DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE: STP00-0054-01(048) Butts
BRST0-0054-01(065)
P.I. Nos.: 322440 & 333171
SR 36 One Way Pair Widening

OFFICE: Engineering Services

DATE: May 26, 2009

FROM: Ronald E. Wishon, Project Review Engineer REW

TO: Brent Story, PE, State Road Design Engineer
Attn.: David Acree, PE

SUBJECT: IMPLEMENTATION OF VALUE ENGINEERING STUDY ALTERNATIVES

The VE Study for the above project was held March 31 – April 3, 2009. Responses were received on May 19, 2009. 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
RIGHT OF WAY (ROW)				
ROW-1	Remove Cindy Street connection and provide access from subdivisions under SR 36 at Thurman Street	$57,962	No	Since ROW-2 will be done, this cannot be done.
ROW-2	Delete Cindy Street/Subdivision Road and provide access with the extension of Valley Road and relocated Subdivision Road	$1,072,912	Yes	This will be done.
ROW-4	Add a MSE wall to the south of SR 36 to save acquisition of a property to the south of Freeman Road	$375,076	Yes	The mainline profile will be revised according to recommendation E-4. As the design progresses, an MSE wall to protect either or both houses will be considered.

EARTHWORK (E)				
ALT #	**Description**	**Potential Savings/LCC**	**Implement**	**Comments**
E-3	Use 2:1 slopes in lieu of 4:1 slopes from Sta. 243+50 to Sta. 245+50 on the right side of Oak Street and from Sta. 402+50 to Sta. 405+50 on both sides of new SR 36	Proposed = $12,807 Actual = $3,265	Yes	The area along Oak Street is where two legs of the one-way pair merge. To provide a traversable and recoverable roadside, 4:1 slopes will be maintained. 4:1 slopes will be used from Sta. 402+50 Sta. 405+50.
E-4	Revise SR 36 profile grade over the railroad to reduce borrow quantity	$693,936	Yes	This will be done.
E-5	Move new connector road 150 ft north from current location at Sta. 413+46 to Sta. 415+00	$128,342	Yes	This will be done.
E-6	Connect new SR 36 to Valley Road in lieu of Cindy Road, move new connector road 150 ft north and lower the highway profiles on each side of the bridge	$2,662,917	No	This recommendation includes ROW-2, E-4, E-5 and P-4. Most of these items will be implemented and the savings are shown with the individual recommendations.
E-7	Use 12-ft wide shoulders north of the merge with a 2-ft wide grass strip in lieu of 16-ft wide shoulders	$197,640	Yes	This will be done.
BRIDGES (B)				
B-1	Reduce the width of the median on the bridge from 20 ft to 8 ft	Proposed = $553,925 Actual = $369,283	Yes	As the design of the bridge progresses, the median width will be changed from 20 ft to 12 ft. The use of an 8 ft median will not allow sufficient room for the tapers or provide adequate storage for the left turn lanes.
B-2	Use MSE walls in lieu of end spans for the railroad bridge	$479,714	Yes	The plans will be developed considering a single span bridge (including MSE abutment wall). If it is determined later in the design that an MSE wall is not feasible, the Project Manager should request a reversal of this VE recommendation.

BRIDGES (B) continued				
ALT #	**Description**	**Potential Savings/LCC**	**Implement**	**Comments**
B-4	Use only one southbound lane over the railroad bridge	$531,810	No	In order to meet FHWA's logical termini requirements, the 4-lane section of SR 36 must be carried from Brownlee Road to the SR 36 Connector Road.
B-5	Raise Charlie Shepherd Road under the railroad bridge and shorten the bridge	$271,847	Yes	This recommendation must be coordinated with Norfolk Southern. If the railroad, approves, this will be done.
PAVEMENT (P)				
P-3	Reduce paved shoulder width from 6 ½ ft to 4 ft	$115,688	Yes	This will be done.
P-4	Relocate "merge" to the north by flattening the horizontal curves	$58,209	No	This would cause more impacts to the old school property playground. Also, the additional ROW needed to construct this recommendation was not considered.
P-8	Delete SR 36 tight turn lane at Hancock Street and use a combined through and right turn lane for right turn movement	$19,678	No	The right turn lane will improve operations and reduce delay along the mainline.
P-9	Use 11-ft wide lanes from the merge to the SR 36 new connector road	$210,199	No	Narrower lanes (11 ft) are appropriate, and will be used within the downtown area from College Street to the merge of Oak and Mulberry Streets; however, the speed limit increases to 45 mph where Oak and Mulberry Streets merge, and increases again to 55 mph where proposed SR 36 ties back into existing SR 36. Narrower lanes are not recommended in this area.

SIDEWALKS (S)				
ALT #	**Description**	**Potential Savings/LCC**	**Implement**	**Comments**
S-1	Delete the sidewalks north of the merge	$276,533	No	In order to improve pedestrian connectivity to the new school on Stark Road, sidewalks will remain in this area of the project.
S-2	Delete the sidewalks and curb and gutter north of the merge and use rural shoulders	$253,884	No	Since sidewalks will remain (see response to S-1) curb and gutter will also remain.
S-3	Delete the inside sidewalks from Slaughter Avenue to the merge point except for the strip in front of the church	$37,271	Yes	This will be done.
CURB AND GUTTER (CG)				
CG-1	Reduce width of the Curb and Gutter Section from 30" to 24"	$36,750	No	Narrower lanes (11-ft) are proposed in the downtown area, and 8% truck traffic is expected. Reducing the gutter width will bring the vertical face of the curb even closer to the wheel path. Use of the 2 ft gutter will also provide additional space for a vehicle to pass a bike since this will likely be a shared bike route.
DRAINAGE (D)				
D-1	Use HDPE Pipe for longitudinal storm drain pipe and side drain pipe	$108,438	No	The materials for all pipe will be governed by the results of the soil survey. No pipe material will be specified in the plans.
GENERAL (G)				
G-2	Construct a roundabout where Freeman Road intersects with the new SR 36 and connect Old SR 36 to the roundabout	Design Suggestion	No	Freeman Road is actually a private driveway and not a public road. There appear to be other locations better suited for a roundabout.

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

Approved: _____ **Date:** 6/1/00
Gerald M. Ross, PE, Chief Engineer

REW/LLM
Attachments
c: Genetha Rice Singleton
Jim Simpson/David Acree/Sam Woods
Paul Liles/Bill Duvall/Bill Ingalsbe/Jennifer Tait
Bobby Dollar
Thomas Howell/David Millen
Lamar Pruitt/Mark Sanford/Craig Sewell
Nabil Raad
Lisa Myers
Mat Sanders

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE STP00-0054-01(048), BRST0-0054-01(065)
PI # 322440, 333171
SR 36 One-Way Pair Widening, Butts County

OFFICE Road Design

DATE May 18, 2009

FROM Brent A. Story, P.E., State Road Design Engineer

TO Ron Wishon, State Project Review Engineer

SUBJECT **Value Engineering Study – Responses to Recommendations**

This Office has reviewed and considered suggestions presented in the Value Engineering (VE) Report submitted by the Office of Engineering Services and prepared by Lewis & Zimmerman Associates. Recommendations for implementation of the VE Study alternates are listed below, organized by sections in the same manner as the VE Report.

RIGHT-OF-WAY

ALTERNATE:	**ROW-1**
Description:	Delete Cindy Street connection and provide access under SR 36 at Thurman Street
Cost Savings:	**$57,692**
Implementation:	The Office of Road Design recommends this alternative **not be implemented.**
Discussion:	This alternate eliminates 2 displacements by removing the Cindy Street connection. With this alternate layout, drivers accessing SR 36 from the West will enter a subdivision, cross under SR 36, make 3 additional turns, and travel an additional 1700 feet. This alternate will direct more traffic through the new subdivision and will not provide desirable access to and from the west side of proposed SR 36. Alternate ROW-2 also eliminates 2 displacements and results in better access to and from proposed SR 36.

ALTERNATE:	**ROW-2**
Description:	Delete Cindy Street connection and provide access 36 at Valley Road
Cost Savings:	**$1,072,912**
Implementation:	The Office of Road Design recommends this alternative **be implemented.**
Discussion:	This alternate eliminates 2 displacements by removing the Cindy Street connection. This alternate layout will provide the same basic access as the current design, and better access than alternate ROW-1, while providing the same benefit of eliminating the displacements. This implementation is subject to comments by the local government, but we expect this to be acceptable. Alternate ROW-2 is also included within alternate E-6 which recommends a combination of alternates.

ALTERNATE:	**ROW-4**
Description:	Add an MSE wall at Station 245+00 to save property on the right side of SR 36
Cost Savings:	**$375,076**
Implementation:	The Office of Road Design recommends this alternative **be conditionally implemented.**
Discussion:	This cost savings assumes a displacement will be required for this parcel. The use of a wall to limit impacts may or may not avoid the need for a displacement. The mainline profile will be revised according to the VE recommendations (alternate E-4), which will reduce limits to this parcel by 13 to 26 feet on the side of the house. An MSE wall would reduce the limits by 25 to 38 feet. The horizontal and vertical alignment in this area will be designed to balance impacts to the houses on either side of SR 36. An MSE wall to protect either or both houses will be considered.

EARTHWORK

ALTERNATE:	**E-3**
Description:	Use 2:1 slopes in lieu of 4:1 slopes between stations 243+50 and 245+50
Cost Savings:	**$12,807**
Implementation:	The Office of Road Design recommends this alternative **be partially implemented.**
Discussion:	This station range along Oak Street is where the two legs of the one-way pair merge, north of the city. Before the alignments merge and the raised median section begins, there will be a depressed grass median formed by the converging side slopes of Oak and Mulberry Street. To provide a traversable and recoverable roadside, 4:1 slopes will be maintained in this area. Another station range is mentioned in the VE report; Station 402+50 to 405+50 on the proposed SR 36 alignment. With the revision (lowering) of the profile proposed in the VE report (alternate E-4), the height of fill in this area will be reduced making 4:1 slopes more desirable. The final design will have significant runs of guardrail on both sides approaching the bridge over the railroad tracks. These runs will end where using 4:1 slopes is practical with respect to safety, earthwork cost, and property impacts.

ALTERNATE:	**E-4**
Description:	Lower the grade on the north side of the railroad bridge to the end of the project
Cost Savings:	**$693,936**
Implementation:	The Office of Road Design recommends this alternative **be implemented.**
Discussion:	An alternate profile was recommended by the VE team. A similar profile has been designed within our Office. The new profile meets all design criteria and is adequate for intersection sight distance between Cindy/Valley Road and SR 36 connector. This profile significantly reduces the required fill volumes. Alternate E-4 is also included within alternate E-6 which recommends a combination of alternates.

ALTERNATE:	**E-5**
Description:	Move new connector road about 150 feet north
Cost Savings:	**$128,342**
Implementation:	The Office of Road Design recommends this alternative **be implemented.**
Discussion:	The SR 36 connector intersection can be shifted North without adding any significant travel length. The proposed intersection location will reduce required fill volumes. Exact location will be determined by property impacts, but 150 feet seems reasonable. Alternate E-5 is also included within alternate E-6 which recommends a combination of alternates.

ALTERNATE:	**E-6**
Description:	Valley Rd connection in lieu of Cindy St, shift SR 36 connector 150 feet north, move new SR 36 curve east, crest curve over bridge with steeper approaches to bridge
Cost Savings:	**$2,662,917**
Implementation:	The Office of Road Design recommends this alternative **be partially implemented.**
Discussion:	Alternate E-6 includes Alternates ROW-2, E-4, E-5, and P-4. All of these alternates are recommended to be implemented except for Alternate P-4 (see other responses for details).

ALTERNATE:	**E-7**
Description:	Use 12-ft-wide shoulders with 2 ft grass strips north of the merge in lieu of 16-ft-wide shoulders
Cost Savings:	**$197,640**
Implementation:	The Office of Road Design recommends this alternative **be implemented.**
Discussion:	12-ft-wide shoulders with grass strip and sidewalk will be implemented in lieu of 16-ft-wide shoulders from the merge to SR 36 Connector. From SR 36 Connector north, 10' rural shoulders are proposed.

BRIDGES

ALTERNATE:	**B-1**
Description:	Reduce width of median on railroad bridge from 20 ft to 8 ft.
Cost Savings:	**$553,925**
Implementation:	The Office of Road Design recommends this alternative **be partially implemented.**
Discussion:	A reduced width median will save money on the bridge costs. The proposed bridge on SR 36 lies between two proposed intersections: Valley Road and the SR 36 Connector. There will be approximately 600 feet from the end of the bridge to each of these intersections. The Valley Road intersection will have a southbound left turn bay, and the SR 36 Connector Road intersection may have a northbound left turn bay if the area is developed into a 4-leg intersection. Each of these turn bays will have a minimum of 310 feet for deceleration and taper length as required per GODT details. The median width reduction across the bridge proposed by the VE report will require shifting tapers in order to transition from the full 20-ft width to the reduced 8-ft width, then back to 20-ft. The shifting taper length required for this transition is 270 feet. These shifting tapers for the transition in median width in addition to the required turn bay length for deceleration and storage must both fit between the bridge and the intersections. The use of an 8-ft wide median will not allow sufficient room to develop the shifting tapers and provide the required storage and deceleration lengths for the left turn bays. The Office of Road Design recommends reducing the median width from 20-ft to 12-ft which would require a shorter shifting taper (than an 8-ft wide median) and likely allow for adequate storage and deceleration for the left turn bays. This will be verified once the bridge design is complete; the minimum width is dependent on the final location of the bridge.

ALTERNATE:	**B-2**
Description:	Use MSE walls in lieu of stub abutments with spill slopes for the railroad bridge.
Cost Savings:	**$479,714**
Implementation:	The Office of Bridge Design recommends this alternative **be conditionally implemented**
Discussion:	The plans will be developed considering a single span bridge (including MSE abutment wall) alternate to a multiple span structure.

ALTERNATE:	**B-4**
Description:	Provide only one southbound lane from the new connector road intersection to just before the Cindy Street intersection.
Cost Savings:	**$531,810**
Implementation:	The Office of Road Design recommends this alternative **not be implemented**.
Discussion:	In order to be meet Federal Highway's logical termini requirements and the project's need and purpose, the 4-lane section of SR 36 must be carried from Brownlee Road to the SR 36 Connector Road. These two intersections represent the location where the number of lanes changes in accordance with the drops in traffic volumes.

ALTERNATE:	**B-5**
Description:	Raise the elevation of Charlie Shepherd Road under the railroad bridge and shorten the bridge end span.
Cost Savings:	**$271,847**
Implementation:	The Office of Road Design recommends this alternative **be conditionally implemented**.
Discussion:	Charlie Shepherd Road is an unpaved narrow road that runs parallel to the Norfolk Southern Railroad tracks within the railroad Right-of-Way. The road provides access to a water treatment facility and multiple residences. Charlie Shepherd Road is the only access to the treatment facility and residences. The proposed SR 36 bridge will span the railroad tracks and Charlie Shepherd Road. The geometric design required to raise the grade of Charlie Shepherd Road is reasonable. A new profile is required (keeping the same horizontal alignment) along with the installation of a new pipe under the railroad and Charlie Shepherd Road to drain the newly created low point. The construction limits for this revised profile will fall outside of the Railroad Right-of-Way, so additional Right-of-Way or easements will be required. Also, a temporary detour will need to be constructed to maintain access to the treatment plant and residences. The costs for the temporary detour, drainage, and required Right-of-Way were not considered in the VE report. The proposed design in this area will be closely coordinated with Norfolk Southern, the owner of the Railroad and the Right-of-Way containing Charlie Shepherd. Norfolk Southern must approve all work done within this Right-of-Way, therefore the implementation of this VE alternate is subject to their approval. The Office of Road Design will implement this alternate if it still cost effective after coordinating with the Railroad.

PAVEMENT

ALTERNATE:	**P-3**
Description:	Reduce pavement width of shoulder from 6.5 ft to 4 ft.
Cost Savings:	**$115,688**
Implementation:	The Office of Road Design recommends this alternative **be implemented**.
Discussion:	4-ft paved shoulders will be proposed on the rural section north of the SR 36 Connector. The total width of the shoulder will remain 10-ft.

ALTERNATE:	**P-4**
Description:	Relocate the combined (merged) SR 36 to the east.
Cost Savings:	**$58,209**
Implementation:	The Office of Road Design recommends this alternative **not be implemented**.
Discussion:	The realignments proposed by the VE study would decrease the roadway length in this area by about 150 feet. However, the realignment shift to the east results in more significant impacts to the old school property, specifically the playground area. Since this building will continue to be used for Pre-school and alternate school purposes, these impacts to the playground are very undesirable. The cost savings for the proposed alignment does not account for the additional Right-of-Way required to construct it. Implementing this alternative would save little money, and unnecessarily increase impacts to the school.

ALTERNATE:	**P-8**
Description:	Delete the right turn pocket on southbound SR 36 at Hancock Street.
Cost Savings:	**$19,678**
Implementation:	The Office of Road Design recommends this alternative **not be implemented**.
Discussion:	Even with minimal turning volumes, the benefits of having a right turn lane at this intersection will outweigh the minor cost to construct it. Some vehicles will make this movement, and removing them from the through lane will reduce the speed differential between through and turning vehicles, thereby reducing the likelihood for rear end crashes. The right turn lane will also improve operation and reduce delay along the mainline. This location is just south of the historic district, so there will be no major impacts by constructing this turn lane.

ALTERNATE:	**P-9**
Description:	Use 11-ft-wide lanes in lieu of 12-ft-wide lanes from the merge to the new connector road intersection.
Cost Savings:	**$210,199**
Implementation:	The Office of Road Design recommends this alternative **not be implemented.**
Discussion:	11-ft-wide lanes are proposed within the downtown area from College Street to the merge of Oak and Mulberry Street. The characteristics of this area fit with GDOT's "Urban Area Type A" which include a speed limit of 35 mph or less, curb & sidewalk, central business district, historic district, and buildings behind sidewalks. The speed limit increases to 45 mph where Oak and Mulberry Streets merge, and increases again to 55 mph where proposed SR 36 ties back in to existing SR 36. We recommend 12-ft lanes for the 55 mph and 45 mph sections, transitioning to 11-ft lanes for the 35 mph section, corresponding with the merge of Oak and Mulberry Streets.

SIDEWALKS

ALTERNATE:	**S-1**
Description:	Delete the sidewalks north of the merge.
Cost Savings:	**$276,533**
Implementation:	The Office of Road Design recommends this alternative **not be implemented.**
Discussion:	In order to provide pedestrian connectivity to the new school on Stark Road, sidewalks are proposed along relocated SR 36, continuing until SR 36 connector, where they terminate on SR 36 before the rural section begins. Sidewalks are also proposed along the SR 36 connector (connecting to sidewalks on relocated SR 36) down to Stark Road in the direction of the new school.

ALTERNATE:	**S-2**
Description:	Delete the sidewalks and curb and gutter north of the merge and use rural shoulders.
Cost Savings:	**$253,884**
Implementation:	The Office of Road Design recommends this alternative **not be implemented.**
Discussion:	See response to Alternate S-1. If sidewalk is present, curb & gutter is also needed.

ALTERNATE:	**S-3**
Description:	Delete the inside sidewalk from Slaughter Avenue to the merge point except for the strip in front of the church.
Cost Savings:	**$37,271**
Implementation:	The Office of Road Design recommends this alternative **be implemented.**
Discussion:	This alternate is feasible and will be implemented. Sidewalks will be removed from the inside of Oak and Mulberry Streets north of where pedestrian access is needed. Sidewalk will terminate at the Church on Oak Street, and at the last residence on Mulberry Street.

CURB & GUTTER

ALTERNATE:	**CG-1**
Description:	Reduce the width of the curb and gutter section from 30 in. to 24 in.
Cost Savings:	**$36,750**
Implementation:	The Office of Road Design recommends this alternative **not be implemented.**
Discussion:	Using the narrower section of curb and gutter on a project such as this is not expected to drastically change the drainage design. However, due to the nature of this project, there are some operational concerns. 11-ft wide lanes are already proposed in the downtown area, and 8% truck traffic is expected. Reducing the gutter width will bring the vertical face of the curb even closer to the wheel paths of the vehicles. Use of the 2' gutter will also give additional space for a vehicle to pass a bike since this will likely be a shared bike route. Since a minimum condition is proposed for the travel lanes (11'), and the urban shoulder width will also be reduced in the downtown area, a 30 in. curb and gutter section is more desirable than 24 in. To avoid adjacent cross sectional elements with minimum dimensions, the Office of Road Design recommends keeping the curb and gutter at the standard 30 in. width.

DRAINAGE

ALTERNATE:	**D-1**
Description:	Use HDPE pipe for longitudinal storm drain pipe and side drain pipe in lieu of concrete pipe.
Cost Savings:	**$180,438**
Implementation:	The Office of Road Design recommends this alternative **not be implemented.**
Discussion:	The materials for all pipe (storm drain, cross drain, side drain, etc.) installations will be governed by the results of the soil survey. No pipe material will be specified in the construction plans. The system design will be based on concrete pipe, but the contractor will have the option of using any pipe material allowed by the soil survey (chart summary of allowable materials will be provided in the project general notes).

GENERAL

ALTERNATE:	**G-2**
Description:	Construct a roundabout where Freeman Road intersects with the new SR 36 and connect old SR 36 to Roundabout.
Cost Savings:	**None (design suggestion)**
Implementation:	The Office of Road Design recommends this alternative **not be implemented.**
Discussion:	Freeman Road (labeled as such on the VE study layout) is actually a private driveway and not a public road. A roundabout at this location would essentially provide a connection between relocated SR 36 and existing SR 36. This connection must be made somehow; currently the connection is made by the SR 36 connector road shown on the VE layout. In the existing condition along SR 36, the traffic drop and logical termini occurs at the intersection with Stark Road. Therefore, the location of the connection between existing SR 36 and relocated SR 36 will serve as the proposed logical termini because the traffic will exit relocated SR 36 at this point to travel to Stark Road. For this reason it makes sense to locate the connection as close to Stark Road as possible. The closest reasonable location for this connection is where the SR 36 connector road is shown on the VE layout. Moving this connection north to the tie in of proposed and existing SR 36 will force drivers to and from the South to travel an extra 1600 feet north to the roundabout and back south 1500 feet on relocated SR 36. The advantages of the roundabout listed in the VE are legitimate; however they all provide a benefit only for the drivers travelling to and from the North. Each advantage for the drivers travelling to and from the north is a disadvantage for those travelling to and from the south. Stark Road is the northern logical termini, so the majority of the traffic will be travelling to and from the south. The traffic diagrams show the movements to and from the south to be about 5 times greater than those movements to and from the north. A roundabout at this location would require a bypass lane because 2 lanes would be approaching from relocated SR 36, but only 1 lane from other approaches. This would result in great impacts to the surrounding properties. For these reasons the SR 36 connector road at its currently proposed location is a better alternative than a roundabout proposed at this new location. After considering the implementation of this comment, there appear to be other locations more suited for a roundabout installation on this project. The Office of Road Design will coordinate with the State and District Traffic Operations to make these decisions.

BAS/JJS/RDA/saw

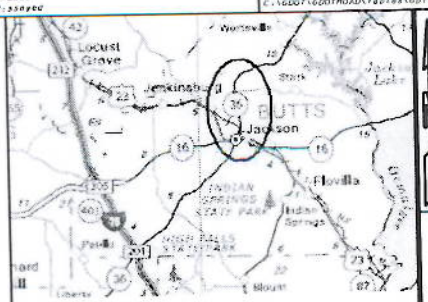
STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA	STP-054-1(048) / BRST-054-1(65)		

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

PLAN AND PROFILE OF PROPOSED
S R 36 ONE WAY PAIR / SR 36 OVER YELLOW WATER CREEK
BUTTS COUNTY

FEDERAL AID PROJECT
STP-054-1(48)/
BRST-054-1(65)

FEDERAL ROUTE * N/A
STATE ROUTE * 36
P. I. NO. 322440



LOCATION SKETCH

DESIGN DATA:
TRAFFIC A.D.T.: 12,500 (2014)
TRAFFIC A.D.T.: 18,500 (2034)
TRAFFIC D.H.V.:
DIRECTIONAL DIST: 60/40
% TRUCKS: 8%
24 HR. TRUCKS %: 9%
SPEED DESIGN: 35 MPH - 45 MPH

LOCATION & DESIGN APPROVAL DATE:

FUNCTIONAL CLASS:
RURAL MINOR ARTERIAL

THIS PROJECT IS 100% IN BUTTS COUNTY AND IS 100% IN CONG. DIST. NO. 8 .

PROJECT DESIGNATION: EXEMPT
DESIGNED IN ENGLISH UNITS.

THIS PROJECT WAS DESIGNED USING THE GEORGIA COORDINATE SYSTEM OF 1994 (GA 1983/94 WEST ZONE), AND THE NORTH AMERICAN VERTICAL DATUM (NAVD) OF 1988.

MID-POINT COORDINATES
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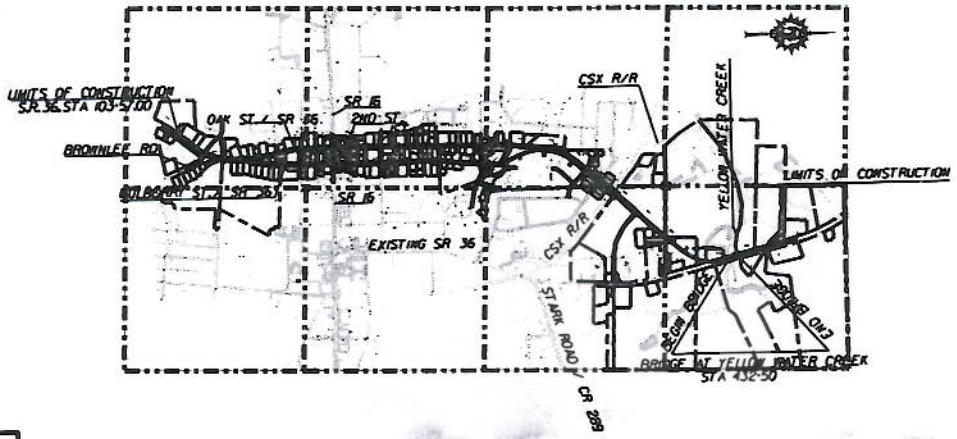
THE DATA, TOGETHER WITH ALL OTHER INFORMATION SHOWN ON THESE PLANS OR IN ANY INDICATED THEREBY, WHETHER BY DRAWINGS OR NOTES, OR IN ANY OTHER MANNER, ARE BASED UPON FIELD INVESTIGATIONS AND ARE BELIEVED TO BE INDICATIVE OF ACTUAL CONDITIONS, HOWEVER, THE SAME ARE SHOWN AS INFORMATION ONLY, ARE NOT GUARANTEED, AND DO NOT BIND THE DEPARTMENT OF TRANSPORTATION IN ANY WAY. THE ATTENTION OF BIDDERS IS SPECIFICALLY DIRECTED TO SUBSECTIONS 102.04, 102.05, AND 104.03 OF THE SPECIFICATIONS.



LENGTH OF PROJECT	County no. 035 Project no. 322440
COUNTY: BUTTS COUNTY	MILES
NET LENGTH OF ROADWAY	1.9[illegible]
NET LENGTH OF BRIDGES	0.0[illegible]
NET LENGTH OF PROJECT	1.9[illegible]
NET LENGTH OF EXCEPTIONS	0.0000
GROSS LENGTH OF PROJECT	2.0360

SCALE IN FEET
0 1000 2000 4000

NOTE:
ALL REFERENCES IN THIS DOCUMENT, WHICH INCLUDES ALL PLANS, SPECIFICATIONS, DOCUMENTS, DRAWINGS, OR PROCEDURES 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 REQUIRES THE STATE HIGHWAY DEPARTMENT OF GEORGIA, AND SHALL BE DEEMED TO MEAN THE DEPARTMENT OF TRANSPORTATION.

PREPARED BY: _____
DESIGN

RECOMMENDED FOR APPROVAL BY: _____
DESIGN

DATE CHIEF ENGINEER

PLANS COMPLETED	
REVISIONS	

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PRECONSTRUCTION STATUS REPORT FOR PI:322440-,333171-

PROJ ID : 322440-
COUNTY : Butts
LENGTH (MI) : 0.60
PROJ NO.: STP00-0054-01(048)
PROJ MGR: Acree, David
OFFICE : Road Design
CONSULTANT: No Consultant, GDOT In-House Design
SPONSOR : Butts County
DESIGN FIRM:

SR 36/JACKSON FM SR 16 TO CR 289/STARK RD

MPO: Not Urban
TIP #:
MODEL YR :
TYPE WORK: Widening
CONCEPT: ONE WAY PAIR
PROG TYPE: Reconstruction/Rehabilitation
Prov. for ITS: N
BOND PROJ :

DOT DIST: 3
CONG. DIST: 8
BIKE: Y
MEASURE: E
NEEDS SCORE: 05
BRIDGE SUFF:

MGMT LET DATE : 10/15/2012
MGMT ROW DATE : 09/15/2010
SCHED LET DATE : 2/6/2013
WHO LETS?: GDOT Let
LET WITH : 333171-

SCHED START	SCHED FINISH	ACTIVITY	ACTUAL START	ACTUAL FINISH	%
	6/4/2009	Concept Development	10/12/1996		95
		Concept Meeting	6/23/2008	6/23/2008	100
		PM Submit Concept Report	9/18/2008	9/18/2008	100
		Receive Preconstruction Concept Approval	10/15/2008	12/17/2008	100
	6/4/2009	**Management Concept Approval Complete**	**1/7/2009**		**50**
	6/16/2009	Value Engineering Study	3/27/2008		85
		Public Information Open House Held	8/21/2008	8/21/2008	100
	8/5/2010	**Environmental Approval**	**10/1/2007**		8
5/7/2010	7/1/2010	Pub Hear Held/Comm Resp (EA/FONSI, GEPA)			0
		Mapping	4/16/2007	12/3/2007	100
		Field Surveys/SDE	2/28/2008	1/12/2009	100
	7/1/2010	**Preliminary Plans**	**3/2/2009**		2
6/8/2009	11/27/2009	Preliminary Bridge Design			0
6/5/2009	10/15/2009	Underground Storage Tanks			0
6/5/2009	8/20/2009	404 Permit Obtainment			0
8/27/2010	8/30/2010	PFPR Inspection			0
8/31/2010	10/25/2010	R/W Plans Preparation			0
10/26/2010	**11/26/2010**	**R/W Plans Final Approval**			**0**
10/6/2010	10/8/2010	L & D Approval			0
11/29/2010	12/11/2012	R/W Acquisition			0
4/14/2011	4/27/2011	Stake R/W			0
6/8/2009	1/20/2010	Soil Survey			0
11/30/2009	6/23/2010	Bridge Foundation Investigation			0
10/11/2010	**11/7/2011**	**Final Design**			0
12/2/2010	9/7/2011	Final Bridge Plans Preparation			0
11/29/2011	11/30/2011	FFPR Inspection			0
12/14/2011	12/27/2011	Submit FFPR Responses (OES)			0

PROGRAMMED FUNDS

Phase	Approved	Proposed	Cost	Fund	Status	Date Auth
PE	1992	1992	686,000.00	Q24	AUTHORIZED	2/26/1992
ROW	LR	LR	10,732,777.80	L240	PRECST	
UTL	NONE	2010	412,230.00	L240	PRECST	
CST	LR	LR	32,166,832.83	L240	PRECST	

PE Cost Est Amt:		Date:	
ROW Cost Est Amt:	5,456,000.00	Date:	7/31/2008
Utility Cost Est Amt:	392,600.00	Date:	7/31/2008
CST Cost Est Amt:	19,747,645.00	Date:	7/31/2008

STIP AMOUNTS

Phase	Cost	Fund
PE		Q24
ROW	0.00	L240
UTL	0.00	L240
CST	0.00	L240

PDD: KEEP IN LR? 11/20/95
Bridge: BRIDGE REQUIRED
Design: RDA-concept submitted 9-08 in CE's office VEheld 4-14-09
EIS: EA|NotApvd|OnSchedRW|Updated 5.1.09
LGPA: NOTIFICATION LETTER SENT TO JACKSON 9-30-05.
Planning: This project is on a regional bicycle route as identified in the McIntosh Trail Regional Bike&Ped Plan, 2005
Programming: PR2 PE/4-13-92|#1 6-05|#2 5-07
ROW: 40 TO BE ASSIGNED TO 7TH DIST.
Traffic Op: >CCB: SEND PLANS WHEN 50% COMPLT 12-13-07 $?*
Utility: SUE incl PI#333171-
EMG: 2156 (H85(94)-W/V88); OLD JOB #2117

District Comments

HAVE NOT HEARD BACK FROM BUTTS CO. [8/12/04] - MAPPING TO OCD BY 9/15/05 - TURN-KEY - MAPPING TO DISTRICT 9/15/05 [4/27/05]. Project removed from Turnkey Project list by RD_TEA on 9/30/05 (CAH); MAPPING TO DIST BY JULY 06 [10-4-05];NEW SCHOOL PROP @ STARK RD [9-1-06]; PROJ SHOULD BE N/S ONE WAY PAIR [4-5-07];2 HISTORIC DISTS IN JACKSON [9-24-07]

Prel. Parcel CT: 90
Under Review:
Released:
Total Parcel in ROW System:
Options - Pending:
Condemnations- Pend:
Cond. Filed:
Relocations:
Acquired:
Acquired by: DOT
Acquisition MGR:
R/W Cert Date:
DEEDS CT:

PRECONSTRUCTION STATUS REPORT FOR PI:322440-,333171-

PROJ ID : 333171-
COUNTY : Butts
LENGTH (MI) : 0.50
PROJ NO.: BRST0-0054-01(065)
PROJ MGR: Acree, David
OFFICE : Road Design
CONSULTANT: No Consultant, GDOT In-House Design
SPONSOR : GDOT
DESIGN FIRM:

SR 36 @ YELLOW WATER CREEK 1 MI N OF JCT SR 42

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

DOT DIST: 3
CONG. DIST: 8
BIKE: N
MEASURE: E
NEEDS SCORE: 5
BRIDGE SUFF: 47.59

MGMT LET DATE : 10/15/2012
MGMT ROW DATE : 09/15/2010
SCHED LET DATE : 1/14/2013
WHO LETS?: GDOT Let
LET WITH : 322440-

SCHED START	SCHED FINISH	ACTIVITY	ACTUAL START	ACTUAL FINISH	%
	6/4/2009	Concept Development	12/20/2004		94
		Concept Meeting	6/28/2005	6/28/2005	100
		PM Submit Concept Report	9/18/2008	9/18/2008	100
		Receive Preconstruction Concept Approval	10/15/2008	12/17/2008	100
	6/4/2009	**Management Concept Approval Complete**	**1/7/2009**		**50**
	6/16/2009	Value Engineering Study	3/27/2008		82
6/19/2009	6/19/2009	Public Information Open House Held			0
	8/5/2010	**Environmental Approval**	**11/1/2007**		9
5/7/2010	7/1/2010	Pub Hear Held/Com Resp (EA/FONSI, GEPA)			0
		Field Surveys/SDE	8/1/2006	9/26/2006	100
6/5/2009	**7/1/2010**	**Preliminary Plans**			0
9/11/2009	6/24/2010	Preliminary Bridge Design			0
6/5/2009	10/15/2009	Underground Storage Tanks			0
6/5/2009	10/22/2009	404 Permit Obtainment			0
8/27/2010	8/30/2010	PFPR Inspection			0
8/31/2010	10/25/2010	R/W Plans Preparation			0
10/26/2010	**11/26/2010**	**R/W Plans Final Approval**			**0**
		L & D Approval	8/20/2005	8/22/2005	100
11/29/2010	7/25/2012	R/W Acquisition			0
4/14/2011	4/27/2011	Stake R/W			0
9/11/2009	4/27/2010	Soil Survey			0
6/25/2010	12/9/2010	Bridge Foundation Investigation			0
10/5/2010	**7/26/2012**	**Final Design**			0
12/10/2010	7/19/2012	Final Bridge Plans Preparation			0
9/7/2012	9/7/2012	FFPR Inspection			0
11/5/2012	11/16/2012	Submit FFPR Responses (OES)			0

PROGRAMMED FUNDS

Phase	Approved	Proposed	Cost	Fund	Status	Date Auth
PE	2000	2000	189,200.00	Q10	AUTHORIZED	5/30/2000
ROW	2011	2013	99,558.45	L1C0	PRECST	
CST	LR	LR	3,305,000.00	L1C0	PRECST	

PE Cost Est Amt: Date:
ROW Cost Est Amt: 62,000.00 Date: 2/21/2006
CST Cost Est Amt: 3,305,000.00 Date: 11/15/2007

STIP AMOUNTS

Phase	Cost	Fund
PE		Q10
ROW	62,000.00	L1C0
CST	0.00	L1C0

PDD: APRIL BOARD ADDITION: ASSIGNED CONSULTANT TASK FORCE 4/30/99. No activity. 2/24/04. Reassign to Road Design. 3/29/07.
Bridge: BRIDGE REQUIRED
Design: Assingd to RD-07 twin with 322440 5-15-09
EIS: EA|NotApvd|OnSchedRW|Updated 12-11-08| Dollar
LGPA: BUTTS SGN UTILITIES 8-2-99|RESCISSION LETTER SENT TO BUTTS 2-25-05.
Programming: #1 10-06
Traffic Op: >CCB: SEND PLANS WHEN 50% COMPLETE 12-13-07
EMG: BRIDGE REPLACEMENT

District Comments

TO SCHED AFTER RECEIPT OF WORK ORDER SCHED PER SSE; CONCEPT JUST KICKING OFF 9/8/04 - JAN 07 R/W [4/27/05];NEED SURVEYS [11-4-05][8-21-06];SURVEY FINISHED [9-1-06]; NEEDS TO BE BUILT W/322440. NEEDS TO REASSGN TO D. ACREE IN RD DESGN [3-5-07]

Prel. Parcel CT: 15
Under Review:
Released:
Total Parcel in ROW System:
Options - Pending:
Condemnations- Pend:
Cond. Filed:
Relocations:
Acquired:
Acquired by: DOT
Acquisition MGR:
R/W Cert Date:
DEEDS CT: