

PRELIMINARY FIELD PLAN REVIEW INSPECTION REPORT

PI No.: 0011684, Fulton County

Bridge Replacement – SR 42 SPUR over Norfolk Southern RR

INSPECTION DATE: September 3, 2015

REPORT DATE: September 4, 2015

RESPONSE ACCEPTED DATE: November 13, 2015

This inspection was requested by Albert V. Shelby, III, State Program Delivery Engineer. The Project Manager is Ryan Fernandez.

The plans were prepared by District 7 Design.

The report was prepared by Tanisha Georges, and accepted by Lisa L. Myers, State Project Review Engineer, Office of Engineering Services.

The NEPA document is pending approval.

This report is being distributed via E-mail.

The Inspection Plans were reviewed at One Georgia Center (OGC) prior to the site inspection.

All comments marked with an arrow symbol (⇒) should be addressed with a written response by the Project Manager. As per Plan Development Process, responses to all comments will be written in complete sentences and will clearly state the action taken to address the comment. Comments not marked with an arrow symbol (⇒) must be addressed but do not require a written response unless the Project Manager determines that no action or a different action will be taken. All responses shall be submitted in Word format (a pdf of the document will not be accepted).

Projects Let to construction after July 1, 2013 will require the use of the 2011 AASHTO “GREEN BOOK”, GDOT Design Manual, 2011 Roadside Design Guide, 2012 Guide for the Development of Bicycle Facilities. Projects Let to Construction after October 2013 will require the use of the 2013 Georgia Standard Specifications. Please revise all notes that make reference to previous GDOT Design Manuals and Specifications. Any substandard features that cannot be complied with due to project restraints will require the submission of a design exception/variance to the State Design Policy and Support Engineer.

PROJECT DESCRIPTION

The proposed project will be a bridge replacement of Structure #121-0051-0 on SR 42 SPUR over Norfolk-Southern Railroad 0.3 miles east of SR 54. Due to structural integrity, all components of the bridge shall be replaced with no added capacity. The project has a total project length of 0.4 miles and a Management Let Date of September 2016.

DESIGN DATA

CURRENT TRAFFIC ADT: 6,700
DESIGN TRAFFIC ADT: 8,300
PERCENT TRUCKS: 8.75
CURRENT POSTED SPEED: 35 MPH
SPEED DESIGN: 35 MPH

FUNCTIONAL CLASSIFICATION: Urban Minor Arterial

The Concept Report was approved on March 24, 2014.

Cynthia VanDyke, State Transportation Planning Administrator, has stated that the proposed project is within the planning boundary for the Atlanta Metropolitan Planning Organization. The project concept is found to be exempt from air quality analysis and is found to conform to the Atlanta MPO's Plan and TIP based upon the July 28, 2015 review.

ENVIRONMENTAL

ENVIRONMENTAL COMMITMENTS: Green Sheet unavailable for PFPR

GENERAL ENVIRONMENTAL COMMENTS:

All environmentally sensitive areas (ESA) including, but not limited to, stream buffers, wetland boundaries, historical boundaries, T&E habitats, archaeological resources, hazardous materials, and environmental justice areas shall be shown denoted with a Diamond Line Code. **This will be done after receiving "green sheet"**.

ESA lines labeled as "ESA – See General Notes 'Environmental Resources Impact Table' for construction restrictions" need to be provided on all plan drawings where an ESA exists. **This will be done after receiving "green sheet"**.

RIGHT OF WAY

NUMBER OF PARCELS: 14 APPRAISED: 0

ACQUIRED DEEDS: 0

ACQUISITION BY: GDOT

TYPE ACCESS CONTROL: Permit

GENERAL RIGHT OF WAY COMMENTS:

Update TPro R/W information as, per the plans, there should be 19 parcels. **TPro has been updated to reflect 20 parcels. This includes the parcel added for Norfolk Southern Railway.**

Consider obtaining temporary easement for all of parcel 12 (City of Atlanta property) to be use for project office. **The remainder of parcel 12 now shows temporary easement for the project office.**

DESIGN EXCEPTIONS

DESIGN EXCEPTIONS REQUIRED: Lateral Offset to Obstruction (Utility Poles)
Intersection Skew Angle of Blashfield St. and Milton Ave

DESIGN EXCEPTIONS REQUESTED:

DESIGN EXCEPTIONS APPROVED:

Intersection skew angles of Milton Ave (35°) and Blashfield Street (55°) do not meet minimum angle requirement (FHWA/AASHTO) to tie into the main roadway

DESIGN VARIANCES

DESIGN VARIANCES REQUIRED: Intersection Skew Angle of Lakewood Ave

DESIGN VARIANCES REQUESTED:

DESIGN VARIANCES APPROVED:

Intersection skew angle of Lakewood Ave (67°) does not meet minimum angle requirement (GDOT Standard) to tie into the main roadway.

SPECIAL PROVISIONS

PROJECT SPECIFIC SPECIAL PROVISIONS FURNISHED FOR THE INSPECTION:

Section 108.08 – Prosecution and Progress
Section 150.11 – Traffic Control

ADDITIONAL PROJECT SPECIFIC SPECIAL PROVISIONS REQUIRED:

Section 647 – Traffic Signal Installation
Section 687 – Traffic Signal Timing
SP for Railroad Interests

GENERAL SPECIAL PROVISION COMMENTS:

Contracts Administration should not include the Special Provision adding the Fine Grader due to this being a bridge replacement.

Restrictions to traffic interruptions are recommended as follows:

- A. Full Road Closure
 - i. SR 42 Spur over Norfolk Southern Railroad may be closed to traffic for a maximum of 450 calendar days. **Revised**

Estimated construction time is 24 months due to railroad and bird restrictions. Bridge and walls will require 15 months to build. As such the road will need to be closed for a minimum of 15 months. **Revised**

Correct SP Section 108 to read **SR 42 Spur over Norfolk Southern Railroad** as it currently reads *SR 230 over Turkey Creek* **Revised**

Update traffic signal specification to include wireless magnetometer detectors. **This will be revised prior to FFPR.**

ERIT identifies potential hazard material locations. We need specification (special) and pay items for trash removal, hazard material (i.e. dirt removal) and possibly hazardous water removal for bridge foundation. **Will be done after receiving "green sheet".**

Please submit the Section 108 and Section 150 Special Provisions to the Office of Construction for their review. This should be done after the Preliminary Field Plan Review, but prior to the assembly of the Final Plan Documents. **Special Provisions 108 and 150 will be submitted to the Office of Construction prior to assembly of Final Plan Documents.**

ESTIMATED CONTRACT TIME: The Inspection Team recommends 24 months.

VALUE ENGINEERING

Total Project Programmed Cost: \$5,181,721.00

VE Study Date: N/A

VE Implementation Approval Date: N/A

General VE Comments: None

CONSTRUCTION PLANS

The Project Manager is advised that this project is located within a NPDES Municipal Separate Storm Sewer System (MS4) Permitted area. Linear roadway projects that disturb 1 acre or more of land, or site development that creates or adds 5,000-sqft or greater of new impervious surface area are required to comply with section 4.2.5.1a of the permit. Section 4.2.5.1a of the permit requires design of storm water structures at outfall locations that provide:

- Removal of 80% of total suspended solids (TSS) from the first 1.2-inches of rainfall;
- Detention storage for the 1 year 24 hour storm event;
- Match pre-developed flow rates for the 25 year 24 hour storm event; and
- Control the 100 year 24 hour storm event.

Projects excluded from section 4.2.5.1a of the permit include:

- Projects that have environmental approval by June 30, 2012;
- Projects that have right of way plans submitted for review and approval by June 30, 2012;
- Design Build and P3 projects that have been awarded or received environmental approval by June 30, 2012.
- Maintenance and safety improvements: Examples include repaving, driveway access paving, shoulder paving and building, fiber optic line installation, sign addition, safety barrier, and sound barrier installations.
- Safety projects whereby the sites are not connected and the individual site disturbs less than one acre.

This project shall conform to Section 4.2.5.1a of the MS4 Permit as it proposes to disturb greater than one acre of land.

We are currently working with the Roadway Hydraulics Group to be certain all steps are followed in obtaining the MS4 Permit.

General Comments:

Bridge Plans list beginning of bridge at station 16+40.13 yet throughout the plan set (Sections 13, 15, 21, and 54) the bridge beginning station is identified as 16+41.08. Please review and correct; this will also require updating the beginning station of the 30ft reinforced concrete approach slab.
Revised

Revise Easement on Railroad property to be permanent easement line style. The permanent easement should cover the bridge structure plus 5 feet on each side. The remaining easement area should be changed to "temporary easement" - Easement for Construction of slopes. The temporary easement should be labeled "Easement by Railroad Agreement." **Revised**

Add parcel number to Railroad property. **Revised**

Change property owner name from *Norfolk Southern Railroad* to **Norfolk Southern Railway Company** Revised

01-XXX COVER SHEET

Add Location and Design Approval Date This date will be added when the L&D is approved (after approval of the environmental document).

Zoom in on location sketch Location sketch has been revised.

Begin and end bridge stations do not coincide with those provided in Sections 13 and 35. Revised

02-XXX INDEX

Please ensure all applicable GA Standards and Details are included and the latest revision dates are shown. This will be done prior to submitting FFPR plans.

Correct description for Standard 4013. Description should read **Guardrail Anchorage Type 5 and 6 and Guardrail Attachment to Columns, Piers, and Walls** Revised

List all six erosion control detail sheets separately with their corresponding drawing number. Also, include the correct revision date (should be Jan 2013 not Jan 2007). Revised

Delete Detail P-7 as the full length of the project has curb and gutter proposed. Deleted

Verify need for Standard 4388; there is curb and gutter proposed throughout the project making Standard 4391 necessary. Standard 4388 has been removed from the index.

Correct the revision date for the following Details:

- D-24D (rev date should be Jul 2015) Revised
- T15a (rev date should be Jun 2015) Revised

04-XXX GENERAL NOTES

General Comments:

⇒ Clarify whether blasting will be required.

As discussed at the PFPR meeting, to the best of our knowledge, there will be no need for blasting.

04-001

Delete General Notes 2, 6, and 9 These notes have been deleted.

General Note 7 should read, **DETOUR SIGNAGE AND INSTALLATION SHALL BE PLACED/INSTALLED AND MAINTAINED BY THE CONTRACTOR. COST FOR THIS WORK SHALL BE INCLUDED IN THE OVERALL PRICE OF LUMP SUM TRAFFIC CONTROL.** Other details such as notification should be provided in special provision 150.11. Note revised

General Note 8: Replace *UPC* with **Utility Protection Center** Revised

General Note 11: Replace *Aggregate Surface Course for Dirt Drives* with **Asphalt for Dirt Drives** Revised

General Note 11: Correct asphalt spread rate to read lb/sy instead of lf/sy Revised

Use the most current Pipe Culvert Material Alternative chart. **Received and inserted correct chart from Ian Rish**

Include note to address the removal of the existing pipe. **Note number 9 has been added to drawing no. 4-001 stating all existing drainage structures and drainage pipes, both longitudinal and cross drains along SR 42 Spur shall be removed unless otherwise labeled.**

04-002

Fill out ERIT in its entirety (i.e. add station numbers, side on which resource is located, etc.) **This will be done after receiving "green sheet".**

05-XXX TYPICAL SECTIONS

General Comments:

⇒ Verify whether concrete curb & gutter is approved or will granite curb be required at some locations.

8" x 30" curb and gutter will be used throughout the project. There will be no need for granite curb.

⇒ Clarify material in the one and two foot edging (concrete or sod). Consider extending sidewalk to back of curb & gutter.

The strip between the sidewalk and the curb will be stamped concrete and will be labeled before FFPR plans are submitted.

⇒ Bridge is 36' gutter-to-gutter. As we are purchasing R/W, please clarify why roadway width is not shown matching proposed bridge width.

While the proposed bridge is 36' gutter-to-gutter, this includes 2' gutter on each side with 16' lanes. The roadway on each end of the bridge does match the bridge. The front gutter line of the curb and gutter matches the gutter line on the bridge and the front of curb matches the back of the gutter line on the bridge. The goal was to match roughly the existing footprint. This included adding 30 inch curb and gutter to replace header curb, adding stamped concrete between the curb and sidewalk, and using 5' sidewalks. This will roughly match the existing footprint.

05-001

TS-2: Shift centerline call out left to the centerline **Done**

⇒ Clarify whether patching will be required.

Patching will be added to mill and inlay typicals before FFPR plans are submitted.

05-002

TS-4: Reinforced concrete approach slab runs from Station 16+10.13 to Station 16+40.13 at which point the bridge begins yet TS denotes full depth AC pavement running thru Station 16+41.08. Please correct conflicting information. **Revised**

⇒ Verify widths of proposed pavement on TS-4 as 11' center lane reduces from 11' to 0' and the 11' through lanes are shown to increase to 16' but the 1' reduction in overall roadway width has not been addressed (33' drops to 32').

Additional labeling has been added to TS-4 to better show the taper on the right side from 33'-0" to 32'-0". The taper has also been better shown on the plan sheet 13-01.

- ⇒ TS-3 shows 11 foot lanes that will narrow to 10 foot lanes with striping. Since we are purchasing R/W, explain why we are not creating 12 foot lanes.

The goal was to fit this project within the existing footprint if possible. The bridge has 2 – 16' lanes that will taper out to 3 – 11' lanes on each end. Using 11' lanes in an area with a 35 mph speed limit should not pose a problem.

05-003

TS-5: Bridge ends at 19+19.13 at which point the reinforced concrete approach slab begins and runs through station 19+49.13 yet TS denotes full depth AC pavement starting at Station 18+78.00. Please correct conflicting information. Revised

TS-6: Plans show full depth pavement ending at Station 21+75. If the full depth pavement is to run through Station 22+08 then TS-6 can be deleted and TS-5 can be utilized by adjusting the station ranges. Also, this will require Section 13 being updated to show full depth pavement extending through Station 22+08 as well as the inclusion of staging plans that addresses side road accessibility during full depth pavement construction at this location. Full depth pavement will end at station 21+50. Staging plans will not be needed for Milton Avenue or Harriet St.

- ⇒ Verify widths of proposed pavement on TS-5 as center lane increases from 0' to 11' and the 16' through lanes are shown to decrease to 11' but the 1' increase in overall roadway width has not been addressed (32' increases to 33').

Additional labeling has been added to TS-5 to better show the taper on the left side from 32'-0" to 33'-0". The taper has also been better shown on the plan sheet 13-03.

- ⇒ Verify whether the shoulder detail is needed. Also, this detail is not typical as the proposed sidewalk and beauty strip widths vary.

The "Typical Shoulder Detail" has been removed from drawing no. 5-003.

05-004

TS-7: Staging plan needs to be provided to address accessibility to side roads (Milton Ave and Harriet Street) during full depth pavement construction.

As full depth paving ends at station 21+50, staging plans will not be needed for Milton Ave. or Harriet Street.

- ⇒ Verify that a design exception will not be required for the proposed 9' lane widths.

As per The Office of Design Policy and Support, a design exception is not required to tie into these existing 9' wide lanes.

06-XXX SUMMARY OF QUANTITIES

General Comments:

Please ensure correct pay items and quantities are entered into CES (Cost Estimation System) after the plans have been revised according to the PFPR Inspection comments. This will be done prior to submitting FFPR plans.

Quantities for numerous items are missing including, but not limited to, the following:

- Bridge Bridge quantities are not required at PFPR.
- Signals Signal quantities will be added prior to FFPR

- Wall MSE wall quantities are not required at FFPR

Include Details and Summary of Quantities for Overhead Street Name Signs

Add Type 3 Field Office Type 3 field office included

06-001

Remove lump sum Construction of Bridge Complete Removed

Increase Water Quality Inspections to 24 months Revised

⇒ Verify curb & gutter as roadway quantity calls for 6in x 30in while typical sections call for 8in x 30in.

8in x 30 in, type 2 curb and gutter will be used throughout this project. This has been revised on the summary of quantities drawing no. 6-001.

⇒ Verify quantity for Water Quality Monitoring and Sampling. It appears that it should be 3 not 10 to coincide with the 3 sampling locations identified in Section 51.

The quantity for Water Quality Monitoring and Sampling has been revised to 3 and the Water Quality Inspections has been revised to 24 to coincide with the number of months for construction.

06-002

Include RPM color with type Revised

Remove note stating that the exact stations for drainage structures are to be determined by project engineer. Removed

The Summary of Drainage Structure provided is not the standard. This chart will be revised before FFPR plans are submitted.

10-XXX TRAFFIC DIAGRAM SHEETS

Traffic data will be needed as it will be used to determine signal timing for both the detour and final configuration. Drawing no. 10-001 will be added prior to FFPR

11-XXX CONSTRUCTION LAYOUT/STAKE-OUT SHEET: No Comments

13-XXX MAINLINE ROADWAY PLAN SHEETS

General Comments:

Provide angles and stations of intersection for all side streets These angles and stations have been shown on the mainline plan sheets.

⇒ Clarify what will be done with the existing pipes (flowable fill, removal, etc.)

Note number 9 has been added to drawing no. 4-001 stating all existing drainage structures and drainage pipes, both longitudinal and cross drains along SR 42 Spur shall be removed unless otherwise labeled.

13-001

Provide radii information at intersection and at driveways **All required radii will be shown prior to submitting FFPR plans.**

Change WCR configuration to have 2 Type B WCR at each corner instead of 1 **The crosswalks and wheel chair ramps have been revised in this intersection to make the crosswalks more perpendicular to the roadways, therefore shortening the walking distance.**

Delete R/W marker indicated at Station 12+13.00 **Deleted**

Provide identification for drainage structure C-6 **This structure has been labeled.**

Extend the limits of construction along Lakewood Ave to incorporate the installation of magnetometers. **This will be done prior to submitting FFPR plans.**

Push back the begin project and begin construction locations in order to incorporate the installation of magnetometers. **This will be done prior to submitting FFPR plans.**

⇒ Clarify the manner in which the fencing on parcels 2 and 3 will be handled.

This will be handled under "cost to cure" during right of way negotiations.

⇒ Verify whether parcel 6 can utilize the driveway located on parcel 5

Parcel 6 does not have an existing driveway. The proposed drive has been removed and access to this parcel will be via parcel 5.

⇒ Explain why the existing driveway for parcel 7 is not being retained and no proposed driveway is being shown.

A commercial driveway has been placed at station 13+95.00 to access parcel 7. The driveway profile sheet will be updated prior to FFPR.

13-002

Provide radii information at the intersection of SR 42 Spur and Blashfield Street **All required radii will be shown prior to submitting FFPR plans.**

Guardrail tapers in too abruptly at 16+10 RT. Increase taper length of guardrail to more gradually move closer to sidewalk. **Taper length has been increased.**

Landing area of Type 2 WCR on west side of Blashfield St is unnecessarily large, reduce width. **This will be done prior to submitting FFPR plans.**

At approximately Station 16+25 LT, the edge of required construction easement called out as Station 13+32.45. Please review and correct. **Corrected**

Recommend extending the limits of construction along Blashfield Street by an additional 50'. **This will be evaluated and done prior to submitting FFPR plans.**

One of the Railroad drainage standards is that the proposed rate and quantity of storm water on railroad property shall not exceed the existing rate and quantity up to the 100 year storm. Relocate the outlet of the drainage pipe B-3 or try to get the water to disperse instead of channelizing the flow. **I will work with the Roadway Hydraulics Group to solve this issue and correct the plans prior to submitting FFPR plans.**

Add more riprap to the outlet B-3. As shown in plans, there is no riprap present at pipe outlet. The space at the pipe outlet with the symbol "Ch – Rp3" is part of the line code for rip rap. I will attempt to make this more clear.

Show existing outfalls. The existing outfalls and ditches will be shown prior to submitting FFPR plans.

Add the following information to the sheet: **Railroad Inv. # 718064Y, RR MP 156.38 Revised**

For clarity, move the call outs for end bridge and end approach slab **Revised**

⇒ Verify whether a crash wall is needed at bents 2 and 3.

Crash walls are not needed at these locations.

⇒ Verify the need for additional temporary easement north to move electrical power line out of the bridge construction zone.

I will work with the District Utilities and District Construction offices to resolve this prior to submitting right of way plans.

⇒ Verify whether it is possible to asphalt level to parcel 8 as this will help to keep driveway open.

The leveling required would range from 3" to 6" thick. This should not present a problem, however this business will probably be a "total take" and the driveway would not need to remain open during construction.

⇒ Verify that the radius at McDonough/Blashfield is good for trucks

This will be verified with AutoTurn prior to submitting FFPR plans.

⇒ On parcel 11, there is an existing structure shown within the required R/W adjacent to the proposed bridge. Please clarify what this structure is and how it is to be addressed (i.e. will it require demolition).

Notes have been added to drawing numbers 13-001 and 13-002 labeling the existing walls and adjacent structures to be demolished. Also, note 4 on drawing number 4-001 has been revised indicating the existing walls will be disposed in the same manner as the bridge.

13-003

Add R/W marker at Stations 20+13.71 55.08' RT, 20+80.61 75.00' RT, and 21+15.78 75.00' RT
Revised

Provide radii information at the intersections of Milton Ave and Harriet Street with SR 42 Spur **All required radii will be shown prior to submitting FFPR plans.**

Station 22+00 is shown twice overlapping. **Revised**

At Parcel 17, work is shown exiting the R/W **This will be addressed during development of right of way plans.**

Extend the limits of construction along Milton Ave, Harriet Street, and SR 42 Spur to incorporate the installation of magnetometers. **This will be considered and taken care of prior to submission of FFPR plans.**

Add note addressing how to handle existing wall (i.e. is it to be removed, buried, etc.) **This has been incorporated into note number 4 of the GENERAL NOTES.**

Add note to use class "B" pavement widening at curve in NW corner of intersection (SR 42 Spur at Milton Ave). **A note specifying the use of class "B" pavement widening at the NW corner of this intersection will be added to the plans prior to submitting FFPR plans.**

Clearly identify where full depth pavement ends in order to ensure that full depth construction dose not impede traffic on Milton Ave.

The limits of "full depth pavement" have been identified on drawing no. 13-003 at station 21+50.

⇒ Parcel 13 has a bill board that will need to be removed to construct slope. Explain how this will be addressed

This will be handled under "cost to cure" during right of way negotiations.

⇒ Clarify what the outfall from drainage structure B-5 flows into

This will be shown on drawing no. 13-003 prior to submitting FFPR plans.

14-XXX CROSSROAD/SIDE STREET/FRONTAGE ROAD/RAMP PLAN SHEETS: N/A

15-XXX MAINLINE ROADWAY PROFILE SHEETS

⇒ Verify profile being shown. If the profile is the road profile, then the beam will not meet the 23' minimum vertical clearance. Bridge plans show a 23' minimum clearance to beams.

The distance shown from existing ground and the proposed roadway surface at this point is 33.17 feet. The clearance has been revised to read "23'-0" MINIMUM VERTICAL CLEARANCE TO BOTTOM OF BRIDGE BEAM".

⇒ Verify orientation of 2:1 slope as it does not coincide with bridge plans.

The 2:1 slope has been revised on drawing number 15-001. The bridge plans contain the details and will be used for construction.

16-XXX CROSSROAD/SIDE STREET/FRONTAGE ROAD/RAMP PROFILE SHEETS:
No Comments

17-XXX DRIVEWAY PROFILE SHEETS

Pipe runs beneath driveways at Stations 12+73 and 13+58 but not shown. Please correct. **The pipes will be added prior to submitting FFPR plans.**

18-XXX SPECIAL GRADING: N/A

19-XXX CONSTRUCTION STAGING & STAGING CROSS-SECTION PLAN SHEETS:
N/A

20-XXX CONSTRUCTION STAGING DETAILS

Additional detour signs are needed on Lakewood Ave, Milton Ave, Sawtell Ave, and side streets.

Numerous sign being shown at incorrect locations on the detour plan including, but not limited to, the following:

- Shift the #4 and #8, currently indicated on Lethea Street, right adjacent to Lakewood Ave.
- Shift the #1 and #4 currently indicated on Rhodesia Ave to just before the Lakewood Ave south intersection with SR 54

- Shift the #1 and #4 currently indicated below Claire Drive right to just before the intersection of SR 54 with Sawtell Ave.
- Shift the #2 and #4 indicated midway between the penitentiary and Sawtell Ave left to just before the Sawtell Ave north intersection with SR 42 Spur.

Please ensure that all detour sign markers are being shown in the correct locations.

The detour route will be coordinated with and approved by the City of Atlanta prior to FFPR plans being submitted. The signage will be approved by D7 construction office.

⇒ Verify whether truck traffic can be detoured from state route to secondary roads.

District 7 Design is currently working with The City Of Atlanta to get permission to use this detour.

⇒ Clarify whether side roads will need to be repaved in order to handle the detoured traffic.

District 7 Design is currently working with The City Of Atlanta on what will be needed to use this detour.

21-XXX DRAINAGE AREA MAP

Correct begin project station number, should be 10+15.00 not 10+00.00 This will be revised prior to submitting FFPR plans.

22-XXX DRAINAGE PROFILES: No Comments

23-XXX CROSS SECTIONS

The Project Manager should furnish electronic earthwork files to the Office of Roadway Design for review. This should be done as soon as accurate information can be provided, but no later than one month prior to the FFPR request. This will be done at least one month prior to requesting FFPR.

23-001

Per GDOT PPG, cross section should be provided at begin project (Station 10+15.00) A cross section will be added at 10+15.00 prior to FFPR.

23-002

Wall 1 height and footing are incorrect. Revised

23-003

At station 16+50, cross section shows a half-bridge/half-asphalt roadway; bridge begins at 16+40.13 thus cross section should show the bridge. This cross section will be revised to show the bridge prior to submitting FFPR plans.

23-004

At station 19+00, cross section shows a half-bridge/half-asphalt roadway; bridge ends at 19+19.13 thus this cross section should show the bridge. This cross section will be revised to show the bridge prior to submitting FFPR plans.

At station 19+50, cross section shows a half-bridge/half-asphalt roadway; bridge ends at 19+19.13 thus this cross section should show the full depth AC pavement indicated at this

location. This cross section will be revised to show full depth AC pavement prior to submitting FFPR plans.

24-XXX UTILITY PLANS

Electrical:	Georgia Power Company
Gas:	Atlanta Gas Light
Sewer:	City of Atlanta
Water:	City of Atlanta
Telephone:	AT&T
Railroad:	Norfolk Southern Railway Company
Cable TV:	Comcast
Other:	None

A SUE quality Level B utility location was performed on August 14, 2014 and accepted on October 9, 2014.

Plans have been sent to Utility Companies.

SUE Plans have been verified by Utility Companies.

The Public Interest Determination (PID) Procedure (in accordance with Policy 6863-12) for the relocation, removal, and adjustment of Utility facilities is not applicable to this project.

General Utility Comments:

Screen back items in accordance with the PPG so that utilities are shown clearly. The reference drawings have been grayed back.

Wall 1 conflicts with gas line. The gas line will need to be relocated.

Please include the 811 Logo as shown below: Revised



⇒ Verify that utilities on existing bridge will be allowed on proposed bridge.

Presently there are only 2 utilities on the bridge. These are water (COA) and telephone (ATT). Provisions have been made for these utilities on the proposed bridge.

24-00A

Norfolk Southern Railroad: Change Leon Jackson (404) 529-1251 Ernest.Jackson@nscorp.com to James Bryan Hobbs (404) 529-1436 James.Hobbs@nscorp.com Revised

24-002

Proposed pipelines crossing railroad tracks need to follow railroad pipeline standards, which can be found at <http://www.nspipeandwire.com/NSRC/NSCE-8%20REV.pdf> These standards will be verified and followed. Coordination will also be done with Norfolk Southern.

- ⇒ Inaccessible/damaged telephone vault shown at location of proposed sidewalk and curb & gutter (approximately Station 15+75 RT), verify that there will not be a conflict. This also applies to vault located at approximately 19+00 RT.

The inaccessible/damaged telephone vault at station 15+75 Rt is in conflict with a proposed drainage structure and pipe. This structure and pipe needs to remain in place to catch water running off the bridge before it enters Blashfield Street.

The telephone vault at station 19+00 will need to be relocated due to the proposed bridge not ending until station 19+19.13. This is located in an area where no fill material will be beneath the sidewalk.

- ⇒ Clarify responsible party for water line work (will it be included in the contract)

This water line is owned by City of Atlanta. They will provide GDOT with the scope of work, list of materials, etc. I will place utility relocation sheets (44 series) in the plan set. This work will be included in the GDOT contract and reimbursed by City of Atlanta.

- ⇒ Clarify location of “unknown” utility lines (i.e. are they running under railroad tracks) as these may impact bridge footings.

The UNKNOWNs are believed to be the old Atlanta street car rails. The UNKNOWNs are inside the pavement on top of the bridge. They are not attached to the underside of the bridge or under the railroad.

25-XXX LIGHTING PLANS & DETAILS: N/A

26-XXX SIGNING AND MARKING PLANS & DETAILS

General Comments:

Signing and Marking Plans indicated in Index but not provided in plan set. These will be included at FFPR.

27-XXX TRAFFIC SIGNAL PLANS

GDOT requires that all traffic and intersection control devices (stop and go traffic signals, flashing beacons, school flashers) on the State Highway system be permitted. The Project Manager shall ensure that all proposed traffic control devices have approved permits issued by the State Operations Engineer and Chief Engineer, prior to the devices being included as a contract item in the plans. The following locations, as shown in the plans, will require permit revisions:

Existing Signalization

SR 42 Spur @ Lakewood Ave SE (revision)
SR 42 Spur @ Harriet Street/Milton Ave (revision)

General Comments:

The Project Manager shall consult with TMC and District Traffic Operations to ensure that all signalized locations are permitted prior to submission of the final plan package to Contracts Administration.

Keep all D3-1 signs together. **This will be addressed prior to submitting FFPR plans.**

Details of the overhead street name signs should be placed at the beginning of Section 27. **This will be addressed prior to submitting FFPR plans.**

On the D3-1 signs, the upper case letters should be 12" and the lower case letters should be 9"; 8" is not the standard size stated in the MUTCD or the GDOT Traffic Signal Design Manual. **Revised**

Minimum of 6" should be between the arrow and the street name (see D3-1 #4 on 27-005) **Revised**

Street name sign cells, with the proper label, should be provided on the individual intersection plan sheets. **This will be addressed prior to submitting FFPR plans.**

Overhead street name signs should be label with D3-1 #X and called out on the plan sheet where they are located. **This will be addressed prior to submitting FFPR plans.**

Turn off centerlines. **This will be addressed prior to submitting FFPR plans.**

Update signal head detail cells. **This will be addressed prior to submitting FFPR plans.**

Reduce clutter and overlapping of labels/callouts in the drawings. For example, on 27-003 it is hard to tell what is being drawn in the northeast and southwest corners of the intersection. **This will be addressed prior to submitting FFPR plans.**

Call out the access point card and isolators inside the 332 cabinet for the magnetometer detection. **This will be addressed prior to submitting FFPR plans.**

A SP/SPP digital radio must be installed at the intersection for the magnetometer. Provide a call out at the intersection for this device. **This will be addressed prior to submitting FFPR plans.**

All magnetometers should be labeled with the correct detection zone. The correct label for magnetometers is "M#". For example the setback detector for phase 2 is labeled "M2". **This will be addressed prior to submitting FFPR plans.**

Provide the exact location for the wireless magnetometer repeaters. This allows the contractor to know exactly where to install them. **This will be addressed prior to submitting FFPR plans.**

There is a detail cell that shows proper magnetometer installation configuration, provide this cell on the plan sheet for the contractor. **This will be addressed prior to submitting FFPR plans.**

⇒ Verify that the signals are interconnected and specify the manner of interconnection.

This manner of signal interconnection will be verified prior to submitting FFPR plans.

⇒ Justify the 16' spacing for the presence magnetometer. The usual spacing for this device is the first two are 15' apart and the last detector is 23' from the middle detector. It is also recommended that the first detector be 3' from the stop bar.

The magnetometer spacing has been revised as stated above.

27-001

Add icon for 4-Section Head with Backplate **Revised**

Magnetometer and repeater symbols not shown in legend **This will be addressed prior to submitting FFPR plans.**

27-002

Delete Traffic Signal Notes 4, 14, 19, and 24

Notes 4,14, and 24 have been deleted. District 7 Traffic Operations wanted to keep note number 19.

Traffic Signal Note 11: Delete first sentence as no attachment heights are being provided. Revised

Traffic Signal Note 15: Include manner of payment Revised

Traffic Signal Note 17: Verify contact phone number. This will be addressed prior to submitting FFPR plans.

Traffic Signal Note 22: Delete repeated *SHALL BE* and provide detail for City of Atlanta marking tape. This will be addressed prior to submitting FFPR plans.

Traffic Signal Note 23: Correct last sentence as it states that signal heads should have pixilated LED modules which are not the standard and verify that specifications require all black signal heads. This will be addressed prior to submitting FFPR plans.

⇒ Verify whether any equipment is being salvaged. If equipment is being salvaged include salvage note providing contact information, 48-hr notice, contractor to deliver and unload, as well as what items are to be salvaged.

I will verify whether any equipment will be salvaged and, if necessary, add a salvage note to the plans prior to submitting FFPR plans.

27-003

In title box include installation identification (i.e. Traffic Signal installation 1). Revised

Call out locations of D3-1 proposed for this intersection. This will be addressed prior to submitting FFPR plans.

Provide speed limit for Lakewood Ave. Revised

Per PPG, existing overhead utilities and underground structures that may cause conflict with installation should be shown on sheet greyed back. This will be addressed prior to submitting FFPR plans.

Call out for strain pole installation in lower right quadrant needs to be moved for clarity. Revised

R10-5A sign should be placed under the label **Regulatory Signs**. This will be addressed prior to submitting FFPR plans.

Consider adding detection for the southbound left. This will be addressed prior to submitting FFPR plans.

Call out the new 7-conductor cable that will need to be installed for the FYA. This will be addressed prior to submitting FFPR plans.

No conduits are currently listed for poles/pullboxes This will be addressed prior to submitting FFPR plans.

Increase size of ped labels and signal head labels so they are easier to read Revised

⇒ Provide justification for new left turn phases (1 & 5)

This will be addressed prior to submitting FFPR plans.

⇒ Verify north arrow orientation. As the drawing currently stands, the north arrow should be pointing in a NNE direction not NNW.

The north arrow has been rotated and is oriented properly.

⇒ Verify placement of cabinet. As shown, it is currently off the R/W

The cabinet has been placed inside required right of way.

27-004

In title box, provide intersection information. This will be addressed prior to submitting FFPR plans.

Add note indicating that **List of materials is for information purposes only, the contractor shall verify materials and quantities** This will be addressed prior to submitting FFPR plans.

As indicated on Drawing 27-003, signal heads are to have incandescent look not pixelated look as called for in the LOM This will be addressed prior to submitting FFPR plans.

The last three units and quantities provided in the LOM have no corresponding materials. This will be addressed prior to submitting FFPR plans.

LOM should only list materials that are expected to be used for signal installation 1. This will be addressed prior to submitting FFPR plans.

Although quantities are for information purposes only, please ensure to utilize correct units (for example: reel being used for signal head and linear feet being used for R10-5a) as well as quantities that coincide with material called out on Drawing 27-003 (for example: one 3-section head being indicated, 720 LF being indicated for R10-5a, and zero magnetometers are shown in LOM) This will be addressed prior to submitting FFPR plans.

In the input file, add phase 6 vehicular movement and delete vehicular movement for phases 2B, 3, and 7. This will be addressed prior to submitting FFPR plans.

Detection method is magnetometers thus change the "L" to "M" in the input file. This will be addressed prior to submitting FFPR plans.

R10-5A is a *Left Turn Yield on Flashing Yellow Arrow* not *Left Turn Yield on Green*, please correct Revised

Directional bore called out but none being shown on plans Directional bore has been removed from the quantities on drawing number 27-004

27-005

All signs currently have x" value indicated at the bottom. Please provide actual values and ensure that a minimum side margin of 4" is maintained Revised

In summary table, the dimension of each sign indicated does not match those provided in the sign detail. This will be addressed prior to submitting FFPR plans.

Based on the dimensions shown in the sign details, the total square foot of sign should be 87.75 not 99.75 as indicated in the table. **This will be addressed prior to submitting FFPR plans.**

27-006

In title box, provide intersection information and installation identification (i.e. Traffic Signal Installation 2). **Intersection information provided**

Remove ramp call outs **Ramp call outs turned off**

Per PPG, existing overhead utilities and underground structures that may cause conflict with installation should be shown on sheet greyed back. **This will be addressed prior to submitting FFPR plans.**

Call out locations of D3-1 proposed for this intersection with their corresponding numbers (for example: D3-1 #1). **This will be addressed prior to submitting FFPR plans.**

In phasing diagram, omit phases 1 and 5 **Revised**

Label the speed for the minor and major streets. **This will be addressed prior to submitting FFPR plans.**

Increase size of ped labels and signal head labels so they are easier to read **This will be addressed prior to submitting FFPR plans.**

Realign the "P2" crosswalk for pedestrian safety. **This will be addressed prior to submitting FFPR plans.**

Move call out for P2 for clarity **This will be addressed prior to submitting FFPR plans.**

Add magnetometer for right turn movement onto Milton Ave. **This will be addressed prior to submitting FFPR plans.**

⇒ Clarify whether this intersection is split phased. If it isn't, it is recommended that it should be split phased because of the geometric offset.

Will revise plans to show this intersection as split phased prior to submitting FFPR plans.

⇒ Verify that there is sufficient space on the R/W for the proposed cabinet installation, location and orientation, as it appears to be exiting the R/W.

The cabinet has been placed inside the required right of way.

27-007

Drawing provided is identical to Drawing 27-004 (Traffic Signal Installation 1 information). Please replace with drawing providing the pertinent information for Traffic Signal Installation 2 and ensure that comments provided for Drawing 27-004 are taken into consideration. **This will be addressed prior to submitting FFPR plans.**

27-008

All signs currently have x" value indicated at the bottom. Please provide actual values and ensure that a minimum side margin of 4" is maintained **This will be addressed prior to submitting FFPR plans.**

28-XXX ATMS / ITS PLANS: N/A

29-XXX LANDSCAPING PLANS & DETAILS: N/A

30-XXX MITIGATION PLANS (Wetland, Streams) : N/A

31-XXX RETAINING WALL ENVELOPES

General Comments:

Drawing numbers listed as 31-XXX, please replace XXX with actual values (001 and 002).

These drawing numbers will be changed as noted.

Include Summary of Wall Quantities and ensure that the value matches those provided in the SOQ

Wall quantities are not required at PFPR.

31-002

⇒ Verify that coping B is correct

Coping B is correct.

32-XXX RETAINING WALL PLANS: N/A

33-XXX NOISE BARRIER ENVELOPES: N/A

34-XXX NOISE BARRIER PLANS: N/A

35-XXX BRIDGE PLANS

Existing Bridge ID No.: 121-0051-0

Proposed Bridges: 279' Concrete Bridge measuring 49'5" out-to-out and 36' gutter-to-gutter.

General Bridge Comments:

⇒ Bridge Stakeout Inspection Date: **The bridge stakeout inspection date was April 23, 2015.**

Date the Results of Bridge Stakeout Inspection were forwarded to the GDOT Office of Bridge Design: April 23, 2015

Add Summary of Bridge Quantities and ensure that values coincide with those in the SOQ.

Bridge quantities are not required at PFPR.

35-003

SDI listed as 0.XX, please replace with actual value.

0.XX will be replaced with actual value.

Traffic data listed does not coincide with information provided on Cover Sheet (traffic volume, % trucks, 24-hr % trucks, and directional distribution).

Traffic data will be changed to match information provided on Cover Sheet.

Standard 9031N called out but not indicated in index.

Standard 9031N has been added to the Index.

⇒ The plans show a 2% cross slope. Verify whether this will be good for span 3 or if the bridge should have a superelvation.

The 2% cross slope is consistent with the roadway plans.

36-XXX BRIDGE CULVERT PLANS: N/A

37-XXX MISCELLANEOUS STRUCTURES: N/A

38-XXX SPECIAL CONSTRUCTION DETAILS: N/A

39-XXX SPECIAL DESIGN BOX CULVERTS: N/A

44-XXX UTILITY RELOCATION PLANS: N/A

EROSION CONTROL PLANS

Items proposed in plans:

<u>Permanent</u>	<u>Temporary</u>
Rip Rap	Inlet Sediment Trap
Plastic Filter Fabric	Construction Exits
Erosion Control Mats, Slopes	Silt Fence, Type C
Grassing	Mulch
	Grassing

Additional items recommended: None

General Erosion Control Comments: None

50-XXX EROSION CONTROL PLANS – COVER SHEET

Adjust and correct bridge callouts as they are identifying the wrong locations and station numbers. This will be addressed prior to submitting FFPR plans.

Zoom in on location sketch for clarity. This will be addressed prior to submitting FFPR plans.

Adjust begin construction arrow for clarity. This will be addressed prior to submitting FFPR plans.

51-XXX EROSION CONTROL PLANS – EROSION, SEDIMENTATION, & POLLUTION CONTROL GENERAL NOTES SHEET

General Comments

Review Appendix B of the General Permit and ensure that the correct NTU Values are shown in the Sampling Information Table. This will be addressed prior to submitting FFPR plans.

51-001

Sequence of Major Activities: Revise Initial BMP Installation to ensure that all preliminary BMPs are installed **prior** to any land disturbing activities instead of “concurrent with clearing and grubbing” as stated in Note 2. This will be addressed prior to submitting FFPR plans.

**52-XXX EROSION CONTROL PLANS – EROSION CONTROL LEGEND & UNIFORM
CODE SHEET: No Comments**

53-XXX EROSION CONTROL PLANS – DRAINAGE AREA MAP

Increase size of image to allow pertinent information to be visible (include additional sheets if necessary). **This will be addressed prior to submitting FFPR plans.**

Begin and end of bridge should be visibly flagged **This will be addressed prior to submitting FFPR plans.**

Per GDOT PPG, show and note by structure number all existing and proposed drainage features. **This will be addressed prior to submitting FFPR plans.**

**54-XXX EROSION CONTROL PLANS – BEST MANAGEMENT PRACTICES (BMP)
LOCATION DETAILS**

General Comments:

Final Stage BMP Location Drawings should only show the final product with permanent BMPs identified; there should be no work indicated on these sheets. **This will be addressed prior to submitting FFPR plans.**

54-002

Delete end of wall flag **This will be addressed prior to submitting FFPR plans.**

⇒ Verify placement of silt fence on railroad R/W.

Proper placement of the silt fence on railroad right of way will be verified and confirmed through railroad coordination prior to submitting FFPR plans.

54-004

BMPs set up in the initial stage that are carried over into the intermediate stage should be shown greyed back **This will be addressed prior to submitting FFPR plans.**

Provide structure numbers for drainage structures being installed during this stage. **This will be addressed prior to submitting FFPR plans.**

54-005

Guardrail called out as being installed during this stage but not shown. **This will be addressed prior to submitting FFPR plans.**

Correct begin bridge station and its corresponding approach slab call out. **This will be addressed prior to submitting FFPR plans.**

54-006

From Station 20+00 to Station 20+80, R/W limits not shown on LT. **This will be addressed prior to submitting FFPR plans.**

BMP being shown extending off R/W from structure B-5 **This will be addressed prior to submitting FFPR plans.**

Numerous arrows are shown pointing at curb cut ramps with no call out. **This will be addressed prior to submitting FFPR plans.**

54-009

In title box, change *Initial Phase* to **Final Phase** This will be addressed prior to submitting FFPR plans.

55-XXX EROSION CONTROL PLANS – EROSION CONTROL WATERSHED MAP & SITE MONITORING LOCATION

General Comments:

Identify and flag sampling locations with stations and offsets This will be addressed prior to submitting FFPR plans.

Recommend increasing size for clarity. This will be addressed prior to submitting FFPR plans.

56-XXX EROSION CONTROL PLANS – CONSTRUCTION STANDARDS & DETAILS: N/A

60-XXX RIGHT OF WAY PLANS: N/A

FIELD INSPECTION

⇒ Identified as historic bridge/area in ERIT, verify whether there will be any special requirements for bridge parapet (current conditions appears to be special design).

Bridge Office will be notified regarding any special requirements for the bridge parapet.

On NE corner of traffic signal installation 1(intersection of SR 42 Spur and Lakewood Avenue), current strain pole is joint use. Please update plans to ensure that the pole in this location remains joint use. This will be addressed prior to submitting FFPR plans.

Upon inspection it is confirmed that access to parcel 6 is via parcels 5 and 7 (this parcel does not have a driveway). Remove driveway indicated at approximately 13+60 RT and ensure to provide driveway for parcel 7 at approximately 14+00 RT The driveway on parcel 6 has been removed and a driveway has been added to parcel 7 at station 13+95 RT.

LLM / TMG

PERSONNEL PRESENT

PRELIMINARY FIELD PLAN REVIEW SIGN-IN SHEET

County: Fulton PI No.: 0011684

Date: September 3, 2015

PE CHARGING UNIT: 0011684-PE

NON DOT EMPLOYEES PLEASE PROVIDE BUSINESS CARD OR
PRINT E-MAIL ADDRESS LEGIBLY.

DOT EMPLOYEES PLEASE SIGN IN WITH NAME AS SHOWN ON DOT E-MAIL ADDRESS

O	F	NAME	OFFICE / COMPANY	PHONE NUMBER	E-MAIL ADDRESS
X	X	Tanisha Georges	Engineering Services	(404) 631-1765	tgeorges@dot.ga.gov
X	X	David Roberts	DR DESIGN	770-986-1098	dcr@dot.ga.gov
X	X	SHUN LYNKAL	DT CONSTRUCTION	770-986-1414	SLYNKAL@DOT.GA.GOV
X	X	DEANICK KAMEGA	ENGINEERING SERVICES	404-631-2223	
X	X	GERALD FORD	D7 DESIGN	770-986-1111	gford
X	X	BRAD HUMPHREY	D7 TRAFFIC OPS	770-986-1768	jhumphrey@dot.ga.gov
X	X	KESHA WYNN	D7 TRAFFIC OPS	770-986-1765	kwynn@dot.ga.gov
X	X	KERESA HARTUE	BRIDGE DESIGN	404-631-1980	thartue@dot.ga.gov
X	X	Donn Digsmen	"	404-631-1847	dodigsmen@dot.ga.gov
X	X	DARRELL SEWEN	SDOT-PM	404-631-1567	dsewen@dot.ga.gov
X	X	Ryan Fernandez	SDOT - DTD	404-631-1162	rfernandez@dot.ga.gov
X	X	JAMES HARRIS	SDOT-CONST G.O.	404-631-6235	JHARRIS@DOT.GA.GOV
X	X	Wade Woodward	D-Utilities	770-986-1117	WWoodward@dot.ga.gov

PERSONNEL SUBMITTING E-MAIL COMMENTS

Jill Franks	GDOT – Office of Utilities (Railroad)
Christopher Raymond	GDOT – Office of Traffic Operations
James Harry	GDOT – Office of Construction
Shonnell Gibbs	GDOT – Office of Utilities (SUE)
Derick Cameron	GDOT – Office of Engineering Services

c: Meg Pirkle
Glenn Bowman
Ryan Fernandez
Albert Shelby
Gerald Ford
Kathy Zahul
Shun Pringle
Dona Welch
Scott Gibson
Ira Witherspoon
Scott Lee
Patrick Allen
Nicholas Fields
Emanuel Jackson
James Harry
Charles Hasty
David Patterson
Dale Brantley
Lee Upkins
Andrew Heath
Ken Werho
Andy Casey
Ben Rabun
Theresa Holder
Troy Byers
Cindy VanDyke
Hiral Patel
Gail D'Avino
Eric Duff
Glenn Williams
Derrick Cameron
Daryl Williams
Ted Crabtree
Tanisha Georges

SCORING RESULTS PER TOPPS 2440-2

Project Number: N/A		County: Fulton	PI No.: 0011684	Project Designed By: DOT Office: Program Delivery	
Date FPR Held: 03SEP2015		<input checked="" type="checkbox"/> Preliminary	<input type="checkbox"/> Final	Project Manager:	Ryan Fernandez
				Consultant/Design Office:	GDOT Roadway Design
Project Type: Choose appropriate project type:		<input checked="" type="checkbox"/> Bridge Replacement <input type="checkbox"/> Intersection Improvement <input type="checkbox"/> Design-Build <input type="checkbox"/> Rural Widening & Reconstruction <input type="checkbox"/> Interchange Reconstruction <input type="checkbox"/> New Location Roadway <input type="checkbox"/> Urban Widening & Reconstruction <input type="checkbox"/> Rural Interstate Reconstruction <input type="checkbox"/> Traffic Signal Upgrades <input type="checkbox"/> Maintenance Resurfacing <input type="checkbox"/> Urban Interstate Reconstruction <input type="checkbox"/> ATMS/ITS			
<input type="checkbox"/> Major <input checked="" type="checkbox"/> Minor	<input checked="" type="checkbox"/> Urban <input type="checkbox"/> Rural				
FOCUS AREAS	SCORE	RESULTS			
Presentation	70	<input type="checkbox"/> Did not follow PDP <input checked="" type="checkbox"/> Missing information <input checked="" type="checkbox"/> Incorrect quantities <input checked="" type="checkbox"/> Did not follow PPG <input checked="" type="checkbox"/> Conflicting information <input checked="" type="checkbox"/> Missing pay items <input type="checkbox"/> Unclear requirements <input checked="" type="checkbox"/> Incorrect information <input type="checkbox"/> Incorrect pay items			
		Notes:			
Judgment	80	<input type="checkbox"/> Did not follow Concept Report <input type="checkbox"/> Did not follow GDOT policy <input type="checkbox"/> Did not follow AASHTO requirements <input checked="" type="checkbox"/> Did not perform adequate QA/QC procedures			
		Notes:			
Environmental	80	<input type="checkbox"/> Not consistent with Environmental Document <input type="checkbox"/> Did not address environmental commitments <input type="checkbox"/> Not consistent with Environmental Permits <input type="checkbox"/> Unreasonable environmental commitments/requirements <input checked="" type="checkbox"/> ESA's not shown/incorrect on plans			
		Notes:			
Right of Way	80	<input checked="" type="checkbox"/> Did not provide adequate Right of Way/Easements <input checked="" type="checkbox"/> Was not consistent with constraints to accessing property <input type="checkbox"/> Did not show physical characteristics of property			
		Notes:			
Utility	90	<input type="checkbox"/> Did not show existing Utilities on plans <input type="checkbox"/> Utility Legend discrepancies <input checked="" type="checkbox"/> Did not define all conflicts <input type="checkbox"/> Did not show Strain Pole locations <input type="checkbox"/> Did not show all relocations <input type="checkbox"/> Did not show Contract items			
		Notes:			
Constructability	80	<input type="checkbox"/> Did not provide Staging Cross Sections <input type="checkbox"/> Did not include Intermediate Completion Dates <input type="checkbox"/> Did not address Temporary Drainage <input type="checkbox"/> Did not address Side Road Staging <input checked="" type="checkbox"/> Staging will not work as shown			
		Notes:			
Schedule	90	<input checked="" type="checkbox"/> Submitted late for Scheduled Let Date <input type="checkbox"/> Incomplete Initial Submittal <input type="checkbox"/> Submitted late for R/W Authorization <input type="checkbox"/> Additional Field Plan Review required <input checked="" type="checkbox"/> Extensive Re-do work			
		Notes:			