

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

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**INTERDEPARTMENT CORRESPONDENCE**

**FILE:** IM000-0020-02(117) Richmond **OFFICE:** Engineering Services  
P.I. No.: 210327  
I-20 over Augusta Canal & Savannah River **DATE:** July 29, 2011

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

**TO:** Bobby K. Hilliard, PE, State Program Delivery Engineer  
Attn.: David Moyer

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

The VE Study for the above project was held May 2-5, 2011. Responses were received on July 28, 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
B-1.0	Increase span lengths on Augusta Canal bridge using BT-54 Girders (112'-6" spans)	\$85,228	No, but will be considered at a later date	The VE recommendation suggests reducing the beam spacing, allowing more beams to handle the load for the longer lengths, and reducing the number of substructure units. The recommended beam spacing would cause the existing structures to be impacted and require bolting the temporary barrier over the beam, likely damaging the beam. It also would require an additional beam line to handle the larger overhang and meet the needs of the roadway in the final condition (see attached Recommendation 1.0 TS). An alternate beam spacing may meet the needs of the staging and final conditions while making it cost effective to remove one of the substructure units. At this point in the concept stage, the actual bridge length has not been determined, therefore the actual beam type and span configuration will be re-evaluated in the future.

B-1.1	Increase span lengths on Augusta Canal bridge using BT-63 Girders (112'-6" spans)	\$148,124	No, but will be considered at a later date	The VE recommendation suggests using the current beam design spacing, utilizing larger beams to handle the load for longer lengths, and reducing the number of substructure units. At this point in the concept stage, the actual bridge length has not been determined, therefore the actual beam type and span configuration will be re-evaluated in the future.
B-2.0	Use alternate Beam Type selection on Savannah River bridge and reduce number of beams	\$26,455	No, but will be considered at a later date	The VE recommendation suggests increasing the beam spacing and using a Florida BT-78 (FBT-78) beam with higher structural capacity to reduce the number of beams. Both the originally proposed design and the VE alternative would require the same number of beams to meet the needs of the roadway in the final conditions (see attached Recommendation 2.0 TS). The FBT-78 is significantly heavier than the GA BT-74 which amounts to a difference of 42,000 lbs per beam for the assumed 140 ft span. The additional cost of fabricating, hauling and setting the larger beams will negate any proposed savings and make this option a significant cost increase. At this point in the concept stage, the actual bridge length has not been determined, therefore the actual beam type and span configuration will be re-evaluated in the future.
B-3.0	For bridge construction, build four travel lanes (two in each direction) to the north with staged construction to eliminate the construction in the median	\$2,781,027	No	This recommendation requires multiple stages to build new bridges, shift traffic, remove old bridges, build more new bridges, shift traffic to its final location and remove the remaining structures. The cost for this work, traffic control, ROW and demolition would be significantly more expensive than widening in the median as originally proposed.
B-4.0	Use caisson foundations in lieu of spread footings/cofferdams	\$2,053,581	No, but will be considered at a later date	At this point in the concept stage, the actual bridge length and foundation type have not been determined. Once these items are complete, the recommendation will be re-evaluated.

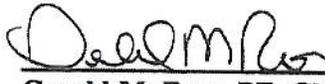
B-5.0	Use vertical abutments for both bridges in lieu of sloped end paving	\$2,230,607	No, but will be considered at a later date	At this point in the concept stage, the actual bridge length has not been determined, therefore proposed cost savings/increases are impossible to evaluate. Use of vertical abutment walls in a hydraulic environment is of significant concern due to their ability to restrict flow and become undermined. Once the actual bridge length is determined, the recommendation will be re-evaluated.
B-5.1	Shorten bridges with sloped embankments	\$4,826,988	No, but will be considered at a later date	At this point in the concept stage, the actual bridge length has not been determined. Once the actual bridge length is determined, the recommendation will be re-evaluated.
B-7.0	Install high density concrete for all bridge wearing pavement	Cost increase (-\$820,022)	No	This recommendation is based on using higher density concrete similar to Midwestern states, assuming the long term maintenance cost will offset the significantly higher initial costs. The higher density concrete mix may be better able to handle the freeze/thaw and rigorous de-icing of the deck that is more common in the Midwestern states. Georgia and South Carolina do not experience that level of harsh weather, thus the decks do not require that level of mix to attain a reasonable service life.
B-10.0	Set new Augusta Canal bridge at same top of slab elevation as existing	\$117,789	No	At this point in the concept stage, the actual bridge length and required hydraulic opening have not been determined. Once the actual bridge length and opening requirements are complete, the recommendation will be re-evaluated.
B-12.0	Phase construction to allow bridge replacements as separate initial contract	\$25,373,043	No	This recommendation is to replace the bridges now, and complete the widening of I-20 at a later date. While there would be some initial savings due to minimum widening east of the bridge, all of the original widening west of the SC line would have to be completed to handle the staging and final bridge construction. The total cost would eventually be larger than the original proposal due to the need for a second contract and additional mobilization and traffic control.

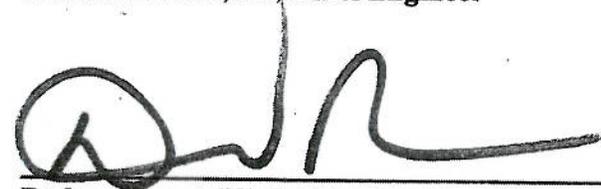
R-1.0	Reduce inside paved shoulder width for the entire project from 12'-10" to 12'-0"	\$86,958	Yes	This will be done.
R-2.0	Construct outside paved shoulder with asphalt in lieu of full depth PCC	Proposed = \$975,920 Actual = Unknown at this time	Yes	This recommendation will be implemented in the contract as an option for the Contractor. OMR has recommended that the contract documents contain three shoulder options/configurations (asphalt concrete, Portland cement concrete, and roller-compacted concrete) for the I-20 mainline. This will allow the Contractor to select the most cost effective alternative.
R-4.0	Change cross slope to drain all lanes to outside in tangent sections in lieu of inside travel lanes with cross slope draining to median	\$280,562	Yes	This will be done.
R-7.0	Allow/Specify concrete pavement to be crushed and used as aggregate base	Proposed = \$572,360 Actual = \$0	Yes	GDOT Standard Specification 815 allows the Contractor the option of using recycled concrete pavement as aggregate base. This project will adhere to the current specifications, allowing the Contractor to use crushed concrete pavement as aggregate base, but it will not be mandatory for the Contractor to do so.
R-8.0	Install Roller Compacted Concrete shoulders in lieu of Cast in Place Concrete	Proposed = \$1,513,000 Actual = Unknown at this time	Yes	This recommendation will be implemented in the contract as an option for the Contractor. OMR has recommended that the contract documents contain three shoulder options/configurations (asphalt concrete, Portland cement concrete, and roller-compacted concrete) for the I-20 mainline. This will allow the Contractor to select the most cost effective alternative.
R-10.0	Locate EB lane drop at the entrance to the SC Visitor's Center	\$900,000	No	The current design is only in the conceptual phase and the location of the eastern terminus in SC has not been determined. The design team is in the process of revising the original traffic study along the corridor to include I-20 at West Martintown Road and coordinating with SCDOT regarding their I-20 widening project to identify logical termini to present to FHWA for concurrence.

R-11.0	Eliminate widening of I-20 in South Carolina	\$1,800,000	No	The current design is only in the conceptual phase and the location of the eastern terminus in SC has not been determined. The design team is in the process of revising the original traffic study along the corridor to include I-20 at West Martintown Road and coordinating with SCDOT regarding their I-20 widening project to identify logical termini to present to FHWA for concurrence.
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The Offices of Engineering Services, Bridge Design, and Materials and Research concur with the Project Manager's responses.

If it is determined that any of the recommendations noted as "will be considered at a later date" will be implemented, the Project Manager is required to submit a Request for Reversal of Implementation for VE Alternative letter to the Office of Engineering Services.

Approved:  Date: 8/2/11  
 Gerald M. Ross, PE, Chief Engineer

Approved:  Date: 2/15/12  
 Rodney Barry, PE, FHWA Division Administrator

REW/LLM  
 Attachments

- c: Angel Correa/Christy Poon-Atkins/Kendra Bunker - FHWA
- Russell McMurry
- Bobby Hilliard/Stanley Hill/David Moyer
- Paul Liles/Ben Rabun/Bill Duvall/Bill Ingalsbe
- Jonathan Cox
- Jimmy Smith/George Brewer/Lynn Bean
- Bryan Gibbs
- Ken Werho
- Lisa Myers
- Matt Sanders

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

INTERDEPARTMENTAL CORRESPONDENCE

FILE IM-20-2(117), Richmond OFFICE Program Delivery  
P.I. No. 210327  
I-20 Bridges @ Savannah River, Augusta Canal DATE July 28, 2011

FROM <sup>SH</sup> Bobby K. Hilliard, P.E., State Program Delivery Engineer  
TO Ronald E. Wishon, State Project Review Engineer  
*Attention: Lisa Myers*  
SUBJECT **Value Engineering Study Report Responses**

The above referenced project consists of replacement and widening of the I-20 Bridges over the Savannah River and Augusta Canal.

In the attached letter, Hatch Mott McDonald, the design consultant for this project, has responded to the Value Engineering Study Report recommendations. Concurrences from the appropriate GDOT Offices are also attached.

The Office of Program Delivery concurs with Hatch Mott McDonald's implementation recommendations, as well as recommendations provided by the Division of Engineering (Office of Material and Research, Office of Design, and Office of Bridge Design).

If there are any questions, please contact David Moyer of this Office at (404) 291-5880.

<sup>SH</sup>  
BKH: SH: DGM

Attachments  
cc: Russell McMurray, Director of Engineering



**Hatch Mott  
MacDonald**

Hatch Mott

2550 Heritage

Atlanta, GA 30339  
T 770.952.1022

www.hatchmott.com

June 24, 2011

**RE: Value Engineering Study Alternatives for I-20 Over Augusta Canal and I-20 Over Savannah River, P.I. No. IM-20-2(117)**

Hatch Mott MacDonald has received the Value Engineering Study Alternatives from U.S. COST for the above mentioned project. Below are the recommendations along with Hatch Mott MacDonald responses.

**BRIDGES**

1. Recommendation 1.0: Optimize span lengths on Augusta Canal Bridge using BT-54 girders (112'-6" spans).

VE Team Savings: \$85,228.

No, will not implement. This recommendation shall not be implemented at this time but will be considered at a later date. The VE recommendation suggests reducing the beam spacing, allowing more beams to handle the load for longer lengths, and reducing the number of substructure units. The recommended beam spacing would cause the existing structures to be impacted and require bolting the temporary barrier over the beam probably damaging it. It also would require an additional beam line to handle the larger overhang and meet the needs of the roadway in the final condition (see attached Recommendation 1.0 Typical Section). An alternate beam spacing may meet the needs of the staging and final condition while making it cost effective to remove one of the substructure units. At this point in the concept stage the actual bridge length has not been determined therefore the actual beam type and span configuration will need to be re-evaluated in the future.

2. Recommendation 1.1: Optimize span lengths on Augusta Canal Bridge using BT-63 girders (112'-6" spans).

VE Team Savings: \$148,124.

No, will not implement. This recommendation shall not be implemented at this time but will be considered at a later date. The VE recommendation suggests using the current design beam spacing, utilize a larger beams to handle the load for longer lengths, and reduce the number of substructure units. At this point in the concept stage the actual bridge length has not been determined therefore the actual beam type and span configuration will need to be re-evaluated in the future.

3. Recommendation 2.0: Optimize beam type selection on Savannah River Bridge.

VE Team Savings: \$26,455.

No, will not implement. This recommendation shall not be implemented at this time but will be considered at a later date. The VE recommendation suggests increasing the beam spacing and using a Florida BT-78 (FBT-78) beam with higher structural capacity to reduce the number of beams. Both options would require the same number of beams to meet the needs of the roadway in the final condition (see attached Recommendation 2.0 Typical Section). The FBT-78 (1,151 lb/lf) is significantly heavier than the Georgia BT-74 (853 lb/lf) with the assumed



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140' long span length equating to a difference of approximately 42,000 lb difference per beam. The additional cost of fabricating, hauling, and setting the larger beams will make this option significant cost increase. At this point in the concept stage the actual bridge length has not been determined therefore the actual beam type and span configuration will be re-evaluated in the future.

4. Recommendation 3.0: For Bridge Construction, build four (4) travel lanes (2 in each direction) to the north with staged construction to eliminate construction in the median.

VE Team Savings: \$2,781,027.

No, this recommendation should not be implemented. This recommendation requires building completely new structures to the north of the existing bridges, shifting traffic, remove & construct the entire new bridges, shifting traffic to final location, and demolish the structure north of the bridges. The new structure, traffic control, R/W cost, and demolition of the structures would be significantly more expensive than widening in the median.

5. Recommendation 4.0: Use caisson foundations in lieu of spread footings/cofferdams.

VE Team Savings: \$2,053,581.

No, will not implement. This recommendation shall not be implemented at this time but will be considered at a later date. At this point in the concept stage the actual bridge length and foundation type has not been determined. Once these items are complete the recommendation will be re-evaluated.

6. Recommendation 5.0: Use vertical abutments for both bridges in lieu of sloped end paving.

VE Team Savings: \$2,230,607.

No, will not implement. This recommendation shall not be implemented at this time but will be considered at a later date. At this point in the concept stage the actual bridge length has not been determined therefore proposed increase/savings are impossible to evaluate. Use of vertical abutment walls in a hydraulic environment is of significant concern due to their ability to restrict flow and become undermined. Once the actual bridge lengths are complete the recommendation will be re-evaluated.

7. Recommendation 5.1: Shorten bridges with sloped embankments.

VE Team Savings: \$5,668,998.

No, will not implement. This recommendation shall not be implemented at this time but will be considered at a later date. At this point in the concept stage the actual bridge length has not been determined. Once the actual bridge lengths are complete the recommendation will be re-evaluated.

8. Recommendation 7.0: Install high density concrete for all bridges wearing pavement.

VE Team Increase: \$820,022.

No, will not implement. The recommendation is based on using higher density concrete similar to Midwest states assuming the long term maintenance cost will offset the significant original cost. The higher density concrete mix may be better able to handle the freeze/thaw and rigorous de-icing of the deck that is more common in the Midwest states. Georgia and South



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MacDonald

Carolina do not experience that level of harsh weather thus the decks do not require that level of mix to attain a reasonable service life.

9. Recommendation 10.0: Set new Augusta Canal Bridge at same top of slab elevation as existing.

VE Team Savings: \$117,789.

No, will not implement. This recommendation should not be implemented. At this point in the concept stage the actual bridge length and required hydraulic opening has not been determined. Once the actual bridge lengths and opening requirements are complete the recommendation will be re-evaluated.

10. Recommendation 12.0: Phase construction to allow bridge replacement as separate initial contract.

VE Team Savings: \$25,873,043.

No, will not implement. The recommendation is to replace the bridges and complete the widening of I-20 at a later date. While there would be some initial savings due to minimum widening east of the bridge, all of the original widening west of the South Carolina line would have to be completed to handle the staging and complete the bridge construction. The total cost would eventually be larger than the original proposal due to the eventual widening east into South Carolina being handled with a separate contract and additional traffic control.

### ROADWAY

11. Recommendation 1.0: Reduce inside paved shoulder width for the entire project from 12'-10" to 12'-0".

VE Team Savings: \$86,958.

Yes, this recommendation will be implemented.

12. Recommendation 2.0: Construct outside paved shoulder with asphalt in lieu of full depth PCC.

VE Team Savings: \$975,920.

Yes, this recommendation will be implemented in the contract as an option to the contractor. OMR has recommended that the contract documents contain three (3) shoulder options/configurations (asphalt concrete, Portland cement concrete, and roller-compacted concrete) for the I-20 mainline. This in turn will allow the Contractor the option to select the most cost effective alternative.

13. Recommendation 4.0: Change cross slope to drain all lanes to outside in tangent sections in lieu of inside travel lane with cross slope draining to median.

VE Team Savings: \$280,562.

Yes, this recommendation will be implemented.



Hatch Mott  
MacDonald

14. Recommendation 7.0: Allow/specify that recycled concrete pavement be crushed and used as aggregate base.

VE Team Savings: \$572,360.

Yes, this recommendation will be implemented. The current version of GDOT's Standard Specifications Construction of Transportation Systems states in Section 815 that concrete pavement can be recycled/crushed and used as aggregate base. This project will adhere to specifications that have been set forth by GDOT, therefore the Contractor shall have the option to use crushed concrete pavement as aggregate base but will not be mandatory to do so.

Proposed Savings: \$0 (since this recommendation is currently allowed by GDOT)

15. Recommendation 8.0: Install roller compacted concrete shoulders in lieu of cast in place concrete.

VE Team Savings: \$1,513,000.

Yes, this recommendation will be implemented in the contract as an option to the contractor. OMR has recommended that the contract documents contain three (3) shoulder options/configurations (asphalt concrete, Portland cement concrete, and roller-compacted concrete) for the I-20 mainline. This in turn will allow the Contractor the option to select the most cost effective alternative.

16. Recommendation 10.0: Locate eastbound lane drop at the entrance to the South Carolina Visitor Center.

VE Team Savings: \$900,000.

No, will not implement. This recommendation shall not be implemented at this time but will be considered at a later date. The current design is only in the conceptual phase and the location of the eastern terminus (South Carolina) has not been finalized, therefore this location can not be considered at this stage of the design process. The HMM design team is currently in the process of revising the original traffic study along the project corridor to include the I-20 at West Martintown Road Interchange and coordinating with SCDOT regarding their I-20 widening project to identify logical termini to present to FHWA for concurrence.

17. Recommendation 11.0: Eliminate widening of I-20 in South Carolina.

VE Team Savings: \$1,800,000.

No, will not implement. This recommendation shall not be implemented at this time but will be considered at a later date. The current design is only in the conceptual phase and the location of the eastern terminus (South Carolina) has not been finalized, therefore this location can not be considered at this stage of the design process. The HMM design team is currently in the process of revising the original traffic study along the project corridor to include the I-20 at West Martintown Road Interchange and coordinating with SCDOT regarding their I-20 widening project to identify logical termini to present to FHWA for concurrence.

If you have any questions or require additional information feel free to contact me at (770)200-1742.

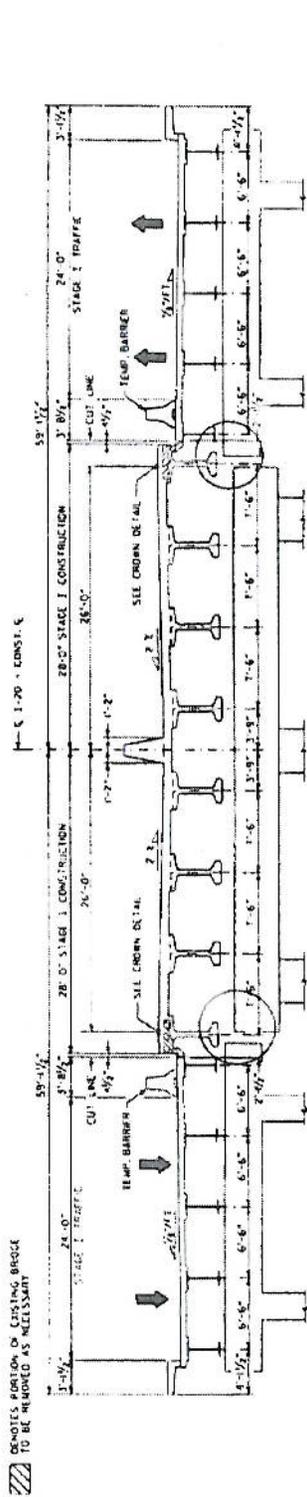


Hatch Mott  
MacDonald

Jim Navis, PE  
Senior Project Manager  
[james.navis@hatchmott.com](mailto:james.navis@hatchmott.com)

cc: file

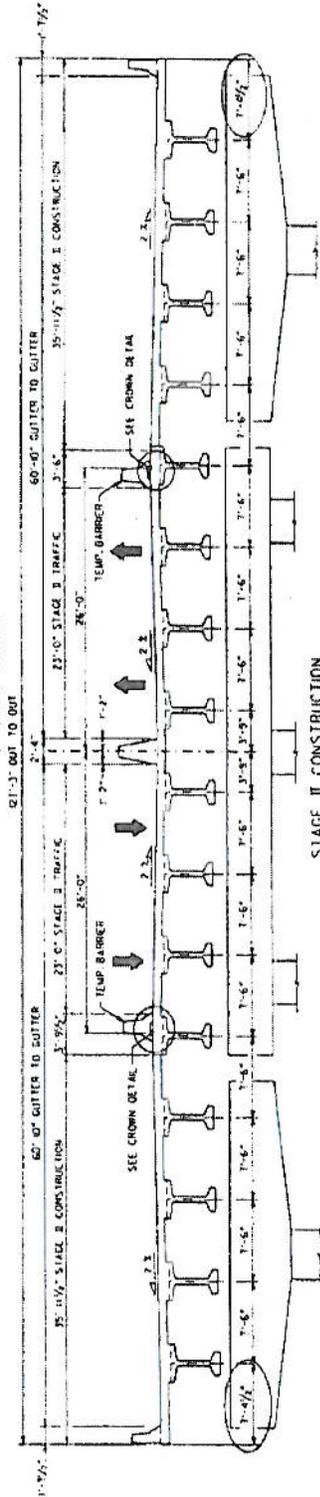
/// DENOTES PORTION OF EXISTING BRIDGE TO BE REINFORCED AS NECESSARY



STAGE I CONSTRUCTION

1/4 DRAINAGE HEAD

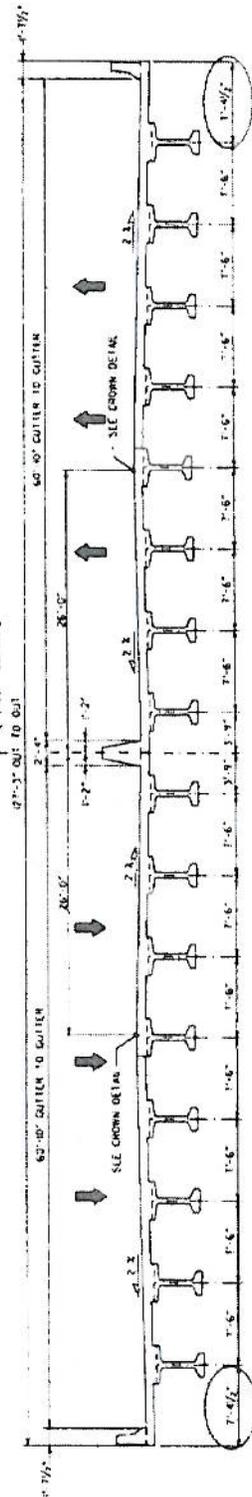
1'-5 1/2" 1:20 - CONST. S



STAGE II CONSTRUCTION

1/4 DRAINAGE HEAD

1'-5 1/2" 1:20 - CONST. S



TYPICAL SECTION  
1/4 DRAINAGE HEAD

RECOMMENDATION 1.0





**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

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**INTERDEPARTMENT CORRESPONDENCE**

<b>FILE</b>	IM000-0020-02(117) RICHMOND COUNTY I-20 / Savannah River P.I. No. 210327	<b>OFFICE</b>	Atlanta, GA
		<b>DATE</b>	June 8, 2011

**FROM** *for:* *wmd* Benjamin F. Rabun, III, P.E., State Bridge Engineer

**TO** Bobby Hilliard, State Program Delivery Engineer  
Attn: David Moyer

**SUBJECT** BRIDGE DESIGN VALUE ENGINEERING RESPONSE

The Value Engineering Study for the above referenced project dated May 5, 2011 contained ten VE Alternatives requiring responses from the Bridge Office: VE Alternatives 1.0, 1.1, 2.0, 3.0, 4.0, 5.0, 5.1, 7.0, 10.0 and 12.0. The consultant designer, Hatch Mott MacDonald, provided the Bridge Office with initial responses with their letter dated June 7, 2011. The Bridge Office concurs with the designer's recommendations.

If you have any questions and/or comments, please contact Bill DuVall of the Bridge Design Office at (404) 631-1883 or at email address [bduvall@dot.ga.gov](mailto:bduvall@dot.ga.gov).

BFR:WMD

Attachment: draft responses from Hatch Mott MacDonald dated 6/7/11

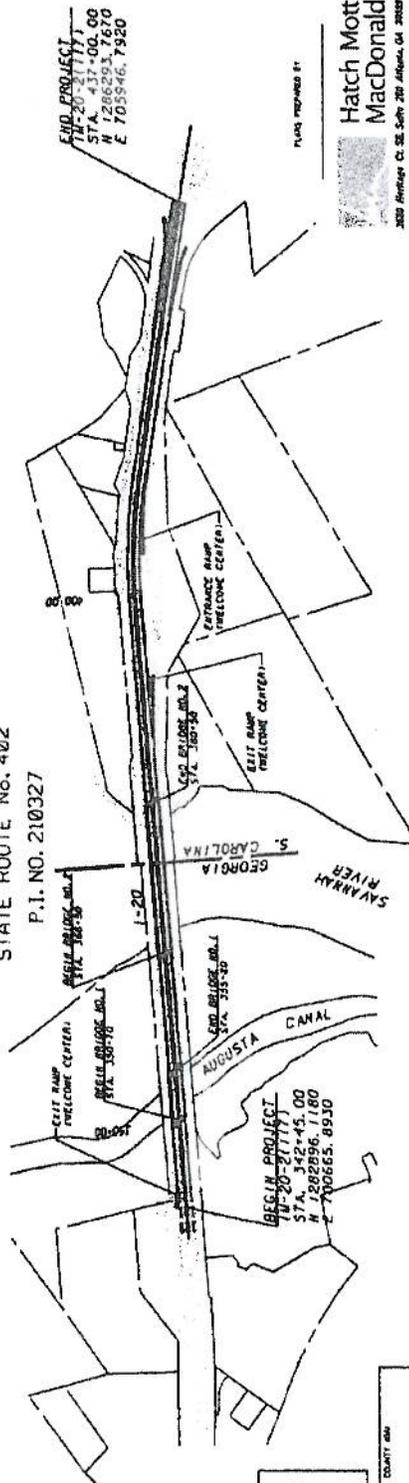
cc: Ron Wishon, Engineering Services  
Bill DuVall, Bridge Design

# DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

## PLAN AND PROFILE OF PROPOSED I-20 BRIDGE REPLACEMENT AT SAVANNAH RIVER

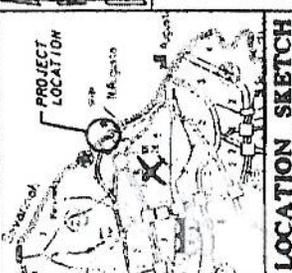
### RICHMOND & AIKEN COUNTIES FEDERAL AID PROJECT IM-20-2(117)

FEDERAL ROUTE No. I-20  
STATE ROUTE No. 402  
P.I. NO. 210327



PLANS PREPARED BY  
**Hatch Mott  
MacDonald**  
300 Riverside Ct. SE, Suite 200 Atlanta, GA 30339

END PROJECT  
IM-20-2(117)  
STA. 437+00.00  
N 1266093.7670  
E 7055946.7950



THIS LOCATION SKETCH IS FOR INFORMATION ONLY. THE LOCATION OF THE PROJECT SHALL BE DETERMINED BY THE FIELD SURVEY AND SHALL BE SHOWN ON THE FINAL PLANS. THIS PROJECT IS IN LOCAL UNITS.

SECTION	DATE
STATION	20-2-117
DATE	12/11/77

DESIGN DATA  
 543230000  
 TRAFFIC ADJ: 487617100  
 TRAFFIC ADJ: 487617100  
 DIRECTIONAL CRT: 1.00  
 % TRUCKS: 1.00  
 % 24 HR TRUCKS: 1.00  
 SPEED DESIGN: 70 MPH

THIS PROJECT IS LOCATED IN RICHMOND COUNTY AND AIKEN COUNTY, GEORGIA.  
 PROJECT SUPERVISOR: BILL CORNELL  
 PROJECT ENGINEER: JOHN CORNELL  
 PROJECT ARCHITECT: HATCH MOTT MACDONALD

NOTES:  
 1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES.  
 2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES.  
 3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES.



ITEM	QUANTITY		UNIT
	AMOUNT	PERCENT	
NET LENGTH OF BRIDGE	1.00	100.00	FT
NET LENGTH OF PROJECT	1.00	100.00	FT
NET LENGTH OF BRIDGE	1.00	100.00	FT
NET LENGTH OF PROJECT	1.00	100.00	FT

DATE	DATE
BY	BY
CHECKED	CHECKED
APPROVED	APPROVED

PRECONSTRUCTION STATUS REPORT FOR PI:210327-

**PROJ ID:** 210327- **1-20 @ SAVANNAH RIVER** **MGMT LET DATE:** 12/15/2015  
**COUNTY:** Richmond **MPO:** Augusta TMA **BASELINE LET DATE:** 12/08/2015  
**LENGTH (MI):** 0.50 **TIP #:** IM-2 **SCHED LET DATE:** 1/5/2016  
**PROJ NO.:** IM000-0020-02(117) **MODEL YR:** Bridges **WHO LETS?:** GDOT Let  
**PROJ MGR:** Moyer, David **TYPE WORK:** BR WIDENING **LET WITH:**  
**AOHD Initials:** SSH **CONCEPT:** Reconstruction/Rehabilitation  
**OFFICE:** Program Delivery **PROG TYPE:** Prov. for ITS: N  
**CONSULTANT:** Consultant Design (DOT contract) **NEEDS SCORE:** 04  
**SPONSOR:** GDOT **BRIDGE SUFF:** 60 90, 67 02  
**DESIGN FIRM:** Hatch Mott MacDonald, LLC

BASE START	BASE FINISH	LATE START	LATE FINISH	TASKS	ACTUAL START	ACTUAL FINISH	%	PROGRAMMED FUNDS				Date Auth		
								Activity	Approved	Proposed	Cost		Fund	Status
6/25/2012	9/3/2012	7/23/2012	10/1/2012	Concept Development	1/14/2011		11	PE	1998	1998	2,428,502.15	Q01	AUTHORIZED	6/23/1998
7/9/2012	7/9/2012	8/6/2012	8/6/2012	Concept Meeting			0	CST	2016	2016	39,507,370.13	L010	PRECT	
7/10/2012	9/3/2012	8/7/2012	10/1/2012	PM Submitt Concept Report			0							
9/3/2012	9/3/2012	8/7/2012	10/1/2012	Concept Rejust Review and Comments			0							
9/3/2012	9/3/2012	10/1/2012	10/1/2012	Management Concept Approval Complete	2/1/2011		71							
9/4/2012	9/4/2012	10/2/2012	10/2/2012	Value Engineering Study			0							
9/4/2012	1/27/2014	10/2/2012	2/24/2014	Public Information Open House Held	11/1/2007	3/1/2008	100							
				Environmental Approval	11/1/2007	4/15/2008	100							
				Mapping			0							
				Field Surveys/SDE			0							
9/4/2012	6/24/2013	10/2/2012	7/22/2013	Preliminary Plans			0							
12/11/2012	6/17/2013	1/8/2013	7/15/2013	Preliminary Bridge Design			0							
5/6/2014	3/9/2015	6/3/2014	4/6/2015	404 Permit Obtainment			0							
2/25/2014	2/25/2014	3/25/2014	3/25/2014	FPFR Inspection			0							
4/3/2014	4/7/2014	5/1/2014	5/5/2014	L & D Approval			0							
2/26/2014	3/11/2014	3/26/2014	4/8/2014	Stake R/W			0							
12/11/2012	7/25/2013	1/8/2013	8/22/2013	Soil Survey			0							
6/18/2013	4/24/2014	7/16/2013	5/22/2014	Bridge Foundation Investigation			0							
4/8/2014	5/17/2015	5/6/2014	6/8/2015	Final Design			0							
5/30/2014	3/5/2015	6/27/2014	4/2/2015	Final Bridge Plans Preparation			0							
6/9/2015	6/9/2015	7/7/2015	7/7/2015	FPFR Inspection			0							
6/17/2015	6/30/2015	7/15/2015	7/28/2015	Submit FPFR Responses (OES)			0							

Activity	Approved	Proposed	Cost	Fund	Status	Date Auth	STIP AMOUNTS	
							Activity	Fund
PE	1998	1998	\$2,428,502.15	Q01	AUTHORIZED	6/23/1998	PE	0.00
CST	2016	2016	\$33,058,000.00	L010	PRECT		CST	0.00

**PROGRAM DELIVERY:**  
 1) Working on Concept  
 2) Proposed Typical Exmt 4 lane along I-20 widened to 6 lanes I-20 bridge over Savannah River & SC state line  
 3) Working on Bi-Sate Agreement (Not in SC STIP)  
 PCRF approved 7/6/11  
 Letter from SC 6/29/11 - No Funding currently available. 15 on SC interstate priority list.

**ACTUAL START:** 1/14/2011  
**ACTUAL FINISH:** 7/28/2015  
**COND. FILED:** N/A  
**RELOCATIONS:** N/A  
**ACQUIRED:** N/A