE Study for the above projects was held January 31- February 3, 2011. Responses were received on March 21, 2011. Recommendations for implementation of Value Engineering Study Alternatives are indicated in the table below. The Project Manager shall incorporate the VE alternatives recommended for implementation to the extent reasonable in the design of the project.

ALT #	Description	Potential Savings/LCC	Implement	Comments
PI No. 0010126 I-75 Auxiliary Lane Project				
A-2	Close Walt Stephens Road over I-75 during bridge construction	\$448,000	No	Closing Walt Stephens Road bridge over I-75 had been discussed with OES and FHWA. It was determined there will be substantial public concern over closing the bridge. This would also require additional public involvement which could affect the current CE and delay the letting of the project.
B-1	Reduce shoulder pavement thickness	\$270,000	No	I-75 is a major north-south corridor with proposed open year one way ADT of 83,370 and truck ADT of 13,339. Full depth pavement is necessary to prevent shoulder pavement failures due to trucks utilizing the shoulders for emergencies. Additionally, full depth pavement allows for the shoulder to be utilized as a travel lane during required maintenance of future widening projects.

B-3	Reduce shoulder pavement width from 12 ft paved/ 2 ft grass to 8 ft paved/6 ft grass	\$168,000	No	I-75 is a major north-south corridor with proposed open year one way ADT of 83,370 and truck ADT of 13,339. A 12-foot shoulder is needed to handle trucks utilizing this shoulder for emergency breakdowns. Additionally, a 12 foot shoulder would help facilitate incident management by shifting traffic to the shoulder, thereby reducing delays.
PI Nos. 0009156 & 0009157 I-75 Auxiliary Managed Lanes from SR 155 to SR 138				
A-1	Reduce shoulder Pavement thickness	\$7,992,000	No	I-75 is a major north-south corridor with proposed open year one way ADT of 83,370 and truck ADT of 13,339. Full depth pavement is necessary to prevent shoulder pavement failures due to trucks utilizing the shoulders for emergencies. Additionally, full depth pavement allows for the shoulder to be utilized as a travel lane during required maintenance of future widening projects.
A-2	Reduce shoulder pavement width from 12 ft paved/ 2 ft grass to 8 ft paved/6 ft grass	\$4,968,000	No	I-75 is a major north-south corridor with proposed open year one way ADT of 83,370 and truck ADT of 13,339. A 12-foot shoulder is needed to handle trucks utilizing this shoulder for emergency breakdowns. Additionally, a 12 foot shoulder would help facilitate incident management by shifting traffic to the shoulder, thereby reducing delays.
A-4	Construct only one managed lane in each direction	\$43,000	No	Based on HCS analysis, for one concurrent lane in each direction, the General Purpose lanes will operate at LOS E in several locations as opposed to LOS D or better for the reversible managed lane option.
A-5	Construct only one managed lane south of Mt. Carmel Road	\$1,820,000	Yes	This will be done.

A-6	Shorten the project by beginning the project just short of Mt. Carmel Road at Sta. 615+00	\$9,537,000	No	A single managed lane is recommended based on the traffic forecast for the 2035 design year. If managed lanes are terminated south of Mt. Carmel, segments of I-75 SB and NB would operate at LOS F or worse.
A-7	Reduce the number of ramps at the Mt. Carmel Road access	\$1,358,000	No	Maintaining the ramp configuration as proposed will eliminate future rebuilding of the Mt. Carmel Rd. managed lane interchange. The current design will accommodate the Managed Lanes Systems Plan's ultimate build-out of a non reversible lane system.
A-8	Combine the I-675 ramp bridges	Proposed = \$1,875,000 Actual = \$202,230	Yes, partially	A reversible ramp will be implemented from the proposed I-675 bridge over NB I-75 to the required diverge connectors to I-675 NB/SB GP Lanes. However, based on the environmental constraints of Streams 15 and 16, the geometrics of the NB ramp cannot be reduced to a single lane before the bridge.
E-5	Use two span bridge at I-675 ramp	\$2,067,000	No	The proposed widening is concurrent to the existing GP lanes at this location to allow for the reduction of one of the managed lanes and to provide an adequate weaving segment for the managed lane traffic to the GP lanes. Currently there is not enough distance for the lane reduction and weave segments to occur between the proposed I-765 ramp bridge and SR 138 Interchange.

E-7	Eliminate access ramps to I-675	\$11,159,000	No	<p>Allowing the managed lane traffic to access the existing I-675 NB ramp would not be desirable. The volume of traffic desiring to weave from the managed lanes through the GP lanes to the I-675 NB ramp would negatively impact the LOS of the GP lanes. An additional slip ramp would be required between Eagles Landing/Hudson Bridge interchange and Flippen Road to allow for the existing I-675 NB ramp to be utilized. The projected 2035 design year traffic requires a managed lane interchange with I-675. Current design is based on the design year traffic instead of opening year. Without the access ramps to I-675, multiple I-75 segments would operate at LOS E in the design year.</p>
E-8	Use single span "Trellis" bridge using Bulb-T PSC beams at I-675 ramp	\$1,238,000	No	<p>The bridge length as proposed by the VE Team is not adequate to provide for flexibility on I-75 to the degree that is being provided by the recently designed and constructed bridges. The actual length and width of the bridge would be both longer and wider than what was proposed by the VE Team. This would cost substantially more than what was proposed by the VE Team. The originally proposed simple plate girder is the more cost effective alternative.</p>

The Office of Engineering Services and the Office of Bridge Design concur with the Project Manager's responses.

Approved:  Date: 3/22/11
Gerald M. Ross, PE, Chief Engineer

Approved:  Date: 8/16/2011
Pro. Rodney Barry, PE, FHWA Division Administrator

REW/LLM

Attachments

- c: Angel Correa/Kendra Bunker/Christy Poon-Atkins - FHWA
Ben Buchan
Daryl Van Meter/Mike Dover/Kelvin Mullins
Paul Liles/Ben Rabun/Bill Duvall/Bill Ingalsbe
Bobby Dollar
Lamar Pruitt/Bill Rountree/Mike England
Ken Werho
Nabil Raad
Lisa Myers
Matt Sanders

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

INTERDEPARTMENTAL CORRESPONDENCE

FILE PI Nos. 0010126, 0009156, 0009157 **OFFICE** Innovative Program Delivery
Henry County
I-75 NB Auxiliary Lane and
I-75 Managed Lanes from SR 155 to SR 138 **DATE** March 21, 2011

FROM Darryl D. VanMeter, P.E., State Innovative Program Delivery Engineer

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

SUBJECT Value Engineering Study - Responses

Reference is made to the recommendations that were contained in the Value Engineering Study Report dated February 17, 2011 for the above referenced projects. Attached are the responses to the recommendations as prepared by Parsons Transportation Group.

This Office has reviewed the responses and concurs.

Should you need additional information, please contact Mike Dover at 404-631-1733 or Kelvin Mullins at 404-631-1675.

Cc: Ben Buchan, Director of Engineering

March 21, 2011

Project No. 646601

Mr. Mike Dover, P.E.
Assistant Innovative Program Delivery Engineer
Georgia Department of Transportation
One Georgia Center, Suite 1900
Atlanta, GA 30308

Subject:
Value Engineering (VE) Study Responses
I-75 NB Auxiliary Lane and I-75 Managed Lanes from SR 155 to SR 138
P.I. Nos. 0010126, 0009156 and 0009157; Henry County

Dear Mr. Dover:

A Value Engineering Study was held from January 31 to February 3, 2011, for the I-75 Auxiliary Lane, PI 0010126 and the I-75 Reversible Managed Lanes from SR 155 to SR 138, PI 0009156 and 0009157. The following contains the responses to the VE findings.

I-75 Auxiliary Lane Project; 0010126

A-2 Close Walt Stephens Road over I-75 and detour traffic during construction

VE Team Savings: \$448,000

No, will not implement. Closing Walt Stephens Road bridge over I-75 has been discussed and vetted with both the Office of Environmental Services (OES) and the Federal Highway Administration (FHWA). Both feel there will be substantial public concern over closing the bridge. This would require additional public involvement which could affect the current Categorical Exclusion (CE) and in turn delay the proposed let date for the project.

B-1 Reduce shoulder pavement thickness

VE Team Savings: \$270,000

No, will not implement. I-75 is a major north-south corridor. The open year one-way Average Daily Traffic (ADT) for this segment of I-75 will be 83,370 with a one-way truck ADT of 13,339. Full depth pavement is necessary to prevent shoulder pavement failures due to commercial trucks utilizing the shoulder for emergencies. Additionally, full depth pavement allows for the shoulders to be utilized as a travel lane during required maintenance on the General Purpose (GP) lanes or future widening projects.

B-3 Reduce shoulder pavement width

VE Team Savings: \$168,000

No, will not implement. I-75 is a major north-south corridor. The open year one-way ADT for this segment of I-75 will be 83,370 with a one-way truck ADT of 13,339. A 12-foot wide shoulder is needed to handle commercial trucks utilizing this shoulder for emergency breakdowns. Additionally, a 12-foot shoulder would help facilitate incident management by shifting traffic on to the shoulder, thereby, reducing delays and queues, especially during the peak hours. Any reduction in the number of lanes during the peak hour due to an incident would cause extensive delays and queues. A full width shoulder

can be used as a lane during breakdowns as well as for incident management and to accommodate future widening projects.

I-75 Managed Lanes from SR 155 to SR 138; P.I. No. 0009156 & 0009157

A-1 Reduce shoulder pavement thickness

VE Team Savings: \$7,992,000

No, will not implement. I-75 is a major north-south corridor. The open year one-way Average Daily Traffic (ADT) for this segment of I-75 will be 83,370 with a one-way truck ADT of 13,339. Full depth pavement is necessary to prevent shoulder pavement failures due to commercial trucks utilizing the shoulder for emergencies. Additionally, full depth pavement allows for the shoulders to be utilized as a travel lane during required maintenance on the General Purpose (GP) lanes or future widening projects.

A-2 Reduce shoulder pavement width

VE Team Savings: \$4,968,000

No, will not implement. I-75 is a major north-south corridor. The open year one-way ADT for this segment of I-75 will be 83,370 with a one-way truck ADT of 13,339. A 12-foot wide shoulder is needed to handle commercial trucks utilizing this shoulder for emergency breakdowns. Additionally, a 12-foot shoulder would help facilitate incident management by shifting traffic on to the shoulder, thereby, reducing delays and queues, especially during the peak hours. Any reduction in the number of lanes during the peak hour due to an incident would cause extensive delays and queues. A full width shoulder can be used as a lane during breakdowns as well as for incident management and to accommodate future widening projects.

A-4 Construct only one managed lane in each direction.

VE Team Savings: \$43,000

No, will not implement. Based on Highway Capacity Software (HCS) analysis, for one concurrent lane in each direction option, the GP lanes will operate at Level of Service (LOS) E at the locations listed below, which is not desirable. For the reversible lanes option, the GP lanes will operate at LOS D and better.

HCS analysis for one concurrent managed lane in each direction:

I-75 SB critical locations

1. I-75 SB GP/ML Weaving_I-675 – Eagles Landing	2035 PM	LOS=D
2. I-75 SB GP Segment_Eagles Landing – Jodeco:	2035 PM	LOS=E
3. I-75 SB GP Segment_Jodeco – Jonesboro:	2035 PM	LOS=E

I-75 NB critical locations

1. I-75 NB GP Segment_Jodeco – Eagles Landing:	2035 AM	LOS=E
2. I-75 NB GP/ML Weaving_Eagles Landing – I-675	2035 AM	LOS=D

HCS analysis for reversible Managed Lane:

1. LOS is D and above throughout I-75 within the project area. No LOS E.

A-5 Construct only one reversible lane south of Mt. Carmel Rd

VE Team Savings: \$1,820,000

Yes, will implement.

A-6 Shorten the project south of Mt. Carmel Rd

VE Team Savings: \$9,537,000

No, will not implement. A single Managed Lane is recommended based on the traffic forecast for the 2035 design year. If managed lanes are terminated south of Mt. Carmel, segments of I-75 SB and NB would operate at LOS of F or worse. See below.

I-75 SB critical locations

1. I-75 SB GP Segment _Mt Carmel – SR 20:	2035 PM	LOS=F
2. I-75 SB GP Segment _SR 20 – SR 155:	2035 PM	LOS=D

I-75 NB critical locations

1. I-75 NB GP Segment _SR 20 – Mt. Carmel:	2035 AM	LOS=E
2. I-75 NB GP Segment _SR 155 – SR 20:	2035 AM	LOS=D

A-7 Reduce the number of ramp lanes at the Mt. Carmel access

VE Team Savings: \$1,358,000

No, will not implement. Maintaining the ramp configuration as proposed will eliminate future rebuilding of the Mt. Carmel Road Managed Lane interchange. The current design will accommodate the Managed Lanes Systems Plan's ultimate build-out of a non reversible lane system. Also, based on current PM traffic projections, the Mt. Carmel Rd interchange requires exclusive right and left turning lanes

A-8 Combine the I-675 lane bridges

VE Team Savings: \$1,875,000

Yes, will partially implement. A reversible ramp will be implemented from the proposed I-675 bridge over Northbound I-75 to the required diverge connectors to I-675 north/south bound GP Lanes. However, based on environmental constraints, Streams 15 and 16, the geometrics of the northbound ramp cannot be reduced to a single lane before the bridge.

Revised Savings: \$202,230

E-5 Use a two span concrete PSC bridge at I-675 ramp

VE Team Savings: \$2,067,000

No, will not implement. The proposed widening is concurrent to the existing GP Lanes at this location to allow for the reduction of one of the Managed Lanes and to provide an adequate weaving segment for the managed lane traffic to the GP lanes. Currently there is not enough distance for the lane reduction and weave segments to occur between the proposed I-675 ramp bridge and SR 138 Interchange. For the Managed Lane entrance to the GP Lanes to begin at the north side of the proposed I-675 ramp bridge additional work would be required to construct the entrance gore, lane reduction and weave segments. The additional construction will include widening of the I-75 northbound bridge over SR 138 and reconstructing the existing I-75 Northbound exit/entrance ramps, resulting in increased cost rather than any saving.

E-7 Eliminate access ramps to I-675

VE Team Savings: \$11,159,000

No, will not implement. Allowing the Managed Lane traffic to access the existing I-675 Northbound ramp would not be desirable. First, the volume of traffic desiring to weave from the Managed Lanes through the GP Lanes to the I-675 Northbound ramp would negatively impact the LOS of the GP Lanes (I-75 GP Lane 2035 LOS E). Second, an additional slip ramp would be required between Eagles Landing/Hudson Bridge interchange and Flippen Road, to allow for the existing I-675 Northbound ramp to be utilized. Most importantly, the projected 2035 design year traffic requires a Managed Lane

interchange with I-675. Current design is based on the design year traffic instead of opening year. Without the access ramps to I-675, multiple I-75 segments would operate at LOS E in the design year, which is not desirable. Furthermore, the non-commuter usage of the managed lanes system on weekends leads to increased usage and flexibility to improve congestion.

HCS analysis for eliminating the access ramps to I-675

I-75 SB critical locations

- | | | |
|--|---------|----------------------|
| 1. I-75 SB GP Segment_I-675 - Eagles Landing: | 2035 PM | LOS=D |
| 2. I-75 SB GP Segment_Eagles Landing - Jodeco: | 2035 PM | LOS=E (density=44.5) |
| LOS is approaching F (the density boundary is 45 pc/mi/ln between E and F. | | |
| 3. I-75 SB GP Segment_Jodeco - Jonesboro: | 2035 PM | LOS=E (density=41.6) |
| 4. I-75 SB GP Segment_Jonesboro - Mt. Carmel: | 2035 PM | LOS=D (density=34.3) |
| LOS is approaching E (the density boundary is 35 pc/mi/ln between D and E. | | |

I-75 NB critical locations

- | | | |
|--|---------|----------------------|
| 1. I-75 NB GP Segment_Eagles Landing - I-675: | 2035 AM | LOS=D |
| 2. I-75 NB GP Segment_Jodeco - Eagles Landing: | 2035 AM | LOS=E (density=39.6) |
| 3. I-75 NB GP Segment_Jodeco - Eagles Landing: | 2035 AM | LOS=E (density=39.6) |

E-8 Use a single span "Trellis" bridge using bulb-tee PSC beams at I-675 ramp

VE Team Savings: \$1,238,000

No, will not implement. The bridge length as proposed by the VE study is not adequate to provide for flexibility on I-75 to the degree that is being provided by recently designed and constructed bridges. Therefore, the actual length and width of the bridge would be 137.88 feet x 301.44 feet, respectively and not 115 feet x 225 feet as stated in the VE study. The 137.88 feet span will require 72 inch deep bulb tee's in place of the 63 inch bulb tee's specified by the VE team. Instead of an 8-beam 67.75 feet x wide by 246 feet long pleasing structure, the VE alternative will require a 38-beam, 301.44 feet wide by 138.88 feet long massive structure that is aesthetically unpleasing for a heavily travelled interstate segment. The cost of the VE recommended bridge at \$90/S.F would be \$3,741,000. Even with using the unit plate girder price of \$200/S.F. used by the VE team (\$3,128,000), which may be much higher than actual market value, the simple plate girder is still amore cost effective alternative.

A meeting was held on February 25, 2011 with Bill Duvall of the Bridge Design Office. He concurs with not implementing the VE team's recommendation.

If you have any questions or comments, please feel free to contact me.

Sincerely yours,



Kevin M. McKeen, P.E.
Project Manager



DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

PLAN AND PROFILE OF PROPOSED
I-75 WIDENING FROM SR 155 TO SR 138
CLAYTON AND HENRY COUNTIES

FEDERAL AID PROJECT
CSNHS-0009-00(156) &
CSNHS-0009-00(157)

PROJECT LOCATION

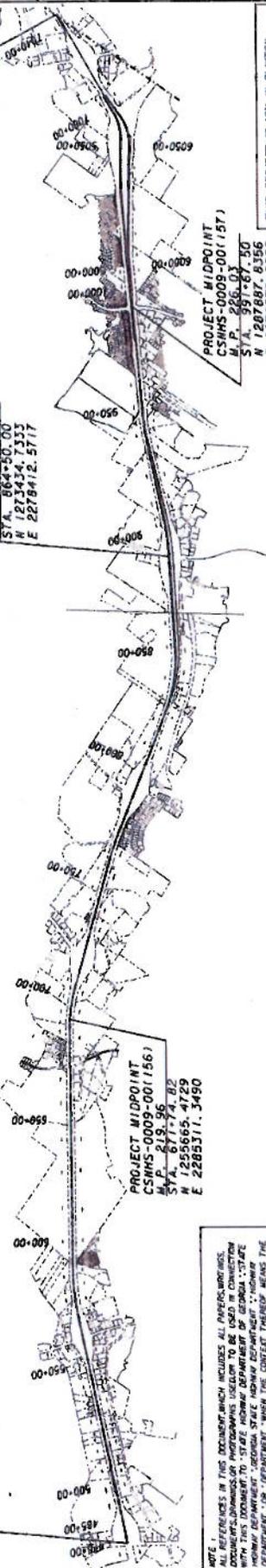


PE STAMP
CUT HERE

BEGIN PROJECT
CSNHS-0009-00(156)
M.P. 216.22
STA. 274+28.64
N 1240854.96
E 2296234.39

FEDERAL ROUTE NO. 175
STATE ROUTE NO. 40, 138 & 155
P.J.NOS.: 0009156 & 0009157

END PROJECT
CSNHS-0009-00(156)
M.P. 223.61
STA. 281+50.00
N 1273434.7323
E 2278412.5717



PROJECT MIDPOINT
CSNHS-0009-00(156)
M.P. 219.96
STA. 277+74.82
N 1255665.4729
E 2285311.3490

PROJECT MIDPOINT
CSNHS-0009-00(157)
M.P. 221.8730
STA. 281+87.30
N 1287887.8356
E 2276570.8262

END PROJECT
CSNHS-0009-00(157)
M.P. 228.46
STA. 282+46.13
N 1291098.6542
E 2260573.6884

PREPARED BY: DESIGN
RECOMMENDED FOR SUBMISSION BY: DESIGN
SUBMITTED BY: STATE DESIGN ENGINEER



THIS PROJECT HAS BEEN PREPARED USING THE HORIZONTAL GEOMETRIC COORDINATE SYSTEM OF 9811 HAD AMERICAN SURVEYING DATUM (ASD) OF 1983.

NOTE: THIS DRAWING INCLUDES ALL APPROPRIATE DIMENSIONS AND INFORMATION NECESSARY TO BE USED IN CONNECTION WITH THIS DOCUMENT TO STATE HIGHWAY DEPARTMENT OF GEORGIA, STATE HIGHWAY DEPARTMENT, GEORGIA STATE HIGHWAY DEPARTMENT, HIGHWAY DEPARTMENT FOR THE STATE OF GEORGIA, AND SHALL BE DEEMED TO BE THE PROPERTY OF TRANSPORTATION.

DESIGN DATA FOR I75
FUNCTIONAL CLASS: RURAL PRINCIPAL ARTERIAL
DESIGN SPEED: 55 MPH
TRAFFIC ADI: 274800 V.P.D.(2006)
TRAFFIC ADI: 274800 V.P.D.(2028)
TRAFFIC ADI: 19200 V.P.H.
DIRECTIONAL DIST: 50%
% TRUCKS: 9
24 MPH/RUCKS %: 13
SPEED DESIGN: 70 MPH

THE DATA TOGETHER WITH ALL OTHER INFORMATION SHOWN ON THESE PLANS OR IN ANY OTHER DRAWINGS OR SPECIFICATIONS IS TO BE USED BY THE CONTRACTOR IN THE FIELD INVESTIGATIONS AND ARE SUBJECT TO BE MODIFIED IN ACTUAL CONDITIONS. HOWEVER, THE SAME ARE SHOWN AS INFORMATION ONLY AND NOT GUARANTEED TO BE SPECIFICALLY DIRECTED TO SUBSECTIONS FROM DESIGN AND DATA OF THE SPECIFICATION.

PARSONS
3677 PARKWAY LANE, SUITE 100
NORCROSS, GA 30092

THIS PROJECT IS LOC IN CLAYTON COUNTY AND 50% IN HENRY COUNTY AND 5% IN CONCORDIST.NO.13 AND 50% IN CONCORDIST.NO.3

PROJECT DESIGNATION: FULL OVERSIGHT
DESIGNED IN ENGLISH UNITS.

DATE	CHIEF ENGINEER
PLANS COMPLETED	
REVISIONS	

COUNTY NAME	PROJECT NO.	CONTRACT NO.	MILES
CLAYTON	0009156		0.000
HENRY	0009157		0.000
TOTAL			0.000

COUNTY NAME	PROJECT NO.	CONTRACT NO.	MILES
CLAYTON	0009156		0.000
HENRY	0009157		0.000
TOTAL			0.000

COUNTY NAME	PROJECT NO.	CONTRACT NO.	MILES
CLAYTON	0009156		0.000
HENRY	0009157		0.000
TOTAL			0.000

PRECONSTRUCTION STATUS REPORT FOR PI:0009156,0009157,0010126

PROJ ID : 0009156
COUNTY : Henry
LENGTH (MI) : 7.84
PROJ NO. : CSNHS-0009-00(156)
PROJ MGR : Dover, Mike
AOHD Initials : MD
OFFICE : Innovative Prog. Delivery
CONSULTANT : Design-Build Approved
SPONSOR : GDOT
DESIGN FIRM : Parsons Transportation Group, Inc.

MGMT LET DATE : 05/15/2012
MGMT ROW DATE :
BASELINE LET DATE :
SCHED LET DATE : 4/24/2014
WHO LETS? : GDOT Let
LET WITH : 0009157

PRIORITY CODE :
DOT DIST : 3
CONG. DIST : 3
BIKE : N
MEASURE :
NEEDS SCORE :
BRIDGE SUFF :

MPO : Atlanta TMA
TIP # : AR-H-052A
MODEL YR : 2020
TYPE WORK : Managed Lanes
CONCEPT : Reconstruction/Rehabilitation
PROG TYPE : Reconstruction/Rehabilitation
Prov. for ITS : Y
BOND PROJ. :

BASE START	BASE FINISH	LATE START	LATE FINISH	TASKS	ACTUAL START	ACTUAL FINISH	%	PROGRAMMED FUNDS						
								Activity	Approved	Proposed	Cost			
		10/24/2011	10/24/2011	Concept Development	9/1/2010		4	PE	2011	2011	2,000,000.00	LHIP	AUTHORIZED	10/25/2010
		8/15/2011	9/12/2011	Concept Meeting			0	CST	2012	2012	43,185,000.00	GOB11	PRECST	
		9/12/2011	10/24/2011	PM Submit Concept Report			0							
		9/13/2011	10/24/2011	Concept Report Review and Comments			0							
		10/24/2011	10/24/2011	Management Concept Approval Complete	9/7/2010		67							
		4/5/2011	8/26/2013	Value Engineering Study			0							
		10/25/2011	8/26/2013	Environmental Approval			0							
		1/15/2013	3/11/2013	Pub Hear Held/Comm Resp (EA/FONSI, GEPA)			0							

Activity	Approved	Proposed	Cost	Status	Date Auth	STIP AMOUNTS	
						Amount	Cost
PE	\$2,000,000.00		6/10/2010	PE	2,080,000.00	LHIP	
CST	\$43,185,000.00		7/1/2008	CST	46,708,896.00	GOB11	

Bridge: BRIDGE REQUIRED

Design: Project approved to be design build. Adding reversible lane

EIS: CE [Not approved] No Schedule | Dollar 8.4.10

LGPA: NOTIFICATION LETTER SENT TO HENRY & STOCKBRIDGE 1-23-09.

Planning: R.w. Work Zone Safety: significant; Transportation Management Plan (TMP) required. Split from PI# 0003436

Programming: CHANGED TO EXEMPT - NOT ON FHWA LIST 12-20-2010(CHANGED BACK TO FOS PER FHWA 1-26-2011)

Utility: SUE

Conceptual Design: Proposed Design Build

EMG: RECONSTRUCTION & REHABILITATION - TBD

District Comments: Approved design build project to be funded with GO bonds. Also coordinating with SRTA on tolling. Adds 2 reversible managed lanes.

Acquired by: N/R

Acquisition MGR:

R/W Cert Date:

Cond. Filed:

Relocations:

Acquired:

Total Parcel in ROW System:

Options - Pending:

Condemnations - Pend:

Precl. Parcel CT:

Under Review:

Released:

PRECONSTRUCTION STATUS REPORT FOR PI:0009156,0009157,0010126

PROJ ID : 0009157
 COUNTY : Henry
 LENGTH (MI) : 3.97
 PROJ NO. : CSNHS-0009-00(157)
 PROJ MGR : Dover, Mike
 AOHJ Initials : MD
 OFFICE : Innovative Prog. Delivery
 CONSULTANT : Design-Build Approved
 SPONSOR : GDOT
 DESIGN FIRM : Parsons Transportation Group, Inc.

MGMT LET DATE : 05/15/2012
 MGMT ROW DATE :
 BASELINE LET DATE :
 SCHED LET DATE : 4/24/2014
 WHO LETS? : GDOT Let
 LET WITH : 0009156

PRIORITY CODE :
 DOT DIST : 3
 CONG. DIST : 3, 13
 BIKE : N
 MEASURE : E
 NEEDS SCORE :
 BRIDGE SUFF :

MPO : Atlanta TMA
 TIP # : AR-H-051A
 MODEL YR : 2020
 TYPE WORK : Managed Lanes
 CONCEPT : WIDEN & RECONST
 PROG TYPE : Reconstruction/Rehabilitation
 Prov. for ITS : Y
 BOND PROJ :

BASE START	BASE FINISH	LATE START	LATE FINISH	TASKS	ACTUAL START	ACTUAL FINISH	%	PROGRAMMED FUNDS				Date Auth		
								Activity	Approved	Proposed	Cost		Fund	Status
		8/15/2011	10/24/2011	Concept Development	9/1/2010		4	PE	2011	2011	60,000.00	L240	AUTHORIZED	10/25/2010
		9/12/2011	9/12/2011	Concept Meeting			0	PE	2011	2011	1,500,000.00	LHIP	AUTHORIZED	10/25/2010
		9/13/2011	10/24/2011	PM Submit Concept Report			0	PE	2011	2011	1,500,000.00	LHIP	AUTHORIZED	10/25/2010
		10/24/2011	10/24/2011	Concept Report Review and Comments			0	CST	2011	2012	20,395,700.00	GOB11	PRECST	
		10/24/2011	10/24/2011	Management Concept Approval Complete	9/7/2010		67							
		4/5/2011	4/5/2011	Value Engineering Study			0							
		8/26/2013	8/26/2013	Environmental Approval			0							
		3/11/2013	3/11/2013	Pub Hear Held/Com Resp (EA/FONSI, GEPA)			0							

Activity	Cost Estimate Amount		Date	Activity	Cost	Fund
	Amount	Amount				
PE	\$60,000.00	\$60,000.00	6/10/2010	PE	1,500,000.00	LHIP
PE	\$1,500,000.00	\$1,500,000.00	6/10/2010	PE	0.00	L240
CST	\$20,395,700.00	\$20,395,700.00	6/10/2010	CST	20,395,700.00	GOB11

Bridge: NO BRIDGE REQUIRED
Design: Approved to be Design Build for managed lanes
LGPA: NOTIFICATION LETTER SENT TO HENRY & STOCKBRIDGE 1-23-09.
Planning: Rw: Work Zone Safety: significant; Transportation Management Plan (TMP) required. Split from PI# 0003167
Programming: #1 11-2010(CHANGED TO EXEMPT - NOT ON FHWA LIST 12-20-2010)(CHANGED BACK TO FOS PER FHWA 1-26-2011)
Utility: SUE
Conceptual Design: IDD: Proposed Design Build
EMG: RECONSTRUCTION & REHABILITATION - TBD
Engr Services: VE Study held Jan.31-Feb3, 2011; waiting on responses

Prcl. Parcel CT: Total Parcel in ROW System: Cond. Filed: N/R
Under Review: Options - Pending: Relocations: Acquisition MGR:
Released: Condemnations- Pend: Acquired: R/W Cert Date:

District Comments:
 Twinned with 0009156. Coordinating with SRTA on tolling aspects. (8-9-10)
 Adds 2 Reversible managed Lanes.

DEDS CT:

PRECONSTRUCTION STATUS REPORT FOR PI:0009156,0009157,0010126

PROJ ID : 0010126
COUNTY : Henry
LENGTH (MI) : 2.91
PROJ NO. : Mullins, Kelvin
PROJ MGR : MD
AOHD Initials : Innovative Prog. Delivery
OFFICE : Design-Build Approved
CONSULTANT : GDOT
SPONSOR : Parsons Transportation Group, Inc.
DESIGN FIRM :

MPO : Atlanta TMA
TIP # : AR-H-051C
MODEL YR : 2020
TYPE WORK : Auxiliary Lanes
CONCEPT : AUXILIARY LANES
PROG TYPE : Reconstruction/Rehabilitation
Prov. for ITS : N
BOND PROJ. :

MGMT LET DATE : 11/18/2011
MGMT ROW DATE :
BASELINE LET DATE :
SCHED LET DATE : 7/3/2012
WHO LETS? : GDOT Let
LET WITH :

PRIORITY CODE :
DOT DIST : 3
CONG. DIST : 3, 13
BIKE : N
MEASURE : E
NEEDS SCORE :
BRIDGE SUFF :

I-75 NB FM CR 659/EAGLES LANDING PKWY/HUDSON BRIDGE TO I-675

BASE START	BASE FINISH	LATE START	LATE FINISH	TASKS	ACTUAL START	ACTUAL FINISH	%	PROGRAMMED FUNDS						
								Activity	Approved	Proposed	Cost	Fund	Status	Date Auth
			5/5/2011	Concept Development	10/25/2010	12/7/2010	40	PE	2011	2011	1,000,000.00	LHIP	AUTHORIZED	10/25/2010
		3/25/2011	5/5/2011	PM Submit Concept Report	12/7/2010	3/10/2011	100	ROW	2011	2012	75,000.00	GOB11	PRECST	
		5/5/2011	5/5/2011	Concept Report Review and Comments	3/10/2011		0	CST	2011	2012	10,628,036.00	GOB11	PRECST	
		4/26/2011	11/3/2011	Management Concept Approval Complete			0							
		6/17/2011		Value Engineering Study	9/7/2010		62							
				Environmental Approval			0							

Activity	Cost Estimate Amount		Date	Activity	Cost	Fund
	Amount	Amount				
PE	\$1,000,000.00		7/15/2010	PE	0.00	LHIP
ROW	\$75,000.00		7/15/2010	ROW	0.00	GOB11
CST	\$10,628,036.00		7/15/2010	CST	0.00	GOB11

District Comments

Environmental analysis determined to be CE by FHWA. working on schedule

Bridge: NO BRIDGE REQUIRED
Design: Approved design build project-coordinating with 9156 9157
EIS: CE | Not Appvd | On Schedule Let | Dollar 2.28.11
LGPA: NOTIFICATION LETTER SENT TO HENRY & STOCKBRIDGE 11-19-10.
Programming: CHANGED TO EXEMPT - NOT ON FHWA LIST 12-20-2010(CHANGED BACK TO FOS PER FHWA
1-26-2011
Utility: SUE

Prel. Parcel CT: 1 **Total Parcel in ROW System:** **Cond. Filed:** N/R
Under Review: **Options - Pending:** **Relocations:**
Released: **Condemnations- Pend:** **Acquired:**

DEEDS CT: