

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE: STP00-1583-00(012) Clayton Henry **OFFICE:** Engineering Services
P.I. No.: 342970
Jonesboro Road Widening **DATE:** June 10, 2009

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

TO: Thomas Howell, PE, District 3 Engineer, Thomaston

SUBJECT: IMPLEMENTATION OF VALUE ENGINEERING STUDY ALTERNATIVES

The VE Study for the above project was held April 20-23, 2009. Responses were received on June 5, 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.

PAVEMENT (P)				
ALT #	Description	Potential Savings/LCC	Implement	Comments
P-1	Construct a one-way pair using the existing roadway for eastbound traffic from US 19/US 41 to Freeman Road.	\$1,360,658	No	The improvements necessary to utilize the existing roadway for use in a one-way pair would result in additional project costs. The existing pavement does not have a sufficient base to sustain the load bearing requirements. This portion of the roadway would require overlay or full depth reconstruction to increase its load bearing capacity to an acceptable standard. The vertical curve on the existing bridge over Central of Georgia Railroad meets a 35 mph speed design, which is less than the required design speed of 45 mph for the project. Therefore, the existing roadway and bridge cannot be utilized. Meetings with FHWA, OEL and SHPO determined that a one-way pair would adversely impact resources by separating the Civil War trenches with the proposed roadway.

PAVEMENT (P) continued				
ALT #	Description	Potential Savings/LCC	Implement	Comments
P-2	Use the existing roadway for eastbound traffic by constructing a one-way pair at Nash Farms.	\$763,553	No	The existing 550-foot radius curve at the Nash Farm property does not meet the 45 mph speed design. The curve experienced 16 accidents and 1 fatality from 2003 to 2005. The accident rates at this curve exceeded the statewide rate for each respective year (see attached). The radius must be improved to a minimum of 711' to meet the desired speed design and improve safety. Due to the presence of historically significant properties on each side of the road, roadway improvements to meet minimum standards would result in an adverse impact to the resource. The existing pavement does not have a sufficient base to sustain the load bearing requirements. This roadway would require overlay or full depth reconstruction to increase its load bearing capacity to an acceptable standard. The improvements necessary to utilize this section of the existing roadway for use in a one-way pair would result in additional project costs.
P-3	Provide a cul-de-sac at the west end of the existing road at Nash Farm and eliminate the connector road.	Proposed = \$46,023 Actual = \$218,000	Yes, with modifications	This area of the project is served by several connector roads. The VE Study proposed eliminating the western road. District 3 recommends the center connector road, Babbs Mill Road, be eliminated, and the west connector remain as proposed. Because the west connector provides the only access to Nash Farms, it is necessary that it provide full access to the proposed mainline. The removal of the Babbs Mill Road extension would provide a cost savings of \$218,000.

PAVEMENT (P) continued				
ALT #	Description	Potential Savings/LCC	Implement	Comments
P-4	Change the intersection to a right in/right out at the west connector near Nash Farms and eliminate the median opening to improve traffic flow.	\$83,306	No	Since Babbs Mill Road will be eliminated (see P-3) this cannot be done.
P-6	Relocate the cul-de-sac to the east end of Jonesboro Road and access La Costa at Lovejoy from Hastings Bridge Road.	Proposed = \$98,143 Actual = \$102,000	Yes, with modifications	This VE Study alternate essentially changes the access for LaCosta at Lovejoy. As per the directive of District 3, access to LaCosta at Lovejoy should be redirected to E. Lovejoy Road, and access to the existing McDonough Road pavement for the length of the realigned section should be eliminated. Additionally, this existing pavement should be removed. This would eliminate the cost of overlay, cul-de-sac and connector road construction for a total savings of approximately \$102,000.
P-7	Eliminate the median opening at Station Drive to reduce turning conflicts.	\$91,991	Yes	This should be done.
P-9	Reduce the median width from 20 ft. to 18 ft.	\$758,032	No	The proposed 20-foot median provides the required 20 feet of clear zone as required by AASHTO. The reduction of the median width from 20 feet to 18 feet would result in clear zone not being met, meaning that vehicles would be provided less traversable area to recover from departure from the roadway.
P-10	Use 11 ft. through lanes from US 19/US 41 to Chambers Road.	\$1,746,872	Yes	This should be done.
P-11	Use 11 ft. inside lanes from Chambers Road to I-75.	\$393,254	Yes	This should be done.

PAVEMENT (P) continued				
ALT #	Description	Potential Savings/LCC	Implement	Comments
P-12	Reduce the mainline right turn lane deceleration lengths.	\$233,730	Yes	This should be done.
P-13	Provide a 10 ft. multi-use trail on the north side of the mainline in lieu of two 4 ft. bicycle lanes from Hastings Bridge Road to Mitchell Road.	\$684,855	No	With the implementation of alternatives D-1 and S-2, curb & gutter and sidewalk will be eliminated from the north side of the corridor. Due to limited signalization on the section of corridor that is to accommodate a multi-use trail, access to the trail for bike traffic on the south side of the corridor would be limited. Removal of the bike lane on the south roadway for this section of corridor would leave bike traffic within the limits of the multi-use trail without a bike facility or access to one. Therefore, a 4-foot bike lane should remain on the south side of the roadway as part of alternative D-1. The bike traffic on the north side of the corridor will travel on the paved shoulder, and the bike lane on the south side of the corridor will remain as originally proposed.
P-15	Eliminate the median opening at Sta. 141+00 and provide a right in/right out drive.	\$91,991	Yes	This should be done.
P-16	Use 11 ft. wide inside lanes from US 19/US 41 to Chambers Road.	\$869,764	Yes	This is included in P-10.
RIGHT OF WAY (ROW)				
ALT #	Description	Potential Savings/LCC	Implement	Comments
ROW-2	Use 12 foot wide urban shoulders from Chambers Road to I-75.	\$1,196,868	Yes	This should be done.

DRAINAGE (D)				
ALT #	Description	Potential Savings/LCC	Implement	Comments
D-1	Eliminate curb and gutter and sidewalks (urban shoulders) from the north side of the mainline between Hastings Bridge Road and Pates Lake Way.	Proposed = \$777,159 Actual = \$731,159	Yes	This will be done, but the 10 foot paved shoulder will consist of 6 foot paved and 4 foot grass instead of using a 4 foot paved shoulder. This wider paved shoulder is required to allow for rumble strips (16 inch) to be placed between the edge of travel and the travel way for bikes (4 foot). See GA DOT Construction Detail S-8.
D-2	Use 24 inch wide curb and gutter in lieu of 30 inch wide curb and gutter section	\$1,082,605	Yes	This should be done. Because the project has 4-foot wide outside bike lanes, the allowable gutter spread can effectively be increased by 4 feet. This means although the narrower gutter reduces the gutter capacity, the increase in allowable gutter spread could feasibly negate the need for additional drainage structures. Additional construction details will be developed to accommodate construction of catch basins using 24 inch curb & gutter.
D-3	Use HDPE pipe in lieu of concrete pipe for longitudinal storm drain piping.	\$367,523	Yes	This will be done, pending completion of the soil survey.

WALLS (W)				
ALT #	Description	Potential Savings/LCC	Implement	Comments
W-1	Construct the entire retaining wall parallel to the railroad at the west end of the railroad bridge.	Proposed = \$256,400 Actual = \$1,100,000	Yes, with modifications	During concept development, the Texaco property was shown as a potential displacement. After further review, it is now anticipated that the displacement can be avoided by installing a retaining wall along the front of the property. Therefore, the proposed wall parallel to Jonesboro Road should remain to avoid excessive impacts and a potential displacement to the Texaco property as well as the cell tower on the north side of the road. The cost savings of avoiding the relocation of both the Texaco and cell tower are approximately \$1.1 million.
W-2	Retain the existing wall adjacent to BJ's by widening Jonesboro Road to the south and using 10 ft. wide shoulders.	Proposed = \$2,239,149 Actual = \$1,999,149	Yes, with modifications	This will be done. The alignment will be shifted south to avoid the highest section of the BJ's wall on the north side of the roadway, maintaining the parking areas on the south side with retaining walls and then shifting the alignment to the north to avoid impacting the parking areas on the south side of the roadway. This alignment shift would require the replacement of a section of the existing segmented retaining wall at BJ's with a new mechanically stabilized earth (MSE) wall for approximately 350 feet. This section of wall would be approximately 15 feet tall, and would cost approximately \$240,000. Replacing this portion of the wall will reduce right-of-way impacts south of the BJ's and will shift the alignment of Jonesboro Road back to the existing centerline to reduce impacts along the corridor.

BRIDGES (B)				
ALT #	Description	Potential Savings/LCC	Implement	Comments
B-1	Use a MSE wall in lieu of an end span for the railroad bridge.	\$437,129	Yes	This should be done.
SIDEWALKS (S)				
ALT #	Description	Potential Savings/LCC	Implement	Comments
S-1	Eliminate sidewalks on both sides of the mainline between US19/Us 41 and McCullough Road.	\$903,594	No	The Jonesboro Road corridor is on the ARC Atlanta Region Bicycle Transportation and Pedestrian Walkways Plan. Therefore, pedestrian facilities must be provided throughout the corridor, and removal of sidewalks would not satisfy the requirements of the ARC's Plan.
S-2	Eliminate sidewalks on the north side of the mainline between US19/Us 41 and McCullough Road.	\$451,797	Yes	This should be done.
GENERAL (G)				
ALT #	Description	Potential Savings/LCC	Implement	Comments
G-1	Synchronize traffic signals from McCullough Road to I-75.	Design Suggestion	No	Existing traffic signals from I-75 northbound exit ramps west to shopping center at BJ's are presently interconnected with fiber optic cable and operate in coordinated mode. It may be possible to extend existing fiber cable from BJ's intersection west to include proposed traffic signal at Mt Olive Rd/Towne Center Village Drive, and extend to Chambers Road. It is recommended to install CCTV for monitoring traffic conditions and signal timing. Proposed traffic signals beyond Chambers Road do not require interconnection due to distances between proposed signals.

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

Approved: Gerald M. Ross Date: 6/10/09
Gerald M. Ross, PE, Chief Engineer

REW/LLM

Attachments

c: Genetha Rice Singleton
David Millen/Bill Rountree/Jack Reed
Paul Liles/Bill Duvall/Bill Ingalsbe/Steve Gaston
Debra Pruitt
Lamar Pruitt
Mike England
Ken Werho
Matt Sanders
Lisa Myers

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE **STP00-1583-00(012) Clayton/Henry Counties** **OFFICE** District 3
Jonesboro Road Widening
P.I. No. 342970

FROM Thomas Howell, District 3 Engineer **DATE** June 3, 2009

TO Ron Wishon, Project Review Engineer

Attn: Lisa Myers

SUBJECT **VE STUDY RESPONSES**

The following are responses to the Value Engineering Study Report submitted to Wolverton & Associates, Inc. on --- for the Jonesboro Road widening project. The intention of these responses is to provide rationale for accepting, rejecting or modifying the Value Engineering proposals listed throughout this report. These responses reflect input from the Georgia Department of Transportation (GDOT) and Wolverton & Associates, Inc.

Alternative **Description/Response**

P-1 **Construct a one-way pair using the existing roadway for eastbound traffic from US 19/41 to Freeman Road.**

No. The improvements necessary to utilize this section of the existing roadway for use in a one-way pair would result in additional project costs. The existing roadway pavement on the corridor does not have a sufficient base to sustain the load bearing requirements. This portion of the roadway would require overlay or full depth reconstruction to increase its load bearing capacity to an acceptable standard.

The vertical curve on the existing bridge over Central of Georgia Railroad meets a 35 mph speed design, which is less than the required design speed of 45 mph for the project. Therefore, the existing roadway and bridge cannot be utilized and should be reconstructed to meet adequate speed design. The reconstruction of the existing bridge is also necessary to accommodate two future railroad tracks to the east of the existing track requested by Central of Georgia Railroad.

The project team has had extensive coordination with the Georgia State Historic Preservation Office (SHPO), the GDOT Office of Environment/Location (OEL), and the Federal Highway Administration (FHWA) concerning impacts the proposed widening project could have on the historical, archeological and environmental resources. As a result of these meetings, the SHPO decided that a one-way pair would adversely impact these resources by separating the Civil War trenches with the proposed roadway.

A proposed roundabout was not recommended because the anticipated 2033 design year average daily traffic (ADT) of 44,100 vehicles per day would cause an unacceptable level of service of the intersection prior to the design year, which would fail to meet FHWA requirements. The projected volumes also exceed the allowable ADT of 40,000 vehicles per day for a multi-lane roundabout specified in GDOT's Use of Modern Roundabout on State Facilities (Policy 4A-2).

P-2 Use the existing roadway for eastbound traffic by constructing a one-way pair at Nash Farm.

No. The existing 550-foot radius curve at the Nash Farm property does not meet the 45 mph speed design. The curve experienced 16 accidents and 1 fatality from 2003 to 2005. The accident rates at this curve exceeded the statewide rate for each respective year (see attached). The radius will need to be improved to a minimum of 711 feet to meet the desired speed design and improve safety. Due to the presence of historically significant properties on each side of the road at this location, roadway improvements to meet minimum standards would result in an adverse impact to the resource.

The existing roadway pavement on the corridor does not have a sufficient base to sustain the load bearing requirements. This portion of the roadway would require overlay or full depth reconstruction to increase its load bearing capacity to an acceptable standard. The improvements necessary to utilize this section of the existing roadway for use in a one-way pair would result in additional project costs.

P-3 Provide a cul-de-sac at the west end of the existing road at Nash Farm and eliminate the connector road.

No. As per the directive of District 3, the center connector road, Babbs Mill Road, should be eliminated, and the west connector should remain as proposed. Because the west connector provides the only access to Nash Farms, it is necessary that it provide full access to the proposed mainline. The removal of the Babbs Mill Road extension would provide a cost savings of approximately \$218,000 which is \$172,000 more than P-3 would save.

P-4 Change the intersection to a right-in/right-out at the west connector near Nash Farms and eliminate the median opening to improve traffic flow.

No. As per the directive of District 3, the center connector road, Babbs Mill Road, should be eliminated, and access to the west connector near Nash Farms should remain as proposed. Because the west connector provides the only access to Nash Farms, it is

necessary that it provide full access to the proposed mainline. The removal of the Babbs Mill Road extension would provide a cost savings of approximately \$218,000 which is \$136,000 more than P-4 would save.

P-6 Relocate the cul-de-sac to the east end of Jonesboro Road and access LaCosta at Lovejoy from Hastings Bridge Road.

No. As per the directive of District 3, access to LaCosta at Lovejoy should be redirected to E. Lovejoy Road, and access to the existing McDonough Road pavement for the length of the realigned section should be eliminated. Additionally, this existing pavement should be removed. This would eliminate the cost of overlay, cul-de-sac and connector road construction for a total savings of approximately \$102,000.

P-7 Eliminate the median opening at Station drive to reduce turning conflicts.

Yes. We accept this alternative for implementation.

P-9 Reduce the median width from 20 feet to 18 feet.

No. The functional classification of Jonesboro Road is "Urban Minor/Principal Arterial." The GDOT Design Policy Manual (as revised May 21, 2007), Chapter 6.8.2 addresses the issue of median widths on Arterial (non-GRIP) roadways with design speeds less than or equal to 45 mph. This policy requires a 20-foot raised median on such roadways with design year ADT > 24,000 vpd. The design year ADT on the corridor is greater than 24,000 vpd; therefore, an 18-foot median would violate this GDOT policy and requires a design variance.

The proposed 20-foot median provides the required 20 feet of clear zone as required by the AASHTO Roadside Design Guide, 3rd Edition. The reduction of the median width from 20 feet to 18 feet would result in clear zone not being met, meaning that vehicles would be provided less traversable area to recover from departure from the roadway. By not meeting clear zone the potential for head on collisions increases and due to the high traffic volumes the risk of fatalities and legal costs associated with potential lawsuits could outweigh any cost savings recognized by the reduced median width.

P-10 Use 11-foot wide through lanes from US 19/41 to Chambers Road.

Yes. We accept this alternative for implementation. A design variance may be required.

P-11 Use 11-foot wide inside lanes from Chambers Road to I-75.

Yes. We accept this alternative for implementation. A design variance may be required.

P-12 Reduce the mainline right-turn lane deceleration lengths.

Yes. We accept this alternative for implementation.

P-13 Provide a 10-foot multi-use trail on the north side of the mainline in lieu of two 4-foot bike lanes from Hastings Bridge Road to Mitchell Road.

No. We are recommending alternatives D-1 and S-2, which eliminate curb & gutter and sidewalk from the north side of the corridor. Due to limited signalization on the section of corridor that is to accommodate a multi-use trail, access to the trail for bike traffic on the south side of the corridor would be limited. Removal of the bike lane on the south roadway for this section of corridor would leave bike traffic within the limits of the multi-use trail without a bike facility and access to one. Therefore, a 4-foot bike lane should remain on the south side of the roadway as part of alternative D-1. The bike traffic on the north side of the corridor will travel on the paved shoulder, and the bike lane on the south side of the corridor will remain as originally proposed.

Moreover, State Motor Fuel Tax funds cannot be used to construct separated multi-use trails; therefore, an offsite multi-use trail cannot be included in this project without obtaining funds from some other funding source other than the motor fuel tax.

P-15 Eliminate the median opening at Sta. 141+00 and provide a right-in/right-out drive.

Yes. We accept this alternative for implementation.

P-16 Use 11-foot wide inside lanes from US 19/41 to Chambers Road.

Yes, but since we are accepting alternative P-10 (11-foot travel lanes from US 19/41 to Chambers Road) for implementation all through lanes will be 11 feet wide and not just the inside lanes.

ROW-2 Use 12-foot wide urban shoulders from Chambers Road to I-75

Yes. 12-foot shoulders will be utilized along this section of roadway for areas with low cut and fill slopes. In areas with higher fill slopes the 16-foot shoulders will be evaluated because with a 4-foot bike lane the required 20 feet of clear zone would be provided without requiring guardrail. By reducing the shoulder to 12 feet in areas of fill greater than 6', clear zone would not be met, and additional clear zone would have to be provided with the use of 4:1 frontslopes or guardrail. This could potentially create greater property impacts along this section of the corridor. We also recommend the use of 10-foot shoulders where retaining walls will be required.

D-1 Eliminate curb & gutter and sidewalks (urban shoulder) from the north side of the mainline between Hastings Bridge Road and Pates Lake Way.

Yes. We accept this alternative for implementation, but the 10-foot paved shoulder should consist of 6' paved and 4' grass instead of using a 4' paved shoulder. This wider paved shoulder is required to allow for rumble strips (2') to be placed between the edge of travel and the travel way for bikes (4'). This will add approximately \$46,000 for the additional 2' of shoulder pavement.

D-2 Use 24-inch wide curb & gutter in lieu of 30-inch wide curb & gutter.

Yes. We accept this alternative for implementation. Because the project has 4-foot wide outside bike lanes, the allowable gutter spread can effectively be increased by 4 feet.

This means although the narrower gutter reduces the gutter capacity, the increase in allowable gutter spread could feasibly negate the need for additional drainage structures. Additional construction details will be developed to accommodate construction of catch basins using 24" curb & gutter.

D-3 Use HDPE (high density polyethylene) pipe for longitudinal storm drainage piping in lieu of concrete storm drain pipe.

Yes. We accept this alternative for implementation.

(A soil survey will be completed during preliminary plans to verify that HDPE pipe can be used.)

W-1 Construct the entire wall parallel to the railroad at the west end of the railroad bridge.

No. During concept development, the Texaco property was shown as a potential displacement. We currently anticipate being able to avoid displacement of the Texaco property by installing a retaining wall along the front of the property. Therefore, the proposed wall parallel to Jonesboro Road would need to remain to avoid excessive impacts and a potential displacement to the Texaco property as well as the cell tower on the north side of the road. The cost savings of avoiding the relocation of both the Texaco and cell tower are approximately \$1.1 million, which is greater than the estimated \$290,450 to construct the wall.

W-2 Retain the existing wall adjacent to BJ's; widen Jonesboro Road to the south; use 10-foot wide shoulders.

Yes. We accept this alternative for implementation.

In order to retain the entire length of the existing wall, any proposed improvements would need to be completed without adding any additional loads to the existing structure (i.e. no additional fill can be added from the existing shoulder break point to the top of the existing wall). This can be achieved by shifting the proposed alignment to the south and eliminating the 8 foot raised concrete median in the area of the wall. However, shifting the alignment to the south and removing the median would still result in significant impacts to the adjacent properties on the south side of the roadway. These impacts would eliminate several parking spaces at the two restaurants directly across from BJ's and would require the installation of additional retaining walls. The costs of these impacts would be approx. \$150,000 in addition to an undetermined cost in potential damages to the adjacent businesses.

W&A proposes that the alignment be shifted south to avoid the highest section of the BJ's wall on the north side of the roadway, maintaining the parking areas on the south side with retaining walls and then shifting the alignment to the north to avoid impacting the parking areas on the south side of the roadway. This alignment shift would require the replacement of a section of the existing segmented retaining wall at BJ's with a new

mechanically stabilized earth (MSE) wall for approximately 350 feet long. This section of wall would be approximately 15 feet tall, and would cost approximately \$240,000.

W&A proposes to replace this portion of the wall to reduce right-of-way impacts south of the BJ's and to shift the alignment of Jonesboro Road back to the existing centerline to reduce impacts along the corridor.

B-1 Use mechanically stabilized earth walls in lieu of an end span for the railroad bridge.

Yes. We accept this alternative for implementation.

S-1 Eliminate sidewalks on both sides of the mainline between US 19/41 and McCullough Road.

No. The Jonesboro Road corridor is on the Atlanta Regional Commission's (ARC) Atlanta Region Bicycle Transportation and Pedestrian Walkways Plan. Therefore, pedestrian facilities must be provided throughout the corridor, and removal of sidewalks would not satisfy the requirements of the ARC's Plan. We do, however, recommend implementing D-1 and S-2, which will eliminate the sidewalk on the north side of the corridor from US 19/41 to McCullough Road.

S-2 Eliminate sidewalks on the north side of the mainline between US 19/41 and McCullough Road.

Yes. We accept this alternative for implementation.

G-1 Synchronize traffic signals from McCullough Road to I-75.

No. Existing traffic signals from I-75 northbound exit ramps west to shopping center at BJ's Retail are presently interconnected with fiber optic cable and operate in coordinated mode. Recommend extending existing fiber cable from BJ's Retail intersection west to include proposed traffic signal at Mt Olive Rd/Towne Center Village Drive, and extend to Chambers Road. Recommend installing CCTV as previously discussed for monitoring traffic conditions and signal timing.

Proposed traffic signals beyond Chambers Road do not require interconnection due to distances between proposed signals.

Accident Analysis

The accident analysis examines the accident statistics along Jonesboro Road and compares them to the statewide averages of similar facilities. The statewide averages are calculated using accident data that is collected annually by GDOT. Accident rates are based on the number of crashes, injuries, and fatalities per million vehicle miles traveled. Accident data on the Jonesboro Road corridor was collected for the years of 2003, 2004, 2005, and 2006. 2007 crash data is incomplete and 2007 statewide averages are not available at this time. Count station 223 covers the portion of Jonesboro Road from US 19/41 to the Clayton/Henry County Line. Count station 209 covers the portion of Jonesboro Road from the Clayton/Henry County Line to Chambers Road. Count station 212 covers the portion of Jonesboro Road from Chambers Road to the project limits at the Interstate 75 northbound ramp. Table 7 illustrates the differences between the accident rates on Jonesboro Road and the statewide averages. As can be seen in the table, the accident rates on Jonesboro Road greatly exceed the statewide averages.

Table 7 – Accident Rates

Year	Count Station	Accident		Injuries		Fatalities	
		Project	SWA	Project	SWA	Project	SWA
2003	209	249	613	95	157	5.94	1.18
	212	978		304		0.00	
	223	782	572	246	143	0.00	1.4
2004	209	274	515	85	130	0.00	1.1
	212	900		161		0.00	
	223	868	490	217	123	0.00	1.29
2005	209	386	573	120	144	6.65	1.55
	212	1260		416		10.95	
	223	837	534	265	135	0.00	1.48
2006	209	303	545	88	133	0.00	1.54
	212	1643		371		0.00	
	223	2494	531	519	132	0.00	1.38
SWA = Statewide Average							

PRECONSTRUCTION STATUS REPORT FOR PI:342970-

PROJ ID : 342970-
COUNTY : Clayton, Henry
LENGTH (MI) : 7.70
PROJ NO.: STP00-1583-00(012)
PROJ MGR: Rountree, Bill
OFFICE : District 3
CONSULTANT: Turnkey Consultant, (Contract with GDOT)
SPONSOR : GDOT
DESIGN FIRM: Wolverton & Associates, Inc.

JONESBORO RD FM W OF SR 3/US 41/CLAYTON TO I-75/HENRY
MPO: Atlanta TMA
TIP #: HE-920B
MODEL YR : 2020
TYPE WORK: Widening
CONCEPT: ADD 4U(MED 20)
PROG TYPE: Reconstruction/Rehabilitation
Prov. for ITS: Y
BOND PROJ :

MGMT LET DATE : 08/15/2012
MGMT ROW DATE : 08/15/2010
SCHED LET DATE : 6/12/2013
WHO LETS? : GDOT Let
LET WITH :

SCHED START	SCHED FINISH	ACTIVITY	ACTUAL START	ACTUAL FINISH	%	PROGRAMMED FUNDS				Date Auth		
						Phase	Approved	Proposed	Cost		Fund	Status
7/17/2009		Concept Development	1/30/2008	12/19/2008	90	PE	2006	2006	6,551,685.49	L240	AUTHORIZED	6/7/2006
8/10/2009		Concept Meeting	6/7/2007	6/7/2007	100	ROW	LR	LR	70,738,762.80	L240	PRECST	
9/14/2009		PM Submit Concept Report	7/28/2008	7/28/2008	100	UTL	NONE	LR	2,174,500.00	L230S	PRECST	
12/21/2009		Receive Preconstruction Concept Approval	8/25/2008	9/10/2008	100	CST	LR	LR	53,338,000.00	L230S	PRECST	
6/30/2009		Management Concept Approval Complete	9/17/2008	12/19/2008	100							
11/5/2009		Value Engineering Study	1/6/2009	3/27/2008	82							
8/6/2009		Public Information Open House Held	3/27/2008	3/27/2008	100							
9/11/2009		Environmental Approval	6/7/2007	6/7/2007	23							
6/11/2010		Mapping			0							
12/21/2009		Field Surveys/SDE			0							
6/18/2009		Preliminary Plans			0							
9/3/2009		Underground Storage Tanks	8/4/2008		100							
1/13/2011		404 Permit Obtainment			0							
1/17/2011		PFPR Inspection			0							
4/8/2011		R/W Plans Preparation			0							
5/20/2011		R/W Plans Final Approval			0							
2/22/2011		L & D Approval			0							
5/23/2011		R/W Acquisition			0							
10/13/2011		Stake R/W			0							
12/21/2009		Soil Survey			0							
6/14/2010		Bridge Foundation Investigation			0							
3/23/2012		Final Design			0							
4/20/2011		Final Bridge Plans Preparation			0							
4/16/2012		PFPR Inspection			0							
5/1/2012		Submit FFPR Responses (OES)			0							

STIP AMOUNTS		Phase	Cost	Fund
PE Cost Est Amt:		PE		L240
ROW Cost Est Amt:	35,960,000.00	ROW	0.00	L240
Utility Cost Est Amt:	2,174,500.00	UTL	0.00	L230S
CST Cost Est Amt:	53,338,000.00	CST	0.00	L230S

District Comments	
AOHDAJR-TK---TK EXP DATE--SEPT 22, 2012 [04-30-09] VE STUDY HELD & PREPARING RESPONSES TO VE RECOMMENDATIONS:[02-23-09] CONSLT GIVEN NTP FOR PRELIM PLANS,VE STUDY SCHLD FOR 04-20-04-23[01-07-09] CONCEPT APPROVED (12-19-08).NEED VE STUDY:[12-12-08]CONCEPT SENT FOR APR-NEED FHWA, APR 12-10-08. [09-12-05]TURNKEY TO CONSULTANT TO OCD 08-05; [06-15-05]TYP SECT TO INCLUDE BIKE LANE (CAH).	DEEDS CT: Acquired by: DOT Acquisition MGR: R/W Cert Date:

Total Parcel in ROW System:	
Prel. Parcel CT:	125
Options - Pending:	
Condemnations- Pend:	