DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE: BHNLB-9073-00(016) & BRNLB-9073-00(018) Fulton County
P. I. Nos.: 752086 & 752560
CS 999/Spring Street Viaduct Replacement over CSX Railroad and Southern Railroad

OFFICE: Engineering Services

DATE: March 17, 2009

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

TO: James B. Buchan, P.E., State Urban Design Engineer
Attention: Nicoe Alexander

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

Recommendations for implementation of Value Engineering Study Alternatives are indicated in the table below. Incorporate alternatives recommended for implementation to the extent reasonable in the design of the project.

ALT No.	Description	Savings PW & LCC	Implement	Comments
Structural Steel (A)				
A-2	Use a single concrete box beam span for the CSX span 15 - 17.	Proposed= $445,000 Actual= (-$871,000)	No	Would do away with access to buildings and introduce additional ROW impacts. Would add cost to the project.
Superstructure Concrete AA (B)				
B-1	Use three 11-foot lanes with curb and gutter on both sides for Spring Street.	Proposed= $832,000 Actual= $40,000	No	Would not match existing bridge on either end.
B-2	Use one 14-foot sidewalk on the West side of Spring Street north of the section built in 1995, in lieu of two 10-foot sidewalks.	Proposed= $1,296,000 Actual= $83,000	No	Current need for sidewalk on both sides. City of Atlanta requiring two 10-foot sidewalks.

Superstructure Concrete AA (B) Continued				
B-5	Use 6-inch thick sidewalks on the bridge in lieu of the proposed 7-inch sidewalk recommended to match the existing sidewalk constructed in 1995.	$88,700	No	Will cause cross slope to increase greater than 2% which would not meet ADA requirements. Would require profile redesign and would cause impacts to businesses front doors. Matches existing 7-inch sidewalks.
B-6	Use Class B concrete for sidewalks on the bridge.	$426,500	No	Class B concrete is not as durable as Class AA. Cost analysis did not provide for rebar in the Class B concrete, therefore cost savings would be diminished. See attached memo dated 3-6-09.
Drilled Caissons (C)				
C-1	Use more, smaller diameter drilled caissons in lieu of larger diameter caissons.	Design Suggestion	No	Would add cost to the project.
Other (F)				
F-1	Rather than total reconstruction and improvements on Madison Street, provide only a resurfacing and other minor improvements.	$41,100	Yes	This should be done.
F-3	Revise the design of the South Abutment to add a new substructure.	(-$180,000)	Yes	Redesign is required to stabilize the existing abutment.
F-5	Close access on lower MLK, use current side road, Alabama Street.	$89,800	No	ROW costs would exceed the proposed cost savings and would violate original ROW agreement. Loading dock access would be lost.

PSC Beams, Type III (H)				
H-1	Use BT-54 bulb tee PSC beams in lieu of BT-63 PSC units for spans 14 and 15.	Proposed= $40,400 Actual= $25,300	No	Cost savings reduced by $15,100 due to additional pier concrete and reinforcement. Redesign costs would be approximately $12,000.
H-2	Use smaller spans by reusing existing column locations in spans 1-5.	$371,000	No	Would not allow access for trucks to use loading docks.

A meeting was held on March 6, 2009 to discuss the above recommendations. Ben Buchan, Nicoe Alexander, Jeff Simmons Gordon Sisk with Urban Design and Ron Wishon and Douglas Fadool with Engineering Services were in attendance. Additional information was provided by the Project Manager on March 13th and 19th, 2009.

The results above reflect the consensus of those in attendance and those who provided input.

Approved: _____ **Date:** 3/19/09
Gerald M. Ross, P. E., Chief Engineer

REW/DMF

Attachments

c: Genetha Rice-Singleton
Ben Buchan
Chuck Hasty
Nicoe Alexander
Jeff Simmons
Gordon Sisk
Paul Liles
Bill Ingalsbe
Bill DuVall
Doug Franks
Melanie Nable
James Magnus
Mickey McGee
Darrell Williams
Percy Combay
Ken Werho
Lisa Myers
General Files

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE BHNLB-9073-00(016) & BRNLB-9073-00(018),
Fulton County
CS 999/Spring Street Viaduct Replacement over
CSX Railroad and Southern Railroad
P.I. Nos. 752086 & 752560

OFFICE Urban Design

DATE February 12, 2009

FROM James B. Buchanan, P.E., State Urban Design Engineer

TO Ron Wishon, Acting State Project Review Engineer
Attn: Lisa Myers

SUBJECT **Responses to Value Engineering Study**

The VE team's recommendations are noted below in italics and Urban Design's responses follow:

A-2 ***Use a single Concrete box beam span for the CSX span pier 15-17.*** There would be no cost savings associated with implementing this recommendation due to additional right of way impacts. Urban Design does not recommend implementing this alternative.

B-1 ***Use three eleven foot wide travel lanes for Spring Street.*** The proposed bridge needs to match the width of the existing bridge so there are no gaps between the proposed bridge and the adjacent buildings. The gaps associated with reducing the width of the bridge would negatively impact access from the bridge to the adjacent properties. Urban Design does not recommend implementing this alternative.

B-2 ***Use one (1) 14 foot sidewalk on the west side in lieu of 2-10 foot sidewalks.*** The City of Atlanta is requiring two (2), 10 foot sidewalks. Eliminating sidewalk on one side of the bridge would decrease safety for pedestrians using the Spring Street Bridge. Urban Design does not recommend implementing this alternative.

B-5 ***Use a 6 inch sidewalk.*** There would be not cost savings due to the costs associated with redesign of the superstructure. Urban Design does not recommend implementing this alternative.

B-6 ***Use Class "B" concrete for bridge sidewalks.*** Class "B" concrete is not acceptable for use for sidewalks on bridges. Urban Design does not recommend implementing this alternative.

C-1 ***Design Consideration to use more, smaller diameter drilled caissons in lieu of larger units.*** The Office of Material and Research has recommended caissons with a minimum diameter of 4-feet be used. The costs of drilling for additional caissons would exceed any perceived cost savings. Urban Design does not recommend implementing this alternative.

F-1 ***Reduce work on Madison.*** The work proposed for this area mainly requires resurfacing as suggested and would not require full depth pavement. The scope of the work on Madison can be reduced as much as possible to reduce project costs. Urban Design recommends implementing this alternative.

F-3 ***Revise the design of the South Abutment to add a new substructure.*** A new substructure may not be required and adding one in this area would significantly increase the cost of the project. After further discussion with the Office Bridge Maintenance, a meeting has been scheduled for March 3, 2009 in the Office of Bridge Design conference room to determine if the existing South Abutment can be reused to reduce project costs. The Office of Bridge Maintenance will assist in determining the most economical design to be used in this area.

F-5 ***Close access on lower MLK.*** During coordination meetings with project stakeholders, GSA requested access to Lower Martin Luther King Drive to their loading docks be maintained. Right of Way costs incurred by implementing this change would be higher than the cost savings during the construction phase. Urban Design does not recommend implementing this alternative.

H-1 ***Use BT-54 bulb tee PSC beams in lieu of BT-63 PSC units for spans 14 and 15.*** There would be no cost savings by implementing this recommendation. The costs associated with redesign of the superstructure would equal or exceed any estimated cost savings. Urban Design does not recommend implementing this alternative.

H-2 ***Use smaller spans by reusing existing column locations in spans 1-5.*** Access to GSA's loading docks will be improved by using longer spans. Reuse of existing column locations with longer spans is impossible. Urban Design does not recommend implementing this alternative.

If there are any further questions, please contact Jeff Simmons at (404) 631-1724 or Nicoe Alexander at (404) 631-1717.

JBB:JNA:fgs

A-2 Use a single concrete box beam span for the CSX span pier 15-17.

Summary: We advise against adopting this recommendation.

We estimate a twenty-foot structure depth will be required for the 388 foot single span box girder. Whether or not there is adequate vertical clearance for the completed box girder over the railroad, the construction of a cast-in-place concrete box beam over CSX Transportation and the AJC building presents significant challenges. The railroad typically will not approve cast-in-place construction above active tracks. The falsework required to construct the box must be able to span the double tracks and provide adequate horizontal clearance, resulting in a falsework span of about 75 feet. Falsework will also have to be constructed above the AJC building, with a span of about 180 feet. The roof of the building is at approximately the same elevation as the tops of the existing columns, indicating approximately 15 feet of available depth above the AJC building. That is not enough room to accommodate the assumed structure depth, much less the falsework and formwork. The single column eliminated with this recommendation was carefully located to coordinate with proposed future rail lines in the area.

Not considered in the cost savings is the increased costs of piers 15 and 17 due to the additional dead load of concrete vs. steel and the increased loads resulting from the increased span lengths. The unit cost of $240 per square foot for the concrete box girder option seems low, considering the significant site challenges and limited access.

If this recommendation is selected for implementation, the existing design and drawings will need to be revised at additional cost.

Concrete Box Girder (Assume $1M for specialty falsework for the complicated construction to span over railroad and AJC Building):

= 24,409 SF * $240.00/SF + $1,000,000

= $ 6,858,160.00

Assume a 40% cost increase in Piers 15 & 17 due to substantially increased loads:

Pier 15 = 0.40 * [(176.4 CY * $850.00/CY) + (26327 LB * $1.01/LB)]

= $ 70,612.11

Pier 17 = 0.40 * [(139.6 CY * $295.81/CY) + (23236 LB * $1.01/LB)]

= $ 25,905.37

ELEMENT	ORIGINAL ESTIMATE	VE ESTIMATE	REVISED ESTIMATE
2 SPAN STRUCTURAL STEEL	$ 6,029,023.00	-	-
BENT 16	$ 200,000.00	-	-
388' CONCRETE BOX GIRDER SPAN	-	$ 5,858,160.00	$ 6,858,160.00
BENT 15 ADDED COST	-	-	$ 70,612.11
BENT 17 ADDED COST	-	-	$ 25,905.37
SUBTOTAL	$ 6,229,023.00	$ 5,858,160.00	$ 6,954,677.48
MARKUP 20%	$ 1,245,804.60	$ 1,171,632.00	$ 1,390,935.50
TOTAL	$ 7,475,000.00	$ 7,030,000.00	$ 8,346,000.00
SAVINGS		$ 445,000.00	$ (871,000.00)

B-1 Use three eleven foot wide travel lanes for Spring Street.

Summary: We advise against adopting this recommendation.

The proposed typical section for Spring Street north of the 1995 viaduct is 3 – 12'-0" lanes with 2'-0" gutters on both sides, for a gutter-to-gutter width of 40'-0". One of the four lanes on the 1995 construction will be a dedicated left turn lane into the CNN parking garage and "drops off" before the currently proposed construction. The overall bridge width cannot be reduced for spans 1 through 5 because the new bridge must be the same width as the existing bridge to fill the "hole" left when the existing bridge is removed. Reducing the width of the bridge by three feet could be accomplished by moving the east edge in between the end of the 1995 bridge and the AJC building, for a total length of 370 feet. This would create a discontinuity at pier 13 where the 1995 bridge ends and the proposed bridge begins. Once the roadway gets to the AJC building, the bridge could still be moved in, but approximately 200 feet of additional parapet will have to be added since the bridge will not be flush with the building. We would also have to provide a "bump out" for access to the AJC doorway on Spring Street.

Not considered in the cost savings is the additional cost for parapet at the AJC building and additional sidewalk width off the bridge. We would also disagree with using a square-foot cost as the basis for the savings. More cost savings is apparently realized by narrowing the steel spans, which is misleading. A three-foot reduction in bridge width will not significantly alter the design of the structural elements. Basing the cost savings on cubic yards of concrete may yield a more realistic answer.

If this recommendation is selected for implementation, the existing design and drawings will need to be revised at additional cost.

Saving 3'-0" of Deck based on a CY calculation yields a savings of:

STA 20+38.78 TO 22+37.00 = (7.5"/12 * 3'-0" * 198.22')/27 * $1250.00/CY
SAVINGS = $ 17,206.60

STA 22+37.00 TO 26+25.00 = (9.25"/12 * 3'-0" * 388.00')/27 * $1250.00/CY
SAVINGS = $ 41,539.35

STA 26+25.00 TO 27+06.50 = (7.75"/12 * 3'-0" * 81.50')/27 * $1250.00/CY
SAVINGS = $ 7,310.47

STA 27+06.50 TO 27+77.00 = (7.5"/12 * 3'-0" * 70.50')/27 * $1250.00/CY
SAVINGS = $ 6,119.79

Additional Parapet in front of AJC Building:
= 200' * $218.21/LF
SAVINGS = $ 43,642.00

Add sidewalk width off of bridge:
= 2 * (1/2 * 3' * 6' * 10"/12)/27 * $1250.00/CY
SAVINGS = $ 694.44

Connection to AJC Building:
= (3' * 10' * 10"/12)/27 * $1250.00/CY
SAVINGS = $ 1,157.41

ELEMENT	ORIGINAL ESTIMATE	VE ESTIMATE	REVISED ESTIMATE
BRIDGE DECK SP. 1-5	$ 2,928,329.00	$ 2,781,581.00	$ 2,928,329.00
BRIDGE DECK SP. 14-19	$ 11,323,259.00	$ 10,783,442.00	$ 11,251,082.78
ASPHALT	$ 109,000.00	$ 103,900.00	$ 103,900.00
GAB	$ 25,010.00	$ 23,542.00	$ 23,542.00
ADD'L PARAPET	-	-	$ 43,642.00
ADD'L SIDEWALK	-	-	$ 694.44
CONNECTION TO AJC	-	-	$ 1,157.41
SUBTOTAL	$ 14,385,598.00	$ 13,692,465.00	$ 14,352,347.64
MARKUP 20%	$ 2,877,119.60	$ 2,738,493.00	$ 2,870,469.53
TOTAL	$ 17,263,000.00	$ 16,431,000.00	$ 17,223,000.00
SAVINGS		$ 832,000.00	$ 40,000.00

B-2 Use 1-14 foot sidewalk on the west side in lieu of 2-10 foot sidewalks.

Summary: We advise against adopting this recommendation.

The City of Atlanta originally required the use of two ten-foot sidewalks and the decision was widely supported at various stakeholder meetings. Any decision regarding the sidewalk configuration should be made in conjunction with the City. Eliminating the sidewalk on the east side will force pedestrians to cross Spring Street at the end of the 1995 construction and again near the Georgia Bar Association. The Georgia Bar Association is on the east side of the roadway. The crossing at the Georgia Bar Association would happen within a substandard horizontal curve that has sight distance concerns; this presents an unsafe condition. Even if a formal crosswalk is not provided here, pedestrians may elect to jaywalk in a potentially unsafe location. Eliminating the sidewalk also cuts off pedestrian access to the AJC entrance on Spring Street. If sidewalk is not provided, the alternatives are a shoulder or a narrow curb and gutter in front of the rail. Either one could be used by pedestrians to walk along the road in unsafe conditions.

We disagree with using the per-square-foot cost of the steel spans as the basis for the savings. Basing the cost savings on cubic yards of concrete may yield a more realistic answer.

If this recommendation is selected for implementation, the existing design and drawings will need to be revised at additional cost.

B-2

Saving 6'-0" of Sidewalk based on a CY calculation yields a savings of:

STA 20+38.78 TO 27+77.00 = ((8.5"(avg. s/w thickness))/12 * 6'-0" * 738.22')/27 * $600.00/CY

SAVINGS = $ 69,720.78

ELEMENT	ORIGINAL ESTIMATE	VE ESTIMATE	REVISED ESTIMATE
SIDEWALK	$ 11,323,259.00	$ 10,243,624.00	$ 11,253,538.22
SUBTOTAL	$ 11,323,259.00	$ 10,243,624.00	$ 11,253,538.22
MARKUP 20%	$ 2,264,651.80	$ 2,048,724.80	$ 2,250,707.64
TOTAL	$ 13,588,000.00	$ 12,292,000.00	$ 13,505,000.00
SAVINGS		$ 1,296,000.00	$ 83,000.00

B-5 Use a 6 inch thick sidewalk.

Summary: We advise against adopting this recommendation.

The roadway profile, cross-slopes, and superelevation are currently set to provide access to adjacent facilities with an assumed 7-inch sidewalk. Implementing this recommendation would require revising the roadway profile, cross-slopes and superelevation to ensure smooth tie-ins. If this recommendation is selected for implementation, the existing design and drawings will need to be revised at additional cost.

B-6 Use Class B concrete for bridge sidewalks.

Summary: We have no opinion regarding the adoption of this recommendation.

This suggestion could be implemented at the direction of GDOT. It has not been the policy of the bridge office to use a different strength concrete for the sidewalk.

C-1 Design Consideration to use more, smaller diameter drilled caissons in lieu of the larger units.

Summary: We advise against adopting this recommendation.

GDOT policy is to use caissons with a minimum diameter of four feet in order to facilitate downhole inspections. Adding caissons to provide design flexibility will result in significant additional cost. It is not significantly cheaper per linear foot to drill a four foot diameter caisson than it is to drill a seven foot diameter caisson. Most of the caissons on the project are five or five-and-a-half feet in diameter, and using more smaller caissons will not result in an optimized design. Four-foot diameter caissons have to be at least 10 feet apart. Providing the required spacing may necessitate constructing footings for use as "pile caps," adding even more cost to the project. Subsurface Utility Engineering is a part of this project. Test holes are proposed to be drilled at any proposed caisson location that may interfere with existing underground utilities, minimizing the potential for unknowns during construction.

If this recommendation is selected for implementation, the existing design and drawings will need to be revised at additional cost.

F-1 Reduce work on Madison Avenue.

Summary: We support adopting this recommendation.

We concur with the recommendation to resurface Madison Street south of MLK Jr. Drive in lieu of reconstruction.

F-3 Revise the design of the South Abutment to add a new substructure.

Summary: Further investigation is needed into the design of the south abutment.

The design of the south abutment may need to be revised in light of recent decisions by the Office of Bridge Maintenance. The design proposed in the VE study is not a workable solution as the existing south abutment is not self-supporting. Further investigation of a design solution is needed here. The necessary re-design of the South abutment is outside of the current scope of work.

F-5 Close access on lower MLK.

Summary: We have no opinion regarding the adoption of this recommendation.

This decision would have to be made by GDOT in coordination with GSA.

H-1 Use BT-54 bulb tee PSC beams in lieu of BT-63 PSC units for spans 14 and 15.

Summary: We advise against adopting this recommendation.

The original design of this bridge utilized Type V beams, which are no longer available, and a maximum concrete strength of 5 ksi, per the City of Atlanta. BT-63 beams were substituted to provide the same structure depth, allowing the use of the existing beam seats at pier 13 (constructed in 1995) without modification. If this recommendation is accepted, the beam seats at pier 13 will need to be built-up by nine inches to accept the shallower beams. The beams will need to be redesigned and re-detailed. The substructure design will need to be verified for the modified loads and taller columns. The cost savings is not significant, when the cost of re-design and modifications to bent 13 are considered.

Additional Concrete on Pier 13 (CLASS AA-1):
= (2.75' * 67'-3 1/2" * 9"/12)/27 * $850.00/CY
= $ 4,369.29

Additional Concrete at Pier 14 (CLASS AAA):
= (18' * 5.5' * 9"/12)/27 * $850.00/CY
= $ 2,337.50

Additional Concrete at Pier 15 (CLASS AAA):
= (2.75' * 62.25' * 9"/12)/27 * $850.00/CY
= $ 4,041.93

Additional Reinforcement (avg. Piers 14 & 15):
= ((23613 LB/183.8 CY) + (26327 LB/176.4 CY))/2
= 139 LB/CY
= [(2.75' * 67'-3 1/2" * 9"/12) + (18' * 5.5' * 9"/12) + (2.75' * 62.25' * 9"/12)]/27
= 13 CY * 139 LB/CY * $1.01/LB
= $ 1,825.07

ELEMENT	ORIGINAL ESTIMATE	VE ESTIMATE	REVISED ESTIMATE
2 SPANS -63" BULB TEE	$ 333,441.00	-	-
2 SPANS -54" BULB TEE	-	$ 299,754.00	$ 299,754.00
ADD'L PIER CONCRETE COST	-	-	$ 10,748.71
ADD'L PIER REINFORCEMENT COST	-	-	$ 1,825.07
SUBTOTAL	$ 333,441.00	$ 299,754.00	$ 312,327.78
MARKUP 20%	$ 66,688.20	$ 59,950.80	$ 62,465.56
TOTAL	$ 400,100.00	$ 359,700.00	$ 374,800.00
SAVINGS		$ 40,400.00	$ 25,300.00

H-2 Use smaller spans by reusing existing column locations in Spans 1-5.

Summary: We advise against adopting this recommendation.

This recommendation appears to be in conflict with the Office of Bridge Maintenance directive not to re-use any part of the existing bridge. Maintaining the existing column location does not allow access to the loading dock at the MLK building. Encasing the columns will add about 3 feet to the width of the columns in both directions, further restricting access.

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE **BHNLB-9073-00(016)FULTON**
Spring St. over CSX Transportation
P.I. 752086

OFFICE Atlanta, GA

DATE March 6, 2009

FROM Paul V. Liles, Jr., State Bridge Engineer

TO Ben Buchan, State Urban Design Engineer

ATTENTION: Nicoe Alexander

SUBJECT **V.E STUDY RECOMMENDATION**

One of the value engineering study recommendations is to utilize Class "B" concrete in the bridge sidewalks in lieu of Class "AA" concrete as proposed in the plans. The Office of Bridge Design does not recommend using the Class "B" concrete because the water/cement ratio is higher(.660) compared to Class "AA"(.445) and a has a lower limit of air entrainment which would result in a surface which is not as durable as Class "AA". The cost savings shown on the ve study would not be obtained due to class "B" is typically not reinforced with rebar and the bridge sidewalks require reinforcing. The cost of the rebar and labor would drive up the cost of using Class "B" concrete.

If you have any questions please contact Steve Wyche of the Bridge Office at 404-656-5289.

PVL:SWW

cc: Bill DuVall, attn: Steve Wyche

PRECONSTRUCTION STATUS REPORT FOR PI:752086-

PROJ ID :	752086-	**SR 999/CS 3586/SPRING STREET OVER CSX RAILROAD**				**MGMT LET DATE :**	07/15/2011
COUNTY :	Fulton					**MGMT ROW DATE :**	
LENGTH (MI) :	0.50	**MPO:**	Atlanta TMA	**DOT DIST:**	7		
PROJ NO.:	BHNLB-9073-00(016)	**TIP #:**	AT-086A	**CONG. DIST:**	5	**SCHED LET DATE :**	7/4/2011
PROJ MGR:	Alexander, Nicoe	**MODEL YR :**	2020	**BIKE:**	Y	**WHO LETS?:**	GDOT Let
OFFICE :	Urban Design	**TYPE WORK:**	Bridges	**MEASURE:**	E	**LET WITH :**	752560-
CONSULTANT:	Turnkey Consultant, (Contract with GDOT)	**CONCEPT:**	BR REPL	**NEEDS SCORE:**	9		
SPONSOR :	Atlanta	**PROG TYPE:**	Replacement	**BRIDGE SUFF:**			
DESIGN FIRM:	Heath & Lineback Engineers, Inc.	**BOND PROJ :**					

SCHED START	*SCHED FINISH*	*ACTIVITY*	*ACTUAL START*	*ACTUAL FINISH*	*%*
		Concept Development	1/1/1996	11/10/1997	100
		Concept Meeting	4/14/1997	4/14/1997	100
		PM Submit Concept Report	7/30/1997	7/30/1997	100
		Receive Preconstruction Concept Approval	9/4/1997	9/4/1997	100
		Management Concept Approval Complete	**10/10/1997**	**11/10/1997**	**100**
	4/28/2009	Value Engineering Study	8/27/2008		64
		Public Information Open House Held	8/12/1996	1/12/1999	100
		Environmental Approval	**1/11/1998**	**10/4/2000**	98
		Pub Hear Held/Comm Resp (EA/FONSI, GEPA)	10/4/2000	10/4/2002	100
		Field Surveys/SDE	3/9/1993	4/5/1993	100
		Preliminary Plans	**11/15/1997**	**2/19/1998**	100
		Preliminary Bridge Design	11/15/1997	2/19/1998	100
		Underground Storage Tanks	1/9/2003	7/30/2003	100
		PFPR Inspection	3/27/1998	3/27/1998	100
		R/W Plans Preparation	10/10/2001	11/1/2001	100
		R/W Plans Final Approval	**10/10/2001**	**11/1/2001**	**100**
		L & D Approval	9/11/2001	9/13/2001	100
3/27/2009	5/6/2011	R/W Acquisition			14
7/2/2009	7/15/2009	Stake R/W			0
		Soil Survey	2/5/2003	3/20/2003	100
		Bridge Foundation Investigation	2/14/2003	9/26/2008	100
3/27/2009	**4/23/2010**	**Final Design**			0
5/20/2009	2/23/2010	Final Bridge Plans Preparation			0
3/1/2011	3/2/2011	FFPR Inspection			0
3/16/2011	3/29/2011	Submit FFPR Responses (OES)			0

PROGRAMMED FUNDS

Phase	Approved	Proposed	Cost	Fund	Status	Date Auth
PE	1993	1993	136,250.52	Q10	AUTHORIZED	8/10/1992
ROW	2003	2003	2,000,000.00	Q10	AUTHORIZED	6/26/2003
CST	2012	2012	3,879,895.95	L1C0	PRECST	

PE Cost Est Amt:	136,250.52	Date:	
ROW Cost Est Amt:		Date:	
CST Cost Est Amt:	3,192,000.00	Date:	5/12/2008

STIP AMOUNTS

Phase	Cost	Fund
PE	0.00	Q10
ROW		Q10
CST	0.00	L1C0

PDD:	[01C] 12-30-99 CITY WANTS ADVANCE CONSTR DOLLARS. SEE 752560 FOR ANOTHER SPRING ST PROJ. 10/28/96 |AQE
Bridge:	SWW 02/04/08 CONSUL-H&L
Design:	NA:FGS:H&L| VE Responses sent 2/16/09 | 090220
EIS:	CE|Apvd 10-4-00|RE 5-21-03|OnSchedLET|Nable(3.5.08)
LGPA:	REV PMA SGN ATLANTA DO PE & UTIL 3-6-02.
Planning:	SR 999/CS 3586/Spring St. over CSX Railroad is on the Atlanta Commuter On-Street Bike Plan (1995) map and pg 76
Programming:	TEMP SR 999 & 999TA|#1 9-07|#2 2-08
ROW:	plan issues and atty. issues; assign. D7 ROW 6-08; Pre-Acq . Payne, Rubio (CC)
Railroad:	CSX
Traffic Op:	DDC | BR REPL PRJCT|S&M PLNS N/R|032001|$
Utility:	RC:SUE Level B Extended 12/17/07 ongoing-SO-Deep
EMG:	BRIDGE REPLACEMENT; #1363 (CONTROL SURVEY)

District Comments

COA, SUFF RATING = 4 (8/21/02) PROJECT DELAYED BECAUSE OF R/W. EXPECTED TO GO TO FY 2004 CST. (8/12/03) COMPLICATED R/W. WORKING WITH GSA ON PARKING. (10/9/03) WORKING FINAL PLANS. CITY CONSULTANT AWAITS COST PROPOSALS TO COMPLETE DESIGN. (8/12/04) CITY WORKING ON PLANS. WILL NEED TO CONVERT FILES. (11/15/04) RECOMM. 7/07 LET. NEED RE-EVAL. (4/14/05) R/W ACQUIS. ON HOLD UNTIL NEW CONSULTANT CONTRACT IS COMPLETE. (12/8/05) COA NEEDS TO SUBMIT A REQ. TO DEPARTMENT ASKING FOR ASSISTANCE TO COMPLETE PLANS.

GO ROW Comments: Rec'd R/W plan revs.3/01/08; Appr.Cont Pending

Prel. Parcel CT:	2	**Total Parcel in ROW System:**	7	**Cond. Filed:**	0	**Acquired by:**	DOT	***DEEDS CT:***	0
Under Review:	0	**Options - Pending:**	0	**Relocations:**	0	**Acquisition MGR:**	Phillips, Sherry		
Released:	0	**Condemnations- Pend:**	0	**Acquired:**	0	**R/W Cert Date:**			

PRECONSTRUCTION STATUS REPORT FOR PI:752560-

PROJ ID : 752560-
COUNTY : Fulton
LENGTH (MI) : 0.48
PROJ NO.: BRNLB-9073-00(018)
PROJ MGR: Alexander, Nicoe
OFFICE : Urban Design
CONSULTANT: Turnkey Consultant, (Contract with GDOT)
SPONSOR : Atlanta
DESIGN FIRM: Heath & Lineback Engineers, Inc.

SR 999/CS 3586/SPRING STREET @ SOU RR- CSX RR REPLACEMENT

MPO: Atlanta TMA
TIP #: AT-086B
MODEL YR : 2020
TYPE WORK: Bridges
CONCEPT: BR REPL
PROG TYPE: Replacement
BOND PROJ :

DOT DIST: 7
CONG. DIST: 5
BIKE: Y
MEASURE: E
NEEDS SCORE: 8
BRIDGE SUFF: 3.00

MGMT LET DATE : 07/15/2011
MGMT ROW DATE :
SCHED LET DATE : 2/16/2011
WHO LETS?: GDOT Let
LET WITH : 752086-

SCHED START	SCHED FINISH	ACTIVITY	ACTUAL START	ACTUAL FINISH	%
		Concept Development	1/1/1996	11/10/1997	100
		Concept Meeting	1/1/1996	11/10/1997	100
		PM Submit Concept Report	1/1/1996	11/10/1997	100
		Receive Preconstruction Concept Approval	1/1/1996	11/10/1997	100
		Management Concept Approval Complete	**1/1/1996**	**11/10/1997**	**100**
	4/28/2009	Value Engineering Study	8/27/2008		64
		Public Information Open House Held	8/12/1996	1/12/1999	100
		Environmental Approval	**3/1/1999**	**10/4/2000**	**100**
		Pub Hear Held/Comm Resp (EA/FONSI, GEPA)	10/4/2002	10/4/2002	100
		Field Surveys/SDE	3/9/1993	4/5/1993	100
		Preliminary Plans	**10/15/2001**	**8/10/2003**	**75**
		Preliminary Bridge Design	2/23/2003	12/12/2003	67
	7/30/2009	Underground Storage Tanks	4/29/2000		100
3/27/2009	6/11/2009	404 Permit Obtainment			0
		PFPR Inspection	3/27/1998	3/27/1998	100
		R/W Plans Preparation	10/29/2001	11/1/2001	100
		R/W Plans Final Approval	**10/29/2001**	**11/1/2001**	**100**
		L & D Approval	9/11/2001	9/13/2001	100
3/27/2009	12/21/2010	R/W Acquisition			14
7/2/2009	7/15/2009	Stake R/W			0
	3/30/2010	Soil Survey	12/30/2007		55
		Bridge Foundation Investigation	12/31/2007	9/26/2008	100
	1/7/2010	**Final Design**	**12/28/2007**		25
3/27/2009	12/31/2009	Final Bridge Plans Preparation			0
1/29/2010	2/1/2010	FFPR Inspection			0
2/15/2010	2/26/2010	Submit FFPR Responses (OES)			0

PROGRAMMED FUNDS

Phase	Approved	Proposed	Cost	Fund	Status	Date Auth
PE	1998	1998	858,653.90	Q10	AUTHORIZED	2/6/1998
ROW	2003	2003	5,013,500.00	Q10	AUTHORIZED	6/26/2003
CST	2012	2012	16,975,413.00	L1C0	PRECST	

PE Cost Est Amt: Date:
ROW Cost Est Amt: Date:
CST Cost Est Amt: 14,664,000.00 Date: 1/6/2009

STIP AMOUNTS

Phase	Cost	Fund
PE		Q10
ROW		Q10
CST	0.00	L1C0

PDD: [01C] 12-30-99 GOES W/752086. GET RW PLANS TO CITY! AQE. 10/8/99
Bridge: BRIDGE REQUIRED (SEE 752086)
Design: NA:FGS:H&L| VE Responses sent 2/16/09 | 090220
EIS: CE 10-4-00|RE 5-21-03|OnSchedLET|Nable(3.5.08)
LGPA: REV PMA SGN ATLANTA DO PE & UTIL 3-6-02.
Planning: SR 999/CS 3586/Spring St. @ SOU RR- CSX RR replacement is on the Atlanta Commuter On-Street Bike Plan (1995) map & pg 74
Programming: PR2/P–5-14-98|TEMP SR 999 & 999TA|#2 7-07|#3 9-07
ROW: plan issues and atty. issues; assign. D7 ROW 6-08; Pre Acq A. Payne, Rubio (CC)
Traffic Op: DDC | BR RPL PRJCT W/752086-/FULTON CO|S&M PLNS N/R|032001|$
Utility: SUE Level B Extended 12/17/07 ongoing-SO-Deep
EMG: BRIDGE REPLACEMENT

District Comments

COA., UST N/R - GOES W/752086. (8/2/02) PROJECT DELAYED BECAUSE OF R/W. URBAN DESIGN TO RECOM. FY 2004 CST. (8/21/02) PROJECT DELAYED BECAUSE OF R/W. EXPECTED TO GO TO FY 2004 CST. (8/14/03) COMPLICATED R/W. WORKING WITH GSA ON PARKING. (9/22/03) MOVED TO JULY 05 LET. (2/12/04) NO ACTIVITY. (6/10/04) CITY STILL SHORT ON PE FUNDS. PROJECT NEEDS TO GO IN FY 2006 CST. (11/15/04) WORKING ON ENV. DOC. RECOMM. 3/06 LET. (12/8/05) COA NEEDS TO SUBMIT REQ. TO DEPARTMENT ASKING FOR ASSISTANCE TO COMPLETE PLANS.

GO ROW Comments: appraisal contract issues...

Prel. Parcel CT:	11	**Total Parcel in ROW System:**	11	**Cond. Filed:**	0	**Acquired by:**	DOT
Under Review:	0	**Options - Pending:**	0	**Relocations:**	0	**Acquisition MGR:**	Phillips, Sherry
Released:	5	**Condemnations- Pend:**	0	**Acquired:**	0	**R/W Cert Date:**	

DEEDS CT: 0

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA	BHNLB-9073-00(016), BRNLB-9073-00(018)	1	

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

PLAN AND PROFILE OF PROPOSED SPRING STREET VIADUCT REPLACEMENT OVER CSX TRANSPORTATION, INC.

FEDERAL AID PROJECT

BHNLB-9073-00(016), BRNLB-9073-00(018)

FULTON COUNTY

LOCATION SKETCH

DESIGN DATA:
TRAFFIC A.D.T.: 17350 (2013)
TRAFFIC A.D.T.: 25750 (2033)
TRAFFIC D.H.V.: 2575
DIRECTIONAL DIST: 55%
% TRUCKS: 3%
24 HR. TRUCKS %: 6%
SPEED DESIGN: 30 MPH

LOCATION & DESIGN APPROVAL DATE: 9-13-2001

FUNCTIONAL CLASS: URBAN MINOR ARTERIAL

THIS PROJECT IS 100% IN FULTON COUNTY AND IS 100% IN CONG. DIST. NO. 5.

THIS PROJECT IS WITHIN ATLANTA CITY LIMITS.

PROJECT DESIGNATION: EXEMPT

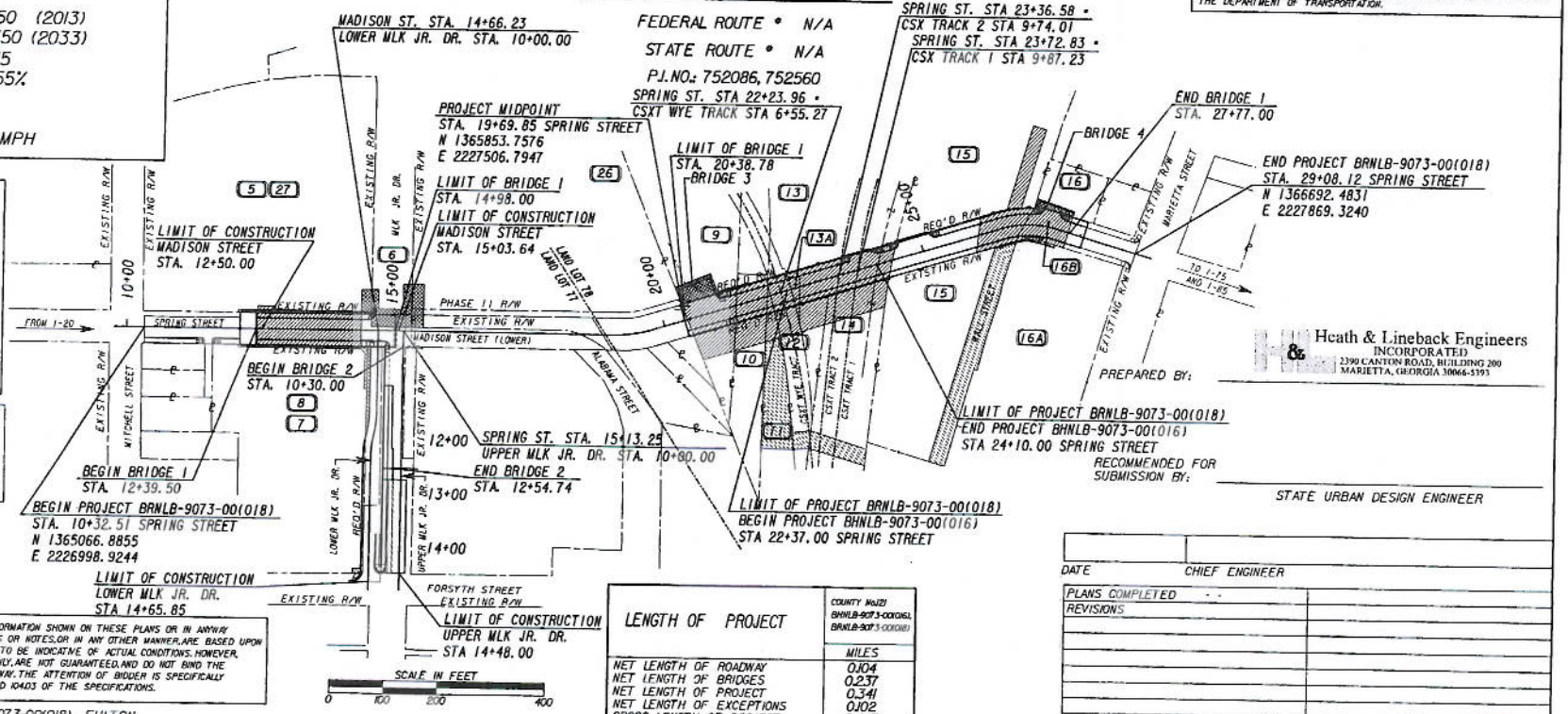
DESIGNED IN ENGLISH UNITS.

THIS PROJECT HAS BEEN PREPARED USING THE HORIZONTAL GEORGIA COORDINATE SYSTEM OF 1984 (NAD 1983/94 WEST ZONE, AND THE NORTH AMERICAN VERTICAL DATUM (NAVD) OF 1988.

LAND LOT: 77 & 78
LAND DISTRICT: 14
CMD: 1

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

NOTE :
ALL REFERENCES IN THIS DOCUMENT, WHICH INCLUDES ALL PAPERS, WRITINGS, DOCUMENTS, DRAWINGS, OR PHOTOGRAPHS USED, OR TO BE USED IN CONNECTION WITH THIS DOCUMENT, TO "STATE HIGHWAY DEPARTMENT OF GEORGIA", "STATE HIGHWAY DEPARTMENT", "GEORGIA STATE HIGHWAY DEPARTMENT", "HIGHWAY DEPARTMENT", OR "DEPARTMENT" WHEN THE CONTEXT THEREOF MEANS THE STATE HIGHWAY DEPARTMENT OF GEORGIA, AND SHALL BE DEEMED TO MEAN THE DEPARTMENT OF TRANSPORTATION.



LENGTH OF PROJECT	COUNTY WIDE BHNLB-9073-00(016), BRNLB-9073-00(018)
	MILES
NET LENGTH OF ROADWAY	0.104
NET LENGTH OF BRIDGES	0.237
NET LENGTH OF PROJECT	0.341
NET LENGTH OF EXCEPTIONS	0.102
GROSS LENGTH OF PROJECT	0.443

PREPARED BY:
Heath & Lineback Engineers INCORPORATED
2390 CANTON ROAD, BUILDING 200
MARIETTA, GEORGIA 30066-5393

RECOMMENDED FOR SUBMISSION BY:

STATE URBAN DESIGN ENGINEER

DATE CHIEF ENGINEER

PLANS COMPLETED	
REVISIONS	